



Staff Report

To: Planning Commission

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

From: Dan Handel, AICP, Planner

Meeting Date: October 12, 2023 (Prepared October 5, 2023)

Item: DR 23-03, PLA 23-03, SA 23-02, & VAR 23-05 "Commerce Way Industrial Park" at 1414 Commerce Way

Tax Lots: 051W07DA00100 & 051W08CB05000

Issue before the Planning Commission

Action on a land use application package:

- Type III Design Review (DR 23-03),
- Type I Property Line Adjustment (PLA),
- Type III Street Adjustment (SA 23-03), and
- Type III Variance (VAR 23-03).

The applications have been consolidated into a single Type III package for review. Type III reviews go before the Planning Commission for a public hearing and final decision.

Executive Summary

The subject properties encompass an 11.04-acre site along the east side of Commerce Way. They are within the Light Industrial (IL) zoning district; the Riparian Corridor and Wetlands Overlay District (RCWOD) also covers a portion of the site. The site is undeveloped, except for a telecommunications tower that was recently approved (CU 2020-02 & VAR 2020-07).



Aerial view of the site

The proposal before the Planning Commission is a Design Review application for an industrial park project consisting of two buildings and related site improvements (parking lot, loading bays, and landscaping). A Property Line Adjustment application is included to adjust the shared property boundary between the two lots. A Street Adjustment application is included to request a modified cross-section for Commerce Avenue. A Variance application is also included, requesting to modify the height limit requirements for exterior light fixtures.



Artistic Rendering

104. Traffic Impact Analysis (TIA) summary
105. ODOT TIA review comments
106. Tax Maps, marked
107. Site Plans

Recommended Conditions of Approval

Staff recommends the following conditions of approval. Section references throughout the conditions are to the Woodburn Development Ordinance (WDO).

General

1. **Substantial Conformance:** The applicant or successor shall develop the property in substantial conformance with the final plans submitted and approved with this application, except as modified by these conditions of approval. Were the applicant to revise plans other than to meet conditions of approval or meet building code, even if Planning Division staff does not notice and signs off on building permit issuance, Division staff retains the right to obtain restoration of improvements as shown on an earlier land use review plan set in service of substantial conformance.
2. **Public Works conditions:** The developer shall follow the attached “Public Works Conditions October 5, 2023” (Attachment 102).
3. **Addressing:** Prior to recordation of the property line adjustment, the developer shall submit an Address Assignment Request Form, with accompanying fee payment and materials, to the Community Development Department to begin the process of getting addresses assigned.
4. **Property line adjustment:** The developer shall record the property line adjustment with Marion County in a manner acceptable to the Marion County Surveyor. Recordation of the adjustment shall be completed prior to building permit issuance.
5. **Fence permit:** To demonstrate conformance with 2.06.02 and 5.01.03, the developer shall submit application for and obtain approval of a Fence Permit for any new fencing. Such fencing must also receive approval from the Woodburn Fire District.
6. **Grading permit:** Prior to beginning any grading work on-site, the developer shall apply for and obtain a Grading Permit from the City per 5.01.04.
7. **Sign permit(s):** To demonstrate conformance with 3.10 and 5.01.10, submit application for and obtain approval of a Sign Permit for any new signage.

Right-of-Way & Easements

8. **Right-of-way dedication:** Developer shall dedicate Commerce Way right-of-way for Tax Lot 100, as illustrated on Sheet C-1.03. Dedication would occur concurrently with recordation of the property line adjustment.

9. Easements: The developer shall grant the following easements concurrently with recordation of the property line adjustment. Prior to recordation, submit a draft copy to the City for review.
 - a. Streetside public utility easements: To meet 3.02.01B & F2, an 8-foot-wide streetside public utility easement along the site frontage of Commerce Way as illustrated on Sheet C-1.05.
 - b. On-site public utility easements: To meet 3.02.01C, a 16-foot-wide public utility easement centered along the public water line running through the site.
 - c. RCWOD easement: To meet 3.01.08C, 3.02.01D, and 3.02.02A, a public improvement and maintenance easement that follows the boundary of the Riparian Corridor & Wetlands Overlay District (RCWOD). This easement shall also allow for public trail access and trail improvements.
 - d. Access easement: To meet 3.04.01A2 and 3.04.03C4a, a 60-foot-wide access easement centered on the shared property line.
 - e. Refuse and recycling area: An access easement over Tax Lot 5000 benefiting Tax Lot 100, to provide access to the paved refuse and recycling bins area.

10. Vacation requests: Application materials illustrate and note certain vacations being requested (see Sheet C-1.03). Prior to recordation of the property line adjustment and prior to civil plans approval for public improvements, the developer shall successfully complete the vacation process for the following:
 - a. The requested right-of-way along Tax Lot 5000; and
 - b. The requested 30-foot-wide easement within Tax Lot 100 (MCDR Volume 442, Page 525).

Transportation

11. Commerce Way improvements: In conformance with the proposed street cross-section illustrated on Sheet C-0.03, the developer shall complete the following right-of-way (ROW) improvements to Commerce Way along the frontage of the subject properties:
 - a. Improvements: Construct street improvements to match the cross-section on Sheet C-0.03 and the site plan on Sheet C-1.07. Improvements are due prior to building permit issuance.
 - b. Street trees: To meet 3.01.04B and 3.06.03A, plant lawn grass and at least 21 small size street trees within the landscape strip. Small size trees are defined in Table 3.06B as having a height of 18-40 feet at maturity. Prohibited street tree species are outlined in Table 3.06C. If the minimum number of street trees cannot be planted due to interference with other public improvements, the fee-in-lieu for any street trees not planted is \$250 per tree (fee payment would be due prior to building permit issuance).
 - c. Access: To meet 3.01.02C, the driveway approaches shall comply with applicable Public Works Department standard drawings and specifications.

- d. Fire turnaround: If required by the Woodburn Fire District for providing adequate access, developer shall provide a fire turnaround at the northern end of Commerce Way to the standards required by the Fire Marshal.
12. Truck route: Exiting semi-trucks shall utilize the 'Hardcastle Avenue > N. Front Street > OR Highway 214' route to exit the site; they are not permitted to travel east on Hardcastle Avenue or south on N. Front Street. Similarly, entering semi-trucks shall utilize the 'OR Highway 214 > N. Front Street > Hardcastle Avenue' route to access the site.
13. Traffic mitigation: The following are due prior to building permit issuance:
- a. To alleviate current and future safety and capacity issues at the N. Front Street / OR Highway 214 ramp, the developer shall pay a proportionate share fee-in-lieu of \$40,500 to the City towards TSP Project R12 and any safety improvements at this location.
 - b. To alleviate current and future safety and capacity issues at the Settlemier Ave / N. Boones Ferry Road / OR Highway 214 intersection, the developer shall pay a proportionate share fee-in-lieu of \$6,923.23 to the City towards TSP Project R3.
 - c. To mitigate current and future safety and capacity issues at the I-5 ramp intersections with OR Highway 214, the developer shall pay to the City a \$5,000 proportionate share mitigation fee towards TSP Projects R8 & R9.
14. Mill Creek greenway trail: Pursuant to 3.01.08B & F, the developer shall pay a proportionate share fee-in-lieu for Mill Creek Greenway Trail improvements. The fee amount is \$53,034.75. Payment is due prior to building permit issuance.

Utilities

15. Street lighting: Pursuant to 3.02.03A, adjacent street lighting for Commerce Way shall comply with City of Woodburn and Portland General Electric (PGE) standards and specifications. The applicant shall either provide documentation to the attention of the Public Works Department indicating that existing illumination complies with the standards or install new lighting to conform. This is due prior to building permit issuance.
16. Power line burial: To meet 3.02.04B1, the applicant shall bury the existing overhead power lines along the Commerce Way frontage. This is due prior to building permit issuance.
17. Underground utilities: Pursuant to 3.02.04, all utility services to and within the development shall be underground.

Other

18. RCWOD maintenance: Prior to building permit final inspection, the developer shall inspect the extent of the subject properties within the RCWOD, submit a report on

existing conditions within this area to the Community Development Department, and remove any invasive plants. Such maintenance work shall be in compliance with applicable outside agency regulations and permitting requirements (e.g. Department of Environmental Quality, Department of State Lands, Army Corps of Engineers).

19. Parking: The developer shall complete the following prior to building permit issuance:
 - a. To meet 3.05.02J, revise site plans to illustrate striped directional markings throughout the parking lot and circulation area.
 - b. To meet 3.05.03H2 & 3, revise plans to include signage and striping details for carpool / vanpool parking stalls.
 - c. To meet 3.05.03I2-4, revise plans to include electric vehicle parking stall details for charging level, striping, and signage.
 - d. To meet 3.05.06C2 & 3, revise plans to include facility and dimension details for bicycle parking stalls.

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. Fences, fencing, & free-standing walls: The approval excludes any new fences, fencing, & free-standing walls, which are subject to WDO 2.06 and the permit process of 5.01.03.
4. Signage: The approval excludes any signage, which is subject to WDO 3.10 and the permit process of 5.01.10.
5. 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.
6. Inspection: The applicant shall construct, install, or plant all improvements, including landscaping, prior to City staff verification. Contact Planning Division staff at least three (3) City business days prior to a desired date of planning and zoning inspection of site improvements. This is required and separate from and in addition to the usual building code and fire and life safety inspections. Note that Planning staff are not primarily inspectors, do not have the nearly immediate availability of building inspectors, and are not bound by any building inspector's schedule or general contractor convenience.
7. Stormwater management: The storm sewer system and any required on-site detention for the development must comply with the City Storm Water Management Plan, Oregon Department of Transportation (ODOT), Public Works storm water practices and the Storm Drainage Master Plan. The applicant shall provide a final hydraulic analysis for the development and collection system, including the downstream capacity of the proposed storm sewer system. All required on-site detention area for the runoff from this site will need

to be provided in accordance with the hydraulic analysis. The detention system is to be maintained by the applicant in perpetuity.

8. Public Works Review: Staff performs final review of the civil plans (within City right-of-way jurisdiction) during the building permit stage. Public infrastructure must be constructed in accordance with plans approved by the City, ODOT, as well as current Public Works construction specifications, Standard Drawings, Standard Details, and General Conditions. All improvements/work within the right-of-way shall be completed prior to final building inspection.
9. ODOT review: Applicant is required to obtain a permit from ODOT for all work within ODOT jurisdiction. Applicant to provide a copy of the ODOT permit approval prior to building permit issuance.
10. Railroad coordination: Applicant to coordinate work with the appropriate railroad company for all work within or adjacent to their right-of-way.
11. Franchises: The applicant provides for the installation of all existing and new franchised utilities and any required easements.
12. Water: All water mains and appurtenances must comply with Public Works, Building Division, and Woodburn Fire District requirements. Existing water services lines that are not going to be use with this new development must be abandoned at the main line. The City performs required abandonment of existing water facilities at the water main with payment by the property owner. All taps to existing water mains must be done by a "Hot Tap" method and by approved City of Woodburn Contractors. The applicant shall install the proper type of backflow preventer for all domestic, lawn irrigation and fire sprinkler services. The backflow devices and meters shall be located near the city water main within an easement, unless approved otherwise by Public Works. Contact Byron Brooks, City of Woodburn Water Superintendent, for proper type and installation requirements of the backflow device at (503) 982-5380.
13. Grease Interceptor/Trap: If applicable, a grease trap would need to be installed on the sanitary service, either as a central unit or in the communal kitchen/food preparation area. Contact Marion County Plumbing Department for permit and installation requirements, (503) 588-5147.
14. Fire: Fire protection requirements must comply with the Woodburn Fire District standards and requirements. Place fire hydrants within the public ROW or public utility easement and construct them in accordance with Public Works Department requirements, specifications, standards, and permit requirements. Fire protection access, fire hydrant locations and fire protection issues must comply with current fire codes and Woodburn Fire District standards.

See City of Woodburn Standard Detail No. 5070-2 Fire Vault. The fire vault must be placed within the public right-of-way or public utility easement.

15. SDCs: The developer pays System Development Charges prior to building permit issuance.



**Public Works Conditions of Approval
DR 23-03, PLA 23-03, SA 23-02, & VAR 23-05
WB Commerce 100 LLC & 5000 LLC
(1414 Commerce Way)
October 5, 2023**

A. CONDITIONS OF LAND USE APPROVAL:

1. The Applicant, not the City, is responsible for obtaining any necessary permits from the State, Marion County, Oregon Division of State Lands, US Army Corps of Engineering, Union Pacific Railroad, and/or federal agencies that may require such permit or approval for the construction of this development.
2. The applicant, not the City, is responsible for obtaining any necessary permits from adjacent property owners that may require such permits or approval for work within their property boundaries.
3. Applicant to provide a copy of approved permit(s) from the Oregon Division of State Lands and US Army Corps of Engineering, as applicable prior to civil plans approval, if a permit shall be obtained for discharging storm drainage into state lands.
4. Applicant to provide a final Engineer stamped storm drainage hydraulic analysis report for detention, conveyance system and a final 100-year floodway, floodplain, and wetland delineation for this development. The storm drainage hydraulic analysis shall comply with, Oregon Division of State Lands, US Army Corps of Engineering and City's requirements, as applicable.
5. The applicant is responsible for obtaining approval from the City's Planning Division and Woodburn Fire District for dead-end turnarounds requirements for public streets and private share access.
6. Department of Environmental Quality Erosion Control 1200C permit will need to be obtained for this development prior to City issuing approval of civil plans.
7. Applicant to install street lighting along Commerce Way. Streetlights shall be in accordance with street lighting plans approved by the City and conforming to Portland General Electric installation (PGE) and under PGE's option B.
8. Applicant to provide for the installation of all franchise utilities and shall provide any required easements for these facilities. All permanent utility services to the development shall be underground.
9. The Applicant, by this Development, shall not cause storm water runoff to be impounded on adjacent properties. Applicant to construct private storm sewer systems, including detention facilities in accordance with approved plans and drainage reports. All required on-site and off-site detention area(s) for the runoff from this site will need to be provided

in accordance with the hydraulic analysis. The property owner shall maintain all on-site detention areas in perpetuity.

10. All sewer mains are a gravity system and the termini of sewer lines locations, depths, and sizes shall be such that it is suited for future extensions to adjoining areas.
11. All sanitary sewer and storm drainage laterals serving the proposed developments are private up to the main public line.
12. All City-maintained facilities located on private property shall require a minimum of 16-foot-wide utility easement conveyed to the City by the property owner. This is the applicant's responsibility to provide, not the City's. Utilities of unusual depth, size or location may require a larger width.
13. Applicant to provide a flexible pavement structure designed for all new public streets, by a registered professional engineer using subgrade reaction appropriate for the site, traffic index, and a 20-year design life for pavement system. Structure thicknesses shall not be less than values form table on City of Woodburn Standard Detail No. 42001 (Typical Pavement Structure).
14. The owner/applicant shall be required to enter into an improvement agreement.
15. Applicant to pay all public improvements (right-of-way) fees for all public improvements that are to be maintained by the City as per Ordinance #1795.
16. Final review of the Civil Plans will be done during the permit application for public improvements. Public infrastructure will be designed and constructed in accordance with plans approved by Public Works and complying with City, State and Federal requirements/guidelines current at the time of the development application. All public infrastructure improvements shall be completed, inspected, and accepted prior to building permit issuance.
17. Provide and record the required right-of-way dedications and public utility easements, prior to City issuance of building permit.
18. All public improvements shall be deemed complete prior to City issuance of building permit.
19. System Development charges shall be paid prior to building permit issuance.
20. All onsite private storm systems and sewer lateral lines shall comply with Marion County plumbing permit and requirements.
21. Fire hydrants locations and fire protection requirements shall be as per the Woodburn Fire Districts and City of Woodburn requirements. Actual fire hydrant locations and in-line valving locations shall be determined during the final Civil Plans approval and building permit issuance.

Analyses & Findings

This attachment to the staff report 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: Street Adjustment or Variance | Request to modify, adjust, or vary from a requirement |

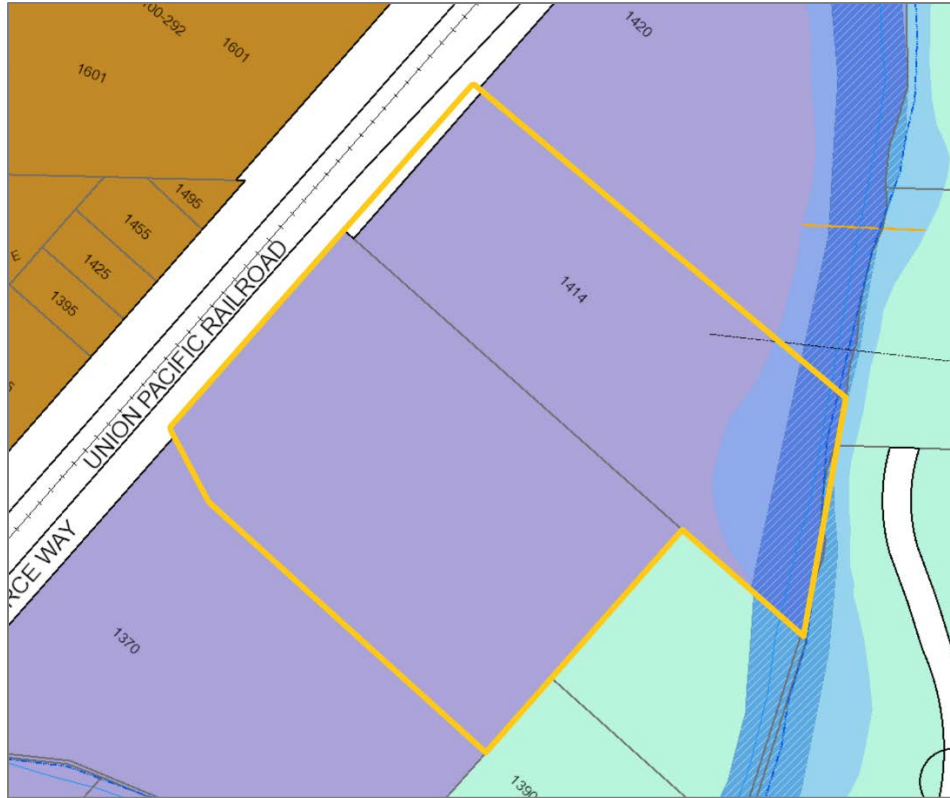
Location

| | |
|-----------------------------|--|
| <i>Address</i> | 1414 Commerce Way |
| <i>Tax Lots</i> | 051W07DA00100 & 051W08CB05000 |
| <i>Nearest intersection</i> | Commerce Way / Hardcastle Avenue / N. Front Street |

Land Use & Zoning

| | |
|--|---|
| <i>Comprehensive Plan Land Use Designation</i> | Industrial |
| <i>Zoning District</i> | Light Industrial (IL) |
| <i>Overlay Districts</i> | Riparian Corridor & Wetlands Overlay District |
| <i>Existing Use</i> | Undeveloped; telecommunications tower |

For context, the subject properties and adjacent zoning are illustrated and tabulated on the following page.



Zoning map excerpt

| <i>Cardinal Direction</i> | <i>Adjacent Zoning</i> |
|---------------------------|---------------------------------|
| North | IL |
| East | Public/Semi-Public (P/SP) |
| South | IL |
| West | Medium Density Residential (RM) |

The Marion County Assessor’s property records lists the lots as “Ocobock’s Addition to Woodburn Lot 3” and “Ocobock’s Addition to Woodburn Lot FR 5 & FR 6”. Staff surmises they are legal lots of record.

Section references throughout this staff report are to the [Woodburn Development Ordinance \(WDO\)](#).

Statutory Dates

The application was submitted on March 29, 2023 and deemed complete as of September 14, 2023, making the 120-day decision deadline January 12, 2024.

Applicable Provisions

2.04 Industrial Zones

A. The City of Woodburn is divided into the following industrial and public zones:

1. The Light Industrial (IL) zone, which is intended for industrial activities that include land-intensive activities;

B. Approval Types (Table 2.04A)

3. Permitted Uses (P) are allowed outright, subject to the general development standards of this Ordinance.

| Uses Allowed in Industrial Zones Table 2.04A | | | | | |
|--|---|------|----|------|------|
| Use | | Zone | | | |
| Accessory Uses (A) Conditional Uses (CU) Permitted Uses (P) Special Permitted Uses (S) | | IL | IP | P/SP | SWIR |
| C | Industrial | | | | |
| 5 | Distribution and E-commerce including; wholesale trade, farm supplies and merchant wholesalers, packaging and labeling services. | P | P | | P |
| 13 | Manufacturing: a. Apparel manufacturing b. Beverage, food and tobacco c. Furniture and related products d. Leather and allied products e. Paper, limited to assembly f. Metal product manufacturing g. Miscellaneous manufacturing h. Plastics and rubber i. Textile products | P | P | | P |
| 14 | Motor freight transportation and warehousing, including local or long-distance trucking or transfer services, storage of farm products, furniture and other household goods, commercial goods, and mini-storage | P | P | | P |
| 21 | Stone, clay, glass, and concrete products including manufacturing flat glass, other glass products, cement, structural clay products, pottery, concrete and gypsum products, cut stone, abrasive and asbestos products, and other products from materials taken principally from the earth in the form of stone, clay, and sand | P | | | |
| 23 | Wholesale trade in durable and non-durable goods | P | P | | P |
| 24 | Wood product manufacturing | P | P | | P |

Staff Finding:

The site is undeveloped except for an existing telecommunications tower, which received land use approval via CU 2020-02 & VAR 2020-07. The applicant is proposing an industrial park development consisting of two shell buildings – the tenants have not yet been identified. The applicant anticipates a mix of manufacturing and warehousing; the narrative identified six associated uses, all of which are permitted outright.

✓ The requirement is met.

C. Development Standards (Tables 2.04B-E)

| Light Industrial (IL) - Site Development Standards Table 2.04B | | |
|---|---|----------------------------|
| Lot Area, Minimum (square feet) | | No minimum |
| Lot Width, Minimum (feet) | | No minimum |
| Lot Depth, Minimum (feet) | | No minimum |
| Street Frontage, Minimum (feet) | | No minimum |
| Front Setback and Setback Abutting a Street, Minimum (feet) | | 10 ¹ |
| Side or Rear Setback, Minimum (feet) | Abutting P/SP zone or a residential zone or use | 30 |
| | Abutting a commercial or industrial zone | 0 or 5 ² |
| Setback to a private access easement, Minimum (feet) | | 5 |
| Lot Coverage, Maximum | | Not specified ³ |
| Building Height, Maximum (feet) | Primary or accessory structure | 70 |
| | Features not used for habitation | 100 |
| 1. Measured from the Street Widening Setback (Section 3.03.02), if any. | | |
| 2. A building may be constructed at the property line, or shall be set back at least five feet. | | |
| 3. Lot coverage is limited by setbacks, off-street parking, and landscaping requirements. | | |

Staff Finding:

The proposal includes a property line adjustment. Because there is no minimum lot area, width, depth, or street frontage for the IL zone, the proposed adjustment can be approved.

Regarding proposed building #1 on Tax Lot 5000, it will maintain an approximate 65.25-foot setback to the front property line (under the assumption that the requested right-of-way vacation is approved). The north side setback is proposed at approximately 72.25 feet. The east rear setback is well over 120 feet. The south side setback is well over 60 feet. The setback to the private access easement is over 50 feet. There is no maximum lot coverage within the IL zone. Building height to the peak of the roof is just under 39 feet.

Regarding proposed building #2 on Tax Lot 100, it will maintain an approximate 65.25-foot setback to the front property line. The north side setback is well over 60 feet. The east rear

setback is over 40 feet. The south side setback is well over 60 feet. The setback to the private access easement is over 50 feet. There is no maximum lot coverage within the IL zone. Building height to the peak of the roof is just over 39 feet.

✓ The requirements are met.

2.05 Overlay Districts

2.05.05 Riparian Corridor and Wetlands Overlay District

A. Purpose

The Riparian Corridor and Wetlands Overlay District (RCWOD) is intended to conserve, protect and enhance significant riparian corridors, wetlands, and undeveloped floodplains in keeping with the goals and policies of the Comprehensive Plan. The RCWOD is further intended to protect and enhance water quality, prevent property damage during floods and storms, limit development activity in designated areas, protect native plant species, maintain and enhance fish and wildlife habitats, and conserve scenic and recreational values.

B. Boundaries of the RCWOD

1. The RCWOD includes:

- a. Riparian corridors extending upland 50 feet from the top of the bank of the main stem of Senecal Creek and Mill Creek and those reaches of their tributaries identified as fish-bearing perennial streams on the Woodburn Wetlands Inventory Map; and
- b. Significant wetlands identified on the Woodburn Wetlands Inventory Map. Where significant wetlands are located fully or partially within a riparian corridor, the RCWOD shall extend 50 feet from the edge of the wetland; and
- c. The 100-year floodplain on properties identified as vacant or partly vacant on the 2005 Woodburn Buildable Lands Inventory.

2. The approximate boundaries of the RCWOD are shown on the Zoning Map. The precise boundaries for any particular lot should be verified by the property owner when making a land use application. Map errors may be corrected as provided in this Ordinance (Section 1.02.04).

C. Permitted Uses and activities

The following uses and activities are allowed, provided they are designed and constructed to minimize intrusion into the RCWOD:

1. Erosion or flood control measures that have been approved by the Oregon Department of State Lands, the U.S. Army Corps of engineers, or another state or federal regulatory agency
2. Maintenance of existing structures, lawns and gardens
3. Passive recreation uses and activities
4. Removal of non-native plant species and replacement with native plant species
5. Streets, roads, and paths that are included in an element of the Comprehensive Plan
6. Utilities
7. Water-related and water-dependent uses, including drainage facilities, water and sewer facilities, flood control projects, drainage pumps, public paths, access ways, trails, picnic areas or interpretive and educational displays and overlooks, including benches and outdoor furniture

D. Prohibited Uses and Activities

1. New buildings or structures or impervious surfaces, except for replacement of existing structures within the original building footprint

2. Expansion of existing buildings or structures or impervious surfaces
3. Expansion of areas of pre-existing non-native landscaping such as lawn, gardens, etc.
4. Dumping, piling, or disposal of refuse, yard debris, or other material
5. Removal of vegetation except for:
 - a. Uses permitted by this section
 - b. Perimeter mowing of a wetland for fire protection purposes;
 - c. Water-related or water-dependent uses, provided they are designed and constructed to minimize impact on the existing riparian vegetation;
 - d. Removal of emergent in-channel vegetation that has the potential to cause flooding;
 - e. Hazardous tree removal.
6. Grading, excavation and the placement of fill except for uses permitted by this Section.

E. Variances

The restrictions of this Section may be reduced or removed if they render an existing lot or parcel unbuildable or work an excessive hardship on the property owner. The reduction or removal shall be decided through the Variance process.

F. Site Maintenance

1. Any use, sign or structure, and the maintenance thereof, lawfully existing on the date of adoption of this ordinance, is permitted within the RCWOD. Such use, sign or structure may continue at a similar level and manner as existed on the date of the adoption of this ordinance.
2. The maintenance and alteration of pre-existing ornamental landscaping is permitted as long as no native vegetation is disturbed. Maintenance of lawns, planted vegetation and landscaping shall be kept to a minimum and not include the spraying of pesticides or herbicides. Vegetation that is removed shall be replanted with native species. Maintenance trimming of existing trees shall be kept at a minimum and under no circumstances can the trimming maintenance be so severe as to compromise the tree's health, longevity, and resource functions. Vegetation within utility easements shall be kept in a natural state and replanted when necessary with native plant species.

G. Site Plan

When a use or activity that requires the issuance of a building permit or approval of a land use application is proposed on a parcel within, or partially within the RCWOD, the property owner shall submit a site plan to scale showing the location of the top-of-bank, 100-year flood elevation, jurisdictional delineation of the wetland boundary approved by the Oregon Department of State Lands (if applicable), riparian setback, existing vegetation, existing and proposed site improvements, topography, and other relevant features.

H. Coordination with the Department of State Lands

The Oregon Department of State Lands shall be notified in writing of all applications to the City for development activities, including applications for plan and/or zone amendments, development or building permits, as well as any development proposals by the City that may affect any wetlands, creeks or waterways.

Staff Finding:

Site plans illustrate the boundary of the RCWOD over a portion of Tax Lot 5000. The applicant is not proposing any uses or activities within this area. A Department of State Lands (DSL) Wetland Land Use Notice was submitted on March 27, 2023 and the City received a formal response on

April 7, 2023. Furthermore, DSL approved a wetland delineation report for the site on August 15, 2023.

In pursuit of furthering the mission of the RCWOD as outlined by the purpose statement in 2.05.05A, staff adds *Condition of Approval 18* to inspect the existing conditions of the extent of the subject property within the RCWOD, report findings to the Community Development Director, and remove any invasive plants.

▲ The provisions are met with *Condition 18*.

2.06 Accessory Structures

2.06.02 Fences and Walls

Staff Finding:

The applicant is not proposing any fencing at this time, however staff adds *Condition of Approval 5* to obtain a Fence Permit for any fencing proposed in the future.

▲ The provisions are met with *Condition 5*.

2.07 Special Uses

⊖ None apply.

2.08 Specific Conditional Uses

⊖ None apply.

3.01 Streets, Greenways & Other Off-Street Bicycle/Pedestrian Corridors, and Bus Transit

3.01.01 Applicability

A. Right-of-way standards apply to all public streets and public alleys.

B. Improvement standards apply to all public and private streets, public alleys, sidewalks, landscape strips, and on and off-street public bicycle pedestrian corridors. Standards do not exclude conformance with the public works construction code that the Public Works Department administers.

C. The Woodburn Transportation System Plan (TSP) designates the functional class of major thoroughfares and local streets.

D. This applies to all development as Section 1.02 defines, and is not limited to partitions, subdivisions, multi-family, commercial or industrial construction, or establishment of a manufactured dwelling or recreational vehicle park; however, a lesser set of standards applies to infill residential development of 4 or fewer dwellings and where no land division or Planned Unit Development is applicable, including construction of a single-family dwelling or placement of a manufactured dwelling on an infill lot. See Section 3.01.03C.2.

3.01.02 General Provisions

A. No development shall be approved, or access permit issued, unless the internal streets, boundary streets and connecting streets are constructed to at least the minimum standards set forth in this Section, or are required to be so constructed as a condition of approval.

C. Materials and construction shall comply with specifications of the City of Woodburn.

D. The standards of this Section may be modified, subject to approval of a Street Adjustment, Planned Unit Development, Zoning Adjustment, or Variance. Other sections restrict where and how these application types apply.

E. When all public improvements are due: The construction of all public improvements, their passing City inspections, and acceptance by the City are due no later than by either 5.01.06B in the context of land division final plat application to the City or by building permit issuance, except if (1) the developer applies to the City through the Public Works Department for deferral and (2) the City Administrator or designee issues a document approving and describing a bond or performance guarantee pursuant to Section 4.02.08. Administration of bonding and performance guarantees for improvements that are public defaults to the Public Works Department, and the department shall notify the Community Development Director of deferral applications and any approvals and conditions of approval.

F. Fees in-lieu: Per Section 4.02.12.

3.01.03 Improvements Required for Development

A. With development, the Internal, Boundary, and Connecting streets shall be constructed to at least the minimum standards set forth below.

C. Boundary Streets

1. The minimum improvements for a Boundary Street may be termed “half-street” improvements and shall be as follows, except per subsection 2:

- a. One paved 11-foot travel lane in each direction, even though this results in required improvements being slightly more than half-street by exceeding what the applicable cross section figure would require for a half-street;**
- b. On-street parking on the side of the street abutting the development, if the required cross section includes on-street parking;**
- c. Curb on the side of the street abutting the development;**
- d. Drainage facilities on the side of the street abutting the development;**
- e. Landscape strip with street trees and lawn grass on the side of the street abutting the development; and**
- f. Sidewalk on the side of the street abutting the development.**

G. ADA: The minimum standards of this Section 3.01 apply to development such that implementation includes constructing new or upgrading existing public improvements to be ADA-compliant.

I. TSP and other adopted long-range plans: Where such plans identify improvements within a Boundary Street, on the subject property of a development, or abutting a side or rear boundary of the subject property, the improvement or a proportional share of the improvement shall apply as a public improvement standard for the development. Applying a proportionate share may necessitate a developer applying to modify, adjust, or vary from a standard where and as the WDO allows.

J. Off-site public improvements: To provide for the safety of the traveling public and ensure improved access to a development site consistent with Comprehensive Plan policies and WDO

purposes and objectives for orderly urbanization and extension of public facilities, the Director may require off-site improvements reasonably related to a development and concurrent with it.

3.01.04 Street Cross-Sections

A. These standards are based on the functional classification of each street as shown in the Woodburn TSP. The street right-of-way and improvement standards minimize the amount of pavement and right-of-way required for each street classification, consistent with the operational needs of each facility, including requirements for pedestrians, bicycles, and public facilities.

B. All public streets under the jurisdiction of the City of Woodburn shall comply with the cross-sections depicted in this Section, unless the developer obtains approval of Street Adjustment, modification through Planned Unit Development, Zoning Adjustment, or Variance as the WDO allows them to be applicable.

Landscape or planter strips shall have area remaining after street tree plantings landscaped with lawn grass or, if the Public Works Director in writing allows, a species of groundcover. Cobblestones, gravel, pebbles, and rocks are prohibited. Bark dust, mulch, or wood chips are permissible only within the immediate vicinity of a street tree trunk. The developer shall install landscape strip irrigation, and shall provide temporary irrigation during construction, per the public works construction code.

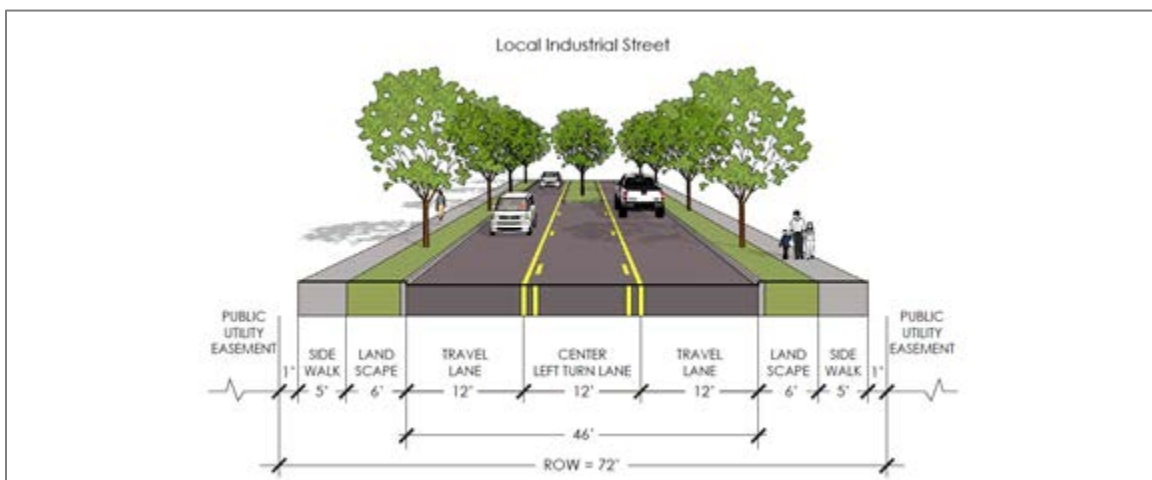


Figure 3.01F – Local Industrial Street

Staff Finding:

The proposal is new construction of an industrial development, which is “development” per 3.01.01D therefore the standards and requirements within 3.01 apply.

The subject properties have frontage along Commerce Way, which TSP Figure 2 illustrates is a local street. Because every property that fronts Commerce Way is zoned Light Industrial (IL), the default cross-section for Commerce Way is Figure 3.01F. Existing conditions of Commerce Way along the site include:

- Variable width of right-of-way (40 feet along Tax Lot 100, 60 feet along Tax Lot 5000);
- No paved travel lanes, only a gravel road between 10-12 feet wide;
- No curb or drainage facilities;

- No landscape strip with street trees; and
- No sidewalk.

Pursuant to 3.01.02D, the applicant submitted a Street Adjustment application with a request to modify the applicable street cross-section for Commerce Way.

■ The applicant submitted a Street Adjustment request, which is analyzed and discussed further under the Street Adjustment provisions.

3.01.08 Mill Creek Greenway

A. Purpose: To provide a comprehensive network of safe, comfortable, and interesting public greenway trails with amenities and support facilities that attract walking, cycling and rolling along and as a complement to other off-street public bicycle/pedestrian facilities, especially to include and be equitable toward Woodburn residents who cannot or do not own private vehicles or drive, to implement Woodburn Comprehensive Plan policies, to bring about TSP Projects P46 through P50, to implement adopted creek greenway plans including the Mill Creek Greenway Master Plan, to provide for public active transportation and exercise using land for which private development is environmentally constrained or prohibited, to attract cyclists who are interested but concerned about safety from cars, to put drainage corridors to more than one use, and to have developers upgrade nonconforming greenways and construct extended and new greenways that conform.

B. Applicability: Where a development includes or abuts the Mill Creek Greenway, the developer shall construct or install greenway trail and related improvements per this section.

C. Corridor width: The corridor of land dedicated to accommodate the trail and related improvements and landscaping shall be either dedicated to the City or covered with one or more public easements that accomplish granting the City and the public access. The presumptive minimum width shall be 24 feet.

D. Improvement, amenity, and support facility standards: A developer shall construct trail as a Class A facility. Additional standards are per the Director.

E. Landscaping: Per Section 3.06.

F. Fees in-lieu: Per Section 4.02.12.

G. Plan review: Same as Section 3.0107G.

Staff Finding:

Mill Creek runs along the east side of Tax Lot 5000, essentially forming the east property line of that lot. According to Sheet C-1.03, the east property line has a total length of 314.28 feet. Pursuant to subsection B, greenway trail improvements are required along this portion of the site that abuts the creek. The Mill Creek Greenway Master Plan calls for a paved trail with an ideal width of 12 feet.

Because the City is currently prioritizing the segment of Mill Creek trail between E. Lincoln Street and Hardcastle Avenue, and does not yet have a construction plan that identifies the specific route of the trail north of Hardcastle Avenue, the City is willing to accept a fee-in-lieu

from the applicant in place of physical trail improvements along the site, as allowed by subsection F.

Through the City's 2023 Oregon Community Pathways grant application for various trail improvements throughout the city, staff used a cost estimate of \$112.50 per lineal foot for constructing a 12-foot-wide paved path (the cost estimate is based on feedback received from ODOT and Public Works Department staff). Importantly, this value is solely for constructing the path on level ground and does not include consideration of any engineering, environmental, or right-of-way work, nor any landscaping or appurtenant facilities like benches or light fixtures, therefore it is all but guaranteed to be an underestimate of actual costs. To account for this, as well as anticipated inflation, the fee-in-lieu is recommended at 150%.

So, the fee recommended by staff is $\$112.50 \times 314.28 \text{ feet} = \$35,356.50 \times 150\% = \$53,034.75$. Accordingly, staff adds *Condition of Approval 14*.

▲ The provisions are met with *Condition 14*.

3.02 Utilities and Easements

3.02.01 Public Utility Easements & Public Access Easements

A. The Director shall require dedication of specific easements for the construction and maintenance of municipal water, sewerage and storm drainage facilities located on private property.

B. Streetside: A streetside public utility easement (PUE) shall be dedicated along each lot line abutting a public street at minimum width 5 feet. Partial exemption for townhouse corner lot: Where such lot is 18 to less than 20 feet wide, along the longer frontage, streetside PUE minimum width shall be 3 feet; or, where the lot is narrower than 18 feet, the longer side frontage is exempt from streetside PUE.

C. Off-street: The presumptive minimum width of an off-street PUE shall be 16 feet, and the Public Works Director in writing may establish a different width as a standard.

D. City & public access: The minimum width of a public access easement along either a bicycle/pedestrian corridor or sidewalk overlap of property, where the easement serves instead of dedication of either land or ROW to the City, shall be per Section 3.01.07C.

E. As a condition of approval for development, including property line adjustments, partitions, subdivisions, design reviews, Planned Unit Developments (PUDs), Street Adjustments, Zoning Adjustments, or Variances, the Director may require dedication of additional public easements, including off-street public utility easements and other easement types such as those that grant access termed any of bicycle/pedestrian access, cross access, ingress/egress, public access, or shared access, as well as those that identify, memorialize, and reserve future street corridors in place of ROW dedication.

F. Streetside PUE maximum width:

2. Standards: Exempting any lot or tract subject to Figure 3.01B "Major Arterial", the following standards are applicable to a lot or tract with:

a. No alley or shared rear lane: 8 feet streetside.

3.02.02 Creeks and Watercourse Maintenance Easements

A. Public improvement and maintenance easements shall be dedicated along all creeks and other water courses. On streams and waterways where development is regulated, based on Federal Emergency Management Administration (FEMA) flood hazard delineation, the minimum width shall be adequate to accommodate the 100-year floodway.

Staff Finding:

The project includes an 8-inch public water line looping through the site with appurtenant fire hydrants and FDC vaults. A 16-foot-wide public utility easement is proposed over the line, with 10-foot-wide segments of the easement over the hydrants and FDCs. Plans also illustrate a proposed 8-foot-wide streetside PUE along Commerce Way.

Pursuant to 3.02.01D and 3.02.02A, a public access easement is required over the boundary of the RCWOD to allow for the future Mill Creek greenway trail.

Staff adds *Condition of Approval 9* to memorialize the requirement for these easements and identify a due date for their recordation.

▲ The provisions are met with *Condition 9*.

3.02.03 Street Lighting

A. Public Streets:

Public streets abutting a development shall be illuminated with street lights installed to the standards of the City and the electric utility. A developer shall provide documentation to the attention of the Public Works Director indicating that any needed illumination complies with the standards. A developer is to refer to Illuminating Engineering Society (IES) of North America Recommended Practice 8, Roadway Lighting (RP-8) or other source as the public works construction code specifies.

Staff Finding:

Staff adds *Condition of Approval 15* to provide the appropriate documentation, or install new lighting, to meet this requirement.

▲ The provision is met with *Condition 15*.

3.02.04 Underground Utilities

B. Street: All permanent utility service within ROW resulting from development shall be underground, except where overhead high-voltage (35,000 volts or more) electric facilities exist as the electric utility documents and the developer submits such documentation.

1. Developments along Boundary Streets shall remove existing electric power poles and lines and bury or underground lines where the following apply:

- a. A frontage with electric power poles and lines is or totals minimum 250 feet; and**
- b. Burial or undergrounding would either decrease or not increase the number of electric power poles. The developer shall submit documentation from the electric utility.**

Where the above are not applicable, a developer shall pay a fee in-lieu, excepting residential development that has 4 or fewer dwellings and involves no land division.

2. Fees in-lieu: Per Section 4.02.12.

C. Off-street: All permanent utility service to and within a development shall be underground, except where overhead high-voltage (35,000 volts or more) electric facilities exist.

Staff Finding:

There are overhead power lines running along Commerce Way along the site frontage, which totals more than 250 feet in length. Pursuant to subsection B, staff adds *Condition of Approval 16* to bury these lines.

Pursuant to subsection C, staff adds *Condition of Approval 17* to require all utility service to and within the site be underground.

▲ The provisions are met with *Conditions 16 & 17*.

3.03 Setbacks and Open Space

Staff Finding:

As analyzed for 2.04, the development complies with setback requirements. Regarding the Street Widening Setbacks provisions in 3.03.02, the applicant has submitted a Street Adjustment application to request an alternative cross-section for Commerce Way.

The proposed industrial development does not encroach into vision clearance areas.

■ The provisions are met with approval of the Street Adjustment request.

3.04 Vehicular & Bicycle/Pedestrian Access

3.04.01 Applicability and Permit

A. Street Access

Every lot and tract shall have minimum access per subsection 1. or 2.:

1. Direct access to an abutting public street, alley, or shared rear lane; or
2. Access to a public street by means of a public access easement and private maintenance agreement to the satisfaction of the Director, revocable only with the concurrence of the Director, and that is recorded. The easement shall contain text that pursuant to Woodburn Development Ordinance (WDO) 3.04.03B.3, the public shared access (ingress and egress) right of this easement is revocable only with the written concurrence of the Community Development Director.

Staff Finding:

The subject properties have direct access to Commerce Way, a public street.

✓ The requirement is met.

3.04.03 Access Management: Driveway Guidelines and Standards

B. Number of Driveways

3. For nonresidential uses, the number of driveways should be minimized based on overall site design, including consideration of:

- a. The function classification of abutting streets;
- b. The on-site access pattern, including parking and circulation, joint access, turnarounds and building orientation;
- c. The access needs of the use in terms of volume, intensity and duration characteristics of trip generation.

5. For all development and uses, the number of driveways shall be further limited through access management per subsections C & D below.

C. Joint Access

3. Every joint driveway or access between separate lots shall be per the same means as in Section 3.04.01A.2.

4. Standards:

- a. Easement: Per Section 3.04.01A.2 and minimum width 20 feet.
- b. Improvements: The easement and the drive aisle or aisles it follows shall align along centerline. Each shared access drive aisle shall extend to the property line with no terminating curb and no fixed barrier mounted to the drive aisle. The drive aisle minimum width is 20 feet if without side curbs and 21 feet inclusive of side curbs.

E. Interconnected Parking Facilities

1. All uses on a lot shall have common or interconnected off-street parking and circulation facilities.

| Access Requirements Table 3.04A | | | | |
|---|-------|--|--|--|
| | | 1 to 4 Dwellings, Living Units or Individual Lots ⁶ | 5 or More Dwelling or Living Units, School, ⁶ or House of Worship | Commercial or Industrial Use |
| Paved Width of Driveway (feet) ^{3, 4, 7, 8} | 1-way | 8 minimum | 10 minimum 20 maximum | 10 minimum 20 maximum |
| | 2-way | 14 minimum 16 maximum ⁷ | 20 minimum 24 maximum* *(Add 6 ft maximum if a turn pocket is added) | Commercial/Mixed-Use: 20 minimum 24 maximum* *(Add 12 ft maximum if a turn pocket is added) Industrial: 22 minimum 36 maximum* *(Add 8' if a turn pocket is added) |

| | | | | |
|--|--|---|--|---|
| | Manufactured Dwelling Park | 10 minimum | n/a | n/a |
| Throat Length (feet) ⁵ | Major Arterial, Minor Arterial, Service Collector | n/a | 36 minimum | Commercial: 36 minimum; Industrial: 50 minimum |
| | Access or Local Street | n/a | 18 minimum | 18 minimum |
| Corner Clearance (feet) Guidelines ¹ (See Figure 3.04B) | Access or Local Street | 30 minimum | 30 minimum | 30 minimum |
| | Service Collector | 50 minimum | 50 minimum | 50 minimum |
| | Minor Arterial | 245 minimum | 245 minimum | 245 minimum |
| | Major Arterial | 300 minimum | 300 minimum | 300 minimum |
| Driveway Separation Guidelines (feet) ^{1,2} (See Figure 3.04B) | Driveway on the same parcel | 22 minimum | 50 minimum | 50 minimum |
| | Access or Local Street | none | none | none |
| | Service Collector | 50 minimum | 50 minimum | 50 minimum |
| | Minor Arterial | 245 minimum | 245 minimum | 245 minimum |
| | Major arterial | 300 minimum | 300 minimum | 300 minimum |
| Turnarounds ⁹ | Access to a Major or Minor Arterial | Required | Required | Required |
| | Access to any other street | Required if the driveway length to the lot located furthest from the street exceeds 150 feet | Requirements per the Woodburn Fire District | Requirements per the Woodburn Fire District |

1. The separation should be maximized.
2. Driveways on abutting lots need not be separated from each other, and may be combined into a single shared driveway.
3. Driveways over 40 feet long and serving one dwelling unit may have a paved surface minimum 8 feet wide.
4. Notwithstanding the widths listed in this table, the minimum clearance around a fire hydrant shall be provided (See Figure 3.04D).
5. Throat length is measured from the closest off-street parking or loading space to the right-of-way. A throat applies only at entrances (See Figure 3.05B).
6. Maximum of 4 individual lots can be served from single shared driveway (See Figure 3.04A) except where and as Section 3.04.03D.3 “Flag Lots” supersedes.
7. It is permissible that the Oregon Fire Code (OFC) as administered by the independent Woodburn Fire District may cause driveway widths to exceed minimums and maximums. It is a developer’s responsibility to comply with the OFC.
8. Width measurement excludes throat side curbing, if any.
9. Refer to OFC Appendix D, Figure D103.1.

Staff Finding:

The proposed industrial park development includes three driveways – one individual driveway on each lot and one shared driveway between the two lots. Driveways range from 24 to 36 feet wide, exceed corner clearance and separation guidelines, and conform with the throat length standard. The applicant provided the Fire Access Plan (Sheet C1.09) to address Woodburn Fire District requirements, which the Fire Marshal deemed acceptable.

The shared driveway is centered on a 60-foot-wide shared access easement that will benefit both lots. Staff adds *Condition of Approval 9d* to require this easement be granted concurrently with recordation of the property line adjustment.

Parking and circulation areas are interconnected between both lots.

There is a 30-foot-wide easement for road purposes within Tax Lot 100 that benefits the adjacent Tax Lot 051W07DD00200 (1390 Commerce Way, a City-owned property southeast of the site). Because the proposal includes a request for the City to vacate this easement, staff adds *Condition of Approval 10b* to complete this vacation request process with City Council prior to recordation of the property line adjustment.

▲ The provisions are met with *Conditions 9d & 10b*.

