



PLANNING COMMISSION AGENDA
May 14, 2015 7:00 PM
NEWBERG PUBLIC SAFETY BUILDING
401 EAST THIRD STREET

I. CALL MEETING TO ORDER

II. ROLL CALL

III. PUBLIC COMMENTS (5-minute maximum per person – for items not on the agenda)

IV. CONSENT CALENDAR (items are considered routine and are not discussed unless requested by the commissioners)

1. Minutes from the 4/9/15 meeting.

V. QUASI-JUDICIAL PUBLIC HEARINGS (complete registration form to give testimony - 5 minute maximum per person except for principals, unless otherwise set by majority motion of the Planning Commission). No new public hearings after 10 p.m. except by majority vote of the Planning Commissioners.

1. **APPLICANT: Fred Meyer Stores, Inc.**

REQUEST: Conditional use permit/design review approval – gas station expansion.

LOCATION: 3300 Portland Road

TAX LOT: 3216-2004

FILE NO.: CUP-14-002/DR2-14-020

ORDER NO.: 2015-17

CRITERIA: Newberg Development Code 15.220.050(B), 15.225.060

2. **APPLICANT: DJ2 Holdings, LLC**

REQUEST: Comprehensive Plan map amendment from LDR (low density residential) to HDR (high density residential), with corresponding Zoning map amendment from R-1 to R-3.

LOCATION: 1317 Villa Road

TAX LOT: 3217BC-800

FILE NO.: CPA-15-001/ZMA3-15-001

RESOLUTION NO.: 2015-307

CRITERIA: Newberg Development Code 15.302.030(A)(3), applicable Comprehensive Plan goals and policies

VI. ITEMS FROM STAFF

1. Update on Council items
2. Other reports, letters or correspondence
3. Next Planning Commission meeting: June 11, 2015

VII. ITEMS FROM COMMISSIONERS

VIII. ADJOURNMENT

FOR QUESTIONS PLEASE STOP BY, OR CALL 503-537-1240, PLANNING & BUILDING DEPT. – P.O. BOX 970 – 414 E. FIRST STREET

ACCOMMODATION OF PHYSICAL IMPAIRMENTS: *In order to accommodate persons with physical impairments, please notify the City Recorder's Office of any special physical or language accommodations you may need as far in advance of the meeting as possible as and no later than 48 business hours prior to the meeting. To request these arrangements, please contact the City Recorder at (503) 537-1283. For TTY services please dial 711.*

**NEWBERG PLANNING COMMISSION MINUTES
APRIL 9, 2015, 7:00 PM
PUBLIC SAFETY BUILDING (401 E. THIRD STREET)**

Chair Gary Bliss called the meeting to order at 7:00 p.m.

ROLL CALL

Members Present: Gary Bliss Philip Smith Jason Dale
Matt Fortner Allyn Edwards

Staff Present: Steve Olson, Associate Planner
Sue Ryan, City Recorder
Doug Rux, Community Development Director
Bobbie Morgan, Planning Secretary

PUBLIC COMMENTS: There were no public comments.

CONSENT CALENDAR: Commissioner Edwards moved to adopt the meeting minutes for March 12, 2015. Commissioner Dale seconded the motion and passed 4-0-1 with Chair Bliss abstaining.

QUASI-JUDICIAL HEARING: CUP 14-002/DR 2-14-020 Fred Meyer Stores, Inc.

Chair Bliss opened the hearing at 7:05 p.m. The applicant had requested a continuance and given a 30-day extension to the 120-day rule.

MOTION: Commissioner Phillip Smith moved to continue the public hearing to the May 14, 2015, Planning Commission meeting. Commissioner Fortner seconded the motion and passed 5-0.

ITEMS FROM STAFF:

AP Olson updated the Commission on the medical marijuana dispensary process. The Council approved the regulations recommended by the Commission with one amendment, which was changing the distance measurement wording to match the State measurement wording.

There was discussion on the terminology of dispensary.

CDD Rux gave an update on the Hazelfern Cellars application for a winery, which the Council recommended approval of to the County. The City's financial audit had been completed and Council approved a land transaction for a new Public Works yard.

ITEMS FROM COMMISSIONERS:

Chair Bliss said Statement of Economic Interest forms were soon due. He said Argyle was still parking and storing boxes in their front parking lot. He thought they were ignoring their conditional use permit, and the City needed to be more aggressive in enforcement.

Commissioner Edwards wanted to make it easy for applicants to be aware of the Code changes that had occurred recently so they could be built into the cost of the projects.

AP Olson explained how staff met with applicants to go over those details and consultants also helped make sure they met all of the requirements.

There was discussion on the planning pre-application process and how to best advise applicants. It was ultimately the applicant's responsibility to follow the Code and staff would be working harder to deliver the information needed and review applications thoroughly.

Chair Bliss adjourned the meeting at 7:35 p.m.

Approved by the Newberg Planning Commission this 14th day of May, 2015.

Sue Ryan, City Recorder

Gary Bliss, Planning Commission Chair

OUTLINE FOR QUASI-JUDICIAL PUBLIC HEARING
Newberg Planning Commission

- 1. CALL TO ORDER**
OPEN THE PUBLIC HEARING, ANNOUNCE THE PURPOSE, DISCUSS TESTIMONY PROCEDURE, AND TIME ALLOTMENTS
- 2. CALL FOR ABSTENTIONS, BIAS, EX PARTE CONTACT, AND OBJECTIONS TO JURISDICTION**
- 3. LEGAL ANNOUNCEMENT**
READ “QUASI-JUDICIAL ANNOUNCEMENTS” SHEET
- 4. STAFF REPORT**
COMMISSION MAY ASK BRIEF QUESTIONS FOR CLARIFICATION
- 5. PUBLIC TESTIMONY**
5 MINUTE TIME LIMIT PER SPEAKER (15 MINUTE LIMIT FOR APPLICANT AND PRINCIPAL OPPONENT). SPEAKER GOES TO WITNESS TABLE, STATES NAME & PRESENTS TESTIMONY. COMMISSION MAY ASK QUESTIONS OF SPEAKERS.
 - A. APPLICANT(S)
 - B. OTHER PROPONENTS
 - C. OPPONENTS AND UNDECIDED
 - D. STAFF READS WRITTEN CORRESPONDENCE (TIME LIMIT APPLIES)
 - E. APPLICANT REBUTTAL
- 6. CLOSE OF PUBLIC TESTIMONY PORTION OF HEARING**
- 7. FINAL COMMENTS FROM STAFF AND RECOMMENDATION**
- 8. PLANNING COMMISSION DELIBERATION INCLUDING DISCUSSION OF CRITERIA WITH FINDINGS OF FACT**
- 9. ACTION BY THE PLANNING COMMISSION**
 - A. ORDER OR RESOLUTION – Usually requires passage of order if the commission is the final decision maker, or a resolution if the commission is only advisory to the council.
 - B. VOTE – Vote is done by roll call.
 - C. COMBINATION – Can be combined with other commission action; separate vote on each action is required.

**QUASI-JUDICIAL
PUBLIC HEARING PROCESS
TESTIMONY AND EVIDENCE REQUIREMENTS**

ORS 197.763 requires certain statements to be made at the commencement of a public hearing.

- The applicable City and State zoning criteria must be listed. This means that we must advise you of the standards that must be satisfied by the applicant prior to our approval of an application. The Planning Staff will list the applicable criteria during his or her presentation of the staff report.
- Persons wishing to participate in this hearing must direct their testimony or the evidence toward the criteria stated by the Planner or other specific City or State criteria which you believe apply. You must tell us why the testimony or evidence relates to the criteria.
- Any issue which might be raised in an appeal of this case to the Land Use Board of Appeals (LUBA) must be raised in person or by letter at the local level prior to the City approving or denying the application. The law states that the issue must be raised in enough detail to afford the decision-maker and the parties an opportunity to respond. This part of the law is also known as the "raise it or waive it" requirement. If you do not bring it up now, you can't bring it up at LUBA.
- Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval in enough detail to allow the local government or its designee to respond to the issue precludes an action for damages in Circuit Court.
- Prior to the conclusion of the initial evidentiary hearing on an application, any participant may request an opportunity to present additional evidence or testimony regarding the application. The Planning Commission will grant such a request through a continuance or extension of the record.

PLANNING COMMISSION STAFF REPORT
FRED MEYER GAS STATION EXPANSION
CONDITIONAL USE PERMIT/DESIGN REVIEW

HEARING DATE: May 14, 2015

FILE NO: CUP-14-002/DR2-14-020

REQUEST: Conditional use permit/design review approval to expand the gas station by adding two additional fuel pumps, expanding the canopy south 34 feet, and adding a propane tank.

LOCATION: 3300 Portland Road

TAX LOT: 3216-2004

APPLICANT: Fred Meyer Stores, Inc. (c/o Barghausen Consulting Engineers – Joel Howitt)

OWNER: Fred Meyer Stores, Inc.

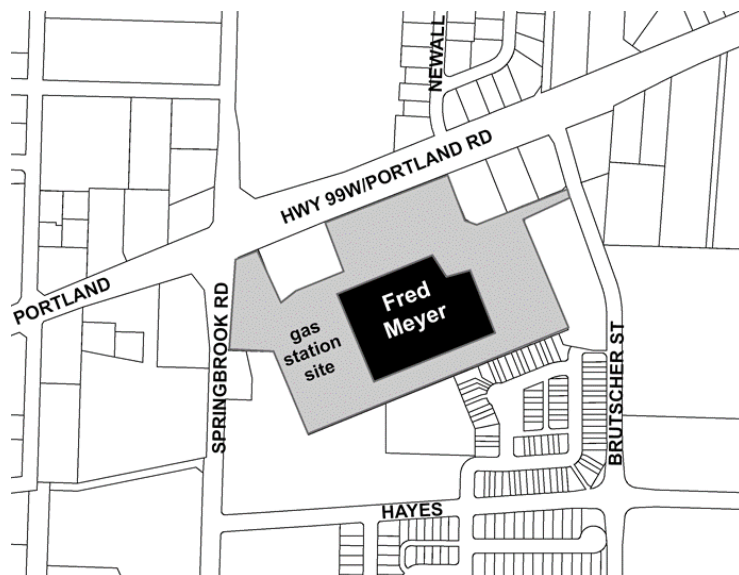
ZONE: C-2 (Community Commercial)

PLAN DISTRICT: COM (commercial)

OVERLAYS: SC (stream corridor overlay) on a portion of the site

ATTACHMENTS:

- Order 2015-17 with
- Exhibit "A": Findings
 - Exhibit "B": Conditions
 - 1. Aerial Photos
 - 2. Site Plan
 - 3. Public Comments/Correspondence Received
 - 4. Application



- A. DESCRIPTION OF APPLICATION:** The applicant has requested a conditional use permit/design review approval to expand the existing fueling facility on the Fred Meyer site. The existing fueling facility has 7 multiproduct fuel dispensers, which provide 14 fueling stations for vehicles. The proposed expansion would add 2 multiproduct fuel dispensers (4 fueling stations), extend the existing overhead canopy 34 feet to the south, add a propane tank, and change the operating hours from 7 AM-11 PM to 5 AM-11 PM. The fueling station is staffed with full time attendants and has a vapor recovery system, overfill protection system, and alarm system.

The original station was approved in 2010, through City Council Order 2010-0028. The file number was CUP-08-004/DR2-08-036. The proposal was reviewed as a conditional use permit because the proposal could not meet all of the requirements for large-scale retail developments in C-2, and requested exceptions to some of those requirements. The proposed expansion of the gas station modifies the original conditional use permit, and therefore also has to be processed as a conditional use permit.

B. SITE INFORMATION:

1. Location: 3300 Portland Road
2. Size: 17.35 acres
3. Topography: Relatively level, with a slight slope to the stream corridor on the west side.
4. Current Land Uses: A large Fred Meyer retail store with extensive parking areas, several small retail stores, and an existing gas station with 7 fuel dispensers.
5. Natural Features: There are significant landscape buffers with trees west and south of the proposed gas station expansion. The stream corridor area on the west has many mature trees. The proposed expansion will not affect the natural features on the site.
6. Adjacent Land Uses:
 - a. North: bank with drive through window
 - b. East: main Fred Meyer store
 - c. South: a parking area. There is a residential apartment complex beyond the parking area, approximately 300 feet south of the proposed fuel station expansion.
 - d. West: a wide landscape buffer and stormwater pond. Farther west, across Springbrook Road, is the Crossroads Plaza retail center and the 99W Drive-in theater.
7. Access and Transportation: The property is adjacent to and takes access from

Springbrook Road, Portland Road, and Brutscher Street. When the original fuel station was approved ODOT required the applicant to widen the western 99W access drive to better accommodate large vehicles and provide separate left and right turn lanes at the intersection with the driveway in front of the main building. The applicant also added internal stop signs and walkways to improve the management of on-site traffic. No on-site or off-site transportation improvements are proposed as part of this application.

8. Utilities:

- a. Sanitary Sewer: The site is connected to a public line. No changes proposed.
- b. Water: The site is connected to a public line. No changes are proposed.
- c. Storm: There is an oil/water separator for drainage under the canopy; the drainage then discharges to a bioswale on the west edge of the site. No changes to the existing system are proposed for the expansion.

C. PROCESS: The conditional use permit request is a Type III application and follows the procedures in Newberg Development Code 15.100.050. The Planning Commission will hold a quasi-judicial hearing on the application. The Commission is to make a decision on the application based on the criteria listed in the attached findings. The Planning Commission's decision is final unless appealed. Important dates related to this application are as follows:

- 1. 3/25/15: The Community Development Director deemed the application complete.
- 2. 3/19/15: The applicant mailed notice to the property owners within 500 feet of the site.
- 3. 3/25/15: The applicant posted notice on the site.
- 4. 3/25/15: The *Newberg Graphic* published notice of the Planning Commission hearing.
- 5. 4/9/15: The Planning Commission, at the request of the applicant, continued the hearing without discussion to 5/14/15 to allow the applicant additional time to coordinate with ODOT. The applicant extended the 120-Day Final Action Rule by 30 days.
- 6. 5/14/15: The Planning Commission will hold a quasi-judicial hearing to consider the application.

