



## Staff Report

**To:** Planning Commission

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

**From:** Dan Handel, AICP, Planner

**Meeting Date:** January 11, 2024 (Prepared January 4, 2024)

**Item:** DR 23-08, SA 23-05, & VAR 23-06 "Grating Pacific Building C" at 2775 N. Front Street

**Tax Lot:** 051W05D001902

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### Issue before the Planning Commission

Action on a land use application package:

- Type III Design Review (DR 23-08),
- Type III Street Adjustment (SA 23-05), and
- Type III Variance (VAR 23-06).

The applications have been consolidated into a single review at the Type III level.

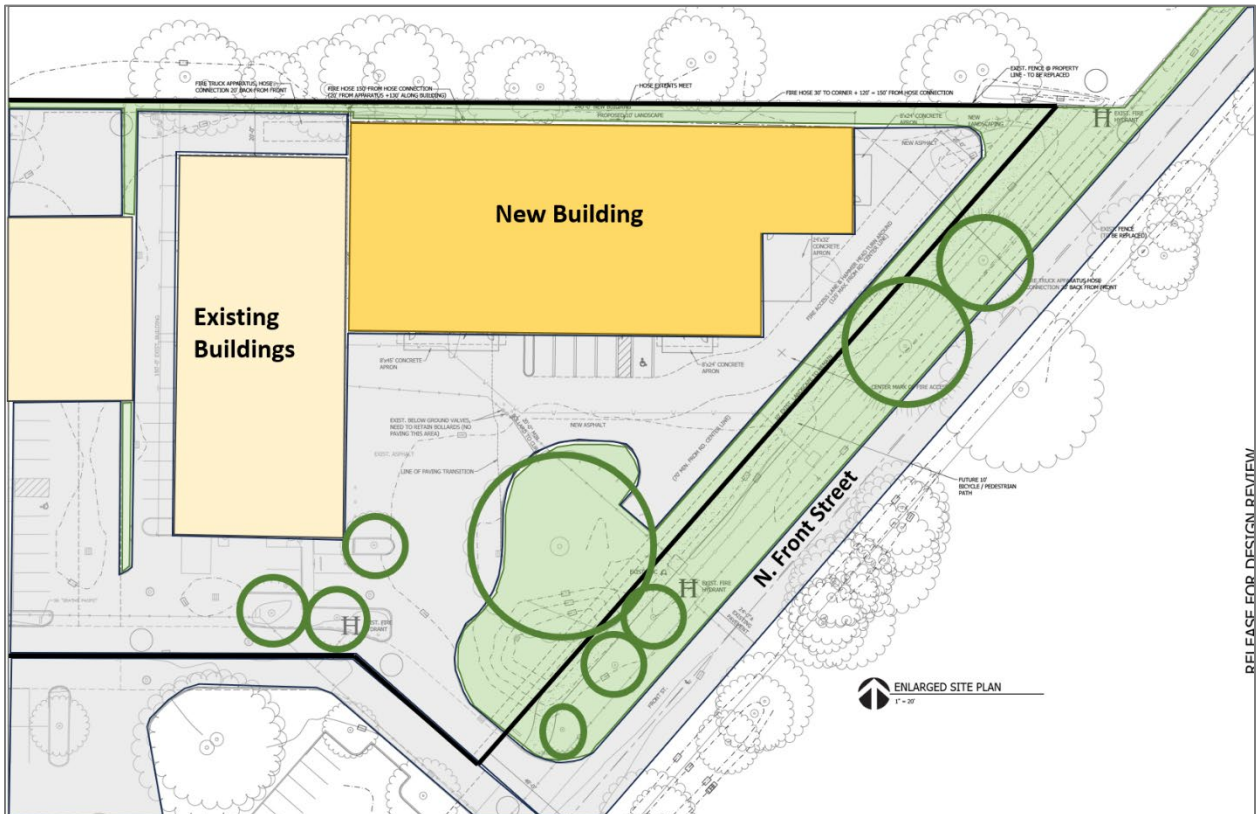
### Executive Summary

The subject property is 2775 N. Front Street, a 6.22-acre property in the Light Industrial (IL) zoning district. It is already developed with two industrial buildings that are occupied by Grating Pacific, a company that specializes in fabricating industrial flooring and specialty metal products.



*Aerial view of the subject property*

The proposal before the Planning Commission is a Design Review application to construct a 22,600 square foot warehouse building in the front of the property near N. Front Street. A Street Adjustment application is included to request a modified cross-section for N. Front Street. A Variance application is also included, with requests to not meet standards related to street improvements, street lighting, pedestrian access, landscaping, and overhead power lines.



*Proposed site plan*

## **Recommendation**

Approval with conditions: Staff recommends that the Planning Commission consider the staff report and its attachments and approve the application with the conditions recommended by staff. The conditions are included as Attachment 101.

## **Actions**

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

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

Staff will prepare a final decision based on the action taken by the Planning Commission.

## **Attachment List**

101. Recommended Conditions of Approval
102. Public Works Conditions December 27, 2023
103. Analyses & Findings
104. City of Portland Tree Protection Rules
105. Correspondence from Ken Spencer, PGE Representative
106. Tax Map, 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).

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 December 27, 2023” (Attachment 102).
3. Grading Permit: If required by 5.01.04B, the developer shall submit application for and obtain approval of a Grading Permit prior to beginning any grading or construction work on-site.
4. 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 or modified fencing.
5. Signage:
  - a. Pursuant to 3.01.03K and 3.10.08R, the developer shall relocate or remove the existing monument sign within the N. Front Street right-of-way along the subject property frontage. If opting to relocate, the developer shall apply for and obtain an approved Sign Permit prior to installation. This is due prior to building permit issuance.
  - b. The developer shall apply for and obtain an approved Sign Permit for any new signage.
6. Underground utilities: Pursuant to 3.02.04, all utility services to and within the development shall be underground.
7. Parking: The developer shall revise plans as needed to provide the following:
  - a. All existing and proposed parking stalls abutting a building shall have a wheel barrier that meets 3.05.02H.
  - b. All existing and proposed parking stalls shall be delineated with double parallel line striping to meet 3.05.02K and Figure 3.05C.
  - c. Pursuant to 3.05.03B, accessible parking shall be provided to meet applicable state statute and building code requirements.



- d. Pursuant to Table 3.05C, the developer shall provide at least 4 carpool/vanpool parking stalls that meet the location, striping, and signage requirements in 3.05.03H.
  - e. Pursuant to Table 3.05E, the developer shall provide at least 4 electric vehicle parking stalls that meet the location, charging level, striping, and signage requirements in 3.05.03I.
  - f. Pursuant to 3.05.03E and Table 3.05D, the developer shall provide at least 12 bicycle parking stalls that meet the standards in 3.05.06 and Table 3.05G.
8. Exterior lighting: All existing and proposed exterior lighting fixtures shall meet the lighting standards within 3.11.02. As part of a building permit application, the developer shall provide a photometric plan for the site that demonstrates conformance with 3.11.02.
9. Street trees: Pursuant to 3.06.03A, the developer shall either plant two additional street trees of the large size category within Table 3.06B, or pay a fee-in-lieu of \$250 per tree. This is due prior to building permit issuance.
10. Tree preservation: To protect and preserve the existing significant tree between the driveway and the proposed building, the developer shall follow the attached City of Portland Tree Protection Rules (Attachment 104) throughout the entire construction process.
11. N. Front Street improvements fee-in-lieu: The developer shall pay a fee-in-lieu for improvements along the N. Front Street frontage of the subject property. To determine the fee, the applicant shall submit a cost estimate for the improvements prepared by a licensed civil engineer. The cost estimate shall be equal to an actual cost of delivering the improvements as a City Capital Improvement Project and shall be vetted by the Public Works Director prior to acceptance. The engineer's estimate shall include (but is not limited to) design, surveying, utility relocations, contingencies, construction, administration, maintenance, and permits. Fee payment is due prior to building permit issuance. Improvements to be considered for the fee include:
- a. Street improvements to meet 3.01.01B, 3.04.01B, and Figure 3.01C:
    - i. 12 additional feet of pavement for a bike lane and half of the center turn lane;
    - ii. Curb and drainage facilities;
    - iii. A 6-foot sidewalk; and
    - iv. A 6-foot landscape strip with 13 large street trees.
  - b. Street lighting pursuant to 3.02.03A, following City of Woodburn and Portland General Electric (PGE) standards and specifications.

This fee supersedes and satisfies any non-remonstrance agreements and conditions of approval for street improvements associated with prior land use approvals for this property.

12. Water line appurtenances: The developer shall relocate the existing water utility appurtenances serving the subject property that are within public right-of-way onto private property. This includes water meter boxes and fire vaults. This work must be completed prior to building permit issuance.
13. Power line burial: To meet 3.02.04B, the developer shall pay a fee-in-lieu of \$114,075.41 to the City. This condition is due prior to building permit issuance.

## 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. Franchises: The applicant provides for the installation of all franchised utilities and any required easements.
11. 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.
12. 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.
13. 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.
14. SDCs: The developer pays System Development Charges prior to building permit issuance.



**Granting Pacific Expansion  
DR 23-08  
2775 N Front Street  
Granting Pacific Building C  
Public Works Comments**

**December 27, 2023**

**CONDITIONS OF LAND USE APPROVAL:**

1. The Applicant, not the City, is responsible for obtaining permits from state, county and/or federal agencies that may require such permit or approval.
2. The Applicant, not the City, is responsible for obtaining permits from other property owners that may require access permits and connections to existing storm system.
3. Marion County plumbing permits must be issued for all storm sewer, sanitary sewer, and waterline work installed beyond the Public Right-of-Way, on private property.
4. Applicant to provide a final hydraulic analysis report stamped by a professional engineer in Oregon. All required on-site detention area(s) for the runoff from this site will need to be provided in accordance with the hydraulic analysis.
5. Final Civil Plans review will be done during the building permit application. Public infrastructure will be constructed in accordance with plans approved by Public Works.
6. All work within the public rights-of-way or easement within city jurisdiction shall require plan approval and permit issuance from the Public Works Department. All work in the right-of-way or public utility easement shall be performed in accordance with plans stamped "Approved" by the City Public Works Department and in compliance with City's Standard Specifications and Standard Details and Drawings.
7. System Development fees shall be paid at the time of building permit issuance.
8. Fire protection access, fire hydrant locations and fire protection issues shall comply with current fire codes and Woodburn Fire District standards. All fire water meters, and fire service vaults shall be located on private property within a public easement.
9. Existing fire protection vault and water meter shall be relocated onto private property, within a public utility easement.
10. The applicant shall complete a City of Woodburn Nonresidential Wastewater Survey and comply with the conditions of the Wastewater Permit. Contact Carol Leimbach, City of Woodburn Industrial Waste Coordinator, at 503-982-5283.

# 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"> <li>Requirement (or guideline) met with condition of approval</li> <li>Other special circumstance benefitting from attention</li> </ul>	Modification or condition of approval required
■	Deviation from code: Street Adjustment or Variance	Request to modify, adjust, or vary from a requirement

## Location

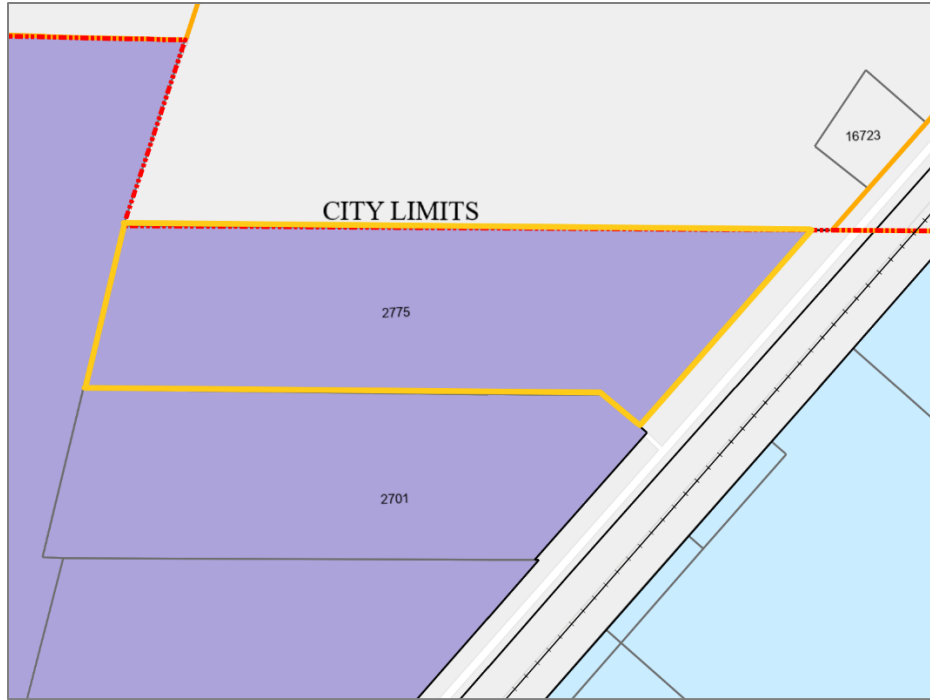
<i>Address</i>	2775 N. Front Street
<i>Tax Lot</i>	051W05D001902
<i>Nearest intersection</i>	N. Front St / Crosby Rd

## Land Use & Zoning

<i>Comprehensive Plan Land Use Designation</i>	Industrial
<i>Zoning District</i>	Light Industrial (IL)
<i>Overlay Districts</i>	n/a
<i>Existing Use</i>	Metal product manufacturing

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





Zoning map excerpt

<i>Cardinal Direction</i>	<i>Adjacent Zoning</i>
North	N/A – outside City limits
East	Railroad right-of-way; Industrial Park (IP)
South	IL
West	IL

The subject property is Parcel 1 of Partition Plat 2020-034, recorded on June 10, 2020, therefore it is a legal lot of record.

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

## Statutory Dates

The application was submitted on September 25, 2023 and deemed complete as of November 22, 2023, making the 120-day decision deadline March 21, 2024.

# Applicable Provisions

## 1.04 Nonconforming Uses and Development

### 1.04.03 Nonconforming Development

#### C. Redevelopment:

3. Non-residential: New development that adds to or alters existing development shall conform.

Regarding development nonconformities on the remainder of a site:

#### b. Full Redevelopment:

##### (1) Thresholds: Where:

(a) Building gross floor area increases by more than either 500 square feet for non-industrial or 1,000 square feet for industrial, or by 25% or more from an existing amount, whichever is less;

(b) Off-street parking increases from zero to 20 stalls or more total or from an existing amount by 25% or more; or

(2) Standards: Upgrade all nonconformities exterior to buildings. This includes any of frontage, street, and public improvements that are nonconforming.

#### Staff Finding:

The proposal is a 22,600 square foot industrial warehouse building for a site with existing development that is occupied by Grating Pacific. Per 1.04.03C3b, the full redevelopment provisions apply.

✓ The provisions are met.

## 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	IL	IP	P/SP	SWIR
(P) Special Permitted Uses (S)				Specific				
C	Industrial							

13	<b>Manufacturing:</b>	P	P	P
	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			

*Staff Finding:*

The subject property is already developed with two industrial buildings and occupied by Grating Pacific, a metal product manufacturing company. The proposal is to maintain the two existing buildings and build a third building towards the front of the property, which is anticipated to function as warehousing and storage space for the business. The existing use is permitted outright in the IL zone (highlighted in green in the table).

