City of Oregon City

625 Center Street
Oregon City, OR 97045
503-657-0891

Meeting Agenda

Planning Commission

Monday, January 12, 2015 | **7:00 PM** | **Commission Chambers**

1. Call to Order

2. Public Comments

3. Public Hearing

3a. SP 14-16: Site Plan and Design Review, CD 14-01: Code Interpretation / Similar Use Determination and US 14-05: Geologic Hazards Overlay District. The applicant submitted a request to construct a specialty retail structure for Discount Tire (formally known as America's Tire) within the Mixed Use Downtown District at 2002 Washington Street (near the intersection of highway 213 and Prairie Schooner Way). The application includes a Code Interpretation / Similar Use Determination to confirm the use is permitted as well as Geologic Hazards Overlay District Review.

Attachments:

- Commission Report
- Staff Report
- Exhibit 1: Vacinity Map
- Exhibit 2: Application and Supplemental
- Exhibit 2: Narriative
- Exhibit 2: Plans
- Exhibit 2: Neighborhood Association Notes and Sign In
- Exhibit 2: Materials Board
- Exhibit 2: Title Report
- Exhibit 2: Pre-Application Conference Notes
- Exhibit 2: Traffic Study
- Exhibit 2: Stormwater Memo
- Exhibit 2: Stormwater Calculations
- Exhibit 2: Geotech Report
- Exhibit 2: Old Application Information
- Exhibit 3: Planning Staff Report SP 99-11R
- Exhibit 4: Comments by John Replinger of Replinger and Associates

4. Communications

5. Adjournment

Public Comments: The following guidelines are given for citizens presenting information or raising issues relevant to the City but not listed on the agenda.

- *Complete a Comment Card prior to the meeting and submit it to the staff member.*
- *When the Chair calls your name, proceed to the speaker table and state your name and city of residence into the microphone.*
- *Each speaker is given 3 minutes to speak. To assist in tracking your speaking time, refer to the timer at the dais.*
- *As a general practice, Oregon City Officers do not engage in discussion with those making comments.*

Agenda Posted at City Hall, Pioneer Community Center, Library, and City Web site(oregon-city.legistar.com).
Video Streaming & Broadcasts: The meeting is streamed live on Oregon City's Web site at www.orcity.org and is available on demand following the meeting.
ADA: City Hall is wheelchair accessible with entry ramps and handicapped parking located on the east side of the building. Hearing devices may be requested from the City staff member prior to the meeting. Disabled individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-657-0891.

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625 Center Street
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Staff Report

File Number: PC 14-143

Agenda Date: 1/12/2015

Status: Agenda Ready

To: Planning Commission

Agenda #: 3a.

From: Planner Laura Terway

File Type: Land Use Item

SUBJECT:
SP 14-16: Site Plan and Design Review, CD 14-01: Code Interpretation / Similar Use Determination and US 14-05: Geologic Hazards Overlay District. The applicant submitted a request to construct a specialty retail structure for Discount Tire (formally known as America's Tire) within the Mixed Use Downtown District at 2002 Washington Street (near the intersection of highway 213 and Prairie Schooner Way). The application includes a Code Interpretation / Similar Use Determination to confirm the use is permitted as well as Geologic Hazards Overlay District Review.

RECOMMENDED ACTION (Motion):
Staff recommends the Planning Commission accept all public testimony and approve Planning files SP 14-16, CD 14-01 and US 14-05.

BACKGROUND:
The first Planning Commission hearing on this matter was on December 8, 2014 where the applicant received a continuance to January 12, 2015.

BUDGET IMPACT:
Amount:
FY(s):
Funding Source:

OREGON CITY

Community Development – Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

TYPE II LIMITED LAND USE RECOMMENDATION
Staff Report and Recommended Conditions of Approval
January 5, 2015

FILE NO.:	SP 14-16: Site Plan and Design Review CD 14-01: Code Interpretation/Similar Use US 14-05: Geologic Hazards Overlay District
OWNER:	Home Depot Jeff Hardman 3800 W Chapman Avenue Orange, CA 92868
APPLICANT:	America's Tire (Discount Tire) Scott M. Fournier 20225 N Scottsdale Road Scottsdale, AZ 85255
REPRESENTATIVE:	AAI Engineering Craig Harris 4875 SW Griffith Drive #300 Beaverton, OR 97005
REQUEST:	The applicant submitted a Site Plan and Design Review, Code Interpretation/Similar Use and Geologic Hazards Overlay District application to construct a new structure within the Mixed Use Downtown District.
LOCATION:	2002 Washington Street, Oregon City, OR 97045 Clackamas County Map 2-2E-29, Tax Lot 906
REVIEWER:	Laura Terway, AICP, Planner Todd Martinez, P.E.
RECOMMENDATION:	Approval with Conditions.

Application Submitted: 9/14/2014
Date Incomplete: 10/8/2014
Date Complete: 10/27/2014
1st Planning Commission Hearing: 12/8/2014
120 Date: 4/24/2014

Type III decisions 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. Applications evaluated through this process include conditional use permits. The process for these land use decisions is controlled by ORS 197.763. Notice of the application and the planning commission hearing is published and mailed to the applicant, recognized neighborhood association and property owners within three hundred feet of the subject property. Notice must be issued at least twenty days pre-hearing, and the staff report must be available at least seven days pre-hearing. At the evidentiary hearing held before the planning commission, all issues are addressed. The decision of the planning

commission is appealable to the city commission within fourteen days of the issuance of the final decision. The city commission hearing on appeal is on the record and no new evidence shall be allowed. Only those persons or a city-recognized neighborhood association who have participated either orally or in writing have standing to appeal the decision of the planning commission. Grounds for appeal are limited to those issues raised either orally or in writing before the close of the public record. A city-recognized neighborhood association requesting an appeal fee waiver pursuant to OCMC 17.50.290.C must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal. The city commission decision on appeal from the planning commission is the city's final decision and is appealable to the Land Use Board of Appeals (LUBA) within twenty-one days of when it becomes final.

I. BACKGROUND

A. Summary of Project. The applicant is seeking a Type III Site Plan and Design Review and Geologic Hazards approval as well as a Code Interpretation/Similar Use Determination to construct an 11,582 square foot specialty retail tire store with an associated parking lot at 2002 Washington Street. The Code Interpretation/Similar Use Determination request will determine if the use is permitted within the "MUD" Mixed Use Downtown District (Exhibits 1 and 2).

Figure 1: Map of Subject Site

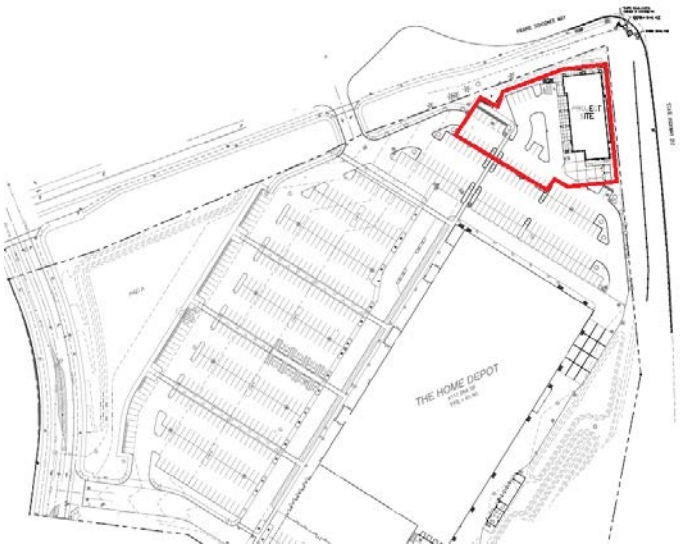


Figure 2: Existing Conditions

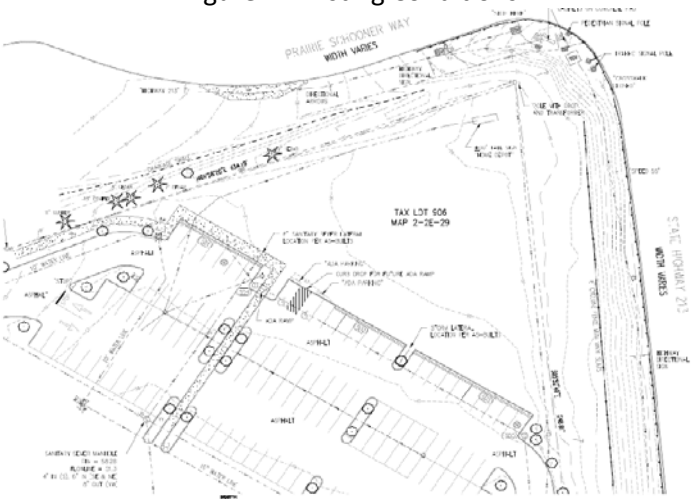


Figure 3: Proposed Development

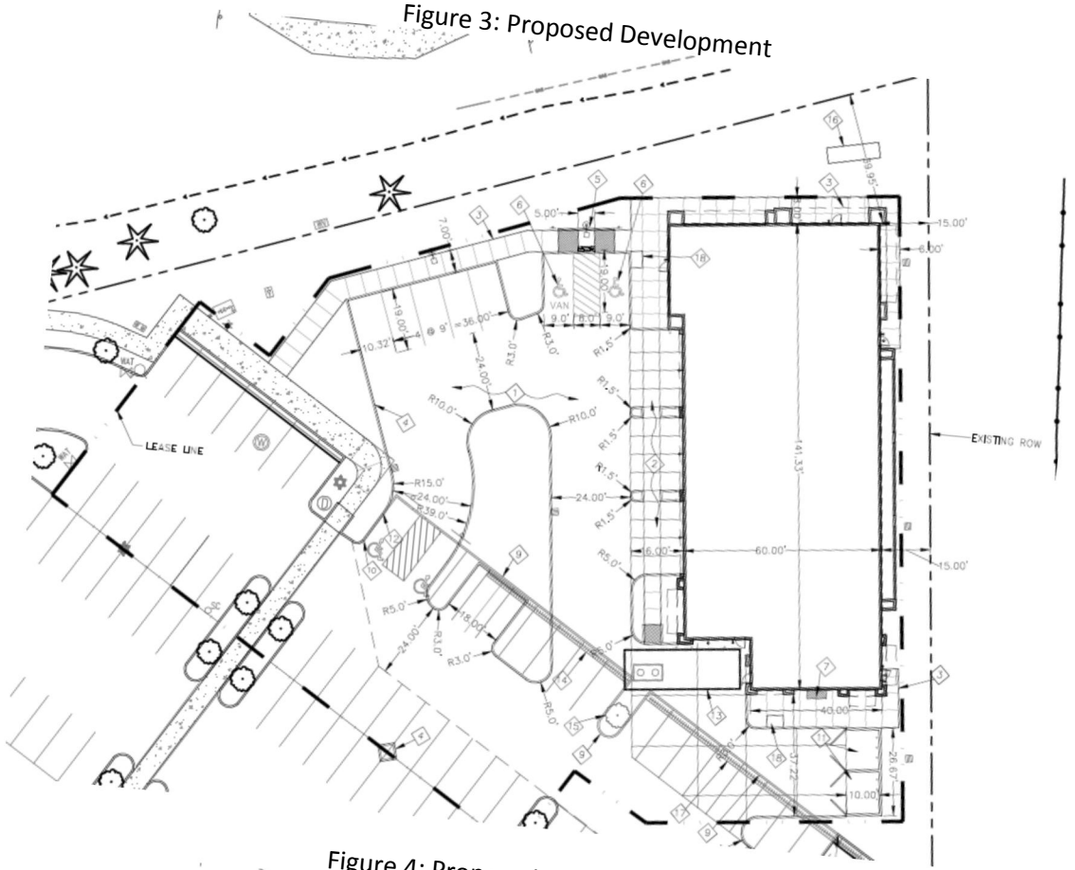


Figure 4: Proposed Landscaping

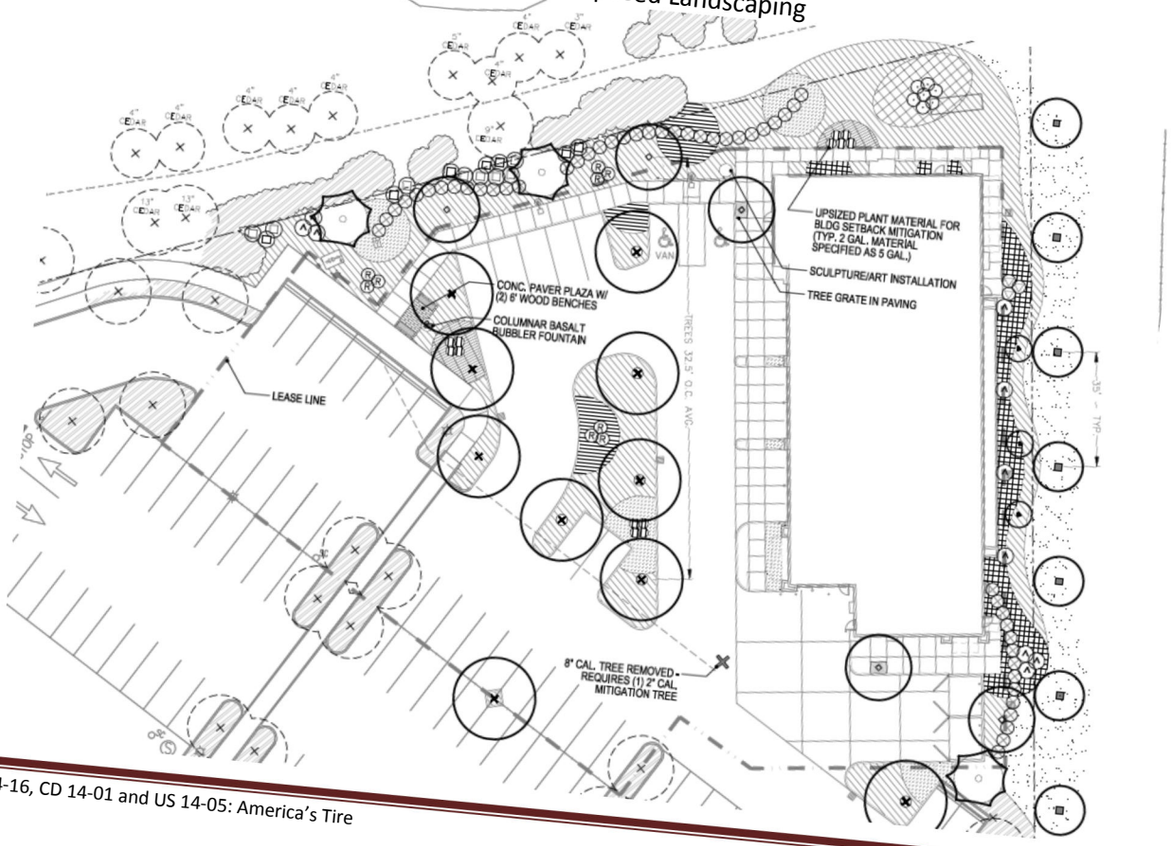


Figure 5: Proposed Building Elevations

Figure 6: Proposed Building Profile

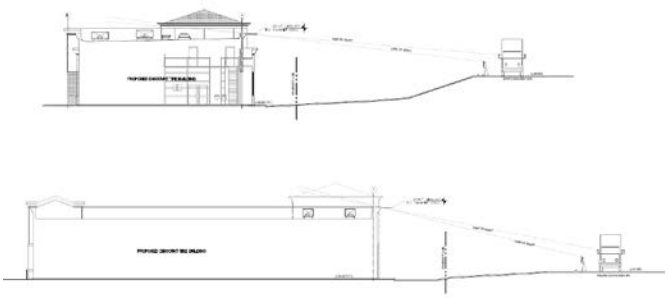


Figure 7: Materials Board

Figure 8: Proposed Building Floor Plans (First Floor)

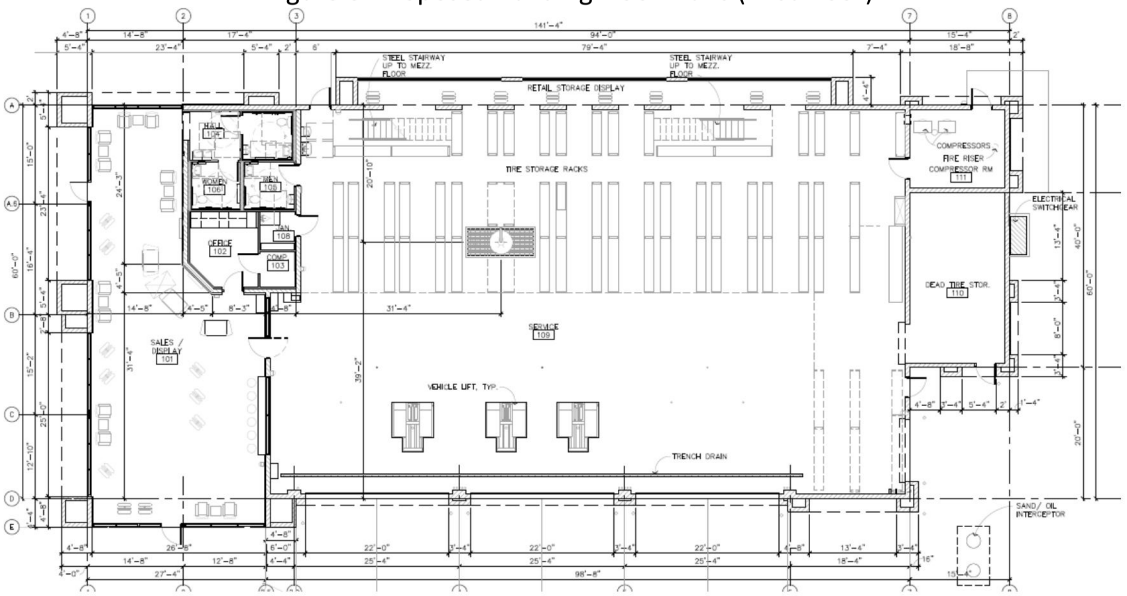
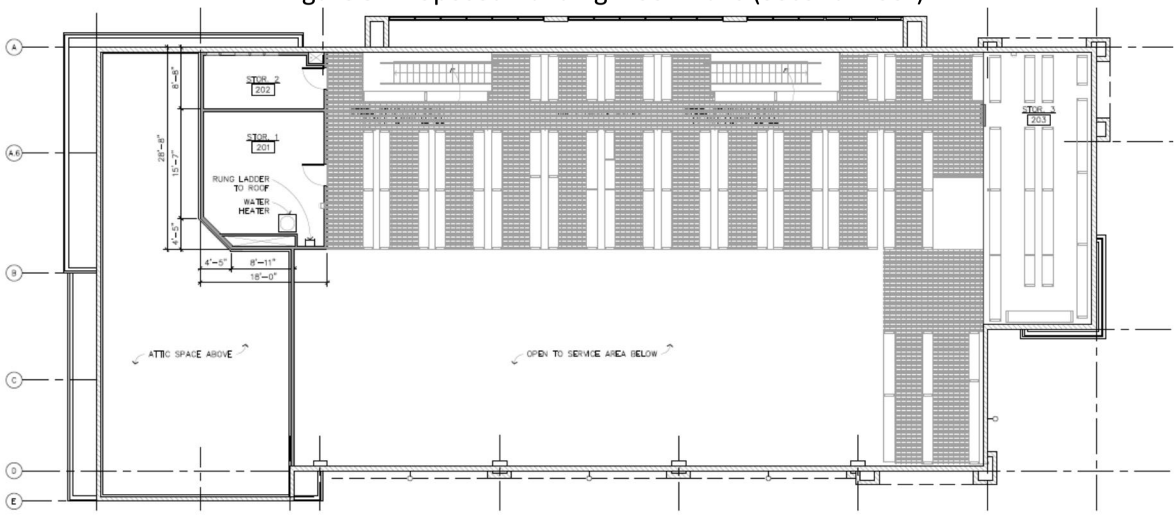


Figure 9: Proposed Building Floor Plans (Second Floor)



B. Overlay District Zoning. The subject site is within the geologic hazard overlay, natural resource overlay district overlay and the flood management overlay districts.
C. Previous Approval. The subject site received approval for the Home Depot and two building pads in 1999 with file number SP 99-11. The approval was subsequently revised under file SP 99-11R (Exhibit 3). The revised site plan included an 117,064-square foot store; a 19,686-square foot garden center; two future building pads (pad "A" 15,000 square feet and pad "B" 5,000 square feet), and 615 parking spaces to accommodate the proposed Home Depot structure and future development on the two building pads. The applicant has proposed to construct a retail building on building pad "A".

II. DECISION CRITERIA:

The following sections of the Oregon City Municipal Code are applicable:

Chapter 12.04 – STREETS, SIDEWALKS AND PUBLIC PLACES
Chapter 12.08 – PUBLIC AND STREET TREES
Chapter 13.12 – STORMWATER MANAGEMENT
Chapter 15.48 – GRADING, FILLING AND EXCAVATING
Chapter 17.34 – MUD - MIXED-USE DOWNTOWN
Chapter 17.41 – TREE PROTECTION
Chapter 17.42- FLOOD MANAGEMENT OVERLAY DISTRICT
Chapter 17.44- GEOLOGIC HAZARDS
Chapter 17.49- NATURAL RESOURCE OVERLAY DISTRICT
Chapter 17.50 - ADMINISTRATION AND PROCEDURES
Chapter 17.52 - OFF-STREET PARKING AND LOADING
Chapter 17.54 – SUPPLEMENTAL ZONING REGULATIONS AND EXCEPTIONS
Chapter 17.58 – LAWFUL NONCONFORMING USES, STRUCTURES AND LOTS
Chapter 17.62 - SITE PLAN AND DESIGN REVIEW

III. SITE PLAN ANALYSIS AND FINDINGS:

CHAPTER 17.34 – MIXED USE DOWNTOWN DISTRICT

17.34.020 *Permitted uses.*

Finding: Complies as Proposed. A Code Interpretation/Similar Use request was submitted to verify that the proposed use is permitted within the Mixed Use Downtown District. The applicant has described the proposed use (Discount Tire, formally known as America's Tires) as a specialty retail store that sells tires and wheels. As an ancillary service, customers may elect to have typical services associated with the product purchased onsite such as installation, rotation or balancing. No other automotive services, such as repair or installation of brakes, transmission shocks or batteries, are performed. The store maintains regular business hours Monday – Friday from 8 am – 6 pm, Saturday 8 am – 5 pm and closed on Sunday. The store would receive two deliveries a week (occurring when the store is closed) and no outdoor storage would occur.

Specialty stores are identified as a permitted use within the Mixed Use Downtown District in OCMC 17.34.020.E. The applicant has identified the proposed use as a specialty store for the following reasons (text in italics indicates the applicant's statement):

- *First, America's Tire (which does not provide automotive repair services) is a retail establishment. Although "specialty store" is not defined in the OCMC, a retail store is defined as "a business establishment where goods are sold in small quantities to the ultimate consumer." OCMC*

17.04.1050. America's Tire sells generally not more than four tires at a time at retail prices; thus, it is properly understood as a retail use under the City's definition.

Independent support for characterizing the America's Tire as a retail use is the North American Industry Classification System (NAICS), which is the standard used by the Federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the US business economy. NAICS code 441320, defines "Tire Dealers" as "establishments primarily engaged in retailing new and/or used tires and tubes or retailing new tires in combination with automotive repair services". Emphasis added. The NAICS code recognizes that all tire dealers are retailers, but there are essentially two kinds of tire dealers -- ones like America's Tire that are exclusively retail stores, and ones like Les Schwab that perform automotive repair services in addition to being a retail store. Therefore, a tire dealer that does not perform general repairs, such as America's Tire, qualifies as a retail trade use, both under the OCMC and the NAICS code.

- *Second, the specialty store category of retail use is reserved for types of retail not otherwise defined by the OCMC. The MUD zone permits several specific types of uses—grocery stores, hardware and gift shops, bakeries, delicatessens, florists, and pharmacies—but does not include a definition of "specialty store," and the term is not defined anywhere else in the OCMC. Therefore, the "specialty store" category includes retail uses not otherwise specified in the zoning code. The OCMC does not specify a "tire store" as a permitted use in any zone, nor does it define the use. As a tire store is not otherwise specified or defined in the OCMC, the most appropriate use designation for a tire store is the more generalized "specialty store" use.*
  The Applicant recognizes that "motor vehicle and recreational vehicle repair/service" uses are prohibited in the MUD zone. OCMC 17.34.040. The code does not define this use category. The NAICS provides guidance, and defines "General Automotive Repair as "…establishments primarily engaged in providing (1) a wide range of mechanical and electrical repair and maintenance services for automotive vehicles, such as passenger cars, trucks, and vans, and all trailers or (2) engine repair and replacement." NAICS 811111. As noted above, America's Tire does not engage in any mechanical, electrical or engine repair or replacement. Its use is limited to selling tires and wheels, and the optional ancillary service of installing tires and wheels. America's Tire is not a motor vehicle repair/service use, and is therefore permitted in the MUD zone.
- *The proposed America's Tire Store is consistent with the intent of the MUD Zone.*
  The proposed America's Tire is consistent with the development characteristics desired in the MUD zone. Land uses in the MUD zone are characterized in OCMC 17.34.010 as follows:

  > *"[H]igh-volume establishments constructed at the human scale such as retail, service, office, multi-family residential, lodging or similar as defined by the community development director. […] The design standards for this sub-district require a continuous storefront façade featuring streetscape amenities to enhance the active and attractive pedestrian environment."*

  In addition to being a permissible "specialty store" use in the MUD zone, the proposed America's Tire store is consistent with the stated use and design objectives of the MUD zone. The provision above, by noting that "land uses are characterized by high volume establishments…as defined by the community development director," indicates that the uses permitted in the MUD zone are subject to interpretation. An interpretation that a tire store use is a permitted retail use in the MUD zone is consistent with the City's characterization of the MUD zone for the following reasons.

  The proposed America's Tire store is consistent with the urban design objectives for the MUD zone. Although the Site is not located within the Downtown Design District, the proposed America's Tire store is designed to convey a sense of pedestrian scale, street engagement, and multi-story appearance. As demonstrated by the included building elevations (Sheets A.2 and

A.4), the storefront will be pedestrian-friendly and function as a retail product display area, consistent with the design objectives of the MUD zone. The product display area includes several customer amenities and the gracious building façade is a two story design, with large expanses of windows and generous landscaping. It is therefore consistent with the design objectives for the portions of the MUD zone located outside of the Downtown Design District.

- *Additionally, the proposed America's Tire store will be consistent in terms of scale and use intensity with other nearby uses and development. An America's Tire store is complementary to, and supportive of, the established uses in the vicinity, including the nearby Home Depot, Metro transfer station, and gas station.*

The primary use of the site is retail sales. Motor vehicle and recreational vehicle repair, sales and incidental service is prohibited in OCMC 17.34.040.E and F. The proposed retail sales of tires and the ancillary service of installing the tires is not considered motor vehicle and recreational vehicle repair, sales and incidental service. The proposed use:

- Is similar in impacts as other retail specialty stores (business hours, no indoor or outdoor automobile storage),
- Does not include working on the engine or body of the automobile,
- Includes a relatively short length of time the car is being worked on, and
- A relatively small portion of the structure is dedicated to installation of the retail product.

Lastly, the design of the structure complies with the design standards for retail structures and may be transitioned to another permitted use in the future.

Staff concurs with the applicant's statement and that the applicant has proposed a permitted specialty retail use and ancillary related installation.

17.34.030 *Conditional uses.*
Finding: Not Applicable. A Code Interpretation/Similar Use request was submitted to verify that the proposed use is permitted within the Mixed Use Downtown District. Please refer to the analysis in chapter 17.34.020.

17.34.040 *Prohibited uses in the Mixed Use Downtown District.*
Finding: Not Applicable. A Code Interpretation/Similar Use request was submitted to verify that the proposed use is permitted within the Mixed Use Downtown District. Please refer to the analysis in chapter 17.34.020.

17.34.060 *Mixed-use downtown dimensional standards—For properties located outside of the downtown design district.*
Finding: Applicable. The site is not within the downtown design district.

17.34.060.A. *Minimum lot area: None.*
Finding: Complies as Proposed. The applicant did not propose to alter the boundaries of the existing lot. The proposed development will occur within a lease area of a larger lot.

17.34.060.B. *Minimum floor area ratio: 0.30.*
Finding: Complies as Proposed. The proposed development would consist of an 11,582 square foot building within a 35,911 square foot lease area. The structure will have a FAR of approximately 0.323 (11,582/35,911=0.323), in excess of the minimum requirement.

17.34.060.C. *Minimum building height: Twenty-five feet or two stories except for accessory structures or buildings under one thousand square feet.*
Finding: Complies as Proposed. The proposed building height is a two-story structure with attic space and second story windows as indicated on the submitted floor plans. A majority of the structure is 26 feet in height to the top of the parapet while a portion of the structure extends up to 35 feet in height.

17.34.060.D. *Maximum building height: Seventy-five feet, except for the following locations where the maximum building height shall be forty-five feet:*

1. Properties between Main Street and McLoughlin Boulevard and 11th and 16th streets;
2. Property within five hundred feet of the End of the Oregon Trail Center property; and
3. Property within one hundred feet of single-family detached or detached units.

Finding: Complies as Proposed. The proposed building height is a two-story structure. A majority of the structure is 26 feet in height to the top of the parapet while a portion of the structure extends up to 35 feet in height.

17.34.060.E. *Minimum required setbacks, if not abutting a residential zone: None.*
Finding: Complies as Proposed. The site does not abut a residential zone.

17.34.060.F. *Minimum required interior side yard and rear yard setback if abutting a residential zone: Fifteen feet, plus one additional foot in yard setback for every two feet in height over thirty-five feet.*
Finding: Not Applicable. The site does not abut a residential zone and thus no minimum setbacks are required.

17.34.060.G. *Maximum Allowed Setbacks*
1. Front yard: Twenty feet provided the site plan and design review requirements of Section 17.62.055 are met.
2. Interior side yard: No maximum.
3. Corner side yard abutting street: Twenty feet provided the site plan and design review requirements of Section 17.62.055 are met.
4. Rear yard: No maximum.
5. Rear yard abutting street: Twenty feet provided the site plan and design review requirements of Section 17.62.055 are met.
Finding: Complies as Proposed. See also findings under OCMC 17.62.055. The subject site consists of a lease area at the corner of Prairie Schooner Way and Highway 213 within a much larger lot. Due to the configuration of the site and the location of the lease area, the applicant shall comply with the maximum setbacks for the front yard setbacks as well as the corner yard setback. Per OCMC 17.62.055.C.5 and OCMC 17.62.055.D.1, the proposed structure is required to be a maximum of 5 feet from the Prairie Schooner Way/Washington Street frontage as well as the Highway 213 frontage, unless a larger setback is approved in OCMC 17.62.055. The applicant proposed mitigation in the form of pedestrian site amenities under OCMC 17.62.055.D to allow the structure to be placed further from the property line.

17.34.060.H. *Maximum site coverage including the building and parking lot: Ninety percent.*
Finding: Complies as Proposed. The applicant indicated that 30,263 square feet or 64 percent of the 35,911 lease area would be covered with the building and associated parking lot.

17.34.060.I. *Minimum landscape requirement (including parking lot): Ten percent.*

Finding: Complies as Proposed. The development proposal includes installation of 15.7% landscaping consisting of 5,648 square feet of landscaping within the 35,911 square foot lease area (5,648/35,911=0.157), exceeding the minimum requirement.

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.
Finding: Complies as Proposed. The subject site is located at the corner of Prairie Schooner Way and Highway 213. OCMC 17.62.055.D.3 requires the primary entranceway face the major street, which is Highway 213. The purpose of the criteria is to create a pedestrian oriented environment by allowing easy access from locations where pedestrians are likely to be walking from and to create an environment where the buildings are more inviting along major roadways. The applicant has proposed to place the primary entranceway on the northern façade of the structure facing Prairie Schooner Way. The topography adjacent to Prairie Schooner Way is much flatter than that of Highway 213, making the site more visibly accessible. In addition the Prairie Schooner Way frontage is designed with sidewalks and landscaping to accommodate pedestrians, a design which Highway 213 is not anticipated to have. The modification will create an environment which is consistent with the purpose of the standard.

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.
Finding: Applicable. The applicant proposed to construct a specialty retail building and an associated parking lot. The development is subject to compliance with Site Plan and Design Review.

17.62.035 *Minor Site Plan and Design Review.*
Finding: Not Applicable. A new structure and associated parking lot exceed the threshold for Minor Site Plan and Design Review.

17.62.040 *Plans Required.*
Finding: Complies as Proposed. The application was reviewed and determined to be complete.

17.62.050 *Standards.*

A. All development shall comply with the following standards:

17.62.050.A.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.*
Finding: Complies as Proposed. The development proposal includes installation of 15.7% landscaping consisting of 5,648 square feet of landscaping within the 35,911 square foot lease area (5,648/35,911=0.157), exceeding the minimum requirement. The applicant indicated that there is no nuisance vegetation on the lease area.

17.62.050.A.1.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 right-of-way 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).*
Finding: Not Applicable. The applicant did not request this reduction.

17.62.050.A.1.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.*
Finding: Please refer to the analysis in chapter 17.49 of this report.

17.62.050.A.1.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.*
Finding: Complies with Condition. The applicant submitted a landscaping plan prepared by Michael O'Brien, registered landscape architect, which includes a variety of trees, shrubs and groundcover. The applicant indicated that that within three years the landscaping will cover one hundred percent of the landscape area.

The applicant did not identify that 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. Prior to issuance of a building permit associated with the proposed development the applicant shall submit documentation demonstrating that 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. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 19.**

17.62.050.A.1.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.*
Finding: Not Applicable. The site is not within the Downtown Design District.

17.62.050.A.1.e. *Landscaping shall be visible from public thoroughfares to the extent practicable.*

Finding: Complies as Proposed. The proposed landscaping is located adjacent to or visible from the right-of-way.

17.62.050.A.1.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.*
Finding: Not Applicable. Per 17.34.060.I parking lot landscaping may be counted in the landscaping percentage.

17.62.050.A.2. *Vehicular Access and Connectivity*
17.62.050.A.2.a *Parking areas shall be located behind buildings, below buildings, or on one or both sides of buildings.*
Finding: Complies as Proposed. The parking lot is located behind the most architecturally significant façade of the structure (west facade) and adjacent to or behind the main entranceway (northern façade).

17.62.050.A.2.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.*
Finding: Not Applicable. The applicant has not proposed to alter the ingress egress to the public right-of-way. The proposed development will be accessible through an existing parking lot.

17.62.050.A.2.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.*
Finding: Complies with Condition. The subject site is constrained by ODOT right-of-way of Highway 213, Prairie Schooner Way and the adjacent existing development. Adequate permanent provisions for access to off-street parking are already constructed. Due to the configuration and existing development on the site, an alley is not required.

The proposed development is proposed within a lease area of a larger property and vehicular access to the site is obtained thought the larger site. Prior to issuance of the certificate of occupancy associated with the proposed development the applicant shall submit a copy of a recorded public access and utility easement for the 80-foot section extending along the western portion of the property which is constructed with a street section, planter strip, sidewalk and utility strip. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Conditions of Approval 19.**

17.62.050.A.2.d *Sites abutting an alley shall be required to gain vehicular access from the alley unless deemed impracticable by the Community Development Director.*
Finding: Not Applicable. The subject site does not abut an alley.

17.62.050.A.2.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*
Finding: Not Applicable. The proposed development will be accessed through an existing parking lot.

No new driveways are proposed or required.

17.62.050.A.2.f *Driveways that are at least 24 feet wide shall align with existing or planned streets on adjacent sites.*
Finding: Not Applicable. The proposed development will be accessed through an existing parking lot. No new driveways are proposed or required.

17.62.050.A.2.g *Development shall be required to provide existing or future connections to adjacent sites through the use of a vehicular and pedestrian access easements where applicable. Such easements shall be required in addition to applicable street dedications as required in Chapter 12.04.*
Finding: Complies with Condition. The proposed development is proposed within a lease area of a larger property. The larger property was partially developed and the lease area was created with Planning file SP 99-11R. Vehicular access to the lease area may only occur by traveling through the larger site.

When the larger site was developed with the Home Depot and the lease area was created, an 80-foot wide public access and utility easement and associated improvements were required along the west property line of the larger site in order to comply with the Transportation System Plan and provide access through the larger subject site to the adjoining property. Though the associated improvements were completed, staff could not verify that the easement was recorded. The need for the connection and the designation of the road within the Transportation System Plan remains. Due to the nature of the site on a landfill, an easement is required rather than dedication of public right-of-way. Prior to issuance of the certificate of occupancy associated with the proposed development the applicant shall submit a copy of a recorded public access and utility easement for the 80-foot section extending along the western portion of the property which is constructed with a street section, planter strip, sidewalk and utility strip. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Condition of Approval 20.**

17.62.050.A.2.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.*
Finding: Please refer to the analysis in 17.62.050.A.2.g.

17.62.050.A.2.i *Vehicular and pedestrian easements shall allow for public access and shall comply with all applicable pedestrian access requirements.*
Finding: Please refer to the analysis in 17.62.050.A.2.g.

17.62.050.A.2.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.*
Finding: Not Applicable. The development proposal does not include and is not required to have any new streets onsite.

17.62.050.A.2.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.*
Finding: Please refer to the analysis in 17.62.050.A.2.g.

17.62.050.A.2.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.
Finding: Not Applicable. The proposed development does not include a parking garage.

17.62.050.A.2.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.*
Finding: Not Applicable. The proposed development does not include an above ground parking garage.

17.62.050.A.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.
Finding: Complies as Proposed. The applicant proposed to construct a building which, with the attached conditions of approval, will comply with the design and building material standards for commercial and retail buildings in Oregon City.

17.62.050.A.4*. Grading shall be in accordance with the requirements of Chapter 15.48 and the public works stormwater and grading design standards.*
Finding: Please refer to the analysis within this report.

17.62.050.A.5*. Development subject to the requirements of the Geologic Hazard Overlay district shall comply with the requirements of that district.*
Finding: Please refer to the analysis in Chapter 17.44 of this report.

17.62.050.A.6*. Drainage shall be provided in accordance with city's drainage master plan, Chapter 13.12, and the public works stormwater and grading design standards.*
Finding: Please refer to the analysis in Chapter 13.12 of this report.

17.62.050.A.7*. Parking, including carpool, vanpool and bicycle parking, shall comply with city off-street parking standards, Chapter 17.52.*
Finding: Please refer to the analysis in Chapter 17.52 of this report.

17.62.050.A.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.*
Finding: Please refer to the analysis in Chapter 12.04 of this report.

17.62.050.A.9*. A well-marked, continuous and protected on-site pedestrian circulation system meeting the following standards shall be provided:*
17.62.050.A.9.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.*
Finding: Complies as Proposed. The proposed development includes construction of a sidewalk which connects to the main entrance of the Home Depot onsite as well as the adjacent Prairie Schooner Way.

17.62.050.A.9.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.*
Finding: Complies as Proposed. The proposed development includes construction of a sidewalk which connects to the main entrance of the Home Depot onsite.

17.62.050.A.9.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.*
Finding: Not Applicable. The applicant did not propose to install elevated external stairways.

17.62.050.A.9.e *The pedestrian circulation system shall connect the main entrances of adjacent buildings on the same site.*
Finding: Complies as Proposed. The proposed development includes construction of a sidewalk which connects to the primary entrance of the proposed retail building with the main entrance of the Home Depot onsite.

17.62.050.A.9.f *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.*
Finding: Please refer to the analysis in 17.62.050.A.2.g.

17.62.050.A.9.g *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.

Finding: Complies as Proposed. The applicant propose to install walkways, approximately 7 feet in width which line the side of the parking lot and cross a drive aisle. The sidewalk will be constructed of visually contrasting concrete and raised when adjacent to the parking lot. When crossing the drive aisle, the pedestrian accessway is distinguishable with visually contrasting concrete .

17.62.050.A.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.*

Finding: Complies as Proposed. The applicant indicated continued maintenance of the site.

17.62.050.A.11*. Site planning shall conform to the requirements of OCMC Chapter 17.41 Tree Protection*

Finding: Please refer to the analysis in Chapter 17.41 of this report.

17.62.050.A.12*. Development shall be planned, designed, constructed and maintained to protect water resources and habitat conservation areas in accordance with the requirements of the city's Natural Resources Overlay District, Chapter 17.49, as applicable.*

Finding: Please refer to the analysis in Chapter 17.49 of the Oregon City Municipal Code.

17.62.050.A.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.*

Finding: Complies with Condition. The applicant indicated:

> *America's Tire only sell and service tires and wheels. They do not perform any mechanical work such as brakes, shocks or batteries which would impact the air and water quality, or produce odor, heat, glare, noise or vibrations. They do not handle any hazardous wastes such as oil or antifreeze. All of the work is performed within the building in a safe, clean environment. There is no outdoor storage.*

Prior to issuance of a building permit associated with the proposed development, the applicant shall submit documentation demonstrating that 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. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 23.**

17.62.050.A.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.*
Finding: Complies with Conditions. Please see the analysis below.

Water
An existing 10-inch and 12-inch water main is located in Washington St. A 10-inch pipe enters the property at the intersections of the two driveways and Washington St and loops around the Home Depot building. The applicant has proposed connecting a new 6-inch fire service line to the existing 10 inch service main loop. The proposed connection is located near the northern edge of the existing parking lot within the Home Depot property lines. The existing 12-inch public water main and the exiting 10-inch main will most likely provide adequate capacity for the proposed service. The 6-inch fire service shall be constructed per City standards with backflow prevention assembly and vault.

The applicant shall provide a domestic water service line and water meter to be located within the property line. A backflow prevention assembly is required, complying with City standards.

The applicant also proposed construction of a new private 4-inch fire department connection approximately 50-feet from an existing fire hydrant on the private side of the 6-inch fires service. The applicant shall receive approval for the proposed project from the Clackamas County Fire District prior to construction plan approval associated with the proposed development.

Sewer
An existing public 8-inch sanitary sewer main is located in Washington St. An existing 8-inch sanitary sewer main also extends into the property with an existing private 6-inch lateral branching from a manhole near the location of the proposed development. The applicant proposed connecting a new 6-inch sanitary sewer service to an existing cleanout located at the end of that 6-inch service lateral. The existing 6-inch service lateral is located within the property line and just north of the existing parking lot. No pavement cuts within the right of way are required for the connection.

The applicant shall provide a 6-inch sanitary sewer lateral. The connection shall be made at the end of the existing 6-inch sanitary sewer and is located entirely within the property lines. The applicant shall provide an oil-water separator at the sanitary sewer connection to the service area. As the pipe will constructed over the landfill the design shall be submitted to the DEQ for review and approval prior to approval of the plans by the City. Since the proposed gravity sanitary sewer lateral is being constructed on a landfill site, differential settlement is expected. The sanitary sewer lateral shall be ductile iron with locking joints. The sanitary sewer lateral shall be video inspected each year to verify the pipe's grade and integrity. A copy of the tape shall be provided to the City for review, comment, and approval.

The existing sanitary sewer system most likely has capacity for the proposed development. No public sanitary sewer improvements are anticipated to be required.

The proposed onsite domestic water and fire services shall be adequately supported and restrained to accommodate installation in a landfill area where differential settlement is expected. The fire service line shall be constructed of ductile iron with locking joints; all angles and fittings shall be mechanically restrained. No thrust blocks will be allowed in the landfill area. The water line design shall be part of the design package submitted to the DEQ for review with regards to the impacts to the landfill. Prior to the engineering construction plan approval, the applicant shall provide 15 feet wide easements for all public water and sanitary sewer infrastructure on the property. The easement areas shall include all public utility facilities that were constructed as part of the Home Depot development and the proposed public facilities that are proposed to be constructed as part of the applicant's development on this property parcel. If the utility easements already exist, then the applicant shall provide copies of the recorded documents to the City.

The applicant is responsible for this project's compliance with Engineering Policy 00-01. The policy pertains to any land use decision requiring the applicant to provide any public improvements and includes a requirement to attend a pre-design meeting with the City.

Prior to final plat approval, the applicant shall sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water and/or street improvements in the future that benefit the Property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11.**

17.62.050.A.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 12.04 - Streets, Sidewalks and Public Places shall be sufficient to achieve right-of-way and improvement adequacy.*
Finding: Compliance with this criteria is implemented within the standards in chapter 12.04 of the Oregon City Municipal Code. Please refer to the analysis in chapter 12.04 of this report.

17.62.050.A.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.*
Finding: Not Applicable. The development proposal was transmitted to Tri-Met whom did not provide a comment on the application. No transit improvements are proposed or required from the City or Tri-Met.

17.62.050.A.17*. All utility lines shall be placed underground.*

Finding: Complies as Proposed. All new utilities will be placed underground.

17.62.050.A.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.*

Finding: Complies with Condition. The applicant indicated:

> *Both the site and building have been designed to accommodate required handicap access. The project will provide ADA parking stalls with required ramps. The sidewalk to the public right of way and around building is designed based on the current ADA requirements.*

The Building Division will review the proposal for compliance with applicable codes upon submission of a permit application. Prior to initiating development onsite, the applicant shall receive issuance/approval for any necessary permits onsite by the Oregon City Building Division. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Condition of Approval 13.**

17.62.050.A.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.*

Finding: Not Applicable. This project is not a residential development.

17.62.050.A.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.

Finding: Complies as Proposed. The applicant has proposed to install rooftop mechanical equipment which will be screened by parapets on the roof and landscaping on the ground.

17.62.050.A.20.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 80 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.*

Finding: Not Applicable. The applicant has not proposed to install wall mounted mechanical units.

17.62.050.A.20.c *Ground-mounted above-grade mechanical equipment shall be screened by ornamental fences, screening enclosures, trees, or shrubs that block at least 80 percent of the view. Placement and type of screening shall be determined by the Community Development Director.*
Finding: Not Applicable. The applicant has not proposed to install ground mounted mechanical units.

17.62.050.A.20.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.*
Finding: Not Applicable. The applicant proposed to install the mechanical equipment within the Site Plan and Design Review process.

17.62.050.A.20.e *This section shall not apply to the installation of solar energy panels, photovoltaic equipment or wind power generating equipment.*
Finding: Not Applicable. The applicant has not proposed to install solar energy panels, photovoltaic equipment or wind power generating equipment.

17.62.050.A.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 5 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.

Finding: Complies as Proposed. The applicant proposed to construct the building with split-faced CMU, brick veneer, and metal awnings. All of the materials proposed comply with the list of appropriate building materials identified within this chapter.

17.62.050.A.21.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 10 percent of the building façade
iii. Corrugated fiberglass.
iv. Chain link fencing (except for temporary purposes such as a construction site or as a
v. gate for a refuse enclosure).
vi. Crushed colored rock/crushed tumbled glass.
vii. Non-corrugated and highly reflective sheet metal.

Finding: Complies as Proposed. The applicant did not identify any prohibited materials on the plans or within the associated narrative.

17.62.050.A.21.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 façade 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 3 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 troweled 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.

Finding: Complies as Proposed. The proposed structure contains a split faced CMU block on all building elevations, but not as the dominate material. The applicant has additionally proposed EFIS beneath metal coping at the top of the structure.

17.62.050.A.22*. Conditions of Approval. The review authority may impose such conditions as it deems necessary to ensure compliance with these standards and other applicable review criteria, including standards set out in city overlay districts, the city's master plans, and city public works design standards. Such conditions shall apply as described in Sections 17.50.310, 17.50.320 and 17.50.330. The review authority may require a property owner to sign a waiver of remonstrance against the formation of and participation in a local improvement district where it deems such a waiver necessary to provide needed improvements reasonably related to the impacts created by the proposed development. To ensure compliance with this chapter, the review authority may require an applicant to sign or accept a legal and enforceable covenant, contract, dedication, easement, performance guarantee, or other document, which shall be approved in form by the city attorney.*

Finding: Complies with Conditions. As demonstrated within this report, the proposal will comply with the standards of the Oregon City Municipal Code with conditions.

The following items were conditions of the previous approval of the site with Planning file SP 99-11R and the City does not have documentation the items were complete:

<u>Condition of Approval #10:</u>

An 80-foot wide street access easement width is required along the property's west property line and along the proposed west entrance for a future arterial road, which connects Washington Street and Abernethy Road. The applicant shall provide an 80-foot wide street access easement along the westerly boundary of the subject 16.5-acre development site.

Analysis:

In addition to the previous conditions of approval, the aforementioned easement is a requirement of section 17.62.050.A.2 and 17.62.050.A.9. Prior to issuance of the certificate of occupancy associated with the proposed development the applicant shall submit a copy of a recorded public access and utility easement for the 80-foot section extending along the western portion of the property which is constructed with a street section, planter strip and sidewalk.

<u>Condition of Approval #32</u>

The applicant shall sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement.

Analysis:
In addition to the previous condition of approval, this section allows the review authority to require a property owner to sign a waiver of remonstrance against the formation of and participation in a local improvement district where it deems such a waiver necessary to provide needed improvements reasonably related to the impacts created by the proposed development. As the subject site is within the Mixed Use downtown District and within the Oregon City Regional Center, prior to issuance of a certificate of occupancy for the proposed development the property owner shall sign a waiver of remonstrance against the formation of and participation in a local improvement district.

Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Conditions of Approval 3 and 20.

17.62.055 Institutional and commercial building standards.
B. Applicability. In addition to Section 17.62.050 requirements, institutional and commercial buildings shall comply with design standards contained in this section.
Finding: Applies. The proposed retail structure requires compliance with this section.

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.
Finding: Complies as Proposed. As demonstrated within this report, the design of the structure, with the conditions of approval, will comply with the standards within the Oregon City Municipal Code. In addition, the applicant indicated that:

> *The building is designed with a tower element projecting from the main building wall and is considered the predominant architectural feature of the building. This tower faces the streets (Prairie Schooner Way and highway 213) and is provided with glazing and a metal awning. The building design also includes massing on the east and west elevations with full height storefront system.*

***17.62.055.C.2**. A standardized prototype or franchise design shall be modified if necessary to meet the provisions of this section.*
Finding: Complies with Conditions. The applicant indicated that "The building design and site layout have been substantially modified from the standard Discount Tire franchise design standards, as required by the Oregon City Code". As demonstrated within this report, the design complies with the standards of the Oregon City Municipal Code, with the conditions of approval. **Staff determined that it is likely and reasonable that the applicant can meet this standard through all Conditions of Approval.**

***17.62.055.C.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.*
Finding: Complies as Proposed. The applicant indicated that:

Both the Home Depot and proposed Discount Tire buildings have shared architectural characteristics which serve to unite the development of the site as a whole. The proposed Discount Tire building is designed with a tower element and architectural massing on the east and west facades complimenting the adjacent Home Depot building.
This tower which is the predominant feature of the building design is provided with brick columns, metal awnings and storefront glazing as well as clerestory windows. The south elevation is also designed with architectural massing to provide consistency in building design for the proposed structure.

17.62.055.C.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.*
Finding: Complies as Proposed. The maximum corner setback for properties within the Mixed Use Downtown District but outside of the Downtown Design District in OCMC 17.34.060.G.3 is 20 feet provided the site plan and design review requirements of 17.62.055 are met. However, OCMC 17.62.055.C.5 identifies a maximum of a 5 foot setback, unless a greater setback is accepted under the provisions of 17.62.055(D). As the most restrictive standard, and in order to comply with the Site Plan and Design Review requirements in OCMC 17.62.055, the maximum corner setback is identified as 5 feet.

17.62.055.C.5 *On sites with 100 feet or more of frontage at least 60 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 17.62.055(D). For sites with less than 100 feet of street frontage, at least 50 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 17.62.055(D),*
Finding: Complies as Proposed. The proposed structure is located adjacent to both the Highway 213 and Prairie Schooner Way. The frontage parallel to the lease area exceeds 100 feet on both frontages, requiring a 5 foot maximum setback unless a greater setback is approved in OCMC 17.62.055.D. The subject site was developed prior to adoption of this standard and there are no structures within 5 feet of the Prairie Schooner Way or Highway 213 frontage and a greater maximum setback was not previously approved per OCMC 17.62.055.D.

As the site does not comply with this standards, the proposed structure is required to be within 5 feet from the Prairie Schooner Way and Highway 213 frontage unless a greater setback is approved in 17.62.055.D. The applicant proposed mitigation within OCMC 17.62.055.D to allow the structure to be placed further from the property line.

17.62.055.D.1 *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 5 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 20 square feet of landscaping or planter boxes for each tenant façade fronting on the activity area
g. Outdoor cafe

h. Enhanced landscaping or additional landscaping.

i. Other elements, as approved by the Community Development Director, that can meet the intent of this section.

Finding: Complies with Condition. Per OCMC 17.62.055.C.5, the proposed structure is required to be a maximum of 5 feet from the Prairie Schooner Way and the Highway 213 frontage, unless a greater setback is approved within this criterion. This criterion additionally requires the building to be a maximum of 5 feet from Prairie Schooner Way, unless a greater setback is approved under this standard.

- Prairie Schooner Way/Washington Street frontage- Due to the topography adjacent to the building as well as an existing sign, the structure is located up to 39.95 feet from the frontage. Seven (7) mitigating elements from this section between the structure and the Prairie Schooner Way property line are required. The applicant proposed to install some of the mitigation to the west of the structure, adjacent to the right-of-way. The location of the mitigation provide superior access for pedestrians as it is physically closer to the adjacent sidewalks on Prairie Schooner Way and more appropriate for the site given the topography and angle of the right-of-way. The proposal included the following mitigation:
    1. 17.62.055.D.1.a- Two 6-foot long wood benches located within a plaza as shown on sheet L1.0.
    2. 17.62.055.D.1.b- Enhanced concrete. The concrete, as shown on page C0.1 and L1.0, extends along the length of the north side of the structure as well as pavers within the plaza.
    3. 17.62.055.D.1.c.- Pedestrian scale lighting along western sidewalk and within the plaza. However, the pedestrian scale lighting was not identified on the plans submitted. Prior to issuance of a grading or building permit associated with the proposed development the applicant shall submit revised plans demonstrating pedestrian scale lighting along western sidewalk and within the plaza.
    4. 17.62.055.D.1.d- The applicant proposed to install sculpture/art near the southwest corner of the building as shown on sheet L 1.0.
    5. 17.62.055.D.1.e- The applicant proposed to install a columnar rock fountain within a plaza as shown on sheet L 1.0. Example fountain designs were provided in the application.
    6. 17.62.055.D.1.f- The applicant proposed to install 20 square feet of landscaping adjacent to the building as shown on the supplemental information provided by the applicant.
    7. 17.62.055.D.1.h- Enhanced and additional landscaping along the north side of the building. The landscaping, as identified on sheet L1.0, includes groundcover and shrubs between the building and the street, where no landscaping is proposed. Some of the shrubs are a minimum of 5 gallons when most shrubs are generally 2 gallons upon planting.

  The applicant provided 7 of the 7 required elements.
- Highway 213 frontage- The structure is located up to 15 feet from the frontage, requiring 2 elements from this section between the structure and the Highway 213 property line. The proposal included the following mitigation:
    1. 17.62.055.D.1.b- Enhanced concrete. The concrete, shown on sheet C0.1 and L1.0 extends 60 feet along the north side of the structure.
    2. 17.62.055.D.1.h- Enhanced and additional landscaping along the west side of the building. The landscaping, shown on sheet L1.0 extends along a majority of the length of the lease area between the structure and Highway 213.

  The applicant provided 2 of the 2 required elements.

Prior to issuance of building permits associated with the proposed the applicant shall submit a revised photometric demonstrating compliance with the luminosity standards in Chapter 17.62.065 of the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 25.**

17.62.055.D.2 *The front most architecturally significant façade 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.*
Finding: Complies as Proposed. The east elevation is the longest building façade and contains more architectural details than all other frontages and is thus considered the most architecturally significant façade. The east elevation is oriented toward Highway 213 frontage and a portion of the façade is accessible by a pedestrian accessway which is connected to the public sidewalk on the Prairie Schooner Way frontage.

The primary entranceway is located on the northern portion of the building and faces Prairie Schooner Way. Due to the changes in elevation of the site, the Prairie Schooner Way frontage is more visible and physically accessible from the right-of-way than Highway 213. The entranceway is clearly defined with a metal awning, an increase in the building height, a gabled roof and is easily accessed from the public right-of-way.

17.62.055.D.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 Section17.62.055.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.
Finding: Complies as Proposed. The subject site is located at the corner of Prairie Schooner Way and Highway 213. OCMC 17.62.055.D.3 requires the primary entranceway face the major street, which is Highway 213. The purpose of the criteria is to make a better pedestrian oriented environment by allowing easy access from locations where pedestrians are likely to be walking from and to create an environment where the buildings are more inviting along major roadways. The applicant has proposed to place the primary entranceway on the northern façade of the structure facing Prairie Schooner Way. The topography adjacent to Prairie Schooner Way is much flatter than that of Highway 213, making the site more visibly accessible. In addition the Prairie Schooner Way frontage is designed with sidewalks

and landscaping to accommodate pedestrians, a design which Highway 213 is never anticipated to have. The modification was approved in OCMC 17.62.015 of this report.

The primary entranceway is clearly defined by the following:

1. 17.62.055.D.3.a- A metal canopy is located over the entranceway.
2. 17.62.055.D.3.c- The building has elements which project 2 feet from the structure near the entranceway.
3. 17.62.055.D.3.f- The roof is gabled over the entranceway.
4. 17.62.055.D.3.j- Architectural detailing such as second story windows and multiple building materials are located on the northern façade.

The entranceway is setback greater than 5 feet and thus the applicant is required to install mitigation elements per OCMC 17.62.055.D.1.

17.62.055.d.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.*
Finding: Not Applicable. Though there is another retail store on the subject site, the applicant has proposed to construct a standalone single-tenant space.

17.62.055.D.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.*
Finding: Not Applicable. The applicant did not propose to project into the setback.

17.62.055.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 25 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 25 feet of the corner of the building.
2. Chamfer the corner of the building (i.e. cut the corner at a 45-degree angle and a minimum of 10 feet from the corner) and incorporate extended weather protection (arcade or awning), special paving materials, street furnishings, or plantings in the chamfered area.
Finding: Complies as Proposed. The primary entranceway faces Prairie Schooner Way and is within 25 feet of the corner of the building. In addition, the building design includes predominant architectural elements as required in OCMC 17.62.055.E.1 including an increase in building height and a gabled roof.

17.62.055.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 14 feet floor to floor Where appropriate, the exterior façade 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.
Finding: Complies as Proposed. The floor to floor height in the proposed structure is 14 feet.

17.62.055.G.1 *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.

Finding: Complies with Conditions. The proposed development, with the conditions of approval will provide adequate massing to avoid a single, large dominant building mass. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with all of the Conditions of Approval.**

17.62.055.G.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.*
Finding: Complies as Proposed. The tallest portion of the structure is measured at the front entranceway (on the north, west and east facades) and is 32.5 feet in height. With a height to width ratio of 3:1, every 97.5 feet there must be a substantial variation in massing that includes a change in height and projecting or recessed elements.

- North Façade- The face length is 68.25 feet, less than 97.5 feet. This standard is not applicable.
- East Façade- The façade length is 141.33 feet and thus a substantial variation in massing that includes a change in height and projecting or recessed elements is required. The proposed structure includes increased building heights on the northern and southern portions of the structure and substantial projecting or recessed elements on the west façade.
- South Façade- The face length is 68.25 feet, less than 97.5 feet. This standard is not applicable.
- West Façade- The façade length is 141.33 feet and thus a substantial variation in massing that includes a change in height and projecting or recessed elements is required. The proposed structure includes increased building heights on the northern and southern portions of the structure and substantial projecting or recessed elements on the west façade.

17.62.055.G.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.*
Finding: Complies as Proposed. The significant changes to mass are related to the interior space.

17.62.055.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.
Finding: Complies as Proposed. Each façade of the structure contains a variety of elements to visually defuse the massing of the structure including changes in texture, pattern, color and windows at intervals of less than 30 feet.

- North Façade- The 68.25 foot long façade contains a change in plane of up to 4.25 feet, windows, a change in color, and a change in building materials at intervals greater than 30 feet.
- East Façade- The 141'-4" long façade contains a change in plane of up to 4'-4", windows, a change in color, and a change in building materials at intervals greater than 30 feet.
- South Façade- The 68.25 foot long façade contains a change in plane of up to 17 feet, windows, a change in color, and a change in building materials at intervals greater than 30 feet.
- West Façade- The 141'-4" long façade contains a change in plane of up to 24 feet, windows, a change in color, and a change in building materials at intervals greater than 30 feet.

17.62.055.H.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.*
Finding: Complies as Proposed. The east and the west elevations are 141'-4" in length while the north and south elevations are 68.25 feet in width. The projections or recesses are required to extend 20% of the length of the structure or 28' 4" (141.33*.2=28' 4") and be a depth of 3% or 4' 3" (141.33*.03=4' 3"). The east façade contains projections of 4'-4" for a length of 79'-4" and the west façade contains a 4'-8" projection extending 27'-4" and a 20' recess extending 15'-4".

17.62.055.H.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.*
Finding: Complies as Proposed. The north and east elevations face the street and thus are required to have arcades, display windows, entry areas, awnings or other such features along no less than sixty percent of their horizontal length.

- North- The north façade faces the street and thus is required to have 60% transparency at pedestrian level. The applicant has proposed 68.9% transparency (47/68.25=68.9%), in excess of the minimum requirement. The applicant did not identify any windows which would be opaque on this façade.
- East- The east façade faces a street and thus is required to have 60% transparency at pedestrian level. The applicant has proposed 63.2% transparency (89.3/141.33=63.2%), in excess of the minimum requirement. Of the windows proposed 10% or 9 feet is proposed to be opaque.

17.62.055.H.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.
Finding: Complies as Proposed. All facades contain a repeating pattern of color changes, texture changes and material changes.

17.62.055.H.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.*
Finding: Complies as Proposed. Each façade contains projections of up to 2 feet.

17.62.055.H.6 *Facades shall have at least one of elements subsections (H) 4 or 5 of this section repeat horizontally. All elements shall repeat at intervals of no more than thirty feet, either horizontally or vertically.*
Finding: Complies as Proposed. Each façade of the structure contains windows and changes to the material of the structure which repeat horizontally.

17.62.055.I*. Façade Transparency.*
1. Transparent windows or doors facing the street are required. The main front elevation shall provide at least sixty percent (60%) windows or transparency at the pedestrian level. Facades on corner lots shall provide at least sixty percent (60%) windows or transparency on all corner-side façades. All other side elevations shall provide at least thirty percent (30%) transparency. The transparency is measured in lineal fashion. For example, a one-hundred-foot long building elevation shall have at least sixty feet (60% of 100 feet) of transparency in length. Reflective, glazed, mirrored or tinted glass is limited to ten percent (10%) of the lineal footage of windows on the street facing façade. Highly reflective or glare-producing

glass with a reflective factor of .25 or greater is prohibited on all building facades. Any glazing materials shall have a maximum fifteen (15) percent outside visual light reflectivity value. No exception shall be made for reflective glass styles that appear transparent when internally illuminated.
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 20 feet of a Right of Way shall be utilized as display windows with a minimum display depth of 36 inches.
Finding: Complies as Proposed. The calculations for transparency are provided below.

- North- The north façade faces the street and thus is required to have 60% transparency at pedestrian level. The applicant has proposed 68.9% transparency (47/68.25=68.9%), in excess of the minimum requirement. The applicant did not identify any windows which would be opaque on this façade.
- East- The east façade faces a street and thus is required to have 60% transparency at pedestrian level. The applicant has proposed 63.2% transparency (89.3/141.33=63.2%), in excess of the minimum requirement. Of the windows proposed 10% or 9 feet is proposed to be opaque.
- South-The south faced is considered the rear of the site and thus does not have a minimum transparency requirement. The applicant has proposed 23.4% transparency (16/68.25=23.4%), in excess of the 0% requirement.
- West- The west façade is identified as a side elevation and thus is required to have 30% transparency at pedestrian level. The applicant has proposed 65.6.5% transparency (92.66/141.33=65.6%), in excess of the minimum requirement.

***17.62.055.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.
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 75 feet.
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 40 feet in width (measured horizontally).
Finding: Complies as Proposed. The building design incorporates EFIS cornices as well as sloping roofs. The subject site is not a mixed use building.

***17.62.055.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.
Finding: Not Applicable. No drive through is proposed.

17.62.056 - Additional standards for large retail establishments.
A. This section is intended to ensure that large retail building development is compatible with its surrounding area.

B. Large retail establishment shall mean a retail building occupying more than ten thousand gross square feet of floor area.
C. In addition to Sections 17.62.050 and 17.62.055 requirements, large retail buildings shall comply with design standards contained in this section.
Finding: Applicable. The applicant proposed to construct an 11,582 square foot structure. Compliance with this section is applicable.

D. Development Standards.
17.62.056.D.1. *Roofs. Roofs shall include at least two of the following features:*
a. Parapets concealing flat roofs and rooftop equipment from public view. The average height of such parapets shall not exceed fifteen percent of the height of the supporting wall and such parapets shall not at any point exceed one-third of the height of the supporting wall. Such parapets shall feature three-dimensional cornice treatment;
b. Overhanging eaves, extending no less than three feet past the supporting walls;
c. Sloping roofs that do not exceed the average height of the supporting walls, with an average slope greater than or equal to one foot of vertical rise for every three feet of horizontal run and less than or equal to one foot of vertical rise for every one foot of horizontal run;
d. Three or more roof slope planes.
Finding: Complies with Condition. The proposed development includes a variety of roof features such as a roof plane with four slope planes on the northern and southern side of the structure and parapets with a cornice. The applicant provided the total wall heights of 22' 8" (or 22.66') and the average parapet height (3'-4'). The tallest height of the parapet was not provided. This section identifies that parapets shall not average more than 15% of parapet wall height or 3.399 feet (22.66*0.15=3.399 feet). Prior to issuance of building permits associated with the proposed development the applicant shall submit documentation demonstrating that the average height of such parapets shall not exceed fifteen percent of the height of the supporting wall and such parapets shall not at any point exceed one-third of the height of the supporting wall. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 24.**

17.62.056.D.2. *Site Design and Relationship to Surrounding Community. Retail buildings occupying more than twenty-five thousand gross square feet of floor area shall contribute to the establishment or enhancement of community and public spaces by providing at least two of the following:*
a. Patio/seating area;
b. Pedestrian plaza with benches;
c. Transportation center;
d. Window shopping walkway;
e. Outdoor playground area;
f. Kiosk area, water feature;
g. Clock tower;
h. Or other such deliberately shaped area and/or a focal feature or amenity that, in the judgment of the appropriate decision maker, adequately enhances such community and public spaces. Any such areas shall have direct access to the public sidewalk network and such features shall not be constructed of materials that are inferior to the principle materials of the building and landscape.
Finding: Not Applicable. The proposed retail building is approximately 11,582 square feet and thus not subject to this standard.

***17.62.065** Outdoor Lighting*
***17.62.065.B** Applicability.*

Finding: Applicable. The applicant proposed to install exterior lighting with this proposed development. The development is subject to the standards in OCMC 17.62.065.

17.62.065.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.*
Finding: Please refer to the analysis under OCMC 17.62.065.D within this report.

17.62.065.D *Design and Illumination Standards.*
General Outdoor Lighting Standard and Glare Prohibition.
17.62.065 .D.1 *Outdoor lighting, if provided, shall be provided in a manner that enhances security, is appropriate for the use, avoids adverse impacts on surrounding properties, and the night sky through appropriate shielding as defined in this section. Glare shall not cause illumination on other properties in excess of a measurement of 0.5 footcandles of light as measured at the property line. In no case shall exterior lighting add more than 0.5 footcandle to illumination levels at any point off-site. Exterior lighting is not required except for purposes of public safety. However, if installed, all exterior lighting shall meet the following design standards:*
Finding: Complies as Proposed. The applicant submitted a photometric plan (sheet ES1.0) which displayed the luminosity at the property lines. The site is adjacent to the street right-of-way and by policy, lighting may exceed 0.5 foot-candles in the right-of-way, provided it does not exceed 0.5 foot-candles on any nearby property. The photometric plan complies with this standard.

17.62.065 .D.2 *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. All fixtures shall utilize one of the following bulb types: metal halide, induction lamp, compact fluorescent, incandescent (including tungsten-halogen), or high pressure sodium with a color rendering index above seventy.*
Finding: Complies as Proposed. The applicant proposed to install a variety of lighting types on the site. All fixtures have full cut off shields to prevent light pollution.

17.62.065 .D.3 *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.*
Finding: Not Applicable. The applicant did not propose multi-family residential development.

17.62.065 .D.4 *Lighting levels:*
Table 1-17.62.065. Foot-candle Levels

Location	*Min*	*Max*	*Avg*
Pedestrian Walkways	*0.5*	*7:1 max/min ratio*	*1.5*
Pedestrian Walkways in Parking Lots		*10:1 max/min ratio*	*0.5*
Pedestrian Access ways	*0.5*	*7:1 max/min ratio*	*1.5*
Building Entrances	*3*		
Bicycle Parking Areas	*3*		

Abutting property	*N/A*	*.05*	

Finding: Complies with Condition. The purpose of this standard is to provide minimum lighting levels for easy navigation of the site as well as avoid locations where the lighting levels are so bright, they become distracting to drivers. By policy, lighting may exceed 0.5 foot-candles in the right-of-way, provided it does not exceed 0.5 foot-candles on any nearby property. The photometric plan complies with this standard.

The applicant submitted a revised photometric plan (sheet ES1.0) which displayed the luminosity of a majority of the site. However, the photometric did not show the lighting levels in locations such as adjacent to the southern portion of the building and along the entire portion of the pedestrian accessway within the parking lot. The applicant should note that the lighting on pedestrian accessways did not comply with the max/minimum ratio and average requirements. Prior to issuance of building permits associated with the proposed the applicant shall submit a revised photometric demonstrating compliance with the luminosity standards in Chapter 17.62.065 of the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 25.**

17.62.065.D.5 *Parking lots and other background spaces shall be illuminated as unobstrusively as possible while meeting the functional needs of safe circulation and protection of people and property. Foreground spaces, such as building entrances and outside seating areas, shall utilize pedestrian scale lighting that defines the space without glare.*
Finding: Complies with Condition. The applicant submitted a revised photometric plan (sheet ES1.0) which displayed the luminosity of a majority of the site. However, the photometric did not show the lighting levels in locations such as adjacent to the northern portion of the building and on the adjacent right-of-way. Prior to issuance of building permits associated with the proposed the applicant shall submit a revised photometric demonstrating compliance with the luminosity standards in Chapter 17.62.065 of the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 25.**

17.62.065.D.6 *Any on-site pedestrian circulation system shall be lighted to enhance pedestrian safety and allow employees, residents, customers or the public to use the walkways at night. Pedestrian walkway lighting through parking lots shall be lighted to light the walkway and enhance pedestrian safety pursuant to Table 1.*
Finding: Complies with Condition. The applicant submitted a revised photometric plan (sheet ES1.0) which displayed the luminosity of a majority of the site. However, the photometric did not show the lighting levels in locations such as adjacent to the northern portion of the building and on the adjacent right-of-way. Prior to issuance of building permits associated with the proposed the applicant shall submit a revised photometric demonstrating compliance with the luminosity standards in Chapter 17.62.065 of the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 25.**

17.62.065.D.7 *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. Lamps shall include a high-pressure sodium bulb with an unbreakable lens.*

Finding: Complies with Condition. The applicant submitted a revised photometric plan (sheet ES1.0) which displayed the luminosity of a majority of the site. However, the photometric did not show the lighting levels in locations such as adjacent to the northern portion of the building and on the adjacent right-of-way. Prior to issuance of building permits associated with the proposed the applicant shall submit a revised photometric demonstrating compliance with the luminosity standards in Chapter 17.62.065 of the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 25.**

17.62.065 .D.8 *Floodlights shall not be utilized to light all or any portion of a building facade between ten p.m. and six a.m.*
Finding: Complies as Proposed. The proposed development does not include any floodlights. Building mounted lights will be controlled with a clock to assure compliance with this criteria.

17.62.065 .D.9 *Lighting on automobile service station, convenience store, and other outdoor canopies shall be fully recessed into the canopy and shall not protrude downward beyond the ceiling of the canopy.*
Finding: Not Applicable. No outdoor lighting on a canopy has been proposed.

17.62.065 .D.10 *The style of light standards and fixtures shall be consistent with the style and character of architecture proposed on the site.*
Finding: Complies as Proposed. The applicant submitted drawings of the proposed light fixtures demonstrating they are consistent with the Oregon City Municipal Code and with the proposed architecture.

17.62.065 .D.11 *In no case shall exterior lighting add more than one foot-candle to illumination levels at any point off-site.*
Finding: Please refer to the analysis in chapter 17.62.065.D.1 of this report.

17.62.065 .D .12 *All outdoor light not necessary for security purposes shall be reduced, activated by motion sensor detectors, or turned off during non-operating hours.*
Finding: Complies as Proposed. The applicant indicated compliance with this section.

17.62.065 .D.13 *Light fixtures used to illuminate flags, statues, or any other objects mounted on a pole, pedestal, or platform shall use a right-of-way cone beam of light that will not extend beyond the illuminated object.*
Finding: Not Applicable. The development proposal does not include illumination of anything other than the proposed structure.

17.62.065 .D.14 *For upward-directed architectural, landscape, and decorative lighting, direct light emissions shall not be visible above the building roofline.*
Finding: Not Applicable. No upward directional lighting is proposed.

17.62.065 .D.15 *No flickering or flashing lights shall be permitted, except for temporary decorative seasonal lighting.*
Finding: Complies as Proposed. The application indicated compliance with this section. No flickering or flashing lighting is proposed.

17.62.065 .D.16 *Wireless Sites. Unless required by the Federal Aviation Administration or the Oregon Aeronautics Division, artificial lighting of wireless communication towers and antennas shall be*

prohibited. Strobe lighting of wireless communication facilities is prohibited unless required by the Federal Aviation Administration. Security lighting for equipment shelters or cabinets and other on-the-ground auxiliary
Finding: Not Applicable. The applicant has not proposed a wireless site.

17.62.065.D.17 *Lighting for outdoor recreational uses such as ball fields, playing fields, tennis courts, and similar uses, provided that such uses comply with the following standards:*
i. Maximum permitted light post height: eighty feet.
ii . Maximum permitted illumination at the property line: 0.5 foot-candles
Finding: Not Applicable. The proposed development does not involve an outdoor recreation 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.
Finding: Not Applicable. The subject site is not located on a transit street.

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.
Finding: Complies as Proposed. An approximately 250 square foot refuse and recycling area is proposed to be located south of the building. The applicant indicated compliance with this standard and submitted the details of the enclosure including the elevations.

17.62.090 *Enforcement.*
A. Applications for site plan and design review shall be reviewed in the manner provided in Chapter 17.50. The city building official may issue a certificate of occupancy only after the improvements required by site plan and design review approval have been completed, or a schedule for completion and a bond or other financial guarantee have been accepted by the city.
B. In performing site plan and design review, the review authority shall consider the effect of additional financial burdens imposed by such review on the cost and availability of needed housing types. Consideration of such factors shall not prevent the imposition of conditions of approval found necessary to meet the requirements of this section. The cost of such conditions of approval shall not unduly increase the cost of housing beyond the minimum necessary to achieve the provisions of this title, nor shall such cost prevent the construction of needed housing types. The use of the site plan and design review provisions of this section shall have no effect on dwelling unit densities.

Finding: Complies as Proposed. The proposed development was reviewed in compliance with OCMC 17.50.

17.62.095 *Performance Guarantees.*
A. Purpose. This section states the requirements for performance guarantees when they are required of an applicant by this Section or as a condition of a site plan and design review approval.
B. Types of guarantees. Guarantees by the applicant may be in the form of a performance bond payable to the City in cash, by certified check, time certificate of deposit, irrevocable letter of credit, or other form acceptable to the City. Indemnity agreements may be used by other governmental agencies. Guarantees must be accompanied by a contract. The form of the guarantee and contract must be approved by the City Attorney. The Community Development Director is authorized to accept and sign the contract for the City, and to accept the guarantee. The guarantee must be filed with the City Recorder.
C. Amount of guarantee. The amount of the performance guarantee must be equal to at least 110 percent of the estimated cost of performance. The applicant must provide written estimates by three contractors with their names and addresses. The estimates must include as separate items all materials, labor, and other costs of the required action.
D. Completion. An inspection and approval of the action or improvement covered by the performance guarantee is required before the performance guarantee is returned. The inspection is done by the Planning Division or by other appropriate City departments. If the action or improvement is not completed satisfactorily within the stated time limits, the City may have the necessary action or improvement completed and seek reimbursement for the work from the performance guarantee. Any remaining funds will be returned to the applicant.
Finding: Not Applicable. The applicant has not proposed a performance guarantee at this time. The applicant may utilize this section of the Oregon City Municipal Code to utilize performance guarantees in the future.

17.62.100 *Fees.*
Pursuant to Section 17.50.480, a nonrefundable application fee shall accompany the application for site plan and review.
Finding: Complies as Proposed. All necessary fees were paid and the application was deemed complete on October 27, 2014.

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.
Finding: Applicable. The applicant proposed to construct a retail building and associated parking lot within the Mixed Use Downtown District, this section is applicable.

17.52.15 Planning Commission Adjustment of Parking Standards.
Finding: Not Applicable. The development application does not include a Planning Commission adjustment of parking standards.

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 1,000 square feet net leasable area unless otherwise stated.*

Finding: Complies with Condition. The parking lot is proposed to support a 11,582 square foot retail building. The applicant proposed a 32 stall parking lot.

Table 17.52.020 *Number of automobile spaces required.* *LAND USE*	*PARKING REQUIREMENTS*	
	MINIMUM	*MAXIMUM*
Retail Store, Shopping Center, Restaurants	*4.10 (47 stalls)*	*5 (57 stalls)*

The previous Site Plan and Design Review application approved for the site (Planning file SP 99-11R) included condition of approval #3 which stated:

> *The number of on-site parking spaces for the 16.67-acre Home Depot lease area, including the proposed Home Depot building and future "Pad A" and "Pad B", shall be limited to 615 parking spaces.*

The applicant's narrative indicated:

> *The minimum required parking is 46 spaces and the maximum allowed is 55 spaces. The project proposes 31 parking spaces including two ADA accessible spaces within its lease area. America's Tire will enter into a shared parking agreement with Home Depot to accommodate the 15 minimum space discrepancy.*

Subsequent to the proposed development the subject site will be constructed with 586 parking stalls including 33 stalls allocated to the proposed development, 456 stalls allocated to the Home Depot (13 of which would be shared with the proposed development) and 83 stalls allocated to a future lease area. The construction of the proposed development will result in an overall loss of 10 parking stalls onsite. As the Home Depot parking minimum is 228 parking stalls and Home Depot will have 456 parking stalls, the 15 stalls shared between the subject site and the Home Depot are acceptable and do not require a parking reduction.

Prior to issuance of an occupancy permit onsite the applicant shall submit documentation demonstrating a signed parking agreement allowing the proposed development to utilize 13 parking stalls within the Home Depot parking (outside of the lease area). **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Condition of Approval 26.**

17.52.020.A.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.*

Finding: Complies as Proposed. The applicant provided the parking calculations onsite based on multiple uses such as sales of bulky merchandise (as identified in the previous approval, file SP 99-11R) as well as retail.

17.52.020.A.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.*

Finding: Not Applicable. The proposed use was identified.

17.52.020.A.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.*
Finding: Complies as Proposed. The applicant used the rounding techniques identified in this Chapter.

17.52.020.A.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.*
Finding: Complies with Condition. The applicant did not respond to this section. The applicant indicated that "*The minimum required parking spaces (33) shall be available for residents, customers, patrons and employees*". As 47 parking stalls are required at a minimum, prior to issuance of a building permit associated with the proposed development the applicant shall submit documentation assuring the minimum required parking spaces for the proposed development 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 trucks used in conducting the business or use. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 26.**

17.52.020.A.5*. A Change in use within an existing building located in the MUD Design 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.*
Finding: Not Applicable. The proposed development includes the construction of a new structure.

17.52.020.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 50%, as determined by the community development director.
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 1,000 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.
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 [22] feet of uninterrupted and available curb;
2. [45/60] degree diagonal, each with [15] feet of curb;
3. 90 degree (perpendicular) parking, each with [12] 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.

Finding: Not Applicable. The applicant has proposed to utilize any of the parking strategies identified in this section.

17.52.020.C*. Reduction of the Number of Automobile Spaces Required. The required number of parking stalls may be reduced in the Downtown Parking Overlay District: 50% reduction in the minimum number of spaces required is allowed prior to seeking further reductions in 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 25% when it is determined that a project in a commercial center (60,000 square feet or greater of retail or office use measured cumulatively within a 500 foot radius) or multi-family development with over 80 units, is adjacent to or within 1,320 feet of an existing or planned public transit street and is within 1,320 feet of the opposite use (commercial center or multi-family development with over 80 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 25% 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.

Finding: Not Applicable. The applicant has not proposed a reduction in automobile parking stalls at this time.

17.52.030. *Standards for Automobile Parking.*

17.52.030.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.*

Finding: Complies as Proposed. The proposed development will be accessed from the existing Home Depot parking lot. No changes to access on the public right-of-way is proposed or required. The development proposal included a Traffic Impact Analysis (TIA) prepared by Brian Dunn, PE of Kittelson and Associates (Exhibit 2). The traffic study was reviewed by John Replinger, P.E. of Replinger and Associates, a City consultant whom concluded "I find that the TIA provides an adequate basis upon which to assess the impacts of the proposed tire store. I agree that off-site mitigation for traffic impacts is not required" (Exhibit 4).

17.52.030.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.*
Finding: Complies as Proposed. The proposed parking lot would be paved and maintained by America's Tire.

17.52.030.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.*
Finding: Please refer to the analysis in chapter 13.12 of this report.

17.52.030.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 35% 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*	*9'*	*19.0'*	*24'*	*9'*	*1.5*
	Compact	*8'*	*16.0'*	*22'*	*8'*	

All dimensions are to the nearest tenth of a foot.

OVERHANG
NOTE: Overhang dimensions are intended to indicate possible location from parking area edge for location of bumpers.
Finding: Complies as Proposed. The proposed parking stalls are all at 90 degree angles and are 9 feet in width and 19 feet in depth. The drive aisles proposed are 24 feet in width.

As demonstrated in chapter 17.58 of this report, the applicant is required to upgrade the existing parking stalls and associated landscaping.

17.52.030.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 5%, 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."
Finding: Not Applicable. The proposed development is for a retail use.

17.52.040. *Bicycle Parking Standards-*
17.52.040.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.*
Finding: Applicable. The proposed parking lot supports retail use. Bicycle parking standards are applicable.

17.52.040.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*
Retail stores and shopping centers	*1 per 20 auto spaces (minimum of 2)*	*50% (minimum of 2)*

**Covered bicycle parking is not required for developments with 2 or fewer stalls.*
Finding: Complies as Proposed. The applicant proposed to install three bicycle covered parking stalls on the north side of the structure near the main entranceway. As identified in OCMC 17.52.020, 45 parking stalls are required to support the proposed structure. Per this criterion, three bicycle parking stalls is required to support the proposed retail building (45/20=2.25, rounded up to the nearest whole number).

17.52.040.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.
Finding: Complies as Proposed. The applicant stated that a secure bicycle rack will be provided under the awning at the north side of the building.

17.52.040.D. *Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored 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.

Finding: Complies as Proposed. The applicant stated that a secure bicycle rack will be provided under the awning at the north side of the building. A bicycle rack could be securely locked to the bicycle rack.

17.52.040.D.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.*
Finding: Complies as Proposed. The applicant stated that a secure bicycle rack will be provided under the awning at the north side of the building.

17.52.040.D.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.
Finding: Complies as Proposed. The bicycle rack will be provided under the awning at the north side of the building, away from automobile access.

17.52.040.D.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 50 feet, whichever is less, unless otherwise determined by the community development director, city engineer, or planning commission.
Finding: Complies as Proposed. The bicycle rack will be provided on the pedestrian accessway, adjacent to the main entrance of the building.

17.52.060. *Parking Lot Landscaping.*
17.52.060.A. *Development Standards*
17.52.060.A.1. *The landscaping shall be located in defined landscaped areas that are uniformly distributed throughout the parking or loading area.*
Finding: Complies as Proposed. The applicant proposed to install landscaping throughout the parking lot.

***17.52.060.A.2**. All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped.*
Finding: Complies as Proposed. All areas within the parking lot will be utilized for parking, maneuvering or circulation.

***17.52.060.A.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.*
Finding: Complies as Proposed. The proposed landscaping plan includes a mix of deciduous and coniferous trees throughout the parking lot.

***17.52.060.A.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;*
Finding: Complies as Proposed. The landscaping plan was prepared by Michael O'Brien a registered landscape architect and the plant species were selected for their appropriateness. None of the plants identified on the plan are on the Oregon City Nuisance Plant List. All trees are a minimum of 2 inches in caliper and the applicant indicated that the landscaping is planted according to American Nurseryman Standards.

***17.52.060.A.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.*
Finding: Complies as Proposed. The proposed development will include irrigation.

***17.52.060.A.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.*
Finding: Complies as Proposed. The landscaping plan was prepared by Michael O'Brien, a registered landscape architect and the plant species were selected for their appropriateness. None of the plants identified on the plan are on the Oregon City Nuisance Plant List.

***17.52.060.A.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.*
Finding: Complies as Proposed. The applicant submitted a Transportation Analysis Letter (TAL) prepared under the direction of Brian J. Dunn, PE of Kittelson & Associates, Inc. (Exhibit 2).

The TAL was reviewed by John Replinger, a City consultant at Replinger and Associates whom determined that "The engineer measured sight distance at the two existing site access locations on Washington Street and verified the adequacy. I concur with his analysis and conclusions about the adequacy of sight distance" (Exhibit 4).

***17.52.060.A.8**. Landscaping shall incorporate design standards in accordance with Chapter 13.12, Stormwater Management.*
Finding: Please refer to the analysis in Chapter 13.12 of this report.

***17.52.060.B**. Perimeter Parking Lot Landscaping and Parking Lot Entryway/Right-of-Way Screening. Parking lots shall include a 5-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.

Finding: Complies as Proposed. The proposed development plan includes landscaping (exceeding 5 feet in width) between the parking lot and the adjacent right-of-way in the locations where no building is present. The plan does not include perimeter parking lot landscaping between the parking lot and the adjacent parking lot for Home Deport which is on the same lot but outside of the lease area. As the parking lot does not abut the property line in this location, the perimeter parking lot landscaping is not required.

17.52.060.B.1.a *The perimeter parking lot area 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;

Finding: Complies as Proposed. The landscaping trees spaced no more than 35 feet apart. The lease area does not include the entryway to the right-of-way and thus a tree is not proposed adjacent to the site ingress/egress.

17.52.060.B.1.b*. Ground cover, such as wild flowers, spaced a maximum of 16-inches on center covering one hundred percent of the exposed ground within 3 years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and*

Finding: Complies with Condition. The applicant proposed ground cover, such as wild flowers, spaced a maximum of 16-inches on center within the perimeter parking lot area and indicated that the groundcover would cover one hundred percent of the exposed ground within 3 years.

The plan did not indicate that no bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees. Prior to issuance of permits associated with this development the applicant shall submit a revised landscaping plan displaying that for the perimeter parking lot landscaped area no bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 21.**

17.52.060.B.1.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 right-of-ways.*

Finding: Complies as Proposed. The landscaping plan includes english laurel shrubs spaced no more than 4 feet apart on average.

17.52.060.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;

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

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

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

Finding: Complies with Condition. The standard allows for either a 5 foot wide landscaped strip with trees, groundcover and shrubs or a 7 foot wide sidewalk with trees in tree wells every 35 feet. The applicant proposed a design which includes a 16 foot sidewalk with a tree in a tree well for the northwestern most 32 feet abutting the building, an alternative design for 73 feet between the bay doors and the parking lot (which consists of a 16 foot wide visually contrasting concrete and four islands) and a 5 foot wide landscaped area planted with groundcover for 21 feet at the southwest portion of the structure. This standard does not apply to the southernmost 15 feet of the structure abutting loading area.

The design of the northwestern most 32 feet of the parking area/building buffer complies with the standards in this section with a 3 foot by 5 foot tree well. In addition the applicant proposed a 10 foot sidewalk with a3 foot by 5 foot tree well adjacent to the southernmost portion of the building and the parking lot.

The alternative design abutting the bays is analyzed below in section 17.52.070.

The design of the 5 foot wide landscaped area planted with groundcover for 21 feet at the southwest portion of the structure does not comply with this section, as no trees or groundcover is proposed. Prior to issuance of a grading or building permit for the proposed development the applicant shall submit a revised landscaping plan demonstrating landscaping within 5 foot wide parking area/building buffer on the southwest portion of the building in compliance with OCMC 17.52.060.C.1 including a 2 inch caliper tree and an evergreen hedge of thirty to forty-two inches or shrubs placed no more than four feet apart on average. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 21.**

***17.52.060.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:*

Finding: Complies with Condition. The applicant noted that the landscaping exceeds 10% of the interior gross area of the parking lot but did not provide the calculation. Prior to issuance of a grading or building permit associated with this proposed development the applicant shall submit documentation demonstrating compliance with the interior parking lot landscaping standards in chapter 17.52.060.D of the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 21.**

***17.52.060.D.a**. A minimum of one tree per six parking spaces.*

Finding: Complies as Proposed. The applicant proposed to install 33 new parking stalls within the lease area and 2 new parking stalls outside of the lease area, requiring 5 (2 inch caliper) interior parking lot landscaping tree (35/6=5.8). The development proposal included 5 trees within the interior parking lot landscaping.

17.52.060.D.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.*
Finding: Complies with Condition. The applicant indicated that ground cover, such as wild flowers, spaced a maximum of 16-inches on center and that it would cover one hundred percent of the exposed ground within 3 years. The applicant did not indicate that no bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees for all locations in which there is interior parking lot landscaping. Prior to issuance of building permits associated with this development the applicant shall submit a revised landscaping plan displaying that for the interior landscaping no bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.

The applicant proposed to install a 5 foot by 5 foot interior parking lot landscaping island within the existing parking stalls on the west side of lease area per the requirements of section 17.58. The design and landscaping within the island is analyzed under an alternative landscape plan in section 17.52.070. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 21.**

17.52.060.D.c. *Shrubs spaced no more than four feet apart on average.*
Finding: Complies with Condition. The landscape plan (sheet L 1.0) did not include shrubs space no more than 4 feet apart over all of the interior parking lot landscaping (including but not limited to the island proposed to the west of the structure as well as the island proposed to the south of the structure). Prior to issuance of building permits associated with this development the applicant shall submit a revised landscaping plan displaying shrubs are spaced no more than four feet apart on average over all interior parking lot landscaping.

The applicant proposed to install a 5 foot by 5 foot interior parking lot landscaping island within the existing parking stalls on the west side of lease area per the requirements of section 17.58. The design and landscaping within the island is analyzed under an alternative landscape plan in section 17.52.070. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 21.**

17.52.060.D.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 10 feet in length.*
Finding: Complies as Proposed. The applicant did not propose to install more than 7 contiguous parking stalls. However, the applicant proposed to utilize some existing parking stalls within the lease site which are configured with 10 contiguous stalls. In conjunction with the nonconforming upgrades to the site, the applicant proposed to add 5 foot by 5 foot landscaped island between the 10 contiguous parking stalls. The size of the landscape island is analyzed under an alternative landscape plan in section 17.52.070.

17.52.060.D.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.
Finding: Complies with Condition. The proposed development provides a pedestrian accessway though the middle of the subject sit, connecting with an existing pedestrian path on the Home Depot property. The applicant has provided three trees spaced no more than 35 feet apart along the accessway as well

as groundcover. No shrubs are proposed. Prior to issuance of a grading or building permit associated with this proposed development the applicant shall submit a revised landscaping plan with shrubs spaced no more than 4 feet apart on average adjacent to the pedestrian walkway within the parking lot (exclusive of where it crosses the drive aisle). **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 21.**

17.52.060.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.
Finding: Complies as Proposed. A landscaping plan by Michael O'Brien was submitted which included installation requirements, however, the development proposal did not indicate compliance with this section. The applicant noted that all landscaping would be installed according to accepted planting procedures, according to American Nurseryman Standards.

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 50% 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, porou gravel, etc).
Finding: Complies with Condition. The applicant proposed an alternative landscaping plan for two items:

<u>Alternative Landscaping #1:</u>
The applicant proposed an alternative landscaping plan for a portion of the parking area/building buffer in OCMC 17.52.060.C. The standard allows for either a 5 foot wide landscaped strip with trees, groundcover and shrubs or a 7 foot wide sidewalk with trees in tree wells every 35 feet. The applicant proposed a design which includes a 16 foot sidewalk with a tree in a tree well for the northwestern most 32 feet abutting the building, an alternative design for 73 feet between the bay doors and the parking lot (which consists of a 16 foot wide visually contrasting concrete and four islands) and a 5 foot wide landscaped area planted with groundcover for 21 feet at the southwest portion of the structure. This standard does not apply to the southernmost 15 feet of the structure abutting loading area.

The applicant proposed an alternative design for the middle portion of the parking area/building buffer adjacent to the bay doors. The purpose of the standard is to provide visual relief between the parking

lot and the building, provide a sufficient space for pedestrians, as well as reduce stormwater by providing landscaping. In order to mitigate the design alternative, the applicant proposed:

- Increasing the width of the pedestrian accessway from 7 feet to 16 feet in width. The increase width provide additional space for pedestrians.
- Provided a visually contrasting concrete walkway to distinguish the space for pedestrians. The visually contrasting ground treatment defines a space for pedestrians, similar to a sidewalk.
- Provide four islands between the bay doors to provide refuge for pedestrians. The islands provide a safe space for pedestrians to walk. Two of the islands adjacent to the building include ground cover while the two island adjacent to the parking lot do not. In order to increase the amount of impervious surfaces and comply with the parking area/building buffer, prior to issuance of a grading or building permit for the proposed development the applicant shall submit a revised landscaping plan demonstrating shrubs and groundcover within the two islands adjacent to the structure and groundcover within the two islands adjacent to the parking lot within the parking area/building buffer.
- Relocate the trees within the western interior parking lot landscaping island. The western façade of the structure (exclusive of the loading area in which this standard does not apply) is 125 feet in length. With one tree required every 35 feet, the building requires 3 trees (125/35=3.57). The applicant proposed to plant one 2 inch caliper tree within a tree well along the northwest portion of the building and is required to plant one 2 inch caliper tree on the southwest portion of the building within the 5 foot landscape area. Rather than plant the third tree within adjacent to the bay doors, the applicant proposed to relocate the tree to within the western interior parking lot landscaping island. This location provides stormwater benefits and also provides visual relief for the building.
- Increase the size of the trees within the interior parking lot landscaping islands. The applicant proposed to increase the size of 3 interior parking lot landscaping trees from 2 inches in caliper to 3 inches in caliper.

The mitigation proposed is adequate and meets the intent of the standard. The alternative design will accommodate automobiles driving into the three bays on the west side of the structure as well as provide a space for pedestrians and opportunities for stormwater.

Prior to issuance of a grading or building permit for the proposed development the applicant shall submit a revised landscaping plan demonstrating landscaping within 5 foot wide parking area/building buffer on the southwest portion of the building in compliance with OCMC 17.52.060.C.1 as well as shrubs and groundcover within the four islands in the parking area/building buffer.

Alternative Landscaping #2:

The applicant proposed an alternative landscaping plan for interior parking lot landscaping in OCMC 17.52.060.D. The standard requires no more than eight contiguous parking spaces without a landscape strips which is a minimum of six feet in width and a minimum of 10 feet in length. In addition, the landscaping requirements for groundcover, shrubs and trees are also applicable. The applicant proposed to install a 5 foot by 5 foot interior parking lot landscaping island planted with groundcover and a tree within the existing parking stalls on the west side of lease area. The island is a proposed upgrade per the Nonconforming requirements in section 17.58.

The purpose of the standard is to allow shade throughout the parking lot, increase the amount of impervious surfaces and visually soften the parking lot. The applicant has proposed the following mitigation:

- Construct more interior parking lot landscaping islands than required. The existing design includes two existing interior parking lot landscaping island spaced on either side of a walkway

within the lease area to provide protection to pedestrians walking from the proposed retail store to other buildings onsite. The applicant proposed to install an additional interior island rather than remove one of the existing island and relocate it. By retaining the existing island, pedestrians are provided a buffer from the parking lot and the existing mature trees will be retained in addition to the construction of an additional island with landscaping.

- Install a tree and groundcover within the proposed island. An additional tree would be planted to provide shade and visually soften the parking lot.
- Increase the size of a tree within the interior parking lot landscaping island. The applicant proposed to increase the size of an interior parking lot landscaping tree from 2 inches in caliper to 3 inches in caliper.

The mitigation proposed is adequate and meets the intent of the standard. The alternative design will increase the amount of pervious surfaces onsite, provide additional shade as well as visual relief within the parking lot.

Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 21.

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.
Finding: Complies as Proposed. The applicant indicated that the site would be continually maintained.

17.52.090. *- Loading Areas*
A. Purpose.
1. The purpose of this section is to provide adequate loading areas for commercial, office, retail and industrial uses that do not interfere with the operation of adjacent streets.
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.
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.
2. Where parking areas are prohibited between a building and the street, loading areas are also prohibited.
Finding: Complies as Proposed. The applicant indicated that "a specific loading area is not proposed or needed for this project. Delivery of incoming inventory and pick up of recycled tires take place during off

hours. This allows the trucks to park in front of the bay doors for loading and unloading without disturbing the functions of the site".

17.52.090.C.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.
Finding: Not Applicable. A loading area has not been proposed within the right-of-way.

CHAPTER 17.58 – NONCONFORMING USES, STRUCTURES AND LOTS
Nonconforming situations are created when the application of zoning district to a site changes or the zoning regulations change. As part of the change, existing uses, density, or development might no longer be allowed or are further restricted. Nonconforming uses, structures and lots are those uses, structures and lots that were lawfully established but do not conform to the provisions of this title or the provisions of the zoning district in which the use, structure or lot is located. The intent of these provisions is not to force all nonconforming situations immediately to be brought into conformance. Instead, the intent is to guide nonconforming situations in a new direction consistent with city policy, and, eventually, bring them into conformance.

17.58.040.C.2. *An expansion of a nonconforming structure with alterations that exceed the threshold of Subparagraph C.2.a below shall comply with the development standards listed in Subparagraph C.2.b. The value of the alterations and improvements is based on the entire project and not individual building permits.*
Findings: Applicable. The applicant has proposed to construct a new building within a lease area of a larger development. Though most of the lease area will be developed in accordance with the Oregon City Municipal Code, the applicant has proposed to utilize existing parking stalls within the lease area which were constructed prior to the adoption of existing standards for parking lot landscaping and do not comply. In addition, the applicant proposed small alterations within the parking lot outside of the lease area to the south of the building. The remainder of the site contains parking stalls and interior parking lot landscaping which were similarly constructed prior to the existing standards for parking lot landscaping and do not comply. The existing site is nonconforming and subject to compliance with OCMC 17.58.040.C.2.

17.58.040.C.2.a *Thresholds triggering compliance. The standards of Subparagraph C.2.b below shall be met when the value of the proposed exterior alterations or additions to the site, as determined by the Community Development Director, is more then $75,000. The following alterations and improvements shall not be included in the threshold calculation:*
(1) Proposed alterations to meet approved fire and life safety agreements;
(2) Alterations related to the removal of existing architectural barriers, as required by the Americans with Disabilities Act, or as specified in Section 1113 of the Oregon Structural Specialty Code;
(3) Alterations required to meet Seismic Design Requirements; and
(4) Improvements to on-site stormwater management facilities in conformance with Oregon City Stormwater Design Standards.

Findings: Complies with Condition. The applicant did not identify the cost of the project. It is assumed that the cost of the project is greater than $75,000 and upgrades are required. Prior to issuance of a building or grading permit associated with the proposed development the applicant shall submit documentation identifying compliance with the nonconforming requirements in Chapter 17.58 of the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 27.**

17.58.040.C.2.b *Standards that shall be met. Developments not complying with the development standards listed below shall be brought into conformance.*

(1) Pedestrian circulation systems, as set out in the pedestrian standards that apply to the sites;
(2) Minimum perimeter parking lot landscaping;
(3) Minimum interior parking lot landscaping;
(4) Minimum site landscaping requirements;
(5) Bicycle parking by upgrading existing racks and providing additional spaces in order to comply with 17.52 Off-Street Parking and Loading;
(6) Screening; and
(7) Paving of surface parking and exterior storage and display areas.

Findings: Complies with Condition. The applicant proposed to install a tree greater than 2 inches in caliper within the interior of the parking lot (half within the lease area and half outside of the lease area). It is unknown if additional nonconforming upgrades are required. Prior to issuance of a grading or building permit associated with the proposed development the applicant will be required to demonstrate compliance with chapter 17.58 of the Oregon City Municipal Code. The applicant shall calculate the nonconforming improvements both within and outside of the lease area.

If upgrades are required per OCMC 17.58.040.C.2.a, the applicant shall submit documentation identifying upgrades as required in OCMC 17.58.040.C.2.b. **The applicant can assure this standard is met through Condition of Approval 27.**

17.58.040.C.2.c *Area of required improvements.*

(1) Generally. Except as provided in C.2.c(2) below, required improvements shall be made for the entire site.
(2) Exception for sites with ground leases. Required improvements may be limited to a smaller area if there is a ground lease for the portion of the site where the alterations are proposed. If all of the following are met, the area of the ground lease will be considered as a separate site for purposes of required improvements. The applicant shall meet the following:
i. The signed ground lease – or excerpts from the lease document satisfactory to the City Attorney – shall be submitted to the Community Development Director. The portions of the lease shall include the following:
- *The term of the lease. In all cases, there must be at least one year remaining on the ground lease; and*
- *A legal description of the boundaries of the lease.*

ii. The boundaries of the ground lease shall be shown on the site plan submitted with the application. The area of the lease shall include all existing and any proposed development that is required for, or is used exclusively by, those uses within the area of the lease; and
iii. Screening shall not be required along the boundaries of ground leases that are interior to the site.

Findings: Complies with Condition. A majority of the work will be within the lease area and a small portion of work would be located outside of the ground lease area (such as alterations to the parking lot and landscaping). The lease area and proposed development is identified on sheet C0.1. Prior to

issuance of a building or grading permit associated with the proposed development the applicant shall submit the lease documentation identified in OCMC 17.58.040.C.2.c, as applicable. The applicant shall calculate the nonconforming improvements both within and outside of the lease area. **The applicant can assure this standard is met through Condition of Approval 27.**

17.58.040.C.2.d. *Timing and cost of required improvements. The applicant may choose one of the two following options for making the required improvements:*
(1) Option 1. Required improvements may be made as part of the alteration that triggers the required improvements. The cost of the standards that shall be met, identified in Subparagraph C.2.b above, is limited to 10% of the value of the proposed alterations. It is the responsibility of the applicant to document 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. When all required improvements are not being made, the priority for the improvements shall be as listed in Subparagraph C.2.b above.
(2) Option 2. Required improvements may be made over several years, based on the compliance period identified in Table 17.58 – 1 below.
Findings: Complies with Condition. No documentation associated with this criterion was submitted. This criterion identifies limitations for how much the applicant is required to spend to upgrade the nonconforming portions of the site identified in OCMC 17.58.040.C.2.b. The 10% limitation is calculated for the development within the lease area separate from the 10% limitation for the work outside of the lease area. Prior to issuance of a building or grading permit associated with the proposed development the applicant shall submit documentation demonstrating compliance with OCMC 17.58.040.C.2.d. The applicant shall calculate the nonconforming improvements both within and outside of the lease area. **The applicant can assure this standard is met through Condition of Approval 27.**

CHAPTER 17.41 – TREE PROTECTION STANDARDS

17.41.020 Tree Protection – Applicability.
1. Applications for development subject to Chapter 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 25% on sites greater than 25% 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.
Finding: Complies as Proposed. The application is for Site Plan and Design Review, therefore this section applies.

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.
Finding: Not Applicable. There are no conflicts.

17.41.040 – Tree Protection – 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.
Finding: Not Applicable. The applicant has not requested exemption under this section.

17.41.050 - Tree Protection – 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 section 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 17.41.080-100; or*
C. *Option 3 – Restrictive Covenant. Protection of trees or groves by recordation of a permanent restrictive covenant pursuant to section 17.41.110-120.; 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 80% of minimum density with reduction of lot size; or
(2) Preclude meeting minimum connectivity requirements for subdivisions.

Finding: Complies as Proposed. The development proposal includes the removal of an existing interior 8 inch caliper parking lot landscaping tree in order to accommodate the proposed development. Mitigation is required in accordance with this chapter. The applicant has chosen to mitigate the tree removal by replanting onsite with mitigation option #1. A covenant is not required for the remaining save or the newly replanted trees, as they are already subject to compliance with this chapter due to the zoning designation of the site.

17.41.060. through 17.41.130.
Finding: Complies as Proposed. The applicant proposed to mitigate the removal of an existing 8 inch caliper tree by replanting onsite. Per table 17.41.060-1, the applicant is required to mitigate by planting one 2 inch caliper tree. The applicant may propose to upsize the minimum caliper of two interior parking lot landscaping trees from 2 inches in caliper to 3 inches in caliper. This approach has the effect of reducing the overall number of trees required to be planted, while maintaining the same mitigation inches required.

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.

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.

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.

Finding: Complies as Proposed. The site plan identified a few existing trees near the construction area. The applicant has included a plan to protect the existing trees on sheet L2.0, which was prepared by a landscape architect. The applicant did not indicate compliance with the tree protection requirements in section 17.41.030.B. **The applicant can assure this standard is met through compliance with Condition of Approval 22.**

CHAPTER 17.50 - ADMINISTRATION AND PROCEDURES

Finding: Complies as Proposed. The proposed Site Plan and Design Review is subject to a Type III discretionary approval. The applicant's narrative and the accompanying plans and supporting studies are all provided in an effort to present comprehensive evidence to support the proposed development.

Notice was posted in the newspaper, onsite, online and mailed to property owners within 300 feet of the proposed development site as well as all affected agencies and the neighborhood association (Exhibit 5). No public comments were received by City staff.

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 50 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 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 (10%) 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.

Finding: Applicable. The subject site is within the Mixed Use Downtown District.

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 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.

Finding: Complies as Proposed. The site abuts City right-of-way and State (Oregon Department of Transportation) right-of-way. The application was transmitted to ODOT whom did not submit any comments on the development.

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;

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.

Finding: Not Applicable. No modifications are proposed with this development. The street system parallel to the lease area was recently improved and fully constructed. No new streets or modifications to the existing street system are proposed or required with the proposed development.

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.

Finding: Not Applicable. The street systems abutting the subject site are fully constructed. No new streets or modifications to the existing street system are proposed or required with the proposed development.

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.

Finding: Not Applicable. No unimproved streets are proposed.

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.

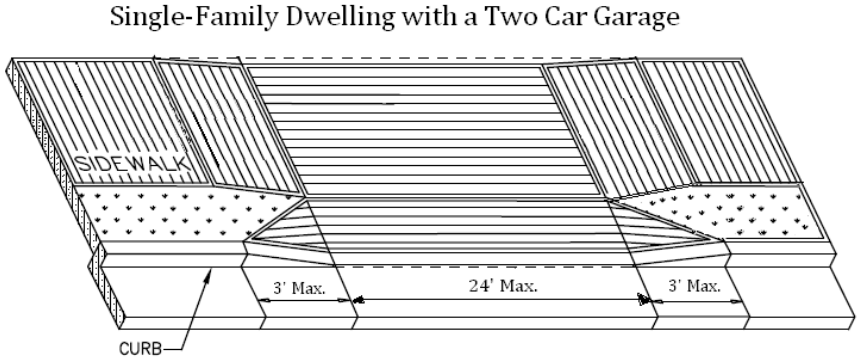
B. With the exception of the limitations identified in 12.04.025.C, all driveway curb cuts shall be limited to the following dimensions.

Property Use	*Minimum Driveway Width at sidewalk or property line*	*Maximum Driveway Width at sidewalk or property line*
Single or Two-Family Dwelling with one Car Garage/Parking Space	*10 feet*	*12 feet*

Single or Two-Family Dwelling with two Car Garage/Parking Space	*12 feet*	*24 feet*
Single or Two-Family Dwelling with three or more Car Garages/Parking Space	*18 feet*	*30 feet*
Non Residential or Multi-Family Residential Driveway Access	*15 feet*	*40 feet*

The driveway width abutting the street pavement may be extended 3 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).

Figure 12.04.025: Example Driveway Curb Cut



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.

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. 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.

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.
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.
Finding: Not Applicable. No additional driveways are proposed or required. The existing driveways appear to meet the Oregon City standards.

12.04.030 Maintenance and repair.
The owner of land abutting the street where a sidewalk has been constructed shall be responsible for maintaining said sidewalk and abutting curb, if any, in good repair.
Finding: Not Applicable. The applicant has not proposed to repair a sidewalk with the proposed development.

12.04.031 Liability for sidewalk injuries.
A. The owner or occupant of real property responsible for maintaining the adjacent sidewalk shall be liable to any person injured because of negligence of such owner or occupant in failing to maintain the sidewalk in good condition.
B. If the city is required to pay damages for an injury to persons or property caused by the failure of a person to perform the duty that this ordinance imposes, the person shall compensate the city for the amount of the damages paid. The city may maintain an action in a court of competent jurisdiction to enforce this section.
Finding: Not Applicable. No sidewalk injury is included in this development application.

12.04.032 Required sidewalk repair.
A. When the public works director determines that repair of a sidewalk is necessary he or she shall issue a notice to the owner of property adjacent to the sidewalk.
B. The notice shall require the owner of the property adjacent to the defective sidewalk to complete the repair of the sidewalk within ninety days after the service of notice. The notice shall also state that if the repair is not made by the owner, the city may do the work and the cost of the work shall be assessed against the property adjacent to the sidewalk.
C. The public works director shall cause a copy of the notice to be served personally upon the owner of the property adjacent to the defective sidewalk, or the notice may be served by registered or certified mail, return receipt requested. If after diligent search the owner is not discovered, the public works director shall cause a copy of the notice to be posted in a conspicuous place on the property, and such posting shall have the same effect as service of notice by mail or by personal service upon the owner of the property.
D. The person serving the notice shall file with the city recorder a statement stating the time, place and manner of service or notice.
Finding: Not Applicable. The applicant has not proposed and is not required to repair a sidewalk with the proposed development.

12.04.033 City may do work.
If repair of the sidewalk is not completed within ninety days after the service of notice, the public works director shall carry out the needed work on the sidewalk. Upon completion of the work, the public works director shall submit an itemized statement of the cost of the work to the finance director. The city may,

at its discretion, construct, repair or maintain sidewalks deemed to be in disrepair by the public works director for the health, safety and general welfare of the residents of the city.
Finding: Not Applicable. The applicant has not proposed and is not required to repair a sidewalk with the proposed development.

12.04.034 Assessment of costs.
Upon receipt of the report, the finance director shall assess the cost of the sidewalk work against the property adjacent to the sidewalk. The assessment shall be a lien against the property and may be collected in the same manner as is provided for in the collection of street improvement assessment.
Finding: Not Applicable. The applicant has not proposed and is not required to repair a sidewalk with the proposed development.

12.04.040 Streets--Enforcement.
Any person whose duty it is to maintain and repair any sidewalk, as provided by this chapter, and who fails to do so shall be subject to the enforcement procedures of Chapters 1.16, 1.20 and 1.24. Failure to comply with the provisions of this chapter shall be deemed a nuisance. Violation of any provision of this chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.
Finding: Not Applicable. The City has not initiated Code Enforcement regarding maintenance within the right-of-way with the proposed development.

12.04.050 Retaining walls--Required.
Every owner of a lot within the city, abutting upon an improved street, where the surface of the lot or tract of land is above the surface of the improved street and where the soil or earth from the lot, or tract of land is liable to, or does slide or fall into the street or upon the sidewalk, or both, shall build a retaining wall, the outer side of which shall be on the line separating the lot, or tract of land from the improved street, and the wall shall be so constructed as to prevent the soil or earth from the lot or tract of land from falling or sliding into the street or upon the sidewalk, or both, and the owner of any such property shall keep the wall in good repair.
Finding: Not Applicable. Retaining walls abutting the street are neither proposed nor required with the proposed development.

12.04.060 Retaining walls--Maintenance.
When a retaining wall is necessary to keep the earth from falling or sliding onto the sidewalk or into a public street and the property owner or person in charge of that property fails or refuses to build such a wall, such shall be deemed a nuisance. The violation of any provision of this chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.
Finding: Not Applicable. Retaining walls abutting the street are neither proposed nor required with the proposed development.

12.04.070 Removal of sliding dirt.
It shall be the duty of the owner of any property as mentioned in Section 12.04.050, and in case the owner is a nonresident, then the agent or other person in charge of the same, to remove from the street or sidewalk or both as the case may be, any and all earth or dirt falling on or sliding into or upon the same from the property, and to build and maintain in order at all times, the retaining wall as herein required; and upon the failure, neglect or refusal of the land owner, the agent or person in charge of the same to clean away such earth or dirt, falling or sliding from the property into the street or upon the sidewalk, or both, or to build the retaining wall, shall be deemed guilty of a misdemeanor.
Finding: Not Applicable. Removal of sliding dirt is not proposed or required with this development application.

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.
Finding: Not Applicable. No excavation within the public right of way is proposed or required.

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.
Finding: Not Applicable. No excavation within the public right of way is proposed or required.

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 put the street or alley in as good condition as it was before it was so broken, dug up or disturbed, and shall remove all surplus dirt, rubbish, or other material from the street or alley.
Finding: Not Applicable. No excavation within the public right of way is proposed or required.

12.04.110 Excavations--Nuisance--Penalty.
Any excavation in violation of this chapter shall be deemed a nuisance. Violation of any provision of this chapter is subject to the code enforcement procedures of Chapters 1.16, 1.20 and 1.24.
Finding: Not Applicable. No excavation within the public right of way is proposed or required.

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.
Finding: Not Applicable. The applicant has not proposed any obstructions.

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.
Finding: Not Applicable. The street systems abutting the subject site are fully constructed. No new streets or modifications to the existing street system are proposed or required with the proposed development.

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, 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 section 12.04 shall be required to preserve the objectives of street extensions.

Finding: Not Applicable. The street systems abutting the subject site are fully constructed. No new streets or modifications to the existing street system are proposed or required with the proposed development.

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 12.04.007. The steps for reducing the maximum design below are found in the Transportation System Plan.

Table 12.04.180 Street Design

To read the table below, select the road classification as identified in the Transportation System Plan and the Comprehensive Plan designation of the adjacent properties to find the maximum design standards for the road cross section. If the Comprehensive Plan designation on either side of the street differs, the wider right-of-way standard shall apply.

Road Classification	***Comprehensive Plan Designation***	***Right-of-Way Width***	***Pavement Width***	***Public Access***	***Sidewalk***	***Landscape Strip***	***Bike Lane***	***Street Parking***	***Travel Lanes***	***Median***
Major Arterial	*Mixed Use, Commercial or Public/Quasi Public*	*116 ft.*	*94 ft.*	*0.5 ft.*	*10.5 ft. sidewalk including 5 ft.x5 ft. tree wells*		*6 ft.*	*8 ft.*	*(5) 12 ft. Lanes*	*6 ft.*
	Industrial	*120 ft.*	*88 ft.*	*0.5 ft.*	*5 ft.*	*10.5 ft.*	*6 ft.*	*N/A*	*(5) 14 ft. Lanes*	*6 ft.*
	Residential	*126 ft.*	*94 ft.*	*0.5 ft.*	*5 ft.*	*10.5 ft.*	*6 ft.*	*8 ft.*	*(5) 12 ft. Lanes*	*6 ft.*

Road Classification	***Comprehensive Plan Designation***	***Right-of-Way Width***	***Pavement Width***	***Public Access***	***Sidewalk***	***Landscape Strip***	***Bike Lane***	***Street Parking***	***Travel Lanes***	***Median***
Minor Arterial	*Mixed Use, Commercial or Public/Quasi*	*116 ft.*	*94 ft.*	*0.5 ft.*	*10.5 ft. sidewalk including 5 ft.x5 ft. tree wells*		*6 ft.*	*8 ft.*	*(5) 12 ft. Lanes*	*6 ft.*

	Public									
	Industrial	*118 ft.*	*86 ft.*	*0.5 ft.*	*5 ft.*	*10.5 ft.*	*6 ft.*	*7 ft.*	*(5) 12 ft. Lanes*	*N/A*
	Residential	*100 ft.*	*68 ft.*	*0.5 ft.*	*5 ft.*	*10.5 ft.*	*6 ft.*	*7 ft.*	*(3) 12 ft. Lanes*	*6 ft.*

Road Classification	***Comprehensive Plan Designation***	***Right-of-Way Width***	***Pavement Width***	***Public Access***	***Sidewalk***	***Landscape Strip***	***Bike Lane***	***Street Parking***	***Travel Lanes***	***Median***
Collector	*Mixed Use, Commercial or Public/Quasi Public*	*86 ft.*	*64 ft.*	*0.5 ft.*	*10.5 ft. sidewalk including 5 ft.x5 ft. tree wells*		*6 ft.*	*8 ft.*	*(3) 12 ft. Lanes*	*N/A*
	Industrial	*88 ft.*	*62 ft.*	*0.5 ft.*	*5 ft.*	*7.5 ft.*	*6 ft.*	*7 ft.*	*(3) 12 ft. Lanes*	*N/A*
	Residential	*85 ft.*	*59 ft.*	*0.5 ft.*	*5 ft.*	*7.5 ft.*	*6 ft.*	*7 ft.*	*(3) 11 ft. Lanes*	*N/A*

Road Classification	***Comprehensive Plan Designation***	***Right-of-Way Width***	***Pavement Width***	***Public Access***	***Sidewalk***	***Landscape Strip***	***Bike Lane***	***Street Parking***	***Travel Lanes***	***Median***
Local	*Mixed Use, Commercial or Public/Quasi Public*	*62 ft.*	*40 ft.*	*0.5 ft.*	*10.5 ft. sidewalk including 5 ft.x5 ft. tree wells*		*N/A*	*8 ft.*	*(2) 12 ft. Lanes*	*N/A*
	Industrial	*60 ft.*	*38 ft.*	*0.5 ft.*	*5 ft.*	*5.5 ft.*	*(2) 19 ft. Shared Space*			*N/A*
	Residential	*54 ft.*	*32 ft.*	*0.5 ft.*	*5 ft.*	*5.5 ft.*	*(2) 16 ft. Shared Space*			*N/A*

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 20 feet and a minimum pavement width of 16 feet. If alleys are provided, garage access shall be provided from the alley.
Finding: Not Applicable. The street systems abutting the subject site are fully constructed. No new streets or modifications to the existing street system are proposed or required with the proposed development.

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."
Finding: Complies with Condition. The proposed development will be accessed through an existing parking lot. When the Home Depot property was developed an 80-foot wide public access easement was required along the property's west property line for a future street as well as to provide access to the adjoining property. Staff could not verify if the easement was recorded. Prior to issuance of the certificate of occupancy associated with the proposed development the applicant shall submit a copy of a recorded public access easement for the 80-foot section extending along the western portion of the property which is constructed with a street section, planter strip and sidewalk. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Conditions of Approval 5 and 20.**

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.
Finding: Not Applicable. The street systems abutting the subject site are fully constructed. No new streets or modifications to the existing street system are proposed or required with the proposed development.

12.04.194 Traffic Sight Obstructions
All new streets shall comply with the Traffic Sight Obstructions in Chapter 10.32.
Finding: Complies as Proposed. The applicant submitted a traffic impact study prepared by Brian Dunn, P.E. of Kittelson and Associates, Inc. The analysis was reviewed by John Replinger of Replinger and Associates whom noted "The engineer measured sight distance at the two existing site access locations on Washington Street and verified the adequacy. I concur with his analysis and conclusions about the

adequacy of sight distance" (Exhibit 4). The applicant has not proposed any alterations to the ingress or egress of the site.

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 530 feet and the minimum block spacing between streets is 150 feet as measured between the right-of-way centerlines. If the maximum block size is exceeded, pedestrian accessways must be provided every 330 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***
Major 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.*
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.*
Collector 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*	*100 ft.*
Local 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*	*25 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.		

Finding: Not Applicable. The street systems abutting the subject site are fully constructed. No new streets or modifications to the existing street system or driveways are proposed or required with the proposed development.

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-and-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.
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.*

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.
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.
E. Accessways shall comply with Americans with Disabilities Act (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.*

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

Finding: Not Applicable. An additional bicycle and pedestrian accessway is not required in this location.

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 20 vehicles shall be maintained at LOS "E" or better. LOS "F" will be tolerated at movements serving no more than 20 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 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.

Finding: Complies as Proposed. The applicant submitted a traffic impact study prepared by Brian Dunn, P.E. of Kittelson and Associates, Inc. The analysis was reviewed by John Replinger of Replinger and Associates (Exhibit 4). The applicant evaluated traffic patterns and traffic volumes and analyzed the operations at the following locations:

- OR 213/Prairie Schooner Way
- Washington Street/Prairie Schooner Way
- Home Depot signalized access/Prairie Schooner Way
- Home Depot unsignalized, right-in, right-out access/Prairie Schooner Way

Mr. Replinger wrote:

The TIA presents information on trip generation from the construction of an 11,059 square-foot tire store. The trip generation rates were taken from the Institute of Transportation Engineers' Trip Generation. The tire store predicted to produce 23 PM peak hour trips and 35 Saturday mid-day peak hour trips.

Traffic volumes were calculated for the intersections described in #1, above. At each location, the level of service (LOS) and delay calculations were provided to assess operations relative to ODOT and city's operational standard. The analysis was undertaken for the PM and the Saturday mid-day peak hours and included year 2014 existing conditions, 2015 background conditions, and year 2015 total traffic conditions. According to the engineer, all four intersections will operate better than the operational standards specified by ODOT and the city. Under 2015 total traffic conditions with the tire store included, all intersections will operate at LOS "A" or "B." Even for the OR 213/Prairie Schooner Way intersection, the intersection volume-to-capacity ratio (v/c) is predicted to be 0.70 or better under all conditions. For the three intersections under city jurisdiction, each easily meets the city's operational standard. The performance of all study area intersections is predicted to meet city standards during the peak hours. The engineer also analyzed the queuing at the intersections and found that there is adequate capacity for queued vehicles on all approaches. The engineer concluded no mitigation measures were necessary. I concur with his conclusions.

The engineer concludes that traffic operations would be adequate at all analyzed intersections. He concludes no mitigation is needed for traffic operations. He concludes no safety mitigation is necessary. I concur with the conclusions of the applicant's engineer.

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.
Finding: Complies as Proposed. There are no street intersections proposed.

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.
Finding: Not Applicable. No off-site street improvements are proposed or required for the proposed development.

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.
Finding: Not Applicable. No half-street is proposed.

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 25 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.
Finding: Not Applicable. The applicant has not proposed a cul-de-sac or permanent dead-end street.

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.
Finding: Not Applicable. The names of the streets are not proposed to change with this proposal.

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.
Finding: Not Applicable. The street systems abutting the subject site are fully constructed. No new streets or modifications to the existing street system are proposed or required with the proposed development.

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.
Finding: Not Applicable. The applicant has not proposed and is not required to alter the access to the site or construct a wall or other such treatment.

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.

Finding: Not Applicable. The street systems abutting the subject site are fully constructed. No new streets or modifications to the existing street system are proposed or required with the proposed development.

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.

Finding: Not Applicable. Public alleys are not required in this location**.**

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 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.

Finding: Complies as Proposed. The application was forwarded to Tri-Met, the city's primary transit provider, who did not comment on the proposal.

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 10 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.

Finding: Not Applicable. The street systems abutting the subject site are fully constructed. No new streets or modifications to the existing street system are proposed or required with the proposed development.

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 "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 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.

Finding: Applicable. The applicant is subject to this requirement.

Chapter 12.08 – PUBLIC AND STREET TREES

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.

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.

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.

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

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.

Finding: Complies with Condition. The lease area abuts Highway 213 and Washington Street/ Prairie Schooner Way.

The Highway 213 frontage extends 187.5 feet, requiring 5 street trees (187.5/35=5.36). The applicant proposed to install 7 street trees along the Highway 213 frontage, in excess of the minimum requirement of 5. Highway 213 is controlled by Oregon Department of Transportation (ODOT) and thus prior to planting, the applicant shall receive approval from ODOT for the street trees within the ODOT right-of-way. If approval is not granted, the applicant may plant the trees on the subject site, or provide a fee in lieu prior to issuance of an occupancy for the structure.

The Washington Street/ Prairie Schooner Way extends 269.7', requiring 7 trees (269.7/35=7.7). The applicant provided a plan demonstrating 9 trees within the right-of-way in excess of 2 inches in caliper which were planted with the recent roadway construction. Though the trees are not spaced evenly along the frontage, no additional street trees are required. **The applicant can assure this standard is met through compliance with Condition of Approval 28.**

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.

Finding: Complies as Proposed. The applicant submitted a landscape plan signed by a landscape architect which includes Acer Rubrum 'Gerling' (Armstrong Maple) to be planted as street trees. As the plan is signed by a landscape architect, the species is acceptable.

12.08.025 General tree maintenance.
Abutting property owners shall be responsible for the maintenance of street trees and planting strips. Topping of trees is permitted only under recommendation of a certified arborist, or other qualified professional, if required by city staff. Trees shall be trimmed appropriately. Maintenance shall include trimming to remove dead branches, dangerous limbs and to maintain a minimum seven-foot clearance above all sidewalks and ten-foot clearance above the street. Planter strips shall be kept clear of weeds, obstructing vegetation and trash.
Finding: Applies. The applicant shall be responsible for maintenance of the abutting street trees.

12.08.030 Public property tree maintenance.
The city shall have the right to plant, prune, maintain and remove trees, plants and shrubs in all public rights-of-way and public grounds, as may be necessary to ensure public safety or to preserve and enhance the symmetry or other desirable characteristics of such public areas. The natural resources committee may recommend to the community development director the removal of any tree or part thereof which is in an unsafe condition, or which by reason of its nature is injurious to above or below-ground public utilities or other public improvements.
Finding: Applies. The City shall have the right to maintain the street trees as required.

12.08.035 Public tree removal.
Finding: Not Applicable. The applicant has not proposed to remove any street trees with the proposed development.

CHAPTER 13.12 – STORMWATER MANAGEMENT

13.12.050.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.
Finding: Please refer to section 13.12.090 of this report.

13.12.050.B. *Stormwater Quantity Control. The stormwater quantity control requirements of this chapter shall apply to the following proposed activities, uses or developments:*
13.12.050.B.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 seven-year period;*
Finding: Not Applicable. The proposed development is not in a Natural Resource Overlay District.

13.12.050.B.2 *Activities that create more than two thousand square feet of impervious surface, cumulated over any given seven year period; or*

Finding: Applicable. Stormwater quantity control is required, except that the site qualifies for an exemption under 13.12050 B4.

13.12.050.B.3 *Redevelopment of a commercial or industrial land use that will disturb more than five thousand square feet of existing impervious surface. This five thousand square foot measurement cumulates over any given seven year period;*
Finding: Not Applicable. The development proposal is not redevelopment of land or of impervious surfaces.

13.12.050.B.4 *An exemption to the stormwater quantity control requirements of this chapter will be granted in the following circumstances:*
a. The development site discharges to a stormwater quantity control facility approved by the city engineer to receive the developed site runoff after verification that the facility is adequately sized to receive the additional stormwater, or,
b. The development site discharges to one of the following receiving bodies of water: 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
Finding: Complies as Proposed. The discharge from the development will go to the Clackamas River, the flood plain elevation is this area is 50.7-feet and the development is predominantly at 54-feet. Therefore, the development is within 10-feet of the flood elevation. Based upon this, detention is not required unless the downstream elements do not have capacity for the additional flow.

13.12.050.C. *Stormwater Quality Control. The stormwater quality control requirements of this chapter shall apply to the following proposed activities, uses or developments:*
13.12.050.C.1*. Category A. Activities subject to general water quality requirements of this chapter:*
a. The construction of four or more single-family residences;
b. 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 seven year period; or
c. Activities that create more than eight thousand square feet of new impervious surface for other than a single-family residential development. This eight thousand square foot measurement will be considered cumulative for any given seven year period;
d. An exemption to the stormwater quantity control requirements of this subsection will be granted if the development site discharges to a stormwater quality control facility approved by the city engineer to receive the developed site runoff after verification that the facility is adequately sized to receive the additional stormwater.
Finding: Applicable. The proposed development results in more than 8000 square feet of new impervious surface, so storm water treatment is required.

13.12.050.C.2 *Category B. 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 contained in the Public Works Stormwater and Grading Design Standards:*
a. Fuel dispensing facilities;
b. Bulk petroleum storage in multiple stationary tanks;
c. Solid waste storage areas for commercial, industrial or multi-family uses;
d. Loading and unloading docks for commercial or industrial uses; or
e. Covered vehicle parking for commercial or industrial uses.

Finding: Not Applicable. The proposed work does not include these elements.

13.12.050.C.3 *Category C. Clackamas River Watershed. In addition to any other applicable requirements of this chapter, any development that creates new waste discharges and whose stormwater runoff may directly or indirectly flow into the Clackamas River is subject to additional requirements associated with Oregon Administrative Rules (OAR) 340-41-470 (Thee Basin Rule).*
Finding: Applicable. The site is in the Clackamas River watershed.

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 management 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. Unless otherwise exempted by Section 13.12.050(B), the plan and report includes adequate stormwater quantity control facilities, so that when the proposed land development activity takes place, peak rates and volumes of runoff:
1. Do not exceed the capacity of receiving drainage conveyance facilities;
2. Do not increase the potential for streambank erosion; and
3. Do not add volume to an off-site closed depression without providing for mitigation.
D. Unless otherwise exempted by Section 13.12.050(C), the proposed development includes:
1. Adequate stormwater quality control facilities, so that when the proposed land development activity takes place, the temperature and overall pollution level of stormwater runoff is no greater than the water entering. When no water enters a project, then stormwater runoff shall be compared to rain samples; and
2. Stormwater quality control facilities which:
a. Are in compliance with applicable National Pollutant Discharge Elimination System (NPDES) requirements;
b. Minimize the deterioration of existing watercourses, culverts, bridges, dams and other structures; and
c. Minimize any increase in nonpoint source pollution.
E. 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.
F. Streambank erosion protection is provided where stormwater, directly or indirectly, discharges to open channels or streams. The post-development peak stormwater discharge rate from a development site for the two year, twenty-four hour duration storm event shall not exceed fifty percent of the two year, twenty-four hour predevelopment peak runoff rate.
G. Specific operation and maintenance measures are proposed that ensure that the proposed stormwater quantity control facilities will be properly operated and maintained.
Finding: Complies with Conditions. The applicant submitted a preliminary Stomwater Report that is based on Oregon City Stormwater Design Standards for Quantity Control Facilities, Quality Treatment Facilities, and Collection and Conveyance. The initial report called for collection of storm water and discharge to the treatment facility constructed for Home Depot. The facility was sized for the future development of the area proposed for America's Tire.

A final stormwater report shall be required that reflects the final design. This shall include an evaluation of the water quality facilities to insure they are sized properly for the additional flow, and to insure that

protection of the adjacent salmon-bearing rivers and creeks. In addition, it shall include the evaluation of downstream conveyance to determine if there is sufficient capacity for the additional flow. Detention may be required depending upon the outcome of the downstream evaluation. In addition, the Home Depot Storm Drainage Report shall be submitted as an appendix to the final storm drainage report.

The applicant must analyze and incorporate water quality (which includes temperature control) infrastructure to protect the adjacent salmon-bearing rivers and creeks from the developed site's storm runoff. The applicant must consider these impacts for the storm design and site construction. The storm sewer system shall be designed so all runoff from impervious development is collected and goes through an appropriate pollution control water quality control structure. This design will also require DEQ approval.

The applicant shall submit a final Stormwater Report that is based on Oregon City Stormwater Design Standards for quality treatment facilities, and collection and conveyance. The final report shall include in the appendix a copy of the Home Depot Storm Drainage Report by WRG Design, Inc, dated March 14, 2001. The report shall also include an evaluation of the water quality facilities to insure they are sized properly for the additional flow, and to insure that protection of the adjacent salmon-bearing rivers and creeks. This shall include the evaluation of downstream conveyance to determine if there is sufficient capacity for the additional flow. Detention may be required depending upon the outcome of the downstream evaluation.

The proposed application includes significant increases in impervious surface that will result in stormwater discharges to the Clackamas River (via Clackamette Cove) and Abernethy Creek (via Park Place Creek). The Willamette River, the Clackamas River, and Abernethy Creek have been identified by the Oregon Department of Fish and Wildlife as anadromous fish-bearing streams. Development that increases impervious surface area represents activities that do not conserve or protect the listed species. The Clackamas River and the Willamette River are currently listed as "water quality limited." The Department of Environmental Quality identified the Clackamas River as water quality limited for summer temperature. The lower Willamette River was listed as water quality limited for toxins, biological criteria, bacteria, and temperature. The National Marine Fisheries Service (NMFS) recently listed several salmon species as threatened and endangered throughout many areas of the state. Under this new rule (NMFS's "4d" rule), local governments must subject development reviews to the "4d" rule requirements. Since the rule was adopted in September 2000, any future development on Pad "A" and Pad "B" would be subject to 4d rule requirements. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 1, 2, 3, 18 and 19.**

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.

Finding: Applicable. Proposed grading activities are greater than 10 cubic yards of earth. Also, the creation of an impervious area greater than 2000 square feet is proposed.

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.

Finding: Complies with Conditions. The applicant submitted a preliminary site grading plan that shows minimal grading for the proposed project.

The site is located on a portion of the decommissioned Rossman Landfill, which contains uncontrolled solid waste. The landfill was closed in 1983, and since then has undergone remediation. The development requires a modification of the landfill site closure design. The proposed development cannot move forward without a modification of the landfill closure permit, which the property owner must request from the Department of Environmental Quality (DEQ).

Grading and site work must be conducted such that the landfill closure design is not impaired. A full geotechnical report must be submitted that addresses the decommissioned landfill site and proposed alterations or modifications. The DEQ must review and approve of site improvement plans prior to the City's engineering plan approval.

During construction the earthwork shall be inspected by the applicant's geotechnical engineer, who shall provide written documentation that the work was constructed as specified. There shall also be test

reports and certifications that the landfill closure design including the gas collection system has not be disturbed, and is operational and show compliance with the requirements of the DEQ landfill closure permit modification.

Prior to the issuance of a grading permit the applicant shall submit an erosion control permit and provide an Erosion Prevention and Sedimentation Control Plan to the City for approval. A final site Grading Plan shall be required as part of the final construction plans per the City's Grading Criteria and the International Building Code. If significant grading is required due to the location or the nature of the site, rough grading shall be required of the developer prior to the acceptance of the public improvements. The applicant shall obtain DEQ's written approval of the final site plans prior to the City's site grading plan approval. There shall not be more than a maximum grade differential of two (2) feet at all site boundaries.

The applicant is responsible for this project's compliance with Engineering Policy 00-01. The policy pertains to any land use decision requiring the applicant to provide any public improvements and includes a requirement to attend a pre-design meeting with the City.

Prior to City construction plan approval or issuance of a grading or building permit associated with the proposed development the property and building owners shall provide written acknowledgement and statement to assume responsibility for risks associated with the selected foundation and construction alternatives. The applicant shall submit a final geotechnical engineering report to DEQ, the City's Building Official, and the City's Public Works Engineering Development Services for review and approval. The final Geotechnical Engineering Investigation Report shall document the following:

- A comprehensive subsurface investigation,
- Settlement calculations and assumed material properties,
- Foundation recommendations and capacity calculations,
- Pavement and utility construction and maintenance recommendations,
- Floor slab and other flat concrete construction and maintenance recommendations, and
- Surcharge recommendations including dimension and time criteria.
- Details, as necessary, to address DEQ requirements relative to increased leachate and landfill gas migration due to consolidation of the landfill, penetrating the landfill cap (including alternatives that allow landscaping to address water quality concerns), and limiting sub-landfill aquifer contamination via pile penetration as may be applicable.
- Recommendations to minimize risks of negative impacts for proposed building structure, site grading, cuts and fill, foundations, seismic, utility infrastructure including connections between the underground utilities and the building structure, methane gas migration and accumulation including consideration of the gas migration through utility trenches and accumulation in utility infrastructure such as light pole bases, manholes and junction boxes. and differential settlement of the proposed development.
- Recommendations for applicable safety measures needed to minimize the risks of excessive differential building settlement, uneven settlements of the non-building areas affecting surface drainage, building and site settlements affecting gravity flow sewers, and methane accumulation and migration.
- Recommendations for development to be in compliance with applicable 2012 International Building Codes and 2014 Oregon Structural Specialty Code.
- Evaluation of impacts to the Highway 213 embankment from the site development and appropriate recommendations to mitigate for impacts.

The City's geotechnical engineer shall provide a peer review of the final Geotechnical Engineering Report at the applicant's cost. The applicant shall have all comments and requirements from DEQ and the City addressed in the final report as applicable.

Prior to City construction plan approval or issuance of a grading or building permit associated with the proposed development the applicant's geotechnical engineer shall provide written documentation that the final construction plans and specifications comply with his/her recommendations. Prior to City acceptance and issuance of certificate of occupancy, the geotechnical engineer shall provide written documentation that the subgrade, grades, and fills have been prepared and constructed as specified. There shall also be test reports and certifications that document the landfill closure design including the gas collection system has not been disturbed, and is operational.

Prior to City construction plan approval or issuance of a grading or building permit associated with the proposed development the applicant shall demonstrate the design and construction of this development shall not disturb the existing gas collection system. The geotechnical engineer shall provide test reports and certification that all engineered fills have been placed as specified. A summary report shall be supplied to the City Engineer and Building Official certifying that the structural fill has been placed and tested in accordance with the requirements of the geotechnical evaluation and City requirements.

Prior to City construction plan approval or issuance of a grading or building permit associated with the proposed development an Erosion Prevention and Sedimentation Control Plan in compliance with all applicable standards shall be submitted for City approval. Dewatering excavations shall not be allowed unless the discharge water meets DEQ standards, and the turbidity standards (see below) or is adequately clarified before it enters on-site wetlands, drainage courses, and before it leaves the site. Discharge from man-made, natural, temporary, or permanent ponds shall meet the same standard. Effective erosion control shall be maintained after site work is complete and throughout building permit issuance. Construction activities shall not result in greater than 10 percent turbidity increase between points located upstream and downstream of construction activities. Plans shall document erosion prevention and control measures that will remain effective and be maintained until all construction is complete and permanent vegetation has been established on the site. Responsible party (site steward) for erosion control maintenance throughout construction process shall be shown on the Erosion Control Plan. The applicant shall implement high performance erosion control alternatives to minimize the potential for water quality and fish habitat degradation in receiving waters. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Conditions of Approval 1, 2, 11, 12, 15, 16 and 17.**

EROSION AND SEDIMENT CONTROL – CHAPTER 17.47

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.
Finding: Approved with Conditions. The applicant has provided an erosion control plan. The applicant shall obtain an erosion control permit. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Conditions of Approval 1 and 17.**

GEOLOGIC HAZARDS – CHAPTER 17.44

17.44.025 *- When required; regulated activities; permit and approval requirements.*
No person shall engage in any of the following regulated activities within the adopted Oregon City Geologic Hazards Overlay Zone as defined in section 17.04.515 of the Oregon City Municipal Code without first obtaining permits or approvals as required by this chapter:
A. Installation or construction of an accessory structure greater than 500 square feet in area;
B. Development of land, construction, reconstruction, structural alteration, relocation or enlargement of any building or structure for which permission is required pursuant to the Oregon City Municipal Code;
C. Tree removal on slopes greater than 25 percent where canopy area removal exceeds 25 percent of the lot.
D. Excavation which exceeds two feet in depth, or which involves twenty-five or more cubic yards of volume;
The requirements of this chapter are in addition to other provisions of the Oregon City Municipal Code. Where the provisions of this chapter conflict with other provisions of the Oregon City Municipal Code, the provisions that are the more restrictive of regulated development activity shall govern.

Finding: Complies with Conditions. The proposed development is subject to geologic hazard overlay district review for steep slopes. However, the portions of the site that are identified as geologic hazard, steep slopes greater than 25%, are the constructed roadway embankment of Highway 213. The roadway embankment is located on the eastern side of the property and the toe of the engineered embankment is within 50 feet of the site development. The development and Highway 213 are both within the Rossman landfill boundaries. The applicant has not proposed any grading activities or excavations within 50 feet of the toe of the engineered embankment, although primary, secondary and long-term settlements of the entire project site are expected from the proposed development activity. The applicant's Geotechnical Engineering Report does not include an evaluation of the impacts of the development on the Highway 213 embankments. The applicant's final geotechnical report shall include an evaluation of the potential impacts to the Hwy 213 embankment from the site development and applicable recommendations.

Prior to the issuance of a grading permit the applicant shall submit an erosion control permit and provide an Erosion Prevention and Sedimentation Control Plan to the City for approval. Prior to approval of construction plans the applicant shall provide a Preliminary Grading Plan in compliance with Chapter 3 of the City of Oregon City Stormwater and Grading Design Standards to the City. A final site Grading Plan shall be required as part of the final construction plans per the City's Grading Criteria and the International Building Code. If significant grading is required due to the location or the nature of the site, rough grading shall be required of the developer prior to the acceptance of the public improvements. The applicant shall obtain DEQ's written approval of the final site plans prior to the City's site grading plan approval. There shall not be more than a maximum grade differential of two (2) feet at all site boundaries.

