OREGON CITY

Community Development – Planning

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

LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)
- ☐ Compatibility Review
- ☐ Lot Line Adjustment
- ☐ Non-Conforming Use Review
- ☐ Natural Resource (NROD) Verification
- ☐ Site Plan and Design Review
- ☐ Extension of Approval

Type II (OCMC 17.50.030.B)
- ☐ Detailed Development Review
- ☐ Geotechnical Hazards
- ☐ Minor Partition (<4 lots)
- ☐ Minor Site Plan & Design Review
- ☐ Non-Conforming Use Review
- ☑ Site Plan and Design Review
- ☐ Subdivision (4+ lots)
- ☐ Minor Variance
- ☐ Natural Resource (NROD) Review

Type III / IV (OCMC 17.50.030.C)
- ☐ Annexation
- ☑ Code Interpretation / Similar Use
- ☐ Concept Development Plan
- ☑ Conditional Use
- ☐ Comprehensive Plan Amendment (Text/Map)
- ☐ Detailed Development Plan
- ☐ Historic Review
- ☐ Municipal Code Amendment
- ☑ Variance
- ☐ Zone Change

File Number(s): _____

Proposed Land Use or Activity: Public Safety building, meeting room, municipal courthouse and police department

Project Name: Robert Libke Public Safety Building Number of Lots Proposed (If Applicable): n/a--no change

Physical Address of Site: 1232 Linn Avenue, Oregon City 97045

Clackamas County Map and Tax Lot Number(s): 3-2E-06DB-00100

Applicant(s):

Applicant(s) Signature: _____

Applicant(s) Name Printed: James Band, Oregon City Police Department Date: 3/26/19

Mailing Address: 320 Warner Milne Road, Oregon City, OR 97045

Phone: 503.496.1686 Fax: _____ Email: jband@orcity.org

Property Owner(s):

Property Owner(s) Signature: _____

Property Owner(s) Name Printed: James Band, Oregon City Police Department Date: 3/26/19

Mailing Address: 320 Warner Milne Road, Oregon City, OR 97045

Phone: 503.496.1686 Fax: _____ Email: jband@orcity.org

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: Frank Angelo, Angelo Planning Group Date: March 24, 2019

Mailing Address: 921 SW Washington St, Suite 468

Phone: 503-227-3664 Fax: _____ Email: fangelo@angeloplanning.com

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

Robert Libke Public Safety Building

Site Plan Design Review Type II

Conditional Use Review

Zoning Code Interpretation

Variances

Prepared by Angelo Planning Group
Submitted to City of Oregon City
Planning Division

March 28, 2019

TABLE OF CONTENTS

I. PROPOSAL SUMMARY INFORMATION 4

II. PROJECT TEAM 5

PROJECT INTRODUCTION 6

A. PROJECT DESCRIPTION AND EXISTING CONDITIONS 6

B. SITE CONTEXT 10

C. REQUESTED APPROVALS 10

IV. ZONING CODE INTERPRETATION. 12

A. ZONING CODE INTERPRETATION NARRATIVE 12

B. CHAPTER 17.39 INSTITUTIONAL ZONE 12

V. CONFORMANCE WITH CITY OF OREGON CITY MUNICIPAL CODE 15

A. CHAPTER 17.39 – [I] INSTITUTIONAL DISTRICT 15

B. CHAPTER 17.56 – CONDITIONAL USES 17

C. CHAPTER 17.50 – ADMINISTRATION AND PROCEDURES 20

D. CHAPTER 17.60 – VARIANCES 21

E. CHAPTER 17.62 - SITE PLAN AND DESIGN REVIEW 25

F. CHAPTER 17.52 OFF-STREET PARKING AND LOADING 51

G. CHAPTER 12.04 - STREETS SIDEWALKS AND PUBLIC PLACES 66

H. CHAPTER 13.12 - STORMWATER MANAGEMENT 86

I. CHAPTER 15.48 - GRADING, FILLING AND EXCAVATING 89

J. CHAPTER 17.41 - TREE PROTECTION STANDARDS 90

K. CHAPTER 17.47 - EROSION AND SEDIMENT CONTROL 99

L. CHAPTER 17.54 - SUPPLEMENTAL ZONING REGULATIONS AND EXCEPTIONS 99

VI. CONFORMANCE WITH COMPREHENSIVE PLAN POLICIES 101

A. GOAL 1: CITIZEN INVOLVEMENT 101

B. GOAL 2: LAND USE 102

C. GOAL 5: OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES 102

D. GOAL 11: PUBLIC FACILITIES 102

LIST OF EXHIBITS

Exhibit 1: Plan Set (provided under separate cover)

C-111 – C-116	**Existing Condition Plan**
C-300	**Site Plan**
C-310	**Site Vicinity Plan**
C-400	**Grading Plan**
C-500	**Storm Drainage Plan**
C-600	**Utility Plan**
C-701	**Erosion and Sediment Control Plan**
L-001	**Tree Protection and Removal Plan**
L-002	**Street Tree Plan**
L-003	**Landscape Plan**
L-101	**Landscape Site Plan**
L-300	**Planting Schedule and Notes**
L-301	**Landscape Planting Plan**
A-001	**Architectural Site Plan**
A-101a	**Floor Plan – Zone A**
A-101b	**Floor Plan – Zone B**
A-104a	**Roof Plan – Zone A**
A-104b	**Roof Plan – Zone B**
A-201	**Exterior Elevations**
A-202	**Exterior Elevations**
A-203	**Exterior Rendering**
A-204	**Exterior Rendering**
E-002	**Luminaire Schedule – Lighting**
E-010	**Site Plan – Electrical**
E-011	**Site Photometrics – Lighting**

Exhibit 2: Traffic Impact Study (provided under separate cover)

Exhibit 3: Pre-Application Summary Notes

Exhibit 4: Neighborhood Meeting Documentation

Sign-in Sheet

Official Neighborhood Meeting Minutes, Rivercrest Neighborhood Association

Presentation Materials from Neighborhood Association Meeting

Exhibit 5: SHPO Letter

Exhibit 6: Preliminary Stormwater Calculations

Exhibit 7: Lighting Cutsheets

Exhibit 8: Construction Cost Form

Exhibit 9: Current Preliminary Title Report

Exhibit 10: Mailing Labels for Owners within 300 feet of the Site (provided under separate cover)

Exhibit 11: Materials Board (provided under separate cover)

I. Proposal Summary Information

Applicant:	Oregon City Police Department James Band, Chief of Police 320 Warner Milne Road Oregon City, Oregon 97045 503.496.1686 jband@orcity.org
Applicants Representative:	Frank Angelo Angelo Planning Group 921 SW Washington Street, Suite 468 Portland, Oregon 97205 503.227.3664 fangelo@angeloplanning.com
Request:	Site Plan Design Review Type II Conditional Use Review Zoning Code Interpretation Variances
Location:	1232 Linn Avenue Oregon City, OR 97045
Tax Lots ID	3-2E-06DB-00100
Zoning Designation:	Institutional (I)
Site Size:	8.3 acres

II. Project Team

Owner
Oregon City Police Department
320 Warner Milne Road
Oregon City, OR 97045

James Band, Chief of Police
503.496.1686
jband@orcity.org

Kelly Dilbeck, Business Manager
503.496.1682
Kdilbeck@orcity.org

Architects
FFA Architecture + Interiors
520 SW Yamhill, Suite 900
Portland, OR 97204

Ian Gelbrich, Project Manager
503.222.1661
Igelbrich@ffadesign.com

Rachel Zanetti, Architectural Designer
503.327.0312
rzanetti@ffadesign.com

Land Use Planner
Angelo Planning Group
921 SW Washington Street, Suite 468
Portland, OR 97205

Frank Angelo, Principal
503.224.6974
fangelo@angeloplanning.com

Courtney Simms, Assistant Planner
503.227.3661
csimms@angeloplanning.com

Civil Engineers
KPFF Civil + Survey
111 SW Fifth Ave, Suite 2500
Portland, OR 97204

Nathan Patterson, Civil Engineer
503.542.3860
nathan.patterson@kpff.com

Landscape Architects
Mayer/Reed, Inc.
319 SW Washington St, Suite 820
Portland, OR 97204

Carol Mayer-Reed, Principal
503.223.5953
Carol@Mayerreed.com

Emily Kuo
971.255.5798
ekuo@mayerreed.com

Transportation Planners and Engineers
Kittleson & Associates, Inc.
851 SW 6th Ave, Suite 600
Portland, OR 97204

Matt Bell, Senior Planner
503.535.7435
mbell@kittelson.com

Electrical/Mechanical/Plumbing
PAE Engineers
522 SW 5th Ave, Suite 1500
Portland, OR 97204

Mike Streb
503.226.2921
Mike.Streb@pae-engineers.com

Project Introduction

A. PROJECT DESCRIPTION AND EXISTING CONDITIONS

The City of Oregon City will be building the Robert Libke Public Safety Building ("Public Safety Building") at site of the former Mt. Pleasant School property 1232 Linn Avenue, Oregon City (Figure 1). The new building will include a modern police headquarters, municipal courtrooms and meeting space, public plaza, and improvements to the open greenspace on the property. The building will serve as a cornerstone of public safety within the community. The Oregon City Police Department (OCPD) is currently housed in a facility (located at 20 Warner Milne Rd) that is too small and is functionally deficient. The current building is overcrowded and cannot securely and safely meet the needs of the growing community. The current building was built in the 1960s and was never intended to be a permanent space for the police department. It was purchased by the City in the 1980s as a temporary space for City Hall, the police department and municipal court. It does not meet safety requirements for either the public or employees. Due to the building's design, there is not enough separation between those individuals who are visiting for routine business, and those who have committed or have been charged with crimes.

Figure 1. Robert Libke Public Safety Building, Rendering

Severe space limitations at the current building have forced the City to house essential services in three double-wide trailers on the back of the property. These trailers accommodate the detective division and

patrol sergeants. The storage for evidence in criminal investigations is also a major concern. Because of limited space, the Department must use the basement for storage, which is prone to flooding and creates a risk of mold and other damage to critical evidence.

In addition, state law calls for police and certain emergency buildings to meet new seismic requirements by the year 2022. A functioning police department will play a key role in keeping the community safe following an earthquake or other natural disaster. After an architectural analysis, it was determined that the current school building cannot be safely or efficiently converted into an emergency facility.
The new Public Safety Building will be located at 1232 Linn Avenue, Oregon City, OR 97045 in the Rivercrest Neighborhood. The site is the site of the former Mt. Pleasant Elementary School which was closed in 2013 due to reduced enrollment. The School District sold the 8.3 acres site to the City in 2015. The property is currently zoned Institutional and will remain an Institutional use (Figure 2). The new facility will require the following land use reviews by the City of Oregon City:

- Site Plan Design Review Type II
- Conditional Use Review
- Zoning Code Interpretation
- Variances, Public Hearing
    - 17.62.050.21.C(2): Building Materials
    - 17.62.055.I(1): Institutional and Commercial Building Standards, Façade Transparency

The project will be reviewed as a Type III land use action and will be considered at a Planning Commission public hearing. A formal Neighborhood Meeting was held on March 21, 2019. Neighborhood meeting notes are included in this application

Previous approvals for the site were related to the school use of the property and include the following:

- PZ 17-01: Comprehensive Plan Amendment
- ZC-17-04: Zone Change
- SP 17-114: Minor Site Plan and Design Review

Following land use review, construction of the new Public Safety Building will begin in the summer of 2019. Project completion is expected by the fall of 2020.

Figure 2. Vicinity Map

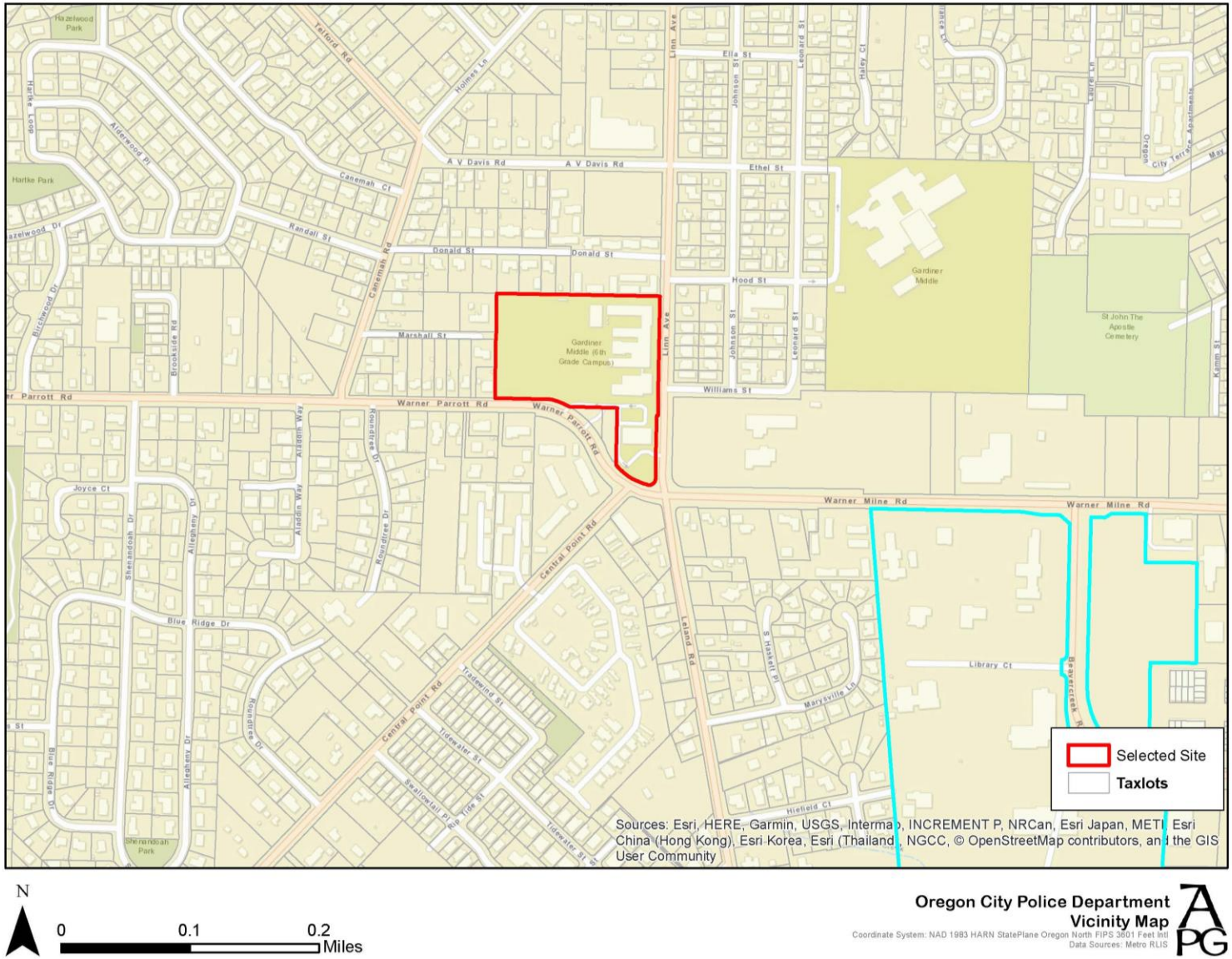
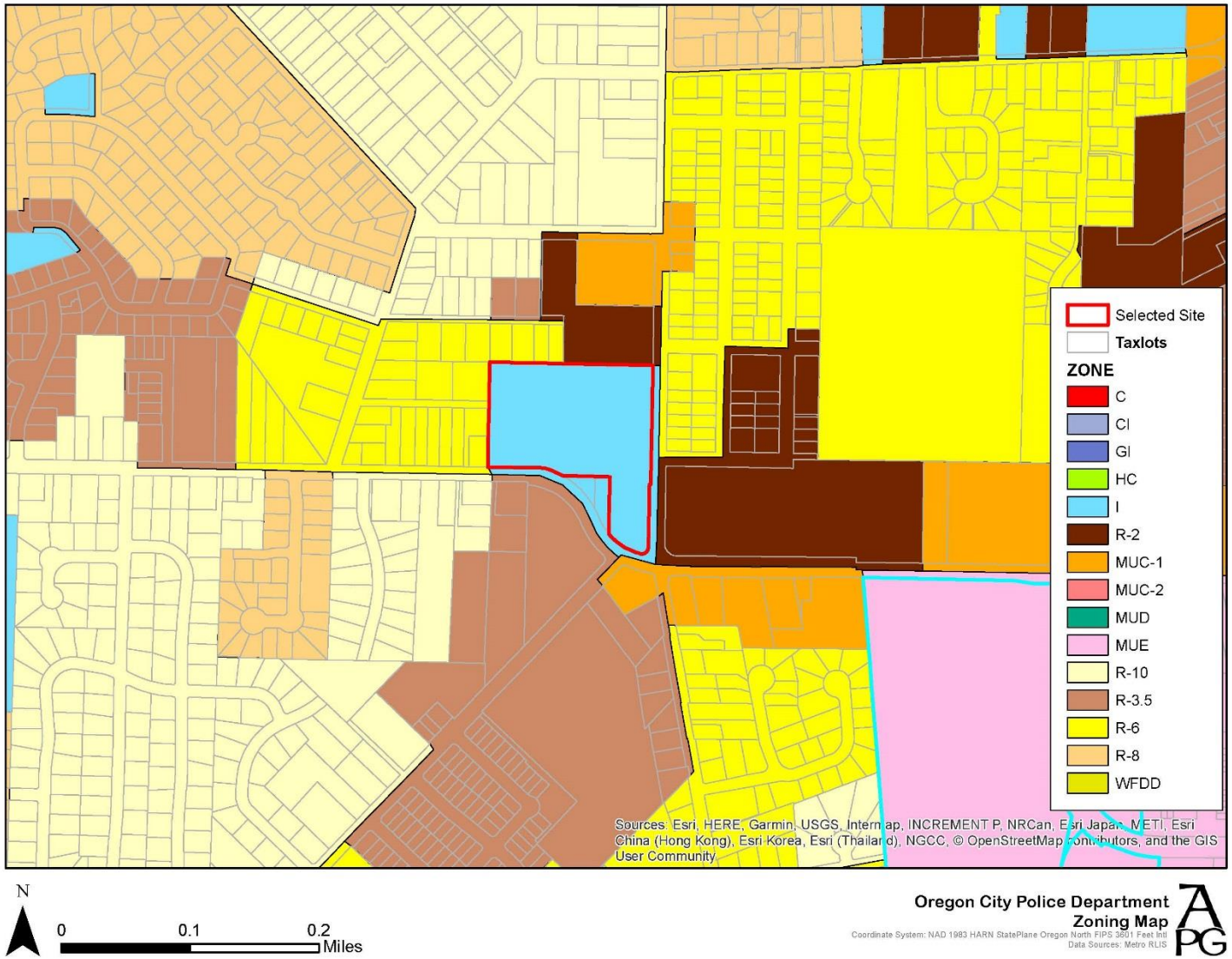


Figure 3. Zoning Map



B. SITE CONTEXT

The Public Safety Building will be located in an Institutional (I) zoning district. The building is located on the northeast side of the parcel, with the existing Oregon City Community Development Department building on the southeast corner of the site. Surrounding the northeast building will be two new designated parking lots, one area with a secure fence for employee-only parking and one area accessible for visitors. The southeastern corner of the site will have improvements to the intersection of Linn Ave and Warner Parrott Road, at which point the Community Development Department will lose one of its two parking lots, about sixteen spaces.

The current site has three driveways, all providing access to the Community Development Department. One of the two driveways along Warner Parrott Road will be relocated west to provide direct access to the Public Safety Building's parking areas, the other two existing driveways will remain, with one reconfigured for full-movement. Another driveway will be added north of the proposed building which will provide secure access only to employee vehicles through a secured gate to the employee parking area north of the new building.

To the west of the site is an athletic field that was associated with Mt. Pleasant Elementary School. The field will remain as open space after the Public Safety Building is built. There is no Significant Natural Resource Area (SNRA) designation on the site. Lots directly north and east of the site are zoned R-2, with R-6 zoning northeast and west of the site. Across Warner Parrott Road from the site is zoned R-3.5, with a Mixed-Use Corridor (MUC-1) southeast.

Building	Square Footage	Parking
Community Development Department (existing)	6,850 sf	42*
Public Safety Building	33,890 sf	140
Mt. Pleasant School (to be removed)	42,120 sf	21

*16 spaces will be removed from the 42 at the development of the future roundabout.

C. REQUESTED APPROVALS

The City of Oregon City Police Department ("applicant") is requesting the following approvals to receive the necessary land use permits to construct the new building:

- Type II Site Plan Design Review with Traffic Study
- Type III Conditional Use Review
- Code Interpretation
- Variances
    - 17.62.050.21.C(2): Building Materials
    - 17.62.055.I(1): Institutional and Commercial Building Standards, Façade Transparency

These applications are being submitted as a single application package and the applicant understands that they will be reviewed concurrently through a Type 3 review process. This narrative contains written responses to all applicable standards, requirements and approval criteria for each application. Applicable provisions were identified during a pre-application conference with the City staff on January 29, 2019.

A neighborhood meeting was held with Rivercrest Neighborhood Association to review this project on March 21, 2019, as required by a Type 3 procedure. A mailing was sent to all property owners in accordance with City of Oregon City requirements. Documentation of the notice and the materials prepared for the meeting are included with this application in Exhibit 4.

IV. ZONING CODE INTERPRETATION.

A. Zoning Code Interpretation Narrative

The Pre-Application Conference held on January 29, 2019 indicated that a Code Interpretation is required to demonstrate that a police station is similar in nature to a fire station:

> ***"Fire station is a conditional use; police station is not listed. A code interpretation is needed to find that police station is similar to fire station. Provide a narrative explanation of why this should be considered similar. The code amendments add police station as a conditional use; if your application is submitted after code amendments are in place, a code interpretation is not needed."***

Staff noted that, while a fire station is specifically called out as a Conditional Use review in Chapter 17.39.040.G of the Institutional Zone, a police station is not specifically identified as either a Permitted Use or a Conditional Use in Chapter 17.39 Institutional Zone. Staff also noted that pending amendments to Title 17 – Zoning will add police stations as a Conditional Use in the Institutional Zone. Because this application will be submitted prior to this code amendment becoming effective, staff has indicated that a Code Interpretation is needed as a part of the Public Safety Building land use application to allow the station to be reviewed as a Conditional Use in the Institutional Zone.

A Code Interpretation is identified as Type III Permit Approval Process in Table 17.50.030. Oregon City staff has confirmed that there are no specific criteria for a code interpretation. Because of this, staff has requested a narrative that provides findings in support of the Code Interpretation. The following narrative provides the findings.

As staff noted, a fire station is specifically called out as a Conditional Use review in Chapter 17.39.040.G of the Institutional Zone while a police station is not specifically identified as either a Permitted Use or a Conditional Use in Chapter 17.39 Institutional Zone (Chapter 17.39). The relevant portions of Chapter 17.39 are noted as follows:

B. Chapter 17.39 Institutional Zone

17.39.010 – Designated.

The purpose of this district is designed to facilitate the development of major public institutions, government facilities and parks and ensure the compatibility of these developments with surrounding areas. The I—Institutional zone is consistent with the public/quasi public and park designations on the comprehensive plan map.

…

17.39.040 – Conditional uses.

Uses requiring conditional use permit are:

Any uses listed under Section 17.39.030 that are not accessory to the primary institutional use;

A. *Boarding and lodging houses, bed and breakfast inns;*
B. *Cemeteries, crematories, mausoleums, and columbariums;*
C. *Correctional facilities;*
D. *Helipad in conjunction with a permitted use;*
E. *Parking lots not in conjunction with a primary use;*
F. *Public utilities, including sub-stations (such as buildings, plants and other structures);*
G. *Fire stations.*

Applicant's Response: Police and fire services are both government facilities that respond to emergency calls as well as providing public safety services on a daily basis. In the case of Oregon City, police services are provided directly by the City. Fire and rescue services are provided by Clackamas Fire District #1 – a public service district. Operationally, there are many similarities between police and fire stations. These similarities include:

- **Time sensitive (emergency) response requirements**
- **24-hour operation**
- **The need to park emergency vehicles and equipment in secured areas**
- **Employee shift changes over the 24-hour period**
- **Administrative office space and secured building space**
- **Controlled public access**

Developing both uses requires similar design considerations to establish a fully operational facility and to minimize potential impacts of the facility and use on neighboring properties. Operationally, both facilities need unrestricted, direct access to the street system, sufficient parking to cover employee parking for shift changes and visitors, secure parking for emergency vehicles and equipment, and secure building space for employees and communication systems. From a potential impacts' perspective, both uses need to be sensitive to noise and lighting impacts on neighboring properties as well as traffic impacts associated with the use.

In addition to the similarities in design considerations and operations, the Oregon City Municipal Code treats police and fire departments as similar uses. All residential districts (both multifamily and single-family), Mixed-Use Corridor Districts, General Commercial, and Historic Commercial Districts include "Emergency service facilities (police and fire), excluding correctional facilities" as a permitted conditional use. In addition, Neighborhood Commercial, Willamette Falls Downtown District, and Mixed-Use Downtown District list "emergency and ambulance services" as permitted conditional uses. Mixed Use Employment Districts and General Industrial Districts permit "Emergency service facilities (police and fire), excluding correctional facilities" outright.

Based on these findings, it is appropriate to accept the Code Interpretation that considers a police station as a similar use to a fire station. Because Chapter 17.39 Institutional Zone specifically calls out

a fire station as a Conditional Use in the zone, it is appropriate to consider a police station and court facility as a similar use from both an operational and potential impact perspective. Therefore, the new one-story, 33,890 sf Public Safety Building and associated site improvements should be reviewed as a Conditional Use in accordance with the provisions and review standards in Chapter 17.39.040 – Conditional uses.

V. Conformance with City of Oregon City Municipal Code

This section application contains responses that demonstrate how the proposed project conforms to the City of Oregon City Municipal Code (OCMC). Only code text that contains applicable approval criteria or otherwise requires a response related to the requested land use actions have been included.

A. CHAPTER 17.39 – [I] INSTITUTIONAL DISTRICT

17.39.020 – Permitted uses.

Permitted uses in the institutional district are:

A. *Private and/or public educational or training facilities;*
B. *Parks, playgrounds, playfields and community or neighborhood community centers;*
C. *Public facilities and services including courts, libraries and general government offices and maintenance facilities;*
D. *Stadiums and arenas;*
E. *Banquet, conference facilities and meeting rooms;*
F. *Government offices;*
G. *Transportation facilities.*

Applicant's Response: The proposed Public Safety Building will include a municipal courthouse and associated meeting rooms, which are allowed outright (17.39.020.C). In addition to these uses, the main use of the building will be a police station. As a police station is not currently listed in the use table for institutional uses, the applicant is requesting a code interpretation to determine that a police station is similar in nature to a fire station, which is considered a conditional use (see Section IV).

17.39.030 – Accessory uses.

The following uses are permitted outright if they are accessory to and related to the primary institutional use:

A. *Offices;*
B. *Retail (not to exceed twenty percent of total gross floor area of all building);*
C. *Child care centers or nursery schools;*
D. *Scientific, educational, or medical research facilities and laboratories;*
E. *Religious institutions.*

Applicant's Response: No accessory uses are proposed.

17.39.040 – Conditional uses.

Uses requiring conditional use permit are:

A. *Any uses listed under Section 17.39.030 that are not accessory to the primary institutional use;*
B. *Boarding and lodging houses, bed and breakfast inns;*
C. *Cemeteries, crematories, mausoleums, and columbariums;*
D. *Correctional facilities;*
E. *Helipad in conjunction with a permitted use;*

F. Parking lots not in conjunction with a primary use;
G. Public utilities, including sub-stations (such as buildings, plants and other structures);
H. Fire stations.

Applicant's Response: The proposed use will be a Public Safety Building, consisting of a police station and municipal courthouse. While the police station use is not explicitly listed as a conditional use, it is similar in nature to a fire department. An interpretation of the code is requested in this application to determine that the proposed use meets the same criteria as a fire station (See Section IV).

17.39.045 – Prohibited uses.

Prohibited uses in the I district are:

A. Any use not expressly listed in Section 17.39.020, 17.39.030 or 17.39.040;
B. Marijuana businesses.

Applicant's Response: Technically, since a police station is not expressly listed in Sections 17.39.020, 17.39.030 or 17.39.040, the use is prohibited. As noted, a Code Interpretation request is provided with this application (Section IV) to allow the police station component of the application to be reviewed as a Conditional Use, similar to a fire station.

17.39.050 – Dimensional standards.

Dimensional standards in the I district are:

A. Maximum building height: Within one hundred feet of any district boundary, not to exceed thirty-five feet; elsewhere, not to exceed seventy feet.
B. Minimum required setbacks: Twenty-five feet from property line except when the development is adjacent to a public right-of-way. When adjacent to a public right-of-way, the minimum setback is zero feet and the maximum setback is five feet.

Applicant's Response: The highest point of the proposed building will be twenty-seven (27) feet.

The main entrance of the new building will be facing Linn Avenue to the east. The proposed setback of the building will be twenty-five feet from the property line to allow for the existing utility easement, landscaping, and additional security. As this building has been designed for the utmost security and safety, a "stand-off distance" has been applied to the building setback to protect the building users from potential vehicular intrusion. The setback also allows the building to have an open "forecourt" to the main entry to give the building an entry sequence suited for its purpose.

As it is adjacent to the right of way, it will exceed the maximum setback by five feet. As shown in the response to Section 17.62.055 (Institutional and Commercial Building Standards), an additional pedestrian and natural feature will be added for each additional five feet of setback. Since the setback will be about twenty feet in excess of the maximum of five feet, four additional features will be added to the space between the Public Safety Building and Linn Avenue.

17.39.060 – Relationship to master plan.

A. A master plan is required for any development within the I district on a site over ten acres in size that:
1. Is for a new development on a vacant property;

2. *Is for the redevelopment of a property previously used as a non-institutional use; or*
3. *Increases the floor area of the existing development by ten thousand square feet over existing conditions*

B. *Master plan dimensional standards that are less restrictive than those of the Institutional district require adjustments. Adjustments will address the criteria of Section 17.65.70 and will be processed concurrently with the master plan application.*

C. *Modifications to other development standards in the code may be made as part of the phased master plan adjustment process. All modifications must be in accordance with the requirements of the master plan adjustment process identified in Section 17.65.070.*

Applicant's Response: The proposed development is under ten acres in size (about 363,604 sf, or 8.3 acres); therefore, no master plan is required.

B. CHAPTER 17.56 – CONDITIONAL USES

This section addresses the Condition Use review criteria based on the assumption that the Code Interpretation to allow a police station in the Institutional Zone will be approved.

17.56.010 – Permit—Authorization—Standards—Conditions.

A conditional use listed in this title may be permitted, enlarged or altered upon authorization of the planning commission in accordance with the standards and procedures of this title. A conditional use permit listed in this section may be permitted, enlarged or altered upon authorization of the planning commission in accordance with the standards and procedures of this section. Any expansion to, alteration of, or accessory use to a conditional use shall require planning commission approval of a modification to the original conditional use permit.

A. *The following conditional uses, because of their public convenience and necessity and their effect upon the neighborhood shall be permitted only upon the approval of the planning commission after due notice and public hearing, according to procedure as provided in Chapter 17.50. The planning commission may allow a conditional use, provided that the applicant provides evidence substantiating that all the requirements of this title relative to the proposed use are satisfied, and demonstrates that the proposed use also satisfies the following criteria:*
   1. *The use is listed as a conditional use in the underlying district;*

Applicant's Response: The underlying zoning for the site is Institutional (I), which is meant for public buildings such as educational facilities, parks, public facilities like courts, libraries, or transportation and government offices. Conditional uses are listed in a table in Section 17.39.040 and includes fire stations as a permitted conditional use in Institutional District. The applicant proposes that police stations are considered similar in use to a fire station, in that both uses provide a public service (Section IV). It is further understood by the applicant that the City considers fire and police similar in nature, as most Conditional Uses which allow fire stations in similar sections of the code (for commercial and residential districts) also include police as part of an emergency service facility. Similarly, Section 17.68.020, which regulates zone changes, considers transportation, schools, police and fire protection facilities as similar in nature under the category of public facility and service.

   2. *The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, existence of improvements and natural features;*

Applicant's Response: The proposed building will be similar in size, shape and location on the site to the existing school which will be removed from the property. The school to be removed is about 42,120 sf in size, and the proposed building will be 33,890 sf in size, about twenty percent smaller than the original building. The site is large and flat and includes the necessary public infrastructure improvements and services to accommodate the proposed building.

3. *Development shall demonstrate compliance with Chapter 12.04, Streets, Sidewalks and Public Places;*

Applicant's Response: As shown in the responses to Section 12.04 later in this narrative, the development will comply with all applicable standards of Chapter 12.04.

4. *The proposed use will not alter the character of the surrounding area in a manner which substantially limits, impairs or precludes the use of surrounding properties for the primary uses listed in the underlying district;*

Applicant's Response: The proposed use is both a municipal courthouse and police station. Both uses will provide a public service of safety and security for the surrounding area and City at large. The building will be similar in character and use to the existing use in that it will continue the public service use of the property. The proposed improvement will not limit, impair or preclude the use of the surrounding properties for their primary uses listed as residential and mixed use, as the previous use was a public building (school) and the proposed use will also be a public building (public safety building).

5. *The proposal satisfies the goals and policies of the city comprehensive plan which apply to the proposed use.*

Applicant's Response: As shown in the responses to Section VI—Conformance with the Comprehensive Plan in this narrative, the proposed development will comply with all applicable goals and policies of the Comprehensive Plan.

B. *Permits for conditional uses shall stipulate restrictions or conditions which may include, but are not limited to, a definite time limit to meet such conditions, provisions for a front, side or rear yard greater than the minimum dimensional standards of the zoning ordinance, suitable landscaping, off-street parking, and any other reasonable restriction, condition or safeguard that would uphold the spirit and intent of the zoning ordinance, and mitigate adverse effect upon the neighborhood properties by reason of the use, extension, construction or alteration allowed as set forth in the findings of the planning commission.*

Applicant's Response: The applicant understands that certain restrictions or conditions may be applied for the conditional use to be allowed, and that these conditions will be provided as a part of the Planning Commission's decision.

C. *Any conditional use shall meet the dimensional standards of the zone in which it is to be located pursuant to subsection B. of this section unless otherwise indicated, as well as the minimum conditions listed below.*

Applicant's Response: The proposed building will meet the dimensional standards of the Institutional Zone and all minimum conditions (see responses to Chapter 17.39, Institutional District and below for additional conditions).

D. In the case of a use existing prior to the effective date of the ordinance codified in this title and classified in this title as a conditional use, any change of use expansion of lot area or expansion of structure shall conform with the requirements for conditional use.

Applicant's Response: No change of use expansions of lot area or the existing structure is proposed. However, the existing school building will be removed and replaced with a new conditional use, a Public Safety Building. The existing building was originally looked at for the proposed use but did not meet structural or security needs required by the state in the event of an earthquake or natural disaster. As the proposed conditional use (public safety building) will require removal and a new building in order to provide a secure place for the public and law enforcement, the proposed changes are necessary.

E. The planning commission may specifically permit, upon approval of a conditional use, further expansion to a specified maximum designated by the planning commission without the need to return for additional review.

Applicant's Response: No expansion to a specified maximum is proposed, nor was one designated by the planning commission prior to this application; therefore, this standard does not apply.

17.56.040 – Criteria and standards for conditional uses.

In addition to the standards listed herein in Section 17.56.010, which are to be considered in the approval of all conditional uses and the standards of the zone in which the conditional use is located, the following additional standards shall be applicable:

A. Building Openings. The city may limit or prohibit building openings within fifty feet of residential property in a residential zone if the openings will cause glare, excessive noise or excessive traffic which would adversely affect adjacent residential property as set forth in the findings of the planning commission.

B. Additional Street Right-of-Way. The dedication of additional right-of-way may be required where the city plan indicates need for increased width and where the street is inadequate for its use; or where the nature of the proposed development warrants increased street width.

Applicant's Response: As shown on the Site Plan (Exhibit 1, Sheet C-300), no building opening is proposed within fifty feet of the residential properties north of the site, as the building is about 150 feet from the northern property line. The applicant understands that additional right-of-way dedication will be required for the future roundabout at the intersection of Linn Avenue and Warner Parrott Road. Per the Pre-Application Summary Notes (Exhibit 3), it is expected that this dedication will be around the southeast corner of the site (see Civil Plans, Exhibit 1, Sheet C-310 for approximate extents of future dedications). The proposed dedication will occur in the next few years, and a right-of-way necessary for the roundabout will be required to be dedicated at the time of this construction. The site has been designed to reflect this future dedication.

C. CHAPTER 17.50 – ADMINISTRATION AND PROCEDURES

17.50.050 Preapplication Conference

A. Preapplication Conference. Prior to submitting an application for any form of permit, the applicant shall schedule and attend a preapplication conference with City staff to discuss the proposal. To schedule a preapplication conference, the applicant shall contact the Planning Division, submit the required materials, and pay the appropriate conference fee. At a minimum, an applicant should submit a short narrative describing the proposal and a proposed site plan, drawn to a scale acceptable to the City, which identifies the proposed land uses, traffic circulation, and public rights-of-way and all other required plans. The purpose of the preapplication conference is to provide an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal. The Planning Division shall provide the applicant(s) with the identity and contact persons for all affected neighborhood associations as well as a written summary of the preapplication conference. Notwithstanding any representations by City staff at a preapplication conference, staff is not authorized to waive any requirements of this code, and any omission or failure by staff to recite to an applicant all relevant applicable land use requirements shall not constitute a waiver by the City of any standard or requirement.

B.A preapplication conference shall be valid for a period of six months from the date it is held. If no application is filed within six months of the conference or meeting, the applicant must schedule and attend another conference before the city will accept a permit application. The community development director may waive the preapplication requirement if, in the Director's opinion, the development does not warrant this step. In no case shall a preapplication conference be valid for more than one year.

Applicant's Response: A Pre-Application Conference was held on January 29, 2019 between the applicant and the City staff. The City's meeting notes are included in this application in Exhibit 3.

17.50.055 Neighborhood Association Meeting

The purpose of the meeting with the recognized neighborhood association is to inform the affected neighborhood association about the proposed development and to receive the preliminary responses and suggestions from the neighborhood association and the member residents.
1. Applicants applying for annexations, zone change, comprehensive plan amendments, conditional use, planning commission variances, subdivision, or site plan and design review (excluding minor site plan and design review), general development master plans or detailed development plans applications shall schedule and attend a meeting with the city-recognized neighborhood association in whose territory the application is proposed. Although not required for other projects than those identified above, a meeting with the neighborhood association is highly recommended.
2. The applicant shall send, by certified mail, return receipt requested letter to the chairperson of the neighborhood association and the citizen involvement committee describing the proposed project. Other communication methods may be used if approved by the neighborhood association.
3. A meeting shall be scheduled within thirty days of the notice. A meeting may be scheduled later than thirty days if by mutual agreement of the applicant and the neighborhood association. If the neighborhood association does not want to, or cannot meet within thirty days, the applicant shall hold their own meeting after six p.m. or on the weekend, with notice to the neighborhood association, citizen involvement committee, and all property owners within three hundred feet. If the applicant holds their own meeting, a copy of the certified letter requesting a neighborhood association meeting shall be

required for a complete application. The meeting held by the applicant shall be held within the boundaries of the neighborhood association or in a city facility.
4. If the neighborhood association is not currently recognized by the city, is inactive, or does not exist, the applicant shall request a meeting with the citizen involvement committee.
5. To show compliance with this section, the applicant shall submit a sign-in sheet of meeting attendees, a summary of issues discussed, and letter from the neighborhood association or citizen involvement committee indicating that a neighborhood meeting was held. If the applicant held a separately noticed meeting, the applicant shall submit a copy of the meeting flyer, a sign in sheet of attendees and a summary of issues discussed.

Applicant's Response: A neighborhood meeting was held with the Rivercrest Neighborhood Association on March 21, 2019. The Oregon City Police Department and Plan-B Consulting, along with FFA Architecture and Interiors, were in attendance to discuss the development and hear community feedback. All required forms to show compliance, including: a sign-in sheet of meeting attendees, a summary of issues discussed, and the official neighborhood association meeting minutes indicating that a neighborhood meeting was held are included in the submittal packet under Exhibit 4.

D. CHAPTER 17.60 – VARIANCES

There are two Variances which are included in this application:

1. **17.62.050.21.C(2): Building Materials**
2. **17.62.055.I(1): Institutional and Commercial Building Standards, Façade Transparency**

Responses to the requirements will be addressed separately for each variance request.

VARIANCE REQUEST #1: BUILDING MATERIALS VARIANCE

17.60.020 - Variances—Procedures.

A. A request for a variance shall be initiated by a property owner or authorized agent by filing an application with the city recorder. The application shall be accompanied by a site plan, drawn to scale, showing the dimensions and arrangement of the proposed development. When relevant to the request, building plans may also be required. The application shall note the zoning requirement and the extent of the variance requested. Procedures shall thereafter be held under Chapter 17.50. In addition, the procedures set forth in subsection D. of this section shall apply when applicable.

B. A nonrefundable filing fee, as listed in Section 17.50.[0]80, shall accompany the application for a variance to defray the costs.

C. Before the planning commission may act on a variance, it shall hold a public hearing thereon following procedures as established in Chapter 17.50. A Variance shall address the criteria identified in Section 17.60.030, Variances — Grounds.

D. Minor variances, as defined in subsection E. of this section, shall be processed as a Type II decision, shall be reviewed pursuant to the requirements in Section 17.50.030B., and shall address the criteria identified in Section 17.60.030, Variance — Grounds.

E. For the purposes of this section, minor variances shall be defined as follows:

1. *Variances to setback and yard requirements to allow additions to existing buildings so that the additions follow existing building lines;*
2. *Variances to width, depth and frontage requirements of up to twenty percent;*
3. *Variances to residential yard/setback requirements of up to twenty-five percent;*

4. *Variances to nonresidential yard/setback requirements of up to ten percent;*
5. *Variances to lot area requirements of up to five;*
6. *Variance to lot coverage requirements of up to twenty-five percent;*
7. *Variances to the minimum required parking stalls of up to five percent; and*
8. *Variances to the floor area requirements and minimum required building height in the mixed-use districts.*

Applicant's Response: The first proposed variance applies to Section 17.62.050.21.c.ii:

> *Metal Siding. Metal siding shall have visible corner moldings and trim and incorporate masonry or other similar durable/permanent material near the ground level (first two feet above ground level) except when used for a temporary structure.*

The proposed building will have a box-rib metal paneling in a repeating pattern along the façade in the color of "Timeless Bronze", with a lighter tone revealed at large carves in the building (see Materials Board, Exhibit 11). The building aesthetic intent is to create a clean palate to insert large glazed openings at key moments in the façade. The bronze material compliments the interior wood paneling, in appreciation of the Pacific Northwest aesthetic. As additional materials or superfluous trim and molding would clutter the clean diagram of the building's elevation and detract from the story of the "carving" of the building, a variance to the corn molding and trim near the ground level is requested.

17.60.030 - Variance—Grounds.

A variance may be granted only in the event that all of the following conditions exist:

A. *That the variance from the requirements is not likely to cause substantial damage to adjacent properties by reducing light, air, safe access or other desirable or necessary qualities otherwise protected by this title;*

Applicant's Response: The proposed variance will not cause substantial damage to adjacent properties, as the building material will not influence the light, air, safety or desirability of adjacent properties. The building materials were chosen to provide a beautiful building through the use of clean lines and rustic, natural colors. Superfluous moldings and trim will detract from the aesthetic the building exterior will provide.

B. *That the request is the minimum variance that would alleviate the hardship;*

Applicant's Response: The variance request is to remove the requirement for corner moldings and trim, as this will detract from the aesthetics of the building. No hardship is asserted with this variance.

C. *Granting the variance will equal or exceed the purpose of the regulation to be modified.*

Applicant's Response: The purpose of the regulation is to apply design standards to the building through the use of moldings and trim, which it is assumed would add variation and detail. In this instance, additional features would detract from the building's clean lines and specific cutouts present on the new building. The proposed variance will provide an aesthetic to the building which the regulation is meant to attain.

D. Any impacts resulting from the adjustment are mitigated;

Applicant's Response: There are no expected impacts from the adjustment proposed.

E. No practical alternatives have been identified which would accomplish the same purpose and not require a variance; and

Applicant's Response: As the purpose of the regulation is to add variety and the aesthetic quality of the building is reliant on clean, simple lines, no practical alternative to the regulation can be met while maintaining the desired design aesthetic.

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

Applicant's Response: Conformance with the Comprehensive Plan and the intent is shown in the responses to Section V – Conformance with the Comprehensive Plan in this narrative.

VARIANCE REQUEST #2: INSTITUTIONAL AND COMMERCIAL BUILDING STANDARDS, FAÇADE TRANSPARENCY VARIANCE

17.60.020 - Variances—Procedures.

A. A request for a variance shall be initiated by a property owner or authorized agent by filing an application with the city recorder. The application shall be accompanied by a site plan, drawn to scale, showing the dimensions and arrangement of the proposed development. When relevant to the request, building plans may also be required. The application shall note the zoning requirement and the extent of the variance requested. Procedures shall thereafter be held under Chapter 17.50. In addition, the procedures set forth in subsection D. of this section shall apply when applicable.

B. A nonrefundable filing fee, as listed in Section 17.50.[0]80, shall accompany the application for a variance to defray the costs.

C. Before the planning commission may act on a variance, it shall hold a public hearing thereon following procedures as established in Chapter 17.50. A Variance shall address the criteria identified in Section 17.60.030, Variances — Grounds.

D. Minor variances, as defined in subsection E. of this section, shall be processed as a Type II decision, shall be reviewed pursuant to the requirements in Section 17.50.030B., and shall address the criteria identified in Section 17.60.030, Variance — Grounds.

E. For the purposes of this section, minor variances shall be defined as follows:

1. *Variances to setback and yard requirements to allow additions to existing buildings so that the additions follow existing building lines;*
2. *Variances to width, depth and frontage requirements of up to twenty percent;*
3. *Variances to residential yard/setback requirements of up to twenty-five percent;*
4. *Variances to nonresidential yard/setback requirements of up to ten percent;*
5. *Variances to lot area requirements of up to five;*
6. *Variance to lot coverage requirements of up to twenty-five percent;*
7. *Variances to the minimum required parking stalls of up to five percent; and*
8. *Variances to the floor area requirements and minimum required building height in the mixed-use districts.*

Applicant's Response: The second standard which applies in this development is to Section 17.62.055.I(1):

> *1. Transparent windows or doors facing the street are required. The main front elevation shall provide at least sixty percent windows or transparency at the pedestrian level. Facades on corner lots shall provide at least sixty percent windows or transparency on all corner-side facades. All other side elevations shall provide at least thirty percent transparency. The transparency is measured in lineal fashion. For example, a one hundred-foot long building elevation shall have at least sixty feet (sixty percent of one hundred feet) of transparency in length. Reflective, glazed, mirrored or tinted glass is limited to ten percent of the lineal footage of windows on the street facing facade. Highly reflective or glare-producing glass with a reflective factor of one-quarter or greater is prohibited on all building facades. Any glazing materials shall have a maximum fifteen percent outside visual light reflectivity value. No exception shall be made for reflective glass styles that appear transparent when internally illuminated.*

The east facade faces Linn Avenue, and has the entry area, which is recessed and has floor to ceiling glazing. For security purposes, much of the facade must have higher windows to provide privacy for police and courthouse business. The facade is about 2,000 square feet, with about 577 square feet of windows (30%). Along the south facing façade (facing Warner Parrott Road), about 2,000 square feet of the 5,490 sf frontage is made up of windows (35%). The north and west elevations do not face a road, and are comprised of 23% and 0% windows, respectively. Because of the nature of the building, security measures and the type of rooms next to the Linn Avenue street frontage (restrooms and jury rooms fewer windows are required in an effort to preserve the sense of privacy and security that is needed in the building.

17.60.030 - Variance—Grounds.

A variance may be granted only in the event that all of the following conditions exist:

F. *That the variance from the requirements is not likely to cause substantial damage to adjacent properties by reducing light, air, safe access or other desirable or necessary qualities otherwise protected by this title;*

Applicant's Response: The variance will not have a substantial impact on adjacent properties, as reduced transparency of the proposed building will not change the light, air, safety or desirability of adjacent properties.

G. *That the request is the minimum variance that would alleviate the hardship;*

Applicant's Response: The proposed façade and other elevation glazing was designed to allow for maximum transparency where security and privacy needs allow it. The building elevations for public meeting rooms and public spaces have large, expansive windows. Other rooms, including jury deliberation rooms, police department storage rooms, and restrooms, have windows which must be minimized for safety, security and privacy.

H. *Granting the variance will equal or exceed the purpose of the regulation to be modified.*

Applicant's Response: As stated in 17.62.055(A), the primary purpose of the building standards for Institutional and Commercial buildings is to provide design choices that promote creative, functional

and cohesive development that is compatible with the surrounding areas. Standards are also meant to encourage people to spend time in the area and promote the design of an urban environment that is attractive to pedestrians.

While the variance will reduce the number of windows required along the building perimeter, including the frontage along Linn Avenue, the building has been designed to balance the necessary safety requirements for the building (including secure and confidential courtroom proceedings, jury deliberations, and police department activities) with the desire to provide a welcoming public building which is inviting to pedestrians. To balance these needs, the building façade has large floor-to-ceiling windows at the welcome area and a public plaza adjacent to Linn Avenue. A number of pedestrian features have been added around the building, including enhanced landscaping, pedestrian-scale lighting, and public seating. This additional effort was made to meet the intent of the building standards while recognizing that certain rooms, including jury and police evidence rooms—are not able to have large enough windows to meet the standard.

I. Any impacts resulting from the adjustment are mitigated;

Applicant's Response: The expected impact from this adjustment was a less desirable urban environment. To mitigate this, as stated above, increased pedestrian features were added to the frontage along Linn Avenue and around the public side of the building elevations. In addition to the improved public spaces, courtyards were added to both the north and south side of the building, to provide opportunities for employees and visitors to experience nature when needed.

J. No practical alternatives have been identified which would accomplish the same purpose and not require a variance; and

Applicant's Response: Design alternatives for windows along the building perimeter were limited by the need for security and privacy. The proposed variance is the maximum percentage of windows for the building perimeter to provide for a secure building.

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

Applicant's Response: Conformance with the Comprehensive Plan and the intent is shown in the responses to Section V – Conformance with the Comprehensive Plan in this narrative.

E. CHAPTER 17.62 - SITE PLAN AND DESIGN REVIEW

17.62.015 - Modifications that will better meet design review requirements.

The review body may consider modification of site-related development standards. These modifications are done as part of design review and are not required to go through the Variance process pursuant to Section 17.60.020. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the Variance process pursuant to Section 17.60.020. Modifications that are denied through design review may be requested as Variance through the Variance process pursuant to Section 17.60.020. The review

body may approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

A. The modification will result in a development that better meets design guidelines; and

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

Applicant's Response: No modifications of site related development standards are proposed as part of this application.

17.62.030 - When required.

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

Applicant's Response: The proposed development is not in the R-10, R-8, R-6, R-5, or R-3.5 zoning district. Therefore, a site plan and design review will apply.

17.62.040 - Plans required.

A complete application for site plan and design review shall be submitted. Except as otherwise in subsection I of this section, the application shall include the following plans and information:
A. A site plan or plans, to scale, containing the following:
1. Vicinity information showing streets and access points, pedestrian and bicycle pathways, transit stops and utility locations;
2. The site size, dimensions, and zoning, including dimensions and gross area of each lot or parcel and tax lot and assessor map designations for the proposed site and immediately adjoining properties;
3. Contour lines at two-foot contour intervals for grades zero to ten percent, and five-foot intervals for grades over ten percent;
4. The location of natural hazard areas on and within one hundred feet of the boundaries of the site, including:
a. Areas indicated on floodplain maps as being within the one hundred-year floodplain,
b. Unstable slopes, as defined in Section 17.44.020,
c. Areas identified on the seismic conditions map in the comprehensive plan as subject to earthquake and seismic conditions;
5. The location of natural resource areas on and within one hundred feet of the boundaries of the site, including fish and wildlife habitat, existing trees (six inches or greater in caliper measured four feet above ground level), wetlands, streams, natural areas, wooded areas, areas of significant trees or vegetation, and areas designated as being within the natural resources overlay district;
6. The location of inventoried historic or cultural resources on and within one hundred feet of the boundaries of the site;

7. The location, dimensions, and setback distances of all existing permanent structures, improvements and utilities on or within twenty-five feet of the site, and the current or proposed uses of the structures;
8. The location, dimensions, square footage, building orientation and setback distances of proposed structures, improvements and utilities, and the proposed uses of the structures by square footage;
9. The location, dimension and names, as appropriate, of all existing and platted streets, other public ways, sidewalks, bike routes and bikeways, pedestrian/bicycle accessways and other pedestrian and bicycle ways, transit street and facilities, neighborhood activity centers, and easements on and within two hundred fifty feet of the boundaries of the site;
10. The location, dimension and names, as appropriate, of all proposed streets, other public ways, sidewalks, bike routes and bikeways, pedestrian/bicycle accessways and other pedestrian and bicycle ways, transit streets and facilities, neighborhood activity centers, and easements on and within two hundred fifty feet of the boundaries of the site;
11. All parking, circulation, loading and servicing areas, including the locations of all carpool, vanpool and bicycle parking spaces as required in Chapter 52 of this title;
12. Site access points for automobiles, pedestrians, bicycles and transit;
13. On-site pedestrian and bicycle circulation;
14. Outdoor common areas proposed as open space;
15. Total impervious surface created (including buildings and hard ground surfaces).
16. The proposed location, dimensions and materials of fences and walls.
B. A landscaping plan, drawn to scale, showing the location and types of existing trees (six inches or greater in caliper measured four feet above ground level) and vegetation proposed to be removed and to be retained on the site, the location and design of landscaped areas, the varieties, sizes and spacings of trees and plant materials to be planted on the site, other pertinent landscape features, and irrigation systems required to maintain plant materials.
C. Architectural drawings or sketches, drawn to scale and showing floor plans, elevations accurately reflected to grade, and exterior materials of all proposed structures and other improvements as they will appear on completion of construction.
D. A materials board, no larger size than eleven inches by seventeen inches clearly depicting all building materials with specifications as to type, color and texture of exterior materials of proposed structures. An electronic version may be accepted as an alternative if approved by the community development director.
E. An erosion/sedimentation control plan, in accordance with the requirements of Chapter 17.47 and the Public Works Erosion and Sediment Control Standards, and a drainage plan developed in accordance with city drainage master plan requirements, Chapter 13.12 and the Public Works Stormwater and Grading Design Standards. The drainage plan shall identify the location of drainage patterns and drainage courses on and within one hundred feet of the boundaries of the site. Where development is proposed within an identified hazard area, these plans shall reflect concerns identified in the hydrological/geological/geotechnical development impact statement.
F. The legal description of the site.
G. An exterior lighting plan, drawn to scale, showing type, height, and area of illumination.
H. Archeological Monitoring Recommendation. For all projects that will involve ground disturbance, the applicant shall provide:
1. A letter or email from the Oregon State Historic Preservation Office Archaeological Division indicating the level of recommended archeological monitoring on-site, or demonstrate that the applicant had notified the Oregon State Historic Preservation Office and that the Oregon State Historic Preservation Office had not commented within forty-five days of notification by the applicant; and
2. A letter or email from the applicable tribal cultural resource representative of the Confederated Tribes of the Grand Ronde, Confederated Tribes of the Siletz, Confederated Tribes of the Umatilla, Confederated

Tribes of the Warm Springs and the Confederated Tribes of the Yakama Nation indicating the level of recommended archeological monitoring on-site, or demonstrate that the applicant had notified the applicable tribal cultural resource representative and that the applicable tribal cultural resource representative had not commented within forty-five days of notification by the applicant.
If, after forty-five days notice from the applicant, the Oregon State Historic Preservation Office or the applicable tribal cultural resource representative fails to provide comment, the city will not require the letter or email as part of the completeness review. For the purpose of this section, ground disturbance is defined as the movement of native soils.
I. Such special studies or reports as the community development director may require to obtain information to ensure that the proposed development does not adversely affect the surrounding community or identified natural resource areas or create hazardous conditions for persons or improvements on the site. The community development director shall require an applicant to submit one or more development impact statements, as described in Section 16.12.050, upon determination that (1) there is a reasonable likelihood that traffic safety or capacity improvements may be required; (2) the proposal could have significant adverse impacts on identified natural resource areas, including areas designated as being within the natural resources overlay district; or (3) the proposal would be located on or could have significant adverse impacts on natural hazard areas, including the geologic hazard and flood plain overlay districts. The community development director shall determine which types of development impact statements are necessary and provide written reasons for requiring the statement(s). The development impact statements shall include the information described in Sections 16.12.070, 16.12.080, and 16.12.120 [and this Section] 17.62.040.
J. The community development director may waive the submission of information for specific requirements of this section or may require information in addition to that required by a specific provision of this section, as follows:
1. The community development director may waive the submission of information for a specific requirement upon determination either that specific information is not necessary to evaluate the application properly, or that a specific approval standard is not applicable to the application. If submission of information is waived, the community development director shall, in the decision, identify the waived requirements, explain the reasons for the waiver, and state that the waiver may be challenged on appeal and may be denied by a subsequent review authority. If the matter is forwarded to the planning commission for initial review, the information required by this paragraph shall be included in the staff report;
2. The community development director may require information in addition to that required by a specific provision of this section upon determination that the information is needed to evaluate the application properly and that the need can be justified on the basis of a special or unforeseen circumstance. If additional information is required, the community development director shall, in the decision, explain the reasons for requiring the additional information.
K. If the applicant has not already done so as some other part of the land use review process, the applicant shall submit an erosion control plan that complies with the applicable requirements of Chapter 17.74 of this code.

Applicant's Response: This narrative is part of a complete application, and includes all required plan sets and reports listed above.

17.62.050 - Standards.

A. All development shall comply with the following standards:

1. Landscaping, A minimum of fifteen percent of the lot shall be landscaped. Existing native vegetation shall be retained to the maximum extent practicable. All plants listed on the Oregon City Nuisance Plant List shall be removed from the site prior to issuance of a final occupancy permit for the building.

Applicant's Response: The proposed development is on a lot about 363,604 sf in size. There is a total landscaped area, excluding the interior parking lot, of 162,012 sf or 45% of the site. No plants listed on the Oregon City Nuisance Plant List will be on the site once final occupancy permit is requested.

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

Applicant's Response: No reduction of the overall required landscaping is requested with this development; therefore, this standard does not apply.

b. Pursuant to Chapter 17.49, landscaping requirements within the Natural Resource Overlay District, other than landscaping required for parking lots, may be met by preserving, restoring and permanently protecting native vegetation and habitat on development sites.

Applicant's Response: The proposed development does not have any Natural Resource Overlay District on or near the site; therefore, this standard does not apply.

c. The landscaping plan shall be prepared by a registered landscape architect and include a mix of vertical (trees and shrubs) and horizontal elements (grass, groundcover, etc.) that within three years will cover one hundred percent of the Landscape area. No mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. The community development department shall maintain a list of trees, shrubs and vegetation acceptable for landscaping.

Applicant's Response: The landscape plan was prepared by registered landscape architect Mayer/Reed, Inc. (see Project Team, page 4). Landscaping on the site provides a visual variety of plants, shrubs and trees, with trees surrounding the building perimeter alternating with lower shrubs and grasses. The western half of the lot has an existing lawn, which will be restored and re-seeded following construction (see Landscape Plan, Exhibit 1, Sheet L-101).

d. For properties within the Downtown Design District, or for major remodeling in all zones subject to this chapter, landscaping shall be required to the extent practicable up to the ten percent requirement.

Applicant's Response: The proposed development is not within the Downtown Design District; therefore, this standard does not apply.

e. Landscaping shall be visible from public thoroughfares to the extent practicable.

Applicant's Response: No visual screening of the landscaping from the public thoroughfares is proposed, and the landscaping will be on the entirety of the site up to and including the perimeter adjacent to the right of way.

f. Interior parking lot landscaping shall not be counted toward the fifteen percent minimum, unless otherwise permitted by the dimensional standards of the underlying zone district.

Applicant's Response: Proposed landscaping area has been calculated without including any interior parking lot landscaping.

2. Vehicular Access and Connectivity.
a. Parking areas shall be located behind buildings, below buildings, or on one or both sides of buildings.

Applicant's Response: There will be two parking areas for the Public Safety Building. The parking area on the south side of the building will be available for public use and for visitors, with 73 parking spaces. This will be accessible primarily through a two-way driveway on Warner Parrott Road. In addition, the new parking lot will be accessible through the two existing driveways on Warner Parrott Road and Linn Avenue which directly go to the existing parking areas used for the Community Development Department. Another existing driveway for the Community Development Department, between the two driveways on Warner Parrott Road, will be removed and landscaped.

The parking area to the north of the Public Safety Building will be secured behind a gate for police vehicle and employee parking, with 68 nonfleet employee parking spaces and 24 spaces for police (fleet) vehicles. Access to the employee parking area will be available through a two-way gated driveway along Linn Avenue. Another gate will provide access for employees on the northwestern side of the new building and is accessible from the main public driveway on Warner Parrott Road.

In addition, the parking lots adjacent to the Community Development Department will remain, which has 42 spaces. The spaces will remain, and the west driveway will be removed. As shown on the Landscape Plan (see Landscape Plan, Exhibit 1, Sheet L-101), street trees and landscaping will be installed in place of this driveway and next to the remaining driveway west of the building. The western-most spaces will be restriped to be 90 degrees rather than angled. The driveway to the southern parking area for the Community Development Department will remain untouched. However, it is expected that this southeasternmost parking lot (16 spaces) and the Linn Avenue driveway will be removed when the roundabout is installed. Removal is not a part of this application.

b. Ingress and egress locations on thoroughfares shall be located in the interest of public safety. Access for emergency services (fire and police) shall be provided.

Applicant's Response: Fire services access will be provided from the driveway along Warner Parrott Road and egress through Linn Avenue. Both driveways will be accessible for emergency services.

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

Applicant's Response: The proposed development is not located in a R-2, MUC-1, MUC-2, MUD or NC zone. No alleys or vehicle access easements are proposed.

d. Sites abutting an alley shall be required to gain vehicular access from the alley unless deemed impracticable by the community development director.

Applicant's Response: The site does not abut an alley; therefore, this standard does not apply.

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

Applicant's Response: The proposed development is located on the corner of Warner Parrott Road and Linn Avenue. A public driveway will be built along the south side of the property with full access to Warner Parrott Road, replacing one of two existing driveways for the Community Development Department on that road. The Public Safety Building frontage will be oriented towards Linn Avenue to the east. A gated and secure driveway providing full access will be located on Linn Avenue to provide police and other employee vehicles access to the northern parking area.

As stated above, two of the three existing driveways for the Oregon City Community Development Department will remain, one along Linn Avenue and the easternmost driveway along Warner Parrott Road. These will mainly provide access to the parking lots used for the Community Development Department. The west driveway on Warner Parrott Road for the existing parking areas will be removed, with the new public driveway along Warner Parrott Road providing more direct access to the new Public Safety Building. Access will be available between the existing parking areas for the Community Development Department and the new Public Safety Building parking lot, but each of their parking areas will have their own driveway, preventing vehicles from using the individual driveways to access the other parking areas.

f. Driveways that are at least twenty-four feet wide shall align with existing or planned streets on adjacent sites.

Applicant's Response: The proposed driveways will be over twenty-four feet wide; therefore, this applies. The Linn Avenue driveway and westernmost Warner Parrott Road driveways will be 26 feet wide for aerial fire apparatus access. All others, including the reconstructed driveway, will be 24 feet to match the standard parking aisle width.

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

Applicant's Response: As discussed in the responses to Chapter 12.04, the Pre-Application identified a future roundabout at the intersection of Linn Avenue and Warner Parrott Road in the near future (see Pre-Application Summary Notes, Exhibit 2). The Public Safety Building will be designed and constructed to provide future dedications to this roundabout.

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

Applicant's Response: As stated above, dedication of a portion of the site for a future roundabout has been discussed with the City. The site will be developed to reflect this future development, as shown in the Civil Site Vicinity Plan (Exhibit 1, Sheet C-310).

i. Vehicular and pedestrian easements shall allow for public access and shall comply with all applicable pedestrian access requirements.

Applicant's Response: All vehicular and pedestrian easements will allow for public access and comply with applicable pedestrian access requirements. There will be a five-foot dedication on Linn Avenue to match the right-of-way width at the south end of the site. A ten-foot public utility easement from the new property line is required along the entire frontage of the project.

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

Applicant's Response: No dead-end stub streets are proposed with this development.

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

Applicant's Response: No new parcels or streets are proposed with this development.

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

Applicant's Response: No parking garage is proposed; therefore, this standard does not apply.

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

Applicant's Response: No above-grade structured parking is proposed; therefore, this standard does not apply.

3. Building structures shall be complimentary to the surrounding area. All exterior surfaces shall present a finished appearance. All sides of the building shall include materials and design characteristics consistent with those on the front. Use of inferior or lesser quality materials for side or rear facades or decking shall be prohibited.
a. Alterations, additions and new construction located within the McLoughlin Conservation District, Canemah National Register District, and the Downtown Design District and when abutting a designated Historic Landmark shall utilize materials and a design that incorporates the architecture of the subject building as well as the surrounding district or abutting Historic Landmark. Historic materials such as

doors, windows and siding shall be retained or replaced with in kind materials unless the community development director determines that the materials cannot be retained and the new design and materials are compatible with the subject building, and District or Landmark. The community development director may utilize the Historic Review Board's Guidelines for New Constriction (2006) to develop findings to show compliance with this section.
b. In historic areas and where development could have a significant visual impact, the review authority may request the advisory opinions of appropriate experts designated by the community development director from the design fields of architecture, landscaping and urban planning. The applicant shall pay the costs associated with obtaining such independent professional advice; provided, however, that the review authority shall seek to minimize those costs to the extent practicable.

Applicant's Response: The proposed building will be built to provide a clean, open looking building which is inviting to the surrounding community. It will include bronze colored building materials with lighter colored cutouts. All sides of the building will be the same material.

The Public Safety Building is not located in the McLoughlin Conservation District, Canemah National Register District, or the Downtown Design District, nor is it located in a historic area.

However, the building being removed has been recorded for historic purposes (see SHPO letter: Exhibit 5), and the new site will include a salvaged portion of the front entrance window and surrounding masonry to act as a 'site relic' and commemorative marker on the site to celebrate the history of the school's presence.

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

Applicant's Response: Sidewalks and curbs will be provided along all streets in accordance with the city's transportation master plan and street design standards. New sidewalks will be provided on Linn Avenue where the most prominent portion of the new development will occur. The existing sidewalks will be repaired in areas of work (see Civil Site Vicinity Plans, Exhibit 1, Sheet C-310). As a large portion of the south intersection of Linn Avenue and Warner Parrott Road will be taken up by a roundabout dedication in the near future, the design team was directed by the City to limit the extents of the work to outside this area (see Pre-Application Summary Notes, Exhibit 3).

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

Applicant's Response: On site pedestrian circulation will provide access to all public sidewalks, parking areas, and building entrances (see Civil Site Plan, Exhibit 1, Sheet C-300).

b. The pedestrian circulation system shall connect all main entrances on the site. For buildings fronting on the street, the sidewalk may be used to meet this standard. Pedestrian connections to other areas of

the site, such as parking areas, recreational areas, common outdoor areas, and any pedestrian amenities shall be required.

Applicant's Response: The main entrance for the site will be facing Linn Avenue to the east. An employee entrance will also be provided along the northwest corner of the building for police and authorized personnel. The main entrance to the building will be part of a pedestrian circulation system, with paved paths leading from parking areas and the streets to the entrances. The secure entrance will be accessible from the employee parking area via paved pedestrian paths and the street via a locked gate.

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

Applicant's Response: No elevated external stairways or walkways are proposed.

d. The pedestrian circulation system shall connect the main entrances of adjacent buildings on the same site.

Applicant's Response: The proposed pedestrian circulation system will connect the building to the City Planning Department on the southeastern side of the site.

e. The pedestrian circulation system shall connect the principal building entrance to those of buildings on adjacent commercial and residential sites where practicable. Walkway linkages to adjacent developments shall not be required within industrial developments or to industrial developments or to vacant industrially-zoned land.

Applicant's Response: The proposed building will be connected via the pedestrian circulation system to the sidewalk, which will connect to the residential properties to the north.

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

Applicant's Response: The proposed on-site pedestrian walkways will be at least seven feet wide, paved, and graded to drain into the surrounding landscaping or drainage. As shown on the Site Plan (Exhibit 1, Sheet C-300), the walkways bordering the parking area and be raised and landscaped to provide protection from vehicles. Both vertical (curb) and/or landscaped buffers are used throughout site. Driveways and associated walkways are concrete, where parking areas are asphalt, providing contrast. Concrete crosswalk has been added at pedestrian crossings of parking aisles.

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

Applicant's Response: As the owner of this building and site the City will be responsible for maintenance of the site.

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

Applicant's Response: The proposed development is being designed to comply with federal, state and city standards related to air and water quality, odor, heat, glare, noise and vibrations, outdoor storage, radioactive materials, toxic or noxious matter, and electromagnetic interference. No radioactive materials, toxic or noxious matter will be stored on the site. Electromagnetic interference is not anticipated with the communication facilities associated with the police station. No odor or heat impacts will be created from the activities on site. Lighting will meet City standards that address glare and any potential impacts on neighboring properties. Noise and vibration impacts are not anticipated. Police sirens will only be used after the vehicle has left the site. Police vehicles responding to an emergency will egress the area through both driveways, but mainly through the Linn Avenue driveway to prevent mixing with the public driveway. Construction will occur during normal business hours and mitigation will be used to prevent any impacts to the neighboring residences.