✓ 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 <sup>1</sup>
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 <sup>2</sup>
Setback to a private access easement, Minimum (feet)		5
Lot Coverage, Maximum		Not specified <sup>3</sup>
Building Height, Maximum (feet)	Primary or accessory structure	70
	Features not used for habitation	100
<p>1. Measured from the Street Widening Setback (Section 3.03.02), if any.</p> <p>2. A building may be constructed at the property line, or shall be set back at least five feet.</p> <p>3. Lot coverage is limited by setbacks, off-street parking, and landscaping requirements.</p>		

*Staff Finding:*

No changes to lot area, lot width, lot depth, nor street frontage are proposed. Plans demonstrate that the proposed building will maintain at least a 30-foot front setback, well over the minimum requirement. Because the north side property line is also the City limits boundary and the urban growth boundary, the adjacent property to the north does not have a City zoning designation and there is no apparent setback requirement within Table 2.04B to apply. Staff proposes to apply the side setback as if it were industrially zoned (0 or 5 feet), which the development exceeds with a 10-foot setback to the north property line. The proposed building is further away from south side and rear property lines than the existing development therefore these setback standards are met. There is an existing private access easement covering the shared driveway between the subject property and the adjacent property to the south; the proposed building well exceeds the minimum setback to this easement. There is no maximum lot coverage allowance. The proposed building height is just over 26 feet to the peak of the roof therefore the building height standard is met.

✓ The requirements are met.

## 2.05 Overlay Districts

– None apply.

## 2.06 Accessory Structures

### 2.06.02 Fences and Walls

Site plans note some segments of existing fencing are to be replaced. Because fences are reviewed separately from a Design Review, staff adds *Condition of Approval 4* to obtain a Fence Permit for this fence.

▲ The provisions are met with *Condition 4*.

## 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.

K. Signage: A developer shall remove prohibited signage that Section 3.10.08R identifies.

### 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.

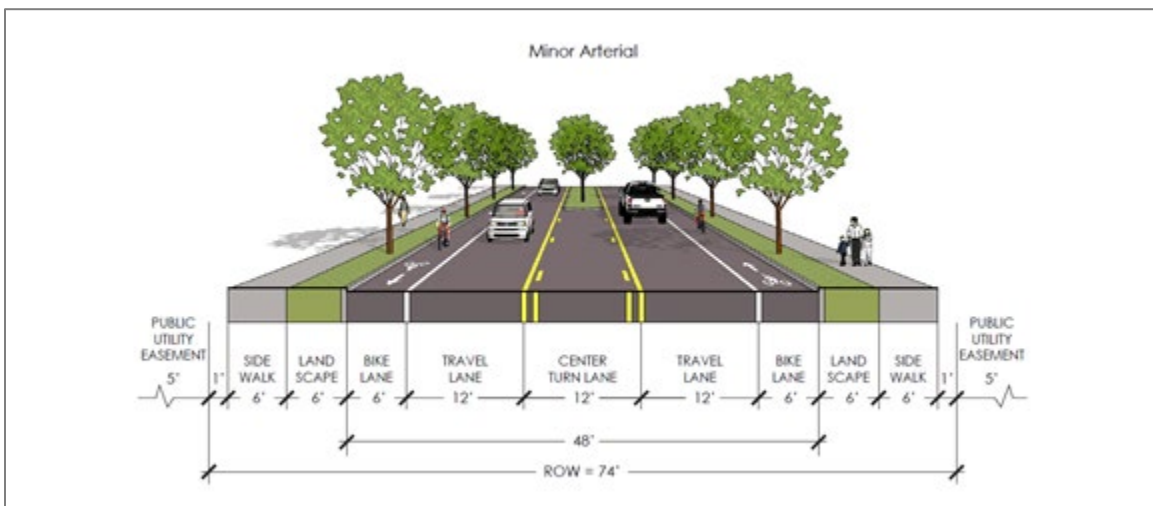


Figure 3.01C – Minor Arterial

#### Staff Finding:

The proposal is industrial development therefore the standards within 3.01 apply. The subject property has frontage along N. Front Street, which TSP Figure 2 illustrates is a minor arterial



street. The default cross-section for minor arterial streets is Figure 3.01C. Existing conditions of N. Front Street along the property are akin to a county road:

- 74 feet of right-of-way;
- Approximately 24 feet of pavement (one 12-foot travel lane in each direction);
- A gravel shoulder; and
- A stormwater ditch.

Regarding 3.01.03I, which compels the City to consider any TSP projects along or within the subject property, there are two projects worth noting. First, Project P10 identifies new sidewalks along this segment of N. Front Street as a high priority project; second, Project B12 identifies new bike lanes along this segment of N. Front Street as a high priority project. Both of these improvements are captured within Figure 3.01C.

■ The applicant submitted a Street Adjustment request to not widen the street to provide the required bike lane and center turn lane. The applicant also submitted a Variance request to not build the minimum requirements under 3.01.03C – curb, drainage facilities, landscape strip with street trees, and sidewalk. These requests are analyzed and discussed further under the Street Adjustment and Variance provisions.

The subject property has an existing monument sign within the right-of-way along the frontage, which is a prohibited sign per 3.10.08R. Because 3.01.03K requires such signage to be either brought into conformance or removed, this monument sign must either be relocated or removed. This is discussed further under the Signs provisions.

▲ Staff adds *Condition of Approval 5a* to remove or bring into conformance with 3.10 the existing monument sign that is within public right-of-way.

### 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.**

**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.**

*Staff Finding:*

There are existing public water and sewer lines running through the subject property that are already covered by a public utility easement. There is an existing 5-foot-wide streetside public utility easement along the subject property.

✓ The requirements are met.

**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:*

There are no existing street lights along the subject property frontage of N. Front Street therefore this requirement does apply.

■ The applicant submitted a Variance request to not install street lighting along the subject property frontage. This request is analyzed and discussed further under the Variance provisions.

**3.02.04 Underground Utilities**

**A. Purpose: To improve streetscape aesthetics, reduce the number of poles errant drivers going off the road can hit, improve reliability of electricity during and after storms, and require larger developments to bury or underground existing electric utilities, developers of larger developments being more likely able to fund such.**

**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 the N. Front Street frontage of the subject property therefore the power line burial standards apply. Per email correspondence with Ken Spencer, the City's PGE representative for development review, the lines along the subject property include high-voltage transmission lines, distribution lines, and communications lines. PGE does not allow high-voltage transmission lines to be buried, which is reflected in the WDO as an exception for such lines, however the distribution and communications lines could be buried. Mr. Spencer indicated to staff that burial of the distribution and communications lines would result in a net addition of two poles.

The subject property has 417.11 feet of frontage therefore the provisions require the applicant to bury the distribution and communications lines, however because the burial would involve a net increase in poles along the site, the applicant may pay a fee in lieu of burial.

■ The applicant submitted a Variance request to not bury power lines, nor pay a fee-in-lieu. This request is analyzed and discussed further under the Variance provisions.

▲ Pursuant to subsection C, staff adds *Condition of Approval 6* to require all utility service to and within the site be underground.

### **3.03 Setbacks and Open Space**

*Staff Finding:*

As analyzed for 2.04, the development complies with setback requirements. There is no Street Widening Setback applicable because existing right-of-way width meets the minimum required. The proposal does not encroach into vision clearance areas.

✓ The requirements are met.

### **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 property shares a driveway accessing N. Front Street, a public street, with the adjacent property to the south. This driveway is covered by a shared access easement.

✓ 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.

**4. Unused driveways shall be closed.**

**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.**
- 2. Similar or compatible uses on abutting lots shall have interconnected access and parking facilities.**

Access Requirements				
Table 3.04A				
		1 to 4 Dwellings, Living Units or Individual Lots <sup>6</sup>	5 or More Dwelling or Living Units, School <sup>6</sup> , or House of Worship	Commercial or Industrial Use
	1-way	8 minimum	10 minimum 20 maximum	10 minimum 20 maximum

Paved Width of Driveway (feet) <sup>3,4,7,8</sup>	2-way	14 minimum 16 maximum <sup>7</sup>	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) <b>Industrial:</b> 22 minimum 36 maximum* *(Add 8' if a turn pocket is added)
	Manufactured Dwelling Park	10 minimum	n/a	n/a
Throat Length (feet) <sup>5</sup>	Major Arterial, Minor Arterial, Service Collector	n/a	36 minimum	<b>Commercial:</b> 36 minimum; <b>Industrial:</b> 50 minimum
	Access or Local Street	n/a	18 minimum	18 minimum
Corner Clearance (feet) Guidelines <sup>1</sup> (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	<b>245 minimum</b>
	Major Arterial	300 minimum	300 minimum	300 minimum
Driveway Separation Guidelines (feet) <sup>1,2</sup> (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	<b>245 minimum</b>
	Major arterial	300 minimum	300 minimum	300 minimum
Turnarounds <sup>9</sup>	Access to a Major or Minor Arterial	Required	Required	<b>Required</b>
	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 subject property shares a driveway with the adjacent property to the south, both of which are zoned Industrial Park. The driveway is approximately 38 feet wide (includes a left turn pocket); throat length is well over 50 feet; the nearest intersection (N. Front St & Crosby Rd NE) is over 1,000 feet away; and the nearest driveway is over 500 feet away.

Fire access routes and turnarounds have been provided on-site to serve the existing and proposed development.

Parking and circulation routes are interconnected.

✓ The requirements are met.

#### **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 the driveway 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.**

*Staff Finding:*

The applicant provided a traffic impact memo from a registered professional engineer that indicates a full TIA is not required.

✓ The provisions are met.

**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:*

Because the proposal requires full site upgrades via the nonconformance redevelopment provisions within 1.04.03, a wide walkway is required to connect the building entrances to sidewalk within N. Front Street.

■ The applicant submitted a Variance request to not meet the wide walkway requirements. This request is analyzed and discussed further under the Variance provisions.

### 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).
- B. Any additional parking or loading required to accommodate a change in use, or expansion of an existing use, shall conform to all parking, loading and landscaping standards of the WDO.

#### Staff Finding:

Because the proposal requires full site upgrades via the nonconformance redevelopment provisions within 1.04.03, the standards of 3.05 apply to the entire site.

#### 3.05.02 General Provisions

H. All parking spaces, except those for residential development other than multiple-family dwellings, shall be constructed with concrete or rubber bumper guards or wheel barriers maximum 4 inches high that prevent vehicles from damaging structures, projecting over walkways so as to leave less than 4.5 feet of unobstructed passage, or projecting over wide walkways, abutting properties, or rights-of-way.

K. Except for dwellings other than multiple-family, off-street parking spaces shall be delineated by double parallel lines on each side of a space, except a side adjacent to any of curb or ADA parking accessible aisle. The total width of the lines shall delineate a separation of two feet. The lines shall be four inches wide (See Figure 3.05C).

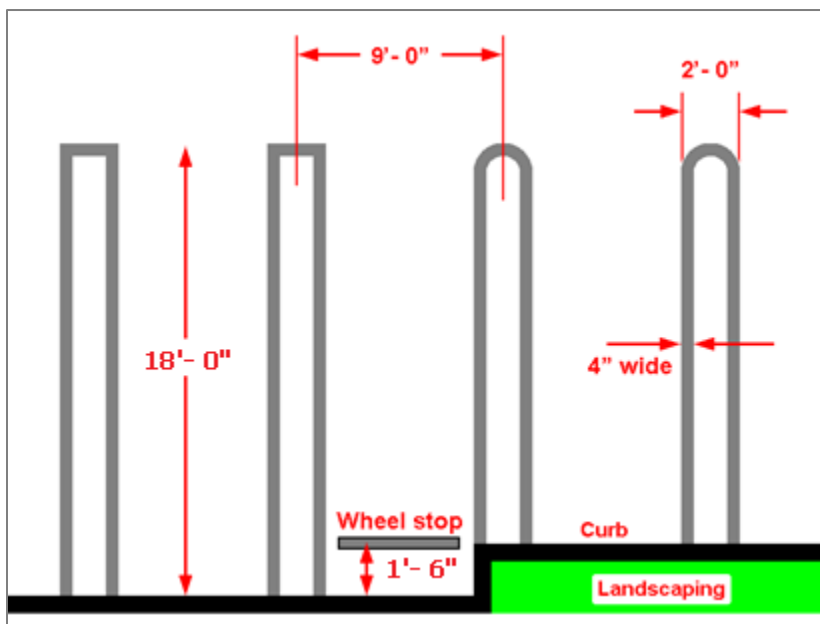


Figure 3.05C – Parking Space Striping

**L. Parking area lighting for all developments shall conform to Chapter 3.11.**

*Staff Finding:*

The proposal meets the General Provisions within 3.05.02, except for the wheel barriers requirement in subsection H, the double parallel line striping requirement in subsection K, and the exterior lighting requirement in subsection L. Any parking stall abutting a building is required to have a wheel barrier; many do not therefore staff adds *Condition of Approval 7a*. Many of the existing parking stalls have the double parallel line striping, but not all do therefore staff adds *Condition of Approval 7b* to have all existing and proposed parking stalls meet the double parallel line striping requirement. Site plans do not provide details for existing and proposed lighting within the parking area therefore staff adds *Condition of Approval 8* to have all exterior lighting on-site meet the standards within section 3.11.

▲ Staff adds *Conditions 7a, 7b, and 8* to bring all existing and proposed parking stalls and exterior lighting fixtures into conformance with subsections H, K, & L.

**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.

<b>Off-Street Parking Ratio Standards</b> Table 3.05A	
Use <sup>1, 2</sup>	Parking Ratio - spaces per activity unit or square feet of gross floor area
<b>12. Offices (such as professional, scientific and technical services, finance and insurance, real estate, administrative and support services, social assistance, and public administration – but not including ambulatory health services)</b>	<b>1/ 350 square feet</b>

Off-Street Parking Ratio Standards Table 3.05A	
Use <sup>1, 2</sup>	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 &amp; 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 <sup>8</sup>
	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"> <li>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.</li> <li>2. Space width is measured from the midpoint of the double stripe.</li> <li>3. Curb or wheel stops shall be utilized to prevent vehicles from encroaching on abutting properties, rights-of-way, or wide walkways.</li> <li>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.</li> <li>5. Where the angle of parking stalls differ across a drive aisle, the greater drive aisle width shall be provided.</li> <li>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.</li> <li>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.</li> <li>8. Zoning Adjustment permissible.</li> </ol>							


*Staff Finding:*

The applicant opted for a parking requirement breakdown based on square footage and associated use, including offices, manufacturing, and warehousing. The table below demonstrates total square footage by use over the two existing buildings and the proposed third building, and the associated parking requirement based on Table 3.05A.

Uses:	Area:	Requirement:
Office	6,930 sq ft	20 stalls required
Manufacturing	36,935 sq ft	46 stalls required
Warehousing	59,535 sq ft	11 stalls required
Total:		77 stalls required

The total parking requirement for the entire site is 77 stalls and the site plan shows 84 standard-size stalls provided. Staff adds *Condition of Approval 7c* to memorialize the requirement for accessible parking to meet state statute.

▲ Staff adds *Condition 7c* to meet the state statute requirement for accessible parking.