The applicant is responsible for this project's compliance with Engineering Policy 00-01. The policy pertains to any land use decision requiring the applicant to provide any public improvements and includes a requirement to attend a pre-design meeting with the City.

Prior to City construction plan approval or issuance of a grading or building permit associated with the proposed development the property and building owners shall provide written acknowledgement and statement to assume responsibility for risks associated with the selected foundation and construction alternatives. The applicant shall submit a final geotechnical engineering report to DEQ, the City's

Building Official, and the City's Public Works Engineering Development Services for review and approval. The final Geotechnical Engineering Investigation Report shall document the following:

- A comprehensive subsurface investigation,
- Settlement calculations and assumed material properties,
- Foundation recommendations and capacity calculations,
- Pavement and utility construction and maintenance recommendations,
- Floor slab and other flat concrete construction and maintenance recommendations, and
- Surcharge recommendations including dimension and time criteria.
- Details, as necessary, to address DEQ requirements relative to increased leachate and landfill gas migration due to consolidation of the landfill, penetrating the landfill cap (including alternatives that allow landscaping to address water quality concerns), and limiting sub-landfill aquifer contamination via pile penetration as may be applicable.
- Recommendations to minimize risks of negative impacts for proposed building structure, site grading, cuts and fill, foundations, seismic, utility infrastructure including connections between the underground utilities and the building structure, methane gas migration and accumulation including consideration of the gas migration through utility trenches and accumulation in utility infrastructure such as light pole bases, manholes and junction boxes. and differential settlement of the proposed development.
- Recommendations for applicable safety measures needed to minimize the risks of excessive differential building settlement, uneven settlements of the non-building areas affecting surface drainage, building and site settlements affecting gravity flow sewers, and methane accumulation and migration.
- Recommendations for development to be in compliance with applicable 2012 International Building Codes and 2014 Oregon Structural Specialty Code.
- Evaluation of impacts to the Highway 213 embankment from the site development and appropriate recommendations to mitigate for impacts.

The City's geotechnical engineer shall provide a peer review of the final Geotechnical Engineering Report at the applicant's cost. The applicant shall have all comments and requirements from DEQ and the City addressed in the final report as applicable.

Prior to City construction plan approval or issuance of a grading or building permit associated with the proposed development the applicant's geotechnical engineer shall provide written documentation that the final construction plans and specifications comply with his/her recommendations. Prior to City acceptance and issuance of certificate of occupancy, the geotechnical engineer shall provide written documentation that the subgrade, grades, and fills have been prepared and constructed as specified. There shall also be test reports and certifications that document the landfill closure design including the gas collection system has not been disturbed, and is operational.

Prior to City construction plan approval or issuance of a grading or building permit associated with the proposed development the applicant shall demonstrate the design and construction of this development shall not disturb the existing gas collection system. The geotechnical engineer shall provide test reports and certification that all engineered fills have been placed as specified. A summary report shall be supplied to the City Engineer and Building Official certifying that the structural fill has been placed and tested in accordance with the requirements of the geotechnical evaluation and City requirements.

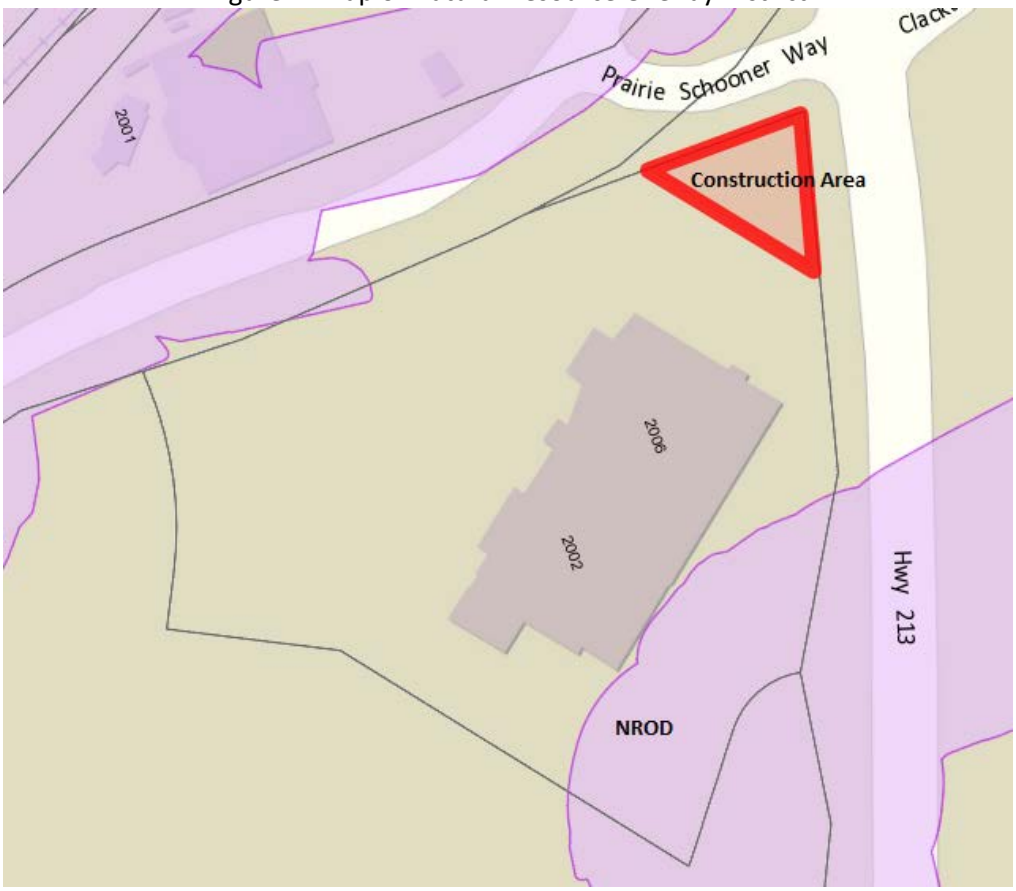
Prior to City construction plan approval or issuance of a grading or building permit associated with the proposed development an Erosion Prevention and Sedimentation Control Plan in compliance with all

applicable standards shall be submitted for City approval. Dewatering excavations shall not be allowed unless the discharge water meets DEQ standards, and the turbidity standards (see below) or is adequately clarified before it enters on-site wetlands, drainage courses, and before it leaves the site. Discharge from man-made, natural, temporary, or permanent ponds shall meet the same standard. Effective erosion control shall be maintained after site work is complete and throughout building permit issuance. Construction activities shall not result in greater than 10 percent turbidity increase between points located upstream and downstream of construction activities. Plans shall document erosion prevention and control measures that will remain effective and be maintained until all construction is complete and permanent vegetation has been established on the site. Responsible party (site steward) for erosion control maintenance throughout construction process shall be shown on the Erosion Control Plan. The applicant shall implement high performance erosion control alternatives to minimize the potential for water quality and fish habitat degradation in receiving waters. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with conditions of approval 1, 2, 11, 12, 15, 16 and 17.**

NATURAL RESOURCE OVERLAY DISTRICT – CHAPTER 17.49

Finding: Not Applicable. Though the subject site has portions which are within the Natural Resources Overlay District, the construction area is not within the Natural Resource Overlay District (NROD). No development is proposed within the NROD boundary and thus this standard is not applicable.

Figure 4: Map of Natural Resource Overlay District



FLOOD MANAGEMENT OVERLAY DISTRICT – CHAPTER 17.42

17.42.020 *Applicability.*

Finding: Complies with Condition. This chapter is applicable for all development located in the Flood Management Overlay District. The Home Depot property and proposed development are located within the overlay district. The base flood elevation is 50.7, the flood elevation of the 1996 flood and FEMA 100-year flood plain elevation. The applicant indicated that the project is

The applicant indicated that the lowest point of development would be 57.0 feet in elevation. Prior to issuance of a building or grading permit associated with the proposed development the applicant shall submit documentation stamped by a registered engineer demonstrating that all development (including but not limited to grading and construction) will be above the base flood elevation of 50.7 feet. Prior to issuance of a certificate of occupancy associated with the proposed development the applicant shall submit documentation stamped by a registered engineer demonstrating that all development (including but not limited to grading and construction) occurred above the base flood elevation of 50.7 feet. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Condition of Approval 14.**

CHAPTER 17.54.100 FENCES, HEDGES AND WALLS

Finding: Complies as Proposed. The applicant indicated that no walls or fences are proposed with the development.

V. CONCLUSION AND RECOMMENDATION:

Staff has reviewed the criteria for files SP 14-16, CD 14 and US 14-05 and provided findings to determine a recommendation of if the criteria have been met or can be met with conditions of approval. As demonstrated within this report, staff has determined that each criterion is or can be met with the attached conditions of approval and recommends the Planning Commission approve the application with the conditions identified within this report. The Planning Commission may choose to agree or disagree with the findings and revise the findings and/or conditions of approval as needed.

V. EXHIBITS

The following exhibits are attached to this staff report.*

1. Vicinity Map
2. Land Use Application and Site Plans
3. Planning Staff Report SP 99-11R
4. Comments by John Replinger of Replinger and Associates

*Please Note: Exhibits listed as “On-File” are part of the complete land use decision and record and may be reviewed upon request at the Planning Division office.

Recommended Conditions of Approval

SP 14-16: Site Plan and Design Review, CD 14-01: Code Interpretation/Similar Use and US 14-05: Geologic Hazards Overlay District

1. Prior to the issuance of a grading permit the applicant shall submit an erosion control permit and provide an Erosion Prevention and Sedimentation Control Plan to the City for approval. Prior to approval of construction plans the applicant shall provide a Preliminary Grading Plan in compliance with Chapter 3 of the City of Oregon City Stormwater and Grading Design Standards to the City. A final site Grading Plan shall be required as part of the final construction plans per the City's Grading Criteria and the International Building Code. If significant grading is required due to the location or the nature of the site, rough grading shall be required of the developer prior to the acceptance of the public improvements. The applicant shall obtain DEQ's written approval of the final site plans prior to the City's site grading plan approval. There shall not be more than a maximum grade differential of two (2) feet at all site boundaries. *(DS)*
2. The applicant is responsible for this project's compliance with Engineering Policy 00-01. The policy pertains to any land use decision requiring the applicant to provide any public improvements and includes a requirement to attend a pre-design meeting with the City. *(DS)*
3. Prior to final plat approval, the applicant shall sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water and/or street improvements in the future that benefit the Property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement. *(DS)*
4. The applicant shall provide a 6-inch fire service line and connection to existing 10-inch waterline with appropriate fittings, gate valves, and backflow prevention assembly and vault, a separate connection shall be made to the existing 2-inch water service line for the domestic water service with appropriate fitting(s), meter box, meter, valve(s) and backflow prevention assembly per the City's standards. The existing 2-inch service line shall be checked to confirm the condition and new connection required if the existing line cannot be used. The private 1-inch irrigation line shall also be constructed with the appropriate backflow prevention assembly. *(DS)*
5. Prior to the engineering construction plan approval, the applicant shall provide 15 feet wide easements for all public water and sanitary sewer infrastructure on the property. The easement areas shall include all public utility facilities that were constructed as part of the Home Depot development (Planning file SP 99-11R) and the proposed public facilities that are proposed to be constructed as part of the applicant's development on this property parcel. If the utility easements already exist, then the applicant shall provide copies of the recorded documents to the City. *(DS)*
6. The proposed onsite domestic water and fire services shall be adequately supported and restrained to accommodate installation in a landfill area where differential settlement is expected. The fire service line shall be constructed of ductile iron with locking joints; all angles and fittings shall be mechanically restrained. No thrust blocks will be allowed in the landfill area. The water line design

shall be part of the design package submitted to the DEQ for review with regards to the impacts to the landfill. *(DS)*

7. Fire hydrants shall be located as specified by the Clackamas County Fire District. *(F)*
8. The applicant shall connect to the existing 6-inch private sanitary sewer within the Home Depot parking lot, and shall obtain permission to do so from the property owner. *(DS)*
9. The applicant shall provide an oil/water separator in the service area location. *(DS)*
10. Since the proposed gravity sanitary sewer lateral is being constructed on a landfill site, differential settlement is expected. The sanitary sewer lateral shall be ductile iron with locking joints. The sanitary sewer lateral shall be video inspected each year to verify the pipe's grade and integrity. A copy of the tape shall be provided to the City for review, comment, and approval. *(DS)*
11. The applicant shall obtain DEQ written approval of this development prior to engineering construction plan approval. The applicant shall also comply with any additional comments, or recommendations from DEQ. The City shall be provided copies of the DEQ approval of the development. *(DS)*
12. Prior to City construction plan approval or issuance of a grading or building permit associated with the proposed development the property and building owners shall provide written acknowledgement and statement to assume responsibility for risks associated with the selected foundation and construction alternatives. The applicant shall submit a final geotechnical engineering report to DEQ, the City's Building Official, and the City's Public Works Engineering Development Services for review and approval. The final Geotechnical Engineering Investigation Report shall document the following:
    a. A comprehensive subsurface investigation,
    b. Settlement calculations and assumed material properties,
    c. Foundation recommendations and capacity calculations,
    d. Pavement and utility construction and maintenance recommendations,
    e. Floor slab and other flat concrete construction and maintenance recommendations,
    f. Surcharge recommendations including dimension and time criteria,
    g. Details, as necessary, to address DEQ requirements relative to increased leachate and landfill gas migration due to consolidation of the landfill, penetrating the landfill cap (including alternatives that allow landscaping to address water quality concerns), and limiting sub-landfill aquifer contamination via pile penetration as may be applicable.
    h. Recommendations to minimize risks of negative impacts for proposed building structure, site grading, cuts and fill, foundations, seismic, utility infrastructure including connections between the underground utilities and the building structure, methane gas migration and accumulation including consideration of the gas migration through utility trenches and accumulation in utility infrastructure such as light pole bases, manholes and junction boxes. and differential settlement of the proposed development.
    i. Recommendations for applicable safety measures needed to minimize the risks of excessive differential building settlement, uneven settlements of the non-building areas affecting surface drainage, building and site settlements affecting gravity flow sewers, and methane accumulation and migration.
    j. Recommendations for development to be in compliance with applicable 2012 International Building Codes and 2014 Oregon Structural Specialty Code.
    k. Evaluation of impacts to the Highway 213 embankment from the site development and appropriate recommendations to mitigate for impacts.

    The City's geotechnical engineer shall provide a peer review of the final Geotechnical Engineering Report at the applicant's cost. The applicant shall have all comments and requirements from DEQ and the City addressed in the final report as applicable. *(DS)*

13. Prior to initiating development onsite, the applicant shall receive issuance/approval for any necessary permits onsite by the Oregon City Building Division. *(B)*
14. Prior to issuance of a building or grading permit associated with the proposed development the applicant shall submit documentation stamped by a registered engineer demonstrating that all development (including but not limited to grading and construction) will be above the base flood elevation of 50.7 feet. Prior to issuance of a certificate of occupancy associated with the proposed development the applicant shall submit documentation stamped by a registered engineer demonstrating that all development (including but not limited to grading and construction) occurred above the base flood elevation of 50.7 feet. *(P)*
15. Prior to City construction plan approval or issuance of a grading or building permit associated with the proposed development the applicant's geotechnical engineer shall provide written documentation that the final construction plans and specifications comply with his/her recommendations. Prior to City acceptance and issuance of certificate of occupancy, the geotechnical engineer shall provide written documentation that the subgrade, grades, and fills have been prepared and constructed as specified. There shall also be test reports and certifications that document the landfill closure design including the gas collection system has not been disturbed, and is operational. *(DS)*
16. Prior to City construction plan approval or issuance of a grading or building permit associated with the proposed development the applicant shall demonstrate the design and construction of this development shall not disturb the existing gas collection system. The geotechnical engineer shall provide test reports and certification that all engineered fills have been placed as specified. A summary report shall be supplied to the City Engineer and Building Official certifying that the structural fill has been placed and tested in accordance with the requirements of the geotechnical evaluation and City requirements. *(DS)*
17. Prior to City construction plan approval or issuance of a grading or building permit associated with the proposed development an Erosion Prevention and Sedimentation Control Plan in compliance with all applicable standards shall be submitted for City approval. Dewatering excavations shall not be allowed unless the discharge water meets DEQ standards, and the turbidity standards (see below) or is adequately clarified before it enters on-site wetlands, drainage courses, and before it leaves the site. Discharge from man-made, natural, temporary, or permanent ponds shall meet the same standard. Effective erosion control shall be maintained after site work is complete and throughout building permit issuance. Construction activities shall not result in greater than 10 percent turbidity increase between points located upstream and downstream of construction activities. Plans shall document erosion prevention and control measures that will remain effective and be maintained until all construction is complete and permanent vegetation has been established on the site. Responsible party (site steward) for erosion control maintenance throughout construction process shall be shown on the Erosion Control Plan. The applicant shall implement high performance erosion control alternatives to minimize the potential for water quality and fish habitat degradation in receiving waters. *(DS)*
18. Prior to City construction plan approval or issuance of a grading or building permit associated with the proposed development the applicant must analyze and incorporate water quality (which includes temperature control) infrastructure to protect the adjacent salmon-bearing rivers and creeks from the developed site's storm runoff. The applicant must consider these impacts for the storm design and site construction. The storm sewer system shall be designed so all runoff from impervious development is collected and goes through an appropriate pollution control water quality control structure. This design will also require DEQ approval. *(DS)*
19. Prior to City construction plan approval or issuance of a grading or building permit associated with the proposed development the applicant shall submit a final Stomwater Report that is based on Oregon City Stormwater Design Standards for quality treatment facilities, and collection and

conveyance. The final report shall include in the appendix a copy of the Home Depot Storm Drainage Report by WRG Design, Inc, dated March 14, 2001. The report shall also include an evaluation of the water quality facilities to insure they are sized properly for the additional flow, and to insure that protection of the adjacent salmon-bearing rivers and creeks. This shall include the evaluation of downstream conveyance to determine if there is sufficient capacity for the additional flow. Detention may be required depending upon the outcome of the downstream evaluation. *(DS)*

20. Prior to issuance of the certificate of occupancy associated with the proposed development the applicant shall submit a copy of a recorded public access easement for the 80-foot section extending along the western portion of the property which is constructed with a street section, planter strip and sidewalk. *(DS)*
21. The applicant shall submit revised plans and documentation demonstrating compliance with the landscaping standards identified below and within the Oregon City Municipal Code prior to issuance of a building permit associated with the proposed development. All landscaping shall be planted prior to issuance of an occupancy for the structure.
    a. General
        i. 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.
    b. Parking Area/Building Buffer
        i. A 2 inch caliper tree and an evergreen hedge of thirty to forty-two inches or shrubs placed no more than four feet apart on average within the 5 foot wide parking area/building buffer adjacent to the southwest portion of the building.
        ii. Shrubs and groundcover within the two islands adjacent to the structure and groundcover within the two islands adjacent to the parking lot.
    c. Interior Parking Lot Landscaping
        i. A minimum ten percent of the interior of the gross area of the parking lot devoted to landscaping.
        ii. Shrubs spaced no more than four feet apart on average over all interior parking lot landscaping (including but not limited to the island proposed to the west of the structure as well as the island proposed to the south of the structure).
        iii. Shrubs spaced no more than 4 feet apart on average adjacent to the pedestrian walkway within the parking lot (exclusive of the drive aisle crossing). *(P)*
22. The applicant shall comply with the tree protection requirements in OCMC 17.41.030.B.
23. Prior to issuance of a building permit associated with the proposed development, the applicant shall submit documentation demonstrating that 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. 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. *(P)*
24. Prior to issuance of a building or grading permit associated with the proposed development the applicant shall submit revised plans and documentation demonstrating that the average height of all parapets shall not exceed fifteen percent of the height of the supporting wall and such parapets shall not at any point exceed one-third of the height of the supporting wall. *(P)*
25. Prior to issuance of building permits associated with the proposed the applicant shall submit a revised photometric demonstrating compliance with the luminosity standards in Chapter 17.62.065 of the Oregon City Municipal Code (including but not limited to the western sidewalk and within the plaza). *(P)*

26. The applicant shall submit revised plans and documentation demonstrating compliance with the parking lot standards identified below and within the Oregon City Municipal Code prior to issuance of a building or grading permit associated with the proposed development.
    a. A signed parking agreement allowing the proposed development to utilize 13 parking stalls within the Home Depot parking (outside of the lease area).
    b. Documentation that the minimum required parking spaces for the proposed development 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 trucks used in conducting the business or use. *(P)*
27. Prior to issuance of a building or grading permit associated with the proposed development the applicant shall submit documentation identifying compliance with the nonconforming requirements in Chapter 17.58 of the Oregon City Municipal Code. The applicant shall calculate the nonconforming improvements both within and outside of the lease area. *(P)*
28. Prior to planting, the applicant shall receive approval from ODOT for the street trees within the ODOT right-of-way. If approval is not granted, the applicant may plant the trees on the subject site, or provide a fee in lieu prior to issuance of an occupancy for the structure. *(P)*

(P) = Verify that condition of approval has been met with the Planning Division.
(DS) = Verify that condition of approval has been met with the Development Services Division.
(B) = Verify that condition of approval has been met with the Building Division.
(F) = Verify that condition of approval has been met with Clackamas County Fire Department #1.

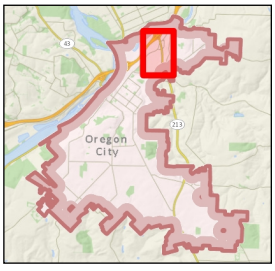
SP 14-16, CD 14-01 & US 14-05

Legend

- Taxlots
- Taxlots (Outside UGB)
- Unimproved ROW
- City Limits
- UGB
- Aerial Photos - 2013

Notes

Overview Map



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(503) 657-0891
www.orcity.org

Map created 10/27/2014

AAI afghan associates, inc.
ENGINEERING

September 12, 2014

City of Oregon City
221 Molalla Ave. Suite 200
Oregon City, Oregon 97045
Attention: Ms. Kelly Moosbrugger

RE: Design Review and Code Interpretation Application

Dear Kelly,

Please accept this submittal for Design Review and Code Interpretation. This submittal is comprised of two (2) full size and one (1) reduced set of the following:

- Form and Fees
- Narrative with Attachments:
  - Property Zoning Report
  - Oregon City Municipal Code Chapter 17.34
  - Preliminary Storm Water Calculations
  - Letter from America's Tire
  - Pre-application Conference Summary Sheet
- Site Plan
- Landscape Plan
- Exterior Lighting Plan
- Architectural Drawings
- Erosion and Sediment Control Plan
- Materials Board
- Neighborhood Meeting Summary
- Title Report
- Traffic Report

Please fee free to call with any questions or concerns regarding this application. I can be reached at 503-231-3902, or you can also speak with Craig Harris at 503-620-3030. We look forward to working with you.

Sincerely,

Beth Zauner

4875 SW Griffith Drive | Suite 300 | Beaverton, OR | 97005

503.620.3030 | tel 503.620.5539 | fax www.aaieng.com

OREGON CITY

Community Development – Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)	Type II (OCMC 17.50.030.B)	Type III / IV (OCMC 17.50.030.C)
☐ Compatibility Review	☐ Extension	☐ Annexation
☐ Lot Line Adjustment	☐ Detailed Development Review	☒ Code Interpretation / Similar Use
☐ Non-Conforming Use Review	☐ Geotechnical Hazards	☐ Concept Development Plan
☐ Natural Resource (NROD) Verification	☐ Minor Partition (<4 lots)	☐ Conditional Use
	☐ Minor Site Plan & Design Review	☐ Comprehensive Plan Amendment (Text/Map)
	☐ Non-Conforming Use Review	☐ Detailed Development Plan
	☐ Site Plan and Design Review	☐ Historic Review
	☐ Subdivision (4+ lots)	☐ Municipal Code Amendment
	☐ Minor Variance	☐ Variance
	☐ Natural Resource (NROD) Review	☐ Zone Change

File Number(s): _____

Proposed Land Use or Activity: Specialty Retail Tire Store

Project Name: America's Tires Number of Lots Proposed (If Applicable): _____

Physical Address of Site: 2002 Washington St. Oregon City, OR 97045

Clackamas County Map and Tax Lot Number(s): 22E29DD09016

Applicant(s):

Applicant(s) Signature: [signature]

Applicant(s) Name Printed: America's Tire - Scott M. Fournier Date: 28 July 2014

Mailing Address: 20225 N. Scottsdale Rd. Scottsdale AZ 85255

Phone: (602) 604-5755 Fax: 480.606.4370 Email: Scott.fournier@discounttire.com

Property Owner(s):

Property Owner(s) Signature: [signature]

Property Owner(s) Name Printed: Home Depot - JEFF HARDMAN Date: 7/28/14

Mailing Address: 3800 WEST CHAPMAN AVE, ORANGE, CA. 92868

Phone: (714) 873-2155 Fax: _____ Email: JEFFREY_S_HARDMAN@HOMEDEPOT.COM

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: Craig Harris Date: 7/28/2014

Mailing Address: 4975 SW Griffith Dr. #200 Beaverton OR 97005

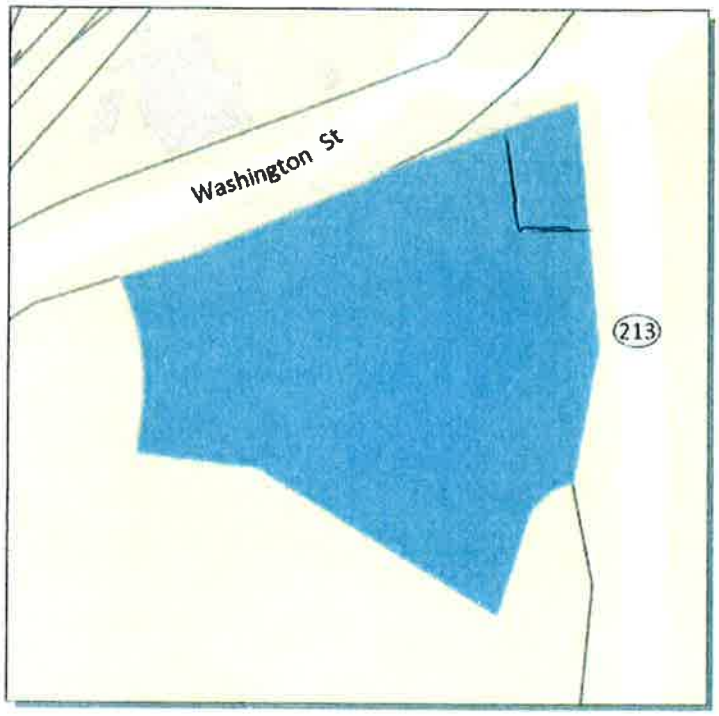
Phone: (503) 352-7619 Fax: (503) 620-6729 Email: craigh@aaieng.com

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.

Taxlot Detail Report

Taxlot: 2-2E-29 -00906

Overview Map



Taxlot highlighted in blue

Taxlot Information

APN: 2-2E-29 -00906
Alt ID: 05020358
Site Address: 2002 WASHINGTON ST
OREGON CITY, OR 97045
Year Built: 0

Taxpayer Information

Taxpayer: *Suppressed*
Address: *Suppressed*

Reference Information

Parcel Area (acres - approx): 16.7
Parcel Area (sq. ft. - approx): 726,580
Twn/Rng/Sec: 02S 02E 29
Tax Map Reference: 22E29

Values

Mkt Values as of: 10/10/2012
Land Value (Mkt): $5,285,406
Building Value (Mkt): $0
Exempt Amount: $0
Net Value (Mkt): $5,285,406
Note: These are Market, NOT Assessed values.
Assessed Value: $5,026,264

Planning Designations

Zoning: MUD
- Mixed Use Downtown District

Comprehensive Plan: mud
- Mixed Use - Downtown

Subdivision:
PUD (if known):
Neighborhood Assn: Two Rivers NA
Urban Renewal District: Downtown Urban Renewal Area
Historic District:
Historic Designated Structure? N
In Willamette Greenway? N
In Geologic Hazard? Y
In Nat. Res. Overlay District (NROD)? Y
In 1996 Floodplain? Y

Report generated 11/11/2013 11:52 AM

City of Oregon City
PO Box 3040
625 Center St
Oregon City, OR 97045
(503) 657-0891
www.orcity.org

Oregon City, Oregon, Code of Ordinances >> Title 17 - ZONING >> Chapter 17.34 - "MUD"—MIXED-USE DOWNTOWN DISTRICT >>

Chapter 17.34 - "MUD"—MIXED-USE DOWNTOWN DISTRICT [28]

Sections:

17.34.010 - Designated.

The mixed-use downtown (MUD) district is designed to apply within the traditional downtown core along Main Street and includes the "north-end" area, generally between 5th Street and Abernethy Street, and some of the area bordering McLoughlin Boulevard. Land uses are characterized by high-volume establishments constructed at the human scale such as retail, service, office, multi-family residential, lodging or similar as defined by the community development director. A mix of high-density residential, office and retail uses are encouraged in this district, with retail and service uses on the ground floor and office and residential uses on the upper floors. The emphasis is on those uses that encourage pedestrian and transit use. This district includes a Downtown Design District overlay for the historic downtown area. Retail and service uses on the ground floor and office and residential uses on the upper floors are encouraged in this district. The design standards for this sub-district require a continuous storefront façade featuring streetscape amenities to enhance the active and attractive pedestrian environment.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009)

17.34.020 - Permitted uses.

Permitted uses in the MUD district are defined as:

A. Any use permitted in the mixed-use corridor without a size limitation, unless otherwise restricted in Sections 17.34.020, 17.34.030 or 17.34.040

B. Hotel and motel, commercial lodging;

C. Marinas;

D. Religious institutions;

E. Retail trade, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies, specialty stores provided the maximum footprint of a freestanding building with a single store does not exceed sixty thousand square feet (a freestanding building over sixty thousand square feet is allowed as long as the building contains multiple stores);

F. Live/work units.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009)

17.34.030 - Conditional uses.

The following uses are permitted in this district when authorized and in accordance with the process and standards contained in Chapter 17.56.

A. Ancillary drive-in or drive-through facilities;
B. Emergency services;
C. Hospitals;
D. Outdoor markets that do not meet the criteria of Section 17.34.020
E. Parks, playgrounds, play fields and community or neighborhood centers;
F. Parking structures and lots not in conjunction with a primary use;
G. Retail trade, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies and specialty stores in a freestanding building with a single store exceeding a foot print of sixty thousand square feet;
H. Public facilities such as sewage and water treatment plants, water towers and recycling and resource recovery centers;
I. Public utilities and services such as pump stations and sub-stations;
J. Distributing, wholesaling and warehousing;
K. Gas stations;
L. Public and or private educational or training facilities;
M. Stadiums and arenas;
N. Passenger terminals (water, auto, bus, train);
O. Recycling center and/or solid waste facility.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009)

17.34.040 - Prohibited uses.

The following uses are prohibited in the MUD district:

A. Kennels;
B. Outdoor storage and sales, not including outdoor markets allowed in Section 17.34.030
C. Self-service storage;
D. Single-Family and two-family residential units;
E. Motor vehicle and recreational vehicle repair/service;
F. Motor vehicle and recreational vehicle sales and incidental service;
G. Heavy equipment service, repair, sales, storage or rental[2] (including but not limited to construction equipment and machinery and farming equipment)

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009)

17.34.050 - Pre-existing industrial uses.

Tax lot 5400 located at Clackamas County Tax Assessors Map #22E20DD, Tax Lots 100 and two hundred located on Clackamas County Tax Assessors Map #22E30DD and Tax Lot 700 located on Clackamas County Tax Assessors Map #22E29CB have special provisions for industrial uses. These properties may maintain and expand their industrial uses on existing tax lots. A change in use is

allowed as long as there is no greater impact on the area than the existing use.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009)

17.34.060 - Mixed-use downtown dimensional standards—For properties located outside of the downtown design district.

A. Minimum lot area: None.

B. Minimum floor area ratio: 0.30.

C. Minimum building height: Twenty-five feet or two stories except for accessory structures or buildings under one thousand square feet.

D. Maximum building height: Seventy-five feet, except for the following locations where the maximum building height shall be forty-five feet:

1. Properties between Main Street and McLoughlin Boulevard and 11th and 16th streets;
2. Property within five hundred feet of the End of the Oregon Trail Center property; and
3. Property within one hundred feet of single-family detached or detached units.

E. Minimum required setbacks, if not abutting a residential zone: None.

F. Minimum required interior side yard and rear yard setback if abutting a residential zone: Fifteen feet, plus one additional foot in yard setback for every two feet in height over thirty-five feet.

G. Maximum Allowed Setbacks.

1. Front yard: Twenty feet provided the site plan and design review requirements of Section 17.62.055 are met.
2. Interior side yard: No maximum.
3. Corner side yard abutting street: Twenty feet provided the site plan and design review requirements of Section 17.62.055 are met.
4. Rear yard: No maximum.
5. Rear yard abutting street: Twenty feet provided the site plan and design review requirements of Section 17.62.055 are met.

H. Maximum site coverage including the building and parking lot: Ninety percent.

I. Minimum landscape requirement (including parking lot): Ten percent.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009)

17.34.070 - Mixed-use downtown dimensional standards—For properties located within the downtown design district.

A. Minimum lot area: None.

B. Minimum floor area ratio: 0.5.

C. Minimum building height: Twenty-five feet or two stories except for accessory structures or buildings under one thousand square feet.

D. Maximum building height: Fifty-eight feet.

E. Minimum required setbacks, if not abutting a residential zone: None.

F. Minimum required interior and rear yard setback if abutting a residential zone: Twenty feet, plus one foot additional yard setback for every three feet in building height over thirty-five feet.

G. Maximum Allowed Setbacks.

1. Front yard setback: Ten feet provided the site plan and design review requirements of Section 17.62.055 are met.
2. Interior side yard setback: No maximum.

3. Corner side yard setbackabutting street: Ten feet provided the site plan and design review requirements of Section 17.62.055 are met.
4. Rear yard setback: No maximum.
5. Rear yard setback abutting street: Ten feet provided the site plan and design review requirements of Section 17.62.055 are met.

H. Parking Standards. The minimum number of off-street vehicular parking stalls required in Chapter 17.52 may be reduced by fifty percent.

I. Maximum site coverage of the building and parking lot: One hundred percent.

J. Minimum Landscape Requirement. Development within the downtown design district overlay is exempt from required landscaping standards in Section 17.62.050A.1. However, landscaping features or other amenities are required, which may be in the form of planters, hanging baskets and architectural features such as benches and water fountains that are supportive of the pedestrian environment. Where possible, landscaped areas are encouraged to facilitate continuity of landscape design. Street trees and parking lot trees are required and shall be provided per the standards of Chapter 12.08 and Chapter 17.52

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009)

17.34.080 - Explanation of certain standards.

A. Floor Area Ratio (FAR).
1. Purpose. Floor area ratios are a tool for regulating the intensity of development. Minimum FARs help to achieve more intensive forms of building development in areas appropriate for larger-scale buildings and higher residential densities.
2. Standards.
   a. The minimum floor area ratios contained in sections 17.34.060 and 17.34.070 apply to all non-residential and mixed-use building developments.
   b. Required minimum FARs shall be calculated on a project-by-project basis and may include multiple contiguous blocks. In mixed-use developments, residential floor space will be included in the calculations of floor area ratio to determine conformance with minimum FARs.
   c. An individual phase of a project shall be permitted to develop below the required minimum floor area ratio provided the applicant demonstrates, through covenants applied to the remainder of the site or project or through other binding legal mechanism, that the required density for the project will be achieved at project build out.

B. Building height.
1. Purpose.
   a. The Masonic Hall is currently the tallest building in downtown Oregon City, with a height of fifty-eight feet measured from Main Street. The maximum building height limit of fifty-eight feet will ensure that no new building will be taller than the Masonic Hall.
   b. A minimum two-story (twenty-five feet) building height is established for the Downtown Design District Overlay sub-district to ensure that the traditional building scale for the downtown area is maintained.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009)

FOOTNOTE(S):

[28] ***Editor's note—*** *Ord. No. 08-1014, adopted Jul. 1, 2009, repealed Chapter 17.34 in its entirety and enacted new provisions to read as herein set out. Prior to amendment, Chapter 17.34 pertained to similar subject matter. See Ordinance Disposition List for derivation.* (Back)

AAI afghan associates, inc.
ENGINEERING

MEMORANDUM

DATE: September 8, 2014

BY: Craig Harris, PE

SUBJECT: Stormwater Memo

PROJECT: America's Tire - Oregon City, OR

PROJECT NO.: A12023.11

This memorandum is to outline the Stormwater requirements for the proposed America's Tire project at 2002 Washington Street in Oregon City, OR. The project is proposing to build a new retail building (11,087SF) and parking. The project site area is 0.82 acres of leased property within a 16.7 acre parcel.

The total 16.7 parcel is divided into two stormwater drainage basins. The proposed project is included in the southeast quality facility. The approved stormwater system was designed to include the proposed project site. Refer to The Home Depot Storm Drainage Report by WRG Design, Inc, dated March 14, 2001. According to the report, the stormwater requirements as outlined in the "City of Oregon City Public Works Stormwater and Grading Design Standards", dated December 17, 1999, were met.

For the proposed project site, impervious area was compared and it was found that there is a difference of 0.25 ac from WRG's design and the proposed improvements. WRG assumed a total project site area of 0.61 ac with an impervious area of 0.20 ac and a pervious area of 0.41ac (Basin D-3). The proposed project site area will actually have an impervious area of 0.45 ac. and a pervious area of 0.16 ac. The addition of 0.25 acres will not change the existing orifice diameter or swale length.

cc: File

4875 SW Griffith Drive | Suite 300 | Beaverton, OR | 97005

503.620.3030 | tel 503.620.5539 | fax www.aaieng.com

20225 North Scottsdale Road • Scottsdale, Arizona 85255 • 480.606.6000

18 June 2014

Oregon City Planning Department
Attn: Tony Konkol et al
221 Molalla Ave, Suite 200
Oregon City, OR 97045

Re: Discount Tire – Business Operations Overview

Discount Tire is working to establish a new location at the SW corner of Washington St and State Highway 213 as a sub-parcel of the existing Home Depot. We believe that our business will be a valuable asset to the community.

Specialty retail sale of passenger car and light truck tires and wheels is our only business. We are the most successful, largest, and fastest growing independent retail tire dealer in the United States. We are currently closing in on 900 locations throughout the country and are adding approximately forty locations each year. We have been in business for over fifty years, and our annual sales exceed $4 Billion.

Our unique success is based on some very simple but solid principals. Each day we strive to be the best by caring for and cultivating people, delighting our customers, and growing responsibly. We have an unequaled passion to serve our customers, provide valuable services to the community, and create opportunity. This commitment to our customers, to our employees, and to the community is the essence of our success.

Discount Tire provides a customer experience in facilities that are clean, modern, and efficient. Our showrooms are similar to upscale retail establishments, like an electronics specialty store. Our floors are polished, our lighting is bright and cheerful, and our restrooms are spotless. We take superb care of our stores because our customers deserve the best.

We bring a unique approach to our business. For example, we only sell and service tires and wheels. We do not perform any mechanical work such as brakes, shocks, or batteries, nor do we handle any hazardous wastes such as oil or antifreeze. All of our work is performed within the building in a safe, clean environment. Discount Tire is not in the automobile repair business.

The proposed store does not keep unattended vehicles overnight so the parking lot is kept clean. The policy of the store is to service all vehicles that come in and to leave the facility on the same day. This type of operation does bring a sense of uniqueness to the automotive retail industry and thus, make this store a favorable business within the area.

Our passion for customer service, the limited products we sell, and our immaculate facilities differentiate us from the industry. Perhaps we are a bit misunderstood when we talk about a clean tire store, but our customers and the communities in which we do business embrace us. We also create great opportunity for employment and sales tax revenue.

Enthusiasm and positive attitudes are the hallmark of our employee's interaction with our customers. You may wonder how we attract and keep the best and brightest people to our organization and keep such a

DISCOUNT TIRE
20225 North Scottsdale Road • Scottsdale, Arizona 85255 • 480.606.6000

positive, professional outlook. The answer is simple. Our employees and their interaction with our customers is the reason for our success and success creates opportunity for our employees. Everyone that joins the organization starts with an entry-level position. They work hard and learn the business from the inside and as their skills grow, so do their careers. All our promotions are from within the organization.

We expect to create ten to fifteen new jobs in Oregon City and generate $5,500,000-6,000,000 in retail sales annually. Our employees typically live in the community and contribute a positive and professional vision of success to society. Discount Tire is a very family oriented company that provides medical, dental, and retirement benefits, paid vacations, and a network of support. One small example of our commitment to each other is our hours of operation. We are open Monday through Friday, 8 a.m. to 6 p.m., Saturday 8 a.m. to 5 p.m., and are closed on Sundays. We are not open at night or on Sunday because we want our employees to have time with their families.

Discount Tire would be a wonderful company and a great asset to the business community in Oregon City. We look forward to being a part of your community.

Sincerely,

Scott M. Fournier, BSME
Project Engineer

SMF
Enc.

AAI afghan associates, inc.
ENGINEERING

Oct. 12, 2014

City of Oregon City
221 Molalla Ave. Suite 200
Oregon City, Oregon 97045
Attention: Ms. Laura Terway

RE: Incomplete Application Response.

Dear Laura,

Please accept this submittal of materials to establish a complete application for the America's Tire project. This submittal is comprised of a check for $84.00 and two copies of the following documents:

Calculations and Report to accompany the Stormwater Memo.
A copy of the geotechnical report.
Response to section 13.12.050.

Margie Hughes, with the neighborhood association is dropping off the sign-in sheet from the neighborhood association meeting. Please feel free to call with any questions or concerns regarding this application. I can be reached at 503-231-3902, or you can also speak with Craig Harris at 503-620-3030. We look forward to working with you.

Sincerely,

Beth Zauner

4875 SW Griffith Drive | Suite 300 | Beaverton, OR | 97005

503.620.3030 | tel 503.620.5539 | fax www.aaieng.com

AMERICA'S TIRE -- SPECIALTY RETAIL STORE

CONSOLIDATED TYPE III APPLICATION FOR DESIGN REVIEW AND CODE INTERPRETATION

Property Owner:	Home Depot 2002 Washington Street Oregon City, Oregon
Applicant:	America's Tire 20225 N. Scottsdale Road Scottsdale AZ 85255
Representative:	AAI Engineering Craig Harris 4875 SW Griffith Dr. #300 Beaverton, Oregon 97005 (503) 620-3030 Perkins Coie LLP Dana Krawczuk 1120 NW Couch Street, Tenth Floor Portland, Oregon 97209
Request:	The applicant is requesting Site Plan/Design Review for a proposed 11,087 square foot tire store and a Code Interpretation which confirms that the use is permitted in the Mixed Use Downtown zone as a "specialty store" that is a "retail trade" use.
Location:	2002 Washington Street Oregon City, Oregon Clackamas County Map 22E2900906
Zoning Designation:	"MUD" Mixed Use Downtown District

REQUEST:

America's Tire (the "Applicant") requests through this consolidated application (the "Application") Site Plan/Design Review approval for a proposed 11,087 square foot tire store at 2002 Washington Street in Oregon City and a Code Interpretation that confirms that the use is permitted in the MUD zone as a "specialty store" that is a "retail trade" use.

PROCESS:

The Site Plan/Design Review portion of the Application is a Type II process that is considered by the Community Development Director, and the Code Interpretation portion of the Application is a Type III application that is evaluated by the Oregon City Planning Commission (the "Commission"). The Applicant requests that the applications be considered in a consolidated Type III proceeding before the Commission. OCMC 17.50.030.

DESCRIPTION OF SITE AND PROPOSAL:

The America's Tire is proposed to be located at the intersection of OR-213, Prairie Schooner Way and Washington Street. The project site is an approximately 0.82 acres leased area (the "Site") in the northeast corner of the approximately 16.7-acre parcel, which currently contains a Home Depot.[1]

The Site was formerly the Rossman Landfill. In 2000, the now-existing Home Depot was approved (SP 99-11R). At the time, the Site and many surrounding properties were zoned for industrial uses. At some point after 2000, the Site and other properties were rezoned Mixed-Use Downtown ("MUD").

Despite the rezoning, the vicinity remains characterized by relatively high-volume retail and industrial uses. Such uses include a Metro transfer station, landscape supply area, warehousing and transportation, and a gas station. Recent improvement of the OR-213/I-205 interchange and Washington Street/Prairie Schooner Way/OR-213 intersection has increased street capacity, traffic volume, and highway connectivity around the Site. Additionally, pedestrians are prohibited on OR-213. Existing uses and roadways in this area generally do not reflect the uses and development character permitted by the MUD zone.

[1] The Home Depot approval included pads for two future retail uses. The America's Tire is proposed for the pad in the far northeast corner of the property. The second, still undeveloped, pad is located along Washington Street.

The MUD zone allows retail trade uses, including specialty retail. America's Tire is a specialty retail store that sells only tires and wheels. A letter from America's Tire that describes its business operation and practices is attached to this document as Exhibit D. As detailed in that letter, America's Tire is not a vehicle repair shop. As a specialty retailer, America's Tire boasts one of the industry's widest selections of tires and wheels, and is known for its knowledgeable staff. While customers may elect to have tires and wheels installed on Site, that is an ancillary service. No other automotive services, such as repair or installation of brakes, transmission shocks or batteries, are performed.

America's Tire's primary business is retailing tires and wheels directly to the customer. The proposed specialty tire store is similar to other specialty retailers related to vehicles that also install their product, such as Car Toys or Re-Rack (specializing in roof racks). Some details of America's Tire's retail operations include:

- **Limited Hours of Operation**: Monday – Friday 8 am – 6 pm, Saturday 8 am – 5 pm and the store is closed on Sunday. These limited hours reflect the specialty retail nature of the store, and provide employees a full weekend day off to spend with their families.

- **Employees**: The facility will have 10 - 15 full time employees, creating new jobs in Oregon City.

- **Hazardous Materials**: No hazardous materials will be used, produced or stored on the Site.

- **Material Deliveries**: There will be a maximum of 2 tire deliveries a week.

- **Recycling Program and Sustainability Efforts**: America's Tire participates in a recycling program. Tires are recycled from an indoor storage area once a week. The project will follow many of the established LEED Guidelines. It will not, however, be pursuing a LEED certification, as the size of the garage doors needed for this use is prohibitive to qualifying for certification.

- **No Outdoor Storage or Use**: There will be no outdoor storage or product installation of any kind at the Site. Customer vehicles are rarely kept overnight,

and when it is necessary, they are stored inside. There is no outside storage of vehicles.

America's Tire's commitment to customer satisfaction and the customer's shopping experience is reflected in their store's design. America's Tire's storefront area is pedestrian friendly and the comfortable retail product display area includes a polished floor and customer amenities. The gracious façade of the building includes a second story and large expanses of windows, which is enhanced with a palate of materials and generous landscaping. Pedestrians are prohibited on OR-213, which is the Site's eastern frontage. As a result, there is no door on the OR-213 frontage, but it retains a storefront character. Pedestrian features are focused toward Prairie Schooner Way (the front lot line) and Washington Street. For example, there are doors on the north elevation (which is along Prairie Schooner Way) and west elevation (facing Washington Street), and the entrances are connected by a wide pedestrian area that wraps the northwestern corner of the building.

As noted in the attached Traffic Impact Analysis ("TIA"), only about 1/3 of the trips to the Site will come from Washington Street, and OR-213 is classified as a high volume District Highway/Expressway. The proposed design responds to this traffic pattern by orienting the vehicle bays west, which is the rear of the building, and results in the bays being screened from OR-213 and Prairie Schooner Way. Therefore, most of the vehicles that travel by or to the Site will not see the vehicle bays.

A constraint that is unique to the Site (and nearby area) is due to the Site's former use as a landfill, methane emissions are present. Based upon the methane levels, DEQ regulations prohibit food-oriented businesses. Therefore, many of the uses allowed in the MUD zone, such as grocery stores, bakeries, and delicatessens could not be located on the Site. However, DEQ's regulations allow retail uses (such as Home Depot or America's Tire) on the Site.

The proposed America's Tire is compatible with the existing Home Depot because we expect that customers who elect to have their new tires installed will combine their visit with shopping at Home Depot while they wait. Not only is this symbiotic relationship good for both businesses, it helps the transportation system because trips are combined. The attached TIA further elaborates upon the projected impacts from the proposed store, and concludes that the transportation system has adequate capacity for the new America's Tire. On balance, the proposed design and use are appropriate for this MUD-zoned Site.

SECTION 1: CODE INTERPRETATION REQUEST

A. The Proposed America's Tire store qualifies as a specialty store that is a retail use permitted in the MUD Zone.

America's Tire is comparable and complementary to the uses permitted within the MUD zoning designation, and the proposed America's Tire is also consistent with the development character desired in the MUD zone. Pursuant to OCMC 17.34.020, the uses permitted in the MUD zone include:

- Any use permitted in the mixed-use corridor without a size limitation, unless otherwise restricted in Sections 17.34.020, 17.34.030 or 17.34.040;
- Hotel and motel, commercial lodging;
- Marinas;
- Religious institutions;
- **Retail trade**, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies, **specialty stores** provided the maximum footprint of a freestanding building with a single store does not exceed sixty thousand square feet (a freestanding building over sixty thousand square feet is allowed as long as the building contains multiple stores);
- Live/work units.

[Emphasis added.]

As noted above, the "retail trade" use category includes "specialty store." The America's Tire store properly qualifies as a "specialty store" and is therefore permissible in the MUD zone for the following reasons.

First, America's Tire (which does not provide automotive repair services) is a retail establishment. Although "specialty store" is not defined in the OCMC, a retail store is defined as "a business establishment where goods are sold in small quantities to the ultimate consumer." OCMC 17.04.1050. America's Tire sells generally not more than four tires at a time at retail prices; thus, it is properly understood as a retail use under the City's definition.

Independent support for characterizing the America's Tire as a retail use is the North American Industry Classification System (NAICS), which is the standard used by the Federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the US business economy. NAICS code 441320, defines "Tire Dealers" as "establishments primarily engaged in retailing new and/or used tires and tubes or retailing new tires in combination with automotive repair services". Emphasis added. The NAICS code recognizes that all tire dealers are retailers, but there are essentially two kinds of tire dealers -- ones like America's Tire that are exclusively retail stores, and ones like Les Schwab that perform automotive repair services in addition to being a retail store. Therefore, a tire dealer that does not perform general repairs, such as America's Tire, qualifies as a retail trade use, both under the OCMC and the NAICS code.

Second, the specialty store category of retail use is reserved for types of retail not otherwise defined by the OCMC. The MUD zone permits several specific types of uses—grocery stores, hardware and gift shops, bakeries, delicatessens, florists, and pharmacies—but does not include a definition of "specialty store," and the term is not defined anywhere else in the

OCMC. Therefore, the "specialty store" category includes retail uses not otherwise specified in the zoning code. The OCMC does not specify a "tire store" as a permitted use in any zone, nor does it define the use. As a tire store is not otherwise specified or defined in the OCMC, the most appropriate use designation for a tire store is the more generalized "specialty store" use.

The Applicant recognizes that "motor vehicle and recreational vehicle repair/service" uses are prohibited in the MUD zone. OCMC 17.34.040. The code does not define this use category. The NAICS provides guidance, and defines "General Automotive Repair as "…establishments primarily engaged in providing (1) a wide range of mechanical and electrical repair and maintenance services for automotive vehicles, such as passenger cars, trucks, and vans, and all trailers or (2) engine repair and replacement." NAICS 811111. As noted above, America's Tire does not engage in any mechanical, electrical or engine repair or replacement. Its use is limited to selling tires and wheels, and the optional ancillary service of installing tires and wheels. America's Tire is not a motor vehicle repair/service use, and is therefore permitted in the MUD zone.

For all of these reasons, the proposed America's Tire is a permitted "specialty store" retail trade use in the MUD zone.

B. The proposed America's Tire Store is consistent with the intent of the MUD Zone.

The proposed America's Tire is consistent with the development characteristics desired in the MUD zone. Land uses in the MUD zone are characterized in OCMC 17.34.010 as follows:

> "[H]igh-volume establishments constructed at the human scale such as retail, service, office, multi-family residential, lodging or similar as defined by the community development director. […] The design standards for this sub-district require a continuous storefront façade featuring streetscape amenities to enhance the active and attractive pedestrian environment."

In addition to being a permissible "specialty store" use in the MUD zone, the proposed America's Tire store is consistent with the stated use and design objectives of the MUD zone. The provision above, by noting that "land uses are characterized by high volume establishments…as defined by the community development director," indicates that the uses permitted in the MUD zone are subject to interpretation. An interpretation that a tire store use is a permitted retail use in the MUD zone is consistent with the City's characterization of the MUD zone for the following reasons.

The proposed America's Tire store is consistent with the urban design objectives for the MUD zone. Although the Site is not located within the Downtown Design District, the proposed America's Tire store is designed to convey a sense of pedestrian scale, street engagement, and multi-story appearance. As demonstrated by the included building elevations (Sheets A.2 and A.4), the storefront will be pedestrian-friendly and function as a retail product display area, consistent with the design objectives of the MUD zone. The product display area includes several customer amenities and the gracious building façade is a two story design, with large expanses of windows and generous landscaping. It is therefore consistent with the design objectives for the portions of the MUD zone located outside of the Downtown Design District.

Additionally, the proposed America's Tire store will be consistent in terms of scale and use intensity with other nearby uses and development. An America's Tire store is complementary to, and supportive of, the established uses in the vicinity, including the nearby Home Depot, Metro transfer station, and gas station.

Therefore, the Commission can find that the proposed America's Tire is consistent with the use and design objectives of the MUD zone.

C. Conclusion.

For the reasons stated above, the Commission should confirm that the proposed America's Tire store is properly defined as a specialty store and therefore is a permissible use in the MUD zone.

SECTION 2: SITE PLAN AND DESIGN REVIEW

A. Proposal

The Application proposes an 11,087 gross square foot specialty retail tire store with associated parking, utilities and landscaping.

B. Applicable Standards

The following narrative addresses the compliance of this project with all applicable codes and standards of the MUD District.

Chapter 17.34 – MUD – Mixed-use Downtown District

Chapter 17.41 – Tree Protection Standards

Chapter 17.42 – Flood Management Overlay District

Chapter 17.44 – US Geological Hazards

Chapter 17.49 – Natural Resource Overlay District

Chapter 17.52 – Off-Street Parking and Loading

Chapter 17.62 – Site Plan and Design Review

Chapter 12.04 – Streets, Sidewalks and Public Spaces

Chapter 12.08 – Public and Street Trees

C. Response to Applicable Criteria

Chapter 17.34 – MUD – Mixed-use Downtown District

17.34.060 Mixed-use downtown dimensional standards—For properties located outside of the downtown design district.

A. Minimum lot area: None.
B. Minimum floor area ratio: 0.30.

RESPONSE: The project FAR will be 0.31. As shown on Sheet CO.1, the development site is 35,911 sf (approximately 0.82 acres) and building will include 11,087 square feet of gross floor area.

C. Minimum building height: Twenty-five feet or two stories except for accessory structures or buildings under one thousand square feet.
D. Maximum building height: Seventy-five feet, except for the following locations where the maximum building height shall be forty-five feet:

RESPONSE: The structure varies in height from 26'-0" (main building parapet height) to 35'-2 for the architectural tower elements on the corner of the building facing the intersection of Prairie Schooner Way and Hwy 213 intersection.

E. Minimum required setbacks, if not abutting a residential zone: None.
F. Minimum required interior side yard and rear yard setback if abutting a residential zone: Fifteen feet, plus one additional foot in yard setback for every two feet in height over thirty-five feet.

RESPONSE: The Site abuts the MUD-zoned Home Depot, and does not abut a residential zone. Therefore, no minimum setback is required.

G. Maximum Allowed Setbacks.
    1. Front yard: Twenty feet provided the Site plan and design review requirements of Section 17.62.055 are met.
    2. Interior side yard: No maximum.
    3. Corner side yard abutting street: Twenty feet provided the Site plan and design review requirements of Section 17.62.055 are met.
    4. Rear yard: No maximum.
    5. Rear yard abutting street: Twenty feet provided the Site plan and design review requirements of Section 17.62.055 are met.

RESPONSE: The Site is on a corner, with Prairie Schooner Way as the front lot line, and OR-213 as a side lot line. As demonstrated on Sheet C0.1, the building is setback from OR-213 by 20-feet and therefore meets the maximum allowed setback. The building is set back from Prairie Schooner Way by 35 feet, which does not meet the maximum, allowed front yard setback (20 feet) but is permitted pursuant to the design standards in Section 17.62.055. Moreover, because

pedestrian access from both Prairie Schooner Way and OR-213 is completely prohibited at this corner, the proposed setback does not conflict with the intent of the code. As stated in Section 17.62.055 A. Purpose.

> "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."

If the building was placed to comply with the maximum 20 foot front yard setback to Prairie Schooner Way, the intent of the code would be violated in the sense that the pedestrian access to the building would appear to be located at a place in which pedestrian access is both prohibited and dangerous. Locating the front of the building within 20 feet of a roadway with no pedestrian access, could potentially encourage conflict between the pedestrian and vehicular movement. Additionally, the increased setback is appropriate due to the location of the existing Home Depot sign, topographical change between the Site and OR 213, and because it provides additional pedestrian buffer from the high volume District Highway/Expressway roadway.

H. Maximum Site coverage including the building and parking lot: Ninety percent.

RESPONSE: As shown on Sheet CO.1, the proposed impervious Site coverage is 84.3% because the total development site area is 35,911 sf and the post-development impervious area is 30,263 sf.

I. Minimum landscape requirement (including parking lot): Ten percent.

RESPONSE: As shown on sheet CO.1, the proposed pervious area is 5,648 sf, and the entirety of this area will be landscaped. Therefore, the total landscaped area of the 35,911 sf Site is 15.7%. Please refer to the included Landscape Plan (Sheet L.1).

Chapter 17.62 – Site Plan and Design Review

17.62.050 Standards.

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. All development shall comply with the following standards:
    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).
    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.
    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.
    e. Landscaping shall be visible from public thoroughfares to the extent practicable.
    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.

RESPONSE: The Site was prepared as a pad for future development at the time the Home Depot was constructed, so the only existing vegetation on Site is grass. There is no native or nuisance vegetation on Site. The attached landscape plans are prepared by a registered landscape architect. As shown on Sheet CO.1, the proposed pervious area is 5,648 sf, and the entirety of this area will be landscaped. Therefore, the total landscaped area of the 35,911 sf site is 15.7%. The vegetation will be visible from the right of way, and meets the qualitative and quantitative standards.

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

RESPONSE: The proposed building is on the corner, and is oriented towards OR-213 and Prairie Schooner Way. Parking is located behind the building.

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.
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 decisionmaker. The corners of alley intersections shall have a radius of not less than ten feet.
d. [not applicable]
e. Where no alley access is available, the development shall be configured to allow only one driveway per frontage.
f. Driveways that are at least twenty-four feet wide shall align with existing or planned streets on adjacent Sites.
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.
i. Vehicular and pedestrian easements shall allow for public access and shall comply with all applicable pedestrian access requirements.

RESPONSE: No new access is proposed. Access to the Site is through the existing Home Depot's internal driveways and two access points on Washington Street, pursuant to an access easement.

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.

RESPONSE: The building façade facing the streets had been designed with raised tower and architectural feature incorporating clerestory windows to give a contemporary retail design. The east and west sides of the building have sections of glazed storefront system or glazed sectional doors and arched colonnades which also gives a recessed design to the exterior of the building. All four sides of the

building facades use matching and high quality materials which complement the surrounding development. The materials are compatible with the abutting Home Depot**.**

4. Grading shall be in accordance with the requirements of Chapter 15.48 and the public works stormwater and grading design standards.
5. Development subject to the requirements of the Geologic Hazard overlay district shall comply with the requirements of that district.

RESPONSE: A Geotechnical Report is included in this submittal package. The project will comply with all recommendations of the geotechnical engineer and his report.

6. Drainage shall be provided in accordance with city's drainage master plan, Chapter 13.12, and the public works stormwater and grading design standards.

RESPONSE: Please refer to the Stormwater Report and Calculations included in this submittal package. As designed and submitted, this project complies with all applicable codes and standards.

7. Parking, including carpool, vanpool and bicycle parking, shall comply with city off-street parking standards, Chapter 17.52.

RESPONSE: As discussed in more detail in the Application's response to the parking standards criteria, the project proposes thirty-one parking spaces including two ADA accessible spaces, all of which comply with the required quantitative and dimensional requirements.

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.
9. A well-marked, continuous and protected on-Site pedestrian circulation system meeting the following standards shall be provided:

RESPONSE: Sidewalks are currently provided on Washington Street in the vicinity of the site. No sidewalks existing on Prairie Schooner Way or OR 213. However, pedestrians are prohibited on OR 213. As depicted on Sheet C0.1, clear and direct pedestrian access is proposed from the parking lot

areas to the main entrance of the building. The walkways through the parking areas are denoted by a change of material (concrete).

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.

RESPONSE: This facility will be maintained as all America's Tire Stores, to the utmost degree of cleanliness. Maintenance issues are all addressed in a timely manner**.**

11. Site planning shall conform to the requirements of OCMC Chapter 17.41 Tree Protection.

RESPONSE: There are no existing trees on the Site, so the tree protection and mitigation standards are not applicable.

12. Development shall be planned, designed, constructed and maintained to protect water resources and habitat conservation areas in accordance with the requirements of the city's Natural Resources Overlay District, Chapter 17.49, as applicable.

RESPONSE: The proposed project is within the Natural Resource Overlay District. However, City's maps do not identify any natural resources on the Site, so the project does not create issues between development and conservation of habitat, stream corridors, wetlands, and floodplains identified in the city's maps. Furthermore, the existing Home Depot development on the Site has not raised concerns in this area.

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.

RESPONSE: America's Tire only sell and service tires and wheels. They do not perform any mechanical work such as brakes, shocks or batteries which would impact the air and water quality, or produce odor, heat, glare, noise or vibrations. They do not handle any hazardous wastes such as oil or antifreeze. All of the work is performed within the building in a safe, clean environment. There is no outdoor storage.

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.

RESPONSE: As indicated in the Pre-application Conference notes, which are attached as Exhibit E, no sanitary sewer or public water line improvements are anticipated to be required.

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.

RESPONSE: As indicated in the Pre-application Conference notes and confirmed by the TIA, no public street improvements or ROW dedications are anticipated or needed at this time**.**

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.

RESPONSE: Tri-Met has not requested that a transit facility be accommodated on Site**.**

17. All utility lines shall be placed underground.

RESPONSE: Utilities to the proposed project will be made via underground connections, as show on the included Utility Plan (Sheet C2.0).

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.

RESPONSE: Handicap access and facilities are provided as required throughout the Site (parking and pedestrian ramps) and the building, as shown on Sheets C0.1 and A.1.

20. Screening of Mechanical Equipment:

RESPONSE: All roof top and above ground mechanical equipment is screened with the roof parapet and landscaping.

21. Building Materials.

RESPONSE: Please refer to Section 17.62.055 below. As discussed in that section, the proposed building meets all applicable building material requirements.

17.62.055 Institutional and commercial building standards.

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

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.

RESPONSE: As stated previously, the proposed front setback of the building from Prairie Schooner Way is 35 feet. This proposed setback meets the intent of the code and provides for safe pedestrian and vehicular movement at this corner. However, in order to meet this specific standard (17.62.055 D.1.), the project has provided 6 elements from the above list to allow for the additional 30 feet of setback. Specifically, the project proposes;

1. A bench located on the north side of the building adjacent to the front entry,
2. Enhanced concrete at the entrance on the north side of the building,
3. Pedestrian scale lighting is provided along the north side of the building,
4. Two (2) twenty square foot planter boxes have been placed at the edge of the pavement along the north side of the single tenant building,
5. Enhanced and additional landscape (beyond that required by code) has been placed along the north side of the building.

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.

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/projection;
   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.

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.

RESPONSE: The Site is a corner lot so the proposed building is oriented so that the building's major architectural elements face the streets -- Prairie Schooner Way (the front lot line), as it transitions to Washington Street, and OR 213 (the side lot line). Specifically, the corner of the building facing the street intersection is provided with a tower element with pitched tile roof, clerestory windows and metal awning which give a prominent architectural feature for the building entryway. This tower element is built up 2' from the main building wall with an increased height of 35' to the top of the tile roof.

Pedestrians are prohibited on OR-213, which is the Site's eastern frontage. As a result, there is no door on the OR-213 frontage, but it retains a storefront character. Pedestrian features are focused toward Prairie Schooner Way and Washington Street. For example, there are doors on the north elevation (which is along Prairie Schooner Way) and west elevation (facing Washington Street), both of which are within 25 ft of the corner of the building. These entrances are connected by a wide pedestrian area that wraps the northwestern corner of the building. The pedestrian connection from the street extends from the sidewalk on Washington Street to the Site's internal walkways.

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.

RESPONSE: The proposed structure is not an infill building; it is the development of a retail pad that was approved in 2000. Accordingly, this criterion does not apply. However, the building design proposed for the primary entryway and the facade of the building is collaborated by sections of aluminum storefront system with metal awnings at a height of 12' to delineate ground floor level. This storefront system is also present on the East and West Elevations to maintain the retail design concept.

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.
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.
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.

RESPONSE: The building design proposed incorporates the raised tower and architectural elements on 3 corners of the building. These architectural features extend out of the building by about 16" to 24".

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.
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.
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.
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.
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.
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.

RESPONSE: The building façade facing the streets had been designed with raised tower and architectural feature incorporating clerestory windows to give a contemporary retail design. These architectural features are provided with aluminum storefront system to provide visual interest to the pedestrians and customers as well as providing a view to the interior sales area of the facility.

The longer sides of the building (East & West elevations) have been provided with sections of glazed storefront system or glazed sectional doors and arched colonnades with a depth ranging from 16" to 24" which also gives a recessed design to the exterior of the building, thereby eliminating a rather long, massive blank wall. The total length of the glazing provided is 87.57' and 90' respectively which exceeds the required 60% of the total length of the wall. No façade has an area in excess of thirty feet that is uninterrupted by a qualifying architectural feature. The maximum length of a blank wall in this proposed design is 13 ft and is indicated on the South elevation

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.
   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.

RESPONSE: The building façade facing the streets have been designed with aluminum storefront and entry door system with transparent glazing to provide pedestrians and customers a view of the interior

sales area of the facility. Refer to North Elevations for compliance on percentage of transparency. Due to the interior use of the facility, the East Elevation facing Hwy 213 has been provided with false storefront system. The South and West elevations are not subject to this standard because they do not face the 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.

RESPONSE: The building design incorporates a decorative eifs cornice treatment at a varying level with the parapet cornice at 26’ level representing the main building height. Sloping roofs and cornices are also integrated into the building design which provides a variety of parapet design. Other features include clerestory windows and metal awnings.

17.62.056 Additional standards for large retail establishments.

A. This section is intended to ensure that large retail building development is compatible with its surrounding area.
B. Large retail establishment shall mean a retail building occupying more than ten thousand gross square feet of floor area.
C. In addition to Sections 17.62.050 and 17.62.055 requirements, large retail buildings shall comply with design standards contained in this section.
D. Development Standards.
  1. Roofs. Roofs shall include at least two of the following features:
    a. Parapets concealing flat roofs and rooftop equipment from public view. The average height of such parapets shall not exceed fifteen percent of the height of the supporting wall and such parapets shall not at any point exceed one-third of the height of the supporting wall. Such parapets shall feature three-dimensional cornice treatment;
    b. Overhanging eaves, extending no less than three feet past the supporting walls;
    c. Sloping roofs that do not exceed the average height of the supporting walls, with an average slope greater than or equal to one foot of vertical

rise for every three feet of horizontal run and less than or equal to one foot of vertical rise for every one foot of horizontal run;

d. Three or more roof slope planes.

RESPONSE: The building is designed to encompass a 2-story retail building integrating varying heights of parapet cornice and sloping roofs with the topmost cornice at 28' level providing screening to the rooftop units as shown on north elevation. These parapet cornices are designed to provide a 3-dimensional feature cornice and different colors to give contrast to the roofline and are capped with a pre-finished metal coping. The height of the parapets varies from 2'-6" to 4'-6" above the roof level which is well below one-third of the height of the supporting wall. A raised tower is provided on the NEC of the building with a sloping roof of 1 foot vertical for every 3 feet of horizontal run. The height of the sloping roof is about 5', which is one-sixth of the height of the supporting wall.

Chapter 17.41 – Tree Protection Standards

RESPONSE: There are no existing trees on the Site that will require protection or mitigation.

Chapter 17.42 – Flood Management Overlay District

17.42.160 Flood management area standards.

D. Site Development Standards. All development in the floodplain shall conform to the following balanced cut and fill standards:

2. No net fill in any floodplain is allowed. All fill placed in a floodplain shall be balanced with at least an equal amount of soil material removed. For the purpose of calculating net fill, fill shall include any structure below the design flood elevation that has been flood proofed pursuant to subsection (E)(5) of this section.
3. Any excavation below bankfull stage shall not count toward compensating for fill.
4. Excavation to balance a fill shall be located on the same parcel as the fill unless it is not practicable to do so. In such cases, the excavation shall be located in the same Oregon City floodplain, so long as the proposed excavation and fill will not increase flood impacts for surrounding properties as determined through hydrologic and hydraulic analysis.
7. Parking areas in the floodplain shall be accompanied by signs that inform the public that the parking area is located in a flood management area and that care should be taken when the potential for flooding exists.

RESPONSE: The project is located within a Flood Management Overlay District. Based on the FIMA FIRM map the base flood elevation for the Site is 48.0'. The entirety of the Site is above this elevation and no grading below 48' will be required. Therefore, the project is not required to maintain a cut/fill balance, the grading has been provided to maintain positive drainage and minimum cut/fill. Please refer to the Grading and Erosion Control Plans included in this application package (Sheet C1.0)**.**

E. Construction Standards.
   1. Anchoring.
   2. Construction Materials and Methods.
   3. Utilities.

RESPONSE: The 100 year flood plain elevation is 48 feet. The proposed finished floor for the building is 57.88 feet. The entirety of the Site is above 48' and no grading below this elevation will be required. Therefore the Flood management area standards (17.42.160) are not applicable.

CHAPTER 17.44 – US GEOLOGICAL HAZARDS

17.44.050 Development—Application requirements and review procedures and approvals.

Except as provided by subsection B. of this section, the following requirements apply to all development proposals subject to this chapter:

A. A geological assessment and geotechnical report
B. Review procedures and approvals require the following:
C. The city engineer may waive one or more requirements of subsections A and B of this section if the city engineer determines that Site conditions, size or type or development of grading requirements do not warrant such detailed information.

RESPONSE: A Geotechnical Report is included in this submittal package.

17.44.060 Development standards.

Notwithstanding any contrary dimensional or density requirements of the underlying zone, the following standards shall apply to the review of any development proposal subject to this chapter. Requirements of this chapter are in addition to other provision of the Oregon City Municipal Code. Where provision of this chapter conflict with other provision of the Oregon City Municipal Code, the provisions that are more restrictive of regulated development activity shall govern.

A. All developments shall be designed to avoid unnecessary disturbance of natural topography, vegetation and soils. To the maximum extent practicable as determined by the review authority, tree and ground cover removal and fill and grading for residential development on individual lots shall be confined to building footprints and driveways, to

areas required for utility easements and for slope easements for road construction, and to areas of geotechnical remediation.

B. All grading, drainage improvements, or other land disturbances shall only occur from May 1 to October 31. Erosion control measures shall be installed and functional prior to any disturbances. The city engineer may allow grading, drainage improvements or other land disturbances to begin before May 1 (but no earlier than March 16) and end after October 31 (but no later than November 30), based upon weather conditions and in consultation with the project geotechnical engineer. The modification of dates shall be the minimum necessary, based upon the evidence provided by the applicant, to accomplish the necessary project goals. Temporary protective fencing shall be established around all trees and vegetation designed for protection prior to the commencement of grading or other soil disturbance.

C. Designs shall minimize the number and size of cuts and fills.

RESPONSE: Please refer to the Grading Plan included in this submittal package. Minimum disturbance and cut/fill is proposed as the majority of the area to be developed is already paved and being used for parking for the Home Depot. The undeveloped area was previously graded to a "pad" condition. The project construction schedule has not been determined at this time; however attention will be given to the designated construction window.

E. Any structural fill shall be designed by a suitably qualified and experienced civil or geotechnical engineer licensed in Oregon in accordance with standard engineering practice. The applicant's engineer shall certify that the fill has been constructed as designed in accordance with the provisions of this chapter.

RESPONSE: The project civil engineer and geotechnical engineer are both licensed professionals in the State of Oregon.

H. Density shall be determined as follows:

1. For those areas with slopes less than twenty-five percent between grade breaks, the allowed density shall be that permitted by the underlying zoning district;

RESPONSE: The Site's slope is less than 25%. The maximum allowed site coverage of the zone, including the building and parking lot is ninety percent. The Site's proposed impervious coverage is 84.3%.

J. The geotechnical engineer of record shall review final grading, drainage, and foundation plans and specifications and confirm in writing that they are in conformance with the recommendations provided in their report.

RESPONSE: The project will comply with all recommendations of the geotechnical engineer and his report as well as all determinations made by City staff in regard to these issues. The future submittal of the 'As Constructed Drawings' will include written verification from the geotechnical engineer of project compliance.

17.44.070 Access to property.

RESPONSE: No new access is proposed. Access to the Site is through the existing Home Depot, which has two access points on Washington Street. The shared access will be supported by required shared access easements and will eliminate the need for additional curb cuts on Washington Street.

17.44.080 Utilities.

All new service utilities, both on-Site and off-Site, shall be placed underground and under roadbeds where practicable. Every effort shall be made to minimize the impact of utility construction. Underground utilities require the geologic hazards permitting and review prescribed herein.

RESPONSE: Utilities to the proposed project will be made via underground connections.

17.44.090 Stormwater drainage.

The applicant shall submit a permanent and complete stormwater control plan. The program shall include, but not be limited to the following items as appropriate: curbs, gutters, inlets, catch basins, detention facilities and stabilized outfalls. Detention facilities shall be designed to city standards as set out in the city's drainage master plan and design standards. The review authority may impose conditions to ensure that waters are drained from the development so as to limit degradation of water quality consistent with Oregon City's Title III section of the Oregon City Municipal Code Chapter 17.49 and the Oregon City Public Works Stormwater Management Design Manual and Standards Plan or other adopted standards subsequently adopted by the city commission. Drainage design shall be approved by the city engineer before construction, including grading or other soil disturbance, has begun.

RESPONSE: Please refer to the Stormwater Report and Calculations included in this submittal package as Exhibit C. As designed and submitted, this project complies with all applicable codes and standards.

17.44.100 Construction standards.

RESPONSE: All standards pertaining to construction, as described in Section 17.44.100 will be met.

Chapter 17.49 – Natural Resource Overlay District

17.49.010 Purpose.

The Natural Resource Overlay District designation provides a framework for protection of Metro Titles 3 and 13 lands, and Statewide Planning Goal 5 resources within Oregon City. The Natural Resource Overlay District (NROD) implements the Oregon City Comprehensive Plan Natural Resource Goals and Policies, as well as Federal Clean Water Act requirements for shading of streams and reduction of water temperatures, and the recommendations of the Metro ESEE Analysis. It is intended to resolve conflicts between development and conservation of habitat, stream corridors, wetlands, and floodplains identified in the city's maps. The NROD contributes to the following functional values:

RESPONSE: The City's maps do not identify any natural resources on the Site, so the project does not create issues between development and conservation of habitat, stream corridors, wetlands, and floodplains identified in the city's maps.

Chapter 17.52 – 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.

Table 17.52.020 Number of automobile spaces required. **LAND USE**	*PARKING REQUIREMENTS*	
	MINIMUM	*MAXIMUM*
Retail Store, Shopping Center, Restaurants	4.10	5.00

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.

RESPONSE: The proposed building will contain 11,087 GSF of retail/sales use. As such, the minimum required parking is 46 spaces and the maximum allowed is 55 spaces. The project proposes 31 parking spaces including two ADA accessible spaces *within its lease area*. America's Tire will enter into a shared parking agreement with Home Depot to accommodate the 15 minimum space discrepancy. Section 17.52.020.B.2.

Currently there are 596 parking spaces provided at Home Depot. The America's Tire development will necessitate the removal of nineteen of the existing spaces and the addition of seven spaces. The total number of spaces after the construction of America's Tire will be 584 parking spaces, below the 600 parking space limit for the entire Home Depot site.

The TIA performed by Kittelson analyzed Home Depot's demands in the portion of the Home Depot lot adjacent to the America's Tire site. Once the America's Tire is constructed, Home Depot will have 142 parking spaces in the vicinity of America's Tire. During the peak parking demand, Home Depot occupied 117 of the 142 spaces, meaning that 25 spaces are vacant. Additionally, 6 to 7 parking spaces could be freed up in the portion of Home Depot's parking lot near the America's Tire by moving Home Depot's bulk building materials to another location on the Home Depot site. Further, the proposed tire center has 6 bays where cars will be parked while being serviced. Accordingly, the Home Depot and America's Tire's parking demands do not materially overlay in the localized parking area, even during the most congested 15-minute parking period.

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.

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.

D. Dimensional Standards.

RESPONSE: Access to the Site is through the existing Home Depot, which has two access points on Washington Street. The parking lot area has been designed to comply with all applicable standards and dimensions.

17.52.040 Bicycle parking standards.

USE	MINIMUM BICYCLE PARKING	MINIMUM BICYCLE PARKING - COVERED - The following percentage of bicycle parking is required to be covered
Retail stores and shopping centers	1 per 20 auto spaces (minimum of 2)	50% (minimum of 2)

RESPONSE: The project requires 2 bicycle parking spaces, both of which must be covered. These spaces are provided on the north side of the building beneath a building awning and close to the main building entrance located on the NW corner of the building. The design of the spaces shall comply with all applicable codes and standards.

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

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.

RESPONSE: Zelkova, Douglas Fir and Katsura trees are proposed for the parking lot, as depicted on the landscaping plan (Sheet L1.0). All materials chosen for this area are adaptable to the parking lot environment. All plant spacing, sizing, sight lines and material requirements have been complied with. The irrigation system will be an underground design build system.

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;
   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
   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 right-of-ways.

RESPONSE: An Otto Luyken Laurel hedge is proposed for parking lot screening and buffering. The perimeter parking lot landscaping plan is depicted on Sheet L1.0, which demonstrates compliance with all plant spacing requirements.

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;
    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
    c. An evergreen hedge of thirty to forty-two inches or shrubs placed no more than four feet apart on average; or
2. Seven-foot sidewalks with shade trees spaced a maximum of thirty-five feet apart in three-foot by five-foot tree wells.

RESPONSE: The ADA parking area abuts a pedestrian walkway. A single shade tree has been placed in a tree well in this area (adjacent to the main entrance) as required by Section 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:

a. A minimum of one tree per six parking spaces.
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.
c. Shrubs spaced no more than four feet apart 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.
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.

RESPONSE: A minimum of six parking lot trees are required by code. A total of eleven parking lot trees have been proposed. The interior parking lot landscaping plan is depicted on Sheet L1.0, which demonstrates compliance with all plant spacing requirements.

17.52.090 Loading areas.

A. Purpose.

1. The purpose of this section is to provide adequate loading areas for commercial, office, retail and industrial uses that do not interfere with the operation of adjacent streets.

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.

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.

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

RESPONSE: A specific loading area is not proposed or needed for this project. Delivery of incoming inventory and pick up of recycled tires take place during off hours. This allows the trucks to park in front of the bay doors for loading and unloading without disturbing the functions of the site.

17.62.065 Outdoor lighting.

D. Design and Illumination Standards.

General Outdoor Lighting Standard and Glare Prohibition.

1. Outdoor lighting, if provided, shall be provided in a manner that enhances security, is appropriate for the use, avoids adverse impacts on surrounding properties, and the night sky through appropriate shielding as defined in this section. Glare shall not cause illumination on other properties in excess of a measurement of 0.5 footcandles of light as measured at the property line. In no case shall exterior lighting add more than 0.5 footcandle to illumination levels at any point off-Site. Exterior lighting is not required except for purposes of public safety. However, if installed, all exterior lighting shall meet the following design standards:

2. 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. All fixtures shall utilize one of the following bulb types: metal halide, induction lamp, compact fluorescent, incandescent (including tungsten-halogen), or high pressure sodium with a color rendering index above seventy.

3. 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.
4. Lighting levels:

Table 1-17.62.065. Foot-candle Levels

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

5. Parking lots and other background spaces shall be illuminated as unobtrusively as possible while meeting the functional needs of safe circulation and protection of people and property. Foreground spaces, such as building entrances and outside seating areas, shall utilize pedestrian scale lighting that defines the space without glare.
6. Any on-Site pedestrian circulation system shall be lighted to enhance pedestrian safety and allow employees, residents, customers or the public to use the walkways at night. Pedestrian walkway lighting through parking lots shall be lighted to light the walkway and enhance pedestrian safety pursuant to Table 1.
7. 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. Lamps shall include a high-pressure sodium bulb with an unbreakable lens.
8. Floodlights shall not be utilized to light all or any portion of a building facade between ten p.m. and six a.m.
9. Lighting on automobile service station, convenience store, and other outdoor canopies shall be fully recessed into the canopy and shall not protrude downward beyond the ceiling of the canopy.
10. The style of light standards and fixtures shall be consistent with the style and character of architecture proposed on the Site.
11. In no case shall exterior lighting add more than one foot-candle to illumination levels at any point off-Site.
12. All outdoor light not necessary for security purposes shall be reduced, activated by motion sensor detectors, or turned off during non-operating hours.

13. 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.
14. For upward-directed architectural, landscape, and decorative lighting, direct light emissions shall not be visible above the building roofline.
15. No flickering or flashing lights shall be permitted, except for temporary decorative seasonal lighting.

RESPONSE: The building is provided with a wall mounted light fixture with a cut-off lens to avoid adverse impact on the adjacent properties as well as night sky. Site lighting will be provided in the parking lot complying with the City's design standards. The light poles to be used for this development shall be similar to the adjacent Home Depot development. See Photometric Plan, Sheet ES1.0.

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.

RESPONSE: The refuse and recycling area is located to the SE of the building. Access to the facility does not require the service provider to cross auto travel or pedestrian access ways. It is enclosed by a 6-foot high, concrete block wall which matches the building. It is also screened from the parking area and off-street views by landscaping. The enclosure has four doors and is approximately 250 sf. Please refer to Sheet No. A.2 for the Trash Enclosure Plan/Elevations.

TITLE 12 – STREETS, SIDEWALKS AND PUBLIC SPACES

12.04 – Streets, Sidewalks and Public Spaces

RESPONSE: No public street improvements are proposed or required with this application.

12.08 – Public and Street Trees

RESPONSE: No new street trees are proposed or required with this application.

EXHIBITS:

A. Property Zoning Report for the Site

B. Oregon City Municipal Code Chapter 17.34, "MUD" Mixed Use Downtown District

C. Preliminary Storm Water Calculations

D. Letter from America's Tire

E. Pre-application Conference Notes

AMERICA'S TIRE -- SPECIALTY RETAIL STORE

CONSOLIDATED TYPE III APPLICATION FOR DESIGN REVIEW AND CODE INTERPRETATION

Property Owner:	Home Depot 2002 Washington Street Oregon City, Oregon
Applicant:	America's Tire 20225 N. Scottsdale Road Scottsdale AZ 85255
Representative:	AAI Engineering Craig Harris 4875 SW Griffith Dr. #300 Beaverton, Oregon 97005 (503) 620-3030 Perkins Coie LLP Dana Krawczuk 1120 NW Couch Street, Tenth Floor Portland, Oregon 97209
Request:	The applicant is requesting Site Plan/Design Review for a proposed 11,087 square foot tire store and a Code Interpretation which confirms that the use is permitted in the Mixed Use Downtown zone as a "specialty store" that is a "retail trade" use.
Location:	2002 Washington Street Oregon City, Oregon Clackamas County Map 22E2900906
Zoning Designation:	"MUD" Mixed Use Downtown District

REQUEST:

America's Tire (the "Applicant") requests through this consolidated application (the "Application") Site Plan/Design Review approval for a proposed 11,087 square foot tire store at 2002 Washington Street in Oregon City and a Code Interpretation that confirms that the use is permitted in the MUD zone as a "specialty store" that is a "retail trade" use.

13.12.050 Applicability and exemptions.

This chapter establishes performance standards for stormwater conveyance, quantity and quality.

Pursuant to each of the subsections below, proposed activities may be required to meet the performance standards for stormwater conveyance, stormwater quantity or stormwater quality.

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.

RESPONSE: Our project site is a portion of the original Home Depot site. During the Home Depot design, our project site was included in the stormwater conveyance and quality control. Please refer to The Home Depot Storm Drainage Report by WRG Design, Inc., dated March 14, 2001. We have designed the new conveyance pipes with the Rational Method.

B. Stormwater Quantity Control. The stormwater quantity control requirements of this chapter shall apply to the following proposed activities, uses or developments:

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 seven-year period;
2. Activities that create more than two thousand square feet of impervious surface, cumulated over any given seven year period; or
3. Redevelopment of a commercial or industrial land use that will disturb more than five thousand square feet of existing impervious surface. This five thousand square foot measurement cumulates over any given seven year period;

4. An exemption to the stormwater quantity control requirements of this chapter will be granted in the following circumstances:

a. The development site discharges to a stormwater quantity control facility approved by the city engineer to receive the developed site runoff after verification that the facility is adequately sized to receive the additional stormwater, or,

b. The development site discharges to one of the following receiving bodies of water: 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

RESPONSE: We are redeveloping commercial land and will disturb more than five thousand square feet of existing impervious surface. We are exempt from the quantity control requirements because our site is part of The Home Depot overall site where the existing Park Place Creek is used for quantity control.

C.

Stormwater Quality Control. The stormwater quality control requirements of this chapter shall apply to the following proposed activities, uses or developments:

1. Category A. Activities subject to general water quality requirements of this chapter:

a. The construction of four or more single-family residences;

b. 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 seven year period; or

c. Activities that create more than eight thousand square feet of new impervious surface for other than a single-family residential development. This eight thousand square foot measurement will be considered cumulative for any given seven year period;

d. An exemption to the stormwater quantity control requirements of this subsection will be granted if the development site discharges to a stormwater quality control facility approved by the city engineer to receive the developed site runoff after verification that the facility is adequately sized to receive the additional stormwater.

RESPONSE: We are redeveloping commercial land and will create more than eight thousand square feet on new impervious surface. We are exempt from quality

control requirements because our site is part of The Home Depot overall site with an existing stormwater quality facility. The facility calculations have been reviewed and the existing facility will function as designed.

2. Category B. 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 contained in the Public Works Stormwater and Grading Design Standards:

a. Fuel dispensing facilities;

b. Bulk petroleum storage in multiple stationary tanks;

c. Solid waste storage areas for commercial, industrial or multi-family uses;

RESPONSE: There are no fuel dispensing facilities or bulk petroleum storage proposed. Solid waste storage areas will use leak-proof dumpsters.

d. Loading and unloading docks for commercial or industrial uses; or

e. Covered vehicle parking for commercial or industrial uses.

RESPONSE: The parking bays will drain to an oil/water separator and be conveyed to the sanitary system. There is no covered vehicle parking or loading docks proposed.

3. Category C. Clackamas River Watershed. In addition to any other applicable requirements of this chapter, any development that creates new waste discharges and whose stormwater runoff may directly or indirectly flow into the Clackamas River is subject to additional requirements associated with Oregon Administrative Rules (OAR) 340-41-470 (Thee Basin Rule).

RESPONSE: We are using an existing stormwater facility that releases flow to Park Place Creek.

Chapter 17.42 – Flood Management Overlay District

17.42.160 Flood management area standards.

D. Site Development Standards. All development in the floodplain shall conform to the following balanced cut and fill standards:

2. No net fill in any floodplain is allowed. All fill placed in a floodplain shall be balanced with at least an equal amount of soil material removed. For the purpose of calculating net fill, fill shall include any structure below the design flood elevation that has been flood proofed pursuant to subsection (E)(5) of this section.
3. Any excavation below bankfull stage shall not count toward compensating for fill.
4. Excavation to balance a fill shall be located on the same parcel as the fill unless it is not practicable to do so. In such cases, the excavation shall be located in the same Oregon City floodplain, so long as the proposed excavation and fill will not increase flood impacts for surrounding properties as determined through hydrologic and hydraulic analysis.
7. Parking areas in the floodplain shall be accompanied by signs that inform the public that the parking area is located in a flood management area and that care should be taken when the potential for flooding exists.

RESPONSE: The project is located within a Flood Management Overlay District. Based on the FIMA FIRM map the base flood elevation for the Site is 48.0'. Additionally, Oregon City has established a Flood Plain based on the 1996 flood, of 50.7. The entirety of the Site is above these elevations and no grading below 48' will be required. Therefore, the project is not required to maintain a cut/fill balance, the grading has been provided to maintain positive drainage and minimum cut/fill. Please refer to the Grading and Erosion Control Plans included in this application package (Sheet C1.0)**.**

E. Construction Standards.
1. Anchoring.
2. Construction Materials and Methods.
3. Utilities.

RESPONSE: The 100 year flood plain elevation is 48 feet. Additionally, Oregon City has established a Flood Plain based on the 1996 flood, of 50.7. The proposed finished floor for the building is 57.88 feet. The entirety of the Site is above 48' and no grading below this elevation will be required. Therefore the Flood management area standards (17.42.160) are not applicable.

Narrative Response Revisions
Discount Tire Store
FILE # SP 14-16: Site Plan and Design Review

SUMMARY

The applicant appreciates staff's time and guidance on the proposed Discount Tire Store. In response to preliminary comments from staff, the applicant has revised the proposal's design, orientation and landscaping. Below is a revised narrative document that details the revisions to the proposal. A summary of the revisions include:

- The building was moved as close to the corner of Highway 213 and Prairie Schooner Way as feasible, considering the topography of the area and the existing Home Depot sign. The building's proposed 39 foot setback is mitigated by seven project elements.
- Additional architectural features have been added to the building, including additional building projections and glazing for transparency. All prescriptive design standards are now met.
- The parking lot has been revised to narrow the drive aisle, add landscaping and to include a buffer between the building and parking area.
- A modification is requested to OCMC 17.52.060.D.d so that an existing, nonconforming, row of 10 contiguous parking spaces and the related more-mature trees can remain. Mitigation for the requested modification includes the installation of a tree in the middle of the row (as opposed to a full size landscaping strip) and more parking lot landscaping than is required. Additionally, the total caliper of trees required by the landscaping standards in OCMC 17.52.060 are met, in part through the use over larger than required trees.

DETAILED RESPONSES

17.34.050.G. *Maximum Allowed Setbacks*
1. Front yard: Twenty feet provided the site plan and design review requirements of Section 17.62.055 are met.
2. Interior side yard: No maximum.
3. Corner side yard abutting street: Twenty feet provided the site plan and design review requirements of Section 17.62.055 are met.
4. Rear yard: No maximum.
5. Rear yard abutting street: Twenty feet provided the site plan and design review requirements of Section 17.62.055 are met.
Finding: Complies with Condition. The subject site consists of a lease area at the corner of Prairie Schooner Way and Highway 213 within a much larger lot. Due to the configuration of the site and the location of the lease area, the applicant shall comply with the maximum setbacks for the front yard setbacks as well as the corner yard setback. Per OCMC 17.62.055.C.5 and OCMC 17.62.055.D.1, the proposed structure is required to be a maximum of 5 feet from the Prairie Schooner Way/Washington Street frontage as well as the Highway 213 frontage, unless a larger setback is approved in OCMC 17.62.055. The applicant proposed mitigation in OCMC 17.62.055.D to allow the structure to be placed further from the property line, however, the mitigation did not comply with the criteria in OCMC 17.62.055. Prior to issuance of a grading or building permit associated with the proposed development, the applicant shall submit revised plans demonstrating compliance with OCMC 17.62.055.C.5 and

17.62.055.D.1. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with condition of approval 22.**

RESPONSE: The building has been moved as close to the corner of Highway 213 and Prairie Schooner Way as feasible, considering the topography of the area and the existing Home Depot sign. As revised, the proposed building is set back thirty nine feet (39') from the property line along Prairie Schooner Way and fifteen (15') from the property line along Highway 213. OCMC 17.62.055, allows five feet of additional setback to be earned for each mitigating element added to the project. The project's mitigating elements are detailed in response to section OCMC 17.62.055, below.

CHAPTER 17.62 - SITE PLAN AND DESIGN REVIEW

17.62.050.A.1.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.*

Finding: Complies with Condition. The applicant submitted a landscaping plan prepared by Michael O'Brien, a registered landscape architect which includes a variety of trees, shrubs and groundcover. The applicant did not indicate that that within three years the landscaping will cover one hundred percent of the Landscape area or that 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. Prior to issuance of a building permit associated with the proposed development the applicant shall submit documentation demonstrating that within three years the landscaping will cover one hundred percent of the Landscape area or that 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. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 21.**

RESPONSE: As proposed, the groundcover materials will provide 100% coverage after three years of installation. Mulch and bark chips will be installed as specified during the first three years to provide additional erosion control and ground cover.

17.62.050.A.9.g *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.*

Finding: Complies with Condition. The applicant propose to install walkways, approximately 7 feet in width. As described within this report, the applicant may install an additional sidewalk between the structure and the parking lot, though is not proposing to add or alter any existing pedestrian accesses that cross a drive aisle. All existing drive aisle crossings are visually contrasting. Prior to issuance of a building or grading permit associated with the proposed development the applicant shall submit documentation demonstrating compliance with the pedestrian walkway requirements in OCMC

17.62.050.9.g. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 22.**

RESPONSE: The Site Plan has been revised to provide required pedestrian walkways through the parking area. Two sets of the proposed planter islands flank the designated pedestrian access way through the parking area and the walkway is paved with concrete for further definition. The project is also providing a raised sidewalk across the south side of the building between the drive aisle and the proposed building.

17.62.050.A.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.*

Finding: Complies with Condition. The Building Division will review the proposal for compliance with applicable codes upon submission of a permit application. Prior to initiating development onsite, the applicant shall receive issuance/approval for any necessary permits onsite by the Oregon City Building Division. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Condition of Approval 13.**

RESPONSE: Both the site and building have been designed to accommodate required handicap access. The project will provide ADA parking stalls with required ramps. The sidewalk to the public right of way and around building is designed based on the current ADA requirements.

17.62.055 Institutional and commercial building standards.

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.

Finding: Complies with Condition. As demonstrated within this report, the design of the structure, with the conditions of approval, will comply with the standards within the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through all Conditions of Approval.**

RESPONSE: The building is designed with a tower element projecting from the main building wall and is considered the predominant architectural feature of the building. This tower faces the streets (Prairie Schooner Way and highway 213) and is provided with glazing and a metal awning. The building design also includes massing on the east and west elevations with full height storefront system.

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

Finding: Complies with Conditions. As demonstrated within this report, the design complies with the standards of the Oregon City Municipal Code, with the conditions of approval. **Staff determined that it is likely and reasonable that the applicant can meet this standard through all Conditions of Approval.**

RESPONSE: The building design and site layout have been substantially modified from the standard Discount Tire franchise design standards, as required by the Oregon City Code.

17.62.055.C.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.*

Finding: Complies with Condition. The applicant did not respond to this criterion. Prior to issuance of a building permit associated with the proposed development the applicant shall submit documentation demonstrating that each building on the subject site has 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. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 24.**

RESPONSE: Both the Home Depot and proposed Discount Tire buildings have shared architectural characteristics which serve to unite the development of the site as a whole. The proposed Discount Tire building is designed with a tower element and architectural massing on the east and west facades complimenting the adjacent Home Depot building. This tower which is the predominant feature of the building design is provided with brick columns, metal awnings and storefront glazing as well as clerestory windows. The south elevation is also designed with architectural massing to provide consistency in building design for the proposed structure.

17.62.055.C.5 *On sites with 100 feet or more of frontage at least 60 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 17.62.055(D). For sites with less than 100 feet of street frontage, at least 50 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 17.62.055(D),*

Finding: Complies with Condition. The proposed structure is located adjacent to both the Highway 213 and Prairie Schooner Way. The frontage parallel to the lease area exceeds 100 feet on both frontages, requiring a 5 foot maximum setback unless a greater setback is approved in OCMC 17.62.055.D. The subject site was developed prior to adoption of this standard and there are no structures within 5 feet of the Prairie Schooner Way or Highway 213 frontage and a greater maximum setback was not previously approved per OCMC 17.62.055.D.

As the site does not comply with this standards, the proposed structure is required to be within 5 feet from the Prairie Schooner Way and Highway 213 frontage unless a greater setback is approved in 17.62.055.D. The applicant proposed mitigation within OCMC 17.62.055.D to allow the structure to be placed further from the property line, however, the proposed development did not comply with the criteria in OCMC 17.62.055. Prior to issuance of a grading or building permit associated with the proposed development, the applicant shall submit revised plans demonstrating compliance with OCMC 17.62.055.C.5 and 17.62.055.D.1. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Condition of Approval 22.**

RESPONSE: The building has been moved as close to the corner of Highway 213 and Prairie Schooner Way as feasible, considering the topography of the area and the existing Home Depot sign. As revised, the proposed building is set back thirty nine feet (39') from the property line along Prairie Schooner Way and fifteen (15') from the property line along Highway 213. OCMC 17.62.055, allows five feet of additional setback to be earned for each mitigating element added to the project. The project's mitigating elements are detailed in response to section OCMC 17.62.055, below.

17.62.055.D.1 *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 5 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 20 square feet of landscaping or planter boxes for each tenant façade fronting on the activity area
g. Outdoor cafe
h. Enhanced landscaping or additional landscaping.
i. Other elements, as approved by the Community Development Director, that can meet the intent of this section.

Finding: Complies with Condition. Per OCMC 17.62.055.C.5, the proposed structure is required to be a maximum of 5 feet from the Prairie Schooner Way and the Highway 213 frontage, unless a greater setback is approved within this criterion. This criterion additionally requires the building to be a maximum of 5 feet from Prairie Schooner Way, unless a greater setback is approved under this standard.

- Prairie Schooner Way/Washington Street frontage- The structure is located up to 52 feet from the frontage, requiring 10 mitigating elements from this section between the structure and the Prairie Schooner Way property line. The proposal included the following mitigation:
    1. 17.62.055.D.1.a- A bench located on the north side of the building adjacent to the front entry. However, the bench is not identified on the plans submitted. Prior to issuance of a grading or building permit associated with the proposed development the applicant shall submit revised plans demonstrating the location of the bench on the north side of the structure.
    2. 17.62.055.D.1.b- Enhanced concrete. The concrete, as shown on page C0.1 and L1.0, extends along the length of the north side of the structure.
    3. 17.62.055.D.1.c.- Pedestrian scale lighting along the north side of the building. However, the pedestrian scale lighting (in addition to the requirements in OCMC 17.62.065) was not identified on the plans submitted. Prior to issuance of a grading or building permit associated with the proposed development the applicant shall submit revised plans demonstrating pedestrian scale lighting (in addition to the requirements in OCMC 17.62.065) on the north side of the structure.
    4. 17.62.055.D.1.f- Two 20 square foot planter boxes located at the edge of the pavement along the north side of the building. However, the two planter boxes are not identified on the plans submitted. Prior to issuance of a grading or building permit associated with the proposed development the applicant shall submit revised plans demonstrating the location of the two 20 square foot planter boxes on the north side of the structure.
    5. 17.62.055.D.1.h- Enhanced and additional landscaping along the north side of the building. The landscaping, as identified on sheet L1.0, extends along majority of the length of the building.

  The applicant provided 5 of the 10 required elements. Prior to issuance of a grading or building permit associated with the proposed development the applicant shall submit revised plans demonstrating compliance with 17.62.055.D.1 between the building and the Prairie Schooner Way frontage or relocate the structure closer to Prairie Schooner Way.
- Highway 213 frontages- The structure is located up to 20 feet from the frontage, requiring 3 elements from this section between the structure and the Highway 213 property line. The proposal included the following mitigation:
    1. 17.62.055.D.1.b- Enhanced concrete. The concrete, shown on sheet C0.1 and L1.0 extends 60 feet along the north side of the structure.

2. 17.62.055.D.1.h- Enhanced and additional landscaping along the west side of the building. The landscaping, shown on sheet L1.0 extends along a majority of the length of the lease area between the structure and Highway 213.

The applicant provided 2 of the 3 required elements. Prior to issuance of a grading or building permit associated with the proposed development the applicant shall submit revised plans demonstrating compliance with 17.62.055.D.1 between the building and the Highway 213 frontage or relocate the structure closer to Highway 213.

Prior to issuance of a grading or building permit associated with the proposed development, the applicant shall submit revised plans demonstrating compliance with OCMC 17.62.055.C.5 and 17.62.055.D.1. The plans many include relocating the building or adding additional design elements. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Condition of Approval 22.**

RESPONSE: The proposed building is set back thirty nine feet (39') from the property line along Prairie Schooner Way. This setback will require seven elements to mitigate for the additional distance. Those elements are:

- **The project has provided benches in a plaza area next to the parking lot along the frontage. Due to the busy intersection, we are proposing to move the benches west so that the public would have better access from the Right of Way, Discount Tire, and Home Depot.**
- **The project is proposing to use a patterned concrete.**
- **The project will provide pedestrian scale lighting along the western sidewalk and plaza.**
- **The project will be installing a public art feature at the SW corner of the building. No art has currently been selected yet, but once selected it would be submitted to City staff for review.**
- **We are proposing a columnar rock fountain in next to the provided benches.**
- **The project has added 20 square feet of enhanced landscaping for the tenant façade. The enhanced landscaping will incorporate larger than required plants to expedite the growth.**
- **The project will be adding additional landscaping along the frontage in the street right of way.**

With these seven added features the project will be compliant with the setback requirements.

The proposed building is setback of 15 feet from the property line along Highway 213. The 2 proposed mitigation elements (17.62.055.D.1.b- Enhanced concrete and 17.62.055.D.1.h- Enhanced and additional landscaping) allows the project to comply with the setback requirement.

17.62.055.D.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 Section17.62.055.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.

Finding: Complies with Condition. The subject site is located at the corner of Prairie Schooner Way and Highway 213. OCMC 17.62.055.D.3 requires the primary entranceway face the major street, which is Highway 213. The purpose of the criteria is to make a better pedestrian oriented environment by allowing easy access from locations where pedestrians are likely to be walking from and to create an environment where the buildings are more inviting along major roadways. The applicant has proposed to place the primary entranceway on the northern façade of the structure facing Prairie Schooner Way. The topography adjacent to Prairie Schooner Way is much flatter than that of Highway 213, making the site more visibly accessible. In addition the Prairie Schooner Way frontage is designed with sidewalks and landscaping to accommodate pedestrians, a design which Highway 213 is never anticipated to have. The modification was approved in OCMC 17.62.015 of this report.

The primary entranceway is clearly defined by the following:

1. 17.62.055.D.3.a- A metal canopy is located over the entranceway.
2. 17.62.055.D.3.c- The building has elements which project 2 feet from the structure near the entranceway.
3. 17.62.055.D.3.f- The roof is gabled over the entranceway.
4. 17.62.055.D.3.j- Architectural detailing such as second story windows and multiple building materials are located on the northern façade.

The entranceway is setback greater than 5 feet and thus the applicant is required to install mitigation elements per OCMC 17.62.055.D.1. Prior to issuance of a grading or building permit associated with the proposed development, the applicant shall submit revised plans demonstrating compliance with OCMC 17.62.055.D.1. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Condition of Approval 22.**

RESPONSE: As detailed in response to OCMC 17.62.055.D.1, the applicant has incorporated mitigation elements into the project that justify the larger setback.

17.62.055.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 14 feet floor to floor Where appropriate, the exterior façade 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.

Finding: Complies with Condition. The applicant indicated that:

> *The proposed structure is not an infill building; it is the development of a retail pad that was approved in 2000. Accordingly, this criterion does not apply. However, the building design proposed for the primary entryway and the facade of the building is collaborated by sections of aluminum storefront system with metal awnings at a height of 12' to delineate ground floor level. This storefront system is also present on the East and West Elevations to maintain the retail design concept.*

The proposed structure is subject to compliance with this section. Prior to issuance of a building permit the applicant shall submit revised plans demonstrating the first floor height to finished ceiling shall be no lower than 14 feet floor to floor per OCMC 17.62.055.F. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Conditions of Approval 24.**

RESPONSE: As shown on Sheet A.3, the building has been redesigned to have a floor to floor height (ground floor to upper floor) of 14'-0" high.

17.62.055.G.1 *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.

Finding: Complies with Conditions. The proposed development, with the conditions of approval will provide adequate massing to avoid a single, large dominant building mass. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with all of the Conditions of Approval.**

RESPONSE: The proposed building design incorporates a tower element as the major architectural feature with a variation in massing considered for the east and west façade pop-outs projecting out from the building wall by about 4'-4". Additional architectural elements projecting out from the building at about 16" -24" are provided on the south portion of the building which includes metal awnings and clerestory windows.

17.62.055.G.1 *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.*

Finding: Complies with Condition. The tallest portion of the structure is measured at the front entranceway (on the north, west and east facades) and is 32.5 feet in height. With a height to width ratio of 3:1, every 97.5 feet there must be a substantial variation in massing that includes a change in height and projecting or recessed elements.

- North Façade- The face length is 64 feet, less than 97.5 feet. This standard is not applicable.
- West Façade- The façade length is 145.25 feet and thus a substantial variation in massing that includes a change in height and projecting or recessed elements is required. The proposed building design includes a 20 foot recess on the southern portion of the building adjacent to the dead tire storage. In addition, the proposed structure provides varying heights, with increased building heights on the northern and southern portions of the structure.
- South Façade- The face length is 64 feet, less than 97.5 feet. This standard is not applicable.
- East Façade- The façade length is 145.25 feet and thus a substantial variation in massing that includes a change in height and projecting or recessed elements is required. Though the proposed structure includes increased building heights on the northern and southern portions of the structures, the structure does not include substantial projecting or recessed elements on the west façade. The proposed building design includes a series of projections which are less than 2 feet in depth and are not integrated into the interior of the structure.

Prior to issuance of building permits associated with the proposed development the applicant shall submit revised building plans demonstrating that the east façade of the structure contains a substantial variations in massing that includes projecting or recessed elements as identified in OCMC 17.62.055.G.1. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Condition of Approval 24.**

RESPONSE: The east and west facades have been redesigned to incorporate a section or sections of projected retail design elements that are integral use of the building interior. The west façade which is the secondary entry to the facility has a projected element of about 4'-4" x 36' long and thus comply with the 20% required of the horizontal length of

the structure (145.25'). The east façade is provided with a series of sections of colonnades with storefront glazing projecting out of the building by 4'-4" with a total length of 79.25' which exceed the min. 20% required of the horizontal length of the structure (145.25') and is designed as an integral part of the building interior.

17.62.055.G.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.*
Finding: Complies with Condition. The applicant will be required to alter the massing of the proposed structure in order to comply with the standards of OCMC 17.62.055. Prior to issuance of grading or building permits associated with the proposed development the applicant shall submit documentation demonstrating compliance with 17.62.055.G.3. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Condition of Approval 24.**
RESPONSE: The north façade which is considered to be the main entry to the facility is provided with a tower element at higher roof elevation and is the predominant architectural feature of the building. The secondary entry on the west façade provides a change in mass to the tower feature and the pop-out elements to the east and south elevations provide that same concept of integrating an architectural element to a mere horizontal blank wall.

17.62.055.H.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.*
Finding: Complies with Condition. The east and the west elevations are 145.25 feet in length while the north and south elevations are 64 feet in width. The projections or recesses are required to extend 20% of the length of the structure or 29.05 feet (145.25*.2=29.05) and be a depth of 3% or 4.3 feet (145.25*.03=4.3). Both the west and east facades contain projections of 2 feet or less, which extend less than 29.05 feet of the building. Prior to issuance of a grading or building permit for the proposed development the applicant shall submit revised building plans in which the west and east facades have projections or recesses in compliance with OCMC 17.62.055.H.2. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 24.**
RESPONSE: The east façade of the structure has been revised to include a projection of 4'-4" for a minimum of 20% of building length, complying with the requirement for a façade exceeding one hundred horizontal feet.

17.62.055.H.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.*
Finding: Complies with Condition. The north and east elevations face the street and thus are required to have arcades, display windows, entry areas, awnings or other such features along no less than sixty percent of their horizontal length.

- North- The north façade includes windows for 45.66 feet of the 64 foot wide façade, in excess of 70% (45.66/64=71.9%).
- East- The east elevation includes a combination of metal awnings and transparent windows for a total of 33.75 feet of the 145.25 foot wide façade or 23.2% (33.75/145.25=23.2%). There are additional windows on the façade which are identified as opaque on the plans and thus are not identified as display windows. Prior to issuance of a permit associated with the proposed

development, the applicant shall submit revised plans demonstrating compliance with the design requirements identified in OCMC 17.62.055.H.3 for the east facade.

Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 24.

RESPONSE: Ground floor facades facing public streets have been designed with entry areas, metal awnings and windows exceeding sixty percent of the horizontal length. Please refer to North and East Elevations of Sheet A-2.

17.62.055.I*. Façade Transparency.*

1. Transparent windows or doors facing the street are required. The main front elevation shall provide at least sixty percent (60%) windows or transparency at the pedestrian level. Facades on corner lots shall provide at least sixty percent (60%) windows or transparency on all corner-side façades. All other side elevations shall provide at least thirty percent (30%) transparency. The transparency is measured in lineal fashion. For example, a one-hundred-foot long building elevation shall have at least sixty feet (60% of 100 feet) of transparency in length. Reflective, glazed, mirrored or tinted glass is limited to ten percent (10%) of the lineal footage of windows on the street facing façade. Highly reflective or glare-producing glass with a reflective factor of .25 or greater is prohibited on all building facades. Any glazing materials shall have a maximum fifteen (15) percent outside visual light reflectivity value. No exception shall be made for reflective glass styles that appear transparent when internally illuminated.

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 20 feet of a Right of Way shall be utilized as display windows with a minimum display depth of 36 inches.

Finding: Complies with Condition. The calculations for transparency are provided below.

- North- The north façade faces the street and thus is required to have 60% transparency at pedestrian level. The applicant has proposed 71.9% transparency (45.66/64=71.9%), in excess of the minimum requirement. The applicant did not identify any windows which would be opaque on this façade.
- East- The east façade faces a street and thus is required to have 60% transparency at pedestrian level. The applicant has proposed 78.75 feet of windows at pedestrian level for the 145.25 foot wall. However an opaque glazing is proposed for approximately 67.25 feet of the façade. Per this criterion, reflective, glazed, mirrored or tinted glass is limited to ten percent (10%) of the lineal footage of windows on the street facing façade (14.5 feet). Highly reflective or glare-producing glass with a reflective factor of .25 or greater is prohibited on all building facades. Any glazing materials shall have a maximum fifteen (15) percent outside visual light reflectivity value. No exception shall be made for reflective glass styles that appear transparent when internally illuminated. The proposed 67.25 of glazing exceeds the 14.5 feet allowed in this section and the applicant did not identify compliance with the maximum reflective factor or visual light reflectivity value.

  The applicant indicated that due to the interior use of the proposed structure, the east elevation includes a false storefront system. The standard specifies that corner side elevations shall have 60% windows or transparency and of the windows there is a limitation to the amount of glazing allowed. Under OCMC 17.62.055.I.2, side and rear walls which face walkways may be allowed to have false windows when actual doors and windows are not feasible because of the nature of the use of the interior use of the building. False windows are not allowed on the corner side façade because they are not specified in OCMC 17.62.055.I.2 as they are in 17.62.055.I.1.
- South-The south faced is considered the rear of the site and thus does not have a minimum transparency requirement. The applicant has proposed 25% transparency (16/64=25%), in excess of the 0% requirement.

- West- The west façade is identified as a side elevation and thus is required to have 30% transparency at pedestrian level. The applicant has proposed 16.5% transparency (24/145.25=16.5%). As the transparency is taken at pedestrian level, the windows within the roll-up doors are not considered because the lowest point is 6 feet in height.

Prior to issuance of a permit associated with the proposed development, the applicant shall submit revised plans demonstrating compliance with the transparency requirements identified in OCMC 17.62.055.I. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 24.**

RESPONSE: North and east facades have been designed with entry areas, metal awnings and windows exceeding sixty percent of the horizontal length. The South façade exceeds these requirements and the west façade has been redesigned to provide additional transparency, exceeding the 30% requirement.

17.62.056 - Additional standards for large retail establishments.

D. Development Standards.

1. Roofs. Roofs shall include at least two of the following features:

a. Parapets concealing flat roofs and rooftop equipment from public view. The average height of such parapets shall not exceed fifteen percent of the height of the supporting wall and such parapets shall not at any point exceed one-third of the height of the supporting wall. Such parapets shall feature three-dimensional cornice treatment;

b. Overhanging eaves, extending no less than three feet past the supporting walls;

c. Sloping roofs that do not exceed the average height of the supporting walls, with an average slope greater than or equal to one foot of vertical rise for every three feet of horizontal run and less than or equal to one foot of vertical rise for every one foot of horizontal run;

d. Three or more roof slope planes.

Finding: Complies with Condition. The proposed development includes a variety of roof features such as a roof plane with four slope planes on the northern and southern side of the structure and parapets with a cornice. The applicant provided the total wall heights including the parapet, but the height of the supporting wall beneath the parapet is unknown. Prior to issuance of building permits associated with the proposed development the applicant shall submit documentation demonstrating that the average height of such parapets shall not exceed fifteen percent of the height of the supporting wall and such parapets shall not at any point exceed one-third of the height of the supporting wall. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 24.**

RESPONSE: The average height of the parapet wall is designed for 3'-4' which is below 15% of the height of the parapet wall at 22'-8". Please refer to the Line of Sight Exhibit.

17.62.065.D *Design and Illumination Standards.*

General Outdoor Lighting Standard and Glare Prohibition.

17.62.065 .D.1 *Outdoor lighting, if provided, shall be provided in a manner that enhances security, is appropriate for the use, avoids adverse impacts on surrounding properties, and the night sky through appropriate shielding as defined in this section. Glare shall not cause illumination on other properties in excess of a measurement of 0.5 footcandles of light as measured at the property line. In no case shall exterior lighting add more than 0.5 footcandle to illumination levels at any point off-site. Exterior lighting is not required except for purposes of public safety. However, if installed, all exterior lighting shall meet the following design standards:*

Finding: Complies with Condition. The applicant submitted a photometric plan (sheet ES1.0) which displayed the luminosity of a majority of the site. However, the photometric did not show the lighting levels in locations such as adjacent to the northern portion of the building and on the adjacent right-of-

way. Prior to issuance of building permits associated with the proposed the applicant shall submit a revised photometric demonstrating compliance with the luminosity standards in Chapter 17.62.065 of the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 25.**

RESPONSE: Please refer to the revised photometric plan for lighting levels adjacent to the northern portion of the building and on the adjacent right-of-way.

17.62.065 .D.2 *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. All fixtures shall utilize one of the following bulb types: metal halide, induction lamp, compact fluorescent, incandescent (including tungsten-halogen), or high pressure sodium with a color rendering index above seventy.*

Finding: Complies with Condition. The applicant proposed to install a variety of lighting types on the site. Compliance with this section was not explicitly stated. Prior to issuance of a permit associated with the proposed development, the applicant shall submit documentation identifying compliance with the lighting standards identified in OCMC 17.62.065.D.2. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 25.**

RESPONSE: All fixtures provided have full cutoff shields to prevent light pollution. See cut sheets on Sheet ES1.0

17.62.065 .D.4 *Lighting levels:*

Table 1-17.62.065. Foot-candle Levels

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

Finding: Complies with Condition. The purpose of this standard is to provide minimum lighting levels for easy navigation of the site as well as avoid locations where the lighting levels are so bright, they become distracting to drivers. By policy, development may illuminate the adjacent right-of-way slightly more than 0.5 foot-candles.

The applicant submitted a photometric plan (sheet ES1.0) which displayed the luminosity of a majority of the site. However, the photometric did not show the lighting levels in locations such as adjacent to the northern portion of the building and on the adjacent right-of-way. The lighting level at all of the building entrances, on the abutting right-of-way, and at bicycle parking areas was not identified on the plan submitted. The applicant should note that the lighting on pedestrian accessways did not comply with the max/minimum ratio and average requirements. Prior to issuance of building permits associated with the proposed the applicant shall submit a revised photometric demonstrating compliance with the luminosity standards in Chapter 17.62.065 of the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 25.**

RESPONSE: Calculations have been revised to provide additional lighting along pedestrian walkways and to meet the above lighting level criteria.

17.62.065.D.5 *Parking lots and other background spaces shall be illuminated as unobstrusively as possible while meeting the functional needs of safe circulation and protection of people and property. Foreground spaces, such as building entrances and outside seating areas, shall utilize pedestrian scale lighting that defines the space without glare.*

Finding: Complies with Condition. The applicant submitted a photometric plan (sheet ES1.0) which displayed the luminosity of a majority of the site. However, the photometric did not show the lighting levels in locations such as adjacent to the northern portion of the building and on the adjacent right-of-way. Prior to issuance of building permits associated with the proposed the applicant shall submit a revised photometric demonstrating compliance with the luminosity standards in Chapter 17.62.065 of the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 25.**

RESPONSE: Additional lighting along pedestrian walkways has been provided and meets the above lighting level criteria.

17.62.065.D.6 *Any on-site pedestrian circulation system shall be lighted to enhance pedestrian safety and allow employees, residents, customers or the public to use the walkways at night. Pedestrian walkway lighting through parking lots shall be lighted to light the walkway and enhance pedestrian safety pursuant to Table 1.*

Finding: Complies with Condition. The applicant submitted a photometric plan (sheet ES1.0) which displayed the luminosity of a majority of the site. However, the photometric did not show the lighting levels in locations such as adjacent to the northern portion of the building and on the adjacent right-of-way. Prior to issuance of building permits associated with the proposed the applicant shall submit a revised photometric demonstrating compliance with the luminosity standards in Chapter 17.62.065 of the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 25.**

RESPONSE: Lighting levels have been included for the majority of the site including the northern pedestrian walkway.

17.62.065.D.7 *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. Lamps shall include a high-pressure sodium bulb with an unbreakable lens.*

Finding: Complies with Condition. The applicant submitted a photometric plan (sheet ES1.0) which displayed the luminosity of a majority of the site. However, the photometric did not show the lighting levels in locations such as adjacent to the northern portion of the building and on the adjacent right-of-way. Prior to issuance of building permits associated with the proposed the applicant shall submit a revised photometric demonstrating compliance with the luminosity standards in Chapter 17.62.065 of the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 25.**

RESPONSE: Lighting levels have been included for the majority of the site including the northern pedestrian walkway which meet the stated criteria.

17.62.065 .D.8 *Floodlights shall not be utilized to light all or any portion of a building facade between ten p.m. and six a.m.*

Finding: Complies with Condition. The application did not indicate compliance with this section. Prior to issuance of a permit associated with the proposed development, the applicant shall submit

documentation identifying compliance with the lighting standards identified in OCMC 17.62.065. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Condition of Approval 25.**

RESPONSE: There is no flood lighting proposed as part of the building exterior lighting package. Building mounted lighting will be controlled via time clock to comply with this requirement.

17.62.065 .D.9 *Lighting on automobile service station, convenience store, and other outdoor canopies shall be fully recessed into the canopy and shall not protrude downward beyond the ceiling of the canopy.*

Finding: Complies with Condition. The application did not indicate compliance with this section. Prior to issuance of a permit associated with the proposed development, the applicant shall submit documentation identifying compliance with the lighting standards identified in OCMC 17.62.065. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Condition of Approval 25.**

RESPONSE: There are no building mounted canopies containing lighting scheduled for the development of this site.

17.62.065 .D.11 *In no case shall exterior lighting add more than one foot-candle to illumination levels at any point off-site.*

Finding: Please refer to the analysis in chapter 17.62.065.D.1 of this report.

RESPONSE: Lighting design complies with this criterion. Lighting from adjacent parking lot and major intersection has not been included in this calculation and will impact lighting levels.

17.62.065 .D .12 *All outdoor light not necessary for security purposes shall be reduced, activated by motion sensor detectors, or turned off during non-operating hours.*

Finding: Complies with Condition. The application did not indicate compliance with this section. Prior to issuance of a permit associated with the proposed development, the applicant shall submit documentation identifying compliance with the lighting standards identified in OCMC 17.62.065. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Condition of Approval 25.**

RESPONSE: All outdoor lighting not necessary for security purposes will comply with OCMC 17.62.065.

17.62.065 .D.13 *Light fixtures used to illuminate flags, statues, or any other objects mounted on a pole, pedestal, or platform shall use a right-of-way cone beam of light that will not extend beyond the illuminated object.*

Finding: Complies with Condition. The application did not indicate compliance with this section. Prior to issuance of a permit associated with the proposed development, the applicant shall submit documentation identifying compliance with the lighting standards identified in OCMC 17.62.065. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Condition of Approval 25.**

RESPONSE: There is no special highlighting of non-building item.

17.62.065 .D.14 *For upward-directed architectural, landscape, and decorative lighting, direct light emissions shall not be visible above the building roofline.*

Finding: Complies with Condition. The application did not indicate compliance with this section. Prior to issuance of a permit associated with the proposed development, the applicant shall submit documentation identifying compliance with the lighting standards identified in OCMC 17.62.065. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Condition of Approval 25.**

RESPONSE: There are no fixtures proposed for upward highlighting planned for this site.

17.62.065 .D.15 *No flickering or flashing lights shall be permitted, except for temporary decorative seasonal lighting.*

Finding: Complies with Condition. The application did not indicate compliance with this section. Prior to issuance of a permit associated with the proposed development, the applicant shall submit documentation identifying compliance with the lighting standards identified in OCMC 17.62.065. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Condition of Approval 25.**

RESPONSE: All fixtures are to be either parking lot lighting or building mounted lighting. No flickering or flashing lights are proposed.

CHAPTER 17.52 - OFF-STREET PARKING AND LOADING

17.52.020.A.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.*

Finding: Complies with Condition. The applicant did not respond to this section. Prior to issuance of a building permit associated with the proposed development the applicant shall submit documentation assuring 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 trucks used in conducting the business or use. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 26.**

RESPONSE: The minimum required parking spaces (33) shall be available for residents, customers, patrons and employees, and the applicant will submit documentation in support of the parking prior to the issuance of a building permit.

17.52.030.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 35% 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.

OVERHANG

NOTE: Overhang dimensions are intended to indicate possible location from parking area edge for location of bumpers.

Finding: Complies with Conditions. The proposed parking stalls are all at 90 degree angles and are 9 feet in width and 19 feet in depth. The proposed configuration includes creating a large drive aisle approximately 70 by 120 feet, exceeding the maximum aisle width of 24 feet. The applicant shall submit a revised parking lot configuration demonstrating compliance with the aisle widths identified in OCMC 17.52.030.D.

As demonstrated in chapter 17.58 of this report, the applicant is required to upgrade the existing parking stalls and associated landscaping. Prior to issuance of a grading or building permit associated with the proposed development the applicant shall submit documentation demonstrating compliance with the standards in chapter 17.52 of the Oregon City Municipal Code for all locations of the parking lot being altered. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Conditions of Approval 21 and 26**.

RESPONSE: The parking lot layout has been revised to comply with Chapter 17.52. Specifically, the large drive aisle has been narrowed to 24-feet. A large landscape island has been placed to accommodate this narrowing. The new island is landscaped as required by Section 17.52.060. Please refer to discussion above for plant materials and placements. The drive aisle accesses a maneuvering area at the SW corner of the building, and this maneuvering area varies in width to accommodate delivery vehicles.

17.52.040.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*
Retail stores and shopping centers	*1 per 20 auto spaces (minimum of 2)*	*50% (minimum of 2)*

**Covered bicycle parking is not required for developments with 2 or fewer stalls.*

Finding: Complies with Condition. The applicant proposed to install two covered bicycle parking stalls on the north side of the structure near the main entranceway. As identified in OCMC 17.52.020, 45 parking stalls are required to support the proposed structure. Per this criterion, three bicycle parking

stalls is required to support the proposed retail building (45/20=2.25, rounded up to the nearest whole number). Prior to issuance of a building permit associated with the proposed development the applicant shall submit documentation demonstrating compliance with the bicycle parking standards identified in chapter 17.52.040 of the Oregon City Municipal Code.

The number of bicycle parking for the Home Depot portion of the site is unknown. If it were nonconforming, upgrades could not be required per OCMC 17.58.040.C.2.c.2. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 22**.

RESPONSE: An additional bicycle parking space, for a total of three spaces, has been added to the Site Plan.

17.52.040.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.

Finding: Complies with Condition. The applicant indicated compliance with all applicable codes and standards but did not identify specific compliance with this section. Prior to issuance of a building permit associated with the proposed development the applicant shall submit documentation demonstrating compliance with the bicycle parking standards identified in the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 22**.

RESPONSE: A secure and functional bicycle rack will be provided under the awning along the north side of the building.

17.52.040.D. *Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored 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.

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.

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.

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 50 feet, whichever is less, unless otherwise determined by the community development director, city engineer, or planning commission.

Finding: Complies with Condition. The applicant proposed to install covered bicycle parking adjacent to the main entrance on the northern portion of the building. The location is visible from the public right-of-way and avoids conflicts with vehicular traffic.

The applicant indicated compliance with all applicable codes and standards but did not identify specific compliance with this section. Prior to issuance of a building permit associated with the proposed development the applicant shall submit documentation demonstrating compliance with the bicycle parking standards identified in the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 22**.

RESPONSE: The proposed bicycle parking area is conveniently located close to the main entry, secure, does not obstruct pedestrian or vehicular flow, is clearly visible from the parking, public streets and access drives, and is separated from the vehicular parking area by more than 5-feet.

17.52.060. *Parking Lot Landscaping.*

17.52.060.A. *Development Standards*

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

Finding: Complies with Condition. The applicant proposed to install landscaping near the edges of the lease area, but very little landscaping is proposed near the middle of the parking lot for the lease area and no landscaping is proposed between the building and the parking lot. Prior to issuance of a building or grading permit associated with the proposed development the applicant shall submit a revised landscaping plan in compliance with chapter 17.52 of the Oregon City Municipal Code which includes landscaping within the middle of the proposed drive aisle. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 21**.

RESPONSE: The large drive aisle has been narrowed to 24-feet. A large landscape island has been placed to accommodate this narrowing and to better distribute landscaping throughout the parking area. The new island is landscaped as required by Section 17.52.060. Please refer to discussion above for plant materials and placements.

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

Finding: Complies with Condition. The proposed configuration includes creating a large drive aisle approximately 70 by 120 feet with no landscaping. Prior to issuance of grading permits or building permits associated with the proposed development the applicant shall submit a revised parking lot layout which complies with the standards in OCMC 17.52 which includes landscaping within the middle of the proposed drive aisle. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 21**.

RESPONSE: The large drive aisle has been narrowed to 24-feet. A large landscape island has been placed to accommodate this narrowing and to better distribute landscaping throughout the parking area. The new island is landscaped as required by Section 17.52.060. Please refer to discussion above for plant materials and placements.

***17.52.060.A.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.*

Finding: Complies with Condition. The proposed landscaping plan includes a mix of deciduous and coniferous trees. However, a majority of the trees are located around the perimeter of the parking lot. The proposed configuration includes creating a large drive aisle approximately 70 by 120 feet with no landscaping. Prior to issuance of grading permits or building permits associated with the proposed development the applicant shall submit a revised parking lot layout which complies with the standards in OCMC 17.52 which includes landscaping within the middle of the proposed drive aisle. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 21**.

RESPONSE: The large drive isle has been narrowed to 24-feet. A large landscape island has been placed to accommodate this narrowing. The new island is landscaped as required by Section 17.52.060. Please refer to discussion above for plant materials and placements.

***17.52.060.A.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;*

Finding: Complies with Condition. The landscaping plan was prepared by Michael O'Brien a registered landscape architect and the plant species were selected for their appropriateness. None of the plants identified on the plan are on the Oregon City Nuisance Plant List.

The landscaping plan included trees which are primarily identified as 2-inches in caliper, with the exception of the vine maple and douglas fir. Prior issuance of building permits associated with the proposed development the applicant shall install a revised landscaping plan in which all vine maple and douglas fir trees are a minimum of 2-inches in caliper. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 21.**

RESPONSE: A revised landscape plan indicates all trees are specified as 2-inches in caliper or larger.

***17.52.060.B.1.b**. Ground cover, such as wild flowers, spaced a maximum of 16-inches on center covering one hundred percent of the exposed ground within 3 years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and*

Finding: Complies with Condition. The applicant proposed ground cover, such as wild flowers, spaced a maximum of 16-inches on center within the perimeter parking lot area. The plan did not indicate if the groundcover would cover one hundred percent of the exposed ground within 3 years and that no bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees. Prior to issuance of permits associated with this development the applicant shall submit a revised landscaping plan displaying that for the perimeter parking lot landscaped area ground cover shall cover one hundred percent of the exposed ground within 3 years and that no bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 21.**

RESPONSE: There are several groundcovers planted 12- 16 inches on center proposed within the parking lot area (see above). As proposed, the groundcover materials will provide 100% coverage after three years of installation.

***17.52.060.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;
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
c. An evergreen hedge of thirty to forty-two inches or shrubs placed no more than four feet apart on average; or
2. Seven-foot sidewalks with shade trees spaced a maximum of thirty-five feet apart in three-foot by five-foot tree wells.

Finding: Complies with Condition. The proposed design consists of a 15-foot wide sidewalk extending approximately 27 feet between the parking lot and the structure at the northwest corner of the structure. The sidewalk contains a tree within a tree well at the northern portion of the sidewalk. The remaining approximately 114 feet on the western side of the structure and approximately 50 feet on the southern side of the structure which the building is adjacent to the parking lot is proposed to be developed with a concrete apron. There are three 22-foot wide bays within this distance in which automobiles would be driven into and out of the structure. Compliance with this section can occur in all locations between the building and the parking lot. For example, the applicant may choose to install 7 foot wide sidewalks with shade trees spaced a maximum of 35 feet apart in 3-foot by 5-foot tree wells and install curb cuts/driveway approaches directly adjacent to the three 22-foot wide bays. Prior to issuance of a grading or building permit for the proposed development the applicant shall submit documentation identifying compliance with the parking area/building buffer requirements in chapter 17.52.060.C of the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 21.**

RESPONSE: Landscaping is provided between the building and parking area at the NW and SW corners of the building including two 2-inch caliper trees. There is also a 5-foot wide landscaping planter strip along the SW corner of the building. Because of the presence of the bay entries on the western façade, the landscaping is concentrated in landscaped islands between the bays. Trees cannot be planted in the bay area for safety and functionality reasons, similar to why pedestrian connections and loading bays are exempt from the landscaped buffer standard. The landscaped areas along the SW side of the building include groundcover plants at 16" on center and Cornus sericea are proposed in these areas. The ground cover is planted 24" on center to achieve 100% coverage within a three year period.

The west side of the building is 141.33 feet in length. At the 35-foot tree spacing requirement, four minimum 2-inch caliper trees (or a total 8 caliper inches) are required along the west side of the building. As stated above, there are two 2-inch caliper trees proposed at the corners of the building which leaves a total of 4-caliper inches that must be mitigated. In order to mitigate these 4-caliper inches, two of the trees in the large island and two trees in the parking area have been specified at 3-inch caliper.

Additionally, the other 2 trees in the large island have been specified at 3-inch caliper to mitigate for the single tree that was removed.

***17.52.060.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:

Finding: Complies with Condition. The applicant did not indicate compliance with this section. Prior to issuance of a grading or building permit associated with this proposed development the applicant shall submit documentation demonstrating compliance with the interior parking lot landscaping standards in chapter 17.52.060.D of the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 21.**

RESPONSE: Interior parking lot landscape exceeds 10%.

17.52.060.D.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.*

Finding: Complies with Condition. The applicant did not indicate that ground cover, such as wild flowers, spaced a maximum of 16-inches on center covering one hundred percent of the exposed ground within 3 years and that no bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees for all locations in which there is interior parking lot landscaping. Prior to issuance of building permits associated with this development the applicant shall submit a revised landscaping plan displaying that for the interior landscaping ground cover, such as wild flowers, spaced a maximum of 16-inches on center covering one hundred percent of the exposed ground within 3 years and that no bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 21.**

RESPONSE: There are several groundcovers planted a minimum of 16 inches on center proposed within the parking lot area (see above). As proposed, the groundcover materials will provide 100% coverage after three years of installation.

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

Finding: Complies with Condition. The applicant did not indicate shrubs spaced no more than four feet apart on average in all locations in which there is interior parking lot landscaping. Prior to issuance of building permits associated with this development the applicant shall submit a revised landscaping plan displaying that for the interior landscaping, shrubs are spaced no more than four feet apart on average. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 21.**

RESPONSE: There are several shrubs proposed within the parking lot area (see above), planted a minimum 48 –inches on center.

17.52.060.D.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.

RESPONSE: One existing stretch of parking that was developed as part of the Home Depot has ten contiguous parking spaces, so it is a nonconforming development. There are oversized planters at each end of the existing row of ten parking spaces, which include four existing trees. The applicant proposes to add an additional tree in a 5' x 5' diamond-shaped planter to be added in the middle of the 10 parking space row rather than remove and relocate the existing mature trees. The applicant requests a modification to 17.52.060.D.d so that the two existing landscaping strips with relatively mature vegetation

may remain. The intent of the parking lot landscaping standards is to soften parking lots with landscaping so that they are inviting and because landscaping provides environmental benefits such as reducing air and water pollution. Maintaining existing more vegetation meets the purpose of the parking lot landscaping standards because larger vegetation is a more effective way to screen parking and provide environmental benefits. Additionally, as detailed elsewhere in the application, more landscaping (including larger caliper trees) is provided on site than is required, which further enhances the aesthetics and green infrastructure of the site.

17.52.060.D.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.
Finding: Complies with Condition. The proposed development provides a pedestrian accessway through the parking lot to the entranceway of the site. Within the interior of the parking lot, the landscaping standards of this section are not met. Prior to issuance of a grading or building permit associated with this proposed development the applicant shall submit documentation demonstrating compliance with the interior parking lot landscaping standards in chapter 17.52.060.D of the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 21.**
RESPONSE: Trees are provided a minimum of 35-feet on center along all pedestrian walkways within the interior of the parking area, except along the western building façade. Mitigation for this is discussed in Section *17.52.060.C*. All proposed groundcovers in these areas are planted 16-inches on center. All proposed shrubs in this area are planted 4-feet on center.

17.52.060.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.
Finding: Complies with Condition. A landscaping plan by Michael O'Brien was submitted which included installation requirements, however, the development proposal did not indicate compliance with this section. Prior to issuance of a grading or building permit associated with this proposed development the applicant shall submit documentation demonstrating compliance with the plant installation requirements in chapter 17.52.060.E of the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 21.**
RESPONSE: All proposed landscape materials and installation practices will conform to the American Nurseryman Standards to assure the health and long life of the landscape.

CHAPTER 17.58 – NONCONFORMING USES, STRUCTURES AND LOTS
17.58.040.C.2.a *Thresholds triggering compliance. The standards of Subparagraph C.2.b below shall be met when the value of the proposed exterior alterations or additions to the site, as determined by the Community Development Director, is more then $75,000. The following alterations and improvements shall not be included in the threshold calculation:*
(1) Proposed alterations to meet approved fire and life safety agreements;

(2) Alterations related to the removal of existing architectural barriers, as required by the Americans with Disabilities Act, or as specified in Section 1113 of the Oregon Structural Specialty Code;
(3) Alterations required to meet Seismic Design Requirements; and
(4) Improvements to on-site stormwater management facilities in conformance with Oregon City Stormwater Design Standards.
Findings: Complies with Condition. The applicant did not identify the cost of the project. It is assumed that the cost of the project is greater than $75,000 and upgrades are required. Prior to issuance of a building or grading permit associated with the proposed development the applicant shall submit documentation identifying compliance with the nonconforming requirements in Chapter 17.58 of the Oregon City Municipal Code. **Staff determined that it is likely and reasonable that the applicant can meet this standard through Condition of Approval 27.**

RESPONSE: As detailed in response to 17.52.060.D.d, the project proposes to provide additional landscaping in the nonconforming area of the parking lot adjacent to the project, and a modification is requested in order to maintain an existing tree that is more-mature than the required new 2-inch caliper tree.

17.58.040.C.2.b *Standards that shall be met. Developments not complying with the development standards listed below shall be brought into conformance.*

(1) Pedestrian circulation systems, as set out in the pedestrian standards that apply to the sites;
(2) Minimum perimeter parking lot landscaping;
(3) Minimum interior parking lot landscaping;
(4) Minimum site landscaping requirements;
(5) Bicycle parking by upgrading existing racks and providing additional spaces in order to comply with 17.52 Off-Street Parking and Loading;
(6) Screening; and
(7) Paving of surface parking and exterior storage and display areas.

Findings: Complies with Condition. A response to this section was not provided in the development proposal. Prior to issuance of a grading or building permit associated with the proposed development the applicant will be required to demonstrate compliance with chapter 17.58 of the Oregon City Municipal Code.
If upgrades are required per OCMC 17.58.040.C.2.a, the applicant shall submit documentation identifying upgrades as required in OCMC 17.58.040.C.2.b. **The applicant can assure this standard is met through Condition of Approval 27.**

RESPONSE: As detailed in response to 17.52.060.D.d, the project proposes to provide additional landscaping in the nonconforming area of the parking lot adjacent to the project, and a modification is requested in order to maintain an existing tree that is more-mature than the required new 2-inch caliper tree.

17.58.040.C.2.d. *Timing and cost of required improvements. The applicant may choose one of the two following options for making the required improvements:*
(1) Option 1. Required improvements may be made as part of the alteration that triggers the required improvements. The cost of the standards that shall be met, identified in Subparagraph C.2.b above, is limited to 10% of the value of the proposed alterations. It is the responsibility of the applicant to document 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. When all required improvements are not being made, the priority for the improvements shall be as listed in Subparagraph C.2.b above.
(2) Option 2. Required improvements may be made over several years, based on the compliance period identified in Table 17.58 – 1 below.

Findings: Complies with Condition. No documentation associated with this criterion was submitted. This criterion identifies limitations for how much the applicant is required to spend to upgrade the nonconforming portions of the site identified in OCMC 17.58.040.C.2.b. The 10% limitation is calculated for the development within the lease area separate from the 10% limitation for the work outside of the lease area. Prior to issuance of a building or grading permit associated with the proposed development the applicant shall submit documentation demonstrating compliance with OCMC 17.58.040.C.2.d. **The applicant can assure this standard is met through Condition of Approval 27.**

RESPONSE: The project is proposing to meet the 10% requirement at the time of construction of this project.

CHAPTER 17.41 – TREE PROTECTION STANDARDS

17.41.050 - Tree Protection – 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 section 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 17.41.080-100; or*
C. *Option 3 – Restrictive Covenant. Protection of trees or groves by recordation of a permanent restrictive covenant pursuant to section 17.41.110-120.; 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 80% of minimum density with reduction of lot size; or
(2) Preclude meeting minimum connectivity requirements for subdivisions.

Finding: Complies with Condition. The development proposal includes the removal of an existing interior parking lot landscaping tree in order to accommodate the proposed development. Mitigation is required in accordance with this chapter. Prior to issuance of permits associated with the proposed development the applicant shall submit a tree mitigation plan to the City in accordance with chapter 17.41 of the Oregon City Municipal Code. If option 1 is chosen, all replanted and saved trees shall be protected by a permanent restrictive covenant or easement approved in form by the city. **The applicant can assure this standard is met through compliance with Condition of Approval 28.**

RESPONSE: Tree mitigation information is included on the Planting Plan. One 8" caliper tree is to be removed from the site for this project as noted on the plan. Code requires one 2" caliper tree for mitigation. As noted on the Planting Plan six parking lot trees (Zelkova serrata 'Halka') have been increased in size from 2" to 3" caliper providing six mitigation inches. Two of these inches are used to mitigate the removed tree. The remained of the mitigated inches are use as indicated in Section *17.52.060.C*.

17.41.060. through 17.41.130.