D. CRITERIA: The Planning staff has determined that the following criteria apply to the subject proposal. Some of the criteria are summarized; the full criteria are listed in the Findings section:

NDC § 151.210 - Conditional Use Permit Criteria That Apply:

The Planning Commission may grant or deny the application, or may require such changes

or impose such reasonable conditions as are in their judgment necessary to ensure conformity to the conditional use permit criteria. A conditional use permit may only be granted if the proposal conforms to the following:

- A. The location, size, design and operating characteristics of the proposed development are such that it can be made reasonably compatible with and have minimal impact on the livability or appropriate development of abutting properties and the surrounding neighborhood, with consideration to be given to harmony in scale, bulk, coverage and density; to the availability of public facilities and utilities; to the generation of traffic and the capacity of surrounding streets, and to any other relevant impact of the development.*
- B. The location, design, and site planning of the proposed development will provide a convenient and functional living, working, shopping or civic environment, and will be as attractive as the nature of the use and its location and setting warrants.*
- C. The proposed development will be consistent with this code.*

NDC § 151.194 – Design Review Criteria That Apply (summarized):

- (1) Design compatibility.*
- (2) Parking and on-site circulation.*
- (3) Setbacks and general requirements.*
- (4) Landscaping requirements.*
- (5) Signs.*
- (6) Manufactured home, mobile home and RV parks.*
- (7) Zoning district compliance*
- (8) Sub-district compliance.*
- (9) Alternative circulation, roadway frontage improvements and utility improvements*
- (10) Traffic study improvements.*

NDC § 151.196 Additional Design Review Criteria That Apply For Development in the C-2 Zoning District (summarized)

- (A) Building entrances.*
- (B) Parking and service drives.*
- (C) Exceptions.*
- (D) Building mass.*
- (E) Corner lots.*
- (F) Pedestrian-scale building entrances.*
- (G) Windows.*
- (H) Design of large-scale buildings and developments*

E. AGENCY COMMENTS: The application was routed to several public agencies for review and comment. Comments and recommendations from city departments have been incorporated into the findings and conditions. As of the writing of this report, the city received the following agency comments:

- 1. Oregon Department of Transportation: ODOT submitted two comments, which are summarized here. The full text is included in Attachment 3. In the 3/30/15 comment ODOT stated that they had evaluated the traffic impact analysis (TIA) and any known

safety or operational concerns at the existing accesses, and determined that the applicant will not need to amend the existing access permits. ODOT also attached detailed comments that disagreed with some elements of the methodology in the TIA, and suggested that some mitigation might be needed. ODOT submitted a follow-up comment on 4/13/15 that clarified that the detailed comments had been submitted as a courtesy to the city to aid the city review of the TIA, and were not meant to be taken as additional ODOT requirements. ODOT is not requiring the applicant to amend their access permits, and has no additional requirements for the proposed fuel facility expansion.

2. PGE: Reviewed, no conflict.
3. Waste Management: Reviewed, no conflict.

F. PUBLIC COMMENTS: As of the writing of this report, the city has received 9 written comments on the application. The major issues are summarized below. These comments are included in full in Attachment 3.

1. **Protecting the 99W Drive-in movie theater from light from new development:** All of the public comments were concerned about protecting the drive-in screen from an increase in ambient light. Several commented that the first phase of the fuel station turned out well, so the same lighting requirements should be kept for this second phase.
2. **Supportive:** Several comments were supportive of the fuel station expansion, as long as it controlled ambient light.

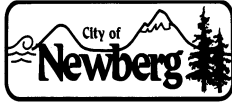
G. ANALYSIS:

1. **Lighting impact:** The same precautions need to be taken for the expansion as were taken for the first phase. All of the under-canopy lighting needs to be recessed to provide shielding. The six foot tall wooden fence along the western edge of paving needs to be extended south as far as the propane tank to block headlights. The landscape buffer west of the fence is already well grown. There is also a mature landscape buffer and wooden fence south (approx. 300 feet) of the fueling station near the apartment complex, which effectively buffers most of the apartments.
2. **Transportation impact:** The applicant's transportation impact analysis demonstrated that the impact of additional trips from the expansion on the Fred Meyer driveways or nearby intersections is small and does not require mitigation. The City Engineer accepted the findings of the traffic impact analysis. ODOT is not requiring the applicant to apply for amended access permits.
3. **Earlier opening hours:** The applicant has requested approval to allow the fueling station to open at 5 AM instead of 7 AM. The nearest residential property is the apartment complex 300 feet south of the fueling station. There is a mature landscape buffer and 6 foot tall wooden fence along the southern edge of the site that provides a

visual buffer and also partly buffers sound from the fuel station. The fueling station was already in place when the apartment complex was built, so the apartment site design oriented the apartment buildings so that few apartments looked directly at the fueling station. The apartment developer also planted tall trees along the northern edge of the site, which will further buffer the site over time. Many fueling stations in Newberg open early or are open 24 hours, so it would be fairly typical for a fueling station to open at 5 AM. The change to a 5 AM opening time seems to be a reasonable request for this site.

H. PRELIMINARY STAFF RECOMMENDATION: The preliminary staff recommendation is made in the absence of public hearing testimony, and may be modified subsequent to the close of the public hearing. At this writing, staff recommends the following motion:

Move to adopt Planning Commission Order 2015-17, which approves the requested conditional use permit with the attached conditions.



PLANNING COMMISSION ORDER 2015-17

AN ORDER APPROVING CONDITIONAL USE PERMIT/DESIGN REVIEW CUP-14-002/DR2-14-020 FOR AN EXPANSION OF THE FRED MEYER FUELING FACILITY AT 3300 PORTLAND ROAD, YAMHILL COUNTY TAX LOT 3216-2004.

RECITALS

1. Fred Meyer Stores, Inc. submitted an application for a conditional use permit/design review for an expansion of the fueling facility at 3300 Portland Road, Yamhill County Tax Lot 3216-2004.
2. After proper notice, the Newberg Planning Commission opened a hearing on April 9, 2015 and, at the request of the applicant, continued the hearing to May 14, 2015 without discussion to allow the applicant additional time to coordinate with ODOT.
3. On May 14, 2015 the Newberg Planning Commission held a hearing, took public testimony, and deliberated on the application.
4. The Newberg Planning Commission finds that the application meets the applicable criteria as shown in the findings shown in Exhibit "A".

The Newberg Planning Commission orders as follows:

1. Conditional Use Permit/Design Review Application CUP-14-002/DR2-14-020 is hereby approved, subject to the conditions contained in Exhibit "B". Exhibit "B" is hereby adopted and by this reference incorporated.
2. The findings shown in Exhibit "A" are hereby adopted. Exhibit "A" is hereby adopted and by this reference incorporated.
3. This order shall be effective May 29, 2015 unless appealed prior to that date.
4. This order shall expire one year after the effective date above if the applicant does not obtain a building permit pursuant to this application by that time, unless an extension is granted per Newberg Development Code 15.225.100.

Adopted by the Newberg Planning Commission this 14th day of May, 2015.

ATTEST:

Planning Commission Chair

Planning Commission Secretary

List of Exhibits:

Exhibit "A": Findings

Exhibit "B": Conditions

"Working Together For A Better Community-Serious About Service"

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Exhibit “A” to Planning Commission Order 2015-17
Findings –File CUP-14-002/DR2-14-020
Fred Meyer Fuel Facility Expansion

A. Conditional Use Permit Criteria That Apply - Newberg Development Code 15.225.060.

The original station was approved in 2010, through City Council Order 2010-0027. The file number was CUP-08-004/DR2-08-036. The proposal was reviewed as a conditional use permit because the proposal could not meet all of the requirements for large-scale retail developments in C-2, and requested exceptions to some of those requirements. The proposed expansion of the gas station modifies the original conditional use permit, and therefore also has to be processed as a conditional use permit.

The Planning Commission may grant or deny the application, or may require such changes or impose such reasonable conditions as are in their judgment necessary to ensure conformity to the conditional use permit criteria.

A. The location, size, design and operating characteristics of the proposed development are such that it can be made reasonably compatible with and have minimal impact on the livability or appropriate development of abutting properties and the surrounding neighborhood, with consideration to be given to harmony in scale, bulk, coverage and density; to the availability of public facilities and utilities; to the generation of traffic and the capacity of surrounding streets, and to any other relevant impact of the development.

Finding: The proposed fuel facility expansion is required to apply for a conditional use permit because it is modifying the original conditional use permit approval. The fuel facility would not require a conditional use permit on most other sites in the C-2 zoning district, as a fuel facility is an allowed use in the C-2 zone. The scale, bulk and coverage of the proposed facility expansion are minor compared to the adjacent main Fred Meyer building. The location of the facility raised concerns that it might increase the level of ambient light that impacts the drive-in theater to the west. The first phase of the facility was required to only have recessed lights under the canopy, and to extend a wooden fence and landscaping buffer along the western edge of the site. This has proved effective, so the expansion will be required to meet the same conditions; the under canopy lights will all be recessed, and the wooden fence west of the fuel facility will need to be extended as far south as the new propane tank to block light from vehicle headlights. The landscape buffers west and south of the facility are mature and do not need to be improved. As conditioned, the design will effectively mitigate the impact of light from this development. The applicant’s transportation impact analysis demonstrates that the impact of additional trips from the expansion on the Fred Meyer driveways or nearby intersections is small and does not require mitigation. The City Engineer has accepted the findings of the traffic impact analysis, and ODOT has indicated that the applicant does not need to apply for amended access permits.

Earlier opening hours: The applicant has requested approval to allow the fueling station to open at 5 AM instead of 7 AM. The nearest residential property is the apartment complex 300 feet south of the fueling station. There is a mature landscape buffer and 6 foot tall wooden fence along the southern edge of the site that provides a visual buffer and also partly buffers sound from the fuel station. The

fueling station was already in place when the apartment complex was built, so the apartment developer oriented the apartment buildings so that only the ends of the apartment buildings looked directly at the fueling station. The apartment developer also planted tall trees along the northern edge of the site, which will further buffer the site over time. Many fueling stations in Newberg open early or are open 24 hours, so it would be fairly typical for a fueling station to open at 5 AM. Staff has collected the following information on existing fuel stations:

Station location	Opening hour	Within 300' of residential area
Shell – 204 Hwy 99W	5 AM	Yes
Leif's – 101 E. First	6:30 AM	Yes (2 nd story apartments)
Leathers – 203 E. First	5 AM	Yes (2 nd story apartments)
Shell – 1500 Portland Rd.	Open 24 hours	Yes
Texaco – 1902 Portland Rd.	6 AM	No
76 – 3101 Portland Rd.	Open 24 hours	No
Chevron – 3745 Portland Rd.	5 AM	Yes

The change to a 5 AM opening time seems to be a reasonable request for this site.

The location, size, design and operating characteristics of the proposed development are therefore such that, as conditioned, it can be made reasonably compatible with and have minimal impact on the livability or appropriate development of abutting properties and the surrounding neighborhood.

B. The location, design, and site planning of the proposed development will provide a convenient and functional living, working, shopping or civic environment, and will be as attractive as the nature of the use and its location and setting warrants.

Finding: The fuel facility expansion location on the Fred Meyer site will be convenient for many shoppers who already use the store. The location on the western side of the main building will minimize the impact to on-site circulation, as that is the least used part of the existing site. The fuel facility will be reasonably attractive, and will have extensive nearby landscape buffers that soften the view of the facility from the street. The proposal therefore meets this criterion because the location, design and site planning will provide a convenient and functional shopping environment, and will be as attractive as the nature of the use and its location and setting warrants.

C. The proposed development will be consistent with this code.

Finding: The design review findings below review the development code standards that apply to this project. As conditioned, the proposed development will be consistent with the development code.

II. Design Review Criteria That Apply - Newberg Development Code § 151.194 (B):

(1) Design compatibility. The proposed design review request incorporates an architectural design which is compatible with and/or superior to existing or proposed uses and structures in the surrounding area. This shall include, but not be limited to, building

architecture, materials, colors, roof design, landscape design, and signage.

Finding: During design review the City typically compares the proposed building to the existing buildings that would be immediately adjacent to it for the purpose of determining design compatibility. The original fuel station was found to be compatible with the adjacent main Fred Meyer store and the bank building to the north. It consists of a simple metal canopy over seven fuel dispensers, with a small cashier’s kiosk. The canopy is 18 feet tall and flat roofed. The canopy is painted beige and light brown, which are similar to colors used on the existing main store building. The existing Fred Meyer store is a large simple box structure with a flat roof. It has a flat masonry wall along most of the western side and a garden center at the southwest corner. The bank building north of the proposed site has a simple modern style, with a similar simple metal canopy structure over its drive-up ATMs. The applicant has provided site plan and elevation drawings of the proposed fuel station expansion, which is sufficient information to determine if the proposed design is compatible with nearby buildings. The City does not require renderings or models for proposed new buildings. The proposed expansion will copy the existing design and extend the canopy 34 feet to the south. Exterior lights will be directed onto the site so as to not adversely affect the adjoining properties. The overall design will blend with the surrounding area by the use of landscaping buffering and screening. As proposed, the Fred Meyer fuel station expansion is compatible with structures in the surrounding area because the structure has been designed to match the existing fuel station and the main Fred Meyer building in style and color, and the canopy is similar in style to the bank building canopy to the north.

- (2) *Parking and on-site circulation. Parking areas shall meet the requirements of § 151.610. Parking studies may be required to determine if adequate parking and circulation are provided for uses not specifically identified in § 151.610. Provisions shall be made to provide efficient and adequate on-site circulation without using the public streets as part of the parking lot circulation pattern. Parking areas shall be designed so that vehicles can efficiently enter and exit the public streets with a minimum impact on the functioning of the public street.*

Finding: The site includes the main Fred Meyer store, the fueling facility, an in-store bank, a beauty shop, a print shop, and a key shop. The parking requirements are calculated below:

USE (square feet)	PARKING STANDARD	SPACES REQUIRED
Existing F.M. store (143,181 s.f.)	1 space per 300 s.f.	477.3
Fueling facility kiosk (96 s.f.)	1 space per 300 s.f.	0.32
Bank (736 s.f.)	1 space per 400 s.f.	1.84
Beauty shop (1,500 s.f.)	1 space per 75 s.f.	20
Key shop (288 s.f.)	1 space per 300 s.f.	0.96
Print shop (1,500 s.f.)	1 space per 300 s.f.	5
Total required parking		506
Parking available after project completed		665
Surplus parking		159

The minimum number of required parking spaces for the site is 506. The fueling facility expansion

will remove 8 parking spaces, leaving 665 spaces. The site has more parking than the development code requires. The reduction of surplus parking is a positive step and makes more efficient use of the site. No changes are proposed to the existing parking lot circulation; it provides efficient and adequate on-site circulation without using the public streets as part of the parking lot circulation pattern, and vehicles are able to efficiently enter and exit the public streets with a minimum impact on the functioning of the public street.

- (3) ***Setbacks and general requirements. The proposal shall comply with §§ 151.535 through 151.540 dealing with height restrictions and public access; and §§ 151.550 through 151.568 dealing with setbacks, coverage, vision clearance, and yard requirements.***

Exterior Lighting: 151.588 REQUIREMENTS.