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:*

As analyzed for 3.05.03A, the minimum parking requirement is 77 stalls and the site plan illustrates 84 stall provided therefore the minimum C/V parking requirement is 4 stalls. The site plan illustrates 4 C/V stalls provided. Staff adds *Condition of Approval 7d* to meet the location, striping, and signage requirements.

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

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>		

I. 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:*

As analyzed for 3.05.03A, the minimum parking requirement is 77 stalls and the site plan illustrates 84 stall provided therefore the minimum EV parking requirement is 4 stalls. The site plan illustrates 4 EV stalls provided. Staff adds *Condition of Approval 7e* to meet the location, charging level, striping, and signage requirements.

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

### 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

No shared parking is proposed.

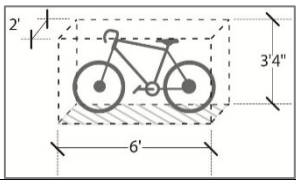
⊖ The provisions do not apply.

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 <sup>1</sup> (feet)	Alternative (feet) <sup>2</sup>	
		Horizontal as Wall-Attached <sup>3</sup>	Vertical or Wall-Mounted <sup>1, 4, 5</sup>
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 <sup>7</sup>	5	5	5
Clearance	0.5 <sup>8</sup>	1 <sup>9</sup>	n/a
1. See Figure 3.05E.			

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.
3. See Figure 3.05F.
4. See Figure 3.05G.
5. Vertical or wall-mounted maximums:
  - a. Where the total minimum required bicycle parking is fewer than 4 stalls, vertical and wall-mounted stalls are prohibited.
  - 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.
6. See Figure 3.05H.
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.
8. Measured to stall length or width boundary.
9. Measured to centerline of outermost bar of facility.

*Staff Finding:*

As analyzed for 3.05.03A, the minimum parking requirement is 77 stalls and the site plan illustrates 84 stall provided therefore the minimum bicycle parking requirement is 12 stalls. The site plan illustrates 12 bicycle parking stalls provided under the covered loading area. Staff adds *Condition of Approval 7f* to meet the facility and dimension requirements.

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

### 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:*

Because the proposal requires full site upgrades via the nonconformance redevelopment provisions within 1.04.03, the landscaping standards apply to the entire site.

#### 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:

- a. Large trees shall be planted along Major and Minor Arterial streets. Regardless of street classification, a developer shall plant large trees also along all streets that either are in the Neighborhood Conservation Overlay District (NCOD) or are boulevards, and for boulevards also in the medians;

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
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"> <li>• 1 small tree per 10 parking spaces; or <sup>1</sup></li> <li>• 1 medium tree per 15 parking spaces; or <sup>1</sup></li> </ul>	<ul style="list-style-type: none"> <li>• 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</li> </ul>

Planting Requirements Table 3.06A		
Location	Planting Density, Minimum	Area to be Landscaped, Minimum
	<ul style="list-style-type: none"> <li>• 1 large tree per 25 parking spaces<sup>1</sup></li> <li>and</li> <li>• 1 PU/20 square feet excluding required trees<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>• DDC, NNC, IP, IL, and SWIR zones: 10% of the paved surface area for off-street parking, loading and circulation</li> <li>• Landscaping shall be within or immediately adjacent to paved areas</li> </ul>
Common areas, except those approved as natural common areas in a PUD	3 PU/50 square feet	Entire common area

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 <sup>1</sup>	15 PU each	24" Diameter
2. Large tree (60-120 feet high at maturity) <sup>1</sup>	10 PU each	10' Height or 2" Caliper
3. Medium tree (40-60 feet high at maturity) <sup>1</sup>	8 PU each	10' Height or 2" Caliper
4. Small tree (18-40 feet high at maturity) <sup>1</sup>	4 PU each	10' Height or 2" Caliper
5. Large shrub (at maturity over 4' wide x 4' high) <sup>1</sup>	2 PU each	3 gallon or balled
6. Small to medium shrub (at maturity maximum 4' wide x 4' high) <sup>1</sup>	1 PU each	1 gallon
7. Lawn or other living ground cover <sup>1</sup>	1 PU / 50 square feet	
8. Berm <sup>2</sup>	1 PU / 20 lineal feet	Minimum 2 feet high
9. Ornamental fence <sup>2</sup>	1 PU / 20 lineal feet	2½ - 4 feet high
10. Boulder <sup>2</sup>	1 PU each	Minimum 2 feet high
11. Sundial, obelisk, gnomon, or gazing ball <sup>2</sup>	2 PU each	Minimum 3 feet high
12. Fountain <sup>2</sup>	3 PU each	Minimum 3 feet high

Plant Unit (PU) Value Table 3.06B		
Material	Plant Unit (PU) Value	Minimum Size
13. Bench or chair <sup>2</sup>	0.5 PU / lineal foot	
14. Raised planting bed constructed of brick, stone or similar material except CMU <sup>2</sup>	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 <sup>2</sup>	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:*

Regarding street trees, the subject property has 417.11 feet of frontage along N. Front Street, a minor arterial street, therefore 13 large size street trees are required. Plans illustrate only 11 street trees. Staff adds *Condition of Approval 9* to either revise plans to demonstrate the minimum number of street trees or pay a street tree planting fee-in-lieu for the missing street trees. The fee-in-lieu is \$250, equal to the fee-in-lieu for not planting a replacement tree after cutting down a significant tree (see 3.06.07D, E, & F).

▲ Staff adds *Condition 9* to plant two additional street trees or pay a fee-in-lieu.

As part of a recent approval (DR 2019-12, EXCP 2019-06, PLA 2019-09, VAR 2019-09), this site had a variance approved to provide less than the minimum required landscaping due to the operational need for large paved areas. Because the new proposal through this DR 23-08 application requires full site upgrades for all nonconforming site elements, the applicant has again requested a variance to provide less than the minimum required landscaping (this includes parking area landscape islands).

■ The applicant submitted a Variance request to provide less than the minimum required landscaping. This request is analyzed and discussed further under the Variance provisions.

**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 <sup>7</sup> or group home	Multiple-family dwelling, child care facility, group home or nursing home <sup>5,8</sup>	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 <sup>3</sup>	W <sup>3</sup>	D	W <sup>3</sup>	D	D	D	W <sup>3</sup>	W <sup>3</sup>	W <sup>3</sup>	W <sup>3</sup>
15. Refuse and recycling collection facilities except for single-family dwelling, duplex, child care facility, or group home	W <sup>2,6,7</sup>	W <sup>2,6,7</sup>	W <sup>2,6,7</sup>	W <sup>2,6,7</sup>	W <sup>2,6,7</sup>	W <sup>2,6,7</sup>	W <sup>2,6,7</sup>	W <sup>2,6,7</sup>	W <sup>2,6,7</sup>	W <sup>2,6,7</sup>	W <sup>2,6,7</sup>
<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 property is within the IL zoning district. Adjacent properties surrounding the subject property are within the IL or IP zones, or are outside city limits, therefore no perimeter screening is required. Regarding refuse and recycling collection facilities, Footnote 6 within Table 3.06D provides that screening is only required where the facilities are in a yard abutting a street, parking lot, or residentially zoned property. Because the applicant has noted that refuse and recycling facilities are contained within the paved storage area north of the largest building, screening is not required.

✓ The provision is met.



**B. All parking areas, except those for single-family dwellings and dwellings other than multiple-family, abutting a street shall provide a 42-inch (3.5-foot) vertical visual screen from the abutting street grade. Acceptable design techniques to provide the screening include plant materials, berms, architectural walls, and depressed grade for the parking area. All screening shall comply with the clear vision standards of this ordinance (Section 3.03.06).**

The proposed landscaping plan illustrates a row of shrubbery along the parking and circulation area abutting the street.

✓ The provision is met.

### **3.06.07 Significant Trees on Private Property**

There is one significant tree on the property near the driveway, which the applicant proposes to keep. Staff adds *Condition of Approval 10* to preserve this tree by following the City of Portland Tree Protection Rules (Attachment 104) throughout the entire construction process.

▲ The provisions are met with *Condition 10*.

## **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.

### **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:**

- a. Articulating building facades;**
- b. Landscaping the area abutting building walls, including plant materials that provide vertical accents;**
- c. Tying building entrances to the overall mass and composition of the building;**
- d. Minimizing the use of smooth concrete, concrete block and all types of metal siding;**
- e. 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;**

- f. Screening exterior building equipment, including roof top equipment, from view; and
- g. 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 proposed siding material is consistent with siding used for the existing buildings.

- ✓ 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

#### 3.10.08 Prohibited Signs

The following signs and advertising devices are prohibited:

B. A sign in public rights-of-way except awning, projecting, wall, and suspended signs projecting over a public right-of-way in conformity with Section 3.10, unless specifically allowed under Section 3.10.01 or exempt under Section 3.10.05

R. Existing permanent signs that come to be within widened ROW and streetside PUE resulting from development in conformance with Section 3.01, yet which a developer does not remove.

#### 3.10.11 Nonconforming Signs

B. Nonconforming permanent signs shall comply with the provisions of Section 3.10 when one or more of the following occurs:

- 4. A Conditional Use or Type III Design Review land use application is approved for the premises upon which the sign is located. In a complex, if an individual tenant space is the subject of a

**Conditional Use or Type III Design Review land use application, only signs attached to such tenant space shall be required to comply with the provisions of Section 3.10.**

*Staff Finding:*

The subject property has an existing monument sign within the right-of-way along the frontage, which is a prohibited sign per 3.10.08B & R. Pursuant to both 3.01.03K and 3.10.11B4, this existing monument sign must be either brought into conformance with 3.10 or removed. Staff therefore adds *Condition of Approval 5a*.

▲ The provisions are met with *Condition 5a*.

### **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.

*Staff Finding:*

Because the proposal requires full site upgrades via the nonconformance redevelopment provisions within 1.04.03, the exterior lighting standards apply to the entire site. Site plans do not illustrate the existing exterior lighting, nor any new proposed lighting, therefore staff adds *Condition of Approval 8* to bring all existing and proposed exterior lighting into conformance with these standards and to provide a photometric plan that demonstrates conformance.

▲ The provisions are met with *Condition 8*.

#### 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 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.

#### 5.03 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.

*Staff Finding:*

The proposal is a 22,600 square foot industrial building 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.

**H.** If the applicable Boundary Street minimums are the lesser minimums for residential development of 4 or fewer dwellings and where no land division is applicable, as Section 3.01.03C.2 allows, then allowed adjustment is:

1. **ROW:** Relating to Section 3.01.03C.2a, to lower ROW minimum dedication either (a) from a number greater than 5 feet to no fewer than 5 feet or (b) from a number equal to or fewer than 5 feet to no dedication. Greater deviation requires Variance.

**2. PUE, streetside: Relating to Section 3.01.03C.2b, to lower streetside PUE minimum dedication to no fewer than 3 feet. Greater deviation requires Variance.**

**This subsection is not relevant to deviation from improvements.**

**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:*

The subject property has frontage along N. Front Street. TSP Figure 2 illustrates N. Front Street as a minor arterial street, for which the default WDO cross-section is Figure 3.01C. Existing conditions of N. Front Street along the property are akin to a county road:

- 74 feet of right-of-way;
- Approximately 24 feet of pavement (one 12-foot travel lane in each direction);
- A gravel shoulder; and
- A stormwater ditch.

The applicant submitted a Street Adjustment application with a request to maintain the roadway as it is (i.e. not widen the roadway pavement to include the bike lane half of the center turn lane).

To provide some context, no portion of Front Street currently has a bike lane. There is a 10-foot-wide sidewalk along the west side of the street near the high school that would reasonably serve as a shared use path for pedestrians and cyclists, but that ends approximately 2,100 feet southwest of the subject property. Segments of Front Street have a center turn lane however the nearest segment is approximately 2,500 feet southwest of the subject property. The north property line of the subject property is also the city limits boundary, and the current road configuration continues north into unincorporated Marion County all the way to Hubbard.

Staff supports the applicant's request because requiring these improvements would create a relatively small segment of street widened to support a bike lane that does not continue north or south beyond the site and half of a center turn lane that also would not continue north or south. Pavement striping in the area to delineate the bike lane and half of a center turn lane could create confusion for travelers and cause safety concerns for cyclists and drivers attempting to navigate this area, especially since the speed limit increases to 55 mph once outside of city limits. When the City eventually pursues a capital improvement project to widen the street in this area, these improvements put in by the applicant would be removed because it isn't practical to construct surrounding street improvements around this segment.

Because the proposed development effectively results in the subject property being built out (i.e. the possibility for further expansion on the property becomes quite limited), this project likely represents the City's last opportunity for quite some time to require improvements or fees-in-lieu associated with a development proposal. Staff therefore adds *Condition of Approval 11* to

require the applicant pay a fee-in-lieu for N. Front Street improvements. Payment of this fee would supersede and satisfy any non-remonstrance agreements and conditions of approval for street improvements associated with prior land use approvals for this property. To help prepare the area for future street improvements, staff also adds *Condition of Approval 12* to require the applicant relocate existing water line appurtenances like water meters and fire vaults that are currently located within right-of-way to be on private property.

Regarding 3.01.03I, which compels the City to consider any TSP projects along or within the subject property, Project B12 identifies new bike lanes along this segment of N. Front Street as a high priority project. A bike lane is included in the conditioned fee-in-lieu.

▲ The Street Adjustment provisions are met with *Conditions 11* and *12*.

### 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.

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

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

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

1. The variance is necessary to prevent unnecessary hardship relating to the land or structure, which would cause the property to be unbuildable by application of this Ordinance. Factors to consider in determining whether hardship exists, include:
  - a. Physical circumstances over which the applicant has no control related to the piece of property involved that distinguish it from other land in the zone, including but not limited to, lot size, shape, and topography.
  - b. Whether reasonable use similar to other properties can be made of the property without the variance.
  - c. Whether the hardship was created by the person requesting the variance.
2. Development consistent with the request will not be materially injurious to adjacent properties. Factors to be considered in determining whether development consistent with the variance materially injurious include, but are not limited to:
  - a. Physical impacts such development will have because of the variance, such as visual, noise, traffic and drainage, erosion and landslide hazards.
  - b. Incremental impacts occurring as a result of the proposed variance.
3. Existing physical and natural systems, such as but not limited to traffic, drainage, dramatic land



forms or parks will not be adversely affected because of the variance.

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

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

**6. If and where a variance includes a request to vary from minimum public improvements per Section 3.01, from Section 5.02.04E about Street Adjustment factors, those factors are applicable as Variance additional factors.**

*Staff Finding:*

The applicant submitted a Variance application with five requests.

Variance Request 1: Street Improvements

The subject property has frontage along N. Front Street. Existing conditions of N. Front Street along the property are akin to a county road – approximately 24 feet of pavement (one 12-foot travel lane in each direction), a gravel shoulder, a stormwater ditch. There are minimum half-street improvements required for development outlined in 3.01.03C – these include an 11-foot travel lane in each direction and curb, drainage facilities, landscape strip with street trees, and sidewalk on the side of the street abutting the development. Through the Variance application, the applicant requests to maintain the roadway as it is (i.e. not construct the curb, drainage facilities, landscape strip with street trees, and sidewalk).

To provide some context, the nearest segment of N. Front Street with curb, drainage facilities, and sidewalk along the west side of the street is approximately 2,100 feet southwest of the subject property. The north property line of the subject property is also the city limits boundary, and the current road configuration continues north into unincorporated Marion County all the way to Hubbard.