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

Applicant's Response: The site is currently served with public water and has sanitary sewer facilities. As shown in the Utility Plan (Exhibit 1, Sheet C-600), the development will connect with existing public water and sewer facilities. An existing sanitary sewer lateral connecting to the public sewer main on

Linn Avenue will be extended to the site. An existing water main on Linn Avenue will provide new domestic, fire, and irrigation services to the site.

15. Adequate right-of-way and improvements to streets, pedestrian ways, bike routes and bikeways, and transit facilities shall be provided and be consistent with the city's transportation master plan and design standards and this title. Consideration shall be given to the need for street widening and other improvements in the area of the proposed development impacted by traffic generated by the proposed development. This shall include, but not be limited to, improvements to the right-of-way, such as installation of lighting, signalization, turn lanes, median and parking strips, traffic islands, paving, curbs and gutters, sidewalks, bikeways, street drainage facilities and other facilities needed because of anticipated vehicular and pedestrian traffic generation. Compliance with [Chapter] 12.04, Streets, Sidewalks and Public Places shall be sufficient to achieve right-of-way and improvement adequacy.

Applicant's Response: There will be a five-foot dedication on Linn Avenue to match the right-of-way width at the south end of the site. On the northeastern property line, the sidewalk will be moved west to allow for a five-foot landscape strip along Linn Avenue. A ten-foot public utility easement from the new property line is required along the entire frontage of the project. Per the Pre-Application Summary Notes (see Exhibit 3), additions to the southeast area of the property were avoided due to the future roundabout and improvements planned by the City. Only repair work to the driveways impacted by construction will be included in the scope of this project around this area of the site.

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

Applicant's Response: Currently, a bus stop for the #33 line runs along the east side of the property along Linn Avenue. This will remain, with no proposed modifications.

17. All utility lines shall be placed underground.

Applicant's Response: As shown on the Utility Plans (Exhibit 1, Sheet C-600), the current utility lines serving and adjacent to the site are overhead. The area where the overhead lines are currently located will be renovated in the future with the improvements to turn the intersection of Linn Avenue and Warner Parrott Road into a roundabout. It is expected that the existing utilities will be placed underground as a part of this project. In addition, the roundabout has not been designed, so it is difficult to determine where future undergrounding of utilities would occur as a part of the police station project. Therefore, utilities will be undergrounded at a future date when the final round of developments are proposed.

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

Applicant's Response: The site and building will be developed in accordance with ADA and state accessibility standards. All walkways on site will be uninterrupted and ramps will be provided where necessary for continuous routes.

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

Applicant's Response: The proposed use is not a residential development; therefore, this standard does not apply.

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

Applicant's Response: As shown on the Roof Plan (Exhibit 1, Sheet A-104a and A-104b), all rooftop mechanical equipment will be stored in the center of the east side of the property and be screened on all four sides. The materials used for screening will be similar to the building façade, a box-rib metal panel.

b. Wall-mounted mechanical equipment shall not be placed on the front facade of a building or on a facade that faces a right-of-way. Wall-mounted mechanical equipment, including air conditioning or HVAC equipment and groups of multiple utility meters, that extends six inches or more from the outer building wall shall be screened from view from streets; from residential, public, and institutional properties; and from public areas of the site or adjacent sites through the use of (a) sight-obscuring enclosures constructed of one of the primary materials used on the primary facade of the structure, (b) sight-obscuring fences, or (c) trees or shrubs that block at least eighty percent of the equipment from view or (d) painting the units to match the building. Wall-mounted mechanical equipment that extends six inches or less from the outer building wall shall be designed to blend in with the color and architectural design of the subject building.

Applicant's Response: As shown on the Exterior Elevations (Exhibit 1, Sheet A-201 and A-202), no wall-mounted mechanical equipment will be placed on the east or southern facades of the building.

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

Applicant's Response: In the southwest corner of the fenced secure parking area will be a generator. It will be obscured from the public view by both the building and trash enclosure directly adjacent to it, as well as fenced on two sides to completely screen it from public view.

d. All mechanical equipment shall comply with the standards in this section. If mechanical equipment is installed outside of the site plan and design review process, planning staff shall review the plans to determine if additional screening is required. If the proposed screening meets this section, no additional planning review is required.

Applicant's Response: All mechanical equipment will be installed within the site plan and design review process, and screening from the rights-of-way will be provided for all mechanical equipment.

e. This section shall not apply to the installation of solar energy panels, photovoltaic equipment or wind power generating equipment.

Applicant's Response: One and a half percent of the construction budget will go towards renewable energy (solar PV panels); they are proposed to be place on the carport canopies located ten feet north of the building.

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

Applicant's Response: The proposed building will be made of box rib metal panel in a repeating pattern along the façade. The main color will be 'Timeless Bronze', with a lighter tone revealed at the large 'carves' in the building (see Materials Board, Exhibit 11).

b. Prohibited materials. The following materials shall be prohibited in visible locations unless an exception is granted by the community development director based on the integration of the material into the overall design of the structure.
i. Vinyl or plywood siding (including T-111 or similar plywood).
Ii. Glass block or highly tinted, reflected, translucent or mirrored glass (except stained glass) as more than ten percent of the building facade.
iii. Corrugated fiberglass.
iv. Chain link fencing (except for temporary purposes such as a construction site or as a gate for a refuse enclosure).

[v.] Crushed colored rock/crushed tumbled glass.
[vi.] Non-corrugated and highly reflective sheet metal.

Applicant's Response: None of the above materials will be used on the proposed structure exterior.

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

Applicant's Response: The proposed building will be made of box-rib metal panels; therefore, standard #2 above applies. The building was designed with the intent of the building that is a "large mass being carved away at key celebrated moments in the façade" (see Figure 4, below). The thoughtful, repeating pattern of various vertical box-rib metal panel reveals create a clean palate to insert large glazed openings. Additional materials or superfluous trim/molding would clutter the clean diagram of the building's elevation and detract from the story of the 'carving'. A variance request to this standard is part of this application, and responses to the variance criteria are included in Chapter 17.60 of this narrative.

Figure 4. Rendering of building facade

17.62.055 - Institutional and commercial building standards.

A. Purpose. The primary objective of the regulations contained in this section is to provide a range of design choices that promote creative, functional, and cohesive development that is compatible with surrounding areas. Buildings approved through this process are intended to serve multiple tenants over the life of the building, and are not intended for a one-time occupant. The standards encourage people to spend time in the area, which also provides safety though informal surveillance. Finally, this section is intended to promote the design of an urban environment that is built to human scale by creating buildings and streets that are attractive to pedestrians, create a sense of enclosure, provide activity and interest at the intersection of the public and private spaces, while also accommodating vehicular movement.

Applicant's Response: The proposed building is an institutional building; therefore, these standards apply.

B. Applicability. In addition to Section 17.62.050 requirements, institutional and commercial buildings shall comply with design standards contained in this section.

Applicant's Response: The proposed development will be designed and built to comply with Section 17.62.050 and the standards below.

C. Relationship between zoning district design standards and requirements of this section.
1. Building design shall contribute to the uniqueness of the underlying zoning district by applying appropriate materials, elements, features, color range and activity areas tailored specifically to the site and its context.

Applicant's Response: The building and site have the goal of facilitating a stronger connection between the police force and the community, while balancing safety and security needs. Textures of the exterior will appear mainly rough and raw (textured metal), but as courtyards are carved away to draw in light and landscape, a more refined, smooth system is revealed (glass and flush metal panel). The design will establish a civic campus that celebrates history and provides enhanced amenities to the neighborhood. With a taller space set at the heart of the building, the main public entry creates a civic presence with a large area of transparent glass that strongly addresses the main public plaza and reaches out to Linn Ave. The project's overall intent is to "carve a place that fosters safety, wellness and community".

2. A standardized prototype or franchise design shall be modified if necessary to meet the provisions of this section.

Applicant's Response: The proposed building and site were not created from a prototype or franchise design.

3. In the case of a multiple building development, each individual building shall include predominant characteristics, architectural vocabulary and massing shared by all buildings in the development so that the development forms a cohesive place within the underlying zoning district or community.

Applicant's Response: The proposed development is not part of a multiple building development.

4. With the exception of standards for building orientation and building front setbacks, in the event of a conflict between a design standard in this section and a standard or requirement contained in the underlying zoning district, the standard in the zoning district shall prevail.

Applicant's Response: The applicant understands that in the event of a conflict between standards, the underlying zoning district standards will supersede this section.

5. On sites with one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D.

Applicant's Response: The site will have two buildings: the existing Planning Department building and the proposed Police Station and Municipal Courthouse. The Planning Department is set back over five feet from the frontage of Linn Avenue. Because it is an existing building the applicant has not addressed this buildings site frontage as a part of this application.

Regarding the Public Safety Building, in order to allow for the necessary space for street trees, a utility easement, and to align with the existing Planning building and preserved street trees, the proposed building will be set back about twenty-five feet from the right of way. Section 17.62.055D illustrates that greater setbacks are accepted if one additional feature incorporated for every five feet. As shown in the response below, four features will be incorporated into the area between the building and the property line.

D. Relationship of Buildings to Streets and Parking.
1. Buildings shall be placed no farther than five feet from the front property line. A larger front yard setback may be approved through site plan and design review if the setback area incorporates at least one element from the following list for every five feet of increased setback requested:
a. Tables, benches or other approved seating area.
b. Cobbled, patterned or paved stone or enhanced concrete.
c. Pedestrian scale lighting.
d. Sculpture/public art.
e. Fountains/Water feature.
f. At least twenty square feet of landscaping or planter boxes for each tenant facade fronting on the activity area.
g. Outdoor café.
h. Enhanced landscaping or additional landscaping.
i. Other elements, as approved by the community development director, that can meet the intent of this section.

Applicant's Response: The proposed building will be set back 25 feet from the east property line. Included within the front yard setback are one element from the City's list for every five feet of additional setback over the 5' maximum setback. Elements from this list that are included in the Landscape Plan (Exhibit 1, Sheet L-003) are as follows:

1. **Seatwall benches along an 8' wide pedestrian accessway. The seatwall extends to the west, joining the building frontage to the entry courtyard as a sequence of spaces.**

2. **Enhanced concrete scoring extending from the building entry into the right-of-way, providing a pedestrian wayfinding element from the ground plane.**
3. **Pedestrian scale light bollards.**
4. **Enhanced landscaping will be created with bermed planting areas, a native and native-like plant palette, and additional tree plantings to heighten the pedestrian experience and provide a civic-scale street presence to the community.**

2. The front most architecturally significant facade shall be oriented toward the street and shall be accessed from a public sidewalk. Primary building entrances shall be clearly defined and recessed or framed by a sheltering element such as an awning, arcade or portico in order to provide shelter from the summer sun and winter weather.

Applicant's Response: The proposed building will have an entrance oriented towards Linn Avenue. The entry will be recessed, and the entry room will have both the east and south facing walls will have glazing to allow pedestrians to view inside.

3. Entryways. The primary entranceway for each commercial or retail establishment shall face the major street. The entrance may be recessed behind the property line a maximum of five feet unless a larger setback is approved pursuant to Section 17.62.055.D.1 and shall be accessed from a public sidewalk. Primary building entrances shall be clearly defined, highly visible and recessed or framed by a sheltering element including at least four of the following elements, listed below.

a. Canopies or porticos;
b. Overhangs;
c. Recesses/projections;
d. Arcades;
e. Raised corniced parapets over the door;
f. Peaked roof forms;
g. Arches;
h. Outdoor patios;
i. Display windows;
j. Architectural details such as tile work and moldings which are integrated into the building structure and design;
k. Integral planters or wing walls that incorporate landscaped areas and/or places for sitting.
l. Planter boxes and street furniture placed in the right-of-way shall be approved for use according to materials, scale and type.

Applicant's Response: The proposed use is not a commercial or retail establishment. Therefore, this standard does not apply.

4. Where additional stores will be located in the large retail establishment, each such store shall have at least one exterior customer entrance, which shall conform to the same requirements. (Ord. 01-1002 §2, 2001)

Applicant's Response: No retail establishments are proposed with this development.

5. Trellises, canopies and fabric awnings may project up to five feet into front setbacks and public rights-of-way, provided that the base is not less than eight feet at the lowest point and no higher than ten feet above the sidewalk. Awnings shall be no longer than a single storefront.

Applicant's Response: No fabric awnings or projections are proposed with this application. Carport canopies on the back of the building are made of metal and steel and are not part of the front setbacks or public right-of-way.

E. Corner Lots.
For buildings located at the corner of intersections, the primary entrance of the building shall be located at the corner of the building or within twenty-five feet of the corner of the building. Additionally, one of the following treatments shall be required:
1. Incorporate prominent architectural elements, such as increased building height or massing, cupola, turrets, or pitched roof, at the corner of the building or within twenty-five feet of the corner of the building.
2. Chamfer the corner of the building (i.e. cut the corner at a forty-five-degree angle and a minimum of ten feet from the corner) and incorporate extended weather protection (arcade or awning), special paving materials, street furnishings, or plantings in the chamfered area.

Applicant's Response: The proposed building is located at the corner of Linn Avenue and Warner Parrott Road. The building entrance is located on the southeast corner of the building, oriented towards Linn Avenue. The entrance will be setback, and have prominent architectural elements including floor to ceiling glass walls and an overhung roof.

F. Commercial First Floor Frontage.
In order to ensure that the ground floor of structures have adequate height to function efficiently for retail uses, the first floor height to finished ceiling of new infill buildings in the mixed use and neighborhood commercial districts shall be no lower than fourteen feet floor to floor. Where appropriate, the exterior facade at the ceiling level of new structures shall include banding, a change of materials or relief which responds to the cornice lines and window location of existing buildings that abut new structures.

Applicant's Response: The proposed development is not a commercial use.

G. Variation in Massing.
1. A single, large, dominant building mass shall be avoided in new buildings and, to the extent reasonably feasible, in development projects involving changes to the mass of existing buildings.

Applicant's Response: The scale of the surrounding neighborhood is that of one and two-story buildings. As such, the Public Safety Building seeks to integrate its larger scale with a lower profile one-story building. Along the façade, many large glazed openings break-up the repeating pattern of texture metal panels. At celebrated locations (main public entry, fitness courtyard, courtroom courtyard), the building's mass is literally 'carved away' to bring in light.

2. Horizontal masses shall not exceed a height: width ratio of one-to-three without substantial variation in massing that includes a change in height and projecting or recessed elements.

Applicant's Response: The southeastern corner of the building will be recessed to provide variation in the massing. As shown on the Exterior Elevations, the center of the building will have a projection with a 'light monitory' to provide variation in the height.

3. Changes in mass shall be related to entrances, the integral structure and/or the organization of interior spaces and activities and not merely for cosmetic effect.

Applicant's Response: The main change in mass for the building is the building entrance and two courtyards provided for the building. All other changes in mass are due to the interior space organization and none are for cosmetic effect. Additional changes in mass are at the north clerestory where the roof form slopes up to bring in light to the heart of the building.

H. Minimum Wall Articulation.
1. Facades shall add architectural interest and variety and avoid the effect of a single, long or massive wall with no relation to human size. No wall that faces a street or connecting walkway shall have a blank, uninterrupted length exceeding thirty feet without including, but not be limited to, at least two of the following:
i. Change in plane,
ii Change in texture or masonry pattern or color,
iii. Windows, treillage with landscaping appropriate for establishment on a trellis.
iv. An equivalent element that subdivides the wall into human scale proportions.

Applicant's Response: The new building will include a variety of articulated facades. The south facade will include a setback entrance with floor to ceiling glazing around the reception area and an exterior courtyard along the south side of the building which is set back from the main facade. The north side of the building will also include an exterior courtyard for the police department and courthouse staff use. Large glazing will be used for all the facades, except where security reasons prevent large windows. In this instance, long horizontal windows will be used which are higher up on the wall to allow for light and visual variety. Landscaping will surround the entirety of the building, except at entrances which will be paved.

2. Facades greater than one hundred feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least three percent of the length of the facade and extending at least twenty percent of the length of the facade. No uninterrupted length of any facade shall exceed one hundred horizontal feet.

Applicant's Response: Each facade of the building will be longer than one hundred feet; therefore, this standard will apply to each side of the building. All facades will include projections or recesses, including a large recess at the southeast corner of the building for the main entrance, and courtyards in the center of the both north and south facade. As shown on the site plan, the southern façade will have a horizontal length of 342 feet, with two recessions, one of which is 30 feet deep (10%) and one which is eight feet deep. The eight-foot deep recession is for the entrance and is about 95 feet in length (30%). The courtyard, which is about 30 feet deep, is about 40 feet in length. Therefore, the 3% depth and 20% length of variation standard will be met.

3. Ground floor facades that face public streets shall have arcades, display windows, entry areas, awnings or other such features along no less than sixty percent of their horizontal length.

Applicant's Response: The east facade faces Linn Avenue and is about 113 feet. The entry area is recessed and has floor to ceiling glazing, about twenty feet. Fifty-three feet of windows also runs the length of this façade, for a total of 73 feet, or 64%. Therefore, this standard is met.

4. Building facades must include a repeating pattern that includes any one or more of the following elements:
a. Color change;
b. Texture change;
c. Material module change.

Applicant's Response: The building's public facade will have a consistent pattern of vertical paneling and large glazed openings. The facade will be differentiated at the entrances and courtyard, which will have large glass walls with wooden beams at regular intervals to provide a clean, welcoming look. Color changes will occur at strategic carved out areas, including the main entrance and the courthouse courtyard.

5. Facades shall have an expression of architectural or structural bays through a change in plane no less than twelve inches in width, such as an offset, reveal or projecting rib.

Applicant's Response: The building will have changes in plane at the previously mentioned cut-out areas, including the main entrance and courtyard. Both of these areas which include changes in plain will be over 12 inches in width (see Exterior Elevations, Exhibit 1, Sheet A-201 and A-202).

6. Facades shall have at least one of elements subsections H.4. or H.5. of this section repeat horizontally. All elements shall repeat at intervals of no more than thirty feet, either horizontally or vertically.

Applicant's Response: The building will have changes in the texture change repeat horizontally, with glazing and paneling repeating throughout the public-facing façade. In addition, the cutouts for the courtyard and building entrance will provide variation in colors and textures.

I. Facade Transparency.
1. Transparent windows or doors facing the street are required. The main front elevation shall provide at least sixty percent windows or transparency at the pedestrian level. Facades on corner lots shall provide at least sixty percent windows or transparency on all corner-side facades. All other side elevations shall provide at least thirty percent transparency. The transparency is measured in lineal fashion. For example, a one hundred-foot long building elevation shall have at least sixty feet (sixty percent of one hundred feet) of transparency in length. Reflective, glazed, mirrored or tinted glass is limited to ten percent of the lineal footage of windows on the street facing facade. Highly reflective or glare-producing glass with a reflective factor of one-quarter or greater is prohibited on all building facades. Any glazing materials shall have a maximum fifteen percent outside visual light reflectivity value. No exception shall be made for reflective glass styles that appear transparent when internally illuminated.

Applicant's Response: The east facade faces Linn Avenue, and has the entry area, which is recessed and has floor to ceiling glazing. For security purposes, much of the facade must have higher windows to provide privacy for police and courthouse business. The facade is about 2,000 square feet, with about 577 square feet of windows (30%). Along the south facing façade (facing Warner Parrott Road), about 2,000 square feet of the 5,490 sf frontage is made up of windows (35%). The north and west elevations do not face a road, and are comprised of 23% and 0% windows, respectively. Because of

the nature of the building, security measures and the type of rooms next to the street frontage (restrooms and jury rooms) require fewer windows that is required. A variance request to this standard is addressed in Chapter 17.60 of this narrative.

2. Side or rear walls that face walkways may include false windows and door openings only when actual doors and windows are not feasible because of the nature of the use of the interior use of the building. False windows located within twenty feet of a right-of-way shall be utilized as display windows with a minimum display depth of thirty-six inches.

Applicant's Response: No false windows or doors are proposed on the side or rear walls that face walkways.

J. Roof Treatments.
1. All facades shall have a recognizable "top" consisting of, but not limited to:
a. Cornice treatments, other than just colored "stripes" or "bands," with integrally textured materials such as stone or other masonry or differently colored materials; or
b. Sloping roof with overhangs and brackets; or
c. Stepped parapets;
d. Special architectural features, such as bay windows, decorative roofs and entry features may project up to three feet into street rights-of-way, provided that they are not less than nine feet above the sidewalk.

Applicant's Response: The proposed building will have a flat roof ('low slope') with clerestory windows and multiple tiers of parapets to provide a multidimensional aesthetic. It will have internal sloped roofs which projects out of the center of the building (see Exterior Elevations, Exhibit 1, Sheet A-201 and A-202) with large south-facing windows to allow natural light into the building where there are no windows.

2. Mixed use buildings: For flat roofs or facades with a horizontal eave, fascia, or parapet, the minimum vertical dimension of roofline modulation is the greater of two feet or 0.1 multiplied by the wall height (finish grade to top of wall). The maximum length of any continuous roofline shall be seventy-five feet.

Applicant's Response: The proposed building is not a mixed-use building.

3. Other roof forms consistent with the design standards herein may satisfy this standard if the individual segments of the roof with no change in slope or discontinuity are less than forty feet in width (measured horizontally).

Applicant's Response: A continuous parapet line around the building at eighteen feet which steps down at the north façade to accommodate a clerestory, which lets in the core of the building for the occupant wellness. The north portion of the building has a fifteen-and-a-half-foot parapet. At the roof monitor over the courtroom/meeting space, the roofline is elevated to act as a "lantern" in the heart of the building.

K. Drive-through facilities shall:
1. Be located at the side or rear of the building.
2. Be designed to maximize queue storage on site.

Applicant's Response: The proposed development will not include a drive-through facility.

17.62.065 - Outdoor lighting.

B. Applicability.

1. General.

a. All exterior lighting for any type of commercial, mixed-use, industrial or multi-family development shall comply with the standards of this section, unless excepted in subsection B.3.

b. The city engineer/public works director shall have the authority to enforce these regulations on private property if any outdoor illumination is determined to present an immediate threat to the public health, safety and welfare.

Applicant's Response: The proposed use is not a commercial, mixed-use, industrial, or multi-family development. Proposed exterior lighting is in compliance with the standards of this section.

2. Lighting Plan Requirement.

All commercial, industrial, mixed-use, cottage housing and multi-family developments shall submit a proposed exterior lighting plan. The plan must be submitted concurrently with the site plan. The exterior lighting plan shall include plans and specifications for streetlights, parking lot lights, and exterior building lights. The specifications shall include details of the pole, fixture height and design, lamp type, wattage, and spacing of lights.

Applicant's Response: The proposed use is not a commercial, mixed-use, industrial, cottage or multi-family development. A complete luminaire schedule of all exterior lighting will be provided with the application package (see Exhibit 1, Sheet E-002).

3. Excepted Lighting.

The following types of lighting are excepted from the requirements of this section.

a. Residential lighting for single-family attached and detached homes, and duplexes.

b. Public street and right-of-way lighting.

c. Temporary decorative seasonal lighting provided that individual lamps have a light output of sixty watts or less.

d. Temporary lighting for emergency or nighttime work and construction.

e. Temporary lighting for theatrical, television, and performance areas, or for special public events.

f. Lighting for a special district, street, or building that, according to an adopted municipal plan or ordinance, is determined to require special lighting aesthetics as part of its physical character.

g. Lighting required and regulated by the Federal Aviation Administration.

Applicant's Response: No exceptions to the lighting standards are requested with this application. Public street lighting is included in this submittal.

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

Applicant's Response: The proposed development will include lighting around the building exterior, pedestrian paths and parking and vehicle circulation areas. The residential properties along the northern property line will be screened by trees (see Electrical Site Plan, Exhibit 1, Sheet E-010).

D. Design and Illumination Standards.

General Outdoor Lighting Standard and Glare Prohibition.

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

Applicant's Response: All lighting emitting over 900 lumens will either be inherently concealed or provided with a shield. See Luminaire Schedule (Exhibit 1, Sheet E-002) provided with this application.

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

Applicant's Response: The proposed property is not a multi-family residential use. The maximum lighting pole height on the proposed development will be twenty feet in public and secure parking areas.

3. *Lighting levels:*

Table 1-17.62.065. Foot-candle Levels

Location	*Min*	*Max*	*Avg*
Pedestrian Walkways in Parking Lots		*10:1 max/min ratio*	*0.5*
Pedestrian Accessways/Walkways	*0.5*	*7:1 max/min ratio*	*1.5*
Building Entrances	*3*		
Bicycle Parking Areas	*3*		
Abutting property	*N/A*	*.05*	

Applicant's Response: As shown in the Electrical Site Plan (Exhibit 1, Sheet E-010), the required lighting levels will meet the standards for pedestrian paths in parking lots, walkways, building entrances, bicycle parking, and stay below the maximum level adjacent to the residential properties to the north. All attempts have been made to limit the light trespass levels on the east property line, but due to adjacent street lighting contribution of 0.5 foot candles at this property line, it is not possible. All other lighting level requirements are met (see Exhibit 1, Sheet E-010).

4. *Pedestrian Accessways. To enhance pedestrian and bicycle safety, pedestrian accessways required pursuant to OCMC 12.28 shall be lighted with pedestrian-scale lighting. Accessway lighting shall be to a minimum level of one-half foot-candles, a one and one-half foot-candle average, and a maximum to minimum ratio of seven-to-one and shall be oriented not to shine upon adjacent properties. Street lighting shall be provided at both entrances.*

Applicant's Response: All average foot candle levels for pedestrian accessways main entry's will be identified in the final Land Use submittal and will meet the requirements of the levels described in Section 3: Lighting Levels (above).

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

Applicant's Response: No floodlights are expected to be used on the site for lighting purposes.

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

Applicant's Response: Lighting placed in outdoor canopies will be fully recessed into the canopy or surface mounted in a way that conceals it from sight. No lighting will protrude from the ceiling of the canopy.

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

Applicant's Response: Lighting not required for security purposes will be reduced during non-operating hours. These instances will be limited however, as this is a 24-hour facility.

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

Applicant's Response: Flagpoles will be lit from the top and will direct the light to the flag only.

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

Applicant's Response: No upward directed lighting will be used on the site.

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

Applicant's Response: No flickering or flashing lights will be installed on the site. However, multiple police vehicles will be stored on site, and may have flashing lights as they enter and exit the site.

17.62.080 - Special development standards along transit streets.

B. Applicability. Except as otherwise provide in this section, the requirements of this section shall apply to the construction of new retail, office and institutional buildings which front on a transit street.

Applicant's Response: The proposed development is an institutional use on a transit street (Linn Avenue).

C. Development Standards.
1. All buildings shall have at least one main building entrance oriented towards the transit street. A main building entrance is oriented toward a transit street if it is directly located on the transit street, or if it is linked to the transit street by an on-site pedestrian walkway that does not cross off-street parking or maneuvering areas.

Applicant's Response: The main entrance to the building will be facing towards Linn Avenue (transit street).

a. If the site has frontage on more than one transit street, or on a transit street and a street intersecting a transit street, the building shall provide one main building entrance oriented to the transit street or to the corner where the two streets intersect.

Applicant's Response: The proposed development is located on a site fronting only one transit street. The entrance is oriented towards Linn Avenue, the transit street.

b. For building facades over three hundred feet in length on a transit street, two or more main building entrances shall be provided as appropriate and oriented towards the transit street.

Applicant's Response: The facade along Linn Avenue is about 100 feet in length; therefore, this standard does not apply.

2. Main building entrances shall be well lighted and visible from the transit street. The minimum lighting level for building entries shall be three foot-candles. Lighting shall be a pedestrian scale with the source light shielded to reduce glare.

Applicant's Response: As shown on the Electrical Site Plan (Exhibit 1, Sheet E-010), the main entrance will be lit along the pedestrian path from the transit stop on Linn Avenue. The lighting level will be more than three foot-candles and be shielded to reduce glare to the street and residential properties to the north.

3. In the event a requirement of this section conflicts with other requirements in Title 17, the requirements of this section shall control.

Applicant's Response: No conflicts with other requirements of Title 17 have been identified; therefore, this standard does not apply.

D. Exemptions. The following permitted uses are exempted from meeting the requirements of subsection C. of this section:
1. Heavy equipment sales;
2. Motor vehicle service stations, including convenience stores associated therewith;
3. Solid waste transfer stations; and
4. Truck stops, including convenience stores, eating or drinking establishments, overnight accommodations or other similar services associated therewith. A use found by the community development director to be similar to the exempt uses above.

Applicant's Response: No exemptions are proposed with this application; therefore, this standard does not apply.

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

The purpose and intent of these provisions is to provide an efficient, safe and convenient refuse and recycling enclosure for the public as well as the local collection firm. All new development, change in property use, expansions or exterior alterations to uses other than single-family or duplex residences shall include a refuse and recycling enclosure. The area(s) shall be:
A. Sized appropriately to meet the needs of current and expected tenants, including an expansion area if necessary;
B. Designed with sturdy materials, which are compatible to the primary structure(s);
C. Fully enclosed and visually screened;
D. Located in a manner easily and safely accessible by collection vehicles;
E. Located in a manner so as not to hinder travel lanes, walkways, streets or adjacent properties;
F. On a level, hard surface designed to discharge surface water runoff and avoid ponding;
G. Maintained by the property owner;
H. Used only for purposes of storing solid waste and recyclable materials;
I. Designed in accordance with applicable sections of the Oregon City Municipal Code (including Chapter 8.20—Solid Waste Collection and Disposal) and city adopted policies.

Applicant's Response: An enclosed recycling and refuse enclosure will be stored on the west side of the employee parking area, located about the center of the entire site. It will be screened and located in a hard surfaced, accessible area for solid waste and recycling collection, with appropriate draining to avoid runoff or ponding. It will be designed to meet all applicable standards of Chapter 8.20 and city adopted policies.

F. CHAPTER 17.52 OFF-STREET PARKING AND LOADING

17.52.010 - Applicability.

The construction of a new structure or parking lot, or alterations to the size or use of an existing structure, parking lot or property use shall require site plan review approval and compliance with this chapter. This chapter does not apply to single- and two-family residential dwellings.

Applicant's Response: The proposed development will include two parking lots, one for employees behind a gate and one for visitors south of the building. Two existing parking lots, used for the Building Permits Department, are located on either side of the existing building.

17.52.015 - Planning commission adjustment of parking standards.

A. Purpose: The purpose of permitting a planning commission adjustment to parking standards is to provide for flexibility in modifying parking standards in all zoning districts, without permitting an adjustment that would adversely impact the surrounding or planned neighborhood. The purpose of an adjustment is to provide flexibility to those uses which may be extraordinary, unique or to provide greater flexibility for areas that can accommodate a denser development pattern based on existing infrastructure and ability to access the site by means of walking, biking or transit. An adjustment to a minimum or

maximum parking standard may be approved based on a determination by the planning commission that the adjustment is consistent with the purpose of this Code, and the approval criteria can be met.
B. Procedure: A request for a planning commission parking adjustment shall be initiated by a property owner or authorized agent by filing a land use application. The application shall be accompanied by a site plan, drawn to scale, showing the dimensions and arrangement of the proposed development and parking plan, the extent of the adjustment requested along with findings for each applicable approval criteria. A request for a parking adjustment shall be processed as a Type III application as set forth in Chapter 17.50.
C. Approval criteria for the adjustment are as follows:
1. Documentation: The applicant shall document that the individual project will require an amount of parking that is different from that required after all applicable reductions have been taken.
2. Parking analysis for surrounding uses and on-street parking availability: The applicant must show that there is a continued fifteen percent parking vacancy in the area adjacent to the use during peak parking periods and that the applicant has permission to occupy this area to serve the use pursuant to the procedures set forth by the community development director.
a. For the purposes of demonstrating the availability of on street parking as defined in [Section] 17.52.020.B.3., the applicant shall undertake a parking study during time periods specified by the community development director. The time periods shall include those during which the highest parking demand is anticipated by the proposed use. Multiple observations during multiple days shall be required. Distances are to be calculated as traversed by a pedestrian that utilizes sidewalks and legal crosswalks or an alternative manner as accepted by the community development director.
b. The onsite parking requirements may be reduced based on the parking vacancy identified in the parking study. The amount of the reduction in onsite parking shall be calculated as follows:
i. Vacant on-street parking spaces within three hundred feet of the site will reduce onsite parking requirements by 0.5 parking spaces; and
ii. Vacant on-street parking spaces between three hundred and six hundred feet of the [site] will reduce onsite parking requirements by 0.2 parking spaces.
3. Function and Use of Site: The applicant shall demonstrate that modifying the amount of required parking spaces will not significantly impact the use or function of the site and/or adjacent sites.
4. Compatibility: The proposal is compatible with the character, scale and existing or planned uses of the surrounding neighborhood.
5. Safety: The proposal does not significantly impact the safety of adjacent properties and rights-of-way.
6. Services: The proposal will not create a significant impact to public services, including fire and emergency services.

Applicant's Response: The applicant understands that the Planning Commission may adjust the parking standard without permitting an adjustment to provide flexibility to those uses which may be extraordinary, unique or to provide greater flexibility for areas that can accommodate a denser development pattern based on existing infrastructure and ability to access the site by means of walking, biking or transit.

17.52.020 - Number of automobile spaces required.

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

Applicant's Response: The proposed development does not have an identified land use within Table 17.52.020. The nearest use is an office and assembly space, as the courtroom and waiting room must hold enough space for both the jury and people attending the hearings. Offices have a minimum

parking requirement of 2.7 per 1,000 sf and a maximum of 3.33 per 1,000 sf. Auditoriums and meeting rooms have a parking requirement of 0.25 spaces per seat minimum and 0.5 spaces maximum. The proposed Public Safety Building will be 29,699 square feet in size (33,890 sf excluding assembly rooms), and the Community Development Department has a square footage of 6,850 square foot, for a total of 36,549 square feet on the site (99 spaces minimum, 121 spaces maximum). The meeting room has space for 113 seats total, which adds 28 minimum and 57 maximum vehicle spaces. Therefore, the required spaces are 127 at a minimum and 178 at a maximum.

There will be 73 public spaces, 67 nonfleet secure spaces, and 42 existing spaces for the Community Development Department, for a total of 182 new spaces. As shown in the Pre-Application Summary Notes (Exhibit 3), the future roundabout at the corner of Linn Avenue and Warner Parrott Road will result in the removal of the southeastern parking area for the Community Development Department, removing 16 spaces. Therefore, the expected final parking count will be 166 spaces once the final developments along the street are completed.

Table 17.52.020

Land Use	*Parking Requirements*		*Proposed*	*Applied Requirements*	
	Minimum	*Maximum*		*Minimum*	*Maximum*
Office	*2.70*	*3.33*	**29,699 sf- Safety Building (without courtroom)** **6,850 sf – <u>Community Development Department</u>** **Subtotal 36,549 sf**	*98.7=99*	*120.6=121*
Auditorium, Meeting Room, Stadium, Religious Assembly Building, movie theater,	*.25 per seat*	*0.5 per seat*	*113*	*28*	*56.5=57*
Total			*Proposed: 182**	*127*	*178*

***Future removal of the southeastern parking area for the Community Development Department assumes 16 spaces will be removed, resulting in 166 spaces.**

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

Applicant's Response: The proposed building will be a courthouse and police department. The multiple uses will fall under the same land use category for parking calculations, since the office and meeting room land uses are the most applicable. These were calculated separately. The Community Development Department and police section of the Public Safety Building were calculated as office space, with the courtroom calculated as a meeting room. Table 17.52.020 (above) shows the separate calculations for these different uses and the applied minimum and maximum parking spaces.

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

Applicant's Response: Based on the Pre-Application, the parking requirement for the proposed uses is not specifically listed in the development code, and staff recommended looking at similar uses ratio based on other jurisdictions. The nearest jurisdictions, include West Linn, Lake Oswego, and Clackamas County, do not have public service buildings listed within their parking standards tables either. The most similar use is an office building (police department) and a meeting space (for the courtroom), which was used to calculate the required spaces in the response above. Exact calculations are shown in Table 17.52.020, and show a minimum total site parking spaces of 127 and a maximum total of 178.

There will be 73 public spaces and 67 secure spaces (nonfleet) added to the existing 42 spaces, for a total of 182 spaces. After the southeast corner of the site is developed for the future roundabout, 16 spaces will be removed from the Community Development Department parking lot, resulting in 166 total spaces.

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

Applicant's Response: The proposed development has a maximum allowed parking of 178 spaces, which was calculated using rounding in accordance to this standard.

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

Applicant's Response: 115 parking spaces will be available to the public (reduced to 99 after the roundabout is developed), with an additional 67 secure spaces for employees. In addition to these 67 secure spaces, 24 spaces behind the security gate will be used for parking the police fleet vehicles. These 24 spaces have been omitted from parking calculations, as they are considered vehicle storage.

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

Applicant's Response: The proposed project is not located in the MUD Design District or the Willamette Falls Downtown District; therefore, this standard does not apply.

B. Parking requirements can be met either onsite, or offsite by meeting the following conditions:
1. Mixed Uses. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (e.g. the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly, up to a maximum reduction of fifty percent, as determined by the community development director.

Applicant's Response: The proposed development is not a mixed-use project.

2. Shared Parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlay (e.g., uses primarily of a daytime versus nighttime nature), that the shared parking facility is within one thousand feet of the potential uses, and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument authorizing the joint use.

Applicant's Response: The proposed development will have parking facilities which will be used for the Public Safety Building and the Community Development Department. As all areas are at peak use during the daytime. Both buildings will be within one thousand feet of the public parking area.

3. On-Street Parking. On-street parking may be counted toward the minimum standards when it is on the street face abutting the subject land use. An on-street parking space must not obstruct a required clear vision area and it shall not violate any law or street standard. On-street parking for commercial uses shall conform to the following standards:

a. Dimensions. The following constitutes one on-street parking space:

1. Parallel parking, each [twenty-two] feet of uninterrupted and available curb;

2. [Forty-five/sixty] degree diagonal, each with [fifteen] feet of curb;

3. Ninety degree (perpendicular) parking, each with [twelve] feet of curb.

4. Public Use Required for Credit. On-street parking spaces counted toward meeting the parking requirements of a specific use may not be used exclusively by that use, but shall be available for general public use at all times. Signs or other actions that limit general public use of on-street spaces are prohibited.

Applicant's Response: On-street parking is not included in the parking counts for this project; therefore, this does not apply.

C. Reduction of the Number of Automobile Spaces Required. The required number of parking stalls may be reduced in the Downtown Parking Overlay District: Fifty percent reduction in the minimum number of spaces required is allowed prior to seeking further reductions in [sub]sections 2. and 3. below:

1. Transit Oriented Development. For projects not located within the Downtown Parking Overlay District, the community development director may reduce the required number of parking stalls up to twenty-five percent when it is determined that a project in a commercial center (sixty thousand square feet or greater of retail or office use measured cumulatively within a five hundred-foot radius) or multi-family development with over eighty units, is adjacent to or within one thousand three hundred twenty feet of an existing or planned public transit street and is within one thousand three hundred twenty feet of the opposite use (commercial center or multi-family development with over eighty units).

2. Reduction in Parking for Tree Preservation. The community development director may grant an adjustment to any standard of this requirement provided that the adjustment preserves a regulated tree or grove so that the reduction in the amount of required pavement can help preserve existing healthy trees in an undisturbed, natural condition. The amount of reduction must take into consideration any unique site conditions and the impact of the reduction on parking needs for the use, and must be approved by the community development director. This reduction is discretionary.

3. Transportation Demand Management. The community development director may reduce the required number of parking stalls up to twenty-five percent when a parking-traffic study prepared by a traffic engineer demonstrates:

a. Alternative modes of transportation, including transit, bicycles, and walking, and/or special characteristics of the customer, client, employee or resident population will reduce expected vehicle use and parking space demand for this development, as compared to standard Institute of Transportation Engineers vehicle trip generation rates and further that the transportation demand management program promotes or achieves parking utilization lower than minimum city parking requirements.
b. Transportation demand management (TDM) program has been developed for approval by, and is approved by the city engineer. The plan will contain strategies for reducing vehicle use and parking demand generated by the development and will be measured annually. If, at the annual assessment, the city determines the plan is not successful, the plan may be revised. If the city determines that no good-faith effort has been made to implement the plan, the city may take enforcement actions.

Applicant's Response: A reduction in the number of parking spaces is not requested with this project.

17.52.030 - Standards for automobile parking.

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

Applicant's Response: The main driveway for the parking area will be located on Warner Parrott Road, with a gated entrance for the employee parking area located north of the building along Linn Avenue. Both driveways will be located with enough vision clearance as to allow safe ingress and egress. The parking space will be clustered in lots separate from the driveway and have circulation areas to allow backing movements and maneuvering without entering the public right-of-way. All driveways will have a slope of 10 percent or less.

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

Applicant's Response: The off-street parking area spaces and access aisles will be paved with asphaltic concrete, and routine maintenance of the surfacing will be provided by the applicant.

C. Drainage. Drainage shall be designed in accordance with the requirements of Chapter 13.12 and the city public works stormwater and grading design standards.

Applicant's Response: As shown in the Grading Plan (Exhibit 1, Sheet C-400), parking area and access aisles will have drainage in accordance to Chapter 13.12. Responses to the requirements of Chapter 13.12 are included later within this narrative under Section I—Chapter 13.12.

D. Dimensional Standards.
1. Requirements for parking developed at varying angles are according to the table included in this section. A parking space shall not be less than seven feet in height when within a building or structure, and shall

have access by an all-weather surface to a street or alley. Parking stalls in compliance with the American with Disabilities Act may vary in size in order to comply with the building division requirements. Up to thirty-five percent of the minimum required parking may be compact, while the remaining required parking stalls are designed to standard dimensions. The community development director may approve alternative dimensions for parking stalls in excess of the minimum requirement which comply with the intent of this chapter.

2. Alternative parking/plan. Any applicant may propose an alternative parking plan. Such plans are often proposed to address physically constrained or smaller sites, however innovative designs for larger sites may also be considered. In such situations, the community development director may approve an alternative parking lot plan with variations to parking dimensions of this section. The alternative shall be consistent with the intent of this chapter and shall create a safe space for automobiles and pedestrians while providing landscaping to the quantity and quality found within parking lot landscaping requirements.

PARKING STANDARD

PARKING ANGLE SPACE DIMENSIONS

A Parking Angle		*B Stall Width*	*C Stall to Curb*	*D Aisle Width*	*E Curb Length*	*F Overhang*
90 degrees	*Standard* *Compact*	*9'* *8'*	*19.0'* *16.0'*	*24'* *22'*	*9'* *8'*	*1.5*

All dimensions are to the nearest tenth of a foot.

Applicant's Response: No compact stalls are currently proposed. The minimum stall size is 9 feet in width and 19 feet in length. The width of stalls in the sally port and covered areas is 11 feet and 10 feet in some places. No angled stalls are proposed. All aisle widths are 24 feet minimum. Where overhang from stalls protrudes into walkways, the walkway will be a minimum 7 feet wide, and will be 10 feet wide on north face.

E. Carpool and Vanpool Parking. New developments with seventy-five or more parking spaces, and new hospitals, government offices, group homes, nursing and retirement homes, schools and transit park-and-ride facilities with fifty or more parking spaces, shall identify the spaces available for employee, student and commuter parking and designate at least five percent, but not fewer than two, of those spaces for exclusive carpool and vanpool parking. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other employee, student or commuter parking spaces with the exception of ADA accessible parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

Applicant's Response: The proposed development is a new government office (police station and courthouse). Employee parking is designated within the 91-stall secure lot. 24 secure spaces are designated for fleet storage in the secure lot; therefore, this standard applies to the remaining 67 secure spaces. Four spaces (5% of 67 spaces) will be provided for employee carpool, which will be located at the northeast corner of the employee/secure parking lot.

17.52.040 - Bicycle parking standards.

A. Purpose-Applicability. To encourage bicycle transportation to help reduce principal reliance on the automobile, and to ensure bicycle safety and security, bicycle parking shall be provided in conjunction with all uses other than single-family dwellings or duplexes.

Applicant's Response: Bicycle parking will be provided adjacent to the main entrances for the buildings. The public bicycle parking will be located under the building overhang south of the main entrance and have three secure racks (space for six bicycles), with two additional racks (space for four bicycles) east of the main entrance. Existing racks for the Community Development Department will remain, with one rack (two spaces) at both the north and the south entrance to the building.

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

*TABLE A Required Bicycle Parking Spaces**

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

USE	*MINIMUM BICYCLE PARKING*	*MINIMUM BICYCLE PARKING - COVERED - The following percentage of bicycle parking is required to be covered*
Bank, office	*1 per 20 auto spaces (minimum of 2)*	*50% (minimum of 1)*
Religious institutions, movie theater, auditorium or meeting room	*1 per 10 auto spaces (minimum of 2)*	*30%*

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

Applicant's Response: While the proposed use (police station and courthouse) is not listed in the bicycle parking table, the vehicle parking space standards will be aligning with the "office" and "meeting room" categories. As the "meeting room" use results in more spaces required, it shall apply. The proposed number of vehicle spaces are 182; therefore, 19 bicycle spaces will be required. Six of these will be available south of the main entrance for the Public Safety Building, four are currently provided at the Community Development Department, and four are provided along Linn Avenue between the sidewalk and the main entrance, for a total of fourteen public bicycle spaces. The rest will be provided for employees in the Public Safety Building in the Bicycle Storage room, which will also store police bicycles.

C. Security of Bicycle Parking. Bicycle parking facilities shall be secured. Acceptable secured bicycle parking area shall be in the form of a lockable enclosure onsite, secure room in a building onsite, a covered or

uncovered rack onsite, bicycle parking within the adjacent right-of-way or another form of secure parking where the bicycle can be stored, as approved by the decision maker. All bicycle racks and lockers shall be securely anchored to the ground or to a structure. Bicycle racks shall be designed so that bicycles may be securely locked to them without undue inconvenience and, when in the right-of-way shall comply with clearance and ADA requirements.

Applicant's Response: As shown on the Landscape Plan (Exhibit 1, Sheet L-003), proposed bicycle parking will be adjacent to the display windows of the Public Safety Building main entrance to provide visibility to the racks. Bike racks in the right-of-way are visible both from the street and the Linn Avenue building entry. The racks will be securely anchored to the ground and will not conflict with pedestrian circulation and access. Existing bicycle parking for the Community Development Department is located at the north and south building entrances. The remainder of the bicycle parking will be secure inside the Bicycle Storage room in the Public Safety Building.

D. Bicycle parking facilities shall offer security in the form of either a lockable enclosure or a stationary rack to which the bicycle can be locked. All bicycle racks and lockers shall be securely anchored to the ground or to a structure. Bicycle racks shall be designed so that bicycles may be securely locked to them without undue inconvenience.

Location of Bicycle Parking:

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

Applicant's Response: Public bicycle parking facilities will include stationary racks which the bicycles can be locked to, adjacent to the main entrances and display windows of the Public Safety Building, providing eyes on the area during business hours. Bicycle parking spaces located in the right-of-way do not impede the 8' pedestrian walkway and provide 2'x6' area minimum for each bicycle parking space, with 5' clear between bicycle parking spaces (8' between racks) for maneuverability and access. In addition to the public bicycle parking, the bicycle storage facility for the police department will be located within the building in a secure room only accessible by employees and will have a security camera and racks which the bicycles can be securely locked to. Existing bicycle parking spaces for the Community Development Department are adjacent to the entrances for the buildings and have secure racks bicycles can be locked to.

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

Applicant's Response: Proposed bicycle parking areas will be clearly visible from the main entrances to the Public Safety Building and from the street. The indoor bicycle parking area for employees will be accessible without stairs. Existing parking spaces for the Community Development Department are adjacent to the either entrance and within sight of the public roads.

3. All bicycle parking areas shall be located to avoid conflicts with pedestrian and motor vehicle movement.

a. Bicycle parking areas shall be separated from motor vehicle parking and maneuvering areas and from arterial streets by a barrier or a minimum of five feet.
b. Bicycle parking areas shall not obstruct pedestrian walkways; provided, however, that the review authority may allow bicycle parking in the right-of-way where this does not conflict with pedestrian accessibility.

Applicant's Response: Bicycle parking will be located separate from the motor vehicle parking and maneuvering areas of the adjacent parking area. Bicycle parking at the building entry is located 8' west of the south entry doors and primary path of travel to avoid conflicts with pedestrian movement. Bicycle parking located within the right-of-way does not obstruct pedestrian walkways and is separated from motor vehicle parking and maneuvering via a raised curb. Access to the bicycle parking will be provided via the pedestrian accessway adjacent to Linn Avenue. South of the main entrance and bicycle parking is a marked crosswalk and a curb cut, which will allow bicyclists using the Linn Avenue bike lane to safely access the building. Existing bicycle parking is available via the same route and no stairs or barriers are located between the parking and the right of way.

4. Accessibility.
a. Outdoor bicycle areas shall be connected to main building entrances by pedestrian accessible walkways.
b. Outdoor bicycle parking areas shall have direct access to a right-of-way.
c. Outdoor bicycle parking should be no farther from the main building entrance than the distance to the closest vehicle space, or fifty feet, whichever is less, unless otherwise determined by the community development director, city engineer, or planning commission.

Applicant's Response: Outdoor bicycle parking will be accessible via pedestrian walkways at Linn Avenue, as well as pedestrian walkways from the parking area accessible from Warner Parrott Road. Bicycle parking is located less than 50' from the main building entrances and nearer than the distance to the closest vehicle space. Bicycle parking has direct access to Linn Avenue via a walkway and a ramped curb cut, which leads to a striped crosswalk and bicycle lane. Bicycle parking at the Community Development Department is located near pedestrian accessways with direct access to the Linn Avenue right-of-way.

17.52.060 - Parking lot landscaping.

A. Development Standards.
1. The landscaping shall be located in defined landscaped areas that are uniformly distributed throughout the parking or loading area.

Applicant's Response: The new development will have landscaped areas around all parking and circulation areas. The landscaping will be uniformly distributed and is designed by licensed landscape architect Mayer/Reed, Inc.

2. All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped.

Applicant's Response: The parking lot perimeter and islands will all be landscaped.

3. Parking lot trees shall be a mix of deciduous shade trees and coniferous trees. The trees shall be evenly distributed throughout the parking lot as both interior and perimeter landscaping to provide shade.

Applicant's Response: The parking lot will be shaded with a mixture of deciduous and coniferous trees (see Landscape Plan, Exhibit 1, Sheet L-003 for species information). Trees will be evenly distributed throughout perimeter and interior landscape areas.

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

Applicant's Response: As shown on the Landscape Plan (Exhibit 1, Sheet L-003), all new trees will be a minimum of 2" caliper size and be planted according to American Nurseryman Standards. Species have been selected based on the information provided in the Oregon City Street Tree List. Varieties of tree species selected vary from those on the list for their superior suitability and appropriateness to site specific conditions.

5. Landscaped areas shall include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance;

Applicant's Response: As noted on the Landscape Plan (Exhibit 1, Sheet L-003), all landscaped areas will receive a fully automatic irrigation system.

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

Applicant's Response: As shown on the Landscape Plan (Exhibit 1, Sheet L-001-003), plant species have been chosen by a licensed landscape architect for their appropriateness to the site. Trees, shrubs and groundcovers were selected to provide year-round greenery, staggered flowering periods, and low water needs. Native and native-adaptive species were selected to evoke a regional sense of place and provide the site with a local vernacular appropriate to a civic building. Reference Landscape Plan (Exhibit 1, Sheet L-003) for species selections. No species found on the Nuisance List are included.

7. The landscaping in parking areas shall not obstruct lines of sight for safe traffic operation and shall comply with all requirements of Chapter 10.32, Traffic Sight Obstructions.

Applicant's Response: Shrub and groundcover plantings will not exceed 36" height at clear vision areas at intersections. Trees are planted outside of clear vision areas at intersections so as not to obstruct lines of sight.

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

1. The perimeter parking lot are[a] shall include:

a. Trees spaced a maximum of thirty-five feet apart (minimum of one tree on either side of the entryway is required). When the parking lot is adjacent to a public right-of-way, the parking lot trees shall be offset from the street trees;

Applicant's Response: The parking lots and their entryways will have five-foot minimum landscaped perimeters. Each parking area will have a driveway, to provide police vehicle and employee access to the secured parking area and the public to the public parking lot. As shown on the Landscape Plan (Exhibit 1, Sheet 003), a minimum of one tree on either side of entryways from Warner Parrott Road, and at the secured parking entry on Linn Avenue is provided. Trees will be spaced to provide screening along both public right of ways in the perimeter planting areas, spaced a maximum of thirty-five feet apart. Along the northern property line, the existing 12' height Photinia hedge will remain to be used for screening the parking lot from the properties to the north. Additional trees at this location would create canopy conflict with the existing mature trees on the neighboring property.

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

Applicant's Response: As shown on the Landscape Plan's Parking Area Landscape Calculations (Exhibit 1, Sheet L-003), the perimeter landscaping and parking lot entryway will have ground cover which will cover one hundred percent of the exposed ground within three years, and no bark mulch will be used except within two feet of the base of the trees.

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

Applicant's Response: Shrubs at parking area perimeter landscape areas shall be placed no more than 4' apart. Reference Landscape Plan (Exhibit 1, Sheet L-003) for spacing information. No evergreen hedges will abut public right-of-way.

C. Parking Area/Building Buffer. Parking areas shall be separated from the exterior wall of a structure, exclusive of pedestrian entranceways or loading areas, by one of the following:
1. Minimum five-foot wide landscaped planter strip (excluding areas for pedestrian connection) abutting either side of a parking lot sidewalk with:
a. Trees spaced a maximum of thirty-five feet apart;

Applicant's Response: As shown on the Landscape Plan (Exhibit 1, Sheet L-003), the south public parking area will be buffered from the building by an eight-foot wide planting area (excluding areas for pedestrian connection), planted with shrubs and groundcover, and trees spaced a maximum of 35' apart. A 7' wide pedestrian walkway is also provided.

The north secure parking area is separated from the building wall by a five-foot wide landscaped area planted with shrubs and groundcover (excluding areas for pedestrian connection), and vegetated stormwater facilities planted with shrubs and groundcover per water quality area design standards. Trees are placed where practical. The secure parking area has overhead parking to provide covered parking, which would conflict with tree canopies meeting this standard. A more robust parking area buffer is provided outside the Break/Work Room with a 9-foot wide landscape area planted with

shrubs and groundcover, and trees spaced a maximum of 35' apart. A wider pedestrian walkway is provided for pedestrian circulation around parking canopy support columns.

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

Applicant's Response: As shown on the Landscape Plan's Parking Area Landscape Calculations (Exhibit 1, Sheet L-003), the perimeter landscaping and parking lot entryway will have ground cover which will cover one hundred percent of the exposed ground within three years, and no bark mulch will be used except within two feet of the base of the trees.

c. An evergreen hedge of thirty to forty-two inches or shrubs placed no more than four feet apart on average; or

Applicant's Response: As shown on the Landscape Plans (Exhibit 1, Sheet L-003), shrubs will be included with no more than a four foot spacing on average.

2. Seven-foot sidewalks with shade trees spaced a maximum of thirty-five feet apart in three-foot by five-foot tree wells.

Applicant's Response: The applicant will be following the requirements for the other alternative for parking area/building buffers (Standard 17.52.060.C.1).

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

Applicant's Response: As shown on the Landscape Plans (Exhibit 1, Sheet L-003), parking lot interior landscape area is 17% of the total parking area, exceeding the 10% standard. Interior parking lot landscaping has not been counted toward the total site landscaping requirement.

a. A minimum of one tree per six parking spaces.

Applicant's Response: 164 new parking spaces are proposed. One tree per six parking spaces requires 28 interior parking lot trees. 30 interior parking lot trees are provided. No changes to the existing parking areas landscaping is proposed, as existing trees within these parking lots meets the minimum tree standard.

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

Applicant's Response: As shown on the Landscape Plan's Parking Area Landscape Calculations (Exhibit 1, Sheet L-003), the perimeter landscaping and parking lot entryway will have ground cover which will cover one hundred percent of the exposed ground within three years, and no bark mulch will be used except within two feet of the base of the trees.

c. Shrubs spaced no more than four feet apart on average.

Applicant's Response: As shown on the Landscape Plans (Exhibit 1, Sheet L-003), shrubs will be included with no more than a four foot spacing on average.

d. No more than eight contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips shall be provided between rows of parking shall be a minimum of six feet in width and a minimum of ten feet in length.

Applicant's Response: As shown on the Site Plan (Exhibit 1, Sheet C-300), no more than eight contiguous parking spaces occur without an interior landscape strip between them. Interior landscape strips will be a minimum of six feet wide and ten feet long.

e. Pedestrian walkways shall have shade trees spaced a maximum of every thirty-five feet in a minimum three-foot by five-foot tree wells; or
Trees spaced every thirty-five feet, shrubs spaced no more than four feet apart on average, and ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.

Applicant's Response: As shown on the Landscape Plans (Exhibit 1, Sheet L-003), all pedestrian walkways which will be accessible to the public will have trees spaced at thirty-five feet maximum, shrubs spaced no more than four feet apart on average, and ground cover covering one hundred percent of the exposed ground.

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

Applicant's Response: As shown on the Landscape Plan Notes (Exhibit 1, Sheet L-003), the landscaping will be installed according to accepted planting procedures, with automated irrigation on all landscaped areas and ongoing maintenance provided by the applicant. The plants were chosen to be appropriate for the site.

17.52.070 - Alternative landscaping plan.

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

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

Applicant's Response: No alternative landscaping plan is proposed.

17.52.080 - Maintenance.

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

Applicant's Response: As shown on the Landscape Plans Notes (Exhibit 1, Sheet L-300), the landscaping will have ongoing maintenance provided by the applicant, including landscaping around the parking area, pedestrian walkways, and site perimeter. The plants were chosen to provide year-round greenery and easy maintenance to provide a neat and orderly appearance. Any trash or debris which accumulates will be removed by the owner of the building's maintenance staff.

17.52.090 - Loading areas.

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

Applicant's Response: Service and delivery trucks for the site are expected to be box trucks less than forty feet long.

C. Standards.
1. The off-street loading space shall be large enough to accommodate the largest vehicle that is expected to serve the use without obstructing vehicles or pedestrian traffic on adjacent streets and driveways. Applicants are advised to provide complete and accurate information about the potential need for loading spaces because the city engineer or decision maker may restrict the use of other public right-of-way to ensure efficient loading areas and reduce interference with other uses.

Applicant's Response: Service and delivery trucks for the site are expected to be box trucks less than forty feet long. The service entry for these deliveries will be located at the northwest corner of the building.

2. Where parking areas are prohibited between a building and the street, loading areas are also prohibited.

Applicant's Response: No loading areas are proposed between the building and the street.

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

Applicant's Response: No loading area adjacent to the street right-of-way is proposed.

G. CHAPTER 12.04 - STREETS SIDEWALKS AND PUBLIC PLACES

12.04.003 - Applicability.

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

Applicant's Response: The proposed development will include a conditional use and a site plan and design review. As such, the standards within Chapter 12.04 will apply. Improvements will include a new sidewalk on the northern half of Linn Avenue adjacent to the property. This will involve moving the sidewalk from its current location towards the property and providing a five-foot landscaping strip along the street frontage.

12.04.005 - Jurisdiction and management of the public rights-of-way.

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

Applicant's Response: The applicant understands that the city has the jurisdiction and exercises regulatory management over the public rights of way within the City, including Linn Avenue. All work within the right-of-way will be done with proper permitting and approval of the City.

12.04.007 - Modifications.

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

Applicant's Response: No modifications are proposed with this application.

B. The modification provides safe and efficient movement of pedestrians, motor vehicles, bicyclists and freight;

C. The modification is consistent with an adopted plan; and

D. The modification is complementary with a surrounding street design; or, in the alternative;

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

12.04.010 - Construction specifications—Improved streets.

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

Applicant's Response: All streets abutting the proposed development have sidewalks and curbs which have been constructed to city standards and widths as required by Oregon City's Transportation System Plan. Curb cuts where the new driveways will be constructed to city standards. The sidewalk along Linn Avenue directly adjacent to the predominant work proposed will be relocated in towards the building to allow for a landscaping strip between the sidewalk and Linn Avenue. As noted in the Pre-Application Summary Notes (Exhibit 3), additional improvements to the sidewalk and curbs along Warner Parrot Road or further south on Linn Avenue are unnecessary, as the intersection will have future improvements which will require new sidewalks.

12.04.020 - Construction specifications—Unimproved streets.

Sidewalks constructed on unimproved streets shall be constructed of concrete according to lines and grades established by the city engineer and approved by the city commission. On unimproved streets curbs do not have to be constructed at the same time as the sidewalk.

Applicant's Response: No sidewalk construction on unimproved streets is proposed with this application.

12.04.025 - Street design—Driveway curb cuts.

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

Property Use	*Minimum Driveway Width at sidewalk or property line*	*Maximum Driveway Width at sidewalk or property line*
Nonresidential or multi-family residential driveway access	*15 feet*	*40 feet*

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

Applicant's Response: The proposed development is a nonresidential use. As shown on the Civil Plan (Exhibit C-300), the proposed driveways will have a width of 24 to 26 feet and have 7-ft concrete wings on either side per the city standard commercial driveway detail.

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

Applicant's Response: Curb cuts will be limited to one for each road abutting the property, with a secure driveway located on Linn Avenue on the east side and a public driveway along Warner Parrott Road. These driveways will be the only curb cuts proposed, and no minimization to the curb cuts is expected, as these curb cuts do not impact on-street parking, street planting, pedestrian or vehicular safety, or sight distances.

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

Applicant's Response: The proposed curb cuts will be built of concrete about twenty-five feet wide. No other wheeled crossings of the sidewalk or planter strip is proposed. No soil, gravel, wood or other material will be used next to the curb of the street, and both driveways will be built to city standards.

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

Applicant's Response: No exceptions are proposed to the driveway standards.

12.04.080 - Excavations—Permit required.

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

Applicant's Response: No unpermitted excavation of the public street or right-of-way is proposed with this development.

12.04.090 - Excavations—Permit restrictions.

The permit shall designate the portion of the street to be so taken up or disturbed, together with the purpose for making the excavation, the number of days in which the work shall be done, and the trench or excavation to be refilled and such other restrictions as may be deemed of public necessity or benefit.

Applicant's Response: The applicant understands that the portion of the street to be excavated will be included in the permit and that this will be the extent of the excavation allowed.

12.04.100 - Excavations—Restoration of pavement.

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

Applicant's Response: The applicant understands that all pavement and other street improvements to be excavated with this proposal will be restored to the standards required at the time the permit application was filed.

12.04.120 - Obstructions—Permit required.

A. Permanent Obstructions. It is unlawful for any person to place, put or maintain any obstruction, other than a temporary obstruction, as defined in subsection B. of this section, in any public street or alley in the city, without obtaining approval for a right-of-way permit from the commission by passage of a resolution.
1. The city engineer shall provide applicants with an application form outlining the minimum submittal requirements.
2. The applicant shall submit at least the following information in the permitting process in order to allow the commission to adequately consider whether to allow the placement of an obstruction and whether any conditions may be attached:
a. Site plan showing right-of-way, utilities, driveways as directed by staff;
b. Sight distance per Chapter 10.32, Traffic Sight Obstructions;
c. Traffic control plan including parking per Manual on Uniform Traffic Control Devices (MUTCD);
d. Alternative routes if necessary;
e. Minimizing obstruction area; and
f. Hold harmless/maintenance agreement.

3. If the commission adopts a resolution allowing the placement of a permanent obstruction in the right-of-way, the city engineer shall issue a right-of-way permit with any conditions deemed necessary by the commission.
B. Temporary Obstructions.
1. A "temporary obstruction" is defined as an object placed in a public street, road or alley for a period of not more than sixty consecutive days. A "temporary obstruction" includes, but is not limited to, moving containers and debris dumpsters.
2. The city engineer, or designee, is authorized to grant a permit for a temporary obstruction.
3. The city engineer shall provide applicants with an application form outlining the minimum submittal requirements.
4. The applicant shall submit, and the city engineer, or designee, shall consider, at least the following items in the permitting process. Additional information may be required in the discretion of the city engineer:
a. Site plan showing right-of-way, utilities, driveways as directed by staff;
b. Sight distance per Chapter 10.32, Traffic Sight Obstructions;
c. Traffic control plan including parking per Manual on Uniform Traffic Control Devices (MUTCD);
d. Alternative routes if necessary;
e. Minimizing obstruction area; and
f. Hold harmless/maintenance agreement.
5. In determining whether to issue a right-of-way permit to allow a temporary obstruction, the city engineer may issue such a permit only after finding that the following criteria have been satisfied:
a. The obstruction will not unreasonably impair the safety of people using the right-of-way and nearby residents;
b. The obstruction will not unreasonably hinder the efficiency of traffic affected by the obstruction;
c. No alternative locations are available that would not require use of the public right-of-way; and
d. Any other factor that the city engineer deems relevant.
6. The permittee shall post a weatherproof copy of the temporary obstruction permit in plain view from the right-of-way.
C. Fees. The fee for obtaining a right-of-way permit for either a permanent obstruction or a temporary obstruction shall be set by resolution of the commission.

Applicant's Response: No permanent obstructions are proposed with this development.

12.04.160 - Street vacations—Restrictions.

The commission, upon hearing such petition, may grant the same in whole or in part, or may deny the same in whole or in part, or may grant the same with such reservations as would appear to be for the public interest, including reservations pertaining to the maintenance and use of underground public utilities in the portion vacated.

Applicant's Response: No street vacations are proposed with this development.

12.04.170 - Street design—Purpose and general provisions.

All development shall be in conformance with the policies and design standards established by this chapter and with applicable standards in the city's public facility master plan and city design standards and specifications. In reviewing applications for development, the city engineer shall take into consideration any approved development and the remaining development potential of adjacent properties. All street, water, sanitary sewer, storm drainage and utility plans associated with any development must be reviewed

and approved by the city engineer prior to construction. All streets, driveways or storm drainage connections to another jurisdiction's facility or right-of-way must be reviewed by the appropriate jurisdiction as a condition of the preliminary plat and when required by law or intergovernmental agreement shall be approved by the appropriate jurisdiction.

Applicant's Response: No other jurisdiction's facility or right-of-way will be connected to the proposed facilities. The proposed development has accounted for future improvements to the street, including a roundabout at the corner of Linn Avenue and Warner Parrott Drive.

12.04.175 - Street design—Generally.

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

Applicant's Response: No new streets are proposed with this application.

12.04.180 - Street design.

All development regulated by this chapter shall provide street improvements in compliance with the standards in Figure 12.04.180 depending on the street classification set forth in the Transportation System Plan and the Comprehensive Plan designation of the adjacent property, unless an alternative plan has been adopted. The standards provided below are maximum design standards and may be reduced with an alternative street design which may be approved based on the modification criteria in [Section] 12.04.007. The steps for reducing the maximum design below are found in the Transportation System Plan.
Table 12.04.180 Street Design

Road Classification	*Comprehensive Plan Designation*	*ROW Width*	*Pavement Width*	*Public Access*	*Sidewalk*	*Landscape Strip*	*Bike Lane*	*Street Parking*	*Travel Lanes*	*Median*
Minor Arterial	*Mixed Use, Commercial or Public/Quasi Public*	*116 ft.*	*94 ft.*	*0.5 ft.*	*10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells*		*6 ft.*	*8 ft.*	*(5) 12 ft. Lanes*	*6 ft.*
Linn Avenue	*n/a*	*60 ft – 65 ft*	*48 ft*		*6 ft / 0 ft*		*(2) 5 ft*	*8 ft*	*(2) 12 ft*	
Warner Parrott Road	*n/a*	*60 ft - 80 ft*	*40 ft – 60 ft*		*6 ft / 0 ft*		*(2) 5 ft*		*(2) 12 ft*	*0 ft – 20 ft*

1. Pavement width includes, bike lane, street parking, travel lanes and median.
2. Public access, sidewalks, landscape strips, bike lanes and on-street parking are required on both sides of the street in all designations. The right-of-way width and pavement widths identified above include the total street section.
3. A 0.5 foot curb is included in landscape strip or sidewalk width.
4. Travel lanes may be through lanes or turn lanes.
5. The 0.5 foot public access provides access to adjacent public improvements.
6. Alleys shall have a minimum right-of-way width of twenty feet and a minimum pavement width of sixteen feet. If alleys are provided, garage access shall be provided from the alley.

Applicant's Response: The proposed development is located at the intersection of two minor arterial streets, Linn Avenue and Warner Parrott Road. It has a Comprehensive Plan Designation of Public/Quasi-Public. The standards for a minor arterial and the existing measurements for Linn Avenue and Warner Parrott Road are included in Table 12.04.180 above. As the intersection of these streets will be renovated in the future with a roundabout and a portion of the property will be dedicated, no additional improvements on Warner Parrott Road or the south side of Linn Avenue are proposed with this development, other than the improvements at existing and proposed driveways to meet city standards. Sidewalks will be relocated on the northeastern side of the property (along Linn Avenue) towards the proposed building to allow for a landscape strip. Applied street design measurements are shown in Table 12.04.180 (above), with a range given when the current measurement varies.

12.04.185 - Street design—Access control.