(A) General requirements: All zoning districts.

(1) Low level light fixtures include exterior lights which are installed between ground level and six feet tall. Low level light fixtures are considered non-intrusive and are unrestricted by this code.

(2) Medium level light fixtures include exterior lights which are installed between six feet and 15 feet above ground level. Medium level light fixtures must either comply with the shielding requirements of division (B) below, or the applicant shall show that light trespass from a property has been designed not to exceed 0.5 foot-candle at the property line.

(3) High level light fixtures include exterior lights which are installed 15 feet or more above ground level. High level light fixtures must comply with the shielding requirements of (B) below, and light trespass from a property may not to exceed 0.5 foot-candle at the property line.

(B) Table of shielding requirements

<i>Fixture Lamp Type</i>	<i>Shielded</i>
<i>Low/High Pressure Sodium, Mercury Vapor, Metal Halide and Fluorescent over 50 watts</i>	<i>Fully</i>
<i>Incandescent over 160 watts</i>	<i>Fully</i>
<i>Incandescent 160 watts or less</i>	<i>None</i>
<i>Fossil fuel</i>	<i>None</i>
<i>Any light source of 50 watts or less</i>	<i>None</i>
<i>Other sources</i>	<i>As approved by § 151.587</i>

Note: Incandescent includes tungsten-halogen (quartz) lamps

Finding: The canopy expansion is 18 feet tall, setback over 70 feet from any property line, and does not create any corner vision clearance problems. The C-2 zone does not have a set height limit, and only requires a 10 foot setback from the front property line. The site has public access. Following compliance with design review conditions, the proposed project will meet the height restrictions and public access requirements, setback, coverage, vision clearance and yard requirements of the Code.

The applicant’s photometric plan shows that the proposed lighting for the fueling facility does meet the light trespass standard (maximum 0.5 foot-candles) at the property lines. The canopy lights are all located under the canopy, and do not project on the sides of the canopy. The underside canopy lights are required to be fully shielded, and therefore will all be recessed lights.

The location of the facility raised concerns that it might increase the level of ambient light that impacts the drive-in theater to the west. The first phase of the facility was required to only have recessed lights under the canopy, and to extend a wooden fence and landscaping buffer along the western edge of the site. This has proved effective, so the expansion will be required to meet the same conditions; the under canopy lights will all be recessed, and the wooden fence west of the fuel facility will need to be extended as far south as the new propane tank to block light from vehicle headlights. The landscape buffers west and south of the facility are mature and do not need to be improved. It should be noted that the proposed development site is approximately 950 feet from the drive-in screen, which will further diminish any potential light impact from the site. As conditioned, the proposed fueling facility expansion will meet the Development Code light trespass standard and control the impact of lights from the facility.

- (4) ***Landscaping requirements. The proposal shall comply with § 151.580 dealing with landscape requirements and landscape screening.***

Finding: The proposed fueling facility expansion will remove some parking lot landscaping. The overall amount of landscaping coverage on site will decrease slightly to 15.42%. This exceeds the 15% minimum landscape requirement. As noted above, the western landscape buffer is in good condition and will be an effective buffer against headlights. All areas subject to the final design review plan and not otherwise improved are landscaped. Following compliance with design review conditions, the landscape plan and parking lot complies with § 151.580.

- (5) ***Signs. Signs shall comply with § 151.590 et seq. dealing with signs.***

Finding: The expansion of the canopy will relocate two existing signs on the north and east elevations. The proposal does not add new signs, and complies with § 151.590.

- (6) ***Manufactured home, mobile home and RV parks. Manufactured home, mobile home, and recreational vehicle parks shall also comply with the standards listed in §§ 151.655 et seq., in addition to the other criteria listed in this section.***

Finding: Not applicable - not a manufactured home, mobile home or RV park.

- (7) ***Zoning district compliance. The proposed use shall be listed as a permitted or conditionally permitted use in the zoning district in which it is located as found in §§ 151.280 through 151.438. Through this site review process, the Director may make a determination that a use is determined to be similar to those listed in the applicable zoning district, if it is not already specifically listed. In this case, the Director shall make a finding that the use shall not have any different or more detrimental effects upon the adjoining neighborhood area than those specifically listed.***

Finding: The site is zoned C-2 Community Commercial. A service station is a permitted use in the C-2 zone.

- (8) ***Sub-district compliance. Properties located within sub-districts shall comply with the***

provisions of those sub-districts located in §§ 151.450 through 151.526.

Finding: A portion of the Fred Meyer site has a Stream Corridor zoning sub-district on it. The Stream Corridor is west of the proposed fueling facility, and no development will take place within the overlay area. Erosion control measures will be required as part of the grading plan to ensure that demolition and construction will not create any short-term impacts on the stream. Following compliance with design review conditions, the project meets the provisions of §§ 151.450 through 151.526.

9) *Alternative circulation, roadway frontage improvements and utility improvements. Where applicable, new developments shall provide for access for vehicles and pedestrians to adjacent properties which are currently developed or will be developed in the future. This may be accomplished through the provision of local public streets or private access and utility easements. At the time of development of a parcel, provisions shall be made to develop the adjacent street frontage in accordance with city street standards and the standards contained in the transportation plan. At the discretion of the city, these improvements may be deferred through use of a deferred improvement agreement or other form of security.*

Finding: The proposed development will be within the existing Fred Meyer site and will use existing driveway accesses and drive aisles. The development proposal does not include any roadway, driveway, frontage, or utility improvements. Following compliance with design review conditions, the new development will meet the standards contained within the Transportation Plan.

The existing parking lot catch basins discharge stormwater into a vegetated bioswale located west of the parking lot. The proposed development adds approximately 400 square feet of net new impervious area and therefore stormwater treatment and detention facilities are not required per section 4-4 of the Engineering Design Standards Manual. Following compliance with design review conditions, the proposal will meet the City's stormwater standards and other public utility standards. An erosion control permit will be required for the construction.

(10) *Traffic study improvements. If a traffic study is required, improvements identified in the traffic study shall be implemented as required by the Director.*

Finding:

A traffic impact study was prepared for the proposed development by Group Mackenzie, a professional engineering firm. The study concluded that an additional 674 weekday trips would be added to the site, including 55 trips during the weekday p.m. peak hour, and 64 trips on Saturday mid-day peak hour.

The traffic impact analysis studied the project's impact to the site driveways, internal circulation, and the seven identified study intersections. The analysis concluded that the additional trips generated from the project will have little impact on the operation and queuing at the study area intersections. No mitigations are proposed. The City Engineer accepted the findings of the traffic impact analysis, and ODOT indicated that the applicant does not need to apply for amended access permits. The expansion will pay Transportation System Development Charges, which will go towards

improvements in the local transportation system.

III. § 151.196 ADDITIONAL REQUIREMENTS FOR DEVELOPMENT IN THE C-2 ZONING DISTRICT.

The purpose of this section is to ensure that development in the C-2 Zoning District is designed to promote pedestrian and bicycle uses and improve aesthetics and compatibility. An applicant for a new development or redevelopment within the C-2 Zoning District, which is subject to the Site Design Review process, must demonstrate that the following site and building design elements have been incorporated into the design of the project. Exceptions to these additional development requirements may be granted if the requirements would result in construction that is out of character with surrounding development. Applicants for redevelopment of a designated landmark will not be subject to these additional requirements, except for requirements regarding parking and service drives.

(A) Building entrances. Each building on a lot shall have a primary pedestrian entrance oriented to the primary street. "Oriented to a street" means that the building entrance faces the street or is connected to the street by a direct and convenient pathway not exceeding 60 feet in length. "Primary street" means the street which has the highest estimated volume of pedestrian traffic. This requirement does not apply to buildings that are located behind other buildings on the lot such that 50% or more of their building frontage is blocked by the front building, as measured by sight lines that are perpendicular to the street right-of-way. Such rear buildings shall have a primary entrance oriented to an internal sidewalk or pedestrian pathway system which is internally connected and provides a connection to the primary street.

Finding: The fueling facility expansion does not have a pedestrian entrance. There is a pedestrian connection to the main store via internal walkways to Springbrook Road and Portland Road. Almost all customers to the fueling facility, however, will naturally be in vehicles. The only pedestrians on the site will typically be the station attendants. An exception to this requirement is justified because there is no reasonable alternative that would create a pedestrian entrance to the gas station canopy. The main Fred Meyer building does have a main pedestrian entrance that faces Portland Road.

(B) Parking and service drives. No off-street parking or service drives shall be placed within the required front yard setback. No off-street parking shall be placed between the front property line of the primary street, as defined in division (A) above, and the building. This requirement does not apply to buildings that are located behind other buildings on the lot such that 50% or more of their building frontage is blocked by the front building, as measured by sight lines that are perpendicular to the street right-of-way.

Finding: The proposal will not place off-street parking or a service drive within the required 10 foot deep front yard setback, and will not place off-street parking between the building and any street. The proposal therefore meets this criterion. The existing site does have parking between the west side of the main building and Springbrook Road. This fueling facility will remove some of this parking and

bring the overall site closer to meeting this criterion.

(C) Exceptions. The review body may approve exceptions to the above provided there are no reasonable alternatives that would allow access to or parking on the lot.

Finding: The proposal requires an exception to the pedestrian entrance requirement, as noted above. The exception should be approved because there is no reasonable alternative to the proposed design.

(D) Building mass. Where building elevations are oriented to the street in conformance with (A) above, architectural features such as windows, pedestrian entrances, building off-sets, projections, detailing, change in materials or similar features, shall be used to break up and articulate large building surfaces and volumes.

Finding: The proposed building expansion is a canopy and has very little mass. No architectural detailing or off-sets are needed to break up the mass of the building because there are no large building surfaces or volumes. The gas station expansion meets this criterion as proposed.

(E) Corner lots. Buildings on corner lots shall have their primary entrance oriented to the street corner, or within 40 feet of the street corner (i.e., as measured from the lot corner). In this case, the street corner shall provide an extra-wide sidewalk or plaza area with landscaping, seating or other pedestrian amenities. The building corner shall provide architectural detailing or beveling to add visual interest to the corner.

Finding: This standard does not apply, as the fueling facility is not near a corner. The corner of the lot at Springbrook/99W is dedicated to a stormwater detention pond.

(F) Pedestrian-scale building entrances. Recessed entries, canopies, and/or similar features shall be used at the entries to buildings in order to create a pedestrian-scale.

Finding: The building does not have a pedestrian entrance, so this standard does not apply. There is no reasonable alternative that would create a pedestrian-scale building entrance to the gas station canopy, so an exception to the requirement for a pedestrian entrance was granted above.

(G) Windows.

(1) On commercial building facades facing a public street, windows shall comprise a minimum of 40% of the ground floor facade. For large-scale buildings and developments meeting the standards under subsection (H) below, windows shall comprise a minimum of 20% of the ground floor facade.

(2) For large-scale buildings and developments meeting the standards under subsection (H) below, 50% of all required window area shall allow view into an active space. An active space is defined as any area within a building that is used for shopping, dining, office space, and so forth. Merchandise display windows with displays that change at least semi-annually shall be considered an active space. Examples of areas that are considered non-active spaces are storage and mechanical equipment

areas, and windows that are obscured by shelving or material affixed to the window.

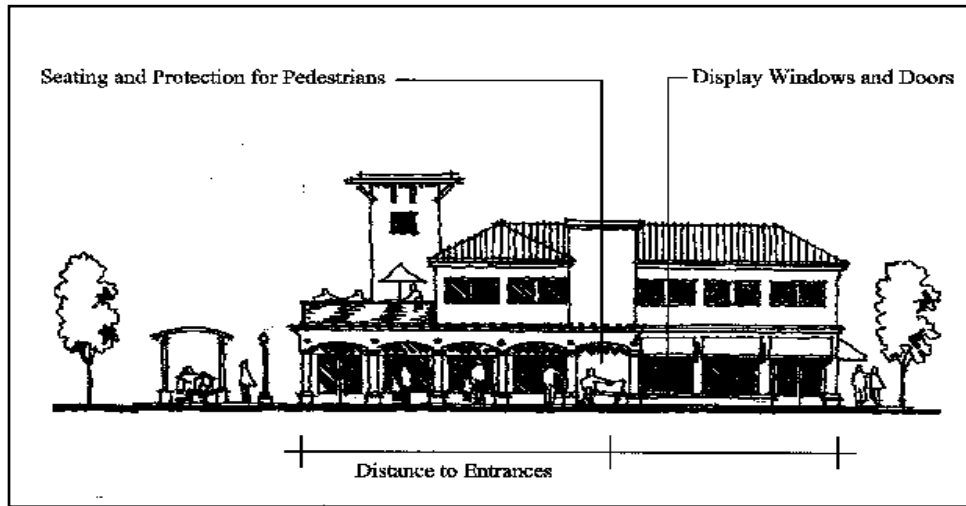
Finding: The canopy expansion does not have any walls and therefore does not have any windows. The area under the canopy can also be considered an active space. The nature of the structure does not allow the canopy to meet this window standard, but it meets the intent of not allowing a large blank wall on a structure. If the structure was required to add walls and windows then it would be out of character with surrounding development, such as the drive-through canopy on the bank to the north. An exception to this standard is therefore justified. The fueling facility helps the main building come closer to meeting this standard by adding activity to a side of the building that is largely a blank wall.

(H) Design of large-scale buildings and developments. All buildings on a development site shall conform to the design standards included under § 151.196 (H) where the total square footage of one commercial building exceeds 30,000 square feet of total ground floor area or all commercial buildings exceed 50,000 square feet of total ground floor area. Deviations from these standards may be approved, where appropriate, through the conditional use permit process.

(I) Façade articulation. Incorporate changes in building direction (i.e., articulation), and divide large masses into varying heights and sizes. Such changes may include building offsets; projections; changes in elevation or horizontal direction; sheltering roofs; terraces; a distinct pattern of divisions in surface materials; and use of windows, screening trees; small-scale lighting (e.g., wall-mounted lighting); and similar features. At least five of the following elements shall be included along each 100 feet of building frontage facing a street:

- (a) A building offset or projection of at least 6 feet depth and width.*
- (b) An awning or roof sheltering a pedestrian walkway or seating area.*
- (c) A building façade shall be comprised of at least two building materials, with the lesser comprising not less than 10% of the total façade.*
- (d) Contrasting brick, stone, or natural wood trim.*
- (e) Pitched roofs or gable-end roofs.*
- (f) Curved arches or roof line features.*
- (g) A tower, spire, or cupola.*
- (h) A cornice.*
- (i) Second story windows that comprise a minimum of 10 percent of the second floor façade.*

[Note: the example shown here is meant to illustrate these building design elements, and should not be interpreted as a required architectural style.]