There are two options to satisfy the first variance criterion – adherence to the standards is (1) not possible, or (2) imposes an excessive burden.

There is no characteristic of the site that would make it impossible for the applicant to construct street frontage improvements. The right-of-way has already been dedicated and the area is mostly flat. The applicant's primary issues are the cost of completing this work and the concern that these improvements would not connect to and continue along nearby properties that front N. Front Street.

The fact that a required improvement adds expense to a project does not by itself constitute an excessive burden. Similarly, the fact that those improvements would not connect to similar improvements on adjacent properties also does not constitute an excessive burden. The proposed expansion is 22,600 square feet, which represents a substantial increase in building area for the property. As identified through the nonconformance redevelopment provisions in section 1.04.03C3, the City prioritizes site upgrades to meet current code requirements for

redevelopment projects of a significant size. If this wasn't a priority, existing development would continuously remain nonconforming and would hinder the City's long-term economic development, environmental sustainability, safety, and aesthetic goals that are outlined throughout the Comprehensive Plan and implemented through the Development Ordinance. The first criterion therefore supports denial.

Regarding the second variance criterion, staff acknowledges that the subject property and adjacent properties have been developed and operational for many years without these improvements. Approval of the request would therefore not result in any unreasonable impacts because the street would remain as it has for many years. The second criterion supports approval.

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. The purpose of the street improvement requirements is to create a safe, inviting, and efficient street that supports pedestrians, bicyclists, and drivers. The City's primary method for obtaining street improvements is through development review – a developer of private property is responsible for constructing improvements along the portion of street frontage that the property abuts. For areas that are already developed (like the subject property of this review), staff acknowledges that it is likely to be more efficient and cost effective to construct street improvements on a larger scale (such as block-by-block or street-by-street) via a capital improvement project rather than a piecemeal property-by-property approach. Additionally, the improvements put in by the applicant would have to be removed and/or relocated if the City pursues a capital improvement project to widen the street in this area because it isn't practical to construct surrounding street improvements around this segment. Staff is therefore amenable to the applicant's request to not construct half-street improvements as part of this development.

Because the proposed development effectively results in the subject property being built out (i.e. the possibility for further expansion on the property becomes quite limited), this project likely represents the City's last opportunity for quite some time to require improvements or fees-in-lieu associated with a development proposal. Staff therefore adds *Condition of Approval 11* to require the applicant pay a fee-in-lieu for N. Front Street improvements. Payment of this fee would supersede and satisfy any non-remonstrance agreements and conditions of approval for street improvements associated with prior land use approvals for this property.

Regarding 3.01.03I, which compels the City to consider any TSP projects along or within the subject property, Project P10 identifies new sidewalks along this segment of N. Front Street as a high priority project. A sidewalk is included in the conditioned fee-in-lieu.

▲ Staff recommends approval of Variance Request 1 with *Condition 11*.

#### Variance Request 2: Street Lighting

There is a street lighting requirement outlined in 3.02.03 and the subject property does not currently have any street lights along its frontage. Through the Variance application, the applicant requests to not install any new street lights.

For context, the nearest street lights for N. Front Street are approximately 3,100 feet southwest at the intersection with Hazelnut Drive.

There are two options to satisfy the first variance criterion – adherence to the standards is (1) not possible, or (2) imposes an excessive burden.

There is no characteristic of the site that would make it impossible for the applicant to install street lighting. The right-of-way has already been dedicated, the streetside public utility easement has already been granted, the area is mostly flat, and there are power lines running along the west side of the street that would supply power to the lights. The applicant's primary issues are the cost of completing this work and the concern that there are no other street lights along nearby properties that front N. Front Street.

The fact that a required improvement adds expense to a project does not by itself constitute an excessive burden. Similarly, the fact that nearby properties along N. Front Street do not have street lighting does not constitute an excessive burden. The proposed expansion is 22,600 square feet, which represents a substantial increase in building area for the property. As identified through the nonconformance redevelopment provisions in section 1.04.03C3, the City prioritizes site upgrades to meet current code requirements for redevelopment projects of a significant size. If this wasn't a priority, existing development would continuously remain nonconforming and would hinder the City's long-term economic development, environmental sustainability, safety, and aesthetic goals that are outlined throughout the Comprehensive Plan and implemented through the Development Ordinance. The first criterion therefore supports denial.

Regarding the second variance criterion, staff acknowledges that the subject property and adjacent properties have been developed and operational for many years without street lights. Approval of the request would therefore not result in any unreasonable impacts because the area would remain as it has for many years. The second criterion supports approval.

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. The purpose of the street lighting requirement is to create a safe and inviting street that supports visibility for pedestrians, bicyclists, and drivers. The City's primary method for obtaining street lighting is through development review – a developer of private property is responsible for installing lighting along the portion of street frontage that the property abuts. For areas that are already developed (like the subject property of this review), staff acknowledges that it is likely to be more efficient and cost effective to install street lighting on a larger scale (such as block-by-block or

street-by-street) via a capital improvement project rather than a piecemeal property-by-property approach. If installed by the applicant as part of this project, the lighting would have to be placed within the gravel shoulder to be effective at illuminating the street. This lighting would then need to be relocated if the City pursues a capital improvement project to widen the street because the lights would not be in the correct location. Staff is therefore amenable to the applicant's request to not install street lighting as part of this development.

Because the proposed development effectively results in the subject property being built out (i.e. the possibility for further expansion on the property becomes quite limited), this project likely represents the City's last opportunity for quite some time to require improvements or fees-in-lieu associated with a development proposal. Staff therefore adds *Condition of Approval 11* to require the applicant pay a fee-in-lieu for street lighting along N. Front Street. Payment of this fee would supersede and satisfy any non-remonstrance agreements and conditions of approval for street lighting associated with prior land use approvals for this property.

▲ Staff recommends approval of Variance Request 2 with *Condition 11*.

#### Variance Request 3: Overhead Utility Lines

There are overhead high-voltage transmission lines, distribution lines, and communications lines running along the N. Front Street frontage of the subject property. The provisions outlined in 3.02.04 require the applicant to either bury the distribution and communications lines or pay a fee-in-lieu. Through the Variance application, the applicant requests to not bury the lines nor pay a fee-in-lieu.

The subject property has approximately 417.11 feet of frontage along N. Front Street. Per email correspondence with Ken Spencer, the City's PGE representative for development review, burial of the distribution and communications lines would result in a net addition of two poles. He also provided a cost estimate of approximately \$375,000 for burial of the distribution line; cost for burial of the communications line would be an additional expense.

There are two options to satisfy the first variance criterion – adherence to the standards is (1) not possible, or (2) imposes an excessive burden.

There is no characteristic of the site that would make it impossible for the applicant to bury the distribution and communication lines. The right-of-way has already been dedicated, the streetside public utility easement has already been granted, and the area is mostly flat. The applicant's primary issues are the cost of completing this work and the concern that these lines would remain above ground along adjacent properties that front N. Front Street.

The fact that a required improvement (or optional fee-in-lieu) adds expense to a project does not by itself constitute an excessive burden. Similarly, the fact that these lines would remain above

ground along adjacent properties does not constitute an excessive burden. The proposed expansion is 22,600 square feet, which represents a substantial increase in building area for the property. As identified through the nonconformance redevelopment provisions in section 1.04.03C3, the City prioritizes site upgrades to meet current code requirements for redevelopment projects of a significant size. If this wasn't a priority, existing development would continuously remain nonconforming and would hinder the City's long-term economic development, environmental sustainability, safety, and aesthetic goals that are outlined throughout the Comprehensive Plan and implemented through the Development Ordinance. The first criterion therefore supports denial.

Regarding the second variance criterion, staff acknowledges that the subject property and adjacent properties have been developed and operational for many years with these utility lines located above ground. Approval of the request would therefore not result in any unreasonable impacts because the area would remain as it has for many years. The second criterion supports approval.

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. Aboveground power lines were the norm historically, and they were a significant contributor to the industrialization and growth of cities throughout the 1900s. They have come under scrutiny more recently, particularly in the western US, because of their potential to start wildfires and for service outages during extreme weather. As a result, it is standard practice today for developers to install underground lines to serve new developments. The purpose of the undergrounding requirement is to improve streetscape aesthetics, improve transportation safety by reducing the number of sight obstructions within and adjacent to rights-of-way, and improve reliability of utility services during times of extreme weather (high heat, high winds, winter storms, etc.). As such, allowing the aboveground utility lines to remain, or not collecting a proportionate share fee-in-lieu from the property owner for their future burial, would mean these hazards would be allowed to continue unchecked.

Acknowledging that undergrounding utility lines is likely to be more cost effective on a larger scale (such as block-by-block or street-by-street) rather than through a piecemeal property-by-property approach, the City allows the option to pay a fee in-lieu of undergrounding. Additionally, there are high-voltage transmission lines that PGE does not allow to be buried, meaning the poles that support these lines would remain (and would need to be relocated if the street is widened). Staff is therefore amenable to the applicant's request to not bury the distribution and communication lines at this time, however staff does not support the applicant's request to not pay a fee-in-lieu. The long-term safety, economic, and environmental benefits that the community gains by requiring the undergrounding work or obtaining a fee-in-lieu for their future burial, outweigh the short-term financial costs borne by the applicant. Staff

adds *Condition of Approval 13* to require the applicant pay a fee-in-lieu for burial of utility lines along N. Front Street.

Based on past practice through past land use case files and final decisions (several examples include ANX 2020-02 Valentina Estates No. 2, PUD 22-01 Mill Creek Meadows, CU 21-01 US Market gas station, DR 22-26 Chick-Fil-A restaurant, and DR 22-24 / MOC 23-02 Fleet Sales West Shop Building), staff references a Pacific Gas and Electric (PG&E) October 2017 estimated range of \$1.16 to \$5 million per mile to remove utility poles and bury the lines. ([“Despite Being Safer, Underground Power Lines Are Very Expensive”](#) e.Republic LLC Government Technology “FutureStructure Infrastructure” series. October 23, 2017.

<<https://www.govtech.com/fs/infrastructure/despite-being-safer-underground-power-lines-are-very-expensive.html>>. Accessed January 3, 2024. Attachment 106) Staff uses the low end of the range, which is identified as an estimate for “most of PG&E’s territory”, as reasonable and comparable for the local Willamette Valley economy. Converting this cost to a per-foot measurement and updating it for inflation as of November 2023, the fee-in-lieu is \$273.49 per lineal foot of above ground utility lines. Applying this rate to the 417.11 feet of frontage with above ground utility lines results in a fee of \$114,075.41. This would amount to an approximate 69.6% savings compared to the \$375,000 cost estimate that PGE provided for the undergrounding work.

▲ Staff recommends approval of Variance Request 3 with *Condition 13*.

#### Variance Request 4: Pedestrian Access

There is a pedestrian access requirement outlined in 3.04.06 that would require a paved walkway connection between building entrances and sidewalk within the right-of-way. Through the Variance application, the applicant is requesting to not construct this walkway.

There are two options to satisfy the first variance criterion – adherence to the standards is (1) not possible, or (2) imposes an excessive burden. There is no characteristic of the site that would make it impossible for the applicant to construct a walkway between the building entrances and right-of-way. The land is mostly flat, the buildings far exceed setback requirements, and there is a feasible route following the driveway that this path could take. The applicant’s primary issue here is that portions of the driveway, parking lot, landscaping area, and stormwater detention facilities near the driveway and building entrances would all have to be redesigned to accommodate this walkway.

The fact that a required improvement adds expense to a project does not by itself constitute an excessive burden. The proposed expansion is 22,600 square feet, which represents a substantial increase in building area for the property. As identified through the nonconformance redevelopment provisions in section 1.04.03C3, the City prioritizes site upgrades to meet current code requirements for redevelopment projects of a significant size. The purpose of this walkway

requirement is to create a safe travel environment for pedestrians and bicyclists. The current owner may not believe it necessary or valuable to their business, but a future occupant might. The first criterion therefore supports denial.

Regarding the second variance criterion, staff acknowledges that the subject property has been developed and operational for many years without the walkway. Approval of the request would therefore not result in any unreasonable impacts because the site access would remain as it has for many years. The second criterion supports approval.

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, because staff is recommending a fee-in-lieu instead of sidewalk improvements within the right-of-way, an on-site walkway wouldn't connect into a public sidewalk system. Staff is amendable to the request.

✓ Staff recommends approval of Variance Request 4.

#### Variance Request 5: Landscaping

For on-site landscaping, there are Plant Unit minimums and parking lot tree island requirements outlined within 3.06. Through the Variance application, the applicant proposes a lesser amount of on-site landscaping and no tree islands.

As part of a recent approval (DR 2019-12, EXCP 2019-06, PLA 2019-09, VAR 2019-09), this site had a variance approved to provide less than the minimum required landscaping due to the operational need for large paved areas. Because the new proposal through this DR 23-08 application requires full site upgrades for all nonconforming site elements, the applicant has again requested a variance to provide less than the minimum required landscaping (this includes parking area landscape islands).

There are two options to satisfy the first variance criterion – adherence to the standards is (1) not possible, or (2) imposes an excessive burden. There is no characteristic of the site that would make it impossible for the applicant to meet landscaping requirements. The land is mostly flat and the buildings far exceed setback requirements. The hardship is created by the applicant to the extent that it is a consequence of their needs as a company to reasonably use their property for the daily functions of the business, which is permitted outright in the IL zone. The first criterion supports denial.

Regarding the second variance criterion, the subject property has been developed and operational for many years. Approval of the request would therefore not result in any unreasonable impacts because the existing landscaping would remain and additional landscaping is proposed around the proposed expansion. The second criterion supports approval.

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. This is a common issue that industrial uses throughout the city struggle with. The WDO does not distinguish landscaping requirements for industrial uses, which are generally more land intensive and need larger paved areas, from that of commercial or residential uses. Staff supports the request because the applicant has illustrated a greater planting density along the street frontage to help screen the property from view from the street.

✓ Staff recommends approval of Variance Request 5.



