



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 23-09, SA 23-07, & VAR 23-07 "Salud Medical Center Renovation" at 1175 Mt Hood Avenue

Tax Lot: 051W08BC00800

Issue before the Planning Commission

Action on a land use application package:

- Type III Design Review (DR 23-09),
- Type III Street Adjustment (SA 23-07), and
- Type III Variance (VAR 23-07).

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

Executive Summary

The subject property is 1175 Mt Hood Avenue, a 3.92-acre property in the Commercial Office (CO) zoning district. It is already developed with a medical office building occupied by Salud Medical Center.



Aerial view of the subject property

The proposal before the Planning Commission is a Design Review application to construct a 129 square foot front vestibule entryway to the pharmacy area and an expansion of the existing parking lot. The project also includes significant interior work to the existing building – new casework, flooring, baseboards, paint, and all new interior lighting. Several spaces will undergo layout changes that will require modifications to ceilings, structural, mechanical, and electrical components. A Street Adjustment application is included to request a modified cross-section for Mt Hood Avenue. A Variance application is also included, with requests to not meet standards related to parking lot setback, street trees, perimeter screening, and on-site exterior lighting.



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. Tax Map, marked
106. 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. Mt Hood Avenue crosswalk: The developer shall re-stripe the crosswalk, install new reflective curbing along the median island, and replace any missing bollards within the median island at the Mt Hood Avenue / Park Avenue intersection. These improvements shall meet applicable ODOT standards and are due prior to building permit issuance.
6. Transit development fee: Pursuant to 3.01.03I and 3.01.09, the developer shall pay to the City a transit development fee of \$166 per net additional parking stall to help implement TSP Project T10. Fee payment is due prior to building permit issuance.
7. Easements: The developer shall complete the following prior to building permit issuance:
 - a. Water line: To meet 3.02.01A, grant a public utility easement over the public water line being extended through the property. Minimum width of this easement is 16 feet.
 - b. Streetside PUE: To meet 3.02.01B and Figure 3.01B, grant a 10-foot-wide public utility easement along the frontage of Mt Hood Avenue.
8. Street lighting: Pursuant to 3.02.03A, adjacent street lighting for Mt Hood Avenue shall comply with City of Woodburn and Portland General Electric (PGE) standards and specifications. The applicant shall either provide documentation to the attention of the

Public Works Department indicating that existing illumination complies with the standards or install new lighting to conform. This is due prior to building permit issuance, unless a performance guarantee is approved by the City pursuant to 4.02.08.

9. Underground utilities: Pursuant to 3.02.04, all utility services to and within the development shall be underground.
10. Second driveway: The following conditions apply to the proposed second driveway:
 - a. Pursuant to 3.04.01D, the developer shall obtain the necessary approvals and/or permits from the Oregon Department of Transportation for the construction of a second driveway prior to building permit issuance. Documentation of the approval shall be provided as part of the building permit application.
 - b. Pursuant to 3.04.03B3, the proposed second driveway shall function as a right-out-only driveway. The developer shall install traffic control signage and pavement striping around the driveway to appropriately communicate this to drivers. Details of signage and striping shall be provided as part of the building permit application.
 - c. The maximum width of this driveway shall not exceed 12 feet at the property line.
11. On-site crosswalks: To meet 3.04.06D, the wide walkway crossings over the drive aisle shall be made visually distinct from the asphalt pavement by either using stamped concrete or constructing a raised walkway crossing. Revise site plans to demonstrate conformance as part of the building permit application.
12. Parking: The developer shall revise plans as needed to provide the following:
 - a. All existing and proposed parking stalls shall be delineated with double parallel line striping to meet 3.05.02K and Figure 3.05C.
 - b. Pursuant to 3.05.03B, accessible parking shall be provided to meet applicable state statute and building code requirements.
 - c. Pursuant to Table 3.05C, the developer shall provide at least 5 carpool/vanpool parking stalls that meet the striping and signage requirements in 3.05.03H.
 - d. Pursuant to Table 3.05E, the developer shall provide at least 8 electric vehicle parking stalls that meet the charging level, striping, and signage requirements in 3.05.03I.
 - e. Pursuant to 3.05.03E and Table 3.05D, the developer shall provide at least 25 bicycle parking stalls that meet the facility and dimension standards in 3.05.06 and Table 3.05G.
13. Trash enclosure: To meet 3.06.05A and Table 3.06D, the existing trash enclosure must be enclosed within an architectural wall that meets the design standards outlined in 3.06.06B. Revise plans as needed to demonstrate conformance.

14. Tree preservation: To protect and preserve the existing significant trees that are noted to remain, the developer shall follow the attached City of Portland Tree Protection Rules (Attachment 104) throughout the entire construction process.

15. Signage: As indicated on the site plans, the developer shall relocate the existing monument sign prior to building permit final inspection. The developer shall apply for and obtain a Sign Permit for this relocated sign, along with any other new or modified signage. The sign variance approved in March 2020 (VAR 2019-10) for this property shall continue to apply.

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.



**Salud Medical Center Renovation
DR 23-09, SA 23-07 & VAR 23-07
1175 Mt Hood
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 water main 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. All required on-site detention area(s) for the runoff from this site will need to be provided in accordance with a hydraulic analysis report provided by professional engineer in Oregon and approved by the Oregon Department of Transportation (ODOT) and the City's Public Works Department.
5. Applicant to provide street lighting along Highway 214 (Mt Hood Avenue). Streetlights shall be in accordance with street lighting plans approved by ODOT, the City and conforming to Portland General Electric (PGE) requirements and under PGE's option B.
6. All City-maintained facilities located on private property shall require a minimum of 16-foot-wide utility easement conveyed to the City by the property owner. This is the applicant's responsibility to provide, not the City's. Utilities of unusual depth, size or location may require a larger width.
7. Provide and record the required public utility easements prior to building permit issuance.
8. Final Civil Plans review will be done during the Development Application for Construction. Public improvements will be designed and constructed in accordance with plans approved by Public Works and the Oregon Department of Transportation (ODOT).
9. All public improvements shall be deemed complete prior to building permit issuances.
10. Applicant to pay all public improvements (right-of-way) fees for all public improvements that are to be maintained by the City as per Ordinance #1795.

11. 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.
12. 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.
13. System Development fees shall be paid at the time of building permit issuance.

Analyses & Findings

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

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

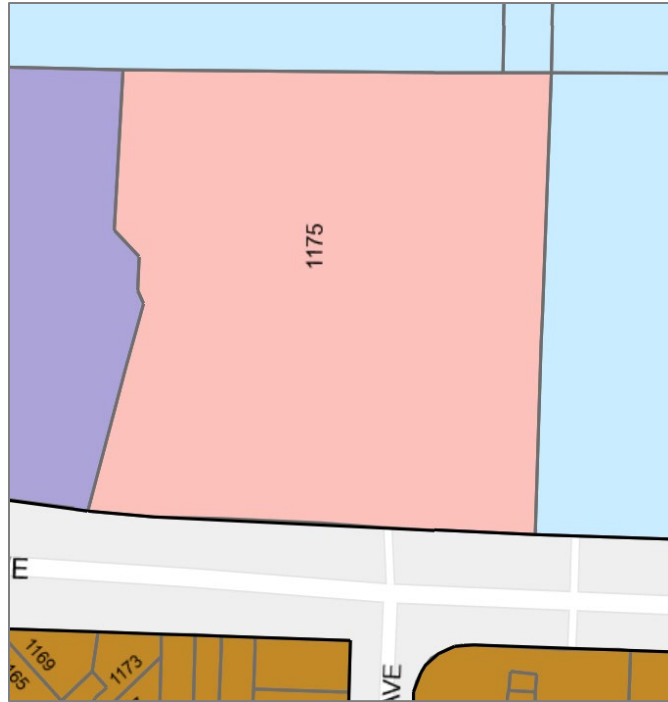
Location

<i>Address</i>	1175 Mt Hood Avenue
<i>Tax Lot</i>	051W08BC00800
<i>Nearest intersection</i>	Mt Hood Avenue / Progress Way

Land Use & Zoning

<i>Comprehensive Plan Land Use Designation</i>	Commercial
<i>Zoning District</i>	Commercial Office (CO)
<i>Overlay Districts</i>	n/a
<i>Existing Use</i>	Medical Office

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	Industrial Park (IP)
East	IP
South	Medium Density Residential (RM)
West	Light Industrial (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 October 23, 2023 and deemed complete as of November 21, 2023, making the 120-day decision deadline March 20, 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 subject property is already developed with an existing medical office building occupied by Salud Medical Center. The proposal includes an additional 129 square feet of building area as well as a 30% expansion of the parking lot (adding 39 parking stalls). Per 1.04.03C3b, the full redevelopment provisions apply.

✓ The provisions are met.

2.03 Commercial Zones

A. The City of Woodburn is divided into the following commercial zones:

3. The Commercial Office (CO) zone is intended primarily for office type development, with limited retail activity.

B. Approval Types (Table 2.03A)

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

Uses Allowed in Commercial Zones Table 2.03A									
Use			Zone						
Accessory Uses (A) (P) Special Permitted Uses (S)	Conditional Uses (CU) Specific	Permitted Uses Specific	DDC	CG	CO	MUV	NNC		
B	Commercial Retail and Services								
19	Printing, publishing, copying, bonding, finance, insurance, medical, data processing, social assistance, legal services, management, and corporate offices		p ⁷	P	P	P	P		

Staff Finding:

The subject property is already developed with a building occupied by Salud Medical Center, a medical office. The proposal includes a minor vestibule entryway addition to the building and an expansion of the parking lot. The existing use is permitted outright in the CO zone (highlighted in green in the table).

✓ The requirement is met.

C. Development Standards (Tables 2.03B-F)

Commercial Office (CO) - Site Development Standards Table 2.03D			
Lot Area, Minimum (square feet)	Nonresidential use	No minimum	
	Residential use	Per Table 2.02E¹	
Lot Width, Minimum (feet)	Nonresidential use	No minimum	
	Residential use	Per Table 2.02E¹	
Lot Depth, Average (feet)	Nonresidential use	No minimum	
	Residential use	Per Table 2.02E¹	
Street Frontage, Minimum (feet)	Any use	No minimum	
Front Setback and Setback Abutting a Street, Minimum (feet)		15²	
Side or Rear Setback, Minimum (feet)	By-right use, group home, or government building	Abutting RS, R1S, RM, P/SP, or CO zone	10^{4,5}
		Abutting DDC, NNC, CG, IP, SWIR, or IL zone	15^{4,5}
	Conditional use except group home or government building		Per Table 2.02E¹
Setback to a Private Access Easement, Minimum (feet)		1	
Lot Coverage, Maximum		Not specified³	
Building Height, Maximum (feet)	Primary or accessory structure	35	
	Features not used for habitation	70	
<ol style="list-style-type: none"> 1. Site development standards for the RM zone 2. Measured from the Street Widening Setback (Section 3.03.02), if any 3. Lot coverage is limited by setbacks, off-street parking, and landscaping requirements. 4. Child care facility for 13 or more children, group home for six or more persons 5. A house of worship shall be set back at least 20 feet from a property line abutting a residential zone or use. 			

Staff Finding:

No changes to lot area, lot width, lot depth, nor street frontage are proposed. Plans demonstrate that the proposed addition will greatly exceed the front, side, and rear setback requirements. There is no private access easement therefore this standard does not apply. There is no maximum

lot coverage allowance. The height of the proposed addition is just over 11 feet 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

Because fences are reviewed separately from a Design Review, staff adds *Condition of Approval 4* to obtain a Fence Permit for any new or modified fencing.

▲ 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.

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.

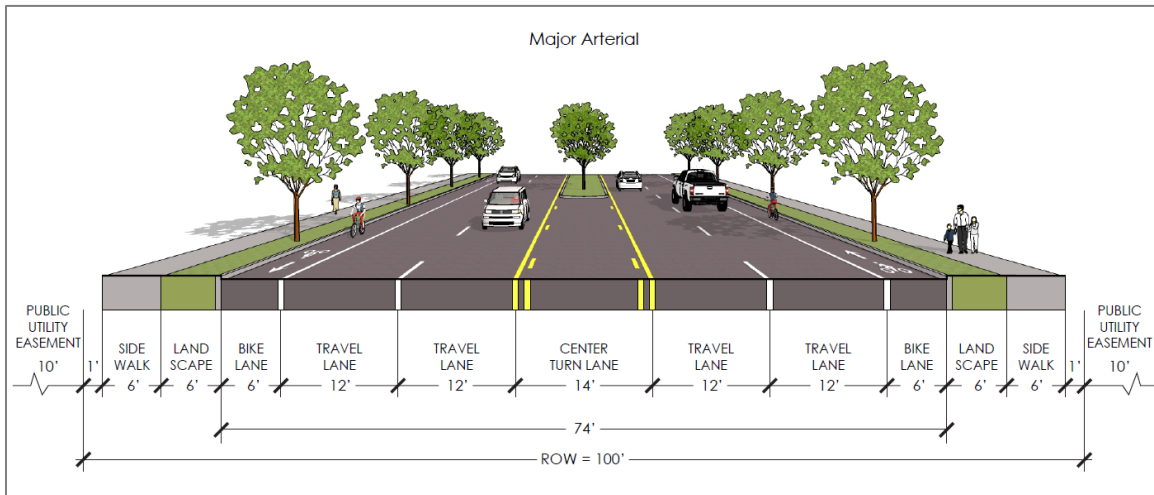


Figure 3.01B – Major Arterial

Staff Finding:

The proposal is commercial development therefore the standards within 3.01 do apply. The subject property has frontage along Mt Hood Avenue, which TSP Figure 2 illustrates is a major arterial street. The default cross-section for major arterial streets is Figure 3.01B. Existing conditions of Mt Hood Avenue along the property include:

- Approximately 105 feet of right-of-way;
- Approximately 66 feet of pavement;
- Curb and drainage facilities;
- Bike lane; and
- A curbtight sidewalk with landscape strip behind it.

■ The applicant submitted a Street Adjustment request to not widen the street to provide two westbound travel lanes in addition to the center turn lane, and to maintain the curbtight sidewalk with landscape strip behind it. This request is analyzed and discussed further under the Street Adjustment provisions.

3.01.09 Bus Transit Improvements

A. Purpose: The purpose of this section is to provide for apparent, attractive, and dignified regional and City bus transit facilities, to improve service, especially to include and be equitable toward Woodburn residents who cannot or do not own private vehicles or drive, to extend the reach of those walking and cycling, to implement Woodburn Comprehensive Plan policies, to implement the Transportation System Plan (TSP), to implement the Transit Plan Update that supplements the TSP, to guide City capital improvement projects, and to have developers improve bus transit stops that

have few or no improvements. The provision of bus transit improvements is guided also by the Highway 99E Corridor Plan and other WDO sections.

B. Applicability: The standards apply along a frontage for which development causes street improvements and either where a bus stop exists that lacks conforming improvements or the City has adopted a long-range transit plan identifying a new bus stop. The standards apply also to off-site bus stop improvements where and as conditioned.

D. Improvements: Per the Director.

E. Fees in-lieu: Per Section 4.02.12.

Staff Finding:

The subject property is along the Woodburn Transit System Fixed Route and Express Route, with the nearest bus stop approximately 168 feet away along Mt Hood Avenue in front of the adjacent property to the east (2079 Mt Hood Ave).

Considering the recently adopted Transit Development Plan, approved by City Council via Resolution No. 2213, the preferred service plan illustrates all three routes (including a new employer shuttle route) running along the subject property.

As part of development projects, the City collects fees towards transit operations and facilities identified within the TSP. Examples of past projects include:

- DR 2019-05 Allison Way Apartments
- DR 22-02 Project Gamos (Specht industrial development, Evergreen Rd)
- ANX 2019-01 Woodburn Eastside Apartments / Woodburn Place Apartments
- ANX 2020-02 Valentina Estates No. 2 subdivision
- DR 21-05 & MOC 22-03 Sprague Lane apartments
- DR 21-07 Amazon warehouse
- ANX 22-02 & PUD 22-02 Marion Pointe / Macadam at Tukwila subdivision
- CU 22-02 Townsend Farms industrial addition
- CU 22-04 Hardcastle Apartments
- PUD 22-01 Mill Creek Meadows subdivision
- DR 22-13 Unitus Community Credit Union office
- DR 22-18 Boones Crossing Phase 6
- DR 22-26 Chick fil A Restaurant

Transportation System Plan Project T10 outlines a City project to create an employer shuttle route. Based on past practice for prior land use approvals (most recent examples are CU 22-02 “Townsend Farms industrial addition” and DR 22-26 “Chick fil A Restaurant”), a proportionate share fee of \$166 per net additional parking stall has been assessed to help implement this project. Staff therefore adds *Condition of Approval 6* to require this fee prior to building permit issuance.

▲ The provisions are met with *Condition 6*.

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 is an existing public water line running through the subject property that is already covered by a public utility easement. The applicant is proposing to extend this water line west to connect into the public line within the adjacent property, completing a looped system. Staff adds *Condition of Approval 7a* to grant a public utility easement over this line.

City records do not indicate an existing streetside public utility easement. Figure 3.01B notes a 10-foot streetside public utility easement along major arterial streets therefore staff adds *Condition of Approval 7b* to grant this easement.

▲ The provisions are met with *Condition 7*.

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:

The subject property has frontage along N. Front Street therefore this requirement applies. Staff adds *Condition of Approval 8* to provide the appropriate documentation, or install new lighting, to meet this requirement.

▲ The provision is met with *Condition 8*.

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 no overhead power lines running along the Mt Hood Avenue frontage of the subject property therefore the burial requirements do not apply. Pursuant to subsection C, staff adds *Condition of Approval 9* to require all utility service to and within the site be underground.

▲ The provisions are met with *Condition 9*.

3.03 Setbacks and Open Space

Staff Finding:

As analyzed for 2.03, the development complies with setback requirements. There is no Street Widening Setback applicable because existing right-of-way width exceeds 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.

D. Access to State Highways

Access to a transportation facility under the jurisdiction of the Oregon Department of Transportation (ODOT) shall be subject to State requirements. The Director may incorporate ODOT requirements into the conditions of approval for any application.

Staff Finding:

The subject property has direct access to Mt Hood Avenue, a public street maintained by ODOT, and the existing development has a driveway aligned with Park Avenue. Because the proposal includes a new right-out-only driveway, staff adds *Condition of Approval 10a* to ensure the applicant obtains the necessary approvals from ODOT to add this driveway.

▲ The provisions are met with *Condition 10a*.

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

1. Lots that access a Major Arterial, Minor Arterial, Service Collector, or Access Street should be accessed via a shared driveway or instead to an alley or shared rear lane.

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.

D. Access Management

2. Commercial: Any development within a commercial zoning district that Section 2.03A lists shall grant shared access to adjacent lots and tracts partly or wholly within any of the same districts. An alley or shared rear lane may substitute for meeting this standard if the alley provides equivalent public access. Zoning Adjustment is permissible.

E. Interconnected Parking Facilities

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

Access Requirements Table 3.04A				
		1 to 4 Dwellings, Living Units or Individual Lots ⁶	5 or More Dwelling or Living Units, School, or House of Worship ⁶	Commercial or Industrial Use
Paved Width of Driveway (feet) ^{3, 4, 7, 8}	1-way	8 minimum	10 minimum 20 maximum	10 minimum 20 maximum
	2-way	14 minimum 16 maximum ⁷	20 minimum 24 maximum* *(Add 6 ft maximum if a turn pocket is added)	Commercial/Mixed-Use: 20 minimum 24 maximum* *(Add 12 ft maximum if a turn pocket is added)
	Manufactured Dwelling Park	10 minimum	n/a	Industrial: 22 minimum 36 maximum* *(Add 8' if a turn pocket is added)
Throat Length (feet) ⁵	Major Arterial, Minor Arterial, Service Collector	n/a	36 minimum	Commercial: 36 minimum; Industrial: 50 minimum
	Access or Local Street	n/a	18 minimum	18 minimum
Corner Clearance (feet) Guidelines ¹ (See Figure 3.04B)	Access or Local Street	30 minimum	30 minimum	30 minimum
	Service Collector	50 minimum	50 minimum	50 minimum
	Minor Arterial	245 minimum	245 minimum	245 minimum
	Major Arterial	300 minimum	300 minimum	300 minimum
Driveway Separation Guidelines (feet) ^{1, 2} (See Figure	Driveway on the same parcel	22 minimum	50 minimum	50 minimum
	Access or Local Street	none	none	none
	Service Collector	50 minimum	50 minimum	50 minimum
	Minor Arterial	245 minimum	245 minimum	245 minimum

3.04B)	Major arterial	300 minimum	300 minimum	300 minimum
Turnarounds ⁹	Access to a Major or Minor Arterial	Required	Required	Required
	Access to any other street	Required if the driveway length to the lot located furthest from the street exceeds 150 feet	Requirements per the Woodburn Fire District	Requirements per the Woodburn Fire District
<ol style="list-style-type: none"> 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 has an existing driveway aligned with Park Avenue. Site plans illustrate and note this driveway is 36 feet wide, serves two-way traffic, and includes a left turn pocket.

Plans also illustrate a proposed second driveway accessing Mt Hood Avenue, which appears to be 24 feet wide and would function as a right-out-only driveway. Because the subject property already has a primary driveway that serves two-way traffic, the subject property fronts a major arterial street, and the proposed second driveway is for one-way traffic leaving the site, staff adds *Condition of Approval 10b & c* to limit the width of the proposed right-out-only driveway to be no more than 12 feet wide at the property line and also require a traffic control sign instructing drivers along the highway that this is an exit only.

The existing and proposed driveway each exceed the throat depth requirement and corner clearance guideline. The addition of the second driveway would not comply with the driveway separation guideline when considering the existing driveway and adjacent driveway serving 1055 Mt Hood Avenue, however ODOT has indicated to staff their acceptance of the driveway as long as it is for right-out-only traffic.

▲ The provisions are met with *Condition 10*.

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:

The subject property has one frontage along Mt Hood Avenue. Site plans illustrate two wide walkways along the main driveway connecting the building entrance to sidewalk within the right-of-way. Site plans do not illustrate either of these wide walkways meeting the drive aisle crossing requirement for visual distinction therefore staff adds *Condition of Approval 11* to meet this requirement.

▲ The provisions are met with *Condition 11*.

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

E. Setback

2. Parking, loading, and circulation areas shall be set back from a property line a minimum of five feet, excepting any of (a) interior lot lines of lots in a development that have the same owner or that have outbuildings as part of a complex of buildings sited amid parking, such as in an office or industrial park or strip mall, (b) a shared access and use agreement between or among landowners per Section 3.04, and (c) shared access in the specific context of residential development of other than multiple-family dwellings.

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).

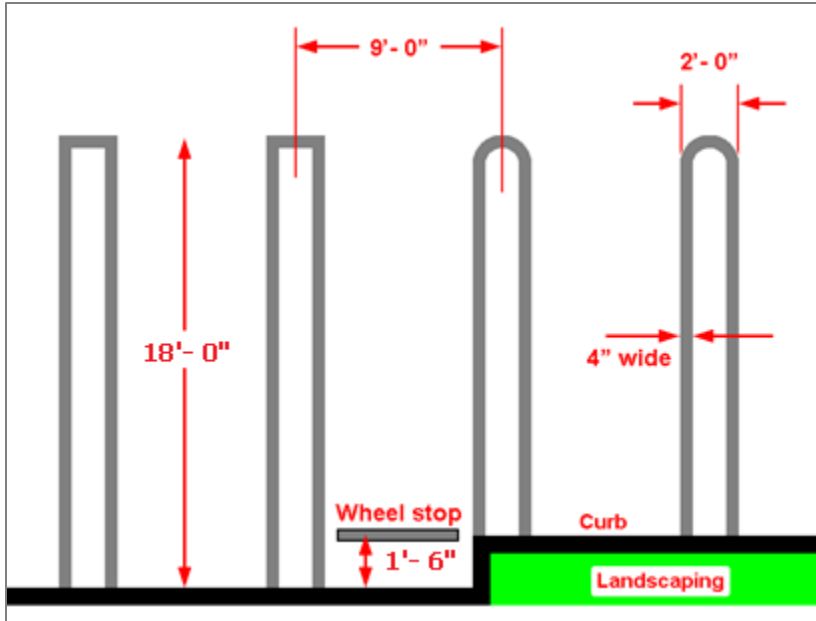


Figure 3.05C – Parking Space Striping

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 double parallel line striping requirement under subsection K and the exterior lighting requirement under subsection L. Staff adds *Condition of Approval 12a* to have all existing and proposed parking stalls meet the double parallel line striping requirement.

▲ Staff adds *Condition 12a* to ensure conformance with subsection K.

Site plans illustrate a small section of existing parking lot encroaching within the 5-foot setback. This was an approved variance from a 2003 approval for an expansion of the building (DR 2003-17 & VAR 2003-25). Because the proposal requires full site upgrades via the nonconformance redevelopment provisions within 1.04.03, the parking lot encroachment is required to be remedied. The applicant included a variance request to maintain this encroachment.

Photometric plans note both existing and new parking lot lighting. The applicant has indicated that new lighting fixtures will meet the standards in 3.11 however they are requesting a variance to allow certain existing light poles that exceed height limits to remain.

■ These requests are analyzed and discussed further under the Variance provisions.

3.05.03 Off-Street Parking

A. Number of Required Off-Street Parking Spaces

1. Off-street vehicle parking spaces shall be provided in amounts not less than those set forth in this Section (Table 3.05A).

2. Off-street vehicle parking spaces shall not exceed two times the amount required in this Section (Table 3.05A).

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

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

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

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

Off-Street Parking Ratio Standards Table 3.05A	
Use ^{1, 2}	Parking Ratio - spaces per activity unit or square feet of gross floor area
9. Ambulatory health services (such as doctors, dentists, optometrists, and chiropractors)	1/ 250 square feet
<p>1. The Director may authorize parking for any use not specifically listed in this table. The applicant shall submit an analysis that identifies the parking needs, and a description of how the proposed use is similar to other uses permitted in the zone. The Director may require additional information, as needed, to document the parking needs of the proposed use.</p> <p>2. There is no required parking ratio for non-residential uses and residential units above first floor commercial uses in the DDC zone (See Section 3.07.07.C.12).</p> <p>3. See Tables 3.05C & E for minimum carpool/vanpool and electric vehicle parking and Table 3.05D for minimum bicycle parking.</p> <p>4. In compliance with OAR 660-046-0220(2)(e).</p>	

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

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

Staff Finding:

The site is occupied by Salud Medical Center, which falls under the “Ambulatory health services” category within Table 3.05A. After accounting for the entryway vestibule addition, the site plan notes a total building floor area of 30,385 square feet. The minimum parking requirement is therefore 122 stalls and the maximum allowance is 244 stalls. Plans illustrate an expansion of the parking lot to provide a total of 168 stalls, 16 of which are compact and the remainder are standard size. This meets the minimum requirement and does not exceed the maximum allowance.

Staff adds *Condition of Approval 12b* to memorialize the requirement for accessible parking to meet state statute.

▲ Staff adds *Condition 12b* to meet the state statute requirement for accessible parking.



Development or Use	Description	Stall Minimum Number or Percent
1. Non-residential development within commercial zoning districts	Zero to 19 total minimum required spaces	n/a
	20 to 33 total	1 stall
	34 to 65 total	2 stalls
	66 or more total	2 stalls or 3% 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 122 stalls and the site plan illustrates 168 stalls provided therefore the minimum C/V parking requirement is 5 stalls. The site plan illustrates 6 C/V stalls provided along the building perimeter walkway. Staff adds *Condition of Approval 12c* to meet the striping and signage requirements.

▲ The provisions are met with *Condition 12c*.

Electric Vehicle Parking Table 3.05E		
		
Development or Use	Description	Stall Minimum Number or Percent
2. Non-residential development within commercial 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
1. Standard applies even if the site is not zoned P/SP.		
2. The Director may authorize EV parking for any use that the Development or Use column does not clearly include.		
3. See Section 3.05.03I below for EV development standards.		
4. Administrative note: As of January 2022, electrical permitting remains through the County instead of the City by agreement between the City and County.		

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 122 stalls and the site plan illustrates 168 stall provided therefore the minimum EV parking requirement is 8 stalls. The site plan illustrates 8 EV stalls provided that meet the location requirement. Staff adds *Condition of Approval 12d* to meet the charging level, striping, and signage requirements.

▲ The provisions are met with *Condition 12d*.

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.

Staff Finding:


Site plans illustrate loading facilities that do not encroach into street right-of-way.

✓ 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
2. Non-residential development within commercial zoning districts		Whichever of the two rates is greater: (1) 2 stalls or 15% of total minimum required parking spaces, whichever is greater; or (2) 2 stalls or equal to 0.6/ 1,000 square feet GFA, whichever is greater.
1. Standard applies even if the site is not zoned P/SP. 2. Each modular classroom counts as a classroom. 3. The Director may authorize off-street bicycle parking for any use that the Development or Use column does not clearly include. 4. See Section 3.05.06 for bicycle parking development standards.		

3.05.06 Bicycle Parking Standards

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

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

1. **Surface:** The area devoted to bicycle parking shall be paved if outdoors or otherwise hard surfaced if enclosed or indoors. Outdoor pavement shall be asphalt, bricks, cobblestone rectangular pavers, concrete pavers, poured concrete, structurally supported fiber cement or wood planking, or combination.
2. **Facility:** Where bicycle parking is provided with racks, they shall meet the following:
 - a. The rack shall be designed so that the bicycle frame and one wheel can be locked to a rigid portion of the rack with a U-shaped shackle lock, when both wheels are left on the bicycle;
 - b. If the rack is a horizontal rack, it shall support the bicycle at two points, including the frame; and
 - c. The rack must be securely anchored with tamper-resistant hardware.
3. **Dimensions:** Bicycle parking spaces, aisles and clearances shall be per Table 3.05G, which Figures 3.05E, F, & G illustrate.
4. **Signage:** If bicycle parking is not visible from sidewalk, wide walkway, or the main entrance of the building(s), a developer must install a permanent sign, minimum 1 by 1.5 feet, at the main

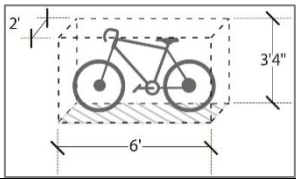
entrance of each primary building indicating the location of bicycle parking. Figure 3.05H illustrates examples.

5. Proximity: A developer shall construct or install bicycle parking within maximum 50 feet of the main entrance and per Figures 3.05J-L.

6. Covered/sheltered: A developer shall cover or shelter from precipitation among the total required bicycle parking minimum 50 percent of any and all parking that is outdoors.

8. Plan review: The developer or contractor shall submit the following information with applications for any of land use or building permit review:

- a. Location; where not obvious, access route(s) to; and number of bicycle parking stalls;
- b. Notated dimensions of all stalls, aisles, maneuvering areas, and clearances; and
- c. If applicable, information adequate to illustrate the racks and stalls that meet a particular set of standards.

Bicycle Parking Stall Minimum Dimensions Table 3.05G			
			
Dimension	Conventional Horizontal ¹ (feet)	Alternative (feet) ²	
		Horizontal as Wall-Attached ³	Vertical or Wall-Mounted ^{1, 4, 5}
Length	6	6	3 ft, 4 inches
Width	2	2	1 ft, 5 inches
Height	3 ft, 4 inches	3 ft, 4 inches	6
Maneuvering width ⁷	5	5	5
Clearance	0.5 ⁸	1 ⁹	n/a
<p>1. See Figure 3.05E.</p> <p>2. The purpose of alternatives primarily is to allow multiple-family dwelling developments to include more easily a number of stalls through any of communal storage rooms and sheds and on building, freestanding, and trash and recycling enclosure walls.</p> <p>3. See Figure 3.05F.</p> <p>4. See Figure 3.05G.</p> <p>5. Vertical or wall-mounted maximums:</p> <ul style="list-style-type: none"> 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. <p>6. See Figure 3.05H.</p> <p>7. Sidewalk: Where a bicycle parking stall is adjacent to a sidewalk, off-street bicycle/pedestrian facility, walkway, or access way, the maneuvering area may overlap it.</p> <p>8. Measured to stall length or width boundary.</p> <p>9. Measured to centerline of outermost bar of facility.</p>			

Staff Finding:

As analyzed for 3.05.03A, the minimum parking requirement is 122 stalls and the site plan illustrates 168 stall provided therefore the minimum bicycle parking requirement is 25 stalls. The site plan illustrates 25 bicycle parking stalls provided, 13 of which will be sheltered. All stalls meet the location requirement. Staff adds *Condition of Approval 12e* to meet the facility and dimension requirements.

▲ The provisions are met with *Condition 12e*.

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"> • 1 small tree per 10 parking spaces; or ¹ • 1 medium tree per 15 parking spaces; or ¹ • 1 large tree per 25 parking spaces ¹ and <ul style="list-style-type: none"> • 1 PU/20 square feet excluding required trees ² 	<ul style="list-style-type: none"> • RS, R1S, RSN, RM, RMN, P/SP, CO, CG and MUV zones: 20% of the paved surface area for off-street parking, loading and circulation • DDC, NNC, IP, IL, and SWIR zones: 10% of the paved surface area for off-street parking, loading and circulation • Landscaping shall be within or immediately adjacent to paved areas
Common areas, except those approved as natural common areas in a PUD	3 PU/50 square feet	Entire common area
<p>1. Trees shall be located within off-street parking facilities, in proportion to the distribution of the parking spaces.</p> <p>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.</p>		

Plant Unit (PU) Value Table 3.06B		
Material	Plant Unit (PU) Value	Minimum Size
1. Significant tree ¹	15 PU each	24" Diameter

Plant Unit (PU) Value Table 3.06B		
Material	Plant Unit (PU) Value	Minimum Size
2. Large tree (60-120 feet high at maturity) ¹	10 PU each	10' Height or 2" Caliper
3. Medium tree (40-60 feet high at maturity) ¹	8 PU each	10' Height or 2" Caliper
4. Small tree (18-40 feet high at maturity) ¹	4 PU each	10' Height or 2" Caliper
5. Large shrub (at maturity over 4' wide x 4' high) ¹	2 PU each	3 gallon or balled
6. Small to medium shrub (at maturity maximum 4' wide x 4' high) ¹	1 PU each	1 gallon
7. Lawn or other living ground cover ¹	1 PU / 50 square feet	
8. Berm ²	1 PU / 20 lineal feet	Minimum 2 feet high
9. Ornamental fence ²	1 PU / 20 lineal feet	2½ - 4 feet high
10. Boulder ²	1 PU each	Minimum 2 feet high
11. Sundial, obelisk, gnomon, or gazing ball ²	2 PU each	Minimum 3 feet high
12. Fountain ²	3 PU each	Minimum 3 feet high
13. Bench or chair ²	0.5 PU / lineal foot	
14. Raised planting bed constructed of brick, stone or similar material except CMU ²	0.5 PU / lineal foot of greatest dimension	Minimum 1 foot high, minimum 1 foot wide in least interior dimension
15. Water feature incorporating stormwater detention ²	2 per 50 square feet	None
<p>1. Existing vegetation that is retained has the same plant unit value as planted vegetation.</p> <p>2. No more than twenty percent (20%) of the required plant units may be satisfied by items in lines 8 through 15.</p>		

Staff Finding:

Regarding street trees, the subject property has 422.88 feet of frontage along Mt Hood Avenue, a major arterial street, therefore 14 large size street trees are required. Plans do not show any existing street trees.