3.04.04 Driveway & Drive Aisle Improvement Standards

The portion of a driveway on private property shall be paved. Asphalt, brick, poured concrete, concrete pavers, and square or rectangular cobblestone pavers are allowed. Particularly within emergency-only fire lanes and lanes for maintenance vehicle access to private drainage and stormwater management facilities, but also anywhere on private property, reinforced cellular concrete (cast on-site) grass paving surface (“grasscrete”) is allowed also. Gravel is allowed only for

property with residential zoning, where no land division is involved, and for existing development other than multiple-family dwelling. Gravel must be minimum 10 feet from the ROW of a street.

Staff Finding:

The site plans illustrate driveways and drive aisles paved with asphalt to meet this standard.

✓ The provision is met.

3.04.05 Traffic Impact Analysis

B. A transportation study known as a transportation impact analysis (TIA) is required for any of the following:

- 1. Comprehensive Plan Map Change or Zone Change or rezoning that is quasi-judicial, excepting upon annexation designation of zoning consistent with the Comprehensive Plan.**
- 2. A development would increase vehicle trip generation by 50 peak hour trips or more or 500 average daily trips (ADT) or more.**
- 3. A development would raise the volume-to-capacity (V/C) ratio of an intersection to 0.96 or more during the PM peak hour.**
- 4. Operational or safety concerns documented by the City or an agency with jurisdiction, such as ODOT or the County, and submitted no earlier than a pre-application conference and no later than as written testimony entered into the record before the City makes a land use decision.**
- 5. A development involves or affects streets and intersections documented by ODOT as having a high crash rate, having a high injury rate of persons walking or cycling, having any cyclist and pedestrian deaths, or that partly or wholly pass through school zones that ODOT recognizes.**
- 6. Where ODOT has jurisdiction and ORS or OAR, including OAR 734-051, compels the agency to require.**

A developer shall submit a traffic impact letter or memo when the City or an agency with jurisdiction does not require a TIA. A development within the Downtown Development and Conservation (DDC) zoning district is exempt from TIA submittal.

C. A TIA shall evaluate the transportation impacts projected of a development proposal, and where a development would fail to meet a transportation standard or would hinder public safety, shall list and describe mitigation to the satisfaction of the City. To bring about mitigation, the City may apply conditions having rational nexus and rough proportionality, and conditions may establish improvements, fees, and transportation demand management (TDM) for a development above and beyond WDO minimums.

D. Mitigation may include that which allows for or improves walking, cycling, rolling, and public transit and serves transportation demand management (TDM), for example, such as through construction or payment of fees in lieu of bicycle/pedestrian facilities and transit stop improvements, whether on or off-street and on or off-site.

E. Mitigation shall be concurrent with development and due the same as public improvements and fees in-lieu are per Sections 3.01.03 and 4.02.12 with an exception that a condition or conditions of approval may set a later due date for a mitigation item.

F. The methodology for a TIA shall be consistent with City standards, both below and where superseded by any of other sections of the WDO (such as Section 2.05.02 for the IMA Overlay District), another City ordinance, a resolution, written policy, or ODOT or County jurisdiction and application of more stringent agency standards. Vehicular level of service (LOS) and volume-to-capacity (V/C) ratio shall be as follows:

1. For a signalized and all-way stop-control intersection, the minimum LOS shall be either "E" or if pre-development already operating at lower LOS, then at no lower LOS.
2. For a signalized intersection, the minimum V/C ratio shall be either less than 1.00 regardless of LOS or if pre-development already operating at 1.00 or higher V/C, then at no higher V/C.
3. For an unsignalized intersection, the minimum V/C shall be 0.95 or lower for minimum the major movement through the intersection, or, if pre-development already operating at higher V/C, then at no higher V/C.
4. For developments within the Gateway Commercial General Overlay, Mixed Use Village (MUV), and Neighborhood Nodal Commercial (NNC) zoning districts and intersections partly or wholly within a district, the Director may allow the lower minimum of either LOS "F" or 1.00 V/C, whichever is more generous.
5. Modeling assumptions: The vehicle trip background growth rate shall be minimum zero percent and maximum 0.5 percent. Vehicles per lane per hour shall be minimum 720 for a local class street with signalized intersections.
6. The Director may specify what intersections a TIA is to study.
7. A developer may propose, and the Director may allow, a different analysis and concurrent mitigation based on any of the ITE manual *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* and the NACTO *Urban Street Design Guide*.

Staff Finding:

The applicant provided a traffic impact analysis report from a registered professional engineer, and it was reviewed by both City and ODOT staff. The report identifies a project build-out year of 2025 and finds that the proposed development will generate 81 morning peak hour trips (4 of which are semi-trucks) and 72 evening peak hour trips (5 of which are semi-trucks). These trip generation numbers are calculated based on a split of manufacturing and warehousing uses for the development, which is consistent with the applicant's proposal.

Passenger vehicle trips are expected to be somewhat diversified – 50% to/from the west via OR Highway 214, 41% to/from the south via N. Front Street, and the remaining 9% to/from the east via Hardcastle Avenue. The vast majority (80%) of semi-truck trips are expected to/from the west via OR Highway 214, the remaining 20% are expected from the east via OR Highway 214. Staff adds *Condition of Approval 12* to memorialize the approved truck routes for this development.

The analysis identified four intersections with safety and/or capacity issues that this project will have an impact on. From west to east, these intersections are:

1. I-5 interchange / OR Highway 214: This project is expected to contribute 0.6% of the peak hour trips at the southbound ramps and 1.1% of the peak hour trips at the northbound ramps. The Transportation System Plan (TSP) identifies a traffic signal timing study as a medium priority improvement project for this intersection (projects R8 and R9). To address the impacts this project will have on this intersection, staff adds *Condition of Approval 13c* to have the applicant pay a proportionate share fee of \$5,000 towards TSP Projects R8 and R9.

| | | | | | | |
|----|---|-------|-----------------------|---|--------|----------|
| R8 | OR 214/I-5 Southbound Ramp Intersection | State | Traffic signal timing | Investigate corridor signal timing and coordination adjustments in coordination with ODOT | Medium | \$15,000 |
| R9 | OR 214/I-5 Northbound Ramp Intersection | State | Traffic signal timing | Investigate corridor signal timing and coordination adjustments in coordination with ODOT | Medium | \$15,000 |

TSP Projects R8 and R9

2. Evergreen Road / OR Highway 214: This intersection was identified as having an elevated crash rate, and the TSP identifies a traffic signal timing study as a medium priority improvement project (Project R10) at this location. As indicated in the applicant’s TIA report and reiterated in the ODOT staff review memo, ODOT has recently implemented signal adjustments to address this safety issue therefore no mitigation is required.

3. Settlemier Avenue / N Boones Ferry Road / OR Highway 214: This project is expected to contribute 1.5% of the peak hour trips at this intersection. The TSP does not identify a specific project for this intersection however it does identify a roadway widening project for a large part of the OR Highway 214 corridor that includes this intersection (project R3). To address the impacts this project will have on this intersection, staff adds *Condition of Approval 13b* to have the applicant pay a proportionate share fee of \$6,923.23 towards TSP Project R3. To calculate this dollar amount, staff estimated that the total length of the identified improvement is approximately 1.5 miles and the intersection accounts for about 150 feet of it (approximately 1.9%). Utilizing the stated project cost of \$20,300,000, 1.9% would amount to \$387,600. This project has a proportionate impact of 1.5% on this intersection, equal to \$5,814. Adjusting for inflation between July 2019 and today, the amount comes to \$6,923.23.

| | | | | | | |
|----|-------------------------------------|-------|---------------|---|--------|------------------------------------|
| R3 | OR 214 from Cascade Drive to OR 99E | State | Street design | Widen roadway to include two lanes in each direction and a two-way left-turn lane, including changes to signal timing as appropriate, in coordination with ODOT (and in conjunction with bicycle facility improvements) | Medium | \$20,300,000 (Cost includes B2) |
|----|-------------------------------------|-------|---------------|---|--------|------------------------------------|

TSP Project R3

4. N. Front Street ramp / OR Highway 214: This project is expected to contribute 1.8% of the peak hour trips at this intersection. The TSP identifies a traffic control project as a medium priority improvement project for this intersection (project R12). Public Works Department and ODOT staff indicated a traffic signal would be warranted and be the most viable improvement. Public Works staff also indicated that a more accurate cost of such an improvement is \$1.5 million (based on recent experience with the traffic signal at the W. Hayes Street / Settlemier Avenue intersection). The applicant’s 1.8% proportionate share contribution to this improvement is \$27,000.

| | | | | | | |
|-----|---------------------------------------|-------|-----------------|--|--------|-------------|
| R12 | OR 214/Front Street Ramp Intersection | State | Traffic control | Install intersection capacity improvement such as traffic signal (if warranted), turn lanes, or roundabout in coordination with ODOT | Medium | \$1,000,000 |
|-----|---------------------------------------|-------|-----------------|--|--------|-------------|

TSP Project R12

Additionally, the City is in the process of constructing a \$750,000 pedestrian safety improvement for the northerly ramp intersection in response to a December 2022 pedestrian fatality along the railroad (a high school student was walking on the tracks to get to school and was struck by a train). The applicant’s 1.8% proportionate share contribution to this improvement is \$13,500.

To address the impacts this project will have on this intersection, staff adds *Condition of Approval 13a* to have the applicant pay a proportionate share fee of \$40,500.

▲ The provisions are met with *Conditions 13*.

3.04.06 Bicycle/Pedestrian Access between Sidewalk and Building Entrances

B. Wide walkway: Excluding residential development other than multiple-family dwellings, 1 wide walkway minimum or with each of two frontages for sites of two or more frontages. Where a development includes or abuts a public off-street bicycle/pedestrian facility, a wide walkway shall also connect to the facility. Minimum width 8 feet, ADA-compliant, and not gated. Gating is allowed only if the development driveway throat or throats are gated.

D. Walkway and wide walkway crossings: A development with crossings of drive aisles shall have one or more crossings made visually distinct from adjacent vehicular pavement and minimum width equal to that of the walkway.

1. Wide walkways: Minimum width 8 ft each. Every crossing along a wide walkway shall be either an extension of wide walkway poured concrete at the same grade as adjacent vehicular area or in the form of a speed table, also known as a raised walkway crossing, minimum 4 inches high and with vehicular side ramps maximum slope ten percent and with striped warning triangles. ADA-compliant transitions or ramps shall be minimum 5 feet wide. For multiple-family dwelling development, the speed table option shall be a requirement.

Staff Finding:

The proposal is an industrial park development involving two lots. Site plans illustrate that each building will have an 8-foot-wide concrete walkway connection between the Commerce Way sidewalk and the main entrance.

Site plans also illustrate two instances of a wide walkway crossing a drive aisle. In both cases, they are illustrated to be 8 feet wide poured concrete with crosswalk striping and ADA ramps.

✓ The provisions are met.

3.05 Off-Street Parking and Loading

3.05.01 Applicability

The provisions of this Section shall apply to the following types of development:

A. All requirements and standards of Section 3.05 shall apply to any new building or structure constructed after the effective date of the Woodburn Development Ordinance (WDO).

Staff Finding:

The proposal is an industrial park development for two new buildings. Pursuant to subsection A, the standards of 3.05 apply.

✓ The provision is met.

3.05.02 General Provisions

Staff Finding:

The plans demonstrate that the proposal meets the General Provisions within 3.05.02, so long as the requested right-of-way vacation along Tax Lot 5000 is approved by the City Council. Staff adds *Condition of Approval 10a* to ensure the vacation process is completed prior to recordation of the property line adjustment.

Pursuant to 3.05.02J, staff adds *Condition of Approval 19a* to require striped directional markings throughout the parking and circulation area.

▲ The provisions are met with *Conditions 10a & 19a*.

3.05.03 Off-Street Parking

A. Number of Required Off-Street Parking Spaces

- 1. Off-street vehicle parking spaces shall be provided in amounts not less than those set forth in this Section (Table 3.05A).**
- 2. Off-street vehicle parking spaces shall not exceed two times the amount required in this Section (Table 3.05A).**

B. ADA: Accessible parking shall be provided in amounts not less than those that ORS 447.233 requires. The number of accessible spaces shall be included as part of total required vehicle parking spaces.

C. A maximum of 20 percent of the required vehicle parking spaces may be satisfied by compact vehicle parking spaces.

D. Off-street vehicle parking spaces and drive aisles shall not be smaller than specified in this Section (Table 3.05C).

E. A developer shall provide off-street bicycle parking per the minimums and standards in Tables 3.05D & G and the additional standards in Section 3.05.06.

| Off-Street Parking Ratio Standards Table 3.05A | |
|--|---|
| Use ^{1, 2} | Parking Ratio - spaces per activity unit or square feet of gross floor area |
| 50. Manufacturing | Greater of: a. 1/ 800 square feet (0 to 49,999 square feet) b. 63 plus 1/ 1,000 square feet over 50,000 (50,000 to 99,999 square feet) c. 113 plus 1/ 2,000 square feet over 100,000 (100,000 square feet or more) or 1/ employee |
| 55. Warehousing | Greater of: a. 1/ 5000 square feet (0 to 49,999 square feet) b. 10 plus 1/ 10,000 square feet over 50,000 (50,000 to 99,999 square feet) c. 15 plus 1/ 15,000 square feet over 100,000 (100,000 square feet or more) or 1/ employee |
| <p>1. The Director may authorize parking for any use not specifically listed in this table. The applicant shall submit an analysis that identifies the parking needs, and a description of how the proposed use is similar to other uses permitted in the zone. The Director may require additional information, as needed, to document the parking needs of the proposed use.</p> <p>2. There is no required parking ratio for non-residential uses and residential units above first floor commercial uses in the DDC zone (See Section 3.07.07.C.12).</p> <p>3. See Tables 3.05C & E for minimum carpool/vanpool and electric vehicle parking and Table 3.05D for minimum bicycle parking.</p> <p>4. In compliance with OAR 660-046-0220(2)(e).</p> | |

| Parking Space and Drive Aisle Dimensions Table 3.05B | | | | | | | |
|---|----------------------|--------------------|--------------------|----------------------|----------------------|--------------------------|-------------------|
| Parking Angle | Type of Space | Stall Width (feet) | Curb Length (feet) | Stripe Length (feet) | Stall to Curb (feet) | Drive Aisle Width (feet) | |
| | | | | | | 1-way | 2-way |
| A | | B | C | D | E | F | G |
| 90° (Perpendicular) | Standard | 9.0 | 9.0 | 18.0 | 18.0 | 24.0 | 24.0 ⁸ |
| | Compact | 7.5 | 7.5 | 15.0 | 15.0 | 22.0 | |
| | Car Accessible Aisle | 6.0 | 6.0 | 18.0 | 18.0 | 24.0 | |
| | Van Accessible Aisle | 8.0 | 8.0 | 18.0 | 18.0 | | |

| Parking Space and Drive Aisle Dimensions | | | | | | | |
|--|---------------|--------------------|--------------------|----------------------|----------------------|--------------------------|-------|
| Table 3.05B | | | | | | | |
| Parking Angle | Type of Space | Stall Width (feet) | Curb Length (feet) | Stripe Length (feet) | Stall to Curb (feet) | Drive Aisle Width (feet) | |
| | | | | | | 1-way | 2-way |
| A | | B | C | D | E | F | G |
| <ol style="list-style-type: none"> 1. A parking space other than compact may occupy up to 1.5 feet of a landscaped area or walkway as measured from face of curb. Compact may occupy up to six inches. At least 4.5 feet clear width of a walkway must be maintained. 2. Space width is measured from the midpoint of the double stripe. 3. Curb or wheel stops shall be utilized to prevent vehicles from encroaching on abutting properties, rights-of-way, or wide walkways. 4. The access aisle must be located on the passenger side of the parking space, except that two adjacent parking spaces may share a common access aisle. 5. Where the angle of parking stalls differ across a drive aisle, the greater drive aisle width shall be provided. 6. In the context of residential development of other than multiple-family dwellings, parking space minimum dimensions shall be 8 feet wide by 18 feet long, including within a carport or garage. See also Section 3.05.03F.1. 7. The Oregon Fire Code (OFC) as administered by the independent Woodburn Fire District may cause drive aisle widths to exceed the minimum and maximums in this table. 8. Zoning Adjustment permissible. | | | | | | | |

Staff Finding:

For Tax Lot 5000, the applicant’s site plan (Sheet C-1.07) notes a total building area of 65,004 square feet, which is broken down into 24,702 square feet of manufacturing area and 40,303 square feet of warehousing. The minimum parking requirement for this property is therefore 31 stalls for manufacturing area and 8 stalls for warehousing, a combined total of 39 stalls. The site plan illustrates 54 stalls provided.

For Tax Lot 100, the site plan notes a total building area of 89,186 square feet, which is broken down into 33,891 square feet of manufacturing area and 55,295 square feet of warehousing. The minimum parking requirement for this property is therefore 42 stalls for manufacturing area and 11 stalls for warehousing, a combined total of 53 stalls. The site plan illustrates 73 stalls provided.

All stalls are proposed to be standard 90-degree stalls that meet dimension requirements. Drive aisles are proposed to be 26 feet wide.

✓ The provisions are met.

| Carpool/Vanpool Parking | |
|-------------------------|--|
| Table 3.05C | |



| Development or Use | Description | Stall Minimum Number or Percent |
|--|--|--|
| 2. Industrial zoning districts | Zero to 19 total minimum required spaces | n/a |
| | 20 to 29 total | 1 stall |
| | 30 to 39 total | 2 stalls |
| | 40 or more total | 2 stalls or 5% of total spaces, whichever is greater |
| 1. Standard applies even if the site is not zoned P/SP. | | |
| 2. See Section 3.05.03H for carpool/vanpool (C/V) development standards. | | |

H. Carpool/vanpool (C/V) stalls shall meet the following standards:

1. **Convenient locations:** The distance from a stall, in whole or in part, shall be maximum 50 feet to a building perimeter walkway or, where there is no perimeter walkway, a building main or staff-only entrance.
2. **Striping:** Stripe each stall in lettering 1 ft high min “CARPOOL/VANPOOL” or similar.
3. **Signage:** Post at each stall a wall-mounted or pole-mounted sign for “Carpool/Vanpool” or similar. Each sign 1½ by 1 foot minimum with top of a posted sign between 5½ and 7 feet high max above vehicular grade.

Staff Finding:

For Tax Lot 5000, the minimum parking requirement is 39 stalls therefore the minimum C/V parking requirement is 2 stalls. The site plan (Sheet C-1.07) illustrates 3 C/V stalls provided.

For Tax Lot 100, the minimum parking requirement is 53 stalls therefore the minimum C/V parking requirement is 3 stalls. The site plan illustrates 3 C/V stalls provided.

The site plan illustrates that all C/V stalls are located adjacent to building perimeter walkway. Staff adds *Condition of Approval 19b* to meet the striping and signage requirements.

▲ The provisions are met with *Condition 19b*.

**Electric Vehicle Parking
Table 3.05E**



| Development or Use | Description | Stall Minimum Number or Percent |
|--|--|--------------------------------------|
| 3. Industrial zoning districts | Zero to 19 total minimum required spaces | n/a |
| | 20 to 39 total spaces | 2 stalls |
| | 40 or more total spaces | 2 stalls or 5%, whichever is greater |
| <p>1. Standard applies even if the site is not zoned P/SP.</p> <p>2. The Director may authorize EV parking for any use that the Development or Use column does not clearly include.</p> <p>3. See Section 3.05.03I below for EV development standards.</p> <p>4. Administrative note: As of January 2022, electrical permitting remains through the County instead of the City by agreement between the City and County.</p> | | |

1. Electric vehicle (EV) includes both electric vehicle and plug-in hybrid vehicle, and EV parking stalls shall meet the following standards:

1. Convenient locations: The distance from a stall, in whole or in part, shall be maximum 50 feet to a building perimeter walkway or, where there is no walkway, a building main or staff-only entrance.
2. Charging level: minimum Level 2 (240 volt alternating current [AC] charging), or faster charging.
3. Striping: Stripe each stall in lettering 1 ft high min “ELECTRIC VEHICLE CHARGING” or similar and stencil of an EV image or logo.
4. Signage: Post at each stall a wall-mounted or pole-mounted sign for “Electric Vehicle Charging” or similar and include an EV image or logo. Each sign 1½ by 1 foot minimum with top of a posted sign between 5½ and 7 feet high max above vehicular grade.
5. Management/operations: The landowner or property manager shall keep EV stalls available for EVs and plug-in hybrid vehicles and keep conventional gasoline vehicles from parking in them, and in the context of multiple-family dwelling development:
 - a. Priority users shall be tenants, and guests/visitors would be secondary.
 - b. May charge EV stall users for the costs of charging an EV through a charging station, but shall not (1) charge users for either simply parking an EV or plug-in hybrid vehicle in an EV stall or for leaving such a vehicle parked without actively charging, and (2) shall charge to recoup costs to the landowner or property manager and not generate profit for the landowner or property manager. (This does not preclude the landowner or property manager contracting with a for-profit company to manage EV charging stations).
 - c. Shall not charge any fee that discriminates among particular EV parking stalls based on the perception of some stalls being more convenient or otherwise desirable than others.

It is anticipated but not required that the layout would be that each charging station would serve a pair of stalls.

Staff Finding:

For Tax Lot 5000, the minimum parking requirement is 39 stalls therefore the minimum EV parking requirement is 2 stalls. The site plan (Sheet C-1.07) illustrates 3 EV stalls provided.

For Tax Lot 100, the minimum parking requirement is 53 stalls therefore the minimum EV parking requirement is 3 stalls. The site plan illustrates 3 EV stalls provided.

The site plan illustrates that all EV stalls are located adjacent to building perimeter walkway. Staff adds *Condition of Approval 19c* to meet the charging level, striping, and signage requirements.

▲ The provisions are met with *Condition 19c*.

3.05.04 Off-Street Loading & Unloading

- A. Standard:** Loading and unloading for all multiple-family dwelling and non-residential development shall not encroach within the ROW of a street with a functional class designation higher than local.
- B. Administration:** The Director may require a developer to submit a site plan sheet or sheets illustrating where and how loading and unloading would occur such that a development would meet subsection A above.
- C. Loading area and facility design provisions apply in the industrial zones (Section 3.07.10B.2).**

Staff Finding:

Site plans illustrate loading facilities that do not encroach into street right-of-way. Loading area design provisions are addressed later under the analysis for Section 3.07.


✓ The provisions are met.

3.05.05 Shared Parking

Staff Finding:

No shared parking is proposed.

⊖ The provisions do not apply.

| Off-Street Bicycle Parking Table 3.05D | | |
|---|-------------|--|
|  | | |
| Development or Use | Description | Stall Minimum Number, Percent, or Ratio |
| 4. Industrial zoning districts | | 2 stalls or 15%, whichever is greater |
| 1. Standard applies even if the site is not zoned P/SP. 2. Each modular classroom counts as a classroom. 3. The Director may authorize off-street bicycle parking for any use that the Development or Use column does not clearly include. | | |

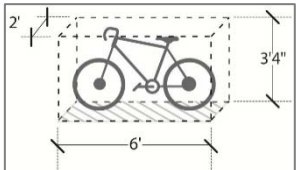
4. See Section 3.05.06 for bicycle parking development standards.

3.05.06 Bicycle Parking Standards

B. Applicability: Applies to total minimum required bicycle parking per Table 3.05D and any excess.

C. Standards: Developers shall install parking in lockers or racks that meet the following:

1. **Surface:** The area devoted to bicycle parking shall be paved if outdoors or otherwise hard surfaced if enclosed or indoors. Outdoor pavement shall be asphalt, bricks, cobblestone rectangular pavers, concrete pavers, poured concrete, structurally supported fiber cement or wood planking, or combination.
2. **Facility:** Where bicycle parking is provided with racks, they shall meet the following:
 - a. The rack shall be designed so that the bicycle frame and one wheel can be locked to a rigid portion of the rack with a U-shaped shackle lock, when both wheels are left on the bicycle;
 - b. If the rack is a horizontal rack, it shall support the bicycle at two points, including the frame; and
 - c. The rack must be securely anchored with tamper-resistant hardware.
3. **Dimensions:** Bicycle parking spaces, aisles and clearances shall be per Table 3.05G, which Figures 3.05E, F, & G illustrate.
4. **Signage:** If bicycle parking is not visible from sidewalk, wide walkway, or the main entrance of the building(s), a developer must install a permanent sign, minimum 1 by 1.5 feet, at the main entrance of each primary building indicating the location of bicycle parking. Figure 3.05H illustrates examples.
5. **Proximity:** A developer shall construct or install bicycle parking within maximum 50 feet of the main entrance and per Figures 3.05J-L.
6. **Covered/sheltered:** A developer shall cover or shelter from precipitation among the total required bicycle parking minimum 50 percent of any and all parking that is outdoors.
8. **Plan review:** The developer or contractor shall submit the following information with applications for any of land use or building permit review:
 - a. Location; where not obvious, access route(s) to; and number of bicycle parking stalls;
 - b. Notated dimensions of all stalls, aisles, maneuvering areas, and clearances; and
 - c. If applicable, information adequate to illustrate the racks and stalls that meet a particular set of standards.

| Bicycle Parking Stall Minimum Dimensions Table 3.05G | | | |
|---|---|---|---|
| | |  | |
| Dimension | Conventional Horizontal ¹ (feet) | Alternative (feet) ² | |
| | | Horizontal as Wall-Attached ³ | Vertical or Wall-Mounted ^{1, 4, 5} |
| Length | 6 | 6 | 3 ft, 4 inches |
| Width | 2 | 2 | 1 ft, 5 inches |

| | | | |
|--|------------------|----------------|-----|
| Height | 3 ft, 4 inches | 3 ft, 4 inches | 6 |
| Maneuvering width ⁷ | 5 | 5 | 5 |
| Clearance | 0.5 ⁸ | 1 ⁹ | n/a |
| <p>1. See Figure 3.05E.</p> <p>2. The purpose of alternatives primarily is to allow multiple-family dwelling developments to include more easily a number of stalls through any of communal storage rooms and sheds and on building, freestanding, and trash and recycling enclosure walls.</p> <p>3. See Figure 3.05F.</p> <p>4. See Figure 3.05G.</p> <p>5. Vertical or wall-mounted maximums:</p> <p style="padding-left: 20px;">a. Where the total minimum required bicycle parking is fewer than 4 stalls, vertical and wall-mounted stalls are prohibited.</p> <p style="padding-left: 20px;">b. Where the total minimum required bicycle parking is 4 or more stalls, of the subtotal that is outside a building, maximum 50 percent may be vertical stalls.</p> <p>6. See Figure 3.05H.</p> <p>7. Sidewalk: Where a bicycle parking stall is adjacent to a sidewalk, off-street bicycle/pedestrian facility, walkway, or access way, the maneuvering area may overlap it.</p> <p>8. Measured to stall length or width boundary.</p> <p>9. Measured to centerline of outermost bar of facility.</p> | | | |

Staff Finding:

For Tax Lot 5000, the minimum parking requirement is 39 stalls therefore the minimum bicycle parking requirement is 6 stalls. The site plan (Sheet C-1.07) appears to illustrate 12 bicycle parking stalls provided, but the narrative notes 9 provided.

For Tax Lot 100, the minimum parking requirement is 53 stalls therefore the minimum bicycle parking requirement is 8 stalls. The site plan appears to illustrate 16 bicycle parking stalls provided, but the narrative notes 12 provided.

All bicycle parking facilities are located on concrete surfaces adjacent to building entrances and sheltered underneath canopies. Staff adds *Condition of Approval 19d* to meet the facility and dimension requirements for the proposed racks.

▲ The provisions are met with *Condition 19d*.

3.06 Landscaping

3.06.01 Applicability

The provisions of this Section shall apply:

- A. To the site area for all new or expanded multiple-family dwelling and non-residential development, parking and storage areas for equipment, materials and vehicles.

Staff Finding:

The proposal is an industrial development therefore the provisions of this section apply.

✓ The provision is met.

3.06.02 General Requirements

3.06.03 Landscaping Standards

A. Street Trees

The purpose of the street tree provisions is to get and preserve street trees, to shade those walking and provide them psychological protection from passing vehicles, to calm those driving, to help spatially define streets through canopy, to absorb stormwater and pollutants, to reduce the urban heat island effect, and to raise value of adjacent property.

Within the public street right-of-way abutting a development, street trees shall be planted to City standards, prior to final occupancy or earlier if conditioned.

1. A number of trees equal to one tree per every 30 feet of street frontage within a block face, shall be planted within the right-of-way.

2. Street trees shall be planted according to the Boundary Street classification per the Transportation System Plan:

c. Small trees shall be planted along all other streets.

Refer to Table 3.06B below for the definition of size categories at maturity.

3. Root barriers: The developer shall install root barriers per the public works construction code.

4. Fee in-lieu: Per Section 4.02.12.

B. Site landscaping shall comply with Table 3.06A.

C. Parking area landscape island standards: Landscape islands or peninsulas shall cap each aisle end to protect parked vehicles from moving vehicles, emphasize vehicular circulation patterns, and shade vehicles and pedestrians. Structured parking is exempted.

1. Each south, southwest, and west island or peninsula cap of a parking aisle shall be minimum 84 square feet within back of curbing, narrowest dimension 6 feet within back of curbing, and contain a tree.

2. Remaining islands and peninsulas shall be minimum 28 square feet within back of curbing and narrowest 2 feet within back of curbing, except where subsection 3 below supersedes.

3. There shall be no more than 10 consecutive parking spaces in a parking aisle without a mid-aisle landscape island or peninsula. For consecutive parking spaces that include one or more accessible/ADA spaces and their aisles, the maximum shall be 9 consecutive parking spaces. Mid-aisle landscape islands or peninsulas shall be to the same standards as subsection 1 above.

4. At drive aisle crossings of walkways and wide walkways that respectively Sections 3.04.06D and 3.05.02N describe, each south, southwest, and west side shall have a landscape island or peninsula to the same standards as subsection 1 above.

| Planting Requirements Table 3.06A | | |
|--------------------------------------|---------------------------|--|
| Location | Planting Density, Minimum | Area to be Landscaped, Minimum |
| Setbacks abutting a street | 1 PU/15 square feet | Entire setback excluding driveways |
| Buffer yards | 1 PU/20 square feet | Entire yard excluding off-street parking and loading areas abutting a wall |

| Planting Requirements Table 3.06A | | |
|--|---|---|
| Location | Planting Density, Minimum | Area to be Landscaped, Minimum |
| Other yards | 1 PU/50 square feet | Entire yard, excluding areas subject to more intensive landscaping requirements and off-street parking and loading areas |
| Off-street parking and loading areas | <ul style="list-style-type: none"> • 1 small tree per 10 parking spaces; or ¹ • 1 medium tree per 15 parking spaces; or ¹ • 1 large tree per 25 parking spaces¹ and <ul style="list-style-type: none"> • 1 PU/20 square feet excluding required trees ² | <ul style="list-style-type: none"> • RS, R1S, RSN, RM, RMN, P/SP, CO, CG and MUV zones: 20% of the paved surface area for off-street parking, loading and circulation • DDC, NNC, IP, IL, and SWIR zones: 10% of the paved surface area for off-street parking, loading and circulation • Landscaping shall be within or immediately adjacent to paved areas |
| Common areas, except those approved as natural common areas in a PUD | 3 PU/50 square feet | Entire common area |
| <ol style="list-style-type: none"> 1. Trees shall be located within off-street parking facilities, in proportion to the distribution of the parking spaces. 2. Required landscaping within a setback abutting a street or an interior lot line that is within 20 feet of parking, loading and circulation facilities may also be counted in calculating landscaping for off-street parking, loading and circulation areas. | | |

| Plant Unit (PU) Value Table 3.06B | | |
|---|-----------------------|--------------------------|
| Material | Plant Unit (PU) Value | Minimum Size |
| 1. Significant tree ¹ | 15 PU each | 24" Diameter |
| 2. Large tree (60-120 feet high at maturity) ¹ | 10 PU each | 10' Height or 2" Caliper |
| 3. Medium tree (40-60 feet high at maturity) ¹ | 8 PU each | 10' Height or 2" Caliper |
| 4. Small tree (18-40 feet high at maturity) ¹ | 4 PU each | 10' Height or 2" Caliper |
| 5. Large shrub (at maturity over 4' wide x 4' high) ¹ | 2 PU each | 3 gallon or balled |
| 6. Small to medium shrub (at maturity maximum 4' wide x 4' high) ¹ | 1 PU each | 1 gallon |
| 7. Lawn or other living ground cover ¹ | 1 PU / 50 square feet | |

| Plant Unit (PU) Value Table 3.06B | | |
|---|--|--|
| Material | Plant Unit (PU) Value | Minimum Size |
| 8. Berm ² | 1 PU / 20 lineal feet | Minimum 2 feet high |
| 9. Ornamental fence ² | 1 PU / 20 lineal feet | 2½ - 4 feet high |
| 10. Boulder ² | 1 PU each | Minimum 2 feet high |
| 11. Sundial, obelisk, gnomon, or gazing ball ² | 2 PU each | Minimum 3 feet high |
| 12. Fountain ² | 3 PU each | Minimum 3 feet high |
| 13. Bench or chair ² | 0.5 PU / lineal foot | |
| 14. Raised planting bed constructed of brick, stone or similar material except CMU ² | 0.5 PU / lineal foot of greatest dimension | Minimum 1 foot high, minimum 1 foot wide in least interior dimension |
| 15. Water feature incorporating stormwater detention ² | 2 per 50 square feet | None |
| 1. Existing vegetation that is retained has the same plant unit value as planted vegetation. 2. No more than twenty percent (20%) of the required plant units may be satisfied by items in lines 8 through 15. | | |

Staff Finding:

Plans indicate the site has 636.98 feet of frontage along Commerce Way, a local street. The street tree planting requirement is therefore 21 small street trees within the landscape strip. The landscaping plans only illustrate 17 street trees therefore staff adds *Condition of Approval 11b* to either modify the landscaping plans to meet the minimum number of street trees or pay a fee-in-lieu for the missing street trees.

Landscaping plans demonstrate the proposed development meets the general requirements and exceeds plant unit minimums for each applicable yard type.

▲ The provisions are met with *Condition 11b*.

3.06.05 Screening

A. Screening between zones and uses shall comply with Table 3.06D.

| Screening Requirements Table 3.06D | | |
|--|------------------------------------|---------------------------------|
| N = No screening required | F = Sight-obscuring fence required | W = Architectural wall required |
| D = Architectural wall, fence, or hedge may be required in the Design Review process | | |

| Adjacent properties – zone or use that receives the benefit of screening | RS, R1S, or RSN zone | RM or RMN zone | DDC or NNC zone | CO zone | CG or MUV zone | IP, IL, or SWIR zone | P/SP zone | Single-family dwelling, duplex, child care facility ⁷ or group home | Multiple-family dwelling, child care facility, group home or nursing home ^{5, 8} | Nonresidential use in a residential zone | Manufactured dwelling park |
|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|--|---|--|----------------------------|
| Property being Developed – must provide screening if no comparable screening exists on abutting protected property | | | | | | | | | | | |
| 7. IP, IL, or SWIR zone | W ³ | W ³ | D | W ³ | D | D | D | W ³ | W ³ | W ³ | W ³ |
| 15. Refuse and recycling collection facilities except for single-family dwelling, duplex, child care facility, or group home | W ^{2, 6, 7} | W ^{2, 6, 7} | W ^{2, 6, 7} | W ^{2, 6, 7} | W ^{2, 6, 7} | W ^{2, 6, 7} | W ^{2, 6, 7} | W ^{2, 6, 7} | W ^{2, 6, 7} | W ^{2, 6, 7} | W ^{2, 6, 7} |
| <p>1. Screening is only required from the view of abutting streets, parking lots, and residentially zoned property. Storage shall not exceed the height of the screening.</p> <p>2. Six to seven feet in height</p> <p>3. Six to nine feet in height</p> <p>4. Abutting streets must also be screened.</p> <p>5. Screening is required abutting multiple-family dwellings, commercial or industrial uses only.</p> <p>6. In industrial zones, screening is required only where the refuse collection facility is in a yard abutting a public street, parking lot, or residentially zoned property.</p> <p>7. Child care facility for 12 or fewer children, group home for five or fewer persons.</p> <p>8. Child care facility for 13 or more children, group home for six or more persons.</p> <p>General notes:</p> <p>9. Screening is subject to height limitations for Vision Clearance Areas (Section 3.03.06) and adjacent to streets (Section 2.01.02).</p> <p>10. No screening is required where a building wall abuts a property line.</p> <p>11. Where a wall is required and is located more than two feet from the property line, the yard areas on the exterior of the wall shall be landscaped to a density of one plant unit per 20 square feet.</p> | | | | | | | | | | | |

Staff Finding:

The subject properties are within the IL zoning district. Adjacent properties surrounding the subject property are within the IL or P/SP zones therefore no perimeter screening is required by Table 3.06D.

The site plans illustrate an outdoor paved refuse and recycling area in the rear of the building on Tax Lot 5000. As allowed by Footnote 6, screening is not required for this area because it is not in a yard abutting a public street, parking lot, or residentially zoned property. Because it is a shared refuse and recycling area for both properties, staff adds *Condition of Approval 9e* to require an access easement be recorded to grant Tax Lot 100 legal access to and use of this area.

▲ The provisions are met with *Condition 9e*.

3.06.06 Architectural Walls

- None proposed or required.

3.06.07 Significant Trees on Private Property

Staff Finding:

There are no significant trees on private property. The existing split 27-inch and 30-inch Oak tree illustrated on Sheet C-1.01 is within the right-of-way.

- The provisions do not apply.

3.07 Architectural Design

3.07.01 Applicability of Architectural Design Standards and Guidelines

A. For a Type I review, the criteria of this Section shall be read as “shall” and shall be applied as standards. For a Type II or III review, the criteria of this Section shall be read as “should” and shall be applied as guidelines.

Staff Finding:

The proposal is an industrial development therefore the provisions of this section apply. It is a Type III review therefore the provisions of this section are applied as guidelines.

- The provision is met.

3.07.10 Industrial Zones

A. Applicability

The following design guidelines shall apply to all structures and buildings in the IP, IL and SWIR zones.

B. Design Guidelines

1. Building Bulk and Scale

Long blank walls abutting streets should be avoided. The visual impact of building and scale should be reduced by:

- Articulating building facades;
- Landscaping the area abutting building walls, including plant materials that provide vertical accents;
- Tying building entrances to the overall mass and composition of the building;
- Minimizing the use of smooth concrete, concrete block and all types of metal siding;
- Shading colors with brown or black to create earth tones or tinting colors with white to soften the appearance. Day-glow, fluorescent and other intense colors shall be prohibited;
- Screening exterior building equipment, including roof top equipment, from view; and
- Altering roof lines, constructing cornices, or parapets that offset the continuous plane of large buildings and extended building lines.

2. Loading

- a. Loading facilities should be located at the rear or side of structures.
- b. The visual impact of loading facilities abutting a street should be mitigated by:
 - (1) Offsetting the location of the driveway entrance and the loading dock; and
 - (2) Screening the loading area with a sight-obscuring fence, wall or hedge.
- c. Loading areas should be located on the site so that backing onto or off the street frontage is not required.

3. Outdoor Lighting

All outdoor lighting should be designed so as not to shine or reflect into any adjacent residentially zoned or used property, and shall not cast a glare onto moving vehicles on any public street.

4. Solar Access Protection

Obstruction of existing solar collectors on abutting properties by site development should be minimized.

Staff Finding:

The submitted building elevations and renderings show generally what the provisions require.

- ✓ The provisions are met.

3.08 Partitions and Subdivisions

- ⊖ The proposal does not include a partition or subdivision.

3.09 Planned Unit Developments

- ⊖ The proposal does not include a Planned Unit Development.

3.10 Signs

Staff Finding:

Pursuant to 5.01.10, any temporary or permanent signage is reviewed separately through the Sign Permit process. Staff therefore adds *Condition of Approval 7* to obtain Sign Permits for any signage proposed for the development.

- ▲ The provisions are met with *Condition 7*.

3.11 Lighting

3.11.01 Purpose and Applicability

B. Applicability: Applies outside ROW to all permanent exterior lighting for all development and uses, excepting residential that is other than multiple-family dwelling. Application includes the contexts of building exteriors, walkways and wide walkways, parking areas, signage, and off-street bicycle/pedestrian facilities. Where Section 3.11 might conflict with nuisance Ordinance No. 2338 (2003), Section 5A "Light Trespass" as is or as amended, the more stringent provision shall supersede. Strands of small electric lights known as any of holiday lights, mini lights, or twinkle lights are exempt.

3.11.02 Standards

A. Full cut-off: All exterior lighting shall be full cut-off or fully shielded. Figure 3.11A illustrates examples of both unacceptable and acceptable fixtures.

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.

b. For all developments and uses, ground floor wall-mounted fixtures are exempt if:

(1) placed under a canopy, fixed awning, roof overhang, secondary roof, or building recess;

(2) a ground floor canopy or fixed awning is minimum 96 square feet and 8 feet narrowest dimension;

(3) a roof overhang or secondary roof is minimum 72 square feet and 8 feet narrowest dimension;

(4) a building recess is minimum 72 square feet and 8 narrowest dimension;

(5) an adjacent combination of building recess and, projecting from the main wall plane, either (a) a ground floor canopy or fixed awning or (b) a roof overhang or secondary roof, total minimum 72 square feet and 8 narrowest dimension;

(6) a ground floor canopy, fixed awning, roof overhang, secondary roof, or building recess is with maximum 14 feet height clearance above grade; and

(7) the fixture is mounted no lower than at the same level as the underside of the ground floor canopy or fixed awning or within and flush with the building recess ceiling.

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.

C. Hue / color temperature: Excepting industrial development, if a fixture uses light emitting diode (LED) technology, it shall emit a warm, yellowish white light instead of cool, bluish white light. A color temperature within the range of 2,700 to 4,000 degrees Kelvin presumptively meets the requirement.

D. Property line: Lighting shall not shine or reflect onto (1) ROW, (2) greenways, (3) off-street public bicycle/pedestrian corridors, or (4) adjacent residentially zoned property. Pole-mounted fixtures other than those in parking areas, and wall-mounted fixtures, that abut any of (1)-(3) are exempt if they are sited within 20 feet of any of (1)-(3), and conform to subsection B.1 or 3 above.

The proposal is a new industrial development within the IL zone. The photometric plan illustrates the proposed on-site exterior lighting will be wall fixtures at 14.5 feet above grade within parking areas, 8 feet above grade in the rear circulation areas, and 20 feet above grade in the loading areas. All fixtures are proposed to be full cut-off. The photometric plan demonstrates that fixtures will not shine onto adjacent properties or within the right-of-way.

Because wall lights are limited to 8 feet above grade within parking areas and 14.5 feet above grade within loading areas, the applicant submitted a Variance application. Variance criteria are reviewed further under section 5.03.12.

■ The provisions are met with approval of the Variance request.

4.01 Decision-Making Procedures

4.01.07 Consolidated Applications

An applicant may request, in writing, to consolidate applications needed for a single development project. Under a consolidated review, all applications shall be processed following the procedures applicable for the highest type decision requested. It is the express policy of the City that development review not be segmented into discrete parts in a manner that precludes a comprehensive review of the entire development and its cumulative impacts.

Staff Finding:

The application package consists of a Type III Design Review, a Type I Property Line Adjustment, a Type III Street Adjustment, and Type III Variance. Pursuant to 4.01.07, these applications have been consolidated and reviewed at the Type III level.

✓ The provision is met.

5.01 Type I (Administrative) Decisions

5.01.08 Property Line Adjustment; Consolidation of Lots

A. Purpose: The purpose of this review is to ensure that adjustments to property lines or the consolidation of existing lots and parcels, complies with the standards of this ordinance (Section 2), and State Statutes (ORS Chapters 92 and 209). Property line adjustments and consolidation of lots are allowed in all zones.

B. Criteria:

- 1. Lot area, depth, width, frontage, building setbacks, vehicular access and lot coverage comply with the standards of this ordinance (Sections 2 and 3);**
- 2. Existing easements are accurately reflected;**
- 3. Existing land use and development on the subject property comply with the requirements of prior land use actions; and**
- 4. Buildings and structures abutting the adjusted property lines comply with State building codes and with respect to current occupancy.**
- 5. Property line adjustments are surveyed and monumented to the requirements set forth in State statutes (ORS Chapters 92 and 209) and recorded by the County Surveyor.**

Staff Finding:

As reviewed through this staff report, the proposal complies with applicable requirements or can through conditions of approval. The submitted materials demonstrate compliance with the criteria. The proposed adjustment will be recorded with the County Surveyor.

✓ The provisions are met.

5.03 Type III (Quasi-Judicial) Decisions

5.03.02 Design Review, Type III

B. Type III Design Review is required for the following:

- 4. Structures greater than 3,000 square feet in the IP, IL, and SWIR zones.**

The proposal is a new industrial development of two buildings, one at 65,004 square feet and the other at 89,123 square feet, in the IL zone therefore the Design Review is a Type III.

✓ The requirement is met.

5.03.03 Adjustment to Street Improvement Requirements (“Street Adjustment”)

Same as Section 5.02.04 except that land use review is Type III.

5.02.04 Adjustment to Street Improvement Requirements (“Street Adjustment”)

A. Purpose: The purpose of a Type II Street Adjustment is to allow deviation from the street standards required by Section 3.01 for the functional classification of streets identified in the Woodburn Transportation System Plan. The Street Adjustment review process provides a mechanism by which the regulations in the WDO may be adjusted if the proposed development continues to meet the intended purposes of Section 3.01. Street Adjustment reviews provide discretionary flexibility for unusual situations. They also allow for alternative ways to meet the purposes of Section 3.01. They do not serve to except or exempt from or to lessen or lower minimum standards for ROW improvements, with exceptions of subsections B & H. A Street Adjustment is for providing customized public improvements that substitutes for what standards require, while a Variance is for excepting or exempting from, lessening, or lowering standards, with exceptions of subsections B & H. A Street Adjustment for a development reviewed as a Type I or II application shall be considered as a Type II application, while development reviewed as a Type III application shall be considered a Type III application.

B. Applicability: Per the Purpose subsection above about improvements, and regarding ROW Street Adjustment may be used to narrow minimum width. Regarding alleys or off-street bicycle/pedestrian corridor or facility standards, see instead Zoning Adjustment.

C. Criteria:

- 1. The estimated extent, on a quantitative basis, to which the rights-of-way and improvements will be used by persons served by the building or development, and whether the use is for safety or convenience;**
- 2. The estimated level, on a quantitative basis, of rights-of-way and improvements needed to meet the estimated extent of use by persons served by the building or development;**
- 3. The estimated impact, on a quantitative basis, of the building or development on the public infrastructure system of which the rights-of-way and improvements will be a part;**
- 4. The estimated level, on a quantitative basis, of rights-of-way and improvements needed to mitigate the estimated impact on the public infrastructure system.**
- 5. The application is not based primarily on convenience for a developer or reducing civil engineering or public improvements construction costs to a developer.**

6. The application is not based primarily on the existence of adjacent or nearby nonconforming Boundary Street frontages.

7. Narrowing of ROW minimum width, if proposed, is not to a degree more than necessary to meet other criteria. In no case shall ROW total fewer than 35 feet, whether or not the total is allocated across centerline or to its side, except that this base requirement would not apply if subsection H below applies.

8. A Street Adjustment would provide a customized cross section alternative to the standard or standards and that meets the relevant purposes of Section 3.01, or the City reasonably can condition approval to achieve such.

D. Minimum Standards: To ensure a safe and functional street with capacity to meet current demands and to ensure safety for vehicles, bicyclists and pedestrians, as well as other forms of non-vehicular traffic, the minimum standards for rights-of-way and improvements for Boundary and Connecting Streets per Sections 3.01.03C & D continue to apply. Exempting from or lessening or lowering those standards shall require a Variance. Deviation from applicable public works construction code specifications would be separate from the WDO through process that the Public Works Department might establish.

E. Factors: Street Adjustment applications, where and if approved, shall have conditions that customize improvements and secure accommodations for persons walking and cycling, not only driving, that meet the purposes of Section 3.01. The City may through approval with conditions require wider additional ROW dedication along the part or the whole of an extent of the subject frontage to accommodate either adjusted improvements or improvements that vary from standards.

F. Bicycle/pedestrian facility: If and where a Street Adjustment application requests to substitute or omit one or more required bicycle facilities, such as bicycle lanes, and the City approves the application, then the following should apply: For each substitute or omitted facility, the developer would construct a minimum width 8 feet bicycle/pedestrian facility on the same side of street centerline as the substituted or omitted facility. The City may condition wider.

G. Landscape strip: If and where a Street Adjustment application requests to adjust one or more required landscape strips from between curb and sidewalk, and the City approves the application, then the list below should apply. This subsection is not applicable to bridge / culvert crossing.

1. **Sidewalk:** Construction of sidewalk minimum width 8 feet on the same side of street centerline as the adjusted landscape strip. The City may condition wider.

2. **Planting corridor:** For each landscape strip that is relocated, delineation and establishment of a street tree planting corridor along the back of sidewalk in such a way as to allow newly planted trees to not conflict with any required streetside PUE to the extent that the Public Works Department Engineering Division in writing defines what constitutes a conflict. To give enough room for root growth, the corridor minimum width would be either 6 feet where along open yard or 7 ft where it would be flush with a building foundation. This would include installation of root barriers between the trees and street centerline to public works construction code specification.

3. **ROW:** Where necessary to meet the above standards, dedication of additional ROW even if the additional is more than the minimum additional dedication that Section 3.01 requires.

4. **Planting in ROW required:** Street trees would not be planted in the yard outside ROW.

I. Plan review: An applicant shall submit among other administratively required application materials scaled drawings, including plan and cross section views, of proposed street improvement

widths, extents, and details as well as existing conditions and proposed development site plans that include property and easement lines and physical features some distance beyond the boundaries of the subject property for fuller context.