A. A street which is dedicated to end at the boundary of the development or in the case of half-streets dedicated along a boundary shall have an access control granted to the city as a city controlled plat restriction for the purposes of controlling ingress and egress to the property adjacent to the end of the dedicated street. The access control restriction shall exist until such time as a public street is created, by dedication and accepted, extending the street to the adjacent property.
B. The city may grant a permit for the adjoining owner to access through the access control.
C. The plat shall contain the following access control language or similar on the face of the map at the end of each street for which access control is required: "Access Control (See plat restrictions)."

D. Said plats shall also contain the following plat restriction note(s): "Access to (name of street or tract) from adjoining tracts (name of deed document number[s]) shall be controlled by the City of Oregon City by the recording of this plat, as shown. These access controls shall be automatically terminated upon the acceptance of a public road dedication or the recording of a plat extending the street to adjacent property that would access through those Access Controls."

Applicant's Response: No streets will be ending at the boundary of the development or have half-streets dedicated along the boundary.

12.04.190 - Street design—Alignment.

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

Applicant's Response: No changes to the centerline of either abutting street are proposed. Current street centerlines are aligned with existing street by continuation of the centerlines.

12.04.194 - Traffic sight obstructions.

All new streets shall comply with the Traffic Sight Obstructions in Chapter 10.32.

Applicant's Response: No new streets are proposed.

12.04.195 - Spacing standards.

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

Table 12.04.195.B Minimum Driveway Spacing Standards		
Street Functional Classification	*Minimum Driveway Spacing Standards*	*Distance*
Minor Arterial Streets	*Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings*	*175 ft.*

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

Applicant's Response: No new streets are proposed. Both proposed driveways are over two hundred feet from the approximate extent of the future corner of the site when the roundabout will be built and are over five hundred feet from the existing street corner on the southeast corner of the site. An east-west pedestrian connection south of the building will carry across the access drive towards the green space on the western half of the property. If the western half of the property is developed, a connection to Marshall Street will start at the end of the proposed pedestrian connection (see Site Plan, Exhibit 1, Sheet C-300).

12.04.199 - Pedestrian and bicycle accessways.

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

Applicant's Response: The proposed development is on a transit street (Linn Avenue).

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

Applicant's Response: As shown on the Civil Site Plans (Exhibit 1, Sheet C-300), all accessways will be free of horizontal obstructions and have over ten feet of vertical clearance, fifteen-foot wide rights-of-way with seven-foot wide paved surfaces with planter strips on either side. No accessways will be used for secondary fire access.

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

Applicant's Response: All accessways from the parking area and the sidewalks will be direct and be completely visible from either end for pedestrian safety.

D. To enhance pedestrian and bicycle safety, accessways shall be lighted with pedestrian-scale lighting. Accessway lighting shall be to a minimum level of one-half-foot-candles, a one and one-half foot-candle

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

Applicant's Response: As shown on the Electrical Site Plan (Exhibit 1, Sheet E-010), the accessways will all be lit to meet accessway standards above.

E. Accessways shall comply with Americans with Disabilities Act (ADA).

Applicant's Response: Accessways have been designed to comply with the ADA.

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

Applicant's Response: There are no properties adjacent to the accessways, therefore the requirement does not apply.

G. Accessways shall be designed to prohibit unauthorized motorized traffic. Curbs and removable, lockable bollards are suggested mechanisms to achieve this.

Applicant's Response: All accessways will be raised and separated by landscaping from vehicle circulation and parking areas.

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

Applicant's Response: All accessways will be paved with cement concrete and have a gentle slope to drain stormwater runoff to the landscaping adjacent. The cross slope will be two percent.

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

Applicant's Response: No parks, greenways or other natural resource areas are proposed or exist on site.

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

Applicant's Response: No alternative accessway design is proposed with this application.

K. Ownership, liability and maintenance of accessways. To ensure that all pedestrian/bicycle accessways will be adequately maintained over time, the hearings body shall require one of the following:
1. Dedicate the accessways to the public as public right-of-way prior to the final approval of the development; or
2. The developer incorporates the accessway into a recorded easement or tract that specifically requires the property owner and future property owners to provide for the ownership, liability and maintenance of the accessway.

Applicant's Response: All pedestrian and bicycle accessways will be continuously maintained by the owner.

12.04.205 - Mobility standards.

Development shall demonstrate compliance with intersection mobility standards. When evaluating the performance of the transportation system, the City of Oregon City requires all intersections, except for the facilities identified in subsection D below, to be maintained at or below the following mobility standards during the two-hour peak operating conditions. The first hour has the highest weekday traffic volumes and the second hour is the next highest hour before or after the first hour. Except as provided otherwise below, this may require the installation of mobility improvements as set forth in the transportation system plan or as otherwise identified by the city transportation engineer.
A. For intersections within the regional center, the following mobility standards apply:
1. During the first hour, a maximum v/c ratio of 1.10 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
3. Intersections located on the Regional Center boundary shall be considered within the Regional Center.

B. For intersections outside of the Regional Center but designated on the Arterial and Throughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:
1. During the first hour, a maximum v/c ratio of 0.99 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.

C. For intersections outside the boundaries of the Regional Center and not designated on the Arterial and Throughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:
1. For signalized intersections:
a. During the first hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.

b. During the second hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.
2. For unsignalized intersections outside of the boundaries of the Regional Center:
a. For unsignalized intersections, during the peak hour, all movements serving more than twenty vehicles shall be maintained at LOS "E" or better. LOS "F" will be tolerated at movements serving no more than twenty vehicles during the peak hour.

D. Until the city adopts new performance measures that identify alternative mobility targets, the city shall exempt proposed development that is permitted, either conditionally, outright, or through detailed development master plan approval, from compliance with the above-referenced mobility standards for the following state-owned facilities:
I-205/OR 99E Interchange
I-205/OR 213 Interchange
OR 213/Beavercreek Road
State intersections located within or on the Regional Center Boundaries
1. In the case of conceptual development approval for a master plan that impacts the above references intersections:
a. The form of mitigation will be determined at the time of the detailed development plan review for subsequent phases utilizing the Code in place at the time the detailed development plan is submitted; and
b. Only those trips approved by a detailed development plan review are vested.
2. Development which does not comply with the mobility standards for the intersections identified in [Section] 12.04.205.D shall provide for the improvements identified in the Transportation System Plan (TSP) in an effort to improve intersection mobility as necessary to offset the impact caused by development. Where required by other provisions of the Code, the applicant shall provide a traffic impact study that includes an assessment of the development's impact on the intersections identified in this exemption and shall construct the intersection improvements listed in the TSP or required by the Code.

Applicant's Response: The existing interception is not located within the Regional Center, but is a minor arterial listed in the Arterial and Throughway Network of the Regional Transportation Plan. Therefore, standards in Section B will apply. As shown in the Traffic Impact Study (Exhibit 2), the standards from this section were applied to the Traffic Impact Study, and all of the study intersections currently operate acceptably during the first hour per their applicable mobility standards and so the second hour was not analyzed

12.04.210 - Street design—Intersection angles.

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

Applicant's Response: No changes to the intersection are proposed, as a roundabout will be built by the City in the near future (see Pre-Application Summary Notes, Exhibit 3).

12.04.215 - Street design—Off-site street improvements.

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

Applicant's Response: The proposed development abuts two streets: Linn Avenue and Warner Parrott Road. Both streets currently meet minimum design and dimensional requirements but will be improved in the future with a roundabout at the intersection. The applicant and the City have discussed a future dedication of the land for the roundabout (see Pre-Application Summary Notes, Exhibit 3).

12.04.220 - Street design—Half street.

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

Applicant's Response: No half-street is proposed with this application.

12.04.225 - Street design—Cul-de-sacs and dead-end streets.

The city discourages the use of cul-de-sacs and permanent dead-end streets except where construction of a through street is found by the decision maker to be impracticable due to topography or some significant physical constraint such as geologic hazards, wetland, natural or historic resource areas, dedicated open space, existing development patterns, arterial access restrictions or similar situation as determined by the community development director. When permitted, access from new cul-de-sacs and permanent dead-end streets shall be limited to a maximum of twenty-five dwelling units and a maximum street length of two hundred feet, as measured from the right-of-way line of the nearest intersecting street to the back of the cul-de-sac curb face. In addition, cul-de-sacs and dead end roads shall include pedestrian/bicycle

accessways as required in this chapter. This section is not intended to preclude the use of curvilinear eyebrow widening of a street where needed.
Where approved, cul-de-sacs shall have sufficient radius to provide adequate turn-around for emergency vehicles in accordance with fire district and city adopted street standards. Permanent dead-end streets other than cul-de-sacs shall provide public street right-of-way/easements sufficient to provide turn-around space with appropriate no-parking signs or markings for waste disposal, sweepers, and other long vehicles in the form of a hammerhead or other design to be approved by the decision maker. Driveways shall be encouraged off the turnaround to provide for additional on-street parking space.

Applicant's Response: No cul-de-sac or dead-end streets are proposed with this application.

12.04.230 - Street design—Street names.

Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names shall conform to the established standards in the city and shall be subject to the approval of the city.

Applicant's Response: No new street names are proposed with this application.

12.04.235 - Street design—Grades and curves.

Grades and center line radii shall conform to the standards in the city's street design standards and specifications.

Applicant's Response: No changes to the street grades or center line radii are proposed with this application.

12.04.240 - Street design—Development abutting arterial or collector street.

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

Applicant's Response: The proposed development abuts two minor arterial streets (Linn Ave and Warner Parrott Road). Access operations are shown in the Traffic Impact Study (Exhibit 2). The building is not a residential property, nor does the access abut anther jurisdictions authority. Existing residential properties to the north and south are currently protected from access along these roads by private fences (see Site Plan, Exhibit 1, Sheet C-300). Access on the site will be controlled with landscaping and the provision of pedestrian walkways, which will guide visitors to entrances for the building. Along the frontage for both roads, the existing sidewalk continue to be protected from the arterials by landscaping and street trees.

12.04.245 - Street design—Pedestrian and bicycle safety.

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

Applicant's Response: No changes to the local street design have been required by decision makers (see Pre-Application Summary Notes, Exhibit 3). Current bicycle and pedestrian safety amenities will continue to be provided, including the crosswalk along Linn Avenue parallel to Williams Street and a bike lane on both streets.

12.04.255 - Street design—Alleys.

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

Applicant's Response: No public alleys are proposed with this application.

12.04.260 - Street design—Transit.

Streets shall be designed and laid out in a manner that promotes pedestrian and bicycle circulation. The applicant shall coordinate with transit agencies where the application impacts transit streets as identified in [Section] 17.04.1310. Pedestrian/bicycle access ways shall be provided as necessary in Chapter 12.04 to minimize the travel distance to transit streets and stops and neighborhood activity centers. The decision maker may require provisions, including easements, for transit facilities along transit streets where a need for bus stops, bus pullouts or other transit facilities within or adjacent to the development has been identified.

Applicant's Response: Linn Avenue currently has Trimet bus service (Line #33), with a stop adjacent to the current City Planning Department. No impacts to the transit service or bus stop are proposed with this development. Improvements to the street design along Linn Avenue are limited to the northern half of the east frontage, with expected improvements to be added by the City once the roundabout is built. As the transit stop is in the southern half of the east property line, it is expected to be part of future improvements.

12.04.265 - Street design—Planter strips.

All development shall include vegetative planter strips that are five feet in width or larger and located adjacent to the curb. This requirement may be waived or modified if the decision maker finds it is not practicable. The decision maker may permit constrained sites to place street trees on the abutting private property within ten feet of the public right-of-way if a covenant is recorded on the title of the property identifying the tree as a city street tree which is maintained by the property owner. Development proposed along a collector, minor arterial, or major arterial street may use tree wells with root barriers located near

the curb within a wider sidewalk in lieu of a planter strip, in which case each tree shall have a protected area to ensure proper root growth and reduce potential damage to sidewalks, curbs and gutters.
To promote and maintain the community tree canopy adjacent to public streets, trees shall be selected and planted in planter strips in accordance with Chapter 12.08, Street Trees. Individual abutting lot owners shall be legally responsible for maintaining healthy and attractive trees and vegetation in the planter strip. If a homeowners' association is created as part of the development, the association may assume the maintenance obligation through a legally binding mechanism, e.g., deed restrictions, maintenance agreement, etc., which shall be reviewed and approved by the city attorney. Failure to properly maintain trees and vegetation in a planter strip shall be a violation of this code and enforceable as a civil infraction.

Applicant's Response: As shown on the Street Tree Plan (Exhibit 1, Sheet L-002), a new sidewalk is proposed along Linn Avenue with a five foot wide planting area adjacent to the curb. The new sidewalk meets the existing sidewalk north of the property line and to the south where the landscape strip terminates at the crosswalk and curb cut. Eleven new street trees will be planted in the proposed landscape strip along Linn Avenue. Mature street trees are on the property side of the sidewalk along the southern half of the east property line and along Warner Parrott Road. These trees will remain, as no improvements are planned for the street design of these frontages. Landscaping will be added on the private property side of existing sidewalks where the existing driveways will be removed, to add continuity with the rest of the landscaping along the street frontage.

12.04.270 - Standard construction specifications.

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

Applicant's Response: The applicant assures that all workmanship and materials for this application's proposal will be in accordance with the "Oregon Standard Specifications for Construction" as prepared by the Oregon Department of Transportation (ODOT) and the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the city in accordance with this ordinance, in effect at the time of application. No exceptions are proposed at this time. No work is proposed within ODOT or Clackamas County's right of way.

12.08.015 - Street tree planting and maintenance requirements.

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

Applicant's Response: As shown in the Street Tree Plan (Exhibit 1, Sheet L-002), eleven street trees will be provided in the new landscape strip along Linn Avenue. Thirteen existing street trees will remain and be protected, while nine additional trees will be provided in the front yard setback along Warner Parrott Road, as the existing street design is a curb-tight sidewalk.

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

Applicant's Response: As shown on the Street Tree Plan (Exhibit 1, Sheet L-002),), the current property frontage will include trees spaced evenly every 35 feet. As there is 1571 feet of property frontage, this will require 45 street trees along the frontage of Linn Avenue and Warner Parrott Road. As the intersection of these streets will be improved with a roundabout in the future, the applicant will be deficient fourteen street trees, as any trees planted with this development will need to be removed for the roundabout. The applicant will pay a fee in lieu for these trees.

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

Applicant's Response: As shown on the Street Tree Plan (Exhibit 1, Sheet L-002),), the trees maintain appropriate clearance from streetlights, fire hydrants, intersections and power lines.

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

Applicant's Response: As shown on the Street Tree Plan (Exhibit 1, Sheet L-002), all trees to be planted will be a minimum of 2" caliper at six inches above the root crown. Street trees to be planted will be Skymaster Oak along Linn Avenue, and Littleleaf Linden and Wireless Zelkova along Warner Parrott Road.

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

Applicant's Response: The applicant agrees to prune all street trees to a height providing adequate clearance for street cleaning and ADA compliance.

12.08.020 - Street tree species selection.

The community development director may specify the species of street trees required to be planted if there is an established planting scheme adjacent to a lot frontage, if there are obstructions in the planting strip, or if overhead power lines are present.

Applicant's Response: As shown on the Street Tree Plan (Exhibit 1, Sheet L-002), street trees to be planted will be Quercos robur 'Pyramich' along Linn Avenue, and Tilia cordata and Zelkova serrata 'Schmidtlow' along Warner Parrott Road.

12.08.035 - Public tree removal.

Existing street trees shall be retained and protected during construction unless removal is specified as part of a land use approval or in conjunction with a public facilities construction project, as approved by the community development director. A diseased or hazardous street tree, as determined by a registered arborist and verified by the City, may be removed if replaced. A non-diseased, non-hazardous street tree that is removed shall be replaced in accordance with the Table 12.08.035.
All new street trees will have a minimum two-inch caliper trunk measured six inches above the root crown. The community development director may approve off-site installation of replacement trees where necessary due to planting constraints. The community development director may additionally allow a fee in-lieu of planting the tree(s) to be placed into a city fund dedicated to planting trees in Oregon City in accordance with Oregon City Municipal Code 12.08.
Table 12.08.035

Replacement Schedule for Trees Determined to be Dead, Diseased or Hazardous by a Certified Arborist		*Replacement Schedule for Trees Not Determined to be Dead, Diseased or Hazardous by a Certified Arborist*	
Diameter of tree to be Removed (Inches of diameter at 4-ft height)	*Number of Replacement Trees to be Planted*	*Diameter of tree to be Removed (Inches of diameter at 4-ft height)*	*Number of Replacement Trees to be Planted*
Any Diameter	*1 Tree*	*Less than 6"*	*1 Tree*
		6" to 12"	*2 Trees*
		13" to 18"	*3 Trees*
		19" to 24"	*4 Trees*
		25" to 30"	*5 Trees*
		31" and over	*8 Trees*

Applicant's Response: No existing street trees will be removed. Reference Tree Protection and Removal Plan in Exhibit 1, Sheet L-001.

12.08.040 - Heritage Trees and Groves.

A. Purpose. Certain trees, because of their age, species, natural resource value, ecological or historical association, are of special importance to the city. These trees may live on private or public property.
1. The purpose of this chapter is to recognize, foster appreciation and provide for voluntary protection of Heritage Trees.
2. In particular, the following trees are shall be considered significant, and therefore eligible for heritage tree nomination in Oregon City, if they meet the minimum size requirements of the table below:

Tree Eligibility based on Size

Species	*Common Name*	*Size (d.b.h)*
Quercus garrayana	*Oregon white oak*	*8"*
Pseudotsuga menziesii	*Douglas-fir*	*18"*
Thuja plicata	*Western red cedar*	*12"*
Pinus ponderosa	*Ponderosa pine*	*12"*
Taxus brevifolia	*Western yew*	*6"*
Other deciduous and horticultural tree species		*20"*
Other evergreen and conifer trees		*18"*

D. Criteria.

1. The city commission may designate a tree or grove as a Heritage Tree or Heritage Grove if the commission determines that the following criteria are met:

a. The tree or grove is of landmark importance to the City of Oregon City due to age, size, species, horticultural quality or historic importance; or

b. It is listed as a State Heritage Tree, as designated by the state division of forest resources; or

c. It is a rare species, or provides a habitat for rare species of plants, animals or birds; and

d. The tree is not irreparably damaged, diseased, hazardous or unsafe, or the applicant is willing to have the tree treated by an arborist and the treatment will alleviate the damage, disease or hazard;

E. Protection of Heritage Trees and Groves.

1. No Heritage Tree or Grove may be removed, topped, or otherwise altered unless permitted by this section.

2. An application to remove a Heritage Tree or Grove shall demonstrate that the burden imposed on the property owner, or, if the tree is located within the public right-of-way under city jurisdiction, then the burden imposed on the city by the continued presence of the tree outweighs the public benefit provided by the tree. For the purposes of making this determination, the following tree impacts shall not be considered unreasonable burdens on the property owner, or if appropriate, the city:

a. View obstruction;

b. Routine pruning, leaf raking and other maintenance activities; and

c. Infrastructure impacts or tree hazards that can be controlled or avoided by appropriate pruning or maintenance.

3. Unless the tree is permitted to be removed due to poor health or hazard pursuant to Section 12.08.042, the applicant shall be required to mitigate for the loss of the tree pursuant to Table 12.08.042.

4. Any person who removes a Heritage Tree or Grove in violation of this chapter shall be subject to the penalties provided in this chapter.

F. Recognition of Heritage Trees and Groves.

1. A Heritage Tree plaque may be designed and furnished by the city to the property owner, or if the tree is in the public right-of-way, to the appropriate city official, of a designated Heritage Tree or Grove. The city may charge a fee to cover the costs of the providing the plaque. The plaque shall be posted at a location at or near the tree or grove and, if feasible, visible from a public right-of-way.

2. The community development director shall maintain a list and map of designated Heritage Trees and Groves.
G. Removal of Heritage Tree or Grove Designation.
1. A Heritage Tree or Grove may be removed from designation if it dies or is removed pursuant to this chapter. If removed from private property, the city shall record a document extinguishing the covenant.

Applicant's Response: There are no Heritage Tree or Grove Designations on site.

12.08.045 - Gifts and funding.

The City of Oregon City may accept gifts, which are specifically designated for the purpose of planting or maintaining trees within the city. the community development director may allow a fee in-lieu of planting the tree(s) to be placed into a city fund dedicated to planting trees in Oregon City. The community development director may determine the type, caliper and species of the trees purchased with the fund. The cost of each tree may be adjusted annually based upon current market prices for materials and labor as calculated by the community development director. A separate fund shall be established and maintained for revenues and expenditures created by activities specified in this chapter. The natural resources committee shall have authority on behalf of the city to seek grants and alternative funding for tree projects. Funds from such grant awards shall be administered by the city pursuant to this section.

Applicant's Response: No gifts of trees or funding of trees (outside the fee in lieu for the fourteen deficient street trees) is proposed with this application.

H. CHAPTER 13.12 - STORMWATER MANAGEMENT

13.12.050 - Applicability and exemptions.

This chapter establishes performance standards for stormwater conveyance, quantity and quality. Additional performance standards for erosion prevention and sediment control are established in OCMC 17.47.

A. Stormwater Conveyance. The stormwater conveyance requirements of this chapter shall apply to all stormwater systems constructed with any development activity, except as follows:
   1. The conveyance facilities are located entirely on one privately owned parcel;
   2. The conveyance facilities are privately maintained; and
   3. The conveyance facilities receive no stormwater runoff from outside the parcel's property limits.

Those facilities exempted from the stormwater conveyance requirements by the above subsection will remain subject to the requirements of the Oregon Uniform Plumbing Code. Those exempted facilities shall be reviewed by the building official.

Applicant's Response: As shown on the Storm Drainage Plan (Exhibit 1, Sheet C-500), on site stormwater conveyance will provide quality and quantity control for any stormwater runoff. Stormwater management systems to be developed will be installed in accordance with the requirements of this chapter.

B. Water Quality and Flow Control. The water quality and flow control requirements of this chapter shall apply to the following proposed uses or developments, unless exempted under subsection C:
   1. Activities located wholly or partially within water quality resource areas pursuant to Chapter 17.49 that will result in the creation of more than five hundred square feet of impervious surface

within the WQRA or will disturb more than one thousand square feet of existing impervious surface within the WQRA as part of a commercial or industrial redevelopment project. These square footage measurements will be considered cumulative for any given five-year period; or

2. *Activities that create or replace more than five thousand square feet of impervious surface per parcel or lot, cumulated over any given five-year period.*

Applicant's Response: More than five thousand square feet of impervious surface will be on site; therefore, the standards of this chapter apply.

C. Exemptions. The following exemptions to subsection B of this section apply:

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

Applicant's Response: No exemptions are proposed to the stormwater management requirements.

D. Uses Requiring Additional Management Practices. In addition to any other applicable requirements of this chapter, the following uses are subject to additional management practices, as defined in the Public Works Stormwater and Grading Design Standards:

1. *Bulk petroleum storage facilities;*
2. *Above ground storage of liquid materials;*

3. *Solid waste storage areas, containers, and trash compactors for commercial, industrial, or multi-family uses;*
4. *Exterior storage of bulk construction materials;*
5. *Material transfer areas and loading docks;*
6. *Equipment and/or vehicle washing facilities;*
7. *Development on land with suspected or known contamination;*
8. *Covered vehicle parking for commercial or industrial uses;*
9. *Industrial or commercial uses locating in high traffic areas, defined as average daily count trip of two thousand five hundred or more trips per day; and*
10. *Land uses subject to DEQ 1200-Z Industrial Stormwater Permit Requirements.*

Applicant's Response: None of the above uses are proposed with this application. Therefore, no additional management practices are proposed.

13.12.080 - Submittal requirements.

A. Applications subject to stormwater conveyance, water quality, and/or flow control requirements of this chapter shall prepare engineered drainage plans, drainage reports, and design flow calculation reports in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards.

B. Each project site, which may be composed of one or more contiguous parcels of land, shall have a separate valid city approved plan and report before proceeding with construction.

Applicant's Response: Included in this application will be a Storm Drainage Plan (Exhibit 1, Sheet C-500) and Preliminary Stormwater Calculation Narrative (Exhibit 6) with design flow calculations in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards. There is only one project site; therefore, only one plan and report will be submitted.

13.12.090 - Approval criteria for engineered drainage plans and drainage report.

An engineered drainage plan and/or drainage report shall be approved only upon making the following findings:

A. The plan and report demonstrate how the proposed development and stormwater facilities will accomplish the purpose statements of this chapter.

B. The plan and report meet the requirements of the Public Works Stormwater and Grading Design Standards adopted by resolution under Section 13.12.020.

C. The storm drainage design within the proposed development includes provisions to adequately control runoff from all public and private streets and roof, footing, and area drains and ensures future extension of the current drainage system.

D. Streambank erosion protection is provided where stormwater, directly or indirectly, discharges to open channels or streams.

E. Specific operation and maintenance measures are proposed that ensure that the proposed stormwater quantity control facilities will be properly operated and maintained.

Applicant's Response: The applicant will adequately provide water quality treatment and flow control in accordance with the Stormwater and Grading Design Standards as is demonstrated in the preliminary stormwater calculations narrative. Operations and Maintenance measures will be documented in the final report for approval prior to permit issuance.

13.12.100 - Alternative materials, alternative design and methods of construction.

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

Applicant's Response: No alternative materials, designs, or methods of construction are proposed. All designs, materials, and methods will be prescribed by the Public Works Stormwater and Grading Standards.

13.12.120 - Standard construction specifications.

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

Applicant's Response: The applicant assures that the workmanship and materials are in accordance with the edition of "Standard Specifications for Public Works Construction," as prepared by the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the city, in effect at the time of application.

I. CHAPTER 15.48 - GRADING, FILLING AND EXCAVATING

15.48.030 Applicability—Grading permit required.

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

Applicant's Response: The applicant proposes clearing and grading limits (See Exhibit 1, Sheet C-400). An engineered grading design has been developed to mimic natural grading of the site to the extent possible, and to minimize disturbances on the western half of the site where development is not proposed. The applicant will acquire all necessary grading and erosion control permits prior to commencing work.

15.48.090 Submittal requirements.

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

Applicant's Response: The applicant will produce an engineered grading plan in accordance with the Stormwater and Grading Design Standards. A preliminary Grading Plan is included in Exhibit 1, Sheet C-400.

J. CHAPTER 17.41 - TREE PROTECTION STANDARDS

17.41.020 - Tree protection—Applicability.

1. Applications for development subject to Chapters 16.08 or 16.12 (Subdivision or Minor Partition) or Chapter 17.62 (Site Plan and Design Review) shall demonstrate compliance with these standards as part of the review proceedings for those developments.

2. For public capital improvement projects, the city engineer shall demonstrate compliance with these standards pursuant to a Type II process.
3. Tree canopy removal greater than twenty-five percent on sites greater than twenty-five percent slope, unless exempted under Section 17.41.040, shall be subject to these standards.
4. A heritage tree or grove which has been designated pursuant to the procedures of Chapter 12.08.050 shall be subject to the standards of this section.

Applicant's Response: The proposed application is subject to a Site Plan and Design Review; therefore, these standards apply. No tree canopy or heritage trees or groves will be removed. As shown in the Street Tree Plan (Exhibit 1, Sheet L-002), tree protection will be provided for the thirteen existing street trees.

17.41.030 - Tree protection—Conflicting code provisions.

Except as otherwise specified in this section, where these standards conflict with adopted city development codes or policies, the provision which provides the greater protection for regulated trees or groves, as defined in Section 17.04, shall govern.

Applicant's Response: The applicant understands that the most protective of code will be applied. No conflicting codes have been identified with this development.

17.41.040 - Same—Exemptions.

These regulations are not intended to regulate normal cutting, pruning and maintenance of trees on private property except where trees are located on lots that are undergoing development review or are otherwise protected within the Natural Resource Overlay District (NROD) of section 17.49. These standards are not intended to regulate farm and forest practices as those practices are defined under ORS 30.930. Farm or forest resources. An applicant for development may claim exemption from compliance with these standards if the development site containing the regulated grove or trees was a designated farm or forest use, tree farm, Christmas tree plantation, or other approved timber use within one year prior to development application. "Forest practices" and "forestlands" as used in this subsection shall have the meaning as set out in ORS 30.930. The community development director has the authority to modify or waive compliance in this case.

Applicant's Response: No exceptions from compliance to tree protection standards are proposed with this application.

17.41.050 - Same—Compliance options.

Applicants for review shall comply with these requirements through one or a combination of the following procedures:
A. Option 1—Mitigation. Retention and removal of trees, with subsequent mitigation by replanting pursuant to Sections 17.41.060 or 17.41.070. All replanted and saved trees shall be protected by a permanent restrictive covenant or easement approved in form by the city.
B. Option 2—Dedicated Tract. Protection of trees or groves by placement in a tract within a new subdivision or partition plat pursuant to Sections 17.41.080—17.41.100; or
C. Option 3—Restrictive Covenant. Protection of trees or groves by recordation of a permanent restrictive covenant pursuant to Sections 17.41.110—17.41.120; or

D. Option 4—Cash-in-lieu of planting pursuant to Section 17.41.130.
A regulated tree that has been designated for protection pursuant to this section must be retained or permanently protected unless it has been determined by a certified arborist to be diseased or hazardous, pursuant to the following applicable provisions.
The community development director, pursuant to a Type II procedure, may allow a property owner to cut a specific number of trees within a regulated grove if preserving those trees would:
1. Preclude achieving eighty percent of minimum density with reduction of lot size; or
2. Preclude meeting minimum connectivity requirements for subdivisions.

Applicant's Response: The applicant will comply with Option 1—Mitigation for compliance to tree retention and removal of trees, with mitigation by replanting. The applicant understands that all replanted and saved trees will be protected by a restrictive covenant or easement.

17.41.060 - Tree removal and replanting—Mitigation (Option 1).

A. Applicants for development who select this option shall ensure that all healthy trees shall be preserved outside the construction area as defined in Chapter 17.04to the extent practicable. Compliance with these standards shall be demonstrated in a tree mitigation plan report prepared by a certified arborist, horticulturalist or forester or other environmental professional with experience and academic credentials in forestry or arborculture. At the applicant's expense, the city may require the report to be reviewed by a consulting arborist. The number of replacement trees required on a development site shall be calculated separately from, and in addition to, any public or street trees in the public right-of-way required under section 12.08—Community Forest and Street Trees.
B. The applicant shall determine the number of trees to be mitigated on the site by counting all of the trees six inch DBH (minimum four and one-half feet from the ground) or larger on the entire site and either:
1. Trees that are removed outside of the construction area, shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2; or
2. Diseased or hazardous trees, when the condition is verified by a certified arborist to be consistent with the definition in Section 17.04.1360, may be removed from the tree replacement calculation. Regulated healthy trees that are removed outside of the construction area, shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Regulated healthy trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2.

Table 17.41.060-1
Tree Replacement Requirements
All replacement trees shall be either:
Two-inch caliper deciduous, or
Six-foot high conifer

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

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

Applicant's Response: Reference Arborist's Tree Inventory and Report and Tree Protection and Removal Plan (Exhibit 1, Sheet L-001) for tree removal information. All trees to be removed fall within the construction area. All replacement trees shall be either 2" caliper deciduous or 6' height conifer minimum. 28 trees are required for mitigation. 35 trees are provided not including Street Trees. Reference Landscape Plan L-003 for species and size information.

17.41.070 - Planting area priority for mitigation (Option 1).

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

Applicant's Response: All mitigation trees will be planted on the development site.

17.41.075 - Alternative mitigation plan.

The community development director may, subject to a Type II procedure, approve an alternative mitigation plan that adequately protects habitat pursuant to the standards for the natural resource overlay district alternative mitigation plan, Section 17.49.190.

Applicant's Response: No natural resource overlay district is located on the site; therefore, no alternative mitigation plan for habitat protection is proposed.

17.41.080 - Tree preservation within subdivisions and partitions—Dedicated tract (Option 2).

A. Applicants for new subdivision and partition plats may delineate and show the regulated trees or groves as either a separate tract or part of a larger tract that meets the requirements of subsection D. of this section.
B. The standards for land divisions subject to this section shall apply in addition to the requirements of the city land division ordinance and zoning ordinance, provided that the minimum lot area, minimum average lot width, and minimum average lot depth standards of the base zone may be superseded in order to allow for a reduction of dimensional standards pursuant to Section 17.41100 below.
C. Prior to preliminary plat approval, the regulated tree or grove area shall be shown either as a separate tract or part of a larger tract that meets the requirements of subsection D. of this section, which shall not be a part of any parcel used for construction of a structure. The size of the tract shall be the minimum necessary as recommended by a consulting arborist to adequately encompass the dripline of the tree, protect the critical root zone and ensure long term survival of the tree or grove.
D. Prior to final plat approval, ownership of the regulated tree or grove tract shall be identified to distinguish it from lots intended for sale. The tract may be identified as any one of the following:
1. Private open space held by the owner or a homeowners association; or
2. For residential land divisions, private open space subject to an easement conveying stormwater and surface water management rights to the city and preventing the owner of the tract from activities and uses inconsistent with the purpose of this document; or
3. At the owners option, public open space where the tract has been dedicated to the city or other governmental unit; or
4. Any other ownership proposed by the owner and approved by the community development director.

Applicant's Response: No subdivisions or partitions are proposed with this application.

17.41.090 - Density transfers incentive for tree protection tracts (Option 2).

A. The purpose of this section is to allow dimensional adjustments within a regulated tree protection tract to be transferred outside said tract to the remainder of the site. This provision applies on-site and density shall not be transferred beyond the boundaries of the development site.
B. Development applications for subdivisions and minor partitions that request a density transfer shall:
1. Provide a map showing the net buildable area of the tree protection tract;
2. Provide calculations justifying the requested dimensional adjustments;
3. Demonstrate that the minimum lot size requirements can be met based on an average of all lots created, including the tree protection tract created pursuant toSection 17.41.080;
4. Demonstrate that, with the exception of the tree protection tract created pursuant to Section 17.41.080, no parcels have been created which would be unbuildable in terms of minimum yard setbacks;
5. Meet all other standards of the base zone except as modified in section 17.41.100.
C. The area of land contained in a tree protection tract may be excluded from the calculations for determining compliance with minimum density requirements of the zoning code.

Applicant's Response: No density transfers are proposed with this application.

17.41.100 - Permitted modifications to dimensional standards (Option 2 only).

A. An applicant proposing to protect trees in a dedicated tract pursuant to section 17.41.080 may request, and the community development director, pursuant to a Type II procedure, may grant a reduction to, the lot size, width, depth, and setbacks of the underlying zone district in approving a subdivision or partition if necessary to retain a regulated tree or grove in a tract, as long as the calculation of average lot size, including tree protection tracts, meet the minimum lot size for the zone. The applicant may choose to make the adjustments over as many lots as required. For example, the lot reduction could be spread across all the remaining lots in the proposed subdivision or partition or could be applied to only those needed to incorporate the area of the tree tract.

Table 17.41.100 A
Lot Size Reduction

ZONE	*Min. Lot Size [sq. feet]*	*Min. Lot Width*	*Min. Lot Depth*
R-10	*5,000 sq. feet*	*50'*	*65'*
R-8	*4,000 sq. feet*	*45'*	*60'*
R-6	*3,500 sq. feet*	*35'*	*55'*
R-5	*3,000 sq. feet*	*30'*	*50'*
R-3.5	*1,800 sq. feet*	*20'*	*45'*

Table 17.41.100 B
Reduced Dimensional Standards for Detached Single-Family Residential Units

Size of Reduced Lot	*Front Yard Setback*	*Rear Yard Setback*	*Side yard Setback*	*Corner Side*	*Lot Coverage*
8,000—9,999 square feet	*15 feet*	*20 feet*	*7/9 feet*	*15 feet*	*40%*
6,000—7,999 square feet	*10 feet*	*15 feet*	*5/7 feet*	*15 feet*	*40%*
4,000—5,999 square feet	*10 feet*	*15 feet*	*5/5 feet*	*10 feet*	*40%*
1,800—3,999 square feet	*5 feet*	*15 feet*	*5/5 feet*	*10 feet*	*55%*

Table 17.41.100 C
Reduced Dimensional Standards for Single-Family Attached or Two-Family Residential Units

Size of Reduced Lot	*Front Yard Setback*	*Rear Yard Setback*	*Side yard Setback*	*Corner Side*	*Lot Coverage*
3,500—7,000 square feet	*10 feet*	*15 feet*	*5/0* feet*	*10 feet*	*40%*
1,800—3,499 square feet	*5 feet*	*15 feet*	*5/0* feet*	*10 feet*	*55%*

**0 foot setback is only allowed on single-family attached units*

Applicant's Response: No divisions or partitions are proposed with this application.

17.41.110 - Tree protection by restrictive covenant (Option 3).

Any regulated tree or grove which cannot be protected in a tract pursuant to Section 17.41.080 above shall be protected with a restrictive covenant in a format to be approved by the community development director. Such covenant shall be recorded against the property deed and shall contain provisions to permanently protect the regulated tree or grove unless such tree or grove, as determined by a certified arborist and approved by the community development director, are determined to be diseased or hazardous.

Applicant's Response: No restrictive covenant is proposed with this application.

17.41.120 - Permitted adjustments (Option 3 Only).

A. The community development director, pursuant to a Type II procedure, may grant an adjustment to the side, front and rear yard setback standards by up to 50 percent if necessary to retain a Regulated Tree or Grove through a restrictive covenant pursuant to this section. In no case may the side yard setback be reduce less than three feet. The adjustment shall be the minimum necessary to accomplish preservation of trees on the lot and shall not conflict with other conditions imposed on the property.
B. The community development director, pursuant to a Type II procedure, may grant an adjustment to street standards, pursuant to adopted public works standards, in order to preserve a tree. This may include flexibility to redesign sidewalk and planter strip sizes and locations and allow placement of sidewalks and planter strips in an easement within private lots.
C. The community development director, pursuant to a Type II procedure, may allow other adjustments in order to preserve any healthy tree that cannot be moved due to its size, but will contribute to the landscape character of the area and will not present a foreseeable hazard if retained.

Applicant's Response: Option 3 will not be chosen with this application, and no adjustments are proposed regarding tree protection.

17.41.1[25] - Cash-in-lieu of planting (tree bank/fund) (Option 4).

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

Applicant's Response: Option 4 will not be chosen with this option.

17.41.130 - Regulated tree protection procedures during construction.

A. No permit for any grading or construction of public or private improvements may be released prior to verification by the community development director that regulated trees designated for protection or conservation have been protected according to the following standards. No trees designated for removal shall be removed without prior written approval from the community development director.

Applicant's Response: The applicant understands that all grading, construction, and tree removal will only occur after approval from the community development director has verified protection and provided approval for removal.

B. Tree protection shall be as recommended by a qualified arborist or, as a minimum, to include the following protective measures:
1. Except as otherwise determined by the community development director, all required tree protection measures set forth in this section shall be instituted prior to any development activities, including, but not limited to clearing, grading, excavation or demolition work, and such measures shall be removed

only after completion of all construction activity, including necessary landscaping and irrigation installation, and any required plat, tract, conservation easement or restrictive covenant has been recorded.
2. Approved construction fencing, a minimum of four feet tall with steel posts placed no farther than ten feet apart, shall be installed at the edge of the tree protection zone or dripline, whichever is greater. An alternative may be used with the approval of the community development director.
3. Approved signs shall be attached to the fencing stating that inside the fencing is a tree protection zone, not to be disturbed unless prior approval has been obtained from the community development director.
4. No construction activity shall occur within the tree protection zone, including, but not limited to; dumping or storage of materials such as building supplies, soil, waste items; nor passage or parking of vehicles or equipment.
5. The tree protection zone shall remain free of chemically injurious materials and liquids such as paints, thinners, cleaning solutions, petroleum products, and concrete or dry wall excess, construction debris, or run-off.
6. No excavation, trenching, grading, root pruning or other activity shall occur within the tree protection zone unless directed by an arborist present on site and approved by the community development director.
7. No machinery repair or cleaning shall be performed within ten feet of the dripline of any trees identified for protection.
8. Digging a trench for placement of public or private utilities or other structure within the critical root zone of a tree to be protected is prohibited. Boring under or through the tree protection zone may be permitted if approved by the community development director and pursuant to the approved written recommendations and on-site guidance and supervision of a certified arborist.
9. The city may require that a certified arborist be present during any construction or grading activities that may affect the dripline of trees to be protected.
10. The community development director may impose conditions to avoid disturbance to tree roots from grading activities and to protect trees and other significant vegetation identified for retention from harm. Such conditions may include, if necessary, the advisory expertise of a qualified consulting arborist or horticulturist both during and after site preparation, and a special maintenance/management program to provide protection to the resource as recommended by the arborist or horticulturist.

Applicant's Response: Reference Tree Protection and Removal Plan (Exhibit 1, Sheet L-001) for tree protection measures. Tree protection measures will comply with city requirements and have been developed as recommended by the project Arborist.

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

Applicant's Response: As shown in the Grading Plans, best practices will be used to ensure that the site drainage will not impact the tree protection areas and that excessive site run-off will be directed to storm drainage facilities. As shown in the Tree Protection and Removal Plan (Exhibit 1, Sheet L-001), activity has been limited in these sensitive areas.

K. CHAPTER 17.47 - EROSION AND SEDIMENT CONTROL

17.47.070 Erosion and sediment control plans.

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

Applicant's Response: Prior to the construction permit application, the applicant will submit an Erosion Control Application, which will include an Erosion and Sediment Control Plan outlining methods and measures to be used during and following construction to prevent and control erosion. It is anticipated that both a City Erosion Control Permit and an Oregon DEQ 1200-C Permit will be acquired prior to construction.

L. CHAPTER 17.54 - SUPPLEMENTAL ZONING REGULATIONS AND EXCEPTIONS

17.54.100 - Fences.

Fence, Setback and Height Limitations.
A fence may be located on the property or in a yard setback area subject to the following:

A. Generally. Fence, hedge, or wall.

1. *Fences and walls—Fences and walls over forty-two inches shall not be located in front of the front façade or within forty feet of the public right-of-way, whichever is less. All other fences (including fences along the side and rear of a property) shall not exceed six feet in total height unless as permitted [in] Section 17.54.100.B.*
2. *Hedges shall not be more than forty-two inches in the underlying front yard setback. Individual plants and trees taller than forty-two inches tall may be permitted provided there is at least one foot clearance between each plant.*
3. *Property owners shall ensure compliance with the traffic sight obstruction requirements in Chapter 10.32 of the Oregon City Municipal Code.*
4. *It is unlawful for any person to erect any electric fence or any fence constructed in whole or in part of barbed wire or to use barbed wire, except as erected in connection with security installations at a minimum height of six feet, providing further that prior written approval has been granted by the city manager.*

Applicant's Response: As shown on the Site Plan (Exhibit 1, Sheet C-300), a six-foot-tall fence will be used around the northeastern quarter of the site comprised of the employee parking area and northern half of the Public Safety Building. A gate on both the driveway from Linn Avenue and along the western accessway will provide access to the building employees. As shown in responses to Section 17.54.100.B, the fencing will be in front of the northern section of the building to completely surround all secure area. No hedges or walls will be more than forty-two inches tall.

B. Exception. Fence, hedge, wall, or other obstructing vegetation on retaining wall. When a fence, hedge, wall, or other obstructing vegetation is built on a retaining wall or an artificial berm that is not adjacent to or abutting a public right-of-way, the following standards shall apply:

1. *When the retaining wall or artificial berm is thirty inches or less in height from the finished grade, the maximum fence or wall height on top of the retaining wall shall be six feet.*
2. *When the retaining wall or earth berm is greater than thirty inches in height, the combined height of the retaining wall and fence or, wall from finished grade shall not exceed eight and one-half feet.*
3. *Fences, hedges or walls located on top of retaining walls or earth berms in excess of eight and one-half feet in height shall be set back a minimum of two feet from the edge of the retaining wall or earth berm below and shall not exceed a combined height of eight and one-half feet.*
4. *An alternative height or location requirement may be approved within a land use process for all non-single-family and two-family residential properties. The fence, hedge or wall shall be compatible with the adjacent neighborhood and achieve the same intent of the zoning designation and applicable site plan and design review process. In no case may the fence, hedge or wall exceed eight feet in height without approval of a variance.*

Applicant's Response: The proposed use is not a single-family or two-family residential property. As such, an alternative location requirement is requested to include the six-foot fence within the frontage facing Linn Avenue along the northern half of the building for security purposes. The fencing will prevent access to the police vehicle and employee parking, as well as access to more secure parts of the building, including evidence storage and armory. The fencing will have landscaping to reduce the visual impact, while maintaining some visibility clearance for security.

VI. Conformance with Comprehensive Plan Policies

A. Goal 1: Citizen Involvement

Goal 1.1 Citizen Involvement Program Implement a Citizen Involvement Program that will provide an active and systematic process for citizen participation in all phases of the land-use decision making process to enable citizens to consider and act upon a broad range of issues affecting the livability, community sustainability, and quality of neighborhoods and the community as a whole.
Policy 1.1.1 - Utilize neighborhood associations as the vehicle for neighborhood-based input to meet the requirements of the Land Conservation and Development Commission (LCDC) Statewide Planning Goal 1, Citizen Involvement. The Citizen Involvement Committee (CIC) shall serve as the officially recognized citizen committee needed to meet LCDC Statewide Planning Goal 1.

Goal 1.4 Provide complete information for individuals, groups, and communities to participate in public policy planning and implementation of policies.
Policy 1.4.1 - Notify citizens about community involvement opportunities when they occur.

Applicant's Response: A neighborhood meeting was held on March 21st, 2019, which followed the neighborhood notification process as outlined in the Oregon City municipal code. The development will be located in the Rivercrest neighborhood, and all records related to the neighborhood notification are included in this application under Exhibit 4.

Figure 5. Chief of Police James Band, presenting at the neighborhood notification meeting

B. Goal 2: Land Use

Goal 2.3: Corridors: Focus transit-oriented, higher intensity, mixed-use development along selected transit corridors.
Policy 2.4.2 Strive to establish facilities and land uses in every neighborhood that help give vibrancy, a sense of place, and a feeling of uniqueness; such as activity centers and points of interest.

Applicant's Response: The proposed development will be located adjacent to a Tri-met bus stop for the #33 bus line. The building will have a distinct aesthetic quality which identifies it as a public building and will include open glass façade around the entrance and wooden paneling.

C. Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

Goal 5.3: Historic Resources
Encourage the preservation and rehabilitation of homes and other buildings of historic or architectural significance in Oregon City.

Applicant's Response: The façade of the existing building (Mt. Pleasant School) will be demolished as part of this development. While the building is not a state recognized historic site, but images of the building will be recorded for historic records. Notice of the proposed development has been provided to the State Historic Preservation Office (SHPO) (see Exhibit 5).

D. Goal 11: Public Facilities

Goal 11.1: Serve the health, safety, education, welfare and recreational needs of all Oregon City residents through the planning and provision of adequate public facilities.
Policy 11.1.3: Confine urban public facilities and services to the city limits except where allowed for safety and health reasons in accordance with state land-use planning goals and regulations. Facilities that serve the public will be centrally located and accessible, preferably by multiple modes of transportation.
Policy 11.1.3 Confine urban public facilities and services to the city limits except where allowed for safety and health reasons in accordance with state land use planning goals and regulations. Facilities that serve the general public will be centrally located and accessible, preferably by multiple modes of transportation.

Goal 11.11 Civic Facilities Strategically locate civic facilities to provide efficient, cost-effective, accessible, and customer friendly service to Oregon City residents.
Policy 11.11.1 Locate City facilities in a way that ensures customer service and provides easy access to the majority of residents. Access should be provided for the physically impaired and for those traveling by transit, bicycle, or foot.
Policy 11.11.3 Implement measures to maximize and leverage resources and increase services to the public.

Policy 11.11.4 Incorporate measures to meet long-term rising demand for services. Provide for future needs of increased staff, space and storage when purchasing or building new city facilities.

Applicant's Response: The purpose of the building will be a Public Safety Center, which will include the police station and a courthouse. This directly provides the public service of safety and education in the center of Oregon City. The building will be located within access to transit, bicycle facilities, and pedestrian access, as well as have public parking for visitors. The building is located in the center of two arterial streets near the center of town and close to other public service buildings (the Planning Department shares a lot with the proposed building). Since the lot is already owned by the City, the reuse of the lot for another public service expands existing City resources without incurring the cost of procuring additional land.

Robert Libke Public Safety Building

Site Plan Design Review / Conditional Use / Zoning Code Interpretation / Variances

List of Exhibits

Exhibit 1: Plan Set (provided under separate cover)
Exhibit 2: Traffic Impact Study (provided under separate cover)
Exhibit 3: Pre-Application Summary Notes
Exhibit 4: Neighborhood Meeting Documentation
Exhibit 5: SHPO Letter
Exhibit 6: Preliminary Stormwater Calculations
Exhibit 7: Lighting Cutsheets
Exhibit 8: Construction Cost Form
Exhibit 9: Current Preliminary Title Report
Exhibit 10: Mailing Labels for Owners within 300 feet of the Site (provided under separate cover)
Exhibit 11: Materials Board (provided under separate cover)

Exhibit 1

Plan Set (under separate cover)

Exhibit 2

Traffic Impact Study

(provided under separate cover)

Exhibit 3

Pre-Application Summary Notes

OREGON CITY
Community Development Department
698 Warner Parrott Rd | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

DRAFT

Pre-Application Conference Notes

PA-19-01: Oregon City Police Station

Pre-Application Conference Date: **1/29/2019**

General Information:

Location: Clackamas County 3-2E-06DB – 00100, 02000, 02003

- Site Address: 1232 Linn Avenue, Oregon City, OR
- Zoning: "I" Institutional
- Proposed Development: 65,000 sf police station, public plaza, and associated parking lots
- Applicable overlay districts: None
- Applications anticipated:
  - Type II Site Plan Design Review with Traffic Study
  - Conditional Use Review
  - Code Interpretation (if submitted before code amendments in place)
  - Potential Variance

Previous Approvals:

PZ 17-01: Comprehensive Plan Amendment
ZC-17-04: Zone Change
SP 17-114: Minor Site Plan and Design Review

Review Process:

Conditional Use review is a Type III decision. Type III decisions require a minimum of one public hearing before the Planning Commission and involve the greatest amount of discretion and evaluation of subjective approval standards, yet are not required to be heard by the city commission, except upon appeal. This is a Type III process defined in 17.50.030 - Summary of the city's decision-making processes.

The applicant is entitled to a decision from the city for a decision of approval, approval with conditions or denial within 120 days of deeming the application complete, by state law.

Type III decisions are rendered by the Planning Commission, with appeal on the record to the City Commission, and then onto LUBA.

Upcoming Potential Code Changes

The City is in the process of significantly amending the development code, which may include removal of many standards. These amendments will be effective mid-May 2019 or later. The draft versions and an

estimated timeline may be found at https://www.orcity.org/planning/housing-and-other-development-and-zoning-code-amendments

Approval Criteria:

Chapter 17.39 – Institutional District

- Minimum height: Within one hundred feet of any district boundary, not to exceed thirty-five feet; elsewhere, not to exceed seventy feet.
- Minimum required setbacks: Twenty-five feet from property line except when the development is adjacent to a public right-of-way. When adjacent to a public right-of-way, the minimum setback is zero feet and the maximum setback is five feet. The maximum setback is discussed later in the notes
- Fire station is a conditional use; police station is not listed. A code interpretation is needed to find that police station is similar to fire station. Provide a narrative explanation of why this should be considered similar. The code amendments add police station as a conditional use; if your application is submitted after code amendments are in place, a code interpretation is not needed.

Chapter 17.56 Conditional Uses

You will need to show compliance with the following criteria:

The planning commission may allow a conditional use, provided that the applicant provides evidence substantiating that all the requirements of this title relative to the proposed use are satisfied, and demonstrates that the proposed use also satisfies the following criteria:

1. The use is listed as a conditional use in the underlying district;
2. The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, existence of improvements and natural features;
3. Development shall demonstrate compliance with Chapter 12.04, Streets, Sidewalks and Public Places;
4. The proposed use will not alter the character of the surrounding area in a manner which substantially limits, impairs or precludes the use of surrounding properties for the primary uses listed in the underlying district;
5. The proposal satisfies the goals and policies of the city comprehensive plan which apply to the proposed use. *See attached comprehensive plan goals and policies that apply. Conditions of approval related to the Mt. Pleasant school demolition will be tied to Comprehensive Plan goals for historic preservation.*

Permits for conditional uses shall stipulate restrictions or conditions which may include, but are not limited to, a definite time limit to meet such conditions, provisions for a front, side or rear yard greater than the minimum dimensional standards of the zoning ordinance, suitable landscaping, off-street parking, and any other reasonable restriction, condition or safeguard that would uphold the spirit and intent of the zoning ordinance, and mitigate adverse effect upon the neighborhood properties by reason of the use, extension, construction or alteration allowed as set forth in the findings of the planning commission.

Chapter 17.60 Variances

A variance may be granted only in the event that all of the following conditions exist:

A. That the variance from the requirements is not likely to cause substantial damage to adjacent properties by reducing light, air, safe access or other desirable or necessary qualities otherwise protected by this title;
B. That the request is the minimum variance that would alleviate the hardship;
C. Granting the variance will equal or exceed the purpose of the regulation to be modified.
D. Any impacts resulting from the adjustment are mitigated;
E. No practical alternatives have been identified which would accomplish the same purpose and not require a variance; and
F. The variance conforms to the comprehensive plan and the intent of the ordinance being varied.
    - *The intent of the standard is often explained by the purpose statement at the beginning of the code section or chapter. Otherwise, it may be found indirectly stated in the Comprehensive Plan.*

Chapter 17.62 - SITE PLAN AND DESIGN REVIEW (17.62.050, 17.62.055, 17.62.065, 17.62.085)

A few key sections of the 17.62 standards are included below:

- Parcels larger than three acres shall provide streets as required in Chapter 12.04. The streets shall connect with existing or planned streets adjacent to the site. Chapter 12.04 contains block length requirements with a maximum of 530 feet per block. If streets are not provided to meet this standard, pedestrian accessways are required every 330 feet. A variance to this standard may be required based on the proposed plan, including:
    - East-west connection: sidewalk along building can provide an alternative to an accessway. Width should be 7 feet minimum.
    - Possible condition of approval for full connection (through field) when the field portion of the site is developed in the future.
    - North-south connection: there is no street or accessway to connect to north of the site. Should provide connection from Warner Parrott to east-west connection.
- Building entrances must face the street. A variance to this standard may be required based on the proposed plan.
- The most architecturally significant façade must face the street. A variance to this standard may be required based on the proposed plan.
- Note Pedestrian Circulation requirements in Chapter 17.62.050.A.9.
    - Pedestrian connections to other areas of the site, such as parking areas, recreational areas, common outdoor areas, and any pedestrian amenities are required. Include connection to recreation field over driveway.
    - Pathways between the street and buildings fronting on the street shall be direct.
- Note building materials requirements in Chapter 17.62.050.A.21. Chain link is prohibited in visible locations.
- Outdoor lighting (OCMC Section 17.62.065). A photometric demonstrating compliance with lighting standards is required.
- Mechanical equipment should be screened (rooftop and ground mounted)
- Refuse and recycling enclosures (OCMC Section 17.62.085)

Commercial/Institutional Requirements (17.62.055):

- Note wall articulation and modulation requirements (code amendments will alter these standards). A variance can be pursued, or a modification per 17.62.015. Current standards include but are not limited to the following, which the proposal appears not to meet:
    - All facades are required to have wall plane projections or recesses with depth of at least 3% of the length of the facade and extending at least 20% of the length of the façade
    - Facades shall have an expression of architectural or structural bays through a change in plane no less than twelve inches in width, such as an offset, reveal or projecting rib
    - Texture, color, or material changes shall repeat at intervals of no more than thirty feet along all facades
    - All facades shall have a recognizable "top" consisting of, but not limited to:
        a. Cornice treatments, other than just colored "stripes" or "bands," with integrally textured materials such as stone or other masonry or differently colored materials; or
        b. Sloping roof with overhangs and brackets; or
        c. Stepped parapets;
        d. Special architectural features, such as bay windows, decorative roofs and entry features may project up to three feet into street rights-of-way, provided that they are not less than nine feet above the sidewalk

  The standards in the code amendments which the proposal does not appear to meet are:
    - All front and side facades shall provide a design element or architectural feature that add interest and detail such that there are no blank walls of thirty feet in length or more
    - Street facing facades shall include additional design features. For every thirty feet of façade length, three elements are required (see full list in code amendments)
    - The maximum length of any continuous roofline on a street-facing façade shall be seventy-five feet without a cross gable or change in height of at least two feet

- Note transparency requirements. It is not clear if the building meet the standard for 60% transparency on the front (Linn Ave) façade.
- Entrances must face the street and placed a maximum of 5 feet from the property line. A variance may be required based on the proposal. The proposal does not appear to meet entryway elements in 17.62.055.D.3.
- On sites with one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. A variance may be required based on the proposal. Approximately measurements are:
    - Frontage length along Linn Avenue: 752 feet. 60%: 451 feet
    - Comm Dev Building: 71 feet
    - Building wall length: 113 feet.
    - Frontage length will be reduced by future roundabout
    - The plaza can serve as mitigation for this variance

Chapter 17.52 - Off-Street Parking and Loading

- Vehicular parking

    - Must be behind or to the side of buildings
    - Up to 35% of spaces may be compact spaces
    - City code does not have minimum or maximum vehicular parking space standards for police stations, so your application should propose a ratio based on other jurisdictions or similar uses.
    - Include the Community Development Building in your calculations: the annex structure is approximately 6,850 square feet and for the purposes of parking is being considered office use
    - Fleet storage will not count toward parking requirements; however, parking lot landscaping requirements apply in fleet storage areas.
    - On-street parking can be credited toward off-street parking minimums (22 feet of curb length is one space).
    - New developments with seventy-five or more parking spaces, and new hospitals, government offices, group homes, nursing and retirement homes, schools and transit park-and-ride facilities with fifty or more parking spaces, shall identify the spaces available for employee, student and commuter parking and designate at least five percent, but not fewer than two, of those spaces for exclusive carpool and vanpool parking. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other employee, student or commuter parking spaces with the exception of ADA accessible parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."
- Bicycle Parking
    - City code does not have minimum or maximum bicycle parking ratio for police stations, so your application should propose a ratio based on other jurisdictions or similar uses.
    - Outdoor bicycle parking should be no farther from the main building entrance than the distance to the closest vehicle space, or fifty feet, whichever is less
    - Note bicycle parking location requirements in 17.52.060.
- Parking Lot Landscaping
    - There are some zoning incentives for LID treatments written into the design review code that allows pervious and LID type treatments to be credited towards landscaping requirements.
    - At least 10% of the interior of parking lots must be landscaped.
    - Building buffer landscaping is required (5 feet wide, or widen sidewalk to 7 feet and add tree wells)
    - A landscape island is required between every 8 parking spaces. The site plan shows 9 spaces in a row in some locations.
    - The applicant may propose an alternative LID solution for the parking lots, in which case dimensional landscaping standards may be altered.
    - Use alternative parking landscaping plan for covered areas – see 17.52.070.

Chapter 17.41 - TREE PROTECTION STANDARDS

- A tree plan is required which indicates the location of all trees on the site with a diameter of 6" DBH or greater. The applicant may select one or more of four options for how trees will be protected, removed and / or mitigated if removed from the site.
- Trees that are dead/diseased/dying/hazardous as determined by an arborist are exempt from mitigation requirements.

- Tree protection during construction is required per 17.41.130.

Chapter 17.54 – Supplemental Zoning Regulations and Exceptions

- Fences: maximum height is 8 feet and no chain link is permitted.

Transportation

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

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

The applicant should be aware that the entire site under the ownership of the city has a trip cap. This trip cap was established when the zoning of the property was changed as part of the land use process for PZ17-01. The trip cap for the site was defined as: 238 AM peak hour trips and 143 PM peak hour trips. For the purposes of PA19-01, the applicant may assume that the existing government office space that will remain on site (the Community Development offices) have the following trip generation characteristics: 40 AM peak hour trips and 8 PM peak hour trips. The applicant may conduct traffic counts to determine whether the trip generation of the Community Development offices differ from those values and use those values as an option.

If the applicant's calculation of trip generation from the existing Community Development offices and the proposed new uses on the site result in the trip cap being exceeded, the applicant will be required to perform additional analysis to show compliance with the Transportation Planning Rule (OAR 660-12-0060).

Key issues to be addressed in the TAL include site access, potential interference with operations of nearby intersections or driveways, site circulation, safety for users of all modes. The applicant is advised to review the conditions of approval associated with PZ17-01 in the development of the TAL and the site plan.

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

Applicant Questions:

1. Are we meeting city requirements for the additional 15' of setback with the current plan? As indicated in the SD narrative, the site plan shows the following in an effort to meet the Institutional Building Standards larger front yard setback:
   o Benches
   o Pedestrian scale lighting (light bollards; we have minimized the quantity of these for budget considerations)

o Enhanced landscaping: bermed earth, larger diameter street trees, garden-esque planting design

These elements are enough to allow for the increased setback shown; however, the building frontage requirement and entryway requirements are still not met. A variance is likely to be required.

2. Will the city accept our trees that are within the property line as public street trees? Code indicates they will allow street trees located within the property line in certain instances. Per city code, the plan indicates 1 tree per every 35' of frontage (within the limit of work on Linn Avenue). Street trees are placed on both sides of the improved sidewalk. This layout of street trees will provide an enhanced pedestrian experience to create a Civic scale presence on the street.

Trees must be in the planter strip unless you can show it in not feasible to place them there. Trees in the planter strip are preferred because they will better shade the street. Trees are not necessarily required in between the sidewalk and building. The City will accept a larger planter strip to accommodate larger trees if desired.

3. Will the city require additional street trees on Warner Parrott or Linn Avenue? We are only indicating street trees on Linn Avenue within our limit of work, as this is our new development frontage.

Yes, but the applicant can eliminate the future roundabout area from the frontage length calculation. Some existing trees may be counted as street trees for these locations. The sidewalk is curb tight and any new street trees should be located behind the sidewalk. The applicant may pay a fee in lieu instead of planting street trees; this is preferred.

Neighborhood Meeting Required:
A meeting with the Rivercrest Neighborhood Association is required for a complete application per Chapter 17.50.055. OCMC 17.50.055 requires that you contact the Neighborhood Association and Citizen Involvement Committee(CIC). Contact info for the CIC is here: https://www.orcity.org/bc-cic

You may schedule your own meeting per 17.50.055: the meeting must be after six p.m. or on the weekend, with notice to the neighborhood association, citizen involvement committee, and all property owners within three hundred feet. If the applicant holds their own meeting, a copy of the certified letter requesting a neighborhood association meeting shall be required for a complete application. The meeting held by the applicant shall be held within the boundaries of the neighborhood association or in a city facility.

Chair: Ed Lindquist, ed-lindquist@msn.com
Vice Chair: Karin Morey, Karin.morey@gmail.com
Secretary/Treasurer Violet Stephenson, hrvmstephenson@gmail.com
CIC Primary Representative: Karin Morey, karin.morey@gmail.com

Meeting Information:
Steering Committee Meeting: February 14th, May 16th, October 17th.
Located: First Presbyterian Church, 1321 Linn Avenue, Oregon City, 7:00 PM
General Meeting: March 21st, June 20th, September 19th, November 21st.
Located: First Presbyterian Church, 1321 Linn Avenue, Oregon City, 7:00 PM

Other Notes:

- Notice of the proposed development has been provided to the State Historic Preservation Office (SHPO) and affected tribes. Responses and comments received have been provided.
- Please exclude signage from the development application, as they are reviewed through a separate over-the-counter process.
- Demolition of existing buildings may be reviewed separately though Type I Site Plan and Design Review

Applications Anticipated and Fees:

- Planning application anticipated:
  - Code Interpretation: $1,131
  - Variance: $2,693 (per variance)
  - Conditional Use: $4,091
  - Site Plan and Design Review (based on construction cost). A form is provided to document the construction costs.

Project Cost	Fee
Less than $500,000	$2,231 plus 0.007 x project cost
$500,000 to $3,000,000	$3,717 plus 0.005 x project cost
Over $3,000,000	$12,642 plus 0.003 x project cost
Maximum Site Plan and Design Review Fee	$59,302

  - Mailing Labels: $17 or provided by applicant
  - Transportation Analysis Letter: $506/Traffic Study: See fee schedule
  - 2019 Planning Fee Schedule

Applications, Checklists and Links:

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

Planning Division

Kelly Reid, Planner with the Oregon City Planning Division reviewed your pre-application. You may contact Kelly at 503.496.1540 or kreid@oregoncity.org.

Development Services Division

Jeremy Tamargo, Development Project Engineer with the Oregon City Development Services Division reviewed your pre-application. You may contact Jeremy at 971.204.0423 or jtamargo@orcity.org.

Building Division:

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

Clackamas Fire District:

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

Oregon City Municipal Code Criteria:
The following chapters of the Oregon City Municipal Code (OCMC) may be applicable to this proposal:
OCMC 12.04 - Streets, Sidewalks and Public Places
OCMC 12.08 - Public and Street Trees
OCMC 13.12 – Stormwater Management
OCMC 15.48 – Grading, Filling and Excavating
OCMC 17.39 – "I" Institutional District
OCMC 17.41- Tree Protection Standards
OCMC 17.50 – Administrative Processes
OCMC 17.52 – Off-Street parking and Loading
OCMC 17.54.100 – OCMC 17.54 – Supplemental Zoning Regulations and Exceptions (Fences/Retaining Walls)
OCMC 17.60 - Variances
OCMC 17.62 – Site Plan and Design Review
A template for your submittal with the applicable criteria will be been emailed by the City.

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

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

Exhibit 4

Neighborhood Meeting Documentation

Rivercrest Neighborhood Association Minutes
General Meeting
March 21, 7:00 PM
First Evangelical Presbyterian Church of Oregon City
Chair: Ed Lindquist, Co-Chair: Karin Morey
Secretary/Acting Treasurer: Violet Stephenson

27 members present (Signup Sheet attached)
Guests: OCPD Chief Jim Band, Police Station Design/Architect firm representatives

Ed Lindquist called the meeting to order.

- Committee Reports: Sub Committee for Creed Street Overlook : Ed Lindquist reported that the City is progressing with installation of bollards at the overlook site. Expected to be complete by mid- April. Effectiveness of this change will be monitored and reported out at the next General Membership Meeting. Chief Band again communicated that the OCPD and the Parks Department continue to work together to address the problems at Creed Street as well as surrounding neighborhood streets.
- Guest Presentation(s):Chief Band and other OCPD staff and the design and architectural firm presented models and concept drawings of the new Police Station to membership. Solicited input and offered opportunity to question all present. Questions from membership included:
    - Traffic entry/exit routes for the Station on Linn and/or Warner Parrot. Designers identified that both roads will be utilized. A traffic roundabout it planned for the Linn/Warner Parrot/Central Point/Leland intersection as well. Member asked that the design team understand the traffic congestion on Linn Avenue related to Gardner Jr. High drop/off pick/up times. This could impact police exiting for emergencies.
    - Is the new station being built with capacity to expand in mind? Yes
    - What is the plan for the current Police Station building on Warner Milne? It will be sold.
    - Appreciation expressed towards design team maintaining some historical markers and perhaps a large window as well as naming of courtyard to commemorate the long history of Mt. Pleasant School.

  Offer to view all drawings and models after the formal meeting concludes to have one on one opportunity with design team extended.
- Officer Election: special (vacancies)
    - Election of Secretary/Treasurer: Ed Lindquist nominated Violet Stephenson for the role. Diane McKnight seconded the nomination a vote was held and Violet accepted the position for the two year period.
- Old Business:
    - New signs for publicizing neighborhood meetings were purchased and payment made to printer. Reimbursement will be requested from City. Violet Stephenson to reach out to City to initiate this process.
- New Business:
    - Parks & Recreation would like to host a Movie In the Park at Rivercrest in August. Membership identified that there are parking limitations that need to be considered but if that is thought through then there was willingness to try it. Officers would like to have a representative from parks and Recreation present at our meetings. Topics for discussion include parking during T-Ball season, usage agreements related to trash, etc. Karin Morey to follow up.
    - Mothers Day Plant Sale: Diane McKnight is our lead on this only fundraiser the neighborhood runs each year. Scheduled for May 4th 10-4 in the sheltered area. Violet Stephenson requested volunteers contact her to help with the sale.
    - Special Election to fill back up position on the Citizen Involvement Committee. Karen Morey nominated Ed Lindquist. Violet Stephenson seconded the nomination. Membership voted approval.

2019 Upcoming Meeting Dates:

May 16, 7pm @ church	Steering Committee
June 20, 7pm @ church	General Membership
August 6, 7pm @ TBA	Picnic Committee

August 13, 5 pm @ Rivercrest Park	Annual Picnic Potluck & Steering Committee
September 19, 7pm @ church	General Membership
October 17, 7pm @ church	Steering Committee
November 21, 7pm @ church	General Membership – ANNUAL ELECTIONS

Meeting adjourned by Chair Ed Lindquist at 8:00 pm.

3/21/19

Sign In

Name	Address	Phone & Ema
Betsy Borchgrevink	808 Promontory	betsyb-cht@hot
Barbara Handley	114 Glenwood Ct	Bteri's 2002@
Don Thomas	116 Hood St	DRAIGDON@gmail.
Jonnie Miller	201 Bellwood Ave.	Jonetta5@msn.com
Patty Epperson	920 Promontory Ave	pepperson8@hotma
Diane McKnight	161 Barclay Ave	—
Sharon + Fernando Crocetti	420 Weleher St.	
Bob Marsh	305 Vista St	503-655-3
Colleen Hibbs Ramsey	370 Vista St	503-723-56
Don Belshaw	156 Ogden Ct	503 557 762
Jacque Arellano	404 Cherry Ave.	
Kelly Dilbeck	OCPD	
Jordan Henderson	696 Mercy Ave Ste. 202 Lake Oswego, OR	jhenderson@plan Cons
Gerard Mulrooney	"	"
Ed Lindquist		
Violet Stephenson		
Ruggles		
K. Morey		

INSPIRATION, TEXTURES, MATERIALS

SECURITY
DURABILITY
WELLNESS
TEAMWORK
TECHNOLOGY
INVITING

How do you describe...
The **goals** for this project?