The applicant shall protect the preserved trees pursuant similar to City of Portland Title [11.60.030](#), specifically either the subsections set of C.1.a.(1), (3) and C.1.b., e., & f. (clear and objective) and D.; or, the subsections set of C.2.a., b., & d.-f. (arborist's discretion) and D. as modified below and shall do so between land use approval and issuance of certificate of occupancy (C of O):

C. Protection methods. The Tree Plan shall show that the contractor adequately protects trees to be preserved during construction using one of the methods described below:

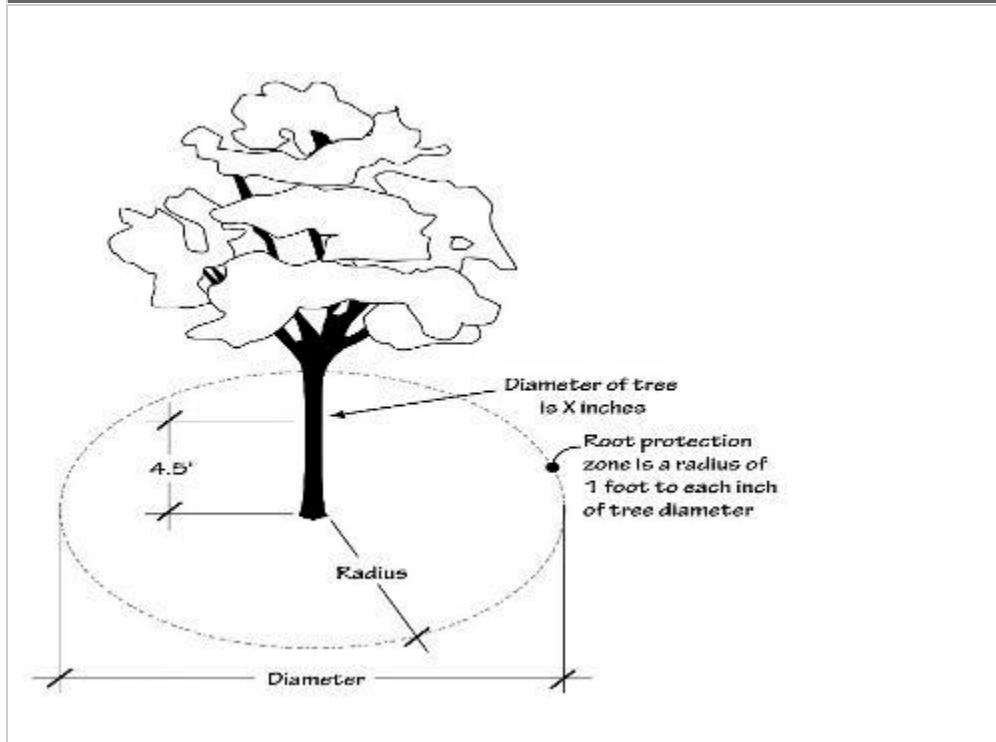
1. Clear & Objective Path.

a. A root protection zone is established as follows:

- (1) For trees on the development site - a minimum of 1 foot radius (measured horizontally away from the face of the tree trunk) for each inch of tree diameter (see Figure 80-2)

**Figure 80-2**

**Root Protection Zone**

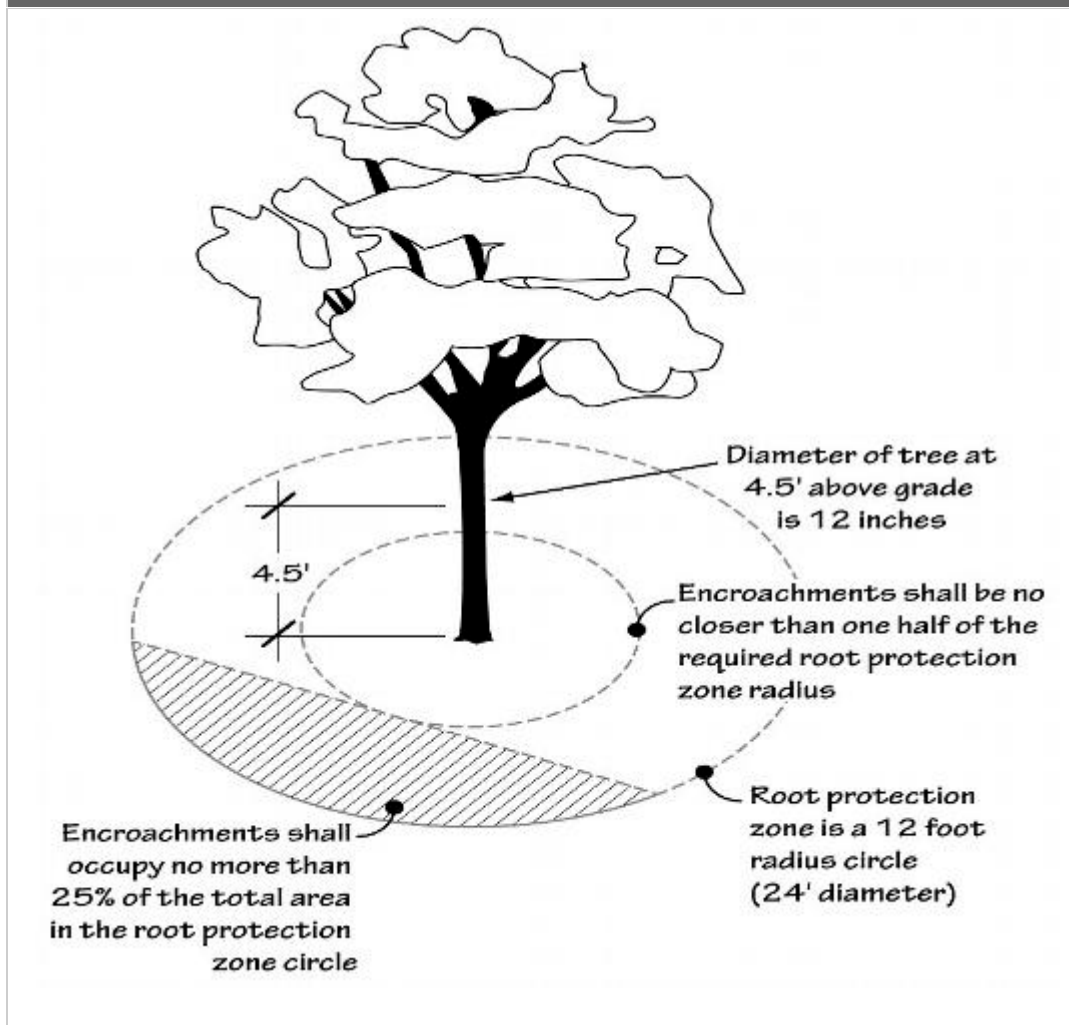


(3) Existing encroachments into the root protection zone, including structures, paved surfaces and utilities, may remain. New encroachments into the root protection zone are allowed provided:

- (a) the area of all new encroachments is less than 25 percent of the remaining root protection zone area when existing encroachments are subtracted; and
- (b) no new encroachment is closer than  $1/2$  the required radius distance (see Figure 60-1);

Figure 60-1

Permissible RPZ Encroachments



b. Protection fencing

(1) Protection fencing consisting of a minimum 6-foot high metal chain link construction fence, secured with 8-foot metal posts shall be established at the edge of the root protection zone and permissible encroachment area on the development site. Existing structures and/or existing secured fencing at least 3½ feet tall can serve as the required protective fencing.

(2) When a root protection zone extends beyond the development site, protection fencing is not required to extend beyond the development site. Existing structures and/or existing secured fencing at least 3½ feet tall can serve as the required protective fencing.

e. The following is prohibited within the root protection zone of each tree or outside the limits of the development impact area: ground disturbance or construction activity including vehicle or equipment access (but excluding access on existing streets or driveways), storage of

equipment or materials including soil, temporary or permanent stockpiling, proposed buildings, impervious surfaces, underground utilities, excavation or fill, trenching or other work activities; and

f. The fence shall be installed before any ground disturbing activities including clearing and grading, or construction starts; and shall remain in place until final inspection by Planning Division staff.

2. Arborist's Discretion. When the prescriptive path is not practicable, the applicant may propose alternative measures to modify the clear and objective root protection zone (RPZ), provided the following standards are met:

a. The alternative RPZ is prepared by an arborist who has visited the site and examined the specific tree's size, location, and extent of root cover, evaluated the tree's tolerance to construction impact based on its species and health, identified any past impacts that have occurred within the root zone, and forwarded a report through the developer to Planning Division staff;

b. The arborist has prepared a plan providing the rationale used to demonstrate that the alternate method provides an adequate level of protection based on the findings from the site visit described above;

d. If the alternative methods require the arborist be on site during construction activity, the applicant shall submit a copy of the contract for those services prior to permit issuance and a final report from the arborist documenting the inspections and verifying the viability of the tree(s) prior to final inspection by the Planning Division;

e. If the alternative tree protection method involves alternative construction techniques, an explanation of the techniques and materials used shall be submitted;

f. The arborist shall sign the tree preservation and protection plan and include contact information.

D. Changes to tree protection. Changes to the tree protection measures during the course of the development may be approved as a revision to a permit provided that the change is not the result of an unauthorized encroachment into a root protection zone (RPZ), and the applicant demonstrates that the tree protection standards of this Section continue to be met. When an unauthorized encroachment has occurred, the City may pursue an enforcement action or other remedy.

**From:** [Ken Spencer](#)  
**To:** [Dan Handel](#)  
**Subject:** RE: undergrounding question  
**Date:** Monday, December 18, 2023 1:59:54 PM  
**Attachments:** [image001.png](#)

---

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Hello,

The overhead line in front of 2775 N Front St consists of transmission, distribution, on one communications provider. Because of the transmission line, the pole cannot be removed. The distribution and communications lines can, however, be placed underground.

Undergrounding the distribution and communications lines would result in a net increase in the pole count by 2. One to the north of the project. Another to the south of the project.

Based on my current rough order of means (ROM) estimating spreadsheet, the cost for the distribution undergrounding would be in the \$375K range. Effort and equipment to underground the communications cabling would be on top of that.

I hope this helps. I apologize for the delay. Please let me know if you have any questions.

Thanks.

**Ken Spencer, PE** Customer Operations Engineer | 503.970.7200

---

**From:** Dan Handel <[Dan.Handel@ci.woodburn.or.us](mailto:Dan.Handel@ci.woodburn.or.us)>  
**Sent:** Monday, December 18, 2023 11:18 AM  
**To:** Ken Spencer <[Kenneth.Spencer@pgn.com](mailto:Kenneth.Spencer@pgn.com)>  
**Subject:** RE: undergrounding question

**This email is from someone outside PGE.**

Please take care when opening links, attachments or responding to this email.

Hey Ken – just want to check in on this and see if you had a chance to look at it? Thanks

**Dan Handel**  
Planner  
(503) 980-2431  
[City Website \[woodburn-or.gov\]](#) | [Community Development Department \[woodburn-or.gov\]](#)  
270 Montgomery St, Woodburn, OR 97071

---

**From:** Ken Spencer <[Kenneth.Spencer@pgn.com](mailto:Kenneth.Spencer@pgn.com)>  
**Sent:** Thursday, December 7, 2023 9:21 AM  
**To:** Dan Handel <[Dan.Handel@ci.woodburn.or.us](mailto:Dan.Handel@ci.woodburn.or.us)>  
**Subject:** RE: undergrounding question

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Good morning,

Today is rather full. Okay to do this tomorrow?

Thanks.

**Ken Spencer, PE** Customer Operations Engineer | 503.970.7200

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**From:** Dan Handel <[Dan.Handel@ci.woodburn.or.us](mailto:Dan.Handel@ci.woodburn.or.us)>  
**Sent:** Thursday, December 7, 2023 9:18 AM  
**To:** Ken Spencer <[Kenneth.Spencer@pgn.com](mailto:Kenneth.Spencer@pgn.com)>

ATTACHMENT 105



FUTURESTRUCTURE INFRASTRUCTURE

## Despite Being Safer, Underground Power Lines Are Very Expensive

With conversation swirling about the role power lines played recent California wildfires, some say burying the lines would simply be too costly.

October 23, 2017 • David R. Baker, San Francisco Chronicle

(TNS) -- Underground power lines don't sway in the wind. Tree branches blown sideways by a gale can't hit them. They don't sit on wooden poles that can fall down.

They would, in other words, seem to be an ideal way to prevent wildfires in a place like California, which has a history of big blazes sparked by overhead power lines tangling with trees. Investigators are now trying to determine whether that combination triggered the wildfires that tore through the Wine Country this month.

Unfortunately, underground power lines are also very expensive.



And if Pacific Gas and Electric Co., whose overhead lines are facing scrutiny as a possible cause of the North Bay fires, were to bury more of its system, that cost would be borne by the company's customers. It would not come out of PG&E's profits. Placing more lines underground could even raise those profits, since under California regulations, utilities make a guaranteed rate of return on the value of all the equipment they own.

"We think it's so expensive that it's really not feasible," said Mark Toney, executive director of The Utility Reform Network watchdog group.

A new underground distribution line across most of PG&E's territory costs about \$1.16 million per mile, according to data filed with state regulators during the utility's most recent general rate case. That's more than twice the price of a new overhead line, which



costs about \$448,800 per mile. Most of the difference comes from the expense of digging a trench for the cable.

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Prices rise within cities, where the work is more complex. A [2015 San Francisco report](#) found that recent costs for moving power lines underground in Oakland had averaged \$2.8 million per mile, while similar work in San Jose had cost \$4.6 million per mile.

And burying high-voltage transmission lines — the kind usually strung from immense steel towers across long distances — can cost as much as \$5 million per mile, according to PG&E.

The utility operates more than 134,000 miles of overhead power lines of one voltage or another across Northern and Central California. So while placing power lines underground in areas filled with flammable vegetation may sound sensible, it is far from cheap: It would cost well over \$100 billion to do across PG&E's entire territory.

“Do we want to tear up the whole Oakland hills — a high fire hazard area — to do undergrounding?” asked Michael Picker, president of the California Public Utilities Commission. “There’s never going to be a perfect solution. A lot depends on how much people are willing to spend to approach the next level of safety.”

San Francisco has particularly painful experience with the costs of burying lines.

For 10 years starting in 1996, the city worked with PG&E to place underground 45.8 miles of overhead lines, with the utility estimating a cost of \$1 million per mile. Instead, the final price came in at [\\$3.8 million per mile](#).

California regulations use a formula for allocating some money each year from utility customers' bills to undergrounding projects in cities that want to bury their power lines. San Francisco's 10-year project ran so far over budget that it used up all the money that would be available to the city through 2032, according to a city report. That brought undergrounding within the city to a halt.

Price is not the only pitfall.

Repair crews have no trouble spotting a knocked-over power pole or downed line. But when an underground line fails, operators first have to figure out where the problem occurred, without being able to see it — though sensors attached to the power lines can help narrow things down. Then they have to dig.

“You may know it’s within a certain distance, but you don’t know exactly where it is,” said Andrew Phillips, director of transmission studies at the Electric Power Research Institute, a think tank serving the utilities industry. “And fixing it is very expensive, and that means the outage time is a lot longer.”

There’s also the issue of cutting trenches through environmentally sensitive areas. And in more urban settings, workers who don’t know the location of an underground line may dig into it, a problem that plagues natural gas pipelines as well. The power research institute’s office in Charlotte, N.C., recently lost power for an afternoon after someone accidentally hit an underground power cable in the neighborhood, Phillips said.

“Some guy with a backhoe was working on the traffic light, and he dug into the line — and everyone had to go home,” he said.

Most undergrounding takes place in towns and cities, for aesthetic reasons.

Urban streetscapes already contain a maze of infrastructure below the surface — water and sewer pipes, fiber-optic cable — so undergrounding can often be combined with other jobs to minimize the disruption.

PG&E undergrounds about 30 miles of electric lines each year. Other utilities have been more aggressive. San Diego Gas and Electric Co., a far smaller utility, says that 60 percent of its lines are now underground. That even includes small stretches of rural lines running through areas considered particularly prone to wildfires. The city of San Diego also placed a high priority on moving lines underground and set up its own funding system to support the work.

At the current pace, moving all of California’s utility lines underground would take 1,000



years, according to the California Public Utilities Commission.

PG&E has replaced hundreds of toppled or damaged power poles in the North Bay since the Oct. 8 windstorm and the wildfires that followed. It remains unclear whether PG&E's equipment may have helped start the fires or whether the fires damaged the equipment.

Either way, PG&E does not consider undergrounding a panacea.