■ The applicant submitted a Variance request to not plant street trees. This request is analyzed and discussed further under the Variance provisions.

Landscaping plans demonstrate that the proposal meets the plant unit requirements for each yard type, as well as the parking landscape islands requirements.

✓ The provisions are met.

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 or group home ⁷	Multiple-family dwelling, child care facility, group home or nursing home ^{5,8}	Nonresidential use in a residential zone	Manufactured dwelling park
4. Nonresidential use in CO zone	W ²	W ²	W ²	N	W ²	W ²	N	W ²	D	N	W ²
15. Refuse and recycling collection facilities except for single-family dwelling, duplex, child care facility, or group home	W ^{2,6,7}	W ^{2,6,7}	W ^{2,6,7}	W ^{2,6,7}	W ^{2,6,7}	W ^{2,6,7}	W ^{2,6,7}	W ^{2,6,7}	W ^{2,6,7}	W ^{2,6,7}	W ^{2,6,7}
<ol style="list-style-type: none"> 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. 2. Six to seven feet in height 3. Six to nine feet in height 4. Abutting streets must also be screened. 5. Screening is required abutting multiple-family dwellings, commercial or industrial uses only. 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. 7. Child care facility for 12 or fewer children, group home for five or fewer persons. 8. Child care facility for 13 or more children, group home for six or more persons. <p>General notes:</p> <ol style="list-style-type: none"> 9. Screening is subject to height limitations for Vision Clearance Areas (Section 3.03.06) and adjacent to streets (Section 2.01.02). 10. No screening is required where a building wall abuts a property line. 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. 											

Staff Finding:

The subject property is within the CO zoning district. Adjacent properties surrounding the subject property are within the IL or IP zones therefore perimeter screening is required in the form of an architectural wall between 6 and 7 feet tall. An architectural wall meeting this requirement already exists along the west side property line and most of the north rear property line; the remainder of the north property line and east side property line are screened with a chainlink fence.

■ The applicant submitted a Variance request to not meet the perimeter screening requirement for the portion currently screened with a chainlink fence. This request is analyzed and discussed further under the Variance provisions.

Regarding refuse and recycling collection facilities, Table 3.06D requires screening in the form of an architectural wall between 6 and 7 feet tall. Plans illustrate an existing trash enclosure however its not clear if the enclosure meets the screening requirement. Staff adds *Condition of Approval 13* to ensure conformance.

▲ The provisions are met with *Condition 13*.

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).

Staff Finding:

Site plans illustrate the parking lot expansion will result in parking areas abutting Mt Hood Avenue. The topographical survey demonstrates that the parking lot area will be elevated roughly 6 feet higher than the street grade. Additionally, the applicant proposes landscaping along the frontage to further screen the parking.

✓ The provision is met.

3.06.06 Architectural Walls

A. This section shall apply to required architectural walls.

B. Design Standards and Guidelines

- 1. An architectural wall shall meet the texture, color, and articulation requirements on the face away from the proposed development.**
- 2. An architectural wall should meet the texture, color, and articulation requirements on the face toward the proposed development.**
- 3. An architectural wall shall have a minimum three inch horizontal articulation of at least one linear foot of the wall of intervals not more than 40 feet; and**
- 4. An architectural wall shall have a minimum six inch vertical articulation of at least one linear foot of the wall of intervals not more than 40 feet.**
- 5. An architectural wall shall incorporate at least two colors.**

6. An architectural wall shall have an earth tone coloration other than grey on at least eighty percent (80%) of the surface.

7. An architectural wall shall be architecturally treated with scoring, texture, or pattern on at least eighty percent (80%) of the surface.

As identified in the analysis for Table 3.06D, refuse and recycling collection facilities are required to have screening in the form of an architectural wall between 6 and 7 feet tall. Plans illustrate an existing trash enclosure however its not clear if the enclosure meets the architectural wall design standards. Staff adds *Condition of Approval 13* to ensure conformance.

▲ The provisions are met with *Condition 13*.

3.06.07 Significant Trees on Private Property

B. The provisions of this Section apply to the removal of any significant tree and the replacement requirements for significant tree removal.

D. The issuance of a significant tree removal permit requires the property owner to replace each tree removed with one replacement tree. Each replacement tree shall be at least two inches in caliper. Each replacement tree shall be of a species not prohibited by this Section. The replacement tree shall be of the same size range at maturity as the significant tree replaced.

E. A tree required by the development standards of this ordinance (Section 3.1) or as a condition of permit or land use approval shall qualify as a replacement tree. In the Neighborhood Conservation Overlay District (NCOD), the replacement tree shall be planted on the same property as the significant tree replaced. In other zones, the property owner shall choose the method of replacement. Replacement shall be accomplished by:

- 1. Planting one tree on the subject property;**
- 2. Planting one tree at a location determined by the Woodburn Community Services Department;**
- or**
- 3. Paying a fee-in-lieu to the Woodburn Community Services Department for the planting of one tree at a future time by the City.**

F. The property owner shall pay a mitigation fee for each required replacement tree that is not planted pursuant to this Section. The applicant shall pay the mitigation fee into the City's tree fund. The amount of the mitigation fee shall be established by the City Council in the Master Fee Schedule, based on the average value of a two inch caliper tree available from local nurseries, plus planting costs.

The applicant's tree survey notes 28 significant trees on the property. The applicant proposes to remove 12 of them as part of the parking lot expansion, 2 of which are dead, diseased, or dying. Landscaping plans demonstrate replacement trees will be planted on site.

For the significant trees that are to remain, staff adds *Condition of Approval 14* to preserve these trees by following the City of Portland Tree Protection Rules (Attachment 104) throughout the entire construction process.

▲ The provisions are met with *Condition 14*.

3.07 Architectural Design

3.07.06 Standards for Non-Residential Structures in Residential, Commercial and Public/Semi Public Zones

Staff Finding:

The proposal involves a new 129 square foot entryway vestibule. The submitted building elevations and renderings show generally what the provisions require.

✓ The provisions are met.

3.08 Partitions and Subdivisions

⊖ The proposal does not include a partition or subdivision.

3.09 Planned Unit Developments

⊖ The proposal does not include a Planned Unit Development.

3.10 Signs

Staff Finding:

The subject property has an existing monument sign along the Mt Hood Avenue frontage, for which plans note will be relocated. Staff adds *Condition of Approval 15* to apply for and obtain a Sign Permit for this relocated sign.

▲ The provisions are met with *Condition 15*.

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:

Photometric plans note both existing and new lighting on the exterior of the building and throughout the parking lot. New lighting fixtures are shown to meet the standards in 3.11 however the applicant is requesting a variance to allow existing light poles that exceed height limits to remain.

■ This request is analyzed and discussed further under the Variance provisions.

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.

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.

5.01 Type I (Administrative) Decisions

5.01.02 Design Review, Type I

B. Applicability: The Type I Design Review is applicable to the following:

2. Non Residential Buildings:

- b. Sites with existing buildings, expansions or new buildings that increase lot coverage by 10% or less.**

The proposal involves a 129 square foot entryway vestibule addition and parking lot expansion for an existing development in the CO zone therefore the Design Review is a Type I.

✓ The requirement is met.

5.03 Type III (Quasi-Judicial) Decisions

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 Mt Hood Avenue. TSP Figure 2 illustrates Mt Hood Avenue as a major arterial street, for which the default WDO cross-section is Figure 3.01B. Existing conditions of Mt Hood Avenue along the property include:

- Approximately 105 feet of right-of-way;
- Approximately 66 feet of pavement (one travel lane in each direction, a left turn lane for each direction, and bike lanes);
- Curb and drainage facilities; and
- Curbtight sidewalk with no street trees.

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 make room for two travel lanes in each direction and a single left turn lane serving both directions, and to have a curbtight sidewalk with landscape strip on the outside).

Staff supports the applicant's request for the following reasons.

First, Mt Hood Avenue is a state highway under ODOT jurisdiction. Because of the nearby N. Front Street overpass, the highway improvements begin to taper from what the cross section requires down to one travel lane and bike lane in each direction right under the overpass. ODOT was very intentional in how the highway was designed as it nears and travels under the overpass. Requiring the applicant to widen the road would likely not get approval from ODOT because it would necessitate a redesign of the entire overpass.

Second, the finished grade of Mt Hood Avenue along the frontage of the subject property is approximately 6 feet below the finished grade of the subject property. There are also a number of mature trees along the front property line. Requiring the applicant to demolish the existing curbtight sidewalk in order to install a landscape strip and new sidewalk would result in the loss of these mature trees and would necessitate a retaining wall be built to account for the grade change.

There is an existing crosswalk across the highway that includes a flashing beacon system to help alert drivers to the presence of a pedestrian. To support the functionality and visibility of this crosswalk, staff adds *Condition of Approval 5* to restripe the crosswalk, install new reflective curbing along the median island, and replace any missing bollards on the median island.



Google Images street view of the Mt Hood Avenue crosswalk.

Staff recommends approval with conditions.

▲ The Street Adjustment provisions are met with *Condition 5*.

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 four requests.

Variance Request 1: Parking Lot Encroachment

Site plans illustrate a small section of existing parking lot encroaching within the 5-foot setback required by 3.05.02E. This was an approved variance from a 2003 approval for an expansion of the building (DR 2003-17 & VAR 2003-25). Because the proposal requires full site upgrades via the nonconformance redevelopment provisions within 1.04.03, the parking lot encroachment is required to be remedied. The applicant requests to maintain this variance.

The encroachment is relatively minor and confined to two small segments of the parking lot. It has also existed for the last 20 years with no negative or unreasonable impacts to the surrounding area. Staff recommends approval of the request.

✓ Staff recommends approval of Variance Request 1.

Variance Request 2: Street Trees

The subject property has 422.88 feet of frontage along Mt Hood Avenue, a major arterial street, therefore 14 large size street trees are required under 3.06.03A. There are no existing street trees and the applicant has requested not to plant any.

The applicant's narrative notes several practical issues associated with implementing this requirement:

- Due to the parcel topography along the street frontage, there is concern that the large trees will create a hazardous condition as the trees mature. The steepness will make the trees prone to leaning over the pedestrian pathway and major arterial roadway as the trees mature.
- Large retaining boxes will need to be installed into the slope to provide the proper flatness for the trees to be installed properly. There is concern that the cut back into the slope will compromise the existing mature tree's roots.
- Installing the street trees on the southeast corner will be problematic due to the number of utilities and easement requirements in that area.

Because the finished grade of Mt Hood Avenue is approximately 6 feet below the finished grade of the subject property, and because the N. Front Street overpass requires the highway to taper down in width, ODOT constructed a curbtight sidewalk along the frontage of the subject property. The resulting lack of a landscape strip to plant street trees in would necessitate trees be planted along the sloped land behind the sidewalk. Staff concurs with the applicant that there are safety concerns with planting street trees in such a location. Staff also concurs that the installation work to get trees within this sloped area would negatively impact the existing mature trees along the front property line, which would be counterproductive towards the intent of the street tree standard.

To ensure the sloped area does not remain bare, the applicant has proposed to plant a variety of groundcovers and shrubs to help stabilize the soil and complement the existing mature trees.

Staff considers the variance criteria met and recommends approval of the request.

✓ Staff recommends approval of Variance Request 2.

Variance Request 3: Perimeter Screening

The screening requirements within Table 3.06D require perimeter screening in the form of an architectural wall between 6 and 7 feet tall along the west, north, and east property lines. An architectural wall meeting this requirement already exists along the west side property line and most of the north rear property line; the remainder of the north property line and east side property line are screened with a chainlink fence. The applicant is requesting a variance to allow the existing chainlink fence to remain in place of constructing an architectural wall.

The applicant's narrative notes that a 6-foot-tall CMU wall will require a 26" wide by 7" deep footing located at a 14" depth. Because this footing would need to be located within the Salud property, the excavation required to provide the footing will extend into many of the tree's (along the property line) critical root zones. They will extend far enough to trigger the removal of most of the trees along the property line.

The intent of the screening standard is to create separation between uses and zones that might not be entirely complementary to each other. In this case, the adjacent properties are industrially zoned while the subject property is within the Commercial Office zone.

Staff considers the existing tree line along the east property line, the proposed landscaping enhancements, and existing chainlink fence with privacy slats to collectively meet the intent of the screening provision. Additionally, there are environmental benefits achieved by preserving existing trees. Staff recommends approval of the request.

✓ Staff recommends approval of Variance Request 3.

Variance Request 4: Exterior Lighting

Photometric plans note 8 existing parking lot light poles towards the rear of the property that are 20 feet tall. The lighting standards in 3.11 outline a height limit of 14.5 feet. The applicant is requesting a variance to allow these existing light poles that exceed height limits to remain. The applicant's primary issue is the cost of removing these poles and replacing them with poles that conform.

There is nothing that would make it impossible for the applicant to have all lighting meet the height requirement, and the fact that a required improvement adds expense to a project does not by itself constitute an excessive burden. On the other hand, the light poles in question are around the rear end of the property and the adjacent properties are all within industrial zones. They have existed for many years and do not appear to have created any unreasonable impacts to the surrounding area.

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. Because the applicant proposes to retrofit the existing poles with fixtures that meet current standards, and because the existing pole height does not negatively impact neighboring properties, staff supports approval of the request.

✓ Staff recommends approval of Variance Request 4.

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:

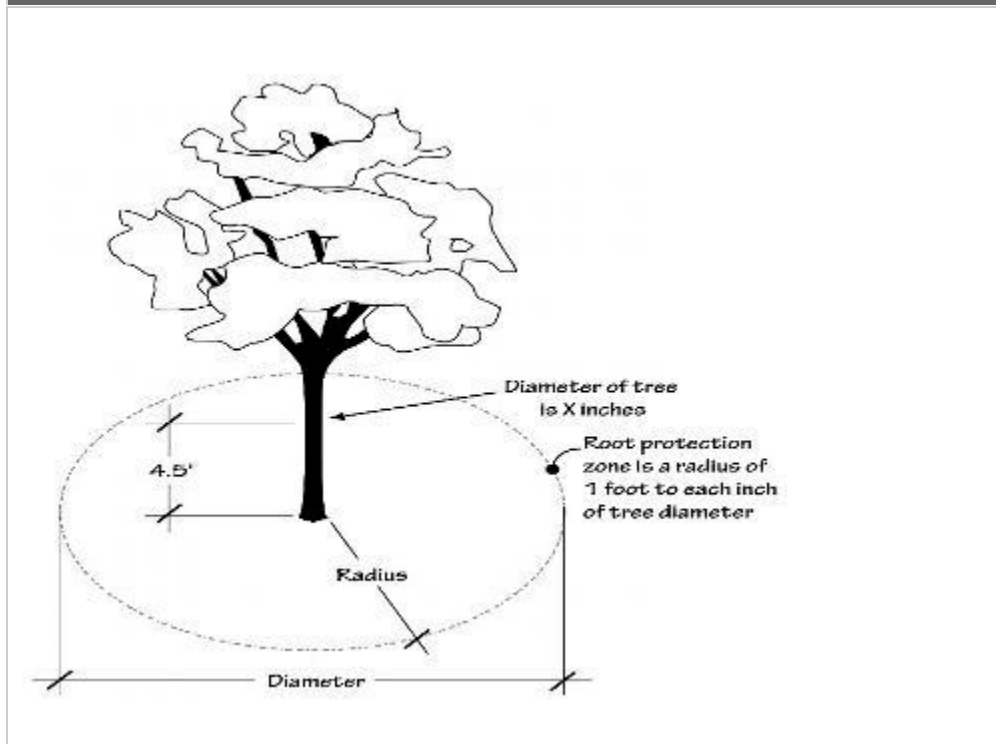
1. Clear & Objective Path.

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

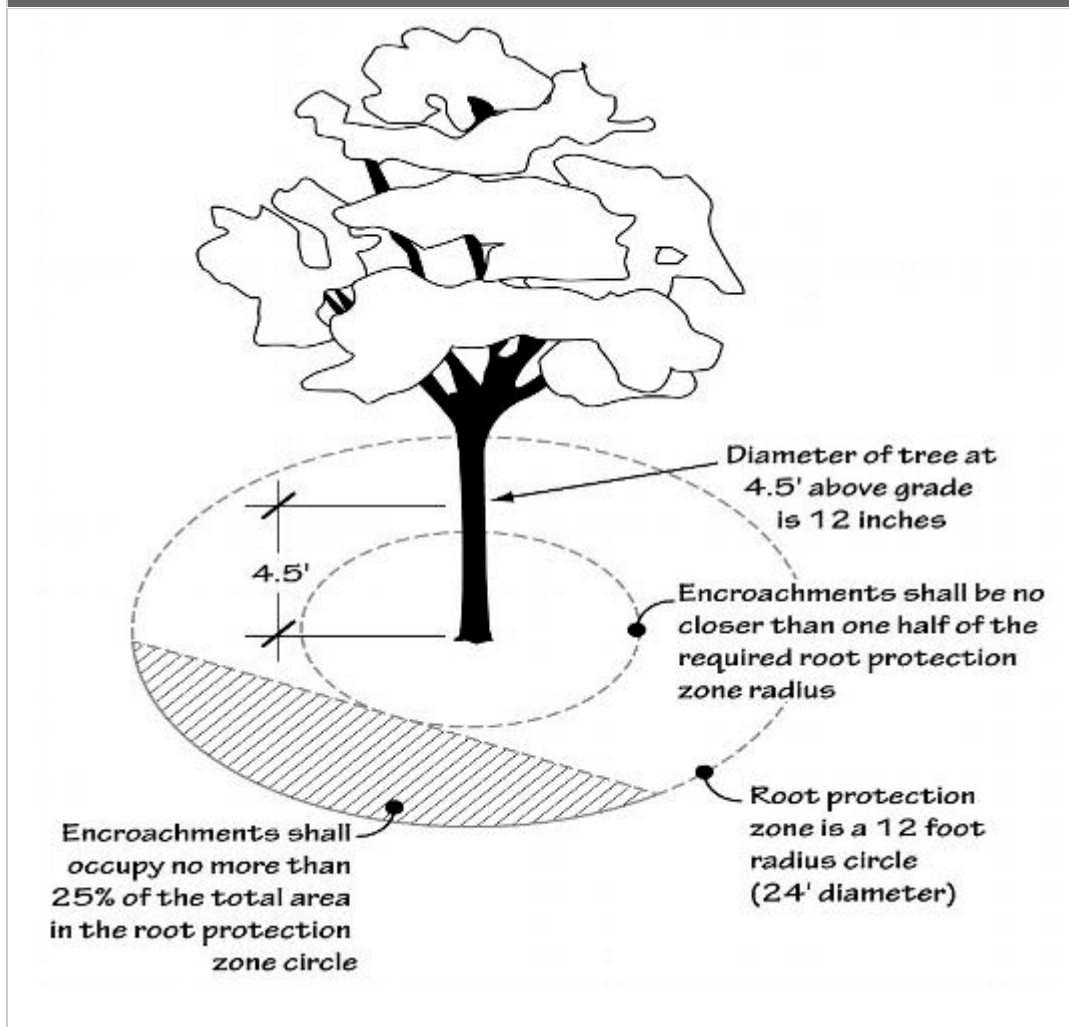


(3) Existing encroachments into the root protection zone, including structures, paved surfaces and utilities, may remain. New encroachments into the root protection zone are allowed provided:

- (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.

05 1W 08BC WOODBURN



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

LEGEND

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

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

NUMBERS

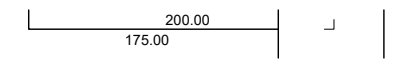
Tax Code Number
00 00 0

Acreege
0.25 AC

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

NOTES

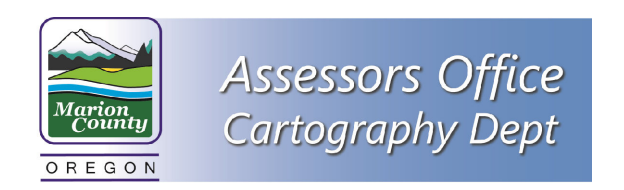
Tick Marks: A tick mark in the road indicates that the labeled dimension extends into the public ROW



ATTACHMENT 105

CANCELLED NUMBERS	
300	
500	
700	
900	
1000	
1100	
1200	
1300	
1400	
1500	
1600	
1700	

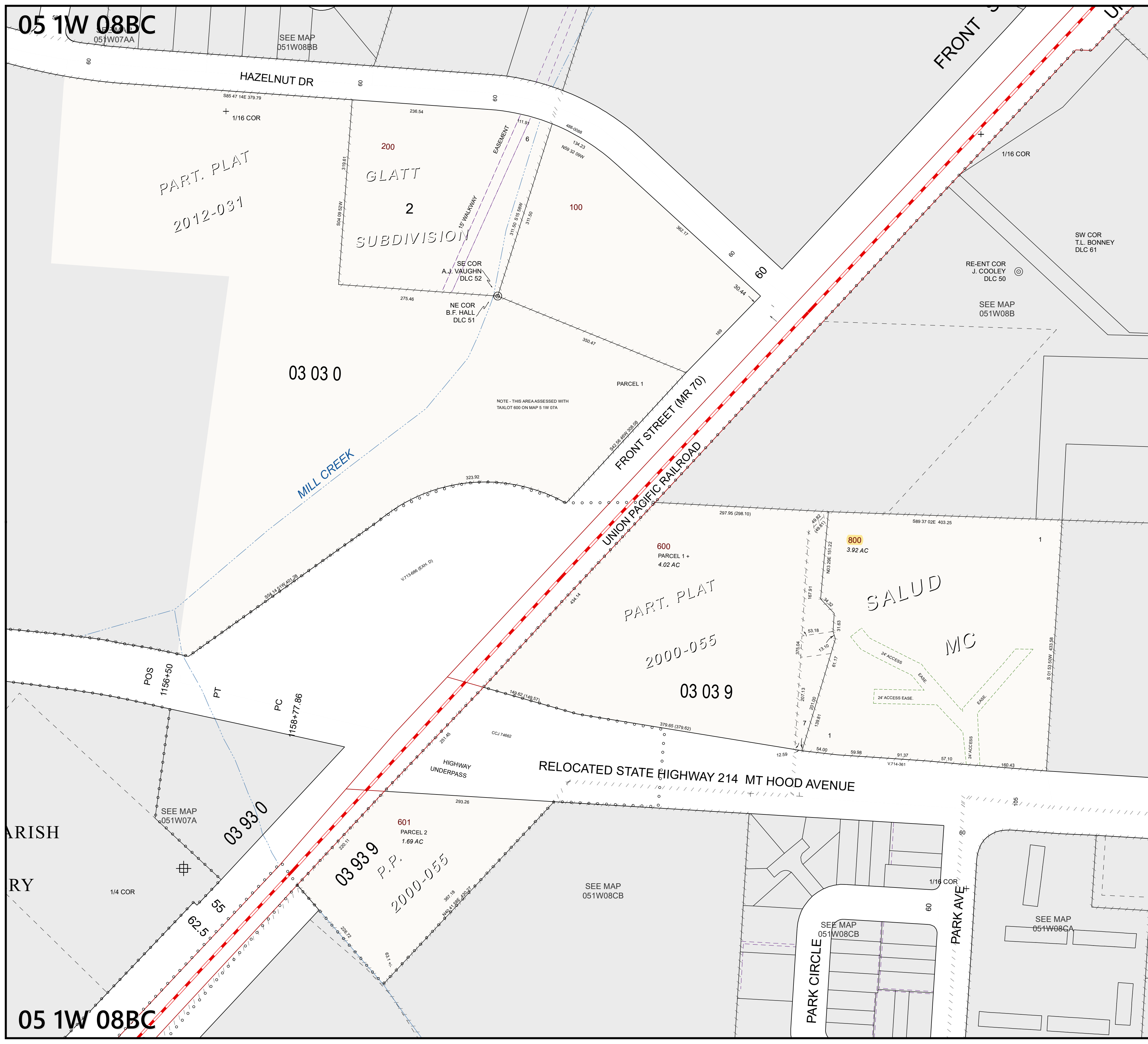
DISCLAIMER: THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY



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

PLOT DATE: 5/1/2023

WOODBURN 05 1W 08BC





3.07.06 STANDARDS FOR NON-RESIDENTIAL STRUCTURES IN COMMERCIAL AND PUBLIC/SEMI PUBLIC ZONES - COMPLIANCE

PROJECT ZONE: C0
 FACADES FACING STREETS AND PUBLIC PARKING AREAS, SOUTH MASS AND BULK ARTICULATION GUIDELINES:
 THE SOUTH FACADE (FACING MT HOOD ST) IS ARTICULATED WITH MULTIPLE CANOPIES. TWO VESIBLES PROJECT FROM THE FACADE LINE. THE FACADE IS ARTICULATED IN 11 PLANE.
 3 DIMENSIONAL DESIGN FEATURES: MULTIPLE PUBLIC DOORWAYS, MULTIPLE OFFSETS, TWO EXTRUDING WOOD CANOPIES, MULTIPLE FACADE MATERIALS INCLUDING STUCCO, STOREFRONT, BRICK AND WOOD SIDING.
 MATERIAL AND TEXTURE GUIDELINES
 OVER 30% GLASS ON NEW ADDITION (SEE ELEVATIONS)
 SIDING IS BRICK, WOOD AND STUCCO
 FACADE MATERIALS AND CANOPIES ARE EARTH TONE COLORS
 NO FLUORESCENT LIGHTS ARE PROPOSED ON THE EXTERIOR
 MULTIPANELED ROOF GUIDELINES
 THE ROOF HAS MANY VARIATIONS IN HEIGHT AND PLANE. THE PROPOSED CANOPY IS A NEW PLANE.
 ROOF MOUNTED EQUIPMENT GUIDELINES:
 (1) NEW UNIT IS PROPOSED AND WILL BE SCREENED BY AN EXISTING WALL WEATHER PROTECTION
 (1) NEW 21' LONG BY 21' WIDE CANOPY IS PROPOSED. THIS IS DESIGNED TO MATCH THE EXISTING WOOD CANOPY.
 SOLAR ACCESS PROTECTION
 THE PROPOSED EXTERIOR ADDITION (VESTIBULE AND CANOPY) ON THE SOUTH PORTION OF THE BUILDING DOES NOT BLOCK SOLAR ACCESS FOR ANY ADJACENT BUILDINGS
 BUILDING LOCATION GUIDELINES
 THE BUILDING LOCATION IS EXISTING
 GLAZING
 NEW ADDITION HAS SOUTH FACING FACADE FACING MT HOOD HWY. REF SOUTH ELEVATION ON G1.04. GLAZING IS 73% OF THIS ELEVATION, THIS EXCEEDING THE 30% REQUIRED.
 BUILDING HEIGHT
 ZONE CO = MAX 35'. NEW ADDITION IS 11,12 TO THE PEAK OF THE ROOF WHICH IS LESS THAN 35'
 BUILDING ENTRY
 THE NEW ADDITION CANOPY IS 1' SHORTER AND SET BACK 12' FROM THE MAIN ENTRY CANOPY SO AS NOT TO DETRACT FROM THE CLARITY OF THE MAIN ENTRANCE.
 LOT COVERAGE
 PER TABLE 2.03D LOT COVERAGE IS LIMITED BY SETBACKS, OFF-STREET PARKING, AND LANDSCAPING REQUIREMENTS FOR THE LANDSCAPE REQUIREMENT REFER TO SHEET L1.1 PLANT UNIT REQUIREMENT MAP.

PARKING REQUIREMENTS			
	EXISTING	REQUIRED	PROPOSED
BIKE PARKING	13	15% X 168 = 25 50% COVERED = 13	13 (E) + 12 (N) = 25 (M COVERED)
CAR PARKING	129	30,385 GSF / 250 SF = 122 MIN 2 X 124 = 244 MAX	168
ADA PARKING	6	3% X 168 = 5 + 1 VAN	6 + 1 VAN
VAN/CARPOOL	0	3% X 168 = 5	6
EV CHARGING	0	5% X 168 = 8	8