Staff Finding:

As noted in the analysis of 3.01, the applicant submitted a Street Adjustment application with a request to modify the applicable street cross-section for Commerce Way. Because every property that fronts Commerce Way is zoned Light Industrial (IL), the default cross-section is the Local Industrial cross-section (Figure 3.01F).

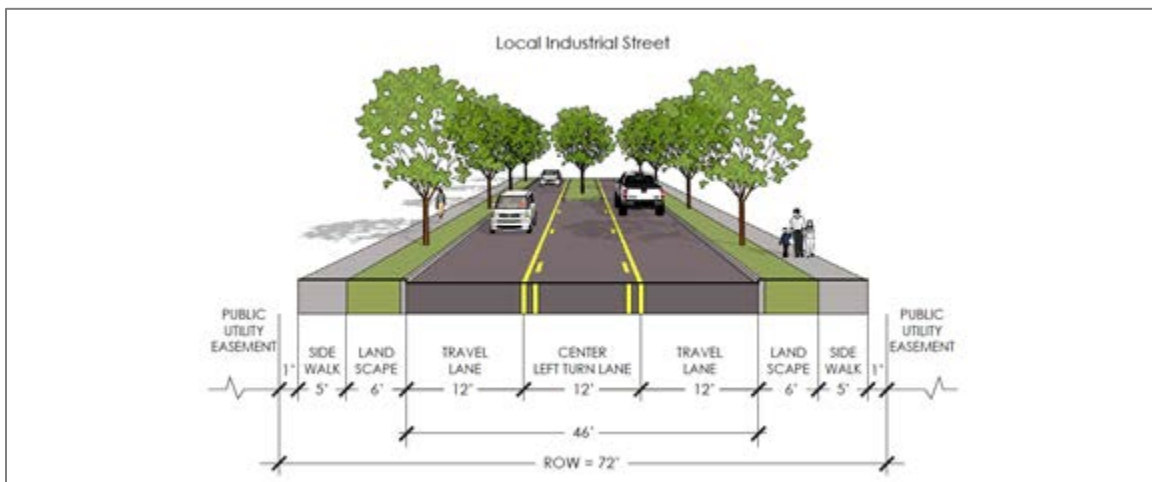


Figure 3.01F – Local Industrial Street

Existing conditions of Commerce Way along the site include:

- Variable width of right-of-way (40 feet along Tax Lot 100, 60 feet along Tax Lot 5000), which does not meet the minimum width of 72 feet in the cross-section;
- No paved travel lanes or center turn lane, only a gravel road between 10-12 feet wide;
- No curb or drainage facilities;
- No landscape strip with street trees; and
- No sidewalk.

Applicant's response (page 5 of the narrative):

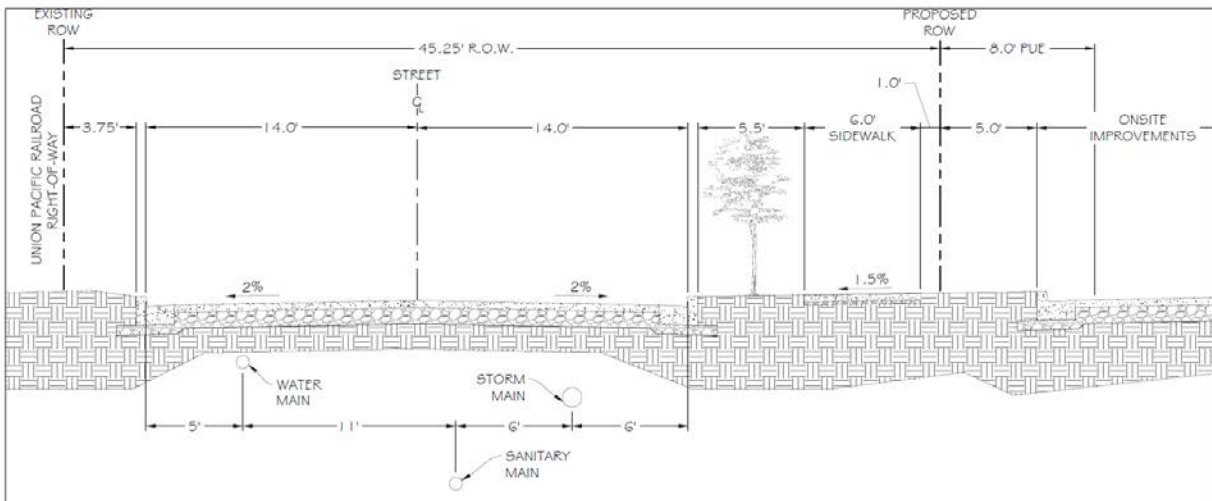
Commerce Way is a boundary street condition at the northwest edge of the site, between the site and the adjacent Union Pacific Railroad right of way. To extend Commerce Way, the project proposes to install modified half-street improvements and match the existing curb-to-curb condition of Commerce Way via a Street Exception request as described in PRE 22-01, and in item 3.01.04.B below. This standard is met with approval of the Street Exception.

Applicant's response (page 6 of the narrative):

Via the Street Exception referenced in item 3.01.03.C.1 above, the project proposes a 45.25' ROW between the Union Pacific Railroad ROW and the front property line of the parcels as shown in the diagram below. The proposed street section contains a 3.75' Railroad ROW buffer, 0.5' curb, 28' curb-to-curb extension of Commerce Way, 0.5' curb, 5.5' landscape buffer with required street trees, 6.0' sidewalk, and 1.0' landscape buffer. The off-site 1.0' landscape buffer is contiguous with the on-site 5.0' landscaping strip for a total 6.0' wide sidewalk-edge landscape area. An 8.0' Public Utilities Easement (PUE) is located on-site below the landscaping strip and drive aisle. This standard is met with approval of the Street Exception.

Through this Street Adjustment request, the applicant is requesting the following cross-section:

- 45.25-foot-wide right-of-way;
- Two 14-foot-wide paved travel lanes;
- A 6-inch-wide curb on each side;
- A 5.5-foot-wide landscape strip on the side abutting the development; and
- A 6-foot-wide sidewalk on the side abutting the development, with a 1-foot landscape buffer between sidewalk and property line.



Proposed Adjusted Cross-Section (Sheet C-0.03)

The proposed curbs and travel lanes match the existing Commerce Way improvements to the south, and the proposed landscape strip and sidewalk match what the standard cross-section calls for. The difference between the required cross-section and the proposed cross-section is a lesser right-of-way width and the removal of the center turn lane.

Considering the function of Commerce Way and the surrounding context, staff is supportive of the request. Commerce Way is a dead-end street and there are no plans for it to connect into OR Highway 214 because the N. Front Street ramp intersection is too close. Because the Union

Pacific Railroad right-of-way parallels the west side of Commerce Way, no development is anticipated to front that side of the street. As a result, the center left turn lane and sidewalk and street trees on the west side of the street are not necessary. Furthermore, Mill Creek flows north along the east side of the site and crosses under the railroad and OR Highway 214, and Legion Park is on the east side of the creek. The City has no plans to extend Commerce Way east across the creek towards Park Avenue.

Staff adds *Conditions of Approval 8 & 11* to memorialize street improvement requirements and specify when they are due. Because the proposal hinges on the City vacating a 14.75-foot-wide segment of right-of-way along Tax Lot 5000, staff adds *Condition of Approval 10a* to complete this vacation request process with City Council prior to recordation of the property line adjustment.

▲ The Street Adjustment provisions are met with *Conditions 8, 10a, & 11*.

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.

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

Applicant's response (page 5 of the narrative supplement):

Strict adherence to the exterior lighting fixtures mounting height standards per section 3.11 imposes an excessive burden on the property owner. The excessive burdens in this circumstance are the imposition of expense without benefit and a non-functional installation standard as described below. This criteria is met.

1. Parking Rows fixtures: Building walls that are directly adjacent to parking rows would require lower mounting heights and reduced lighting coverage than would otherwise be allowed on poles installed outboard of the building wall illuminating the parking rows. Installation of the poles to achieve the same illumination effect is an unnecessary expense without functional benefit.

2. Loading Docks fixtures: The standard loading dock fixture mounting height is within about one foot of the top of a standard semi-trailer parked at the dock, creating a significant shadow cast by the trailer on the adjacent walking surface. Installing the fixtures at the prescribed height is a non-functional installation standard given the size and character of the equipment utilizing the area illuminated.

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 (page 5 of the narrative supplement):

Variance to the standards by allowing transferred mounting heights at the parking rows, and increased mounting heights at the loading docks does not impact existing or potential uses or development on the subject property, nor impact adjacent properties per the photometric analysis showing that no light is projected beyond the property boundary. This criteria is met.

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.

Applicant's response (page 6 of the narrative supplement):

Variance to the standards as requested is necessary to prevent unnecessary hardship relating to the structures by avoiding unnecessary expense and compromised functionality. This factor is met.

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.

Applicant's response (page 6 of the narrative supplement):

Variance to the standards as requested does not impact adjacent properties per the photometric analysis showing that no light is projected beyond the property boundary. This factor is met.

b. Incremental impacts occurring as a result of the proposed variance.

Applicant's response (page 6 of the narrative supplement):

Variance to the standards as requested does not create incremental impacts on adjacent properties per the photometric analysis showing that no light is projected beyond the property boundary. This factor is met.

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.

Applicant's response (page 6 of the narrative supplement):

Variance to the standards as requested does not adversely affect existing physical and natural systems, and improves on-site movement of semi-trailer traffic and personnel foot-traffic. This factor is met.

4. Whether the variance is the minimum deviation necessary to make reasonable economic use of the property;

Applicant's response (page 6 of the narrative supplement):

Variance to the standards as requested are the minimum deviations necessary to improve the reasonable economic use of the property by avoiding unnecessary expense. This factor is met.

5. Whether the variance conflicts with the Woodburn Comprehensive Plan.

Applicant's response (page 6 of the narrative supplement):

Variance to the standards as requested complies with the Woodburn Comprehensive Plan by utilizing full-cutoff fixtures that preserve and protect dark-sky conditions. This factor is met.

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.

Staff Finding:

Approval of a variance request involves balancing the needs of the property owner, the goals of the City, and ensuring negative impacts to neighboring properties are minimized. In this case, the applicant is requesting to exceed the height limits for exterior wall light fixtures. Per 3.11.02B, wall-mounted fixtures have a height limit of 8 feet, or 14.5 feet if above a loading bay. Pole-

mounted fixtures within parking and circulation areas have a height limit of 14.5 feet, or 20 feet if within operations and storage yard areas. The applicant's photometric plan illustrates that all on-site exterior lighting fixtures will be wall fixtures; those within parking areas are proposed at a height of 14.5 feet, those within rear circulation areas are proposed at a height of 8 feet, and those within loading bay areas are proposed at a height of 20 feet.

While it is certainly possible for the applicant to meet the height limit standards (the site is largely undeveloped and the proposed plans do not demonstrate any factor that would prevent the applicant from meeting them), staff generally concurs with the applicant's responses – particularly those about functionality. The applicant's proposal is essentially to allow wall light fixtures to be the same height as what would be allowed for pole fixtures.

Approval of this variance would not cause a deviation from similar uses in industrial zones. The approved Amazon development (DR 21-07) has 40-foot tall poles and wall-mounted lights. The approved Specht industrial development (DR 22-02) has 30-foot tall poles and wall-mounted lights. The approved expansion to Do It Best (DR 22-09) has 33-foot tall poles and 25-foot tall wall-mounted lights. Each 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. In fact, utilizing wall-mounted fixtures instead of pole-mounted fixtures brings the lights further away from streets and neighboring properties.

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

✓ The provisions are met.



lancaster
moble



EXPIRES: 06/30/2025

Cobalt Commerce Industrial Park

Transportation Impact
Analysis

Woodburn, Oregon

Date:

June 22, 2023

Prepared for:

Cobalt Development, LLC

Prepared by:

Jennifer Danziger, PE

Ken Kim, PE

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|--------------------------------|----|
| Executive Summary | 3 |
| Project Description | 5 |
| Introduction | 5 |
| Location Description | 5 |
| Transit | 8 |
| Site Trips | 10 |
| Trip Generation | 10 |
| Trip Distribution | 10 |
| Trip Assignment | 11 |
| Site Trip Tracking | 11 |
| Traffic Volumes | 14 |
| Existing Conditions | 14 |
| Background Conditions | 14 |
| Buildout Conditions | 15 |
| Safety Analysis | 19 |
| Crash History Review | 19 |
| Access Spacing | 21 |
| Sight Distance Evaluation | 22 |
| Warrant Analysis | 23 |
| Rail Crossing Review | 23 |
| Truck Turning Movements | 24 |
| Operational Analysis | 25 |
| Intersection Capacity Analysis | 25 |
| Queuing Analysis | 27 |
| Potential Mitigation | 30 |
| Conclusions | 31 |

List of Appendices

- Appendix A – Site Information
- Appendix B – Volumes
- Appendix C - Safety
- Appendix D - Operations

List of Figures

| | |
|---|----|
| Figure 1: Vicinity Map (Marion County GIS) | 6 |
| Figure 2: Lane Configurations & Traffic Control | 9 |
| Figure 3: Trip Distribution & Assignment – Passenger Vehicles | 12 |
| Figure 4: Trip Distribution & Assignment – Trucks | 13 |
| Figure 5: Year 2023 Existing Traffic Volumes | 16 |
| Figure 6: Year 2025 Background Conditions | 17 |
| Figure 7: Year 2025 Buildout Conditions | 18 |

List of Tables

| | |
|---|----|
| Table 1: Vicinity Roadway Descriptions | 6 |
| Table 2: Study Intersection Descriptions | 7 |
| Table 3: Transit Line Description | 8 |
| Table 4: Trip Generation Summary | 10 |
| Table 5: Trip Distribution and Assignment by Intersection | 11 |
| Table 6: ATR Seasonal Trend Method | 14 |
| Table 7: Collision Type Summary | 20 |
| Table 8: Crash Severity and Rate Summary | 20 |
| Table 9: Capacity Analysis Summary | 26 |
| Table 10: 95 th Percentile Queueing Analysis Summary | 28 |
| Table 11: Potential Mitigation | 30 |



Executive Summary

1. The proposed industrial project is located at tax lots 051W07DA00100 (0 Commerce Way) and 051W08CB05000 (1414 Commerce Way) in Woodburn, Oregon. The proposed development includes 65,000-square foot (SF) and 89,250-SF industrial building development planned to be completed by the end of year 2025. Access to the site will be three connections to Commerce Way which includes one existing driveway to the AT&T tower.
2. Trip generation for the Cobalt Commerce Industrial Park is estimated at 81 morning peak hour, 72 evening peak hour, and 612 weekday trips when all phases are completed.
3. Based on the most recent five years of crash data, the study intersection of OR 124 & Evergreen Road has crash rates that exceed the 90th percentile rates identified by ODOT for similar types of intersections. ODOT has recently performed crash reduction/safety improvements at this intersection, which have not yet been reflected in collision data summaries. In addition, a potential intersection improvement has been identified in the Woodburn TSP at the intersection. A proportionate share contribution or other mutually agreeable mitigation may be warranted.
4. At the other five intersections, no significant trends or crash patterns were identified, and no safety mitigation is recommended per the crash data analysis.
5. The proposed development meets the access spacing standards in the WDO.
6. Based on the sight distance analysis, adequate intersection sight distances at the intersection of Hardcastle Avenue at Commerce way are available. Accordingly, no mitigation is necessary or recommended with regard to sight distance at the study intersections.
7. Left-turn lane warrants are not projected to be met for the intersection on E Hardcastle Avenue at Commerce Way. Accordingly, no new turn lanes are necessary or recommended.
8. Preliminary traffic signal warrants are not projected to be met for any of the unsignalized study intersections upon full buildout of the proposed development.
9. Based on rail crossing review, the study intersections are expected to operate safely. Accordingly, no mitigation is necessary or recommended with regard to rail crossing at the study intersections.
10. Based on the modeled turning movements, trucks can maneuver through the intersections at slow speeds. Accordingly, no mitigation related to truck turning movements at the intersection is recommended.
11. Three intersections are anticipated to exceed the mobility targets:
 - o The signalized intersection of OR 214 & Evergreen Road is expected to operate with a v/c ratio of 0.96 during the evening peak hour under year 2025 background conditions, which exceeds the ODOT mobility target of 0.95. The proposed development will not change the overall intersection v/c ratio but will result in a small increase in overall delay.
 - o The signalized intersection of OR 214 & Settlemier Avenue will exceed mobility standards during the evening peak hour under year 2025 background conditions. The proposed development will result in an increase in overall intersection v/c ratio and delay.

- The stop-controlled intersection of OR 214 & N Front Street Ramp will exceed mobility standards during the evening peak hour under year 2025 background conditions. The proposed development will increase the critical v/c ratio and result in exceeding the ODOT mobility target for both the morning and evening peak hours.
12. In general, changes in 95th percentile queuing between the year 2025 background and buildout conditions are anticipated to be small. Queues at the intersections of OR 214 & Evergreen Road, OR 214 & N Settlemier Avenue, and Harrison Street & N Settlemier Avenue are expected to extend to the adjacent public streets.



Project Description

Introduction

The proposed industrial project is located at tax lots 051W07DA00100 (0 Commerce Way) and 051W08CB05000 (1414 Commerce Way) in Woodburn, Oregon. The proposed development includes two buildings, one at 65,000 square feet (SF) and one at 89,250 SF, which are planned to be completed by the end of year 2025.

This Transportation Impact Analysis (TIA) report examines the impacts of the proposed development on the transportation system in the vicinity of the project site. The purpose of this report is to review the safety and efficiency of the transportation facilities that will be impacted by the proposed development.

Based on the City's comments, the study area includes intersections that are under the jurisdiction of the City of Woodburn and ODOT:

1. OR 214 & Evergreen Road
2. OR 214 & N Settlemier Avenue
3. Harrison Street & N Settlemier Avenue
4. OR 214 & N Front Street Ramp
5. E Hardcastle Avenue & N Front Street
6. E Hardcastle Avenue & Commerce Way

Additionally, the City requested an accounting of the trip distribution at the following intersections:

7. OR 214/219 & I-5 SB Ramps (Trip Distribution Only)
8. OR 214/219 & I-5 NB Ramp (Trip Distribution Only)

All supporting data and calculations are included in the appendices to this report.

Location Description

The proposed development includes two industrial buildings totaling 154,250 SF located north of Hardcastle Avenue and southeast of Commerce Way on tax lots 051W07DA00100 and 051W08CB05000 (listed as 11.04 acres). A vicinity map is shown in Figure 1 with the subject site outlined in red.

One building is planned at 65,000 SF with approximately 25,000 SF in manufacturing use and approximately 40,000 SF of storage. The building will have some ancillary offices as part of the manufacturing and warehousing uses.

The second building is planned at 89,250 SF with a similar breakdown of 34,000 SF manufacturing and 55,250 SF warehousing including ancillary offices.

As shown in the attached site plan, access to the site will be three connections to Commerce Way which includes one existing driveway to the AT&T tower.



Figure 1: Vicinity Map (Marion County GIS)

Vicinity Streets

The study area includes roadways under state, county, and city jurisdiction that are expected to be impacted by the proposed development. Table 1 describes each of the vicinity roadways.

Table 1: Vicinity Roadway Descriptions

| Street Name | Functional Classification | Travel Lanes | Speed (mph) | Curbs & Sidewalks | On-Street Parking | Bicycle Facilities |
|--------------------|------------------------------------|--------------|-------------|-------------------|-------------------|--------------------|
| Jurisdiction: ODOT | | | | | | |
| Interstate 5 (I-5) | Freeway | 6 | 65 | None | None | None |
| OR 219 | District Hwy Major Arterial (City) | 2-5 | 35-55 | Partial | Prohibited | Partial |
| OR 214 | District Hwy Major Arterial (City) | 2-5 | 30-35 | Both Sides | Prohibited | Partial |

Table 1: Vicinity Roadway Descriptions

| Street Name | Functional Classification | Travel Lanes | Speed (mph) | Curbs & Sidewalks | On-Street Parking | Bicycle Facilities |
|---|---------------------------|--------------|-------------|-------------------|----------------------|--------------------|
| Jurisdiction: City of Woodburn | | | | | | |
| Evergreen Road | Minor Arterial | 2-3 | 25-30 | Partial | Generally Prohibited | Partial |
| N Settlemier Avenue (Boones Ferry Road) | Minor Arterial | 2-3 | 25-35 | Partial | Prohibited | None |
| Harrison Street | Service Collector | 2 | 25 | Both | Partially Permitted | None |
| N Front Street | Minor Arterial | 2 | 25 | Partial | Partially Permitted | None |
| E Hardcastle Ave | Service Collector | 2 | 25 | Partial | Prohibited | Partial |
| Commerce Way | Local Road | 2 | 25 | None | Permitted | None |

Study Intersections

Based on coordination with agency staff, 6 existing intersections were identified for analysis. A summarized description of the study intersections is provided in Table 2.

Table 2: Study Intersection Descriptions

| | Intersection | Geometry | Traffic Control | Phasing/Stopped Approaches |
|---|---------------------------------------|------------|-----------------|--|
| 1 | OR 214 & Evergreen Road | Four Legs | Signalized | Protected/Permitted EB/WB Lefts Split Phasing NB/SB Yield-Controlled EB/NB/SB Rights |
| 2 | OR 214 & N Settlemier Avenue | Four Legs | Signalized | Protected Lefts with Right-Turn Overlaps All Approaches |
| 3 | Harrison Street & N Settlemier Avenue | Four Legs | Stop-Controlled | EB/WB Stop |
| 4 | OR 214 & N Front Street Ramp | Three Legs | Stop-Controlled | SB Stop |
| 5 | E Hardcastle Avenue & N Front Street | Three Legs | Stop-Controlled | All-Way Stop |
| 6 | E Hardcastle Avenue & Commerce Way | Three Legs | Stop-Controlled | SB Stop |

A vicinity map showing the project site, vicinity streets, and study intersection configurations is shown in Figure 2.



Transit










Woodburn Transit System (WTS) typically provides fixed route and express service along OR 214, OR 99E, downtown and through some of the nearby neighborhoods. The closest stops to the proposed development are located at the intersection of W Lincoln Street & N 1st Street, approximately 2,700 feet southwest of the site, and at Arthur Street & N Front Street, nearly 3,500 feet southwest of the site. The summarized description of the transit line is shown in Table 3.

Table 3: Transit Line Description

| Transit Line (TriMet) | Service Area | Day of Week | Service Times | Typical Headways (Minutes) | Nearest Stops |
|-----------------------|--|-------------|--------------------|----------------------------|---|
| Express Loop | Downtown, Commercial Area Nearby OR 214 & 99E, and OR 214 & Evergreen Road | M - F | 8:00 AM - 06:00 PM | 60 | Arthur Street & N Front Street |
| | | Saturday | 9:00 AM - 06:00 PM | 60 | |
| | | Sunday | 9:00 AM - 03:00 PM | 60 | |
| North County Line | | M - F | 8:00 AM - 06:00 PM | 60 | W Lincoln Street & N 1 st Street |
| | | Saturday | 9:00 AM - 06:00 PM | 60 | |
| | | Sunday | 9:00 AM - 03:00 PM | 60 | |

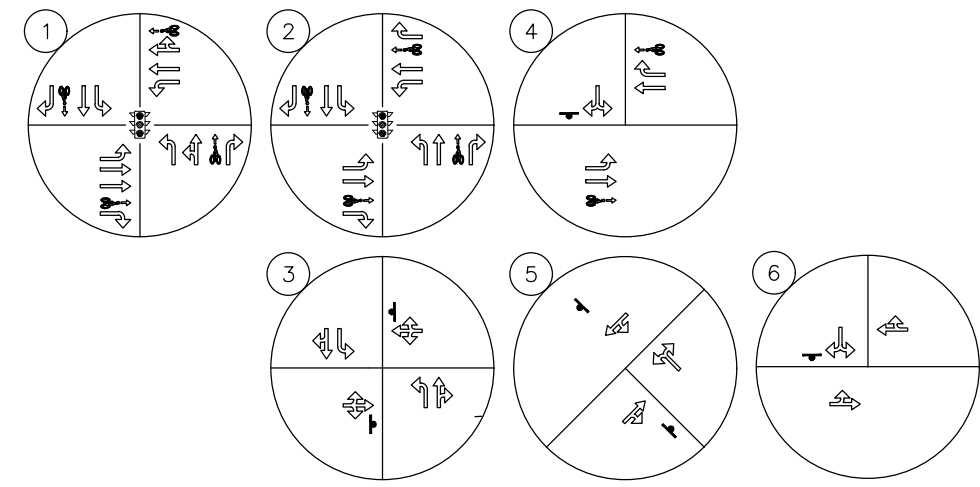


LEGEND

-  STUDY INTERSECTION
-  STOP SIGN
-  TRAFFIC SIGNAL
-  BIKE LANE
-  PROJECT SITE
-  ARTERIAL ROADWAY
-  COLLECTOR ROADWAY
-  LOCAL ROADWAY
-  RAILROAD TRACKS



INTERSECTION CONFIGURATION



No Scale



lancaster
mobley

VICINITY MAP

Site Trips

Trip Generation

To estimate trips that will be generated by the proposed development, trip equations from the *Trip Generation Manual*¹ were used. Equations for land use codes 140, *Manufacturing* and 150 *Warehousing* were used to estimate trip generation based on the 1,000 sf of Gross Floor Area (GFA) units. The site's truck trip generation was also estimated for the proposed industrial land use.

As shown in Table 4, estimated trip generation for the proposed industrial development totals 81 morning peak hour, 72 evening peak hour, and 612 weekday trips when both buildings are completed. Approximately 4 morning peak hour, 5 evening peak hour, and 84 daily truck trips are included in the total site trip generation. Detailed generation calculations are included in Appendix A.

Table 4: Trip Generation Summary

| ITE Code | Intensity (GFA) | Morning Peak Hour | | | Evening Peak Hour | | | Daily Trips |
|---------------------------------|-----------------|-------------------|-----|-------|-------------------|-----|-------|-------------|
| | | In | Out | Total | In | Out | Total | |
| 150 – Warehousing | 95.25 | 27 | 8 | 35 | 11 | 27 | 38 | 188 |
| 140 - Manufacturing | 59.00 | 35 | 11 | 46 | 11 | 23 | 34 | 424 |
| TOTAL | 154.25 | 62 | 19 | 81 | 22 | 50 | 72 | 612 |
| 150 – Warehousing (Truck) | 95.25 | 1 | 1 | 2 | 2 | 1 | 3 | 58 |
| 140 – Manufacturing (Truck) | 59.00 | 1 | 1 | 2 | 1 | 1 | 2 | 26 |
| Truck Total | 154.25 | 2 | 2 | 4 | 3 | 2 | 5 | 84 |
| 150 – Warehousing (Passenger) | 95.25 | 26 | 7 | 33 | 9 | 26 | 35 | 130 |
| 140 – Manufacturing (Passenger) | 59.00 | 34 | 10 | 44 | 10 | 22 | 32 | 398 |
| Passenger Total | 154.25 | 60 | 17 | 77 | 19 | 48 | 67 | 528 |

Trip Distribution

The trip distribution from the site is expected to be largely similar to the distribution for the Amazon Warehouse based on Amazon Warehouse TIA prepared in September 2021.² However, given the location of the site, the travel routes are anticipated to be slightly different.

The anticipated distribution of the employee (passenger car) site traffic is assumed to be:

- 41 percent to/from the south on N Front St
 - 20 percent to/from west on OR 214 via Harrison Street & N Settlemier Avenue
 - 8 percent to/from the southeast on Young Street

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.

² Kittelson & Associates, Inc, *Transportation Impact Analysis Amazon Warehouse, Woodburn, Oregon*, September 2021.

- 5 percent to/from the south on S Boones Ferry Road
- 2 percent to/from the north on N Boones Ferry Road via Harrison Street & N Settlemier Avenue
- 6 percent to/from local areas
- 50 percent to/from the north on N Front St
 - 50 percent to/from the west on OR 214
- 9 percent to/from the east on Hardcastle Avenue
 - 4 percent to/from the south on OR 99E
 - 2 percent to/from the north on OR 99E
 - 1 percent to/from the east on OR 211 via OR 99E
 - 2 percent to/from local area

The anticipated distribution of the truck site traffic is assumed to be:

- 100 percent to/from the north on N Front St
 - 80 percent to/from the west on OR 214
 - 20 percent to/from the east on OR 214

Trip Assignment

The trip distribution and assignment for the employee (passenger car) and truck site trips generated during the morning and evening peak hours are shown in Figure 3 and Figure 4, respectively.

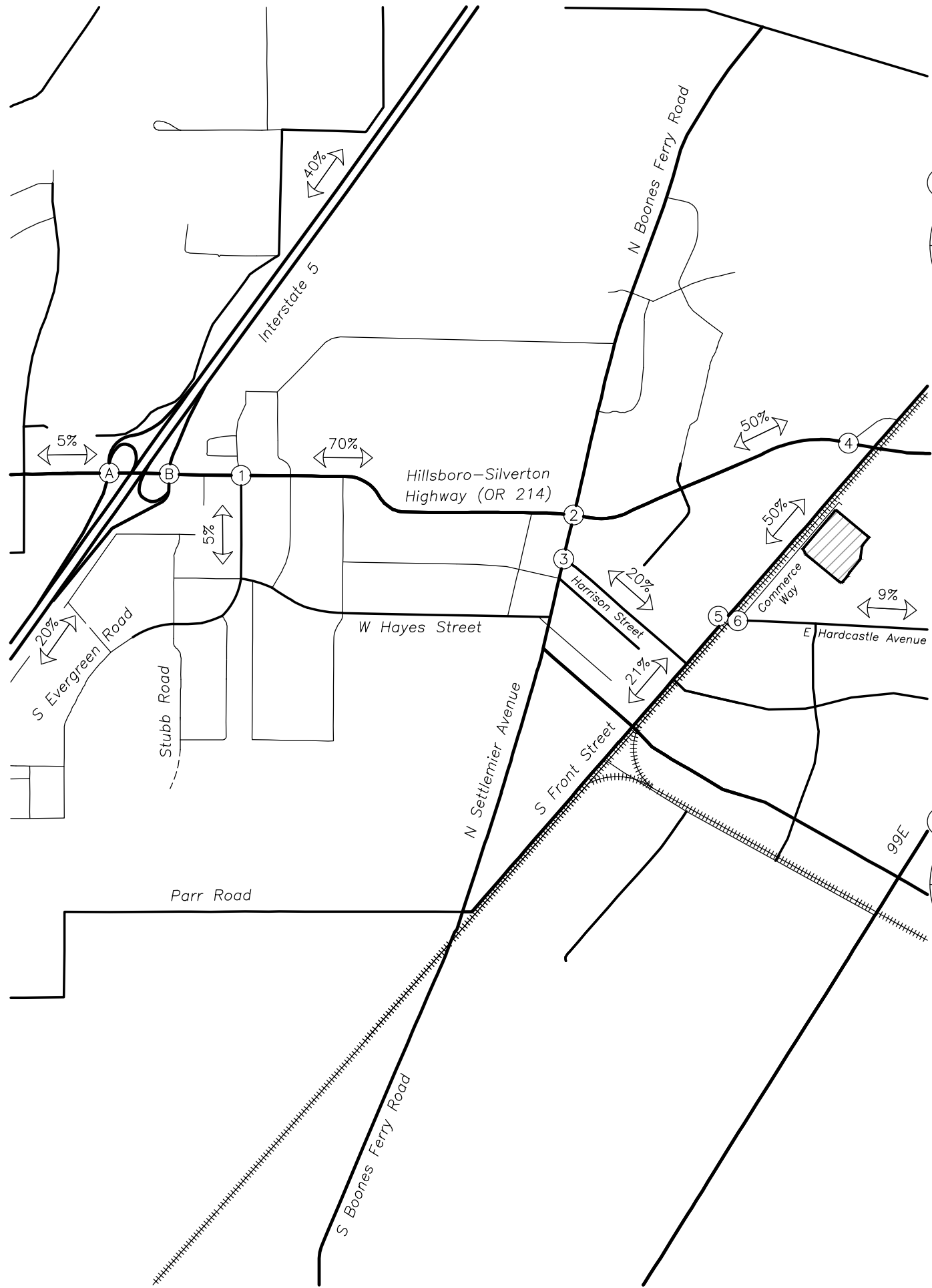
Site Trip Tracking

City of Woodburn staff have requested that site trips distributed through two intersections be provided for tracking purposes. Table 5 presents the trip assignment for the proposed development and compares estimated peak hour site traffic with the 2025 buildout traffic. 2025 buildout traffic volumes were estimated based on 2022 traffic counts by adding three-year growth rate, trips from the background projects listed in Traffic Volume (Page 13), and the project trips.

Table 5: Trip Distribution and Assignment by Intersection

| Intersection | Morning Peak Hour | | | Evening Peak Hour | | |
|--------------------------|-------------------|-----------------------------------|---------|-------------------|-----------------------------------|---------|
| | Site Trips | 2025 Intersection Entering Volume | % Added | Site Trips | 2025 Intersection Entering Volume | % Added |
| OR 214/219 & I-5 SB Ramp | 33 | 2,743 | 1.20% | 24 | 4,104 | 0.58% |
| OR 214/219 & I-5 NB Ramp | 54 | 3,703 | 1.46% | 49 | 4,466 | 1.10% |



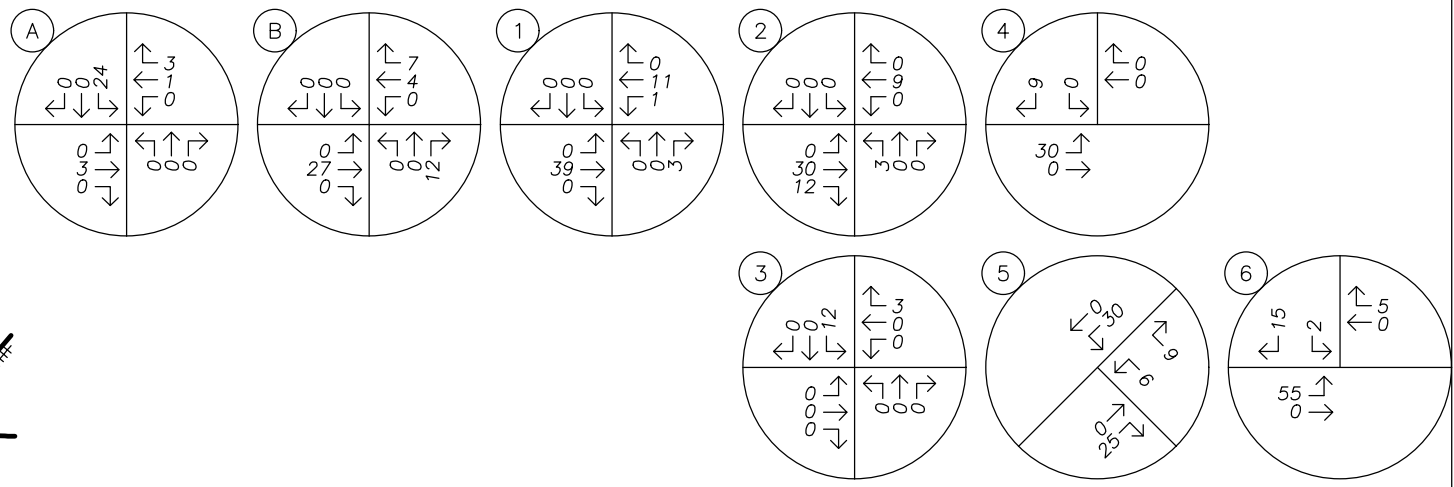


LEGEND

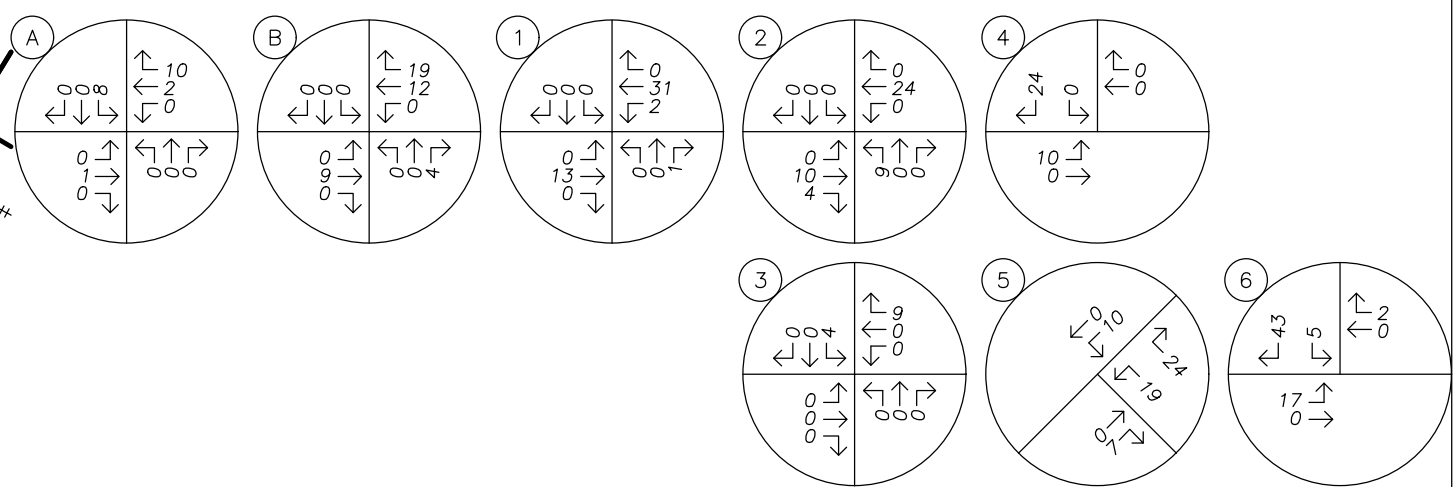
XX% PERCENT OF PROJECT TRIPS

| PASSENGER VEHICLE TRIP GENERATION | | | |
|-----------------------------------|----|-----|-------|
| | IN | OUT | TOTAL |
| AM | 60 | 17 | 77 |
| PM | 19 | 48 | 67 |

AM PEAK HOUR



PM PEAK HOUR



SITE TRIP DISTRIBUTION & ASSIGNMENT

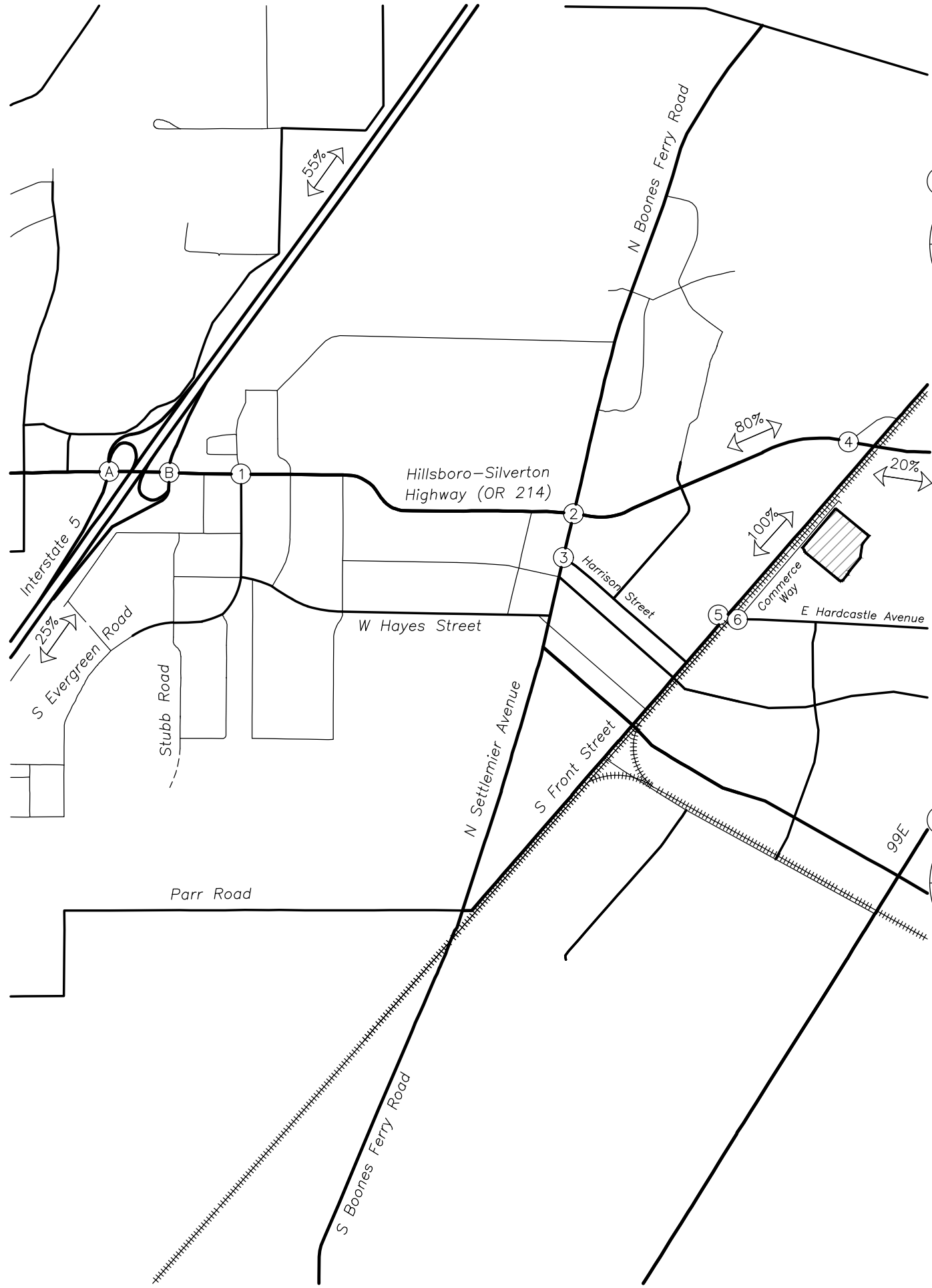
Proposed Development Plan - Passenger Vehicle Trips

AM & PM Peak Hour

Figure 3

Cobalt Commerce Industrial Park

6/22/2023

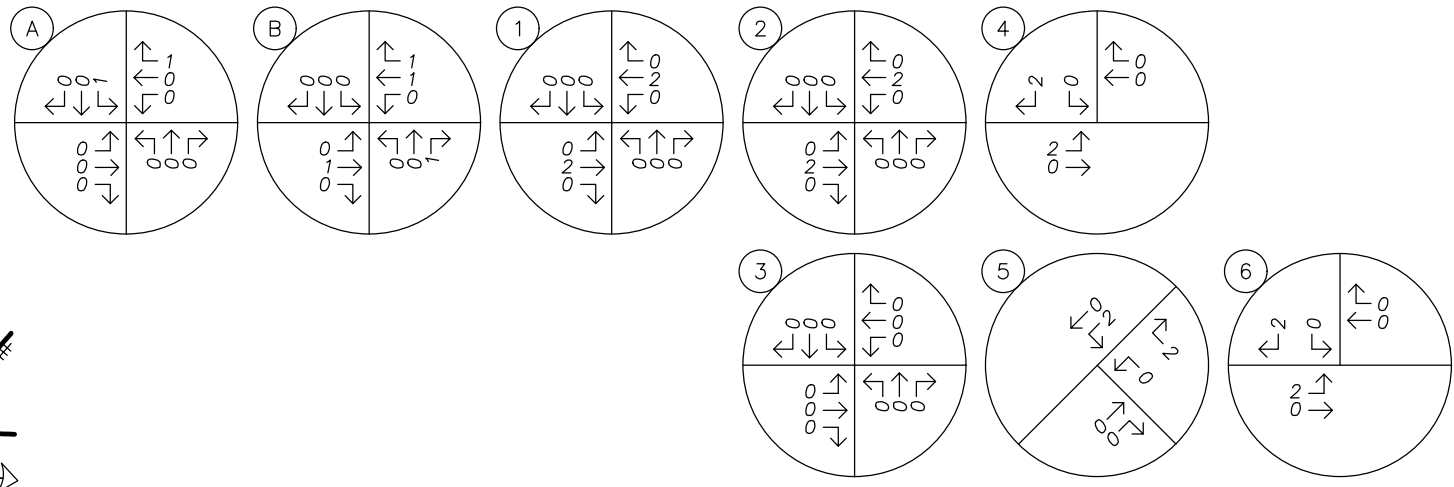


LEGEND

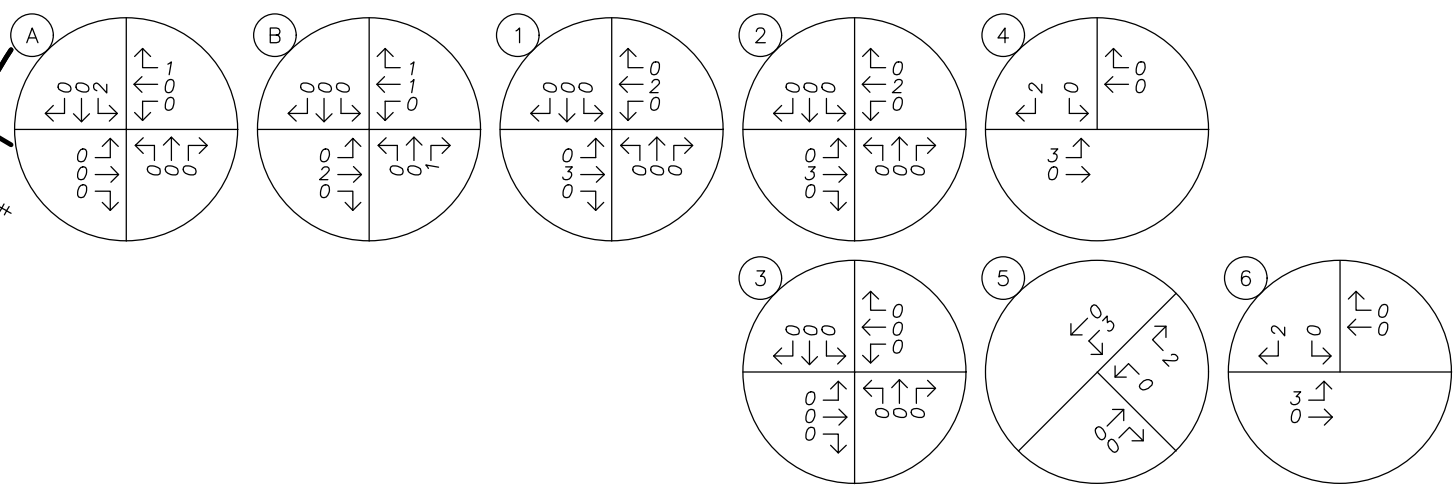
XX% PERCENT OF PROJECT TRIPS

| TRUCK TRIP GENERATION | | | |
|-----------------------|----|-----|-------|
| | IN | OUT | TOTAL |
| AM | 2 | 2 | 4 |
| PM | 3 | 2 | 5 |

AM PEAK HOUR



PM PEAK HOUR



SITE TRIP DISTRIBUTION & ASSIGNMENT
 Proposed Development Plan - Truck Site Trips
 AM & PM Peak Hour

Traffic Volumes

Existing Conditions

All traffic counts were collected on May 25, 2023, while school was in session at the study intersections. All traffic counts are included in Appendix B.

Seasonal Adjustments

Volumes on the state highways OR 214 were seasonally adjusted following the procedures in ODOT's *Analysis Procedures Manual (APM)*. Consistent with the Amazon and Specht traffic studies, the adjustment factor for the highway intersections was assumed to be the average of the "commuter" and "summer" trends from the seasonal trend table.

The counts along the highway were all collected on May 25, 2023. The resulting calculations are shown in Table 6.

Table 6: ATR Seasonal Trend Method

| Trend | Count Month (May 25) | Peak Month | Adjustment Factor |
|----------|----------------------|------------|-------------------|
| Commuter | 0.9629 | 0.9336 | 1.031 |
| Summer | 0.9035 | 0.8279 | 1.091 |
| Average | | | 1.061 |

After the volumes along OR 214 were seasonally adjusted, they were balanced where appropriate.

Traffic Volumes

The year 2023 existing traffic volumes for the morning and evening peak hours are shown in Figure 5.