Finding: The proposed canopy expansion does not have a large mass and therefore does not need an articulated façade to break up its mass. An exception to this standard is required and can be granted as long as the proposal meets the conditional use permit criteria. The applicant has applied for a conditional use permit and addressed the conditional use permit criteria. The canopy will help make the flat western wall of the main Fred Meyer building less visible.

(2) Pedestrian entrance. Every building elevation facing a street with a horizontal dimension of more than 100 feet, as measured from end-wall to end-wall, shall have a building entrance no more than 100 from another entrance or end-wall; except that buildings elevations that are unable to provide an entrance due to the internal function of the building space (e.g., mechanical equipment, areas where the public or employees are not received, etc.) may not be required to meet this standard. Pathways shall connect all entrances to the street right-of-way.

Finding: The fueling facility does not have a pedestrian entrance and needs an exception to this requirement. An exception to this standard can be granted as long as the proposal meets the conditional use permit criteria. The applicant has applied for a conditional use permit and addressed the conditional use permit criteria.

(3) Building facades not fronting a street. For all ground floor facades that do not face a public street, windows shall comprise a minimum of 20 % of the ground floor façade or a landscape strip shall be provided adjacent to the building. The landscape strip shall be a minimum of 5 feet in width and include a combination of trees, shrubs, and groundcover or grass. Plant material shall be selected from at least two of the different plant material groups (example: trees and shrubs, or lawn and shrubs, or lawn and trees and shrubs). The type of tree selected shall have a crown of less than 15 feet at maturity. Exceptions to this standard include building facades that abut outdoor storage areas, loading docks, and

mechanical equipment areas.

Finding: The canopy structure does not have walls or windows, and needs vehicle access on the east and west sides. The north and south sides will have landscape buffers nearby, but the proposal requires an exception to this standard. An exception to this standard can be granted as long as the proposal meets the conditional use permit criteria. The applicant has applied for a conditional use permit and addressed the conditional use permit criteria.

(4) Building orientation. *All buildings shall be oriented to a primary street as defined in division (A) or oriented to a plaza or open space within the development site that connects to the primary street. "Oriented to a plaza or open space" means that the building entrance faces the plaza, open space, shared parking area or is connected to the plaza by a direct and convenient pathway not exceeding 60 feet in length.*

Finding: The nature of the fueling facility makes it difficult to meet this requirement. The proposal requires an exception to this standard. An exception to this standard can be granted as long as the proposal meets the conditional use permit criteria. The applicant has applied for a conditional use permit and addressed the conditional use permit criteria.

(5) On-site landscaping and screening.

(a) *A continuous landscape strip, with a five foot minimum width, shall be located perpendicular to groups of 2 or more parking stalls. Within the landscape strip, at a minimum, one deciduous shade tree per seven parking spaces shall be planted to create a partial tree canopy over and around the parking area. The type of tree shall be chosen from the City of Newberg Preferred Street Tree List and have a minimum crown spread of 25 feet. This standard shall apply unless otherwise approved by the Director based on the following alternative standards:*

1. *No more than seven parking stalls shall be grouped together without a landscape island. The landscape island shall have a width and depth no less than 5 feet and contain no less than one deciduous shade tree.*

or

2. *Provision of tree planting landscape islands, each of which is at least 16 square feet in size, and spaced no more than 50 feet apart on average, with a maximum of 75 feet, within areas proposed for grouped parking. For every 7 planting landscape islands, 1 shall be no less than 500 square feet in size.*

Finding: The proposal will not create new parking areas. Most of the existing parking lot has mature landscaping. The new parking lot landscaping will be designed to match the existing landscaping.

(b) *At a minimum 50 percent of the parking area shall drain to a storm water mitigation area. The mitigation area shall be designed using best management storm water*

practices including, but not limited to, bio-swales, rain gardens, or similar design intended to reduce storm water flow and improve storm water quality.

Finding: No new parking areas are being created, so this criterion does not directly apply. The fueling facility expansion will actually remove 8 parking spaces. The existing parking lot catch basins discharge stormwater into a vegetated bioswale located west of the parking lot. The proposed development adds approximately 400 square feet of net new impervious area and therefore stormwater treatment and detention facilities are not required per section 4-4 of the Engineering Design Standards Manual. Following compliance with design review conditions, the proposal will meet the City's stormwater standards and other public utility standards. An erosion control permit will be required for the construction.

The proposal requires an exception to this mitigation standard, however, as there is not enough room on the site to make half of the entire existing Fred Meyer parking lot drain to a storm water mitigation area. An exception to this standard can be granted as long as the proposal meets the conditional use permit criteria. The applicant has applied for a conditional use permit and addressed the conditional use permit criteria.

(c) A 20-foot wide landscaped buffer shall be provided between the development and any adjoining residential district. The buffer shall include a continuous 6-foot high sight-obscuring fence or wall, a continuous hedge and/or berm designed to achieve a height of 6-feet upon maturity, a row of trees not more than 35 feet on-center, and shrubs or living groundcover.

Finding: The site has an existing landscape buffer along the southern edge of the site adjacent to the residential area. The buffer includes many mature trees, and a 6 foot tall wooden fence.

(d) Outdoor storage areas, loading docks, and mechanical equipment areas shall be fenced with 75% opaque site obscuring fencing or screened with landscaping between the area and public streets.

Finding: This requirement is not applicable to the fueling facility as it does not have outdoor storage areas, loading docks or mechanical equipment areas. The site is elevated above the closest streets and has landscape buffers, however, so much of the lower part of the facility will not be visible from adjoining public streets.

(e) One square foot of interior open space or plaza space shall be required for every 5 square feet of gross floor area. The following features shall be included in the open space or plaza area:

- 1. One linear foot of seating space shall be required for every 30 square feet of open space or plaza space.*
- 2. One tree shall be provided for every 800 square feet of plaza space or open space.*
- 3. Pedestrian scale lighting according to subsection 151.196(H)(7).*

Finding: The fueling facility expansion does not add any enclosed floor area. The applicant requests an exception to this requirement. An exception to this standard can be granted as long as the proposal meets the conditional use permit criteria. The applicant has applied for a conditional use permit and addressed the conditional use permit criteria. There is existing pedestrian scale lighting on the western wall of the main Fred Meyer building, which would aid any pedestrians walking from the western parking lot to the main entrance.

(6) Vehicle and pedestrian connectivity.

- (a) Public streets may be required to be dedicated where needed to improve internal circulation, to connect to neighboring properties or streets, to break up large blocks, or to reduce travel around a site.**
- (b) At a minimum, 95% of the parking spaces shall be located within 75 feet of a private walkway or public sidewalk.**

Finding: The fueling facility expansion will not create a need to dedicate internal streets and will not create any new parking spaces, so the proposal complies with this standard.

(7) Pedestrian-scale lighting. Pedestrian scale lighting shall be located along all internal walkways and provide a minimum illumination of 1 foot candle. Building entrances shall have a minimum illumination of 5 foot candles. Lighting shall be fully shielded so that no light is emitted at an angle above the horizontal plane as illustrated by the lighting plan. The type of fixtures that should be considered, but are not limited to; street lamps, light fixtures attached to buildings, and light bollards. All pedestrian scale light fixtures shall not exceed a maximum height of 15 feet as measured from grade to the fixture lamp. The lens material for all pedestrian scale lighting shall be constructed of acrylic or similar shatter resistant material as determined by the Director. Glass lenses shall not be used for any pedestrian scale lighting.

Finding: There is existing pedestrian scale lighting along the western wall of the main Fred Meyer building, so the proposal meets this criterion.

(8) Parking. The number of parking stalls shall not exceed 125 percent of the minimum number of stalls required. Parking stalls constructed of grass blocks, grasscrete, pervious asphalt or concrete, or similar pervious material shall not be counted in this limit.

Finding: No additional parking is being constructed as part of this project, so the proposal complies with this criterion. Eight parking spaces are being removed by this project, which brings the existing site closer to meeting this standard. The site is required to have at least 506 spaces, so 125% of the minimum would be 633 spaces. The site will have 665 spaces after the completion of this project.

(9) Existing development. Any existing legal conforming site, through future development, exceeds the square footage threshold contained in § 151.196 (H) shall follow the standards contained in § 151.140 NON-CONFORMING USES AND BUILDINGS.

151.144 NON-CONFORMING BUILDINGS WITH LEGALLY CONFORMING USES. Unless completely or partially destroyed, pursuant to § [151.146](#), non-conforming buildings

or structures with legal, conforming uses may be altered or modified subject to any of the following requirements. This shall be processed as a Type I application for single family homes and duplexes and as a Type II application for all commercial, industrial, and multi family uses.

- (A) The addition or modification affects a part of the structure which will meet the current setback, height, yard or similar regulations and the addition or modification will not worsen the non-conforming status of the building.*
- (B) The addition or modification provides a logical expansion of the building and is within the existing building setback lines where:
 - (1) In the opinion of the Director, the expansion or modification will not adversely affect neighboring properties;*
 - (2) Building Code requirements can be met;*
 - (3) The expansion or modification proposed is similar to other non-conforming buildings or structures in the area; and*
 - (4) Reasonable provisions have been made to minimize the impact of the non-conforming status of the building or structure.**
- (C) A building or parking area that is non-conforming to the standards of this code but otherwise conforms to the use provisions of the zoning district, may be expanded, provided that the portion of the building or parking area proposed for expansion complies with the provisions of this code.*

Finding: The fueling facility expansion is a logical expansion of the existing facility, and does not worsen the non-conforming status of the building. The existing Fred Meyer store and fueling facility are legal uses in the C-2 zone, but the main building is a non-conforming building because it was built prior to the C-2 development standards in the Newberg Development Code. The application for the fueling facility expansion has addressed the new code requirements, and, under the process allowed in the code, applied for a conditional use permit because it has requested exceptions to some standards. The fueling facility expansion will not make the existing site more non-conforming, however, and will make the site come closer to meeting the maximum parking standard, will remove parking between the building and the street, and will help hide the blank western wall of the main building. The proposal therefore conforms to the standards for additions or modifications of non-conforming buildings with legally conforming uses.

B. CONCLUSION:

Based on the above-mentioned findings, the application meets the required criteria within the Newberg Development Code, subject to completion of the attached conditions.

Exhibit “B” to Planning Commission Order 2015-17
Conditions –File CUP-14-002/DR2-14-020
Fred Meyer Fuel Facility Expansion

A. THE FOLLOWING MUST BE COMPLETED BEFORE THE CITY WILL ISSUE A BUILDING PERMIT:

1. **Permit Submittal:** Submit a building permit application, two (2) complete working drawing sets of the proposed project, two (2) complete electrical plans, and two (2) copies of a revised site plan. Show all the features of the plan approved through design review, including the following:
 - a. ADA accessible route
 - b. Existing and finish grade elevations
 - c. Grading plan & erosion control plan
 - d. Parking lot design, including ADA compliant spaces
2. **Conditions of Approval:** Either write or otherwise permanently affix the conditions of approval contained within this report onto the first page of the plans submitted for building permit review.
3. **Erosion control permit:** Obtain a city erosion control permit before beginning construction.
4. **Lighting Plan:** All of the under-canopy lighting needs to be recessed to provide shielding. The six foot tall wooden fence along the western edge of paving needs to be extended south as far as the propane tank to block headlights.

B. THE FOLLOWING MUST BE ACCOMPLISHED PRIOR TO OCCUPANCY

1. **Fire Department Requirements:** This project is subject to compliance with all Fire Department standards relating to access and fire protection.
2. **Design Review Conditions:** Contact the Planning Division (503-537-1240) to verify that all design review conditions have been completed.
3. **Site Inspection:** Contact the Building Division (503-537-1240) for Building, Mechanical, and Plumbing final inspections. Contact the Fire Department (503-537-1260) for Fire Safety final inspections. Contact Yamhill County (503-538-7302) for electrical final inspections. Contact the Planning Division (503-537-1240) for landscaping final inspections.

C. DEVELOPMENT NOTES

1. Systems development charges (SDCs) will be collected when building permits are issued. For questions regarding SDCs please refer to the Newberg fee packet and contact the Engineering Division.

Attachment 1: Aerial Photo – Site and Surroundings



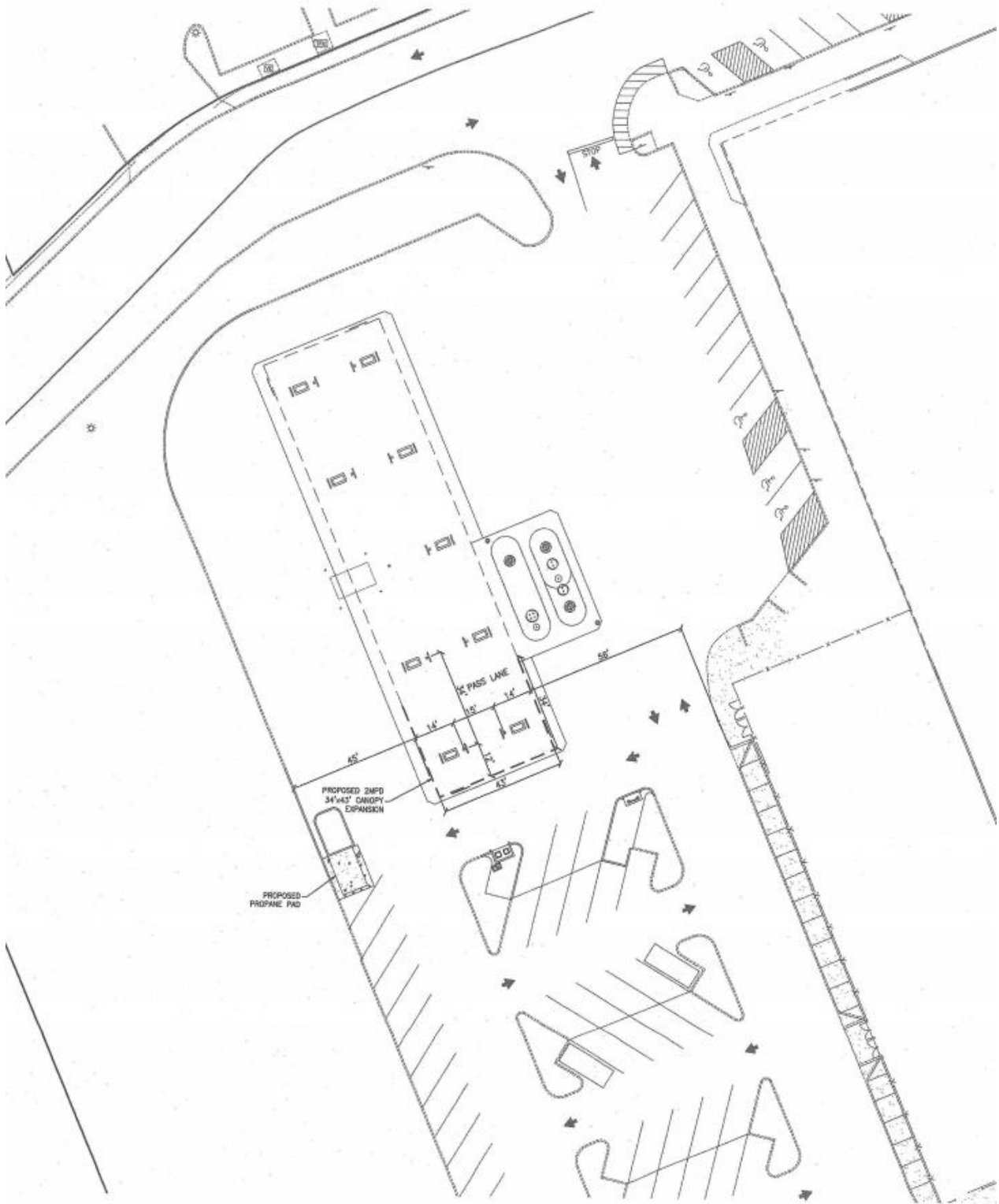
"Working Together For A Better Community-Serious About Service"

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Attachment 1: Aerial Photo – Fuel Station Site



Attachment 2: Site Plan



Steve Olson

From: Brian <99wdrivein@msn.com>
Sent: Thursday, April 02, 2015 12:03 AM
To: PLANNING
Subject: Written Comments: File No. CUP-14-002/DR2-14-020 Fred Meyer Fueling Expansion

Dear City of Newberg Planning and Building Department,

Here are my comments concerning the planning commission hearing coming up on a matter that could affect the 99W Drive-in by increasing light pollution on our screen.