20% OF CAR PARKING MAY BE COMPACT: 34
 10 COMPACT CAR PARKING PROPOSED



PERSPECTIVE A



PERSPECTIVE B

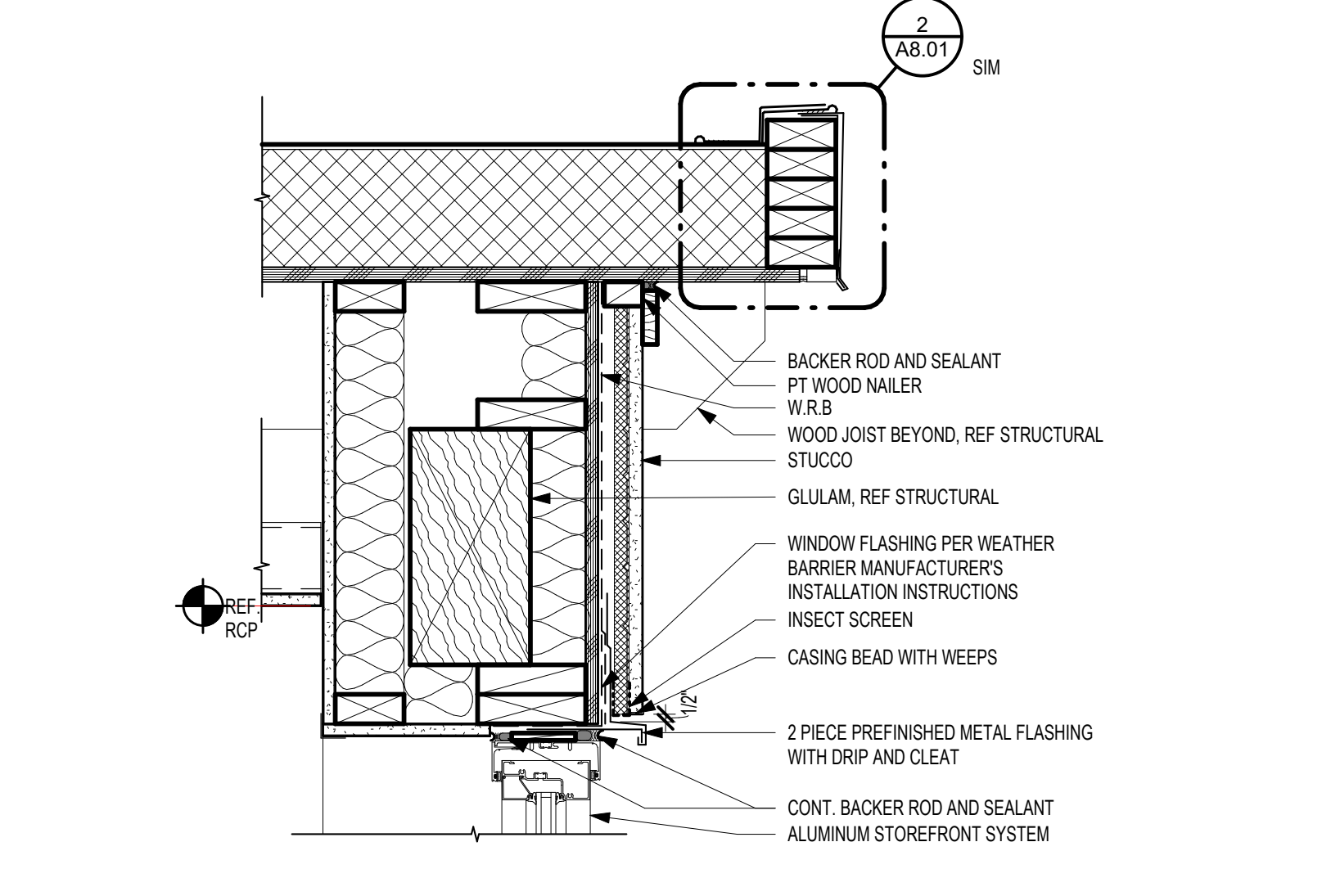


PERSPECTIVE C

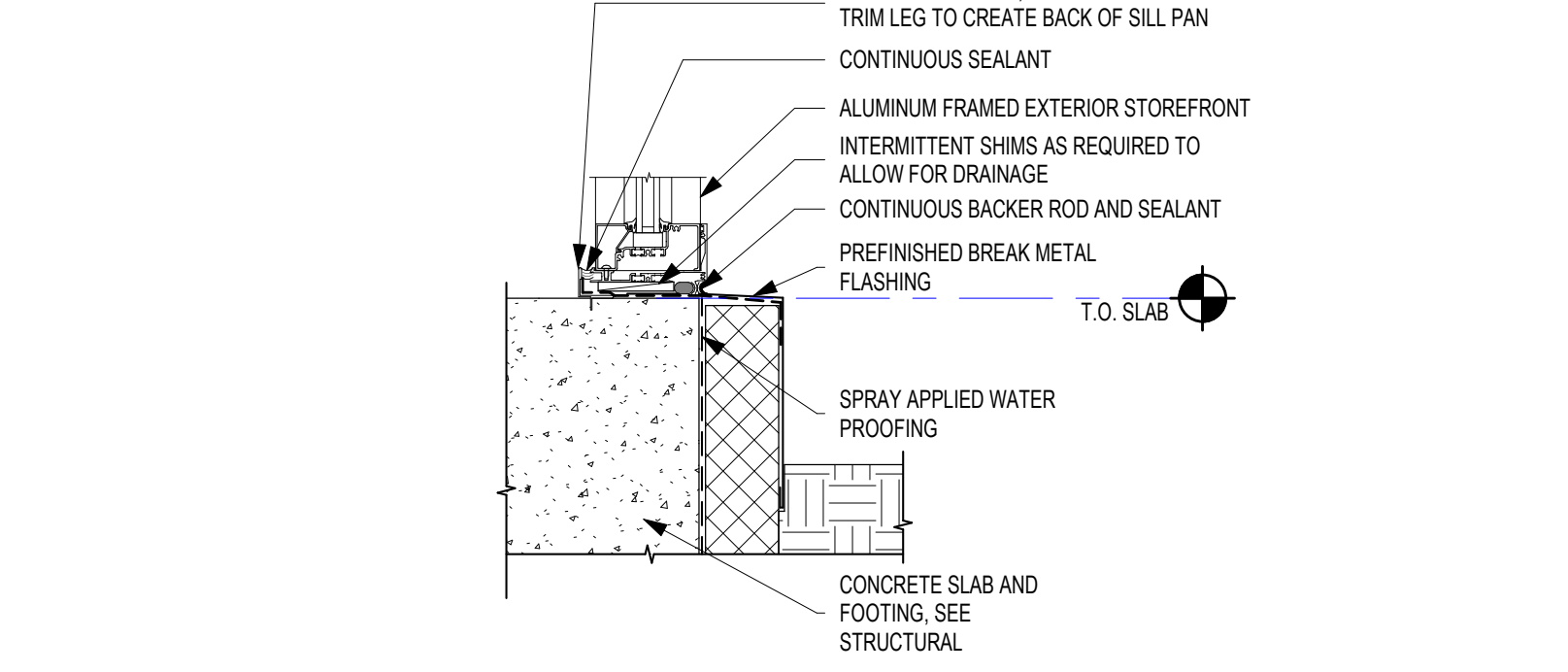
- Non-conformance:**
 Per 04.03C3(b) Where off street parking increases from an existing amount by 25% (32) or more would put us at full redevelopment. Then all nonconformities exterior to buildings will need to be upgraded. This includes any of frontage, street, and public improvements that are nonconforming.
 - The existing site had 129 parking spaces.
 - The submitted plan showed 168 spaces. Which means we added 39 spaces and are above the 25% (32) and full redevelopment will be required.
- Parking:**
 Per the current code (3.05.03A#2), the number of parking shall not exceed two times the amount set in table 305A. Per table 305A the site is allowed to have 12250 SF of the gross floor area. The gross floor area is the sum of the floor areas of the spaces within the building. This is typically measured from the interior face of the exterior walls. The current square feet of the gross floor area is: 22,319 SF (Level One) + 6,066 SF (Level Two) = 30,385 GSF
 - 30,385 GSF / 250 SF = 122 minimal spaces allowed
 - 122 x 2 = 244 max parking spaces allowed
 - The proposed plan is in conformance with the current development ordinance requirements, and set back requirements.
 - We are proposing 168 spaces because we still need to meet the lot coverage, landscape requirements, and set back requirements.
 - Per ORS 447.233. We will need to provide 5 ADA spaces and 1 van space. The current design exceeds this requirement.
 - Per table 305C 3% (5 spaces) of the 168 spaces will need to be Van/Carpool parking. These spaces need to be a maximum of 50 feet to a building perimeter walkway and can be in the back of the property. The current design meets this requirement.
 - Per table 305D 15% (25 spaces) will need to be provided for Bike Parking. If not visible from sidewalk signage must be provided. At least 50% (13 spaces) of the outdoor bike parking must be covered. The location of the bike parking must be within 50' of the main entrance. There are 13 existing bike parking spaces, two of them are covered. The current design provides twelve (12) new covered spaces.
 - Per table 305E 5% (8 spaces) of the 168 spaces will need to be EV charging stations. These stations will need to be located 50 feet to a building perimeter walkway, but they can be located in the back of the property. We meet this standard by providing at total of 8 EV stations. Six in the back and two in the front.
- Street Improvements:**
 The non-conformance will require full site improvements as outlined in Section 3.01 Street Improvements required. Per transportation system plan Mt Hood Avenue is considered a Major arterial street and we would need to match figure 3.01B.
 - The existing conditions does not meet the cross-section requirements. The project will be submitting for zoning adjustment. There are bike lanes, cross walks with signage and flashing lights. The sidewalk width exceeds the width required. There is pedestrian access from the bus stop. The nearest stop is east of the property in front of PGE. We meet the vision clearance requirements.
- Vehicular Access:**
 Per 3.04.03 Access management: Driveway Standards the city prefers the number of driveways to be minimized based on overall site design. The city might allow a second driveway but a written traffic analysis memo on traffic patterns, queuing issues, and volume etc. would be required. Per 3.04.03D Access Management #5 the new drive aisle would be allowed if it were limited to an east only and right-hand turn only. ODOT typically requires 300 feet between drive aisles. If drive aisle is exit only and right-hand turn, then 170' between drive aisle would be acceptable. The second drive aisle would require a new streetlight. The new streetlight would require coordination with PGE. PGE would create their own drawings and determine where the pole will be located.
- Significant Tree:**
 The city prefers to keep the trees between the property and the sidewalk and to preserve as many significant trees as possible. Removal of significant trees should be considered last resort option. An arborist of the owner's selection will need to document the DBH, health, species and size of the significant tree that will be removed. Per 3.06.07 D, the owner will be replacing each tree removed with one replacement tree. Each replacement tree will be at least two inches in caliper. Each replacement tree will be of a species not prohibited by this section. The replacement tree shall be of the same size range at maturity as the significant tree replaced. Refer to section 3.06 Landscaping for further requirements.
 - Per Table 3.06A the entire setback excluding driveways shall be landscaped at a 1 PU/15 SF. Also 20% of the paved surface area for off street parking, loading, and circulation shall be landscaped at 1 small tree per 10 parking spaces, or 1 medium tree per 15 parking spaces, or 1 large tree per 25 parking spaces, and 1 PU/20 SF excluding required trees.
 - Landscape island or peninsula shall cap each aisle end to protect parked vehicles from moving vehicles, emphasize vehicular circulation patterns, and shade vehicles, and pedestrians as well as provide a six seven foot architectural wall between our project's property and the adjacent light industrial and industrial park zoned properties. Currently the north and west properties have an architectural wall that appears to meet this requirement. The east side of the property only has a sight-obscuring fence. Per the table the property being developed must provide screening if no comparable screening exists on the abutting protected property. We will be applying for a variance for zoning code 3.06.05, Table 3.06D.
 - Screening:
 Per 3.06.04B the entire setback area excluding driveways will need to be landscaped. Also 20% of the paved surface area for off street parking, loading, and circulation will need to be landscaped. Per table 3.06D we will need to provide a six seven foot architectural wall between our project's property and the adjacent light industrial and industrial park zoned properties. Currently the north and west properties have an architectural wall that appears to meet this requirement. The east side of the property only has a sight-obscuring fence. Per the table the property being developed must provide screening if no comparable screening exists on the abutting protected property. We will be applying for a variance for zoning code 3.06.05, Table 3.06D.
 - Exterior Lighting:
 All exterior lighting will be upgraded to meet the new zoning requirements outlined in Section 3.11 except for the existing parking lot pole lights along the back half of the property. We will be applying for a variance to be allowed to keep the pole heights along north, east, and west locations. The north and east side abut against an industrial park zoning properties. The west side of the property abuts along a light industrial zoning property. The heads of the existing fixtures will be replaced with compliant fully shielded and light color compliant heads.
- Exterior Lighting:**
 All exterior lighting will be upgraded to meet the new zoning requirements outlined in Section 3.11 except for the existing parking lot pole lights along the back half of the property. We will be applying for a variance to be allowed to keep the pole heights along north, east, and west locations. The north and east side abut against an industrial park zoning properties. The west side of the property abuts along a light industrial zoning property. The heads of the existing fixtures will be replaced with compliant fully shielded and light color compliant heads.



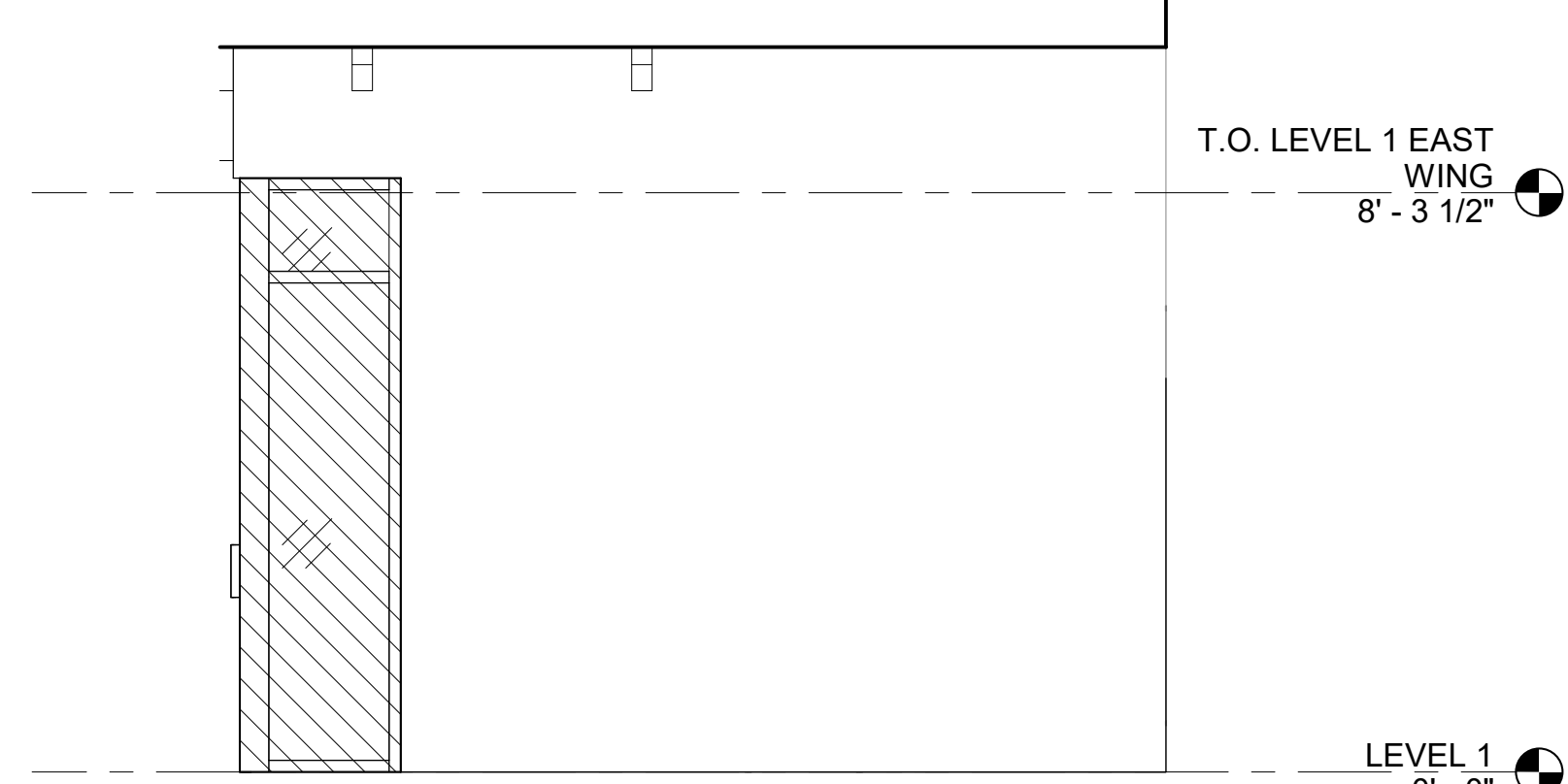
ARCHITECTURAL SITE PLAN



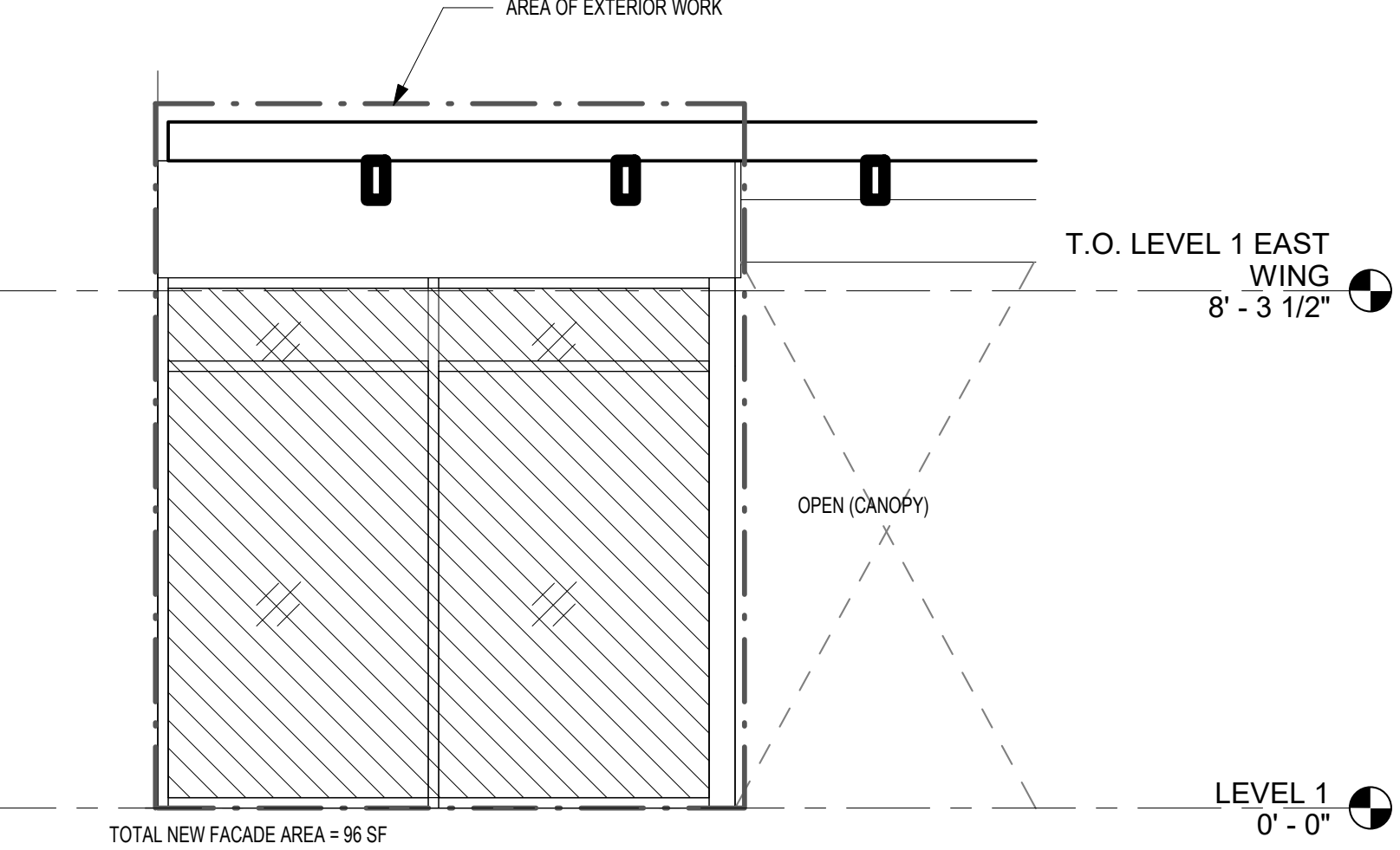
STOREFRONT HEAD AT CANOPY



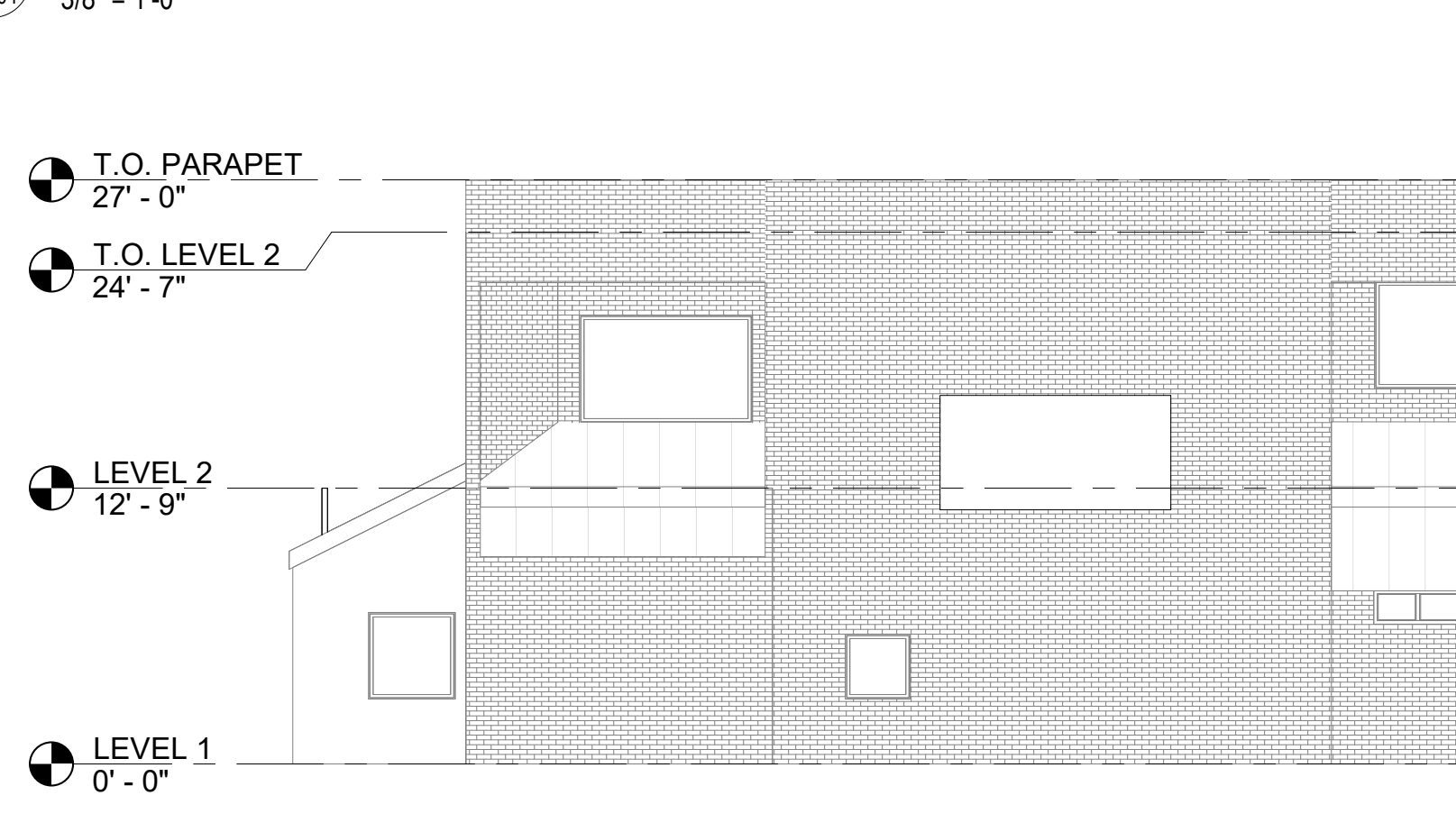
STOREFRONT AT FOUNDATION ZONING



NON STREET FACING EAST ELEVATION



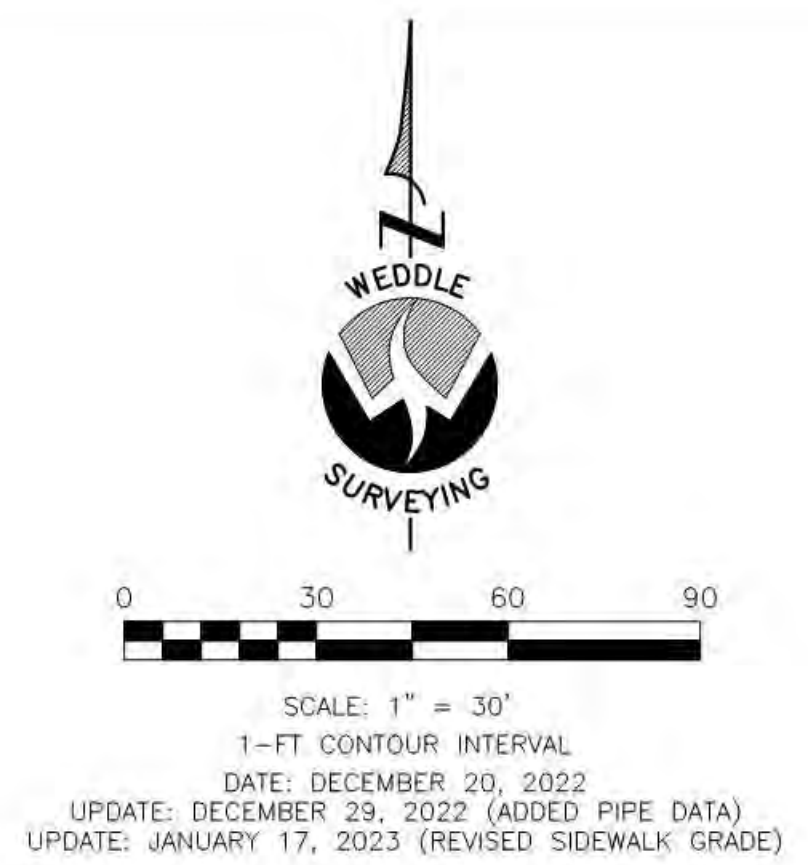
WEST - ZONING



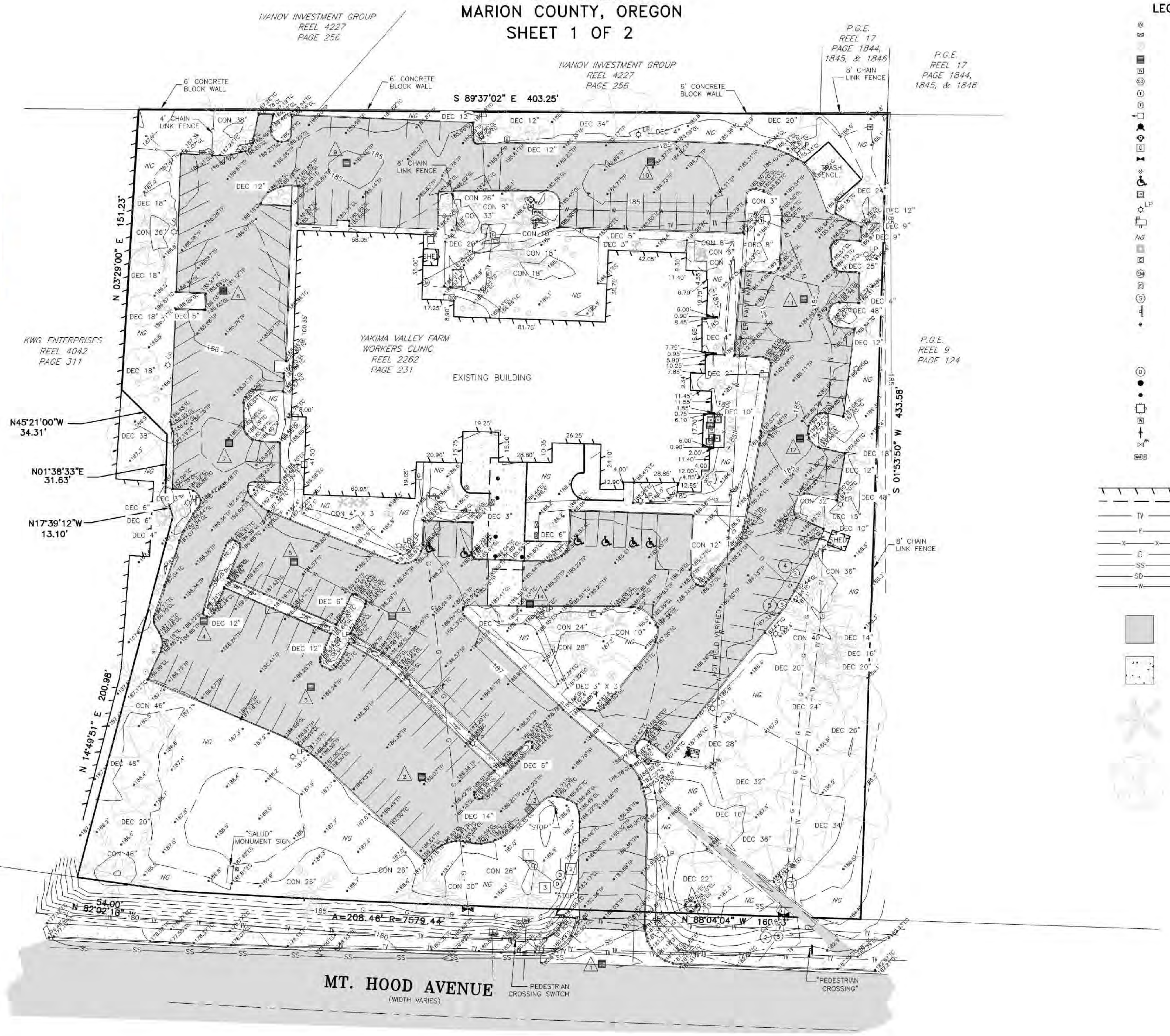
SOUTH ELEVATION - GLAZING COMPLIANCE

TOPOGRAPHIC SURVEY

"SALUD MEDICAL CENTER"
1175 MT. HOOD AVENUE
LOT 1, SALUD MC
IN THE NE 1/4 OF SECTION 8,
T.5 S., R.1 W., W.M.,
CITY OF WOODBURN
MARION COUNTY, OREGON
SHEET 1 OF 2



- SANITARY SEWER/STORM DRAIN MAINTENANCE LID:**
- 1. SANITARY SEWER MAINTENANCE LID
RIM = 188.18'
LOCKED-UNABLE TO OPEN
 - 2. SANITARY SEWER MAINTENANCE LID
RIM = 183.85'
IE 8" IN (N) = 172.78'
IE 12" IN (E) = 163.88'
IE 12" OUT (SW) = 152.37'
 - 3. SANITARY SEWER MAINTENANCE LID
RIM = 188.05'
IE 6" IN (N) = 172.78'
IE 9" IN (W) = 172.53'
IE 8" OUT (S) = 172.37'
 - 4. SEWER (UNKNOWN TYPE) MAINTENANCE LID
RIM = 187.09'
UNDER VEHICLE - NO ACCESS
 - 5. SEWER (UNKNOWN TYPE) MAINTENANCE LID
RIM = 187.35'
UNDER VEHICLE - NO ACCESS
- STORM DRAIN CATCH BASIN:**
- 1. STORM DRAIN CATCH BASIN
RIM = 180.81'
 - 2. STORM DRAIN CATCH BASIN (E)
RIM = 184.89'
 - 3. STORM DRAIN CATCH BASIN SIPHON (S)
RIM = 185.95'
 - 4. STORM DRAIN CATCH BASIN SIPHON (E)
RIM = 184.51'
 - 5. STORM DRAIN CATCH BASIN SIPHON (S)
RIM = 186.17'
 - 6. STORM DRAIN CATCH BASIN SIPHON (E)
RIM = 184.18'
 - 7. STORM DRAIN CATCH BASIN SIPHON (S)
RIM = 186.02'
 - 8. STORM DRAIN CATCH BASIN SIPHON (E)
RIM = 184.09'
 - 9. STORM DRAIN CATCH BASIN
RIM = 186.52'
IE 4" PVC (SE) = 184.59'
 - 10. STORM DRAIN CATCH BASIN SIPHON (W)
RIM = 184.16'
 - 11. STORM DRAIN CATCH BASIN (SE)
RIM = 185.52'
 - 12. STORM DRAIN CATCH BASIN (NW)
RIM = 184.22'
IE 4" PVC (NW) = 184.25'
IE 4" PVC (SE) = 184.23'
 - 13. STORM DRAIN CATCH BASIN
RIM = 185.13'
IE 4" PVC (NE) = 182.81'
 - 14. STORM DRAIN CATCH BASIN SIPHON (S)
RIM = 185.00'



- LEGEND**
- AREA DRAIN
 - BIKE RACK
 - BUSH
 - CATCH BASIN
 - CATV RISER
 - CLEAN OUT
 - COMMUNICATIONS MANHOLE
 - COMMUNICATIONS RISER
 - DOWN SPOUT
 - FIRE DEPT CONNECT
 - FIRE HYDRANT
 - GAS METER
 - GAS VALVE
 - GATE POST
 - HANDICAP PAINT
 - HVAC UNIT
 - LIGHT POLE
 - MAIL BOX
 - NATURAL GROUND
 - PEDESTRIAN CROSSING SWITCH
 - POWER RISER/PULLBOX
 - POWER METER
 - POWER RISER
 - SANITARY SEWER MAINTENANCE LID
 - SIGN "AS NOTED"
 - SPOT ELEVATION
 - EDGE OF CONCRETE
 - TOP BACK CURB
 - TOP OF PAVEMENT
 - SPOT ELEVATION
 - STORM DRAIN MAINTENANCE LID
 - SURVEY MONUMENT FOUND
 - SUPPORT COLUMN
 - TRANSFORMER
 - WATER METER
 - WATER RISER (HOSE BIB)
 - WATER VALVE
 - WATER VAULT

- BUILDING FOOTPRINT
 - BUILDING OVERHANG
 - CATV LINE
 - ELECTRIC (UNDERGROUND)
 - FENCE LINE
 - GAS LINE
 - SANITARY SEWER LINE
 - STORM DRAIN LINE
 - WATER LINE
- ASPHALT HATCH
 - CONCRETE HATCH
 - CON = CONIFEROUS
 - DEC = DECIDUOUS

SURVEYOR'S NOTES

- THE BASIS OF BEARINGS FOR THIS SURVEY IS THE OREGON COORDINATE SYSTEM OF 1983, NORTH ZONE, NAD 83 (2011). THIS IS NOT A RECORDABLE BOUNDARY SURVEY.
- UNDERGROUND UTILITIES ARE SHOWN PER SURFACE MARKINGS AND AS-BUILT INFORMATION PROVIDED BY THE CONTROLLING JURISDICTIONS. THE SURVEYOR MAKES NO GUARANTEE AS TO THE EXACT LOCATION, EXISTENCE, NON-EXISTENCE OR COMPLETENESS OF ANY SUBSURFACE UTILITIES SHOWN, OR NOT SHOWN ON THE MAP. CALL 811 BEFORE DIGGING.

BENCHMARK

THE BENCHMARK USED FOR THIS PROJECT IS AN OPUS-DERIVED ELEVATION ON A 3/8" IRON ROD WITH A RED PLASTIC CONTROL CAP, LOCATED IN THE GRASSY AREA IN THE S.W. CORNER OF THE PROPERTY, 20' SOUTH OF A LIGHT POLE.

ELEVATION: 188.53' NAVD88 (GEOID18)

REGISTERED PROFESSIONAL LAND SURVEYOR

ANTHONY B. RYAN
58833

EXPIRES: DECEMBER 31, 2024

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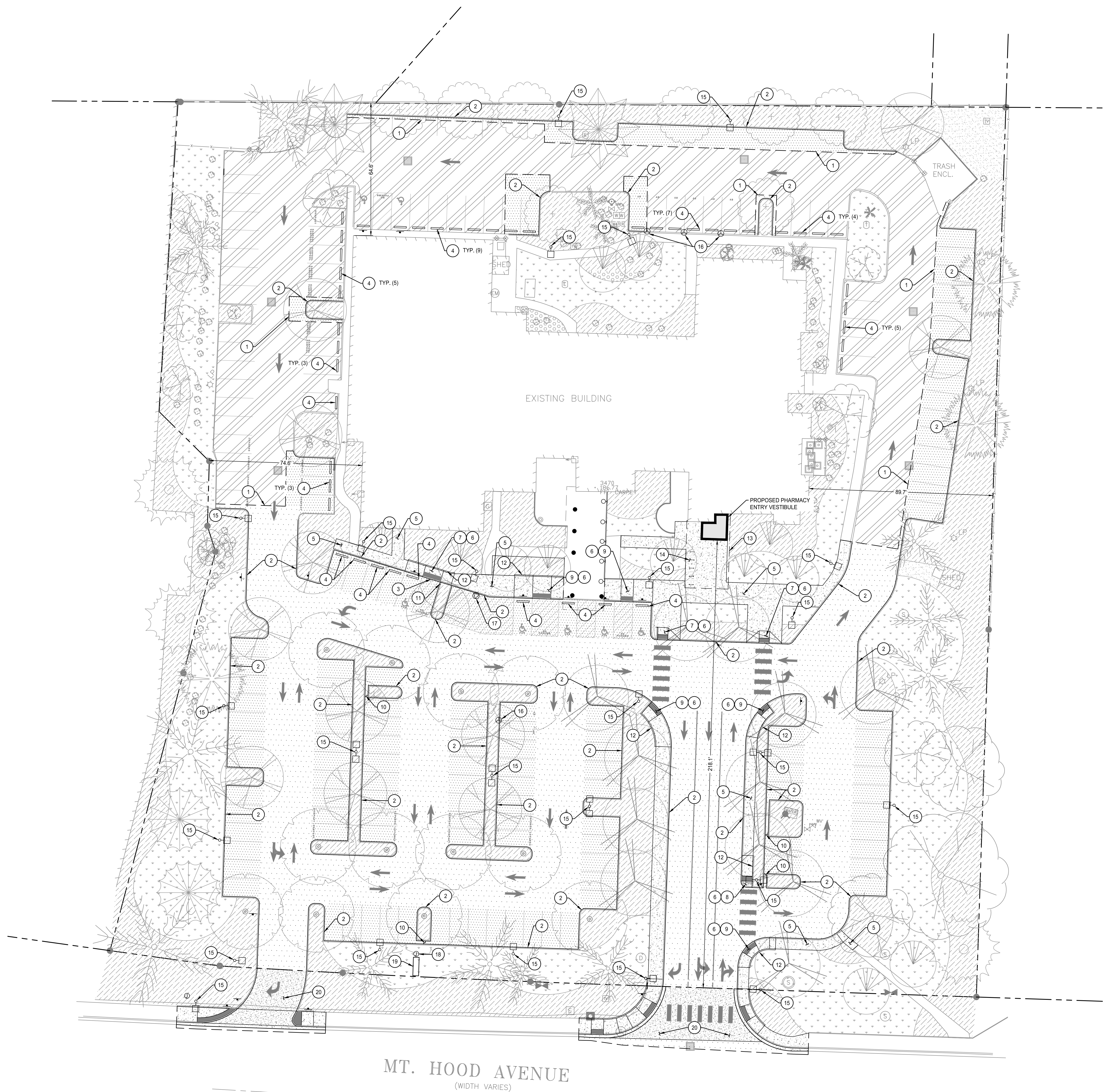
Salud Medical Center
YAKIMA VALLEY FARM WORKERS CLINIC
1175 Mt Hood Ave, Woodburn, OR 97071



ISSUE DATE: 03.22.23
REVISIONS:

EXISTING CONDITIONS
C1.00
PROJECT NO.: 21057

DESIGN DEVELOPMENT



SHEET NOTES

1. ALL SIDEWALK PAVEMENT JOINTS SHALL BE CONSTRUCTED PER DETAIL 18/C7.00.
2. PROPOSED FRONTAGE IMPROVEMENTS IN RIGHT-OF-WAY SHOWN FOR REFERENCE ONLY. TO BE PERMITTED UNDER SEPARATE PUBLIC WORKS PERMIT.
3. ALL PARKING STALLS SHALL BE STANDARD ASPHALT PAVEMENT PER DETAIL 1/C7.00. ALL DRIVE AISLES SHALL BE HEAVY ASPHALT PAVEMENT PER DETAIL 2/C7.00.
4. SEE SHEET C3.01 FOR ONSITE SIGNAGE AND STRIPING.