This project should be a **significant, resilient** civic building **delivered on budget** while creating a **strong sense of community pride**.

The building should be **functional, energy efficient, sustainable** and **innovative.**

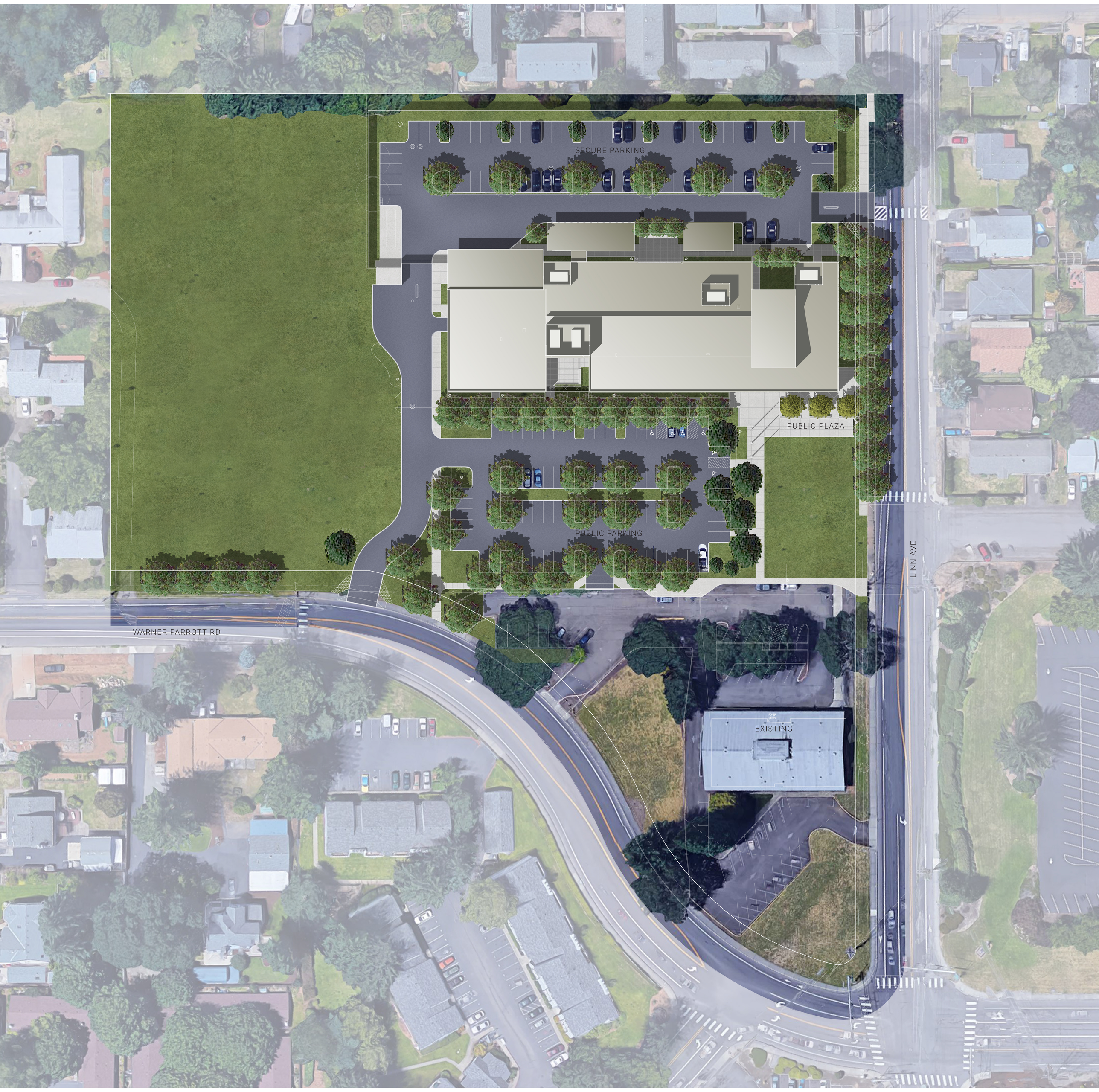
The building and site should facilitate a **stronger connection** between the **police force and the community** while balancing safety and security needs.

The building and site should **establish a civic campus** that **celebrates history** and provides **enhanced amenities** to the neighborhood.

The building should support an **open and collaborative work environment** that **allows for flexibility and growth** to accommodate changes in policing processes, technology and infrastructure**.**

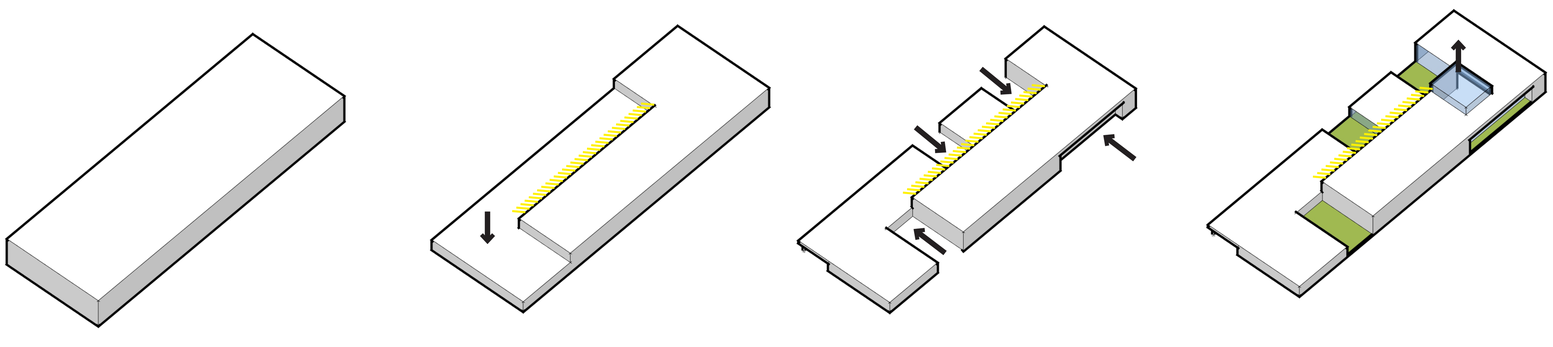
ROBERT LIBKE PUBLIC SAFETY BUILDING

OREGON CITY POLICE AND MUNICIPAL COURTS



SITE PLAN

N 0 20' 40' 80'



ARCHITECTURAL CONCEPT DIAGRAMS

Carving a place that fosters safety, wellness and community.

CONCEPT RENDERING

VIEW FROM LINN AVE - SOUTHEAST CORNER

PUBLIC LOBBY / PRE-FUNCTION SPACE

OPEN OFFICE WORK SPACE

AXONOMETRIC VIEW - SOUTHEAST CORNER

VIEW FROM PUBLIC PLAZA AT MAIN ENTRY

FLOOR PLAN

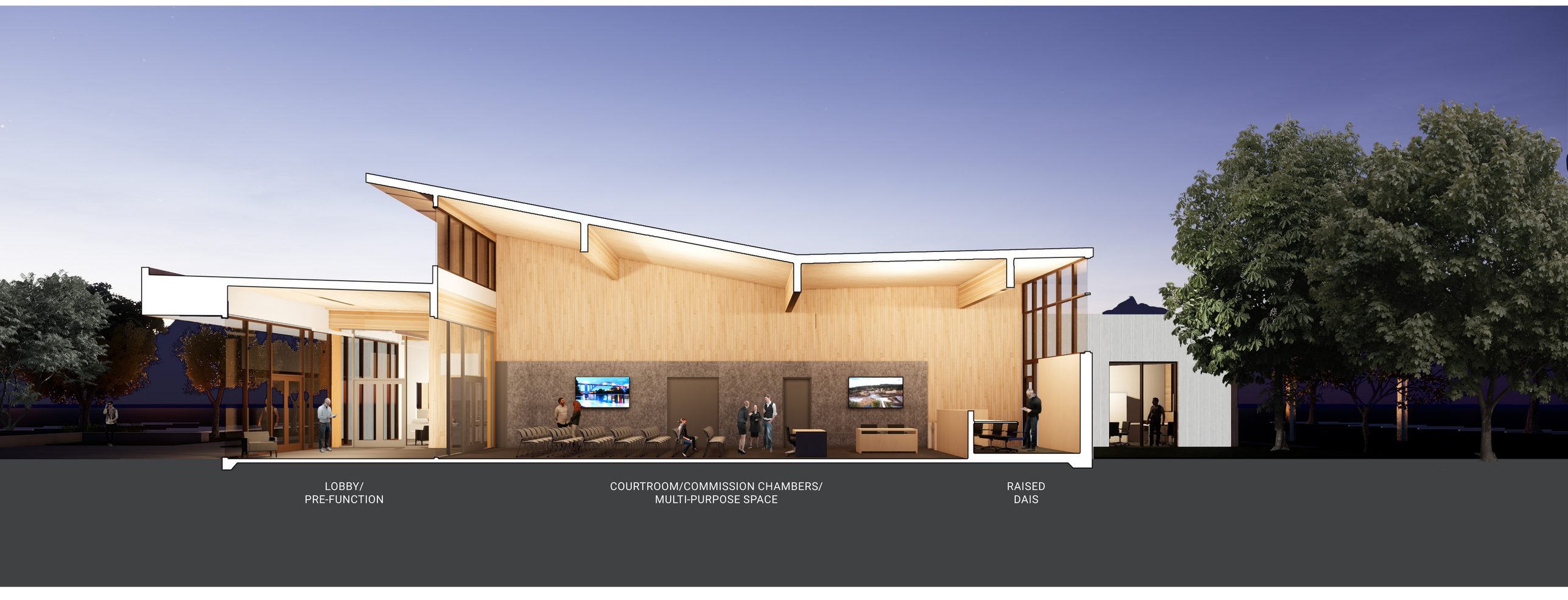
N

0 8’ 16’ 32’

SECTION CUT - THROUGH OPEN OFFICE, BRIEFING, BREAK ROOM

COURTROOM / COMMISSION CHAMBERS / MULTI-PURPOSE ROOM - VIEW NORTH

COURTROOM / COMMISSION CHAMBERS / MULTI-PURPOSE ROOM - VIEW SOUTH



SECTION CUT - THROUGH LOBBY/PRE-FUNCTION AND COURTROOM

Exhibit 5

SHPO Letter

Oregon
Kate Brown, Governor

Parks and Recreation Department
State Historic Preservation Office
725 Summer St NE Ste C
Salem, OR 97301-1266
Phone (503) 986-0690
Fax (503) 986-0793
www.oregonheritage.org

March 12, 2019

Ms. Diliana Vassileva
City of Oregon City Planning
221 Molalla Ave
Ste 200
Oregon City, OR 97045

RE: SHPO Case No. 19-0260
City of Oregon City, PA 19-01, Oregon City Police and Courts Facility Improvements (Tax Lot 00100)
Facility improvements
1232 Linn Ave (3S 2E 06DB), Oregon City, Clackamas County

Dear Ms. Vassileva:

Our office recently received a request to review your application for the project referenced above. In checking our statewide archaeological database, it appears that there have been no previous surveys completed near the proposed project area. However, the project area has the potential to possess archaeological sites and/or buried human remains.

In the absence of sufficient knowledge to predict the location of cultural resources within the project area, extreme caution is recommended during project related ground disturbing activities. Under state law (ORS 358.905 and ORS 97.74) archaeological sites, objects and human remains are protected on both state public and private lands in Oregon. If archaeological objects or sites are discovered during construction, all activities should cease immediately until a professional archaeologist can evaluate the discovery.

If you have not already done so, be sure to consult with all appropriate Indian tribes regarding your proposed project. If the project has a federal nexus (i.e., federal funding, permitting, or oversight) please coordinate with the appropriate lead federal agency representative regarding compliance with Section 106 of the National Historic Preservation Act (NHPA). If you have any questions about the above comments or would like additional information, please feel free to contact our office at your convenience. In order to help us track your project accurately, please reference the SHPO case number above in all correspondence.

Sincerely,

Jamie French, M.A.
SHPO Archaeologist
(503) 986-0729
Jamie.French@oregon.gov

Exhibit 6

Preliminary Stormwater Calculations

Preliminary Stormwater Calculations

Oregon City Police and Courts

Prepared for: FFA Architecture and Interiors
Prepared by: Nathan Patterson
Project Engineer: Mark Reuland

March 2019 | KPFF Project #1800230

kpff

KPFF'S COMMITMENT TO SUSTAINABILITY

As a member of the US Green Building Council, KPFF is committed to the practice of sustainable design and the use of sustainable materials in our work.

When hardcopy reports are provided by KPFF, they are prepared using recycled and recyclable materials, reflecting KPFF's commitment to using sustainable practices and methods in all of our products.

Oregon City Police and Courts Preliminary Stormwater Calculations

Project Overview

The project consists of constructing the new Oregon City Police and Courts Facility and associated site improvements that will serve as the headquarters for the City's Police Department and Municipal Court. Major site components will include a public parking area, a large secured parking area and a public plaza.

The property is surrounded by residential neighborhoods to the west, north, east and southwest. The site is the current home of an existing single level school building that has received several expansions over the years. The City's planning and building divisions are based out an existing building to remain on the property to the south of the proposed development. North of the existing city building there is an existing parking lot and utility corridor that will largely remain intact. The corridor is a vacated street that contains underground sewer, storm and gas utilities, and overhead power.

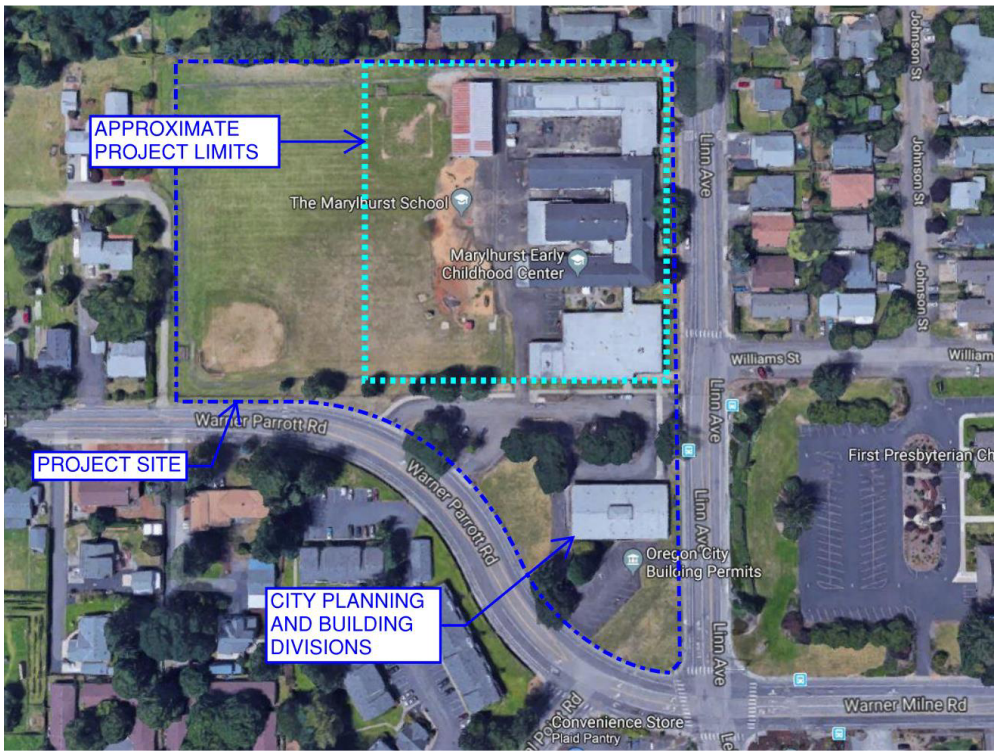


Figure 1: Project Location Map

Stormwater Management Methodology

Stormwater management within Oregon City is dictated by the 2015 Stormwater and Grading Design Standards (SGDS). All impervious site areas must be treated and detained to meet these standards. Applicable areas for this site are be roofs, asphalt and concrete pavements, sidewalks, and plazas. Low Impact Development (LID) infiltration facilities are used to the maximum extent possible. There is no storm main in Linn Avenue and the line in the southern parking area is approximately 3-ft deep and drains to the Mud Basin. Per the pre-application meeting, no additional flows shall connect to the Mud Basin. A 12-inch

public storm drain located in an easement through the site is the proposed point of connection for the majority of the site as it is located at the lower end of the site at an approximately depth of 7-ft.

Infiltration

The SGDS defines adequate infiltration to support an infiltration facility as 0.5 inches per hour. A draft geotechnical report performed by PBS Environmental and dated October 16, 2018 identifies a local field-tested infiltration rate of 0.375 inches per hour. The project will still utilize infiltration to the maximum extent possible.

Water Quality Treatment

The SGDS defines the water quality storm that must be treated as 1 inch in a 24 hour period. The City provides a Best Management Practices (BMP) sizing tool that is used to size all vegetated water quality treatment facilities. Where non-vegetated facilities cannot be sited within the northern secure parking area, Contech Stormfilters will be used. These are designed per City of Portland standards as directed by the SGDS. City standard rain gardens and building-side flow through planters are dispersed throughout the site as the primary treatment method. Vegetated facility surface area is determined by the BMP Sizing Tool but may be reduced by 20% if growing media depth is increased by 12-inches. Minimum and proposed sizes of the proposed vegetated facilities are shown in the Proposed Basin Map in Appendix A, and BMP Sizing Tool Report in Appendix B. Contech Stormfilter sizing are shown in the water quality calculation sheets in Appendix B.

Flow Control Requirement – Downstream Analysis

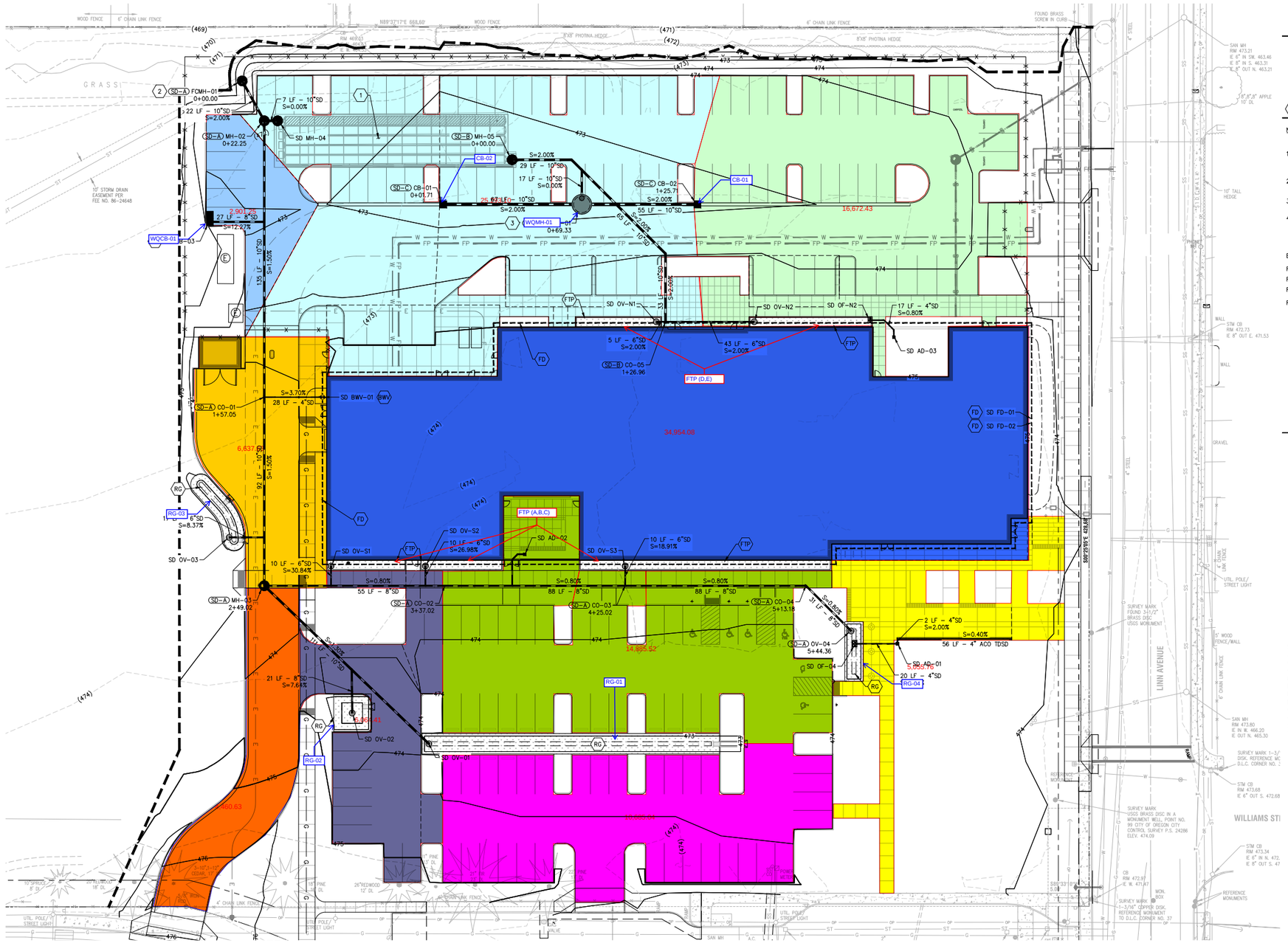
Study of upstream and downstream stormwater basin and infrastructure conditions revealed existing issues in the public conveyance system that crosses the site. In a preliminary discussion with the city, it was noted that one solution would be to demonstrate detention can be provided such that there are no adverse impacts to up or downstream conditions. To perform this analysis, the upstream contributing neighborhood basin 25-year peak runoff flows are used as the baseline in which the developed condition's runoff may not exceed. The developed condition includes the existing upstream basin, and the site pervious and impervious basins. Further design criteria used and the hydrographs of each basin can be found in Appendix E.

While typical site development would be subject to the 10-year storm analysis of pre versus post-development runoff, there are potential conveyance deficiencies in the existing public storm system that warrant use of the 25-year storm to demonstrate adequate conveyance per the SGDS.

Storage calculations indicate that the detention requirement can be met by providing 13,840 cubic feet of underground storage. Stormtech SC-740 chambers with rock storage are proposed. A flow control manhole with tee and 7.9-inch orifice will be installed over the public storm main which will divert flows in excess of the existing conditions to the storage facility located on site. A summary of the storage facility criteria and orificed flow control structure can be found in Appendix E and in stormwater details Appendix C.

Appendix A

Basin Map



SHEET NOTES

1. PIPE BEDDING AND BACKFILL FOR ALL UTILITIES SHALL BE DONE PER DETAIL X/XX.X.
2. STATIONS AND OFFSETS SHOWN ON STRUCTURES ARE SHOWN AT CENTER OF STRUCTURE.

(X) UTILITY KEY NOTES

NOTE	DESCRIPTION	DETAIL REF.
1	APPROXIMATELY 6,200 CF UNDERGROUND STORMWATER DETENTION CHAMBERS, SC-740 OR SIMILAR WITH 6" ROCK STORAGE BASE AND COVER	
2	INSTALL 48" FLOW CONTROL MANHOLE WITH ORIFICE CONTROL OVER EXISTING 12" PUBLIC STORM MAIN IN EASEMENT	
3	96-INCH MANHOLE WITH 13 CONTECH STORMFILTER CARTRIDGES	
4	SINGLE CARTRIDGE WATER QUALITY CATCH BASIN. MANUFACTURED BY CONTECH (SFCB-1)	
BWV	INSTALL BACKWATER VALVE AT FOUNDATION DRAIN CONNECTION TO STORM SYSTEM.	
FD	4-INCH PERFORATED FOUNDATION DRAIN	
FTP	FLOW-THROUGH PLANTER PER SITE PLAN	
RG	RAIN GARDEN PER SITE PLAN	
RD	BELOW GRADE ROOF DRAIN CONNECTION TO STORMWATER PLANTER. INSTALL SPLASHPAD.	

UTILITY LABEL LEGEND

STRUCTURE LABEL

UTILITY TYPE (SD=STORM DRAINAGE)
STRUCTURE TYPE CALLOUT
ID NUMBER (WHERE APPLICABLE)

XX XX-XX
X+XX.X RT X.X' — LOCATION (WHERE APPLICABLE)
RIM=
IE IN = XX.X
IE OUT = XX.X — STRUCTURE INFO (WHERE APPLICABLE)

PIPE LABEL

UTILITY LENGTH
UTILITY SIZE
UTILITY TYPE

XXLF - XX" XX
S=X.XX%
SLOPE (WHERE APPLICABLE)

STRUCTURE TYPE

CALLOUT	DESCRIPTION	DETAIL REF.
AD	AREA DRAIN	
CB	CATCH BASIN	
CO	CLEANOUT TO GRADE	
DI	DITCH INLET	
FCMH	FLOW CONTROL MANHOLE	
FD	FOUNDATION DRAINAGE	
MH	MANHOLE	
OF	OUTFALL	
OV	OVERFLOW INLET	
STUB	STUB	
TD	TRENCH DRAIN	

TREATMENT ID:	MINIMUM SIZE (SF)	PROPOSED SIZE (SF):
RG-01	384	1,567
RG-02	91	318
RG-03	167	267
RG-04	76	261
FTP (A-E)	525	1,193

BASIN LEGEND:	DRAINS TO:
BASIN A 2901 SF	WQCB-01
BASIN B 25293 SF	CB-02/ WQMH-01
BASIN C 16627 SF	CB-01/ WQMH-01
BASIN D 5056 SF	RG-04
BASIN E 4460 SF	RG-03
BASIN F 6637 SF	RG-03
BASIN G 35020 SF	FTP (A-E)
BASIN H 6064 SF	RG-02
BASIN I 14885 SF	RG-01
BASIN J 10695 SF	RG-01

TOTAL SITE IMPERVIOUS: 127,628 SF

SCALE 1 INCH = 20 FEET
20 0 20 40

FFA Architecture + Interiors
FFA Architecture and Interiors, Inc.
520 SW Yamhill Suite 900 Portland OR 97204
Phone: 503.222.1661 Fax: 503.222.1781
www.ffadesign.com

kpff
111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

#	DESCRIPTION	DATE

ROBERT LIBKE PUBLIC SAFETY BUILDING

OREGON CITY POLICE DEPARTMENT

1232 LINN AVE
OREGON CITY, OR 97045

APPROVED:	MGR
DRAWN:	NLP
DATE:	March 29, 2019
PROJECT NUMBER:	1800230

NOT FOR CONSTRUCTION

STORM DRAINAGE PLAN

C-500

SITE PLAN & DESIGN REVIEW

Appendix B

Stormwater Treatment Calculations

WES BMP Sizing Report

Project Information

Project Name	Oregon City Police Department
Project Type	PublicFacilities
Location	
Stormwater Management Area	3045
Project Applicant	Oregon City Police Department
Jurisdiction	CCSD1NCSA

Drainage Management Area

Name	Area (sq-ft)	Pre-Project Cover	Post-Project Cover	DMA Soil Type	BMP
BASIN D	5,056	Forested	ConventionalConcrete	C	RG-04
BASIN C	16,627	Forested	ConventionalConcrete	C	DETENTION-CHAMBERS
BASIN B	25,293	Forested	ConventionalConcrete	C	DETENTION-CHAMBERS
BASIN A	2,901	Forested	ConventionalConcrete	C	DETENTION-CHAMBERS
BASIN E	4,460	Forested	ConventionalConcrete	C	RG-03
BASIN F	6,637	Forested	ConventionalConcrete	C	RG-03
BASIN G	35,020	Forested	ConventionalConcrete	C	FTP-A-B-C-D-E
BASIN H	6,064	Forested	ConventionalConcrete	C	RG-02
BASIN I	14,885	Forested	ConventionalConcrete	C	RG-01
BASIN J	10,685	Forested	ConventionalConcrete	C	RG-01

LID Facility Sizing Details

LID ID	Design Criteria	BMP Type	Facility Soil Type	Minimum Area (sq-ft)	Planned Areas (sq-ft)	Orifice Diameter (in)
RG-03	WaterQuality	Rain Garden - Filtration	C1	166.5	367.0	0.5

RG-01	WaterQuality	Rain Garden - Filtration	C1	383.6	1,567.0	0.8
RG-02	WaterQuality	Rain Garden - Filtration	C1	91.0	318.0	0.4
RG-04	WaterQuality	Rain Garden - Filtration	C1	75.8	261.0	0.4
FTP-A-B-C-D-E	WaterQuality	Stormwater Planter - Filtration	Lined	525.3	1,193.0	1.0

SEE APPENDIX E FOR PROPOSED FLOW CONTROL MEASURES

Design criteria:

Contech Stormfilter with ZPG filter is proposed and sized per below to treat Basins A, B, and C. Sizing is based on the City of Portland criteria, as is directed by the Oregon City Stormwater and Grading Design Standards (SWGDS).

Per the SWGDS, the water quality design storm is 1.0 inch over 24 hours.

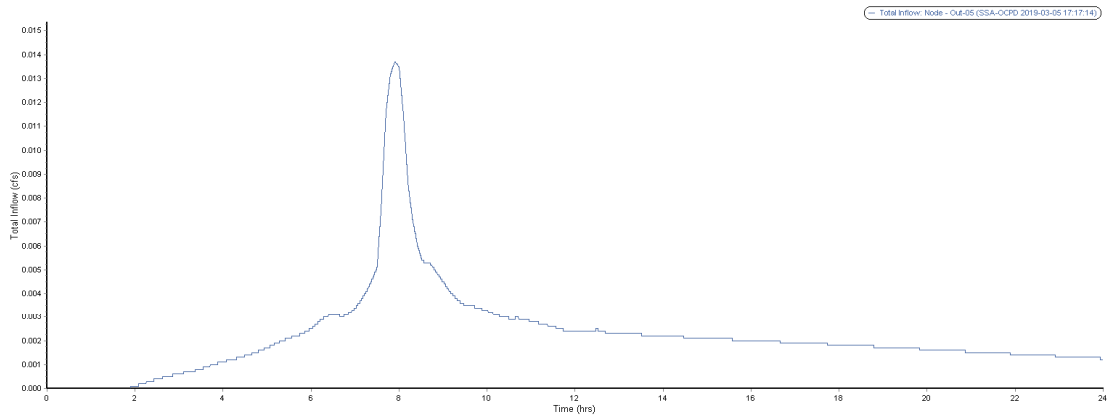
Contech Water Quality Design

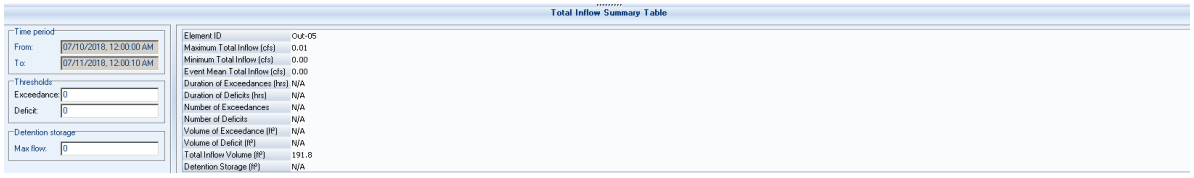
Basin A Impervious Area	0.07 ac
	2901.00 sf
Peak flow - Hydrograph below:	0.01 cfs
	4.49 gpm

SWGDS Section 4.2, water quality design storm:

Water Quality Requirement: Water quality facilities shall be designed to capture and treat 80 percent of the average annual runoff volume to the MEP with the goal of 70 percent total suspended solids removal. The treatment volume equates to a **water quality design storm of 1.0 inch over 24 hours**[1]. The BMP Sizing Tool addresses these water quality requirements to size stormwater management facilities.

Hydrograph Analysis of peak flow for sizing (Autodesk Storm and Sanitary Analysis 2018) SCS Type 1A 24-hr storm distribution





Total Inflow Summary Table

Time period
From: 07/10/2018, 12:00:00 AM
To: 07/11/2018, 12:00:10 AM

Thresholds
Exceedance: 0
Deficit: 0

Detention storage
Max flow: 0

Element ID	Out-05
Maximum Total Inflow (cfs)	0.01
Minimum Total Inflow (cfs)	0.00
Event Mean Total Inflow (cfs)	0.00
Duration of Exceedances (hrs)	N/A
Duration of Deficits (hrs)	N/A
Number of Exceedances	N/A
Number of Deficits	N/A
Volume of Exceedance (ft³)	N/A
Volume of Deficit (ft³)	N/A
Total Inflow Volume (ft³)	191.8
Detention Storage (ft³)	N/A

ZPG Contech Stormfilters per BES design criteria memo:

Table 1. Contech StormFilter with ZPG Sizing to Meet City of Portland Pollution Reduction Requirements

Cartridge Size/Stack Configuration	Cartridge Design Flow Rate (gpm/ cartridge stack)	Maximum Drainage Area (acres/ cartridge stack)	Maximum Drainage Area (square feet/ cartridge stack	Cartridge Stacks Per Impervious Acre
12	5	0.065	2838	16
18	7.5	0.098	4257	11
27	11.3	0.147	6413	7

To treat the 4.49 gpm runoff of Basin A, per Table 1 above a single cartridge catch basin configuration is proposed (7.5 gpm). Basins will be further refined in subsequent submittals to provide full treatment.

Design criteria:

Contech Stormfilter with ZPG filter is proposed and sized per below to treat Basins A, B, and C. Sizing is based on the City of Portland criteria, as is directed by the Oregon City Stormwater and Grading Design Standards (SWGDS).

Per the SWGDS, the water quality design storm is 1.0 inch over 24 hours.

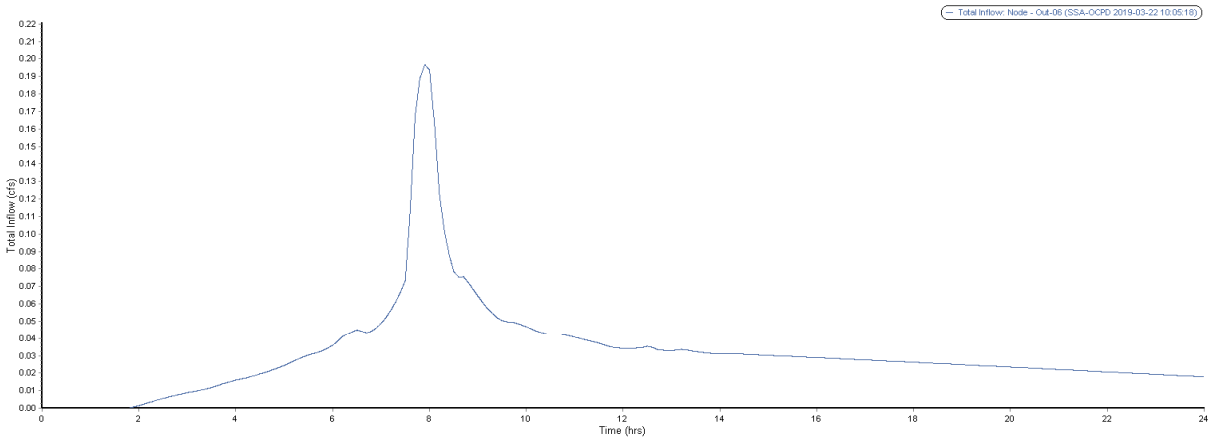
Contech Water Quality Design

Basin B+C Impervious Area	0.96 ac
	41920.00 sf
Peak flow - Hydrograph below:	0.20 cfs
	89.76 gpm

SWGDS Section 4.2, water quality design storm:

Water Quality Requirement: Water quality facilities shall be designed to capture and treat 80 percent of the average annual runoff volume to the MEP with the goal of 70 percent total suspended solids removal. The treatment volume equates to a **water quality design storm of 1.0 inch over 24 hours**[1]. The BMP Sizing Tool addresses these water quality requirements to size stormwater management facilities.

Hydrograph Analysis of peak flow for sizing (Autodesk Storm and Sanitary Analysis 2018) SCS Type 1A 24-hr storm distribution



Total Inflow Summary Table

Time period	
From:	07/10/2018, 12:00:00 AM
To:	07/11/2018, 12:00:10 AM
Thresholds	
Exceedance:	0
Deficit:	0
Detention storage	
Max flow:	0

Element ID	Out-06
Maximum Total Inflow (cfs)	0.20
Minimum Total Inflow (cfs)	0.00
Event Mean Total Inflow (cfs)	0.03
Duration of Exceedances (hrs)	N/A
Duration of Deficits (hrs)	N/A
Number of Exceedances	N/A
Number of Deficits	N/A
Volume of Exceedance (ft³)	N/A
Volume of Deficit (ft³)	N/A
Total Inflow Volume (ft³)	2753.95
Detention Storage (ft³)	N/A

ZPG Contech Stormfilters per BES design criteria memo:

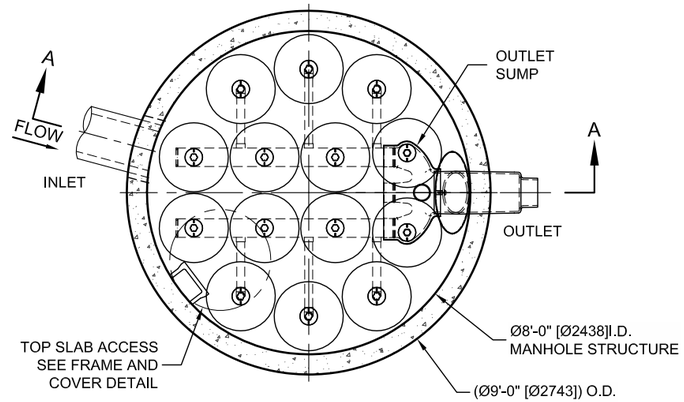
Table 1. Contech StormFilter with ZPG Sizing to Meet City of Portland Pollution Reduction Requirements

Cartridge Size/Stack Configuration	Cartridge Design Flow Rate (gpm/ cartridge stack)	Maximum Drainage Area (acres/ cartridge stack)	Maximum Drainage Area (square feet/ cartridge stack	Cartridge Stacks Per Impervious Acre
12	5	0.065	2838	16
18	7.5	0.098	4257	11
27	11.3	0.147	6413	7

To treat the 89.76 gpm runoff of Basin B, per Table 1 above a 12 cartridge manhole configuration is proposed (90 gpm). A Contech Stormfilter 96" Manhole capable of holding 14 cartridges is proposed to meet this requirement.

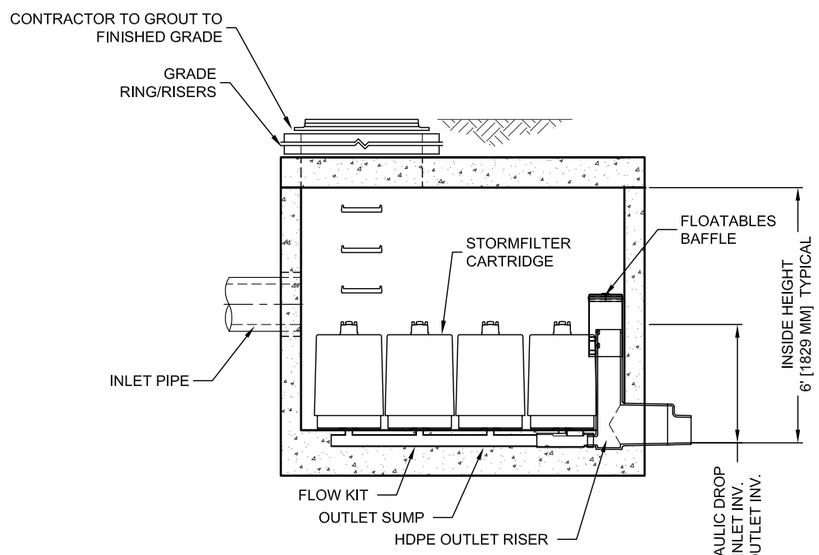
Appendix C

Stormwater Details

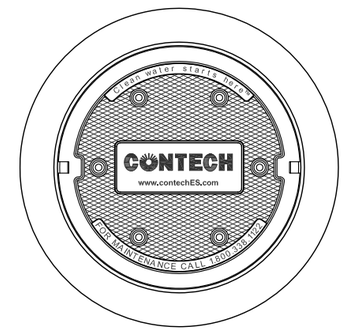


PLAN VIEW

STANDARD OUTLET RISER
FLOWKIT: 43A



SECTION A-A



FRAME AND COVER

(DIAMETER VARIES)
N.T.S.

STORMFILTER DESIGN NOTES

STORMFILTER TREATMENT CAPACITY IS A FUNCTION OF THE CARTRIDGE SELECTION AND THE NUMBER OF CARTRIDGES. THE STANDARD MANHOLE STYLE IS SHOWN WITH THE MAXIMUM NUMBER OF CARTRIDGES (14). VOLUME SYSTEM IS ALSO AVAILABLE WITH MAXIMUM 14 CARTRIDGES. Ø8'-0" [2438 mm] MANHOLE STORMFILTER PEAK HYDRAULIC CAPACITY IS 1.8 CFS [51 L/s] . IF THE SITE CONDITIONS EXCEED 1.8 CFS [51 L/s] AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.

CARTRIDGE SELECTION

CARTRIDGE HEIGHT	27" [686 mm]			18" [458 mm]			LOW DROP		
RECOMMENDED HYDRAULIC DROP (H)	3.05' [930 mm]			2.3' [700 mm]			1.8' [550 mm]		
SPECIFIC FLOW RATE (gpm/sf) [L/s/m^2]	2 [1.30]	1.67* [1.08]	1 [0.65]	2 [1.30]	1.67* [1.08]	1 [0.65]	2 [1.30]	1.67* [1.08]	1 [0.65]
CARTRIDGE FLOW RATE (gpm) [L/s]	22.5 [1.42]	18.79 [1.19]	11.25 [0.71]	15 [0.95]	12.53 [0.79]	7.5 [0.44]	10 [0.63]	8.35 [0.54]	5 [0.32]

* 1.67 gpm/sf [1.08 L/s/m^2] SPECIFIC FLOW RATE IS APPROVED WITH PHOSPHOSORB® (PSORB) MEDIA ONLY

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID	*
WATER QUALITY FLOW RATE (cfs) [L/s]	*
PEAK FLOW RATE (cfs) [L/s]	*
RETURN PERIOD OF PEAK FLOW (yrs)	*
CARTRIDGE HEIGHT (SEE TABLE ABOVE)	*
NUMBER OF CARTRIDGES REQUIRED	*
CARTRIDGE FLOW RATE	*
MEDIA TYPE (PERLITE, ZPG, PSORB)	*

PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	*	*
INLET PIPE #2	*	*	*
OUTLET PIPE	*	*	*

RIM ELEVATION	*

ANTI-FLOTATION BALLAST	WIDTH	HEIGHT
	*	*

NOTES/SPECIAL REQUIREMENTS:

* PER ENGINEER OF RECORD

GENERAL NOTES

1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. DIMENSIONS MARKED WITH ( ) ARE REFERENCE DIMENSIONS. ACTUAL DIMENSIONS MAY VARY.
3. FOR SITE SPECIFIC DRAWINGS WITH DETAILED VAULT DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. www.ContechES.com
4. STORMFILTER WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING.
5. STRUCTURE SHALL MEET AASHTO HS-20 LOAD RATING, ASSUMING EARTH COVER OF 0' - 5' [1524 mm] AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 AND BE CAST WITH THE CONTECH LOGO.
6. FILTER CARTRIDGES SHALL BE MEDIA-FILLED, PASSIVE, SIPHON ACTUATED, RADIAL FLOW, AND SELF CLEANING. RADIAL MEDIA DEPTH SHALL BE 7-INCHES [178 mm]. FILTER MEDIA CONTACT TIME SHALL BE AT LEAST 38 SECONDS.
7. SPECIFIC FLOW RATE IS EQUAL TO THE FILTER TREATMENT CAPACITY (gpm) [L/s] DIVIDED BY THE FILTER CONTACT SURFACE AREA (sq ft)[m^2].
8. STORMFILTER STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C-478 AND AASHTO LOAD FACTOR DESIGN METHOD.

INSTALLATION NOTES

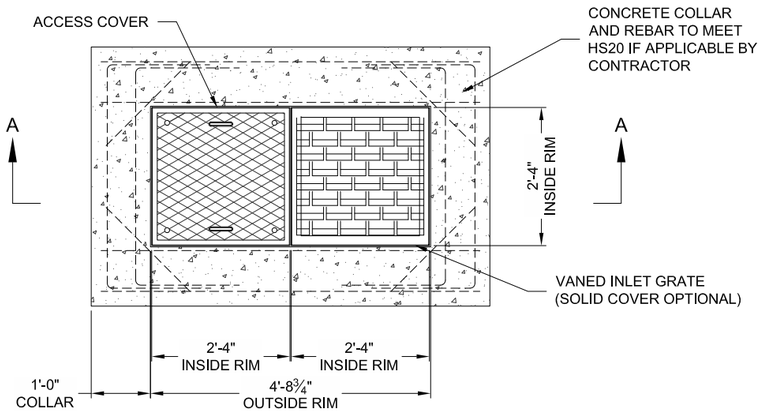
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STORMFILTER STRUCTURE.
C. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS AND ASSEMBLE STRUCTURE.
D. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT INLET PIPE(S).
E. CONTRACTOR TO PROVIDE AND INSTALL CONNECTOR TO THE OUTLET RISER STUB. STORMFILTER EQUIPPED WITH A DUAL DIAMETER HDPE OUTLET STUB AND SAND COLLAR. IF OUTLET PIPE IS LARGER THAN 8 INCHES [200 mm], CONTRACTOR TO REMOVE THE 8 INCH [200 mm] OUTLET STUB AT MOLDED-IN CUT LINE. COUPLING BY FERNCO OR EQUAL AND PROVIDED BY CONTRACTOR.
F. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO PROTECT CARTRIDGES FROM CONSTRUCTION-RELATED EROSION RUNOFF.

The Stormwater Management StormFilter®

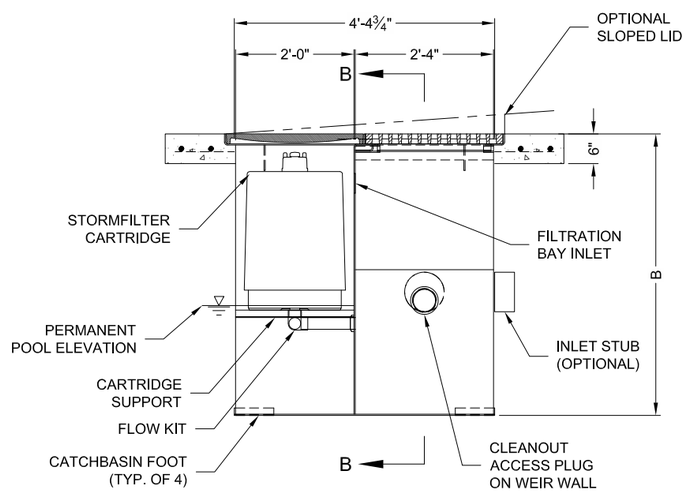
THIS PRODUCT MAY BE PROTECTED BY ONE OR MORE OF THE FOLLOWING U.S. PATENTS: 5,322,629; 5,524,576; 5,707,527; 5,985,157; 6,027,639; 6,649,048; RELATED FOREIGN PATENTS, OR OTHER PATENTS PENDING.

CONTECH® ENGINEERED SOLUTIONS LLC
www.contechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX

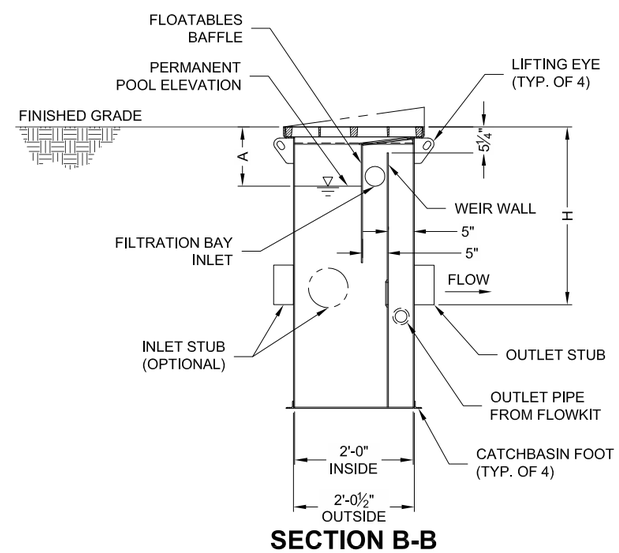
SFMH96
STORMFILTER
STANDARD DETAIL



PLAN VIEW



SECTION A-A



SECTION B-B

STORMFILTER STEEL CATCHBASIN DESIGN NOTES

STORMFILTER TREATMENT CAPACITY IS A FUNCTION OF THE CARTRIDGE SELECTION AND THE NUMBER OF CARTRIDGES. 1 CARTRIDGE CATCHBASIN HAS A MAXIMUM OF ONE CARTRIDGE. SYSTEM IS SHOWN WITH A 27" CARTRIDGE, AND IS ALSO AVAILABLE WITH AN 18" CARTRIDGE. STORMFILTER CATCHBASIN CONFIGURATIONS ARE AVAILABLE WITH A DRY INLET BAY FOR VECTOR CONTROL.
PEAK HYDRAULIC CAPACITY PER TABLE BELOW. IF THE SITE CONDITIONS EXCEED PEAK HYDRAULIC CAPACITY, AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.

CARTRIDGE SELECTION

CARTRIDGE HEIGHT	27"			18"			18" DEEP		
RECOMMENDED HYDRAULIC DROP (H)	3.05'			2.3'			3.3'		
SPECIFIC FLOW RATE (gpm/sf)	2 gpm/sf	1.67* gpm/sf	1 gpm/sf	2 gpm/sf	1.67* gpm/sf	1 gpm/sf	2 gpm/sf	1.67* gpm/sf	1 gpm/sf
CARTRIDGE FLOW RATE (gpm)	22.5	18.79	11.25	15	12.53	7.5	15	12.53	7.5
PEAK HYDRAULIC CAPACITY	1.0			1.0			1.8		
INLET PERMANENT POOL LEVEL (A)	1'-0"			1'-0"			2'-0"		
OVERALL STRUCTURE HEIGHT (B)	4'-9"			3'-9"			4'-9"		

* 1.67 gpm/sf SPECIFIC FLOW RATE IS APPROVED WITH PHOSPHOSORB® (PSORB) MEDIA ONLY

GENERAL NOTES
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. FOR SITE SPECIFIC DRAWINGS WITH DETAILED STORMFILTER CATCHBASIN STRUCTURE DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. www.contechES.com
3. STORMFILTER CATCHBASIN WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING.
4. INLET SHOULD NOT BE LOWER THAN OUTLET. INLET (IF APPLICABLE) AND OUTLET PIPING TO BE SPECIFIED BY ENGINEER AND PROVIDED BY CONTRACTOR.
5. MANUFACTURER TO APPLY A SURFACE BEAD WELD IN THE SHAPE OF THE LETTER "O" ABOVE THE OUTLET PIPE STUB ON THE EXTERIOR SURFACE OF THE STEEL SFCB.
6. STORMFILTER CATCHBASIN EQUIPPED WITH 4 INCH (APPROXIMATE) LONG STUBS FOR INLET (IF APPLICABLE) AND OUTLET PIPING. STANDARD OUTLET STUB IS 8 INCHES IN DIAMETER. MAXIMUM OUTLET STUB IS 15 INCHES IN DIAMETER. CONNECTION TO COLLECTION PIPING CAN BE MADE USING FLEXIBLE COUPLING BY CONTRACTOR.
7. STEEL STRUCTURE TO BE MANUFACTURED OF 1/4 INCH STEEL PLATE. CASTINGS SHALL MEET AASHTO M306 LOAD RATING. TO MEET HS20 LOAD RATING ON STRUCTURE, A CONCRETE COLLAR IS REQUIRED. WHEN REQUIRED, CONCRETE COLLAR WITH #4 REINFORCING BARS TO BE PROVIDED BY CONTRACTOR.
8. FILTER CARTRIDGES SHALL BE MEDIA-FILLED, PASSIVE, SIPHON ACTUATED, RADIAL FLOW, AND SELF CLEANING. RADIAL MEDIA DEPTH SHALL BE 7-INCHES. FILTER MEDIA CONTACT TIME SHALL BE AT LEAST 38 SECONDS.
9. SPECIFIC FLOW RATE IS EQUAL TO THE FILTER TREATMENT CAPACITY (gpm) DIVIDED BY THE FILTER CONTACT SURFACE AREA (sq ft).

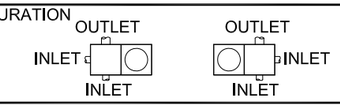
INSTALLATION NOTES
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE CATCHBASIN (LIFTING CLUTCHES PROVIDED).
C. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO PROTECT CARTRIDGES FROM CONSTRUCTION-RELATED EROSION RUNOFF.

1-CARTRIDGE CATCHBASIN STORMFILTER DATA

STRUCTURE ID	XXX
WATER QUALITY FLOW RATE (cfs)	X.XX
PEAK FLOW RATE (<1 cfs)	X.XX
RETURN PERIOD OF PEAK FLOW (yrs)	XXX
CARTRIDGE HEIGHT (27", 18", 18" DEEP)	XX
CARTRIDGE FLOW RATE (gpm)	XX
MEDIA TYPE (PERLITE, ZPG, PSORB)	XXXXX
RIM ELEVATION	XXX.XX'

PIPE DATA:	I.E.	DIAMETER
INLET STUB	XXX.XX'	XX"
OUTLET STUB	XXX.XX'	XX"

CONFIGURATION



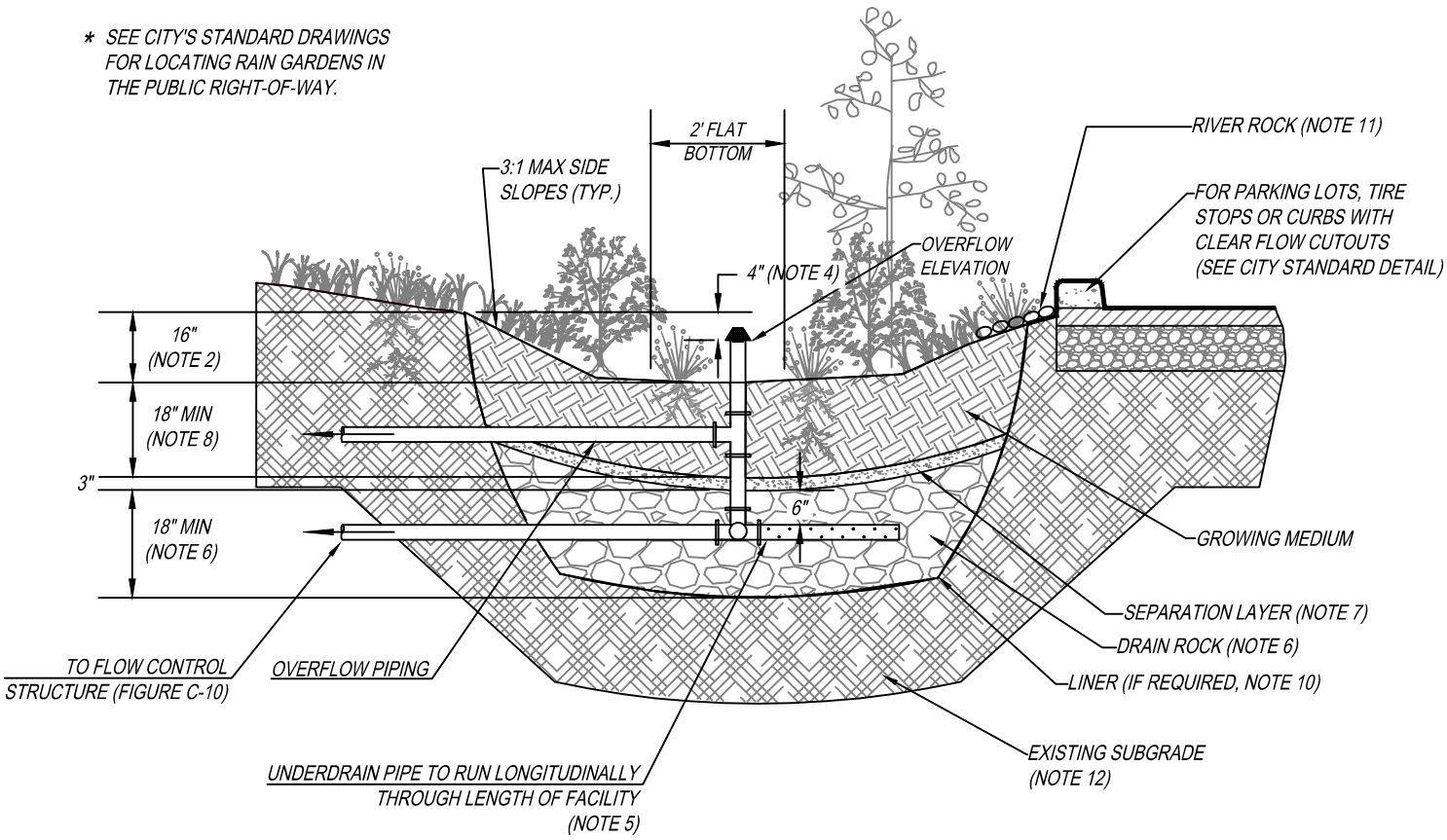
SLOPED LID	YES\NO
SOLID COVER	YES\NO
NOTES/SPECIAL REQUIREMENTS:	

The Stormwater Management StormFilter®
THIS PRODUCT MAY BE PROTECTED BY ONE OR MORE OF THE FOLLOWING: U.S. PATENTS: 5,322,629; 5,324,070; 5,707,527; 5,965,157; 6,027,636; 6,040,040; RELATED FOREIGN PATENTS, OR OTHER PATENTS PENDING.

CONTECH® ENGINEERED SOLUTIONS LLC
www.contechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-526-3999 513-645-7000 513-645-7993 FAX

1 CARTRIDGE CATCHBASIN STORMFILTER STANDARD DETAIL

I:\COMMON\CAD\TREATMENT\10 STORMFILTER\40 STANDARD DRAWINGS\SFCB\SFCB-S\DWG\SFCB1-DTL.DWG 7/8/2016 2:42 PM



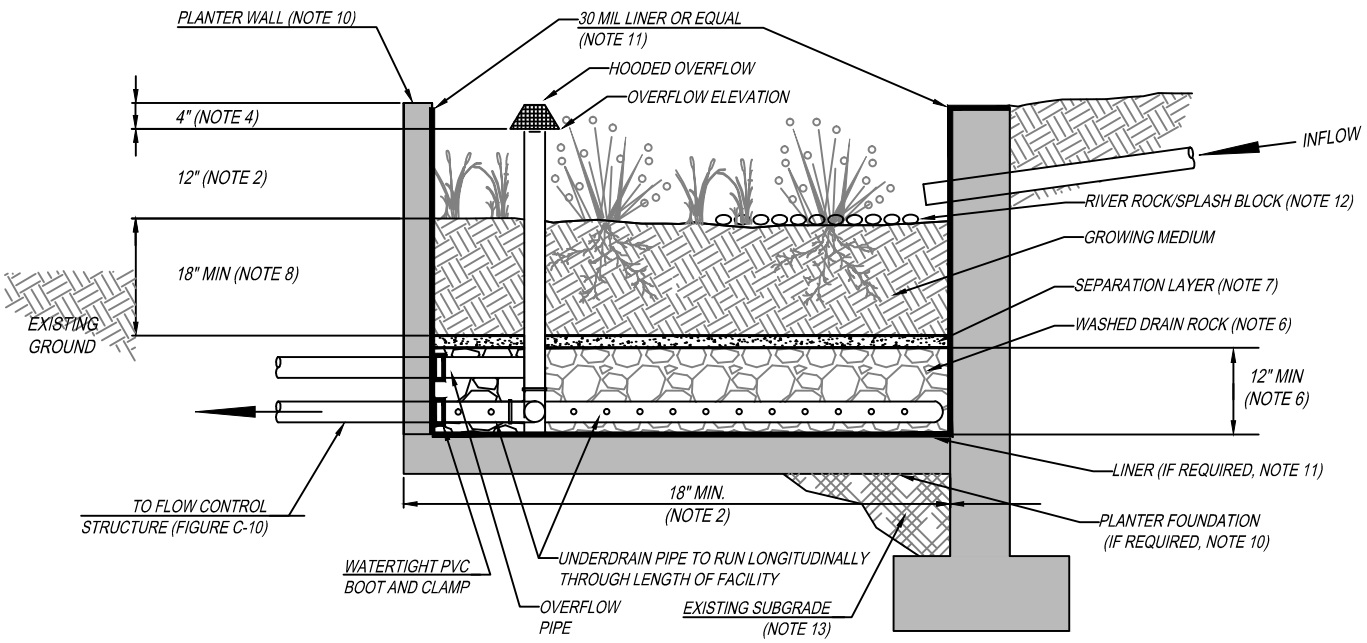
GENERAL NOTES:

1. **PROVIDE PROTECTION** FROM ALL VEHICLE TRAFFIC, EQUIPMENT STAGING, AND FOOT TRAFFIC IN PROPOSED INFILTRATION AREAS PRIOR TO, DURING AND AFTER CONSTRUCTION. UNLESS REQUIRED BY SITE CONDITIONS, UNLINED RAIN GARDENS ARE PREFERRED TO MAXIMIZE ONSITE INFILTRATION.
2. **DIMENSIONS:**
   -DEPTH OF BASIN (FROM TOP OF GROWING MEDIUM TO OVERFLOW ELEVATION): 12"
   -FLAT BOTTOM WIDTH: 2' MINIMUM
   -SIDE SLOPES OF BASIN: 3:1 MAXIMUM
   -SLOPE OF RAIN GARDEN: 0.5% OR LESS
3. **SETBACKS:**
   -FILTRATION RAIN GARDEN MUST BE 10' FROM FOUNDATIONS AND 5' FROM PROPERTY LINES UNLESS APPROVED BY BUILDING OFFICIAL.
4. **OVERFLOW:**
   -OVERFLOW REQUIRED. INLET ELEVATION MUST ALLOW FOR 4" OF FREEBOARD, MINIMUM.
   - PROTECT FROM DEBRIS AND SEDIMENT WITH STRAINER OR GRATE.
5. **PIPING:**
   -PERFORATED UNDERDRAIN PIPING: SHALL BE ABS SCH. 40, DUCTILE IRON, OR PVC SCH.40. MINIMUM DIAMETER IS 6". PIPING MUST HAVE 1% GRADE AND FOLLOW THE UNIFORM PLUMBING CODE. PVC NOT ALLOWED ABOVE GROUND.
   -OVERFLOW PIPING: SHALL BE ABS SCH. 40, DUCTILE IRON, OR PVC SCH. 40 AND SHALL NOT BE PERFORATED. MINIMUM DIAMETER IS 6". PIPING MUST HAVE 1% GRADE AND FOLLOW THE UNIFORM PLUMBING CODE. PVC NOT ALLOWED ABOVE GROUND.
6. **DRAIN ROCK:**
   -SIZE: 1 1/2" to 3/4"-0 WASHED
   -DEPTH: 18" MINIMUM
7. **SEPARATION** BETWEEN DRAIN ROCK AND GROWING MEDIUM: SHALL BE A 3" LAYER OF 3/4" - 1/4" OPEN GRADED AGGREGATE.
8. **GROWING MEDIUM:**
   -DEPTH: 18" MINIMUM
   -SEE APPENDIX A FOR SPECIFICATION OR USE SAND/LOAM/COMPOST 3-WAY MIX.
   -FACILITY SURFACE AREA MAY BE REDUCED BY 20% WHEN GROWING MEDIA DEPTH IS INCREASED TO 30" OR MORE.
9. **VEGETATION:** FOLLOW LANDSCAPE PLANS OR REFER TO PLANTING REQUIREMENTS IN APPENDIX A.
10. **WATERPROOF LINER (IF REQUIRED):** SHALL BE 30 MIL PVC OR EQUIVALENT.
11. **INSTALL RIVER ROCK** OR SPLASH PAD TO TRANSITION FROM INLETS TO GROWING MEDIUM. SIZE OF ROCK SHALL BE 1" - 3".
12. **SEASONAL HIGH GROUNDWATER SEPARATION:**
    -SEPARATION DISTANCE AS REQUIRED BY CITY.

Rain Garden - Filtration
Figure C-4

OREGON CITY
STORMWATER AND GRADING DESIGN STANDARDS

* SEE CITY'S STANDARD DRAWINGS FOR LOCATING PLANTERS IN THE PUBLIC RIGHT-OF-WAY.



GENERAL NOTES:

1. **PROVIDE PROTECTION** FROM ALL VEHICLE TRAFFIC, EQUIPMENT STAGING, AND FOOT TRAFFIC IN PROPOSED INFILTRATION AREAS PRIOR TO, DURING AND AFTER CONSTRUCTION.
2. **DIMENSIONS:**
   -WIDTH: 18" MINIMUM
   -DEPTH OF PLANTER (FROM TOP OF GROWING MEDIUM TO OVERFLOW ELEVATION): 12"
   -SLOPE OF PLANTER: 0.5% OR LESS
3. **SETBACKS**
   -PLANTERS MUST BE MINIMUM OF 5 FEET FROM PROPERTY LINE.
4. **OVERFLOW:**
   -INLET ELEVATION MUST ALLOW FOR 4" OF FREEBOARD, MINIMUM.
   -PROTECT FROM DEBRIS AND SEDIMENT WITH STRAINER OR GRATE.
5. **PIPING:**
   -PERFORATED UNDERDRAIN PIPING: SHALL BE ABS SCH. 40, DUCTILE IRON, OR PVC SCH.40, 6" MINIMUM DIAMETER. PIPING MUST HAVE 1% GRADE AND FOLLOW THE UNIFORM PLUMBING CODE. PVC NOT ALLOWED ABOVE GROUND.
   -OVERFLOW PIPING: SHALL BE ABS SCH.40, DUCTILE IRON, OR PVC SCH.40 AND SHALL NOT BE PERFORATED. MIMIMUM DIAMETER IS 6". PIPING MUST HAVE 1% GRADE AND FOLLOW THE UNIFORM PLUMBING CODE. PVC NOT ALLOWED ABOVE GROUND.
6. **DRAIN ROCK:**
   -SIZE FOR FLOW-THROUGH PLANTER: 1 1/2" - 3/4" WASHED
   -DEPTH: 12" MINIMUM
7. **SEPARATION** BETWEEN DRAIN ROCK AND GROWING MEDIUM: SHALL BE A 3" LAYER OF 3/4" - 1/4" OPEN GRADED AGGREGATE.
8. **GROWING MEDIUM:**
   -DEPTH: 18" MINIMUM
   -SEE APPENDIX A FOR SPECIFICATION OR USE SAND/LOAM/COMPOST 3-WAY MIX.
   -FACILITY SURFACE AREA MAY BE REDUCED BY 20% WHEN GROWING MEDIA DEPTH IS INCREASED TO 30" OR MORE.
9. **VEGETATION:** FOLLOW LANDSCAPE PLANS OR REFER TO PLANTING REQUIREMENTS IN APPENDIX A.
10. **PLANTER FOUNDATION AND WALLS:**
    -MATERIALS SHALL BE 4" REINFORCED CONCRETE, STONE, BRICK, OR OTHER DURABLE MATERIAL.
    -CONCRETE, BRICK, OR STONE WALLS SHALL BE INCLUDED ON FOUNDATION PLANS.
    -INSTALL INVERTED CURB AS NEEDED BETWEEN PLANTER AND ROAD SUBGRADE.
    -WALL HEIGHTS GREATER THAN 24" ABOVE GRADE REQUIRE HANDRAIL.
11. **WATERPROOF LINER (IF REQUIRED):**
    -LINER SHALL BE 30 MIL PVC OR EQUIVALENT, FOR FLOW THROUGH FACILITIES.
    -A WATERPROOF LINER IS NOT REQUIRED IF THE FOUNDATION OR WALL MATERIAL IS WATERPROOF REINFORCED CONCRETE OR APPROVED EQUAL.
12. **INSTALL RIVER ROCK** SPLASH PAD TO TRANSITION FROM INLET TO GROWING MEDIUM. SIZE OF ROCK SHALL BE 1" - 3".
13. **SEASONAL HIGH GROUNDWATER SEPARATION:**
    -SEPARATION DISTANCE AS REQUIRED BY THE CITY.
14. **SUBMIT RETAINING WALL DESIGN** IN ACCORDANCE WITH APPLICABLE STRUCTURAL CODES FOR REVIEW AND APPROVAL.

Stormwater Planter - Filtration
Figure C-1

OREGON CITY
STORMWATER AND GRADING DESIGN STANDARDS

ADVANCED DRAINAGE SYSTEMS, INC.

