Community Development Department
315 Kennel Ave/PO Box 248
Molalla, OR 97038
Phone 503.759.0205
www.cityofmolalla.com

AGENDA
Molalla Planning Commission
6:30 PM, August 2, 2023

Commission Chair Doug Eaglebear
Commissioner Jennifer Satter
Commissioner Rick Deaton
Commissioner David Potts
Commission Vice-Chair Connie Sharp
Commissioner Clint Ancell
Commissioner Martin Ornelas

In accordance with House Bill 2560, the City of Molalla adheres to the following practices: Live-streaming of the Molalla Planning Commission Meetings are available on Facebook at "Molalla Planning Commission Meetings – LIVE" and "Molalla Planning Commission Meetings" on YouTube. Citizens can submit Public Comment in the following ways: attend the meeting, email support staff @ communityplanner@cityofmolalla.com by 4:00pm on the day of the meeting, or drop it off at the Civic Center, 315 Kennel Avenue.

I. CALL TO ORDER AND FLAG SALUTE

II. ROLL CALL

III. CONSENT AGENDA
A. Planning Commission Meeting minutes – 6/7/23

IV. PRESENTATIONS, PROCLAMATIONS, CEREMONIES

V. PUBLIC COMMENT & WRITTEN COMMUNICATIONS
Citizens are allowed up to 3 minutes to present information relevant to the city but not listed as an item on the agenda. Prior to speaking, citizens shall complete a comment form and deliver it to the support staff. The Planning Commission does not generally engage in dialog with those making comments but may refer the issue to the Community Development Director. Complaints shall first be addressed at the department level prior to addressing the Planning Commission.

VI. PUBLIC HEARINGS
QUASI-JUDICIAL HEARING: SDR04-2023 & VAR02-2023 150 Grange St.

VII. GENERAL BUSINESS

VIII. STAFF COMMUNICATION

IX. COMMISSION COMMUNICATION

X. ADJOURN

Community Development Department
315 Kennel Ave/PO Box 248
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Planning Commission Meeting
Minutes for
June 7, 2023

The June 7, 2023, meeting of the Molalla Planning Commission was called to order by Chairperson Doug Eaglebear at 6:32 pm.

COMMISSIONER ATTENDANCE:
Commissioner Clint Ancell - Present
Commissioner Rick Deaton – Present
Commissioner David Potts – Present
Commissioner Connie Sharp – Present
Commissioner Martin Ornelas – Present
Commissioner Jennifer Satter – Present

STAFF IN ATTENDANCE:
Mac Corthell, Planning Director - Present
Ronda Lee, Support Specialist - Present
Sam Miller, Senior Engineer - Present
Dan Zinder, Associate Planner – Present

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AGENDA:

I. CALL TO ORDER AND FLAG SALUTE

II. ROLL CALL

III. CONSENT AGENDA

A. Planning Commission Meeting minutes – 05/03/2023
M-CS, 2nd-CA Vote: Passed 7-0-0

IV. PRESENTATIONS, PROCLAMATIONS, CEREMONIES

V. PUBLIC COMMENT & WRITTEN COMMUNICATIONS

Citizens are allowed up to 3 minutes to present information relevant to the city but not listed as an item on the agenda. Prior to speaking, citizens shall complete a comment form and deliver it to the support staff. The Planning Commission does not generally engage in dialog with those making comments but may refer the issue to the Community

Development Director. Complaints shall first be addressed at the department level prior to addressing the Planning Commission.

VI. PUBLIC HEARINGS

SDR01-2023 105 S Ona Way. M-CA, 2nd-RD (Fix drive path) Passed: 7-0-0
ADJ01-2023 Parking Stall. M-JS, 2ND-CS (1' overhang/17' stalls) Passed: 7-0-0
ADJ03-2023 Lot Size. M-CA, 2ND-MO (as stated) Passed: 7-0-0

VII. GENERAL BUSINESS

Welcomed new commissioner David Potts.

VIII. STAFF COMMUNICATION

IX. COMMISSION COMMUNICATION

X. ADJOURN

M-CS, 2ND-JS Passed 7-0-0 @ 8:00pm

PLANNING COMMISSION MEETING CAN BE VIEWED IN ITS ENTIRIETY HERE:

https://www.youtube.com/watch?v=yvhiKRkZFNg

_____ _____
Chairperson Doug Eaglebear Date

Attested by: _____ _____
MCD Director, Mac Corthell Date

Planning & Community Dev.
117 N Molalla Avenue
PO Box 248
Molalla, Oregon 97038
Phone: (503) 759-0205
communityplanner@cityofmolalla.com

CITY OF MOLALLA STAFF REPORT

Consolidated Review for SDR04-2023, VAR02-2023, and PLA01-2023 – New Police Station

Date:	July 23, 2023 for the August 2, 2023 Planning Commission Meeting
File No.:	Consolidated Review for SDR04-2023, VAR02-2023, and PLA01-2023
Proposal:	Construction of a New Police Facility. Lot consolidation of subject parcels.
Address:	150 Grange Ave
Tax Lot:	Taxlots 500 and 700 of Clackamas County Taxmap 52E09CB
Applicant:	MacKenzie Inc. on behalf of The City of Molalla – Brian Varricchione PO Box 248 Molalla, Oregon 97038
Property Owners:	City of Molalla
Applicable Standards:	**Applicable Standards: Molalla Municipal Code, Title 17, Development Code** **Division II, Zoning Regulations** *Section 17-2.2.030 Allowed Uses* *Section 17-2.2.040 Lot and Development Standards* **Division III, Community Design Standards** *Section 17-3.2.040 Non-Residential Buildings* *Section 17-3.2.050 Civic Space and Pedestrian Amenities* *Chapter 17-3.3 Access and Circulation* *Chapter 17-3.4 Landscaping, Fences and Walls, Outdoor Lighting* *Chapter 17-3.5 Parking and Loading* *Chapter 17-3.6 Public Facilities* **Division IV, Application Review Procedures and Approval Standards** *Section 17-4.1.040 Type III Procedure (Quasi-Judicial Review – Public Hearing)*

Section 17-4.2.050 Approval Standards (Site Design Review)
Section 17-4.3.120 Property Line Adjustments
Chapter 17-4.7 Adjustments and Variances

TABLE OF CONTENTS:

EXHIBITS:

I. EXECUTIVE SUMMARY

Proposal:

The applicant is seeking approval for Site Design Review, Adjustment, and Variance for a new 17,832 SF, single-story police facility with associated parking, landscaping, and site improvements at 150 Grange Avenue. The applicant also requests approval of a property line adjustment to consolidate the two (2) subject parcels into a single lot. The applicant proposes vehicle access to the site from two new accesses from Grange Ave; one on the north end of the property for personnel access and parking and one from the southern portion of the property for public access and parking. Additionally, the Applicant proposes required pedestrian frontage and civic space improvements adjacent to the proposed building along Grange Ave.

The applicant is requesting Adjustment and Variance approvals due to the unique security needs associated with a police station:

- Adjustment to Section 17-3.2.040.D.6 to allow a 20% reduction in the required percentage of glazing facing the street.
- Adjustment to Section 17-3.2.040.D.9 to allow a 10% reduction in the required percentage of glazing on the south elevation and a 20% reduction in the required percentage of glazing on the west elevation.
- Variance to Section 17-3.2.040.D.9 to allow a 63% reduction in the required percentage of glazing on the north elevation.
- Variance to Section 17-3.2.040.E.1 to provide alternate articulation methods, namely utilizing changes in materials, mullions, and control joints rather than building offsets.

Last, the applicant proposes a lot consolidation to remove the line between the two existing parcels to facilitate permitting of the proposed building. Lot consolidations are a Type 1 decision and the decision is provided in this document.

Site Description:

The subject site is located on two parcels totaling 1.59 acres and abuts the west side of Grange Avenue just south of Robbins ST. Zoning for the properties is Public/Semi-Public (PSP). The site is the former ground for a recently demolished bowling alley and is currently vacant. The property has a slight slope from northeast to southwest.

Surrounding Zoning and Land Uses:

The subject parcel is surrounded by central commercially zoned (C-1) land. Surrounding uses include a wireless service provider “Molalla Communications” to the north, a religious facility “Foothills Community Church” to the south, and a mix of residential and commercial uses to the east and west.

Public Agency Responses:

Staff circulated notice of the project to the City's Public Works Department and Fire Marshal for comment on June 19, 2023. The City has included responses from these agencies as Exhibits D and E respectively and integrated their comments into the proposed findings and conditions of this decision.

Public Notice and Comments:

Per MMC 17-4.1.040, notice of the public hearing was sent to all property owners within 300 feet of the subject properties and to a group of interested parties on June 23, 2023. Notice was published in the Molalla Pioneer on July 5, 2023. Signage containing public notice information was posted on the property on July 11, 2023. As of July 26, 2023 Staff had received no written public comment on the application.

I. Approval of PLA01-2023

Based on the application materials and findings demonstrating compliance with the applicable standards, Staff hereby approves PLA01-2023 subject to the following conditions:

a. Final Plat approval by the City of Molalla (MMC 17-4.3.090) will be required prior to filing and recording with Clackamas County (MMC 17-4.3.100).
b. The Applicant shall submit for final plat approval within two years of preliminary plat approval or otherwise receive an extension in accordance with MMC 17-4.3.030 to prevent a lapse of the decision herein.

II. Recommendation for SDR04-2023 and VAR02-2023

Based on the application materials and findings demonstrating present or conditioned compliance with the applicable standards, staff recommends **approval** of Site Design Review SDR04-2023 and Adjustments and Variances associated with VAR02-2023 subject to the conditions of approval that follow this recommendation. This approval is based on the Applicant's written narrative, site plans, and supplemental application materials. Any modifications to the approved plans other than those required by the conditions of this decision will require a new land use application and approval.

III. Conditions of Approval for SDR04-2023 and VAR02-2023

1. Building Permits, Engineering Plan Approvals, and Certificate of Occupancy Required:

a. Per Molalla Municipal Code (hereinafter MMC) 17-4.2.070 and the State of Oregon Structural Specialty Code, upon approval of this Site Design Review, the applicant must submit for building permit authorization from Molalla Planning Staff and Engineering Plan Review from Molalla Public Works. Per MMC 17-4.2.070, this site design review has an approval period of 1-year from the date of approval. As a condition of approval, the Applicant/owner shall submit for both Building Permit Authorization for all proposed improvements through the City of Molalla Planning Department and Civil Plan Review through the City of Molalla Public Works Department within the 1-year approval period. Extension requests for the 1-year period are subject to the Code provisions of MMC 17-4.2.070, B.

b. Per MMC 17-4.9.020 and the State of Oregon Structural Specialty Code, upon approval of this Site Design Review (change of use), the applicant must obtain a Certificate of Occupancy from the Clackamas County Building Official. As a condition

of approval, the Applicant/owner shall obtain a Certificate of Occupancy through the Clackamas County Building Official for all onsite occupants prior to operation of the new, proposed use/occupancy.

Note: City approval is required for all Certificates of Occupancy.

2. Conditions Requiring Resolution Prior To Receiving Building Permit Authorization From The Molalla Planning Department:

a. Applicant shall provide at least 75 percent canopy coverage within the northern and eastern elevations where walkways abut the building.

b. Applicant shall submit civil and building permit plans showing the public access drive aisle on the southern portion of the property extending to meet the western property line.

c. Applicant shall clearly mark pedestrian crossing areas where the public or private walkway meet the drive aisle with a crosswalk or contrasting paving materials in accordance with MMC 17-3.3.040 B 4.

d. Applicant shall clearly mark carpool/vanpool spaces and place them closest of non-ADA spaces to the building entrance, as proposed.

e. Applicant shall finalize lot consolidation prior to building permit issuance.

f. Separate engineering drawings reflecting the installation of public utilities will be required. Civil plans must be accepted prior to building permit authorization by the City. No building permit may be issued until all required public facility improvements are in place and approved by the City Engineer, or otherwise bonded, in conformance with the provisions of this Code and the Public Works Design Standards. No construction of, or connection to, any existing or proposed public utility/improvements will be permitted until all plans are approved by Staff, all fees have been paid, all necessary permits, bonding, right-of-way and easements have been obtained and approved by staff. Performance Bond shall be in place prior to issuance of permit and before any public construction begins. The sum of the Performance Bond will be based on Engineering Cost Estimates provided at the time of application submittal. All public improvements shall be completed and accepted by the Public Works Department prior to issuance of any occupancy (MMC 17-3.6.080).

For commercial and industrial development projects, no building permit may be issued until all required public facility improvements are in place and approved by the City Engineer, or otherwise bonded, in conformance with the provision of the Code and the Public Works Design Standards in accordance with MMC 17-3.6 Public

Facilities. All public facilities shall be completed and accepted by the Public Works Department prior to issuance of final occupancy. Staff reserves the right to require revisions/modifications to the public improvement construction plans and completed street improvements if additional modifications or expansion of the sight distance onto adjacent streets is required (MMC 17-3.6.080).

I. Plans submitted for review shall meet the requirements described in Section 1 of the Molalla Standard Specifications for Public Works Construction (MMC 17-3.6.080).

II. All public improvement designs shall meet the requirements of the Molalla Standard Specifications for Public Works Construction as amended by the Public Works Director (MMC 17-3.6.080).

III. All public utility/improvement plans submitted for review shall be based upon a 22"x 34" format and shall be prepared in accordance with the City of Molalla Public Work's Standards (MMC 17-3.6.080).

IV. Frontage improvements will be required along Grange Ave. Specific requirements from the Downtown Master Plan (DMP) include sidewalks, curb and gutter, street parking, travel lanes, and street lighting, where sidewalk improvements should incorporate streetscape element recommendations from the DMP such as street trees, planter strips, and ornamental lighting. Due to the challenges integrating the DMP requirements with the existing sidewalk, Staff's recommendation that applicant to utilize the portion of the site adjacent to the right-of-way as an extension of pedestrian facilities rather than moving the existing curb line and construct to City of Molalla Public Works Design Standards. Applicant to consider bike infrastructure such as "sharrows" along roadway to bring compliance with DMP.

V. Striping shall be provided along Grange Ave in accordance with the Molalla Transportation Systems Plan cross section width to designate parking areas from the travel lane.

VI. Applicant shall install roadway lighting in accordance with Public Work Design Standards. Location and number shall be determined during civil plan review.

VII. Approach spacing shall meet Molalla Public Works Design Standards.

VIII. Applicant to abandon existing ¾ in water lateral at main line.

IX. Should Fire Department regulations require additional fire flow that results in looping the water line through the site, then applicants engineer shall coordinate with Public Works for the extension of public waterline.

X. Applicant shall confirm that the turning radius for the new parking area can accommodate fire apparatus in their engineering plan submittals. Applicant may widen proposed approaches as required by the Molalla Fire Department. Applicant shall provide a Knox override key or a fire department code for the security gate to the Molalla Fire Department prior to occupancy. If a code is to be used, the code must keep the gate open until fire department staff leave the area.

XI. Applicant submitted a stormwater drainage plan with their application package. Applicant will be required to submit design and construction requirements for stormwater and surface water management at the time of Public Works Permit application. Design shall be in accordance with Section 3 of the Molalla Standard Specifications for Public Works Construction and Stormwater Master Plan. The applicant proposes collecting and detaining all stormwater onsite and discharge to the existing storm system located in Grange Ave. Onsite private storm system shall comply with plumbing code requirements. The detention and flow control facilities shall be reviewed, permitted, and inspected by Molalla Public Works. The onsite storm conveyance system shall be reviewed and inspected by Clackamas County Building under a plumbing permit, in accordance with MMC 13.13 Surface Water Management. Additional stormwater analysis is provided in Staff responses to Section 17-3.6.050.

XII. Public sanitary, storm sewer, and water lines on private property shall be centered in a permanent easement granted to the City. The minimum width of a public pipeline easement shall be 15 feet and no permanent structures shall be allowed within an easement area.

XIII. All utilities to the project shall be served underground services. No overhead crossings of public right of way shall be approved by the city (MMC 17-3.6.060).

XIV. Work in a public right-of-way shall not begin until all applicable agency permits have been approved and issued.

XV. All survey monuments on the subject site or that may be subject to disturbance within the construction area, or the construction of any off-site improvements shall be adequately referenced and protected prior to commencement of any construction activity. If the survey monuments are disturbed, moved, relocated, or destroyed as a result of any construction, the project shall, at its cost, retain the services of a registered professional land surveyor in the State of Oregon to restore the monument to its original condition and file the necessary surveys as required by Oregon State law. A copy of any recorded survey shall be submitted to Staff (MMC 17-3.6.080).

XVI. The applicant shall contact the Oregon Water Resources Department and inform them of any existing wells located on the subject site. Any existing well shall be limited to irrigation purposes only. Proper separation, in conformance with applicable State standards, shall be maintained between irrigation systems, public water systems, and public sanitary systems. Should the project abandon any existing wells, they shall be properly abandoned in conformance with State standards and supply the City with a copy of the final document (MMC 17-3.6.080).

XVII. General Erosion Control – The applicant shall install, operate, and maintain adequate erosion control measures in conformance with the standards adopted by the City of Molalla and DEQ during the construction of any public/private utility and building improvements until such time as approved permanent vegetative materials have been installed. Applicant or Applicant's Contractor shall be responsible for all erosion control requirements under the 1200-C permit and shall coordinate directly with DEQ for questions related to 1200-C permit compliance (MMC 17-3.6.080).

3. Conditions To Be Met Prior To Construction

i. Temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets (MMC 17-3.3.030 D 20).

ii. Applicant shall submit a Public Works Permit and assurances in accordance with Section 1 of the Molalla Standard Specifications for Public Works Construction prior to any construction of public facilities.

iii. If work is discontinued for more than six months, it shall not be resumed until the Public Works Director is notified in writing and grants approval of an extension.

iv. Improvements shall be constructed under the inspection of the City Engineer. The City Engineer may approve minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest, except that substantive changes to the approved design shall be subject to review under Chapter 17-4.5 Modifications to Approved Plans and Conditions of Approval. Any survey monuments that are disturbed before all improvements are completed by the developer or subdivider shall be replaced at the developer or subdivider's expense prior to final acceptance of the improvements.

4. Conditions To Be Met Prior To Occupancy:

v. All landscaping, parking, lighting, and other improvements shall be installed and approved by the Planning Official prior to occupancy (MMC 17-3.5.020 B).

vi. Engineer's Certification and As-Built Plans. In accordance with the current version of the Public Works Design Standards, a registered civil engineer shall provide written certification in a form required by the City that all improvements, workmanship, and materials meet current and standard engineering and construction practices, conform to approved plans and conditions of approval, and are of high grade, prior to City's acceptance of the public improvements, or any portion thereof, for operation and maintenance. The developer's engineer shall also provide two sets of "as-built" plans, one paper set and one electronic set for permanent filing with the City. If required by the City, the developer or subdivider shall provide a warranty bond pursuant to Section 17-3.6.100. (Ord. 2017-08 §1

vii. Applicant will be required to dedicate a 10-foot-wide public utility easement (PUE) fronting the public right-of-way if one does not exist and provide a copy of the recorded dedication prior to occupancy. No structures are allowed to encroach into the easement. Applicant shall be required to submit a legal description and exhibit map for review and sign City easements. Once completed, applicant will be required to record easements with the County Recorder's Office and return the original document to the City prior to final occupancy. If an existing PUE exists, applicant shall provide proof of the existing dedication.

viii. Warranty Bond shall be in place prior to final completion and acceptance of the project and meeting the requirements in subsection 1.15.9 of the Molalla Standards

and subject to all easements and legal documents have been recorded with the County.

5. Ongoing Conditions:

ix. All contractors and subcontractors performing work on this property shall obtain and maintain a valid, current business license with the City of Molalla.

x. All primary building entrances shall open to the sidewalk and shall conform to Americans with Disabilities Act (ADA) requirements, as applicable (MMC 17-3.2.040 D). All approaches and driveways shall meet ADA accessibility requirements where they coincide with an accessible route (MMC 17-3.3.030 D 15). Parking shall be provided consistent with ADA requirements (MMC 17-3.5.030 H).

xi. No visual obstructions shall be placed in vision clearance areas (MMC 17-3.3.030 G).

xii. No proposed fencing shall be made of prohibited materials, as detailed in MMC 17-3.4

xiii. All landscaping shall be maintained in good condition, or otherwise replaced by the property owner (MMC 17-3.4.030 G).

xiv. Fences and walls shall be maintained in good condition, or otherwise replaced by the property owner (MMC 17-3.4.040 F).

xv. As an ongoing condition of approval, all outdoor lighting shall be maintained in good condition, or otherwise replaced by the property owner (MMC 17-3.4.050 C).

Exhibit A:

City Staff's Findings of Fact for SDR04-2023

Per MMC 17-4.2.050, an application for Site Design Review shall be approved if the proposal meets all of the following criteria. The Planning Official, in approving the application, may impose reasonable conditions of approval, consistent with the applicable criteria;

A. The application is complete, in accordance with Section 17-4.2.040;

Findings: The City received the Applicant's proposal on April 21, 2023 and deemed it complete in accordance with Section 17-4.2.040 on May 16, 2023.

B. The application complies with all of the applicable provisions of the underlying Zoning District (Division II), including, but not limited to, building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards;

17-2.2.030 Allowed Uses

Findings: The Applicant proposes a new 17,832 police facility and associated parking on the subject site. The proposed use falls into the Emergency Services use category, which expressly includes police facilities and is permitted in the PSP zone. The Standard is met.

17-2.2.040 Lot and Development Standards

Findings:

Minimum Lot Area – There is no minimum lot size in the PSP zone. The proposed lots are of adequate size to accommodate the proposed development. This standard is met.

Minimum Lot Width and Depth – There is no minimum lot width or depth the PSP zone. The proposed lots are of adequate size to accommodate commercial development. This standard is met.

Building and Structure Height – Maximum building height in the PSP zone is 55ft. The maximum height of the proposed structure is 23ft. This standard is met.

Maximum Lot Coverage – There is no maximum foundation plane coverage standard in the PSP zone. This standard does not apply.

Minimum Landscape Area % (includes required parking lot, landscaping, and required screening) Minimum landscaped area in the PSP zone is 10%. The Applicant proposes 6,110 SF of vegetated area approximately 2083 SF of hardscaped civic space, totaling 11.8% of the site area. This standard is met.

Minimum Setbacks - 6

Front Setback Requirement: 0ft – This standard is met.
Garage Setback Requirement: 20ft – No garages are proposed. This standard does not apply.
Alley: 3ft - This property does not abut an alley. This standard does not apply.
Adjacent to R Districts: 10ft – This proposal is not adjacent to any residential districts. This standard does not apply.

Build to Line: Build to Line does not apply in PSP zone. Building is connected to public walkway and parking areas by pedestrian oriented civic space and walkways.

C. The proposal includes required upgrades, if any, to existing development that does not comply with the applicable zoning district standards, pursuant to Chapter 17-1.4 Nonconforming Situations;

The previously existing structure on the subject site has been demolished and the site is being viewed as a vacant lot, to be developed to code. The proposal will bring all onsite improvements to City Standards except as specified through adjustments and variances. Offsite improvements will bring frontages along the subject site to City standards. Non-conforming situations do not apply.

D. The proposal complies with all the Development and Design Standards of Division III, as applicable:

Findings: Applicable Standards under Division III. Community Design Standards for this project include:

Section 17-3.2.040 Non-Residential Buildings
Section 17-3.2.060 Drive-Up and Drive-Through Uses and Facilities
Chapter 17-3.3 Access and Circulation
Chapter 17-3.4 Landscaping, Fences and Walls, Outdoor Lighting
Chapter 17-3.5 Parking and Loading

17-3.2.040 Non-Residential Buildings

A. **Purpose and Applicability.** The following requirements apply to non-residential development, including individual buildings and developments with multiple buildings such as shopping centers, office complexes, mixed-use developments, and institutional campuses. The standards are intended to create and maintain a built environment that is conducive to pedestrian accessibility, reducing dependency on the automobile for short trips, while providing civic space for employees and customers, supporting natural surveillance of public spaces, and creating human-scale design. The standards require buildings placed close to streets, with storefront windows (where applicable), with large building walls divided into smaller planes, and with architectural detailing.

Findings: This section applies to the proposed emergency services development.

B. **Building Orientation.** The following standards apply to new buildings and building additions that are subject to Site Design Review. The Planning Official may approve adjustments to the standards as part of a Site Design Review approval, pursuant to Chapters 17-4.2 and 17-4.7, respectively.

1. Buildings subject to this section shall conform to the applicable build-to line standard in Table 17-2.2.040.E, as generally illustrated in Figure 17-3.2-6. The standard is met when at least 50 percent of the abutting street frontage has a building placed no farther from at least one street property line than the build-to line in Table 17-2.2.040.E; except in the Central Commercial C-1 zone, at least 80 percent of the abutting street frontage shall have a building placed no farther from at least one street property line than the required build-to-line. The Planning Official, through Site Design Review, may waive the build to line standard where it finds that one or more of the conditions in subdivisions a through g occurs.

    a. A proposed building is adjacent to a single-family dwelling, and an increased setback promotes compatibility with the adjacent dwelling.
    b. The standards of the roadway authority preclude development at the build-to line.
    c. The applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed to be placed between the building and public right-of-way, pursuant to Section 17-3.2.050 and subject to Site Design Review approval.
    d. The build-to line may be increased to provide a private open space (e.g., landscaped forecourt), pursuant to Section 17-3.2.050, between a residential use

in a mixed-use development (e.g., live-work building with ground floor residence) and a front or street property line.

e. A significant tree or other environmental feature precludes strict adherence to the standard and will be retained and incorporated in the design of the project.
f. A public utility easement or similar restricting legal condition that is outside the applicant's control makes conformance with the build-to line impracticable. In this case, the building shall instead be placed as close to the street as possible given the legal constraint, and pedestrian amenities (e.g., plaza, courtyard, landscaping, outdoor seating area, etc.) shall be provided within the street setback in said location pursuant to Section 17-3.2.050.
g. An existing building that was lawfully created but does not conform to the above standard is proposed to be expanded and compliance with this standard is not practicable.

Findings: Build to Line does not apply in PSP zone. Building is connected to public walkway and parking areas by pedestrian oriented civic space and walkways.

2. Except as provided in subsections C.5 and 6, all buildings shall have at least one primary entrance (i.e., tenant entrance, lobby entrance, breezeway entrance, or courtyard entrance) facing an abutting street (i.e., within 45 degrees of the street property line); or if the building entrance must be turned more than 45 degrees from the street (i.e., front door is on a side or rear elevation) due to the configuration of the site or similar constraints, a pedestrian walkway must connect the primary entrance to the sidewalk in conformance with Section 17-3.3.040.

Findings: The proposed building has a primary entrance on the eastern end of the southern façade that is connected to the public sidewalk along Grange Avenue via a private walkway. This standard is met.

3. Off-street parking, trash storage facilities, and ground-level utilities (e.g., utility vaults), and similar obstructions shall not be placed between building entrances and the street(s) to which they are oriented. To the extent practicable, such facilities shall be oriented internally to the block and accessed by alleys or driveways.

Findings: The Applicant's submitted proposal does not include any parking, trash or utilities between the building or building entrance and street. Proposed secured parking for police vehicles is located behind the building and public parking is located to the south of the building. Trash storage facilities are located in an enclosure to the rear of the building. Ground level utilities are located along Grange Avenue but are not placed between building entrances and the street. This standard is met.

4. Off-street parking shall be oriented internally to the site to the extent practicable, and shall meet the Access and Circulation requirements of Chapter 17-3.3, the

Landscape and Screening requirements of Chapter 17-3.4, and the Parking and Loading requirements of Chapter 17-3.5.

Findings: The Applicant's submitted application shows public parking located along the southern property line and internal to the site. Proposed secured parking for police vehicles is located behind the building. This standard is met. Standards pertaining to further chapters will be evaluated in Staff responses to those Chapters respectively.

5. Where a development contains multiple buildings and there is insufficient street frontage to meet the above building orientation standards for all buildings on the subject site, a building's primary entrance may orient to plaza, courtyard, or similar pedestrian space containing pedestrian amenities and meeting the requirements under Section 17-3.2.050, subject to Site Design Review approval. When oriented this way, the primary entrance(s), plaza, or courtyard shall be connected to the street by a pedestrian walkway conforming to Section 17-3.3.040.

Findings: The proposal is for a single building. This standard does not apply.

C. **Large-Format Developments.** Plans for new developments, or any phase thereof, with a total floor plate area (ground floor area of all buildings) greater than 35,000 square feet, shall meet all of the following standards in subsections C.1 through 9, as generally illustrated in Figure 17-3.2-7. The Planning Official may approve adjustments to the standards as part of a Site Design Review approval, pursuant to Chapters 17-4.2 and 17-4.7, respectively.

Findings: The proposed development does not include a total floor plate area greater than 35,000 square feet. These standards do not apply.

D. **Primary Entrances and Windows.** The following standards, as generally illustrated in Figures 17-3.2-8 and 17.3.2-9, apply to new buildings and building additions that are subject to Site Design Review. The Planning Official may approve adjustments to the standards as part of a Site Design Review approval, pursuant to Chapters 17-4.2 and 17-4.7, respectively.

1. **All Elevations of Building.** Architectural designs shall address all elevations of a building. Building forms, detailing, materials, textures, and color shall contribute to a unified design with architectural integrity. Materials used on the front façade must turn the building corners and include at least a portion of the side elevations, consistent with the overall composition and design integrity of the building.

Findings: The Applicant's submitted architectural plans show all elevations of the proposed building and show a cohesive design. Materials from the eastern, street facing, façade turn the corner to side elevations and extend through those elevations. This standard is met.

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2. Pedestrian Entrances. Ground level entrances oriented to a street shall be at least partly transparent for natural surveillance and to encourage an inviting and successful business environment. This standard may be met by providing a door with a window or windows, a transom window above the door, or sidelights beside the door. Where ATMs or other kiosks are proposed on any street-facing elevation, they shall be visible from the street for security and have a canopy, awning, or other weather protection shelter.

Findings: The Applicant's submitted architectural plans show that the primary, ground level entrance on the southern façade has substantial transparency. No ATMs or kiosks are proposed. This standard is met.

3. Corner Entrances. Buildings on corner lots are encouraged to have corner entrances. Where a corner entrance is not provided, the building plan shall provide an architectural element or detailing (e.g., tower, beveled corner, art, special trim, etc.) that accentuates the corner location.

Findings: The Applicant's proposal is not for a corner lot. This standard does not apply.

4. Street Level Entrances. All primary building entrances shall open to the sidewalk and shall conform to Americans with Disabilities Act (ADA) requirements, as applicable. Primary entrances above or below grade may be allowed where ADA accessibility is provided.

Findings: This standard is met subject to a condition of approval. Proposed building entrances open to the proposed pedestrian walkway, a required. As a condition of approval all primary building entrances shall open to the sidewalk and shall conform to Americans with Disabilities Act (ADA) requirements, as applicable.

5. Windows—General. Except as approved for parking structures or accessory structures, the front/street-facing elevations of buildings shall provide display windows, windowed doors, and where applicable, transom windows to express a storefront character.

Findings: Windows and windowed doors are provided on the street facing façade. This standard is met.

6. Storefront Windows. Storefront windows shall consist of framed picture or bay windows, which may be recessed. Framing shall consist of trim detailing such as piers or pilasters (sides), lintels or hoods (tops), and kick plates or bulkheads (base)—or similar detailing—consistent with a storefront character. The ground floor, street-facing elevation(s) of all buildings shall comprise at least 60 percent transparent

windows, measured as a section extending the width of the street-facing elevation between the building base (or 30 inches above the sidewalk grade, whichever is less) and a plane 72 inches above the sidewalk grade.

Findings: The east (front/street-facing) elevation is proposed to have 48% windows/glazing within the 30"-72" plane from sidewalk grade. This does not meet the 60% glazing standard. The applicant has proposed an adjustment to this standard which will be evaluated in Exhibit B. Standard is met subject to adjustment approval.

7. **Defined Upper Story(ies).** Building elevations shall contain detailing that visually defines street level building spaces (storefronts) from upper stories. The distinction between street level and upper floors shall be established, for example, through the use of awnings, canopies, belt course, or similar detailing, materials, or fenestration. Upper floors may have less window area than ground floors, but shall follow the vertical lines of the lower level piers and the horizontal definition of spandrels and any cornices. Upper floor window orientation shall primarily be vertical, or have a width that is no greater than height. Paired or grouped windows that, together, are wider than they are tall, shall be visually divided to express the vertical orientation of individual windows.

Findings: The Applicant's submitted architectural plans are for a one-story building. This standard does not apply.

8. **Buildings Not Adjacent to a Street.** Buildings that are not adjacent to a street or a shopping street, such as those that are setback behind another building and those that are oriented to a civic space (e.g., internal plaza or court), shall meet the 60 percent transparency standard on all elevations abutting civic space(s) and on elevations containing a primary entrance.

Findings: The proposed building is adjacent to a street. This standard does not apply.

9. **Side and Rear Elevation Windows.** All side and rear elevations, except for zero lot line or common wall elevations, where windows are not required, shall provide not less than 30 percent transparency.

Findings: The Applicant does not meet the 30 percent transparency requirement on the north (11 percent), western (24 percent), or southern (27 percent) elevations. The Applicant has proposed a variance to address the discrepancy on the northern elevation and an adjustment to address the southern and western elevations. Due to security considerations of the proposed facility, the Applicant argues that transparency was not practicable. The Applicant has proposed a variance to this standard which will be evaluated in in Exhibit B. Standard is met subject to variance approval.

10. **Window Trim.** At a minimum, windows shall contain trim, reveals, recesses, or similar detailing of not less than four inches in width or depth as applicable. The use of decorative detailing and ornamentation around windows (e.g., corbels, medallions, pediments, or similar features) is encouraged.

Findings: The Applicant's submitted application proposes trim detailing consistent with the building design. This standard is met.

11. **Projecting Windows, Display Cases.** Windows and display cases shall not break the front plane of the building (e.g., projecting display boxes are discouraged). For durability and aesthetic reasons, display cases, when provided, shall be flush with the building façade (not affixed to the exterior) and integrated into the building design with trim or other detailing. Window flower boxes are allowed, provided they do not encroach into the pedestrian through-zone.

Findings: The Applicant has not proposed any projecting windows or display cases. This standard does not apply.

12. **Window Exceptions.** The Planning Official may approve an exception to the above standards where existing topography makes compliance impractical. Where it is not practicable to use glass, windows for parking garages or similar structures, the building design must incorporate openings or other detailing that resembles window patterns (rhythm and scale).

Findings: The applicant is not requesting any window exceptions as the existing topography does not make compliance impractical. This standard does not apply.

E. **Articulation and Detailing.** The following standards apply to new buildings and building additions that are subject to Site Design Review. The Planning Official may approve adjustments to the standards as part of a Site Design Review approval, pursuant to Chapters 17-4.2 and 17-4.7, respectively.

1. **Articulation.** All building elevations that orient to a street or civic space shall have breaks in the wall plane (articulation) of not less than one break for every 30 feet of building length or width, as applicable, pursuant to the following standards, which are generally illustrated in Figures 17-3.2-10, 17-3.2-11, and 17-3.2-12.

    a. A "break" for the purposes of this subsection is a change in wall plane of not less than 24 inches in depth. Breaks may include, but are not limited to, an offset, recess, window reveal, pilaster, frieze, pediment, cornice, parapet, gable, dormer, eave, coursing, canopy, awning, column, building base, balcony, permanent awning or canopy, marquee, or similar architectural feature.
    b. The Planning Official through Site Design Review may approve detailing that does not meet the 24-inch break-in-wall-plane standard where it finds that proposed

detailing is more consistent with the architecture of historically significant or historic-contributing buildings existing in the vicinity.

c. Changes in paint color and features that are not designed as permanent architectural elements, such as display cabinets, window boxes, retractable and similar mounted awnings or canopies, and other similar features, do not meet the 24-inch break-in-wall-plane standard.
d. Building elevations that do not orient to a street or civic space need not comply with the 24-inch break-in-wall-plane standard but should complement the overall building design.

Findings: Articulation is established through change in materials, mullions, and control joints with a maximum horizontal spacing of 19'. Applicant did not meet the 24-inch offset requirement and submitted a variance to allow alternate articulation patterns as described above. The Applicant has proposed a variance to these standards which will be evaluated in response to the variance proposal in Exhibit B. Standard is met subject to variance approval.

2. **Change in Materials.** Elevations should incorporate changes in material that define a building's base, middle, and top, as applicable, and create visual interest and relief. Side and rear elevations that do not face a street, public parking area, pedestrian access way, or plaza may utilize changes in texture and/or color of materials, provided that the design is consistent with the overall composition of the building.

Findings: The Applicant's submitted architectural plans use change of materials on the north, south, and eastern facades. The concrete stem wall denotes the base, the structural brick and glazing denote the middle, and the brick reveal and significant canopy denote the top. The western (rear) façade does not face a street and does not utilize changes in materials to define the base, middle, and top. This standard is met.

3. **Horizontal Lines.** New buildings and exterior remodels shall generally follow the prominent horizontal lines existing on adjacent buildings at similar levels along the street frontage. Examples of such horizontal lines include, but are not limited to: the base below a series of storefront windows, an awning or canopy line, a belt course between building stories, a cornice, or a parapet line. Where existing adjacent buildings do not meet the City's current building design standards, a new building may establish new horizontal lines.

Findings: Existing adjacent structures do not provide a basis for horizontal line placement. The Applicant's submitted architectural plans establish horizontal lines on street facing facades through concrete stem wall, window mullions, brick reveal, and broad canopy from the roof. This standard is met.

4. **Ground Floor and Upper Floor Division.** A clear visual division shall be maintained between the ground level floor and upper floors, for example, through the use of a belt course, transom, awning, canopy, or similar division.

Findings: The Applicant's proposal is for a single-story building. This standard does not apply.

5. **Vertical Rhythms.** New construction or front elevation remodels shall reflect a vertical orientation, either through breaks in volume or the use of surface details

Findings: The Applicant's submitted application shows vertical rhythms through, material changes, window detailing (north façade), and control joints. This standard is met.

F. **Pedestrian Shelters.** The following standards apply to new buildings and building additions that are subject to Site Design Review. The Planning Official may approve adjustments to the standards as part of a Site Design Review approval, pursuant to Chapters 17-4.2 and 17-4.7, respectively.

1. **Minimum Pedestrian Shelter Coverage.** Permanent awnings, canopies, recesses, or similar pedestrian shelters shall be provided along at least 75 percent of the ground floor elevation(s) of a building where the building abuts a sidewalk, civic space, or pedestrian access way. Pedestrian shelters used to meet the above standard shall extend at least five feet over the pedestrian area; except that the Planning Official, through Site Design Review, may reduce the above standards where it finds that existing right-of-way dimensions, easements, or building code requirements preclude standard shelters. In addition, the above standards do not apply where a building has a ground floor dwelling, as in a mixed-use development or live-work building, and the dwelling has a covered entrance. The Planning Official shall waive the above standards if the pedestrian shelter would extend into the right-of-way and the roadway authority does not allow encroachments in the right-of-way.

Findings: This standard is met subject to a condition of approval. Applicant has proposed 10' canopies across the full width of the façade abutting Grange Avenue. Entry is substantially covered and portions of the sidewalk/walkway that do not abut the building do not apply.

Applicant does not show canopy coverage within the secure area along abutting walkways on the north and western elevations. As a condition of approval, Applicant shall provide at least 75 percent canopy coverage within the northern and eastern elevations where walkways abut the building.

2. **Pedestrian Shelter Design.** Pedestrian shelters shall comply with applicable building codes, and shall be designed to be visually compatible with the architecture of a building. If mezzanine or transom windows exist, the shelter shall be below such windows where practical. Where applicable, pedestrian shelters shall be designed to accommodate pedestrian signage (e.g., blade signs), while maintaining required vertical clearance.

Findings: Staff finds that the Applicant's proposed pedestrian shelters are designed in visual concert with the design of the building. This standard is met.

G. Mechanical Equipment.

1. **Building Walls.** Where mechanical equipment, such as utility vaults, air compressors, generators, antennae, satellite dishes, or similar equipment, is permitted on a building wall that abuts a public right-of-way or civic space, it shall be screened pursuant to Chapter 17-3.4. Standpipes, meters, vaults, and similar equipment need not be screened but shall not be placed on a front elevation when other practical alternatives exist; such equipment shall be placed on a side or rear elevation where practical.

Findings: The Applicant does not propose any mechanical equipment abutting the right-of-way or civic space. This standard does not apply.

2. **Rooftops.** Except as provided below, rooftop mechanical units shall be set back or screened behind a parapet wall so that they are not visible from any public right-of-way or civic space. Where such placement and screening is not practicable, the Planning Official may approve painting of mechanical units in lieu of screening; such painting may consist of colors that make the equipment visually subordinate to the building and adjacent buildings, if any.

Findings: The Applicant has proposed elevated rooflines and screening walls for screening of roof mounted mechanical equipment. This standard is met.

3. **Ground-Mounted Mechanical Equipment.** Ground-mounted equipment, such as generators, air compressors, trash compactors, and similar equipment, shall be limited to side or rear yards and screened with fences or walls constructed of materials similar to those on adjacent buildings. Hedges, trellises, and similar plantings may also be used as screens where there is adequate air circulation and sunlight, and irrigation is provided. The City may require additional setbacks and noise attenuating equipment for compatibility with adjacent uses.

Findings: Applicant has proposed a generator and transformer within the outdoor secure area on the western (rear) side of the building. Equipment will be screened from the publicly accessible areas by a 6' CMU wall. This standard is met.

H. **Civic Space.** Commercial development projects shall provide civic space pursuant to Section 17-3.2.050.

Findings: Civic space is not required within the PSP zone. These standards do not apply to this application. Applicant has proposed civic space with the application but it is thus not beholden to civic space standards.

I. **Drive-Up and Drive-Through Facilities.** Drive-up and drive-through facilities shall comply with the requirements of Section 17-3.2.060. (Ord. 2017-08 §1)

Findings: This application does not include any drive-up and drive-through facilities. These standards do not apply.

17-3.3.030 Vehicular Access and Circulation

A. **Purpose and Intent.** Section 17-3.3.030 implements the street access policies of the City of Molalla Transportation System Plan. It is intended to promote safe vehicle access and egress to properties, while maintaining traffic operations in conformance with adopted standards. "Safety," for the purposes of this chapter, extends to all modes of transportation.

B. **Permit Required.** Vehicular access to a public street (e.g., a new or modified driveway connection to a street or highway) requires an approach permit approved by the applicable roadway authority.

Findings: This condition is met subject to a condition of approval. The Applicant's submitted application shows that the applicant proposes two accesses from Grange Avenue, which is under the jurisdiction of the City of Molalla. As a condition of approval, the Applicant shall obtain an approach permit from the City prior to construction. Approach permitting is tied to the right-of-way permit application.

C. **Traffic Study Requirements.** The City, in reviewing a development proposal or other action requiring an approach permit, may require a traffic impact analysis, pursuant to Section 17-3.6.020, to determine compliance with this Code.

Findings: The Applicant submitted a Traffic Impact Study prepared by a Registered Engineer and addressing the appropriate standards as part of the application package.

D. **Approach and Driveway Development Standards.** Approaches and driveways shall conform to all of the following development standards:

1. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.

Findings: The subject property's only street frontage is to Grange Avenue, a local street under the jurisdiction of the City of Molalla, from which the Applicant proposes two accesses. An additional access is required to ensure clear passage for emergency vehicles. The southern access is for public access and the northern, gated, access is for emergency vehicle and staff access. This standard is met.

2. Approaches shall conform to the spacing standards of subsections E and F, below, and shall conform to minimum sight distance and channelization standards of the roadway authority.

Findings: This condition is met subject to a condition of approval. The subject property is adjacent to Grange Avenue, which is a local street per the Molalla Transportation Systems Plan (TSP) and is under City of Molalla jurisdiction. Applicant's proposed driveways meet the 100 ft minimum requirement for access spacing from intersections for non-residential driveways and meet the 50 ft minimum access spacing requirement for local streets. No obstructions are set within vision clearance areas and minimum sight distance is met. Approach spacing shall meet Molalla Public Works Design Standards.

3. Driveways shall be paved and meet applicable construction standards. Where permeable paving surfaces are allowed or required, such surfaces shall conform to applicable Public Works Design Standards.

Findings: The Applicant has proposed a paved driveway and shall be designed to meet all Molalla Public Works Design Standards. This standard is met.

4. The City Engineer may limit the number or location of connections to a street, or limit directional travel at an approach to one-way, right-turn only, or other restrictions, where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.

Findings: City can approve both proposed accesses as separating emergency vehicle access from public access is necessary to ensure safe, timely, and efficient egress from the facility. This standard is met.

5. Where the spacing standards of the roadway authority limit the number or location of connections to a street or highway, the City Engineer may require a driveway extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City Engineer may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).

Findings: This standard is met subject to conditions of approval. The Applicant's submitted application shows that the public access on the south side of the property extends towards the west side of the property but does not meet the western property line. As a condition of approval, the Applicant shall submit civil and building permit plans showing the public access drive aisle on the southern portion of the property extending to meet the western property line. This will help facilitate future inter-parcel circulation if and as properties to the west redevelop.

6. Where applicable codes require emergency vehicle access, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City Engineer may

restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.

Findings: This standard is met subject to conditions of approval. As a condition of approval, the Applicant shall confirm that the turning radius for the new parking area can accommodate fire apparatus in their engineering plan submittals. Applicant may widen proposed approaches as required by the Molalla Fire Department. As a condition of approval, Applicant shall provide a Knox override key or a fire department code for the security gate to the Molalla Fire Department prior to occupancy. If a code is to be used, the code must keep the gate open until fire department staff leave the area.

7. As applicable, approaches and driveways shall be designed and constructed to accommodate truck/trailer-turning movements.

Findings: The proposed parking and vehicle maneuvering areas are not intended for truck and trailer movements. This standard does not apply.

8. Except where the City Engineer and roadway authority, as applicable, permit an open access with perpendicular or angled parking, driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.

Findings: Queuing is not anticipated for the proposed use. Driveways and parking areas are designed to accommodate all projected vehicular traffic on site. This standard is met.

9. Driveways shall be designed so that vehicle areas, including, but not limited to, drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.

Findings: All proposed vehicle parking and maneuvering areas are onsite and do not obstruct the public right-of-way. These standards are met.

10. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians.

Findings: The Applicant's submitted application shows that the southern (public) access approach is 26' wide and the northern (secured) approach is 24' wide. The City does not have a standard for approach width for public buildings but these approaches are designed below the 30' minimum for commercial buildings. This standard is met.

11. As it deems necessary for pedestrian safety, the City Engineer, in consultation with the roadway authority, as applicable, may require that traffic-calming features, textured driveway surfaces (e.g., pavers or similar devices), curb extensions, signage

or traffic control devices, or other features, be installed on or in the vicinity of a site as a condition of development approval.

Findings: The City does not recommend any traffic calming features, nor are any proposed. This standard does not apply.

12. Construction of approaches along acceleration or deceleration lanes, and along tapered (reduced width) portions of a roadway, shall be avoided; except where no reasonable alternative exists and the approach does not create safety or traffic operations concern.

Findings: The Applicant's proposal does not include construction of approaches along acceleration or deceleration lanes or along tapered portions of the roadway. This standard does not apply.

13. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.

Findings: No loading areas are required for the proposed development nor were any proposed. This standard does not apply.

14. Where sidewalks or walkways occur adjacent to a roadway, driveway aprons constructed of concrete shall be installed between the driveway and roadway edge. The roadway authority may require the driveway apron be installed outside the required sidewalk or walkway surface, consistent with Americans with Disabilities Act (ADA) requirements, and to manage surface water runoff and protect the roadway surface.

Findings: The Applicant's proposal includes a new sidewalk within the right-of-way that meets City standards for materials and width. This standard is met.

15. Where an accessible route is required pursuant to ADA, approaches and driveways shall meet accessibility requirements where they coincide with an accessible route.

Findings: This standard is met subject to a condition of approval. As a condition of approval, all approaches and driveways shall meet ADA accessibility requirements where they coincide with an accessible route.

16. The City Engineer may require changes to the proposed configuration and design of an approach, including the number of drive aisles or lanes, surfacing, traffic-calming features, allowable turning movements, and other changes or mitigation, to ensure traffic safety and operations.

Findings: With the potential exception of approach modifications to accommodate emergency vehicle movements mentioned above, no changes are required to the proposed configuration and design of the approach. This standard is met.

17. Where a new approach onto a state highway or a change of use adjacent to a state highway requires ODOT approval, the applicant is responsible for obtaining ODOT approval. The City Engineer may approve a development conditionally, requiring the applicant first obtain required ODOT permit(s) before commencing development, in which case the City will work cooperatively with the applicant and ODOT to avoid unnecessary delays.

Findings: This proposal is not adjacent to an ODOT facility. This standard does not apply.

18. Where an approach or driveway crosses a drainage ditch, canal, railroad, or other feature that is under the jurisdiction of another agency, the applicant is responsible for obtaining all required approvals and permits from that agency prior to commencing development.
19. Where a proposed driveway crosses a culvert or drainage ditch, the City Engineer may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant to applicable Public Works Design Standards.

Findings: The Applicants proposed approach does not cross a feature under the jurisdiction of another agency, including a drainage culvert or ditch. These criteria do not apply.

20. Except as otherwise required by the applicable roadway authority or waived by the City Engineer temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets.

Findings: These standards are met subject to a condition of approval. As a condition of approval, temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets.

21. Development that increases impervious surface area shall conform to the storm drainage and surface water management requirements of Section 17-3.6.050.

Findings: These standards are met subject to conditions of approval. Applicant submitted a stormwater drainage plan with their application package. Onsite private storm system shall comply with plumbing code requirements. The detention and flow control facilities shall be reviewed, permitted, and inspected by Molalla Public Works. The onsite storm conveyance system shall be reviewed and inspected by Clackamas County Building under a plumbing

permit, in accordance with MMC 13.13 Surface Water Management. Additional stormwater analysis is provided in Staff responses to Section 17-3.6.050.

E. **Approach Separation from Street Intersections.** Except as provided by subsection H, minimum distances shall be maintained between approaches and street intersections consistent with the current version of the Public Works Design Standards and Transportation System Plan.

Findings: The subject property is adjacent to Grange Avenue, which is a local street per the Molalla Transportation Systems Plan (TSP) and is under City of Molalla jurisdiction. Applicant's proposed driveways meet the 100 ft minimum requirement for access spacing from intersections for non-residential driveways and meet the 50 ft minimum access spacing requirement for local streets. This standard is met.

F. **Approach Spacing.** Except as provided by subsection H or as required to maintain street operations and safety, the following minimum distances shall be maintained between approaches consistent with the current version of the Public Works Design Standards and Transportation System Plan.

Findings: This condition is met subject to a condition of approval. Approach spacing shall meet Molalla Public Works Design Standards.

G. **Vision Clearance.** No visual obstruction (e.g., sign, structure, solid fence, or shrub vegetation) greater than 2.5 feet in height shall be placed in "vision clearance areas" at street intersections.. The minimum vision clearance area may be modified by the Planning Official through a Type I procedure, upon finding that more or less sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.). Placement of light poles, utility poles, and tree trunks should be avoided within vision clearance areas.

Findings: This standard is met subject to conditions of approval. As an ongoing condition of approval, no visual obstructions shall be placed in vision clearance areas.

H. **Exceptions and Adjustments.** The City Engineer may approve adjustments to the spacing standards of subsections E and F, above, where an existing connection to a City street does not meet the standards of the roadway authority and the proposed development moves in the direction of code compliance. The Planning Official through a Type II procedure may also approve a deviation to the spacing standards on City streets where it finds that mitigation measures (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning

restrictions (e.g., right-in/ right-out only), or other mitigation alleviate all traffic operations and safety concerns.

Findings: The Applicant has not submitted any requests for exceptions and adjustment to access and spacing standards and non are required by City Staff. This standard is met.

I. **Joint Use Access Easement and Maintenance Agreement.** Where the City approves a joint use driveway, the property owners shall record an easement with the deed allowing joint use of and cross access between adjacent properties. The owners of the properties agreeing to joint use of the driveway shall record a joint maintenance agreement with the deed, defining maintenance responsibilities of property owners. The applicant shall provide a fully executed copy of the agreement to the City for its records, but the City is not responsible for maintaining the driveway or resolving any dispute between property owners.

Findings: The Applicant has not proposed any joint use driveways nor are any required. This standard does not apply.

17-3.3.040 Pedestrian Access and Circulation

B. **Standards.** Developments shall conform to all of the following standards for pedestrian access and circulation as generally illustrated in Figure 17-3.3-3:

1. **Continuous Walkway System.** A pedestrian walkway system shall extend throughout the development site and connect to adjacent sidewalks, if any, and to all future phases of the development, as applicable.

Findings: The Applicant's submitted site plan shows a continuous walkway on the public side that merges with the public sidewalk along the Grange Avenue frontage. The secured side has its own, contained walkway. This standard is met.

2. **Safe, Direct, and Convenient.** Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas, playgrounds, and public rights-of-way conforming to the following standards:

a. The walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel.

b. The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The Planning Official may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.

c. The walkway network connects to all primary building entrances, consistent with the building design standards of Chapter 17-3.2 and, where required, Americans with Disabilities Act (ADA) requirements.

Findings: These standards are met subject to a condition of approval. Proposed sidewalks and walkways are composed of concrete and form a direct connection between the roadway, building, and parking areas. Proposed walkways promote vehicle/pedestrian separation to the extent practicable and are free of hazards. On the east side of the building, the public and private walkways merge as a curved path to enhance aesthetic quality. For security and programmatic purposes, access doors on the west and north sides of the building do not connect directly to the pedestrian accessible walkways as those doors are not primary building entrances.

As a condition of approval, all walkways connecting to primary building entrances shall be designed consistent with ADA requirements.

3. Vehicle/Walkway Separation. Except as required for crosswalks, per subsection 4, below, where a walkway abuts a driveway or street it shall be raised six inches and curbed along the edge of the driveway or street. Alternatively, the Planning Official may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is physically separated from all vehicle-maneuvering areas. An example of such separation is a row of bollards (designed for use in parking areas) with adequate minimum spacing between them to prevent vehicles from entering the walkway.

Findings: The Applicant's submitted narrative states that the proposed walkway shall be raised from vehicle maneuvering areas and curbed with the exception of drive aisle crossings. This standard is met.

4. Crosswalks. Where a walkway crosses a parking area or driveway ("crosswalk"), it shall be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrasting material). The crosswalk may be part of a speed table to improve driver-visibility of pedestrians. Painted or thermo-plastic striping and similar types of non-permanent applications are discouraged, but may be approved for lesser used crosswalks not exceeding 24 feet in length.

Response: This standard is met with a condition of approval. Applicant's submitted application indicates that crosswalks are not included with this application but crosswalks are required where a walking area crosses a driveway. As a condition of approval, Applicant shall clearly mark pedestrian crossing areas where the public or private walkway meet the drive aisle in accordance with MMC 17-3.3.040 B 4.

5. **Walkway Width and Surface.** Walkways, including access ways required for subdivisions pursuant to Chapter 17-4.3, shall be constructed of concrete, asphalt, brick or masonry pavers, or other durable surface, as approved by the City Engineer, and not less than six feet wide. Multi-use paths (i.e., designed for shared use by bicyclists and pedestrians) shall be concrete or asphalt and shall conform to the current version of the Public Works Design Standards and Transportation System Plan.

6. **Walkway Construction (Private).** Walkway surfaces may be concrete, asphalt, brick or masonry pavers, or other City-approved durable surface meeting ADA requirements. Walkways shall be not less than six feet in width in commercial and mixed use developments and where access ways are required for subdivisions under Division IV.

Findings: The Applicant's submitted site plan shows proposed sidewalks and walkways that are at least 6ft in width and the submitted narrative states that they will be designed with appropriate materials to meet standards of this code. These standards are met.

7. **Multi-Use Pathways.** Multi-use pathways, where approved, shall be a minimum width and constructed of materials consistent with the current version of the Public Works Design Standards and Transportation System Plan.

Findings: No multi-use pathway are proposed. This standard does not apply.

Chapter 17-3.4 Landscaping, Fences and Walls, Outdoor Lighting

17-3.4.030 Landscaping and Screening

A. **General Landscape Standard.** All portions of a lot not otherwise developed with buildings, accessory structures, vehicle maneuvering areas, or parking shall be landscaped.

Findings: The Applicant's submitted landscaping plan shows that all areas of the subject parcel that are not developed with buildings, vehicular areas or pedestrian areas will be landscaped. This standard is met.

B. **Minimum Landscape Area.** All lots shall conform to the minimum landscape area standards of the applicable zoning district, as contained in Tables 17-2.2.040.D and 17-2.2.040.E. The Planning Official, consistent with the purposes in Section 17-3.4.010, may allow credit toward the minimum landscape area for existing vegetation that is retained in the development.

Findings: Minimum landscaped area in the PSP zone is 10%. The Applicant proposes 6,110 SF of vegetated area approximately 2083 SF of hardscaped civic space, totaling 11.8% of the site area. Civic space may be included in landscaped area calculations per Table 17-2.2.040.E. This standard is met.

C. **Plant Selection.** A combination of deciduous and evergreen trees, shrubs, and ground covers shall be used for all planted areas, the selection of which shall be based on local climate, exposure, water availability, and drainage conditions, among other factors. When new vegetation is planted, soils shall be amended and irrigation shall be provided, as necessary, to allow for healthy plant growth. The selection of plants shall be based on all of the following standards and guidelines:

1. Use plants that are appropriate to the local climate, exposure, and water availability. The presence of utilities and drainage conditions shall also be considered.

Findings: Applicant's submitted landscaping plan shows locally adapted plants that meet size specifications. This standard is met.

2. Plant species that do not require irrigation once established (naturalized) are preferred over species that require irrigation.

Findings: Applicant's submitted landscaping plan shows native plants that are drought tolerant and require minimal irrigation. This standard is met.

3. Trees shall be not less than two-inch caliper for street trees and one and one-half-inch caliper for other trees at the time of planting. Trees to be planted under or near power lines shall be selected so as to not conflict with power lines at maturity.

Findings: Applicant's landscaping plan shows all proposed trees meet the 2" caliper standard. Proposed utilities are undergrounded and not in conflict with proposed landscaping trees. This standard is met.

4. Shrubs shall be planted from five-gallon containers, minimum, where they are for required screens or buffers, and two-gallon containers minimum elsewhere.

Findings: Applicant's landscaping plan shows all proposed shrubs meet or exceed the 2 gallon bucket standard. No buffer areas have been identified. This standard is met.

5. Shrubs shall be spaced in order to provide the intended screen or canopy cover within two years of planting.

Findings: Applicant's landscaping plan shows plant spacing was designed to provide screening effect within two year of planting. This standard is met.

6. All landscape areas, whether required or not, that are not planted with trees and shrubs or covered with allowable non-plant material, shall have ground cover plants that are sized and spaced to achieve plant coverage of not less than 75 percent at maturity.

Findings: Applicant's landscaping plan shows plant spacing was designed to meet coverage requirements at maturity. This standard is met.

7. Bark dust, chips, aggregate, or other non-plant ground covers may be used, but shall cover not more than 35 percent of any landscape area. Non-plant ground covers cannot be a substitute for required ground cover plants.

Findings: Applicant's landscaping plan shows non-plant ground cover (gravel) is only proposed between the western property line and 6' CMU secure wall. This small area is well below the 35% standard. This standard is met.

8. Where stormwater retention or detention, or water quality treatment facilities are proposed, they shall meet the requirements of the current version of the Public Works Design Standards.

Findings: Proposed stormwater retention is underground. This standard does not apply.

9. Existing mature trees that can thrive in a developed area and that do not conflict with other provisions of this Code shall be retained where specimens are in good health, have desirable aesthetic characteristics, and do not present a hazard.

Findings: The site does not have any existing mature trees. This standard does not apply.

10. Landscape plans shall avoid conflicts between plants and buildings, streets, walkways, utilities, and other features of the built environment.

Findings: The site does not have any existing mature trees. This standard does not apply.

11. Evergreen plants shall be used where a sight-obscuring landscape screen is required.

Findings: Sight obscuring landscaping is not required. This standard does not apply.

12. Deciduous trees should be used where summer shade and winter sunlight is desirable.

Findings: The Applicant has proposed deciduous trees adjacent to the building and pedestrian ways. This standard is met.

13. Landscape plans should provide focal points within a development, for example, by preserving large or unique trees or groves or by using flowering plants or trees with fall color.

Findings: Applicant's landscaping plan shows flowering plants and trees with seasonal color are proposed to provide focal points within the proposed landscape areas. A total of nine (9) different plant species were chosen by Mackenzie landscape architects to provide seasonal interest, including: Snowberry, Scarlet Ovation Evergreen Huckleberry, Oregon Grape, Dark Side Barrenwort, Lenten Rose Hellebore, Dwarf Fothergilla, Kinnikinnick, and Arctic Fire Dogwood. This standard is met.

14. Landscape plans should use a combination of plants for seasonal variation in color and yearlong interest.

Findings: Applicant's landscaping plan shows plants chosen to provide seasonal variation and color year-round. Plant selection includes Snowberry, Scarlet Ovation Evergreen Huckleberry, Oregon Grape, Dark Side Barrenwort, Lenten Rose Hellebore, Dwarf Fothergilla, Kinnikinnick, and Arctic Fire Dogwood. This standard is met.

15. Where plants are used to screen outdoor storage or mechanical equipment, the selected plants shall have growth characteristics that are compatible with such features.

Findings: Applicant Plants are not proposed to screen outdoor storage or mechanical equipment. This standard does not apply.

16. Landscape plans shall provide for both temporary and permanent erosion control measures, which shall include plantings where cuts or fills, including berms, swales, stormwater detention facilities, and similar grading, is proposed.

Findings: The site is relatively level which will minimize erosion potential. No berms, swales, or surface detention facilities are proposed. Applicant's proposed landscaping plan shows that permanent erosion control will be maintained through the extensive groundcover proposed in the landscape plan. This standard is met.

17. When new vegetation is planted, soils shall be amended and irrigation provided, as necessary, until the plants are naturalized and able to grow on their own.

Findings: Applicant's submitted application states that landscape areas with new vegetation will be amended with 18'' of amended topsoil. A permanent fully automatic underground irrigation system will also be provided for all landscape areas. An irrigation plan will be developed by the contractor prior to construction to ensure sufficient irrigation is provided. This standard is met.

Central Commercial C-1 District Streetscape Standard. Developers of projects within the Central Commercial C-1 zoning district can meet the landscape area requirement of subsection B, in part, by installing street trees in front of their projects. The Planning Official shall grant credit toward the landscape area requirement using a ratio of 1:1, where one square foot of planted area (e.g., tree well or planter surface area) receives one square foot of credit. The Planning Official may grant additional landscape area credit by the same ratio

where the developer widens the sidewalk or creates a plaza or other civic space pursuant to Section 17-3.2.050.

Findings: The subject property is located within the PSP zone. These standards do not apply. Applicant is proposing street trees and widened sidewalks in accordance with Downtown Master Plan streetscape design elements.

D. **Parking Lot Landscaping.** All of the following standards shall be met for parking lots. If a development contains multiple parking lots, then the standards shall be evaluated separately for each parking lot.

    1. A minimum of 10 percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of shade trees distributed throughout the parking area. A combination of deciduous and evergreen trees, shrubs, and ground cover plants is required. The trees shall be planned so that they provide a partial canopy cover over the parking lot within five years. At a minimum, one tree per 12 parking spaces on average shall be planted over and around the parking area.

Findings: The Applicant's submitted landscaping plan shows that the public parking area will include approximately 2,134 SF or 20.3% landscaping, exceeding the minimum 10% parking lot landscaping requirement. Applicant's submitted landscaping plan shows 4 trees for 22 parking spaces, exceeding the 2 per 12 parking space requirement. Plant variety is in accordance with this standard.

The Applicant proposes that the secured area be considered as vehicle storage vs. parking and that it be exempt from landscaping requirements. For the purposes of this site design review, staff concurs with the Applicant's assessment of the area as storage and that for security and access reasons landscaping is not appropriate for the secured area. Additionally, the Applicant has proposed screening the secured area with a 6' perimeter wall.

This standard is met.

    2. All parking areas with more than 20 spaces shall provide landscape islands with trees that break up the parking area into rows of not more than 10 contiguous parking spaces. Landscape islands and planters shall have dimensions of not less than 48 square feet of area and no dimension of less than six feet, to ensure adequate soil, water, and space for healthy plant growth.

Findings: The Applicant's submitted site plans show 22 parking spaces and these standards apply. The Applicant has broken up the proposed parking area so that no rows of parking

have more than 10 contiguous parking spaces and proposed islands are of appropriate sizing. This standard is met.

3. All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within two years of planting, not less than 50 percent of that area is covered with living plants.

Findings: The Applicant's submitted landscaping plant shows that parking landscaping areas not planted with trees have proposed shrubs and groundcover that cover at least 50% of the landscaping area. This standard is met.

4. Wheel stops, curbs, bollards, or other physical barriers are required along the edges of all vehicle-maneuvering areas to protect landscaping from being damaged by vehicles. Trees shall be planted not less than two feet from any such barrier.

Findings: The Applicant's submitted narrative states that areas around parking stalls will have 6 inch curbs to protect landscaping areas. Stalls in front of light posts will also have wheel stops. This standard is met.

5. Trees planted in tree wells within sidewalks or other paved areas shall be installed with root barriers, consistent with applicable nursery standards.

Findings: The Applicant's submitted narrative states that all planned trees will be installed with root barriers. This standard is met.

E. **Screening Requirements.** Screening is required for outdoor storage areas, unenclosed uses, and parking lots, and may be required in other situations as determined by the Planning Official. Landscaping shall be provided pursuant to the standards of subsections F.1 through 3. (See also Figure 17-3.4-4.)

1. **Outdoor Storage and Unenclosed Uses.** All areas of a site containing or proposed to contain outdoor storage of goods, materials, equipment, and vehicles (other than required parking lots and service and delivery areas, per Site Design Review), and areas containing junk, salvage materials, or similar contents, shall be screened from view from adjacent rights-of-way and residential uses by a sight-obscuring fence, wall, landscape screen, or combination of screening methods. See also Section 17-3.4.040 for related fence and wall standards.

Findings: The Applicant proposes screening of the secured vehicle storage area in the northwest portion of the property with a six foot CMU secure wall. This standard is met.

2. **Parking Lots.** The edges of parking lots shall be screened to minimize vehicle headlights shining into adjacent rights-of-way and residential yards. Parking lots abutting a sidewalk or walkway shall be screened using a low-growing hedge or low garden wall to a height of between three feet and four feet.

Findings: The Applicant's submitted landscaping plan shows that all parking areas are screened by vegetation. This standard is met.

3. **Other Uses Requiring Screening.** The Planning Official may require screening in other situations as authorized by this Code, including, but not limited to, outdoor storage areas, blank walls, Special Uses pursuant to Chapter 17-2.3, flag lots, and as mitigation where an applicant has requested an adjustment pursuant to Chapter 17-4.7.

Findings: Staff does not propose additional requirements for screening with this application.

F. **Maintenance.** All landscaping shall be maintained in good condition, or otherwise replaced by the property owner.

Findings: This standard can be met with a condition of approval. As an ongoing condition of approval all landscaping shall be maintained in good condition, or otherwise replaced by the property owner.

17-3.4.040 Fences and Walls

A. **Purpose.** This section provides general development standards for fences, and walls that are not part of a building, such as screening walls and retaining walls.

B. **Applicability.** Section 17-3.4.040 applies to all fences, and to walls that are not part of a building, including modifications to existing fences and walls.

Findings: The Applicant's proposal includes a 6 foot CMU wall around the secured area in the northwest portion of the property to which this section applies.

C. **Height.**
   1. **Residential Zones.**

Findings: The Applicant's proposal is in a non-residential zone. These standards do not apply.

2. **Non-Residential Zones.** Fences and freestanding walls (i.e., exclusive of building walls) for non-residential uses shall not exceed the following height above grade, where grade is measured from the base of the subject fence or wall.
   a. Within Front or Street-Facing Side Yard Setback. Four feet, except the following additional height is allowed for properties located within an industrial, public, or institutional zone:
      (1) Where approved by the City Planning Official, a fence constructed of open chain link or other "see-through" composition that allows 90 percent light transmission may reach a height of up to eight feet.

   b. Within an Interior Side or Rear Yard Setback. Eight feet; except the fence or wall height, as applicable, shall not exceed the distance from the fence or wall line to the nearest primary structure on an adjacent property.

Findings: The Applicant's proposed 6 foot CMU wall at the rear portion of the property meets this standard.

3. **All Zones.** Fences and walls shall comply with the vision clearance standards of Section 17-3.3.030.G. Other provisions of this Code, or the requirements of the roadway authority, may limit allowable height of a fence or wall below the height limits of this section.

Findings: No fences and walls are proposed in vision clearance areas as a part of this application. This standard is met.

D. **Materials.** Prohibited fence and wall materials include straw bales, tarps, barbed or razor wire (except in the M-2 Heavy Industrial zone); scrap lumber, untreated wood (except cedar or redwood), corrugated metal, sheet metal, scrap materials; dead, diseased, or dying plants; and materials similar to those listed herein.

Findings: No prohibited materials are proposed in the construction of the proposed fence. This standard is met.

E. **Permitting.** A Type I approval is required to install a fence of six feet or less in height, or a wall that is four feet or less in height. All other walls and fences require review and approval by the Planning Official through a Type II procedure. The Planning Official may require

installation of walls or fences as a condition of approval for development, as provided by other Code sections. A building permit may be required for some fences and walls, pursuant to applicable building codes. Walls greater than four feet in height shall be designed by a Professional Engineer licensed in the State of Oregon.

Findings: Staff recommends approval of the proposed 6 foot CMU wall as part of this site design review.

F. **Maintenance.** Fences and walls shall be maintained in good condition, or otherwise replaced by the property owner. (Ord. 2017-08 §1)

Findings: This standard is met subject to a condition of approval. As an ongoing condition of approval, fences and walls shall be maintained in good condition, or otherwise replaced by the property owner.

17-3.4.050 Outdoor Lighting

A. **Purpose.** This section contains regulations requiring adequate levels of outdoor lighting while minimizing negative impacts of light pollution.
B. **Applicability.** All outdoor lighting shall comply with the standards of this section.
C. **Standards.**
   1. Light poles, except as required by a roadway authority or public safety agency, shall not exceed a height of 20 feet; pedestal- or bollard-style lighting shall be used to illuminate walkways. Flag poles, utility poles, and streetlights are exempt from this requirement.

Findings: The Applicant's submitted lighting specifications show no proposed poles over 20 feet in height. This standard is met.

   2. Where a light standard is placed over a sidewalk or walkway, a minimum vertical clearance of eight feet shall be maintained.

Findings: The Applicant's submitted lighting plan shows no proposed poles over walkways with less than 8 feet of clearance. This standard is met.

   3. Outdoor lighting levels shall be subject to review and approval through Site Design Review. As a guideline, lighting levels shall be no greater than necessary to provide for pedestrian safety, property or business identification, and crime prevention.

Findings: The Applicant's submitted narrative states that lighting levels are designed for pedestrian safety, business identification, and crime prevention. This standard is met.

4. Except as provided for up-lighting of flags and permitted building-mounted signs, all outdoor light fixtures shall be directed downward, and have full cutoff and full shielding to preserve views of the night sky and to minimize excessive light spillover onto adjacent properties.

Findings: The Applicant's submitted lighting specifications show fixtures that direct light downwards with cutoff and shielding toward the night sky and adjacent properties. This standard is met.

5. Lighting shall be installed where it will not obstruct public ways, driveways, or walkways.

Findings: The Applicant's submitted lighting plan shows that proposed locations do not obstruct public ways, driveways, or walkways. This standard is met.

6. Walkway lighting in private areas shall have a minimum average illumination of not less than 0.2 foot-candles. Lighting along public walkways shall meet the current version of the Public Works Design Standards and AASHTO lighting requirements.

Findings: The Applicant's submitted lighting plan shows that the planned walkway lighting has an average illumination of 2.94 foot-candles. This standard is met.

7. Active building entrances shall have a minimum average illumination of not less than two foot-candles.

Findings: The Applicant's submitted lighting plan shows that the planned walkway lighting has an average illumination of 4.8 foot candles, exceeding the minimum standard of 2 foot-candles. This standard is met.

8. Surfaces of signs shall have an illumination level of not more than two foot-candles.

Findings: The Applicant does not proposed illuminated signage. This standard is met.

9. Parking lots and outdoor services areas, including quick vehicle service areas, shall have a minimum illumination of not less than 0.2 foot-candles, average illumination of approximately 0.8 foot-candles, and a uniformity ratio (maximum-to-minimum ratio) of not more than 20:1.

Findings: For the parking area, the Applicant's submitted lighting plan shows an overall average illumination of 1.72 foot-candles and a ratio of 18:1. No portion of the parking area has an illumination area less than 0.2 foot candles. This standard is met.

10. Where illumination grid lighting plans cannot be reviewed or if fixtures do not provide photometrics and bulbs are under 2,000 lumens, use the following guidelines:
    a. Poles should be no greater in height than four times the distance to the property line.
    b. Maximum lumen levels should be based on fixture height.
    c. Private illumination shall not be used to light adjoining public right-of-way.

Findings: The Applicant has submitted a photometrics plan meeting standards. These standards do not apply.

11. Where a light standard is placed within a walkway, an unobstructed pedestrian through zone not less than 48 inches wide shall be maintained.

Findings: The Applicant's submitted lighting plan includes three lighting standards that are within the pedestrian walkway. In each case, an unobstructed pedestrian through zone is provided that is greater than 48 inches. This standard is met.

12. Lighting subject to this section shall consist of materials approved for outdoor use and shall be installed according to the manufacturer's specifications.

Findings: This Applicant's submitted lighting specifications show lighting that are intended for outdoor use. Applicant states in their narrative that they will install lighting to manufacturers specifications. This standard is met.

D. Permitting. A Type I approval is required to install or replace outdoor lighting. The Planning Official may require lighting as a condition of approval for some projects, pursuant to other Code requirements.
E. Maintenance. For public health and safety, outdoor lighting shall be maintained in good condition, or otherwise replaced by the property owner. (Ord. 2017-08 §1)

Findings: These standards are met subject to a condition of approval. As an ongoing condition of approval, all outdoor lighting shall be maintained in good condition, or otherwise replaced by the property owner.

Chapter 17-3.5 Parking and Loading

Section 17-3.5.020 Applicability and General Regulations

A. **Where the Regulations Apply.** The regulations of this chapter apply to all parking areas in all zones, at all times, whether parking is required by this Code or put in for the convenience of property owners or users.

B. **Occupancy.** All required parking areas must be developed in accordance with the requirements of this Code prior to occupancy of any structure on the subject site. Where landscaping, screening, or other improvements are required pursuant to this Code, all such improvements must be installed and approved by the Planning Official prior to occupancy.

Findings: These standards are met subject to a condition of approval. As a condition of approval, all landscaping, parking, lighting, and other improvements shall be installed by the Applicant and approved by the Planning Official prior to occupancy.

C. **Calculations of Amounts of Required and Allowed Parking.**

1. When computing parking spaces based on floor area, parking structures and non-leasable floor spaces, such as storage closets, mechanical equipment rooms, and similar spaces, are not counted.
2. The number of parking spaces is computed based on the primary uses on the site except as stated in subsection C.3. When there are two or more separate primary uses on a site, the minimum and maximum parking for the site is the sum of the required or allowed parking for the individual primary uses. For shared parking, see Section 17-3.5.030.D.
3. When more than 50 percent of the floor area on a site is in an accessory use, the required or allowed parking is calculated separately for the accessory use. An example would be a 10,000 square foot building with a 7,000 square foot warehouse and a 3,000 square foot accessory retail area. The minimum and maximum parking would be computed separately for the retail and warehouse uses.
4. Required parking spaces periodically used for the storage of equipment or goods may be counted toward meeting minimum parking standards, provided that such storage is an allowed use under Section 17-2.2.030, and is permitted as a Temporary Use under Section 17-2.3.160.

Findings: Parking is considered for a single use; The Molalla Police Station. Publicly available parking spaces are intended for temporary vehicle storage uses only. Spaces in the secured

area in the northwest corner of the property are reserved for police vehicle long term storage and employee parking.

D. **Use of Required Parking Spaces.** Except as otherwise provided by this section, required parking spaces must be available for residents, customers, or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for shared parking pursuant to Section 17-3.5.030.D.

E. **Proximity of Parking to Use.** Required parking spaces for residential uses must be located on the site of the use or on a parcel or tract owned in common by all the owners of the properties that will use the parking area. Required parking spaces for nonresidential uses must be located on the site of the use or in a parking area that has its closest pedestrian access point within 800 feet of the site.

Findings: The Applicant proposes parking spaces for customers and general public use on the southern portion of the property. Secured parking is provided for employees of the site emergency vehicles on the northwest portion of the property. All proposed parking is on the subject parcels and closer than 800 ft from primary pedestrian entrances. These standards are met.

F. **Improvement of Parking Areas.** Motorized vehicle parking is allowed only on streets with an improved shoulder of sufficient width; within garages, carports, and other approved structures; and on driveways or parking lots that have been developed in conformance with this Code. For applicable design standards, see Chapter 17-3.2 Building Orientation and Design; Chapter 17-3.3 Access and Circulation; Chapter 17-3.4 Landscaping, Fences and Walls, Outdoor Lighting and Chapter 17-3.6 Public Facilities. (Ord. 2017-08 §1)

Findings: This standard is met subject to a condition of approval. Proposed onsite parking will be developed in conformance with this code. Parking will also be available along the Grange Ave right-of-way; a local street with a paved width meeting/exceeding local street cross section standards for parking. As a condition of approval, striping shall be provided along Grange Ave in accordance with the Molalla Transportation Systems Plan cross section width to designate parking areas from the travel lane.