Background Conditions

To provide an analysis of the impact of the proposed development on the nearby transportation facilities, an estimate of future traffic volumes is required. To account for general background growth through the year 2025, an annual 1 percent growth rate was applied to the year 2023 existing conditions baseline volumes for two years. In addition to the general growth, traffic from the following developments was added to the network volumes:

- 9008 Parr Road
- Allison Way Apartments
- Amazon Warehouse (Project Basie)
- Dove Landing
- Woodburn Place apartments (two phases – Assumed to be approximately 30 percent occupied to date)
- Port of Willamette
- Smith Creek (Assumed to be approximately 45 percent build out to date)

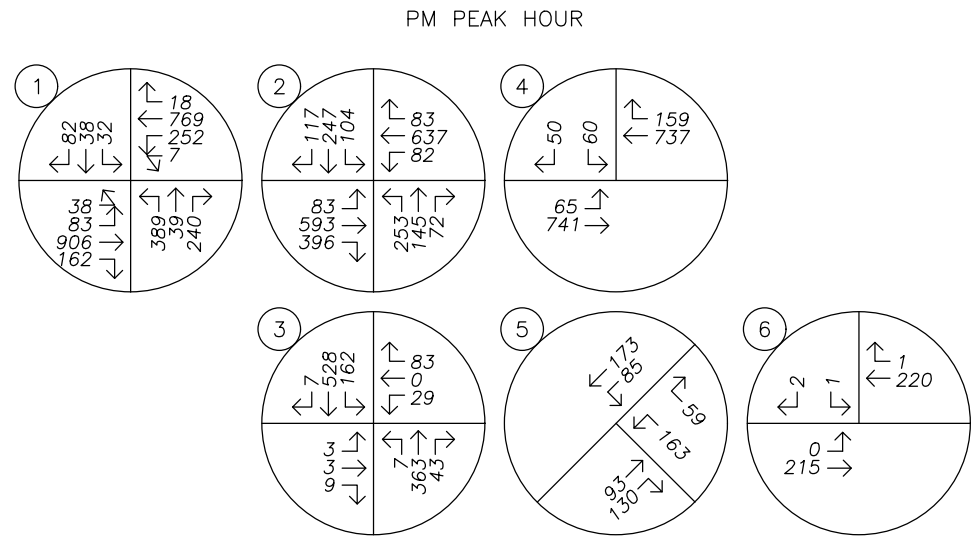
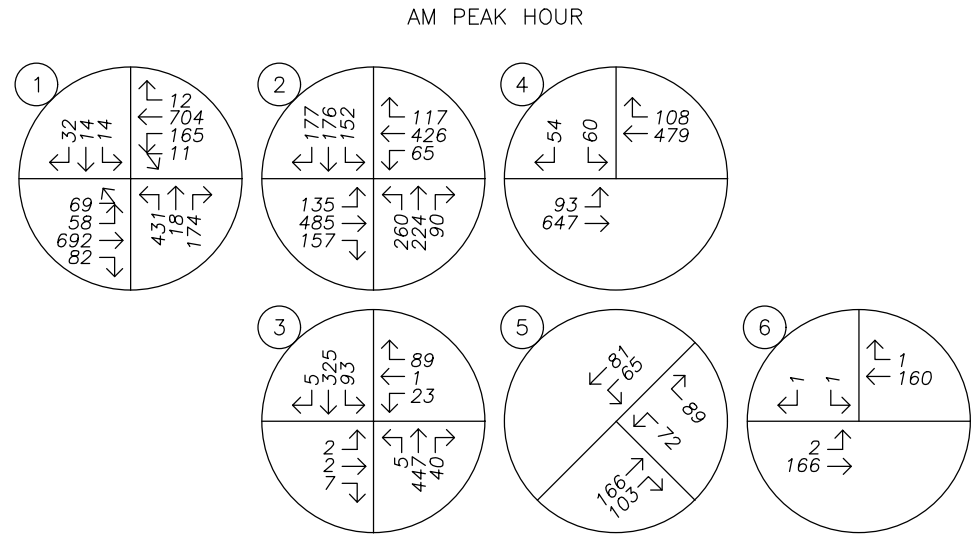
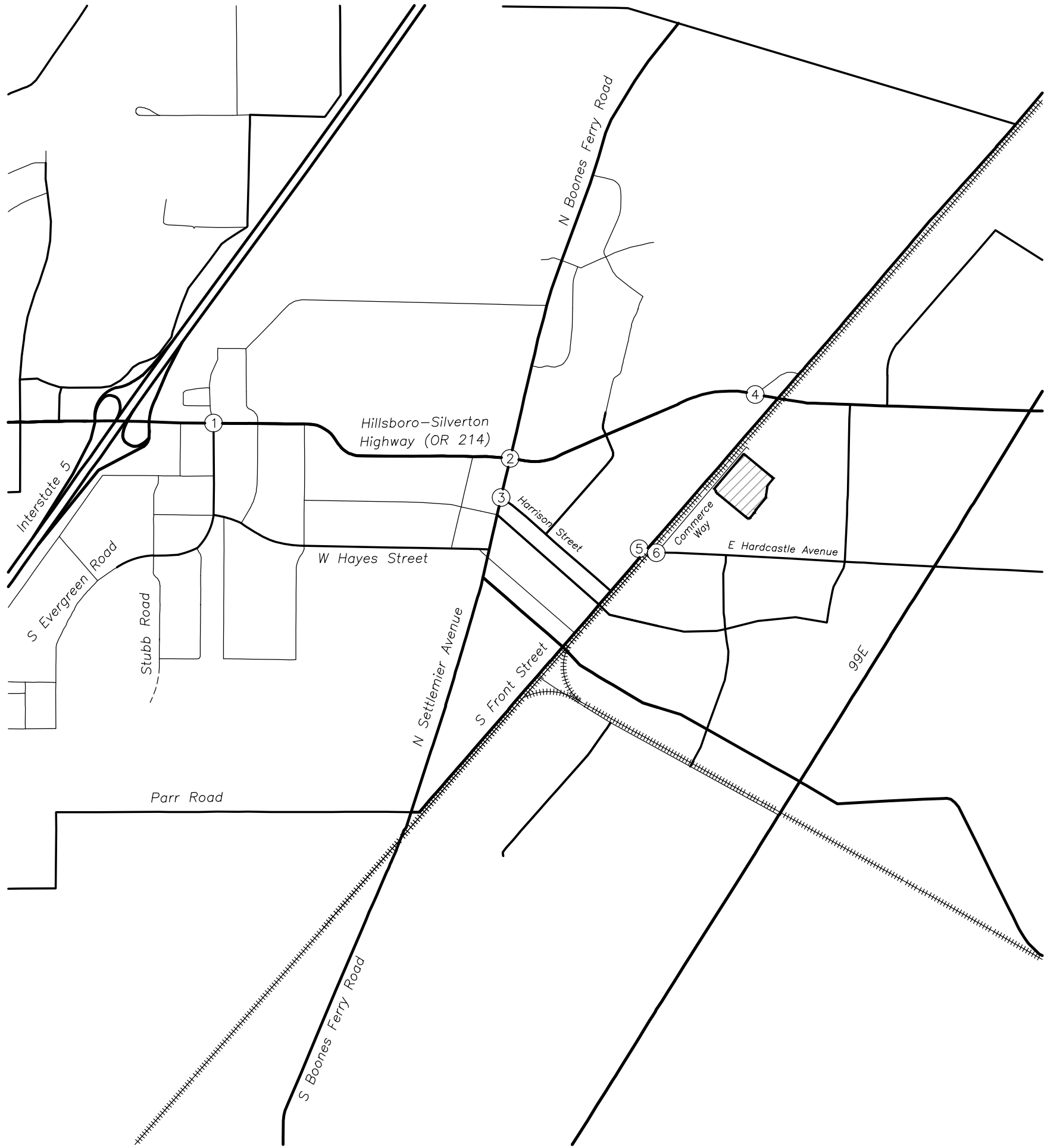
- Woodburn Senior Living
- Woodland Crossing
- Weisz Property – Specht Phased Industrial
- Valentina Estates Phase 2
- Brighton Pointe
- Taco Bell at Safeway
- WCHS Boones Ferry Townhomes
- Mill Creek Meadow

Figure 6 presents the year 2025 background volumes for the morning and evening peak hours.

Buildout Conditions

Peak hour trips calculated to be generated by the proposed development, as described earlier within the *Site Trips* section, were added to the background volumes to estimate the buildout volumes.

Figure 7 presents the year 2025 buildout volumes for the morning and evening peak hours.

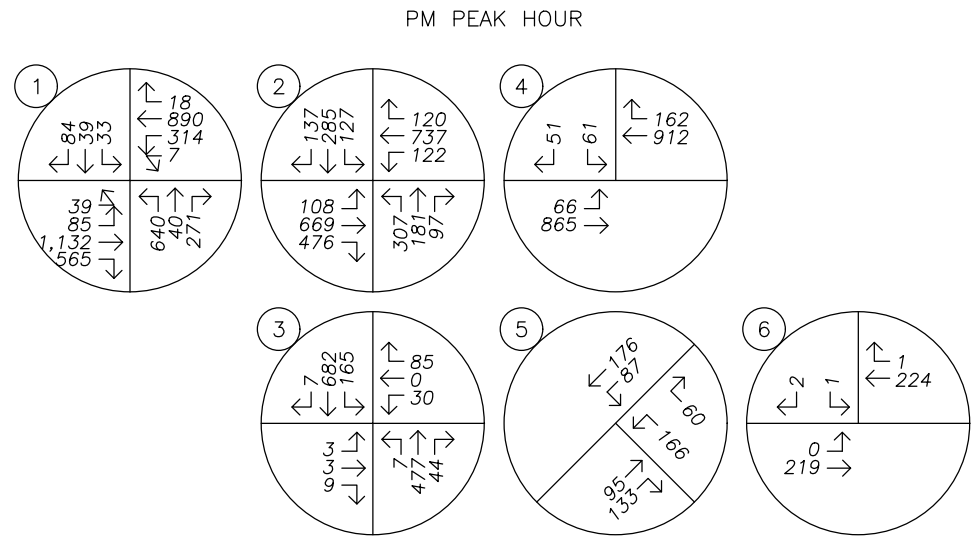
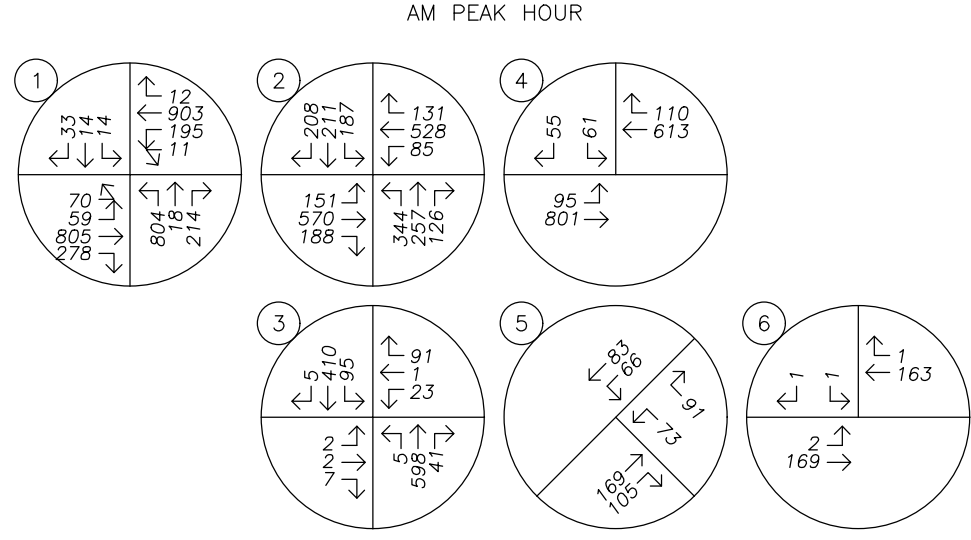
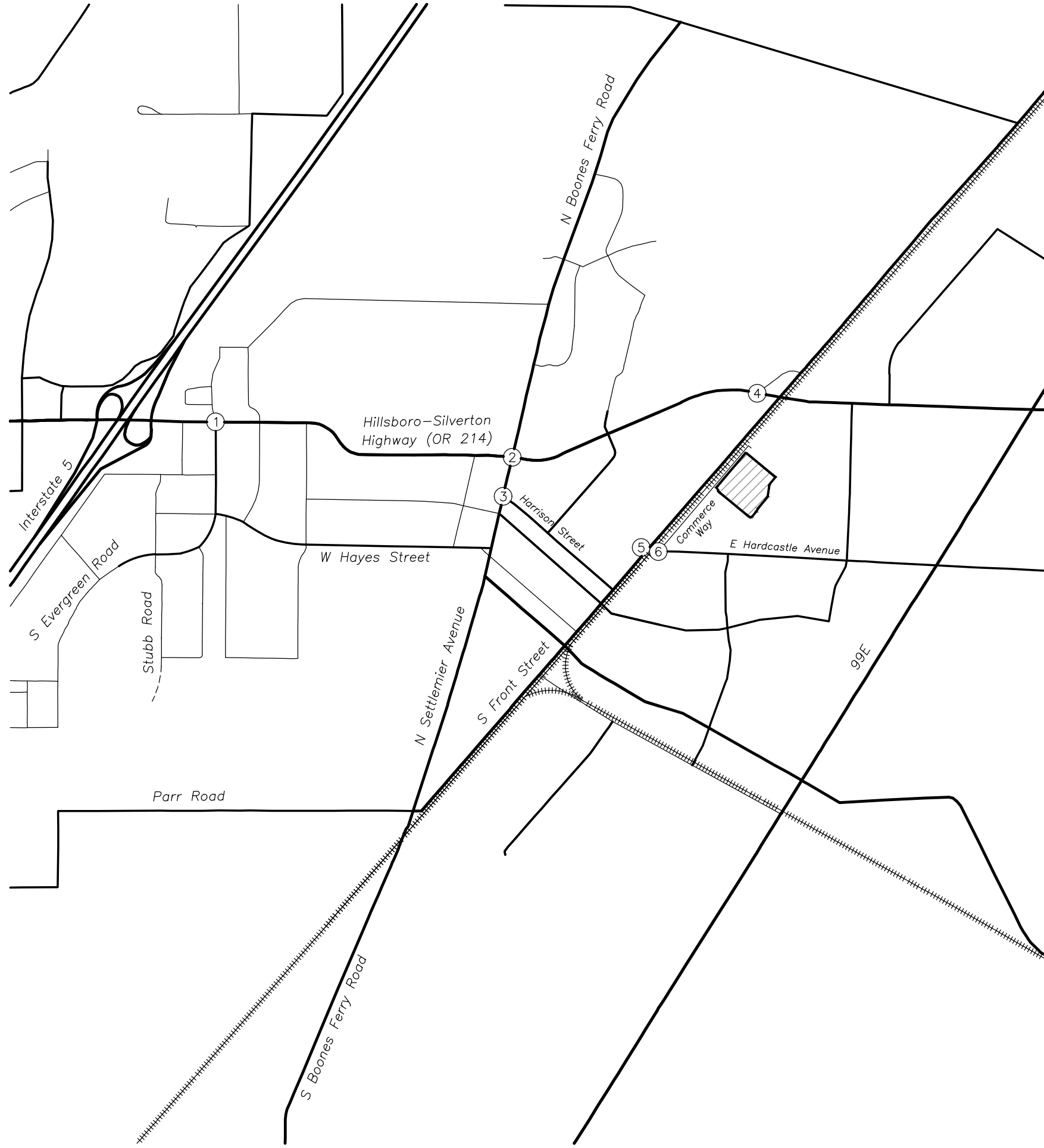


No Scale



TRAFFIC VOLUMES
Year 2023 Existing Conditions
AM & PM Peak Hour

Figure 5
Cobalt Commerce Industrial Park
6/22/2023

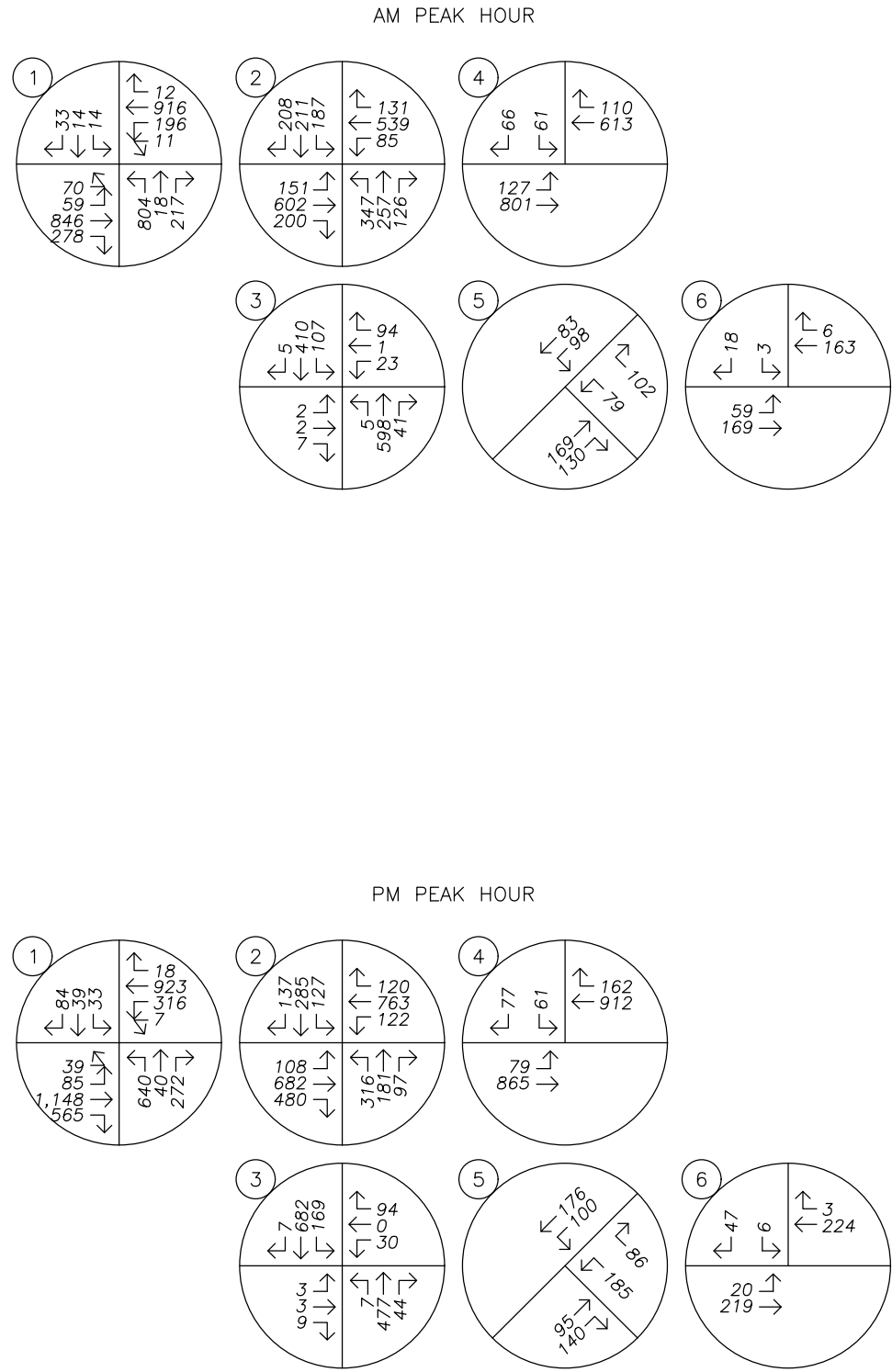
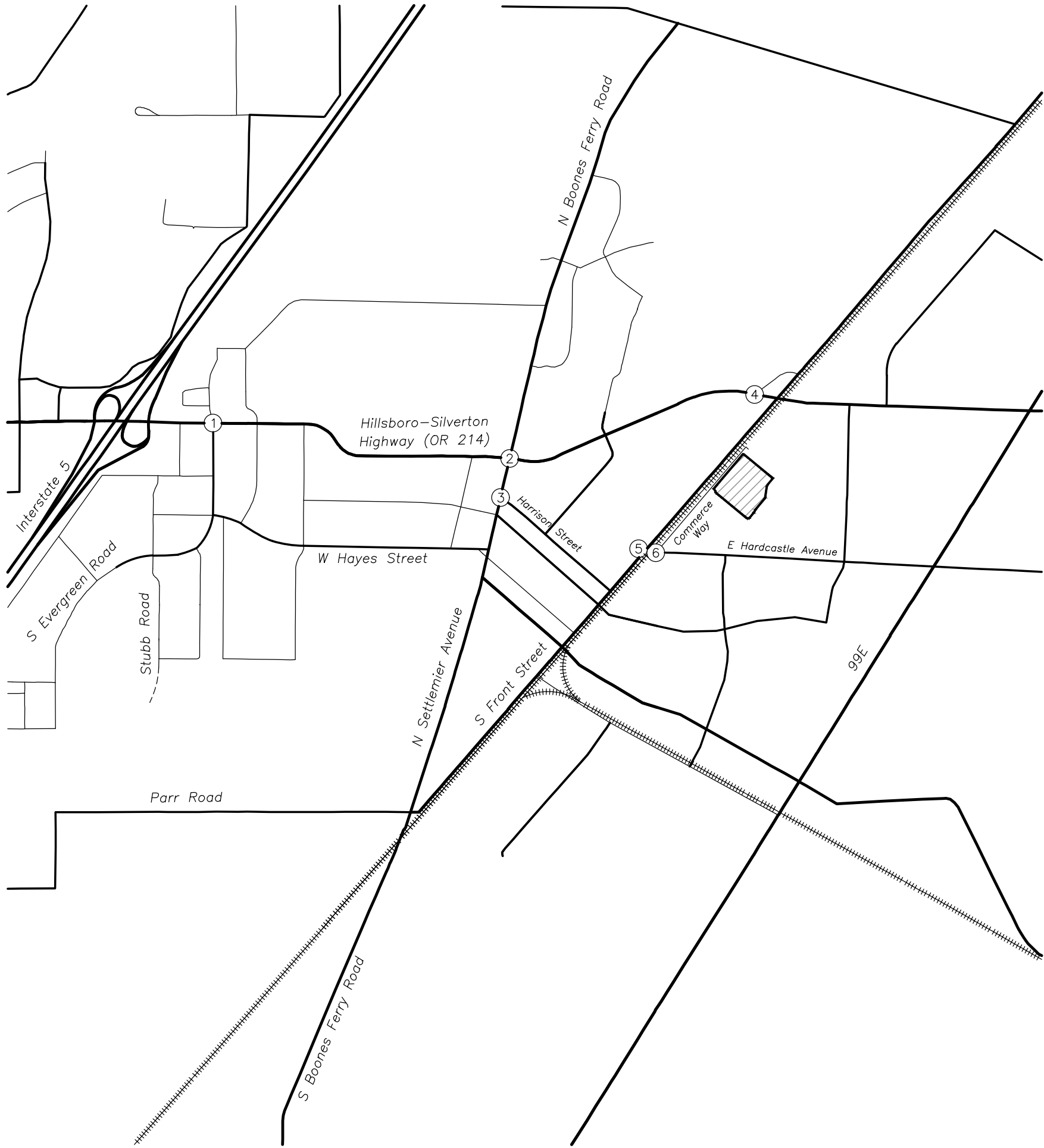


No Scale



TRAFFIC VOLUMES
 Year 2025 Background Conditions
 AM & PM Peak Hour

Figure 6
 Cobalt Commerce Industrial Park
 6/22/2023



No Scale



TRAFFIC VOLUMES
Year 2025 Buildout Conditions
AM & PM Peak Hour

Figure 7
Cobalt Commerce Industrial Park
6/22/2023

Safety Analysis

Crash History Review

Using data obtained from ODOT's Crash Data System, a review of approximately five years of the most recent available crash history (January 2017 through December 2021) was performed at the study intersections. The crash data was evaluated based on the number of crashes, the type of collisions, and the severity of the collisions. Crash severity is based on injuries sustained by people involved in the collision, and includes five categories:

- *PDO* – Property Damage Only
- *Injury C* – Possible Injury
- *Injury B* – Suspected Minor Injury
- *Injury A* – Suspected Serious Injury
- *Fatality*

Crash rates provide the ability to compare safety risks at different intersections by accounting for both the number of crashes that have occurred during the study period and the number of vehicles that typically travel through the intersection. Crash rates were calculated using the common assumption that traffic counted during the evening peak hour represents approximately 10 percent of the AADT at the intersection.

Table 7 provides a summary of crash types while Table 8 summarizes crash severities and rates for each of the study intersections. Detailed crash data is provided in Appendix C.

Crash Severity

None of the crashes reported in the five-year analysis period resulted in a fatality but two of the crashes resulted in an incapacitating injury (Injury A):

- At the intersection of OR 214 & Evergreen Road, a vehicle traveling eastbound disregarded the signal and struck a vehicle traveling southbound. The driver and two passengers in the striking vehicle sustained injuries classified as Injury A. The driver of the struck vehicle sustained injuries classified as Injury C. Three other vehicles were involved in the collision but no one sustained any injuries. The collision occurred under cloudy, dry, daytime conditions.
- At the intersection of OR 214 & Settlemier Avenue, a vehicle traveling westbound failed to avoid and struck a vehicle ahead traveling same direction. The driver and passenger in the striking vehicle sustained injuries classified as Injury C. The driver of the struck vehicle sustained injury classified as Injury A. The collision occurred under clear, dry, daytime condition.

Table 7: Collision Type Summary

| Intersection | Crash Type | | | | | | | Total Crashes | |
|--------------|-------------------------------|----------|-------|------------|--------------|-----|------|---------------|----|
| | Turn | Rear End | Angle | Side swipe | Fixed Object | Ped | Bike | | |
| 1 | OR 214 & Evergreen Rd | 44 | 16 | 6 | 5 | 1 | 0 | 0 | 72 |
| 2 | OR 214 & Settlemier Ave | 1 | 30 | 1 | 0 | 0 | 1 | 0 | 33 |
| 3 | Harrison St & Settlemier Ave | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4 | OR 214 & Front St Ramp | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 6 |
| 5 | Hardcastle Ave & Front St | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6 | Hardcastle Ave & Commerce Way | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

Table 8: Crash Severity and Rate Summary

| Intersection | Severity | | | | | Total Crashes | ADT | Crash Rate | 90 th % Rate | |
|--------------|-------------------------------|----|----|----|-------|---------------|-----|------------|-------------------------|-------|
| | PDO | C | B | A | Fatal | | | | | |
| 1 | OR 214 & Evergreen Rd | 24 | 37 | 10 | 1 | 0 | 72 | 30,550 | 1.29 | 0.860 |
| 2 | OR 214 & Settlemier Ave | 7 | 20 | 5 | 1 | 0 | 33 | 28,120 | 0.64 | 0.860 |
| 3 | Harrison St & Settlemier Ave | 2 | 4 | 0 | 0 | 0 | 6 | 12,370 | 0.27 | 0.475 |
| 4 | OR 214 & Front St Ramp | 2 | 3 | 1 | 0 | 0 | 6 | 18,120 | 0.18 | 0.475 |
| 5 | Hardcastle Ave & Front St | 3 | 0 | 0 | 0 | 0 | 3 | 7,030 | 0.23 | 0.475 |
| 6 | Hardcastle Ave & Commerce Way | 1 | 0 | 0 | 0 | 0 | 1 | 4,390 | 0.12 | 0.475 |

Pedestrian and Bicycle Collisions

One of the reported crashes involved a pedestrian:

- At the intersection of OR 214 & Settlemier Avenue, a vehicle making an eastbound right turn struck a pedestrian walking in the south crosswalk. The pedestrian sustained injuries classified as Injury B; no injuries were sustained by the driver of the vehicle. The driver of the vehicle was reported as failing to yield the right of way although an obstructed view was also noted. The collision occurred under foggy, dry, dawn conditions.

ODOT 90th Percentile Crash Rates

Intersection crash rates were compared to the published statewide 90th percentile crash rates within ODOT’s APM. According to Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control in the APM, intersections which experience crash rates in excess of 90th percentile crash rates should be “flagged for further analysis”.

The intersection of OR 214 & Evergreen Road was calculated to have a crash rate that exceeds the 90th percentile crash rates for similar signalized intersections. The intersection had 72 reported crashes over the five-year analysis period. Forty-three (44) of the crashes were reported as turning collisions and 16 were reported as



rear-end collisions. Of the turning collisions, 26 involved a westbound left turn and 11 involved an eastbound U turn or left-turn. In general, the drivers at fault failed to yield the right of way to the through movements. The rear-end collisions were dispersed on the eastbound, westbound, and northbound approaches. The traffic signal timing allows for permitted left-turn and U-turn movements in the east-west direction. Changing to protected movements only could potentially reduce the frequency of these collisions but would likely reduce the capacity of the intersection.

The Woodburn TSP identifies corridor signal timing and coordination adjustments (Project R10) for capacity as a medium priority project for capacity but does not identify any safety improvements at the intersection. In addition, ODOT has recently performed crash reduction/safety improvements at this intersection, which have not yet been reflected in collision data summaries. The proposed project is estimated to generate 52 evening peak hour trips which is 1.2 percent of the total year 2025 buildout volume of 4,209 trips through the intersection.

ODOT SPIS Review

The ODOT 2020 Safety Priority Index System (SPIS) list is based on reported crash data for the years 2017 through 2019. Two of the study area intersections were listed in the worst 15 percent³ of SPIS list:

- OR 214 & Evergreen Road – 95th percentile

These findings coincide with other factors in the crash review, including high crash rates and locations with crashes that resulted in an injury classified as Injury A.

Conclusion

The Woodburn TSP identifies corridor signal timing and coordination adjustments (Project R10) for capacity as a medium priority project for capacity but does not identify any safety improvements at the intersection of OR 214 & Evergreen Road. In addition, ODOT has recently performed crash reduction/safety improvements at this intersection, which have not yet been reflected in collision data summaries. The proposed project is estimated to generate 52 evening peak hour trips which is 1.2 percent of the total year 2025 buildout volume of 4,209 trips through the intersection.

At the other five intersections, no significant trends or crash patterns were identified, and no safety mitigation is recommended per the crash data analysis.

Access Spacing

Commerce Way is under the City of Woodburn jurisdiction. The Woodburn Transportation System Plan⁴ (TSP) classifies Commerce Way as a local street within the city's Urban Growth Boundary (UGB).

WDO Table 3.04A indicates no driveway spacing requirement on local streets while driveway spacing on the same parcel shall be a minimum of 50 feet with a footnote indicating that spacing should be maximized.

The proposed development includes three driveways along Commerce Way. The third driveway will be located approximately 120 feet northeast of the entrance to the adjacent property (Tax lot: 051W07DA00200), as

³ Oregon Department of Transportation, Safety Priority Index System, 2020 - On-State, Top 15% Groups - By Score

⁴ Woodburn Transportation System Plan, Final September 2019

measured centerline-to-centerline. The spacing for three driveways of the project site will be approximately 495 feet and 95 feet, as measured centerline-to-centerline.

As planned, the proposed development meets the access spacing standards in the WDO.

Sight Distance Evaluation

A sight distance analysis was performed for the intersection of Hardcastle Avenue at Commerce Way. To evaluate the sight distance available at these intersections, intersection sight distance was measured and recommended in accordance with the current AASHTO manual.⁵ According to AASHTO, the driver's eye is assumed to be 14.5 feet from the near edge of the nearest travel lane of the intersecting street and at a height of 3.5 feet above the minor-street approach pavement. The vehicle driver's eye-height along the major-street approach is assumed to be 3.5 feet above the cross-street pavement.

Based on the posted speed of 25 mph along Hardcastle Avenue, the minimum recommended intersection sight distances along Hardcastle Avenue include the following:

- 280 feet to the west for left-turn vehicles (425 feet for trucks).
- 240 feet to the east for right-turn vehicles (390 feet for trucks).
- 155 feet for the stopping sight distance

ISD – Passenger Vehicles

For the right-turn movement, the sight distance was measured to be 330 feet to the east of Commerce Way (i.e., looking left), which meets the requirement for passenger vehicles. For the left-turn movement, the sight distance was measured back to the intersection of Hardcastle Avenue at N Front Street (i.e., looking right), which is about 100 feet from the stop bar. However, drivers can see vehicles on N Front Street stopped at the intersection with Hardcastle Avenue and can anticipate whether there is adequate time to execute a left-turn movement.

ISD – Trucks

For the right-turn movement, trucks from Commerce Way to westbound SE Folsom Road will not need to accelerate to 25 mph because they will be approaching the intersection of E Hardcastle Avenue at N Front Street to make a turn. Approaching vehicles on E Hardcastle Avenue will also be slowing as they approach the railroad tracks and intersection. Assuming the approaching speed of 20 mph, the calculated ISD for trucks is 310 ft. Based on this assumption, the available sight distance 330 feet meets the requirement for right turn trucks. For the left-turn, the sight distance was measured back to the intersection of Hardcastle Avenue at N Front Street as described in ISD-Passenger Vehicles; however, trucks will not be allowed to make a left turn.

⁵ American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, 7th Edition, 2018.

Conclusion

Adequate intersection sight distances at the intersection of E Hardcastle Avenue at Commerce way are available for both passenger vehicles and trucks. Accordingly, no mitigation is necessary or recommended with regard to sight distance at the study intersections.

Warrant Analysis

Left-Turn Lane Warrants

A left-turn refuge is primarily a safety consideration for the major-street approach, removing left-turning vehicles from the through traffic stream. Warrants were based on the methodology outlined in the National Cooperative Highway Research Program (NCHRP) Report Number 457⁶. This methodology evaluates the need for a left-turn lane based on the number of left-turning vehicles, the number of travel lanes, the number of advancing and opposing vehicles, and the roadway travel speed. Detailed information on the warrant analysis is included in Appendix C.

The only applicable intersection for warrant analysis is E Hardcastle Avenue & Commerce Way. Left-turn lane warrants are not projected to be met for the intersection. Accordingly, no left-turn lanes are necessary or recommended as part of the proposed development application.

Preliminary Traffic Signal Warrants

Preliminary traffic signal warrants were examined for the unsignalized study intersections to determine whether the installation of a new traffic signal will be warranted at the intersections by the 2025 future year. Based on the preliminary analysis following a review of Warrant 1 in the Manual on Uniform Traffic Control Devices, or MUTCD, traffic signal warrants are not projected to be met at any of the unsignalized study intersections under year 2025 conditions, regardless of whether or not the proposed development is constructed. Therefore, no new traffic signals are necessary or recommended as part of the proposed development application.

Rail Crossing Review

Per the City's request, the truck movement into the site has been reviewed for the intersections along E Hardcastle Avenue at N Front Street and Commerce Way. Commerce Way at E Hardcastle Avenue is the main access road to the project site. The intersection of E Hardcastle Avenue at N Front Street is located 120 feet to the west of Commerce Way. A railroad crosses between these two intersections. Approximately 75ft storage is available for the queue on the eastbound approach along E Hardcastle Avenue at Commerce Way.

To check the safety for truck movement at the study intersections, the following has been reviewed.

- Westbound Queue at Commerce Way – 75 ft in morning peak hour and 25 ft in evening peak hour were reported for 2025 buildout year. These reported queues stay within the available storage between Commerce Way and the railroad.

⁶ Bonneson, James A. and Michael D. Fontaine, NCHRP Report 457: An Engineering Study Guide for Evaluating Intersection Improvements, Transportation Research Board, 2001.

- Truck Trips in Buildout Year – Two inbound truck trip are anticipated in the AM and three inbound truck trips are anticipated in the evening peak hours traveling via these intersections. Therefore, it is unlikely that two truck trips will arrive at these intersections at the same time.
- Sight Distance - Since the truck drivers at N Front Street can see the westbound queue at Commerce Way, the driver can anticipate whether there is adequate time and space to execute a left turn movement from N Front Street via E Hardcastle Avenue into Commerce Way.

Based on this review, the study intersections are expected to operate safely. Accordingly, no mitigation is necessary or recommended with regard to rail crossing at the study intersections.

Truck Turning Movements

The modeled WB-40 and WB-62 truck turning movements at the intersections along E Hardcastle Avenue at Commerce Way and N Front Street are included in the Appendix C. Per the pre-application meeting memo dated on June 22, 2022, no trucks will be allowed east on Hardcastle Avenue. Based on the modeled turning movements, trucks can maneuver through the intersections at slow speeds. Accordingly, no mitigation related to truck turning movements at the intersection is recommended.

Operational Analysis

Intersection Capacity Analysis

A capacity and delay analysis were conducted for each of the study intersections per the signalized and unsignalized intersection analysis methodologies in the *Highway Capacity Manual* (HCM)⁷. Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates very little, or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

The analysis was performed using Synchro (version 11) software. The overall signalized v/c ratios were calculated following the methodologies in Chapter 16 of the ODOT APM for the critical intersection v/c ratio. This methodology was performed for all signalized intersections.

Mobility Standards

The following agency mobility standards are applicable in the study area:

- The **City of Woodburn** has the following mobility standards per the Woodburn Development Ordinance:⁸
 - For a signalized and all-way stop-control intersections, the minimum LOS shall be either "E" or if pre-development already operating at lower LOS, then at no lower LOS.
 - For a signalized intersection, the minimum V/C ratio shall be either less than 1.00 regardless of LOS or if pre-development already operating at 1.00 or higher V/C, then at no higher V/C.
 - For an unsignalized intersection, the minimum V/C shall be 0.95 or lower for the major movement through the intersection, or, if pre-development already operating at higher V/C, then at no higher V/C.
- **ODOT** has the following mobility targets in the study area per the Oregon Highway Plan:⁹
 - OR 214 is a district highway inside an urban growth boundary but not an MPO. Within the city limits, the posted speed is 30 mph, and the target v/c ratio is 0.95 or less.

Delay & Capacity Analysis

The LOS, delay, and v/c results of the capacity analysis are shown in Table 9 for the morning and evening peak hours. The detailed calculations are attached in Appendix D.

⁷ Transportation Research Board, *Highway Capacity Manual* 6th Edition, 2016.

⁸ City of Woodburn, Woodburn Development Ordinance, Amended by Ordinance 2603 effective June 30, 2022 (LA 21-02).

⁹ Oregon Department of Transportation, Oregon Highway Plan, Table 6: Volume to Capacity Ratio Targets for Peak Hour Operating Conditions, 1999 Including amendments November 1999 through May 2015.

Table 9: Capacity Analysis Summary

| Intersection & Condition | Mobility Standard | AM Peak Hour | | | PM Peak Hour | | |
|---|-------------------|--------------|-----|-----------|--------------|-----|-----------|
| | | V/C | LOS | Delay (s) | V/C | LOS | Delay (s) |
| 1. OR 214 & Evergreen Road | | | | | | | |
| 2023 Existing Condition | 0.95 | 0.58 | B | 17 | 0.70 | B | 17 |
| 2025 Background Condition | | 0.87 | C | 30 | 0.96 | C | 33 |
| 2025 Buildout Condition | | 0.88 | C | 30 | 0.96 | C | 34 |
| 2. OR 214 & Settlemier Avenue | | | | | | | |
| 2023 Existing Condition | 0.95 | 0.78 | D | 40 | 0.83 | D | 42 |
| 2025 Background Condition | | 0.93 | E | 66 | 0.97 | E | 66 |
| 2025 Buildout Condition | | 0.94 | E | 69 | 1.00 | E | 70 |
| 3. Harrison Street & N Settlemier Avenue | | | | | | | |
| 2023 Existing Condition | 0.95 | 0.26 | C | 18 | 0.30 | D | 26 |
| 2025 Background Condition | | 0.33 | C | 23 | 0.39 | E | 39 |
| 2025 Buildout Condition | | 0.34 | C | 24 | 0.41 | E | 40 |
| 4. OR 214 & N Front Street Ramp | | | | | | | |
| 2023 Existing Condition | 0.95 | 0.57 | E | 43 | 0.6 | F | 83 |
| 2025 Background Condition | | 0.94 | F | 188 | 0.96 | F | 206 |
| 2025 Buildout Condition | | 1.09 | F | 254 | 1.02 | F | 233 |
| 5. E Hardcastle Avenue & N Front Street | | | | | | | |
| 2023 Existing Condition | 0.95 | 0.47 | C | 18 | 0.76 | E | 38 |
| 2025 Background Condition | | 0.48 | C | 18 | 0.79 | E | 42 |
| 2025 Buildout Condition | | 0.57 | D | 26 | 0.94 | F | 72 |
| 6. E Hardcastle Avenue & Commerce Way | | | | | | | |
| 2023 Existing Condition | 0.95 | <0.01 | B | 12 | <0.01 | B | 11 |
| 2025 Background Condition | | <0.01 | B | 12 | <0.01 | B | 11 |
| 2025 Buildout Condition | | 0.06 | B | 11 | 0.09 | B | 11 |

Table Notes:

1. The overall signalized v/c ratio for this intersection was calculated following the methodologies in Chapter 16 of the ODOT APM for the critical intersection v/c ratio.

Findings

As shown in Table 9, three intersections are anticipated to exceed the mobility targets:

- The signalized intersection of OR 214 & Evergreen Road is expected to operate with a v/c ratio of 0.96 during the evening peak hour under year 2025 background conditions, which exceeds the ODOT



mobility target of 0.95. The proposed development will not change the overall intersection v/c ratio but will result in a small increase in overall delay. The Woodburn TSP includes Project R10, which would investigate corridor signal timing and coordination adjustments in coordination with ODOT. This improvement would address the operational concerns for both the year 2025 background and buildout conditions.

- The signalized intersection of OR 214 & Settlemier Avenue is expected to operate with a v/c ratio of 0.97 during the evening peak hour under year 2025 background conditions, which exceeds the ODOT mobility target of 0.95. The proposed development will result in an increase in overall intersection v/c ratio and delay. The Woodburn TSP includes Project R3, which would widen the highway to include two lanes in each direction and a two-way left-turn lane from Cascade Drive to OR 99E. This improvement would address the operational concerns for both the year 2025 background and buildout conditions.
- The stop-controlled intersection of OR 214 & N Front Street Ramp is expected to operate with a v/c ratio over 0.95 during the evening peak hour under year 2025 background conditions, which exceeds the ODOT mobility target of 0.95. The critical movement is the southbound approach. The proposed development will increase the critical v/c ratio and result in exceeding the ODOT mobility target for both the morning and evening peak hours. The Woodburn TSP includes Project R3, which would widen the highway to include two lanes in each direction and a two-way left-turn lane from Cascade Drive to OR 99E. This improvement would address the operational concerns for both the year 2025 background and buildout conditions.

Queuing Analysis

An analysis of projected queuing was conducted for the study intersections. The 95th percentile queue lengths were estimated based on the same Synchro/SimTraffic simulations used for the delay calculations. The 95th percentile queue is a statistical measurement which indicates there is a 5 percent chance that the queue may exceed this length during the analysis period; however, given this is a probability, the 95th percentile queue length may theoretically never be met or observed in the field.

The 95th percentile queue lengths reported in the simulation are presented in Table 10 for the morning and evening peak hours. All queues more than 5 feet longer than a multiple of 25 were rounded up to the nearest 25 feet, equivalent to an average vehicle length. Those that were 5 feet or less than a multiple of 25 were rounded down since 5 feet is equivalent to the space between queued vehicles. Detailed queuing analysis reports are included in Appendix D.

Table 10: 95th Percentile Queueing Analysis Summary

| Intersection/Movement | Available Storage (ft) | 2025 Background Queue (ft) | | 2025 Buildout Queue (ft) | |
|---|------------------------|----------------------------|---------|--------------------------|---------|
| | | Morning | Evening | Morning | Evening |
| 1. OR 214 & Evergreen Road | | | | | |
| EB Left | 200 | 175 | 275 | 200 | 350 |
| EB Through | 800 | 350 | 500 | 350 | 775 |
| EB Right | 300 | 75 | 375 | 175 | 500 |
| WB Left | 370 | 250 | 350 | 250 | 375 |
| WB Through | 510 | 500 | 350 | 575 | 425 |
| WB Through-Right | 510 | 575 | 425 | 625 | 475 |
| NB Left | 320 | 625 | 575 | 575 | 575 |
| NB Left-Through | 680 | 675 | 700 | 675 | 650 |
| NB Right | 320 | 600 | 600 | 600 | 600 |
| SB Left | 170 | 50 | 100 | 75 | 75 |
| SB Through | 375 | 60 | 100 | 75 | 100 |
| SB Right | 75 | 50 | 50 | 25 | 50 |
| 2. OR 214 & Settlemier Avenue | | | | | |
| EB Left | 340 | 450 | 425 | 475 | 525 |
| EB Through | 425 | 1025 | 1450 | 1100 | 1500 |
| EB Right | 200 | 400 | 475 | 450 | 475 |
| WB Left | 325 | 375 | 475 | 350 | 475 |
| WB Through | 1325 | 1100 | 1375 | 825 | 1375 |
| WB Right | 150 | 325 | 325 | 325 | 325 |
| NB Left | 165 | 350 | 350 | 350 | 350 |
| NB Through | 185 | 575 | 550 | 550 | 600 |
| NB Right | 185 | 225 | 175 | 225 | 175 |
| SB Left | 360 | 350 | 475 | 300 | 450 |
| SB Through | 1200 | 450 | 850 | 300 | 725 |
| SB Right | 880 | 225 | 225 | 200 | 175 |
| 3. Harrison Street & N Settlemier Avenue | | | | | |
| EB Left-Through-Right | 100 | 50 | 50 | 50 | 50 |
| WB Left-Through-Right | 400 | 175 | 200 | 200 | 375 |
| NB Left | 100 | 25 | 25 | 25 | 25 |
| NB Through-Right ² | 210 | 400 | 225 | 375 | 325 |
| SB Left | 100 | 100 | 100 | 100 | 100 |
| SB Through-Right ³ | 190 | 75 | 50 | 50 | 50 |



Table 10: 95th Percentile Queueing Analysis Summary

| Intersection/Movement | Available Storage (ft) | 2025 Background Queue (ft) | | 2025 Buildout Queue (ft) | |
|--|------------------------|----------------------------|---------|--------------------------|---------|
| | | Morning | Evening | Morning | Evening |
| 4. OR 214 & N Front Street Ramp | | | | | |
| EB Left | 125 | 75 | 75 | 100 | 75 |
| EB Through | >1000 | 0 | 25 | 50 | 25 |
| WB Through | 800 | 0 | 0 | 0 | 0 |
| WB Right | 85 | 0 | 0 | 0 | 0 |
| SB Left | 585 | 200 | 175 | 150 | 175 |
| SB Right | 50 | 125 | 125 | 100 | 125 |
| 5. E Hardcastle Avenue & N Front Street | | | | | |
| WB Left-Right | 25 | 25 | 25 | 25 | 25 |
| NB Through-Right | 710 | 100 | 100 | 125 | 100 |
| SB Left-Through | >1000 | 75 | 100 | 100 | 100 |
| 6. E Hardcastle Avenue & Commerce Way | | | | | |
| EB Left-Through | 75 | 25 | 25 | 75 | 25 |
| WB Through-Right | 180 | 25 | 25 | 25 | 25 |
| SB Left -Right | >1000 | 25 | 25 | 50 | 25 |

In general, changes in 95th percentile queueing between the year 2025 background and buildout conditions are anticipated to be small. Queues on the westbound and northbound approaches of Evergreen Road at OR 214 are expected to extend to the intersections with the adjacent public streets during both the morning and evening peak hours. Queues on the eastbound, westbound, and northbound approaches of OR 214 at N Settlemier Avenue are expected to extend through the adjacent public streets during the evening peak hour or both morning and evening peak hours. Queues on the northbound approach of Harrison Street at N Settlemier Avenue are expected to extend through the adjacent public street during the morning and evening peak hours.



Potential Mitigation

The proposed development will add traffic to eight intersections with high crash rates as well as worsening operations at three intersections where mobility standards will not be met under background conditions.

Table 11 summarizes potential mitigation and proportionate share contributions.

Table 11: Potential Mitigation

| Intersection & Improvement | Estimated Cost | Total Volume in PM Peak Hour | Project Volume in PM Peak Hour | Project Percent |
|--|----------------|------------------------------|--------------------------------|-----------------|
| A. OR 214/219 & I-5 SB Ramps | | | | |
| Woodburn TSP Project R8 - Corridor signal timing and coordination adjustments | \$15,000 | 4,104 | 24 | 0.6% |
| B. OR 214/219 & I-5 NB Ramps | | | | |
| Woodburn TSP Project R9 - Corridor signal timing and coordination adjustments | \$15,000 | 4,466 | 49 | 1.1% |
| 1. OR 214 & Evergreen Road | | | | |
| Woodburn TSP Project R10 - Corridor signal timing and coordination adjustments | \$15,000 | 4,208 | 51 | 1.2% |
| 2. OR 214 & Settlemier Avenue | | | | |
| Woodburn TSP Project R3 - Widen OR 214 from Cascade Avenue to OR 99E to five-lanes with bicycle facilities | \$20,300,000 | 3,417 | 51 | 1.5% |
| 4. OR 214 & N Front Street Ramp | | | | |
| Woodburn TSP Project R3 - Widen OR 214 from Cascade Avenue to OR 99E to five-lanes with bicycle facilities | \$20,300,000 | 2,156 | 39 | 1.8% |

Conclusions

Key findings of this study include:

- Based on the most recent five years of crash data, the study intersection of OR 124 & Evergreen Road has crash rates that exceed the 90th percentile rates identified by ODOT for similar types of intersections. ODOT has recently performed crash reduction/safety improvements at this intersection, which have not yet been reflected in collision data summaries. In addition, a potential intersection improvement has been identified in the Woodburn TSP at the intersection. A proportionate share contribution or other mutually agreeable mitigation may be warranted.
- At the other five intersections, no significant trends or crash patterns were identified, and no safety mitigation is recommended per the crash data analysis.
- The proposed development meets the access spacing standards in the WDO.
- Based on the sight distance analysis, adequate intersection sight distances at the intersection of Hardcastle Avenue at Commerce way are available. Accordingly, no mitigation is necessary or recommended with regard to sight distance at the study intersections.
- Left-turn lane warrants are not projected to be met for the intersection on E Hardcastle Avenue at Commerce Way. Accordingly, no new turn lanes are necessary or recommended.
- Preliminary traffic signal warrants are not projected to be met for any of the unsignalized study intersections upon full buildout of the proposed development.
- Based on rail crossing review, the study intersections are expected to operate safely. Accordingly, no mitigation is necessary or recommended with regard to rail crossing at the study intersections.
- Based on the modeled turning movements, trucks can maneuver through the intersections at slow speeds. Accordingly, no mitigation related to truck turning movements at the intersection is recommended.
- Three intersections are anticipated to exceed the mobility targets:
 - The signalized intersection of OR 214 & Evergreen Road is expected to operate with a v/c ratio of 0.96 during the evening peak hour under year 2025 background conditions, which exceeds the ODOT mobility target of 0.95. The proposed development will not change the overall intersection v/c ratio but will result in a small increase in overall delay.
 - The signalized intersection of OR 214 & Settlemier Avenue will exceed mobility standards during the evening peak hour under year 2025 background conditions. The proposed development will result in an increase in overall intersection v/c ratio and delay.
 - The stop-controlled intersection of OR 214 & N Front Street Ramp will exceed mobility standards during the evening peak hour under year 2025 background conditions. The proposed development will increase the critical v/c ratio and result in exceeding the ODOT mobility target for both the morning and evening peak hours.