“We serve urban areas, and we also serve really rural areas, so where's the tipping point where undergrounding makes sense?” said PG&E spokesman Keith Stephens. “We want to provide safe and reliable service that's also affordable. So it's a balance of those three things.”

Moving

power lines underground can help prevent fires

— at a price

Miles of overhead power lines in PG&E territory: 134,000

Cost of underground lines, per mile: \$1.16 million to \$5 million

Miles of power lines PG&E undergrounds per year: 30

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- 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

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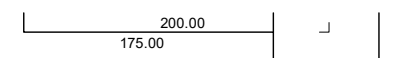
- + 1/16TH Section Cor.
- ⊙ DLC Corner
- ⊕ 1/4 Section Cor.
- ⊕ 16, 15 Section Corner 21, 22

NUMBERS

- Tax Code Number  
**00 00 0**
- Acreege  
**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 107

CANCELLED NUMBERS

- 1700
- 1900A2
- 1901A1
- 1901A2
- 1901A3
- 1901A4
- 1902A2
- 1902A3
- 2100
- 2200
- 2600A1
- 3200
- 3501
- 3502
- 3700
- 3900

DISCLAIMER: THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY

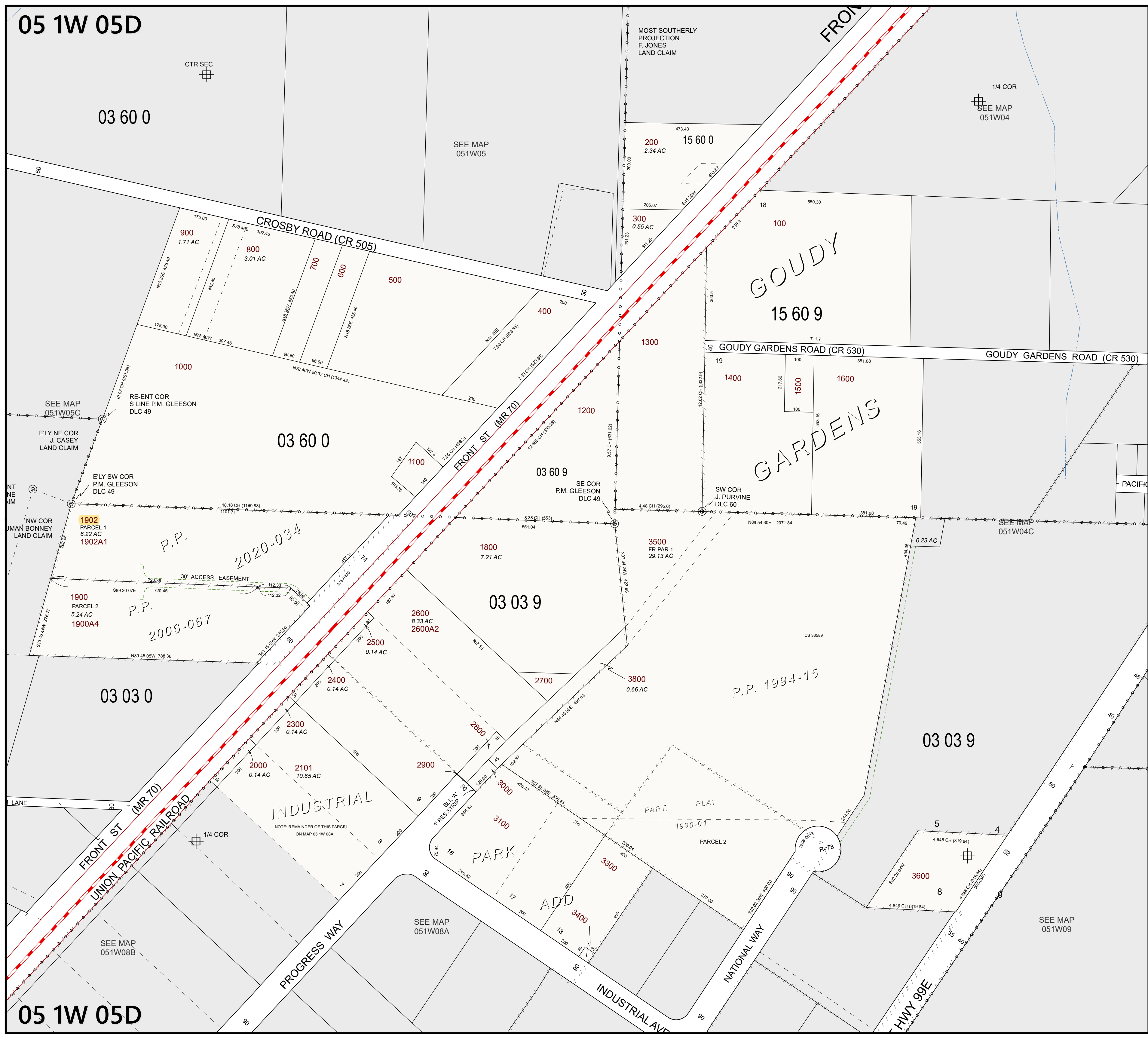


Assessors Office  
Cartography Dept

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

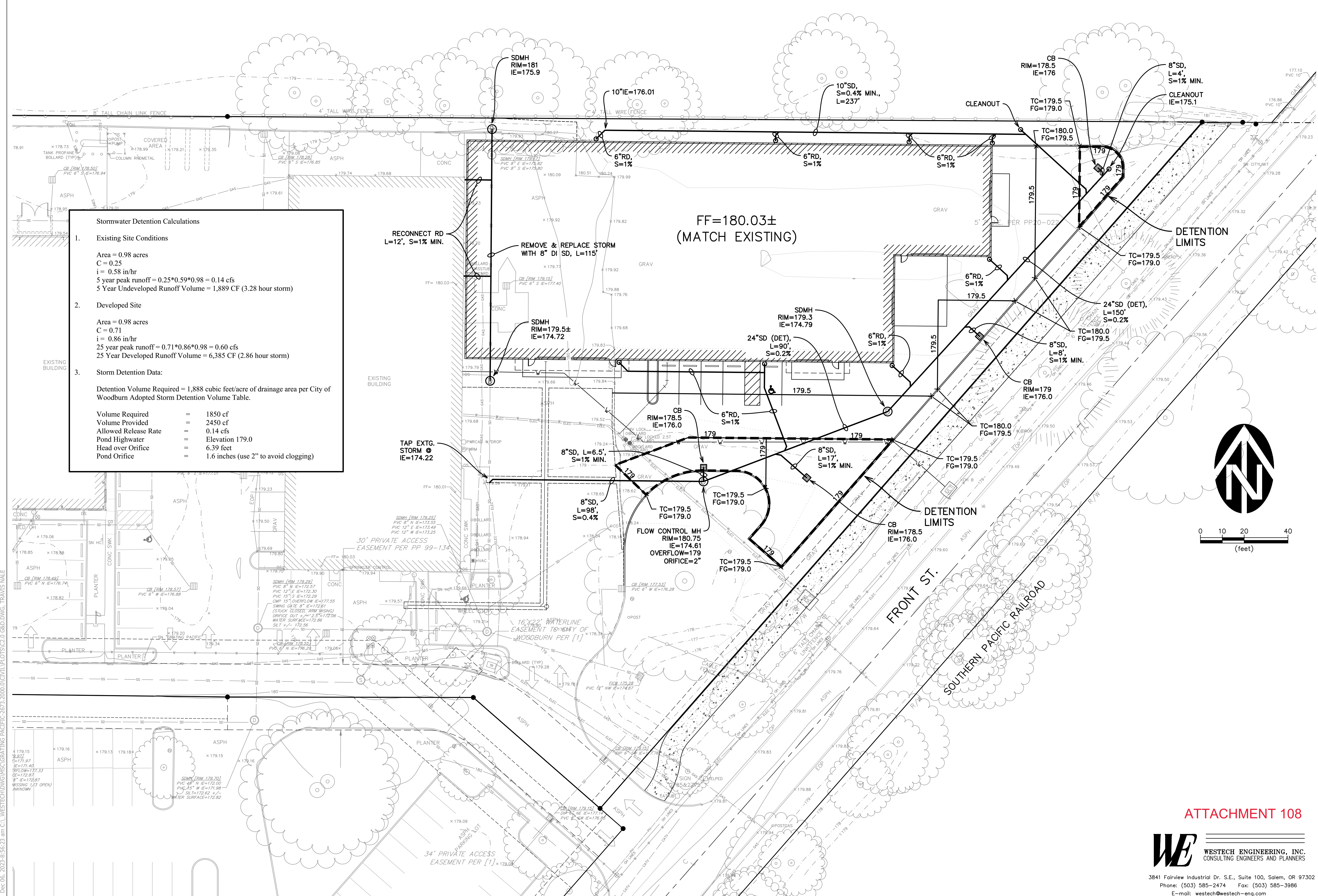
PLOT DATE: 7/20/2021

WOODBURN  
05 1W 05D





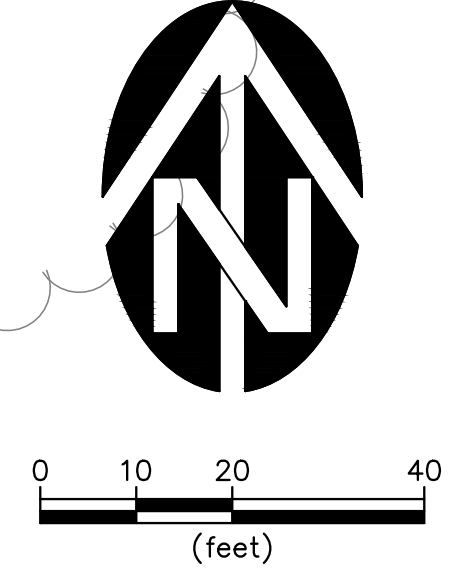
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**Stormwater Detention Calculations**

- Existing Site Conditions**  
 Area = 0.98 acres  
 C = 0.25  
 i = 0.58 in/hr  
 5 year peak runoff =  $0.25 \times 0.59 \times 0.98 = 0.14$  cfs  
 5 Year Undeveloped Runoff Volume = 1,889 CF (3.28 hour storm)
- Developed Site**  
 Area = 0.98 acres  
 C = 0.71  
 i = 0.86 in/hr  
 25 year peak runoff =  $0.71 \times 0.86 \times 0.98 = 0.60$  cfs  
 25 Year Developed Runoff Volume = 6,385 CF (2.86 hour storm)
- Storm Detention Data:**  
 Detention Volume Required = 1,888 cubic feet/acre of drainage area per City of Woodburn Adopted Storm Detention Volume Table.
 

Volume Required	=	1850 cf
Volume Provided	=	2450 cf
Allowed Release Rate	=	0.14 cfs
Pond Highwater	=	Elevation 179.0
Head over Orifice	=	6.39 feet
Pond Orifice	=	1.6 inches (use 2" to avoid clogging)



JOB NO. 2673.2000.0 CHECKED BY: JW

CONSULTING STRUCTURAL ENGINEERS

GRADING & DRAINAGE PLAN

GRATING PACIFIC BUILDING C

REVIEW

DWG. NO. C2.0 X of X

DRAWN BY: TN DATE: AUG. 2023

REVISION:

2775 N. FRONT ST. WOODBURN, OR 97071

FOR: GRATING PACIFIC

WILLIAM J. STEWART

230105

**MSC ENGINEERS**  
SINCE 1925

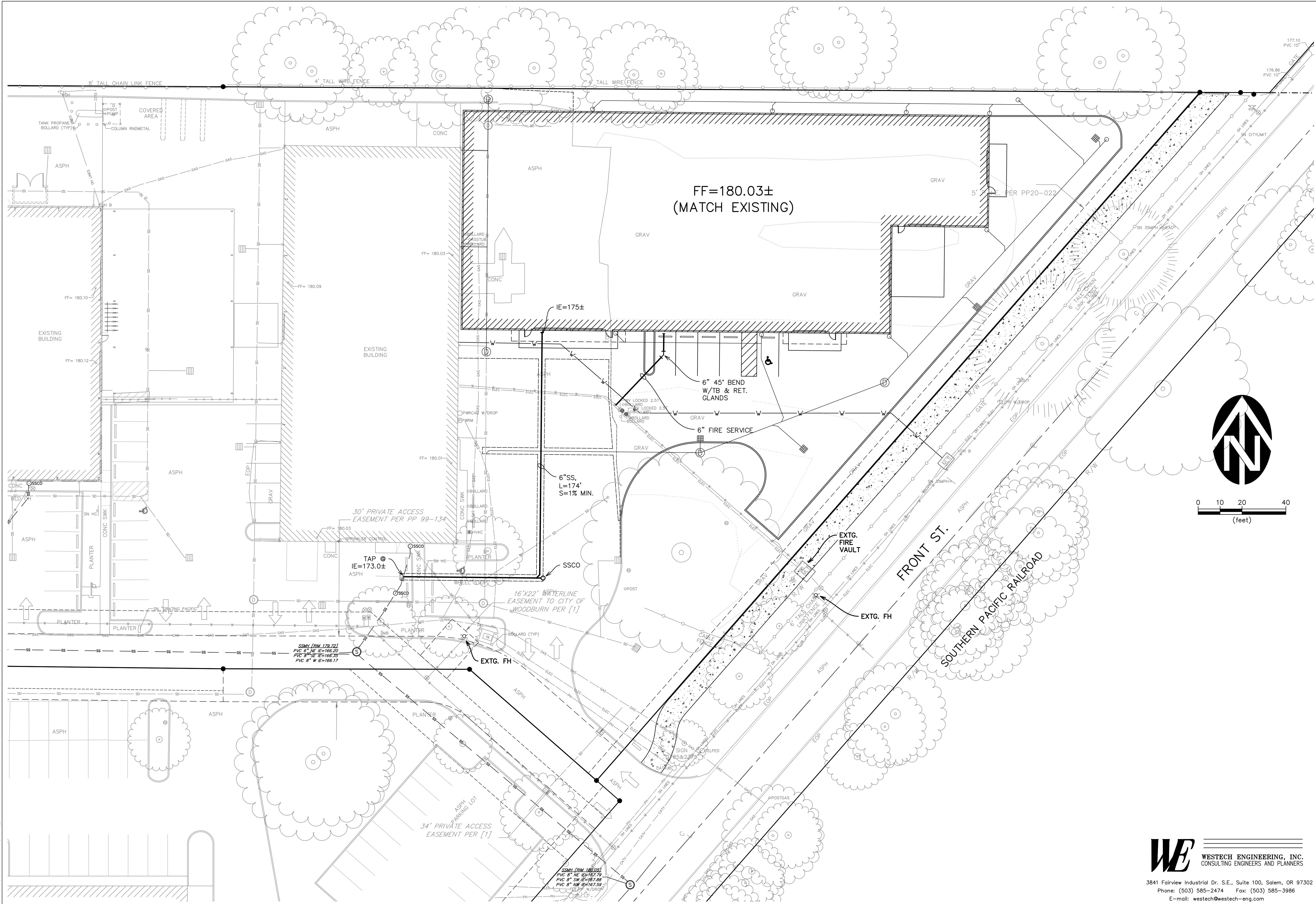
3470 Piebend Place NE  
Suite 120  
Salem, OR 97301  
503.593.9999  
mcs@mscengineers.com