Finding: Complies with Condition. Prior to issuance of permits associated with the proposed development the applicant shall submit a tree mitigation plan to the City in accordance with chapter 17.41 of the Oregon City Municipal Code for the removal of the existing interior parking lot landscaping tree. If option 1 is chosen, all replanted and saved trees shall be protected by a permanent restrictive covenant or easement approved in form by the city. The plan may include:

a. Plant the trees within the right-of-way. Submit a plan displaying the mitigation trees to be planted within the public right-of-way specifying the location, size and species of the trees. The trees shall comply with chapter 12.08 of the Oregon City Municipal Code.
b. Plant the trees on the subject site. Submit a plan displaying mitigation trees on private property within the proposed development. Prior to issuance of a certificate of occupancy the trees shall be planted and a copy of a recorded covenant identifying the tree as subject to Chapter 17.41 of the Oregon City Municipal Code shall be submitted to the City.
c. Increase the size of the trees onsite or within the right-of-way. The applicant may propose to upsize the minimum caliper of any mitigation tree, street tree, or landscaping tree in order to meet the total tree requirement at the time of planting. This approach would have the effect of reducing the overall number of trees required to be planted, while maintaining the same mitigation inches required. The plan shall identify the type, caliper and location of all mitigation trees to be planted. If the trees are planted within the right-of-way, the tree shall be planted in accordance with OCMC 12.08. Prior to issuance of a certificate of occupancy the trees shall be planted and a copy of a recorded covenant identifying the tree as subject to Chapter 17.41 of the Oregon City Municipal Code shall be submitted to the City if the trees are planted on private property.
d. Plant the trees off-site. If this option is chosen, the applicant shall demonstrate why none of the other options are feasible and have the trees planted with all associated documentation completed prior to issuance of a certificate of occupancy permit. If the trees are planted within the right-of-way, the applicant shall obtain permission from the abutting property owner and the tree shall be planted in accordance with OCMC 12.08. If the trees are planted on private property, the applicant shall submit a copy of a recorded covenant identifying the tree as subject to Chapter 17.41 of the Oregon City Municipal.
e. Provide a fee-in-lieu. If the applicant can demonstrate that none of the above are feasible, the applicant may be permitted to provide a fee-in-lieu of planting for any mitigation trees that cannot be accommodated on site. The fee is applicable for each tree being mitigated. If this option is chosen, the applicant shall demonstrate why the trees cannot be planted onsite and the fee shall be paid to issuance of a certificate of occupancy permit.

The applicant can assure this standard is met through compliance with Condition of Approval 28.

RESPONSE: Tree mitigation information is included on the Planting Plan. One 8" caliper tree is to be removed from the site for this project as noted on the plan. Code requires one 2" caliper tree for mitigation. As noted on the Planting Plan six parking lot trees (Zelkova serrata 'Halka') have been increased in size from 2" to 3" caliper providing six mitigation inches. Two of these inches are used to mitigate the removed tree. The remained of the mitigated inches are use as indicated in Section *17.52.060.C*.

17.41.130. Regulated Tree Protection Procedures During Construction.

Finding: Complies as Proposed. The site plan identified a few existing trees near the construction area. The applicant has included a plan to protect the existing trees on sheet L2.0, which was prepared by a landscape architect. All trees identified for protection by the landscape architect shall be identified on a separate tree protection plan. **The applicant can assure this standard is met through compliance with Condition of Approval 29.**

RESPONSE: All trees proposed to be retained are shown on the Planting Plan.

Chapter 12.08 – PUBLIC AND STREET TREES

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.

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.

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.

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

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.

Finding: Complies with Condition. The subject site has street trees along the Washington Street/ Prairie Schooner Way frontage with the exception of the approximately 175 feet nearest to Highway 213. In addition, there are no street trees along the Highway 213 frontage of the site. This criterion requires 1 street tree be planted for every 35 feet of frontage.

Prior to issuance of a building permit associated with the proposed development the applicant shall submit a plan for street trees for the right-of-way parallel to the lease site abutting Prairie Schooner Way and highway 213 in compliance with OCMC 12.08. The applicant may choose any of the options below to demonstrate compliance with OCMC 12.08:

i. Plant the trees within the right-of-way. Submit a plan displaying the mitigation trees to be planted within the public right-of-way specifying the location, size and species of the trees. The trees shall comply with chapter 12.08 of the Oregon City Municipal Code.

ii. Plant the trees on the subject site. Submit a plan displaying the street trees on private property within the proposed development. Prior to issuance of a certificate of occupancy the street trees shall be planted and a copy of a recorded covenant identifying the tree as subject to Chapter 12.08 of the Oregon City Municipal Code shall be submitted to the City. If this option is chosen, the applicant shall demonstrate why the trees could not be planted within the right-of-way.

iii. Increase the size of the trees onsite or within the right-of-way. If this option is chosen, the applicant shall demonstrate why the additional trees cannot be planted within the right-of-way. The applicant may propose to upsize the minimum caliper of any mitigation tree, street tree, or landscaping tree in order to meet the total tree requirement at the time of planting. This approach would have the effect of reducing the overall number of trees required to be planted, while maintaining the same mitigation inches required. The plan shall identify the type, caliper and location of all mitigation trees to be planted. If the trees are planted within the right-of-way, the tree shall be planted in accordance with OCMC 12.08. Prior to issuance of a certificate of occupancy the trees shall be planted and a copy of a recorded covenant identifying the tree as subject to Chapter 17.41 of the Oregon City Municipal Code shall be submitted to the City if the trees are planted on private property.

iv. Plant the trees off-site. If this option is chosen, the applicant shall demonstrate why none of the other options are feasible and have the trees planted with all associated documentation completed prior to issuance of a certificate of occupancy permit. If the trees are planted within

the right-of-way, the applicant shall obtain permission from the abutting property owner and the tree shall be planted in accordance with OCMC 12.08. If the trees are planted on private property, the applicant shall submit a copy of a recorded covenant identifying the tree as subject to Chapter 17.41 of the Oregon City Municipal.

v. Provide a fee-in-lieu. If the applicant can demonstrate that none of the above are feasible, the applicant may be permitted to provide a fee-in-lieu of planting for any mitigation trees that cannot be accommodated on site. The fee is applicable for each tree being mitigated. If this option is chosen, the applicant shall demonstrate why the trees cannot be planted onsite and the fee shall be paid to issuance of a certificate of occupancy permit. *(P)*

Prior to issuance of a building permit associated with the proposed development the applicant shall submit a list of the street tree species proposed. The tree species shall either be identified on a street tree list for the appropriate planter strip for Oregon City or a nearby location, or signed by a registered arborist as an appropriate species for the planting location. **The applicant can assure this standard is met through compliance with Condition of Approval 30.**

RESPONSE: The lease site adjacent to Hwy 213 is 187.5' in length. Six 2" caliper street trees (Acer rubrum 'Gerling') are shown on the planting Plan to meet the requirements. The frontage on Prairie Schooner Way is 269.7' in length and would require eight street trees. However, the Planting Plan shows nine existing trees within the ROW. All of these trees are in excess of 2" caliper and therefore meet the requirements. It should also be noted that intersection improvements recently completed necessitated removal of street trees along the previous alignment, and were not subsequently replaced.

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.

Finding: Complies with Condition. The applicant did not identify the species of street tree proposed. Prior to issuance of a building permit associated with the proposed development the applicant shall submit a list of the street tree species proposed. The tree species shall either be identified on a street tree list for the appropriate planter strip for Oregon City or a nearby location, or signed by a registered arborist as an appropriate species for the planting location. **The applicant can assure this standard is met through compliance with Condition of Approval 30.**

RESPONSE: The lease site adjacent to Hwy 213 is 187.5' in length. six 2" caliper street trees (Acer rubrum 'Gerling') are shown on the planting Plan to meet the requirements. The frontage on Prairie Schooner Way is 269.7' in length and would require eight street trees. However, the Planting Plan shows nine existing trees within the ROW.

FLOOD MANAGEMENT OVERLAY DISTRICT – CHAPTER 17.42

17.42.020 *Applicability.*

Finding: Complies with Conditions. This chapter is applicable for all development located in the Flood Management Overlay District. The Home Depot property and proposed development are located within the overlay district. The base flood elevation is 50.7, the flood elevation of the 1996 flood and FEMA 100-year flood plain elevation. The applicant indicated that the project is located within the Flood Management Overlay District. Based on the FEMA FIRM map the base flood elevation for the site is 48.0'. Oregon City has established a Flood Plain based on the 1996 flood, with the base flood elevation of 50.7 feet. The entirety of the site is above these elevations ranging from 57 to 60 feet ground surface elevations. In 2007, FEMA sent the City a letter in response to the City's request to remove the Home Depot area from the 1% flood line because Home Depot area had been raised above the 50.7

base flood elevation. FEMA stated that in their letter that "Home Depot site has received a Conditional Letter of Map Revision (CLOMR). Therefore the final LOMR is conditional upon the remaining requirements stated on page 1 and 3 of the CLOMR. After those requirements are met, a mappable Letter of Map Revision can be issued for the Home Depot site. The applicant must provide a copy of the "Mappable Letter of Map Revision" from FEMA to be exempt from the provisions of the flood management overlay district. Therefore, the project is not exempted from the flood overlay district until the Home Depot property is removed from the 1% flood line through FEMA with obtaining the official Letter of Map Revision that is mappable. In addition, the applicant did not indicate if any grading or disturbance will occur below 50.7 feet in elevation. Prior to issuance of a building or grading permit associated with the proposed development the applicant shall submit documentation demonstrating compliance with chapter 17.42 of the Oregon City Municipal Code. **Staff has determined it is possible, likely and reasonable the applicant can meet this standard by complying with Conditions of Approval 1 and 31.**

RESPONSE: This condition has been deemed not applicable due to the previously approved Home Depot conditions of approval Case File #SP 99-11R.

CHAPTER 17.54.100 FENCES, HEDGES AND WALLS

Finding: Complies with Condition. It is unknown if any fences, hedges or retaining walls will be constructed onsite with the proposed development. Prior to issuance of a grading or building permit associated with the proposed development the applicant shall submit documentation demonstrating compliance with the fence and retaining wall height requires identified in chapter 17.54.100 for all structures proposed to be erected or altered. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through Condition of Approval 14.**

RESPONSE: No additional fences or walls are proposed by this project at this time. There is an existing chain link fence installed by ODOT at the right of way line.

From: Laura Terway
To: "Craig Harris"
Cc: bethz@aaieng.com
Subject: RE: Oregon City America"s Tire Store
Date: Thursday, October 30, 2014 1:04:00 PM

Craig,
I will add this email to the record demonstrating your development will be above the flood area.
Thanks

Laura Terway, AICP
Planner
Planning Division
City of Oregon City
PO Box 3040
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045
Direct - 503.496.1553
Planning Division - 503.722.3789
Fax 503.722.3880

Website: www.orcity.org | webmaps.orcity.org | Follow us on: Facebook!|Twitter
Think **GREEN** *before you print.*

Please visit us at 221 Molalla Avenue, Suite 200 between the hours of 8:30am-3:30pm Monday through Friday.
PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Craig Harris [mailto:craigh@aaieng.com]
Sent: Thursday, October 30, 2014 12:19 PM
To: Laura Terway
Cc: bethz@aaieng.com
Subject: RE: Oregon City America's Tire Store

Laura,
I received your voice mail about the flood plain elevation for the 96 flood. I believe that you stated that the elevation used for that event was 50.7'. The lowest elevation on our site that we are affecting is 57.0'. So I believe our statement is still accurate, but we will add the information about the 96 flood to the FEMA 100yr flood.
Will that work? Thanks for your help.
Regards,

Craig Harris, P.E.
Principal
AAI afghan associates, inc.
ENGINEERING
Structural · Civil · Landscape Architecture · Planning

503.352.7678 | dir
503.620.3030 | tel
503.348.5064 | cell
503.620.5539 | fax
craigh@aaieng.com
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4875 SW Griffith Drive | Suite 300 | Beaverton, OR | 97005

From: Craig Harris [mailto:craigh@aaieng.com]
Sent: Wednesday, October 29, 2014 10:30 AM
To: 'Laura Terway'
Subject: RE: Oregon City America's Tire Store

Laura,
I posted the site yesterday. Attached is the signed form.
Do you have a hearing date yet?
Regards,

Craig Harris, P.E.
Principal
AAI afghan associates, inc.
ENGINEERING
Structural · Civil · Landscape Architecture · Planning

503.352.7678 | dir
503.620.3030 | tel
503.348.5064 | cell
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craigh@aaieng.com
www.aaieng.com
4875 SW Griffith Drive | Suite 300 | Beaverton, OR | 97005

From: Laura Terway [mailto:lterway@ci.oregon-city.or.us]
Sent: Thursday, October 09, 2014 11:21 AM
To: BETH ZAUNER
Cc: craigh@aaieng.com
Subject: RE: Oregon City America's Tire Store

Afternoon,
Two hard copies and one electronic copy will be sufficient. Thanks
-Laura Terway

From: BETH ZAUNER [mailto:bzauner@msn.com]
Sent: Thursday, October 09, 2014 11:10 AM
To: Laura Terway
Cc: craigh@aaieng.com
Subject: RE: Oregon City America's Tire Store

Laura, How many copies of the Storm Drainage and Geo report do you need?
TXS.
Beth

From: lterway@ci.oregon-city.or.us
To: bzauner@msn.com
CC: craigh@aaieng.com
Date: Wed, 8 Oct 2014 13:10:38 -0700
Subject: RE: Oregon City America's Tire Store

Beth,
The City has reviewed the application ad determined it to be incomplete. The letter of incompleteness is attached. Please feel free to contact me with any additional questions or concerns.

Laura Terway, AICP
Planner
Planning Division
City of Oregon City
PO Box 3040
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045
Direct - 503.496.1553
Planning Division - 503.722.3789
Fax 503.722.3880

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From: BETH ZAUNER [mailto:bzauner@msn.com]
Sent: Tuesday, October 07, 2014 10:18 AM
To: Laura Terway
Cc: craigh@aaieng.com
Subject: RE: Oregon City America's Tire Store

Hi Laura,
I spoke with Peter Walter at Oregon City regarding the America's Tire application. He said you would be in tomorrow morning and would be able to give us an update. You can reach me and/or Craig Harris at 503-620-3030.

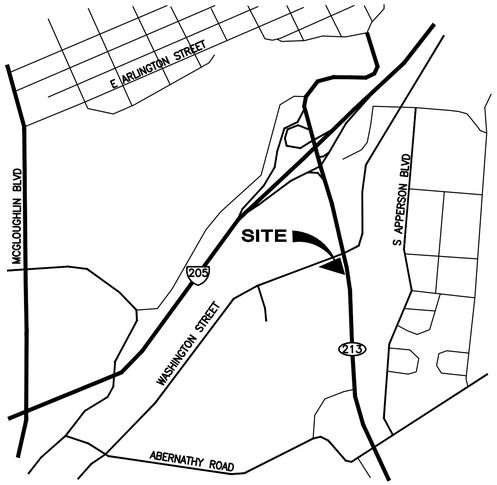
Thanks!
Beth Zauner
AAI Engineering

DISCOUNT TIRE

2002 WASHINGTON STREET

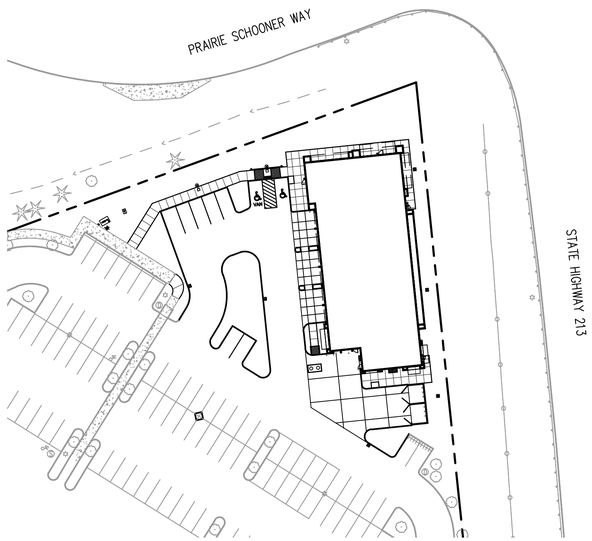
OREGON CITY, OREGON

TAXLOT 906 OF SEC. 29, T2S, R2E, W.M.
CLACKAMAS COUNTY, OREGON



VICINITY MAP

N.T.S.



NORTH

SITE PLAN

N.T.S.

HALLE PROPERTIES LLC — OWNER

DAN WAINWRIGHT
20225 N. SCOTTSDALE RD.
SCOTTSDALE, AZ 85255
PH: 480-606-5755
FAX: 480-606-4370

PLUMP GROUP — ARCHITECT

CONTACT: NOEL ANASCO
914 E. KATELLA AVE.
ANAHEIM, CA 92805
PH: 714-385-1835
FAX: 714-385-1834

AAI ENGINEERING — CIVIL ENGINEER

CONTACT: CRAIG HARRIS
4875 SW GRIFFITH DRIVE, SUITE 300
BEAVERTON, OREGON 97005
PH: 503-620-3030
FAX: 503-620-5539

NORTHWEST SURVEYING INC. — SURVEYOR

CONTACT: CLINT STUBBS
1815 NW 169TH PLACE, SUITE 2090
BEAVERTON, OREGON 97006
PH: 503-848-2127
FAX: 503-848-2179

GENERAL NOTES

1. HOME DEPOT PROJECT MANAGER (HDPM) AND HOME DEPOT STORE MANAGER (HDSM) TO BE NOTIFIED 30 DAYS PRIOR TO CONSTRUCTION. THE HDPM SHOULD BE GALLOWAY.
2. ANY DAMAGES TO UTILITIES SERVING THE HOME DEPOT SHALL BE CORRECTED IMMEDIATELY.
3. ANY DAMAGE TO HOME DEPOT PROPERTY SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITION.
4. ANY WORK OUTSIDE THE PROPERTY LINES SHALL BE COORDINATED WITH THE HDPM AND THE STORE MANAGER PRIOR TO START.
5. AS-BUILTS FOR THE DEVELOPMENT SITE AND ANY IMPROVEMENTS ON THE HOME DEPOT SITE SHALL BE PROVIDED TO THE HDPM POST CONSTRUCTION.

SHEET INDEX

2	1	RELEASE		
				CIVIL
●	●	●	T1.0	TITLE SHEET
●	●	●	C0.0	EXISTING CONDITIONS PLAN
●	●	●	C0.1	SITE PLAN
●	●	●	C0.2	OVERALL SITE PLAN
●	●	●	C1.0	GRADING & EROSION CONTROL PLAN
●	●	●	C1.1	EROSION CONTROL DETAILS
●	●	●	C2.0	UTILITY PLAN
●	●	●	C3.0	DETAILS
●	●	●	C3.1	DETAILS
●	●	●	C3.2	DETAILS
●	●	●	C3.3	DETAILS
●	●	●	L1.0	LANDSCAPE PLAN
●	●	●	L2.0	LANDSCAPE NOTES
●	●	●	L3.0	LANDSCAPE DETAILS
●	●	●	A.1	CONCEPTUAL FLOOR PLANS
●	●	●	A.2	CONCEPTUAL ELEVATIONS
●	●	●	A.3	RTU UNIT – LINE OF SIGHT EXHIBIT
●	●	●	A.4	CONCEPTUAL ELEVATIONS
●	●	●	ES1.0	SITE PHOTOMETRIC PLAN

DESIGN REVIEW RESUBMITTAL 12.23.14
DESIGN REVIEW 09.11.14

811
Know what's **below.**
Call before you dig.

REGISTERED PROFESSIONAL ENGINEER
58412PE
OREGON
JULY 15, 2003
CRAIG N. HARRIS
RENEWAL 6/30/15
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4875 SW Griffith Drive | Suite 300 | Beaverton, OR | 97005
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TITLE SHEET

DATE: 12/10/13
DRAWN: JRT
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FILE: 12023.T10

REVISIONS:

SHEET
T1.0

JOB NUMBER:
A12023.11

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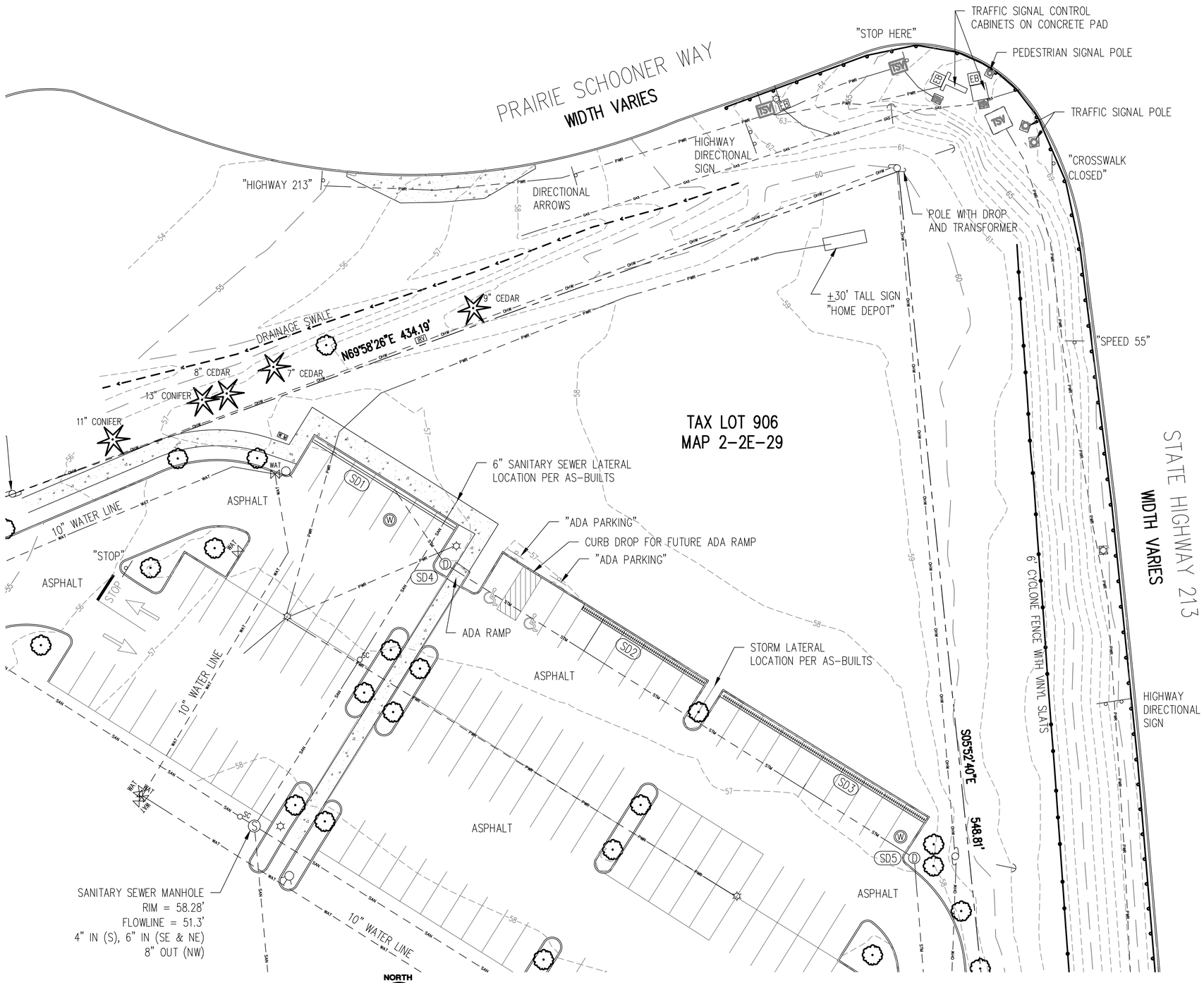

NORTH

EXISTING CONDITIONS PLAN

SCALE 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

LEGEND

5"–8" DECIDUOUS TREE		GUY WIRE ANCHOR
CONIFEROUS TREE		UTILITY POLE
FIRE HYDRANT		POWER JUNCTION BOX
MONITORING WELL	W	TRAFFIC SIGNAL VAULT
WATER METER	WM	SIGN
WATER VALVE	WAT	STORM SEWER CATCH BASIN
IRRIGATION VALVE	IRR	STORM SEWER MANHOLE
SANITARY SEWER CLEAN OUT	SC	
SANITARY SEWER MANHOLE	S	

RIGHT-OF-WAY LINE	
DITCH LINE	
PROPERTY LINE	
CENTERLINE	
CURB	
EDGE OF PAVEMENT	
EASEMENT	
FENCE LINE	
GUARD RAIL	
POWER LINE	PWR
OVERHEAD WIRE	OHW
TELEPHONE LINE	TEL
GAS LINE	GAS
STORM SEWER LINE	STM
SANITARY SEWER LINE	SAN
WATER LINE	WAT

STORM DRAINAGE NOTES

(SD1) TRENCH DRAIN
RIM (NW) = 55.92'
RIM (SE) = 56.36'
I.E. VERTICAL OUTLET PIPE = 55.6'
I.E. ANGLE 6" PIPE OUT (SE) = 53.9'

(SD2) TRENCH DRAIN
RIM (NW) = 56.47'
RIM (SE) = 56.71'
I.E. VERTICAL OUTLET PIPE = 56.0'
I.E. ANGLE 6" PIPE OUT (SW) = 53.8'

(SD3) TRENCH DRAIN
RIM (NW) = 56.73'
RIM (SE) = 56.72'
I.E. VERTICAL OUTLET PIPE = 55.7'
I.E. ANGLE 6" PIPE OUT (SW) = 53.0'

(SD4) MANHOLE
RIM = 57.05'
I.E. 8" IN (NW) = 53.5'
I.E. 18" OUT (SE) = 53.1'

(SD5) MANHOLE
RIM = 57.50'
FLOWLINE = 52.6'
I.E. 18" IN (NW)
I.E. 18" OUT (S)

NORTHWEST SURVEYING, INC.
1815 NW 169th PLACE, SUITE 2090
BEAVERTON, OR 97006
PH: (503) 848-2127 FAX: (503) 848-2179
EMAIL: nwsurveying@nwsrvy.com

SURVEYOR: CLINTON H. STUBBS JR., PLS
DATE: JANUARY 1, 2014

REGISTERED PROFESSIONAL ENGINEER
58412PE
OREGON
DEC 15, 2003
CRAIG N. HARRIS
RENEWAL 6/30/15

PRELIMINARY

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EXISTING CONDITIONS PLAN

DATE:	12/10/13
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FILE:	12023.C00

REVISIONS:

SHEET

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JOB NUMBER:
A12023.11

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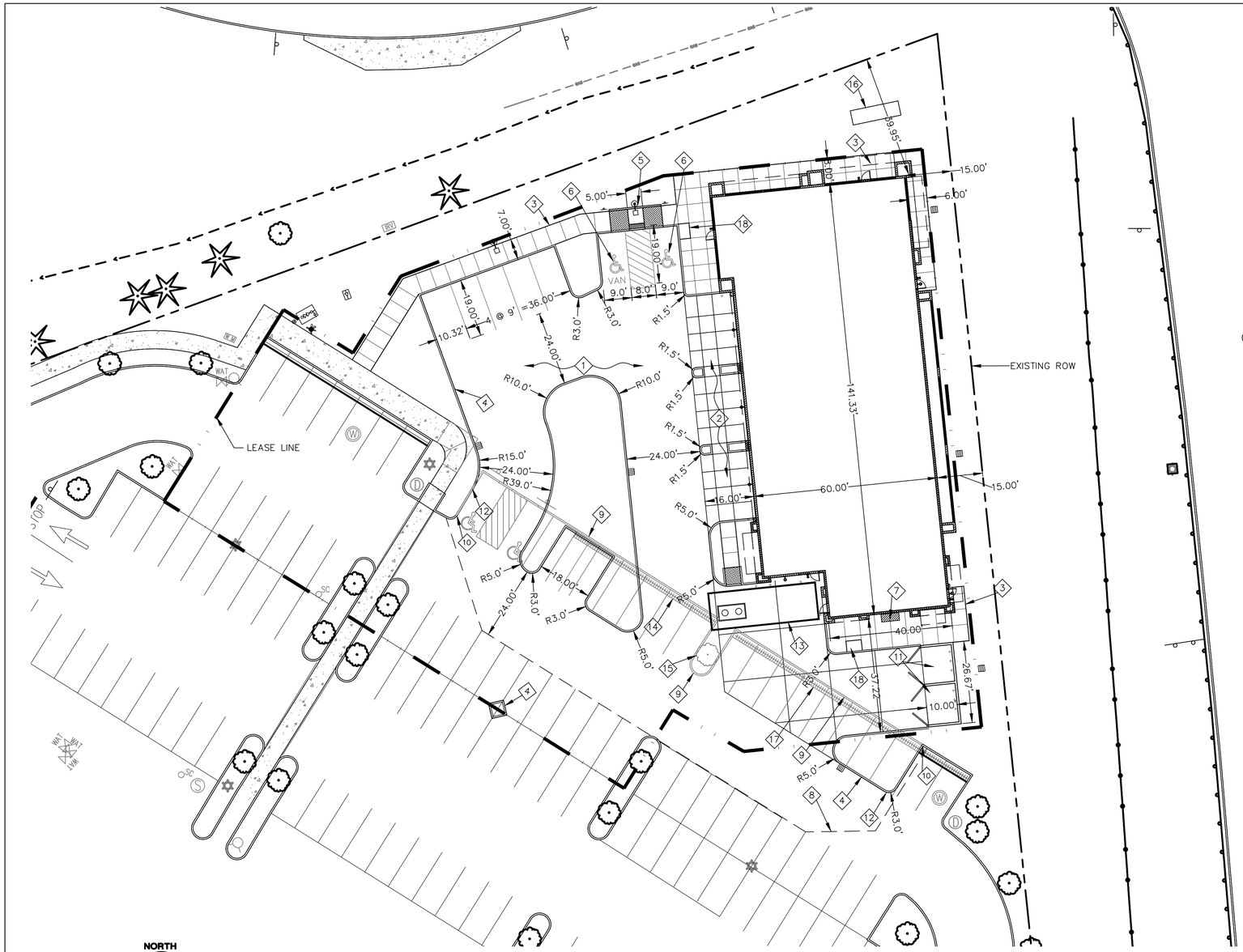

SITE PLAN

SCALE 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

KEY NOTES

1. CONSTRUCT NEW ASPHALT PAVEMENT.
2. CONSTRUCT INTEGRAL CONCRETE APRON PER ARCHITECTURAL DRAWINGS.
3. CONSTRUCT CONCRETE SIDEWALK.
4. CONSTRUCT VERTICAL CONCRETE CURB.
5. CONSTRUCT ADA ACCESSIBLE RAMP.
6. INSTALL ADA PARKING SYMBOL, STRIPING AND SIGN.
7. SWITCHGEAR CABINET.
8. SAWCUT.
9. REMOVE EXISTING CURBING.
10. CONSTRUCT CURBING TO THE NORTHEAST. (MATCH EXISTING ALIGNMENT AND GRADES).
11. CONSTRUCT TRASH ENCLOSURE.
12. MATCH NEW AC WITH EXISTING AC ELEVATIONS AND SLOPES.
13. 12'X35' LOADING BERTH. 12' CLEAR HEIGHT.
14. DEMO AND REMOVE EXISTING TRENCH DRAIN. PLUG EXISTING LATERAL TO TRENCH DRAIN.
15. REMOVE TREE.
16. PROTECT EXISTING HOME DEPOT SIGN TO REMAIN.
17. DEMO AND REMOVE 71 LF EXISTING TRENCH DRAIN. CONNECT REMAINING TRENCH DRAIN TO EXISTING LATERAL.
18. TREE WELL.

LEGEND — EXISTING

5"–8" DECIDUOUS TREE		GUY WIRE ANCHOR	
CONIFEROUS TREE		UTILITY POLE	
FIRE HYDRANT		POWER JUNCTION BOX	
MONITORING WELL		TRAFFIC SIGNAL VAULT	
WATER METER		SIGN	
WATER VALVE		STORM SEWER CATCH BASIN	
IRRIGATION VALVE		STORM SEWER MANHOLE	
SANITARY SEWER CLEAN OUT			
SANITARY SEWER MANHOLE			
RIGHT–OF–WAY LINE			
DITCH LINE			
PROPERTY LINE			
CENTERLINE			
EDGE OF PAVEMENT			
EASEMENT			
FENCE LINE			
GUARD RAIL			
CURB LINE			
EXISTING CONCRETE			

LEGEND — PROPOSED

PROPOSED BUILDING	
PROPOSED CURB	
PROPOSED EDGE OF CONCRETE	
PROPOSED SAWCUT LINE	
PROPOSED SANITARY AND STORM OIL/WATER SEPARATORS	
PROPOSED CONCRETE SURFACE	
CATCH BASIN	
LIGHT	

SITE DATA

FAR:

TOTAL SITE AREA:	36,843SF	
TOTAL BUILDING AREA:	11,582SF	
FAR:	0.314	

EXISTING SITE:

EXISTING PERVIOUS AREA:	24,084SF	0.55AC
EXISTING IMPERVIOUS AREA:	12,759SF	0.29AC
TOTAL AREA:	36,843SF	0.84AC

POST DEVELOPMENT:

PROPOSED PERVIOUS AREA:		
PARKING LANDSCAPE:	3,983SF	0.09AC
OTHER LANDSCAPE:	204SF	0.00AC
PROPOSED IMPERVIOUS AREA:		
BUILDING:	8,813SF	0.20AC
PARKING:	20,295SF	0.47AC
SIDEWALKS:	3,548SF	0.08AC
TOTAL AREA:	36,843SF	0.84AC

ONSITE PARKING

STANDARD	31
COMPACT	0
ADA	2
TOTAL	33

REFER TO SHEET C0.2 FOR OVERALL SITE PLAN.

REGISTERED PROFESSIONAL ENGINEER 58412PE OREGON JULY 15, 2003 CRAIG N. HARRIS PRELIMINARY RENEWAL 6/30/15

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OREGON CITY, OREGON

SITE PLAN

DATE: 12/10/13
DRAWN: JRT
CHECKED: CNH
FILE: 12023.C01

REVISIONS:

SHEET

C0.1

JOB NUMBER: A12023.11

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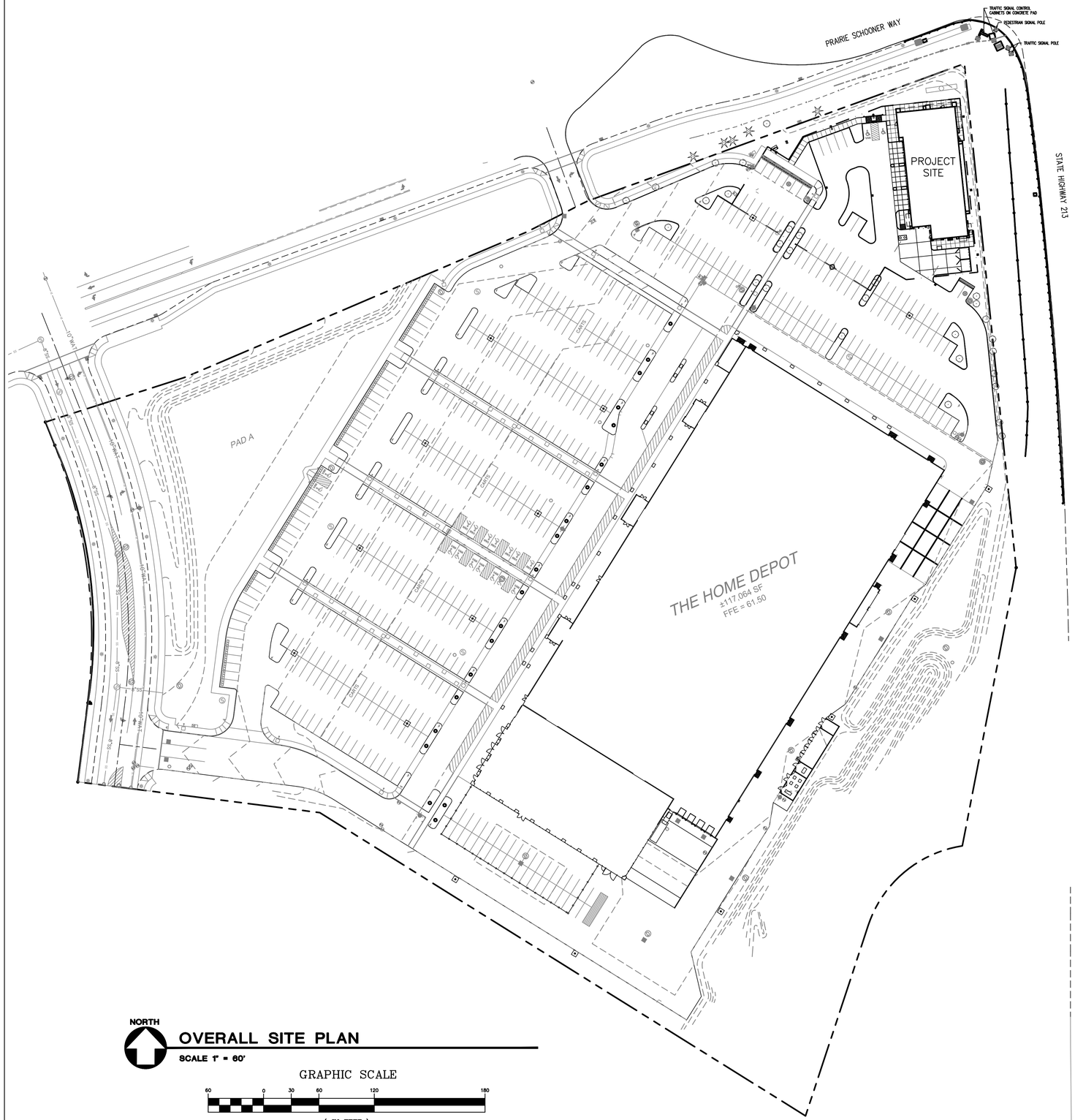

NORTH

OVERALL SITE PLAN

SCALE 1" = 60'

GRAPHIC SCALE

60 0 30 60 120 180

(IN FEET)
1 inch = 60 ft.

OVERALL SITE DATA

TOTAL AREA:	726191.79SF	16.67AC

OVERALL ONSITE PARKING

STANDARD	568
COMPACT	0
ADA	18
TOTAL	586

REFER TO SHEET C0.1 FOR ENLARGED PROJECT SITE PLAN.

REGISTERED PROFESSIONAL ENGINEER
58412PE
OREGON
DEC. 15, 2003
CHRISTOPHER N. HARRIS
RENEWAL 6/30/15

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OVERALL SITE PLAN

DATE: 12/10/13
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CHECKED: CNH
FILE: 12023.C02

REVISIONS:

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C0.2

JOB NUMBER: A12023.11

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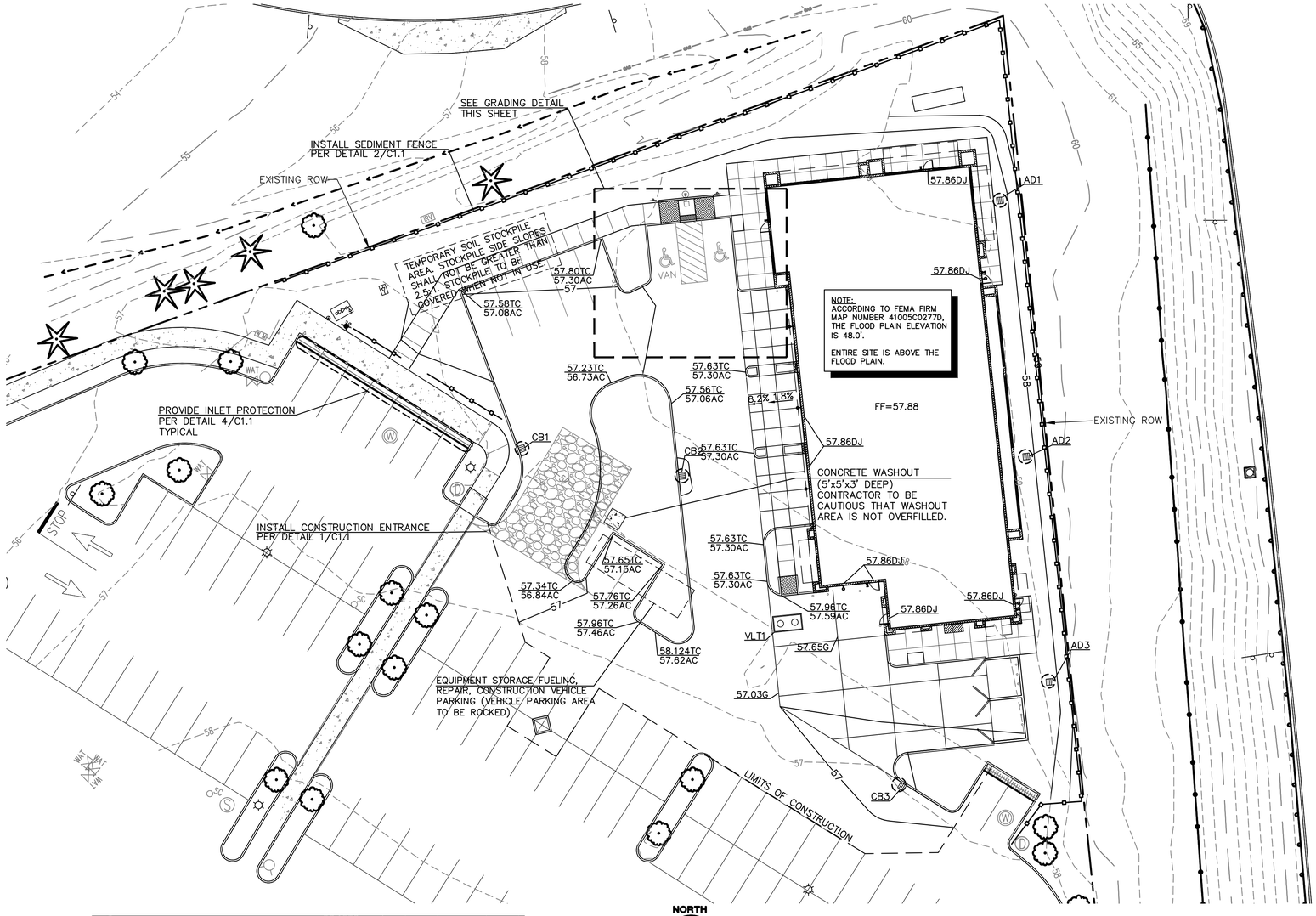


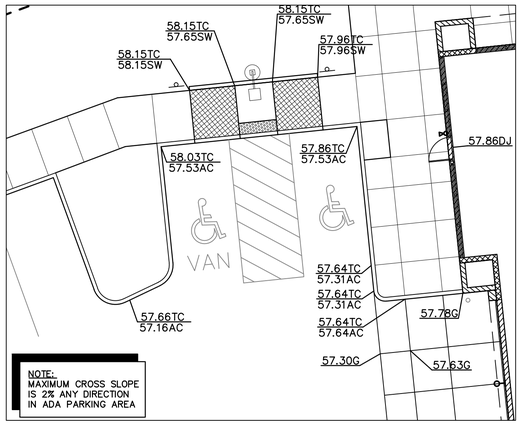
GRADING AND EROSION CONTROL PLAN

SCALE 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.



MAIN ENTRY/ADA GRADING DETAIL

SCALE 1" = 10'

UTILITY INFO

CB1 RIM=56.09	AD1 RIM=57.50	VLT1 660-SA VAULT OR APPROVED EQUIVALENT RIM=57.46
CB2 RIM=56.61	AD2 RIM=57.10	
CB3 RIM=56.28	AD3 RIM=57.50	

NOTE: PRIOR TO CONSTRUCTION CONTRACTOR SHALL PROVIDE HOME DEPOT STORE MANAGER TRAFFIC CONTROL PLANS INCLUDING: LOCATION OF CONSTRUCTION FENCE AROUND PROJECT, BARRIER TO PREVENT ACCESS EXCEPT THROUGH THE SITE VTC, AND IDENTIFYING CONTRACTOR STAGING/PARKING AREA.

LEGEND — EXISTING

- LEASE BOUNDARY OF SITE
- CONTOUR--1 TO 4 FOOT INTERVALS (102)
- CONTOUR--5 FOOT INTERVALS (100)
- SANITARY SEWER MANHOLE
- SANITARY SEWER CLEAN OUT
- STORM DRAINAGE MANHOLE
- STORM DRAINAGE AREA DRAIN
- STORM DRAINAGE TRAP DRAIN
- STORM DRAINAGE CLEAN OUT
- WATER VALVE
- WATER METER
- FIRE HYDRANT
- WATER IRRIGATION CONTROL VALVE
- GAS VALVE
- ELECTRIC HAND HOLE (JUNCTION BOX) (JB)
- STREET LIGHT POLE
- ORNAMENTAL ILLUMINARY
- ORNAMENTAL TREE
- EDGE OF VEGETATION
- SIGN POST
- CALCULATED PROPERTY CORNER POSITION, NO MONUMENT FOUND OR SET
- MONUMENT FOUND AS NOTED
- CURB LINE (6" EXPOSURE TYPICAL)
- EXISTING CONCRETE

LEGEND — PROPOSED

- PROPOSED BUILDING
- PROPOSED CURB
- PROPOSED EDGE OF CONCRETE
- PROPOSED SANITARY AND STORM OIL/WATER SEPARATORS
- PROPOSED CONCRETE SURFACE
- NEW CONTOUR--1 TO 4 FOOT INTERVALS (102)
- NEW CONTOUR--5 FOOT INTERVALS (100)
- SEDIMENT FENCE
- INLET PROTECTION
- CATCH BASIN
- SPOT ELEVATION (100.00)
- TOP OF WALL (TOP OF BLOCK=FINISHED GRADE +6") TOW
- BOTTOM OF WALL (FINISHED GRADE) BOW
- TOP FACE OF CURB ELEVATION TC
- ASPHALT ELEVATION AC
- SIDEWALK SW
- GRADE G
- DOOR SILL S
- EXISTING (E)

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE JURISDICTION, THE GEOTECHNICAL INVESTIGATION FOR THIS PROJECT, AND THE PROJECT SPECIFICATIONS.
2. THE CONTRACTOR SHALL HAVE A FULL SET OF THE CURRENT APPROVED CONSTRUCTION DOCUMENTS INCLUDING ADDENDA ON THE PROJECT SITE AT ALL TIMES.
3. THE CONTRACTOR SHALL COMPLY WITH ORS 757.541 TO 757.571 REQUIRING NOTIFICATION OF INTENDED EXCAVATION TO UTILITY PROVIDERS.
4. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF PRIVATE UTILITIES SUCH AS GAS, TELEPHONE, POWER, CABLE TELEVISION, ETC. CONFIRM VAULT LOCATIONS WITH ENGINEER.
5. THE CONTRACTOR SHALL KEEP THE ENGINEER AND JURISDICTION INFORMED OF CONSTRUCTION PROGRESS TO FACILITATE SITE OBSERVATIONS AT REQUIRED INTERVALS. 24-HOUR NOTICE IS REQUIRED.
6. EXISTING CONDITIONS BASED ON TOPOGRAPHIC BOUNDARY AND UTILITY SURVEY PREPARED BY NORTHWEST SURVEY DATED JANUARY 1, 2014.
7. FINISH GRADES ARE TO BE BROUGHT TO WITHIN 0.08 FT IN 10 FT OF THE GRADES SHOWN AT SUBGRADE AND TO WITHIN 0.03 FT IN 10 FT AT FINISH GRADE. CONTRACTOR TO ALLOW FOR PLACEMENT OF REQUIRED TOPSOIL IN ROUGH GRADING.
8. GRADING ELEVATIONS AS SHOWN ON SITE AND LANDSCAPE PLANS ARE FINISHED GRADE WHICH INCLUDES SUBGRADE SOIL, TOPSOIL, SOIL AMENDMENTS, ROCKERY AND RUNOFF PROTECTION CONTRACTOR IS RESPONSIBLE TO COORDINATE GRADING WITH BOTH EXCAVATOR AND LANDSCAPE CONTRACTOR.

REGISTERED PROFESSIONAL ENGINEER 58412PE OREGON JANUARY 15, 2003 CRAIG N. HARRIS RENEWAL 6/30/15

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DISCOUNT TIRE CO.

OREGON CITY, OREGON

GRADING & EROSION CONTROL PLAN

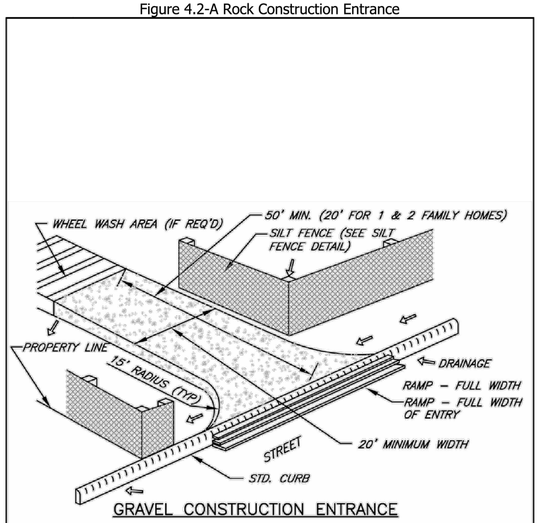
DATE: 12/10/13
DRAWN: JRT
CHECKED: CNH
FILE: 12023.C10
REVISIONS: ---

SHEET

C1.0

JOB NUMBER: A12023.11

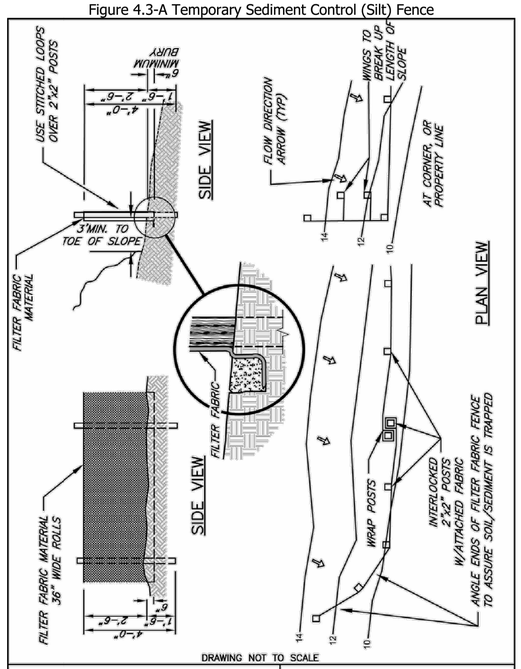
Figure 4.2-A Rock Construction Entrance



EROSION CONTROL MANUAL	GRAVEL CONSTRUCTION ENTRANCE Detail Drawing 4.2–A

FILE DRAFT@INSPECTORS GRAPHICS DRAWING DR 3.3.1 PLOT 14

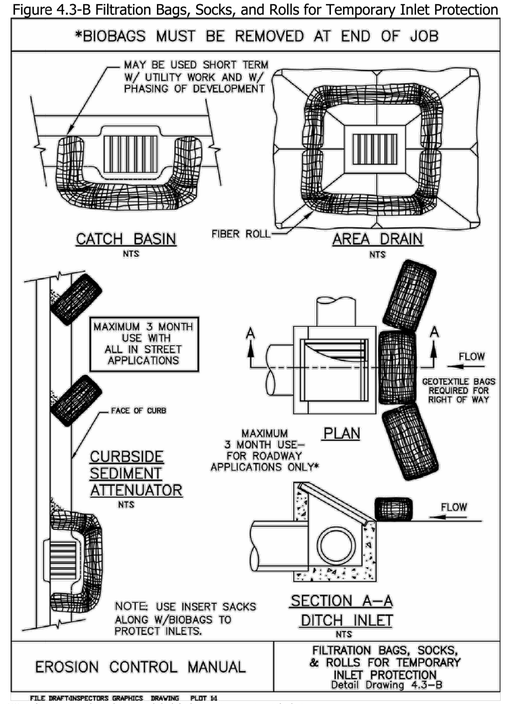
Figure 4.3-A Temporary Sediment Control (Silt) Fence



EROSION CONTROL MANUAL	TEMPORARY SEDIMENT FENCE Detail Drawing 4.3–A

FILE DRAFT@INSPECTORS GRAPHICS DRAWING PLOT 14

Figure 4.3-B Filtration Bags, Socks, and Rolls for Temporary Inlet Protection

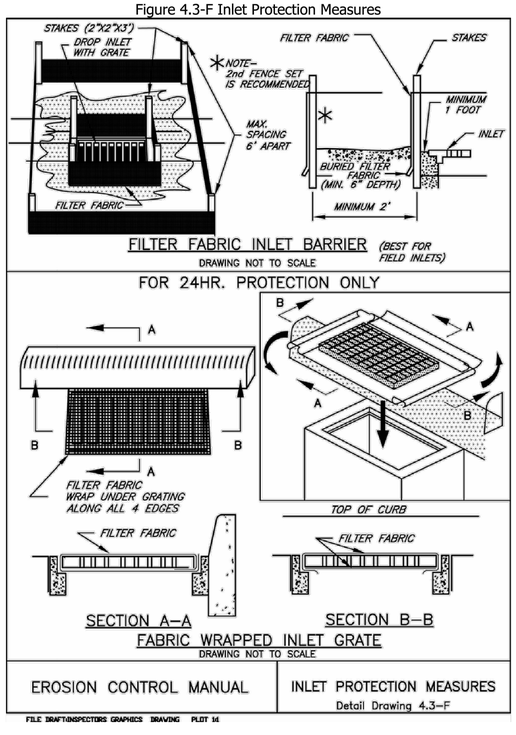


EROSION CONTROL MANUAL	FILTRATION BAGS, SOCKS, & ROLLS FOR TEMPORARY INLET PROTECTION Detail Drawing 4.3–B

FILE DRAFT@INSPECTORS GRAPHICS DRAWING PLOT 14

Note: Use insert sacks along with biobags to protect inlets.

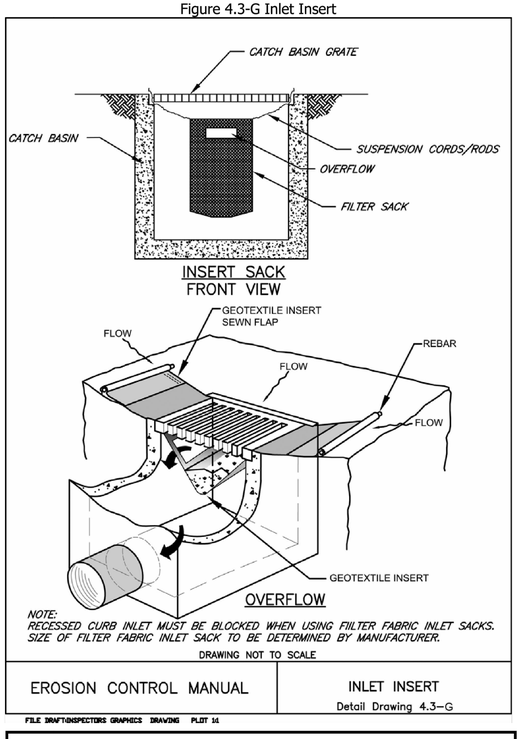
Figure 4.3-F Inlet Protection Measures



EROSION CONTROL MANUAL	INLET PROTECTION MEASURES Detail Drawing 4.3–F

FILE DRAFT@INSPECTORS GRAPHICS DRAWING PLOT 14

Figure 4.3-G Inlet Insert

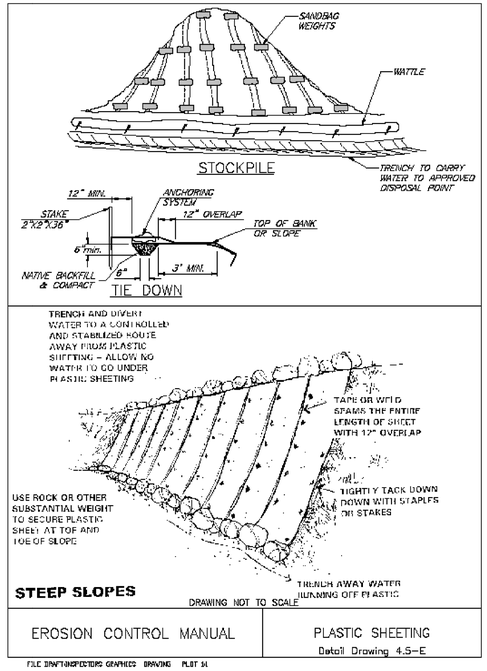


EROSION CONTROL MANUAL	INLET INSERT Detail Drawing 4.3–G

FILE DRAFT@INSPECTORS GRAPHICS DRAWING PLOT 14

NOTE: REMOVE INSERT AT PROJECT COMPLETION

Figure 4.5-E Plastic Sheeting



EROSION CONTROL MANUAL	PLASTIC SHEETING Detail Drawing 4.5–E

FILE DRAFT@INSPECTORS GRAPHICS DRAWING PLOT 14

REGISTERED PROFESSIONAL ENGINEER
58412PE
OREGON
JULY 15, 2003
CRAIG N. HARRIS
RENEWAL 6/30/15
PRELIMINARY

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DISCOUNT TIRE CO.
OREGON CITY, OREGON

EROSION CONTROL DETAILS

DATE:	12/10/13
DRAWN:	JRT
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FILE:	12023.C11

REVISIONS:

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JOB NUMBER: A12023.11

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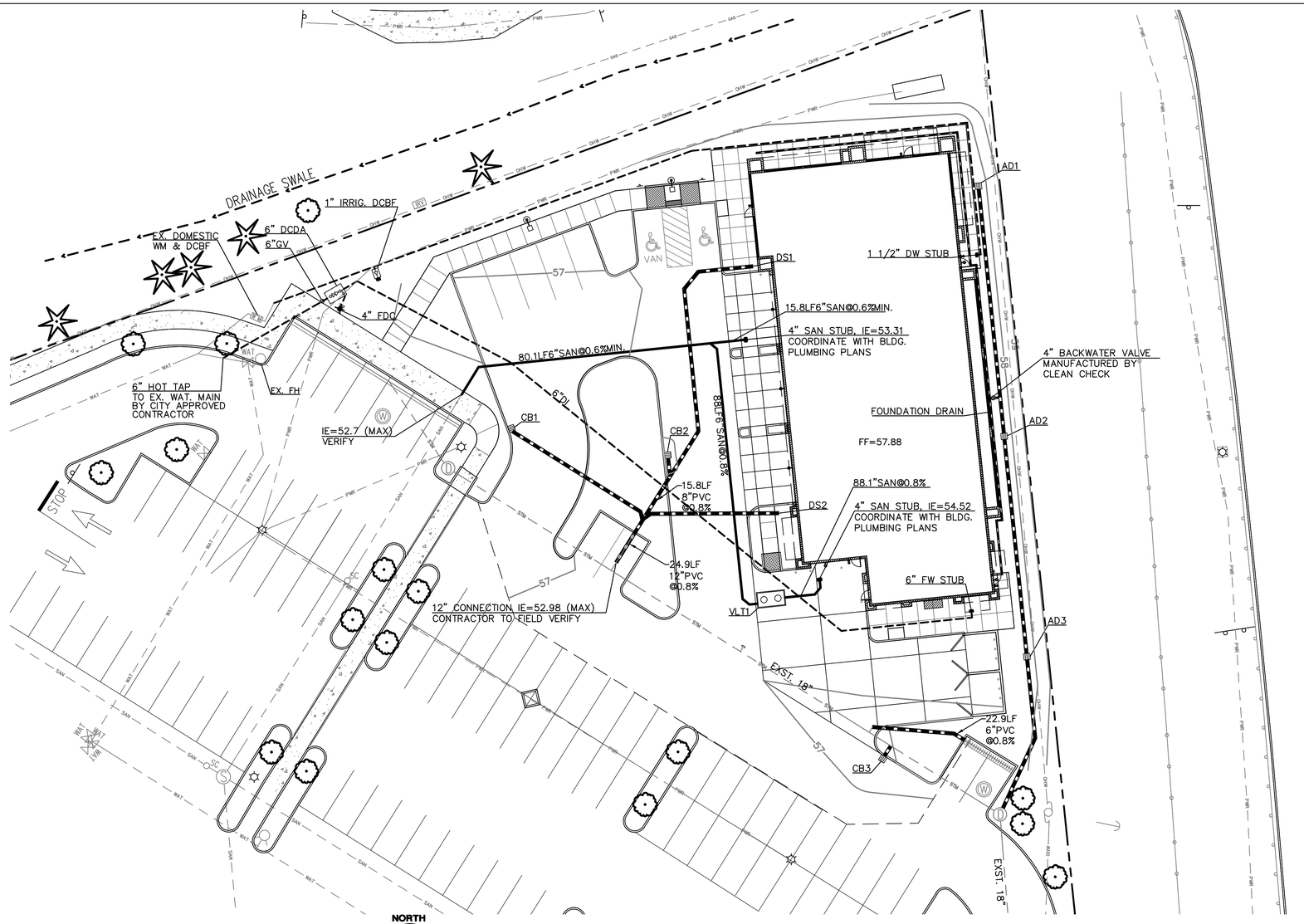

NORTH

PRIVATE UTILITY PLAN

SCALE 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

CONNECT PROPOSED SANITARY LINE TO EXISTING STUB. CONTRACTOR TO VERIFY LOCATION, DEPTH, SIZE, TYPE, SLOPE AND ALIGNMENT OF EXISTING STUB PRIOR TO ORDERING OR PLACEMENT OF ANY PROPOSED SANITARY COMPONENT. NOTIFY ENGINEER OF ACTUAL SITE CONDITIONS.

UTILITY INFO

CB1
RIM=56.09
IE=53.59
50.9LF10"C900@0.9%

CB2
RIM=56.61
IE=53.61
5.9LF10"PVC@6.8%

CB3
RIM=56.28
IE=53.28
3.8LF12"PVC@0.5%MIN.

AD1
RIM=57.50
IE=55.00
78.0LF6"PVC@1.2%

AD2
RIM=57.10
IE=54.03
68.4LF8"PVC@1.2%

AD3
RIM=57.50
IE=53.18
49.7LF8"PVC@1.2%

DS1
IE=55.38
87.0LF6"@2.4%

DS2
IE=55.38
43.5LF6"@5.7%

VLT1
660-SA VAULT
OR APPROVED EQUIVALENT
RIM=57.46
IE IN=54.40
IE OUT=53.90

ALL STORM PIPING TO BE PVC, ASTM 3034, UNLESS NOTED OTHERWISE.

ALL SANITARY PIPING TO BE DUCTILE IRON WITH LOCKING JOINTS.

ALL FIRE WATER SERVICE PIPING TO BE DUCTILE IRON WITH LOCKING JOINTS; ALL BENDS AND FITTING SHALL BE MECHANICALLY RESTRAINED.

LEGEND — EXISTING

5"-8" DECIDUOUS TREE	GUY WIRE ANCHOR
CONIFEROUS TREE	UTILITY POLE
FIRE HYDRANT	POWER JUNCTION BOX
MONITORING WELL	TRAFFIC SIGNAL VAULT
WATER METER	SIGN
WATER VALVE	STORM SEWER CATCH BASIN
IRRIGATION VALVE	STORM SEWER MANHOLE
SANITARY SEWER CLEAN OUT	
SANITARY SEWER MANHOLE	

RIGHT-OF-WAY LINE
DITCH LINE
PROPERTY LINE
CENTERLINE
EDGE OF PAVEMENT
EASEMENT
FENCE LINE
GUARD RAIL
POWER LINE
OVERHEAD WIRE
TELEPHONE LINE
GAS LINE
STORM SEWER LINE
SANITARY SEWER LINE
WATER LINE
CURB LINE
EXISTING CONCRETE

LEGEND — PROPOSED

PROPOSED BUILDING
PROPOSED CURB
PROPOSED EDGE OF CONCRETE
PROPOSED SANITARY OIL/WATER SEPARATOR
PROPOSED CONCRETE SURFACE
SANITARY SEWER LINE
STORM SEWER LINE
FIRE WATER LINE
DOMESTIC WATER LINE
ELECTRIC LINE
NATURAL GAS LINE
CATCH BASIN RIM ELEVATION — CATCH BASIN RIM=100.00
INVERT ELEVATION — IE=100.00
EXISTING — (E)
DOWN SPOUT — ●DS
FIRE DEPARTMENT CONNECTION
CATCH BASIN
WATER METER
BACK FLOW PREVENTOR
LIGHT

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT EDITION OF THE UNIFORM PLUMBING CODE, INTERNATIONAL BUILDING CODE, AND THE INTERNATIONAL FIRE CODE. WORK SHALL ALSO CONFORM TO THE STANDARDS OF THE JURISDICTION, HOME DEPOT CRITERIA AND SPECIFICATIONS AND TO THE PROJECT SPECIFICATIONS.
2. THE CONTRACTOR SHALL HAVE A FULL SET OF THE CURRENT APPROVED CONSTRUCTION DOCUMENTS INCLUDING ADDENDA ON THE PROJECT SITE AT ALL TIMES.
3. THE CONTRACTOR SHALL COMPLY WITH ORS 757.541 TO 757.571 REQUIRING NOTIFICATION OF INTENDED EXCAVATION TO UTILITY PROVIDERS.
4. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF PRIVATE UTILITIES SUCH AS GAS, TELEPHONE, POWER, CABLE TELEVISION, ETC. CONFIRM VAULT LOCATIONS WITH ENGINEER.
5. THE CONTRACTOR SHALL KEEP THE ENGINEER AND JURISDICTION INFORMED OF CONSTRUCTION PROGRESS TO FACILITATE SITE OBSERVATIONS AT REQUIRED INTERVALS. 24-HOUR NOTICE IS REQUIRED.
6. THIS PLAN IS GENERALLY DIAGRAMMATIC. IT DOES NOT SHOW EVERY JOINT, BEND, FITTING, OR ACCESSORY REQUIRED FOR CONSTRUCTION.
7. CLEAN OUTS SHALL BE INSTALLED IN CONFORMANCE WITH UPC CHAPTER SEVEN, SECTION 707 AND SECTION 719. NOT ALL REQUIRED CLEAN OUTS ARE SHOWN.
8. EXISTING CONDITIONS BASED ON TOPOGRAPHIC BOUNDARY AND UTILITY SURVEY PREPARED BY NORTHWEST SURVEY DATED JANUARY 1, 2014.
9. THE CONTRACTOR SHALL VERIFY AND CONFIRM EXISTING CONDITIONS. NOTIFY ENGINEER OF VARIATIONS IN CONDITIONS SHOWN ON THE PLANS. POINTS OF CONNECTION TO EXISTING UTILITIES AND LOCATIONS WHERE NEW UTILITIES WILL CROSS EXISTING UTILITIES SHALL BE VERIFIED BY POTHOLLING PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. IT IS THE CONTRACTORS RESPONSIBILITY TO SCHEDULE POTHOLLING SUCH THAT IF CONFLICTS ARE ENCOUNTERED, SUFFICIENT TIME EXISTS TO PREPARE MODIFIED DESIGNS AND HAVE THE MODIFICATIONS APPROVED BY THE JURISDICTION WITHOUT IMPACTING THE PROJECT SCHEDULE.
10. STORM DRAIN FITTINGS ARE TO BE ECCENTRIC.
11. SITE RUNOFF HAS BEEN QUANTIFIED USING RATIONAL METHOD ANALYSIS. PIPE SIZING IS BASED ON MANNING'S FORMULA WITH N=0.013. IF THE CONTRACTOR DESIRES TO SUBSTITUTE MATERIAL WITH A DIFFERENT N-VALUE, REVISION OF CALCULATIONS WILL BE NECESSARY. THE CONTRACTOR MAY CONTACT THE ENGINEER FOR THE REVISIONS.
12. PROVIDE DRAINAGE FROM WATER METER AND CHECK VALVE VAULTS AS REQUIRED BY THE JURISDICTION.
13. DOMESTIC WATER LINES AND ACCESSORIES BETWEEN THE WATER METER AND THE BUILDING SHALL BE INSTALLED BY A LICENSED PLUMBER EMPLOYED BY A LICENSED PLUMBING CONTRACTOR.
14. UTILITIES WITHIN FIVE FEET OF A BUILDING SHALL BE CONSTRUCTED OF MATERIALS APPROVED FOR INTERIOR USE AS DESCRIBED IN THE CURRENT EDITION OF THE UPC
15. CHANGES IN DIRECTION OF DRAINAGE PIPING SHALL BE MADE BY THE APPROPRIATE USE OF APPROVED FITTINGS AND SHALL BE OF THE ANGLES PRESENTED BY ONE-SIXTEENTH BEND, ONE-EIGHTH BEND, ONE-SIXTH BEND OR OTHER APPROVED FITTINGS OF EQUIVALENT SWEEP.

REGISTERED PROFESSIONAL ENGINEER
58412PE
OREGON
JULY 15, 2003
CHRISTOPHER N. HARRIS
RENEWAL 6/30/15

PRELIMINARY

AAI aplus associates, inc.
ENGINEERING
4875 SW Griffith Drive, Suite 300, Beaverton, OR 97005
503.620.3000 tel | 503.620.5539 fax | www.aaieng.com

DISCOUNT TIRE CO.

OREGON CITY, OREGON

PRIVATE UTILITY PLAN

DATE:	12/10/13
DRAWN:	JRT
CHECKED:	CNH
FILE:	12023.C20

REVISIONS:

SHEET

C2.0

JOB NUMBER: A12023.11

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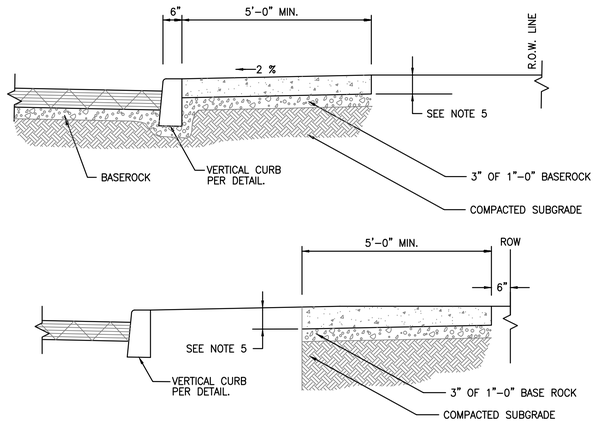
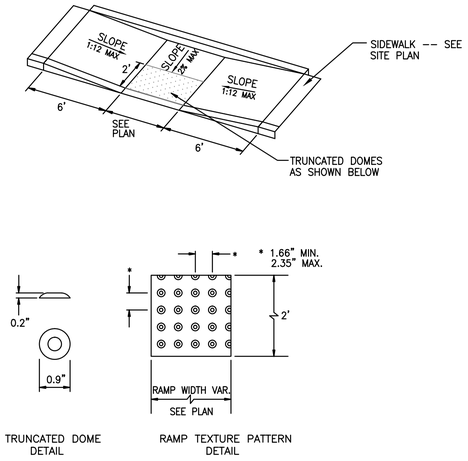


NOTES

1. CONCRETE SHALL BE 3000 P.S.I. AT 28 DAYS, 6 SACK MIX, SLUMP RANGE OF 1-1/2" TO 3".
2. PANELS SHALL BE 5 FEET LONG.
3. EXPANSION JOINTS TO BE PLACED AT SIDES OF DRIVEWAY APPROACHES, UTILITY VAULTS, WHEELCHAIR RAMPS, AND AT SPACING NOT TO EXCEED 45 FEET.
4. FOR SIDEWALKS ADJACENT TO THE CURB AND POURED AT THE SAME TIME AS THE CURB, THE JOINT BETWEEN THEM SHALL BE A TROWELED JOINT WITH A MINIMUM 1/2" RADIUS.
5. SIDEWALK SHALL HAVE A MINIMUM THICKNESS OF 6 INCHES IF MOUNTABLE CURB IS USED OR IF SIDEWALK IS INTENDED AS PORTION OF DRIVEWAY. OTHERWISE SIDEWALK SHALL HAVE A MINIMUM THICKNESS OF 4 INCHES.
6. DRAIN BLOCKOUTS IN CURBS SHALL BE EXTENDED TO BACK OF SIDEWALK WITH 3" DIA. PVC PIPE AT 2% SLOPE. CONTRACTION JOINT TO BE PLACED OVER PIPE.

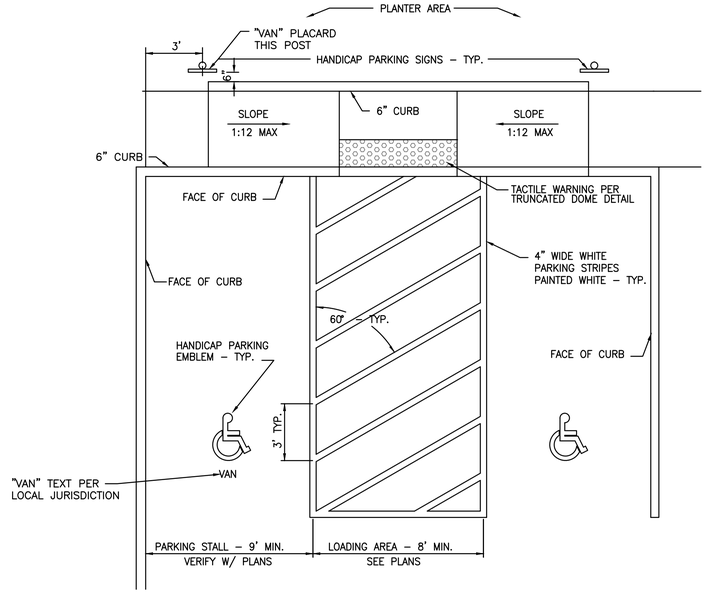
1 C3.0 PRIVATE CONCRETE SIDEWALK

NOT TO SCALE



3 C3.0 TRUNCATED DOME DETAIL

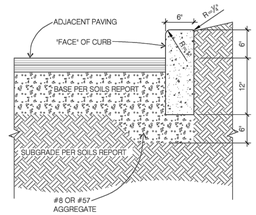
NOT TO SCALE



3 C3.0 DOUBLE LOADED HANDICAP PARKING STALL

NOT TO SCALE

Figure 26-C1



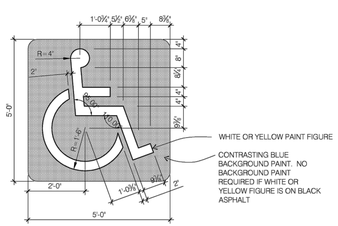
CURB NOTES

A. PROVIDE #6 x 18" LONG, SMOOTH DOWELS AT ALL EXPANSION JOINTS
B. ½" ELASTOMERIC EXPANSION JOINTS AT 30' MAXIMUM INTERVALS PER ACI RECOMMENDATIONS AND AT ALL RADII AND AT DRAINAGE STRUCTURES.
C. CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4,000 PSI
D. LIGHT BROOM FINISH ON ALL SURFACES, ALL RADII TO BE TRUE ARCS.
E. PROVIDE (2) #4 BARS, 10'-0" LONG, CENTERED OVER ALL TRENCH CROSSINGS
F. PROVIDE (2) #6 x 2'-6" LONG BARS TO CONNECT EXISTING AND NEW CURBS
G. PROVIDE 4" PVC / HDPE WHEN RECOMMENDED BY THE GEOTECHNICAL REPORT. CONNECT TO THE STORM

26-C1 STRAIGHT CONCRETE CURB
SCALE: NTS

THIS DETAIL IS FOR REFERENCE ONLY. IT IS THE RESPONSIBILITY OF THE CIVIL ENGINEER TO VERIFY ALL LOCAL, STATE AND FEDERAL CODES PRIOR TO USE. THE HOME DEPOT AND WD PARTNERS ARE NOT LIABLE FOR ANY ERRORS OR OMISSIONS RELATED WITH THE USE OF THIS DETAIL.

Figure 26-E2



INTERNATIONAL SYMBOL OF ACCESSIBILITY NOTES

A. SYMBOL TO BE CENTERED ON WIDTH OF PARKING STALL.
B. BOTTOM OF SYMBOL TO BE LOCATED 2'-0" FROM ACCESS DRIVE, INTO PARKING SPACE.
C. SYMBOL IS REQUIRED TO CONTRAST WITH BACKGROUND.

DESIGNER NOTE: PAINTED SYMBOL ONLY NECESSARY WHERE REQUIRED BY LOCAL CODES.

26-E2 HANDICAP SYMBOL
SCALE: NTS

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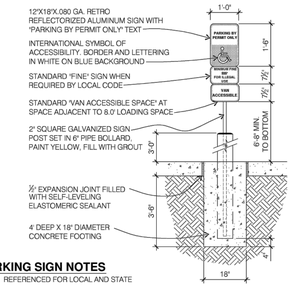
*INCLUDE ON ALL ACCESSIBLE SIGN POLES A SIGN INDICATING MINIMUM FINE OF $(FINE) FOR ILLEGAL PARKING. REFER TO LOCAL CODES FOR FINE AMOUNT.



ACCESSIBILITY PARKING SIGN NOTES

A. SPECIFIC CODE SHOULD BE REFERENCED FOR LOCAL AND STATE REQUIREMENTS.
B. (1) SIGN AT EACH ACCESSIBLE SPACE. SEE SITE IMPROVEMENT PLAN FOR LOCATION.

26-F HANDICAP PARKING / TRAFFIC CONTROL SIGNAGE
SCALE: NTS

THIS DETAIL IS FOR REFERENCE ONLY. IT IS THE RESPONSIBILITY OF THE CIVIL ENGINEER TO VERIFY ALL LOCAL, STATE AND FEDERAL CODES PRIOR TO USE. THE HOME DEPOT AND WD PARTNERS ARE NOT LIABLE FOR ANY ERRORS OR OMISSIONS RELATED WITH THE USE OF THIS DETAIL.

REGISTERED PROFESSIONAL ENGINEER
58412PE
OREGON
DEC. 15, 2003
CRAIG N. HARRIS
RENEWAL 6/30/15
PRELIMINARY

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503.620.3000 tel | 503.620.6539 fax | www.aaieng.com

DISCOUNT TIRE CO.
OREGON CITY, OREGON

DETAILS

DATE:	12/10/13
DRAWN:	JRT
CHECKED:	CNH
FILE:	12023.C30

REVISIONS:
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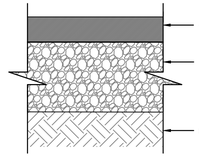
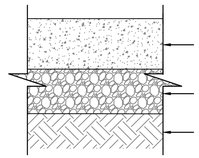


1A C3.1 PROPOSED ASPHALT SECTION DRIVE AISLES

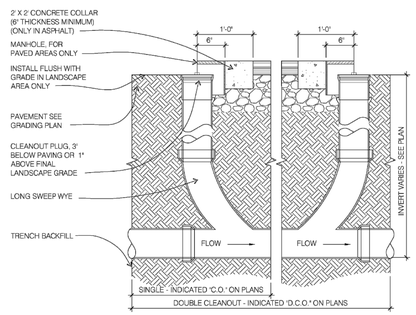
NOT TO SCALE



1B C3.1 PROPOSED CONCRETE SECTION VEHICLE ACCESS AREA

NOT TO SCALE

REFER TO GEOTECHNICAL REPORT FOR PAVEMENT SPECIFICATIONS AND COMPACTION REQUIREMENT.



CLEANOUT NOTES

A. CLEANOUT LOCATIONS INDICATED ON GRADING AND UTILITY PLANS AS "CO" FOR SINGLE CLEANOUT AND "DCO" FOR DOUBLE CLEANOUT.
B. PROVIDE CLEANOUTS AS SPECIFIED:
   1. ZURN Z-1400 CLEAN OUTS IN NON-TRAFFIC AREAS AND SIDEWALKS.
   2. ZURN-1449 CLEAN OUTS IN LANDSCAPED AREAS.
   3. ZURN Z-1400 HD CLEAN OUTS IN TRAFFIC AREAS WITH A "SERVICE STATION" TYPE MANHOLE, OPW #104 A12 - DOVER CORP./OPW DIV.

26-G1 CLEAN OUT/DOUBLE CLEANOUT
SCALE: NTS

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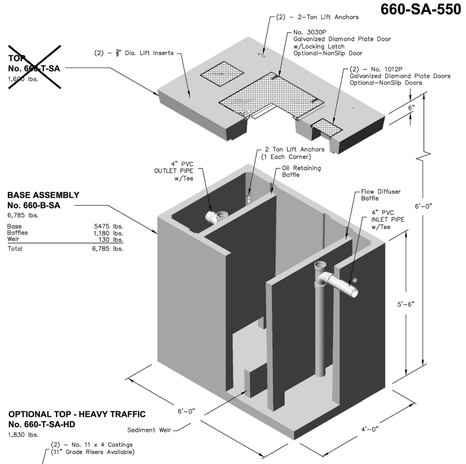
660-SA-550



USE OPTIONAL TOP 660–T–SA–HD

Oldcastle Precast®	660-SA-550	660-SA-550 OIL / WATER SEPARATOR 550 GALLON - API STYLE
PO Box 323, Wilsonville, Oregon 97070-0323 Tel: (503) 682-2844 Fax: (503) 682-2657	File Name: 020ECO660SA-550	
	Issue Date: Revised 4-19-12	
	oldcastleprecast.com/wilsonville	

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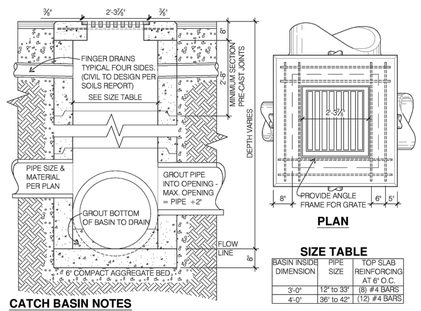

PLAN

SIZE TABLE

BASIN INSIDE DIMENSION	PIPE SIZE	TOP SLAB REINFORCING AT 6" O.C.
3'-0"	12" to 33"	(8) #4 BARS
4'-0"	36" to 42"	(12) #4 BARS

CATCH BASIN NOTES

A. GRATE SHALL BE NEENAH R-4859-C OR EAST JORDAN 5110 TYPE#3, OR EQUAL WHEN APPROVED BY ENGINEER.
B. TEXT SHALL BE CAST IN TOP OF GRATE "DUMP NO WASTE" AND "DRAINS TO WATERWAY" IN ½" MINIMUM HEIGHT.
C. STEPS SHALL BE PROVIDED WHERE DEPTHS EXCEED 5 FEET, AND SHALL MEET OSHA STANDARDS.
D. BRICK OR CAST-IN-PLACE WALLS SHALL HAVE A NOMINAL THICKNESS OF 8". PRECAST WALLS SHALL HAVE A MINIMUM THICKNESS OF 6" [150] AND BE REINFORCED SUFFICIENTLY TO PERMIT SHIPPING WITHOUT DAMAGE. BASINS OVER 12 FEET IN DEPTH SHALL HAVE WALLS REINFORCED WITH #4 BARS VERTICAL & HORIZONTAL 12" O.C. WITH 2" CLEAR FROM INSIDE FACE OF WALL. ANY CAST IN PLACE CONCRETE TO BE CLASS "C"
E. MINIMUM DEPTH SHALL BE OUTSIDE DIAMETER OF OUTLET PIPE + SEVEN INCHES.

DESIGNER NOTE: CIVIL ENGINEER SHALL REFER TO STATE DOT AND LOCAL CITY DETAILS FOR PROPER STORM STRUCTURE; ABOVE IS A DESIGN MINIMUM - ALL STORM SEWER DETAILS INTENDED SHALL BE SHOWN ON THE DRAWINGS

26-H1 STORM STRUCTURE DETAIL
SCALE: NTS

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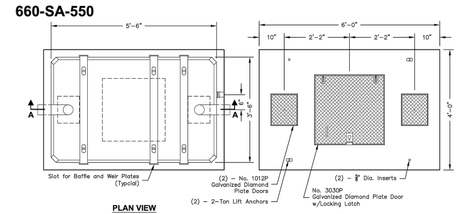
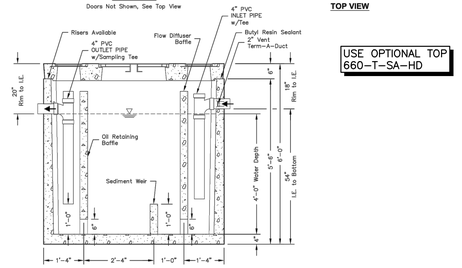
660-SA-550



PLAN VIEW
Doors Not Shown, See Top View

TOP VIEW

USE OPTIONAL TOP 660–T–SA–HD



SECTION AA

Notes:
- Designed in accordance with ASTM C 890 for AASHTO HS20–44 vehicle loading
- Flow Rate 37 GPM based on 15 min. retention time.
- Manufacturer's recommendations:
  1.) Ventilate each end to open atmosphere.
  2.) Prior to "Start Up" of System, fill with clean water to bottom of outlet pipe (approx. one foot deep). For best results, fill to flow line.
  3.) Follow Regular Inspection, Cleaning, & Maintenance Schedule (See Clean Out & Maintenance).

Oldcastle Precast®	660-SA-550	660-SA-550 OIL / WATER SEPARATOR 550 GALLON - API STYLE
PO Box 323, Wilsonville, Oregon 97070-0323 Tel: (503) 682-2844 Fax: (503) 682-2657	File Name: 020ECO660SA-550	
	Issue Date: Revised 4-19-12	
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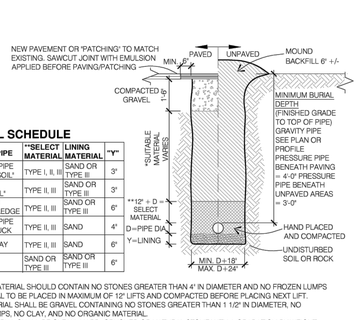

BACKFILL SCHEDULE

CONDITION & PIPE	**SELECT MATERIAL	LINING MATERIAL	"Y"
DUCTILE IRON PIPE IN "ORDINARY SOIL"	TYPE I, II, III	SAND OR TYPE III	3"
RCP PIPE IN "ORDINARY SOIL"	TYPE II, III	SAND OR TYPE III	3"
ALL PIPE OVER BEDROCK OR LEDGE	TYPE II, III	SAND OR TYPE III	6"
DUCTILE IRON PIPE IN CLAY OR MUCK	TYPE II, III	SAND	4"
RCP PIPE IN CLAY	TYPE II, III	SAND	6"
PLASTIC-ALL	SAND OR TYPE III	SAND OR TYPE III	6"

* SUITABLE MATERIAL SHOULD CONTAIN NO STONES GREATER THAN 4" IN DIAMETER AND NO FROZEN LUMPS ALL MATERIAL TO BE PLACED IN MAXIMUM OF 12" LIFTS AND COMPACTED BEFORE PLACING NEXT LIFT.
** TYPE I MATERIAL SHALL BE GRAVEL CONTAINING NO STONES GREATER THAN 1 1/2" IN DIAMETER, NO FROZEN LUMPS, NO CLAY, AND NO ORGANIC MATERIAL.
** TYPE II MATERIAL SHALL BE CLEAN, HARD, CRUSHED OR NATURAL STONE WITH A GRADATION BY WEIGHT OF 100% PASSING A 1 1/2" SQUARE OPENING, NOT MORE THAN 25% PASSING A 3/4" SQUARE OPENING AND NOT MORE THAN 5% PASSING A 1/2" SQUARE OPENING.
** TYPE III MATERIAL SHALL BE CLEAN, HARD, CRUSHED STONE FREE FROM COATINGS AND THOROUGHLY WASHED WITH A GRADATION BY WEIGHT OF 100% PASSING A 1" SQUARE OPENING AND 0% TO 5% PASSING A 1/4" SQUARE OPENING

TRENCH INSTALLATION NOTES

A. WHERE BACKFILL IS DESIGNATED "COMPACTED", THIS MEANS 90% TO 95% STANDARD PROCTOR, AASHTO T-99. ALL FILL PLACED BELOW PIPES AND STRUCTURES MUST MEET THIS REQUIREMENT.
B. FOR ALL TRENCHES WITH A GRADE GREATER THAN 4% AND/OR WHERE GROUNDWATER IS APPARENT, INSTALL CLAY DAMS AROUND PIPE AT 100' INTERVALS.

26-K TRENCH DETAIL
SCALE: NTS

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PRELIMINARY
REGISTERED PROFESSIONAL ENGINEER
58412PE
OREGON
JULY 15, 2003
CRAIG N. HARRIS
RENEWAL 6/30/15

AAI aplus associates, inc.
ENGINEERING
4875 SW Griffith Drive, Suite 300, Beaverton, OR 97005
503.620.3000 tel | 503.620.5539 fax | www.aaieng.com

DISCOUNT TIRE CO.
OREGON CITY, OREGON

DETAILS

DATE:	12/10/13
DRAWN:	JRT
CHECKED:	CNH
FILE:	12023.C31

REVISIONS:
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SHEET

C3.1

JOB NUMBER: A12023.11

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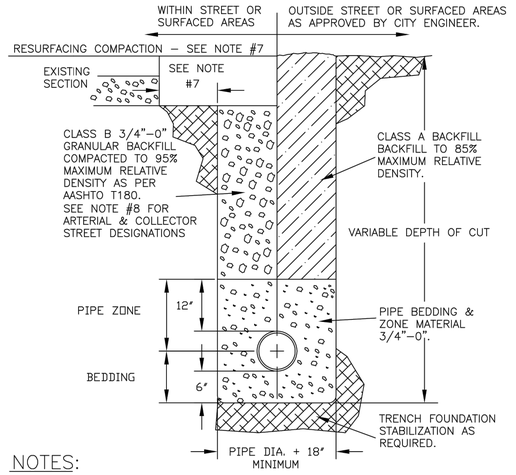
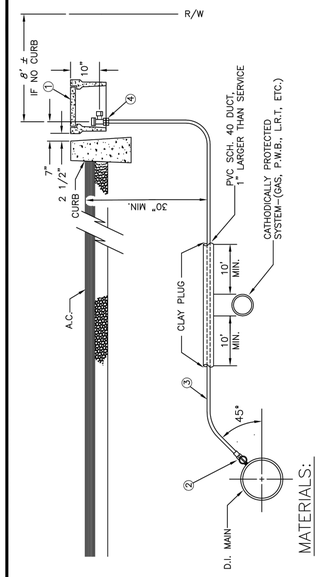


NOTES:

1. ALL CUTS IN PAVEMENT SHALL BE SAW CUT.
2. ALL CUT EDGES SHALL BE SAND SEALED.
3. RESURFACING TO BE MINIMUM 4 INCHES 1/2–INCH LEVEL 2 HMAC (PG 64–22) OR MATCH EXISTING, WHICHEVER IS GREATER.
4. THIS TRENCH BACKFILL REQUIREMENT APPLIES TO ALL UNDERGROUND CONDUITS.
5. CLASS "B" BACKFILL SHALL EXTEND 3 FEET BEYOND EDGE OF STREET OR SURFACED AREA.
6. BACKFILL SHALL BE PLACED AND COMPACTED IN A MAX. OF 24–INCH LIFTS. COMPACTION TESTING REQUIRED AT A FREQUENCY OF 1 TEST EVERY 100 FEET OF TRENCH.
7. FOR TRENCH PATCHING STANDARDS, REFER TO THE CITY'S PAVEMENT CUT STANDARD.
8. ARTERIAL & COLLECTOR STREET DESIGNATIONS REQUIRE CDF FOR ALL TRENCH CROSSINGS LOCATED IN VEHICLE TRAVEL LANES.

DRAWN	S.L.W.		City of Oregon City Public Works Standard Drawings	SCALE	N.T.S.
ENGR.	J.W.H.			DATE	APRIL 1993
REV.	DATE	APPR.	PIPE BEDDING AND BACKFILL	APPR.	AFG
1	08/12	AFG		DWG. NO.	313*
2	05/13				

*REPLACES DWG. NO. 414



MATERIALS:

1. BROOKS METER BOX, BODY NO. 37 OR OLDCASTLE SERIES 37–1220MB. METAL TRAFFIC LID REQUIRED IN DRIVEABLE AREA.
2. MUELLER CORPORATION STOP NO. H–15008 OR B–25008 OR FORD F100QQ1 OR FB100QQ1. SET CORPORATION STOP WITH OPERATING NUT AT 3 OR 9 O'CLOCK. ALL CORPORATION STOPS SHOULD HAVE CC THREAD.
3. 1" SOFT TEMPER, TYPE 'K' COPPER TUBING COMPLYING WITH ASTM B–88.
4. MUELLER ANGLE METER STOP NO. B–24258 OR H–14258 OR FORD KV43444WQ OR BA43444WQ.

NOTES:

1. SUBSTITUTES FOR ANY MATERIALS SHOWN SHALL BE APPROVED BY THE CITY ENGINEER.
2. ALL PIPE AND STRUCTURE ZONES SHALL BE BACKFILLED USING 3/4" MINUS CRUSHED AGG. AND COMPACTED TO 95% MAX. DENS. AS DETERMINED BY AASHTO T–180.
3. WHEN AN ACTIVE CATHODIC PROTECTED SYSTEM IS ENCOUNTERED, SCH. 40 PVC SHALL BE INSTALLED AS SHOWN ABOVE WITH CLAY PLUG.
4. METER BOX SHALL BE CENTERED OVER THE COMPLETED METER ASSEMBLY.
5. NO METER SHALL BE INSTALLED ON PRIVATE PROPERTY WITHOUT EASEMENT.
6. PRESSURES GREATER THAN 70 PSI REQUIRE BALL VALVE CORPORATION STOPS AND ANGLE STOPS. PRESSURE REDUCING VALVE SHALL BE INSTALLED IN SEPARATE BOX AFTER THE METER.

DRAWN	S.L.W.		City of Oregon City Public Works Standard Drawings	SCALE	N.T.S.
ENGR.	J.W.H.			DATE	APRIL 1993
REV.	DATE	APPR.	STANDARD 1" WATER SERVICE	APPR.	
1	3/06	NJK		DWG. NO.	402

(HORIZONTAL) BEARING AREA OF THRUST BLOCKS IN SQUARE FEET

FITTING SIZE	TEE, WYE, DEAD END AND HYDRANT	STRADDLE BLOCK	90° BEND PLUGGED CROSS	TEE PLUGGED ON RUN A–1	TEE PLUGGED ON RUN A–2	45° BEND	22–1/2° BEND	11–1/4° BEND
4	1.0	1.6	1.4	1.9	1.4	1.0	---	---
6	2.1	3.7	3.0	4.3	3.0	1.6	1.0	---
8	3.8	6.5	5.3	7.6	5.4	2.9	1.5	1.0
10	5.9	10.2	8.4	11.8	8.4	4.6	2.4	1.2
12	8.5	14.7	12.0	17.0	12.0	6.6	3.4	1.7
14	11.5	---	16.3	23.0	16.3	8.9	4.6	2.3
16	15.0	26.1	21.3	30.0	21.3	11.6	6.0	3.0
18	19.0	---	27.0	38.0	27.0	14.6	7.6	3.8
20	23.5	40.8	33.3	47.0	33.3	18.1	9.4	4.7
24	34.0	58.8	48.0	68.0	48.0	26.2	13.6	6.8

(VERTICAL) VOLUME OF THRUST BLOCK IN CUBIC YARDS

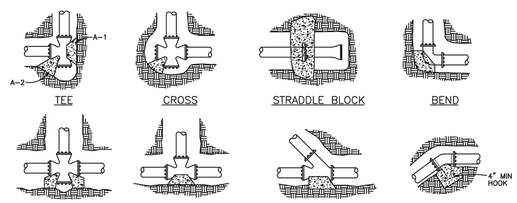
90° BEND	45° BEND	22–1/2° BEND	11–1/4° BEND
---	---	---	---
---	---	---	---
---	---	---	---
2.3	1.1	---	---
3.7	1.8	---	---
5.5	2.8	1.2	---
7.6	3.9	1.7	---
9.9	5.1	2.3	0.9
---	---	---	---
---	---	---	---
---	---	---	---
---	---	---	---

NOTES:
1. ABOVE BEARING AREAS BASED ON TEST PRESSURE OF 150 PSI AND AN ALLOWABLE SOIL BEARING STRESS OF 2000 POUNDS PER SQUARE FOOT. TO COMPUTE BEARING AREAS FOR DIFFERENT TEST PRESSURES AND SOIL BEARING STRESSES, USE THE FOLLOWING EQUATION:

BEARING AREA = (TEST PRESSURE / 150) x (2000 / SOIL BEARING STRESS) x (TABLE VALUE)

2. ABOVE VOLUMES BASED ON TEST PRESSURE OF 150 PSI AND THE WEIGHT OF CONCRETE = 4050 POUNDS PER CUBIC YARD. TO COMPUTE FOR DIFFERENT TEST PRESSURES, USE THE FOLLOWING EQUATION:

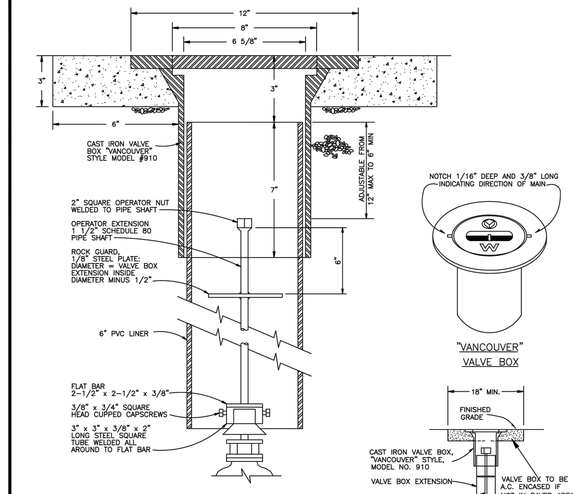
VOLUME = (TEST PRESSURE / 150) x (TABLE VALUE)



RODS FOR VERTICAL BENDS		
FITTING SIZE	ROD SIZE	EMBEDMENT
12" AND LESS	#6	30"
14"–16"	#8	36"

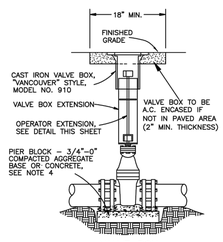
NOTES:
1. CONCRETE BLOCKING TO BE POURED AGAINST UNDISTURBED EARTH.
2. ALL CONCRETE TO BE CLASS 2400 MINIMUM.
3. INSTALL ISOLATION MATERIAL BETWEEN PIPE AND/OR FITTINGS BEFORE POURING CONCRETE BLOCKING.
4. CONCRETE SHALL BE KEPT CLEAR OF ALL JOINTS AND ACCESSORIES.
5. TIE RODS SHALL BE DEFORMED GALVANIZED COLD ROLLED STEEL, 40000 PSI TENSILE STRENGTH.

DRAWN	S.L.W.		City of Oregon City Public Works Standard Drawings	SCALE	N.T.S.
ENGR.	J.W.H.			DATE	APRIL 1993
REV.	DATE	APPR.	THRUST BLOCKING	APPR.	
				DWG. NO.	407



VALVE BOX EXTENSION SECTION

"VANCOUVER" VALVE BOX

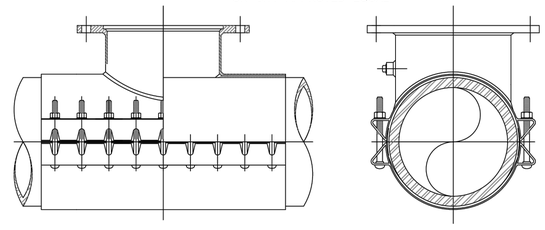


VALVE BOX ASSEMBLY DETAIL

NOTES:
1. VALVE BOX NOT TO REST ON OPERATING ASSEMBLY.
2. OPERATOR EXTENSION REQUIRED WHEN VALVE NUT IS DEEPER THAN 4 FEET FROM FINISH GRADE.
3. CENTER VALVE BOX ON AXIS OF OPERATOR NUT.
4. VALVES 12" AND SMALLER SHALL BE PROVIDED WITH CLASS B BASE ON UNDISTURBED GROUND. VALVES GREATER THAN 12" SHALL BE INSTALLED ON PRECAST CONCRETE PIER BLOCK.
5. VALVE BOX LINER SHALL BE 6" PVC (ASTM D 3034).
6. VALVE BOX SHALL BE ADJUSTED TO MEET FINISHED SUBGRADE.

DRAWN	S.L.W.		City of Oregon City Public Works Standard Drawings	SCALE	N.T.S.
ENGR.	J.W.H.			DATE	APRIL 1993
REV.	DATE	APPR.	STANDARD VALVE BOX DETAIL	APPR.	
				DWG. NO.	410

JCM 432 TAPPING SLEEVE OR CITY APPROVED EQUAL

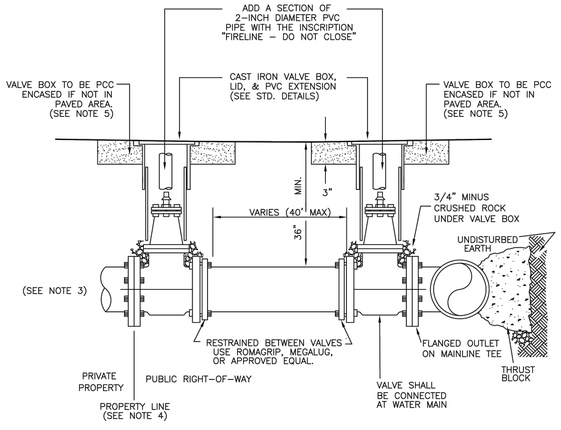


SECTION END VIEW

NOTES:

1. WATER MAIN SHALL BE CLEANED BEFORE ATTACHING SLEEVE.
2. SLEEVE AND VALVE SHALL BE PRESSURE TESTED BEFORE MAKING TAP.
3. PRESSURE TEST AND TAP SHALL BE MADE IN THE PRESENCE OF AN AUTHORIZED CITY REPRESENTATIVE.
4. PROPER TAPPING MACHINE SHALL BE USED TO MAKE TAP.
5. 3/4 INCH CRUSHED AGGREGATE SHALL BE PLACED AND COMPACTED TO 95% OF MAX. DENSITY AS DETERMINED BY AASHTO T–180.
6. THRUST BLOCKING REQUIREMENTS SHALL BE DETERMINED BY THE ENGINEER.
7. TAP SHALL BE MADE NO CLOSER THAN 18 INCHES FROM THE NEAREST JOINT.

DRAWN	JRF		City of Oregon City Public Works Standard Drawings	SCALE	N.T.S.
ENGR.	J.W.H.			DATE	APRIL 1993
REV.	DATE	APPR.	STANDARD WET TAP DETAIL	APPR.	
1	3/06	NJK		DWG. NO.	411



NOTES:

1. ALL VALVES SHALL BE RESILIENT SEAT GATE VALVE ONLY.
2. USE CLASS 52 DUCTILE IRON FOR PIPES 4–INCH AND GREATER IN DIAMETER. USE COPPER PIPE FOR DIAMETERS 2–INCH AND SMALLER.
3. BACKFLOW PREVENTER SHALL BE LOCATED INSIDE A BUILDING OR UNDERGROUND VAULT, AS DETERMINED BY OREGON CITY WATER QUALITY STAFF.
4. IF VALVE CANNOT BE BUILT IN PUBLIC RIGHT–OF–WAY, AN EASEMENT SHALL BE PROVIDED BY THE PROPERTY OWNER.
5. CONCRETE PAD SHALL BE 20"X20" WITH A DEPTH OF 3" OVER 3/4"–MINUS BASE ROCK. CONCRETE SHALL HAVE A MINIMUM BREAKING STRENGTH OF 4000 PSI AT 28 DAYS. TOP OF PAD SHALL BE FLUSH WITH THE EXISTING GROUND LEVEL.

DRAWN	JRF		City of Oregon City Public Works Standard Drawings	SCALE	N.T.S.
ENGR.	NJK			DATE	OCT. 2011
REV.	DATE	APPR.	STANDARD FIRELINE INSTALLATION	APPR.	
				DWG. NO.	416

REGISTERED PROFESSIONAL ENGINEER
58412PE
OREGON
JULY 15, 2003
CRAIG N. HARRIS
PRELIMINARY
RENEWAL 6/30/15

AAI aplus associates, inc.
ENGINEERING
4875 SW Griffith Drive | Suite 200 | Beaverton, OR | 97005
503.620.3000 tel | 503.620.5539 fax | www.aaieng.com

DISCOUNT TIRE CO.
OREGON CITY, OREGON

DETAILS

DATE:	12/10/13
DRAWN:	JRT
CHECKED:	CNH
FILE:	12023.C32

REVISIONS:
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SHEET

C3.2

JOB NUMBER: A12023.11

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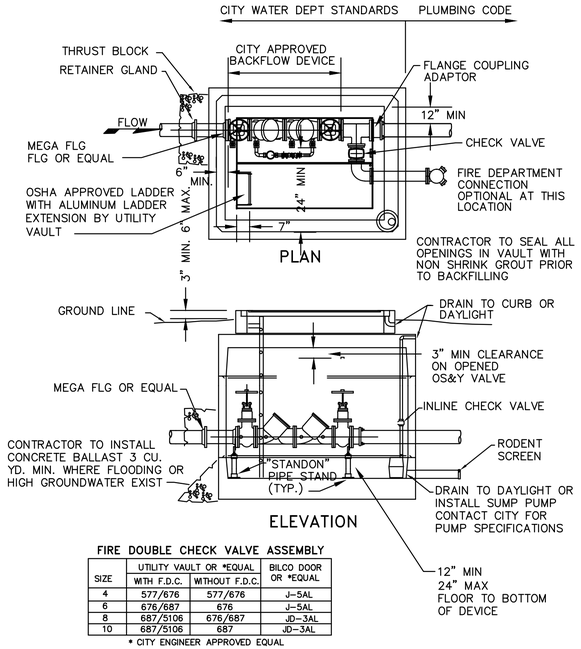


FIRE DOUBLE CHECK VALVE ASSEMBLY

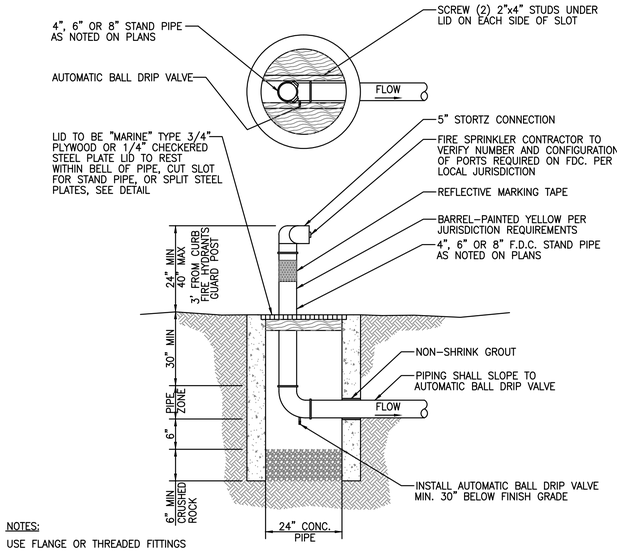
SIZE	UTILITY VAULT OR *EQUAL		BILCO DOOR OR *EQUAL
	WITH F.D.C.	WITHOUT F.D.C.	
4	577/676	577/676	J-5AL
6	676/687	676	J-5AL
8	687/5106	676/687	JD-3AL
10	687/5106	687	JD-3AL

* CITY ENGINEER APPROVED EQUAL

1 C3.3 DOUBLE DETECTOR CHECK VALVE

NOT TO SCALE

02530-06



NOTES:

USE FLANGE OR THREADED FITTINGS

WHEN FDC IS CONNECTED TO DCDA IN A VAULT, AUTOMATIC BALL DRIP VALVE MAY BE INSTALLED IN VAULT.

2 C3.3 FDC AUTOMATIC BALL DRIP

NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER
58412PE
OREGON
JANUARY 15, 2003
CHRISTOPHER N. HARRIS
RENEWAL 6/30/15

AAI aplus associates, inc.
ENGINEERING
4875 SW Griffith Drive | Suite 300 | Beaverton, OR | 97005
503.620.3000 tel | 503.620.6539 fax | www.aaieng.com

PRELIMINARY

DISCOUNT TIRE CO.

OREGON CITY, OREGON

DETAILS

DATE:	12/10/13
DRAWN:	JRT
CHECKED:	CNH
FILE:	12023.C33

REVISIONS:

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C3.3

JOB NUMBER:
A12023.11

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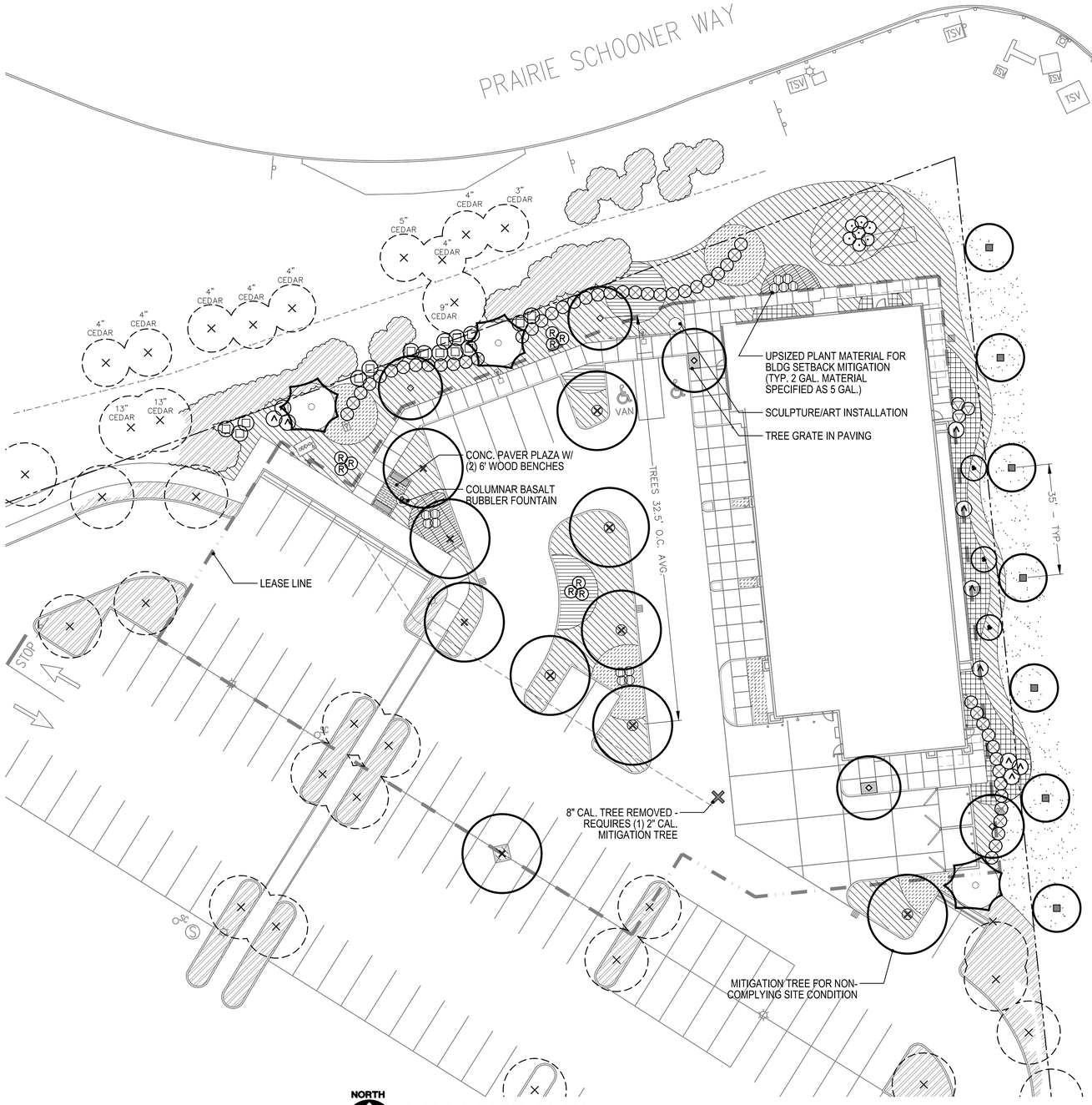

NORTH

LANDSCAPE PLAN

SCALE 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

PLANTING LEGEND

TREES

- ACER CIRCINATUM 'PACIFIC FIRE" - VINE MAPLE
  2" CAL., WELL BRANCHED, 3 STEM MIN. AT BASE
- ACER RUBRUM 'GERLING' - ARMSTRONG MAPLE
  2" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
- CERCIDIPHYLLUM JAPONICUM - KATSURA TREE
  2" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
- PSEUDOTSUGA MENZIESII - DOUGLAS FIR
  2" CAL., FULL TREES, BRANCHED TO GROUND
- ZELKOVA SERRATA 'HALKA' - JAPANESE ZELKOVA
  2" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
- ZELKOVA SERRATA 'HALKA' - JAPANESE ZELKOVA
  3" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
  (UPSIZED FOR MITIGATION)
- EXISTING TREES TO REMAIN
  PROTECT DURING CONSTRUCTION
- EXISTING TREE TO BE REMOVED
  SEE PLAN NOTES FOR MITIGATION

SHRUBS AND GROUNDCOVER

- BERBERIS THUNBERGII 'CRIMSON PYGMY' - JAPANESE BARBERRY
  2 GAL. CONT., FULL PLANTS, 30" O.C.
- CEANOTHUS THYRSIFLORUS 'VICTORIA' - CALIFORNIA LILAC
  3 GAL. CONT., FULL PLANTS, SPACE AS SHOWN (9' MAX. HT.)
- CORNUS SERICEA 'KELSEYI' - REDTWIG DOGWOOD
  1 GAL. CONT., FULL PLANTS, 24" O.C.
- COTONEASTER HORIZONTALIS 'VARIEGATUS' - ROCK COTONEASTER
  2 GAL. CONT., FULL PLANTS, 30" O.C.
- LIRIOPE SPICATA - LILYTURF
  1 GAL. CONT., FULL PLANTS, 12" O.C.
- MYRICA CALIFORNICA - PACIFIC WAXMYRTLE
  3 GAL. CONT., FULL PLANTS, SPACE AS SHOWN
- PIERIS JAPONICA 'VALLEY VALENTINE' - LILY-OF-THE-VALLEY
  3 GAL. CONT., FULL PLANTS, SPACE AS SHOWN
- PRUNUS LAUROCERASUS 'OTTO LUYKEN' - ENGLISH LAUREL
  3 GAL. CONT., FULL PLANTS, SPACE AS SHOWN (4' O.C. MAX.)
- RHODODENDRON 'GIRARD'S FUCHSIA' - EVERGREEN AZALEA
  18-21" B&B, FULL PLANTS, SPACE AS SHOWN (4' O.C. MAX.)
- RIBES SANGUINEUM 'KING EDWARD VII' - RED CURRANT
  5 GAL. CONT., FULL PLANTS, SPACE AS SHOWN (4' O.C. MAX.)
- ROSA 'MEIKROTAL' - SCARLET MEIDILAND ROSE
  5 GAL. CONT., FULL PLANTS, SPACE AS SHOWN (3' O.C. MAX.)
- RUBUS PENTALOBUS - TAIWAN BRAMBLE
  4" POTS, FULL PLANTS, 16" O.C.
- SPIREA JAPONICA 'YAN' - DOUBLE PLAY SPIREA
  1 GAL. CONT., FULL PLANTS, 16" O.C. (2' MAX. HT.)
- RESEEDED FIELDGRASS TO MATCH EXIST.
  SEE SPECIFICATIONS
- EXISTING LANDSCAPE TO REMAIN
  PROTECT DURING CONSTRUCTION

NOTES

1. ALL PLANTS SHALL BE IRRIGATED BY A FULLY AUTOMATIC, PERMANENT, UNDERGROUND IRRIGATION SYSTEM UNLESS OTHERWISE NOTED.
2. IRRIGATION SYSTEM TO OPERATE SEPARATELY FROM ON-SITE SYSTEM.
3. LANDSCAPE TO BE INSTALLED ACCORDING TO AMERICAN NURSERYMAN STANDARDS.
4. ALL INTERIOR LANDSCAPE SHRUBS SHALL BE SPACED NO MORE THAN 4' ON CENTER.
5. OWNER TO MAINTAIN LANDSCAPE TO ACHIEVE FULL COVERAGE OF UNPAVED AREAS WITHIN THREE YEARS.
6. STREET TREES CONTINGENT ON ODOT APPROVAL. TREES WILL BE LOCATED ELSEWHERE ON THE SITE IF NOT APPROVED.

REGISTERED LANDSCAPE ARCHITECT
410
MICHAEL N. HEIEN
OREGON
12/31/98
PRELIMINARY

AAI engineering, inc.
ENGINEERING
4875 SW Griffith Drive | Suite 300 | Beaverton, OR | 97005
503.620.3030 tel | 503.620.5539 fax | www.aaieng.com

DISCOUNT TIRE CO.
OREGON CITY, OREGON

LANDSCAPE PLAN

DATE:	12/10/13
DRAWN:	MEO
CHECKED:	CNH
FILE:	12023.L10

REVISIONS:
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JOB NUMBER: A12023.11

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Landscape Construction Specifications

General

1. Municipal, County, State and Federal laws, ordinances and code regulations governing or relating to any portion of the work depicted on these plans are hereby incorporated into and made part of these specifications, and their provisions shall be carried out by the contractor. It is the responsibility of the contractor to verify these before commencement of construction.

2. The Contractor shall verify the locations of all existing utilities, structures, and services before commencing work. The location of utilities, structures, services shown on these plans are approximate only. Any discrepancies between these plans and the actual field conditions shall be reported to the Owner's representative.

3. The Contractor shall locate and protect all existing utilities and features on and adjacent to the project site during construction. Contractor shall repair, at their own expense, all damage resulting from Contractor's operations or negligence.

4. The Contractor shall obtain all necessary valid licenses, permits, and insurance required to perform the work indicated herein before commencing work, and shall be responsible for coordinating work with all parties involved, including jurisdictional agencies.

5. The Contractor shall use all means necessary to protect the public at all times during the construction process.

6. In the event of conflict between pertinent codes, regulations, structural notes, and/or requirements, or the referenced standards of these Specifications, the provisions of the more stringent shall govern.

7. Scope of work: Furnish labor, materials, equipment and supervision necessary to complete all work shown on the drawings and specified herein.

Mandatory Site Inspection Schedule

1. Schedule for Mandatory site inspection procedures. The mandatory site inspections include but are not limited to the following:

Pre-Construction Site Meeting – Contractor shall be notified a minimum of 48 hours prior to meeting to review site conditions, proposed construction and construction schedule, and review construction specifications prior to commencement of construction operations.

Rough Grading Inspection – Contractor shall notify Owner's Representative a minimum 48 hours prior to request for inspection of rough soil grades. All rough grading operations shall be completed per specifications and prepared for inspection. No topsoil placement or backfilling in areas to be landscaped should occur until written approval by Owner's Representative has been issued.

Topsoil Inspection – No transportation or placement shall occur until written approval of import or stockpiled topsoil by Owner's Representative is issued. (Refer to Soil Preparation Specification for soil inspection procedures)

Open Trench Irrigation Inspection – Contractor shall notify Owner's Representative 24 hours prior to inspection for written approval of irrigation trench depths, piping conditions, and pressure testing. Contractor is responsible to install barricade, backfill, and/or illuminate open trenches at all times until final inspection approval and backfill occurs. Protect the public at all times. (Refer to Irrigation Specification for inspection procedures)

Plant Material Inspection – Plant material quality and layout inspection and written approval shall occur with 24 hours notice to Owner's Representative prior to installation of any plant material. (Refer to Planting Specification for inspection procedures)

Final Landscape Areas and Irrigation Performance Inspection – Contractor shall notify Owner's Representative 48 hours prior to inspection for approval of landscape and irrigation work. Irrigation operations and coverage shall be inspected. Plant quality and layout shall be inspected. Written approval shall be issued upon inspection approval of specified construction. (Refer to relative specification sections)

Periodic Maintenance Inspection – Owner's representative shall perform periodic site inspection throughout specified maintenance time frame. Contractor shall notify Owner's Representative for final inspection and approval of maintenance procedures at the cessation of the specified maintenance period. Final inspection shall require that all specified maintenance tasks have been completed. Obligations to perform maintenance tasks under original contract will cease only upon written approval of Owner's Representative.

Landscape Area Preparation

1. Verify location of delineated horizontal and vertical project limits prior to commencement of construction. Verify that staking, survey markings, elevations, station points, phase lines, etc. coordinate with specified parameters indicated on drawings and specifications, prior to commencement of construction. Contractor to clearly exhibit and maintain barricades for project limits throughout the construction process.

2. Verify that completed rough grades are to be held sufficiently below finish grade in landscape areas for placement of specified topsoil mix. (Refer to Soil Preparation Section for depths of topsoil placement.) Rough grade to facilitate all proposed drainage patterns and slope substantially away from all structures or site facilities at a minimum of 2% grade. Prior to landscape operations, rough grading shall be clean and not exhibit clods, roots, stones or construction debris in landscape areas. Landscape areas shall be completely accessible for commencement of irrigation and landscape installation at the time specified for installation.

3. Install irrigation sleeving for piping and wiring as required by irrigation system installation, at depths and types specified in the Irrigation Specifications. Install sleeving at all locations specified for irrigation and wiring installation, and verify locations prior to installation. Notify Owner's Representative of conflicts with sleeving installation as specified.

4. Verify that a 120 V.A.C. electrical source for the automatic irrigation controller shall be available at the location required by irrigation system. Verify that a minimum 1 1/2" conduit (within sufficient sleeve) from controller location shall daylight into the landscape area with access to all automatic zone valves for wiring. Contact Owner's Representative prior to installation if any field deviations occur.

5. Inspection and testing of existing and proposed soil conditions shall be performed by an independent testing laboratory, at the discretion of the Owner's Representative. The cost for these services shall be paid by the Owner, upon prior notification, by the Contractor upon direction by Owner's Representative.

Project Conditions

1. Inspection of the site: The contractor shall inspect the site prior to construction and verify the extent of the construction process for landscape area preparation. Immediately notify Owner's Representative of job conditions detrimental to construction process. Commencement of construction designates acceptance of conditions apparent at outset.

2. Property lines are provided as reference only and are not represented as a survey. Verify all legal limits of work prior to commencement of construction.

3. Weather Limitations: Soil work shall be performed only when the weather conditions do not detrimentally affect the quality of work.

4. Protection: The contractor shall inspect and verify existing and proposed underground and overhead utilities and other items specified to remain. Barricade open excavations, limited access areas or public right of way, as specified by governing authority, and provide adequate warning 24 hours per day during construction process. Prior notification to affected utilities management is required a minimum of 48 hours prior to disturbance, or as specified by utility or municipality. Contractor shall be responsible to protect, maintain, and repair all utilities affected by construction specified herein.

5. Verify existing landscape or irrigation conditions that are designated for protection or restoration by plans, specifications, or Owner's Representative. If required, see respective specifications for restoration directives.

6. Notify Owner's representative 24 hours prior to schedule inspection of the soil surface in the areas designated for landscape planting. Landscape construction shall not commence until soil surface inspection has inspected and approved by Owner's Representative.

7. Verify staging areas, and obtain approval from owner for staging areas and scheduling. Provide protection and barricades for staged materials left unattended on site.

8. Remove deleterious materials from site cleanly and as soon as practicable.

Erosion Control

1. Provide and maintain temporary and/or permanent positive drainage patterns throughout the construction process, and as directed by the Owner's Representative if weather or construction activity creates drainage conflicts detrimental to construction process or environmental conditions. Comply with all jurisdictional requirements.

2. Maintain erosion measures throughout the landscaping process. Restore erosion control measures disturbed by landscaping operations. Remove only upon inspection and approval of Owner's Representative.

Invasive Weed Control Prior to Construction

1. Verify and identify conditions requiring eradication of invasive weeds and grasses prior to existing soil surface disturbance as directed by Owner's Representative. Stockpiled topsoil shall be treated to eradicate weeds prior to soil ripping and stockpiling.
Weed eradication shall include herbicide and non-herbicide methods only administered by a currently licensed applicator. Eradication shall include and is not limited to elimination of the following invasive species from areas to be landscaped:

Cirsium arvense (Canadian Thistle); Lotus corniculatus (Bird's foot Trefoil);
Convolvulus spp. (Morning Glory); Lythrium salicaria (Purple Loose Strife);
Cytisus scoparus (Scotch Broom); Melilotus spp. (Sweet Clover);
Dipsacus sylvestris (Common Teasel); Myriophyllum spicatum (Eurasian Milfoil);
Equisetum spp. (Horsetail); Phalaris arundinaceae (Reed Canary Grass);
Festuca arundinaceae (Tall Fescue); Rubus discolor (Himalayan Blackberry);
Hedera helix (English Ivy); Solanum spp. (Nightshade);
Holcus canatus (Velvet Grass); Trifolium spp. (Clovers);
Lolium spp. (Rye Grasses);

Rough Grade Inspection

1. Conditions and quality of rough grade shall be inspected and approved by Owner's Representative prior to the commencement of specified work in areas to be landscaped. The contractor shall then be responsible for completion of activities specified herein, and defined on the plan.

2. The Owner's Representative, at their discretion, shall direct further rough grading or soil preparation if specified activities have not created a surface satisfactory for further work to commence. Compensation for additional surface work created by conditions unknown at the outset and as directed in writing by the Owner's Representative shall be negotiated at the time of the directive, and prior to the commencement of particular construction activities.

Finish Grading

1. Verify that rough grade in landscape areas is sufficiently below proposed final grade for planting beds and lawn areas to allow for placement of topsoil mix. Refer to grading plans for finish grade references. Verify that grades provide positive drainage at all landscape areas, and slope away from structures at a minimum of 2% slope. Final grades in all landscape areas shall be crowned at center to facilitate proposed drainage.

Installation Of Irrigation Sleeving Conduit Prior to Paving Operations

1. Sleeving conduit shall be installed at locations as per plans and specifications, or as directed by the Owner's Representative. Irrigation sleeving shall occur prior to preparation for paving construction. Set piping to provide minimum covers of:

18 inches for sleeving beneath walkways
24 inches for sleeving beneath pedestrian paving
36 inches for sleeving beneath vehicular, public, and asphaltic concrete paving

Mark each end of sleeving with a 2 x 4 stake with 24" exposure, clearly marked 'SLEEVE LOCATION'. Contractor shall maintain staking identification and location throughout construction process. Protect all existing paving when installing sleeving. Restore all paving damaged by sleeve installation.

2. Size of sleeving conduit pipe shall be a minimum of two times the diameter of the bell end of the pipe that is to be fed into the sleeve.

3. Set sleeving in a compacted bed of material that will not damage the pipe during compaction of surface backfill material.

Design / Build Irrigation Specification

1. Contractor shall provide a design / build automatic underground irrigation system for all ornamental landscape areas. Contractor shall provide irrigation design drawing to Owner's representative for review at least two weeks prior to commencement of installation. Sprinkler heads shall be spaced at a maximum of 50% of the diameter of the proposed spray pattern. All areas shall be sprayed from at least two directions. Verify gallonage, pressure, size, and location of service water line. Contractor shall install all piping sized so that each lateral line does not exceed 10% net pressure loss for entire length of lateral. The main line shall exceed 10% pressure loss for entire main line system. The Contractor shall guarantee an irrigation system functioning to manufacturer's specifications with the source volume and pressure afforded to site.

2. Verify sleeving installation requirements at existing and proposed paved areas prior to preparing design. Combine wire and piping where possible.

3. Protect existing buildings, walls, pavements, reference points, monuments, and markers on this site. Verify location of and protect all utilities. Protect adjacent property. Protect work and materials of other trades. Protect irrigation system materials before, during, and after installation. In the event of damage, repair or replace items as necessary to the approval of the Owner's representative and at no additional cost to the Owner. Use all means necessary to protect the public from injury at all times.

4. Guarantee all installed materials and work for a minimum of one year beyond the date of final acceptance of the irrigation system installation.

5. Make arrangements for water shut-off during construction if necessary, notify owner 24 hours prior to suspension of water service. Minimize disturbance to existing conditions at site.

6. Irrigation trenches shall be a depth to provide a minimum cover of 18 inches for sleeving beneath walkways; 18 inches for all pressurized main lines; 36 inches for sleeving beneath asphalt paving, and 12 inches for all lateral lines. Backfill with clean fill void of material injurious to system components. All sleeving under vehicular traffic to be Class 200 PVC, all other sleeving shall be class 200 PVC Locate top of zone valves a minimum of 6" below finish grade.

7. Contractor shall follow manufacturer's instructions for solvent welding of PVC pipe and fittings to achieve tight and inseparable joints. Utilize single wrap Teflon tape at all threaded joints.

8. Install all valves with fittings that facilitate maintenance removal and place valve boxes at location that are easily serviced but not in conspicuous locations. Locate in planting beds wherever possible, away from mower, edger, or de-thatcher or utility maintenance operations.

9. Contractor shall install one manual drain valve at discharge side of each remote control valve and at all low points in mainline pipe so as to allow for complete drainage of all main lines. Mark with a painted sleeve cover and indicate locations on As-Built drawings.

10. Contractor shall provide backflow prevention as required per local and state codes, installed as per manufacturer's specifications.

11. Contractor shall install irrigation controller in accordance with manufacturer's specifications. Verify a 120 V.A.C. electrical source and a min. 1 1/2" conduit from controller location open to all electrical zone valves in field. Weatherproof any exterior wall penetrations.

12. Install all wire in accordance with manufacturer's specifications with a minimum of 18 inch looped inside valve box at each remote control valve and at the controller. All splices shall occur within valve boxes with waterproof connectors.

13. Contractor shall install all piping sized so that each lateral line does not exceed 10% net pressure loss for entire length of lateral. The main line shall exceed 10% pressure loss for entire main line system.

14. Contractor shall install all sprinkler heads with flexible risers, using flexible polyethylene pipe not to exceed 18 inches in length or PVC swing joints. Tee fittings shall extend horizontally from pipe .

15. Contractor shall thoroughly flush irrigation system after piping, risers, and valves are installed but prior to installing sprinkler heads. Thoroughly clean, adjust and balance the installed irrigation system. Adjust spray pattern of nozzles to minimize throw of water onto buildings, walls, roads and parking lots. Adjust controller for optimum performance and precipitation rates utilizing proper water conservation measures.

16. Amended Plan Information – Upon completion of the irrigation system installation and as a condition of its acceptance, deliver the following to the Owner's representative:

Two copies of the Controller Zone Reference chart laminated for waterproofing.

Instruct the owner of system components operation, system winterization, and controller adjustment processes. Instruct owner of precipitation requirements and schedule of anticipated controller adjustments as landscape matures.

Topsoil Placement and Soil Preparation

1. Topsoil shall be imported, with added soil amendments as specified. Imported topsoil shall be without admixture of subsoil, clay, free of stones, lumps, noxious weeds, grass plants, (such as quack grass, Johnson grass, or their roots) and other extraneous matter. It shall not be delivered while in a frozen or muddy condition. Protect from erosion at all times. Utilize existing stockpiled topsoil only under the direction of the Owner's Representative. Do not place topsoil in areas that have not been cleared of weeds listed herein. Verify prior to placement.

2. Commercial Mix A fertilizer shall be an organic base, complete fertilizer containing in available form by within a minimum of 10N 10P 5K – with 50 percent of the available nitrogen in slow-release formula, Webfoot Organic Delux, or approved equal. Bonemeal shall be a commercial mix. Commercial Mix B fertilizer shall be 10-10-5 slow release. Lime shall be Calpril and agricultural gypsum. Planting fertilizer packets shall be Best-Paks, or equal.

3. Soil amendment compost shall be produced form at least one the following sources:

A. Rotted, unleached cow manure, free of weed seeds and free from sawdust or shavings,
B. Commercially prepared, composted yard debris compost,
C. Previously approved substitution.

And shall possess the following characteristics and meet the following criteria:

1. PH of the material shall be 7.4 +/- .2
2. Organic Nitrogen content shall be no greater than 1.25 parts per million (ppm).
3. Potassium content shall be no greater than 325 ppm
4. Phosphorus content shall be no greater than 325 ppm.
5. Pesticide residues shall not exceed 0.05 ppm.
6. Heavy Metals (trace) shall not exceed .5 ppm.
7. Material shall have been 'aged' a minimum of six (6) months prior to delivery to the site.
8. The material shall not contain seeds, rocks, larger than ¼",or visible pieces of plastic, metal, glass, or other inorganic materials.

4. Contractor shall remove all debris, rocks one inch in diameter or larger, sticks, mortar, concrete, asphalt, paper, contaminated soil and any material harmful to plant life, in all planting areas.

5. Topsoil: Contractor shall rip and rototill subgrade six inches deep before placing topsoil. Specified imported topsoil shall be placed at a minimum depth of:

6" in all planting areas
3" in all lawn and bioswale areas

Topsoil shall be floated to a level, sloped or mounded grade between any existing or constructed point on the site, such as curbs, walls, walks, paving and the like. . Refer to plans for grading and contour information. Final soil grades in planting beds shall be 2" below adjacent paving and curbs for mulch application. Final soil grades in sod lawn areas shall be 3/4" below adjacent paving and curbs for sod application.

6. Distribute following soil amendments to all landscape areas in even layers and power rototill or spade to a minimum depth of 4–6 inches into topsoil, as follows;

Planting Beds
a. Compost: Apply nine cubic yards per 1000 sq. ft.
b. Commercial Fertilizer: Apply 50 pounds per 1000 sq. ft.

Lawns
a. Compost: Apply nine cubic yards per 1000 sq. ft.
b. Agricultural lime: Apply 50 lbs. per 1000 sq.ft.
c. Commercial fertilizer: Apply 8 lbs. per 1000 sq.ft.

7. Preparation of backfill planting soil mix shall be as follows:

Thoroughly blend and mix the following proportion of materials while in a moist condition:

Three cubic yards topsoil
1 1/2 cubic yards compost
1 1/2 cubic yards medium bark
10 pounds commercial fertilizer
Five pounds bonemeal

8. Keep project free from accumulation of debris, topsoil and other material. At completion of each area of work, remove debris, equipment and surplus materials. Any paved area or surfaces stained or soiled from landscaping materials shall be cleaned with a power sweeper using water under pressure. Building surfaces shall be washed with proper equipment and materials as approved by the Owner's representative.

Seeded Lawn Installation

1. Contractor shall roll prepared seedbed with 200 lb. water filled roller to firm seedbed. Remove rocks, clumps, or debris at surface. Lightly rake to scarify surface.

2. Contractor shall apply 50 pounds commercial fertilizer per 1,000 square feet of surface area before spreading seed.

3. Contractor shall apply eight pounds of Pro-Time Supreme grass seed per 1,000 square feet of surface area. Divide seed in equal parts, apply one half in north-south direction, and the other half in an east-west direction. Apply 1/8" peat or mulch cover to maintain moisture throughout germination.

4. The Contractor shall protect and maintain the seeded area by fencing, watering, feeding, reseeding, mowing and repairing as necessary, through and including two mowings, or as long as necessary to establish a thick, uniform stand of grass acceptable to the Owner's representative.

Hydro-Mulch Seeding

1. Hydro mulch slurry distribution shall be a minimum 25 psi and a minimum capacity of 2000 gallons and shall be operated so as to reach all seeded areas without tracking through prepared seedbed. Slurry mix shall be as per manufacturer's specifications.

2. Roll or float seeded areas to provide a smooth even surface. Apply the following hydro-mulching slurry mixture at the following rates:

Seed Mix: As indicated in applicable specification
Fertilizer: Webfoot Organic Base 10-10-5 @ 50 lbs./1000 sq. ft.
Wood Cellulose: Weyerhauser "Silva-Fiber" @ 1500 lbs./ acre

Trees, Shrubs, & Groundcover Installation

1. Contractor shall guarantee materials and workmanship for one year from date of conditional acceptance. Plant material shall be in accordance with American Nursery Association standards set for grading and root ball sizes and shall comply with State and Federal laws with respect to inspection for insect infestation and plant diseases and shall be free of insect pests and plant diseases.

2. Plant materials shall have a minimum of 6 inches of prepared soil under the root ball, and a minimum of 6 inches on each side of the root ball. Tree roots or root ball shall have a minimum of 12 inches of plant soil under the root ball and a minimum of 12 inches on each side of the root ball, or bare roots. Final grade should maintain root ball slightly above surrounding grade (not to exceed one inch) for specified mulch installation. Place Best Pak fertilizer pack in bottom of planting pit prior to backfill as per manufacturer's specifications.

3. Mulch all planting beds after planting, final raking, grading and leveling of the planting beds with 2 inch layer of Hem/Fir medium dark screened bark mulch.

4. Balled and burlapped trees, boxed trees or bare root trees shall be either guyed or staked as detailed on the plans.

5. Remove all dead or dying branches and criss-crossing branches from trees. Do not cut leader.

6. Keep project free from accumulation of debris, topsoil and other material. At completion of each area of work, remove debris, equipment and surplus material. All paved areas or surfaces stained or soiled from landscape material shall be cleaned with a water-pressure power sweeper. Building surfaces shall be washed with proper equipment and materials as approved by the Owner.

Maintenance

1. Contractor shall maintain all landscape areas for 60 days after accepted completion of project.

2. Maintenance shall include; all grade resettlement, mowing, edging, weeding, policing and removal of plant material debris during maintenance period. Seasonal fall leaf removal is outside the scope of this maintenance specification.

3. Bark mulch shall be maintained or brought up to the two-inch depth during this maintenance period.

4. Any unsatisfactory condition arising during this maintenance period shall be brought to the attention of the Owner immediately.

Preservation Of Existing Trees And Vegetation

1. Provide temporary fencing, barricades, and guards as necessary or required to protect trees which are to remain from damage above and below grade. Erect as directed by Owner's Representative.

2. Protect root systems from smothering and compaction. Do not store construction materials or permit vehicles to drive or park within the drip line area of any tree to remain.

3. Protect all plant growth, including root systems of trees, from the dumping of refuse or chemically injurious material or liquids. Do not allow standing or running water within plant root zones.

4. Inspect all trees and existing conditions prior to construction. Document with written memorandum and photographs any unusual existing conditions. Submit copies to Owner's Representative prior to beginning work.

5. The Owner's Representative must be present during demolition of existing conditions within the drip line of trees to remain.

6. Protect root systems of trees to remain from damage due to noxious materials in solution caused by run-off or spillage during mixing and placement of construction materials.

7. Protect root systems of trees to remain from flooding, erosion, or excessive wetting resulting from dewatering operations and compaction.

8. Protect all existing trees to remain against unauthorized cutting, breaking, or skinning roots and branches, skinning, and bruising of bark.

9. Do not allow fires on the project site.

Excavation Around Existing Trees

1. Excavate within drip line of trees only where indicated on Drawings or as approved by the Owner's representative.

2. Where trenching for utilities is required within drip lines, tunnel under or around roots by hand digging or boring. Do not cut main lateral roots or tap roots over one inch diameter; cut smaller roots which interfere with installation of new work. Cut roots with sharp pruning instruments; do not break or chop.

3. Do not allow exposed roots to dry out before permanent backfill is placed; provide temporary earth cover, or pack with peat moss and wrap with burlap. Water and maintain in moist condition and temporarily support and protect from damage until permanently relocated and covered with backfill.

4. Maintain existing grade within drip line of trees unless otherwise indicated on the Drawing and approved by the Owner's Representative.

Protection

1. Contractor to protect existing material, features and facilities at all times during construction. Protect and maintain existing irrigation functions during construction. Protect all existing utilities during construction. Review site prior to commencement of construction and notify subject parties of any condition not acceptable for protection practices. Commencement of construction designates acceptance of existing conditions. Obtain permission from subject parties prior to any alteration of existing conditions.

2. Protect entire project in specified conditions until final written approval is issued by the Owner's Representative. Specified warranty and maintenance time frame commences at the date of written approval.

REGISTERED PROFESSIONAL ENGINEER
58412PE
OREGON
JULY 15, 2003
CHRISTOPHER N. HARRIS
RENEWAL 6/30/15
PRELIMINARY

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ENGINEERING
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503.620.3000 tel | 503.620.5539 fax | www.aaieng.com

DISCOUNT TIRE CO.
OREGON CITY, OREGON

LANDSCAPE NOTES

DATE:	12/10/13
DRAWN:	JRT
CHECKED:	CNH
FILE:	12023.L20

REVISIONS:
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SHEET

L2.0

JOB NUMBER:
A12023.11

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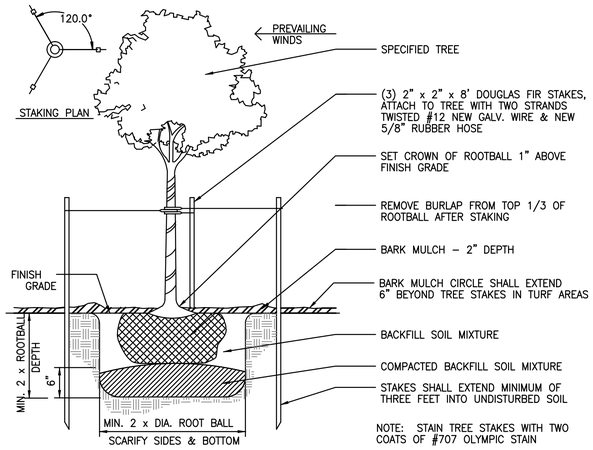
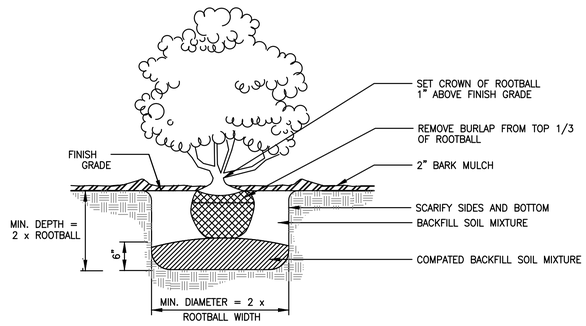


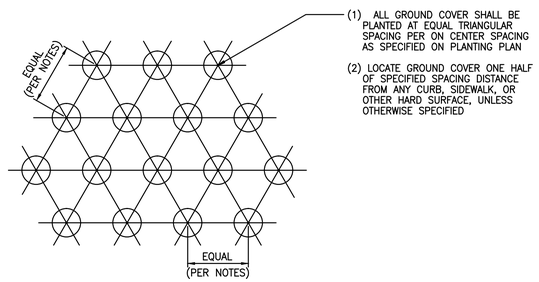
1 L2.0 TYPICAL DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE 02950–01



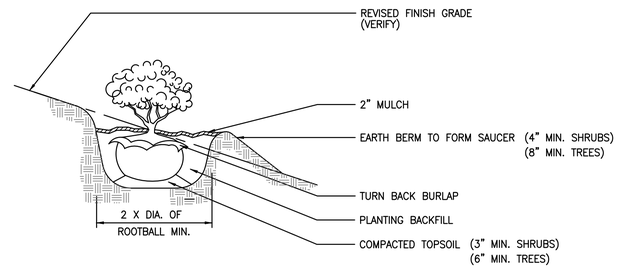
2 L2.0 TYPICAL SHRUB PLANTING DETAIL

NOT TO SCALE 02950–03



3 L2.0 TYPICAL GROUND COVER PLANTING DETAIL

NOT TO SCALE 02950–04



4 L2.0 SHRUB OR TREE PLANTING ON SLOPE

NOT TO SCALE 02950–05

NOTE: CONTROL ALL EROSION POTENTIAL ON SLOPES AS PER CITY STANDARDS. VERIFY AND INSTALL PRIOR TO CONSTRUCTION. MAINTAIN CONTROLS THROUGHOUT CONSTRUCTION.