In general, changes in 95th percentile queuing between the year 2025 background and buildout conditions are anticipated to be small. Queues at the intersections of OR 214 & Evergreen Road, OR 214 & N Settlemier Avenue, and Harrison Street & N Settlemier Avenue are expected to extend to the adjacent public streets.





Oregon

Tina Kotek, Governor

Department of Transportation
Region 2 Tech Center
455 Airport Road SE, Building B
Salem, Oregon 97301-5397
Telephone (503) 986-2990
Fax (503) 986-2839

DATE: July 31, 2023

TO: Casey Knecht, PE
Development Review Coordinator

FROM: Arielle Ferber, PE
Traffic Analysis Engineer

SUBJECT: Cobalt Commerce Industrial Park Development (Woodburn, OR) – Outright Use
TIA Review Comments

ODOT Region 2 Traffic has completed our review of the submitted traffic impact analysis (dated June 22, 2023) to address traffic impacts due to development east of Commerce Way and north of Hardcastle Avenue in the city of Woodburn, with respect to consistency and compliance with ODOT's Analysis Procedures Manual, Version 2 (APM). The APM was most recently updated in April 2023. The current version is published online at: <http://www.oregon.gov/ODOT/TD/TP/Pages/APM.aspx>. As a result, we submit the following comments for the City's consideration:

Analysis items to note:

1. In the crash analysis, three-legged unsignalized intersections should be compared to a 90th percentile crash rate of 0.293 (**urban** intersections) as opposed to 0.475 (**rural** intersections). As all the observed crash rates are below the 0.293 threshold the crash analysis conclusions are unchanged.
2. At the OR 214 at Evergreen Road intersection protected/permitted phasing was applied to the eastbound (EB) and westbound (WB) left turns. However, the EB and WB left-turn phasing was modified to protected only in March 2022. It's recommended that the analysis be updated with the most recent signal timings.
3. This study utilized the outdated Highway Capacity Manual (HCM) 2000 and did not utilize methodology from the current HCM 6th Edition for signalized intersections. While updating the analysis to utilize the most recent methodologies is recommended, it is unlikely the overall conclusions of the analysis will change.

Proposed mitigation comments:

4. ODOT maintains jurisdiction of the Pacific Highway No. 001 (I-5) and Hillsboro-Silverton Highway No. 140 (OR 214) and ODOT approval shall be required for all proposed mitigation measures to this facility.
5. The study has proposed providing proportionate shares for mitigation measures at study area intersections with high crash rates and/or worsening operations above mobility targets. This

1 of 2

ATTACHMENT 105

conclusion appears reasonable for this proposed development. Both the City and the applicant shall be aware no approval for any proposed mitigations have been issued at this time and proposed mitigations shall not be considered approved until formal written approval has been issued. It should also be noted that ODOT does not collect proportionate shares for mitigation as it does not have a mechanism to do so.

Thank you for the opportunity to review this traffic impact analysis. As the analysis software files were not provided, Region 2 Traffic has only reviewed the submitted report.

This traffic impact study has been, for the most part, prepared in accordance with ODOT analysis procedures and methodologies. The above comments may impact the operational analysis, however, they are not expected to have an impact on the overall conclusions of the study. If the City determines any of the above comments will merit the need for reanalysis, we would be willing and able to assist with a second round of review.

If there are any questions regarding these comments, please contact me at (971) 208-1290 or Arielle.Ferber@ODOT.state.or.us

05 1W 07DA

05 1W 07DA
WOODBURN



MARION COUNTY, OREGON
NE1/4 SE1/4 SEC7 T5S R1W W.M.
SCALE 1" = 100'

LEGEND

- LINE TYPES**
- Taxlot Boundary
 - Road Right-of-Way
 - Railroad Right-of-Way
 - Private Road ROW
 - Subdivision/Plat Bndry
 - Waterline - Taxlot Bndry
 - Historical Boundary
 - Easement
 - Railroad Centerline
 - Taxcode Line
 - Map Boundary
 - Waterline - Non Bndry

- CORNER TYPES**
- + 1/16TH Section Cor.
 - ⊙ DLC Corner
 - ⊕ 1/4 Section Cor.
 - ⊕ Section Corner
 - 16 15
 - 21 22

NUMBERS

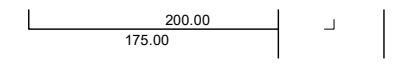
Tax Code Number
00 00 0

Acres
0.25 AC

All acres listed are Net Acres, excluding any portions of the taxlot within public ROWs

NOTES

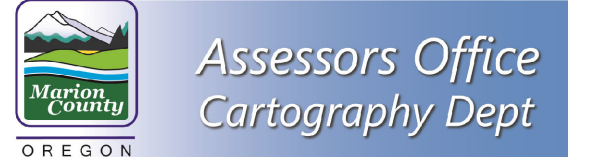
Tick Marks: A tick mark in the road indicates that the labeled dimension extends into the public ROW



ATTACHMENT 106

| CANCELLED NUMBERS | | | |
|-------------------|--|--|--|
| 200A1 | | | |
| 200A2 | | | |

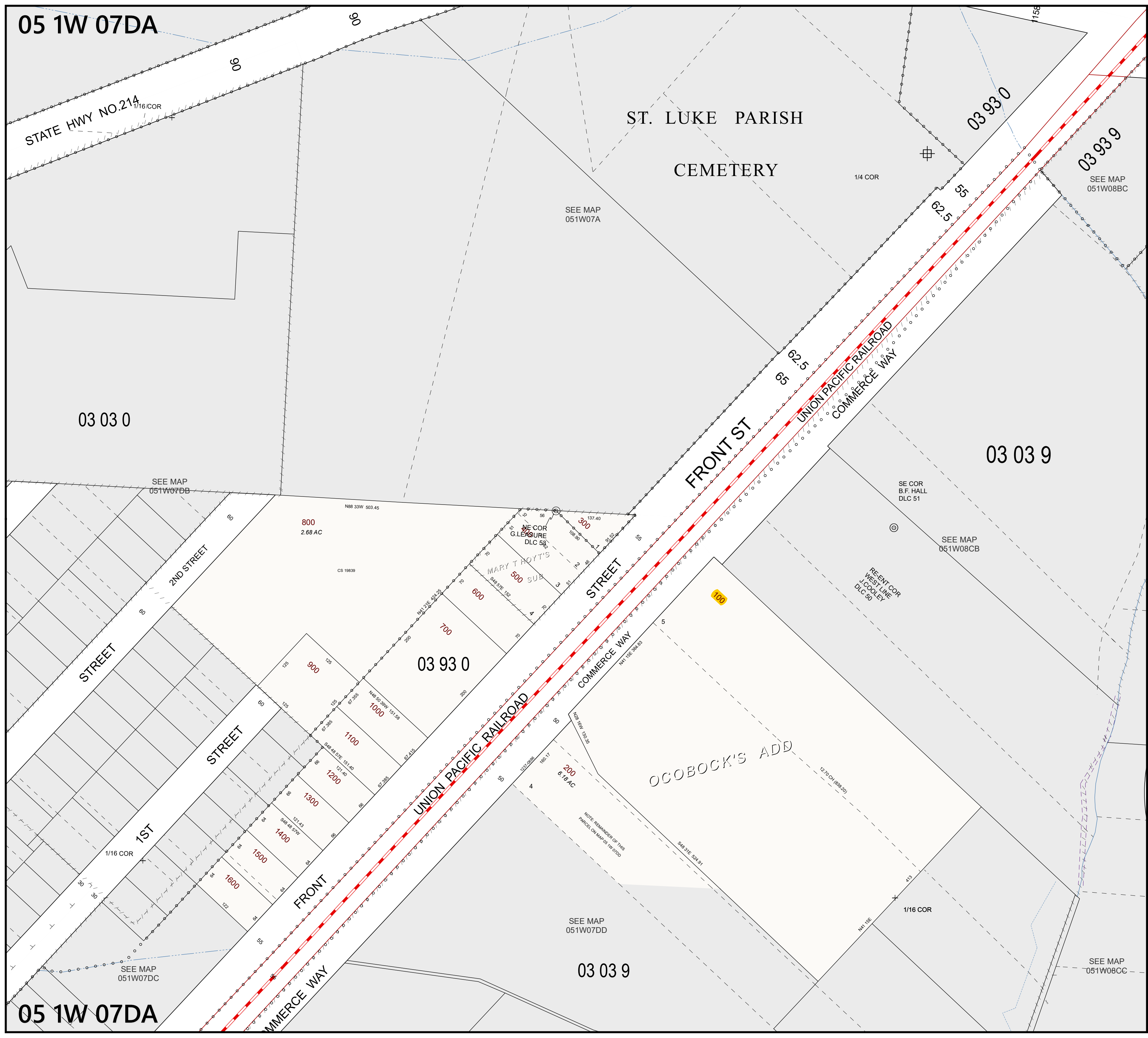
DISCLAIMER: THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY



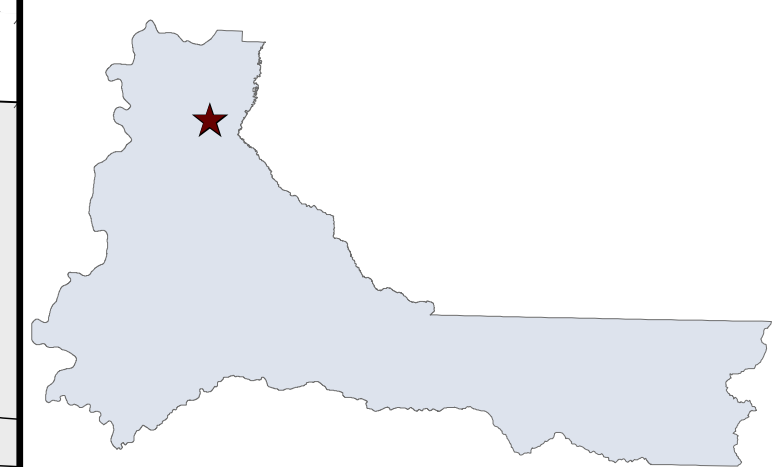
FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT www.co.marion.or.us

PLOT DATE: 4/21/2021

WOODBURN
05 1W 07DA



05 1W 08CB WOODBURN



MARION COUNTY, OREGON
NW1/4 SW1/4 SEC8 T5S R1W W.M.
SCALE 1" = 100'

LEGEND

- LINE TYPES**
- Taxlot Boundary
 - Road Right-of-Way
 - Railroad Right-of-Way
 - Private Road ROW
 - Subdivision/Plat Bndry
 - Waterline - Taxlot Bndry
 - Historical Boundary
 - Easement
 - Railroad Centerline
 - Taxcode Line
 - Map Boundary
 - Waterline - Non Bndry

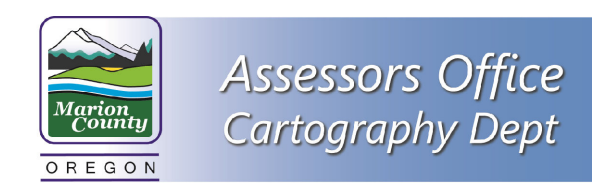
- CORNER TYPES**
- + 1/16TH Section Cor.
 - ⊙ DLC Corner
 - ⊕ 1/4 Section Cor.
 - ⊕ 16, 15 Section Corner
 - ⊕ 21, 22

NUMBERS
Tax Code Number
00 00 0
Acreage **0.25 AC** All acres listed are Net Acres, excluding any portions of the taxlot within public ROW

NOTES
Tick Marks: A tick mark in the road indicates that the labeled dimension extends into the public ROW

| CANCELLED NUMBERS | |
|-------------------|--|
| 500 | |
| 600 | |
| 2500 | |
| 2600 | |
| 2800 | |
| 2900 | |
| 3200 | |
| 3300 | |
| 4100 | |
| 4200 | |
| 4300 | |

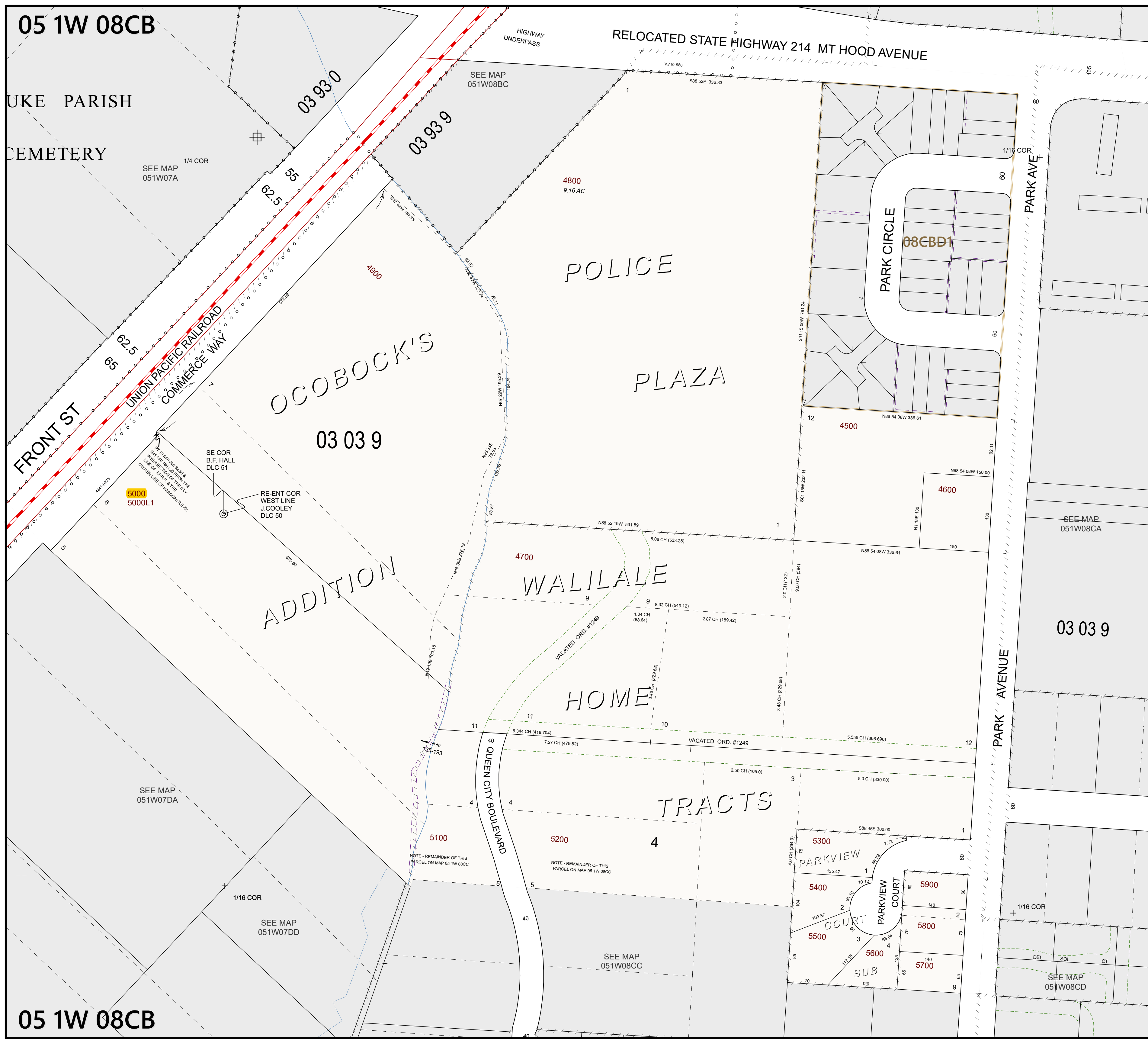
DISCLAIMER: THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY



FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT www.co.marion.or.us

PLOT DATE: 6/29/2022

WOODBURN 05 1W 08CB









DATE SIGNED:

SITE PLAN REVIEW SUBMISSION

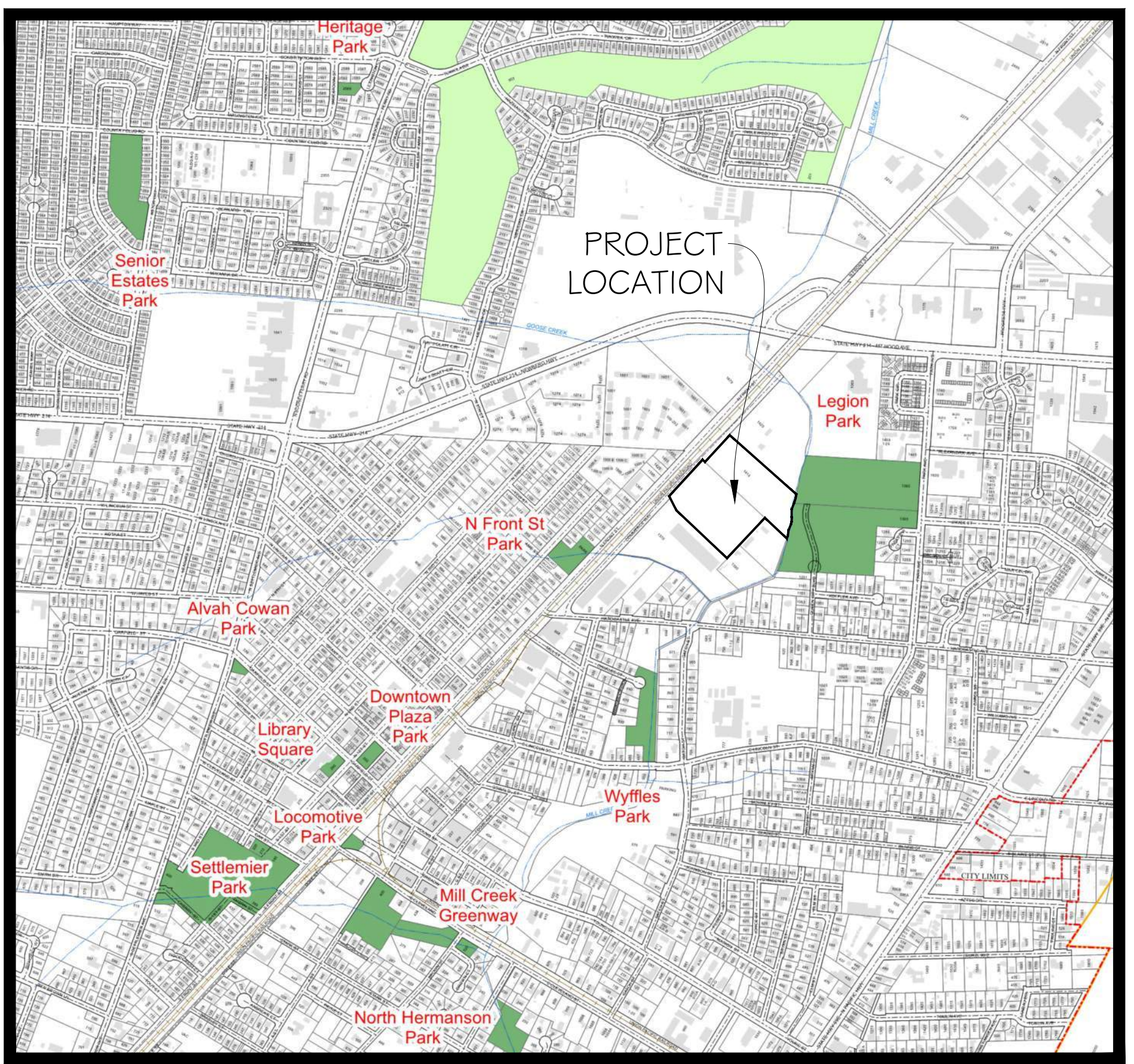
FOR

WB COMMERCE 100 LLC AND WB COMMERCE 5000 LLC

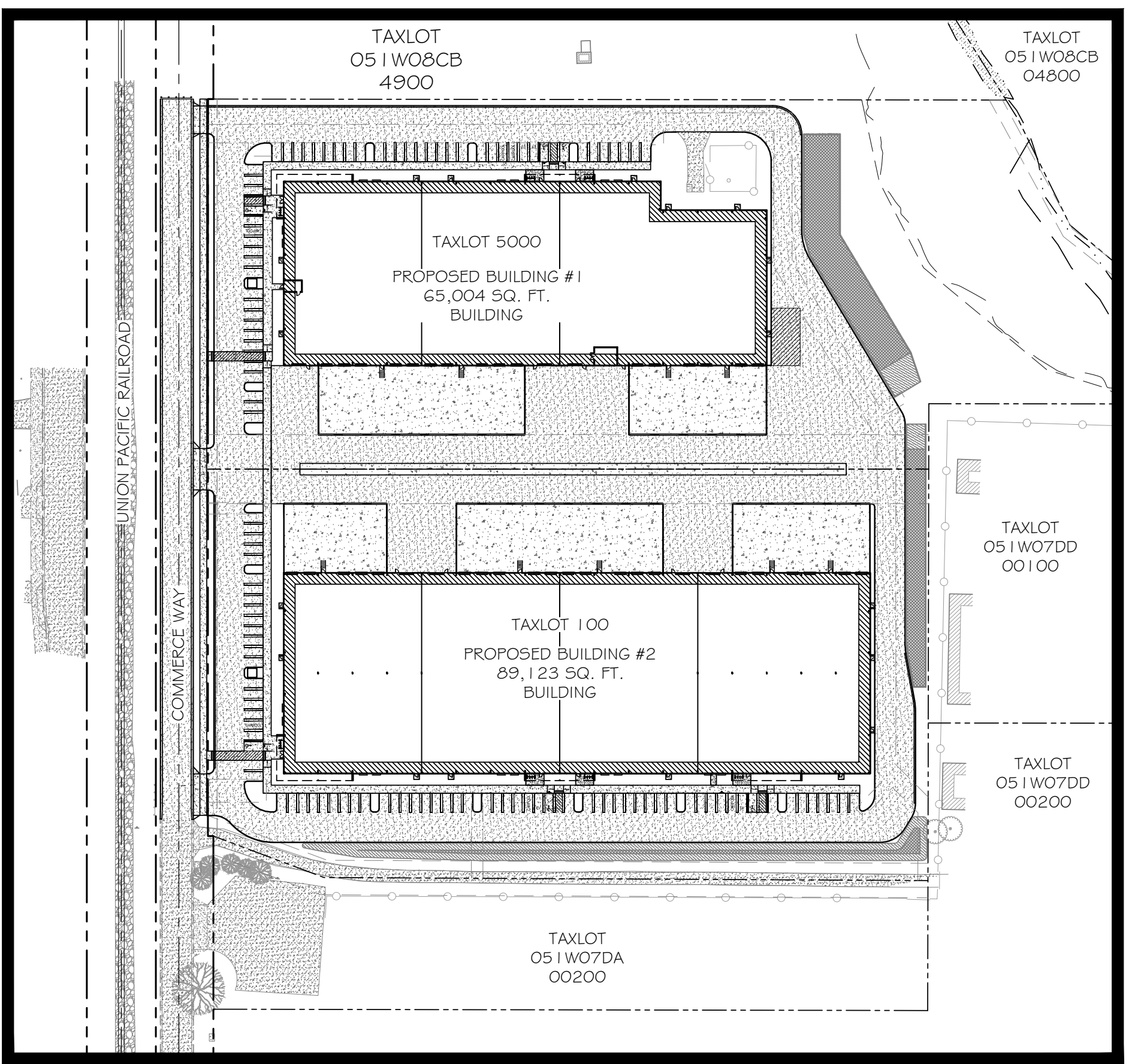
COBALT COMMERCE INDUSTRIAL PARK

WOODBURN, MARION COUNTY, OREGON

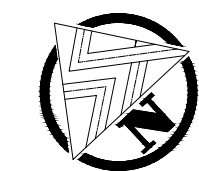
AUGUST 2023



OVERALL VICINITY MAP
NTS



SITE MAP
1" = 100'



| SHEET INDEX | |
|--------------|---|
| SHEET NUMBER | SHEET TITLE |
| C-0.01 | COVER SHEET |
| C-0.03 | CIVIL NOTES AND LEGEND |
| C-1.01 | EXISTING CONDITIONS AND DEMOLITION PLAN |
| C-1.03 | EXISTING PARCEL CONFIGURATION AND EASEMENT PLAN |
| C-1.05 | PROPOSED PARCEL CONFIGURATION AND EASEMENT PLAN |
| C-1.07 | SITE PLAN |
| C-1.09 | FIRE ACCESS PLAN |
| C-1.11 | GRADING AND DRAINAGE PLAN |
| C-1.13 | OVERALL UTILITY PLAN |
| E-1.01 | PHOTOMETRIC PLAN |
| L1.1 | PLANTING KEY PLAN AND SCHEDULE |
| L1.2 | PLANTING PLAN |
| L1.3 | PLANTING PLAN |
| L1.4 | PLANTING PLAN |

WB COMMERCE 100 LLC AND WB COMMERCE 5000 LLC
COBALT COMMERCE
INDUSTRIAL PARK
 SITE PLAN REVIEW SUBMISSION
 WOODBURN, OR

p1x2023_projects2021_2_wb_1420_commerce way\The CAD\Civil\SR submitted\2021_2_General_SRP.dwg 8/24/2023 8:50:38 PM

Know what's below.
Call before you dig.

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 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER AT (503) 232-1987.

PROJECT CONTACTS AND INFORMATION

| | | | |
|---|---|--|---|
| <p>OWNER DEVELOPER: COBALT DEVELOPMENT, LLC 8215 SW TUALATIN-SHERWOOD RD SUITE #200 TUALATIN, OR 97062 971-252-2370 CONNECT@COBALTBUILT.COM</p> | <p>SURVEYOR: PROJECT DELIVERY GROUP, LLC BRYAN WHISENHUNT, PLS 7938 CROSBY ROAD NE WOODBURN, OR 97071 503-364-4004 (OFFICE) BRYANW@PDGNW.COM</p> | <p>LANDSCAPE ARCHITECT LAURUS DESIGNS LLC LAURA A. ANTONSON, RLA, ASLA 1012 PINE ST, SILVERTON, OR 97381 503.784.6494 laura@laurusdesigns.com</p> | <p>PROJECT LOCATION: COMMERCE WAY WOODBURN, MARION COUNTY, OREGON LATITUDE = 45° 8'55" NORTH LONGITUDE = 122°50'50" WEST TOWNSHIP: 5S RANGE: 1W SECTION: 7 AND 8 QUARTER: SE AND SW TAX LOT: 051W08CB 05000 AND 051W07DA 00100</p> |
| <p>DESIGN ENGINEER: PROJECT DELIVERY GROUP, LLC KEITH WHISENHUNT, PE & PLS 7938 CROSBY ROAD NE WOODBURN, OR 97071 503-364-4004 (OFFICE) KEITHW@PDGNW.COM</p> | <p>LOCAL JURISDICTION CITY OF WOODBURN CITY HALL 270 MONTGOMERY STREET WOODBURN, OREGON 97071-4730 (503)982-5246 PLANNING@CI.WOODBURN.OR.US</p> | | |

| ISSUANCE NO. | DESCRIPTION | DATE | BY |
|--------------|------------------------------------|----------|----|
| 1 | SUBMIT SITE PLAN REVIEW PACKAGE | 03/27/23 | KW |
| 2 | RE-SUBMIT SITE PLAN REVIEW PACKAGE | 06/21/23 | KW |
| 3 | ADD PUBLIC WATER UNDER RR | 08/24/23 | KW |

SHEET TITLE:

COVER SHEET

C-0.01

ATTENTION EXCAVATORS
 OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THESE RULES FROM THE CENTER BY CALLING 503-232-1987. IF YOU HAVE ANY QUESTIONS ABOUT THE RULES, YOU MAY CONTACT THE CENTER. YOU MUST NOTIFY THE CENTER AT LEAST TWO BUSINESS DAYS BEFORE COMMENCING AN EXCAVATION. CALL 503-246-6699.

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE CURRENT STANDARD SPECIFICATIONS AND REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION AND THE CURRENT AMERICAN PUBLIC WORKS ASSOCIATION STANDARDS FOR PUBLIC WORKS CONSTRUCTION.
2. THE SURVEY INFORMATION SHOWN AS A BACKGROUND SCREEN IS BASED ON A SURVEY BY OTHERS AND IS SHOWN FOR REFERENCE ONLY. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS WITH ITS OWN RESOURCES PRIOR TO START OF ANY CONSTRUCTION.
3. CONTRACTOR MUST COMPLY WITH LOCAL AND STATE REQUIREMENTS TO NOTIFY ALL UTILITY COMPANIES FOR LINE LOCATIONS SEVENTY-TWO (72) HOURS (MINIMUM) PRIOR TO START OF WORK. DAMAGE TO UTILITIES SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.
4. CONTRACTOR SHALL ADJUST ALL STRUCTURES IMPACTED BY CONSTRUCTIONS IMPROVEMENTS TO NEW FINISH GRADES.
5. REQUEST BY THE CONTRACTOR FOR CHANGES TO THE PLANS MUST BE APPROVED BY THE ENGINEER.
6. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY REQUIRES A PUBLIC WORKS PERMIT.
7. CONTRACTOR SHALL PROVIDE THE ENGINEER OF RECORD WITH AS-BUILT PLANS AT LEAST 2 WEEKS PRIOR TO REQUESTING AGENCY SIGN OFF ON PERMITS FOR OCCUPANCY.
8. CONTRACTOR SHALL PERFORM ALL THE WORK SHOWN ON THE DRAWINGS AND ALL INCIDENTAL WORK NECESSARY TO COMPLETE THE PROJECT.

DEMOLITION NOTES

1. INSTALL EROSION CONTROL MEASURES AND TEMPORARY FENCING PRIOR TO ANY DEMOLITION ACTIVITIES.
2. DEMOLISH AND REMOVE ALL STRUCTURES AND ASSOCIATED FEATURES (APPURTENANCES), AS SHOWN.
3. DEMOLISH ALL PAVED AREAS ON SITE AS SHOWN, DOWN TO NATIVE SUBGRADE.
4. ALL VEGETATION AND DELETERIOUS MATERIALS WITHIN THE LIMITS OF WORK SHALL BE STRIPPED AND REMOVED FROM THE SITE PRIOR TO GRADING WORK, UNLESS NOTED OTHERWISE (E.G. PROTECTED TREES).
5. PROTECT ALL EXISTING LANDSCAPING AT AND BEYOND LIMITS OF WORK.
6. PROTECT ALL UNDERGROUND UTILITY SERVICES AND CONDUIT UNLESS NOTED OTHERWISE.
7. WHERE APPLICABLE, VERIFY DISCONNECT OF GAS AND ELECTRIC WITH UTILITY. CUT/CAP UTILITY SERVICES (STORMWATER AND SANITARY WITHIN 5 FEET OF EDGE OF R.O.W.) CAP WATERLINE ON OWNER'S SIDE OF METER AND PERFORM OTHER DEMOLITION TASKS AS REQUIRED. ADDITIONAL REMOVALS MAY BE REQUIRED BY THE AUTHORITIES HAVING JURISDICTION AND THE CONTRACTOR SHALL CONFIRM ACCORDINGLY PRIOR TO BID.

GRADING NOTES

1. ROUGH GRADING: ROUGH GRADE TO ALLOW FOR DEPTH OF BUILDING SLABS, PAVEMENTS, BASE COURSES, AND TOPSOIL PER DETAILS AND SPECIFICATIONS.
2. FINISH GRADING: BRING ALL FINISH GRADES TO APPROXIMATE LEVELS INDICATED. WHERE GRADES ARE NOT OTHERWISE INDICATED, HARDSCAPE FINISH GRADES ARE TO BE THE SAME AS ADJACENT SIDEWALKS, CURBS, OR THE OBVIOUS GRADE OF ADJACENT STRUCTURE. SOFTSCAPE GRADES (INCLUDING ADDITIONAL DEPTH OF TOPSOIL) SHALL BE SET 6 INCHES BELOW BUILDING FINISHED FLOORS WHERE ABUTTING BUILDINGS, 1-2 INCHES WHERE ABUTTING WALKWAYS OR CURBS, OR MATCHING OTHER SOFTSCAPE GRADES. GRADE TO UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE GRADES ARE GIVEN ROUND OFF SURFACES, AVOID ABRUPT CHANGES IN LEVELS. AT COMPLETION OF JOB AND AFTER BACKFILLING BY OTHER TRADES HAS BEEN COMPLETED, REFILL AND COMPACT AREAS WHICH HAVE SETTLED OR ERODED TO BRING TO FINAL GRADES.
3. EXCAVATION: EXCAVATE FOR SLABS, PAVING, AND OTHER IMPROVEMENTS TO SIZES AND LEVELS SHOWN OR REQUIRED. ALLOW FOR FORM CLEARANCE AND FOR PROPER COMPACTION OF REQUIRED BACKFILLING MATERIAL. DAMAGE TO UTILITIES SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.
4. EFFECTIVE EROSION PREVENTION AND SEDIMENT CONTROL IS REQUIRED. EROSION CONTROL DEVICES MUST BE INSTALLED AND MAINTAINED MEETING THE LOCAL AGENCY AND STATE AGENCY REQUIREMENTS. THE AUTHORITIES HAVING JURISDICTION MAY, AT ANY TIME ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE EROSION CONTROL.
5. DRAINAGE SHALL BE CONTROLLED WITHIN THE WORK SITE AND SHALL BE ROUTED SO THAT ADJACENT PRIVATE PROPERTY, PUBLIC PROPERTY, AND THE RECEIVING SYSTEM ARE NOT ADVERSELY IMPACTED. THE ENGINEER AND/OR AUTHORITIES HAVING JURISDICTION MAY, AT ANY TIME ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE DRAINAGE CONTROL.
6. SITE TOPSOIL STOCKPILED DURING CONSTRUCTIONS AND USED FOR LANDSCAPING SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT.
7. CONTRACTOR TO REVIEW AND CONFIRM GRADES AT JOIN POINTS, SUCH AS AT DAYLIGHT LIMITS AND BUILDING ENTRANCES, PRIOR TO CONSTRUCTION.
8. ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL BE CONSTRUCTED AT 2% MAXIMUM SLOPE IN ALL DIRECTIONS.
9. PEDESTRIAN SIDEWALK CONNECTIONS BETWEEN PUBLIC R.O.W. SHALL BE CONSTRUCTED AT AND 2% MAXIMUM CROSS SLOPE AND 5% MAXIMUM LONGITUDINAL SLOPE (8.33% FOR DESIGNATED RAMPS).

SITE WORK NOTES

1. ALL CURB RADII TO BE 3 FEET UNLESS NOTED OTHERWISE.
2. STAIR RISERS AND TREADS SHALL BE CONFORMANT WITH THE REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION AND THE CURRENT EDITION OF THE STATE BUILDING CODE (E.G. OSCO).
3. WHEREVER A PEDESTRIAN WALKING PATH IS WITHIN 36 INCHES OF A VERTICAL DROP OF 30 INCHES OR GREATER, GUARDRAIL SHALL BE INSTALLED CONFORMANT WITH THE REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION AND THE CURRENT EDITION OF THE STATE BUILDING CODE (E.G. INTERNATIONAL BUILDING CODE, CHAPTER 10, SECTION 1015).

UTILITY NOTES

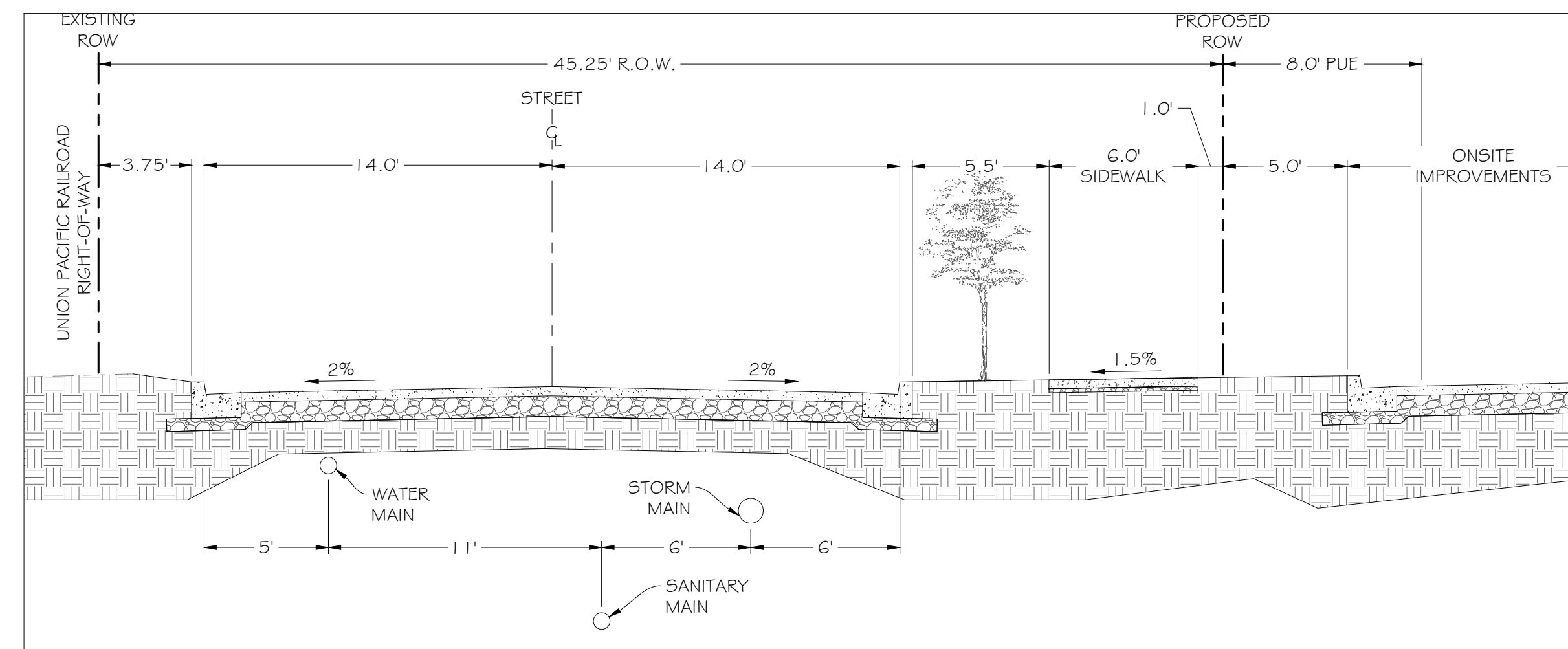
1. ALL WORK SHALL CONFORM TO THE CURRENT EDITIONS OF THE STATE PLUMBING AND BUILDING CODES WITH LOCAL AMENDMENTS AS APPLICABLE ALONG WITH ANY ADDITIONAL REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION.
2. THE WORKING DRAWINGS ARE GENERALLY DIAGRAMMATIC. THEY DO NOT SHOW EVERY OFFSET, BEND OR ELBOW REQUIRED FOR INSTALLATION IN THE SPACE PROVIDED. THEY DO NOT SHOW EVERY DIMENSION, COMPONENT PIECE, SECTION, JOINT OR FITTING REQUIRED TO COMPLETE THE PROJECT. ALL LOCATIONS FOR WORK SHALL BE CHECKED AND COORDINATED WITH EXISTING CONDITIONS IN THE FIELD BEFORE BEGINNING CONSTRUCTION. EXISTING UNDERGROUND UTILITIES WITHIN THE LIMITS OF EXCAVATION SHALL BE VERIFIED AS TO CONDITION, SIZE AND LOCATION BY UNCOVERING (POTHOLING), PROVIDING SUCH IS PERMITTED BY THE AUTHORITIES HAVING JURISDICTION, BEFORE BEGINNING CONSTRUCTION. CONTRACTOR TO NOTIFY ENGINEER IF THERE ARE ANY DISCREPANCIES.
3. NOT ALL REQUIRED CLEANOUTS ARE SHOWN ON THE PLANS. PROVIDE CLEANOUTS AS REQUIRED BY THE AUTHORITIES HAVING JURISDICTION AND THE CURRENT EDITION OF THE STATE PLUMBING CODE (E. G. UNIFORM PLUMBING CODE CHAPTER 7, SECTIONS 707 AND 719, AND CHAPTER 11, SECTION 1101.13).
4. ALL SANITARY AND STORM PIPING IS DESIGNED USING CONCENTRIC PIPE TO PIPE AND WYE FITTINGS, UNLESS OTHERWISE NOTED.
5. ALL DOWNSPOUT LEADERS TO BE 6 INCHES AT 2.0% MINIMUM UNLESS NOTED OTHERWISE.
6. IF APPLICABLE, PROVIDE 2 INCH PVC DRAIN LINE FROM DOMESTIC WATER METER VAULT AND BACKFLOW PREVENTER VAULT TO THE DOUBLE DETECTOR CHECK VALVE (FIRE) VAULT. PROVIDE 1.3 HP SUMP PUMP AT BASE OF FIRE VAULT AND INSTALL 2 INCH PVC DRAIN LINE WITH BACKFLOW VALVE FROM SUMP PUMP TO DAYLIGHT AT NEAREST CURB. FURNISH 3/4 INCH DIAMETER CONDUIT FROM BUILDING ELECTRICAL ROOM TO FIRE VAULT FOR SUMP PUMP ELECTRICAL SERVICE. NOTE: COORDINATE WITH FIRE PROTECTION CONTRACTOR FOR FLOW SENSOR INSTALLATION AND CONDUIT REQUIREMENTS.
7. IF APPLICABLE, CONTRACTOR TO PROVIDE POWER TO IRRIGATION CONTROLLER. SEE LANDSCAPE PLANS AND SPECIFICATIONS.
8. SEE BUILDING PLUMBING DRAWINGS FOR PIPING WITHIN THE BUILDING AND UP TO 5 FEET OUTSIDE THE BUILDING, INCLUDING ANY FOUNDATION DRAINAGE PIPING.
9. CONTRACTOR TO MAINTAIN MINIMUM 3 FEET OF COVER OVER ALL UTILITY PIPING AND CONDUITS, UNLESS NOTED OTHERWISE.
10. WHERE CONNECTING TO AN EXISTING PIPE, AND PRIOR TO ORDERING MATERIALS, THE CONTRACTOR SHALL EXPOSE THE END OF THE EXISTING PIPE TO VERIFY THE LOCATION, SIZE, AND ELEVATION. NOTIFY ENGINEER OF ANY DISCREPANCIES.
11. CONTRACTORS SHALL SCOPE ALL PRIVATE ONSITE GRAVITY SYSTEM LINES THAT ARE BEING CONNECTED TO FOR PROPOSED SERVICE. SCOPING SHALL OCCUR A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION AND THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES WITH AS-BUILT RECORDS/SURVEY FINDINGS OR IF THE EXISTING UTILITIES ARE DAMAGED OR SHOW SIGNS OF SIGNIFICANT DETERIORATION. CONTRACTOR SHALL PROVIDE THE ENGINEER WITH VIDEO RECORDS, ALONG WITH A SKETCH IF THE LOCATIONS DIFFER FROM AS-BUILT PLANS OR SURVEY FINDINGS.
12. PRODUCT MATERIAL SUBMITTALS FOR REVIEW BY THE ENGINEER SHALL BE ACCOMPANIED BY A MANUFACTURER'S CERTIFICATION THAT THE PRODUCT IS CAPABLE OF MEETING PERFORMANCE EXPECTATIONS (I.E. WATERTIGHT, MINIMUM/MAXIMUM BURIAL, PREVENTION OF GROUNDWATER INTRUSION, ETC.) BASED ON THEIR REVIEW OF THE PROJECT PLANS. IN THE ABSENCE OF A MANUFACTURER'S CERTIFICATION, THE GENERAL CONTRACTOR'S REVIEW STAMP SHALL CONSTITUTE THAT THEY HAVE PERFORMED THE NECESSARY REVIEW TO CERTIFY THE PRODUCT'S CONFORMANCE TO PROJECT SPECIFICATIONS AND GENERAL EXPECTATIONS.
13. PIPE LENGTHS SHOWN ON PLANS ARE TWO DIMENSIONAL AND MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.
14. RIM ELEVATIONS SHOWN ON PLANS REFERENCE THE CENTER OF THE STRUCTURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RECONCILING LIDS/GRATES ETC. TO THE SLOPES OF THE SITE GRADING.
15. MANHOLE OR VAULT RIM ELEVATIONS SHALL BE SET FLUSH IN PAVEMENT AREAS AND 3-4 INCHES ABOVE GRADE IN LANDSCAPE AREAS. RIMS IN PAVEMENT AREAS SHALL BE H-20 TRAFFIC RATED.