Across Springbrook road from the drive-in screen is the current Fred Meyer retail fueling facility. This facility owned by The Kroger Company Inc., who wishes to expand their operation to include four more fueling positions (two pumps) and a 9 by 14 foot concrete propane pad. The hours of operation would be 7AM to 11PM.

When the original fueling facility was opened a few years ago the developers were very mindful and considerate of the 99W Drive-in's position on light trespass and pollution of our screen going so far as to even construct a headlight blocking fence for automobiles getting fuel because in the fueling position they are directly facing our screen and there was an unknown concern on how headlights could affect the screen with their lights on at night. No additional parking lot light fixtures were added; in fact one was taken out.

We are very appreciative and satisfied with how they respected their light sensitive neighbor. The Fred Meyer parking lot is on a much higher elevation so in is the drive-in's interest that all of their lighting be shielded from emitting toward our screen and cut off and aimed away from our property and only on their parking lot property. We are asking that the Fred Meyer Gas Station's extension will make these considerations, as they did before, in their new development.

The 2014 season at the 99W drive-in was a good year for the theatre. The new digital projection system courtesy of all those who voted in Honda Project Drive-In presented a sharper and brighter presentation for our customers. On July 11th 2014 we were officially listed on the National Register of Historic Places. We are NRIS # 14000401.

We are now open for 2015 soon and hope to see a lot of you folks sometime over the course of the season.

Yours truly,
Brian Francis
99W Drive-in Theatre

Steve Olson

From: Douglas Kempf <p51flyguy@yahoo.com>
Sent: Sunday, March 22, 2015 7:38 PM
To: PLANNING
Subject: Fred Myer retail fueling facility

To Whom it May Concern,

I am writing because I am concerned about the proposed expansion of the fueling facility at the Newberg Fred Myer. My concern is for the 99W drive-in theater across the road. Increased facility use means increased light radiation which will affect the drive-in unless positive steps are taken to prevent it's intrusive effects.

I am not opposed to the expansion of the fueling facility. I only hope that all parties involved in it will continue to express the same neighborly spirit that existed at the original installation of the facility not that long ago. If the spirit has diminished, I would expect the city council to represent the people of Newberg and direct the Fred Meyer facility to rein in their light emission in that direction.....

Thank you for listening to my concerns.

Sincerely,
Doug Kempf

Steve Olson

From: Michelle Victoria <michellevictoria95@yahoo.com>
Sent: Monday, March 23, 2015 9:13 AM
To: Steve Olson
Subject: File No. CUP-14-002/DR2-14-020

Hi. We drive up from Eugene, Oregon just to watch a Drive - In Movie! Please don't let Light Pollution affect the 99W Drive-In's ability to project movies.

Thank you,
Michelle Victoria

Steve Olson

From: Alan O'Kain <okain821@aol.com>
Sent: Monday, March 23, 2015 10:51 AM
To: PLANNING
Subject: File No. CUP-14-002/DR2-14-020

Dear Madam or Sir,

I join all those asking that you require the Fred Meyer to include a wall high enough to block the light from their proposed expansion of their fueling facility.

The 99 Drive-In can only operate at night and light pollution from this operation can and should be restricted.

Thank you.

Alan N. O'Kain
Attorney at Law - California
28714 SW Mountain Road
West Linn, OR 97068
(503) 805-5618
Fax: (503) 534-1931

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Steve Olson

From: Al Blodgett <fireboyal@frontier.com>
Sent: Monday, March 23, 2015 2:33 PM
To: Steve Olson; Jessica Nunley Pelz
Subject: File # Cup-002/DR2-14-020

I strongly support the expansion of of the fuel station at Newberg Fred Meyer.

I saying that I also strongly support requiring Fred Meyer to provide the lighting requirements so as to NOT affect the 99-W Drive In in their presentation of movies. It has worked well with the original requirements so let's keep the same requirements in place for the addition.

Al Blodgett

Steve Olson

From: Kelly Hays <KHays@portlaw.com>
Sent: Monday, March 23, 2015 2:40 PM
To: Jessica Nunley Pelz; Steve Olson; PLANNING
Cc: 'showtimes@99w.com'
Subject: File No. CUP-14-002/DR2-14-020 (99W Drive-In Theatre)

Dear Members,

Please ask that developers of the 2 additional gas pumps and the 9 x 14 concrete propane pad (that are in favor of and will be installed on behalf of The Kroger Company (dba Fred Meyer)) be considerate of the patrons of the 99W Drive-in and respect the amount of light pollution the headlights and street lights will cause on the screen when this project is being both built and when completed. Please be mindful and install headlight blocking fences and/or any other means necessary to keep the light out of the drive-in. The drive-in is a historical landmark and used by much of the tri-county population. I would hope that it is in Fred Meyer's (and the City of Newberg's) best interests to keep the public at ease and do whatever is necessary to keep the light pollution at a minimum when building this facility and when the fuel station is built.

Any questions, please feel free to contact me at the information below.

Thank you,

Kelly Hays
Direct Tel: 503-417-0514 or Cell 503-960-6386

Steve Olson

From: Bill Wolfe <bwolfe90@yahoo.com>
Sent: Monday, March 23, 2015 5:03 PM
To: PLANNING
Subject: Fred Meyer Planned Expansion and the 99-W Drive-In

I think it would be hard for anyone to deny that drive-in's are part of America's history and as such those few remain in today should be preserved. I would hate to see this heritage site harmed through poor planning and oversight. Please help insure that the 99-W Drive-In continues to be able to provide current and future generations with an enjoyable view into our country's past by limiting light pollution.

Thank you,

Bill Wolfe II
503-358-6417

Steve Olson

From: Loretta M. Johnson <lorettamj@onlinemac.com>
Sent: Tuesday, March 24, 2015 10:19 AM
To: Steve Olson
Subject: 99W Drive In

I just wanted to contact you to ask that in the changes taking place at Fred Meyer in Newborn, you would act in a way that protects the nearby business of the 99W Drive In Theater. Our community is lucky to have this business and we need to do what we can to protect it and ensure its future.

Thank you,
Loretta Johnson

Steve Olson

From: charisa white <charwhit69@gmail.com>
Sent: Thursday, March 26, 2015 8:16 PM
To: Steve Olson
Subject: .File No. CUP-14-002/DR2-14-020

Please do not allow one of Americas past times that we all fought so hard to keep, Now all we fought for will be loss and future generations will not be able to enjoy one of the greatest things in the USA a drive in movie....

--

CHARISA WHITE

Steve Olson

From: JUSTER Gerard P *Gerry <Gerard.P.JUSTER@odot.state.or.us>
Sent: Monday, April 13, 2015 4:49 PM
To: Kaaren Hofmann; Steve Olson
Cc: David Holt; james.coombes@fredmeyer.com; Chris Ferko; jhowitt@barghausen.com; 'Brent Ahrend'; BLAIR Keith P
Subject: RE: Fred Meyer Newberg Fuel Facility Expansion (City of Newberg land use applications CUP-14-002 and DR2-14-020)

Kareen and Steve,

This message is being sent as follow up to a phone conference call that occurred on April 10, 2015. The outcome of the meeting has been summarized in the previously attached memo prepared by Brent Ahrend with McKenzie.

As mentioned during the conference call, ODOT wanted to be clear how it utilized the Traffic Impact Analysis (TIA) specifically related to OAR 734-051-3020, Change of Use of a Private Connection (COU). Because the two existing driveways to OR-99W would be impacted by the applicant's proposal ODOT staff evaluated the applicant's proposal at the request of the City of Newberg during the land use application process. The evaluation concluded that a COU per OAR 734-051-3020 was not triggered, thereby, the existing permits for the two driveways to OR-99W would continue to be valid for the proposed use. Comments specific to the Change in Use for the existing permitted driveways were submitted to the City in a March 30, 2015 e-mail message.

In conjunction with providing comments related to the Change of Use, ODOT submitted TIA review comments as a courtesy to the City. It was ODOT's intent for those comments to be utilized by the City, if they could affect their decision for the land use applications. During the conference call the City indicated they had accepted the findings of the TIA but had to consider ODOT's TIA review comments because they had been submitted as part of the record for the land use applications.

At this time, ODOT has completed its review of the land use applications CUP-14-002 and DR2-14-020 for the Fred Meyer Stores fueling facility expansion as well as the TIA. No further action will be necessary. These comments are being submitted as an addendum to ODOT's March 30, 2015 e-mail message. On behalf of ODOT staff I am sorry for any confusion and inconvenience this has created for the City and applicant.

Please feel free to contact me if you have any questions related to this message.

Thank you,

Gerry Juster

Development Review Coordinator
 Oregon Department of Transportation
 455 Airport Rd SE | Salem, Oregon 97301
 Office: 503.986.2732 | FAX: 503.986.2630
 e-mail: gerard.p.juster@odot.state.or.us

From: Brent Ahrend [mailto:BAhrend@mcknze.com]
Sent: Monday, April 13, 2015 11:56 AM
To: JUSTER Gerard P *Gerry; BLAIR Keith P; Kaaren.Hofmann@newbergoregon.gov
Cc: David Holt; james.coombes@fredmeyer.com; Chris Ferko; jhowitt@barghausen.com; steve.olson@newbergoregon.gov
Subject: Fred Meyer Newberg Fuel Facility Expansion

All,

A summary of our telephone conversation is attached.

Brent T. Ahrend, PE
Senior Associate | Asst Department Head – Transportation Planning



Architecture · Interiors · Engineering · Planning

P 503.224.9560 **W** mcknze.com **C** [vcard](#)

RiverEast Center
1515 SE Water Ave, Suite 100
Portland OR 97214

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Steve Olson

From: Brent Ahrend <BAhrend@mcknze.com>
Sent: Monday, April 13, 2015 11:56 AM
To: JUSTER Gerard P *Gerry (Gerard.P.JUSTER@odot.state.or.us); BLAIR Keith P (Keith.P.BLAIR@odot.state.or.us); Kaaren Hofmann
Cc: David Holt; james.coombes@fredmeyer.com; Chris Ferko; jhowitt@barghausen.com; Steve Olson
Subject: Fred Meyer Newberg Fuel Facility Expansion
Attachments: RTC-ODOT and City of Newberg-ODOT Comments on TIA-150410.pdf

All,

A summary of our telephone conversation is attached.

Brent T. Ahrend, PE
Senior Associate | Asst Department Head – Transportation Planning



Architecture · Interiors · Engineering · Planning

P 503.224.9560 **W** mcknze.com **C** [vcard](#)

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MACKENZIE.

P 503.224.9560 ▪ F 503.228.1285 ▪ W MCKNZE.COM
RiverEast Center, 1515 SE Water Avenue, #100, Portland, OR 97214

Portland, Oregon ▪ Vancouver, Washington ▪ Seattle, Washington

RECORD OF TELEPHONE CONVERSATION

PROJECT NUMBER:	2140436.00	DATE OF CALL:	April 10, 2015
PROJECT NAME:	Fred Meyer Newberg #220 Fuel Facility Expansion	TIME OF CALL:	1:00 PM

CONVERSANTS:

PERSON:	Brent Ahrend, David Holt	PERSON:	Keith Blair
COMPANY:	Mackenzie – Transportation	COMPANY:	ODOT Region 2 – Traffic
PHONE NO.:	503-224-9560	PHONE NO.:	503-986-2857
PERSON:	Gerry Juster	PERSON:	Kaaren Hoffman
COMPANY:	ODOT Region 2 – Development Review Coordinator	COMPANY:	City of Newberg – Engineering
PHONE NO.:	503-986-2732	PHONE NO.:	503-537-1273

SUBJECT: ODOT Review Comments on Mackenzie TIA

REMARKS:

A conference call was held among the above parties to discuss the January 15, 2015, Oregon Department of Transportation (ODOT) memorandum commenting on the November 21, 2014, Mackenzie Transportation Impact Analysis (TIA), to clarify ODOT's role in the City's conditional use application review, and to identify how to proceed with the application review process.

The primary ODOT role in this project is to determine whether or not a "change of use" (defined in OAR 734-051-3020(2)) will occur at the Fred Meyer site accesses to Highway 99W. The March 30, 2015, ODOT email to City of Newberg made clear there is no change of use, no new access permits are required, and no amendments to existing access permits are required. Consequently, ODOT did not request or require a TIA to support the proposal.

Attached to the March 30 email, ODOT provided comments on the Mackenzie TIA to the City. The comments focused on the analysis methods and assumptions, specifically highlighting how they differed from ODOT adopted practices. These comments were provided as a courtesy to the City for consideration in preparing the staff report on the application; they do not require revisions to the TIA, but merely suggest changes if the TIA were to follow ODOT procedures.

During the teleconference the following points were agreed upon:

- Upon initial review, City staff accepted the Mackenzie TIA and did not require any changes.