REGISTERED PROFESSIONAL ENGINEER 58412PE OREGON JANUARY 15, 2003 CHRISTOPHER N. HARRIS RENEWAL 6/30/15

PRELIMINARY

AAI engineering, inc. ENGINEERING
4875 SW Griffith Drive | Suite 300 | Beaverton, OR | 97005
503.620.3000 tel | 503.620.6539 fax | www.aaieng.com

DISCOUNT TIRE CO.

OREGON CITY, OREGON

LANDSCAPE DETAILS

DATE:	12/10/13
DRAWN:	JRT
CHECKED:	CNH
FILE:	12023.L30

REVISIONS:

SHEET

L3.0

JOB NUMBER: A12023.11

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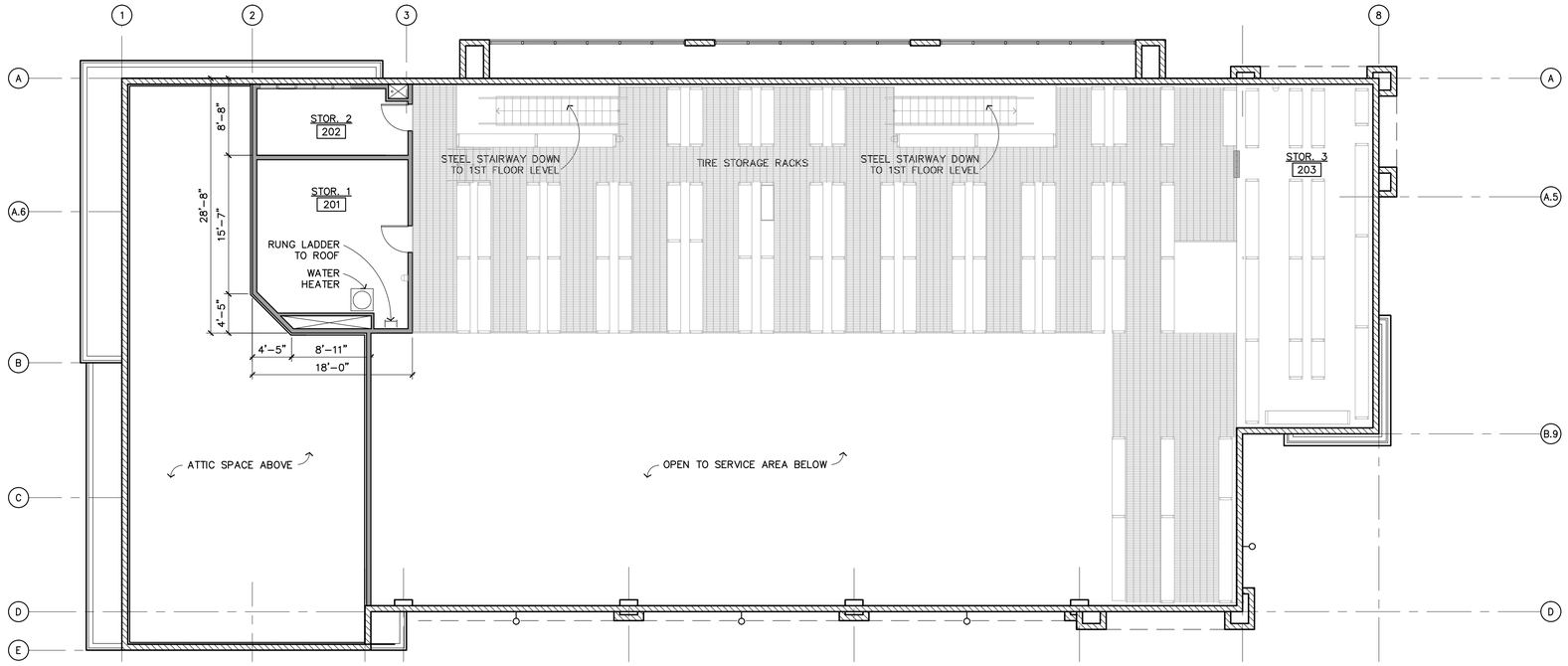

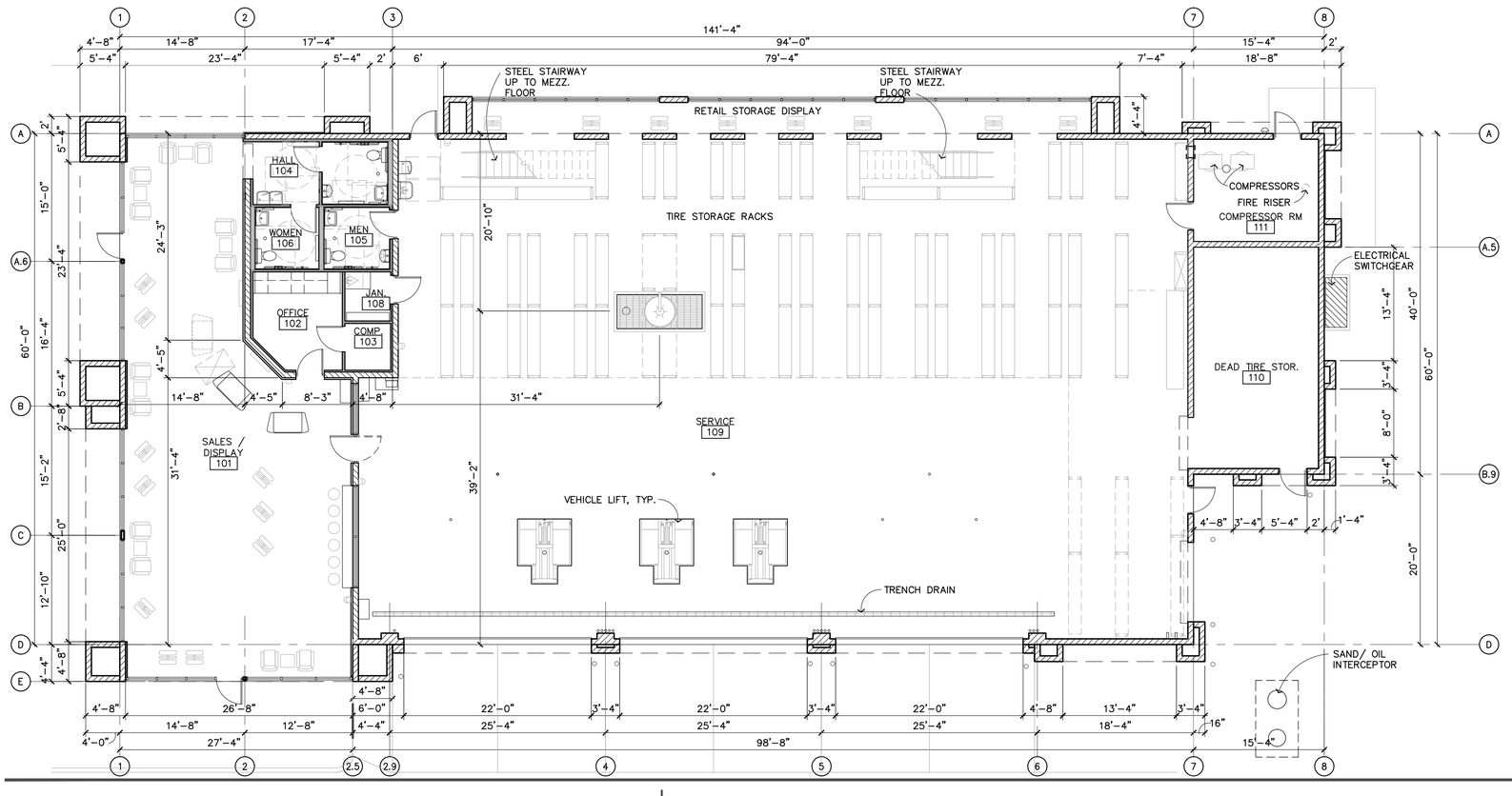

BUILDING AREA CALCS

GROUND FLOOR AREA

'M' OCCUPANCY:

SALES / DISPLAY	1,326 S.F.
OFFICE	113.69 S.F.
COMPUTER	29.51 S.F.
HALL	106.88 S.F.
MEN	55.69 S.F.
WOMEN	55.38 S.F.
EMPLOYEE	56.98 S.F.
JANITOR ROOM:	30.91 S.F.

'S-1' OCCUPANCY:

SERVICE	5828 S.F.
RECYCLE TIRE	381.33 S.F.
COMPRESSOR ROOM	176 S.F.

8,160 .37 S.F. (NET AREA / USABLE)

TOTAL GROUND FLOOR AREA: 8,813 S.F. (BLDG FOOTPRINT)

MEZZANINE LEVEL AREA:
'S-1' OCCUPANCY:

STORAGE # 1:	176.72 S.F.
STORAGE # 2:	244.38 S.F.
STORAGE # 3:	592.89 S.F.
WALKING GRATE:	1755 S.F.

2,768.99 S.F. (NET AREA / USABLE)

TOTAL BUILDING FLOOR AREA: 8,813 + 2,768.99 = 11,581.99 SF
(INCLUDING MEZZ LEVEL)

NORTH

CONCEPTUAL MEZZ. FLOOR PLAN

SCALE: 1/8" = 1'-0"

NORTH

CONCEPTUAL 1ST FLOOR PLAN

SCALE: 1/8" = 1'-0"

ALT - 2L.D

REV:
DATE: 12.19.14
JOB # A.131156

DISCOUNT TIRE

CONCEPTUAL FLOOR PLANS

2002 Washington St.
OREGON CITY, OR 97045

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914 E. KATELLA AVENUE, ANAHEIM, CA 92805
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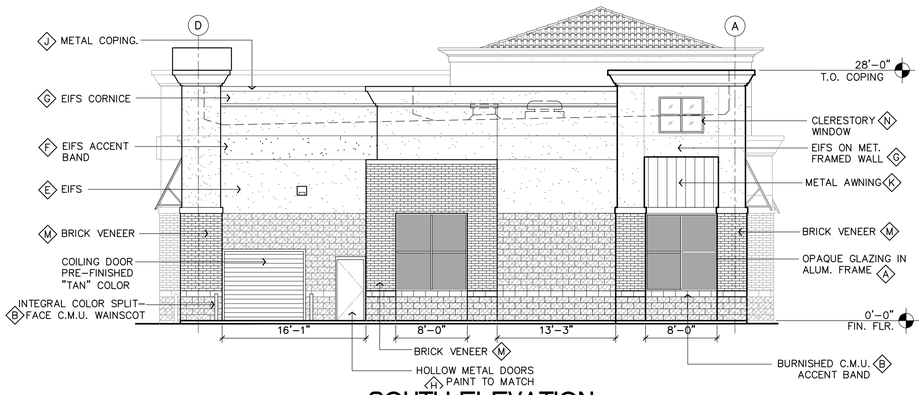
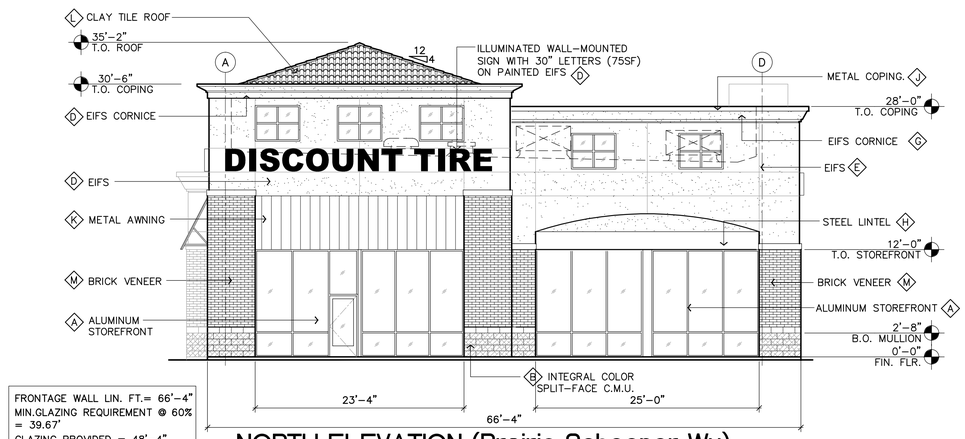
Sheet No.

A.1



SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



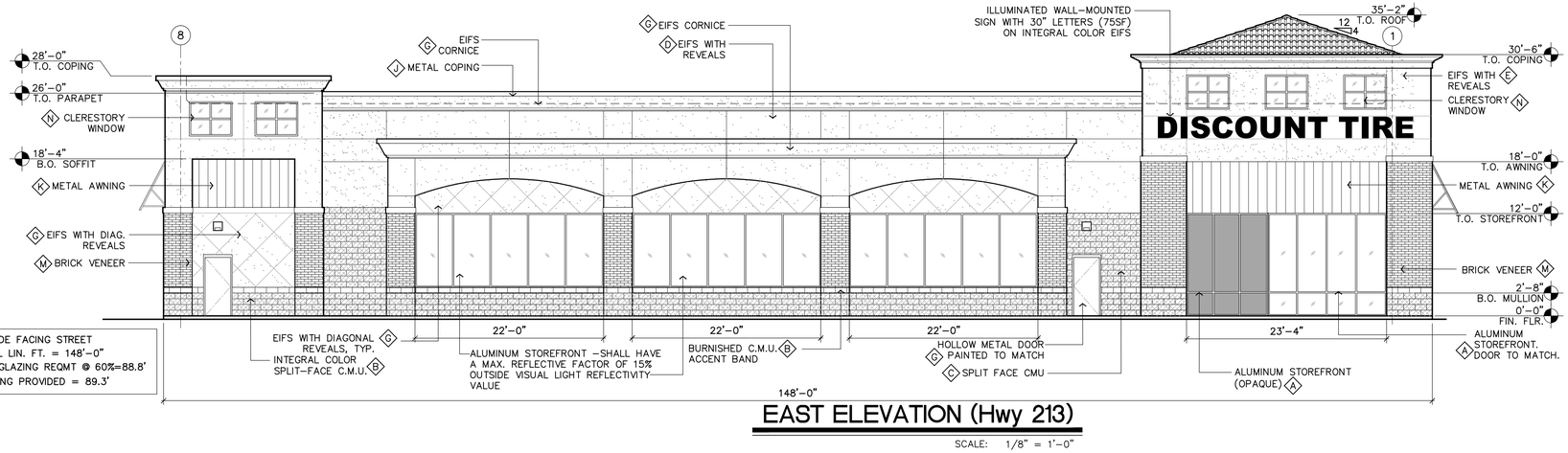
FRONTAGE WALL LIN. FT.= 66'-4"
MIN.GLAZING REQUIREMENT @ 60% = 39.67'
GLAZING PROVIDED = 48'-4"

NORTH ELEVATION (Prairie Schooner Wy)

SCALE: 1/8" = 1'-0"

FINISH LEGEND

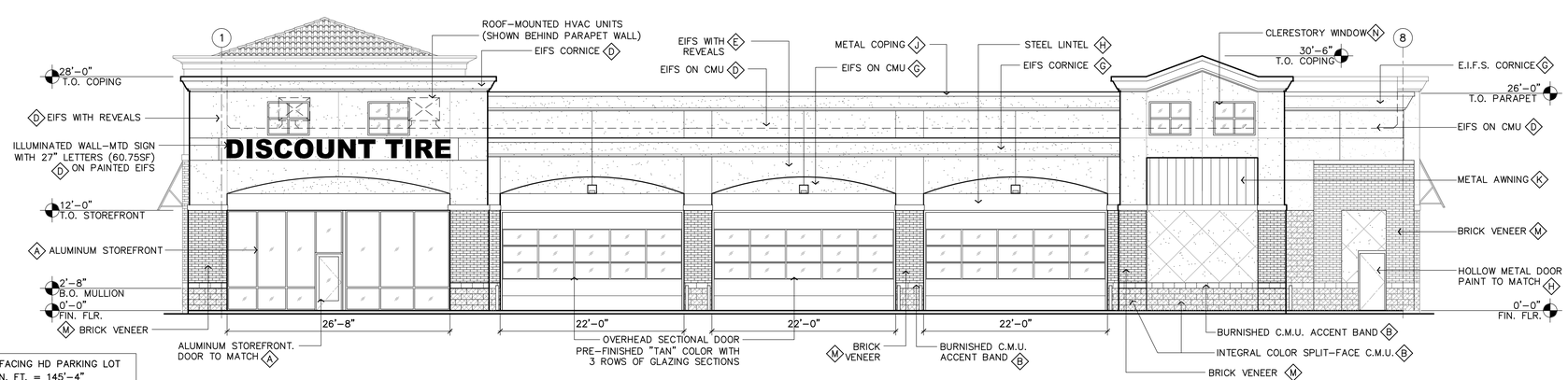
- A ANODIZED ALUMINUM STOREFRONT SYSTEM – MANUFACTURER'S STANDARD FINISH "CLEAR ANODIZED"
- B INTEGRAL COLOR CMU (SPLIT FACE OR BURNISHED AS NOTED) BY ORCO, COLOR TO MATCH "WORSTED TAN"
- C GRAY SPLIT FACE CMU BY ORCO, PAINTED TO MATCH "WORSTED TAN"
- D INTEGRAL COLOR COAT EIFS TO MATCH SHERWIN WILLIAMS PAINT SW #6119 "ANTIQUE WHITE"
- E INTEGRAL COLOR COAT EIFS TO MATCH SHERWIN WILLIAMS PAINT SW #6092 "LIGHTWEIGHT BEIGE"
- F INTEGRAL COLOR COAT EIFS TO MATCH "BURGUNDY" COLOR
- G INTEGRAL COLOR COAT EIFS TO MATCH "WORSTED TAN"
- H EXPOSED STEEL/METAL DOORS – PAINTED TO MATCH "WORSTED TAN"
- J METAL COPING – FACTORY PAINTED / INTEGRAL COLOR PAC-CLAD FINISH TO MATCH EIFS COPING COLOR
- K METAL AWNING – STANDING SEAM METAL BY BERRIDGE, SNAP-ON TEE PANEL SYSTEM @ 16"OC, COLOR: "BURGUNDY" PAINT FRAMES TO MATCH "WORSTED TAN"
- L CLAY TILE ROOF – REDLANDS CLAY TILE, INC. / STYLE #2251 COLOR" OLD SEDONA BLEND
- M BRICK VENEER – QUIK-BRIK BY OLDCASTLE "SANDALWOOD BLEND"
- N CLERESTORY WINDOW – 1/4" SPANDREL GLAZING IN CLEAR ANOD. ALUM. FRAME



FACADE FACING STREET
TOTAL LIN. FT. = 148'-0"
MIN. GLAZING REQMT @ 60%=88.8'
GLAZING PROVIDED = 89.3'

EAST ELEVATION (Hwy 213)

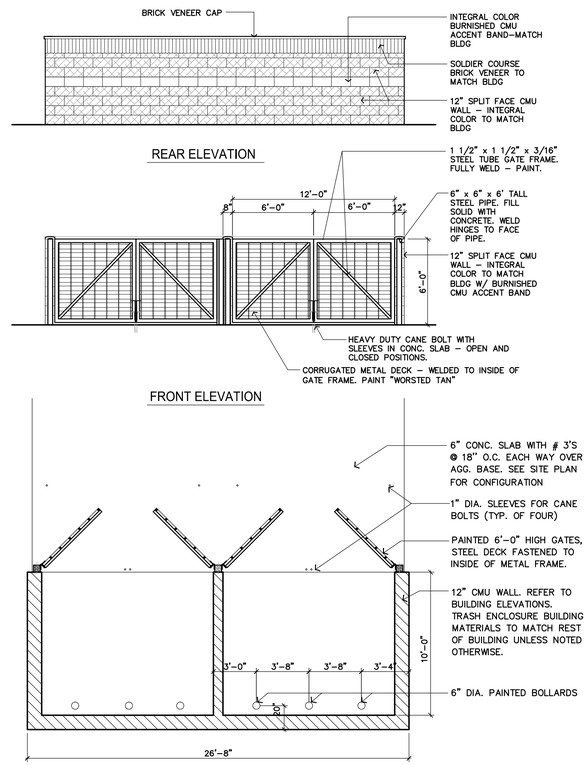
SCALE: 1/8" = 1'-0"



FACADE FACING HD PARKING LOT
TOTAL LIN. FT. = 145'-4"
MIN. GLAZING REQMT @ 30%=43.33'
GLAZING PROVIDED = 92.8'

WEST ELEVATION

SCALE: 1/8" = 1'-0"



TRASH ENCLOSURE PLAN / ELEVATIONS

SCALE: NOT TO SCALE

REV:
DATE: 12.19.14
JOB # A.131156

ALT - 2L.D

DISCOUNT TIRE

CONCEPTUAL ELEVATIONS

2002 Washington St.
OREGON CITY, OR 97045

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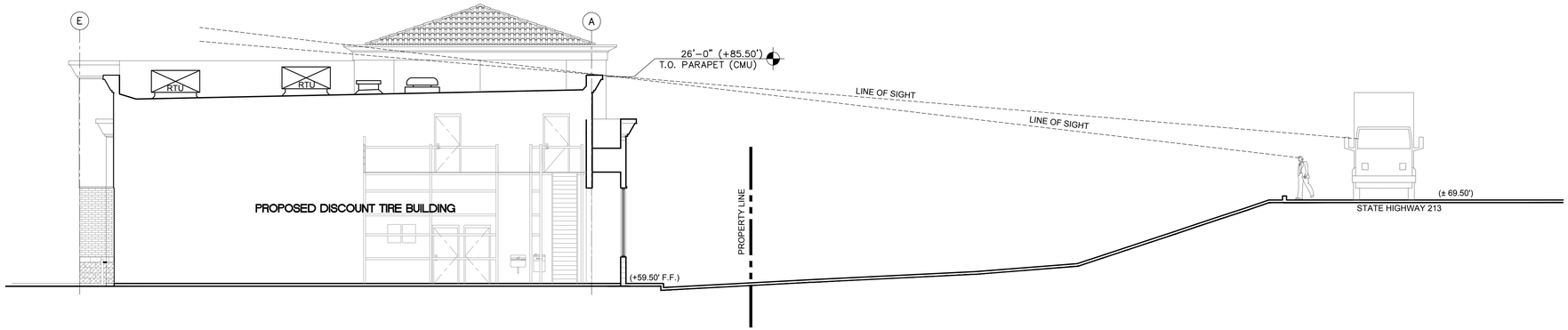
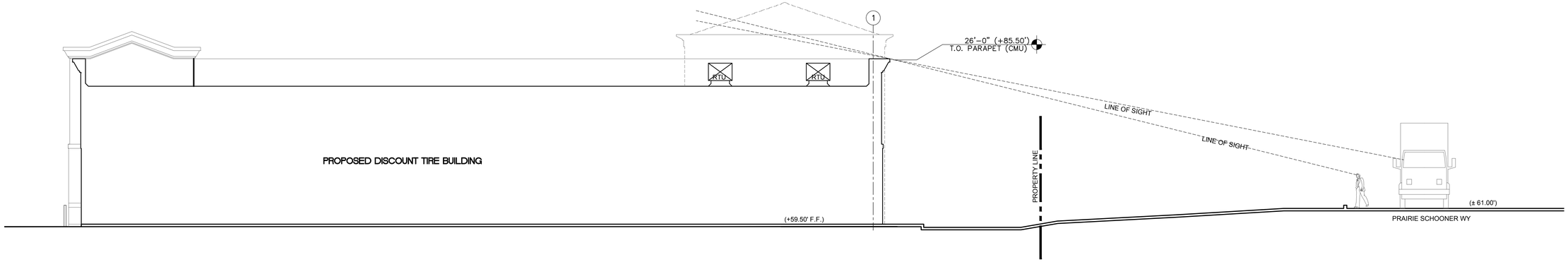
Sheet No.
A.2



RTU UNIT - LINE OF SIGHT ALONG STATE HIGHWAY 213

SCALE: 1/8" = 1'-0"



RTU UNIT - LINE OF SIGHT ALONG PRAIRIE SCHOONER WY

SCALE: 1/8" = 1'-0"

REV:
DATE: 12.19.14
JOB # A.131156

ALT - 2L.D

DISCOUNT TIRE®

RTU UNIT - LINE OF SIGHT EXHIBIT

2002 Washington St.
OREGON CITY, OR 97045

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Sheet No.
A.3

SOUTH ELEVATION

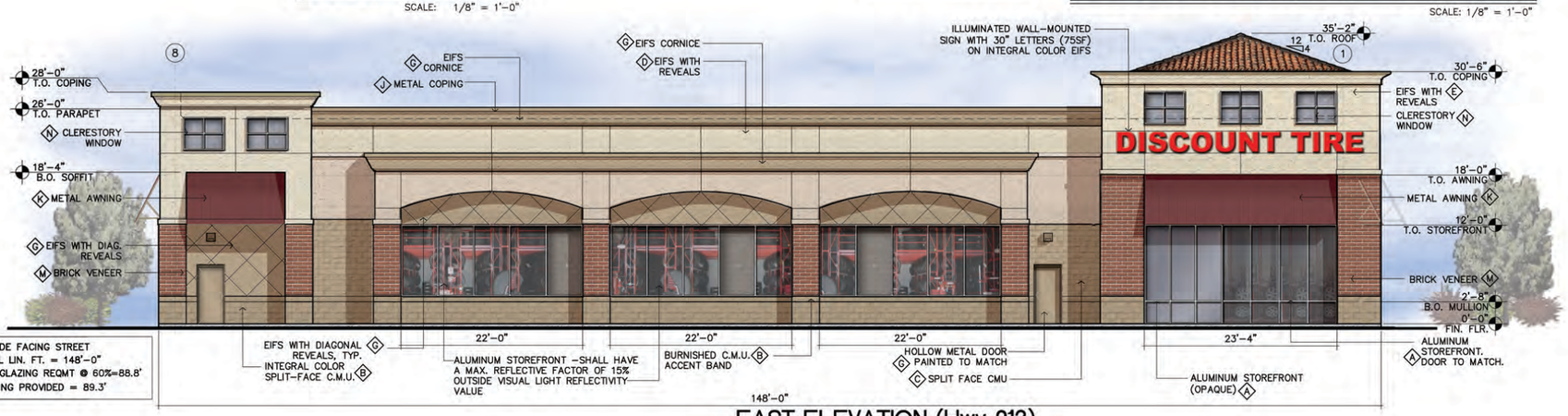
SCALE: 1/8" = 1'-0"

NORTH ELEVATION (Prairie Schooner Wy)

SCALE: 1/8" = 1'-0"

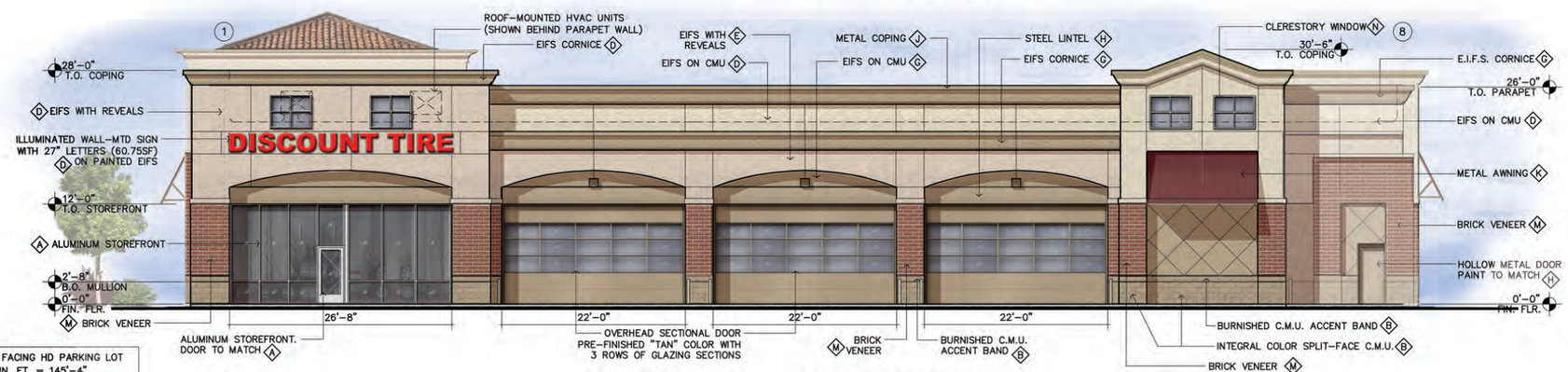
FINISH LEGEND

- A ANODIZED ALUMINUM STOREFRONT SYSTEM – MANUFACTURER'S STANDARD FINISH "CLEAR ANODIZED"
- B INTEGRAL COLOR CMU (SPLIT FACE OR BURNISHED AS NOTED) BY ORCO, COLOR TO MATCH "WORSTED TAN"
- C GRAY SPLIT FACE CMU BY ORCO, PAINTED TO MATCH "WORSTED TAN"
- D INTEGRAL COLOR COAT EIFS TO MATCH SHERWIN WILLIAMS PAINT SW #6119 "ANTIQUE WHITE"
- E INTEGRAL COLOR COAT EIFS TO MATCH SHERWIN WILLIAMS PAINT SW #6092 "LIGHTWEIGHT BEIGE"
- F INTEGRAL COLOR COAT EIFS TO MATCH "BURGUNDY" COLOR
- G INTEGRAL COLOR COAT EIFS TO MATCH "WORSTED TAN"
- H EXPOSED STEEL/METAL DOORS – PAINTED TO MATCH "WORSTED TAN"
- J METAL COPING – FACTORY PAINTED / INTEGRAL COLOR PAC-CLAD FINISH TO MATCH EIFS COPING COLOR
- K METAL AWNING – STANDING SEAM METAL BY BERRIDGE, SNAP-ON TEE PANEL SYSTEM @ 16"OC, COLOR: "BURGUNDY" PAINT FRAMES TO MATCH "WORSTED TAN"
- L CLAY TILE ROOF – REDLANDS CLAY TILE, INC. / STYLE #2251 COLOR" OLD SEDONA BLEND
- M BRICK VENEER – QUIK-BRIK BY OLDCASTLE "SANDALWOOD BLEND"
- N CLERESTORY WINDOW – 1/4" SPANDREL GLAZING IN CLEAR ANOD. ALUM. FRAME



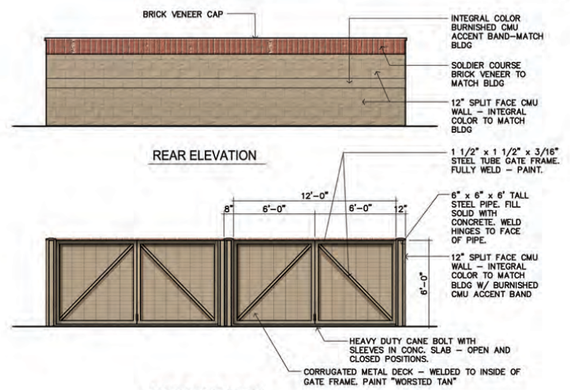
EAST ELEVATION (Hwy 213)

SCALE: 1/8" = 1'-0"



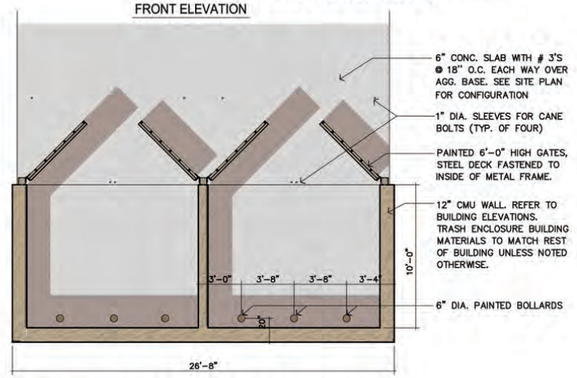
WEST ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

FRONT ELEVATION



TRASH ENCLOSURE PLAN / ELEVATIONS

SCALE: NOT TO SCALE

REV:

DATE: 12.19.14

JOB # A.131156

ALT - 2L.D

DISCOUNT TIRE

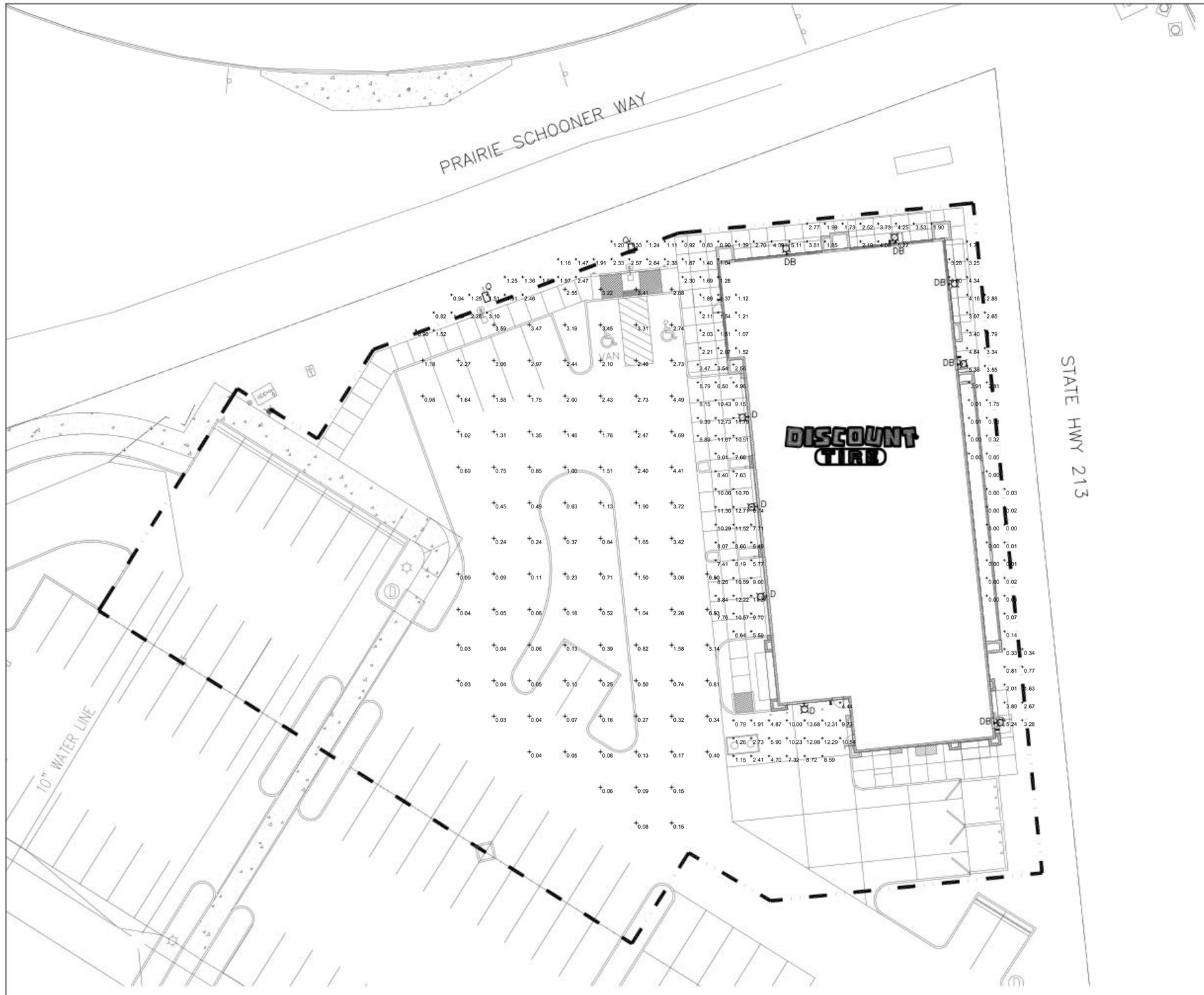
CONCEPTUAL ELEVATIONS

2002 Washington St.
OREGON CITY, OR 97045

PLUMPGROUP.com
ARCHITECTURE & ENGINEERING
a division of Plump Engineering, Inc.
914 E. KATELLA AVENUE, ANAHEIM, CA 92805
P (714) 385-1835 F(714) 385-1834
www.plumpgroup.com

Sheet No.

A.4

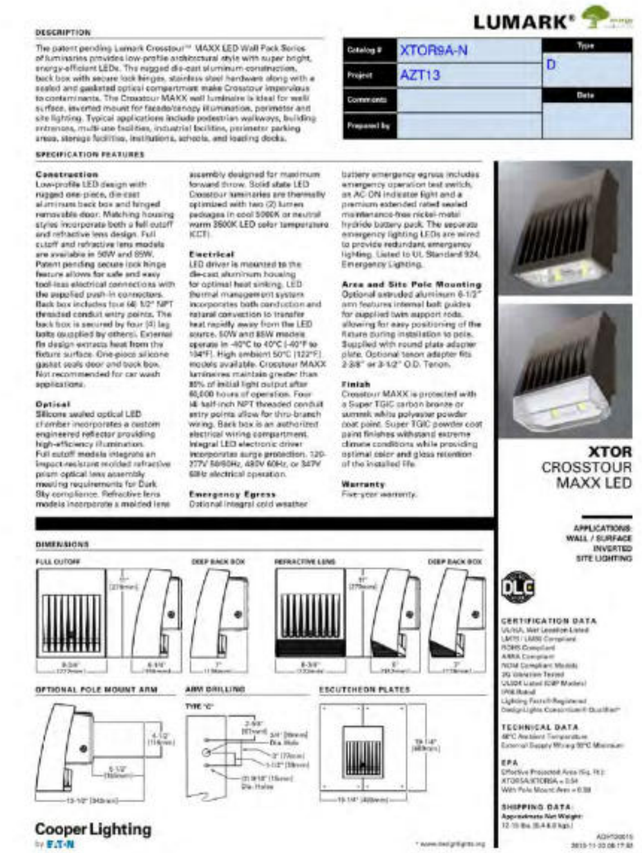


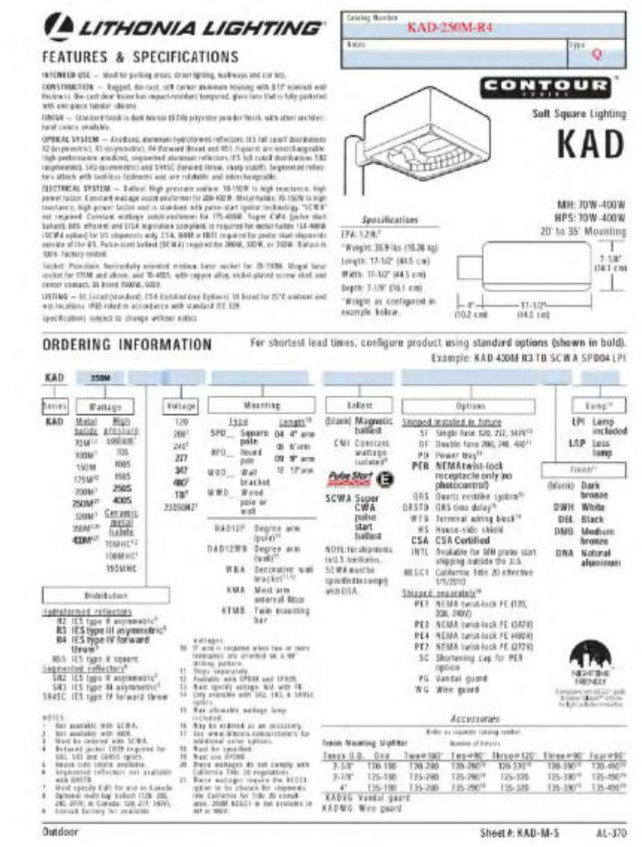
NORTH
TRUE

01 SITE PHOTOMETRIC PLAN
1:20:

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Parking Area	+	1.41 fc	6.80 fc	0.03 fc	226.7 : 1	47.0 : 1
Building Entrances	+	5.38 fc	13.66 fc	0.79 fc	17.3 : 1	10.2 : 1
Pedestrian Walkway	+	2.31 fc	5.36 fc	0.82 fc	6.5 : 1	2.8 : 1
Pole Facade	+	0.83 fc	2.24 fc	0.00 fc	N/A	N/A

Luminaire Schedule										
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	DB	9	COOPER LIGHTING - LUMARK	XTORSA/A	LUMARK CROSSTOUR LED SMALL PACK - 30W - 3500K WITH SPECULAR REFLECTOR, CLEAR LENS, AND ALUMINUM HOUSING		1	Type D - Lumark XTORSA.ies	2271.8	0.85	31.4
	D	4	COOPER LIGHTING - LUMARK	XTORSA	LUMARK CROSSTOUR MAXX LED 40W - 5000K, FULL CUTOFF		1	Type D - Lumark XTORSA.ies	7190.929	0.85	85.5
	Q	1	Lithonia Lighting	KAD 250M R4 HS (PROBE)	Area Luminaire, 250W MH, R4 Type Distribution, Houseside Shield MEETS THE NIGHTTIME FRIENDLY™ CRITERIA	ONE 250 WATT CLEAR PULSE START METAL HALIDE, HORIZONTAL POSITION	1	KAD_250M_R4_HS_(PROBE).ies	19000	0.75	297





THIS SHEET IS PART OF THE CONSTRUCTION DOCUMENTS, OTHER SHEETS INCLUDING SPECIFICATIONS APPLY. THAT SHOWN HEREON IS SCHEMATIC IN NATURE AND NOT TO BE USED AS A SHOP DRAWING; THEREFORE, INCLUDE ALL MODIFICATIONS REQUIRED TO CONFORM TO SITE CONDITIONS AND THE EQUIPMENT AND MATERIAL USED. VERIFY LOCATIONS AND DIMENSIONS OF ALL ARCHITECTURAL AND STRUCTURAL ELEMENTS AS SHOWN ON THEIR RESPECTIVE DOCUMENTS, THESE ELEMENTS ARE SHOWN FOR REFERENCE AND SHALL BE VERIFIED PRIOR TO CONSTRUCTION AND THE ENGINEER ASSUMES NO LIABILITY FOR THE ACCURACY OF THESE ELEMENTS. NO DESIGN RESPONSIBILITY IS ASSUMED FOR ANY PORTION OF THE WORK THAT THE PROFESSIONAL ENGINEER HAS NOT SIGNED AND SEALED PER STATE REQUIREMENTS.

LARSON BINKLEY
Larson Binkley, Inc.
310 W 20th Street, Suite 200
Kansas City, MO 64108
T 816-997-9601
F 816-997-9602
larsonbinkley.com

NOT FOR CONSTRUCTION

NO.	REVISION	DATE

PLUMPGROUP
ARCHITECTURE & ENGINEERING
a division of Plump Engineering, Inc.
914 E. KATELLA AVENUE
ANAHEIM, CALIFORNIA 92805
P (714) 385-1835 F(714) 385-1834
www.plumpgroup.com

STAMP

CONSULTANT

DISCOUNT TIRE

DISCLAIMER:

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2002 Washington St.
Oregon City, OR 97045

STORE NUMBER:
ORP 10007

PROJECT MANAGER:
CHRIS LANGSTON

PREPARED BY:
LARSON BINKLEY
PH: (816) 997-9601
FAX:(816) 997-9602

DRAWN BY:
XXX

SHEET TITLE:
SITE PHOTOMETRIC PLAN

SHEET NUMBER:
ES1.0

TWO RIVERS NEIGHBORHOOD ASSOCIATION

13285 S. Clackamas River Drive
Oregon City, OR 97045

MINUTES OF July 23, 2014
Rivershore Bar & Grill
1900 Clackamette Drive
Oregon City, OR 97045

The meeting was Call to Order by Chairman, Bryan Boyce at 7:05pm.

Minutes of the April 23, 2014 Meeting were approved.

Guests and members where asked to introduce themselves.

Commissioner Kathy Ross reported on the Development taking place in the City of Oregon City. Commissioner Ross is running for re-election in November 2014, please feel free to contact regarding her campaign.

Bob LaSalle – Candidate for Mayor of Oregon City, gave points he hopes to work on when he is elected Mayor. Please feel free to contact him if you have questions or concerns regarding Oregon City.

Detective Andy Kiesel reported on the crime activities in Two Rivers Neighborhood area. Discussion followed (See attached Report)

Maureen Cole from the Oregon City Library gave a report on the Library expansion. They hope to complete the project by late Spring 2016. Questions and discussion followed.

A presentation was presented by Craig Harris, AAI Engineering, who was joined by Scott Fournier and David Hollister from American Tire and Discount Tires. Questions and discussion followed. A motion was made and seconded to give approval and support to their developing an America's Tire Store on the current Home Depots lot.

Chair Boyce asked for announcements. Jerry Herrmann announced that The Portland Sprit will be coming to Oregon City.

Chair Boyce adjourned the meeting at 8:30pm.

Respectfully Submitted

Margie Hughes
Secretary
Two Rivers NA

TWO RIVERS NA

MEETING 7/23/14

	A	B	C	D	E	
1		**NAME**	**ADDRESS**	**ZIP**	**TELEPHONE**	**EMAIL ADDRESS**
2	1	Mo Cole	Library			
3	2	CRAIG HARRIS DAVE HOLLISTER SCOTT M FOURNIER	America's Tire			
4	3	BOB LA SALLE	16298 S. OAKTREE TERR	97045	503-318-7969	jeanbob06@comc
5	4	Kathy Roth	2115 S. Jefferson	97045	503-657-9784	
6	5	Andy Kriesel				
7	6	[illegible]	13001 Clackamas Dr		503 656 0375	
8	7	Jerry Hearman	PO Box 124 WEST LINN	OR 97068		
9	8	Bry Nesbitt	1900 McLoughlin Blvd Suite 22B Oregon City	97045	503-655-7481	bbnesbitt@exc
10	9	Michael Gerkensmeyer	1908 McLoughlin Blvd Suite 40 Oregon City	97045	503-656-001	
11	10	Michael Treat	15941 S. Agnes Ave. Oregon City OR	970[illegible]	503-559-2[illegible]	mtreat@cb
12	11	Margie Heeflen		97045		

AAI afghan associates, inc.
ENGINEERING

MEMORANDUM

DATE: 7/23/2014

TO: City of Oregon City

BY: Craig Harris

SUBJECT: Neighborhood Meeting Summary

PROJECT: America's Tires
PROJECT NO.: A12023.11

The Neighborhood meeting was held on July 23, 2014 at the Riverview Hotel. Mr. Brian Boise coordinated the presentation to the Two Rivers Neighborhood Association, at their regularly scheduled neighborhood meeting. The project was presented by Mr. Scott Fournier and David Hollister, both with America's Tires and Mr. Craig Harris with AAI Engineering. Consensus was that the project, as proposed would be a welcome addition to the area. A vote was taken which indicated that the project would be fully supported by the Two Rivers Neighborhood Association.

4875 SW Griffith Drive | Suite 300 | Beaverton, OR | 97005

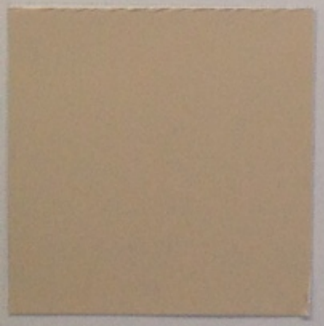
503.620.3030 | tel 503.620.5539 | fax www.aaieng.com

MATERIALS BOARD

E.I.F.S.
INTEGRAL COLOR
"BURGUNDY"

E.I.F.S.
INTEGRAL COLOR
"WORSTED TAN"

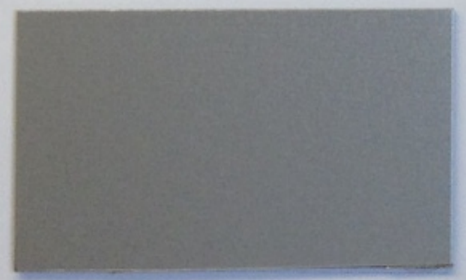
E.I.F.S.
INTEGRAL COLOR
"ANTIQUE WHITE"



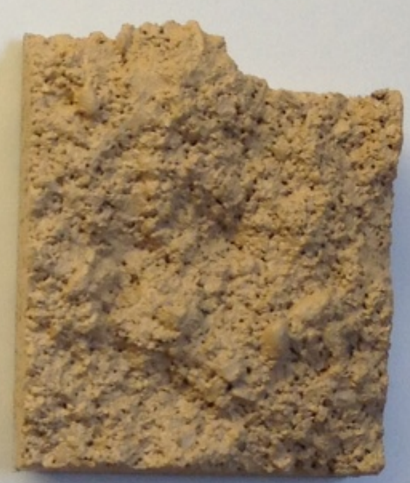
E.I.F.S.
INTEGRAL COLOR
"LIGHTWEIGHT BEIGE"

METAL AWNING
"BURGUNDY"

METAL COPING
PAC-CLAD
"SIERRA TAN"



ALUMINUM STOREFRONT SYSTEM
"CLEAR ANODIZED"



SPIT FACE CMU
"WORSTED TAN"

BRICK VENEER
QUICK-BRIK
"SANDALWOOD BLEND"

CLAY TILE ROOF
REDLANDS CLAY TILE
"OLD SEDONA BLEND"

AMERICA'S TIRE

ORP10007 – OREGON CITY, OR – 2002 WASHINGTON ST.

Chicago Title Insurance Company of Oregon

1211 SW 5th Avenue, Suite 2130, Portland, OR 97204
(503)973-7400 FAX (503)248-0324

PRELIMINARY REPORT

ESCROW OFFICER: Kelly Norton
TITLE OFFICER: Tony Schadle

ORDER NO.: 472513512627KN-CT50
SECOND SUPPLEMENTAL

TO: Chicago Title Company of Oregon
1211 SW 5th Avenue, Suite 2130
Portland, OR 97204

BUYER/BORROWER: Home Depot U.S.A., Inc.

PROPERTY ADDRESS: 2002 Washington Street
Oregon City, Oregon 97045

EFFECTIVE DATE: August 14, 2014, 08:00 AM

1. THE POLICY AND ENDORSEMENTS TO BE ISSUED AND THE RELATED CHARGES ARE:

	AMOUNT	PREMIUM
Owner's Standard (Short Term Rate)		
Governmental Service Fee		$ 25.00

2. THE ESTATE OR INTEREST IN THE LAND HEREINAFTER DESCRIBED OR REFERRED TO COVERED BY THIS REPORT IS:
   Leasehold

3. TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:
   Park Place Development, Inc., an Oregon corporation, as to the Fee; Home Depot U.S.A. Inc., a Delaware corporation as to the Leasehold

4. THE LAND REFERRED TO IN THIS REPORT IS SITUATED IN THE CITY OF OREGON CITY IN THE COUNTY OF CLACKAMAS, STATE OF OREGON, AND IS DESCRIBED AS FOLLOWS:
   SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

EXHIBIT "A"

A tract of land being a portion of that property conveyed to Park Place Development, Inc. by deed recorded on August 4, 2011 as Document Number 2011-044176, Clackamas County Deed Records, located in Section 29, Township 2 South, Range 2 East, Willamette Meridian, City of Oregon City, Clackamas County, Oregon, and being more particularly described as follows:

Commencing at a 5/8 inch iron rod with a yellow plastic cap stamped "Compass Engineering" located at the most easterly corner of said Park Place Development property, also being located on the westerly right-of-way line of State Highway 213; Thence along said westerly right-of-way line, North 05°52'40" West 310.47 feet; Thence leaving said westerly right-of-way line, South 84°07'20" West 10.00 feet to a point located 10.00 feet westerly from said westerly right-of-way line, when measured at right angles, and the Point of Beginning;

Thence South 84°07'20" West 60.21 feet; Thence North 59°41'02' West 48.69 feet; Thence South 29°10'17" West 29.93 feet; Thence North 58°05'06" West 176.73 feet; Thence North 31°58'08" East 73.58 feet; Thence South 58°05'13" East 29.77 feet; Thence North 31°57'27" East 26.65 feet; Thence North 69°58'34" East 69.28 feet; Thence North 84°09'13" East 104.15 feet to a point located 10.00 feet westerly from said westerly right-of-way line, when measured at right angles; Thence parallel with and 10.00 feet westerly of said westerly right-of-way, when measured at right angles, South 05°52'40" East 190.33 feet to the Point of Beginning.

The basis of bearings for this description is Survey Number 2011-114, Clackamas County Survey Records.

AS OF THE DATE OF THIS REPORT, ITEMS TO BE CONSIDERED AND EXCEPTIONS TO COVERAGE IN ADDITION TO THE PRINTED EXCEPTIONS AND EXCLUSIONS IN THE POLICY FORM WOULD BE AS FOLLOWS:

GENERAL 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, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.

5. Any lien for services, labor or material heretofore or hereafter furnished, or for contributions due to the State of Oregon for unemployment compensation or worker's compensation, imposed by law and not shown by the Public Records.

SPECIFIC ITEMS AND EXCEPTIONS:

6. **DELETED**

7. City Liens, if any, in favor of the City of Oregon City. An inquiry has been directed to the City Clerk concerning the status of said liens and a report will follow if such liens are found.

8. The herein described Land has no rights of ingress and egress to the thoroughfare named below, except across that portion of the boundary line herein after set forth, such rights having been:
Taken by decree in favor of the State of Oregon by decree filed in the Circuit Court of Clackamas County, Oregon;
Filing Date: December 21, 1970
Case No: 68930
Street Name: Washington Street
Affects: The Northwesterly portion

As amended by Indenture of Access, including the terms and provisions thereof;
Recording Date: July 6, 1982
Recording No.: 82-018423

9. Easement for the purpose shown below and rights incidental thereto as set forth in a document;
In favor of: State of Oregon, by and through its Department of Transportation, Highway Division
Purpose: Public Highway and appurtenances and related facilities including fills and slopes
Recording Date: February 9, 1984
Recording No: 84-004772
Affects: The Easterly portion

10. Limited access provisions contained in Highway Easement granted to the State of Oregon, by and through its State Highway Commission, which provides that no right or easement of right of access to, from or across the State Highway other than expressly therein provided for shall attach to the abutting property:
Recording Date: February 9, 1984
Recording No: 84-004772

11. Agreement, including the terms and provisions thereof;
Executed by: Tri-City Service District, Park Place Development, Inc. and Parker Development Co., dba Rossman's Landfill, Inc.
Recording Date: July 15, 1994
Recording No.: 94-057504

And amended by instrument;
Recording Date: November 14, 1995
Recording No.: 95-071013

12. Grant of Access, including the terms and provisions thereof;
From: The State of Oregon, by and through its Department of Transportation
Recording Date: August 8, 2001
Recording No.: 2001-063322
Affects: A 30 foot strip along the Northwesterly property line

13. **DELETED**

14. Easement Agreement, including the terms and provisions thereof;
Executed by: Park Place Development, Inc., Home Depot U.S.A., Inc. and The State of Oregon, by and through the Department of transportation ("ODOT")
For: Access to swale
Recording Date: June 26, 2002
Recording No.: 2002-059825

15. Deed of Trust, Security Agreement, fixture Filing and Assignment of Leases and Rents to secure an indebtedness in the amount shown below,
Amount: $2,200,000.00
Dated: November 10, 2011
Trustor/Grantor: Park Place Development Inc., an Oregon corporation
Trustee: Chicago Title Insurance Company
Beneficiary: Ameriprise Certificate Company, a Delaware corporation
Loan No.: 121047355
Recording Date: November 14, 2011
Recording No: 2011-065195
(Affects other property also)

16. Assignment of Leases and Rents
Recording Date: November 14, 2011
Recording No: 2011-065196
Assignor: Park Place Development, Inc., an Oregon corporation
Assignee: Ameriprise Certificate Company, a Delaware corporation
(Affects other property also)

17. A Memorandum of Lease with certain terms, covenants, conditions and provisions set forth therein.
Dated: October 25, 2000
Lessor: Park Place Development, Inc., an Oregon corporation
Lessee: Home Depot U.S.A., a Delaware corporation
Recording Date: November 6, 2000
Recording No: 2000-072090
(Affects other property also)

Subordination, non-disturbance and attornment agreement, including the terms and provisions thereof:
Recording Date: November 14, 2011
Recording No: 2011-065197
By and Between: Home Depot U.S.A., Inc., a Delaware corporation (Tenant) and Ameriprise Certificate Company, a Delaware corporation

The Company will require that a full copy of any unrecorded lease referred to herein be furnished to the Company, together with all supplements, assignments and amendments for review.

The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

18. If requested to issue an extended coverage ALTA owner's and/or loan policy, the following matters must be addressed:

a) The rights of tenants holding under unrecorded leases or tenancies
b) Any facts which would be disclosed by an accurate survey of the Land
c) Matters disclosed by a statement as to parties in possession and as to any construction, alterations or repairs to the Land within the last 75 days. The Company must be notified in the event that any funds are to be used for construction, alterations or repairs.

19. **DELETED**

20. **ADDED**
Property taxes in an undetermined amount, which are a lien but not yet due and payable, including any assessments collected with taxes to be levied for the fiscal year 2014-2014.

ADDITIONAL REQUIREMENTS AND NOTES

A. Note: Property taxes for the fiscal year shown below are paid in full.

Fiscal Year: 2013-14

Amount: $93,883.67
Levy Code: 062-057
Account No.: 05020358
Map No.: 22E29 00906
(Affects land only and also affects property outside the bounds of the herein described property)

Amount: $152,150.30
Levy Code: 062-057
Account No.: 05011413
Map No.: 22E29 00906A1
(Affects improvements only - situated outside the bounds of the herein described property)

Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

B. In addition to the standard policy exceptions, the exceptions enumerated above shall appear on the final 2006 ALTA policy unless removed prior to issuance.

C. NOTE: No search has been made or will be made for water, sewer, or storm drainage charges unless the city/service district claims them as liens (i.e., foreclosable) and reflects them on its lien docket at the date of closing. Buyers should check with the appropriate city bureau or water/service district and obtain a billing cutoff. Such charges must be adjusted outside of escrow.

D. The Company will require the following in order to insure title vested in, or a conveyance from, the entity named below

Name: Home Depot U.S.A., Inc., a Delaware corporation

a) Proof of incorporation from the state or other place of incorporation.

b) A copy of the Articles of Incorporation and By-law.

c) A copy of the resolution authorizing the purchase, sale or encumbrance of real property and designating appropriate officers to execute same.

The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

E. A copy of the terms and provisions of the operating agreement for the limited liability company set forth below should be furnished for our examination prior to closing. Any conveyance or encumbrance of said company's property must be executed by all of the members unless otherwise provided for in the operating agreement. In addition, if there have been any changes in membership from the date of original creation of the limited liability company to the present date, copies of approval of withdrawal and/or acceptance of such member should be furnished for our examination.

Limited Liability Company: Halle Properties, L.L.C.

We find no record of this entity filed with Oregon Corporation Commission

F. Note: The only conveyance(s) affecting said Land, which recorded within 24 months of the date of this report, are as follows:

Grantor: Park Place Development, Inc.
Grantee: Park Place Development, Inc.
Recording Date: August 4, 2011
Recording No: 2011-044176

G. Note: There are no matters against the party(ies) shown below which would appear as exceptions to coverage in a title insurance product:

Parties: Home Depot U.S.A., Inc. and Halle Properties, L.L.C.

H. Note: Effective January 1, 2008, Oregon law (ORS 314.258) mandates withholding of Oregon income taxes from sellers who do not continue to be Oregon residents or qualify for an exemption. Please contact your Escrow Closer for further information.

I. THE FOLLOWING NOTICE IS REQUIRED BY STATE LAW; YOU WILL BE REVIEWING, APPROVING AND SIGNING IMPORTANT DOCUMENTS AT CLOSING. LEGAL CONSEQUENCES FOLLOW FROM THE SELECTION AND USE OF THESE DOCUMENTS. YOU MAY CONSULT AN ATTORNEY ABOUT THESE DOCUMENTS. YOU SHOULD CONSULT AN ATTORNEY IF YOU HAVE QUESTIONS OR CONCERNS ABOUT THE TRANSACTION OR ABOUT THE DOCUMENTS. IF YOU WISH TO REVIEW TRANSACTION DOCUMENTS THAT YOU HAVE NOT SEEN, PLEASE CONTACT THE ESCROW AGENT.

OREGON CITY

Public Works – Development Services

625 Center Street | Oregon City OR 97045
Ph (503) 657-0891 | Fax (503) 657-7829

PRE-APPLICATION MEETING NOTES

Project Number: PA 14-23
Project Name: America's Tire
Meeting Date: July 8, 2014

Proposed Project:
The applicant has proposed a 11,000 sf building for a tire store with associated parking.

General Information:

- Location: 2002 Washington St., Clackamas County Map 2-2E-29 taxlot 906
- Zoning: "MUD" Mixed Use Downtown District
- Applicable Overlay Districts: Natural Resource, Geologic Hazard, Floodplain
- Applications anticipated: Site Plan and Design Review, Code Interpretation

Planning Comments:

- Staff supports the application for code interpretation. The applicant may combine this with the site plan application, meaning the Planning Commission will review the proposal. The applications may be separated, with the code interpretation going before the Commission on its own prior to submittal of the site plan application.
- The site plan appears to meet standards with the following notes or changes:
    - The applicant shall provide responses to all standards in the applicable code chapters that explains why the proposal meets the standard or describes and justifies a modification to the standard.
    - Entrances: The primary entranceway for each commercial or retail establishment shall face the major street (McLoughlin). 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. A modification will be required.
    - The minimum floor to ceiling height on ground floor is 14 feet
    - Parking: Minimum and maximum parking requirements for an 11,000 square foot retail building are 45 and 55 spaces. The original approval for the Home Depot was for 615 total spaces maximum on site to serve the Home Depot and the two pads.
    - Lighting: The submittal must include an exterior lighting plan with 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.
    - Bicycle parking will be required: one per 20 auto spaces. This applies to the entire site.
    - A modification/alternative parking lot landscaping plan will be needed due to the building buffer standard not being met.
    - Floodplain requirements of balance cut and fill must be met.

OREGON CITY

Public Works – Development Services

625 Center Street | Oregon City OR 97045
Ph (503) 657-0891 | Fax (503) 657-7829

GENERAL ENGINEERING COMMENTS

1. The Applicant is responsible for this project's compliance with Engineering Policy 00-01. The policy pertains to any land use decision requiring the Applicant to provide any public improvements.
2. The Applicant shall sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the Property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement.
3. The Applicant shall provide an Erosion Prevention and Sedimentation Control Plan to the City for approval.
4. All applicable System Development Charges (SDC) shall be due and payable upon building permit issuance.
5. A grading permit shall be obtained from Development Services for the on-site work.

ENGINEERING - UTILITIES

Streets

1. The site has frontage on Washington Street, Prairie Schooner Way and Highway 213. All of these streets were recently improved, and no public street improvements or ROW dedications are anticipated at this time.

2. It is assumed that access will be through the Home Depot parking lot and no new accesses will be constructed.

Stormwater

3. Storm detention and treatment will be required. A preliminary storm report is required for the land use application.

4. It is suggested that the storm report for Home Depot be reviewed to determine if it included the possible build-out of this area.

5. The preliminary plan shows the storm drainage being connected to the private system for Home Depot. A review of the capacity of that system (pipe, detention, treatment) would be required. Additional capacity may be needed.

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Water

6. There is a 12-inch water main on Washington Street, and a 10-inch water main on the Home Depot site. Public water line improvements are not anticipated to be required.

7. The new service water line is shown to have a backflow prevention device. A water meter will also be required.

Sanitary Sewer

8. There is a 6-inch sanitary sewer on the Home Depot site that the applicant has proposed to connect to.

9. There is an 8-inch sanitary sewer on Washington Street. No public sanitary sewer improvements are anticipated to be required.

10. The sanitary sewer connection to the service area (where tires are put on vehicles) will be required to have an oil-water separator.

Other

11. There is a steep slope area on the edge of the property along Highway 213. This is likely due to the construction of the Highway. In the application, chapter 17.44 will need to be addressed; however, if you explain that the steep slope is part of the highway construction then the detailed evaluation would not be required.

12. The site is in the 100 year floodplain, so chapter 17.42 of the code will need to be addressed. From the perspective of public works the requirements of this chapter is no net cut/fill. There are other requirements with regard to planning and building that will need to be met.

Transportation Impacts:
Your application will be reviewed by John Replinger of Replinger and Associates, the City's transportation consultant. ODOT will likely need to be contacted.
Your transportation engineer may contact Mr. Replinger at 503-719-3383 or replinger-associates@comcast.net regarding the transportation review. The transportation impact of the proposal will be reviewed to determine frontage improvements.

Clackamas County Fire:
Your application was reviewed by Mike Boumann, Lieutenant Deputy Fire Marshal of Clackamas County Fire District #1. You may contact Mr. Boumann at (503)742-2660 or michaelbou@ccfd1.com.

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Ph (503) 657-0891 | Fax (503) 657-7829

Notes:

- A neighborhood meeting is required with the Two Rivers Neighborhood Association.
    - For contact info, please see http://www.orcity.org/community/two-rivers-neighborhood-association
    - If the neighborhood cannot accommodate you at a meeting within 30 days of your contact, you may schedule your own meeting within the boundaries of the NA in the evening or weekend and you must provide public notice of the meeting (contact us for details)
- The planning department will provide notice of your proposed development to the State Historic Preservation Office (SHPO) and all affected tribes per OCMC chapter 17.62.040.H. This notice requirement applies to any project that involves ground disturbance involving movement of native soils.

Planning Review and Application Fees:

The 2014 Planning applications and fees include-

- Site Plan and Design Review

Project Cost	Fee
Less than $500,000	$2022 plus 0.7% project cost
$500,000 to $3,000,000	$3368 plus 0.5% project cost
Over $3,000,000	$11,454 plus 0.3% project cost (Max $53,728)

- Code Interpretation: $1,024
- Transportation Study Impact Review: depends on scope, see fee sheet
- Geologic Hazards Review: $849
- Geo-Technical Review: $582
- Mailing Labels: $15 – Optional

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

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
610 SW Alder Street, Suite 700, Portland, OR 97205 503.228.5230 503.273.8169

August 13, 2014

Project #: 18076

John Replinger, PE
City of Oregon City
221 Molalla Avenue, Suite 200
Oregon City, OR 97045

RE: Traffic Impact Analysis for the Americas Tire Store – Oregon City, OR

Dear John,

This letter presents the findings of the traffic impact analysis for the proposed Americas Tire Store in Oregon City, Oregon.

The applicant, Discount Tire is proposing to develop an 11,059 square foot tire super store located west of OR 213, south of Prairie Schooner Way, and southeast of Washington Street. The site is located northeast of the existing Home Depot and will share access with the two existing Home Depot driveways. Additional detail of the proposed development plan is provided later in this report. For the purposes of this traffic analysis, the development is assumed to be built out and occupied by year 2015.

This study concludes that the proposed development can be constructed while maintaining acceptable traffic operations at the identified public intersections and site accesses. No capacity or safety based mitigation needs were identified. The remainder of this letter provides further documentation of the study methodology, findings, and recommendations.

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

EXECUTIVE SUMMARY

This study concludes that the proposed tire super store development can be constructed while maintaining acceptable traffic operations and safety at the study intersections and site accesses.

Findings

Existing Traffic Operations

- The two public study intersections and two site access driveways satisfy applicable mobility standards during the weekday p.m. and Saturday midday peak hours.
- No crash patterns were identified at the site accesses. The two public study intersections were recently constructed or reconstructed to new design standards with additional capacity. No safety-based mitigations are recommendation as a result of the proposed development.

Proposed Development Plan

- The proposed development includes construction of an 11,059 square foot tire super store.
- The proposed development will remove 12 net parking spaces from the existing Home Depot parking field.
- The proposed development is estimated to generate approximately 23 (11 in / 12 out) weekday p.m. and 35 (16 in / 19 out) Saturday midday peak hour trips.

Year 2015 Total Traffic Operations

- All of the study intersections and site accesses are forecast to continue to satisfy applicable mobility standards during the weekday p.m. and Saturday midday peak hours.
- Sight distance observations indicate that adequate intersection sight distance is currently available at the existing site accesses to Washington Street.

Parking Analysis

- The proposed parking field is anticipated to provide adequate parking for the existing Home Depot demand and the additional demand of the proposed development.

Recommendations

The following list summarizes the measures recommended as part of this proposed development.

- No capacity-based mitigations are recommended as a result of the proposed development traffic impacts.
- No safety-based mitigations are recommended as a result of the proposed development traffic impacts.
- Site-development related landscaping as well as above-ground utilities or signing near the site access points should be located and maintained to ensure adequate intersection sight distance is provided.

INTRODUCTION

Discount Tire is proposing to develop an 11,059 square foot tire super store located west of OR 213, south of Prairie Schooner Way, and southeast of Washington Way. The site is located northeast of the existing Home Depot and will share access with the two existing Home Depot driveways. Figure 1 illustrates a site vicinity map and Figure 2 illustrates the proposed development plan. For the purposes of this traffic analysis, the development is assumed to be built out and occupied by year 2015.

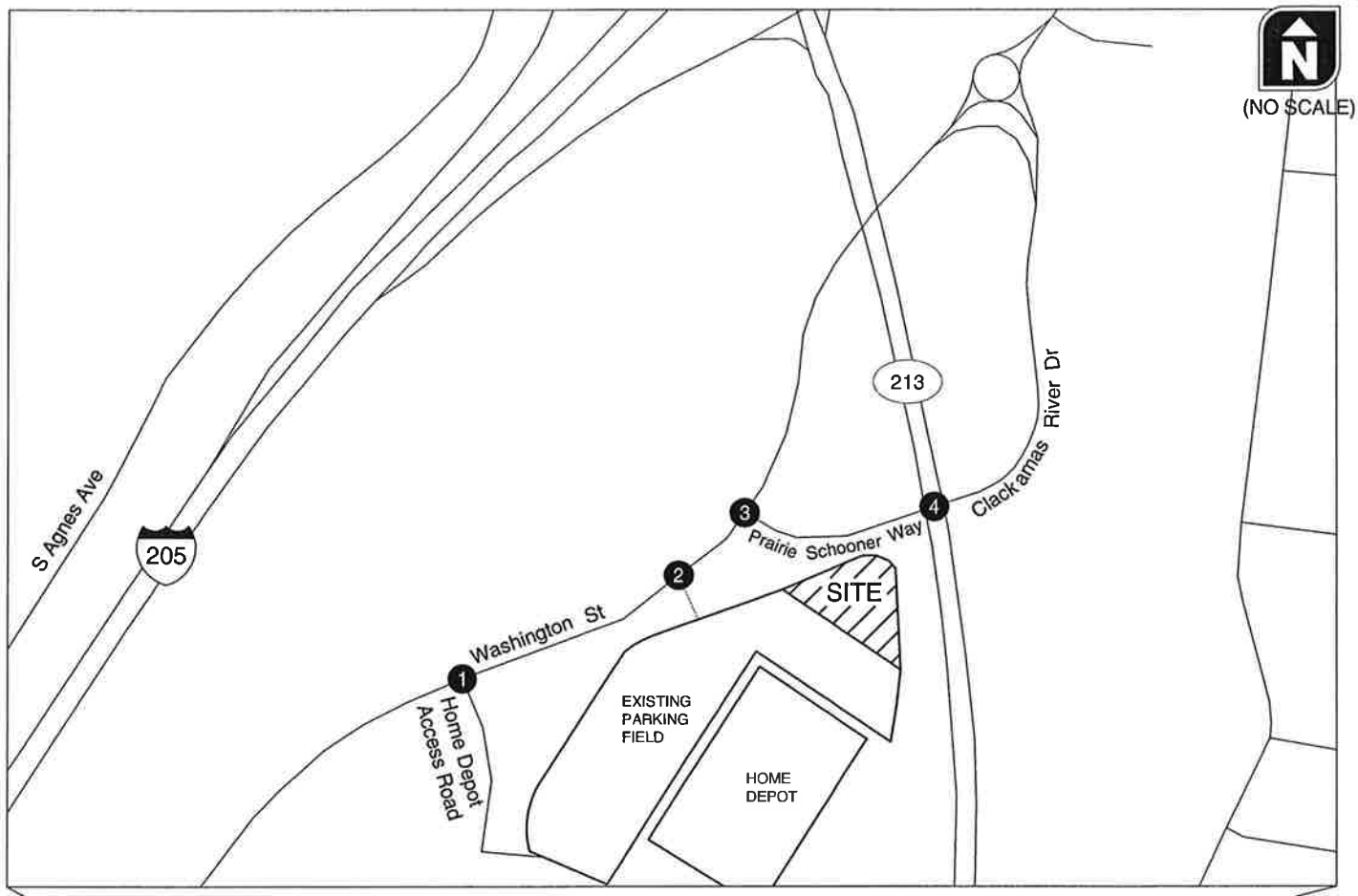
Scope of the Report

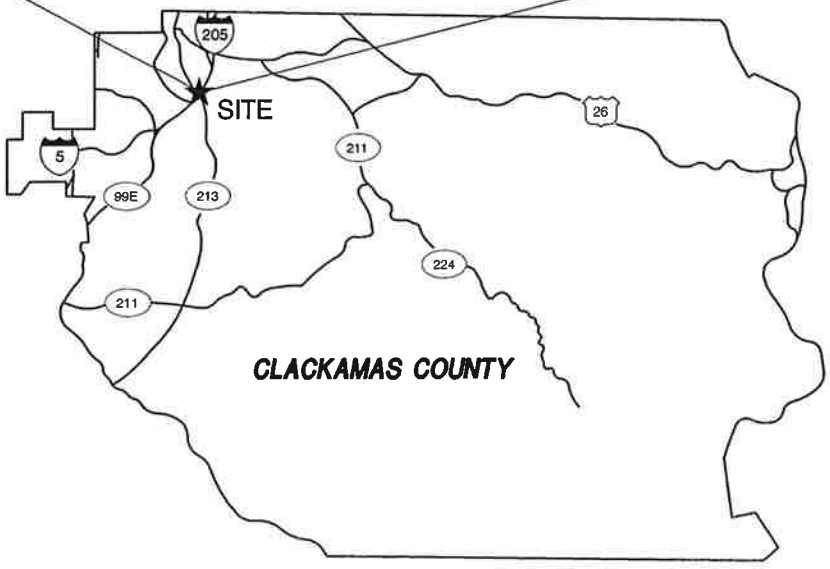
This document summarizes the expected transportation-related impacts of the proposed development and has been prepared in accordance with the City of Oregon City *Guidelines for Traffic Impact Analyses*. The study intersections and scope of this project were based on direction from with the City's traffic engineering consultant. Operational analyses were conducted at the following four intersections:

- OR 213/Prairie Schooner Way (Signalized)
- Prairie Schooner Way/Washington Street (Signalized)
- Washington Street/Right-In Right-out Access (Unsignalized)
- Washington Street/Home Depot Access Road (Signalized)

This report evaluates the following transportation issues:

- Year 2014 existing transportation system conditions within the site vicinity during the weekday p.m. peak and Saturday midday peak hour periods;
- Forecast year 2015 background traffic conditions during the weekday p.m. peak and Saturday midday peak hour periods without build-out of the site;
- Trip generation estimates and distribution for the proposed development;
- Forecast year 2015 total traffic conditions during the weekday p.m. peak and Saturday midday peak hour periods with build-out of the site;
- Sight distance at the existing site accesses;
- Vehicle queuing for ingress and egress movements at the site accesses to Washington Street; and
- Adequacy of the parking field capacity with the proposed development in place.





LEGEND

● - STUDY INTERSECTIONS

SITE VICINITY
OREGON CITY, OREGON

FIGURE 1

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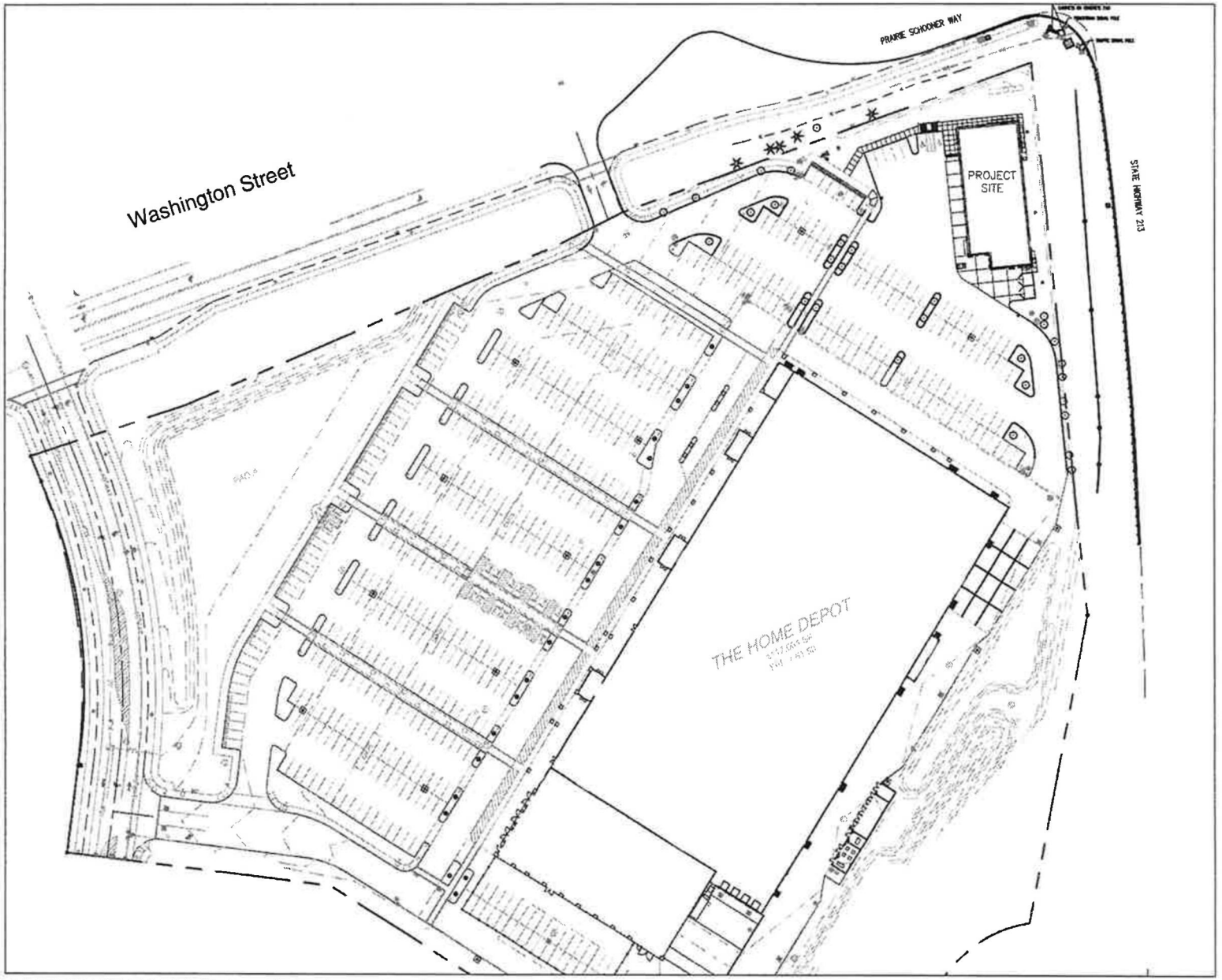


(NO SCALE)

SITE PLAN PROVIDED BY Afghan Associates, Inc. August 2014

PROPOSED SITE DEVELOPMENT PLAN
OREGON CITY, OREGON

FIGURE 2

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

H:\projfile\18076 - America's Tire Store in Oregon City\dwgs\figs\18076_Americas_Tire_Store_TIA.dwg Aug 14, 2014 - 3:05pm - pmarnell Layout Tab: Site Plan

EXISTING CONDITIONS

The existing conditions analysis identifies the site conditions and current operational and geometric characteristics of roadways within the study area. These conditions will be compared with future conditions later in this report.

The proposed development site and surrounding study area was inventoried in August 2014. At that time, information was collected regarding site conditions, adjacent land uses, existing traffic operations, and transportation facilities in the study area.

Site Conditions and Adjacent Land Uses

The proposed development will consist of an 11,059 square foot tire super store located on an approximately 35,911 square foot unoccupied parcel of land. The site is currently zoned *Mixed-Use Downtown* (MUD) and no change to the existing zoning is proposed.

The site is located immediately west of OR 213, south of Prairie Schooner Way, and southeast of Washington Way. The Metro South Station transfer and recycling facility is located across Washington Street to the northwest of the proposed development. I-205 is located approximately ¼ mile to the northwest of the development site. A Home Depot, and associated parking field, is located to the south of the site. The proposed development will share and modify the existing Home Depot parking field. The proposed development will use, without alteration, the existing two Washington Street accesses to this parking field. The Trails End Golf center is located farther to the south of the site. The development is anticipated to be built out and occupied by year 2015.

Roadway Facilities

Table 1 summarizes the primary roadways in the vicinity of the proposed development.

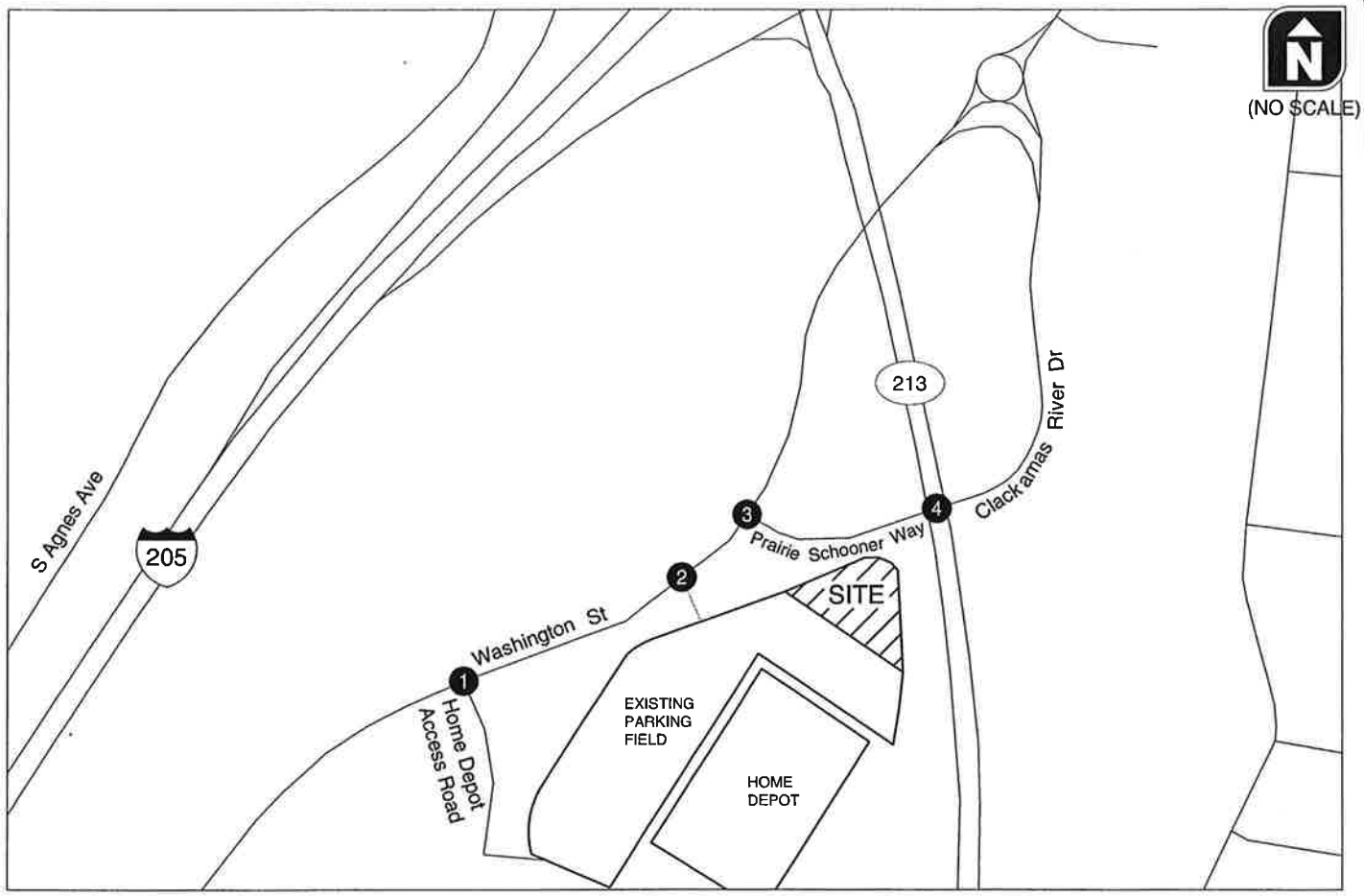
Table 1 Existing Transportation Facilities and Roadway Designations

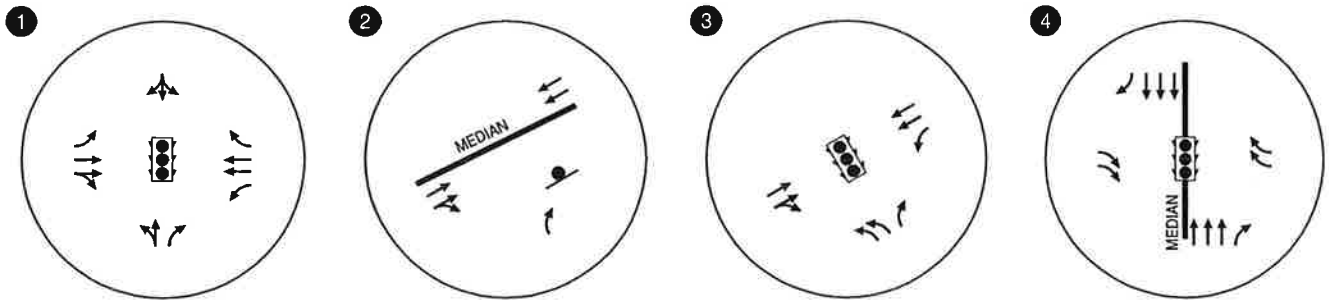
Roadway	Functional Classification	Number of Lanes	Posted Speed (miles per hour)	Sidewalks	Bicycle Lanes	On-Street Parking
Oregon 213	District Highway/Expressway	3-5 Lanes	45/55[1]	No	Yes	No
Prairie Schooner Way	Minor Arterial	4-5	Not Posted	No	Yes	No
Washington Street	Minor Arterial	4-5	30	Yes	Yes	No
Home Depot Access Road	Collector	3	Not Posted	Yes	Yes[2]	No

[1] 45 miles per hour north of Prairie Schooner Way and 55 miles per hour south of Prairie Schooner Way.

[2] Northbound only.

Figure 3 illustrates the existing lane configurations and traffic control devices at the study intersections and site accesses.





LEGEND

- STOP SIGN
- TRAFFIC SIGNAL

EXISTING LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES OREGON CITY, OREGON

FIGURE 3

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TRANSPORTATION ENGINEERING / PLANNING

In 2013 the intersection of OR 213/Prairie Schooner Way was constructed at part of an O'xing or Jughandle crossing. This intersection only allows right-turns to and from OR 213. Vehicles that would otherwise make a left-turn to or from OR 213 are rerouted so that they can approach the intersection and make an allowed right-turn movement.

Pedestrian and Bicycle Facilities

Sidewalks are currently provided on Washington Street in the vicinity of the site. To the west of the Washington Street/Home Depot Access Road these sidewalks end. No sidewalks exist on Prairie Schooner Way or OR 213 in the vicinity of the site. Crosswalks and pedestrian pushbuttons are provide at the intersection of OR 213/Prairie Schooner Way. Bicycle lanes are currently provided along all roads in the study area.

Crash Data Review

Crash data was obtained from the Oregon Department of Transportation (ODOT) at the two site accesses to Washington Street for the most recent 5-year period. The OR 213/Prairie Schooner Way and Washington Street/Prairie Schooner Way study intersections were built/reconstructed in 2013 as part of the Jughandle crossing. As such, there is not a sufficient length of crash history at these new intersections to analyze. The crash data at the site accesses to Washington Street is summarized in Table 2 below.

Table 2 Crash Data Summary (January 2008 – December 2012)

Intersection	Crash Type							Severity			Total Crashes	Crashes per MEV[1]
	Angle	Turn	Rear End	Head On	Fixed Object	Ped /Bike	Other	PDO[2]	Injury	Fatality		
Washington Street/ RIRO Access	0	0	0	0	0	0	1	0	1	0	1	0.06
Washington Street/Home Depot Access Road	0	1	1	0	0	0	0	1	1	0	2	0.11

[1] MEV: million entering vehicles
[2] PDO: property damage only

As shown in Table 2, no more than one crash of any type was identified at the study intersections analyzed. As such, no pattern of crashes was identified and no safety-based mitigation measures are suggested.

Transit Facilities

No fixed route transit service is currently provided in the site vicinity. TriMet Route 34 (Milwaukie Center to Oregon City Transit Center) stops can be accessed on Abernathy Road or Washington Street approximately ¾ mile from the proposed site. Additionally, the Oregon City Amtrak Station is approximately ½ mile west of the proposed site.

Traffic Volumes and Peak Hour Operations

Manual turning movement counts were obtained for all existing study intersections in July 2014. All counts used in this analysis were conducted on a typical weekday afternoon (4:00 to 6:00 p.m.) peak and Saturday midday (11:00 a.m. to 1:00 p.m.) peak travel periods. The system-wide weekday afternoon and Saturday midday peak hours were found to occur between 4:20 and 5:20 p.m. and between 11:55 a.m. and 12:55 p.m., respectively.

Per ODOT requirement for analysis, the existing traffic volumes were seasonally adjusted to the 30th Highest hour Volume (30 HV) consistent with the methodology provided in the *Analysis Procedures Manual* (Reference 1). A seasonal factor 1.017% was calculated based on the ODOT seasonal adjustment tables. To insure a conservative estimate of the existing traffic conditions, this factor was rounded to 1.02% and applied to all turning movements at the study intersections. Figure 4 provides a summary of the seasonally adjusted year 2014 turning movement counts for the weekday p.m. and Saturday midday peak hours. *Attachment "A" contains the traffic count worksheets used in this study and a seasonal adjustment worksheet.*

Operational Standards

All level-of-service analyses described in this report were performed in accordance with the procedures stated in the 2000 *Highway Capacity Manual* (Reference 2). *A description of level of service and the criteria by which they are determined is presented in Attachment "B".* Attachment "B" also indicates how level of service is measured and what is generally considered the acceptable range of level of service.

All intersection level-of-service evaluations used the peak 15-minute flow rate during the weekday p.m. and Saturday midday peak hours. Using the peak 15-minute flow rate ensures that this analysis is based on a reasonable worst-case scenario. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes out of each average peak hour. The transportation system will likely operate under conditions better than those described in this report during all other time periods.

The site is located in the Oregon City Regional Center. As such, the following performance standards from the City's Transportation System Plan (TSP, Reference 3) apply to City intersections.

> *"During the highest one-hour period of the day a maximum v/c ratio of 1.10 shall be maintained at all intersections. For signalized intersections, this standard applies to the*

intersection as a whole. For unsignalized intersections, this standard applies to the worst movement. For the second hour (either the hour before or hour after the peak hour) a maximum v/c ratio of 0.99 shall be maintained at all intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to the worst movement."

The intersection of OR 213/Prairie Schooner Way is an ODOT intersection where mobility standards from the *Oregon Highway Plan* (Reference 4) apply.

Table 3 presents a summary of the applicable performance standards for each study area intersection.

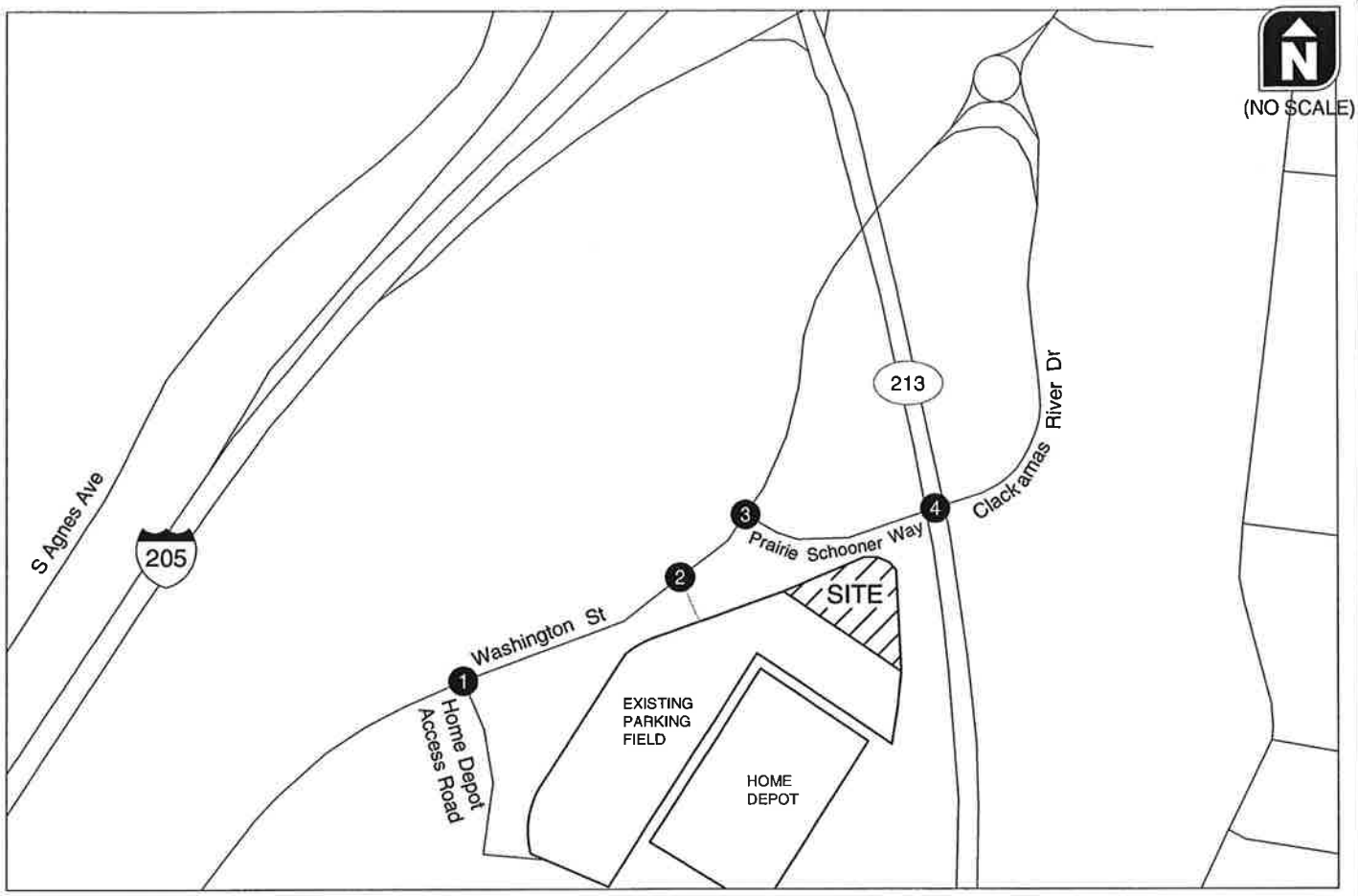
Table 3 Applicable Intersection Performance Standards

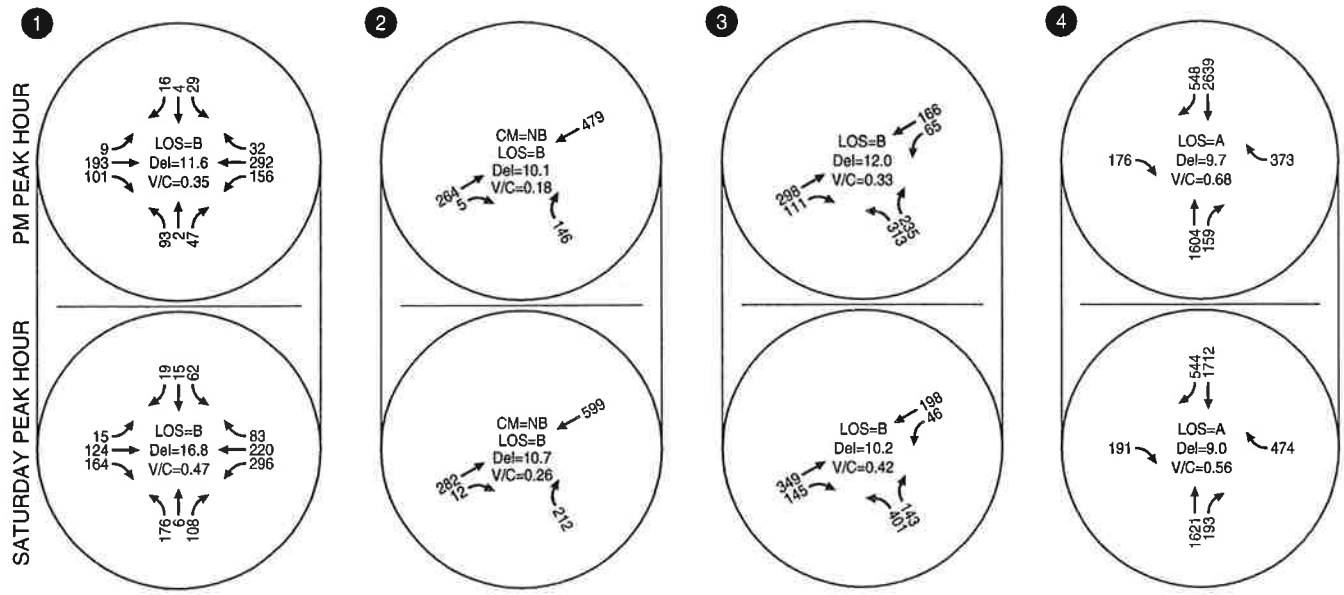
Intersection	Roadway Jurisdiction	Traffic Control	Performance Standard
OR 213/ Prairie Schooner Way	ODOT	Signalized	V/C ≤ 0.99
Prairie Schooner Way/ Washington Street	City of Oregon City	Signalized	V/C ≤1.10 for first hour; V/C ≤ 0.99 for second hour
Washington Street/ RIRO Access	City of Oregon City	Two-Way Stop-Control	V/C ≤1.10 for first hour; V/C ≤ 0.99 for second hour
Washington Street/ Home Depot Access Road	City of Oregon City	Signalized	V/C ≤1.10 for first hour; V/C ≤ 0.99 for second hour

V/C: Volume-to-Capacity Ratio

Current Operations

Figure 4 summarizes the level-of-service analysis for the study intersections and site accesses to Washington Street under the weekday p.m. and Saturday midday peak hour existing traffic conditions. All intersections are shown to operate within acceptable operations thresholds during the weekday p.m. and Saturday midday peak. *Attachment "D" includes the level-of-service worksheets under year 2014 existing traffic conditions.*





LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2014 EXISTING TRAFFIC CONDITIONS
OREGON CITY, OREGON

FIGURE 4

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

TRAFFIC IMPACT ANALYSIS

The traffic impact analysis identifies how the study area's transportation system will operate upon buildout of the proposed development. The impact of traffic generated by the proposed development during the typical weekday p.m. and Saturday midday peak hours was examined as follows:

- Planned developments and transportation improvements in the site vicinity were identified;
- Year 2015 (build-out year) background traffic conditions (without site traffic) were analyzed at each of the study intersections during the weekday p.m. and Saturday midday peak hours;
- Site-generated trips were estimated for build-out of the site;
- Site trip-distribution patterns were determined based on a review of the existing traffic patterns network and the nature of the proposed development;
- Year 2015 (build-out year) total traffic conditions (with site traffic) were analyzed at each of the study intersections during the weekday p.m. and Saturday midday peak hours;
- Sight distance was reviewed at the unsignalized study intersection; and
- Vehicle queuing was evaluated at site accesses to Washington Street that provide ingress and egress for site traffic.

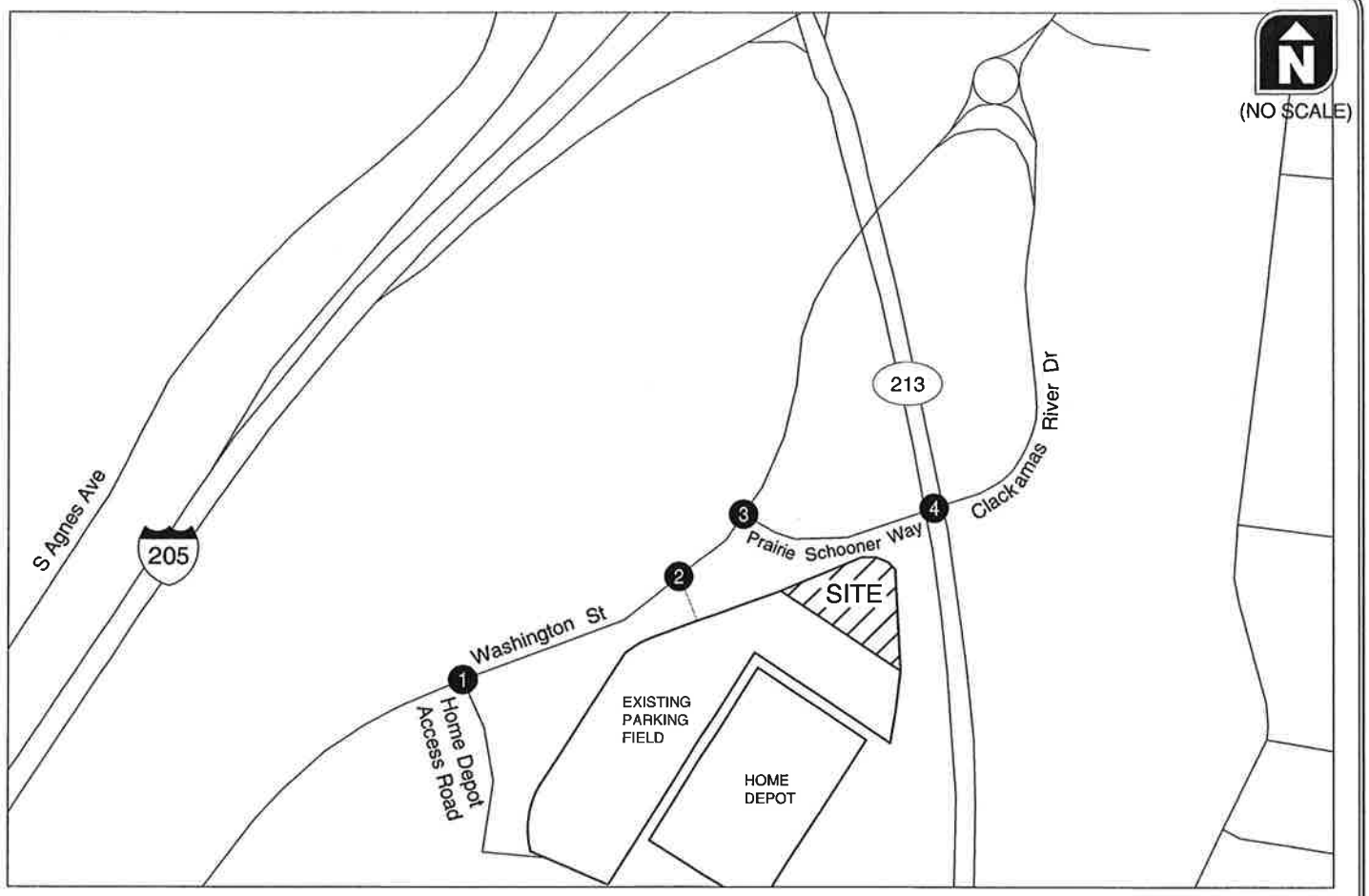
Planned Developments and Transportation Improvements

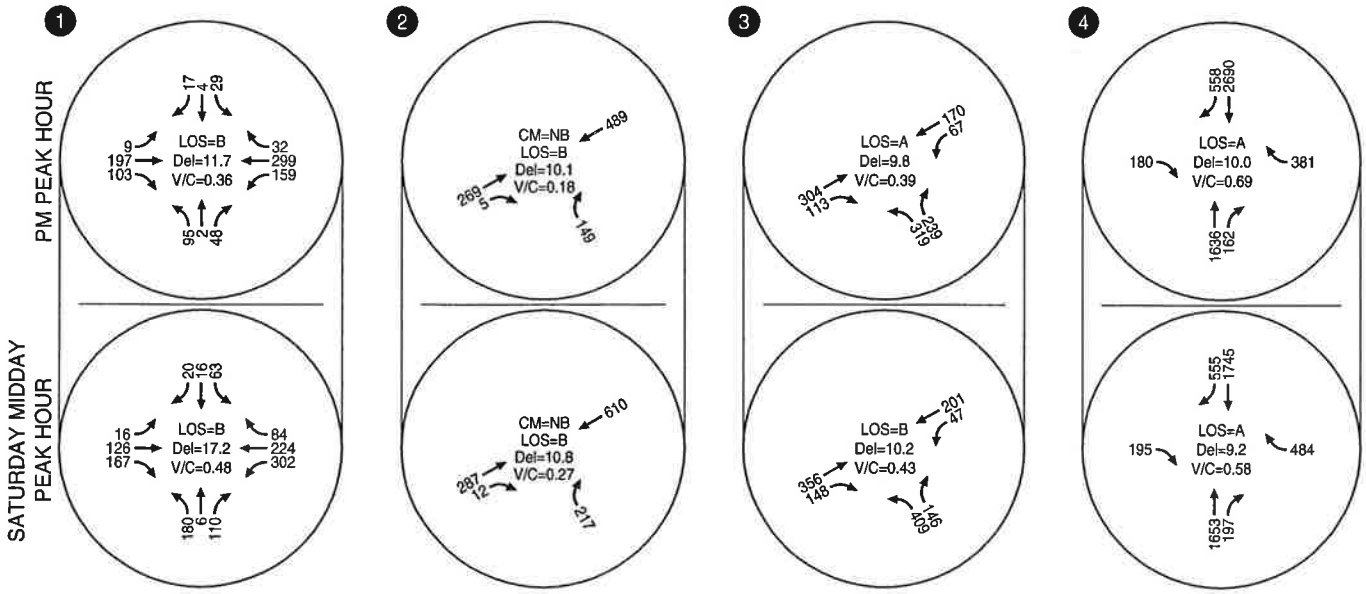
The City of Oregon City's traffic consultant was contacted to identify any in-process developments or transportation improvement projects that may affect the roadway network in the vicinity of the proposed project. No in-process or transportation projects were identified to occur before the buildout year of the proposed development.

Regional Background Traffic Growth

This analysis considers the impact of the proposed development's site-generated trips on the roadway network using future year (2015) traffic volumes. After reviewing historical traffic volumes and per a discussion with the City of Oregon City's traffic consultant, a two-percent annual growth rate was applied to account for regional growth over the next year. This rate was applied to all through and turning movements at the study intersections.

The weekday p.m. and Saturday midday peak hour turning-movement volumes shown in Figure 4 were grown by the two-percent annual rate described above. The traffic volumes and results of this 2015 background traffic condition analysis are shown in Figure 5.





LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2015 BACKGROUND TRAFFIC CONDITIONS
OREGON CITY, OREGON

FIGURE 5

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TRANSPORTATION ENGINEERING / PLANNING

2015 Background Traffic Operations

As shown in Figure 5, all intersections are forecast to continue to operate acceptably during the weekday p.m. and Saturday midday peak hours. *Attachment "E" includes the level-of-service worksheets under year 2015 background traffic conditions.*

Proposed Development Plan

The proposed development consists of an 11,059 square foot tire super store located northeast of the existing Home Depot. The development will remove 19 sparking spaces from the existing Home Depot parking field and add 7 spaces next to the tire store, resulting in a net loss of 12 overall parking spaces. The existing Home Depot parking field contains 582 parking spaces (including 16 ADA).

Trip Generation

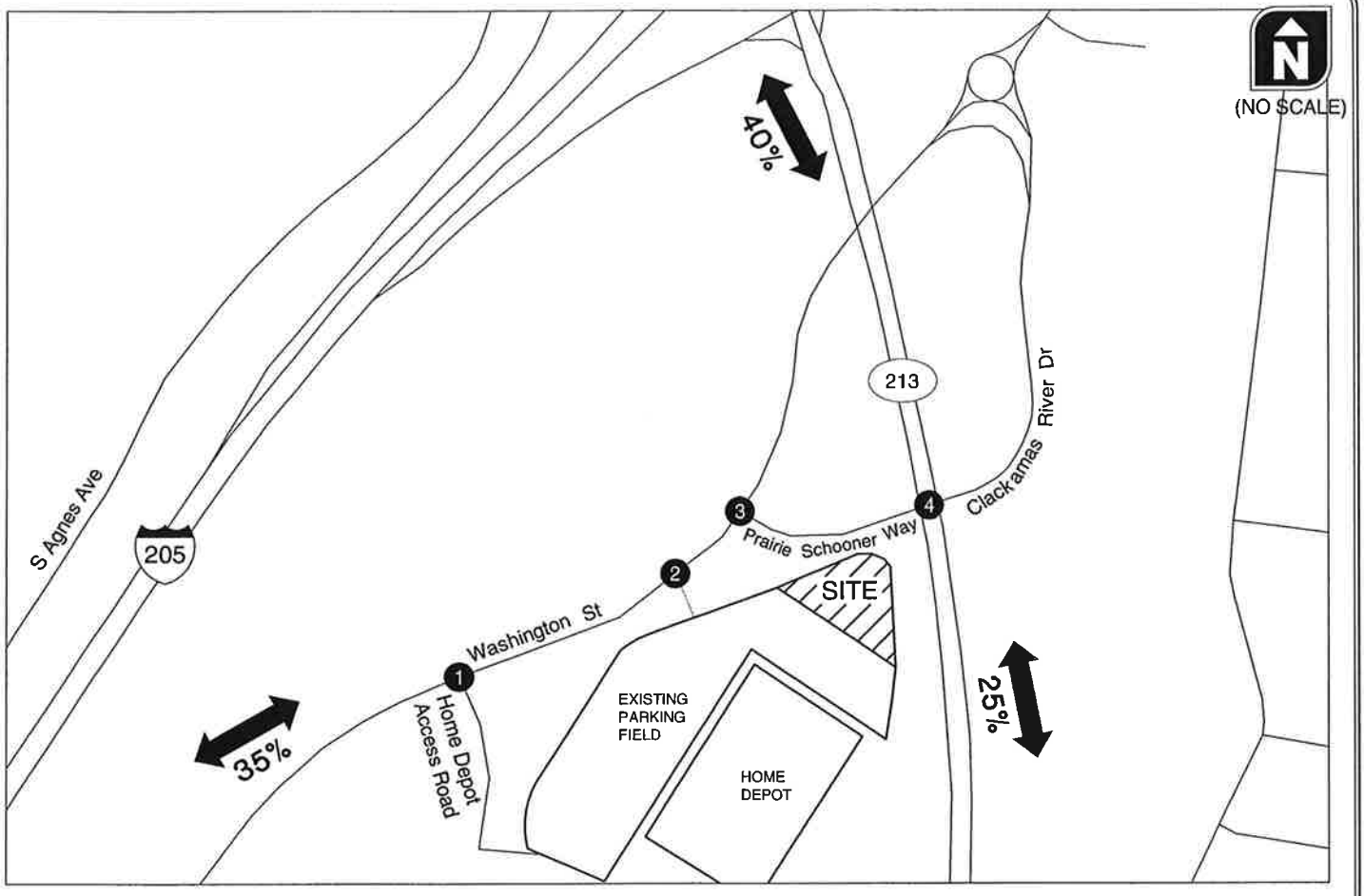
The trip generation for the proposed site is based on empirical data from the standard reference manual *Trip Generation, 9th Edition,* published by the Institute of Transportation Engineers (ITE, Reference 5). Table 4 summarizes the estimated site trip generation of the proposed development plan during the typical weekday, as well as the weekday p.m. and Saturday midday peak hours.

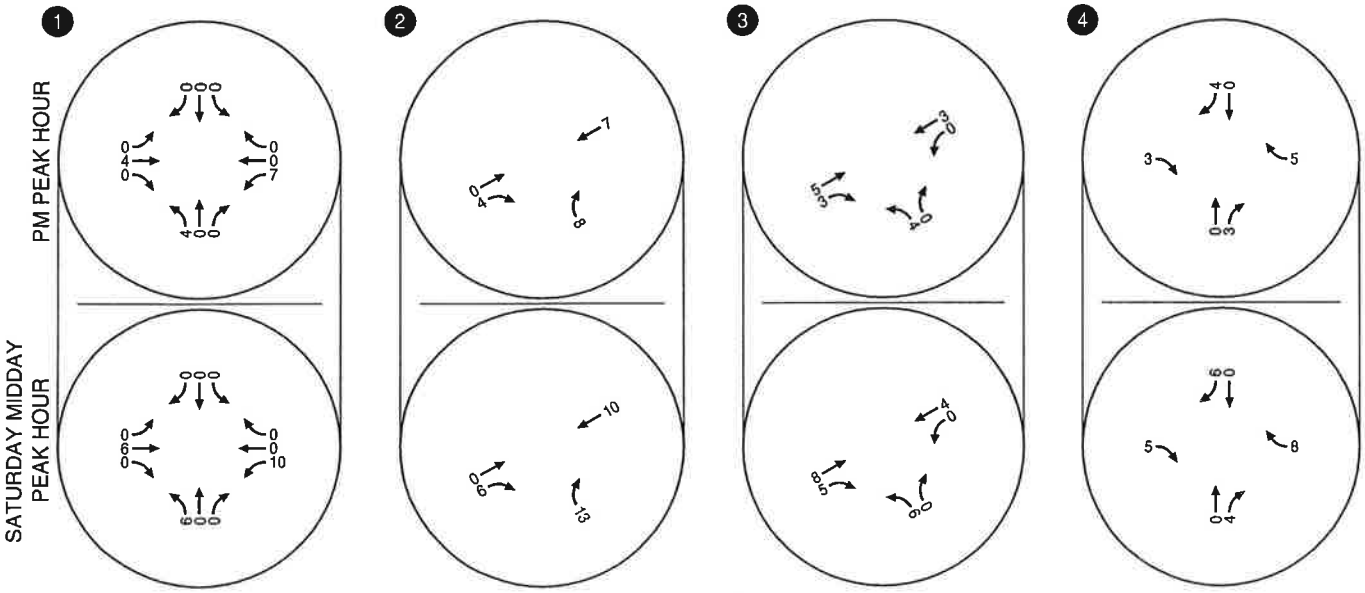
Table 4 Estimated Trip Generation

Land Use	Size (square feet)	Weekday Daily Trips	Weekday PM Peak Hour			Saturday Midday Peak Hour		
			Total	In	Out	Total	In	Out
Tire Superstore (ITE Code 849)	11,059	225	23	11	12	35	16	19

Site Trip Distribution/Trip Assignment

The distribution of site-generated trips was determined based on a review of the existing transportation network, current turning movement patterns, and the nature of the proposed development. The estimated trip distribution pattern is shown in Figure 6. The estimated site-generated trips were assigned to the network by distributing the trips shown in Table 4 according to the trip distribution pattern shown in Figure 6.





SITE TRIP DISTRIBUTION AND ASSIGNMENT
OREGON CITY, OREGON

FIGURE 6

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

Year 2015 Total Traffic Conditions

The total traffic conditions analysis forecasts how the study area's transportation system will operate with the traffic generated by the proposed development. The estimated site-generated traffic (shown in Figure 6) was added to the background traffic volumes (shown in Figure 5). Figure 7 shows the resulting total traffic volumes anticipated during the weekday p.m. and Saturday midday peak hours. These volumes were used to conduct an operational analysis at the study intersections.

The results of this total traffic analysis are also shown in Figure 7. All study intersections are forecast to continue to operate acceptably during the weekday p.m. and Saturday midday peak hours. As such, no mitigations associated with the proposed development traffic impact are recommended at this time. *Attachment "F" includes the level-of-service worksheets under year 2015 total traffic conditions.*

Intersection Sight Distance

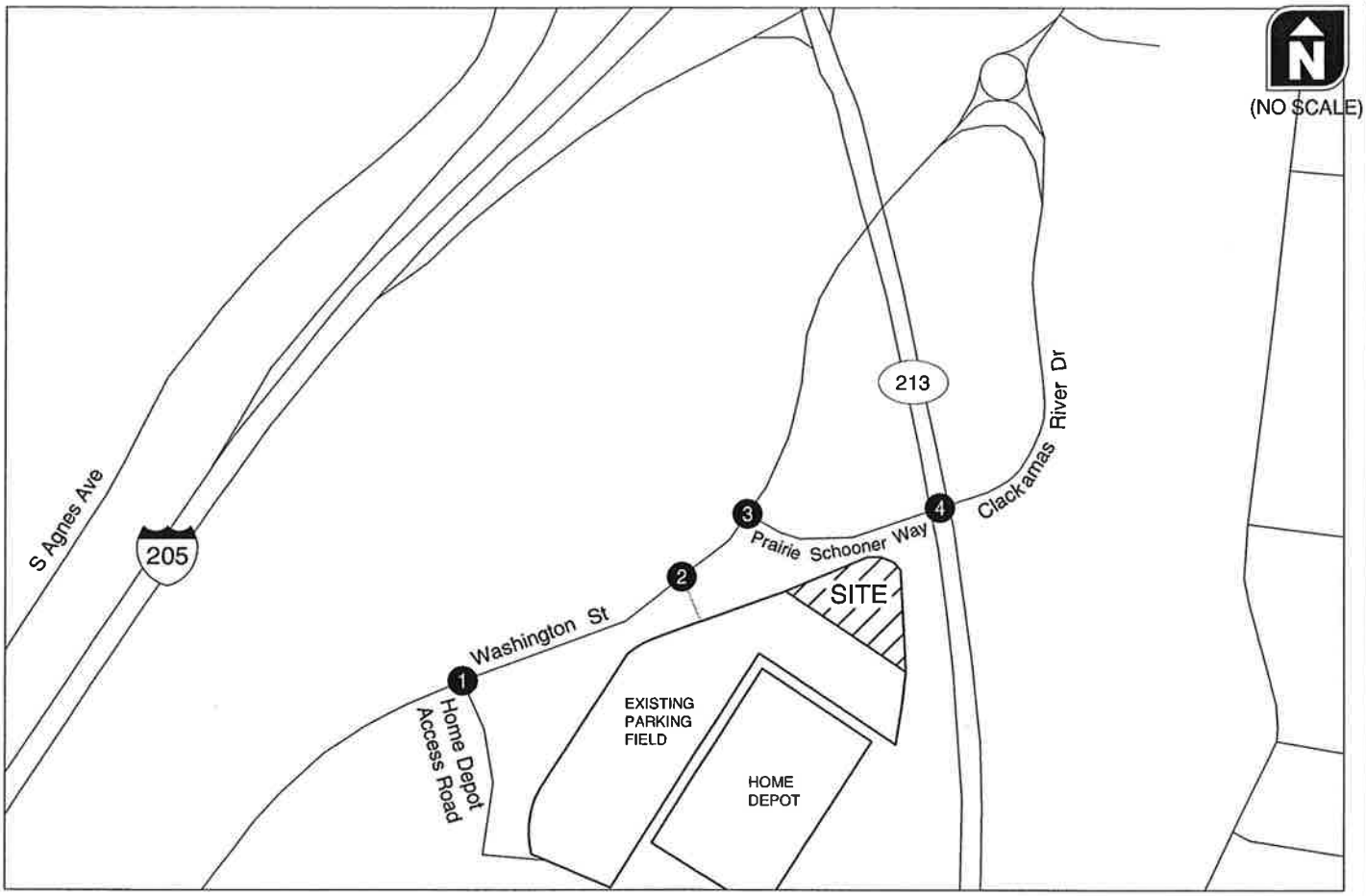
The recommended design value for intersection sight distance for a right-turn from a stop is 290 feet (with a 30 mile per hour design speed) based on AASHTO's *A policy on geometric Design of Highways and Streets (Reference 6)*. The existing RIRO site access provides greater than 500 feet of intersection sight distance to the southwest along Washington Street. The other site access to Washington Street is signalized and therefore the right-turn on red is the critical sight distance consideration. The existing configuration at this access provides greater than 300 feet of intersection sight distance to the southwest along Washington Street. The available intersection sight distance at both accesses exceeds recommended design value, and therefore sight distance is adequate.

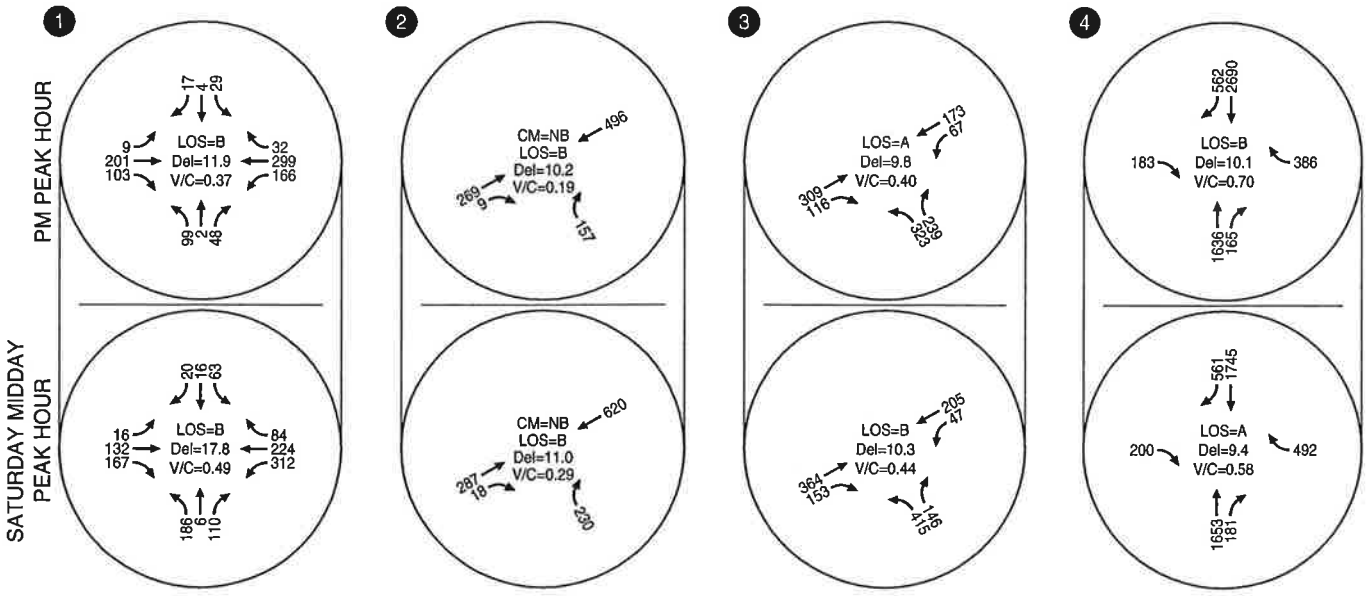
Queuing

A 95th percentile queuing analysis was conducted for the site accesses that provide ingress and egress for the site. Synchro 8 was used to conduct the queue length estimates at the site driveways. Table 5 displays the results 95th percentile queues. *Queuing results for unsignalized intersections are contained within the Attachment "F" 2015 total traffic conditions level-of-service worksheets. Attachment "G" includes the queuing worksheets under total traffic conditions for signalized intersections.*

Table 5 95th Percentile Queues

Location/Movement		PM Peak Hour 95th Percentile Queue Length (feet)	Saturday Midday Peak Hour 95th Percentile Queue Length (feet)	Available Storage (feet)	Is Storage Adequate?
Washington Street/Home Depot Access Road	Eastbound Right-Turn	50	50	350	Yes
	Westbound Left-Turn	100	175	275	Yes
	Northbound Left-Turn	75	125	350	Yes
	Northbound Right-Turn	25	25	350	Yes
Washington Street/RIRO	Right Out	25	25	75	Yes





LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2015 TOTAL TRAFFIC CONDITIONS
OREGON CITY, OREGON

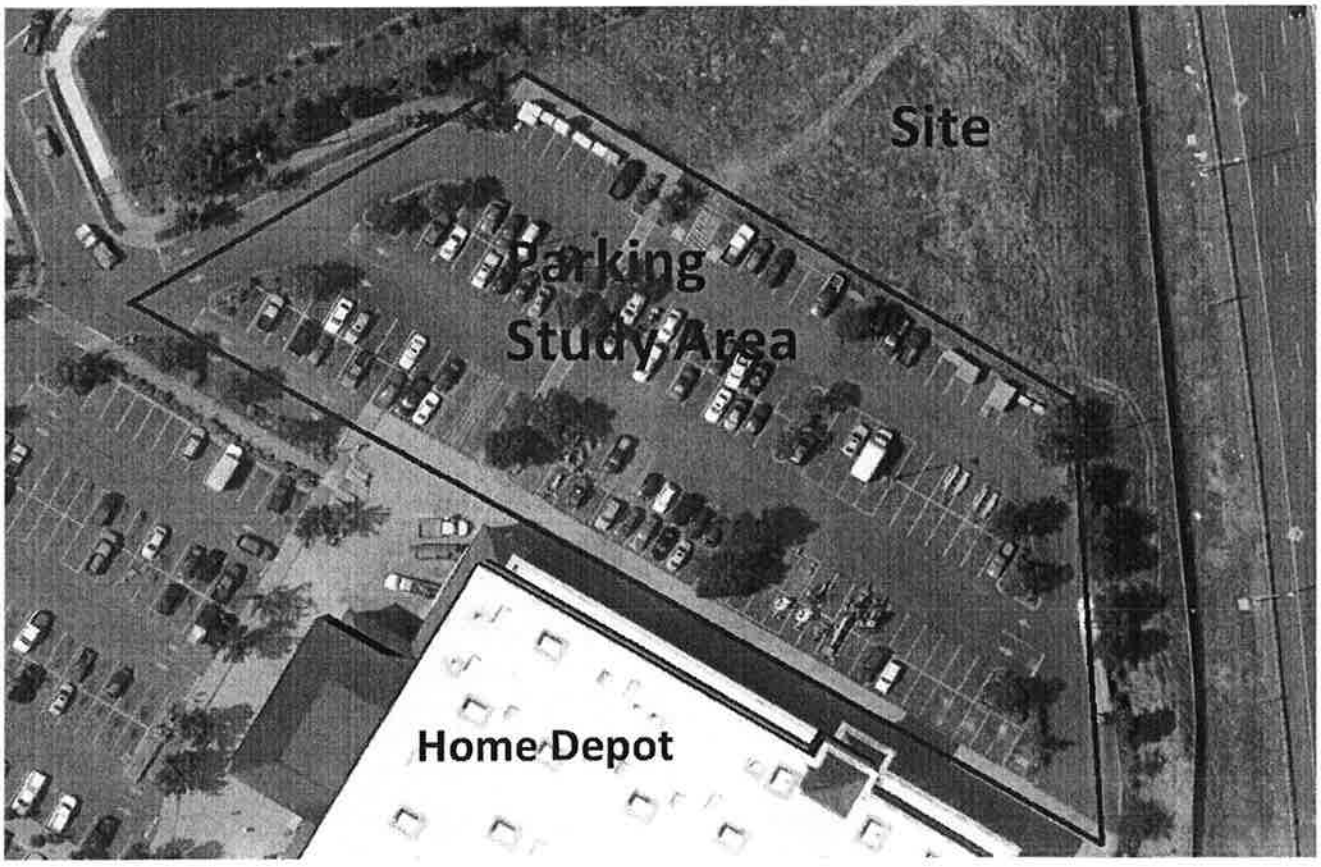
FIGURE 7

As shown in Table 5, the forecast 95th percentile queues for vehicles entering and exiting the site accesses to Washington Street are forecast to be adequate during the weekday p.m. and Saturday midday peak hours.

Parking Conditions Analysis

The proposed development will remove 19 parking spaces from the existing parking field and add 7 parking spaces on the proposed development site. A parking analysis of the portion of the existing Home Depot parking field adjacent to the development site was conducted to determine if adequate parking is provided to service the existing Home Depot demand and the demand for the proposed tire center. Exhibit 1 show the extents of the parking study area. Parking counts were taken in this area on a typical weekday and typical Saturday every 15 minutes from 8:00 a.m. to 6:00 p.m. in July of 2014 *Attachment "H" includes the parking count worksheets used in this study.*

Exhibit 8: Parking Study Area



The parking study area shown in the exhibit above contains 154 parking spaces and with the proposed tire store development this number will be reduced to 142 spaces. The parking spaces observed in the study area were occupied for one of three purposes. The predominate use of the parking spaces was for passenger vehicle parking for the Home Depot, but a significant number of space were occupied by rental equipment or bulk building material storage for the Home Depot. Exhibits 2 and 3 display the total number of parking spaces occupied by each use during each 15 minute period for the weekday and Saturday observations, respectively.

Exhibit 2: Weekday Parking Space Utilization Summary

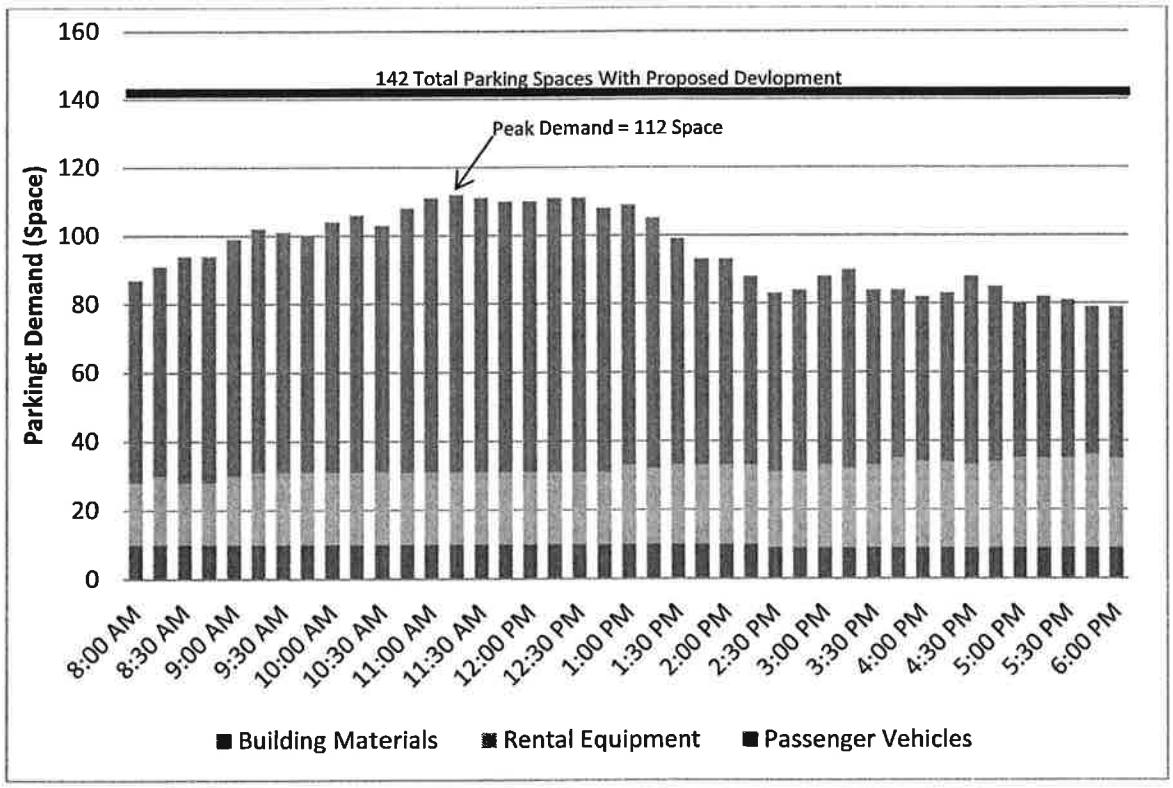
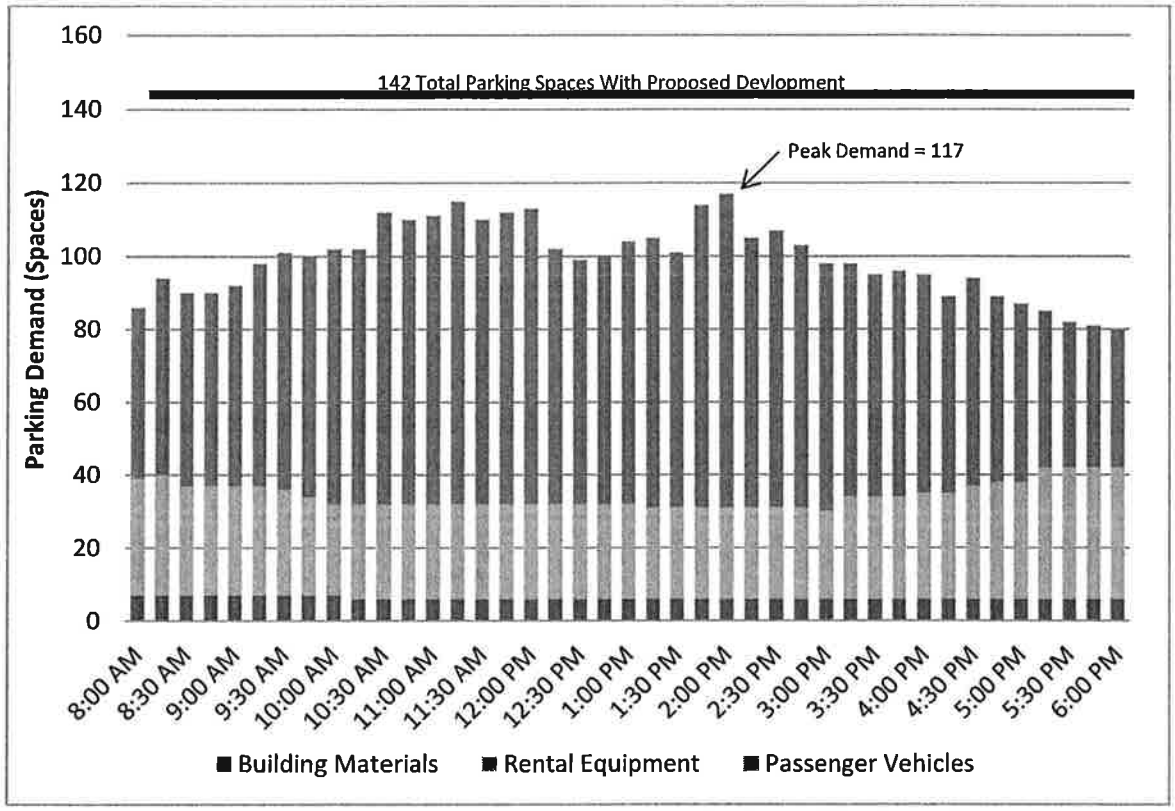


Exhibit 3: Saturday Parking Space Utilization Summary



As shown in Exhibits 2 and 3, the maximum number of parking space occupied was 112 during the weekday and 117 during Saturday. These findings indicate 18% of capacity is unfilled during the peak parking time period. Additionally, 6 to 7 parking spaces could be freed up by moving the bulk building materials to another location on the Home Depot site. Further, the proposed tire center has 6 bays where cars will be parked while being serviced. In total, approximately 37 available spaces should remain available within the localized parking area during the most congested 15-minute parking period. Additional parking is available in the original Home Depot parking field (as shown in Figure 2).

As shown in Table 4, the total forecast p.m. peak hour trip generation is 23 trips and the total Saturday midday peak hour trip generation is 35 trips. If all of vehicles associated with the 35 Saturday midday peak hour trips were to park a vehicle during the peak 15-minute parking period and no vehicles both entered and exited during the same hour, there would still be 2 unoccupied parking spaces in the study area. Therefore, the proposed development (including the loss of 12 net parking spaces) is anticipated to provide adequate parking.

CONCLUSIONS

Based on the analysis and findings herein, the proposed development can be constructed while maintaining acceptable operations and safety at the adjacent study roadways and intersections. Additionally, the proposed site is anticipated to provide adequate parking conditions for shared parking between the Home Depot and the proposed tire store.

Findings

Existing Traffic Operations

- The two public study intersections and two site access driveways satisfy applicable mobility standards during the weekday p.m. and Saturday midday peak hours.
- No crash patterns were identified at the site accesses. The two public study intersections were recently constructed or reconstructed to new design standards with additional capacity. No safety-based mitigations are recommendation as a result of the proposed development.

Proposed Development Plan

- The proposed development includes construction of an 11,059 square foot tire super store.
- The proposed development will remove 12 net parking spaces from the existing Home Depot parking field.
- The proposed development is estimated to generate approximately 23 (11 in / 12 out) weekday p.m. and 35 (16 in / 19 out) Saturday midday peak hour trips.

Year 2015 Total Traffic Operations

- All of the study intersections and site accesses are forecast to continue to satisfy applicable mobility standards during the weekday p.m. and Saturday midday peak hours.
- Sight distance observations indicate that adequate intersection sight distance is currently available at the existing site accesses to Washington Street.

Parking Analysis

- The proposed parking field is anticipated to provide adequate parking for the existing Home Depot demand and the additional demand of the proposed development.

Recommendations

The following list summarizes the measures recommended as part of this proposed development.

- No capacity-based mitigations are recommended as a result of the proposed development traffic impacts.
- No safety-based mitigations are recommended as a result of the proposed development traffic impacts.
- Site-development related landscaping as well as above-ground utilities or signing near the site access points should be located and maintained to ensure adequate intersection sight distance is provided.

We trust this letter adequately addresses the traffic impacts associated with the proposed Americas Tire Center development. Please feel free to contact us if you have any questions.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Patrick Marnell, E.I.T.
Transportation Analyst

Brian Dunn, P.E.
Associate Engineer

REFERENCES

1. Oregon Department of Transportation. *Analysis Procedures Manual.* April 2010.

2. Transportation Research Board. *Highway Capacity Manual*. 2000.

3. City of Oregon City. *Transportation System Plan Update.* 2013.

4. Oregon Department of Transportation. *1999 Oregon Highway Plan.* March 1999.

5. Institute of Transportation Engineers. *Trip Generation: 9th Edition*. 2012.

6. AASHTO. *A Policy on Geometric Design of Highways and Streets, 6th Edition*. 2011.

ATTACHMENTS

A. Traffic Count Data and Seasonal Adjustment Data

B. Description of Level-of-Service Methods and Criteria

C. Year 2014 Existing Conditions Level-of-Service Worksheets

D. Crash Data

E. Year 2015 Background Conditions Level-of-Service Worksheets

F. Year 2015 Total Conditions Level-of-Service Worksheets

G. Queuing Worksheets

H. Parking Count Worksheets

AAI afghan associates, inc.
ENGINEERING

MEMORANDUM

DATE: September 8, 2014

BY: Craig Harris, PE

SUBJECT: Stormwater Memo

PROJECT: America's Tire - Oregon City, OR

PROJECT NO.: A12023.11

This memorandum is to outline the Stormwater requirements for the proposed America's Tire project at 2002 Washington Street in Oregon City, OR. The project is proposing to build a new retail building (11,087SF) and parking. The project site area is 0.82 acres of leased property within a 16.7 acre parcel.

The total 16.7 parcel is divided into two stormwater drainage basins. The proposed project is included in the southeast quality facility. The approved stormwater system was designed to include the proposed project site. Refer to The Home Depot Storm Drainage Report by WRG Design, Inc, dated March 14, 2001. According to the report, the stormwater requirements as outlined in the "City of Oregon City Public Works Stormwater and Grading Design Standards", dated December 17, 1999, were met.