SiteASSIST™ by StormTech

FOR STORMTECH INSTRUCTIONS, DOWNLOAD THE INSTALLATION APP

OCPD

Oregon City, OR

STORMTECH CHAMBER SPECIFICATIONS

1. CHAMBERS SHALL BE STORMTECH SC-740, SC-310, OR APPROVED EQUAL.
2. CHAMBERS SHALL BE MANUFACTURED FROM VIRGIN POLYPROPYLENE OR POLYETHYLENE RESINS.
3. CHAMBER ROWS SHALL PROVIDE CONTINUOUS, UNOBSTRUCTED INTERNAL SPACE WITH NO INTERNAL SUPPORT PANELS THAT WOULD IMPEDE FLOW OR LIMIT ACCESS FOR INSPECTION.
4. THE STRUCTURAL DESIGN OF THE CHAMBERS, THE STRUCTURAL BACKFILL, AND THE INSTALLATION REQUIREMENTS SHALL ENSURE THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12, ARE MET FOR: 1) LONG-DURATION DEAD LOADS AND 2) SHORT-DURATION LIVE LOADS, BASED ON THE AASHTO DESIGN TRUCK WITH CONSIDERATION FOR IMPACT AND MULTIPLE VEHICLE PRESENCES.
5. CHAMBERS SHALL MEET ASTM F2922 (POLYETHYLENE) OR ASTM F2418 (POLYPROPYLENE), "STANDARD SPECIFICATION FOR THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
6. CHAMBERS SHALL BE DESIGNED AND ALLOWABLE LOADS DETERMINED IN ACCORDANCE WITH ASTM F2787, "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
7. ONLY CHAMBERS THAT ARE APPROVED BY THE SITE DESIGN ENGINEER WILL BE ALLOWED. THE CHAMBER MANUFACTURER SHALL SUBMIT THE FOLLOWING UPON REQUEST TO THE SITE DESIGN ENGINEER FOR APPROVAL BEFORE DELIVERING CHAMBERS TO THE PROJECT SITE:
   a. A STRUCTURAL EVALUATION SEALED BY A REGISTERED PROFESSIONAL ENGINEER THAT DEMONSTRATES THAT THE SAFETY FACTORS ARE GREATER THAN OR EQUAL TO 1.95 FOR DEAD LOAD AND 1.75 FOR LIVE LOAD, THE MINIMUM REQUIRED BY ASTM F2787 AND BY AASHTO FOR THERMOPLASTIC PIPE.
   b. A STRUCTURAL EVALUATION SEALED BY A REGISTERED PROFESSIONAL ENGINEER THAT DEMONSTRATES THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12, ARE MET. THE 50 YEAR CREEP MODULUS DATA SPECIFIED IN ASTM F2418 OR ASTM F2922 MUST BE USED AS PART OF THE AASHTO STRUCTURAL EVALUATION TO VERIFY LONG-TERM PERFORMANCE.
   c. STRUCTURAL CROSS SECTION DETAIL ON WHICH THE STRUCTURAL EVALUATION IS BASED.
8. CHAMBERS AND END CAPS SHALL BE PRODUCED AT AN ISO 9001 CERTIFIED MANUFACTURING FACILITY.

IMPORTANT - NOTES FOR THE BIDDING AND INSTALLATION OF THE SC-310/SC-740 SYSTEM

1. STORMTECH SC-310 & SC-740 CHAMBERS SHALL NOT BE INSTALLED UNTIL THE MANUFACTURER'S REPRESENTATIVE HAS COMPLETED A PRE-CONSTRUCTION MEETING WITH THE INSTALLERS.
2. STORMTECH SC-310 & SC-740 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/SC-780 CONSTRUCTION GUIDE".
3. CHAMBERS ARE NOT TO BE BACKFILLED WITH A DOZER OR AN EXCAVATOR SITUATED OVER THE CHAMBERS.

   STORMTECH RECOMMENDS 3 BACKFILL METHODS:
   - STONESHOOTER LOCATED OFF THE CHAMBER BED.
   - BACKFILL AS ROWS ARE BUILT USING AN EXCAVATOR ON THE FOUNDATION STONE OR SUBGRADE.
   - BACKFILL FROM OUTSIDE THE EXCAVATION USING A LONG BOOM HOE OR EXCAVATOR.
4. THE FOUNDATION STONE SHALL BE LEVELED AND COMPACTED PRIOR TO PLACING CHAMBERS.
5. JOINTS BETWEEN CHAMBERS SHALL BE PROPERLY SEATED PRIOR TO PLACING STONE.
6. MAINTAIN MINIMUM - 6" (150 mm) SPACING BETWEEN THE CHAMBER ROWS.
7. EMBEDMENT STONE SURROUNDING CHAMBERS MUST BE A CLEAN, CRUSHED, ANGULAR STONE 3/4-2" (20-50 mm).
8. THE CONTRACTOR MUST REPORT ANY DISCREPANCIES WITH CHAMBER FOUNDATION MATERIALS BEARING CAPACITIES TO THE SITE DESIGN ENGINEER.
9. ADS RECOMMENDS THE USE OF "FLEXSTORM CATCH IT" INSERTS DURING CONSTRUCTION FOR ALL INLETS TO PROTECT THE SUBSURFACE STORMWATER MANAGEMENT SYSTEM FROM CONSTRUCTION SITE RUNOFF.

NOTES FOR CONSTRUCTION EQUIPMENT

1. STORMTECH SC-310 & SC-740 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
2. THE USE OF CONSTRUCTION EQUIPMENT OVER SC-310 & SC-740 CHAMBERS IS LIMITED:
   - NO EQUIPMENT IS ALLOWED ON BARE CHAMBERS.
   - NO RUBBER TIRED LOADERS, DUMP TRUCKS, OR EXCAVATORS ARE ALLOWED UNTIL PROPER FILL DEPTHS ARE REACHED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
   - WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT CAN BE FOUND IN THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
3. FULL 36" (900 mm) OF STABILIZED COVER MATERIALS OVER THE CHAMBERS IS REQUIRED FOR DUMP TRUCK TRAVEL OR DUMPING.

USE OF A DOZER TO PUSH EMBEDMENT STONE BETWEEN THE ROWS OF CHAMBERS MAY CAUSE DAMAGE TO THE CHAMBERS AND IS NOT AN ACCEPTABLE BACKFILL METHOD. ANY CHAMBERS DAMAGED BY THE "DUMP AND PUSH" METHOD ARE NOT COVERED UNDER THE STORMTECH STANDARD WARRANTY.

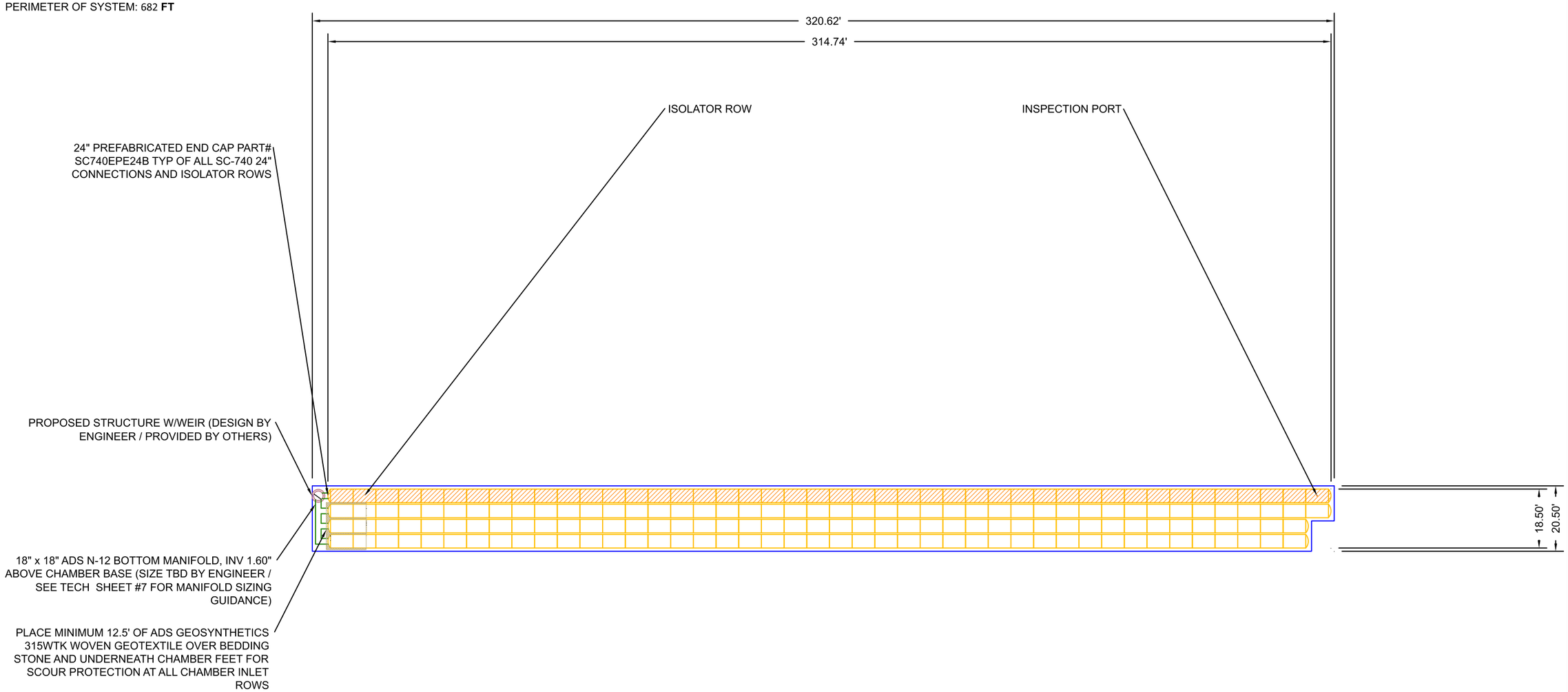
CONTACT STORMTECH AT 1-888-892-2694 WITH ANY QUESTIONS ON INSTALLATION REQUIREMENTS OR WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT.

©2015 ADS, INC.

CONCEPTUAL LAYOUT

(174) STORMTECH SC-740 CHAMBERS
(8) STORMTECH SC-740 END CAPS
INSTALLED WITH 6 " COVER STONE, 6 " BASE STONE, 40% STONE VOID
INSTALLED SYSTEM VOLUME: 13905 CF
AREA OF SYSTEM: 6505 **FT²**
PERIMETER OF SYSTEM: 682 **FT**

COMPUTER GENERATED CONCEPTUAL LAYOUT - NOT FOR CONSTRUCTION



OCPD
Oregon City, OR

DATE: 01/25/2019 | DRAWN: NP
PROJECT #: Tool | CHECKED: ---

REV	DRW	CHK	DESCRIPTION

StormTech®
Detention• Retention• Water Quality
70 INWOOD ROAD, SUITE 3 | ROCKY HILL | CT | 06067
860-529-8188 |888-892-2694 | WWW.STORMTECH.COM

ADS®
ADVANCED DRAINAGE SYSTEMS, INC.
4640 TRUEMAN BLVD
HILLIARD, OH 43026
1-800-733-7473

NOT TO SCALE

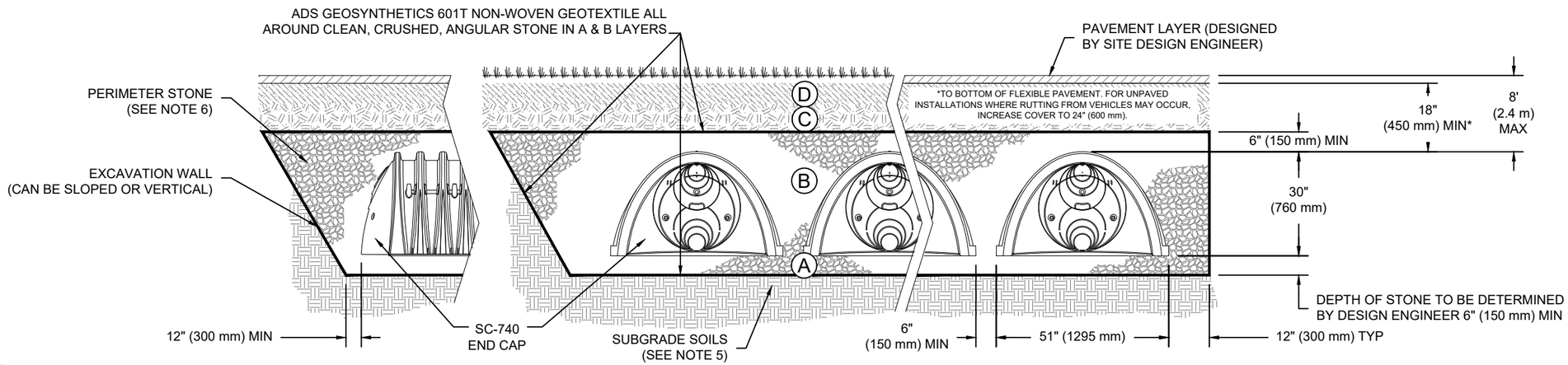
THIS DRAWING HAS BEEN PREPARED BASED ON INFORMATION PROVIDED TO ADS UNDER THE DIRECTION OF THE SITE DESIGN ENGINEER OR OTHER PROJECT REPRESENTATIVE. THE SITE DESIGN ENGINEER SHALL REVIEW THIS DRAWING PRIOR TO CONSTRUCTION. IT IS THE ULTIMATE RESPONSIBILITY OF THE SITE DESIGN ENGINEER TO ENSURE THAT THE PRODUCT(S) DEPICTED AND ALL ASSOCIATED DETAILS MEET ALL APPLICABLE LAWS, REGULATIONS, AND PROJECT REQUIREMENTS.

ACCEPTABLE FILL MATERIALS: STORMTECH SC-740 CHAMBER SYSTEMS

MATERIAL LOCATION		DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	**FINAL FILL:** FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	**INITIAL FILL:** FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 18" (450 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145[1] A-1, A-2-4, A-3 OR AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 12" (300 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 6" (150 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS. ROLLER GROSS VEHICLE WEIGHT NOT TO EXCEED 12,000 lbs (53 kN). DYNAMIC FORCE NOT TO EXCEED 20,000 lbs (89 kN).
B	**EMBEDMENT STONE:** FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE, NOMINAL SIZE DISTRIBUTION BETWEEN 3/4-2 INCH (20-50 mm)	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	NO COMPACTION REQUIRED.
A	**FOUNDATION STONE:** FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE, NOMINAL SIZE DISTRIBUTION BETWEEN 3/4-2 INCH (20-50 mm)	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE. [2] [3]

PLEASE NOTE:

1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 6" (150 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.



NOTES:

1. SC-740 CHAMBERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F2418 "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS", OR ASTM F2922 "STANDARD SPECIFICATION FOR POLYETHYLENE (PE) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
2. SC-740 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. "ACCEPTABLE FILL MATERIALS" TABLE ABOVE PROVIDES MATERIAL LOCATIONS, DESCRIPTIONS, GRADATIONS, AND COMPACTION REQUIREMENTS FOR FOUNDATION, EMBEDMENT, AND FILL MATERIALS.
4. THE "SITE DESIGN ENGINEER" REFERS TO THE ENGINEER RESPONSIBLE FOR THE DESIGN AND LAYOUT OF THE STORMTECH CHAMBERS FOR THIS PROJECT.
5. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
6. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
7. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.

OCPD
Oregon City, OR

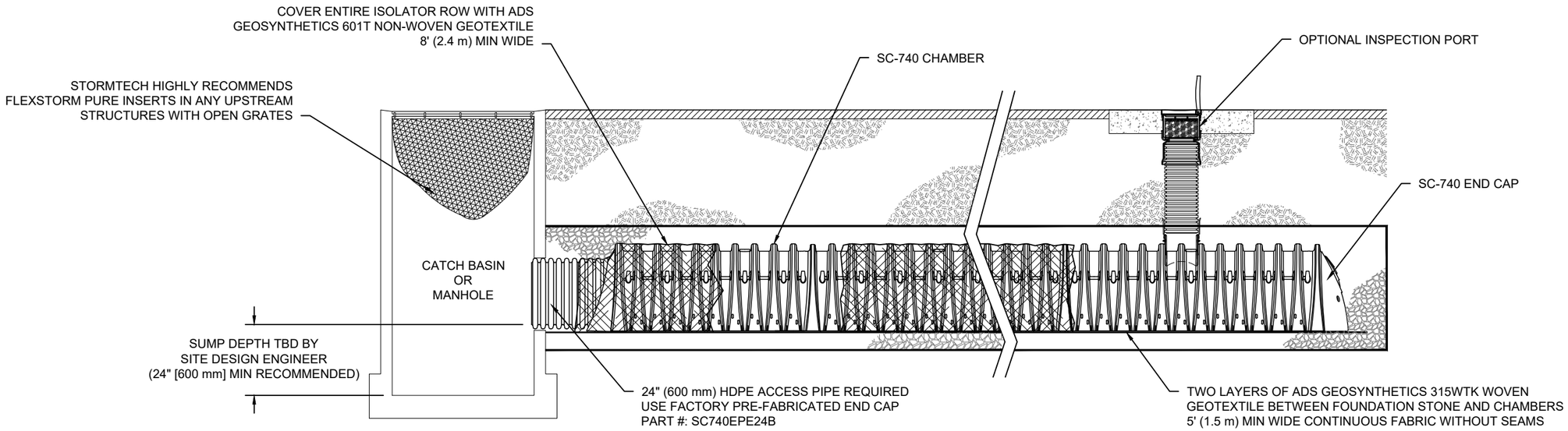
DATE: 01/25/2019 | DRAWN: NP
PROJECT #: Tool | CHECKED: ---

REV	DRW	CHK	DESCRIPTION

StormTech®
Detention•Retention•Water Quality
70 INWOOD ROAD, SUITE 3 | ROCKY HILL | CT | 06067
860-529-8188 | 888-892-2694 | WWW.STORMTECH.COM

ADS®
ADVANCED DRAINAGE SYSTEMS, INC.
4640 TRUEMAN BLVD
HILLIARD, OH 43026
1-800-733-7473

THIS DRAWING HAS BEEN PREPARED BASED ON INFORMATION PROVIDED TO ADS UNDER THE DIRECTION OF THE SITE DESIGN ENGINEER OR OTHER PROJECT REPRESENTATIVE. THE SITE DESIGN ENGINEER SHALL REVIEW THIS DRAWING PRIOR TO CONSTRUCTION. IT IS THE ULTIMATE RESPONSIBILITY OF THE SITE DESIGN ENGINEER TO ENSURE THAT THE PRODUCT(S) DEPICTED AND ALL ASSOCIATED DETAILS MEET ALL APPLICABLE LAWS, REGULATIONS, AND PROJECT REQUIREMENTS.



SC-740 ISOLATOR ROW DETAIL
NTS

INSPECTION & MAINTENANCE

STEP 1) INSPECT ISOLATOR ROW FOR SEDIMENT
- A. INSPECTION PORTS (IF PRESENT)
  - A.1. REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
  - A.2. REMOVE AND CLEAN FLEXSTORM FILTER IF INSTALLED
  - A.3. USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
  - A.4. LOWER A CAMERA INTO ISOLATOR ROW FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
  - A.5. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- B. ALL ISOLATOR ROWS
  - B.1. REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW
  - B.2. USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW THROUGH OUTLET PIPE
    - i) MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
    - ii) FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
  - B.3. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.

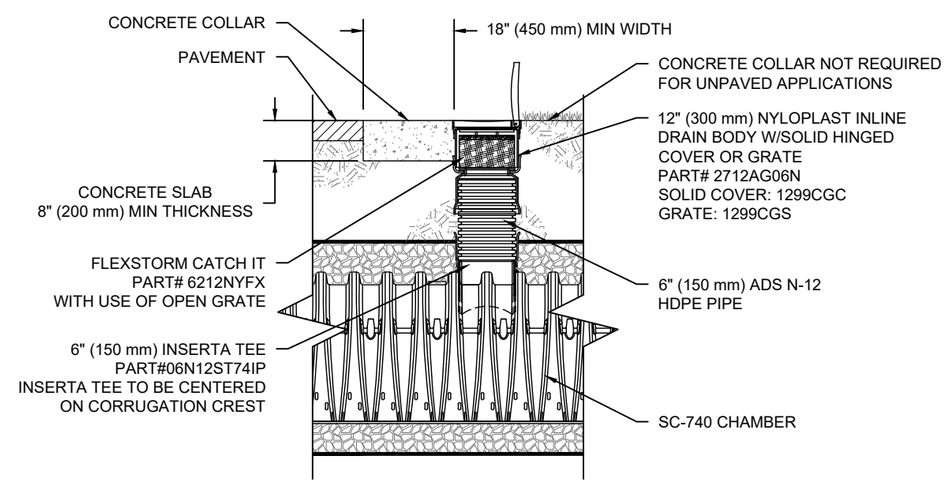
STEP 2) CLEAN OUT ISOLATOR ROW USING THE JETVAC PROCESS
- A. A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45" (1.1 m) OR MORE IS PREFERRED
- B. APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
- C. VACUUM STRUCTURE SUMP AS REQUIRED

STEP 3) REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS; RECORD OBSERVATIONS AND ACTIONS.

STEP 4) INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

NOTES

1. INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.
2. CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.



SC-740 6" INSPECTION PORT DETAIL
NTS

OCPD
Oregon City, OR

DATE: 01/25/2019 | DRAWN: NP
PROJECT #: Tool | CHECKED: ---

REV	DRW	CHK	DESCRIPTION

StormTech® Detention•Retention•Water Quality
70 INWOOD ROAD, SUITE 3 | ROCKY HILL | CT | 06067
860-529-8188 | 888-892-2694 | WWW.STORMTECH.COM

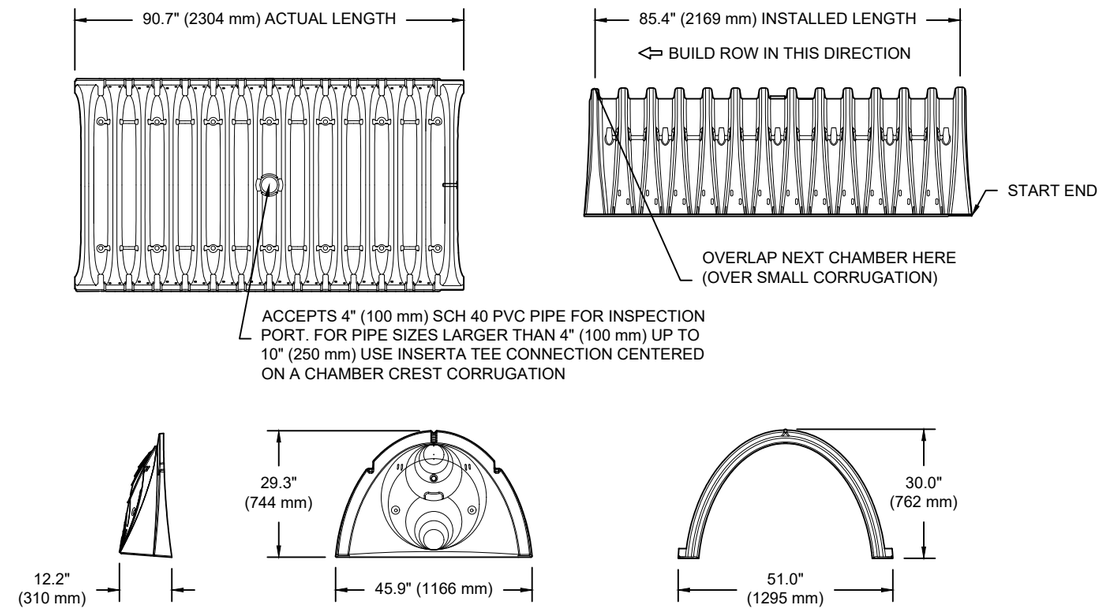
ADS® ADVANCED DRAINAGE SYSTEMS, INC.
4640 TRUEMAN BLVD
HILLIARD, OH 43026
1-800-733-7473

THIS DRAWING HAS BEEN PREPARED BASED ON INFORMATION PROVIDED TO ADS UNDER THE DIRECTION OF THE SITE DESIGN ENGINEER OR OTHER PROJECT REPRESENTATIVE. THE SITE DESIGN ENGINEER SHALL REVIEW THIS DRAWING PRIOR TO CONSTRUCTION. IT IS THE ULTIMATE RESPONSIBILITY OF THE SITE DESIGN ENGINEER TO ENSURE THAT THE PRODUCT(S) DEPICTED AND ALL ASSOCIATED DETAILS MEET ALL APPLICABLE LAWS, REGULATIONS, AND PROJECT REQUIREMENTS.

INTENTIONALLY
LEFT BLANK

SC-740 TECHNICAL SPECIFICATION

NTS



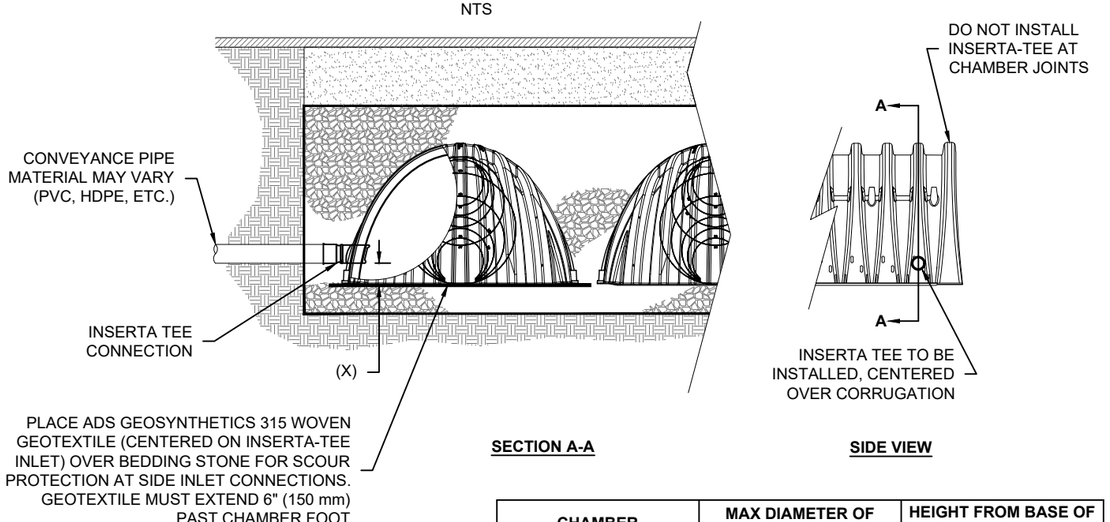
NOMINAL CHAMBER SPECIFICATIONS

SIZE (W X H X INSTALLED LENGTH)	51.0" X 30.0" X 85.4"	(1295 mm X 762 mm X 2169 mm)
CHAMBER STORAGE	45.9 CUBIC FEET	(1.30 m³)
MINIMUM INSTALLED STORAGE*	74.9 CUBIC FEET	(2.12 m³)
WEIGHT	75.0 lbs.	(33.6 kg)

*ASSUMES 6" (152 mm) STONE ABOVE, BELOW, AND BETWEEN CHAMBERS

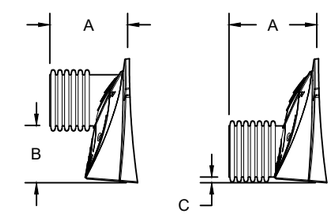
INSERTA TEE DETAIL

NTS



CHAMBER	MAX DIAMETER OF INSERTA TEE	HEIGHT FROM BASE OF CHAMBER (X)
SC-310	6" (150 mm)	4" (100 mm)
SC-740	10" (250 mm)	4" (100 mm)
DC-780	10" (250 mm)	4" (100 mm)
MC-3500	12" (300 mm)	6" (150 mm)
MC-4500	12" (300 mm)	8" (200 mm)
INSERTA TEE FITTINGS AVAILABLE FOR SDR 26, SDR 35, SCH 40 IPS GASKETED & SOLVENT WELD, N-12, HP STORM, C-900 OR DUCTILE IRON		

NOTE:
PART NUMBERS WILL VARY BASED ON INLET PIPE MATERIALS. CONTACT STORMTECH FOR MORE INFORMATION.



STUBS AT BOTTOM OF END CAP FOR PART NUMBERS ENDING WITH "B"
STUBS AT TOP OF END CAP FOR PART NUMBERS ENDING WITH "T"

PART #	STUB	A	B	C
SC740EPE06T / SC740EPE06TPC	6" (150 mm)	10.9" (277 mm)	18.5" (470 mm)	---
SC740EPE06B / SC740EPE06BPC			---	0.5" (13 mm)
SC740EPE08T /SC740EPE08TPC	8" (200 mm)	12.2" (310 mm)	16.5" (419 mm)	---
SC740EPE08B / SC740EPE08BPC			---	0.6" (15 mm)
SC740EPE10T / SC740EPE10TPC	10" (250 mm)	13.4" (340 mm)	14.5" (368 mm)	---
SC740EPE10B / SC740EPE10BPC			---	0.7" (18 mm)
SC740EPE12T / SC740EPE12TPC	12" (300 mm)	14.7" (373 mm)	12.5" (318 mm)	---
SC740EPE12B / SC740EPE12BPC			---	1.2" (30 mm)
SC740EPE15T / SC740EPE15TPC	15" (375 mm)	18.4" (467 mm)	9.0" (229 mm)	---
SC740EPE15B / SC740EPE15BPC			---	1.3" (33 mm)
SC740EPE18T / SC740EPE18TPC	18" (450 mm)	19.7" (500 mm)	5.0" (127 mm)	---
SC740EPE18B / SC740EPE18BPC			---	1.6" (41 mm)
SC740EPE24B*	24" (600 mm)	18.5" (470 mm)	---	0.1" (3 mm)

ALL STUBS, EXCEPT FOR THE SC740EPE24B ARE PLACED AT BOTTOM OF END CAP SUCH THAT THE OUTSIDE DIAMETER OF THE STUB IS FLUSH WITH THE BOTTOM OF THE END CAP. FOR ADDITIONAL INFORMATION CONTACT STORMTECH AT 1-888-892-2694.

* FOR THE SC740EPE24B THE 24" (600 mm) STUB LIES BELOW THE BOTTOM OF THE END CAP APPROXIMATELY 1.75" (44 mm). BACKFILL MATERIAL SHOULD BE REMOVED FROM BELOW THE N-12 STUB SO THAT THE FITTING SITS LEVEL.

NOTE: ALL DIMENSIONS ARE NOMINAL

OCPD
Oregon City, OR

DATE: 01/25/2019 | DRAWN: NP
PROJECT #: Tool | CHECKED: ---

REV	DRW	CHK	DESCRIPTION

StormTech®
Detention•Retention•Water Quality
70 INWOOD ROAD, SUITE 3 | ROCKY HILL | CT | 06067
860-529-8188 | 888-892-2694 | WWW.STORMTECH.COM

ADS®
ADVANCED DRAINAGE SYSTEMS, INC.
4640 TRUEMAN BLVD
HILLIARD, OH 43026
1-800-733-7473

THIS DRAWING HAS BEEN PREPARED BASED ON INFORMATION PROVIDED TO ADS UNDER THE DIRECTION OF THE SITE DESIGN ENGINEER OR OTHER PROJECT REPRESENTATIVE. THE SITE DESIGN ENGINEER SHALL REVIEW THIS DRAWING PRIOR TO CONSTRUCTION. IT IS THE ULTIMATE RESPONSIBILITY OF THE SITE DESIGN ENGINEER TO ENSURE THAT THE PRODUCT(S) DEPICTED AND ALL ASSOCIATED DETAILS MEET ALL APPLICABLE LAWS, REGULATIONS, AND PROJECT REQUIREMENTS.

Appendix D

Site Assessment and Planning Checklist

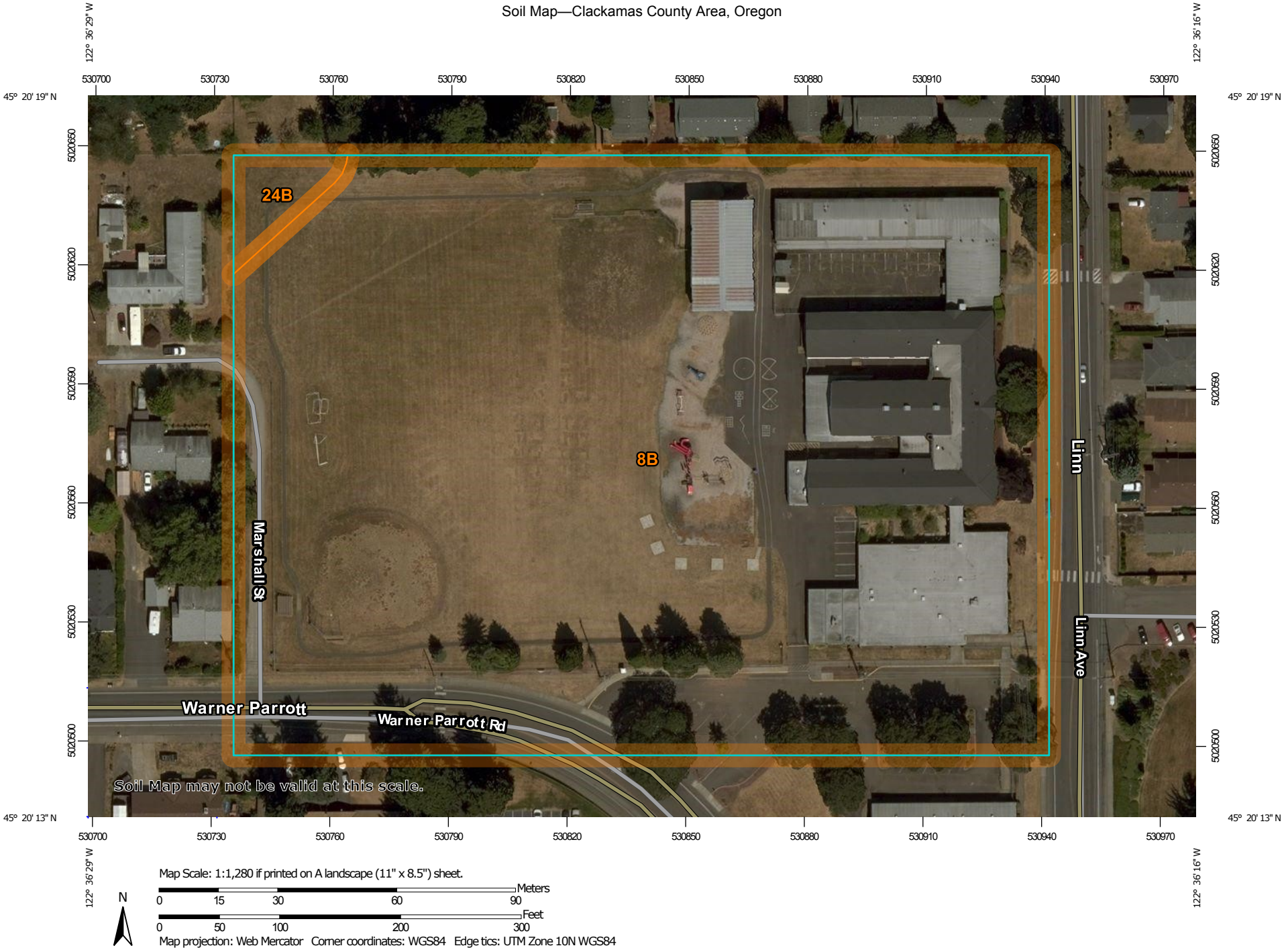
SITE ASSESSMENT AND PLANNING CHECKLIST		
✓	**Information needed**	**Attach supporting materials as needed**
2.2.1 Site Information		
	Applicant contact information	Applicant name: James Band Business name: Oregon City Police Department Contact address, phone number, and e-mail:
	Project location	Site address: 1234 Linn Avenue, Oregon City Site description: The site will be the new home of the Oregon City Police and Courts Facility, including associated parking and utility site improvements Major drainage basin: Coffee Basin Is the project site located with the WQRA as defined in OCMC 17.49? N (Y/N) *Include a vicinity map of the site (including location of property in relation to adjacent properties, roads, and pedestrian/bike facilities).* (Narrative page 1)
	Project type	Identify types of development planned for the site such as commercial, industrial, single-family residential, multi-family residential, or other (describe): Public Facilities
	Size of site	Size of site: 8.34 (acres) Number of existing/proposed tax lots: 3 Amount of new and replaced impervious area: 127,628 (SF)
2.2.2 Site Assessment *Note: Site assessment information may be available from the OCMaps online tool available through the City's website.*		
	Site Assessment Map	*Attach engineered scale Site Assessment Map, showing items below.*
	Topography Evaluate site and map slopes: *Flat: 0-10%* *Moderate: 10-25%* *Steep: 25% and greater*	*Surveyed or aerial-based mapping with 2-foot intervals for slopes 0-25% slope and 10-foot intervals for steeper. Indicate Geologic Hazard Areas as defined by OCMC 17.04.510 and Geologic Hazards Overlay Zone as defined by OCMC 17.04.515.* See Grading Plan C-400
	Soils and Groundwater Research and map site soil hydrologic group, depth to groundwater	NRCS Hydrologic Soil Type (show on map if more than one type present): *Attach seasonal groundwater depth evaluation if available or required (site has floodplain and/or wetland). Groundwater depth information is available from the City.* Appendix D2
	Infiltration Assessment Determine soil capacity for onsite infiltration	If an infiltration test is performed, attach the documentation. Report the test type (Basic/Professional) performed and results. See **Appendix D** for the approved infiltration testing methods. Test type: Cased-hole falling head 0.375 (inches/hour)

SITE ASSESSMENT AND PLANNING CHECKLIST		
	Hydrology – Conditions and Natural Features Map site floodplains, wetlands, streams, and location of outfalls	Clearly label on map all intermittent and perennial creeks/streams/rivers and wetlands, FEMA floodplains, and existing drainage systems (pipes, ditches, outfalls). Check here if present on site: N/A Sensitive area(s) N/A Floodplain N/A
	Downstream Conveyance	Indicate the proposed point of discharge on the site plan. *Prepare and attach a Downstream Analysis as required by **Chapter 5**.* Check here to verify that adequate downstream capacity is available: Appendix E
	Existing Vegetation Map trees and vegetation	Using aerial photos or survey, map all trees and vegetation. Note all existing trees 6-inch caliper and greater (DBH) on map. Delineate and identify other areas and types of existing vegetation. See tree plan The local planning authority may require a formal tree survey.
	Required Vegetated Buffers and Setbacks Assess and map buffers	Identify required vegetated buffer areas and other setback limits as defined by OCMC Title 17. See tree plan
	Land Use and Zoning	Existing Land Use Zoning designation(s): I - Institutional
	Access and Parking	Delineate proposed access points for all transportation modes on map. Indicate amount and area of required parking onsite if applicable, *attach documentation as needed.* C-300
	Utilities to Site and Surrounding Area	Map existing utilities including stormwater facilities, storm conveyance, sewer, water, electricity, phone/cable, gas, and any public storm system/facility downstream. C-500,-600 and Ex Conditions Plans C-101 through C-106
2.2.3 Site Planning Design Objectives *(attach engineered scale Preliminary Site Plan)*		
	1. Preserve existing resources	**Required:** Show sensitive areas and buffers on site plan. Denote buffer areas that require enhancement. Show any proposed areas of encroachment and associated buffer mitigation areas.
	2. Minimize site disturbance	**Required:** Delineate protection areas on site plan for areas to remain undisturbed during construction.
	3. Minimize soil compaction	**Required:** Delineate and note temporary fencing on site plan for proposed infiltration facilities, vegetated stormwater management facilities, and re-vegetation areas.
	4. Minimize imperviousness	**Required:** Delineate proposed impervious areas and proposed impervious area reduction methods on the site plan. A. Total proposed new/replaced impervious area: 127,628 (SF) B. Area of proposed Green Roofs: 0 (SF) C. Area of proposed pervious pavements: 0 (SF) D. Describe type of pavers or pavement proposed: Standard asphalt and concrete pavements E. Impervious area requiring management [A-(B+C)]: 127,628 (SF)

SITE ASSESSMENT AND PLANNING CHECKLIST		
2.2.4 Proposed Stormwater Management Strategy		
	Proposed Stormwater Management Strategy	_____ Infiltration facilities _____ Surface Infiltration facilities to the MEP _____ Full onsite retention/infiltration up to the 10-year storm event _____ Infiltration facilities are limited by the following conditions *(include documentation to demonstrate the limiting condition and choose an alternate strategy below):* _____ Stormwater management facility to be located on fill _____ Steep slopes _____ High groundwater _____ Contaminated soils _____ Conflict with required Source Controls (**Chapter 6**) __X__ Onsite Stormwater management facilities (indicate below) _____ Offsite stormwater management facilities/regional facilities _____ Fee in Lieu, as determined by the City
	Preliminary Facility Selection/Sizing	Check all that apply, *attach output from BMP Sizing Tool*, and show proposed Stormwater Management Facilities on Preliminary Site Plan. LID facilities: _____ Infiltration Stormwater Planter __X__ Filtration Stormwater Planter _____ Infiltration Rain Garden __X__ Filtration Rain Garden _____ Vegetated Swale _____ Detention Pond _____ Infiltration Trench __X__ Manufactured Treatment Technology __X__ Other: Underground detention chambers
	Verify Minimum Facility Size	A. Required surface area of onsite surface infiltration facilities: As determined by BMP sizing tool or engineered method: 1,242 (SF) B. Calculate MEP surface area of surface infiltration facilities for sites with limiting conditions: Total new/replaced impervious area (SF) x 0.10 = 12,763 (SF) C. Calculate required surface area of onsite LID facilities: Smaller of [A] or [B]: 1,242 (SF) D. Proposed surface infiltration facility size(s): From site plan: 3,045 (SF) *must be larger than [C]*

SITE ASSESSMENT AND PLANNING CHECKLIST		
2.2.5 Other Project Requirements		
	Grading Permit	Review OCMC 15.48 to determine whether a grading permit will be required. Grading permit required? __Y__ (Y/N) Type of Grading Plan proposed (see **Chapter 3**): Engineered Grading Plan
	Erosion Prevention and Sediment Control	Identify the required permits: __X__ ESC Permit from the City *(sites that include 1,000+ SF new or replaced impervious area)* __X__ 1200-C Permit from DEQ *(sites that disturb 1 acre or more land surface)*
	Source Control for High Use Sites	Identify whether the proposed development will include any of the following: _____ Fuel Dispensing Facilities and Surrounding Traffic Areas _____ Above-Ground Storage of Liquid Materials _____ Solid Waste Storage Areas, Containers, and Trash Compactors _____ Exterior Storage of Bulk Materials _____ Material Transfer Areas/Loading Docks _____ Equipment and/or Vehicle Washing Facilities _____ Development on Land With Suspected or Known Contamination _____ Covered Vehicle Parking Areas _____ Industrial and Commercial High Traffic Areas _____ Other land uses subject to the ODEQ 1200-Z Industrial Stormwater Permit
	Other Permits	Identify other natural resources related permits from local, state, or federal agencies that may be required as part of the proposed development activity. It is the responsibility of the applicant to identify and obtain required permits prior to project approval. List other anticipated permits: Oregon DEQ Underground Injection Control Closure Permit for removal of existing drywell

Soil Map—Clackamas County Area, Oregon



Map Scale: 1:1,280 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 15 30 60 90

Feet: 0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Map Unit Polygons

Soil Map Unit Lines

Soil Map Unit Points

Special Point Features

Blowout

Borrow Pit

Clay Spot

Closed Depression

Gravel Pit

Gravelly Spot

Landfill

Lava Flow

Marsh or swamp

Mine or Quarry

Miscellaneous Water

Perennial Water

Rock Outcrop

Saline Spot

Sandy Spot

Severely Eroded Spot

Sinkhole

Slide or Slip

Sodic Spot

Spoil Area

Stony Spot

Very Stony Spot

Wet Spot

Other

Special Line Features

Water Features

Streams and Canals

Transportation

Rails

Interstate Highways

US Routes

Major Roads

Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Clackamas County Area, Oregon
Survey Area Data: Version 14, Sep 18, 2018

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 26, 2014—Sep 5, 2014

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
8B	Bornstedt silt loam, 0 to 8 percent slopes	7.6	98.4%
24B	Cottrell silty clay loam, 2 to 8 percent slopes	0.1	1.6%
Totals for Area of Interest		**7.7**	**100.0%**

Appendix E

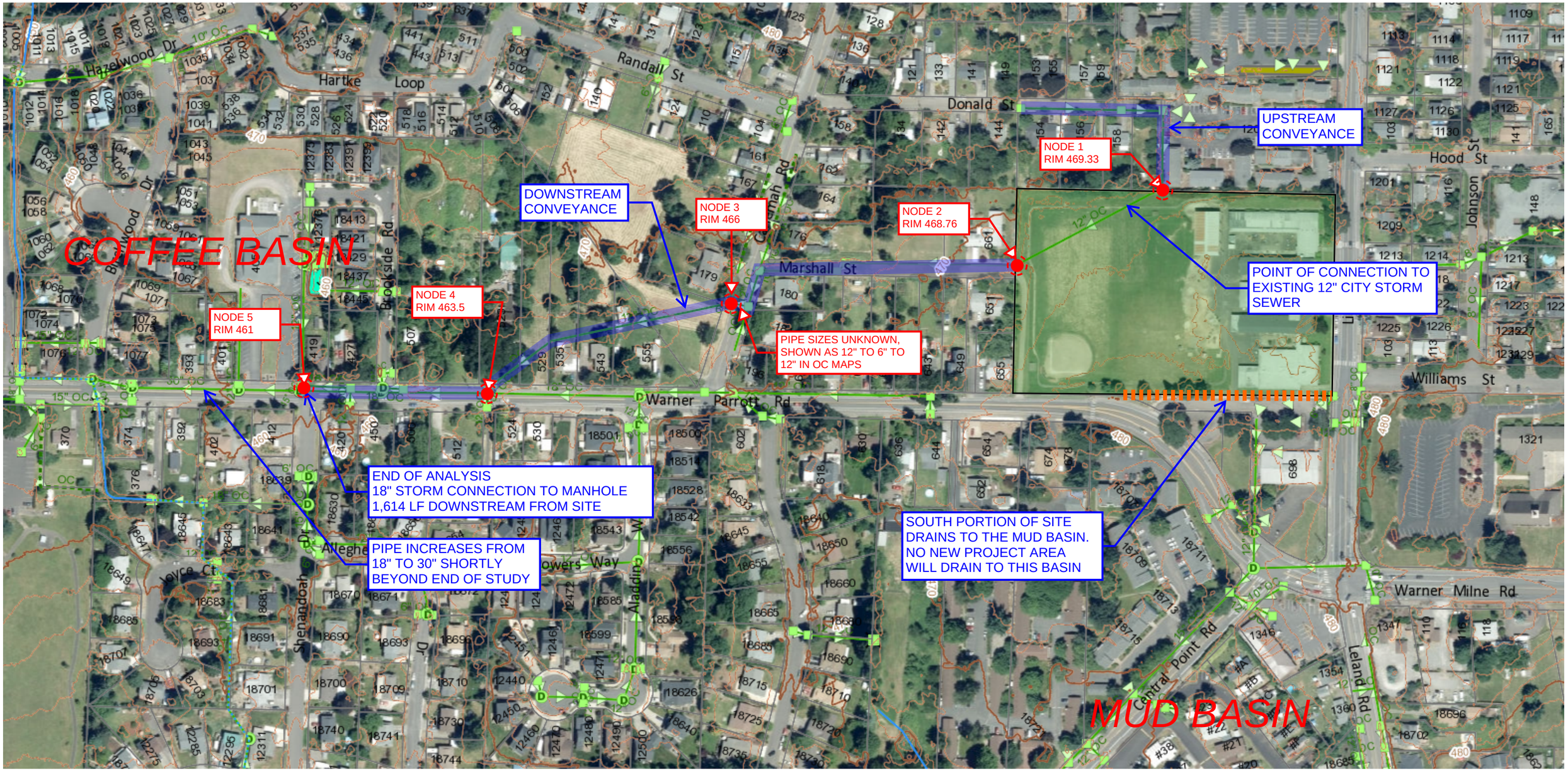
Downstream Analysis and Detention Calculations

OREGON CITY POLICE AND COURTS

STORM CONNECTION FEASIBILITY AND DOWNSTREAM ANALYSIS

3/27/2019

OVERALL



kpff

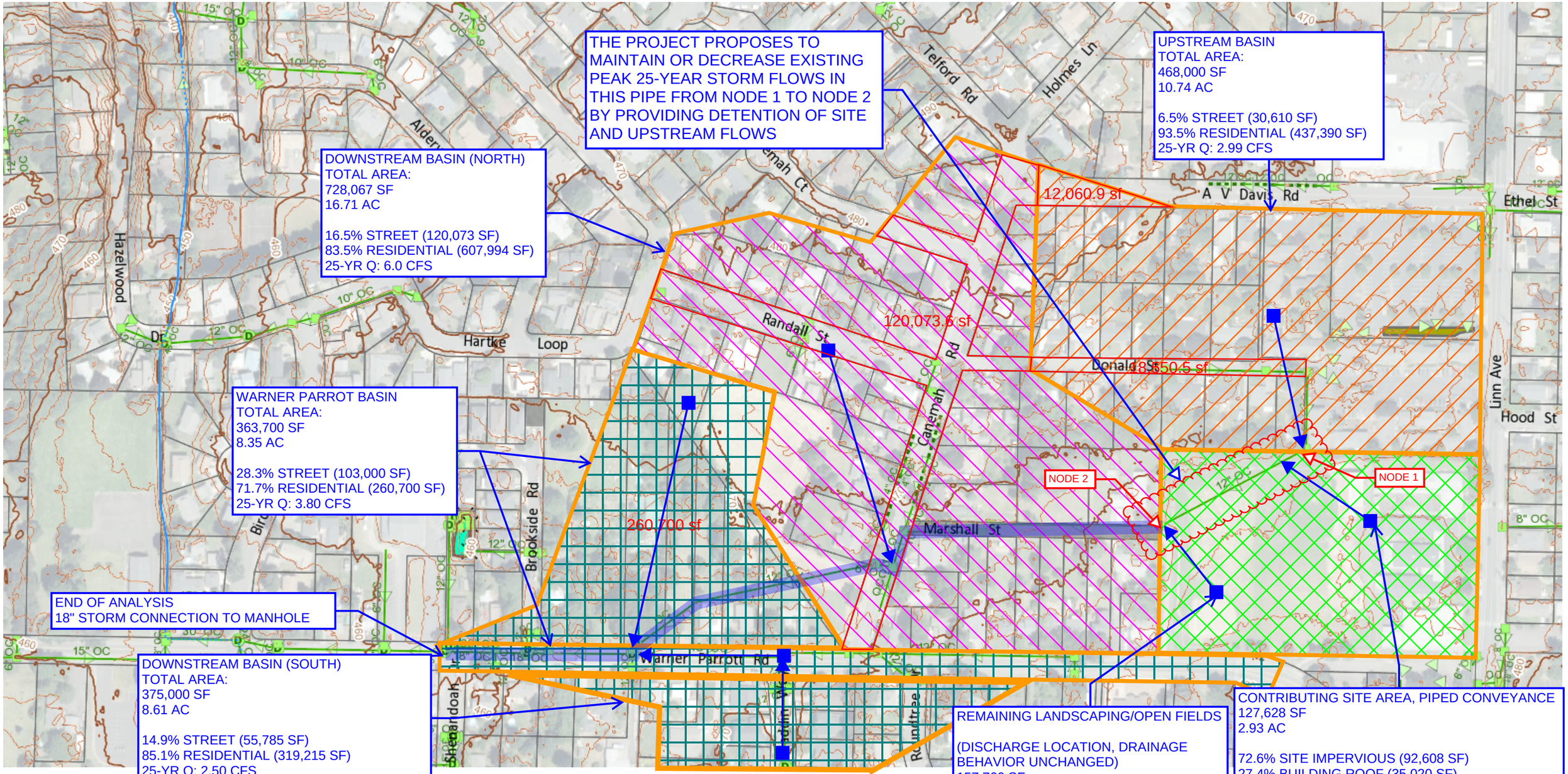
1:2400
1"=200'

OREGON CITY POLICE AND COURTS

STORM CONNECTION FEASIBILITY AND DOWNSTREAM ANALYSIS

3/27/2019

NORTH



1:2400
1"=200'

kpff

Detention Approach Summary

The upstream basin serves as the existing peak flow that the combined upstream, site pervious, and site impervious must match or be below. This will demonstrate that no adverse impacts to the downstream system will result from the proposed improvements. All flows are results of the 25-year storm model as shown in the attached hydrographs.

Stormtech SC-740 chambers with 6-inches of rock storage above and below are proposed. A Flow Control Manhole located on the existing public storm main will intercept flows from upstream and the site and provide detainment. An overflow weir will be located to bypass higher flows at the top of the proposed storage facility which will be located vertically as to not cause upstream flooding issues during overflow events.

Existing conditions in existing public storm main on site (undetained peak flows)

Upstream Basin	2.99 cfs

Site runoff, discharge to public storm main on site (undetained peak flows)

Site pervious	1.01 cfs
Site impervious	2.76 cfs

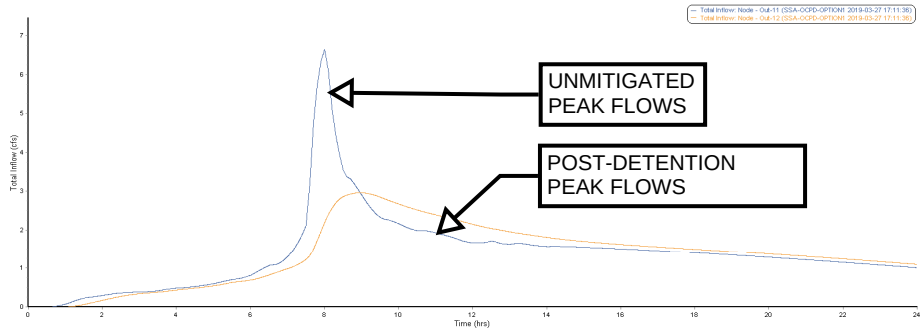
Combined discharge public storm main on site (detained peak flows)

MAXIMUM	2.99 cfs
Proposed	2.96 cfs

Storage Criteria

Storage Height:	3.50 ft
Orifice size:	7.900 in
Orifice height;	3.5 ft
Peak inflow:	6.65 cfs
Peak outflow:	2.96 cfs
Storage Volume:	13840 cf

Peak Outflow Hydrograph (Detained vs Undetained)



Total Inflow Summary Table

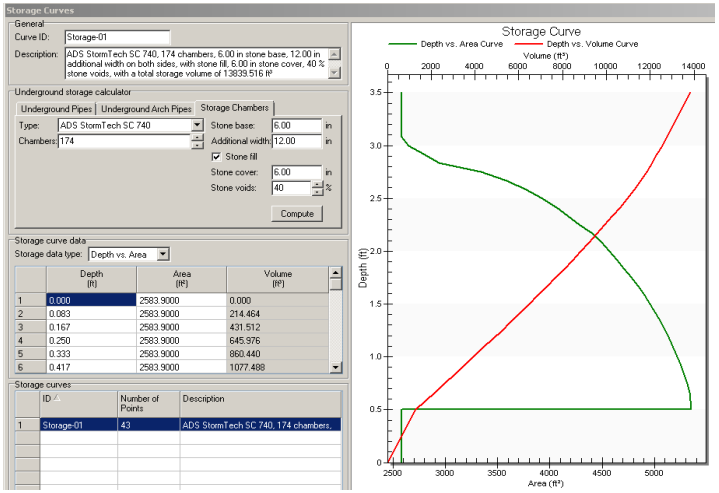
Time period
From: 07/10/2018, 12:00:00 AM
To: 07/11/2018, 12:00:10 AM

Thresholds
Exceedance: 0
Deficit: 0

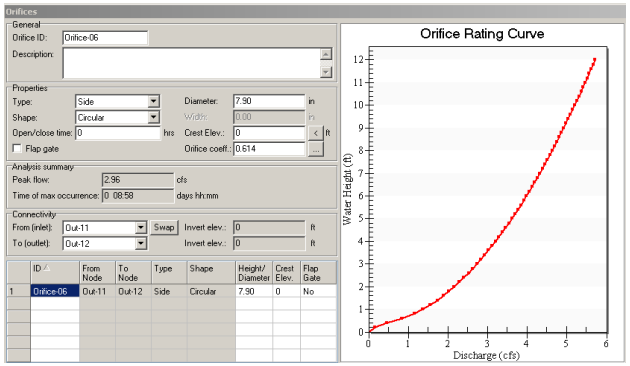
Detention storage
Max flow: 0

Element ID	Out-11	Out-12
Maximum Total Inflow (cfs)	6.65	2.96
Minimum Total Inflow (cfs)	0.00	0.00
Event Mean Total Inflow (cfs)	1.40	1.36
Duration of Exceedances (hrs)	N/A	N/A
Duration of Deficits (hrs)	N/A	N/A
Number of Exceedances	N/A	N/A
Number of Deficits	N/A	N/A
Volume of Exceedance (ft³)	N/A	N/A
Volume of Deficit (ft³)	N/A	N/A
Total Inflow Volume (ft³)	120539.69	117872.72
Detention Storage (ft³)	N/A	N/A

Storage Curve



Orifice Criteria



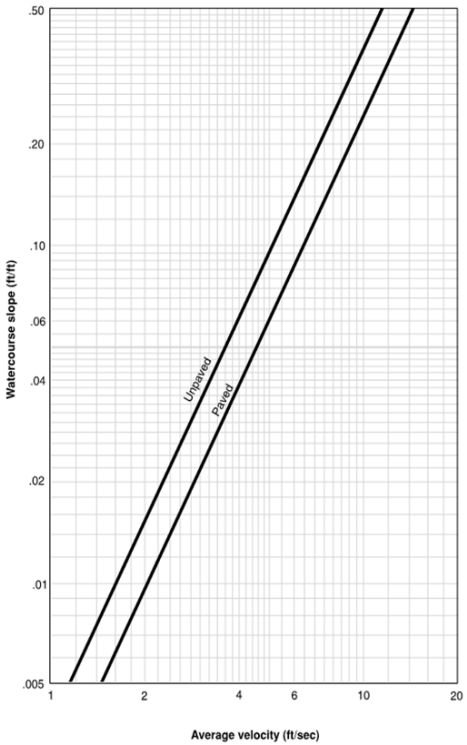
Design criteria:

Time of concentration (TOC) is calculated based on the Oregon City Stormwater Grading and Design Standards and the design criteria shown below. A time is first calculated for sheet flow up to a maximum of 300-ft before calculating concentrated flow time. This TOC represents flows crossing the non-impervious areas of each basin. Impervious areas (streets) are assumed to have the minimum 5 minute TOC. Finally, the composite TOC for each basin is calculated based on the weighted area of paved versus unpaved area for each basin. Each Basin TOC is used in the respective SBUH hydrograph modeling performed to determine peak flows for the 25-year storm.

Time of Concentration

Basin	Average Slope (s, ft/ft)	Sheet Flow Roughness (n)	Sheet Flow (L, ft) (300-ft max)	T-sheet flow (min)	Remaining L (ft)	Velocity (per table)	T-concentrated flow (min)	**Tc (unpaved)**	**Tc (paved)**	UNPAVED (%/100)	PAVED (%/100)	**COMPOSITE T**
Upstream Basin	0.0229	0.03	300	6.60	400	2.4	2.78	9.38	5	0.935	0.065	**9.09**
Site	0.0078	0.15	300	36.72	370	1.4	4.40	41.13	5	0.527	0.473	**24.04**
Downstream North	0.0175	0.03	300	7.34	500	2.1	3.97	11.31	5	0.835	0.165	**10.27**
Warner Parrot Basin	0.0163	0.03	300	7.55	220	2.1	1.75	9.29	5	0.717	0.283	**8.08**
Downstream South	0.0029	0.03	300	15.01	550	1.2	7.64	22.64	5	0.851	0.149	**20.02**

FIGURE 3-1 TR-55 URBAN HYDROLOGY FOR SMALL WATERSHEDS



EXCERPT FROM OREGON CITY STORMWATER AND GRADING DESIGN GUIDELINES

D. In computing the Time of Concentration (Tc), for smaller basins, the largest and most significant component in the total Tc is the portion of the time devoted to sheet flow. For this reason, extreme care should be given to determining the true travel time for the sheet flow component of the Tc. In calculating the total Tc, the following limitations will apply:

1. The flow segment used for the sheet flow component shall not extend for more than 300 feet. The use of a distance of less than 200 feet on a pre-developed land use will require supporting documentation, such as photographs that show evidence of shallow concentrated flow at the point of transition.
2. For segments of the Tc route that flow through closed conveyance facilities, such as pipes and culverts, use standard hydraulics formulas for establishing velocity and travel time.
3. For segments of the Tc route that flow through lakes or submerged wetlands, travel time is normally very short. The travel time can be determined using an appropriate storage routing technique, or it can be assumed to be zero.
4. The minimum total Tc used in the runoff calculations shall be 5 minutes.

EXCERPTS FROM TR-55 URBAN HYDROLOGY FOR SMALL WATERSHEDS

Overland Surface	Manning value (*n*)
Smooth asphalt pavement	0.010
Smooth impervious surface	0.011
Tar and sand pavement	0.012
Concrete pavement	0.014
Rough impervious surface	0.015
Smooth bare packed soil	0.017
Moderate bare packed soil	0.025
Rough bare packed soil	0.032
Gravel soil	0.025
Mowed poor grass	0.030
Average grass, closely clipped sod	0.040
Pasture	0.040
Timberland	0.060
Dense grass	0.060
Shrubs and bushes	0.080
Land Use	
Business	0.014
Semibusiness	0.022
Industrial	0.020
Dense residential	0.025
Suburban residential	0.030
Parks and lawns	0.040

Table 3-1 Roughness coefficients (Manning's n) for sheet flow

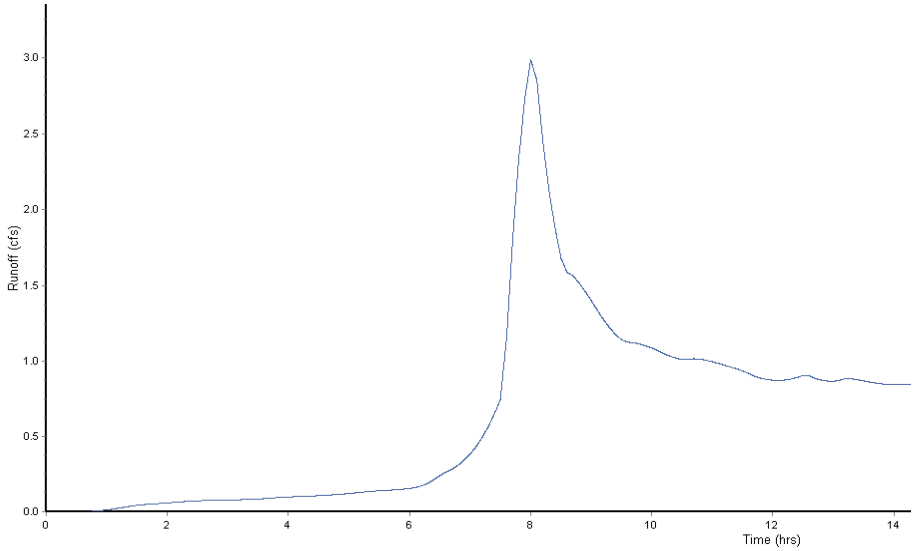
Surface description	n ¹/
Smooth surfaces (concrete, asphalt, gravel, or bare soil)	0.011
Fallow (no residue)	0.05
Cultivated soils:	
Residue cover ≤20%	0.06
Residue cover >20%	0.17
Grass:	
Short grass prairie	0.15
Dense grasses ²/	0.24
Bermudagrass	0.41
Range (natural)	0.13
Woods:³/	
Light underbrush	0.40
Dense underbrush	0.80

Design criteria:

The upstream contributing basin connects to the public storm sewer line that traverses the site year peak flow is analyzed below to determine the maximum peak flow that the sum of upstre onsite flows must match or be less than. This demonstrates that the development of the site w adversely impact downstream conditions for the 25-year storm event.

Hydrograph Analysis

Autodesk Storm and Sanitary Analysis 2018 - SCS Type 1A 24-hr storm distribution



Runoff Summary Table

Time period
From: 07/10/2018, 12:00:00 AM
To: 07/11/2018, 12:00:10 AM

Thresholds
Exceedance: 0
Deficit: 0

Detention storage
Max flow: 0

Element ID	UPSTREAM
Maximum Runoff (cfs)	2.99
Minimum Runoff (cfs)	0.00
Event Mean Runoff (cfs)	0.67
Duration of Exceedances (hrs)	N/A
Duration of Deficits (hrs)	N/A
Number of Exceedances	N/A
Number of Deficits	N/A
Volume of Exceedance (ft³)	N/A
Volume of Deficit (ft³)	N/A
Total Runoff (ft³)	58091.8
Detention Storage (ft³)	N/A

UPSTREAM BASIN PEAK FLOW

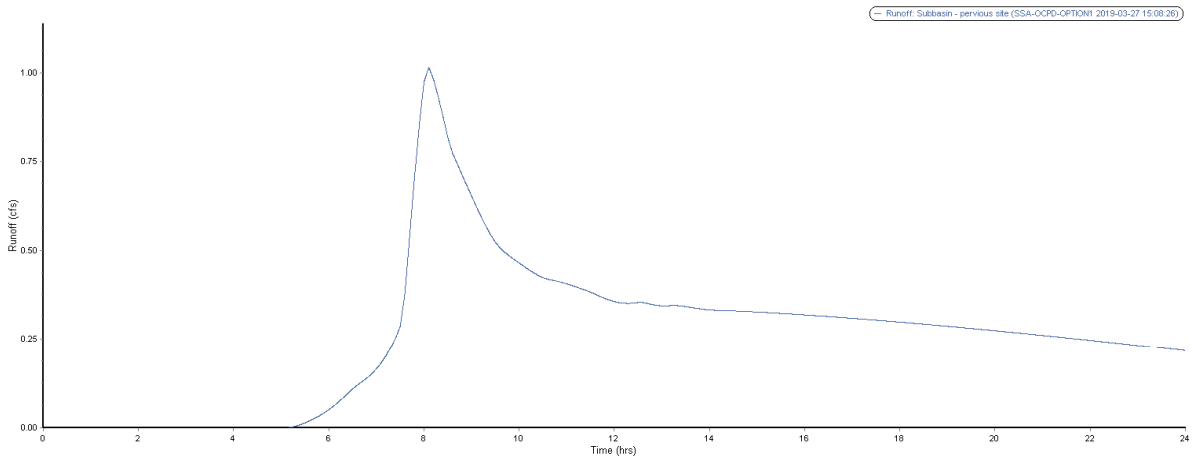
2.99 CFS

Design criteria:

The site not part of the piped conveyance improvements is assumed to shed off the site across the open field to remain on the west side of the site. The model below represents the peak flow for this portion of the site

Hydrograph Analysis

Autodesk Storm and Sanitary Analysis 2018 - SCS Type 1A 24-hr storm distribution



Runoff Summary Table

Time period	
From:	07/10/2018, 12:00:00 AM
To:	07/11/2018, 12:00:10 AM

Thresholds	
Exceedance:	0
Deficit:	0

Detention storage	
Max flow:	0

Element ID	pervious site
Maximum Runoff (cfs)	1.01
Minimum Runoff (cfs)	0.00
Event Mean Runoff (cfs)	0.26
Duration of Exceedances (hrs)	N/A
Duration of Deficits (hrs)	N/A
Number of Exceedances	N/A
Number of Deficits	N/A
Volume of Exceedance (ft³)	N/A
Volume of Deficit (ft³)	N/A
Total Runoff (ft³)	22502.17
Detention Storage (ft³)	N/A

PERVIOUS SITE BASIN PEAK FLOW

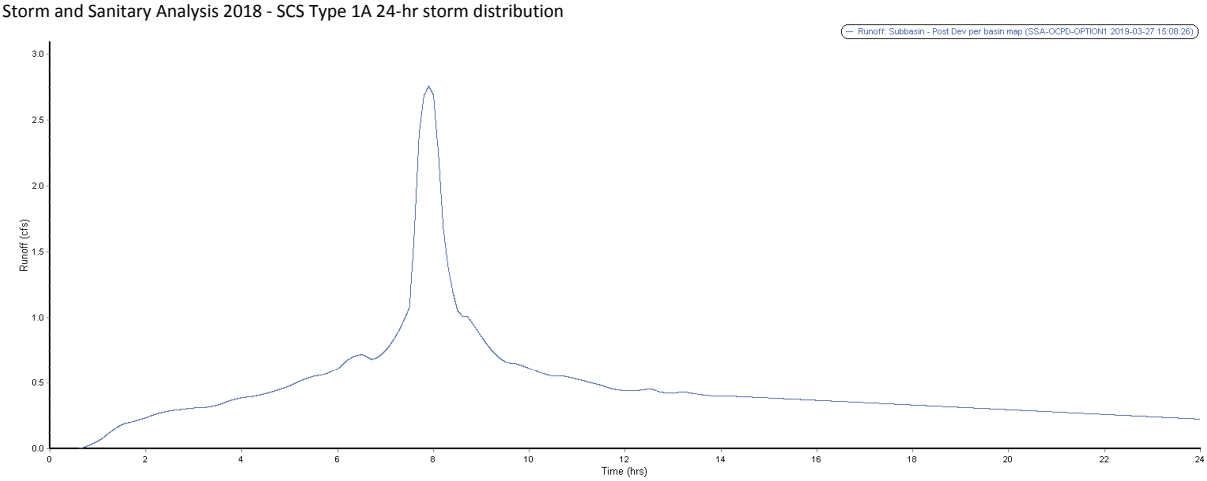
1.01 CFS

Design criteria:

The piped conveyance of impervious areas is modelled below. TOC is assumed to be 5-minutes, despite the presence of vegetated water quality facilities that could potentially increase this time. This presents a conservative (higher) peak flow runoff that must be managed by the detention facility prior to leaving the site.