KEY NOTES

#	DESCRIPTION	DETAIL REF.
1	SAWCUT LINE	
2	STANDARD CURB	3/C7.00
3	FLUSH CURB	17/C7.00
4	WHEEL STOP	10/C7.00
5	CONCRETE SIDEWALK	4/C7.00
6	DETECTABLE WARNING	11/C7.00
7	CURB RAMP - STANDARD	12/C7.00
8	CURB RAMP - SMALL CURVE	14/C7.00
9	CURB RAMP - DROP PANEL	15/C7.00
10	CONCRETE CHANNEL	5/C7.00
11	CONCRETE CURB - ENDING	13/C7.00
12	CANE STOP	12/C7.00
13	CANOPY OUTLINE	
14	BIKE RACKS. SEE LANDSCAPE PLANS FOR DETAILS.	
15	LIGHT POLE. SEE ELECTRICAL PLANS FOR DETAILS.	
16	EV CHARGER. SEE ELECTRICAL PLANS FOR DETAILS.	
17	PROVIDE PEDESTAL. SEE ELECTRICAL PLANS FOR MORE INFORMATION.	
18	EXTEND MONUMENT SIGN CIRCUIT CONDUIT AND CONDUCTORS TO LOCATION SHOWN. SEE ELECTRICAL PLANS FOR MORE INFORMATION.	
19	MONUMENT SIGN	
20	DRIVEWAY. SEE PUBLIC WORKS PLANS FOR LAYOUT AND DETAILS.	

SHEET LEGEND

	PROPERTY LINE	
	SAWCUT LINE	
	CONCRETE SIDEWALK	4 7.00
	STANDARD ASPHALT PAVEMENT	1 7.00
	HEAVY ASPHALT PAVEMENT	2 7.00
	CONCRETE DRIVEWAY. SEE PUBLIC WORKS PLANS FOR DETAIL.	
	PROTECT AND RESURFACE EXISTING ASPHALT	

IMPERVIOUS AREA OF LOT			
TOTAL AREA	IMPERVIOUS	PERVIOUS	NET NEW IMPERVIOUS
3.92 AC	2.35 AC	1.57 AC	—
3.92 AC	2.62 AC	1.30 AC	0.27 AC (11,644 SQFT)

LOT COVERAGE BY STRUCTURES	
EXISTING	2.35 AC
PROPOSED	2.62 AC

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 1175 Mt Hood Ave, Woodburn, OR 97071



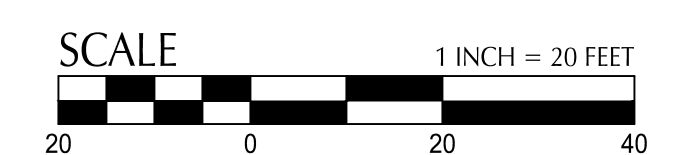
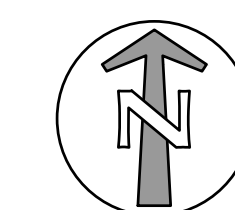
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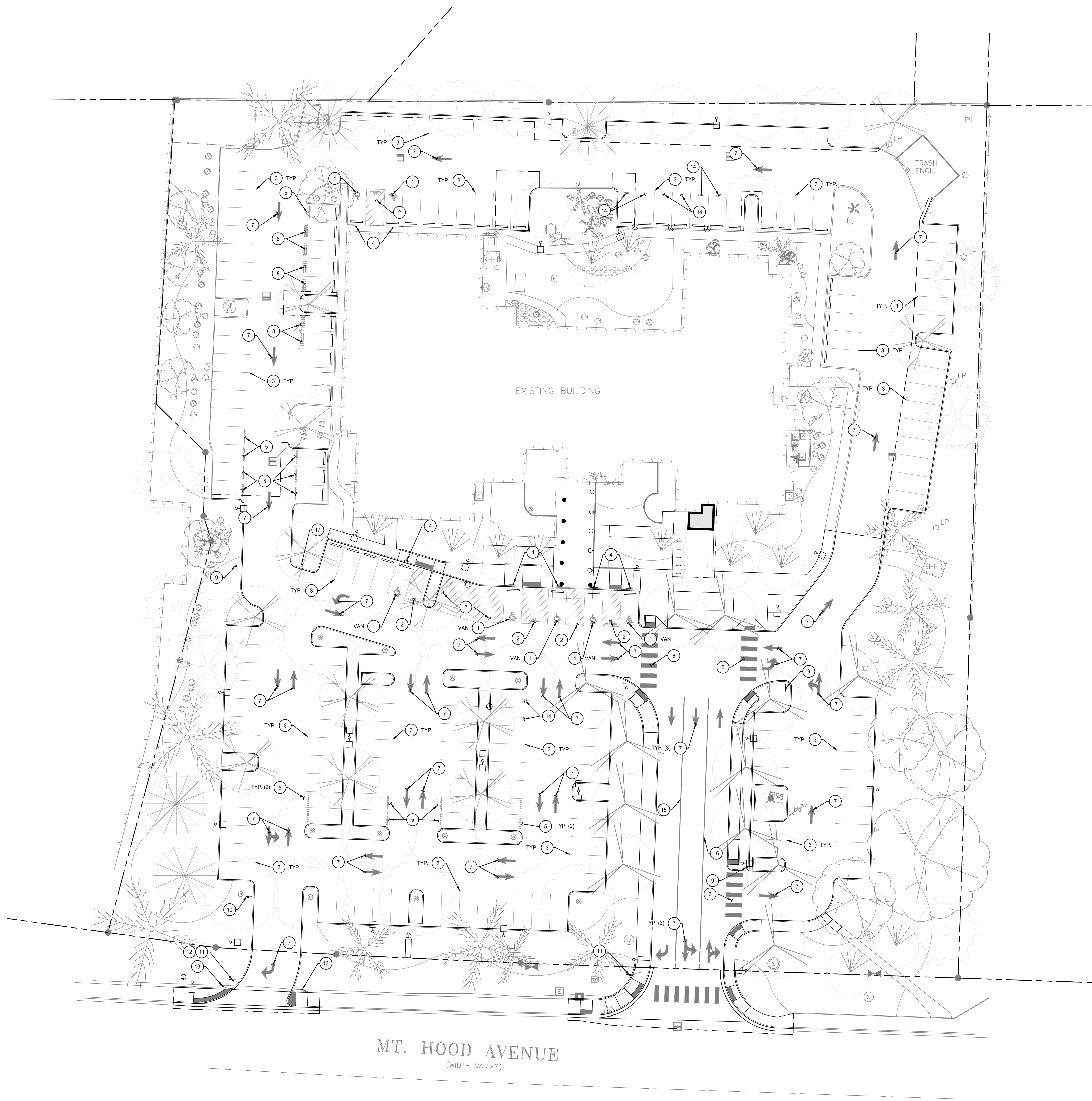
SITE PLAN

C3.00

PROJECT NO.: 21057

DESIGN REVIEW SET





SHEET NOTES

1. PLAN SHEET INTENT IS TO NOTE SIGNAGE AND STRIPING. SEE SHEET C3.00 FOR OTHER SITE FEATURES.

KEY NOTES

#	DESCRIPTION	DETAIL REF.
1	ADA PARKING STALLS AND STRIPING	6/C7.00
2	'NO PARKING' ZONE STRIPING	
3	4" WIDE WHITE STRIPE	
4	ADA PARKING SIGN	7/C7.00
5	'COMPACT' PARKING STAMP	16/C7.00
6	CROSSWALK STRIPING	8/C7.00
7	DIRECTIONAL ARROWS	9/C7.00
8	'CARPOOL/VANPOOL' PARKING STAMP	
9	INSTALL 'ONE WAY ONLY' SIGN (MUTCD R6-1R/R6-1L)	
10	INSTALL 'WEST BOUND ONLY' SIGN	
11	INSTALL STOP SIGN 9 (MUTCD R1-1)	
12	INSTALL 'RIGHT TURN ONLY' SIGN (MUTCD R3-5R)	
13	INSTALL 'DO NOT ENTER' SIGN (MUTCD R5-1)	
14	'EV' PARKING STAMP	
15	SOLID 4" WIDE WHITE LANE STRIPE	
16	SOLID 4" WIDE YELLOW LANE STRIPE	
17	INSTALL LEFT TURN ONLY (MUTCD R3-5L)	



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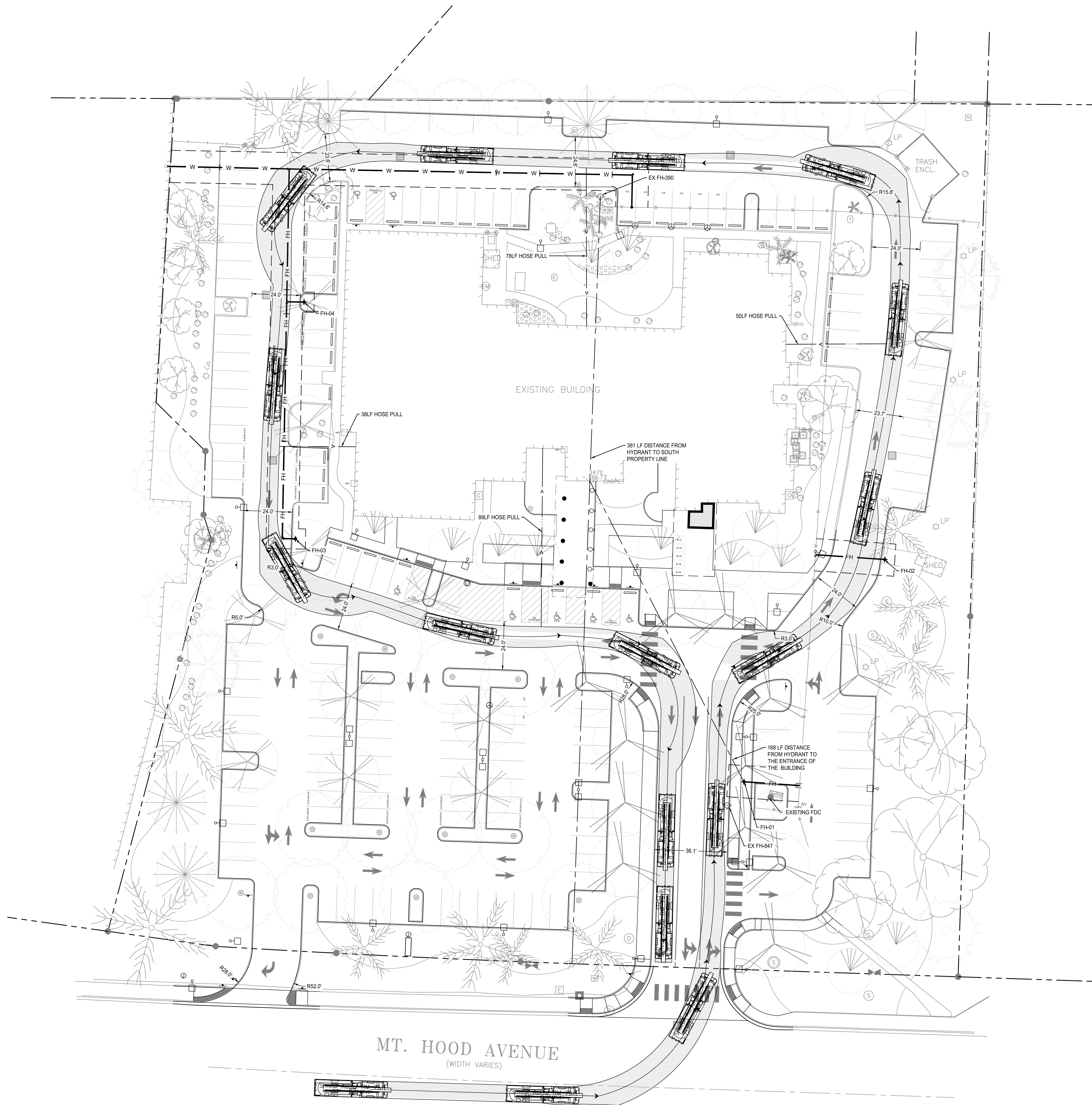
ISSUE DATE: 10.04.23
 REVISIONS:

DESIGN REVIEW SET

SIGNAGE AND STRIPING PLAN

C3.01
 PROJECT NO.: 21057





SHEET LEGEND

- HYDRANT RADIUS
- HOSE PULL
- PUBLIC UTILITY EASEMENT

FIRE FLOW CALCULATION

EXISTING BUILDING CONSTRUCTION TYPE: VB
 BUILDING ADDITION CONSTRUCTION TYPE: VB
 TOTAL AREA OF CLINIC POST-CONSTRUCTION: 30,006
 PER OFC TABLE B105.2 FIRE FLOW: 4,750 GPM

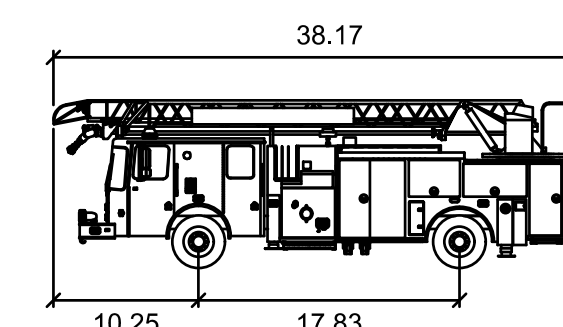
REQUIRED FIRE FLOW: 4,750 GPM FOR 4 HOURS AT 20PSI
 PER OFC TABLE C105.1 REQ. HYDRANTS: 5 HYDRANTS

TOTAL OF 5 HYDRANT COVERAGE
 EX FH-390 - NORTH END OF THE EXISTING BUILDING
 FH-01 - EAST SIDE OF THE MAIN ENTRY
 FH-02 - EAST SIDE OF EXISTING BUILDING ACROSS DRIVE AISLE
 FH-03 - ADJACENT TO SOUTHWESTERN CORNER OF EXISTING BUILDING
 FH-04 - WEST SIDE OF MAIN BUILDING

FLOW TEST RESULTS DATE: 04/13/2023

FLOW TESTED HYDRANT
 MAP NUMBER - EX FH-847 (TO BE REMOVED AND REPLACED WITH FH-01)
 HYDRANT LOCATION - EAST SIDE OF EXISTING DRIVEWAY

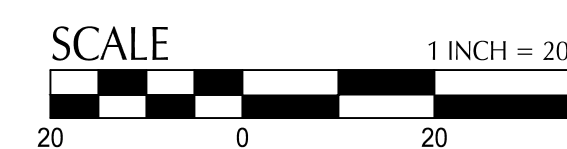
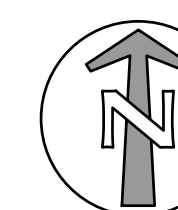
ORIFICE DIAMETER - 2.5-IN
 STATIC PRESSURE - 58 PSI
 RESIDUAL PRESSURE - 56 PSI
 PITOT - 16 PSI
 OBSERVED DISCHARGE - 624 GPM
 ADJUSTMENT TO FLOW @ 20 PSI RESIDUAL: 3,060 GPM



Smeal Aerial RM 75ft

	feet
Width	8.33
Track	7.92
Lock to Lock Time	6.0
Steering Angle	45.0

MT. HOOD AVENUE
 (WIDTH VARIES)



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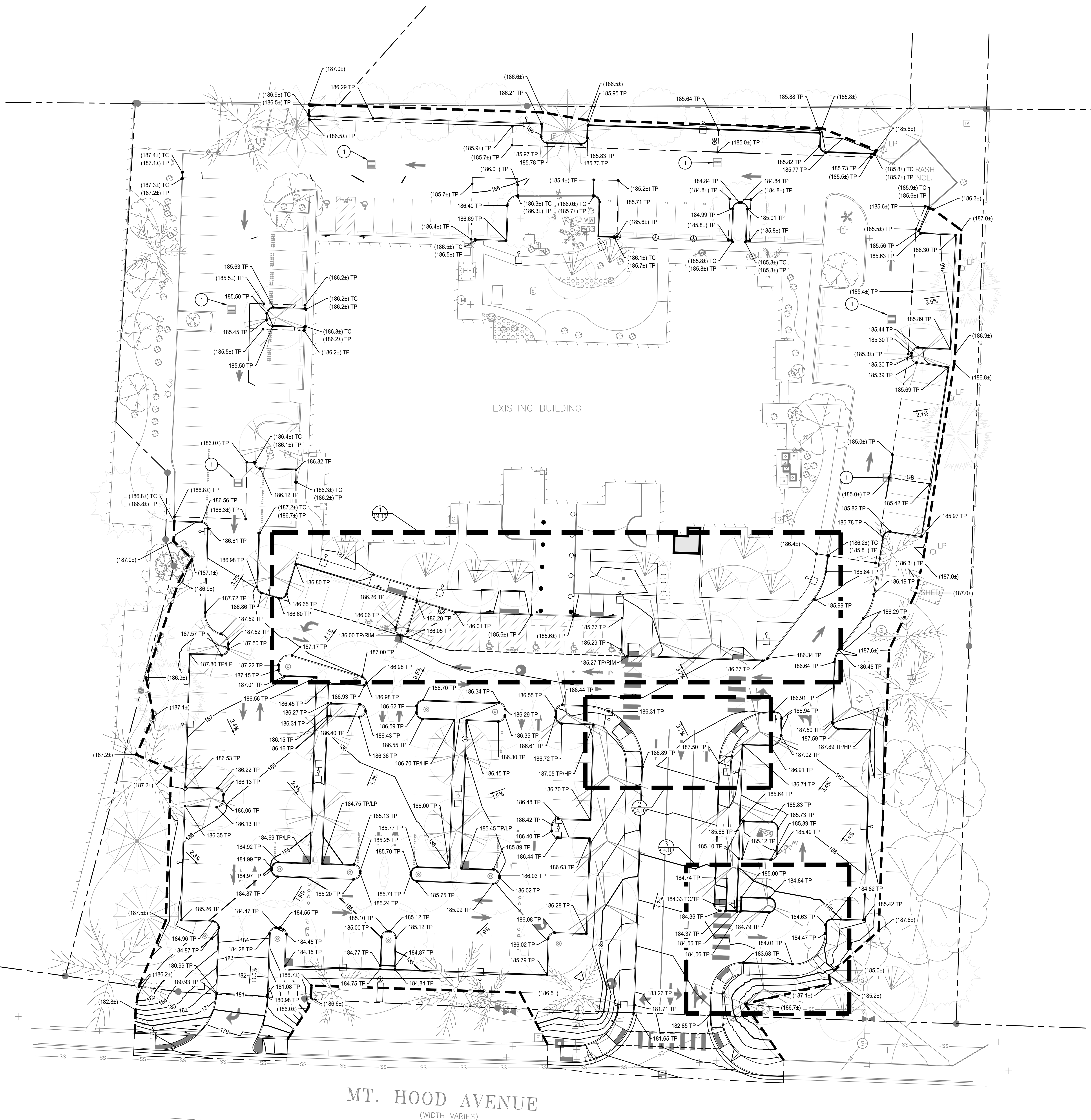
ISSUE DATE: 10.04.23
 REVISIONS:

FIRE ACCESS PLAN

C3.50

PROJECT NO.: 21057

DESIGN REVIEW SET



SHEET NOTES

1. SLOPES PROVIDED ON SLOPE ARROW ARE FOR REFERENCE ONLY.
2. LANDINGS ON ACCESSIBLE ROUTES SHALL NOT EXCEED 2% IN ANY DIRECTION.
3. MAXIMUM SLOPE IN ACCESSIBLE PARKING STALLS SHALL BE 2.0% IN ANY DIRECTION.
4. MAXIMUM PEDESTRIAN RAMP LONGITUDINAL SLOPE SHALL BE 8.3% AND MAXIMUM CROSS SLOPE SHALL BE 2.0% UNLESS NOTED OTHERWISE. LANDINGS SHALL BE PROVIDED AT THE TOP OF EACH RAMP THAT ARE 2.0% MAXIMUM SLOPE IN ANY DIRECTION UNLESS NOTED OTHERWISE.
5. ALL ACCESSIBLE ROUTES SHALL COMPLY WITH CURRENT ADA ACCESSIBILITY GUIDELINES FOR BUILDING AND FACILITIES (ADAA).
6. SLOPES TO MATCH EXISTING GRADE IN LANDSCAPE AREAS NOT TO EXCEED 4H:1V SLOPES.
7. GRADING SHALL BE COMPLETED PER CONTOURS, SPOT ELEVATIONS, AND ROADWAY PROFILES IF PROVIDED. FINISH GRADE SLOPES ARE PROVIDED FOR REFERENCE ONLY.
8. ALL TOP OF CURB ELEVATIONS ARE 6" ABOVE TP GRADES UNLESS NOTED OTHERWISE.
9. CATCH BASIN RIM ELEVATIONS SHOWN IN C5.00 SERIES ARE TO CENTER OF STRUCTURE AND MAY SLIGHTLY DIFFER FROM PAVEMENT GRADES. DESIGN INTENT WILL BE FOR CATCH BASINS TO BE AT OR SLIGHTLY LOWER THAN ADJACENT PAVEMENT GRADES TO FACILITATE POSITIVE DRAINAGE.
10. PUBLIC IMPROVEMENTS GRADING SHOWN FOR REFERENCE ONLY. REFER TO PUBLIC IMPROVEMENT PLANS FOR GRADING INFORMATION ASSOCIATED WITH THE PUBLIC IMPROVEMENTS.
11. CONTRACTOR SHALL ENSURE THAT POSITIVE DRAINAGE IS MAINTAINED.

KEY NOTES

NOTE	DESCRIPTION	DETAIL REF.
1	MAINTAIN PAVEMENT DRAINAGE TOWARD EXISTING STORM STRUCTURES	
2	CONTRACTOR TO FIELD VERIFY EXISTING GRADES. NOTIFY CIVIL ENGINEER IMMEDIATELY IF GRADES DIFFER FROM PLAN.	
3	INSTALL AREA DRAIN AND LOW SPOT TO COLLECT STORMWATER IN LANDSCAPE AREAS.	

GRADING LABEL LEGEND

CALLOUT	DESCRIPTION
[X.XX]	SLOPE ORIENTATION INDICATING DIRECTION OF MAXIMUM GRADE (DOWNHILL)
XX.XX XX	SPOT ELEVATION DESCRIPTION LISTED BELOW. NO DESCRIPTION MEANS TP OR TG
EG	EXISTING GRADE
FG	FINISHED GRADE
HP	HIGH POINT
LP	LOW POINT
RM	RIM OF STRUCTURE
TC	TOP OF CURB
TP	TOP OF PAVEMENT
(XXX.Xa)	EXISTING GRADE (MATCH WHERE APPLICABLE)

SHEET LEGEND

---	GRADE BREAK
---	SAWCUT LINE
---	EX. CONTOUR MINOR
---	EX. CONTOUR MAJOR
---	CONTOUR MINOR (FG)
---	CONTOUR MAJOR (FG)
---	LIMITS OF GRADING

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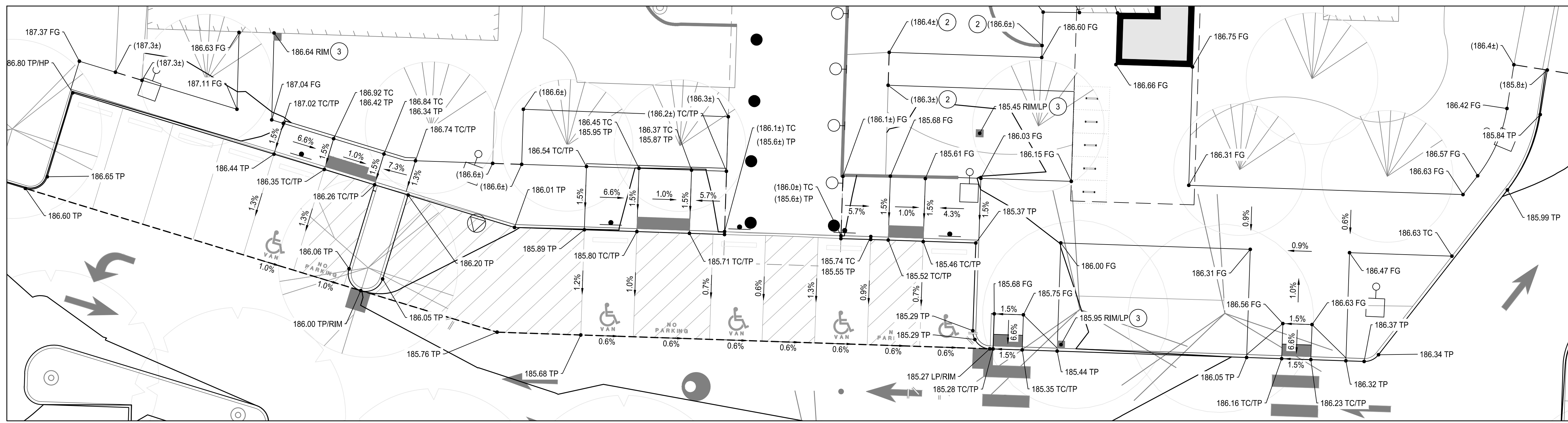
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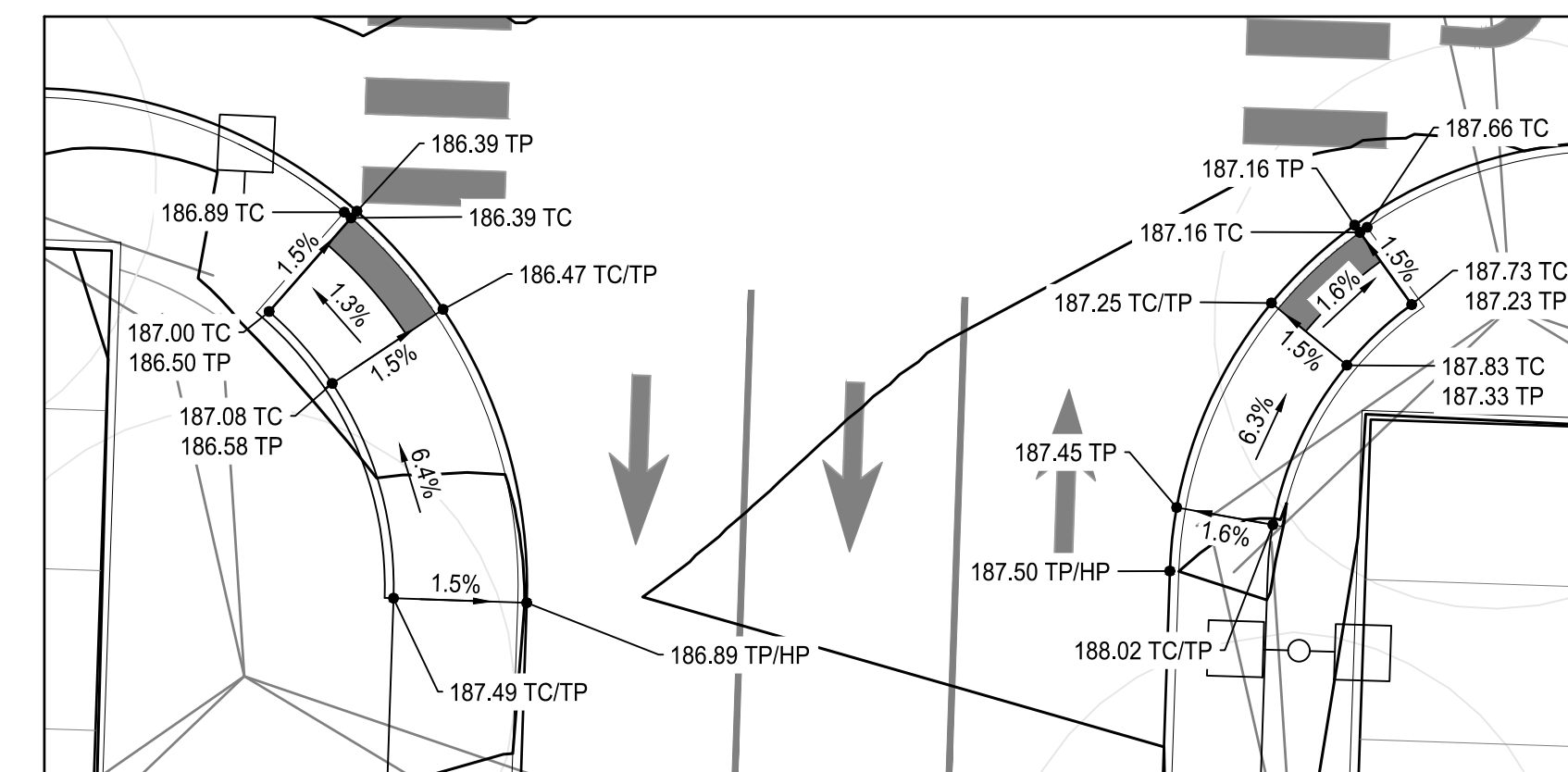
GRADING PLAN

C4.00
 PROJECT NO.: 21057

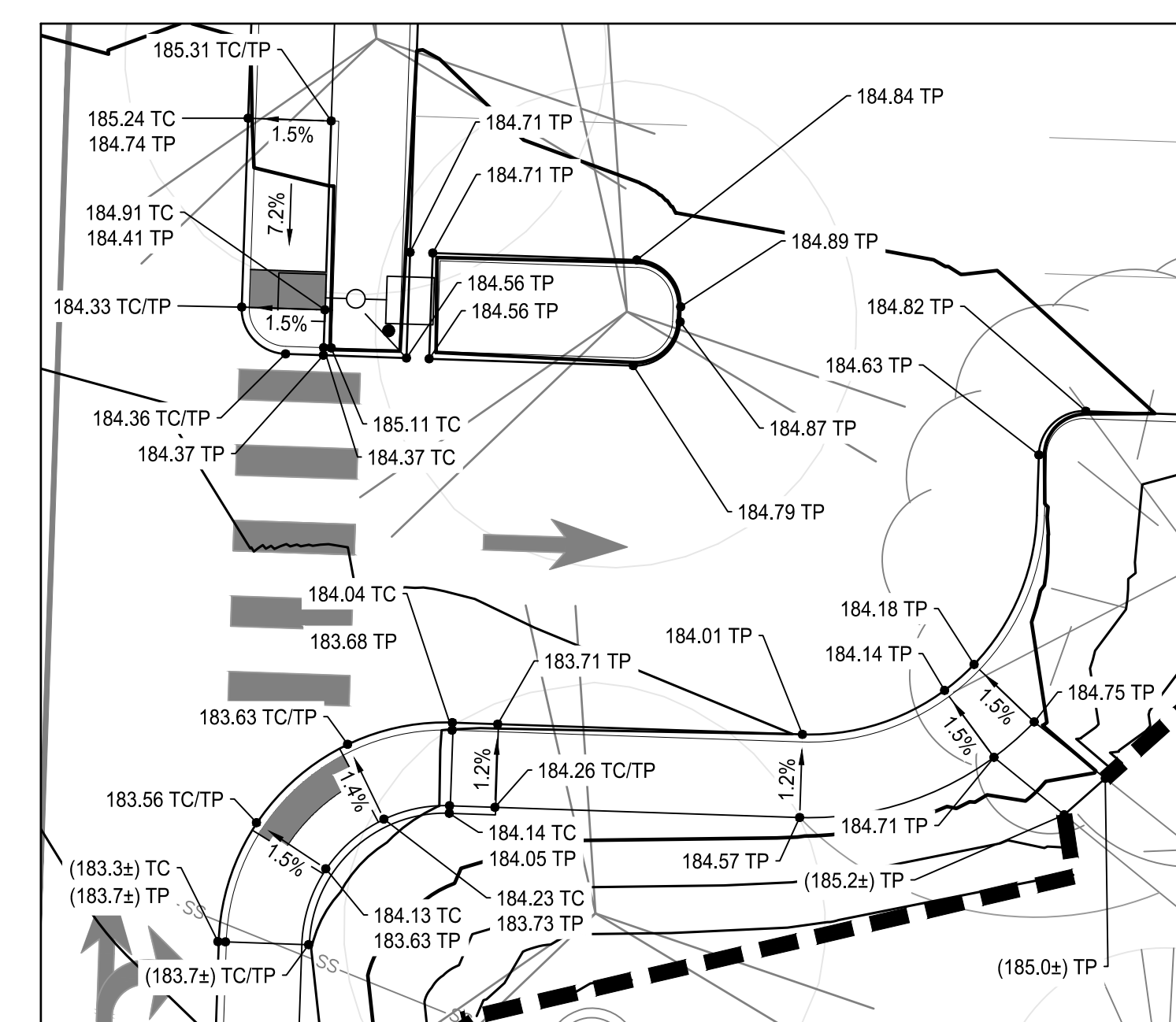




1 ADA PARKING AND CURB RAMP ENLARGEMENT
 SCALE: 1" = 10'



2 CURB RAMP ENLARGEMENT
 SCALE: 1" = 10'



3 CURB RAMP ENLARGEMENT
 SCALE: 1" = 10'

SHEET NOTES

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GRADING LABEL LEGEND

CALLOUT	DESCRIPTION
[X.XX]	SLOPE ORIENTATION INDICATING DIRECTION OF MAXIMUM GRADE (DOWNHILL)
XX.XX XX	SPOT ELEVATION DESCRIPTION LISTED BELOW. NO DESCRIPTION MEANS TP OR TG
EG	EXISTING GRADE
FG	FINISHED GRADE
HP	HIGH POINT
LP	LOW POINT
RIM	RIM OF STRUCTURE
TC	TOP OF CURB
TP	TOP OF PAVEMENT
(XXX.X)	EXISTING GRADE (MATCH WHERE APPLICABLE)

SHEET LEGEND

---	GRADE BREAK
---	SAWCUT LINE
---	EX. CONTOUR MINOR
---	EX. CONTOUR MAJOR
---	CONTOUR MINOR (FG)
---	CONTOUR MAJOR (FG)
---	LIMITS OF GRADING



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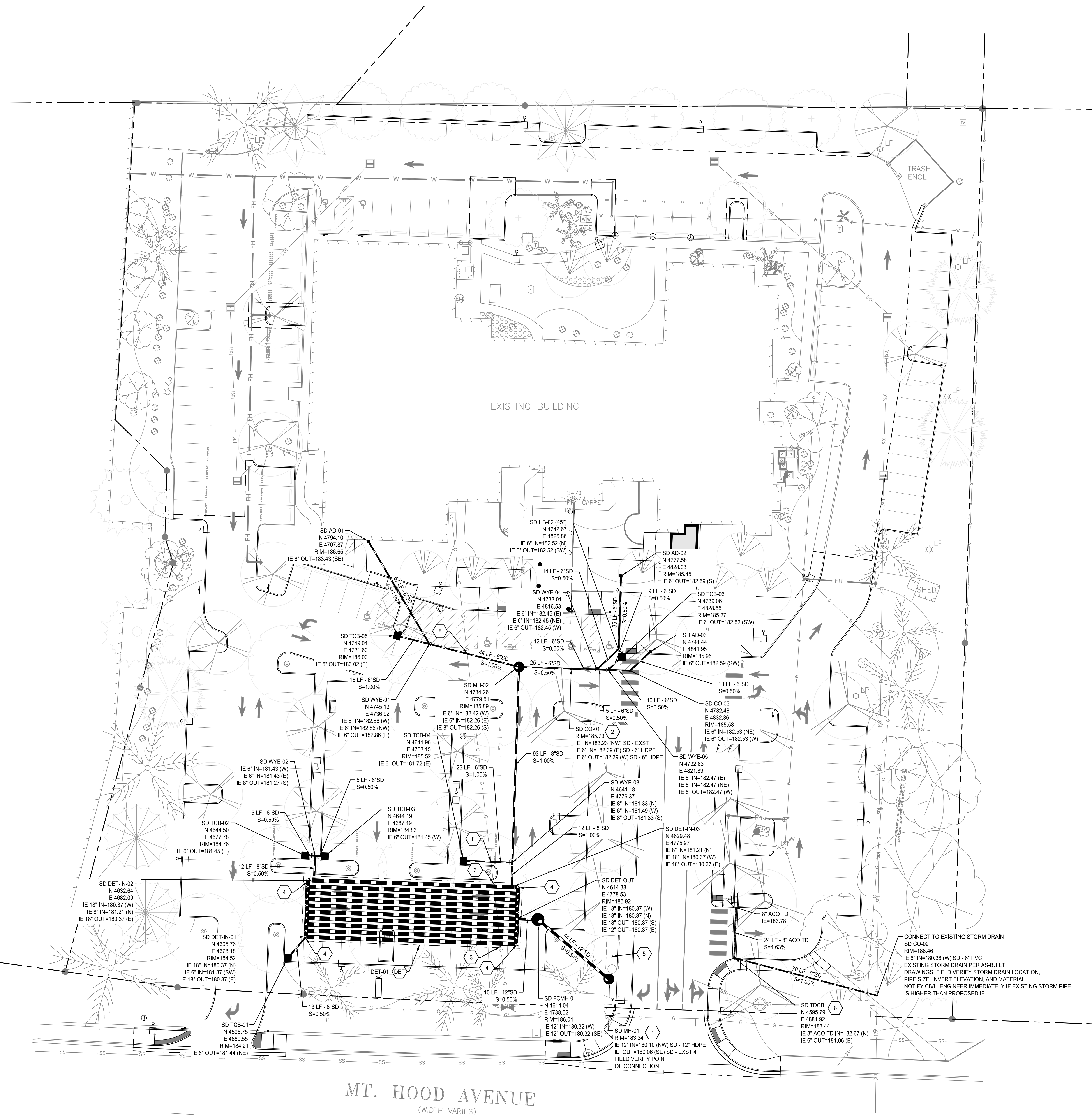
ISSUE DATE: 10.04.23
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DESIGN REVIEW SET

GRADING ENLARGEMENTS

C4.10
 PROJECT NO.: 21057





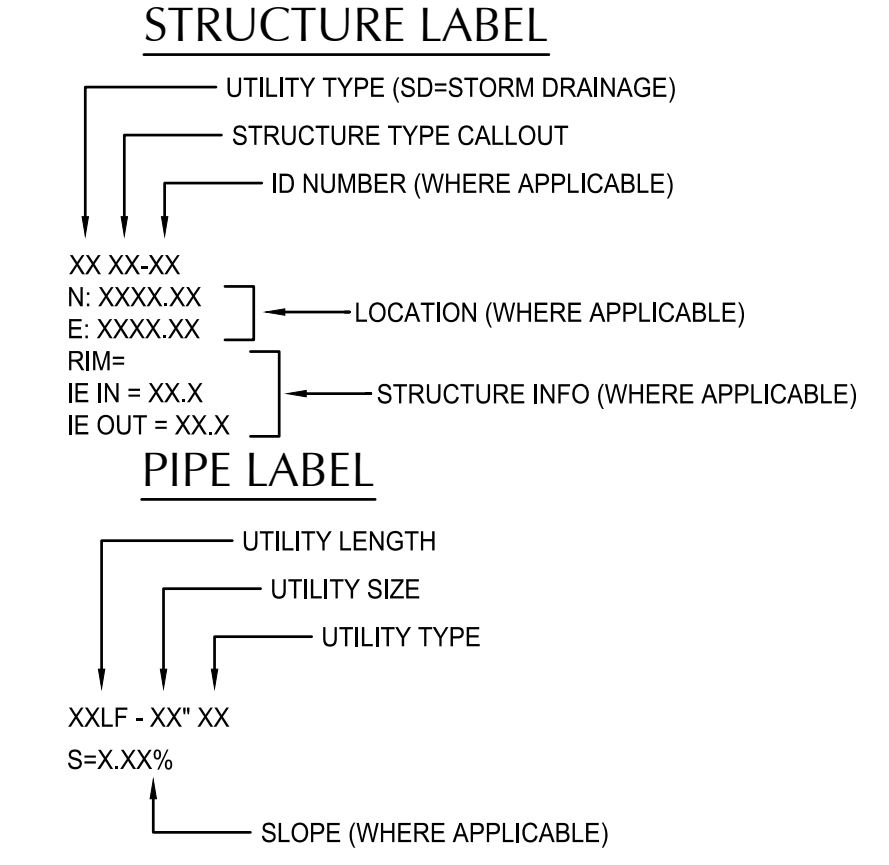
SHEET NOTES

- PIPE BEDDING AND BACKFILL FOR ALL UTILITIES SHALL BE DONE PER DETAIL 1/C7.10.
- RIM ELEVATIONS, STATIONS, AND OFFSETS SHOWN ON STRUCTURES ARE SHOWN AT CENTER OF STRUCTURE.