For the proposed project site, impervious area was compared and it was found that there is a difference of 0.25 ac from WRG's design and the proposed improvements. WRG assumed a total project site area of 0.61 ac with an impervious area of 0.20 ac and a pervious area of 0.41ac (Basin D-3). The proposed project site area will actually have an impervious area of 0.45 ac. and a pervious area of 0.16 ac. The addition of 0.25 acres will not change the existing orifice diameter or swale length.

cc: File

4875 SW Griffith Drive | Suite 300 | Beaverton, OR | 97005

503.620.3030 | tel 503.620.5539 | fax w w w . a a i e n g . c o m

Project Name: ATC-Oregon City Design Frequency: 10 yr Designed By: JRT Date: 06/24/14 Sheet: 1 of 1

Project #: A12023.11 Checked By: CNH Date: 06/24/14

Index Area	Pipe	Area (A) acres	Runoff Coeff. (c)	Equiv. Area (cA) acres	Total Drainage Area (cA) acres	Time of Concent. Or Flow Time (t) min	Total Time of Concent. (T) min	Average Rainfall Intensity (I) in/hr	Design Discharge (Q) cfs	IE (in) ft	IE (out) ft	Pipe Length (L) ft	Min. Invert Slope (s) %	Pipe Size (D) in	Capacity Flowing Full (Q) cfs	Velocity Flowing Full (V) fps	Flow Time (t) min	
DS1		0.094	0.90	0.085	0.085	5.0	5.0	2.80	0.237	55.38	53.18	69.20	3.2%	6	1.00	5.11	0.2	OK
CB1		0.770	0.90	0.693	0.693	5.0	5.0	2.80	1.940	53.58	53.18	46.80	0.9%	10	2.03	3.72	0.2	OK
	A		0.90		0.778	5.0	5.0	2.80	2.177	53.18	53.09	10.50	0.9%	12	3.31	4.21	0.0	OK
DS2		0.093	0.90	0.084	0.084	5.0	5.0	2.80	0.234	55.38	53.09	45.00	5.1%	6	1.27	6.46	0.1	OK
	B		0.90		0.861	5.0	5.0	2.80	2.412	53.09	52.98	14.10	0.8%	12	3.15	4.02	0.1	OK
			0.90			5.0	5.0	2.80										
CB2		0.820	0.90	0.738	0.738	5.0	5.0	2.80	2.066	53.70	53.30	3.80	10.5%	12	11.59	14.75	0.0	OK
			0.90			5.0	5.0	2.80										
AD1		0.180	0.90	0.162	0.162	5.0	5.0	2.80	0.454	55.15	54.27	78.00	1.1%	6	0.60	3.04	0.4	OK
AD2		0.120	0.90	0.108	0.270	5.0	5.0	2.80	0.756	54.27	53.50	68.40	1.1%	8	1.28	3.68	0.3	OK
AD3		0.140	0.90	0.126	0.396	5.0	5.0	2.80	1.109	53.50	53.10	36.90	1.1%	8	1.26	3.61	0.2	OK
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Project Name: ATC-Oregon City Design Frequency: 10 yr Designed By: JRT Date: ####### Sheet: of

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Draft Geotechnical Engineering Report

Proposed Discount Tire Store

Washington Street and Highway 213

Oregon City, Oregon

DRAFT - August 27, 2014

Terracon Project No. 82145031

Prepared for:

AMEC Environment & Infrastructure, Inc.

Phoenix, Arizona

Prepared by:

Terracon Consultants, Inc.

Portland, Oregon

August 27, 2014

AMEC Environment & Infrastructure, Inc.
4600 East Washington Street, Suite 600
Phoenix, Arizona 85034

Attn: Mr. Dave Klann
P: (602) 733-6033
E: david.klann@amec.com

Re: Draft Geotechnical Engineering Report
Proposed Discount Tire Store
Washington Street & Highway 213
Oregon City, Oregon
Terracon Project Number: 82145031

Dear Mr. Klann:

Terracon Consultants, Inc. (Terracon) has completed the geotechnical engineering services for the above referenced project. These services were performed in general accordance with our proposal P82140002R1 and Master Services Agreement dated June 25, 2014.

We appreciate the opportunity to be of service to you on this project. If you have any questions concerning this report, or if we may be of further service, please contact us.

Sincerely,
Terracon Consultants, Inc.

Martin L. Eversaul, RG
Senior Staff Geologist

Eric J. Lim, PE, GE
Geotechnical Department Manager

Kristopher T. Hauck, PE
Principal

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Exhibit B-3	Grain Size Distribution
Exhibit B-4 and B-5	Unconfined Compression Test
Exhibit B-6	Analytical Laboratory Test Data

APPENDIX C – SUPPORTING DOCUMENTS

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Exhibit C-2	Unified Soil Classification System

EXECUTIVE SUMMARY

A geotechnical investigation including existing data review, visual reconnaissance and subsurface exploration was conducted at the site to develop geotechnical design and construction recommendations for the proposed building and site improvements. Based on the subsurface conditions encountered, the primary geotechnical considerations associated with the proposed development are summarized below.

- **Undocumented Fill, Landfill Cover Soils, and Landfill Waste:** The project site is within the Rossman Landfill boundaries, which was a permitted municipal solid waste landfill that operated from approximately 1969 to 1983. The landfill accepted the majority of the residential and commercial solid waste from the Portland metro area during that period. Our explorations encountered an approximately 19- to 21-foot thickness of landfill wastes in the building pad area. The landfill was capped with several feet of soil cover upon closure. The site may have received several more feet of soil fill during the development of the adjacent Home Depot parking lot in 2001. Typically, undocumented fill soils pose a certain level of risk of settlement if the fill was placed in an uncontrolled manner or documentation, such as density test reports, are not available to rely on the compaction of the fill. Landfill wastes represent a significantly higher level of risk of unanticipated settlement due to the much higher variability in the type of fill materials (e.g., wood waste, trash, construction debris, etc.), relatively loose and uncontrolled manner of placement and compaction, and the associated biodegradation of organic wastes over time. Any development on a landfill must involve the owner accepting a moderate to high level of risk tolerance for long-term total and differential settlements of the landfill and any structures placed on top of it.

- **Reduction of New Loads:** Any new loads on the landfill, such as buildings, pavements, and new fills, will increase the primary settlement of the landfill wastes and cover soils. We recommend that the subject site be designed to have as little fill placed as possible to reduce the settlements of the site. If feasible from a civil grading and structural perspective, the site should be designed to be a net zero increase to the existing ground pressure.

- **Foundations:** We understand that deep foundations would likely be cost-prohibitive for this size of a development based on previous discussions with the design engineer (AMEC). In addition, pile foundations, while reducing the risk for intolerable building settlement, present a unique set of challenges and risks for the owner. Some of these risks include cost overruns due to pile length overruns during driving, inability or delay in schedule of driven piles to penetrate debris-laden landfill waste, corrosion risks of pile types to name a few. Therefore, assuming the owner is willing to accept the risk of unforeseen and/or excessive short-term and long-term settlements, this report has been prepared assuming the owner would prefer the structure to be supported on either a mat foundation or a continuously-tied shallow foundation system (i.e. no isolated pads, similar to grade-beams) capable of tolerating relatively large differential settlements on the order of 6 inches within a 20-year design life across the building pad. In addition, the structure should be designed to be leveled in the

future should excessive settlements be experienced. For design periods greater than 20 years, continued settlement is expected.

- **Preloading:** In order to maintain the settlements discussed in this report, we recommend that the building pad (and 10 feet beyond the building limits) be preloaded so that primary settlements associated with the building loads are completed prior to constructing the building. We estimate that, according to previous data from fills and settlement data) that primary settlement should be complete in 2 to 3 months.

- **Site Specific Seismic Spectral Response:** Based on the subsurface conditions encountered at the site, we interpret the subsurface conditions within the upper 100 feet of the ground surface to be consistent with the Site Class F according to the 2014 Oregon Structural Specialty Code (OSSC). Therefore, we recommend a site specific seismic spectral response analysis be completed to support the seismic structural design of the structure.

- **Disposition of Landfill Wastes Generated:** We recommend that all excavations and utilities be designed shallow enough to not penetrate the landfill cover soils. Otherwise, excavated waste would have to be segregated in a stockpile, sampled and tested for contaminants, and disposed of off-site as non-hazardous or hazardous waste depending on the analytical laboratory test results. We recommend that waste characterization analyses of the surface soils be undertaken to evaluate special soil management requirements, if any.

- **Methane Mitigation:** Methane is produced during the biodegradation process of the landfill wastes and must be mitigated from accumulating under or within the building and pavements. Methane testing and mitigation design was not part of our geotechnical scope of services. Types of mitigation systems are discussed in this report, but we understand that the methane mitigation systems will be designed by others.

- **Use of Non-Gravity Utilities:** Due to the expected long-term settlements of the entire project site as secondary settlements and biodegradation of the landfill continues, we recommend that sanitary and storm sewer pipes be designed as a pressurized system that can tolerate the settlements. Alternatively, they can be designed with an exaggerated slope to allow gravity flow even after differential settlements have occurred at the higher end.

This summary should be used in conjunction with the entire report for design purposes. It should be recognized that details were not included or fully developed in this section, and the report must be read in its entirety for a comprehensive understanding of the items contained herein.

DRAFT GEOTECHNICAL ENGINEERING REPORT
PROPOSED DISCOUNT TIRE STORE
WASHINGTON STREET AND HIGHWAY 213
OREGON CITY, OREGON

Terracon Project No. 82145031
August 27, 2014

1.0 INTRODUCTION

This geotechnical engineering report has been completed for the proposed Discount Tire Store to be located at Washington Street and Highway 213 in Oregon City, Oregon. Five (5) borings, designated B-1 through B-5 were completed to depths of approximately 11½ to 61 feet below the existing ground surface (bgs) within proposed development areas. In addition, cone penetration tests (CPTs) were completed within the building pad in multiple phases due to refusal within and above the landfill waste. One boring encountered drilling refusal in dense to very dense gravels shallower than the termination depth. Logs of the borings and CPTs, along with location diagrams for proposed development plans, are included in Appendix A of this report.

The purpose of our evaluation is to provide geotechnical recommendations and considerations for the following with respect to the proposed development:

- subsurface soil conditions
- earthwork
- seismic considerations
- groundwater conditions
- foundation design and construction
- pavement design and construction
- floor slab design and construction

2.0 PROJECT INFORMATION

2.1 Site Location and Description

ITEM	DESCRIPTION
Location	The project site is located at Washington Street and Highway 213, Oregon City, Oregon. It is the northern outlot of 2002 Washington Street in Oregon City (Home Depot development). Latitude 45.37031° N, Longitude 122.58622° W
Existing improvements	None in proposed lease area, with the exception of the Home Depot pylon sign and two rows of Home Depot parking stalls along the south one-third of the proposed lease area.

ITEM	DESCRIPTION
Site Surroundings	North: Washington Street South: Home Depot parking lot East: Highway 213 West: Home Depot parking lot and Washington Street
Current ground cover	Mostly grass with some curb and asphaltic concrete pavement along the south one-third of the lease area.
Existing topography	Relatively flat with a slight slope up towards the north along the base of the Highway 213 embankment. Overall topographic relief within the proposed lease area is on the order of 5 feet, based on visual estimates. A topographic plan was not available for our review.

2.2 Project Description

ITEM	DESCRIPTION	
Site layout	See Exhibit A-2: Site and Exploration Plan.	
Structures	A one-story building measuring approximately 141.3 feet by 60 feet (~8,290 SF).	
Building construction	Typical prototypes consist of reinforced masonry	
Maximum loads planned (provided to Terracon)	**Column/Walls:** Loads should not impose bearing pressures exceeding 3,000 psf	**Floor Slabs:** 150 psf (assumed by Terracon)
Maximum allowable settlement	Not yet determined, but this information will be crucial for determining foundation support options.	
Grading	Finish grades are assumed to be at or slightly above existing grades. The exact fill thickness, if any, will be crucial for foundation support options.	
Cut and fill slopes	None anticipated.	
Pavements	Asphaltic concrete and Portland cement concrete. Assumed to be typical retail passenger vehicle and delivery truck traffic loads and frequencies.	
Free-standing retaining walls	None anticipated.	
Below grade areas	None anticipated.	

2.3 Review of Information by Others

We reviewed the following relevant documents provided by AMEC, the Oregon Department of Transportation (ODOT), and the Oregon Department of Environmental Quality (DEQ):

- *Geotechnical Considerations for Site Plan and Development Review Application, Home Depot Store OR-66G, SW Washington Street and Cascade Highway (Hwy 213), Oregon City, Oregon*, by GRI Consultants, dated July 8, 1999.

- *Preliminary Geotechnical Investigation, Home Depot Store OR-66G, SW Washington Street and Cascade Highway (Hwy 213), Oregon City, Oregon*, by GRI Consultants, dated November 1, 1999.

- *Supplemental Settlement Estimates, Proposed Home Depot Store OR-66G, SW Washington Street and Cascade Highway (Hwy 213), Oregon City, Oregon*, by GRI Consultants, dated April 5, 2000.

- *Draft Geotechnical & Pavement Design Report, OR 213: I-205 – Redland Road Overcrossing, Oregon City, Oregon*, by Shannon & Wilson, Inc., dated August 31, 2010.

- January – December 2011 Annual Operation, Maintenance, and Monitoring Report, Gas Monitoring and Control System, Home Depot Development, Oregon City, Oregon, by Geosyntec Consultants, dated March 2012.

- *Oregon City Bypass, Park Place – Newell Creek* file review, ODOT District 1 office, on August 21, 2014.

- Personal communication with Tim Spencer, DEQ Project Manager for the Rossman Landfill, on August 25, 2014.

- Google Earth™ historical images, dated 7/28/2000 and 7/25/2001.

In summary, there are two main structures on the Rossman Landfill. The Trails End Golf Center was constructed in 2000 near the center of the landfill, and the Home Depot store was constructed on the landfill just north of the golf center starting in 2001. There are also a few other commercial/industrial properties along the southern edge of the landfill, but those developments were not deemed as relevant to the subject site and were not reviewed.

Approximately 5 to 10 feet of fill was used to raise grade in the Home Depot development. The Home Depot store and concrete apron were reportedly supported on driven steel H-piles with the asphaltic concrete paved parking lot supported on fill only. Primary settlements of 0.35 to 3.70 feet were estimated from the fills, and secondary settlements of 0.6 to 1.6 feet were estimated with approximately 1 foot of it occurring as differential settlement in the parking lot. Based on our observations of the Home Depot store, the large concrete apron around the entire store was pile supported to maintain a level ground surface with the store entrances. The unsupported asphalt-paved parking lot appears to have settled relative to the concrete apron,

but is maintained by concrete ramps that allow vehicle access across the transition zone. The Home Depot building, concrete apron, and parking areas are underlain by a gas monitoring and collection system to mitigate the explosion risk of methane accumulation.

We were not able to review a geotechnical report for the Trails End Golf Center, but from personal communication with DEQ we understand that the buildings were not pile supported. We further understand that the building area was surcharged with a soil preload, crushed rock structural fill was added over the subgrade for additional support, and the structures were equipped with adjustable stilt foundations. It was also reported that settlement did not appear to be an issue. For methane mitigation, the structure was constructed with an open crawlspace covered with a decorative lattice that would not allow methane to accumulate under the building. Presumably, this crawlspace also serves as access for the adjustable stilt foundations should they be needed. It should be noted that the main building appears to be a single-story wood-framed building similar to a house and should be a relatively lightweight and settlement tolerant structure.

The Shannon and Wilson report for the OR 213 roadway improvement project did not have much more information relevant to the subject site. It was also reported by ODOT that the observed settlement for the OR 213 to Redlands Road embankment crossing the landfill were approximately up to 13 feet, which was much higher than the what the geotechnical report anticipated. The settlements of the OR 213 roadway were reportedly uneven resulting in an undulating roadway that requires periodic maintenance.

Our review of the settlement monitoring data in the ODOT file revealed plots of data that included initial fills. However, the GRI *Supplement Settlement Estimates* letter referenced above includes additional data for additional fills that were not available for our review, but are re-plotted in the GRI letter. Our analysis of the available ODOT settlement data is discussed in section 4.2 of this report. For the loads anticipated for the subject site, the initial settlement monitoring data available in the ODOT file is sufficient because it appears to be more representative of the proposed project loads and subsurface conditions.

3.0 SUBSURFACE CONDITIONS

3.1 Geology

Based on the *Geologic Map of the Oregon City 7.5' Quadrangle, Clackamas County, Oregon, GMS 119, 2009,* the site is underlain by Artificial Fill (Af), further defined as man-made deposits of mixed clay, silt, sand, gravel, and debris and rubble. These deposits continue south and west of the site and are associated with the historic landfill in the area. The fill soils encountered in the borings confirm the presence of the artificial fill generally described within the publications and as expected with landfill deposits.

3.1.1 Seismic Hazards

Seismic hazards resulting from earthquake motions can include slope instability, liquefaction, and surface rupture due to faulting or lateral spreading. Liquefaction is the phenomenon wherein soil strength is dramatically reduced when subjected to vibration or shaking.

We reviewed the *Relative Earthquake Hazard Map of the Portland Metro Region, Clackamas, Multnomah, and Washington Counties (IMS-1) published by the Oregon Department of Geology and Mineral Industries (DOGAMI) in 1997, scale 1:62,500*. The hazard maps show the project site to be located in an area that is mapped as: high relative hazard for ground motion amplification, high relative liquefaction hazard, no hazard for slope instability hazard, and designated Zone A high hazard based on all three relative earthquake hazards.

We reviewed the USGS Earthquake Hazards Program Quaternary Faults and Folds Database available online (http://earthquake.usgs.gov/regional/qfaults/usmap.php). The nearest faults to the project site are the Oatfield and Portland Hills faults approximately 1 mile to 1½ miles to the north and northeast of the project site, respectively. According to this source, both faults' ages are in the less than 1,600,000 years category, have been mapped with reverse strike features, and are in the slip rate category of less than 0.2 millimeters per year. Based on the information described above, we estimate that the risk associated with surface rupture at the site is low.

3.2 Typical Profile

Based on the results of the borings, subsurface conditions on the project site can be generalized as follows:

Stratum	Approximate Depth to Bottom of Stratum (feet)	Material Encountered	Consistency/Density
Stratum 1 (Cover Fill)	6 to 6½, or Undetermined: borings B-4 and B-5 terminated at the planned depths in this stratum.	Silt, sandy silt, silt with gravel, silty sand, lean clay	Medium stiff to very stiff/dense
Stratum 2 (Cover Fill)	9 to 11½	Well graded gravel with silt	Medium dense to dense
Stratum 3 (Landfill Waste)	38½	Landfill debris: wood and other organics, plastic, fabric, glass, foam, metal, newspaper, with silt and sand	Medium Dense to very dense
Stratum 4 (Sandy silt)	47	Sandy Silt	Soft to medium stiff

Stratum	Approximate Depth to Bottom of Stratum (feet)	Material Encountered	Consistency/Density
Stratum 5 (Gravel with silt and sand)	Undetermined: boring B-2 terminated at the planned depths in this stratum. Boring B-1met refusal within this stratum.	Gravel with cobbles, boulders, silt, and sand	Very dense

Conditions encountered at each boring location are indicated on the individual boring logs found in Appendix A of this report. Stratification boundaries on the boring logs represent the approximate location of changes in soil types; in-situ, the transition between materials may be gradual. A discussion of field sampling procedures is included in Appendix A and laboratory testing procedures and test results are presented in Appendix B.

3.3 Groundwater

Groundwater was observed at approximately 15 feet in boring B-1 and B-2 at the time of drilling. However, groundwater level fluctuations occur due to seasonal variations in the amount of rainfall, runoff and other factors not evident at the time the borings were completed. Therefore, groundwater levels during construction or at other times may be higher or lower than the levels indicated on the logs. The possibility of groundwater level fluctuations should be considered when developing the design and construction plans for the project.

4.0 RECOMMENDATIONS FOR DESIGN AND CONSTRUCTION

4.1 Geotechnical Considerations

The subsurface conditions at the site were evaluated to develop geotechnical related design and construction recommendations for site development. In our opinion, the site is feasible for the proposed development provided the owner understands and accepts the risks associated with developing on highly compressible landfill waste as described in this report. The main geotechnical risks involved include excessive and/or unanticipated total and differential building settlements, uneven settlements of the non-building areas affecting surface drainage, building and site settlements affecting gravity flow sewers, methane accumulation and migration, and higher maintenance costs associated with these risks.

We understand that pile supporting the building will be cost-prohibitive for the proposed development. However, to reduce total and differential settlements to typical building tolerances, the building would need to be supported on deep foundations, such as driven steel piles, bearing below the compressible landfill waste and soft alluvial soils below the landfill. These piles would likely be over 50 feet long, based on our explorations. Even though pile foundations would reduce the risk associated with building settlements, pile foundations present their own unique challenges and risks. Some of these include differential settlement of development around the structure and gravity utilities, cost and schedule overruns due to pile driving difficulty or excessive lengths during driving, additional maintenance costs due to maintaining ADA access between surface supported pavements and the structure to name a few. Therefore, this report will focus on pre-loading the building area with a removable soil fill (i.e., a preload fill), and supporting the building on a shallow mat foundation capable of tolerating moderate differential settlements.

Other options for building support include, supporting the structure on an adjustable stilt foundation similar to the nearby golf center building, reducing the total weight of the building and/or making the structure more settlement tolerant include designing it as a lightweight metal structure or wood-framed structure rather than masonry or concrete walls. All of these options appear feasible to include with the mat foundation recommendation; however, these are additional features to include based on discussions between the design team and owner and are not necessarily geotechnical requirements with respect to the recommendations in this report.

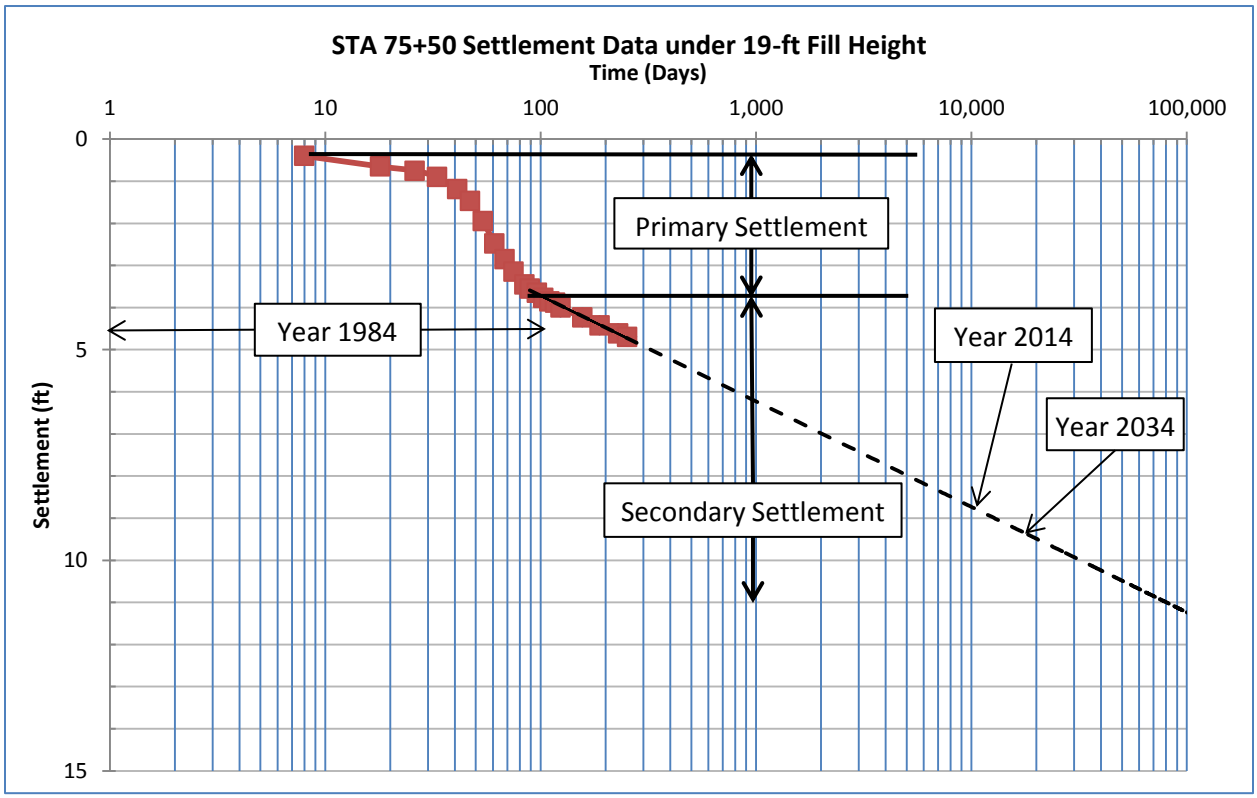
4.2 Settlement Analyses

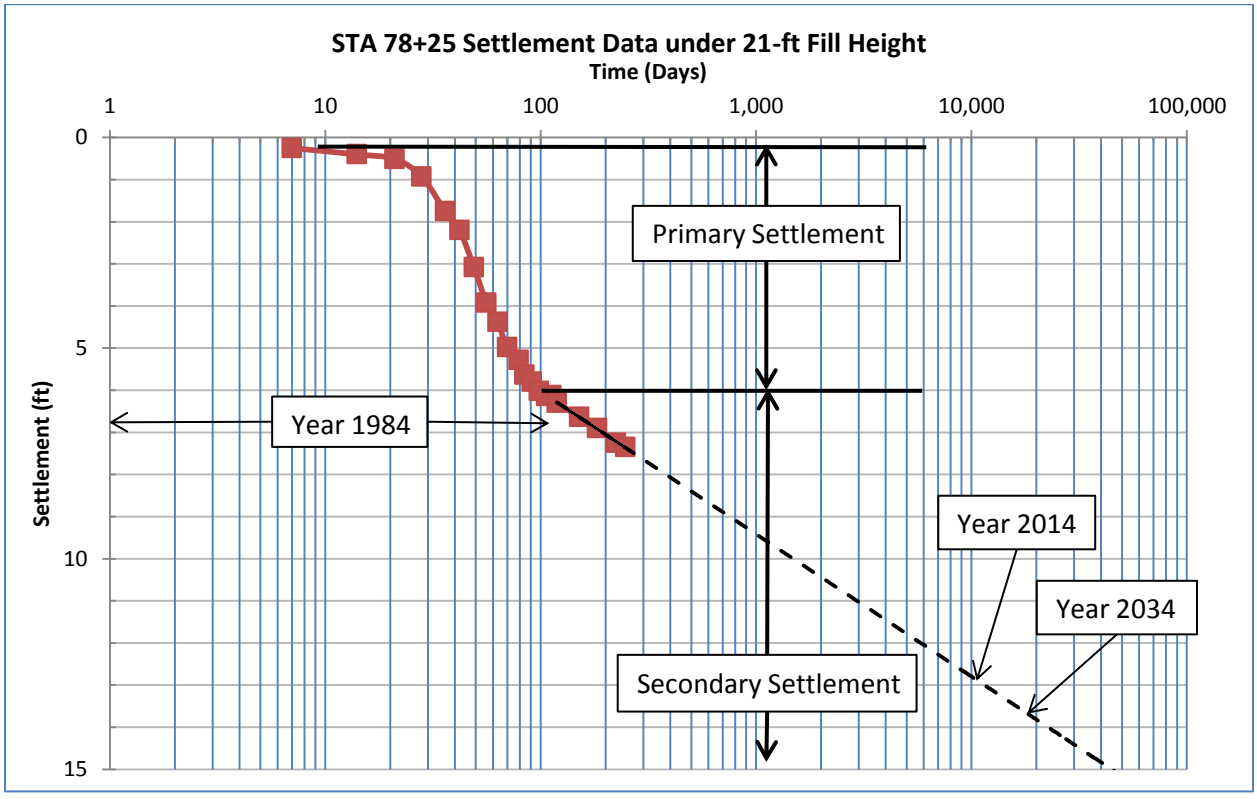
Settlement of landfill deposits occur in three basic components: mechanical, creep, and biodegradation (Babu, et al, 2010[1]). Babu describes *primary settlement* of landfill waste as the significant settlement that occurs during or shortly after loading due to a load's physical and mechanical processes that reorient the particles and fill or collapse voids. Babu further describes *secondary settlement* of landfill waste as the substantial settlement that occurs at a slower rate over an extended period of time due to chemical and biological processes.

We reviewed the ODOT settlement monitoring data of the adjacent OR 213 embankment for two nearby monitoring points at station 75+50 and station 78+25 (the northernmost and southernmost settlement points available near the centerline of the adjacent roadway). The estimated locations of these road stations are shown on the attached Exhibit A-2, Site and Exploration Plan. The embankment fill heights were reportedly 19 and 21 feet, for stations 75+50 and 78+25, respectively, for the period of data reviewed (plots undated but presumably August 1984 to April 1985).

The embankment fills were constructed 30 years ago in 1984. We plotted the data and projected the long-term secondary settlements trendline shown in the graphs below. Projecting out another 20 years for the typical life-span of a project, we estimate the additional settlement from secondary settlement to be on the order of 6 to 9 inches (total). Please note that this assumes no additional primary settlement occurs from new loads on the landfill and that secondary settlement rates within the building pad are similar to the secondary settlement rates within the roadway. We believe the assumed similarity this to be a valid (or possibly conservative) since the landfill thickness in the roadway appears to be greater than our project site and the loads imposed by the roadway fills were greater than the fills on our project site.

[1] Babu, G.L. Sivakumar, et al., "Prediction of Long-Term Municipal Solid Waste Landfill Settlement Using Constitutive Model", April 1, 2010, *Practice Periodical of Hazardous, Toxic, and Radioactive Waste Management*, Vol. 14, No. 2.


STA 75+50 Settlement Data under 19-ft Fill Height
Time (Days)
1
10
100
1,000
10,000
100,000
0
5
10
15
Settlement (ft)
Primary Settlement
Year 1984
Year 2014
Year 2034
Secondary Settlement


STA 78+25 Settlement Data under 21-ft Fill Height
Time (Days)
1
10
100
1,000
10,000
100,000
0
5
10
15
Settlement (ft)
Primary Settlement
Year 1984
Year 2014
Year 2034
Secondary Settlement

As discussed above, any new loads on the ground surface will likely result in additional primary settlement of the fill. Therefore, we recommend that the building pad and 10 feet beyond be preloaded with removable fill, the settlement monitored to determine when the primary settlement has been substantially completed, the preload fill removed, and the building constructed. Based on previous data, it appears that the primary settlement could be complete within about 2 to 3 months.

4.3 Earthwork

The following sections present recommendations for site preparation, excavation, subgrade preparation, placement and compaction of structural fill, and grading, The recommendations presented for design and construction of earth supported elements are contingent upon following the recommendations outlined in this section.

4.3.1 Site Preparation

Site preparation and initial construction activities should be planned to reduce disturbance to the existing ground surface. Construction traffic should be restricted to dedicated driveway and laydown areas. Preparation should begin with procedures intended to drain ponded water and control surface water runoff. It will be difficult to maintain stable subgrades if accumulated water is not controlled during construction. Attempting to grade the site without adequate drainage control measures will reduce the amount of on-site soil effectively available for use, increase the amount of import fill materials required, and ultimately increase the cost of the earthwork and foundation construction phases of the project.

In our opinion, earthwork should be completed during periods of the year when the moisture content can be controlled by aeration and drying. If earthwork or construction activities take place during extended periods of wet weather, or if the in-situ moisture conditions are elevated above the optimum moisture content, the soils could become unstable or not be compactable. In the event the exposed subgrade becomes unstable, yielding, or unable to be compacted due to high moisture conditions, we recommend that the materials be removed to a sufficient depth in order to develop stable subgrade soils that can be compacted to the minimum recommended levels. The severity of construction problems will be dependent, in part, on the precautions that are taken by the contractor to protect the subgrade soils.

4.3.2 Subgrade Preparation

Since the landfill cover soils are undocumented and can be of variable relative density and consistency, we recommend the upper two feet below foundations and slabs be recompacted to the requirements for structural fill in **Fill Materials** and **Compaction** sections of this report. The lateral extent of the recompaction zone for footing excavations should include extending the

excavation eight inches laterally for every one foot vertically, as shown in the figure in the **Foundation** section of this report.

We recommend that testing of the exposed pavement subgrades include proofrolling to help locate weak or unstable areas at or just below the exposed subgrade level. Proofrolling should be performed using heavy rubber-tired equipment, such as a fully-loaded dump truck, having a minimum gross weight of about 20 tons. Unsuitable areas observed at this time should be excavated and replaced with structural fill. Those soils which are soft, yielding, or unable to be compacted to the specified criteria should be overexcavated and replaced with structural fill material later described in the **Fill Materials s**ection of this report.

Based on the outcome of the proofrolling operations, some additional undercutting or subgrade stabilization should be expected, especially during wet periods of the year. Methods of stabilization, which are outlined below, could include scarification and recompaction, removal of unstable materials and replacement with granular fill (with or without geotextiles) and chemical stabilization. The most suitable method of stabilization, if required, will be dependent upon factors such as schedule, weather, size of area to be stabilized, and the nature of the instability. More detailed recommendations can be provided during construction, as the need for subgrade stabilization occurs. Performing site grading operations during the warmer and drier months would aid in reducing potential need for subgrade stabilization.

- **Granular Fill** - The use of crushed aggregate or gravel could be considered to improve subgrade stability. Typical additional undercut depths could range from about 1 to 2 feet. The use of high modulus geotextiles (i.e., engineering fabric, such as Mirafi HP370) could also be considered after underground work such as utility construction is completed. Equipment should not be operated above the geotextile fabric until one full lift of granular fill is placed above it. Geotextiles can also be considered for severe subgrade conditions during winter months. It should be expected that a minimum of 18 inches of granular fill will be required with any geotextile application. Overexcavation and backfill with granular fill is typically recommended and economical for isolated shallow areas containing soft unsuitable soils.

- **Chemical Stabilization** – For unstable and plastic soils, consider improving the subgrades with Portland cement, lime, kiln dust, or Class C fly ash could be considered. Chemical modification should be performed by a pre-qualified contractor having experience with successfully stabilizing subgrades in the project area on similar sized projects with similar soil conditions. Chemical stabilization is generally recommended for large areas with exposed soils too wet to scarify and recompact and/or during wet weather.

Overexcavations should be backfilled with structural fill material placed and compacted in accordance with the **Fill Material Types** and **Compaction Requirements** sections of this

report. Subgrade preparation and selection, placement, and compaction of structural fill should be performed under engineering controlled conditions in accordance with the project specifications.

4.3.3 Fill Material Types

Engineered or structural fill should meet the following material property requirements:

Fill Type [1]	Specification	Acceptable for Placement
Common Fill	2008 Oregon Standard Specification for Construction (OSSC) 00330.13 Selected General Backfill with the additional requirements of Liquid Limits < 40 and Plasticity Index < 10	All locations across the site. Dry Weather only.
Select Fill	OSSC 00330.14 Selected Granular Backfill with exception of no more than 8% passing the No. 200 sieve by weight	All locations across the site, Wet Weather and Dry Weather acceptable.
Crushed Aggregate Base (CAB)	OSSC 02630.10 Dense Graded Aggregate (2”-0 to ¾”-0) with exception of no more than 8% passing the No. 200 sieve by weight	All locations across the site. Recommended for finished base course materials for floor slabs and pavements. Wet Weather and Dry Weather acceptable.

1. Controlled, compacted fill should consist of approved materials that are free (free = less than 3% by weight) of organic matter and debris (i.e. wood sticks greater than ½-inch in diameter). Frozen material should not be used, and fill should not be placed on a frozen subgrade. A sample of each material type should be submitted to the geotechnical engineer for evaluation.

If open-graded materials with large void spaces, such as quarry spalls, are used over fine-grained soils, we recommend that the materials be placed over a geotextile fabric separator to prevent fines migration as well as to stabilize the subgrade. The geotextile fabric should be a woven product (Mirafi HP370 or equivalent).

4.3.4 Compaction Requirements

The following compaction requirements are recommended for the prepared subgrade and structural fill expected to be placed for this site:

Item	Description
Fill Lift Thickness	**Common Fill, Select Fill and CAB:** 8 inches or less in loose thickness when heavy, compaction equipment is used.
Compaction Requirements [1]	**Common Fill, Select Fill & CAB:** 95% of the material's maximum Proctor dry density (ASTM D1557) within the building pad limits and upper 2 feet below site pavements and 92% of the materials maximum Proctor dry density (ASTM D1557) elsewhere. Fine-grained soils used as fill outside the building pad should be compacted to 98% of the material's standard Proctor maximum dry density (ASTM D 698) in the upper two feet below pavement and 95% below two feet.
Moisture Content	**Common Fill, Select Fill and CAB:** Within ±2 percent of optimum moisture content as determined by ASTM D1557 for coarse-grained soils. From -1 to +3 percent optimum moisture content as determined by ASTM D 698 for fine-grained soils.

1. We recommend that fill be tested for moisture content and compaction during placement. Should the results of the in-place density tests indicate the specified moisture or compaction limits have not been met, the area represented by the test should be reworked and retested as required until the specified moisture and compaction requirements are achieved.

4.3.5 Grading and Drainage

Positive drainage should be provided during construction and maintained throughout the life of the development. Infiltration of water into utility trenches or foundation excavations should be prevented during construction. Backfill against footings, exterior walls, and in utility and sprinkler line trenches should be well compacted and free of all construction debris to reduce the possibility of moisture infiltration.

Downspouts, roof drains or scuppers should discharge into tightline storm sewers when the ground surface is not protected by exterior slabs or paving. Sprinkler systems should not be installed within five feet of foundation elements. Landscaped irrigation adjacent to the foundation systems should be minimized or eliminated. Infiltration of stormwater is not allowed on landfills.

4.3.6 Construction Considerations

Unstable subgrade conditions are anticipated during wet weather or in areas subjected to repetitive construction traffic. The use of light construction equipment would aid in reducing subgrade disturbance. The use of remotely operated equipment, such as a backhoe, would be beneficial to perform cuts and reduce subgrade disturbance. Should unstable subgrade conditions develop, stabilization measures will need to be employed.

Upon completion of filling and grading, care should be taken to maintain the subgrade moisture content prior to construction of floor slabs and pavements. Construction traffic over the completed subgrade should be avoided to the extent practical. The site should also be graded to prevent ponding of surface water on the prepared subgrades or in excavations. If the subgrade should become frozen, desiccated, saturated, or disturbed, the affected material should be removed or these materials should be scarified, moisture conditioned, and re-compacted prior to floor slab and pavement construction.

The contractor is responsible for designing and constructing stable, temporary excavations (including utility trenches) as required to maintain stability of both the excavation sides and bottom. Excavations should be sloped or shored in the interest of safety following local and federal regulations, including current OSHA excavation and trench safety standards.

The geotechnical engineer should be retained during the construction phase of the project to observe earthwork and to perform necessary tests and observations during subgrade preparation; proof-rolling; placement and compaction of controlled compacted fills; backfilling of excavations to the completed subgrade.

4.4 Preload

As discussed previously, the new building loads will induce significant primary settlement. Therefore, we recommend that the building pad plus a 10-foot width around the building perimeter be preloaded with a soil fill. We anticipate the net load from the building constructed over a mat foundation to be on the order of about 500 psf areal load. To induce this load over the building pad, an approximately 4-foot thick preload fill should be constructed, assuming the total unit weight of the fill is approximately 125 pcf. The fill should be density tested for unit weight and the height adjusted accordingly to match the 500 psf areal load. The 500 psf load may be adjusted after feedback from the structural engineer on the actual building loads, or reduced if the building pad is cut below existing grades.

Prior to placing the preload, the foundation and slab subgrades should be prepared per the Subgrade Preparation section above. This will help limit the amount of subgrade rebound that occurs if excavation occurred after preloading. Settlement monitoring plates should be installed (minimum of six) across the building pad and surveyed for the initial elevations, then the preload fill placed around the settlement plate risers. Terracon can provide settlement plate details for inclusion in the project plans. The settlement plates should be surveyed twice a week for the first month, then once a week afterwards until Terracon determines that primary settlement has completed. Based on the information reviewed for this project, we anticipate approximately 3 months for primary settlement to complete to acceptable levels. Terracon can also provide a remotely automated settlement plates system that uses a cellular connection to send data from the site.

4.5 Foundations

Assuming the owner accepts the risks of unanticipated settlement described previously in this report, the proposed building may be supported by a mat foundation or continuously-connected grid foundations bearing on a minimum of 2 feet of properly compacted structural fill. The purpose of the mat foundation or grid foundation is to spread the loads out over as large an area as possible to minimize compression of the underlying landfill waste. Based on our previous experience, we anticipate the average load over the entire mat to be on the order of 500 psf. This value should be checked by the structural engineer so that we may adjust the preload fill height accordingly. Design recommendations for foundations for the proposed structures and related structural elements are presented in the following sections.

4.5.1 Design Recommendations

DESCRIPTION	Wall
Net allowable bearing pressure [1] **Directly supported a minimum of 2-foot of compacted structural fill**	1,500 psf
Minimum dimensions	18 inches
Minimum embedment below finished grade for frost protection [2]	12 inches
Approximate total static settlement [3]	Primary: <1 inch Secondary: ~4 to 9 inches
Estimated differential settlement [3]	Primary: <¾ inch over 40 feet Secondary: 4 to 6 inches over max length of building
Allowable passive pressure [4]	250 psf/ft
Allowable coefficient of sliding friction [4]	0.3

1. The recommended net allowable bearing pressure is the pressure in excess of the minimum surrounding overburden pressure at the footing base elevation. Assumes any unsuitable fill or soft soils, if encountered, will be undercut and replaced with structural fill. These values may be increased by one-third to resist transient, dynamic loads such as wind or seismic forces.
2. And to reduce the effects of seasonal moisture variations in the subgrade soils. For perimeter footing and footings beneath unheated areas.
3. The Primary foundation settlement will depend upon the variations within the subsurface soil profile, the structural loading conditions, the embedment depth of the footings, the thickness of compacted fill, and the quality of the earthwork operations. The Secondary settlement, also known as creep, includes chemical and biological degradation over time and the value is estimated over 20 years based on the ODOT settlement monitoring data reviewed for this report.
4. The value presented is an equivalent fluid pressure. The sides of the excavation for the spread

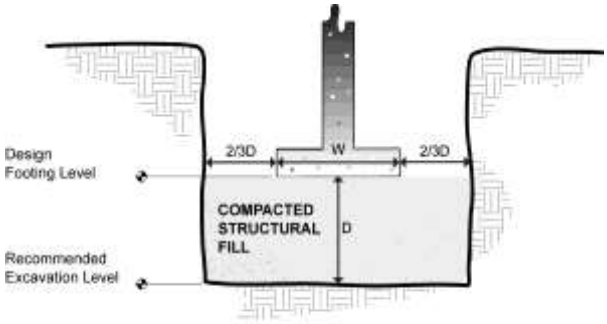
DESCRIPTION	Wall
footing foundation must be nearly vertical and the concrete should be placed neat against these vertical faces for the passive earth pressure values to be valid. Passive resistance in the upper 12 inches of the soil profile should be neglected.	

The secondary settlements and differential estimated above will occur over the next 20 years, with additional settlement continuing beyond that period. These settlements may be tolerable from a structural standpoint, but should also be considered from an operations and maintenance point of view. Differential settlement can cause uneven flooring and problems with closing doors and windows. It may be possible to incorporate some type of adjustable foundations, such as stilts or posts, or have the ability to re-adjust or shim a lightweight metal building or re-level wood-framed structures.

Excessive total settlements should be mitigated with flexible utility connections into the building, as well as either exaggerated pipe slopes for gravity flow sewers, or a grinder pump and pressurized system for sanitary sewers. Differential settlement is also expected across the remainder of the landfill as the secondary settlement of the landfill waste occurs unevenly due to variability in the type and location of the wastes.

4.5.2 Footing Subgrade Preparation

Foundations should not be supported on soft loose soils, existing fill or soils that do not meet the minimum recommended compaction levels. Undercuts for compacted backfill placement below footings should extend laterally beyond all edges of the footings at least 8 inches per foot of over-excavation depth below footing base elevation. Zones of loose, soft or otherwise unsuitable soil encountered in or below the footing subgrade should be over-excavated and replaced with properly compacted engineered fill.



Overexcavation / Backfill

NOTE: Excavations in sketches shown vertical for convenience. Excavations should be sloped as necessary for safety

The compactive effort should be in accordance with recommendations provided in the **Earthwork** section of this report. If construction takes place in wet weather, we recommend that the upper 6 inches of foundations subgrades consist of crushed aggregate base, such as 2008 Oregon Standard Specifications for Construction gradation Section 02630 Dense graded Aggregate (1”-0 or 3/4”-0) to help provide a stable platform for construction of the foundation elements. It is recommended that the geotechnical engineer be retained to observe and test the soil foundation bearing materials.

4.5.3 Footing Drains

We recommend that footing drains be installed around the perimeter of the proposed building at the base of the foundations. Footing drains should consist of a minimum 4-inch diameter, Schedule 40, rigid, perforated PVC pipe placed at the base of the heel of the footing with the perforations facing down. The pipe should be surrounded by a minimum of 4 inches of clean free-draining granular material with less than 5 percent fines (material passing the #200 sieve). If an open-graded drainage material is used, such as uniform washed gravel, we recommend enveloping the drain rock with a non-woven geotextile, such as Mirafi 140N, or equivalent. Footing drains should be directed toward appropriate storm water drain with a backflow preventer valve. Water from downspouts and surface water should be independently collected and routed to stormdrain.

4.6 Floor Slab

4.6.1 Design Recommendations

ITEM	DESCRIPTION
Interior floor system	Concrete slab-on-grade.
Base / Capillary Break[1]	6 inches of CAB material (¾"-0)
Subgrade	Upper 12 inches of subgrade soil recompacted to structural fill requirements
Modulus of subgrade reaction	150 pci for point load conditions

1. The floor slab design should include a capillary break, comprised of free-draining, compacted, granular material, at least 6 inches thick. Free-draining granular material should have less than 8 percent fines (material passing the #200 sieve).

If floor tile or other product manufacturer's specifications require a vapor retarder, we recommend that it be installed with their recommendations. Since methane mitigation will be required in or near the landfill, the gas vapor barrier used will also serve as a moisture barrier.

4.6.2 Construction Considerations

On most project sites, the site grading is generally accomplished early in the construction phase. However as construction proceeds, the subgrade may be disturbed due to utility excavations, construction traffic, desiccation, rainfall, etc. As a result, the floor slab subgrade may not be suitable for placement of base rock and concrete and corrective action will be required.

We recommend the area underlying the floor slab be rough graded and then thoroughly proofrolled with a loaded tandem axle dump truck prior to final grading and placement of base rock. Particular attention should be paid to high traffic areas that were rutted and disturbed earlier and to areas where backfilled trenches are located. Areas where unsuitable conditions are located should be repaired by removing and replacing the affected material with properly compacted

engineered fill. All floor slab subgrade areas should be moisture conditioned and properly compacted to the recommendations in this report immediately prior to placement of the base rock and concrete.

4.7 Seismic Considerations

The site should be classified as a site class "F" per the 2014 Oregon Structural Specialty Code due to the interpretation that the organic landfill wastes behaves similar to a peat deposit with a total thickness over 10 feet. Therefore, we recommend a site specific seismic spectral response analysis be completed for the site.

4.7.1 Seismic Liquefaction Hazard

Liquefaction is the phenomenon wherein soil strength is dramatically reduced when subjected to vibration or shaking. Liquefaction generally occurs in saturated, loose sand and non-plastic silt deposits. We performed a liquefaction analysis of the alluvial sediments below the landfill waste, and it is our opinion that the risks associated with seismic liquefaction are low. To our knowledge, liquefaction does not occur in landfill wastes although some seismic settlement may occur. Since the structure will be designed to tolerate significant differential settlement, no additional mitigations are required, in our opinion.

4.8 Pavements

We understand that the majority of site pavements will be asphaltic concrete pavements. For areas subject to concentrated and repetitive loading conditions such as dumpster pads and ingress/egress aprons, we recommend using a reinforced concrete pad at least 7 inches thick with the adjacent asphaltic concrete thickened to match the concrete section.

It should be noted that pavement areas will also experience secondary settlement from biodegradation of the landfill. Additional fills used to raise grade will also settle from primary settlement as discussed previously in this report. Pavements constructed over landfills should be considered a higher maintenance item that on non-landfill sites due to the uneven differential settlement that can cause random areas of ponding and reduce slope for surface drainage. Therefore, we recommend that site grades be exaggerated slightly for surface drainage purposes, while still trying to minimize the total fill thickness to reduce significant primary settlement. The Home Depot parking area appears to be a moderately sloped down toward the parking lot perimeters with a continuous trench drain at the pavement edge instead of focusing surface water to individual catch basins. While this design should help maintain routing of surface water into the drains, the fill height used to establish the moderate slope over the entire site was relatively thick, reportedly up to 10 feet in thickness.

4.8.1 Design Recommendations

Listed below are pavement component thicknesses, which may be used as a guide for pavement systems at the site for typical commercial building traffic patterns. It should be noted that these systems were derived based on general characterization of the pavement support as predominantly one foot of compacted structural fill over silt/clay landfill cover soils. No specific testing (such as CBR, resilient modulus test, etc.) was performed for this project to evaluate the support characteristics of the subgrade.

FLEXIBLE (BITUMINOUS) PAVEMENT SYSTEM		
COMPONENT	**Material Thickness, Inches**	
	Light Duty	**Heavy Duty**
Bituminous Pavement	3	4
Crushed Aggregate Base (CAB)	8	6

RIGID (CONCRETE) PAVEMENT SYSTEM		
COMPONENT	**Material Thickness, Inches**	
	Light Duty	**Heavy Duty**
Reinforced Concrete	5	7
Crushed Aggregate Base (CAB)	6	6

Prior to placement of the CAB the pavement subgrades should be prepared as per the recommendations in the **Earthwork** section of this report. Long-term pavement performance will be dependent upon several factors, including maintaining subgrade moisture levels and providing for preventive maintenance. The following recommendations should be considered the minimum:

- The subgrade and the pavement surface have a minimum ¼-inch per foot slope (or more per differential settlement discussion above) to promote proper surface drainage;
- Consider appropriate edge drainage and pavement under drain systems;
- Install joint sealant and seal cracks immediately;
- Seal all landscaped areas in, or adjacent to pavements to minimize or prevent moisture migration to subgrade soils;
- Placing compacted, low permeability backfill against the exterior side of curb and gutter.

Preventive maintenance should be planned and provided for through an on-going pavement management program. Preventive maintenance activities are intended to slow the rate of pavement deterioration, and to preserve the pavement investment. Preventive maintenance consists of both localized maintenance (e.g. crack and joint sealing and patching) and global maintenance (e.g. surface sealing). Preventive maintenance is usually the first priority when

implementing a planned pavement maintenance program and provides the highest return on investment for pavements. Prior to implementing any maintenance, additional engineering observation is recommended to determine the type and extent of preventive maintenance.

In addition to typical preventative maintenance, the owner should understand that additional maintenance costs will be necessary for this site above and beyond "normal wear and tear" maintenance of asphalt pavement. Due to significant total and possible differential settlement risks, regular maintenance of ADA threshold maintenance (or potential trip hazards) will be necessary in addition to overlay and or crack sealing of pavements due to settlement and/or cracking. Unfortunately, due to the variability of the potential settlement, we cannot provide an estimate frequency of this needed maintenance.

4.8.2 Asphalt, Concrete, Base Course, and Subbase Materials

Specifications for manufacturing and placement of pavements and crushed base course should conform to specifications presented in Sections 00745 Hot Mix Asphalt Concrete, 02000 Concrete Materials and Additives, and 02630 Base Aggregate of the 2008 Oregon Standard Specifications for Construction. All subgrade and base course materials should be compacted to at least 95 percent of the maximum dry density determined in accordance with ASTM D1557. We recommend that all base courses be proofrolled with a loaded dump truck prior to placing the following lift of material. We recommend that asphalt be compacted to a between 92 and 97 percent of the Rice (theoretical maximum) density.

4.8.3 Construction Considerations

On most project sites, the site grading is accomplished relatively early in the construction phase. Fills are placed and compacted in a uniform manner. However, as construction proceeds, excavations are made into these areas, rainfall and surface water saturates some areas, heavy traffic from concrete trucks and other delivery vehicles disturbs the subgrade and many surface irregularities are filled in with loose soils to improve trafficability temporarily. As a result, the pavement subgrades, initially prepared early in the project, should be carefully evaluated as the time for pavement construction approaches.

We recommend the moisture content and density of the top 1 foot of the subgrade be evaluated and the pavement subgrades be proofrolled prior to commencement of actual paving operations. Areas not in compliance with the required ranges of moisture or density should be stabilized as described in the **Earthwork** section. Particular attention should be paid to high traffic areas that were rutted and disturbed earlier and to areas where backfilled trenches are located. Areas where unsuitable conditions are located should be repaired by removing and replacing the materials with properly compacted fills.

If a significant precipitation event occurs after the evaluation or if the surface becomes disturbed, the subgrade should be reviewed by qualified personnel immediately prior to paving. The subgrade should be in its finished form at the time of the final review.

4.9 Methane Mitigation

Landfills generate methane gas as a result of the biodegradation of the organic waste materials. Methane is colorless and odorless, and can present an explosion hazard if allowed to accumulate under buildings, pavements, and low permeability structures. We understand that DEQ will require methane accumulation and migration to be mitigated for the project. We will discuss several types of methane mitigations, but we understand the actual collection and monitoring systems will be designed by others.

Typical methane mitigations to reduce accumulation include the installation of a gas barrier under the building, such as Liquid Boot®. We understand that the Home Depot store used the Liquid Boot system, as did several other buildings in the Portland metro area constructed over landfills. The gas barrier is constructed over a porous aggregate base with perforated pipes or other type of gas collection media that allows the methane to be vented to the open air. Some systems will require a blower to aid in venting the gases.

Another accumulation mitigation option used by the Trails End Golf Center, was to construct an open crawlspace (not a closed crawlspace with occasional vents typical of residential construction). The open crawlspace does not allow methane to accumulate, and was decoratively covered with wood lattice.

Methane migration can also occur along buried utilities within the relatively porous aggregate typically used for pipe bedding, haunching, and backfill. Typical mitigation for migration along these utilities is to construct low permeability trench dams at building penetrations, and at regularly spaced intervals along the trench, as well as where the pipes leave the site boundaries. The trench dams typically consist of low permeability cement-bentonite slurry that is keyed into the trench sidewalls to cutoff the gas.

4.10 Soil Management

We recommend that buried site infrastructure be planned for depths that are within the landfill cover soils to reduce the potential for excavating into the landfill waste materials. If waste materials are encountered, higher disposal fees will occur than is typical for unimpacted soils. Furthermore, even the landfill cover soils appear to have some waste mixed in and may also require special handling and disposal. All existing excavated soils and waste materials should be segregated, stockpiled on top of plastic sheeting, and sampled for waste characterization and disposal options. A site-specific Soil and Waste Management Plan should be prepared to

guide the contractor as to the proper disposal options. Terracon is available to prepare the management plan, and we anticipate that DEQ will need to review for concurrence.

Since the landfill is a permitted non-hazardous, solid waste disposal site, the contents of the waste can vary dramatically. Terracon sampled and tested a composite sample of the drill cuttings through the waste and this information can be helpful for planning purposes on mixed material disposition. The analytical laboratory test results are included in the appendix of this report for information only.

5.0 GENERAL COMMENTS

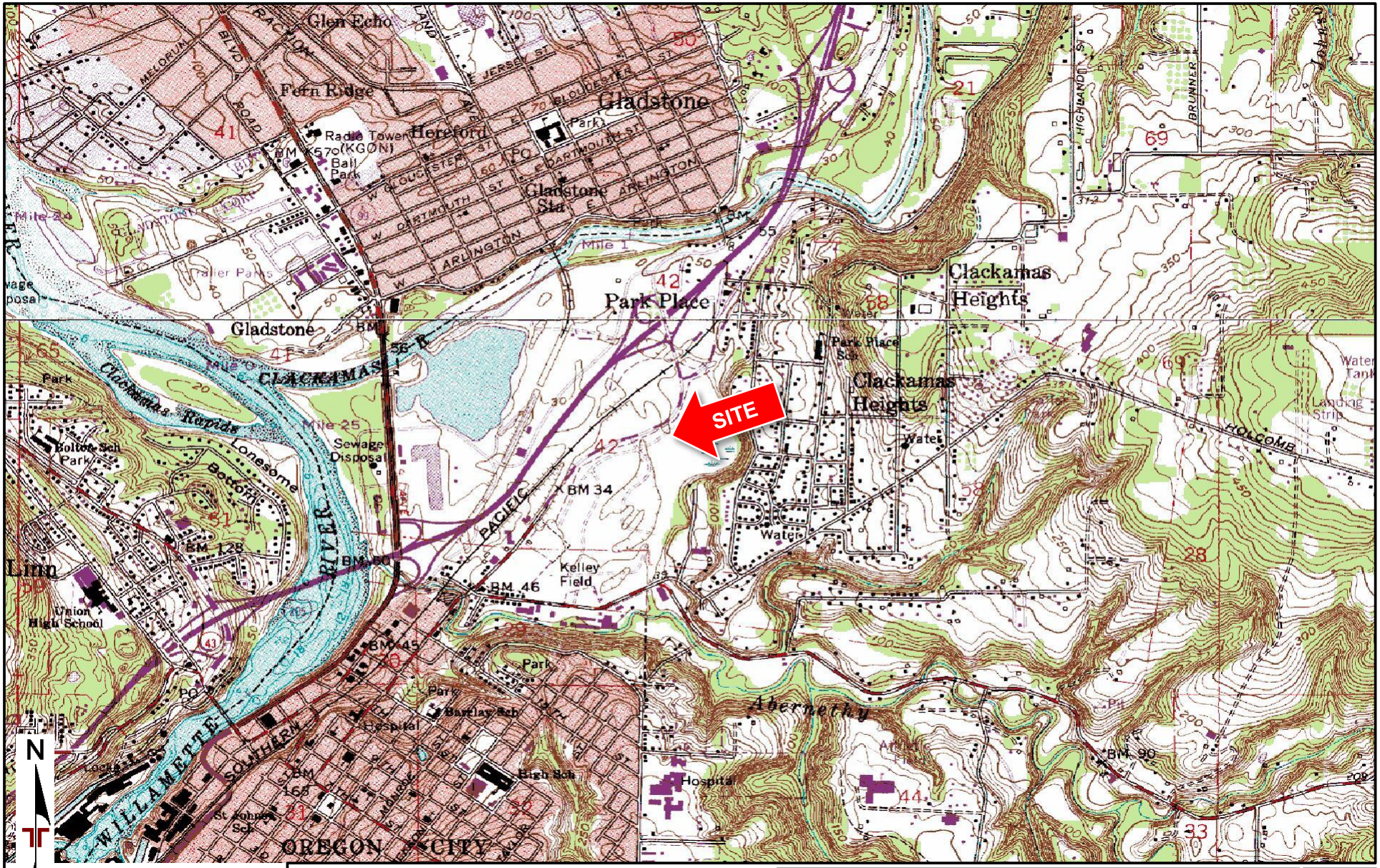
Terracon should be retained to review the final design plans and specifications so comments can be made regarding interpretation and implementation of our geotechnical recommendations in the design and specifications. Terracon also should be retained to provide observation and testing services during grading, excavation, foundation construction and other earth-related construction phases of the project.

The analysis and recommendations presented in this report are based upon the data obtained from the borings performed at the indicated locations and from other information discussed in this report. This report does not reflect variations that may occur between borings, across the site, or due to the modifying effects of construction or weather. The nature and extent of such variations may not become evident until during or after construction. If variations appear, we should be immediately notified so that further evaluation and supplemental recommendations can be provided.

The scope of services for this project does not include either specifically or by implication any environmental or biological (e.g., mold, fungi, bacteria) assessment of the site or identification or prevention of pollutants, hazardous materials or conditions. If the owner is concerned about the potential for such contamination or pollution, other studies should be undertaken.

This report has been prepared for the exclusive use of our client for specific application to the project discussed and has been prepared in accordance with generally accepted geotechnical engineering practices. No warranties, either express or implied, are intended or made. Site safety, excavation support, and dewatering requirements are the responsibility of others. In the event that changes in the nature, design, or location of the project as outlined in this report are planned, the conclusions and recommendations contained in this report shall not be considered valid unless Terracon reviews the changes and either verifies or modifies the conclusions of this report in writing.

APPENDIX A
FIELD EXPLORATION



TOPOGRAPHIC MAP IMAGE COURTESY OF THE U.S. GEOLOGICAL SURVEY QUADRANGLES INCLUDE: GLADSTONE, OR (1/1/1984) and OREGON CITY, OR (1/1/1985).

DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

Project Manager:	EJL
Drawn by:	MLE
Checked by:	EJL
Approved by:	KTH

Project No.	82145031
Scale:	1:24,000
File Name:	Exhibit A-1
Date:	August, 2014

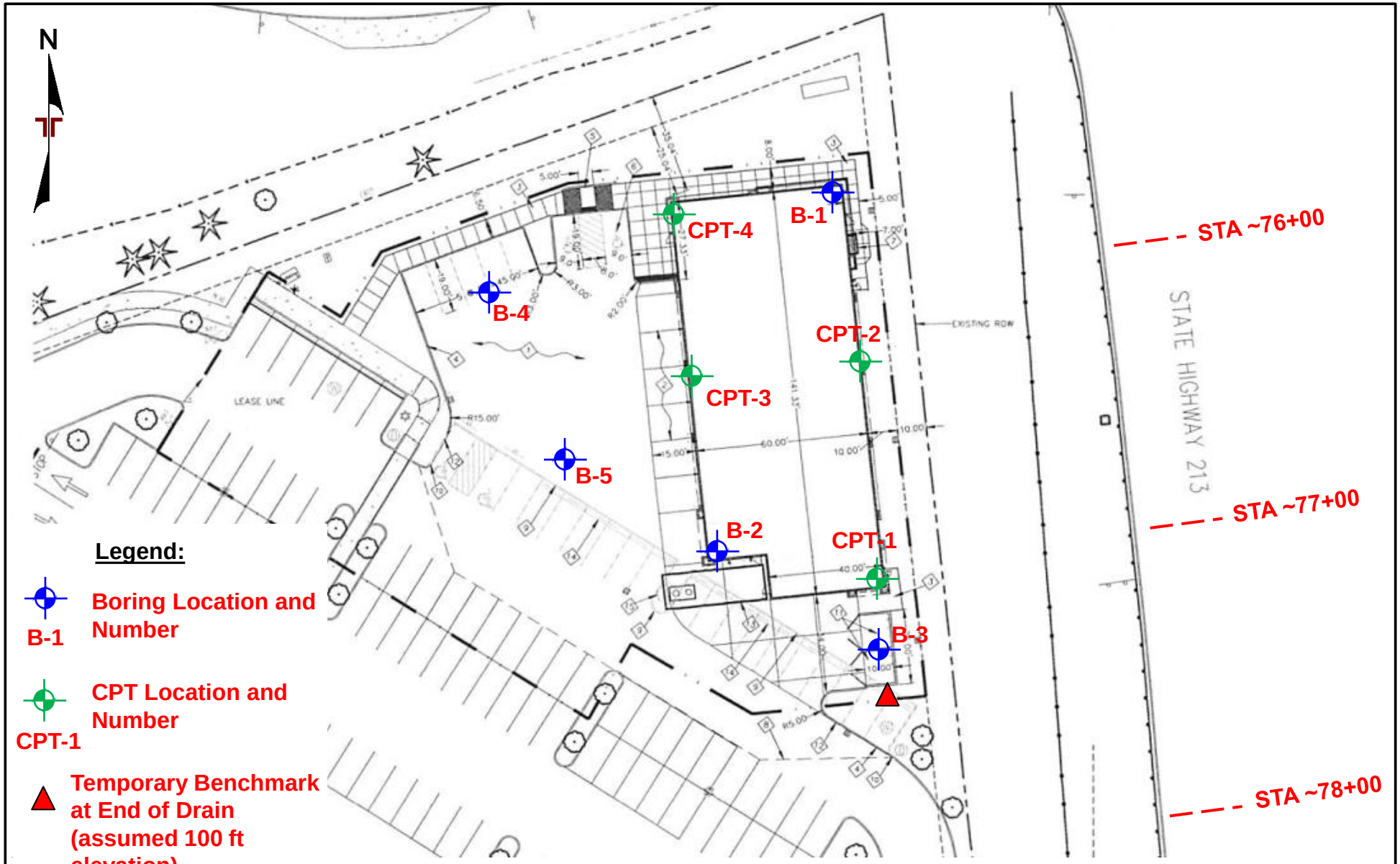
Terracon
4103 SE International Way Suite 300
Portland, OR

SITE LOCATION

Discount Tire, Oregon City
Washington Street & Highway 213
Oregon City, OR

Exhibit

A-1



Legend:

- **B-1** — Boring Location and Number
- **CPT-1** — CPT Location and Number
- Temporary Benchmark at End of Drain (assumed 100 ft elevation)

REF: SITE PLAN ALT.1-L BY AAI ENGINEERING, DATED 12-10-13

DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

Project Manager:	EJL
Drawn by:	MLE
Checked by:	EJL
Approved by:	EJL
Project No.	82145031
Scale:	As shown.
File Name:	EXH A-1
Date:	August, 2014

Terracon
Consulting Engineers & Scientists
4103 SE International Way, #300 Portland, Oregon 97222
PH. (503) 659-3281 FAX. (503) 659-1287

SITE AND EXPLORATION PLAN

DISCOUNT TIRE STORE

Washington Street at Highway 213

Oregon City, Oregon

Exhibit

A-2

Field Exploration Description

Five borings with depths ranging from 10½ to 61 feet below the ground surface (bgs) were performed. The boring locations were located in the field by Terracon personnel based on estimated dimension from site features and the provided site plan by America's Tire, dated June 19, 2014. Terracon personnel estimated ground surface elevations of the borings based on measurements made while onsite using a rod and level and a temporary site benchmark. The locations and elevations of the borings should be considered accurate only to the degree implied by the means and methods used to define them.

The borings were drilled with truck-mounted hollow-stem auger drill rig under subcontract to Terracon. A geologist from our firm continuously observed the borings, logged the subsurface conditions, and obtained representative soil samples. Samples of the soil encountered in the borings were obtained using the split barrel and thin-walled tube sampling procedures. The samples were stored in moisture tight containers and transported to our laboratory for further visual classification and testing. After we logged each boring, the operator backfilled each boring in general conformance of local regulations. Drill cuttings were containerized in 55-gallon drums on the site until the contents were analyzed for disposal purposes.

In the split-barrel sampling procedure, the number of blows required to advance a standard 2-inch O.D. split-barrel sampler the last 12 inches of the typical total 18-inch penetration by means of a 140-pound auto-hammer with a free fall of 30 inches, is the standard penetration resistance value (SPT-N). This value is used to estimate the in-situ relative density of cohesionless soils and consistency of cohesive soils.

In the thin-walled tube sampling procedure, a thin-walled, seamless steel tube with a sharp cutting edge is pushed hydraulically into the soil to obtain a relatively undisturbed sample. The samples were tagged for identification, sealed to reduce moisture loss, and taken to our laboratory for further examination, testing, and classification. Information provided on the boring logs attached to this report includes soil descriptions, consistency evaluations, boring depths, sampling intervals, and groundwater conditions.

A field log of each boring was prepared by the field geologist. These logs included visual classifications of the materials encountered during drilling as well as the driller's interpretation of the subsurface conditions between samples. Final boring logs included with this report represent the engineer's interpretation of the field logs and include modifications based on laboratory observation and tests of the samples.

Cone Penetration Tests (CPT) were also performed on 7/22/14 using a truck-mounted 10-ton CPT rig. Four locations labeled CPT-1 to CPT-4 were attempted during the first round of CPT explorations, but encountered relatively shallow refusal at depths ranging from 5.9 to 11.5 feet bgs. An additional attempt was made approximately 5 feet away from each location resulting in similar depth refusals and labeled CPT-1a to CPT-4a. We revisited the site on 8/4/14 and pre-drilled the CPT locations with a hollow-stem auger drill and made three more attempts, labeled CPT-1b to CPT-3b. Two of these CPTs were able to penetrate down through the landfill and into the sediments below the landfill zone.

BORING LOG NO. B-1

PROJECT: Proposed Discount Tire Store

CLIENT: AMEC Environment & Infrastructure, Inc.
Phoenix, Arizona

SITE: Washington Street & Highway 213
Oregon City, Oregon

LOCATION See Exhibit A-2

Latitude: 45.3704° Longitude: -122.58602°

Approximate Surface Elev: 102.5 (Ft.) +/-

DEPTH	ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (In.)	FIELD TEST RESULTS	STRENGTH TEST: TEST TYPE	STRENGTH TEST: COMPRESSIVE STRENGTH (psf)	STRENGTH TEST: STRAIN (%)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS: LL-PL-PI
0.5	102+/-											
Grass and 2-inch root zone over **FILL - SILT WITH GRAVEL**, brown, very stiff					18	7-12-9 N=21						
FILL - SILTY CLAY, trace sand, gray, stiff												
					18		UC	3454	2.4	19	110	25-20-5
4.0	98.5+/-											
FILL - SILT WITH GRAVEL, trace sand, gray, very stiff		5			12	5-5-11 N=16						
6.5	96+/-											
FILL - WELL GRADED GRAVEL WITH SILT, trace sand, gray, dense					10	7-18-21 N=39						
9.0	93.5+/-											
LANDFILL WASTE - Mostly wood with some plastic and fabric (pine tar odor) (sampler bouncing from 10ft to 10.5ft)		10			0	8-6-5 N=11						
(sampler bouncing from 12.5ft to 13ft)					0	8-6-10 N=16						
gravel, silt, sand, plastic, wood fibers		15	▽		2	8-8-6 N=14						
wood fibers, plastic, silt					4	18-9-6 N=15						
very dense, with glass		20			4	50/5"						
Difficult drilling from 21ft to 24ft, high down pressure needed to advance augers. From 24ft to 25ft very little down pressure needed to advance augers.												
medium dense		25			2	49-9-6 N=15						
very dense		30			1	36-16-47 N=63						
		35										

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic SPT Hammer

Advancement Method:
Hollow stem auger, diamond bit coring, and rotary wash boring methods

Abandonment Method:
Borings backfilled with cement-bentonite grout upon completion.

See Exhibit A-3 for description of field procedures.
See Appendix B for description of laboratory procedures and additional data (if any).
See Appendix C for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

▽ *15 feet while drilling*

Terracon
4103 SE International Way, # 300
Portland, Oregon

Boring Started: 7/23/2014 Boring Completed: 7/23/2014

Drill Rig: D-90 Driller: STI

Project No.: 82145031 Exhibit: A-4

BORING LOG NO. B-1

PROJECT: Proposed Discount Tire Store

CLIENT: AMEC Environment & Infrastructure, Inc.
Phoenix, Arizona

SITE: Washington Street & Highway 213
Oregon City, Oregon

LOCATION See Exhibit A-2

Latitude: 45.3704° Longitude: -122.58602°

Approximate Surface Elev: 102.5 (Ft.) +/-

DEPTH	ELEVATION (Ft.)	DEPTH (Ft.)	SAMPLE TYPE	RECOVERY (In.)	FIELD TEST RESULTS	STRENGTH TEST: TEST TYPE	STRENGTH TEST: COMPRESSIVE STRENGTH (psf)	STRENGTH TEST: STRAIN (%)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS: LL-PL-PI
	LANDFILL WASTE - Mostly wood with some plastic and fabric (pine tar odor) *(continued)* trace gravel, medium dense			2	9-16-10 N=26						
38.5	64+/-										
	SANDY SILT, gray, medium stiff, (trace gravel and organics in tip, possible sluff)	40		6	5-3-4 N=7						
	brown, soft to medium stiff	45		6	2-2-2 N=4						NP
47.0	55.5+/-										
	WELL GRADED GRAVEL, with cobbles and boulders										
	(Started coring at 50 feet due to sampler and auger refusal on apparent basalt bedrock. Coring yielded gravels. Switched to rotary wash, boring had caved to 48 feet. Rotary wash method from 48ft to 54ft took approximately 1 hour and 4 full tanks of drilling mud. Pulled the bit up to avoid binding and stopped for 10 minutes. Upon re-starting, the hole had caved to 50ft. Continued with rotary wash from 50ft, difficult drilling and still losing circulation. We were only able to advance back down to 53ft in approximately 1 hour. Abandoned hole due to caving and loss of circulation and an additional 2 full tanks of drilling mud.)	50		12							
55.0	47.5+/-	55									
	Auger Refusal at 55 Feet										

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic SPT Hammer

Advancement Method:
Hollow stem auger, diamond bit coring, and rotary wash boring methods

Abandonment Method:
Borings backfilled with cement-bentonite grout upon completion.

See Exhibit A-3 for description of field procedures.
See Appendix B for description of laboratory procedures and additional data (if any).
See Appendix C for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

15 feet while drilling

Terracon
4103 SE International Way, # 300
Portland, Oregon

Boring Started: 7/23/2014 Boring Completed: 7/23/2014

Drill Rig: D-90 Driller: STI

Project No.: 82145031 Exhibit: A-4

BORING LOG NO. B-2

PROJECT: Proposed Discount Tire Store

CLIENT: AMEC Environment & Infrastructure, Inc.
Phoenix, Arizona

SITE: Washington Street & Highway 213
Oregon City, Oregon

LOCATION See Exhibit A-2

Latitude: 45.37012° Longitude: -122.58616°

Approximate Surface Elev: 101.0 (Ft.) +/-

DEPTH	ELEVATION (Ft.)	Description	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (In.)	FIELD TEST RESULTS	STRENGTH TEST: TEST TYPE	STRENGTH TEST: COMPRESSIVE STRENGTH (psf)	STRENGTH TEST: STRAIN (%)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS: LL-PL-PI
		Grass and 4-inch root zone over **FILL - SANDY SILT**, brown, very stiff				14	3-11-10 N=21						
		medium stiff				24		UC	1803	3.5	23	98	NP
6.0	95+/-	stiff	5			12	2-3-6 N=9						
		FILL - WELL GRADED GRAVEL WITH SILT, trace sand, gray, dense				14	11-16-15 N=31						
10.0	91+/-		10										
11.5	89.5+/-	**FILL - WELL GRADED GRAVEL**, trace debris (plastic), gray, medium dense				10	13-12-7 N=19						
		LANDFILL WASTE - Mostly woody debris/chips, foam, plastic, fabric, newspaper and glass with silt (pine tar odor) loose				5	5-4-4 N=8						
		medium dense	15	▽		5	7-4-7 N=11						
						5	20-7-9 N=16						
		bottle cap	20			7	9-4-7 N=11						
			25			8	14-8-8 N=16						
		with gravel, very dense	30			4	32-31-50/4"						
			35										

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic SPT Hammer

Advancement Method:
Hollow stem auger, and rotary wash boring methods

Abandonment Method:
Borings backfilled with cement-bentonite grout upon completion.

See Exhibit A-3 for description of field procedures.
See Appendix B for description of laboratory procedures and additional data (if any).
See Appendix C for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

▽ *15 feet while drilling*

Terracon
4103 SE International Way, # 300
Portland, Oregon

Boring Started: 7/23/2014 Boring Completed: 7/23/2014

Drill Rig: D-90 Driller: STI

Project No.: 82145031 Exhibit: A-5

BORING LOG NO. B-2

PROJECT: Proposed Discount Tire Store

CLIENT: AMEC Environment & Infrastructure, Inc.
Phoenix, Arizona

SITE: Washington Street & Highway 213
Oregon City, Oregon

LOCATION See Exhibit A-2

Latitude: 45.37012° Longitude: -122.58616°

Approximate Surface Elev: 101.0 (Ft.) +/-

DEPTH	ELEVATION (Ft.)	GRAPHIC LOG	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (In.)	FIELD TEST RESULTS	STRENGTH TEST: TEST TYPE	STRENGTH TEST: COMPRESSIVE STRENGTH (psf)	STRENGTH TEST: STRAIN (%)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS: LL-PL-PI
						4	17-9-8 N=17						
38.5	62.5+/-												
			40			1	9-2-2 N=4						
			45			8	1-2-2 N=4						35-32-3
47.0	54+/-												
			50			5	12-23-50/4"						
			55			10	32-48-50/4"				11		
			60			5	46-50/5"						
61.0	40+/-												

LANDFILL WASTE - Mostly woody debris/chips, foam, plastic, fabric, newspaper and glass with silt (pine tar odor) *(continued)*
medium dense

SANDY SILT (ML), brown, soft to medium stiff

WELL GRADED GRAVEL WITH SILT AND SAND (GW-GM), brown, very dense, with cobbles and boulders
(difficult drilling from 47ft to 60ft, 2 hours to complete)

Boring Terminated at 61 Feet

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic SPT Hammer

Advancement Method:
Hollow stem auger, and rotary wash boring methods

Abandonment Method:
Borings backfilled with cement-bentonite grout upon completion.

See Exhibit A-3 for description of field procedures.
See Appendix B for description of laboratory procedures and additional data (if any).
See Appendix C for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

15 feet while drilling

Terracon
4103 SE International Way, # 300
Portland, Oregon

Boring Started: 7/23/2014 Boring Completed: 7/23/2014

Drill Rig: D-90 Driller: STI

Project No.: 82145031 Exhibit: A-5

BORING LOG NO. B-3

PROJECT: Proposed Discount Tire Store

CLIENT: AMEC Environment & Infrastructure, Inc.
Phoenix, Arizona

SITE: Washington Street & Highway 213
Oregon City, Oregon

LOCATION See Exhibit A-2

Latitude: 45.37033° Longitude: -122.58641°

Approximate Surface Elev: 101.5 (Ft.) +/-

DEPTH	ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (In.)	FIELD TEST RESULTS	STRENGTH TEST: TEST TYPE	STRENGTH TEST: COMPRESSIVE STRENGTH (psf)	STRENGTH TEST: STRAIN (%)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS: LL-PL-PI
	Grass and 4-inch root zone over											
	FILL - SILT WITH SAND, brown to gray, very stiff			X	14	3-9-9 N=18						
	medium stiff to stiff			X	12	5-4-4 N=8						
		5										
				X	14	3-4-5 N=9						
7.5	94+/-											
	FILL - WELL GRADED GRAVEL WITH SILT, trace sand, dark gray, dense			X	14	8-22-16 N=38						
9.5	92+/-											
	FILL - LEAN CLAY, trace organics, dark gray, stiff	10		X	16	5-4-5 N=9						
11.5	90+/-											
	Boring Terminated at 11.5 Feet											

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic SPT Hammer

Advancement Method:
Hollow stem auger

Abandonment Method:
Borings backfilled with bentonite chips upon completion

See Exhibit A-3 for description of field procedures.
See Appendix B for description of laboratory procedures and additional data (if any).
See Appendix C for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

Not encountered

Terracon
4103 SE International Way, # 300
Portland, Oregon

Boring Started: 8/4/2014 Boring Completed: 8/4/2014

Drill Rig: D-50 truck Driller: STI

Project No.: 82145031 Exhibit: A-6

BORING LOG NO. B-4

PROJECT: Proposed Discount Tire Store

CLIENT: AMEC Environment & Infrastructure, Inc.
Phoenix, Arizona

SITE: Washington Street & Highway 213
Oregon City, Oregon

LOCATION See Exhibit A-2

Latitude: 45.37001° Longitude: -122.58591°

Approximate Surface Elev: 101.0 (Ft.) +/-

DEPTH	ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (In.)	FIELD TEST RESULTS	STRENGTH TEST: TEST TYPE	STRENGTH TEST: COMPRESSIVE STRENGTH (psf)	STRENGTH TEST: STRAIN (%)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS: LL-PL-PI
Grass and 3-inch root zone over **FILL - SILT**, trace sand and gravel, brown, hard				X	12	2-5-35 N=40						
very stiff				X	2	9-12-21 N=33						
gray												
medium stiff		5		X	16	6-4-6 N=10						
trace organics and glass				X	2	2-2-1 N=3						
9.0	92+/-											
FILL - SILTY SAND, trace plastic debris, gray, very loose, Possible start of landfill waste layer.		10		X	4	1-1-1 N=2						
11.5	89.5+/-											
Boring Terminated at 11.5 Feet												

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic SPT Hammer

Advancement Method:
Hollow stem auger

Abandonment Method:
Borings backfilled with bentonite chips upon completion

See Exhibit A-3 for description of field procedures.
See Appendix B for description of laboratory procedures and additional data (if any).
See Appendix C for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

Not encountered

Terracon
4103 SE International Way, # 300
Portland, Oregon

Boring Started: 8/7/2014 Boring Completed: 8/7/2014

Drill Rig: D-50 truck Driller: STI

Project No.: 82145031 Exhibit: A-7

BORING LOG NO. B-5

PROJECT: Proposed Discount Tire Store

CLIENT: AMEC Environment & Infrastructure, Inc.
Phoenix, Arizona

SITE: Washington Street & Highway 213
Oregon City, Oregon

LOCATION See Exhibit A-2

Latitude: 45.37018° Longitude: -122.58635°

Approximate Surface Elev: 101.0 (Ft.) +/-

DEPTH	ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (In.)	FIELD TEST RESULTS	STRENGTH TEST: TEST TYPE	STRENGTH TEST: COMPRESSIVE STRENGTH (psf)	STRENGTH TEST: STRAIN (%)	WATER CONTENT (%)	DRY UNIT WEIGHT (pcf)	ATTERBERG LIMITS: LL-PL-PI
	Grass and 3-inch root zone over **FILL - SILT WITH SAND AND GRAVEL**, brown, hard				14	5-14-29 N=43						
2.5	98.5+/-											
	FILL - SILT WITH SAND, trace organics, gray, very stiff				14	9-7-9 N=16						
	concrete in tip, stiff	5			4	5-9-2 N=11						
					4	4-6-5 N=11						
	medium stiff to stiff	10			1	5-4-4 N=8						
11.5	89.5+/-											
	Boring Terminated at 11.5 Feet											

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic SPT Hammer

Advancement Method:
Hollow stem auger

Abandonment Method:
Borings backfilled with bentonite chips upon completion

See Exhibit A-3 for description of field procedures.
See Appendix B for description of laboratory procedures and additional data (if any).
See Appendix C for explanation of symbols and abbreviations.

Notes:

WATER LEVEL OBSERVATIONS

Not encountered

Terracon
4103 SE International Way, # 300
Portland, Oregon

Boring Started: 8/7/2014 Boring Completed: 8/7/2014

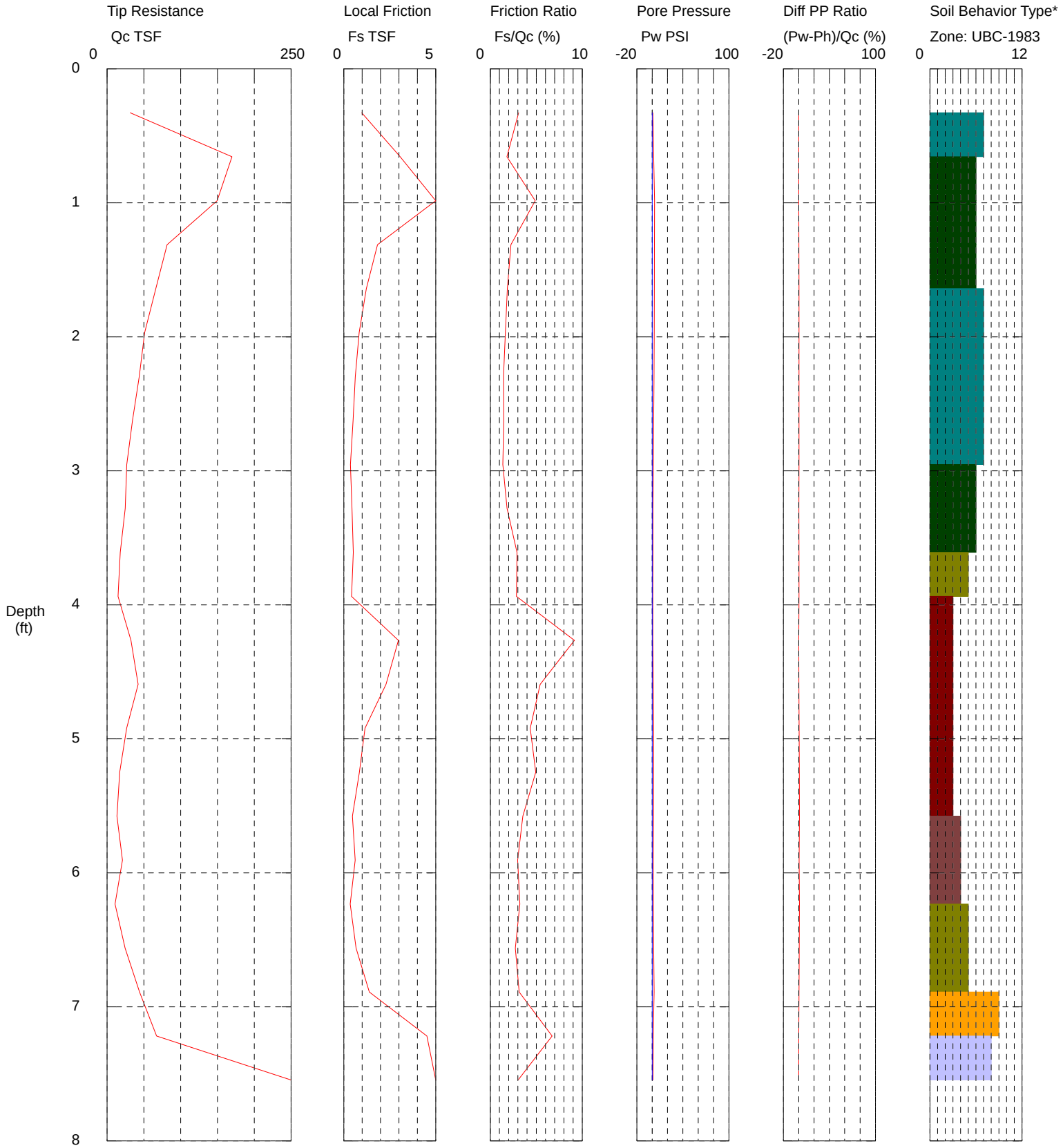
Drill Rig: D-50 truck Driller: STI

Project No.: 82145031 Exhibit: A-8

Subsurface Technologies

Operator: SAM
Sounding: CPT-1
Cone Used: DSG0457

CPT Date/Time: 7/22/2014 12:11:25 PM
Location: OREGON CITY RETAIL
Job Number: 82145031



Maximum Depth = 7.55 feet

Depth Increment = 0.328 feet

1 sensitive fine grained
2 organic material
3 clay
4 silty clay to clay
5 clayey silt to silty clay
6 sandy silt to clayey silt
7 silty sand to sandy silt
8 sand to silty sand
9 sand
10 gravelly sand to sand
11 very stiff fine grained (*)
12 sand to clayey sand (*)

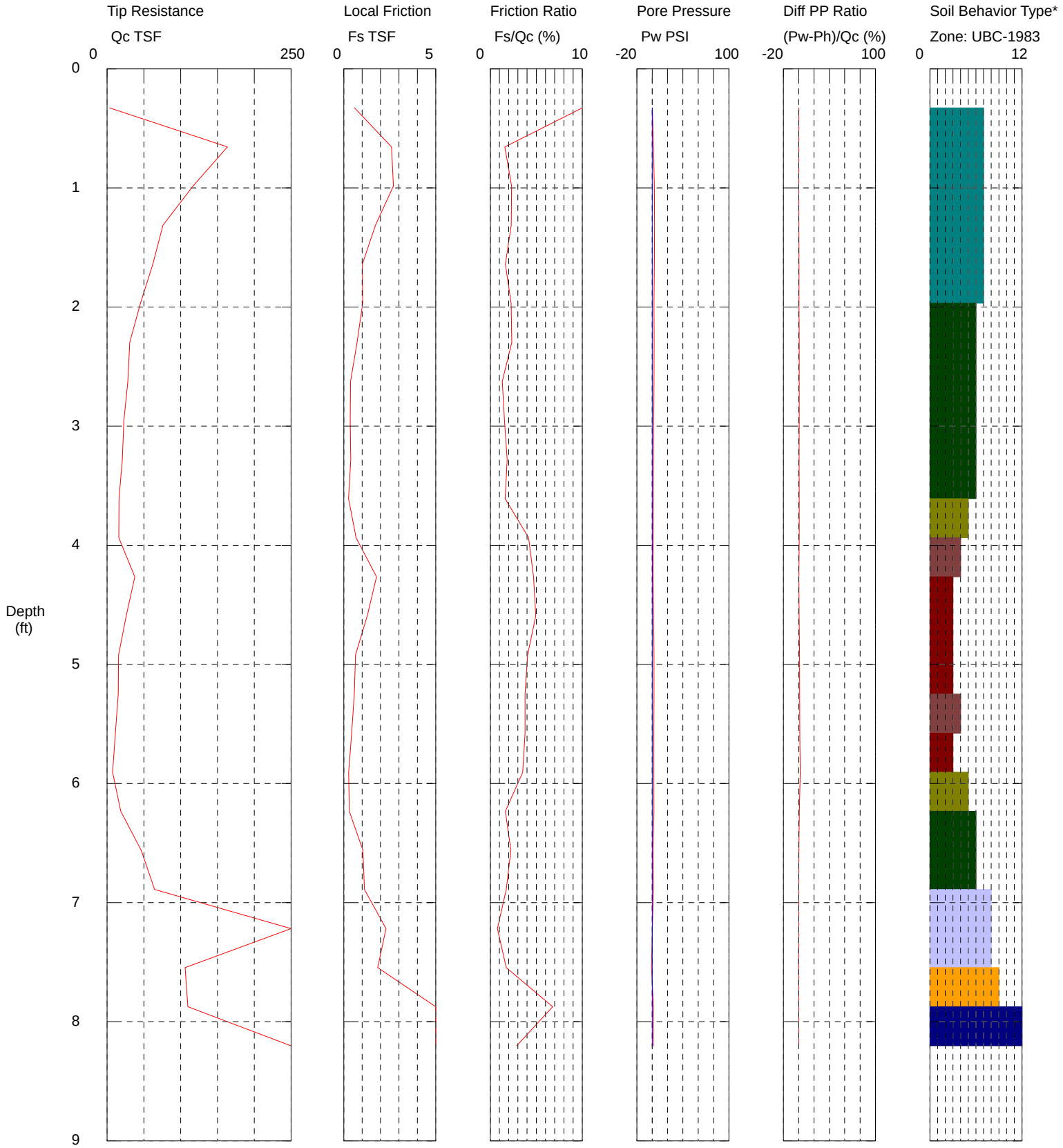
RETAIL↕

*Soil behavior type and SPT based on data from UBC-1983

Subsurface Technologies

Operator: SAM
Sounding: CPT-1A
Cone Used: DSG0457

CPT Date/Time: 7/22/2014 12:25:57 PM
Location: OREGON CITY RETAIL
Job Number: 82145031



Maximum Depth = 8.20 feet

Depth Increment = 0.328 feet

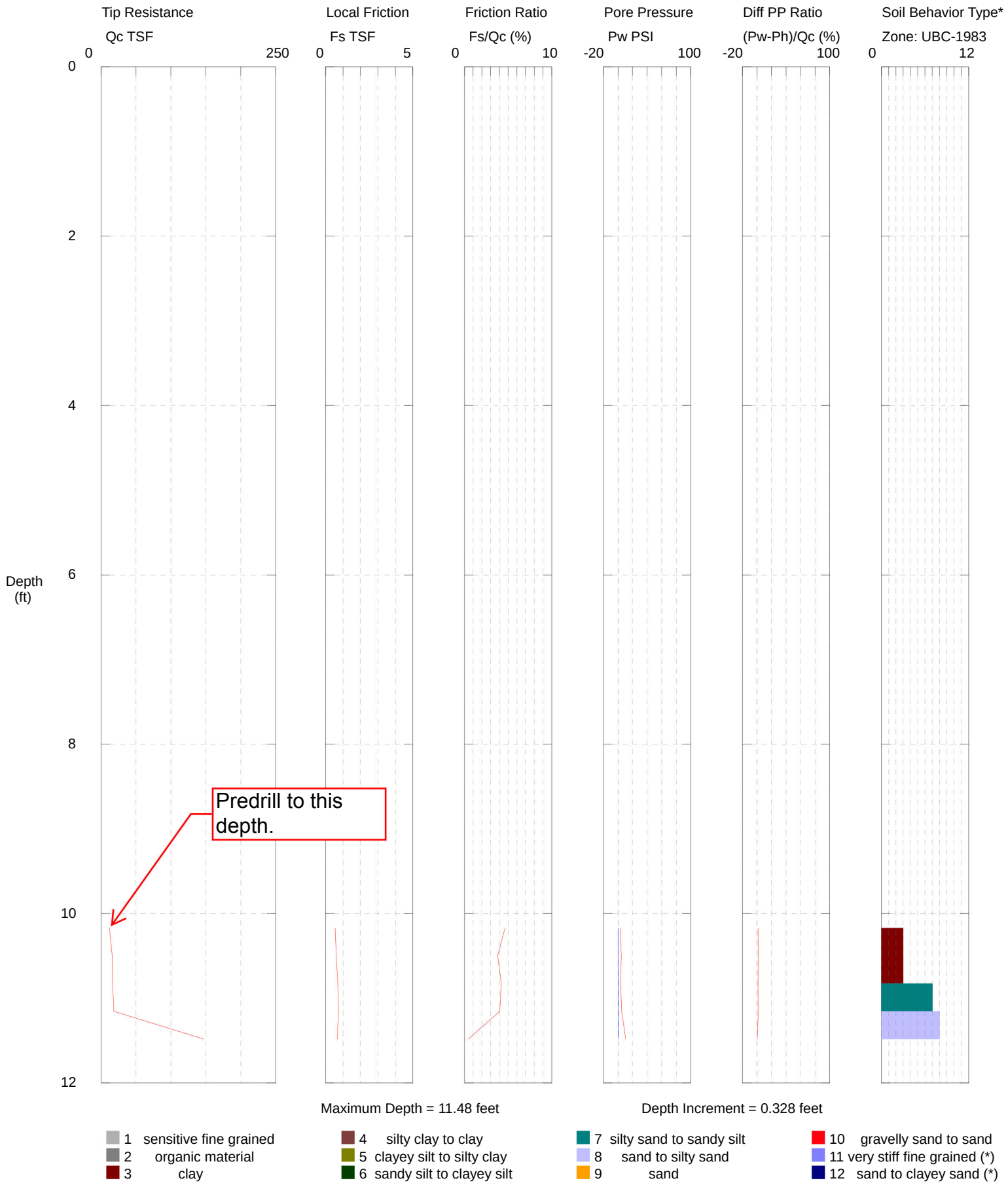
1 sensitive fine grained
2 organic material
3 clay
4 silty clay to clay
5 clayey silt to silty clay
6 sandy silt to clayey silt
7 silty sand to sandy silt
8 sand to silty sand
9 sand
10 gravelly sand to sand
11 very stiff fine grained (*)
12 sand to clayey sand (*)

*Soil behavior type and SPT based on data from UBC-1983

Subsurface Technologies

Operator: SAM
Sounding: CPT-1 B
Cone Used: DDG1296

CPT Date/Time: 8/4/2014 1:42:56 PM
Location: OREGON CITY RETAIL
Job Number: 82145031

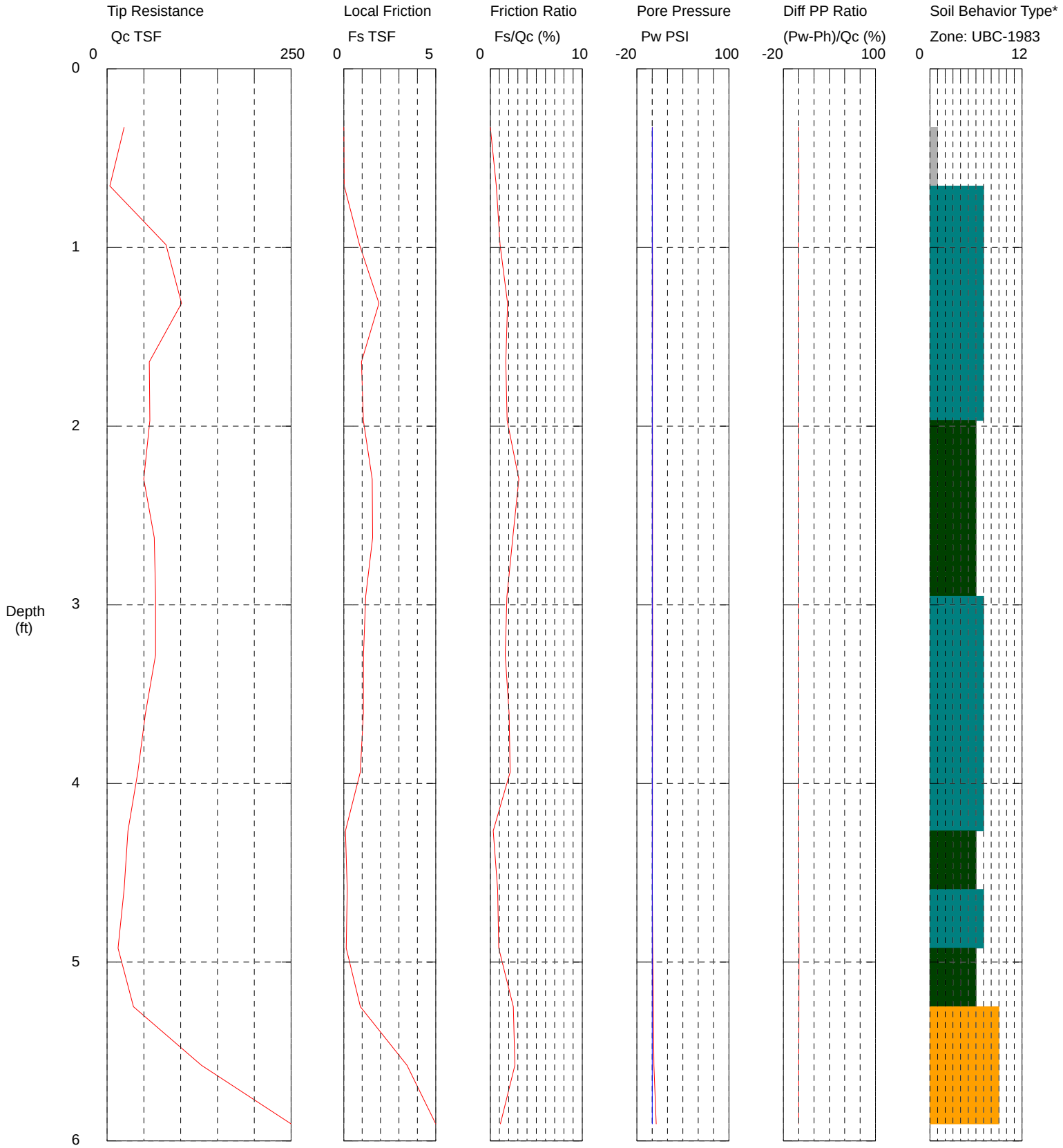


*Soil behavior type and SPT based on data from UBC-1983

Subsurface Technologies

Operator: SAM
Sounding: CPT-2
Cone Used: DSG0457

CPT Date/Time: 7/22/2014 11:05:26 AM
Location: OREGON CITY RETAIL
Job Number: 82145031



Maximum Depth = 5.91 feet

Depth Increment = 0.328 feet

1 sensitive fine grained
2 organic material
3 clay
4 silty clay to clay
5 clayey silt to silty clay
6 sandy silt to clayey silt
7 silty sand to sandy silt
8 sand to silty sand
9 sand
10 gravelly sand to sand
11 very stiff fine grained (*)
12 sand to clayey sand (*)

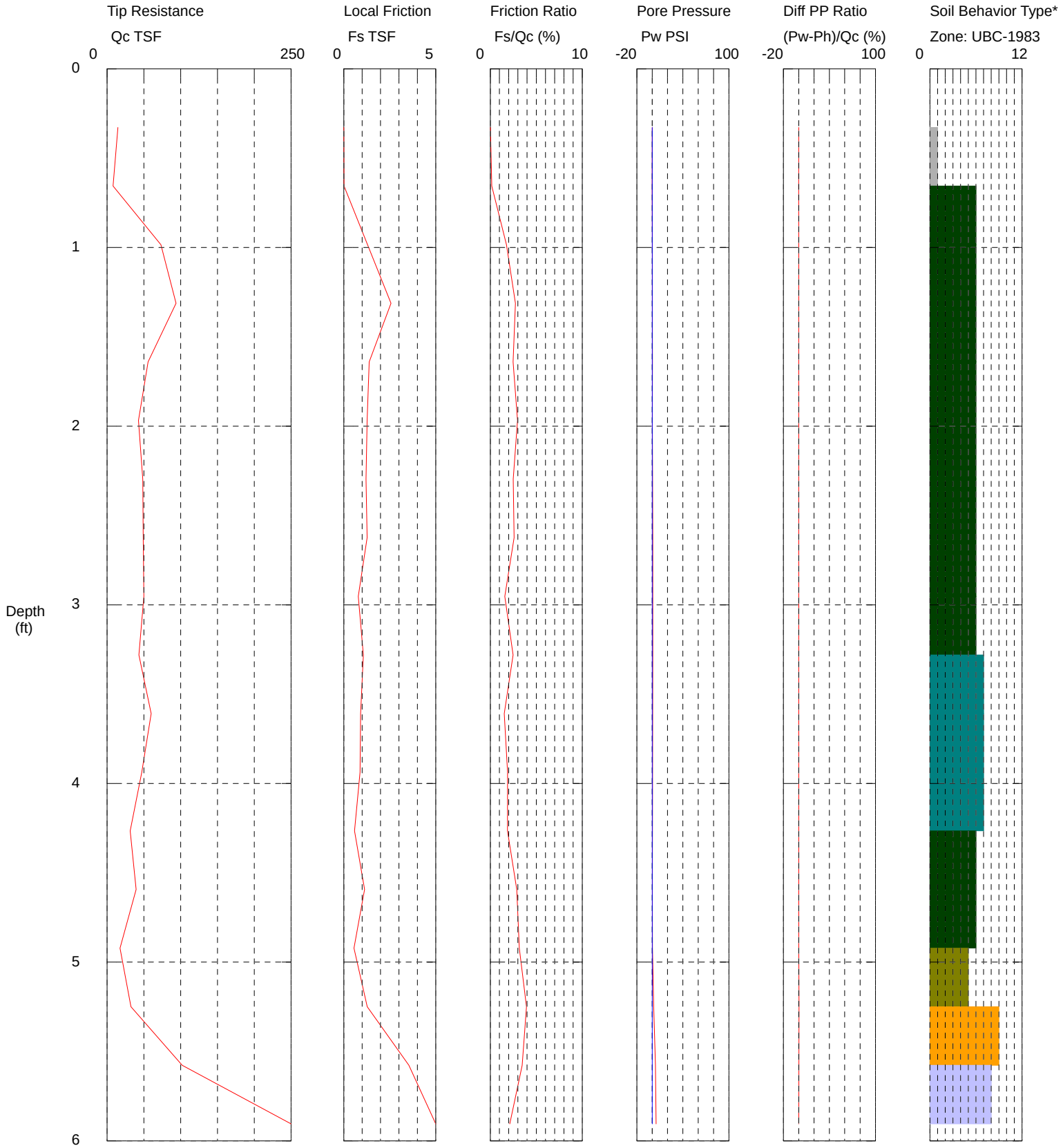
RETAIL↕

*Soil behavior type and SPT based on data from UBC-1983

Subsurface Technologies

Operator: SAM
Sounding: CPT-2A
Cone Used: DSG0457

CPT Date/Time: 7/22/2014 11:16:49 AM
Location: OREGON CITY RETAIL
Job Number: 82145031



Maximum Depth = 5.91 feet

Depth Increment = 0.328 feet

1 sensitive fine grained
2 organic material
3 clay
4 silty clay to clay
5 clayey silt to silty clay
6 sandy silt to clayey silt
7 silty sand to sandy silt
8 sand to silty sand
9 sand
10 gravelly sand to sand
11 very stiff fine grained (*)
12 sand to clayey sand (*)

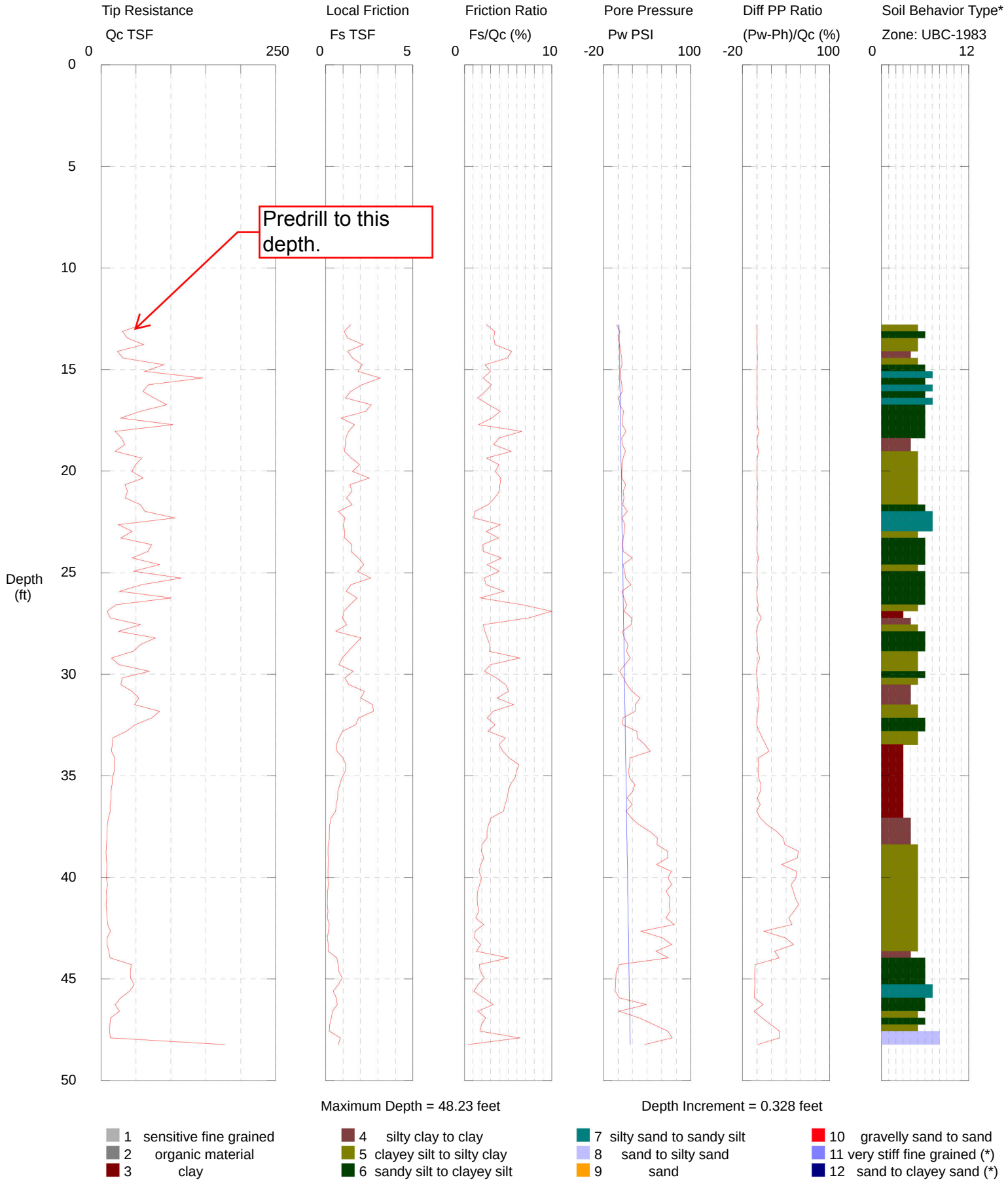
RETAIL↕

*Soil behavior type and SPT based on data from UBC-1983

Subsurface Technologies

Operator: SAM
Sounding: CPT-2B
Cone Used: DDG1296

CPT Date/Time: 8/4/2014 2:11:06 PM
Location: OREGON CITY RETAIL
Job Number: 82145031

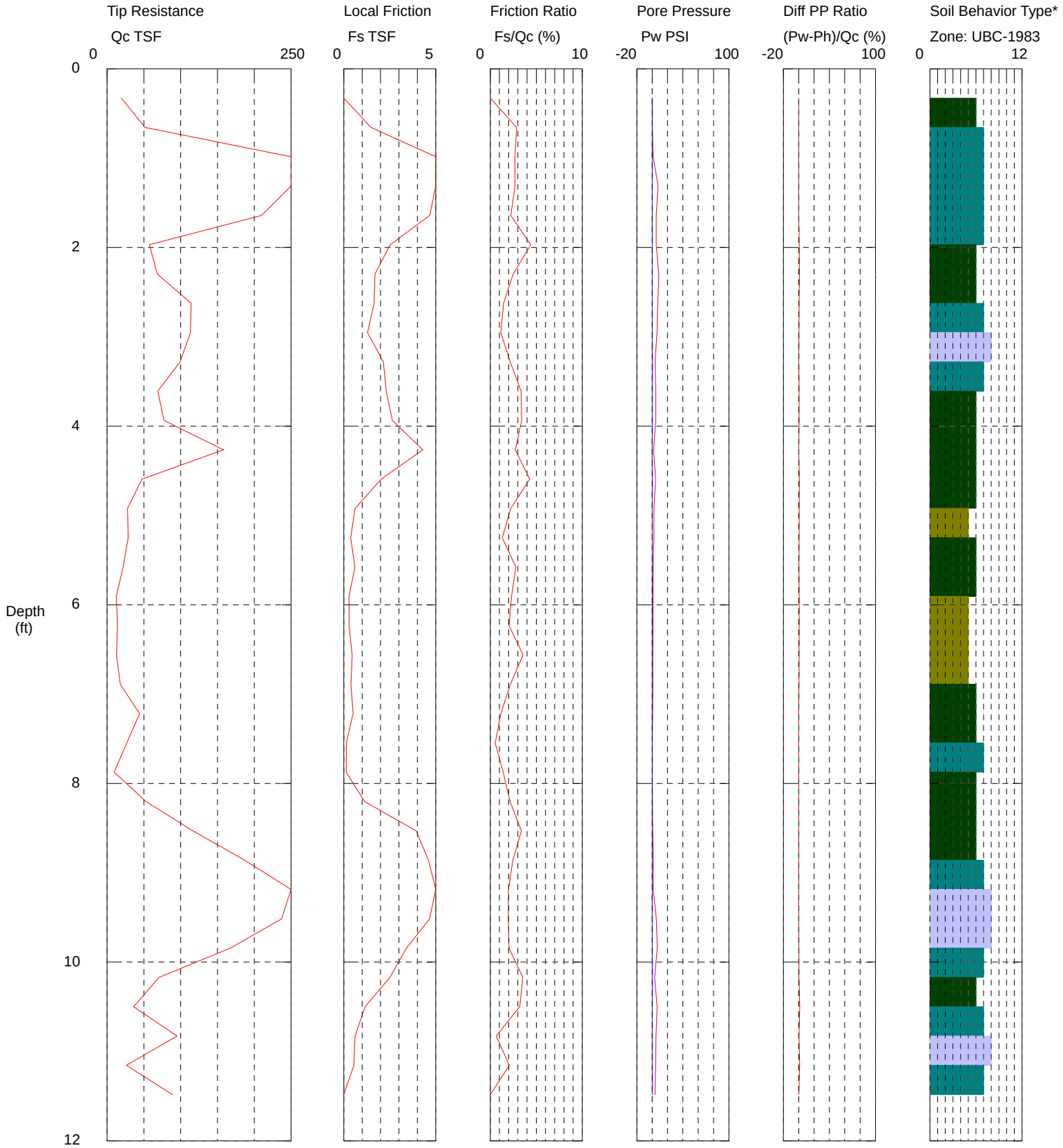


*Soil behavior type and SPT based on data from UBC-1983

Subsurface Technologies

Operator: SAM
Sounding: CPT-3
Cone Used: DSG0457

CPT Date/Time: 7/22/2014 11:36:16 AM
Location: OREGON CITY RETAIL
Job Number: 82145031



Maximum Depth = 11.48 feet

Depth Increment = 0.328 feet

1 sensitive fine grained
2 organic material
3 clay
4 silty clay to clay
5 clayey silt to silty clay
6 sandy silt to clayey silt
7 silty sand to sandy silt
8 sand to silty sand
9 sand
10 gravelly sand to sand
11 very stiff fine grained (*)
12 sand to clayey sand (*)

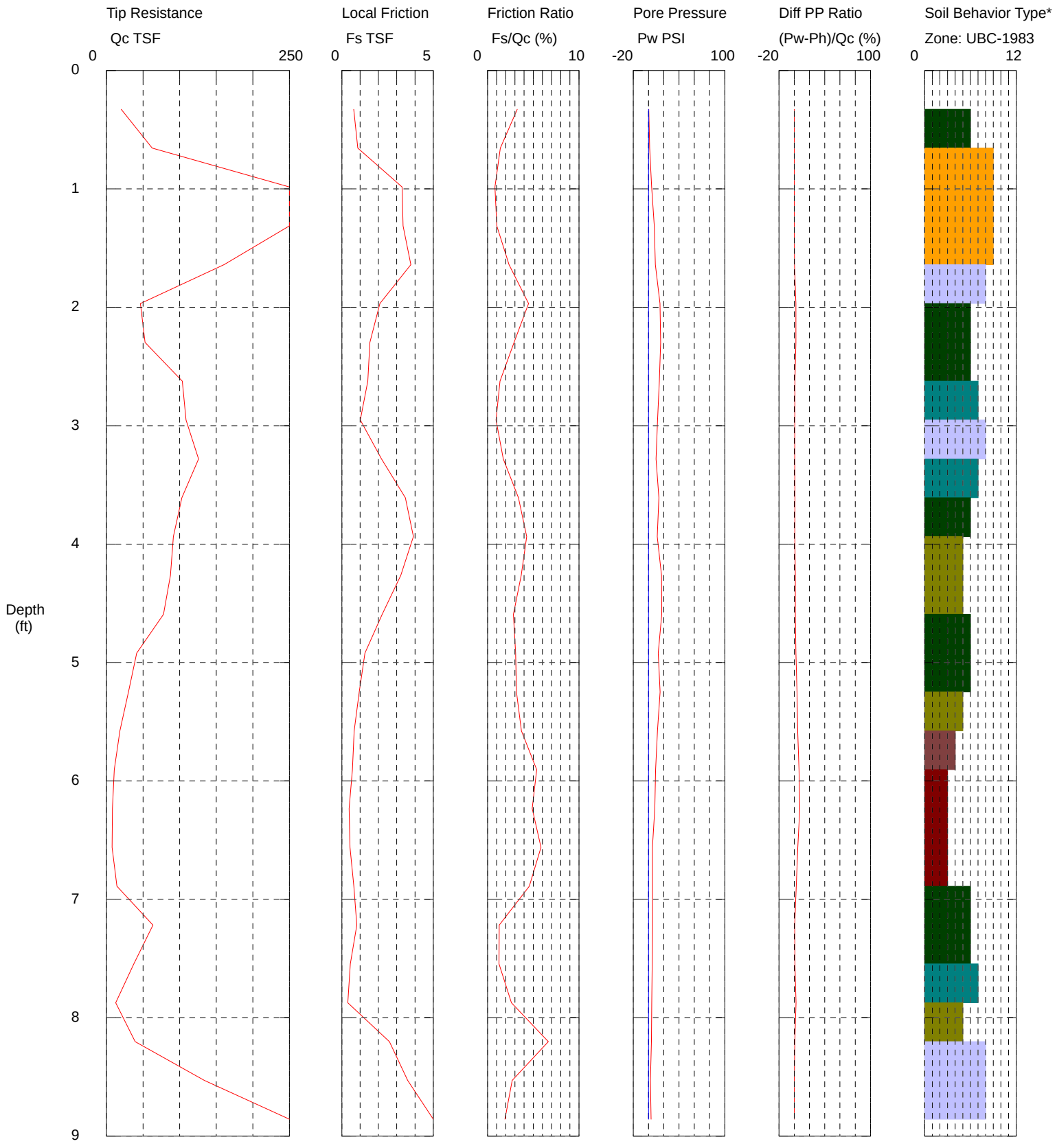
RETAIL↕

*Soil behavior type and SPT based on data from UBC-1983

Subsurface Technologies

Operator: SAM
Sounding: CPT-3A
Cone Used: DSG0457

CPT Date/Time: 7/22/2014 11:53:43 AM
Location: OREGON CITY RETAIL
Job Number: 82145031



Maximum Depth = 8.86 feet

Depth Increment = 0.328 feet

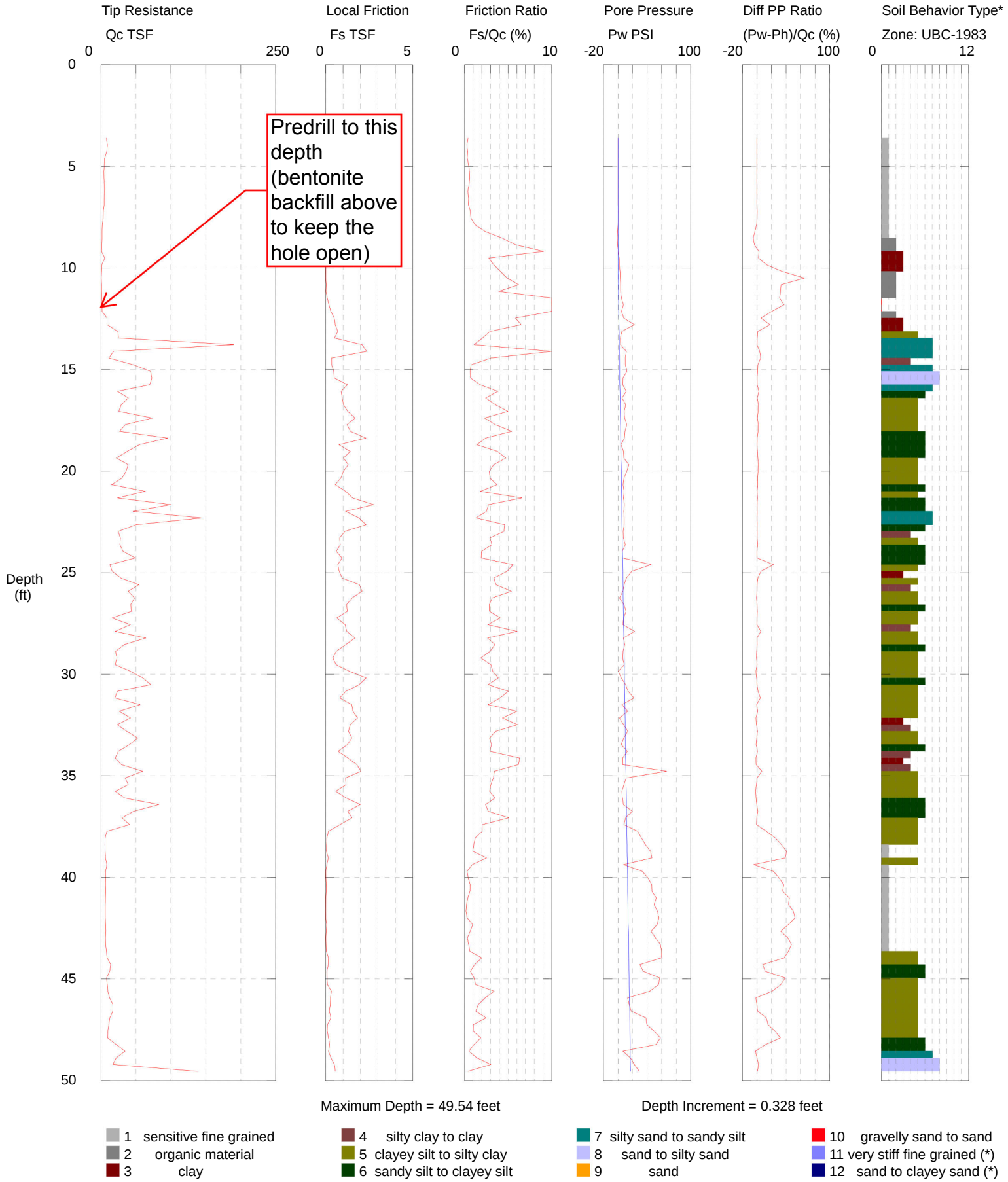
1 sensitive fine grained
2 organic material
3 clay
4 silty clay to clay
5 clayey silt to silty clay
6 sandy silt to clayey silt
7 silty sand to sandy silt
8 sand to silty sand
9 sand
10 gravelly sand to sand
11 very stiff fine grained (*)
12 sand to clayey sand (*)

*Soil behavior type and SPT based on data from UBC-1983

Subsurface Technologies

Operator: SAM
Sounding: CPT-3B
Cone Used: DDG1296

CPT Date/Time: 8/4/2014 11:53:24 AM
Location: OREGON CITY RETAIL
Job Number: 82145031



Maximum Depth = 49.54 feet

Depth Increment = 0.328 feet

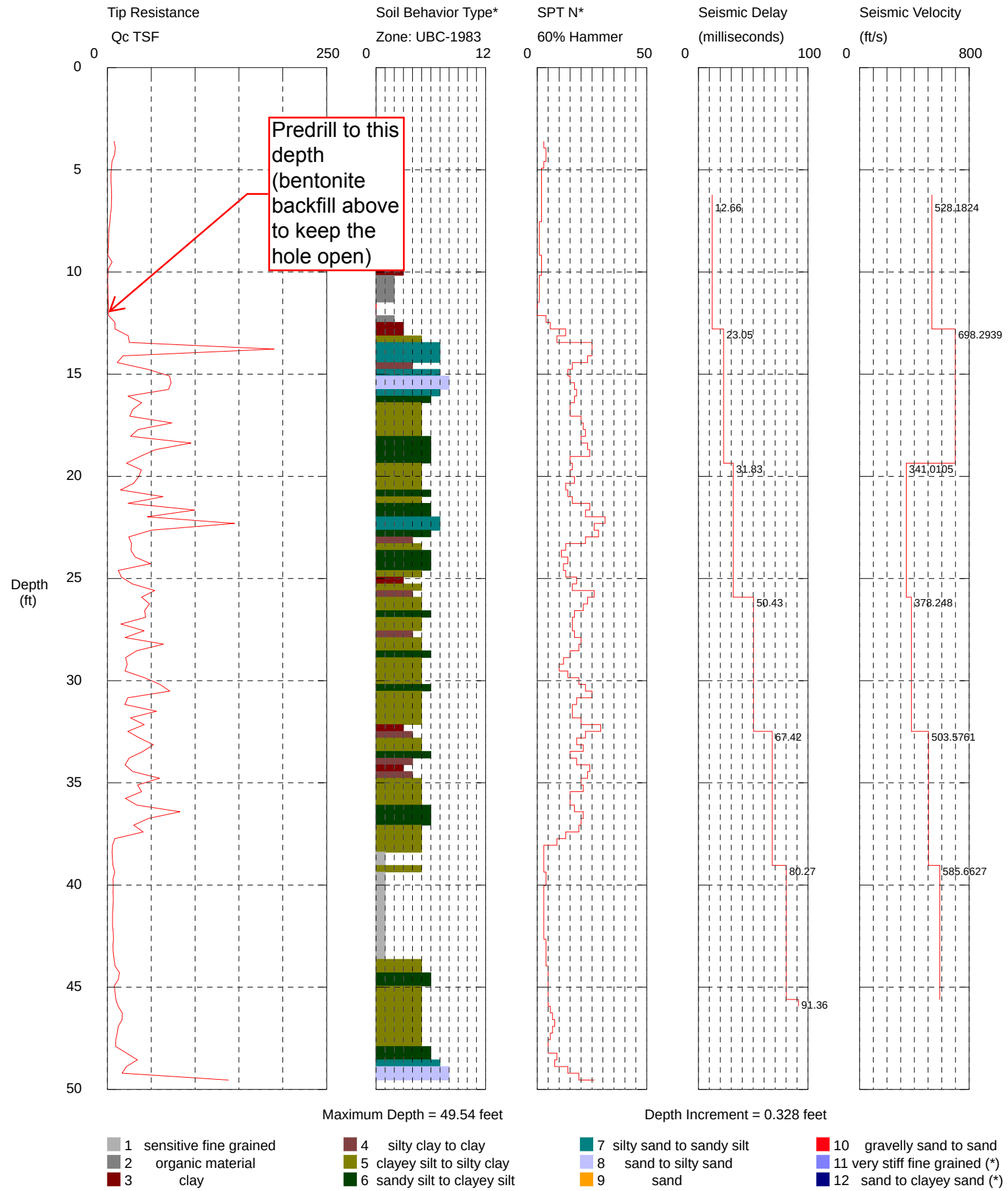
1 sensitive fine grained
2 organic material
3 clay
4 silty clay to clay
5 clayey silt to silty clay
6 sandy silt to clayey silt
7 silty sand to sandy silt
8 sand to silty sand
9 sand
10 gravelly sand to sand
11 very stiff fine grained (*)
12 sand to clayey sand (*)

*Soil behavior type and SPT based on data from UBC-1983

Subsurface Technologies

Operator: SAM
Sounding: CPT-3B
Cone Used: DDG1296

CPT Date/Time: 8/4/2014 11:53:24 AM
Location: OREGON CITY RETAIL
Job Number: 82145031



Maximum Depth = 49.54 feet

Depth Increment = 0.328 feet

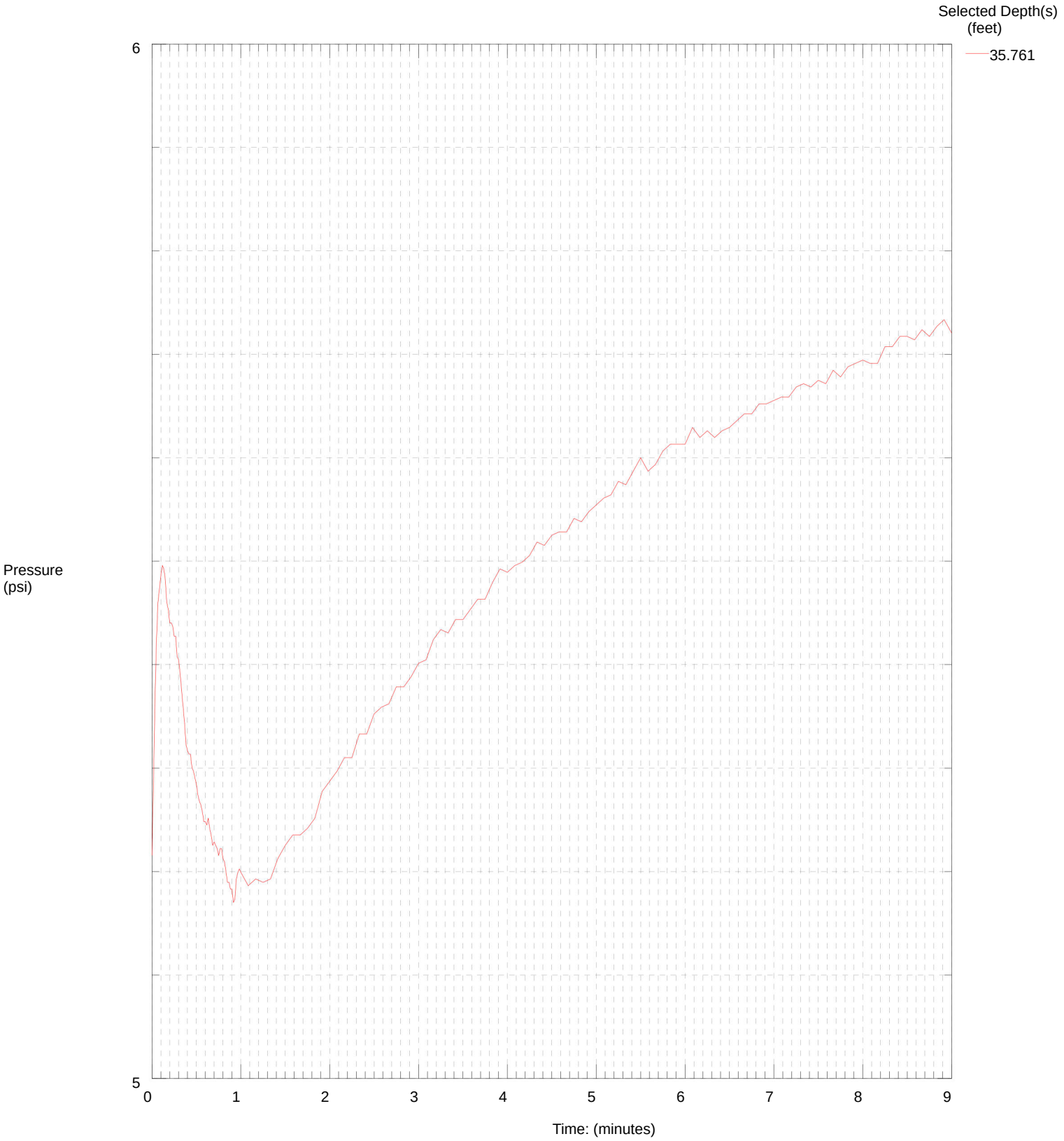
1 sensitive fine grained
2 organic material
3 clay
4 silty clay to clay
5 clayey silt to silty clay
6 sandy silt to clayey silt
7 silty sand to sandy silt
8 sand to silty sand
9 sand
10 gravelly sand to sand
11 very stiff fine grained (*)
12 sand to clayey sand (*)

*Soil behavior type and SPT based on data from UBC-1983

Subsurface Technologies

Operator SAM
Sounding: CPT-3 B
Cone Used: DDG1296

CPT Date/Time: 8/4/2014 11:53:24 AM
Location: OREGON CITY RETAIL
Job Number: 82145031

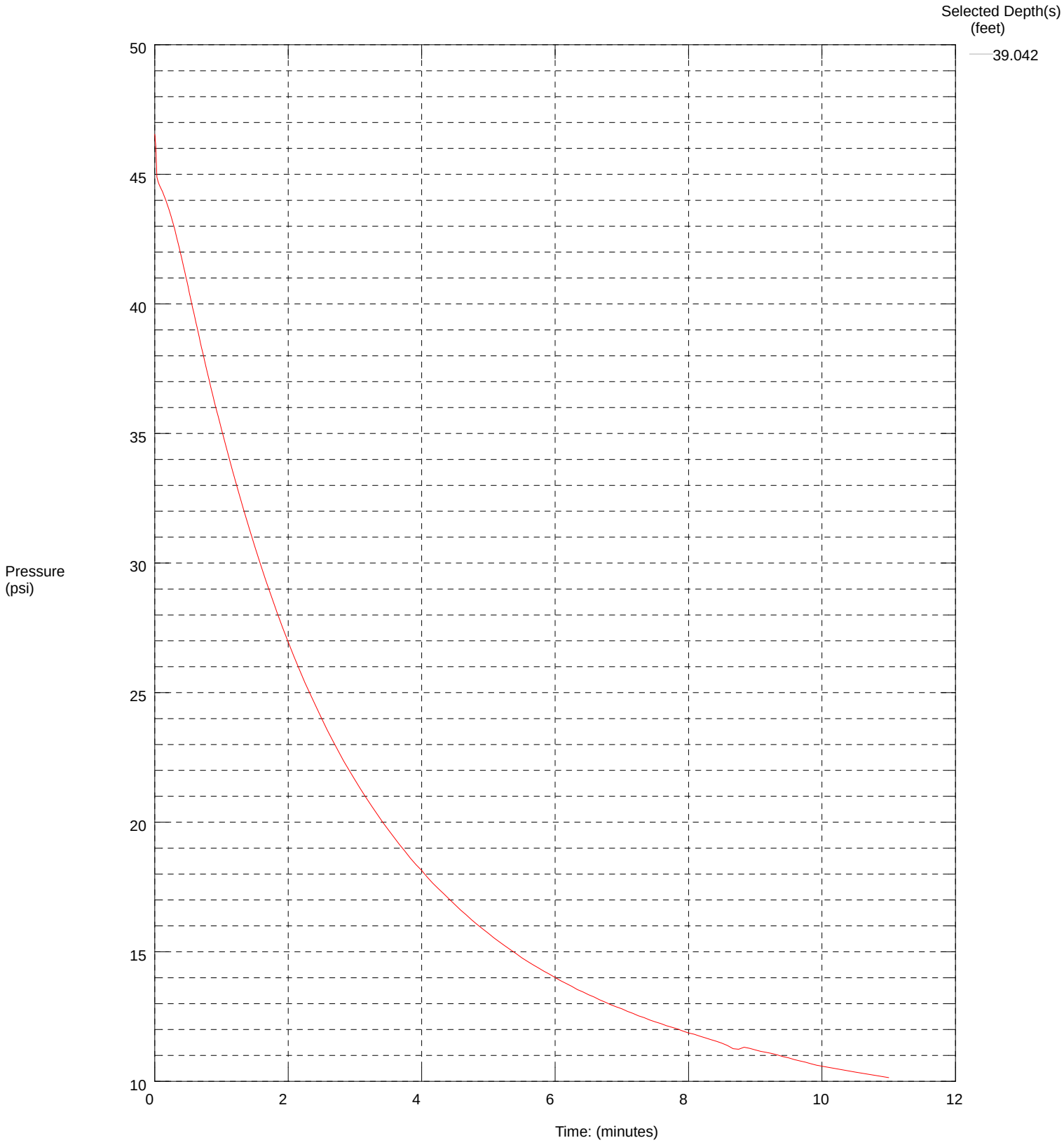


Maximum Pressure = 5.734 psi
Hydrostatic Pressure = 11.249 psi

Subsurface Technologies

Operator SAM
Sounding: CPT-3 B
Cone Used: DDG1296

CPT Date/Time: 8/4/2014 11:53:24 AM
Location: OREGON CITY RETAIL
Job Number: 82145031

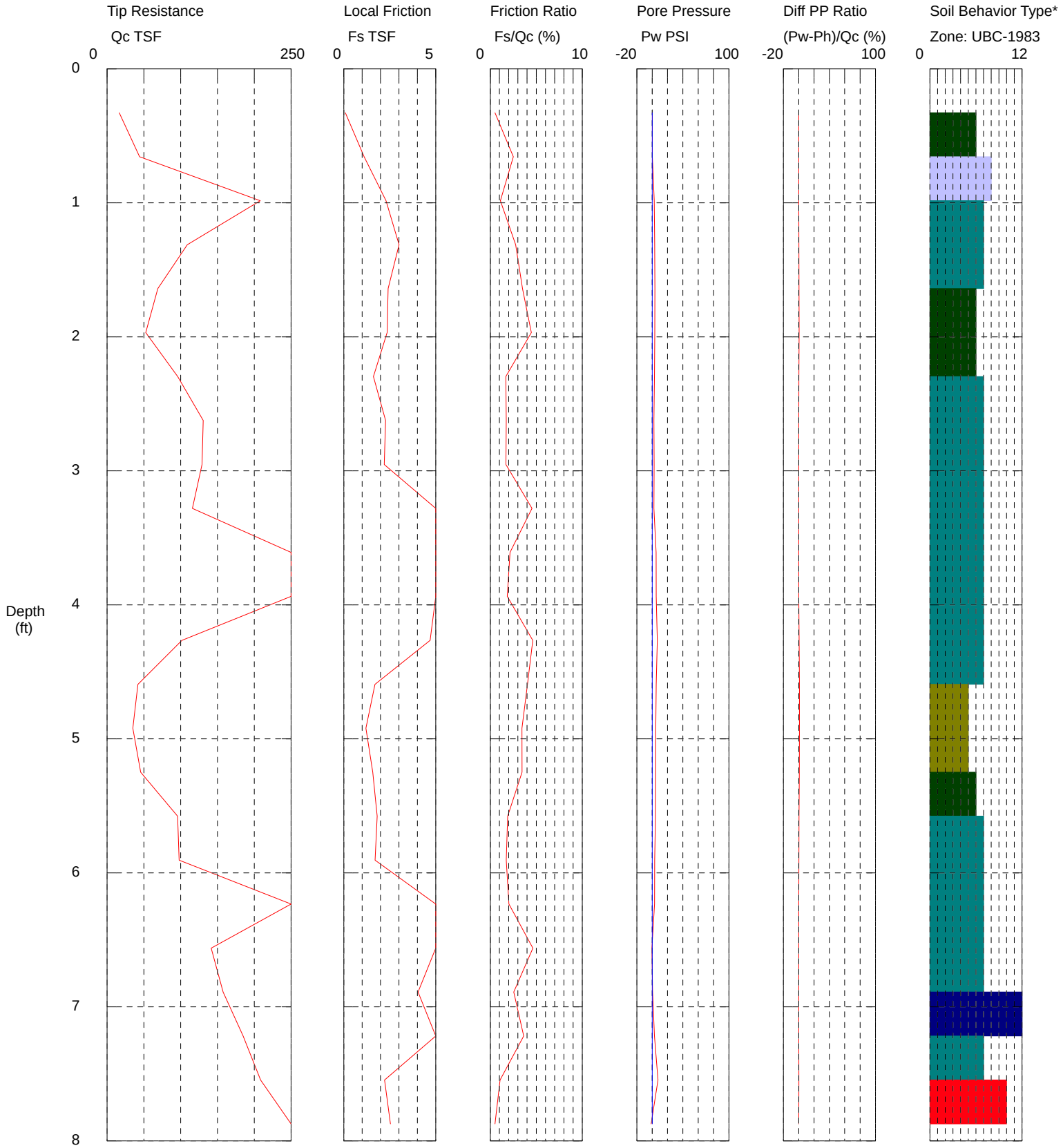


Maximum Pressure = 46.547 psi
Hydrostatic Pressure = 12.673 psi

Subsurface Technologies

Operator: SAM
Sounding: CPT-4
Cone Used: DSG0457

CPT Date/Time: 7/22/2014 10:23:10 AM
Location: OREGON CITY RETAIL
Job Number: 82145031



Maximum Depth = 7.87 feet

Depth Increment = 0.328 feet

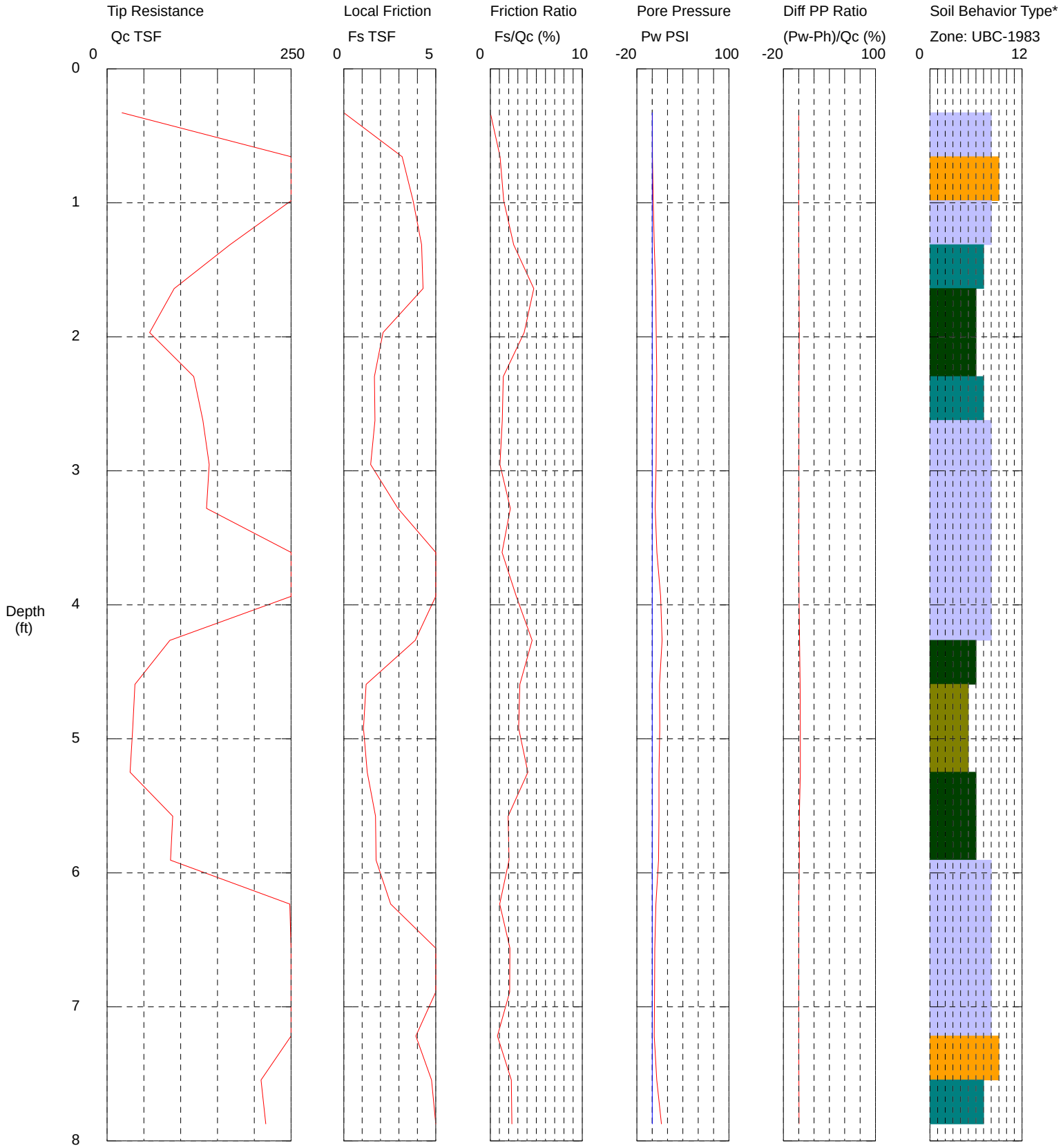
1 sensitive fine grained
2 organic material
3 clay
4 silty clay to clay
5 clayey silt to silty clay
6 sandy silt to clayey silt
7 silty sand to sandy silt
8 sand to silty sand
9 sand
10 gravelly sand to sand
11 very stiff fine grained (*)
12 sand to clayey sand (*)

*Soil behavior type and SPT based on data from UBC-1983

Subsurface Technologies

Operator: SAM
Sounding: CPT-4A
Cone Used: DSG0457

CPT Date/Time: 7/22/2014 10:43:33 AM
Location: OREGON CITY RETAIL
Job Number: 82145031



Maximum Depth = 7.87 feet

Depth Increment = 0.328 feet

1 sensitive fine grained
2 organic material
3 clay
4 silty clay to clay
5 clayey silt to silty clay
6 sandy silt to clayey silt
7 silty sand to sandy silt
8 sand to silty sand
9 sand
10 gravelly sand to sand
11 very stiff fine grained (*)
12 sand to clayey sand (*)

RETAIL↕

*Soil behavior type and SPT based on data from UBC-1983

APPENDIX B
LABORATORY TESTING

Laboratory Testing

Samples retrieved during the field exploration were taken to the laboratory for further observation by the project geotechnical engineer and were classified in general accordance with the Unified Soil Classification System (USCS) as shown in Appendix C. At that time, the field descriptions were confirmed or modified as necessary and an applicable laboratory testing program was formulated to determine engineering properties of the subsurface materials.