ABBREVIATIONS

| | | | |
|--------|--|-------|--|
| AASHTO | AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS | MID | MIDPOINT OF CURVE |
| AB | AGGREGATE BASE | MJ | MECHANICAL JOINT |
| AC | ASPHALT CONCRETE | NO | NUMBER |
| ADA | AMERICANS WITH DISABILITIES ACT | NTS | NOT TO SCALE |
| BC | BEGINNING OF CURVE | OH | OVERHEAD |
| BMP | BEST MANAGEMENT PRACTICE | OSHA | OCCUPATIONAL STATE HEALTH AGENCY |
| BO | BLOW OFF | P | POWER |
| BVCE | BEGINNING OF VERTICAL CURVE ELEVATION | PC | POINT OF CURVATURE |
| BVCS | BEGINNING OF VERTICAL CURVE STATION | PED | PEDESTAL |
| BW | BACK OF SIDEWALK | POT | POINT OF TANGENCY |
| CB | CATCH BASIN | PRC | POINT OF REVERSE CURVE |
| CL | CENTER LINE | PSE | PUBLIC SERVICE EASEMENT |
| CLR | CLEAR | PT | POINT |
| CO | CLEANOUT | PVI | POINT OF VERTICAL INTERSECTION |
| COMM | COMMUNICATION | R | RADIUS |
| COW | CITY OF WOODBURN | RCWOD | RIPARIAN CORRIDOR AND WETLAND OVERLAY DISTRICT |
| DI | DUCTILE IRON | RD | ROOF DRAIN |
| DS | DOWN SPOUT | RIM | RIM ELEVATION |
| E | ELECTRIC | ROW | RIGHT OF WAY |
| EC | EROSION CONTROL | RPP | REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTOR |
| EG | EXISTING GRADE | RR | RAIL ROAD |
| ELEV | ELEVATION | RT | RIGHT |
| ESA | ENDANGERED SPECIES ACT | S | SLOPE, FOOT PER FOOT |
| EVCS | END OF VERTICAL CURVE ELEVATION | SAN | SANITARY |
| EVCS | END OF VERTICAL CURVE STATION | SD | STORM DRAIN |
| EX | EXISTING | SDAD | STORM DRAIN AREA DRAIN |
| FDC | FIRE DEPARTMENT CONNECTION | SDCB | STORM DRAIN CATCH BASIN |
| FF | FINISH FLOOR | SDCO | STORM DRAIN CLEANOUT |
| FG | FINISHED GRADE | SDCS | STORM DRAIN CONTROL STRUCTURE |
| FH | FIRE HYDRANT | SDMH | STORM DRAIN MANHOLE |
| FL | FLOW LINE/BOTTOM OF CURB | SF | SQUARE FEET |
| FR | FIBER ROLL | SIG | SIGNAL |
| FW | FIRE WATER | SS | SANITARY SEWER |
| GM | GAS METER | SSCO | SANITARY SEWER CLEANOUT |
| HB | HOSE BIB | SSMH | SANITARY SEWER MANHOLE |
| HDPE | HIGH-DENSITY POLYETHYLENE | STA | STATION |
| INV | INVERT ELEVATION OF PIPE | TBC | TOP BACK OF CURB |
| IRRV | IRRIGATION VALVE | TFC | TOP FACE OF CURB |
| JB | JUNCTION BOX | TOW | TOP OF WALL |
| K | CURVE COEFFICIENT | TR | TRANSFORMER |
| LAT | LATERAL | TYF | TYPICAL |
| LT | LEFT | UG | UNDERGROUND |
| LVC | LENGTH OF VERTICAL CURVE | USPS | UNITED STATES POSTAL SERVICE |
| MH | MANHOLE | W | DOMESTIC WATER |

DRAWING LEGEND

| | | | | | |
|--|----------------------------------|--|----------------------------------|--|-------------------------------------|
| | SUBJECT PROPERTY LINE | | EXISTING STORM SEWER MANHOLE | | EXISTING TELEPHONE LINE |
| | ADJACENT PROPERTY LINE | | EXISTING STORM SEWER PIPE | | EXISTING WATER VALVE |
| | EASEMENT LINE | | EXISTING STORM SEWER CATCH BASIN | | EXISTING WATER MAIN |
| | PROPOSED AC | | PROPOSED STORM AREA DRAIN | | PROPOSED FIRE DEPARTMENT CONNECTION |
| | PROPOSED PCC SIDEWALK | | PROPOSED STORM SEWER MANHOLE | | PROPOSED FIRE HYDRANT |
| | EXISTING AC | | PROPOSED STORM SEWER PIPE | | PROPOSED DCDV VAULT |
| | EXISTING PCC SIDEWALK | | EXISTING TELEPHONE RISER | | PROPOSED WATER METER |
| | EXISTING CURB | | EXISTING POWER VAULT | | PROPOSED WATER VALVE |
| | EXISTING TREE | | EXISTING ELECTRICAL BOX | | PROPOSED WATER (DOMESTIC) |
| | EXISTING TREE (TO BE REMOVED) | | EXISTING POWER POLE | | PROPOSED WATER (FIRE) |
| | EXISTING MAILBOX | | EXISTING POWER POLE WITH DROP | | EXISTING CONTOUR |
| | EXISTING SANITARY SEWER MANHOLE | | EXISTING GUY ANCHOR | | PROPOSED CONTOUR |
| | EXISTING SANITARY SEWER PIPE | | EXISTING POWER POLE WITH LIGHT | | EXISTING FLOW ARROW |
| | EXISTING SANITARY SEWER CLEANOUT | | EXISTING POWER LINE | | PROPOSED FLOW ARROW |
| | | | EXISTING GAS LINE | | INLET PROTECTION |
| | | | EXISTING COMMUNICATION LINE | | SILT FENCE |
| | | | EXISTING FIBER OPTIC LINE | | |
| | | | EXISTING TELEPHONE LINE | | |



STREET EXCEPTION REQUEST FOR COMMERCE WAY TYPICAL SECTION
SCALE: 1" = 5'



DATE SIGNED:

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COBALT COMMERCE
INDUSTRIAL PARK
SITE PLAN REVIEW SUBMISSION
WOODBURN, OR

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| 1 | SUBMIT SITE PLAN REVIEW PACKAGE | 03/27/23 | KW |
| 2 | RE-SUBMIT SITE PLAN REVIEW PACKAGE | 06/12/23 | KW |
| 3 | ADD PUBLIC WATER UNDER RR | 08/24/23 | KW |
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SHEET TITLE:

CIVIL NOTES AND LEGEND



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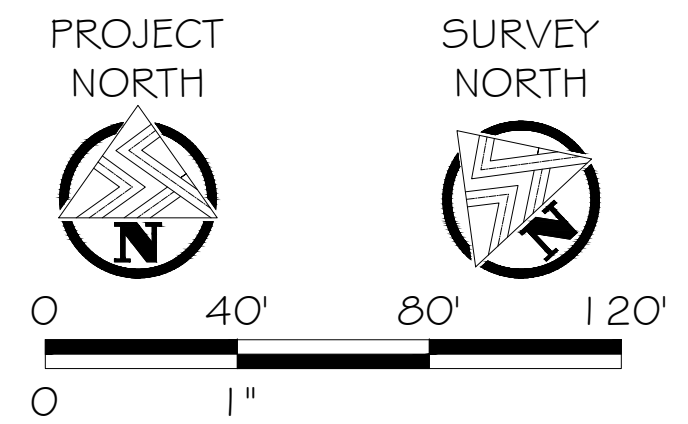
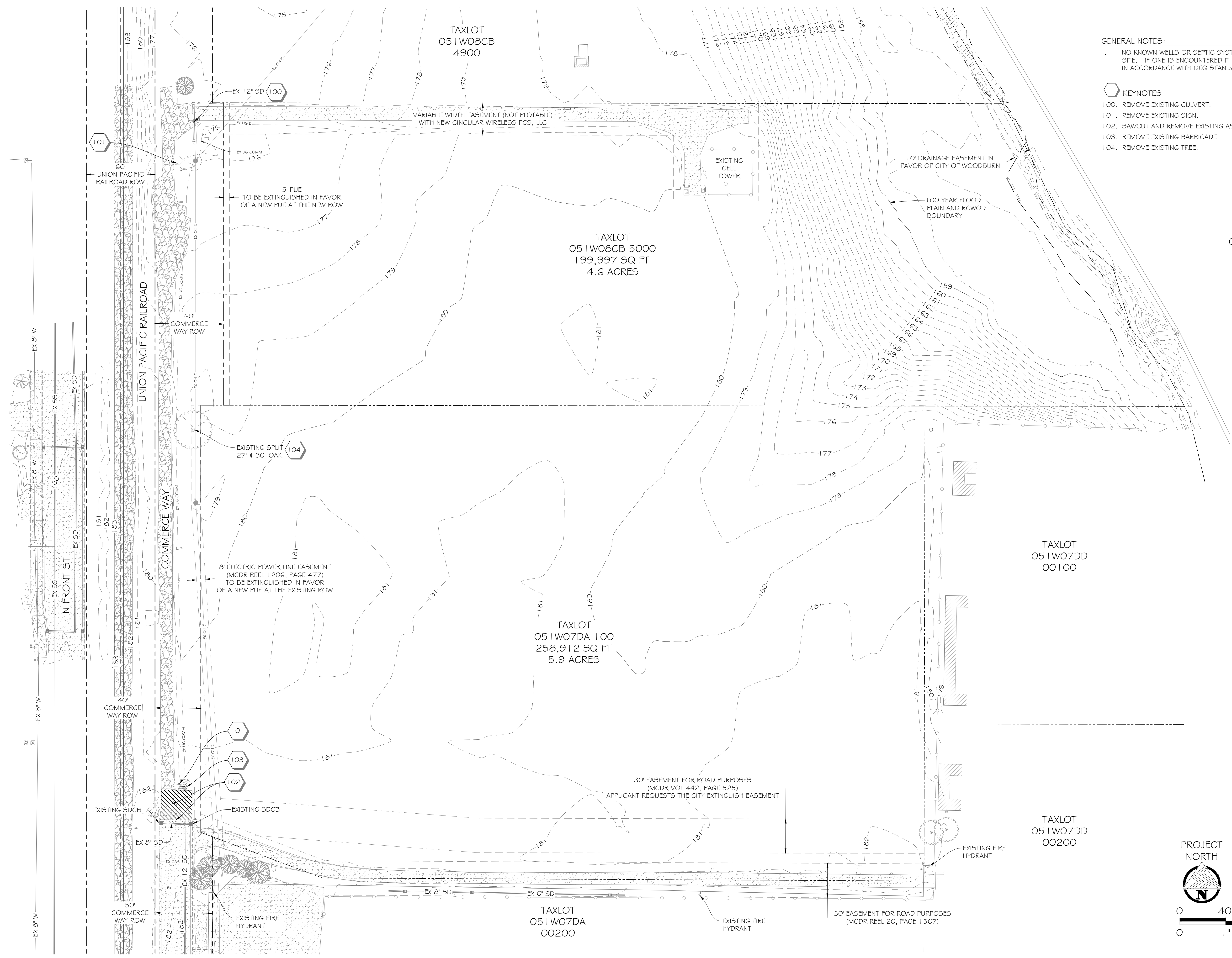
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SHEET TITLE:
EXISTING CONDITIONS AND DEMOLITION PLAN

C-1.01

- GENERAL NOTES:**
- NO KNOWN WELLS OR SEPTIC SYSTEMS ARE ACTIVE ON THE SITE. IF ONE IS ENCOUNTERED IT SHALL BE DECOMMISSIONED IN ACCORDANCE WITH DEQ STANDARDS AND REQUIREMENTS.
- KEYNOTES**
- REMOVE EXISTING CULVERT.
 - REMOVE EXISTING SIGN.
 - SAWCUT AND REMOVE EXISTING ASPHALT.
 - REMOVE EXISTING BARRICADE.
 - REMOVE EXISTING TREE.



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PROFESSIONAL
LAND SURVEYOR

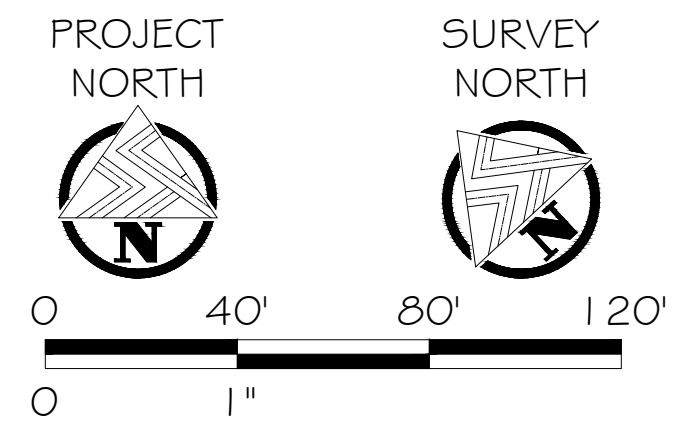
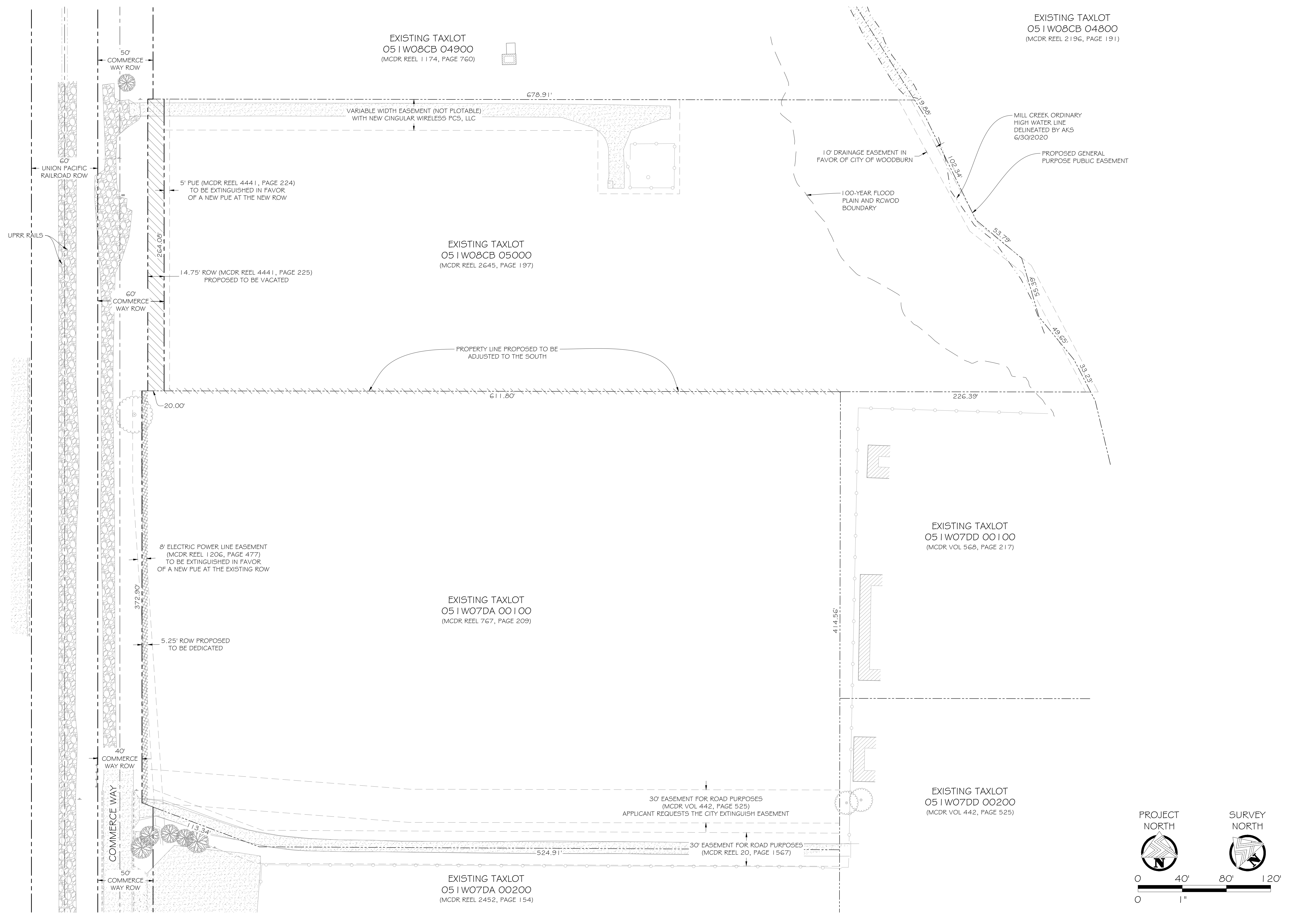
OREGON
NOVEMBER 9, 2021
BRYAN WHISENHUNT
89395
EXPIRES: JUNE 30, 2024

DATE SIGNED:

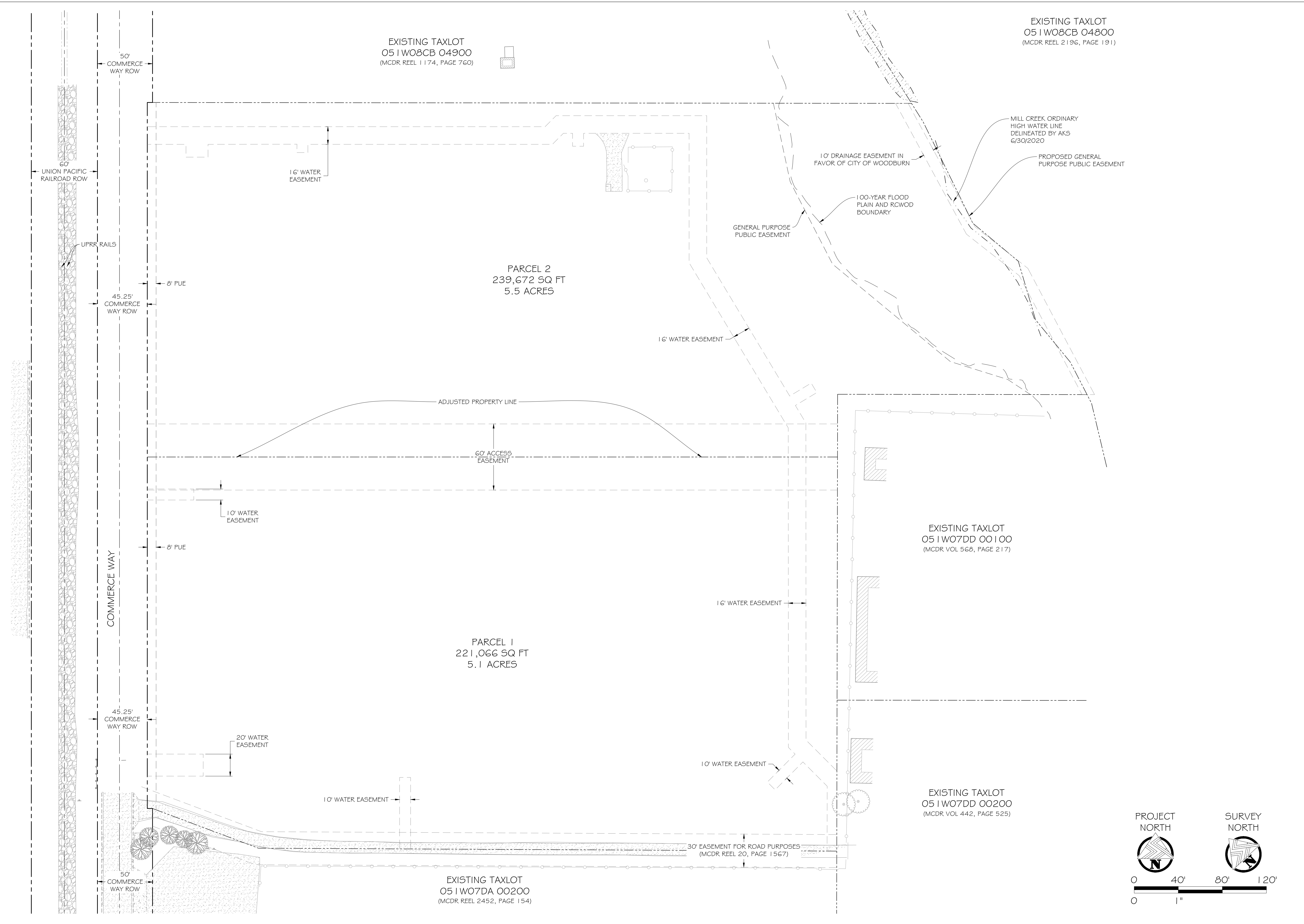
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SHEET TITLE:
EXISTING PARCEL
CONFIGURATION
AND EASEMENT
PLAN

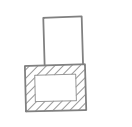


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EXISTING TAXLOT
051W08CB 04800
(MCDR REEL 2196, PAGE 191)

EXISTING TAXLOT
051W08CB 04900
(MCDR REEL 1174, PAGE 760)



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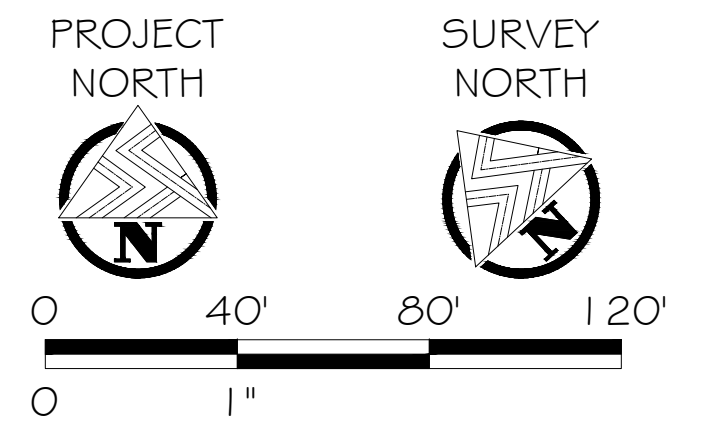
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NOVEMBER 9, 2021
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89395
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SHEET TITLE:
PROPOSED
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AND EASEMENT
PLAN

C-1.05





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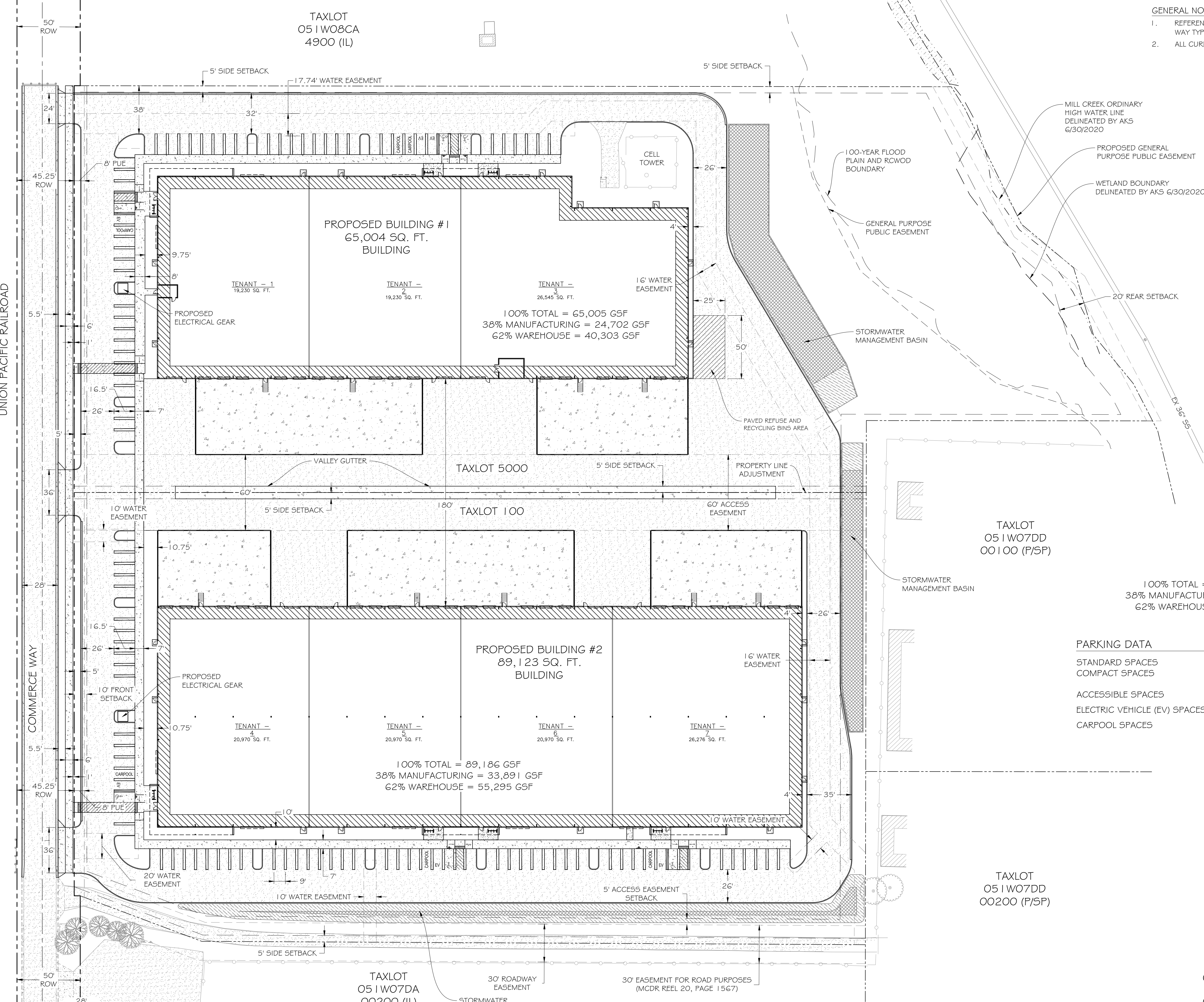
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GENERAL NOTES:

- REFERENCE DETAIL 1 ON SHEET C-0.03 FOR COMMERCE WAY TYPICAL STREET SECTION.
- ALL CURBS ON SITE TO BE 4" EXPOSURE MAXIMUM.



100% TOTAL = 65,005 GSF
38% MANUFACTURING = 24,702 GSF
62% WAREHOUSE = 40,303 GSF

100% TOTAL = 89,186 GSF
38% MANUFACTURING = 33,891 GSF
62% WAREHOUSE = 55,295 GSF

100% TOTAL = 154,186 GSF
38% MANUFACTURING = 58,591 GSF
62% WAREHOUSE = 95,595 GSF

PARKING DATA

| | |
|------------------------------|-----|
| STANDARD SPACES | 128 |
| COMPACT SPACES | 0 |
| ACCESSIBLE SPACES | 6 |
| ELECTRIC VEHICLE (EV) SPACES | 6 |
| CARPPOOL SPACES | 6 |



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SHEET TITLE:

SITE PLAN

C-1.07

TAXLOT
051W08CA
4900 (IL)

PROPOSED BUILDING #1
65,004 SQ. FT.
BUILDING

TAXLOT 5000

TAXLOT 100

PROPOSED BUILDING #2
89,123 SQ. FT.
BUILDING

TAXLOT
051W07DD
00100

TAXLOT
051W07DD
00200

TAXLOT
051W07DA
00200

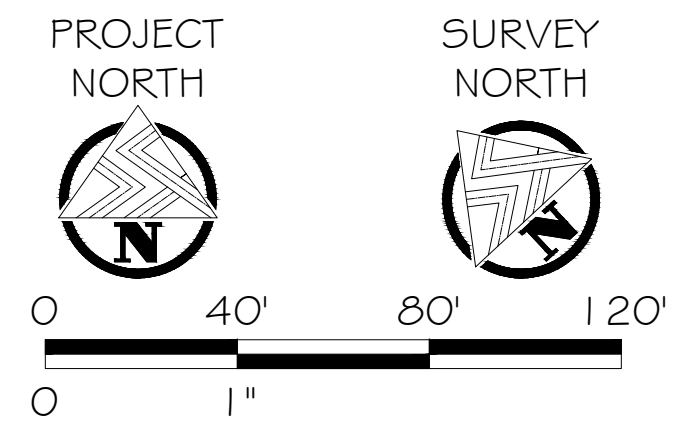
GENERAL CONSTRUCTION NOTES:

- FROM THE 2019 OREGON FIRE CODE, APPENDIX B, TABLE B105.1(2), WITH A CONSTRUCTION TYPE OF III-B AND AN AREA OF 70,004-SF FOR BUILDING 1, A REQUIRED FIRE FLOW OF 5,500-GPM IS OBTAINED. FOR BUILDING 2 WITH THE SAME CONSTRUCTION TYPE AND AN AREA OF 94,125-SF THE SAME TABLE YIELDS A REQUIRED FIRE FLOW OF 6,500-GPM; BOTH BEFORE ADJUSTMENT.
BASED ON THE ASSUMPTION THAT AN AUTOMATIC EARLY SUPPRESSION, FAST RESPONSE SPRINKLER SYSTEM WILL BE PROVIDED IN BOTH BUILDINGS, THE REQUIRED FIRE FLOW VALUES HAVE BEEN ADJUSTED TO 75% OF THE REQUIRED FIRE FLOWS BY THE FIRE MARSHALL. THIS RESULTS IN AN ADJUSTED FIRE FLOW REQUIREMENT OF 4,125-GPM FOR BUILDING 1 AND 4,875-GPM FOR BUILDING 2.
- FROM THE 2019 OREGON FIRE CODE, APPENDIX C, TABLE C102.1, SINCE THE REQUIRED ADJUSTED FIRE FLOW IS 4,875-GPM, FIVE FIRE HYDRANTS ARE REQUIRED. BASED ON THE ASSUMPTION THAT AN AUTOMATIC SPRINKLER SYSTEM WILL BE PROVIDED, THE ALLOWABLE FIRE HYDRANT SPACING IS INCREASED BY 25%. THIS RESULTS IN AN ALLOWABLE SPACING OF 375-FT. AS A RESULT, SIX FIRE HYDRANTS ARE PROPOSED AS SHOWN ON THE UTILITY PLAN. A SEVENTH AND EIGHTH FIRE HYDRANT IS PROPOSED ADJACENT TO THE DOUBLE CHECK BACKFLOW PREVENTORS (ONE FOR EACH BUILDING).

SINCE THE PROJECT STREET FRONTAGE IS LESS THAN 1,000-FT AND A FIRE HYDRANT EXISTING AT THE SOUTH END OF THE STREET FRONTAGE, NO STREET FIRE HYDRANT IS PROPOSED.
- THE HYDRAULIC MODEL PREPARED FOR THE FIRE FLOW ANALYSIS WAS PREPARED USING EPANET 2.2. THE FIRE HYDRANT FLOW TEST DATA USED IN THE MODEL WAS COLLECTED AT FH H-585 (ON COMMERCE WAY) AND FH H-525 (ON FRONT STREET) BY CENTURIUM FIRE PROTECTION. THE TEST RESULTS ARE SHOWN BELOW:
FH H-585 (STATIC = 56-PSI; RESIDUAL = 53-PSI @ 1,080-GPM)
FH H-525 (STATIC = 56-PSI; RESIDUAL = 51-PSI @ 1,090-GPM)

THE ASSUMED HAZEN-WILLIAMS COEFFICIENT USED FOR THE EXISTING AND NEW WATER PIPING WAS 130. THE GROUND ELEVATIONS WERE OBTAINED FROM TOPOGRAPHIC DATA COLLECTED AS PART OF THE DESIGN SURVEYS AND FROM THE PROPOSED GRADING PLAN FOR THE NEW DEVELOPMENT. THE PIPE DIAMETERS AND LENGTHS USED IN THE MODEL WERE TAKEN FROM THE IMPROVEMENT DRAWINGS FOR THE PROPOSED FACILITIES.
THE MODEL FOR BUILDING 1 WAS SET-UP TO WITHDRAW 1,035-GPM FROM FH-2, FH-4, FH-5, AND FH-6.
THE MODEL FOR BUILDING 2 WAS SET-UP TO WITHDRAW 1,219-GPM FROM FH-2, FH-6, FH-7, AND FH-8.
THESE RESIDUAL VALUES EXCEED THE MINIMUM REQUIRED SYSTEM PRESSURE OF 20-PSI AT THE DESIGN FLOW DEMAND.

- KEYNOTES
- 880. EXISTING FIRE HYDRANT
 - 881. PROPOSED FIRE HYDRANT
 - 882. 28' INSIDE FIRE TRUCK TURNING RADIUS
 - 883. 48' OUTSIDE FIRE TRUCK TURNING RADIUS
 - 885. 8" PUBLIC WATERLINE
 - 886. PROPOSED FDC WITH WFD APPROVED SIGNAGE



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KEITH W. HISEHAIN

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SHEET TITLE:
FIRE ACCESS PLAN

C-1.09

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WOODBURN, OR

| ISSUANCE NO. | DESCRIPTION | DATE | BY |
|--------------|------------------------------------|----------|----|
| 1 | SUBMIT SITE PLAN REVIEW PACKAGE | 03/27/23 | KW |
| 2 | RE-SUBMIT SITE PLAN REVIEW PACKAGE | 06/21/23 | KW |
| 3 | ADD PUBLIC WATER UNDER RR | 08/24/23 | KW |

SHEET TITLE:
GRADING AND DRAINAGE PLAN

C-1.11

GENERAL CONSTRUCTION NOTES:
1. BUILDING FOOTING DRAIN AND DOWNSPOUTS TO BE PLUMBED DIRECTLY INTO PROPOSED STORM SYSTEM.

MILL CREEK ORDINARY HIGH WATER LINE DELINEATED BY AKS 6/30/2020
PROPOSED GENERAL PURPOSE PUBLIC EASEMENT
WETLAND BOUNDARY DELINEATED BY AKS 6/30/2020

100-YEAR FLOOD PLAIN AND ROW BOUNDARY

STORMWATER MANAGEMENT BASIN BOTTOM EL = 174.10

STORMWATER MANAGEMENT BASIN BOTTOM EL = 175.00

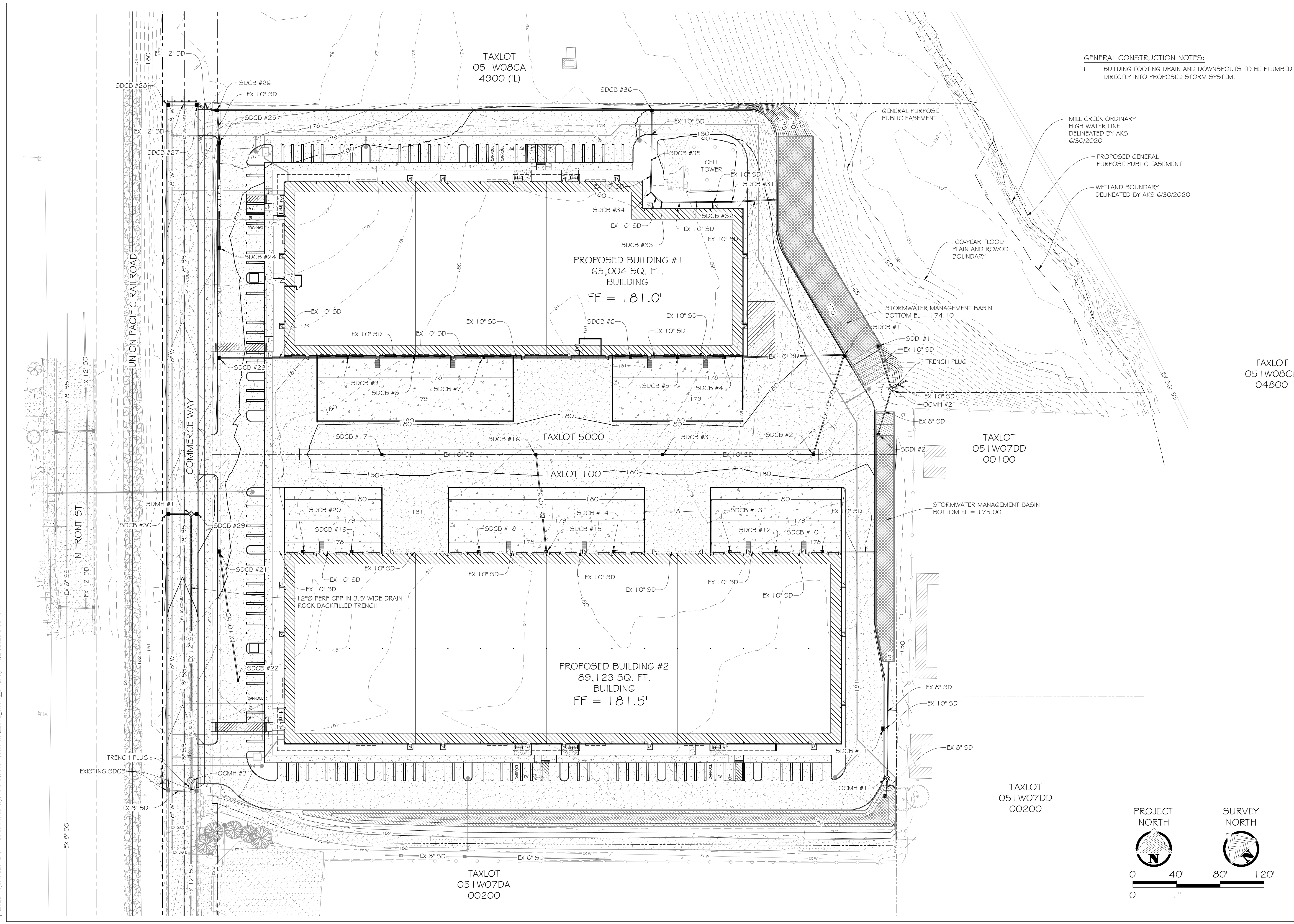
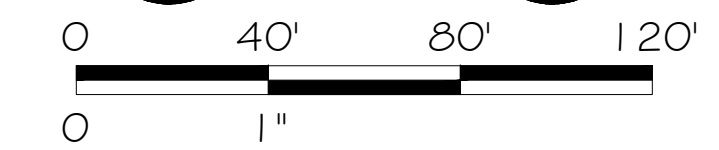
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TAXLOT 051W08CA 4900 (IL)

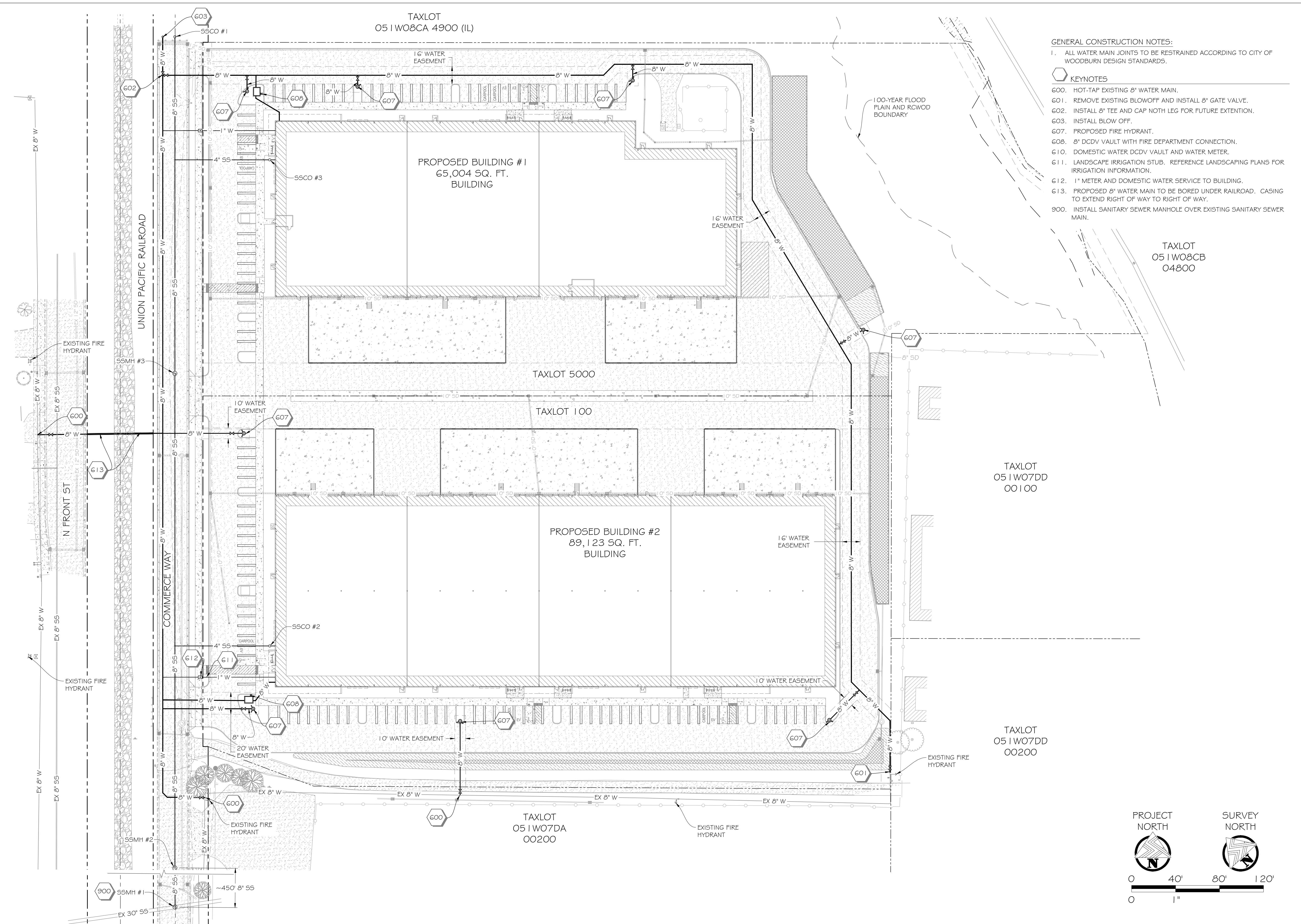
PROPOSED BUILDING #1
65,004 SQ. FT.
BUILDING
FF = 181.0'

PROPOSED BUILDING #2
89,123 SQ. FT.
BUILDING
FF = 181.5'

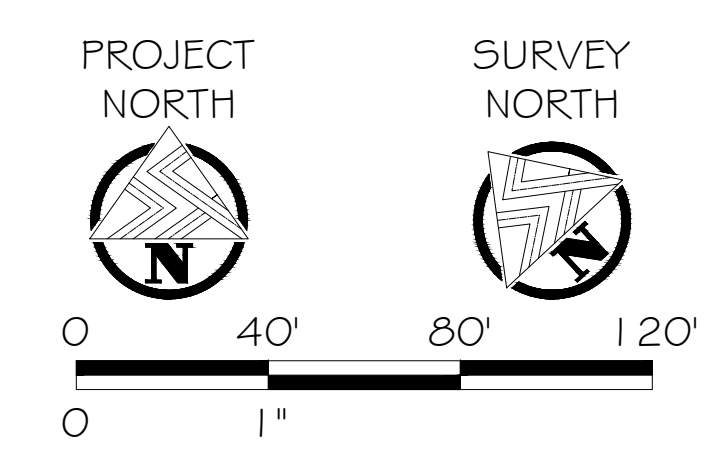


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pl2022_projects2012_wr_1420_commerce.sst\CAD\Civil\SPR_Submittal2012_Utility_SFR.dwg 08/24/2023 0:50:14 PM



- GENERAL CONSTRUCTION NOTES:**
- ALL WATER MAIN JOINTS TO BE RESTRAINED ACCORDING TO CITY OF WOODBURN DESIGN STANDARDS.
- KEYNOTES**
- HOT-TAP EXISTING 8" WATER MAIN.
 - REMOVE EXISTING BLOWOFF AND INSTALL 8" GATE VALVE.
 - INSTALL 8" TEE AND CAP BOTH LEG FOR FUTURE EXTENSION.
 - INSTALL BLOW OFF.
 - PROPOSED FIRE HYDRANT.
 - 8" DCDV VAULT WITH FIRE DEPARTMENT CONNECTION.
 - DOMESTIC WATER DCDV VAULT AND WATER METER.
 - LANDSCAPE IRRIGATION STUB. REFERENCE LANDSCAPING PLANS FOR IRRIGATION INFORMATION.
 - 1" METER AND DOMESTIC WATER SERVICE TO BUILDING.
 - PROPOSED 8" WATER MAIN TO BE BORED UNDER RAILROAD. CASING TO EXTEND RIGHT OF WAY TO RIGHT OF WAY.
 - INSTALL SANITARY SEWER MANHOLE OVER EXISTING SANITARY SEWER MAIN.



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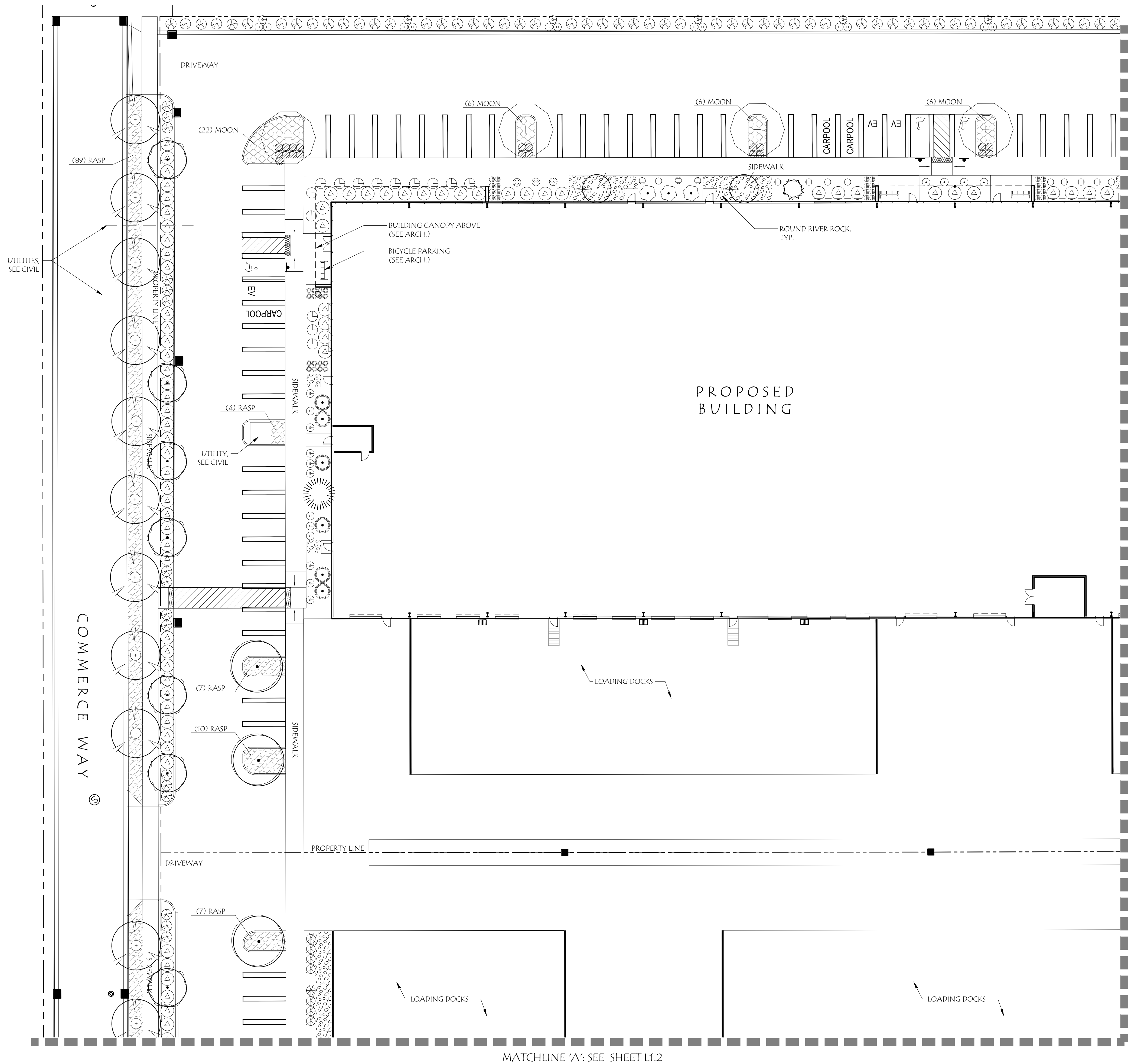
DATE SIGNED:

WB COMMERCE 100 LLC AND WB COMMERCE 5000 LLC
COBALT COMMERCE
INDUSTRIAL PARK
SITE PLAN REVIEW SUBMISSION
WOODBURN, OR

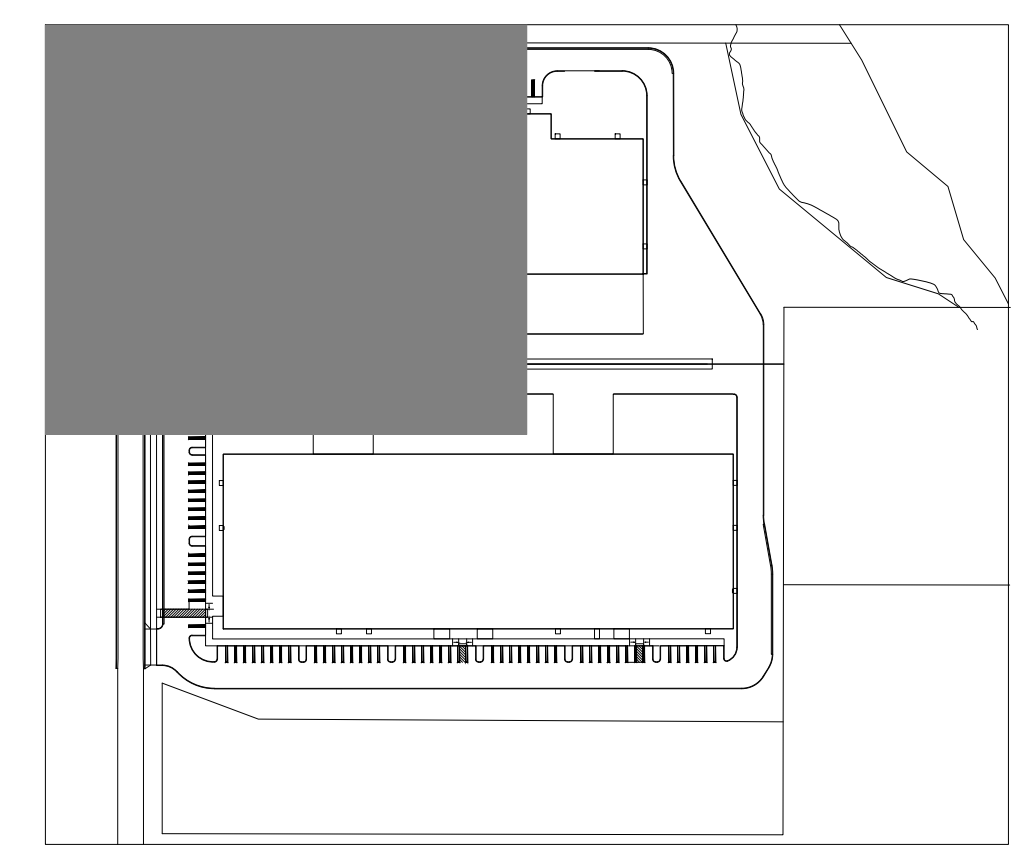
| ISSUANCE NO. | DESCRIPTION | DATE | BY |
|--------------|------------------------------------|----------|----|
| 1 | SUBMIT SITE PLAN REVIEW PACKAGE | 03/27/23 | KW |
| 2 | RE-SUBMIT SITE PLAN REVIEW PACKAGE | 06/21/23 | KW |
| 3 | ADD PUBLIC WATER UNDER RR | 08/24/23 | KW |

SHEET TITLE:
OVERALL UTILITY PLAN

C-1.13



Key Map:



General Notes:

1. PLANS ARE PRELIMINARY, NOT FOR BIDDING OR CONSTRUCTION.
2. SEE ARCHITECTURAL DRAWINGS FOR SITE PLAN AND BUILDING DETAILS.
3. STREET TREES SELECTED FROM WOODBURN APPROVED STREET TREE LIST FOR SMALL TREES.
4. PLANTING REQUIREMENTS SEE THIS SHEET, L1.2 AND L1.3.
5. PLANT SCHEDULE SEE SHEET L1.4.
6. STREET TREE PLANTING DETAIL SEE SHEET L1.4.
7. FINAL PLANTING NOTES AND DETAILS TO BE INCLUDED IN PERMIT SET.
8. IRRIGATION TO BE AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM DESIGNED BY THE LANDSCAPE ARCHITECT.