Record of Telephone Conversation
Project Number 2140436.00
April 10, 2015
Page 2

- Neither City staff nor ODOT staff recommended mitigations based on the Mackenzie TIA.
- Changes to the analysis procedures as outlined in ODOT's memo would not result in substantial changes to the Mackenzie TIA results or recommendations.
- Upon further review, ODOT and City will not require revisions to the Mackenzie TIA.

The agreed-upon next steps are as follows:

- ODOT will issue a new comment document identifying no TIA is required for ODOT review, no changes are needed to the TIA, and no mitigation measures will be requested.
- With the new ODOT comment document, the City staff report will be drafted to reflect no further traffic concerns and indicating no mitigation measures will be requested.

Thank you all for your time. We look forward to seeing the refreshed ODOT comments document and the City staff report.

Every effort has been made to accurately record this conversation. If any errors or omissions are noted, please provide written response within five (5) days of receipt.

DAH

c: Conversants
Jim Coombes – Fred Meyer Stores
Chris Ferko, Joel Howitt – Barghausen Consulting Engineers
Steve Olson – City of Newberg

Steve Olson

From: JUSTER Gerard P *Gerry <Gerard.P.JUSTER@odot.state.or.us>
Sent: Monday, March 30, 2015 12:05 PM
To: Steve Olson
Cc: NELSON Brian S * Scott; BUSWELL Cynthia D; KNECHT Casey; BLAIR Keith P; EARL Robert; DRAKE Ray F; FRICKE Daniel L
Subject: ODOT comments for CUP-14-002/DR2-14-020 - Fred Meyer Stores - Gas station expansion
Attachments: Fred Meyer Fuel Expansion TIS (11-21-2014) - ODOT Region 2 Traffic Comments.pdf; Permits.pdf

Hi Steve,

Thank you for notifying the Oregon Department of Transportation (ODOT) of the City of Newberg land use applications CUP-14-002/DR2-14-020, associated with the Newberg Fred Meyer Stores gas station expansion development proposal. This e-mail message is submitted for inclusion in the public hearing record and ODOT should be considered a party to the land use action. Please provide a copy of the land use decision, notice of any time extensions or continuances, to ODOT at the address provided below, or you may provide notice to ODOT via e-mail. Electronic format is preferred.

Planning and Development Manager
 Oregon Department of Transportation
 Region 2 Headquarters
 455 Airport Road SE, Building B
 Salem, OR 97301-5395

Electronic documents can be directed to:

ODOTR2PLANMGR@ODOT.STATE.OR.US

ODOT staff has completed a review of the applications and has the following comments.

The north property boundary abuts the Pacific Highway West, No. 091, Route No. OR-99W, and is subject to state laws administered by the Oregon Department of Transportation. These laws may require the applicant to obtain one or more state permits to carry out the intended use of the property, or to otherwise comply with state law without need for a permit.

A review of ODOT records indicates there are two existing approach road (driveway-access) permits ODOT issued accesses into the property. The permits are applicable to the right-in only access (permit number 54947) and the right-in, right-out only access (permit number 54899). A copy of those permits is attached with this message.

ODOT staff evaluated the proposal based on Oregon Administrative Rule (OAR) Chapter 734, Division 51, specifically OAR 734-051-3020(2) Change of Use of a Private Connection. The purpose of the evaluation is to determine if the applicant's proposal meets any of the administrative rule evaluation criteria where ODOT would recommend the applicant obtain a new access permit or amend an existing access permit. The evaluation specifically focuses on the change in traffic character and known safety or operational concerns specific to each of the existing accesses. ODOT's has determined the applicant will not need to obtain a new access permit or amend the existing access permits.

In evaluating the applicant's proposal ODOT staff reviewed the November 11, 2014 Traffic Impact Analysis (TIA) supplied by the applicant's traffic engineering consultant. Staff review comments are attached with this message. Any inquiries related to the review comments should be directed to Keith Blair, ODOT Region 2 Senior Transportation Analyst at 503.986.2857.

Please note if approval of the applicants conditional use application would require construction activities within state highway right-of-way a permit will be necessary. There is no cost for the permit. The applicant or their representative should contact Robert Earl, Permit Specialist in the ODOT District 3 Maintenance office at 503.986.2902. Notification should occur no less than 7 business days prior to commencing construction activities.

If you have any questions related to this message feel free to contact.

Thank you,

Gerry Juster

Development Review Coordinator
Oregon Department of Transportation
455 Airport Rd SE | Salem, Oregon 97301
Office: 503.986.2732 | FAX: 503.986.2630
e-mail: gerard.p.juster@odot.state.or.us



Oregon

John A. Kitzhaber, MD, Governor

Department of Transportation

Region 2 Tech Center
 455 Airport Road SE, Building A
 Salem, Oregon 97301-5397
 Telephone (503) 986-2990
 Fax (503) 986-2839

DATE: January 15, 2015

TO: Cyndi Buswell
 Region 2 Development Review Coordinator

FROM: Keith P. Blair, PE *Keith P Blair*
 Region 2 Senior Transportation Analyst

SUBJECT: Fred Meyer Fuel Facility Expansion (Newberg) – Conditional Use
 TIS Review Comments

ODOT Region 2 Traffic has completed our review of the submitted traffic impact study (dated November 21, 2014) to address a request for an expanded conditional use for the Fred Meyer fuel facility, located in the City of Newberg, with respect to consistency and compliance with current versions of ODOT's *Analysis Procedures Manual (APM)*. Both versions of the *APM* were most recently updated in December 2014. Current versions are consistently published online at: <http://www.oregon.gov/ODOT/TD/TP/Pages/APM.aspx>. As a result, we submit the following comments for the City's consideration:

Analysis items to be addressed:

1. This area of Newberg is covered by an urban travel demand model. Therefore, model data should be utilized and link data post-processed per NCHRP 765 to determine the appropriate method, either growth or difference (incremental), to determine future design hour volumes (*APM* Version 2, Section 6.12).
2. ODOT has determined the Synchro default ideal (unadjusted) saturation flow rate of 1900 pcphgl is not appropriate outside of the Portland, Salem, and Eugene MPO urban areas. For this study, the ideal saturation flow rate should be 1750 pcphgl.
3. As identified, OR 99W @ Springbrook Road is a Top 5% Safety Priority Index System (SPIS) site and OR 99W @ Brutscher Street is a top 10% SPIS site. However, no investigation into the contributing factors of the high SPIS scores or the potential effects of the proposed development has been provided.
4. While it is ODOT's intent to downgrade OR 99W from a Statewide Highway to a District Highway upon completion of the Newberg-Dundee Bypass project, future phases of this project are not considered reasonably likely to occur within the City's TSP planning horizon. Therefore, this study shall assume the mobility target will remain at 0.85. Table 6 and all narratives should be corrected to

identify the OR 99W @ Springbrook Road intersection will not meet the mobility target in 2017.

5. The proposed 52% average pass-by external trip percentage for land use 944 (Gasoline/Service Station) identified in Tables 4 and 5 has been calculated exclusively from surveys with primary and diverted trip information from Table F.36 of the 3rd edition of the ITE *Trip Generation Handbook*. However, surveys that don't include breakdown of non-pass-by trips should not be excluded from the pass-by data set. Therefore, the appropriate pass-by percentage should be 42%. Of the remaining 58% of non-pass-by external trips, 16.3% are primary and 41.7% diverted linked. Tables 4 and 5 should be updated to reflect the appropriate pass-by trip percentage along with all corresponding trip calculations and assignment.

Proposed mitigation comments:

6. No mitigations have been proposed at this time. However, mitigation measures may be required upon completion of reanalysis to ensure 2015 post-development mobility levels that exceed the mobility target are reduced to at least their pre-development levels. As submitted, this study should propose mitigation to return the OR 99W/Springbrook 2015 post-development v/c of 0.90 to at least the 2015 pre-development v/c of 0.89. While phases of the Newberg-Dundee Bypass project may increase the capacity of this intersection, it appears the study suggests the public improvement project should be used to mitigate the effects of the proposed private development. If so, it may be appropriate for the applicant to enter into discussions with the City and ODOT to determine a fair share contribution to the project.
7. ODOT does not consider changes to signal timing as a mitigation measure. All proposed signal modifications (new installations or changes to existing phasing or timing), changes to lane configuration, and additional turn or receiving lanes will require ODOT approval.

Thank you for the opportunity to review this traffic impact study. As the Synchro and SimTraffic files were not provided, Region Traffic has only reviewed the submitted report. As the above comments will merit the need for additional analysis, Region Traffic looks forward to a second round of review at which time we will comment on all proposed mitigation measures affecting the state highway system. If there are any questions regarding these comments, please contact me by phone at (503) 986-2857 or by email at Keith.P.Blair@odot.state.or.us.

PERMIT NO: 54899 **PERMIT TO CONSTRUCT A STATE HIGHWAY APPROACH** **Completion Date: 09/25/2011**
 Application Id: 9372 District: 03 Highway Number: 091 MilePoint: 21.96 Reason for Request: Change of use

Plan View

See Custom Drawing

Property Information

Address: 3300 Portland Road
 Newberg OR 97132
 County: Yamhill District: 03
 Highway: Pacific Hwy. West [00 091] Route: ORE99W
 MilePoint: 21.96 Engineering Station: L Side of Hwy: L Public/Private: Private
 Permit Description: Right In approach to Fred Meyer

Permittee Information

Name: James Coombes
 Company: Fred Meyers
 Mailing Address: P.O. Box 42121
 Portland, OR 97202
 Phone: (503) 232-8844 FAX: (503) 797-3539
 eMail: james.coombes@fredmeyer.com

Specification

Width (W):	34.00ft	Angle (A):	90		
Radius 1 (R1):	.00ft	Radius 2 (R2):	.00ft		
Paving Lmt (P1):	.00ft	Paving Lmt (P2):	34.00ft		
Surf (Ds):		R/W (Drw):	.00ft		
Culvert:	None	Diam:		Len:	
Sub Base Crse:	37.5mm - 0 Aggregate Base (1 1/2" - 0)	Thickness:	4.00in		
Base Crse:	100mm - 0 Aggregate Base (4" - 0)	Thickness:	2.00in		
Level Crse:		Thickness:			
Wear Crse:	Concrete	Thickness:	6.00in		

Tax Lot Information

Township	Range	Section	Tax Lot
3s	2w	16	2002
3s	2w	16	2004
3s	2w	16	2005
3s	2w	16	2006
3s	2w	16	2007

Insurance Information

Company: Marsh USA Inc
 Policy No: XSL G25523180 Amount: \$3,000,000
 Policy Begin: 01/25/2011 Policy End: 01/25/2012

Performance Bond Information

Company: Fidelity and Deposit Company of Maryland
 Bond No: 09046556 Amount: \$3,297

Property Owner Information

Name: Sandee Collizo
 Company: Fred Meyer Stores
 Mailing Address: 700 S. Flower Street, Suite 500
 Los Angeles, CA 90017 USA
 Phone: (213) 630-6256 FAX: () -
 eMail: james.coombes@fredmeyer.com

Instructions

Issuing of permits under these regulations is not a finding of compliance with the statewide planning goals or the acknowledged comprehensive plan for the area. Permits are issued subject to the approval of city, county or other governmental agencies having authority to regulate land use by means of zoning and/or building regulations. It shall be the applicant's responsibility to obtain any such approvals including, where applicable, local government determinations of compliance with statewide planning goals. All materials and workmanship shall be in accordance with current Oregon Standard Specifications for Highway Construction.

The Permit is issued subject to the provisions of Oregon Administrative Rules 734-051-0045 through 734-051-0355, which are by reference made a part of this permit; and which are in effect at any particular time in the duration of the permit.

This permit is not valid until signed by a duly authorized representative of the Oregon Department of Transportation.

Local Agency Approval (if required) _____ Date _____
 Authorized ODOT Signature _____ Date 6/27/11

RECEIVED
 AUG 11 2011

PERMIT NO: 54899 **PERMIT TO OPERATE, MAINTAIN AND USE A STATE HIGHWAY APPROACH** **Reason for Request: Change of use**

Appl No.: 9372 Turn Movement: Left Out Right Out Left In Right In **Site ADT: 1487**

Oregon Department of Transportation 

Plan View

See Custom Drawing

Property Information

Address: 3300 Portland Road
Newberg OR 97132

County: Yamhill District: 03

Highway: Pacific Hwy. West [00 091] Hwy #: ORE99W Route: Public/Private

MilePoint: 21.96 Engineering Station: L Side of Hwy: L Private

Permit Description: Right In approach to Fred Meyer

Permittee Information

Name: James Coombes

Company: Fred Meyers

Mailing Address: P.O. Box 42121
Portland, OR 97202

Phone: (503) 232-8844 FAX: (503) 797-3539

eMail: james.coombes@fredmeyer.com

Specification

Width (W): 34.00ft Angle (A): 90

Radius 1 (R1): .00ft Radius 2 (R2): .00ft

Paving Lmt (P1): .00ft Paving Lmt (P2): 34.00ft

Surf (Ds): Ditch (Dd): .00ft R/W (Dhw): .00ft

Culvert: None Diam: Len:

Sub Base Crse: 37.5mm - 0 Aggregate Base (1 1/2" - 0) 4.00in Thickness:

Base Crse: 100mm - 0 Aggregate Base (4" - 0) 2.00in Thickness:

Level Crse: Thickness:

Wear Crse: Concrete Thickness: 6.00in

Effective Period

A permit to operate, maintain and use an approach shall be in effect for an indefinite period of time unless:

- (a) revoked by mutual consent;
- (b) For failure to abide by the terms and conditions;
- (c) A change of use occurs as set forth in OAR 734-051-0045;
- (d) Safety or operational problems exist as set forth in 734-051;

Failure of the applicant to comply with any of the terms and conditions of the permit shall be sufficient cause for cancellation of the permit and may result in removal of the facility by the Oregon Department of Transportation.

The Permit is issued subject to the provisions of Oregon Administrative Rules 734-051.

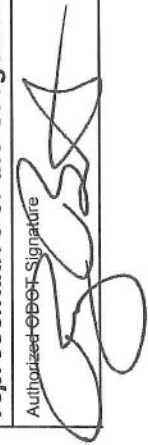
Land Use

Township Range Section Tax Lot

3S	2W	16	2002
3S	2W	16	2004
3S	2W	16	2005
3S	2W	16	2006
3S	2W	16	2007

Tax Lot

This permit is not valid until signed by a duly authorized representative of the Oregon Department of Transportation.