Section 17-3.5.030 Automobile Parking

A. **Minimum Number of Off-Street Automobile Parking Spaces.** Except as provided by this subsection A, or as required for Americans with Disabilities Act compliance under

subsection G, off-street parking shall be provided pursuant to one of the following three standards:

1. The standards in Table 17-3.5.030.A;
2. A standard from Table 17-3.5.030.A for a use that the Planning Official determines is similar to the proposed use; or
3. Subsection B Exceptions, which includes a Parking Demand Analysis option.

Findings: Applicant is providing parking for 16,084 SF of government office space and 1,748 SF of training area. Minimum parking allowances are not set for government facilities. Applicant projects a parking demand that considers the standard office space ratio of 1:500 SF for the office space and the public assembly ratio of 1:75 SF for the training area. Applicant projects a need of 56 parking stalls and has provided 59 parking stalls including those for vehicle storage. These standards are met.

B. Carpool and Vanpool Parking Requirements.

2. Carpool and vanpool parking spaces shall be identified for the following uses:
    a. New commercial and industrial developments with 50 or more parking spaces;
    b. New institutional or public assembly uses; and
    c. Transit park-and-ride facilities with 50 or more parking spaces.
3. Of the total spaces available for employee, student, and commuter parking, at least five percent, but not fewer than two, shall be designated for exclusive carpool and vanpool parking.
4. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other parking spaces with the exception of ADA parking spaces.
5. Required carpool/vanpool spaces shall be clearly marked "Reserved—Carpool/Vanpool Only."

Findings: Applicant has proposed a use with assembly space and these standards apply. Applicant proposes 3 carpool/vanpool spaces meeting the 5 percent standard. This standard is met.

As a condition of approval, Applicant shall clearly mark carpool/vanpool spaces and place them closest of non-ADA spaces to the building entrance, as proposed.

C. Exceptions and Reductions to Off-Street Parking.

Findings: The Applicant has not requested any off-street parking exceptions and Staff finds that no exceptions are necessary to meet compliance with this code. This standard does not apply.

D. **Maximum Number of Off-Street Automobile Parking Spaces.** The maximum number of off-street automobile parking spaces allowed per site equals the minimum number of required spaces for the use pursuant to Table 17-3.5.030.A, times a factor of:
    1. 1.2 spaces for uses fronting a street with adjacent on-street parking spaces; or
    2. 1.5 spaces, for uses fronting no street with adjacent on-street parking; or
    3. A factor based on applicant's projected parking demand, subject to City approval.

Findings: On-street parking is available on Grange Ave, which allows for a maximum number of parking stalls that is 1.2x minimum requirements. Maximum parking standards for the proposed development are 67 vehicular stalls. The Applicant proposed 59 vehicular stalls. This standard is met.

E. **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 overlap (e.g., uses primarily of a daytime versus nighttime nature; weekday uses versus weekend uses), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use. Shared parking requests shall be subject to review and approval through a Type I Review.

Findings: The Applicant has not requested any shared parking arrangements. This standard does not apply.

F. **Parking Stall Design and Minimum Dimensions.** Where a new off-street parking area is proposed, or an existing off-street parking area is proposed for expansion, the entire parking area shall be improved in conformance with this Code. At a minimum the parking spaces and drive aisles shall be paved with asphalt, concrete, or other City-approved materials, provided the Americans with Disabilities Act requirements are met, and shall conform to the minimum dimensions in Table 17-3.5.030.F and the figures below. All off-street parking areas shall contain wheel stops, perimeter curbing, bollards, or other edging as required to prevent vehicles from damaging buildings or encroaching into walkways, sidewalks, landscapes, or the public right-of-way. Parking areas shall also provide for surface water management, pursuant to Section 17-3.6.050.

Findings: All proposed stalls are at a 90 degree angle from the drive aisle. MMC Table 17-3.5.030 F requires that 90 degree angled spaces, as proposed, have at least:

18' stall depth.

8.5' stall curb width

23' drive aisle (2 way).

The Applicant's submitted site plan shows 18' stall depths, 9' stall widths, and a 26' drive aisle for publicly available parking. Applicant proposes 20' stall depths, 10' stall widths, and a 25' drive aisle within the secured parking area. All proposed parking areas are to be paved. This standard is met.

G. **Adjustments to Parking Area Dimensions.** The dimensions in subsection E are minimum standards. The Planning Official, through a Type II procedure, may adjust the dimensions based on evidence that a particular use will require more or less maneuvering 6area. For example, the Planning Official may approve an adjustment where an attendant will be present to move vehicles, as with valet parking. In such cases, a form of guarantee must be filed with the City ensuring that an attendant will always be present when the lot is in operation.

Findings: The Applicant has not requested any modifications to parking area dimensions and Staff finds that no adjustments are necessary to meet compliance with this code. This standard does not apply.

H. **Americans with Disabilities Act (ADA).** Parking shall be provided consistent with ADA requirements, including, but not limited to, the minimum number of spaces for automobiles, van-accessible spaces, location of spaces relative to building entrances, accessible routes between parking areas and building entrances, identification signs, lighting, and other design and construction requirements.

Findings: This standard is met subject to a condition of approval. As a condition of approval, parking shall be provided consistent with ADA requirements.

I. **Electric Charging Stations.** Charging stations for electric vehicles are allowed as an accessory use to parking areas developed in conformance with this Code, provided the charging station complies with applicable building codes and any applicable state or federal requirements.

Findings: No electric charging stations are proposed. This standard does not apply.

17-3.5.040 Bicycle Parking

A. **Standards.** Bicycle parking spaces shall be provided with new development and, where a change of use occurs, at a minimum, shall follow the standards in Table 17-3.5.040.A. Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to an automobile-parking standard, pursuant to Section 17-3.5.030.C, the Planning Official may require bicycle parking spaces in addition to those in Table 17-3.5.040.A.

B. **Design.** Bicycle parking shall consist of staple-design steel racks or other City-approved racks, lockers, or storage lids providing a safe and secure means of storing a bicycle, consistent with the Public Works Design Standards.

C. **Exemptions.** This section does not apply to single-family and duplex housing, home occupations, and agricultural uses.

D. **Hazards.** Bicycle parking shall not impede or create a hazard to pedestrians or vehicles and shall be located to not conflict with the vision clearance standards of Section 17-3.3.030.G.

Findings: Institutional uses require the greater of 2 spaces or 1 space for every 10 vehicle spaces. The Applicant has provided three staple racks, or six bike stalls. The racks are provided onsite, nearest to the southeast corner of the proposed building and adjacent to the proposed civic space. With 59 proposed on-site vehicle spaces, parking for 6 bicycles is required. The proposed bicycle parking area does not impede pedestrian traffic nor does it impede vision. These standards are met.

17-3.5.040 Loading Areas

A. **Purpose.** The purpose of Section 17-3.5.050 is to provide adequate loading areas for commercial and industrial uses that do not interfere with the operation of adjacent streets.

B. **Applicability.** Section 17-3.5.050 applies to uses that are expected to have service or delivery truck visits. It applies only to uses visited by trucks with a 40-foot or longer wheelbase, at a frequency of one or more vehicles per week. The Planning Official shall determine through a Type I review the number, size, and location of required loading areas, if any.

C. **Standard**. Where an off-street loading space is required, it 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. The Planning Official may restrict the use of other public rights-of-way, so applicants are advised to provide complete and accurate information about the potential need for loading spaces.

D. **Placement, Setbacks, and Landscaping.** Loading areas shall conform to the standards of Chapter 17-3.2 Building Orientation and Design; Chapter 17-3.3 Access and Circulation; and Chapter 17-3.4 Landscaping, Fences and Walls, Outdoor Lighting. Where parking areas are prohibited between a building and the street, loading areas are also prohibited.

E. **Exceptions and Adjustments.** The Planning Official, through a Type I Review, may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations are short in duration (i.e., less than one hour), infrequent, do not obstruct traffic during peak traffic hours, do not interfere with emergency response services, and are acceptable to the applicable roadway authority. (Ord. 2017-08 §1)

Findings: No loading areas are proposed. These standards do not apply.

Chapter 17-3.6 Public Facilities

17-3.6.010 Purpose and Applicability:

G. ***Purpose.*** *The standards of Chapter 17-3.6 implement the public facility policies of the City of Molalla Comprehensive Plan and adopted City plans.*

H. ***Applicability.*** *Chapter 17-3.6 applies to all new development, including projects subject to Land Division (Subdivision or Partition) approval and developments subject to Site Design Review where public facility improvements are required. All public facility improvements within the city shall occur in accordance with the standards and procedures of this chapter. When a question arises as to the intent or application of any standard, the City Engineer shall interpret the Code pursuant to Chapter 17-1.5.*

I. ***Public Works Design Standards.*** *All public facility improvements, including, but not limited to, sanitary sewer, water, transportation, surface water and storm drainage and parks projects, whether required as a condition of development or provided voluntarily, shall conform to the City of Molalla Public Works Design Standards. Where a conflict occurs between this Code and the Public Works Design Standards, the provisions of the Public Works Design Standards shall govern.*

J. ***Public Improvement Requirement.*** *No building permit may be issued until all required public facility improvements are in place and approved by the City Engineer, or otherwise bonded, in conformance with the provisions of this Code and the Public Works Design Standards. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on public facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.*

Findings: The proposed development qualifies as new development and standards of this chapter apply. No building permit may be issued until all required public facility improvements are in place and approved by the City Engineer, or otherwise bonded, in conformance with the provisions of this Code and the Public Works Design Standards.

17-3.6.020 Transportation Standards:

1. ***General Requirements***

   17-3.6.020. A.2 *- All street improvements, including the extension or widening of existing streets and public access ways, shall conform to Section 17-3.6.020, and shall be constructed consistent with the City of Molalla Public Works Design Standards.*

Findings:

Grange Ave:
Frontage improvements will be required along Grange Ave. Specific requirements from the Downtown Master Plan (DMP) include sidewalks, curb and gutter, street parking, travel lanes, and street lighting, where sidewalk improvements should incorporate streetscape element recommendations from the DMP such as street trees, planter strips, and ornamental lighting. Due to the challenges integrating the DMP requirements with the existing sidewalk, Staff's recommendation that applicant to utilize the portion of the site adjacent to the right-of-way as an extension of pedestrian facilities rather than moving the existing curb line and construct to City of Molalla Public Works Design Standards. Applicant to consider bike infrastructure such as "sharrows" along roadway to bring compliance with DMP.

Roadway lighting
Per Public Works Standards, Roadway lighting is required on all new developments. Applicant shall install roadway lighting in accordance with Public Work Design Standards. Location and number shall be determined during civil plan review.

Transportation SDC's – In accordance with MMC 13.14.100 this Police Facility development, A project financed by City revenue is a public improvement facility and is therefore exempt from transportation SDC charges.

> 17-3.6.020. A.4 - A Transportation Impact Analysis (TIA) is required for developments that are expected to have an impact on the transportation system. The analysis shall be based upon the latest edition of the ITE Trip Generation Manual or an agreed-upon alternative methodology where credible data is available to support the alternative methodology.

Findings: Per MMC 17-3.6.020. A.4. Mackenzie transportation engineers projected site trip generation based on historical trip surveys conducted by Mackenzie and Kittelson & Associates for police facilities and estimates based on the shift schedule. This alternative methodology was used because the ITE trip rates are not applicable for the proposed police facility. The analysis indicates that the proposed 17,832 SF Molalla Police Station will generate fewer than 25 peak hour trips and fewer than 150 daily trips.

Molalla Municipal Code (MMC) Section 17-3.6.020 a provides the thresholds for whether a proposed project requires a Traffic Analysis Letter (TAL) or Traffic Impact Analysis (TIA). Per these standards, based on trip generation estimates and a review of safety, the proposed Molalla Police facility will not have a significant impact on the operations or safety along adjacent public roadways and will not meet the thresholds for requiring a full Traffic Impact analysis (TIA). The proposed development provided a TAL trip generation estimate in accordance with the Code.

2. Street Location, Alignment, Extension, and Grades

> *17-3.6.20. B.2. Specific street locations and alignments shall be determined in relation to existing and planned streets, topographic, conditions, public convenience, and safety, and in appropriate relation to the proposed use of the land to be served by such street.*

Findings: No new streets or street extensions are proposed. This standard does not apply.

> *17-3.6.20. B.5 - Where the locations of planned streets are shown on a local street network plan, the development shall implement the street(s) shown on the plan.*

Findings: No new streets or street extensions are proposed. This standard does not apply.

3. Rights-of-Way and Street Section Widths.

> *17-3.6.20. C.1 - Street rights-of-way and section widths shall comply with the current version of the Public Works Design Standards and Transportation System Plan. The standards are intended: to provide for streets of suitable location, width, and design to accommodate expected vehicle, pedestrian, and bicycle traffic; to afford satisfactory access to law enforcement, fire protection, sanitation, and road maintenance equipment; and to provide a convenient and accessible network of streets, avoiding undue hardships to adjoining properties.*

Findings: Grange Avenue includes a 44' paved width with a 6" curb and a 5.5' sidewalk. Per Table 12 of the Molalla TSP, the standard cross-section for a Local Street requires a minimum of 50 right-of-way, 10' vehicle lanes, 8' on-street parking, and 6' sidewalks. City staff recommends that the existing 60' right-of-way width is sufficient based on the City's local street standard and construction for frontage improvements are outlined in response to section *17-3.6.020. A.2* of this document.

> *17-3.6.20.C.2 - All streets shall be improved in accordance with the construction standards and specifications of the applicable roadway authority, including requirements for pavement, curbs, drainage, striping, and traffic control devices. Where a planter strip is provided it shall consist of a minimum five-foot-wide strip between the sidewalk and the curb or roadway. Where a swale is provided, it shall either be placed between the roadway and sidewalk or behind the sidewalk on private property, subject to City Engineer approval and recording of required public drainage way and drainage way maintenance easements. Streets with parking on one side only should be avoided. When used, they must be posted NO PARKING.*

Findings: Frontage improvements shall be designed in accordance with all applicable standards regarding functional classification, standard cross sections, access management, traffic calming, and other considerations. Constructing frontage improvements are outlined in response to section *17-3.6.020. A.2* of this document.

4. Transportation Connectivity and Future Street Plans.

> *17-3.6.20 – D.1 Intersections. Streets shall be located and designed to intersect as nearly as possible to a right angle. Street intersections shall meet the current requirements of the Public Works Design Standards and Transportation System Plan.*

Findings: No new streets or street intersections are proposed. This standard does not apply.

17-3.6.030 Public Use Areas:

A. ***Dedication of Public Use Areas.***

1. *Where a proposed park, playground, or other public use shown in a plan adopted by the City is located in whole or in part in a subdivision, the City may require the dedication or reservation of this area on the final plat for the subdivision, provided that the impact of the development on the City park system is roughly proportionate to the dedication or reservation being made.*

Findings: Not applicable, The 2014 Molalla Parks, Recreation and Trails Master Plan does not identify this site within a proposed park service area or depict proposed parks at this location. The 2007 DMP also does not propose any parks on the site. Additionally, the site is not located within a subdivision and there is no subdivision proposed.

2. *The City may purchase or accept voluntary dedication or reservation of areas within the subdivision that are suitable for the development of parks and other public uses; however, the City is under no obligation to accept such areas offered for dedication or sale.*

Findings: Not applicable, applicant is not proposing any voluntary dedication or reservation of areas within the development.

B. ***System Development Charge Credit.*** *Dedication of land to the City for public use areas, voluntary or otherwise, may be eligible as a credit toward any required system development charge for parks. (Ord. 2017-08 §1)*

Findings: Parks SDC's – In accordance with MMC 13.14.100 this Police Facility development, A project financed by City revenue is exempt from parks SDC charges.

17-3.6.040 Sanitary Sewer and Water Service Improvements:

A. ***Sewers and Water Mains Required.*** *All new development is required to connect to City water and sanitary sewer systems. Sanitary sewer and water system improvements shall be installed to serve each new development and to connect developments to existing mains in accordance with the adopted facility master plans and applicable Public Works Design Standards. Where streets are required to be stubbed to the edge of the subdivision, sewer and water system improvements and other utilities shall also be stubbed with the streets, except as may be waived by the City Engineer where alternate alignment(s) are provided.*

Findings:

Sewer - Applicant proposes to connect to existing public sanitary lines in Grange Avenue via existing private connections. No extensions of the public utilities are required to serve the development or nearby properties.

Water – A 8-inch water main exists within Grange Ave and will serve this development. Extensions for fire protection may be required. Applicant proposes new 2.5 in domestic water service from Grange Ave. Should Fire Department regulations require additional fire flow that results in looping the water line through the site, then applicants engineer shall coordinate with Public Works for the extension of public waterline. Applicant to abandon existing ¾ in lateral at main line.

Sewer & Water SDC's – In accordance with MMC 13.14.100 this Police Facility development, A project financed by City revenue is a public improvement facility and is therefore exempt from Sewer & Water SDC charges.

B. ***Sewer and Water Plan Approval.*** *Development permits for sewer and water improvements shall not be issued until the City Engineer has approved all sanitary sewer and water plans in conformance with City standards.*

Findings: Applicant shall submit a Public Works Permit and assurances in accordance with Section 1 of the Molalla Standard Specifications for Public Works Construction prior to any construction of public facilities.

C. ***Over-Sizing.*** *The City may require as a condition of development approval that sewer and water lines serving new development be sized to accommodate future development within the area as projected by the applicable facility master plans, and the City may authorize other cost-recovery or cost-sharing methods as provided under state law.*

Findings: The proposed development is connecting to public water main, public sanitary sewer, and public storm drain line by lateral connection off Grange Avenue. No new public water, sanitary sewer, or storm drainage system is proposed as part of this application. If an unknown deficiency should arise, the applicant shall appropriately size to accommodate for future development.

D. ***Inadequate Facilities.*** *Development permits may be restricted or rationed by the Planning Commission where a deficiency exists in the existing water or sewer system that cannot be rectified by the development and which, if not rectified, will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems. The City Engineer may require water booster pumps, sanitary sewer lift stations, and other critical facilities be installed with backup power. (Ord. 2017-08 §1)*

Findings: There are no identified existing deficiency within the City's Master Planning that indicates inadequate facilities within the limits of the proposed development for sewer and water.

17-3.6.050 Storm Drainage and Surface Water Management Facilities:

A. ***General Provisions.*** *The City shall issue a development permit only where adequate provisions for stormwater runoff have been made in conformance with the requirements of the current version of the Public Works Design Standards and Stormwater Master Plan.*

Findings: Applicant will be required to submit design and construction requirements for stormwater and surface water management at the time of Public Works Permit application. Design shall be in accordance with Section 3 of the Molalla Standard Specifications for Public Works Construction and Stormwater Master Plan.

1. The applicant proposes collecting and detaining all stormwater onsite and discharge to the existing storm system located in Grange Ave. The detention and flow control facilities shall be reviewed, permitted, and inspected by Public Works. The onsite storm conveyance system shall be reviewed and inspected by Clackamas County Building under a plumbing permit in Accordance with MMC 13.13 Surface Water Management.

2. Stormwater SDC's – In accordance with MMC 13.14.100 this Police Facility development, A project financed by City revenue is a public improvement facility and is therefore exempt from stormwater SDC charges.

B. ***Accommodation of Upstream Drainage.*** *Culverts and other drainage facilities shall be large enough to accommodate existing and potential future runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the City Engineer.*

Findings: Not Applicable. No culverts or other additions to existing public conveyance systems are necessary to accommodate development of the site or nearby properties.

C. ***Effect on Downstream Drainage.*** *Where it is anticipated by the City Engineer that the additional runoff resulting from the development will overload an existing drainage facility, the City shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with City standards.*

Findings: Proposed development shall demonstrate compliance with the applicable City Stormwater management requirements per Section 3 of the Molalla Public Works Design Standards.

D. ***Over-Sizing.*** *The City may require as a condition of development approval that sewer, water, or storm drainage systems serving new development be sized to accommodate future development within the area as projected by the applicable facility master plan, provided that the City may grant the developer credit toward any required system development charge for the same pursuant to the System Development Charge.*

Findings: The proposed development is connecting to public water main, public sanitary sewer, and public storm drain line by lateral connection off Grange Avenue. No new public water, sanitary sewer, or storm drainage system is proposed as part of this application. If an unknown deficiency arises or is identified that determine conditions require upsizing to public facility due to construction of the new development, then applicant shall appropriately size to accommodate for future development.

E. ***Existing Watercourse.*** *Where a proposed development is traversed by a watercourse, drainage way, channel, or stream, the City may require a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance to protect the public health and safety. (Ord. 2017-08 §1)*

Findings: Not applicable, no existing watercourse, drainage way, channel or Stream area are within the development. Section 3 of the Molalla Standard Specifications for Public Works Construction and Stormwater Master Plan.

17-3.6.060 Utilities:

B. ***Underground Utilities.***

1. ***General Requirement.*** *The requirements of the utility service provider shall be met. All utility lines in new subdivisions, including, but not limited to, those required for electric, communication, and lighting, and related facilities, shall be placed underground, except where the City Engineer determines that placing utilities underground would adversely impact adjacent land uses. The Planning Official may require screening and buffering of above ground facilities to protect the public health, safety, or welfare.*

Findings: All utilities for the project shall be served by underground services. No overhead crossings of public right of way shall be approved by the City.

17-3.6.070 Easements:

A. ***Provision.*** *The developer shall make arrangements with the City and applicable utility providers for each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development.*

Findings: Applicant will be required to dedicate a 10-foot-wide public utility easement fronting the public right-of-way if one does not exist. Applicant shall provide proof of existing dedication.

C. ***Recordation.*** All easements for sewers, storm drainage and water quality facilities, water mains, electric lines, or other utilities shall be recorded and referenced on a survey or final plat, as applicable. See Chapter 17-4.2 Site Design Review, and Chapter 17-4.3 Land Divisions and Property Line Adjustments.

Findings: Public sanitary, storm sewer, and water lines on private property shall be centered in a permanent easement granted to the City. The minimum width of a public pipeline easement shall be 15 feet and no permanent structures shall be allowed within an easement area.

17-3.6.080 Construction Plan Approval:

No development, including sanitary sewers, water, streets, parking areas, buildings, or other development, shall commence without plans having been approved by the City of Molalla Public Works Department and permits issued. Permit fees are required to defray the cost and expenses incurred by the City for construction and other services in connection with the improvement. Permit fees are as set by City Council resolution.

Findings: Applicant shall apply for a Public Works Permit in accordance with Section 1.15 DEVELOPMENTS PROCESS REQUIREMENTS of Molalla Standards. No work will be performed, not materials stored, nor encroachment made on or within a right-of-way, public easement, or public utility easement until all requirements have been meet and permit has been issued.

17-3.6.090 Facility Installation:

DESIGN REQUIREMENTS & POLICIES

A. ***Conformance Required.*** *Improvements installed by the developer, either as a requirement of these regulations or at the developer's option, shall conform to the requirements of this chapter, approved construction plans, and to improvement standards and specifications adopted by the City.*

B. ***Adopted Installation Standards.*** *The City of Molalla has adopted Public Works Design Standards for public improvements and private utility installation within the public right-of-way.*

C. ***Commencement.*** *Work in a public right-of-way shall not begin until all applicable agency permits have been approved and issued.*

D. ***Resumption.*** *If work is discontinued for more than six months, it shall not be resumed until the Public Works Director is notified in writing and grants approval of an extension.*

E. ***City Inspection.*** *Improvements shall be constructed under the inspection of the City Engineer. The City Engineer may approve minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest, except that substantive changes to the approved design shall be subject to review under Chapter 17-4.5 Modifications to Approved Plans and Conditions of Approval. Any survey monuments that are disturbed before all improvements are completed by the developer or subdivider shall be replaced at the developer or subdivider's expense prior to final acceptance of the improvements.*

F. ***Engineer's Certification and As-Built Plans.*** *In accordance with the current version of the Public Works Design Standards, a registered civil engineer shall provide written certification in a form required by the City that all improvements, workmanship, and materials meet current and standard engineering and construction practices, conform to approved plans and conditions of approval, and are of high grade, prior to City's acceptance of the public improvements, or any portion thereof, for operation and maintenance. The developer's engineer shall also provide two sets of "as-built" plans, one paper set and one electronic set*

for permanent filing with the City. If required by the City, the developer or subdivider shall provide a warranty bond pursuant to Section 17-3.6.100. (Ord. 2017-08 §1

G. ***Residential Development Projects**, No building permit may be issued until all required public facility improvements are in place and approved by the City Engineer, or otherwise bonded, in conformance with the provision of the Code and the Public Works Design Standards in accordance with MMC 17-3.6 Public Facilities. All public facilities shall be completed and accepted by the Public Works Department prior to issuance of final occupancy.*

H. ***Materials Submitted,** it appears that the storm drain, domestic water and sanitary sewer facilities will be obtained from main line connections and/or extensions. Separate engineering drawings reflecting the installation of these public utilities will be required.*

I. ***Construction and/or Connection,** No construction of, or connection to, any existing or proposed public utility/improvements will be permitted until all plans are approved by Staff, all fees have been paid, all necessary permits, bonding, right-of-way and easements have been obtained and approved by staff, and Staff is notified a minimum of 24 hours in advance.*

J. ***Revisions/Modifications,** Staff reserves the right to require revisions/modifications to the public improvement construction plans and completed street improvements, if additional modifications or expansion of the sight distance onto adjacent streets is required.*

K. ***Civil Review,** All public utility/improvement plans submitted for review shall be based upon a 22"x 34" format and shall be prepared in accordance with the City of Molalla Public Work's Standards* as described in Section 1 of the Molalla Standard Specifications for Public Works Construction.

L. ***Monuments,** All survey monuments on the subject site or that may be subject to disturbance within the construction area, or the construction of any off-site improvements shall be adequately referenced and protected prior to commencement of any construction activity. If the survey monuments are disturbed, moved, relocated or destroyed as a result of any construction, the project shall, at its cost, retain the services of a registered professional land surveyor in the State of Oregon to restore the monument to its original condition and file the necessary surveys as required by Oregon State law. A copy of any recorded survey shall be submitted to Staff.*

M. ***Existing Wells,** The applicant shall contact the Oregon Water Resources Department and inform them of any existing wells located on the subject site. Any existing well shall be limited to irrigation purposes only. Proper separation, in conformance with applicable State standards, shall be maintained between irrigation systems, public water systems, and public sanitary systems. Should the project abandon any existing wells, they shall be properly abandoned in conformance with State standards and supply the City with a copy of the final document.*

N. ***Sanitary Sewer,** designs require review by Oregon Department of Environmental Quality. Applicant shall be responsible for submission of plans to state agency and all associated fees. Applicant's Engineer will be required to submit final report to DEQ and provide a copy of the report to the City.*

O. ***Utilities**, All utilities will be stubbed out to the far end of each street for future extension. The project shall utilize existing water, sewer, and storm water 'stub-outs' wherever possible. Water for domestic and fire protection shall be looped through the proposed site. Any 'stub-outs' determined to be not needed for the proposed development or any future development of the subject property shall be abandoned in accordance with the Molalla Standard Specifications for Public Works Construction.*

P. ***Public Improvements,** All public improvement designs shall meet the requirements of the Molalla Standard Specifications for Public Works Construction as amended by the Public Works Director.*

Q. ***General Easements** – A 10-foot-wide public utility easement shall be dedicated to the City adjacent to all public right-of-way and no structures are allowed to encroach into the easement. Applicant shall be required to submit a legal description and exhibit map for review and sign City easements. Once completed, applicant will be required to record easements with the County Recorder's Office and return the original document to the City prior to final occupancy.*

R. ***General Wetland Requirements** – The applicant will be required to provide Public Works with a letter of concurrence from the Department of State Lands regarding any wetlands on the subject property.*

S. ***General Erosion Control** – The applicant shall install, operate, and maintain adequate erosion control measures in conformance with the standards adopted by the City of Molalla and DEQ during the construction of any public/private utility and building improvements until such time as approved permanent vegetative materials have been installed. Applicant or Applicant's Contractor shall be responsible for all erosion control requirements under the 1200-C permit and shall coordinate directly with DEQ for questions related to 1200-C permit compliance.*

17-3.6.100 Performance Guarantee and Warranty:

A. ***Performance Guarantee Required.** The City at its discretion may approve a final plat or building permit when it determines that all of the public improvements required for the site development or land division, or phase thereof, are complete and the applicant has an acceptable assurance for the balance of said improvements. The applicant shall provide a performance and payment bond in accordance with the current version of the Public Works Design Standards.*

B. ***Determination of Sum.** The assurance of performance shall be for a sum determined by the City Engineer as required to cover the cost of the improvements and repairs, including related engineering and incidental expenses, plus reasonable inflationary costs. The assurance shall not be less than 150 percent of the estimated improvement costs.*

Findings: Performance Bond shall be in place prior to issuance of permit and before any public construction begins. The sum of the Performance Bond will be based on Engineering Cost Estimates provided at the time of application submittal.

C. ***Itemized Improvement Estimate.*** *The applicant shall furnish to the City an itemized improvement estimate, certified by a registered civil engineer, to assist the City in calculating the amount of the performance assurance.*

Findings: See findings under 17-3.6.100 "A" & "B"

D. ***Agreement.*** *A written agreement between the City and applicant shall be signed and recorded. The agreement may include a provision for the construction of the improvements in stages and for the extension of time under specific conditions. The agreement shall contain all of the following:*

1. *The period within which all required improvements and repairs shall be completed.*
2. *A provision that if work is not completed within the period specified, the City may complete the work and recover the full cost and expenses from the applicant.*
3. *The required improvement fees and deposits.*

Findings: Applicant shall not be granted a building permit until all required improvements are completed and accepted by the City, or an agreement and financial assurance acceptable to the City for all outstanding public improvements is recorded against the property.

E. ***When Applicant Fails to Perform.*** *In the event the applicant fails to carry out all provisions of the agreement and the City has un-reimbursed costs or expenses resulting from such failure, the City shall call on the bond, cash deposit, or letter of credit for reimbursement.*

Findings: The Applicant shall perform the public improvements as required and in accordance with the City of Molalla's Public Works Design Standards. In the event Applicant fails to perform within period of validity for construction plan review, the City will call on the financial assurance to complete said improvements.

F. ***Termination of Performance Guarantee.*** *The applicant shall not cause termination, nor allow expiration, of the guarantee without first securing written authorization from the City.*

Findings: At completion of the project and acceptance of Warranty Bond, the City will release the Performance Bond. If the applicant allows the financial assurance to expire, or terminate without written authorization from the City, a stop work order will be placed on the project and no occupancy will be granted. Additionally, the city will seek all available remedies under the law.

G. ***Warranty Bond.*** *A warranty bond good for two years is required on all public improvements and landscaping when installed in the public right-of-way. The warranty bond shall equal 120 percent of the total cost of improvements and begin upon acceptance of said improvements by the City. (Ord. 2017-08 §1)*

Findings: Warranty Bond shall be in place prior to final completion and acceptance of the project and meeting the requirements in subsection 1.15.9 of the Molalla Standards and subject to all easements and legal documents have been recorded with the County.

E. For non-residential uses, all adverse impacts to adjacent properties, such as light, glare, noise, odor, vibration, smoke, dust, or visual impact, are avoided; or where impacts cannot be avoided, they are minimized; and

Findings: The proposed police station is not anticipated to create adverse impacts to adjacent properties, which are a mix of commercial and residential uses. The Applicant has proposed vegetative screening on all property borders adjacent to existing uses to prevent headlight glare from the parking lot and has proposed a visually appealing building and frontage.

F. The proposal meets all existing conditions of approval for the site or use, as required by prior land use decision(s), as applicable. Note: Compliance with other City codes and requirements, though not applicable land use standards, may be required prior to issuance of building permits. (Ord. 2017-08 §1)

Findings: Applicant has met all of the requirements of DEMO02-2023; the demolition of an existing bowling alley that preceded this application. Staff did not find any other applicable decisions. This standard is met.

Exhibit B:

Findings of Fact for Var02-2023; Adjustments and Variances

17-4.7 Adjustments and Variances

17-4.7.030 Adjustments:

Summary of proposal:
The Applicant submitted two adjustments which are both evaluated below as they pertain to similar standards.

The Applicant has requested an adjustment to Section 17-3.2.040.D.6 to allow up to a 20% reduction in the required percentage of glazing on a street facing facade and an adjustment to Section 17-3.2.040.D.9 to allow up to a 20% reduction in the required percentage of glazing to a non-street facing façade. Molalla Municipal Code requires a minimum glazing requirement of 60 percent of the street facing elevation between a plane of 30 in and 72 in above the street grade for street facing facades and for 30 percent of non-street facing facades. The Applicant's proposed street facing elevation contains window glazing for 48 percent within that plane. The west and south facing elevations have 24% and 27% percent glazing respectively. The application was evaluated to the following standards:

17-4.7.030 Adjustments

A. **Applicability.** The Planning Official or Planning Commission, through a Type II procedure, may adjust the following standards:

1. **Setbacks.** Up to a 20 percent reduction to a minimum setback
2. **Lot Coverage.** Up to a 20 percent increase to the maximum lot coverage.
3. **Lot Dimensions.** Up to a 20 percent decrease to a minimum lot dimension.
4. **Lot Area.** Up to a 20 percent decrease in minimum lot area.
5. **Other Dimensional Standards.** Up to a 20 percent increase or decrease in a quantitative (numerical) standard not listed above. This option is limited to standards in Division II (Tables 17-2.2.040.D and 17-2.2.040.E, and Chapter 17-2.3 Special Use Standards) and Division III; it does not include building code requirements, engineering design standards, public safety standards, or standards implementing state or federal requirements, as determined by the Planning Official.

Findings: The Applicant submitted an adjustment to Section 17-3.2.040.D.6 to allow a 20% reduction in the required percentage of glazing on a street facing facade and an adjustment to Section 17-3.2.040.D.9 to allow a 10% reduction in the required percentage of glazing to a non-street facing façade. These proposals fall within the 20% threshold and this is thus an applicable proposal.

B. **Approval Criteria.** The City may grant an Adjustment only upon finding that all of the following criteria are met. The burden is on the applicant to demonstrate compliance with the criteria.

1. The Adjustment allows for a building plan that is more compatible with adjacent land uses, or it does not create a conflict with adjacent uses;

Findings: The proposed adjustment does not alter the use type and the proposed building has utilized other detailing techniques to create a visually appealing project. Staff finds that the proposed adjustment does not create a conflict with adjacent uses.

2. The Adjustment is necessary to allow for normal interior building functions, such as mechanical equipment/utility closets, heating and ventilation systems, restrooms, stockrooms, shelving, and similar interior building functions;

Findings: The proposed adjustments are necessary to meet specific requirements of the Police Station that are not typical or appropriate for private commercial, industrial, or other buildings in the community. To allow for normal interior Police functions, a higher level of visual privacy and security for the protection of citizens while in police custody is necessary. To achieve this heightened privacy and security, a reduction in glazing facing the street (east) elevation, south elevation, and west elevation is proposed. The Adjustments thus accommodate the normal function of a Police Station. This standard is met.

3. Approval of the Adjustment does not create: (a) violation(s) of any other adopted ordinance or code standard, and (b) does not create the need for a Variance;

Findings: Other lot and development standard and Division III standards are not impacted by the adjustment to window glazing. This standard is met.

4. An application for an Adjustment is limited to one lot per application;

Findings: This standard is met. Post lot consolidation, the proposed building and parking will be provided for one lot. Applicant shall finalize lot consolidation prior to building permit issuance.

5. Requests for more than one Adjustment on the same lot shall be consolidated on one application and reviewed concurrently by the City;

Findings: The Applicant submitted two adjustments to be considered in conjunction with SDR04-2023 under "VAR02-2023. This standard is met.

6. Not more than three Adjustments may be approved for one lot or parcel in a continuous 12-month period; and

Findings: The Applicant submitted two adjustments to be considered in conjunction with SDR04-2023 and no other adjustments have been submitted within the 12 month period. This standard is met.

7. All applicable building code requirements and engineering design standards shall be met. (Ord. 2017-08 §1)

Findings: The Applicant's proposal would not impact engineering standards nor building code requirements. This standard is met.

17-4.7.040 Variances:

#1 – Variance to MMC 17-3.2.040.D.9

Summary of proposal:
The Applicant has requested a Variance to Section 17-3.2.040.D.9 to allow a 63% reduction in the required percentage of glazing on the north elevation. Molalla Municipal Code requires a minimum glazing requirement of 30 percent of the street facing elevation between a plane of 30 in and 72 in above the street grade for non-street facing facades. For the northern elevation of the proposed structure, the Applicant's proposed street facing elevation contains window glazing for 11% percent within that plane. The application was evaluated to the following standards:

A. **Applicability.** A Variance is similar to an Adjustment, but does not otherwise meet the criteria under Section 17-4.7.030.

Findings: The Applicant's proposed variance exceeds the 20% maximum standard for an adjustment and thus requires a variance for approval.

B. **Approval Criteria.** The Planning Commission through a Type III procedure may approve a Variance upon finding that it meets all of the following criteria:

1. The Variance is necessary because the subject Code provision does not account for special or unique physical circumstances of the subject site, existing development patterns, or adjacent land uses. A legal lot determination may be sufficient evidence of a hardship for purposes of approving a variance;

Findings: The Applicant's submitted application states that:

> *The nature of the unique security needs associated with a Police Station is not contemplated by the Development Code's standard provisions requiring generous glazing and building articulation more typically associated with traditional commercial development. To allow for normal interior Police functions, a higher level of visual privacy and security for the protection of citizens while in Police custody is necessary. To achieve this heightened privacy and security, a reduction to the required glazing of the north elevation is proposed. Furthermore, the seismic requirements of an*

essential facility5 demand regularity and efficiency in the building's gravity and lateral structural systems, which is dependent on rectilinear building forms and which hampers utilizing building offsets to provide articulation. The applicant is therefore seeking Variance approval in recognition of these unique circumstances.

The Applicant thus states that design standards do not consider physical requirements for the proposed use. Staff finds that this standard is met.

2. The Variance is the minimum necessary to address the special or unique physical circumstances related to the subject site;

Findings: The Applicant's submitted application shows that the design team took measures to provide as much glazing as possible while still ensuring the security of the police facility and considered landscaping as a mitigating factor for the reduction in window glazing. This standard is met.

3. The need for the Variance is not self-imposed by the applicant or property owner. (For example, the Variance request does not arise as a result of a property line adjustment or land division approval previously granted to the applicant);

Findings: The Applicant's submitted application states that unique security requirements of the proposed facility create the need for the variance. No previous land use decisions have contributed towards this need. This standard is met.

4. The Variance does not conflict with other applicable City policies or other applicable regulations;

Findings: The proposed variance is isolated to glazing and does not affect compliance with other standards. The Applicant has provided analysis showing consistency with applicable Comprehensive Plan provisions. This standard is met.

5. The Variance will result in no foreseeable harm to adjacent property owners or the public; and

Findings: No changes to approved uses are being proposed and no direct harm is foreseen due to a reduction in window glazing. The applicant has provided a plan showing an attractive frontage and landscaping in lieu of required glazing. This standard is met.

6. All applicable building code requirements and engineering design standards shall be met. (Ord. 2017-08 §1)

Findings: All design requirements not addressed in response to proposed adjustments and variances have been addressed in response to SDR04-2023. Applicant will be required to meet standards of Oregon Building Codes through building permit review.

#2

Summary of proposal:
The Applicant has requested a Variance to Section 17-3.2.040.E.1 to allow alternate articulation methods to breaks that at minimum are 24 inch in depth and that occur at least every 30 feet. In their stead, the Applicant has proposed articulation methods such as changes in materials, mullions, and control joints. The application was evaluated to the following standards:

A. **Applicability.** A Variance is similar to an Adjustment, but does not otherwise meet the criteria under Section 17-4.7.030.

Findings: The Applicant does not propose an alteration to a numerical standard. Their proposal is for alternate methods of articulation. Thus, a variance is required.

B. **Approval Criteria.** The Planning Commission through a Type III procedure may approve a Variance upon finding that it meets all of the following criteria:

1. The Variance is necessary because the subject Code provision does not account for special or unique physical circumstances of the subject site, existing development patterns, or adjacent land uses. A legal lot determination may be sufficient evidence of a hardship for purposes of approving a variance;

Findings: The Applicant's submitted application states that:

> *The nature of the unique security needs associated with a Police Station is not contemplated by the Development Code's standard provisions requiring generous glazing and building articulation more typically associated with traditional commercial development. To allow for normal interior Police functions, a higher level of visual privacy and security for the protection of citizens while in Police custody is necessary. To achieve this heightened privacy and security, a reduction to the required glazing of the north elevation is proposed. Furthermore, the seismic requirements of an essential facility5 demand regularity and efficiency in the building's gravity and lateral structural systems, which is dependent on rectilinear building forms and which hampers utilizing building offsets to provide articulation. The applicant is therefore seeking Variance approval in recognition of these unique circumstances.*

The Applicant thus states that design standards do not consider physical requirements for the proposed use. Staff finds that this standard is met.

2. The Variance is the minimum necessary to address the special or unique physical circumstances related to the subject site;

Findings: The Applicant's submitted application shows that the design team took measures to provide distinguishing articulation features while still ensuring the security of the police facility and considered landscaping as a mitigating factor for the reduction in window glazing. This standard is met.

3. The need for the Variance is not self-imposed by the applicant or property owner. (For example, the Variance request does not arise as a result of a property line adjustment or land division approval previously granted to the applicant);

Findings: The Applicant's submitted application states that unique security requirements of the proposed facility create the need for the variance. No previous land use decisions have contributed towards this need. This standard is met.

4. The Variance does not conflict with other applicable City policies or other applicable regulations;

Findings: The proposed variance is isolated to articulation and does not affect compliance with other standards. The Applicant has provided analysis showing consistency with applicable Comprehensive Plan provisions. This standard is met.

5. The Variance will result in no foreseeable harm to adjacent property owners or the public; and

Findings: No changes to approved uses are being proposed and no direct harm is foreseen due to a reduction in window glazing. The applicant has provided a plan showing an attractive frontage and landscaping in lieu of required articulation. This standard is met.

6. All applicable building code requirements and engineering design standards shall be met. (Ord. 2017-08 §1)

Findings: All design requirements not addressed in response to proposed adjustments and variances have been addressed in response to SDR04-2023. Applicant will be required to meet standards of Oregon Building Codes through building permit review

Exhibit C:

Findings of Fact for PLA01-2023

17-4.3.120 Property Line Adjustments

A. **Submission Requirements.** All applications for property line adjustment shall be made on forms provided by the City and shall include information required for a Type I review, pursuant to Section 17-4.1.020. The application shall include a preliminary lot line map drawn to scale identifying all existing and proposed lot lines and dimensions, footprints and dimensions of existing structures (including accessory structures), location and dimensions of driveways and public and private streets within or abutting the subject lots, location of lands subject to the City of Molalla Water Resources Overlay, existing fences and walls, and any other information deemed necessary by the Planning Commission for ensuring compliance with City codes. The application shall be signed by all of the owners as appearing on the deeds of the subject lots.

Findings: The Applicant proposes a lot consolidation of lots 52E09B00700 and 52E09B00500 and submitted an existing conditions and proposed lot consolidation plan meeting standards.

B. **Approval Criteria.** The Planning Official shall approve or deny a request for a property line adjustment in writing, based on all of the following criteria:

1. **Parcel Creation.** No additional parcel or lot is created by the lot line adjustment;

Findings: The proposal is for lot consolidation. No additional parcels are created by this PLA. This standard is met.

2. **Lot Standards.** All lots and parcels conform to the applicable lot standards of the zoning district (Division II) including lot area, dimensions, setbacks, and coverage. As applicable, all lots and parcels shall conform the City of Molalla Water Resources Overlay; and

Findings: All structures have been removed from the site pursuant to DEMO02-2023. The lot consolidation will create a single vacant parcel to be developed in conformance with the Molalla Municipal Code pursuant to SDR04-2023 and VAR02-2023. This standard is met.

3. **Access and Road Authority Standards.** All lots and parcels conform to the standards or requirements of Chapter 17-3.3 Access and Circulation, and all applicable road authority requirements are met. If a lot is nonconforming to any City or road authority standard, it shall not be made less conforming by the property line adjustment.

Findings: The lot consolidation will create a single vacant parcel to be developed in conformance with the Molalla Municipal Code pursuant to SDR04-2023 and VAR02-2023. This standard is met.

Exhibit D:

Consolidated Application Package For SDR04-2023, VAR02-2023, and PLA01-2023

Community Development Department
315 Kennel Ave/PO Box 248
Molalla, OR 97038
Phone 503.759.0205
www.cityofmolalla.com

LAND USE ACTION APPLICATION

Type of land use action requested (more than one may apply)

Annexation:	☐	Conditional Use:	☐
Zone Change:	☐	Partition:	☐
Comp Plan Amendment:	☐	Site Design Review:	☑
Master Plan Development:	☐	Variance:	☑
Subdivision:	☐	Other:	Adjustment & Property Line Adjustment

Applicant information

Name: City of Molalla Phone: (503)829-6855

Mailing Address: PO Box 248

City: Molalla State: Oregon Zip: 97038

Email: dhuff@cityofmolalla.com

Owner Information

Name: City of Molalla Phone: (503)829-6855

Mailing Address: PO Box 248

City: Molalla State: Oregon Zip: 97038

Email: dhuff@cityofmolalla.com

Property Information

Site address: 150 Grange Avenue, Molalla, Oregon 97038

Zoning district: Public and Semi-Public (PSP) Overlay: N/A Tax lot #52E09CB00500, 52E09CB00700

Tax Account Number(s): 035039, 035039 T: 5S R: 2E S: 9

Property dimensions: Approximately 285' by 265' Property acreage: 1.59 AC

Surrounding property uses; North: C-1, Commercial South: C-1, Commercial East: C-1, Residential

West: C-1, Residential and Commer Topography: 300-305' (South to North)

Project Information

Description of Proposal: Single-story, 17,832 SF police station with associated parking, landscaping, and site improvements. The design includes community oriented spaces along Grange Avenue, a secured parking area for staff, a public parking area, stormwater facilities, and trash, generator and transformer enclosures.

Describe all existing buildings or structures on property: The northern lot (52E09CB00500) currently has an approximately 15,000 SF commercial building (an old bowling alley) that will be demolished.

Prior Use: Molalla Bowl (bowling alley)

Current Use: Vacant

Proposed Use: Molalla Police Facility

City Utilities Impacted: **Water:** ☑ **Sewer:** ☑ **Stormwater:** ☑ **None:** ☐

Site Plan(s) and Documents Required

1. Ownership documents if different than Clackamas County CMAP property information.
2. Provide All Easements, Covenants, Conditions, Restrictions, and Encumbrances on the property – Attach to this form.
3. Provide Elevation profiles meeting architectural standards of MCC 17-3.2.030 (D)
4. If your project is subservient to a prior project(s) please provide:
   - Planning File Number(s): N/A
   - Subdivision name/date approved: N/A
   - Special Planning Permits (attach): Conditional Use/Variance/Other: N/A
   - Planning Conditions of Approval (attach)
5. Site/Plot Plan

   Plot Plan Requirements
   - Applicant's name and address.
   - Legal description of the property (Township, Range, Section and Tax Lot).
   - SITE PLAN MUST INCLUDE DIMENSIONS OF ALL EXISTING AND PROPOSED STRUCTURES, PROPERTY LINES, SETBACKS, AND DRIVEWAYS.
   - Direction of North.
   - Driveway location and location of adjacent streets.
   - Proposed and existing structures.
   - Location of any existing wells on the property.
   - Walkways, patios, patio slabs, and mechanical units (e.g. air conditioning unit)
   - Location of existing and proposed utility connections.
   - Approximate ground slope and direction of the slope.
   - Property Lines.
   - Position of all creeks, streams, ponds, springs, or other drainageways.
   - Relative elevations (1) At lot corners or construction area, and (2) At building site.
   - Existing and proposed easements.
   - All streets abutting the property.
   - All existing and proposed site features must be included and labeled as such.
   - You must also indicate what is proposed to remain and what is proposed to be removed.

Owner Signature(s): _____ Date: 4-20-2023

Staff Use Only

File #: _____ Initial Fee Amount Paid: _____ Receipt #: _____

Date Fee & Application Received: _____ Person doing intake: _____

MACKENZIE.

SITE DESIGN REVIEW, ADJUSTMENT, VARIANCE, AND PROPERTY LINE ADJUSTMENT

To
City of Molalla

For
Molalla Police Facility

Dated
April 21, 2023

Project Number
2220182.03

MACKENZIE
Since 1960

RiverEast Center | 1515 SE Water Avenue, Suite 100, Portland, OR 97214
PO Box 14310, Portland, OR 97293 | T 503.224.9560 | www.mcknze.com

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EXHIBITS

I. PROJECT SUMMARY

Applicant:	City of Molalla Dan Huff – City Manager
Owner:	City of Molalla
Site Address:	150 Grange Avenue Molalla, Oregon 97038
Clackamas County Tax Lots:	52E09CB00500, 52E09CB00700
Assessor Site Acreage:	1.59 AC
Comprehensive Plan:	Public and Semi-Public District (PSP)
Zoning:	Public and Semi-Public District (PSP)[1]
Adjacent Zoning:	General Commercial (C-1)
Existing Structures:	One (1) bowling alley building on Tax Lot 52E09CB00500 (to be demolished)
Request:	Site Design Review, Adjustment, Variance, and Property Line Adjustment for new 17,832 square foot Police station
Project Contact:	Mackenzie Attn: Brian Varricchione, Land Use Planner 1515 SE Water Avenue, Suite 100 Portland, OR 97214 (971) 346-3742 bvarricchione@mcknze.com

[1] The site was previously zoned C-1 but is separately being rezoned to PSP by the City.

II. INTRODUCTION

Description of Request

The applicant is seeking approval for Site Design Review, Adjustment, and Variance for a new single-story police facility with associated parking, landscaping, and site improvements at 150 Grange Avenue. The applicant also requests approval of a property line adjustment to consolidate two (2) parcels into a single lot.

Existing Site and Surrounding Land Use

The approximately 1.59-acre site is located at 150 Grange Avenue in Molalla, Oregon. It consists of two (2) parcels identified as Tax Lots 500 and 700 on Clackamas County Tax Map 52E09CB, as shown in Figure 1. The site is within the City of Molalla, and it is zoned Public/Semi-Public (PSP) with no overlay zones. The northern parcel (52E09CB00500) currently has one (1) building (the former Molalla Bowl facility) that will be demolished, together with paving and minimal grass groundcover along the rear property line. The southern parcel (52E09CB00700) currently has no structures and contains paving and grass groundcover. The site's elevation ranges from 300' to 305', sloping downwards from the highest point in the southeast corner to the lowest point in the northwest corner (Exhibit 3, Sheet C1.20).

Adjacent properties are zoned General Commercial (C-1). The site was previously zoned C-1 but is separately being rezoned to PSP by the City.

Surrounding uses include residential to the west and east (across Grange Avenue), Foothills Community Church to the south, and a commercial development (Molalla Communications) that partially wraps around the site to the north and west.

The site has frontage along Grange Avenue, which is a 44' wide paved roadway with curb and sidewalk. The 2018 Molalla Transportation System Plan (TSP) classifies Grange Avenue as a Local Road and the site frontage is part of the 2007 *Downtown Molalla Development and OR 211 Streetscape Plan*. This Plan recommends standards for downtown streets to support a vibrant and safe downtown and highway corridor.[2] These standards include streetscape elements such as street trees, stormwater planters, paving patterns, pedestrian-scale lighting, and additional pedestrian amenities.

The site has two (2) existing driveways off Grange Avenue, both providing access to Tax Lot 500 and both approximately 24' in width. Per Table 10 of the TSP, private accesses on a Local Road should be spaced a minimum of 50' apart, as measured between centerlines. Based on aerial imagery, the existing driveways are spaced approximately 100' apart.

An 8" public water main is present in Grange Avenue. There is an existing 2" water meter connecting to a water lateral north of the southernmost existing driveway. A 10" public sanitary sewer line and 12" public storm line are also available in Grange Avenue. There are also existing storm lines and catch basins throughout the site, which connect to a storm lateral south of the southernmost existing driveway to Tax Lot 500. A 6" sanitary sewer lateral also exists south of the southernmost existing driveway to Tax Lot 500. Grange Avenue also has overhead powerlines.

[2] Downtown Molalla Development and OR 211 Streetscape Plan

Figure 1: Aerial Photo - Project Site

Proposed Development

The City of Molalla Police Department proposes to remove the existing site improvements and construct a new police station. The site development plans also include associated parking, landscaping, and site improvements (Exhibit 3, Sheet C1.10).

The proposed building will be approximately 17,832 square feet (SF) with its long axis oriented in an approximately north-south configuration and its public entrance near the southeast building corner on a proposed plaza adjacent to Grange Avenue.

Site access is proposed via two (2) new driveways to Grange Avenue, with the existing driveways to be eliminated. The proposed southern driveway will be about 95' south of the existing southern driveway and the proposed northern driveway will be about 6' north of the existing northern driveway.

Public vehicle parking is proposed in the southern portion of the site, with an outdoor secure area with parking proposed at the rear (west) of the building. The outdoor secure area will be separated from the public parking area by a 6' tall secure wall and gate. The northern driveway access will also be secured by a gate between the building and the 6' tall secure wall. The public parking area will include a trash enclosure. The secured parking area will include generator and transformer enclosures along with two (2) painted storage containers in the northwest corner of the site.

The proposal also includes community-oriented spaces located between the public parking area and the building as well as along Grange Avenue; these spaces are being voluntarily added in accordance with the Civic Space requirement for commercial zones even though the site is in the PSP zone. Landscaped areas and a plaza will flank the eastern and southern portions of the building to create an inviting site. Specific amenities include street trees, on-site landscaping, a pedestrian pathway and plaza, bike racks, benches, and street lighting as shown on Exhibit 3, Sheet L1.10.

As part of this proposal, the applicant proposes to provide a new 10' public utility easement adjacent to Grange Avenue with new sanitary sewer and water laterals in the northeast portion of the site and a new stormwater pump, stormwater lateral, and manhole in the southeastern portion of the site. The proposed building will connect directly to the City sanitary sewer, water, and stormwater utilities.

The applicant is requesting Adjustment and Variance approvals due to the unique security needs associated with a police station:

- Adjustment to Section 17-3.2.040.D.6 to allow a 20% reduction in the required percentage of glazing facing the street.
- Adjustment to Section 17-3.2.040.D.9 to allow a 10% reduction in the required percentage of glazing on the south elevation and a 20% reduction in the required percentage of glazing on the west elevation.
- Variance to Section 17-3.2.040.D.9 to allow a 63% reduction in the required percentage of glazing on the north elevation.
- Variance to Section 17-3.2.040.E.1 to provide alternate articulation methods, namely utilizing changes in materials, mullions, and control joints rather than building offsets.

Findings in support of these requests are included in the narrative below.

Proposed Property Line Adjustment

To facilitate permitting, the applicant proposes a property line adjustment to consolidate the two (2) existing parcels into a single parcel. Following approval, the City will record a new deed to finalize the property line adjustment. The site plans and proposed property line adjustment (Exhibit 5) illustrate the site as it will exist following deed recording to complete that property line adjustment.

Public Services Impact Analysis

The following discussion is provided in accordance with the requirement for a Public Facilities and Services Impact Study specified in Section 17-4.2.040 of the Development Code.

Parks

The proposed Police Station is not anticipated to result in increased impacts on public parks.

Transportation Analysis

Mackenzie transportation engineers projected site trip generation (Exhibit 7) based on historical trip surveys conducted by Mackenzie and Kittelson & Associates for police facilities and estimates based on the shift schedule. This alternative methodology was used in place of the trip estimates outlined in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (now in its 11th edition) because the

ITE trip rates are not applicable for the proposed use. For similar police projects, Mackenzie has used rates from prior trip surveys and shift information, as described in Exhibit 7. The analysis indicates that the proposed Police Station will generate fewer than 25 peak hour trips and fewer than 150 daily trips. Based on this low trip generation, the project does not trigger a full transportation impact study per Molalla Municipal Code Section 17-3.6.020. No transportation mitigation is necessary to accommodate site impacts.

The site abuts Grange Avenue which is a 44' wide paved roadway with a 6" curb and a 5.5' wide sidewalk. The TSP classifies Grange Avenue as a Local Road under City of Molalla jurisdiction. Per Table 12 of the TSP, this street standard requires a minimum 50' right-of-way, a 10' vehicle lane width, 8' on-street parking, and 6' sidewalks. The TSP also requires private driveways on a Local Road to be spaced a minimum of 50', as measured between centerlines. Private access driveways must be a minimum of 30' wide and a maximum of 40' wide.

Staff confirmed at the pre-application conference (Exhibit 2) that the existing 60' right-of-way width is sufficient based on the City's local street standard, but that frontage improvements will be required. Specific requirements from the Downtown Master Plan (DMP) include sidewalks, curb and gutter, street parking, travel lanes, and street lighting, where sidewalk improvements should incorporate streetscape element recommendations from the DMP such as street trees, planter strips, and ornamental lighting. Due to the challenges integrating the Downtown Master Plan requirements with the existing sidewalk, per staff's recommendation, the applicant is proposing to utilize the portion of the site adjacent to the right-of-way as an extension of the pedestrian realm rather than moving the existing curb line. Proposed improvements include street trees, on-site landscaping, a pedestrian pathway and plaza, bike racks, benches, and street lighting.

Public Utilities

No off-site improvements to water, sanitary sewer, or storm sewer are necessary to serve the development as prior improvements have been put in place and sized to accommodate site development. The applicant proposes connections from the site to the public lines as needed.

Water System

The subject site is located within the City of Molalla water service boundary. The water system at the site has been sized to account for planned domestic and fire flow demands for the future Police station. Development of the site will require a new domestic waterline tap in Grange Avenue with a meter, as well as a new tap to provide fire water service to the building.

Sanitary Sewer System

The subject site is located within the City of Molalla sewer service boundary. The sewer system at the site has been sized to account for planned utility demands for the future Police station. Sewer collection and conveyance is required to meet the standards of the City of Molalla as outlined in section 4 of the City of Molalla Standard Specifications for Public Works Construction. Development of the site will require a new service lateral to connect the site to the existing sanitary main in Grange Avenue.

Storm Drainage System

The redevelopment on the Molalla Police property will trigger the need to provide on-site water quality and flow control facilities in accordance with Section 3 (Stormwater Design and Construction Standards) of the City of Molalla Standard Specifications for Public Works Construction.

The existing site is developed (building with paved and compact gravel parking) and has a storm system that consists of catch basins and roof drains, which are pumped to the surface at the curb line (through weep holes) at Grange Avenue. Site stormwater discharged to Grange Avenue sheet flows to a public catch basin and enters the public storm system. The existing on-site system does not include stormwater quality or detention features.

Redevelopment of the site will include the design and installation of both water quality and detention facilities so stormwater will be handled on-site, with pumping to the underground system rather than the street surface. After treatment to meet the applicable quality standard, storm water will be discharged directly to the underground public system at a rate that does not exceed the current rate of discharge from the site. Development of the site will require a new storm lateral to connect the on-site storm system with the existing storm main in Grange Avenue.

III. NARRATIVE AND COMPLIANCE

The following discussion addresses the Molalla Municipal Code (MMC) approval criteria and development standards which apply to the proposed development. In the sections below, applicable approval standards from the MMC are shown in *italics,* while responses are shown in a standard typeface.

Molalla Municipal Code Title 17 – Development Code

Chapter 17-2.2 Zoning District Regulations

17-2.2.030 Allowed Uses

A. Uses Allowed in Base Zones. Allowed uses include those that are permitted, those that are permitted subject to special use standards, and those that are allowed subject to approval of a conditional use permit, as identified by Table 17-2.2.030. Allowed uses fall into four general categories: Residential, Public and Institutional, Commercial, and Other. If Table 17-2.2.030 does not list a specific use, and Division V Definitions does not identify the use or include it as an example of an allowed use, the City may find that use is allowed, or is not allowed, by following the procedures of Section 17-1.5.010 Code Interpretations. Uses not listed in Table 17-2.2.030 and not found to be similar to an allowed use are prohibited.

B. Permitted Uses and Uses Permitted Subject to Special Use Standards. Uses listed as "Permitted (P)" are allowed provided they conform to Section 17-2.2.040 Lot and Development Standards. Uses listed as "Permitted Subject to Special Use Standards (S)" are allowed, provided they conform to the Chapter 17-2.3 Special Use Standards and Section 17-2.2.040 Lot and Development Standards. Uses listed as "Not Allowed (N)" are prohibited. Uses not listed but similar to those allowed may be permitted pursuant to Section 17-1.5.010.

TABLE 17-2.2.030 USES ALLOWED BY ZZONING DISTRICT (EXCERPT)	
Uses	***PSP***
Community Service; includes Governmental Offices	*P*
Emergency Services; includes Police, Fire, Ambulance	*P*
Public Parks and Open Space, including Playgrounds, Trails, Nature Preserves, Athletic Fields, Courts, and similar uses	*P*

Response: The City of Molalla is proposing a single-story, 17,832 SF police station with associated parking, landscaping, and site improvements at 150 Grange Avenue. The proposed use falls into the Emergency Services use category, which is permitted in the PSP zone. This standard is met.

17-2.2.040 Lot and Development Standards

A. Development Standards. Section 17-2.2.040 provides the general lot and development standards for each of the City's base zoning districts. The standards of Section 17-2.2.040 are organized into two tables: Table 17-2.2.040.D applies to residential zones, and Table 17-2.2.040.E applies to non-residential zones.

Response: Table 17-2.2.040.E applies to the PSP zone, a non-residential zone. The PSP zone does not require minimum setbacks from front, street-side, interior side, and rear property lines. Additionally, the proposal does not include a garage or carport entry and is not adjacent to an alley or residential district. The proposed building setbacks are approximately 30' from the northern property line, approximately 128' from the rear (western) property line, approximately 63' from the southern property line, and

approximately 27' from the front (eastern) property line as shown on Sheet C1.10 of Exhibit 3. This standard is met.

B. Design Standards. City standards for Access, Circulation, Site and Building Design, Parking, Landscaping, Fences and Screening, and Public Improvements, among others, are located in Division III. Notwithstanding the provisions of Section 17-2.2.040 and Division III, different standards may apply in specific locations, such as at street intersections, within overlay zones, adjacent to natural features, and other areas as may be regulated by this Code or subject to state or federal requirements. For requirements applicable to the City's overlay zones, please refer to Chapter 17-2.4.

Response: The proposal complies with the applicable standards, as demonstrated by the applicant's narrative responses and application package. See each applicable section within this narrative for further, more detailed evidence of compliance. This standard is met.

E. Lot and Development Standards for Non-Residential Districts. The development standards in Table 17-2.2.040.E apply to all new development as of November 10, 2017 in the City's non-residential zones, as follows.

TABLE 17-2.2.040.E LOT AND DEVELOPMENT STANDARDS FOR NON-RESIDENTIAL ZONES (EXCERPT)	
Standard	***PSP***
*Minimum Lot Area (square feet) *Development must conform to lot width, depth, yard setback, and coverage standards*	*None*
Minimum Lot Width and Depth	*None*
Building and Structure Height – standard maximum height	*55 ft*
**[Height Increase. The City may increase the standard height, above, for specific projects with approval of a Conditional Use Permit (CUP), per Chapter 17-4.4.]*	*Yes*
Fences and Non-Building Walls (See also Section 17-3.4.040.)	
Maximum Height – Front Yard	*4 ft*
Maximum Height – Interior Side	*6 ft*
Maximum Height – Rear Yard	*6 ft*
Maximum Height – Street-Side or Reverse Frontage Lot (rear)	*4 ft, or 6 ft with 5 ft landscape buffer*
Lot Coverage – Maximum Lot Coverage (foundation plane as % of site area)	*NA*
Minimum Landscape Area (% of site area), includes required parking lot landscaping and any required screening. This standard does not apply to individual, detached single-family dwellings. Landscape area may include street trees and civic space improvements in some zones, per Sections 17-3.2.050 and 17-3.4.030.	*10%*

Response: As shown on Sheet A2.10 of Exhibit 3, the proposed building is shorter than 23' at its highest point, complying with the 55' maximum building height standard of Table 17-2.2.040.E. As shown on Sheet C1.10 of Exhibit 3, the proposed secure wall that encloses the secured parking area is 6' tall. This height meets the 6' maximum height standard for fences and non-building walls of Table 17-2.2.040.E. Approximately 6,110 SF or 8.8% of the site is proposed to be vegetated; however, when factoring in the

hardscape within the civic area as permitted by Sections 17-2.2.040.E and 17-3.2.050, the total landscape area of 11.8% satisfies the 10% minimum landscape area standard of Table 17-2.2.040.E. No minimum or maximum standards for lot area, lot width and depth, or lot coverage are required for the PSP zone. This standard is met.

Chapter 17-3.2 Building Orientation and Design

17-3.2.040 Non-Residential Buildings

A. Purpose and Applicability. The following requirements apply to non-residential development, including individual buildings and developments with multiple buildings such as shopping centers, office complexes, mixed-use developments, and institutional campuses. The standards are intended to create and maintain a built environment that is conducive to pedestrian accessibility, reducing dependency on the automobile for short trips, while providing civic space for employees and customers, supporting natural surveillance of public spaces, and creating human-scale design. The standards require buildings placed close to streets, with storefront windows (where applicable), with large building walls divided into smaller planes, and with architectural detailing.

Response: The proposal is non-residential development. This standard is applicable.

B. Building Orientation. The following standards apply to new buildings and building additions that are subject to Site Design Review. The Planning Official may approve adjustments to the standards as part of a Site Design Review approval, pursuant to Chapters 17-4.2 and 17-4.7, respectively.

1. Buildings subject to this section shall conform to the applicable build-to line standard in Table 17-2.2.040.E, as generally illustrated in Figure 17-3.2-6. The standard is met when at least 50 percent of the abutting street frontage has a building placed no farther from at least one street property line than the build-to line in Table 17-2.2.040.E; except in the Central Commercial C-1 zone, at least 80 percent of the abutting street frontage shall have a building placed no farther from at least one street property line than the required build-to-line. The Planning Official, through Site Design Review, may waive the build to line standard where it finds that one or more of the conditions in subdivisions a through g occurs.

a. A proposed building is adjacent to a single-family dwelling, and an increased setback promotes compatibility with the adjacent dwelling.

b. The standards of the roadway authority preclude development at the build-to line.

c. The applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed to be placed between the building and public right-of-way, pursuant to Section 17-3.2.050 and subject to Site Design Review approval.

d. The build-to line may be increased to provide a private open space (e.g., landscaped forecourt), pursuant to Section 17-3.2.050, between a residential use in a mixed-use development (e.g., live-work building with ground floor residence) and a front or street property line.

e. A significant tree or other environmental feature precludes strict adherence to the standard and will be retained and incorporated in the design of the project.

f. A public utility easement or similar restricting legal condition that is outside the applicant's control makes conformance with the build-to line impracticable. In this case, the building shall instead be placed as close to the street as possible given the legal constraint, and pedestrian amenities (e.g., plaza, courtyard, landscaping, outdoor seating area, etc.) shall be provided within the street setback in said location pursuant to Section 17-3.2.050.

g. An existing building that was lawfully created but does not conform to the above standard is proposed to be expanded and compliance with this standard is not practicable.

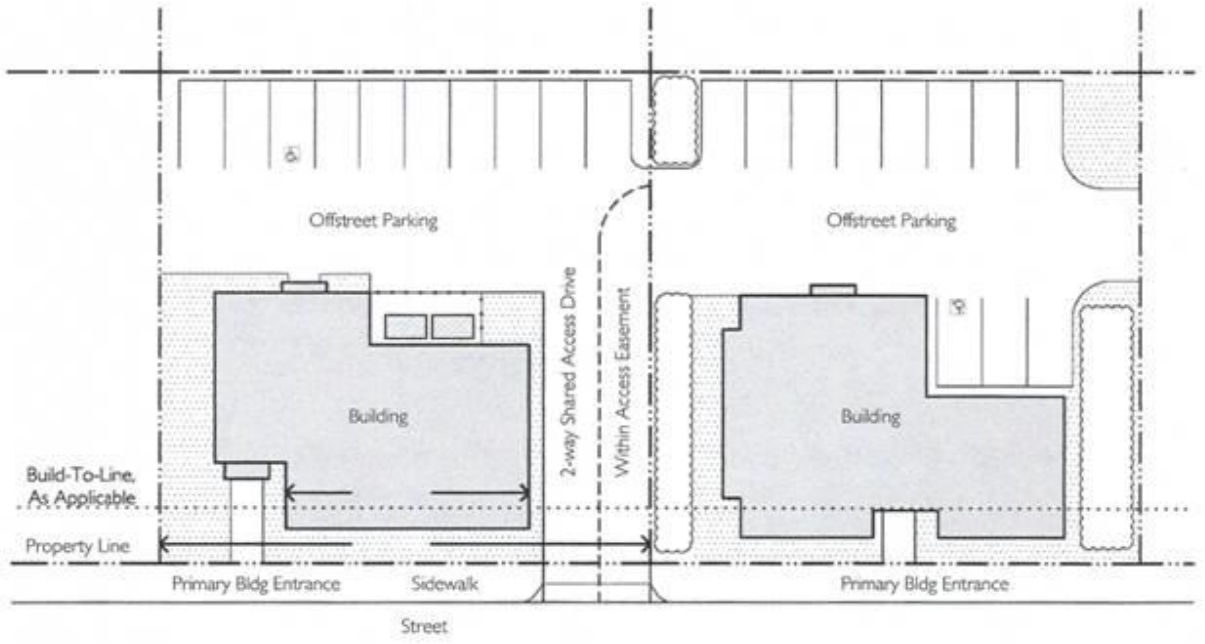


Figure 17-3.2-6 Non-Residential Building Orientation

Response: The applicant is requesting a waiver for the build-to line standard through the provision of subdivisions (c) and (f) above. First, regarding subdivision (c), the applicant proposes extending the public sidewalk along Grange Avenue to create a plaza for public use between the building and public right-of-way (Exhibit 3, Sheet C1.10). This plaza will connect to the on-site pedestrian circulation system and will include pedestrian seating, lighting, and associated landscaping per Sheet L1.10 of Exhibit 3. The pedestrian walkway conforms with Section 17-3.2.050 as explained in the response to that section. Second, under subdivision (f), a new 10' public utility easement is proposed along the eastern property line, which makes conformance with the build-to line impracticable (Exhibit 3, Sheets C1.10 and C1.30). The building is placed as close to the street as possible given the legal constraint and pedestrian amenities. Through the application of these provisions, this standard is met.

2. Except as provided in subsections C.5 and 6, all buildings shall have at least one primary entrance (i.e., tenant entrance, lobby entrance, breezeway entrance, or courtyard entrance) facing an abutting street (i.e., within 45 degrees of the street property line); or if the building entrance must be turned more than 45 degrees from the street (i.e., front door is on a side or rear elevation) due to the configuration of the site or similar constraints, a pedestrian walkway must connect the primary entrance to the sidewalk in conformance with Section 17-3.3.040.

Response: As shown on Sheets C1.10 and L1.10 of Exhibit 3, the front door to the proposed building is located at the eastern end of the southern elevation and is connected to the sidewalk and on-site parking by a pedestrian walkway. The pedestrian walkway conforms with Section 17-3.3.040 as explained in the response to that section. This standard is met.

3. Off-street parking, trash storage facilities, and ground-level utilities (e.g., utility vaults), and similar obstructions shall not be placed between building entrances and the street(s) to which they are oriented. To the extent practicable, such facilities shall be oriented internally to the block and accessed by alleys or driveways.

Response: As shown on Sheet C1.10 of Exhibit 3, off-street parking is located south of the building, not between the building and the street. The trash storage facilities are located in an enclosure to the rear of the building. As shown on Sheet C1.30 of Exhibit 3, ground level utilities are located along Grange Avenue but are not placed between building entrances and the street. This standard is met.

4. *Off-street parking shall be oriented internally to the site to the extent practicable, and shall meet the Access and Circulation requirements of Chapter 17-3.3, the Landscape and Screening requirements of Chapter 17-3.4, and the Parking and Loading requirements of Chapter 17-3.5.*

Response: As shown on Sheet C1.10 of Exhibit 3, public off-street parking is proposed to be oriented internally to the site along the southern property line, with the secure vehicle area behind (west of) the building. Off-street parking conforms with the requirements of Chapters 17-3.3, 17-3.4, and 17-3.5 as explained in the responses to those sections. This standard is met.

5. *Where a development contains multiple buildings and there is insufficient street frontage to meet the above building orientation standards for all buildings on the subject site, a building's primary entrance may orient to plaza, courtyard, or similar pedestrian space containing pedestrian amenities and meeting the requirements under Section 17-3.2.050, subject to Site Design Review approval. When oriented this way, the primary entrance(s), plaza, or courtyard shall be connected to the street by a pedestrian walkway conforming to Section 17-3.3.040.*

Response: The proposed development consists of a single building, not multiple buildings. This standard does not apply.

C. *Large-Format Developments. Plans for new developments, or any phase thereof, with a total floor plate area (ground floor area of all buildings) greater than 35,000 square feet, shall meet all of the following standards in subsections C.1 through 9, as generally illustrated in Figure 17-3.2-7. The Planning Official may approve adjustments to the standards as part of a Site Design Review approval, pursuant to Chapters 17-4.2 and 17-4.7, respectively.*

[detailed provisions omitted for brevity]

Response: The proposed building will contain approximately 17,832 SF, below the 35,000 SF trigger for large-format developments (Exhibit 3, Sheet C1.10). This standard does not apply.

D. *Primary Entrances and Windows. The following standards, as generally illustrated in Figures 17-3.2-8 and 17.3.2-9, apply to new buildings and building additions that are subject to Site Design Review. The Planning Official may approve adjustments to the standards as part of a Site Design Review approval, pursuant to Chapters 17-4.2 and 17-4.7, respectively.*

1. *All Elevations of Building. Architectural designs shall address all elevations of a building. Building forms, detailing, materials, textures, and color shall [to] contribute to a unified design with architectural integrity. Materials used on the front façade must turn the building corners and include at least a portion of the side elevations, consistent with the overall composition and design integrity of the building.*

Response: As depicted on Sheet A2.10 of Exhibit 3, the proposed building uses a common architectural vocabulary and materials on all four (4) elevations, with structural brick as the primary building material and the same coloration employed throughout. The applicant is not proposing to utilize inferior materials or designs on the sides and rear of the building. This standard is met.

2. *Pedestrian Entrances. Ground level entrances oriented to a street shall be at least partly transparent for natural surveillance and to encourage an inviting and successful business environment. This standard may be met by providing a door with a window or windows, a transom window above the door, or sidelights beside the door. Where ATMs or other kiosks are proposed on any street-facing elevation, they shall be visible from the street for security and have a canopy, awning, or other weather protection shelter.*

Response: As shown on Sheets C1.10 and A2.10 of Exhibit 3, the primary pedestrian entrance is proposed on the east end of the south elevation. The entrance is oriented south, onto the pedestrian plaza and walkway, which makes the transition to the street at the east. Sheet A2.10 (Exhibit 3) demonstrates that the proposed entryway includes substantial windows to encourage an inviting environment. The proposed building canopy will provide weather protection for pedestrians. No ATMs or kiosks are proposed. The proposed main entrance design is consistent with this standard for street-oriented entrances.

3. *Corner Entrances. Buildings on corner lots are encouraged to have corner entrances. Where a corner entrance is not provided, the building plan shall provide an architectural element or detailing (e.g., tower, beveled corner, art, special trim, etc.) that accentuates the corner location.*

Response: The site is not a corner lot. This standard does not apply.

4. *Street Level Entrances. All primary building entrances shall open to the sidewalk and shall conform to Americans with Disabilities Act (ADA) requirements, as applicable. Primary entrances above or below grade may be allowed where ADA accessibility is provided.*

Response: As shown on Sheets C1.10 and C1.20 of Exhibit 3, the primary building entrance is proposed on the east end of the south elevation. The entrance opens to the pedestrian plaza that connects to the sidewalk and on-site circulation system. Primary building entrances and grades have been designed to accommodate ADA standards, with a finished floor elevation that matches the abutting plaza elevation. This standard is met.

5. *Windows—General. Except as approved for parking structures or accessory structures, the front/street-facing elevations of buildings shall provide display windows, windowed doors, and where applicable, transom windows to express a storefront character.*

Response: As shown on Sheet A2.10 of Exhibit 3, the street-facing front (east) façade expresses a storefront character by providing full-height glazing to afford views of the main entry lobby and community room space. This standard is met.

6. *Storefront Windows. Storefront windows shall consist of framed picture or bay windows, which may be recessed. Framing shall consist of trim detailing such as piers or pilasters (sides), lintels or hoods (tops), and kick plates or bulkheads (base)—or similar detailing—consistent with a storefront character. The ground floor, street-facing elevation(s) of all buildings shall comprise at least 60 percent transparent windows, measured as a section extending the width of the street-facing elevation between the building base (or 30 inches above the sidewalk grade, whichever is less) and a plane 72 inches above the sidewalk grade.*

Response: As shown on Sheet A2.10 of Exhibit 3, the east (front/street-facing) elevation is proposed to have 48% glazing, which does not meet the 60% glazing standard. The unique security needs of a police facility preclude extensive glazing in certain portions of the building. The east elevation facing the public right-of-way presents full-height glazing at the main entry lobby and community room space. The rest of the elevation is comprised of structural brick at the building utility support spaces that need to be located close the street. The windows are proposed to

consist of aluminum framing which qualifies as similar detailing consistent with a storefront character. The design also proposes applied profiles at the 16' height datum of the horizontal curtain wall mullion along the public-facing mass of the building, as well as alternating vertical mullions. The horizontal mullions will be 6" deep projections while the vertical mullions will be 4" deep projections. This applies at approximately 50% of the curtain wall and storefront mullions. This standard will be met with approval of the Adjustment request to reduce the storefront window area requirement by 20% – see responses to approval criteria below under Section 17-4.7.030.B.