Laboratory tests were conducted on selected soil samples and the test results are presented in this appendix. The laboratory test results were used for the geotechnical engineering analyses, and the development of foundation and earthwork recommendations. Laboratory tests were performed in general accordance with the applicable ASTM, local or other accepted standards.

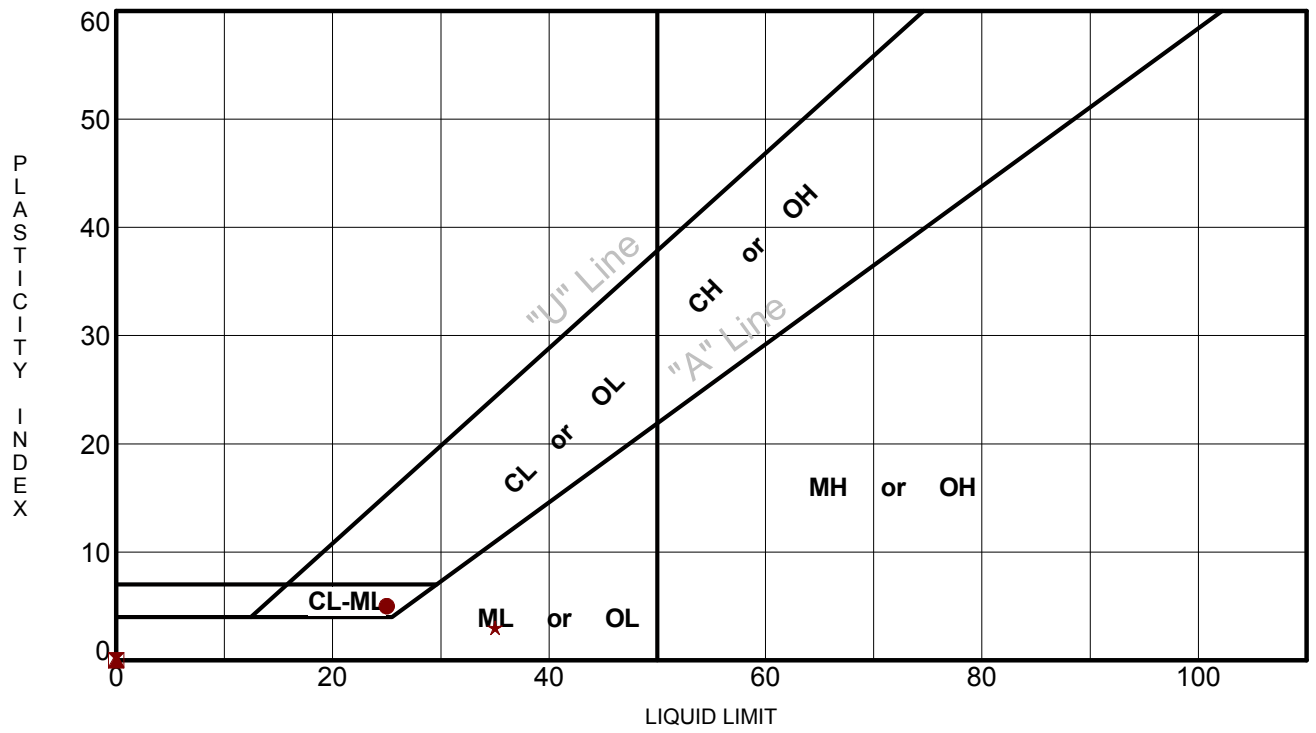
Selected soil samples obtained from the site were tested for the following engineering properties:

- In-situ Water Content (ASTM D 2216)
- Atterberg Limits (ASTM D 4318)
- Grain Size Distribution (ASTM D 422)
- Unconfined Compression Test (ASTM D2166)

Procedural standards noted above are for reference to methodology in general. In some cases, variations to methods are applied as a result of local practice or professional judgement.

ATTERBERG LIMITS RESULTS

ASTM D4318



Boring ID	Depth	LL	PL	PI	Fines	USCS	Description
● B-1	2.5	25	20	5			FILL: SILTY CLAY(CL-ML)
⧓ B-1	45.0	NP	NP	NP			FILL: SANDY SILT(ML)
▲ B-2	2.5	NP	NP	NP			FILL: SANDY SILT(ML)
★ B-2	45.0	35	32	3			SANDY SILT(ML)

PROJECT: Proposed Discount Tire Store

SITE: Washington Street & Highway 213
Oregon City, Oregon

Terracon
4103 SE International Way, # 300
Portland, Oregon

PROJECT NUMBER: 82145031

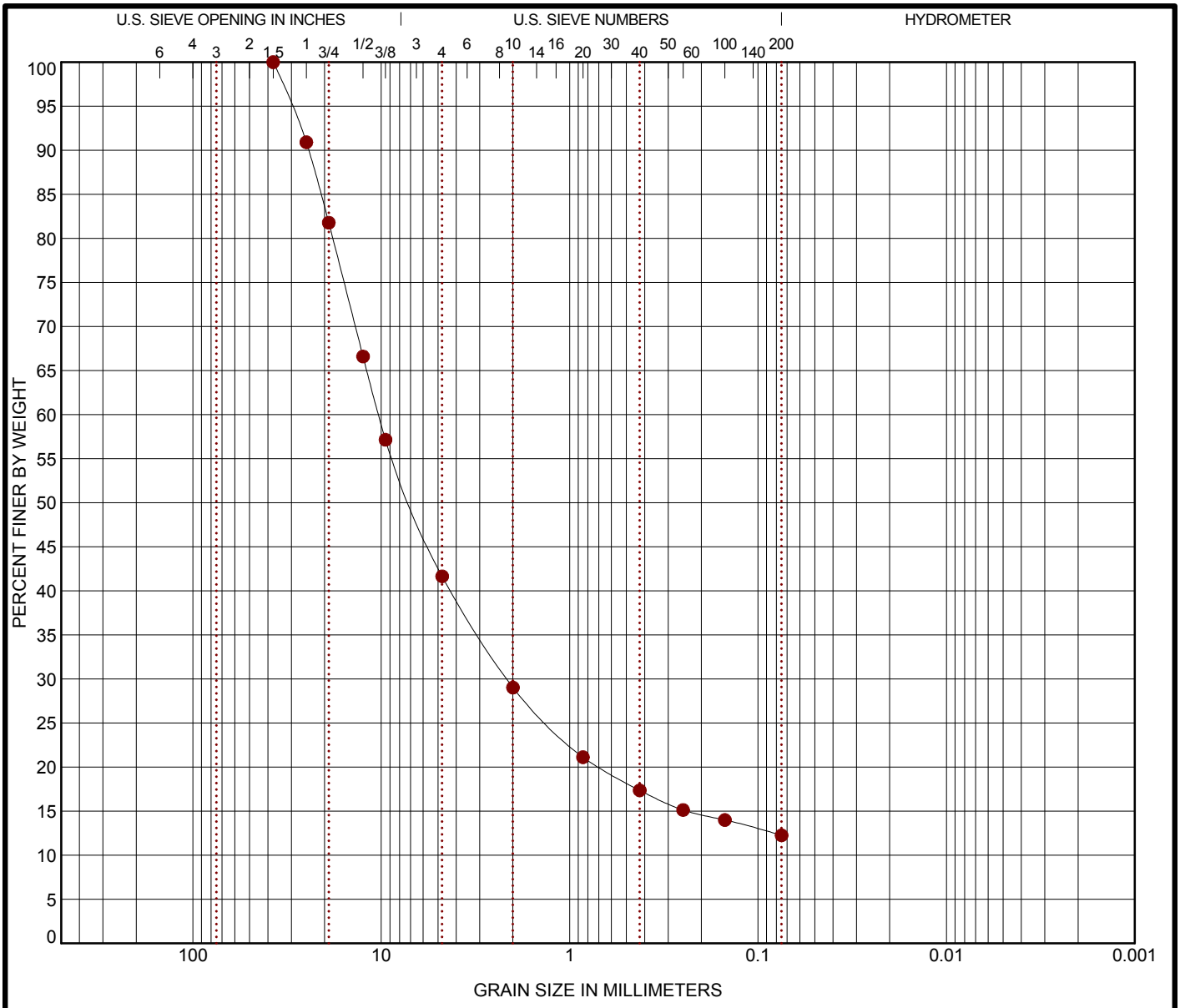
CLIENT: AMEC Environment & Infrastructure, Inc.
Phoenix, Arizona

EXHIBIT: B-2

LABORATORY TESTS ARE NOT VALID IF SEPARATED FROM ORIGINAL REPORT. ATTERBERG LIMITS 82145031 BORING LOGS.GPJ FENCE PROJECT 1-8-13.GPJ 8/14/14

GRAIN SIZE DISTRIBUTION

ASTM D422



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

Boring ID	Depth	USCS Classification	LL	PL	PI	Cc	Cu
B-2	55.0	WELL GRADED GRAVEL with silt (GW-GM)				14.49	337.60

Boring ID	Depth	D_{100}	D_{60}	D_{30}	D_{10}	%Gravel	%Sand	%Silt	%Clay
B-2	55.0	37.5	10.32	2.138		58.3	29.4	12.3	

PROJECT: Proposed Discount Tire Store

SITE: Washington Street & Highway 213
Oregon City, Oregon

Terracon
4103 SE International Way, # 300
Portland, Oregon

PROJECT NUMBER: 82145031

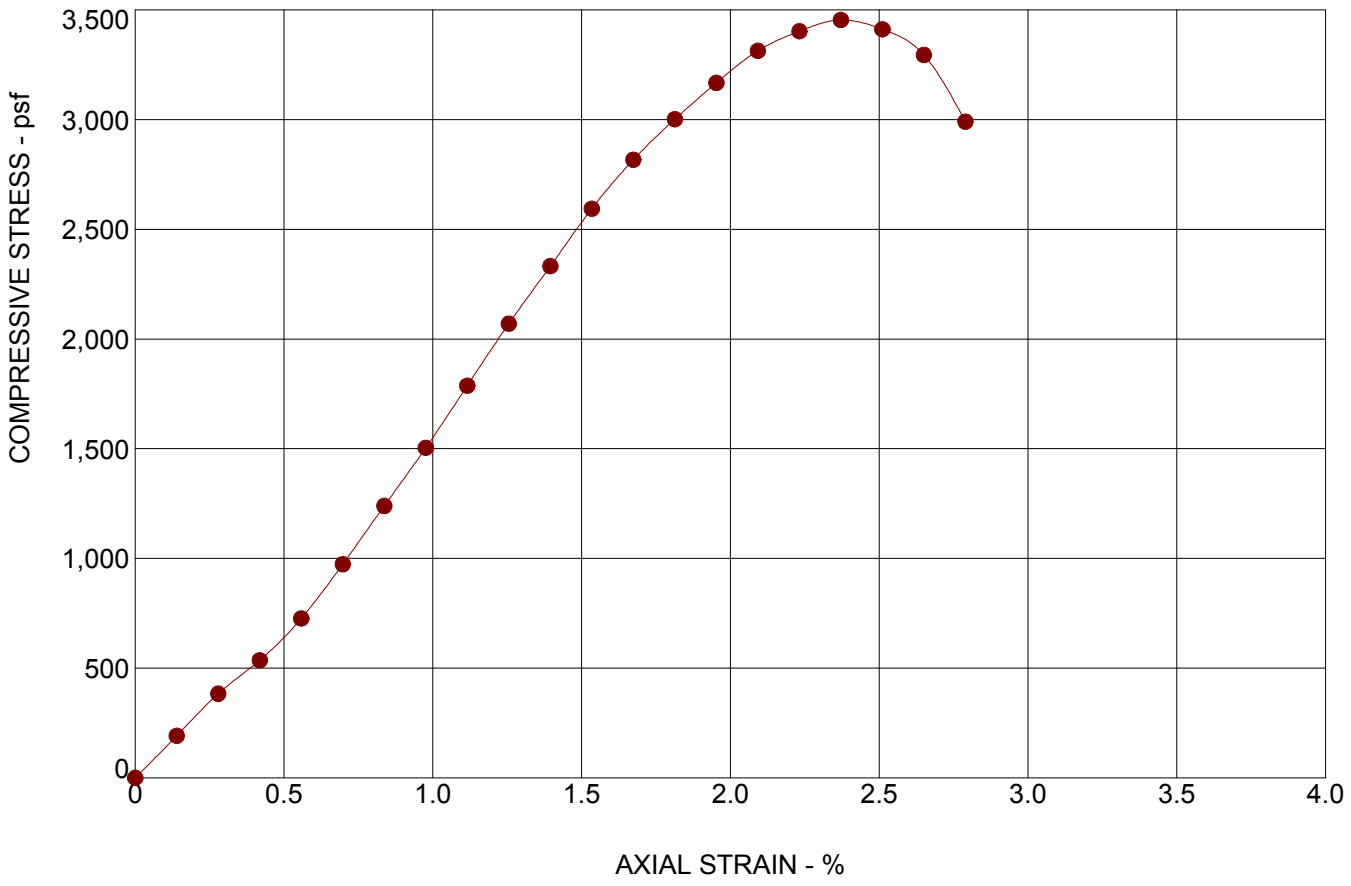
CLIENT: AMEC Environment & Infrastructure, Inc.
Phoenix, Arizona

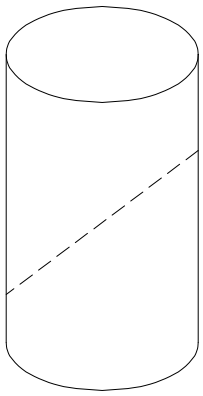
EXHIBIT: B-3

LABORATORY TESTS ARE NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GRAIN SIZE: USCS-2 82145031 BORING LOGS.GPJ FENCE PROJECT 1-8-13.GPJ 8/14/14

UNCONFINED COMPRESSION TEST

ASTM D2166



SPECIMEN FAILURE MODE	SPECIMEN TEST DATA		
 Failure Mode: Shear (dashed)	Moisture Content:	%	19
	Dry Density:	pcf	110
	Diameter:	in.	2.87
	Height:	in.	7.17
	Height / Diameter Ratio:		2.50
	Calculated Saturation:	%	
	Calculated Void Ratio:		
	Assumed Specific Gravity:		
	Failure Strain:	%	2.37
	Unconfined Compressive Strength	(psf)	3454
	Undrained Shear Strength:	(psf)	1727
	Strain Rate:	in/min	
	Remarks:		

SAMPLE TYPE: Shelby Tube	SAMPLE LOCATION: B-1 @ 2.5 Feet			
DESCRIPTION: FILL: SILTY CLAY(CL-ML)	LL	PL	PI	Percent < #200 Sieve
	25	20	5	

PROJECT: Proposed Discount Tire Store

SITE: Washington Street & Highway 213
Oregon City, Oregon

Terracon
4103 SE International Way, # 300
Portland, Oregon

PROJECT NUMBER: 82145031

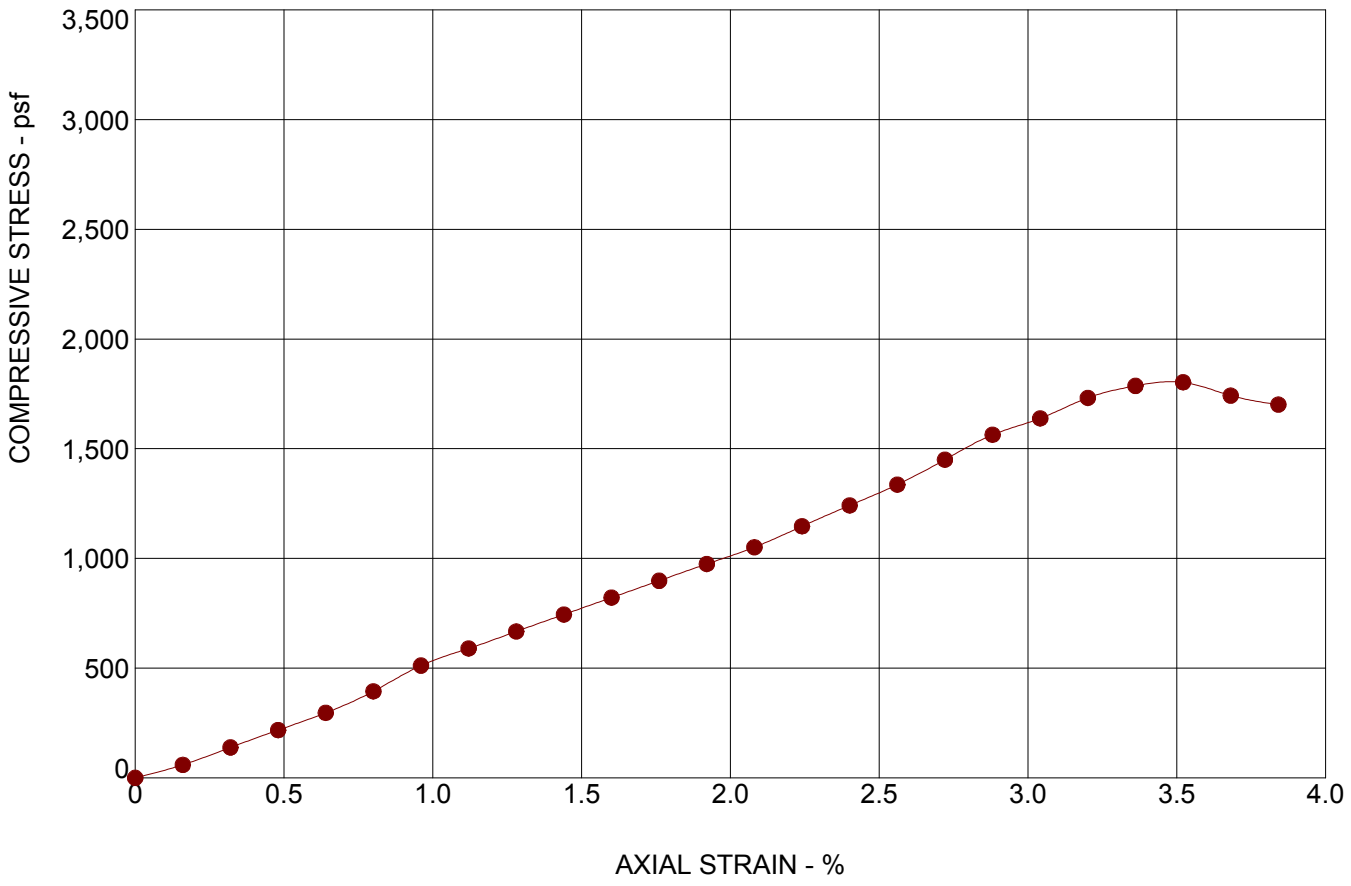
CLIENT: AMEC Environment & Infrastructure, Inc.
Phoenix, Arizona

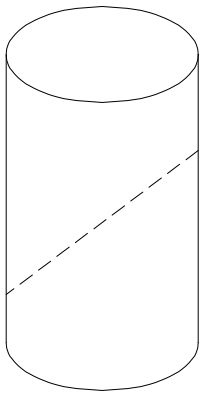
EXHIBIT: B-4

LABORATORY TESTS ARE NOT VALID IF SEPARATED FROM ORIGINAL REPORT. UNCONFINED 82145031 BORING LOGS.GPJ TEMPLATE UPDATE 3-31-14.GPJ 8/14/14

UNCONFINED COMPRESSION TEST

ASTM D2166



SPECIMEN FAILURE MODE	SPECIMEN TEST DATA		
 Failure Mode: Shear (dashed)	Moisture Content:	%	23
	Dry Density:	pcf	98
	Diameter:	in.	2.82
	Height:	in.	6.25
	Height / Diameter Ratio:		2.21
	Calculated Saturation:	%	
	Calculated Void Ratio:		
	Assumed Specific Gravity:		
	Failure Strain:	%	3.52
	Unconfined Compressive Strength	(psf)	1803
	Undrained Shear Strength:	(psf)	901
	Strain Rate:	in/min	
	Remarks:		

SAMPLE TYPE: Shelby Tube	SAMPLE LOCATION: B-2 @ 2.5 Feet			
DESCRIPTION: FILL: SANDY SILT(ML)	LL NP	PL NP	PI NP	Percent < #200 Sieve

PROJECT: Proposed Discount Tire Store

SITE: Washington Street & Highway 213
Oregon City, Oregon

Terracon
4103 SE International Way, # 300
Portland, Oregon

PROJECT NUMBER: 82145031

CLIENT: AMEC Environment & Infrastructure, Inc.
Phoenix, Arizona

EXHIBIT: B-5

12065 Lebanon Rd.
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Tax I.D. 62-0814289

Est. 1970

Martin Eversaul
Terracon - Portland, OR
4103 SE International Way, Suite 300
Portland, OR 97222

Report Summary

Wednesday August 13, 2014

Report Number: L712369
Samples Received: 07/26/14
Client Project: 82145031

Description: Proposed Retail

The analytical results in this report are based upon information supplied by you, the client, and are for your exclusive use. If you have any questions regarding this data package, please do not hesitate to call.

Entire Report Reviewed By:

Jarred Willis , ESC Representative

Laboratory Certification Numbers

A2LA - 1461-01, AIHA - 100789, AL - 40660, CA - 01157CA, CT - PH-0197, FL - E87487, GA - 923, IN - C-TN-01, KY - 90010, KYUST - 0016, NC - ENV375/DW21704/BIO041, ND - R-140. NJ - TN002, NJ NELAP - TN002, SC - 84004, TN - 2006, VA - 460132, WV - 233, AZ - 0612, MN - 047-999-395, NY - 11742, WI - 998093910, NV - TN000032011-1, TX - T104704245-11-3, OK - 9915, PA - 68-02979, IA Lab #364, EPA - TN002

Accreditation is only applicable to the test methods specified on each scope of accreditation held by ESC Lab Sciences.

Where applicable, sampling conducted by ESC is performed per guidance provided in laboratory standard operating procedures: 060302, 060303, and 060304.

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Est. 1970

REPORT OF ANALYSIS

Martin Eversaul
Terracon - Portland, OR
4103 SE International Way, Suite 30
Portland, OR 97222

August 13,2014

ESC Sample # : L712369-01

Site ID :

Project # : 82145031

Date Received : July 26, 2014
Description : Proposed Retail

Sample ID : COMPOSITE A

Collected By : Martin Eversaul
Collection Date : 07/23/14 12:45

Parameter	Dry Result	Det. Limit	Units	Method	Date	Dil.
Total Solids	39.0		%	2540 G-2011	07/31/14	1
Mercury	1.1	0.051	mg/kg	7471	07/31/14	1
Arsenic	BDL	51.	mg/kg	6010B	07/31/14	10
Barium	220	13.	mg/kg	6010B	07/31/14	10
Cadmium	BDL	13.	mg/kg	6010B	07/31/14	10
Chromium	77.	26.	mg/kg	6010B	07/31/14	10
Lead	240	13.	mg/kg	6010B	07/31/14	10
Selenium	BDL	51.	mg/kg	6010B	07/31/14	10
Silver	BDL	26.	mg/kg	6010B	07/31/14	10
Volatile Organics						
Acetone	BDL	3.2	mg/kg	8260B	07/29/14	25
Acrylonitrile	BDL	0.64	mg/kg	8260B	07/29/14	25
Benzene	BDL	0.064	mg/kg	8260B	07/29/14	25
Bromobenzene	BDL	0.064	mg/kg	8260B	07/29/14	25
Bromodichloromethane	BDL	0.064	mg/kg	8260B	07/29/14	25
Bromoform	BDL	0.064	mg/kg	8260B	07/29/14	25
Bromomethane	BDL	0.32	mg/kg	8260B	07/29/14	25
n-Butylbenzene	BDL	0.064	mg/kg	8260B	07/29/14	25
sec-Butylbenzene	BDL	0.064	mg/kg	8260B	07/29/14	25
tert-Butylbenzene	BDL	0.064	mg/kg	8260B	07/29/14	25
Carbon tetrachloride	BDL	0.064	mg/kg	8260B	07/29/14	25
Chlorobenzene	BDL	0.064	mg/kg	8260B	07/29/14	25
Chlorodibromomethane	BDL	0.064	mg/kg	8260B	07/29/14	25
Chloroethane	BDL	0.32	mg/kg	8260B	07/29/14	25
2-Chloroethyl vinyl ether	BDL	3.2	mg/kg	8260B	07/29/14	25
Chloroform	BDL	0.32	mg/kg	8260B	07/29/14	25
Chloromethane	BDL	0.16	mg/kg	8260B	07/29/14	25
2-Chlorotoluene	BDL	0.064	mg/kg	8260B	07/29/14	25
4-Chlorotoluene	BDL	0.064	mg/kg	8260B	07/29/14	25
1,2-Dibromo-3-Chloropropane	BDL	0.32	mg/kg	8260B	07/29/14	25
1,2-Dibromoethane	BDL	0.064	mg/kg	8260B	07/29/14	25
Dibromomethane	BDL	0.064	mg/kg	8260B	07/29/14	25
1,2-Dichlorobenzene	BDL	0.064	mg/kg	8260B	07/29/14	25
1,3-Dichlorobenzene	BDL	0.064	mg/kg	8260B	07/29/14	25
1,4-Dichlorobenzene	0.087	0.064	mg/kg	8260B	07/29/14	25
Dichlorodifluoromethane	BDL	0.32	mg/kg	8260B	07/29/14	25
1,1-Dichloroethane	BDL	0.064	mg/kg	8260B	07/29/14	25
1,2-Dichloroethane	BDL	0.064	mg/kg	8260B	07/29/14	25
1,1-Dichloroethene	BDL	0.064	mg/kg	8260B	07/29/14	25
cis-1,2-Dichloroethene	BDL	0.064	mg/kg	8260B	07/29/14	25
trans-1,2-Dichloroethene	BDL	0.064	mg/kg	8260B	07/29/14	25

Results listed are dry weight basis.
BDL - Below Detection Limit
Det. Limit - Practical Quantitation Limit(PQL)
Note:

The reported analytical results relate only to the sample submitted

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Est. 1970

REPORT OF ANALYSIS

Martin Eversaul
Terracon - Portland, OR
4103 SE International Way, Suite 30
Portland, OR 97222

August 13,2014

ESC Sample # : L712369-01

Site ID :

Project # : 82145031

Date Received : July 26, 2014
Description : Proposed Retail

Sample ID : COMPOSITE A

Collected By : Martin Eversaul
Collection Date : 07/23/14 12:45

Parameter	Dry Result	Det. Limit	Units	Method	Date	Dil.
1,2-Dichloropropane	BDL	0.064	mg/kg	8260B	07/29/14	25
1,1-Dichloropropene	BDL	0.064	mg/kg	8260B	07/29/14	25
1,3-Dichloropropane	BDL	0.064	mg/kg	8260B	07/29/14	25
cis-1,3-Dichloropropene	BDL	0.064	mg/kg	8260B	07/29/14	25
trans-1,3-Dichloropropene	BDL	0.064	mg/kg	8260B	07/29/14	25
2,2-Dichloropropane	BDL	0.064	mg/kg	8260B	07/29/14	25
Di-isopropyl ether	BDL	0.064	mg/kg	8260B	07/29/14	25
Ethylbenzene	0.067	0.064	mg/kg	8260B	07/29/14	25
Hexachloro-1,3-butadiene	BDL	0.064	mg/kg	8260B	07/29/14	25
Isopropylbenzene	BDL	0.064	mg/kg	8260B	07/29/14	25
p-Isopropyltoluene	1.2	0.064	mg/kg	8260B	07/29/14	25
2-Butanone (MEK)	BDL	0.64	mg/kg	8260B	07/29/14	25
Methylene Chloride	BDL	0.32	mg/kg	8260B	07/29/14	25
4-Methyl-2-pentanone (MIBK)	BDL	0.64	mg/kg	8260B	07/29/14	25
Methyl tert-butyl ether	BDL	0.064	mg/kg	8260B	07/29/14	25
Naphthalene	BDL	0.32	mg/kg	8260B	07/29/14	25
n-Propylbenzene	BDL	0.064	mg/kg	8260B	07/29/14	25
Styrene	BDL	0.064	mg/kg	8260B	07/29/14	25
1,1,1,2-Tetrachloroethane	BDL	0.064	mg/kg	8260B	07/29/14	25
1,1,2,2-Tetrachloroethane	BDL	0.064	mg/kg	8260B	07/29/14	25
1,1,2-Trichlorotrifluoroethane	BDL	0.064	mg/kg	8260B	07/29/14	25
Tetrachloroethene	BDL	0.064	mg/kg	8260B	07/29/14	25
Toluene	BDL	0.32	mg/kg	8260B	07/29/14	25
1,2,3-Trichlorobenzene	BDL	0.064	mg/kg	8260B	07/29/14	25
1,2,4-Trichlorobenzene	BDL	0.064	mg/kg	8260B	07/29/14	25
1,1,1-Trichloroethane	BDL	0.064	mg/kg	8260B	07/29/14	25
1,1,2-Trichloroethane	BDL	0.064	mg/kg	8260B	07/29/14	25
Trichloroethene	BDL	0.064	mg/kg	8260B	07/29/14	25
Trichlorofluoromethane	BDL	0.32	mg/kg	8260B	07/29/14	25
1,2,3-Trichloropropane	BDL	0.16	mg/kg	8260B	07/29/14	25
1,2,4-Trimethylbenzene	0.17	0.064	mg/kg	8260B	07/29/14	25
1,2,3-Trimethylbenzene	0.10	0.064	mg/kg	8260B	07/29/14	25
1,3,5-Trimethylbenzene	0.077	0.064	mg/kg	8260B	07/29/14	25
Vinyl chloride	BDL	0.064	mg/kg	8260B	07/29/14	25
Xylenes, Total	0.25	0.19	mg/kg	8260B	07/29/14	25
Surrogate Recovery						
Toluene-d8	101.		% Rec.	8260B	07/29/14	25
Dibromofluoromethane	86.6		% Rec.	8260B	07/29/14	25
a,a,a-Trifluorotoluene	108.		% Rec.	8260B	07/29/14	25
4-Bromofluorobenzene	102.		% Rec.	8260B	07/29/14	25
Polychlorinated Biphenyls						
PCB 1016	BDL	0.044	mg/kg	8082	07/31/14	1
PCB 1221	BDL	0.044	mg/kg	8082	07/31/14	1

Results listed are dry weight basis.
BDL - Below Detection Limit
Det. Limit - Practical Quantitation Limit(PQL)
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Est. 1970

REPORT OF ANALYSIS

Martin Eversaul
Terracon - Portland, OR
4103 SE International Way, Suite 30
Portland, OR 97222

August 13,2014

ESC Sample # : L712369-01

Site ID :

Project # : 82145031

Date Received : July 26, 2014
Description : Proposed Retail

Sample ID : COMPOSITE A

Collected By : Martin Eversaul
Collection Date : 07/23/14 12:45

Parameter	Dry Result	Det. Limit	Units	Method	Date	Dil.
PCB 1232	BDL	0.044	mg/kg	8082	07/31/14	1
PCB 1242	BDL	0.044	mg/kg	8082	07/31/14	1
PCB 1248	BDL	0.044	mg/kg	8082	07/31/14	1
PCB 1254	BDL	0.044	mg/kg	8082	07/31/14	1
PCB 1260	BDL	0.044	mg/kg	8082	07/31/14	1
PCBs Surrogates						
Decachlorobiphenyl	72.6		% Rec.	8082	07/31/14	1
Tetrachloro-m-xylene	88.0		% Rec.	8082	07/31/14	1
Base/Neutral Extractables						
Acenaphthene	BDL	1.7	mg/kg	8270D	08/01/14	20
Acenaphthylene	BDL	1.7	mg/kg	8270D	08/01/14	20
Anthracene	BDL	1.7	mg/kg	8270D	08/01/14	20
Benzidine	BDL	17.	mg/kg	8270D	08/01/14	20
Benzo(a)anthracene	BDL	1.7	mg/kg	8270D	08/01/14	20
Benzo(b)fluoranthene	BDL	1.7	mg/kg	8270D	08/01/14	20
Benzo(k)fluoranthene	BDL	1.7	mg/kg	8270D	08/01/14	20
Benzo(g,h,i)perylene	BDL	1.7	mg/kg	8270D	08/01/14	20
Benzo(a)pyrene	BDL	1.7	mg/kg	8270D	08/01/14	20
Bis(2-chlorethoxy)methane	BDL	17.	mg/kg	8270D	08/01/14	20
Bis(2-chloroethyl)ether	BDL	17.	mg/kg	8270D	08/01/14	20
Bis(2-chloroisopropyl)ether	BDL	17.	mg/kg	8270D	08/01/14	20
4-Bromophenyl-phenylether	BDL	17.	mg/kg	8270D	08/01/14	20
2-Chloronaphthalene	BDL	1.7	mg/kg	8270D	08/01/14	20
4-Chlorophenyl-phenylether	BDL	17.	mg/kg	8270D	08/01/14	20
Chrysene	BDL	1.7	mg/kg	8270D	08/01/14	20
Dibenz(a,h)anthracene	BDL	1.7	mg/kg	8270D	08/01/14	20
3,3-Dichlorobenzidine	BDL	17.	mg/kg	8270D	08/01/14	20
2,4-Dinitrotoluene	BDL	17.	mg/kg	8270D	08/01/14	20
2,6-Dinitrotoluene	BDL	17.	mg/kg	8270D	08/01/14	20
Fluoranthene	BDL	1.7	mg/kg	8270D	08/01/14	20
Fluorene	BDL	1.7	mg/kg	8270D	08/01/14	20
Hexachlorobenzene	BDL	17.	mg/kg	8270D	08/01/14	20
Hexachloro-1,3-butadiene	BDL	17.	mg/kg	8270D	08/01/14	20
Hexachlorocyclopentadiene	BDL	17.	mg/kg	8270D	08/01/14	20
Hexachloroethane	BDL	17.	mg/kg	8270D	08/01/14	20
Indeno(1,2,3-cd)pyrene	BDL	1.7	mg/kg	8270D	08/01/14	20
Isophorone	BDL	17.	mg/kg	8270D	08/01/14	20
Naphthalene	BDL	1.7	mg/kg	8270D	08/01/14	20
Nitrobenzene	BDL	17.	mg/kg	8270D	08/01/14	20
n-Nitrosodimethylamine	BDL	17.	mg/kg	8270D	08/01/14	20
n-Nitrosodiphenylamine	BDL	17.	mg/kg	8270D	08/01/14	20
n-Nitrosodi-n-propylamine	BDL	17.	mg/kg	8270D	08/01/14	20
Phenanthrene	BDL	1.7	mg/kg	8270D	08/01/14	20

Results listed are dry weight basis.
BDL - Below Detection Limit
Det. Limit - Practical Quantitation Limit(PQL)
Note:

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REPORT OF ANALYSIS

Martin Eversaul
Terracon - Portland, OR
4103 SE International Way, Suite 30
Portland, OR 97222

August 13,2014

ESC Sample # : L712369-01

Site ID :

Project # : 82145031

Date Received : July 26, 2014
Description : Proposed Retail

Sample ID : COMPOSITE A

Collected By : Martin Eversaul
Collection Date : 07/23/14 12:45

Parameter	Dry Result	Det. Limit	Units	Method	Date	Dil.
Benzylbutyl phthalate	BDL	17.	mg/kg	8270D	08/01/14	20
Bis(2-ethylhexyl)phthalate	100	43.	mg/kg	8270D	08/05/14	50
Di-n-butyl phthalate	BDL	17.	mg/kg	8270D	08/01/14	20
Diethyl phthalate	BDL	17.	mg/kg	8270D	08/01/14	20
Dimethyl phthalate	BDL	17.	mg/kg	8270D	08/01/14	20
Di-n-octyl phthalate	BDL	17.	mg/kg	8270D	08/01/14	20
Pyrene	BDL	1.7	mg/kg	8270D	08/01/14	20
1,2,4-Trichlorobenzene	BDL	17.	mg/kg	8270D	08/01/14	20
Acid Extractables						
4-Chloro-3-methylphenol	BDL	17.	mg/kg	8270D	08/01/14	20
2-Chlorophenol	BDL	17.	mg/kg	8270D	08/01/14	20
2,4-Dichlorophenol	BDL	17.	mg/kg	8270D	08/01/14	20
2,4-Dimethylphenol	BDL	17.	mg/kg	8270D	08/01/14	20
4,6-Dinitro-2-methylphenol	BDL	17.	mg/kg	8270D	08/01/14	20
2,4-Dinitrophenol	BDL	17.	mg/kg	8270D	08/01/14	20
2-Nitrophenol	BDL	17.	mg/kg	8270D	08/01/14	20
4-Nitrophenol	BDL	17.	mg/kg	8270D	08/01/14	20
Pentachlorophenol	BDL	17.	mg/kg	8270D	08/01/14	20
Phenol	BDL	17.	mg/kg	8270D	08/01/14	20
2,4,6-Trichlorophenol	BDL	17.	mg/kg	8270D	08/01/14	20
Surrogate Recovery						
2-Fluorophenol	51.0		% Rec.	8270D	08/01/14	20
Phenol-d5	72.0		% Rec.	8270D	08/01/14	20
Nitrobenzene-d5	103.		% Rec.	8270D	08/01/14	20
2-Fluorobiphenyl	55.1		% Rec.	8270D	08/01/14	20
2,4,6-Tribromophenol	82.8		% Rec.	8270D	08/01/14	20
p-Terphenyl-d14	52.2		% Rec.	8270D	08/01/14	20

Results listed are dry weight basis.
BDL - Below Detection Limit
Det. Limit - Practical Quantitation Limit(PQL)
Note:

The reported analytical results relate only to the sample submitted
Reported: 08/13/14 10:17 Revised: 08/13/14 14:19

Attachment A
List of Analytes with QC Qualifiers

Sample Number	Work Group	Sample Type	Analyte	Run ID	Qualifier
L712369-01	WG734684	SAMP	Acenaphthene	R2971950	O
	WG734684	SAMP	Acenaphthylene	R2971950	O
	WG734684	SAMP	Anthracene	R2971950	O
	WG734684	SAMP	Benzidine	R2971950	OJ
	WG734684	SAMP	Benzo(a)anthracene	R2971950	O
	WG734684	SAMP	Benzo(b)fluoranthene	R2971950	O
	WG734684	SAMP	Benzo(k)fluoranthene	R2971950	O
	WG734684	SAMP	Benzo(g,h,i)perylene	R2971950	O
	WG734684	SAMP	Benzo(a)pyrene	R2971950	O
	WG734684	SAMP	Bis(2-chlorethoxy)methane	R2971950	O
	WG734684	SAMP	Bis(2-chloroethyl)ether	R2971950	O
	WG734684	SAMP	Bis(2-chloroisopropyl)ether	R2971950	OJ3
	WG734684	SAMP	4-Bromophenyl-phenylether	R2971950	O
	WG734684	SAMP	2-Chloronaphthalene	R2971950	O
	WG734684	SAMP	4-Chlorophenyl-phenylether	R2971950	O
	WG734684	SAMP	Chrysene	R2971950	O
	WG734684	SAMP	Dibenz(a,h)anthracene	R2971950	O
	WG734684	SAMP	3,3-Dichlorobenzidine	R2971950	O
	WG734684	SAMP	2,4-Dinitrotoluene	R2971950	O
	WG734684	SAMP	2,6-Dinitrotoluene	R2971950	O
	WG734684	SAMP	Fluoranthene	R2971950	O
	WG734684	SAMP	Fluorene	R2971950	O
	WG734684	SAMP	Hexachlorobenzene	R2971950	O
	WG734684	SAMP	Hexachloro-1,3-butadiene	R2971950	O
	WG734684	SAMP	Hexachlorocyclopentadiene	R2971950	OJ
	WG734684	SAMP	Hexachloroethane	R2971950	O
	WG734684	SAMP	Indeno(1,2,3-cd)pyrene	R2971950	O
	WG734684	SAMP	Isophorone	R2971950	O
	WG734684	SAMP	Naphthalene	R2971950	O
	WG734684	SAMP	Nitrobenzene	R2971950	O
	WG734684	SAMP	n-Nitrosodimethylamine	R2971950	O
	WG734684	SAMP	n-Nitrosodiphenylamine	R2971950	O
	WG734684	SAMP	n-Nitrosodi-n-propylamine	R2971950	O
	WG734684	SAMP	Phenanthrene	R2971950	O
	WG734684	SAMP	Benzylbutyl phthalate	R2971950	O
	WG734684	SAMP	Di-n-butyl phthalate	R2971950	O
	WG734684	SAMP	Diethyl phthalate	R2971950	O
	WG734684	SAMP	Dimethyl phthalate	R2971950	O
	WG734684	SAMP	Di-n-octyl phthalate	R2971950	O
	WG734684	SAMP	Pyrene	R2971950	O
	WG734684	SAMP	1,2,4-Trichlorobenzene	R2971950	O
	WG734684	SAMP	4-Chloro-3-methylphenol	R2971950	O
	WG734684	SAMP	2-Chlorophenol	R2971950	O
	WG734684	SAMP	2,4-Dichlorophenol	R2971950	O
	WG734684	SAMP	2,4-Dimethylphenol	R2971950	O
	WG734684	SAMP	4,6-Dinitro-2-methylphenol	R2971950	O
	WG734684	SAMP	2,4-Dinitrophenol	R2971950	O
	WG734684	SAMP	2-Nitrophenol	R2971950	O
	WG734684	SAMP	4-Nitrophenol	R2971950	O
	WG734684	SAMP	Pentachlorophenol	R2971950	O
	WG734684	SAMP	Phenol	R2971950	O
	WG734684	SAMP	2,4,6-Trichlorophenol	R2971950	O
	WG734684	SAMP	2-Fluorophenol	R2971950	J7
	WG734684	SAMP	Phenol-d5	R2971950	J7
	WG734684	SAMP	Nitrobenzene-d5	R2971950	J7
	WG734684	SAMP	2-Fluorobiphenyl	R2971950	J7
	WG734684	SAMP	2,4,6-Tribromophenol	R2971950	J7
	WG734684	SAMP	p-Terphenyl-d14	R2971950	J7
	WG734231	SAMP	Arsenic	R2970536	O
	WG734231	SAMP	Selenium	R2970536	O
	WG734231	SAMP	Silver	R2970536	O

Attachment B
Explanation of QC Qualifier Codes

Qualifier	Meaning
J	(EPA) - Estimated value below the lowest calibration point. Confidence correlates with concentration.
J3	The associated batch QC was outside the established quality control range for precision.
J7	Surrogate recovery cannot be used for control limit evaluation due to dilution.
O	(ESC) Sample diluted due to matrix interferences that impaired the ability to make an accurate analytical determination. The detection limit is elevated in order to reflect the necessary dilution.

Qualifier Report Information

ESC utilizes sample and result qualifiers as set forth by the EPA Contract Laboratory Program and as required by most certifying bodies including NELAC. In addition to the EPA qualifiers adopted by ESC, we have implemented ESC qualifiers to provide more information pertaining to our analytical results. Each qualifier is designated in the qualifier explanation as either EPA or ESC. Data qualifiers are intended to provide the ESC client with more detailed information concerning the potential bias of reported data. Because of the wide range of constituents and variety of matrices incorporated by most EPA methods,it is common for some compounds to fall outside of established ranges. These exceptions are evaluated and all reported data is valid and useable "unless qualified as 'R' (Rejected)."

Definitions

Accuracy - The relationship of the observed value of a known sample to the true value of a known sample. Represented by percent recovery and relevant to samples such as: control samples, matrix spike recoveries, surrogate recoveries, etc.

Precision - The agreement between a set of samples or between duplicate samples. Relates to how close together the results are and is represented by Relative Percent Differrence.

Surrogate - Organic compounds that are similar in chemical composition, extraction, and chromotography to analytes of interest. The surrogates are used to determine the probable response of the group of analytes that are chemically related to the surrogate compound. Surrogates are added to the sample and carried through all stages of preparation and analyses.

TIC - Tentatively Identified Compound: Compounds detected in samples that are not target compounds, internal standards, system monitoring compounds, or surrogates.

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Level II

L712369

August 13, 2014

Laboratory Blank

Analyte	Result	Units	% Rec	Limit	Batch	Date Analyzed
Total Solids	< .1	%			WG734341	07/31/14 08:12
Mercury	< .02	mg/kg			WG734252	07/31/14 08:18
Arsenic	< 1	mg/kg			WG734231	07/31/14 12:53
Barium	< .25	mg/kg			WG734231	07/31/14 12:53
Cadmium	< .25	mg/kg			WG734231	07/31/14 12:53
Chromium	< .5	mg/kg			WG734231	07/31/14 12:53
Lead	< .25	mg/kg			WG734231	07/31/14 12:53
Selenium	< 1	mg/kg			WG734231	07/31/14 12:53
Silver	< .5	mg/kg			WG734231	07/31/14 12:53
PCB 1016	< .017	mg/kg			WG734453	07/31/14 13:27
PCB 1221	< .017	mg/kg			WG734453	07/31/14 13:27
PCB 1232	< .017	mg/kg			WG734453	07/31/14 13:27
PCB 1242	< .017	mg/kg			WG734453	07/31/14 13:27
PCB 1248	< .017	mg/kg			WG734453	07/31/14 13:27
PCB 1254	< .017	mg/kg			WG734453	07/31/14 13:27
PCB 1260	< .017	mg/kg			WG734453	07/31/14 13:27
Decachlorobiphenyl		% Rec.	67.10	10-145	WG734453	07/31/14 13:27
Tetrachloro-m-xylene		% Rec.	75.10	21.1-148	WG734453	07/31/14 13:27
1,1,1,2-Tetrachloroethane	< .001	mg/kg			WG734040	07/28/14 22:58
1,1,1-Trichloroethane	< .001	mg/kg			WG734040	07/28/14 22:58
1,1,2,2-Tetrachloroethane	< .001	mg/kg			WG734040	07/28/14 22:58
1,1,2-Trichloroethane	< .001	mg/kg			WG734040	07/28/14 22:58
1,1,2-Trichlorotrifluoroethane	< .001	mg/kg			WG734040	07/28/14 22:58
1,1-Dichloroethane	< .001	mg/kg			WG734040	07/28/14 22:58
1,1-Dichloroethene	< .001	mg/kg			WG734040	07/28/14 22:58
1,1-Dichloropropene	< .001	mg/kg			WG734040	07/28/14 22:58
1,2,3-Trichlorobenzene	< .001	mg/kg			WG734040	07/28/14 22:58
1,2,3-Trichloropropane	< .0025	mg/kg			WG734040	07/28/14 22:58
1,2,3-Trimethylbenzene	< .001	mg/kg			WG734040	07/28/14 22:58
1,2,4-Trichlorobenzene	< .001	mg/kg			WG734040	07/28/14 22:58
1,2,4-Trimethylbenzene	< .001	mg/kg			WG734040	07/28/14 22:58
1,2-Dibromo-3-Chloropropane	< .005	mg/kg			WG734040	07/28/14 22:58
1,2-Dibromoethane	< .001	mg/kg			WG734040	07/28/14 22:58
1,2-Dichlorobenzene	< .001	mg/kg			WG734040	07/28/14 22:58
1,2-Dichloroethane	< .001	mg/kg			WG734040	07/28/14 22:58
1,2-Dichloropropane	< .001	mg/kg			WG734040	07/28/14 22:58
1,3,5-Trimethylbenzene	< .001	mg/kg			WG734040	07/28/14 22:58
1,3-Dichlorobenzene	< .001	mg/kg			WG734040	07/28/14 22:58
1,3-Dichloropropane	< .001	mg/kg			WG734040	07/28/14 22:58
1,4-Dichlorobenzene	< .001	mg/kg			WG734040	07/28/14 22:58
2,2-Dichloropropane	< .001	mg/kg			WG734040	07/28/14 22:58
2-Butanone (MEK)	< .01	mg/kg			WG734040	07/28/14 22:58
2-Chloroethyl vinyl ether	< .05	mg/kg			WG734040	07/28/14 22:58
2-Chlorotoluene	< .001	mg/kg			WG734040	07/28/14 22:58
4-Chlorotoluene	< .001	mg/kg			WG734040	07/28/14 22:58
4-Methyl-2-pentanone (MIBK)	< .01	mg/kg			WG734040	07/28/14 22:58
Acetone	< .05	mg/kg			WG734040	07/28/14 22:58
Acrylonitrile	< .01	mg/kg			WG734040	07/28/14 22:58
Benzene	< .001	mg/kg			WG734040	07/28/14 22:58
Bromobenzene	< .001	mg/kg			WG734040	07/28/14 22:58
Bromodichloromethane	< .001	mg/kg			WG734040	07/28/14 22:58

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Analyte	Result	Units	% Rec	Limit	Batch	Date Analyzed
Bromoform	< .001	mg/kg			WG734040	07/28/14 22:58
Bromomethane	< .005	mg/kg			WG734040	07/28/14 22:58
Carbon tetrachloride	< .001	mg/kg			WG734040	07/28/14 22:58
Chlorobenzene	< .001	mg/kg			WG734040	07/28/14 22:58
Chlorodibromomethane	< .001	mg/kg			WG734040	07/28/14 22:58
Chloroethane	< .005	mg/kg			WG734040	07/28/14 22:58
Chloroform	< .005	mg/kg			WG734040	07/28/14 22:58
Chloromethane	< .0025	mg/kg			WG734040	07/28/14 22:58
cis-1,2-Dichloroethene	< .001	mg/kg			WG734040	07/28/14 22:58
cis-1,3-Dichloropropene	< .001	mg/kg			WG734040	07/28/14 22:58
Di-isopropyl ether	< .001	mg/kg			WG734040	07/28/14 22:58
Dibromomethane	< .001	mg/kg			WG734040	07/28/14 22:58
Dichlorodifluoromethane	< .005	mg/kg			WG734040	07/28/14 22:58
Ethylbenzene	< .001	mg/kg			WG734040	07/28/14 22:58
Hexachloro-1,3-butadiene	< .001	mg/kg			WG734040	07/28/14 22:58
Isopropylbenzene	< .001	mg/kg			WG734040	07/28/14 22:58
Methyl tert-butyl ether	< .001	mg/kg			WG734040	07/28/14 22:58
Methylene Chloride	< .005	mg/kg			WG734040	07/28/14 22:58
n-Butylbenzene	< .001	mg/kg			WG734040	07/28/14 22:58
n-Propylbenzene	< .001	mg/kg			WG734040	07/28/14 22:58
Naphthalene	< .005	mg/kg			WG734040	07/28/14 22:58
p-Isopropyltoluene	< .001	mg/kg			WG734040	07/28/14 22:58
sec-Butylbenzene	< .001	mg/kg			WG734040	07/28/14 22:58
Styrene	< .001	mg/kg			WG734040	07/28/14 22:58
tert-Butylbenzene	< .001	mg/kg			WG734040	07/28/14 22:58
Tetrachloroethene	< .001	mg/kg			WG734040	07/28/14 22:58
Toluene	< .005	mg/kg			WG734040	07/28/14 22:58
trans-1,2-Dichloroethene	< .001	mg/kg			WG734040	07/28/14 22:58
trans-1,3-Dichloropropene	< .001	mg/kg			WG734040	07/28/14 22:58
Trichloroethene	< .001	mg/kg			WG734040	07/28/14 22:58
Trichlorofluoromethane	< .005	mg/kg			WG734040	07/28/14 22:58
Vinyl chloride	< .001	mg/kg			WG734040	07/28/14 22:58
Xylenes, Total	< .003	mg/kg			WG734040	07/28/14 22:58
4-Bromofluorobenzene		% Rec.	100.0	71-126	WG734040	07/28/14 22:58
Dibromofluoromethane		% Rec.	95.10	78.3-121	WG734040	07/28/14 22:58
Toluene-d8		% Rec.	101.0	88.5-111	WG734040	07/28/14 22:58
a,a,a-Trifluorotoluene		% Rec.	110.0	85-114	WG734040	07/28/14 22:58
1,2,4-Trichlorobenzene	< .333	mg/kg			WG734684	08/01/14 02:25
2,4,6-Trichlorophenol	< .333	mg/kg			WG734684	08/01/14 02:25
2,4-Dichlorophenol	< .333	mg/kg			WG734684	08/01/14 02:25
2,4-Dimethylphenol	< .333	mg/kg			WG734684	08/01/14 02:25
2,4-Dinitrophenol	< .333	mg/kg			WG734684	08/01/14 02:25
2,4-Dinitrotoluene	< .333	mg/kg			WG734684	08/01/14 02:25
2,6-Dinitrotoluene	< .333	mg/kg			WG734684	08/01/14 02:25
2-Chloronaphthalene	< .033	mg/kg			WG734684	08/01/14 02:25
2-Chlorophenol	< .333	mg/kg			WG734684	08/01/14 02:25
2-Nitrophenol	< .333	mg/kg			WG734684	08/01/14 02:25
3,3-Dichlorobenzidine	< .333	mg/kg			WG734684	08/01/14 02:25
4,6-Dinitro-2-methylphenol	< .333	mg/kg			WG734684	08/01/14 02:25
4-Bromophenyl-phenylether	< .333	mg/kg			WG734684	08/01/14 02:25
4-Chloro-3-methylphenol	< .333	mg/kg			WG734684	08/01/14 02:25
4-Chlorophenyl-phenylether	< .333	mg/kg			WG734684	08/01/14 02:25
4-Nitrophenol	< .333	mg/kg			WG734684	08/01/14 02:25
Acenaphthene	< .033	mg/kg			WG734684	08/01/14 02:25
Acenaphthylene	< .033	mg/kg			WG734684	08/01/14 02:25
Anthracene	< .033	mg/kg			WG734684	08/01/14 02:25
Benzidine	< .333	mg/kg			WG734684	08/01/14 02:25

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Level II

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Analyte	Result	Units	% Rec	Limit	Batch	Date Analyzed
Benzo(a)anthracene	< .033	mg/kg			WG734684	08/01/14 02:25
Benzo(a)pyrene	< .033	mg/kg			WG734684	08/01/14 02:25
Benzo(b)fluoranthene	< .033	mg/kg			WG734684	08/01/14 02:25
Benzo(g,h,i)perylene	< .033	mg/kg			WG734684	08/01/14 02:25
Benzo(k)fluoranthene	< .033	mg/kg			WG734684	08/01/14 02:25
Benzylbutyl phthalate	< .333	mg/kg			WG734684	08/01/14 02:25
Bis(2-chlorethoxy)methane	< .333	mg/kg			WG734684	08/01/14 02:25
Bis(2-chloroethyl)ether	< .333	mg/kg			WG734684	08/01/14 02:25
Bis(2-chloroisopropyl)ether	< .333	mg/kg			WG734684	08/01/14 02:25
Bis(2-ethylhexyl)phthalate	< .333	mg/kg			WG734684	08/01/14 02:25
Chrysene	< .033	mg/kg			WG734684	08/01/14 02:25
Di-n-butyl phthalate	< .333	mg/kg			WG734684	08/01/14 02:25
Di-n-octyl phthalate	< .333	mg/kg			WG734684	08/01/14 02:25
Dibenz(a,h)anthracene	< .033	mg/kg			WG734684	08/01/14 02:25
Diethyl phthalate	< .333	mg/kg			WG734684	08/01/14 02:25
Dimethyl phthalate	< .333	mg/kg			WG734684	08/01/14 02:25
Fluoranthene	< .033	mg/kg			WG734684	08/01/14 02:25
Fluorene	< .033	mg/kg			WG734684	08/01/14 02:25
Hexachloro-1,3-butadiene	< .333	mg/kg			WG734684	08/01/14 02:25
Hexachlorobenzene	< .333	mg/kg			WG734684	08/01/14 02:25
Hexachlorocyclopentadiene	< .333	mg/kg			WG734684	08/01/14 02:25
Hexachloroethane	< .333	mg/kg			WG734684	08/01/14 02:25
Indeno(1,2,3-cd)pyrene	< .033	mg/kg			WG734684	08/01/14 02:25
Isophorone	< .333	mg/kg			WG734684	08/01/14 02:25
n-Nitrosodi-n-propylamine	< .333	mg/kg			WG734684	08/01/14 02:25
n-Nitrosodimethylamine	< .333	mg/kg			WG734684	08/01/14 02:25
n-Nitrosodiphenylamine	< .333	mg/kg			WG734684	08/01/14 02:25
Naphthalene	< .033	mg/kg			WG734684	08/01/14 02:25
Nitrobenzene	< .333	mg/kg			WG734684	08/01/14 02:25
Pentachlorophenol	< .333	mg/kg			WG734684	08/01/14 02:25
Phenanthrene	< .033	mg/kg			WG734684	08/01/14 02:25
Phenol	< .333	mg/kg			WG734684	08/01/14 02:25
Pyrene	< .033	mg/kg			WG734684	08/01/14 02:25
2,4,6-Tribromophenol		% Rec.	72.10	21.6-142	WG734684	08/01/14 02:25
2-Fluorobiphenyl		% Rec.	67.50	34.9-129	WG734684	08/01/14 02:25
2-Fluorophenol		% Rec.	72.60	21.1-116	WG734684	08/01/14 02:25
Nitrobenzene-d5		% Rec.	65.50	21.9-129	WG734684	08/01/14 02:25
Phenol-d5		% Rec.	76.60	26.3-121	WG734684	08/01/14 02:25
p-Terphenyl-d14		% Rec.	63.40	21.5-128	WG734684	08/01/14 02:25

Duplicate

Analyte	Units	Result	Duplicate	RPD	Limit	Ref Samp	Batch
Total Solids	%	84.7	85.3	0.729	5	L712372-01	WG734341
Mercury	mg/kg	0.170	0.130	27.0*	20	L712346-03	WG734252

Laboratory Control Sample

Analyte	Units	Known Val	Result	% Rec	Limit	Batch
Total Solids	%	50	50.0	100.	85-115	WG734341
Mercury	mg/kg	12.4	12.4	100.	71.6-128	WG734252
Arsenic	mg/kg	237	230.	97.0	83.1-117	WG734231
Barium	mg/kg	252	257.	102.	84.1-116	WG734231

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Laboratory Control Sample

Analyte	Units	Known Val	Result	% Rec	Limit	Batch
Cadmium	mg/kg	191	167.	88.0	83.2-117	WG734231
Chromium	mg/kg	128	124.	97.0	81.3-118	WG734231
Lead	mg/kg	103	96.5	94.0	83.1-117	WG734231
Selenium	mg/kg	110	107.	98.0	78.7-122	WG734231
Silver	mg/kg	47.3	45.1	95.0	66.2-134	WG734231
PCB 1016	mg/kg	.167	0.147	87.8	63.2-118	WG734453
PCB 1260	mg/kg	.167	0.139	83.4	64.6-123	WG734453
Decachlorobiphenyl				82.40	10-145	WG734453
Tetrachloro-m-xylene				88.60	21.1-148	WG734453
1,1,1,2-Tetrachloroethane	mg/kg	.025	0.0255	102.	72.9-124	WG734040
1,1,1-Trichloroethane	mg/kg	.025	0.0251	100.	73.7-124	WG734040
1,1,2,2-Tetrachloroethane	mg/kg	.025	0.0235	93.8	69.4-122	WG734040
1,1,2-Trichloroethane	mg/kg	.025	0.0257	103.	79.1-118	WG734040
1,1,2-Trichlorotrifluoroethane	mg/kg	.025	0.0216	86.2	70-146	WG734040
1,1-Dichloroethane	mg/kg	.025	0.0225	89.9	75-124	WG734040
1,1-Dichloroethene	mg/kg	.025	0.0203	81.2	70.4-129	WG734040
1,1-Dichloropropene	mg/kg	.025	0.0243	97.2	74.9-124	WG734040
1,2,3-Trichlorobenzene	mg/kg	.025	0.0260	104.	69.3-131	WG734040
1,2,3-Trichloropropane	mg/kg	.025	0.0243	97.0	71.4-123	WG734040
1,2,3-Trimethylbenzene	mg/kg	.025	0.0255	102.	73.6-113	WG734040
1,2,4-Trichlorobenzene	mg/kg	.025	0.0255	102.	71.9-137	WG734040
1,2,4-Trimethylbenzene	mg/kg	.025	0.0240	96.0	75.5-122	WG734040
1,2-Dibromo-3-Chloropropane	mg/kg	.025	0.0245	97.9	62.8-133	WG734040
1,2-Dibromoethane	mg/kg	.025	0.0256	103.	78.6-120	WG734040
1,2-Dichlorobenzene	mg/kg	.025	0.0266	106.	78.3-118	WG734040
1,2-Dichloroethane	mg/kg	.025	0.0241	96.5	70.1-124	WG734040
1,2-Dichloropropane	mg/kg	.025	0.0259	104.	77.9-119	WG734040
1,3,5-Trimethylbenzene	mg/kg	.025	0.0247	98.8	75.9-124	WG734040
1,3-Dichlorobenzene	mg/kg	.025	0.0246	98.5	72-126	WG734040
1,3-Dichloropropane	mg/kg	.025	0.0251	101.	79.1-117	WG734040
1,4-Dichlorobenzene	mg/kg	.025	0.0248	99.3	78.3-117	WG734040
2,2-Dichloropropane	mg/kg	.025	0.0249	99.5	61.3-136	WG734040
2-Butanone (MEK)	mg/kg	.125	0.112	89.7	53.7-153	WG734040
2-Chloroethyl vinyl ether	mg/kg	.125	0.132	106.	37.7-157	WG734040
2-Chlorotoluene	mg/kg	.025	0.0251	100.	75.6-121	WG734040
4-Chlorotoluene	mg/kg	.025	0.0243	97.1	77.3-120	WG734040
4-Methyl-2-pentanone (MIBK)	mg/kg	.125	0.128	102.	70.4-137	WG734040
Acetone	mg/kg	.125	0.0978	78.3	35.1-175	WG734040
Acrylonitrile	mg/kg	.125	0.121	96.8	56.4-128	WG734040
Benzene	mg/kg	.025	0.0234	93.6	77.1-121	WG734040
Bromobenzene	mg/kg	.025	0.0233	93.1	78.2-115	WG734040
Bromodichloromethane	mg/kg	.025	0.0250	99.9	74.9-115	WG734040
Bromoform	mg/kg	.025	0.0263	105.	65.9-132	WG734040
Bromomethane	mg/kg	.025	0.0196	78.4	48.7-165	WG734040
Carbon tetrachloride	mg/kg	.025	0.0250	100.	70-124	WG734040
Chlorobenzene	mg/kg	.025	0.0255	102.	79.1-119	WG734040
Chlorodibromomethane	mg/kg	.025	0.0261	105.	73.5-121	WG734040
Chloroethane	mg/kg	.025	0.0186	74.5	66.2-132	WG734040
Chloroform	mg/kg	.025	0.0226	90.3	76.7-122	WG734040
Chloromethane	mg/kg	.025	0.0215	86.2	63.4-131	WG734040
cis-1,2-Dichloroethene	mg/kg	.025	0.0240	95.8	78.2-119	WG734040
cis-1,3-Dichloropropene	mg/kg	.025	0.0261	105.	79.6-120	WG734040
Di-isopropyl ether	mg/kg	.025	0.0219	87.8	70.4-133	WG734040
Dibromomethane	mg/kg	.025	0.0260	104.	79.4-120	WG734040
Dichlorodifluoromethane	mg/kg	.025	0.0230	92.0	57.1-137	WG734040

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Est. 1970

Terracon - Portland, OR
Martin Eversaul
4103 SE International Way, Suite 300

Portland, OR 97222

Quality Assurance Report
Level II

L712369

August 13, 2014

Analyte	Units	Laboratory Control Sample Known Val	Result	% Rec	Limit	Batch
Ethylbenzene	mg/kg	.025	0.0258	103.	79.7-122	WG734040
Hexachloro-1,3-butadiene	mg/kg	.025	0.0268	107.	68.2-123	WG734040
Isopropylbenzene	mg/kg	.025	0.0253	101.	80-135	WG734040
Methyl tert-butyl ether	mg/kg	.025	0.0226	90.2	73-129	WG734040
Methylene Chloride	mg/kg	.025	0.0215	85.9	72.6-120	WG734040
n-Butylbenzene	mg/kg	.025	0.0259	104.	77.5-126	WG734040
n-Propylbenzene	mg/kg	.025	0.0249	99.5	77.9-123	WG734040
Naphthalene	mg/kg	.025	0.0243	97.3	69.8-128	WG734040
p-Isopropyltoluene	mg/kg	.025	0.0257	103.	75.8-129	WG734040
sec-Butylbenzene	mg/kg	.025	0.0248	99.4	75.8-126	WG734040
Styrene	mg/kg	.025	0.0257	103.	82.4-126	WG734040
tert-Butylbenzene	mg/kg	.025	0.0260	104.	76.4-126	WG734040
Tetrachloroethene	mg/kg	.025	0.0261	104.	73.9-125	WG734040
Toluene	mg/kg	.025	0.0255	102.	79.7-118	WG734040
trans-1,2-Dichloroethene	mg/kg	.025	0.0236	94.5	73.8-122	WG734040
trans-1,3-Dichloropropene	mg/kg	.025	0.0258	103.	75.9-124	WG734040
Trichloroethene	mg/kg	.025	0.0261	105.	77.9-118	WG734040
Trichlorofluoromethane	mg/kg	.025	0.0220	88.1	67.7-131	WG734040
Vinyl chloride	mg/kg	.025	0.0204	81.4	66.7-130	WG734040
Xylenes, Total	mg/kg	.075	0.0741	98.8	78.8-121	WG734040
4-Bromofluorobenzene				93.70	71-126	WG734040
Dibromofluoromethane				88.60	78.3-121	WG734040
Toluene-d8				102.0	88.5-111	WG734040
a,a,a-Trifluorotoluene				104.0	85-114	WG734040
1,2,4-Trichlorobenzene	mg/kg	.333	0.208	62.5	39.8-100	WG734684
2,4,6-Trichlorophenol	mg/kg	.333	0.264	79.3	44.4-108	WG734684
2,4-Dichlorophenol	mg/kg	.333	0.258	77.5	46.2-109	WG734684
2,4-Dimethylphenol	mg/kg	.333	0.254	76.2	42.2-110	WG734684
2,4-Dinitrophenol	mg/kg	.333	0.182	54.7	10-105	WG734684
2,4-Dinitrotoluene	mg/kg	.333	0.277	83.0	53-112	WG734684
2,6-Dinitrotoluene	mg/kg	.333	0.271	81.3	51.6-110	WG734684
2-Chloronaphthalene	mg/kg	.333	0.276	82.8	47.1-105	WG734684
2-Chlorophenol	mg/kg	.333	0.240	72.0	40.8-103	WG734684
2-Nitrophenol	mg/kg	.333	0.254	76.3	44.2-113	WG734684
3,3-Dichlorobenzidine	mg/kg	.333	0.256	76.9	21-101	WG734684
4,6-Dinitro-2-methylphenol	mg/kg	.333	0.246	73.7	23.1-119	WG734684
4-Bromophenyl-phenylether	mg/kg	.333	0.265	79.5	51.4-110	WG734684
4-Chloro-3-methylphenol	mg/kg	.333	0.278	83.3	51.1-113	WG734684
4-Chlorophenyl-phenylether	mg/kg	.333	0.292	87.7	48.1-108	WG734684
4-Nitrophenol	mg/kg	.333	0.269	80.9	34.8-109	WG734684
Acenaphthene	mg/kg	.333	0.287	86.3	48.9-107	WG734684
Acenaphthylene	mg/kg	.333	0.244	73.4	49.2-111	WG734684
Anthracene	mg/kg	.333	0.261	78.3	52-112	WG734684
Benzidine	mg/kg	.333	0.0167	5.03	0-48	WG734684
Benzo(a)anthracene	mg/kg	.333	0.277	83.3	52.3-106	WG734684
Benzo(a)pyrene	mg/kg	.333	0.253	76.1	51.9-106	WG734684
Benzo(b)fluoranthene	mg/kg	.333	0.306	91.8	51.3-106	WG734684
Benzo(g,h,i)perylene	mg/kg	.333	0.242	72.8	45.8-108	WG734684
Benzo(k)fluoranthene	mg/kg	.333	0.269	80.7	52.9-107	WG734684
Benzylbutyl phthalate	mg/kg	.333	0.235	70.6	47.5-115	WG734684
Bis(2-chlorethoxy)methane	mg/kg	.333	0.275	82.6	44.9-108	WG734684
Bis(2-chloroethyl)ether	mg/kg	.333	0.244	73.4	32.5-112	WG734684
Bis(2-chloroisopropyl)ether	mg/kg	.333	0.228	68.4	40.4-99	WG734684
Bis(2-ethylhexyl)phthalate	mg/kg	.333	0.226	67.7	48.1-116	WG734684
Chrysene	mg/kg	.333	0.271	81.4	54.4-110	WG734684
Di-n-butyl phthalate	mg/kg	.333	0.248	74.5	49.7-113	WG734684
Di-n-octyl phthalate	mg/kg	.333	0.234	70.3	49.6-112	WG734684

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Quality Assurance Report
Level II

L712369

August 13, 2014

Laboratory Control Sample

Analyte	Units	Known Val	Result	% Rec	Limit	Batch
Dibenz(a,h)anthracene	mg/kg	.333	0.235	70.6	45.7-111	WG734684
Diethyl phthalate	mg/kg	.333	0.261	78.5	52-112	WG734684
Dimethyl phthalate	mg/kg	.333	0.262	78.7	51.4-108	WG734684
Fluoranthene	mg/kg	.333	0.268	80.5	53.7-110	WG734684
Fluorene	mg/kg	.333	0.268	80.4	51.1-109	WG734684
Hexachloro-1,3-butadiene	mg/kg	.333	0.227	68.2	41.5-112	WG734684
Hexachlorobenzene	mg/kg	.333	0.252	75.7	43.2-104	WG734684
Hexachlorocyclopentadiene	mg/kg	.333	0.158	47.6	13.5-123	WG734684
Hexachloroethane	mg/kg	.333	0.224	67.4	36.2-103	WG734684
Indeno(1,2,3-cd)pyrene	mg/kg	.333	0.249	74.7	47.5-109	WG734684
Isophorone	mg/kg	.333	0.302	90.6	28.8-104	WG734684
n-Nitrosodi-n-propylamine	mg/kg	.333	0.315	94.5	43.3-109	WG734684
n-Nitrosodimethylamine	mg/kg	.333	0.298	89.5	18.1-122	WG734684
n-Nitrosodiphenylamine	mg/kg	.333	0.267	80.0	48.8-107	WG734684
Naphthalene	mg/kg	.333	0.199	59.9	43.4-103	WG734684
Nitrobenzene	mg/kg	.333	0.266	79.9	40.7-109	WG734684
Pentachlorophenol	mg/kg	.333	0.233	70.1	16.2-102	WG734684
Phenanthrene	mg/kg	.333	0.254	76.4	51.6-107	WG734684
Phenol	mg/kg	.333	0.287	86.3	41.5-106	WG734684
Pyrene	mg/kg	.333	0.242	72.7	47.1-108	WG734684
2,4,6-Tribromophenol				76.60	21.6-142	WG734684
2-Fluorobiphenyl				75.80	34.9-129	WG734684
2-Fluorophenol				72.40	21.1-116	WG734684
Nitrobenzene-d5				82.10	21.9-129	WG734684
Phenol-d5				81.60	26.3-121	WG734684
p-Terphenyl-d14				65.20	21.5-128	WG734684

Laboratory Control Sample Duplicate

Analyte	Units	Result	Ref	%Rec	Limit	RPD	Limit	Batch
Arsenic	mg/kg	232.	230.	98.0	83.1-117	0.0	20	WG734231
Barium	mg/kg	258.	257.	102.	84.1-116	1.00	20	WG734231
Cadmium	mg/kg	169.	167.	89.0	83.2-117	1.00	20	WG734231
Chromium	mg/kg	125.	124.	98.0	81.3-118	1.00	20	WG734231
Lead	mg/kg	95.5	96.5	93.0	83.1-117	1.00	20	WG734231
Selenium	mg/kg	106.	107.	96.0	78.7-122	1.00	20	WG734231
Silver	mg/kg	46.4	45.1	98.0	66.2-134	3.00	20	WG734231
PCB 1016	mg/kg	0.150	0.147	90.0	63.2-118	1.93	20	WG734453
PCB 1260	mg/kg	0.146	0.139	87.0	64.6-123	4.43	20.8	WG734453
Decachlorobiphenyl				83.50	10-145			WG734453
Tetrachloro-m-xylene				89.00	21.1-148			WG734453
1,1,1,2-Tetrachloroethane	mg/kg	0.0279	0.0255	112.	72.9-124	8.94	20	WG734040
1,1,1-Trichloroethane	mg/kg	0.0259	0.0251	103.	73.7-124	3.09	20	WG734040
1,1,2,2-Tetrachloroethane	mg/kg	0.0259	0.0235	104.	69.4-122	10.1	20	WG734040
1,1,2-Trichloroethane	mg/kg	0.0267	0.0257	107.	79.1-118	3.78	20	WG734040
1,1,2-Trichlorotrifluoroethane	mg/kg	0.0233	0.0216	93.0	70-146	7.66	20	WG734040
1,1-Dichloroethane	mg/kg	0.0238	0.0225	95.0	75-124	5.65	20	WG734040
1,1-Dichloroethene	mg/kg	0.0205	0.0203	82.0	70.4-129	1.10	20	WG734040
1,1-Dichloropropene	mg/kg	0.0252	0.0243	101.	74.9-124	3.46	20	WG734040
1,2,3-Trichlorobenzene	mg/kg	0.0260	0.0260	104.	69.3-131	0.0700	20	WG734040
1,2,3-Trichloropropane	mg/kg	0.0272	0.0243	109.	71.4-123	11.3	20	WG734040
1,2,3-Trimethylbenzene	mg/kg	0.0250	0.0255	100.	73.6-113	1.64	20	WG734040
1,2,4-Trichlorobenzene	mg/kg	0.0264	0.0255	106.	71.9-137	3.51	20	WG734040
1,2,4-Trimethylbenzene	mg/kg	0.0260	0.0240	104.	75.5-122	7.91	20	WG734040
1,2-Dibromo-3-Chloropropane	mg/kg	0.0262	0.0245	105.	62.8-133	6.59	20	WG734040

* Performance of this Analyte is outside of established criteria.
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Portland, OR 97222

Quality Assurance Report
Level II

L712369

August 13, 2014

Analyte	Units	Laboratory Control Sample Result	Ref	%Rec	Limit	Duplicate RPD	Limit	Batch
1,2-Dibromoethane	mg/kg	0.0266	0.0256	106.	78.6-120	3.86	20	WG734040
1,2-Dichlorobenzene	mg/kg	0.0258	0.0266	103.	78.3-118	2.90	20	WG734040
1,2-Dichloroethane	mg/kg	0.0255	0.0241	102.	70.1-124	5.41	20	WG734040
1,2-Dichloropropane	mg/kg	0.0256	0.0259	102.	77.9-119	1.22	20	WG734040
1,3,5-Trimethylbenzene	mg/kg	0.0269	0.0247	108.	75.9-124	8.66	20	WG734040
1,3-Dichlorobenzene	mg/kg	0.0272	0.0246	109.	72-126	9.93	20	WG734040
1,3-Dichloropropane	mg/kg	0.0254	0.0251	102.	79.1-117	1.00	20	WG734040
1,4-Dichlorobenzene	mg/kg	0.0246	0.0248	98.0	78.3-117	0.920	20	WG734040
2,2-Dichloropropane	mg/kg	0.0275	0.0249	110.	61.3-136	10.0	20	WG734040
2-Butanone (MEK)	mg/kg	0.117	0.112	94.0	53.7-153	4.63	21.2	WG734040
2-Chloroethyl vinyl ether	mg/kg	0.126	0.132	101.	37.7-157	4.65	20	WG734040
2-Chlorotoluene	mg/kg	0.0262	0.0251	105.	75.6-121	4.17	20	WG734040
4-Chlorotoluene	mg/kg	0.0263	0.0243	105.	77.3-120	7.80	20	WG734040
4-Methyl-2-pentanone (MIBK)	mg/kg	0.134	0.128	107.	70.4-137	4.42	20	WG734040
Acetone	mg/kg	0.106	0.0978	85.0	35.1-175	7.86	26.1	WG734040
Acrylonitrile	mg/kg	0.127	0.121	102.	56.4-128	4.84	20	WG734040
Benzene	mg/kg	0.0243	0.0234	97.0	77.1-121	4.02	20	WG734040
Bromobenzene	mg/kg	0.0252	0.0233	101.	78.2-115	8.12	20	WG734040
Bromodichloromethane	mg/kg	0.0256	0.0250	102.	74.9-115	2.37	20	WG734040
Bromoform	mg/kg	0.0283	0.0263	113.	65.9-132	7.33	20	WG734040
Bromomethane	mg/kg	0.0207	0.0196	83.0	48.7-165	5.54	20	WG734040
Carbon tetrachloride	mg/kg	0.0264	0.0250	106.	70-124	5.32	20	WG734040
Chlorobenzene	mg/kg	0.0262	0.0255	105.	79.1-119	2.71	20	WG734040
Chlorodibromomethane	mg/kg	0.0271	0.0261	108.	73.5-121	3.48	20	WG734040
Chloroethane	mg/kg	0.0204	0.0186	81.0	66.2-132	8.88	20	WG734040
Chloroform	mg/kg	0.0236	0.0226	94.0	76.7-122	4.38	20	WG734040
Chloromethane	mg/kg	0.0228	0.0215	91.0	63.4-131	5.74	20	WG734040
cis-1,2-Dichloroethene	mg/kg	0.0250	0.0240	100.	78.2-119	4.39	20	WG734040
cis-1,3-Dichloropropene	mg/kg	0.0257	0.0261	103.	79.6-120	1.73	20	WG734040
Di-isopropyl ether	mg/kg	0.0230	0.0219	92.0	70.4-133	4.81	20	WG734040
Dibromomethane	mg/kg	0.0262	0.0260	105.	79.4-120	0.840	20	WG734040
Dichlorodifluoromethane	mg/kg	0.0243	0.0230	97.0	57.1-137	5.41	20	WG734040
Ethylbenzene	mg/kg	0.0267	0.0258	107.	79.7-122	3.51	20	WG734040
Hexachloro-1,3-butadiene	mg/kg	0.0278	0.0268	111.	68.2-123	3.78	20	WG734040
Isopropylbenzene	mg/kg	0.0271	0.0253	108.	80-135	6.80	20	WG734040
Methyl tert-butyl ether								

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Martin Eversaul
Terracon - Portland, OR
4103 SE International Way, Suite 300
Portland, OR 97222

Report Summary

Monday August 18, 2014

Report Number: L715711
Samples Received: 07/26/14
Client Project: 82145031

Description: Proposed Retail

The analytical results in this report are based upon information supplied by you, the client, and are for your exclusive use. If you have any questions regarding this data package, please do not hesitate to call.

Entire Report Reviewed By:

Jarred Willis , ESC Representative

Laboratory Certification Numbers

A2LA - 1461-01, AIHA - 100789, AL - 40660, CA - 01157CA, CT - PH-0197, FL - E87487, GA - 923, IN - C-TN-01, KY - 90010, KYUST - 0016, NC - ENV375/DW21704/BIO041, ND - R-140. NJ - TN002, NJ NELAP - TN002, SC - 84004, TN - 2006, VA - 460132, WV - 233, AZ - 0612, MN - 047-999-395, NY - 11742, WI - 998093910, NV - TN000032011-1, TX - T104704245-11-3, OK - 9915, PA - 68-02979, IA Lab #364, EPA - TN002

Accreditation is only applicable to the test methods specified on each scope of accreditation held by ESC Lab Sciences.

Where applicable, sampling conducted by ESC is performed per guidance provided in laboratory standard operating procedures: 060302, 060303, and 060304.

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REPORT OF ANALYSIS

Martin Eversaul
Terracon - Portland, OR
4103 SE International Way, Suite 30
Portland, OR 97222

August 18,2014

ESC Sample # : L715711-01

Site ID :

Project : 82145031

Date Received : July 26, 2014
Description : Proposed Retail

Sample ID : COMPOSITE A

Collected By : Martin Eversaul
Collection Date : 07/23/14 00:00

Parameter	Result	Det. Limit	Units	Limit	Method	Date/Time	By	Dil
TCLP Extraction	-				1311	08/15/14 0742	CCS	1
Lead	BDL	0.45	mg/l	5.0	6010B	08/15/14 1841	WBD	1

BDL - Below Detection Limit
Det. Limit - Estimated Quantitation Limit(EQL)
Limit - Maximum Contaminant Level as established by the US EPA
Note:
The reported analytical results relate only to the sample submitted.

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Reported: 08/18/14 11:41 Printed: 08/18/14 11:41

Summary of Remarks For Samples Printed
08/18/14 at 11:41:56

TSR Signing Reports: 358
R4 - Rush: Three Day

Sample: L715711-01 Account: TERRPOR Received: 07/26/14 09:00 Due Date: 08/18/14 00:00 RPT Date: 08/18/14 11:41
Relogged from L712369. TD 8/13

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Quality Assurance Report
Level II

L715711

August 18, 2014

Laboratory Blank

Analyte	Result	Units	% Rec	Limit	Batch	Date Analyzed
Lead	< .45	mg/l			WG737541	08/15/14 16:53

Laboratory Control Sample

Analyte	Units	Known Val	Result	% Rec	Limit	Batch
Lead	mg/l	9	9.75	108.	80-120	WG737541

Laboratory Control Sample Duplicate

Analyte	Units	Result	Ref	%Rec	Limit	RPD	Limit	Batch
Lead	mg/l	9.81	9.75	109.	80-120	1.00	20	WG737541

Matrix Spike

Analyte	Units	MS Res	Ref Res	TV	% Rec	Limit	Ref Samp	Batch
Lead	mg/l	10.5	0.995	9	100.	75-125	L715462-02	WG737541
Lead	mg/l	8.65	0.0139	9	96.0	75-125	L715247-01	WG737541

Matrix Spike Duplicate

Analyte	Units	MSD	Ref	%Rec	Limit	RPD	Limit	Ref Samp	Batch
Lead	mg/l	10.4	10.5	105.	75-125	0.0	20	L715462-02	WG737541
Lead	mg/l	8.54	8.65	94.8	75-125	1.00	20	L715247-01	WG737541

Post Spike

Serial Dilution

Batch number /Run number / Sample number cross reference

WG737257: R2976632: L715711-01
WG737541: R2976888: L715711-01

* * Calculations are performed prior to rounding of reported values.
* Performance of this Analyte is outside of established criteria.
For additional information, please see Attachment A 'List of Analytes with QC Qualifiers.'

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Martin Eversaul
4103 SE International Way, Suite 300

Portland, OR 97222

Quality Assurance Report
Level II

L715711

August 18, 2014

The data package includes a summary of the analytic results of the quality control samples required by the SW-846 or CWA methods. The quality control samples include a method blank, a laboratory control sample, and the matrix spike/matrix spike duplicate analysis. If a target parameter is outside the method limits, every sample that is effected is flagged with the appropriate qualifier in Appendix B of the analytic report.

Method Blank - an aliquot of reagent water carried through the entire analytic process. The method blank results indicate if any possible contamination exposure during the sample handling, digestion or extraction process, and analysis. Concentrations of target analytes above the reporting limit in the method blank are qualified with the "B" qualifier.

Laboratory Control Sample - is a sample of known concentration that is carried through the digestion/extraction and analysis process. The percent recovery, expressed as a percentage of the theoretical concentration, has statistical control limits indicating that the analytic process is "in control". If a target analyte is outside the control limits for the laboratory control sample or any other control sample, the parameter is flagged with a "J4" qualifier for all effected samples.

Matrix Spike and Matrix Spike Duplicate - is two aliquots of an environmental sample that is spiked with known concentrations of target analytes. The percent recovery of the target analytes also has statistical control limits. If any recoveries that are outside the method control limits, the sample that was selected for matrix spike/matrix spike duplicate analysis is flagged with either a "J5" or a "J6". The relative percent difference (%RPD) between the matrix spike and the matrix spike duplicate recoveries is all calculated. If the RPD is above the method limit, the effected samples are flagged with a "J3" qualifier.

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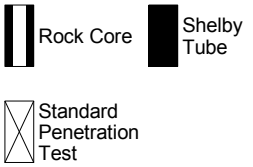
APPENDIX C

SUPPORTING DOCUMENTS

GENERAL NOTES

DESCRIPTION OF SYMBOLS AND ABBREVIATIONS

SAMPLING



WATER LEVEL

Water Initially Encountered

Water Level After a Specified Period of Time

Water Level After a Specified Period of Time

Water levels indicated on the soil boring logs are the levels measured in the borehole at the times indicated. Groundwater level variations will occur over time. In low permeability soils, accurate determination of groundwater levels is not possible with short term water level observations.

FIELD TESTS

N	**Standard Penetration Test Resistance (Blows/Ft.)**
(HP)	**Hand Penetrometer**
(T)	**Torvane**
(DCP)	**Dynamic Cone Penetrometer**
(PID)	**Photo-Ionization Detector**
(OVA)	**Organic Vapor Analyzer**

DESCRIPTIVE SOIL CLASSIFICATION

Soil classification is based on the Unified Soil Classification System. Coarse Grained Soils have more than 50% of their dry weight retained on a #200 sieve; their principal descriptors are: boulders, cobbles, gravel or sand. Fine Grained Soils have less than 50% of their dry weight retained on a #200 sieve; they are principally described as clays if they are plastic, and silts if they are slightly plastic or non-plastic. Major constituents may be added as modifiers and minor constituents may be added according to the relative proportions based on grain size. In addition to gradation, coarse-grained soils are defined on the basis of their in-place relative density and fine-grained soils on the basis of their consistency.

LOCATION AND ELEVATION NOTES

Unless otherwise noted, Latitude and Longitude are approximately determined using a hand-held GPS device. The accuracy of such devices is variable. Surface elevation data annotated with +/- indicates that no actual topographical survey was conducted to confirm the surface elevation. Instead, the surface elevation was approximately determined from topographic maps of the area.

STRENGTH TERMS

RELATIVE DENSITY OF COARSE-GRAINED SOILS (More than 50% retained on No. 200 sieve.) Density determined by Standard Penetration Resistance		**CONSISTENCY OF FINE-GRAINED SOILS** (50% or more passing the No. 200 sieve.) Consistency determined by laboratory shear strength testing, field visual-manual procedures or standard penetration resistance		
Descriptive Term (Density)	**Standard Penetration or N-Value Blows/Ft.**	**Descriptive Term (Consistency)**	**Unconfined Compressive Strength Qu, (psf)**	**Standard Penetration or N-Value Blows/Ft.**
Very Loose	0 - 3	Very Soft	less than 500	0 - 1
Loose	4 - 9	Soft	500 to 1,000	2 - 4
Medium Dense	10 - 29	Medium Stiff	1,000 to 2,000	4 - 8
Dense	30 - 50	Stiff	2,000 to 4,000	8 - 15
Very Dense	> 50	Very Stiff	4,000 to 8,000	15 - 30
		Hard	> 8,000	> 30

RELATIVE PROPORTIONS OF SAND AND GRAVEL

Descriptive Term(s) of other constituents	Percent of Dry Weight
Trace	< 15
With	15 - 29
Modifier	> 30

GRAIN SIZE TERMINOLOGY

Major Component of Sample	Particle Size
Boulders	Over 12 in. (300 mm)
Cobbles	12 in. to 3 in. (300mm to 75mm)
Gravel	3 in. to #4 sieve (75mm to 4.75 mm)
Sand	#4 to #200 sieve (4.75mm to 0.075mm
Silt or Clay	Passing #200 sieve (0.075mm)

RELATIVE PROPORTIONS OF FINES

Descriptive Term(s) of other constituents	Percent of Dry Weight
Trace	< 5
With	5 - 12
Modifier	> 12

PLASTICITY DESCRIPTION

Term	Plasticity Index
Non-plastic	0
Low	1 - 10
Medium	11 - 30
High	> 30

Exhibit: C-1

UNIFIED SOIL CLASSIFICATION SYSTEM

Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests [A]					Soil Classification	
					Group Symbol	Group Name [B]
Coarse Grained Soils: More than 50% retained on No. 200 sieve	**Gravels:** More than 50% of coarse fraction retained on No. 4 sieve	**Clean Gravels:** Less than 5% fines [C]	$Cu \geq 4$ and $1 \leq Cc \leq 3$ [E]		GW	Well-graded gravel [F]
			$Cu < 4$ and/or $1 > Cc > 3$ [E]		GP	Poorly graded gravel [F]
		Gravels with Fines: More than 12% fines [C]	Fines classify as ML or MH		GM	Silty gravel [F,G,H]
			Fines classify as CL or CH		GC	Clayey gravel [F,G,H]
	Sands: 50% or more of coarse fraction passes No. 4 sieve	**Clean Sands:** Less than 5% fines [D]	$Cu \geq 6$ and $1 \leq Cc \leq 3$ [E]		SW	Well-graded sand [I]
			$Cu < 6$ and/or $1 > Cc > 3$ [E]		SP	Poorly graded sand [I]
		Sands with Fines: More than 12% fines [D]	Fines classify as ML or MH		SM	Silty sand [G,H,I]
			Fines classify as CL or CH		SC	Clayey sand [G,H,I]
Fine-Grained Soils: 50% or more passes the No. 200 sieve	**Silts and Clays:** Liquid limit less than 50	**Inorganic:**	PI > 7 and plots on or above "A" line [J]		CL	Lean clay [K,L,M]
			PI < 4 or plots below "A" line [J]		ML	Silt [K,L,M]
		Organic:	Liquid limit - oven dried	< 0.75	OL	Organic clay [K,L,M,N]
			Liquid limit - not dried			Organic silt [K,L,M,O]
	Silts and Clays: Liquid limit 50 or more	**Inorganic:**	PI plots on or above "A" line		CH	Fat clay [K,L,M]
			PI plots below "A" line		MH	Elastic Silt [K,L,M]
		Organic:	Liquid limit - oven dried	< 0.75	OH	Organic clay [K,L,M,P]
			Liquid limit - not dried			Organic silt [K,L,M,Q]
Highly organic soils:	Primarily organic matter, dark in color, and organic odor				PT	Peat

[A] Based on the material passing the 3-inch (75-mm) sieve

[B] If field sample contained cobbles or boulders, or both, add "with cobbles or boulders, or both" to group name.

[C] Gravels with 5 to 12% fines require dual symbols: GW-GM well-graded gravel with silt, GW-GC well-graded gravel with clay, GP-GM poorly graded gravel with silt, GP-GC poorly graded gravel with clay.

[D] Sands with 5 to 12% fines require dual symbols: SW-SM well-graded sand with silt, SW-SC well-graded sand with clay, SP-SM poorly graded sand with silt, SP-SC poorly graded sand with clay

[E] $Cu = D_{60}/D_{10}$ $\quad Cc = \dfrac{(D_{30})^2}{D_{10} \times D_{60}}$

[F] If soil contains ≥ 15% sand, add "with sand" to group name.

[G] If fines classify as CL-ML, use dual symbol GC-GM, or SC-SM.

[H] If fines are organic, add "with organic fines" to group name.

[I] If soil contains ≥ 15% gravel, add "with gravel" to group name.

[J] If Atterberg limits plot in shaded area, soil is a CL-ML, silty clay.

[K] If soil contains 15 to 29% plus No. 200, add "with sand" or "with gravel," whichever is predominant.

[L] If soil contains ≥ 30% plus No. 200 predominantly sand, add "sandy" to group name.

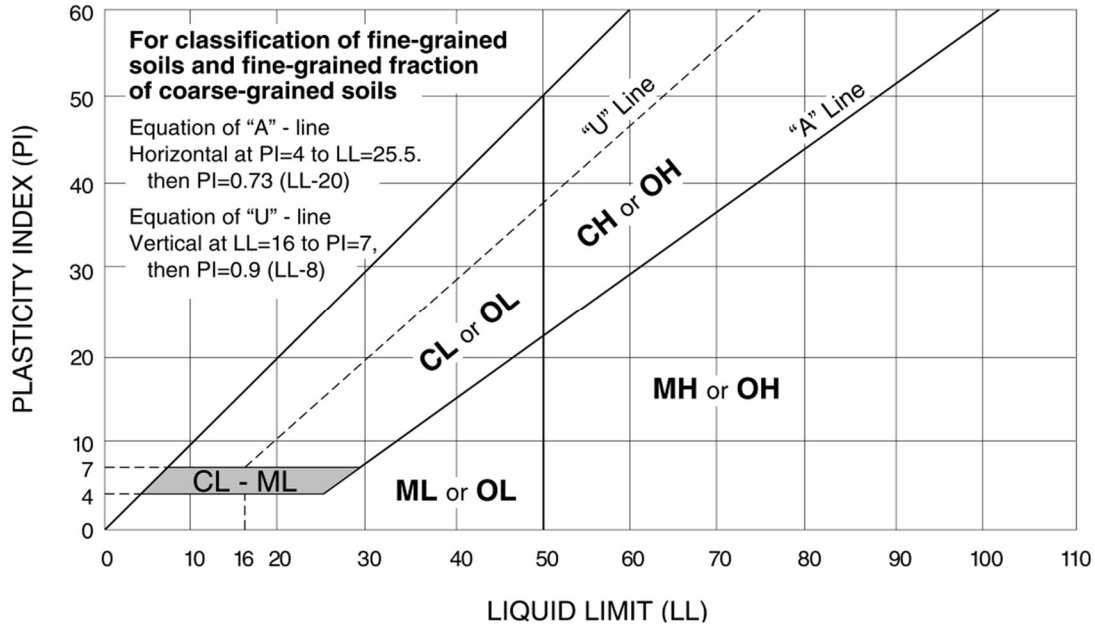
[M] If soil contains ≥ 30% plus No. 200, predominantly gravel, add "gravelly" to group name.

[N] PI ≥ 4 and plots on or above "A" line.

[O] PI < 4 or plots below "A" line.

[P] PI plots on or above "A" line.

[Q] PI plots below "A" line.



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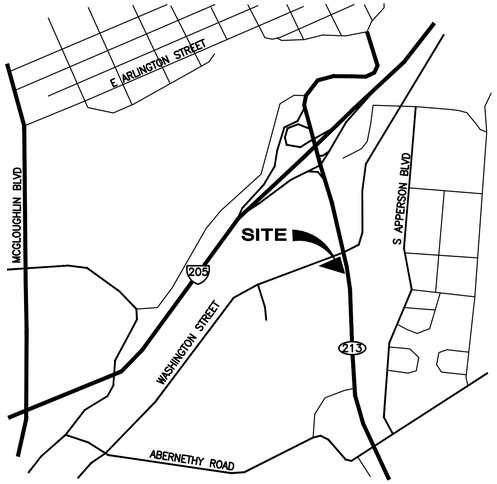
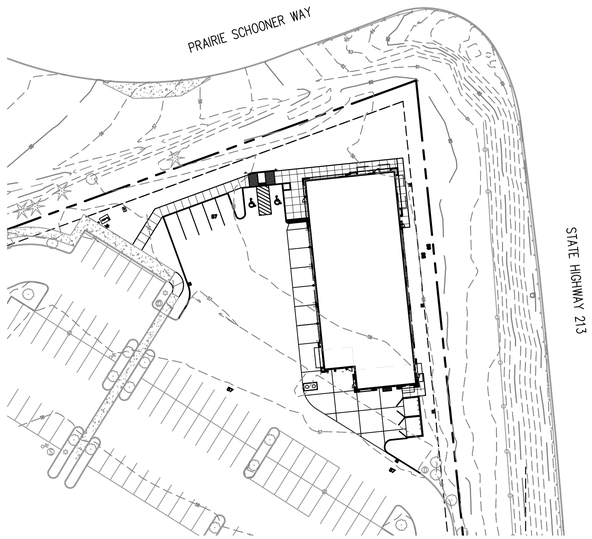


VICINITY MAP

N.T.S.



NORTH

SITE PLAN

N.T.S.

HALLE PROPERTIES LLC — **OWNER**

DAN WAINWRIGHT
20225 N. SCOTTSDALE RD.
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FAX: 480-606-4370

PLUMP GROUP — **ARCHITECT**

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ANAHEIM, CA 92805
PH: 714-385-1835
FAX: 714-385-1834

AAI ENGINEERING — **CIVIL ENGINEER**

CONTACT: CRAIG HARRIS
4875 SW GRIFFITH DRIVE, SUITE 300
BEAVERTON, OREGON 97005
PH: 503-620-3030
FAX: 503-620-5539

NORTHWEST SURVEYING INC. — **SURVEYOR**

CONTACT: CLINT STUBBS
1815 NW 169TH PLACE, SUITE 2090
BEAVERTON, OREGON 97006
PH: 503-848-2127
FAX: 503-848-2179

SHEET INDEX

	DESIGN REVIEW 1	RELEASE 09.11.14
		CIVIL
	●	T1.0 TITLE SHEET
	●	C0.0 EXISTING CONDITIONS PLAN
	●	C0.1 SITE PLAN
	●	C0.2 OVERALL SITE PLAN
	●	C1.0 GRADING & EROSION CONTROL PLAN
	●	C1.1 EROSION CONTROL DETAILS
	●	C2.0 UTILITY PLAN
	●	C3.0 DETAILS
	●	C3.1 DETAILS
	●	C3.2 DETAILS
	●	C3.3 DETAILS
	●	L1.0 LANDSCAPE PLAN
	●	L2.0 LANDSCAPE NOTES
	●	L3.0 LANDSCAPE DETAILS
	●	A.1 CONCEPTUAL FLOOR PLANS
	●	A.2 CONCEPTUAL ELEVATIONS
	●	A.3 RTU UNIT – LINE OF SIGHT EXHIBIT
	●	A.4 CONCEPTUAL ELEVATIONS
	●	ES1.0 SITE PHOTOMETRIC PLAN

811
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JULY 15, 2003
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RENEWAL 6/30/15

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T1.0

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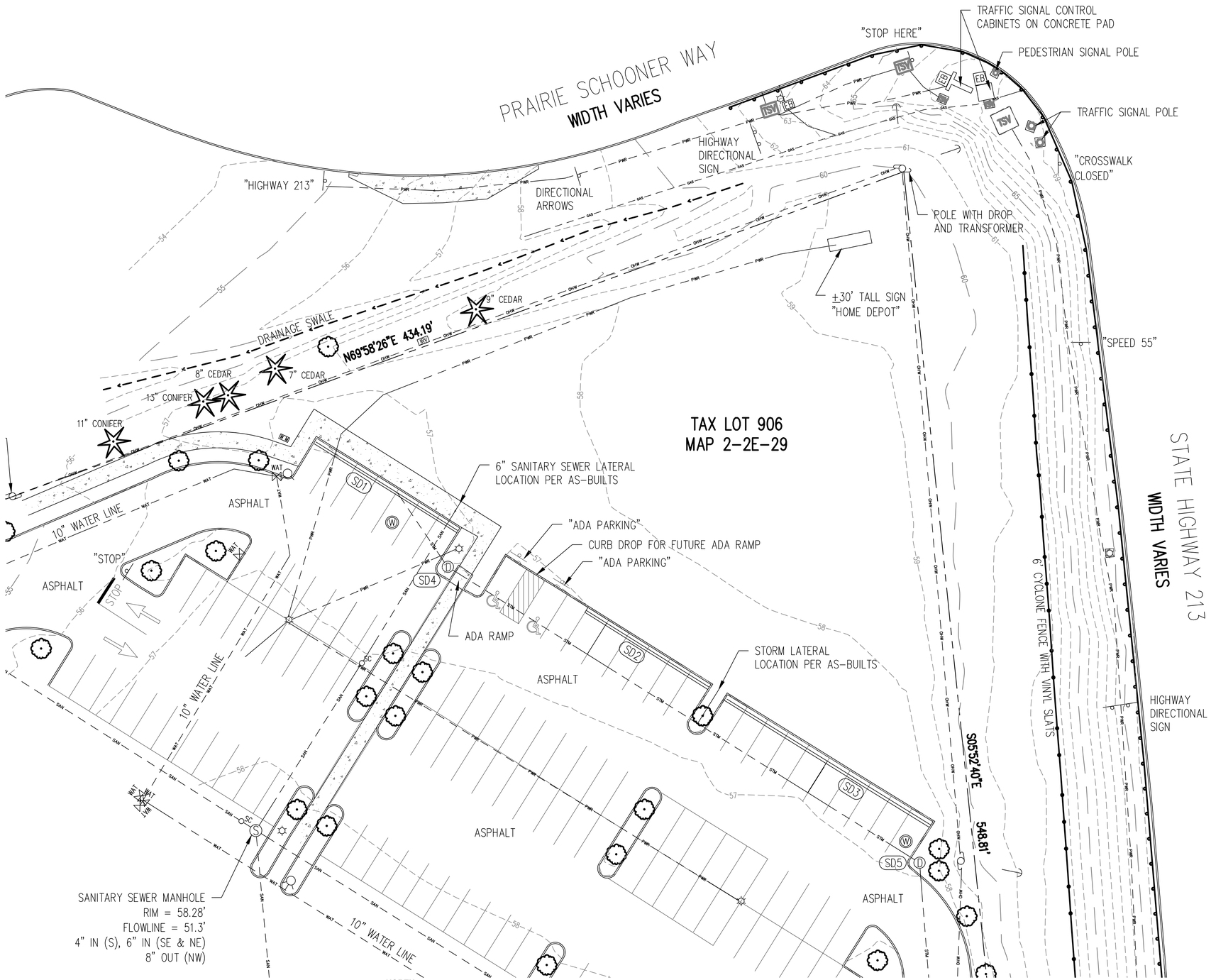

NORTH

EXISTING CONDITIONS PLAN

SCALE 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

LEGEND

5"–8" DECIDUOUS TREE		GUY WIRE ANCHOR
CONIFEROUS TREE		UTILITY POLE
FIRE HYDRANT		POWER JUNCTION BOX
MONITORING WELL	W	TRAFFIC SIGNAL VAULT
WATER METER	WM	SIGN
WATER VALVE	WAT	STORM SEWER CATCH BASIN
IRRIGATION VALVE	IRR	STORM SEWER MANHOLE
SANITARY SEWER CLEAN OUT	SC	
SANITARY SEWER MANHOLE	S	

RIGHT-OF-WAY LINE	
DITCH LINE	
PROPERTY LINE	
CENTERLINE	
CURB	
EDGE OF PAVEMENT	
EASEMENT	
FENCE LINE	
GUARD RAIL	
POWER LINE	PWR
OVERHEAD WIRE	OHW
TELEPHONE LINE	TEL
GAS LINE	GAS
STORM SEWER LINE	STM
SANITARY SEWER LINE	SAN
WATER LINE	WAT

STORM DRAINAGE NOTES

(SD1) TRENCH DRAIN
RIM (NW) = 55.92'
RIM (SE) = 56.36'
I.E. VERTICAL OUTLET PIPE = 55.6'
I.E. ANGLE 6" PIPE OUT (SE) = 53.9'

(SD2) TRENCH DRAIN
RIM (NW) = 56.47'
RIM (SE) = 56.71'
I.E. VERTICAL OUTLET PIPE = 56.0'
I.E. ANGLE 6" PIPE OUT (SW) = 53.8'

(SD3) TRENCH DRAIN
RIM (NW) = 56.73'
RIM (SE) = 56.72'
I.E. VERTICAL OUTLET PIPE = 55.7'
I.E. ANGLE 6" PIPE OUT (SW) = 53.0'

(SD4) MANHOLE
RIM = 57.05'
I.E. 8" IN (NW) = 53.5'
I.E. 18" OUT (SE) = 53.1'

(SD5) MANHOLE
RIM = 57.50'
FLOWLINE = 52.6'
I.E. 18" IN (NW)
I.E. 18" OUT (S)

NORTHWEST SURVEYING, INC.
1815 NW 169th PLACE, SUITE 2090
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EMAIL: nwsurveying@nwsrvy.com

SURVEYOR: CLINTON H. STUBBS JR., PLS
DATE: JANUARY 1, 2014

REGISTERED PROFESSIONAL ENGINEER
58412PE
OREGON
JULY 15, 2003
CHRISTOPHER N. HARRIS
RENEWAL 6/30/15

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EXISTING CONDITIONS PLAN

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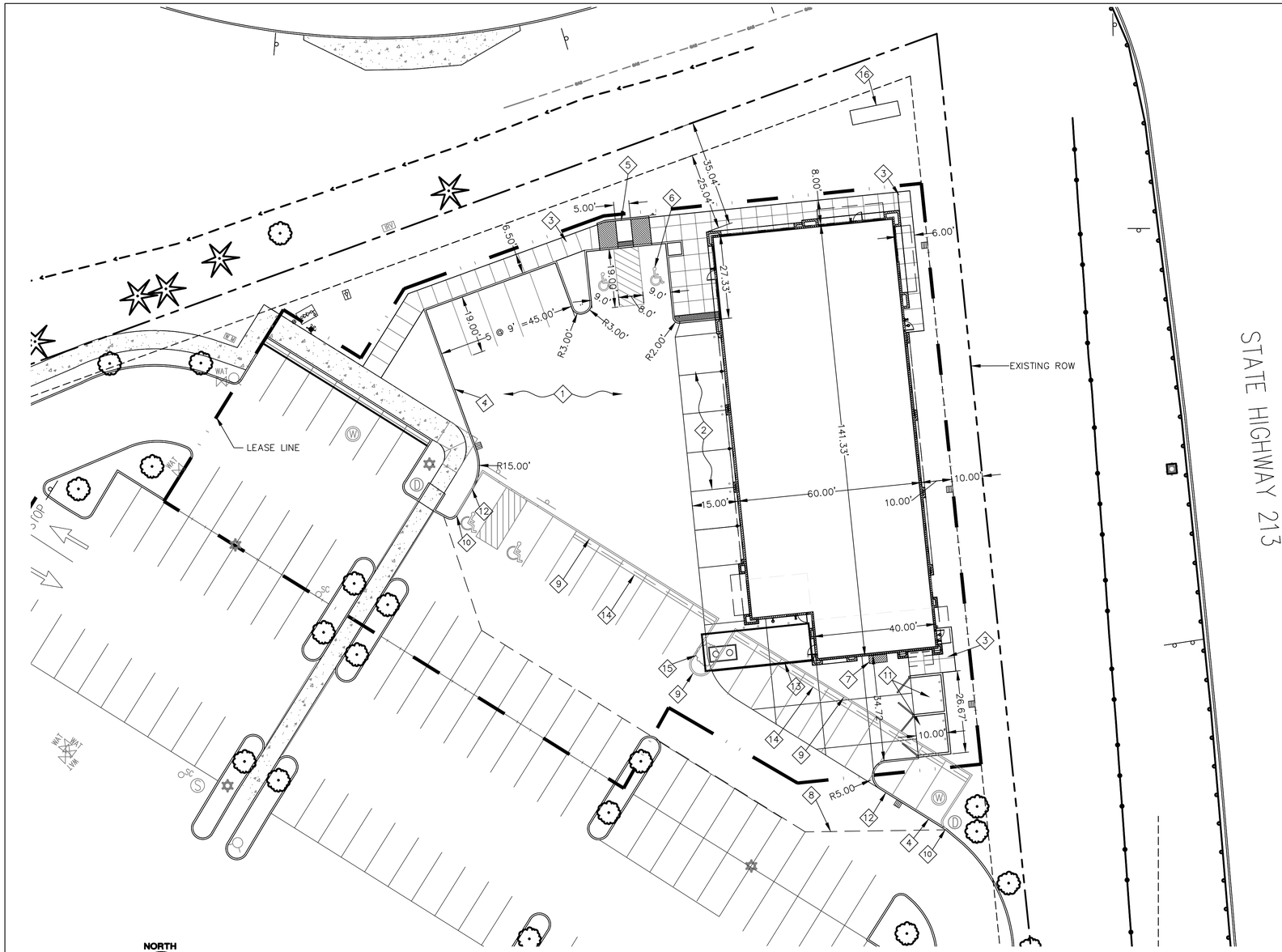

NORTH

SITE PLAN

SCALE 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

KEY NOTES

1. CONSTRUCT NEW ASPHALT PAVEMENT.
2. CONSTRUCT INTEGRAL CONCRETE APRON PER ARCHITECTURAL PLANS, A2.0.
3. CONSTRUCT CONCRETE SIDEWALK.
4. CONSTRUCT VERTICAL CONCRETE CURB.
5. CONSTRUCT ADA ACCESSIBLE RAMP.
6. INSTALL ADA PARKING SYMBOL, STRIPING AND SIGN.
7. SWITCHGEAR CABINET.
8. SAWCUT.
9. REMOVE EXISTING CURBING.
10. CONSTRUCT CURBING TO THE NORTHEAST. (MATCH EXISTING ALIGNMENT AND GRADES).
11. CONSTRUCT TRASH ENCLOSURE.
12. MATCH NEW AC WITH EXISTING AC ELEVATIONS AND SLOPES.
13. 12'X35' LOADING BERTH. 12' CLEAR HEIGHT.
14. DEMO AND REMOVE EXISTING TRENCH DRAINS. PLUG EXISTING LATERAL TO TRENCH DRAINS.
15. REMOVE TREE.
16. EXISTING HOME DEPOT SIGN.

LEGEND — EXISTING

5"–8" DECIDUOUS TREE	GUY WIRE ANCHOR
CONIFEROUS TREE	UTILITY POLE
FIRE HYDRANT	POWER JUNCTION BOX
MONITORING WELL	TRAFFIC SIGNAL VAULT
WATER METER	SIGN
WATER VALVE	STORM SEWER CATCH BASIN
IRRIGATION VALVE	STORM SEWER MANHOLE
SANITARY SEWER CLEAN OUT	
SANITARY SEWER MANHOLE	
RIGHT-OF-WAY LINE	
DITCH LINE	
PROPERTY LINE	
CENTERLINE	
EDGE OF PAVEMENT	
EASEMENT	
FENCE LINE	
GUARD RAIL	
CURB LINE	
EXISTING CONCRETE	

LEGEND — PROPOSED

PROPOSED BUILDING	
PROPOSED CURB	
PROPOSED EDGE OF CONCRETE	
PROPOSED SAWCUT LINE	
PROPOSED SANITARY AND STORM OIL/WATER SEPERATORS	
PROPOSED CONCRETE SURFACE	
CATCH BASIN	

SITE DATA

FAR:

TOTAL SITE AREA:	35,911SF	
TOTAL BUILDING AREA:	11,087SF	
FAR:	0.308	

EXISTING SITE:

EXISTING PERVIOUS AREA:	22,466SF	0.52AC
EXISTING IMPERVIOUS AREA:	13,445SF	0.31AC
TOTAL AREA:	35,911SF	0.82AC

POST DEVELOPMENT:

PROPOSED PERVIOUS AREA:	5,648SF	0.13AC
PROPOSED IMPERVIOUS AREA:		
BUILDING:	8,318SF	0.19AC
AC/SIDEWALKS:	21,945SF	0.50AC
TOTAL AREA:	35,911SF	0.82AC

ONSITE PARKING

STANDARD	29
COMPACT	0
ADA	2
TOTAL	31

REFER TO SHEET C0.2 FOR OVERALL SITE PLAN.

REGISTERED PROFESSIONAL ENGINEER 58412PE OREGON JANUARY 15, 2003 CHRISTOPHER N. HARRIS RENEWAL 6/30/15

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AMERICA'S TIRE
OREGON CITY, OREGON

SITE PLAN

DATE: 12/10/13
DRAWN: JRT
CHECKED: CNH
FILE: 12023.C01

REVISIONS:

SHEET

C0.1

JOB NUMBER: A12023.11

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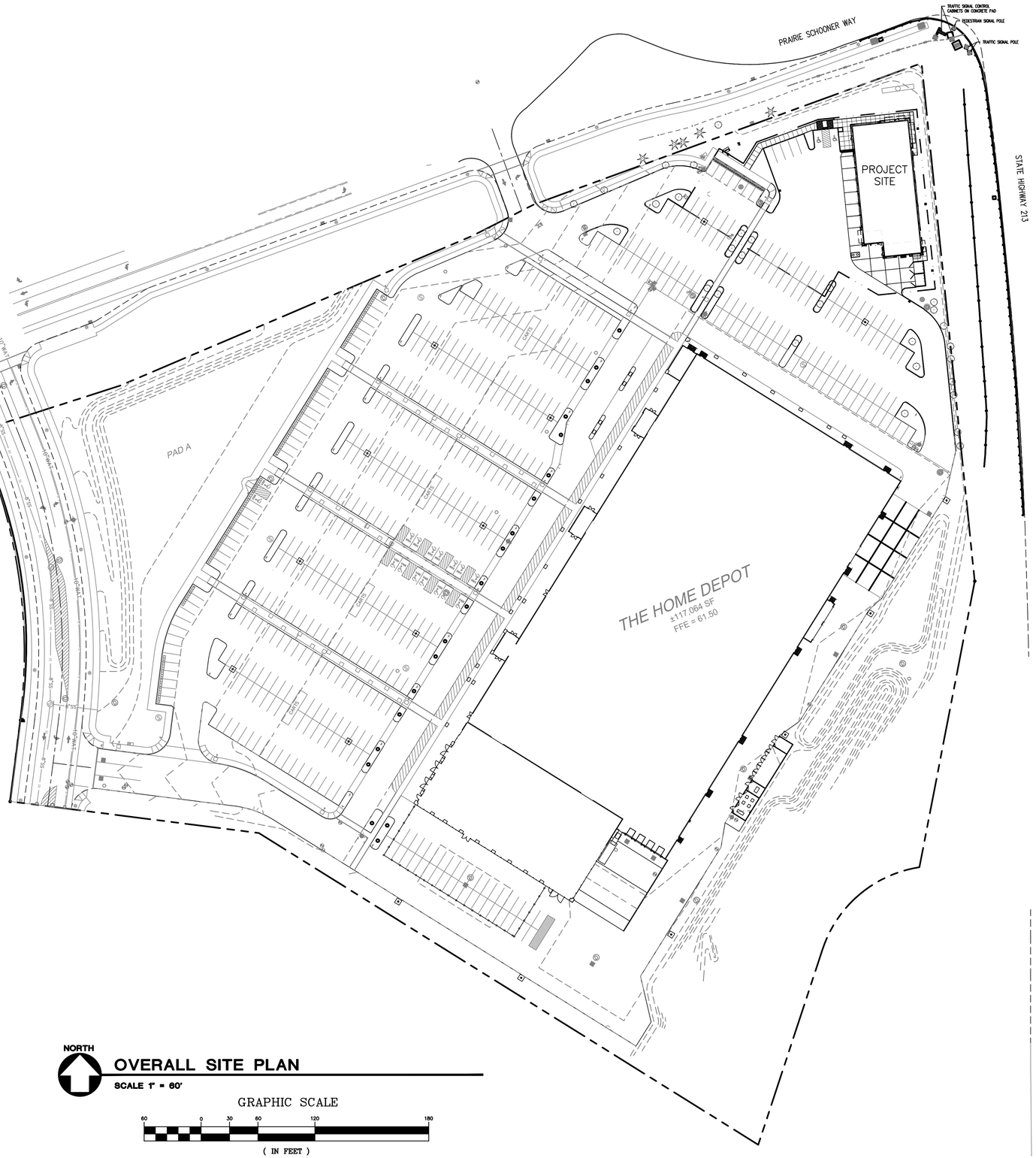

NORTH

OVERALL SITE PLAN

SCALE 1" = 60'

GRAPHIC SCALE

60 0 30 60 120 180

(IN FEET)
1 inch = 60 ft.

OVERALL SITE DATA

TOTAL AREA:	726191.79SF	16.67AC

OVERALL ONSITE PARKING

STANDARD	566
COMPACT	0
ADA	18
TOTAL	584

REFER TO SHEET C0.1 FOR ENLARGED PROJECT SITE PLAN.

REGISTERED PROFESSIONAL ENGINEER
58412PE
OREGON
JULY 15, 2003
CHRISTOPHER N. HARRIS
RENEWAL 6/30/15
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AMERICA'S TIRE
OREGON CITY, OREGON

OVERALL SITE PLAN

DATE: 12/10/13
DRAWN: JRT
CHECKED: CNH
FILE: 12023.C02

REVISIONS:

SHEET

C0.2

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A12023.11

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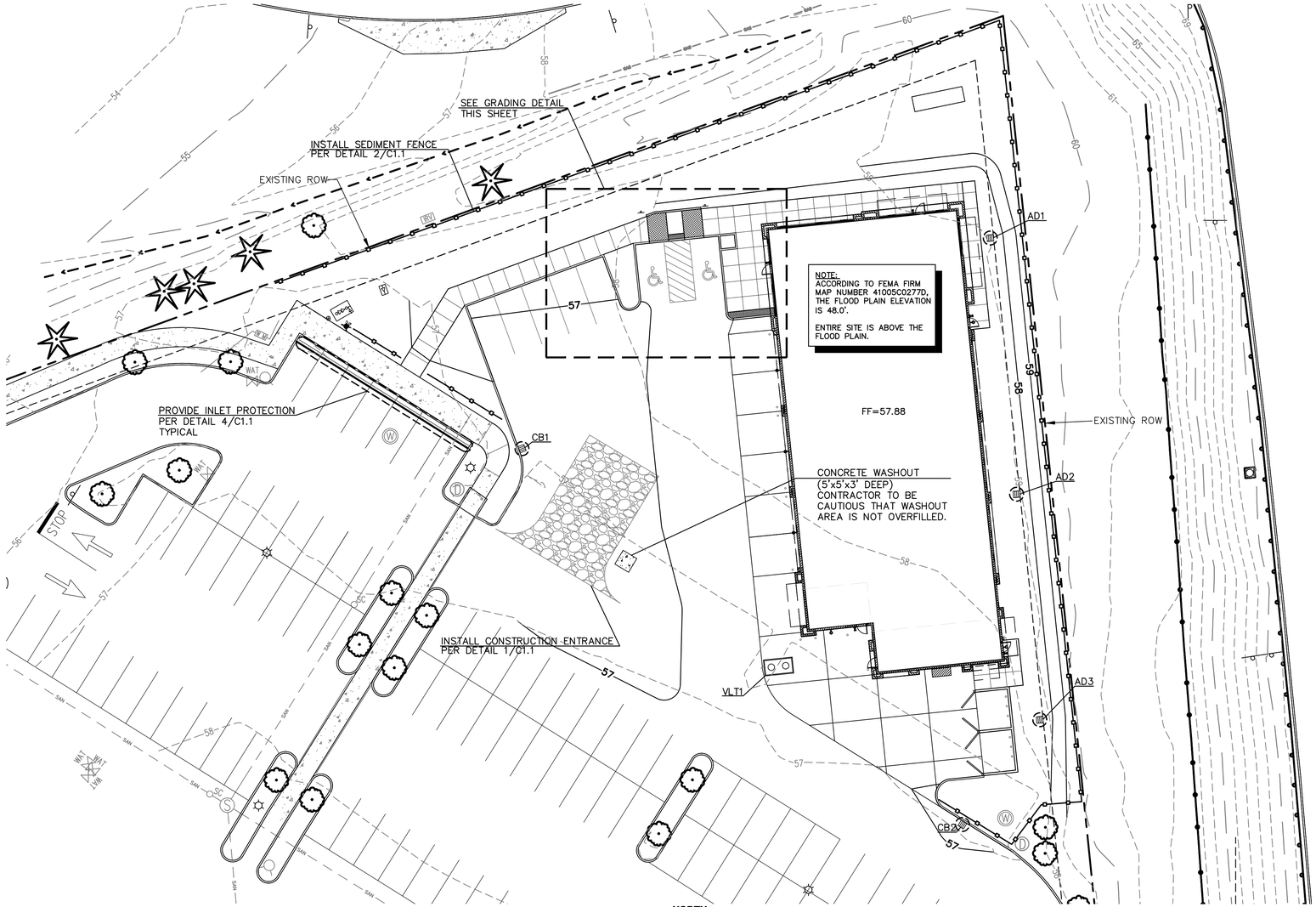

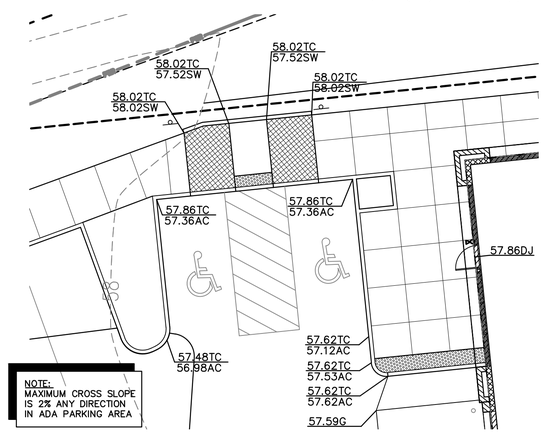

MAIN ENTRY/ADA GRADING DETAIL

SCALE 1" = 10'

NORTH

GRADING AND EROSION CONTROL PLAN

SCALE 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

UTILITY INFO

CB1
RIM=56.08

CB2
RIM=56.70

AD1
RIM=57.65

AD2
RIM=57.65

AD3
RIM=57.65

VLT1
660-SA VAULT
OR APPROVED EQUIVALENT
RIM=57.61

LEGEND EXISTING

LEASE BOUNDARY OF SITE	
CONTOUR--1 TO 4 FOOT INTERVALS	102
CONTOUR--5 FOOT INTERVALS	100
SANITARY SEWER MANHOLE	
SANITARY SEWER CLEAN OUT	
STORM DRAINAGE MANHOLE	
STORM DRAINAGE AREA DRAIN	
STORM DRAINAGE TRAP DRAIN	
STORM DRAINAGE CLEAN OUT	
WATER VALVE	
WATER METER	
FIRE HYDRANT	
WATER IRRIGATON CONTROL VALVE	
GAS VALVE	
ELECTRIC HAND HOLE (JUNCTION BOX)	JB
STREET LIGHT POLE	
ORNAMENTAL ILLUMINARY	
ORNAMENTAL TREE	
EDGE OF VEGETATION	
SIGN POST	
CALCULATED PROPERTY CORNER POSITION, NO MONUMENT FOUND OR SET	
MONUMENT FOUND AS NOTED	
CURB LINE (6" EXPOSURE TYPICAL)	
EXISTING CONCRETE	

LEGEND PROPOSED

PROPOSED BUILDING	
PROPOSED CURB	
PROPOSED EDGE OF CONCRETE	
PROPOSED SANITARY AND STORM OIL/WATER SEPERATORS	
PROPOSED CONCRETE SURFACE	
NEW CONTOUR--1 TO 4 FOOT INTERVALS	102
NEW CONTOUR--5 FOOT INTERVALS	100
SEDIMENT FENCE	
INLET PROTECTION	
CATCH BASIN	
SPOT ELEVATION	100.00
TOP OF WALL (TOP OF BLOCK=FINISHED GRADE +6")	TOW
BOTTOM OF WALL (FINISHED GRADE)	BOW
TOP FACE OF CURB ELEVATION	TC
ASPHALT ELEVATION	AC
SIDEWALK	SW
GRADE	G
DOOR SILL	S
EXISTING	(E)

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE JURISDICTION, THE GEOTECHNICAL INVESTIGATION FOR THIS PROJECT, AND THE PROJECT SPECIFICATIONS.
2. THE CONTRACTOR SHALL HAVE A FULL SET OF THE CURRENT APPROVED CONSTRUCTION DOCUMENTS INCLUDING ADDENDA ON THE PROJECT SITE AT ALL TIMES.
3. THE CONTRACTOR SHALL COMPLY WITH ORS 757.541 TO 757.571 REQUIRING NOTIFICATION OF INTENDED EXCAVATION TO UTILITY PROVIDERS.
4. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF PRIVATE UTILITIES SUCH AS GAS, TELEPHONE, POWER, CABLE TELEVISION, ETC. CONFIRM VAULT LOCATIONS WITH ENGINEER.
5. THE CONTRACTOR SHALL KEEP THE ENGINEER AND JURISDICTION INFORMED OF CONSTRUCTION PROGRESS TO FACILITATE SITE OBSERVATIONS AT REQUIRED INTERVALS. 24-HOUR NOTICE IS REQUIRED.
6. EXISTING CONDITIONS BASED ON TOPOGRAPHIC BOUNDARY AND UTILITY SURVEY PREPARED BY BLUEDOT GROUP DATED MARCH 23, 2011.
7. FINISH GRADES ARE TO BE BROUGHT TO WITHIN 0.08 FT IN 10 FT OF THE GRADES SHOWN AT SUBGRADE AND TO WITHIN 0.03 FT IN 10 FT AT FINISH GRADE. CONTRACTOR TO ALLOW FOR PLACEMENT OF REQUIRED TOPSOIL IN ROUGH GRADING.
8. GRADING ELEVATIONS AS SHOWN ON SITE AND LANDSCAPE PLANS ARE FINISHED GRADE WHICH INCLUDES SUBGRADE SOIL, TOPSOIL, SOIL AMENDMENTS, ROCKERY AND RUNOFF PROTECTION CONTRACTOR IS RESPONSIBLE TO COORDINATE GRADING WITH BOTH EXCAVATOR AND LANDSCAPE CONTRACTOR.

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JULY 15, 2003
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AMERICA'S TIRE
OREGON CITY, OREGON

GRADING & EROSION CONTROL PLAN

DATE:	12/10/13
DRAWN:	JRT
CHECKED:	CNH
FILE:	12023.C10

REVISIONS:

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C1.0

JOB NUMBER:
A12023.11

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Figure 4.2-A Rock Construction Entrance

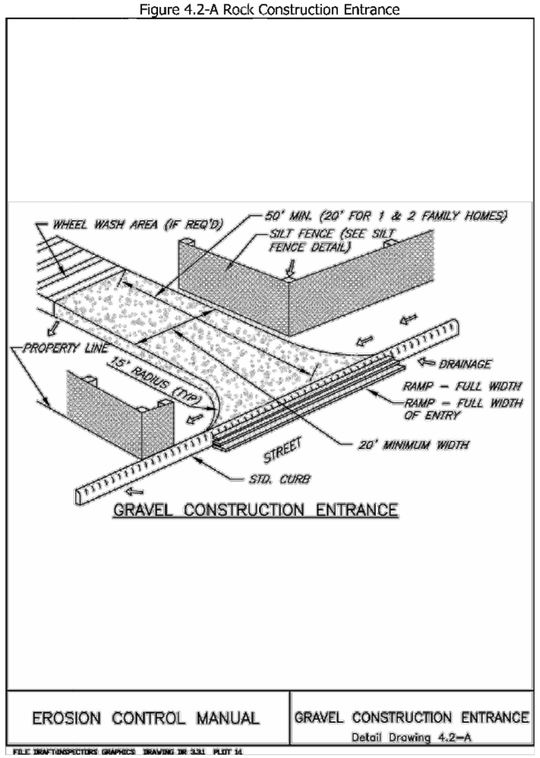


Figure 4.3-A Temporary Sediment Control (Silt) Fence

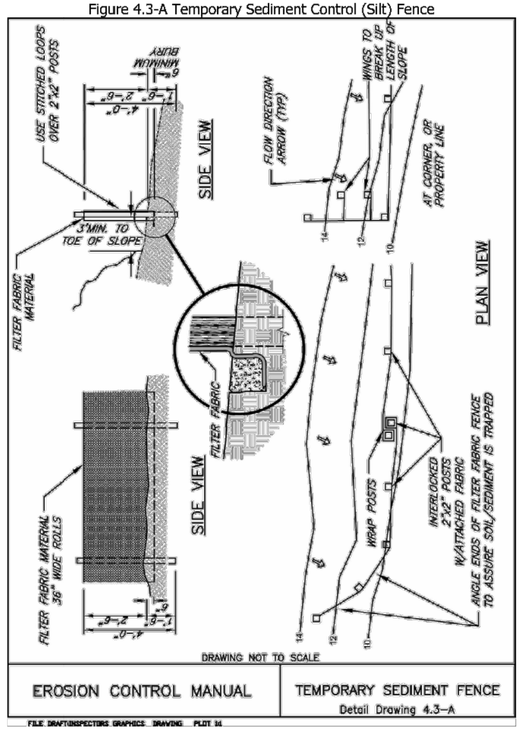
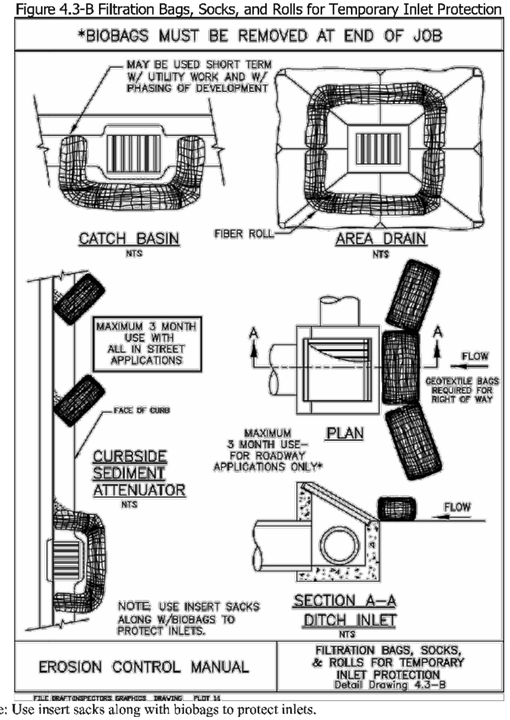


Figure 4.3-B Filtration Bags, Socks, and Rolls for Temporary Inlet Protection



Note: Use insert sacks along with biobags to protect inlets.

Figure 4.3-F Inlet Protection Measures

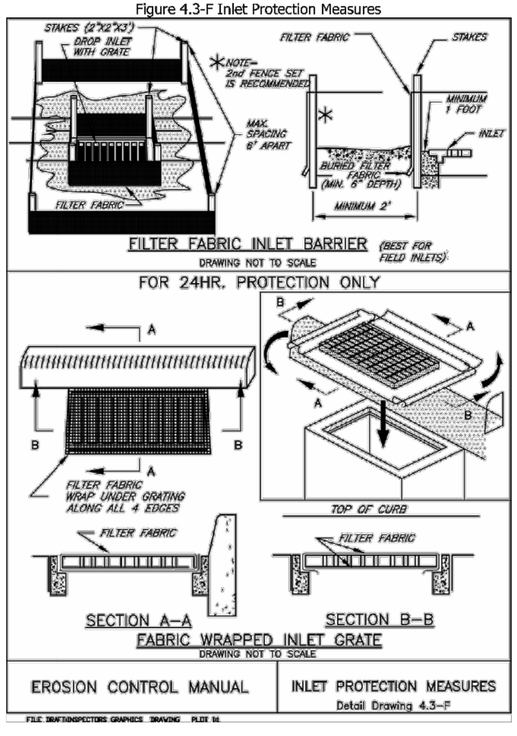
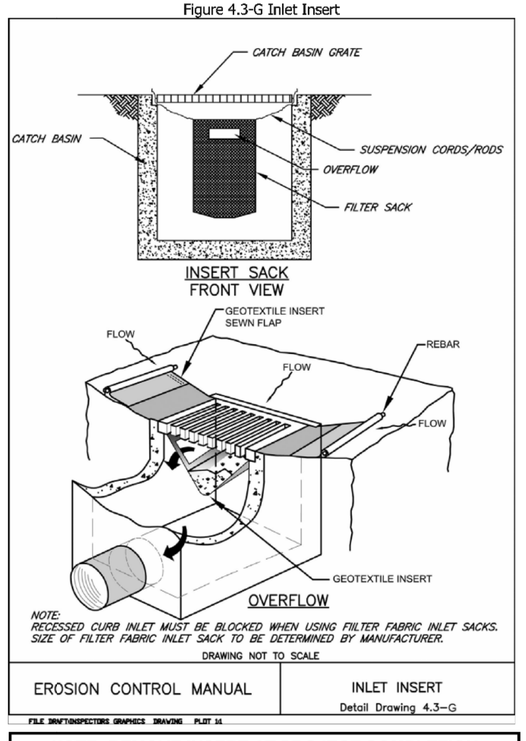
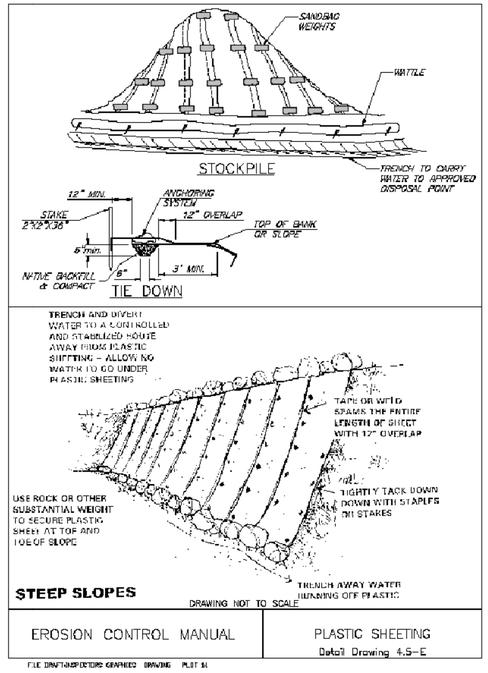


Figure 4.3-G Inlet Insert



NOTE: REMOVE INSERT AT PROJECT COMPLETION

Figure 4.5-E Plastic Sheeting



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OREGON CITY, OREGON

EROSION CONTROL DETAILS

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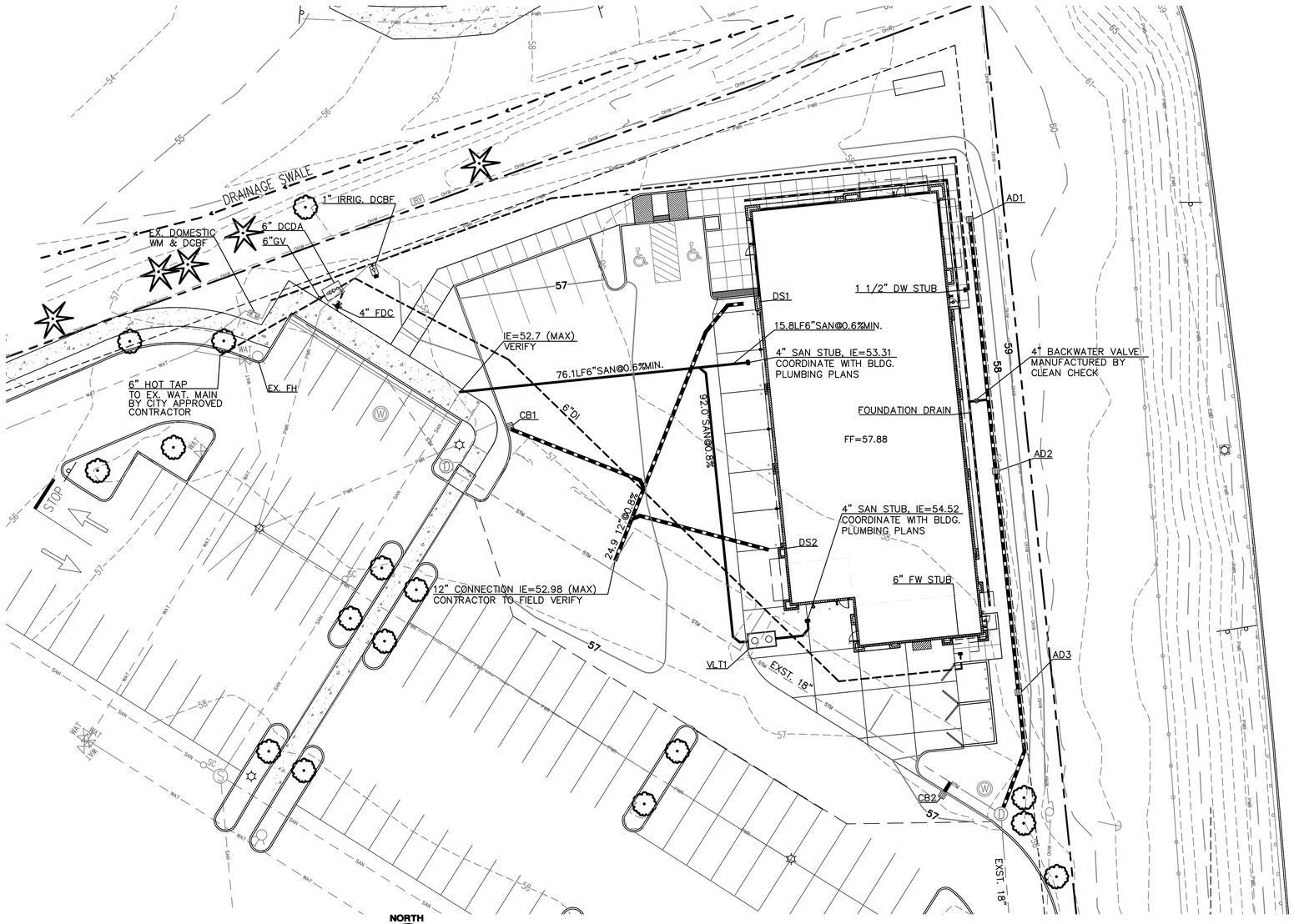

NORTH

PRIVATE UTILITY PLAN

SCALE 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

CONNECT PROPOSED SANITARY LINE TO EXISTING STUB. CONTRACTOR TO VERIFY LOCATION, DEPTH, SIZE, TYPE, SLOPE AND ALIGNMENT OF EXISTING STUB PRIOR TO ORDERING OR PLACEMENT OF ANY PROPOSED SANITARY COMPONENT. NOTIFY ENGINEER OF ACTUAL SITE CONDITIONS.

ALL STORM AND SANITARY PIPING TO BE PVC, ASTM 3034, UNLESS NOTED OTHERWISE.

UTILITY INFO

CB1
RIM=56.08
IE=53.58
46.8LF10"C900@0.8%

CB2
RIM=56.70
IE=53.70
3.8LF12"PVC@0.5%MIN.