Hydrograph Analysis

Autodesk Storm and Sanitary Analysis 2018 - SCS Type 1A 24-hr storm distribution



Runoff Summary Table

Time period	
From:	07/10/2018, 12:00:00 AM
To:	07/11/2018, 12:00:10 AM
Thresholds	
Exceedance:	0
Deficit:	0
Detention storage	
Max flow:	0

Element ID	Post Dev per basin map
Maximum Runoff (cfs)	2.76
Minimum Runoff (cfs)	0.00
Event Mean Runoff (cfs)	0.46
Duration of Exceedances (hrs)	N/A
Duration of Deficits (hrs)	N/A
Number of Exceedances	N/A
Number of Deficits	N/A
Volume of Exceedance (ft³)	N/A
Volume of Deficit (ft³)	N/A
Total Runoff (ft³)	39945.72
Detention Storage (ft³)	N/A

IMPERVIOUS SITE BASIN PEAK FLOW

2.76 CFS

Exhibit 7

Lighting Cutsheets

Beaverton Public Safety Center

Land Use – Cutsheets

March 27, 2019

pae-engineers.com

TYPE S1A, S1B, S1C

D-Series Size 0
LED Area Luminaire

Catalog Number

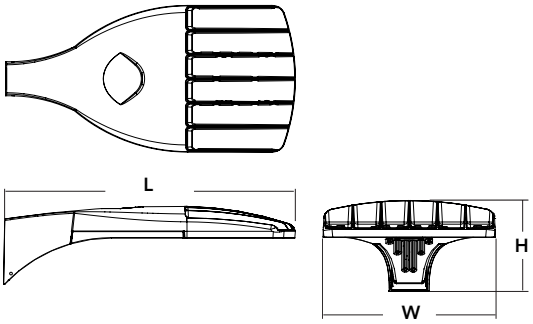
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA:	0.95 ft² (.09 m²)
Length:	26" (66.0 cm)
Width:	13" (33.0 cm)
Height:	7" (17.8 cm)
Weight (max):	16 lbs (7.25 kg)



A+ Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability1
- This luminaire is part of an A+ Certified solution for ROAM® or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background[1]

To learn more about A+, visit www.acuitybrands.com/aplus.

1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: Link to Roam; Link to DTL DLL

A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSX0 LED P6 40K T3M MVOLT SPA DDBXD

DSX0 LED

Series	LEDs	Color temperature	Distribution	Voltage	Mounting
DSX0 LED	**Forward optics** P1 P4 P7 P2 P5 P3 P6 **Rotated optics** P10[1] P12[1] P11[1] P13[1]	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted[2]	T1S Type I short T2S Type II short T2M Type II medium T3S Type III short T3M Type III medium T4M Type IV medium TFTM Forward throw medium T5VS Type V very short T5S Type V short T5M Type V medium T5W Type V wide BLC Backlight control[2,3] LCCO Left corner cutoff[2,3] RCCO Right corner cutoff[2,3]	MVOLT[4,5] 120[6] 208[5,6] 240[5,6] 277[6] 347[5,6,7] 480[5,6,7]	**Shipped included** SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole universal mounting adaptor[8] RPUMBA Round pole universal mounting adaptor[8] **Shipped separately** KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish)[9]

Control options			Other options	Finish *(required)*
Shipped installed			**Shipped installed**	
NLTAIR2	nLight AIR generation 2 enabled[10]		HS House-side shield[20]	DDBXD Dark bronze
PER	NEMA twist-lock receptacle only (control ordered separate)[11]		SF Single fuse (120, 277, 347V)[6]	DBLXD Black
PER5	Five-wire receptacle only (control ordered separate)[11,12]		DF Double fuse (208, 240, 480V)[6]	DNAXD Natural aluminum
PER7	Seven-wire receptacle only (control ordered separate)[11,12]		L90 Left rotated optics[1]	DWHXD White
DMG	0-10V dimming extend out back of housing for external control (control ordered separate)		R90 Right rotated optics[1]	DDBTXD Textured dark bronze
PIR	Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc[5,13,14]		DDL Diffused drop lens[20]	DBLBXD Textured black
PIRH	Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc[5,13,14]		**Shipped separately**	DNATXD Textured natural aluminum
PIRHN	Network, Bi-Level motion/ambient sensor[15]		BS Bird spikes[21]	DWHGXD Textured white
PIR1FC3V	Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc[5,13,14]		EGS External glare shield[21]	
PIRH1FC3V	Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc[5,13,14]			
BL30	Bi-level switched dimming, 30%[5,16,17]			
BL50	Bi-level switched dimming, 50%[5,16,17]			
PNMTDD3	Part night, dim till dawn[5,18]			
PNMT5D3	Part night, dim 5 hrs[5,18]			
PNMT6D3	Part night, dim 6 hrs[5,18]			
PNMT7D3	Part night, dim 7 hrs[5,18]			
FAO	Field adjustable output[19]			

© 2011-2018 Acuity Brands Lighting, Inc. All rights reserved.

Ordering Information

Accessories

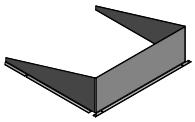
Ordered and shipped separately.

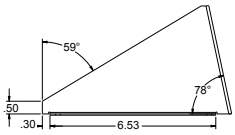
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) [22]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) [22]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) [22]
DSHORT SBK U	Shorting cap [22]
DSX0HS 20C U	House-side shield for 20 LED unit [20]
DSX0HS 30C U	House-side shield for 30 LED unit [20]
DSX0HS 40C U	House-side shield for 40 LED unit [20]
DSX0DDL U	Diffused drop lens (polycarbonate) [20]
PUMBA DDBXD U*	Square and round pole universal mounting bracket adaptor (specify finish) [23]
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) [8]

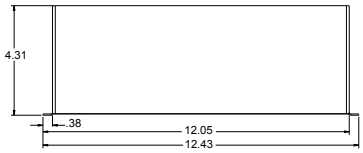
For more control options, visit DTL and ROAM online.

NOTES
1 P10, P11, P12 and P13 and rotated options (L90 or R90) only available together.
2 AMBPC is not available with BLC, LCCO, RCCO, P4, P7 or P13.
3 Not available with HS or DDL.
4 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
5 Any PIRx with BL30, BL50 or PNMT, is not available with 208V, 240V, 347V, 480V or MVOLT. It is only available in 120V or 277V specified.
6 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
7 Not available in P4, P7 or P13. Not available with BL30, BL50 or PNMT options.
8 Existing drilled pole only. Available as a separate combination accessory; for retrofit use only: PUMBA (finish) U; 1.5 G vibration load rating per ANCI C136.31.
9 Must order fixture with SPA mounting. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
10 Must be ordered with PIRHN.
11 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
12 If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Shorting Cap included.
13 Reference Motion Sensor table on page 3.
14 Reference PER Table on page 3 to see functionality.
15 Must be ordered with NLTAIR2. For more information on nLight Air 2 visit this link.
16 Requires (2) separately switched circuits.
17 Not available with 347V, 480V or PNMT. For PER5 or PER7 see PER Table on page 3. Requires isolated neutral.
18 Not available with 347V, 480V, BL30 and BL50. For PER5 or PER7 see PER Table on page 3. Separate Dusk to Dawn required.
19 Not available with other dimming controls options.
20 Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
21 Must be ordered with fixture for factory pre-drilling.
22 Requires luminaire to be specified with PER, PER5 or PER7 option. See PER Table on page 3.
23 For retrofit use only.

External Glare Shield

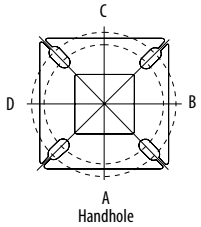




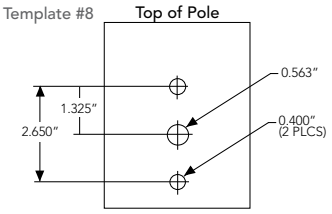


Drilling

HANDHOLE ORIENTATION



Template #8



Tenon Mounting Slipfitter **

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-320	AST20-390	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

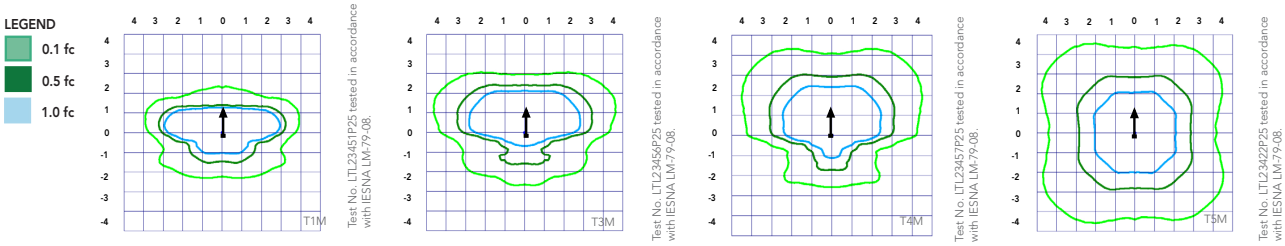
Pole drilling nomenclature: # of heads at degree from handhole (default side A)					
DM19AS	DM28AS	DM29AS	DM32AS	DM39AS	DM49AS
1 @ 90°	2 @ 280°	2 @ 90°	3 @ 120°	3 @ 90°	4 @ 90°
Side B	Side B & D	Side B & C	Round pole only	Side B, C, & D	Sides A, B, C, D
Note: Review luminaire spec sheet for specific nomenclature					

Pole top or tenon O.D.	4.5" @ 90°	4" @ 90°	3.5" @ 90°	3" @ 90°	4.5" @ 120°	4" @ 120°	3.5" @ 120°	3" @ 120°
DSX SPA	Y	Y	Y	N	-	-	-	-
DSX RPA	Y	Y	N	N	Y	Y	Y	Y
DSX SPUMBA	Y	N	N	N	-	-	-	-
DSX RPUMBA	N	N	N	N	Y	Y	Y	N
					*3 fixtures @120 require round pole top/tenon.			

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Area Size 0 homepage.

Isofootcandle plots for the DSX0 LED 40C 1000 40K. Distances are in units of mounting height (20').



© 2011-2018 Acuity Brands Lighting, Inc. All rights reserved.

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.04
5°C	41°F	1.04
10°C	50°F	1.03
15°C	50°F	1.02
20°C	68°F	1.01
25°C	**77°F**	**1.00**
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	25000	50000	100000
Lumen Maintenance Factor	0.96	0.92	0.85

Electrical Load

					Current (A)					
	Performance Package	LED Count	Drive Current	Wattage	120	208	240	277	347	480
Forward Optics (Non-Rotated)	P1	20	530	38	0.32	0.18	0.15	0.15	0.10	0.08
	P2	20	700	49	0.41	0.23	0.20	0.19	0.14	0.11
	P3	20	1050	71	0.60	0.37	0.32	0.27	0.21	0.15
	P4	20	1400	92	0.77	0.45	0.39	0.35	0.28	0.20
	P5	40	700	89	0.74	0.43	0.38	0.34	0.26	0.20
	P6	40	1050	134	1.13	0.65	0.55	0.48	0.39	0.29
	P7	40	1300	166	1.38	0.80	0.69	0.60	0.50	0.37
Rotated Optics (Requires L90 or R90)	P10	30	530	53	0.45	0.26	0.23	0.21	0.16	0.12
	P11	30	700	72	0.60	0.35	0.30	0.27	0.20	0.16
	P12	30	1050	104	0.88	0.50	0.44	0.39	0.31	0.23
	P13	30	1300	128	1.08	0.62	0.54	0.48	0.37	0.27

Motion Sensor Default Settings

Option	Dimmed State	High Level (when triggered)	Phototcell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*for use with Inline Dusk to Dawn or timer.

PER Table

Control	PER (3 wire)	PER5 (5 wire)		PER7 (7 wire)		
			Wire 4/Wire5		Wire 4/Wire5	Wire 6/Wire7
Photocontrol Only (On/Off)	✔	⚠	Wired to dimming leads on driver	⚠	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM	⊘	✔	Wired to dimming leads on driver	⚠	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM with Motion (ROAM on/off only)	⊘	⚠	Wires Capped inside fixture	⚠	Wires Capped inside fixture	Wires Capped inside fixture
Future-proof*	⊘	⚠	Wired to dimming leads on driver	✔	Wired to dimming leads on driver	Wires Capped inside fixture
Future-proof* with Motion	⊘	⚠	Wires Capped inside fixture	✔	Wires Capped inside fixture	Wires Capped inside fixture

✔ Recommended
⊘ Will not work
⚠ Alternate

*Future-proof means: Ability to change controls in the future.

© 2011-2018 Acuity Brands Lighting, Inc. All rights reserved.

TYPE S2A, S2B

RSX1 LED
Area Luminaire

Catalog Number

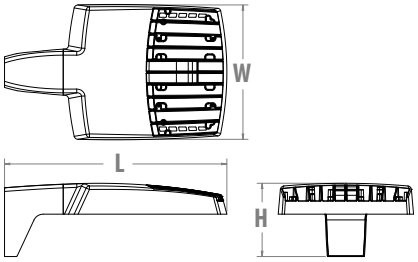
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA (ft^2@0°):	0.57 ft^2 (0.05 m^2)
Length:	21.8" (55.4 cm) (SPA mount)
Width:	13.3" (33.8 cm)
Height:	3.0" (7.6 cm) Main Body 7.2" (18.4 cm) Arm
Weight (max):	25.0 lbs (11.3 kg)



Introduction

The new RSX LED Area family delivers maximum value by providing significant energy savings, long life and outstanding photometric performance at an affordable price. The RSX1 delivers 7,000 to 17,000 lumens allowing it to replace 70W to 400W HID luminaires.

The RSX features an integral universal mounting mechanism that allows the luminaire to be mounted on most existing drill hole patterns. This "no-drill" solution provides significant labor savings. An easy-access door on the bottom of mounting arm allows for wiring without opening the electrical compartment. A mast arm adaptor and an adjustable integral slip-fitter are also available.

Ordering Information

EXAMPLE: RSX1 LED P4 40K R3 MVOLT SPA DDBXD

RSX1 LED

Series	Performance Package	Color Temperature	Distribution	Voltage	Mounting
RSX1 LED	P1 P2 P3 P4	30K 3000K 40K 4000K 50K 5000K	R3 Type 3 Wide R4 Type 4 Wide R5 Type 5 Wide R5S Type 5 Short AFR Automotive Front Row	MVOLT (120V-277V) [1] HVOLT (347V-480V) [2] **(use specific voltage for options as noted)** 120 [3] 277 [3] 208 [3] 347 [3] 240 [3] 480 [3]	SPA Square pole mounting (Min. 3.0" SQ for 1 at 90°, Min. 3.5" SQ for 2, 3, 4 at 90°) RPA Round pole mounting (3.2" min pole dia. for 1,2,3 or 4 at 90°) MA Mast arm adaptor (fits 2-3/8" OD horizontal tenon) IS Adjustable slipfitter (fits 2-3/8" OD tenon) [4] WBA Wall bracket

Options

Shipped Installed

HS	House-side shield
PE	Photocontrol, button style [5,7]
PEX	Photocontrol external threaded, adjustable [6,7]
PER7	Seven-wire twist-lock receptacle only (no controls) [7,8,9]
CE34	Conduit entry 3/4" NPT (Qty 2)
SF	Single fuse (120, 277, 347) [3]
DF	Double fuse (208, 240, 480) [3]
SPD20KV	20KV Surge pack (10KV standard)
FAO	Field adjustable output
DMG	0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)

Shipped Separately (requires some field assembly)

EGS	External glare shield
EGFV	External glare full visor (360° around light aperture)
BS	Bird spikes [12]

Shipped Installed

***Standalone Sensors Controls (factory default settings, see table page 5)**

PIRS	Motion/ambient sensor for 8-20' mounting heights [7,14,15]
PIRHS	Motion/ambient sensor for 20-40' mounting heights [7,14,15]

***Networked Sensors/Controls**

NLTAIR2	nLight AIR generation 2 [10,15]
PIRHN	Networked, Bi-Level motion/ambient sensor (for use with NLTAIR2) [7,11,14,15]

*Note: Sensor coverage pattern is affected when luminaire is tilted.

Finish

DDBXD	Dark Bronze
DBLXD	Black
DNAXD	Natural Aluminum
DWHXD	White
DDBTXD	Textured Dark Bronze
DBLBXD	Textured Black
DNATXD	Textured Natural Aluminum
DWHGXD	Textured White

© 2018 Acuity Brands Lighting, Inc. All rights reserved.

Ordering Information

Accessories

Ordered and shipped separately.

RSX1HS	RSX1 House side shield (includes 1 shield)
RSX1EGS U	External glares hield (specify finish)
RSX1EGFV U	External glare full visor (specify finish)
RSXRPA U	RSX Universal round pole adaptor plate (specify finish)
RCPIRS	Remote control PIRS/PIRHS field programmer
DLL127F 1.5 JU	Photocell -SSL twist-lock (120-277V) [13]
DLL347F 1.5 CUL JU	Photocell -SSL twist-lock (347V) [13]
DLL480F 1.5 CUL JU	Photocell -SSL twist-lock (480V) [13]
DSHORT SBK U	Shorting cap [13]

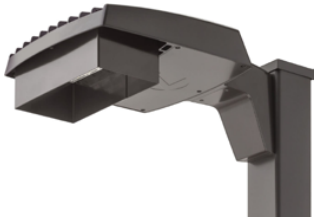
NOTES

1 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
2 HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
3 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
4 IS maximum tilt is 90° above horizontal.
5 Requires MOVLT or 347V.
6 Requires 120V, 208V, 240V, 277V or 347V.
7 Not available in combination with other light sensing control options (following options cannot be combined: PE, PEX, PER7, PIRS, PIRHS, PIRHN).
8 Twistlock photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included. Dimming leads capped for future use.
9 For units with option PER7, the mounting must be restricted to +/- 45° from horizontal aim per ANSI C136.10-2010.
10 Must be ordered with PIRHN.
11 Must be ordered with NLTAIR2. For additional information on PIRHN visit here.
12 Must be ordered with fixture for factory pre-drilling.
13 Requires luminaire to be specified with PER7 option. Ordered and shipped as a separate line item from Acuity Brands Controls.
14 Two or more of the following options cannot be combined including DMG, PER7, FAO, PIRS, PIRHS and PIRHN.
15 Requires MVOLT or HVOLT.

External Shields

House Side Shield

External Glare Shield

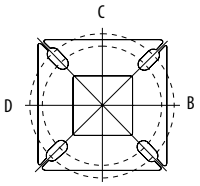


External 360 Full Visor

Pole/Mounting Informatiion

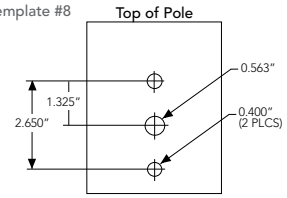
Accessories including bullhorns, cross arms and other adpaters are available under the accessories tab at Lithonia's Outdoor Poles and Arms product page. Click here to visit Accessories.

HANDHOLE ORIENTATION

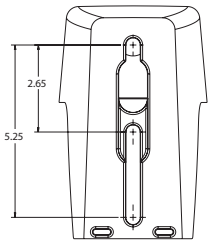


RSX POLE DRILLING

Template #8



RSX STANDARD ARM



Tenon Adapters

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-320	AST20-390	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

Pole Drilling Nomenclature

Number of heads at degree from handhole (default side A)					
DM19AS	DM28AS	DM29AS	DM32AS	DM39AS	DM49AS
1 @ 90°	2 @ 280°	2 @ 90°	3 @ 120°	3 @ 90°	4 @ 90°
Side B	Side B & D	Side B & C	Round pole only	Side B, C, & D	Sides A, B, C, D
Note: Review luminaire spec sheet for specific nomenclature					

RSX1 - Luminaire EPA

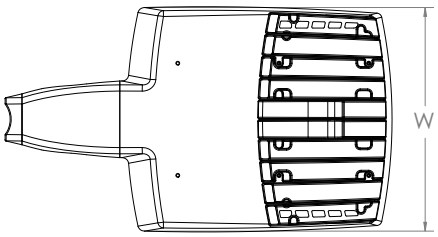
*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

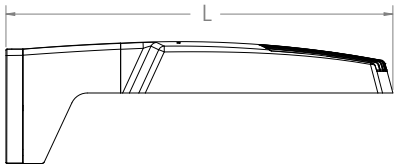
Fixture Quantity & Mounting Configuration		Single	2 @ 90	2 @ 180	3 @ 90	3 @ 120	4 @ 90	2 Side by Side	3 Side by Side	4 Side by Side
Mounting Type	Tilt									
SPA - Square Pole Adaptor	0 °	0.57	1.03	1.05	1.52	1.36	2.03	1.13	1.7	2.26
RPA - Round Pole Adaptor	0 °	0.57	1.03	1.05	1.52	1.36	2.03	1.13	1.7	2.26
MA - Mast Arm Adaptor	0 °	0.57	1.03	1.05	1.52	1.36	2.03	1.13	1.7	2.26
IS - Integral Slipfitter	0 °	0.57	1.03	1.05	1.52	1.36	2.03	1.31	1.7	2.26
	10°	0.68	1.34	1.33	2	1.74	2.64	1.35	2.03	2.71
	20°	0.87	1.71	1.73	2.56	2.26	3.42	1.75	2.62	3.49
	30°	1.24	2.19	2.3	3.21	2.87	4.36	2.49	3.73	4.97
	40°	1.81	2.68	2.98	3.85	3.68	5.3	3.62	5.43	7.24
	45°	2.11	2.92	3.44	4.2	4.08	5.77	4.22	6.33	8.44
	50°	2.31	3.17	3.72	4.52	4.44	6.26	4.62	6.94	9.25
	60°	2.71	3.66	4.38	5.21	5.15	7.24	5.43	8.14	10.86
	70°	2.78	3.98	4.54	5.67	5.47	7.91	5.52	8.27	11.03
	80°	2.76	4.18	4.62	5.97	5.76	8.31	5.51	8.27	11.03
	90°	2.73	4.25	4.64	6.11	5.91	8.47	5.45	8.18	10.97

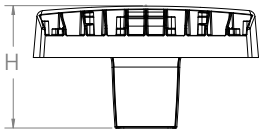
© 2018 Acuity Brands Lighting, Inc. All rights reserved.

Dimensions

RSX1 with Round Pole Adapter (RPA)

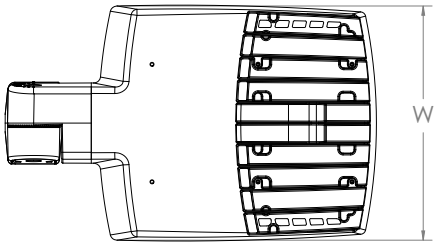


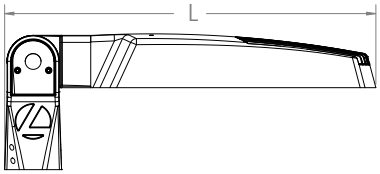


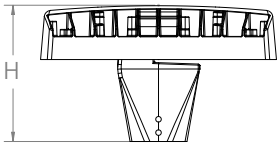


Length: 22.8" (57.9 cm)
Width: 13.3" (33.8 cm)
Height: 3.0" (7.6 cm) Main Body
7.2" (18.4 cm) Arm

RSX1 with Adjustable Slipfitter (IS)

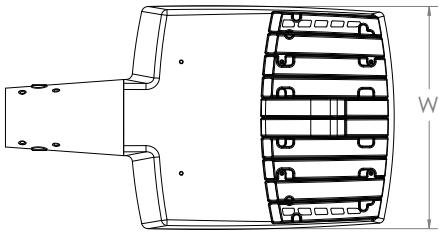


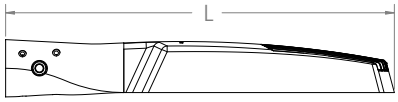


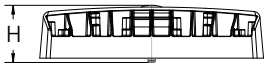


Length: 20.7" (52.7 cm)
Width: 13.3" (33.8 cm)
Height: 3.0" (7.6 cm) Main Body
7.6" (19.3 cm) Arm

RSX1 with Mast Arm Adapter (MA)







Length: 23.2" (59.1 cm)
Width: 13.3" (33.8 cm)
Height: 3.0" (7.6 cm) Main Body
3.5" (8.9 cm) Arm

© 2018 Acuity Brands Lighting, Inc. All rights reserved.

TYPE S3A, S3B

ULI-21173

Light Linear PT 3 Single Head Streetlight

7144 NE Progress Ct | T:503.645.0500
Hillsboro.Oregon 97124 | F:503.645.8100
www.ligmanlightingusa.com

LIGMAN LIGHTING USA

Length - 39.3”

Height - 8’ - 20’
Heights above 20', contact factory

Weight 65 lbs

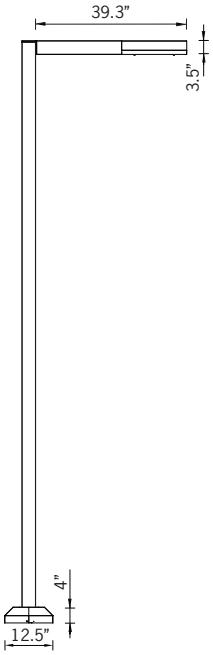
IP65
Suitable for wet locations

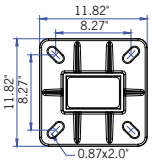
IK07
Impact Resistant [Vandal Resistant]

EPA - 1.20

POLE INCLUDED

TURTLE FRIENDLY





Mounting Detail

Construction

Aluminum
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength , clean detailed product lines and excellent heat dissipation.

Pre paint
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

Memory Retentive -Silicon Gasket
Provided with special injection molded “fit for purpose” long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

Thermal management
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

Surge Suppression
Standard 10kv surge suppressor provided with all fixtures.

BUG Rating
B1 - U0 -G1

Finishing
All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

Paint
UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C.
This process ensures that Ligman products can withstand harsh environments.
Rated for use in natatoriums.

Hardware
Provided Hardware is Marine grade 316 Stainless steel.

Anti Seize Screw Holes
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

Crystal Clear Low Iron Glass Lens
Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

Optics & LED
Precise optic design provides exceptional light control and precise distribution of light.
LED CRI > 80

Lumen - Maintenance Life
L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

Public realm contemporary column family. Stylish but technically precise area lighting solutions as part of a large flexible family.

Light Linear PT is an elegant minimalistic lighting column that is suitable for both modern and classic architecture. Ideal for creating visual guidance with exceptional visual comfort. The dual sealed optical chamber with integrated heat sinks houses a range of field interchangeable optically controlled LED’s, providing Type II, III, IV & V distribution, as well as variations of this for precise light distribution requirements.

An example of this, is using a combination of Type II and Type IV distribution optics inside the same fixture. This product range is available in 54w, 80w, 106w & 152w options, as a single & double head styles. Customer specific wattages can be provided, contact the factory for more information.

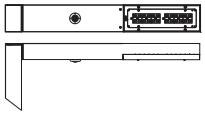
This luminaire complies to Dark Sky requirements.
The sleek and minimalistic shape provides distinctive lighting effects by night and decorative urban effect during the day. Suitable for use in pedestrian precincts, building surrounds, shopping centers, squares, parks and parking lots.

This product range is complemented with high performance optics in the bollard and wall mounted luminaires, to provide a consistent range of design aesthetics for the project. See website for more information. Poles can be provided with GFCI boxes positioned to specific heights specified by the customer. A flat low profile hand hole cover with vandal resistant screws is provided for easy installation.

Internal house side shields are available as an option.
Available with a selection of integral electronic drivers and dimming electronic drivers as well as a provision to install wireless lighting controls to integrate with building management systems, as well as pole mounted occupancy sensors [contact the factory for more information] Easy access to the luminaire for maintenance. (WATT-ADJ) This luminaire is provided with a programmable driver so that specific wattage requirements can be achieved. These settings are done at the factory during assembly. (See options on page 2)

Additional Options (Consult Factory For Pricing)

A20891
Root Mount Kit



OS
Occupancy Sensor

Light Linear PT Product Family

ULI-30011

ULI-30022

ULI-10021

ULI-10031

ULI-21181

ULI-21231

ULI-21251

Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information. Due to the continual improvements in LED technology data and components may change without notice.

TYPE S3A, S3B

ULI-21173

Light Linear PT 3 Single Head Streetlight

7144 NE Progress Ct | T:503.645.0500
Hillsboro.Oregon 97124 | F:503.645.8100
www.ligmanlightingusa.com

LIGMAN LIGHTING USA

PROJECT		DATE	

QUANTITY		TYPE		NOTE	

ORDERING EXAMPLE || ULI - 21173 - 80w - T2 - W30 - 02 - 18' - 120/277v - Options

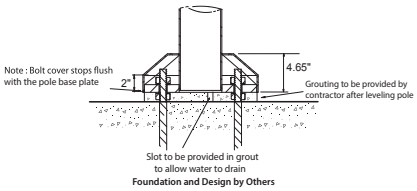
LAMP	BEAM	LED COLOR	FINISH COLOR	POLE HEIGHT	VOLTAGE
80w LED 7646 Lumens WATT-ADJ Specify Watts (80w MAX)	T2 - Type II Distribution T3 - Type III Distribution T4 - Type IV Distribution	W27 - 2700K W30 - 3000K W35 - 3500K W40 - 4000K	01 - BLACK RAL 9011 02 - DARK GREY RAL 7043 03 - WHITE RAL 9003 04 - METALLIC SILVER RAL 9006 05 - MATTE SILVER RAL 9006 06 - LIGMAN BRONZE 07 - CUSTOM RAL	8' - 20' (For over 20', contact factory)	120/277v Other - Specify

ADDITIONAL OPTIONS

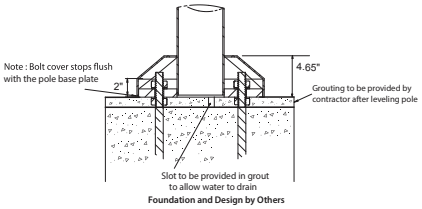
DIM - 0-10v Dimming
NAT - Natatorium Rated
A20891 - Root Mount Kit
OS - Occupancy Sensor
F - Frosted Lens
GFCI - GFCI Box
WLC - Wireless Lighting Controls
HSS - House Side Shield
AMB - Turtle Friendly Amber LED

MOUNTING OPTIONS

Option A



Option B



Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information. Due to the continual improvements in LED technology data and components may change without notice.

Intertek

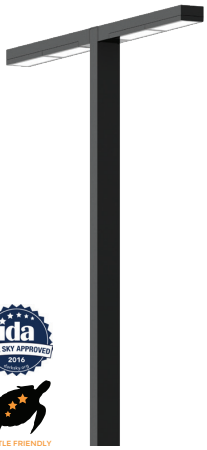
TYPE S3C

ULI-21181

Light Linear PT 5 Double Head Streetlight

7144 NE Progress Ct | T:503.645.0500
Hillsboro.Oregon 97124 | F:503.645.8100
www.ligmanlightingusa.com

LIGMAN LIGHTING USA



Length - 82.2”

Height - 8’ - 20’
Heights above 20’, contact factory

Weight 81.1 lbs

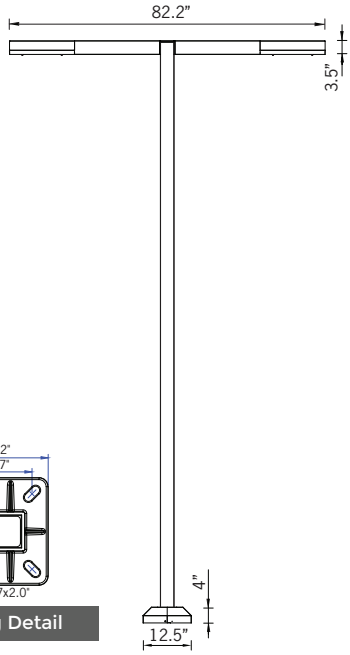
IP65
Suitable for wet locations

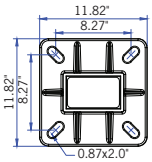
IK07
Impact Resistant [Vandal Resistant]

EPA - 1.20

POLE INCLUDED

TURTLE FRIENDLY





Mounting Detail

Construction

Aluminum
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength , clean detailed product lines and excellent heat dissipation.

Pre paint
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

Memory Retentive -Silicon Gasket
Provided with special injection molded “fit for purpose” long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

Thermal management
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

Surge Suppression
Standard 10kv surge suppressor provided with all fixtures.

BUG Rating
B1 - U0 -G1

Finishing
All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

Paint
UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C.
This process ensures that Ligman products can withstand harsh environments.
Rated for use in natatoriums.

Hardware
Provided Hardware is Marine grade 316 Stainless steel.

Anti Seize Screw Holes
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

Crystal Clear Low Iron Glass Lens
Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

Optics & LED
Precise optic design provides exceptional light control and precise distribution of light.
LED CRI > 80

Lumen - Maintenance Life
L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

Public realm contemporary column family. Stylish but technically precise area lighting solutions as part of a large flexible family.

Light Linear PT is an elegant minimalistic lighting column that is suitable for both modern and classic architecture. Ideal for creating visual guidance with exceptional visual comfort. The dual sealed optical chamber with integrated heat sinks houses a range of field interchangeable optically controlled LED’s, providing Type II, III, IV & V distribution, as well as variations of this for precise light distribution requirements.

An example of this, is using a combination of Type II and Type IV distribution optics inside the same fixture. This product range is available in 54w, 80w, 106w & 152w options, as a single & double head styles. Customer specific wattages can be provided, contact the factory for more information.

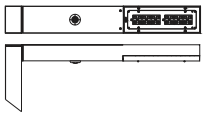
This luminaire complies to Dark Sky requirements.
The sleek and minimalistic shape provides distinctive lighting effects by night and decorative urban effect during the day. Suitable for use in pedestrian precincts, building surrounds, shopping centers, squares, parks and parking lots.

This product range is complemented with high performance optics in the bollard and wall mounted luminaires, to provide a consistent range of design aesthetics for the project. See website for more information. Poles can be provided with GFCI boxes positioned to specific heights specified by the customer. A flat low profile hand hole cover with vandal resistant screws is provided for easy installation.

Internal house side shields are available as an option.
Available with a selection of integral electronic drivers and dimming electronic drivers as well as a provision to install wireless lighting controls to integrate with building management systems, as well as pole mounted occupancy sensors [contact the factory for more information] Easy access to the luminaire for maintenance. (WATT-ADJ) This luminaire is provided with a programmable driver so that specific wattage requirements can be achieved. These settings are done at the factory during assembly. (See options on page 2)

Additional Options (Consult Factory For Pricing)

A20891
Root Mount Kit



OS
Occupancy Sensor

Light Linear PT Product Family

ULI-30011

ULI-30022

ULI-10021

ULI-10031

ULI-21171

ULI-21231

ULI-21251

Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information. Due to the continual improvements in LED technology data and components may change without notice.

TYPE S3C

ULI-21181

Light Linear PT 5 Double Head Streetlight

7144 NE Progress Ct | T:503.645.0500
Hillsboro.Oregon 97124 | F:503.645.8100
www.ligmanlightingusa.com

LIGMAN LIGHTING USA

PROJECT		DATE	
QUANTITY		TYPE		NOTE	

ORDERING EXAMPLE || ULI - 21181 - 2x54w - T2 - W30 - 02 - 18' - 120/277v - Options

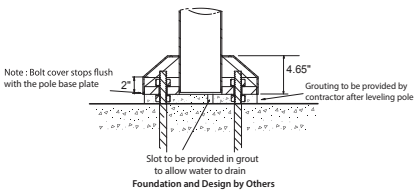
LAMP	BEAM	LED COLOR	FINISH COLOR	POLE HEIGHT	VOLTAGE
2x54w LED	T2 - Type II Distribution	W27 - 2700K	01 - BLACK RAL 9011	8' - 20'	120/277v
2x5669 Lumens	T3 - Type III Distribution	W30 - 3000K	02 - DARK GREY RAL 7043	(For over 20', contact factory)	Other - Specify
	T4 - Type IV Distribution	W35 - 3500K	03 - WHITE RAL 9003		
WATT-ADJ		W40 - 4000K	04 - METALLIC SILVER RAL 9006		
Specify Watts			05 - MATTE SILVER RAL 9006		
(2x54w MAX)			06 - LIGMAN BRONZE		
			07 - CUSTOM RAL		

ADDITIONAL OPTIONS

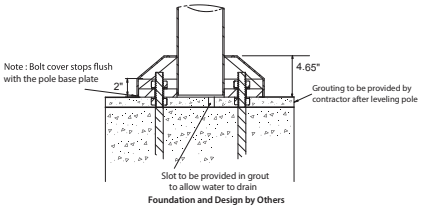
DIM - 0-10v Dimming
NAT - Natatorium Rated
A20891 - Root Mount Kit
OS - Occupancy Sensor
F - Frosted Lens
GFCI - GFCI Box
WLC - Wireless Lighting Controls
HSS - House Side Shield
AMB - Turtle Friendly Amber LED

MOUNTING OPTIONS

Option A



Option B



Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information. Due to the continual improvements in LED technology data and components may change without notice.

Intertek

TYPE S4

Flindt Bollard

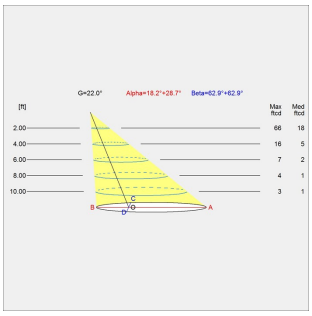
Project name:

Project type:

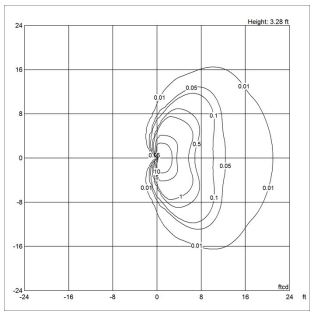
Notes:

Light distribution diagrams

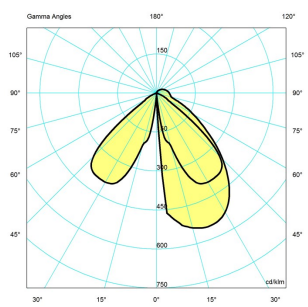
Cartesian



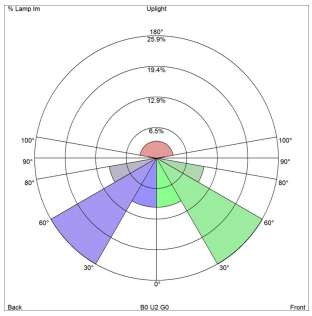
Isolux



Polar



Bug



Variant options

Dimension	Light source	Voltage frequency	Color	Mounting	Lighting control
31.5 IN	14W LED/3000K	120-277V/60HZ	Corten color	-	DIM 0-10V
43.3 IN	LED 4000K		Nat paint alu	POST W/BASE PLATE	
				POST W/DIRECT BURIAL	

© Louis Poulsen 2019

Product description

A slim post with a cut-out to make a light opening and to create a light reflecting part.
The lamps are hided in the top of the cut-out.
Two horizontal connection lines underlines the three parts of the bollard.
A facet increases the visibility of the connection lines.
Easy mounting done by connector and because open access to terminals – no mounting through a door.

Driver position: In the top
Top section housing driver and LEDs use quick-disconnect plug for easy servicing.
Terminal block position: In reflector section.
Looping: Approved, max. 5x6mm^2..
IP68 (water-tight) glands seal mid-section for pass-through wire connection.
Base plate dimension: 11” diameter. Base plate: Mounted to a concrete base with 4 anchor bolts.
Direct burial mounting with minimum 24.2” below ground depth.
In ground struts: Yes.

Design

Christian Flindt

Weight

Min: 0 lbs Max: 23.001 lbs

Finish

Corten color, Nat paint alu

Light description

The fixture provides a non-glaring wide characteristic asymmetrical and functional illumination.
The design of the cut-out creates a reflector part which is gradually illuminated to emphasize the depth in the fixture.
The cut-out and the reflector provides an wing-shaped pattern on the ground.
A white highly reflective material around the LEDs ensures a wide light and a high efficacy.
The reflector part can be adjusted ±10° after installation for fine tuning of the light direction.
LED technology with more options of standard CCTs.
Electronic dimmable driver.

Mounting

Top, reflector part and base plate: Cast aluminium, aluminium coloured with textured surface, powder coated.
Post: Extruded aluminium, 3. 5mm (0. 14") thick, aluminium coloured with textured surface, powder coated
Diffuser: Clear polycarbonate.
Base plate: Die cast aluminum, 13mm (0. 5") thick.
Gaskets: Black silicone.
Reflector: White MC-PET polycarbonate.
Internal structure bolts: 6mm (0. 23") thick galvenized steel.
Internal rotational plate: cast aluminum, 6mm (0. 23") thick.
Brackets for driver and LEDs: zinc-plated aluminum sheet metal, 1. 3mm (0. 5") thick
US:
Anchor bolts: zinc-plated steel, ½” x 15” long.

Dimensions

31.5 IN, 43.3 IN

Voltage

120-277V/60HZ

© Louis Poulsen 2019

TYPE S5

Nova 2
Direct

STARTEK LIGHTING AMERICA

DATE	
PROJECT	
TYPE	

FEATURES

- Extruded aluminum single piece housing
- 4' and 8' individual units
- Straight runs with proprietary joiner design
- Three standard lumen packages
- Efficacy up to 145 LPW
- 2.5 MacAdam ellipse binning
- Soft diffuse lighting
- Diffused acrylic lens band between continuous run fixtures
- Seamless connection with Nova 2 Curve fixtures
- Standard powder coat finishes: white, black and silver
- Custom colors available upon request
- Approved for dry and damp locations
- 5 year warranty
- Made in the USA

SPECIFICATIONS

PERFORMANCE (LOW OUTPUT, CRI 80+)

Model	Lumens	Watts	LPW
SP-V2-4L-30K	2,029	16.8	120.9
SP-V2-4L-35K	2,058	16.8	122.7
SP-V2-4L-40K	2,086	16.8	124.5
SP-V2-4L-50K	2,143	16.7	128.0
SP-V2-8L-30K	4,307	33.0	130.5
SP-V2-8L-35K	4,375	33.0	132.7
SP-V2-8L-40K	4,443	32.9	135.0
SP-V2-8L-50K	4,578	32.8	139.5

PERFORMANCE (STANDARD OUTPUT, CRI 80+)

Model	Lumens	Watts	LPW
SP-V2-4S-30K	3,424	26.5	129.3
SP-V2-4S-35K	3,483	26.5	131.3
SP-V2-4S-40K	3,541	26.6	133.4
SP-V2-4S-50K	3,658	26.6	137.5
SP-V2-8S-30K	7,204	52.9	136.1
SP-V2-8S-35K	7,329	52.9	138.5
SP-V2-8S-40K	7,453	52.9	140.8
SP-V2-8S-50K	7,702	52.9	145.6

PERFORMANCE (HIGH OUTPUT, CRI 80+)

Model	Lumens	Watts	LPW
SP-V2-4H-30K	5,805	47.2	123.1
SP-V2-4H-35K	5,882	47.1	124.9
SP-V2-4H-40K	5,960	47.0	126.7
SP-V2-4H-50K	6,114	46.9	130.4
SP-V2-8H-30K	11,776	93.0	126.6
SP-V2-8H-35K	11,917	93.2	127.9
SP-V2-8H-40K	12,137	93.2	130.2
SP-V2-8H-50K	12,578	93.2	135.0

***Bold indicates DLC Premium 4.2 Listed**

ORDERING INFORMATION

SP – V2 – [ ] – [ ] – [ ]

SERIES	MODEL	LENGTH	OUTPUT	COLOR TEMP.	FINISH
SP	V2 = Nova 2	4 = 4' 8 = 8' xxx = Run[1]	L = Low S = Standard H = High	30K = 3000K 35K = 3500K 40K = 4000K 50K = 5000K	PW = Powder Coat White PB = Powder Coat Black PS = Powder Coat Silver PO = Powder Coat Other

[ ] – [ ] – [ ] – [ ] – [ ] – [ ]

WIRING OPTIONS	MOUNTING ACC.	OPTIONS	DIMMING OPTIONS	VOLTAGE	PLUG
ECTW05 = Cord, Top Exit, White 5' ECTW10 = Cord, Top Exit, White 10' ECTB05 = Cord, Top Exit, Black 5' ECTB10 = Cord, Top Exit, Black 10' ECEW05 = Cord, End Exit, White 5' ECEW10 = Cord, End Exit, White 10' ECEB05 = Cord, End Exit, Black 5' ECEB10 = Cord, End Exit, Black 10' FCT = Feed Conduit (Through Wire), Top Exit FCE = Feed Conduit (Through Wire), End Exit	PMGC05 = Pendant Mount w/ Grippers and 5' Cables w/ Loops PMGC10 = Pendant Mount w/ Grippers and 10' Cables w/ Loops PMCK05 = Pendant Mount w/ 5' Canopy Kit PMCK10 = Pendant Mount w/ 10' Canopy Kit RM = Rotational Mount SM = Surface Mount TM = T-Grid Mount BX4 = Box Mount 4" Square BXU = Box Mount Utility	NS = No Sensor DM = Daylight/Motion Sensor MS = Motion Sensor B06A = Battery Backup 6 Watt w/ Unswitched Line B10A = Battery Backup 10 Watt w/ Unswitched Line B06B = Battery Backup 6 Watt w/ Night Light Option B10B = Battery Backup 10 Watt w/ Night Light Option NL = Night Light Without Battery Backup	ND = No Dimming AD = 0-10V Dimming	U = 120-277 C = 347	PN = No Plug P1 = L5-15p P2 = L6-15p P3 = L7-15p

Example: **SP-V2-4S-35K-PW-ECTW05-PMGC05-NS-ND-U-PN**

See website for accessories page.

[1]Run-Designated by the length in feet and includes Starter, Joiner and End units as required.

Intertek 5 YEAR WARRANTY RoHS Made In USA DLC PREMIUM

2/20/2018

© STARTEK LIGHTING AMERICA 2018

TYPE S5

STARTEK LIGHTING AMERICA

Nova 2 Direct

CONSTRUCTION

DIMENSIONS

Model	Nominal Length	Length	Weight
SP-V2-4	4 ft.	48.0" (1,219mm)	5 lbs. max (2.3kg)
SP-V2-8	8 ft.	96.0" (2,348mm)	10 lbs. max (4.5kg)

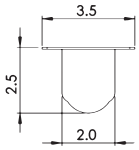
MATERIALS

Housing	Aluminum Extrusion
Finish	Powder Coat White Powder Coat Black Powder Coat Silver
Lens Cover	Frosted Acrylic (Impact Resistant)

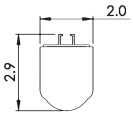
ELECTRICAL

Input Voltage	U: 120-277 Vac C: 347 Vac
Hertz	50/60
Input Current	SP-V2-8H-x-U: .77 - .33A SP-V2-8S/8L/4H-x-U: .56-.24A SP-V2-4S/4L-x-U: .29-.13A SP-V2-8H-x-C: .27A SP-V2-8S/8L/4H-x-C: .185A SP-V2-4S/4L-x-C: .11
Operating Temp.	-40°C to +50°C -40°F to +122°F
Power Factor	> 0.93
THD	< 12%

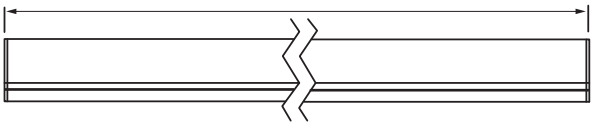
Surface



Pendant

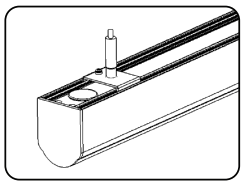


Fixture Length



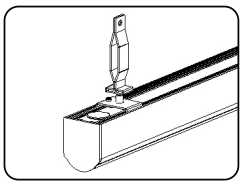
MOUNTING

Pendant

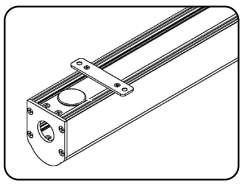


*Pendant mount comes with gripper to accept cable and optional canopies.

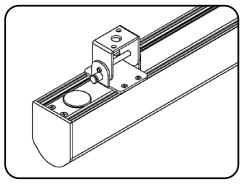
T-Grid



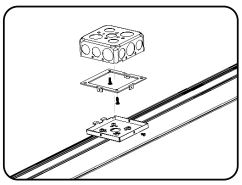
Surface



Rotational



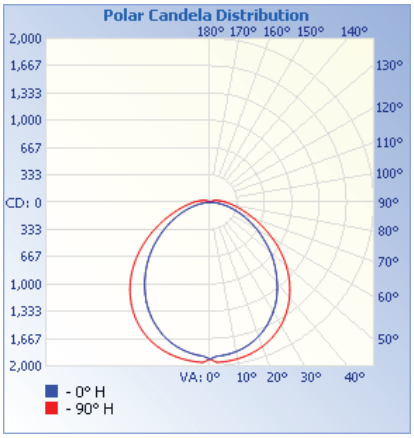
Box Mount (Center of Fixture)



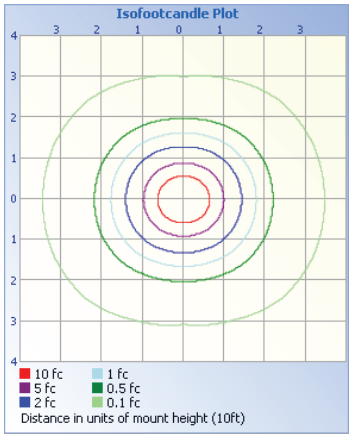
*4" Square mount shown. Utility Box mount also available.

PHOTOMETRICS: SP-V2-4H-35K

POLAR CANDELA DISTRIBUTION



ISOFOOTCANDLE PLOT

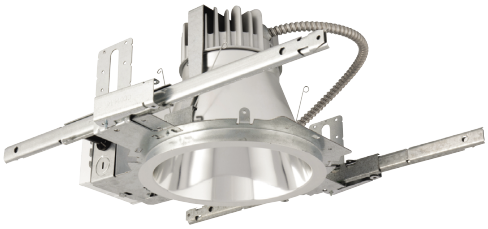


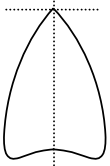
© 2018 StarTek Lighting America. All rights reserved. The information in this document is subject to change without notice.
1960 Swanson Ct, Unit C, Gurnee, IL 60031 • (877) STARTEK • info@starteklightingamerica.com • www.starteklightingamerica.com

TYPE S6

gotham®

Luminaire Type:
Catalog Number
(autopopulated):





Gotham Architectural Downlighting
LED Downlights

8" Evo®
Downlight

Solid-State Lighting

FEATURES

OPTICAL SYSTEM
- Self-flanged semi-specular, matte-diffuse or specular finishing trim
- Patented Bounding Ray™ optical design (U.S. Patent No. 5,800,050)
- 45° cutoff to source and source image
- Top-down flash characteristic
- Polycarbonate lens integral to light engine

MECHANICAL SYSTEM
- 16-gauge galvanized steel construction; maximum 1-1/2" ceiling thickness
- Telescopic mounting bars maximum of 32" and minimum of 15", preinstalled, 4" vertical adjustment
- Toolless adjustments post installation
- Junction box capacity: 8 (4 in, 4 out) 12AWG rated for 90°C
- Light engine and driver accessible through aperture

ELECTRICAL SYSTEM
- Fully serviceable and upgradeable lensed LED light engine
- 70% lumen maintenance at 60,000 hours
- Tested according to LM-79 and LM-80 standards
- Overload and short circuit protected
- 2.5 SDCM; 85 CRI typical, 90+ CRI optional

LISTINGS
- Fixtures are CSA certified to meet US and Canadian standards; wet location, covered ceiling

WARRANTY
- 5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end user environment and application.
All values are design or typical values, measured under laboratory conditions at 25 °C.

WATTAGE CONSUMPTION MATRIX			
LUMENS	**LM ACTUAL**	**WATTAGE**	**LUMENS per WATT**
2000	2,287	31.6	72.5
2500	2,964	41.1	72.0
3000	3,398	47.1	72.2

A+ Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and out-of-the-box control compatibility with simple commissioning.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is part of an A+ Certified solution for nLight® control networks when ordered with drivers marked by a shaded background*
- This luminaire is part of an A+ Certified solution for nLight® control networks, providing advanced control functionality at the luminaire level, when selection includes driver and control options marked by a shaded background*

To learn more about A+, visit www.acuitybrands.com/aplus.

*See ordering tree for details

© 2010-2019 Acuity Brands Lighting, Inc. All Rights Reserved. Rev. 01/03/19. Specifications subject to change without notice.

8" EVO
Downlight
Solid-State Lighting

gotham®

ORDERING INFORMATION

A+ Capable options indicated by this color background.

Design2Ship Quick Ship Program: Options in green text qualify for Design2Ship — 5 business days from order entry to ship. Refer to Design2Ship Brochure for complete program details. **Maximum Order Quantity: 100 units; 50 for Chicago Plenum.**

EXAMPLE: EVO 35/25 8AR MWD LSS 120 EZ1

Series	Color temperature		Nominal lumen values		Aperture/Trim color		Distribution		Finish		Voltage
EVO	**27/**	2700 K	20	2000 lumens	**8AR**	Clear	**VND**	Very narrow (0.5 s/mh)	**LSS**	Semi-specular	**120**
	30/	3000 K	25	2500 lumens	**8PR**	Pewter	**ND**	Narrow (0.7 s/mh)	**LD**	Matte-diffuse	**277**
	35/	3500 K	30	3000 lumens	**8WTR**	Wheat	**MD**	Medium (0.9 s/mh)	**LS**	Specular	**347**[2]
	40/	4000 K			**8GR**	Gold	**MWD**	Medium wide (1.0 s/mh)			
					8WR[1]	White	**WD**	Wide (1.2 s/mh)			
					8BR[1]	Black					
					8WRAMF[1]	White anti-microbial					

Driver[3]	
GZ10	0-10V driver dims to 10%
GZ1	0-10V driver dims to 1%
EZ10	eldoLED 0-10V ECOdrive. Linear dimming to 10% min.
EZ1	eldoLED 0-10V ECOdrive. Linear dimming to 1% min.
EZB	eldoLED 0-10V SOLOdrive. Logarithmic dimming to <1%.
EDAB[4]	eldoLED SOLOdrive DALI. Logarithmic dimming to <1%.
EDXB[4]	eldoLED POWERdrive DMX with RDM (remote device management). Square Law dimming to <1%. Includes termination resistor. Refer to DMXR Manual.
EXA1	XPoint Wireless, eldoLED 0-10V ECOdrive. Linear dimming to 1%. Refer to XPoint tech sheet.
EXAB	XPoint Wireless, eldoLED 0-10V SOLOdrive. Logarithmic dimming to <1%. Refer to XPoint tech sheet.
ECOS2[4,5]	Lutron® Hi-Lume® 2-wire forward-phase driver.120V only. Minimum dimming level 1%.
ECOS3[4,5]	Lutron® Hi-Lume® 3-wire or EcoSystem dimming driver. Minimum dimming level 1%.

Options	
SF[5]	Single fuse.
TRW[6]	White painted flange
TRBL[7]	Black painted flange
EL[8]	Emergency battery pack with integral test switch
ELR[8]	Emergency battery pack with remote test switch
ELSD[8]	Emergency battery pack with self-diagnostics, integral test switch
ELRSD[8]	Emergency battery pack with self-diagnostics, remote test switch
E10WCP[8]	Emergency battery pack, 10W Constant Power, CA Title 20 compliant with integral test switch
E10WCPR[8]	Emergency battery pack, 10W Constant Power, CA Title 20 compliant with remote test switch
NPP16D[9]	nLight® network power/relay pack with 0-10V dimming for non-eldoLED drivers (GZ10, GZ1).
NPP16DER[9]	nLight® network power/relay pack with 0-10V dimming for non-eldoLED drivers (GZ10, GZ1). ER controls fixtures on emergency circuit.
NPS80EZ[9]	nLight® dimming pack controls 0-10V eldoLED drivers (EZ_).
NPS80EZER[9]	nLight® dimming pack controls 0-10V eldoLED drivers (EZ_). ER controls fixtures on emergency circuit.
N80[10]	nLight® Lumen Compensation
BGTD	Bodine generator transfer device. Specify 120V or 277V.
CRI90	High CRI (90+)
CP[11]	Chicago plenum. Specify 120V or 277V.
RRL__	RELOC®-ready luminaire connectors enable a simple and consistent factory installed option across all ABL luminaire brands. Refer to RRL for complete nomenclature.
NLTAIR2[12]	nLight® Air enabled
NLTAIRER2[12]	nLight® AIR Dimming Pack Wireless Controls. Controls fixtures on emergency circuit

ACCESSORIES

ACCESSORIES order as separate catalog numbers (shipped separately)	
SCA8	Sloped ceiling adapter. Degree of slope must be specified (5D, 10D, 15D, 20D, 25D, 30D). Ex: SCA8 10D. Refer to TECH-190.
CTA4-8 YK	Ceiling thickness adapter (extends mounting frame to accommodate ceiling thickness up to 5"). Adds ~4" to fixture height.
GVRT	Vandal-resistant trim accessory. Refer to TECH-200.
ISD BC	0-10V wallbox dimmer. Refer to ISD-BC.

NOTES

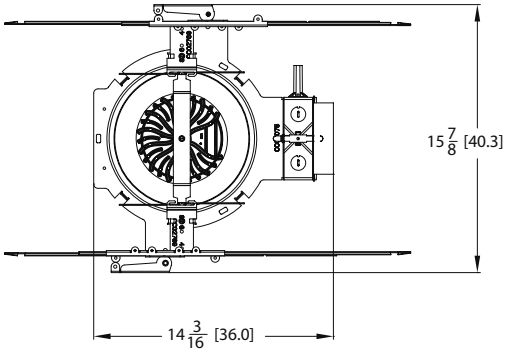
ORDERING NOTES

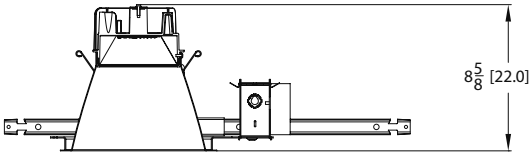
1. Not available with finishes.
2. Not available with GZ10, GZ1, EL or ELR options.
3. Refer to TECH-240 for compatible dimmers.
4. Not available with nLight® and XPoint options.
5. Must specify voltage 120V or 277V.
6. Not available with white reflector.
7. Not available with black reflector
8. For dimensional changes, refer to TECH-140. Not available with 347V.
9. Specify voltage. For use with generator supply EM power. Will require an emergency hot feed and normal hot feed.
10. Fixture begins at 80% light level. Must be specified with NPS80EZ or NPS80EZER.
11. ELR not available.
12. Not available DALI or DMX drivers. Not available with CP, NPS80EZ, NPS80EZER, NPP16D, NPP16DER or N80 options. Not recommended for metal ceiling installations.

© 2010-2019 Acuity Brands Lighting, Inc. All Rights Reserved. Rev. 01/03/19. Specifications subject to change without notice.

DIMENSIONAL DATA

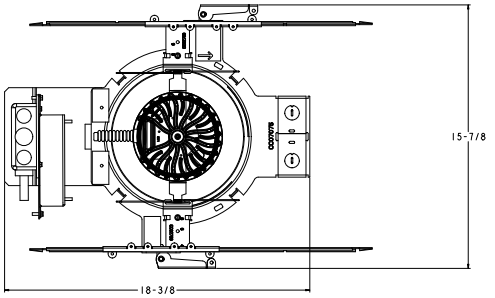
All dimensions are inches (centimeters) unless otherwise noted.

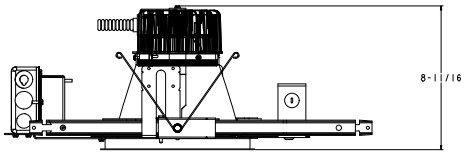




Aperture: 8-5/8 (21.9)
Ceiling Opening: 8-3/4 (22.2)
Overlap Trim: 9-1/4 (23.5)

DIMENSIONS FOR CHICAGO PLENUM





ELECTRICAL

HOW TO ESTIMATE DELIVERED LUMENS IN EMERGENCY MODE

Use the formula below to estimate the delivered lumens in emergency mode

Delivered Lumens = 1.25 x P x LPW

P = Ouput power of emergency driver. P = 10W for PS1055CP

LPW = Lumen per watt rating of the luminaire. This information is available on the ABL luminaire spec sheet.
The LPW rating is also available at Designlight Consortium.

© 2010-2019 Acuity Brands Lighting, Inc. All Rights Reserved. Rev. 01/03/19. Specifications subject to change without notice.

TYPE S7

Wall luminaires with directed light

Housing: One piece die-cast aluminum supplied with universal mounting bracket for direct attachment to 3½" or 4" octagonal wiring box. Die castings are marine grade, copper free (≤ 0.3% copper content) A360.0 aluminum alloy.

Enclosure: One piece die-cast aluminum cover frame secured by captive socket head, stainless steel screws threaded into stainless steel inserts. Semi-specular, anodized aluminum internal reflector. Stippled tempered clear glass. Fully gasketed for weather tight operation using a molded silicone rubber O-ring gasket.

Electrical: 29.8W LED luminaire, 35 total system watts, -20°C start temperature. Integral 120V through 277V electronic LED driver, 0-10V dimming. LED module(s) are available from factory for easy replacement. Standard LED color temperature is 3000K with an 85 CRI. Available in 4000K (85 CRI); add suffix K4 to order.

Note: LEDs supplied with luminaire. Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to www.bega-us.com.

Options: Optional integral emergency battery pack available (please specify 3243LED/EMPK). Battery will operate the fixture at 62% of full light output for a minimum of 90 minutes. Ambient temperature must not go below -20°C and must not exceed 50°C. Specify EMPK and 120V or 277V operating voltage.

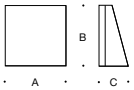
Finish: All BEGA standard finishes are polyester powder coat with minimum 3 mil thickness. Available in four standard BEGA colors: Black (BLK); White (WHT); Bronze (BRZ); Silver (SLV). To specify, add appropriate suffix to catalog number. Custom colors supplied on special order

CSA certified to U.S. and Canadian standards, suitable for wet locations. Protection class IP65

Weight: 8.4 lbs.

Luminaire Lumens: 4018

Type:
BEGA Product:
Project:
Voltage:
Color:
Options:
Modified:



	Lamp	A	B	C
33243	29.8W LED	11	11	5⅜

BEGA 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 FAX (805) 566-9474 www.bega-us.com
©copyright BEGA 2018 Updated 03/2018

TYPE S8

American Beacon Flagpole Light

Cylinder Lights

Solar Light

American Beacon Light

+ Optional Features

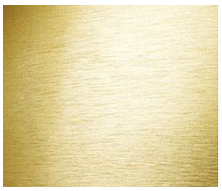
+ Download Specification Drawings

Shining Light On Old Glory!

The "American Beacon" is a flagpole system uniting the patented Beacon Down Light with the industry's oldest and most recognized name in aluminum flagpole manufacturing.

Specially engineered to provide the traditional look of standard truck and ornament flagpole design, the American Beacon provides the industry's only aluminum flagpole and down lighting system combining a Lifetime Flagpole Shaft Warranty with an International Dark-Sky Association's Dark-Sky Certified down light.

Any American Flagpole product up to 45' can be provided with an American Beacon package!



Available in Gold and Satin Finish

TYPE R1

LEOTEK® LITE-ON GROUP

Project

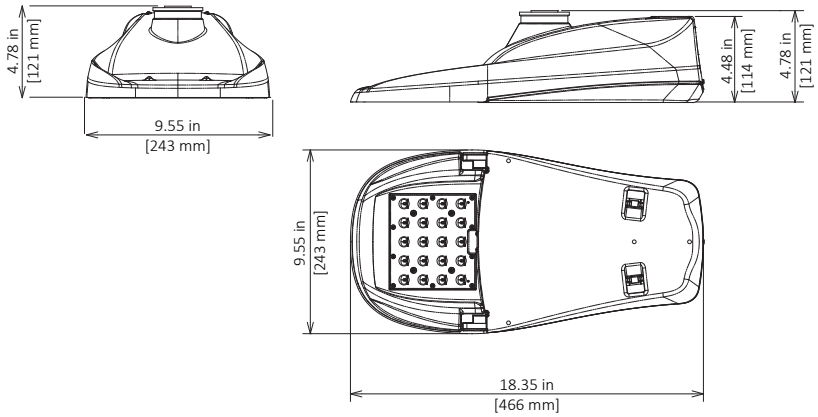
Type

Catalog No.

GreenCobra™ Jr. LED Street Light
GCJ H-Series Specification Data Sheet

Luminaire Data

Weight 7 lbs [3.2 kg]
EPA 0.39 ft²



Ordering Information

Sample Catalog No. GCJ1 20H MV NW 2R GY 580

Product	LED Code	Voltage	Color Temperature	Distribution	Finish[1]	GCJ0 Drive Current Code[2]	Options
GCJ0	**15H**	**MV** 120-277V **HV** 347-480V	**WW** 3000K **NW** 4000K **CW** 5000K	**2R** Type 2 **3** Type 3 **4** Type 4 **5** Type 5	**GY** Gray **DB** Dark Bronze **BK** Black	**300** **390** **490** **590** **700**	**FDC**[3] Fixed Drive Current **FFA**[4] Full Field Adjustability **LPCR** Less Photocontrol Receptacle **PCR7**[5] ANSI 7-wire Photo-control Receptacle **PCR7-CR**[6] Control Ready 7-wire PC Receptacle **WL** Utility Wattage Label **4B** 4-Bolt Mounting Bracket **RWG** Rubber Wildlife Guard **SWTB** Straight Wire Terminal Block **BBL** Bubble Level **CF**[7] Coastal Paint Finish
						GCJ1 Drive Current Code[2]	
GCJ1	**20H**					**350** **450** **530** **580** **700**	
						GCJ2 Drive Current Code[2]	
GCJ2	**20H**					**700** **830** **900** **1A**	

Notes:

1 Gray, Black, and Dark Bronze standard. Consult factory for other finishes.

2 Specified drive current code is the factory set maximum drive current. Field adjustable current selector enables standard dimming to lower wattage drive currents only. Consult factory if wattage limits require a special drive current.

3 Non-field adjustable, fixed drive current. Specify required drive current code. Not available with PCR7-CR option.

4 The FFA option enables full field adjustability from the specified drive current code to all drive currents available. This option is not DLC qualified.

5 Field adjustable current selector included to enable standard dimming to lower wattage drive currents only. Field changeable connectors included to enable connection to PCR7 (wireless node dimming is disabled by default).

6 Control-ready wired at factory for wireless node dimming. Supplied at maximum drive current. If a lower drive current is required, consult factory.

7 Specify the CF Option for coastal installation. See warranty for details.

8 Flush mounted house side shield. Shield cuts light off at 1/2 mounting height behind luminaire.

9 Flush mounted cul-de-sac shield. Shield cuts light off at 1/2 mounting height behind luminaire and 1-1/2 mounting height on either side of luminaire.

10 Flush mounted front side shield cuts light off at approximately one mounting height in front of luminaire (street side).

11 Specify Color (GY, DB, BK)

12 Specify MV (120-277V) or HV (347-480V).

Accessories*	
HSSGCJ[8]	House Side Shield, Snap-On*
CSSGCJ[9]	Cul-De-Sac Side Shield, Snap-On*
FSSGCJ[10]	Front Side Shield, Snap-On*
SPB[11]	Square Pole Horizontal Arm Bracket
RPB[11]	Round Pole Horizontal Arm Bracket
PTB[11]	Pole Top Tenon Horizontal Arm Bracket
PTB2[11]	Pole Top Tenon Horizontal Arm Bracket (2@180°)
WB[11]	Wall Horizontal Arm Bracket
BSK	Bird Deterrent Spider Kit
LLPC[12]	Long-Life Twist Lock Photocontrol
SC	Twist Lock Shorting Cap

*Accessories are ordered separately and not to be included in the catalog number. For factory installed HSS, CSS, and FSS specify as option in luminaire catalog number.

©2018 Leotek Electronics USA. GCJ_H-Series_Spec Sheet_061318. Specifications subject to change without notice.

TYPE R1

GreenCobra™ Jr. LED Street Light
GCJ H-Series Specification Data Sheet

Luminaire Specifications

Housing
Die cast aluminum housing with universal two-bolt slip fitter mounts to 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter mast arm. One-piece aluminum housing provides passive heat-sinking of the LEDs and has upper surfaces that shed precipitation. Four-bolt mounting bracket is available. Mounting provisions meet 3G vibration per ANSI C136.31-2010 Normal Application, Bridge & Overpass. Mounting has leveling adjustment from ± 5° in 2.5° steps. Electrical components are accessed without tools via a high-strength, non-conductive polycarbonate door with quick-release latches. Polycarbonate material meets UL 746C for outdoor usage. Available rubber wildlife guard (RWG option) conforms to mast arm with no gaps.

Light Emitting Diodes
Hi-flux/Hi-power white LEDs produce a minimum of 90% of initial intensity at 100,000 hours of life based on IES TM-21 (L90 ≥ 100k hours). LEDs are tested in accordance with IES LM-80 testing procedures. LEDS have correlated color temperature of 3000K (WW), 4000K (NW), or 5000K (CW) and 70 CRI minimum. LEDs are 100% mercury and lead free.

Field Adjustability
LED drive current can be changed in the field to adjust light output for local conditions (not available with PCR7-CR option). The specified drive current code will be the factory set maximum drive current and field adjustments can only be made to available lower wattage drive currents. Select the FFA option if full field adjustability to all available drive currents (700mA max or 1A max) is desired. The FFA option is not DLC qualified.