Authorized Representative Signature:  Date: 9/13/11

RECEIVED

SEP 22 2011

Office of Maintenance
Permits Unit



Reason for Request: Change of use

Site ADT: 1487

PERMIT TO OPERATE, MAINTAIN AND USE A STATE HIGHWAY APPROACH

App No.: 9382 Turn Movement: Left Out Right Out Left In Right In

Permittee Information

Name: **James Coombes**
 Company: **Fred Meyers**
 Mailing Address:
P.O. Box 42121
Portland, OR 97202
 Phone: **(503) 232-8844** FAX: **(503) 797-3539**
 eMail: **james.coombes@fredmeyer.com**

Property Information

Address:
3300 Portland Road
Newberg OR 97132
 County: **Yamhill** District: **03**
 Highway: **Pacific Hwy. West [00 091** Route: **ORE99W**
 MilePoint: **21.88** Engineering Station: **L** Side of Hwy: **L** Public/Private: **Private**
 Permit Description:
Right In/Right out approach to Fred Meyer

Plan View

See Custom Drawing

Effective Period

A permit to operate, maintain and use an approach shall be in effect for an indefinite period of time unless:

- (a) revoked by mutual consent;
- (b) For failure to abide by the terms and conditions;
- (c) A change of use occurs as set forth in OAR 734-051-0045;
- (d) Safety or operational problems exist as set forth in 734-051;

Failure of the applicant to comply with any of the terms and conditions of the permit shall be sufficient cause for cancellation of the permit and may result in removal of the facility by the Oregon Department of Transportation.
 The Permit is issued subject to the provisions of Oregon Administrative Rules 734-051.

Specification

Width (W):	Angle (A):
Radius 1 (R1):	Radius 2 (R2):
Paving Lmt (P1):	Paving Lmt (P2):
Surf (Ds):	Ditch (Dt):
Culvert:	Diam:
Sub Base Crse:	Thickness:
Base Crse:	Thickness:
Level Crse:	Thickness:
Wear Crse:	Thickness:

Land Use

Tax Lot

Township	Range	Section	Tax Lot
3S	2W	16	2002
3S	2W	16	2004
3S	2W	16	2005
3S	2W	16	2006
3S	2W	16	2007

This permit is not valid until signed by a duly authorized representative of the Oregon Department of Transportation.

Authorized ODOT Signature

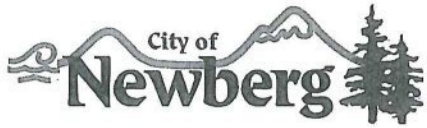
Date

9/13/11

RECEIVED

SEP 22 2011

Office of Maintenance
Permits Unit



TYPE III APPLICATION - 2014 (QUASI-JUDICIAL REVIEW)

File #: _____

TYPES – PLEASE CHECK ONE:

- Annexation
- Comprehensive Plan Amendment (site specific)
- Zoning Amendment (site specific)
- Historic Landmark Modification/alteration
- Conditional Use Permit
- Type III Major Modification
- Planned Unit Development
- Other: (Explain) _____

APPLICANT INFORMATION:

APPLICANT: Fred Meyer Stores, Inc., c/o Barghausen Consulting Engineers, Inc. (Contact: Joel Howitt)
 ADDRESS: 18215 72nd Avenue South, Kent, WA 98032
 EMAIL ADDRESS: jhowitt@barghausen.com
 PHONE: (425) 251-6222 MOBILE: _____ FAX: _____
 OWNER (if different from above): Fred Meyer Stores, Inc. PHONE: _____
 ADDRESS: 3800 SE 22nd Avenue, Portland, OR 97202
 ENGINEER/SURVEYOR: Barghausen Consulting Engineers, Inc. PHONE: (425) 251-6222
 ADDRESS: 18215 72nd Avenue South, Kent, WA 98032

GENERAL INFORMATION:

PROJECT NAME: Fred Meyer Fuel Center Expansion PROJECT LOCATION: 3300 Portland Road
 PROJECT DESCRIPTION/USE: 2 MPD expansion to existing Fred Meyer Fuel Center
 MAP/TAX LOT NO. (i.e.3200AB-400): R3216 - 02004 ZONE: C-2 SITE SIZE: 17.35 SQ. FT. ACRE
 COMP PLAN DESIGNATION: COM TOPOGRAPHY: _____
 CURRENT USE: Commercial
 SURROUNDING USES:
 NORTH: Single-Family Residential & Commercial SOUTH: Single-Family Residential & Vacant
 EAST: Commercial WEST: Commercial

SPECIFIC PROJECT CRITERIA AND REQUIREMENTS ARE ATTACHED

General Checklist: Fees Public Notice Information Current Title Report Written Criteria Response Owner Signature

For detailed checklists, applicable criteria for the written criteria response, and number of copies per application type, turn to:

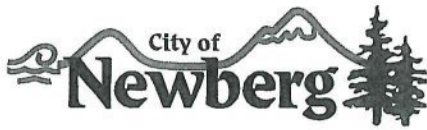
Annexation	p. 15
Comprehensive Plan / Zoning Map Amendment (site specific)	p. 19
Conditional Use Permit	p. 21
Historic Landmark Modification/Alteration	p. 23
Planned Unit Development	p.26

The above statements and information herein contained are in all respects true, complete, and correct to the best of my knowledge and belief. Tentative plans must substantially conform to all standards, regulations, and procedures officially adopted by the City of Newberg. All owners must sign the application or submit letters of consent. Incomplete or missing information may delay the approval process.

Joel A. Howitt 12/24/14
 Applicant Signature (CONTACT) Date
JOEL HOWITT
 Print Name

James Coombes 10-8-14
 Owner Signature Date
JAMES COOMBES
 Print Name

Attachments: General Information, Fee Schedule, Noticing Procedures, Planning Commission Schedule, Criteria, Checklists



TYPE II APPLICATION (LAND USE) -- 2014

File #: _____

TYPES – PLEASE CHECK ONE:

- Design review
- Tentative Plan for Partition
- Tentative Plan for Subdivision
- Type II Major Modification
- Variance
- Other: (Explain) _____

APPLICANT INFORMATION:

APPLICANT: Fred Meyer Stores, Inc., c/o Barghausen Consulting Engineers, Inc. (Contact: Joel Howitt)
 ADDRESS: 18215 72nd Avenue South, Kent, WA 98032
 EMAIL ADDRESS: jhowitt@barghausen.com
 PHONE: (425) 251-6222 MOBILE: _____ FAX: _____
 OWNER (if different from above): Fred Meyer Stores, Inc. PHONE: _____
 ADDRESS: 3800 SE 22nd Avenue, Portland, OR 97202
 ENGINEER/SURVEYOR: Barghausen Consulting Engineers, Inc. PHONE: (425) 251-6222
 ADDRESS: 18215 72nd Avenue South, Kent, WA 98032

GENERAL INFORMATION:

PROJECT NAME: Fred Meyer Fuel Center Expansion PROJECT LOCATION: 3300 Portland Road
 PROJECT DESCRIPTION/USE: 2 MPD expansion to existing Fred Meyer Fuel Center
 MAP/TAX LOT NO. (i.e. 3200AB-400): R3216 - 02004 ZONE: C-2 SITE SIZE: 17.35 SQ. FT. ACRE
 COMP PLAN DESIGNATION: COM TOPOGRAPHY: _____
 CURRENT USE: Commercial
 SURROUNDING USES:
 NORTH: Single-Family Residential & Commercial SOUTH: Single-Family Residential & Vacant
 EAST: Commercial WEST: Commercial

SPECIFIC PROJECT CRITERIA AND REQUIREMENTS ARE ATTACHED

General Checklist: Fees Public Notice Information Current Title Report Written Criteria Response Owner Signature

For detailed checklists, applicable criteria for the written criteria response, and number of copies per application type, turn to:

- Design Reviewp. 12
- Partition Tentative Platp. 14
- Subdivision Tentative Platp. 17
- Variance Checklistp. 20

The above statements and information herein contained are in all respects true, complete, and correct to the best of my knowledge and belief. Tentative plans must substantially conform to all standards, regulations, and procedures officially adopted by the City of Newberg. All owners must sign the application or submit letters of consent. Incomplete or missing information may delay the approval process.

Joel Howitt 12/4/14
 Applicant Signature Date
 (CONTACT)
JOEL HOWITT
 Print Name

James Coombes 10-8-14
 Owner Signature Date
JAMES COOMBES
 Print Name

Attachments: General Information, Fee Schedule, Criteria, Checklists



First American Title Company of Oregon
National Commercial Services
200 SW Market Street Suite 250
Portland, OR 97201
(503)795-7600 - Fax (866)678-0591

Title Officer:

LOT BOOK SERVICE

Fred Meyer Stores, Inc
 3800 SE 22nd Avenue, M/S 23c,
 Portland , OR 97202-2999

Order No.: NCS-699900-OR1

Attn: Ginger Pullen
 Phone No.: (503)797-5611 - Fax No.: (503)797-5623
 Email: ginger.pullen@kroger.com

Re: 699900

Fee: \$500.00

We have searched our Tract Indices as to the following described property:

The land referred to in this report is described in Exhibit A attached hereto.

and as of November 02, 2014 at 8:00 a.m.

We find that the last deed of record runs to

Fred Meyer Stores, Inc., an Ohio corporation

We also find the following apparent encumbrances within ten (10) years prior to the effective date hereof:

1. The rights of the public in and to that portion of the premises herein described lying within the limits of streets, roads and highways.
2. Limited access provisions contained in Deed to the State of Oregon, by and through its State Highway Commission recorded June 27, 1962 in Film Volume 23, Page 400, which provides that no right of easement or right of access to, from or across the State Highway other than expressly therein provided for shall attach to the abutting property.

Indenture of Access by and between the State of Oregon, by and through its Department of Transportation, Highway Division and Fred Meyer, Inc., recorded August 14, 1992 in Film Volume 273, Page 756.

Indenture of Access by and between the State of Oregon, by and through its Department of Transportation, Highway Division and City of Newberg, a Municipal Corporation of the State of Oregon, recorded August 14, 1992 in Film Volume 273, Page 759.

3. Twenty foot utility easement as shown on Partition Plat No. 90-61.
4. Waiver of Rights to Remonstrance, pertaining to Streets, future streets or public utilities, including storm sewer, sanitary sewer and water lines including the terms and provisions thereof:
Recorded: August 22, 1991 in Film Volume 258, Page 1175
5. An easement reserved in a deed, including the terms and provisions thereof:
Recorded: October 4, 1991 in Film Volume 260, Page 539
From: Fred Meyer, Inc.
To: City of Newberg, a Municipal Corporation of the State of Oregon
For: Public access easement
6. Forty four foot private road easement and as shown on Partition Plat No. 91-81.
7. Declaration of Covenants, conditions, Restrictions and Easements; but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, family status, or national origin to the extent such covenants, conditions or restrictions violate Title 42, Section 3604(c), of the United States Codes:
Recording Information: July 29, 1993 in Film Volume 290, Page 2173
8. Easement Agreement and the terms and conditions thereof:
Between: United States National Bank of Oregon
And: Fred Meyer, Inc.
Recording Information: December 14, 1994 in Film Volume 321, Page 161
9. Easements in Stipulated Final Judgment, Yamhill County Case No. CV010077, including terms and provisions thereof.
Recorded: November 19, 2001 as Instrument No. 200120549
10. Easement Agreement and the terms and conditions thereof:
Between: JPMorgan Chase Bank, N.A., a national banking association
And: Icon Construction & Development, LLC, an Oregon LLC
Recording Information: July 14, 2006 as Instrument No. 200615757
11. Unrecorded leases or periodic tenancies, if any.

We have also searched our General Index for Judgments and State and Federal Liens against the Grantee(s) named above and find:

NONE

We also find the following unpaid taxes and city liens:

First American Title Insurance Company

1. Taxes for the year 2014-2015

Tax Amount:	\$221,942.61
Unpaid Balance:	\$221,942.61, plus interest and penalties, if any
Code No.:	29.0
Map & Tax Lot No.:	R3216 02004
Property ID No.:	484270

2. Taxes for the year 2014-2015

Tax Amount:	\$36,725.92
Unpaid Balance:	\$36,725.92, plus interest and penalties, if any
Code No.:	29.0
Map & Tax Lot No.:	P13234
Property ID No.:	491755

3. Taxes for the year 2014-2015

Tax Amount:	\$746.26
Unpaid Balance:	\$746.26, plus interest and penalties, if any
Code No.:	29.0
Map & Tax Lot No.:	P13643
Property ID No.:	491836

4. Taxes for the year 2014-2015

Tax Amount:	\$810.05
Unpaid Balance:	\$810.05, plus interest and penalties, if any
Code No.:	29.0
Map & Tax Lot No.:	P13246
Property ID No.:	492544

5. Taxes for the year 2014-2015

Tax Amount:	\$853.35
Unpaid Balance:	\$853.35, plus interest and penalties, if any
Code No.:	29.0
Map & Tax Lot No.:	P13018
Property ID No.:	524482

6. Taxes for the year 2014-2015

Tax Amount:	\$0.00
Unpaid Balance:	\$0.00, plus interest and penalties, if any
Code No.:	29.0
Map & Tax Lot No.:	P16040
Property ID No.:	555961

7. Taxes for the year 2014-2015

Lot Book Service

Guarantee No.: **NCS-699900-OR1**

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Tax Amount:	\$5,695.10
Unpaid Balance:	\$5,695.10, plus interest and penalties, if any
Code No.:	29.0
Map & Tax Lot No.:	P16143
Property ID No.:	556360

8. Taxes for the year 2014-2015

Tax Amount:	\$0.00
Unpaid Balance:	\$0.00, plus interest and penalties, if any
Code No.:	29.0
Map & Tax Lot No.:	P16318
Property ID No.:	557320

Note: According to the public record, the following deed(s) affecting the property herein described have been recorded within 24 months of the effective date of this report: Statutory Special Warranty Deed recorded November 12, 2013 as Instrument No. 201317282, The Bank of New York Mellon Trust Company, N.A., as Successor Trustee under that certain Trust Agreement dated as of September 1, 1996 to Fred Meyer Stores, Inc.

Situs Address as disclosed on Yamhill County Tax Roll:

3300 E Portland Road, Newberg, OR 97132

THIS IS NOT a title report since no examination has been made of the title to the above described property. Our search for apparent encumbrances was limited to our Tract Indices, and therefore above listings do not include additional matters which might have been disclosed by an examination of the record title. We assume no liability in connection with this Lot Book Service and will not be responsible for errors or omissions therein. The charge for this service will not include supplemental reports, rechecks or other services.

Lot Book Service

Guarantee No.: **NCS-699900-OR1**

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Exhibit "A"

LOT 1 OF PARTITION PLAT NO. 91-81 RECORDED DECEMBER 30, 1991 IN PLAT RECORDS VOLUME 3,
PAGE 170 OF YAMHILL COUNTY, OREGON.