Site Information

TOTAL SITE AREA (SF) = 496,584 SF (11.4 ACRES)
 TOTAL LANDSCAPE AREA = 52,360 SF
 PARKING AREA: 57,812 SF
 REQUIRED: 10% = 5,781 SF
 PROPOSED: 6,043 SF

SMALL STREET TREES REQUIRED FOR LOCAL STREET: ONE TREE PER EVERY 30 FEET OF STREET FRONTAGE
 PROVIDED: 17 TREES (520 FEET OF STREET FRONTAGE)

**Landscape Planting Requirements:
 Street Setback**

| | | |
|-------------------------------------|---------------------------|--------------------|
| REQUIRED PLANTS: | 1 PLANT UNIT (PU) / 15 SF | |
| SIGNIFICANT TREE = 15 PU | | |
| LARGE TREE = 10 PU | | |
| MEDIUM TREE = 8 PU | | |
| SMALL TREE = 4 PU | | |
| LARGE SHRUB = 2 PU | | |
| SMALL/MEDIUM SHRUB = 1 PU | | |
| LAWN/GROUND COVER = 1 PU / 50 SF | | |
| LANDSCAPE SQUARE FOOTAGE = 3,096 SF | | |
| NUMBER OF PLANT UNITS = 206 PU | | |
| Plants | # of Plants | Plant Units |
| Large Tree | - | - |
| Medium Tree | - | - |
| Small Tree | 12 | 48 |
| Large Shrub | 70 | 140 |
| Small / Medium Shrub | 35 | 35 |
| Lawn / Groundcover | - | - |
| Total Plant Units | | 225 |

Laurus Designs, LLC

1012 Pine Street
 Silverton, Oregon
 503.784.6494

Cobalt Commerce Industrial Park

Commerce Way
 Woodburn, Oregon

REGISTERED
 643
 PRELIMINARY
 LAURA A. ANTONSON
 OREGON
 11/16/2007
 LANDSCAPE ARCHITECT

PRELIMINARY PLANTING PLAN

SCALE: 1"=20'-0"

0' 10' 20' 40'

SCALE

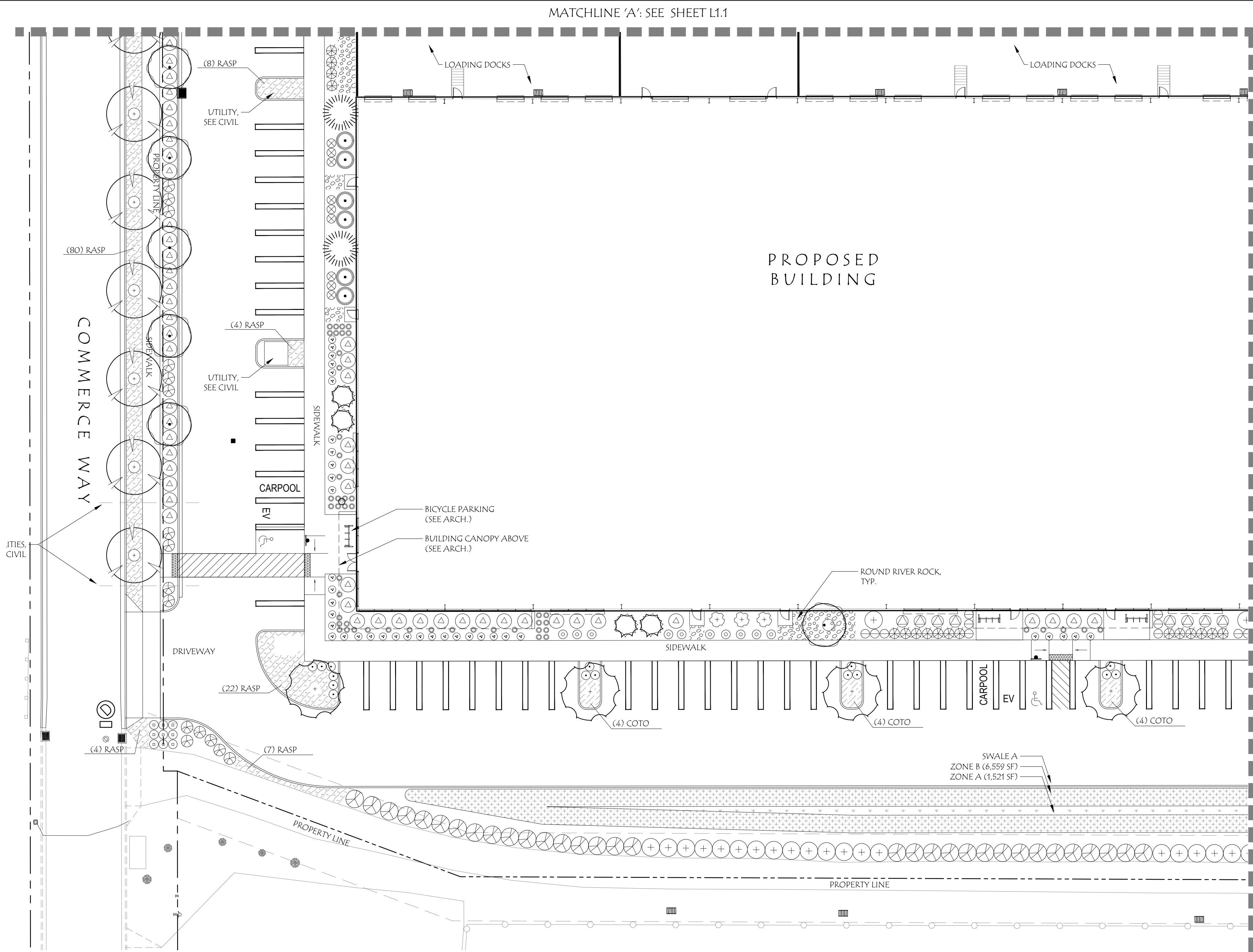
June 22nd, 2023

REVISIONS

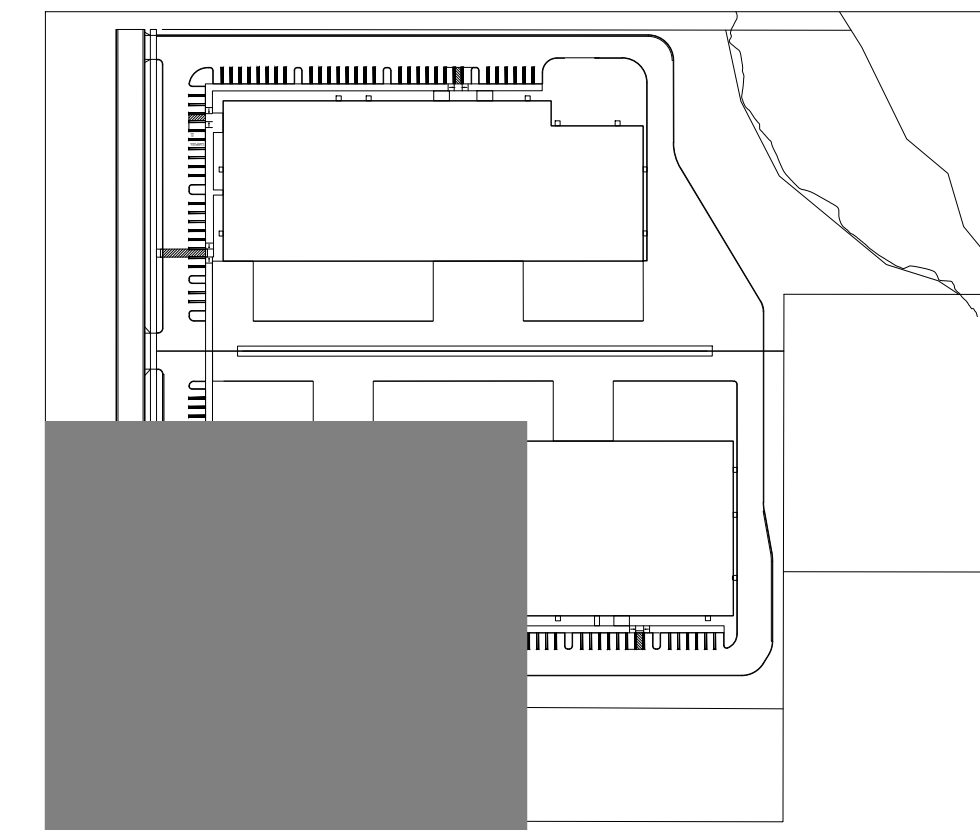
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|---|------|-------|----------|
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L1.1

PROJECT #: 1504C



Key Map:



General Notes:

1. PLANS ARE PRELIMINARY, NOT FOR BIDDING OR CONSTRUCTION.
2. SEE ARCHITECTURAL DRAWINGS FOR SITE PLAN AND BUILDING DETAILS.
3. STREET TREES SELECTED FROM WOODBURN APPROVED STREET TREE LIST FOR SMALL TREES.
4. PLANTING REQUIREMENTS SEE THIS SHEET L1.1 AND L1.3.
5. PLANT SCHEDULE SEE SHEET L1.4.
6. STREET TREE PLANTING DETAIL SEE SHEET L1.4.
7. FINAL PLANTING NOTES AND DETAILS TO BE INCLUDED IN PERMIT SET.
8. IRRIGATION TO BE AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM DESIGNED BY THE LANDSCAPE ARCHITECT.

**Landscape Planting Requirements:
Off-Street Parking/Loading**

| | |
|------------------|--|
| REQUIRED PLANTS: | 1 PLANT UNIT (PU) / 20 SF AND REQUIRED TREE PER PARKING SPACES BELOW |
| | 1 SMALL TREE PER 10 PARKING SPACES |
| | 1 MEDIUM TREE PER 15 PARKING SPACES |
| | 1 LARGE TREE PER 25 PARKING SPACES |

| LANDSCAPE SQUARE FOOTAGE = 14,022 SF | | |
|--|-------------|-------------|
| NUMBER OF PLANT UNITS = 701 PU | | |
| NUMBER OF PARKING SPACES = 128 SPACES = 13 SMALL TREES | | |
| Plants | # of Plants | Plant Units |
| Large Tree | - | - |
| Medium Tree | - | - |
| Small Tree | 14 | 56 |
| Large Shrub | 12 | 24 |
| Small / Medium Shrub | 551 | 551 |
| Lawn / Groundcover | 10,354 SF | 207 |
| Total Plant Units | | 818 |

*Includes shrubs planted in Stormwater Swale A

Stormwater Facility Planting Requirements

Swale A

| | |
|--------------|----------|
| SWALE AREA: | 8,080 SF |
| ZONE A AREA: | 1,521 SF |
| ZONE B AREA: | 6,559 SF |

Detention Basin B

| | |
|-----------------------|----------|
| DETENTION BASIN AREA: | 3,860 SF |
| ZONE A AREA: | 3,107 SF |
| ZONE B AREA: | 439 SF |

Detention Basin C

| | |
|-----------------------|----------|
| DETENTION BASIN AREA: | 7,724 SF |
| ZONE A AREA: | 6,678 SF |
| ZONE B AREA: | 698 SF |

*Planting Calculations derived from City of Portland Stormwater Management Manual

Laurus Designs, LLC



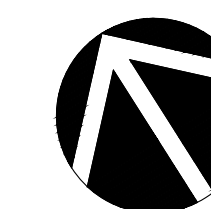
1012 Pine Street
Silverton, Oregon
503.784.6494

Cobalt Commerce Industrial Park

Commerce Way
Woodburn, Oregon



PRELIMINARY PLANTING PLAN



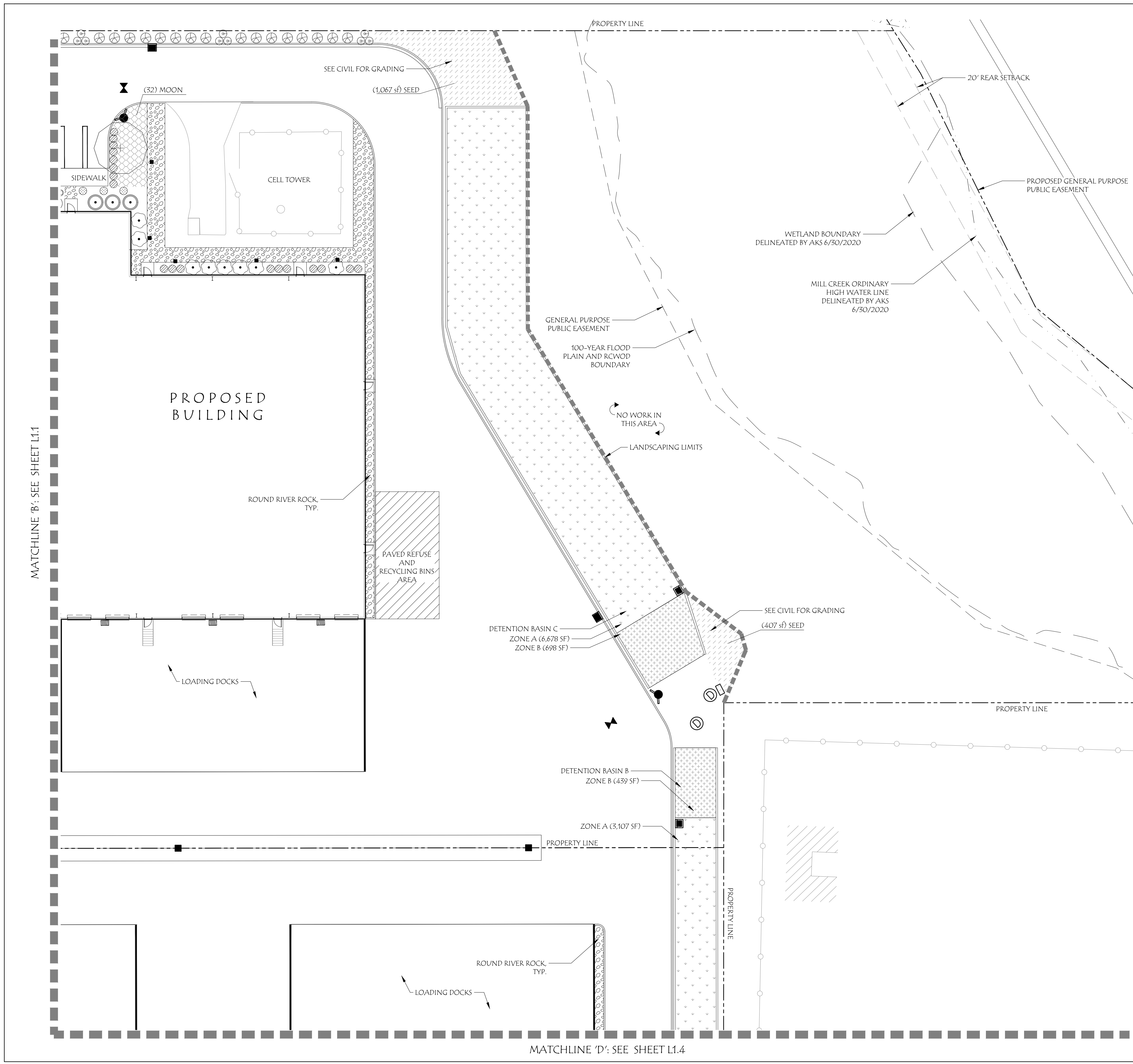
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SCALE

June 22nd, 2023

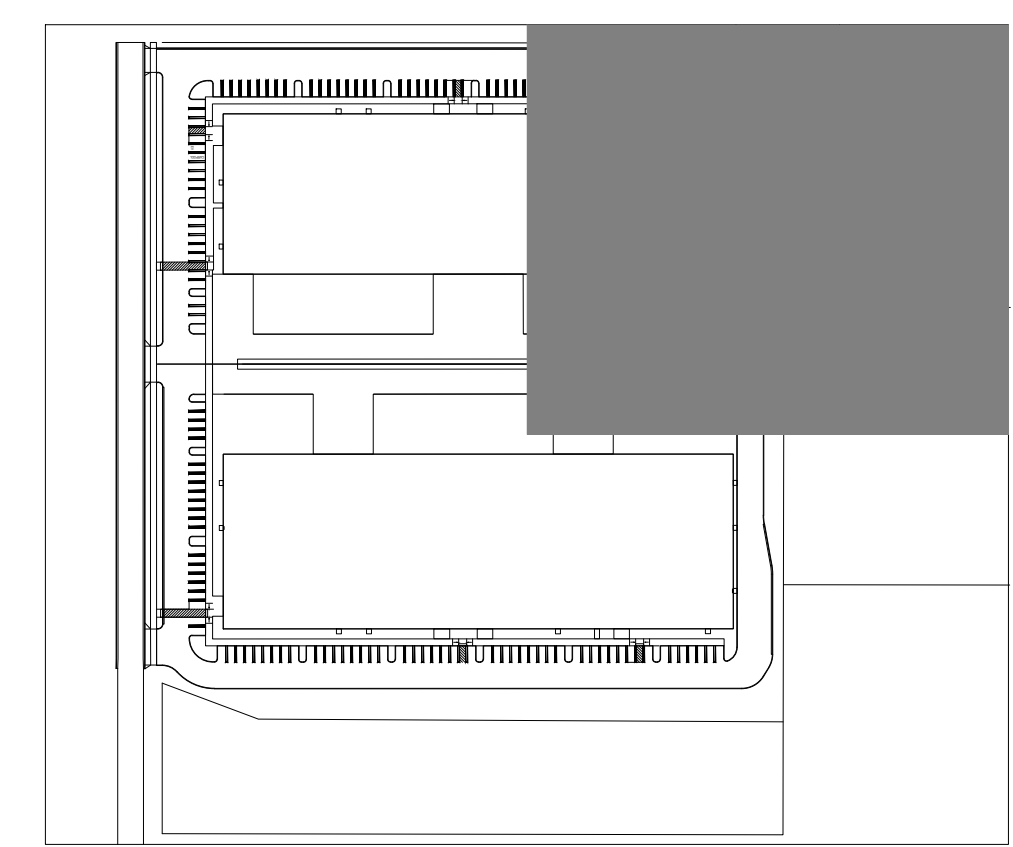
| REVISIONS | | | |
|-----------|------|-------|----------|
| # | DATE | NOTES | INITIALS |
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L1.2

PROJECT #: 1504C



Key Map:



General Notes:

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3. STREET TREES SELECTED FROM WOODBURN APPROVED STREET TREE LIST FOR SMALL TREES.
4. PLANTING REQUIREMENTS SEE THIS SHEET L1.1 AND L1.2.
5. PLANT SCHEDULE SEE SHEET L1.4.
6. STREET TREE PLANTING DETAIL SEE SHEET L1.4.
7. FINAL PLANTING NOTES AND DETAILS TO BE INCLUDED IN PERMIT SET.
8. IRRIGATION TO BE AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM DESIGNED BY THE LANDSCAPE ARCHITECT.

Landscape Planting Requirements:

Other Yards

| | |
|----------------------|---------------------------|
| REQUIRED PLANTS: | 1 PLANT UNIT (PU) / 50 SF |
| SIGNIFICANT TREE = | 15 PU |
| LARGE TREE = | 10 PU |
| MEDIUM TREE = | 8 PU |
| SMALL TREE = | 4 PU |
| LARGE SHRUB = | 2 PU |
| SMALL/MEDIUM SHRUB = | 1 PU |
| LAWN/GROUND COVER = | 1 PU / 50 SF |

| LANDSCAPE SQUARE FOOTAGE = 35,250 SF | | |
|--------------------------------------|-------------|-------------|
| NUMBER OF PLANT UNITS = 705 PU | | |
| Plants | # of Plants | Plant Units |
| Large Tree | - | - |
| Medium Tree | - | - |
| Small Tree | 13 | 52 |
| Large Shrub | 199 | 398 |
| Small / Medium Shrub | 276 | 276 |
| Lawn / Groundcover | 2,512 | 50 |
| Total Plant Units | | 776 |

Laurus Designs, LLC

1012 Pine Street
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503.784.6494

Cobalt Commerce Industrial Park

Commerce Way
Woodburn, Oregon

REGISTERED 643 PRELIMINARY LANDSCAPE ARCHITECT

LAURA A. ANTONSON
OREGON
11/16/2007

PRELIMINARY PLANTING PLAN

SCALE: 1"=20'-0"

0' 10' 20' 40'

SCALE

June 22nd, 2023

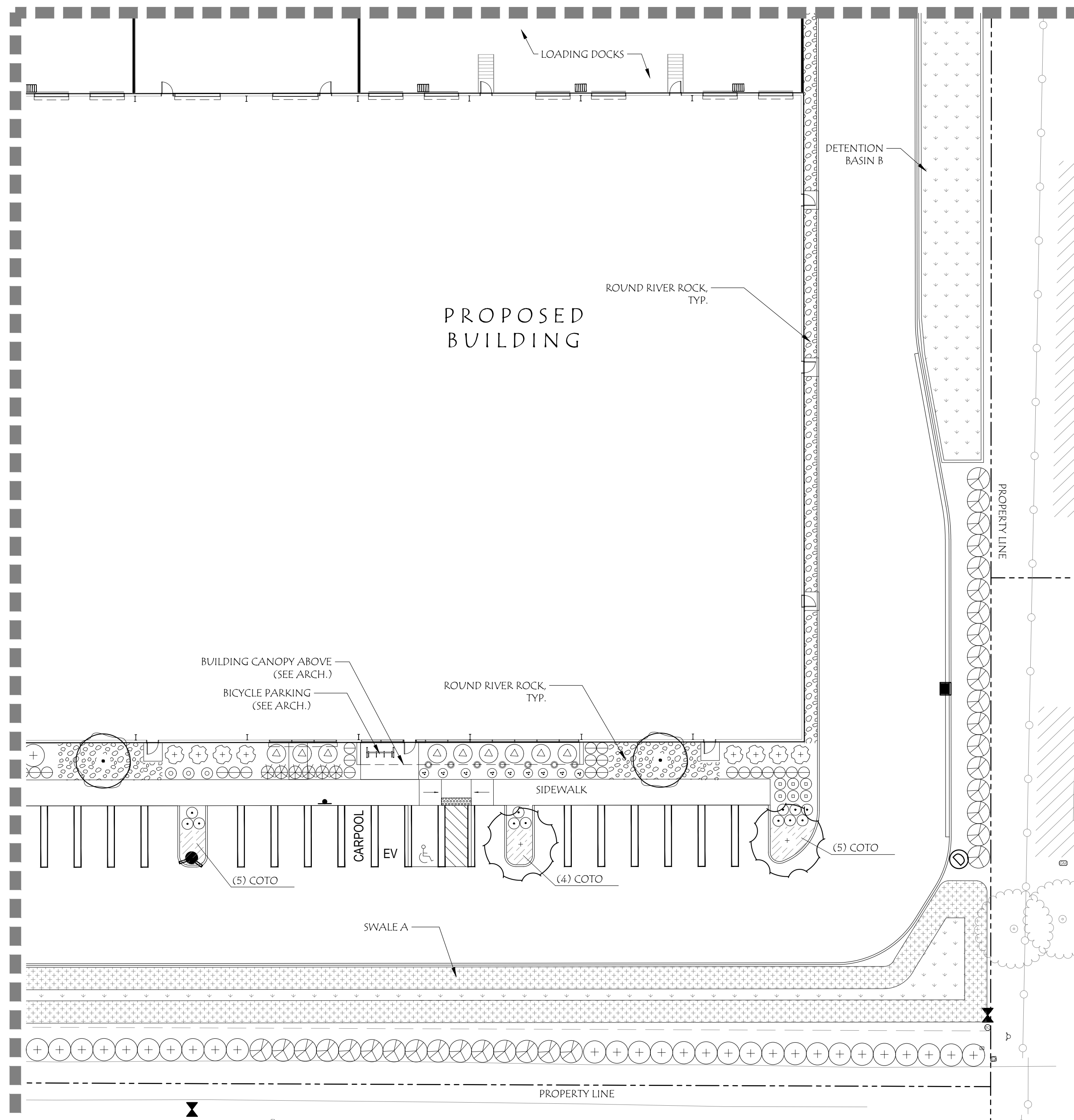
REVISIONS

| # | DATE | NOTES | INITIALS |
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L1.3

PROJECT #: 1504C

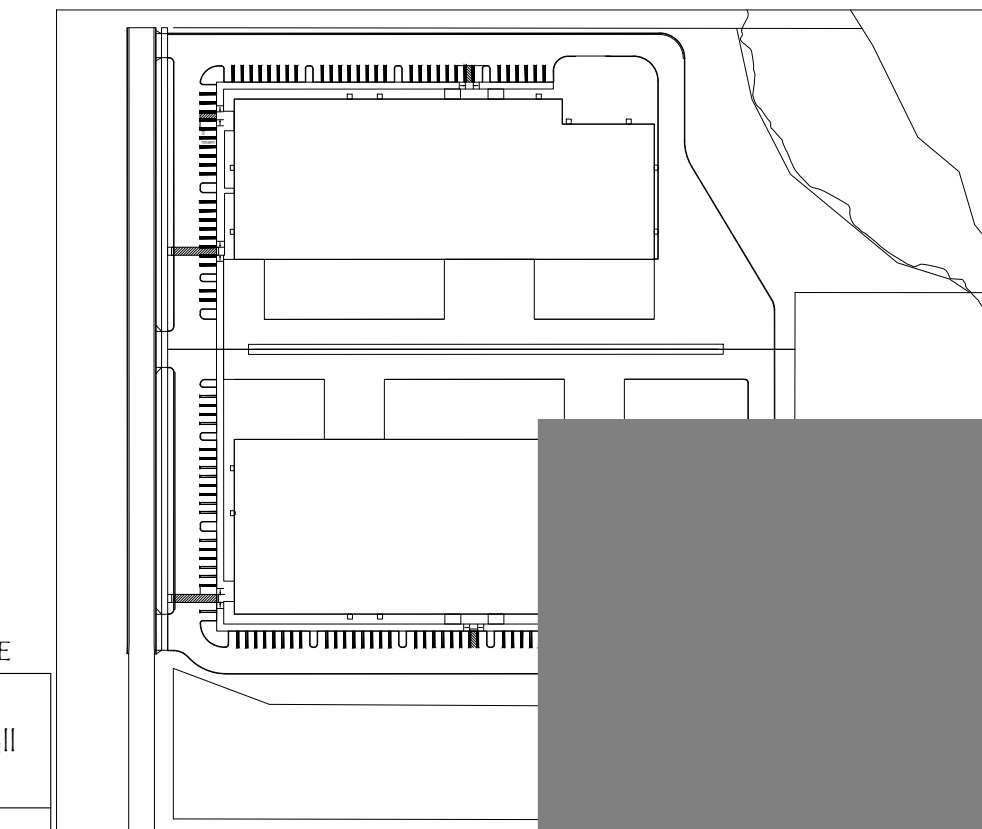
MATCHLINE 'D': SEE SHEET L1.3



General Notes:

1. PLANS ARE PRELIMINARY, NOT FOR BIDDING OR CONSTRUCTION.
2. SEE ARCHITECTURAL DRAWINGS FOR SITE PLAN AND BUILDING DETAILS.
3. STREET TREES SELECTED FROM WOODBURN APPROVED STREET TREE LIST FOR SMALL TREES.
4. PLANTING REQUIREMENTS SEE SHEET L1.1 AND L1.2.
5. PLANT SCHEDULE SEE THIS SHEET.
6. STREET TREE PLANTING DETAIL SEE THIS SHEET.
7. FINAL PLANTING NOTES AND DETAILS TO BE INCLUDED IN PERMIT SET.
8. IRRIGATION TO BE AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM DESIGNED BY THE LANDSCAPE ARCHITECT.

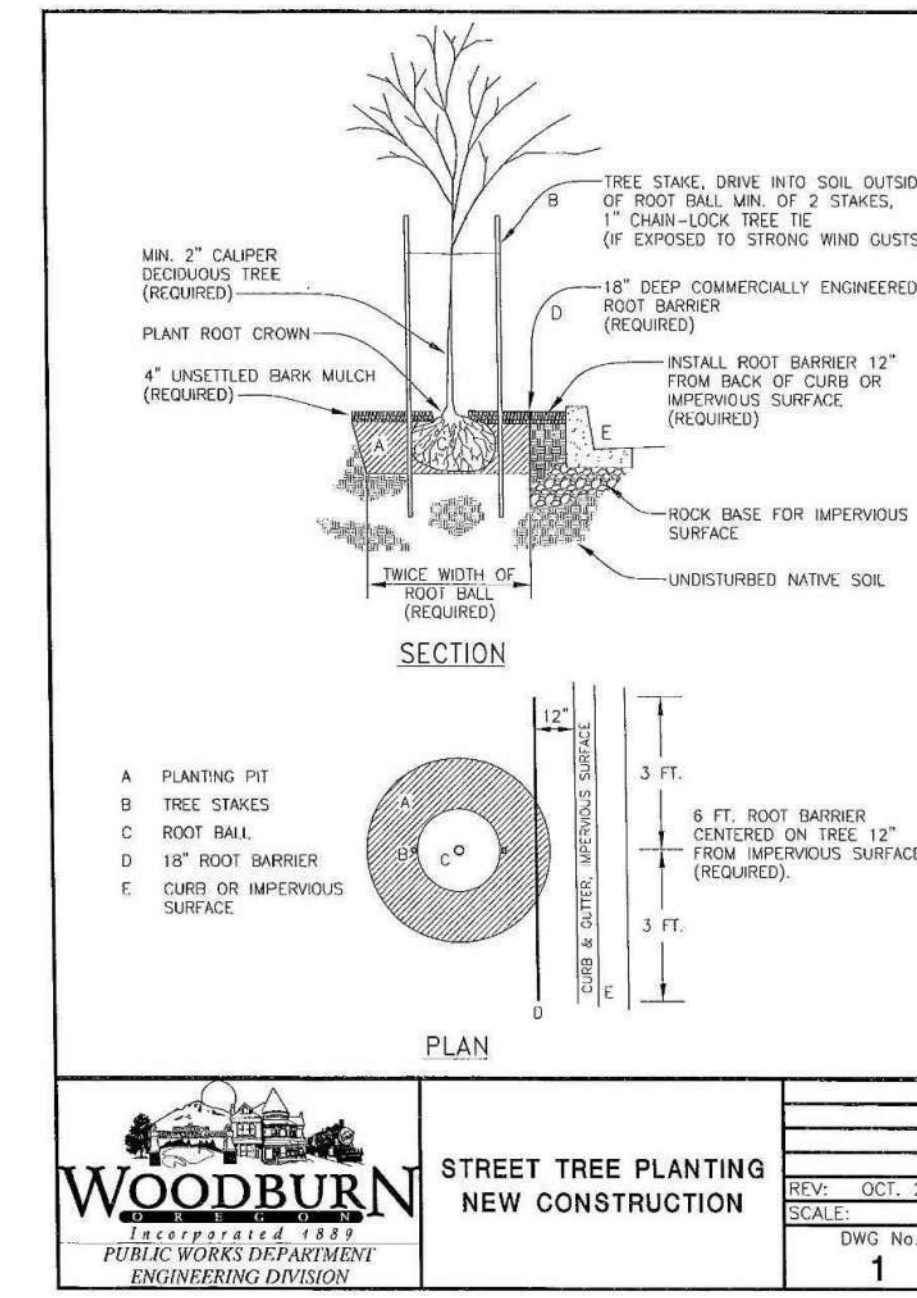
Key Map:



Preliminary Plant Schedule

| TREES | QTY | BOTANICAL / COMMON NAME | SIZE | SIZE |
|-------|-----|---|--------------|-------|
| | 2 | <i>Acer circinatum</i> / Vine Maple | 10" Ht. Min. | Small |
| | 3 | <i>Acer rubrum</i> 'Gerling' / Gerling Red Maple | 2" Cal., B&B | Small |
| | 6 | <i>Carpinus betulus</i> 'Fastigiata' / Pyramidal European Hornbeam | 2" Cal., B&B | Small |
| | 3 | <i>Cedrus atlantica</i> 'Fastigiata' / Columnar Blue Atlas Cedar | 10" Ht. Min. | Small |
| | 15 | <i>Fagus sylvatica</i> 'Dawycck Purple' / Dawycck Purple European Beech | 2" Cal., B&B | Small |
| | 5 | <i>Koelreuteria paniculata</i> 'Fastigiata' / Columnar Goldenrain Tree | 2" Cal., B&B | Small |
| | 17 | <i>Pyrus calleryana</i> 'Chanticleer' / Chanticleer Gallery Pear | 2" Cal., B&B | Small |
| | 5 | <i>Thuja plicata</i> 'Green Sport' / Green Sport Western Red Cedar | 10" Ht. Min. | Small |

| SHRUBS | QTY | BOTANICAL / COMMON NAME | SIZE |
|--------|-----|--|--------|
| | 15 | <i>Berberis thunbergii</i> 'Atropurpurea Nana' / Dwarf Redleaf Japanese Barberry | 1 Gal. |
| | 15 | <i>Camellia sasanqua</i> 'Setsugekka' / Setsugekka Camellia | 3 Gal. |
| | 15 | <i>Daphne cneorum</i> / Garland Daphne | 1 Gal. |
| | 39 | <i>Daphne x burkwoodii</i> 'Carol Mackie' / Carol Mackie Daphne | 1 Gal. |
| | 46 | <i>Lavandula angustifolia</i> 'Munstead' / Munstead English Lavender | 1 Gal. |
| | 49 | <i>Ligustrum japonicum</i> 'Texanum' / Texas Japanese Privet | 3 Gal. |
| | 39 | <i>Mahonia aquifolium</i> / Oregon Grape | 1 Gal. |
| | 65 | <i>Myrica californica</i> / Pacific Wax Myrtle | 3 Gal. |
| | 9 | <i>Nandina domestica</i> 'Firepower' / Firepower Heavenly Bamboo | 1 Gal. |
| | 11 | <i>Osmanthus heterophyllus</i> / Holly Olive | 3 Gal. |
| | 31 | <i>Perovskia atriplicifolia</i> / Russian Sage | 1 Gal. |
| | 140 | <i>Prunus laurocerasus</i> 'Otto Luyken' / Otto Luyken English Laurel | 3 Gal. |
| | 27 | <i>Rhaphiolepis indica</i> 'Ballerina' / Ballerina Indian Hawthorn | 2 Gal. |
| | 102 | <i>Rhaphiolepis indica</i> 'Conor' / Eleanor Tabor Indian Hawthorn | 1 Gal. |
| | 6 | <i>Sarcococca confusa</i> / Fragrant Sarcococca | 1 Gal. |
| | 14 | <i>Skimmia japonica</i> / Japanese Skimmia | 1 gal. |
| | 13 | <i>Spiraea japonica</i> 'Goldflame' / Spirea | 1 Gal. |
| | 4 | <i>Vaccinium ovatum</i> / Evergreen Huckleberry | 1 Gal. |
| | 11 | <i>Viburnum tinus</i> 'Spring Bouquet' / Spring Bouquet Laurestinus | 3 Gal. |



| GRASSES / PERENNIALS | QTY | BOTANICAL / COMMON NAME | SIZE |
|----------------------|-----|--|-------------|
| | 73 | <i>Calamagrostis x acutiflora</i> 'Karl Foerster' / Karl Foerster Feather Reed Grass | 24"-30" Ht. |
| | 24 | <i>Hakonechloa macra</i> / Japanese Forest Grass | 1 Gal. |
| | 31 | <i>Miscanthus sinensis</i> 'Morning Light' / Morning Light Eulalia Grass | 1 Gal. |

| GROUND COVERS | QTY | BOTANICAL / COMMON NAME | SIZE | SPACING |
|---------------|---------------------------|--|--------------------------------|----------|
| | KINN 174 (1,038 sf) | <i>Arcostaphylos uva-ursi</i> 'Massachusetts' / Massachusetts Manzanita | 1 Gal. | 30" o.c. |
| | COTO 26 (361 sf) | <i>Cotoneaster dammeri</i> 'Lowfast' / Lowfast Bearberry Cotoneaster | 1 Gal. | 48" o.c. |
| | MOON 72 (823 sf) | <i>Euonymus fortunei</i> 'Moonshadow' TM / Moonshadow Euonymus | 1 Gal. | 42" o.c. |
| | RASP 242 (3,633 sf) | <i>Rubus pentalobus</i> 'Emerald Carpet' / Emerald Carpet Creeping Raspberry | 1 Gal. | 48" o.c. |
| | SEED 1,474 sf | Erosion Control Native Seed Mix | Seed at rate of 1 LB / 1000 SF | |

Laurus Designs, LLC

 1012 Pine Street
 Silverton, Oregon
 503.784.6494

Cobalt Commerce Industrial Park
 Commerce Way
 Woodburn, Oregon

REGISTERED 643 PRELIMINARY LANDSCAPE ARCHITECT
 LAURA A. ANTONSON
 OREGON 11/16/2007

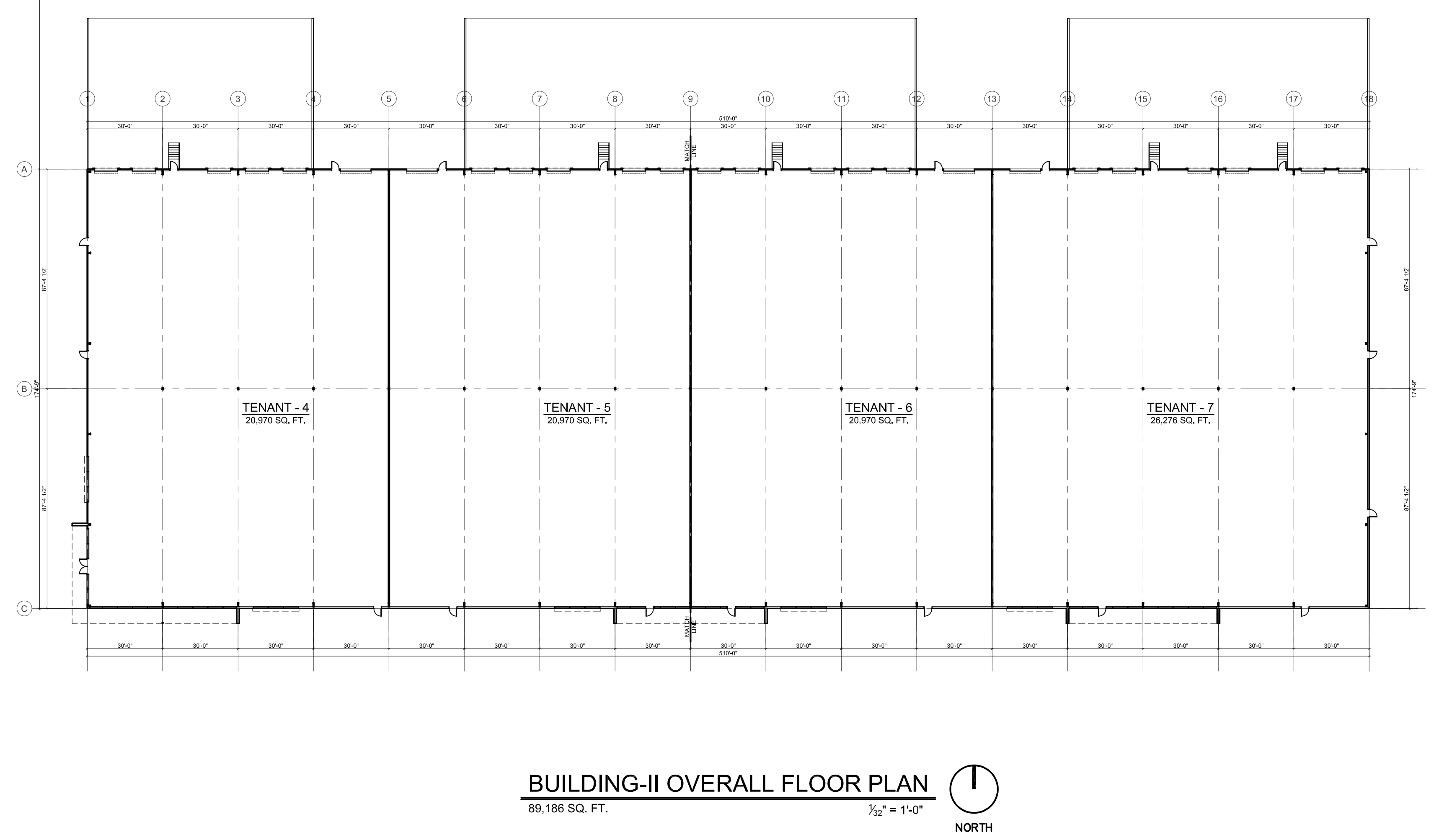
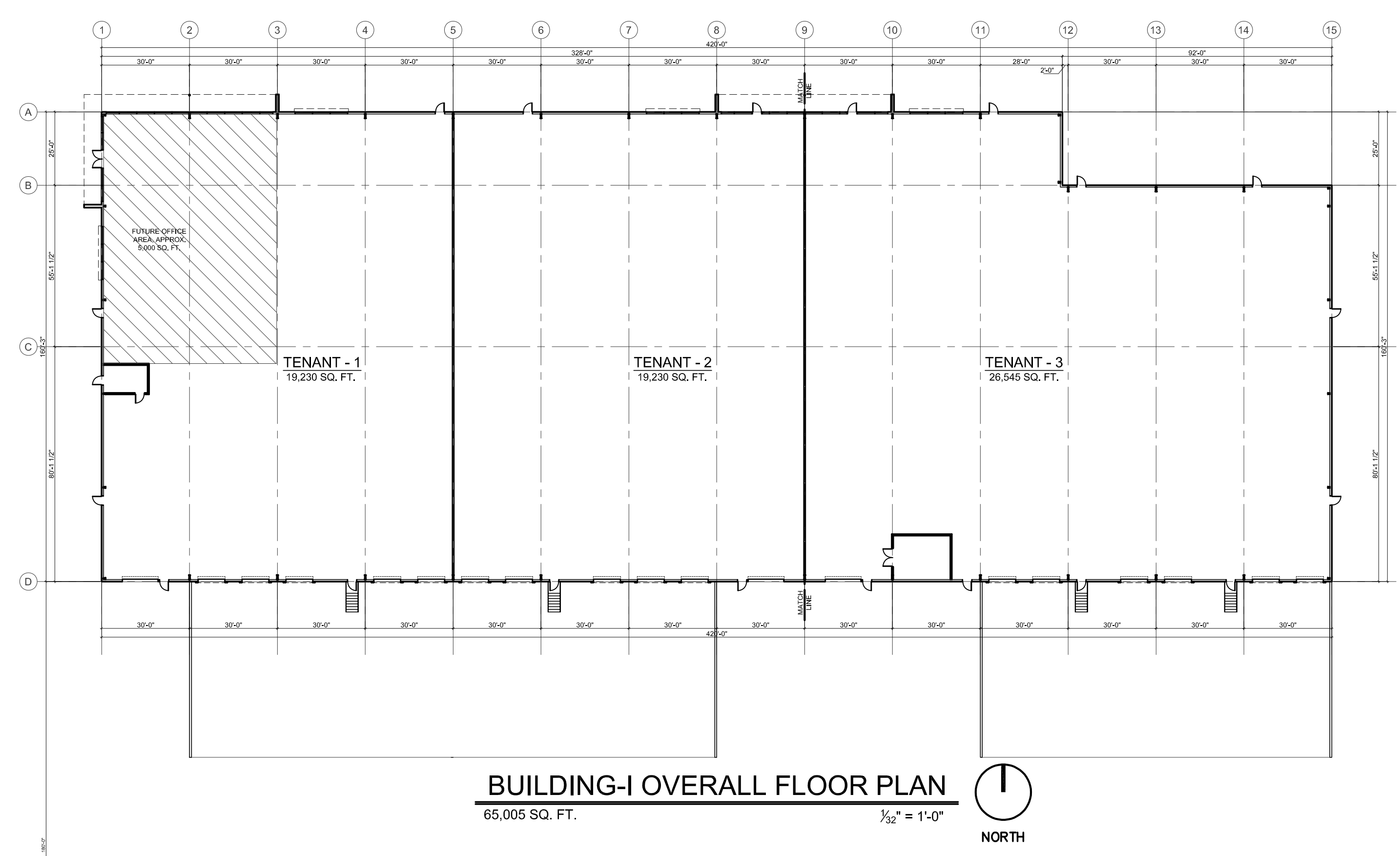
PRELIMINARY PLANTING PLAN

 SCALE: 1"=20'-0"
 0' 10' 20' 40'
 SCALE
 June 22nd, 2023

| REVISIONS | | | |
|-----------|------|-------|----------|
| # | DATE | NOTES | INITIALS |
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L1.4
 PROJECT #: 1504C

MATCHLINE 'C': SEE SHEET L1.2



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WB_COMMERCE
100_LLC
WB_COMMERCE
5000_LLC

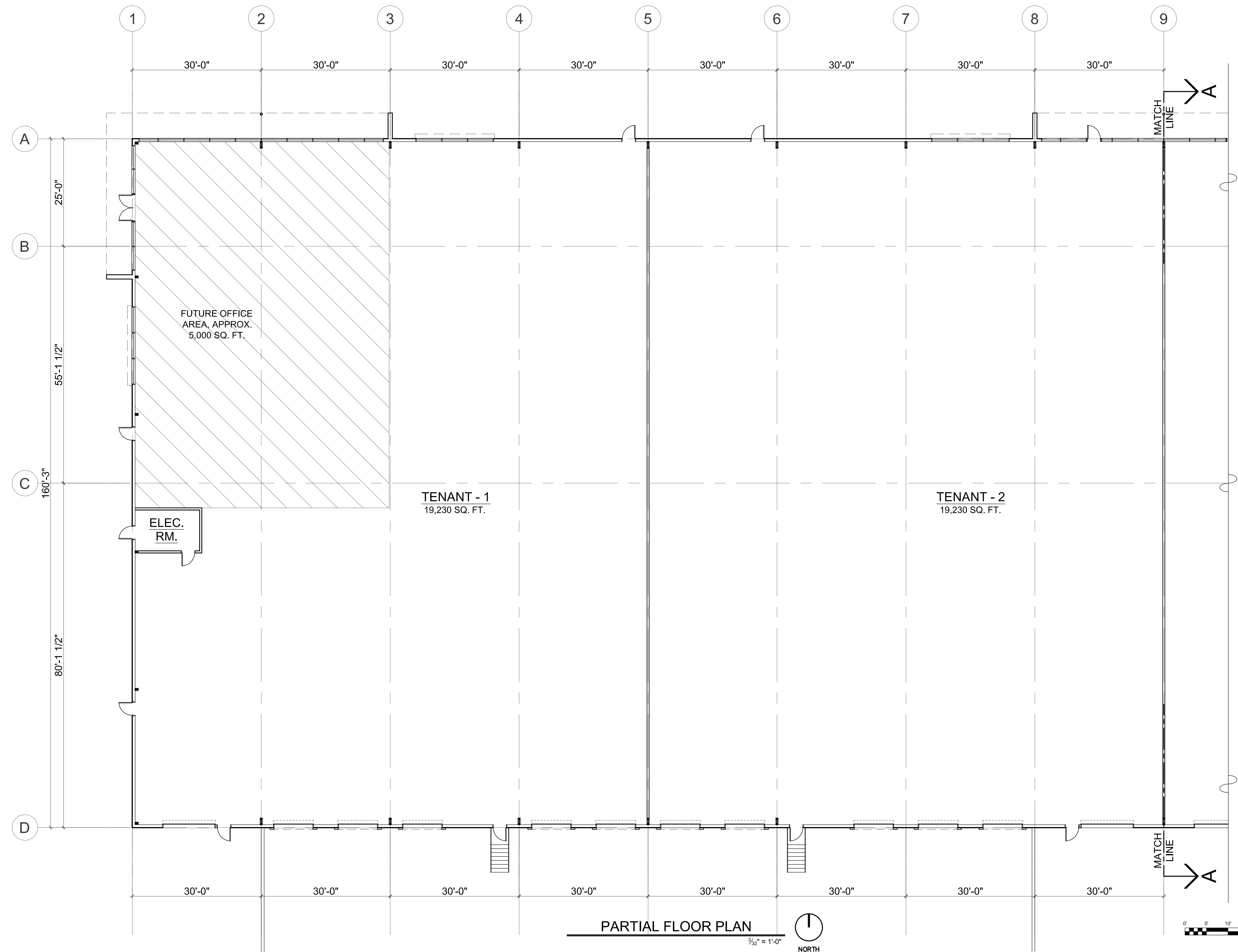
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WOODBURN
TWO
BUILDINGS
WOODBURN_OREGON

Sheet Title:
OVERALL
FLOOR
PLAN

Revisions:

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Job Number: _____
Sheet
A2.0



Owner:
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 100_LLC
 WB_COMMERCE
 5000_LLC

Project:
 WOODBURN
 TWO
 BUILDINGS
 WOODBURN_OREGON

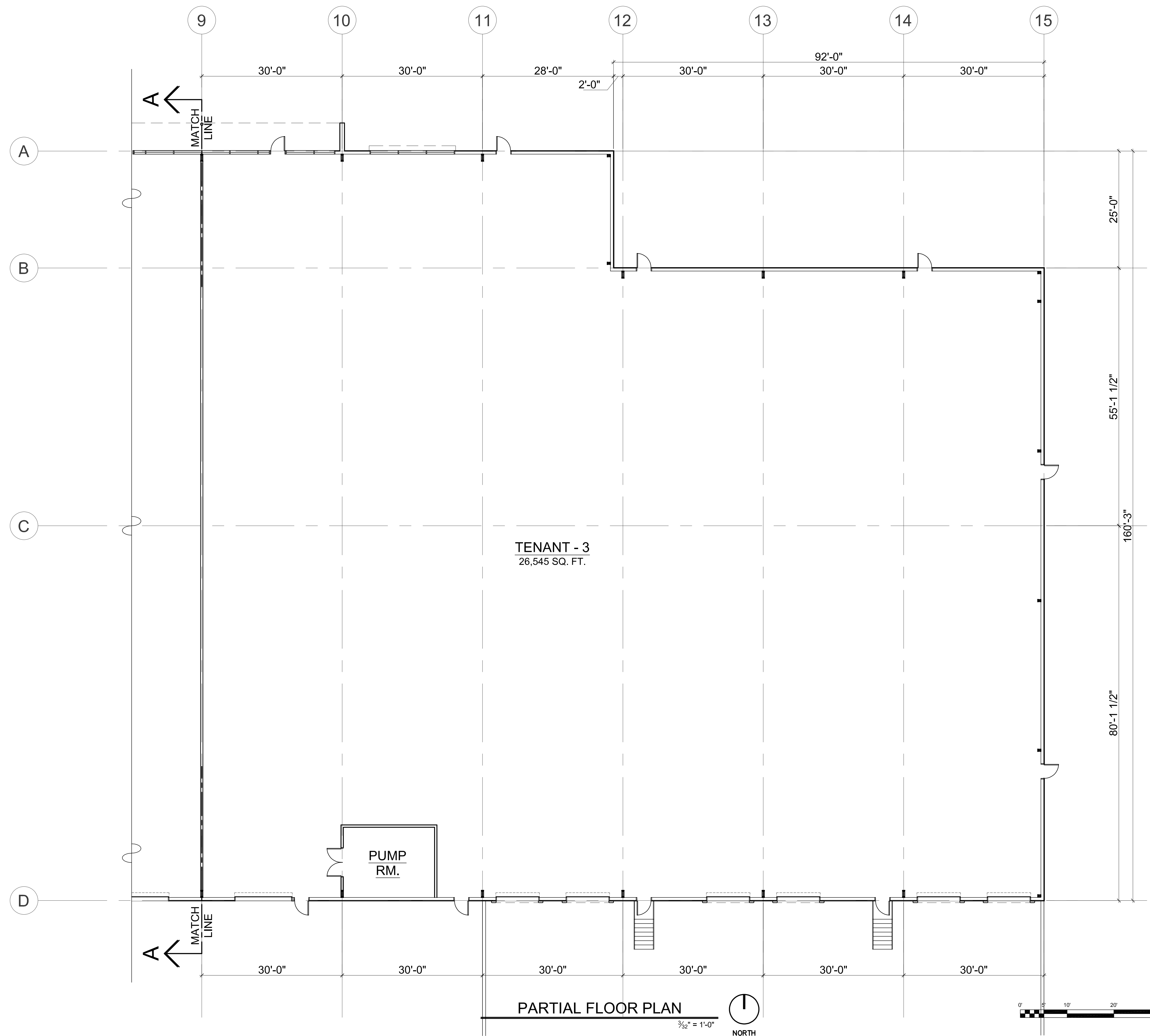
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 (BUILDING-I)