7. *Defined Upper Story(ies). Building elevations shall contain detailing that visually defines street level building spaces (storefronts) from upper stories. The distinction between street level and upper floors shall be established, for example, through the use of awnings, canopies, belt course, or similar detailing, materials, or fenestration. Upper floors may have less window area than ground floors, but shall follow the vertical lines of the lower level piers and the horizontal definition of spandrels and any cornices. Upper floor window orientation shall primarily be vertical, or have a width that is no greater than height. Paired or grouped windows that, together, are wider than they are tall, shall be visually divided to express the vertical orientation of individual windows.*

Response: The proposal consists of a single-story building as shown on Sheet A2.10 in Exhibit 3. Upper stories are not proposed. This standard does not apply.

8. *Buildings Not Adjacent to a Street. Buildings that are not adjacent to a street or a shopping street, such as those that are setback behind another building and those that are oriented to a civic space (e.g., internal plaza or court), shall meet the 60 percent transparency standard on all elevations abutting civic space(s) and on elevations containing a primary entrance.*

Response: There are no buildings proposed not adjacent to a street. This standard does not apply.

9. *Side and Rear Elevation Windows. All side and rear elevations, except for zero lot line or common wall elevations, where windows are not required, shall provide not less than 30 percent transparency.*

Response: As shown on Sheet A2.10 of Exhibit 3, side and rear elevations do not meet the 30% glazing standard due to security concerns of the proposed use. The north/side elevation consists of 11% glazing while the south/side elevation includes 27%, and the west/rear elevation includes 24%. Generous plantings are provided along the portion of the north elevation visible from the street to offset the minimal glazing (Sheet L1.10 of Exhibit 3). Contextually, most of the site area north of the proposed police building is within the secure area accessible only by police officers and staff, so it is not visible to the public (except persons in custody), and the neighboring site to the north has buildings constructed close to the property boundary with no pedestrian walkway.

The unique security needs of a police facility preclude extensive glazing in certain portions of the building. The side and rear elevations incorporate tall, punched window openings adjacent to department offices and workspaces. For the unique considerations of the sally port (the secure entryway into the station where Police staff transport individuals in custody), evidence storage and vehicle evidence bays, glazing is not provided for security reasons.

This standard will be met on the south and west elevations with approval of the Adjustment request to reduce the storefront window area requirement on the south elevation by 10% and on the west elevation by 20% – see responses to approval criteria below under Section 17-4.7.030.B. This standard will be met on the north elevation with approval of the Variance request to reduce

the storefront window area requirement by 63% on the north elevation – see responses to approval criteria below under Section 17-4.7.040.B.

10. Window Trim. At a minimum, windows shall contain trim, reveals, recesses, or similar detailing of not less than four inches in width or depth as applicable. The use of decorative detailing and ornamentation around windows (e.g., corbels, medallions, pediments, or similar features) is encouraged.

Response: As detailed in the discussion of 17-3.2.040.D.6 above, approximately 50% of the curtain wall and storefront mullions will have a larger applied profile cap with 4" to 6" depths. This standard is met.

11. Projecting Windows, Display Cases. Windows and display cases shall not break the front plane of the building (e.g., projecting display boxes are discouraged). For durability and aesthetic reasons, display cases, when provided, shall be flush with the building façade (not affixed to the exterior) and integrated into the building design with trim or other detailing. Window flower boxes are allowed, provided they do not encroach into the pedestrian through-zone.

Response: Projecting windows are not proposed. This standard does not apply.

12. Window Exceptions. The Planning Official may approve an exception to the above standards where existing topography makes compliance impractical. Where it is not practicable to use glass, windows for parking garages or similar structures, the building design must incorporate openings or other detailing that resembles window patterns (rhythm and scale).

Response: The applicant is not requesting any window exceptions as the existing topography does not make compliance impractical. This standard does not apply.

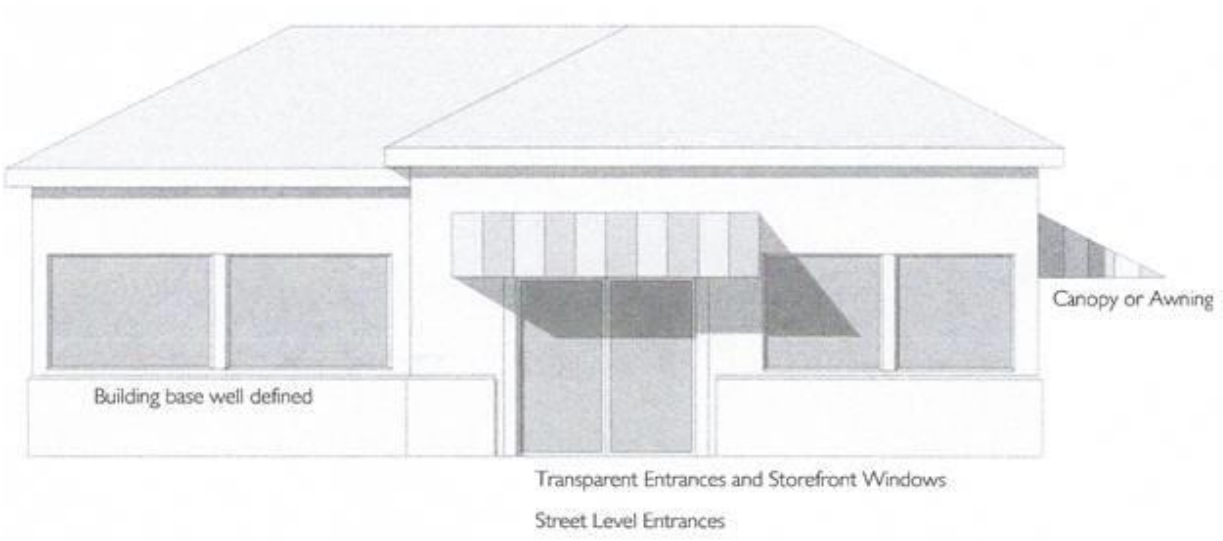


Figure 17-3.2-8 Small Commercial Building Design

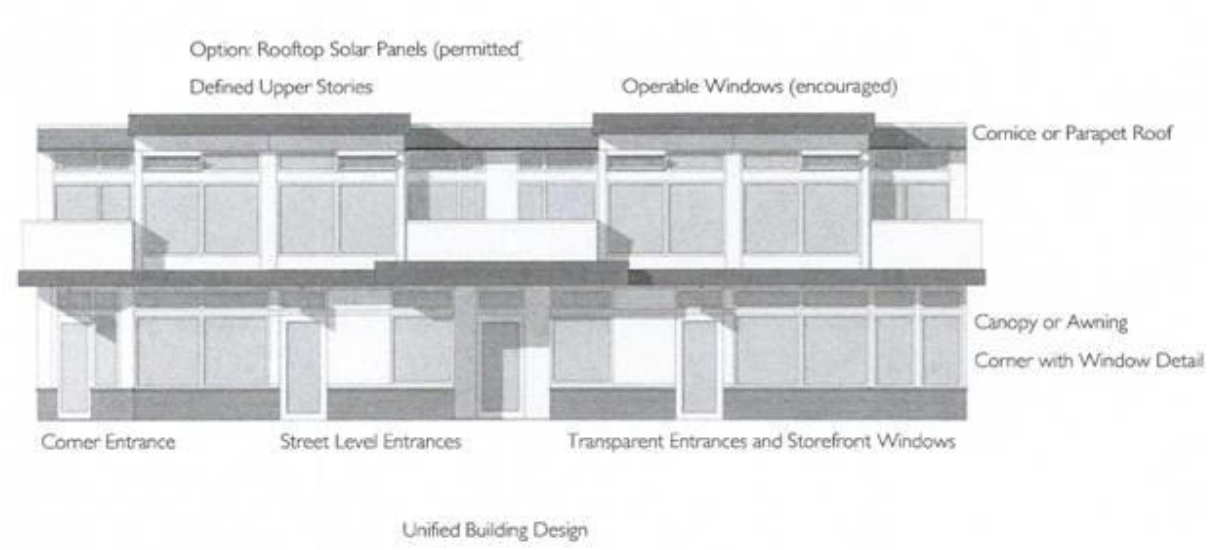


Figure 17-3.2-9 Large Commercial/Mixed-Use Building Design

E. Articulation and Detailing. The following standards apply to new buildings and building additions that are subject to Site Design Review. The Planning Official may approve adjustments to the standards as part of a Site Design Review approval, pursuant to Chapters 17-4.2 and 17-4.7, respectively.

1. Articulation. All building elevations that orient to a street or civic space shall have breaks in the wall plane (articulation) of not less than one break for every 30 feet of building length or width, as applicable, pursuant to the following standards, which are generally illustrated in Figures 17-3.2-10, 17-3.2-11, and 17-3.2-12.

a. A "break" for the purposes of this subsection is a change in wall plane of not less than 24 inches in depth. Breaks may include, but are not limited to, an offset, recess, window reveal, pilaster, frieze, pediment, cornice, parapet, gable, dormer, eave, coursing, canopy, awning, column, building base, balcony, permanent awning or canopy, marquee, or similar architectural feature.

b. The Planning Official through Site Design Review may approve detailing that does not meet the 24-inch break-in-wall-plane standard where it finds that proposed detailing is more consistent with the architecture of historically significant or historic-contributing buildings existing in the vicinity.

c. Changes in paint color and features that are not designed as permanent architectural elements, such as display cabinets, window boxes, retractable and similar mounted awnings or canopies, and other similar features, do not meet the 24-inch break-in-wall-plane standard.

d. Building elevations that do not orient to a street or civic space need not comply with the 24-inch break-in-wall-plane standard but should complement the overall building design.

Response: In lieu of 24-inch offsets every 30', the building includes articulation in the form of change in materials, mullions, and control joints with a maximum horizontal spacing of 19' as depicted in the building elevations (Exhibit 3, Sheet A2.10). There are not any historically significant or historic-contributing buildings nearby to serve as visual precedents for the proposed design. This standard will be met with approval of the Variance request to provide alternate articulation methods – see responses to approval criteria below under Section 17-4.7.040.B.

2. *Change in Materials. Elevations should incorporate changes in material that define a building's base, middle, and top, as applicable, and create visual interest and relief. Side and rear elevations that do not face a street, public parking area, pedestrian access way, or plaza may utilize changes in texture and/or color of materials, provided that the design is consistent with the overall composition of the building.*

Response: As depicted in the building elevations (Exhibit 3, Sheet A2.10), the Grange Avenue (east), north, and south elevations incorporate changes in material that provide definition and create visual relief. The concrete stem wall denotes the base, the structural brick and glazing denote the middle, and the brick reveal and significant canopy denote the top. The north and south elevations also utilize coping on the lower portion to denote the top. The west (rear) elevation does not incorporate changes in material as it does not face a street, public parking area, pedestrian access way,[3] or plaza. This standard is met.

3. *Horizontal Lines. New buildings and exterior remodels shall generally follow the prominent horizontal lines existing on adjacent buildings at similar levels along the street frontage. Examples of such horizontal lines include, but are not limited to: the base below a series of storefront windows, an awning or canopy line, a belt course between building stories, a cornice, or a parapet line. Where existing adjacent buildings do not meet the City's current building design standards, a new building may establish new horizontal lines.*

Response: Adjacent buildings do not provide consistent horizontal lines to which the building can relate, so the proposed building establishes new horizontal lines using the concrete stem wall, window mullions, brick reveal, and broad canopy from the roof (Exhibit 3, Sheet A2.10). The brick reveal at the lower roof elevation utilizes a similar vocabulary to the horizontal band at the lower roof elevation on the Molalla Communications building to the north. This standard is met.

4. *Ground Floor and Upper Floor Division. A clear visual division shall be maintained between the ground level floor and upper floors, for example, through the use of a belt course, transom, awning, canopy, or similar division.*

Response: The proposal consists of a one-story building as shown in Exhibit 3. Therefore, no division between the ground floor and upper floors is needed. This standard does not apply.

5. *Vertical Rhythms. New construction or front elevation remodels shall reflect a vertical orientation, either through breaks in volume or the use of surface details.*

Response: As depicted in the building elevations (Exhibit 3, Sheet A2.10), the proposed building establishes a vertical rhythm through the use of change in materials, window placement, mullions, and control joints, with a maximum horizontal spacing of 19'. This standard is met.

[3] *Access Way. A walkway or multi-use path connecting two rights-of-way to one another where no vehicle connection is made.*

Figure 17-3.2-10 Articulation of Multi-Story Building and Typical Pedestrian Shelter

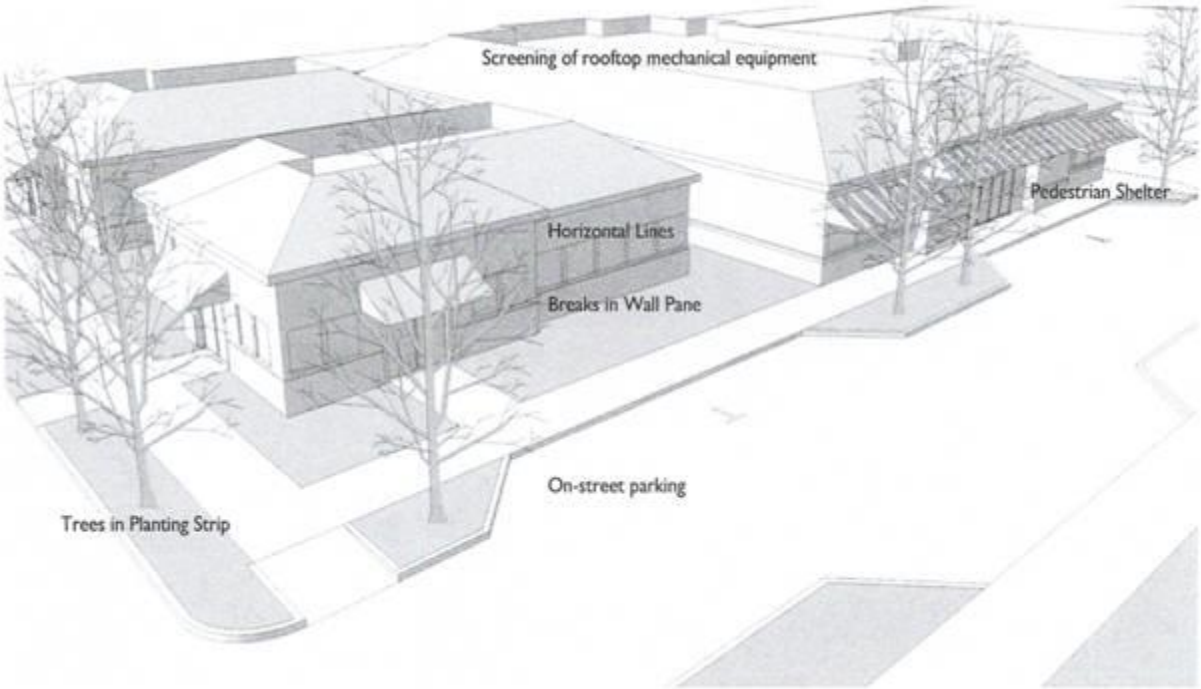


Figure 17-3.2-11 Articulation of Single-Story Buildings and Typical Pedestrian Shelters

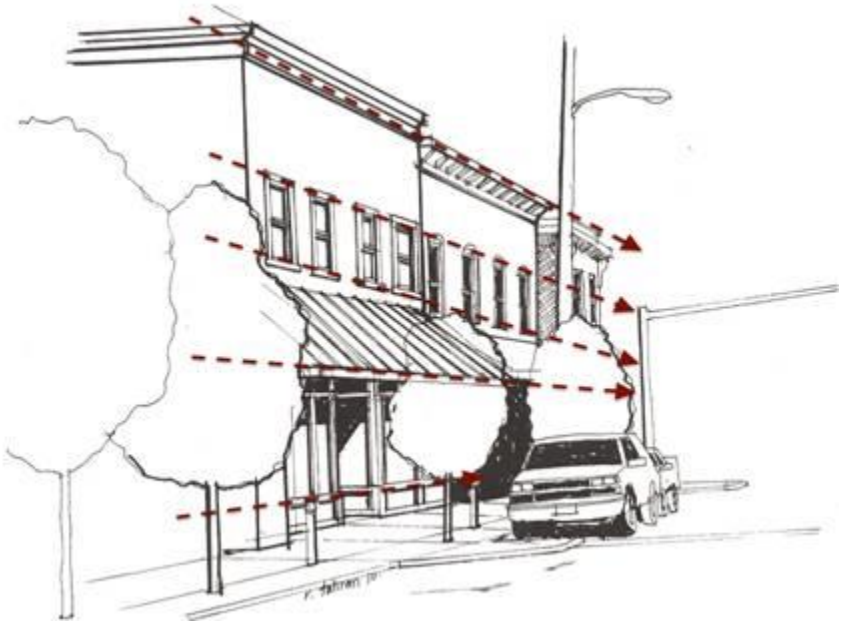


Figure 17-3.2-12 Articulation of Horizontal Lines, Ground Floor and Upper Floor Division

F. Pedestrian Shelters. The following standards apply to new buildings and building additions that are subject to Site Design Review. The Planning Official may approve adjustments to the standards as part of a Site Design Review approval, pursuant to Chapters 17-4.2 and 17-4.7, respectively.

1. Minimum Pedestrian Shelter Coverage. Permanent awnings, canopies, recesses, or similar pedestrian shelters shall be provided along at least 75 percent of the ground floor elevation(s) of a building where the building abuts a sidewalk, civic space, or pedestrian access way. Pedestrian shelters used to meet the above standard shall extend at least five feet over the pedestrian area; except that the Planning Official, through Site Design Review, may reduce the above standards where it finds that existing right-of-way dimensions, easements, or building code requirements preclude standard shelters. In addition, the above standards do not apply where a building has a ground floor dwelling, as in a mixed-use development or live-work building, and the dwelling has a covered entrance. The Planning Official shall waive the above standards if the pedestrian shelter would extend into the right-of-way and the roadway authority does not allow encroachments in the right-of-way.

2. Pedestrian Shelter Design. Pedestrian shelters shall comply with applicable building codes, and shall be designed to be visually compatible with the architecture of a building. If mezzanine or transom windows exist, the shelter shall be below such windows where practical. Where applicable, pedestrian shelters shall be designed to accommodate pedestrian signage (e.g., blade signs), while maintaining required vertical clearance.

Response: As shown on Sheet C1.10 of Exhibit 3, the roof canopy extends the full width of the building face fronting Grange Avenue, protruding 10' from the building face. This extension provides pedestrian shelter over the main building entrance, pedestrian seating, and part of the pedestrian plaza. Making the roof canopy protrude farther from the building to the east is not practical structurally, would detract from the overall building aesthetic, and could pose conflicts with the public utility easement along Grange Avenue. Applicable building codes were incorporated into the pedestrian shelter design, and the canopy comports to the architectural style of the building by employing clean lines with a minimum of ornamentation. This standard is met.

G. Mechanical Equipment.

1. Building Walls. Where mechanical equipment, such as utility vaults, air compressors, generators, antennae, satellite dishes, or similar equipment, is permitted on a building wall that abuts a public right-of-way or civic space, it shall be screened pursuant to Chapter 17-3.4. Standpipes, meters, vaults, and similar equipment need not be screened but shall not be placed on a front elevation when other practical alternatives exist; such equipment shall be placed on a side or rear elevation where practical.

Response: No mechanical equipment is proposed on a building wall abutting the public right-of-way or civic space. This standard does not apply.

2. Rooftops. Except as provided below, rooftop mechanical units shall be set back or screened behind a parapet wall so that they are not visible from any public right-of-way or civic space. Where such placement and screening is not practicable, the Planning Official may approve painting of mechanical units in lieu of screening; such painting may consist of colors that make the equipment visually subordinate to the building and adjacent buildings, if any.

Response: As shown on Sheet A2.10 of Exhibit 3, rooftop mechanical units will be screened from the public right-of-way and civic space by the elevated roof and screen wall. A sightline analysis was performed from all primary directions/approaches and concluded that the only potential visibility is from the west. Screening will be provided at the west side of the rooftop mechanical units to screen that view. See Exhibit 9. This standard is met.

3. Ground-Mounted Mechanical Equipment. Ground-mounted equipment, such as generators, air compressors, trash compactors, and similar equipment, shall be limited to side or rear yards and screened with fences or walls constructed of materials similar to those on adjacent buildings. Hedges, trellises, and similar plantings may also be used as screens where there is adequate air circulation and sunlight, and irrigation is provided. The City may require additional setbacks and noise attenuating equipment for compatibility with adjacent uses.

Response: As shown on Sheet C1.10 of Exhibit 3, a generator and transformer are proposed in the outdoor secure area at the rear of the building, within the area screened from the public right-of-way and civic space by the 6' concrete masonry unit (CMU) wall around the outdoor secure area. This standard is met.

H. Civic Space. Commercial development projects shall provide civic space pursuant to Section 17-3.2.050.

Response: Per Section 17-3.2.050, civic space and pedestrian amenities are not required in the PSP zone; however, the applicant is voluntarily proposing civic space improvements.

I. Drive-Up and Drive-Through Facilities. Drive-up and drive-through facilities shall comply with the requirements of Section 17-3.2.060.

Response: Per the Molalla Municipal Code, drive-up/drive-through facilities are defined as "a facility or structure that is designed to allow drivers to remain in their vehicles before and during an activity on the site." No activities are proposed that would require drivers to remain in their vehicles. This standard does not apply.

17-3.2.050 Civic Space and Pedestrian Amenities

B. Applicability. All new commercial and mixed use developments with more than 10,000 square feet of gross leasable floor area within the Central Commercial C-1 and General Commercial C-2 zones are required to meet the standards of this section.

Response: The provision of civic space and pedestrian amenities is not required in the PSP zone; however, the applicant is voluntarily proposing civic space improvements. The consistency of the proposed voluntary improvements with the standards is discussed below.

C. Standards.

1. Civic Space Standards. Except as provided by subsections C.3 and 4, at least three percent of every development site shall be designated and improved as civic space (plaza, landscaped courtyard, or similar space) that is accessible to the general public, pursuant to all of the following standards in subdivisions a through e, and as generally illustrated in Figure 17-3.2-12:

a. The highest priority locations for civic space improvements are those with the highest pedestrian activity (e.g., street corners and pedestrian access ways), as generally illustrated.

b. Civic spaces shall abut a public right-of-way or otherwise be connected to and visible from a public right-of-way by a sidewalk or pedestrian access way. Access ways shall be identifiable with a change in paving materials (e.g., pavers inlaid in concrete or a change in pavement scoring patterns or texture).

c. Where public access to a civic space is not practical due to existing development patterns, physical site constraints, or other hardship presented by the applicant, the City may allow a private area, such as an outdoor eating area attached to a restaurant, in finding the project complies with the standard.

d. All civic spaces shall have dimensions that allow for reasonable pedestrian access. For example, by extending the width of an existing sidewalk by four feet, a developer might provide space for an outdoor eating area; whereas a larger development at a street corner could meet the standard by creating a plaza adjacent to a building entrance.

e. Civic space improvements shall conform to Chapter 17-3.4 Landscaping, Fences and Walls, Outdoor Lighting.

Response: As previously stated, the provision of civic space and pedestrian amenities is not required in the PSP zone; however, the applicant is voluntarily proposing civic space improvements. The proposal includes community-oriented spaces located along Grange Avenue as well as between the public parking area and the building per Sheets C1.10 and L1.10 of Exhibit 3, consistent with this standard.

2. Pedestrian Improvements in Civic Spaces. Except as provided by subsections C.3 and 4, where this section requires the provision of civic space, such space shall be improved with pedestrian amenities, pursuant to the following standards in subdivisions a through e:

a. Pedestrian amenities shall be provided in an amount equal to or greater than one-half of one percent of the estimated construction cost of the proposed building(s). A licensed architect, landscape architect, or other qualified professional, shall prepare cost estimates for civic space improvements, which shall be subject to review and approval by the Planning Official.

b. Pedestrian amenities include plaza surfaces (e.g., pavers, landscapes, etc.), sidewalk extensions (e.g., with outdoor café space), street furnishings (e.g., benches, public art, pedestrian-scale lighting, water fountains, trash receptacles,

bus waiting shelters, shade structures, or others), way-finding signs, or similar amenities, as approved by the Planning Official.

c. Where a civic space adjoins a building entrance it should incorporate a permanent weather protection canopy, awning, pergola, or similar feature, consistent with Section 17-3.2.040.F.

d. The City may accept pedestrian amenities proposed within a public right-of-way (e.g., street corner or mid-block pedestrian access way) and grant the developer credit toward fulfilling the above improvement standard.

e. The cost of a proposed public parking facility may be subtracted from building costs used in the assessment of civic space improvements.

Response: Proposed pedestrian amenities include a pedestrian pathway and plaza, an extended roof canopy to provide weather protection, street trees, on-site landscaping, bike racks, benches, and street lighting, as shown on Sheets C1.10 and L1.10 of Exhibit 3. The proposed improvements are consistent with these standards (the specified cost percentage does not apply to these voluntary improvements).

Chapter 17-3.3 Access and Circulation

17-3.3.030 Vehicular Access and Circulation

B. Permit Required. Vehicular access to a public street (e.g., a new or modified driveway connection to a street or highway) requires an approach permit approved by the applicable roadway authority.

Response: As shown on Sheet C1.10 of Exhibit 3, two (2) new driveways are proposed at the southeastern and northeastern corners of the site, providing two (2) accesses to Grange Avenue. The applicant will obtain driveway approach permits as part of the public works permitting processing following the land use review phase. This standard is met.

C. Traffic Study Requirements. The City, in reviewing a development proposal or other action requiring an approach permit, may require a traffic impact analysis, pursuant to Section 17-3.6.020, to determine compliance with this Code.

Response: Mackenzie transportation engineers projected site trip generation (Exhibit 7) based on historical trip surveys conducted by Mackenzie and Kittelson & Associates for police and estimates based on the shift schedule. This alternative methodology was used in place of the trip estimates outlined in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (now in its 11th edition) because the ITE trip rates are not applicable for the proposed use. For similar police projects, Mackenzie has used rates from prior trip surveys and shift information, as described in Exhibit 7. The analysis indicates that the proposed 17,832 SF Molalla Police Station will generate fewer than 25 peak hour trips and fewer than 150 daily trips. Based on this low trip generation and per Molalla Municipal Code Section 17-3.6.020, a Transportation Analysis Letter (TAL) satisfies the applicable code provisions, and a full Transportation Impact Analysis is not required. This standard is met.

D. Approach and Driveway Development Standards. Approaches and driveways shall conform to all of the following development standards:

1. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.

Response: As shown on Sheet C1.10 of Exhibit 3, the applicant proposes two (2) new driveways to Grange Avenue, which is classified as a Local Road in the 2018 TSP. The northern driveway entrance is gated and will only be utilized by police officers, staff of the facility, and emergency

vehicles, while the southern driveway entrance provides public access. Grange Avenue is the site's only street frontage. This standard is met.

2. *Approaches shall conform to the spacing standards of subsections E and F, below, and shall conform to minimum sight distance and channelization standards of the roadway authority.*

Response: As demonstrated by the applicant's responses to subsections E and F, both approaches conform to minimum sight distance and channelization standards of the roadway authority. This standard is met.

3. *Driveways shall be paved and meet applicable construction standards. Where permeable paving surfaces are allowed or required, such surfaces shall conform to applicable Public Works Design Standards.*

Response: As shown on Sheet C1.10 of Exhibit 3, the driveways and vehicle circulation areas are proposed to be paved with asphalt concrete, and the driveway approaches will utilize the City's standard detail R-1095, which calls for concrete aprons. This standard is met.

4. *The City Engineer may limit the number or location of connections to a street, or limit directional travel at an approach to one-way, right-turn only, or other restrictions, where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.*

Response: The applicant has not been made aware of any limitations or restrictions to mitigate safety or traffic operations concerns. This standard does not apply.

5. *Where the spacing standards of the roadway authority limit the number or location of connections to a street or highway, the City Engineer may require a driveway extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City Engineer may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).*

Response: The spacing standards of the roadway authority do not limit the number or location of connections to a street or highway. This standard does not apply.

6. *Where applicable codes require emergency vehicle access, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City Engineer may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.*

Response: To accommodate emergency vehicles, vehicle circulation areas (Exhibit 8) have been designed to meet applicable fire protection requirements and will be constructed in heavy duty asphalt as shown on Sheet C1.10 in Exhibit 3. This standard is met.

7. *As applicable, approaches and driveways shall be designed and constructed to accommodate truck/trailer-turning movements.*

Response: As shown in Exhibit 8, approaches and driveways have been designed and constructed to accommodate emergency vehicle turning movements. No truck-trailer combinations are anticipated to access the site. This standard does not apply.

8. *Except where the City Engineer and roadway authority, as applicable, permit an open access with perpendicular or angled parking, driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.*

Response: As demonstrated in the Transportation Analysis Letter (Exhibit 7), the two (2) proposed driveways are expected to accommodate all projected vehicular traffic on-site. This standard is met.

9. *Driveways shall be designed so that vehicle areas, including, but not limited to, drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.*

Response: As shown on Sheet C1.10 of Exhibit 3, vehicle areas do not obstruct the public right-of-way. No drive-up or drive-through facilities are proposed. As shown on the Truck Turn Diagrams (Exhibit 8), garbage trucks will need to utilize backing movements, however, since collection is anticipated to occur once a week (possibly during off-hours), traffic impacts will be minimal. This standard is met.

10. *Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians.*

Response: The proposed development fronts on Grange Avenue. Grange Avenue is classified as a Local Street per Figure 8 of the TSP. Per Section 2.2.26.i. of the 2020 Molalla Standard Specifications for Public Works Construction (Molalla Design Standards), commercial driveways are required to have a minimum width of 30' and a maximum width of 40'. As shown on Sheet C1.10 of Exhibit 3, two (2) driveways are proposed onto Grange Avenue with widths of 24' for the northern access and 26' for the southern access. Since the Molalla Police facility is not a commercial building, City staff has indicated that the commercial driveway width standards do not apply. As shown in Exhibit 8, the proposed 24' and 26' driveway widths are adequate for emergency vehicle movement, and they minimize crossing distances for pedestrians. This standard is met.

11. *As it deems necessary for pedestrian safety, the City Engineer, in consultation with the roadway authority, as applicable, may require that traffic-calming features, textured driveway surfaces (e.g., pavers or similar devices), curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site as a condition of development approval.*

Response: The applicant has not been made aware of any required traffic calming features by the City Engineer. This standard does not apply.

12. *Construction of approaches along acceleration or deceleration lanes, and along tapered (reduced width) portions of a roadway, shall be avoided; except where no reasonable alternative exists and the approach does not create safety or traffic operations concern.*

Response: As depicted on Sheet C1.10 of Exhibit 3, the site does not abut acceleration or decelerations lanes or tapered portions of a roadway. This standard does not apply.

13. *Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.*

Response: Per comments from City staff in the Pre-Application Conference Notes (Exhibit 2), no loading areas are required for the proposed development. This standard does not apply.

14. Where sidewalks or walkways occur adjacent to a roadway, driveway aprons constructed of concrete shall be installed between the driveway and roadway edge. The roadway authority may require the driveway apron be installed outside the required sidewalk or walkway surface, consistent with Americans with Disabilities Act (ADA) requirements, and to manage surface water runoff and protect the roadway surface.

Response: As shown on Sheet C1.10 of Exhibit 3, concrete driveway aprons per City Detail R-1095 are proposed to be installed between the driveways and roadway edge. This standard is met.

15. Where an accessible route is required pursuant to ADA, approaches and driveways shall meet accessibility requirements where they coincide with an accessible route.

Response: As shown on Sheets C1.10 and C1.20 of Exhibit 3, concrete driveway aprons per City Detail R-1095 are proposed to be installed for each driveway. The two (2) proposed driveways meet accessibility requirements through appropriate surfacing and sloping. The proposed concrete provides a smooth surface appropriate for accessibility as specified in Section 17-3.3.040. Per Sheet C1.20 of Exhibit 3, the cross slope on the driveways is less than 2% and the roadway is nearly level, so the running slope is well below 8%, the required maximum slope for accessibility standards. This standard is met.

16. The City Engineer may require changes to the proposed configuration and design of an approach, including the number of drive aisles or lanes, surfacing, traffic-calming features, allowable turning movements, and other changes or mitigation, to ensure traffic safety and operations.

Response: The applicant's transportation engineer has not identified any safety deficiencies and staff has not informed the applicant of any required changes to the proposed approach configuration and design to ensure traffic safety and operations. See Exhibit 7. This standard does not apply**.**

17. Where a new approach onto a state highway or a change of use adjacent to a state highway requires ODOT approval, the applicant is responsible for obtaining ODOT approval. The City Engineer may approve a development conditionally, requiring the applicant first obtain required ODOT permit(s) before commencing development, in which case the City will work cooperatively with the applicant and ODOT to avoid unnecessary delays.

Response: No new approach onto a state highway is proposed. This standard does not apply.

18. Where an approach or driveway crosses a drainage ditch, canal, railroad, or other feature that is under the jurisdiction of another agency, the applicant is responsible for obtaining all required approvals and permits from that agency prior to commencing development.

Response: Neither of the proposed approaches or driveways crosses a drainage ditch, canal, railroad, or other feature that is under the jurisdiction of another agency. This standard does not apply.

19. Where a proposed driveway crosses a culvert or drainage ditch, the City Engineer may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant to applicable Public Works Design Standards.

Response: Neither of the proposed driveways crosses a culvert or drainage ditch. This standard does not apply.

20. Except as otherwise required by the applicable roadway authority or waived by the City Engineer temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets.

Response: The site has existing driveways that could be used for construction access. If the contractor proposes temporary driveways, then they will conform to these standards to minimize off-site tracking. This standard is met.

21. Development that increases impervious surface area shall conform to the storm drainage and surface water management requirements of Section 17-3.6.050.

Response: As shown on Sheet C1.10 of Exhibit 3, the proposed development will contain impervious surface area which requires compliance with Section 17-3.6.050. Per Sheet C1.30 of Exhibit 3, stormwater will flow into catch basins in the parking areas, after which it will be routed to the two (2) proposed 36'' wide, 100' long detention pipes in the vehicle maneuvering area south of the proposed building. From the detention pipes, the stormwater will be routed to the City stormwater system through a new stormwater pump located near the southern driveway. The Preliminary Stormwater Report (Exhibit 6) demonstrates compliance with the applicable City stormwater management requirements. This standard is met.

E. Approach Separation from Street Intersections. Except as provided by subsection H, minimum distances shall be maintained between approaches and street intersections consistent with the current version of the Public Works Design Standards and Transportation System Plan.

Response: As described in the TAL (Exhibit 7), the proposed northern driveway on Grange Avenue will be spaced approximately 175' from the intersection of Grange Avenue and Robbins Street to the north, and the proposed southern driveway will be approximately 575' from the nearest intersection to the south, measured between centerlines. Per Table 10 of the Molalla TSP, commercial or industrial driveways are required to be spaced a minimum distance of 100' from the nearest intersection, measured between centerlines. Both proposed approaches exceed the 100' minimum spacing distance. This standard is met.

F. Approach Spacing. Except as provided by subsection H or as required to maintain street operations and safety, the following minimum distances shall be maintained between approaches consistent with the current version of the Public Works Design Standards and Transportation System Plan.

Response: As described in the TAL (Exhibit 7), the proposed northern driveway on Grange Avenue will be spaced approximately 50' from the adjacent driveway to the north, and approximately 245' from the site's driveway to the south, measured between centerlines. The proposed southern driveway will be approximately 65' from the adjacent driveway to the south, measured between centerlines. Per Table 10 of the Molalla TSP, commercial or industrial driveways are required to be spaced a minimum distance of 50' from adjacent driveways, measured between centerlines. Both proposed approaches exceed the 50' minimum spacing distance. This standard is met.

Figure 17-3.3-1 Approach Spacing

G. Vision Clearance. No visual obstruction (e.g., sign, structure, solid fence, or shrub vegetation) greater than 2.5 feet in height shall be placed in "vision clearance areas" at street intersections. The minimum vision clearance area may be modified by the Planning Official through a Type I procedure, upon finding that more or less sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.). Placement of light poles, utility poles, and tree trunks should be avoided within vision clearance areas.

Response: As shown on Sheets C1.10 and L1.10 of Exhibit 3, visual clearance areas will be maintained on both sides of the two (2) proposed driveway entrances. No obstructions are proposed within these areas. This standard is met.

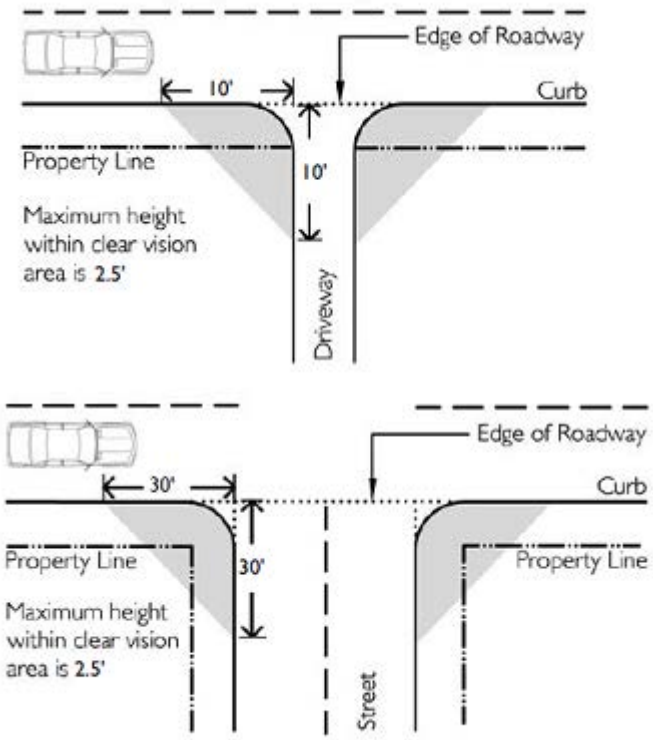


Figure 17-3.3-2 Vision Clearance

H. Exceptions and Adjustments. The City Engineer may approve adjustments to the spacing standards of subsections E and F, above, where an existing connection to a City street does not meet the standards of the roadway authority and the proposed development moves in the direction of code compliance. The Planning Official through a Type II procedure may also approve a deviation to the spacing standards on City streets where it finds that mitigation measures, such as consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right-in/right-out only), or other mitigation alleviate all traffic operations and safety concerns.

Response: No adjustments to spacing standards are proposed. This standard does not apply.

I. Joint Use Access Easement and Maintenance Agreement. Where the City approves a joint use driveway, the property owners shall record an easement with the deed allowing joint use of and cross access between adjacent properties. The owners of the properties agreeing to joint use of the driveway shall record a joint maintenance agreement with the deed, defining maintenance responsibilities of property owners. The applicant shall provide a fully executed copy of the agreement to the City for its records, but the City is not responsible for maintaining the driveway or resolving any dispute between property owners.

Response: No joint use driveways are proposed. This standard does not apply.

17-3.3.040 Pedestrian Access and Circulation

B. Standards. Developments shall conform to all of the following standards for pedestrian access and circulation as generally illustrated in Figure 17-3.3-3:

1. *Continuous Walkway System. A pedestrian walkway system shall extend throughout the development site and connect to adjacent sidewalks, if any, and to all future phases of the development, as applicable.*

Response: As shown on Sheet C1.10 of Exhibit 3, a continuous walkway system is proposed to connect the on-site vehicle public parking area with the proposed pedestrian plaza, primary building entrance, and adjacent sidewalk. This standard is met.

2. *Safe, Direct, and Convenient. Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas, playgrounds, and public rights-of-way conforming to the following standards:*
   a. *The walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel.*
   b. *The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The Planning Official may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.*
   c. *The walkway network connects to all primary building entrances, consistent with the building design standards of Chapter 17-3.2 and, where required, Americans with Disabilities Act (ADA) requirements.*

Response: As shown on Sheet C1.10 of Exhibit 3, the primary building entrance at the southeastern corner of the building is connected to a walkway system that connects to the adjacent public parking area and public rights-of-way. For security and programmatic purposes, access doors on the west and north sides of the building do not connect directly to the pedestrian-accessible walkways as those doors are not primary building entrances. The walkway follows a curved path to enhance visual interest and the pedestrian experience while only minimally increasing out-of-direction travel. The path is paved with concrete to provide a smooth and consistent surface to travel between destinations. As shown on Sheet L1.10 of Exhibit 3, landscaping is proposed between the walkway and the on-site parking lot. This standard is met.

3. *Vehicle/Walkway Separation. Except as required for crosswalks, per subsection 4, below, where a walkway abuts a driveway or street it shall be raised six inches and curbed along the edge of the driveway or street. Alternatively, the Planning Official may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is physically separated from all vehicle-maneuvering areas. An example of such separation is a row of bollards (designed for use in parking areas) with adequate minimum spacing between them to prevent vehicles from entering the walkway.*

Response: As shown on Sheet C1.10 of Exhibit 3, pedestrian walkways will be separated from parking areas and the street by 6" vertical curbs. This standard is met.

4. *Crosswalks. Where a walkway crosses a parking area or driveway ("crosswalk"), it shall be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrasting material). The crosswalk may be part of a speed table to improve driver-visibility of pedestrians. Painted or thermo-plastic striping and similar types of non-permanent applications are discouraged, but may be approved for lesser used crosswalks not exceeding 24 feet in length.*

Response: No crosswalks are proposed. This standard does not apply.

5. *Walkway Width and Surface. Walkways, including access ways required for subdivisions pursuant to Chapter 17-4.3, shall be constructed of concrete, asphalt, brick or masonry pavers, or other durable surface, as approved by the City Engineer, and not less than six feet wide. Multi-use paths (i.e., designed for shared use by bicyclists and pedestrians) shall be concrete or asphalt and shall conform to the current version of the Public Works Design Standards and Transportation System Plan.*

Response: As shown on Sheet C1.10 of Exhibit 3, the proposed walkways will be constructed of concrete and have a minimum 6' width. No multi-use pathways are proposed. This standard is met.

6. *Walkway Construction (Private). Walkway surfaces may be concrete, asphalt, brick or masonry pavers, or other City-approved durable surface meeting ADA requirements. Walkways shall be not less than six feet in width in commercial and mixed use developments and where access ways are required for subdivisions under Division IV.*

Response: As shown on Sheet C1.10 of Exhibit 3, the proposed on-site walkways will be constructed of concrete and have a minimum 6' width. This standard is met.

7. *Multi-Use Pathways. Multi-use pathways, where approved, shall be a minimum width and constructed of materials consistent with the current version of the Public Works Design Standards and Transportation System Plan.*

Response: No multi-use pathways are proposed. This standard does not apply.

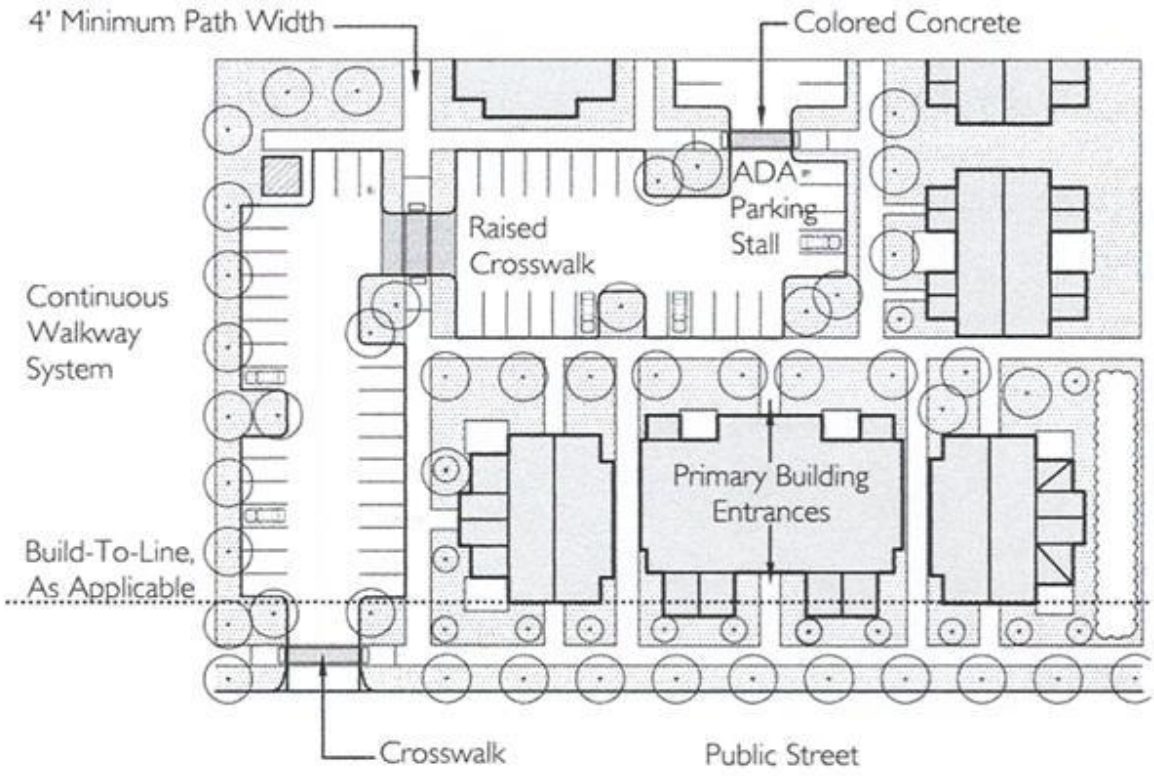


Figure 17-3.3-3 Access and Circulation

Chapter 17-3.4 Landscaping, Fences and Walls, Outdoor Lighting

17-3.4.030 Landscaping and Screening

A. General Landscape Standard. All portions of a lot not otherwise developed with buildings, accessory structures, vehicle maneuvering areas, or parking shall be landscaped.

Response: As shown on Sheets C1.10 and L1.10 of Exhibit 3, all areas not utilized for buildings, accessory structures, vehicle maneuvering areas, or parking stalls are landscaped. This standard is met.

B. Minimum Landscape Area. All lots shall conform to the minimum landscape area standards of the applicable zoning district, as contained in Tables 17-2.2.040.D and 17-2.2.040.E. The Planning Official, consistent with the purposes in Section 17-3.4.010, may allow credit toward the minimum landscape area for existing vegetation that is retained in the development.

Response: Approximately 6,110 SF or 8.8% of the site is proposed to be vegetated. However, when factoring in the hardscape within the civic area as permitted by Sections 17-2.2.040.E and 17-3.2.050, the total landscape area of 11.8% satisfies the 10% minimum landscape area standard of Table 17-2.2.040.E. See Sheets C1.10 and L1.10 of Exhibit 3. This standard is met.

C. Plant Selection. A combination of deciduous and evergreen trees, shrubs, and ground covers shall be used for all planted areas, the selection of which shall be based on local climate, exposure, water availability, and drainage conditions, among other factors. When new vegetation is planted, soils shall be amended and irrigation shall be provided, as necessary, to allow for healthy plant growth. The selection of plants shall be based on all of the following standards and guidelines:

1. Use plants that are appropriate to the local climate, exposure, and water availability. The presence of utilities and drainage conditions shall also be considered.

Response: The proposed plants were selected by Mackenzie landscape architects to meet the site's local climate, exposure, water availability, and utility and drainage conditions as detailed in Sheet L0.01 of Exhibit 3. This standard is met.

2. Plant species that do not require irrigation once established (naturalized) are preferred over species that require irrigation.

Response: Mackenzie landscape architects selected native plants that are drought tolerant and require minimal irrigation, as shown on Sheets L0.01 and L1.10 of Exhibit 3. This standard is met.

3. Trees shall be not less than two-inch caliper for street trees and one and one-half-inch caliper for other trees at the time of planting. Trees to be planted under or near power lines shall be selected so as to not conflict with power lines at maturity.

Response: As shown on Sheets L0.01 and L1.10 of Exhibit 3, all proposed trees are at least 2" caliper at the time of planting. As shown on Keynote 33-09 on Sheet C1.10 of Exhibit 3, the existing utilities will be ungrounded which minimizes potential conflict between power lines and trees at maturity. This standard is met.

4. Shrubs shall be planted from five-gallon containers, minimum, where they are for required screens or buffers, and two-gallon containers minimum elsewhere.

Response: As shown on Sheets L0.01 and L1.10 of Exhibit 3, the Oregon Grape shrubs proposed for screening will be planted from five-gallon containers, while all other proposed shrubs will be from at least two-gallon containers. This standard is met.

5. Shrubs shall be spaced in order to provide the intended screen or canopy cover within two years of planting.

Response: The proposed shrubs were selected by Mackenzie landscape architects to provide the intended screen and canopy cover specified above. This standard is met.

6. *All landscape areas, whether required or not, that are not planted with trees and shrubs or covered with allowable non-plant material, shall have ground cover plants that are sized and spaced to achieve plant coverage of not less than 75 percent at maturity.*

Response: As shown on Sheets L0.01 and L1.10 of Exhibit 3, landscape areas not planted with trees and shrubs are proposed to have ground cover plants that will meet the specified standards. This standard is met.

7. *Bark dust, chips, aggregate, or other non-plant ground covers may be used, but shall cover not more than 35 percent of any landscape area. Non-plant ground covers cannot be a substitute for required ground cover plants.*

Response: As shown on Sheet L1.10 of Exhibit 3, non-plant ground cover (gravel) is only proposed between the western property line and 6' CMU secure wall. This small area is well below the 35% standard. This standard is met.

8. *Where stormwater retention or detention, or water quality treatment facilities are proposed, they shall meet the requirements of the current version of the Public Works Design Standards.*

Response: No stormwater retention or detention or water quality treatment facilities are proposed within landscape areas. This standard does not apply.

9. *Existing mature trees that can thrive in a developed area and that do not conflict with other provisions of this Code shall be retained where specimens are in good health, have desirable aesthetic characteristics, and do not present a hazard.*

Response: The site does not have any existing mature trees. This standard does not apply.

10. *Landscape plans shall avoid conflicts between plants and buildings, streets, walkways, utilities, and other features of the built environment.*

Response: As shown on Sheet L1.10 of Exhibit 3, plants have been scheduled to avoid conflict with the built environment. All plants are constrained to the proposed landscape areas, which do not block building entrances, walkways, streets, or utilities. Vine maples are proposed under the building canopy to avoid conflict between the trees' mature height and the canopy. This standard is met.

11. *Evergreen plants shall be used where a sight-obscuring landscape screen is required.*

Response: As shown on Sheet L1.10 of Exhibit 3, there are eight (8) Oregon Grape plants (evergreen shrubs) proposed along the western property line between the parking area and adjacent residential yard. A pre-existing metal siding fence (to remain) also provides screening between the two (2) properties. This standard is met.

12. *Deciduous trees should be used where summer shade and winter sunlight is desirable.*

Response: As shown on Sheet L1.10 of Exhibit 3, deciduous trees are proposed adjacent to the building and pedestrian areas to provide summer shade and winter sunlight. This standard is met.

13. *Landscape plans should provide focal points within a development, for example, by preserving large or unique trees or groves or by using flowering plants or trees with fall color.*

Response: As shown on Sheets L0.01 and L1.10 of Exhibit 3, flowering plants and trees with seasonal color are proposed to provide focal points within the proposed landscape areas. A total of nine (9) different plant species were chosen by Mackenzie landscape architects to provide seasonal interest, including: Snowberry, Scarlet Ovation Evergreen Huckleberry, Oregon Grape, Dark Side Barrenwort, Lenten Rose Hellebore, Dwarf Fothergilla, Kinnikinnick, and Arctic Fire Dogwood. This standard is met.

14. Landscape plans should use a combination of plants for seasonal variation in color and yearlong interest.

Response: As shown on Sheets L0.01 and L1.10 of Exhibit 3, a combination of flowering and colorful plants and trees is proposed throughout the project site. A total of nine (9) different plant species were chosen by Mackenzie landscape architects to provide seasonal interest, including: Snowberry, Scarlet Ovation Evergreen Huckleberry, Oregon Grape, Dark Side Barrenwort, Lenten Rose Hellebore, Dwarf Fothergilla, Kinnikinnick, and Arctic Fire Dogwood. This standard is met.

15. Where plants are used to screen outdoor storage or mechanical equipment, the selected plants shall have growth characteristics that are compatible with such features.

Response: Plants are not proposed to screen outdoor storage or mechanical equipment. This standard does not apply.

16. Landscape plans shall provide for both temporary and permanent erosion control measures, which shall include plantings where cuts or fills, including berms, swales, stormwater detention facilities, and similar grading, is proposed.

Response: As shown on Sheet EC01 of Exhibit 3, sediment fences and catch basin filter bags are proposed as temporary erosion control measures. Permanent erosion control will be maintained through the extensive groundcover proposed in the landscape plan (Sheet L1.10 of Exhibit 3). Per Sheet C1.20 of Exhibit 3, the site is relatively level which will minimize erosion potential. No berms, swales, or surface detention facilities are proposed. This standard is met.

17. When new vegetation is planted, soils shall be amended and irrigation provided, as necessary, until the plants are naturalized and able to grow on their own.

Response: As shown on Sheet L1.10 of Exhibit 3, landscape areas with new vegetation will be amended with 18'' of amended topsoil. A permanent fully automatic underground irrigation system will also be provided for all landscape areas. An irrigation plan will be developed by the contractor prior to construction to ensure sufficient irrigation is provided. This standard is met.

D. Central Commercial C-1 District Streetscape Standard. Developers of projects within the Central Commercial C-1 zoning district can meet the landscape area requirement of subsection B, in part, by installing street trees in front of their projects. The Planning Official shall grant credit toward the landscape area requirement using a ratio of 1:1, where one square foot of planted area (e.g., tree well or planter surface area) receives one square foot of credit. The Planning Official may grant additional landscape area credit by the same ratio where the developer widens the sidewalk or creates a plaza or other civic space pursuant to Section 17-3.2.050.

Response: The subject site is located in the Public and Semi-Public (PSP) zoning district, not the Central Commercial (C-1) zoning district. Therefore, this standard does not apply. However, as the applicant proposes to voluntarily include civic space improvements, the area of the plaza and civic space improvements proposed in accordance with Section 17-3.2.050 are being counted in the total landscape area.

E. Parking Lot Landscaping. All of the following standards shall be met for parking lots. If a development contains multiple parking lots, then the standards shall be evaluated separately for each parking lot.

1. A minimum of 10 percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of shade trees distributed throughout the parking area. A combination of deciduous and evergreen trees, shrubs, and ground cover plants is required. The trees shall be planned so that they provide a partial canopy cover over the parking lot within five years. At a minimum, one tree per 12 parking spaces on average shall be planted over and around the parking area.

Response: As shown on Sheet C1.10 of Exhibit 3, the public parking area will include approximately 2,134 SF or 20.3% landscaping, exceeding the minimum 10% parking lot landscaping requirement. As detailed in Sheet L0.01, the landscaping will consist of a combination of evergreen and deciduous trees, shrubs, and ground cover plants. Sheet L1.10 of Exhibit 3 shows that the landscaping will include four (4) trees distributed throughout the parking area, exceeding the minimum two (2) required trees. This standard is met for the public parking area.

Regarding the outdoor secure area, site security is critically important for the Police Department, a component of which is secure parking for police fleet vehicles and commuting vehicles of officers and staff. The proposed on-site outdoor secure area associated with the proposed Police building features access gates, a 6' tall perimeter security wall, and access restricted to authorized personnel only. To support site security and limit access, no interior landscaping (which would be typical of a parking lot) is proposed because frequent or unsupervised access by maintenance crews would create a security risk. The outdoor secure area is internal to the site, is obscured from view by the proposed 6' perimeter wall, and is not open to use by the general public; therefore, interior parking lot landscaping would not provide a benefit to the general public, and the masonry security wall provides the appropriate screening. The applicant requests that the Planning Commission deem this standard inapplicable to the outdoor secure area. Per comments from City staff in the Pre-Application Conference Notes (Exhibit 2), the outdoor secured area does not require landscaping as it can be classified as vehicle storage for police vehicles, which does not require parking lot landscaping.

2. All parking areas with more than 20 spaces shall provide landscape islands with trees that break up the parking area into rows of not more than 10 contiguous parking spaces. Landscape islands and planters shall have dimensions of not less than 48 square feet of area and no dimension of less than six feet, to ensure adequate soil, water, and space for healthy plant growth.

Response: As shown on Sheets C1.10 and L1.10 of Exhibit 3, a total of 24 spaces are proposed in the public parking area. The public parking area is broken up into three (3) rows of 7-8 contiguous parking spaces by two (2) landscape islands. The landscape islands have dimensions of approximately 162 SF with a minimum dimension of 9', meeting the minimum dimension requirements. This standard is met for the public parking area. This standard is not applicable to the outdoor secure area for the reasons outlined in the response to subsection (1) above.

3. All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within two years of planting, not less than 50 percent of that area is covered with living plants.

Response: As shown on Sheet L1.10 of Exhibit 3, all required parking lot landscape areas not planted with trees include a combination of shrubs and groundcover plants. Plants were selected

by Mackenzie landscape architects to provide at least 50% coverage within two (2) years of planting. This standard has been met.

4. *Wheel stops, curbs, bollards, or other physical barriers are required along the edges of all vehicle-maneuvering areas to protect landscaping from being damaged by vehicles. Trees shall be planted not less than two feet from any such barrier.*

Response: As shown on Sheets C1.10 and L1.10 of Exhibit 3, a curb is provided along the edges of the entire public vehicle maneuvering area. Wheel stops are also provided for the six (6) parking spaces abutting site lighting fixtures. Proposed trees are planted at least 4' away from the proposed curb. This standard is met.

5. *Trees planted in tree wells within sidewalks or other paved areas shall be installed with root barriers, consistent with applicable nursery standards.*

Response: As shown on Sheet L1.10 of Exhibit 3, the three (3) proposed street trees will be planted at 2.5" caliper within City standard tree grates with root barriers. This standard is met.

F. *Screening Requirements. Screening is required for outdoor storage areas, unenclosed uses, and parking lots, and may be required in other situations as determined by the Planning Official. Landscaping shall be provided pursuant to the standards of subsections F.1 through 3. (See also Figure 17-3.4-4.)*

1. *Outdoor Storage and Unenclosed Uses. All areas of a site containing or proposed to contain outdoor storage of goods, materials, equipment, and vehicles (other than required parking lots and service and delivery areas, per Site Design Review), and areas containing junk, salvage materials, or similar contents, shall be screened from view from adjacent rights-of-way and residential uses by a sight-obscuring fence, wall, landscape screen, or combination of screening methods. See also Section 17-3.4.040 for related fence and wall standards.*

Response: Per comments from City staff in the Pre-Application Conference Notes (Exhibit 2), the outdoor secure area to the rear of the proposed building where police vehicles will be stored is "storage" and not counted as a parking area. As shown on Sheets C1.10 and L1.10 of Exhibit 3, this outdoor secure area will be screened from view of adjacent rights-of-way and residential uses to the west by a 6' tall CMU secure wall. As explained in the responses to Section 17-3.4.040, the proposed CMU secure wall complies with applicable fence and wall standards. This standard is met.

2. *Parking Lots. The edges of parking lots shall be screened to minimize vehicle headlights shining into adjacent rights-of-way and residential yards. Parking lots abutting a sidewalk or walkway shall be screened using a low-growing hedge or low garden wall to a height of between three feet and four feet.*

Response: As shown on Sheets C1.10 and L1.10 of Exhibit 3, the proposed public parking spaces do not face adjacent rights-of-way or the residential yards present to the west of the site. Rather, the spaces either face the commercial development to the south or the proposed building. This parking lot design will minimize vehicle headlights shining into Grange Avenue to the east and the residential yards to the west. Per Sheet L1.10 of Exhibit 3, landscape screening will also be provided between the parking area and western property line in addition to the existing metal siding fence, to minimize lighting impact on the adjacent residential yard. Headlights from police vehicles in the outdoor secure area will be screened by the proposed 6' CMU secure wall. This standard is met.

3. *Other Uses Requiring Screening. The Planning Official may require screening in other situations as authorized by this Code, including, but not limited to, outdoor storage areas, blank walls, Special Uses pursuant to Chapter 17-2.3, flag lots, and as mitigation where an applicant has requested an adjustment pursuant to Chapter 17-4.7.*

Response: The applicant has not been made aware of any other uses requiring screening by the Planning Official. This standard does not apply.

G. Maintenance. All landscaping shall be maintained in good condition, or otherwise replaced by the property owner.

Response: The applicant acknowledges its ongoing responsibility to maintain landscaping. This standard is met.

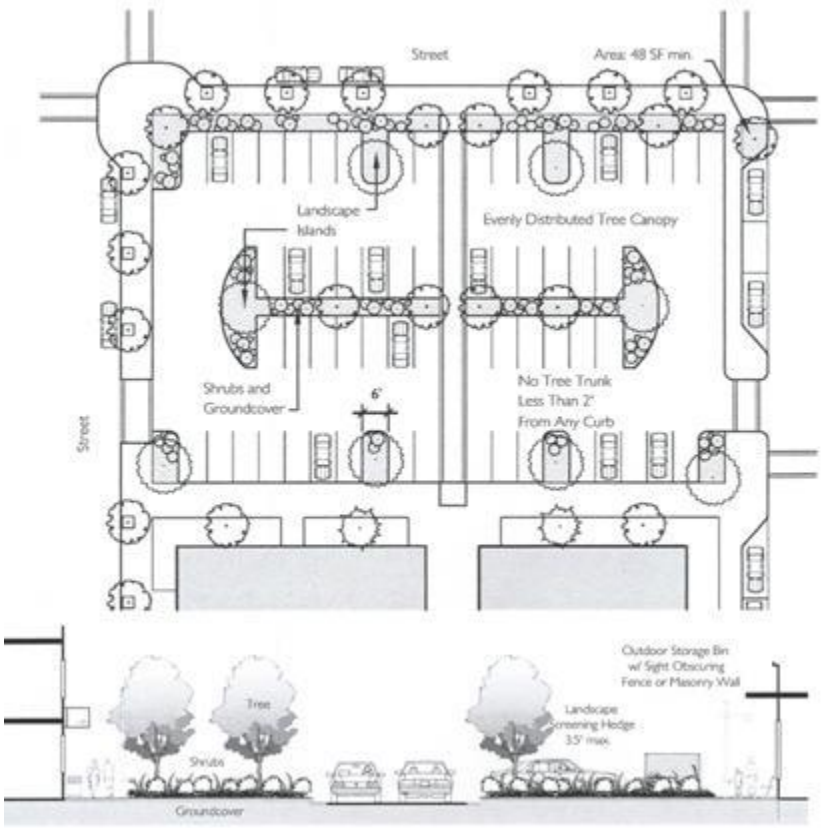


Figure 17-3.4-4 Screening Requirements

17-3.4.040 Fences and Walls

B. Applicability. Section 17-3.4.040 applies to all fences, and to walls that are not part of a building, including modifications to existing fences and walls.

Response: As shown on Sheets C1.10 and L1.10 of Exhibit 3, a 6' secure wall is proposed to enclose the outdoor secure area. This standard is applicable.

C. Height.

2. *Non-Residential Zones. Fences and freestanding walls (i.e., exclusive of building walls) for non-residential uses shall not exceed the following height above grade, where grade is measured from the base of the subject fence or wall.*

a. *Within Front or Street-Facing Side Yard Setback. Four feet, except the following additional height is allowed for properties located within an industrial, public, or institutional zone:*

(1) *Where approved by the City Planning Official, a fence constructed of open chain link or other "see-through" composition that allows 90 percent light transmission may reach a height of up to eight feet.*

Response: As shown on Sheet C1.10 of Exhibit 3, no fences or freestanding walls are proposed within the front or street-facing setback. This standard does not apply.

b. *Within an Interior Side or Rear Yard Setback. Eight feet; except the fence or wall height, as applicable, shall not exceed the distance from the fence or wall line to the nearest primary structure on an adjacent property.*

Response: As shown on Sheet C1.10 of Exhibit 3, a 6' tall CMU secure wall is proposed around the perimeter of the outdoor secure area. The CMU wall extends partially along the northern property line (interior side setback) and the western property line (rear yard setback). The proposed 6' height does not exceed the 8' maximum height standard. This standard is met.

3. *All Zones. Fences and walls shall comply with the vision clearance standards of Section 17-3.3.030.G. Other provisions of this Code, or the requirements of the roadway authority, may limit allowable height of a fence or wall below the height limits of this section.*

Response: As shown on Sheets C1.10 and L1.10 of Exhibit 3, visual clearance areas will be maintained on both sides of the two (2) proposed driveway entrances. No fences and walls are proposed within these areas. This standard is met.

D. *Materials. Prohibited fence and wall materials include straw bales, tarps, barbed or razor wire (except in the M-2 Heavy Industrial zone); scrap lumber, untreated wood (except cedar or redwood), corrugated metal, sheet metal, scrap materials; dead, diseased, or dying plants; and materials similar to those listed herein.*

Response: As shown on Sheet C1.10 of Exhibit 3, the proposed secure wall is to be constructed of concrete masonry units, which is not a prohibited wall material. This standard is met.

E. *Permitting. A Type I approval is required to install a fence of six feet or less in height, or a wall that is four feet or less in height. All other walls and fences require review and approval by the Planning Official through a Type II procedure. The Planning Official may require installation of walls or fences as a condition of approval for development, as provided by other Code sections. A building permit may be required for some fences and walls, pursuant to applicable building codes. Walls greater than four feet in height shall be designed by a Professional Engineer licensed in the State of Oregon.*

Response: The applicant is requesting approval for the proposed 6' CMU secure wall as part of this application. Responses to this section (Chapter 17-3.4) demonstrate compliance with the applicable fence and wall standards of the Molalla Municipal Code. This standard is met.

F. *Maintenance. Fences and walls shall be maintained in good condition, or otherwise replaced by the property owner.*

Response: The applicant acknowledges its ongoing responsibility to maintain fences and walls. This standard is met.

17-3.4.050 Outdoor Lighting

B. Applicability. All outdoor lighting shall comply with the standards of this section.
Response: As shown on Sheets C1.10, L1.10, E0.02 and E1.01 of Exhibit 3, outdoor lighting is proposed throughout the project site. This standard is applicable.

C. Standards.

1. Light poles, except as required by a roadway authority or public safety agency, shall not exceed a height of 20 feet; pedestal- or bollard-style lighting shall be used to illuminate walkways. Flag poles, utility poles, and streetlights are exempt from this requirement.
Response: As shown on the Photometric Plan and detailed in the Luminaire Schedule (Sheets E0.02 and E1.01 of Exhibit 3), there are eight (8) 20' light poles proposed throughout the site and the walkways are illuminated with wall mounted and bollard-style fixtures. The two (2) proposed flagpoles will include LED downlight beacons integrated into the top of the flagpole. This standard is met.

2. Where a light standard is placed over a sidewalk or walkway, a minimum vertical clearance of eight feet shall be maintained.
Response: The only light standards proposed to be placed over a sidewalk or walkway are the three (3) street light posts proposed in the sidewalk of the public right-of-way along Grange Avenue. The proposed height of 20' exceeds the minimum vertical clearance of 8'. This standard is met.

3. Outdoor lighting levels shall be subject to review and approval through Site Design Review. As a guideline, lighting levels shall be no greater than necessary to provide for pedestrian safety, property or business identification, and crime prevention.
Response: Outdoor lighting levels will be reviewed with this site design review application. As shown on the Photometric Plan (Exhibit 3, Sheet E1.01), lighting levels were designed by the project electrical engineer to be no greater than necessary to provide for pedestrian safety, property or business identification, and crime prevention. This standard is met.

4. Except as provided for up-lighting of flags and permitted building-mounted signs, all outdoor light fixtures shall be directed downward, and have full cutoff and full shielding to preserve views of the night sky and to minimize excessive light spillover onto adjacent properties.
Response: As shown on Sheets E0.02 and E1.01 of Exhibit 3, all proposed outdoor light fixtures are directed downward and include shielding to preserve views of the night sky and minimize light spillover onto adjacent properties. Refer to the Luminaire Schedule and Note 2 on Sheet E0.02 of Exhibit 3 for fixture shielding information. This standard is met.

5. Lighting shall be installed where it will not obstruct public ways, driveways, or walkways.
Response: As shown on Sheets C1.10, L1.10 and E1.01 of Exhibit 3, lighting is not proposed in locations that would obstruct public ways, driveways, or walkways. Lighting is proposed within the parking area, the outdoor secure area, on the proposed building, and in landscape areas adjacent to pedestrian areas. The streetlights are proposed to be located to provide an appropriate clear zone away from the poles. This standard is met.

6. Walkway lighting in private areas shall have a minimum average illumination of not less than 0.2 foot-candles. Lighting along public walkways shall meet the current version of the Public Works Design Standards and AASHTO lighting requirements.

Response: As shown on Sheet E1.01 of Exhibit 3, walkways have an average illumination of 2.94 foot-candles, exceeding the minimum standard. This standard is met.

7. *Active building entrances shall have a minimum average illumination of not less than two foot-candles.*

Response: As shown on Sheet E1.01 of Exhibit 3, active building entrances have an average illumination of 4.8 foot-candles, exceeding the minimum standard. This standard is met.

8. *Surfaces of signs shall have an illumination level of not more than two foot-candles.*

Response: The signage is not proposed to be internally illuminated, as will be verified through future permit review. This standard is met.

9. *Parking lots and outdoor services areas, including quick vehicle service areas, shall have a minimum illumination of not less than 0.2 foot-candles, average illumination of approximately 0.8 foot-candles, and a uniformity ratio (maximum-to-minimum ratio) of not more than 20:1.*

Response: As shown on Sheet E1.01 of Exhibit 3, parking lots have an average illumination of 1.72 foot-candles, exceeding the minimum standard. This standard is met.

10. *Where illumination grid lighting plans cannot be reviewed or if fixtures do not provide photometrics and bulbs are under 2,000 lumens, use the following guidelines:*
    a. *Poles should be no greater in height than four times the distance to the property line.*
    b. *Maximum lumen levels should be based on fixture height.*
    c. *Private illumination shall not be used to light adjoining public right-of-way.*

Response: An illumination grid lighting plan and fixture details are submitted with this application on Sheets E0.02 and E1.01 of Exhibit 3. This standard does not apply.

11. *Where a light standard is placed within a walkway, an unobstructed pedestrian through zone not less than 48 inches wide shall be maintained.*

Response: The only light standards proposed to be placed within a walkway are the three (3) street light posts proposed in the sidewalk of the public right-of-way along Grange Avenue. As shown in Sheets C1.10, L1.10 and E1.01 of Exhibit 3, a pedestrian through zone more than 48" is maintained which will allow pedestrians to easily move around the proposed streetlights. This standard is met.

12. *Lighting subject to this section shall consist of materials approved for outdoor use and shall be installed according to the manufacturer's specifications.*

Response: All proposed lighting is approved for outdoor use and will be installed according to the manufacturer's specifications. This standard is met.

D. *Permitting. A Type I approval is required to install or replace outdoor lighting. The Planning Official may require lighting as a condition of approval for some projects, pursuant to other Code requirements.*

Response: The applicant is seeking lighting approval as part of this application. This standard is met.

E. *Maintenance. For public health and safety, outdoor lighting shall be maintained in good condition, or otherwise replaced by the property owner.*

Response: The applicant acknowledges its ongoing responsibility to maintain outdoor lighting. This standard is met.

Chapter 17-3.5 Parking and Loading

17-3.5.020 Applicability and General Regulations

D. Use of Required Parking Spaces. Except as otherwise provided by this section, required parking spaces must be available for residents, customers, or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for shared parking pursuant to Section 17-3.5.030.D.

Response: Due to the nature of the public safety building, both a public parking lot and an outdoor secure area for staff/fleet vehicle parking are provided. The outdoor secure area will be used for storage of public safety vehicles and Police staff commuter vehicles, while the public parking lot will be available for the parking of operable passenger automobiles of visitors and some employees. The applicant does not propose to assign the required off-street parking spaces for a use on another site. This standard is met.

E. Proximity of Parking to Use. Required parking spaces for residential uses must be located on the site of the use or on a parcel or tract owned in common by all the owners of the properties that will use the parking area. Required parking spaces for nonresidential uses must be located on the site of the use or in a parking area that has its closest pedestrian access point within 800 feet of the site.

Response: As shown on Sheet C1.10 of Exhibit 3, the required parking spaces are located on the site. This standard is met.

F. Improvement of Parking Areas. Motorized vehicle parking is allowed only on streets with an improved shoulder of sufficient width; within garages, carports, and other approved structures; and on driveways or parking lots that have been developed in conformance with this Code. For applicable design standards, see Chapter 17-3.2 Building Orientation and Design; Chapter 17-3.3 Access and Circulation; Chapter 17-3.4 Landscaping, Fences and Walls, Outdoor Lighting and Chapter 17-3.6 Public Facilities.

Response: As shown on Sheet C1.10 of Exhibit 3 and in the applicant's responses to each of the Chapters outlined above, the proposed driveways and parking lots have been developed in conformance with this Code. This standard is met.

17-3.5.030 Automobile Parking

A. Minimum Number of Off-Street Automobile Parking Spaces. Except as provided by this subsection A, or as required for Americans with Disabilities Act compliance under subsection G, off-street parking shall be provided pursuant to one of the following three standards:

1. The standards in Table 17-3.5.030.A;

2. A standard from Table 17-3.5.030.A for a use that the Planning Official determines is similar to the proposed use; or

3. Subsection B Exceptions, which includes a Parking Demand Analysis option.

TABLE 17-3.5.030.A - AUTOMOBILE PARKING SPACES BY USE (EXCERPT)	
Use Categories	***Minimum Parking per Land Use***
Office	*General Office: 1 space per 500 sq. ft. floor area*
Community Service, including Government Offices and Services	*Parking based on applicant's projected parking demand, subject to City approval, except as specifically required elsewhere in this table for individual uses (See public assembly, office, retail, housing, etc.)*
Public Assembly	*1 space per 75 sq. ft. of public assembly area; or as required by Conditional Use Permit (Chapter 17-4.4)*

Response: Since "Community service, including Government Offices and Services" does not have a specified parking ratio, the applicant proposes to calculate required parking using the office ratio (one space per 500 SF) and the public assembly ratio (one (1) space per 75 SF). For 16,084 SF office/storage space and 1,748 SF training area, the required parking equates to a minimum of 56 spaces. As indicated on Sheet C1.10 of Exhibit 3, the applicant proposes 24 parking spaces in the public parking area and 35 spaces in the outdoor secure area, for a total capacity of 59 spaces. This standard is met.

B. Carpool and Vanpool Parking Requirements.

1. Carpool and vanpool parking spaces shall be identified for the following uses:

a. New commercial and industrial developments with 50 or more parking spaces;

b. New institutional or public assembly uses; and

c. Transit park-and-ride facilities with 50 or more parking spaces.

Response: The proposed development is a new institutional use with public assembly space (the training room). This standard is applicable.

2. Of the total spaces available for employee, student, and commuter parking, at least five percent, but not fewer than two, shall be designated for exclusive carpool and vanpool parking.

Response: A total of 24 spaces for employee and visitor parking is proposed in the public parking area, while 35 spaces are proposed in the outdoor secure area. To be conservative, all spaces have been utilized to compute the number of required carpool spaces, equating to three (3) spaces. As shown on Sheet C1.10 of Exhibit 3, three (3) carpool/vanpool spaces are proposed. This standard is met.

3. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other parking spaces with the exception of ADA parking spaces.

Response: As shown on Sheet C1.10 of Exhibit 3, there are three (3) proposed carpool spaces. Two (2) are located so they are the closest parking to the primary building entrance, excluding the ADA parking spaces, and one (1) is located in the outdoor secure area adjacent to the rear building entrance. This standard is met.

4. Required carpool/vanpool spaces shall be clearly marked "Reserved—Carpool/Vanpool Only."

Response: As shown on Sheet C1.10 of Exhibit 3, carpool and vanpool spaces will be clearly marked. This standard is met.

C. Exceptions and Reductions to Off-Street Parking.

[detailed provisions omitted for brevity]

Response: The applicant is not requesting any exceptions or reductions to off-street parking. This standard does not apply.

D. Maximum Number of Off-Street Automobile Parking Spaces. The maximum number of off-street automobile parking spaces allowed per site equals the minimum number of required spaces for the use pursuant to Table 17-3.5.030.A, times a factor of:

1. 1.2 spaces for uses fronting a street with adjacent on-street parking spaces; or

2. 1.5 spaces, for uses fronting no street with adjacent on-street parking; or

3. A factor based on applicant's projected parking demand, subject to City approval.

Response: As discussed in the response to Section 17-3.5.030.A, a minimum of 56 parking spaces is required. Since Grange Avenue does not provide on-street parking, the maximum off-street parking is calculated by multiplying the minimum required parking spaces by 1.5 spaces. For 56 minimum required parking spaces, that equates to a maximum of 84 parking spaces. As shown on Sheet C1.10 of Exhibit 3, the proposed parking capacity of 59 spaces falls below the maximum 84 parking spaces. This standard is met.

E. 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 overlap (e.g., uses primarily of a daytime versus nighttime nature; weekday uses versus weekend uses), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use. Shared parking requests shall be subject to review and approval through a Type I Review.

Response: No shared parking is proposed. This standard does not apply.

F. Parking Stall Design and Minimum Dimensions. Where a new off-street parking area is proposed, or an existing off-street parking area is proposed for expansion, the entire parking area shall be improved in conformance with this Code. At a minimum the parking spaces and drive aisles shall be paved with asphalt, concrete, or other City-approved materials, provided the Americans with Disabilities Act requirements are met, and shall conform to the minimum dimensions in Table 17-3.5.030.F and the figures below. All off-street parking areas shall contain wheel stops, perimeter curbing, bollards, or other edging as required to prevent vehicles from damaging buildings or encroaching into walkways, sidewalks, landscapes, or the public right-of-way. Parking areas shall also provide for surface water management, pursuant to Section 17-3.6.050.