**WESTTECH ENGINEERING, INC.**  
CONSULTING ENGINEERS AND PLANNERS

3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302  
Phone: (503) 585-2474 Fax: (503) 585-3986  
E-mail: westech@westtech-eng.com



Dec 05, 2023 4:06:33 PM C:\WESTECH\DWG\MSC\GRATING PACIFIC\2673.2000.0\CIVIL\PLT\CS3.0 UTILITY.DWG, TRAVIS MALE



JOB NO. 2673.2000.0 CHECKED BY: JW

DATE: AUG. 2023

DRAWN BY: TN

REVISION:

**MSC**  
 CONSULTING  
 STRUCTURAL  
 ENGINEERS

3470 Pipeband Place NE  
 Suite 120  
 Salem, OR 97301  
 503.585.2474  
 msc@mscengineers.com

**ENGINEERS**  
 SINCE 1925

UTILITY PLAN

**GRATING PACIFIC BUILDING C**  
 2775 N. FRONT ST.  
 WOODBURN, OR 97071  
 FOR: GRATING PACIFIC



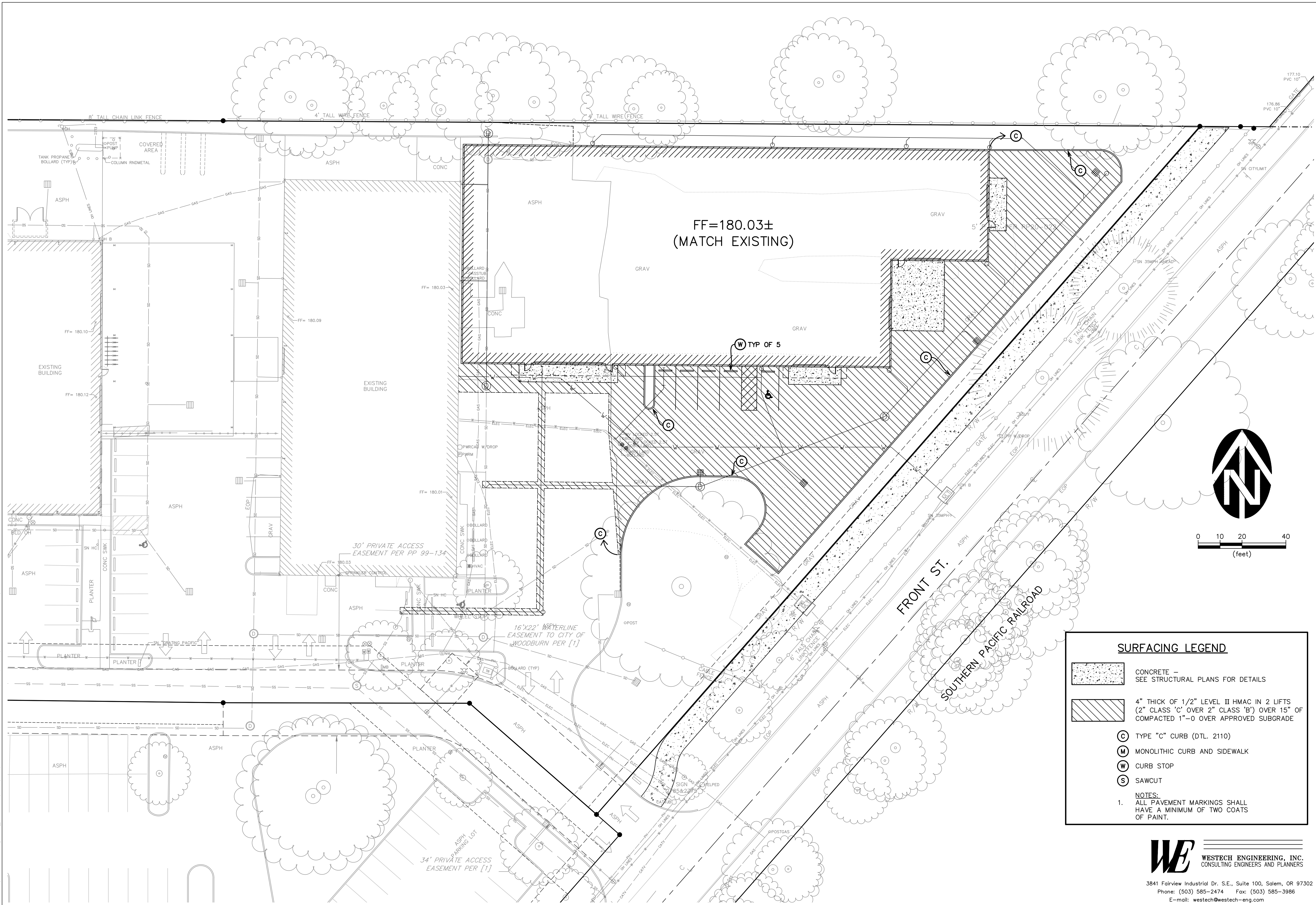
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230105

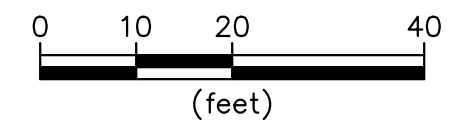
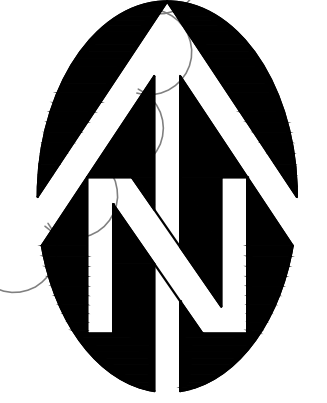
**WE** WESTECH ENGINEERING, INC.  
 CONSULTING ENGINEERS AND PLANNERS

3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302  
 Phone: (503) 585-2474 Fax: (503) 585-3986  
 E-mail: westech@westech-eng.com







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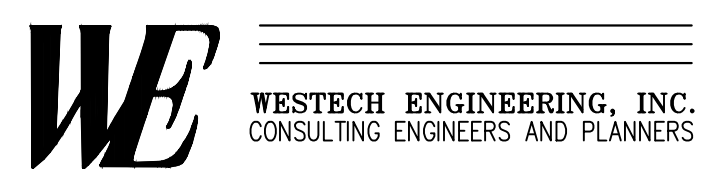
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(MATCH EXISTING)



**SURFACING LEGEND**

-  CONCRETE - SEE STRUCTURAL PLANS FOR DETAILS
-  4" THICK OF 1/2" LEVEL II HMAC IN 2 LIFTS (2" CLASS 'C' OVER 2" CLASS 'B') OVER 15" OF COMPACTED 1"-0 OVER APPROVED SUBGRADE
-  TYPE "C" CURB (DTL. 2110)
-  MONOLITHIC CURB AND SIDEWALK
-  CURB STOP
-  SAWCUT

NOTES:  
1. ALL PAVEMENT MARKINGS SHALL HAVE A MINIMUM OF TWO COATS OF PAINT.



3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302  
Phone: (503) 585-2474 Fax: (503) 585-3986  
E-mail: westech@westech-eng.com

JOB NO. 2673.2000.0 CHECKED BY: JW  
DRAWN BY: TN DATE: AUG. 2023  
REVISION:

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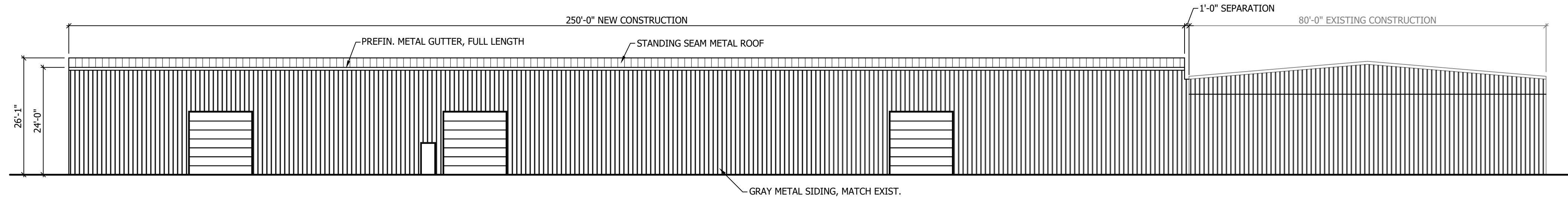
**SURFACING PLAN**  
**GRATING PACIFIC BUILDING C**  
2775 N. FRONT ST.  
WOODBURN, OR 97071  
FOR: GRATING PACIFIC



DWG. NO.  
**C4.0**  
X of X  
230105



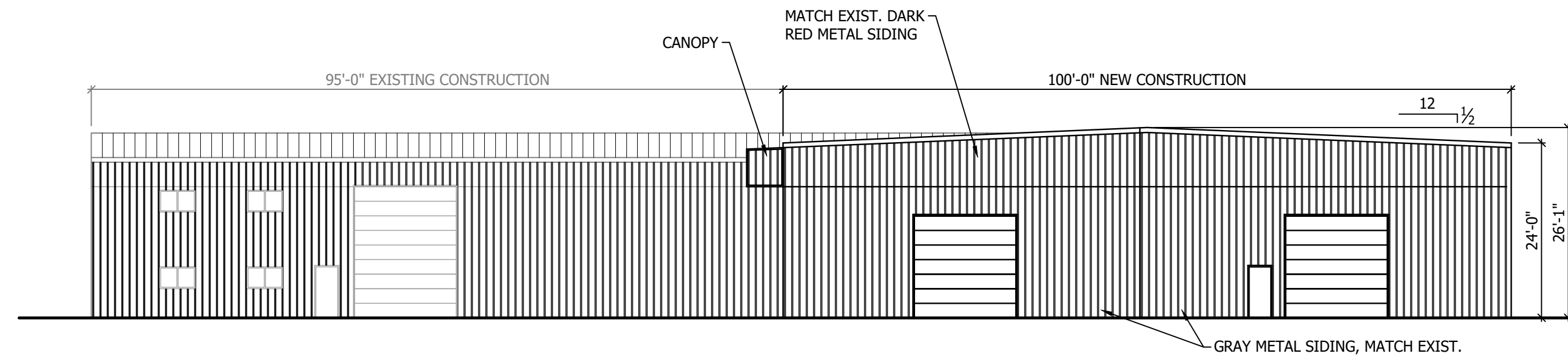
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**NORTH ELEVATION**

1/16" = 1'-0"

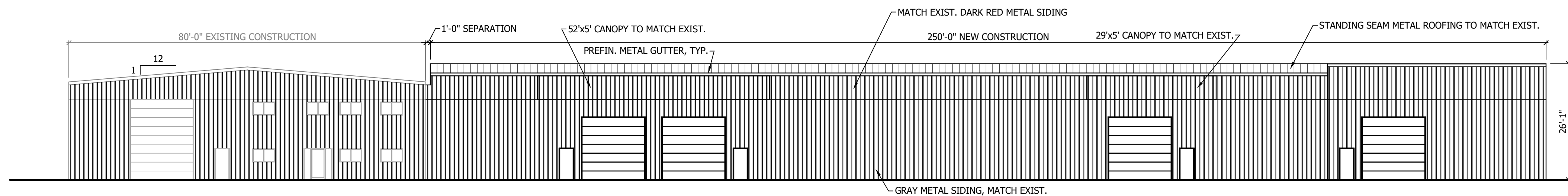
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**EAST ELEVATION**

1/16" = 1'-0"

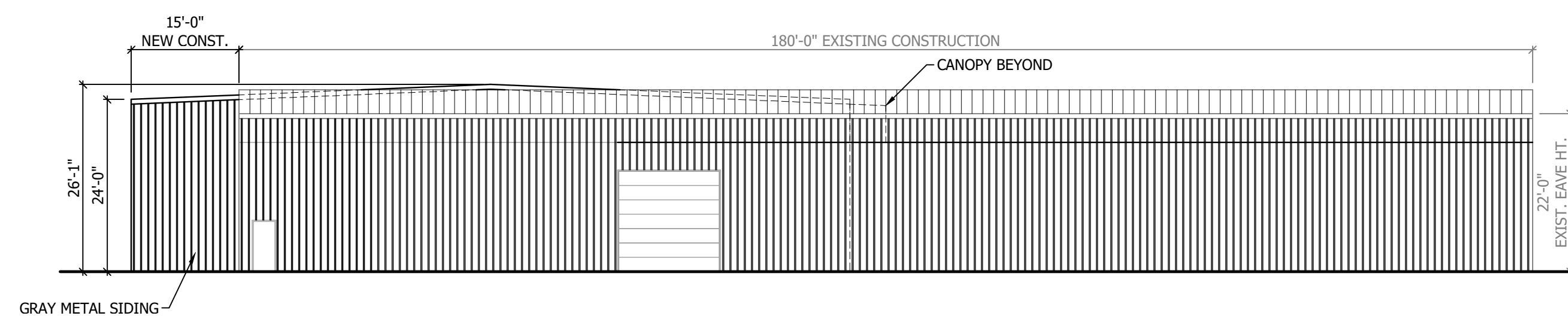
2  
S201



**SOUTH ELEVATION**

1/16" = 1'-0"

3  
S201



**WEST ELEVATION**

1/16" = 1'-0"

4  
S201

DRAWING HALF SCALE  
WHEN ON 11x17 SHEET

RELEASE FOR DESIGN REVIEW

ELEVATIONS

GRATING PACIFIC BUILDING C  
2775 N. FRONT ST.  
WOODBURN, OR 97071  
FOR: GRATING PACIFIC

PRELIMINARY  
NOT FOR  
CONSTRUCTION

DWG. NO.