STORM KEY NOTES

NOTE	DESCRIPTION	DETAIL REF.
1	REPLACE EXISTING MANHOLE WITH NEW MANHOLE. PRIOR TO ORDERING MANHOLE, VECTOR EXISTING MANHOLE AND CONFIRM ALL EXISTING PIPE SIZES, INVERT ELEVATIONS, MATERIAL, AND LOCATIONS. DESIGN INTENT IS TO CONTINUE POSITIVE DRAINAGE THROUGH EXISTING PIPING TOWARDS HWY 214. EXISTING PIPE IE BASED ON RECORD DRAWINGS AND SURVEY INFORMATION. INTERCEPT EXISTING STORM PIPE. FIELD VERIFY PIPE SIZE, INVERT ELEVATION, AND LOCATION. INSTALL CLEANOUT AT WYE FITTING.	5/C7.10
2	CONTRACTOR TO FIELD VERIFY IE, HORIZONTAL LOCATION, PIPE SIZE, AND MATERIAL OF GAS LINE. NOTIFY CIVIL ENGINEER IMMEDIATELY IF THERE IS CONFLICT WITH DET-01.	
3	INSTALL MAINTENANCE RISERS AT DETENTION FACILITY PER MANUFACTURERS RECOMMENDATIONS. AT A MINIMUM, INSTALL RISERS AT THE 4 CORNERS OF THE DETENTION FACILITY.	
4	PER CORRESPONDENCE WITH THE CITY OF WOODBURN AND ODOT, THE EXISTING DETENTION FACILITY IS TO BE REMOVED. THE AVAILABLE VOLUME FROM THE EXISTING DETENTION FACILITY WILL BE ADDED TO THE PROPOSED FACILITY.	
5	TDCB BASIS OF DESIGN IS ACO K200 SERIES.	
6	UNDERGROUND DETENTION FACILITY. BASIS OF DESIGN IS 10 ROWS OF 18" PERFORATED PIPE EQUALING 3,500 CF OF TOTAL AVAILABLE STORAGE.	7/C7.10
SD	CONNECT TO STORM DRAIN/ROOF DRAIN. SEE PLUMBING PLANS FOR CONTINUATION. SIZE AND IE AS NOTED.	
!!	UTILITY CROSSING. PROVIDE 12" MIN. CLEARANCE. U.N.O.	

STORM LABEL LEGEND



STRUCTURE TYPE

CALLOUT	DESCRIPTION	DETAIL REF.
CO	CLEANOUT TO GRADE	3/C7.10
DET-IN	DETENTION FACILITY INLET	
DET-OUT	DETENTION FACILITY OUTLET	
FCMH	FLOW CONTROL MANHOLE (60" DIAMETER)	6/C7.10
MH	MANHOLE	5/C7.10
TCB	TRAPPED CATCH BASIN	2/C7.10
TD	TRENCH DRAIN	4/C7.10
TDCB	INLINE TRENCH DRAIN CATCH BASIN	4/C7.10
WYE	WYE	

STORMWATER NARRATIVE:

PER CORRESPONDENCE WITH THE CITY OF WOODBURN AND OREGON DEPARTMENT OF TRANSPORTATION, THE PROJECT DOES NOT REQUIRE STORMWATER TREATMENT FACILITIES FOR THE PROPOSED IMPROVEMENTS.

DETENTION AND FLOW CONTROL IS REQUIRED FOR THE NET NEW IMPERVIOUS AREA AND IS DESIGNED IN ACCORDANCE WITH THE ODOT HYDRAULICS MANUAL. THE PROPOSED DETENTION SYSTEM WILL BE 10 ROWS OF 18-INCH PERFORATED PIPE SURROUNDED BY ROCK AND WRAPPED IN SEPARATION FABRIC. THE NEW DETENTION FACILITY WILL ALSO INCLUDE THE VOLUME OF THE EXISTING DETENTION PIPE SO THAT IT MAY BE REMOVED TO ALLOW FOR A SAFE PEDESTRIAN ACCESS SIDEWALK.

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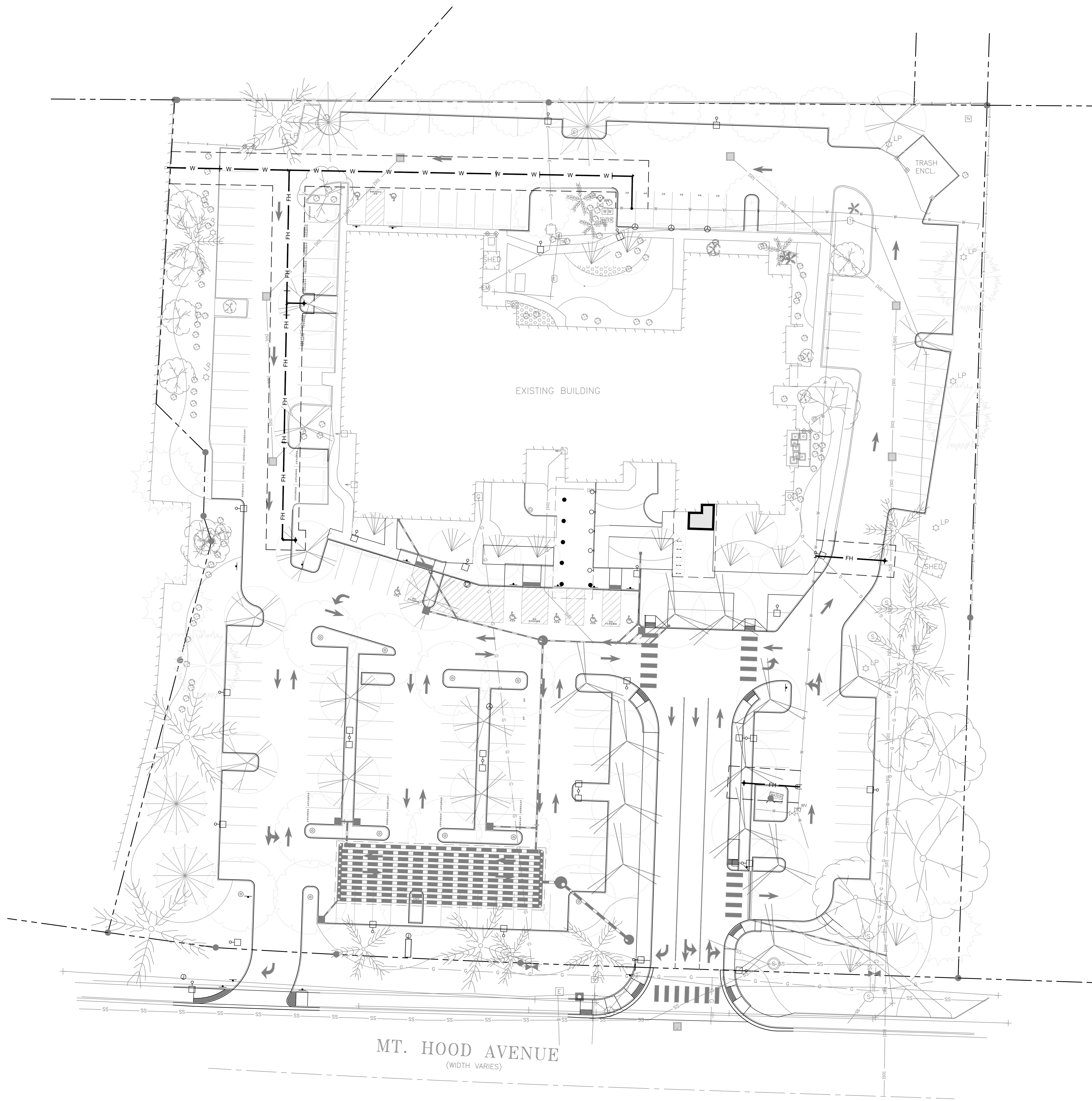
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STORM PLAN

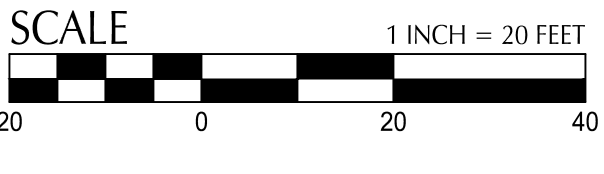
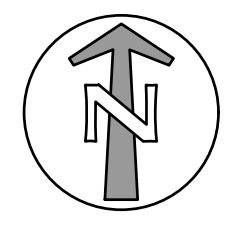
C5.00
 PROJECT NO.: 21057





SHEET NOTES

- THIS SHEET IS PROVIDED FOR REFERENCE ONLY. SEE PUBLIC WORKS PLANS FOR DETAILED ENGINEERING DESIGN RELATED TO THE PUBLIC WATER MAIN AND FIRE HYDRANTS.



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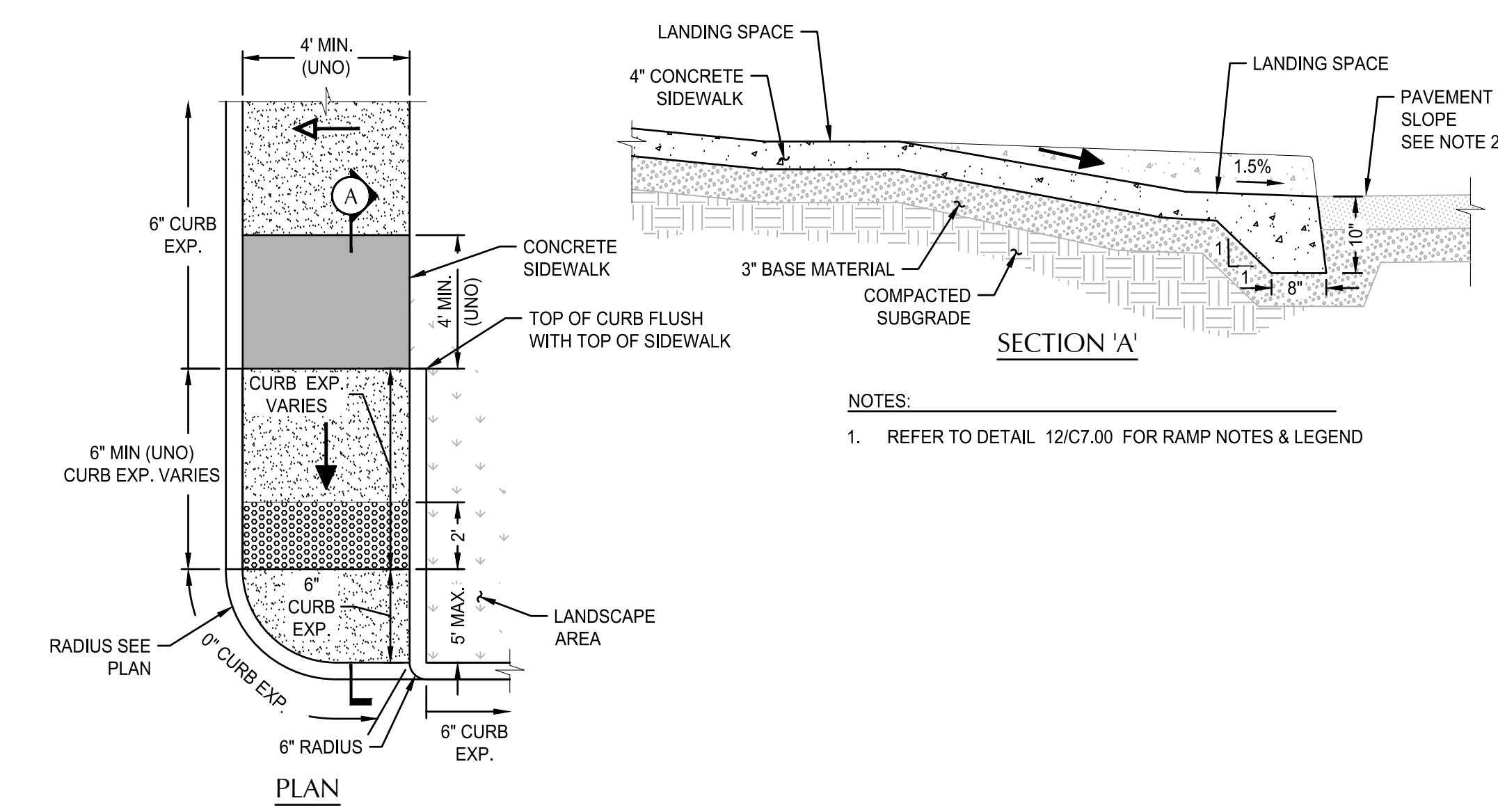
ISSUE DATE: 10.04.23
REVISIONS:

UTILITY PLAN

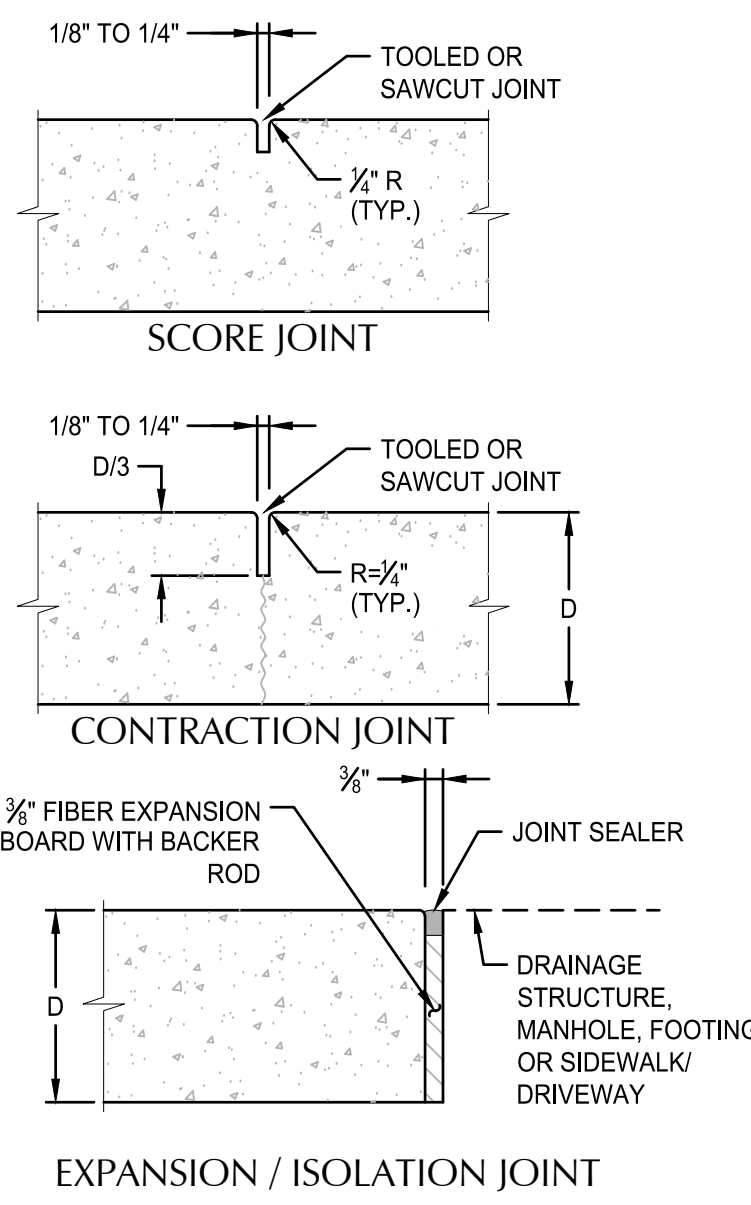
C6.00

PROJECT NO.: 21057

DESIGN REVIEW SET



14 CURB RAMP - SMALL CURVE
SCALE: NTS

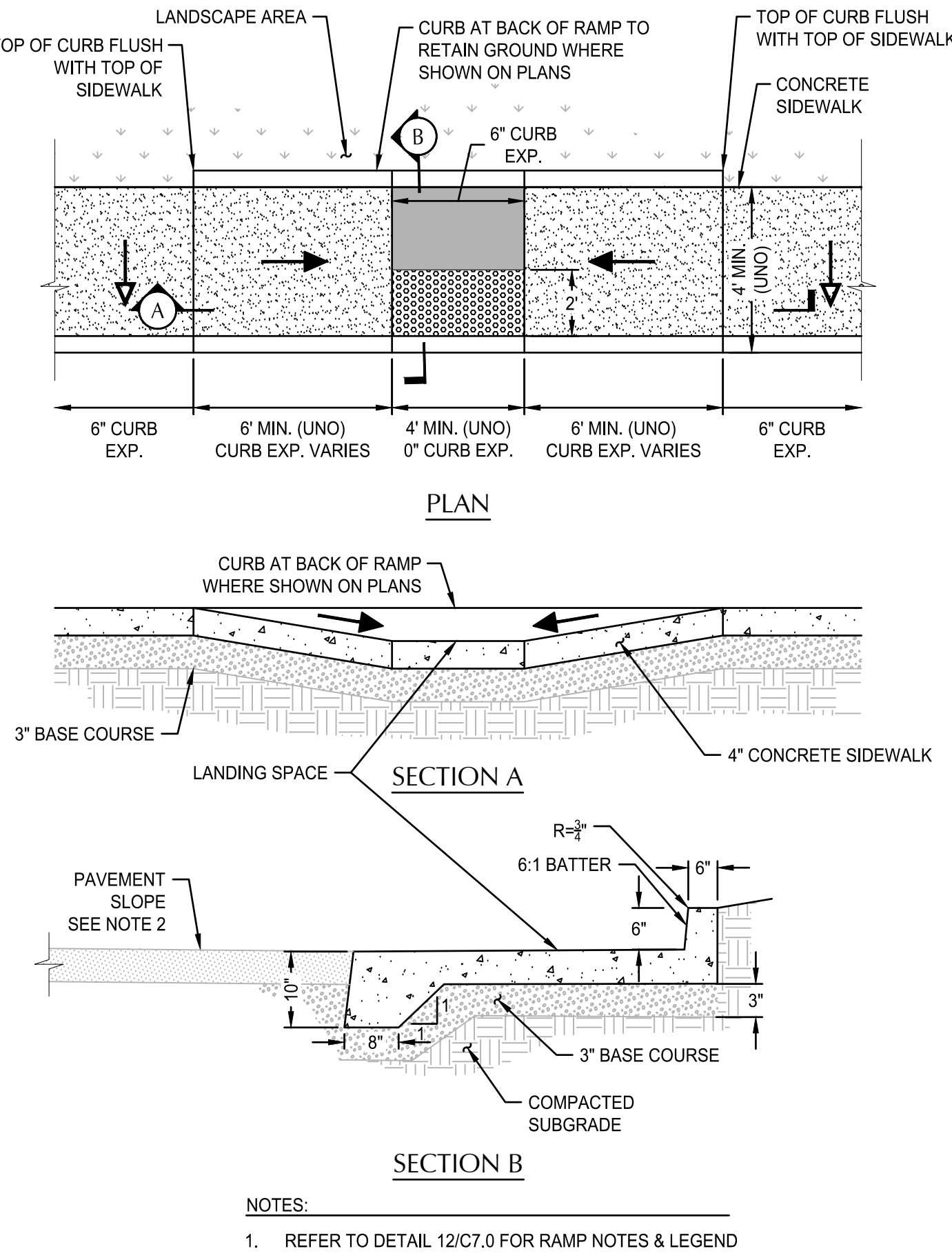


JOINT INTERVALS TABLE

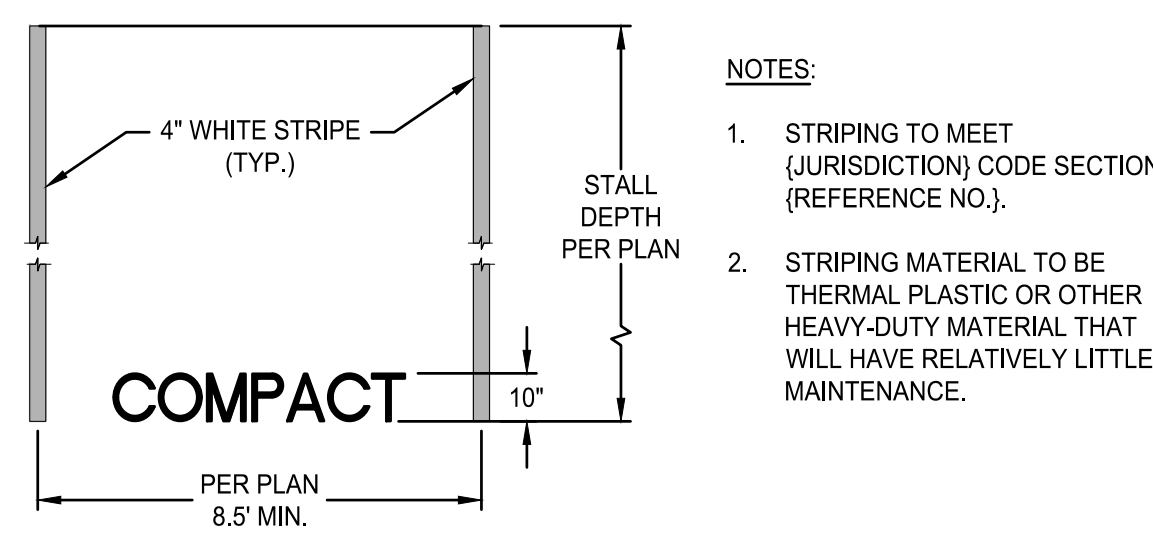
TYPE	SPACING	OR AT...
SCORE	5' TYP.	LOCATIONS SHOWN ON PLANS
CONTRACTION	15' MAX.	END OF RAMPS AND DRIVEWAYS
EXPANSION / ISOLATION	200'	POINTS OF TANGENCY AND AT ENDS OF EACH DRIVEWAY OR OTHER FIXED OBJECTS

- NOTES:
1. CONTRACTION JOINTS MAY BE USED IN PLACE OF SCORE JOINTS.
2. CONSTRUCTION COLD JOINTS MAY BE USED IN PLACE OF CONTRACTION JOINTS.
3. PROVIDE MEDIUM BROOM FINISH WITH NO TOOL MARKS.