TABLE 17-3.5.030.F – PARKING AREA MINIMUM DIMENSIONS								
Parking Angle	Curb Length	Stall Depth		Aisle Width		Bay Width		Stripe Length
		Single D1	Double D2	One Way A1	Two Way A2	One Way B1	Two Way B2	
90°	8'-6'	18'	36'	23'	23'	59'	59'	18'
60°	10'	20	40'	17'	18'	57'	58'	23'
45°	12'	18'-6'	37'	13'	18'	50'	55'	26'-6'
30°	17'	16'-6'	33'	12'	18'	45'	51'	32'-8'
0°	22'	8'-6'	17'	12'	18'	29'	35'	8'-6'

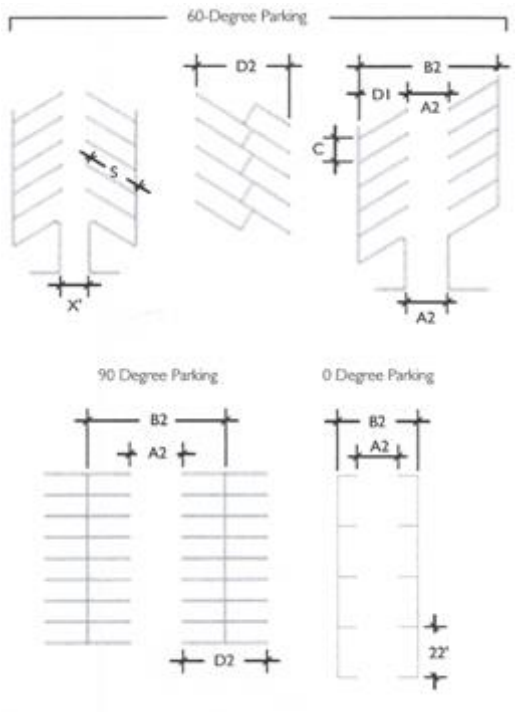


Figure 17-3.5-1 Parking Stall Design

Response: The proposed development is one (1) public parking area with 24 parking spaces and an outdoor secure area for staff/fleet vehicle parking area, with capacity for 35 vehicles. As shown on Sheet C1.10 of Exhibit 3, parking spaces in the public parking area measure 9' x 18' and vehicle spaces in the outdoor secure area measure 10' x 20'. The parking layout and striping have been designed to conform to the requirements of Figure 17-3.5-1 and associated standards. This standard is met.

G. Adjustments to Parking Area Dimensions. The dimensions in subsection E are minimum standards. The Planning Official, through a Type II procedure, may adjust the dimensions based on evidence that a particular use will require more or less maneuvering area. For example, the Planning Official may approve an adjustment where an attendant will be present to move vehicles, as with valet parking. In such cases, a form of guarantee must be filed with the City ensuring that an attendant will always be present when the lot is in operation.

Response: No adjustments to parking area dimensions are proposed. This standard does not apply.

H. Americans with Disabilities Act (ADA). Parking shall be provided consistent with ADA requirements, including, but not limited to, the minimum number of spaces for automobiles, van-accessible spaces, location of spaces relative to building entrances, accessible routes between parking areas and building entrances, identification signs, lighting, and other design and construction requirements.

Response: As shown on Sheet C1.10 of Exhibit 3, all parking spaces including the three (3) proposed accessible parking spaces meet ADA standards measuring 9' wide, 18' long, with an adjacent 9' accessible ramp connecting to the on-site circulation system. Appropriate ADA markings and signage are provided as shown on Sheet C1.10 of Exhibit 3. This standard is met.

I. Electric Charging Stations. Charging stations for electric vehicles are allowed as an accessory use to parking areas developed in conformance with this Code, provided the charging station complies with applicable building codes and any applicable state or federal requirements.

Response: No electric vehicle charging stations are proposed. This standard does not apply.

17-3.5.040 Bicycle Parking

A. Standards. Bicycle parking spaces shall be provided with new development and, where a change of use occurs, at a minimum, shall follow the standards in Table 17-3.5.040.A. Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to an automobile-parking standard, pursuant to Section 17-3.5.030.C, the Planning Official may require bicycle parking spaces in addition to those in Table 17-3.5.040.A.

TABLE 17-3.5.040.A – MINIMUM REQUIRED BICYCLE PARKING SPACES (EXCERPT)	
Use	***Minimum Parking per Land Use***
Community Service	*2 bike spaces*
Institutional Uses and Places of Worship	*2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater*

Response: The proposed Police station is both a community service use and an institutional use, so the more conservative ratio has been utilized. Based on the proposed 59-vehicle capacity, six (6) bicycle parking spaces are required, and are provided utilizing three (3) bicycle racks (Sheets C1.10 and L1.10 of Exhibit 3). This standard is met.

B. Design. Bicycle parking shall consist of staple-design steel racks or other City-approved racks, lockers, or storage lids providing a safe and secure means of storing a bicycle, consistent with the Public Works Design Standards.

Response: As shown on Sheets C1.10 and L1.10 of Exhibit 3, three (3) stainless-steel circular bike racks (staple-design) are proposed in the public plaza. This standard is met.

C. Exemptions. This section does not apply to single-family and duplex housing, home occupations, and agricultural uses.

Response: The proposed development does not include the uses specified above. This standard does not apply.

D. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles, and shall be located so as to not conflict with the vision clearance standards of Section 17-3.3.030.G.

Response: As shown on Sheets C1.10 and L1.10 of Exhibit 3, the proposed bicycle parking does not conflict with the vision clearance areas proposed on either side of the two (2) driveways and does not impede pedestrian flow. This standard is met.

17-3.5.050 Loading Areas

B. Applicability. Section 17-3.5.050 applies to uses that are expected to have service or delivery truck visits. It applies only to uses visited by trucks with a 40-foot or longer wheelbase, at a frequency of one or more vehicles per week. The Planning Official shall determine through a Type I review the number, size, and location of required loading areas, if any.

Response: Per comments from City staff in the Pre-Application Conference Notes (Exhibit 2), no loading areas are required for the proposed development as the use is not expected to have weekly service or delivery truck visits. This standard does not apply.

Chapter 17-3.6 Public Facilities

17-3.6.020 Transportation Standards

A. General Requirements.

1. *Except as provided by subsection A.5, existing substandard streets and planned streets within or abutting a proposed development shall be improved in accordance with the standards of Chapter 17-3.6 as a condition of development approval.*

Response: Per comments from City staff in the Pre-Application Conference Notes (Exhibit 2), frontage improvements will be required along Grange Avenue. Specific requirements from the Downtown Master Plan (DMP) include sidewalks, curb and gutter, street parking, travel lanes, and street lighting, where sidewalk improvements should incorporate streetscape element recommendations from the DMP such as street trees, planter strips, and ornamental lighting. Due to the challenges integrating the Downtown Master Plan requirements with the existing sidewalk, per staff's recommendation the applicant is proposing to utilize the portion of the site adjacent to the right-of-way as an extension of the pedestrian realm rather than moving the existing curb line. This standard is met.

2. *All street improvements, including the extension or widening of existing streets and public access ways, shall conform to Section 17-3.6.020, and shall be constructed consistent with the City of Molalla Public Works Design Standards.*

Response: As demonstrated by this narrative and attached site plans (Exhibit 3), the proposed street improvements are designed to comply with Section 17-3.6.020. Construction conformance with the City of Molalla Public Works Design Standards will be demonstrated via the permitting and construction inspection process. This standard is met.

3. *All new streets shall be contained within a public right-of-way. Public access ways (e.g., pedestrian ways) may be contained within a right-of-way or a public access easement, subject to review and approval of the City Engineer.*

Response: No new streets or public access ways are proposed. This standard does not apply.

4. *The purpose of this subsection is to coordinate the review of land use applications with roadway authorities and to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule, which requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities. The following provisions also establish when a proposal must be reviewed for potential traffic impacts; when a Transit Analysis Letter (TAL) or Traffic Impact Analysis (TIA) must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; the required contents of a TAL/TIA; and who is qualified to prepare the analysis.*
    a. *Determining the Required Level of Transportation Analysis and Documentation. A Transportation Impact Analysis (TIA) is required for developments that are expected to have an impact on the transportation system. The analysis shall be based upon the latest edition of the ITE Trip Generation Manual or an agreed-upon alternative methodology where credible data is available to support the alternative methodology. When specific criteria generally associated with small developments are met, a Transportation Analysis Letter (TAL) may be substituted for the required TIA. At the discretion of the City Engineer, a TAL may satisfy the City's transportation analysis requirements, in lieu of a TIA when a development meets all the following criteria:*
        (1) *The development generates fewer than 25 peak hour trips during either the AM or PM peak hour. (Two examples of common developments generating fewer trips than these threshold levels are: a subdivision*

containing 25 or fewer single-family residences or a general office building less than 15,000 square feet.)

Response: Mackenzie transportation engineers projected site trip generation based on historical trip surveys conducted by Mackenzie and Kittelson & Associates for police facilities and estimates based on the shift schedule. This alternative methodology was used because the ITE trip rates are not applicable for the proposed police facility. For similar police projects, Mackenzie has used rates from prior trip surveys and shift information, as described in Exhibit 7. The analysis indicates that the proposed 17,832 SF Molalla Police Station will generate fewer than 25 peak hour trips and fewer than 150 daily trips. Based on this low trip generation, a Transportation Analysis Letter (TAL) can be substituted for the required Transportation Impact Analysis (TIA) which is included with this application as Exhibit 7. This standard is met.

(2) The development is not expected to impact intersections that currently fail to meet the City's level of service standards or intersections that are operating near the limits of the acceptable level of service thresholds during a peak operating hour.

Response: As discussed in the TAL (Exhibit 7), the proposed police facility will not result in a significant increase in intersection movements. This standard is met.

(3) The development is not expected to significantly impact adjacent roadways and intersections that are high accident locations, areas that contain an identified safety concern, or high concentration of pedestrians or bicyclists such as school zones.

Response: Grange Avenue is straight and relatively level, with good sightlines. As discussed in the TAL (Exhibit 7), review of crash data between 2016 and 2020 shows that there have been no collisions reported on the frontage of the proposed Molalla Police facility. This absence of reported crashes indicates that there are no existing safety concerns along Grange Avenue causing a trend in crashes which would be worsened by this development. The proposed police facility is not adjacent to any school zones nor areas with high concentrations of pedestrians or bicyclists. This standard is met.

(4) The development generates an increase in use of adjacent streets by vehicles exceeding the 20,000-pound gross vehicle weights by less than 10 vehicles per day.

Response: As discussed in the TAL (Exhibit 7), no heavy vehicles exceeding 20,000 pounds are anticipated to visit the proposed police station; the only heavy vehicles expected at the proposed police station are delivery vans or trucks,[4] which are not expected to exceed the threshold of 10 new daily trips. This standard does not apply.

b. Transportation Analysis Letter Contents. If the City determines, based on information provided by the applicant and in accordance with the criteria specified in Section 3.1, that a TAL is the appropriate document to submit. The following requirements shall apply.

[4] Excluding heavy truck trips associated with construction of the facility.

(1) *The TAL shall be prepared by or prepared under the direct supervision of a registered professional engineer who shall sign and stamp the TAL.*

(2) *The TAL shall include the following:*

i. *The expected trip generation of the proposed development including the AM peak hour, the PM peak hour, daily traffic, and other germane periods as may be appropriate, together with appropriate documentation and references.*

ii. *Site plan showing the location of all access driveways or private streets where they intersect with public streets plus driveways of abutting properties and driveways on the opposite side of the street from the proposed development.*

iii. *Documentation that all site access driveways meet City of Molalla Private Access Driveway Width Standards.*

iv. *Documentation that all site access driveways meet City of Molalla's Minimum City Street Intersection Spacing Standards.*

v. *Documentation that all new site accesses and/or public street intersections meet AASHTO intersection sight distance guidelines.*

vi. *Documentation that there are no inherent safety issues associated with the design and location of the site access driveways.*

vii. *Documentation that the applicant has reviewed the City's TSP and that proposed streets and frontage improvements do or will comply with any applicable standards regarding the functional classification, typical sections, access management, traffic calming and other attributes as appropriate.*

Response: The applicant has attached a TAL (Exhibit 7) consistent with the requirements outlined above. This standard is met.

5. *The City Engineer may waive or allow deferral of standard street improvements, including sidewalk, roadway, bicycle lane, undergrounding of utilities, and landscaping, as applicable, where one or more of the following conditions in subdivisions (a) through (d) is met. Where the City Engineer agrees to defer a street improvement, it shall do so only where the property owner agrees not to remonstrate against the formation of a local improvement district in the future.*

A. *The standard improvement conflicts with an adopted capital improvement plan.*

b. *The standard improvement would create a safety hazard.*

c. *It is unlikely due to the developed condition of adjacent property that the subject improvement would be extended in the foreseeable future, and the improvement under consideration does not by itself significantly improve transportation operations or safety.*

d. *The improvement under consideration is part of an approved partition and the proposed partition does not create any new street.*

Response: The applicant is not seeking any waivers or deferrals of standard street improvements. This standard does not apply.

B. Street Location, Alignment, Extension, and Grades.

[Detailed provisions omitted for brevity]

Response: No new streets or street extensions are proposed. This standard does not apply.

C. Rights-of-Way and Street Section Widths.

1. *Street rights-of-way and section widths shall comply with the current version of the Public Works Design Standards and Transportation System Plan. The standards are intended: to provide for streets of suitable location, width, and design to accommodate expected vehicle, pedestrian, and bicycle traffic; to afford satisfactory access to law enforcement, fire protection, sanitation, and road maintenance equipment; and to provide a convenient and accessible network of streets, avoiding undue hardships to adjoining properties.*

Response: As discussed in the TAL (Exhibit 7), Grange Avenue includes a 44' paved width with a 6" curb and a 5.5' sidewalk. Per Table 12 of the Molalla TSP, the standard cross-section for a Local Street requires a minimum 50' right-of-way, 10' vehicle lanes, 8' on-street parking, and 6' sidewalks. Per comments from City staff in the Pre-Application Conference Notes (Exhibit 2), the existing 60' right-of-way width is sufficient based on the City's local street standard. The applicant is proposing frontage improvements behind the curb. This standard is met.

2. *All streets shall be improved in accordance with the construction standards and specifications of the applicable roadway authority, including requirements for pavement, curbs, drainage, striping, and traffic control devices. Where a planter strip is provided it shall consist of a minimum five-foot-wide strip between the sidewalk and the curb or roadway. Where a swale is provided, it shall either be placed between the roadway and sidewalk or behind the sidewalk on private property, subject to City Engineer approval and recording of required public drainage way and drainage way maintenance easements. Streets with parking on one side only should be avoided. When used, they must be posted NO PARKING.*

Response: The applicant is proposing frontage improvements behind the curb. As shown by the applicant's responses within this narrative and attached site plans (Exhibit 3), improvements are designed in accordance with all applicable standards regarding the functional classification, standard cross sections, access management, traffic calming, and other considerations. This standard is met.

3. *Where a range of street width or improvement options is indicated, the City Engineer shall determine requirements based on the advice of a qualified professional and all of the following factors:*
    a. *Street classification and requirements of the roadway authority, if different than the City's street classifications and requirements;*
    b. *Existing and projected street operations relative to applicable standards;*
    c. *Safety of motorists, pedestrians, bicyclists, and South Clackamas Transit District (SCTD) users, including consideration of accident history;*
    d. *Convenience and comfort for pedestrians, bicyclists, and SCTD users;*
    e. *Provision of on-street parking;*
    f. *Placement of utilities;*
    g. *Street lighting;*
    h. *Slope stability, erosion control, and minimizing cuts and fills;*
    i. *Surface water management and storm drainage requirements;*
    j. *Emergency vehicles or apparatus and emergency access, including evacuation needs;*
    k. *Transitions between varying street widths (i.e., existing streets and new streets); and*
    l. *Other factors related to public health, safety, and welfare.*

Response: City staff has determined that the existing curb and travel lanes should remain as-is, and that right-of-way improvements should be focused on the pedestrian zone. The applicant is

proposing the installation of street lighting, undergrounding of overhead utilities, and construction of a pedestrian path complemented by a plaza landscaping, benches, street trees, and bicycle racks, as illustrated on Sheets C1.10 and L1.10 of Exhibit 3.

D. Transportation Connectivity and Future Street Plans. The following standards apply to the creation of new streets:

1. Intersections. Streets shall be located and designed to intersect as nearly as possible to a right angle. Street intersections shall meet the current requirements of the Public Works Design Standards and Transportation System Plan.

Response: No new streets or street intersections are proposed. This standard does not apply.

2. Access Ways. The Planning Commission, in approving a land use application with conditions shall require a developer to provide an access way where the creation of a cul-de-sac or dead-end street is unavoidable and the access way connects or may in the future connect, the end of the street to another street, a park, or a public access way, except where the City Engineer and City Planner determine the access way is not feasible. Where an access way is required, it shall be not less than 10 feet wide and shall contain a minimum eight-foot-wide concrete surface or other all-weather surface approved by the City Engineer. Access ways shall be contained within a public right-of-way or public access easement, as required by the City.

Response: There are no cul-de-sac or dead-end streets proposed, so no access ways are merited. This standard does not apply.

3. Connectivity to Abutting Lands. The street system of a proposed subdivision shall be designed to connect to existing, proposed, and planned streets adjacent to the subdivision. Wherever a proposed development abuts unplatted land or a future development phase of an existing development, street stubs shall be provided to allow access to future abutting subdivisions and to logically extend the street system into the surrounding area. Street ends shall be designed to facilitate future extension in terms of grading, width, and temporary barricades.

Response: No subdivision is proposed, and no new streets are proposed. The project will improve the Grange Avenue right-of-way. This standard does not apply.

4. Street Connectivity and Formation of Blocks. In order to promote efficient vehicular and pedestrian circulation throughout the City, subdivisions and site developments shall be served by an interconnected street network, pursuant to the current version of the Public Works Design Standards and Transportation System Plan. Where a street connection cannot be made due to physical site constraints, approach spacing requirements, access management requirements, or similar restrictions; a pedestrian access way connection shall be provided pursuant to Chapter 17-3.3. Streets and accessways need not be required where one or more of the following conditions exist:

a. Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include, but are not limited to, freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided:

b. Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or

c. Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.

Response: No subdivision is proposed, and no new streets are proposed, so there is no opportunity to alter the existing block pattern. This standard does not apply.

5. *Cul-de-Sac Streets. A cul-de-sac street shall only be used where the City Engineer determines that environmental or topographical constraints, existing development patterns, or compliance with other applicable City requirements preclude a street extension. Where the City determines that a cul-de-sac is allowed, cul-de-sac length, turn-around type, and pedestrian access to adjoining properties shall meet the requirements of the current version of the Public Works Design Standards and Transportation System Plan and subsection D.2.*

Response: No cul-de-sac streets are proposed. This standard does not apply.

6. *Future Street Plan. Where a subdivision is proposed adjacent to other developable land, a future street plan shall be filed by the applicant in conjunction with an application for a subdivision in order to facilitate orderly development of the street system. The plan shall show the pattern of existing and proposed future streets from the boundaries of the proposed land division and shall include other divisible parcels within 600 feet surrounding and adjacent to the proposed subdivision. The street plan is binding when part of a multi-phased master planned development. The plan must demonstrate, pursuant to City standards, that the proposed development does not preclude future street connections to adjacent development land.*

Response: No subdivision is proposed, and the applicant is not proposing to alter the existing street pattern. This standard does not apply.

7. *Private Streets and Gated Drives. Private streets and gated drives serving more than two dwellings (i.e., where a gate limits access to a development from a public street), are prohibited.*

Response: No private streets or gated drives are proposed. This standard does not apply.

E. Engineering Design Standards. Street design shall conform to the standards of the applicable roadway authority; for City streets that is the current version of the Public Works Design Standards and Transportation System Plan. Where a conflict occurs between this Code and the Public Works Design Standards, the provisions of the Design Standards shall govern.

Response: As demonstrated by the applicant's responses within this narrative and attached site plans (Exhibit 3), improvements are designed in accordance with all applicable standards of the Public Works Design Standards and Molalla TSP. Specific requirements from the Downtown Master Plan (DMP) include sidewalks, curb and gutter, street parking, travel lanes, and street lighting, where sidewalk improvements should incorporate streetscape element recommendations from the DMP such as street trees, planter strips, and ornamental lighting. Due to the challenges integrating the DMP requirements with the existing sidewalk, per staff's recommendation the applicant is proposing to utilize the portion of the site adjacent to the right-of-way as an extension of the pedestrian realm rather than moving the existing curb line. Proposed improvements include street trees, on-site landscaping, a pedestrian pathway and plaza, bike racks, benches, and street lighting. This standard is met.

F. Fire Code Standards. Where Fire Code standards conflict with City standards, the City shall consult with the Fire Marshal in determining appropriate requirements. The City shall have the final determination regarding applicable standards.

Response: The applicant has incorporated comments from the Fire Marshal into the site design and the Fire Marshal did not identify conflicts between the Fire Code and City standards. This standard does not apply.

G. Substandard Existing Right-of-Way. Where an existing right-of-way adjacent to a proposed development is less than the standard width, the City Engineer may require the dedication of additional rights-of-way at the time of Subdivision, Partition, or Site Plan Review, pursuant to the standards in the Public Works Design Standards and Transportation System Plan.

Response: Staff confirmed at the pre-application conference (Exhibit 2) that the existing 60' right-of-way width is sufficient based on the City's local street standard. This standard does not apply.

H. Traffic Calming. The City may require the installation of traffic calming features such as traffic circles, curb extensions, reduced street width (parking on one side), medians with pedestrian crossing refuges, speed tables, speed humps, or special paving to slow traffic in neighborhoods or commercial areas with high pedestrian traffic.

Response: Neither the City Engineer nor the applicant's transportation engineer (Exhibit 7) has identified the need for traffic calming measures. This standard does not apply.

I. Sidewalks, Planter Strips, and Bicycle Lanes. Except where the City Engineer grants a deferral of public improvements, pursuant to Chapter 17-4.2 or Chapter 17-4.3, sidewalks, planter strips, and bicycle lanes shall be installed concurrent with development or widening of new streets, pursuant to the requirements of this chapter. Maintenance of sidewalks and planter strips in the right-of-way is the continuing obligation of the adjacent property owner.

Response: As shown on Sheets C1.10 and L1.10 of Exhibit 3, the applicant is proposing improvements to sidewalks and planter strips, consisting of street lighting, undergrounding of overhead utilities, and construction of a pedestrian path complemented by a plaza with landscaping, benches, street trees, and bicycle racks. This standard is met.

J. Streets Adjacent to Railroad Right-of-Way. When a transportation improvement is proposed within 300 feet of a railroad crossing, or a modification is proposed to an existing railroad crossing, the Oregon Department of Transportation and the rail service provider shall be notified and given an opportunity to comment, in conformance with the provisions of Division IV. Private crossing improvements are subject to review and licensing by the rail service provider.

Response: The site is not adjacent to a railroad right-of-way. This standard does not apply.

K. Street Names. No new street name shall be used which will duplicate or be confused with the names of existing streets in the City of Molalla or vicinity. Street names shall be submitted to the City for review and approval in consultation with Clackamas County and emergency services.

Response: There are no new streets proposed, therefore there are no new street names proposed. This standard does not apply.

L. Survey Monuments. Upon completion of a street improvement and prior to acceptance by the City, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the City that all boundary and interior monuments have been reestablished and protected.

Response: No survey monumentation is required as no new lots or streets are proposed. This standard does not apply.

M. Street Signs. The city, county, or state with jurisdiction shall install all signs for traffic control and street names. The cost of signs required for new development shall be the responsibility of the developer. Street name signs shall be installed at all street intersections. Stop signs and other signs may be required.

Response: No new street signs are proposed. This standard does not apply.

N. Streetlight Standards. Streetlights shall be relocated or new lights installed, as applicable, with street improvement projects. Streetlights shall conform to City standards, be directed downward, and full cutoff and full shielding to preserve views of the night sky and to minimize excessive light spillover onto adjacent properties.

Response: As shown on Sheets C1.10, L1.10, E0.02, and E1.01 of Exhibit 3, three (3) new 20' streetlights are proposed in the right-of-way along Grange Avenue. The proposed streetlights comply with City standards, are directed downwards, and include appropriate shielding to minimize light pollution as notated in the Luminaire Schedule and Note 2 on Sheet E0.02 of Exhibit 3. This standard is met.

O. Mail Boxes. Mailboxes shall conform to the requirements of the United States Postal Service and the State of Oregon Structural Specialty Code.

Response: The proposed development will install a mailbox as directed by the Postmaster and City staff. The mailbox location shown on Sheet C1.10 of Exhibit 3 is being coordinated with the post office. This standard is met.

P. Street Cross-Sections. The final lift of pavement shall be placed on all new constructed public roadways prior to final City acceptance of the roadway.

Response: No new public roadways are proposed, and patching will occur in accordance with City standards. This standard is met.

17-3.6.030 Public Use Areas

A. Dedication of Public Use Areas.

1. Where a proposed park, playground, or other public use shown in a plan adopted by the City is located in whole or in part in a subdivision, the City may require the dedication or reservation of this area on the final plat for the subdivision, provided that the impact of the development on the City park system is roughly proportionate to the dedication or reservation being made.

2. The City may purchase or accept voluntary dedication or reservation of areas within the subdivision that are suitable for the development of parks and other public uses; however, the City is under no obligation to accept such areas offered for dedication or sale.

Response: The 2014 Molalla Parks, Recreation and Trails Master Plan does not identify this site within a proposed park service area or depict proposed parks at this location. The 2007 DMP also does not propose any parks on the site. Additionally, the site is not located within a subdivision and there is no subdivision proposed. This standard does not apply.

17-3.6-040 Sanitary Sewer and Water Service Improvements

A. Sewers and Water Mains Required. All new development is required to connect to City water and sanitary sewer systems. Sanitary sewer and water system improvements shall be installed to serve each new development and to connect developments to existing mains in accordance with the adopted facility master plans and applicable Public Works Design Standards. Where streets are required to be stubbed to the edge of the subdivision, sewer and water system improvements and other utilities shall also be stubbed with the streets, except as may be waived by the City Engineer where alternate alignment(s) are provided.

Response: As illustrated on Sheet C1.30 of Exhibit 3, the applicant proposes to connect to existing public water and sanitary lines in Grange Avenue with private connections. No extensions of the public utilities are required to serve the development or nearby properties. This standard is met.

B. Sewer and Water Plan Approval. Development permits for sewer and water improvements shall not be issued until the City Engineer has approved all sanitary sewer and water plans in conformance with City standards.

Response: As illustrated on Sheet C1.30 of Exhibit 3, water and sanitary sewer connections are proposed to the public lines in Grange Avenue. Construction drawings will be submitted to the City's Engineering staff and Clackamas County Building staff for review prior to construction to ensure compliance with applicable design standards. This standard is met.

C. Over-Sizing. The City may require as a condition of development approval that sewer and water lines serving new development be sized to accommodate future development within the area as projected by the applicable facility master plans, and the City may authorize other cost-recovery or cost-sharing methods as provided under state law.

Response: The proposed development is connecting to a public water main and to a public sanitary sewer line in Grange Avenue. No new public water system or sanitary sewer system is proposed as part of this application as the existing systems are appropriately sized for the development. Additionally, based on the site's location, there are no nearby properties which would benefit from construction of an oversized public water main or sanitary sewer line. This standard does not apply.

D. Inadequate Facilities. Development permits may be restricted or rationed by the Planning Commission where a deficiency exists in the existing water or sewer system that cannot be rectified by the development and which, if not rectified, will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems. The City Engineer may require water booster pumps, sanitary sewer lift stations, and other critical facilities be installed with backup power.

Response: No public water system or public sanitary sewer system deficiencies have been identified by City staff, so there is no need to withhold development permit approval. This standard does not apply.

17-3.6.050 Storm Drainage and Surface Water Management Facilities

A. General Provisions. The City shall issue a development permit only where adequate provisions for stormwater runoff have been made in conformance with the requirements of the current version of the Public Works Design Standards and Stormwater Master Plan.

Response: As shown on Sheet C1.30 of Exhibit 3, stormwater will flow into catch basins in the parking areas, after which it will be routed to the two (2) proposed 36" diameter, 100' long detention pipes in the vehicle maneuvering area south of the building. From the detention pipes, the stormwater will be routed to the City stormwater system through a new stormwater pump located near the southern driveway. The Preliminary Stormwater Report (Exhibit 6) demonstrates compliance with the applicable City stormwater management requirements. This standard is met.

B. Accommodation of Upstream Drainage. Culverts and other drainage facilities shall be large enough to accommodate existing and potential future runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the City Engineer.

Response: No culverts or other additions to existing public conveyance systems are necessary to accommodate development of the site or nearby properties. This standard does not apply.

C. Effect on Downstream Drainage. Where it is anticipated by the City Engineer that the additional runoff resulting from the development will overload an existing drainage facility, the City shall withhold approval of the development until provisions have been made for improvement of the

potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with City standards.

Response: As shown on Sheet C1.30 of Exhibit 3, stormwater will flow into catch basins in the parking areas, after which it will be routed to the two (2) proposed 36" diameter, 100' long detention pipes in the vehicle maneuvering area south of the building. From the detention pipes, the stormwater will be routed to the City stormwater system through a new stormwater pump located near the southern driveway. The Preliminary Stormwater Report (Exhibit 6) demonstrates compliance with the applicable City stormwater management requirements. No negative effect on downstream drainage is anticipated as a result of this development as the development will provide onsite treatment and detention. This standard is met.

D. Over-Sizing. The City may require as a condition of development approval that sewer, water, or storm drainage systems serving new development be sized to accommodate future development within the area as projected by the applicable facility master plan, provided that the City may grant the developer credit toward any required system development charge for the same pursuant to the System Development Charge.

Response: The proposed development is connecting to public water main, public sanitary sewer, and public storm drain line in Grange Avenue. No new public water, sanitary sewer, or storm drainage system is proposed as part of this application as the existing systems are appropriately sized for the development. Additionally, based on the site's location, there are no nearby properties which would benefit from construction of an oversized public water main, sanitary sewer line, or storm drainage line. This standard does not apply.

E. Existing Watercourse. Where a proposed development is traversed by a watercourse, drainage way, channel, or stream, the City may require a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance to protect the public health and safety.

Response: As shown on the survey sheet in Exhibit 3, the site is not traversed by an existing watercourse, drainage way, channel, or stream. This standard does not apply.

17-3.6.060 Utilities

The following standards apply to new development where extension of electric power, gas, or communication lines is required:

A. General Provision. The developer of a property is responsible for coordinating the development plan with the applicable utility providers and paying for the extension and installation of utilities not otherwise available to the subject property.

Response: The applicant will coordinate with utility companies as necessary to secure provision of utility service to the site. Power, gas, and communication lines are all available near the site for the applicant to make appropriate connections. This standard is met.

B. Underground Utilities.

1. General Requirement. The requirements of the utility service provider shall be met. All utility lines in new subdivisions, including, but not limited to, those required for electric, communication, and lighting, and related facilities, shall be placed underground, except where the City Engineer determines that placing utilities underground would adversely impact adjacent land uses. The Planning Official may require screening and buffering of above ground facilities to protect the public health, safety, or welfare.

Response: As shown on Sheet C1.30 of Exhibit 3, existing utilities are underground, except for the electrical service which will be undergrounded as part of the project. This standard is met.

2. *Subdivisions. In order to facilitate underground placement of utilities, the following additional standards apply to all new subdivisions:*
    a. *The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that no aboveground equipment obstructs vision clearance areas for vehicular traffic, per Chapter 17-3.3 Access and Circulation.*
    b. *The City Engineer reserves the right to approve the location of all surface-mounted facilities.*
    c. *All underground utilities installed in streets must be constructed and approved by the applicable utility provider prior to the surfacing of the streets.*
    d. *Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.*

Response: No subdivisions are proposed within this application. This standard does not apply.

C. *Exception to Undergrounding Requirement. The City Engineer may grant exceptions to the undergrounding standard where existing physical constraints, such as geologic conditions, streams, or existing development conditions make underground placement impractical.*

Response: As shown on Sheet C1.30 of Exhibit 3, the existing overhead lines are to be undergrounded in conjunction with the project. The applicant is not seeking an exception to the undergrounding requirement. This standard does not apply.

17-3.6.070 Easements

A. *Provision. The developer shall make arrangements with the City and applicable utility providers for each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development.*
B. *Standard. Utility easements shall conform to the requirements of the utility service provider. All other easements shall conform to the City of Molalla Public Works Design Standards.*
C. *Recordation. All easements for sewers, storm drainage and water quality facilities, water mains, electric lines, or other utilities shall be recorded and referenced on a survey or final plat, as applicable. See Chapter 17-4.2 Site Design Review, and Chapter 17-4.3 Land Divisions and Property Line Adjustments.*

Response: As shown on Sheet C1.10 of Exhibit 3, the applicant proposes to provide a new 10' public utility easement (PUE) adjacent to Grange Avenue. No other utility easements are proposed or necessary to serve the project. The PUE will be recorded in Clackamas County deed records as required. This standard is met.

17-3.6.080 Construction Plan Approval

No development, including sanitary sewers, water, streets, parking areas, buildings, or other development, shall commence without plans having been approved by the City of Molalla Public Works Department and permits issued. Permit fees are required to defray the cost and expenses incurred by the City for construction and other services in connection with the improvement. Permit fees are as set by City Council resolution.

Response: The applicant will begin improvements after appropriate permits are issued. Compliance with this provision will be demonstrated during permitting. This standard is met.

17-3.6.090 Facility Installation

A. Conformance Required. Improvements installed by the developer, either as a requirement of these regulations or at the developer's option, shall conform to the requirements of this chapter, approved construction plans, and to improvement standards and specifications adopted by the City.

Response: The applicant's civil engineer has designed public improvements in accordance with applicable standards, as will be confirmed by City Engineering staff as part of the permitting phase. This standard is met.

B. Adopted Installation Standards. The City of Molalla has adopted Public Works Design Standards for public improvements and private utility installation within the public right-of-way.

Response: The applicant's civil engineer has designed public improvements in accordance with the City of Molalla Standard Specifications for Public Works Construction, as will be confirmed by City Engineering staff as part of the permitting phase. This standard is met.

C. Commencement. Work in a public right-of-way shall not begin until all applicable agency permits have been approved and issued.

Response: The applicant will obtain required permits and provide sufficient notice to staff as specified by City code prior to commencing public improvements. This standard is met.

D. Resumption. If work is discontinued for more than six months, it shall not be resumed until the Public Works Director is notified in writing and grants approval of an extension.

Response: If work on the public improvements pauses for more than six (6) months, the applicant will provide sufficient notice to staff as specified by City code. This standard is met.

E. City Inspection. Improvements shall be constructed under the inspection of the City Engineer. The City Engineer may approve minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest, except that substantive changes to the approved design shall be subject to review under Chapter 17-4.5 Modifications to Approved Plans and Conditions of Approval. Any survey monuments that are disturbed before all improvements are completed by the developer or subdivider shall be replaced at the developer or subdivider's expense prior to final acceptance of the improvements.

Response: The applicant intends all public facility improvements to be constructed to the satisfaction of the City. The applicant understands the City's authority to request changes in typical sections and details if unusual conditions arise during construction which warrant changes in the public interest. The applicant's contractor will need to address any disturbed survey monuments in accordance with state law. This standard is met.

F. Engineer's Certification and As-Built Plans. In accordance with the current version of the Public Works Design Standards, a registered civil engineer shall provide written certification in a form required by the City that all improvements, workmanship, and materials meet current and standard engineering and construction practices, conform to approved plans and conditions of approval, and are of high grade, prior to City's acceptance of the public improvements, or any portion thereof, for operation and maintenance. The developer's engineer shall also provide two sets of "as-built" plans, one paper set and one electronic set for permanent filing with the City. If required by the City, the developer or subdivider shall provide a warranty bond pursuant to Section 17-3.6.100.

Response: The applicant will obtain required permits and coordinate with staff for public facility certifications and record drawings as specified by City code. This will be verified as part of closeout of the public improvements. This standard is met.

17-3.6.100 Performance Guarantee and Warranty

A. Performance Guarantee Required. The City at its discretion may approve a final plat or building permit when it determines that all of the public improvements required for the site development or land division, or phase thereof, are complete and the applicant has an acceptable assurance for the balance of said improvements. The applicant shall provide a performance and payment bond in accordance with the current version of the Public Works Design Standards.

B. Determination of Sum. The assurance of performance shall be for a sum determined by the City Engineer as required to cover the cost of the improvements and repairs, including related engineering and incidental expenses, plus reasonable inflationary costs. The assurance shall not be less than 150 percent of the estimated improvement costs.

C. Itemized Improvement Estimate. The applicant shall furnish to the City an itemized improvement estimate, certified by a registered civil engineer, to assist the City in calculating the amount of the performance assurance.

D. Agreement. A written agreement between the City and applicant shall be signed recorded. The agreement may include a provision for the construction of the improvements in stages and for the extension of time under specific conditions. The agreement shall contain all of the following:

1. The period within which all required improvements and repairs shall be completed;

2. A provision that if work is not completed within the period specified, the City may complete the work and recover the full cost and expenses from the applicant;

3. The required improvement fees and deposits.

E. When Applicant Fails to Perform. In the event the applicant fails to carry out all provisions of the agreement and the City has un-reimbursed costs or expenses resulting from such failure, the City shall call on the bond, cash deposit, or letter of credit for reimbursement.

F. Termination of Performance Guarantee. The applicant shall not cause termination, nor allow expiration, of the guarantee without first securing written authorization from the City.

G. Warranty Bond. A warranty bond good for two years is required on all public improvements and landscaping when installed in the public right-of-way. The warranty bond shall equal 120 percent of the total cost of improvements and begin upon acceptance of said improvements by the City.

Response: The applicant will obtain required permits and provide appropriate performance guarantees as specified by City code, as will be verified during the public improvement plan review and permitting phase. This standard is met.

Chapter 17-4.1 General Review Procedures

17-4.1.010 Purpose and Applicability

B. Applicability of Review Procedures. All land use and development permit applications and approvals, except building permits, shall be decided by using the procedures contained in this chapter. The procedure "type" assigned to each application governs the decision-making process for that permit or approval. There are four types of permit and approval procedures as described in subsections B.1 through 4. Table 17-4.1.010 lists the City's land use and development approvals and corresponding review procedure(s).

1. Type I Procedure (Staff Review—Zoning Checklist). Type I decisions are made by the Planning Official, or his or her designee, without public notice and without a public

hearing. A Type I procedure is used in applying City standards and criteria that do not require the use of discretion (i.e., there are clear and objective standards).

2. *Type II Procedure (Administrative or Staff Review with Notice). Type II decisions are made by the Planning Official, with public notice and an opportunity for appeal to the Planning Commission. Alternatively the Planning Official may refer a Type II application to the Planning Commission for its review and decision in a public meeting.*
3. *Type III Procedure (Quasi-Judicial Review—Public Hearing). Type III decisions are made by the Planning Commission after a public hearing, with an opportunity for appeal to the City Council; or in the case of a Quasi-Judicial zone change (e.g., a change in zoning on one property to comply with the Comprehensive Plan), a Type III decision is made by the City Council on recommendation of the Planning Commission. Quasi-Judicial decisions involve discretion but implement established policy.*
4. *Type IV Procedure (Legislative Review). The Type IV procedure applies to the creation, revision, or large-scale implementation of public policy (e.g., adoption of regulations, zone changes, annexation, and comprehensive plan amendments). Type IV reviews are considered by the Planning Commission, which makes a recommendation to City Council. City Council makes the final decision on a legislative proposal through the enactment of an ordinance.*

TABLE 17-4.1.010 – SUMMARY OF APPROVALS BY TYPE OF REVIEW PROCEDURE (EXCERPT)		
Approval	***Review Procedures***	***Applicable Regulations***
Adjustment	*Type II*	*Chapter 17-4.7*
Property Line Adjustments, including Lot Consolidations	*Type I*	*Chapter 17-4.3*
Site Design Review	*Type II or III*	*Chapter 17-4.2*
Variance	*Type III*	*Chapter 17-4.7*

Response: This application seeks approval for Site Design Review (Type III) for a new single-story police facility with associated outdoor secure storage, parking, landscaping, and site improvements at 150 Grange Avenue. The applicant also requests Adjustment and Variance approvals for security-related aspects of the building design, and approval of a property line adjustment to consolidate the two (2) parcels into a single lot as part of this application. This standard is applicable.

17-4.1.020 Type I Procedure (Staff Review and Zoning Checklist)

A. *Type I Procedure (Staff Review). The Planning Official, or designee, without public notice and without a public hearing, makes ministerial decisions through the Type I procedure. Ministerial decisions are those where City standards and criteria do not require the exercise of discretion (i.e., there are clear and objective standards).*
B. *Zoning Checklist. The Planning Official reviews proposals requiring a Type I review using a Zoning Checklist. The Zoning Checklist is a preliminary review that is intended to ensure a project proposal meets the basic requirements of Division II Zoning Regulations before more detailed plans are prepared and before the City authorizes the Building Official to issue a building permit.*
C. *Application Requirements.*
    1. *Application Forms. Approvals requiring Type I review, including Zoning Checklists, shall be made on forms provided by the City.*
    2. *Application Requirements. When a Zoning Checklist is required, it shall:*
        a. *Include the information requested on the application form;*
        b. *Address the criteria in sufficient detail for review and action; and*

c. Be filed with the required fee.

Response: The application package contains the requested information for a property line adjustment, which is a Type I application. The review is being consolidated with the Type III Site Design Review application for consideration by the Planning Commission. This standard is met.

17-4.1.030 Type II Procedure (Administrative Review With Notice)

The Planning Official, or designee, performs Administrative Staff Reviews through the Type II procedure. Type II decisions are made by the Planning Official with public notice and an opportunity for appeal to the Planning Commission. Alternatively, the Planning Official may refer a Type II application to the Planning Commission for its review and decision in a public meeting.

A. Application Requirements.

1. Application Forms. Applications for projects requiring Administrative Review shall be made on forms provided by the Planning Official.

2. Submittal Information. The Planning Official shall advise the applicant on application submittal requirements. At a minimum, the application shall include all of the following information:

a. The information requested on the application form;

b. Plans and exhibits required for the specific approval(s) being sought (for example, requirements for property line adjustments are in Chapter 17-4.3);

c. A written statement or letter explaining how the application satisfies each and all of the relevant criteria and standards in sufficient detail;

d. Information demonstrating compliance with prior decision(s) and conditions of approval for the subject site, as applicable; and

e. The required fee.

Response: The application package contains the requested information for adjustments, which are Type II application. The review is being consolidated with the Type III Site Design Review application for consideration by the Planning Commission. This standard is met.

17-4.1.040 Type III Procedure (Quasi-Judicial Review – Public hearing)

Type III decisions are made by the Planning Commission after a public hearing, with an opportunity for appeal to the City Council.

A. Application Requirements.

1. Application Forms. Applications requiring Quasi-Judicial Review shall be made on forms provided by the Planning Official.

2. Submittal Information. The Planning Official shall advise the applicant on application submittal requirements. At a minimum, the application shall include all of the following information:

a. The information requested on the application form;

b. Plans and exhibits required for the specific approval(s) being sought;

c. A written statement or letter explaining how the application satisfies each and all of the relevant criteria and standards in sufficient detail;

d. Information demonstrating compliance with prior decision(s) and conditions of approval for the subject site, as applicable; and

e. The required fee.

f. Comments, if obtained from neighborhood contact per Section 17-4.1.070.

Response: The application package contains the requested information including the required application forms, plans, exhibits, compliance narrative, and required fee for the Site Design Review and Variance

requests. Per Section 17-4.1.070, neighborhood contact is not required as the site is not located adjacent to any residential zone and no zone change is proposed as part of this application. This standard is met.

Chapter 17-4.2 Site Design Review

17-4.2.030 Review Procedure

Site Design Review shall be conducted using the Type II procedure in Section 17-4.1.030, except that proposals exceeding any one of the thresholds below shall be reviewed using the Type III procedure in Section 17-4.1.040:

A. The proposed use's estimated vehicle trip generation exceeds 100 average daily trips, based on the latest edition of the Institute of Transportation Engineers (ITE) Manual;

B. The use exceeds 5,000 square feet of gross leasable floor area; or the project involves more than one acre total site area;

C. The proposal involves a Conditional Use (new or expanded);

D. The proposal involves a variance under Chapter 17-4.7;

E. The proposal involves expansion of a nonconforming use; or

F. The Planning Official determines that, due to the nature of the proposal, a public hearing is the most effective way to solicit public input in reviewing the application.

Response: The proposal is for the development of a new, approximately 17,832 SF police station on an approximately 1.59-acre site, which falls under subparagraph B. Type III site design review is required. This standard is applicable.

17-4.2.040 Application Submission Requirements

All of the following information is required for Site Design Review application submittal, except where the Planning Official and the City Engineer determines that some information is not pertinent and therefore is not required.

A. General Submission Requirements.

1. Information required for Type II or Type III review, as applicable (see Chapter 17-4.1).

2. Public Facilities and Services Impact Study. The impact study shall quantify and assess the effect of the development on public facilities and services. The City shall advise as to the scope of the study. The study shall address, at a minimum, the transportation system, including required improvements for vehicles and pedestrians; the drainage system; the parks system; water system; and sewer system. For each system and type of impact, the study shall propose improvements necessary to meet City requirements. The City may require a Traffic Impact Analysis pursuant to Section 17-3.6.020.A(4).

Response: The applicant has provided a narrative (this document), plans and renderings (Exhibits 3 and 4), property line adjustment graphics (Exhibit 5), preliminary stormwater report (Exhibit 6), transportation analysis letter (Exhibit 7), and truck turning diagrams (Exhibit 8) to afford the Planning Commission sufficient information on which to evaluate the application. The Public Facilities and Services Impact Study is contained in the Introduction to this document. This standard is met.

B. Site Design Review Information. In addition to the general submission requirements, an applicant for Site Design Review shall provide the following information, as deemed applicable by the Planning Official. The Planning Official may request any information that he or she needs to review the proposal and prepare a complete staff report and recommendation to the approval body.

1. Site Analysis Map. The site analysis map shall contain all the following information, as the Planning Official deems applicable:

[detailed provisions omitted for brevity]

Response: The site plans (Exhibit 3, Survey sheet and Sheets C1.10- C1.30) and landscape plans (Exhibit 3, Sheets L0.01 and L1.10) provide the requested information. This standard is met.

2. Proposed Site Plan. The site plan shall contain all the following information:
[detailed provisions omitted for brevity]
Response: The site plans (Exhibit 3, Sheets C0.00- C1.30), landscape plans (Exhibit 3, Sheets L0.01 and L1.10), and electrical plans (Exhibit 3, Sheets E0.02-E1.01) provide the requested information. This standard is met.

3. Architectural Drawings. Architectural drawings shall include, as applicable:
- *a. Building elevations with dimensions;*
- *b. Building materials, colors, and type; and*
- *c. Name and contact information of the architect or designer.*

Response: The architectural drawings in Exhibit 3 and Exhibit 4 provide the requested information. This standard is met.

4. Preliminary Grading Plan. A preliminary grading plan prepared by a registered engineer shall be required for development sites one-half acre or larger, or where otherwise required by the City. The preliminary grading plan shall show the location and extent to which grading will take place, indicating general changes to contour lines, slope ratios, slope stabilization proposals, and location and height of retaining walls, if proposed. Surface water detention and treatment plans may also be required, in accordance with Section 17-3.6.040.
Response: The preliminary grading plan (Exhibit 3, Sheet C1.20) provides the requested information. This standard is met.

5. Landscape Plan. Where a landscape plan is required, it shall show the following, pursuant to Chapter 17-3.4:
[detailed provisions omitted for brevity]
Response: The landscape plans (Exhibit 3, Sheets L0.01-L1.10) provide the requested information. This standard is met.

6. Deed Restrictions. Copies of all existing and proposed restrictions or covenants, including those for roadway access control.
Response: The applicant is unaware of any existing restrictions or covenants, and no new restrictions or covenants are proposed. This standard does not apply.

7. Narrative. Letter or narrative report documenting compliance with the applicable approval criteria contained in Section 17-4.2.050.
Response: The applicant has responded to all applicable criteria and standards within this application narrative. This standard is met.

8. Traffic Impact Analysis, when required by Section 17-3.6.020.A(4).
Response: Per the applicant's responses to Section 17-3.6.020.A(4), a Transportation Impact Analysis (TIA) is not required as explained by the Transportation Analysis Letter (TAL) in Exhibit 7. This standard is met.

9. Other information determined by the Planning Official. The City may require studies or exhibits prepared by qualified professionals to address specific site features or project

impacts (e.g., traffic, noise, environmental features, natural hazards, etc.), as necessary to determine a proposal's conformance with this Code.

Response: Per comments from City staff in the Pre-Application Conference Notes (Exhibit 2), no additional studies or exhibits have been requested from the Planning Official. Additionally, based on the low trip generation projected by Mackenzie transportation engineers as described in the applicant's responses to Section 17-3.6.020 and the TAL (Exhibit 7) a TIA is not required. This criterion is met.

Mackenzie transportation engineers projected site trip generation based on historical trip surveys conducted by Mackenzie and Kittelson & Associates for police facilities and estimates based on the shift schedule. This alternative methodology was used because the ITE trip rates are not applicable for the proposed police facility. For similar police projects, Mackenzie has used rates from prior trip surveys and shift information, as described in Exhibit 7. The analysis indicates that the proposed 17,832 SF Molalla Police Station will generate fewer than 25 peak hour trips and fewer than 150 daily trips. Based on this low trip generation, a Transportation Analysis Letter (TAL) can be substituted for the required Transportation Impact Analysis (TIA) which is included with this application as Exhibit 7. This standard is met.

17-4.2.050 Approval Criteria

An application for Site Design Review shall be approved if the proposal meets all of the following criteria. The Planning Official, in approving the application, may impose reasonable conditions of approval, consistent with the applicable criteria.

A. The application is complete, in accordance with Section 17-4.2.040;

Response: As explained in the applicant's responses to Section 17-4.2.040, the applicant has provided all requirements for a Type III Site Design Review. This criterion is met.

B. The application complies with all of the applicable provisions of the underlying Zoning District (Division II), including, but not limited to, building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards;

Response: As explained in the applicant's responses to Chapter 17-2.2, the proposal complies with the applicable provisions of the PSP zoning district. This criterion is met.

C. The proposal includes required upgrades, if any, to existing development that does not comply with the applicable zoning district standards, pursuant to Chapter 17-1.4 Nonconforming Situations;

Response: The existing building will be demolished, and the site will be redeveloped to accommodate the project. This standard does not apply.

D. The proposal complies with all of the Development and Design Standards of Division III, as applicable, including, but not limited to:

1. Chapter 17-3.3 Access and Circulation,
2. Chapter 17-3.4 Landscaping, Fences and Walls, Outdoor Lighting,
3. Chapter 17-3.5 Parking and Loading,
4. Chapter 17-3.6 Public Facilities, and
5. Chapter 17-3.7 Signs;

Response: As explained in the applicant's responses to the listed chapters, the proposal complies with the applicable development and design standards. This criterion is met.

E. For non-residential uses, all adverse impacts to adjacent properties, such as light, glare, noise, odor, vibration, smoke, dust, or visual impact, are avoided; or where impacts cannot be avoided, they are minimized; and

Response: As explained in the applicant's responses to Chapter 17-3.4, light and visual impact to adjacent properties have been minimized through screening and lighting choices. The outdoor secure area for staff/fleet vehicle parking has a 6' high CMU wall to provide security while also screening vehicles and mechanical equipment from adjacent properties, visually as well as acoustically. Other adverse impacts including odor, smoke, vibration, and dust are not expected from the proposed development.

F. The proposal meets all existing conditions of approval for the site or use, as required by prior land use decision(s), as applicable.

Note: Compliance with other City codes and requirements, though not applicable land use criteria, may be required prior to issuance of building permits.

Response: There are no existing conditions of approval for the site or use that require compliance for this proposal. This criterion is met.

17-4.2.060 Assurances

Public improvement required as part of a Site Design Review approval shall be subject to the performance guarantee and warranty bond provisions of Section 17-3.6.090, as applicable.

Response: As explained in the applicant's responses to Section 17-3.6.100, the applicant will obtain required permits and provide appropriate performance guarantees as specified by City code, as will be verified during the public improvement plan review and permitting phase. This standard is met.

Chapter 17-4.3 Land Divisions and Property Line Adjustments

17-4.3.120 Property Line Adjustments

A property line adjustment is the modification of a lot boundary when no lot is created. The Planning Official reviews applications for property line adjustments pursuant to the Type I procedure under Section 17-4.1.020. The application submission and approval process for property line adjustments is as follows:

A. Submission Requirements. All applications for property line adjustment shall be made on forms provided by the City and shall include information required for a Type I review, pursuant to Section 17-4.1.020. The application shall include a preliminary lot line map drawn to scale identifying all existing and proposed lot lines and dimensions, footprints and dimensions of existing structures (including accessory structures), location and dimensions of driveways and public and private streets within or abutting the subject lots, location of lands subject to the City of Molalla Water Resources Overlay, existing fences and walls, and any other information deemed necessary by the Planning Commission for ensuring compliance with City codes. The application shall be signed by all of the owners as appearing on the deeds of the subject lots.

Response: As illustrated in Exhibit 5, the subject site consists of two (2) tax lots. One (1) Property Line Adjustment is proposed as part of this application to consolidate Tax lots 52E09CB00700 and 52E09CB00500 into a single parcel by removing the common lot line between the parcels. Following the Property Line Adjustment there will be one (1) parcel rather than two (2), so no additional unit of land is created. A preliminary lot line map (Property Line Adjustment Illustration) is provided as Exhibit 5 and a detailed site plan is provided on Sheet C1.10 of Exhibit 3. The Property Line Adjustment application form is submitted as part of Exhibit 1. This standard is met.

B. *Approval Criteria. The Planning Official shall approve or deny a request for a property line adjustment in writing, based on all of the following criteria:*

1. Parcel Creation. No additional parcel or lot is created by the lot line adjustment;

Response: As shown in Exhibit 5, no additional unit of land is created as a result of the proposed property line adjustment. This criterion is met.

2. Lot Standards. All lots and parcels conform to the applicable lot standards of the zoning district (Division II) including lot area, dimensions, setbacks, and coverage. As applicable, all lots and parcels shall conform the City of Molalla Water Resources Overlay; and

Response: The proposed property line adjustment will result in a single parcel which conforms to City standards. Diagrams showing the resulting lot configuration are found in Exhibit 5. The proposed building setbacks are shown on Sheet C1.10 of Exhibit 3. As explained in the applicant's responses to Chapter 17-2.2, the resulting parcel meets the applicable lot standards of the PSP zoning district. The City of Molalla Water Resources Overlay does not apply to the property. This criterion is met.

3. Access and Road Authority Standards. All lots and parcels conform to the standards or requirements of Chapter 17-3.3 Access and Circulation, and all applicable road authority requirements are met. If a lot is nonconforming to any City or road authority standard, it shall not be made less conforming by the property line adjustment.

Response: As explained in the applicant's responses to Chapter 17-3.3, the resulting parcel meets the applicable access and circulation standards of the City. This standard is met.

C. *Recording Property Line Adjustments.*

1. Recording. Upon the City's approval of the proposed property line adjustment, the applicant shall record the property line adjustment documents with Clackamas County within 60 days of approval (or the decision expires), and submit a copy of the recorded survey map to the City, to be filed with the approved application.

2. Time Limit. The applicant shall submit a copy of the recorded property line adjustment survey map to the City within 15 days of recording and prior to any application being filed for a building permit on the re-configured lots.

Response: The applicant's surveyor will monument the new property lines as required by ORS 92 and Clackamas County Surveyor requirements and file the requisite Record of Survey. The applicant will record a property line adjustment deed in accordance with this section. This standard is met.

Chapter 17-4.7 Adjustments and Variances

17-4.7.010 Purpose

Chapter 17-4.7 provides standards and procedures for adjustments and variances, which are modifications to development standards that are not otherwise permitted elsewhere in this Code.

Response: In accordance with this Chapter, the applicant is requesting Adjustment and Variance approvals due to the unique security needs associated with a police station:

- Adjustment to Section 17-3.2.040.D.6 to allow a 20% reduction in the required percentage of glazing facing the street.
- Adjustment to Section 17-3.2.040.D.9 to allow a 10% reduction in the required percentage of glazing on the south elevation and a 20% reduction in the required percentage of glazing on the west elevation.

- Variance to Section 17-3.2.040.D.9 to allow a 63% reduction in the required percentage of glazing on the north elevation.
- Variance to Section 17-3.2.040.E.1 to provide alternate articulation methods.

The applicant has provided evidence below responding to applicable approval criteria for the requested Adjustments and Variances.

17-4.7.020 Intent

Adjustments are variances that are intended to provide relief from code standards in specific situations. Both procedures are intended to ensure that the resulting development is compatible with adjacent properties and is consistent with the intent of the Code.

A. Adjustments. Adjustments provide relief from specific code provisions when a code provision has the unintended effect of preventing reasonable development in conformance with all other code requirements. Adjustments are allowed in limited situations pursuant to Section 17-4.7.030.

B. Variances. Variances provide greater flexibility to code standards than adjustments, where the physical characteristics of a site or its surroundings prevent reasonable development in compliance with a code standard.

Response: In this case, a critically needed public facility (Police station) must be designed to meet specific security requirements, both within the building and in a secured outdoor area, that are not typical or appropriate for private commercial, industrial, or other buildings in the community. In the context of a police facility, "reasonable development" necessarily includes the set of security-oriented site and building features necessary for its Police functions, including visual privacy and the securing and protection of citizens while in police custody.

17-4.7.030 Adjustments

Adjustments are minor modifications to code standards that are intended to provide reasonable flexibility for planned land uses and development. Adjustments are subject to the following standards and procedures. Permitted uses, as provided in Division II, shall not be adjusted.

A. Applicability. The Planning Official or Planning Commission, through a Type II procedure, may adjust the following standards:

1. Setbacks. Up to a 20 percent reduction to a minimum setback.

2. Lot Coverage. Up to a 20 percent increase to the maximum lot coverage.

3. Lot Dimensions. Up to a 20 percent decrease to a minimum lot dimension.

4. Lot Area. Up to a 20 percent decrease in minimum lot area.

5. Other Dimensional Standards. Up to a 20 percent increase or decrease in a quantitative (numerical) standard not listed above. This option is limited to standards in Division II (Tables 17-2.2.040.D and 17-2.2.040.E, and Chapter 17-2.3 Special Use Standards) and Division III; it does not include building code requirements, engineering design standards, public safety standards, or standards implementing state or federal requirements, as determined by the Planning Official.

Response: The applicant is seeking approval of Adjustments to the following standards:

- Adjustment to Section 17-3.2.040.D.6 to allow a 20% reduction in the required percentage of the east elevation glazing facing the street.
- Adjustment to Section 17-3.2.040.D.9 to allow a 10% reduction in the required percentage of glazing on the south elevation and a 20% reduction in the required percentage of glazing on the west elevation.

These standards are located in Division III of the Development Code so Adjustments are the appropriate mechanism for seeking this flexibility.

B. Approval Criteria. The City may grant an Adjustment only upon finding that all of the following criteria are met. The burden is on the applicant to demonstrate compliance with the criteria.

1. The Adjustment allows for a building plan that is more compatible with adjacent land uses, or it does not create a conflict with adjacent uses;

Response: The applicant is not seeking approval for a prohibited use and is not proposing Adjustments that would increase impacts on neighboring uses. The proposed Adjustments to the required glazing will not create a conflict with adjacent uses as special consideration was given to ensure a visually appealing building face through change of materials as detailed in the responses to Chapter 17-3.2. Visual impacts to adjacent uses are also reduced through the project's proposed landscaping and screening as detailed by the responses to Chapter 17-3.4. These design considerations minimize potential conflict with adjacent uses. This standard is met.

2. The Adjustment is necessary to allow for normal interior building functions, such as mechanical equipment/utility closets, heating and ventilation systems, restrooms, stockrooms, shelving, and similar interior building functions;

Response: The Adjustments are necessary to meet the specific requirements of the critically needed public facility (Police Station) that are not typical or appropriate for private commercial, industrial, or other buildings in the community. To allow for normal interior Police functions, a higher level of visual privacy and security for the protection of citizens while in police custody is necessary. To achieve this heightened privacy and security, a reduction in glazing facing the street (east) elevation, south elevation, and west elevation is proposed. The Adjustments thus accommodate the normal function of a Police Station. This standard is met.

3. Approval of the Adjustment does not create: (a) violation(s) of any other adopted ordinance or code standard, and (b) does not create the need for a Variance;

Response: The proposed adjustments to minimum glazing percentages on the east, south, and west elevations do not violate other codes or create the need for a Variance. This standard is met.

4. An application for an Adjustment is limited to one lot per application;

Response: These Adjustments apply to the same parcel (following the requested property line adjustment depicted on Exhibit 5). This standard is met.

5. Requests for more than one Adjustment on the same lot shall be consolidated on one application and reviewed concurrently by the City;

Response: The applicant is requesting that both Adjustment requests be consolidated under a single review. This standard is met.

6. Not more than three Adjustments may be approved for one lot or parcel in a continuous 12-month period; and

Response: The applicant is requesting two (2) Adjustments as part of this application. This standard is met.

7. All applicable building code requirements and engineering design standards shall be met.

Response: As demonstrated throughout this narrative and the attached exhibits, applicable building code and engineering design standards were incorporated into the project's design. Compliance with these requirements and standards will be further confirmed through the permitting process. This standard is met.

17-4.7.040 Variances

A. Applicability. A Variance is similar to an Adjustment, but does not otherwise meet the criteria under Section 17-4.7.030.

Response: The applicant is seeking approval of Variances to the following standards:

- Variance to Section 17-3.2.040.D.9 to allow a 63% reduction in the required percentage of glazing on the north elevation.
- Variance to Section 17-3.2.040.E.1 to provide alternate articulation methods, namely utilizing changes in materials, mullions, and control joints rather than building offsets.

These standards are located in Division III of the Development Code but exceed 20% deviation, so Variances are the appropriate mechanism for seeking this flexibility.

B. Approval Criteria. The Planning Commission through a Type III procedure may approve a Variance upon finding that it meets all of the following criteria:

1. The Variance is necessary because the subject Code provision does not account for special or unique physical circumstances of the subject site, existing development patterns, or adjacent land uses. A legal lot determination may be sufficient evidence of a hardship for purposes of approving a variance;

Response: The nature of the unique security needs associated with a Police Station is not contemplated by the Development Code's standard provisions requiring generous glazing and building articulation more typically associated with traditional commercial development. To allow for normal interior Police functions, a higher level of visual privacy and security for the protection of citizens while in Police custody is necessary. To achieve this heightened privacy and security, a reduction to the required glazing of the north elevation is proposed. Furthermore, the seismic requirements of an essential facility[5] demand regularity and efficiency in the building's gravity and lateral structural systems, which is dependent on rectilinear building forms and which hampers utilizing building offsets to provide articulation. The applicant is therefore seeking Variance approval in recognition of these unique circumstances. This standard is met.

2. The Variance is the minimum necessary to address the special or unique physical circumstances related to the subject site;

Response: The design team took measures to ensure the proposed Variances are the minimum necessary to meet the special interior police functions. Deviating from the glazing standard and the articulation standard are relatively minor variations from the code provisions that still allow a visually appealing building façade through change of materials. Additionally, the proposed landscaping visible from the street will soften the building's appearance. Approving the Variances will enable efficient and secure use of the site for a permitted use at a central location that benefits the City as a whole. Other than the glazing and articulation, applicable development standards are proposed to be met with this project. This standard is met.

3. The need for the Variance is not self-imposed by the applicant or property owner. (For example, the Variance request does not arise as a result of a property line adjustment or land division approval previously granted to the applicant);

Response: The Variances are not self-imposed by prior actions of the Owner, but rather arise from the unique security needs of a Police facility and from the requirements for an essential emergency service to remain functional following a seismic event. These conditions would be

[5] The Oregon Structural Specialty Code classifies police stations as essential facilities.

present regardless of the location of a Police station and are beyond the applicant's control since the City has an obligation to protect the public safety by providing police services. This standard is met.

4. The Variance does not conflict with other applicable City policies or other applicable regulations;

Response: The Variances apply to glazing and articulation, which do not conflict with other applicable City policies or applicable regulations. In fact, granting the Variances would allow a police facility consistent with the following Comprehensive Plan policies:

> *Policy 3. The City shall coordinate with the Molalla fire and police departments to ensure residents have a safe environment in which to live.*
>
> *Policy 81. The location of City Hall and the Molalla Police Department should be in a central location.*
>
> *Policy 82. The police department coverage includes all areas within the existing City Limits and shall continue to do so as land is annexed to the City.*
>
> *Policy 83. The City shall maintain a police level-of-service standard appropriate to service level and budgeting availability.*
>
> *Policy 89. There is a need for the City to find a suitable replacement for the current outdated and undersized City Hall and Police Station. This site shall be easily accessible to the public.*

This standard is met.

5. The Variance will result in no foreseeable harm to adjacent property owners or the public; and

Response: The applicant is not seeking approval for a prohibited use and is not proposing Variances that would increase impacts on neighboring uses or the public. The proposed Variances to the required glazing and building articulation will not create a conflict with adjacent uses as special consideration was given to ensure a visually appealing building face through change of materials as detailed in the responses to Chapter 17-3.2. Visual impacts to adjacent uses are also reduced through the project's proposed landscaping and screening as detailed by the responses to Chapter 17-3.4. These design considerations minimize potential conflict with or harm to adjacent uses. This standard is met.

6. All applicable building code requirements and engineering design standards shall be met.

Response: As demonstrated throughout this narrative and the attached exhibits, applicable building code and engineering design standards were incorporated into the project's design. Compliance with these requirements and standards will be further confirmed through the permitting process. This standard is met.

17-4.7.050 Expiration

Approvals granted under Chapter 17-4.7 shall expire if not acted upon by the property owner within one year of the City approving the variance. Where the owner has applied for a building permit or final plat, has made site improvements consistent with an approved development plan (e.g., Site Design Review or preliminary subdivision plan), or provides other evidence of working in good faith toward completing the project, the Planning Official may extend an approval accordingly.

Response: The applicant will obtain required permits and initiate site improvements within the specified time period. This standard is met.

Molalla Municipal Code Title 18 – Signs

Chapter 18.02 Signs

18.02.040 Permit requirements

A. Permit Required. All signs erected after the effective date of the ordinance codified in this chapter, other than signs exempt from permit requirements of this chapter shall require a sign permit.

Response: The applicant will obtain a sign permit prior to erection of signage. This standard is met.

B. Permit Application.

1. Application for a sign permit shall be made on forms provided by the Planning Director.

2. An application shall include all plans and information necessary to establish that the proposed sign complies with the applicable requirements of this chapter and applicable building, structural and life safety codes.

3. Sign permit applications shall be submitted on a form provided by the City. The sign permit application fee shall be set from time to time by resolution of the City Council. Such application and required fee shall be filed in the office of the City Recorder. Applications shall be reviewed administratively by the City within approximately five to seven business days set forth in Section 18.02.040, and such issuance or denial shall constitute the City's decision on the application. A denial shall be in writing and explain the reason for such denial.

An applicant whose sign application has been conditioned, denied, suspended or revoked may file a written request with the City Manager. The request must be filed within 10 business days after the notice of conditioned, denied, suspended or revoked application is mailed or delivered, whichever is earlier. The written request shall include:

a. The name and address of the applicant and the business owner if different than the applicant;

b. The nature of the determination from which the request is taken and a copy of the determination;

c. The reason or reasons why the determination is alleged to be incorrect; and

d. What the correct determination should be.

This will be the final decision on the application.

4. An approved sign review does not replace, supersede, or waive structural or electrical standards and permits required. These other permits must also be obtained prior to work on the installation of the sign.

5. Signs requested to be placed in any public right-of-way must first obtain permission from the jurisdiction having control of said right-of-way.

6. A sign review permit issued under this chapter is void if substantial physical action is not taken in accordance with the conditions of the permit and the applicable provisions of this chapter, and the finding that the applicant did not misrepresent or falsify any information supplied in the application.

7. Site plan and/or building elevation plans drawn to scale and dimension showing:

a. Existing structures;

b. *Driveways;*
c. *Street and right-of-way;*
d. *Existing signs;*
e. *Proposed sign;*
f. *Vision clearance;*
g. *All incidental signs.*

8. *A proposed sign plan drawn to scale and dimension showing:*
   a. *Height;*
   b. *Width;*
   c. *Square footage;*
   d. *Thickness;*
   e. *Size and style of letters;*
   f. *Color;*
   g. *Type of illumination;*
   h. *Materials.*

Response: No signage is proposed withing the public right-of-way. Two (2) options for conceptual locations of signage are depicted on Sheet A2.11 of Exhibit 3. The applicant will obtain all required sign permits prior to installation of signage. The application will include the applicable forms and submittal documents as outlined above. This standard will be met.

18.02.050 Construction and maintenance

A. *Signs shall be constructed, erected and maintained to meet the requirements of the Oregon Structural Specialty Code, National Electric Code and Oregon Mechanical Code. In addition, all illuminated signs shall be subject to the provisions of the Underwriters' Standards, as defined in Underwriters' Laboratories, "Standards for Safety, Electric Signs." For purposes of this section, "illuminated sign" means any sign which has characters, letters, figures, designs or outlines illuminated by electric lights or luminous tubes as part of the sign property.*

Response: The applicant intends for the proposed signage to comply with all applicable provisions of the Molalla Municipal Code, Oregon Structural Specialty Code, National Electric Code, and Oregon Mechanical Code, as will be verified at the time of permit. This standard is met.

B. *All signs and component parts shall be kept in good repair and maintained in a safe, neat, clean and attractive condition.*

Response: The applicant acknowledges its ongoing responsibility to maintain the proposed sign and component parts. This standard is met.

C. *All signs shall be located entirely within the boundaries of the subject property unless specifically authorized by this code.*

Response: As shown on Sheet A2.11 of Exhibit 3, two (2) options are proposed for conceptual wall sign locations, with one (1) option on the south elevation and one (1) option on the east elevation. This standard is met.

D. *No sign shall be erected or maintained in such a manner that any portion will interfere in any way with the free use of, or any access to, any fire escape, or be erected or maintained so as to obstruct any window of light or ventilation required by any applicable law or building code.*

Response: The conceptual locations of the signage (Exhibit 3, see Sheet A2.11) have been carefully selected to not interfere with the use of any fire escape. The signage location also does not obstruct building openings to an extent that light and ventilation are reduced below minimums required by applicable law. This standard is met.

E. It is unlawful to erect or maintain a sign which, by reason of its size or location, pose immediate danger to the health, safety and welfare of the citizens of the city, either pedestrian or motorists, at public and/or private roadways, intersections, and driveways.

Response: As shown on Sheet A2.11 of Exhibit 3, two (2) options are proposed for conceptual wall sign locations, with one (1) option on the south elevation and one (1) option on the east elevation. The locations do not pose any danger to citizens of the City as they are located on the building and not near the roadway. This standard is met.

F. All signs shall be able to withstand a wind pressure at a minimum of 20 pounds per square foot of exposed surface.

Response: The applicant intends for the proposed signage to comply with this provision, as will be verified at the time of permit. This standard is met.

G. All signs shall be constructed securely and shall not constitute a fire hazard.

Response: The proposed wall signage will be constructed securely and installed by a state-licensed contractor. The durable metal material (brushed stainless steel or brushed aluminum) does not constitute a fire hazard. This standard is met.

H. When wood is used which comes into contact with the ground, the wood must be pressure treated.

Response: The proposed wall sign does not include any wood that will meet the ground. This standard does not apply.

18.02.090 Prohibited signs.

[detailed provisions omitted for brevity]

Response: No prohibited signs are proposed. This standard is met.

18.02.100 Design standards

A. All illuminated signs must be installed by a licensed sign contractor, subject to provisions of the State Electrical Code. All electrically illuminated signs shall bear the Underwriters' Laboratory label or equivalent.

Response: The signage is not proposed to be internally illuminated, as will be verified through future permit review. This standard is met.

B. Building and electrical permits shall be the responsibility of the applicant. Prior to obtaining permits the applicant bears the burden of providing an approved sign permit or demonstrating exemption from the permit requirements of this chapter.

Response: The applicant will obtain all required sign permits prior to installation of signage. This standard will be met.

C. Signs shall be designed to be compatible with nearby signs, other elements of street and site furniture and with adjacent structures. Compatibility shall be determined by the relationship of the elements of form, proportion, scale, color, materials, surface treatment, overall sign size and the size and style of lettering.

Response: The proposed signage was designed to be compatible with civic buildings including the Molalla Post Office by providing civic-natured building signage that is legible to the public, timeless in nature, and made of durable materials anchored to the building masonry to promote permanence and reinforce the police station as a public institution. This standard is met.

D. Content on signs visible from streets shall be designed to minimize distractions to motorists. Signs may be reviewed for clarity and readability.

Response: The proposed signage will be placed on the building and will not flash or move, thereby minimizing distractions to motorists. This standard is met.

E. Setbacks. Signs are required to meet the setback requirements of the applicable zoning district, except however the street yard setback for signs may be reduced to 50% of that required for other structures in the zone. Signs shall not obstruct a vision clearance area.

Response: As shown on Sheet A2.11 of Exhibit 3, the proposed signage will be located on the building wall. The PSP zone does not require setbacks from front, street-side, interior side, and rear property lines. Therefore, the proposed sign location complies with the required setback requirements of the PSP zone. This standard is met.

F. Size of Sign. The maximum size of all signs per building shall not exceed the totals listed in the table below:

Street Frontage (ft)	*Maximum Display Surface Area (sq ft)*	*Maximum Area of Any One Sign Face (sq ft)*	*Maximum Height Freestanding Signs (ft)*
1 – 50	*50*	*25*	*30*
50 – 200	*100*	*50*	*30*
201+	*300*	*150*	*30*

On a building containing multiple tenants signage requirements shall meet the maximum below as an entire building not as individual business.

Response: The site has over 200' of street frontage (Exhibit 3, Survey) so it qualifies for a maximum of 300 SF of signage. As shown on Sheet A2.11 of Exhibit 3, there are two (2) options for conceptual locations and sizes of the proposed wall signage, both of which have an area of approximate 11 SF, which is below the maximum size per the table above.

G. Illumination.

1. External illumination is allowed. The external illumination may be either "direct" or "indirect," provided that the source of light (e.g., bulb) is shielded such that it is not directly seen by the public. External light sources shall be carefully located, directed and shielded in order to avoid direct illumination of any off-site object or property.

Response: The signage is proposed to be externally illuminated by lights on the building. The lighting will be directed as necessary to minimize views of the light source. This standard is met.

2. Internal illumination is allowed.

Response: The signage is not proposed to be internally illuminated, as will be verified through future permit review. This standard is met.

3. Sign illumination shall not result in glare onto neighboring properties or onto public right-of-way, such that due to level of brightness, lack of shielding, or high contrast with surrounding light levels, the sign illumination results in "light intrusion" onto adjacent properties.

a. Direct lighting means exposed lighting or neon tubes on the sign face.

b. Indirect lighting means the light source is separate from the sign face or cabinet and is directed so as to shine on the sign.

c. Internal lighting means the light source is concealed within the sign.

Response: The signage is proposed to be externally illuminated by lights on the building. The lighting will be directed as necessary to minimize views of the light source and minimize spillover onto adjacent properties or the public-right-of-way. This standard is met.

4. Signs shall not flash, undulate, pulse, or portray explosions, fireworks, flashes of light, or blinking or chasing lights.

Response: The signage is not proposed to utilize any of these prohibited modes of operation. This standard is met.

5. Exposed incandescent bulbs may be used on the exterior surface of a sign if each of such bulbs do not exceed 25 watts or unless each of such bulbs is screened by a diffusing lens, sun screen or similar shading device.

Response: No exposed incandescent bulbs are proposed on the surface of the proposed signage. This standard does not apply.

J. Wall Signs.

1. A wall sign shall not project more than 18 inches from the wall to which it is attached (or 12 inches from a wall directly abutting an alley). An encroachment permit is required prior to encroachment into any public right-of-way.

Response: The proposed wall sign would project a few inches from the wall but would be less than 18 inches from the wall. No encroachments into the public right-of-way are proposed. This standard is met.

2. The surface area of a wall sign shall not be more than 2 square feet per lineal foot of the wall on which it is erected.

For shopping centers, the footage will be counted on the entire surface of the wall on which the sign is being erected and include all signs erected on that wall in the total footage.

Response: As shown on Sheet A2.11 of Exhibit 3, there are two (2) options for conceptual locations and sizes of the proposed wall signage, both of which have an area of approximately 11 SF. The east elevation option is located on a wall with a length of 18', which would allow up to 36 SF of signage. The south elevation option is located on a wall with a length of 25.5', which would allow up to 51 SF of signage. This standard is met.

Molalla Municipal Code Title 21 – Additional Regulations

Chapter 21.80 Dark Skies

21.80.040 Approved materials and methods of installation

A. The provisions of this chapter are not intended to prevent the use of any design, material or method of installation or operation not specifically prohibited by this chapter, provided such alternative design material or method conforms to the intent of this division and has been approved by the building official.

B. The Building Official may approve an alternative design provided the Building Official finds that:

1. It complies with the applicable specific requirements of this chapter.

2. It has been designed or approved by a registered professional engineer and complies with the purpose of this chapter.

Response: As shown on the electrical plans of Exhibit 3 (Sheets E0.02-E1.01), the applicant has proposed LED lighting to conserve electricity rather than utilizing the luminaires specified by this chapter. With the Building Official's approval of this alternate design, This standard is met.

21.80.050 Submittals

All applications for building permits or land use planning review that include installation of outdoor lighting fixtures shall include lighting plans conforming to the provisions of this chapter. The Planning Director and/or Building Official shall have the authority to request additional information in order to achieve the purpose of this chapter.