Quality Control
Every luminaire is performance tested before and after a 2-hour burn-in period. Assembled in the USA.

Optical Systems
Micro-lens optical systems produce IESNA Type 2, Type 3, Type 4, or Type 5 distributions and are fully sealed to maintain an IP66 rating. Luminaire produces 0% total lumens above 90º (BUG Rating, U=0). Optional house side shield cuts light off at 1/2 mounting height behind luminaire. Cul-de-sac shield provides back and side light control for end of cul-de-sac applications. Both shields are field installable without tools.

Electrical
Rated life of electrical components is 100,000 hours. Uses isolated power supply that is 1-10V dimmable. Power supply is wired with quick-disconnect terminals. Power supply features a minimum power factor of .90 and <20% Total Harmonic Distortion (THD). EMC meets or exceeds FCC CFR Part 15. Terminal block accommodates 6 to 14 gauge wire. Surge protection complies with IEEE/ANSI C62.41 Category C High, 20kV/10kA and ANSI C136.2-2015, 20kV/10kA.

Controls
3-Wire photocontrol receptacle is standard. ANSI C136.41 7-wire (PCR7) photocontrol receptacles is available. All photocontrol receptacles have tool-less rotatable bases. Wireless control module is provided by others.

Finish
Housing receives a durable, fade-resistant polyester powder coat finish with 3.0 mil nominal thickness. Standard finish tested to withstand 5000 hours in salt spray exposure per ASTM B117 and Coastal Finish per ASTM G85. Finish meets scribe creepage rating 8 per ASTM D1654. Finish tested 500 hours in UV exposure per ASTM G154 and meets ASTM D523 gloss retention.

Listings/Ratings/Labels
Luminaires are UL listed for use in wet locations in the United States and Canada. DesignLights Consortium™ qualified product. Consult DLC QPL for Standard and Premium Classification Listings. International Dark Sky Association listed. Luminaire is qualified to operate at ambient temperatures of -40°C to 40°C. Assembled in the U.S.A

Photometry
Luminaires photometrics are tested by certified independent testing laboratories in accordance with IES LM-79 testing procedures.

Warranty
10-year limited warranty is standard on luminaire and components.

Vandal Resistance
Housing and optics rated to IK10

Standards
Luminaire complies with:
ANSI: C136.2, C136.3, C136.10, C136.13, C136.15, C136.22, C136.31, C136.35, C136.37, C136.41, C62.41, C78.377, C82.77
Other: FCC 47 CFR, IEC 60598, ROHS II, UL 1449, UL 1598

©2018 Leotek Electronics USA. GCJ_H-Series_Spec Sheet_061318. Specifications subject to change without notice.

TYPE R1

GreenCobra™ Jr. LED Street Light
GCJ H-Series Specification Data Sheet

Performance Data: 3000K (WW)

All data nominal. IES files for all CCTs available at leotek.com.

Product	LED Code	Drive Current Code	System Wattage (W)	Delivered Lumens (Lm)[1]	Efficacy (Lm/W)
GCJ0	15H	300[2]	15	1810	121
		390[2]	19	2280	120
		490[3]	24	2840	118
		590	30	3410	114
		700	35	3910	112
GCJ1	20H	350[3]	25	3040	122
		450	29	3470	120
		530	34	3980	117
		580	39	4470	115
		700	46	5130	112
GCJ2	20H	700	45	5020	112
		830	54	5780	107
		900	58	6120	106
		1A	68	6960	102

Notes:
1 Nominal lumens. Normal tolerance ± 10% due to factors including distribution type, LED bin variance, and ambient temperatures.
2 DLC Approved only at 120VAC.
3 DLC Approved at 120-240VAC.

Performance Data: 4000K (NW) and 5000K (CW)

All data nominal. IES files for all CCTs available at leotek.com.

Product	LED Code	Drive Current Code	System Wattage (W)	Delivered Lumens (Lm)[1]	Efficacy (Lm/W)
GCJ0	15H	300[2]	15	2000	133
		390[2]	19	2490	131
		490[3]	24	3070	128
		590	30	3650	122
		700	35	4180	119
GCJ1	20H	350[3]	25	3240	130
		450	29	3720	128
		530	34	4320	127
		580	39	4850	124
		700	46	5510	120
GCJ2	20H	700	45	5430	121
		830	54	6210	115
		900	58	6630	114
		1A	68	7430	109

Notes:
1 Nominal lumens. Normal tolerance ± 10% due to factors including distribution type, LED bin variance, and ambient temperatures.
2 DLC Approved only at 120VAC.
3 DLC Approved at 120-240VAC.

©2018 Leotek Electronics USA. GCJ_H-Series_Spec Sheet_061318. Specifications subject to change without notice.

TYPE R1

GreenCobra™ Jr. LED Street Light
GCJ H-Series Specification Data Sheet

BUG Ratings: 3000K (WW)

All data nominal. IES files for all CCTs are available at leotek.com.

		Type 2R	Type 3	Type 4	Type 5
Product & LED Code	**Drive Current Code**	**BUG Rating**	**BUG Rating**	**BUG Rating**	**BUG Rating**
GCJ0 15H	300	B0 U0 G0	B1 U0 G1	B1 U0 G1	B1 U0 G0
	390	B1 U0 G0	B1 U0 G1	B1 U0 G1	B1 U0 G0
	490	B1 U0 G1	B1 U0 G1	B1 U0 G1	B2 U0 G0
	590	B1 U0 G1	B1 U0 G1	B1 U0 G1	B2 U0 G0
	700	B1 U0 G1	B1 U0 G1	B1 U0 G1	B2 U0 G1
GCJ1 20H	350	B1 U0 G1	B1 U0 G1	B1 U0 G1	B2 U0 G0
	450	B1 U0 G1	B1 U0 G1	B1 U0 G1	B2 U0 G0
	530	B1 U0 G1	B1 U0 G1	B1 U0 G1	B2 U0 G1
	580	B1 U0 G1	B1 U0 G1	B1 U0 G1	B2 U0 G1
	700	B1 U0 G1	B2 U0 G1	B2 U0 G1	B3 U0 G1
GCJ2 20H	700	B1 U0 G1	B1 U0 G1	B2 U0 G1	B3 U0 G1
	830	B1 U0 G1	B2 U0 G2	B2 U0 G1	B3 U0 G1
	900	B1 U0 G1	B2 U0 G2	B2 U0 G1	B3 U0 G1
	1A	B1 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G1

BUG Ratings: 4000K (NW) and 5000K (CW)

All data nominal. IES files for all CCTs are available at leotek.com.

		Type 2R	Type 3	Type 4	Type 5
Product & LED Code	**Drive Current Code**	**BUG Rating**	**BUG Rating**	**BUG Rating**	**BUG Rating**
GCJ0 15H	300	B1 U0 G0	B1 U0 G1	B1 U0 G1	B1 U0 G0
	390	B1 U0 G0	B1 U0 G1	B1 U0 G1	B1 U0 G0
	490	B1 U0 G1	B1 U0 G1	B1 U0 G1	B2 U0 G0
	590	B1 U0 G1	B1 U0 G1	B1 U0 G1	B2 U0 G1
	700	B1 U0 G1	B1 U0 G1	B1 U0 G1	B2 U0 G1
GCJ1 20H	350	B1 U0 G1	B1 U0 G1	B1 U0 G1	B2 U0 G1
	450	B1 U0 G1	B1 U0 G1	B1 U0 G1	B2 U0 G1
	530	B1 U0 G1	B1 U0 G1	B1 U0 G1	B2 U0 G1
	580	B1 U0 G1	B1 U0 G1	B2 U0 G1	B3 U0 G1
	700	B1 U0 G1	B2 U0 G1	B2 U0 G1	B3 U0 G1
GCJ2 20H	700	B1 U0 G1	B2 U0 G1	B2 U0 G1	B3 U0 G1
	830	B1 U0 G1	B2 U0 G2	B2 U0 G1	B3 U0 G1
	900	B1 U0 G1	B2 U0 G2	B2 U0 G2	B3 U0 G1
	1A	B1 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G1

©2018 Leotek Electronics USA. GCJ_H-Series_Spec Sheet_061318. Specifications subject to change without notice.

TYPE R2

LEOTEK® LITE-ON GROUP

Project

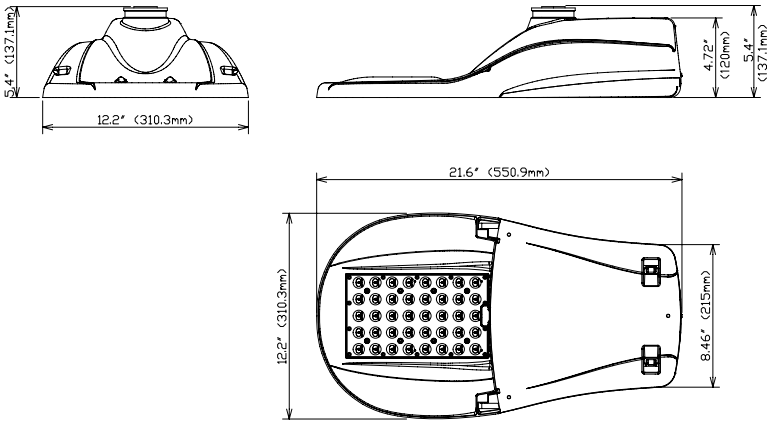
Type

Catalog No.

GreenCobra™ Midsize LED Street Light
GCM H-Series Specification Data Sheet

Luminaire Data

Weight 10 lbs [4.6 kg]
EPA 0.44 ft²



Ordering Information

Sample Catalog No. GCM2-30H-MV-NW-2R-GY-700-PCR7-WL

Product	LED Code	Voltage	Color Temperature	Distribution	Finish[1]	30H Drive Current Code[2]	Options
GCM2	**30H**	**MV** 120-277V **HV** 347-480V	**WW** 3000K **NW** 4000K **CW** 5000K	**2S** Type 2 Short **2R** Type 2 Medium **3R** Type 3 Medium **4** Type 4 **5** Type 5	**GY** Gray **DB** Dark Bronze **BK** Black	**530** **610** **700** **850** **1A**	**FDC**[3] Fixed Drive Current **LPCR** Less Photocontrol Receptacle **PCR7**[4] ANSI 7-wire Photo-control Receptacle **PCR7-CR**[5] Control Ready 7-wire PC Receptacle
GCM2	**40H**					**40H Drive Current Code**[2] **575** **700** **850** **950** **1A**	**WL** Utility Wattage Label **4B** 4-Bolt Mounting Bracket **RWG** Rubber Wildlife Guard **SWTB** Straight Wire Terminal Block **BBL** Bubble Level **CF**[6] Coastal Paint Finish

Notes:

1 Gray, Black, and Dark Bronze standard. Consult factory for other finishes.

2 Specified drive current code is the factory set drive current. Field adjustable current selector enables fixture to be changed in the field to adjust light output for local conditions (not available with Fixed Drive Current (FDC) or PCR7-CR option). Consult factory if wattage limits require a special drive current.

3 Non-field adjustable, fixed drive current. Specify required drive current. Not available with PCR7-CR option.

4 Includes current selector that enables field adjustability of light levels. Includes connectors to allow easy upgrade of wireless dimming via PCR7. Wireless node by others.

5 Control-ready wired at factory for wireless none dimming (node by others). Current selector not included in the fixture.

6 Specify the CF Option for coastal installation. See warranty for details.

7 Flush mounted house side shield. Shield cuts light off at 1/2 mounting height behind luminaire.

8 Flush mounted cul-de-sac shield. Shield cuts light off at 1/2 mounting height behind luminaire and 1-1/2 mounting height on either side of luminaire.

9 Flush mounted front side shield cuts light off at approximately one mounting height in front of luminaire (street side).

10 Specify Color (GY, DB, BK)

11 Specify MV (120-277V) or HV (347V-480V)

Accessories*	
HSSGCM[7]	House Side Shield, Snap-On*
CSSGCM[8]	Cul-De-Sac Side Shield, Snap-On*
FSSGCM[9]	Front Side Shield, Snap-On*
SPB[10]	Square Pole Horizontal Arm Bracket
RPB[10]	Round Pole Horizontal Arm Bracket
PTB[10]	Pole Top Tenon Horizontal Arm Bracket
PTB2[10]	Pole Top Tenon Horizontal Arm Bracket (2@180°)
WB[10]	Wall Horizontal Arm Bracket
BSK	Bird Deterrent Spider Kit
LLPC[11]	Long-Life Twist Lock Photocontrol
SC	Twist Lock Shorting Cap

*Accessories are ordered separately and not to be included in the catalog number. For factory installed HSS, CSS, and FSS consult factory.

©2019 Leotek Electronics USA. GCM_H-Series_Spec Sheet_02-27-19. Specifications subject to change without notice.

TYPE R2

GreenCobra™ Midsize LED Street Light
GCM H-Series Specification Data Sheet

Luminaire Specifications

Housing
Die cast aluminum housing with universal two-bolt slip fitter mounts to 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter mast arm. One-piece aluminum housing provides passive heat-sinking of the LEDs and has upper surfaces that shed precipitation. Four-bolt mounting bracket is available. Mounting provisions meet 3G vibration per ANSI C136.31-2010 Normal Application, Bridge & Overpass. Mounting has leveling adjustment from ± 5° in 2.5° steps. Electrical components are accessed without tools via a high-strength, non-conductive polycarbonate door with quick-release latches. Polycarbonate material meets UL 746C for outdoor usage. Available rubber wildlife guard (RWG option) conforms to mast arm with no gaps.

Light Emitting Diodes
High-flux/High-power white LEDs produce a minimum of 90% of initial intensity over 75,000 hours of life based on IES TM-21 (L90 ≥ 75k hours). LEDs are tested in accordance with IES LM-80 testing procedures. LEDs have correlated color temperature of 3000K (WW), 4000K (NW), or 5000K (CW) and 70 CRI minimum. LEDs are 100% mercury and lead free.

Field Adjustability
LED drive current can be changed in the field to adjust light output for local conditions (not available with Fixed Drive Current (FDC) or PCR7-CR option). The specified drive current code will be the factory set drive current. Field adjustments can be made with the current selector included in the fixture. Field adjustable range shown in performance data table.

Quality Control
Every luminaire is performance tested before and after a 2-hour burn-in period. Assembled in the USA.

Optical Systems
Micro-lens optical systems produce IESNA Type 2, Type 3, Type 4, or Type 5 distributions and are fully sealed to maintain an IP66 rating. Luminaire produces 0% total lumens above 90° (BUG Rating, U=0). Optional house side shield cuts light off at 1/2 mounting height behind luminaire. Front side shield cuts light off at approximately one mounting height in front of the luminaire (street side). Cul-de-sac shield provides back and side light control for end of cul-de-sac applications. All shields are field installable without tools.

Electrical
Rated life of electrical components is 100,000 hours. Uses isolated power supply that is 1-10V dimmable. Power supply is wired with quick-disconnect terminals. Power supply features a minimum power factor of .90 and <20% Total Harmonic Distortion (THD). EMC meets or exceeds FCC CFR Part 15. Terminal block accommodates 6 to 14 gauge wire. Surge protection complies with IEEE/ANSI C62.41 Category C High, 20kV/10kA and ANSI C136.2-2015, 20kV/10kA.

Controls
3-Wire photocontrol receptacle is standard. ANSI C136.41 7-wire (PCR7) photocontrol receptacle is available. All photocontrol receptacles have tool-less rotatable bases. Wireless control module is provided by others.

Finish
Housing receives a durable, fade-resistant polyester powder coat finish with 3.0 mil nominal thickness. Standard finish tested to withstand 5000 hours in salt spray exposure per ASTM B117 and Coastal Finish per ASTM G85. Finish meets scribe creepage rating 8 per ASTM D1654. Finish tested 500 hours in UV exposure per ASTM G154 and meets ASTM D523 gloss retention.

Listings/Ratings/Labels
Luminaires are UL listed for use in wet locations in the United States and Canada. DesignLights Consortium™ qualified product. Consult DLC QPL for Standard and Premium Classification Listings. International Dark Sky Association listed. Luminaire is qualified to operate at ambient temperatures of -40°C to 40°C.

Photometry
Luminaires photometrics are tested by certified independent testing laboratories in accordance with IES LM-79 testing procedures.

Warranty
10-year limited warranty is standard on luminaire and components.

Vandal Resistance
Housing and optics rated to IK10

Standards
Luminaire complies with:
ANSI: C136.2, C136.3, C136.10, C136.13, C136.15, C136.22, C136.31, C136.35, C136.37, C136.41, C62.41, C78.377, C82.77
Other: FCC 47 CFR, IEC 60598, ROHS II, UL 1449, UL 1598

©2019 Leotek Electronics USA. GCM_H-Series_Spec Sheet_02-27-19. Specifications subject to change without notice.

TYPE R2

GreenCobra™ Midsize LED Street Light
GCM H-Series Specification Data Sheet

Performance Data: 3000K (WW)
All data nominal. IES files for all CCTs available at leotek.com.

Product	LED Code	Drive Current Code	System Wattage (W)	Delivered Lumens (Lm) [1]	Efficacy (Lm/W)	Field Adjustable Output Range
GCM2	30H	530	48	5770	120	↕
		610	58	6700	116	
		700	68	7620	112	
		850	82	8800	107	
		1A	101	10480	104	
	40H	575	73	8780	120	↕
		700	88	10230	116	
		850	107	11960	112	
		950	121	13040	108	
		1A	135	14080	104	

Notes:
1 Nominal lumens. Normal tolerance ± 10% due to factors including distribution type, LED bin variance, and ambient temperatures.

Performance Data: 4000K (NW) and 5000K (CW)
All data nominal. IES files for all CCTs available at leotek.com.

Product	LED Code	Drive Current Code	System Wattage (W)	Delivered Lumens (Lm) [1]	Efficacy (Lm/W)	Field Adjustable Output Range
GCM2	30H	530	48	6330	132	↕
		610	58	7440	128	
		700	68	8550	126	
		850	82	9830	120	
		1A	101	11720	116	
	40H	575	73	9590	131	↕
		700	88	11260	128	
		850	107	13270	124	
		950	121	14390	119	
		1A	135	15430	114	

Notes:
1 Nominal lumens. Normal tolerance ± 10% due to factors including distribution type, LED bin variance, and ambient temperatures.

©2019 Leotek Electronics USA. GCM_H-Series_Spec Sheet_02-27-19. Specifications subject to change without notice.

TYPE R2

GreenCobra™ Midsize LED Street Light
GCM H-Series Specification Data Sheet

BUG Ratings

3000K (WW)

			Type 2S	Type 2R	Type 3R	Type 4	Type 5
Product	**LED Code**	**Drive Current Code**	**BUG Rating**	**BUG Rating**	**BUG Rating**	**BUG Rating**	**BUG Rating**
GCM2	30H	530	B2 U0 G1	B1 U0 G1	B2 U0 G2	B2 U0 G1	B3 U0 G1
		610	B2 U0 G1	B1 U0 G1	B2 U0 G2	B2 U0 G2	B3 U0 G1
		700	B2 U0 G1	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G1
		850	B2 U0 G1	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
		1A	B2 U0 G2	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
	40H	575	B2 U0 G1	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
		700	B2 U0 G2	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
		850	B2 U0 G2	B2 U0 G2	B3 U0 G3	B3 U0 G2	B3 U0 G2
		950	B3 U0 G2	B2 U0 G2	B3 U0 G3	B3 U0 G2	B4 U0 G2
		1A	B2 U0 G2	B2 U0 G2	B3 U0 G3	B3 U0 G2	B4 U0 G2

4000K (NW)

			Type 2S	Type 2R	Type 3R	Type 4	Type 5
Product	**LED Code**	**Drive Current Code**	**BUG Rating**	**BUG Rating**	**BUG Rating**	**BUG Rating**	**BUG Rating**
GCM2	30H	530	B2 U0 G1	B1 U0 G1	B2 U0 G2	B2 U0 G1	B3 U0 G1
		610	B2 U0 G1	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G1
		700	B2 U0 G1	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
		850	B2 U0 G2	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
		1A	B3 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2	B3 U0 G2
	40H	575	B2 U0 G2	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
		700	B2 U0 G2	B2 U0 G2	B3 U0 G3	B2 U0 G2	B3 U0 G2
		850	B3 U0 G2	B2 U0 G2	B3 U0 G3	B3 U0 G2	B4 U0 G2
		950	B3 U0 G2	B2 U0 G2	B3 U0 G3	B3 U0 G2	B4 U0 G2
		1A	B3 U0 G2	B3 U0 G3	B3 U0 G3	B3 U0 G3	B4 U0 G2

5000K (CW)

			Type 2S	Type 2R	Type 3R	Type 4	Type 5
Product	**LED Code**	**Drive Current Code**	**BUG Rating**	**BUG Rating**	**BUG Rating**	**BUG Rating**	**BUG Rating**
GCM2	30H	530	B2 U0 G1	B1 U0 G1	B2 U0 G2	B2 U0 G1	B3 U0 G1
		610	B2 U0 G1	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G1
		700	B2 U0 G1	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
		850	B2 U0 G2	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
		1A	B2 U0 G2	B2 U0 G2	B3 U0 G3	B3 U0 G2	B3 U0 G2
	40H	575	B2 U0 G2	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
		700	B2 U0 G2	B2 U0 G2	B3 U0 G3	B2 U0 G2	B3 U0 G2
		850	B3 U0 G2	B2 U0 G2	B3 U0 G3	B3 U0 G2	B4 U0 G2
		950	B3 U0 G2	B2 U0 G2	B3 U0 G3	B3 U0 G2	B4 U0 G2
		1A	B3 U0 G2	B3 U0 G3	B3 U0 G3	B3 U0 G3	B4 U0 G2

©2019 Leotek Electronics USA. GCM_H-Series_Spec Sheet_02-27-19. Specifications subject to change without notice.

Exhibit 8

Construction Cost Form

OREGON CITY

Community Development – Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

Construction Costs for Site Plan and Design Review and Detailed Development Plans

The cost of Planning Division review for Site Plan and Design Review and Detailed Development Plans is based on the construction cost of the project. The construction costs is defined as all costs to complete the project, including soft costs. The estimate does exclude interior furniture or moving expenses.

Address: 1232 Linn Avenue, Oregon City, OR 97045

Project Description: Project to construct the new Robert Libke Public Safety Building at the site of the former Mt. Pleasant School property. The building will include a modern police headquarters, municipal courtroom, and public meeting space.

Section I – Construction Costs

Design Work	$ 1,605,250
Site Prep	$ 330,000
Consultants	$ 890,000
Excavation	$ 100,000
Utilities	$ 360,000
Foundation	$ 900,000
Framing material/wall construction	$ 2,245,000
Interior finish (walls, doors, floor finish, cabinetry, light fixtures, etc.)	$ 2,260,000
Supplemental information (fire suppression, hvac, electrical, plumbing, etc.)	$ 3,570,000
Roofing	$ 860,000
Landscaping	$ 354,000
Paving	$ 305,000
Sign	$ 10,000
Trash Enclosures	$ 82,000
Other	$ 3,500,000
Total Section I	$ 17,371,250

Section II – Permits

Building	$ 52,000
Electrical	$ 50,000
Plumbing	$ 70,000
Mechanical	$ 104,000
Land Use	$ 17,533
Total Section II	$ 293,533

Section III - Total

Section I Total	$ 17,371,250
Section II Total	$ 293,533
Total Section III	$ 17,664,783

Office Use Only –
Building Official Verification: _____

Exhibit 9

Current Preliminary Title Report

First American Title Company of Oregon
121 SW Morrison St, FL 3
Portland, OR 97204
Phn - (503)222-3651 (800)929-3651
Fax - (877)242-3513

Order No.: 7072-2258750
July 02, 2014

FOR QUESTIONS REGARDING YOUR CLOSING, PLEASE CONTACT:
SHEILA HOUCK, Escrow Officer/Closer
Phone: (503)659-0069 - Fax: (866)902-9870- Email:SHouck@firstam.com
First American Title Company of Oregon
9200 SE Sunnybrook Blvd., Ste 400, Clackamas, OR 97015

FOR ALL QUESTIONS REGARDING THIS TITLE COMMITMENT, PLEASE CONTACT:
Jenny White, Chief Title Officer
Toll Free: (800)929-3651 - Direct: (503)790-7862 - Fax: (877)242-3513 - Email: jwhite@firstam.com

5th Amended Preliminary Title Report

County Tax Roll Situs Address: 1232 Linn Avenue Oregon City, OR 97045

Proposed Insured Lender: TBD

Proposed Borrower: **City of Oregon City**

2006 ALTA Owners Standard Coverage	Liability $	1,800,000.00	Premium $	3,300.00
2006 ALTA Owners Extended Coverage	Liability $		Premium $	
2006 ALTA Lenders Standard Coverage	Liability $		Premium $	
2006 ALTA Lenders Extended Coverage	Liability $		Premium $	
Endorsement			Premium $	
Govt Service Charge			Cost $	
City Lien/Service District Search			Cost $	
Other			Cost $	

We are prepared to issue Title Insurance Policy or Policies of First American Title Insurance Company, a California Corporation in the form and amount shown above, insuring title to the following described land:

The land referred to in this report is described in Exhibit A attached hereto.

and as of June 25, 2014 at 8:00 a.m., title to the fee simple estate is vested in:

Oregon City Public School Clackamas County School District 162 as to Parcels III and IV and Oregon City School District No. 62, Clackamas County, as to the remainder

Subject to the exceptions, exclusions, and stipulations which are ordinarily part of such Policy form and the following:

This report is for the exclusive use of the parties herein shown and is preliminary to the issuance of a title insurance policy and shall become void unless a policy is issued, and the full premium paid.

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.

2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.

3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.

4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.

5. Any lien, or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

The exceptions to coverage 1-5 inclusive as set forth above will remain on any subsequently issued Standard Coverage Title Insurance Policy.

In order to remove these exceptions to coverage in the issuance of an Extended Coverage Policy the following items are required to be furnished to the Company; additional exceptions to coverage may be added upon review of such information:

A. Survey or alternative acceptable to the company
B. Affidavit regarding possession
C. Proof that there is no new construction or remodeling of any improvement located on the premises. In the event of new construction or remodeling the following is required:
   i. Satisfactory evidence that no construction liens will be filed; or
   ii. Adequate security to protect against actual or potential construction liens;
   iii. Payment of additional premiums as required by the Industry Rate Filing approved by the Insurance Division of the State of Oregon

6. Subject property is under public ownership and is tax exempt. Any change in ownership before delivery of assessment roll may result in tax liability. Account Nos. 00859333, 00859814, 00859841 and 01453073.

7. Easements for utilities over and across the premises formerly included within the boundaries of Marshall Street and Warner Parrott Road now vacated, if any such exists.

8. DELETED

9. Easement, including terms and provisions contained therein:

Recording Information:	May 8, 1970 as Fee No. 70008693
In Favor of:	Oregon City, a municipal corporation
For:	Sewer

10. Easement, including terms and provisions contained therein:
    Recording Information: May 19, 1970 as Fee No. 70009438
    In Favor of: Portland General Electric Company, an Oregon corporation
    For: Distribution Line

11. Easement, including terms and provisions contained therein:
    Recording Information: July 3, 1986 as Fee No. 86024648
    In Favor of: Oregon City, a municipal corporation
    For: Storm Drain

12. Reservation of utilities in vacated street area and the right to maintain the same as set forth in Ordinance No. 93-1003, a copy of which was
    Recorded April 21, 1993 as Fee No. 93026143.

13. Unrecorded leases or periodic tenancies, if any.

14. Any rights, interest or claims which may exist or arise by reason of the following facts shown by a survey and inspection of said land:

    a. 6' tall chain link fence 0.3 over line; 6' tall chain link fence 1.4' over line; 6' tall chain link fence 2.1' over line; 6' tall chain link fence 0.6' over line; gravel driveway serving tax lot 8100 over line and no easement of record; and curb into right-of-way 4.5'; curb into right-of-way 1.9', and curb into right-of-way 1.0'.

15. Taxes for the fiscal year 2014-2015 a lien due, but not yet payable.

16. City liens, if any, of the City of Oregon City.

    Note: There are no liens as of June 25, 2014. All outstanding utility and user fees are not liens and therefore are excluded from coverage.

17. Subdivision Boundary Line Agreement, including terms and provisions thereof.
    Recorded: June 18, 2014 as Fee No. 2014-029382

- END OF EXCEPTIONS -

NOTE: We find no matters of public record against City of Oregon City that will take priority over any trust deed, mortgage or other security instrument given to purchase the subject real property as established by ORS 18.165.

NOTE: According to the public record, the following deed(s) affecting the property herein described have been recorded within 24 months of the effective date of this report: NONE

THANK YOU FOR CHOOSING FIRST AMERICAN TITLE!
WE KNOW YOU HAVE A CHOICE!

RECORDING INFORMATION

Filing Address: **Clackamas County**
1710 Red Soil Ct, Suite 110
Oregon City, OR 97045

Recording Fees: $ **53.00** **First Page**
(Comprised of:
$ 5.00 per page
$ 5.00 per document - GIS Fee
$10.00 per document - Public Land Corner Preservation Fund
$11.00 per document - OLIS Assessment & Taxation Fee
$22.00 per document - Oregon Housing Alliance Fee)

$ 5.00 E-Recording fee per document
$ 5.00 for each additional page
$ 5.00 for each additional document title, if applicable
$ 20.00 Non-Standard Document fee, if applicable

First American Title Insurance Company

SCHEDULE OF EXCLUSIONS FROM COVERAGE

ALTA LOAN POLICY (06/17/06)

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions, or location of any improvement erected on the Land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed, or agreed to by the Insured Claimant;
   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
   (a) a fraudulent conveyance or fraudulent transfer, or
   (b) a preferential transfer for any reason not stated in Covered Risk 13(b) of this policy.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

ALTA OWNER'S POLICY (06/17/06)

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions, or location of any improvement erected on the Land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed, or agreed to by the Insured Claimant;
   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risks 9 and 10); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
   (a) a fraudulent conveyance or fraudulent transfer; or
   (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

SCHEDULE OF STANDARD EXCEPTIONS

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, or claims of easement, not shown by the public records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
4. Any encroachment (of existing improvements located on the subject land onto adjoining land or of existing improvements located on adjoining land onto the subject land), encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the subject land.
5. Any lien" or right to a lien, for services, labor, material, equipment rental or workers compensation heretofore or hereafter furnished, imposed by law and not shown by the public records.

NOTE: A SPECIMEN COPY OF THE POLICY FORM (OR FORMS) WILL BE FURNISHED UPON REQUEST

TI 149 Rev. 7-22-08

First American Title

Privacy Information
We Are Committed to Safeguarding Customer Information
In order to better serve your needs now and in the future, we may ask you to provide us with certain information. We understand that you may be concerned about what we will do with such information - particularly any personal or financial information. We agree that you have a right to know how we will utilize the personal information you provide to us. Therefore, together with our subsidiaries we have adopted this Privacy Policy to govern the use and handling of your personal information.

Applicability
This Privacy Policy governs our use of the information that you provide to us. It does not govern the manner in which we may use information we have obtained from any other source, such as information obtained from a public record or from another person or entity. First American has also adopted broader guidelines that govern our use of personal information regardless of its source. First American calls these guidelines its Fair Information Values.

Types of Information
Depending upon which of our services you are utilizing, the types of nonpublic personal information that we may collect include:

- Information we receive from you on applications, forms and in other communications to us, whether in writing, in person, by telephone or any other means;
- Information about your transactions with us, our affiliated companies, or others; and
- Information we receive from a consumer reporting agency.

Use of Information
We request information from you for our own legitimate business purposes and not for the benefit of any nonaffiliated party. Therefore, we will not release your information to nonaffiliated parties except: (1) as necessary for us to provide the product or service you have requested of us; or (2) as permitted by law. We may, however, store such information indefinitely, including the period after which any customer relationship has ceased. Such information may be used for any internal purpose, such as quality control efforts or customer analysis. We may also provide all of the types of nonpublic personal information listed above to one or more of our affiliated companies. Such affiliated companies include financial service providers, such as title insurers, property and casualty insurers, and trust and investment advisory companies, or companies involved in real estate services, such as appraisal companies, home warranty companies and escrow companies. Furthermore, we may also provide all the information we collect, as described above, to companies that perform marketing services on our behalf, on behalf of our affiliated companies or to other financial institutions with whom we or our affiliated companies have joint marketing agreements.

Former Customers
Even if you are no longer our customer, our Privacy Policy will continue to apply to you.

Confidentiality and Security
We will use our best efforts to ensure that no unauthorized parties have access to any of your information. We restrict access to nonpublic personal information about you to those individuals and entities who need to know that information to provide products or services to you. We will use our best efforts to train and oversee our employees and agents to ensure that your information will be handled responsibly and in accordance with this Privacy Policy and First American's Fair Information Values. We currently maintain physical, electronic, and procedural safeguards that comply with federal regulations to guard your nonpublic personal information.

Information Obtained Through Our Web Site
First American Financial Corporation is sensitive to privacy issues on the Internet. We believe it is important you know how we treat the information about you we receive on the Internet.
In general, you can visit First American or its affiliates' Web sites on the World Wide Web without telling us who you are or revealing any information about yourself. Our Web servers collect the domain names, not the e-mail addresses, of visitors. This information is aggregated to measure the number of visits, average time spent on the site, pages viewed and similar information. First American uses this information to measure the use of our site and to develop ideas to improve the content of our site.
There are times, however, when we may need information from you, such as your name and email address. When information is needed, we will use our best efforts to let you know at the time of collection how we will use the personal information. Usually, the personal information we collect is used only by us to respond to your inquiry, process an order or allow you to access specific account/profile information. If you choose to share any personal information with us, we will only use it in accordance with the policies outlined above.

Business Relationships
First American Financial Corporation's site and its affiliates' sites may contain links to other Web sites. While we try to link only to sites that share our high standards and respect for privacy, we are not responsible for the content or the privacy practices employed by other sites.

Cookies
Some of First American's Web sites may make use of "cookie" technology to measure site activity and to customize information to your personal tastes. A cookie is an element of data that a Web site can send to your browser, which may then store the cookie on your hard drive.
FirstAm.com uses stored cookies. The goal of this technology is to better serve you when visiting our site, save you time when you are here and to provide you with a more meaningful and productive Web site experience.

Fair Information Values
Fairness We consider consumer expectations about their privacy in all our businesses. We only offer products and services that assure a favorable balance between consumer benefits and consumer privacy.
Public Record We believe that an open public record creates significant value for society, enhances consumer choice and creates consumer opportunity. We actively support an open public record and emphasize its importance and contribution to our economy.
Use We believe we should behave responsibly when we use information about a consumer in our business. We will obey the laws governing the collection, use and dissemination of data.
Accuracy We will take reasonable steps to help assure the accuracy of the data we collect, use and disseminate. Where possible, we will take reasonable steps to correct inaccurate information. When, as with the public record, we cannot correct inaccurate information, we will take all reasonable steps to assist consumers in identifying the source of the erroneous data so that the consumer can secure the required corrections.
Education We endeavor to educate the users of our products and services, our employees and others in our industry about the importance of consumer privacy. We will instruct our employees on our fair information values and on the responsible collection and use of data. We will encourage others in our industry to collect and use information in a responsible manner.
Security We will maintain appropriate facilities and systems to protect against unauthorized access to and corruption of the data we maintain.

Exhibit "A"

Real property in the County of Clackamas, State of Oregon, described as follows:

Parcel I:

Lots 6 through 11 and Lots 22 through 26 and the South half of Lot 5, RYAN'S MOUNT PLEASANT TRACTS NO. 1, in the City of Oregon City, County of Clackamas and State of Oregon.

TOGETHER WITH that portion of vacated Marshall Street which inured thereto by Ordinance No. 1351, recorded May 7, 1948 in Book 406, page 174.

ALSO TOGETHER WITH that portion of vacated Warner Parrott Road which inured thereto by Ordinance No. 93-1003, recorded April 21, 1993 as Recording No. 93026143.

Parcel II:

That portion of the following described tract of land lying Northerly of Warner Milne Road, as said Northerly line is described in Statutory Warranty Deed to the City of Oregon City recorded December 14, 1990 as Recording No. 90061512:

A tract of land situated in the Northwest quarter of the Southeast quarter of Section 6, Township 3 South, Range 2 East of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, being more particularly described as follows:

Beginning at the Southwest corner of the William Holmes Donation Land Claim No. 38; thence North, on the line of said Donation Land Claim, 38 rods (627.0 feet); thence West 12 rods (198.0 feet); thence South 38 rods (627.0 feet); thence East 12 rods (198.0 feet) to the point of beginning.

EXCEPTING THEREFROM that portion lying within the boundaries of Linn Avenue.

ALSO EXCEPTING THEREFROM any portion lying within the plat of RYAN'S MOUNT PLEASANT TRACTS NO. 1.

FURTHER EXCEPTING THEREFROM that portion conveyed to the City of Oregon City in Deed of Dedication recorded August 24, 1992 as Fee No. 92 38567.

PARCEL III:

A portion of the M. N. McCarver D. L. C. No. 40 in Section 6, Township 3 South, Range 2 East of the Willamette Meridian described as follows:

Beginning at a point in the center line of Warner-Parrott Road No. 61 at the Northwest corner of that property as described in a Deed recorded May 25, 1871 in Book H, page 531, Deed Records, from which the Northeast corner of the said D. L. C. No. 40 bears North 89°12’16” East 198.00 feet; thence South 89°12’16” West along said center line 60.00 feet; thence South 0°15’44” East 215.00 feet to the North line of that property as described in Parcel II of a Deed recorded August 17, 1965, in Book 661, page 570 Deed Records; thence North 89°12’16” East along the said North line 60.00 feet to the West line of that property described in Book H, page 531, Deed Records; thence North 0°45’44” West along said West line 215.00 feet to the point of beginning.

EXCEPTING THEREFROM that portion of the following described property in Deed recorded December 14,

1990 as Fee No. 90 61511.

A tract of land situated in the M. N. McCarver D. L. C. No. 40 in Section 6, Township 3 South, Range 2 East, of the Willamette Meridian, Clackamas County, Oregon, and being more particularly described as follows:

COMMENCING at the Southwest corner of William Holmes D. L. C. No. 38; THENCE N. 0°25'05" W. along the Westerly line of said Holmes D. L. C. a distance of 372.15 feet to the Northeast corner of said McCarver D. L. C.; THENCE S. 89°33'15" W. along the North line thereof, a distance of 198.00 feet to the Northeast corner of that certain tract of land conveyed to Oregon City Public Schools, Clackamas County School District No. 62 by contract as recorded November 23, 1982 under Recorder's Fee No. 82-32180, Clackamas County Deed Records; THENCE S. 0°25'05" E. along the East line of said School District tract a distance of 215.00 feet to the Southeast corner thereof; THENCE S. 89° 33' 15" W. along the South line thereof a distance of 14.40 feet to a point of cusp, said point being the POINT OF BEGINNING of the tract herein to be described;

THENCE Northwesterly along the arc of a 260.00 foot radius curve to the right, through a central angle of 12°09'04", an arc distance of 55.14 feet, (chord bears N. 29°33'49" W., a distance of 55.04 feet) to a point of reverse curve; THENCE Northwesterly along the arc of a 340.00 foot radius curve to the left, through a central angle Of 25°42'57", an arc distance of 152.60 feet (chord bears N. 36°20'47" W., a distance of 151.32 feet) to a point of cusp in the East line of that certain tract of land conveyed to City of Oregon City by deed as recorded on October 22, 1984 under Recorder Fee No. 84-37031, Clackamas County Deed Records; THENCE S. 0°25'05" E. along the East line of said Oregon City tract a distance of 98.66 feet to the Southeast corner thereof; THENCE S. 89°33'15" W. along the South line of said Oregon City tract a distance of 16.82 feet to a point of cusp; THENCE Southeasterly along the arc of a 260.00 foot radius curve to the right, through a central angle of 14°05'44", an arc distance of 63.90 feet (chord bears S. 30°32'10" E., a distance of 63.80 feet) to the point of reverse curve; THENCE Southeasterly along the arc of a 340.00 foot radius curve to the left, through a central angle of 3°06'28", an arc distance of 18.44 feet, (chord bears S. 25°02'32" E., a distance of 18.44 feet) to a point of cusp in the South line of said School District tract; THENCE N. 89°33'15" E. along the South line thereof a distance of 92.79 feet to the POINT OF BEGINNING.

FURTHER EXCEPTING THEREFROM that portion conveyed to the City of Oregon City in Deed of Dedication recorded August 24, 1992 as Fee No. 92 38567.

TOGETHER WITH that portion of vacated Warner Parrott Road which inured thereto by Ordinance No. 93-1003, recorded April 21, 1993 as Recording No. 93026143.

PARCEL IV:

A portion of the M. N. McCarver D. L. C. No. 40 in Section 6, Township 3 South, Range 2 East of the Willamette Meridian described as follows:

Beginning at a point in the center line of Warner-Parrott Road No. 61, from which the Northeast corner of the said D. L. C. bears North 89°12’16” East 328.00 feet; thence South 0°45’44” East 143.00 feet; thence South 89°12’16” West 74.00 feet to the East line of that property as described in Deed recorded November 4, 1965 in Book 655, page 249, Deed Records; thence South 0°45’44” East along said line 72.00 feet to the Northwest corner of that property as described in Parcel II of a Deed recorded August 17, 1965 in Book 661, page 570, Deed Records; thence North 89°12’16” East along the North line of the said property 144.00 feet; thence North 0°45’44” West 215.00 feet to the said center line of Road No. 61; thence South 89°12’16” West along said center line 74.00 feet to the point of beginning.

EXCEPTING THEREFROM that portion of the following described property in Deed recorded December 14, 1990 as Fee No. 90 61509:

A tract of land situated in the M. N. McCarver D. L. C. No. 40 in Section 6, Township 3 South, Range 2 East, of the Willamette Meridian, Clackamas County, Oregon, and being more particularly described as follows:

COMMENCING at the Southwest corner of William Holmes D. L. C. No. 38; THENCE N. 0°25'05" W. along the Westerly line of said Holmes D.L.C. a distance of 372.15 feet to the Northeast corner of said McCarver D.L.C.; THENCE S. 89°33'15" W. along the North line thereof, a distance of 402.00 feet to the Northeast corner of that certain tract of land conveyed to Richard M. Davis by deed as recorded March 1, 1981 under Recorder Fee No. 82-7624, Clackamas County Deed Records; THENCE S. 0°25'05" E. along the East line of said Davis tract, a distance of 30.00 feet to a point in the Southerly right-of-way of Warner Parrott Road (County Road No. 62, a 60 foot right-of-way) said point being the Northwest corner of that certain tract of land conveyed to City of Oregon City, by deed as recorded on October 22, 1984 under Recorder Fee No. 84-37031, Clackamas County Deed Records; THENCE continuing S 0°25'05" E. along the West line of said Oregon City tract a distance of 113.00 feet to the Southwest corner thereof; and the POINT OF BEGINNING of the tract herein to be described;

THENCE N. 89°33'15" E. along the South line of said Oregon City tract a distance of 57.18 feet to a point of cusp; THENCE Southeasterly along the arc of a 260.00 foot radius curve to the right, through a central angle of 14°05'44", an arc distance of 63.96 feet, (chord bears S 30°32'10' E. a distance of 63.80 feet) to a point of reverse curve; THENCE Southeasterly along the arc of a 340.00 foot radius curve to the left, through a central angle of 3°06'29", an arc distance of 18.44 feet (chord bears S 25°02'32" E, a distance of 18.44 feet) to a point or cusp in the South line of that certain tract of land conveyed to Oregon City Public Schools, Clackamas County School District No. 62 by contract as recorded on November 23, 1982 under Recorder Fee No. 82-32180, Clackamas County Deed Records; THENCE S. 89°33'15" W. along the South line thereof a distance of 96.87 feet to the most Southerly Southwest corner thereof; THENCE N 0°25'05" W. along the West line thereof a distance of 72.00 feet to the POINT OF BEGINNING.

AND FURTHER EXCEPTING THEREFROM that portion of the following described property in Deed recorded December 14, 1990 as Fee No. 90 61511.

A tract of land situated in the M. N. McCarver D. L. C. No. 40 in Section 6, Township 3 South, Range 2 East, of the Willamette Meridian, Clackamas County, Oregon, and being more particularly described as follows:

COMMENCING at the Southwest corner of William Holmes D. L. C. No. 38; THENCE N. 0°25'05" W. along the Westerly line of said Holmes D. L. C. a distance of 372.15 feet to the Northeast corner of said McCarver D. L. C.; THENCE S. 89°33'15" W. along the North line thereof, a distance of 198.00 feet to the Northeast corner of that certain tract of land conveyed to Oregon City Public Schools, Clackamas County School District No. 62 by contract as recorded November 23, 1982 under Recorder's Fee No. 82-32180, Clackamas County Deed Records; THENCE S. 0°25'05" E. along the East line of said School District tract a distance of 215.00 feet to the Southeast corner thereof; THENCE S. 89° 33' 15" W. along the South line thereof a distance of 14.40 feet to a point of cusp, said point being the POINT OF BEGINNING of the tract herein to be described;

THENCE Northwesterly along the arc of a 260.00 foot radius curve to the right, through a central angle of 12°09'04", an arc distance of 55.14 feet, (chord bears N. 29°33'49" W., a distance of 55.04 feet) to a point of reverse curve; THENCE Northwesterly along the arc of a 340.00 foot radius curve to the left, through a central angle of 25°42'57", a arc distance of 152.60 feet (chord bears N. 36°20'47" W., a distance of 151.32 feet) to a point of cusp in the East line of that certain tract of land conveyed to City of Oregon City by deed as recorded on October 22, 1984 under Recorder Fee No. 84-37031, Clackamas County Deed Records; THENCE S. 0°25'05" E. along the East line of said Oregon City tract a distance of 98.66 feet to the Southeast corner thereof; THENCE S. 89°33'15" W. along the South line of said Oregon City tract a distance of 16.82 feet to a point of cusp; THENCE Southeasterly along the arc of a 260.00 foot radius curve to the right, through a central angle of 14°05'44", an arc distance of 63.90 feet (chord bears S. 30°32'10" E., a distance of 63.80 feet) to the point of reverse curve; THENCE Southeasterly along the arc of a 340.00 foot radius curve to the left, through a central angle of 3°06'28", an arc distance of 18.44 feet, (chord bears S. 25°02'32" E., a distance of 18.44 feet) to a point of cusp in the South line of said School District tract; THENCE N. 89°33'15" E. along the South line thereof a distance of 92.79 feet to the POINT OF BEGINNING.

TOGETHER WITH that portion of vacated Warner Parrott Road which inured thereto by Ordinance No. 93-1003, recorded April 21, 1993 as Recording No. 93026143.

PARCEL V:

A tract of land situated in the M. N. McCarver D. L. C. No. 40 in Section 6, Township 3 South, Range 2 East, of the Willamette Meridian, Clackamas County, Oregon, and being more particularly described as follows:

COMMENCING at the Southwest corner of William Holmes D. L. C. No. 38; THENCE N 0°25'05" W. along the Westerly line of said Holmes D. L. C. a distance of 372.15 feet to the Northeast corner of said McCarver D. L. C.; THENCE S. 89° 33'15" W. along the North line thereof, a distance of 328.00 feet to the Northeast corner of that certain tract of land conveyed to City of Oregon City by deed as recorded on October 22, 1984 under Recorder Fee No. 84-37031, Clackamas County Deed Records; THENCE S. 0°25'05" E. along the East line of said Oregon City tract a distance of 30.00 feet to a point in the Southerly right-of-way of Warner Parrott, (County Road No. 62, a 60 foot right-of-way), said point being the POINT OF BEGINNING of the tract herein to be described;

THENCE continuing S. 0°25'05" E. along the East line of said Oregon City tract a distance of 14.34 feet to a point of cusp; THENCE Northwesterly along the arc of a 340.00 foot radius curve to the left, through a central angle of 3° 48' 49", an arc distance of 22.63 feet (chord bears N. 51° 06' 39" W., a distance of 22.63 feet) to a point of cusp in the Southerly right-of-way of said Warner Parrott Road; THENCE N. 89°33'15" E. along said right-of-way a distance of 17.51 feet to the POINT OF BEGINNING.

TOGETHER WITH that portion of vacated Warner Parrott Road which inured thereto by Ordinance No. 93-1003, recorded April 21, 1993 as Recording No. 93026143.

PARCEL VI:

A tract of land situated in the M. N. McCarver D. L. C. No. 40 in Section 6, Township 3 South, Range 2 East, of the Willamette Meridian, Clackamas County, Oregon, and being more particularly described as follows:

Commencing at the Southwest corner of William Holmes D. L. C. No. 38; thence North 0°25′05″ West along the Westerly line of said Holmes D. L. C. a distance of 372.15 feet to the Northeast corner of said McCarver D. L. C.; thence South 89°33′15″ West along the North line thereof, a distance of 198.00 feet to the Northeast corner of that tract of land conveyed to Oregon City Public Schools, Clackamas County School District No. 62 by contract as recorded November 23, 1982 under Recorder's Fee No. 82-32180, Clackamas County Deed Records, thence South 0°25′05″ East along the East line of said School District tract, a distance of 215.00 feet to the Southeast corner thereof, said point being the point of beginning of the tract herein to be described: thence South 89°33′15″ West along the South line of said School District tract 14.40 feet to a point of the cusp; thence Southeasterly along the arc of a 260.00 foot radius curve to the left through a central angle of 5°10′44″ an arc distance of 23.50 feet (chord bears South 38°13′43″ East, a distance of 23.49 feet) to a point in the West line of that certain tract of land conveyed to School District No. 62 by Deed as recorded on May 25, 1871 in Book H, page 531, Clackamas County Deed Records; thence North 0°25′05″ West along the West line of said School District tract (H-531) a distance of 18.57 feet to the point of beginning.

FURTHER EXCEPTING THEREFROM that portion conveyed to the City of Oregon City in Deed of Dedication recorded August 24, 1992 as Fee No. 92 38567.

NOTE: This Legal Description was created prior to January 01, 2008.

Oregon City Public Schools

Learning to be our Best

P.O. Box 2110 (1417 12TH St.), Oregon City, Oregon 97045-5010
Larry Didway, Superintendent • Telephone: (503) 785-8430 • FAX: (503) 657-2492

After Recording Return to:

Oregon City School District
1417 12TH Street. PO Box 2110
Oregon City, OR 97045

Clackamas County Official Records
Sherry Hall, County Clerk

2014-029382

$53.00

01774010201400293820010010

06/18/2014 02:47:18 PM

D-BLA Cnt=1 Stn=6 KARLYN
$5.00 $16.00 $22.00 $10.00

SUBDIVISION BOUNDARY LINE AGREEMENT

We, The Oregon City School District, being the owner of that property described in Book 186, at Pages 414-416, Deed records of Clackamas County do hereby agree to the surveyed East line of Partition Plat Number 2014-037 as recorded in Clackamas County Plat Records, being coincident with a portion of the West line of the above mentioned property described in Book 186, at Pages 414-416

The true consideration for this release is $00.00.

The above mentioned Partition Plat was prepared by James Burton Brown, PLS of Centerline Concepts Land Surveying, Inc. The lands referenced in this document are located in Clackamas County Oregon.

Larry Didway 5/19/14
(Superintendent)

STATE OF OREGON)
) ss.
County of Clackamas)

This instrument was acknowledged before me on this 19 day of May, 2014

By Larry Didway, (Superintendent of Oregon City School District)

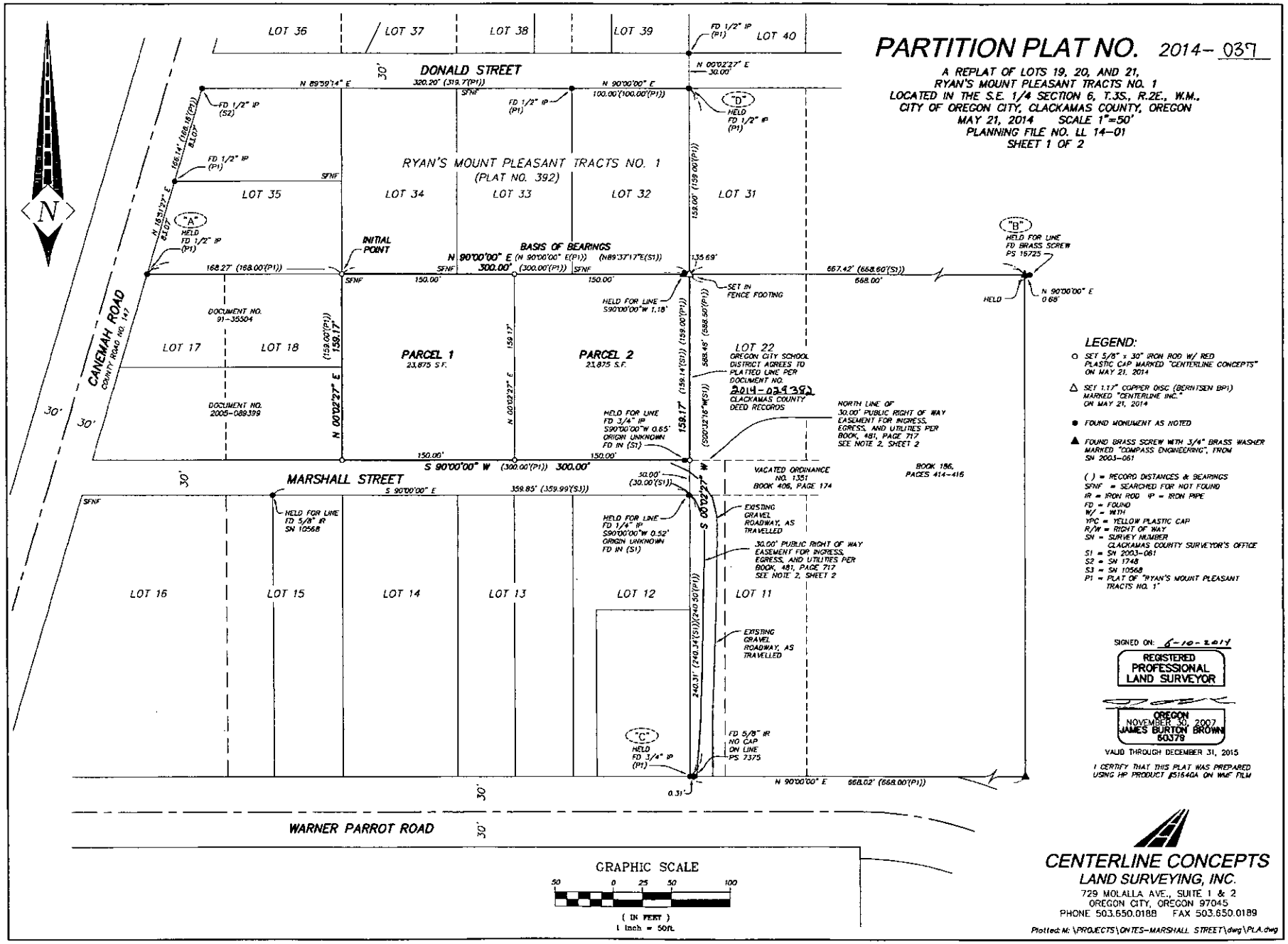
OFFICIAL STAMP
BONNIE JEAN MILLAR, MS.
NOTARY PUBLIC-OREGON
COMMISSION NO. 920190
MY COMMISSION EXPIRES SEPTEMBER 19, 2017

Bonnie Jean Millar ms
Notary Public for State of Oregon
My Commission Expires: 9/19/17

With high expectations for all, we engage all students in meaningful learning activities that prepare them for a successful life.

PARTITION PLAT NO. 2014-037

A REPLAT OF LOTS 19, 20, AND 21,
RYAN'S MOUNT PLEASANT TRACTS NO. 1
LOCATED IN THE S.E. 1/4 SECTION 6, T.3S., R.2E., W.M.,
CITY OF OREGON CITY, CLACKAMAS COUNTY, OREGON
MAY 21, 2014 SCALE 1"=50'
PLANNING FILE NO. LL 14-01
SHEET 1 OF 2



LEGEND:

- ○ SET 5/8" x 30" IRON ROD W/ RED PLASTIC CAP MARKED "CENTERLINE CONCEPTS" ON MAY 21, 2014
- △ SET 1.7" COPPER DISC (BERNTSEN BP1) MARKED "CENTERLINE INC." ON MAY 21, 2014
- ● FOUND MONUMENT AS NOTED
- ▲ FOUND BRASS SCREW WITH 3/4" BRASS WASHER MARKED "COMPASS ENGINEERING", FROM SN 2003-061

( ) = RECORD DISTANCES & BEARINGS
SFNF = SEARCHED FOR NOT FOUND
IR = IRON ROD IP = IRON PIPE
FD = FOUND
W/ = WITH
YPC = YELLOW PLASTIC CAP
R/W = RIGHT OF WAY
SN = SURVEY NUMBER
CLACKAMAS COUNTY SURVEYOR'S OFFICE
S1 = SN 2003-061
S2 = SN 1748
S3 = SN 10568
P1 = PLAT OF "RYAN'S MOUNT PLEASANT TRACTS NO. 1"

SIGNED ON: 6-10-2014

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
NOVEMBER 30, 2007
JAMES BURTON BROWN
50379

VALID THROUGH DECEMBER 31, 2015

I CERTIFY THAT THIS PLAT WAS PREPARED USING HP PRODUCT #51640A ON WHF FILM

CENTERLINE CONCEPTS
LAND SURVEYING, INC.
729 MOLALLA AVE., SUITE 1 & 2
OREGON CITY, OREGON 97045
PHONE 503.650.0188 FAX 503.650.0189

Plotted: M:\PROJECTS\ONTES-MARSHALL STREET\dwg\PLA.dwg

Title Data, Inc. FA POR12969 CL 20140037.001

PARTITION PLAT NO. 2014-037

A REPLAT OF LOTS 19, 20, AND 21,
RYAN'S MOUNT PLEASANT TRACTS NO. 1
LOCATED IN THE S.E. 1/4 SECTION 6, T.3S., R.2E., W.M.,
CITY OF OREGON CITY, CLACKAMAS COUNTY, OREGON
MAY 21, 2014
PLANNING FILE NO. LL 14-01
SHEET 2 OF 2

NARRATIVE:

1. THE PURPOSE OF THIS SURVEY IS TO ESTABLISH THE BOUNDARIES AND PARTITION THAT TRACT OF LAND AS DESCRIBED IN DEED BOOK 481, PAGE 717 (RECORDED MAY 25, 1949), CLACKAMAS COUNTY DEED RECORDS, ALSO KNOWN AS LOTS 19, 20, AND 21, PER THE PLAT OF "RYAN'S MOUNT PLEASANT TRACTS NO. 1", CLACKAMAS COUNTY PLAT RECORDS.

2. FOR THE BASIS OF BEARINGS AND NORTH LINE OF SAID LOTS 19, 20, AND 21, I HELD THE FOUND MONUMENTS AT POSITIONS "A" (PLAT MONUMENT) AND "B", HOLDING THE BEARING OF N90°00'00"E AS INFERRED BY SAID PLAT.

3. FOR THE EAST LINE OF SAID LOT 21, I HELD THE MONUMENTS FOUND AT POSITIONS "C" AS THE SOUTHEAST CORNER OF LOT 12, AND "D" AS THE NORTHEAST CORNER OF LOT 32. IN DOING SO, THIS PLAT CONFLICTS WITH SOME SURVEYS IN THE AREA, BUT HOLDING THESE MONUMENTS, I FIND THAT I MATCH PLAT DISTANCE WITH THE MONUMENT FOUND AT THE NORTHWEST CORNER OF LOT 32, AND FIT WELL WITH ALMOST EVERY MONUMENT FOUND IN REGARDS TO PLAT DISTANCE NORTH/SOUTH. ALSO, THE FENCES OF THE SUBJECT PROPERTY FIT EXTREMELY WELL WITH THIS RESOLUTION ON THE WEST, NORTH, AND EAST LINE.

4. FOR THE WEST LINE OF SAID LOT 19, I HELD PLAT DISTANCE FROM THE ESTABLISHED EAST LINE OF SAID LOT 21.

5. FOR THE SOUTH LINE OF SAID LOTS 19, 20, AND 21, I HELD PARALLEL WITH THE ESTABLISHED NORTH LINE, TOGETHER WITH THE HELD FOUND MONUMENTS ALONG THE RIGHT OF WAY LINES OF MARSHALL STREET.

PLAT NOTES:

1. THIS PLAT IS SUBJECT TO THE CONDITIONS OF CITY OF OREGON CITY PLANNING DEPARTMENT CASE FILE NO. LL 14-01.

2. ACCESS FOR PARCELS 1 AND 2 IS FROM WARNER PARROT ROAD, ACROSS AN EXISTING 30.00 FOOT PUBLIC RIGHT OF WAY EASEMENT FOR INGRESS AND EGRESS, PER BOOK 481, PAGE 717. SAID DOCUMENT WAS RECORDED, MAY 25TH, 1949. THE LANGUAGE OF THE DOCUMENT STATES THAT IT IS 30.00 FOOT IN WIDTH, ON THE WEST SIDE OF LOT 11, PARALLEL WITH LOT 12. THE LOCATION OF THE NORTH LINE OF THE EASEMENT IS SOMEWHAT AMBIGUOUS, BUT THAT PORTION OF MARSHAL STREET THAT WAS VACATED IN ORDINANCE 1351, (RECORDED IN BOOK 406 AT PAGE 174) WAS RECORDED IN MAY OF 1948, A YEAR EARLIER. THEREFOR, SINCE THE ACCESS EASEMENT WAS WRITTEN FOR THE SPECIFIC REASON OF ACCESS TO LOTS 19, 20, AND 21, IT IS CLEAR THAT THE INTENT OF THE EASEMENT WAS TO RUN TO THE SOUTH LINE OF SAID LOTS OVER THE WESTERLY 30.00 FEET OF SAID VACATED ROAD. ALSO, THIS INTERPRETATION OF THE NORTH LINE OF SAID EASEMENT MATCHES WITH THE ROADWAY AS IT HAS EXISTED FOR MANY YEARS.

ALSO, THE LANGUAGE IN THE EASEMENT STATES ACCESS FOR THREE LOTS, HISTORICALLY THIS PROPERTY HAS ONLY HAD ONE DWELLING, BUT MODIFYING IT TO TWO PROPERTIES SHOULD NOT OVERBURDEN SAID EASEMENT.

DECLARATION:

KNOW ALL PEOPLE BY THESE PRESENTS THAT WE, ELMER J. OTNES AND ONETA J. OTNES, THE OWNERS OF THE LAND REPRESENTED ON THE ANNEXED MAP, AND MORE PARTICULARLY DESCRIBED IN THE ACCOMPANYING SURVEYOR'S CERTIFICATE, DO HEREBY DECLARE THE ANNEXED MAP TO BE A CORRECT MAP OF THE PARTITION OF SAID PROPERTY AND THAT WE HAVE CAUSED THIS PARTITION PLAT TO BE PREPARED AND THE PROPERTY PARTITIONED AS SHOWN IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 92 OF OREGON REVISED STATUTES AND FURTHERMORE DOES NOT CLAIM ANY PROPERTY BEYOND THE BOUNDARY AS SHOWN HEREON. THIS PLAT IS SUBJECT TO RESTRICTIONS AS NOTED HEREON.

FURTHERMORE, WE DO HEREBY GRANT ALL EASEMENTS AS SHOWN OR NOTED ON SAID MAP.

Elmer J. Otnes
ELMER J. OTNES

ONETA J. OTNES
DECEASED (NO SIGNATURE)
DEATH CERTIFICATE RECORDED UNDER DOCUMENT NUMBER 2014-027141

ACKNOWLEDGEMENT:

STATE OF OREGON
COUNTY OF CLACKAMAS } SS

KNOW ALL PEOPLE BY THESE PRESENTS, ON THIS 10TH DAY OF JUNE, 2014, BEFORE ME A NOTARY PUBLIC IN AND FOR SAID STATE AND COUNTY, PERSONALLY APPEARED ELMER J. OTNES, WHO BEING DULY SWORN, DID SAY THAT HE IS THE IDENTICAL PERSON NAMED IN THE FOREGOING INSTRUMENT, AND THAT HE EXECUTED SAID INSTRUMENT FREELY AND VOLUNTARILY.

NOTARY SIGNATURE

MICHAEL P. WILSON
NOTARY PUBLIC - OREGON

COMMISSION NO.: 464746
MY COMMISSION EXPIRES: 12/13/2015

SURVEYOR'S CERTIFICATE:

I, JAMES BURTON BROWN, HEREBY CERTIFY THAT I HAVE CORRECTLY SURVEYED AND MARKED WITH PROPER MONUMENTS, THE LAND REPRESENTED ON THE ATTACHED PARTITION MAP, SAID LAND BEING DESCRIBED AS FOLLOWS:

LOTS 19, 20, AND 21, PER THE PLAT OF "RYAN'S MOUNT PLEASANT TRACTS NO. 1", PLAT RECORDS OF CLACKAMAS COUNTY, LOCATED IN THE S.E. 1/4 OF SECTION 6, T.3S., R.2E., W.M., CITY OF OREGON CITY, CLACKAMAS COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INITIAL POINT, SAID POINT BEING A 5/8" X 30" IRON ROD WITH A RED PLASTIC CAP MARKED "CENTERLINE CONCEPTS", SET AT THE N.W. CORNER OF SAID LOT 19, SAID POINT BEING N90°00'00"E, 168.27 FEET FROM A 1/2" IRON PIPE MARKING THE N.W. CORNER OF LOT 17 OF SAID PLAT; THENCE ALONG THE NORTH LINES OF SAID LOTS 19, 20, AND 21, N90°00'00"E, 300.00 FEET TO THE N.E. CORNER OF SAID LOT 21; THENCE ALONG THE EAST LINE OF SAID LOT 21, S00°02'27"W, 159.17 FEET TO THE S.E. CORNER OF SAID LOT 21, SAID POINT BEING ON THE NORTHERLY RIGHT OF WAY LINE OF MARSHALL STREET; THENCE ALONG SAID NORTHERLY RIGHT OF WAY LINE, AND ALONG THE SOUTH LINES OF SAID LOTS 19, 20, AND 21, S90°00'00"W, 300.00 FEET TO THE S.W. CORNER OF SAID LOT 19; THENCE ALONG THE WEST LINE OF SAID LOT 19, N00°02'27"E, 159.17 FEET TO THE INITIAL POINT.

SAID TRACT OF LAND CONTAINS 47,751 SQUARE FEET.

SIGNED ON: 6-10-2014

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON NOVEMBER 30, 2007 JAMES BURTON BROWN 60379

VALID THROUGH DECEMBER 31, 2015

I CERTIFY THAT THIS PLAT WAS PREPARED USING HP PRODUCT #51640A ON WMF FILM

APPROVALS:

APPROVED THIS 12TH DAY OF June 2014
BY: Alta Brown-Goodwin, P.E.
OREGON CITY - CITY ENGINEER

APPROVED THIS 17TH DAY OF JUNE 2014
Carl R. Clinton
CLACKAMAS COUNTY SURVEYOR

ALL TAXES, FEES, ASSESSMENTS OR OTHER CHARGES AS PROVIDED BY O.R.S. 92.095 HAVE BEEN PAID THROUGH JUNE 30, 2014
APPROVED THIS 17 DAY OF June 2014

CLACKAMAS COUNTY ASSESSOR AND TAX COLLECTOR
BY: Mary Weigel
DEPUTY

STATE OF OREGON
COUNTY OF CLACKAMAS } SS

I DO HEREBY CERTIFY THAT THE ATTACHED PARTITION WAS RECEIVED FOR RECORD ON THE 18TH DAY OF JUNE, 2014, AT 2:47 O'CLOCK P.M.