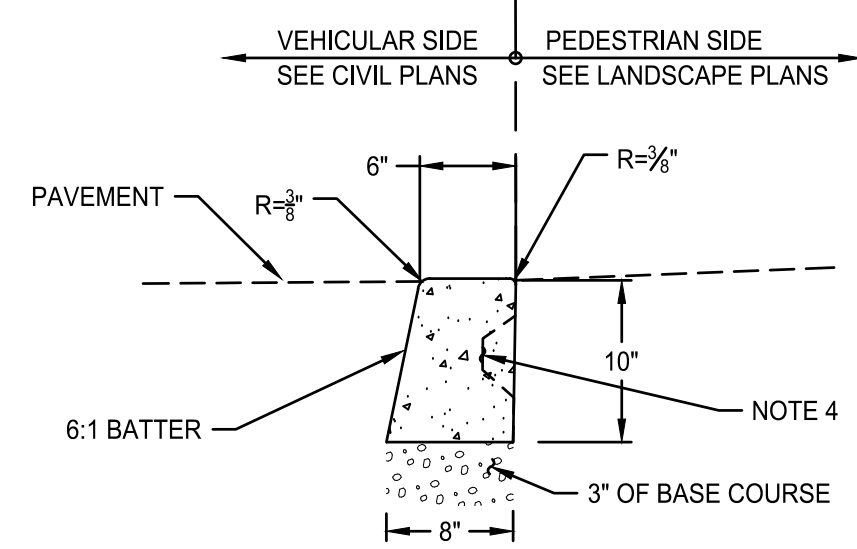
18 SIDEWALK JOINTS
SCALE: NTS



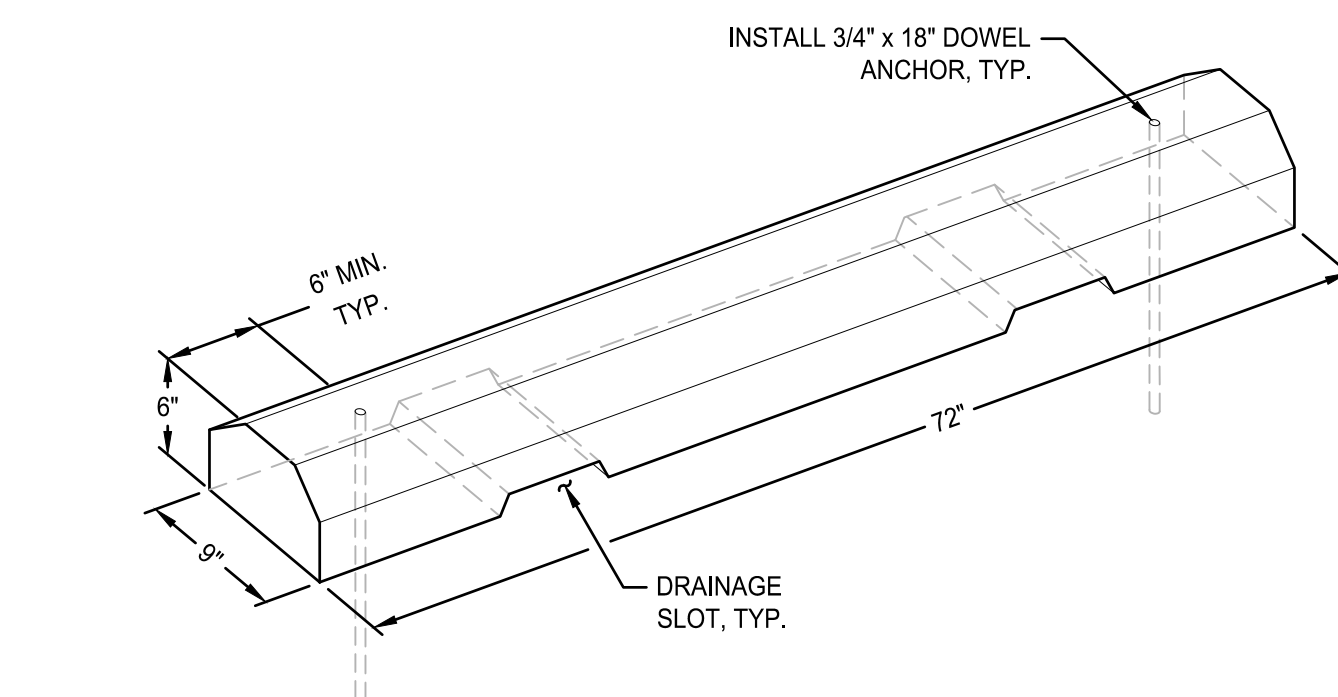
15 CURB RAMP - DROP PANEL
SCALE: NTS



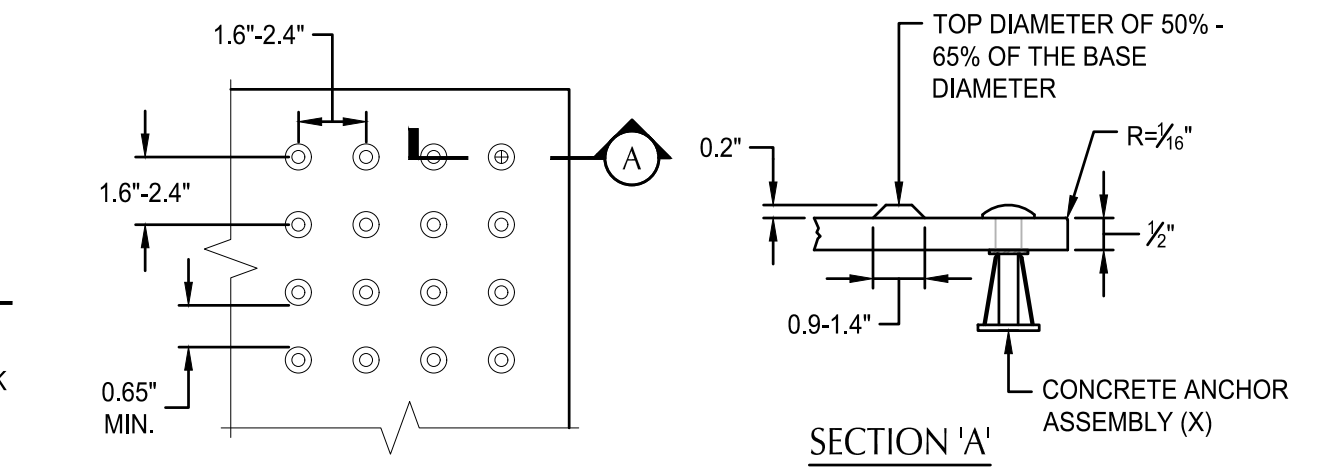
16 COMPACT STRIPING
SCALE: NTS



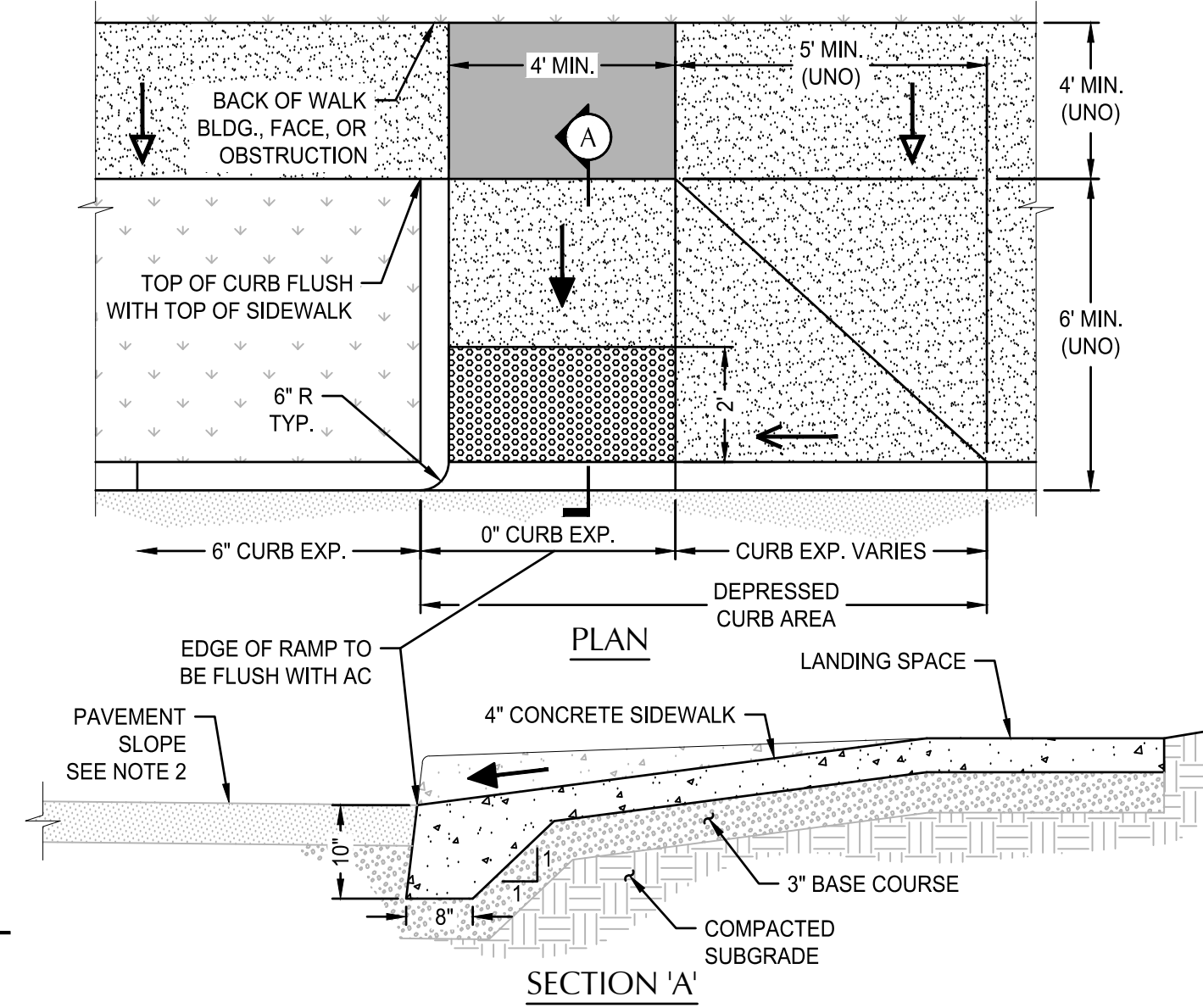
17 FLUSH CURB
SCALE: NTS



10 PRECAST CONCRETE WHEEL STOP
SCALE: NTS

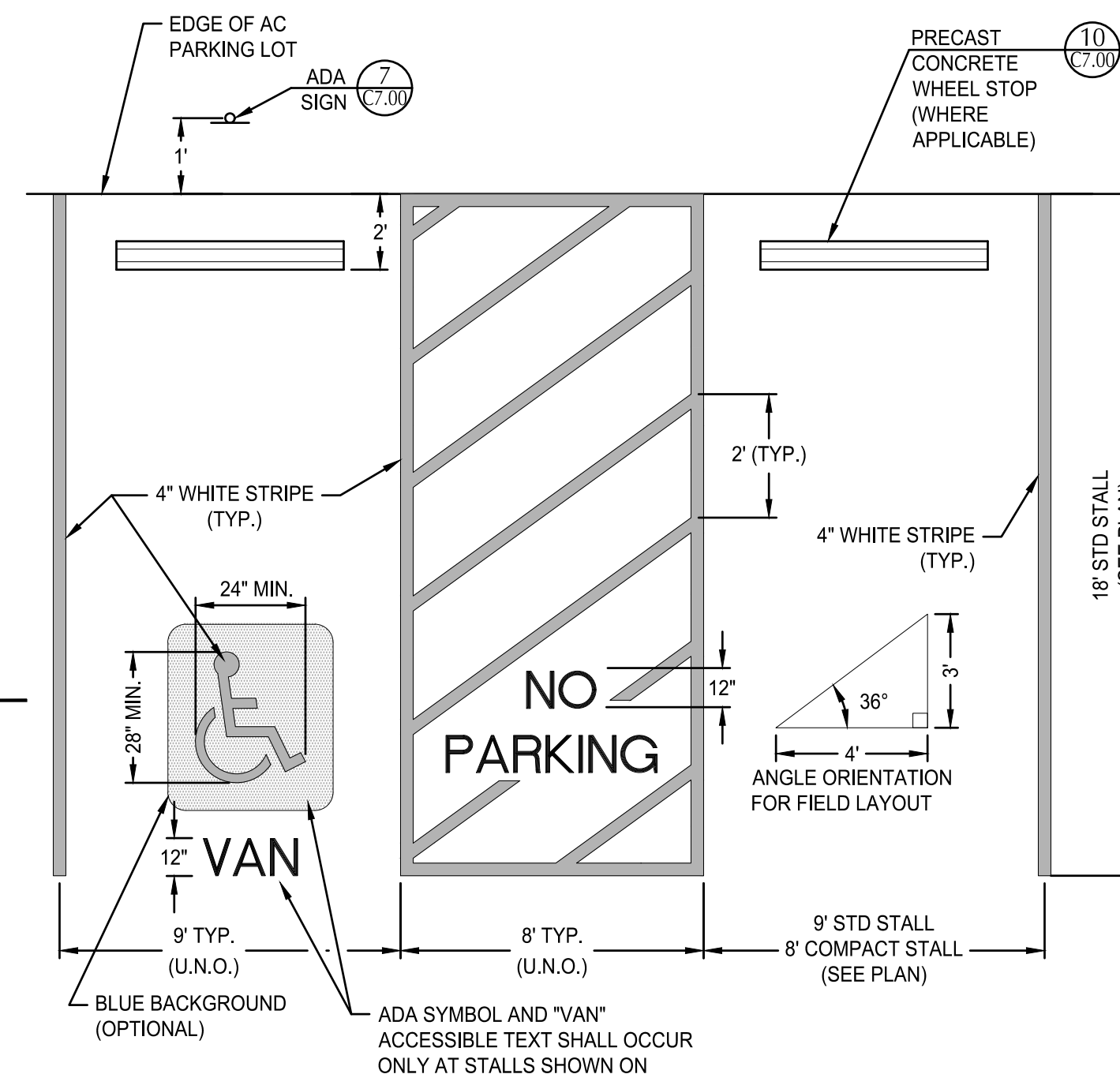


11 DETECTABLE WARNING - TYPE 2
SCALE: NTS

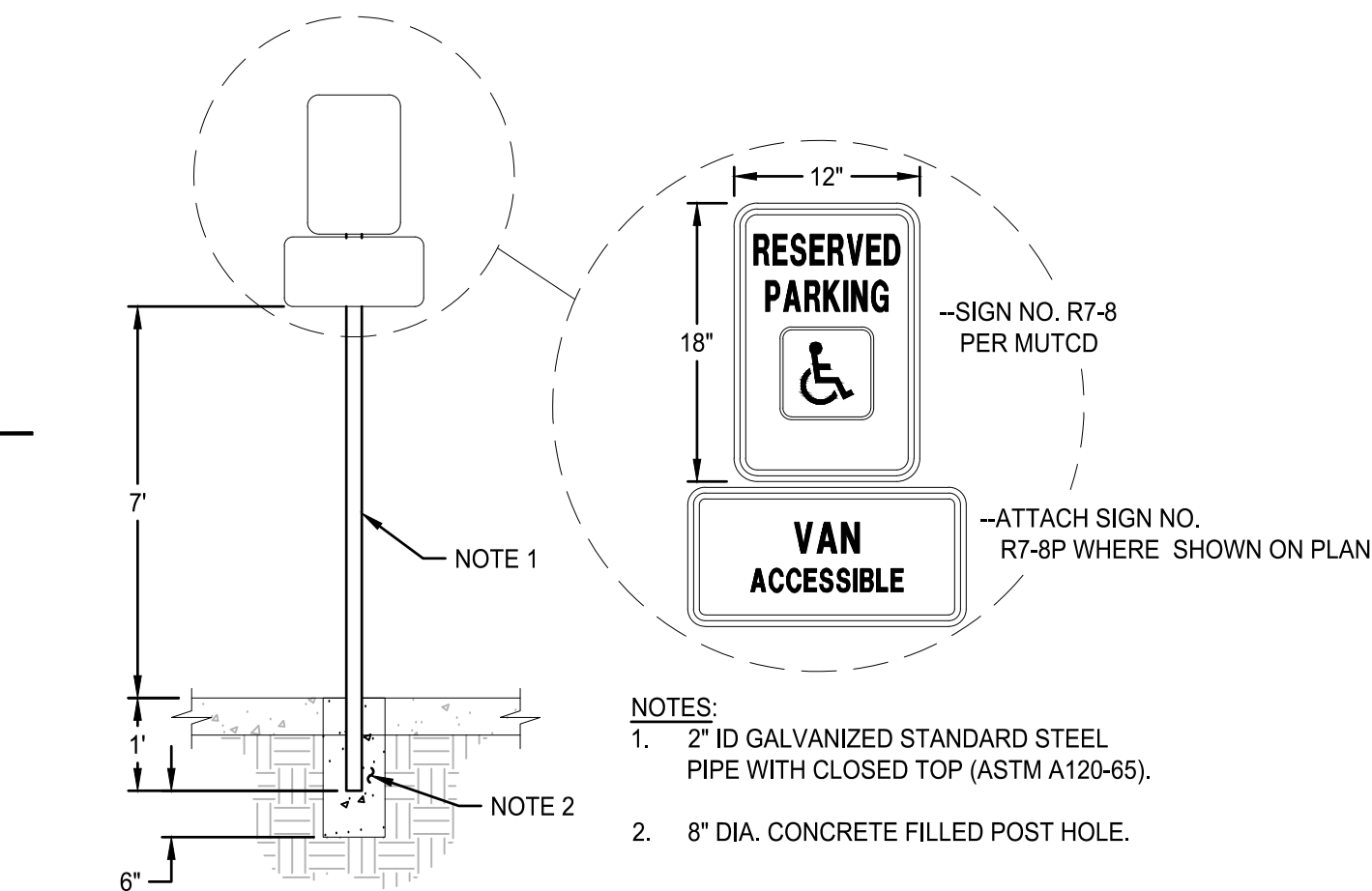


12 CURB RAMP - STANDARD
SCALE: NTS

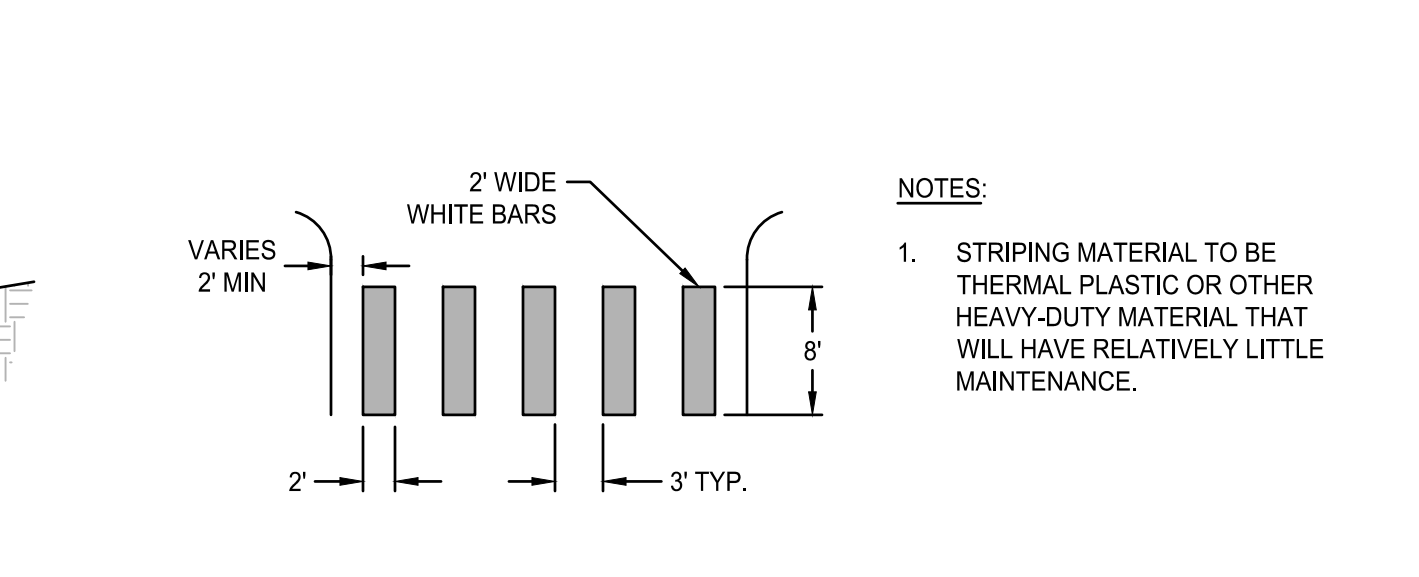
13 CONCRETE CURB - ENDING
SCALE: NTS



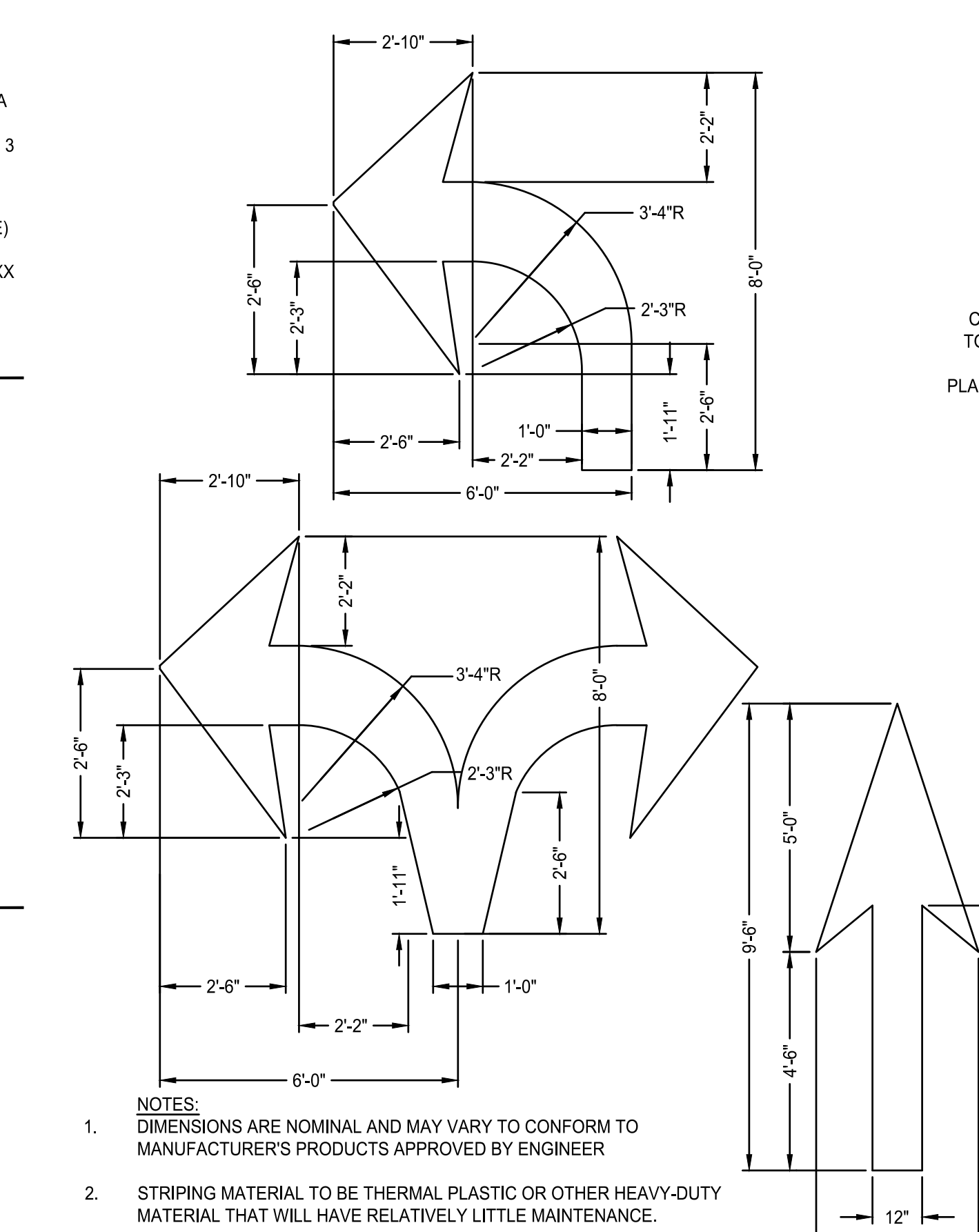
6 TYPICAL PARKING LAYOUT
SCALE: NTS



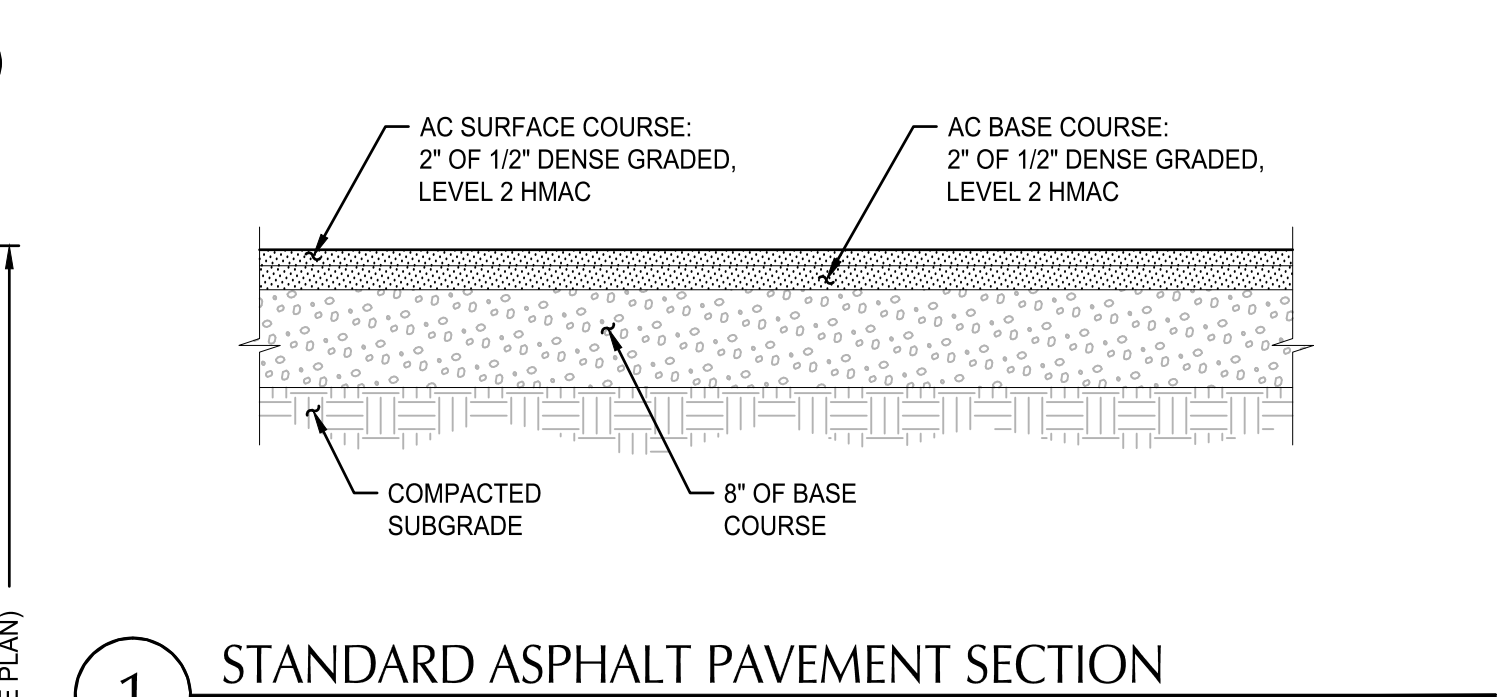
7 ADA PARKING SIGN
SCALE: NTS



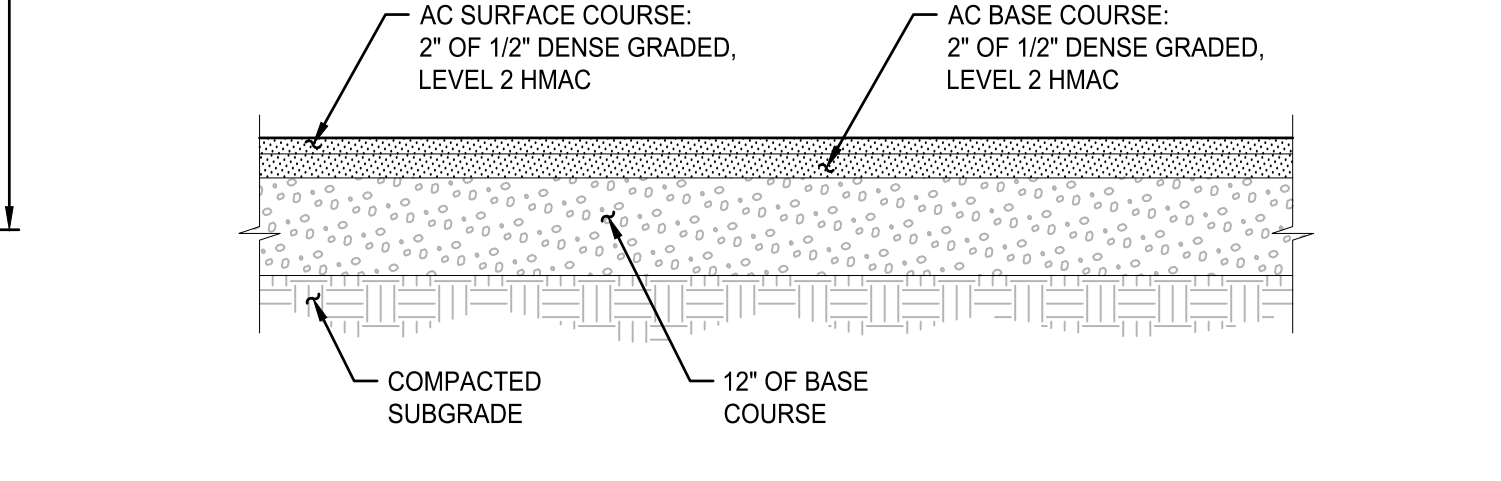
8 CROSSWALK STRIPING
SCALE: NTS



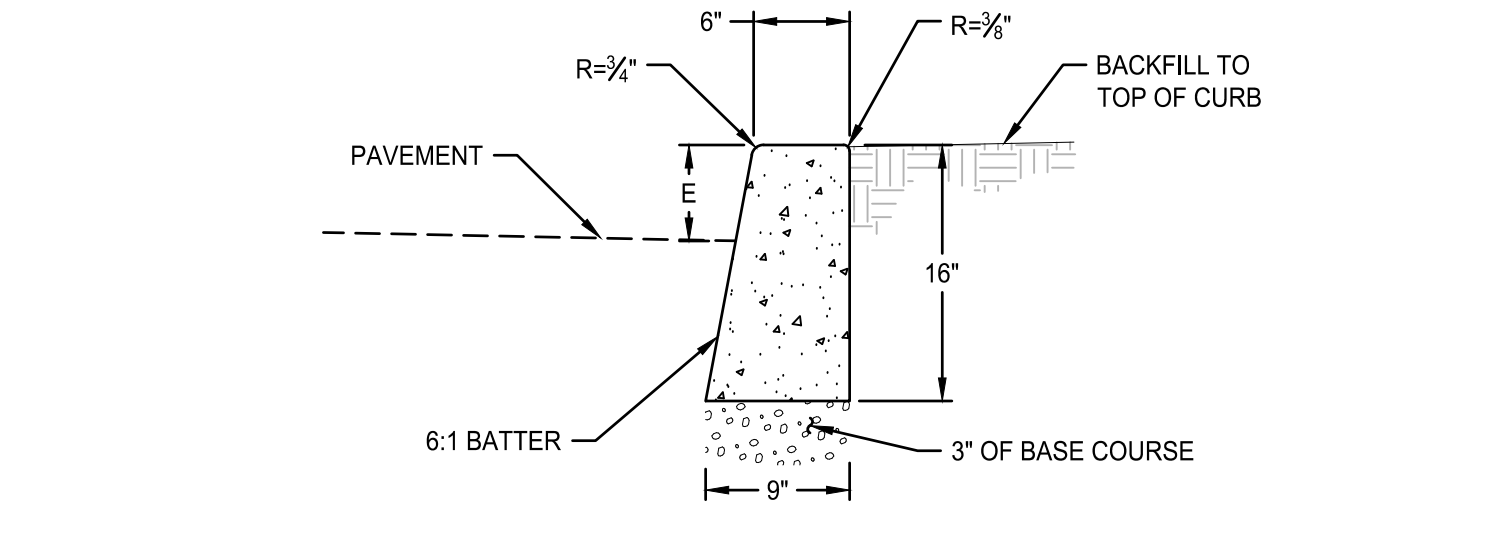
9 DIRECTIONAL ARROWS
SCALE: NTS



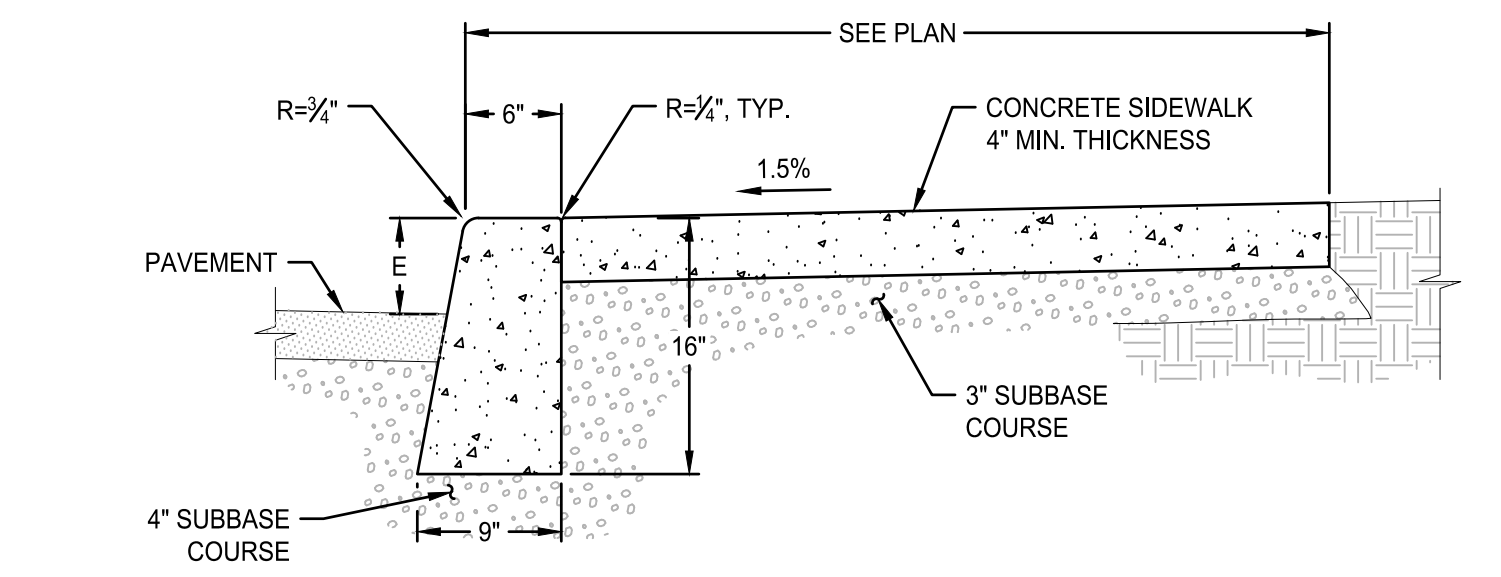
1 STANDARD ASPHALT PAVEMENT SECTION
SCALE: NTS



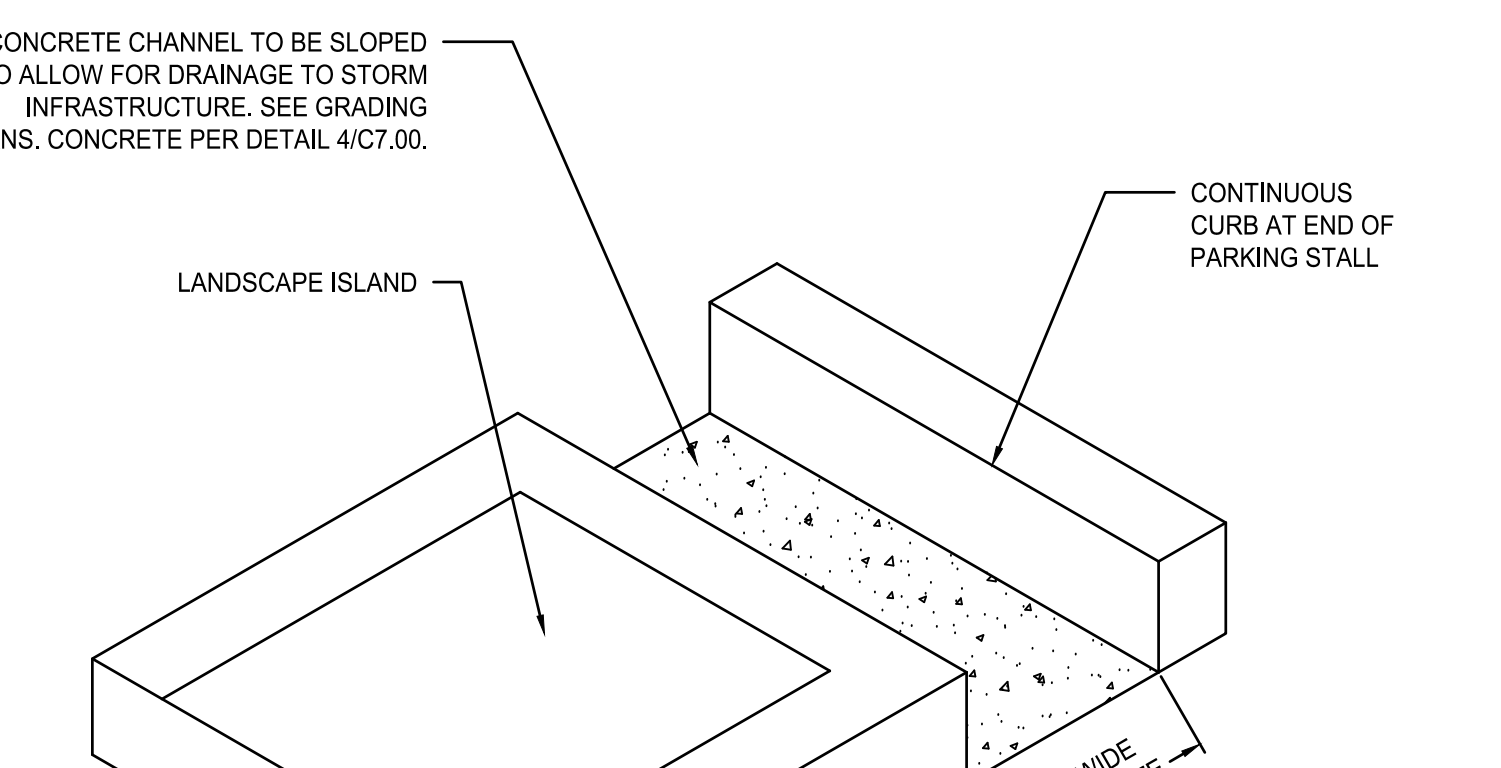
2 HEAVY ASPHALT PAVEMENT SECTION
SCALE: NTS



3 CONCRETE CURB
SCALE: NTS



4 CURB & SIDEWALK
SCALE: NTS



5 CONCRETE CHANNEL
SCALE: NTS

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ISSUE DATE: 04.14.23

REVISIONS:

DETAILS

C7.00

PROJECT NO.: 21057

GENERAL STREET LIGHTING NOTES (PGE OPTION B)

- A. OPTION B IS FOR MAINTENANCE AND ENERGY SUPPLIED TO EQUIPMENT OWNED BY THE CUSTOMER... DEVELOPER/CUSTOMER TO PURCHASE, SUPPLY AND INSTALL STREETLIGHT MATERIALS...
B. FOR OPTION B STREETLIGHTS (OWNED BY THE MUNICIPALITY/CITY)... THE DEVELOPER/PROJECT IS RESPONSIBLE TO PROVIDE THE PGE LIGHTING DESIGN PROJECT MANAGER WITH THE STREETLIGHT PHOTOMETRIC DESIGN LAYOUT...
C. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF THE STREET LIGHT POLES AND FIXTURES, INSPECTION AND ENERGIZING OF THE STREET LIGHTS WITH PGE...

PGE TRENCH AND INSTALLATION REQUIREMENTS

- A. ONLY PGE-APPROVED EXCAVATION CONTRACTORS AND CONTRACTORS WHO HAVE MADE SPECIAL ARRANGEMENTS WITH PGE WILL BE ALLOWED TO WORK UNDER A PGE STREET RIGHT-OF-WAY PERMIT...
B. THE DEVELOPER/CONTRACTOR IS RESPONSIBLE FOR ALL TRENCH EXCAVATION AND BACKFILLING, COMPACTION, ROAD CROSSINGS, CONDUITS, JOINTS, VAULTS, JUNCTION BOXES, LANDSCAPE RESTORATION, ASSOCIATED PERMITS AND ANY OTHER REQUIREMENTS TO BE COMPLETE THE CONSTRUCTION FOR STREETLIGHT SERVICE...
D. TRENCHES ARE TO BE 48 INCHES DEEP WHEN SHARED WITH OTHER UTILITIES, AND OTHERWISE AT LEAST 36 INCHES IN DEPTH...
E. AN ON-SITE PRECONSTRUCTION MEETING IS REQUIRED FOR ALL PROJECTS WITH PGE'S FIELD CONSTRUCTION INSPECTOR...

STREET LIGHTING CONDUIT AND ELBOW REQUIREMENTS

- A. ALL CONDUIT ROUTES MUST BE APPROVED BY PGE PRIOR TO INSTALLATION BY THE CUSTOMER, CUSTOMER-INSTALLED CONDUIT MUST BE INSPECTED BY PGE BEFORE BACKFILL...
B. ALL CONDUCTORS ARE TO BE INSTALLED IN CONDUIT. CONDUITS ARE TO BE SIZED FOR THE REQUIRED CONDUCTOR, AS DETERMINED BY PGE...
C. HOPE DUCT MAY BE USED FOR HORIZONTAL, DIRECTIONAL BORING APPLICATIONS. THE DUCT MUST MEET THE REQUIREMENTS OF PGE SPECIFICATION L22501 (AVAILABLE UPON REQUEST FROM PGE)...
D. ALL CONDUITS MUST BE GRAY ELECTRICAL GRADE SCHEDULE 40 PVC. FLEX CONDUIT IS NOT ALLOWED...
E. ALL CONDUITS ARE TO CONTAIN A 300-POUND TEST NON-CONDUCTIVE PULL STRING WITH 6 FEET OF PULL STRING EXTENDING BEYOND EACH END OF THE CONDUIT...
G. 36-INCH RADIUS ELBOWS ARE REQUIRED FOR ALL CONDUIT RUNS LONGER THAN 6 FEET. 24-INCH RADIUS ELBOWS ARE ALLOWED FOR 1-INCH SCH 40, PVC CONDUIT RUNS OF 6 FEET OR LESS...