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Job Number:
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WB_COMMERCE
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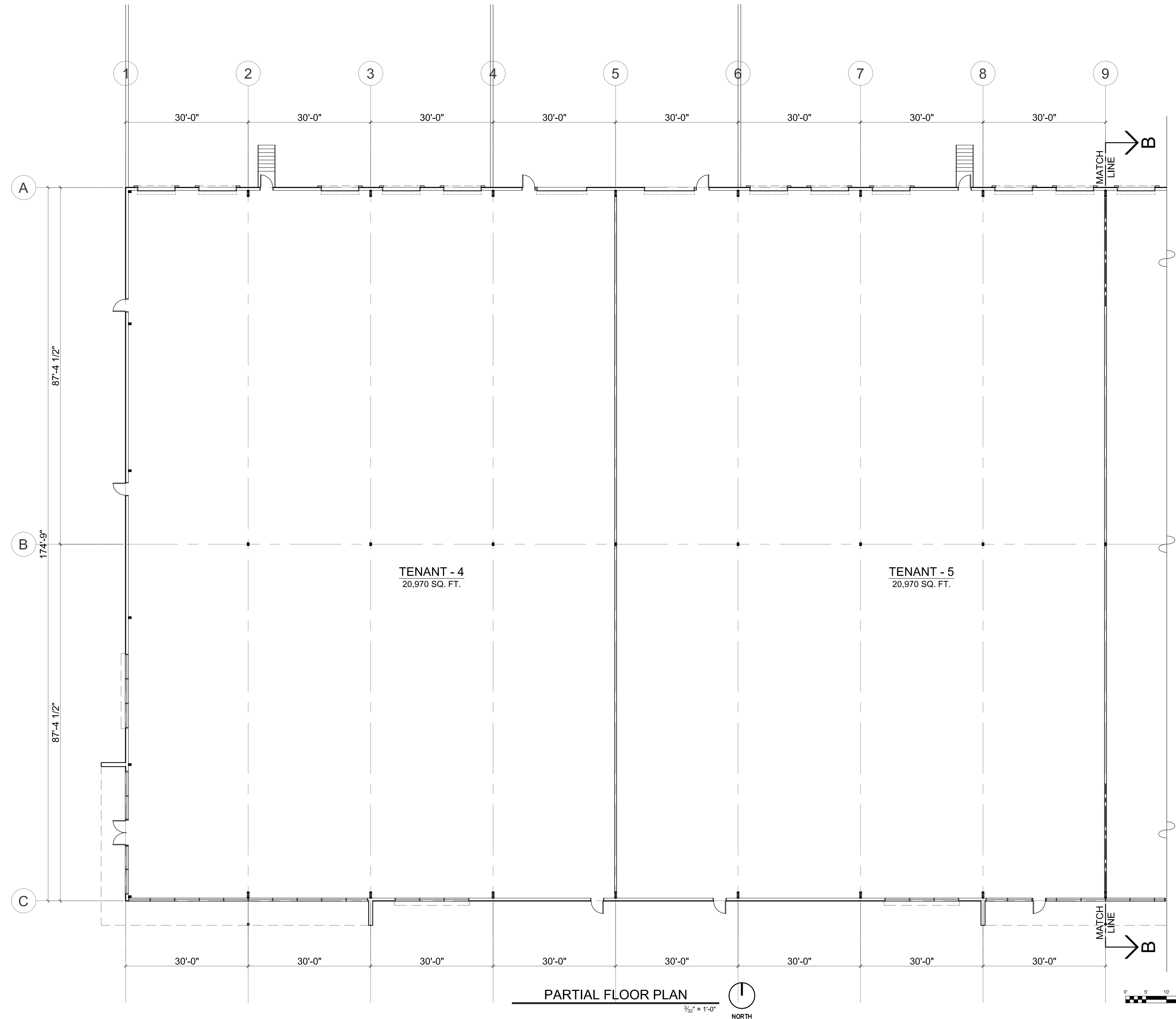
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TWO
BUILDINGS
WOODBURN_OREGON

Sheet Title:
PARTIAL
FLOOR_PLAN
(BUILDING-I)

Revisions:

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Date: 6-2-223
Drawn by: _____
Checked by: _____
Job Number: _____
Sheet
A2.2



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100_LLC
WB_COMMERCE
5000_LLC

Project:
WOODBURN
TWO
BUILDINGS
WOODBURN_OREGON

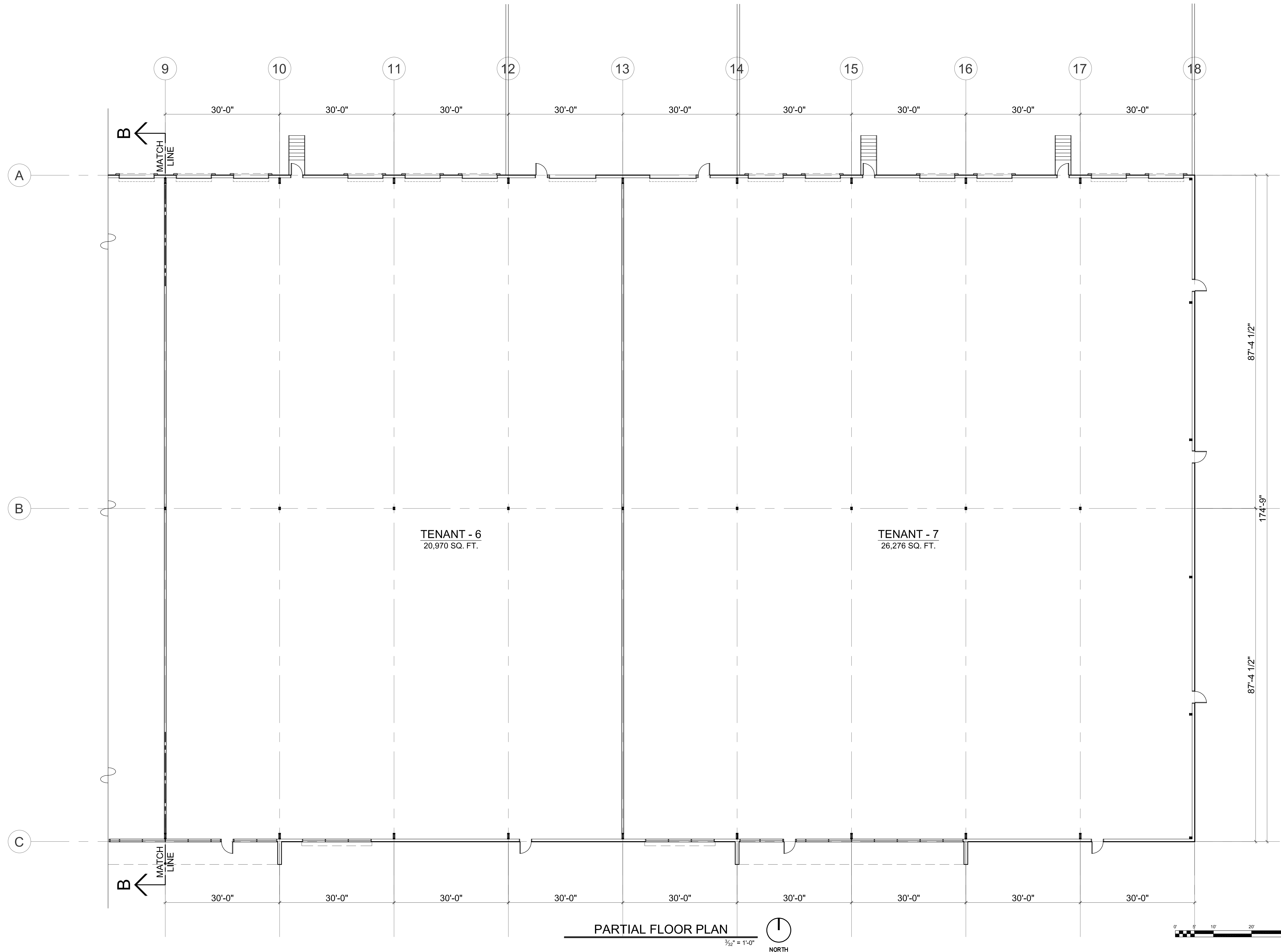
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PARTIAL
FLOOR_PLAN
(BUILDING-II)

Revisions:

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Date: 6-2-2023
Drawn by: _____
Checked by: _____

Job Number:
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A2.3



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 WB_COMMERCE
 5000_LLC

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 TWO
 BUILDINGS
 WOODBURN_OREGON

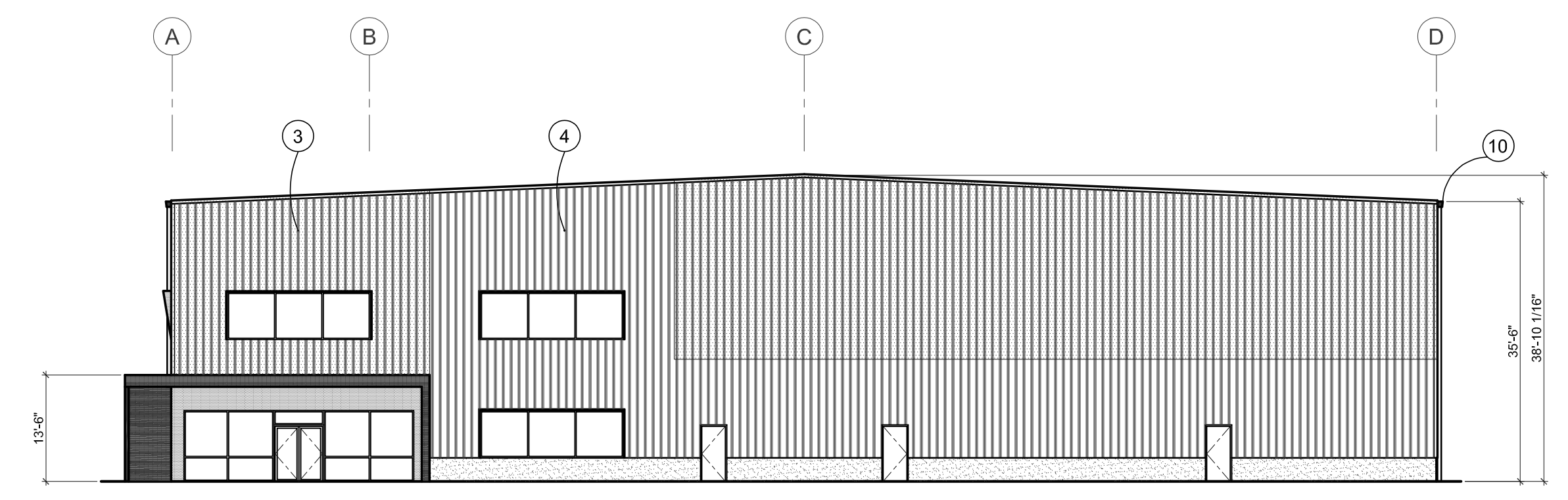
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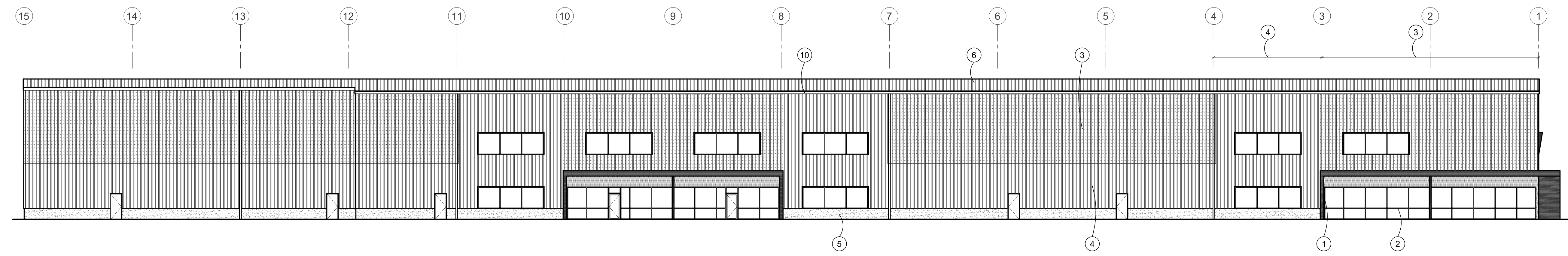
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 Date: 6-2-2023
 Drawn by: _____ Checked by: _____
 Job Number: _____
 Sheet
 A2.4

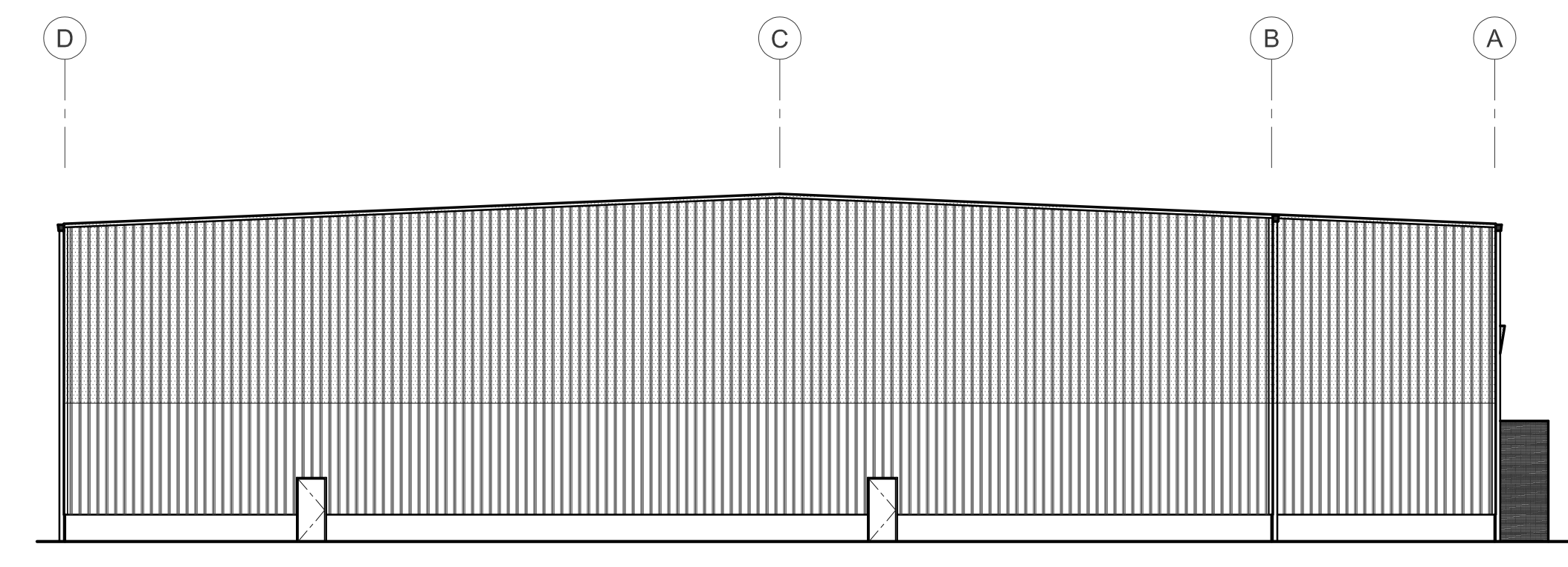
- KEY NOTES:**
1. RED METAL CANOPY
 2. BLACK ANODIZED STOREFRONT
 3. DARK GRAY METAL PANEL
 4. LIGHT GRAY METAL PANEL
 5. LIGHT GRAY PAINTED CONCRETE WAINSCOT
 6. DARK GRAY METAL ROOF
 7. DOCK SEAL & BUMPER
 8. DARK GRAY PAINTED DRIVE-IN DOOR
 9. DARK GRAY PAINTED DOCK HIGH DOOR
 10. RED GUTTER



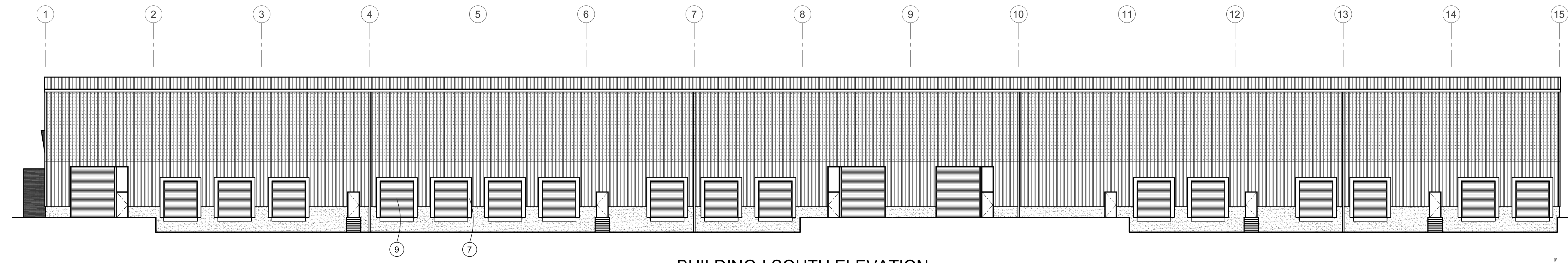
BUILDING-I WEST ELEVATION
 1/8" = 1'-0"



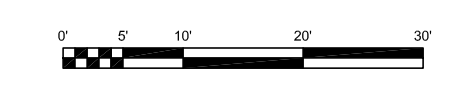
BUILDING-I NORTH ELEVATION
 1/8" = 1'-0"



BUILDING-I EAST ELEVATION
 1/8" = 1'-0"



BUILDING-I SOUTH ELEVATION
 1/8" = 1'-0"



Owner:
 WB_COMMERCE
 100_LLC
 WB_COMMERCE
 5000_LLC

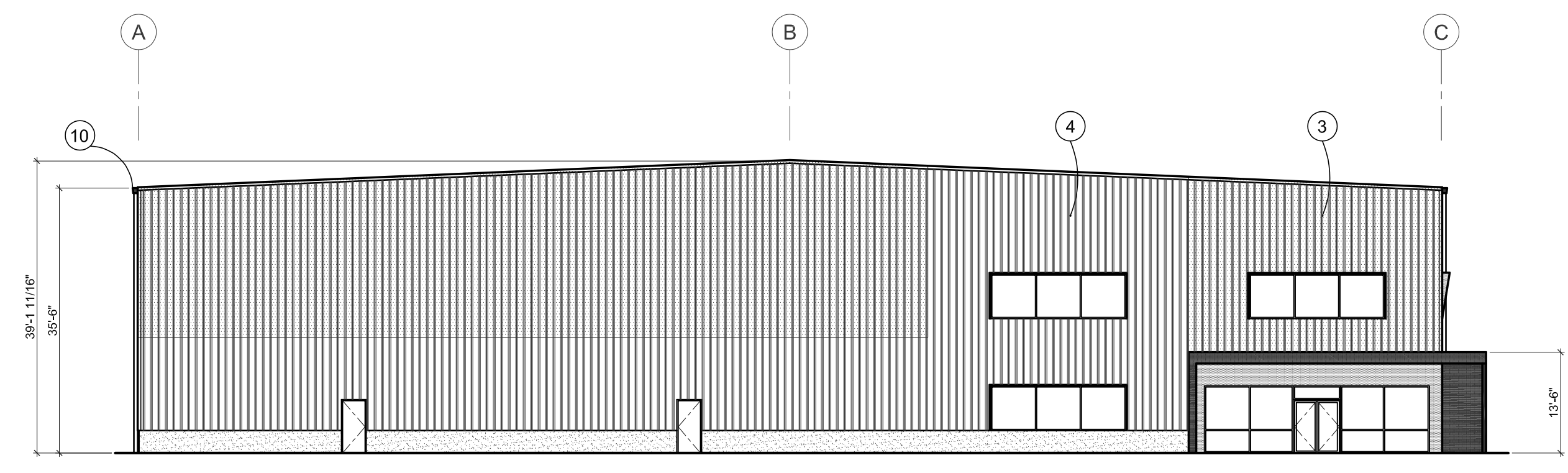
Project:
 WOODBURN
 TWO
 BUILDINGS
 WOODBURN_OREGON

Sheet Title:
 EXTERIOR
 ELEVATIONS
 (BUILDING-I)

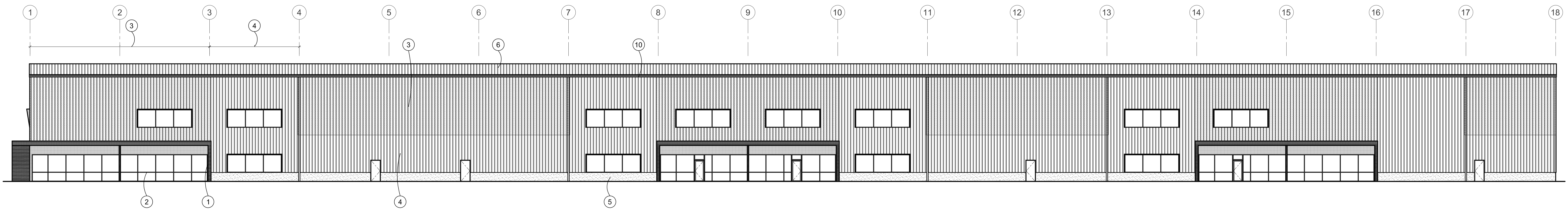
Revisions:

PERMISSION OF 3.16 ARCHITECTURE
 Date: 6-2-2023
 Drawn by: Checked by:
 Job Number:
 Sheet
 A3.1

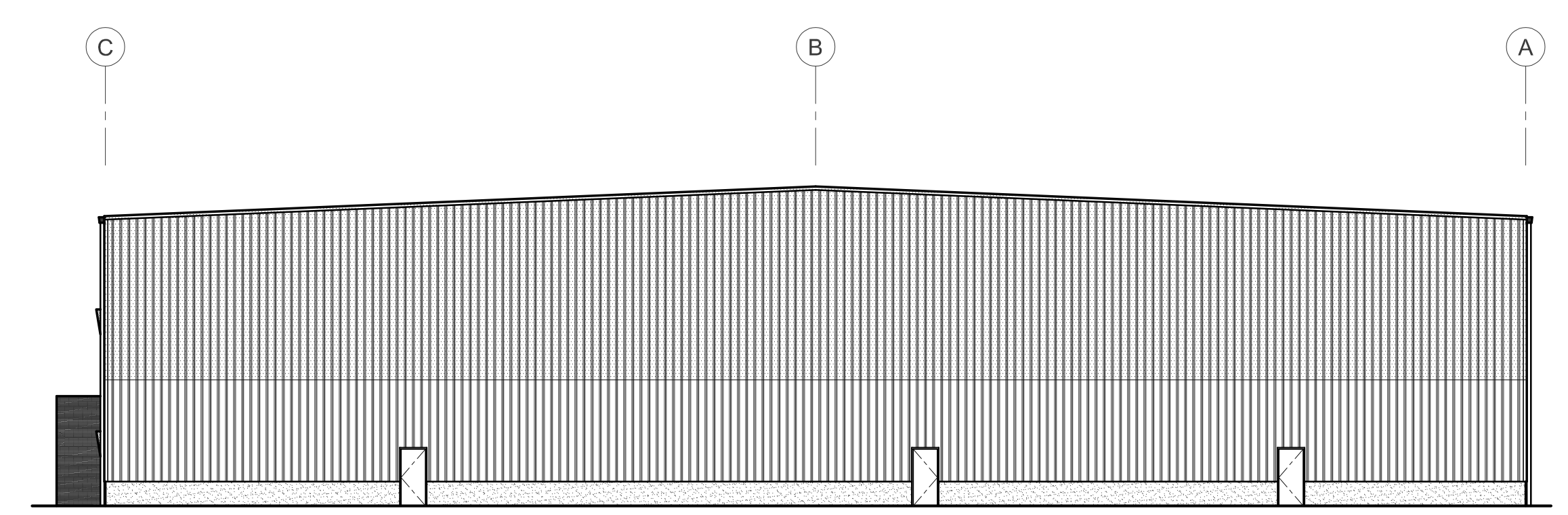
- KEY NOTES:**
1. RED METAL CANOPY
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 9. DARK GRAY PAINTED DOCK HIGH DOOR
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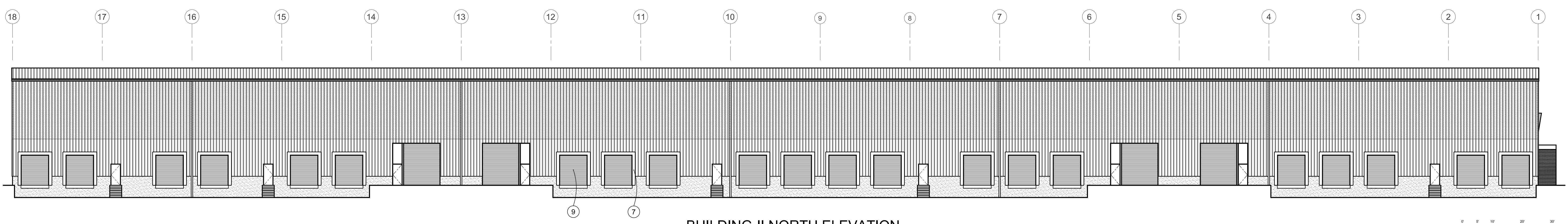
BUILDING-II WEST ELEVATION
1/8" = 1'-0"



BUILDING-II SOUTH ELEVATION
1/8" = 1'-0"



BUILDING-II EAST ELEVATION
1/8" = 1'-0"



BUILDING-II NORTH ELEVATION
1/8" = 1'-0"



Owner:
WB_COMMERCE
100_LLC
WB_COMMERCE
5000_LLC

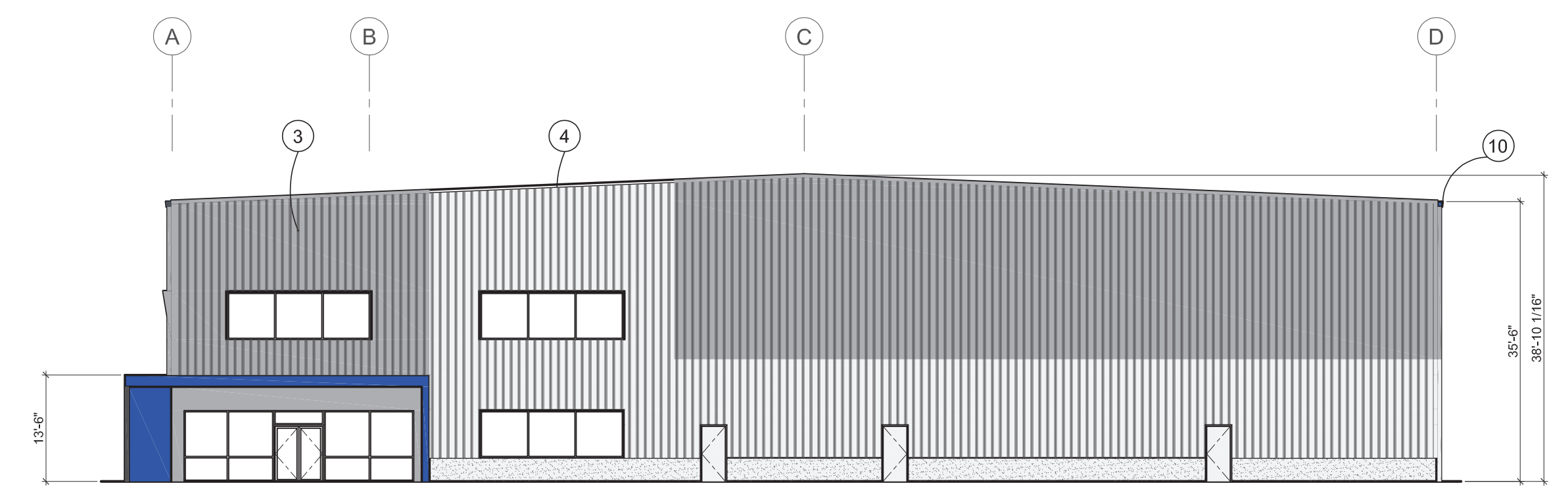
Project:
WOODBURN
TWO
BUILDINGS
WOODBURN_OREGON

Sheet Title:
EXTERIOR
ELEVATIONS
(BUILDING-II)

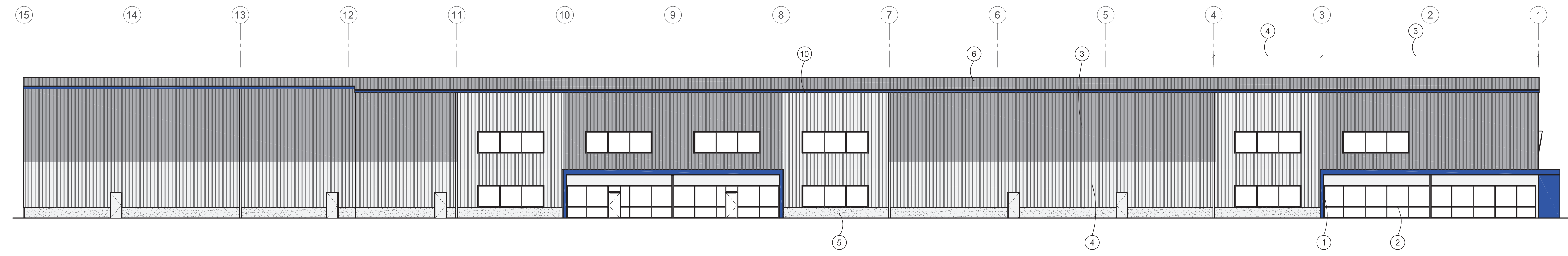
Revisions:

PERMISSION OF 3.16 ARCHITECTURE
Date: 6-202023
Drawn by: Checked by:
Job Number:
Sheet
A3.2

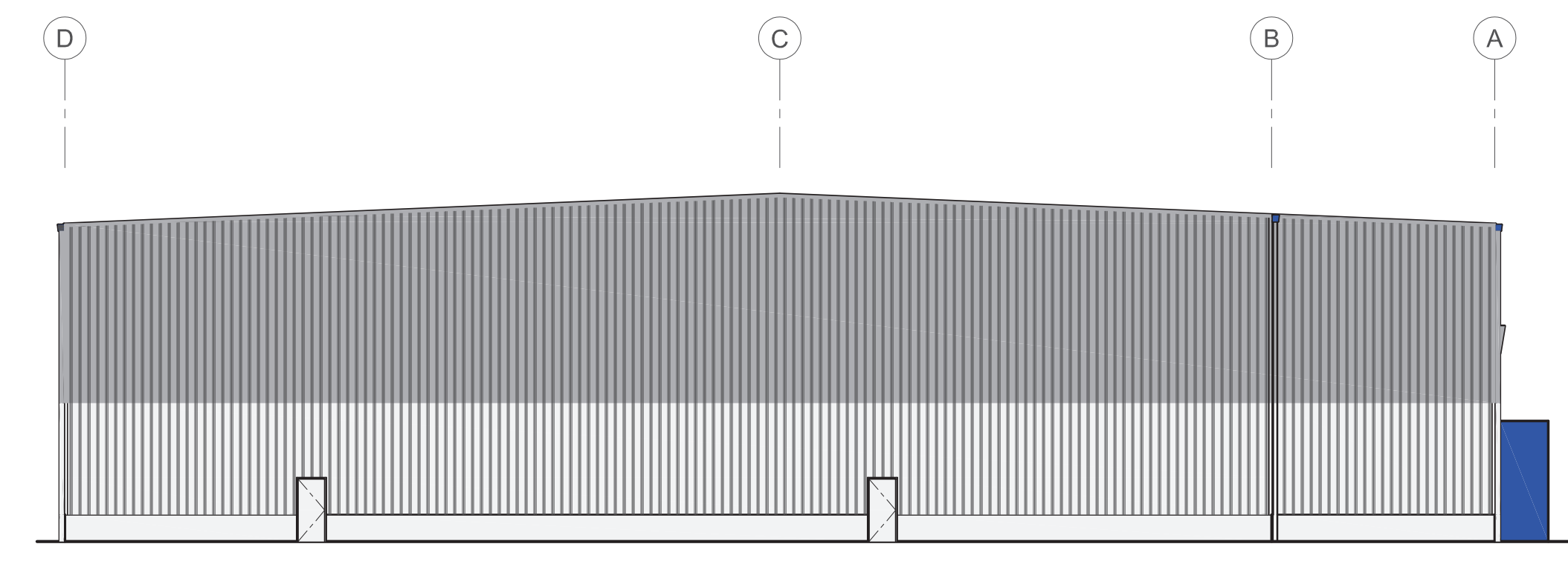
- KEY NOTES:**
1. COBALT BLUE METAL CANOPY
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 3. DARK GRAY METAL PANEL
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 5. LIGHT GRAY PAINTED CONCRETE WAINSCOT
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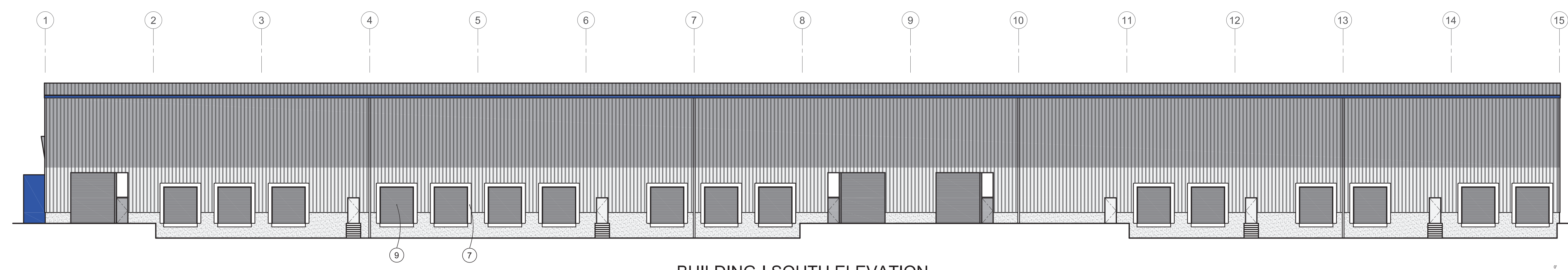
BUILDING-I WEST ELEVATION
1/16" = 1'-0"



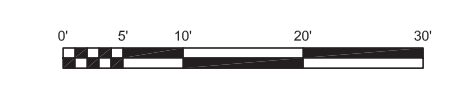
BUILDING-I NORTH ELEVATION
1/16" = 1'-0"



BUILDING-I EAST ELEVATION
1/16" = 1'-0"



BUILDING-I SOUTH ELEVATION
1/16" = 1'-0"



Owner:
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100_LLC
WB_COMMERCE
5000_LLC

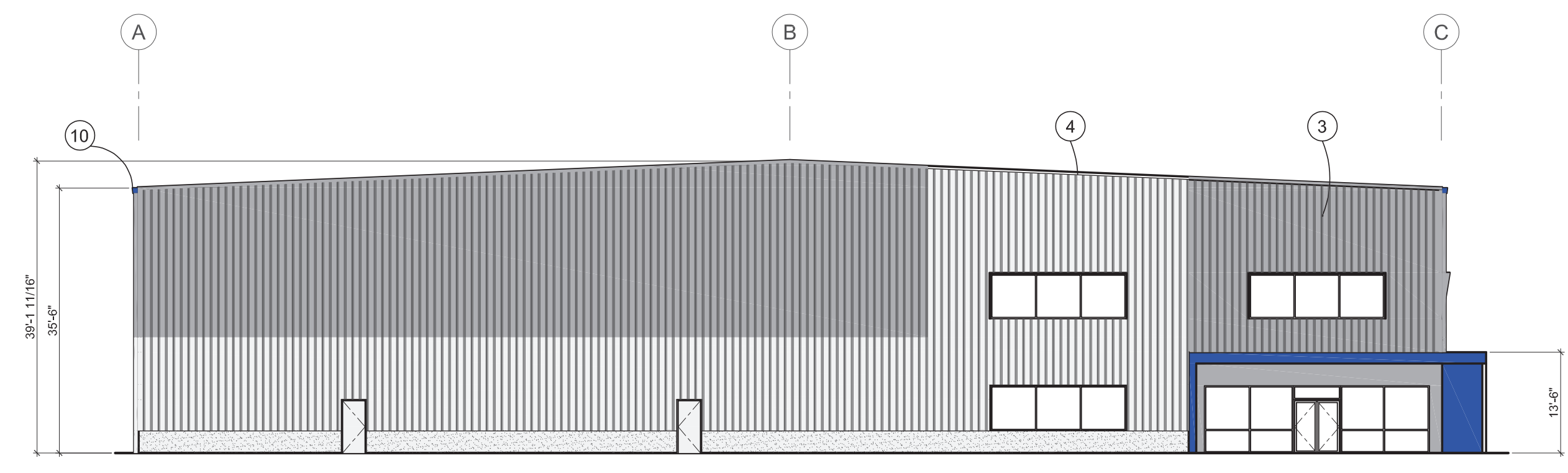
Project:
WOODBURN
TWO
BUILDINGS
WOODBURN_OREGON

Sheet Title:
EXTERIOR
ELEVATIONS
(BUILDING-I)

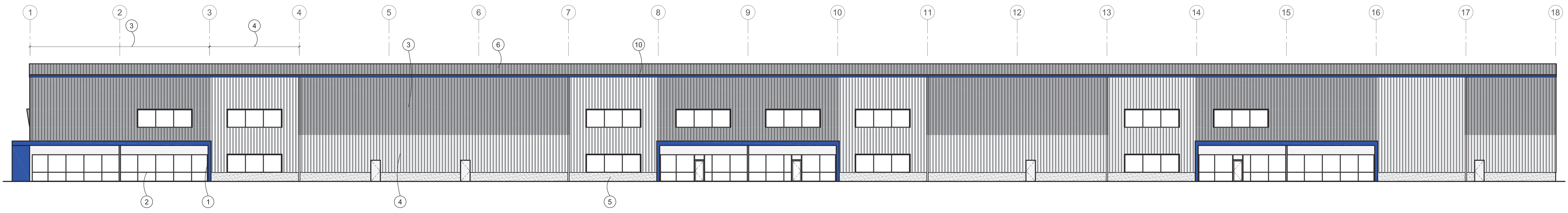
Revisions:

PERMISSION OF 3.16 ARCHITECTURE
Date: 8-22-2023
Drawn by: Checked by:
Job Number:
Sheet
A3.1

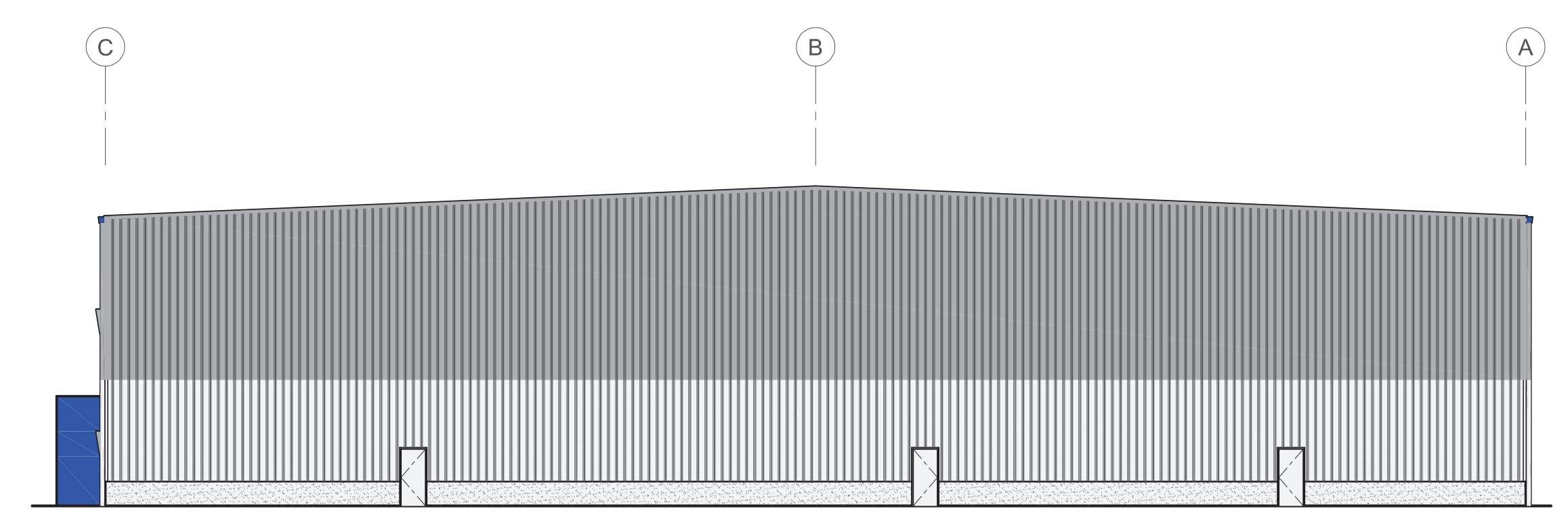
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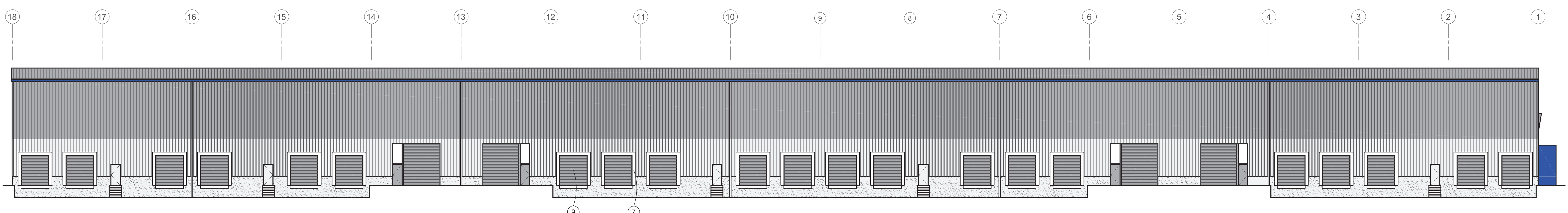
BUILDING-II WEST ELEVATION
1/8" = 1'-0"



BUILDING-II SOUTH ELEVATION
1/8" = 1'-0"



BUILDING-II EAST ELEVATION
1/8" = 1'-0"



BUILDING-II NORTH ELEVATION
1/8" = 1'-0"



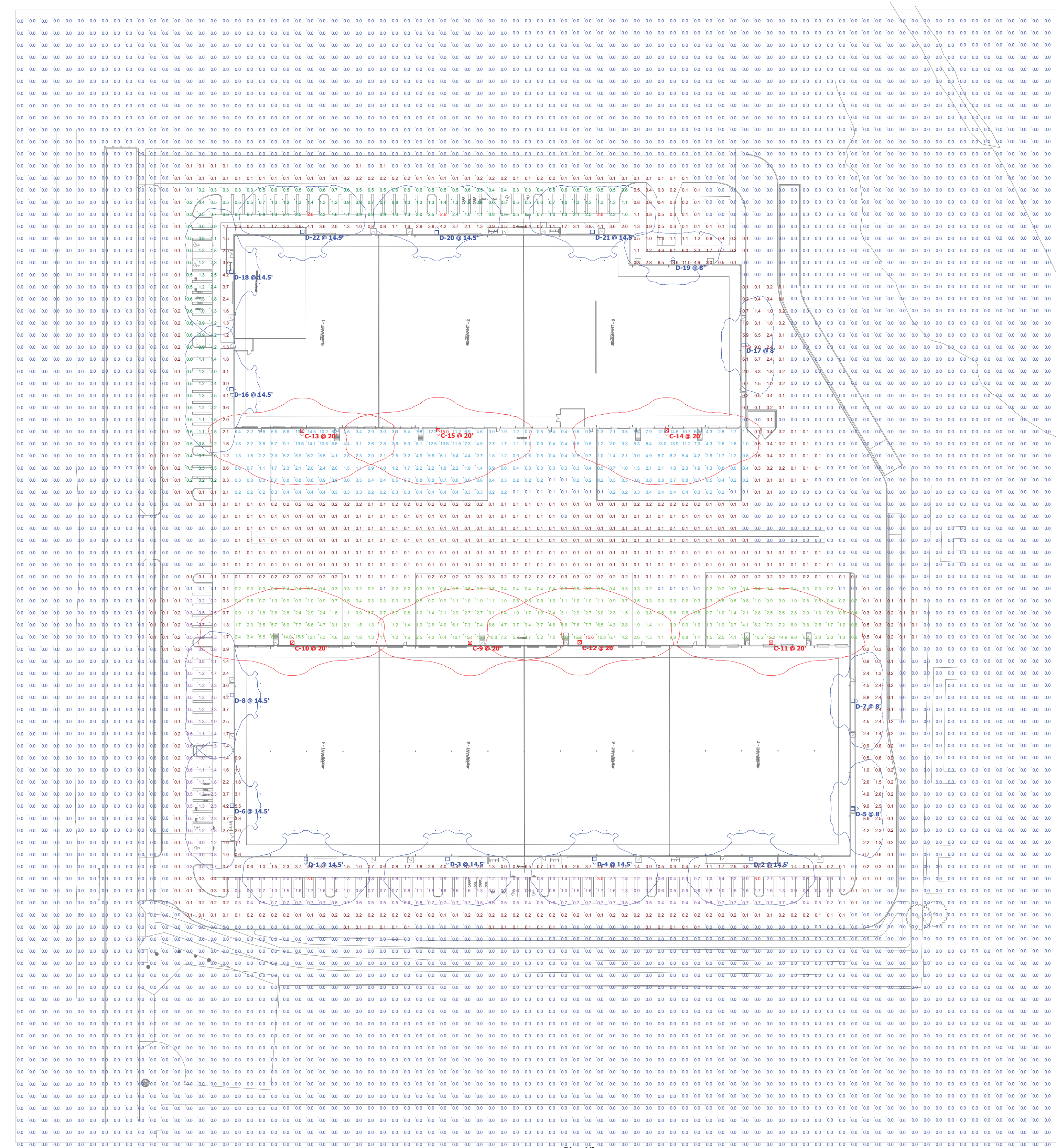
Owner:
WB_COMMERCE
100_LLC
WB_COMMERCE
5000_LLC

Project:
WOODBURN
TWO
BUILDINGS
WOODBURN_OREGON

Sheet Title:
EXTERIOR
ELEVATIONS
(BUILDING-II)

Revisions:

PERMISSION OF 3.16 ARCHITECTURE
Date: 8-22-2023
Drawn by: Checked by:
Job Number:
Sheet
A3.2



Plan View
Scale: 1" = 50'

HOLOPHANE
LIGHTING SOLUTIONS

MGLEDM
Mongoose Medium LED

Product Information: The Mongoose Medium LED offers roadway and area lighting...
 Features: • PFC rated optics
• Model: Mongoose Medium LED
• Power: 30W
• Voltage: 120V
• CCT: 4000K
• Beam Angle: 120°
• Mounting: Surface Mount
• Dimensions: 10.5" x 4.5" x 2.5"

HOLOPHANE
LIGHTING SOLUTIONS

HLWPC2
Wallpack Full Cutoff LED

Product Information: The HLWPC2 Wallpack Full Cutoff LED is a high-performance...
 Features: • PFC rated optics
• Model: HLWPC2
• Power: 40W
• Voltage: 120V
• CCT: 4000K
• Beam Angle: 120°
• Mounting: Surface Mount
• Dimensions: 10.5" x 4.5" x 2.5"

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| Symbol | Label | QTY | Catalog Number | Description | Number Lamps | Lumens per Lamp | LLF | Wattage | Polar Plot |
|--------|-------|-----|------------------------|---|--------------|-----------------|-----|---------|------------|
| □ | D | 15 | HLWPC2 P40 40K XX T4M | Wallpack Full Cutoff LED, LED Performance Package P10, 4000 series CCT, Voltage, Type IV Medium | 1 | 9882 | 0.9 | 95 | |
| □ | C | 7 | MGLEDM P5 40K XXXXX WR | Mongoose Medium, P5 Performance Package, 4000K, Wide Roadway | 1 | 30309 | 0.9 | 206.21 | |

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• CCT: 4000K
• Beam Angle: 120°
• Mounting: Surface Mount
• Dimensions: 10.5" x 4.5" x 2.5"

| Description | Symbol | Avg | Max | Min | Max/Min |
|----------------------|--------|-------|-------|-------|---------|
| Building Perimeter 1 | X | 0.7 f | 3.8 f | 0.1 f | 15:2:1 |
| Building Perimeter 2 | X | 0.6 f | 3.6 f | 0.1 f | 16:6:1 |
| Parking Area 1 | X | 1.0 f | 2.6 f | 0.1 f | 16:0:1 |
| Parking Area 2 | X | 1.0 f | 2.9 f | 0.1 f | 14:3:1 |
| Spill Light Summary | + | 0.0 f | 0.0 f | 0.0 f | N/A |

| Symbol | Label | QTY | Catalog Number | Description | Number Lamps | Lumens per Lamp | LLF | Wattage | Polar Plot |
|--------|-------|-----|------------------------|---|--------------|-----------------|-----|---------|------------|
| □ | D | 15 | HLWPC2 P40 40K XX T4M | Wallpack Full Cutoff LED, LED Performance Package P10, 4000 series CCT, Voltage, Type IV Medium | 1 | 9882 | 0.9 | 95 | |
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Note
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COBALT COMMERCE INDUSTRIAL PARK Taxlots: 051W07DA00100 & 051W08CB05000

Designer: R.A. MCILRATH
 Date: 8/8/2023
 Scale: As Shown
 Drawing No.: 228628-5-A1
 Summary