AD1
RIM=57.65
IE=55.15
78.0LF6"PVC@1.1%

AD2
RIM=57.65
IE=54.27
68.4LF8"PVC@1.1%

AD3
RIM=57.65
IE=53.50
36.9LF8"PVC@1.1%

DS1
IE=55.38
69.2LF6"@3.5%

DS2
IE=55.38
45.0LF6"@5.1%

VLT1
660-SA VAULT
OR APPROVED EQUIVALENT
RIM=57.61
IE IN=54.40
IE OUT=53.90

LEGEND — EXISTING

5"-8" DECIDUOUS TREE		GUY WIRE ANCHOR	
CONIFEROUS TREE		UTILITY POLE	
FIRE HYDRANT		POWER JUNCTION BOX	EB
MONITORING WELL	W	TRAFFIC SIGNAL VAULT	
WATER METER	WM / WAT	SIGN	
WATER VALVE		STORM SEWER CATCH BASIN	
IRRIGATION VALVE	IRV	STORM SEWER MANHOLE	
SANITARY SEWER CLEAN OUT	SC		
SANITARY SEWER MANHOLE	S		
RIGHT-OF-WAY LINE			
DITCH LINE			
PROPERTY LINE			
CENTERLINE			
EDGE OF PAVEMENT			
EASEMENT			
FENCE LINE			
GUARD RAIL			
POWER LINE	PWR		
OVERHEAD WIRE	OHW		
TELEPHONE LINE	TEL		
GAS LINE	GAS		
STORM SEWER LINE	STM		
SANITARY SEWER LINE	SAN		
WATER LINE	WAT		
CURB LINE			
EXISTING CONCRETE			

LEGEND — PROPOSED

PROPOSED BUILDING	
PROPOSED CURB	
PROPOSED EDGE OF CONCRETE	
PROPOSED SANITARY OIL/WATER SEPERATOR	
PROPOSED CONCRETE SURFACE	
SANITARY SEWER LINE	
STORM SEWER LINE	
FIRE WATER LINE	
DOMESTIC WATER LINE	
ELECTRIC LINE	E
NATURAL GAS LINE	G
CATCH BASIN RIM ELEVATION	CATCH BASIN RIM=100.00
INVERT ELEVATION	IE=100.00
EXISTING	(E)
DOWN SPOUT	●DS
FIRE DEPARTMENT CONNECTION	
CATCH BASIN	
WATER METER	
BACK FLOW PREVENTER	

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT EDITION OF THE UNIFORM PLUMBING CODE, INTERNATIONAL BUILDING CODE, AND THE INTERNATIONAL FIRE CODE. WORK SHALL ALSO CONFORM TO THE STANDARDS OF THE JURISIDICTION AND TO THE PROJECT SPECIFICATIONS.
2. THE CONTRACTOR SHALL HAVE A FULL SET OF THE CURRENT APPROVED CONSTRUCTION DOCUMENTS INCLUDING ADDENDA ON THE PROJECT SITE AT ALL TIMES.
3. THE CONTRACTOR SHALL COMPLY WITH ORS 757.541 TO 757.571 REQUIRING NOTIFICATION OF INTENDED EXCAVATION TO UTILITY PROVIDERS.
4. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF PRIVATE UTILITIES SUCH AS GAS, TELEPHONE, POWER, CABLE TELEVISION, ETC. CONFIRM VAULT LOCATIONS WITH ENGINEER.
5. THE CONTRACTOR SHALL KEEP THE ENGINEER AND JURISDICTION INFORMED OF CONSTRUCTION PROGRESS TO FACILITATE SITE OBSERVATIONS AT REQUIRED INTERVALS. 24-HOUR NOTICE IS REQUIRED.
6. THIS PLAN IS GENERALLY DIAGRAMMATIC. IT DOES NOT SHOW EVERY JOINT, BEND, FITTING, OR ACCESSORY REQUIRED FOR CONSTRUCTION.
7. CLEAN OUTS SHALL BE INSTALLED IN CONFORMANCE WITH UPC CHAPTER SEVEN, SECTION 707 AND SECTION 719. NOT ALL REQUIRED CLEAN OUTS ARE SHOWN.
8. EXISTING CONDITIONS BASED ON TOPOGRAPHIC BOUNDARY AND UTILITY SURVEY PREPARED BY NORTHWEST SURVEY DATED JANUARY 1, 2014.
9. THE CONTRACTOR SHALL VERIFY AND CONFIRM EXISTING CONDITIONS. NOTIFY ENGINEER OF VARIATIONS IN CONDITIONS SHOWN ON THE PLANS. POINTS OF CONNECTION TO EXISTING UTILITIES AND LOCATIONS WHERE NEW UTILITIES WILL CROSS EXISTING UTILITIES SHALL BE VERIFIED BY POTHOLLING PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. IT IS THE CONTRACTORS RESPONSIBILITY TO SCHEDULE POTHOLLING SUCH THAT IF CONFLICTS ARE ENCOUNTERED, SUFFICIENT TIME EXISTS TO PREPARE MODIFIED DESIGNS AND HAVE THE MODIFICATIONS APPROVED BY THE JURISDICTION WITHOUT IMPACTING THE PROJECT SCHEDULE.
10. STORM DRAIN FITTINGS ARE TO BE ECCENTRIC.
11. SITE RUNOFF HAS BEEN QUANTIFIED USING RATIONAL METHOD ANALYSIS. PIPE SIZING IS BASED ON MANNING'S FORMULA WITH N=0.013. IF THE CONTRACTOR DESIRES TO SUBSTITUTE MATERIAL WITH A DIFFERENT N-VALUE, REVISION OF CALCULATIONS WILL BE NECESSARY. THE CONTRACTOR MAY CONTACT THE ENGINEER FOR THE REVISIONS.
12. PROVIDE DRAINAGE FROM WATER METER AND CHECK VALVE VAULTS AS REQUIRED BY THE JURISDICTION.
13. DOMESTIC WATER LINES AND ACCESSORIES BETWEEN THE WATER METER AND THE BUILDING SHALL BE INSTALLED BY A LICENSED PLUMBER EMPLOYED BY A LICENSED PLUMBING CONTRACTOR.
14. UTILITIES WITHIN FIVE FEET OF A BUILDING SHALL BE CONSTRUCTED OF MATERIALS APPROVED FOR INTERIOR USE AS DESCRIBED IN THE CURRENT EDITION OF THE UPC
15. CHANGES IN DIRECTION OF DRAINAGE PIPING SHALL BE MADE BY THE APPROPRIATE USE OF APPROVED FITTINGS AND SHALL BE OF THE ANGLES PRESENTED BY ONE-SIXTEENTH BEND, ONE-EIGHTH BEND, ONE-SIXTH BEND OR OTHER APPROVED FITTINGS OF EQUIVALENT SWEEP.

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JANUARY 15, 2003
CHRISTOPHER N. HARRIS
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AMERICA'S TIRE
OREGON CITY, OREGON

PRIVATE UTILITY PLAN

DATE:	12/10/13
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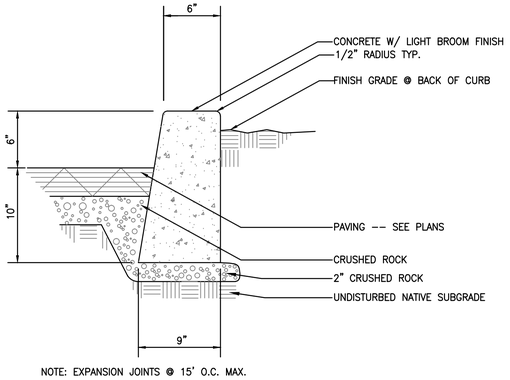
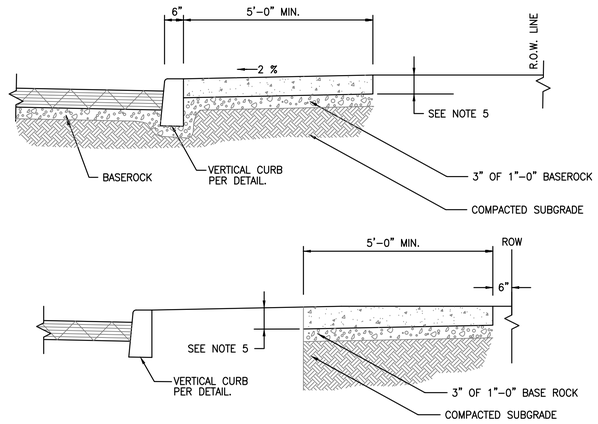


NOTE: EXPANSION JOINTS @ 15' O.C. MAX.

1 C3.0 VERTICAL CONCRETE CURB

NOT TO SCALE

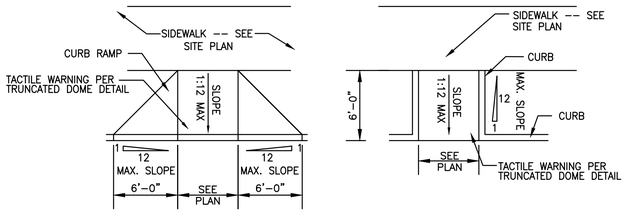


NOTES

1. CONCRETE SHALL BE 3000 P.S.I. AT 28 DAYS, 6 SACK MIX, SLUMP RANGE OF 1-1/2" TO 3".
2. PANELS SHALL BE 5 FEET LONG.
3. EXPANSION JOINTS TO BE PLACED AT SIDES OF DRIVEWAY APPROACHES, UTILITY VAULTS, WHEELCHAIR RAMPS, AND AT SPACING NOT TO EXCEED 45 FEET.
4. FOR SIDEWALKS ADJACENT TO THE CURB AND POURED AT THE SAME TIME AS THE CURB, THE JOINT BETWEEN THEM SHALL BE A TROWELED JOINT WITH A MINIMUM 1/2" RADIUS.
5. SIDEWALK SHALL HAVE A MINIMUM THICKNESS OF 6 INCHES IF MOUNTABLE CURB IS USED OR IF SIDEWALK IS INTENDED AS PORTION OF DRIVEWAY. OTHERWISE SIDEWALK SHALL HAVE A MINIMUM THICKNESS OF 4 INCHES.
6. DRAIN BLOCKOUTS IN CURBS SHALL BE EXTENDED TO BACK OF SIDEWALK WITH 3" DIA. PVC PIPE AT 2% SLOPE. CONTRACTION JOINT TO BE PLACED OVER PIPE.

2 C3.0 PRIVATE CONCRETE SIDEWALK

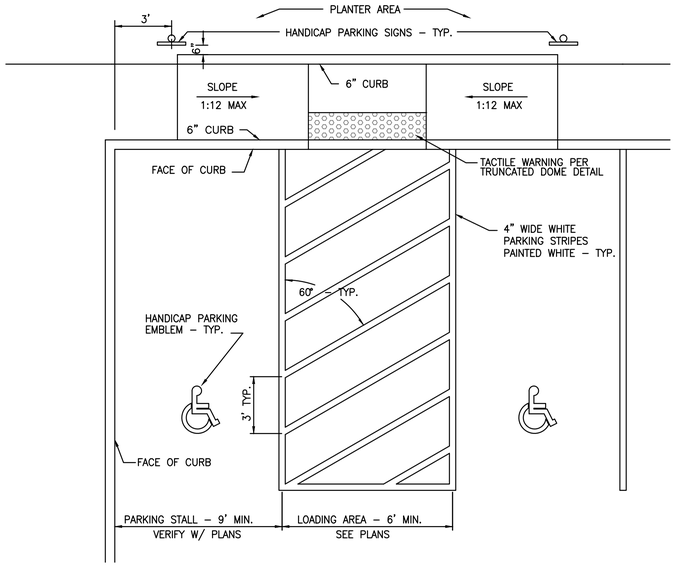
NOT TO SCALE



3 C3.0 ADA DETECTABLE CURB RAMP

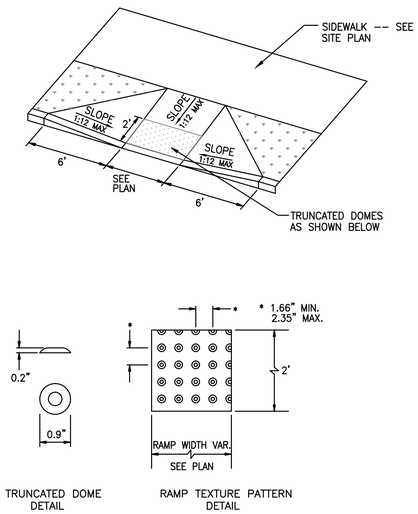
NOT TO SCALE

02550-04



4 C3.0 DOUBLE LOADED HANDICAP PARKING STALL

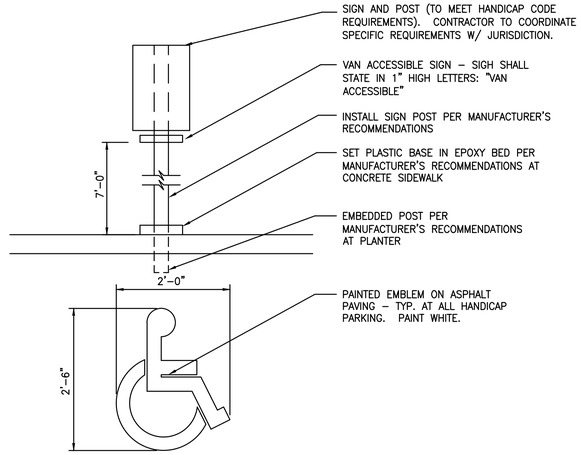
NOT TO SCALE



5 C3.0 TRUNCATED DOME DETAIL

NOT TO SCALE

02550-06



6 C3.0 HANDICAP PARKING EMBLEM AND SIGN

NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER 58412PE OREGON JANUARY 15, 2003 CHRISTOPHER N. HARRIS RENEWAL 6/30/15

PRELIMINARY

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AMERICA'S TIRE
OREGON CITY, OREGON

DETAILS

DATE:	12/10/13
DRAWN:	JRT
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FILE:	12023.C30

REVISIONS:

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JOB NUMBER: A12023.11

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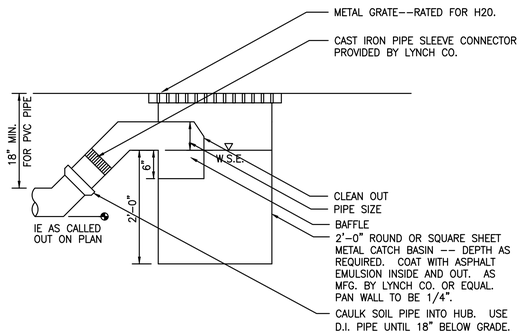
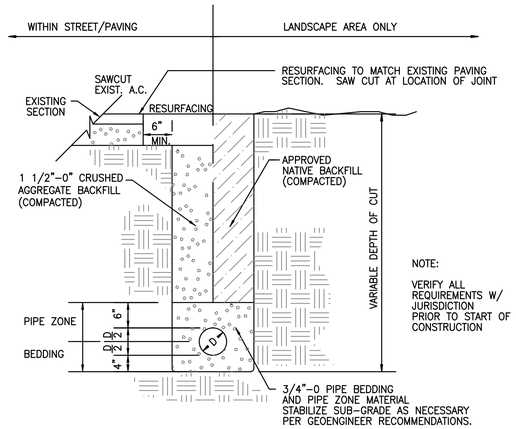


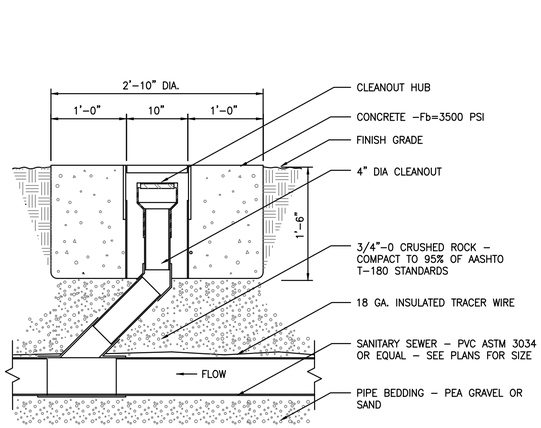
1 C3.1 CATCH BASIN SECTION

NOT TO SCALE 02722-03



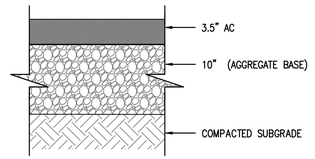
2 C3.1 TRENCH BACKFILL DETAIL

NOT TO SCALE 02725-04



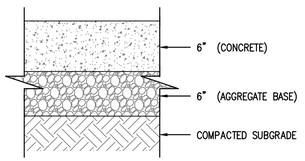
3 C3.1 TYPICAL CLEANOUT SECTION

NOT TO SCALE 02605-01



4A C3.1 PROPOSED ASPHALT SECTION DRIVE ASILES

NOT TO SCALE

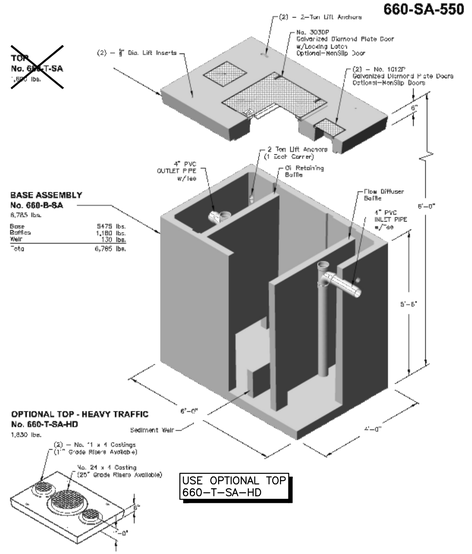


4B C3.1 PROPOSED CONCRETE SECTION VEHICLE ACCESS AREA

NOT TO SCALE

REFER TO GEOTECHNICAL REPORT FOR PAVEMENT SPECIFICATIONS AND COMPACTION REQUIREMENT.

660-SA-550



Oldcastle Precast®	660-SA-550	660-SA-550 OIL / WATER SEPARATOR 550 GALLON - API STYLE
PO Box 323, Wilsonville, Oregon 97070-0323 Tel: (503) 682-2644 Fax: (503) 682-2657	File Name: c20EC0660SA-550 Issue Date: Revised 4-19-12 oldcastleprecast.com/wilsonville	

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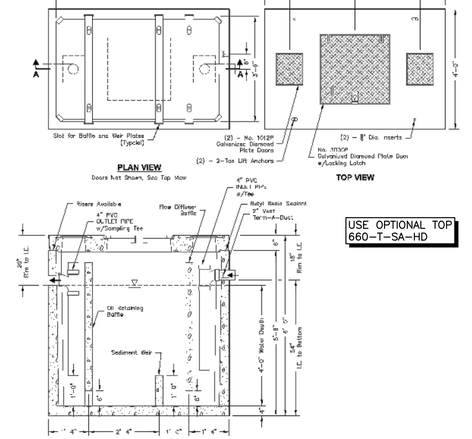
660-SA-550



Notes:
- Designed in accordance with ASTM C 890 for AASHTO HS20-44 vehicle loading
- Flow Rate: 37 GPM based on 15 min. retention time.
- Manufacturer's recommendations:
  1.) Ventilate each end to open atmosphere.
  2.) Prior to "Start Up" of System, fill with clean water to invert of outlet pipe (approx. one foot deep).
  For best results, fill to flow line.
  3.) Follow Regular Inspection, Cleaning, & Maintenance Schedule (See Clean Out & Maintenance).

Oldcastle Precast®	660-SA-550	660-SA-550 OIL / WATER SEPARATOR 550 GALLON - API STYLE
PO Box 323, Wilsonville, Oregon 97070-0323 Tel: (503) 682-2644 Fax: (503) 682-2657	File Name: c20EC0660SA-550 Issue Date: Revised 4-19-12 oldcastleprecast.com/wilsonville	

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REGISTERED PROFESSIONAL ENGINEER
58412PE
OREGON
JANUARY 15, 2003
CHRISTOPHER N. HARRIS
RENEWAL 6/30/15

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AMERICA'S TIRE
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DATE:	12/10/13
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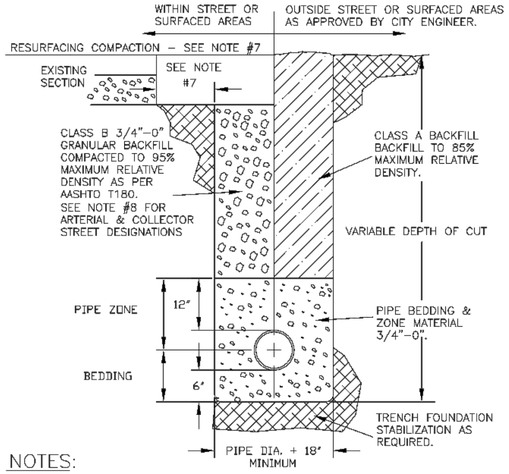
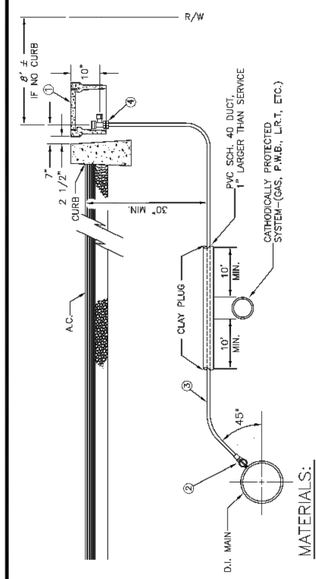


NOTES:

1. ALL CUTS IN PAVEMENT SHALL BE SAW CUT.
2. ALL CUT EDGES SHALL BE SAND SEALED.
3. RESURFACING TO BE MINIMUM 4 INCHES 1/2–INCH LEVEL 2 HMAC (PG 64–22) OR MATCH EXISTING, WHICHEVER IS GREATER.
4. THIS TRENCH BACKFILL REQUIREMENT APPLIES TO ALL UNDERGROUND CONDUITS.
5. CLASS "B" BACKFILL SHALL EXTEND 3 FEET BEYOND EDGE OF STREET OR SURFACED AREA.
6. BACKFILL SHALL BE PLACED AND COMPACTED IN A MAX. OF 24–INCH LIFTS. COMPACTION TESTING REQUIRED AT A FREQUENCY OF 1 TEST EVERY 100 FEET OF TRENCH.
7. FOR TRENCH PATCHING STANDARDS, REFER TO THE CITY'S PAVEMENT CUT STANDARD.
8. ARTERIAL & COLLECTOR STREET DESIGNATIONS REQUIRE CDF FOR ALL TRENCH CROSSINGS LOCATED IN VEHICLE TRAVEL LANES.

DRAWN	S.L.W.		City of Oregon City Public Works Standard Drawings	SCALE	N.T.S.
ENGR.	J.W.H.			DATE	APRIL 1993
REV.	DATE	APPR.	PIPE BEDDING AND BACKFILL	APPR.	AFG
1	08/12	AFG		DWG. NO.	313*
2	05/13				

*REPLACES DWG. NO. 414



MATERIALS:

1. BROOKS METER BOX, BODY NO. 37 OR OLDCASTLE SERIES 37–1220MB. METAL TRAFFIC LID REQUIRED IN DRIVEABLE AREA.
2. MUELLER CORPORATION STOP NO. H–15008 OR B–25008 OR FORD F100001 OR FB1000Q1. SET CORPORATION STOP WITH OPERATING NUT AT 3 OR 9 O'CLOCK. ALL CORPORATION STOPS SHOULD HAVE CC THREAD.
3. 1" SOFT TEMPER, TYPE 'K' COPPER TUBING COMPLYING WITH ASTM B–88.
4. MUELLER ANGLE METER STOP NO. B–24258 OR H–14258 OR FORD KV43444WQ OR B443444WQ.

NOTES:

1. SUBSTITUTES FOR ANY MATERIALS SHOWN SHALL BE APPROVED BY THE CITY ENGINEER.
2. ALL PIPE AND STRUCTURE ZONES SHALL BE BACKFILLED USING 3/4" MINUS CRUSHED AGG. AND COMPACTED TO 95% MAX. DENS. AS DETERMINED BY AASHTO T–180.
3. WHEN AN ACTIVE CATHODIC PROTECTED SYSTEM IS ENCOUNTERED, SCH. 40 PVC SHALL BE INSTALLED AS SHOWN ABOVE WITH CLAY PLUG.
4. METER BOX SHALL BE CENTERED OVER THE COMPLETED METER ASSEMBLY.
5. NO METER SHALL BE INSTALLED ON PRIVATE PROPERTY WITHOUT EASEMENT.
6. PRESSURES GREATER THAN 70 PSI REQUIRE BALL VALVE CORPORATION STOPS AND ANGLE STOPS. PRESSURE REDUCING VALVE SHALL BE INSTALLED IN SEPARATE BOX AFTER THE METER.

DRAWN	S.L.W.		City of Oregon City Public Works Standard Drawings	SCALE	N.T.S.
ENGR.	J.W.H.			DATE	APRIL 1993
REV.	DATE	APPR.	STANDARD 1" WATER SERVICE	APPR.	
1	3/06	NJK		DWG. NO.	402

(HORIZONTAL) BEARING AREA OF THRUST BLOCKS IN SQUARE FEET

FITTING SIZE	TEE, WYE, DEAD END AND HYDRANT	STRADDLE BLOCK	90° BEND PLUGGED CROSS	TEE PLUGGED ON RUN A–1	TEE PLUGGED ON RUN A–2	45° BEND	22–1/2° BEND	11–1/4° BEND
4	1.0	1.6	1.4	1.9	1.4	1.0	----	----
6	2.1	3.7	3.0	4.3	3.0	1.6	1.0	----
8	3.8	6.5	5.3	7.6	5.4	2.9	1.5	1.0
10	5.9	10.2	8.4	11.8	8.4	4.6	2.4	1.2
12	8.5	14.7	12.0	17.0	12.0	6.6	3.4	1.7
14	11.5	----	16.3	23.0	16.3	8.9	4.6	2.3
16	15.0	26.1	21.3	30.0	21.3	11.6	6.0	3.0
18	19.0	----	27.0	38.0	27.0	14.6	7.6	3.8
20	23.5	40.8	33.3	47.0	33.3	18.1	9.4	4.7
24	34.0	58.8	48.0	68.0	48.0	26.2	13.6	6.8

(VERTICAL) VOLUME OF THRUST BLOCK IN CUBIC YARDS

90° BEND	45° BEND	22–1/2° BEND	11–1/4° BEND
----	----	----	----
----	----	----	----
1.3	----	----	----
2.3	1.1	----	----
3.7	1.8	----	----
5.5	2.8	1.2	----
7.6	3.9	1.7	----
9.9	5.1	2.3	0.9
----	----	----	----
----	----	----	----
----	----	----	----

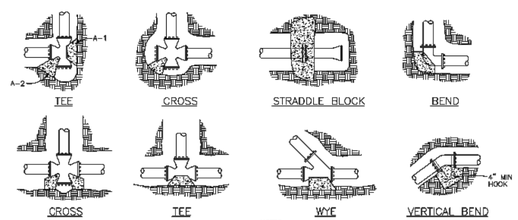
NOTES:

1. ABOVE BEARING AREAS BASED ON TEST PRESSURE OF 150 PSI AND AN ALLOWABLE SOIL BEARING STRESS OF 2000 POUNDS PER SQUARE FOOT. TO COMPUTE BEARING AREAS FOR DIFFERENT TEST PRESSURES AND SOIL BEARING STRESSES, USE THE FOLLOWING EQUATION:

   BEARING AREA = (TEST PRESSURE / 150) x (2000 / SOIL BEARING STRESS) x (TABLE VALUE)

2. ABOVE VOLUMES BASED ON TEST PRESSURE OF 150 PSI AND THE WEIGHT OF CONCRETE = 4050 POUNDS PER CUBIC YARD. TO COMPUTE FOR DIFFERENT TEST PRESSURES, USE THE FOLLOWING EQUATION:

   VOLUME = (TEST PRESSURE / 150) x (TABLE VALUE)

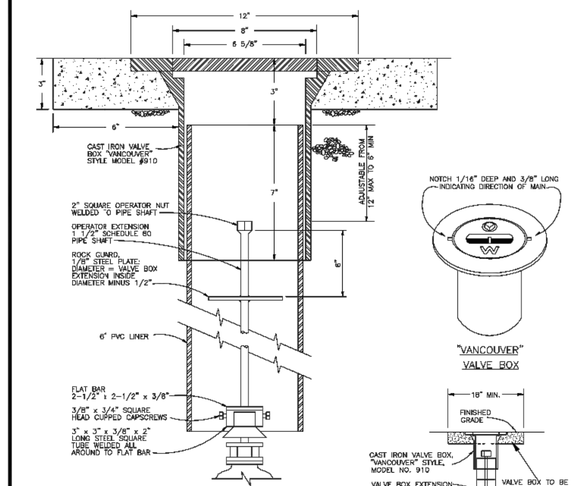


RODS FOR VERTICAL BENDS		
FITTING SIZE	ROD SIZE	EMBEDMENT
12" AND LESS	#5	30"
14"–16"	#6	36"

NOTES:

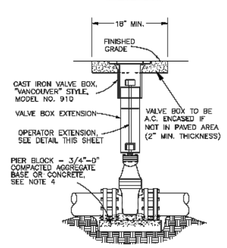
1. CONCRETE BLOCKING TO BE POURED AGAINST UNDISTURBED EARTH.
2. ALL CONCRETE TO BE CLASS 2400 MINIMUM.
3. INSTALL ISOLATION MATERIAL BETWEEN PIPE AND/OR FITTINGS BEFORE POURING CONCRETE BLOCKING.
4. CONCRETE SHALL BE KEPT CLEAR OF ALL JOINTS AND ACCESSORIES.
5. TIE RODS SHALL BE DEFORMED GALVANIZED COLD ROLLED STEEL, 40000 PSI TENSILE STRENGTH.

DRAWN	S.L.W.		City of Oregon City Public Works Standard Drawings	SCALE	N.T.S.
ENGR.	J.W.H.			DATE	APRIL 1993
REV.	DATE	APPR.	THRUST BLOCKING	APPR.	
				DWG. NO.	407



VALVE BOX EXTENSION SECTION

"VANCOUVER" VALVE BOX



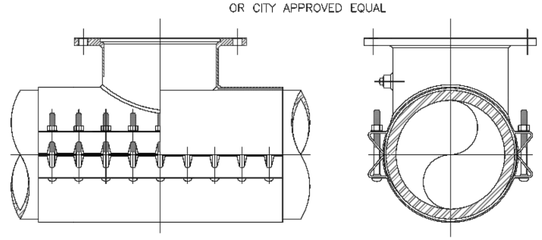
VALVE BOX ASSEMBLY DETAIL

NOTES:

1. VALVE BOX NOT TO REST ON OPERATING ASSEMBLY.
2. OPERATOR EXTENSION REQUIRED WHEN VALVE NUT IS DEEPER THAN 4 FEET FROM FINISH GRADE.
3. CENTER VALVE BOX ON AXIS OF OPERATOR NUT.
4. VALVES 12" AND SMALLER SHALL BE PROVIDED WITH CLASS B BASE ON UNDISTURBED GROUND. VALVES GREATER THAN 12" SHALL BE INSTALLED ON PRECAST CONCRETE PIER BLOCK.
5. VALVE BOX LINER SHALL BE 6" PVC (ASTM D 3034).
6. VALVE BOX SHALL BE ADJUSTED TO MEET FINISHED SUBGRADE.

DRAWN	S.L.W.		City of Oregon City Public Works Standard Drawings	SCALE	N.T.S.
ENGR.	J.W.H.			DATE	APRIL 1993
REV.	DATE	APPR.	STANDARD VALVE BOX DETAIL	APPR.	
				DWG. NO.	410

JCM 432 TAPPING SLEEVE OR CITY APPROVED EQUAL



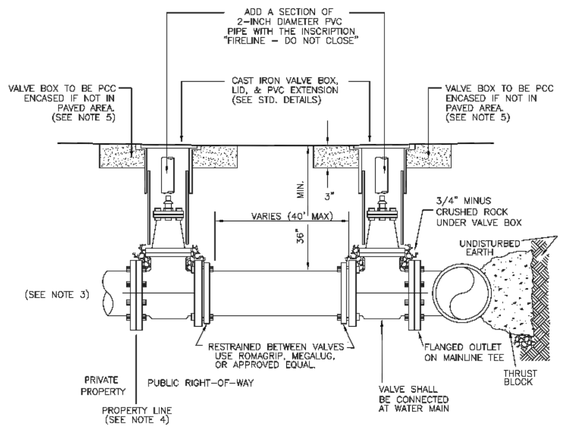
SECTION

END VIEW

NOTES:

1. WATER MAIN SHALL BE CLEANED BEFORE ATTACHING SLEEVE.
2. SLEEVE AND VALVE SHALL BE PRESSURE TESTED BEFORE MAKING TAP.
3. PRESSURE TEST AND TAP SHALL BE MADE IN THE PRESENCE OF AN AUTHORIZED CITY REPRESENTATIVE.
4. PROPER TAPPING MACHINE SHALL BE USED TO MAKE TAP.
5. 3/4 INCH CRUSHED AGGREGATE SHALL BE PLACED AND COMPACTED TO 95% OF MAX. DENSITY AS DETERMINED BY AASHTO T–180.
6. THRUST BLOCKING REQUIREMENTS SHALL BE DETERMINED BY THE ENGINEER.
7. TAP SHALL BE MADE NO CLOSER THAN 18 INCHES FROM THE NEAREST JOINT.

DRAWN	J.R.F.		City of Oregon City Public Works Standard Drawings	SCALE	N.T.S.
ENGR.	J.W.H.			DATE	APRIL 1993
REV.	DATE	APPR.	STANDARD WET TAP DETAIL	APPR.	
1	3/08	NJK		DWG. NO.	411



NOTES:

1. ALL VALVES SHALL BE RESILIENT SEAT GATE VALVE ONLY.
2. USE CLASS 52 DUCTILE IRON FOR PIPES 4–INCH AND GREATER IN DIAMETER. USE COPPER PIPE FOR DIAMETERS 2–INCH AND SMALLER.
3. BACKFLOW PREVENTER SHALL BE LOCATED INSIDE A BUILDING OR UNDERGROUND VAULT, AS DETERMINED BY OREGON CITY WATER QUALITY STAFF.
4. IF VALVE CANNOT BE BUILT IN PUBLIC RIGHT–OF–WAY, AN EASEMENT SHALL BE PROVIDED BY THE PROPERTY OWNER.
5. CONCRETE PAD SHALL BE 20"X20" WITH A DEPTH OF 3" OVER 3/4"–MINUS BASE ROCK. CONCRETE SHALL HAVE A MINIMUM BREAKING STRENGTH OF 4000 PSI AT 28 DAYS. TOP OF PAD SHALL BE FLUSH WITH THE EXISTING GROUND LEVEL.

DRAWN	J.R.F.		City of Oregon City Public Works Standard Drawings	SCALE	N.T.S.
ENGR.	NJK			DATE	OCT. 2011
REV.	DATE	APPR.	STANDARD FIRELINE INSTALLATION	APPR.	
				DWG. NO.	416

REGISTERED PROFESSIONAL ENGINEER
58412PE
OREGON
JULY 15, 2003
CHRISTOPHER N. HARRIS
RENEWAL 6/30/15

PRELIMINARY

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ENGINEERING
4875 SW Griffith Drive, Suite 300, Beaverton, OR 97005
503.620.3000 tel | 503.620.5539 fax | www.aaieng.com

AMERICA'S GREATEST
OREGON CITY, OREGON

DETAILS

DATE:	12/10/13
DRAWN:	JRT
CHECKED:	CNH
FILE:	12023.C32

REVISIONS:

SHEET

C3.2

JOB NUMBER: A12023.11

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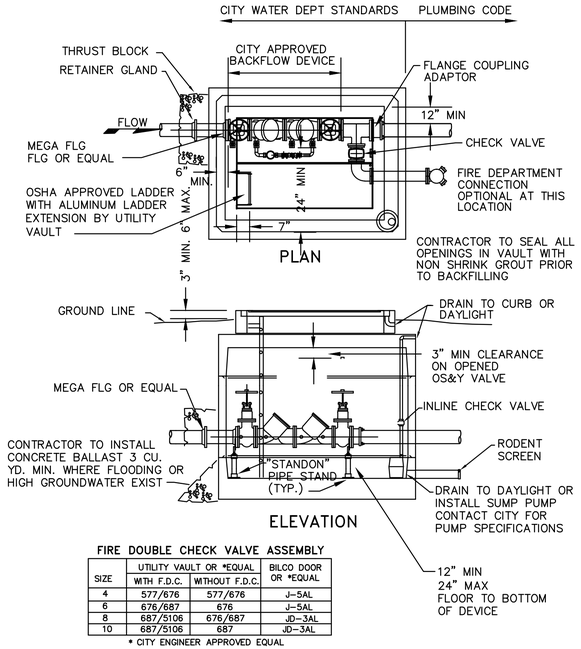


FIRE DOUBLE CHECK VALVE ASSEMBLY

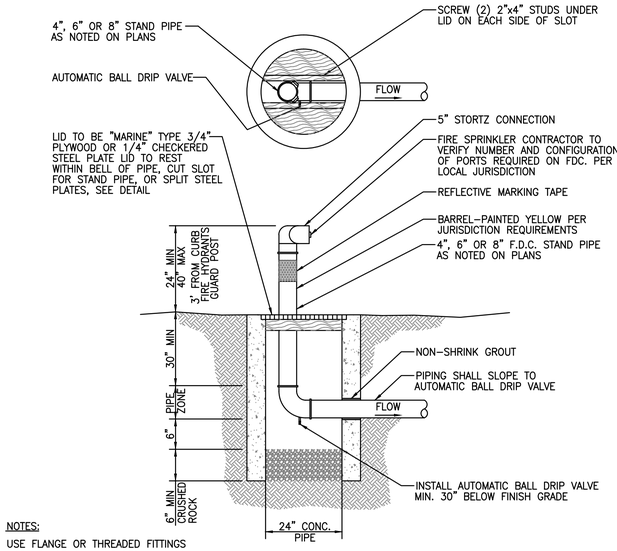
SIZE	UTILITY VAULT OR *EQUAL		BILCO DOOR OR *EQUAL
	WITH F.D.C.	WITHOUT F.D.C.	
4	577/676	577/676	J-5AL
6	676/687	676	J-5AL
8	687/5106	676/687	JD-3AL
10	687/5106	687	JD-3AL

* CITY ENGINEER APPROVED EQUAL

1 C3.3 DOUBLE DETECTOR CHECK VALVE

NOT TO SCALE

02530-06



NOTES:

USE FLANGE OR THREADED FITTINGS

WHEN FDC IS CONNECTED TO DCDA IN A VAULT, AUTOMATIC BALL DRIP VALVE MAY BE INSTALLED IN VAULT.

2 C3.3 FDC AUTOMATIC BALL DRIP

NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER
58412PE
OREGON
JANUARY 15, 2003
CHRISTOPHER N. HARRIS
RENEWAL 6/30/15

PRELIMINARY

AAI aplus associates, inc.
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4875 SW Griffith Drive | Suite 300 | Beaverton, OR | 97005
503.620.3000 tel | 503.620.6539 fax | www.aaieng.com

AMERICA'S TIRE
OREGON CITY, OREGON

DETAILS

DATE:	12/10/13
DRAWN:	JRT
CHECKED:	CNH
FILE:	12023.C33

REVISIONS:

SHEET

C3.3

JOB NUMBER:
A12023.11

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NORTH

LANDSCAPE PLAN

SCALE 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

PLANTING LEGEND

TREES

- ACER CIRCINATUM 'PACIFIC FIRE" - VINE MAPLE
  10' B&B, WELL BRANCHED, 3 STEM MIN. AT BASE
- CERCIDIPHYLLUM JAPONICUM - KATSURA TREE
  2" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
- PSEUDOTSUGA MENZIESII - DOUGLAS FIR
  8' B&B, FULL TREES, BRANCHED TO GROUND
- ZELKOVA SERRATA 'HALKA' - JAPANESE ZELKOVA
  2" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
- EXISTING TREES TO REMAIN
  PROTECT DURING CONSTRUCTION

SHRUBS AND GROUNDCOVER

- BERBERIS THUNBERGII 'CRIMSON PYGMY' - JAPANESE BARBERRY
  2 GAL. CONT., FULL PLANTS, 30" O.C.
- CEANOTHUS THYRSIFLORUS 'VICTORIA' - CALIFORNIA LILAC
  3 GAL. CONT., FULL PLANTS, SPACE AS SHOWN
- CORNUS SERICEA 'KELSEYI' - REDTWIG DOGWOOD
  1 GAL. CONT., FULL PLANTS, 24" O.C.
- COTONEASTER HORIZONTALIS 'VARIEGATUS' - ROCK COTONEASTER
  2 GAL. CONT., FULL PLANTS, 30" O.C.
- MYRICA CALIFORNICA - PACIFIC WAXMYRTLE
  3 GAL. CONT., FULL PLANTS, SPACE AS SHOWN
- PIERIS JAPONICA 'VALLEY VALENTINE' - LILY-OF-THE-VALLEY
  3 GAL. CONT., FULL PLANTS, SPACE AS SHOWN
- PRUNUS LAUROCERASUS 'OTTO LUYKEN' - ENGLISH LAUREL
  3 GAL. CONT., FULL PLANTS, SPACE AS SHOWN
- RHODODENDRON 'GIRARD'S FUCHSIA' - EVERGREEN AZALEA
  18-21" B&B, FULL PLANTS, SPACE AS SHOWN
- RIBES SANGUINEUM 'KING EDWARD VII' - RED CURRANT
  5 GAL. CONT., FULL PLANTS, SPACE AS SHOWN
- RUBUS PENTALOBUS - TAIWAN BRAMBLE
  4" POTS, FULL PLANTS, 16" O.C.
- SPIREA JAPONICA 'YAN' - DOUBLE PLAY SPIREA
  1 GAL. CONT., FULL PLANTS, 18" O.C.
- SEEDED FIELDGRASS (NON-IRRIGATED)
  SEE SPECIFICATIONS
- EXISTING LANDSCAPE TO REMAIN
  PROTECT DURING CONSTRUCTION

NOTES

1. ALL PLANTS SHALL BE IRRIGATED BY A FULLY AUTOMATIC, PERMANENT, UNDERGROUND IRRIGATION SYSTEM UNLESS OTHERWISE NOTED.

REGISTERED
410
MICHAEL O'BRIEN
OREGON
1/31/98
PRELIMINARY
LANDSCAPE ARCHITECT

AAI aplan associates, inc.
ENGINEERING
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503.620.3000 tel | 503.620.6539 fax | www.aaieng.com

AMERICA'S TIRE
OREGON CITY, OREGON

LANDSCAPE PLAN

DATE:	8/4/14
DRAWN:	MEO
CHECKED:	CNH
FILE:	

REVISIONS:

SHEET

L1.0

JOB NUMBER:
A12023.11

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Landscape Construction Specifications

General

1. Municipal, County, State and Federal laws, ordinances and code regulations governing or relating to any portion of the work depicted on these plans are hereby incorporated into and made part of these specifications, and their provisions shall be carried out by the contractor. It is the responsibility of the contractor to verify these before commencement of construction.

2. The Contractor shall verify the locations of all existing utilities, structures, and services before commencing work. The location of utilities, structures, services shown on these plans are approximate only. Any discrepancies between these plans and the actual field conditions shall be reported to the Owner's representative.

3. The Contractor shall locate and protect all existing utilities and features on and adjacent to the project site during construction. Contractor shall repair, at their own expense, all damage resulting from Contractor's operations or negligence.

4. The Contractor shall obtain all necessary valid licenses, permits, and insurance required to perform the work indicated herein before commencing work, and shall be responsible for coordinating work with all parties involved, including jurisdictional agencies.

5. The Contractor shall use all means necessary to protect the public at all times during the construction process.

6. In the event of conflict between pertinent codes, regulations, structural notes, and/or requirements, or the referenced standards of these Specifications, the provisions of the more stringent shall govern.

7. Scope of work: Furnish labor, materials, equipment and supervision necessary to complete all work shown on the drawings and specified herein.

Mandatory Site Inspection Schedule

1. Schedule for Mandatory site inspection procedures. The mandatory site inspections include but are not limited to the following:

Pre-Construction Site Meeting – Contractor shall be notified a minimum of 48 hours prior to meeting to review site conditions, proposed construction and construction schedule, and review construction specifications prior to commencement of construction operations.

Rough Grading Inspection – Contractor shall notify Owner's Representative a minimum 48 hours prior to request for inspection of rough soil grades. All rough grading operations shall be completed per specifications and prepared for inspection. No topsoil placement or backfilling in areas to be landscaped should occur until written approval by Owner's Representative has been issued.

Topsoil Inspection – No transportation or placement shall occur until written approval of import or stockpiled topsoil by Owner's Representative is issued. (Refer to Soil Preparation Specification for soil inspection procedures)

Open Trench Irrigation Inspection – Contractor shall notify Owner's Representative 24 hours prior to inspection for written approval of irrigation trench depths, piping conditions, and pressure testing. Contractor is responsible to install barricade, backfill, and/or illuminate open trenches at all times until final inspection approval and backfill occurs. Protect the public at all times. (Refer to Irrigation Specification for inspection procedures)

Plant Material Inspection – Plant material quality and layout inspection and written approval shall occur with 24 hours notice to Owner's Representative prior to installation of any plant material. (Refer to Planting Specification for inspection procedures)

Final Landscape Areas and Irrigation Performance Inspection – Contractor shall notify Owner's Representative 48 hours prior to inspection for approval of landscape and irrigation work. Irrigation operations and coverage shall be inspected. Plant quality and layout shall be inspected. Written approval shall be issued upon inspection approval of specified construction. (Refer to relative specification sections)

Periodic Maintenance Inspection – Owner's representative shall perform periodic site inspection throughout specified maintenance time frame. Contractor shall notify Owner's Representative for final inspection and approval of maintenance procedures at the cessation of the specified maintenance period. Final inspection shall require that all specified maintenance tasks have been completed. Obligations to perform maintenance tasks under original contract will cease only upon written approval of Owner's Representative.

Landscape Area Preparation

1. Verify location of delineated horizontal and vertical project limits prior to commencement of construction. Verify that staking, survey markings, elevations, station points, phase lines, etc. coordinate with specified parameters indicated on drawings and specifications, prior to commencement of construction. Contractor to clearly exhibit and maintain barricades for project limits throughout the construction process.

2. Verify that completed rough grades are to be held sufficiently below finish grade in landscape areas for placement of specified topsoil mix. (Refer to Soil Preparation Section for depths of topsoil placement.) Rough grade to facilitate all proposed drainage patterns and slope substantially away from all structures or site facilities at a minimum of 2% grade. Prior to landscape operations, rough grading shall be clean and not exhibit clods, roots, stones or construction debris in landscape areas. Landscape areas shall be completely accessible for commencement of irrigation and landscape installation at the time specified for installation.

3. Install irrigation sleeving for piping and wiring as required by irrigation system installation, at depths and types specified in the Irrigation Specifications. Install sleeving at all locations specified for irrigation and wiring installation, and verify locations prior to installation. Notify Owner's Representative of conflicts with sleeving installation as specified.

4. Verify that a 120 V.A.C. electrical source for the automatic irrigation controller shall be available at the location required by irrigation system. Verify that a minimum 1 1/2" conduit (within sufficient sleeve) from controller location shall daylight into the landscape area with access to all automatic zone valves for wiring. Contact Owner's Representative prior to installation if any field deviations occur.

5. Inspection and testing of existing and proposed soil conditions shall be performed by an independent testing laboratory, at the discretion of the Owner's Representative. The cost for these services shall be paid by the Owner, upon prior notification, by the Contractor upon direction by Owner's Representative.

Project Conditions

1. Inspection of the site: The contractor shall inspect the site prior to construction and verify the extent of the construction process for landscape area preparation. Immediately notify Owner's Representative of job conditions detrimental to construction process. Commencement of construction designates acceptance of conditions apparent at outset.

2. Property lines are provided as reference only and are not represented as a survey. Verify all legal limits of work prior to commencement of construction.

3. Weather Limitations: Soil work shall be performed only when the weather conditions do not detrimentally affect the quality of work.

4. Protection: The contractor shall inspect and verify existing and proposed underground and overhead utilities and other items specified to remain. Barricade open excavations, limited access areas or public right of way, as specified by governing authority, and provide adequate warning 24 hours per day during construction process. Prior notification to affected utilities management is required a minimum of 48 hours prior to disturbance, or as specified by utility or municipality. Contractor shall be responsible to protect, maintain, and repair all utilities affected by construction specified herein.

5. Verify existing landscape or irrigation conditions that are designated for protection or restoration by plans, specifications, or Owner's Representative. If required, see respective specifications for restoration directives.

6. Notify Owner's representative 24 hours prior to schedule inspection of the soil surface in the areas designated for landscape planting. Landscape construction shall not commence until soil surface inspection has inspected and approved by Owner's Representative.

7. Verify staging areas, and obtain approval from owner for staging areas and scheduling. Provide protection and barricades for staged materials left unattended on site.

8. Remove deleterious materials from site cleanly and as soon as practicable.

Erosion Control

1. Provide and maintain temporary and/or permanent positive drainage patterns throughout the construction process, and as directed by the Owner's Representative if weather or construction activity creates drainage conflicts detrimental to construction process or environmental conditions. Comply with all jurisdictional requirements.

2. Maintain erosion measures throughout the landscaping process. Restore erosion control measures disturbed by landscaping operations. Remove only upon inspection and approval of Owner's Representative.

Invasive Weed Control Prior to Construction

1. Verify and identify conditions requiring eradication of invasive weeds and grasses prior to existing soil surface disturbance as directed by Owner's Representative. Stockpiled topsoil shall be treated to eradicate weeds prior to soil ripping and stockpiling.
Weed eradication shall include herbicide and non-herbicide methods only administered by a currently licensed applicator. Eradication shall include and is not limited to elimination of the following invasive species from areas to be landscaped:

Cirsium arvense (Canadian Thistle); Lotus corniculatus (Bird's foot Trefoil);
Convolvulus spp. (Morning Glory); Lythrium salicaria (Purple Loose Strife);
Cytisus scoparus (Scotch Broom); Melilotus spp. (Sweet Clover);
Dipsacus sylvestris (Common Tease); Myriophylium spicatum (Eurasian Milfoil);
Equisetum spp. (Horsetail); Phalaris arundinaceae (Reed Canary Grass);
Festuca arundinaceae (Tall Fescue); Rubus discolor (Himalayan Blackberry);
Hedera helix (English Ivy); Solanum spp. (Nightshade);
Holcus canatus (Velvet Grass); Trifolium spp. (Clovers);
Lolium spp. (Rye Grasses);

Rough Grade Inspection

1. Conditions and quality of rough grade shall be inspected and approved by Owner's Representative prior to the commencement of specified work in areas to be landscaped. The contractor shall then be responsible for completion of activities specified herein, and defined on the plan.

2. The Owner's Representative, at their discretion, shall direct further rough grading or soil preparation if specified activities have not created a surface satisfactory for further work to commence. Compensation for additional surface work created by conditions unknown at the outset and as directed in writing by the Owner's Representative shall be negotiated at the time of the directive, and prior to the commencement of particular construction activities.

Finish Grading

1. Verify that rough grade in landscape areas is sufficiently below proposed final grade for planting beds and lawn areas to allow for placement of topsoil mix. Refer to grading plans for finish grade references. Verify that grades provide positive drainage at all landscape areas, and slope away from structures at a minimum of 2% slope. Final grades in all landscape areas shall be crowned at center to facilitate proposed drainage.

Installation Of Irrigation Sleeving Conduit Prior to Paving Operations

1. Sleeving conduit shall be installed at locations as per plans and specifications, or as directed by the Owner's Representative. Irrigation sleeving shall occur prior to preparation for paving construction. Set piping to provide minimum covers of:

18 inches for sleeving beneath walkways
24 inches for sleeving beneath pedestrian paving
36 inches for sleeving beneath vehicular, public, and asphaltic concrete paving

Mark each end of sleeving with a 2 x 4 stake with 24" exposure, clearly marked 'SLEEVE LOCATION'. Contractor shall maintain staking identification and location throughout construction process. Protect all existing paving when installing sleeving. Restore all paving damaged by sleeve installation.

2. Size of sleeving conduit pipe shall be a minimum of two times the diameter of the bell end of the pipe that is to be fed into the sleeve.

3. Set sleeving in a compacted bed of material that will not damage the pipe during compaction of surface backfill material.

Design / Build Irrigation Specification

1. Contractor shall provide a design / build automatic underground irrigation system for all ornamental landscape areas. Contractor shall provide irrigation design drawing to Owner's representative for review at least two weeks prior to commencement of installation. Sprinkler heads shall be spaced at a maximum of 50% of the diameter of the proposed spray pattern. All areas shall be sprayed from at least two directions. Verify gallonage, pressure, size, and location of service water line. Contractor shall install all piping sized so that each lateral line does not exceed 10% net pressure loss for entire length of lateral. The main line shall exceed 10% pressure loss for entire main line system. The Contractor shall guarantee an irrigation system functioning to manufacturer's specifications with the source volume and pressure afforded to site.

2. Verify sleeving installation requirements at existing and proposed paved areas prior to preparing design. Combine wire and piping where possible.

3. Protect existing buildings, walls, pavements, reference points, monuments, and markers on this site. Verify location of and protect all utilities. Protect adjacent property. Protect work and materials of other trades. Protect irrigation system materials before, during, and after installation. In the event of damage, repair or replace items as necessary to the approval of the Owner's representative and at no additional cost to the Owner. Use all means necessary to protect the public from injury at all times.

4. Guarantee all installed materials and work for a minimum of one year beyond the date of final acceptance of the irrigation system installation.

5. Make arrangements for water shut-off during construction if necessary, notify owner 24 hours prior to suspension of water service. Minimize disturbance to existing conditions at site.

6. Irrigation trenches shall be a depth to provide a minimum cover of 18 inches for sleeving beneath walkways; 18 inches for all pressurized main lines; 36 inches for sleeving beneath asphalt paving, and 12 inches for all lateral lines. Backfill with clean fill void of material injurious to system components. All sleeving under vehicular traffic to be Class 200 PVC, all other sleeving shall be class 200 PVC Locate top of zone valves a minimum of 6" below finish grade.

7. Contractor shall follow manufacturer's instructions for solvent welding of PVC pipe and fittings to achieve tight and inseparable joints. Utilize single wrap Teflon tape at all threaded joints.

8. Install all valves with fittings that facilitate maintenance removal and place valve boxes at location that are easily serviced but not in conspicuous locations. Locate in planting beds wherever possible, away from mower, edger, or de-thatcher or utility maintenance operations.

9. Contractor shall install one manual drain valve at discharge side of each remote control valve and at all low points in mainline pipe so as to allow for complete drainage of all main lines. Mark with a painted sleeve cover and indicate locations on As-Built drawings.

10. Contractor shall provide backflow prevention as required per local and state codes, installed as per manufacturer's specifications.

11. Contractor shall install irrigation controller in accordance with manufacturer's specifications. Verify a 120 V.A.C. electrical source and a min. 1 1/2" conduit from controller location open to all electrical zone valves in field. Weatherproof any exterior wall penetrations.

12. Install all wire in accordance with manufacturer's specifications with a minimum of 18 inch looped inside valve box at each remote control valve and at the controller. All splices shall occur within valve boxes with waterproof connectors.

13. Contractor shall install all piping sized so that each lateral line does not exceed 10% net pressure loss for entire length of lateral. The main line shall exceed 10% pressure loss for entire main line system.

14. Contractor shall install all sprinkler heads with flexible risers, using flexible polyethylene pipe not to exceed 18 inches in length or PVC swing joints. Tee fittings shall extend horizontally from pipe .

15. Contractor shall thoroughly flush irrigation system after piping, risers, and valves are installed but prior to installing sprinkler heads. Thoroughly clean, adjust and balance the installed irrigation system. Adjust spray pattern of nozzles to minimize throw of water onto buildings, walls, roads and parking lots. Adjust controller for optimum performance and precipitation rates utilizing proper water conservation measures.

16. Amended Plan Information – Upon completion of the irrigation system installation and as a condition of its acceptance, deliver the following to the Owner's representative:

Two copies of the Controller Zone Reference chart laminated for waterproofing.

Instruct the owner of system components operation, system winterization, and controller adjustment processes. Instruct owner of precipitation requirements and schedule of anticipated controller adjustments as landscape matures.

Topsoil Placement and Soil Preparation

1. Topsoil shall be imported, with added soil amendments as specified. Imported topsoil shall be without admixture of subsoil, clay, free of stones, lumps, noxious weeds, grass plants, (such as quack grass, Johnson grass, or their roots) and other extraneous matter. It shall not be delivered while in a frozen or muddy condition. Protect from erosion at all times. Utilize existing stockpiled topsoil only under the direction of the Owner's Representative. Do not place topsoil in areas that have not been cleared of weeds listed herein. Verify prior to placement.

2. Commercial Mix A fertilizer shall be an organic base, complete fertilizer containing in available form by within a minimum of 10N 10P 5K – with 50 percent of the available nitrogen in slow-release formula, Webfoot Organic Delux, or approved equal. Bonemeal shall be a commercial mix. Commercial Mix B fertilizer shall be 10-10-5 slow release. Lime shall be Calpril and agricultural gypsum. Planting fertilizer packets shall be Best-Paks, or equal.

3. Soil amendment compost shall be produced form at least one the following sources:

A. Rotted, unleached cow manure, free of weed seeds and free from sawdust or shavings,
B. Commercially prepared, composted yard debris compost,
C. Previously approved substitution.

And shall possess the following characteristics and meet the following criteria:

1. PH of the material shall be 7.4 +/- .2
2. Organic Nitrogen content shall be no greater than 1.25 parts per million (ppm).
3. Potassium content shall be no greater than 325 ppm
4. Phosphorus content shall be no greater than 325 ppm.
5. Pesticide residues shall not exceed 0.05 ppm.
6. Heavy Metals (trace) shall not exceed .5 ppm.
7. Material shall have been 'aged' a minimum of six (6) months prior to delivery to the site.
8. The material shall not contain seeds, rocks, larger than ¾",or visible pieces of plastic, metal, glass, or other inorganic materials.

4. Contractor shall remove all debris, rocks one inch in diameter or larger, sticks, mortar, concrete, asphalt, paper, contaminated soil and any material harmful to plant life, in all planting areas.

5. Topsoil: Contractor shall rip and rototill subgrade six inches deep before placing topsoil. Specified imported topsoil shall be placed at a minimum depth of:

6" in all planting areas
3" in all lawn and bioswale areas

Topsoil shall be floated to a level, sloped or mounded grade between any existing or constructed point on the site, such as curbs, walls, walks, paving and the like. . Refer to plans for grading and contour information. Final soil grades in planting beds shall be 2" below adjacent paving and curbs for mulch application. Final soil grades in sod lawn areas shall be 3/4" below adjacent paving and curbs for sod application.

6. Distribute following soil amendments to all landscape areas in even layers and power rototill or spade to a minimum depth of 4–6 inches into topsoil, as follows;

Planting Beds
a. Compost: Apply nine cubic yards per 1000 sq. ft.
b. Commercial Fertilizer: Apply 50 pounds per 1000 sq. ft.

Lawns
a. Compost: Apply nine cubic yards per 1000 sq. ft.
b. Agricultural lime: Apply 50 lbs. per 1000 sq.ft.
c. Commercial fertilizer: Apply 8 lbs. per 1000 sq.ft.

7. Preparation of backfill planting soil mix shall be as follows:

Thoroughly blend and mix the following proportion of materials while in a moist condition:

Three cubic yards topsoil
1 1/2 cubic yards compost
1 1/2 cubic yards medium bark
10 pounds commercial fertilizer
Five pounds bonemeal

8. Keep project free from accumulation of debris, topsoil and other material. At completion of each area of work, remove debris, equipment and surplus materials. Any paved area or surfaces stained or soiled from landscaping materials shall be cleaned with a power sweeper using water under pressure. Building surfaces shall be washed with proper equipment and materials as approved by the Owner's representative.

Seeded Lawn Installation

1. Contractor shall roll prepared seedbed with 200 lb. water filled roller to firm seedbed. Remove rocks, clumps, or debris at surface. Lightly rake to scarify surface.

2. Contractor shall apply 50 pounds commercial fertilizer per 1,000 square feet of surface area before spreading seed.

3. Contractor shall apply eight pounds of Pro-Time Supreme grass seed per 1,000 square feet of surface area. Divide seed in equal parts, apply one half in north-south direction, and the other half in an east-west direction. Apply 1/8" peat or mulch cover to maintain moisture throughout germination.

4. The Contractor shall protect and maintain the seeded area by fencing, watering, feeding, reseeding, mowing and repairing as necessary, through and including two mowings, or as long as necessary to establish a thick, uniform stand of grass acceptable to the Owner's representative.

Hydro-Mulch Seeding

1. Hydro mulch slurry distribution shall be a minimum 25 psi and a minimum capacity of 2000 gallons and shall be operated so as to reach all seeded areas without tracking through prepared seedbed. Slurry mix shall be as per manufacturer's specifications.

2. Roll or float seeded areas to provide a smooth even surface. Apply the following hydro-mulching slurry mixture at the following rates:

Seed Mix: As indicated in applicable specification
Fertilizer: Webfoot Organic Base 10-10-5 @ 50 lbs./1000 sq. ft.
Wood Cellulose: Weyerhauser "Silva-Fiber" @ 1500 lbs./ acre

Trees, Shrubs, & Groundcover Installation

1. Contractor shall guarantee materials and workmanship for one year from date of conditional acceptance. Plant material shall be in accordance with American Nursery Association standards set for grading and root ball sizes and shall comply with State and Federal laws with respect to inspection for insect infestation and plant diseases and shall be free of insect pests and plant diseases.

2. Plant materials shall have a minimum of 6 inches of prepared soil under the root ball, and a minimum of 6 inches on each side of the root ball. Tree roots or root ball shall have a minimum of 12 inches of plant soil under the root ball and a minimum of 12 inches on each side of the root ball, or bare roots. Final grade should maintain root ball slightly above surrounding grade (not to exceed one inch) for specified mulch installation. Place Best Pak fertilizer pack in bottom of planting pit prior to backfill as per manufacturer's specifications.

3. Mulch all planting beds after planting, final raking, grading and leveling of the planting beds with 2 inch layer of Hem/Fir medium dark screened bark mulch.

4. Balled and burlapped trees, boxed trees or bare root trees shall be either guyed or staked as detailed on the plans.

5. Remove all dead or dying branches and criss-crossing branches from trees. Do not cut leader.

6. Keep project free from accumulation of debris, topsoil and other material. At completion of each area of work, remove debris, equipment and surplus material. All paved areas or surfaces stained or soiled from landscape material shall be cleaned with a water-pressure power sweeper. Building surfaces shall be washed with proper equipment and materials as approved by the Owner.

Maintenance

1. Contractor shall maintain all landscape areas for 60 days after accepted completion of project.

2. Maintenance shall include; all grade resettlement, mowing, edging, weeding, policing and removal of plant material debris during maintenance period. Seasonal fall leaf removal is outside the scope of this maintenance specification.

3. Bark mulch shall be maintained or brought up to the two-inch depth during this maintenance period.

4. Any unsatisfactory condition arising during this maintenance period shall be brought to the attention of the Owner immediately.

Preservation Of Existing Trees And Vegetation

1. Provide temporary fencing, barricades, and guards as necessary or required to protect trees which are to remain from damage above and below grade. Erect as directed by Owner's Representative.

2. Protect root systems from smothering and compaction. Do not store construction materials or permit vehicles to drive or park within the drip line area of any tree to remain.

3. Protect all plant growth, including root systems of trees, from the dumping of refuse or chemically injurious material or liquids. Do not allow standing or running water within plant root zones.

4. Inspect all trees and existing conditions prior to construction. Document with written memorandum and photographs any unusual existing conditions. Submit copies to Owner's Representative prior to beginning work.

5. The Owner's Representative must be present during demolition of existing conditions within the drip line of trees to remain.

6. Protect root systems of trees to remain from damage due to noxious materials in solution caused by run-off or spillage during mixing and placement of construction materials.

7. Protect root systems of trees to remain from flooding, erosion, or excessive wetting resulting from dewatering operations and compaction.

8. Protect all existing trees to remain against unauthorized cutting, breaking, or skinning roots and branches, skinning, and bruising of bark.

9. Do not allow fires on the project site.

Excavation Around Existing Trees

1. Excavate within drip line of trees only where indicated on Drawings or as approved by the Owner's representative.

2. Where trenching for utilities is required within drip lines, tunnel under or around roots by hand digging or boring. Do not cut main lateral roots or tap roots over one inch diameter; cut smaller roots which interfere with installation of new work. Cut roots with sharp pruning instruments; do not break or chop.

3. Do not allow exposed roots to dry out before permanent backfill is placed; provide temporary earth cover, or pack with peat moss and wrap with burlap. Water and maintain in moist condition and temporarily support and protect from damage until permanently relocated and covered with backfill.

4. Maintain existing grade within drip line of trees unless otherwise indicated on the Drawing and approved by the Owner's Representative.

Protection

1. Contractor to protect existing material, features and facilities at all times during construction. Protect and maintain existing irrigation functions during construction. Protect all existing utilities during construction. Review site prior to commencement of construction and notify subject parties of any condition not acceptable for protection practices. Commencement of construction designates acceptance of existing conditions. Obtain permission from subject parties prior to any alteration of existing conditions.

2. Protect entire project in specified conditions until final written approval is issued by the Owner's Representative. Specified warranty and maintenance time frame commences at the date of written approval.

REGISTERED PROFESSIONAL ENGINEER
58412PE
OREGON
JULY 15, 2003
CHRIS N. HARRIS
RENEWAL 6/30/15
PRELIMINARY

AAI aplus associates, inc.
ENGINEERING
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503.620.3000 tel | 503.620.5539 fax | www.aaieng.com

AMERICA'S TIRE
OREGON CITY, OREGON

LANDSCAPE NOTES

DATE:	12/10/13
DRAWN:	JRT
CHECKED:	CNH
FILE:	12023.L20

REVISIONS:
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— — —
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SHEET
L2.0

JOB NUMBER:
A12023.11

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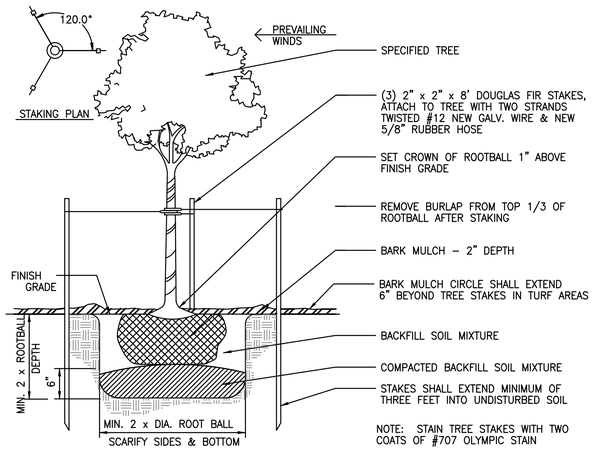
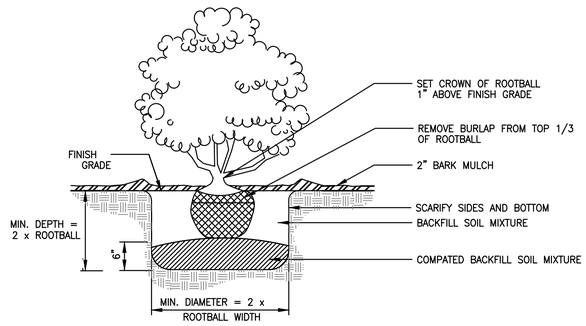


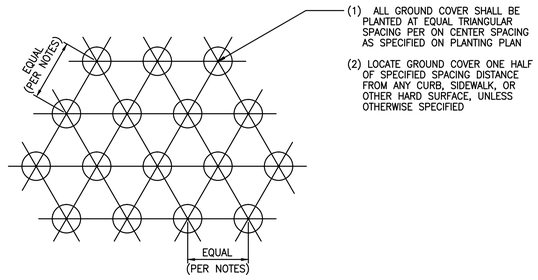
1 L2.0 TYPICAL DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE 02950–01



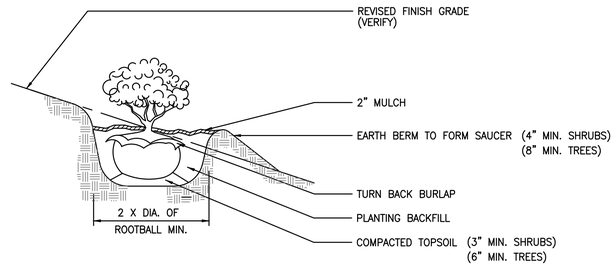
2 L2.0 TYPICAL SHRUB PLANTING DETAIL

NOT TO SCALE 02950–03



3 L2.0 TYPICAL GROUND COVER PLANTING DETAIL

NOT TO SCALE 02950–04



4 L2.0 SHRUB OR TREE PLANTING ON SLOPE

NOT TO SCALE 02950–05

NOTE: CONTROL ALL EROSION POTENTIAL ON SLOPES AS PER CITY STANDARDS. VERIFY AND INSTALL PRIOR TO CONSTRUCTION. MAINTAIN CONTROLS THROUGHOUT CONSTRUCTION.

REGISTERED PROFESSIONAL ENGINEER 58412PE OREGON JULY 15, 2003 CHRISTOPHER N. HARRIS RENEWAL 6/30/15

PRELIMINARY

AAI engineering, inc. ENGINEERING
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AMERICA'S TIRE
OREGON CITY, OREGON

LANDSCAPE DETAILS

DATE:	12/10/13
DRAWN:	JRT
CHECKED:	CNH
FILE:	12023.L30

REVISIONS:

SHEET

L3.0

JOB NUMBER: A12023.11

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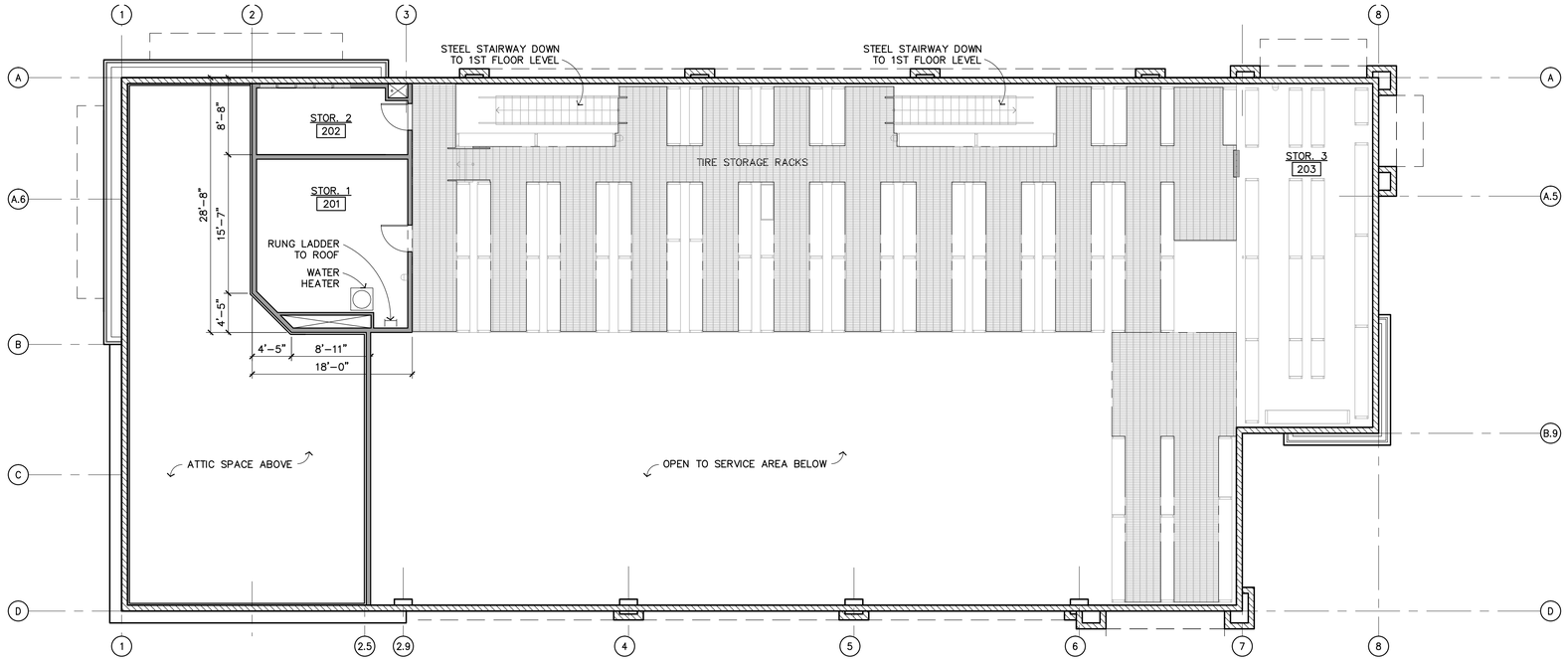

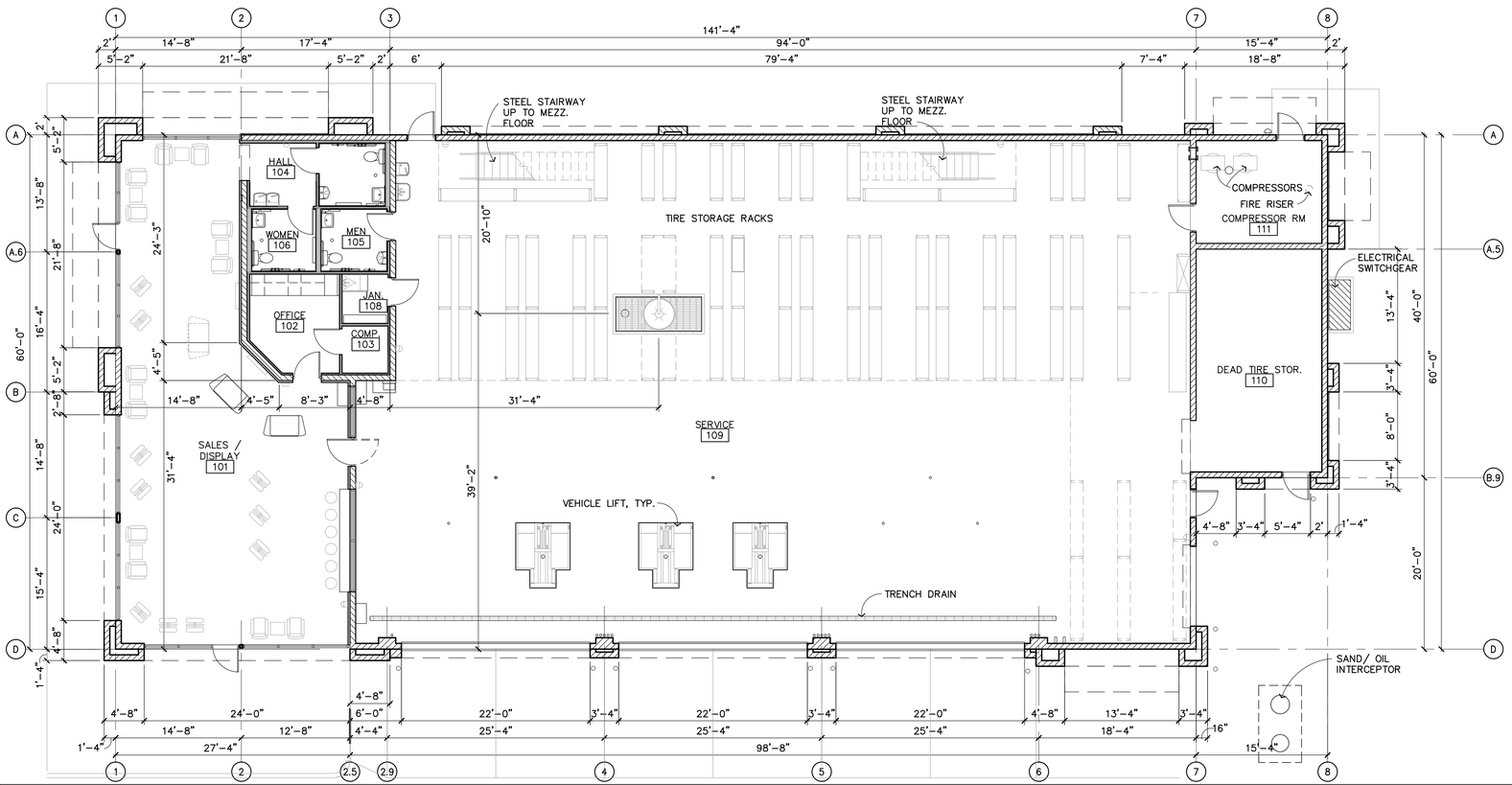

BUILDING AREA CALCS

GROUND FLOOR AREA

'M' OCCUPANCY:

SALES / DISPLAY	1,204.78 S.F.
OFFICE	113.69 S.F.
COMPUTER	29.51 S.F.
HALL	106.88 S.F.
MEN	55.69 S.F.
WOMEN	55.38 S.F.
EMPLOYEE	56.98 S.F.
JANITOR ROOM:	30.91 S.F.

'S-1' OCCUPANCY:

SERVICE	5574 S.F.
RECYCLE TIRE	381.33 S.F.
COMPRESSOR ROOM	176 S.F.
	7,785 .15 S.F. (NET AREA / USABLE)

TOTAL GROUND FLOOR AREA: 8,318 S.F. (BLDG FOOTPRINT)

MEZZANINE LEVEL AREA:
'S-1' OCCUPANCY:

STORAGE # 1:	176.72 S.F.
STORAGE # 2:	244.38 S.F.
STORAGE # 3:	592.89 S.F.
WALKING GRATE:	1755 S.F.
	2,768.99 S.F. (NET AREA / USABLE)

TOTAL BUILDING FLOOR AREA: 8,318 + 2,768.99 = 11,086.99 SF
(INCLUDING MEZZ LEVEL)

NORTH

CONCEPTUAL MEZZ. FLOOR PLAN

SCALE: 1/8" = 1'-0"

NORTH

CONCEPTUAL 1ST FLOOR PLAN

SCALE: 1/8" = 1'-0"

ALT - 2L.C

REV:
DATE: 07.15.14
JOB # A.131156

AMERICA'S TIRE

CONCEPTUAL FLOOR PLANS

2002 Washington St
OREGON CITY, OR 97045

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914 E. KATELLA AVENUE, ANAHEIM, CA 92805
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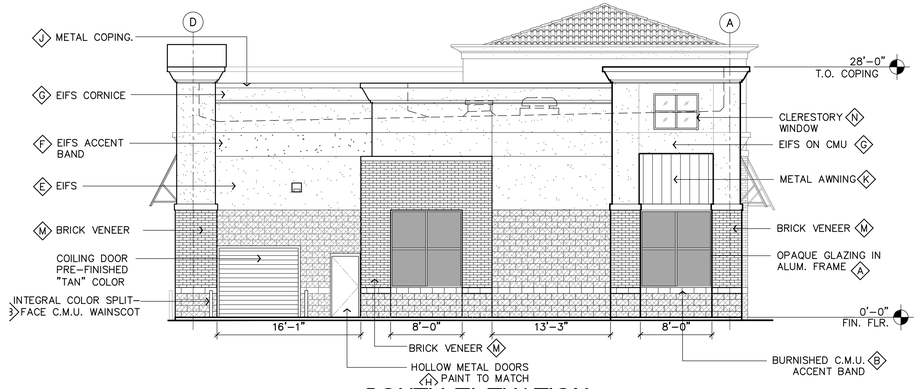
Sheet No.

A.1



SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

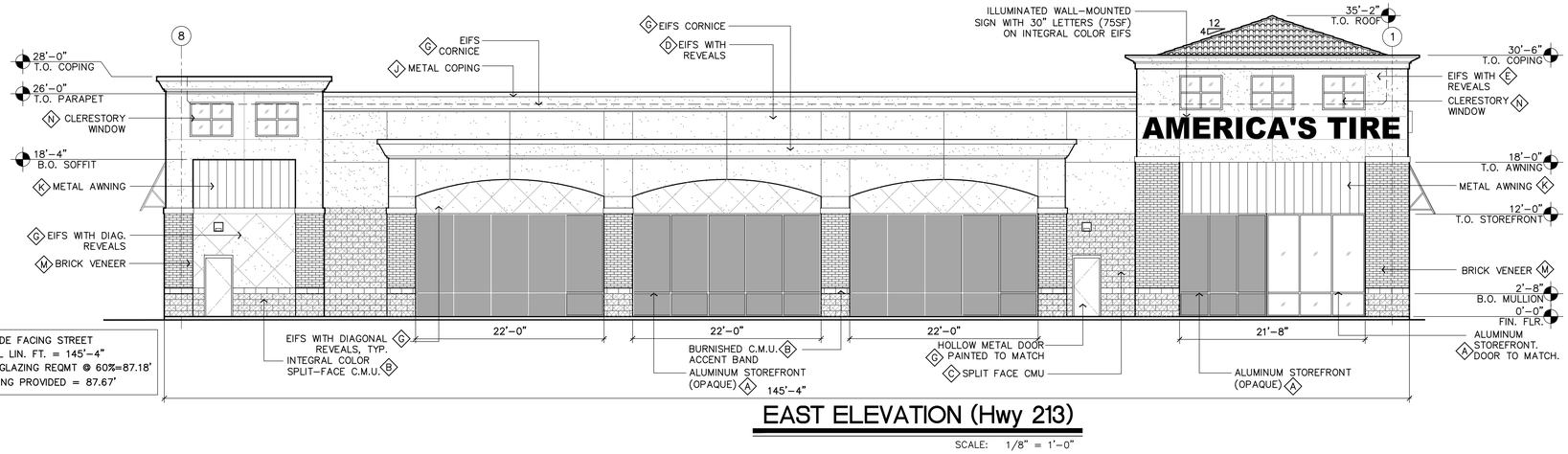
FRONTAGE WALL LIN. FT.= 63'-6"
MIN.GLAZING REQUIREMENT @ 60% = 38'
GLAZING PROVIDED = 45'-8"

NORTH ELEVATION (Prairie Schooner Wy)

SCALE: 1/8" = 1'-0"

FINISH LEGEND

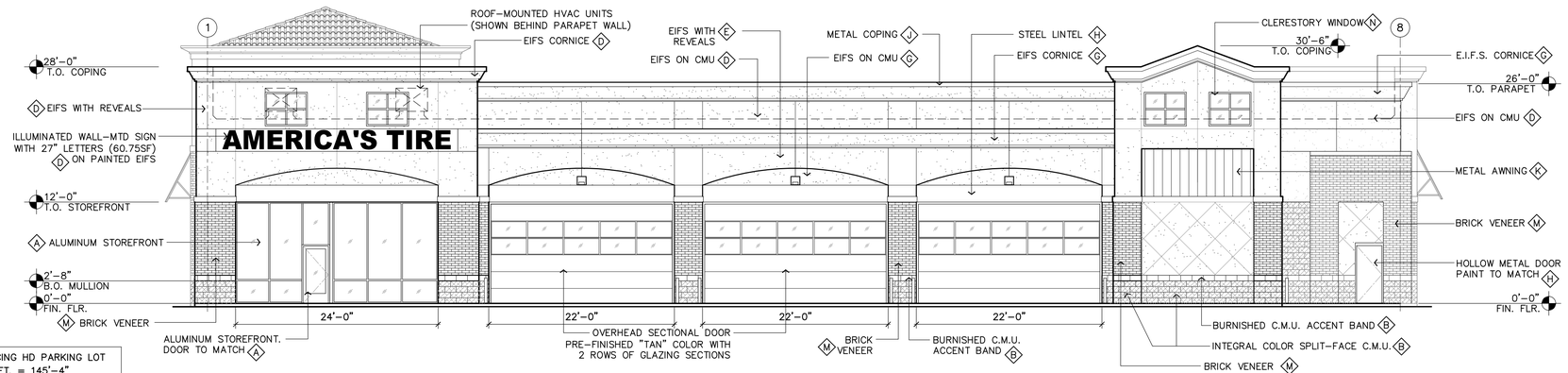
- A ANODIZED ALUMINUM STOREFRONT SYSTEM – MANUFACTURER'S STANDARD FINISH "CLEAR ANODIZED"
- B INTEGRAL COLOR CMU (SPLIT FACE OR BURNISHED AS NOTED) BY ORCO, COLOR TO MATCH "WORSTED TAN"
- C GRAY SPLIT FACE CMU BY ORCO, PAINTED TO MATCH "WORSTED TAN"
- D INTEGRAL COLOR COA EIFS TO MATCH SHERWIN WILLIAMS PAINT SW #6119 "ANTIQUE WHITE"
- E INTEGRAL COLOR COAT EIFS TO MATCH SHERWIN WILLIAMS PAINT SW #6092 "LIGHTWEIGHT BEIGE"
- F INTEGRAL COLOR COAT EIFS TO MATCH "BURGUNDY" COLOR
- G INTEGRAL COLOR COAT EIFS TO MATCH "WORSTED TAN"
- H EXPOSED STEEL/METAL DOORS – PAINTED TO MATCH "WORSTED TAN"
- J METAL COPING – FACTORY PAINTED / INTEGRAL COLOR PAC-CLAD FINISH TO MATCH EIFS COPING COLOR
- K METAL AWNING – STANDING SEAM METAL BY BERRIDGE, SNAP-ON TEE PANEL SYSTEM @ 16"OC, COLOR: "BURGUNDY" PAINT FRAMES TO MATCH "WORSTED TAN"
- L CLAY TILE ROOF – REDLANDS CLAY TILE, INC. / STYLE #2251 COLOR" OLD SEDONA BLEND
- M BRICK VENEER – QUIK-BRIK BY OLDCASTLE "SANDALWOOD BLEND"
- N CLERESTORY WINDOW – 1/4" SPANDREL GLAZING IN CLEAR ANOD. ALUM. FRAME



FACADE FACING STREET
TOTAL LIN. FT. = 145'-4"
MIN. GLAZING REQMT @ 60%=87.18'
GLAZING PROVIDED = 87.67'

EAST ELEVATION (Hwy 213)

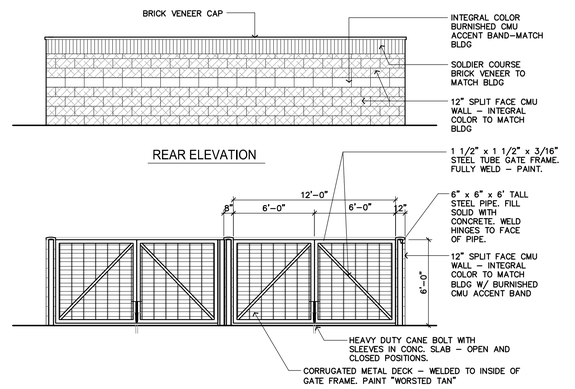
SCALE: 1/8" = 1'-0"



FACADE FACING HD PARKING LOT
TOTAL LIN. FT. = 145'-4"
MIN. GLAZING REQMT @ 30%=43.33'
GLAZING PROVIDED = 90'

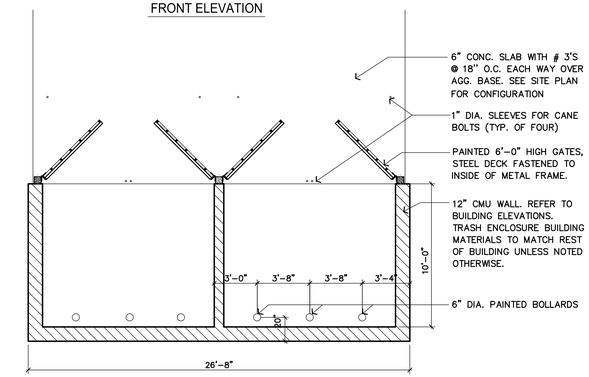
WEST ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

FRONT ELEVATION



TRASH ENCLOSURE PLAN / ELEVATIONS

SCALE: NOT TO SCALE

REV:

DATE: 07.15.14

JOB # A.131156

ALT - 2L.C

AMERICA'S TIRE

CONCEPTUAL ELEVATIONS

2002 Washington St
OREGON CITY, OR 97045

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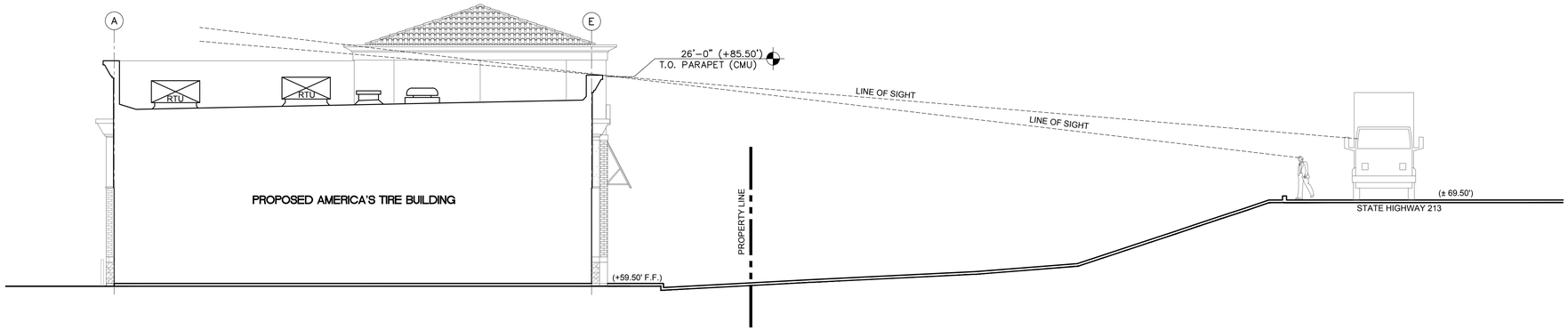
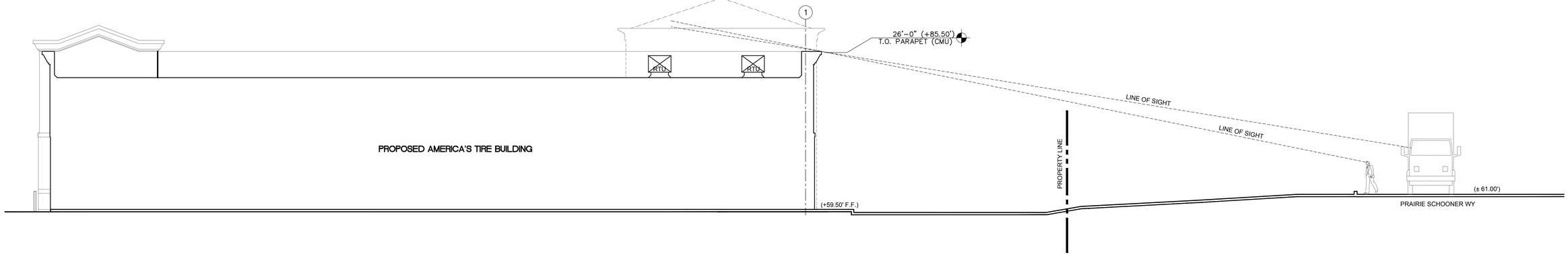
Sheet No.

A.2



RTU UNIT - LINE OF SIGHT ALONG STATE HIGHWAY 213

SCALE: 1/8" = 1'-0"



RTU UNIT - LINE OF SIGHT ALONG PRAIRIE SCHOONER WY

SCALE: 1/8" = 1'-0"

ALT - 2L.C

REV:
DATE: 07.15.14
JOB # A.131156

AMERICA'S TIRE

RTU UNIT - LINE OF SIGHT EXHIBIT

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OREGON CITY, OR 97045

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Sheet No.

A.3

SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

NORTH ELEVATION (Prairie Schooner Wy)

SCALE: 1/8" = 1'-0"

FINISH LEGEND

- A ANODIZED ALUMINUM STOREFRONT SYSTEM – MANUFACTURER'S STANDARD FINISH "CLEAR ANODIZED"
- B INTEGRAL COLOR CMU (SPLIT FACE OR BURNISHED AS NOTED) BY ORCO, COLOR TO MATCH "WORSTED TAN"
- C GRAY SPLIT FACE CMU BY ORCO, PAINTED TO MATCH "WORSTED TAN"
- D INTEGRAL COLOR COA EIFS TO MATCH SHERWIN WILLIAMS PAINT SW #6119 "ANTIQUE WHITE"
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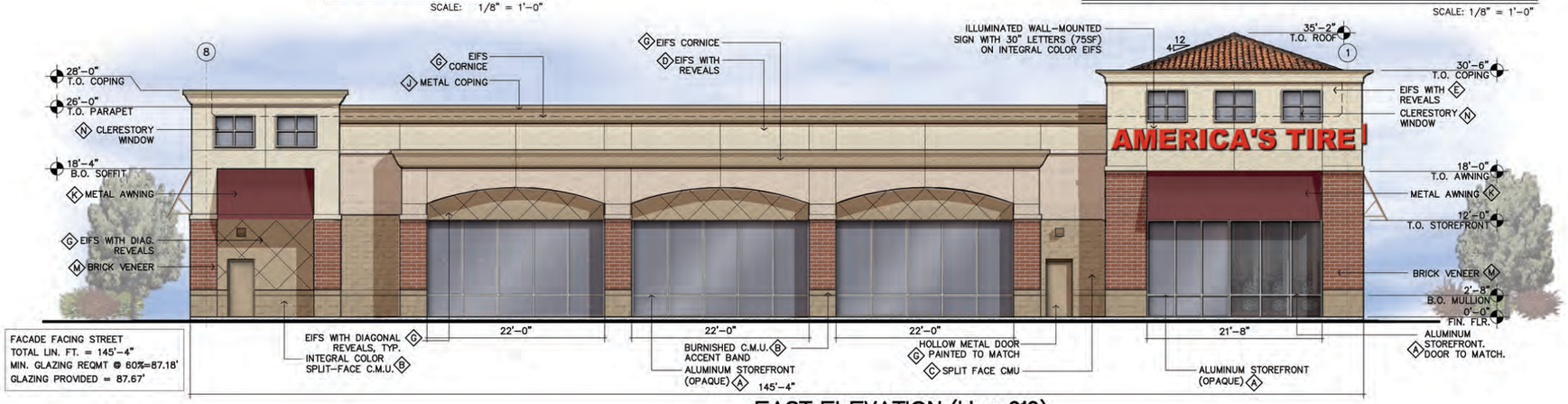
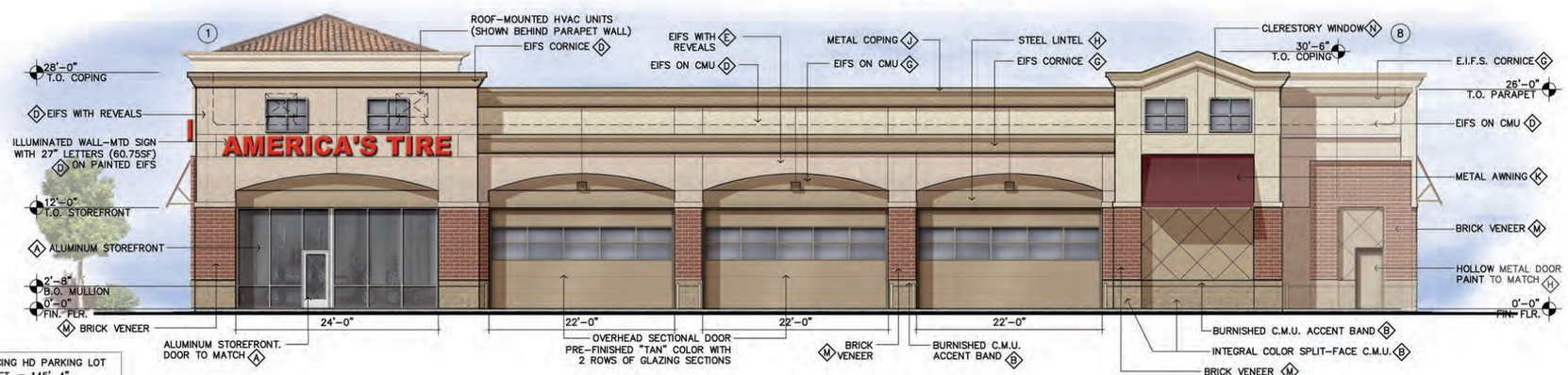
- G INTEGRAL COLOR COAT EIFS TO MATCH "WORSTED TAN"
- H EXPOSED STEEL/METAL DOORS – PAINTED TO MATCH "WORSTED TAN"
- J METAL COPING – FACTORY PAINTED / INTEGRAL COLOR PAC-CLAD FINISH TO MATCH EIFS COPING COLOR
- K METAL AWNING – STANDING SEAM METAL BY BERRIDGE, SNAP-ON TEE PANEL SYSTEM @ 16"OC, COLOR: "BURGUNDY" PAINT FRAMES TO MATCH "WORSTED TAN"
- L CLAY TILE ROOF – REDLANDS CLAY TILE, INC. / STYLE #2251 COLOR" OLD SEDONA BLEND
- M BRICK VENEER – QUIK-BRIK BY OLDCASTLE "SANDALWOOD BLEND"
- N CLERESTORY WINDOW – 1/4" SPANDREL GLAZING IN CLEAR ANOD. ALUM. FRAME



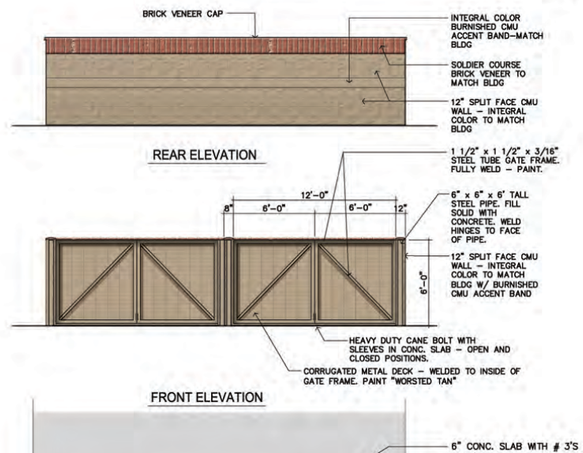
EAST ELEVATION (Hwy 213)

SCALE: 1/8" = 1'-0"



WEST ELEVATION

SCALE: 1/8" = 1'-0"



TRASH ENCLOSURE PLAN / ELEVATIONS

SCALE: NOT TO SCALE

REV:

DATE: 07.15.14

JOB # A.131156

ALT - 2L.C

AMERICA'S TIRE

CONCEPTUAL ELEVATIONS

2002 Washington St
OREGON CITY, OR 97045

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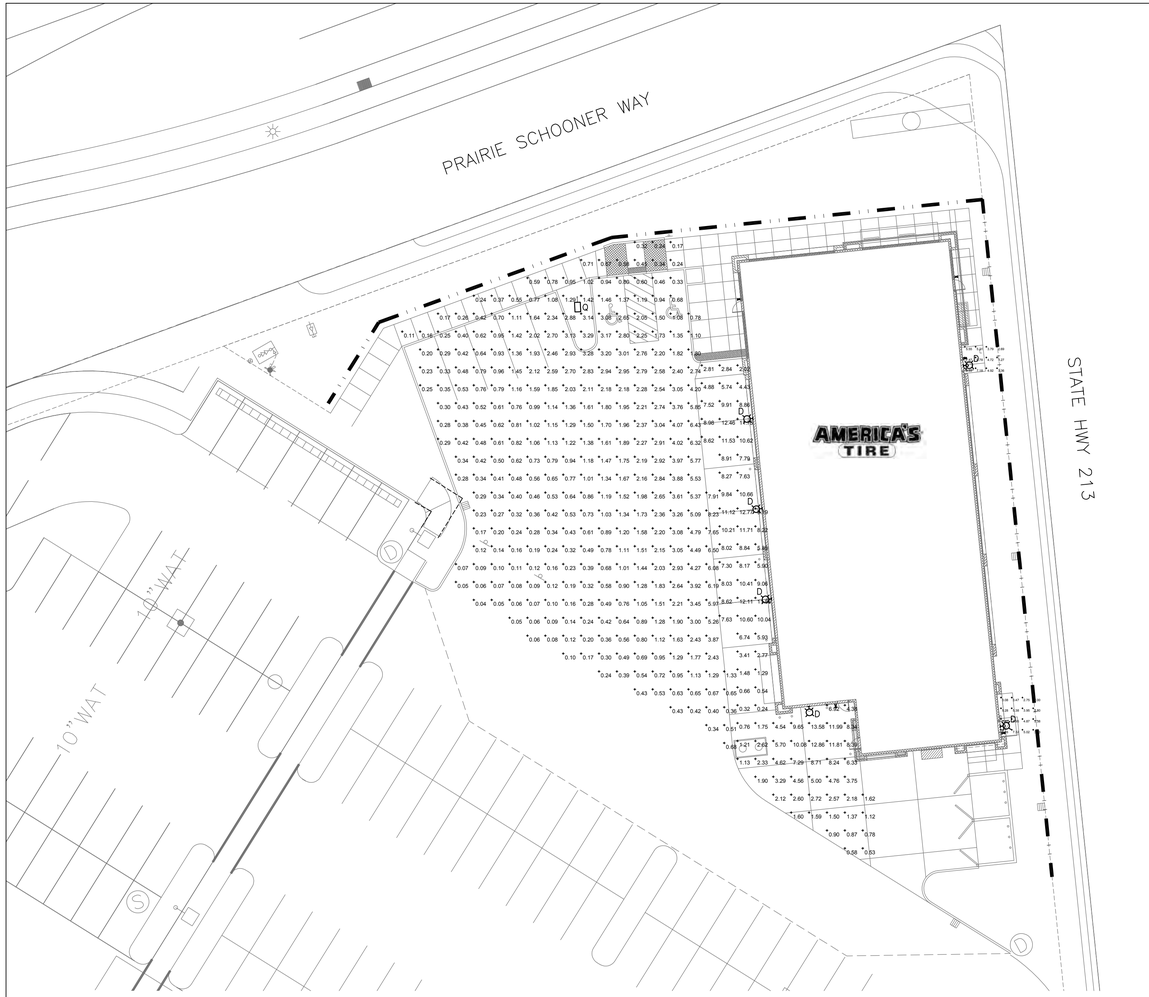
Sheet No.

A.4

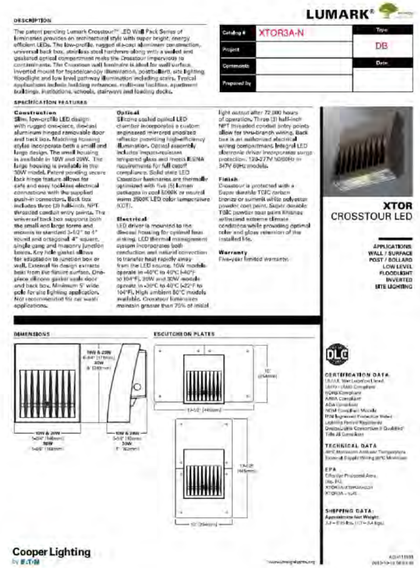


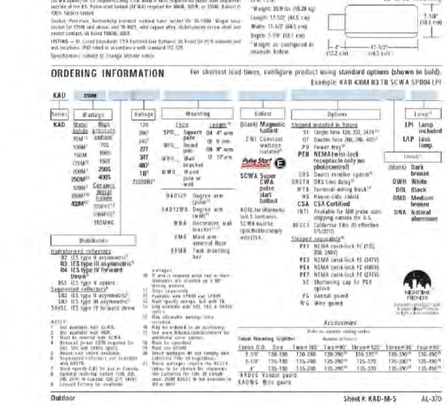
NORTH
TRUE

01 SITE PHOTOMETRIC PLAN
1:20:

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	Avg/Max
Parking Area	+	1.44 fc	8.23 fc	0.04 fc	205.8:1	36.0:1	0.2:1
Rear Ext North	+	5.47 fc	8.53 fc	2.65 fc	3.2:1	2.0:1	0.6:1
Rear Ext South	+	4.70 fc	8.16 fc	2.00 fc	4.1:1	2.4:1	0.6:1
Sidewalk	+	6.04 fc	13.58 fc	0.24 fc	56.6:1	25.2:1	0.4:1

Luminaire Schedule										
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	DB	2	COOPER LIGHTING - LUMARK	XTORSA-N	LUMARK CROSSTOUR LED WALL PACK, 120V - 350MA WITH SPECULAR REFLECTOR, CLEAR LENS, AND ALUMINUM HEAT SINK		1	Type D - Lumark - XTORSA.ies	2271.8	0.85	31.4
	D	4	COOPER LIGHTING - LUMARK	XTORSA	LUMARK CROSSTOUR MAXX LED 80W - 800K, FULL CUTOFF		1	Type D - Lumark - XTORSA.ies	7190.929	0.85	85.5
	Q	1	Lithonia Lighting	KAD 250M R4 HS (PROBE)	Area Luminaire, 250W MH, R4 Reflector, Full Cutoff, Photocontrol, Head MEETS THE NIGHTTIME FRIENDLY CRITERIA	ONE 250-WATT CLEAR BT-28 METAL HALIDE, HORIZONTAL POSITION.	1	KAD_250M_R4_HS_PROBE.ies	19000	0.75	297





THIS SHEET IS PART OF THE CONSTRUCTION DOCUMENTS, OTHER SHEETS INCLUDING SPECIFICATIONS APPLY. THAT SHOWN HEREON IS SCHEMATIC IN NATURE AND NOT TO BE USED AS A SHOP DRAWING; THEREFORE, INCLUDE ALL MODIFICATIONS REQUIRED TO CONFORM TO SITE CONDITIONS AND THE EQUIPMENT AND MATERIAL USED. VERIFY LOCATIONS AND DIMENSIONS OF ALL ARCHITECTURAL AND STRUCTURAL ELEMENTS AS SHOWN ON THEIR RESPECTIVE DOCUMENTS, THESE ELEMENTS ARE SHOWN FOR REFERENCE AND SHALL BE VERIFIED PRIOR TO CONSTRUCTION AND THE ENGINEER ASSUMES NO LIABILITY FOR THE ACCURACY OF THESE ELEMENTS. NO DESIGN RESPONSIBILITY IS ASSUMED FOR ANY PORTION OF THE WORK THAT THE PROFESSIONAL ENGINEER HAS NOT SIGNED AND SEALED PER STATE REQUIREMENTS.

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NO.	REVISION	DATE

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STAMP

CONSULTANT

AMERICA'S TIRE

DISCLAIMER:

THIS DRAWING IS AN INSTRUMENT OF SERVICE AND THE PROPERTY OF DISCOUNT TIRE COMPANY AND SHALL REMAIN THEIR PROPERTY. THE USE OF THIS DRAWING SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH IT WAS PREPARED. PUBLICATION THEREOF IS EXPRESSLY LIMITED TO SUCH.

2002 Washington St.
Oregon City, OR 97045

STORE NUMBER:
DRP 10007

PROJECT MANAGER:
CHRIS LANGSTON

PREPARED BY:
LARSON BINKLEY
PH: (816) 997-9601
FAX:(816) 997-9602

DRAWN BY:
XXX

SHEET TITLE:
SITE PHOTOMETRIC PLAN

SHEET NUMBER:
ES1.0

AMERICA'S TIRE -- SPECIALTY RETAIL STORE

CONSOLIDATED TYPE III APPLICATION FOR DESIGN REVIEW AND CODE INTERPRETATION

Property Owner:	Home Depot 2002 Washington Street Oregon City, Oregon
Applicant:	America's Tire 20225 N. Scottsdale Road Scottsdale AZ 85255
Representative:	AAI Engineering Craig Harris 4875 SW Griffith Dr. #300 Beaverton, Oregon 97005 (503) 620-3030 Perkins Coie LLP Dana Krawczuk 1120 NW Couch Street, Tenth Floor Portland, Oregon 97209
Request:	The applicant is requesting Site Plan/Design Review for a proposed 11,087 square foot tire store and a Code Interpretation which confirms that the use is permitted in the Mixed Use Downtown zone as a "specialty store" that is a "retail trade" use.
Location:	2002 Washington Street Oregon City, Oregon Clackamas County Map 22E2900906
Zoning Designation:	"MUD" Mixed Use Downtown District

REQUEST:

America's Tire (the "Applicant") requests through this consolidated application (the "Application") Site Plan/Design Review approval for a proposed 11,087 square foot tire store at 2002 Washington Street in Oregon City and a Code Interpretation that confirms that the use is permitted in the MUD zone as a "specialty store" that is a "retail trade" use.

PROCESS:

The Site Plan/Design Review portion of the Application is a Type II process that is considered by the Community Development Director, and the Code Interpretation portion of the Application is a Type III application that is evaluated by the Oregon City Planning Commission (the "Commission"). The Applicant requests that the applications be considered in a consolidated Type III proceeding before the Commission. OCMC 17.50.030.

DESCRIPTION OF SITE AND PROPOSAL:

The America's Tire is proposed to be located at the intersection of OR-213, Prairie Schooner Way and Washington Street. The project site is an approximately 0.82 acres leased area (the "Site") in the northeast corner of the approximately 16.7-acre parcel, which currently contains a Home Depot.[1]

The Site was formerly the Rossman Landfill. In 2000, the now-existing Home Depot was approved (SP 99-11R). At the time, the Site and many surrounding properties were zoned for industrial uses. At some point after 2000, the Site and other properties were rezoned Mixed-Use Downtown ("MUD").

Despite the rezoning, the vicinity remains characterized by relatively high-volume retail and industrial uses. Such uses include a Metro transfer station, landscape supply area, warehousing and transportation, and a gas station. Recent improvement of the OR-213/I-205 interchange and Washington Street/Prairie Schooner Way/OR-213 intersection has increased street capacity, traffic volume, and highway connectivity around the Site. Additionally, pedestrians are prohibited on OR-213. Existing uses and roadways in this area generally do not reflect the uses and development character permitted by the MUD zone.

[1] The Home Depot approval included pads for two future retail uses. The America's Tire is proposed for the pad in the far northeast corner of the property. The second, still undeveloped, pad is located along Washington Street.

The MUD zone allows retail trade uses, including specialty retail. America's Tire is a specialty retail store that sells only tires and wheels. A letter from America's Tire that describes its business operation and practices is attached to this document as Exhibit D. As detailed in that letter, America's Tire is not a vehicle repair shop. As a specialty retailer, America's Tire boasts one of the industry's widest selections of tires and wheels, and is known for its knowledgeable staff. While customers may elect to have tires and wheels installed on Site, that is an ancillary service. No other automotive services, such as repair or installation of brakes, transmission shocks or batteries, are performed.

America's Tire's primary business is retailing tires and wheels directly to the customer. The proposed specialty tire store is similar to other specialty retailers related to vehicles that also install their product, such as Car Toys or Re-Rack (specializing in roof racks). Some details of America's Tire's retail operations include:

- **Limited Hours of Operation**: Monday – Friday 8 am – 6 pm, Saturday 8 am – 5 pm and the store is closed on Sunday. These limited hours reflect the specialty retail nature of the store, and provide employees a full weekend day off to spend with their families.

- **Employees**: The facility will have 10 - 15 full time employees, creating new jobs in Oregon City.

- **Hazardous Materials**: No hazardous materials will be used, produced or stored on the Site.

- **Material Deliveries**: There will be a maximum of 2 tire deliveries a week.

- **Recycling Program and Sustainability Efforts**: America's Tire participates in a recycling program. Tires are recycled from an indoor storage area once a week. The project will follow many of the established LEED Guidelines. It will not, however, be pursuing a LEED certification, as the size of the garage doors needed for this use is prohibitive to qualifying for certification.

- **No Outdoor Storage or Use**: There will be no outdoor storage or product installation of any kind at the Site. Customer vehicles are rarely kept overnight,

and when it is necessary, they are stored inside. There is no outside storage of vehicles.

America's Tire's commitment to customer satisfaction and the customer's shopping experience is reflected in their store's design. America's Tire's storefront area is pedestrian friendly and the comfortable retail product display area includes a polished floor and customer amenities. The gracious façade of the building includes a second story and large expanses of windows, which is enhanced with a palate of materials and generous landscaping. Pedestrians are prohibited on OR-213, which is the Site's eastern frontage. As a result, there is no door on the OR-213 frontage, but it retains a storefront character. Pedestrian features are focused toward Prairie Schooner Way (the front lot line) and Washington Street. For example, there are doors on the north elevation (which is along Prairie Schooner Way) and west elevation (facing Washington Street), and the entrances are connected by a wide pedestrian area that wraps the northwestern corner of the building.

As noted in the attached Traffic Impact Analysis ("TIA"), only about 1/3 of the trips to the Site will come from Washington Street, and OR-213 is classified as a high volume District Highway/Expressway. The proposed design responds to this traffic pattern by orienting the vehicle bays west, which is the rear of the building, and results in the bays being screened from OR-213 and Prairie Schooner Way. Therefore, most of the vehicles that travel by or to the Site will not see the vehicle bays.

A constraint that is unique to the Site (and nearby area) is due to the Site's former use as a landfill, methane emissions are present. Based upon the methane levels, DEQ regulations prohibit food-oriented businesses. Therefore, many of the uses allowed in the MUD zone, such as grocery stores, bakeries, and delicatessens could not be located on the Site. However, DEQ's regulations allow retail uses (such as Home Depot or America's Tire) on the Site.

The proposed America's Tire is compatible with the existing Home Depot because we expect that customers who elect to have their new tires installed will combine their visit with shopping at Home Depot while they wait. Not only is this symbiotic relationship good for both businesses, it helps the transportation system because trips are combined. The attached TIA further elaborates upon the projected impacts from the proposed store, and concludes that the transportation system has adequate capacity for the new America's Tire. On balance, the proposed design and use are appropriate for this MUD-zoned Site.

SECTION 1: CODE INTERPRETATION REQUEST

A. The Proposed America's Tire store qualifies as a specialty store that is a retail use permitted in the MUD Zone.

America's Tire is comparable and complementary to the uses permitted within the MUD zoning designation, and the proposed America's Tire is also consistent with the development character desired in the MUD zone. Pursuant to OCMC 17.34.020, the uses permitted in the MUD zone include:

- Any use permitted in the mixed-use corridor without a size limitation, unless otherwise restricted in Sections 17.34.020, 17.34.030 or 17.34.040;
- Hotel and motel, commercial lodging;
- Marinas;
- Religious institutions;
- **Retail trade**, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies, **specialty stores** provided the maximum footprint of a freestanding building with a single store does not exceed sixty thousand square feet (a freestanding building over sixty thousand square feet is allowed as long as the building contains multiple stores);
- Live/work units.

[Emphasis added.]

As noted above, the "retail trade" use category includes "specialty store." The America's Tire store properly qualifies as a "specialty store" and is therefore permissible in the MUD zone for the following reasons.

First, America's Tire (which does not provide automotive repair services) is a retail establishment. Although "specialty store" is not defined in the OCMC, a retail store is defined as "a business establishment where goods are sold in small quantities to the ultimate consumer." OCMC 17.04.1050. America's Tire sells generally not more than four tires at a time at retail prices; thus, it is properly understood as a retail use under the City's definition.

Independent support for characterizing the America's Tire as a retail use is the North American Industry Classification System (NAICS), which is the standard used by the Federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the US business economy. NAICS code 441320, defines "Tire Dealers" as "establishments primarily engaged in retailing new and/or used tires and tubes or retailing new tires in combination with automotive repair services". Emphasis added. The NAICS code recognizes that all tire dealers are retailers, but there are essentially two kinds of tire dealers -- ones like America's Tire that are exclusively retail stores, and ones like Les Schwab that perform automotive repair services in addition to being a retail store. Therefore, a tire dealer that does not perform general repairs, such as America's Tire, qualifies as a retail trade use, both under the OCMC and the NAICS code.

Second, the specialty store category of retail use is reserved for types of retail not otherwise defined by the OCMC. The MUD zone permits several specific types of uses—grocery stores, hardware and gift shops, bakeries, delicatessens, florists, and pharmacies—but does not include a definition of "specialty store," and the term is not defined anywhere else in the

OCMC. Therefore, the "specialty store" category includes retail uses not otherwise specified in the zoning code. The OCMC does not specify a "tire store" as a permitted use in any zone, nor does it define the use. As a tire store is not otherwise specified or defined in the OCMC, the most appropriate use designation for a tire store is the more generalized "specialty store" use.

The Applicant recognizes that "motor vehicle and recreational vehicle repair/service" uses are prohibited in the MUD zone. OCMC 17.34.040. The code does not define this use category. The NAICS provides guidance, and defines "General Automotive Repair as "…establishments primarily engaged in providing (1) a wide range of mechanical and electrical repair and maintenance services for automotive vehicles, such as passenger cars, trucks, and vans, and all trailers or (2) engine repair and replacement." NAICS 811111. As noted above, America's Tire does not engage in any mechanical, electrical or engine repair or replacement. Its use is limited to selling tires and wheels, and the optional ancillary service of installing tires and wheels. America's Tire is not a motor vehicle repair/service use, and is therefore permitted in the MUD zone.

For all of these reasons, the proposed America's Tire is a permitted "specialty store" retail trade use in the MUD zone.

B. The proposed America's Tire Store is consistent with the intent of the MUD Zone.

The proposed America's Tire is consistent with the development characteristics desired in the MUD zone. Land uses in the MUD zone are characterized in OCMC 17.34.010 as follows:

> "[H]igh-volume establishments constructed at the human scale such as retail, service, office, multi-family residential, lodging or similar as defined by the community development director. […] The design standards for this sub-district require a continuous storefront façade featuring streetscape amenities to enhance the active and attractive pedestrian environment."

In addition to being a permissible "specialty store" use in the MUD zone, the proposed America's Tire store is consistent with the stated use and design objectives of the MUD zone. The provision above, by noting that "land uses are characterized by high volume establishments…as defined by the community development director," indicates that the uses permitted in the MUD zone are subject to interpretation. An interpretation that a tire store use is a permitted retail use in the MUD zone is consistent with the City's characterization of the MUD zone for the following reasons.

The proposed America's Tire store is consistent with the urban design objectives for the MUD zone. Although the Site is not located within the Downtown Design District, the proposed America's Tire store is designed to convey a sense of pedestrian scale, street engagement, and multi-story appearance. As demonstrated by the included building elevations (Sheets A.2 and A.4), the storefront will be pedestrian-friendly and function as a retail product display area, consistent with the design objectives of the MUD zone. The product display area includes several customer amenities and the gracious building façade is a two story design, with large expanses of windows and generous landscaping. It is therefore consistent with the design objectives for the portions of the MUD zone located outside of the Downtown Design District.

Additionally, the proposed America's Tire store will be consistent in terms of scale and use intensity with other nearby uses and development. An America's Tire store is complementary to, and supportive of, the established uses in the vicinity, including the nearby Home Depot, Metro transfer station, and gas station.

Therefore, the Commission can find that the proposed America's Tire is consistent with the use and design objectives of the MUD zone.

C. Conclusion.

For the reasons stated above, the Commission should confirm that the proposed America's Tire store is properly defined as a specialty store and therefore is a permissible use in the MUD zone.

SECTION 2: SITE PLAN AND DESIGN REVIEW

A. Proposal

The Application proposes an 11,087 gross square foot specialty retail tire store with associated parking, utilities and landscaping.

B. Applicable Standards

The following narrative addresses the compliance of this project with all applicable codes and standards of the MUD District.

Chapter 17.34 – MUD – Mixed-use Downtown District

Chapter 17.41 – Tree Protection Standards

Chapter 17.42 – Flood Management Overlay District

Chapter 17.44 – US Geological Hazards

Chapter 17.49 – Natural Resource Overlay District

Chapter 17.52 – Off-Street Parking and Loading

Chapter 17.62 – Site Plan and Design Review

Chapter 12.04 – Streets, Sidewalks and Public Spaces

Chapter 12.08 – Public and Street Trees

C. Response to Applicable Criteria

Chapter 17.34 – MUD – Mixed-use Downtown District

17.34.060 Mixed-use downtown dimensional standards—For properties located outside of the downtown design district.

A. Minimum lot area: None.
B. Minimum floor area ratio: 0.30.

RESPONSE: The project FAR will be 0.31. As shown on Sheet CO.1, the development site is 35,911 sf (approximately 0.82 acres) and building will include 11,087 square feet of gross floor area.

C. Minimum building height: Twenty-five feet or two stories except for accessory structures or buildings under one thousand square feet.
D. Maximum building height: Seventy-five feet, except for the following locations where the maximum building height shall be forty-five feet:

RESPONSE: The structure varies in height from 26'-0" (main building parapet height) to 35'-2 for the architectural tower elements on the corner of the building facing the intersection of Prairie Schooner Way and Hwy 213 intersection.

E. Minimum required setbacks, if not abutting a residential zone: None.
F. Minimum required interior side yard and rear yard setback if abutting a residential zone: Fifteen feet, plus one additional foot in yard setback for every two feet in height over thirty-five feet.

RESPONSE: The Site abuts the MUD-zoned Home Depot, and does not abut a residential zone. Therefore, no minimum setback is required.

G. Maximum Allowed Setbacks.
    1. Front yard: Twenty feet provided the Site plan and design review requirements of Section 17.62.055 are met.
    2. Interior side yard: No maximum.
    3. Corner side yard abutting street: Twenty feet provided the Site plan and design review requirements of Section 17.62.055 are met.
    4. Rear yard: No maximum.
    5. Rear yard abutting street: Twenty feet provided the Site plan and design review requirements of Section 17.62.055 are met.

RESPONSE: The Site is on a corner, with Prairie Schooner Way as the front lot line, and OR-213 as a side lot line. As demonstrated on Sheet C0.1, the building is setback from OR-213 by 20-feet and therefore meets the maximum allowed setback. The building is set back from Prairie Schooner Way by 35 feet, which does not meet the maximum, allowed front yard setback (20 feet) but is permitted pursuant to the design standards in Section 17.62.055. Moreover, because

pedestrian access from both Prairie Schooner Way and OR-213 is completely prohibited at this corner, the proposed setback does not conflict with the intent of the code. As stated in Section 17.62.055 A. Purpose.

> "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."

If the building was placed to comply with the maximum 20 foot front yard setback to Prairie Schooner Way, the intent of the code would be violated in the sense that the pedestrian access to the building would appear to be located at a place in which pedestrian access is both prohibited and dangerous. Locating the front of the building within 20 feet of a roadway with no pedestrian access, could potentially encourage conflict between the pedestrian and vehicular movement. Additionally, the increased setback is appropriate due to the location of the existing Home Depot sign, topographical change between the Site and OR 213, and because it provides additional pedestrian buffer from the high volume District Highway/Expressway roadway.

H. Maximum Site coverage including the building and parking lot: Ninety percent.

RESPONSE: As shown on Sheet CO.1, the proposed impervious Site coverage is 84.3% because the total development site area is 35,911 sf and the post-development impervious area is 30,263 sf.

I. Minimum landscape requirement (including parking lot): Ten percent.

RESPONSE: As shown on sheet CO.1, the proposed pervious area is 5,648 sf, and the entirety of this area will be landscaped. Therefore, the total landscaped area of the 35,911 sf Site is 15.7%. Please refer to the included Landscape Plan (Sheet L.1).

Chapter 17.62 – Site Plan and Design Review

17.62.050 Standards.

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. All development shall comply with the following standards:
    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).
    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.
    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.
    e. Landscaping shall be visible from public thoroughfares to the extent practicable.
    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.

RESPONSE: The Site was prepared as a pad for future development at the time the Home Depot was constructed, so the only existing vegetation on Site is grass. There is no native or nuisance vegetation on Site. The attached landscape plans are prepared by a registered landscape architect. As shown on Sheet CO.1, the proposed pervious area is 5,648 sf, and the entirety of this area will be landscaped. Therefore, the total landscaped area of the 35,911 sf site is 15.7%. The vegetation will be visible from the right of way, and meets the qualitative and quantitative standards.

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

RESPONSE: The proposed building is on the corner, and is oriented towards OR-213 and Prairie Schooner Way. Parking is located behind the building.

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.
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 decisionmaker. The corners of alley intersections shall have a radius of not less than ten feet.
d. [not applicable]
e. Where no alley access is available, the development shall be configured to allow only one driveway per frontage.
f. Driveways that are at least twenty-four feet wide shall align with existing or planned streets on adjacent Sites.
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.
i. Vehicular and pedestrian easements shall allow for public access and shall comply with all applicable pedestrian access requirements.

RESPONSE: No new access is proposed. Access to the Site is through the existing Home Depot's internal driveways and two access points on Washington Street, pursuant to an access easement.

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.

RESPONSE: The building façade facing the streets had been designed with raised tower and architectural feature incorporating clerestory windows to give a contemporary retail design. The east and west sides of the building have sections of glazed storefront system or glazed sectional doors and arched colonnades which also gives a recessed design to the exterior of the building. All four sides of the

building facades use matching and high quality materials which complement the surrounding development. The materials are compatible with the abutting Home Depot**.**

4. Grading shall be in accordance with the requirements of Chapter 15.48 and the public works stormwater and grading design standards.
5. Development subject to the requirements of the Geologic Hazard overlay district shall comply with the requirements of that district.

RESPONSE: A Geotechnical Report is included in this submittal package. The project will comply with all recommendations of the geotechnical engineer and his report.

6. Drainage shall be provided in accordance with city's drainage master plan, Chapter 13.12, and the public works stormwater and grading design standards.

RESPONSE: Please refer to the Stormwater Report and Calculations included in this submittal package. As designed and submitted, this project complies with all applicable codes and standards.

7. Parking, including carpool, vanpool and bicycle parking, shall comply with city off-street parking standards, Chapter 17.52.

RESPONSE: As discussed in more detail in the Application's response to the parking standards criteria, the project proposes thirty-one parking spaces including two ADA accessible spaces, all of which comply with the required quantitative and dimensional requirements.

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.
9. A well-marked, continuous and protected on-Site pedestrian circulation system meeting the following standards shall be provided:

RESPONSE: Sidewalks are currently provided on Washington Street in the vicinity of the site. No sidewalks existing on Prairie Schooner Way or OR 213. However, pedestrians are prohibited on OR 213. As depicted on Sheet C0.1, clear and direct pedestrian access is proposed from the parking lot

areas to the main entrance of the building. The walkways through the parking areas are denoted by a change of material (concrete).

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.

RESPONSE: This facility will be maintained as all America's Tire Stores, to the utmost degree of cleanliness. Maintenance issues are all addressed in a timely manner**.**

11. Site planning shall conform to the requirements of OCMC Chapter 17.41 Tree Protection.

RESPONSE: There are no existing trees on the Site, so the tree protection and mitigation standards are not applicable.

12. Development shall be planned, designed, constructed and maintained to protect water resources and habitat conservation areas in accordance with the requirements of the city's Natural Resources Overlay District, Chapter 17.49, as applicable.

RESPONSE: The proposed project is within the Natural Resource Overlay District. However, City's maps do not identify any natural resources on the Site, so the project does not create issues between development and conservation of habitat, stream corridors, wetlands, and floodplains identified in the city's maps. Furthermore, the existing Home Depot development on the Site has not raised concerns in this area.

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.

RESPONSE: America's Tire only sell and service tires and wheels. They do not perform any mechanical work such as brakes, shocks or batteries which would impact the air and water quality, or produce odor, heat, glare, noise or vibrations. They do not handle any hazardous wastes such as oil or antifreeze. All of the work is performed within the building in a safe, clean environment. There is no outdoor storage.

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.

RESPONSE: As indicated in the Pre-application Conference notes, which are attached as Exhibit E, no sanitary sewer or public water line improvements are anticipated to be required.

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.

RESPONSE: As indicated in the Pre-application Conference notes and confirmed by the TIA, no public street improvements or ROW dedications are anticipated or needed at this time**.**

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.

RESPONSE: Tri-Met has not requested that a transit facility be accommodated on Site**.**

17. All utility lines shall be placed underground.

RESPONSE: Utilities to the proposed project will be made via underground connections, as show on the included Utility Plan (Sheet C2.0).

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.

RESPONSE: Handicap access and facilities are provided as required throughout the Site (parking and pedestrian ramps) and the building, as shown on Sheets C0.1 and A.1.

20. Screening of Mechanical Equipment:

RESPONSE: All roof top and above ground mechanical equipment is screened with the roof parapet and landscaping.

21. Building Materials.

RESPONSE: Please refer to Section 17.62.055 below. As discussed in that section, the proposed building meets all applicable building material requirements.

17.62.055 Institutional and commercial building standards.

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

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.

RESPONSE: As stated previously, the proposed front setback of the building from Prairie Schooner Way is 35 feet. This proposed setback meets the intent of the code and provides for safe pedestrian and vehicular movement at this corner. However, in order to meet this specific standard (17.62.055 D.1.), the project has provided 6 elements from the above list to allow for the additional 30 feet of setback. Specifically, the project proposes;

1. A bench located on the north side of the building adjacent to the front entry,
2. Enhanced concrete at the entrance on the north side of the building,
3. Pedestrian scale lighting is provided along the north side of the building,
4. Two (2) twenty square foot planter boxes have been placed at the edge of the pavement along the north side of the single tenant building,
5. Enhanced and additional landscape (beyond that required by code) has been placed along the north side of the building.

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.

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/projection;
   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.

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.

RESPONSE: The Site is a corner lot so the proposed building is oriented so that the building's major architectural elements face the streets -- Prairie Schooner Way (the front lot line), as it transitions to Washington Street, and OR 213 (the side lot line). Specifically, the corner of the building facing the street intersection is provided with a tower element with pitched tile roof, clerestory windows and metal awning which give a prominent architectural feature for the building entryway. This tower element is built up 2' from the main building wall with an increased height of 35' to the top of the tile roof.

Pedestrians are prohibited on OR-213, which is the Site's eastern frontage. As a result, there is no door on the OR-213 frontage, but it retains a storefront character. Pedestrian features are focused toward Prairie Schooner Way and Washington Street. For example, there are doors on the north elevation (which is along Prairie Schooner Way) and west elevation (facing Washington Street), both of which are within 25 ft of the corner of the building. These entrances are connected by a wide pedestrian area that wraps the northwestern corner of the building. The pedestrian connection from the street extends from the sidewalk on Washington Street to the Site's internal walkways.

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.

RESPONSE: The proposed structure is not an infill building; it is the development of a retail pad that was approved in 2000. Accordingly, this criterion does not apply. However, the building design proposed for the primary entryway and the facade of the building is collaborated by sections of aluminum storefront system with metal awnings at a height of 12' to delineate ground floor level. This storefront system is also present on the East and West Elevations to maintain the retail design concept.

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.
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.
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.

RESPONSE: The building design proposed incorporates the raised tower and architectural elements on 3 corners of the building. These architectural features extend out of the building by about 16" to 24".

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.
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.
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.
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.
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.
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.

RESPONSE: The building façade facing the streets had been designed with raised tower and architectural feature incorporating clerestory windows to give a contemporary retail design. These architectural features are provided with aluminum storefront system to provide visual interest to the pedestrians and customers as well as providing a view to the interior sales area of the facility.

The longer sides of the building (East & West elevations) have been provided with sections of glazed storefront system or glazed sectional doors and arched colonnades with a depth ranging from 16" to 24" which also gives a recessed design to the exterior of the building, thereby eliminating a rather long, massive blank wall. The total length of the glazing provided is 87.57' and 90' respectively which exceeds the required 60% of the total length of the wall. No façade has an area in excess of thirty feet that is uninterrupted by a qualifying architectural feature. The maximum length of a blank wall in this proposed design is 13 ft and is indicated on the South elevation

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.
   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.

RESPONSE: The building façade facing the streets have been designed with aluminum storefront and entry door system with transparent glazing to provide pedestrians and customers a view of the interior

sales area of the facility. Refer to North Elevations for compliance on percentage of transparency. Due to the interior use of the facility, the East Elevation facing Hwy 213 has been provided with false storefront system. The South and West elevations are not subject to this standard because they do not face the 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.

RESPONSE: The building design incorporates a decorative eifs cornice treatment at a varying level with the parapet cornice at 26’ level representing the main building height. Sloping roofs and cornices are also integrated into the building design which provides a variety of parapet design. Other features include clerestory windows and metal awnings.

17.62.056 Additional standards for large retail establishments.

A. This section is intended to ensure that large retail building development is compatible with its surrounding area.
B. Large retail establishment shall mean a retail building occupying more than ten thousand gross square feet of floor area.
C. In addition to Sections 17.62.050 and 17.62.055 requirements, large retail buildings shall comply with design standards contained in this section.
D. Development Standards.
  1. Roofs. Roofs shall include at least two of the following features:
    a. Parapets concealing flat roofs and rooftop equipment from public view. The average height of such parapets shall not exceed fifteen percent of the height of the supporting wall and such parapets shall not at any point exceed one-third of the height of the supporting wall. Such parapets shall feature three-dimensional cornice treatment;
    b. Overhanging eaves, extending no less than three feet past the supporting walls;
    c. Sloping roofs that do not exceed the average height of the supporting walls, with an average slope greater than or equal to one foot of vertical

rise for every three feet of horizontal run and less than or equal to one foot of vertical rise for every one foot of horizontal run;

d. Three or more roof slope planes.

RESPONSE: The building is designed to encompass a 2-story retail building integrating varying heights of parapet cornice and sloping roofs with the topmost cornice at 28' level providing screening to the rooftop units as shown on north elevation. These parapet cornices are designed to provide a 3-dimensional feature cornice and different colors to give contrast to the roofline and are capped with a pre-finished metal coping. The height of the parapets varies from 2'-6" to 4'-6" above the roof level which is well below one-third of the height of the supporting wall. A raised tower is provided on the NEC of the building with a sloping roof of 1 foot vertical for every 3 feet of horizontal run. The height of the sloping roof is about 5', which is one-sixth of the height of the supporting wall.

Chapter 17.41 – Tree Protection Standards

RESPONSE: There are no existing trees on the Site that will require protection or mitigation.

Chapter 17.42 – Flood Management Overlay District

17.42.160 Flood management area standards.

D. Site Development Standards. All development in the floodplain shall conform to the following balanced cut and fill standards:

2. No net fill in any floodplain is allowed. All fill placed in a floodplain shall be balanced with at least an equal amount of soil material removed. For the purpose of calculating net fill, fill shall include any structure below the design flood elevation that has been flood proofed pursuant to subsection (E)(5) of this section.
3. Any excavation below bankfull stage shall not count toward compensating for fill.
4. Excavation to balance a fill shall be located on the same parcel as the fill unless it is not practicable to do so. In such cases, the excavation shall be located in the same Oregon City floodplain, so long as the proposed excavation and fill will not increase flood impacts for surrounding properties as determined through hydrologic and hydraulic analysis.
7. Parking areas in the floodplain shall be accompanied by signs that inform the public that the parking area is located in a flood management area and that care should be taken when the potential for flooding exists.

RESPONSE: The project is located within a Flood Management Overlay District. Based on the FIMA FIRM map the base flood elevation for the Site is 48.0'. The entirety of the Site is above this elevation and no grading below 48' will be required. Therefore, the project is not required to maintain a cut/fill balance, the grading has been provided to maintain positive drainage and minimum cut/fill. Please refer to the Grading and Erosion Control Plans included in this application package (Sheet C1.0)**.**

E. Construction Standards.
   1. Anchoring.
   2. Construction Materials and Methods.
   3. Utilities.

RESPONSE: The 100 year flood plain elevation is 48 feet. The proposed finished floor for the building is 57.88 feet. The entirety of the Site is above 48' and no grading below this elevation will be required. Therefore the Flood management area standards (17.42.160) are not applicable.

CHAPTER 17.44 – US GEOLOGICAL HAZARDS

17.44.050 Development—Application requirements and review procedures and approvals.

Except as provided by subsection B. of this section, the following requirements apply to all development proposals subject to this chapter:

A. A geological assessment and geotechnical report
B. Review procedures and approvals require the following:
C. The city engineer may waive one or more requirements of subsections A and B of this section if the city engineer determines that Site conditions, size or type or development of grading requirements do not warrant such detailed information.

RESPONSE: A Geotechnical Report is included in this submittal package.

17.44.060 Development standards.

Notwithstanding any contrary dimensional or density requirements of the underlying zone, the following standards shall apply to the review of any development proposal subject to this chapter. Requirements of this chapter are in addition to other provision of the Oregon City Municipal Code. Where provision of this chapter conflict with other provision of the Oregon City Municipal Code, the provisions that are more restrictive of regulated development activity shall govern.

A. All developments shall be designed to avoid unnecessary disturbance of natural topography, vegetation and soils. To the maximum extent practicable as determined by the review authority, tree and ground cover removal and fill and grading for residential development on individual lots shall be confined to building footprints and driveways, to

areas required for utility easements and for slope easements for road construction, and to areas of geotechnical remediation.

B. All grading, drainage improvements, or other land disturbances shall only occur from May 1 to October 31. Erosion control measures shall be installed and functional prior to any disturbances. The city engineer may allow grading, drainage improvements or other land disturbances to begin before May 1 (but no earlier than March 16) and end after October 31 (but no later than November 30), based upon weather conditions and in consultation with the project geotechnical engineer. The modification of dates shall be the minimum necessary, based upon the evidence provided by the applicant, to accomplish the necessary project goals. Temporary protective fencing shall be established around all trees and vegetation designed for protection prior to the commencement of grading or other soil disturbance.

C. Designs shall minimize the number and size of cuts and fills.

RESPONSE: Please refer to the Grading Plan included in this submittal package. Minimum disturbance and cut/fill is proposed as the majority of the area to be developed is already paved and being used for parking for the Home Depot. The undeveloped area was previously graded to a "pad" condition. The project construction schedule has not been determined at this time; however attention will be given to the designated construction window.

E. Any structural fill shall be designed by a suitably qualified and experienced civil or geotechnical engineer licensed in Oregon in accordance with standard engineering practice. The applicant's engineer shall certify that the fill has been constructed as designed in accordance with the provisions of this chapter.

RESPONSE: The project civil engineer and geotechnical engineer are both licensed professionals in the State of Oregon.

H. Density shall be determined as follows:

1. For those areas with slopes less than twenty-five percent between grade breaks, the allowed density shall be that permitted by the underlying zoning district;

RESPONSE: The Site's slope is less than 25%. The maximum allowed site coverage of the zone, including the building and parking lot is ninety percent. The Site's proposed impervious coverage is 84.3%.

J. The geotechnical engineer of record shall review final grading, drainage, and foundation plans and specifications and confirm in writing that they are in conformance with the recommendations provided in their report.

RESPONSE: The project will comply with all recommendations of the geotechnical engineer and his report as well as all determinations made by City staff in regard to these issues. The future submittal of the 'As Constructed Drawings' will include written verification from the geotechnical engineer of project compliance.

17.44.070 Access to property.

RESPONSE: No new access is proposed. Access to the Site is through the existing Home Depot, which has two access points on Washington Street. The shared access will be supported by required shared access easements and will eliminate the need for additional curb cuts on Washington Street.

17.44.080 Utilities.

All new service utilities, both on-Site and off-Site, shall be placed underground and under roadbeds where practicable. Every effort shall be made to minimize the impact of utility construction. Underground utilities require the geologic hazards permitting and review prescribed herein.

RESPONSE: Utilities to the proposed project will be made via underground connections.

17.44.090 Stormwater drainage.

The applicant shall submit a permanent and complete stormwater control plan. The program shall include, but not be limited to the following items as appropriate: curbs, gutters, inlets, catch basins, detention facilities and stabilized outfalls. Detention facilities shall be designed to city standards as set out in the city's drainage master plan and design standards. The review authority may impose conditions to ensure that waters are drained from the development so as to limit degradation of water quality consistent with Oregon City's Title III section of the Oregon City Municipal Code Chapter 17.49 and the Oregon City Public Works Stormwater Management Design Manual and Standards Plan or other adopted standards subsequently adopted by the city commission. Drainage design shall be approved by the city engineer before construction, including grading or other soil disturbance, has begun.

RESPONSE: Please refer to the Stormwater Report and Calculations included in this submittal package as Exhibit C. As designed and submitted, this project complies with all applicable codes and standards.

17.44.100 Construction standards.

RESPONSE: All standards pertaining to construction, as described in Section 17.44.100 will be met.

Chapter 17.49 – Natural Resource Overlay District

17.49.010 Purpose.

The Natural Resource Overlay District designation provides a framework for protection of Metro Titles 3 and 13 lands, and Statewide Planning Goal 5 resources within Oregon City. The Natural Resource Overlay District (NROD) implements the Oregon City Comprehensive Plan Natural Resource Goals and Policies, as well as Federal Clean Water Act requirements for shading of streams and reduction of water temperatures, and the recommendations of the Metro ESEE Analysis. It is intended to resolve conflicts between development and conservation of habitat, stream corridors, wetlands, and floodplains identified in the city's maps. The NROD contributes to the following functional values:

RESPONSE: The City's maps do not identify any natural resources on the Site, so the project does not create issues between development and conservation of habitat, stream corridors, wetlands, and floodplains identified in the city's maps.

Chapter 17.52 – 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.

Table 17.52.020 Number of automobile spaces required. **LAND USE**	*PARKING REQUIREMENTS*	
	MINIMUM	*MAXIMUM*
Retail Store, Shopping Center, Restaurants	4.10	5.00

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.

RESPONSE: The proposed building will contain 11,087 GSF of retail/sales use. As such, the minimum required parking is 46 spaces and the maximum allowed is 55 spaces. The project proposes 31 parking spaces including two ADA accessible spaces *within its lease area*. America's Tire will enter into a shared parking agreement with Home Depot to accommodate the 15 minimum space discrepancy. Section 17.52.020.B.2.

Currently there are 596 parking spaces provided at Home Depot. The America's Tire development will necessitate the removal of nineteen of the existing spaces and the addition of seven spaces. The total number of spaces after the construction of America's Tire will be 584 parking spaces, below the 600 parking space limit for the entire Home Depot site.

The TIA performed by Kittelson analyzed Home Depot's demands in the portion of the Home Depot lot adjacent to the America's Tire site. Once the America's Tire is constructed, Home Depot will have 142 parking spaces in the vicinity of America's Tire. During the peak parking demand, Home Depot occupied 117 of the 142 spaces, meaning that 25 spaces are vacant. Additionally, 6 to 7 parking spaces could be freed up in the portion of Home Depot's parking lot near the America's Tire by moving Home Depot's bulk building materials to another location on the Home Depot site. Further, the proposed tire center has 6 bays where cars will be parked while being serviced. Accordingly, the Home Depot and America's Tire's parking demands do not materially overlay in the localized parking area, even during the most congested 15-minute parking period.

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.

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.

D. Dimensional Standards.

RESPONSE: Access to the Site is through the existing Home Depot, which has two access points on Washington Street. The parking lot area has been designed to comply with all applicable standards and dimensions.

17.52.040 Bicycle parking standards.

USE	MINIMUM BICYCLE PARKING	MINIMUM BICYCLE PARKING - COVERED - The following percentage of bicycle parking is required to be covered
Retail stores and shopping centers	1 per 20 auto spaces (minimum of 2)	50% (minimum of 2)

RESPONSE: The project requires 2 bicycle parking spaces, both of which must be covered. These spaces are provided on the north side of the building beneath a building awning and close to the main building entrance located on the NW corner of the building. The design of the spaces shall comply with all applicable codes and standards.

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

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.

RESPONSE: Zelkova, Douglas Fir and Katsura trees are proposed for the parking lot, as depicted on the landscaping plan (Sheet L1.0). All materials chosen for this area are adaptable to the parking lot environment. All plant spacing, sizing, sight lines and material requirements have been complied with. The irrigation system will be an underground design build system.

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;
   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
   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 right-of-ways.

RESPONSE: An Otto Luyken Laurel hedge is proposed for parking lot screening and buffering. The perimeter parking lot landscaping plan is depicted on Sheet L1.0, which demonstrates compliance with all plant spacing requirements.

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;
    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
    c. An evergreen hedge of thirty to forty-two inches or shrubs placed no more than four feet apart on average; or
2. Seven-foot sidewalks with shade trees spaced a maximum of thirty-five feet apart in three-foot by five-foot tree wells.

RESPONSE: The ADA parking area abuts a pedestrian walkway. A single shade tree has been placed in a tree well in this area (adjacent to the main entrance) as required by Section 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:

a. A minimum of one tree per six parking spaces.
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.
c. Shrubs spaced no more than four feet apart 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.
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.

RESPONSE: A minimum of six parking lot trees are required by code. A total of eleven parking lot trees have been proposed. The interior parking lot landscaping plan is depicted on Sheet L1.0, which demonstrates compliance with all plant spacing requirements.