A. The submittal shall contain the following information and submitted as part of the site plan to the Planning and Building Department for approval:

1. Plans indicating the location, type, intensity, and height of luminaries including both building and ground mounted fixtures.

2. A description of the luminaries, including lamps, poles or other supports and shielding devices, which may be provided as catalogue illustrations from the manufacturer.

3. Photometric data, such as that furnished by the manufacturer, showing the angle of light emission and the foot-candles on the ground.

Response: The electrical plans of Exhibit 3 contain the requested information. Sheet E0.02 provides information on the type, height, and shielding of luminaires; Sheet E1.00 depicts the locations of outdoor lighting; and Sheet E1.01 depicts the intensity of the lighting, as measured in foot-candles in the photometric plan. This standard is met.

21.80.060 General standards

The following general standards apply to all outdoor lighting installed after the effective date of the ordinance codified in this chapter unless exempted above:

A. Area Lights. All area lights, including street lights and parking area lighting shall be full cutoff fixtures and are encouraged to be 85-degree full cut-off type fixtures. Street lights shall be high pressure sodium, low-pressure sodium, or metal halide, unless otherwise determined by the City that another type is more efficient street lights along residential streets shall be limited to 70-watt high-pressure sodium (hps) light. Street lights along nonresidential streets or at intersections shall be limited to 100 watts hps, except that lights at major intersections on state highways shall be limited to 200 watts hps. If the City permits a light type other than high-pressure sodium the equivalent output shall be the limit for the other light type.

Response: As shown on Sheets E0.02 and E1.01 of Exhibit 3, all proposed outdoor light fixtures are directed downward and include shielding to preserve views of the night sky and minimize light spillover onto adjacent properties. The applicant is seeking the City's approval of an alternative design (LED lighting) as allowed by Section 21.80.040. With the approval of the alternate design, this standard is met.

B. Canopy Lights. All lighting shall be recessed sufficiently so as to ensure that no light source is visible from or causes glare on public rights-of-way or adjacent property.

Response: As shown on Sheets E0.02 and E1.01 of Exhibit 3, proposed outdoor light fixtures have been selected and placed to minimize light spillover onto adjacent properties and the public right-of-way. This standard is met.

C. Illumination Levels. Illumination levels and uniformity shall be in accordance with current recommended practices of the Illuminating Engineering Society. Recommended standards for the illuminating engineering society shall not be exceeded.

Response: As shown on the Photometric Plan (Exhibit 3, Sheet E1.01), lighting levels were designed by the project electrical engineer to be no greater than necessary to provide for pedestrian safety, property or business identification, and crime prevention. This standard is met.

D. Temporary Lighting. Temporary lighting that conforms to the requirements of this ordinance shall be allowed. Nonconforming temporary exterior lighting may be permitted by the Building Official only after considering:

1. The public and private benefits which will result from the temporary lighting.

2. Any annoyance or safety problems that may result from the use of the temporary lighting.

3. The duration of the temporary nonconforming lighting. The applicant shall submit a detailed description of the proposed temporary nonconforming lighting to the Building Official.

Response: The applicant is not seeking approval of temporary lighting as part of this application. This standard does not apply.

E. Towers. All radio, communication and navigation towers that require lights shall have dual lighting capabilities. Lights may only be used in accordance with FAA requirements.

Response: Radio antennas but no towers are proposed as part of this application. This standard does not apply.

21.80.070 Prohibited lighting.

A. Newly installed fixtures, which are not full cutoff fixtures.

B. Lighting which presents a clear hazard to motorists, cyclists, or pedestrians.

C. Laser Source Light. The use of laser source light or any similar high intensity light for outdoor advertising or entertainment is prohibited.

Response: The applicant is not seeking approval of prohibited lighting as part of this application. This standard does not apply.

21.80.100 Lighting requirements

TABLE 21.80.100.1 - REQUIREMENTS FOR LIGHTING

Lamp Type	*25*	*30*	*35*	*40*	*50*	*60*	*75*	*100*	*100+*
Low Pressure Sodium	*Unshielded*	*Directed Shield*	*Directed Shield*	*Directed Shield*	*Directed Shield*	*Directed Shield*	*Directed Shield*	*Directed Shield*	*Directed Shield*
High Pressure Sodium	*Unshielded*	*Unshielded*	*Directed Shield*	*Directed Shield*	*Directed Shield*	*Directed Shield*	*Directed Shield*	*Directed Shield*	*Directed Shield*
Metal Halide	*Unshielded*	*Unshielded*	*Directed Shield*	*Directed Shield*	*Directed Shield*	*Directed Shield*	*Directed Shield*	*Directed Shield*	*Directed Shield*
Fluorescent	*Unshielded*	*Unshielded*	*Unshielded*	*Directed Shield*	*Directed Shield*	*Directed Shield*	*Directed Shield*	*Directed Shield*	*Directed Shield*
Quartz	*Unshielded*	*Unshielded*	*Unshielded*	*Unshielded*	*Unshielded*	*Directed Shield*	*Directed Shield*	*Directed Shield*	*Directed Shield*
Tungsten Halogen	*Unshielded*	*Unshielded*	*Unshielded*	*Unshielded*	*Unshielded*	*Directed Shield*	*Directed Shield*	*Directed Shield*	*Directed Shield*
Mercury Vapor	*Unshielded*	*Unshielded*	*Unshielded*	*Unshielded*	*Unshielded*	*Directed Shield*	*Directed Shield*	*Directed Shield*	*Directed Shield*
Incandescent	*Unshielded*	*Unshielded*	*Unshielded*	*Unshielded*	*Unshielded*	*Unshielded*	*Unshielded*	*Unshielded*	*Unshielded*

A. For the purpose of this section wattage ratings for lamp types will be for either a single lamp source or multiple lamp sources when installed in a cluster.

B. Lamp types not listed in the table may be approved for use by the Building Official providing installation of these lamps conforms to the lumen limits established in this section.

C. Glass tubes filled with argon, neon or krypton do not require shielding.

TABLE 21.80.100.2 – TYPICAL LUMEN VALUES FOR VARIOUS LAMP WATTAGE*							
9	-	-	-	600	-	-	-
18	1,800	-	-	-	-	-	-
35	4,725	2,250	-	-	-	-	-
40	-	4,000	-	2,250	-	-	480
50	-	-	-	-	1,400	1,140	480
55	7,925	-	-	-	-	-	-
60	-	-	-	-	-	-	870
70	-	5,800	5,500	-	-	-	-
75	-	-	-	-	-	2,800	1,190
90	14,400	-	-	-	-	-	-
100	-	9,500	8,000	-	-	4,300	1,750
110	-	-	-	6,600	-	-	-
150	-	16,000	-	-	-	-	22,850
175	-	-	14,000	-	-	8,600	-
200	-	22,000	-	-	-	-	44,010
250	-	27,500	20,500	-	-	12,100	-
300	-	-	-	-	-	-	6,360
400	-	50,000	36,000	-	-	22,500	-
500	-	-	-	-	-	-	10,850
** Taken from data supplied by Portland General Electric – Energy Resource Center*							

Response: As shown on the Luminaire Schedule (Exhibit 3, Sheet E0.02), all proposed outdoor light fixtures are directed downward and include shielding to preserve views of the night sky and minimize light spillover onto adjacent properties. The applicant is seeking the City's approval of an alternative design (LED lighting) as allowed by Section 21.80.040. With the approval of the alternate design, this standard is met.

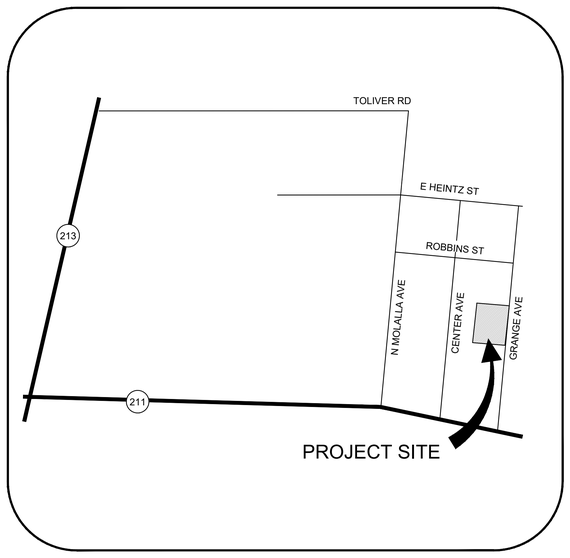
IV. CONCLUSION

Based on the information presented and discussed in this narrative and the attached supporting plans and documentation, this application meets applicable standards necessary for land use approval. The proposed development complies with applicable standards of the Molalla Development Code. The applicant respectfully requests approval by the City.

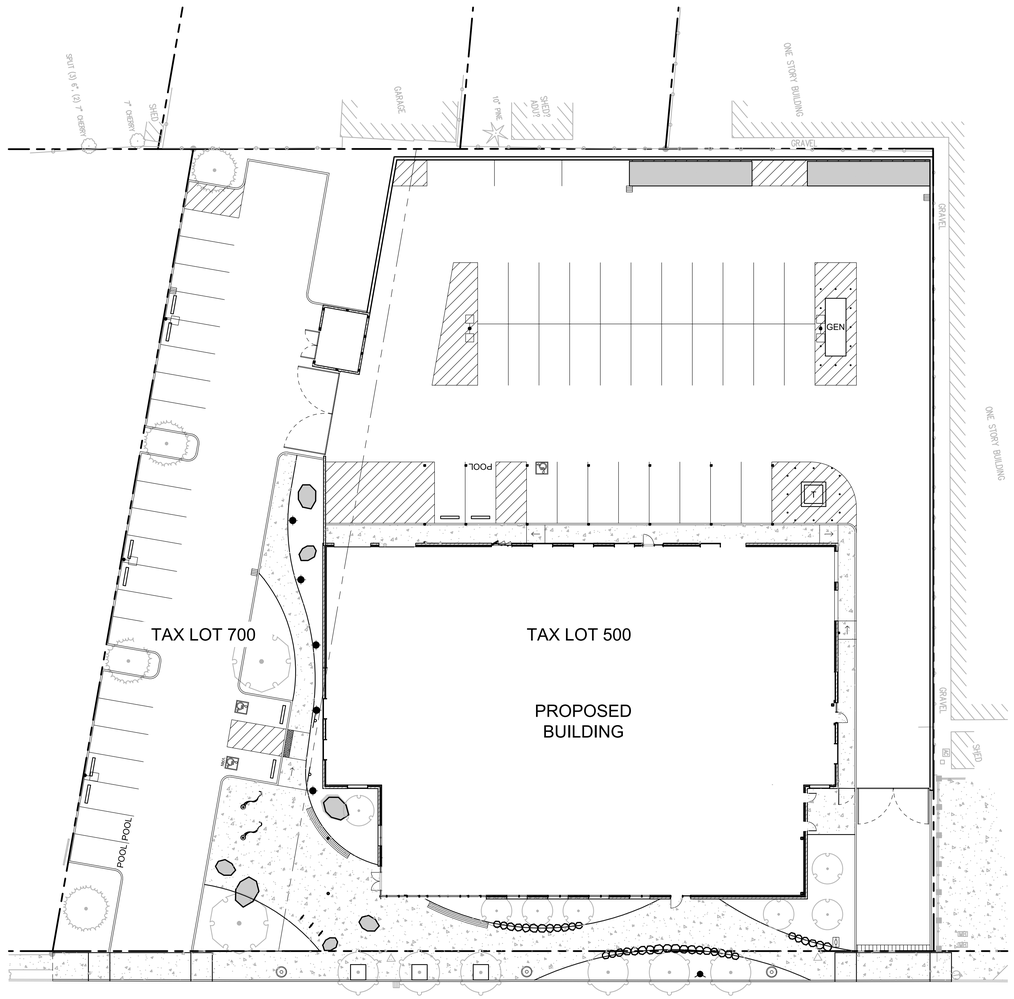
MOLALLA POLICE

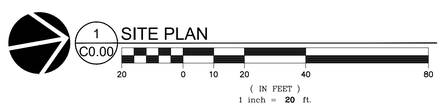
LAND USE SUBMITTAL

MOLALLA, CLACKAMAS COUNTY, OREGON
TAX LOTS 52E09CB00500 AND 52E09CB00700
TOWNSHIP 05S, RANGE 02E, SECTION 09CB



VICINITY MAP
SCALE: NTS





VERTICAL DATUM

VERTICAL DATUM FOR THIS SURVEY IS NAVD 1988 DATUM.

ELEVATIONS AND CONTOURS ARE BASED ON GPS MEASUREMENTS ON THE ORGN REAL TIME NETWORK.

HORIZONTAL DATUM

HORIZONTAL DATUM FOR THIS SURVEY IS THE OREGON STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD(83).

NOTICE TO EXCAVATORS:
ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER.
(NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503)-232-1987).

POTENTIAL UNDERGROUND FACILITY OWNERS

Dig Safely.

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DIAL 811 or 1-800-332-2344

EMERGENCY TELEPHONE NUMBERS

NW NATURAL GAS	
M-F 7am-6pm	503-226-4211 Ext.4313
EMERGENCY	800-882-3377
PGE	800-544-1795
MOLALLA COMMUNICATION	503-829-1100
CITY WATER	503-793-9043
VERIZON	1-800-837-4966

OWNER/DEVELOPER

CITY OF MOLALLA
CONTACT: DAN HUFF, CITY MANAGER
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MOLALLA, OREGON 97038
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SHEET INDEX

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Project
MOLALLA POLICE DEPARTMENT

150 GRANGE AVENUE
MOLALLA, OR 97038

REVISION SCHEDULE

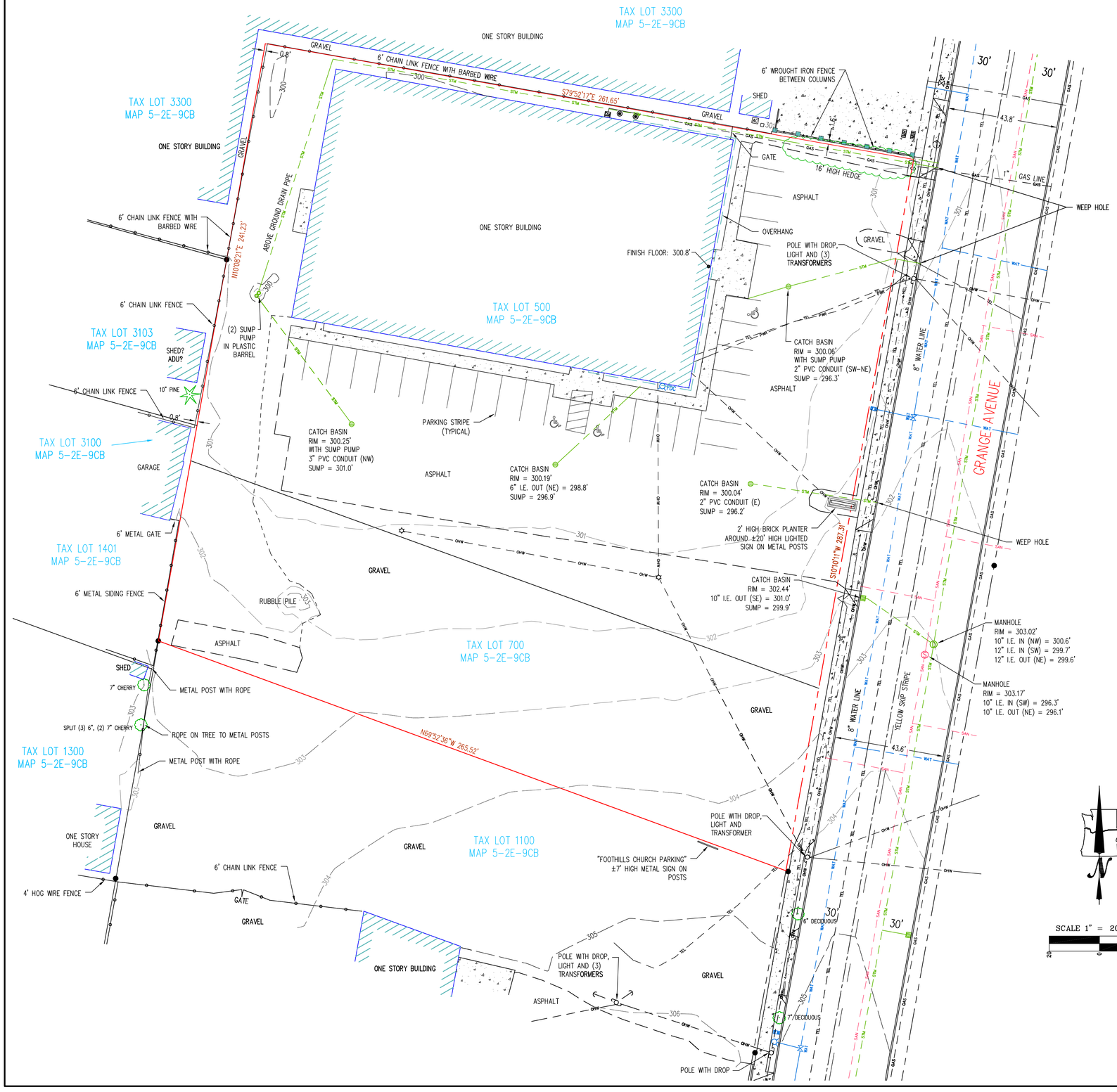
Delta	Issued As	Issue Date

COVER SHEET

SHEET
C0.00

JOB NO. **2220182.00**

LAND USE SUBMITTAL 04/19/23



LEGEND

DECIDUOUS TREE		GAS METER	GM
CONIFEROUS TREE		GAS VALVE	GV
FIRE HYDRANT		GAS VAULT	G
FIRE DEPARTMENT CONNECTION	FDC	GUY WIRE ANCHOR	
WATER METER	WM	UTILITY POLE	
WATER VALVE	WAT	HVAC UNIT	AC
WATER VAULT	WV	POWER RISER	
SANITARY SEWER MANHOLE		LIGHT POLE	
STORM SEWER CATCH BASIN ROUND		TELEPHONE/TELEVISION MANHOLE	
STORM SEWER CATCH BASIN		TELEPHONE/TELEVISION JUNCTION BOX	
STORM SEWER MANHOLE		MAILBOX	MB
		BOLLARD	
		FOUND SURVEY MONUMENT	

RIGHT-OF-WAY LINE	
BOUNDARY LINE	
PROPERTY LINE	
CENTERLINE	
CURB	
EDGE OF PAVEMENT	
EASEMENT	
FENCE LINE	
GRAVEL EDGE	
POWER LINE	PWR
OVERHEAD WIRE	OHW
TELEPHONE LINE	TEL
GAS LINE	GAS
STORM SEWER LINE	STM
SANITARY SEWER LINE	SAN
WATER LINE	WAT

NOTES

1) THE FIELD SURVEY FOR THIS MAP WAS COMPLETED ON SEPTEMBER 15, 2022.

2) ELEVATIONS AND CONTOURS ARE BASED ON GPS MEASUREMENTS ON THE ORGN REAL TIME NETWORK. THE ELEVATIONS ARE ON THE NAVD 1988 DATUM.

3) THE BASIS OF BEARINGS FOR THIS SURVEY IS THE OREGON STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD(83).

4) THE RIGHT-OF-WAY WIDTH WAS ESTABLISHED USING INFORMATION FROM RECORD SURVEYS, PLATS AND THE TAX ASSESSOR'S MAP.

5) THE SURVEYOR WAS NOT PROVIDED WITH A TITLE REPORT FOR THE PROPERTY. ONLY PLATTED EASEMENTS HAVE BEEN MAPPED, AND IT IS UNKNOWN IF ANY EASEMENTS ENCUMBER OR BENEFIT THE PROPERTY.

6) THE UNDERGROUND UTILITIES ARE BASED ON THE MARKINGS PER LOCATE TICKET NUMBER 22254327.

UTILITY STATEMENT

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

NORTHWEST SURVEYING, INC.
1815 NW 169th PLACE, SUITE 2090
BEAVERTON, OR. 97006
PH:(503) 848-2127 FAX:(503) 848-2179
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LOCATED IN THE SW 1/4 OF SECTION 9, TOWNSHIP 5 SOUTH, RANGE 2 EAST, W.M., CITY OF MOLALLA, CLACKAMAS COUNTY, OREGON

TOPOGRAPHIC SURVEY

MOLALLA
TAX LOT 500 & 700

OREGON
TAX MAP 5-2E-9CB

DRAWING NO.:	2513 TOPO
SCALE:	AS NOTED
DRAWING GENERATED BY	LD2004
DRAWN BY:	BJA
CHECKED BY:	CHS

PREPARED FOR:
MACKENZIE
1515 SE WATER AVE., SUITE 100
PORTLAND, OR 97214

REVISIONS:
INITIAL RELEASE: SEP. 30, 2022

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 15, 2002
CLINTON H. STUBBS JR.
55469LS
RENEWS: 06/30/24

JOB NUMBER
2513

SHEET
1 OF 1

GENERAL NOTES

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

SITE DEMOLITION NOTES

1. COMPLY WITH ALL APPLICABLE CODES AND REGULATIONS FOR DEMOLITION OPERATIONS AND SAFETY OF ADJACENT STRUCTURES AND THE PUBLIC
2. INSTALL EROSION CONTROL MEASURES AND TEMPORARY FENCING PRIOR TO ANY DEMOLITION ACTIVITIES
3. MITIGATE DUST POLLUTION DUE TO DEMOLITION ACTIVITIES
4. PROTECT ALL EXISTING STRUCTURES, UTILITIES, LANDSCAPE AND OTHER ELEMENTS THAT ARE NOT DESIGNATED FOR REMOVAL. ANY DAMAGE TO EXISTING IMPROVEMENTS NOT DESIGNATED FOR REMOVAL SHALL BE REPAIRED/REPLACED AT THE CONTRACTOR'S EXPENSE
5. DO NOT BEGIN REMOVAL UNTIL ITEMS TO BE SALVAGED OR RELOCATED HAVE BEEN REMOVED AS NOTED. IF REMOVED GRAVEL OR PAVEMENT MATERIALS ARE TO BE RECYCLED OR REUSED, PREVENT CONTAMINATION OF THESE MATERIALS FROM TOPSOIL OR OTHER DELETERIOUS MATERIAL
6. CONTRACTOR SHALL COORDINATE DEMOLITION WORK WITH AFFECTED UTILITY COMPANIES, OBTAIN ALL REQUIRED PERMITS, NOTIFY THEM PRIOR TO STARTING WORK, AND COMPLY WITH THEIR REQUIREMENTS. ADDITIONAL REMOVALS MAY BE REQUIRED BY THE AUTHORITIES HAVING JURISDICTION AND THE CONTRACTOR SHALL CONFIRM ACCORDINGLY PRIOR TO BID. ACCURATELY RECORD ACTUAL LOCATIONS OF CAPPED AND ACTIVE UTILITIES FOR AS-BUILT PURPOSES AND SUPPLY TO OWNER AND ARCHITECT/ENGINEER OF RECORD
7. DEMOLISH AND REMOVE ALL NON-BUILDING SITE STRUCTURES AND ASSOCIATED FEATURES (APPURTENANCES) AS SHOWN. WITHIN AREA OF NEW CONSTRUCTION, REMOVE DESIGNATED WALLS AND FOOTINGS TO 2 FEET MINIMUM BELOW FINISHED GRADE. DEMOLISH ALL PAVED AREAS DESIGNATED FOR REMOVAL DOWN TO NATIVE SUBGRADE
8. ALL VEGETATION AND DELETERIOUS MATERIALS WITHIN THE LIMITS OF WORK SHALL BE STRIPPED AND REMOVED FROM THE SITE PRIOR TO GRADING WORK UNLESS NOTED OTHERWISE (E.G. PROTECTED TREES)
9. IF HAZARDOUS MATERIALS ARE DISCOVERED DURING DEMOLITION, STOP WORK AND IMMEDIATELY NOTIFY THE OWNER AND ARCHITECT/ENGINEER OF RECORD

GRADING NOTES

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

UTILITY NOTES

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

EROSION CONTROL NOTES

17. HOLD A PRE-CONSTRUCTION MEETING OF PROJECT CONSTRUCTION PERSONNEL THAT INCLUDES THE LOCAL AGENCY INSPECTOR TO DISCUSS EROSION AND SEDIMENT CONTROL MEASURES AND CONSTRUCTION LIMITS
18. EROSION AND SEDIMENT CONTROL MEASURES MUST BE IN PLACE BEFORE ANY LAND IS DISTURBED AND MUST REMAIN IN PLACE AND BE MAINTAINED, REPAIRED, AND PROMPTLY IMPLEMENTED FOLLOWING PROCEDURES ESTABLISHED FOR THE DURATION OF CONSTRUCTION, INCLUDING APPROPRIATE NON-STORMWATER POLLUTION CONTROLS
19. THE EROSION CONTROL DRAWING IS FOR GENERAL GUIDANCE ONLY. THE CONTRACTOR SHALL KEEP THE PLAN CURRENT FOR ALL PHASES OF CONSTRUCTION AND MEET EROSION/SEDIMENT CONTROL REQUIREMENTS OF ALL AUTHORITIES HAVING JURISDICTION (AHJ). ALL EROSION CONTROL MEASURES SHALL CONFORM TO THE REQUIREMENTS OF THE AHJ, THE PLANS, AND THE PROJECT SPECIFICATIONS
20. CONSTRUCT EROSION CONTROL IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS
21. METHOD OF INSTALLATION FOR SEDIMENT FENCE SHALL NOT CAUSE DAMAGE TO VEGETATED SLOPE EXCEPT AT POINT OF INSTALLATION. SIDECAST MATERIAL SHALL BE KEPT TO A MINIMUM AND SHALL BE TO THE UPHILL SIDE OF THE SEDIMENT FENCE. THE FENCE SHALL BE INSTALLED AT LEAST 4 FEET FROM ADJACENT TREES
22. ALL EROSION CONTROL DEVICES SHALL BE EXAMINED AND REPAIRED AFTER EACH STORM OCCURRENCE, AND INLETS SHALL BE CLEANED OF SEDIMENT WHENEVER NECESSARY
23. HYDROSEED AND MULCH ALL DISTURBED AREAS UPON COMPLETION OF CONSTRUCTION OR AS DIRECTED BY THE AUTHORITIES HAVING JURISDICTION
24. THE CONTRACTOR SHALL LIMIT CONSTRUCTION TRAFFIC TO PAVED AREAS TO PREVENT AND MINIMIZE SEDIMENT TRACKING OFF-SITE. CONTRACTOR SHALL SWEEP OR VACUUM PAVED AREAS IF SEDIMENT ACCUMULATION OCCURS. DO NOT TRACK SEDIMENT TO THE PUBLIC STREET OR NEIGHBORING PROPERTIES
25. INSTALL TEMPORARY EROSION PREVENTION SUCH AS JUTE NETTING OR GEOTEXTILE ON DISTURBED AREAS STEEPER THAN 4H:1V
26. STAGING AND STOCKPILE AREAS TO BE DETERMINED BY CONTRACTOR AND ADJUSTED TO ACCOMMODATE THE PROGRESS OF CONSTRUCTION

SITE WORK NOTES

1. ALL CURB RADII TO BE 3 FEET UNLESS NOTED OTHERWISE
2. STAIR RISERS AND TREADS SHALL BE CONFORMANT WITH THE REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION AND THE CURRENT EDITION OF THE STATE BUILDING CODE (E.G. INTERNATIONAL BUILDING CODE, CHAPTER 10, SECTION 1011.5)
3. WHEREVER A PEDESTRIAN WALKING PATH IS WITHIN 36 INCHES OF A VERTICAL DROP OF 30 INCHES OR GREATER, GUARDRAIL SHALL BE INSTALLED CONFORMANT WITH THE REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION AND THE CURRENT EDITION OF THE STATE BUILDING CODE (E.G. INTERNATIONAL BUILDING CODE, CHAPTER 10, SECTION 1015)
4. PAVEMENTS WITH DEPRESSIONS OR BIRD BATHS, UNCONTROLLED CRACKS WHICH ARE VISIBLE WITHOUT MAGNIFICATION, AND/OR BONY OR OPEN GRADED SURFACES (EXCEPTING POROUS PAVEMENTS) WILL BE CONSIDERED UNACCEPTABLE. CONTRACTOR SHALL REVIEW PAVEMENT REPAIR OR REPLACEMENT ALTERNATIVES WITH THE OWNER AND ENGINEER PRIOR TO CONDUCTING THE REPAIR WORK.

LEGEND

	EXISTING	PROPOSED
RIGHT-OF-WAY LINE		
BOUNDARY LINE		
CENTERLINE		
PROPERTY LINE		
CURB		
WETLAND BOUNDARY	WTB	
EDGE OF PAVEMENT		
EASEMENT		
FENCE LINE		
GRAVEL EDGE		
POWER LINE	PWR	
OVERHEAD WIRE	OHW	
TRAFFIC SIGNAL WIRE	TS	
TELEPHONE LINE	TEL	
TELEVISION LINE	TV	
GAS LINE	GAS	
STORM SEWER LINE	STM	STM
SANITARY SEWER LINE	SAN	SAN
WATER LINE	WAT	FW
TREE		
CONTROL MANHOLE		
FIRE DEPARTMENT CONNECTION		
FIRE HYDRANT		
WATER METER		
WATER VALVE		
STORM/SANITARY MANHOLE		
STORM SEWER CATCH BASIN		
SANITARY CLEAN OUT		
GAS VALVE		
GAS METER		
SIGN		
MAIL BOX		
FOUND SURVEY MONUMENT		
GUY WIRE ANCHOR		
UTILITY POLE		
HVAC UNIT		
POWER VAULT	P	
ELECTRICAL METER	EM	
POWER JUNCTION BOX	EB	
POWER TRANSFORMER	TPR	
LIGHT POLE		
TELEPHONE/TELEVISION VAULT	T	
TELEPHONE/TELEVISION JUNCTION BOX		
TELEPHONE/TELEVISION RISER	TR	
SIGNAL JUNCTION BOX	SOS	
BOLLARD		
ADA COMPLIANT CURB RAMP SLOPE ARROW		
SLOPE ARROW		

ABBREVIATIONS

℄	CENTER LINE
P.L.	PROPERTY LINE
AC	ASPHALT CONCRETE
AHJ	AUTHORITY HAVING JURISDICTION
AWWA	AMERICAN WATER WORKS ASSOCIATION
BC	BOTTOM OF CURB
BCR	BEGIN CURB RETURN
BMP	BEST MANAGEMENT PRACTICE
BS	BOTTOM OF STEP
BW	BACK OF WALK
C	COMPACT
CB	CATCH BASIN
CI	CAST IRON
CIP	CAST IN PLACE
CO	CLEANOUT
CONC	CONCRETE
CLR	CLEAR
CVR	COVER
DI	DUCTILE IRON
DW	DOMESTIC WATER
ECR	END CURB RETURN
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
ESC	EROSION/SEDIMENT CONTROL
EW	EACH WAY
EX	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
FF	FINISH FLOOR
FG	FINISHED GRADE
FH	FIRE HYDRANT
FI	FIELD INLET
FL	FLOWLINE
FW	FIRE WATER/FACE OF WALL
G/GUT	GUTTER LINE
GB	GRADE BREAK
H	ACCESSIBLE STALL
HDPE	HIGH-DENSITY POLYETHYLENE
HMA	HOT MIX ASPHALT
IE	INVERT ELEVATION
LT	LEFT
ME	MATCH EXISTING
MH	MANHOLE
MJ	MECHANICAL JOINT
NTS	NOT TO SCALE
OC	ON CENTER
ODOT	OREGON DEPARTMENT OF TRANSPORTATION
OSHA	OREGON STATE HEALTH AUTHORITY
OSSC	OREGON STATE SPECIFICATIONS FOR CONSTRUCTION
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCCP	PORTLAND CEMENT CONCRETE PAVING
PR	PROPOSED
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PUE	PUBLIC UTILITY EASEMENT
PVC	POLYVINYL CHLORIDE
RD	ROOF DRAIN
ROW	RIGHT OF WAY
RSGV	RESILIENT SEAT GATE VALVE
RT	RIGHT
S	STANDARD
SAN	SANITARY SEWER
STA	STATION
STM	STORM
SW	SIDEWALK
TC	TOP OF CURB
TH	THRESHOLD
TS	TOP OF STEP
TW	TOP OF WALL
TYP	TYPICAL
WC	WHEELCHAIR

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Planning ▪ Engineering

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MACKENZIE.
DESIGN DRIVEN | CLIENT FOCUSED

Client
CITY OF MOLALLA

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Project
MOLALLA POLICE DEPARTMENT

150 GRANGE AVENUE
MOLALLA, OR 97038

REVISION SCHEDULE

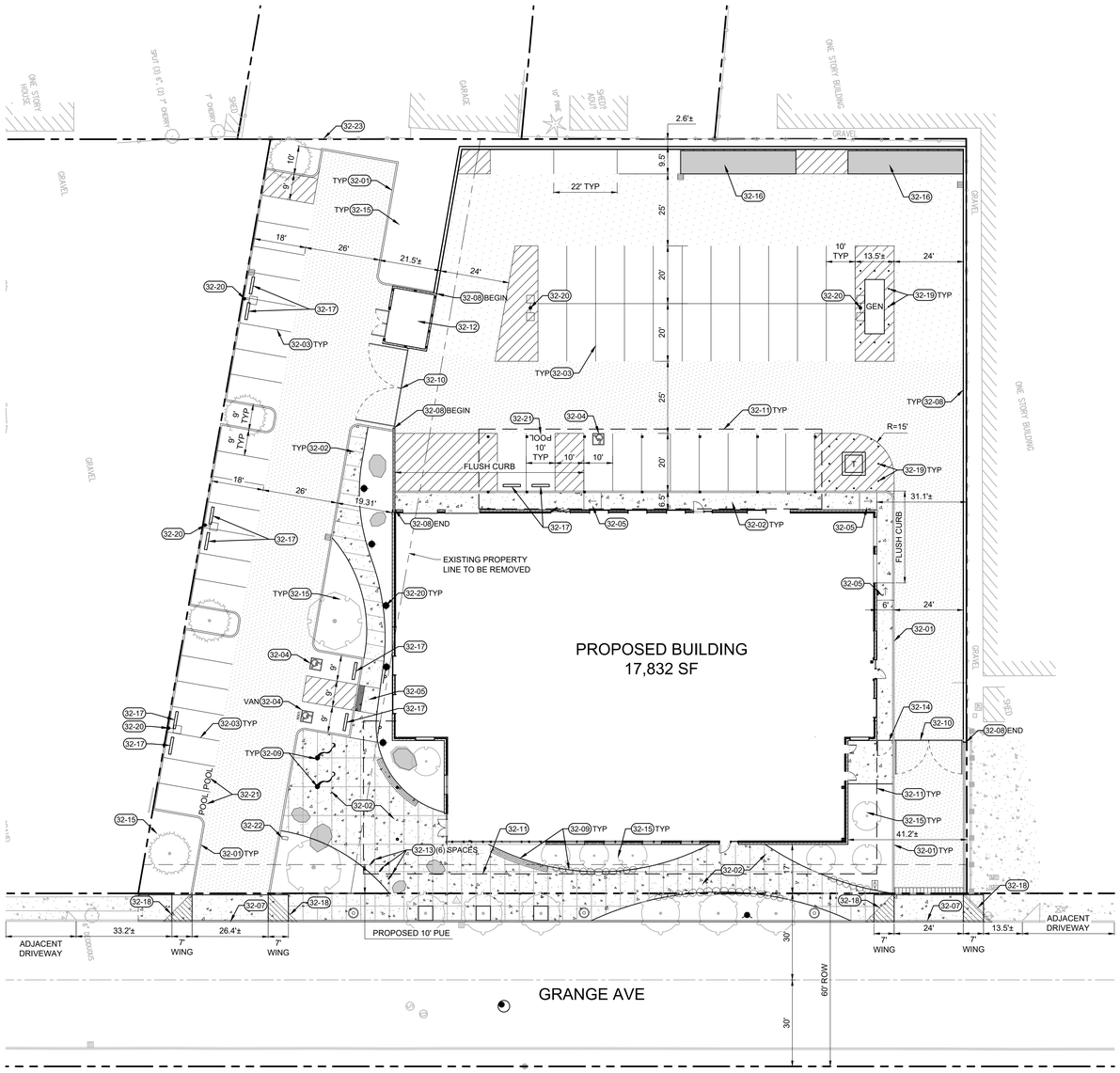
Delta	Issued As	Issue Date

CIVIL GENERAL NOTES, SYMBOLS AND ABBREVIATIONS

SHEET
C0.01

JOB NO. **2220182.00**

LAND USE SUBMITTAL 04/19/23



1 C1.10 SITE PLAN

20 0 10 20 40 80

(IN FEET)
1 inch = **20** ft.

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8. CONTRACTOR SHALL PERFORM ALL THE WORK SHOWN ON THE DRAWINGS AND ALL INCIDENTAL WORK NECESSARY TO COMPLETE THE PROJECT

LEGEND

- PROPERTY LINE
- PROPERTY LINE TO BE REMOVED
- STREET LIGHT
- SITE LIGHT PER ELECTRICAL PLANS
- BOLLARD LIGHT PER ELECTRICAL PLANS
- LANDSCAPE BOULDER PER LANDSCAPE PLANS
- TREE PER LANDSCAPE PLANS

PAVING LEGEND

PAVING SECTIONS PER REPORT OF GEOTECHNICAL ENGINEERING SERVICES BY NV5, DATED NOVEMBER 3, 2022

EXISTING	PROPOSED	
		HEAVY DUTY AC 3.5" AC OVER 10" AGGREGATE BASE
		LIGHT DUTY AC 3" AC OVER 9" AGGREGATE BASE
		PARKING AREA AC 2.5" AC OVER 6" AGGREGATE BASE
		CONCRETE WALKWAYS 4" CONCRETE BASE OVER .2" CRUSHED ROCK BASE OVER COMPACTED SUBGRADE

KEYNOTES

XX-XX

32-01	CURB
32-02	SIDEWALK
32-03	4" WIDE WHITE STRIPE
32-04	ACCESSIBLE PARKING
32-05	ACCESSIBLE RAMP
32-07	DRIVEWAY PER CITY OF MOLALLA DETAIL DRAWING R-1095
32-08	6' TALL CMU SECURE WALL
32-09	SITE FURNISHING PER LANDSCAPE DRAWINGS
32-10	MOTORIZED SWINGING GATE WITH LONG RANGE READER FOR VEHICLE ENTRY
32-11	BUILDING OVERHANG
32-12	TRASH ENCLOSURE
32-13	BIKE PARKING
32-14	MAN GATE
32-15	LANDSCAPE AREA
32-16	PAINTED SHIPPING CONTAINER
32-17	WHEEL STOP
32-18	VISION TRIANGLE
32-19	BOLLARDS
32-20	SITE LIGHTING PER ELECTRICAL PLANS
32-21	CARPOOL/VANPOOL SPACE - MARK AS "RESERVED - CARPOOL/VANPOOL ONLY"
32-22	MAILBOX - COORDINATE FINAL LOCATION WITH BUILDING OWNER AND POSTAL SERVICE
32-23	EXISTING 6' METAL SIDING FENCE TO REMAIN

SITE DATA

	AREA (SF)	AREA (AC)	COVERAGE
PROPERTY AREA	69,129	1.59	
IMPERVIOUS AREA			
BUILDING AREA	17,832	0.41	25.8%
PAVED AREA	43,137	0.99	62.4%
TOTAL IMPERVIOUS AREA	60,969	1.40	88.2%
LANDSCAPE AREA	8,160	0.19	11.8%
PARKING AREA			
SECURE LOT	35,614	0.82	51.5%
PUBLIC LOT	10,495	0.24	15.2%
PARKING AREA LANDSCAPING			% OF PARKING AREA
SECURE LOT	0	0.00	0%
PUBLIC LOT	2,134	0.05	20.3%

PARKING DATA

	ACCESSIBLE	STANDARD	CARPOOL/VANPOOL	PARALLEL	TOTAL
SECURE (10' x 20')	1	31	0	3	35
PUBLIC (9' x 18')	2	19	3	0	24
TOTAL	3	50	3	3	59

BICYCLE PARKING		
REQUIRED SPACES	6	(1/10 VEHICLE SPACES, 2 MIN)
PROVIDED SPACES	6	

THE SURVEY INFORMATION SHOWN AS A BACKGROUND SCREEN ON THIS SHEET IS SHOWN FOR REFERENCE ONLY AND IS BASED ON A SURVEY BY: NORTHWEST SURVEYING, DATE: SEPTEMBER 30, 2022 VERTICAL DATUM: NAVD 1988, HORIZONTAL DATUM: OREGON STATE PLAN COORDINATE SYSTEM: NORTH ZONE, NAD(83)

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Client
CITY OF MOLALLA

117 N MOLALLA AVE
PO BOX 248
MOLALLA, OR 97038

Project
MOLALLA POLICE DEPARTMENT

150 GRANGE AVENUE
MOLALLA, OR 97038

REVISION SCHEDULE

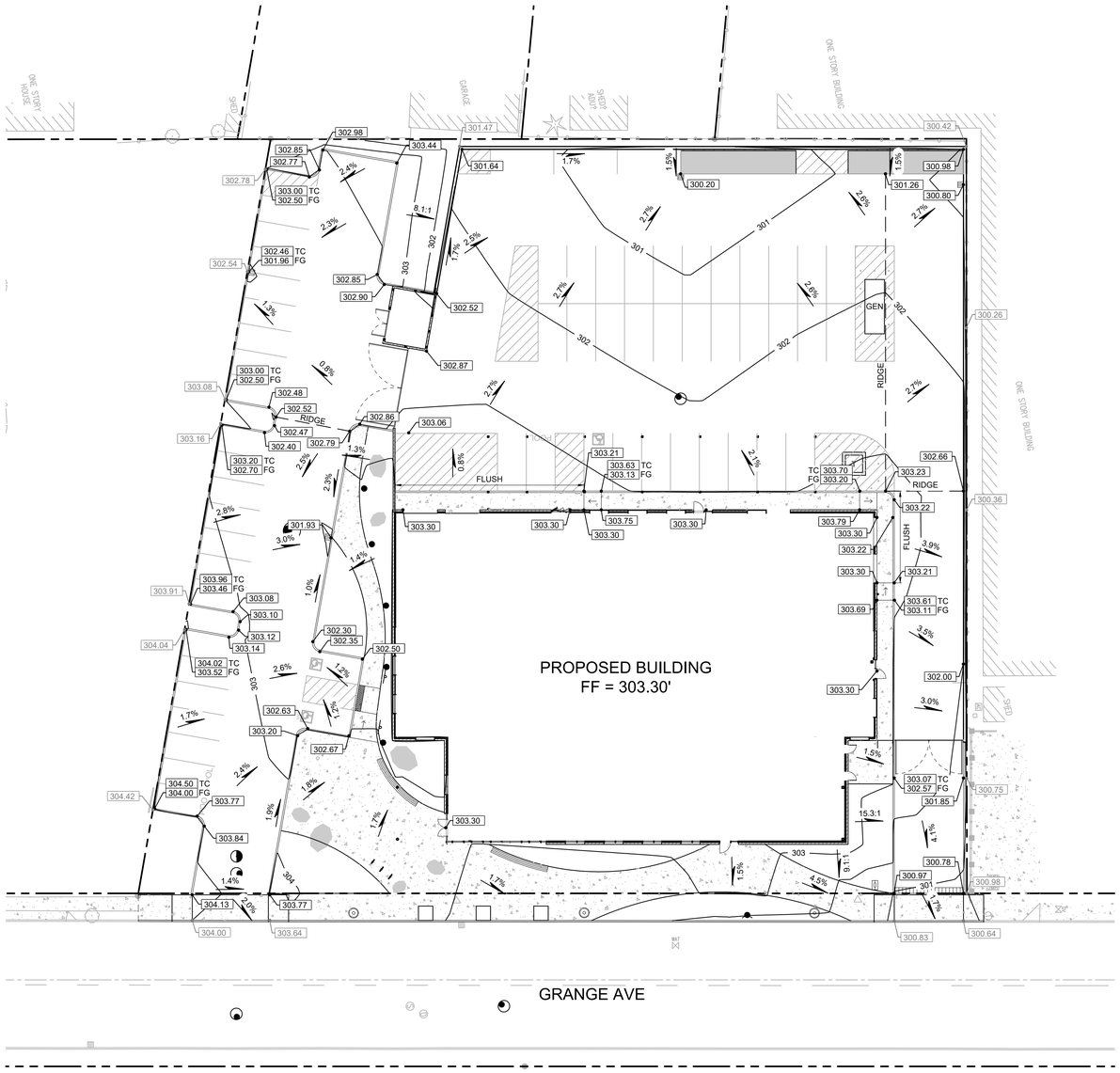
Delta	Issued As	Issue Date

SITE PLAN

SHEET
C1.10

JOB NO. **2220182.00**

LAND USE SUBMITTAL 04/19/23



1 C1.20 GRADING PLAN

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

GRADING NOTES

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

SLOPE SUMMARY

SLOPE	AREA (SF)
0%-5%	64,105
5%-10%	5,024

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GRADING PLAN

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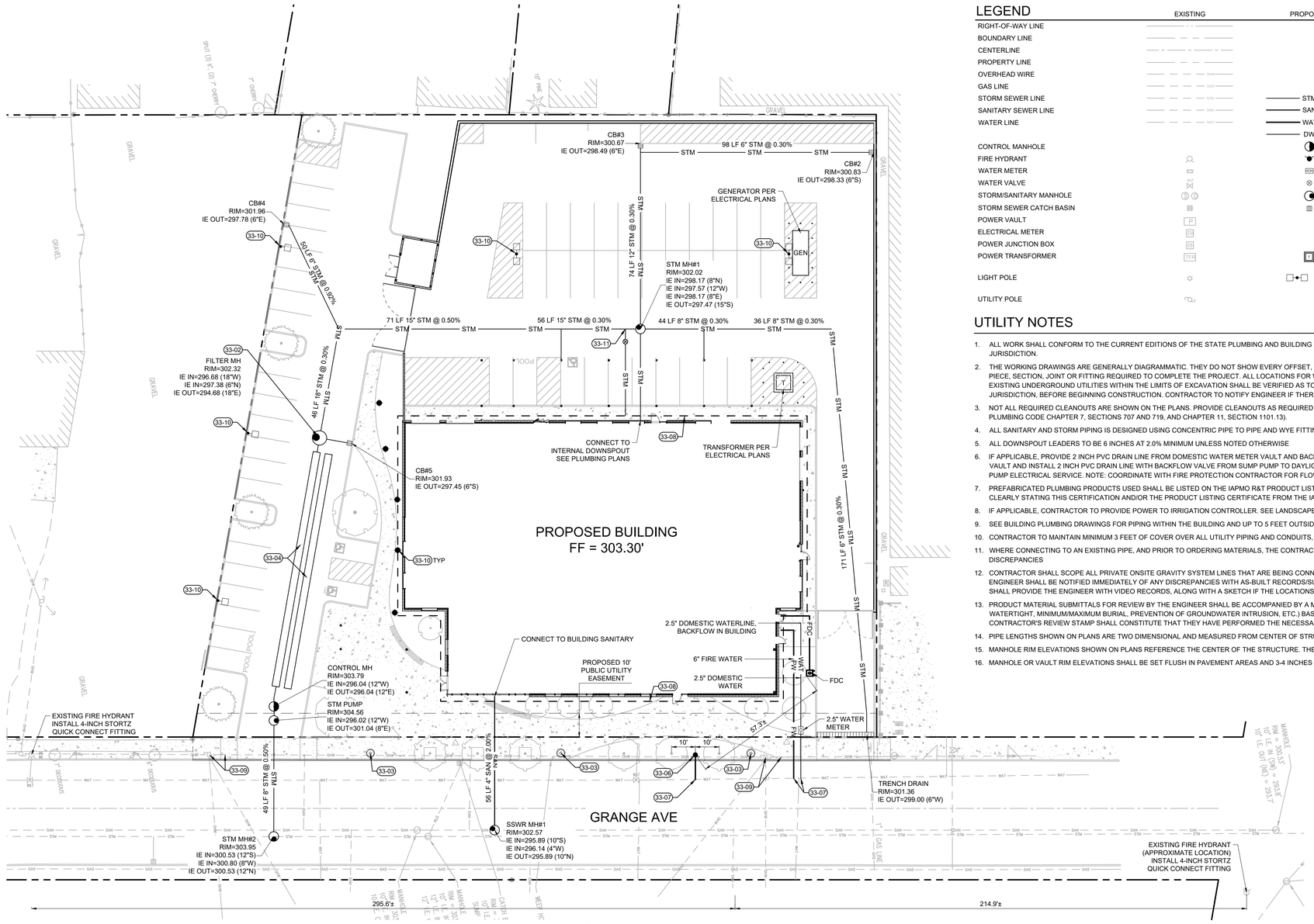

1 C1.30 UTILITY PLAN

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

LEGEND

	EXISTING	PROPOSED
RIGHT-OF-WAY LINE		
BOUNDARY LINE		
CENTERLINE		
PROPERTY LINE		
OVERHEAD WIRE	OHW	
GAS LINE	GAS	
STORM SEWER LINE	STM	STM
SANITARY SEWER LINE	SAN	SAN
WATER LINE	WAT	WAT
		DW
CONTROL MANHOLE		
FIRE HYDRANT		
WATER METER		
WATER VALVE		
STORM/SANITARY MANHOLE		
STORM SEWER CATCH BASIN		
POWER VAULT	P	
ELECTRICAL METER	EM	
POWER JUNCTION BOX	EJ	
POWER TRANSFORMER	TFR	
LIGHT POLE		
UTILITY POLE		

KEYNOTES

XX-XX	
33-02	72" OLD CASTLE PERKFILTER MANHOLE WITH (3) 18" FILTERS
33-03	STREET LIGHT
33-04	36" DETENTION PIPE, LENGTH = 100', WITH INSPECTION PORT AT MIDDLE
33-06	FIRE HYDRANT PER CITY OF MOLALLA DETAIL W-3040
33-07	HOT TAP MAIN LINE PER CITY OF MOLALLA DETAIL W-3025
33-08	FOUNDATION DRAIN - FILTER FABRIC WRAPPED, DRAIN ROCK FILLED TRENCH EXTENDING MINIMUM 12-INCHES BELOW LOWEST ADJACENT GRADE. SEE GEOTECHNICAL REPORT FOR FURTHER INFORMATION
33-09	EXISTING UTILITY POLE/OVERHEAD LINES - LINES TO BE UNDERGROUNDED ALONG PROJECT FRONTAGE BY UTILITY PROVIDER
33-10	SITE LIGHT PER ELECTRICAL PLANS
33-11	CONNECT FOUNDATION DRAIN TO STORM SYSTEM WITH BACKWATER VALVE

UTILITY NOTES

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

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UTILITY PLAN

SHEET
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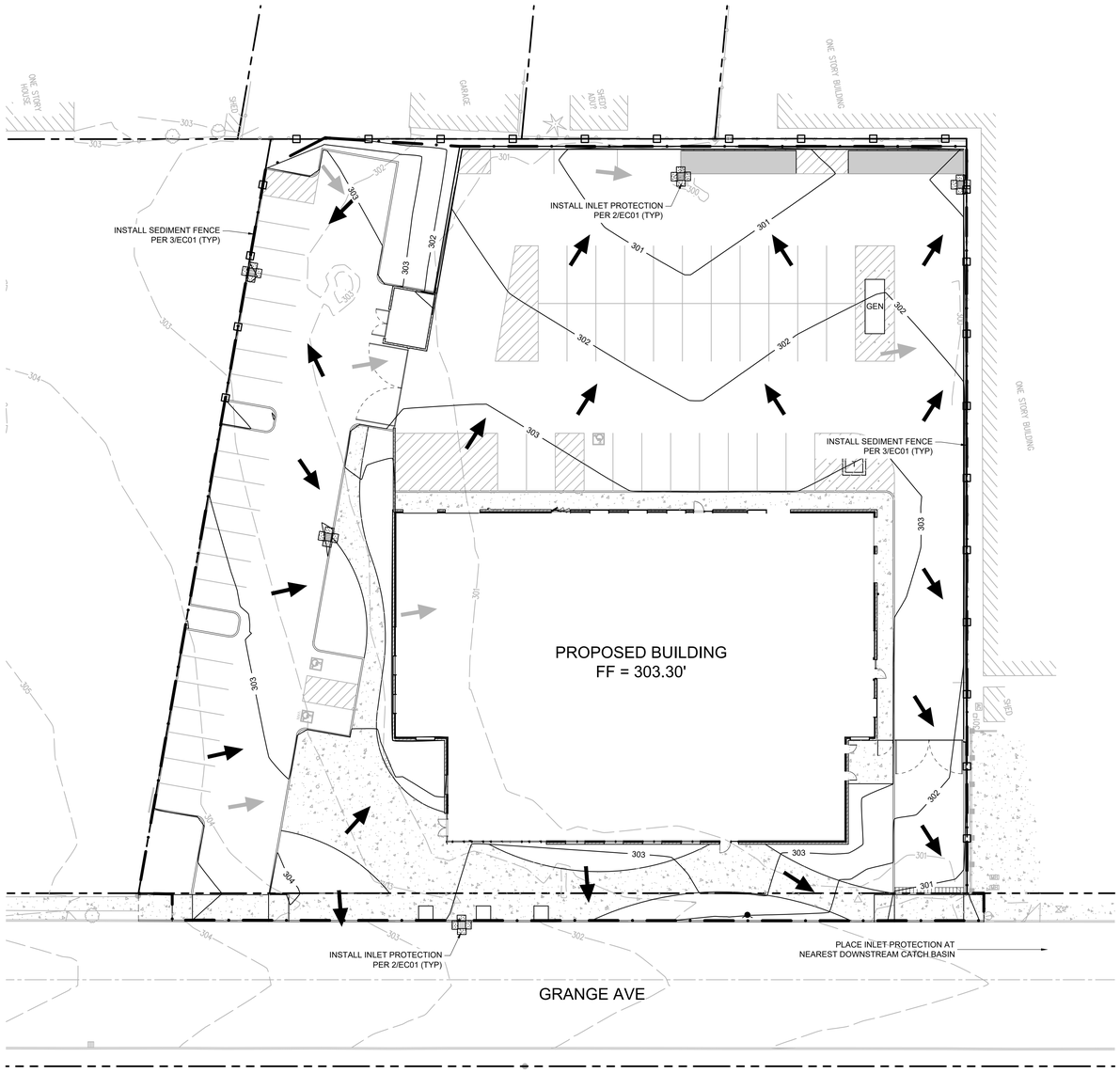


1 EC01 EROSION AND SEDIMENT CONTROL PLAN

20 0 10 20 40 80

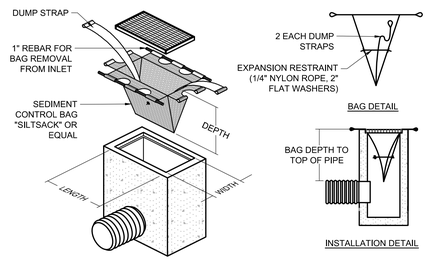
(IN FEET)
1 inch = 20 ft.

EROSION CONTROL NOTES

1. HOLD A PRE-CONSTRUCTION MEETING OF PROJECT CONSTRUCTION PERSONNEL THAT INCLUDES THE LOCAL AGENCY INSPECTOR TO DISCUSS EROSION AND SEDIMENT CONTROL MEASURES AND CONSTRUCTION LIMITS
2. EROSION AND SEDIMENT CONTROL MEASURES MUST BE IN PLACE BEFORE ANY LAND IS DISTURBED AND MUST REMAIN IN PLACE AND BE MAINTAINED, REPAIRED, AND PROMPTLY IMPLEMENTED FOLLOWING PROCEDURES ESTABLISHED FOR THE DURATION OF CONSTRUCTION, INCLUDING APPROPRIATE NON-STORMWATER POLLUTION CONTROLS
3. THE EROSION CONTROL DRAWING IS FOR GENERAL GUIDANCE ONLY. THE CONTRACTOR SHALL KEEP THE PLAN CURRENT FOR ALL PHASES OF CONSTRUCTION AND MEET EROSION/SEDIMENT CONTROL REQUIREMENTS OF ALL AUTHORITIES HAVING JURISDICTION (AHJ). ALL EROSION CONTROL MEASURES SHALL CONFORM TO THE REQUIREMENTS OF THE AHJ, THE PLANS, AND THE PROJECT SPECIFICATIONS
4. CONSTRUCT EROSION CONTROL IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS
5. METHOD OF INSTALLATION FOR SEDIMENT FENCE SHALL NOT CAUSE DAMAGE TO VEGETATED SLOPE EXCEPT AT POINT OF INSTALLATION. SIDECAST MATERIAL SHALL BE KEPT TO A MINIMUM AND SHALL BE TO THE UPHILL SIDE OF THE SEDIMENT FENCE. THE FENCE SHALL BE INSTALLED AT LEAST 4 FEET FROM ADJACENT TREES
6. ALL EROSION CONTROL DEVICES SHALL BE EXAMINED AND REPAIRED AFTER EACH STORM OCCURRENCE, AND INLETS SHALL BE CLEANED OF SEDIMENT WHENEVER NECESSARY
7. HYDROSEED AND MULCH ALL DISTURBED AREAS UPON COMPLETION OF CONSTRUCTION OR AS DIRECTED BY THE AUTHORITIES HAVING JURSIDICTION
8. THE CONTRACTOR SHALL LIMIT CONSTRUCTION TRAFFIC TO PAVED AREAS TO PREVENT AND MINIMIZE SEDIMENT TRACKING OFF-SITE. CONTRACTOR SHALL SWEEP OR VACUUM PAVED AREAS IF SEDIMENT ACCUMULATION OCCURS. DO NOT TRACK SEDIMENT TO THE PUBLIC STREET OR NEIGHBORING PROPERTIES
9. INSTALL TEMPORARY EROSION PREVENTION SUCH AS JUTE NETTING OR GEOTEXTILE ON DISTURBED AREAS STEEPER THAN 4H:1V
10. STAGING AND STOCKPILE AREAS TO BE DETERMINED BY CONTRACTOR AND ADJUSTED TO ACCOMMODATE THE PROGRESS OF CONSTRUCTION

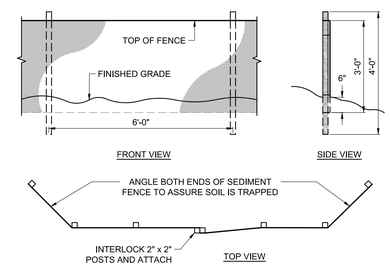
LEGEND

- SEDIMENT FENCE PER 3/EC5.0
- LIMITS OF GRADING
- 181 EXISTING CONTOUR
- 181 PROPOSED CONTOUR
- CATCH BASIN SEDIMENT FILTER BAG



NOTES:
A. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE CORRECT SIZE DEVICE FOR EACH INLET
B. THE INLET SEDIMENT CONTROL DEVICE SHALL BE OF NORMAL FLOW DESIGN, 40 GAL/MIN/SF WITH NO OVERFLOWS
C. THE SEDIMENT CONTROL DEVICE SHALL BE INSPECTED DAILY BY THE CONTRACTOR AND MAINTAINED A MINIMUM OF ONCE PER MONTH AND WITHIN THE 24 HOURS FOLLOWING A STORM EVENT
D. SUBSTITUTION OF A SHEET OF FILTER FABRIC PLACED OVER THE OPENING OF THE INLET IS NOT APPROVED

2 EC01 CATCH BASIN SEDIMENT FILTER BAG NTS



NOTES:
A. BURY BOTTOM OF FILTER FABRIC 6" MIN VERTICALLY BELOW FINISHED GRADE
B. UTILIZE 2" x 2" FIR, PINE, OR STEEL FENCE POSTS TO ANCHOR FENCING
C. ATTACH FENCING TO POSTS USING STITCHED LOOPS INSTALLED ON UPHILL SIDE OF SLOPE
D. COMPACT THE NATIVE FILL IN ALL AREAS OF FILTER FABRIC TRENCH
E. ACCUMULATED SEDIMENT CAN BE ALLOWED TO REACH NO MORE THAN ONE-THIRD OF THE SEDIMENT FENCE HEIGHT

3 EC01 SEDIMENT FENCE NTS

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EROSION AND SEDIMENT CONTROL PLAN AND DETAILS

SHEET
EC01

JOB NO. **2220182.00**

LAND USE SUBMITTAL 04/19/23

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	SIZE	
	ACER CIRCINATUM VINE MAPLE	MULTI-TRUNK, 8' HT.	
	CARPINUS BETULUS 'FRANS FONTAINE' FRANS FONTAINE HORNBEAM	2.5" CAL.	
	RHAMNUS PURSHIANA CASCARA	2.5" CAL.	
	THUJA PLICATA 'HOGAN' HOGAN CEDAR	8' HT. MIN.	
SHRUBS	BOTANICAL / COMMON NAME	SIZE	SPACING
	CORNUS SERICEA 'FARROW' ARCTIC FIRE® RED TWIG DOGWOOD	5 GAL.	48" o.c.
	FOTHERGILLA GARDENII DWARF FOTHERGILLA	2 GAL.	24" o.c.
	HELLEBORUS ORIENTALIS LENTEN ROSE	2 GAL.	12" o.c.
	JUNCUS PATENS 'ELK BLUE' SPREADING RUSH	2 GAL.	24" o.c.
	MAHONIA AQUIFOLIUM OREGON GRAPE	5 GAL.	60" o.c.
	POLYSTICHUM MUNITUM WESTERN SWORD FERN	2 GAL.	24" o.c.
	SYMPHORICARPOS ALBUS COMMON WHITE SNOWBERRY	2 GAL.	24" o.c.
	VACCINIUM OVATUM 'VACSID1' SCARLET OVATION™ EVERGREEN HUCKLEBERRY	5 GAL.	48" o.c.
GROUND COVERS	BOTANICAL / COMMON NAME	SIZE	SPACING
	ARCTOSTAPHYLOS UVA-URSI KINNIKINNICK	---	18" o.c.
	EPIMEDIUM GRANDIFLORUM 'DARK SIDE' DARK SIDE BARRENWORT	---	18" o.c.
	GRAVEL	---	

SITE INFORMATION

JURISDICTION	MOLALLA, OR
STORMWATER	CITY OF MOLALLA
SITE AREA	69,129 SF
LANDSCAPE AREA	8,160 SF

SHEET INDEX

TABLE OF ABBREVIATIONS

ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE	MAX	MAXIMUM
B&B	BALL AND BURLAP	MIN	MINIMUM
CAL	CALIPER	MIX	MIXTURE
CONC	CONCRETE	NTS	NOT TO SCALE
DEG	DEGREE	OC	ON CENTER
DIA/Ø	DIAMETER	POC	POINT OF CONNECTION
DWGS	DRAWING	PVC	POLY VINYL CHLORIDE
ELL	ELBOW	SCH	SCHEDULE
EQ	EQUAL	SF	SQUARE FOOT
FT	FEET/FOOT	SPEC	SPECIFICATION
GAL	GALLON	TYP	TYPICAL
GALV	GALVANIZED	X	TIMES
H/HT	HEIGHT		

LANDSCAPE NOTES

GENERAL

1. CONTRACTOR SHALL CONFIRM ALL EXISTING CONDITIONS PRIOR TO COMMENCING WORK.
2. CALL BEFORE YOU DIG. CONTRACTOR SHALL VERIFY INVERT ELEVATIONS OF ALL UNDERGROUND UTILITIES AND NOTIFY LANDSCAPE ARCHITECT IF THERE ARE ANY DISCREPANCIES WITH PLANTING ROOT ZONES. TO REQUEST LOCATES FOR PROPOSED EXCAVATION CALL 1-800-332-2344 (OR 811) IN OREGON.
3. NOTIFY THE OWNER OR OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES OR CONFLICTS WITH EXISTING CONDITIONS PRIOR TO COMMENCEMENT OF ANY WORK.
4. LOCATION OF EXISTING TREES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF WORK.
5. DAMAGE TO EXISTING CONCRETE CURB, ASPHALT PAVING, OR OTHER STRUCTURE SHALL BE REPAIRED OR REPLACED TO PRE CONSTRUCTION CONDITIONS.
6. CONTRACTOR SHALL COORDINATE WITH THE OWNER ANY DISRUPTION TO VEHICULAR CIRCULATION PRIOR TO COMMENCEMENT OF ANY WORK.

PLANTING

1. ALL EXISTING TREES, PLANTS, AND ROOTS SHALL BE PROTECTED FROM DAMAGE FROM ANY CONSTRUCTION PREPARATION, REMOVAL OR INSTALLATION ACTIVITIES WITHIN AND ADJACENT TO PROJECT LIMITS.
2. SHRUBS ADJACENT TO PARKING AREAS SHALL BE PLANTED 2 FT MINIMUM AWAY FROM THE BACK OF CURB. SHRUBS AND GROUNDCOVER ALONG OTHER PAVEMENT EDGES SHALL BE PLANTED A MINIMUM OF ONE HALF THEIR ON CENTER SPACING AWAY FROM PAVEMENT EDGE.
3. ALL PLANT MATERIAL SHALL BE HEALTHY NURSERY STOCK, WELL BRANCHED AND ROOTED, FULL FOLIAGE, FREE FROM INSECTS, DISEASES, WEEDS, WEED ROT, INJURIES AND DEFECTS WITH NO LESS THAN MINIMUMS SPECIFIED IN AMERICAN STANDARDS FOR NURSERY STOCK, ANSI Z60.1-2004.
4. TREES IN THE RIGHT OF WAY SHALL BE TALL ENOUGH TO BE LIMBED UP TO AT LEAST 8 FT ABOVE DRIVE SURFACE GRADE WHILE MAINTAINING ENOUGH BRANCHES TO SUPPORT HEALTHY GROWTH.
5. DO NOT PLANT TREES ABOVE WATERLINES, UTILITIES, OR OTHER UNDERGROUND PIPING.
6. IF DISTURBANCE IS NECESSARY AROUND EXISTING TREES, CONTRACTOR SHALL PROTECT THE CROWN AND ALL WORK WITHIN THE TREE DRIPZONE SHALL BE LIMITED TO THE USE OF HAND TOOLS AND MANUAL EQUIPMENT ONLY.
7. REPLACE, REPAIR AND RESTORE DISTURBED LANDSCAPE AREAS DUE TO GRADING, TRENCHING OR OTHER REASONS TO PRE-CONSTRUCTION CONDITION AND PROVIDE MATERIAL APPROVED BY THE OWNER AND OWNER'S REPRESENTATIVE.
8. EXISTING AREAS PROPOSED FOR NEW PLANT MATERIAL SHALL BE CLEARED AND LEGALLY DISPOSED UNLESS SO NOTED.
9. A SOILS ANALYSIS, BY AN INDEPENDENT SOILS TESTING LABORATORY RECOGNIZED BY THE STATE DEPARTMENT OF AGRICULTURE, SHALL BE USED TO RECOMMEND AN APPROPRIATE PLANTING SOIL AND/OR SPECIFIED SOIL AMENDMENTS.
10. TOPSOIL SHALL BE AMENDED AS RECOMMENDED BY AN INDEPENDENT SOILS TESTING LABORATORY AND AS OUTLINED IN THE SPECIFICATION.
11. ALL LANDSCAPED AREAS SHALL BE COVERED BY A LAYER OF ORGANIC MULCH TO A MINIMUM DEPTH OF 2-INCHES.

IRRIGATION

1. UNLESS OTHERWISE INDICATED, ALL NEW LANDSCAPE AREAS TO BE IRRIGATED WITH A FULLY AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. PROVIDE LOOP SYSTEM FOR OPTIMUM EFFICIENCY.
2. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS (IRRIGATION PLANS) TO LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION. DRAWINGS TO INDICATE HEAD TYPE, GALLONS PER MINUTE, LATERAL LINES, AND BE AT MINIMUM SCALE OF 1"=20'
3. CONTRACTOR TO DETERMINE STATIC WATER PRESSURE AT THE P.O.C. PRIOR TO PREPARING SHOP DRAWINGS.
4. CONTRACTOR SHALL ESTABLISH MINIMUM PRESSURE AND MAXIMUM DEMAND REQUIREMENTS FOR IRRIGATION SYSTEM DESIGN, AND PROVIDE INFORMATION IN AN IRRIGATION SCHEDULE.
5. IRRIGATION SYSTEM AS DESIGNED AND INSTALLED SHALL PERFORM WITHIN THE TOLERANCES AND SPECIFICATIONS OF THE SPECIFIED MANUFACTURERS.
6. SYSTEM SHALL BE DESIGNED TO SUPPLY MANUFACTURER'S SPECIFIED MINIMUM OPERATING PRESSURE TO FARTHEST EMITTER FROM WATER METER.
7. SYSTEM SHALL PROVIDE HEAD TO HEAD COVERAGE WITHOUT OVERSPRAY ONTO BUILDING, FENCES, SIDEWALKS, PARKING AREAS, OR OTHER NON-VEGETATED SURFACES.
8. ALL IRRIGATION PIPE MATERIAL AND INSTALLATION SHALL CONFORM TO APPLICABLE CODE FOR PIPING AND COMPONENT REQUIREMENTS.
9. PROVIDE SLEEVING AT ALL AREAS WHERE PIPE TRAVELS UNDER CONCRETE OR HARD SURFACING.
10. VALVES SHALL BE WIRED AND INSTALLED PER MANUFACTURER'S RECOMMENDED INSTALLATION PROCEDURES AND CONNECTED TO THE IRRIGATION CONTROLLER.
11. MAINLINE LAYOUT IS DIAGRAMMATIC ONLY.
12. CONTROLLER TO BE MOUNTED ON BUILDING EXTERIOR. GENERAL CONTRACTOR TO COORDINATE LOCATION WITH OWNER'S REPRESENTATIVE.
13. ZONE THE FOLLOWING AREAS SEPARATELY: TEMPORARY AREAS, PERMANENT LANDSCAPE AREAS, AND TREES.
14. QUICK COUPLERS TO BE PLACED EVERY 300 LINEAR FEET MAX.
15. IRRIGATION SHALL BE WINTERIZED THROUGH LOW PRESSURE, HIGH VOLUME AIR BLOWOUT CONNECTION THROUGH QUICK COUPLER.
16. THE SYSTEM SHALL BE GRAVITY DRAINED. THE CONTRACTOR SHALL PROVIDE APPROPRIATE MANUAL DRAINS AT LOW POINTS.

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MOLALLA, OR 97038

REVISION SCHEDULE

Delta	Issued As	Issue Date

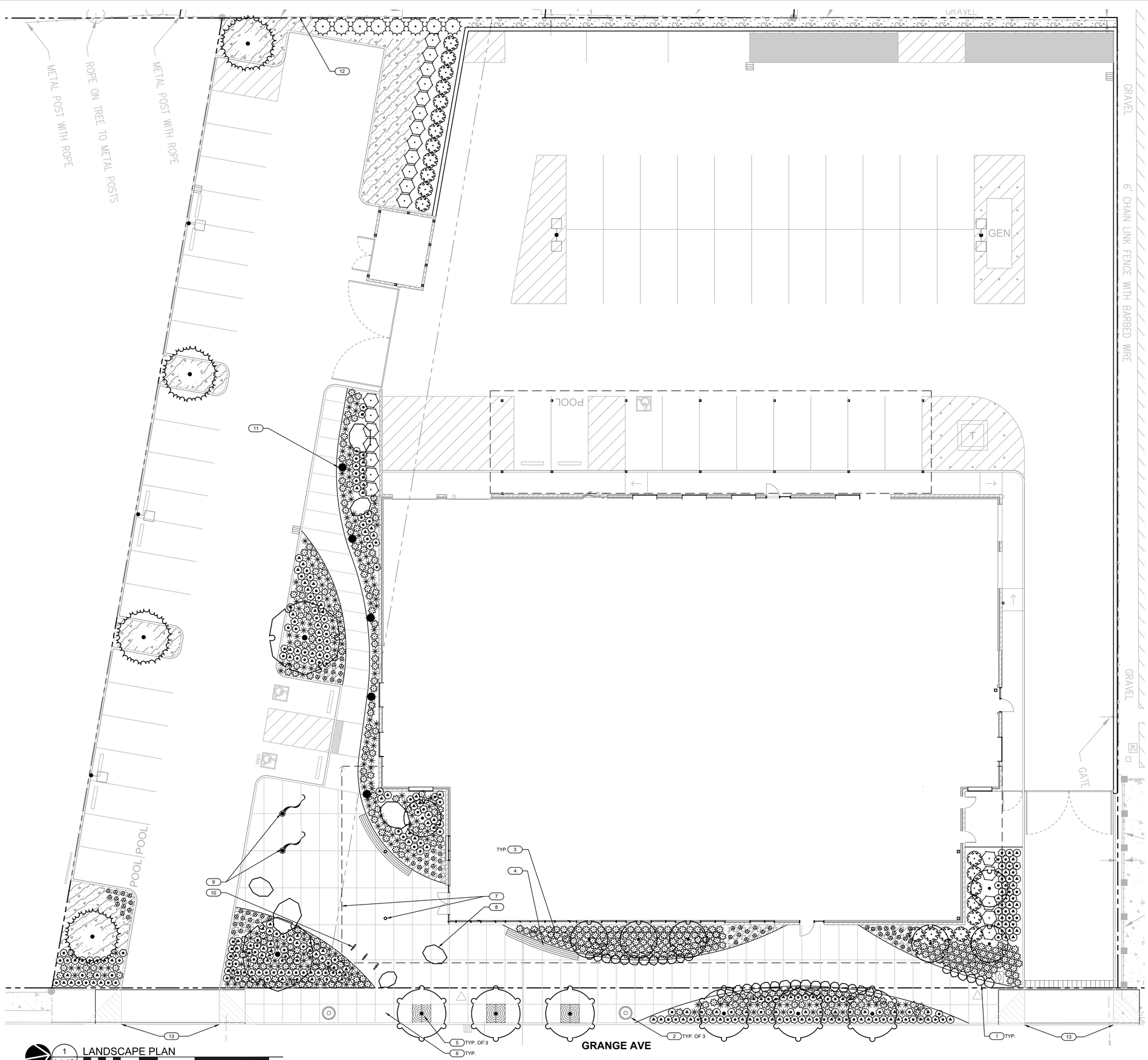
LANDSCAPE GENERAL INFORMATION AND PLANT SCHEDULE

SHEET
L0.01

JOB NO. **2220182.00**

THE SURVEY INFORMATION SHOWN AS A BACKGROUND SCREEN ON THIS SHEET IS SHOWN FOR REFERENCE ONLY AND IS BASED ON A SURVEY BY: NORTHWEST SURVEYING, DATE: SEPTEMBER 30, 2022 VERTICAL DATUM: NAVD 1988, HORIZONTAL DATUM: OREGON STATE PLAN COORDINATE SYSTEM: NORTH ZONE: NAD(83)

LAND USE SUBMITTAL 04/19/23



1 L1.10 LANDSCAPE PLAN

10 0 5 10 20 40

(IN FEET)

1 inch = 10 ft.

THE SURVEY INFORMATION SHOWN AS A BACKGROUND SCREEN ON THIS SHEET IS SHOWN FOR REFERENCE ONLY AND IS BASED ON A SURVEY BY: NORTHWEST SURVEYING, DATE: SEPTEMBER 30, 2022 VERTICAL DATUM: NAVD 1988, HORIZONTAL DATUM: OREGON STATE PLAN COORDINATE SYSTEM, NORTH ZONE, NAD(83)

PLANT KEY LEGEND

TREES	BOTANICAL / COMMON NAME
	ACER CIRCINATUM VINE MAPLE
	CARPINUS BETULUS 'FRANS FONTAINE' FRANS FONTAINE HORNBEAM
	RHAMNUS PURSHIANA CASCARA
	THUJA PLICATA 'HOGAN' HOGAN CEDAR

SHRUBS	BOTANICAL / COMMON NAME
	CORNUS SERICEA 'FARROW' ARCTIC FIRE® RED TWIG DOGWOOD
	FOTHERGILLA GARDENII DWARF FOTHERGILLA
	HELLEBORUS ORIENTALIS LENTEN ROSE
	JUNCUS PATENS 'ELK BLUE' SPREADING RUSH
	MAHONIA AQUIFOLIUM OREGON GRAPE
	POLYSTICHUM MUNITUM WESTERN SWORD FERN
	SYMPHORICARPOS ALBUS COMMON WHITE SNOWBERRY
	VACCINIUM OVATUM 'VACSID1' SCARLET OVATION™ EVERGREEN HUCKLEBERRY

GROUND COVERS	BOTANICAL / COMMON NAME
	ARCTOSTAPHYLOS UVA-URSI KINNIKINNICK
	EPIMEDIUM GRANDIFLORUM 'DARK SIDE' DARK SIDE BARRENWORT
	GRAVEL

NOTE: SEE PLANT SCHEDULE ON L0.01 FOR PLANT SIZE AND SPACING.