A201

- of -

230105

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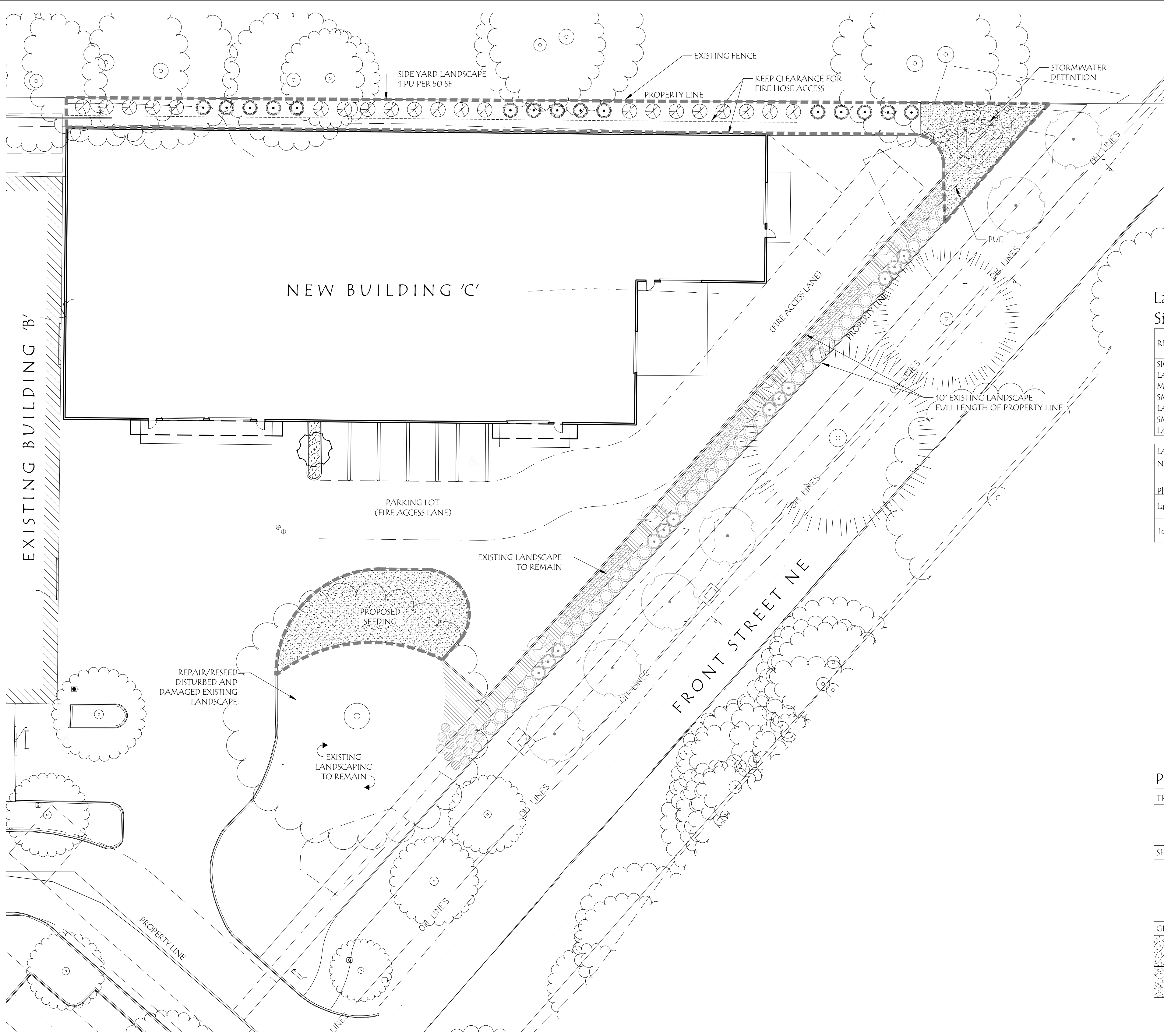
3270 Rippeband Place NE  
Salem, OR 97301  
503.399.1397  
msceingineers.com

JOB NO. 230105  
DRAWN BY: DMM  
REVISION:

CHECKED BY: WRP  
DATE: 09-07-2023

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Nov 08, 2023 11:16:33 pm C:\USERS\LAURA.ANTONSON\DESIGNS\PROJECTS\1588C\DWG\1588C.DWG LAURA.ANTONSON



**Legend:**

- EXISTING TREES TO REMAIN
- EXISTING LANDSCAPE: PREVIOUS PHASE
- PROPOSED LANDSCAPE

- General Notes:**
- DRAWINGS ARE PRELIMINARY, NOT FOR CONSTRUCTION OR BIDDING.
  - SEE ARCHITECTURAL DRAWINGS FOR SITE PLAN
  - SEE CIVIL DRAWINGS FOR UTILITIES, GRADING PLAN AND STORMWATER FACILITIES.
  - PLANTS TO BE SIZED ACCORDING TO CITY OF WOODBURN REQUIREMENTS FOR GENERAL PLANTING PLAN.
  - LANDSCAPE TO BE IRRIGATED BY AN AUTOMATIC UNDERGROUND SYSTEM.

**Landscape Planting Requirements: Side/Rear 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 = 3,475 SF  
 NUMBER OF PLANT UNITS = 70 PU

Plants	# of Plants	Plant Units
Large Shrub	36	72
<b>Total Plant Units</b>		<b>72</b>

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

REQUIRED PLANTS: 1 PLANT UNIT (PU) / 20 SF AND REQUIRED TREE PER PARKING SPACES BELOW

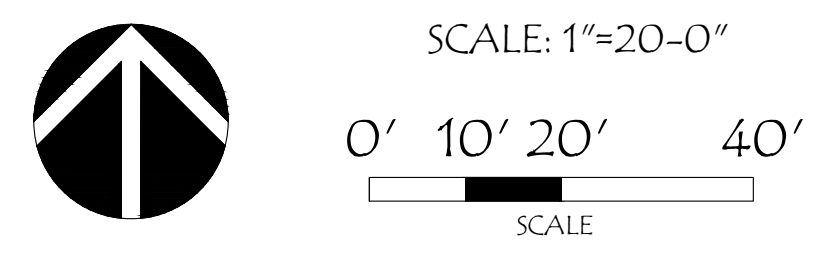
1 SMALL TREE PER 10 PARKING SPACES  
 1 MEDIUM TREE PER 15 PARKING SPACES  
 1 LARGE TREE PER 25 PARKING SPACES  
 SIGNIFICANT TREE = 15 PU  
 LARGE TREE = 10 PU  
 MEDIUM TREE = 8 PU  
 SMALL TREE = 4 PU  
 LARGE SHRUB = 2 PU  
 SMALL/MEDIUM SHRUB = 1 PU  
 LAWN/GROUND COVER = 1 PU / 50 SF

LANDSCAPE SQUARE FOOTAGE = 76 SF  
 NUMBER OF PLANT UNITS = 4 PU  
 NUMBER OF PARKING SPACES = 5 SPACES

Plants	# of Plants	Plant Units
Small Tree	1	4
Large Shrub	0	0
Small / Medium Shrub	0	0
Lawn / Groundcover	76 sf	2
<b>Total Plant Units</b>		<b>6</b>

**Preliminary Plant Schedule**

TREES	QTY	BOTANICAL / COMMON NAME	SIZE	
	1	Acer x freemanii "Armstrong" / Armstrong Freeman Maple	2" Cal., B&B	
SHRUBS	QTY	BOTANICAL / COMMON NAME	SIZE	
	15	Euonymus alatus "Compactus" / Compact Burning Bush	5 Gal.	
	21	Ligustrum japonicum "Texanum" / Texas Japanese Privet	5 Gal.	
GROUND COVERS	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING
	5	Rubus pentalobus "Emerald Carpet" / Emerald Carpet Creeping Raspberry	1 Gal.	48" o.c.
	2,280 sf	ProTime Supreme Lawn	Seed or Sod	



JOB NO. 1588C  
 CHECKED BY: LAA  
 DRAWN BY: LAA/KN  
 REVISION:  
 DATE: 11.08.2023

CONSULTING STRUCTURAL ENGINEERS  
**MSC ENGINEERS**  
 SINCE 1925  
 3470 Figgeland Place NE  
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 Salem, OR 97301  
 mscengineers.com

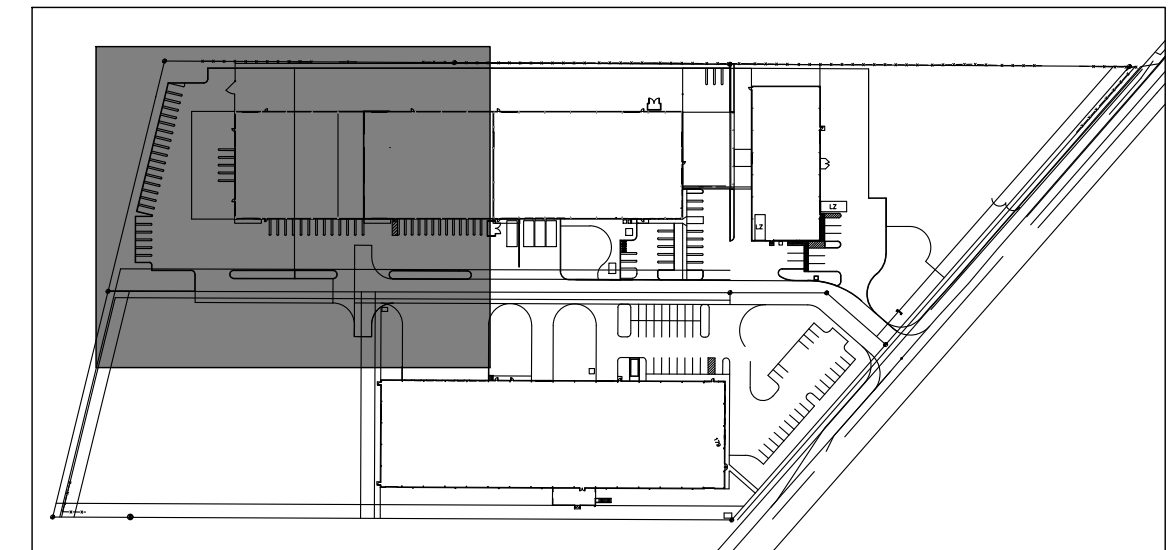
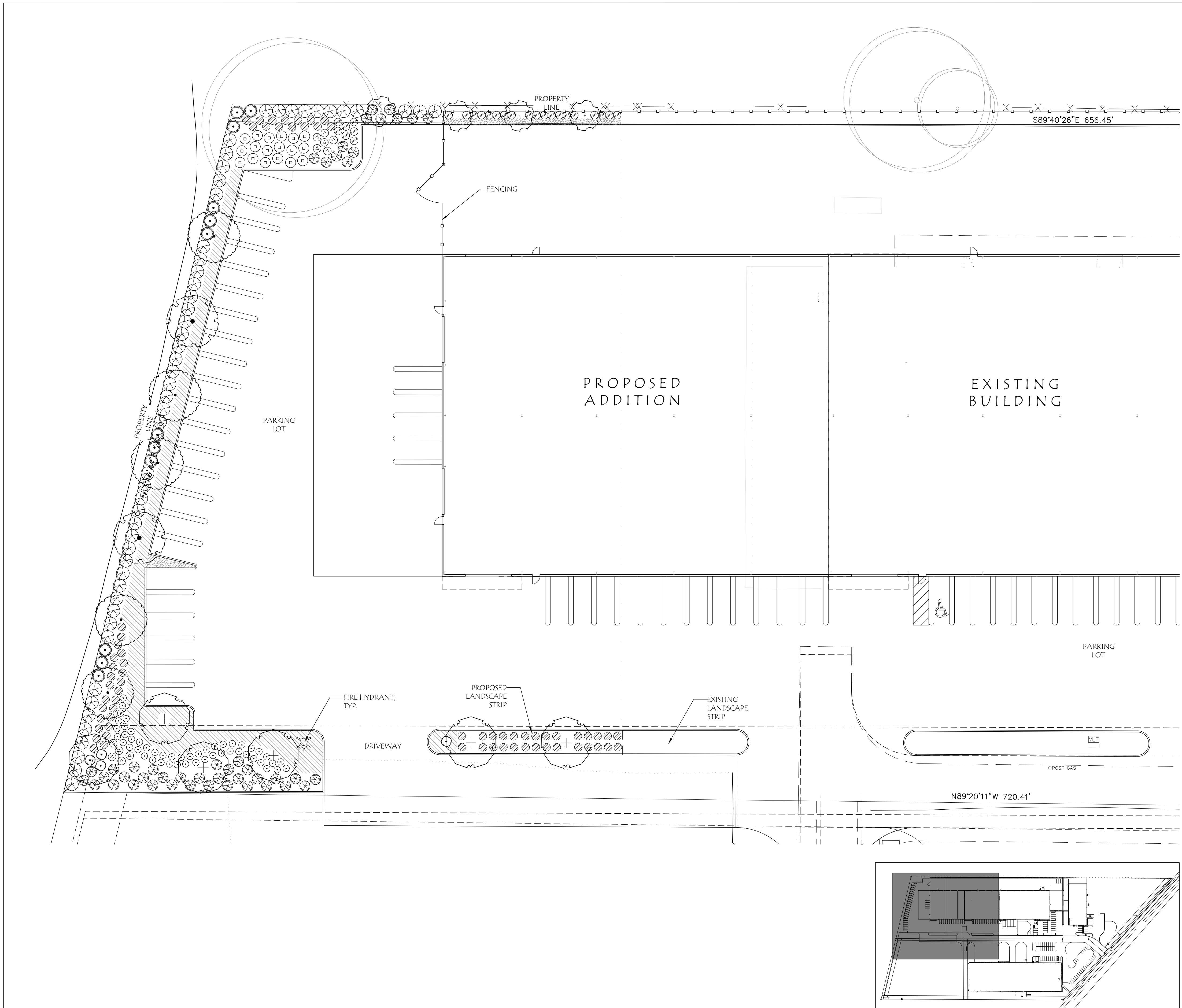
PRELIMINARY PLANTING PLAN  
**GRATING PACIFIC BUILDING C**  
 2775 N. FRONT ST.  
 WOODBURN, OR 97071  
 FOR: GRATING PACIFIC

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

DWG. NO.  
**L1.1**  
 - of -  
 230105

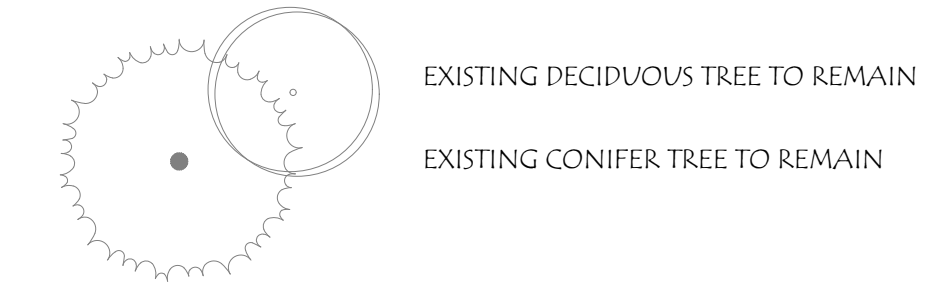
Laurus Designs, LLC  
 1012 Pine Street - Silverton, Oregon  
 503.784.6494  
 PROJECT #: 1588C





Key Map

**Legend:**



**General Notes:**

1. LANDSCAPE REQUIREMENT CALCULATIONS SEE THIS SHEET.
2. PLANT LEGEND SEE SHEET L1.2.
3. STREET TREE PLANTING SEE SHEET L1.2.

**Landscape Planting Requirements: Side/Rear 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 = 4256 SF  
 NUMBER OF PLANT UNITS = 85 PU

Plants	# of Plants	Plant Units
Significant Tree	1	15
Large Tree	4	40
Medium Tree	4	32
Small Tree	0	0
Large Shrub	25	50
Small / Medium Shrub	143	143
Lawn / Groundcover	750	15
<b>Total Plant Units</b>		<b>295</b>

**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

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 = 32,383 SF  
 NUMBER OF PLANT UNITS = 1619 PU  
 NUMBER OF PARKING SPACES = 33 SPACES

Plants	# of Plants	Plant Units
Significant Tree	1	15
Large Tree	8	80
Medium Tree	9	72
Small Tree	4	16
Large Shrub	126	252
Small / Medium Shrub	233	233
Lawn / Groundcover	5046	101
<b>Total Plant Units</b>		<b>769</b>

Laurus Designs, LLC

1012 Pine Street  
 Silverton, Oregon  
 503.784.6494

Grating Pacific East Expansion

2775 N. Front St.  
 Woodburn, Oregon

REGISTERED 643 PRELIMINARY LANDSCAPE ARCHITECT

LAURA A. ANTONSON  
 OREGON  
 11/16/2007

PLANTING PLAN

SCALE: 1"=20'-0"

0' 10' 20' 40'

SCALE

January 21st, 2020

REVISIONS

#	DATE	NOTES	INITIALS

L1.1

SHEET 1 OF 2

PROJECT #: 1271C