17.52.090 Loading areas.

A. Purpose.

1. The purpose of this section is to provide adequate loading areas for commercial, office, retail and industrial uses that do not interfere with the operation of adjacent streets.

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.

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.

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

RESPONSE: A specific loading area is not proposed or needed for this project. Delivery of incoming inventory and pick up of recycled tires take place during off hours. This allows the trucks to park in front of the bay doors for loading and unloading without disturbing the functions of the site.

17.62.065 Outdoor lighting.

D. Design and Illumination Standards.

General Outdoor Lighting Standard and Glare Prohibition.

1. Outdoor lighting, if provided, shall be provided in a manner that enhances security, is appropriate for the use, avoids adverse impacts on surrounding properties, and the night sky through appropriate shielding as defined in this section. Glare shall not cause illumination on other properties in excess of a measurement of 0.5 footcandles of light as measured at the property line. In no case shall exterior lighting add more than 0.5 footcandle to illumination levels at any point off-Site. Exterior lighting is not required except for purposes of public safety. However, if installed, all exterior lighting shall meet the following design standards:

2. 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. All fixtures shall utilize one of the following bulb types: metal halide, induction lamp, compact fluorescent, incandescent (including tungsten-halogen), or high pressure sodium with a color rendering index above seventy.

3. 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.
4. Lighting levels:

Table 1-17.62.065. Foot-candle Levels

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

5. Parking lots and other background spaces shall be illuminated as unobtrusively as possible while meeting the functional needs of safe circulation and protection of people and property. Foreground spaces, such as building entrances and outside seating areas, shall utilize pedestrian scale lighting that defines the space without glare.
6. Any on-Site pedestrian circulation system shall be lighted to enhance pedestrian safety and allow employees, residents, customers or the public to use the walkways at night. Pedestrian walkway lighting through parking lots shall be lighted to light the walkway and enhance pedestrian safety pursuant to Table 1.
7. 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. Lamps shall include a high-pressure sodium bulb with an unbreakable lens.
8. Floodlights shall not be utilized to light all or any portion of a building facade between ten p.m. and six a.m.
9. Lighting on automobile service station, convenience store, and other outdoor canopies shall be fully recessed into the canopy and shall not protrude downward beyond the ceiling of the canopy.
10. The style of light standards and fixtures shall be consistent with the style and character of architecture proposed on the Site.
11. In no case shall exterior lighting add more than one foot-candle to illumination levels at any point off-Site.
12. All outdoor light not necessary for security purposes shall be reduced, activated by motion sensor detectors, or turned off during non-operating hours.

13. 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.
14. For upward-directed architectural, landscape, and decorative lighting, direct light emissions shall not be visible above the building roofline.
15. No flickering or flashing lights shall be permitted, except for temporary decorative seasonal lighting.

RESPONSE: The building is provided with a wall mounted light fixture with a cut-off lens to avoid adverse impact on the adjacent properties as well as night sky. Site lighting will be provided in the parking lot complying with the City's design standards. The light poles to be used for this development shall be similar to the adjacent Home Depot development. See Photometric Plan, Sheet ES1.0.

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.

RESPONSE: The refuse and recycling area is located to the SE of the building. Access to the facility does not require the service provider to cross auto travel or pedestrian access ways. It is enclosed by a 6-foot high, concrete block wall which matches the building. It is also screened from the parking area and off-street views by landscaping. The enclosure has four doors and is approximately 250 sf. Please refer to Sheet No. A.2 for the Trash Enclosure Plan/Elevations.

TITLE 12 – STREETS, SIDEWALKS AND PUBLIC SPACES

12.04 – Streets, Sidewalks and Public Spaces

RESPONSE: No public street improvements are proposed or required with this application.

12.08 – Public and Street Trees

RESPONSE: No new street trees are proposed or required with this application.

EXHIBITS:

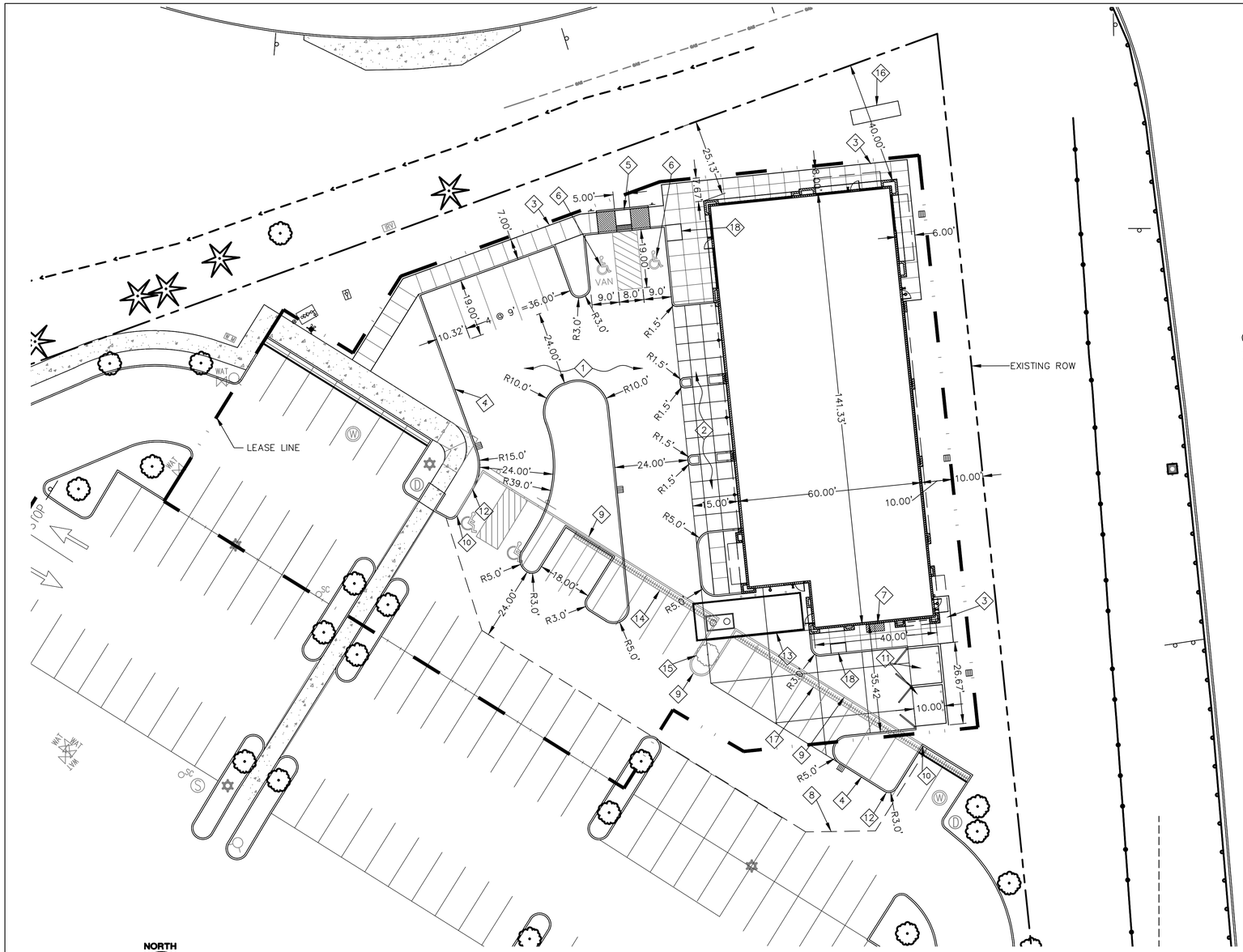
A. Property Zoning Report for the Site

B. Oregon City Municipal Code Chapter 17.34, "MUD" Mixed Use Downtown District

C. Preliminary Storm Water Calculations

D. Letter from America's Tire

E. Pre-application Conference Notes



NORTH

SITE PLAN

SCALE 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

KEY NOTES

1. CONSTRUCT NEW ASPHALT PAVEMENT.
2. CONSTRUCT INTEGRAL CONCRETE APRON.
3. CONSTRUCT CONCRETE SIDEWALK.
4. CONSTRUCT VERTICAL CONCRETE CURB.
5. CONSTRUCT ADA ACCESSIBLE RAMP.
6. INSTALL ADA PARKING SYMBOL, STRIPING AND SIGN.
7. SWITCHGEAR CABINET.
8. SAWCUT.
9. REMOVE EXISTING CURBING.
10. CONSTRUCT CURBING TO THE NORTHEAST. (MATCH EXISTING ALIGNMENT AND GRADES).
11. CONSTRUCT TRASH ENCLOSURE.
12. MATCH NEW AC WITH EXISTING AC ELEVATIONS AND SLOPES.
13. 12'X35' LOADING BERTH. 12' CLEAR HEIGHT.
14. DEMO AND REMOVE EXISTING TRENCH DRAIN. PLUG EXISTING LATERAL TO TRENCH DRAIN.
15. REMOVE TREE.
16. PROTECT EXISTING HOME DEPOT SIGN TO REMAIN.
17. DEMO AND REMOVE 71 LF EXISTING TRENCH DRAIN. CONNECT REMAINING TRENCH DRAIN TO EXISTING LATERAL.
18. TREE WELL.

LEGEND — EXISTING

5"–8" DECIDUOUS TREE		GUY WIRE ANCHOR	
CONIFEROUS TREE		UTILITY POLE	
FIRE HYDRANT		POWER JUNCTION BOX	
MONITORING WELL	W	TRAFFIC SIGNAL VAULT	
WATER METER	WAT	SIGN	
WATER VALVE	WAT	STORM SEWER CATCH BASIN	
IRRIGATION VALVE	IRR	STORM SEWER MANHOLE	
SANITARY SEWER CLEAN OUT	SC		
SANITARY SEWER MANHOLE	S		
RIGHT-OF-WAY LINE			
DITCH LINE			
PROPERTY LINE			
CENTERLINE			
EDGE OF PAVEMENT			
EASEMENT			
FENCE LINE			
GUARD RAIL			
CURB LINE			
EXISTING CONCRETE			

LEGEND — PROPOSED

PROPOSED BUILDING	
PROPOSED CURB	
PROPOSED EDGE OF CONCRETE	
PROPOSED SAWCUT LINE	
PROPOSED SANITARY AND STORM OIL/WATER SEPARATORS	
PROPOSED CONCRETE SURFACE	
CATCH BASIN	

SITE DATA

FAR:

TOTAL SITE AREA:	36,401SF	
TOTAL BUILDING AREA:	11,087SF	
FAR:	0.305	

EXISTING SITE:

EXISTING PERVIOUS AREA:	23,642SF	0.54AC
EXISTING IMPERVIOUS AREA:	12,759SF	0.30AC
TOTAL AREA:	36,401SF	0.84AC

POST DEVELOPMENT:

PROPOSED PERVIOUS AREA:		
PARKING LANDSCAPE:	2,211SF	0.05AC
OTHER LANDSCAPE:	2,504SF	0.06AC
PROPOSED IMPERVIOUS AREA:		
BUILDING:	8,318SF	0.19AC
PARKING:	19,848SF	0.46AC
SIDEWALKS:	3,520SF	0.08AC
TOTAL AREA:	36,401SF	0.84AC

ONSITE PARKING

STANDARD	31
COMPACT	0
ADA	2
TOTAL	33

REFER TO SHEET C0.2 FOR OVERALL SITE PLAN.

REGISTERED PROFESSIONAL ENGINEER 58412PE OREGON JANUARY 15, 2003 CRAIG N. HARRIS RENEWAL 6/30/15

PRELIMINARY

AAI aplus associates, inc. ENGINEERING
4875 SW Griffith Drive | Suite 300 | Beaverton, OR | 97005
503.620.3030 tel | 503.620.5539 fax | www.aaieng.com

DISCOUNT TIRE CO.

OREGON CITY, OREGON

SITE PLAN

DATE: 12/10/13
DRAWN: JRT
CHECKED: CNH
FILE: 12023.C01

REVISIONS:
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SHEET

C0.1

JOB NUMBER: A12023.11

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NORTH

LANDSCAPE PLAN

SCALE 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

PLANTING LEGEND

TREES

- ACER CIRCINATUM 'PACIFIC FIRE' - VINE MAPLE
  10' B&B, WELL BRANCHED, 3 STEM MIN. AT BASE
- ACER RUBRUM 'GERLING' - ARMSTRONG MAPLE
  2" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
- CERCIDIPHYLLUM JAPONICUM - KATSURA TREE
  2" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
- PSEUDOTSUGA MENZIESII - DOUGLAS FIR
  8' B&B, FULL TREES, BRANCHED TO GROUND
- ZELKOVA SERRATA 'HALKA' - JAPANESE ZELKOVA
  2" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
- ZELKOVA SERRATA 'HALKA' - JAPANESE ZELKOVA
  3" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
- EXISTING TREES TO REMAIN
  PROTECT DURING CONSTRUCTION
- EXISTING TREE TO BE REMOVED
  SEE TREE MITIGATION PLAN

SHRUBS AND GROUNDCOVER

- BERBERIS THUNBERGII 'CRIMSON PYGMY' - JAPANESE BARBERRY
  2 GAL. CONT., FULL PLANTS, 30" O.C.
- CEANOTHUS THYRSIFLORUS 'VICTORIA' - CALIFORNIA LILAC
  3 GAL. CONT., FULL PLANTS, SPACE AS SHOWN (9' MAX. HT.)
- CORNUS SERICEA 'KELSEYI' - REDTWIG DOGWOOD
  1 GAL. CONT., FULL PLANTS, 24" O.C.
- COTONEASTER HORIZONTALIS 'VARIEGATUS' - ROCK COTONEASTER
  2 GAL. CONT., FULL PLANTS, 30" O.C.
- LIRIOPE SPICATA - LILYTURF
  1 GAL. CONT., FULL PLANTS, 12" O.C.
- MYRICA CALIFORNICA - PACIFIC WAXMYRTLE
  3 GAL. CONT., FULL PLANTS, SPACE AS SHOWN
- PIERIS JAPONICA 'VALLEY VALENTINE' - LILY-OF-THE-VALLEY
  3 GAL. CONT., FULL PLANTS, SPACE AS SHOWN
- PRUNUS LAUROCERASUS 'OTTO LUYKEN' - ENGLISH LAUREL
  3 GAL. CONT., FULL PLANTS, SPACE AS SHOWN
- RHODODENDRON 'GIRARD'S FUCHSIA' - EVERGREEN AZALEA
  18-21" B&B, FULL PLANTS, SPACE AS SHOWN
- RIBES SANGUINEUM 'KING EDWARD VII' - RED CURRANT
  5 GAL. CONT., FULL PLANTS, SPACE AS SHOWN
- ROSA 'MEIKROTAL' - SCARLET MEIDILAND ROSE
  5 GAL. CONT., FULL PLANTS, SPACE AS SHOWN
- RUBUS PENTALOBUS - TAIWAN BRAMBLE
  4" POTS, FULL PLANTS, 16" O.C.
- SPIREA JAPONICA 'YAN' - DOUBLE PLAY SPIREA
  1 GAL. CONT., FULL PLANTS, 16" O.C. (2' MAX. HT.)
- RESEEDED FIELDGRASS TO MATCH EXIST.
  SEE SPECIFICATIONS
- EXISTING LANDSCAPE TO REMAIN
  PROTECT DURING CONSTRUCTION

NOTES

1. ALL PLANTS SHALL BE IRRIGATED BY A FULLY AUTOMATIC, PERMANENT, UNDERGROUND IRRIGATION SYSTEM UNLESS OTHERWISE NOTED.
2. IRRIGATION SYSTEM TO OPERATE SEPARATELY FROM ON-SITE SYSTEM.
3. LANDSCAPE TO BE INSTALLED ACCORDING TO AMERICAN NURSERYMAN STANDARDS.
4. ALL INTERIOR LANDSCAPE SHRUBS SHALL BE SPACED NO MORE THAN 4' ON CENTER.
5. OWNER TO MAINTAIN LANDSCAPE TO ACHIEVE FULL COVERAGE OF UNPAVED AREAS WITHIN THREE YEARS.
6. STREET TREES CONTINGENT ON ODOT APPROVAL. TREES WILL BE LOCATED ELSEWHERE ON THE SITE IF NOT APPROVED.

REGISTERED LANDSCAPE ARCHITECT
410
MICHAEL O'BRIEN
OREGON
7/31/98
PRELIMINARY

AAI alpha associates, inc.
ENGINEERING
4875 SW Griffith Drive | Suite 200 | Beaverton, OR | 97005
503.620.3030 tel | 503.620.5539 fax | www.aaieng.com

DISCOUNT TIRE CO.
OREGON CITY, OREGON

LANDSCAPE PLAN

DATE:	12/10/13
DRAWN:	MEO
CHECKED:	CNH
FILE:	12023.L10

REVISIONS:

SHEET

L1.0

JOB NUMBER:
A12023.11

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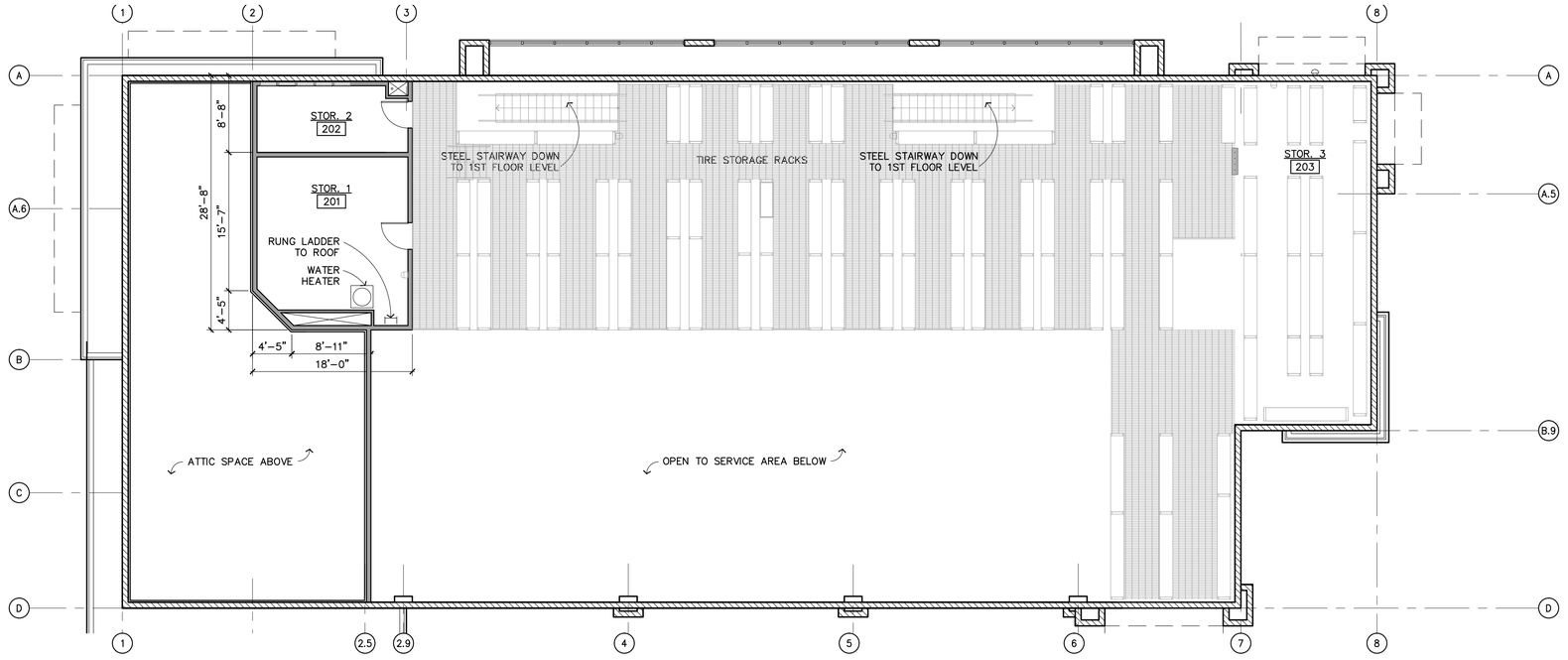

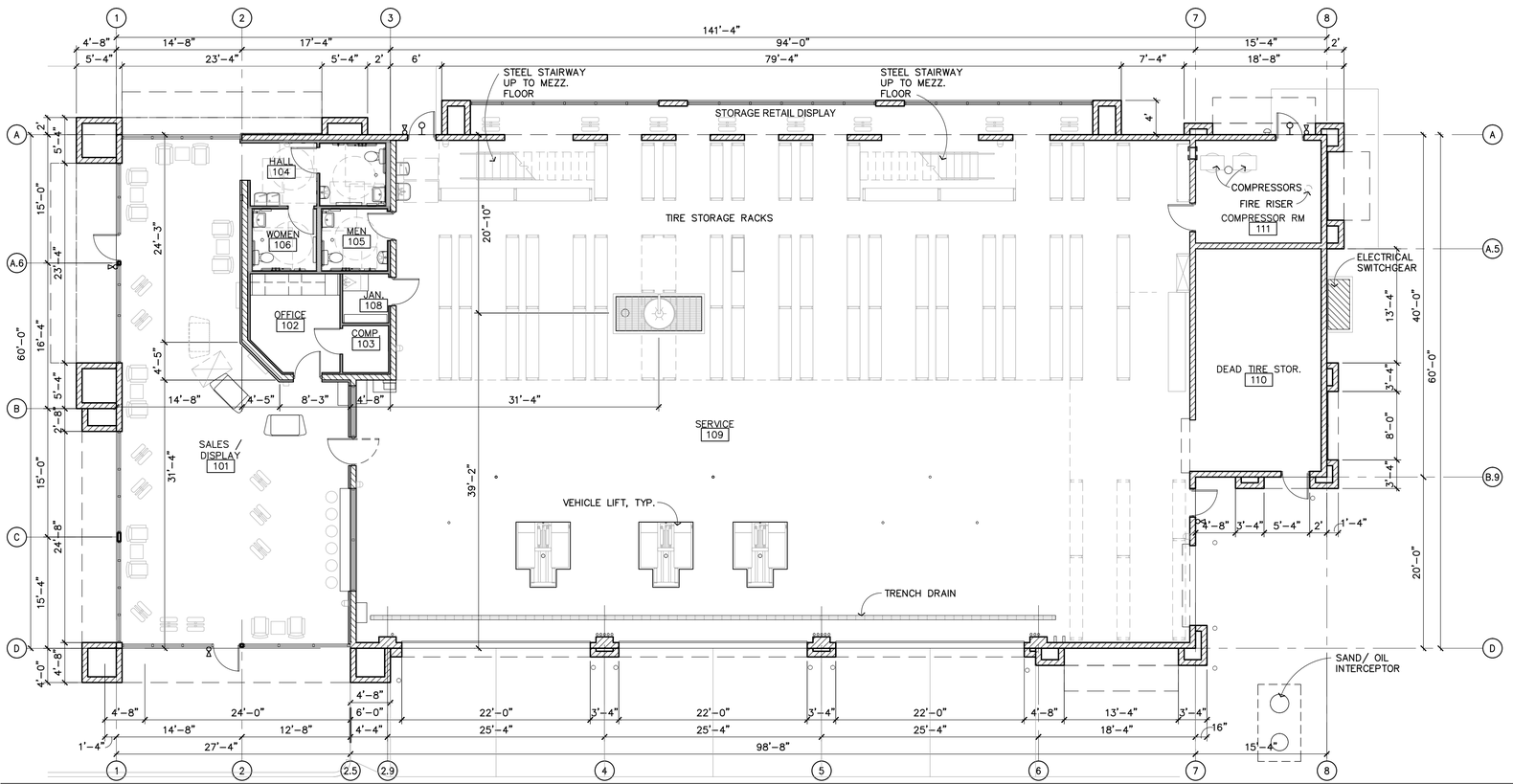

BUILDING AREA CALCS

GROUND FLOOR AREA

'M' OCCUPANCY:

SALES / DISPLAY	1,204.78 S.F.
OFFICE	113.69 S.F.
COMPUTER	29.51 S.F.
HALL	106.88 S.F.
MEN	55.69 S.F.
WOMEN	55.38 S.F.
EMPLOYEE	56.98 S.F.
JANITOR ROOM:	30.91 S.F.

'S-1' OCCUPANCY:

STORAGE RETAIL DISPLAY	254 S.F.
SERVICE	5574 S.F.
RECYCLE TIRE	381.33 S.F.
COMPRESSOR ROOM	176 S.F.

8,039 .15 S.F. (NET AREA / USABLE)

TOTAL GROUND FLOOR AREA: 8,668 S.F. (BLDG FOOTPRINT)

MEZZANINE LEVEL AREA:
'S-1' OCCUPANCY:

STORAGE # 1:	176.72 S.F.
STORAGE # 2:	244.38 S.F.
STORAGE # 3:	592.89 S.F.
WALKING GRATE:	1755 S.F.

2,768.99 S.F. (NET AREA / USABLE)

TOTAL BUILDING FLOOR AREA: 8,668 + 2,768.99 = 11,436.99 SF
(INCLUDING MEZZ LEVEL)

NORTH

CONCEPTUAL MEZZ. FLOOR PLAN

SCALE: 1/8" = 1'-0"

NORTH

CONCEPTUAL 1ST FLOOR PLAN

SCALE: 1/8" = 1'-0"

ALT - 2L.D

REV:
DATE: 12.05.14
JOB # A.131156

DISCOUNT TIRE

CONCEPTUAL FLOOR PLANS

2002 Washington St.
OREGON CITY, OR 97045

PLUMPGROUP.com
ARCHITECTURE & ENGINEERING
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914 E. KATELLA AVENUE, ANAHEIM, CA 92805
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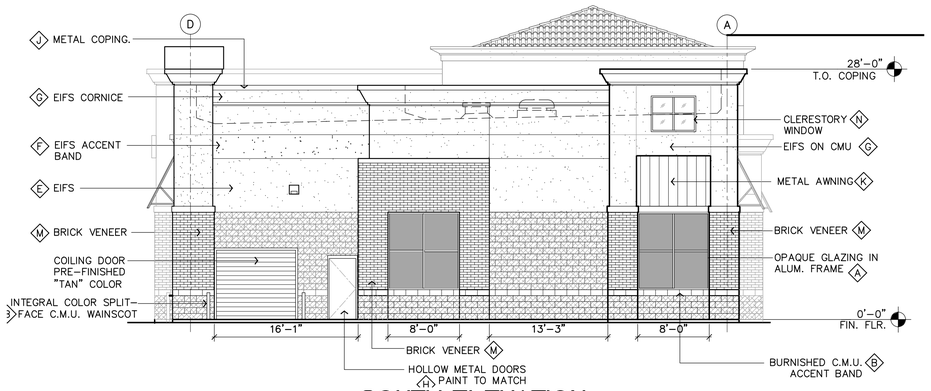
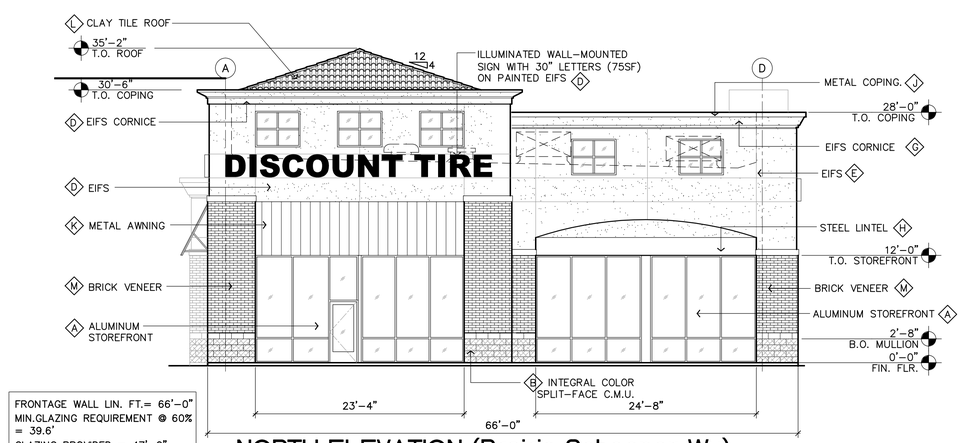
Sheet No.

A.1



SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



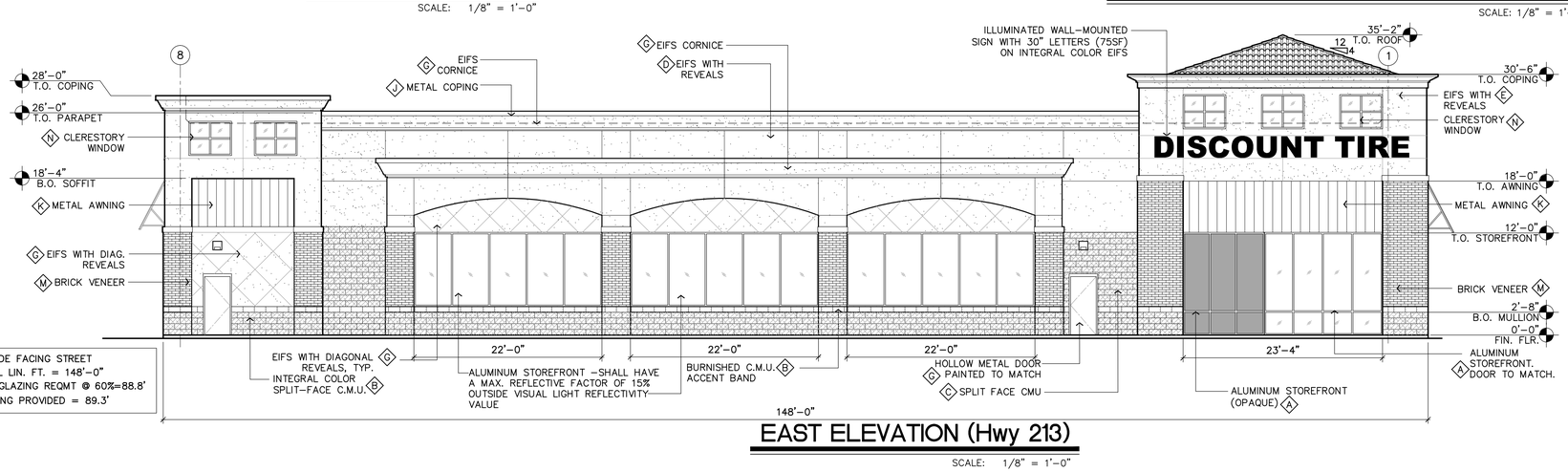
FRONTAGE WALL LIN. FT.= 66'-0"
MIN.GLAZING REQUIREMENT @ 60% = 39.6'
GLAZING PROVIDED = 47'-0"

NORTH ELEVATION (Prairie Schooner Wy)

SCALE: 1/8" = 1'-0"

FINISH LEGEND

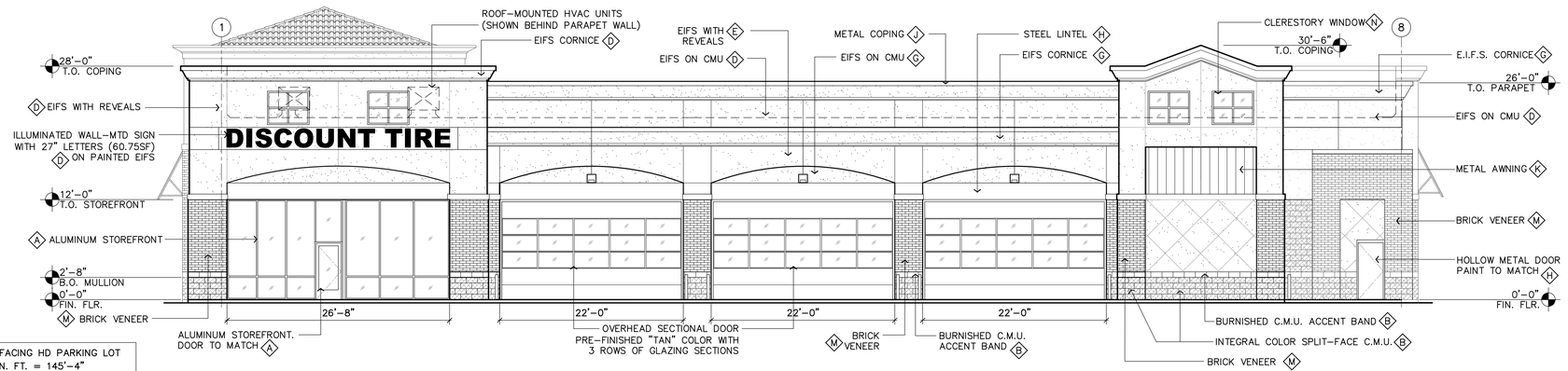
- A — ANODIZED ALUMINUM STOREFRONT SYSTEM – MANUFACTURER'S STANDARD FINISH "CLEAR ANODIZED"
- B — INTEGRAL COLOR CMU (SPLIT FACE OR BURNISHED AS NOTED) BY ORCO, COLOR TO MATCH "WORSTED TAN"
- C — GRAY SPLIT FACE CMU BY ORCO, PAINTED TO MATCH "WORSTED TAN"
- D — INTEGRAL COLOR COAT EIFS TO MATCH SHERWIN WILLIAMS PAINT SW #6119 "ANTIQUE WHITE"
- E — INTEGRAL COLOR COAT EIFS TO MATCH SHERWIN WILLIAMS PAINT SW #6092 "LIGHTWEIGHT BEIGE"
- F — INTEGRAL COLOR COAT EIFS TO MATCH "BURGUNDY" COLOR
- G — INTEGRAL COLOR COAT EIFS TO MATCH "WORSTED TAN"
- H — EXPOSED STEEL/METAL DOORS – PAINTED TO MATCH "WORSTED TAN"
- J — METAL COPING – FACTORY PAINTED / INTEGRAL COLOR PAC-CLAD FINISH TO MATCH EIFS COPING COLOR
- K — METAL AWNING – STANDING SEAM METAL BY BERRIDGE, SNAP-ON TEE PANEL SYSTEM @ 16"OC, COLOR: "BURGUNDY" PAINT FRAMES TO MATCH "WORSTED TAN"
- L — CLAY TILE ROOF – REDLANDS CLAY TILE, INC. / STYLE #2251 COLOR" OLD SEDONA BLEND
- M — BRICK VENEER – QUIK-BRIK BY OLDCASTLE "SANDALWOOD BLEND"
- N — CLERESTORY WINDOW – 1/4" SPANDREL GLAZING IN CLEAR ANOD. ALUM. FRAME



FACADE FACING STREET
TOTAL LIN. FT. = 148'-0"
MIN. GLAZING REQMT @ 60%=88.8'
GLAZING PROVIDED = 89.3'

EAST ELEVATION (Hwy 213)

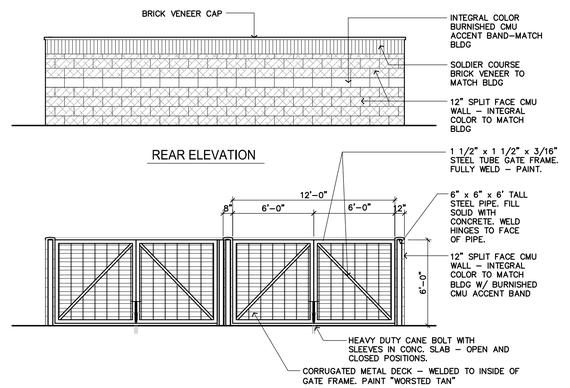
SCALE: 1/8" = 1'-0"



FACADE FACING HD PARKING LOT
TOTAL LIN. FT. = 145'-4"
MIN. GLAZING REQMT @ 30%=43.33'
GLAZING PROVIDED = 92.8'

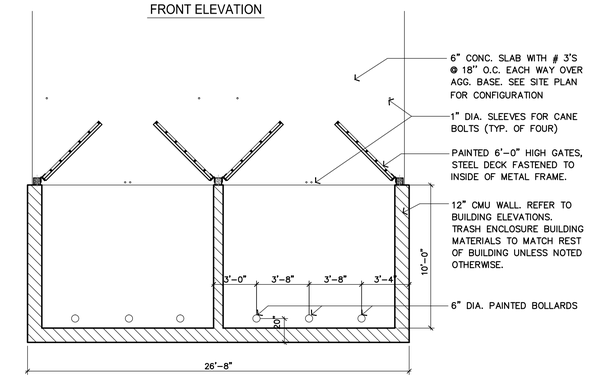
WEST ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

FRONT ELEVATION



TRASH ENCLOSURE PLAN / ELEVATIONS

SCALE: NOT TO SCALE

REV:
DATE: 12.05.14
JOB # A.131156

ALT - 2L.D

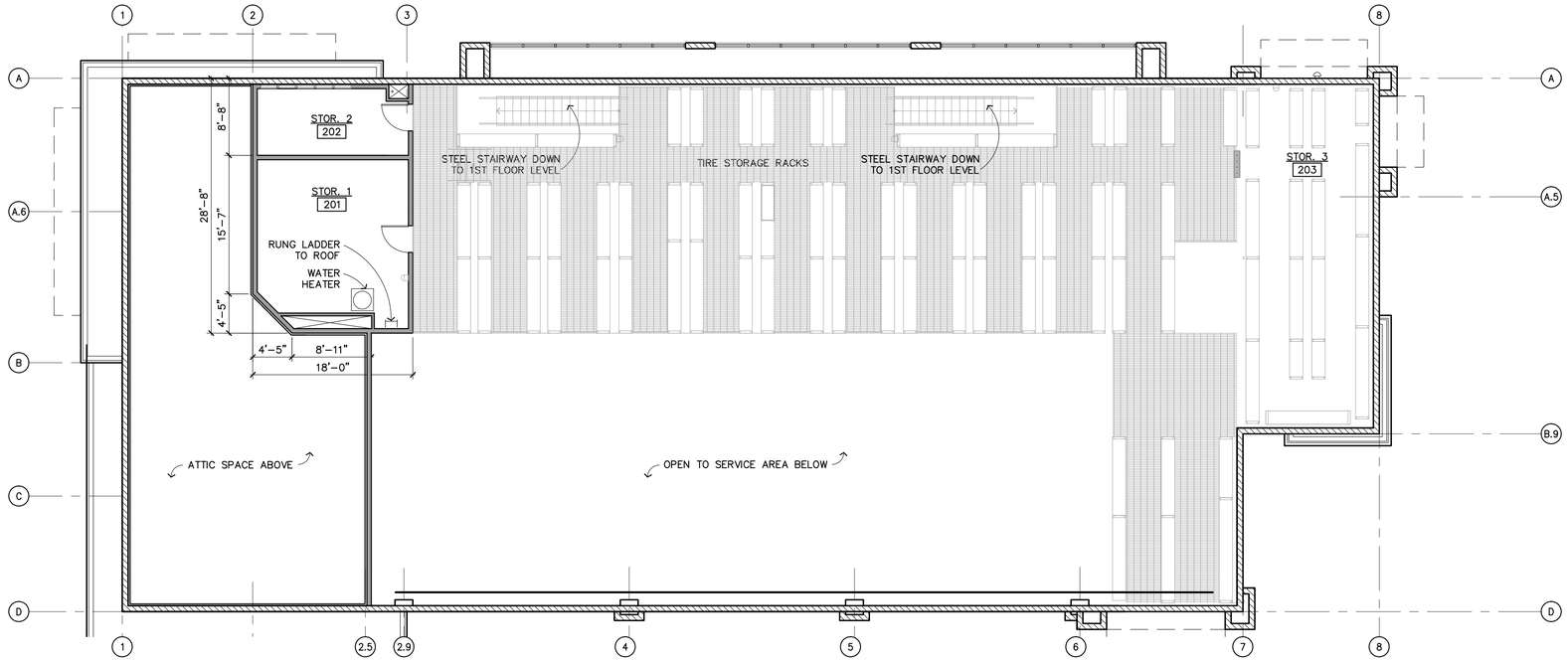
DISCOUNT TIRE

CONCEPTUAL ELEVATIONS

2002 Washington St.
OREGON CITY, OR 97045

PLUMPGROUP.com
ARCHITECTURE & ENGINEERING
a division of Plump Engineering, Inc.
914 E. KATELLA AVENUE, ANAHEIM, CA 92805
P (714) 385-1835 F(714) 385-1834
www.plumpgroup.com

Sheet No.
A.2



CONCEPTUAL MEZZ. FLOOR PLAN

SCALE: 1/8" = 1'-0"

BUILDING AREA CALCS

GROUND FLOOR AREA

'M' OCCUPANCY:

SALES / DISPLAY	1,204.78 S.F.
OFFICE	113.69 S.F.
COMPUTER	29.51 S.F.
HALL	106.88 S.F.
MEN	55.69 S.F.
WOMEN	55.38 S.F.
EMPLOYEE	56.98 S.F.
JANITOR ROOM:	30.91 S.F.

'S-1' OCCUPANCY:

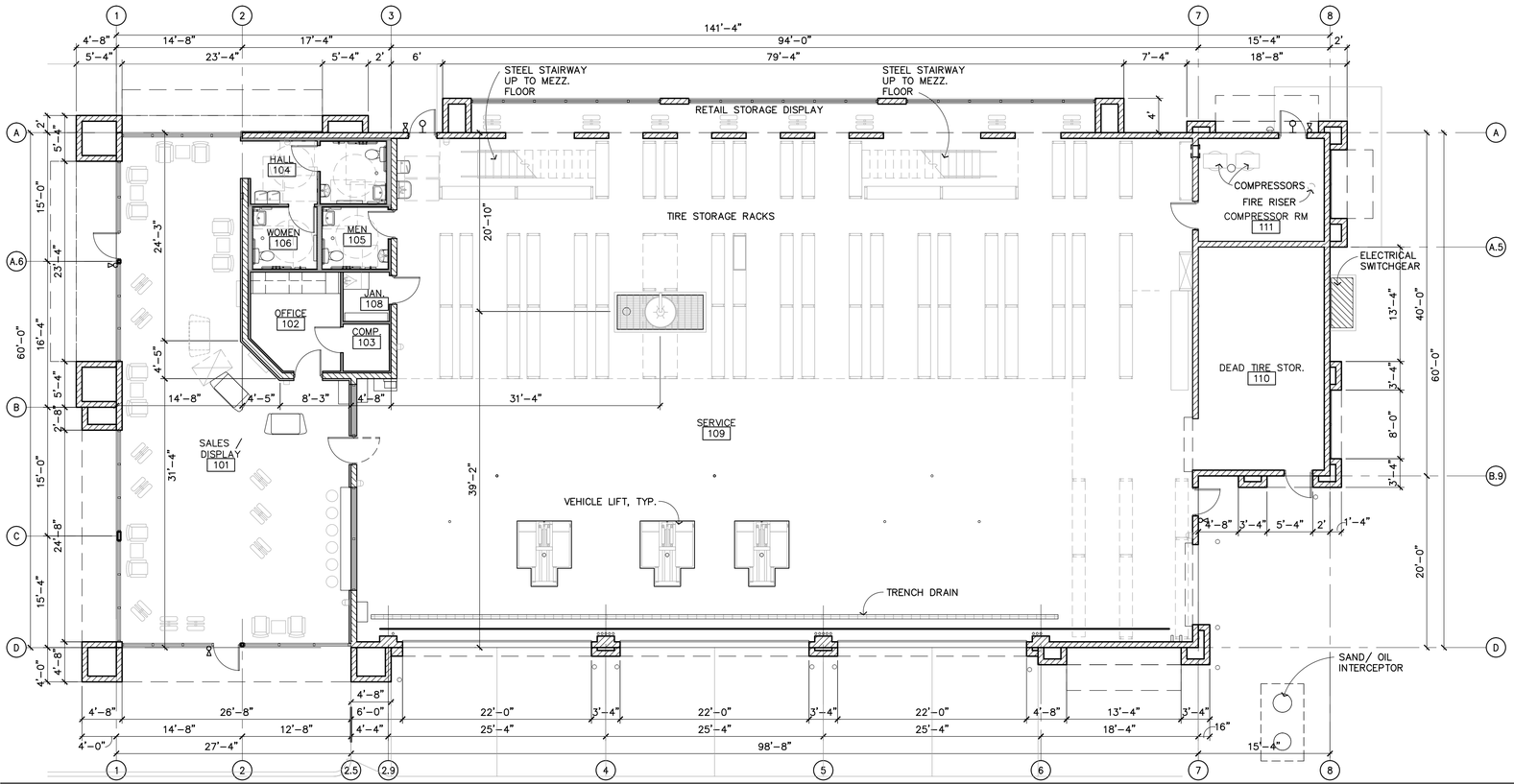
SERVICE	5828 S.F.
RECYCLE TIRE	381.33 S.F.
COMPRESSOR ROOM	176 S.F.
	8,039 .15 S.F. (NET AREA / USABLE)

TOTAL GROUND FLOOR AREA: 8,668 S.F. (BLDG FOOTPRINT)

MEZZANINE LEVEL AREA:
'S-1' OCCUPANCY:

STORAGE # 1:	176.72 S.F.
STORAGE # 2:	244.38 S.F.
STORAGE # 3:	592.89 S.F.
WALKING GRATE:	1755 S.F.
	2,768.99 S.F. (NET AREA / USABLE)

TOTAL BUILDING FLOOR AREA: 8,668 + 2,768.99 = 11,436.99 SF
(INCLUDING MEZZ LEVEL)



NORTH

CONCEPTUAL 1ST FLOOR PLAN

SCALE: 1/8" = 1'-0"

ALT - 2L.D

REV:
DATE: 12.05.14
JOB # A.131156

DISCOUNT TIRE

CONCEPTUAL FLOOR PLANS

2002 Washington St.
OREGON CITY, OR 97045

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Sheet No.

A.1

NORTH

LANDSCAPE PLAN

SCALE 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 60

(IN FEET)
1 inch = 20 ft.

PLANTING LEGEND

TREES

- ACER CIRCINATUM 'PACIFIC FIRE' - VINE MAPLE
  2" CAL., WELL BRANCHED, 3 STEM MIN. AT BASE
- ACER RUBRUM 'GERLING' - ARMSTRONG MAPLE
  2" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
- CERCIDIPHYLLUM JAPONICUM - KATSURA TREE
  2" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
- PSEUDOTSUGA MENZIESII - DOUGLAS FIR
  2" CAL., FULL TREES, BRANCHED TO GROUND
- ZELKOVA SERRATA 'HALKA' - JAPANESE ZELKOVA
  2" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
- ZELKOVA SERRATA 'HALKA' - JAPANESE ZELKOVA
  3" CAL. B&B, WELL BRANCHED, LIMBED TO 6'
- EXISTING TREES TO REMAIN
  PROTECT DURING CONSTRUCTION
- EXISTING TREE TO BE REMOVED
  SEE PLAN NOTES FOR MITIGATION

SHRUBS AND GROUNDCOVER

- BERBERIS THUNBERGII 'CRIMSON PYGMY' - JAPANESE BARBERRY
  2 GAL. CONT., FULL PLANTS, 30" O.C.
- CEANOTHUS THYRSIFLORUS 'VICTORIA' - CALIFORNIA LILAC
  3 GAL. CONT., FULL PLANTS, SPACE AS SHOWN (9' MAX. HT.)
- CORNUS SERICEA 'KELSEYI' - REDTWIG DOGWOOD
  1 GAL. CONT., FULL PLANTS, 24" O.C.
- COTONEASTER HORIZONTALIS 'VARIEGATUS' - ROCK COTONEASTER
  2 GAL. CONT., FULL PLANTS, 30" O.C.
- LIRIOPE SPICATA - LILYTURF
  1 GAL. CONT., FULL PLANTS, 12" O.C.
- MYRICA CALIFORNICA - PACIFIC WAXMYRTLE
  3 GAL. CONT., FULL PLANTS, SPACE AS SHOWN
- PIERIS JAPONICA 'VALLEY VALENTINE' - LILY-OF-THE-VALLEY
  3 GAL. CONT., FULL PLANTS, SPACE AS SHOWN
- PRUNUS LAUROCERASUS 'OTTO LUYKEN' - ENGLISH LAUREL
  3 GAL. CONT., FULL PLANTS, SPACE AS SHOWN (4' O.C. MAX.)
- RHODODENDRON 'GIRARD'S FUCHSIA' - EVERGREEN AZALEA
  18-21" B&B, FULL PLANTS, SPACE AS SHOWN (4' O.C. MAX.)
- RIBES SANGUINEUM 'KING EDWARD VII' - RED CURRANT
  5 GAL. CONT., FULL PLANTS, SPACE AS SHOWN (4' O.C. MAX.)
- ROSA 'MEIKROTAL' - SCARLET MEIDILAND ROSE
  5 GAL. CONT., FULL PLANTS, SPACE AS SHOWN (3' O.C. MAX.)
- RUBUS PENTALOBUS - TAIWAN BRAMBLE
  4" POTS, FULL PLANTS, 16" O.C.
- SPIREA JAPONICA 'YAN' - DOUBLE PLAY SPIREA
  1 GAL. CONT., FULL PLANTS, 16" O.C. (2' MAX. HT.)
- RESEEDED FIELDGRASS TO MATCH EXIST.
  SEE SPECIFICATIONS
- EXISTING LANDSCAPE TO REMAIN
  PROTECT DURING CONSTRUCTION

NOTES

1. ALL PLANTS SHALL BE IRRIGATED BY A FULLY AUTOMATIC, PERMANENT, UNDERGROUND IRRIGATION SYSTEM UNLESS OTHERWISE NOTED.
2. IRRIGATION SYSTEM TO OPERATE SEPARATELY FROM ON-SITE SYSTEM.
3. LANDSCAPE TO BE INSTALLED ACCORDING TO AMERICAN NURSERYMAN STANDARDS.
4. ALL INTERIOR LANDSCAPE SHRUBS SHALL BE SPACED NO MORE THAN 4' ON CENTER.
5. OWNER TO MAINTAIN LANDSCAPE TO ACHIEVE FULL COVERAGE OF UNPAVED AREAS WITHIN THREE YEARS.
6. STREET TREES CONTINGENT ON ODOT APPROVAL. TREES WILL BE LOCATED ELSEWHERE ON THE SITE IF NOT APPROVED.

REGISTERED
410
MICHAEL A. ARBIEN
OREGON
12/31/98
LANDSCAPE ARCHITECT
PRELIMINARY

AAI alpha associates, inc.
ENGINEERING
4875 SW Griffith Drive | Suite 200 | Beaverton, OR | 97005
503.620.3000 tel | 503.620.5539 fax | www.aaieng.com

DISCOUNT TIRE CO.
OREGON CITY, OREGON

LANDSCAPE PLAN

DATE:	12/10/13
DRAWN:	MEO
CHECKED:	CNH
FILE:	12023.L10

REVISIONS:

SHEET

L1.0

JOB NUMBER:
A12023.11

E:\2010\A\12023.11\Civil Cad\Sheets\Details\12023.L10.dwg : Dec. 23, 14 - 5:49 PM jeff

CITY OF OREGON CITY

LIMITED LAND USE DECISION

320 WARNER MILNE ROAD OREGON CITY, OREGON 97045
TEL 503-657-0891 FAX 503- 657-7892

NOTICE OF TYPE II LAND USE DECISION
SP 99-11R, Site Plan & Design Review
Date: October 19, 2000

FILE:	SP 99-11R
APPLICANT:	Home Depot USA, Inc. 9450 SW Commerce Circle, Suite 325 Willsonville, OR 97070 Contact: Jim Lyon
PROPERTY OWNER:	Park Place Development, Inc. 11265 SW Willsonville Road Willsonville, OR 07070-7502 Contact: Jack Parker
LOCATION:	Southwest corner of Highway 213 and Washington Street
LEGAL DESCRIPTION:	Map 2S-2E-29, 16.56-acre portion of Tax Lot 900, Clackamas County.
PRESENT ZONING:	"M-2" Heavy Industrial District
PROPOSAL:	A 117,064-square foot Home Depot store with a 19,686-square foot Garden Center (revised site plan)
CRITERIA:	Title 17, Zoning: Chapters 17.38 M-2 Heavy Industrial District, 17.42 Flood Management Overlay District; 17.49 Water Quality Resource Overlay District; 17.50 Administration and Procedures; 17.52 Off-Street Parking and Loading; 17.62 Site Plan and Design Review
DECISION:	The Planning Manager approved the proposed site plan & design review application SP 99-11R, with conditions.

The staff report, decision and specific conditions of approval were mailed to all parties of record. Supporting documents are available for inspection at the Oregon City Planning Division. Copies of these documents are available (for a fee) upon request.

IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION, PLEASE CONTACT THE PLANNING DIVISION OFFICE AT 503-657-0891.

CITY OF OREGON CITY

LIMITED LAND USE DECISION

320 WARNER MILNE ROAD OREGON CITY, OREGON 97045
TEL 657-0891 FAX 657-7892

120-day Oct. 18, 2000

STAFF REPORT
Date: October 2, 2000

FILE NO.:	SP 99-11(R)
APPLICANT:	Home Depot USA, Inc. 9450 SW Commerce Circle, Suite 325 Wilsonville, OR 97070 Contact: Jim Lyon
OWNER:	Park Place Development, Inc. 11265 SW Wilsonville Road Wilsonville, OR 07070-7502 Contact: Jack Parker
REQUEST:	An 117,064-square foot Home Depot store with a 19,686-square foot Garden Center (revised site plan)
LOCATION:	Southwest corner of Highway 213 and Washington Street Map 2S-2E-29, 16.56-acre portion of Tax Lot 900, Clackamas County.
DECISION:	Approval of SP 00-11R, subject to conditions
REVIEWERS:	Barbara Shields, Senior Planner Maggie Collins, Planning Manager
VICINITY MAP:	See Exhibit 2

REQUEST:
The revised site plan includes an 117,064-square foot store; a 19,686-square foot garden center; two future building pads (pad "A" 15,000 square feet and pad "B" 5,000 square feet), and 615 parking spaces to accommodate the proposed Home Depot structure and future development on the two building pads. The site plan includes also approximately 170,000 square feet of landscaping.

SITE LOCATION:
The subject property consists of approximately 16.56 acres of a 105-acre property (Tax Lot 900). The Highway 213 borders the site to the northwest by Washington Street and to the east. The southern portion of the 105-acre property is occupied by a golf course driving range.

BACKGROUND:
The original Site Plan and Design Review SP99-11 for the Home Depot development was approved by the Planning Manager on March 10, 2000, subject to 87 conditions of approval. The applicant appealed the Planning Manager's decision on March 20, 2000. Since that time the applicant and City staff have held a number of discussions that have resulted in modifications to the applicant's original request. In order to allow additional time for these discussions the applicant requested, in subsequent letters, an extension of the 120-day period to October 18, 2000.

On August 16, 2000, the applicant filed a revised site plan (SP 99-11-R) for the Home Depot development on the subject property.

In general, the objective of the revisions proposed by the applicant is to set a tone in anticipation of future development and redevelopment of this part of the Oregon City Downtown Community Plan area. The design of the Home Depot project anticipates future development on the Rossman Landfill as a combination of mixed uses connected by a multi-modal transportation network, including transit and pedestrian walkways.

SUMMARY OF SITE CHARACTERSISTCS AND DEVELOPMENT IMPACTS:
The revised site plan proposed by Home Depot is an outcome of balancing the existing site's natural constraints, an attempt to provide a harmonious transition between freeway-oriented land uses to the east and the Oregon City historic downtown area to the west, and Home Depot functional characteristics.

Oregon City Downtown Community Plan. The subject site is within the boundaries of the Oregon City Downtown Community Plan. The Home Depot revised site plan starts a new design theme for the Rossman Landfill (Tax Lot 900), which, over time, can become an attractive northern urban gateway to the City. The revised site design of the

Home Depot project also anticipates future development on the landfill as a combination of uses connected by pedestrian walkways and served by public transit.

Brownfield. The site is located on a portion of the decommissioned Rossman Landfill, which contains uncontrolled solid waste. The landfill was closed in 1983, and since then has undergone remediation. The Home Depot development request requires a modification of the landfill site closure design. The proposed development cannot move forward without a modification of the landfill closure permit, which the property owner must request from the Department of Environmental Quality (DEQ).

Water Resources. The proposed application includes significant increases in impervious surface that will result in stormwater discharges to the Clackamas River (via Clackamette Cove) and Abernethy Creek (via Park Place Creek). The Willamette River, the Clackamas River, and Abernethy Creek have been identified by the Oregon Department of Fish and Wildlife as anadromous fish-bearing streams. Development that increases impervious surface area represents activities that do not conserve or protect the listed species. The Clackamas River and the Willamette River are currently listed as "water quality limited." The Department of Environmental Quality identified the Clackamas River as water quality limited for summer temperature. The lower Willamette River was listed as water quality limited for toxins, biological criteria, bacteria, and temperature. The National Marine Fisheries Service (NMFS) recently listed several salmon species as threatened and endangered throughout many areas of the state. Under this new rule (NMFS's "4d" rule), local governments must subject development reviews to the "4d" rule requirements. Since the rule was adopted in September 2000, any future development on Pad "A" and Pad "B" would be subject to 4d rule requirements.

Approximately 0.16 acres is identified as potential jurisdictional wetland, consisting of the stream and seeps in the southeastern corner of the property. Under the City's current Water Quality Resource Area Overlay District OCMC 17.49, all development must be located at least 50 feet from the delineated edge of the wetland area.

Based on the current FEMA map, Tax Lot 900 is located within the 100-year Flood Plain area. City records also show that the property was within the 1996 flood inundation area.

Transportation. The existing transportation deficiencies within the vicinity of the proposed development include (1) the intersection of I-205 northern ramps at Highway 213 degradation to unacceptable level of service; (2) the intersection of Highway 213 and Washington Street degradation to unacceptable level of service; and (3) the need for a North-South Collector-Distributor Road to extend the life of the short-range improvement projects.

SUMMARY OF SITE DEVELOPMENT APPROACH PROPOSED BY HOME DEPOT:

The applicant presents the following in its August 8, 2000 revised site plan submittal:

- *Highly finished façade on the Home Depot store.* The proposed enhanced façade for the Home Depot store consists of a metal canopy roof and portico, together with decorative faux fenestration, that spans a pedestrian activity area. The canopy is supported by decorative pillars placed in front of the building at the edge of the pedestrian area. The pedestrian area runs along the north and west faces of the building for a total of approximately six hundred forty feet. The effect of the enhanced façade is to wrap the mass of the Home Depot building with a treatment that brings the building to a more human scale.

- *Landscaping.* The revised landscape plan contains approximately 3.9 acre of landscaping (approximately 23% of the total area), including approximately 1 acre of interior landscaping. The proposed landscaping consists of a mixture of native species, which is considered an important mitigation measure for the increased impervious area within proximity of protected water resources.

  In the original submittal, only perimeter landscaping was proposed due the likelihood of differential settlement within the 16-acre. The new proposed pedestrian circulation system along with the interior landscaping will be placed on pile-supported structural slab foundations that will not be affected by differential settlement.

- *Expansive pedestrian walkway system.* The proposed pedestrian circulation system now consists of seven separate walkways, complemented and enhanced by approximately 1 acre of interior site landscaping. These elements provide access to the entire parking area and to future development on other portions of the landfill.

- *Public transit facility.* The applicant has proposed an area along Washington Street for a future Tri-Met stop in anticipation that the Rossman Landfill property would become the northern "gateway " to the City and would create a need for a multi-modal transportation system network.

- *Future building pads "A" and "B".* Future building pads "A" (15,000 square feet) and "B" (5,000 square feet) to the north and to the west of the Home Depot store are proposed in the revised application. Both pads can be utilized for future development within the vision created by the Oregon City Downtown Community Plan.

CRITERIA:

Municipal Code

Chapter 17.38	M-2 Heavy Industrial District
Chapter 17.42	Flood Management Overlay District
Section 17.49	Water Quality Resource Overlay District
Section 17.50	Administration and Procedures
Section 17.52	Off-Street Parking and Loading
Section 17.62	Site Plan and Design Review

BASIC FACTS:

1. The site is located in the southwest corner of Highway 213 and Washington Street. It is a 16.56-acre portion of Tax Lot 900, Tax Assessor's Map 2S-2E-29, Clackamas County.

2. The site is designated "I" Industrial in the Comprehensive Plan and zoned M-2 Heavy Industrial District.

3. The Highway 213 borders the 16.56-acre site to the northwest by Washington Street and to the east. The southern portion of the 105-acre property (Tax 900) is occupied by a golf course driving range, currently under construction. The site currently slopes gradually from east to west. Site vegetation is minimal, and is in place primarily to minimize erosion.

4. The Water Quality and Flood Management Area Map indicates that the southeasterly portion of the 16.5 acres is within the Water Resource Area Overlay District. Approximately 0.16 acres of delineated wetland is located in the southeast corner of the site, near Cascade Highway.

5. Transmittals on the revised site plan were sent to various City departments, affected agencies, and property owners within 300 feet.

   In response to the revised site plan, the Planning Division received comments from the City Engineering Division (Attachment 4a), the Oregon Department of Transportation (Attachment 4b), City Traffic Engineer (Attachment 4c), Metro (Attachment 4d), the End of the Oregon Trail Foundation (Attachment 4e), and the City Public Works Department (Attachment 4f). Comments, which affect the proposed site plan and design review application, are incorporated into the analysis and findings section that follows.

SITE PLAN ANALYSIS AND FINDINGS:

Chapter 17.38 – M-2 Heavy Industrial District

The site is located within the M-2 Heavy Industrial District and is subject to the development regulations provided in OCMC Chapter 17.38.

Section 17.38.010.The intent of the M-2 Heavy Industrial District is to accommodate primarily "high-impact manufacturing, processing and distributing activities as conditional uses," as indicated in OCMC 17.38.010.

Analysis: The applicant has submitted a site plan and design review application for a distribution-related use.

Conclusion: The applicant's site plan submittal has satisfied Section 17.38.010.

Section 17.38.020(A) Permitted Uses. This subsection permits outright high-impact manufacturing, distributing, wholesaling and warehousing uses if enclosed in buildings. Contractor's equipment yard and retail lumber yard and building material may occupy a building or yard space if enclosed by a sight-obscuring wall or fence.

Analysis: The applicant provides a detailed description of the Home Depot operation on pages 9-10 of the application narrative (Attachment 3); Exhibit L of Attachment 3, Typical Home Depot Merchandising Plan; and Exhibit M of Attachment 3, Pictures of Home Depot stores within Portland Metropolitan Area. The applicant points out that a typical Home Depot store carries a broad variety of building materials and contractors equipment consisting, among other things, of lumber, plumbing supplies and fixtures, electrical supplies, and other building materials. Since these items are necessary to the construction and in most cases are component parts of any building and, therefore, constitute either "building materials" or "contractor's equipment."

Conclusion: The applicant's site plan has satisfied the submittal requirements of 17.38.020(A).

Section 17.38.020(B). A limited number of retail uses related to retail yard and building yard, OCMC 17.38.020(B) are permitted outright. Such a use must occupy "a building or yard space other than required setbacks and such occupied yard space shall be enclosed by a site-obscuring wall or fence."

Analysis: The site plan submitted by the applicant indicates that the Home Depot's only yard use is a garden center (Attachment 3). The decorative steel fence will enclose the proposed garden center and columns depicted in Attachment 3, Exhibit A, Sheet SD8. Also, the submitted site plan indicates that a portion of the parking area (10,700 square feet), southwest corner of the property, would be utilized for "seasonal sales."

Based on the information provided by the applicant, it is unclear whether a site-obscuring fence would enclose the seasonal sales area.

Conclusion: In order to comply with 17.38.020(B), the applicant shall must ensure that the proposed "seasonal sales" area shall be enclosed during seasonal sales. Therefore, the applicant shall provide a revised site plan including a description of a fence or other type of enclosure for a 10,700-square feet section of the parking lot for seasonal sales (Condition #2).

Section 17.38.040 Dimensional Standards.

A. Minimum lot area, not required;
B. Minimum building height, six stories, not to exceed seventy-five feet.
C. Minimum required setbacks:
   1. Front yard, ten feet minimum depth;
   2. Interior side yard, ten feet minimum width;
   3. Corner side yard, ten feet minimum depth;
   4. Rear yard, ten feet minimum depth.

Analysis: The materials submitted by the applicant indicate that the proposed building will be a maximum of forty feet high. The building is proposed to be located approximately 255 feet from the front property line; 170 feet from the rear yard property line; and 130 feet from the corner side yard property line. The proposed building does not abut or face residential areas; therefore Section 17.38.040(D) is not applicable.

In addition to the M-2 setback requirements, any development on the subject site must comply with the buffer requirements in the Water Resource Overlay Zone. The Water Resource Overlay District requirements (OCMC 17.49 are discussed further in this report, in response to Standard A-12).

Conclusion: The proposed site plan has satisfied Section 17.38.040.

Chapter 17.62 Site Plan and Design Review

Section 17.62.010. Purpose

The purpose of site plan and development review is multifaceted. It requires the City to analyze and minimize adverse impacts of development on the site and surrounding properties to ensure that proposed structures and site improvements are properly related to a development site and to surrounding properties or future land uses.

Section 17.62.050 - Site Plan and Design Review Standards

This section requires the City to evaluate a development project with respect to the following elements:

Standard A-1: (Landscaping)
This standard requires that a minimum of fifteen percent of the site area being developed shall be landscaped, and further, that "landscape design and landscaping areas serve their intended functions and not adversely impact surrounding areas."

Analysis: The site plan, as presented by the applicant, shows that approximately 23% (3.9 acres) of the 16.5-acre site will be landscaped. The proposed landscaping contains approximately 1 acre of interior parking landscaping and pedestrian system landscape enhancement (Attachment 3, Exhibit L1 and L2). The plan features landscaping along the perimeter of the development site.

The landscaping consists of a mixture of native species of deciduous and coniferous trees, shrubs, and groundcover. The design also incorporates an undisturbed area at the southeast corner of the site that contains jurisdictional wetlands. The overall theme of the landscape design is of a woodland garden that harmonizes with the appearance of the End of the Oregon Trail Center and avoids the excessively neat and "clipped" appearance of a typical commercial development.

The type of the proposed landscaping design, areas, and a mixture of native species, indicate that the applicant has submitted a revised project that attempts to balance the (1) overall site design compatibility in relation to the remaining portion of the landfill and the "gateway" concept; (2) water resource protection requirements by mitigating impacts of the increased impervious area; (3) and the site's brownfield constrains. The proposed design approach emphasizes internal pedestrian circulation and future access to the Oregon City Downtown Community Plan area.

Given the balanced approached proposed by the applicant, it should be noted that it appears that a portion of the parking area located just southwest of future Pad "B" does not contain sufficient amount of interior landscaping.

Conclusion: In order to satisfy Section 17.62.050(1), the applicant shall comply with Condition # 6.

Standard A-2: (Materials, Colors, and Compatibility with Existing Surroundings and Future Allowed Uses)
This section requires that the size, shape, height, and spatial and visual arrangement of structures, including color, shall be compatible with existing surroundings and future allowed uses. The compatibility consideration may include parking, setbacks, building size, building locations and driveways.

Analysis: Based on the submitted site plan, the proposed Home Depot would be located in the southeast portion of the 16.56-acre site. The northwest corner of the Home Depot structure is located approximately 255 feet from the Washington Street frontage property line. The southwest corner of the structure is located approximately 500 feet from the Washington Street property line.

The proposed Home Depot development is located within the Oregon City Downtown Community Plan boundary. The Washington Street/Highway 213 and Highway 213/Redland Road intersections are identified as "Gateways" on this Plan. The main objective of the proposed gateway is to provide visual enhancement through design features that emphasize "urban character". The project of this scale should set an important precedent for new development as the surrounding area becomes more urbanized. This includes encouraging a development pattern that is transit and pedestrian supportive and helps to reduce dependence on the automobile for local trips.

The revised site plan submitted by the applicant (Attachment 3) indicates a significant change in the façade and general design approach of the building (Attachment 3, Exhibit A, Sheets SD1 through SD7; Exhibit K, Lighting Plan; and Exhibit N, Materials Board).

The proposed enhanced design consists of a metal canopy roof and portico, together with decorative faux fenestration, that spans a pedestrian activity area. The canopy is supported by decorative pillars placed in the front of the building at the far edge of the pedestrian area. The pedestrian area runs along the north and west facades of the building of a total of approximately 640 feet. It is approximately 33 feet in width and consists of an 18-foot wide covered area, a six-foot wide walkway, and along the west fence in front of the store, an additional 9-foot wide customer pickup area.

The effect of the enhanced pedestrian area and the enhanced façade is to wrap the mass of the Home Depot building with a treatment that brings the perceived height of the building down to a more human scale.

The comments submitted by the End of the Oregon Trail Center point out that a water feature at the intersection of Washington Street and Highway 213, reflecting the importance of the Willamette Falls area in the history of Oregon City, would create a sense of arrival at the center of activity on the site. It should be noted that the City's objective is to encourage the revised site plan to contribute to the "sense of place" at the Washington Street/Highway 213 intersection by entering into an agreement between the End of the Trail Center and Home Depot.

Conclusion: The applicant meets this standard.

Standard A-3: (Grading)
This standard requires that grading and contouring shall minimize the possible adverse effects of grading on the natural vegetation and physical appearance of the site.

Analysis: The Engineering Division evaluated this element of design review (Attachment 4a).

Conclusion: The applicant can satisfy this section by complying with City Engineering Policy 00-01.

Standard A-4: (Unstable Soils)
This section requires that the City shall impose the necessary conditions to minimize the risk of erosion and assure that the proposed development will not adversely affect the subject site and/or surrounding areas.

Analysis: The applicant has submitted a preliminary geotechnical report of the site. The report was evaluated by the City Engineering Division (Attachment 4a).

Conclusion: The applicant can satisfy this section by complying with City Engineering Policy 00-01.

Standard A-5: (Drainage/Erosion Control/Water Quality)
This standard requires the City to ensure that drainage waters from the proposed development do not degrade water quality in the surrounding areas.

Analysis: The City Engineering Division has analyzed the information submitted by the applicant (Attachment 4a).

The site borders Park Place Creek, which is a tributary to Abernethy Creek. A portion of the Kelly Field Drainage Area drains to the Clackamas River, which is a tributary to the Willamette River. Drainage impacts to this site can be significant to the surrounding Abernethy Creek, Clackamas River and Willamette River salmon bearing-streams. As indicated by the Engineering Division, additional analysis regarding water quality infrastructure needs to be done to assure protection of the adjacent salmon-bearing rivers and creeks.

Staff recommends that the applicant manage surface water discharges from the development site so as to reduce potential to attribute the applicant's urban area development activities to degradation of downstream habitat that supports a threatened species under the Endangered Species Act. At the time of this Staff Report and decision,

the City has not adopted a program approved by National Marine Fisheries Service (NMFS) that would limit take prohibitions under the 4(d) Rule. Therefore, the City's approval of SP 99-11-R does not represent protection to the applicant through federally approved activities that would limit take liability for urban development.

Conclusion: In order to meet the requirements of this section, the applicant must comply with Conditions # 26 and 27.

Standard A-6: (Parking)

This standard requires the development shall comply with City's parking standards as provided in Chapter 17.52. This section requires also that "off-street parking design shall consider the layout of parking, storage of all types of vehicle and trailers, shared parking lots and common driveways, garbage collection and storage points, and the surfacing, lighting, screening, landscaping, concealing and other treatment of the same."

Analysis: The proposed site plan submitted with the application materials, shows 615 parking spaces, with 535 parking spaces allocated to the Home Depot use. Under the Code (17.52.010), one space per six hundred square feet of floor area is required for a "retail store handling exclusively bulky merchandise." Given the description provided by the applicant, the proposed Home Depot operations seem to fall in the "bulky merchandise" parking category contained in the Code. Based on the total square footage of the Home Depot development, including the garden center, a minimum of 228 parking spaces and a maximum of 456 parking spaces (17.52.G) would be required and the remaining 159 parking spaces could be allocated for the future development of Pad "A" and Pad "B". The site plan design submitted by the applicant indicates that the proposed parking area along with the internal pedestrian network and the proposed landscaping are integrated into one cohesive site design approach that complements the Home Depot building and would set a tone for any future development on the site. Therefore, the entire 615 car lot parking area, including 159 parking spaces for the future Pad "A" and Pad "B", should be developed as part of the Home Depot use. The allocation of parking spaces for the future Pad "A" and "B" would be analyzed in conjuction with individual site plan applications for specific uses on both pads. Any development of the pads will be subject to City review and approval, including the allocation of parking spaces.

Conclusion: In order to meet the requirements of this section, the applicant must comply with Conditions # 3 and 8.

Standard A-7: (Curbs and Sidewalks)

This section requires that sidewalks and curbs shall meet the City's requirements for street design standards.

Analysis: The Engineering Division has analyzed this section of the site plan.
Conclusion: In order to comply with this section the applicant must satisfy Engineering Policy 00-01 requirements.

Standard A-8: (Circulation Patterns – ingress, egress and emergency access)

This standard requires that the site design shall facilitate direct and convenient vehicular, pedestrian, bicycle, and emergency access. The proposed development should also comply with Section 17.62.070, which provides additional standards for on-site pedestrian access and circulation.

The applicant provides a detailed description of requested access and circulation in Attachment A of the revised site plan submittal. The Engineering Division, ODOT, City's Traffic Engineer, and Metro analyzed the information provided by the applicant.

The applicant is asking two access drives onto Washington Street. Pedestrian circulation is assured by seven pedestrian walkways, enhanced by landscaping. The on-site pedestrian system provides three separate direct routes from Washington Street to the sidewalk along the front of the Home Depot store.

Analysis: As previously mentioned, Washington Street, considered the gateway to the End of the Trail area and the future Downtown Community Plan area, requires upgrade to City and Metro regional standards. A boulevard-style design has been envisioned for this section of Washington Street that includes a landscaped median and separated sidewalks. As discussed above, the applicant is proposing an extensive on-site internal pedestrian system. However, in order to ensure adequate connections to the existing development on Washington Street, a 6-foot wide sidewalk along the east frontage of Washington Street shall be extended from the Home Depot development site to the Washington/Abernethy Road intersection. This includes missing links between the subject site frontage and the End the Trail Interpretive Center and between the End of the Trail Interpretive Center and the Washington Street/Abernethy Road intersection.
Conclusion: In order to meet this standard, the applicant shall comply with Condition #5.

Standard A-10: (Outdoor Lighting)
This standard requires that outdoor lighting must be provided in a manner that enhances security and is appropriate for the use.

Analysis: The applicant indicates the lighting system along the pedestrian walkways consists of 18 light posts, similar in design to those used in downtown Oregon City; and 16 stadium poles in the parking field (Attachment 3, Exhibit K, Attachment 1). Based on the information provided by the applicant, the proposed lighting system significantly

complements the design of the internal pedestrian system and assures pedestrian safety within the Home Depot development site.

Conclusion: The applicant has satisfied Section 17.62.050(11).

Standard A-11: (Site Design and Tree Resources)
This section requires the applicant to protect significant trees on the subject site.

Analysis: Based on the information provided by the applicant (Attachment 3), no significant trees would be impacted by the proposed development.

Conclusion: This standard is not applicable to the requested site plan and design review application.

Standard A-12: (Water Resources Overlay District)
This standard requires that all development shall be designed and maintained to protect water resources areas.

Analysis: The applicant has submitted a Wetland Determination and Delineation Report for the 16.56-acre site. The Wetland Determination and Delineation Report was provided by Caroline Rim, Fred Small and John Van Staveren, with Pacific Habitat Services, Inc. and dated July 12, 1999. The report indicates that approximately 0.16 acres of potentially jurisdictional wetland consisting of a stream and seeps is located in the southeastern corner of the subject site.

The same portion of the 16.56-acre site is within the City's Water Quality Resource Area. Under OCMC Section 17.49.050 any development, including buildings and parking and loading areas must maintained at a minimum 50-foot setback measured either from the edge of bankfull flow or delineated edge of the identified wetlands.

Based on the information provided by the applicant, the proposed development maintains the 50-foot wide setback from the identified wetland area in the southeasterly corner of the site.

The property is within the 100-year floodplain area, as shown on the Federal Emergency Management flood insurance map. It was inundated during the February 1996 flood. All development in the floodplain shall conform to the balanced cut and fill standards, as required by Chapter 17.42. No net fill in any floodplain is allowed. All fill placed in a floodplain shall be balanced with at least an equal amount of soil material. The City at the engineering, construction and building permits review level will perform the analysis of the applicant's compatibility with the appropriate floodplain standards.

Conclusion: The applicant's site plan meets this standard.

Standard A-13: (Natural Resources)
This standard requires that the development shall comply with all applicable City's regulations protecting natural resources.

Analysis: As discussed previously in this report, the proposed application includes significant increases in impervious surface that will result in stormwater discharges to the Clackamas River (via Clackamette Cove) and Abernethy Creek (via Park Place Creek). As previously discussed in this report, drainage impacts to this site can be significant to the surrounding Abernethy Creek, Clackamas River and Willamette River salmon-bearing streams.

As indicated by the Engineering Division, additional analysis regarding water quality infrastructure needs to be done to assure protection of the adjacent salmon-bearing rivers and creeks.

Conclusion: In order to meet the requirements of this section, the applicant must comply with Conditions # 26 and 27.

Standard A-14: (Other Agency Regulations)
This standard requires that all development shall maintain compliance with applicable federal, state, and City standards pertaining to air, water, odor, heat, glare, noise and vibration, outdoor storage, and toxic material.

Analysis: As previously discussed in this report, the site is located on a portion of the decommissioned Rossman Landfill, which contains uncontrolled solid waste. The landfill was closed in 1983, and since then has undergone remediation. The Home Depot development request would require a modification of the landfill site closure design, post-closure use, closure plan and sold waste closure permits.

Additional analysis pertaining to the landfill conditions of the development site is provided in the Engineering Division comments (Exhibit 4a).

The major concerns affecting the development site include:

- potential for exacerbating existing groundwater contamination;
- increased leachate and gas migration;
- potential fire and explosion hazards associated with landfill-generated gas;
- potential for human exposure to toxic air pollutants.

In short, the proposed development cannot move forward without a modification of the landfill closure permit, which the property owner must request from the Department of Environmental Quality.

It should be noted that depending on the response of DEQ, the applicant may need to re-submit for site plan and design review.

Conclusion: The applicant can meet this standard by complying with Engineering Policy 00-01 and Conditions # 29 and 30.

Standard A-15: (Public Water and Sanitary Sewer Facilities)
This standard requires that the applicant shall demonstrate that adequate facilities and services are presently available or can be made available concurrent with development.

Analysis: An analysis of the availability of water and sewer facilities is contained in Attachment 4a, Engineering Division comments.

Conclusion: The applicant can meet this standard by complying with Engineering Policy 00-01.

Standard A-16: (City's Transportation Plan and Design Standards)
This standard requires that all traffic related impacts should be mitigated. The traffic mitigation elements may include adequate right-of-way improvements, pedestrian ways, and bike routes.

Analysis: The existing transportation deficiencies in the Home Depot development vicinity area include:

(1) the intersection of I-205 northern ramps at Highway 213 degradation to unacceptable level of service;
(2) the intersection of Highway 213 and Washington Street degradation to unacceptable level of service;
(3) the need for a North-South Collector-Distributor Road to extend the life of the short-range improvement projects.

Washington Street, considered the gateway to the End of the Trail area and the future Downtown Community Plan area, requires upgrade to City and Metro regional standards. A boulevard-style design is envisioned for this section of Washington Street that includes a landscaped median and separated sidewalks. Adequate pedestrian access to the site can only be achieved if the pedestrian circulation system extends towards Abernethy/17th Street to connect to downtown Oregon City.

The applicant provided a Transportation Impact Analysis that has been reviewed by the City's Traffic Engineer (Attachment 4c). Additional analyses of the transportation and traffic improvement are contained in Attachments 4a-4d.

Conclusion: The applicant can meet this standard by complying Conditions #11through #24 and Engineering Policy 00-01.

Standard A-17: (Major Retail and Office development pedestrian access)
The pedestrian access and circulation aspect of the site plan was previously discussed in this report [Section 17.62.050(8)].

Standard A-18: (Tri-Met regulations relating to industrial, commercial or office)
This standard requires that the proposed development be reviewed by Tri-Met to determine whether transit service is or reasonably can be made available to serve the site.

Analysis: Tri-Met line 34 currently serves the area along Abernethy and Washington Street with the nearest bus stop about ¼ mile from the site. With Washington Street being a potential transit street, it is important to have direct and continuous connections to adjacent properties and other destinations such as a transit stop. Therefore, if a transit area is not reserved now, it may become difficult to find an appropriate space for it in the future.

The applicant has proposed setting aside an area along the Washington Street right-of-way for a future Tri-Met stop on the assumption that the Rossman Landfill will become a future northern gateway to the City, making the Home Depot site a logical stop for users of future mixed-use type of development envisioned for this area.

Conclusion: The applicant's site plan has satisfied Section 17.62.050(18).

Standard A-19: (Underground Utilities)
This standard requires that all underground utilities shall be placed underground.

Analysis: The information provided by the applicant indicates that all utilities would be located underground.

Conclusion: The applicant's site plan has satisfied this standard.

Standard A-20: (Access for physically handicapped)
This standard requires that access and facilities for handicapped shall be incorporated into the design.

Analysis: The information provided by the applicant indicates that the proposed development would accommodate handicapped.

Conclusion: The applicant's site plan has satisfied this standard.

Standard A-21: (Bicycle and Pedestrian Travel)
The bicycle and pedestrian access and circulation was addressed in response to Section 17.62.050(8).

Section 17.62.070 – On-Site Pedestrian Access
The bicycle and pedestrian access and circulation was addressed in response to Section 17.62.050(8).

STAFF CONCLUSION:

- The intent of the M-2 Heavy Industrial District is to accommodate primarily high-impact manufacturing, processing and distributing activities (OCMC 17.38.010 and 17.38.020.A). A limited number of retail uses, related to retail lumber yard and building yard are also allowed (OCMC 17.38.020.B), provided that such uses are mitigated through a reasonably practical set of conditions to ensure that the proposed site plan properly relates to the site and the surrounding sites and structures, and implements the City's Comprehensive Plan and regulations as stated in the City's Code (OCMC 17.62.010).

- Given the location and the intensity of the proposed use, the analysis of the proposed Home Depot development involves significant impacts on regional systems and City facilities. The specific mitigation measures requested by the affected agencies have been evaluated by the requirements of OCMC Chapter 17.62 Site Plan and Design Review.

- In general, the objective of the revisions proposed by the applicant is to set a tone in anticipation of future development and redevelopment of the Oregon City Downtown Community Plan area. The design of the Home Depot project anticipates future development on the Rossman Landfill as a combination of uses connected by a multi-modal transportation network, including transit and pedestrian walkways.

- The revised site plan proposed by Home Depot is an outcome of balancing (1) existing site natural constraints; (2) transition land use between the freeway-oriented land uses to the east and the Oregon City historic downtown area to the west; and (3) Home Depot functional characteristics.

- The analysis of the Home Depot proposal indicates that significant modification to the original proposal have been presented. Mitigation of on-site and off-site impacts of this development will involve following necessary requirements and obtaining necessary permits through regional and state agencies. In many cases "outside" approval must be obtained prior to approval of engineering construction plans or issuance of City building permits.

STAFF DECISION:

Based on the analysis and findings as described above, staff concludes that the proposed 117,064-square foot Home Depot store with the 19,689-square foot Garden Center and the 10,700-square foot seasonal sales area can satisfy the requirements as described in the Oregon City Municipal Code for Site Plan and Design Review (Section 17.62).

Therefore, file SP 99-11-R can be approved, based upon the findings and exhibits contained in this staff report and subject to successful completion of the Conditions of Approval attached as Exhibit 1. This decision based upon review of those documents and drawings that compose the revised submittal dated August 8, 2000.

EXHIBITS:

1. Conditions of Approval
2. Vicinity Map
3. Applicant Submittal (on file)
4. Agency Comments
    a. City Engineering Division
    b. ODOT (Oregon Department of Transportation)
    c. City Traffic Engineer
    d. Metro
    e. End of the Oregon Trail
    f. City Public Works Division (on file)
5. Engineering Policy 00-01

CONDITIONS OF APPROVAL

BUILDING COMPATIBILITY

1. The elevation of the proposed building shall be in accordance with the revised site plan, Attachment 3, Preliminary Development, Sheet SD8, Proposed Building Elevations, and Exhibit N, Materials Board, as part of the submittal dated August 8, 2000.
2. The applicant shall provide a revised site plan including a description of a fence or other type of enclosure for a 10,700-square feet section of the parking lot for seasonal sales.

PARKING

3. The number of on-site parking spaces for the 16.67-acre Home Depot lease area, including the proposed Home Depot building and future Pad "A" and Pad "B", shall be limited to 615 parking spaces.

PEDESTRIAN ACCESS AND CIRCULATION

4. A pedestrian access and circulation plan shall be in accordance with the revised site plan, Attachment 3, SD3 Preliminary Construction Plan; SD4 Preliminary Grading/Drainage Plan, SD5 Preliminary Utility Plan; SD7 Preliminary Site Lighting Plan; and L1A Future Landscape Plan.
5. A 6-foot wide sidewalk along the east frontage of Washington Street shall be extended from the Home Depot development site to the Washington/Abernethy Road intersection. This includes missing links between the subject site frontage and the End of the Trail Interpretive Center and between the End of the Trail Interpretive Center and the Washington Street/Abernethy Road intersection.

LANDSCAPING

6. The applicant shall provide a revised site plan including, at a minimum, two additional landscaped islands within the portion of the parking lot southwest of Pad "B". Each island shall include a tree, shrubbery and groundcover. All plant materials shall be selected from the Oregon City Native Plant List.

LIGHTING PLAN

7. The proposed lighting plan shall be in accordance with the revised site plan, Attachment 3, Exhibit A, SD7 Preliminary Site Lighting Plan.

FUTURE DEVELOPMENT OF PAD "A" AND PAD "B'

8. Any development of future Pad "A" and Pad "B" shall be subject to City review and approval.

EXHIBIT 1

DEVELOPMENT AGREEMENT

9. Prior to beginning construction of the improvements required by Conditions #18 through #23, the applicant shall provide an irrevocable Letter of Credit to the City in the amount of 110 percent of the bid amount for those improvements.

STREETS

Washington Street Short-Term Improvements

10. An 80-foot wide street access easement width is required along the property's west property line and along the proposed west entrance for a future arterial road, which connects Washington Street and Abernethy Road. The applicant shall provide an 80-foot wide street access easement along the westerly boundary of the subject 16.5-acre development site.
11. The applicant shall construct the proposed west entrance on Washington Street to the City's Arterial Street standards.
12. The applicant shall install signals at the intersection of Washington Street and at the west site access to the proposed development.
13. A half-street improvement shall be required for the entire frontage along Washington Street that includes a 15-foot wide raised landscaped median with turn pockets where necessary (in lieu of a continuous two-way left turn lane).
14. A Grant of Access (per OAR 734-051-0430) or an Indenture of Access (per OAR 734-051-0450) must be approved by ODOT for the proposed east approach road onto Washington Street. If the Grant of Access or the Indenture of Access is approved, the applicant must obtain an approach permit. The east access shall be restricted in accordance with the ODOT permit.
15. The applicant shall obtain an ODOT Indenture of Access for the site's west approach to Washington Street.
16. The site plan shall be revised to provide 275 feet of storage for the westbound left turn lane at the site's west (main) approach onto Washington Street. A 100-foot long right-turn lane serving the Metro Transfer Station shall also be provided at this approach. In the eastbound direction, a 100-foot left-turn lane and a 100-foot right-turn lane shall be provided. A right-turn overlap phase and separate right-turn and through-left lanes shall be provided for the Home Depot west driveway approach.
17. Permits are required for the east and west approaches onto Washington Street and for all work in the right-of-way. ODOT and the City of Oregon City shall coordinate review of design and construction. All improvements shall be completed prior to site occupancy.

Interstate 205 Short-Term Improvements

18. The applicant shall widen the I-205 northbound off-ramp at its intersection with Highway 213 to improve the turn radius for the right turn movements from the off-ramp.
19. The intersection of Washington Street and Abernethy Road shall be returned to signalized operations.

Highway 213 Short-Term Improvements

20. The applicant shall add back the right-turn lane southbound to westbound on Highway 213 at its intersections with Washington Street and Redland Road.

21. The applicant shall provide a signal interconnection system along OR 213 between its intersections with Washington Street and Redland Road to facilitate traffic progression.

22. All highway and street improvements shall be completed and approved by the appropriate agencies prior to final occupancy permit.

Interstate 205 and Highway 213 Interchange Long-Term Improvements

23. The applicant shall convert the existing southbound right-turn lane at the OR 213 and SE Washington Street intersection to a through lane. The right-turn lane shall be extended to or through the OR 213 and Redland Road intersection, as determined at the time of final design.

24. The applicant shall commit to proportionate funding of Park Place interchange improvements identified by the Highway 213 Corridor Study. These include the I-205 southbound ramp improvements, grade separation at the Washington Street/Highway 213 intersection and associated improvements at the Abernethy/Redland/Highway 213 intersection.

WATER

25. All cost for off-site water improvements shall be at the applicant's expense.

STORM DETENTION AND OTHER DRAINAGE FACILITIES

26. The applicant shall analyze and incorporate water quality facilities and features, including temperature control, to protect the adjacent salmon-bearing rivers and creeks from the developed site's storm runoff. The storm sewer system shall be designed so all runoff from impervious development goes through an appropriate pollution control/water quality control structure.

27. This site's approved drainage disposal points are Park Place Creek and the Washington Street storm system. The applicant shall provide calculations indicating that there is adequate offsite downstream capacity for the developed site. The applicant shall pay for any offsite storm system upgrades required to accommodate this site's development.

DEDICATIONS AND EASEMENTS.

28. The applicant shall dedicate to the public a 10-foot wide Public Utility Easements (PUE) along the project's property lease boundary.

GEOTECHNICAL

29. The applicant shall provide a Geotechnical Investigation Report to the City based on site-specific subsurface exploration (borings and test pits) to provide recommendations and findings for the design of foundations, utilities, retaining walls, construction methods, slope stability, and other design features that will be impacted by the landfill characteristics of the site. This Report shall be submitted during engineering design review.

30. The applicant shall obtain DEQ approval of this development prior to engineering construction plan approval. The City shall be provided copies of the DEQ approval of the development.

31. The design and construction of this development shall not disturb the existing gas collection system. The geotechnical engineer shall provide test reports and certification that all engineered fills have been placed as specified. A summary report shall be supplied to the City Engineer and Building Official certifying that the structural fill has been placed and tested in accordance with the requirements of the geotechnical evaluation and City requirements.

ENGINEERING REQUIREMENTS

32. The applicant shall sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement.

33. The applicant is responsible for this project's compliance to Engineering Policy 00-01 (Exhibit 5 of Staff Report SP-99-11-R). The policies pertain to any land use decision requiring the applicant to provide any public improvements.

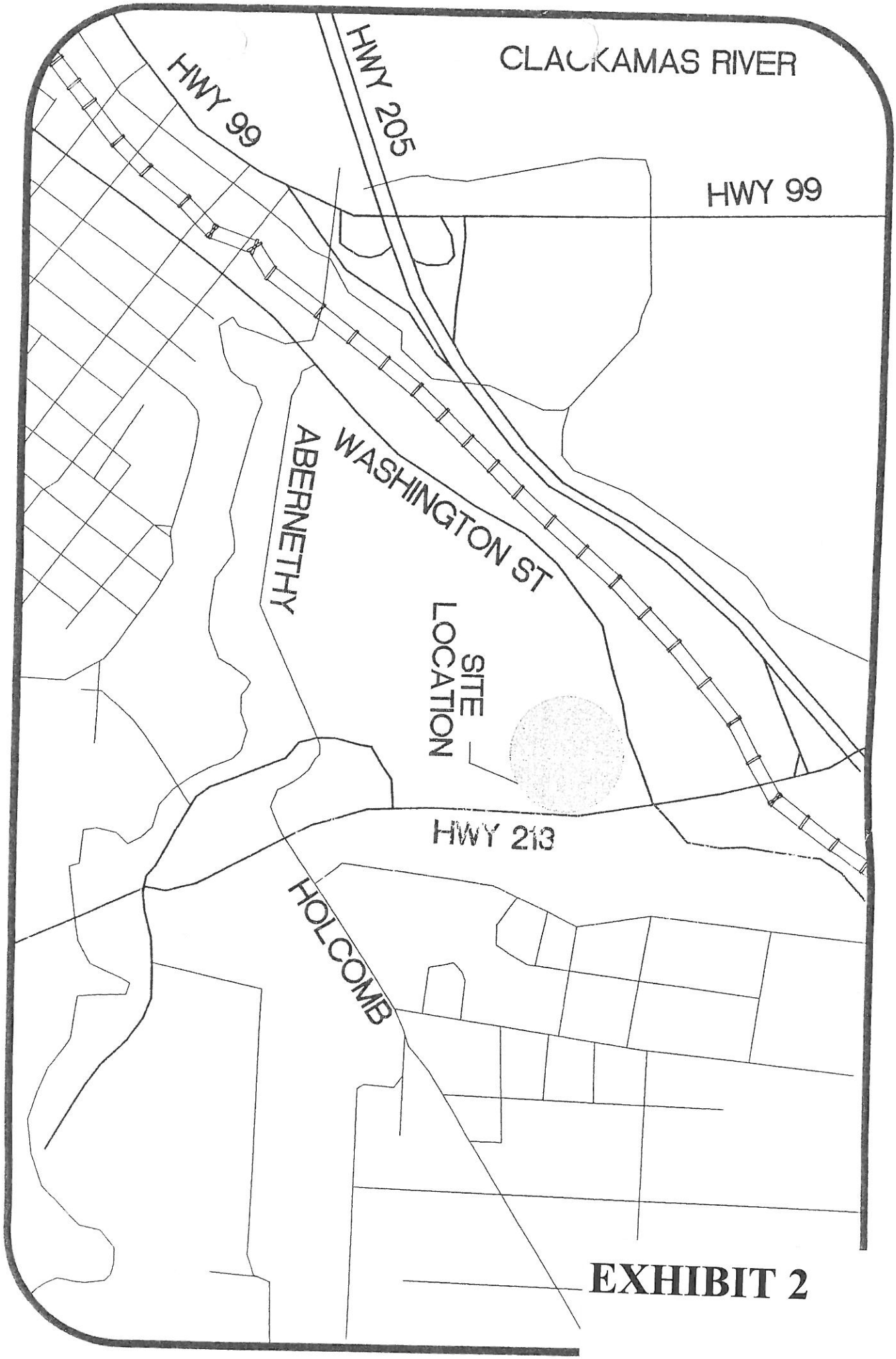
CLACKAMAS RIVER
HWY 99
HWY 205
HWY 99
WASHINGTON ST
ABERNETHY
SITE LOCATION
HWY 213
HOLCOMB

EXHIBIT 2

ANALYSIS AND FINDINGS

The applicant has proposed a new retail store on the southwest corner of Highway 213 and Washington Street. The proposed project consists of 117,064-square foot main building with an additional 19,686-square foot garden center and 615 parking spaces. The site also shows to additional detached future building pads located in the sites east (Building Pad A) and north (Building Pad B) corners.

The proposed Home Depot site is located on a portion of the closed Rossman Landfill, which contains uncontrolled solid waste. The Home Depot site is approximately 16.56 acres. A preliminary onsite grading, erosion control and utility site plan has been provided by WRG Design Inc. dated July 26, 2000.

Any Conditions of Approval for Building Pads A and B will be addressed in future under a separate Land Use Application.

Engineering staff recommends the approval of the Home Depot as long as the following conditions of approval are implemented:

PROVISION OF PUBLIC SERVICES:

WATER.

There is an Oregon City (City) 10-inch ductile iron water line on the north side of the Washington Street right-of-way.

Applicant has proposed an 8-inch water line looped through the site. The water improvements loop through the site and connect at two locations to the City 10-inch water line in the Washington Street right-of-way. The water system design proposed by the applicant for the Home Depot will have to be modified to meet City code and requirements. The basic schematic layout is workable, with changes.

Conditions:

1. All cost for the off-site water improvements shall be at the Applicant's expense.
2. The proposed onsite water main shall be adequately supported and restrained to accommodate installation in a landfill area where differential settlement is expected. The waterline shall be constructed of ductile iron with locking joints; all angles and fittings shall be mechanically restrained. No thrust blocks will be allowed in the landfill area.

EXHIBIT 4a

SANITARY SEWER.

Currently there are no gravity sanitary sewers adjacent to the site. The nearest gravity sewer crosses Washington Street approximately 300-feet northeast of the Abernethy Road and Washington Street intersection. The applicant proposes to connect to the existing Tri-City 30-inch gravity sanitary sewer manhole near the intersection of Abernethy Road and Washington Street. The sanitary sewer is under Tri-City jurisdiction and has a 30-inch diameter.

The applicant has shown a preliminary onsite gravity sanitary sewer and a note indicating that an offsite gravity sanitary sewer shall connect to an existing sanitary manhole near the intersection of Abernethy Road and Washington Street. The basic schematic layout is workable, with minor changes. The applicant did not show any of the proposed offsite sanitary sewer improvements.

The applicant should contact the property owners adjacent to the new sanitary sewer to inquire if they would like to pay the contractor to stub-out a lateral to their property.

Conditions:

3. Since the proposed gravity sanitary sewer lateral is being constructed on a landfill site, differential settlement is expected. The sanitary sewer lateral shall be ductile iron with locking joints. The sanitary sewer lateral shall be video inspected each year to verify the pipe's grade and integrity. A copy of the tape shall be provided to the City for review, comment, and approval

STORM SEWER/DETENTION AND OTHER DRAINAGE FACILITIES.

The applicant has proposed a preliminary onsite storm drainage system for the site. The basic schematic layout will require changes. Very little water quality has been shown for this site. The proposed site is located in the Park Place and Kelly Field Drainage Basins as designated in the City's Drainage Master Plan.

The site borders the Park Place Creek, which is a tributary to Abernethy Creek. A portion of the Kelly Field Drainage Area drains to the Clackamas River, which is a tributary to the Willamette River. Drainage impacts to this site can be significant to the surrounding Abernethy Creek, Clackamas River and Willamette River salmon bearing-streams.

The applicant has submitted a Expected Stormwater Temperature Effects memorandum for this site. The memorandum was provided by Dale Groff, with Pacific Habitat Services, Inc. and dated August 7, 2000.

Conditions:

4. Applicant must analyze and incorporate water quality (which includes temperature control) infrastructures to protect the adjacent salmon-bearing rivers and creeks from the developed sites storm runoff. The applicant must consider these impacts for the storm design and site construction. The storm sewer system shall be designed so all runoff from impervious development goes through an appropriate pollution control water quality control facility. These items may include, but not be limited to bio-swales between parking areas and raised tree-planting areas. These amenities will also require DEQ approval.
5. No storm detention shall be required for this development.
6. This site's approved drainage disposal points are Park Place Creek and the Washington Street storm system. It is the developer's responsibility to provide calculations indicating that there is adequate offsite downstream capacity for the developed site. Any offsite storm upgrades required to accommodate this site's development shall be paid by the applicant.

DEDICATIONS AND EASEMENTS.

Highway 213 is a state road and is under Oregon Department of Transportation (ODOT) jurisdiction. Washington Street is a City road and is classified by the City as a Minor Arterial. Abernethy Road is a Clackamas County (County) road and is classified by the City as a Minor Arterial.

The current total right-of-way width of Washington Street along the site varies from 170-feet to 210-feet. The current total easement width of Highway 213 along the site varies from 225-feet to 330-feet.

The applicant does not show any dedications on the plans. No additional dedications are required at this time for the existing streets and highway.

Conditions:

7. A 80-foot wide street access easement width is required along the property's west property line and along the proposed west entrance for a future arterial road, which connects Washington Street and Abernethy Road. The applicant shall provide an 80-foot wide street access easement along the west property.
8. The applicant shall dedicate to the public a 10-foot wide Public Utility Easements (PUE)

along the project's property lease boundary.

STREETS.

The applicant is proposing: 1) access to the site is provided by two driveways which connect to Washington Street; 2) 615 onsite parking spaces are provided, no interior landscaping areas are shown; 3) no offsite street or highway improvements have been shown.

The applicant's proposed preliminary street design does not meet the City or ODOT's requirements.

Conditions:

9. The applicant shall construct the proposed west entrance to the City's Arterial street standards, which includes but is not to be limited to, two 14-foot travel lanes, 14-foot turn lane, curb, gutter, 7-foot concrete sidewalk, 6-foot bicycle lane, city utilities (water, sanitary and storm drainage facilities), traffic control devices, striping and street lights in compliance with the City Municipal Code for Oregon City, various Master Plans and standards.
10. A half-street improvement will be required for the entire frontage along Washington Street. A half-street improvement is defined as to the centerline plus 10-feet. This provides the required improvement on the applicant's portion of the roadway, and allows the opposing travel way to have safe passage on the new gradient. Curb return radii and curb (handicap) ramps are required. The half street portions that the applicant is required to provide includes, but is not to be limited to, the 14-foot travel lane, 14-foot turn lane, or landscaped median, curb, gutter, 7-foot concrete sidewalk, 6-foot bicycle lane, city utilities (water, sanitary and storm drainage facilities), traffic control devices, striping and street lights in compliance with the City Municipal Code for Oregon City, various Master Plans and standards.

GRADING AND EROSION CONTROL.

The applicant has provided a preliminary site-grading plan, but has not provided an erosion control plan for the site.

TRAFFIC AND TRANSPORTATION.

The applicant has submitted a Traffic Impact Study for this site. The Traffic Impact Study was provided by Paul Ryus; P.E., with Kittelson & Associates, Inc. and dated July 1999.

The City requested that David Evans and Associates, Inc. (DEA) review the Traffic Analysis. John Replinger; P.E., with DEA reviewed the Traffic Impact Study and responded to the City with a letter dated January 27, and September 1, 2000.

Conditions:

11. The applicant shall provide both short term and long term traffic impacts this development will have on the local streets and highways. The developed site's short term and long-term traffic impacts will determine the applicant's monetary contribution to the highway improvements.
12. The applicant shall return the Washington Street/Abernethy Road to signalized operation and interconnect the traffic signals on the Washington Street intersections at Abernethy Road, Home Depot/Metro entrance and HWY 213.

GEOTECHNICAL CONSIDERATIONS.

The applicant has submitted a preliminary Geotechnical Assessment for the site. The Assessment did not include any subsurface exploration and all subsurface references and conditions have been assumed. The Preliminary Geotechnical Assessment was provided by David D. Driscoll, P.E., with Geotechnical Resources Incorporated (GRI), and dated July 8, 1999.

The site is located over a landfill, which is estimated to contain 46 feet of municipal refuse. The site will undergo large magnitudes of differential settlement.

This site is located in a hydrological, geological, or geotechnical hazard area according to the Geological Hazards Map, which shows a portion of the site located in the 100-year flood area.

The report has not adequately addressed the geotechnical concerns for the site.

Conditions:

13. The applicant shall provide to the City during the engineering design review a Geotechnical Investigation Report be based on site-specific subsurface exploration (borings and test pits) to provide recommendations and findings for the design of the foundation, utilities,

retaining walls, construction methods, and slope stability.

14. The applicant shall obtain DEQ approval of this development prior to engineering construction plan approval. The City shall be provided copies of the DEQ approval of the development.
15. The design and construction of this development shall not disturb the existing gas collection system. The geotechnical engineer shall provide test reports and certification that all engineered fills have been placed as specified. A summary report shall be supplied to the City Engineer and Building Official certifying that the structural fill has been placed and tested in accordance with the requirements of the geotechnical evaluation and City requirements.

WATER RESOURCES.

The applicant has submitted a Wetland Determination and Delineation Report for this site. The Wetland Determination and Delineation Report was provided by Caroline Rim, Fred Small and John Van Staveren, with Pacific Habitat Services, Inc. and dated July 12, 1999.

Conditions:

16. The applicant shall not disturb the wetlands in the southeast corner of the site. In addition, the applicant shall design and provide an adequate storm water quality system to protect the adjacent wetlands and streams.

ENGINEERING REQUIREMENTS.

Conditions:

17. The Applicant shall sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the Property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement.
18. The Applicant is responsible for this project's compliance to Engineering Policy 00-01 (attached). The policies pertain to any land use decision requiring the applicant to provide any public improvements.

September 5, 2000

PLA9-1-2B-ORE-160
Proposal Number: 298

City of Oregon City
Planning Department
PO Box 351
Oregon City, OR 97045-0021

Attn: Barbara Shields, Sr. Planner

Subject: **SP99-11(R) Home Depot**
Washington Street @ OR 213

Dear Ms. Shields,

Please insert this revised comment letter into the record.

We have reviewed the revised proposal for a Home Depot store. The current proposal does not differ significantly from the original in terms of anticipated traffic generation from the site. The applicant submitted the original Kittelson traffic report (July 1999) for the current application, and we agree the study findings are still valid. We concur with the transportation improvements recommended in the report as mitigation for site traffic impacts.

Please enter into the record, the ODOT letter originally submitted for SP 99-11 dated February 2, 2000 (*enclosed*). This letter details ODOT's findings on the applicant's traffic impact study, specifies additional mitigation necessary, and references the relevant City approval criteria.

The City's original decision and conditions of approval dated March 10, 2000 regarding access, off-site transportation impacts, and mitigation addressed all of ODOT's concerns. The intent of the conditions remain valid, however several of the conditions need to be modified to reflect new information and to respond to the revised site plan. The modified, ODOT-recommended conditions of approval are listed below.

SE Washington Street Access

Our research has determined that ODOT retains access control on SE Washington Street. ODOT has not yet made a final decision on whether a *Grant of Access* for the proposed east approach to SE Washington Street will be approved. It is anticipated that the decision will be finalized within 30-60 days. Stipulations on the design and use of the approach will be required as part of the approval for the *Grant of Access* and approach permit. Conditions on the approach, for example, could include:

a. The east approach for the Home Depot onto SE Washington Street shall be

EXHIBIT 4b

restricted to right-in/right out only.

b. A median shall be engineered in the SE Washington Street right of way to physically prohibit left-in and left-out turning movements into the Home Depot approach.

c. The median shall be designed to allow full access into Metro Transfer Station's commercial driveway.

d. Home Depot shall obtain the approval of the ODOT District 2C Manager prior to allowing left turns into their east approach to respond to flood conditions at the western (main) entrance.

e. The right-in/right-out approach shall only serve Home Depot and future development immediately within the Home Depot lease area unless approved by ODOT.

Proposed Retail Pad B

The revised application includes two *potential* retail pads on the north side of the Home Depot lease area. (The zoning of the parcel would need to be changed to commercial in order for this development to occur). Future phased improvements to OR 213, identified in the *Metro Regional Transportation Plan* (Constrained funding projects list), may entail the addition of a grade-separated southbound travel lane to the west of OR 213 mainline. This elevated structure would be designed to route I-205 northbound traffic heading southbound on OR 213 out of the Washington St. intersection in order to extend this intersection's operational life span. Eastbound Washington St. to southbound OR 213 right-turn movements may also require more extensive turn-lanes/ramps at this intersection.

The applicant should be aware that the proposed location of Retail Pad B in the northeast corner would likely fall within the footprint of future planned improvements to OR 213. ODOT would not support development at this location unless design work had been completed and it had been determined that the area would not be needed for transportation improvements.

We encourage the applicant to contact ODOT when development of the retail pads is being considered, so that we may coordinate on the building locations. The City's site design review standards **OCZC 17.82,** contains approval criteria to ensure that the future highway improvement project would not be jeopardized by the development.

CONCLUSION

With respect to ODOT facilities OR 213 and SE Washington Street, the applicant can satisfy **OCZC 17.82** (approval criteria requiring mitigation of transportation impacts) if the City's original Conditions of Approval 10-16, 21, 22, and 24-26 are imposed; and Conditions 17-20, and 23 are re-written and imposed as follows:

17. A *Grant of Access* (per *OAR 734-051-0430*) must be approved by ODOT for the proposed east approach road onto SE Washington Street. If the *Grant of Access* is approved, the applicant will be required to obtain an approach permit and the

east access shall be restricted to right-in/right-out movements only. The applicant must construct roadway and site improvements required to restrict the approach (but provide full access to the Metro Transfer Station commercial driveway) and adhere to restrictions placed on the use of the east approach.

18. The applicant shall obtain an ODOT *Indenture of Access* (per *OAR 734-051-0450*) for the site's west approach to SE Washington Street.

19. The site plan shall be revised to provide 275 feet of storage for the westbound left turn lane at the site's west (main) approach onto SE Washington Street. A 100 feet long right-turn lane serving the Metro Transfer Station shall also be provided at this approach. In the eastbound direction, a 100-foot left-turn lane and a 100-foot right-turn lane shall be provided. A right-turn overlap phase and separate right-turn and through-left lanes shall be provided for the Home Depot west driveway approach.

20. Permits are required for the east and west approaches onto SE Washington Street and for all work in the right of way. ODOT and the City of Oregon City shall coordinate review of design and construction. All improvements shall be completed prior to site occupancy.

23. The applicant shall convert the existing southbound right-turn lane at the OR 213 and SE Washington Street intersection to a through lane. The right turn lane shall be extended to or through the OR 213 and Redland Road intersection, as determined at the time of final design.

Please contact me at 731-8282 if you have any questions regarding this matter. I would appreciate having the opportunity to review the draft staff report when it has been completed, and receiving a copies of the recommended and final decision with findings.

Sincerely,

Sonya Kazen,
Development Review Coordinator

SK: pk

cc: Loretta Kieffer, ODOT District 2B
John Bosket, Traffic, ODOT Region 1
Thomas Picco, Planning, ODOT Region 1
Jim Lyon, Home Depot USA, Inc., 9450 SW Commerce Circle, Suite 325, Wilsonville, OR 97070

P1

DAVID EVANS AND ASSOCIATES, INC.

2828 SW Corbett Avenue
Portland, Oregon 97201
Tel: 503.223.6663
Fax: 503.223.2701

September 1, 2000

Ms. Barbara Shields
City of Oregon City
PO Box 351
Oregon City, OR 97045

SUBJECT: REVIEW OF TRAFFIC IMPACT ANALYSIS
THE HOME DEPOT - SP 99-11R

Dear Ms. Shields:

In response to your request, David Evans and Associates, Inc. has reviewed materials submitted for the site plan and design review for The Home Depot proposed at the intersection of Washington Street and Highway 213. The materials provided in August 2000 consisted of a "Preliminary Development Set" of drawings (dated 7/28/00) and additional copies of a July 1999 Traffic Impact Analysis (TIA) prepared by Paul Ryus, PE (Kittelson & Associates, Inc.). The July 1999 TIA is the same one that I reviewed and on which I provided comments in my letter of January 27, 2000.

The new set of drawings (dated 7/28/00) differs significantly from that dated 7/08/99 that were provided for my January 2000 review. The new drawings have the following changes:

- The proposed main entrance roadway is shown to continue to the southwest, thus allowing a possible through connection to the adjacent property.
- The drawings show two additional development areas labeled "Pad A" and "Pad B" with 15,000 square feet of building area and 5,000 square feet of building area, respectively.
- The parking information indicates a total count of 615 spaces.

The change in the entrance roadway is a positive change. It could allow future development of a street connecting southwesterly from Washington Street and parallel to Highway 213. This would improve connectivity and could alleviate the need for improvements to the regional roads. The previous entrance roadway would have precluded this future option.

The possibility of two additional retail pads is new information. No analysis has been conducted to determine the traffic impact of this possibility. Note also that the Oregon Department of Transportation (ODOT) is concerned about the need for the land identified as Pad B for future highway improvements.

The parking count of 615 spaces is a reduction from the 694 spaces proposed in July 1999. Note that the proposed 615 spaces include 535 stalls for the Home Depot Building and 80 additional spaces for the buildings on Pads A and B. No information has been provided by the applicant that predicts the impacts of this change.

Based on Sonya Kazen's August 31, 2000 letter to you, it appears ODOT has determined that the TIA has provided an adequate analysis upon which ODOT can evaluate the impact on the state highway system and on the intersection of Highway 213 and Washington Street. The conditions of approval cited in Ms. Kazen's August 31, 2000 letter seem reasonable. Ms. Kazen notes that ODOT has access control jurisdiction over Washington Street

EXHIBIT 4c

DAVID EVANS AND ASSOCIATES, INC.

and may impose restrictive conditions on a secondary driveway. Ms. Kazen cites several examples in her August 31, 2000 letter. I think the examples cited are reasonable conditions.

I remain concerned that the applicant has not addressed the long-range impacts of the siting of a major retail establishment at this location. As I noted in my January 27, 2000 letter, The Home Depot is estimated to generate more than 5000 daily trips whereas a typical industrial development would generate approximately 300.

The TIA proposes that the intersection of Washington Street/Abernethy Road be returned to signalized operation. The analysis indicates that it would operate at an acceptable level of service if an additional lane were added on one approach. The TIA notes severe topographic constraints to such improvements. There is no simple, inexpensive solution to the existing problem. The traffic caused by the applicant's proposal would compound the problem. I recommend that the applicant be committed to funding a significant share of a future improvement at the intersection of Washington Street/Abernethy Road.

As noted above, the applicant's new drawings show the main entrance road with a stub connection to the southwest. This is a significant improvement and could be used to extend this street to south or southwest. I recommend that this be constructed to collector or arterial street standards and that provisions be made such that can be dedicated to the city, either now or in the future. I also suggest that the applicant be committed to participating financially to a southerly or southwesterly extension of this street including its termination at another intersection with Abernethy Road or Redland Road.

In conclusion, I find the conditions that ODOT may recommend or impose are reasonable. I suggest that the applicant should be contribute substantially to a future improvement at the intersection of Washington Street and Abernethy Road and to future improvements of the future access road extending to the southwest from Washington Street that will initially serve only as the applicant's entrance. I remain concerned that the applicant has not addressed long-term impacts of the development on a site that had been planned for industrial use. Finally, I would note that no analysis has been performed for the potential development of Pads A and B that are newly proposed for the undeveloped sections of the site.

If you have any questions or need any further information concerning this review, please call me at 223-6663.

Sincerely,

DAVID EVANS AND ASSOCIATES, INC.

John Replinger, PE
Senior Transportation Engineer

JGRE:jr
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600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL 503 797 1700 | FAX 503 797 1797

METRO

August 31, 2000

Barbara Shields, Senior Planner
City of Oregon City
PO Box 3040
320 Warner Milne Road
Oregon City, Oregon 97045-0304

Re: SP 99-11R - Home Depot Design Review Revised Submittal.

Dear Ms. Shields:

Metro Regional Environmental Management Department, owner and operator of the Metro South Transfer Station which lies directly across Washington Street from the proposed Home Depot project received their Revised Design Review application on August 16, 2000. Metro supports the Home Depot application with the following Concerns and comments.

Based on the information submitted in the current application and the City's conditions of approval for the previous application, Metro Regional Environmental Management Department is concerned with the traffic impacts to our transfer station. Specifically, the eastern entry/exit into the Home Depot parking lot must be placed far enough east of the transfer station's eastern entry/exit such that our commercial and long haul trucks can continue to be allowed to turn left (east) onto Washington Street. If the fifteen feet wide center median island is installed, there must be an opening such that our trucks can pass through the island while not allowing vehicles exiting the Home Depot parking lot to turn left (west) onto Washington Street. The median should also be located such that vehicles traveling westbound on Washington Street cannot turn into the Home Depot's eastern entry/exit. We would also recommend that the plantings in the island be designed to ensure adequate site distances for traffic safety.

If you have any questions, please feel free to call me at 797-1716.

Sincerely,

Glenn J. Taylor, P.E.
Construction Projects Manager

cc: Terry Peterson, Metro REM Department Director
Jim Watkins, Metro REM Environmental Services Director
Paul Ehinger, Engineering and Analysis Division Manager
Thomas Picco, ODOT
Brenda Bernards, Metro
Tim Collins, Metro

EXHIBIT 4d

END OF THE OREGON TRAIL
INTERPRETIVE CENTER

September 8, 2000

Barbara Shields, Sr. Planner
City of Oregon City
320 Warner Milne Rd.
Oregon City, Oregon 97045

Dear Barbara:

At our fundraising event, Pioneer Dreams, on August 25, Jim Lyons from Home Depot mentioned to me that they would like to talk with us about inclusion of some 'aesthetic feature' to go with the streetscape they are proposing. Jim mentioned, for example, the kind of 'arts elements' included at Portland's 4th and Taylor parking garage. I've been thinking quite a bit about the idea and believe that Home Depot would be well-served to include a 'feature' of some sort that makes a statement about historic Oregon City's unique character, has aesthetic value, and uses Home Depot's own strengths and resources.

I was struck by the idea that Willamette Falls, the core geographic feature of the City, is such a central part of our identity. I thought Home Depot could develop a water feature at the Washington and SR213, one that incorporates 'Historic Oregon City' into its design (they could use their own building supplies in a demonstration project). Done with character it would both be attractive, symbolic, and dynamic. Of course, it should be lit at night as well. I'm planning to pass this idea on to Jim, but thought I would mention it to you as well.

Sincerely,

David Porter
Executive Director

EXHIBIT 4f

CITY OF OREGON CITY

ENGINEERING POLICY 00-01
Guidelines for Development

EFFECTIVE: March 31, 2000

PREPARED BY

COMMUNITY DEVELOPMENT DEPARTMENT

320 Warner-Milne Road

Post Office Box 3040

Oregon City, Oregon 97045-0304

Telephone: (503) 657-0891

Engineering Division

EXHIBIT 5

The following sections outline some of the key requirements and helpful hints for those unfamiliar with providing public improvements as required by the Oregon City Municipal Code and Oregon City Public Works Standards. Copies of these Codes and Standards are available at City Hall for a nominal price. Most engineering firms in the local area already own these Codes and Standards to enable them to properly design their City projects. This is not an all inclusive list of City requirements and does not relieve the applicant from meeting all applicable City Code and Public Works Standards.

General

- All required public works improvements shall be designed and constructed to City standards. These standards include the latest version in effect at the time of application of the following list of documents: Oregon City Municipal Code, Water Master Plan, Transportation Master Plan, Sanitary Sewer Master Plan, and the Drainage Master Plan. It includes the Public Works Design Standards, which is comprised of Sanitary Sewer, Water Distribution System, Stormwater and Grading, and Erosion Control. This list also includes the Street Work Drawings, Appendix Chapter 33 of the Uniform Building Code (by reference), and the Site Traffic Impact Study Procedures. It may also include the City of Oregon City Review Checklist of Subdivision and Partition Plats when the development is a Subdivision, Partition, or Planned Unit Development.

Water (Water Distribution System Design Standards)

- The applicant shall provide water facilities for their development. This includes water mains, valves, fire hydrants, blow-offs, service laterals, and meters.
- All required public water system improvements shall be designed and constructed to City standards.
- The Fire Marshall shall determine the number of fire hydrants and their locations. Fire hydrants shall be fitted with a Storz metal face adapter style S-37MFL and cap style SC50MF to steamer port. This adapter is for a 5-inch hose. All hydrants to be completed, installed, and operational before beginning structural framing. Hydrants shall be painted with Rodda All-Purpose Equipment Enamel (1625 Safety Orange Paint) and all chains shall be removed from the fire hydrants.
- Backflow prevention assemblies are required on all domestic lines for commercial buildings, all fire service lines, and all irrigation lines. Backflow prevention assemblies are also required on residential domestic lines greater than or equal to 2-inch diameter. These assemblies are also required where internal plumbing is greater than 32 feet above the water main. The type of backflow prevention device required is dependent on the degree of hazard. City Water Department personnel, certified as cross connection inspectors, shall determine the type of device to be installed in any specific instance. All backflow prevention devices shall be located on the applicant's property and are the property owner's responsibility to test and maintain in accordance with manufacturer's recommendations and Oregon statutes.

- All existing wells on the site shall be capped and abandoned according to state regulations. Applicant shall provide documentation to the city before beginning of construction.

Sanitary Sewer (Sanitary Sewer Design Standards)

- The applicant shall provide sanitary sewer facilities to their development. This includes gravity mains, manholes, stub outs, and service laterals.
- All required public sanitary sewer system improvements shall be designed and constructed to City standards.
- Applicant must process and obtain sanitary sewer system design approval from DEQ.
- Any existing septic system on site shall be abandoned and certification documentation provided from Clackamas County before beginning construction.

Stormwater (Stormwater and Grading Design Standards)

- The applicant shall provide stormwater and detention facilities for their development. This includes the stormwater mains, inlets, manholes, service laterals for roof and foundation drains, detention system if necessary, control structure if necessary, inflow and outflow devices if necessary, and energy dissipaters if necessary.
- All required public stormwater system improvements shall be designed and constructed to City standards. Each project is to coordinate with the City Drainage Master Plan, January 1988, and the appropriate individual Basin Master Plan (if adopted) and incorporate recommendations from them as appropriate.
- The stormwater system shall be designed to detain any increased runoff created through the development of your site, as well as convey any existing off-site surface water entering the site from other properties.
- The applicant shall submit hydrology/detention calculations to the City Engineering Division for review and approval before approval of construction plans. Documentation shall be provided to back up calculations. 100-year overflow path shall be shown and shall not cross any developed properties.

Dedications and Easements

- All off-site utility easements required for your project shall be obtained and recorded before approval of construction plans.

Streets

- The applicant shall provide street facilities to their site. This includes the pavement, curbs, gutters, planter strips, street trees, sidewalks, bicycle lanes (when required by the type of street classification), city utilities (water, sanitary and storm drainage facilities),

traffic control devices, centerline monumentation in monument boxes, and street lights in compliance with the City Code for Oregon City and its various Master Plans.

- When installation of the first lift of asphalt, applicant shall provide asphalt berms or another adequate solution, as approved by the City Engineering Division, at storm catch basins or curb inlets on all streets. This ensures positive drainage until the applicant installs the second lift of asphalt.
- All street names shall be reviewed and approved by the City (GIS Division 657-0891, ext.168) prior to approval of the final plat to ensure no duplicate names are proposed in Oregon City or the 9-1-1 Service Area.
- All street improvements shall be completed and temporary street name signs shall be installed before issuance of building permits.
- The applicant is responsible for all sidewalks in their development. The applicant may transfer the responsibility for the five-foot sidewalks adjacent to the right-of-way as part of the individual building permit requirement on local streets. However, failure to do so does not waive the applicant's requirement to construct the sidewalks. Applicant shall complete all sidewalks on residential lots within one year of public improvement completion acceptance by the City unless a building permit has been issued.
- Applicant shall install sidewalks along any tracts within their development, any pedestrian walkways within their development, and all handicap access ramps required in their development at the time of street construction.
- Street lights shall typically be owned by the City of Oregon City under PGE plan "B" and installed at the expense of the applicant. The applicant shall submit a street light plan, subject to City and PGE approval, prepared by a qualified electrical contractor. Streetlights shall be placed at street intersections and along streets at property lines. The required lights shall be installed by a qualified electrical contractor. Streetlights are to be spaced and installed per recommendations of the Illuminating Engineering Society of North America as published in their current issue of IES, RP-8 to provide adequate lighting for safety of drivers, pedestrians, and other modes of transportation. Streetlights shall be 100-watt high-pressure sodium fixtures mounted on fiberglass poles with a 25-foot mounting height unless otherwise specified. The applicant shall dedicate any necessary electrical easements on the final plat. All streetlights and poles shall be constructed of material approved by PGE for maintenance by PGE.

Grading And Erosion Control

- The applicant's engineer shall submit rough grading plan with construction plans. The engineer shall certify completed rough grading elevations to +/- 0.1 feet. For single family residential developments, a final residential lot-grading plan shall be based on these certified grading elevations and approved by the City Engineer before issuance of a building permit. If significant grading is required for the residential lots due to its location or the nature of the site, rough grading shall be required of the developer before the acceptance of the public improvements. There shall not be more than a maximum grade differential of two (2) feet at all site boundaries. Final grading shall in no way

create any water traps, or create other ponding situations. Submit one copy (pertinent sheet) of any residential lot grading for each lot (e.g., 37 lots equals 37 copies).

- An Erosion Prevention and Sedimentation Control Plan shall be submitted for City approval. Applicant shall obtain an Erosion Control permit before any work on site.
  - Dewatering excavations shall not be allowed unless the discharge water meets turbidity standards (see next bullet) or is adequately clarified before it enters on-site wetlands, drainage courses, and before it leaves the site. Discharge from man-made, natural, temporary, or permanent ponds shall meet the same standard.
  - Construction activities shall not result in greater than 10 percent turbidity increase between points located upstream and downstream of construction activities.
  - Effective erosion control shall be maintained after subdivision site work is complete and throughout building permit issuance.
  - Plans shall document erosion prevention and control measures that will remain effective and be maintained until all construction is complete and permanent vegetation has been established on the site.
  - Responsible party (site steward) for erosion control maintenance throughout construction process shall be shown on the Erosion Control Plan.
  - Staff encourages applicant to select high performance erosion control alternatives to minimize the potential for water quality and fish habitat degradation in receiving waters.

Engineering Requirements

- Design engineer shall schedule a pre-design meeting with the City of Oregon City Engineering Division before submitting engineering plans for review.
- Street Name/Traffic Control Signs. Approved street name signs are required at all street intersections with any traffic control signs/signals/striping.
- Applicant shall pay City invoice for the manufacture and installation of permanent signs for street names and any traffic control signs/signals/striping.
- Bench Marks. At least one benchmark based on the City's datum shall be located within the subdivision.
- Other Public Utilities. The applicant shall make necessary arrangements with utility companies for the installation of underground lines and facilities. The City Engineer may require the applicant to pay these utility companies to use trenchless methods to install their utilities in order to save designated and marked trees when the utility crosses within a dripline of a tree marked, or identified, to be saved. Applicant to bear any additional costs that this may incur.
- Technical Plan Check and Inspection Fees. The current Technical Plan Check and Inspection Fee shall be paid before approval of the final engineering plans for the required site improvements. The fee is the established percentage of a City-approved engineer's cost estimate or actual construction bids as submitted by the applicant. Half of the fee is due upon submitting plans for final approval; the other half is due upon approval of the final plans.

- It is the City's policy that the City will only provide spot check inspection for non public-funded improvements, and the applicant's engineer shall provide inspection and surveying services necessary to stake and construct the project and prepare the record (as-built) drawings when the project is complete.
- Applicant shall submit two (2) sets of final engineering plans for initial review by the City Engineering Division to include the drainage report (wet signed by the responsible engineer), and the cost estimate with half of the Technical Plan Check fee. The engineering plans shall be blackline copies, 24" x 36". Blueline copies are not acceptable.
- For projects such as subdivisions, partitions, and Planned Unit Developments, the applicant shall submit a completed copy of the City's latest final subdivision and partition plat checklist, and a paper copy of the preliminary plat.
- Two (2) copies of any revised documents (in response to redlined comments) will be required for subsequent reviews, if necessary.
- The applicant shall submit, for the final City approval, six (6) copies of the plans with one full set wet signed over the engineer's Professional Engineer Oregon stamp.
- Minimum Improvement Requirements. Applicant shall provide a surety on land division developments for uncompleted work before a plat is recorded as required by a Land Division Compliance Agreement (available in hard copy or electronic version from City Engineer office). This occurs if the applicant wishes to record the final plat before completion of all required improvements. Surety shall be an escrow account or in a form that is acceptable to the City Attorney.
- Upon conditional acceptance of the public improvements by the City, the applicant shall provide a two-year maintenance guarantee as described in the Land Division Compliance Agreement. This Maintenance Guarantee shall be for fifteen (15) percent of the engineer's cost estimate or actual bids for the complete public improvements.
- The applicant shall submit a paper copy of the record (as-built) drawings, of field measured facilities, to the City Engineer for review before building permits are issued beyond the legal limit. Upon approval of the paper copy by the City Engineer, applicant shall submit a bond copy set and two 4-mil mylar record drawings sets.
- The applicant shall submit one full set of the record (as-built) drawings, of field measured facilities, on AutoCAD files on CD-ROM or 3.5-inch diskette, in a format acceptable to the City Engineer, and include all field changes.
- One AutoCAD file of the preliminary plat, if applicable, shall be furnished by the applicant to the City for addressing purposes. A sample of this format may be obtained from the City Geographical Information System Division. This information, and documents, shall be prepared at the applicant's cost.
- The applicant's surveyor shall also submit, at the time of recordation, a copy of the plat on a CD-ROM or 3.5-inch diskette to the City in a format that is acceptable to the City's Geographic Information System Division.
- The City reserves the right to accept, or reject, record drawings that the City Engineer deems incomplete or unreadable that are submitted to meet this requirement. The applicant shall be responsible for all costs associated with meeting this condition. The

applicant shall ensure their engineer submits the record drawings before the City will release final surety funds or residential building permits beyond the legal limit.

- Final Plat Requirements, if applicable. The final plat shall comply with ORS 92.010 through 92.190, and City Code. In addition the following requirements shall be required:
  - The applicant, and their surveyor, shall conform to the City's submittal and review procedures for the review and approval of plats, easements, agreements, and other legal documents associated with the division of this parcel.
  - Show the City Planning File Number on the final plat, preferably just below the title block.
  - A blackline copy of the final plat illustrating maximum building envelopes shall be submitted to the Planning Division concurrently with submittal of the plat to ensure setbacks and easements do not conflict.
  - Use recorded City control surveys for street centerline control, if applicable.
  - Tie to City GPS Geodetic Control Network, County Survey reference PS 24286, and use as basis of bearings. Include ties to at least two monuments, show measured versus record, and the scale factor. Monuments may be either GPS stations or other monuments from prior City control surveys shown on PS 24286. If ties are to prior City control surveys, monument ties shall be from the same original control survey. The tie to the GPS control can be part of a reference boundary control survey filed for the land division.
  - Show state plane coordinates on the Point of Beginning.
- The civil construction drawings, once approved by the City Engineering Division, shall have an approval period of one year in which to commence with construction. Once the City Engineer holds the preconstruction conference and construction activity proceeds, plans and drawings shall be valid for as long as the construction takes. Should the approval for the construction drawings expire before construction commences, it shall be the responsibility of the applicant to bring the civil construction documents and plans into conformance with the latest Standards, Specifications, and City Codes that are in place at the time of the update, and bear the cost associated with bringing them into conformance, including additional technical plan check and review costs.
- The applicant shall include requirements for maintaining landscaping and tracts, maintaining surface runoff patterns established for each lot, maintaining any proposed private storm lines or detention, and for individual lot owner's conformance to the City's erosion control standards when establishing or renovating landscaping by including this statement in proposed Conditions, Covenants, and Restrictions (CC & R's), plat restrictions, or some other means acceptable to the City Attorney. The applicant shall submit the proposed method and statement to the Planning staff for review and approval, before final plat approval.
- Construction vehicles and other vehicles associated with the development shall only use the entrance as approved by the City Engineering Division to enter their site and these vehicles shall park or wait on the construction site. The applicant should provide a specified area of off street parking for the site's construction workers which meets the erosion/sedimentation control measures. Supplier vehicles and trailers (hauling vehicles) and actual construction vehicles shall not park, or wait, in such a manner that would

block or hinder access for emergency vehicles. This includes private vehicles belonging to construction workers, supplier vehicles and trailers, and actual construction vehicles.

- Site construction activity is to only occur between 7:00 AM and 6:00 PM on Monday through Friday; between 9:00 AM and 6:00 PM on Saturday. No site improvement construction activity is allowed on Sunday. Construction activity includes all field maintenance of equipment, refueling, and pick up and delivery of equipment as well as actual construction activity.
- It is the responsibility of the applicant to ensure that all applicable outside agencies are contacted and any appropriate approvals obtained for the construction of the project. The applicant shall ensure copies of approvals are supplied to the City project files. Failure to do so shall be a justification for the City to prevent the issuance of a construction or building permit or to revoke a permit that has been issued for this project.
- The applicant shall be responsible for paying all fees associated with the recording of documents such as non-remonstrance agreements, easements, and dedications.
- Should the applicant, or any assigns or heirs, fail to comply with any of the conditions set forth here, the City may take the appropriate legal action to ensure compliance. The applicant shall be responsible for any City legal fees and staff time associated with enforcing these conditions of approval.

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01 APR 12 PM 1:20
RECEIVED
CITY OF OREGON CITY

3800 W. Chapman Ave • Orange, CA 92868
(714) 940-3500

April 10, 2001

01 APR 12 PM 1:2
RECEIVED
CITY OF OREGON CITY

Barbara Shields, Senior Planner
City of Oregon City
320 Warner Milne Rd.
Oregon City, Oregon 97045

Dear Barbara,

I was sorting through some files and came across the attached letter from David Porter.

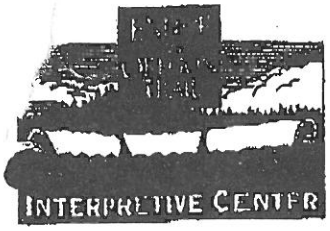
I do recall having a brief conversation with David about our project and responding positively to his suggesting the possibility of including some sort of special "entry feature". However, the conversation never got past that level of detail. When David mentions the 4th and Taylor parking garage in his letter, he must have been recalling a conversation with someone else. If I've ever been there, I'm sure I did not pay attention to the "Arts elements" he refers to in his letter.

I am not copying David with this letter because it may unnecessarily create some friction with him. The issue may not even come up. However, if it does come up from David, you may share this letter with him.

Very truly yours,

Jim Lyon
Real Estate Manager
West Coast Region

Cc: Kirk Bezanson



September 8, 2000

Barbara Shields, Sr. Planner
City of Oregon City
320 Warner Milne Rd.
Oregon City, Oregon 97045

Dear Barbara:

At our fundraising event, Pioneer Dreams, on August 25, Jim Lyons from Home Depot mentioned to me that they would like to talk with us about inclusion of some 'aesthetic feature' to go with the streetscape they are proposing. Jim mentioned, for example, the kind of 'arts elements' included at Portland's 4th and Taylor parking garage. I've been thinking quite a bit about the idea and believe that Home Depot would be well-served to include a 'feature' of some sort that makes a statement about historic Oregon City's unique character, has aesthetic value, and uses Home Depot's own strengths and resources.

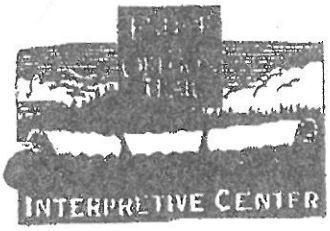
I was struck by the idea that Willamette Falls, the core geographic feature of the City, is such a central part of our identity. I thought Home Depot could develop a water feature at the Washington and SR213, one that incorporates 'Historic Oregon City' into its design (they could use their own building supplies in a demonstration project). Done with character it would both be attractive, symbolic, and dynamic. Of course, it should be lit at night as well. I'm planning to pass this idea on to Jim, but thought I would mention it to you as well.

Sincerely,

David Porter
Executive Director

EXHIBIT 4f

657-9336



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Oregon City, Oregon 97045

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Sincerely,

David Porter
Executive Director

EXHIBIT 4f

3800 W. Chapman Ave. • Orange, CA 92868
(714) 940-3500

April 10, 2001

01 APR 12 PM
RECEIVED
CITY OF OREGON CITY

Barbara Shields, Senior Planner
City of Oregon City
320 Warner Milne Rd.
Oregon City, Oregon 97045

Dear Barbara,

I was sorting through some files and came across the attached letter from David Porter.

I do recall having a brief conversation with David about our project and responding positively to his suggesting the possibility of including some sort of special "entry feature". However, the conversation never got past that level of detail. When David mentions the 4th and Taylor parking garage in his letter, he must have been recalling a conversation with someone else. If I've ever been there, I'm sure I did not pay attention to the "Arts elements" he refers to in his letter.

I am not copying David with this letter because it may unnecessarily create some friction with him. The issue may not even come up. However, if it does come up from David, you may share this letter with him.

Very truly yours,

Jim Lyon
Real Estate Manager
West Coast Region

Cc: Kirk Bezanson

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

October 29, 2014

Ms. Laura Terway
City of Oregon City
PO Box 3040
Oregon City, OR 97045

SUBJECT: REVIEW OF TRANSPORTATION IMPACT STUDY – AMERICA'S TIRE STORE – SP14-16

Dear Ms. Terway:

In response to your request, I have reviewed the materials submitted in support of the proposed America's Tire store. The relevant materials included the project narrative, site plan and the Transportation Impact Analysis (TIA). The TIA is dated August 13, 2014 and was prepared under the direction of Brian Dunn, PE of Kittelson & Associates, Inc.

The proposed tire store would be just over 11,000 square feet. It would be located to the south of Prairie Schooner Way, southeast of Washington Street and west of OR 213. The proposed store is adjacent to the Home Depot store and would utilize the two existing Home Depot driveways for access.

The TIA provides a basis upon which the proposal can be evaluated for transportation impacts.

Comments

1. ***Study Area.*** The study addresses the appropriate intersections. The engineer evaluated traffic patterns and traffic volumes and analyzed the operations at four locations. The key intersections were:

    - OR 213/Prairie Schooner Way
    - Washington Street/Prairie Schooner Way
    - Home Depot signalized access/Prairie Schooner Way
    - Home Depot unsignalized, right-in, right-out access/Prairie Schooner Way

    The study area is appropriate.

2. ***Traffic Counts.*** The traffic counts were conducted in July 2014 at each of the intersections identified above. Traffic counts were conducted during the weekday PM peak and the Saturday mid-day peak periods. The Saturday peak period was selected because of the high volume of traffic that typically occurs at tire stores and the adjacent home improvement store on weekends. Following ODOT procedures, traffic counts conducted in July were adjusted to reflect the 30th highest hour of the year. The base year traffic volumes appear reasonable.

3. ***Trip Generation.*** The TIA presents information on trip generation from the construction of an 11,059 square-foot tire store. The trip generation rates were taken from the Institute of

Transportation Engineers' *Trip Generation.* The tire store predicted to produce 23 PM peak hour trips and 35 Saturday mid-day peak hour trips.

4. ***Trip Distribution.*** The engineer's trip distribution shows 40 percent of traffic going to and from the north on OR 213 to I-205; 25 percent to and from the south on OR 213; and 35 percent to and from the southwest on Washington Street. The trip distribution seems reasonable.

5. ***Traffic Growth.*** To account for background traffic growth, the traffic counts were adjusted by two percent per year through 2015, the year in which the store is expected to be operational. The traffic growth assumptions and methodology appear reasonable.

6. ***Analysis.*** Traffic volumes were calculated for the intersections described in #1, above. At each location, the level of service (LOS) and delay calculations were provided to assess operations relative to ODOT and city's operational standard. The analysis was undertaken for the PM and the Saturday mid-day peak hours and included year 2014 existing conditions, 2015 background conditions, and year 2015 total traffic conditions.

   According to the engineer, all four intersections will operate better than the operational standards specified by ODOT and the city. Under 2015 total traffic conditions with the tire store included, all intersections will operate at LOS "A" or "B." Even for the OR 213/Prairie Schooner Way intersection, the intersection volume-to-capacity ratio (v/c) is predicted to be 0.70 or better under all conditions. For the three intersections under city jurisdiction, each easily meets the city's operational standard. The performance of all study area intersections is predicted to meet city standards during the peak hours.

   The engineer also analyzed the queuing at the intersections and found that there is adequate capacity for queued vehicles on all approaches.

   The engineer concluded no mitigation measures were necessary. I concur with his conclusions.

7. ***Turn Lanes at Site Entrance(s).*** Turn lanes are already included in the configuration of the intersections.

8. ***Crash Information.*** The TIA provides crash information for the most recent five-year period for the site accesses. The OR 213/Prairie Schooner Way and Washington Street/Prairie Schooner Way intersections have been constructed so recently that there is not sufficient history for a meaningful analysis. Based on the five-year crash history, both site access points have very low crash rates. No patterns were evident and no mitigation measures were suggested. I concur.

9. ***Pedestrian and Bicycle Facilities.*** The TIA provides a description of pedestrian facilities and bicycle lanes in the study area. No changes are proposed in association with this development proposal.

10. ***Site Plan and Access.*** The establishment of the tire store will result in minor changes to the existing Home Depot parking lot but no changes to the points of access on Washington Street.

11. ***Intersection Spacing.*** No new intersections will be established by this proposal.

12. ***Sight Distance.*** The engineer measured sight distance at the two existing site access locations on Washington Street and verified the adequacy. I concur with his analysis and conclusions about the adequacy of sight distance.

13. ***Consistency with the Transportation System Plan (TSP).*** There are no changes proposed for the transportation network.

14. ***Parking Analysis.*** Because the proposal includes some loss of existing parking for Home Depot, the TIA also summarizes the results of a parking analysis. The engineer explains that the proposal would eliminate 19 spaces from the existing lot and add 7 spaces with the tire store. To judge the effect of these changes, parking utilization counts were conducted for an entire weekday and an entire Saturday in the easterly portion of the Home Depot lot. The engineer concluded that in spite of the net loss of 12 spaces there should be adequate parking with the construction of the proposed tire store.

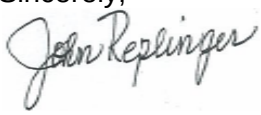
15. ***Conclusions and Recommendations.*** The engineer concludes that traffic operations would be adequate at all analyzed intersections. He concludes no mitigation is needed for traffic operations. He concludes no safety mitigation is necessary. I concur with the conclusions of the applicant's engineer.

Conclusion and Recommendations

I find that the TIA provides an adequate basis upon which to assess the impacts of the proposed tire store. I agree that off-site mitigation for traffic impacts is not required.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,



John Replinger, PE
Principal

Oregon City\2014\SP14-16.docx