KEY NOTES

1. 24" DIAM. X 48" (24" EXPOSED) HT. BASALT COLUMNS WITH SPLIT TOPS.
2. CITY STANDARD STREET LIGHT
3. PLANTING AREA WITH TREES, SHRUBS (5 GAL.) AND GROUNDCOVER (1 GAL.) IN 18" DEPTH OF AMENDED TOPSOIL
4. CONCRETE SEATWALL WITH CEDAR SLAT TOP; TYP OF 2 BENCHES
5. 2.5" CAL. STREET TREES IN CITY STANDARD TREE GRATES WITH 12"-18" ROOT BARRIERS
6. 4" TH. CONCRETE PAVING WITH TROWELED JOINTS.
7. CANOPY ABOVE; COLUMN
8. SILVER SPRINGS BOULDER, TYP. OF 7, 4'-6' W.
9. FLAGPOLES
10. 3 STAINLESS-STEEL 33" HT. BIKE RACK RINGS CAPABLE OF ATTACHEMENT IN TWO LOCATIONS
11. 5 BOLLARD LIGHTS ALONG PATH. SEE ELECTRICAL
12. EXISTING METAL FENCE
13. VISION CLEARANCE TRIANGLES

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LANDSCAPE PLAN

SHEET
L1.10

JOB NO. **2220182.00**

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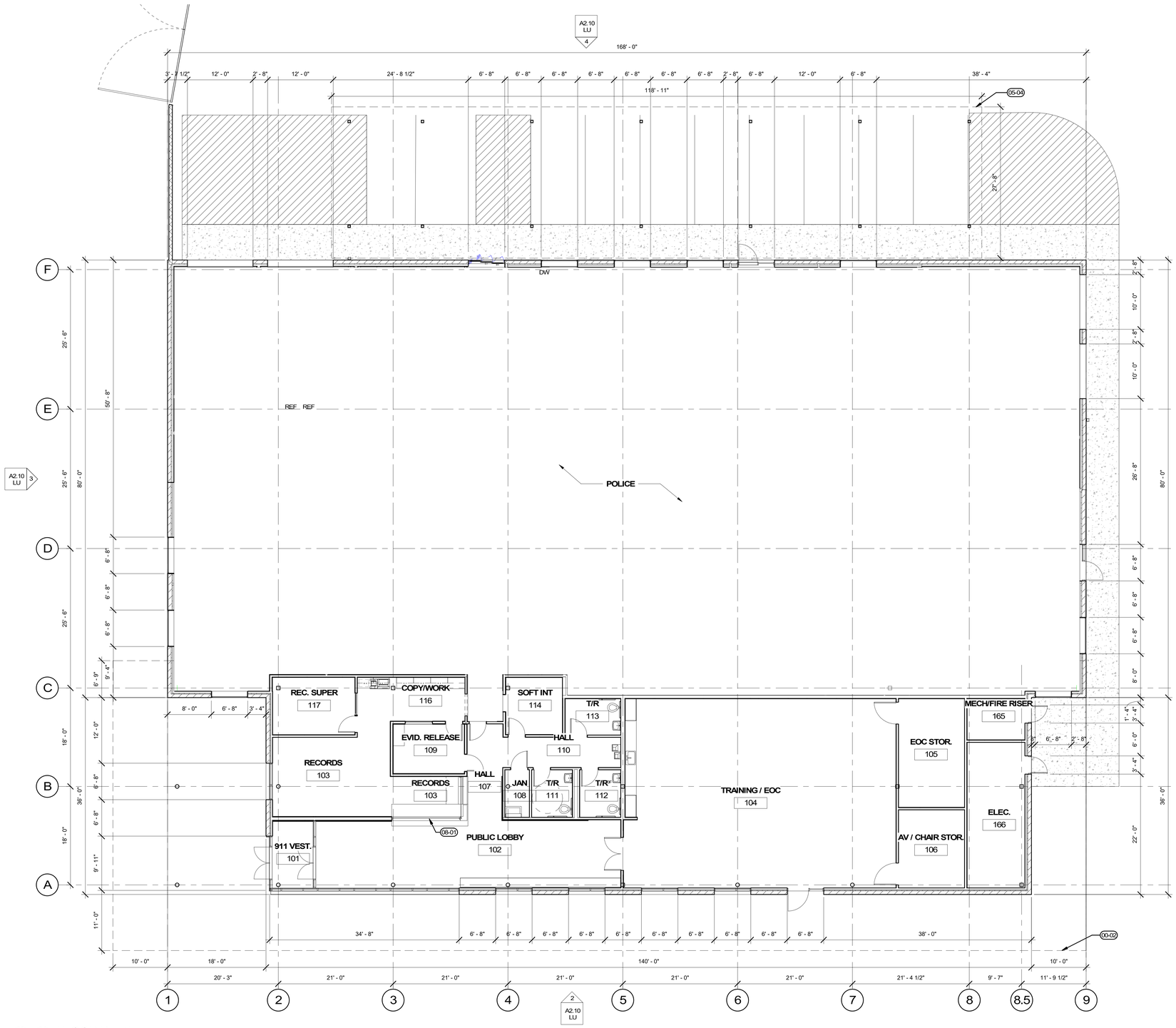

1 A1.10LU FLOOR PLAN
1/8" = 1'-0"

GENERAL NOTES

KEYNOTES

00-02	CANOPY LINE ABOVE
05-04	PRE-MANUFACTURED METAL CARPORT
08-01	ARMORTEX BULLET RESISTANT TRANSACTION WINDOW WITH SPEAKER SYSTEM DESIGN

LEGEND

- ? — KEYNOTE
- 0 / XX — GRIDLINE
- TYPICAL INTERIOR PARTITION, REF A0.02 AND TAG FOR SPECIFICS.

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SHEET TITLE:
FIRST FLOOR PLAN

SHEET
A1.10LU

JOB NO. **2220182.00**

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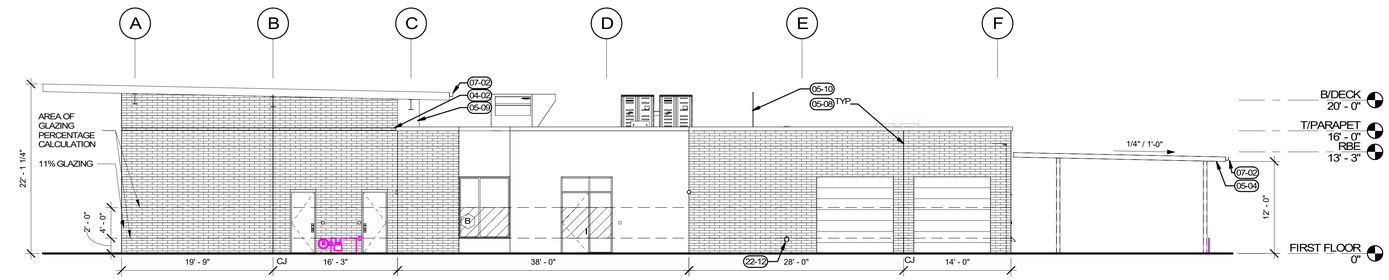
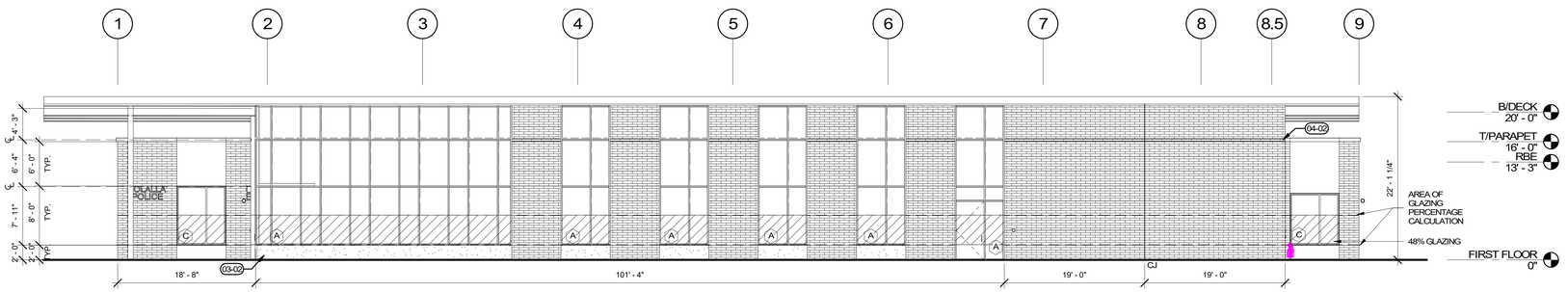
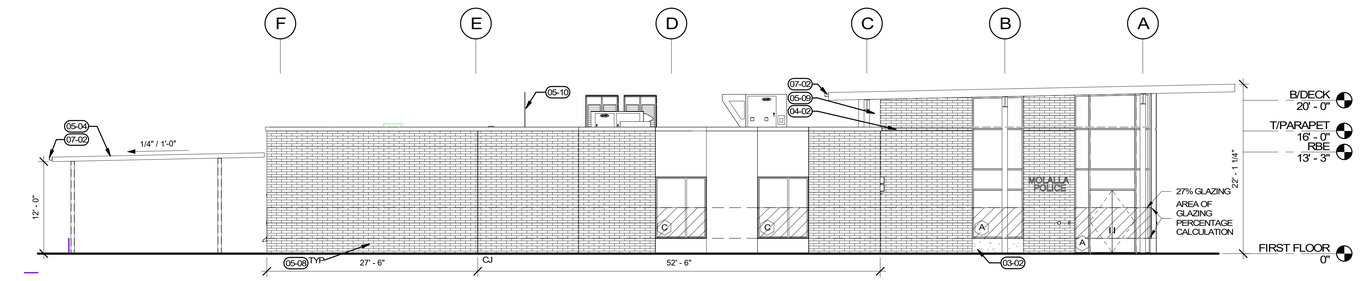


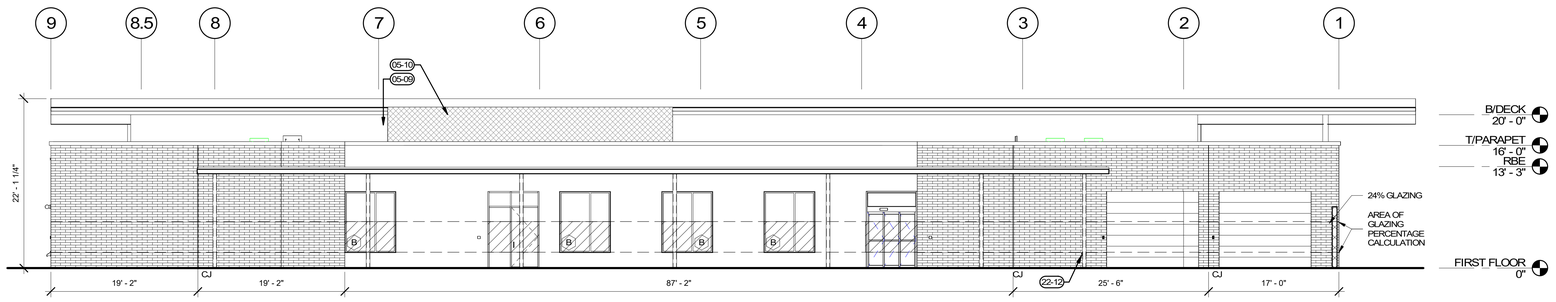
1 A2.10 LU NORTH ELEVATION
1/8" = 1'-0"



2 A2.10 LU EAST ELEVATION
1/8" = 1'-0"



3 A2.10 LU SOUTH ELEVATION
1/8" = 1'-0"



4 A2.10 LU WEST ELEVATION
1/8" = 1'-0"

GENERAL NOTES

A. MAINTAIN ½" PER FOOT MINIMUM SLOPE THROUGHOUT ROOF.
B. ALL ROOF ELEVATIONS TO BOTTOM OF DECK).
C. WALKWAY PADS ARE SHOWN SCHEMATICALLY. WALKWAY PADS SHOULD BE PROVIDED AT AREAS SHOWN AND TO INCLUDE ALL EQUIPMENT INSTALLATIONS, DOORWAYS, STAIR/LADDER LANDINGS, AND OTHER AREAS REQUIRING REGULAR MAINTENANCE.
D. CONTRACTOR TO PROVIDE COVERS, ENCLOSURES, AND/OR SEALANTS AT ALL ROOF PENETRATIONS, PIPES, CURBS, DUCTS, AND CONNECTIONS. COORDINATE AND REFER TO MECHANICAL/ELECTRICAL DISCIPLINES FOR ADDITIONAL INFORMATION.
E. PROVIDE SPLASHBLOCKS AT DOWNSPOUTS OF ALL ROOF ACCESSORY STRUCTURES.
F. PAINT ALL EXPOSED STEEL TO P-11

LEGEND

- MP-1, MORIN MX2 METAL PANEL, DARK BRONZE.
- SB-1, ATLAS STRUCTURAL BRICK, ASH.
- 6" MULLION
- 4" MULLION
- CJ — CONTROL JOINT
- (A) FROM SILL TO 9'-0" AFF TO BE LEVEL 3 BULLET RESISTANT GLAZING; ABOVE 9'-0" TO BE CLEAR INSULATED GLAZING UNIT
- (B) STOREFRONT WINDOWS
- (C) BULLET RESISTANT STOREFRONT

GLAZING PERCENTAGES

NORTH	11%
EAST	48%
SOUTH	27%
WEST	24%

KEYNOTES

03-02	CONCRETE STEM WALL
04-02	RECESS (1) BRICK HEIGHT AT 16'-0" AFF AT HIGH ROOT WALLS.
05-04	PRE-MANUFACTURED METAL CARPORT
05-08	CONTROL JOINT WITH ALUMINUM ANGLES
05-09	METAL PANEL WALL ON METAL STUD
05-10	SCREEN WALL WITH MORIN MX2 METAL PANEL. COLOR TO MATCH METAL SIDING
07-02	METAL GUTTER - FINISH ANODIZED DARK BRONZE
22-12	ROOF OVERFLOW DRAIN TO S.S. COW'S TONGUE

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SHEET TITLE:
BUILDING ELEVATIONS

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A2.10 LU

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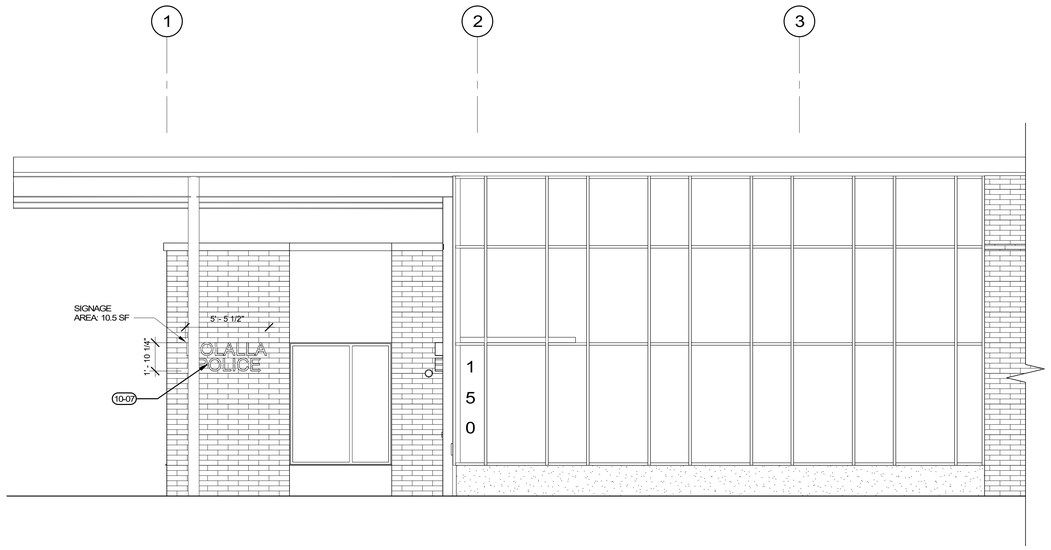
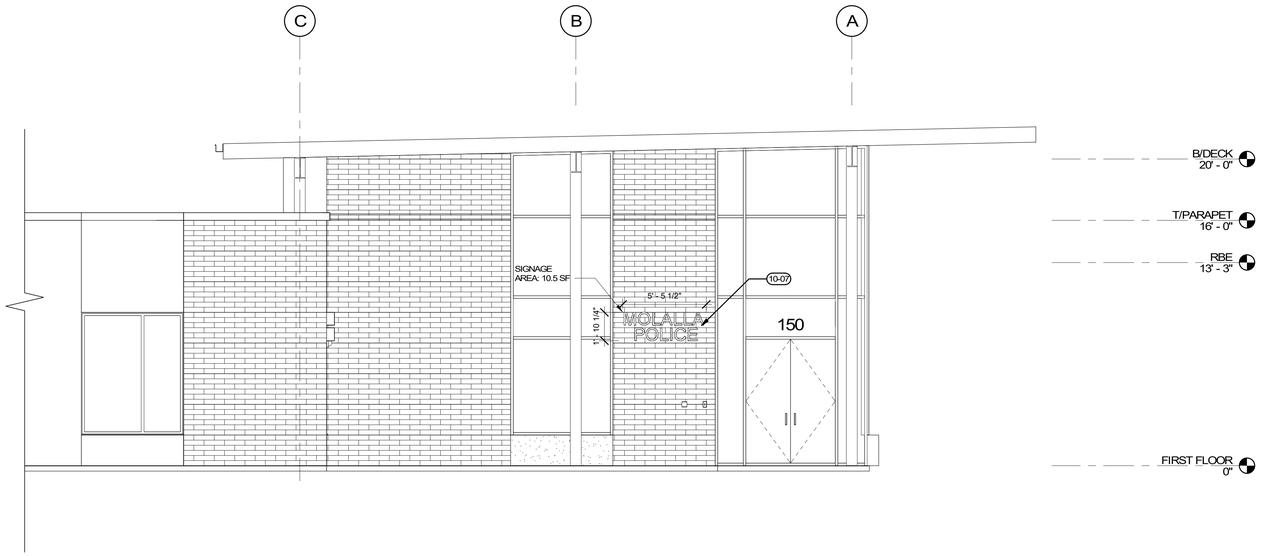


2 EAST ELEVATION
A2.11LU 1/4" = 1'-0"



3 SOUTH ELEVATION
A2.11LU 1/4" = 1'-0"

GENERAL NOTES

A. MAINTAIN ¼" PER FOOT MINIMUM SLOPE THROUGHOUT ROOF.
B. ALL ROOF ELEVATIONS TO BOTTOM OF DECK).
C. WALKWAY PADS ARE SHOWN SCHEMATICALLY. WALKWAY PADS SHOULD BE PROVIDED AT AREAS SHOWN AND TO INCLUDE ALL EQUIPMENT INSTALLATIONS, DOORWAYS, STAIR/LADDER LANDINGS, AND OTHER AREAS REQUIRING REGULAR MAINTENANCE.
D. CONTRACTOR TO PROVIDE COVERS, ENCLOSURES, AND/OR SEALANTS AT ALL ROOF PENETRATIONS, PIPES, CURBS, DUCTS, AND CONNECTIONS. COORDINATE AND REFER TO MECHANICAL/ELECTRICAL DISCIPLINES FOR ADDITIONAL INFORMATION.
E. PROVIDE SPLASHBLOCKS AT DOWNSPOUTS OF ALL ROOF ACCESSORY STRUCTURES.
F. PAINT ALL EXPOSED STEEL TO P-11

LEGEND

- MP-1, MORIN MX2 METAL PANEL, DARK BRONZE.
- SB-1, ATLAS STRUCTURAL BRICK, ASH.
- 6" MULLION
- 4" MULLION
- CJ — CONTROL JOINT
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- (B) STOREFRONT WINDOWS
- (C) BULLET RESISTANT STOREFRONT

KEYNOTES

10-07 METAL RAISED LETTER SIGNAGE PAINTED DARK BRONZE TO MATCH STOREFRONT

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SHEET TITLE:
SIGNAGE EXHIBITS

SHEET
A2.11LU

JOB NO. **2220182.00**

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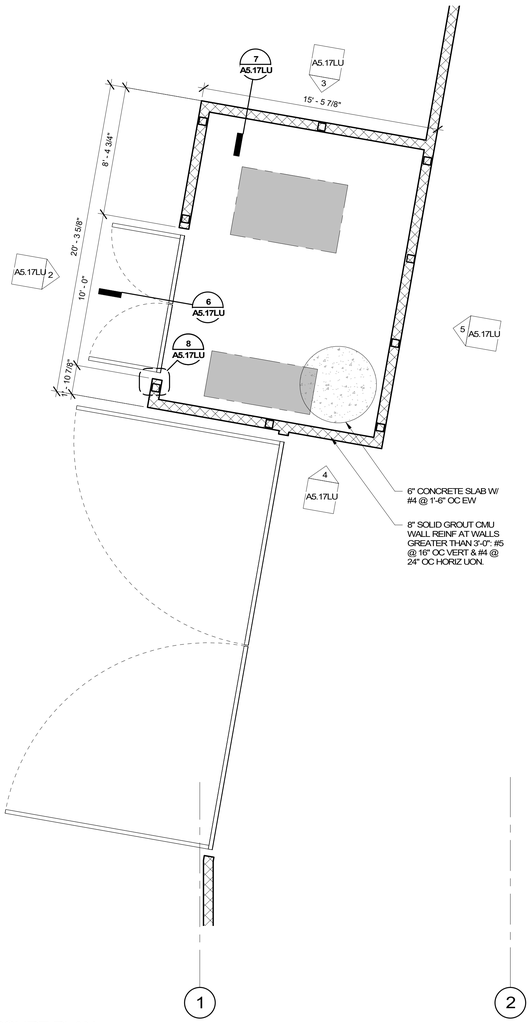
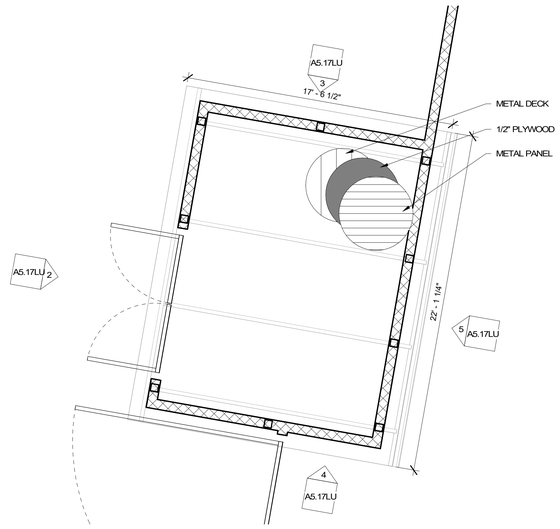
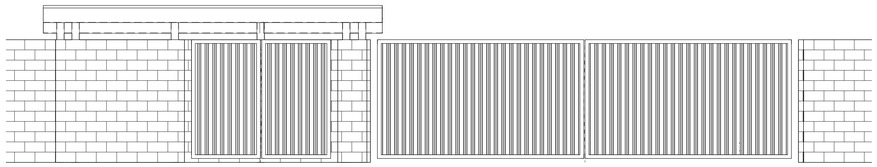
Autodesk Docs://Molalla Police/182-Molalla Police-V22-A.rvt 4/20/2023 8:34:01 AM As indicated



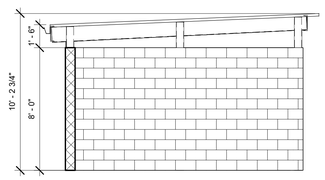
1 TRASH ENCLOSURE PLAN
A5.17LU 1/4" = 1'-0"



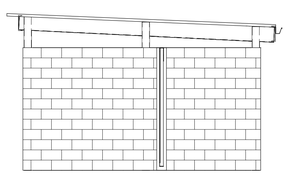
10 TRASH ENCLOSURE ROOF PLAN
A5.17LU 1/4" = 1'-0"



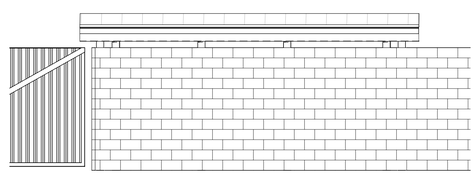
2 FRONT ELEVATION
A5.17LU 1/4" = 1'-0"



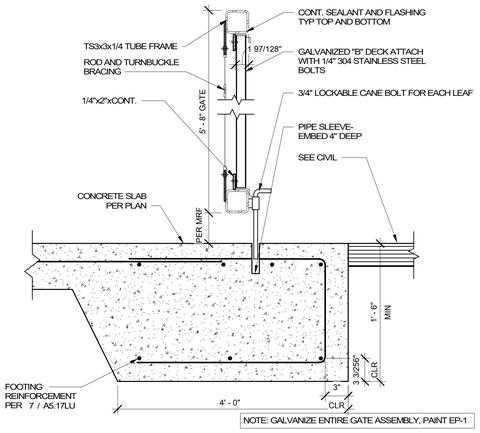
3 LEFT ELEVATION
A5.17LU 1/4" = 1'-0"



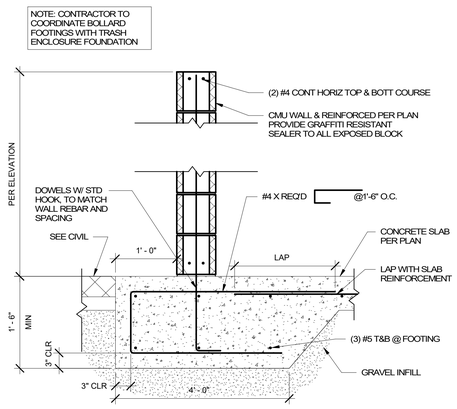
4 RIGHT ELEVATION
A5.17LU 1/4" = 1'-0"



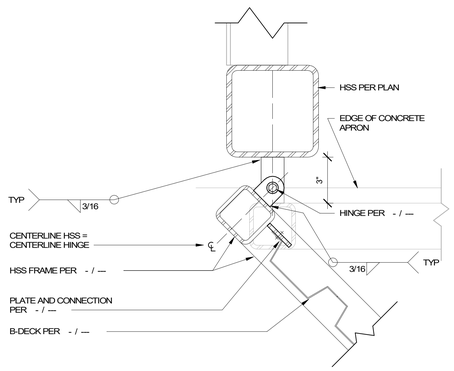
5 REAR ELEVATION
A5.17LU 1/4" = 1'-0"



6 GATE SECTION
A5.17LU 1 1/2" = 1'-0"



7 TRASH ENCLOSURE SECTION
A5.17LU 1" = 1'-0"



8 GATE DETAIL
A5.17LU 3" = 1'-0"

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SHEET TITLE:
TRASH ENCLOSURE

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A5.17LU

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LUMINAIRE SCHEDULE

TYPE	DESCRIPTION	MOUNTING	FINISH	BUG RATING	MANUFACTURER / MODEL	NOTES
'A'	RECESSED LED 2x2 TROFFER	RECESSED	N/A	N/A	LITHONIA ENVEX	
'B'	SUSPENDED LED STRIP LIGHT - 4'L	SUSPENDED; BOTTOM OF FIXTURE 9'-6" AFF U.O.N. ON DRAWING	TBD	N/A	CREE LS4	
'C4'	SUSPENDED LED LINEAR DIRECT - 4'L	SUSPENDED; BOTTOM OF FIXTURE 10'-0" AFF U.O.N. ON DRAWING	TBD	N/A	METALUMEN RAIL 2	
'C8'	SUSPENDED LED LINEAR DIRECT - 8'L	SUSPENDED; BOTTOM OF FIXTURE 10'-0" AFF U.O.N. ON DRAWING	TBD	N/A	METALUMEN RAIL 2	
'D'	RECESSED LED DOWNLIGHT - 4"DIA.	RECESSED	TBD	N/A	LUMENPULSE LUMENCORE	
'F'	WALL MOUNTED LED DIRECT / INDIRECT SCONCE	WALL MOUNTED; MOUNTING HEIGHT AS INDICATED ON DRAWINGS	TBD	N/A	SISTEMALUX SLOT ROUND	
'SA1'	SINGLE HEAD POLE MOUNTED LED LUMINAIRE; TYPE 4 DISTRIBUTION	POLE MOUNTED AT 20'-0" AFG TO STRAIGHT, ROUND 6" DIA POLE	TBD	B1-U0-G2	GARDCO SIGNIFY	PROVIDE BACKLIGHT SHIELD. LUMINAIRE TO BE EQUIVALENT TO A FULL CUTOFF, FULLY SHIELDED LUMINAIRE.
'SA2'	DOUBLE HEAD POLE MOUNTED LED LUMINAIRE; TYPE 4 DISTRIBUTION	POLE MOUNTED AT 20'-0" AFG TO STRAIGHT, ROUND 6" DIA POLE	TBD	B2-U0-G2	GARDCO SIGNIFY	LUMINAIRE TO BE EQUIVALENT TO A FULL CUTOFF, FULLY SHIELDED LUMINAIRE.
'SB'	BOLLARD LED, 180° DISTRIBUTION	BOLLARD	TBD	N/A	LIGMAN	
'SC'	WALL MOUNTED LED DIRECT / INDIRECT SCONCE	WALL MOUNTED; BOTTOM OF FIXTURE 16"-0" AFG U.O.N. ON DRAWINGS	TBD	N/A	SISTEMALUX SLOT ROUND	
'SD'	WALL MOUNTED LED LINEAR DIRECT - LENGTH SHOWN ON DRAWINGS	WALL MOUNTED; BOTTOM OF FIXTURE 20'-0" AFG	TBD	B1-U0-G1	AXIS LIGHTING WET BEAM 4 LED	LUMINAIRE TO BE EQUIVALENT TO A FULL CUTOFF, FULLY SHIELDED LUMINAIRE.
'SF'	LED DOWNLIGHT BEACON INTEGRATED INTO TOP OF FLAGPOLE WITH INTERNAL WIRING TO BE RUN THROUGH FLAGPOLE. ROTATING TRUCK AND SPINDLE TO MOVE THE LIGHTS 359 DEGREES AS WIND DIRECTION MOVES FLAG.	INTEGRATED INTO TOP OF FLAGPOLE	TBD	N/A	CONCORD AMERICAN BEACON	LED BEACON CAN BE ORDERED FOR AN INTERNAL HALYARD OR AN EXTERNAL HALYARD CAM SYSTEM. THIS INFORMATION, PLUS THE DIAMETER OF TOP OF FLAGPOLE AND TOTAL HEIGHT OF FLAGPOLE MUST BE PROVIDED TO THE MANUFACTURER TO COORDINATE CORRECT WIRING CABLE LENGTHS AND ORDER CODE.
'SG'	IN-GROUND LED FLOODLIGHT; ASYMMETRICAL DISTRIBUTION	COORDINATE MOUNTING LOCATIONS WITH LANDSCAPE DRAWINGS	BRUSHED STAINLESS STEEL	N/A	BEGA-US 77008	DRIVER TO BE BY MANUFACTURER
'ST'	SINGLE HEAD POLE MOUNTED LED STREET LUMINAIRE; TYPE 4 DISTRIBUTION	POLE MOUNTED AT 20'-0" AFG TO STRAIGHT, ROUND 6" DIA POLE	TBD	B1-U0-G1	LEOTEK GREEN COBRA	LUMINAIRE TO BE EQUIVALENT TO A FULL CUTOFF, FULLY SHIELDED LUMINAIRE.

NOTES

1 THIS LUMINAIRE SCHEDULE IS NOT COMPLETE WITHOUT A COPY OF THE PROJECT MANUAL CONTAINING THE ELECTRICAL SPECIFICATIONS.

2 ALL SITE/AREA LUMINAIRES TO BE DIRECTED DOWNWARD AND TO BE FULLY SHIELDED AND FULL CUTOFF WHERE APPLICABLE.

3 DIMMING CONTROL PROTOCOL (0-10VDC, LINE VOLTAGE, DALI, ETC.) COMPATIBLE WITH LIGHTING CONTROL SYSTEM AS SPECIFIED AND SHOWN ON DRAWINGS.

4 PROVIDE +/- 12 INCH ADJUSTABILITY IN AIRCRAFT CABLE LENGTH WHERE USED.

5 COORDINATE ALL CEILING TYPES WITH LUMINAIRE LOCATIONS PRIOR TO ORDERING LUMINAIRES. COORDINATE INSTALLATION WITH REFLECTED CEILING PLAN.

6 SPECIFIED MANUFACTURERS ARE BASIS OF DESIGN. SUBMIT ALTERNATES FOR APPROVAL PRIOR TO BID CLOSE.

7 PROVIDE SUBMITTALS THAT INCLUDE THE LUMINAIRE, LAMP AND DRIVER INFORMATION OF EACH LUMINAIRE, WITH APPLICABLE OPTIONS CLEARLY CHECKED OR HIGHLIGHTED. SUBMITTALS NOT INCLUDING THIS INFORMATION WILL BE RETURNED AS REJECTED BY THE ENGINEER OF RECORD.

8 REMOTE BALLASTS/DRIVERS: UL LISTED FOR THEIR APPLICATION. BALLASTS/DRIVERS MARKED AS UL RECOGNIZED COMPONENT BUT NOT UL LISTED ARE SUBJECT TO REMOVAL AND REPLACEMENT AT NO COST TO OWNER.

9 LABEL ALL REMOTE DRIVERS TO SHOW LUMINAIRE TYPE IDENTIFICATION AND SOURCE CIRCUIT. PROVIDE WIRING BETWEEN REMOTE DRIVER AND LUMINAIRE AS RECOMMENDED BY MANUFACTURER. DO NOT EXCEED MAXIMUM DISTANCE RECOMMENDED BY MANUFACTURER BETWEEN DRIVER AND FURTHEST LUMINAIRE.

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DESIGN DRIVEN | CLIENT FOCUSED

Client
CITY OF MOLALLA

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PO BOX 248
MOLALLA, OR 97038

Project
MOLALLA POLICE DEPARTMENT

150 GRANGE AVENUE
MOLALLA, OR 97038

INTERFACE ENGINEERING
PROJECT 2022-0708
CONTACT Alex Magee
100 SW Main Street, Suite 1600
Portland, OR 97204
TEL 503.382.2266
www.interfaceengineering.com

REGISTERED PROFESSIONAL ENGINEER
OREGON
DEC. 12, 2003
ROSS BARGHOLZ
PRELIMINARY
EXPIRES: 12/31/23

REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
LUMINAIRE SCHEDULE - ELECTRICAL

DRAWN BY: Author

CHECKED BY: Checker

SHEET
E0.02

JOB NO. **2220182.00**

LAND USE SUBMITTAL 04/19/23

GENERAL SHEET NOTES

A. LOCATIONS OF ALL UTILITY INFRASTRUCTURE INCLUDING UTILITY TRANSFORMER, POWER POLES, VAULTS AND ROUTING OF PRIMARY AND SECONDARY POWER RUNS ARE SUBJECT TO MOVE BASED ON UTILITY REQUIREMENTS. LOCATION SHOWN INDICATES BEST ESTIMATION OF THEIR REQUIREMENTS. SEE INCOMING ELECTRICAL SERVICE DIVISION OF RESPONSIBILITY – DISCLAIMER.

B. CONDUIT RUNS ARE SHOWN FOR DIAGRAMMATIC PURPOSES ONLY. CONFIRM AND COORDINATE FINAL LOCATIONS ON-SITE PRIOR TO ROUGH-IN. UNLESS OTHERWISE NOTED CONDUIT MUST BE RIGID PVC.

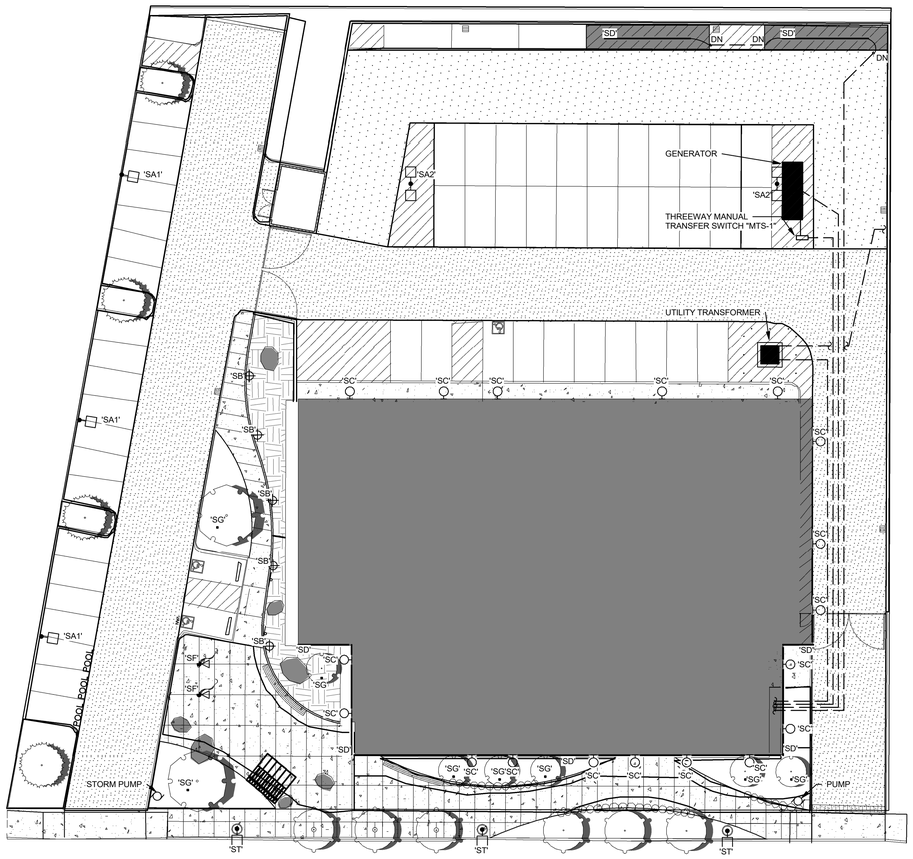
C. COORDINATE INSTALLATION OF ALL UNDERGROUND FEEDERS TO MAINTAIN MINIMUM CLEARANCES OF 6' FROM GAS LINES THAT RUN BESIDE FEEDERS AND 1' FROM GAS LINES THAT CROSS UNDERGROUND FEEDERS. ALSO MAINTAIN 10' FROM SANITARY, STORM AND WATER LINES THAT RUN PARALLEL TO UNDERGROUND FEEDERS.

D. NO WIRE SMALLER THAN NO. 10 AWG SHALL BE USED AS BRANCH CIRCUIT WIRING OF EXTERIOR LIGHTING.

E. REFER TO LANDSCAPE DRAWINGS FOR EXACT LOCATIONS OF LUMINAIRES.

F. THE INSTALLATION OF POLE BASES MUST BE COORDINATED ON SITE WITH ARCHITECTURAL AND CIVIL TRADES.

G. ALL WORK ON PRIMARY SIDE OF UTILITY TRANSFORMER IS SHOWN FOR REFERENCE ONLY. ALL CONSTRUCTION TO COMPLY WITH PGE STANDARDS AND BE COMPLETED AS DESIGNED BY PGE. PRIOR TO BID AND ANY CONSTRUCTION, CONTRACTOR IS RESPONSIBLE FOR CONTACTING PGE AND OBTAINING THEIR REQUIREMENTS IN WRITING.



GRANGE AVE

1 SITE PLAN - ELECTRICAL

0' 20' 40'

1" = 20'-0"

Incoming Electrical Service Division of Responsibility

	Contractor	Utility
Primary Conduit	X	
Primary Conductors		X
Trenching and Backfill	X	
Transformer		X
Transformer Pad / Vault	X	
Bollards	X	
Transformer Connections		X
Secondary Conduit	X	
Secondary Conductors		X
C/T Enclosure	X	
C/T's		X
Meter Base	X	
Meter		X
Electric Room Door Lock Box (obtain from power company)	X	
Reported Fault Current at Transformer	X	

Contacts:

Power Utility:
PGE

Notes:

1. Contact and coordinate all requirements and responsibilities with serving utility companies prior to submitting bid.

2. All service installation work shall be in strict compliance with the requirements of the serving utilities.

Disclaimer: Interface Engineering, Inc. has contacted the utilities but has not received in writing the final requirements from PGE. These drawings indicate our best estimation of their requirements. Prior to bid and prior to any construction contact the utilities and obtain in writing their requirements.

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Project
MOLALLA POLICE DEPARTMENT

150 GRANGE AVENUE
MOLALLA, OR 97038

INTERFACE ENGINEERING

PROJECT 2022-0708
CONTACT Alex Magee

100 SW Main Street, Suite 1600
Portland, OR 97204
TEL 503.382.2266
www.interfaceengineering.com

REGISTERED PROFESSIONAL ENGINEER
OREGON
JANUARY 12, 2005
CODY BARGHOLZ
PRELIMINARY
EXPIRES: 12/31/23

REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
SITE PLAN - ELECTRICAL

DRAWN BY: Alex Magee

CHECKED BY: Cody Bargholz

SHEET

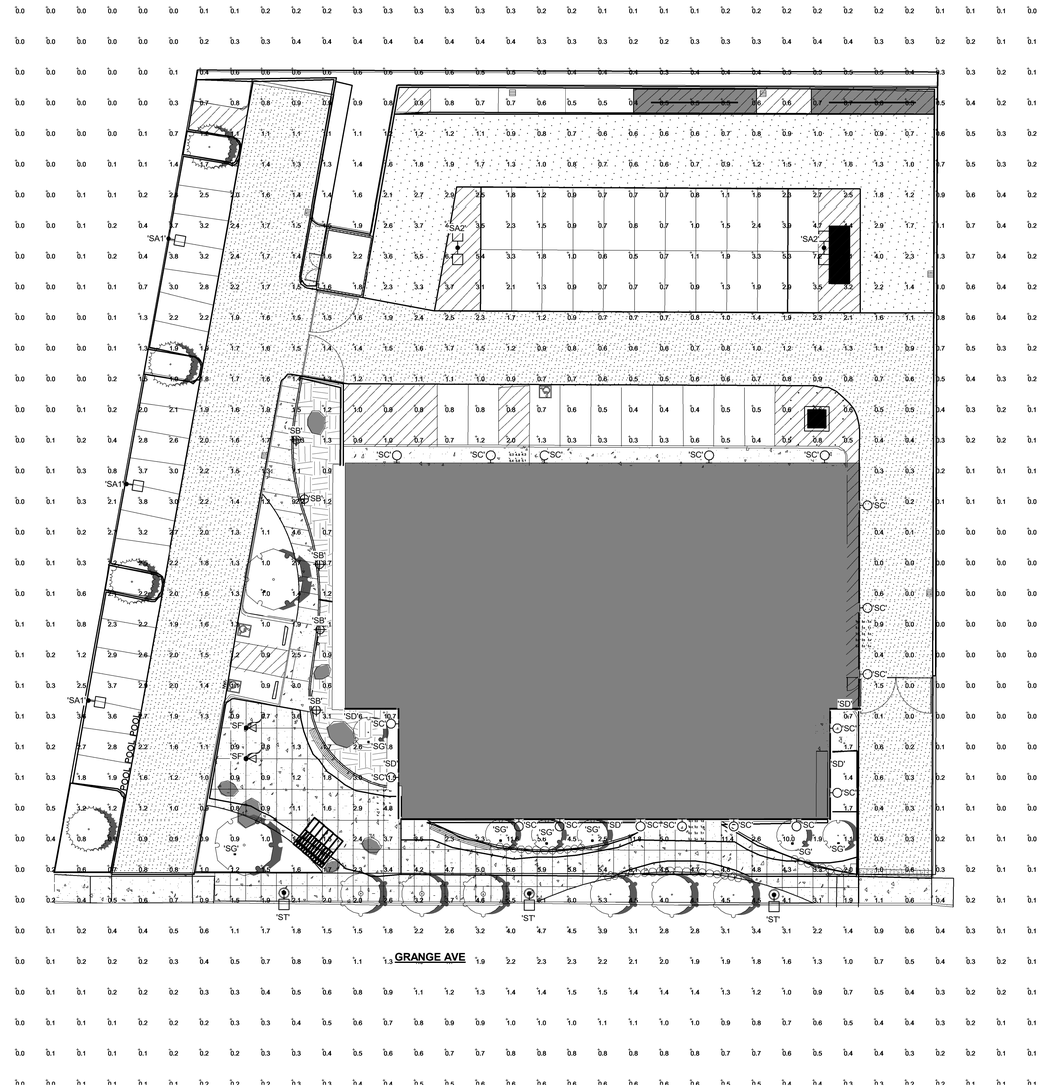
E1.00

JOB NO. **2220182.00**

LAND USE SUBMITTAL 04/19/23

Autodesk Docs://Molalla Police/182-Molalla Police-V22-MEP.rvt 4/18/2023 4:36:52 PM 1" = 20'-0"

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
East Entrance	Illuminance	Fc	4.55	12.1	1.8	2.53	6.72
Ground_Planar	Illuminance	Fc	1.29	92.2	0.0	N.A.	N.A.
North Entrance	Illuminance	Fc	2.66	15.1	0.4	6.65	37.75
South Entrance	Illuminance	Fc	6.08	20.0	3.9	1.79	5.13
West Entrance	Illuminance	Fc	5.28	6.4	4.3	1.23	1.49
Parking Lot	Illuminance	Fc	1.72	7.2	0.4	4.30	18.00
Walkway	Illuminance	Fc	2.94	8.5	1.1	2.67	7.73



1 SITE PLAN - ELECTRICAL

0' 8' 16' 32'

1" = 20'-0"

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REGISTERED PROFESSIONAL ENGINEER
OREGON
DEC. 12, 2003
CODY LOSS BARGHOLZ
PRELIMINARY
EXPIRES: 12/31/23

REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
PHOTOMETRIC SITE PLAN - ELECTRICAL

DRAWN BY: Alex Magee

CHECKED BY: Cody Bargholz

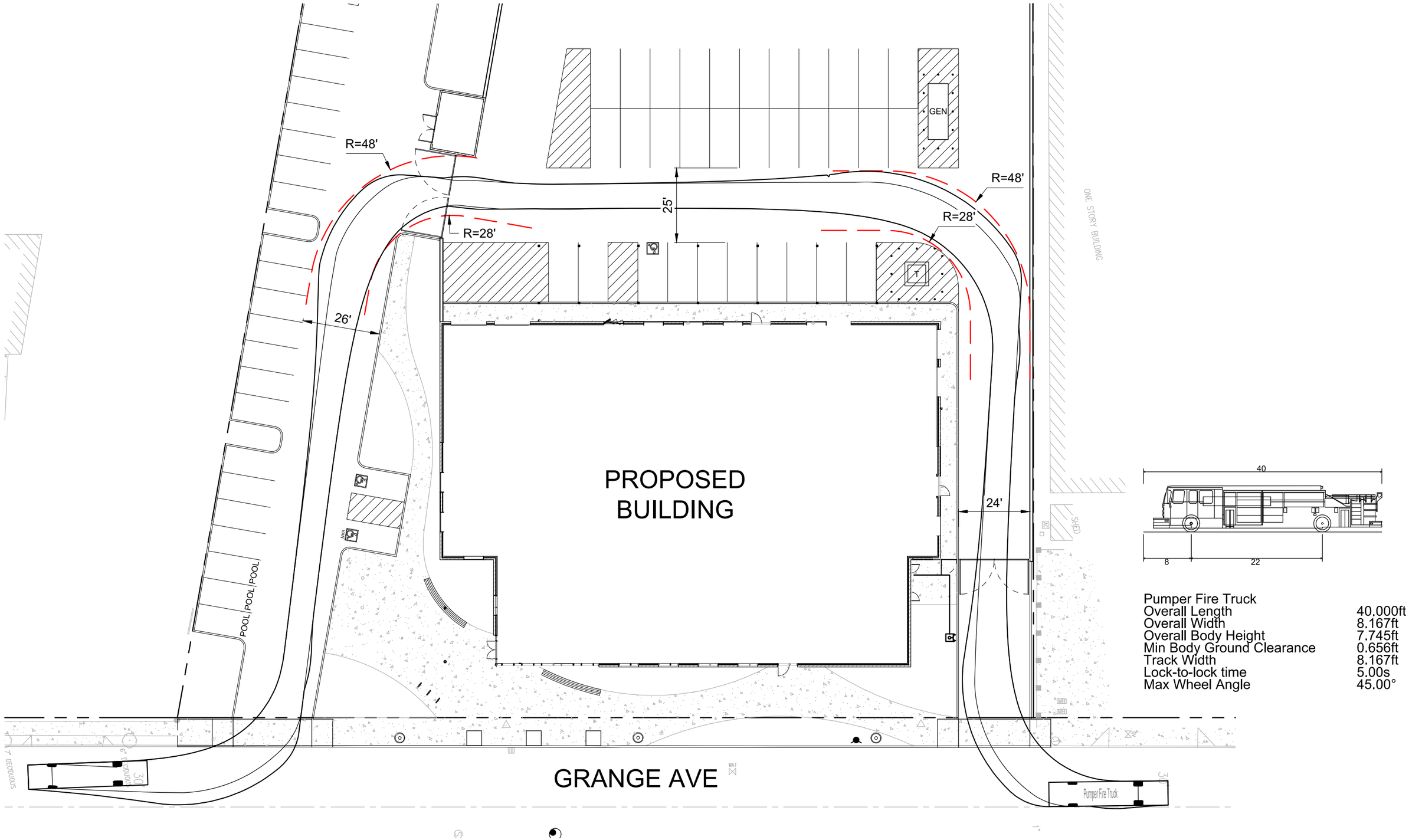
SHEET

E1.01

JOB NO. **2220182.00**

LAND USE SUBMITTAL 04/19/23

Autodesk Docs://Molalla Police/182-Molalla Police-V22-MEP.rvt 4/18/2023 4:37:04 PM 1" = 20'-0"



Pumper Fire Truck	
Overall Length	40.000ft
Overall Width	8.167ft
Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

MOLALLA POLICE
FIRE TRUCK TURNS

APRIL 05, 2023
Job # 2220182.00

SCALE: 1"=30'
0 15 30

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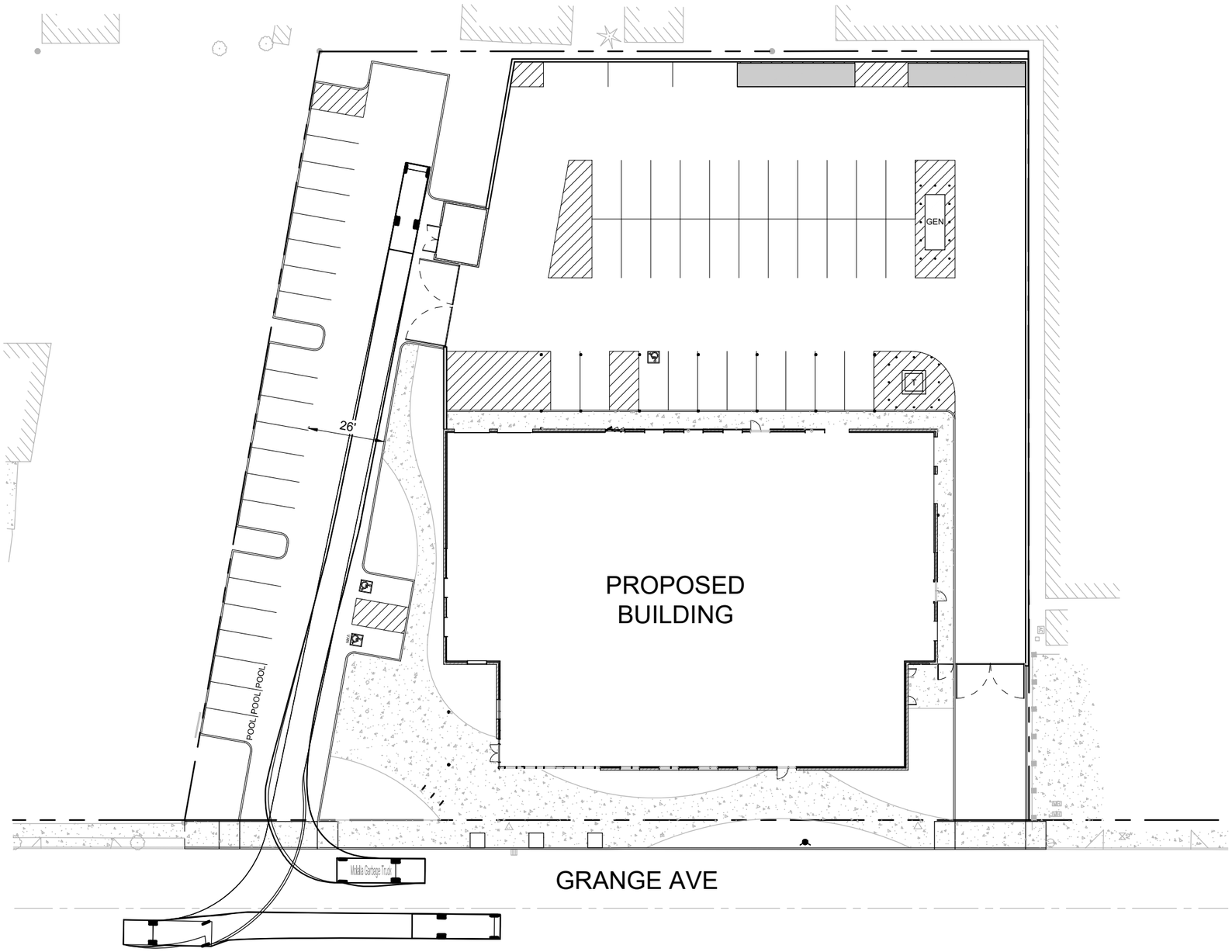
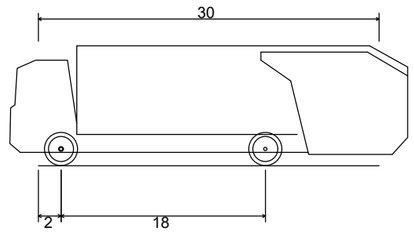
2220182\DRAWINGS\CIVIL\EXHIBITS\182-FIRETRUCKTURNS.DWG BTC 04/06/23 08:39 1:30





Molalla Garbage Truck	
Overall Length	30.000ft
Overall Width	8.375ft
Overall Body Height	10.546ft
Min Body Ground Clearance	1.000ft
Track Width	8.375ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	29.300ft

MOLALLA POLICE
GARBAGE TRUCK TURNS

APRIL 17, 2023
Job # 2220182.00

SCALE: 1"=40'
0 20 40

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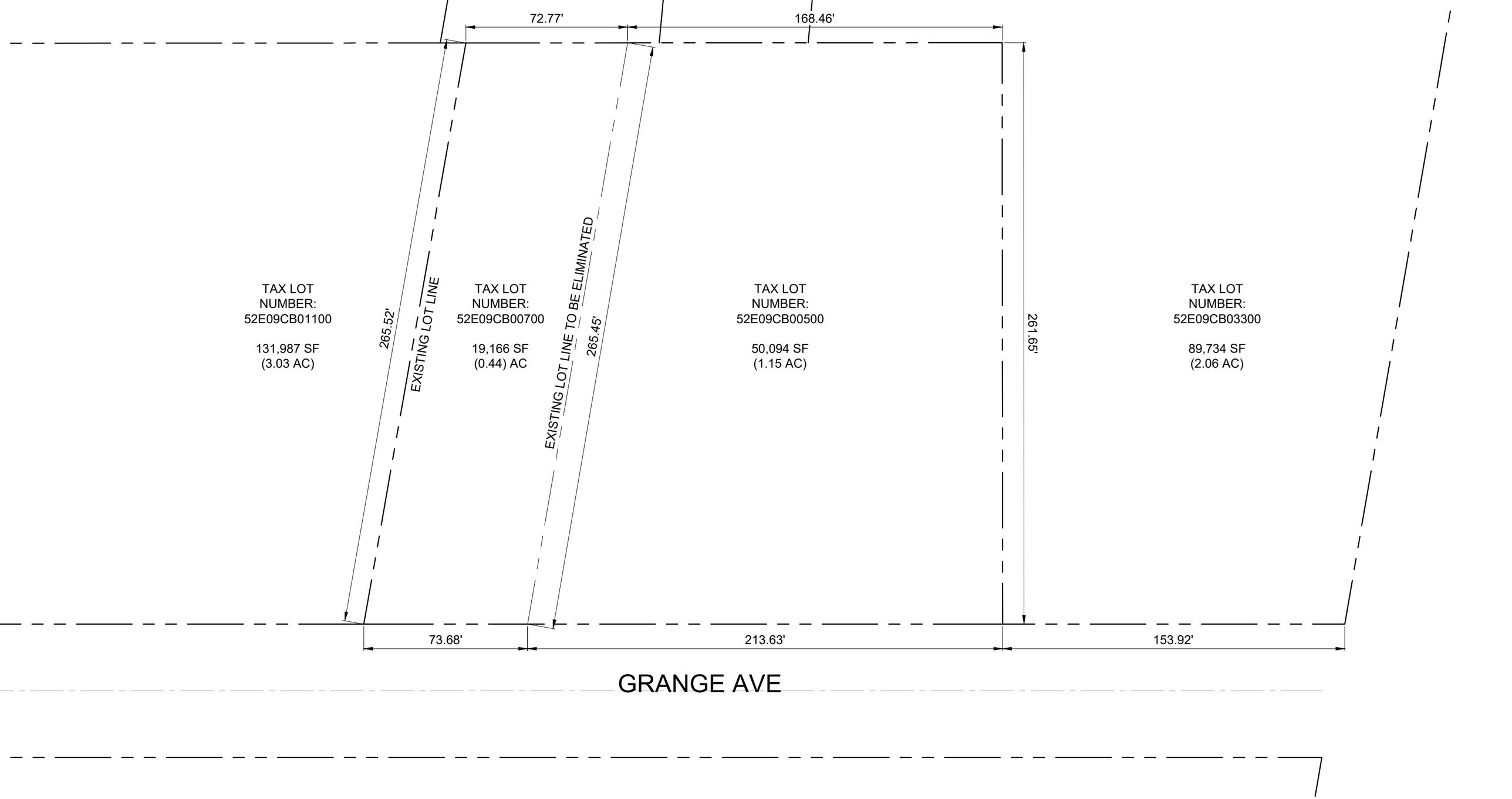
2220182000\DRAWINGS\CIVIL\EXHIBITS\182-TRUCK TURN_GARBAGE.DWG BTC 04/18/23 07:22 1:40



MOLALLA POLICE
EXISTING LOT LINES

MARCH 24, 2023
Job # 2220182.00

SCALE: 1"=40'
0 20 40

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2220182\00\DRAWINGS\CIVIL\EXHIBITS\182-PLA_EXISTING.DWG BTC 03/24/23 11:01 1:40

241.23'

TAX LOT
NUMBER:
52E09CB01100

131,987 SF
(3.03 AC)

265.52'

EXISTING LOT LINE

CONSOLIDATED PARCEL

69,260 SF
(1.59 AC)

261.65'

TAX LOT
NUMBER:
52E09CB03300

89,734 SF
(2.06 AC)

287.31'

153.92'

GRANGE AVE

MOLALLA POLICE
PROPOSED LOT CONSOLIDATION

MARCH 24, 2023
Job # 2220182.00

SCALE: 1"=40'

0 20 40

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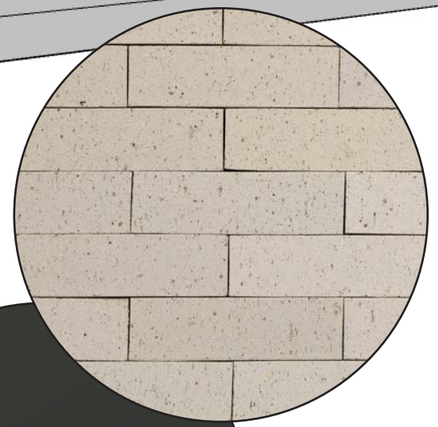
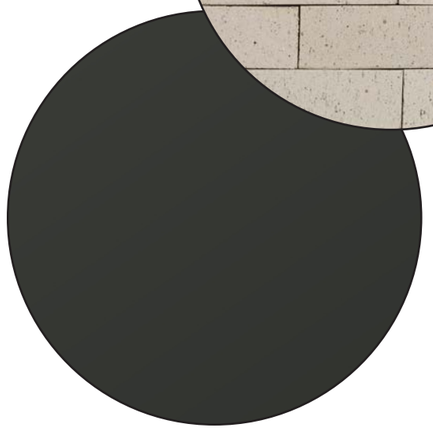
"2220182000" C:\TEMP\ACPUBLISH_17724\182-PLA_CONSOLIDATION.DWG BTC 03/24/23 11:03 1:40

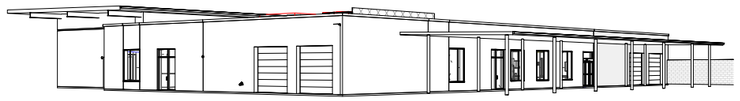
DOUGLAS FIR
CROSS-LAMINATED
TIMBER



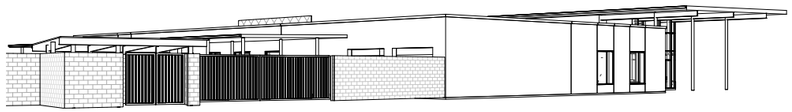
4 X 16 X 8
ATLAS STRUCTURAL
BRICK
RUNNING BOND



MORIN MX2
METAL PANEL
DARK BRONZE

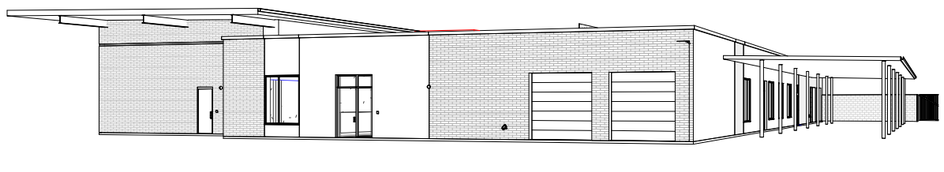


1 VIEW FROM ADJACENT N PROPERTY

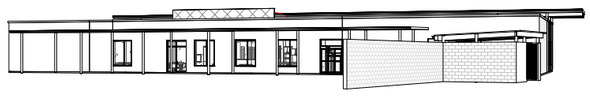


2 VIEW FROM SW PROPERTY LINE

3 VIEW FROM GRANGE AVE

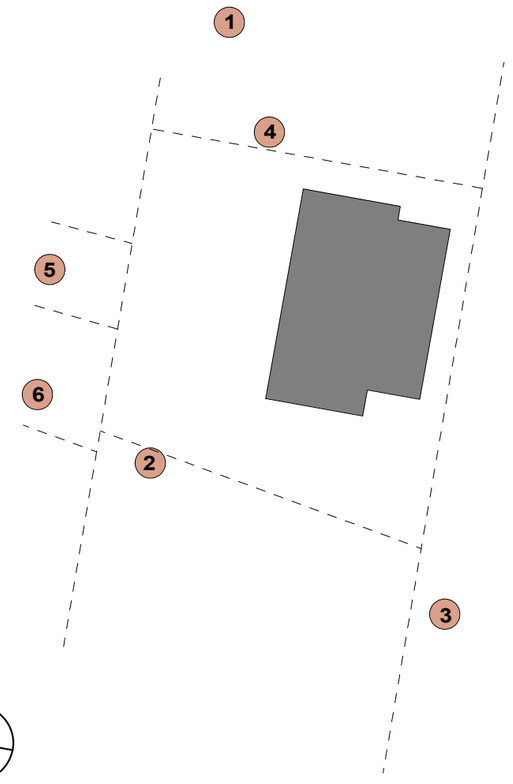


4 VIEW FROM N PROPERTY LINE



5 VIEW FROM ADJACENT WEST PROPERTY

6 VIEW FROM ADJACENT SW PROPERTY



MACKENZIE.

April 20, 2023

City of Molalla

Community Development Department
Attention: Mac Corthell, Community Development Director
PO Box 248
Molalla, OR 97038

Re: **Molalla Police**
Transportation Analysis Letter
Project Number 2220182.00

Dear Mac:

Mackenzie has prepared this Transportation Analysis Letter (TAL) for the proposed new Molalla Police facility located at 150 Grange Avenue in Molalla, Oregon. Based on our review, the proposed police facility is expected to generate fewer trips than the City's trip threshold for requiring a Transportation Impact Analysis (TIA) report.

INTRODUCTION

The City of Molalla is proposing to construct an approximately 18,000-square-foot (SF) police facility on the 1.15-acre and adjacent 0.44-acre lot owned by the City. The site is currently occupied by the Molalla Bowl bowling alley which will be demolished.

Existing police facilities are located at the nearby City Hall at 117 N Molalla Avenue.

BUILDING OPERATIONS

The building will be staffed by up to 34 total employees. This number includes 5 administrative staff and 7 police staff that work a standard daytime shift starting between 7 and 8 AM and finishing between 3 and 5 PM. There are four patrol shifts per day with 2-3 officers per shift. 2 of the 4 shift changes occur during the peak hours at 7 AM and 5 PM.

TRANSPORTATION IMPACT ANALYSIS

The thresholds for a TIA and TAL are outlined in the Molalla Development Code (MDC) Section 17-3.6.020. The City requires only a TAL for smaller developments anticipated to meet all of the following criteria:

- Development is expected to generate fewer than 25 peak hour trips.
- Development is not expected to impact intersections that currently fail City standards during peak hours.
- Development is not expected to significantly impact adjacent roadways/intersections with identified safety concerns or high volumes or pedestrians/bicyclists.
- Development is not expected to add 10 or more vehicles exceeding 20,000 pounds to adjacent streets.

Based on a review of trip generation estimates, we conclude only a TAL is required for the proposed police station, per MDC 17-3.6.020.A.4.a.

Trip Generation

Section 17-4.2.030 of the MDC states that trip estimates shall be based on the latest edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (now in its 11th edition) or an agreed-upon alternative methodology where credible data is available to support the alternative methodology.

Existing

The existing Molalla Bowl building will be demolished before the proposed police station is constructed. Trip generation estimates based on trip rates available for the "Bowling Alley" (Land Use Code (LUC) 437) are presented in Table 1.

TABLE 1 – EXISTING TRIP GENERATION

Land Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Bowling Alley	437	16.1 KSF	12	1	13	14	7	21	210*

*Note: Daily trip rates are not available for LUC 437 from ITE. Daily trip number has been estimated by 10x the PM peak hour trips.

As shown in Table 1, the 16 KSF bowling alley is estimated to generate 13 AM peak hour, 21 PM peak hour, and 210 daily trips.

Proposed

The most similar ITE land use to the proposed building is "Government Office Building," identified as ITE LUC 730, which is described as "A government office building is an individual building containing either the entire function or simply one agency of a city, county, state, federal, or other governmental unit." Such a building would see visitors typical of other government agencies, such as city hall, planning departments, permit centers, etc. The proposed police facility is not intended for court, City Council, or committee meetings, so ITE trip rates for this use are not applicable for representing trips generated by the proposed police station, and therefore not presented in this letter. For similar police projects, we have used rates from prior trip surveys, as described below.

Historical trip surveys have been conducted by Mackenzie and Kittelson & Associates for police facilities. These surveys were taken in Beaverton, Oregon, and East and West Vancouver, Washington. All surveyed police facilities operate 24 hours a day. The surveys indicated an average AM peak hour rate of 0.22 trips per employee, PM peak hour rate of 0.27 trips per employee, and daily trip rate of 4.27 per employee. Applying these rates to the 34 employees proposed at the Molalla Police facility yields 7 AM peak hour, 9 PM peak hour, and 145 daily trips.

Another option for estimating trips is based on the shift schedule described above. During the morning 2-hour peak period, there are 12 office staff that arrive, as well as 2 officers that end their shift and 2 officers that begin their shift. This results

in 14 entering and 2 exiting trips in the AM and 2 entering and 14 exiting trips in the PM, with an average of 8 trips in the peak hour of the site. This matches the trip generation estimate using rates from the surveys.

The estimated trip generation for the proposed police facility is shown in Table 2.

TABLE 2 – PROPOSED TRIP GENERATION

Description	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Beaverton/Vancouver Surveys	4	3	**7**	5	4	**9**	**145**

Table 2 shows that police staff are estimated to generate 7 AM peak hour, 9 PM peak hour, and 145 daily trips based on surveys of similar facilities in Beaverton and Vancouver, WA.

A summary of the net new trips to be supported by the surrounding roadway network with this development is presented in Table 3.

TABLE 3 – NET NEW TRIP GENERATION

Site Development	Primary Trips		
	AM Peak Hour	PM Peak Hour	Daily
Bowling Alley (Existing)	13	21	210
Police Station (Proposed)	7	9	145
Net New Trip Estimates	**-6**	**-12**	**-65**

As shown in Table 2, the trips for the proposed police station are expected to be less than 25 trips during the AM and PM peak hours and lower than 150 daily trips. Compared to the existing land uses on the project site as shown in Table 3, demolition of the bowling alley and construction of the proposed police station is estimated to result in a net decrease in trips. Furthermore, the impact of the police facility trips is expected to be similar to the current operation located approximately two blocks to the southwest. Therefore, the proposed police facility is not expected to result in a significant increase to intersection movements, such as the nearby OR 211/Molalla Avenue intersection which was recently improved for capacity and safety, and will not impact high accident locations. Additionally, no heavy vehicles exceeding 20,000 pounds are planned with the proposed police station; the only heavy vehicles expected at the proposed police station are delivery trucks,[1] which are not expected to exceed the threshold of 10 new heavy vehicle trips. Based on these conditions, a TIA report is not required.

[1] Excluding heavy truck trips associated with construction of the facility.

SITE PLAN

The proposed site plan is enclosed with this letter for reference. The City's driveway standards and a review of the development's street frontages are discussed in greater detail below.

Driveway Standards

The proposed development fronts on Grange Avenue. Grange Avenue is classified as a Local Street per Figure 8 of the City of Molalla Transportation System Plan (TSP). Per Section 2.2.26.i. of the 2020 Molalla Standard Specifications for Public Works Construction (Molalla Design Standards), commercial driveways are required to have a minimum width of 30 feet and a maximum width of 40 feet. As shown on the attached site plan, two driveways are proposed onto Grange Avenue with widths of 24 feet for the northern access and 26 feet for the southern access. Because the Molalla Police facility is not a commercial building, City staff has indicated that the commercial driveway width standards do not apply. The proposed driveway widths appear adequate for vehicle movement, as shown in attached truck turning diagrams.

Per Table 10 of the Molalla TSP, commercial or industrial driveways are required to be spaced a minimum distance of 50 feet from adjacent driveways and 100 feet from the nearest intersection, as measured between centerlines. The proposed northern driveway on Grange Avenue will be spaced approximately 175 feet from the intersection of Grange Avenue and Robbins Street to the north, 50 feet from the adjacent driveway to the north, and approximately 245 feet from the site's driveway to the south, as measured between centerlines. The proposed southern driveway will be approximately 65 feet from the adjacent driveway to the south, and approximately 575 feet from the nearest intersection to the south, as measured between centerlines. Therefore, the City's standards for driveway spacing are met.

Driveways which intersect a road must provide adequate intersection sight distance for safe turning movements. Intersection sight distance is typically based on posted speed. There is currently no speed posted on Grange Avenue. The definition for posted speed in Section 17-5.1.020 of the MDC defers to the Oregon basic speed rules set forth in ORS 811.105, which specifies a posted speed of 20 miles per hour (mph) for business districts. We have assumed a design speed of 25 mph, or 5 mph over the statutory speed on Grange Avenue. Per Section 2.2.25 of the Molalla Design Standards, the required intersection sight distance for a Local Street with a posted speed of 25 mph is 250 feet. Grange Avenue is a straight and level road, with no existing sight line obstructions. The required 250 feet of sight distance from the proposed driveways will be provided.

Street Frontage

Grange Avenue includes a 44-foot paved width with a 6-inch curb and a 5.5-foot sidewalk. Per Table 12 of the Molalla TSP, the standard cross-section for a Local Street requires a minimum 50-foot right-of-way, 10-foot vehicle lanes, 8-foot on-street parking, and 6-foot sidewalks.

City staff confirmed the existing 60-foot right-of-way width is sufficient based on the City's local street standard; however, frontage improvements will be required to meet cross section requirements for local streets. Specific requirements from the Downtown Master Plan (DMP) include sidewalks, curb and gutter, street parking, travel lanes, and street lighting, where sidewalk improvements should incorporate streetscape element recommendations from the DMP such as street trees, planter strips, and ornamental lighting. Due to the challenges integrating the Downtown Master Plan requirements with the existing sidewalk, per staff's recommendation the applicant is proposing to utilize the portion of the site adjacent to the right-of-way as an extension of the pedestrian realm rather than moving the existing curb line.

With this minor deviation, the site and frontage road improvements will be designed to comply with all applicable standards regarding the functional classification, standard cross sections, access management, traffic calming, and other considerations.

SAFETY

A review of crash data between 2016 and 2020 shows that there have been no collisions reported on the frontage of the proposed Molalla Police site. This absence of reported crashes indicates there are no existing safety concerns along Grange Avenue so there is no trend in crashes which would be worsened by the proposed police station development.

CONCLUSION

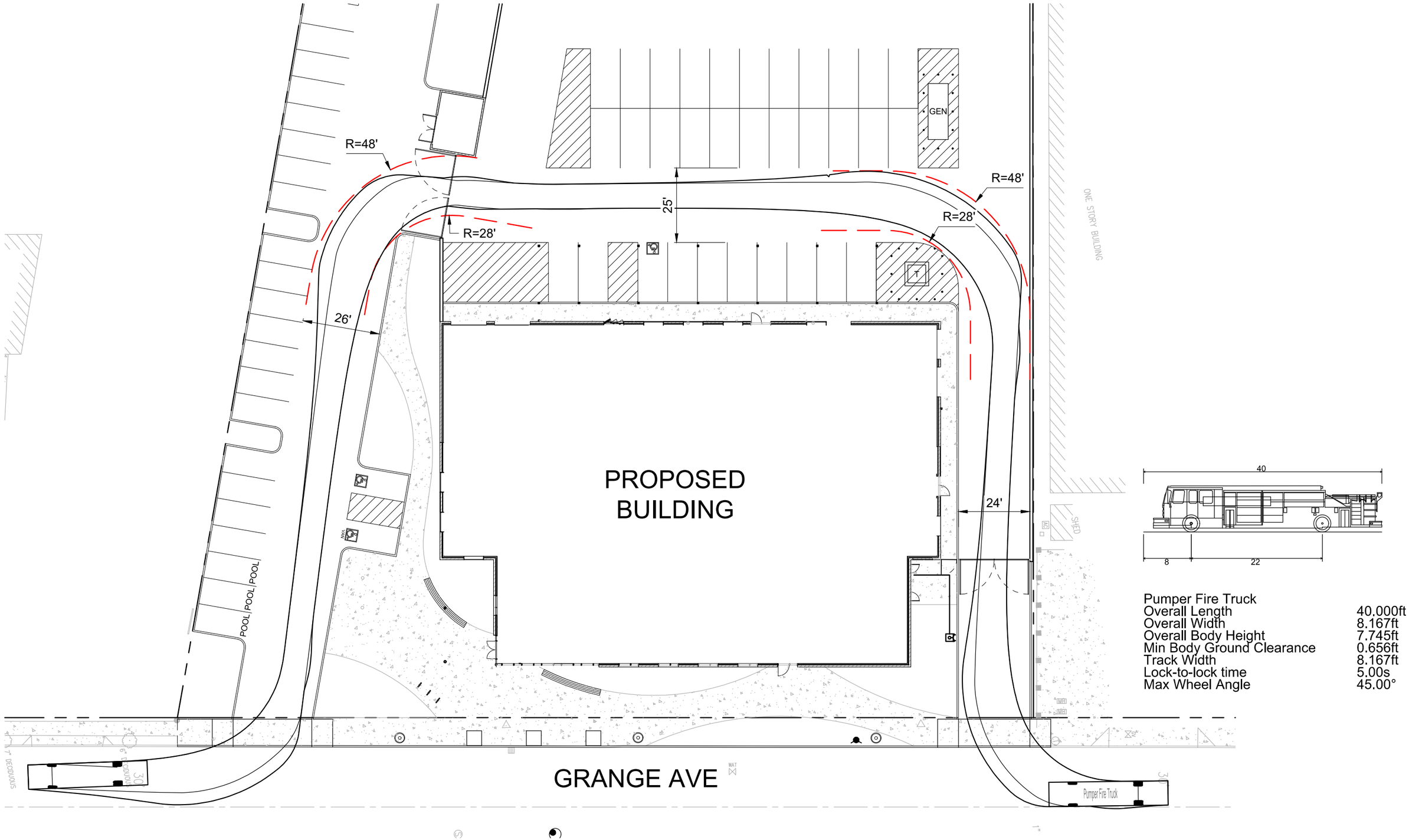
Based on employee counts and prior surveys of similar facilities, the proposed 18,000 SF Molalla Police Station is estimated to generate fewer than 25 peak hour trips and fewer than 150 daily trips. Both driveways will meet City standards. Frontage improvements in accordance with the City's local street standards and Downtown Master Plan will be provided along Grange Avenue. There is no history of crashes along Grange Avenue near the subject site that would be worsened by the proposed police station.

Based on trip generation estimates and a review of safety, the proposed Molalla Police facility will not have a significant impact on the operations or safety along adjacent public roadways and will not meet the thresholds for requiring a full TIA.

Sincerely,

Brent Ahrend, PE
Associate Principal | Traffic Engineer

Enclosure(s): Attachment A – Site Plan with Truck Turning Diagrams
Attachment B – Trip Generation Information
Attachment C – Staffing/Shift Information



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Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

MOLALLA POLICE
FIRE TRUCK TURNS

APRIL 05, 2023
Job # 2220182.00

SCALE: 1"=30'
0 15 30

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Project: Vancouver East Precinct - 2040384
Survey Site: Vancouver Central Precinct

	AM			PM			
	In	Out	Total	In	Out	Total	Daily
Trips	8	8	16	9	11	20	312
Split	53%	47%		47%	53%		

Surveyed building was 7,800 SF and had 8 employees working 8:00 AM to 5:00 PM - total employment was 73 employees
Proposal was for shared building with 17,536 SF dedicated to Police and 9,200 SF dedicated to Construction Services.
Trip generation for Police was assumed to be the same since building was not increasing Police workforce.