AS PARTITION PLAT NO. 2014-037
DOCUMENT NO. 2014-029381

SHERRY HALL, CLAKAMAS COUNTY CLERK
BY: Kathy Wunder
DEPUTY

CENTERLINE CONCEPTS
LAND SURVEYING, INC.
729 MOLALLA AVE., SUITE 1 & 2
OREGON CITY, OREGON 97045
PHONE 503.650.0188 FAX 503.650.0189

Plotted:M:\PROJECTS\ONTES-MARSHALL STREET\dwg\PLA.dwg

Title Data, Inc. FA POR12969 CL 20140037.002

Exhibit 10

Mailing Labels for Owners within 300 feet of the Site (provided under separate cover)

32E06AD05100
ADAMS TERESA L & DAVID W
1125 JOHNSON ST
OREGON CITY, OR 97045-3608

32E06AD05500
ADLER LINDA KAYE
14016 CONWAY DR
OREGON CITY, OR 97045-7017

32E06AC04600
ASMUS MARA & JAMES
115 CANEMAH RD
OREGON CITY, OR 97045-3509

32E06AD07101
BALLARD MICHAEL R
1222 LEONARD ST
OREGON CITY, OR 97045-3617

32E06AC05900
BARTA PHILLIP A
178 A V DAVIS RD
OREGON CITY, OR 97045-3651

32E06DA00500
BENNETT LARRY SYLVESTER & JUDITH
19731 S CENTRAL POINT RD
OREGON CITY, OR 97045-9705

32E06AC01200
BLILEY JON V & TAMARA M
193 AV DAVIS RD
OREGON CITY, OR 97045-3650

32E06DB01400
BRELJE BRENT W & KAREN M
636 WARNER PARROTT RD
OREGON CITY, OR 97045-3942

32E06AD05600
BRYAN OSCAR N
1106 JOHNSON ST
OREGON CITY, OR 97045-3609

32E06AD06603
BRYANT ERIC D & CINDY J
1225 LINN AVE
OREGON CITY, OR 97045-3636

32E06DB01112
BRYANT JOHN HENRY
18690 ROUNDTREE DR
OREGON CITY, OR 97045-3946

32E06DA01200
CABRERA MANUEL R
18702 LELAND RD
OREGON CITY, OR 97045-8915

32E06AC07400
CARLSON EVAN
142 DONALD ST
OREGON CITY, OR 97045-3627

32E06AD05102
CARLSON KENNETH
141 HOOD ST
OREGON CITY, OR 97045-3641

32E06DB01603
CARNS ROBERT GRANT TRUSTEE
650 WARNER PARROTT RD
OREGON CITY, OR 97045-3942

32E06DB00100
CITY OF OREGON CITY
625 CENTER ST
OREGON CITY, OR 97045-2253

32E06DB02000
CITY OF OREGON CITY
625 CENTER ST
OREGON CITY, OR 97045-2253

32E06DB02003
CITY OF OREGON CITY
625 CENTER ST
OREGON CITY, OR 97045-2253

32E06DB02008
CITY OF OREGON CITY
625 CENTER ST
OREGON CITY, OR 97045-2253

32E06CA00200
CLARK CHRISTOPHER
161 CANEMAH RD
OREGON CITY, OR 97045-3556

32E06AC07700
COELHO JOSHUA L & TAMMI L
PO BOX 763
OREGON CITY, OR 97045-0052

32E06CA00300
DAILEY GERALYN J
167 CANEMAH RD
OREGON CITY, OR 97045-3556

32E06AD07100
DEPUE CHARLES S
1232 LEONARD ST
OREGON CITY, OR 97045-3617

32E06AD04400
DIERINGER PROPERTIES INC
10505 SE 44TH AVE
MILWAUKIE, OR 97222-5202

32E06AD06600
DOLORES ALEJANDRO A & S A
1213 LINN AVE
OREGON CITY, OR 97045-3636

32E06DB00500
DONOVAN PETRONELLA & DANIEL
639 WARNER PARROTT RD
OREGON CITY, OR 97045-3941

32E06DB01101
ECKERT JERRY & AGGIE P
18645 ROUNDTREE DR
OREGON CITY, OR 97045-3945

32E06AC01000
EDWARDS BONNIE D & PAUL C
167 AV DAVIS RD
OREGON CITY, OR 97045-3650

32E06DA03600
EDWARDS DEBRA J
18624 HESKETT CT
OREGON CITY, OR 97045-7537

32E06AD04500
EELLS ARTHUR H & JENNY L
PO BOX 853
SITKA, AK 99835-0853

32E06AD04501
EELLS ARTHUR H & JENNY L
PO BOX 853
SITKA, AK 99835-0853

32E06AD06601
EFFINGER CHERI L
19348 PELICAN LAKE PL
OREGON CITY, OR 97045-7373

32E06AD05800
EGGER MICHAEL A TRUSTEE
1103 LINN AVE
OREGON CITY, OR 97045-3634

32E06AD06604
ELLIOTT CHERYL R
103 WILLIAMS ST
OREGON CITY, OR 97045-3643

32E06AC06700
ESTRADA LAURA C & EDHER A
149 DONALD ST
OREGON CITY, OR 97045-3626

32E06AC00600
EVANGELICAL CH N AMERICA
1024 LINN AVE
OREGON CITY, OR 97045-3633

32E06AD04300
FINZEL MARY R
163 HOOD ST
OREGON CITY, OR 97045-3641

32E06DA00200
FIRST PRESBYTERIAN CHURCH
PO BOX 1718
OREGON CITY, OR 97045-0718

32E06AD04600
FISCHER RANDY D & CRYSTAL
114 BELLEVUE AVE
OREGON CITY, OR 97045-3004

32E06DB01700
FISHER BRYCE E & JESSICA J
668 WARNER PARROTT RD
OREGON CITY, OR 97045-3942

32E06AC06000
FOO HERBIE & JILL
176 A V DAVIS RD
OREGON CITY, OR 97045-3651

32E06AD02100
FOX JOHN M
20150 S LELAND RD
OREGON CITY, OR 97045-8100

32E06AD06901
FOX JOHN
20150 S LELAND RD
OREGON CITY, OR 97045-8100

32E06AD06900
FOX TIMM L
2260 MOLALLA AVE
OREGON CITY, OR 97045-8923

32E06DB00801
FRANCHUK VICTOR
619 WARNER PARROTT RD
OREGON CITY, OR 97045-3941

32E06CA00100
GALUSHA CHARLES TRUSTEE
104 RANDALL
OREGON CITY, OR 97045-3528

32E06DB01102
GASTON THOMAS M & LINDA R
18655 ROUNDTREE DR
OREGON CITY, OR 97045-3945

32E06DB02500
GETTEL BRAD W
18685 LELAND RD
OREGON CITY, OR 97045-8915

32E06DB00901
GONZALEZ GUILLERMO
196 CANEMAH RD
OREGON CITY, OR 97045-3554

32E06AC07200
GRACE-WHALEN TERESA L & PATRICK
162 CANEMAH RD
OREGON CITY, OR 97045-3500

32E06AC06200
GRAHAM WILLIAM P
150 A V DAVIS RD
OREGON CITY, OR 97045-3651

32E06DB01116
GRIFFIN ROGER H & DOREEN A
618 WARNER PARROTT RD
OREGON CITY, OR 97045-3942

32E06DB01200
GRIFFIN ROGER H & DOREEN A
618 WARNER PARROTT RD
OREGON CITY, OR 97045-3942

32E06AC01100
GROTH MORGAN
179 A V DAVIS RD
OREGON CITY, OR 97045-3650

32E06AC00700
GUSCETTE RICHARD L & DENISE M
137 AV DAVIS RD
OREGON CITY, OR 97045-3650

32E06AC06800
HANSEN DEREK & TAMARA
141 DONALD ST
OREGON CITY, OR 97045-3626

32E06DB00900
HARTLEY JACOB B
18940 ALLEGHENY DR
OREGON CITY, OR 97045-3908

32E06AC07300
HARTWIG NATHAN & MICHALEE
134 DONALD ST
OREGON CITY, OR 97045-3627

32E06AD07200
HEGAR THOMAS L SR
22643 S UPPER HIGHLAND RD
BEAVERCREEK, OR 97004-9732

32E06AD07201
HEGAR THOMAS L SR
22643 S UPPER HIGHLAND RD
BEAVERCREEK, OR 97004-9732

32E06AD05900
HEINS JONATHAN D & MARY D
12120 HAZELDELL AVE
OREGON CITY, OR 97045-7119

32E06AD04800
HELLBERG LYNN J & KELLY A
PO BOX 444
OREGON CITY, OR 97045-0025

32E06AC05500
HENDERLING CORY F & APRIL D
335 NW WILDWOOD ST
HILLSBORO, OR 97124-2152

32E06DB01602
HERBEL TERRY L & ADELE I
652 WARNER PARROTT RD
OREGON CITY, OR 97045-3942

32E06DB01000
HERBST ALBERT MARTIN SR
14712 S GERKMAN RD
OREGON CITY, OR 97045-9443

32E06AC05700
HERNANDEZ JOSE ESPINO
192 A V DAVIS RD
OREGON CITY, OR 97045-3671

32E06DB00802
HESSIAN MICHELLE
184 CANEMAH RD
OREGON CITY, OR 97045-3554

32E06AD06500
HICKMAN JOHN DAVID
1209 LINN AVE
OREGON CITY, OR 97045-3636

32E06DA00700
HILLTOP COURT LLC
1288 NORTH SHORE RD
LAKE OSWEGO, OR 97034-3727

32E06AD06701
HINES DEREK J & JENNIFER F FIFER
1222 JOHNSON ST
OREGON CITY, OR 97045-3611

32E06DB01108
HODGE CASEY
18640 ROUNDTREE DR
OREGON CITY, OR 97045-3946

32E06DB00400
HOLST JEREMY R
20271 S MEADOW AVE
OREGON CITY, OR 97045

32E06DB01110
HOPKINS JAMES M
18660 ROUNDTREE DR
OREGON CITY, OR 97045-3946

32E06AD06602
HORYN PAUL J & BRENDA N
1221 LINN AVE
OREGON CITY, OR 97045-3636

32E06AC07000
HOSEA BRIAN C
121 DONALD ST
OREGON CITY, OR 97045-3626

32E06AD06000
HOUSE BETTY I
1113 LINN AVE
OREGON CITY, OR 97045-3634

32E06DA04200
HPA BORROWER 2018-1 MS LLC
180 N STETSON AVE STE 3650
CHICAGO, IL 60601-6709

32E06DB01800
HURT THOMAS J & ROBERTA M
2105 NW PARKER AVE
WALDPORT, OR 97394-9522

32E06AC08100
IZZETT GEORGE H & DAWN M
661 WARNER PARROTT RD
OREGON CITY, OR 97045-3941

32E06AC06500
JOHANSEN RONALD RUSSELL CO-TRUSTEE
14661 SE 172ND AVE
CLACKAMAS, OR 97015-7771

32E06DB01109
JOHNSON ARTHUR R & LEONA E
18650 ROUNDTREE DR
OREGON CITY, OR 97045-3946

32E06AD06100
KING CODY & MADISEN
1121 LINN AVE
OREGON CITY, OR 97045-3634

32E06AD07000
KING WAYNE
15724 E BURNSIDE ST
PORTLAND, OR 97233-3512

32E06AD06705
KIRKHAM KEVEN A
113 WILLIAMS ST
OREGON CITY, OR 97045-3643

32E06AD07701
KOPP MOLLY M
396 W GLOUCESTER ST
GLADSTONE, OR 97027-2037

32E06AC07100
KRUZEN LILLIAN & TRISTAN
158 CANEMAH RD
OREGON CITY, OR 97045-3500

32E06DA04300
KUZNICKI KEVIN ROBERT
18736 LELAND RD
OREGON CITY, OR 97045-8915

32E06DB02503
LACOURSIERE DIANA
18745 LELAND RD
OREGON CITY, OR 97045-8915

32E06AD04200
LEMUEL VALERIE J
1131 LEONARD ST
OREGON CITY, OR 97045-3614

32E06AD04802
LEWIS HELEN
1109 JOHNSON ST
OREGON CITY, OR 97045-3608

32E06AD05700
LONG JOSEPH A
1104 JOHNSON ST
OREGON CITY, OR 97045-3609

32E06DB00800
LUKE WARREN E & LORI
180 CANEMAH RD
OREGON CITY, OR 97045-3554

32E06AC07600
LUKOWICZ MICHAEL & SABRINA
154 DONALD ST
OREGON CITY, OR 97045-3627

32E06AC07500
MCDONALD AMY
11810 S RIGGS DAMM RD
CANBY, OR 97013-9327

32E06DB00201
MCMILLAN LEWIS V & BARBARA L
651 WARNER PARROTT RD
OREGON CITY, OR 97045-3941

32E06AD04900
MCNEIL HEATHER A
1117 JOHNSON ST
OREGON CITY, OR 97045-3608

32E06DB02502
MILLS JUSTIN ALLEN
18715 LELAND RD
OREGON CITY, OR 97045-8915

32E06AD06300
MINOR KELLY J & CAITLIN A
103 HOOD ST
OREGON CITY, OR 97045-3659

32E06AC05400
MORGAN GARY A
136 CANEMAH RD
OREGON CITY, OR 97045-3510

32E06AD05101
MORREIRA CHRISTOPHER & REBEKAH R
1121 JOHNSON ST
OREGON CITY, OR 97045-3608

32E06AC06401
MT PLEASANT INVESTORS LLC
8835 SW CANYON LN STE 300
PORTLAND, OR 97225-3453

32E06AC05800
NICOL ZACHARY D & KAITLIN J
182 A V DAVIS RD
OREGON CITY, OR 97045-3671

32E06AC06900
NORLIN DUSTIN BEAUCEGUS
133 DONALD ST
OREGON CITY, OR 97045-3626

32E06AC05200
NOWLAND JEFFERY D & MIA M
135 CANEMAH RD
OREGON CITY, OR 97045-3555

32E06AC00800
OREGON CITY EVANG CHURCH OF N AMERICA
PO BOX 10
OREGON CITY, OR 97045-0010

32E06AC06400
OREGON CITY EVANGELICAL CHURCH
PO BOX 10
OREGON CITY, OR 97045-0010

32E06AD07700
OREGON CITY SCHOOL DISTRICT NO 62
PO BOX 2110
OREGON CITY, OR 97045-5010

32E06AC05300
OSGOOD JAY & JENELLE
140 CANEMAH RD
OREGON CITY, OR 97045-3510

32E06AD05300
PARKER JACOB A
1122 JOHNSON ST
OREGON CITY, OR 97045-3609

32E06AC06600
PARMAN JOHN L & JILL C
14493 S LIVESAY RD
OREGON CITY, OR 97045-9014

32E06AD05400
PASS JULIA D & TIMOTHY D
1118 JOHNSON ST
OREGON CITY, OR 97045-3609

32E06AD06902
PECK DEBRA C
1217 JOHNSON ST
OREGON CITY, OR 97045-3610

32E06DB01001
PETERSON TINA
602 WARNER PARROTT RD
OREGON CITY, OR 97045-3972

32E06DA04500
POINTS LINN
14150 S CANYON RIDGE DR
OREGON CITY, OR 97045-7023

32E06DB01500
POULTON LISA K BAIN
644 WARNER PARROTT RD
OREGON CITY, OR 97045-3942

32E06AD06800
PRESTIGE CARE INC
7700 NE PARKWAY DR STE 300
VANCOUVER, WA 98662-6654

32E06DB01601
PRINCETON PROPERTY MANAGEMENT
7831 SE LAKE RD STE 200
PORTLAND, OR 97267-2193

32E06DB01701
PRINCETON PROPERTY MANAGEMENT
7831 SE LAKE RD STE 200
PORTLAND, OR 97267-2193

32E06DB01900
PRINCETON PROPERTY MANAGEMENT
7831 SE LAKE RD STE 200
PORTLAND, OR 97267-2193

32E06AD06400
RAMIREZ AARON & EMILY
1201 LINN AVE
OREGON CITY, OR 97045-3636

32E06CA00900
RAMSOUR PROPERTIES LLC
290 SE SPOKANE ST
PORTLAND, OR 97202-6445

32E06CA00901
RAMSOUR PROPERTIES LLC
290 SE SPOKANE ST
PORTLAND, OR 97202-6445

32E06DB00300
REILLEY DALE H & CARLEEN G
649 WARNER PARROTT RD
OREGON CITY, OR 97045-3941

32E06AC04700
RICHARDSON TIMOTHY A TRUSTEE
125 CANEMAH RD
OREGON CITY, OR 97045-3555

32E06DA01201
RICHARDSON TERRY GRANT
PO BOX 2121
OREGON CITY, OR 97045-0058

32E06DB01300
RODRIGUEZ-AYALA JOSE I & LUCILA COPADO
630 WARNER PARROTT RD
OREGON CITY, OR 97045-3942

32E06AC06300
ROMANO MAURICIO
126 A V DAVIS RD
OREGON CITY, OR 97045-3651

32E06AD02000
ROSEHILL INVESTMENTS LLC
2001 6TH AVE STE 2300
SEATTLE, WA 98121-2555

32E06DB02303
SAVAGE BETTY SANDRA TRUSTEE
19763 S PARRISH RD
OREGON CITY, OR 97045-9724

32E06AD06703
SCHOCK WAYNE B
1218 JOHNSON ST
OREGON CITY, OR 97045-3611

32E06DA01101
SCRUTON DEAN & NADINE
18645 HESKETT CT
OREGON CITY, OR 97045-7537

32E06DB01111
SEVERSON PHILLIP L & FRANCES M
18680 ROUNDTREE DR
OREGON CITY, OR 97045-3946

32E06DA01100
SHALKOWSKY SAM N & DONNA J
18710 LELAND RD
OREGON CITY, OR 97045-8915

32E06DB01600
SHEAFFER JARROD P & BRITTNEY A
654 WARNER PARROTT RD
OREGON CITY, OR 97045-3942

32E06AD07300
SILVER RIVER PROPERTIES LLC
3 MONROE PKWY STE P350
LAKE OSWEGO, OR 97035-1486

32E06AC07800
SINGLETERRY RICHARD W & GLORIA D
158 DONALD ST
OREGON CITY, OR 97045-3627

32E06AC07900
SINGLETERRY RICHARD W & GLORIA D
158 DONALD ST
OREGON CITY, OR 97045-3627

32E06AC00900
SIPES RENEE ARDIS & DALE VERNON
157 A V DAVIS RD
OREGON CITY, OR 97045-3650

32E06AD05201
SLOY ALEXANDREA FAYE
1126 JOHNSON ST
OREGON CITY, OR 97045-3609

32E06DB00200
SMITH NATHAN W
655 WARNER PARROTT RD
OREGON CITY, OR 97045-3941

32E06AC05600
SPEECE KAREN L
120 CANEMAH RD
OREGON CITY, OR 97045-3510

32E06AD05200
STARK DARREN
1130 JOHNSON ST
OREGON CITY, OR 97045-3609

32E06AC06100
STIFF COLETTE A
166 A V DAVIS RD
OREGON CITY, OR 97045-3651

32E06AC08300
SULLIVAN JEREMY
176 CANEMAH RD
OREGON CITY, OR 97045-3500

32E06AD05000
TATE JASON D & JENNIFER Y
1119 JOHNSON ST
OREGON CITY, OR 97045-3608

32E06AD06700
THOMAS DONALD L & DONNA M SANDERS
116 HOOD ST
OREGON CITY, OR 97045-3658

32E06AC08101
TORKKO HEIDI R
PO BOX 80916
PORTLAND, OR 97280-1916

32E06DB00700
TREE DANA CHRISTINE
627 WARNER PARROTT RD
OREGON CITY, OR 97045-3941

32E06DA00300
VERHAALEN KENNETH D
15450 S HENRICI RD
OREGON CITY, OR 97045-8173

32E06DA00400
VERHAALEN KEN
PO BOX 910
OREGON CITY, OR 97045-0910

32E06AD06702
VILHAUER STEVEN C
1214 JOHNSON ST
OREGON CITY, OR 97045-3611

32E06DA00401
WAGNER ARNOLD L & LISA K
18750 S FOREST GROVE LOOP
OREGON CITY, OR 97045-9310

32E06DB02300
WAGNER ALICE MAE TRUSTEE
18546 S FERGUSON RD
OREGON CITY, OR 97045-9309

32E06DB00600
WALKER SHAWN L
633 WARNER PARROTT RD
OREGON CITY, OR 97045-3941

32E06AD06704
WALLACE ROBERT E
1226 JOHNSON ST
OREGON CITY, OR 97045-3611

32E06AD04801
WATSON BENJAMIN & CHRISTINA E
142 ETHEL ST
OREGON CITY, OR 97045-3605

32E06AD07501
WELCH MICHAEL A
15350 S VICTORY RD
OREGON CITY, OR 97045-7441

32E06AD07600
WELCH MICHAEL A
15350 S VICTORY RD
OREGON CITY, OR 97045-7441

32E06AD06200
WESTON SHAUN D
1127 LINN AVE
OREGON CITY, OR 97045-3634

32E06AC08200
YAMBRA TERRY W
164 CANEMAH RD
OREGON CITY, OR 97045-3500

32E06DB02301
ZIMMER ROBERT E TRUSTEE
2284 LA LINDA CT
NEWPORT BEACH, CA 92660-3645

32E06DB02302
ZIMMER ROBERT J CO-TRUSTEE
2284 LA LINDA CT
NEWPORT BEACH, CA 92660-3645

Exhibit 11

Materials Board (provided under separate cover)

LAND USE PLANNING
TRANSPORTATION PLANNING
PROJECT MANAGEMENT

MEMORANDUM

DATE	April 25, 2019
TO	Kelly Reid, Oregon City Planning Department
FROM	Frank Angelo & Courtney Simms, Angelo Planning Group
RE	**Oregon City Robert Libke Public Safety Building: Requested Information in Response to Case File No. CI-19-00001, CU-19-00001, SP-19-00037, VAR-19-00002, and VAR-19-00003**
CC	Project Team

On April 16, 2019, APG, FFA, and Plan-B ("Applicant") spoke with Oregon City Planning Department regarding the new Robert Libke Public Safety Building (Case Files CI-19-00001, CU-19-00001, SP-19-00037, VAR-19-00002, and VAR-19-00003). City staff requested additional information that would be necessary for determining the land use application "complete". This memorandum responds to the Department's information request and provides the Applicant's response.

1) Materials Board: A physical copy of the materials board was included in the submittal package, but the electronic copy was not in the file.

   Response: The electronic copy was sent to the City on April 17, 2019. It is also included with this memo. Additionally, the copy included in this memo provides a cut-sheet showing the future fencing materials, as requested by staff.

2) Future Plaza Status

   Response: After the April 16th discussion, staff concluded that it does not need additional information from the Applicant and will prepare a Condition of Approval which includes enhancement of the plaza area. The Applicant expressed support for this approach.

3) Original Variance Requests: The original land use application requested two variances: one for 17.62.050.21.C(2): Building Materials and 17.62.055.I(1): Institutional and Commercial Building Standards, Façade Transparency.

   Response: After discussion with staff, the applicant will withdraw both of these original requests for variances to be replaced in-kind with two separate variances (see Code responses, below).

   Section 17.62.055.I(1): Façade Transparency: As discussed with the City, the Applicant believes it is possible to meet the 60% transparency along the facades, after clarification that the transparency is calculated linearly instead of as a percentage of area. The current linear transparency percentage is 57%. The City will make the additional 3% transparency a Condition of Approval. The Variance for Section 17.62.055.I(1) is withdrawn.

   Section 17.62.050.21.C(2): Building Materials: The intent of the building materials standard is to require a higher aesthetic design and reduce any impacts of lower quality building materials by

providing variety in façade. Staff believes that the Applicant has met or gone beyond the intent of the standard, and that the distinction from the standard language should be treated as a Modification, not a Variance. The Applicant, therefore, requests that the Variance for Section 17.62.050.21.C(2) be withdrawn, and that the City review the narrative supporting the original request for a Variance as a Modification to the standard.

All other requests from Staff for additional information require new responses to the applicable code. As such, the following responses will be a supplement to the original application narrative.

Code Sections and New Responses:

Narrative from the existing application is shown in **bold font**. New language or modification of original language provided to respond to the request for additional information is <u>underlined.</u>

Code Interpretation:

The Pre-Application Conference held on January 29, 2019 indicated that a Code Interpretation is required to demonstrate that a police station is similar in nature to a fire station:

> ***"Fire station is a conditional use; police station is not listed. A code interpretation is needed to find that police station is similar to fire station. Provide a narrative explanation of why this should be considered similar. The code amendments add police station as a conditional use; if your application is submitted after code amendments are in place, a code interpretation is not needed."***

Staff noted that, while a fire station is specifically called out as a Conditional Use review in Chapter 17.39.040.G of the Institutional Zone, a police station is not specifically identified as either a Permitted Use or a Conditional Use in Chapter 17.39 Institutional Zone. Staff also noted that pending amendments to Title 17 – Zoning will add police stations as a Conditional Use in the Institutional Zone. Because this application will be submitted prior to this code amendment becoming effective, staff has indicated that a Code Interpretation is needed as a part of the Public Safety Building land use application to allow the station to be reviewed as a Conditional Use in the Institutional Zone.

A Code Interpretation is identified as Type III Permit Approval Process in Table 17.50.030. Oregon City staff has confirmed that there are no specific criteria for a code interpretation. Because of this, staff has requested a narrative that provides findings in support of the Code Interpretation. The following narrative provides the findings.

<u>Operationally, a fire station and police station have similar requirements and impacts on the neighboring properties. Police services are provided by the City, and fire services are provided by Clackamas Fire District #1 – a public service district. Both require the ability to immediately respond to emergencies, operate 24 hours a day and 7 days a week, and need secure facilities for equipment storage and operations. The proposed building will require similar design considerations as a fire station would to reduce impacts on the residential properties to the north, including providing</u>

sufficient parking for employees, visitors, and fleet vehicles and a secure building and site. From a potential impact perspective, both uses need to be sensitive to potential noise and lighting impacts on neighboring properties, as well as any traffic impacts associated with the use. Potential impacts created by the proposed use on the neighboring properties include noise, lighting and traffic. These are discussed in more detail in the responses to Chapter 17.56.010.A.4 (below). Site design steps to mitigate potential impacts include locating the main visitor parking on the southside of the building, away from the residential uses on the north, keeping the area around the northern properties secure, and directing lighting for the parking and circulation areas inward to the site, away from the property line. Most impacts on the residential properties will be minimized through operational procedures, including specific standards for when vehicle sirens and speakers may be used (after they exit the property and to clear traffic), when meetings are held in the building, and how employees treat shift changes at night.

As staff noted, a fire station is specifically called out as a Conditional Use review in Chapter 17.39.040.G of the Institutional Zone, while a police station is not specifically identified as either a Permitted Use or a Conditional Use in Chapter 17.39 Institutional Zone (Chapter 17.39). The relevant portions of Chapter 17.39 are noted as follows:

Chapter 17.39 Institutional Zone

17.39.040 – Conditional uses.

Uses requiring conditional use permit are:

Any uses listed under Section 17.39.030 that are not accessory to the primary institutional use;

A. *Boarding and lodging houses, bed and breakfast inns;*
B. *Cemeteries, crematories, mausoleums, and columbariums;*
C. *Correctional facilities;*
D. *Helipad in conjunction with a permitted use;*
E. *Parking lots not in conjunction with a primary use;*
F. *Public utilities, including sub-stations (such as buildings, plants and other structures);*
G. *Fire stations.*

Response: Police and fire services are both government facilities that respond to emergency calls as well as providing public safety services on a daily basis. In the case of Oregon City, police services are provided directly by the City. Fire and rescue services are provided by Clackamas Fire District #1 – a public service district. Operationally, there are many similarities between police and fire stations. These similarities include:

- **Time sensitive (emergency) response requirements**
- **24-hour operation**
- **The need to park emergency vehicles and equipment in secured areas**

- **Employee shift changes over the 24-hour period**
- **Administrative office space and secured building space**
- **Controlled public access**

Developing both uses requires similar design considerations to establish a fully operational facility and to minimize potential impacts of the facility and use on neighboring properties. Operationally, both facilities need unrestricted, direct access to the street system, sufficient parking to cover employee parking for shift changes and visitors, secure parking for emergency vehicles and equipment, and secure building space for employees and communication systems. From a potential impacts' perspective, both uses need to be sensitive to noise and lighting impacts on neighboring properties as well as traffic impacts associated with the use. Impacts of the proposed use on the neighboring properties are included in the responses to Chapter 17.56.010.A.4 (below).

In addition to the similarities in design considerations and operations, the Oregon City Municipal Code treats police and fire departments as similar uses. All residential districts (both multifamily and single-family), Mixed-Use Corridor Districts, General Commercial, and Historic Commercial Districts include "Emergency service facilities (police and fire), excluding correctional facilities" as a permitted conditional use. In addition, Neighborhood Commercial, Willamette Falls Downtown District, and Mixed-Use Downtown District list "emergency and ambulance services" as permitted conditional uses. Mixed Use Employment Districts and General Industrial Districts permit "Emergency service facilities (police and fire), excluding correctional facilities" outright.

Based on these findings, it is appropriate to accept the Code Interpretation that considers a police station as a similar use to a fire station. Because Chapter 17.39 Institutional Zone specifically calls out a fire station as a Conditional Use in the zone, it is appropriate to consider a police station and court facility as a similar use from both an operational and potential impact perspective. Therefore, the new one-story, 33,890 sf Public Safety Building and associated site improvements should be reviewed as a Conditional Use in accordance with the provisions and review standards in Chapter 17.39.040 – Conditional uses.

CHAPTER 17.56 – CONDITIONAL USES

This section addresses the Condition Use review criteria based on the assumption that the Code Interpretation to allow a police station in the Institutional Zone will be approved.

Staff at the City requested additional information around the exact operations of the Public Safety Building.

Overall, this building is planned to function in the following main uses:

1. **Police Station (typical office functions, police lobby, witness interview rooms, conference rooms, break room, patrol report writing, locker room, fitness room, evidence storage, evidence pick-up, and a processing area for suspect interviews. There are no 'holding' or**

'detention' cells in this building. The Clackamas County Jail is just down the road from the new police station and will continue to function as the holding area for detainees.

There are expected to be 6-8 patrol officers/sergeants operating in three shifts every 24 hours, changing shifts at morning (about 7am), afternoon (about 3pm) and night (about 11pm). In addition to these patrol officers, there will be 25-35 administrators, detectives, police support and court administrators operating in the building during regular business hours of 8am-5pm from Monday through Friday.

2. **Municipal Court (courtroom, courts lobby, jury deliberation conf. space, court staff office, break room, judges' chambers). The public lobby will be open from 8am-5pm from Monday-Friday, with Municipal Court in session twice a week.**

3. **Commission Chambers: the main large room used for the courtroom will also function as Oregon City Commission Chambers. City Commission meetings will be every month on the first and third Wednesday, starting at 7pm, with additional users for community members participating in Commission meetings.**

4. **Expected nighttime activities: As stated above, most police functions will be limited to daytime, weekday hours. The exception is the patrol officers/sergeant staff, which is comprised of three shifts daily, 24 hours a day. There is the potential for patrol officers to be in the building during nighttime hours, but they also could be out in their patrol fleet vehicles. Shift changes will be at 11pm for the night shift and will occur using the secured parking lot north of the building. City Commission Meetings are also typically in the evenings. On evenings when the Multi-Purpose Room (Court/Commission Chambers) is not used, it could be made available for community event use. These evening meetings will generally end before 10pm and would be scheduled / controlled through the City.**

5. Expected noises that may be generated: There is a potential for patrol vehicle sirens, but they will not sound until reaching the street and only if it is necessary to move traffic out of the way, as is typical on all streets. Any public parking general noise during an evening event, will be mitigated by having public parking south of the building, away from the residents north of the site.

17.56.010 – Permit—Authorization—Standards—Conditions.

A conditional use listed in this title may be permitted, enlarged or altered upon authorization of the planning commission in accordance with the standards and procedures of this title. A conditional use permit listed in this section may be permitted, enlarged or altered upon authorization of the planning commission in accordance with the standards and procedures of this section. Any expansion to, alteration of, or accessory use to a conditional use shall require planning commission approval of a modification to the original conditional use permit.

A. *The following conditional uses, because of their public convenience and necessity and their effect upon the neighborhood shall be permitted only upon the approval of the planning commission after due notice and public hearing, according to procedure as provided in Chapter 17.50. The*

planning commission may allow a conditional use, provided that the applicant provides evidence substantiating that all the requirements of this title relative to the proposed use are satisfied, and demonstrates that the proposed use also satisfies the following criteria:

[Sections 1-3 omitted]

4. The proposed use will not alter the character of the surrounding area in a manner which substantially limits, impairs or precludes the use of surrounding properties for the primary uses listed in the underlying district;

Response: The proposed use is both a municipal courthouse and police station. Both uses will provide a public service of safety and security for the surrounding area and City at large. The building will be similar in character and use to the existing use in that it will continue the public service use of the property. The proposed improvement will not limit, impair or preclude the use of the surrounding properties for their primary uses listed as residential and mixed use, as the previous use was a public building (school) and the proposed use will also be a public building (public safety building).

Expected impacts to the neighboring residential properties will be limited, as most activities for the site will occur during the daytime or early evening hours, including meetings, court sessions, and much of the police activity. Some noise may be generated as people exit evening meetings or switch shifts at 11pm, but this will be mitigated by the buffering provided between the secured employee parking area and the properties to the north, and the location of visitor parking area on the southside of the building. Police will not run their sirens near the site except if needed to clear traffic as they exit the site.

Hours of operations for the building will be as follows:

- **Court Sessions and daily office operations will occur between the hours of 8:00am and 5:00pm.**
- **After 5:00pm, the use will be limited to scheduled City Commission and community meetings and police personnel conducting public safety services. These meetings will be scheduled through the City.**

Currently, traffic back-ups on Linn Avenue can occur during school hours of pickup and drop-off times at Gardiner Middle School. However, the peak trip demands associated with the proposed Public Safety Building occur outside the peak hours for pick-up and drop off activity at Gardner Middle School, so Linn Avenue school related queuing is not expected to impact peak demand at the site. In addition, the single site driveway proposed on Linn Avenue will be gated and used only by select site employees. Site traffic using the Linn Avenue access should have minimal interaction with peak middle school trips based on time of day use. During the morning school peak hour, trips to the Public Safety Building are expected to add up to approximately 20 trips along Linn Avenue past the school site (11 southbound, 9 northbound).

Trips to and from the site who choose to travel north on Linn Avenue will be subject to the same school zone speed limits and peak school traffic conditions as other drivers are today. Further, alternative access to the site's secure parking area is available via Warner Parrot Road should the Linn Avenue driveway be blocked by school traffic during weekday afternoon peak periods.

In the case of an emergency, police vehicles would use their sirens or speaker system to clear traffic on Linn Avenue. However, looking to the near-term future, Gardiner Middle School will be upgraded and this will likely alter the circulation pattern to the school. These improvements are expected to be completed around the time of the Public Safety Building being completed, thereby minimizing any traffic back-ups on Linn Avenue that would impede police vehicles. Finally, the roundabout on Linn Avenue and Warner Parrott Drive is also expected to reduce traffic back-up on Linn Avenue following its construction. The Applicant expects that the combined improvements to circulation at Gardiner Middle School, coupled with construction of the roundabout, will significantly improve circulation patterns in the vicinity of the new Robert Libke Public Safety Building.

CHAPTER 17.60 – VARIANCES

There are two Variances which are included in this application supplemental memorandum:

1. **Building Placement: 17.62.055.C.5**
2. **Building Design and Articulation Code Sections:**
   - **17.62.055.D.2**
   - **17.62.055.H.1 on south facade**
   - **17.62.055.H.2 on east and south façade**

The original application narrative included two major variances for separate code sections (Building Materials and Transparency percentage). Per conversations with City staff on April 16, 2019, these variances will be withdrawn and replaced with the above variance requests. No change in application fees is needed related to variances.

New Variance Request #1: Building Placement

17.60.020 - Variances—Procedures.

A. A request for a variance shall be initiated by a property owner or authorized agent by filing an application with the city recorder. The application shall be accompanied by a site plan, drawn to scale, showing the dimensions and arrangement of the proposed development. When relevant to the request, building plans may also be required. The application shall note the zoning requirement and the extent of the variance requested. Procedures shall thereafter be held under Chapter 17.50. In addition, the procedures set forth in subsection D. of this section shall apply when applicable.

B. A nonrefundable filing fee, as listed in Section 17.50.[0]80, shall accompany the application for a variance to defray the costs.

C. Before the planning commission may act on a variance, it shall hold a public hearing thereon following procedures as established in Chapter 17.50. A Variance shall address the criteria identified in Section 17.60.030, Variances — Grounds.

D. Minor variances, as defined in subsection E. of this section, shall be processed as a Type II decision, shall be reviewed pursuant to the requirements in Section 17.50.030B., and shall address the criteria identified in Section 17.60.030, Variance — Grounds.

E. For the purposes of this section, minor variances shall be defined as follows:

1. Variances to setback and yard requirements to allow additions to existing buildings so that the additions follow existing building lines;

2. Variances to width, depth and frontage requirements of up to twenty percent;

3. Variances to residential yard/setback requirements of up to twenty-five percent;

4. Variances to nonresidential yard/setback requirements of up to ten percent;

5. Variances to lot area requirements of up to five;

6. Variance to lot coverage requirements of up to twenty-five percent;

7. Variances to the minimum required parking stalls of up to five percent; and

8. Variances to the floor area requirements and minimum required building height in the mixed-use districts.

Response: The first proposed variance applies to Section 17.62.055.C.5. The standard requires that for all properties with a frontage over one hundred feet, sixty percent of the site frontage have a building within five feet of the property line, unless a larger setback is applicable as defined in 17.62.055.D. As the Applicant meets the requirements for a larger setback in 17.62.055.D, the variance is only required for the building frontage percentage.

The building frontage along Linn Avenue will be about 498 feet once the roundabout is placed at the intersection of Warner Parrott Road and Linn Avenue. The building frontages between the Public Safety Building and the Planning Department combined will be 174 feet. Therefore, the percent of the building frontage within the maximum setback as defined in 17.62.055.D (25 feet) from Linn Avenue will be 35%. This does not meet the requirement to have 60% of the building frontage within the maximum setback area. The difference also exceeds the twenty percent variation of the requirement needed to be a minor variance; therefore, the Applicant is requesting a major variance to Section 17.62.055.C.5.

17.60.030 - Variance—Grounds.

A variance may be granted only in the event that all of the following conditions exist:

A. That the variance from the requirements is not likely to cause substantial damage to adjacent properties by reducing light, air, safe access or other desirable or necessary qualities otherwise protected by this title;

Response: The proposed variance is required to allow for a public entry plaza to the building, to create the potential for a future 'civic court' with the police station/municipal court being on the same property as a future new City Hall, for security purposes of the building type (less frontage is more secure for police officers who are sometimes the target of serious threats), and placement of the Planning Department. Additionally, in terms of sustainable planning practices, the orientation of the building is most ideal for proper daylighting control without the excess use of electric lighting. This 'long east-west' orientation for the northern hemisphere takes advantage of the solar strategy of using low winter sun to aid with heating in the winter months, and high summer sun shading to keep the building cool.

B. That the request is the minimum variance that would alleviate the hardship;

Response: The building alignment will allow for separation between the secure employee and fleet parking to the north and the public area to the south of the site. The nature of the police department and public safety uses of the site requires that a large portion of the site be separated securely but also accessible by vehicle and through the building. The proposed building provides the most efficient way of providing the separation. Therefore, the requested building placement variance is the minimum needed.

C. Granting the variance will equal or exceed the purpose of the regulation to be modified.

Response: The goal of the building orientation standard is to:

> *"… encourage people to spend time in the area, which also provides safety though informal surveillance. Finally, this section is intended to promote the design of an urban environment that is built to human scale by creating buildings and streets that are attractive to pedestrians, create a sense of enclosure, provide activity and interest at the intersection of the public and private spaces, while also accommodating vehicular movement."*

Granting the variance meets the purpose of the regulation to be modified, as the Applicant will be providing a public plaza of 6,000 sf along the frontage of Linn Avenue, with an adjacent open green space (seeded lawn) directly south of the plaza. The plaza will allow employees and visitors to sit and enjoy a park-like setting in between visits to these public buildings.

The Public Safety Building entrance is oriented toward both Linn Avenue and the public plaza area. The open area between the Planning Department and Public Safety Building will have an enclosed feeling because it is between these two building entrances, with a variety of landscaping and hardscape. The plaza will extend the public space into the site, inviting pedestrians to stop and enter what would otherwise feel like a private space.

In addition, because of the change in the property line, the number of proposed pedestrian improvements to mitigate additional setbacks from Code Section 17.62.055.D will exceed the minimum necessary (per conversations with the City, only two pedestrian amenities would be necessary, but four are being provided.)

D. Any impacts resulting from the adjustment are mitigated;

Response: Mitigation for the additional open space will be provided by the use of a public plaza between the Planning Department and Public Safety Building. The plaza will include a historic marker of the original building (Mt Pleasant School), which is a building of historic character. The plaza will provide a gathering place and a place to rest for those visiting or employed at these public buildings.

E. No practical alternatives have been identified which would accomplish the same purpose and not require a variance; and

Response: As stated above, given the site size and orientation, as well as the requirements for the proposed building to minimize impacts on the residential properties to the north, provide a secure space for police and public safety activity, and provide a building which is welcoming to the public has resulted in the proposed building orientation. No practical alternatives have been identified that would not require a variance.

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

Response: Conformance with the Comprehensive Plan and the intent is shown in the responses to Section V – Conformance with the Comprehensive Plan in this narrative.

Code Sections Related to Variance 1: Building Placement

17.62.055 - Institutional and commercial building standards.

C. Relationship between zoning district design standards and requirements of this section.

5. On sites with one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D.

Response: The site will have two buildings: the existing Planning Department building and the proposed Police Station and Municipal Courthouse. The Planning Department is set back over five feet from the frontage of Linn Avenue. Because it is an existing building the applicant has not addressed this buildings site frontage as a part of this application.

Regarding the Public Safety Building, in order to allow for the necessary space for street trees, a utility easement, and to align with the existing Planning building and preserved street trees, the proposed building will be set back about twenty-five feet from the right of way. Section 17.62.055D illustrates that greater setbacks are accepted if one additional feature incorporated for every five feet. As shown in the response below, four features will be incorporated into the area between the building and the property line.

The Public Safety Building frontage is 114 feet and the Planning Department building frontage is 60 feet of a 498-foot frontage along Linn Avenue (calculated after the expected roundabout dedication is removed, as recommending in the Pre-application meeting). As this frontage percentage is 35% , it does not meet the sixty percent standard, the Applicant is requesting a variance to the standard.

Variance Request #2: Building Design and Articulation

17.60.020 - Variances—Procedures.

A. A request for a variance shall be initiated by a property owner or authorized agent by filing an application with the city recorder. The application shall be accompanied by a site plan, drawn to scale, showing the dimensions and arrangement of the proposed development. When relevant to the request, building plans may also be required. The application shall note the zoning requirement and the extent of the variance requested. Procedures shall thereafter be held under Chapter 17.50. In addition, the procedures set forth in subsection D. of this section shall apply when applicable.

B. A nonrefundable filing fee, as listed in Section 17.50.[0]80, shall accompany the application for a variance to defray the costs.

C. Before the planning commission may act on a variance, it shall hold a public hearing thereon following procedures as established in Chapter 17.50. A Variance shall address the criteria identified in Section 17.60.030, Variances — Grounds.

D. Minor variances, as defined in subsection E. of this section, shall be processed as a Type II decision, shall be reviewed pursuant to the requirements in Section 17.50.030B., and shall address the criteria identified in Section 17.60.030, Variance — Grounds.

E. For the purposes of this section, minor variances shall be defined as follows:

1. *Variances to setback and yard requirements to allow additions to existing buildings so that the additions follow existing building lines;*
2. *Variances to width, depth and frontage requirements of up to twenty percent;*
3. *Variances to residential yard/setback requirements of up to twenty-five percent;*
4. *Variances to nonresidential yard/setback requirements of up to ten percent;*
5. *Variances to lot area requirements of up to five;*
6. *Variance to lot coverage requirements of up to twenty-five percent;*
7. *Variances to the minimum required parking stalls of up to five percent; and*
8. *Variances to the floor area requirements and minimum required building height in the mixed-use districts.*

Response: The second proposed variance applies to Section 17.62.055.D.2, H.1, and H.2. As these sections all relate to the building design and articulation, they have been combined into one major "Building Design and Articulation" Variance, per direction from the City staff.

17.60.030 - Variance—Grounds.

A variance may be granted only in the event that all of the following conditions exist:

A. That the variance from the requirements is not likely to cause substantial damage to adjacent properties by reducing light, air, safe access or other desirable or necessary qualities otherwise protected by this title;

Response: Each part of the building design and articulation variance is not likely to cause any damage to the adjacent properties, as the building will be separated by the necessary buffers from the properties to the north. The neighboring residents will benefit from a building designed with a clear intent and an aesthetic quality.

B. That the request is the minimum variance that would alleviate the hardship;

Response: The variation to the building articulation and design standards is related the design decisions which were deemed necessary to highlight the building entrance and downplay the more secure police areas of the building. Related to Variance #1(Building Orientation), the main entrance is situated near the public plaza and faces generally more south towards the plaza and visitor parking area, allowing the entrance to draw in visitors along both Linn Avenue and through the parking area. By being oriented this way, the southeast-facing entrance will provide guidance to visitors along Linn Avenue to appropriate parking and prevent visitors from trying to use the secure driveway north of the site.

C. Granting the variance will equal or exceed the purpose of the regulation to be modified.

Response: The reasoning of the variation will be to allow for an elegant and smooth building façade with the carving out at the entrance used to draw in visitors and celebrate the most public entrance. Variation from the standards is necessary to meet this design intent.

D. Any impacts resulting from the adjustment are mitigated;

Response: No impacts resulting from the adjustment to the standard are expected, as the variation is expected to result in a more sleek and clean design of building which highlights the building entrance and public space around the building.

E. No practical alternatives have been identified which would accomplish the same purpose and not require a variance; and

Response: As stated above, all alternatives which would not require a variance would result in a building which is more cluttered and disjointed, and which confuses the more public area of the building from the secure spaces of the building.

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

Response: Conformance with the Comprehensive Plan and the intent is shown in the responses to Section V – Conformance with the Comprehensive Plan in this narrative.

Code sections related to Variance 2:

17.62.055.D.2. The front most architecturally significant facade shall be oriented toward the street and shall be accessed from a public sidewalk. Primary building entrances shall be clearly defined and recessed or framed by a sheltering element such as an awning, arcade or portico in order to provide shelter from the summer sun and winter weather.

Response: The proposed building will have an entrance oriented towards both the public plaza and Linn Avenue. The entry will be recessed, and the entry room will have both the east and south facing walls will have glazing and doors to allow pedestrians to view and enter inside. The most architecturally significant façade is facing south, as that has the most glazing and the building signage. A variance has been requested combined with additional building design and articulation code sections related to the south and east facing facades. Responses to the variance criteria for this code are included in section 17.60.020 (above).

H. Minimum Wall Articulation.

1. Facades shall add architectural interest and variety and avoid the effect of a single, long or massive wall with no relation to human size. No wall that faces a street or connecting walkway shall have a blank, uninterrupted length exceeding thirty feet without including, but not be limited to, at least two of the following:

i. Change in plane,

ii Change in texture or masonry pattern or color,

iii. Windows, treillage with landscaping appropriate for establishment on a trellis.

iv. An equivalent element that subdivides the wall into human scale proportions.

Response: The new building will include a variety of articulated facades. The south facade will include a setback entrance with floor to ceiling glazing around the reception area and an exterior courtyard along the south side of the building which is set back from the main facade. The north side of the building will also include an exterior courtyard for the police department and courthouse staff use.

Large glazing will be used for all the facades, except where security reasons prevent large windows. In this instance, long horizontal windows will be used which are higher up on the wall to allow for light and visual variety. Landscaping will surround the entirety of the building, except at entrances which will be paved.

Along the south façade, a section of 36 feet of wall (the fencing along the fitness courtyard and a secure door to the courtyard) is without a variation listed above, and a variance to this will be requested combined with additional building design and articulation code sections related to the south and east facing facades. Responses to the variance criteria for this code are included in section 17.60.020 (above).

2. Facades greater than one hundred feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least three percent of the length of the facade and extending at least twenty percent of the length of the facade. No uninterrupted length of any facade shall exceed one hundred horizontal feet.

Response: Each facade of the building will be longer than one hundred feet; therefore, this standard will apply to each side of the building. All facades will include projections or recesses, including a large recess at the southeast corner of the building for the main entrance, and courtyards in the center of the both north and south facade. As shown on the site plan, the southern façade will have a horizontal length of 342 feet, with two recessions, one of which is 30 feet deep (10%) and one which is eight feet deep. The eight-foot deep recession is for the entrance and is about 95 feet in length (30%). The courtyard, which is about 30 feet deep, is about 40 feet in length.

Along the east façade, no projections or recessions extending 32 feet long are proposed (20% of 160 feet), as the space has been designed for maximum efficiency in space and to highlight the building entrance, which is recessed using storefront glazing along the southeast corner of the building. As such, a variance to this will be requested combined with additional building design and articulation code sections related to the south facade. Responses to the variance criteria for this code are included in section 17.60.020 (above).

On the south façade, there is currently 123 feet of uninterrupted façade length between the fitness courtyard and building entrance, exceeding the maximum of 100 feet. There are a variety of ten-foot tall windows with the infills of smooth metal panels along this façade; therefore, it is not a completely blank wall (see Figure 1, below). Similar to the variance for the east façade projection extensions, the building aesthetic has been designed for both operational efficiency and give a sleek look to the building, allowing the entrance to be highlighted. As such, a variance to this will be requested combined with additional building design and articulation code sections related to the east facade. Responses to the variance criteria for this code are included in section 17.60.020 (above).

Figure 1: South façade

Chapter 17.20 -- OFF-STREET PARKING AND LOADING

17.52.020 - Number of automobile spaces required.

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

Response: The proposed development does not have an identified land use category within Table 17.52.020. The nearest use is office and assembly space, as the courtroom and waiting room must hold enough space for both the jury and people attending the hearings.

Offices have a minimum parking requirement of 2.7 per 1,000 sf and a maximum of 3.33 per 1,000 sf. Auditoriums and meeting rooms have a parking requirement of 0.25 spaces per seat minimum and 0.5 spaces maximum. The proposed Public Safety Building will be 33,890 sf in size (29,699 sf excluding assembly rooms), and the Community Development Department (existing building) has is 6,850 square feet, for a total of 36,549 square feet on the site. This translates to 99 vehicle parking spaces minimum and 121 vehicle parking spaces maximum for these office uses.

The meeting room has space for 113 seats total, which adds 28 vehicle parking minimum and 57 vehicle parking maximum based on auditorium/meeting room standard.

In addition to the meeting space and office space requirements, the project needs to include the fleet vehicle parking which most accurately represents future need for the police fleet. As shown in Exhibit 12, the Police Department worked with consultant MWL to determine a year 2035 need for fleet vehicle parking. This work concluded that there would be a need for about 88 spaces for police and court public parking spaces and 106 secure employee spaces by 2035, including about 25 squad vehicle parking (fleet). These vehicles will remain at the Public Safety Center when not in use.

As shown in the Pre-Application Summary Notes (Exhibit 3), the future roundabout at the corner of Linn Avenue and Warner Parrott Road will result in the removal of 16 vehicle parking spaces in the southeastern parking area of the Community Development Department, which currently has 42 spaces (resulting in 26 remaining spaces).

Therefore, the total number of required spaces for this unique use ranges from 127 at a minimum and 202 at a maximum.

The project is proposing a total of 206* vehicle parking spaces as follows:

- **73 new public spaces**
- **91 secured spaces (67 nonfleet and 24 fleet): to be used by police and court staff, but not Commission staff**
- **42 existing spaces for the Community Development Department, to be 26 once the roundabout is installed.**

The expected final parking count for the overall site will be 190 spaces once the final developments along the street are completed and will comply with the required parking space ranges noted below.

Table 17.52.020

Land Use	Parking Requirements		Proposed	Applied Requirements	
	Minimum	Maximum		Minimum	Maximum
Office	2.70	3.33	29,699 sf- Safety Building (without courtroom) 6,850 sf – Community Development Department Subtotal 36,549 sf	99	121
Auditorium, Meeting Room, Stadium, Religious Assembly Building, movie theater,	.25 per seat	0.5 per seat	113	28	57
Fleet Vehicle Parking	As based on consultant report		24		
Total*			Proposed: 190*	127	202

***Future removal of the southeastern parking area for the Community Development Department assumes 16 spaces will be removed, resulting in 190 spaces.**

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

Response: The proposed building will be a courthouse and police department. The multiple uses will fall under the same land use category for parking calculations, since the office and meeting room land uses are the most applicable. These were calculated separately. The Community Development Department and police section of the Public Safety Building were calculated as office space, with the courtroom calculated as a meeting room. Table 17.52.020 (above) shows the separate calculations for these different uses and the applied minimum and maximum parking spaces and includes the addition for police fleet parking which will be required based off of a future fleet requirement, as determined by a consultant to the Police Department (see Exhibit 12).

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

Response: Based on the Pre-Application, the parking requirement for the proposed uses is not specifically listed in the development code, and staff recommended looking at similar uses ratio based on other jurisdictions. The closest jurisdictions, include West Linn, Lake Oswego, and Clackamas County, do not have public service buildings listed within their parking standards tables either. Staff provided the applicant with other jurisdictions which had parking ratios for civic uses and emergency services. The applicant reviewed these standards from Tigard, Salem, and Beaverton, but none include the combination of uses accurately. Hillsboro Municipal Code has specific standards for community services, assembly facilities, and fleet vehicle parking. Using this code, which specifically states the ratios required for these uses, the parking ratios would be as such:

Table 12.50.320-4 Parking Requirement based on Hillsboro Municipal Code

Land Use	Parking Requirements		Proposed	Applied Requirements	
	Min	Max		Min	Max
Office (per 1,000 sf)	2	5	29,699 sf- Safety Building (without courtroom) 6,850 sf – Community Development Department Subtotal 36,549 sf	73	183
Auditorium, Meeting Room, Stadium, Religious Assembly Building, movie theater**	0.3 per seat	1.0 per seat	113 people	34	113
Fleet Vehicle Parking	Exempt from parking minimums and maximums		24		
Total			Proposed: 166*	107	296

Proposed parking for this table is the public and secure parking, with fleet vehicle parking exempt using Hillsboro Code 12.50.330.C

****(Per person where fixed seating not provided)**

The most similar use in Oregon City's parking standards is an office building (police department) and a meeting space (for the courtroom), which was used to calculate the required minimum spaces in the response above. An additional parking space calculation was determined using a consultant to the Oregon City Police Department for the required future police fleet parking as estimated in year 2035. Exact calculations are shown in Table 17.52.020 and show a minimum total site parking spaces of 127 and a maximum total of 202.

There will be 73 public spaces and 91 secure spaces (24 fleet and 67 nonfleet) added to the public existing 42 spaces, for a total of 206 spaces. After the southeast corner of the site is developed for the

future roundabout, 16 spaces will be removed from the Community Development Department parking lot, resulting in 190 total spaces.

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

Applicant's Response: The proposed development has a maximum allowed parking of 202 spaces, which was calculated using rounding in accordance to this standard (see Table 17.52.020).

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

Applicant's Response: Per the Table 17.52.020, the minimum required parking spaces is 127 and 202 maximum. These were calculated using the parking ratio standards for office and meeting space uses, with an additional calculation for the expected needed fleet parking. The minimum parking spaces are specifically available for employee and visitor parking use, and vehicle fleet storage will have its own separate parking spaces.

115 parking spaces will be available to the public, which will be reduced to 99 after the roundabout is developed. An additional 91 secure spaces (67 for employees' personal cars and 24 spaces for the police fleet vehicles) will be behind a secure gated entrance to the north. The minimum parking spaces are specifically available for employee and visitor parking use, and vehicle fleet storage will have its own separate parking spaces.

Public parking	**99***
Secured parking	**91**
- Fleet vehicles	**24**
- Employees	**67**
Total	**190***

***Assumes 16 spaces removed from Community Development parking area once roundabout is built**

Comprehensive Plan Findings

Goal 5.3: Historic Resources

Encourage the preservation and rehabilitation of homes and other buildings of historic or architectural significance in Oregon City.

Applicant's Response: The façade of the existing building (Mt. Pleasant School) will be demolished as part of this development. While the building is not a state recognized historic site, images of the building will be recorded for historic records. Notice of the proposed development has been provided to the State Historic Preservation Office (SHPO) (see Exhibit 5).

Efforts have been made in the future demolition of Mount Pleasant School to preserve a portion of the building entrance, which will be turned into a memorial market west of the public plaza. The current plan for 'telling the history' of the school includes preserving the arched window and adjacent brick that is above the existing main entry to the school. It seems that something tangible from the school would be great to keep for the community. This new 'commemorative marker' would stand in

the main public entry plaza area, which is intended to be called the 'Mt. Pleasant Courtyard/Plaza' *(see attached exhibit).*

Excerpt from Demolition Permit specifications:

DEMOLITION 02 4100 / 3.04 SALVAGE

A. Preparation:

1. Thoroughly document all existing conditions, dimensions and details.

2. Provide as built detail drawings of existing assembly for reproduction. Use photographs to clarify drawn documentation.

B. Items to be salvaged:

1. Any timber member with a dimension of 12 inches or greater in width or depth.

C. Salvaged components to include the following from the area noted in the attached picture:

1. Stone and brick masonry units surrounding the main entry

2. Transom window assembly

3. Adjacent light fixtures

4. Dedication plaque

5. Approximately 100 square feet of additional brick

D. Clean mortar from savaged brick and stone and store all salvaged stock "as new material" until it can be reused.

Goal 13.1: Energy Conservation

Policy 13.1.4 Wherever possible, design and develop public facilities to take advantage of solar energy, develop co-generation, and conserve energy in operations and public access.

Response: In a desire to provide clean, local energy to the site, the Applicant has dedicated 1.5% of the construction costs to go towards solar energy panels, which will be located north of the site as a carport canopies to the secure parking.

Goal 6.1: Air Quality

Promote the conservation, protection and improvement of the quality of the air in Oregon City.

Policy 6.1.1 Promote land use patterns that reduce the need for distance travel by single-occupant vehicles and increases the opportunities for walking, biking and/or transit to destinations such as places of employment, shopping and education.
Policy 6.1.2 Ensure that development practices comply with or exceed regional, state, and federal standards for air quality.
Policy 6.1.3 Set an example through City operations to employ and demonstrate practices and technologies that reduce air pollution and protect air quality.
Policy 6.1.4 Encourage the planting and maintenance of the city's tree canopy to allow natural systems to improve air quality.

Response: The site for the proposed use (public service and police station) aligns with the surrounding neighborhood and is easily accessible via walking, bicycling, and transit. The site is shared with a similar public service use (Community Development Department). Parking will be shared between the two public service uses once the roundabout has been installed and the Community Development Department's main parking area loses sixteen spaces. All building on-site will be owned and operated by the City. The new building is designed to be built and operated in a way that is environmentally sensitive through the use of materials and site design/carpooling will be encouraged to reduce the need for single-occupancy vehicles. The site will be landscaped with a large tree canopy where feasible, with lush plantings around the entirety of the site within the scope of the project.

Goal 6.2: Water Quality
Control erosion and sedimentation associated with construction and development activities to protect water quality.

Policy 6.2.1 Prevent erosion and restrict the discharge of sediments into surface or groundwater by requiring erosion prevention measures and sediment control practices.
Policy 6.2.2 Where feasible, use open, naturally vegetated drainage ways to reduce stormwater and improve water quality.

Response: As shown on the Storm Drainage Plan (Exhibit 1, Sheet C-500), the site has been designed to reduce and treat on-site the stormwater through catch basins and storm drains around the building perimeter and parking and circulation areas. Around all these impervious areas will be landscaping to reduce water discharge and improve the stormwater quality. As discussed in Chapter 17.47 of the original narrative, the applicant is in the process of acquiring a City Erosion Control Permit and Oregon DEQ 1200-C Permit, which will require erosion prevention measures and sediment control practices of the contractor during construction. Per provided Civil Engineering drawings, the site will consist of many vegetated drainage ways (both rain garden and stormwater planter) to improve water quality (see also Exhibit 6: Preliminary Stormwater Calculations).

Goal 6.3: Light
Protect the night skies above Oregon City and facilities that utilize the night sky, such as the Haggart Astronomical Observatory, while providing for night-lighting at appropriate levels to ensure safety for residents, businesses, and users of transportation facilities, reduces light trespass onto neighboring properties, conserves energy, and reduces light pollution via use of night-friendly lighting.

Policy 6.3.1 Minimize light pollution and reduce glare from reaching the sky and trespassing onto adjacent properties.
Policy 6.3.2 Encourage new developments to provide even and energy-efficient lighting that ensures safety and discourages vandalism. Encourage existing developments to retrofit when feasible.
Policy 6.3.3 Employ practices in City operations and facilities, including streetlighting, which increases safety and reduces unnecessary glare, light trespass, and light pollution.

Response: All attempts have been made to limit the light trespass levels, and no upward directed lighting will be used on the site. As the site is operating on a 24-hour schedule, lighting will be used for site circulation and security. Screening along the northern property line will be used to prevent light trespass into the adjacent residential properties. Lighting will be energy efficient LEDs and will be

focused on areas where security and / or access requires it. Lighting will be directed to reduce glare and light pollution and to focus on the immediate site. As safety is the main purpose of the Public Safety Building, lighting will be used to provide a secure building and site which ensures the safety for visitors and employees. Proposed streetlights meet City standards.

Goal 6.4: Noise

To prevent excessive sound that may jeopardize the health, welfare, or safety of the citizens or degrade the quality of life.

Policy 6.4.1 Provide for noise abatement features such as sound-walls, soil berms, vegetation, and setbacks, to buffer neighborhoods from vehicular noise, and industrial uses.
Policy 6.4.2 Encourage land use patterns along high traffic corridors be developed to minimize noise impacts.

Response: The building is sufficiently set back from all property lines and the street(s) on the various sides of it. Along with this physical separation, there are also several other buffering techniques in use: coniferous trees to the east of the public parking lot, soil berms to the east of the building along Linn Ave, and existing vegetated buffer along with 6' solid metal panel fence to the north of the secure parking lot.

With the help of operational regulations (when officers start sirens), this building will create minimal noise impact on the surrounding community. As the building will be operational on a 24-hour schedule, activities occurring after normal business hours will be related to police officers accessing their vehicles to respond to an emergency call. Responses to calls are not expected to generate excess sound – sirens will not be used unless traffic is blocking the police from responding to a call and the officer needs to clear traffic. This situation is most likely to occur during the peak traffic hours on Linn Avenue and during drop-off and pick-up times for Gardiner Middle School. Other noise and activity that could occur on the site will be associated with visitors and employees of the site during main business hours. These activities will access the site from the south, away from the residential areas to the north of the property. No holding cells will be located in the building, but secure interview rooms will be used to conduct police business.

Exhibit 12

MWL Consultation Report on the Space Needed for the Robert Libke Public Safety Building (Page 16 & 17 of Report)

Milestones	SW	NS	SW	NS	SW	NS	2018	2025	2035	MWL Space Std.	Total Required Square Footage	
	Staffing Requirements						Spaces Required					
Sworn or Nonsowrn	2018		2025		2035						Original	2035 Validated
Police Exterior Requirements												
Public Parking												
Public Parking - Shared Police and Court							51	88	88	162	8,262	14,256	14,256
Bicycle Parking							0	10	10	24	0	240	240
Group Total							51	88	88		8,262	14,496	14,496
Secure Parking												
Outdoor Maintenance Parking							0	1	1	352	0	352	352
Personal Vehicle Parking							50	20	35	162	8,100	3,240	5,670
Police Personal Vehicle Parking							0	10	10	162	0	1,620	1,620
Court Vehicle Parking- Unmarked							0	10	15	220	0	2,200	3,300
Squad Vehicle Parking							15	10	15	350	0	3,500	5,250
Squad Vehicle Parking (covered)							0	10	10	350	0	3,500	3,500
Motorcycle Parking (covered)							0	2	2	440	0	880	880
Bait Car							0	0	0	220	0	0	0
Surveillance Van							0	1	1	350	0	350	350
Volunteer Car							0	1	1	220	0	220	220
Crash Reconstruction Vehicle							0	0	0	220	0	0	0
Photo Radar Van							0	1	1	220	0	220	220
Reader Board							0	1	1	220	0	220	220
Prisoner Transport Van							0	1	1	350	0	350	350

See Next Page

Milestones	SW	NS	SW	NS	SW	NS	2018	2025	2035	MWL Space Std.	Total Required Square Footage		
	Staffing Requirements						Spaces Required						
Sworn or Nonsowrn	2018		2025		2035						Original		2035 Validated
Property/ Evidence Van							0	1	1	220	0	220	220
Trailer Parking- EOC							0	1	1	264	0	264	264
Bicycle Van							0	1	1	220	0	220	220
Trailer Parking- Bicycle							0	1	1	264	0	264	264
Trailer Parking- Traffic							0	1	1	264	0	264	264
Bicycle Storage - Impound							0	1	1	500	0	500	500
Police Sally Court (Carport etc.)							0	4	4	400	0	1,600	1,600
Police Exterior Patio							0	1	1	300	0	300	300
Emergency Generator							0	1	1	375	0	375	375
Trash/Recycling							0	1	1	640	0	640	640
Group Total							65	81	106		8,100	21,299	26,579

Subtotals		16,362	35,795	41,075
General Circulation (100%)	100%	16,362	35,795	41,075
TOTAL SQUARE FOOTAGE (Public & Secure Parking)		**32,724**	**71,590**	**82,150**

Exhibit 13

SHPO DD Specs Demolition Exhibit

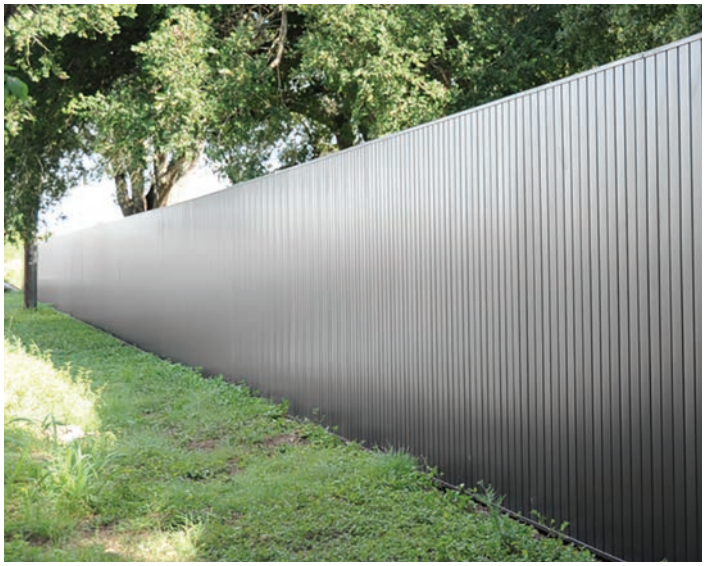
APPROXIMATE AREA OF SALVAGE:
BRICK, WINDOW, LIGHT FIXTURES, AND DEDICATION PLAQUE.
TO BE REPURPOSED IN PUBLIC PLAZA AREA - SEE ARCH SITE PLAN DRAWINGS.

Exhibit 14

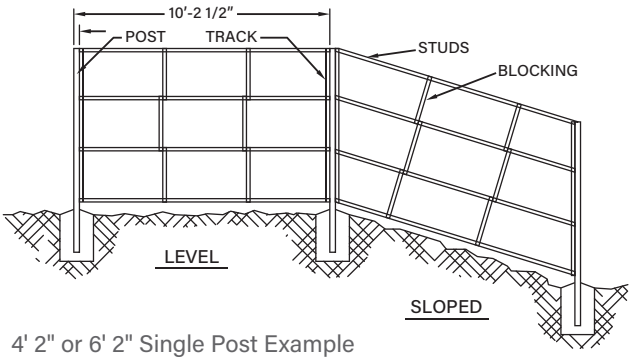
Fencing Cutsheet

Berridge Architectural Privacy Fence

FENCE SYSTEM



The Berridge Architectural Privacy Fencing utilizes Berridge's Spaceframe 24 gauge metal studs, track and blocking combined with a wide selection of factory produced Berridge panels and 16 gauge posts to create maintenance free fences that compliment and match any design.



4' 2" or 6' 2" Single Post Example

Materials

24 Gauge Steel Spaceframe Components
16 Gauge Galvanized Steel Posts

Specifications

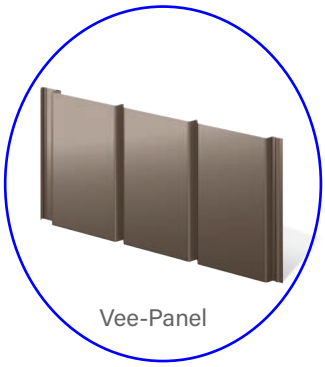
Uses: Fencing
Fence Heights: 4' 2", 6' 2", 8' 2" and 10' 2"
Panel Widths: Vary by panel choice. Available in seven Berridge 24 gauge panels: Vee-Panel, Flush Seam, Thin Line, B-6, HS-8/HS-12, or HR-16
Finishes: Vary by panel choice
Fasteners: Interlock with concealed fasteners

Features:

- Fire resistant and termite proof
- High strength, all steel construction with higher wind rating than alternate products
- Permanent: will not rot, fade, crack or split
- 100% recyclable, produced from 32.9% pre-consumer and post-recyclable material
- Limited wood grain and stucco embossing available

Installation

- Posts are spaced 10' 2 ½" O.C. for single posts or 10' 5" O.C. for double posts, in lieu of 8 feet O.C. with wood posts
- Vertical interlocking panels with concealed fasteners
- Can be installed on level or sloped applications



Vee-Panel

Flush Seam

Thin Line

B-6

HS-8/HS-12

HR-16

© Berridge Manufacturing Company 2017 Product Catalog ▪ 800-669-0009 ▪ www.berridge.com

BERRIDGE MANUFACTURING STANDARD COLORS

Shasta White
Parchment
Almond
Sierra Tan
Buckskin
Medium Bronze
Aged Bronze
Copper Brown
Dark Bronze
Terra-Cotta
Deep Red
Colonial Red
Burgundy
Bristol Blue
Royal Blue
Patina Green
Hemlock Green
Teal Green
Forest Green
Evergreen
Hartford Green
Cityscape
Zinc Grey
Charcoal Grey
Matte Black

Premium Colors

Berridge premium colors require a nominal surcharge.

Natural White
Award Blue

Metallic Colors

Berridge metallic colors are premium finishes which require a nominal surcharge.

Champagne
Copper-Cote™
Antique Copper-Cote
Zinc-Cote™
Lead-Cote™
Preweathered Galvalume®

Natural Metal Finish

Berridge Acrylic-Coated Galvalume® is a coated sheet product that combines the corrosion resistance of Galvalume® steel sheet with a clear, organic resin applied to the top side and bottom side of Galvalume® substrate.

Acrylic-Coated Galvalume®

Energy Star is only valid in the United States.

Please consult the BMC technical department at technical@Berridge.com for Leed® and Energy Star compliance information.
Due to limitations in the printing process, please request actual color chips for accurate color viewing.

All information subject to change without notice. See website for details, specifications and Watertightness Warranty requirements.