JUNCTION BOX NOTES

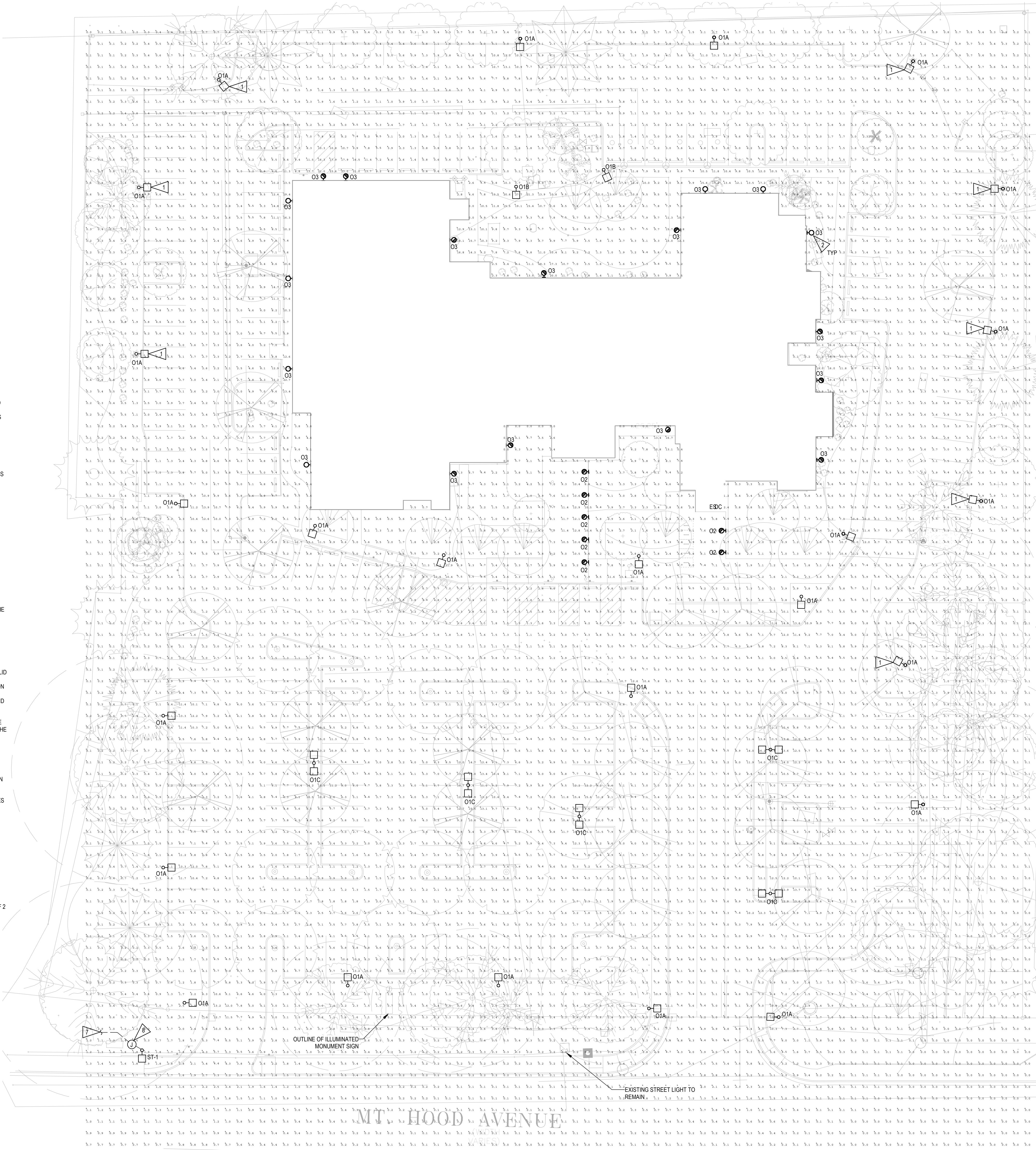
- A. ALL JUNCTION BOXES ARE TO BE PGE-APPROVED (AVAILABLE UPON REQUEST OF YOUR PGE PROJECT MANAGER), THE LID MUST BE SECURED WITH FIVE SIDED PENTHEAD BOLTS. COVERS MUST BE MARKED ELECTRIC OR POWER...
B. MINIMUM 6 INCHES OF 3/4-INCH MINUS WELL-COMPACTED BACKFILL UNDER AND AROUND THE OUTSIDE OF THE JUNCTION BOX...
C. CUSTOMER TO INSTALL A PGE-PROVIDED GROUND ROD INSIDE THE JUNCTION BOX, A MAXIMUM OF 3 INCHES OF GROUND ROD MUST BE SHOWING INSIDE THE JUNCTION BOX...
D. JUNCTION BOX MUST BE SET 2 INCHES ABOVE FINAL GRADE OR ON THE HIGH SIDE OF THE SLOPE...
E. JUNCTION BOXES SET ON A SKEWALK MUST BE SET TO GRADE. JUNCTION BOXES CANNOT BE COVERED BY LANDSCAPE MATERIALS...
F. JUNCTION BOXES ARE REQUIRED AT EACH STREETLIGHT LOCATION WHERE: CONDUIT RUNS SERVE MORE THAN ONE LIGHT, OR CONDUIT RUNS EXCEED 100 FEET IN LENGTH, OR CONDUIT SIZES ARE GREATER THAN ONE-INCH DIAMETER...
I. THE ELBOWS ARE TO BE CLUSTERED AT ONE END OF THE JUNCTION BOX...
J. WHERE MULTIPLE LIGHTS ARE SERVED FROM A RUN OF WIRE, THREE-INCH OR TWO-INCH CONDUIT AND JUNCTION BOXES ARE ALWAYS REQUIRED...
K. JUNCTION BOXES ARE NOT TO BE COVERED WITH ANY LANDSCAPE MATERIAL.

LIGHT AND POLE PLACEMENT NOTES

- A. WHERE THERE IS A PLANTER STRIP, STREETLIGHTS ARE TO BE PLACED A MINIMUM OF 2 FOOT FACE OF POLE, FACE OF CURB...
B. WHERE SIDEWALK IS DIRECTLY BEHIND CURB, STREETLIGHT PLACEMENT IS 8 INCHES BEHIND WALK...
C. CONDUIT AND JUNCTION BOXES ARE TO BE PLACED IN THE PUBLIC UTILITY EASEMENT (PUE)...
D. ALL OTHER LOCATIONS MUST BE APPROVED BY A PGE LIGHTING PROJECT MANAGER...
E. ALL METAL POLES MUST BE GROUNDED PER NESC 215 C AND NESC SECTION 9, USING A 5/8" X 8' GALVANIZED ROD, CONNECTED TO THE GROUNDING INSIDE THE POLE USING SOLID #6 CU BSD WIRE (STRANDED WIRE IS NOT ACCEPTABLE)...
F. POLE WILL PROVIDE THE GROUND ROD AND COPPER WIRE FOR GROUNDING THE METAL STREETLIGHT POLE. GROUND RODS WILL BE INSTALLED A MINIMUM OF 6 INCHES BEHIND THE CONCRETE FOOTING AND A MINIMUM OF 2 INCHES BELOW GRADE...
G. ALL STREETLIGHTS ARE TO BE CONNECTED 240 VOLTS TO THE BLACK AND RED HOT LEGS OF THE CONDUCTOR, UNLESS OTHER VOLTAGE IS APPROVED BY PGE LIGHTING PROJECT MANAGER. THE GREEN WIRE IS TO BE CONNECTED TO GROUND...

OPTION B - LIGHT AND POLE INSTALLATION BY CONTRACTOR

- A. WHERE JUNCTION BOXES ARE INSTALLED, THE CONTRACTOR SHALL RUN CONTINUOUS #10 CU 3-CONDUCTOR STREETLIGHT WIRE FROM THE LUMINAIRE TO THE JUNCTION BOX...
B. WHERE JUNCTION BOXES ARE NOT INSTALLED, THE CONTRACTOR SHALL RUN CONTINUOUS #10 CU 3-CONDUCTOR STREETLIGHT WIRE FROM THE LUMINAIRE TO THE HAND HOLE OF THE POLE...
C. IN BOTH CASES, 18" OF EXTRA CONDUCTOR SHALL BE PROVIDED FOR PUE TO MAKE THE CONNECTION...
D. ALL DIRECT BURIAL TYPE STREETLIGHT POLES ARE TO BE SET TO THE DEPTH SPECIFIED IN PGE STANDARDS, FIVE FEET FOR 30 AND 35 FOOT POLES, FOUR FEET FOR ALL SHORTER POLES...
E. WHERE ANCHOR BASE TYPE POLES ARE INSTALLED USING PRECAST CONCRETE FOOTINGS, PGE SPECIFIES: UTILITY VAULT #20R-LB-4-PGE: 20" DIAMETER/4" LONG ROUND FOOTING WITH 11" BOLT CIRCLE FOR ALL 14' OR 16' DECORATIVE ALUMINUM OR COMPOSITE POLES...
G. UTILITY VAULT #14-LB-PGE: 14" SQUARE/1" LONG FOOTING WITH 8" BOLT CIRCLE FOR ALL 14' REGULAR ALUMINUM POLES...
H. UTILITY VAULT #50-LB-PGE: 14" SQUARE/5" LONG FOOTING WITH 11" BOLT CIRCLE FOR ALL 25' TO 35' ALUMINUM POLES AND COMPOSITE POLES...
I. UTILITY VAULT #7B: 18" TOP TO 24" BOTTOM TAPERED SQUARE/7" LONG FOOTING WITH 11" BOLT CIRCLE FOR ALL 40' ALUMINUM POLES AND COMPOSITE POLES...
J. ALL CONCRETE FOOTINGS ARE TO BE INSTALLED WITH TOP OF CONCRETE BASE FLUSH TO CURB/SIDEWALK...
L. ALL METAL POLES MUST BE GROUNDED PER NESC 215 C AND NESC SECTION 9, USING A 5/8" X 8' GALVANIZED ROD, CONNECTED TO THE GROUNDING INSIDE THE POLE USING SOLID #6 CU BSD WIRE (STRANDED WIRE IS NOT ACCEPTABLE)...
M. ALL STREETLIGHTS ARE TO BE CONNECTED 240 VOLTS TO THE BLACK AND RED HOT LEGS OF THE CONDUCTOR, UNLESS OTHER VOLTAGE IS APPROVED BY PGE LIGHTING PROJECT MANAGER. THE GREEN WIRE IS TO BE CONNECTED TO GROUND...
N. WIRE NUTS ARE NOT ALLOWED BY PGE. THE CONTRACTOR MAY ONLY CONNECT APPROVED WIRE DIRECTLY TO THE TERMINAL BLOCK IN THE LUMINAIRE ITSELF...
O. PGE WILL MAKE THE FINAL CONNECTION IN THE JUNCTION BOX OR HAND HOLE TO ENERGIZE THE STREETLIGHT...
P. SUPPLYING AND INSTALLING STREETLIGHT ON DISTRIBUTION POLES IS THE RESPONSIBILITY OF THE DEVELOPER/CUSTOMER...
Q. THE CONTRACTOR IS RESPONSIBLE FOR THE CORRECT OPERATION OF THE STREET LIGHT SYSTEM FOR THE FIRST YEAR AFTER BEING ENERGIZED BY PGE...
R. THE CONTRACTOR IS ALSO RESPONSIBLE FOR ANY POLES WHICH GO OUT OF PLUMB WITHIN THIS FIRST YEAR, DURING THIS ACCEPTANCE PERIOD ANY REPAIRS OR POLE STRAIGHTENING PERFORMED ON THE INSTALLED SYSTEM BY PGE WILL BE BILLED TO THE DEVELOPER.

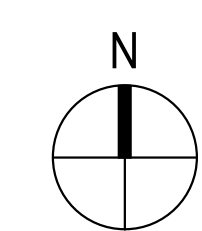


SHEET NOTES

- A. NOT USED.
B. NOT USED.
C. STREET LIGHTING COORDINATION WITH PGE TO CONTINUE DURING NEXT DESIGN PHASE. EXACT POWER SOURCE LOCATION AND INSTALLATION REQUIREMENTS, INCLUDING POLE BASE TYPE TO BE DETERMINED AND WILL BE COORDINATED DURING NEXT DESIGN PHASE.

FLAG NOTES

- 1. EXISTING POLE TO REMAIN. PROVIDE NEW O1A FIXTURE TO EXISTING POLE.
2. PROVIDE WALL-MOUNTED AREA LIGHT
3. NOT USED.
4. NOT USED.
5. NOT USED.
6. NOT USED.
7. POWER AND CONDUIT ROUTED BACK TO PGE POWER SOURCE.
8. INSTALL PGE 13" X 24" X 18" JUNCTION BOX WITH LID MARKED "ELECTRIC". REFER TO DETAIL #1 ON SHEET E7.00 FOR MORE INFORMATION.



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NOT FOR CONSTRUCTION

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ISSUE DATE: 09.29.23

REVISIONS:

ELECTRICAL - SITE PHOTOMETRIC PLAN

E0.02

DESIGN REVIEW

LUMINAIRE SCHEDULE

FIXTURE TYPE	DESCRIPTION	MOUNTING	CCT / CRI	INPUT WATTS (W)	LUMEN OUTPUT	EFFICACY (LUMENS / WATTS)	BALLAST / TRANSFORMER / DRIVER	VOLTAGE	LENS / REFLECTOR / BEAM	HOUSING	TRIM / FLANGE / BAFFLE / FINISH	MANUFACTURER / CATALOG #	REMARKS / ACCESSORIES/ OPTIONS
EXTERIOR LIGHTING													
O1A	TYPE IV DISTRIBUTION POLE LED LUMINAIRE	14' POLE	3000K 80CRI	109	12930	118	0-10V DIMMING DRIVER	UNV	ACRYLIC LENS	ALUMINUM	BY ARCHITECT	LITHONIA LIGHTING - RSX1 SERIES	PROVIDE 14' POLE. PROVIDE PHOTOCELL. FOR EXISTING TO REMAIN POLES PROVIDE O1A FIXTURE ONLY. SEE PLANS FOR ADDITIONAL INFORMATION.
O1B	TYPE IV DISTRIBUTION POLE LED LUMINAIRE	10' POLE	3000K 80CRI	109	12930	118	0-10V DIMMING DRIVER	UNV	ACRYLIC LENS	ALUMINUM	BY ARCHITECT	LITHONIA LIGHTING - RSX1 SERIES	PROVIDE 10' POLE. PROVIDE PHOTOCELL.
O1C	DOUBLE HEAD TYPE IV DISTRIBUTION POLE LED LUMINAIRE	14' POLE	3000K 80CRI	109	12930	118	0-10V DIMMING DRIVER	UNV	ACRYLIC LENS	ALUMINUM	BY ARCHITECT	LITHONIA LIGHTING - RSX1 SERIES	PROVIDE 14' POLE. PROVIDE PHOTOCELL.
O2	TYPE TFTM DISTRIBUTION WALL PACK LED LUMINAIRE	8' MOUNTING ON WALL	3000K 80CRI	32	3015	94	0-10V DIMMING DRIVER	UNV	ACRYLIC LENS	ALUMINUM	BY ARCHITECT	LITHONIA LIGHTING - WDGE 2 SERIES	PROVIDE INTEGRAL BATTERY PACK AND PHOTOCELL
O3	TYPE IV DISTRIBUTION WALL PACK LED LUMINAIRE	8' MOUNTING ON WALL	3000K 80CRI	51	7145	140	0-10V DIMMING DRIVER	UNV	ACRYLIC LENS	ALUMINUM	BY ARCHITECT	LITHONIA LIGHTING - WDGE 3 SERIES	PROVIDE INTEGRAL BATTERY PACK AND PHOTOCELL

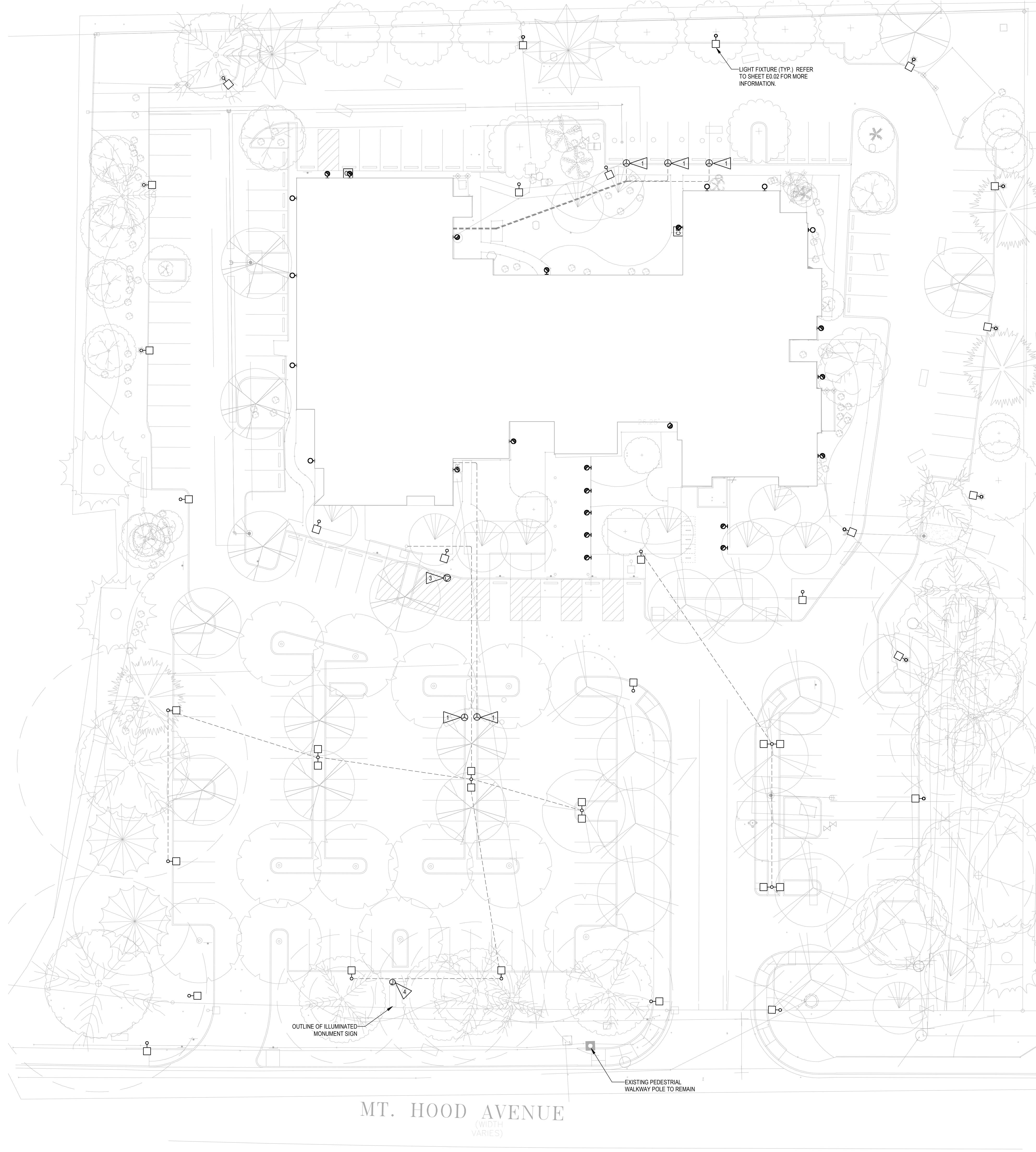
STREET LIGHTING LUMINAIRE SCHEDULE

FIXTURE TYPE	DESCRIPTION	MOUNTING	CCT / CRI	INPUT WATTS (W)	LUMEN OUTPUT	EFFICACY (LUMENS / WATTS)	VOLTAGE	LENS / REFLECTOR / BEAM	HOUSING	TRIM / FLANGE / BAFFLE / FINISH	MANUFACTURER / CATALOG #	REMARKS / ACCESSORIES/ OPTIONS	
INTERIOR LIGHTING													
ST-1	STREET POLE LIGHT WITH TYPE II MEDIUM DISTRIBUTION LED LUMINAIRE	35' POLE	3000K 80 CRI	88	10230	128	UNV	MICRO LENS	ALUMINUM	GRAY	GCM2-40H-MV-WW-2R-GY-700-PCR7-R WG-WL-FDC	LEOTEK - GCM2-40H-MV-WW-2R-GY-700-PCR7-R WG-WL-FDC	VERIFY SPECIFIED POLE AND ARM WITH THE CITY OF WOODBURN.

PHOTOMETRIC ANALYSIS SUMMARY (ILLUMINANCE METHOD)

ROADWAY	CLASSIFICATION	PEDESTRIAN CONFLICT AREA	PASS/FAIL	AVERAGE LIGHT LEVEL [FC]		UNIFORMITY [AVG/MIN]	
				TARGET	CALCULATED	TARGET	CALCULATED
MT. HOOD AVE/HILLSBORO-SILVERTON HW...	MAJOR	HIGH	TARGET ACHIEVED	>=1.2	1.6	<=3.0	1.5



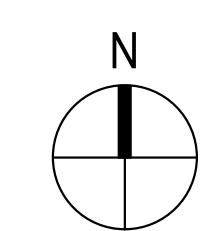


SHEET NOTES

A. CIRCUITING INFORMATION TO BE PROVIDED DURING NEXT DESIGN PHASE.

FLAG NOTES

1. PROVIDE 40A, LEVEL 2, DUAL-PORT, PEDESTAL-MOUNT EV CHARGING STATION. BASIS OF DESIGN: EV CHARGER, BASIS OF DESIGN CHARGE POINT CT4021.
2. INTERCEPT EXISTING CIRCUIT AND EXTEND TO REPLACEMENT LUMINAIRE.
3. PROVIDE PEDESTAL WITH (1) NEMA 14-50R, (1) NEMA 14-50R, (1) NEMA 14-30R, & (1) NEMA 5-20R.
4. EXTEND MONUMENT SIGN CIRCUIT CONDUITS AND CONDUCTORS TO LOCATION SHOWN.



NOT FOR
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EXHIBIT B

PRELIMINARY
 NOT FOR CONSTRUCTION



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ISSUE DATE: 07.14.23
 REVISIONS:

CONSTRUCTION DOCUMENTS - 50% SET

PLANT UNIT REQUIREMENT MAP

L1.1

PROJECT NO.: 21057



TOTAL PARKING LOT AREA 78,952 S.F.
 20% OF 78,865 = 15,789 S.F. TOWARDS
 PLANT UNIT REQUIREMENT

LEGEND	
	EXISTING TREES TO REMAIN
	OFF STREET PARKING/BUFFER PLANTINGS - 78,865 S.F. (1PLANT UNIT PER 20 S.F.) FOR 'CO' ZONE 20% OF PARKING LOT AREA IS USED TO CALCULATE TOTAL PLANT UNIT REQUIREMENT.
	20' SETBACK AWAY FROM PARKING LOT LANDSCAPING CONSTITUTES THE AREA DESIGNATED FOR OFF STREET PARKING BUFFER PLANTINGS. BUFFER YARDS DO NOT NEED TO BE COUNTED WITHIN THIS ZONE. - 29,835 S.F.
	RIGHT OF WAY SETBACK PLANTINGS - 5,178 S.F. (1PLANT UNIT PER 15 S.F.)
	BUFFER PLANTINGS - 9,471 S.F. (1PLANT UNIT PER 20 S.F.)
	OTHER YARDS PLANTING - 1PU/50 S.F.

PLANTING REQUIREMENTS (SEE LEGEND FOR PROPOSED PLANT QUANTITIES)	
MINIMUM LANDSCAPE REQUIREMENT	AREA
TOTAL SITE AREA	170,381 S.F.
TOTAL LANDSCAPE AREA PROVIDED	62,943 S.F. (34.5%)
PLANT UNIT REQUIREMENTS	PLANT UNITS
PARKING AND LOADING LANDSCAPING (1 PLANT UNIT PER 20 S.F. OF LANDSCAPED AREA FOR 20% OF PARKING LOT AREA) 78,865 S.F. X 20% = 15,773 / 20 = 789 P.U'S	789 P.U.
BUFFER LANDSCAPING - 9,471 S.F. (1 PLANT UNIT PER 20 S.F. OF LANDSCAPED AREA)	474 P.U.
OTHER YARD LANDSCAPING - 5,456 S.F. (1 PLANT UNIT PER 50 S.F. OF LANDSCAPED AREA)	113 P.U.
STREETSIDE SETBACK LANDSCAPING - 5,178 S.F. (1 PLANT UNIT PER 15 S.F. OF LANDSCAPED AREA)	345 P.U.
TOTAL PLANT UNITS REQUIRED	1,717 P.U.
TOTAL LANDSCAPE AREA PLANT UNITS PROVIDED	
SIGNIFICANT EXISTING TREES (15 P.U.) - 13	195 P.U.
LARGE EXISTING TREES (10 P.U.) - 4	40 P.U.
MEDIUM EXISTING TREES (8 P.U.) - 15	116 P.U.
SMALL EXISTING TREES (4 P.U.) - 14	56 P.U.
PROPOSED LARGE TREES (10P.U.) - 9	90 P.U.
PROPOSED MEDIUM TREES (8 P.U.) - 38	304 P.U.
PROPOSED SMALL TREES (4 P.U.) - 21	84 P.U.
EXISTING LARGE SHRUB (4'X4' OR LARGER) (2 P.U.) - 17	34 P.U.
LARGE SHRUB (4'X4' OR LARGER) (2 P.U.) - 330	660 P.U.
EXISTING SMALL TO MEDIUM SHRUB (4'X4' OR SMALLER) (1 P.U.) - 63	63 P.U.
SMALL TO MEDIUM SHRUB (4'X4' OR SMALLER) (1 P.U.) - 564	564 P.U.
GROUNDCOVER (1 P.U. PER 50 S.F.) - 13,550 S.F.	271 P.U.
LAWN (1 P.U. PER 50 S.F.) - 22,010 S.F.	440 P.U.
TOTAL PLANT UNITS	2,917 P.U.

- NOTES
- ALL REQUIRED LANDSCAPE AREAS SHALL BE IRRIGATED UNLESS IT IS DOCUMENTED THAT PROPOSED LANDSCAPING DOES NOT REQUIRE IRRIGATION.
 - (1) TREE FOR EVERY 30' SHALL BE PLANTED IN THE RIGHT OF WAY. OR PAY A FEE IN LIEU OF PLANTING.
 - PLANT UNITS ARE REQUIRED FOR 20% OF THE TOTAL OF THE PARKING AND LOADING PAVED AREAS FOR 'CO' ZONED SITES.
 - OFF STREET PARKING AREAS WILL INCLUDE (1) SMALL TREE PER (10) PARKING SPACES, (1) MEDIUM TREE PER (15) PARKING SPACES OR (1) LARGE TREE PER 25 PARKING SPACES.
 - THERE SHALL BE NO MORE THAN 10 CONTIGUOUS PARKING SPACES WITHOUT AN INTERMEDIATE PLANTING ISLAND. PLANTING ISLANDS SHALL BE A MINIMUM OF 6' WIDE AND A MINIMUM OF 84 SQUARE FEET IN SIZE.

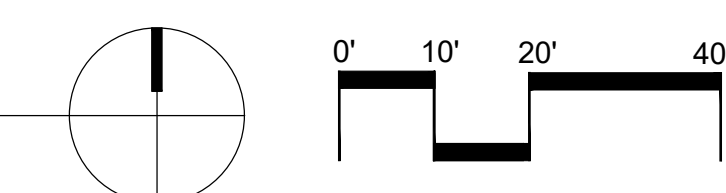
PLANTING NARRATIVE

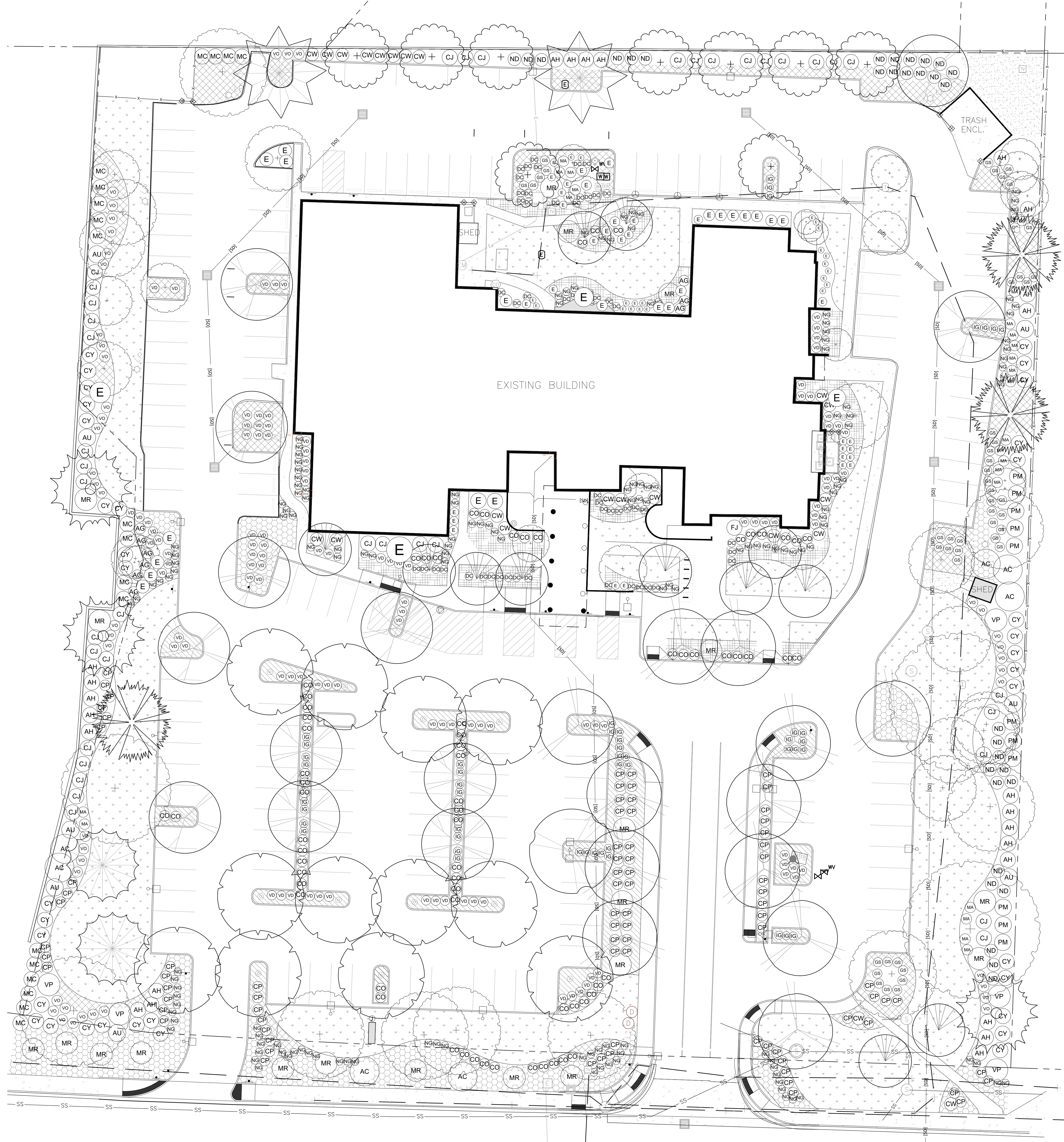
EXISTING TREES WILL BE RETAINED AS SHOWN AND 65 NEW TREES WILL ADDED THROUGHOUT THE SITE. LAWN HAS BEEN MAXIMIZED AND SPECIFIED WHERE IT MAKES SENSE AND PLANTING BEDS WILL BE PLANTED USING AS MANY SHRUBS AND AS LITTLE GROUNDCOVER AS POSSIBLE. PERIMETER BEDS WILL RECEIVE LARGER SHRUBS THAT FILL THE PLANTING BEDS WITHOUT MANY LAYERS WHILE THE PLANTING BEDS AROUND THE BUILDING WILL BE MORE DENSELY PLANTED. THE HILLSIDE ON MT. HOOD AVE. IS HEAVILY SLOPED AND IT WILL BE PLANTED WITH FAST SPREADING GROUNDCOVER AT A RATE OF 4-6' ON CENTER WHERE PLANTING BEDS ARE SHOWN.

NO PLANTING REQUIREMENT. ONLY TREE REQUIREMENT EXISTS. A VARIANCIS REQUESTED FOR THE PLANTING OF THE STREET TREES.

NO PLANTING REQUIREMENT. ONLY TREE REQUIREMENT EXISTS. A VARIANCIS REQUESTED FOR THE PLANTING OF THE STREET TREES.