Project: Vancouver West Precinct - 2070246
Survey Site: Indicates survey of West Precinct in letter but uses numbers previously stated as Vancouver Central Precinct

		AM			PM			
Employee-Based		In	Out	Total	In	Out	Total	Daily
73	Emp	8	8	16	9	11	20	312
Rate	Emp	53%	47%	0.219	47%	53%	0.274	4.274
100	Emp	12	10	22	13	14	27	427

Surveyed building was 7,800 SF and had 8 employees working 8:00 AM to 5:00 PM - total employment was 73 employees

Source: Mackenzie (Group Mackenzie)

		AM			PM				
Area-Inferred		In	Out	Total	In	Out	Total	Daily	
17.536	KSF	8	8	16	9	11	20	312	New East
Rate	KSF	53%	47%	0.912	47%	53%	1.141	17.792	
27.8	KSF	12	10	22	13	14	27	427	New West
Rate	KSF	53%	47%	0.791	0%	0%	0.971	15.36	

Project: Beaverton Public Safety Center - 2130428.02
Survey Site: Beaverton City Hall at 4755 Griffith Drive

	Daily					
	Drove	Walk	Bike	Transit	Drop-Off	Total
Courts/Police/Fingerprinting	1326	163	11	12	78	1590
General Services	916	306	27	19	104	1372
Total	2242	469	38	31	182	2962

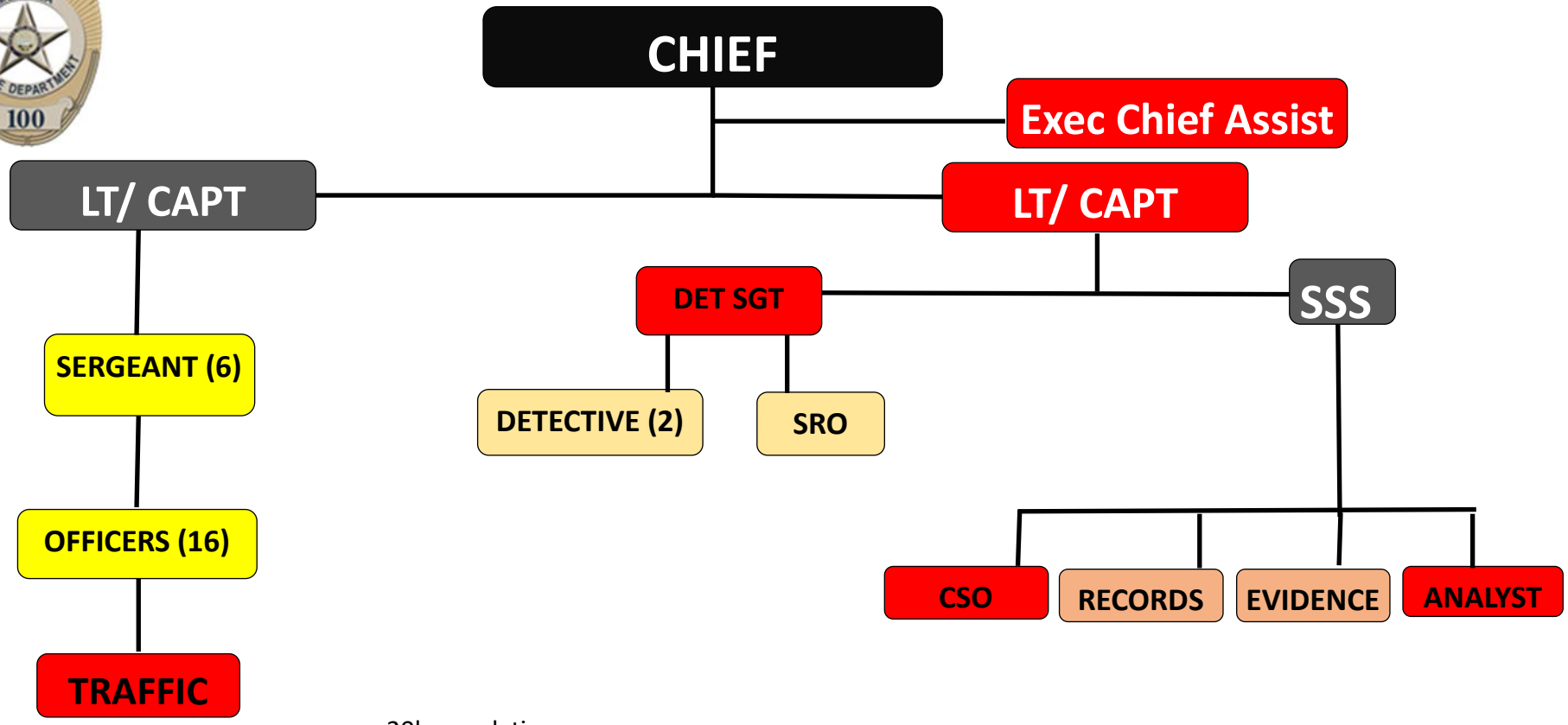
Source: Kittelson & Associates, Letter Dated April 29, 2013 for Project # 13395

Per Mackenzie Letter Dated July 10, 2014, Courts/Police/Fingerprinting had 193 Employees at time of survey.

		Daily			Daily
Employee-Based		Vehicles	Area-Inferred		Vehicles
193	Emp	1404	N/A	N/A	N/A
Rate	Emp	7.27	N/A	N/A	N/A
279	Emp	2028	134	KSF	2028
			Rate	KSF	15.13

Source: Mackenzie

MOLALLA POLICE DEPARTMENT ORGANIZATIONAL CHART



20k population

1.5 sworn / 1000 residents (30)

1 support staff / 5 sworn

2 patrol / 8 Shifts per week

1 sergeant / 6 Shifts per week

(CSO/Evidence Tech—dual role)

(Records/Analyst—dual role)

New position

Needing to increase

SHIFT BID

MAY 1 THROUGH AUGUST 31, 2023

GRAVEYARD	2100 TO 0700 HOURS	DETECTIVE	0700 TO 1700 HOURS	ON DUTY	
DAY SHIFT	0700 TO 1700 HOURS	SRO	0700 TO 1500 HOURS		
SWING SHIFT	1100 TO 2100 HOURS			OFF DUTY	
COVER SHIFT	1700 TO 0300 HOURS				

	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY		NAME
GRAVEYARD								PATROL	
GRAVEYARD								PATROL	
GRAVEYARD								PATROL	
GRAVEYARD								PATROL	
DAY SHIFT								PATROL	
DAY SHIFT								PATROL	
DAY SHIFT								SERGEANT	
DAY SHIFT								SERGEANT	
SWING SHIFT								PATROL	
SWING SHIFT								PATROL	
COVER SHIFT								SERGEANT	
COVER SHIFT								SERGEANT	
DETECTIVE								DETECTIVE	
DETECTIVE								DETECTIVE	
SRO								SRO	

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PRELIMINARY STORMWATER REPORT

To
City of Molalla

For
Molalla Police
150 Grange Avenue
Molalla, OR 97038

Dated
April 19, 2023

Project Number
2220182.00

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Appendices

I. PROJECT OVERVIEW AND DESCRIPTION

The proposed Molalla Police project is located on Grange Avenue, south of the intersection of Grange Avenue and Robbins Street in Molalla, Oregon. The project consists of a new building, public and secure parking, manuevering space, landscaping, and utility upgrades.

Existing Conditions

Currently the site is two separate tax lots, which will be consolidated during the project. The northern tax lot (500) is developed with a single-story building (which will be removed), asphalt and concrete paving, and minimal landscaping. The southern tax lot (700) is a mostly empty gravel lot.

Stormwater from the property currently sheet flows to catch basins and is then pumped (through two existing sump pumps) and conveyed via storm pipe where it discharges to weep holes in the curb along the Grange Avenue frontage.

Per the Natural Resources Conservation Service Web Soil Survey, the site is entirely hydrologic soil group C (Sawtell silt loam) with slopes from 0-8%. See Appendix A for full Web Soil Survey results. As indicated in the Geotechnical Report (see Appendix F), depth to groundwater is approximately 6 feet below ground surface.

Per FEMA flood map 41005C0540D (effective 6/17/2008), the 100-year flood plain does not overlap this site and the area is of minimal flood hazard.

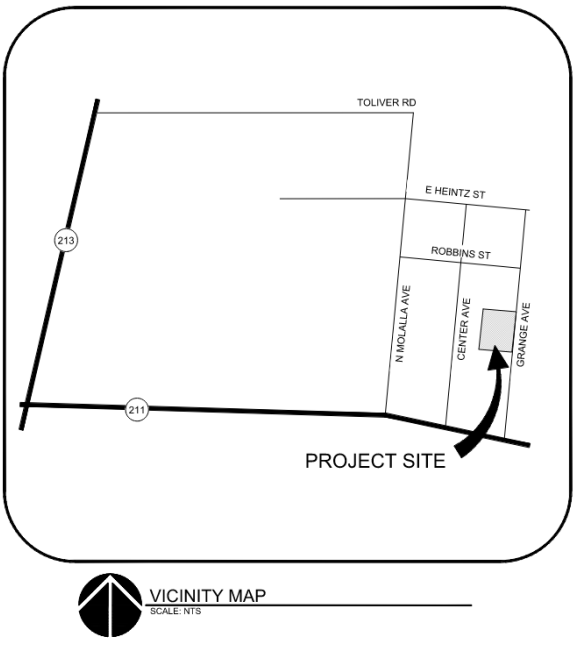


Figure 1: Vicinity Map

Proposed Improvements

The proposed site consists of a new building (for use by the Molalla Police Department) positioned along the project frontage, public parking to the south of the building, and secure parking to the west of the building. Site upgrades also include landscaping, supporting utility upgrades and frontage improvements on Grange Avenue.

Stormwater from impervious areas of the site will sheet flow to catch basins and be conveyed via storm pipe to a filter manhole before discharging to an underground detention pipe system. Stormwater will flow through a control manhole before being pumped to the public storm system in Grange Avenue.

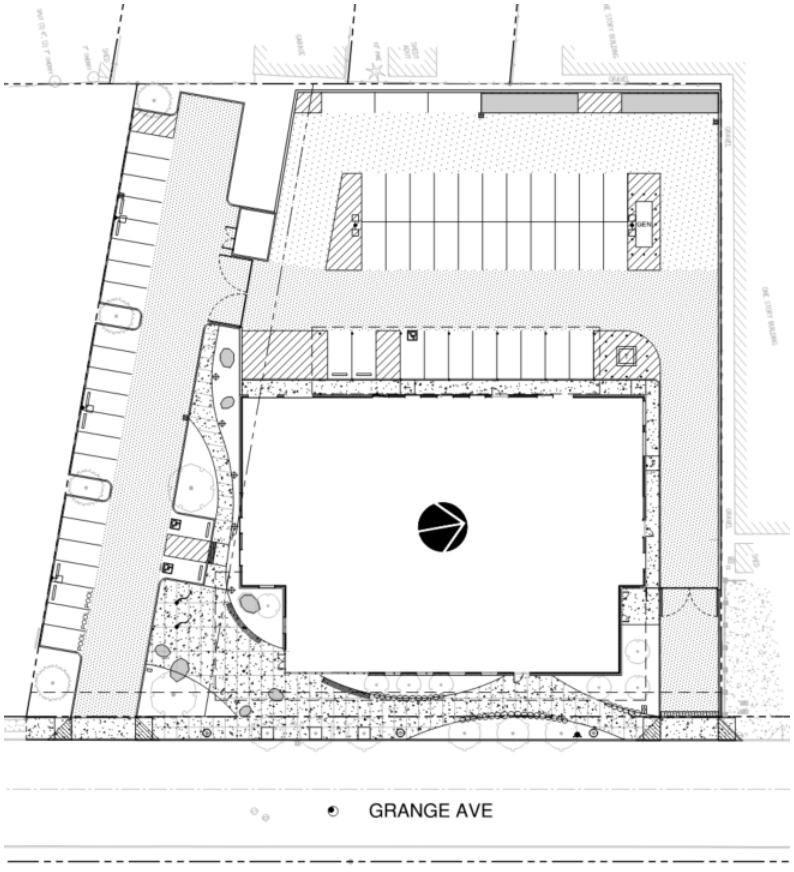


Figure 2: Site Plan

II. BASIS OF DESIGN

The Basis of Design for Stormwater Quality and Flow Control, as determined by the 2020 Molalla Standard Specifications for Public Works Construction, Section 3, is as follows:

Per sections 3.4.2 and 3.5.1, because the project will establish or increase more than 5,000 ft^2 of pollution-generating impervious surface area, on-site water quantity and water quality facilities will be required.

Water quantity on-site detention/retention facilities must be designed so that predevelopment runoff rates are not exceeded by post-development conditions based upon a 2- through 25-year, 24 hour return storm. Facilities must be designed to include inlet energy dissipation and a sediment forebay with respect to anticipated flow rate. Forebay must have adequate means of maintenance and be able to operate under full sediment accumulation.

Water quality facilities must be designed to remove pollutants of concern including suspended solids (TSS), heavy metals, nutrients, bacteria and viruses, and organics. Methods of removal include sedimentation, filtration, plant uptake, ion exchange, absorption, and bacterial decomposition. Water quality facilities must be designed to capture and treat 80 percent of the average annual runoff volume and remove 70 percent of total suspended solids. Additionally, facilities must be designed for a dry weather storm event totaling 0.36 inches of precipitation in four hours with an average storm return period of 96 hours. Water quality treatment methods and criteria are further detailed in section 3.5.4.

Per section 3.3, hydrologic analyses must be conducted using either the Rational Method (for sub-basin areas not exceeding 25 acres) or the unit hydrograph method (primarily the Santa Barbara Urban Hydrograph) using the NRCS type 1A rainfall distribution.

Conveyance must be designed for the 25-year design storm per Section 3.2.6 using either the Rational Method of SBUH.

III. ANALYSIS

Methodology

Per the Geotechnical Report (Appendix F), infiltration is not feasible due to the depth to groundwater and slow infiltration rate of the near-surface soil. Section 3.1.2 of the Molalla Standards encourages the use of Low Impact Development (LID) facilities to the maximum extent feasible. Due to the required programming for this site (minimum desired building space requirements for a police facility, minimum desired police vehicle parking, etc.), there is not a substantial amount of above-grade open space available for LID facilities. Smaller LID facilities were considered, but they did not prove to be sufficiently effective for the cost of their construction.

Table 1: Area Summary

Cover Type	Pre-Development Conditions			Post Development Conditions		
	Area (ft^2)	Hydrologic Soil Group	CN	Area (ft^2)	Hydrologic Soil Group	CN
Open Space – Good Condition	8,555	C	74	6,282	C	74
Paved Streets, Parking Lots	44,629	C	98	45,015	C	98
Building Roof	16,076	C	98	17,832	C	98

Table 2: Precipitation Rates

Storm Event	24-HR Precipitation (inches)
WQ Storm	0.36 (4 hours)
2-year	2.50
5-year	3.10
10-year	3.45
25-year	3.90
100-year	4.50

Water Quality

Water quality will be provided for the site using a water quality filter manhole sized to treat the City of Molalla water quality storm of 0.36 inches over 4 hours. Per Section 3.3.4 of the City of Molalla Standard Specifications for Public Works Construction (SSPWS), the required water quality volume and flow are calculated as follows:

Water quality storm = 0.36 inches/4 hours, return period = 96 hours

$$Water\ Quality\ Volume,\ WQV = \frac{(0.36\ in) * (\text{Area ft}^2)}{12\ in/ft}$$ (Area = total proposed impervious area)

Water Quality Flow, WQF = WQV/14,400 sec

See Appendix B for water quality calculations for the proposed filter manhole.

Water Quantity & Flow Control

Water quantity and flow control will be addressed using large diameter detention pipes and a flow control manhole. Detention pipes are sized using the SBUH method and the Hydraflow Hydrographs extension from Autodesk Civil 3D. The detention pipes and flow control manhole are designed to capture runoff and detain such that the post-development runoff rates do not exceed the pre-development runoff rates for the 2-year, 10-year, and 25-year 24-hour storm events.

The pre-developed condition of the site is assumed to be the site as it exists today, which is mostly paved with an existing building and minimal landscape. Per section 3.3.3 of the City of Molalla SSPWS, curve numbers are based on soil type and land use as given by the National Resource Conservation Service (NRCS) tables. Per Appendix A, the site has a hydrological soil group of C. See Table 1 for pre and post development curve number values based on this soil type.

Table 3: Pre vs. Post Construction Flow Rates

Peak Flow Rate (CFS) for a 24-hr Storm						Time of Concentration (minutes)	
2-year		10-year		25-year			
Pre	Post	Pre	Post	Pre	Post	Pre	Post
0.887	0.574	1.260	0.962	1.436	1.163	4.6	5.0

Conveyance

Per section 3.2.6 of the Molalla Standard Specifications for Public Works Construction, conveyance systems must be designed to convey and contain at least the peak runoff for the 25-year design storm. Detailed conveyance calculations can be found in Appendix D.

IV. ENGINEERING CONCLUSIONS

Based on compliance with the City of Molalla Standard Specifications for Public Works Construction (2020), water quality and detention will be provided using an Oldcastle Perkfilter manhole and large-diameter detention pipes with a flow control structure.

APPENDIX A

WEB SOIL SURVEY

Map — Hydrologic Soil Group

Tables — Hydrologic Soil Group — Summary By Map Unit

Summary by Map Unit — Clackamas County Area, Oregon (OR610)

Summary by Map Unit — Clackamas County Area, Oregon (OR610)

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
79B	Sawtell silt loam, 0 to 8 percent slopes	C	1.7	100.0%
Totals for Area of Interest			**1.7**	**100.0%**

Description — Hydrologic Soil Group

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

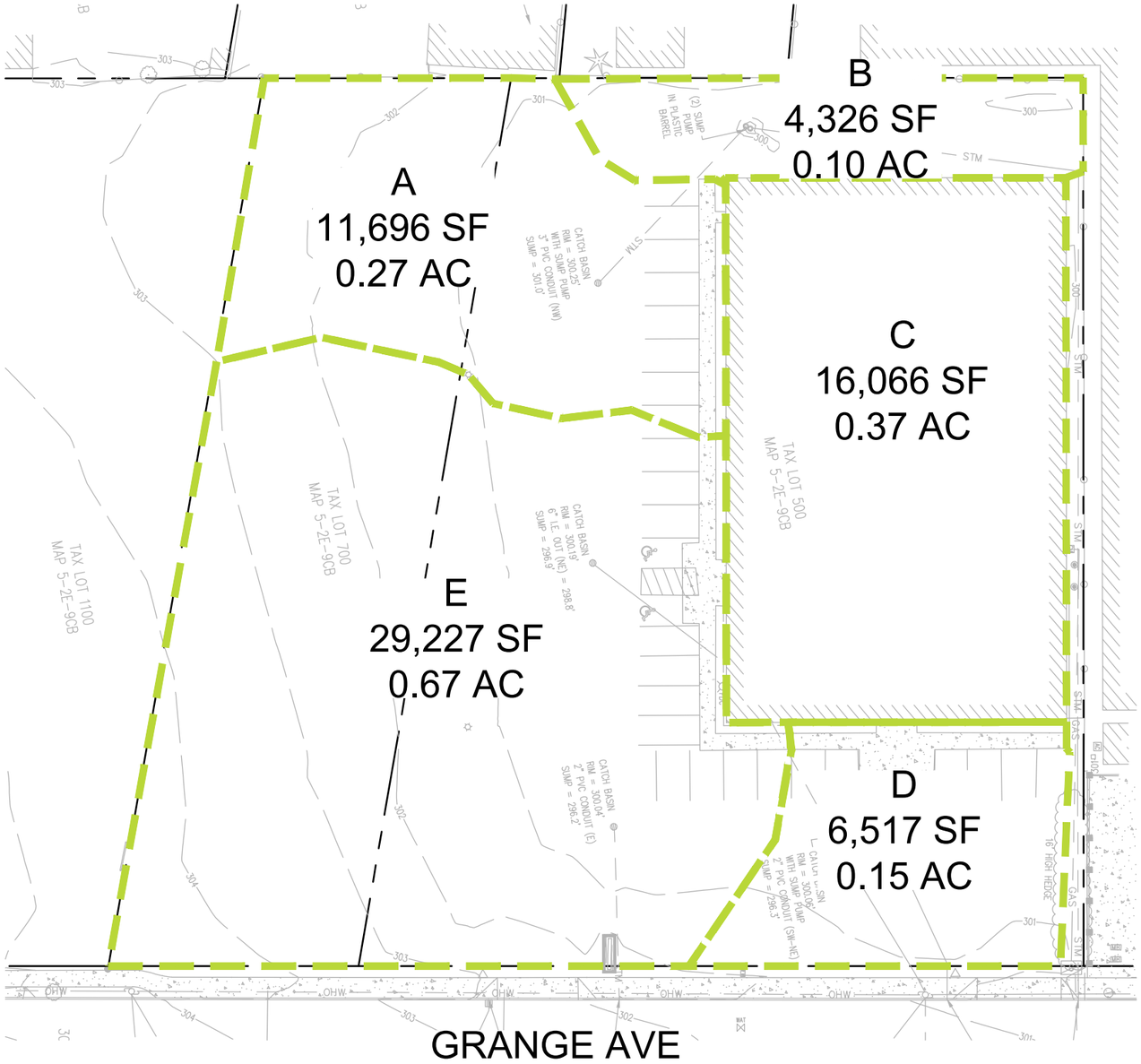
Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

APPENDIX B

WATER QUALITY CALCULATIONS



BASIN SUMMARY TABLE

CATCHMENT ID	AREA (SF)	AREA (AC)
A	11696	0.27
B	4326	0.10
C	16066	0.37
D	6517	0.15
E	29227	0.67

MOLALLA POLICE
BASIN MAP - EXISTING

MARCH 29, 2023
Job # 2220182.00

SCALE: 1"=40'
0 20 40

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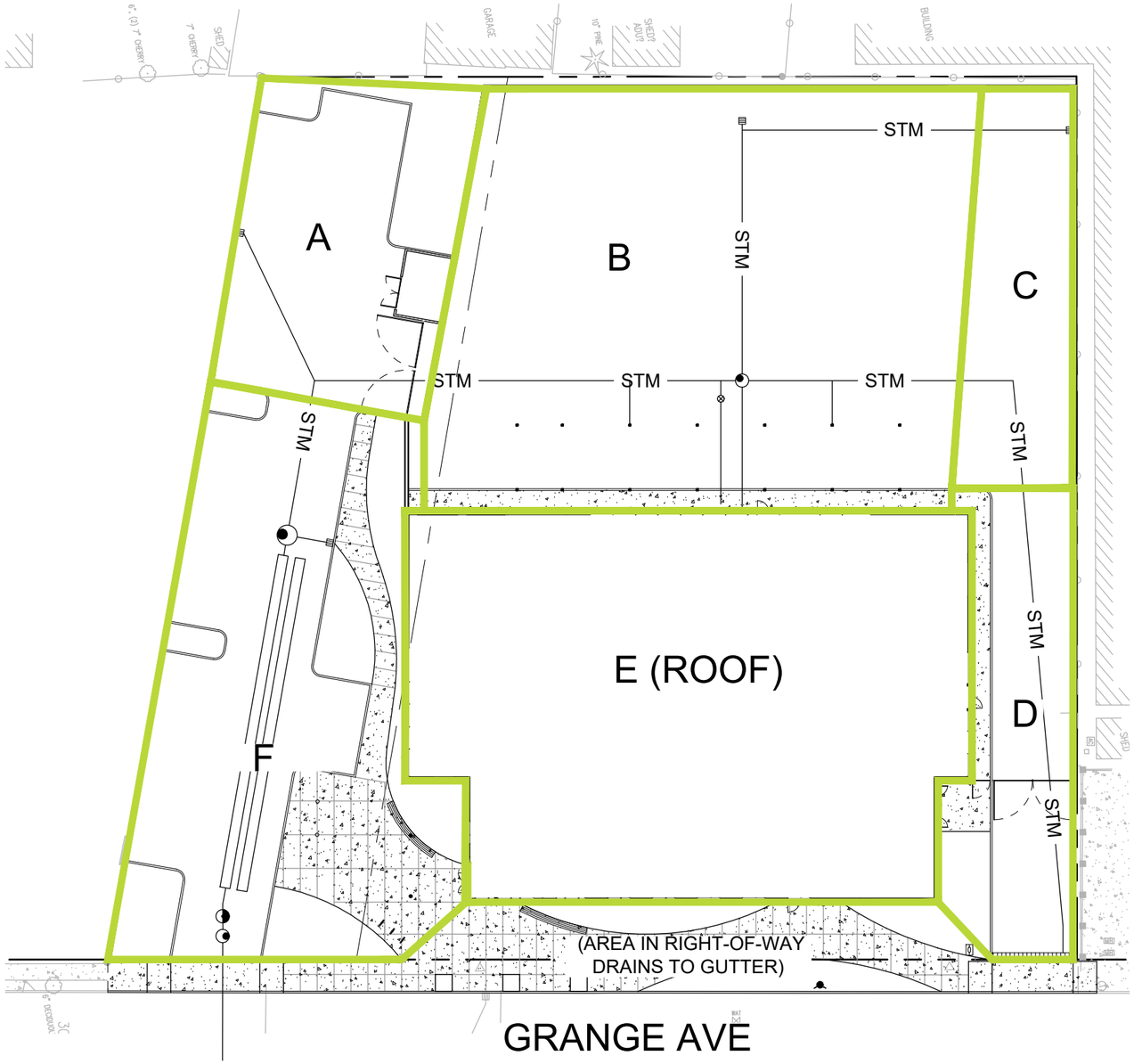

BASIN SUMMARY TABLE

CATCHMENT ID	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	TOTAL AREA (SF)	TOTAL AREA (AC)
A	4840	1395	6235	0.14
B	19171	0	19171	0.44
C	3410	300	3710	0.09
D	4120	503	4623	0.11
E	18747	-273	18474	0.42
F	9866	3254	13120	0.30

MOLALLA POLICE
BASIN MAP - PROPOSED

MARCH 29, 2023
Job # 2220182.00

SCALE: 1"=40'
0 20 40

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City of Molalla

Water Quality Manhole Calculator - Contech Stormfilters® and Oldcastle Perkfilter™

Project Name:	**Molalla PD**	By:	BTC	Checked:	Checked
Project Number:	2220182	Date:	3/16/2023	Date:	Date

From WQF and WQV Calculator

Required Treatment Area (A) =	62,847 ft^2
Water Quality Volume (WQV) =	1,885 ft^3
Water Quality Flow (WQF) =	0.13 ft^3/s
	(58.8 gpm)

Calculations

Contech Stormfilters®

Structure Type	Avail?	Structure Size		Required # of Filters		
		27"	18"	27"	18"	Low Drop
Catch Basin	YES	8'-9" x 2'-4"	10'-5" x 2'-4"	3	4	N/A
Manhole	YES	48"		3	4	6
Vault	YES	8'x6'		11	11	11

Oldcastle Perkfilter™

Structure Type	Avail?	Structure Size	Required # of Filters			
			12"	18"	12" + 12"	12" + 18"
Catch Basin	NO	# of Filters	N/A	4	3	3
		Structure Size	FALSE	13' x 2'-2"	8'-10" x 2'-2"	8'-10" x 2'-2"
Manhole	YES	72"	5	4	3	2
Vault	YES	4'	6	4	3	3

Notes/Design Criteria

Contech and Oldcastle data available online:

conteches.com

oldcastleinfrastructure.com

Note: Contech Stormfilter calculations assume a filter flow rate of 2gpm/ft^2

Water Quality Manhole Design Criteria

Contech vault size assumes at 27" filter

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APPENDIX C

WATER QUANTITY CALCULATIONS

Pond Report

Pond No. 1 - Preliminary 36-inch Detention

Pond Data

UG Chambers -Invert elev. = 100.00 ft, Rise x Span = 3.00 x 3.00 ft, Barrel Len = 50.00 ft, No. Barrels = 4, Slope = 0.00%, Headers = No

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	100.00	n/a	0	0
0.30	100.30	n/a	74	74
0.60	100.60	n/a	128	201
0.90	100.90	n/a	155	357
1.20	101.20	n/a	171	528
1.50	101.50	n/a	179	707
1.80	101.80	n/a	179	886
2.10	102.10	n/a	171	1,057
2.40	102.40	n/a	155	1,213
2.70	102.70	n/a	128	1,341
3.00	103.00	n/a	73	1,414

Culvert / Orifice Structures

	[A]	[B]	[C]	[PrfRsr]
Rise (in)	= 4.00	1.70	4.10	0.00
Span (in)	= 4.00	1.70	4.10	0.00
No. Barrels	= 1	1	1	0
Invert El. (ft)	= 100.00	101.00	102.00	0.00
Length (ft)	= 0.00	0.00	0.00	0.00
Slope (%)	= 0.00	0.00	0.00	n/a
N-Value	= .013	.013	.013	n/a
Orifice Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	No	No	No

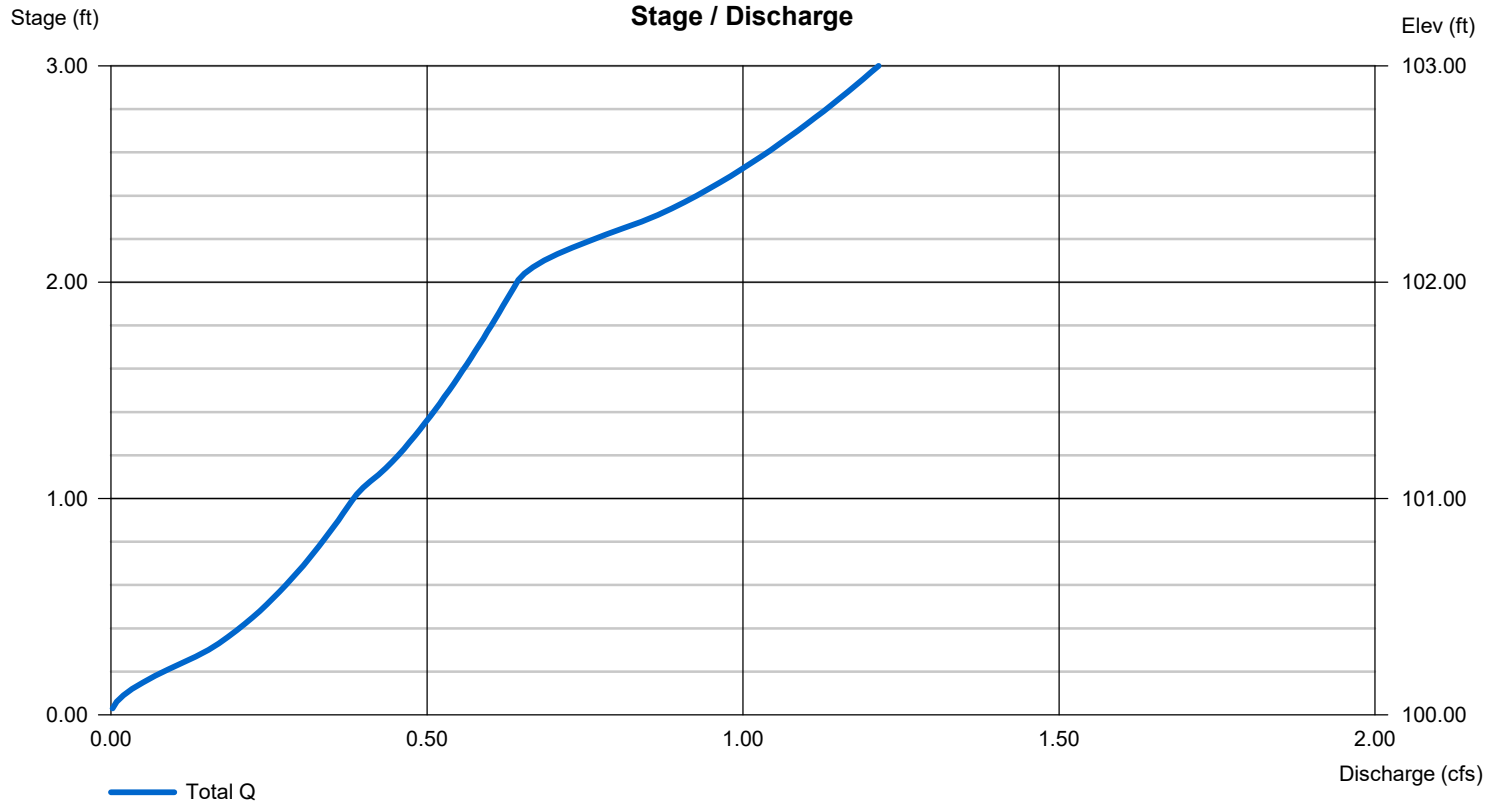
Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	= 0.00	0.00	0.00	0.00
Crest El. (ft)	= 0.00	0.00	0.00	0.00
Weir Coeff.	= 3.33	3.33	3.33	3.33
Weir Type	= ---	---	---	---
Multi-Stage	= No	No	No	No

Exfil.(in/hr) = 0.000 (by Contour)

TW Elev. (ft) = 0.00

Note: Culvert/Orifice outflows are analyzed under inlet (ic) and outlet (oc) control. Weir risers checked for orifice conditions (ic) and submergence (s).



Hydrograph Report

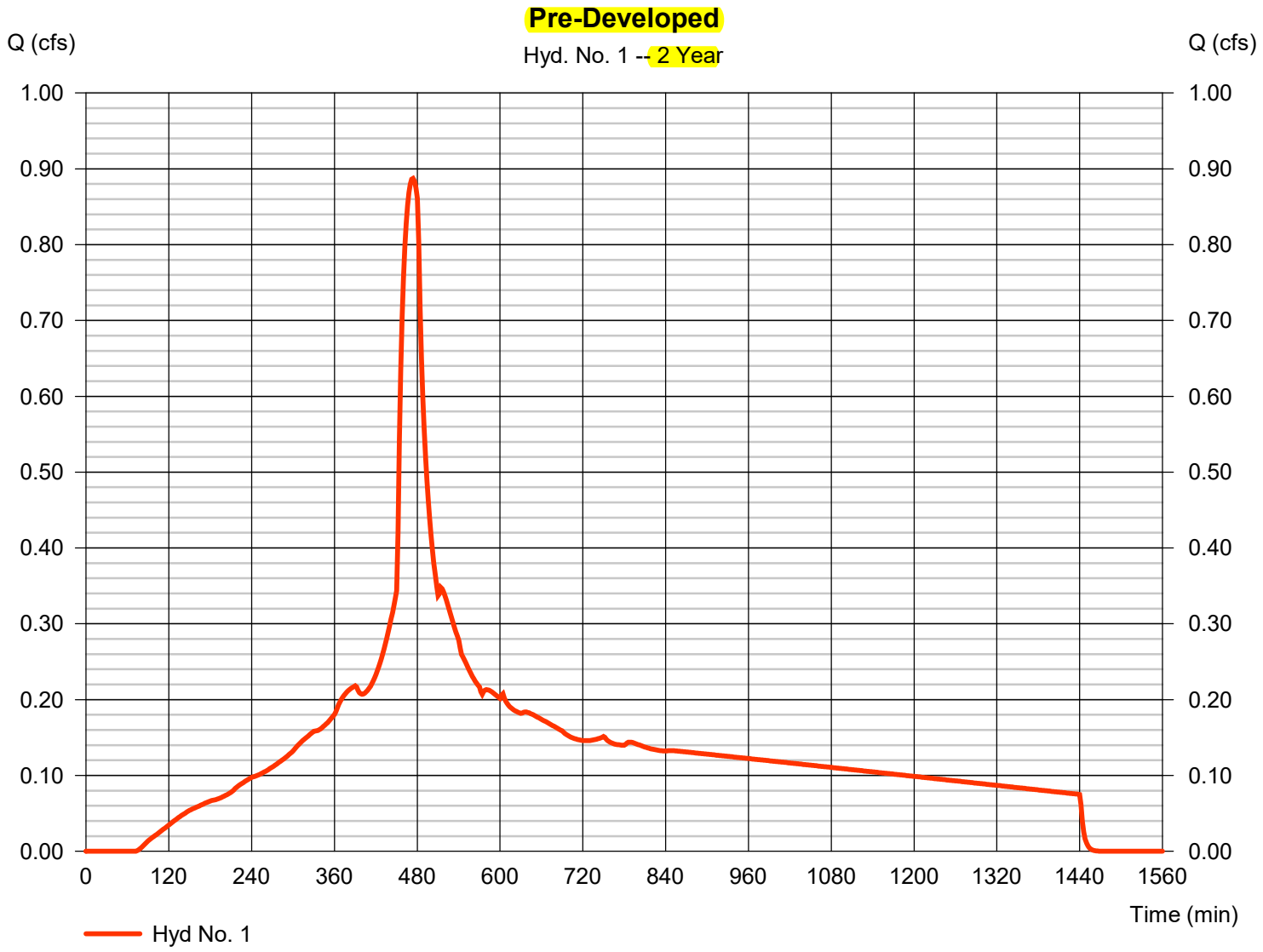
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2021 Thursday, 04 / 6 / 2023

Hyd. No. 1

Pre-Developed

Hydrograph type	=	SBUH Runoff	Peak discharge	=	0.887 cfs
Storm frequency	=	2 yrs	Time to peak	=	474 min
Time interval	=	2 min	Hyd. volume	=	12,488 cuft
Drainage area	=	1.590 ac	Curve number	=	97*
Basin Slope	=	2.0 %	Hydraulic length	=	325 ft
Tc method	=	LAG	Time of conc. (Tc)	=	4.60 min
Total precip.	=	2.50 in	Distribution	=	Type IA
Storm duration	=	24 hrs	Shape factor	=	n/a

* Composite (Area/CN) = [(1.390 x 98) + (0.200 x 89)] / 1.590



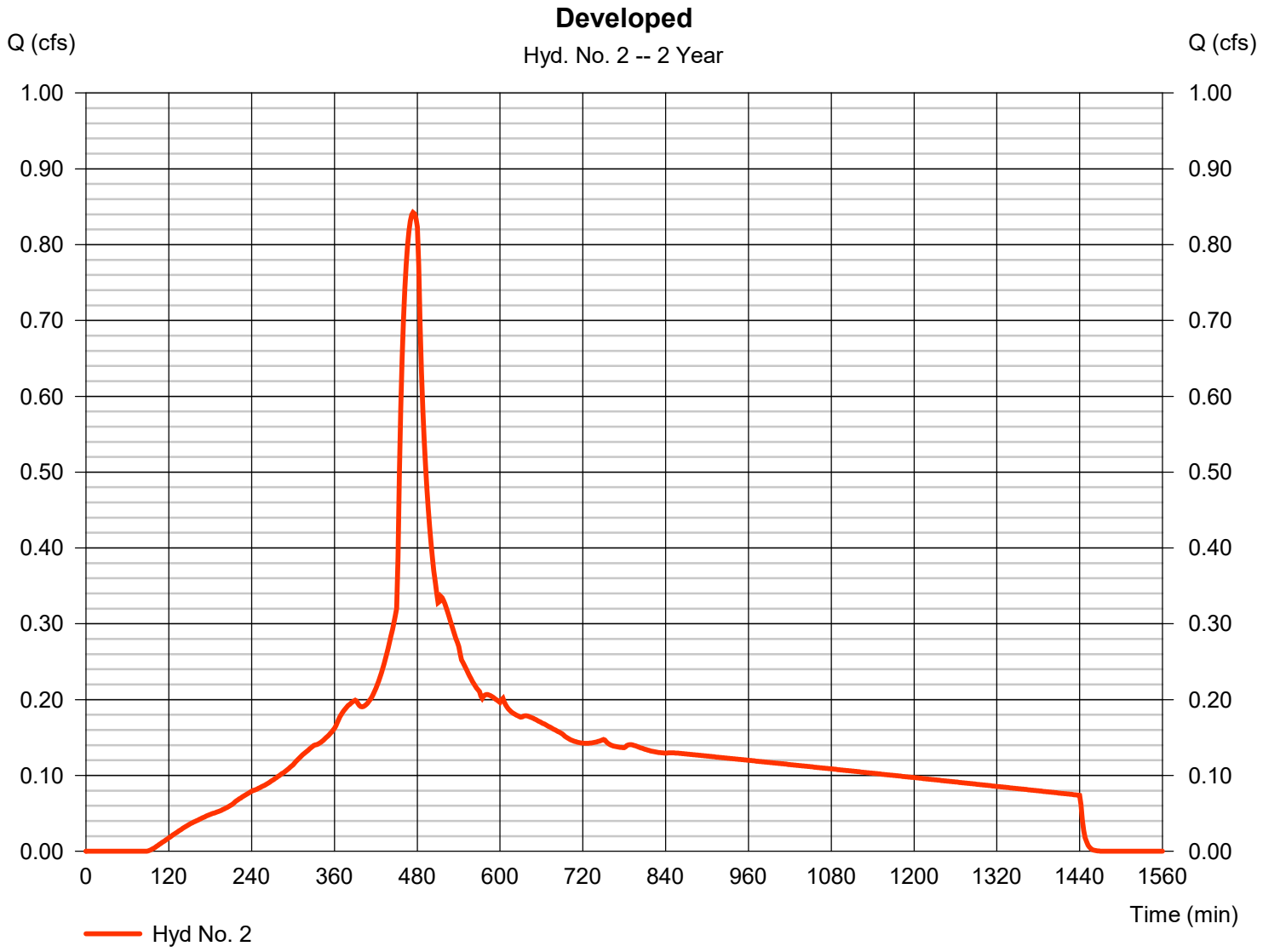
Hydrograph Report

Hyd. No. 2

Developed

Hydrograph type	= SBUH Runoff	Peak discharge	= 0.842 cfs
Storm frequency	= 2 yrs	Time to peak	= 474 min
Time interval	= 2 min	Hyd. volume	= 11,822 cuft
Drainage area	= 1.580 ac	Curve number	= 96*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 2.50 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a

* Composite (Area/CN) = [(1.440 x 98) + (0.140 x 74)] / 1.580



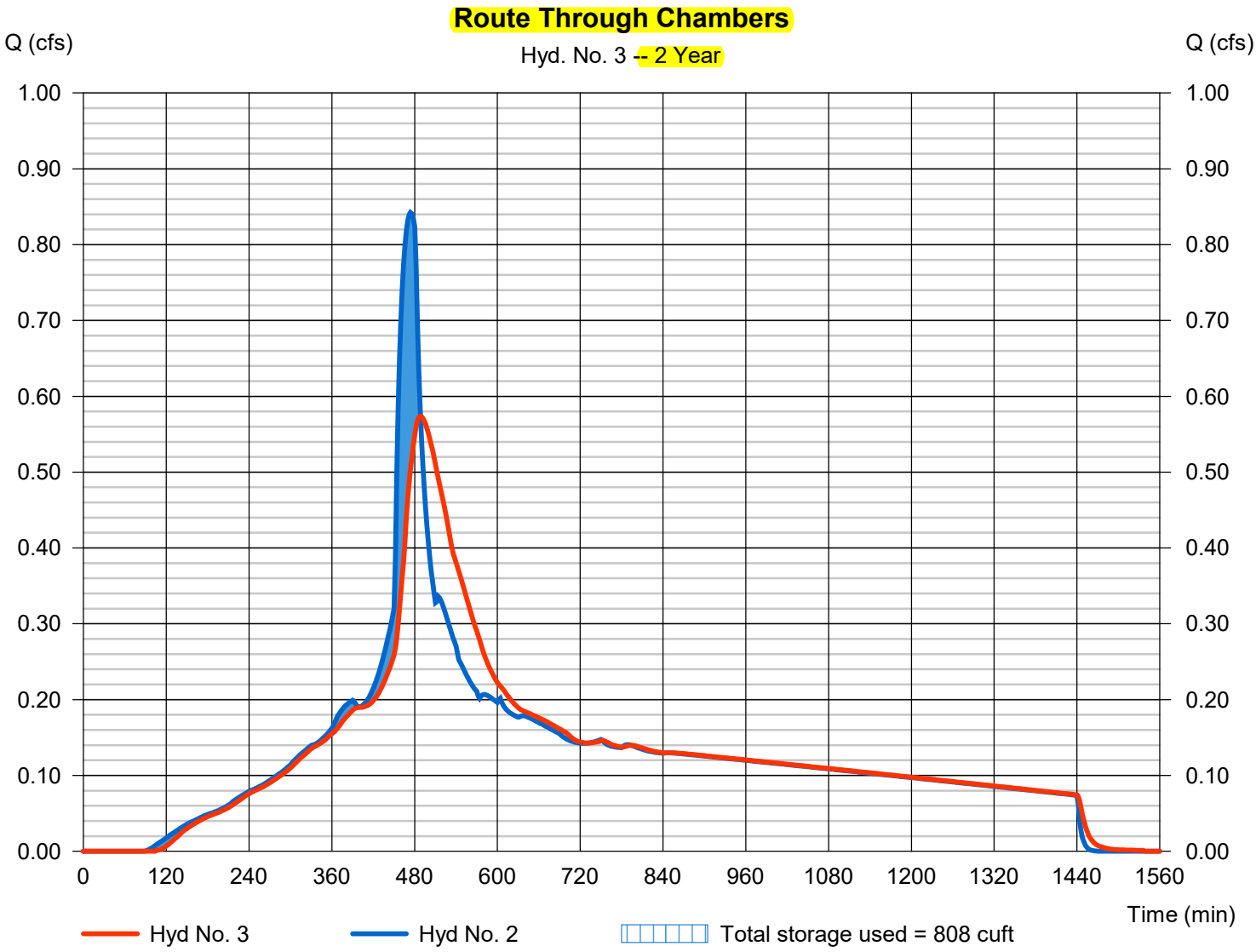
Hydrograph Report

Hyd. No. 3

Route Through Chambers

Hydrograph type	=	Reservoir	Peak discharge	=	0.574 cfs
Storm frequency	=	2 yrs	Time to peak	=	488 min
Time interval	=	2 min	Hyd. volume	=	11,819 cuft
Inflow hyd. No.	=	2 - Developed	Max. Elevation	=	101.67 ft
Reservoir name	=	Preliminary 36-inch Detention	Max. Storage	=	808 cuft

Storage Indication method used.



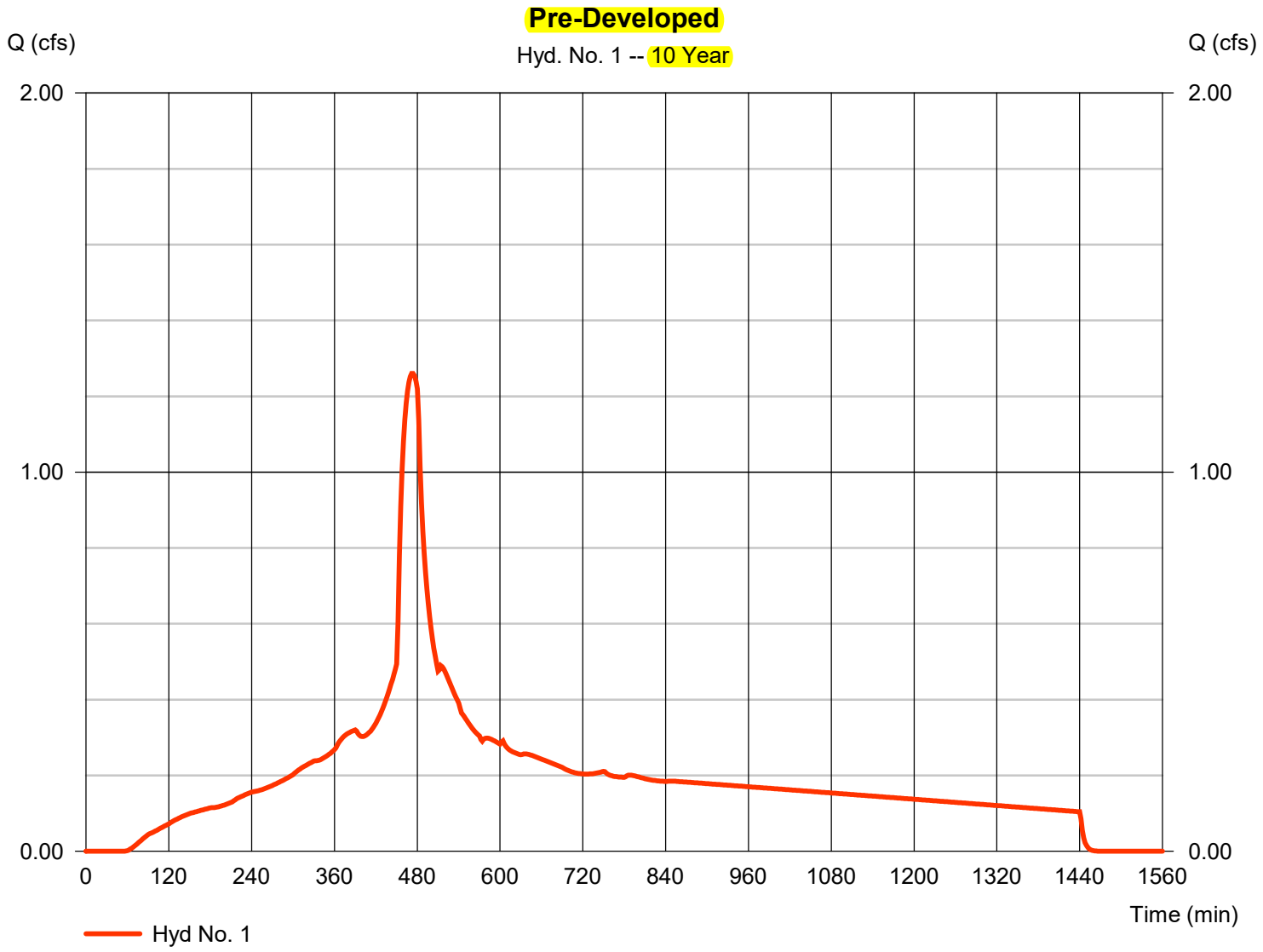
Hydrograph Report

Hyd. No. 1

Pre-Developed

Hydrograph type	=	SBUH Runoff	Peak discharge	=	1.260 cfs
Storm frequency	=	10 yrs	Time to peak	=	474 min
Time interval	=	2 min	Hyd. volume	=	17,920 cuft
Drainage area	=	1.590 ac	Curve number	=	97*
Basin Slope	=	2.0 %	Hydraulic length	=	325 ft
Tc method	=	LAG	Time of conc. (Tc)	=	4.60 min
Total precip.	=	3.45 in	Distribution	=	Type IA
Storm duration	=	24 hrs	Shape factor	=	n/a

* Composite (Area/CN) = [(1.390 x 98) + (0.200 x 89)] / 1.590



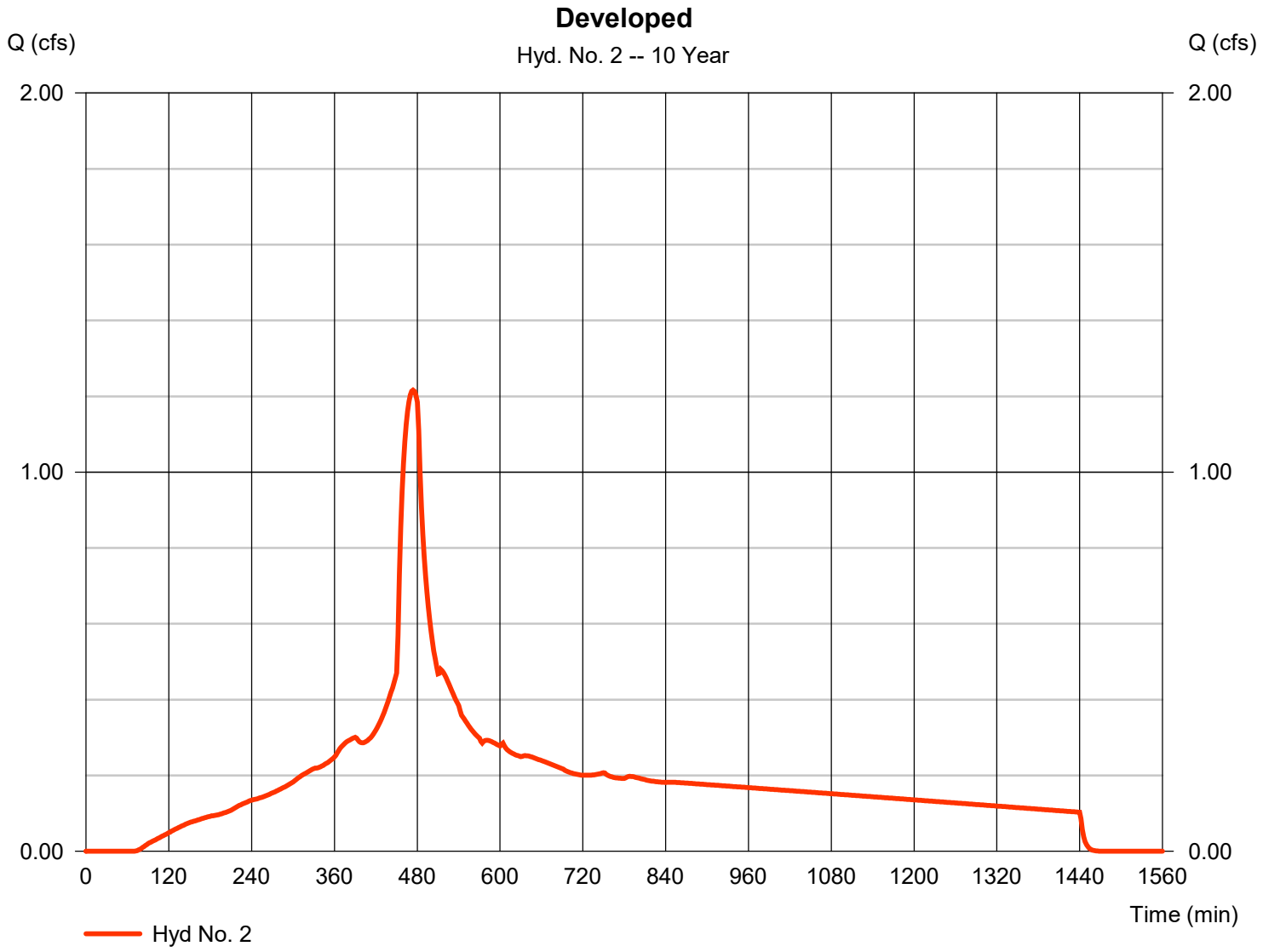
Hydrograph Report

Hyd. No. 2

Developed

Hydrograph type	=	SBUH Runoff	Peak discharge	=	1.216 cfs
Storm frequency	=	10 yrs	Time to peak	=	474 min
Time interval	=	2 min	Hyd. volume	=	17,183 cuft
Drainage area	=	1.580 ac	Curve number	=	96*
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	3.45 in	Distribution	=	Type IA
Storm duration	=	24 hrs	Shape factor	=	n/a

* Composite (Area/CN) = [(1.440 x 98) + (0.140 x 74)] / 1.580



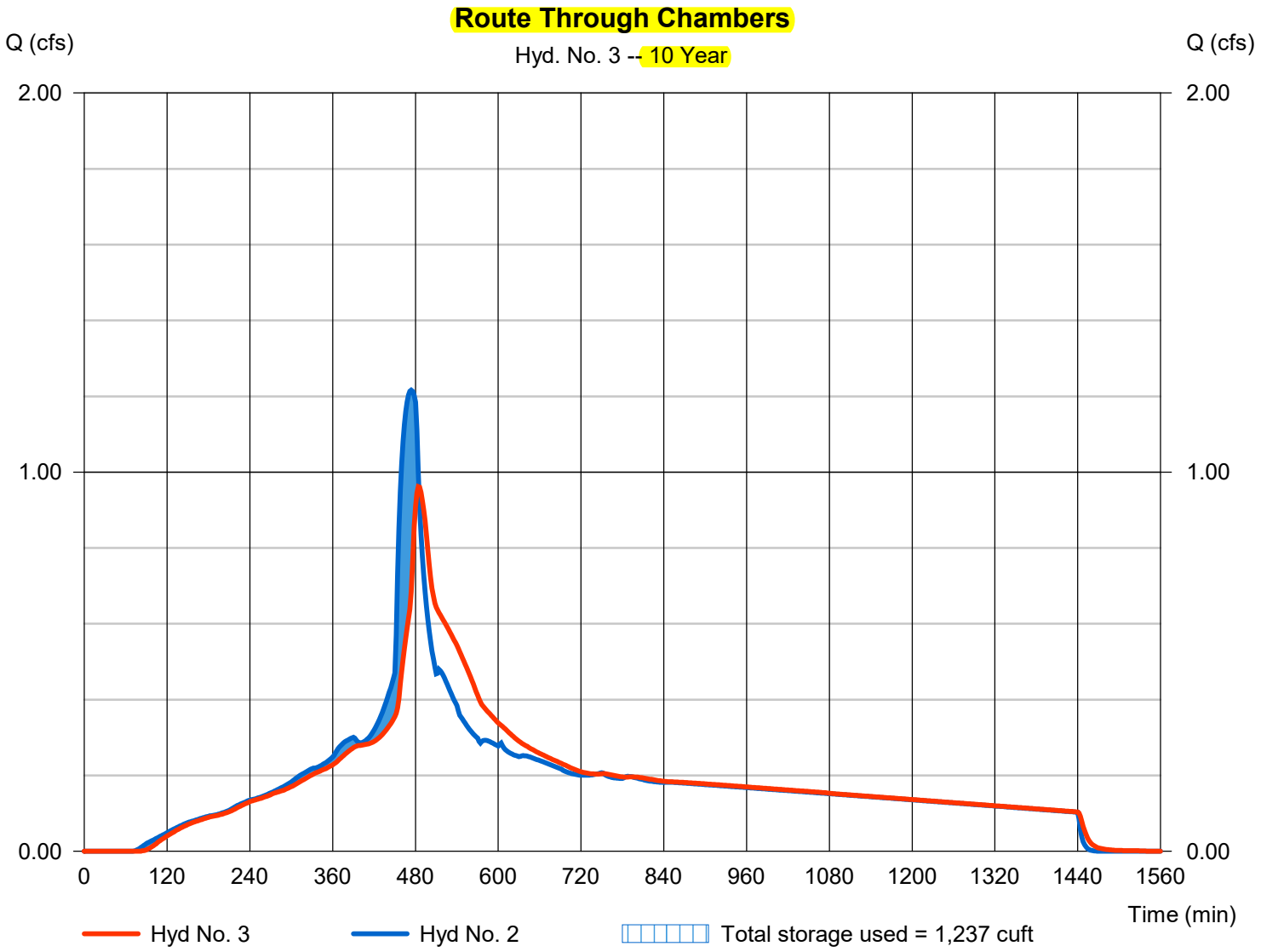
Hydrograph Report

Hyd. No. 3

Route Through Chambers

Hydrograph type	=	Reservoir	Peak discharge	=	0.962 cfs
Storm frequency	=	10 yrs	Time to peak	=	484 min
Time interval	=	2 min	Hyd. volume	=	17,179 cuft
Inflow hyd. No.	=	2 - Developed	Max. Elevation	=	102.46 ft
Reservoir name	=	Preliminary 36-inch Detention	Max. Storage	=	1,237 cuft

Storage Indication method used.



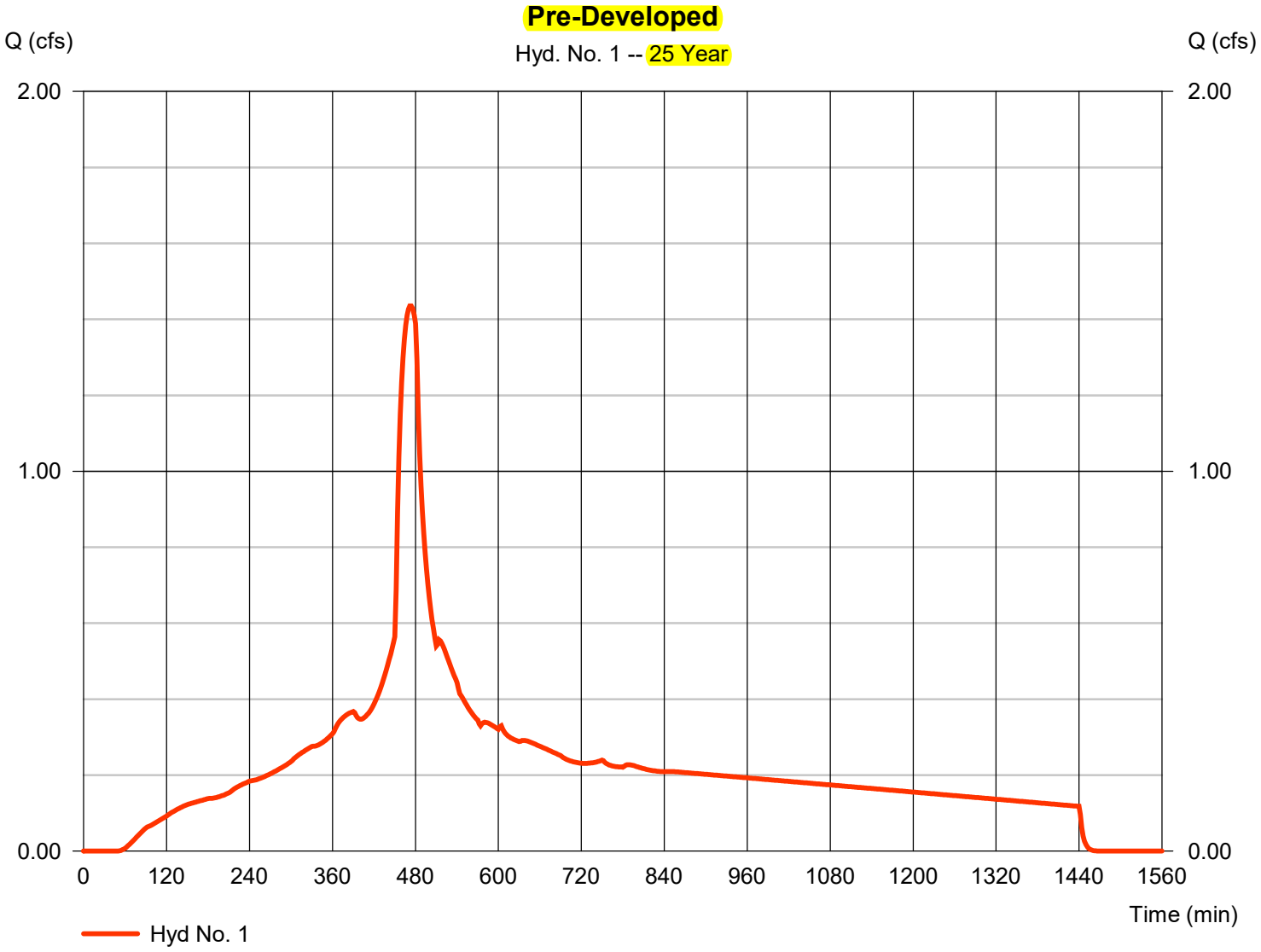
Hydrograph Report

Hyd. No. 1

Pre-Developed

Hydrograph type	=	SBUH Runoff	Peak discharge	=	1.436 cfs
Storm frequency	=	25 yrs	Time to peak	=	472 min
Time interval	=	2 min	Hyd. volume	=	20,501 cuft
Drainage area	=	1.590 ac	Curve number	=	97*
Basin Slope	=	2.0 %	Hydraulic length	=	325 ft
Tc method	=	LAG	Time of conc. (Tc)	=	4.60 min
Total precip.	=	3.90 in	Distribution	=	Type IA
Storm duration	=	24 hrs	Shape factor	=	n/a

* Composite (Area/CN) = [(1.390 x 98) + (0.200 x 89)] / 1.590



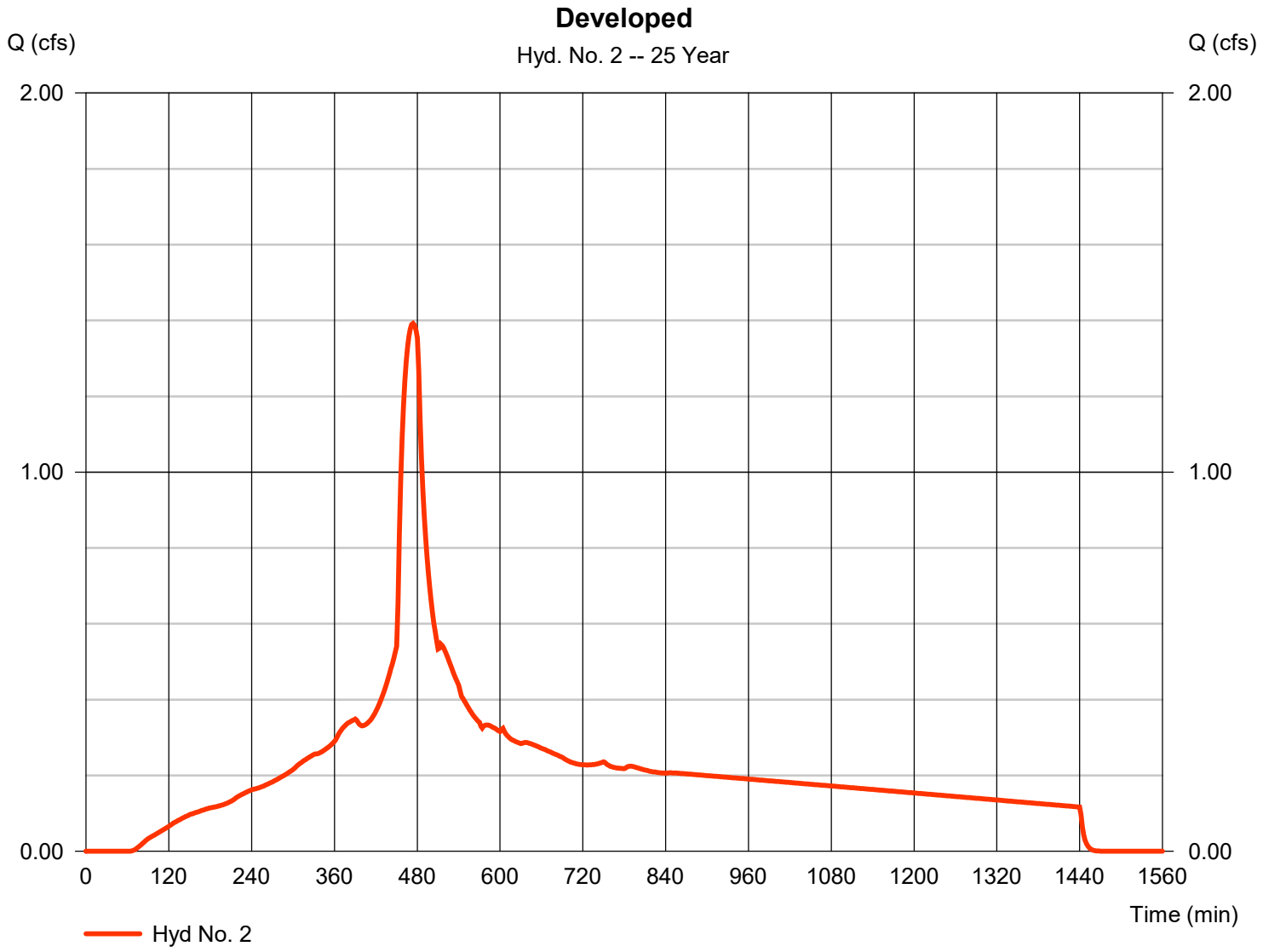
Hydrograph Report

Hyd. No. 2

Developed

Hydrograph type	= SBUH Runoff	Peak discharge	= 1.392 cfs
Storm frequency	= 25 yrs	Time to peak	= 474 min
Time interval	= 2 min	Hyd. volume	= 19,736 cuft
Drainage area	= 1.580 ac	Curve number	= 96*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.90 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a

* Composite (Area/CN) = [(1.440 x 98) + (0.140 x 74)] / 1.580



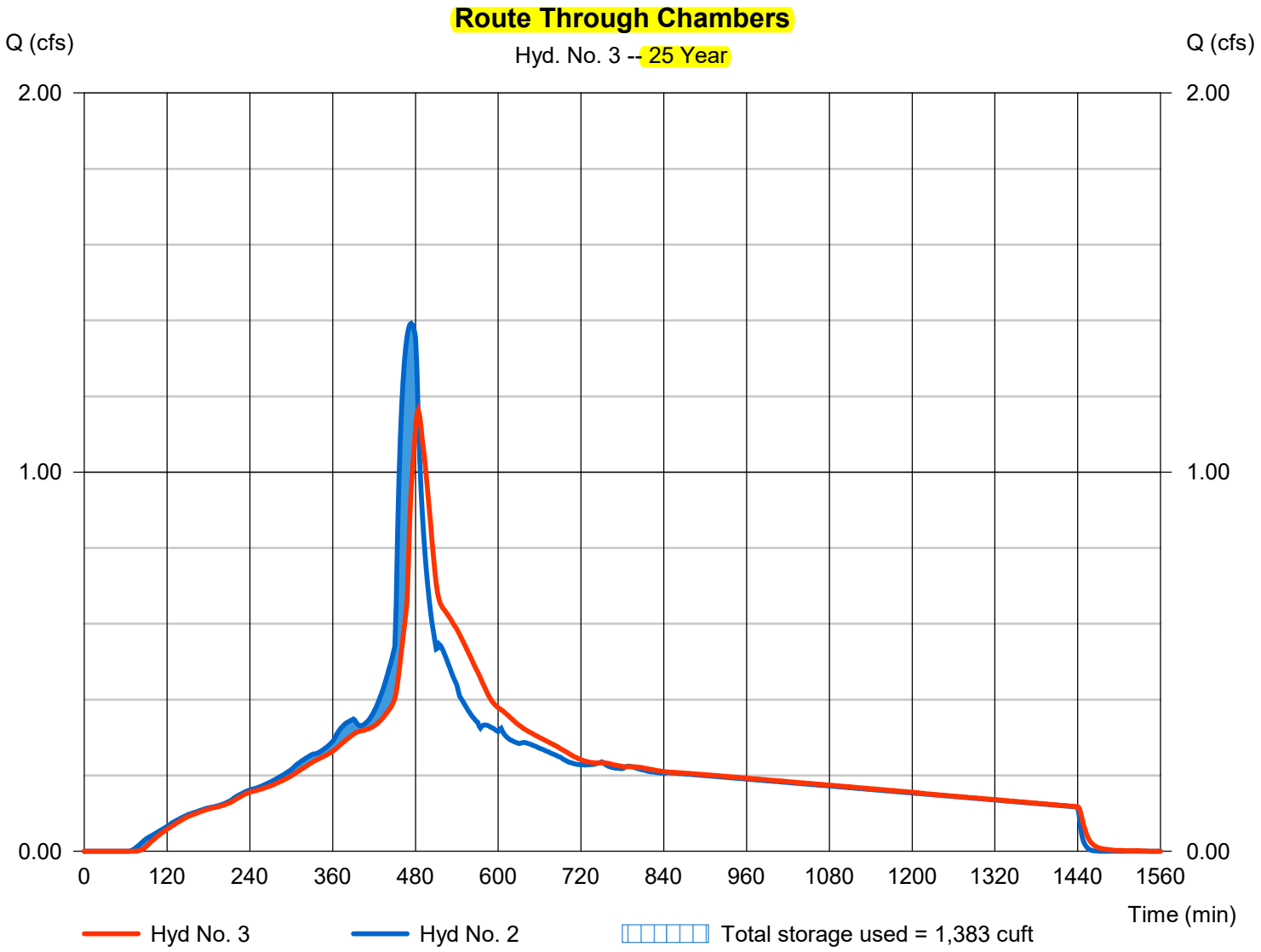
Hydrograph Report

Hyd. No. 3

Route Through Chambers

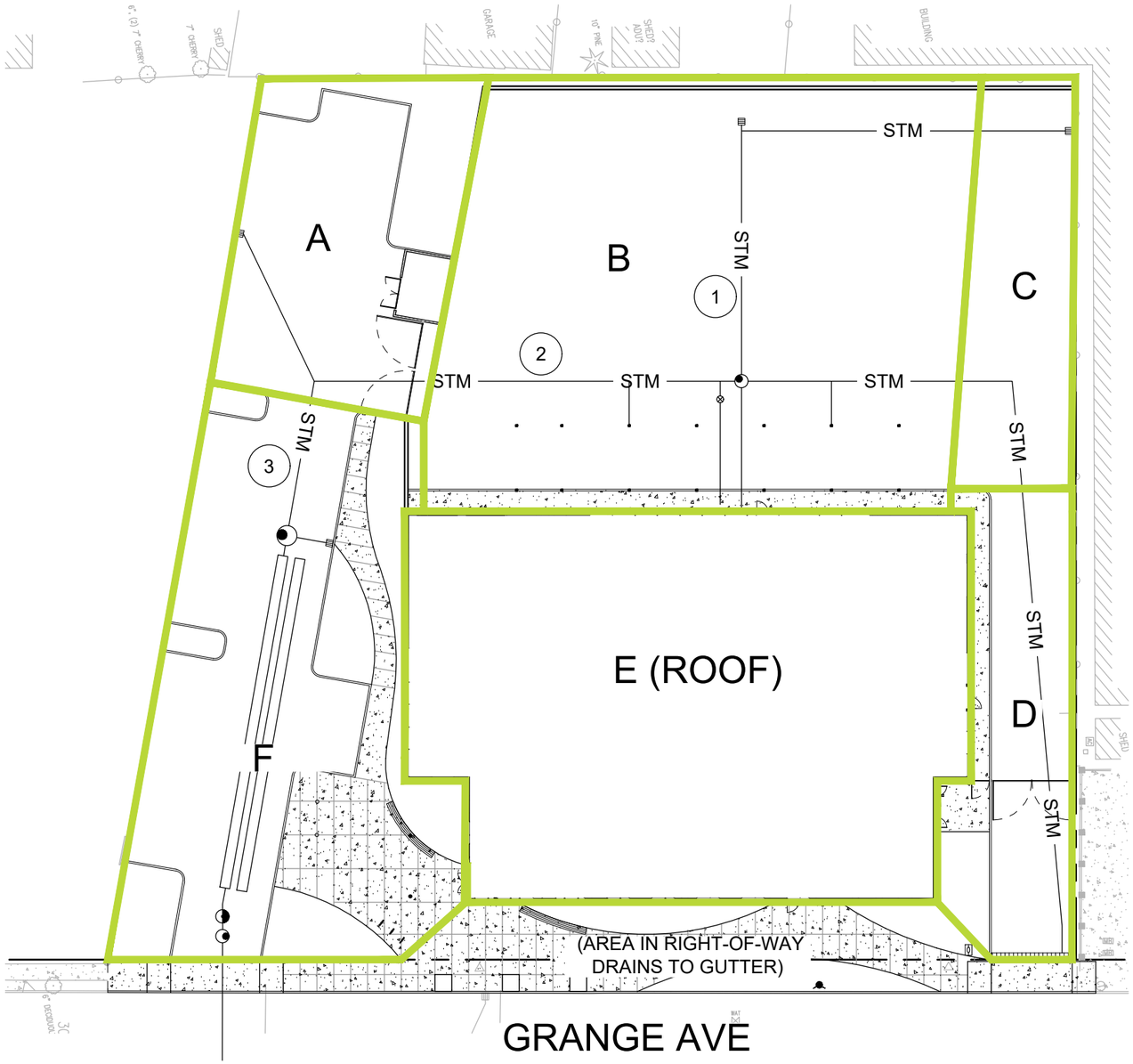
Hydrograph type	=	Reservoir	Peak discharge	=	1.163 cfs
Storm frequency	=	25 yrs	Time to peak	=	484 min
Time interval	=	2 min	Hyd. volume	=	19,732 cuft
Inflow hyd. No.	=	2 - Developed	Max. Elevation	=	102.87 ft
Reservoir name	=	Preliminary 36-inch Detention	Max. Storage	=	1,383 cuft

Storage Indication method used.



APPENDIX D

CONVEYANCE CALCULATIONS



BASIN SUMMARY TABLE

CATCHMENT ID	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	TOTAL AREA (SF)	TOTAL AREA (AC)
A	4840	1520	6360	0.15
B	19171	517	19688	0.45
C	3410	460	3870	0.09
D	4120	503	4623	0.11
E	18747	-273	18474	0.42
F	9866	3254	13120	0.30

MOLALLA POLICE
BASIN MAP - CONVEYANCE

MARCH 29, 2023
Job # 2220182.00

SCALE: 1"=40'
0 20 40

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2220182001\DRAWINGS\CIVIL\EXHIBITS\182-BASIN MAP-CONVEYANCE.DWG BTC 04/12/23 16:19 1:40

Storm Pipe Sizing - Rational Method

Project Name:	Molalla Police	By:	BTC	Checked:	Checked
Project Number:	2220182	Date:	4/6/2023	Date:	Date

User Entry Variables

Runoff Coefficient	C =	0.9
Pipe Coefficient of Friction	n =	0.013
Return Period		25 years

Equations

Rational	$Q = CiA$	Q =	Runoff	ft^3/s
		Q_m =	Capacity	ft^3/s
Manning's	$Q_m = \left(\frac{1.49}{n}\right) A(R_h^{2/3})S^{1/2}$	c =	Runoff coefficient	N/A
		I =	Rainfall intensity	in/hr
Hydraulic Radius	$R_h = \frac{A_{pipe}}{P}$	A =	Basin Area	ac
		P =	Wetted Perimeter	ft
		S =	Slope	ft/ft
Velocity (full pipe)	$v_f = \frac{Qm}{A_{pipe}}$	A_{pipe} =	Pipe Area	ft^2
		L =	Length of pipe	ft
Incremental Time	$T_i = \frac{L}{v_d} * \frac{min}{60\ sec}$			

Notes/Design Criteria

C = 0.9 for pavement and roof areas
City of Portland: 0.013 regardless of pipe material - check jurisdiction specific requir
Check conveyance requirement for jurisdiction (likely either 10 or 25)

Basin Data							Pipe Data			Calculations						
Pipe Link (See Basin Map)	Catchment ID (See Basin Map)	A_i, Incremental Basin Area (Ac) [1]	A_t, Total Basin Area (Ac) [2]	T_c, Time of Concentration (min) [3]	T_t, Total Time (min) [4]	i, Intensity (in/hr) [5]	S, Pipe Slope (%) [6]	D, Pipe Diameter (in) [7]	L, Length of Pipe Run (ft) [8]	A_{pipe}, Pipe Area (ft^2)	R_h, Hydraulic Radius $^{2/3}$	Q, Runoff (ft^3/s)	Q_m, Capacity (ft^3/s)	**Runoff/Capacity (ratio) [9]**	v_d, Velocity at Design Flow (ft/s)	T_i, Incremental Time (min)
	D	0.09	0.09	5.00	5.00	3.40	0.30	6	250	0.20	0.25	0.28	**0.31**	0.89	1.75	2.38
	E (ROOF)	0.42	0.42	5.00	5.00	3.40	2.00	8	37	0.35	0.30	1.29	**1.71**	0.75	5.33	0.12
	C	0.09	0.09	5.00	5.00	3.40	0.30	6	96	0.20	0.25	0.28	**0.31**	0.89	1.75	0.91
	B	0.44	0.44	5.00	5.00	3.40	12.00	6	2	0.20	0.25	1.35	**1.95**	0.69	10.60	0.00
1	C+B		0.53		5.91	3.24	0.30	12	2	0.79	0.40	1.54	**1.96**	0.79	2.73	0.01
2	1 + D + E		1.04		7.38	2.97	0.30	15	125	1.23	0.46	2.78	**3.55**	0.78	3.16	0.66

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DESIGN DRIVEN I CLIENT FOCUSED

Basin Data							Pipe Data			Calculations						
Pipe Link (See Basin Map)	Catchment ID (See Basin Map)	A_i, Incremental Basin Area (Ac) 1	A_t, Total Basin Area (Ac) 2	T_c, Time of Concentration (min) 3	T_t, Total Time (min) 4	i, Intensity (in/hr) 5	S, Pipe Slope (%) 6	D, Pipe Diameter (in) 7	L, Length of Pipe Run (ft) 8	A_{pipe}, Pipe Area (ft^2)	R_h, Hydraulic Radius $^{2/3}$	Q, Runoff (ft^3/s)	Q_m, Capacity (ft^3/s)	**Runoff/Capacity (ratio)9**	v_d, Velocity at Design Flow (ft/s)	T_i, Incremental Time (min)
	A	0.11	0.11	5.00	5.00	3.40	0.50	6	49	0.20	0.25	0.34	**0.40**	0.85	2.25	0.36
3	1 + A		1.15		1.70	3.99	0.30	18	44	1.77	0.52	4.13	**5.77**	0.72	3.51	0.21
	F	0.23	0.23	5.00	5.00	3.40	0.50	8	9	0.35	0.30	0.70	**0.86**	0.82	2.71	0.06
4	2 + F		1.38		1.36	4.06	0.30	18	3	**1.77**	0.52	5.04	5.769	0.873	3.64	0.01

APPENDIX E

OPERATIONS & MAINTENANCE MANUAL

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OPERATIONS & MAINTENANCE MANUAL

To
City of Molalla

For
Molalla Police

Dated
April 14, 2023

Project Number
2220182.00

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Since 1960

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TABLE OF CONTENTS

O&M Facilities Manager

XXXXXXXXXXX

RESPONSIBLE PARTY

PHONE

EMAIL

ATTACHMENTS

- O&M Site Map
- Sample Inspection Checklists and Maintenance Logs
- Sample Spill Prevention Plan
- Perkfilter Inspection and Maintenance Guide

TO THE FACILITY MANAGER:

The objective of this manual is to help the property owner to maintain the storm sewer system for Molalla Police so it can operate as designed.