01 PLANT UNIT REQUIREMENT MAP
 1" = 20'-0"





TREE SCHEDULE (L-LARGE) (M-MEDIUM) (S-SMALL)								
SYMBOL	BOTANICAL NAME	COMMON NAME	DECIDUOUS / EVERGREEN	SIZE	SPACING	CONDITION	QTY.	P.U.'S
⊙	EXISTING TREES TO REMAIN							
⊙	CALOCEDRUS DECURRENS (L)	INCENSE CEDAR	E	12-14' TALL	AS SHOWN	B&B	9	2
⊙	CORNUS FLORIDA (S)	FLOWERING DOGWOOD	D	2' CAL	AS SHOWN	B&B	16	9
⊙	CORNUS KOUSA 'VENUS' (S)	VENUS DOGWOOD	D	2' CAL	AS SHOWN	B&B	11	12
⊙	PINUS FLEXILIS 'VANDERWOLF' (M)	VENUS DOGWOOD	E	12-14' TALL	AS SHOWN	B&B	11	3
⊙	PYRUS CALLERYANA (M)	CALLERY PEAR	D	2' CAL	AS SHOWN	B&B	2	12
⊙	PISTACIA CHINENSIS (M)	CHINESE PISTACHE	D	2' CAL	AS SHOWN	B&B	10	12
⊙	PRUNUS YEODENSIS (M)	YOSHINO CHERRY	D	2' CAL	AS SHOWN	B&B	10	12
⊙	PSEUDOTSUGA MENZIESII (L)	DOUGLAS FIR	E	12-14' TALL	AS SHOWN	B&B	10	3
⊙	LAGERSTROEMIA INDICA 'NATCHEZ' (S)	NATCHEZ CRAPE MYRTLE	D	2' CAL	AS SHOWN	B&B	9	-
⊙	QUERCUS GARRYANA (L)	OREGON WHITE OAK	D	2' CAL	AS SHOWN	B&B	28	3

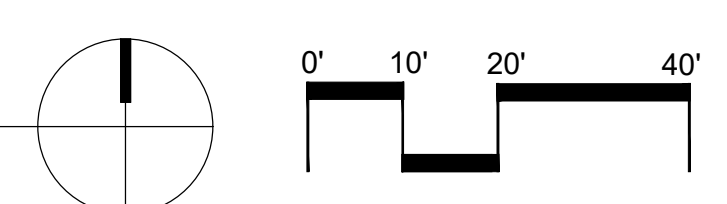
SHRUB SCHEDULE (L - LARGE: OVER 4'X4' IS SIZE) (SM - SMALL TO MEDIUM)								
SYMBOL	BOTANICAL NAME	COMMON NAME	DECIDUOUS / EVERGREEN	SIZE	SPACING	CONDITION	QTY.	P.U.'S
⊙	ACER CIRCINATUM (L)	VINE MAPLE	E	6-8' TALL	AS SHOWN	CONTAINER	7	14
⊙	ABELIA X GRANDIFLORA 'EDWARD GOUCHER' (SM)	ABELIA	E	5 GALL	AS SHOWN	CONTAINER	10	10
⊙	ARBUS UNEDO (L)	STRAWBERRY TREE	E	15 GAL	AS SHOWN	CONTAINER	9	18
⊙	ARCOSTAPHYLOS 'HOWARD MCMINN' (L)	MANZANITA	E	5 GAL	AS SHOWN	CONTAINER	24	52
⊙	CAMELLIA SASANQUA 'WINTERS SNOWMAN' (L)	WINTERS SNOWMAN CAMELLIA	E	5 GAL	AS SHOWN	CONTAINER	22	44
⊙	CAMELLIA SASANQUA 'YULETIDE' (L)	YULETIDE CAMELLIA	E	5 GAL	AS SHOWN	CONTAINER	35	70
⊙	CEANOTHUS THYRSIFLORUS 'JULIA PHELPS' (L)	BLUE BLOSSOM	E	5 GAL	AS SHOWN	CONTAINER	38	76
⊙	CISTIS OBTUSIFOLIUS (SM)	ROCKROSE	E	3 GAL	AS SHOWN	CONTAINER	70	70
⊙	CISTIS PURPUREUS (L)	ROCKROSE	E	3 GAL	AS SHOWN	CONTAINER	83	166
⊙	CORNUS STOLONIFERA 'KELSEY' (SM)	REDTWIG DOGWOOD	D	5 GAL	AS SHOWN	CONTAINER	-	-
⊙	CHOISYA TERNATA (L)	MEXICAN ORANGE	E	5 GAL	AS SHOWN	CONTAINER	-	-
⊙	DAPHNE X 'CAROL MACKIE' (SM)	CAROL MACKIE DAPHNE	E	3 GAL	AS SHOWN	CONTAINER	53	53
⊙	DAPHNE ODORA 'PERFUME PRINCESS' (SM)	ZUIKO NISHIKI DAPHNE	E	3 GAL	AS SHOWN	CONTAINER	-	-
⊙	GAULTHERIA SHALLON (SM)	SALAL	E	5 GAL	AS SHOWN	CONTAINER	49	49
⊙	ILEX GLABRA 'SHAMROCK' (SM)	INKBERRY	E	5 GAL	AS SHOWN	CONTAINER	48	48
⊙	MAGNOLIA STELLATA 'ROYAL STAR' (L)	ROYAL STAR MAGNOLIA	E	15 GAL	AS SHOWN	CONTAINER	20	40
⊙	MAHONIA AQUIFOLIUM 'COMPACTA' (SM)	COMPACT OREGON GRAPE	E	3 GAL	AS SHOWN	CONTAINER	23	23
⊙	MYRICA CALIFORNICA (L)	PACIFIC WAX MYRTLE	E	5 GAL	AS SHOWN	CONTAINER	18	36
⊙	NANDINA DOMESTICA 'MOYERS RED' (L)	MOYERS RED HEAVENLY BAMBOO	E	5 GAL	AS SHOWN	CONTAINER	31	62
⊙	NANDINA DOMESTICA 'GULF STREAM' (SM)	GULF STREAM HEAVENLY BAMBOO	E	3 GAL	AS SHOWN	CONTAINER	152	152
⊙	PINUS MUGO (L)	MUGO PINE	E	5 GAL	AS SHOWN	CONTAINER	11	22
⊙	POTENTILLA FRUTICOSA 'HAPPY FACE' (SM)	SHRUBBY CINQUEFOIL	D	3 GAL	AS SHOWN	CONTAINER	-	-
⊙	SARCOCOCCA CONFUSA (SM)	SWEETBOX	E	5 GAL	AS SHOWN	CONTAINER	-	-
⊙	VIBURNUM DAVIDII (SM)	DAVIDS VIBURNUM	E	5 GAL	AS SHOWN	CONTAINER	111	111
⊙	VIBURNUM PLICATUM 'TOMENTOSUM 'MARESII' (L)	DOUBLEFIRE VIBURNUM	E	5 GAL	AS SHOWN	CONTAINER	12	24
⊙	VACCINIUM OVATUM (L)	EVERGREEN HUCKLEBERRY	E	5 GAL	AS SHOWN	CONTAINER	44	88

GROUNDCOVERS								
SYMBOL	BOTANICAL NAME	COMMON NAME	DECIDUOUS / EVERGREEN	SIZE	SPACING	CONDITION	QTY.	P.U.'S
⊙	'DOT MULTI-PURPOSE' BY SUNMARK	NATIVE ECOTURF	E	SEED	1 LB. PER 1,000 S.F.	SEED	1 LB.	438
⊙	ARCOSTAPHYLOS HOOKERI 'WAYSIDE'	WAYSIDE MANZANITA	E	1 GAL	36" O.C.	CONTAINER	-	-
⊙	CEANOTHUS GLORIOSUS 'ANCHOR BAY'	ANCHOR BAY CALIFORNIA LILAC	E	1 GAL	36" O.C.	CONTAINER	444	99
⊙	NASELLA TENUISSIMA	MEXICAN FEATHER GRASS	E	1 GAL	24" O.C.	CONTAINER	659	53
⊙	MAHONIA REPENS	CREeping MAHONIA	E	1 GAL	30" O.C.	CONTAINER	711	82
⊙	TRACHELSPERMUM (SM) JASMINOIDES	STAR JASMINE	E	1 GAL	AS SHOWN	CONTAINER	251	37

- ### PLANTING NOTES
1. PLANTING PLAN AND PLANT MATERIALS COMPLY WITH CHAPTER 3.06 - LANDSCAPING OF THE CITY OF WOODBURN CODE.
 2. REMOVE ALL SHRUBS THAT ARE NOT MARKED WITH A PLANT SYMBOL WITH THE INITIAL 'E'.
 3. SEE CIVIL DRAWINGS FOR EXTENT OF SITE GRADING, UTILITIES, STORMWATER FACILITY DESIGN.
 4. SEE TREE PROTECTION/REMOVAL PLAN FOR TREES TO BE PROTECTED.
 5. SEE L2.2 FOR A MORE DETAILED ANALYSIS OF PLANT UNITS REQUIRED BY THE CITY OF WOODBURN AS WELL AS PLANT UNITS PROVIDED.
 6. ALL REQUIRED LANDSCAPE AREAS SHALL BE IRRIGATED UNLESS IT IS DOCUMENTED THAT PROPOSED LANDSCAPING DOES NOT REQUIRE IRRIGATION.
 7. (1) TREE FOR EVERY 30' SHALL BE PLANTED IN THE RIGHT OF WAY. OR PAY A FEE IN LIEU OF PLANTING.
 8. OFF STREET PARKING AREAS WILL INCLUDE (1) SMALL TREE PER (10) PARKING SPACES, (1) MEDIUM TREE PER (15) PARKING SPACES OR (1) LARGE TREE PER 25 PARKING SPACES.
 9. THERE SHALL BE NO MORE THAN 10 CONTIGUOUS PARKING SPACES WITHOUT AN INTERMEDIATE PLANTING ISLAND. PLANTING ISLANDS SHALL BE A MINIMUM OF 6' WIDE AND A MINIMUM OF 84 SQUARE FEET IN SIZE.
 10. ALL TREES TO BE A MINIMUM OF 2" CALIPER OR 10' TALL MINIMUM.
 11. SMALL AND MEDIUM SHRUBS SHALL BE A MINIMUM OF (1) GALLON SIZE. LARGE SHRUBS SHALL BE A MINIMUM OF (3) GALLON IN SIZE.
 12. PLANT SUBSTITUTES WILL BE APPROVED BY LANDSCAPE ARCHITECT. SUBMIT REQUESTS TO LANDSCAPE ARCHITECT BEFORE INSTALLATION.
 13. TREE AND PLANT HEALTH SHALL BE OPTIMAL ACCORDING TO NURSERYMAN STANDARDS. LANDSCAPE ARCHITECT TO APPROVE HEALTH OF TREES AND PLANTS PRIOR TO INSTALLATION.

- ### SOIL PREPARATION NOTES
1. FOR SOIL PREPARATION INSTALLATION METHOD AND MATERIALS SEE SPECIFICATION SECTION 32 91 13.
 2. SEE SOIL PREPARATION DETAILS FOR METHOD OF SOIL PREPARATION.
 3. IN AREAS OF FILL, 6" OF SANDY LOAM TOPSOIL WILL BE INSTALLED ON TOP OF EXISTING SOILS. EXISTING SOILS TO BE SCARIFIED TO A 4" DEPTH BEFORE INSTALLING.
 4. IN AREAS WHERE CUT IS REQUIRED, BLEND 4" OF COMPOST INTO EXISTING SOILS AND TILL INTO EXISTING SOILS.
 5. SOILS BELOW TREES SHALL BE AMENDED TO ALLOW FOR OPTIMAL HEALTH. NO LESS THAN 3'-6" OF SOIL SHALL BE PROVIDED.
 6. PROVIDE 3" OF DARK HEMLOCK MULCH IN ALL PLANTING BEDS. ALTERNATE IS TO INSTALL 3" OF 1-2" LOCAL RIVER ROCK.
 7. ADD MICRORIZHAL FUNGI TO ADDED SOIL AMENDMENTS WHEN PREPARING SOILS.

01 PLANTING PLAN
1" = 20'-0"



PRELIMINARY
NOT FOR CONSTRUCTION



Salud Medical Center
YAKIMA VALLEY FARM WORKERS CLINIC
1175 Mt Hood Ave., Woodburn, OR 97071



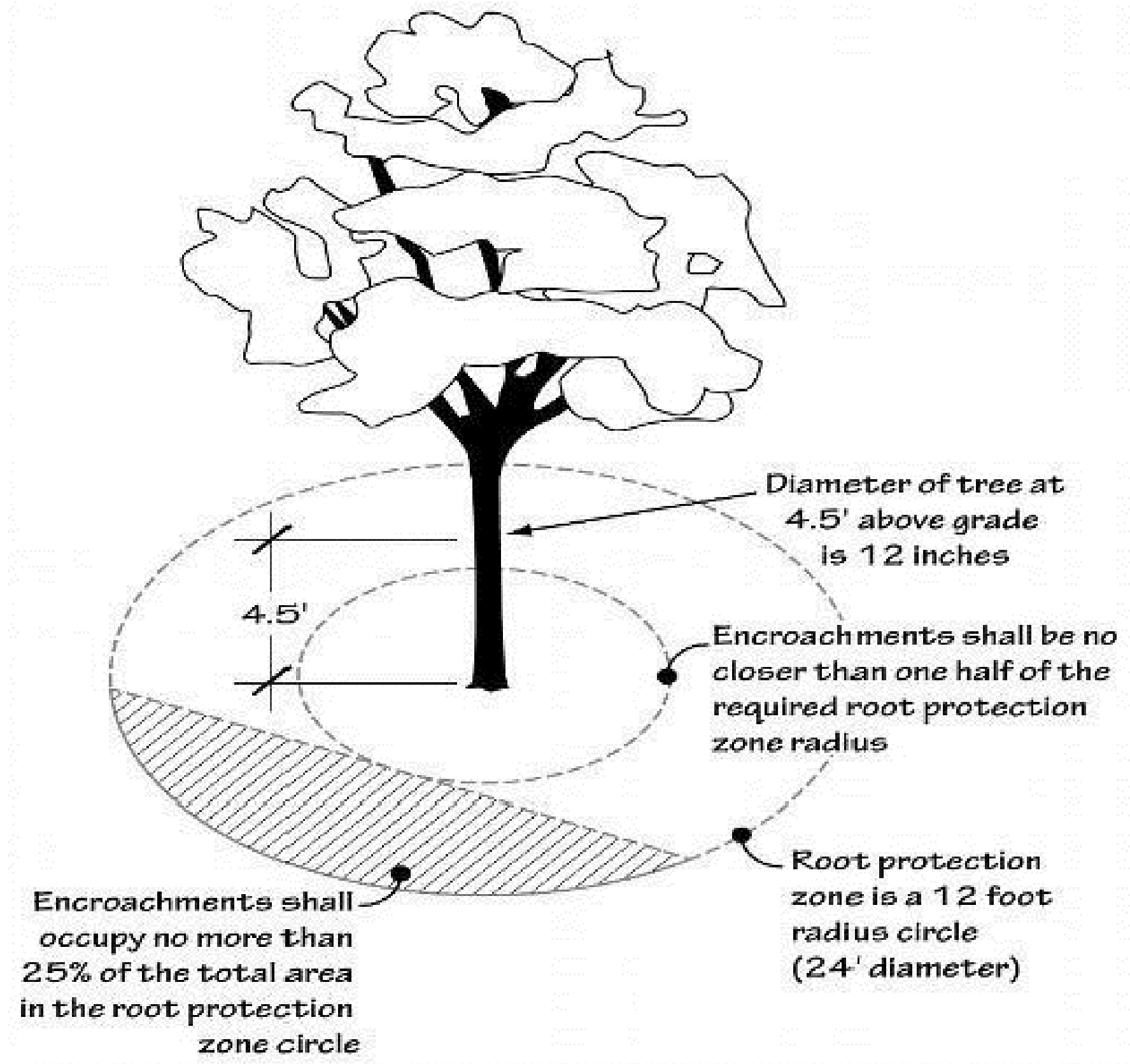
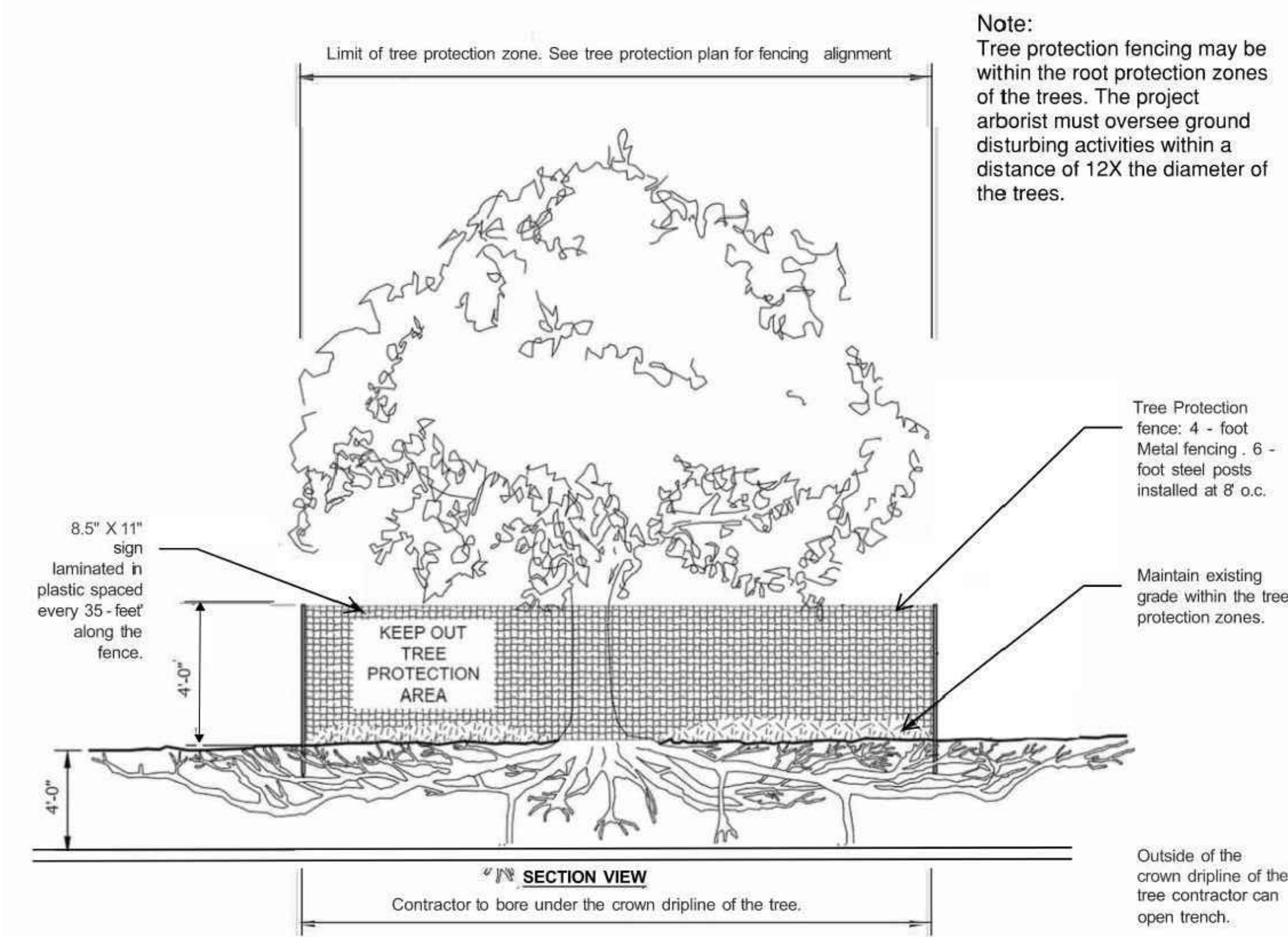
ISSUE DATE: 07.14.23
REVISIONS:

CONSTRUCTION DOCUMENTS - 50% SET

PLANTING PLAN

L1.2
PROJECT NO.: 21057

TREE #	DBH	CROWN RADIUS	LATIN NAME	COMMON NAME	PROTECT	REMOVE	EXEMPT REMOVAL	PU VALUE RETAINED	CONDITION IN HEALTH	CONDITION IN STRUCTURE	NOTES
T01	11		PHOTINIA SERRATIFOLIA	CHINESE PHOTINIA		X	X		GOOD	GOOD	SHRUB
T02	9		PHOTINIA SERRATIFOLIA	CHINESE PHOTINIA		X	X		GOOD	GOOD	SHRUB
T03	9		PHOTINIA SERRATIFOLIA	CHINESE PHOTINIA		X	X		GOOD	GOOD	SHRUB
T04	28	25	QUERCUS GARRYANA	OREGON WHITE OAK		X	X		POOR	POOR	FUNGAL DISORDER AND DECAY IN LOWER TRUNK. DISCOLORED AND MISSING BARK. PROPOSED REMOVAL DUE TO SAFETY ISSUES.
T05	29	20	PSEUDOTSUGA MENZIESSII	DOUGLAS FIR		X			FAIR	FAIR	
T06	34	18	PSEUDOTSUGA MENZIESSII	DOUGLAS FIR		X			FAIR	FAIR	
T06.1	8		PHOTINIA SERRATIFOLIA	CHINESE PHOTINIA		X	X		GOOD	GOOD	SHRUB
T07	18		PHOTINIA SERRATIFOLIA	CHINESE PHOTINIA		X	X		GOOD	GOOD	SHRUB
T08	9	8	PSEUDOTSUGA MENZIESSII	DOUGLAS FIR	X			10	GOOD	GOOD	SHRUB
T09	11	18	PSEUDOTSUGA MENZIESSII	DOUGLAS FIR	X			10	POOR	FAIR	CHLOROTIC THIN TOP
T10	22	18	QUERCUS GARRYANA	OREGON WHITE OAK		X			FAIR	POOR	MAJOR ASSYMETRY. OVERWATERED BY LAWN IRRIGATION TO THE SOUTH
T11	21	18	PSEUDOTSUGA MENZIESSII	DOUGLAS FIR		X			POOR	POOR	CHLOROTIC THIN CANOPY. OVERWATERED BY LAWN IRRIGATION TO THE SOUTH
T12	4	3	CHAMAECYPARIS OBTUSA	HINOKI CYPRESS	X			4	GOOD	GOOD	
T13	7	3	CHAMAECYPARIS OBTUSA	HINOKI CYPRESS	X			4	GOOD	GOOD	
T14	8	3	CHAMAECYPARIS OBTUSA	HINOKI CYPRESS	X			4	GOOD	GOOD	
T15	21	11	PRUNUS AVIUM	SWEET CHERRY		X			POOR	FAILING	CAVITIES IN TRUNK
T16	3	3	THUJA OCCIDENTALIS	AMERICAN ARBIVATAE	X			10	GOOD	GOOD	
T17	8	12	GLEDITSIA TRIACANTHOS	HONEY LOCUST	X			4	GOOD	GOOD	
T18	15	11	PRUNUS SEROTINA	BLACK CHERRY	X			8	FAIR	POOR	CAVITIES IN TRUNK
T19	10	11	PRUNUS SEROTINA	BLACK CHERRY	X			8	FAIR	POOR	
T20	10	11	MALUS SYLVESTRIS	CRABAPPLE	X			4	FAIR	POOR	LARGE SUNSCALLED AREA
T21	10	11	MALUS SYLVESTRIS	CRABAPPLE	X			4	FAIR	POOR	
T22	26	25	QUERCUS GARRYANA	OREGON WHITE OAK		X			FAIR	FAIR	BARK DAMAGE FROM PREVIOUS IRRIGATION SYSTEM
T23	50	25	QUERCUS GARRYANA	OREGON WHITE OAK		X			FAIR	FAIR	LOOSE BARK. SOME DECAY AT BASE. CODOMINANT STEMS INCLUDED.
T24	6		PHOTINIA SERRATIFOLIA	CHINESE PHOTINIA	X		X	2	FAIR	FAIR	
T25	12		PRUNUS SEROTINA	BLACK CHERRY	X				DEAD	DYING	
T26	6		CORNUS SPP.	DOGWOOD SPECIES	X			4	GOOD	FAIR	
T27	11	10	GLEDITSIA TRIACANTHOS	HONEY LOCUST	X			4	GOOD	GOOD	
T28	20	10	PRUNUS AVIUM	SWEET CHERRY	X				POOR	POOR	LARGE CAVITY IN LOWER TRUNK
T29	10	10	PRUNUS AVIUM	SWEET CHERRY	X				POOR	POOR	LARGE CAVITY IN LOWER TRUNK
T30	30	10	PRUNUS AVIUM	SWEET CHERRY	X				POOR	POOR	NUISANCE TREE
T31	37	20	PSEUDOTSUGA MENZIESSII	DOUGLAS FIR	X				FAIR	FAIR	LARGE CAVITY IN LOWER TRUNK
T32	18	10	PRUNUS AVIUM	SWEET CHERRY		X	X		FAIR	FAIR	NUISANCE TREE
T33	10	10	PRUNUS AVIUM	SWEET CHERRY		X	X		FAIR	FAIR	NUISANCE TREE
T34	10	6	THUJA OCCIDENTALIS	AMERICAN ARBIVATAE	X		X		FAIR	FAIR	
T34.1	10	6	THUJA OCCIDENTALIS	AMERICAN ARBIVATAE		X			FAIR	FAIR	
T35	24		PSEUDOTSUGA MENZIESSII	DOUGLAS FIR		X	X		DYING	FAILING	
T36	30	25	QUERCUS GARRYANA	OREGON WHITE OAK		X			FAIR	POOR	
T37	2.5	3	NYSSA SYLVATICA	BLACK TUPELO		X	X		GOOD	GOOD	
T38	4	3	NYSSA SYLVATICA	BLACK TUPELO		X	X		GOOD	GOOD	
T39	4	3	NYSSA SYLVATICA	BLACK TUPELO		X	X		GOOD	GOOD	
T40	37	5	PSEUDOTSUGA MENZIESSII	DOUGLAS FIR	X			15	FAIR	FAIR	
T41	41	5	PSEUDOTSUGA MENZIESSII	DOUGLAS FIR	X			15	FAIR	FAIR	LEANING TRUNK NORTH
T42	14	10	PRUNUS AVIUM	SWEET CHERRY	X		X		FAIR	FAIR	NUISANCE / TOPPED
T43	14	10	PRUNUS AVIUM	SWEET CHERRY	X		X		FAIR	FAIR	NUISANCE / TOPPED
T44	18	10	PRUNUS AVIUM	SWEET CHERRY	X		X		FAIR	FAIR	NUISANCE / TOPPED
T45	18	10	PRUNUS AVIUM	SWEET CHERRY	X		X		FAIR	FAIR	NUISANCE / TOPPED
T46	25	15	CORNUS NUTTALII	PACIFIC DOGWOOD	X			15	FAIR	FAIR	CAVITY IN LOWER TRUNK
T47	35	25	QUERCUS GARRYANA	OREGON WHITE OAK	X			15	FAIR	FAIR	LARGE DEADWOOD. PRUNE TO REMOVE.
T48	33	25	QUERCUS GARRYANA	OREGON WHITE OAK		X	X		FAIR	FAIR	CAVITY ROOT FLARE
T49	10	5	ACER PALMATUM	JAPANESE MAPLE		X	X		GOOD	GOOD	
T50	16	5	ACER PALMATUM	JAPANESE MAPLE		X	X		GOOD	GOOD	
T51	4	3	CORNUS SPP.	DOGWOOD	X			4	GOOD	GOOD	
T52	6	5	MAGNOLIA SPP.	TBD		X	X		GOOD	GOOD	
T53	8	5	ACER PALMATUM	JAPANESE MAPLE		X	X		GOOD	GOOD	
T54	12	5	ACER PALMATUM	JAPANESE MAPLE		X	X		GOOD	GOOD	
T55	28	25	QUERCUS GARRYANA	OREGON WHITE OAK		X			POOR	FAIR	LARGE CANOPY DAMAGE FROM ICE STORM
T55.1	28	25	QUERCUS GARRYANA	OREGON WHITE OAK		X			POOR	FAIR	
T56	16	15	QUERCUS GARRYANA	OREGON WHITE OAK		X	X		FAIR	FAIR	LARGE CANOPY DAMAGE FROM ICE STORM
T57	48	25	QUERCUS GARRYANA	OREGON WHITE OAK	X			15	FAIR	FAIR	ICE DAMAGE
T58	27	25	FRAXINUS LATIFOLIA	OREGON ASH		X			FAIR	FAIR	
T59	33	25	QUERCUS GARRYANA	OREGON WHITE OAK		X		15	FAIR	FAIR	
T60	30	28	PSEUDOTSUGA MENZIESSII	DOUGLAS FIR	X			15	FAIR	FAIR	
T60.1	28		PSEUDOTSUGA MENZIESSII	DOUGLAS FIR	X			15	FAIR	FAIR	
T61	30		PSEUDOTSUGA MENZIESSII	DOUGLAS FIR	X			15	FAIR	FAIR	
T62	28		PSEUDOTSUGA MENZIESSII	DOUGLAS FIR	X			15	FAIR	FAIR	
T63	47	25	PSEUDOTSUGA MENZIESSII	DOUGLAS FIR	X			15	FAIR	FAIR	SOME SURFACE ROOT DAMAGE AND RECENT IMPACTS DUE TO CONSTRUCTION
T64	13	10	CORYLUS AVELANA	FILBERT		X			FAIR	FAIR	
T65	21	10	CORYLUS AVELANA	FILBERT		X			FAIR	FAIR	
T66	50	20	PSEUDOTSUGA MENZIESSII	DOUGLAS FIR	X				FAIR	FAIR	LARGE SHALLOW BUTTRESS ROOTS. OVER PRUNED.
T67	11	11	ACER PALMATUM	JAPANESE MAPLE		X	X		GOOD	POOR	
T68	8	10	PRUNUS SEROTINA	BLACK CHERRY	X			8	GOOD	FAIR	
T69	5	6	PRUNUS SEROTINA	BLACK CHERRY	X			8	GOOD	FAIR	
T70	6	6	PRUNUS SEROTINA	BLACK CHERRY	X			8	GOOD	FAIR	
T71	5	6	ACER PALMATUM	JAPANESE MAPLE	X			4	GOOD	FAIR	
T72	42	35	QUERCUS GARRYANA	OREGON WHITE OAK	X			15	FAIR	POOR	LARGE PRUNING CUTS. HALF THE CANOPY MISSING.
T73	11		PHOTINIA SERRATIFOLIA	CHINESE PHOTINIA	X			2	FAIR	FAIR	
T74	6	8	ACER PALMATUM	JAPANESE MAPLE	X			4	FAIR	FAIR	
T75	11		PHOTINIA SERRATIFOLIA	CHINESE PHOTINIA	X			2	FAIR	FAIR	
T76	11		PHOTINIA SERRATIFOLIA	CHINESE PHOTINIA	X			2	FAIR	FAIR	
T77	26	15	PINUS SYLVESTRIS	SILVESTER PINE	X			10	FAIR	POOR	TRUNK DAMAGE ON LEFT SIDE OF TREE. CODOMINANT TREE.
T78	11		PHOTINIA SERRATIFOLIA	CHINESE PHOTINIA	X			2	FAIR	FAIR	
T79	12	8	ZELKOVA SERRATA	ZELKOVA	X			4	FAIR	POOR	TOPPED.
T80	47	20	PSEUDOTSUGA MENZIESSII	DOUGLAS FIR	X			15	FAIR	POOR	BRANCH TIP DIE BACK.



01 TREE PROTECTION FENCING DETAIL

NTS DETAIL

- NOTES
- SEE ACCOMPANYING ARBORIST REPORT FOR MORE INFORMATION.
 - REMOVED TREES 24" CALIPER OR GREATER ARE CONSIDERED SIGNIFICANT TREES. IF REMOVED, IT SHALL BE REPLACED AT A ONE TO ONE RATIO WITH A SPECIES THAT IS EQUIVALENT IN SIZE WHEN MATURE. REPLACEMENT TREES TO BE 2" CALIPER OR GREATER AT THE TIME OF PLANTING.
 - A TYPE 1 TREE REMOVAL PERMIT SHALL BE OBTAINED BY THE CLIENT FOR THE REMOVAL OF SIGNIFICANT TREES ON THE SITE. SIGNIFICANT TREES ARE ALL TREES THAT ARE 24" CALIPER OR MORE AT 4.5' DBH.
 - A CURRENTLY QUALIFIED ISA CERTIFIED ARBORIST (PROJECT ARBORIST) WILL BE ON-SITE AT ALL TIMES DURING ANY PAVING INSTALLATION, SURFACE DISTURBANCE OR EXCAVATION WORK WITHIN 25-FT OF PRESERVED TREES.
 - A PRE-CONSTRUCTION MEETING WILL TAKE PLACE BETWEEN THE CONTRACTORS AND THE PROJECT ARBORIST TO DISCUSS TREE PROTECTION PLANNING FOR THE TWO PRESERVED TREES.
 - THE PLACEMENT OF ALL TREE PROTECTION FENCING, AS DETAILED ON THE CONSTRUCTION PLANS, MUST OCCUR BEFORE ANY CONSTRUCTION, EXCAVATION OR STORAGE OF MATERIALS OR EQUIPMENT TAKES PLACE AT THE SITE. THE PROJECT ARBORIST MUST APPROVE THE LOCATION OF THE FENCING BEFORE SITE WORK COMMENCES.
 - TREE PROTECTION FENCING WILL CONSIST OF SECURELY JOINED SECTIONS OF 4-FT TALL TEMPORARY FENCING SECURED FIRMLY INTO THE GROUND BY METAL POSTS OR REBAR.
 - NO CONSTRUCTION ACTIVITY, INCLUDING VEHICLE ACCESS, OR ANY STORAGE OF SPOIL, MATERIALS OR EQUIPMENT WILL OCCUR WITHIN THE AREA PROTECTED BY THE TREE PROTECTION FENCE UNLESS APPROVED BY THE PROJECT ARBORIST.
 - THE PROTECTION FENCE LOCATIONS AS DETAILED IN THE CONSTRUCTION PLANS WILL NOT BE ALTERED OR BREACHED AT ANY TIME WITHOUT THE EXPLICIT APPROVAL OF THE PROJECT ARBORIST.
 - ALL SEVERED OR BADLY DAMAGED ROOTS OF ANY PRESERVED TREE MUST BE CUT CLEANLY USING HAND-HELD TOOLS (E.G. HAND SAW, RECIPROCATING SAW, CIRCULAR SAW, ANGLE GRINDER OR BY OTHER MEANS APPROVED BY THE PROJECT ARBORIST).
 - THE CRZ, AS DETERMINED BY ARBORIST, MATCHES THE DIAMETER AT BREST HEIGHT OF EACH TREE LISTED.
 - ANY REQUIRED PRUNING OF THE PRESERVED TREES MUST BE COMPLETED BEFORE INSTALLATION OF THE TREE PROTECTION FENCING AND BEFORE ANY CONSTRUCTION WORK COMMENCES. ALL TREE PRUNING WORK MUST BE COMPLETED BY AN ISA CERTIFIED ARBORIST.

EXHIBIT B



LEGEND

- PROPERTY LINE
- EXISTING PARKING LOT OUTLINE
- EXISTING TREES TO REMAIN
- EXISTING TREES TO BE REMOVED
- ON SITE TREE PROTECTION FENCING - 4' TALL ORANGE TEMPORARY FENCING

TREE PROTECTION NOTES

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2. REMOVED TREES 24" CALIPER OR GREATER ARE CONSIDERED SIGNIFICANT TREES. IF REMOVED, IT SHALL BE REPLACED AT A ONE TO ONE RATIO WITH A SPECIES THAT IS EQUIVALENT IN SIZE WHEN MATURE. REPLACEMENT TREES TO BE 2" CALIPER OR GREATER AT THE TIME OF PLANTING.
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5. A PRE-CONSTRUCTION MEETING WILL TAKE PLACE BETWEEN THE CONTRACTORS AND THE PROJECT ARBORIST TO DISCUSS TREE PROTECTION PLANNING FOR THE TWO PRESERVED TREES.
6. THE PLACEMENT OF ALL TREE PROTECTION FENCING, AS DETAILED ON THE CONSTRUCTION PLANS, MUST OCCUR BEFORE ANY CONSTRUCTION, EXCAVATION OR STORAGE OF MATERIALS OR EQUIPMENT TAKES PLACE AT THE SITE. THE PROJECT ARBORIST MUST APPROVE THE LOCATION OF THE FENCING BEFORE SITE WORK COMMENCES.
7. TREE PROTECTION FENCING WILL CONSIST OF SECURELY JOINED SECTIONS OF 4-FT TALL TEMPORARY FENCING SECURED FIRMLY INTO THE GROUND BY METAL POSTS OR REBAR.
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12. ANY REQUIRED PRUNING OF THE PRESERVED TREES MUST BE COMPLETED BEFORE INSTALLATION OF THE TREE PROTECTION FENCING AND BEFORE ANY CONSTRUCTION WORK COMMENCES. ALL TREE PRUNING WORK MUST BE COMPLETED BY AN ISA CERTIFIED ARBORIST.