Construction of the Molalla Police property includes a new building, public and secure parking, landscaping improvements, and utility upgrades. All business operations (other than car and truck parking) are expected to be confined to areas within the building and not to impact stormwater collection, treatment or operation of the drainage system. Please review the attachments for more detailed system specifications.

The Facility Manager shall be responsible to:

1. Provide all required training and equipment.
2. Perform inspection (for debris, loose soil or sediment that may enter the system), maintenance, and repairs of
    a. Roof areas
    b. Landscaping
    c. Parking areas
    d. Manhole pipes and sumps
    e. Catch basin grates and sumps
    f. Vegetated Stormwater Facilities (O&M procedures in Appendix)
    g. Manufactured Treatment Device(s)
3. Maintain documentation of the inspections, maintenance or repairs kept on-site for a minimum of three years from the date of the activity
4. Corrective actions that may include removal of sediment and debris, and repair of damaged components.
5. Providing a spill prevention plan. (See sample attached)

A facility maintenance fund is recommended for both operating procedures (regular maintenance) and capital procedures (major overhauls or replacement). Costs depend on the characteristics of the facility, the site, and the drainage area. The general recommendation is that annual maintenance costs should be 5 to 10 percent of the facility's total capital cost. Routine scheduled maintenance can help keep costs down by addressing problems before they require major attention. The property owner is fiscally responsible for operating and maintaining the stormwater facilities as described in this document.

A copy of the O & M Plan shall be provided to all property owners.

I. EMPLOYEE AND PUBLIC EDUCATION:

Facility employees will be trained upon hiring and thereafter annually, when new requirements are published or when there are any changes to the system equipment. Employee training will include:

- Familiarity of all stormwater components and locations
- Knowledge of Maintenance Schedule and Documentation Requirements
- Competency with Spill response plan and Personal Protective Equipment (PPE) locations

Sediment Storage, Testing and Disposal

Maintenance of the storm drainage facilities may include removal of oils, sediments or debris that requires specialized testing or disposal. All removed oils, sediments or other debris shall be disposed of in accordance with applicable regulations. The Facility Manager shall be responsible to retain a qualified company to dispose of this material or otherwise comply with the applicable regulations.

Records of debris disposal shall be kept on file at the main office in accordance with the state law and shall be available for review by regulating agencies.

Pollution Prevention

All employees will be trained to the facility spill plan so that they are certain of the location of materials, who to notify in case of a spill, and how to initially contain the spill of hazardous materials.

All sites shall implement best management practices per OSHA, EPA, and the local agency to prevent hazardous or solid wastes or excessive oil and sediment from contaminating stormwater. Contact City of Molalla at (503) 793-9043 for immediate assistance responding to spills. Record time/date, weather, and site conditions if site activities contaminate stormwater.

II. COMPONENTS AND LOCATIONS

See O&M Site Plan for facility locations. Conduct inspections with the O&M Site Map, inspection checklist, and maintenance log sheet in hand. Keep inspection records to track the progressive development of the system over time, per general schedule.

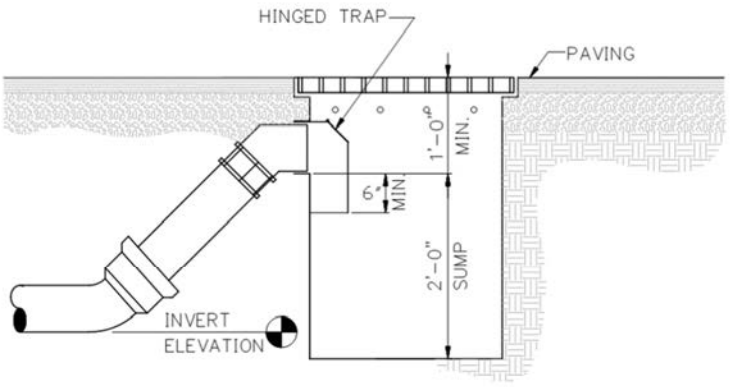
Inspect and Sweep

- Roof
- Landscape
- Parking

Catch Basins, Manholes, and Cleanouts

The catch basins are metal basins with steel grates. The catch basins have a trapped outlet and sump and need to be inspected and maintained (if necessary) on a quarterly basis and following major storm events. Manholes do not have open grate inlets but have pipe inlets and a sump to be inspected and cleaned. Cleanouts do not have open grate inlets, but also must be inspected and cleaned as necessary. Required materials may include:

- Push broom
- Rake
- Shovel
- Spill kit
- Manhole lid puller
- General landscape tools (weed cutters, pruning clippers, leak rake, etc.)
- Vactor Truck



CATCH BASIN
N.T.S.
LYNCH STYLE
C-BASIN

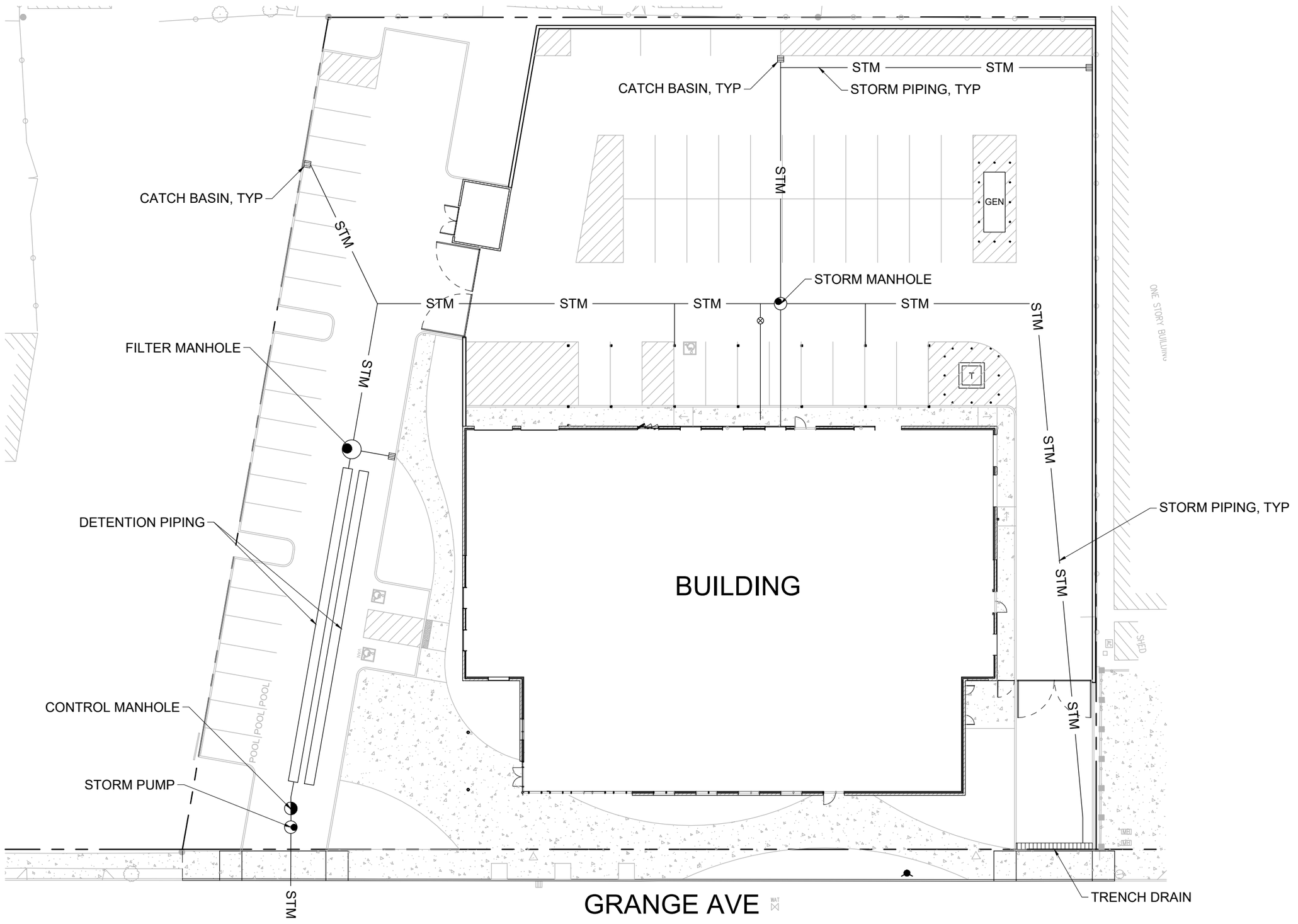
Storm Filter Manhole

See attached manufacturer recommendations.

III. GENERAL MAINTENANCE SCHEDULE

FREQUENCY	ACTIVITY	FACILITY	DESCRIPTION
REGULAR	Dry sweeping	Roof and Parking Areas	Reduce accumulation of sediments and debris
EVENT*	Visual Inspection	Overall System	Look for ponded water, debris, erosion
QUARTERLY	Visual Inspection	Catch Basin Grate	Clear catch basins from obstructions.
BI-ANNUALLY/ QUARTERLY	Visual Inspection	Catch Basin/ Manhole Sump	Check to see if sediment has built up on the bottom of the catch basin by measuring down from the outlet pipe. If it is less than 12 inches then the catch basin needs to be cleaned out. Materials removed from the catch basin inlet shall be disposed of in accordance with applicable state law.
ANNUALLY	Inspect	Spill Kit	Ensure all supplies are available and have not deteriorated or expired. Check with city staff to stay aware of newly available products or spill containment procedures. Become familiar with the spill control plan (included with this O&M Plan) and ensure that at least one employee during each work shift is familiar with the plan (always have someone on-site who is aware of the spill containment kit and procedures).

*Additional inspections will be necessary after
-long dry periods
-large storms or spills



MOLALLA POLICE
O&M SITE MAP

APRIL 05, 2023
Job # 2220182.00

SCALE: 1"=30'
0 15 30

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2220182000\DRAWINGS\CIVIL\EXHIBITS\182-O&M SITE MAP.DWG BTC 04/06/23 10:30 1:30

SAMPLE MAINTENANCE LOGS

VF=Vegetated Facilities; CB=Catch Basins; MH=Manholes

Work Performed by	Initials	Date
Facility Maintained	☐ VF	☐ CB ☐ MH
Maintenance Required		
Maintenance Performed		

Work Performed by	Initials	Date
Facility Maintained	☐ VF	☐ CB ☐ MH
Maintenance Required		
Maintenance Performed		

Work Performed by	Initials	Date
Facility Maintained	☐ VF	☐ CB ☐ MH
Maintenance Required		
Maintenance Performed		

WHAT TO DO IN CASE OF A SPILL

1. The spill kit is located _____
2. Get the spill kit (and spill kit instructions when provided)
3. If possible, determine visually what type of fluids have been spilled
4. Put on gloves and glasses or any other necessary Personal Protective Equipment (PPE)
5. Get the absorbent material provided in the kit and drain block cover (pig)
6. Place the absorbent material in the path of the spill
7. Remove any debris from the vicinity of the catch basin inlets in the parking lot
8. Unroll the drain blocker, and place is snugly over the catch basin inlet
9. Verify the cover has full contact with the rim of the catch basin inlet
10. Use snakes, pillow or pigs to completely contain the areas
11. If the spill cannot be contained locally, shut off the storm drain pumps so any spilled material does not leave the site

Notify the following personnel immediately:

City of Molalla (report a spill):	(503) 793-9043
Department of Environmental Quality:	(800) 452-0311
	(800) 452-4011
	(503) 229-5263

Note: Only dry cleanup methods may be employed to clean up spills (i.e. no use of water to wash spilled materials from pavement will be conducted)

Oldcastle Infrastructure™
A CRH COMPANY

PERKFILTER™

Inspection and Maintenance Guide

Water

PerkFilter™ Media Filtration System

Description

The PerkFilter is a stormwater treatment device used to remove pollutants from urban runoff. Impervious surfaces and other urban and suburban landscapes generate a variety of contaminants that can enter stormwater and pollute downstream receiving waters. The PerkFilter is a media-filled cartridge filtration device designed to capture and retain sediment, gross solids, metals, nutrients, hydrocarbons, and trash and debris. As with any stormwater treatment system, the PerkFilter requires periodic maintenance to sustain optimum system performance.

Function

The PerkFilter is a water quality treatment system consisting of three chambers: an inlet chamber, a filter cartridge treatment chamber, and an outlet chamber (Figure 1). Stormwater runoff enters the inlet chamber through an inlet pipe, curb opening, or grated inlet. Gross solids are settled out, and floating trash and debris are trapped in the inlet chamber. Pretreated flow is then directed to the treatment chamber through an opening in the baffle wall between the inlet chamber and treatment chamber. The treatment chamber contains media-filled filter cartridges (Figure 2) that use physical and chemical processes to remove pollutants. During a storm event, runoff pools in the treatment chamber before passing radially through the cylindrical cartridges from the outside surface, through the media for treatment, and into the center of the cartridge. At the center of the cartridge is a center tube assembly designed to distribute the hydraulic load evenly across the surface of the filter cartridge and control the treatment flow rate. The center tube assembly discharges treated flow through the false floor and into the outlet chamber. A draindown feature built into each cartridge allows the treatment chamber to dewater between storm events.

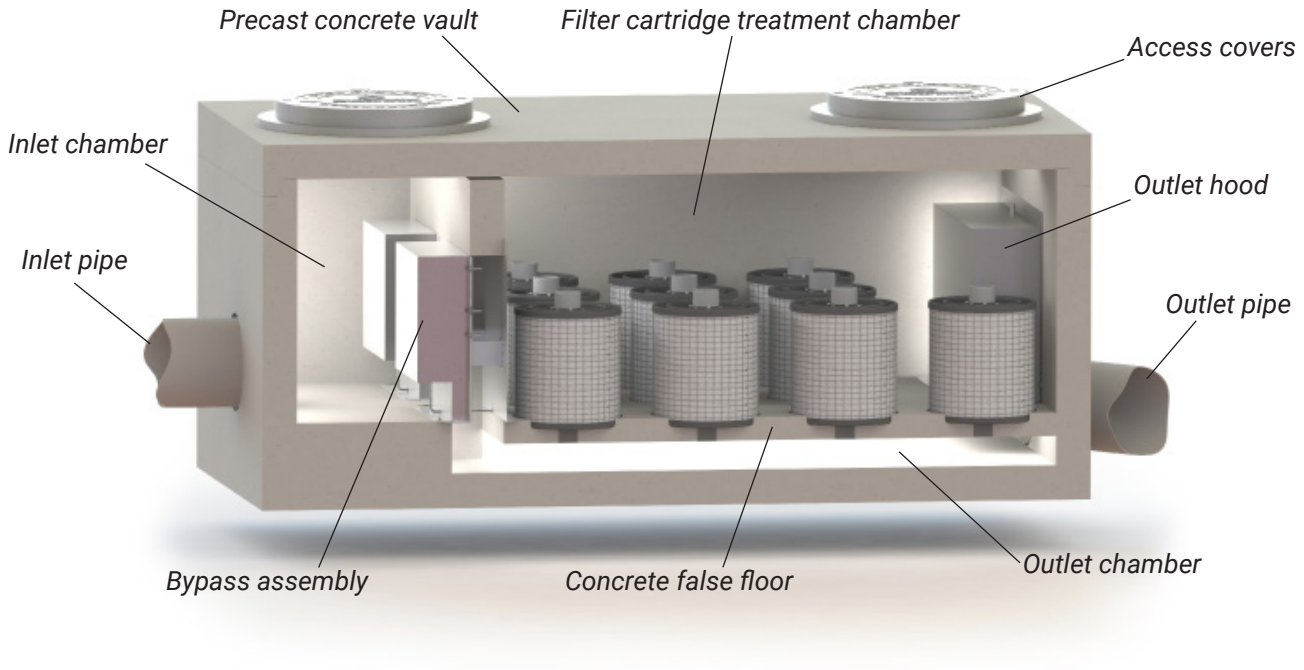

Figure 1. Schematic of the PerkFilter system.

All PerkFilter systems include a high-flow bypass assembly to divert flow exceeding the treatment capacity of the filter cartridges around the treatment chamber. The bypass assembly routes peak flow from the inlet chamber directly to the outlet chamber, bypassing the treatment chamber to prevent sediment and other captured pollutants from being scoured and re-entrained by high flow. Treated flow and bypass flow merge in the outlet chamber for discharge by a single outlet pipe.

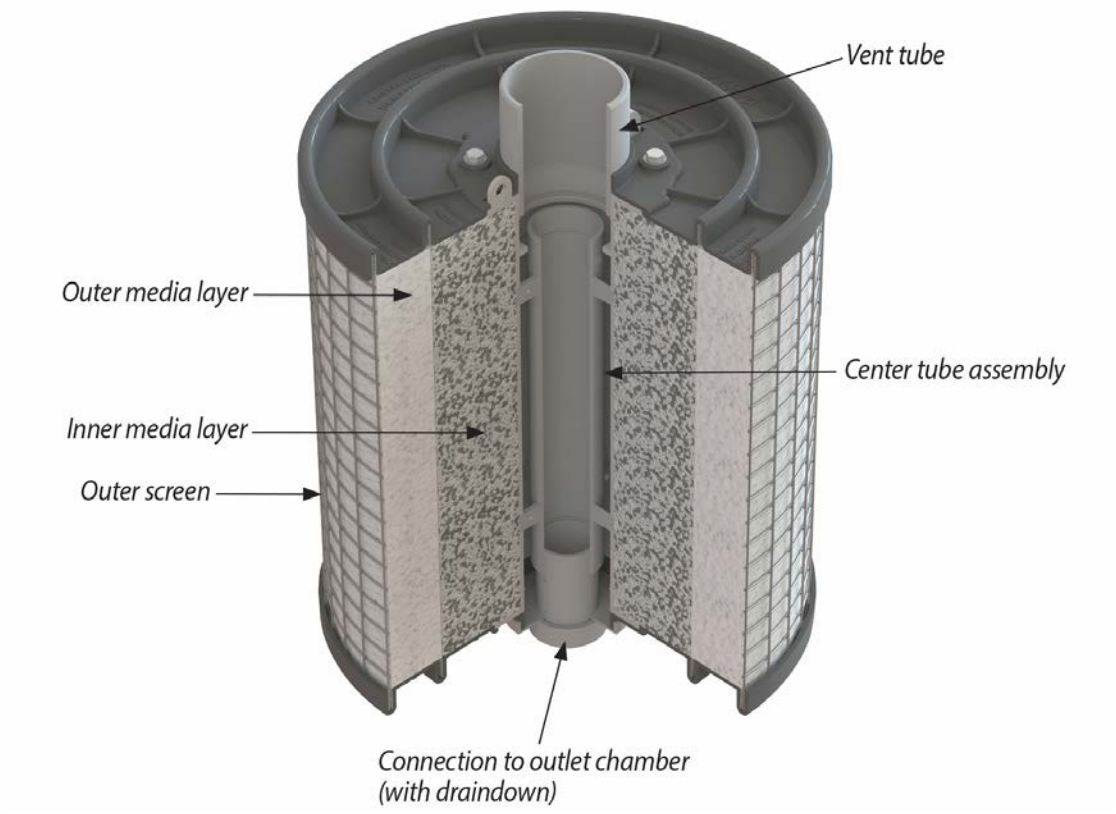

Figure 2. Schematic of PerkFilter cartridge.

Configuration

The PerkFilter structure may consist of a vault, manhole, or catch basin configuration. Catch basin units may be fabricated from concrete or steel. Internal components including the PerkFilter cartridges are manufactured from durable plastic and stainless steel components and hardware. All cartridges are 18 inches in diameter and are available in two heights: 12-inch and 18-inch. Cartridges may be used alone or may be stacked (Figure 3) to provide 24-inch and 30-inch combinations. The capacity of each cartridge or cartridge combination is dictated by the allowable operating rate of the media and the outer surface area of the cartridge. Thus, taller cartridges have greater treatment capacity than shorter cartridges, but they also require more hydraulic drop across the system. Cartridges may be filled with a wide variety of media but the standard mix is composed of zeolite, perlite and carbon (ZPC).

Access to an installed PerkFilter system is typically provided by ductile iron castings or hatch covers. The location and number of access appurtenances is dependent on the size and configuration of the system.

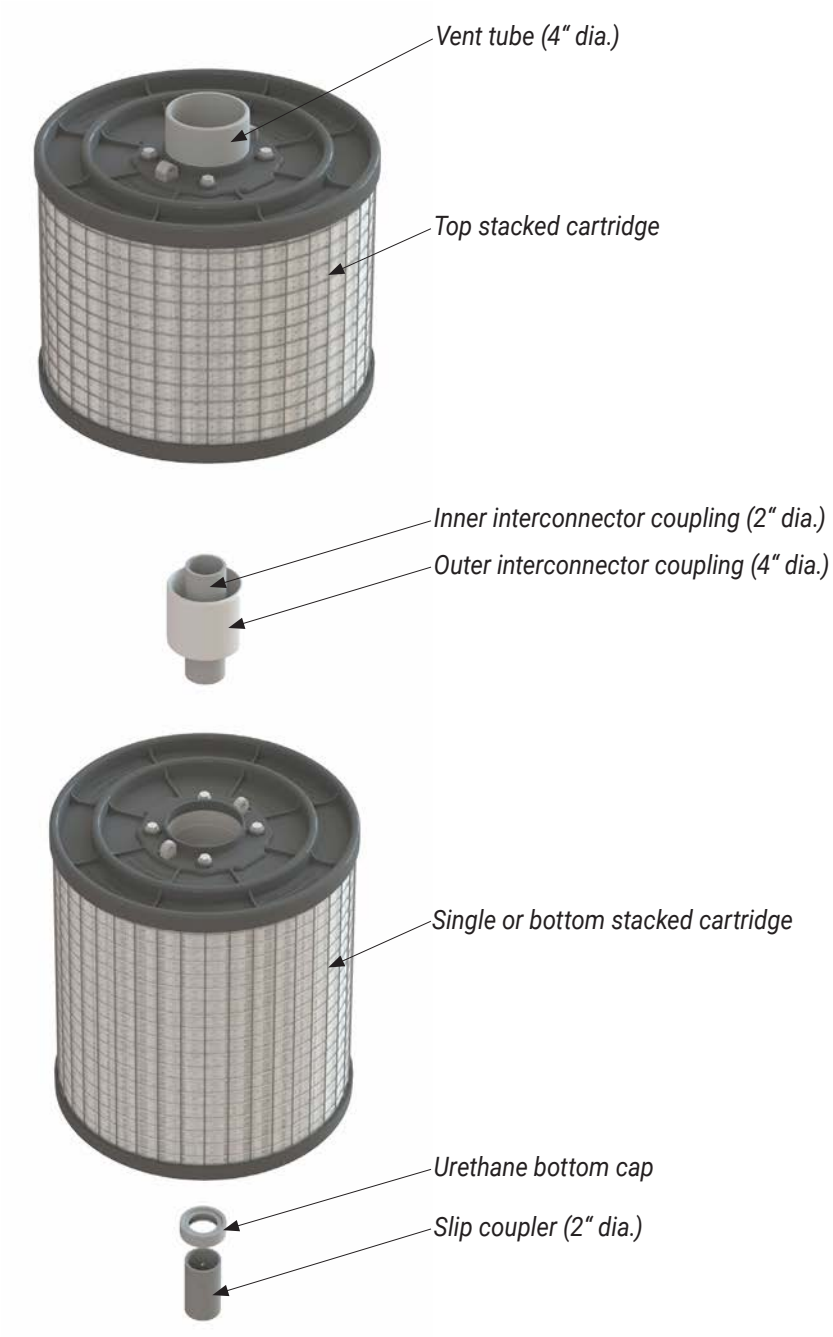

Figure 3. Schematic of stacked cartridges and connector components.

Maintenance Overview

State and local regulations require all stormwater management systems to be inspected on a periodic basis and maintained as necessary to ensure performance and protect downstream receiving waters. Maintenance prevents excessive pollutant buildup that can limit system performance by reducing the operating capacity and increasing the potential for scouring of pollutants during periods of high flow.

Inspection and Maintenance Frequency

The PerkFilter should be inspected on a periodic basis, typically twice per year, and maintained as required. Initially, inspections of a new system should be conducted more frequently to help establish an appropriate site-specific inspection frequency. The maintenance frequency will be driven by the amount of runoff and pollutant loading encountered by a given system. In most cases, the optimum maintenance interval will be one to three years. Inspection and maintenance activities should be performed only during dry weather periods.

Inspection Equipment

The following equipment is helpful when conducting PerkFilter inspections:

- Recording device (pen and paper form, voice recorder, iPad, etc.)
- Suitable clothing (appropriate footwear, gloves, hardhat, safety glasses, etc.)
- Traffic control equipment (cones, barricades, signage, flagging, etc.)
- Socket and wrench for bolt-down access covers
- Manhole hook or pry bar
- Flashlight
- Tape measure
- Measuring stick or sludge sampler
- Long-handled net (optional)

Inspection Procedures

PerkFilter inspections are visual and may be conducted from the ground surface without entering the unit. To complete an inspection, safety measures including traffic control should be deployed before the access covers are removed. Once the covers have been removed, the following items should be checked and recorded (see form provided at the end of this document) to determine whether maintenance is required:

- Inspect the internal components and note whether there are any broken or missing parts. In the unlikely event that internal parts are broken or missing, contact Oldcastle Infrastructure at (800) 579-8819 to determine appropriate corrective action.
- Note whether the inlet pipe is blocked or obstructed. The outlet pipe is covered by a removable outlet hood and cannot be observed without entering the unit.
- Observe, quantify and record the accumulation of floating trash and debris in the inlet chamber. The significance of accumulated floating trash and debris is a matter of judgment. A long-handled net may be used to retrieve the bulk of trash and debris at the time of inspection if full maintenance due to accumulation of floating oils or settled sediment is not yet warranted.

- Observe, quantify and record the accumulation of oils in the inlet chamber. The significance of accumulated floating oils is a matter of judgment. However, if there is evidence of an oil or fuel spill, immediate maintenance by appropriate certified personnel is warranted.
- Observe, quantify and record the average accumulation of sediment in the inlet chamber and treatment chamber. A calibrated dipstick, tape measure, or sludge sampler may be used to determine the amount of accumulated sediment in each chamber. The depth of sediment may be determined by calculating the difference between the measurement from the rim of the PerkFilter to the top of the accumulated sediment, and the measurement from the rim of the PerkFilter to the bottom of the PerkFilter structure. Finding the top of the accumulated sediment below standing water takes some practice and a light touch, but increased resistance as the measuring device is lowered toward the bottom of the unit indicates the top of the accumulated sediment.
- Finally, observe, quantify and record the amount of standing water in the treatment chamber around the cartridges. If standing water is present, do not include the depth of sediment that may have settled out below the standing water in the measurement.

Maintenance Triggers

Maintenance should be scheduled if any of the following conditions are identified during the inspection:

- Internal components are broken or missing.
- Inlet piping is obstructed.
- The accumulation of floating trash and debris that cannot be retrieved with a net and/or oil in the inlet chamber is significant.
- There is more than 6” of accumulated sediment in the inlet chamber.
- There is more than 4” of accumulated sediment in the treatment chamber.
- There is more than 4” of standing water in the treatment chamber more than 24 hours after end of rain event.
- A hazardous material release (e.g. automotive fluids) is observed or reported.
- The system has not been maintained for 3 years (wet climates) to 5 years (dry climates).

Maintenance Equipment

The following equipment is helpful when conducting PerkFilter maintenance:

- Suitable clothing (appropriate footwear, gloves, hardhat, safety glasses, etc.)
- Traffic control equipment (cones, barricades, signage, flagging, etc.)
- Socket and wrench for bolt-down access covers
- Manhole hook or pry bar
- Confined space entry equipment, if needed
- Flashlight
- Tape measure
- 9/16” socket and wrench to remove hold-down struts and filter cartridge tops
- Replacement filter cartridges
- Vacuum truck with water supply and water jet

Contact Oldcastle Infrastructure at (800) 579-8819 for replacement filter cartridges. A lead time of four weeks is recommended.

Maintenance Procedures

Maintenance should be conducted during dry weather when no flow is entering the system. Confined space entry is necessary to maintain vault and manhole PerkFilter configurations. Only personnel that are OSHA Confined Space Entry trained and certified may enter underground structures. Confined space entry is not required for catch basin PerkFilter configurations. Once safety measures such as traffic control are deployed, the access covers may be removed and the following activities may be conducted to complete maintenance:

- Remove floating trash, debris and oils from the water surface in the inlet chamber using the extension nozzle on the end of the boom hose of the vacuum truck. Continue using the vacuum truck to completely dewater the inlet chamber and evacuate all accumulated sediment from the inlet chamber. Some jetting may be required to fully remove sediment. The inlet chamber does not need to be refilled with water after maintenance is complete. The system will fill with water when the next storm event occurs.
- Remove the hold-down strut from each row of filter cartridges and then remove the top of each cartridge (the top is held on by four 9/16" bolts) and use the vacuum truck to evacuate the spent media. When empty, the spent cartridges may be easily lifted off their slip couplers and removed from the vault. The couplers may be left inserted into couplings cast into the false floor to prevent sediment and debris from being washed into the outlet chamber during washdown.
- Once all the spent cartridges have been removed from the structure, the vacuum truck may be used to evacuate all accumulated sediment from the treatment chamber. Some jetting may be required to fully remove sediment. Take care not to wash sediment and debris through the openings in the false floor and into the outlet chamber. All material removed from the PerkFilter during maintenance including the spent media must be disposed of in accordance with local, state, and/or federal regulations. In most cases, the material may be handled in the same manner as disposal of material removed from sumped catch basins or manholes.
- Place a fresh cartridge in each cartridge position using the existing slip couplers and urethane bottom caps. If the vault is equipped with stacked cartridges, the existing outer and inner interconnector couplers must be used between the stacked cartridges to provide hydraulic connection. Transfer the existing vent tubes from the spent cartridges to the fresh cartridges. Finally, refit the struts to hold the fresh cartridges in place.
- Securely replace access covers, as appropriate.
- Make arrangements to return the empty spent cartridges to Oldcastle Infrastructure.

PerkFilter
Inspection and Maintenance Log

Location_____

Structure Configuration and Size:

Inspection Date_____

☐ Vault _____feet x _____feet
☐ Manhole _____feet diameter
☐ Catch Basin _____feet x _____feet

Number and Height of Cartridge Stacks:

Count____each ☐12" ☐ 18" ☐ 24" ☐ 30"

Media Type:

☐ ZPC ☐ Perlite ☐ Other_____

Condition of Internal Components ☐ Good ☐ Damaged ☐ Missing	Notes:
Inlet or Outlet Blockage or Obstruction ☐ Yes ☐ No	Notes:
Floating Trash and Debris ☐ Significant ☐ Not Significant	Notes:
Floating Oils ☐ Significant ☐ Not Significant ☐ Spill	Notes:
Sediment Depth in Inlet Chamber ☐ Inches of Sediment:_____	Notes:
Sediment Depth in Treatment Chamber ☐ Inches of Sediment:_____	Notes:
Standing Water in Treatment Chamber ☐ Inches of Standing Water:_____	Notes:

Maintenance Required

☐ **Yes - Schedule Maintenance** ☐ **No - Inspect Again in _____ Months**

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MEETING MINUTES

PROJECT NUMBER: 2220182.02 **ISSUE DATE:** January 17, 2023
PROJECT NAME: Molalla Police

SUBJECT: **Pre-Application Conference Minutes (January 12, 2023)**

Recorded by: Jessa Miller

TO: FILE
Present: Mac Corthell, Dan Zinder, Sam Miller– City of Molalla
Joshua Dodson – OTAK
Brent Ahrend, Bailey Currier, Valeria Degutis, David Linton, Adrienne Linton, Jessa Miller, Brian Varricchione, Iris Wu – Mackenzie

	COMPANY (Person(S) Responsible)	ACTION DUE DATE	ACTION ITEMS	UNRESOLVED (Date/Comment)	RESOLVED (Date/Comment)
			None at this time.		

INFORMATION ITEMS

1. Answers to Mackenzie's questions from the pre-application request are noted below, with additional detail in the City's notes (Attachment A).

Transportation

2. *Question 1: Please confirm whether the existing 60-foot right-of-way width is sufficient based on the City's local street standard.* Dan Zinder and Mac Corthell (City of Molalla) confirmed that the downtown Molalla streetscape plan supersedes the local street standard in the transportation system plan (TSP). He explained that they will consider the on-site plaza/meandering sidewalk and the public right-of-way (ROW) as one unit. Grange Avenue was constructed wider than the standard, so the goal is to not create an odd curb line. The whole space between the curb and plaza should all be considered as public including the proposed features and additional downtown master plan design elements.

3. *Question 2: Please confirm any frontage improvements that may be required as part of this project, including whether stormwater management is required for areas within the right-of-way.* Sam Miller (City of Molalla) stated that they do not want to disturb and relocate the curb and gutter, so rain gardens in the street would not make sense. The City would like to keep that area as parking spaces.

   A. The on-site meandering sidewalk next to Grange Avenue does not need a pedestrian easement since the site is owned by the City.

   B. The public utility easement (PUE) would be located behind the ROW line.

   C. Mac Corthell stated that it is likely that no half street improvement would be required, especially if the curb line is matched. The City would prefer to do the entire street at once, not with this project. At most, a grind and inlay could be used at utility trenches.

   D. Sam Miller mentioned that they would like to create sharrows that stretch from Robbins Street to OR-211.

E. No water quality planters would be required.

4. *Question 3: Are the proposed driveway locations acceptable?* Sam Miller does not see any conflicts between the intersection and the first access, and that double access makes sense for the site. Since there are pre-existing driveways, the City doesn't have a problem re-using them. City staff recommended that the southern driveway be at least 30' wide. The north driveway should be wide enough for fire access.

5. *Question 4: The project is expected to generate fewer than 25 peak hour trips. Please confirm a Transportation Analysis Letter can be provided instead of a full Transportation Impact Analysis.* Dan Zinder stated that the applicable Transportation Analysis Letter criteria will need to be responded to as part of the site design review process, and staff does not anticipate the need for a full transportation impact analysis.

Zoning

6. *Question 5: Does staff have any comments or concerns regarding the building design, setbacks, and public building entrance?* Dan Zinder stated that it appears the design standards are met. One concern is the rear façade, specifically the window layout. Dan Zinder wants to know what the neighboring properties will be able to see. Adrienne Linton (Mackenzie) noted that the building will have some windows on the rear façade. Dan Zinder responded that shadow boxes/brick detailing may be an acceptable alternative to meet the 30% window requirement.

7. *Question 6: Is a loading space required?* No loading space is required.

8. *Question 7: Please confirm the applicable bicycle parking ratio.* The minimum ratio is one bike space per 10 parking spaces (with a minimum of two bike spaces). Dan Zinder mentioned it could be placed within the public plaza area as an element consistent with the downtown streetscape plan.

9. *Question 8: To maintain security, the Police Department would like to eliminate landscaping within the secure parking area. Would this require a variance? If required, would Planning staff support such a variance?* Adrienne Linton mentioned that the reason for requesting no landscaping in the secure area is largely due to the level of security clearance required by maintenance staff. Dan Zinder recommended requesting that allowance with the land use application and that a variance should not be required. He noted that the code differentiates between vehicle parking (which requires landscaping) and vehicle storage (which does not require landscaping).

10. *Question 9: The site is composed of multiple lots. Would the City require a partition or lot consolidation to eliminate internal lot lines? Does staff recommend combining this process with the Conditional Use Permit?* Dan Zinder stated that the City would not require a lot consolidation since the site is publicly owned.

11. *Question 10: Please list all anticipated land use approvals. What is the timeline for land use approvals?* Dan Zinder explained that site design review would be required to obtain land use approval. He noted that emergency services required a conditional use permit in the C-1 zone, but that staff intends to rezone the property to Public Facilities, Semi-Public (PSP) prior to site development. Emergency services are a permitted use in the PSP zone and would require site design review but no conditional use review.

Engineering

12. *Question 11: Does the City have preferred locations for public utility connections?* Sam Miller explained that staff would like to see utility connections in the PUE.

    A. There is an existing 2" water meter at the site. The project will likely need a Fire Department Connection (FDC) vault. If the Fire District requires an on-site hydrant, then a public water line would need to be looped through the site.

    B. There is an existing 6" sanitary sewer stub at the property.

    C. Sam Miller noted that if the storm sump pump discharge could not reach the existing manhole in Grange Avenue, then the project would need to install a new one.

13. *Question 12: Can staff provide as-built drawings of area public infrastructure?* Sam Miller stated that staff is limited on as-built drawings but they do have as-builts of the 2004 waterline project. Sanitary sewer is mostly

hand-drawn, and there is not much information on storm other than the depth which is approximately 4'. The City will forward the as-builts to Bailey Currier.

14. *Question 13: Due to site space constraints, please confirm if it would be acceptable to use water quality filters and below grade detention, if space isn't available for LIDA or other vegetated facilities.* Sam Miller said they would like to stray away from underground stormwater detention facilities, they would prefer to incorporate bioswales on the west side and south side along with rainwater gardens.

    A. Bailey Currier (Mackenzie) asked if that was a requirement or if the design should consider utilizing vegetated facilities to the maximum extent possible. Mac Corthell stated underground would still be allowed but other options are preferred.

15. *Question 14: What is the City's current anticipated typical turnaround time for engineering/public works permit review?* Engineering/public works review is typically 30-60 days depending on workload.

16. *Question 15: Does Molalla Fire District staff have any comments on the proposed layout?* The Fire Marshal did not attend; they will follow up. (Update after meeting: See Attachment B, which was provided on 1/16/2023.)

17. *Question 16: Please explain the relationship between the City and Clackamas County for plan review and permitting. Does the City have a formal permit review and release process as part of County's process? What is the typical turnaround time for Building Permit Plan Review?* Dan Zinder stated that engineering goes through public works and that the City has a joint process with Clackamas County for building permits in which the County will not issue permits until the City signs off. Mac Corthell stated that the City's review is much quick than the County's, he said it's possible to apply to Clackamas County prior to the City due to their long timeline (typically 6-8 weeks to get the County's first plan review comments). Demolition permits also go through the City and the County.

Every effort has been made to accurately record this meeting. If any errors or omissions are noted, please provide written response within five days of receipt.

Enclosure(s): Attachment A – City of Molalla Pre-Application Conference Notes dated 1/13/2023
Attachment B – Molalla Fire District email dated 1/16/2023

c: Present
Chris Long, Bobby Call, Nicole Ricker, Dan Huff – City of Molalla
Thomas Peck, Steven Tuttle – Mackenzie

Planning & Land Use

City of Molalla
315 Kennel Avenue
PO Box 248
Molalla, Oregon 97038
Phone: (503) 759-0205
Email: communityplanner@cityofmolalla.com
Web: www.cityofmolalla.com/planning

Planning Process Summary: Pre15-2022

Applicant:	Brian Varricchione of Mackenzie For City of Molalla
Site Address (or TLNO):	150 Grange Ave (52E09CB00500 and 52E09CB00700)
Site Zoning:	Central Commercial (C-1)
Proposed Use:	New Police Facility
Pre-App Conference Date:	January 12, 2023

Process

Application for Site Design Review

- Per Molalla Municipal Code Section 17-4.2.020 site design review is required
- Per Molalla Municipal Code Section 17-4.2.030 the proposed project meets thresholds for Type III Review: Quasi-Judicial Review with a Public Hearing
- Type III Review processes are detailed in Molalla Municipal Code Section 17-4.1.040
- The SDR application will go before Molalla Planning Commission as a concurrent Type III Application

Timeline

Site Design Review

- Upon application submittal, the City has ***30 days*** for "Completeness Review" to determine whether the project meets submission requirements of 17-4.2.040 Application Submission Requirements
- If the project is deemed complete the City has ***120 days*** from that Completeness determination to bring the project to hearing and render a decision
- If the submission is not complete the Applicant has ***180 days*** from the incompleteness determination to resubmit a complete application

- If the project is not appealed, the Decision becomes final 10 days after issuance of a notice of decision
- If *approved by the Molalla Planning Commission*, the Applicant may submit plans for Public Works Civil Review, integrating all conditions of approval, upon the decision becoming final.
- If *approved by the Molalla Planning Commission*, the Applicant may submit plans for building permit authorization, integrating all conditions of approval, upon the decision becoming final. This release authorizes Clackamas County to conduct building permit review.

Applicable Approval Criteria

Staff has determined that narrative responses to each criterion from the sections below are required:

Submission Requirements:

Section 17-4.1.040 A Type III Procedure Submittal Information
Section 17-4.2.040 (Site Design Review) Submission Requirements

Approval Criteria (Narrative Response Required)

Chapter 17, Division 4
Section 17-4.2.050 (Site Design Review)
Section 17-4.3.120 Property Line Adjustments Approval Criteria

Applicable Design Standards Narrative Criteria

Chapter 17, Division 2
Section 17-2.2.030 Allowed Uses
Section 17-2.2.040 Lot and Development Standards

Chapter 17, Division 3
Section 17-3.2.040 Non-Residential Buildings
Section 17-3.2.050 Civic Space and Pedestrian Amenities
Chapter 17-3.3 Access and Circulation
Chapter 17-3.4 Landscaping, Fences and Walls, Outdoor Lighting,
Chapter 17-3.5 Parking and Loading
Chapter 17-3.6 Public Facilities

Feedback On Proposed Design

Section 17-2.2.030 Allowed Uses

City intends to correctly zone publicly owned and utilized parcels as PSP by the time of application approval. If not then, shortly thereafter. Narrative should be geared towards the PSP zone.

Section 17-2.2.040 Lot and Development Standards
Section 17-3.2.040 Non-Residential Buildings (orientation and design)

Proposal meets lot and development standards. Build-to-line will not apply if PSP zoned. If C-1 then plaza and walkway from street to public entrance would count as an exception, as applicable.

Non-residential building design standards apply. Proposed façade along street frontage apparently meets articulation, vertical and horizontal rhythms, and window standards. Rear façade may be the area of most concern if no windows proposed. Design of that façade and/or extent of vegetative screening could resolve some of those concerns.

Section 17-3.2.050 Civic Space and Pedestrian Amenities

Civic Space requirements for 3% of the total site area are triggered due to the project having a floor area greater than 10,000 SF. Proposed plaza area apparently meets that requirement. Include plaza dimensions on site plan sheets. Consider what amenities (standing artwork, benches, tables, patio design) may be appropriate for this space.

Chapter 17-3.3 Access and Circulation

Confirm drive aisle widths and fire access for secured area.

Sidewalk widths 6’ minimum onsite and in accordance with downtown master plan offsite.

Chapter 17-3.4 Landscaping, Fences and Walls, Outdoor Lighting

Trees would be preferred in each of the landscape islands for public parking. 10% landscaping requirement for PSP buildings and 10% requirement for parking. Please identify landscaped area on submitted site plans.

See comments below on secure area.

Chapter 17-3.5 Parking and Loading

No off-street parking is required in the C-1 zone and public buildings are generally given a wide swath to determine their parking need. See comments to questions 7 and 8 for additional detail.

Chapter 17-3.6 Public Facilities

See Responses to Questions 2, 3, 4, and 11-14 below:

Transportation

1. Please confirm whether the existing 60-foot right-of-way width is sufficient based on the City's local street standard.

   Staff Response: *60' meets local street standard from Downtown Master Plan. There are some challenges integrating the DMP with existing development as the curb would need to be bumped out beyond existing development to incorporate sidewalk standards. Rather than bump the curb, Staff advises that since all portions of the project are on public land Applicant may incorporate onsite land with ROW land for sidewalk placement to meet downtown standards rather than bump the curb.*

2. Please confirm any frontage improvements that may be required as part of this project, including whether stormwater management is required for areas within the right-of-way.

   Staff Response: *Frontage improvements to meet cross section for local streets from the downtown master plan. To include but not limited to sidewalks, curb and gutter, street parking, travel lanes and streetlighting. Sidewalks to incorporate streetscape element recommendations from downtown master plan such as street trees, planter strips, and ornamental lighting.*

3. Are the proposed driveway locations acceptable?

   Staff Response: *Yes, driveway access shall meet City of Molalla private access width standards for commercial development.*

4. The project is expected to generate fewer than 25 peak hour trips. Please confirm a Transportation Analysis Letter can be provided instead of a full Transportation Impact Analysis.

   Staff Response: *TAL will be accepted, in lieu of a TIA as long as all criteria from 17-3.020 A,4,a are met per the TSP and Molalla Standards. If criteria are not met a TIA shall be required.*

Zoning

5. Does staff have any comments or concerns regarding the building design, setbacks, and public building entrance?

   Staff Response: *See comments above regarding rear façade.*

6. Is a loading space required?

Staff Response: *No.*

7. Please confirm the applicable bicycle parking ratio.

   Staff Response: *2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater. Bike parking may be provided within the sidewalk area in accordance with the Downtown Master Plan design standards.*

8. To maintain security, the Police Department would like to eliminate landscaping within the secure parking area. Would this require a variance? If required, would Planning staff support such a variance?

   Staff Response: *Areas where police vehicles will be stored may be viewed as vehicle "storage" and not counted towards the "parking area." This can be clarified in the application and areas shown on the site plans. Additionally, above ground detention may be considered as landscaping area if that approach to stormwater maintenance is utilized. My main concern with supporting such a variance is how the west facing façade is presented to neighboring properties, and I'm also not sure the variance applies as our variances specifically address site constraints rather than use constraints.*

   From our meeting, it sounds like design for the rear façade may meet standards. If that is the case, include a request to waive parking landscaping standards in the application in the response to that section, if applicable.

9. The site is composed of multiple lots. Would the City require a partition or lot consolidation to eliminate internal lot lines? Does staff recommend combining this process with the Conditional Use Permit?

   Staff Response: *We would not.*

10. Please list all anticipated land use approvals. What is the timeline for land use approvals?

    Staff Response: *Just site design review.*

Engineering

11. Does the City have preferred locations for public utility connections?

    Staff Response: *Utility connection shall be served from existing lateral connection. Existing services consist of 6-inch Sewer lateral and 2-inch water meter stub into the property. If change in sizing is required, then service* connection *sizes shall be in accordance with the City of Molalla Standard Specifications for Public Works Construction and the water master plan. Service needs*

that are greater than the minimum service size shall be based on the use requirements *of the property served.*

Sanitary sewers shall be constructed in compliance with Chapter 12.12 for all public improvements. All building sewers shall be constructed in compliance with the Oregon Plumbing Specialty Code, except where higher standards apply within the utility code

Should Fire Department regulations require additional fire flow that results in looping the water line through the site, then upsizing will be needed.

12. Can staff provide as-built drawings of area public infrastructure?

    Staff Response: *Staff will assist in providing the most current as-builts on file.*

13. Due to site space constraints, please confirm if it would be acceptable to use water quality filters and below grade detention, if space isn't available for LIDA or other vegetated facilities.

    Staff Response: *City recommends on-site Stormwater management through the use of Low Impact Development (LID) principles per Molalla Standards. it is understood that alternative standards will be considered and applied on a case-by-case basis.*

14. What is the City's current anticipated typical turnaround time for engineering/public works permit review?

    Staff Response: *Typically, time frame for civil review runs between 30 & 60 days.*

Fire

15. Does Molalla Fire District staff have any comments on the proposed layout?

    Staff Response: *Fire Marshal Mike Penunuri has been pinged for comment and will provide feedback in coming weeks.*

Building

16. Please explain the relationship between the City and Clackamas County for plan review and permitting. Does the City have a formal permit review and release process as part of County's process? What is the typical turnaround time for Building Permit Plan Review?

    Staff Response: *Design review is through the City. Once complete, engineering and building review can commence. For building permit review, Applicant will submit application, site plans, to City and building permit materials to Clackamas County via the Development Direct portal.*

From: Mike Penunuri <penunuri@molallafire.org>
Sent: Monday, January 16, 2023 11:19 AM
To: Dan Zinder
Cc: Brian Varricchione
Subject: RE: PRE15-2022 - Pre-App for new police facility

Good Morning Brian. I'm writing in response to the pre-app that was held last week. Fire has no issues with the concept presented. There are some items that will need to be looked in to as the project moves forward.

1) It appears that the building will be fully sprinklered just based on size. Available fire flow will need to be determined for this area.
2) There are two hydrants in close proximity to this project. Spacing will need to be verified to assure spacing complies with Appendix C of the Oregon Fire Code.
3) The two existing hydrants will need to be equipped with a 4 inch Stortz Quick Connect fitting.
4) When you place the FDC for the building, it will need to be within 50 feet of a hydrant and comply with section 912 of the Oregon fire Code. We do not require locking caps for the FDC.
5) Please have whom ever is contracted to do the fire suppression system to contact me before doing the drawings. I would like to chat with them about eliminating the vault for double check valve. This will save money with the cost of the vault, electrical and vault maintenance.
6) A Knox override key or a fire department code will need to be supplied for the security gate. If a code is to be used, the code must keep the gate open until fire department staff leave the area.
7) Although not required by current fire code, I would highly encourage you to look in to emergency responder radio coverage inside the building. Due to this being a police department, it will be imperative that they be able to talk to dispatch outside of the building. There have been challenges with other police buildings in surrounding jurisdictions.

The above comments are based solely on the site plan provided. Molalla Fire reserves the right to review and comment on the plans that are to be submitted for full review or revisions to plans that have already been reviewed.
Review of submitted plans is not an approval of omissions, oversights or authorization of non-compliance with any regulations of this agency or of the regulations of any other agency. Comments on these plans should not be considered a precedent setting, as we will review each project on a case-by-case basis.

Mike Penunuri
Lieutenant/Paramedic
Molalla Fire District
503-829-2200 Ext. 104

Exhibit E:

Comments from Molalla Public Works

Community Development Department
315 Kennel Ave/PO Box 248
Molalla, OR 97038
Phone 503.759.0205
www.cityofmolalla.com

July 19, 2023

TO: Mac Corthell, Community Development Director
Dan Zinder, Planning Director
Ronda Lockwood, Support Specialist

FROM: Sam Miller, Engineering Section Manager

RE: New PD Facility (SDR04-2023 & VAR02-2023)

Based on a review of the materials submitted, Staff has prepared the following comments. These comments are applicable to the subject application; any subsequent modifications may require amendments and/or additions. These conditions do not include requirements already set forth in the municipal code.

Chapter 17-3.6 Public Facilities

17-3.6.010 Purpose and Applicability:

A. ***Purpose.*** *The standards of Chapter 17-3.6 implement the public facility policies of the City of Molalla Comprehensive Plan and adopted City plans.*

B. ***Applicability.*** *Chapter 17-3.6 applies to all new development, including projects subject to Land Division (Subdivision or Partition) approval and developments subject to Site Design Review where public facility improvements are required. All public facility improvements within the city shall occur in accordance with the standards and procedures of this chapter. When a question arises as to the intent or application of any standard, the City Engineer shall interpret the Code pursuant to Chapter 17-1.5.*

C. ***Public Works Design Standards.*** *All public facility improvements, including, but not limited to, sanitary sewer, water, transportation, surface water and storm drainage and parks projects, whether required as a condition of development or provided voluntarily, shall conform to the City of Molalla Public Works Design Standards. Where a conflict occurs between this Code and the Public Works Design Standards, the provisions of the Public Works Design Standards shall govern.*

D. ***Public Improvement Requirement.*** *No building permit may be issued until all required public facility improvements are in place and approved by the City Engineer, or otherwise bonded, in conformance with the provisions of this Code and the Public Works Design Standards. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on public facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.*

Findings: The proposed development qualifies as new development and standards of this chapter apply. No building permit may be issued until all required public facility improvements are in place and approved by the City Engineer, or otherwise bonded, in conformance with the provisions of this Code and the Public Works Design Standards.

17-3.6.020 Transportation Standards:

1. ***General Requirements***

> *17-3.6.020. A.2 - All street improvements, including the extension or widening of existing streets and public access ways, shall conform to Section 17-3.6.020, and shall be constructed consistent with the City of Molalla Public Works Design Standards.*

Findings:

Grange Ave.:
Grange Ave. Frontage improvements will be required along Grange Avenue. Specific requirements from the Downtown Master Plan (DMP) include sidewalks, curb and gutter, street parking, travel lanes, and street lighting, where sidewalk improvements should incorporate streetscape element recommendations from the DMP such as street trees, planter strips, and ornamental lighting. Due to the challenges integrating the Downtown Master Plan requirements with the existing sidewalk, Staff's recommendation that applicant to utilize the portion of the site adjacent to the right-of-way as an extension of the pedestrian realm rather than moving the existing curb line and construct to City of Molalla Public Works Design Standards. Street parking and shared bike line sharrows shall been consider for street design in accordance with Downtown Master Plan.

Roadway lighting
Per Public Works Standards, Roadway lighting is required on all new developments. Applicant shall be required to install roadway lighting. Location and number shall be determined during civil plan review.

Transportation SDC's – In accordance with MMC 13.14.100 this Police Facility development, A project financed by City revenue is a public improvement facility and is therefore exempt from transportation SDC charges.

> 17-3.6.020. A.4 - A Transportation Impact Analysis (TIA) is required for developments that are expected to have an impact on the transportation system. The analysis shall be based upon the latest edition of the ITE Trip Generation Manual or an agreed-upon alternative methodology where credible data is available to support the alternative methodology.

Findings: Per MMC 17-3.6.020. A.4. Mackenzie transportation engineers projected site trip generation based on historical trip surveys conducted by Mackenzie and Kittelson & Associates for police facilities

and estimates based on the shift schedule. This alternative methodology was used because the ITE trip rates are not applicable for the proposed police facility. The analysis indicates that the proposed 17,832 SF Molalla Police Station will generate fewer than 25 peak hour trips and fewer than 150 daily trips. The thresholds for a TIA and TAL are outlined in the Molalla Development Code (MDC) Section 17-3.6.020. The proposed development provided a TAL trip generation estimate in accordance with the Code and Based on trip generation estimates and a review of safety, the proposed Molalla Police facility will not have a significant impact on the operations or safety along adjacent public roadways and will not meet the thresholds for requiring a full TIA.

2. Street Location, Alignment, Extension, and Grades

> *17-3.6.20. B.2. Specific street locations and alignments shall be determined in relation to existing and planned streets, topographic, conditions, public convenience, and safety, and in appropriate relation to the proposed use of the land to be served by such street.*

Findings: Ap No new streets or street extensions are proposed. This standard does not apply.

> *17-3.6.20. B.5 - Where the locations of planned streets are shown on a local street network plan, the development shall implement the street(s) shown on the plan.*

Findings: No new streets or street extensions are proposed. This standard does not apply.

3. Rights-of-Way and Street Section Widths.

> *17-3.6.20. C.1 - Street rights-of-way and section widths shall comply with the current version of the Public Works Design Standards and Transportation System Plan. The standards are intended: to provide for streets of suitable location, width, and design to accommodate expected vehicle, pedestrian, and bicycle traffic; to afford satisfactory access to law enforcement, fire protection, sanitation, and road maintenance equipment; and to provide a convenient and accessible network of streets, avoiding undue hardships to adjoining properties.*

Findings: Grange Avenue includes a 44' paved width with a 6" curb and a 5.5' sidewalk. Per Table 12 of the Molalla TSP, the standard cross-section for a Local Street requires a minimum of 50 right-of-way, 10' vehicle lanes, 8' on-street parking, and 6' sidewalks. City staff recommends that, the existing 60' right-of-way width is sufficient based on the City's local street standard and construction for frontage improvements are outlined in section *17-3.6.020. A.2* of this document.

> *17-3.6.20.C.2 - All streets shall be improved in accordance with the construction standards and specifications of the applicable roadway authority, including requirements for pavement, curbs, drainage, striping, and traffic control devices. Where a planter strip is provided it shall consist of a minimum five-foot-wide strip between the sidewalk and the curb or roadway. Where a swale is provided, it shall either be placed between the roadway and sidewalk or behind the sidewalk on private property, subject to City Engineer approval and recording of required public drainage way and drainage way maintenance easements. Streets with parking on one side only should be*

avoided. When used, they must be posted NO PARKING.

Findings: Frontage **improvements shall be designed in accordance with all applicable standards regarding functional classification, standard cross sections, access management, traffic calming, and other considerations. Constructing frontage improvements are outlined in section *17-3.6.020. A.2*** of this document.

4. Transportation Connectivity and Future Street Plans.

17-3.6.20 – D.1 Intersections. Streets shall be located and designed to intersect as nearly as possible to a right angle. Street intersections shall meet the current requirements of the Public Works Design Standards and Transportation System Plan.

Findings: No new streets or street intersections are proposed. This standard does not apply.

17-3.6.030 Public Use Areas:

A. Dedication of Public Use Areas.

1. Where a proposed park, playground, or other public use shown in a plan adopted by the City is located in whole or in part in a subdivision, the City may require the dedication or reservation of this area on the final plat for the subdivision, provided that the impact of the development on the City park system is roughly proportionate to the dedication or reservation being made.

Findings: Not applicable, The 2014 Molalla Parks, Recreation and Trails Master Plan does not identify this site within a proposed park service area or depict proposed parks at this location. The 2007 DMP also does not propose any parks on the site. Additionally, the site is not located within a subdivision and there is no subdivision proposed.

2. The City may purchase or accept voluntary dedication or reservation of areas within the subdivision that are suitable for the development of parks and other public uses; however, the City is under no obligation to accept such areas offered for dedication or sale.

Findings: Not applicable, applicant is not proposing any voluntary dedication or reservation of areas within the development.

A. System Development Charge Credit. Dedication of land to the City for public use areas, voluntary or otherwise, may be eligible as a credit toward any required system development charge for parks. (Ord. 2017-08 §1)

Findings: Parks SDC's – In accordance with MMC 13.14.100 this Police Facility development, A project financed by City revenue is exempt from parks SDC charges.

17-3.6.040 Sanitary Sewer and Water Service Improvements:

A. ***Sewers and Water Mains Required.*** *All new development is required to connect to City water and sanitary sewer systems. Sanitary sewer and water system improvements shall be installed to serve each new development and to connect developments to existing mains in accordance with the adopted facility master plans and applicable Public Works Design Standards. Where streets are required to be stubbed to the edge of the subdivision, sewer and water system improvements and other utilities shall also be stubbed with the streets, except as may be waived by the City Engineer where alternate alignment(s) are provided.*

Findings:

Sewer- applicant proposes to connect to existing public sanitary lines in Grange Avenue with private connections. No extensions of the public utilities are required to serve the development or nearby properties.

Water – A 8-inch water main exists within Grange Ave. and will serve this development. Extensions for fire protection may be required. Should Fire Department regulations require additional fire flow that results in looping the water line through the site, then applicants engineer shall coordinate with Public Works for the extension of public waterline.

Sewer & Water SDC's – In accordance with MMC 13.14.100 this Police Facility development, A project financed by City revenue is a public improvement facility and is therefore exempt from Sewer & Water SDC charges.

B. ***Sewer and Water Plan Approval.*** *Development permits for sewer and water improvements shall not be issued until the City Engineer has approved all sanitary sewer and water plans in conformance with City standards.*

Findings: Applicant shall be required to submit a Public Works Permit and assurances in accordance with Section 1 of the Molalla Standard Specifications for Public Works Construction prior to any construction of public facilities.

C. ***Over-Sizing.*** *The City may require as a condition of development approval that sewer and water lines serving new development be sized to accommodate future development within the area as projected by the applicable facility master plans, and the City may authorize other cost-recovery or cost-sharing methods as provided under state law.*

Findings: The proposed development is connecting to public water main, public sanitary sewer, and public storm drain line by lateral connection off Grange Avenue. No new public water, sanitary sewer, or storm drainage system is proposed as part of this application. If an unknown deficiency arise, the applicant shall appropriately size to accommodate for future development.

D. ***Inadequate Facilities.*** *Development permits may be restricted or rationed by the Planning Commission where a deficiency exists in the existing water or sewer system that cannot be rectified by the*

development and which, if not rectified, will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems. The City Engineer may require water booster pumps, sanitary sewer lift stations, and other critical facilities be installed with backup power. (Ord. 2017-08 §1)

Findings: There are no identified existing deficiency within Cities Master Plan that indicates Inadequate Facilities within the limits of the proposed development for sewer and water.

17-3.6.050 Storm Drainage and Surface Water Management Facilities:

A. ***General Provisions.*** *The City shall issue a development permit only where adequate provisions for stormwater runoff have been made in conformance with the requirements of the current version of the Public Works Design Standards and Stormwater Master Plan.*

Findings: Applicant will be required to submit design and construction requirements for stormwater and surface water management at the time of Public Works Permit application. Design shall be in accordance with Section 3 of the Molalla Standard Specifications for Public Works Construction and Stormwater Master Plan.

1. The applicant proposes collecting and detaining all stormwater onsite and discharge to the existing storm system located in Grange Ave. The detention and flow control facilities shall be reviewed, permitted, and inspected by Public Works. The onsite storm conveyance system shall be reviewed and inspected by Clackamas County Building under a plumbing permit in Accordance with MMC 13.13 Surface Water Management.

2. Stormwater SDC's – In accordance with MMC 13.14.100 this Police Facility development, A project financed by City revenue is a public improvement facility and is therefore exempt from stormwater SDC charges.

B. ***Accommodation of Upstream Drainage.*** *Culverts and other drainage facilities shall be large enough to accommodate existing and potential future runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the City Engineer.*

Findings: Not Applicable, No culverts or other additions to existing public conveyance systems are necessary to accommodate development of the site or nearby properties.

C. ***Effect on Downstream Drainage.*** *Where it is anticipated by the City Engineer that the additional runoff resulting from the development will overload an existing drainage facility, the City shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with City standards.*

Findings: Proposed development shall demonstrate compliance with the applicable City Stormwater management requirements per section

D. ***Over-Sizing.*** *The City may require as a condition of development approval that sewer, water, or storm drainage systems serving new development be sized to accommodate future development within the area as projected by the applicable facility master plan, provided that the City may grant the developer credit toward any required system development charge for the same pursuant to the System Development Charge.*

Findings: The proposed development is connecting to public water main, public sanitary sewer, and public storm drain line by lateral connection off Grange Avenue. No new public water, sanitary sewer, or storm drainage system is proposed as part of this application. If an unknown deficiency arises or is identified that determine conditions require upsizing to public facility due to construction of the new development, then applicant shall appropriately size to accommodate for future development.

E. ***Existing Watercourse.*** *Where a proposed development is traversed by a watercourse, drainage way, channel, or stream, the City may require a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance to protect the public health and safety. (Ord. 2017-08 §1)*

Findings: Not applicable, no existing watercourse, drainage way, channel or Stream area are within the development. Section 3 of the Molalla Standard Specifications for Public Works Construction and Stormwater Master Plan.

17-3.6.060 Utilities:

B. ***Underground Utilities.***

1. ***General Requirement.*** *The requirements of the utility service provider shall be met. All utility lines in new subdivisions, including, but not limited to, those required for electric, communication, and lighting, and related facilities, shall be placed underground, except where the City Engineer determines that placing utilities underground would adversely impact adjacent land uses. The Planning Official may require screening and buffering of above ground facilities to protect the public health, safety, or welfare.*

Findings: All utilities for the project shall be served by underground services. No overhead crossings of public right of way shall be approved by the City.

17-3.6.070 Easements:

A. ***Provision.*** *The developer shall make arrangements with the City and applicable utility providers for each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development.*

Findings: Applicant will be required to dedicate a 10-foot-wide public utility easement fronting the public right-of-way if one does not exist. Applicant shall provide proof of existing dedication.

B. ***Recordation.*** All easements for sewers, storm drainage and water quality facilities, water mains, electric lines, or other utilities shall be recorded and referenced on a survey or final plat, as applicable. See Chapter 17-4.2 Site Design Review, and Chapter 17-4.3 Land Divisions and Property Line Adjustments.

Findings: Public sanitary, storm sewer, and water lines on private property shall be centered in a permanent easement granted to the City. The minimum width of a public pipeline easement shall be 15 feet and no permanent structures shall be allowed within an easement area.

17-3.6.080 Construction Plan Approval:

No development, including sanitary sewers, water, streets, parking areas, buildings, or other development, shall commence without plans having been approved by the City of Molalla Public Works Department and permits issued. Permit fees are required to defray the cost and expenses incurred by the City for construction and other services in connection with the improvement. Permit fees are as set by City Council resolution.

Findings: Applicant shall apply for a Public Works Permit in accordance with Section 1.15 DEVELOPMENTS PROCESS REQUIREMENTS of Molalla Standards. No work will be performed, not materials stored, nor encroachment made on or within a right-of-way, public easement, or public utility easement until all requirements have been meet and permit has been issued.

17-3.6.090 Facility Installation:

DESIGN REQUIREMENTS & POLICIES

A. ***Conformance Required.*** *Improvements installed by the developer, either as a requirement of these regulations or at the developer's option, shall conform to the requirements of this chapter, approved construction plans, and to improvement standards and specifications adopted by the City.*

B. ***Adopted Installation Standards.*** *The City of Molalla has adopted Public Works Design Standards for public improvements and private utility installation within the public right-of-way.*

C. ***Commencement.*** *Work in a public right-of-way shall not begin until all applicable agency permits have been approved and issued.*

D. ***Resumption.*** *If work is discontinued for more than six months, it shall not be resumed until the Public Works Director is notified in writing and grants approval of an extension.*

E. ***City Inspection.*** *Improvements shall be constructed under the inspection of the City Engineer. The City Engineer may approve minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest, except that substantive changes to the approved design shall be subject to review under Chapter 17-4.5 Modifications to Approved Plans and Conditions of Approval. Any survey monuments that are disturbed before all improvements are completed by the developer or subdivider shall be replaced at the developer or subdivider's expense prior to final acceptance of the improvements.*

F. ***Engineer's Certification and As-Built Plans.*** *In accordance with the current version of the Public Works Design Standards, a registered civil engineer shall provide written certification in a form required by the City that all improvements, workmanship, and materials meet current and standard engineering and construction practices, conform to approved plans and conditions of approval, and are of high grade, prior to City's acceptance of the public improvements, or any portion thereof, for operation and maintenance. The developer's engineer shall also provide two sets of "as-built" plans, one paper set and one electronic set for permanent filing with the City. If required by the City, the developer or subdivider shall provide a warranty bond pursuant to Section 17-3.6.100. (Ord. 2017-08 §1*

G. ***Residential Development Projects****, No building permit may be issued until all required public facility improvements are in place and approved by the City Engineer, or otherwise bonded, in conformance with the provision of the Code and the Public Works Design Standards in accordance with MMC 17-3.6 Public Facilities. All public facilities shall be completed and accepted by the Public Works Department prior to issuance of final occupancy.*

H. ***Materials Submitted,*** *it appears that the storm drain, domestic water and sanitary sewer facilities will be obtained from main line connections and/or extensions. Separate engineering drawings reflecting the installation of these public utilities will be required.*

I. ***Construction and/or Connection,*** *No construction of, or connection to, any existing or proposed public utility/improvements will be permitted until all plans are approved by Staff, all fees have been paid, all necessary permits, bonding, right-of-way and easements have been obtained and approved by staff, and Staff is notified a minimum of 24 hours in advance.*

J. ***Revisions/Modifications,*** *Staff reserves the right to require revisions/modifications to the public improvement construction plans and completed street improvements, if additional modifications or expansion of the sight distance onto adjacent streets is required.*

K. ***Civil Review,*** *All public utility/improvement plans submitted for review shall be based upon a 22"x 34" format and shall be prepared in accordance with the City of Molalla Public Work's Standards* as described in Section 1 of the Molalla Standard Specifications for Public Works Construction.

L. ***Monuments,*** *All survey monuments on the subject site or that may be subject to disturbance within the construction area, or the construction of any off-site improvements shall be adequately referenced and protected prior to commencement of any construction activity. If the survey monuments are disturbed, moved, relocated or destroyed as a result of any construction, the project shall, at its cost, retain the services of a registered professional land surveyor in the State of Oregon to restore the monument to its original condition and file the necessary surveys as required by Oregon State law. A copy of any recorded survey shall be submitted to Staff.*

M. ***Existing Wells,*** *The applicant shall contact the Oregon Water Resources Department and inform them of any existing wells located on the subject site. Any existing well shall be limited to irrigation purposes only. Proper separation, in conformance with applicable State standards, shall be maintained between irrigation systems, public water systems, and public sanitary systems. Should the project abandon any existing wells, they shall be properly abandoned in conformance with State standards and supply the City with a copy of the final document.*

N. ***Sanitary Sewer,*** *designs require review by Oregon Department of Environmental Quality. Applicant shall be responsible for submission of plans to state agency and all associated fees. Applicant's Engineer will be required to submit final report to DEQ and provide a copy of the report to the City.*

O. ***Utilities****, All utilities will be stubbed out to the far end of each street for future extension. The project shall utilize existing water, sewer, and storm water 'stub-outs' wherever possible. Water for domestic and fire protection shall be looped through the proposed site. Any 'stub-outs' determined to be not needed for the proposed development or any future development of the subject property shall be abandoned in accordance with the Molalla Standard Specifications for Public Works Construction.*

P. ***Public Improvements,*** *All public improvement designs shall meet the requirements of the Molalla Standard Specifications for Public Works Construction as amended by the Public Works Director.*

Q. ***General Easements*** *– A 10-foot-wide public utility easement shall be dedicated to the City adjacent to all public right-of-way and no structures are allowed to encroach into the easement. Applicant shall be required to submit a legal description and exhibit map for review and sign City easements. Once completed, applicant will be required to record easements with the County Recorder's Office and return the original document to the City prior to final occupancy.*

R. ***General Wetland Requirements*** *– The applicant will be required to provide Public Works with a letter of concurrence from the Department of State Lands regarding any wetlands on the subject property.*

S. ***General Erosion Control*** *– The applicant shall install, operate, and maintain adequate erosion control measures in conformance with the standards adopted by the City of Molalla and DEQ during the construction of any public/private utility and building improvements until such time as approved permanent vegetative materials have been installed. Applicant or Applicant's Contractor shall be responsible for all erosion control requirements under the 1200-C permit and shall coordinate directly with DEQ for questions related to 1200-C permit compliance.*

17-3.6.100 Performance Guarantee and Warranty:

A. ***Performance Guarantee Required.*** *The City at its discretion may approve a final plat or building permit when it determines that all of the public improvements required for the site development or land division, or phase thereof, are complete and the applicant has an acceptable assurance for the balance of said improvements. The applicant shall provide a performance and payment bond in accordance with the current version of the Public Works Design Standards.*

B. ***Determination of Sum.*** *The assurance of performance shall be for a sum determined by the City Engineer as required to cover the cost of the improvements and repairs, including related engineering and incidental expenses, plus reasonable inflationary costs. The assurance shall not be less than 150 percent of the estimated improvement costs.*

Findings: A Performance Bond must be in place prior to issuance of permit and before any public construction begins. The sum of the Performance Bond will be based on Engineering Cost Estimates provided at the time of application submittal.

C. ***Itemized Improvement Estimate.*** *The applicant shall furnish to the City an itemized improvement estimate, certified by a registered civil engineer, to assist the City in calculating the amount of the performance assurance.*

Findings: See findings under 17-3.6.100 "A" & "B"

D. ***Agreement.*** *A written agreement between the City and applicant shall be signed and recorded. The agreement may include a provision for the construction of the improvements in stages and for the extension of time under specific conditions. The agreement shall contain all of the following:*
   1. *The period within which all required improvements and repairs shall be completed.*
   2. *A provision that if work is not completed within the period specified, the City may complete the work and recover the full cost and expenses from the applicant.*
   3. *The required improvement fees and deposits.*

Findings: Applicant shall not be granted a building permit or final plat approval (as applicable), until all required improvements are completed and accepted by the City, or an agreement and financial assurance acceptable to the City for all outstanding public improvements is recorded against the property.

E. ***When Applicant Fails to Perform.*** *In the event the applicant fails to carry out all provisions of the agreement and the City has un-reimbursed costs or expenses resulting from such failure, the City shall call on the bond, cash deposit, or letter of credit for reimbursement.*

Findings: The Applicant shall perform the public improvements as required and in accordance with the City of Molalla's public works standards. In the event Applicant fails to perform within the period of time that the land use decision from which the requirement flows remains valid, the City will call on the financial assurance to complete said improvements.

F. ***Termination of Performance Guarantee.*** *The applicant shall not cause termination, nor allow expiration, of the guarantee without first securing written authorization from the City.*

Findings: At completion of the project and acceptance of Warranty Bond, the City will release the Performance Bond. If the applicant allows the financial assurance to expire, or terminate without written authorization from the City, a stop work order will be placed on the project and no occupancy will be granted. Additionally, the city will seek all available remedies under the law.

G. ***Warranty Bond.*** *A warranty bond good for two years is required on all public improvements and landscaping when installed in the public right-of-way. The warranty bond shall equal 120 percent of the total cost of improvements and begin upon acceptance of said improvements by the City. (Ord. 2017-08 §1)*

Findings: Warranty Bond shall be in place prior to final completion and acceptance of the project and meeting the requirements in subsection 1.15.9 of the Molalla Standards and subject to all easements and legal documents have been recorded with the County.

Exhibit F:

Molalla Fire Department Comments

Molalla Rural Fire Protection District #73

P.O. Box 655 • Molalla, OR 97038 Telephone: 503-829-2200
320 N Molalla Ave. Molalla, OR 97038 Fax: 503-829-5794

Comments for 150 Grange Molalla Police Building. June 2023

1) It appears that the building will be fully sprinklered just based on size. Available fire flow will need to be determined for this area. This can be accomplished by contacting public works.
2) There are two hydrants in close proximity to this project. Spacing will need to be verified to assure spacing complies with Appendix C of the Oregon Fire Code.
3) The two existing hydrants will need to be equipped with a 4-inch Stortz Quick Connect fitting.
4) The FDC you placed on the building does not appear to meet Molalla Fires requirements of being within 50 feet of a hydrant. Please double check these measurements with the new hydrant installed in the front of the project Please see section 912.2 of the Oregon fire Code for additional requirements of blocking. We do not require locking caps for the FDC.
5) Please have whomever is contracted to do the fire suppression system to contact me before doing the drawings. I would like to chat with them about eliminating the vault for double check valve. This will save money with the cost of the vault, electrical and vault maintenance.
6) A Knox override key or a fire department code will need to be supplied for the security gate. If a code is to be used, the code must keep the gate open until fire department staff leave the area.
7) Although not required by current fire code, I would highly encourage you to look in to emergency responder radio coverage inside the building. Due to this being a police department, it will be imperative that they be able to talk to dispatch outside of the building using their hand-held radios. There have been challenges with other police buildings in surrounding jurisdictions accomplishing this coverage.
8) The diagrams of apparatus used for the turning radius is not the equipment that we use for scale. The typical 28/48 radius does not appear to work going around the West side of the building. I have attached the truck measurements that Molalla and Clackamas Fire uses.
9) Please see appendix "D for no parking sign requirements.

The above comments are based solely on the site plan provided. Molalla Fire reserves the right to review and comment on the plans that are to be submitted for full review or revisions to plans that have already been reviewed.

Review of submitted plans is not an approval of omissions, oversights or authorization of non-compliance with any regulations of this agency or of the regulations of any other agency. Comments on these plans should not be considered a precedent setting, as we will review each project on a case-by-case basis.

Michael C. Penunuri
Lieutenant/Paramedic