EXCEPTING THAT PORTION CONVEYED TO U.S. NATIONAL BANK BY DEED RECORDED JULY 29, 1993
IN FILM VOLUME 290, PAGE 2204, DEED AND MORTGAGE RECORDS.

FURTHER EXCEPTING THAT PORTION CONVEYED TO THE STATE OF OREGON, DEPARTMENT OF
TRANSPORTATION, IN YAMHILL COUNTY CIRCUIT COURT CASE NO. CV010077, ENTERED MAY 30,
2001 AND RECORDED NOVEMBER 19, 2001 AS INSTRUMENT NO. 200120549, DEED AND MORTGAGE
RECORDS.

**PROJECT STATEMENT
FRED MEYER FUEL CENTER EXPANSION**

**3300 Portland Road
Newberg, OR 97132**

Revised February 2015

PROJECT OVERVIEW

The proposal calls for an expansion of the existing fuel canopy by approximately 34-feet to the south in order to provide an additional two (2) multi-product dispensers and four (4) vehicle fueling positions at the facility. The expanded fuel canopy would provide protective covering for a total of nine (9) multi-product dispensers (MPD's) resulting in a total of eighteen (18) vehicle fueling positions (VFP's). In conjunction with the expansion, Fred Meyer is requesting that the City approve a minor extension of the current allowable hours of operation by two hours in the morning from 7 a.m. - 11 p.m. to 5 a.m. - 11p.m. A final element to the proposal includes the addition of a 9-by 14-foot concrete pad with protective bollards for the use of a new propane tank.

Operations

The Fred Meyer Fuel Center will continue to be staffed by full-time attendants during all business hours in accordance with Oregon State law. The new dispensers will provide three grades of gasoline and diesel fuel with pay-at-the-pump convenience. Fred Meyer fueling facility employees are professionally trained in all aspects of emergency response and facility maintenance. In addition, the Fred Meyer fueling facility is equipped with closed circuit television cameras, highly visible emergency pump shutoff switches, a spill cleanup kit and fire extinguishers. Dispensers and fill ports are equipped with overfill protection and vapor recovery systems. The alarm system is tied directly to the main store.

Signs

The project will require the relocation of two (2) illuminated logo signs (10 sq. ft.) and one (1) Fred Meyer text sign (15 sq. ft.) currently installed along the north and east elevation of the canopy, to similar locations on the expanded canopy. No other new signs or modifications are proposed.

Storm and Sanitary Sewer Utilities

Stormwater management currently separates the under-canopy drive slab from the paved asphalt maneuvering areas surrounding the fuel canopy. Stormwater from the expanded under-canopy drive slab will continue to be channeled into a stormwater conveyance system, pretreated with an oil/water separator, and then discharged into the existing vegetated bioswale that is located along the western edge for the parking lot.

Parking Requirements

The subject property currently provides 673 parking stalls. The fueling facility expansion will remove eight (8) parking stalls resulting in a new proposed total of 665 parking stalls. The minimum parking stalls required by code is 506. The subject property will continue to comply with the City's minimum parking requirements.

WRITTEN CRITERIA RESPONSE

Fred Meyer Fuel Center Expansion
3300 Portland Road, Newberg, Oregon

Prepared by Barghausen Consulting Engineers, Inc.
December 2014; Revised February 23, 2015
Our Job No. 10315

Type III Conditional Use Permit Criteria

Provide a written response that specifies how your project meets the following criteria:

- A. *The location, size, design and operating characteristics of the proposed development are such that it can be made reasonably compatible with and have minimal impact on the livability or appropriate development of abutting properties and the surrounding neighborhood, with consideration to be given to harmony in scale, bulk, coverage and density; to the availability of public facilities and utilities; to the generation of traffic and the capacity of surrounding streets, and to any other relevant impact of the development.*

Response: The expanded fuel canopy will match the design of the existing facility and will be architecturally compatible with the main store. The expanded canopy will be constructed in a portion of the site that is currently underutilized. The project will utilize existing access ways within the development and all utilities are available to serve the expanded fuel canopy. Traffic impacts have been studied and addressed in the attached Traffic Impact Analysis by Mackenzie Group. According to the analysis all on-site intersections and driveways to the public streets are anticipated to continue operating at acceptable levels with the fuel expansion and no changes to the intersection configurations are necessary. Similarly, the addition of the fuel facility expansion trips will have little impact on the operation and queuing at surrounding intersections. Based on this analysis, the project does not require any revisions to existing driveways or on-site vehicle circulation areas. The project will be assessed a traffic impact fee to mitigate any impacts the City determines will affect the road surrounding road network.

This request also proposes to modify the facility's operating hours from 7 a.m. - 11 p.m. to 5 a.m. - 11 p.m. These hours of operation match the main store's hours of operation. Noise and light impacts to abutting properties during construction and operation will be minimal as the main store is located between the fueling facility and the residential properties to the southeast. Residential properties to the south will be effectively protected from noise and light impacts generated from the facility's operation by an existing dense landscaping buffer planted with mature trees and 6-foot tall wooden sight-obscuring fence. The fueling facility will continue to incorporate recessed LED under canopy lighting that will effectively shield light from trespassing to surrounding properties. No additional outdoor lighting is proposed as part of the expansion project.

- B. *The location, design, and site planning of the proposed development will provide a convenient and functional living, working, shopping or civic environment, and will be as attractive as the nature of the use and its location and setting warrants. The proposed development will be consistent with this code.*

Response: The project will be constructed in an area of the site containing existing parking stalls. The project will remove eight (8) parking stalls from this area to accommodate the fuel canopy expansion. The expanded portion of the fuel canopy will be architecturally compatible with the existing fueling facility and main store. The fueling facility will continue to provide a convenient alternative to purchased fuel at a fair price and will be consistent with Fred Meyer's current sales program.

C. *The proposed development will be consistent with this code.*

Response: The project will comply with all base development standards for the underlying zone including height, setbacks, landscaping, and parking. The project will not expand any existing non-conformities at the site and the Fred Meyer property will continue to comply with the City's minimum parking standards.

Type II Design Review Criteria

Provide a written response that specifies how your project meets the following criteria:

- (1) *Design compatibility. The proposed design review request incorporates an architectural design which is compatible with and/or superior to existing or proposed uses and structures in the surrounding area. This shall include, but not be limited to, building architecture, materials, colors, roof design, landscape design, and signage.*

Response: The expanded portion of the fuel canopy will be designed to match the existing fuel canopy and Fred Meyer store. The expanded canopy will be 18 feet tall, flat-roofed, and 43 feet wide by 34 feet long (1,462 square feet). The fueling facility will continue to incorporate beige (Oyster) and light brown (Sandstone) colors which are similar to the colors used on the existing main store building. The main store building is a large simple box structure with a flat roof. The expansion of the fueling facility will be architecturally compatible with the existing canopy and the main store.

In addition to the Fred Meyer main store building, a U.S. Bank building is also located in the immediate vicinity of the fueling facility. This bank building is located approximately 200 feet to the north of the fueling facility. The design of the bank building includes a similar light brown metal canopy that covers three ATM machines. Other buildings in the surrounding area of the fueling facility include several commercial uses located across Springbrook Road and Portland Road. These surrounding uses include a gas station with similar metal canopy, two multi-tenant retail buildings, a grocery store, an auto repair facility, and a couple restaurants. The fueling facility is heavily screened from many of the surrounding structures by the use of dense landscaping and fencing along the western property line. Overall, the fueling facility is similar in nature to several of the surrounding uses and the architectural design of the expanded canopy will incorporate an architectural design that is compatible and/or superior to several structures in the surrounding area.

- (2) *Parking and on-site circulation. Parking areas shall meet the requirements of § 15.440.010. Parking studies may be required to determine if adequate parking and circulation are provided for uses not specifically identified in § 15.440.010. Provisions shall be made to provide efficient and adequate on-site circulation without using the public streets as part of the parking lot circulation pattern. Parking areas shall be designed so that vehicles can efficiently enter and exit the public streets with a minimum impact on the functioning of the public street.*

Response: The site consists of the main Fred Meyer store, the fueling facility with kiosk, an in-store bank, a beauty shop, a print shop, and a key shop. The parking requirements for the site are the following:

Use (square feet)	Parking Standard (15.440.030)	Spaces Required
Fred Meyer Store (143,181 sq. ft.)	1 space per 300 sq. ft.	477.27
Fueling facility kiosk (96 sq. ft.)	1 space per 300 sq. ft.	0.32
Bank (736 sq. ft.)	1 space per 400 sq. ft.	1.84
Beauty shop (1,500 sq. ft.)	1 space per 75 sq. ft.	20
Key shop (288 sq. ft.)	1 space per 300 sq. ft.	0.96

Use (square feet)	Parking Standard (15.440.030)	Spaces Required
Print shop (1,500 sq. ft.)	1 space per 300 sq. ft.	5
Existing parking		673
Removed parking		8
Total required parking		506
Parking available following project completion		665
Surplus parking		159 spaces

The minimum number of required parking spaced for the site is 506. The proposed fueling facility expansion will remove eight (8) parking spaces from the site. The overall site will provide 665 parking spaces upon project completion. The site will still have 159 more parking spaces than required. The parking spaces being removed to accommodate the fueling facility expansion are lightly used most of the year; therefore, the reduction in surplus parking is a positive step and makes more efficient use of the site.

- (3) *Setbacks and general requirements. The proposal shall comply with §§ 15.415.010 through 15.415.060 dealing with height restrictions and public access; and §§ 15.410.010 through 15.405.040 dealing with setbacks, coverage, vision clearance, and yard requirements.*

Response: The fueling facility canopy is 18 feet tall and is setback over 70 feet from any property lines. The C-2 zone does not have a set height limit and only requires a 10 foot setback from the front property line. The fueling facility will continue to meet the City's height and setback requirements for the C-2 zone.

The fueling facility LED canopy lights are all located under the canopy and are fully shielded and recessed to effectively reduce light impacts to the surrounding areas. The expanded canopy will incorporate this same design and the facility will continue to comply with the City's exterior lighting standards.

- (4) *Landscaping requirements. The proposal shall comply with § 15.420.010 dealing with landscape requirements and landscape screening.*

Response: The project proposes to remove one (1) parking lot landscape island (612 square feet) in order to accommodate the expanded fuel canopy. Additional landscaping is proposed adjacent to the new propane pad and at both ends of the parking aisle located immediately south of the fueling facility. Overall, the amount of landscape coverage on site will decrease to 116,660 square feet, resulting in an overall landscape percentage of 15.42 percent. This exceeds the City's 15 percent minimum landscape coverage requirement.

The City code also requires 25 square feet of landscaping per parking space. The project will provide 665 parking spaces upon project completion, resulting in the requirement for approximately 16,625 square feet of parking area landscaping. The site provides over 23,000 square feet of landscaping in the parking area which exceeds the City's landscape requirements.

- (5) *Signs. Signs shall comply with § 15.435.010 et seq. dealing with signs.*

Response: No additional signage is proposed as part of this project. The project will relocate existing canopy signage to the similar locations along the expanded portion of canopy. The current sign package for the fueling facility was approved as part of the original entitlement and permitting process for the facility.

The City code allows for one (1) square foot of attached signage for every linear foot of building frontage. This means the expanded fueling facility (43-by-160 feet) will be allowed 43 square feet of attached signage along the north and south elevations and 160 square feet of attached signage along the east and west elevations of the canopy. The north and south elevations of the facility will continue to provide the 10 square foot Kroger logo. The west elevation of the canopy will continue to provide a 26-square-foot Fred Meyer text and Kroger logo sign. In addition to the 26-square-foot text and logo sign, the east elevation of the canopy will also provide a 45-square-foot price sign. All four elevations of the fueling canopy will comply with the City's signage standards.

- (6) *Manufactured home, mobile home and RV parks. Manufactured home, mobile home, and recreational vehicle parks shall also comply with the standards listed in §§ 15.445.050 et seq., in addition to the other criteria listed in this section.*

Response: Not applicable – the project scope does not include a manufactured home, mobile home, or RV park.

- (7) *Zoning district compliance. The proposed use shall be listed as a permitted or conditionally permitted use in the zoning district in which it is located as found in §§ 15.304.010 through 15.328.040. Through this site review process, the Director may make a determination that a use is determined to be similar to those listed in the applicable zoning district, if it is not already specifically listed. In this case, the Director shall make a finding that the use shall not have any different or more detrimental effects upon the adjoining neighborhood area than those specifically listed.*

Response: Service stations are classified as a permitted use in the Community Commercial (C-2) zone.

- (8) *Sub-district compliance. Properties located within sub-districts shall comply with the provisions of those sub-districts located in §§ 15.340.010 through 15.348.060.*

Response: A portion of the Fred Meyer site is within the Stream Corridor overlay. This Stream Corridor is located to the west of the fueling facility and no development is proposed within the overlay area. Erosion control measures will be implemented as necessary to protect the stream from any potential adverse impacts caused from construction activities.

- (9) *Alternative circulation, roadway frontage improvements and utility improvements. Where applicable, new developments shall provide for access for vehicles and pedestrians to adjacent properties which are currently developed or will be developed in the future. This may be accomplished through the provision of local public streets or private access and utility easements. At the time of development of a parcel, provisions shall be made to develop the adjacent street frontage in accordance with city street standards and the standards contained in the transportation plan. At the discretion of the city, these improvements may be deferred through use of a deferred improvement agreement or other form of security.*

Response: The fueling facility will continue to utilize existing driveway access on the Fred Meyer site. The project does not propose any roadway, driveway, frontage, or utility improvements.

- (10) *Traffic study improvements. If a traffic study is required, improvements identified in the traffic study shall be implemented as required by the Director.*

Response: Traffic impacts have been studied and addressed in the Transportation Impact Analysis (TIA) provided by Mackenzie Group dated November 21, 2014. The completed analysis found that the expansion of the fueling facility will generate an estimated 674 additional weekday trips, including 55 trips during the weekday p.m. peak hour, and 64 trips on Saturday mid-day

peak hour. The TIA also studied the project's impact to the site driveways, internal circulation, and the seven (7) identified study intersections. The analysis concluded that the additional trips generated from the project will have little impact on the operation and queuing at the study area intersections. No mitigation measures were recommended by the completed Transportation Impact Analysis from Mackenzie Group.

Additional requirements for development located in the C-2 Zoning District.

Provide a written response that specifies how your project meets the following criteria:

- (A) *Building entrances. Each building on a lot shall have a primary pedestrian entrance oriented to the primary street. "Oriented to a street" means that the building entrance faces the street or is connected to the street by a direct and convenient pathway not exceeding 60 feet in length. "Primary street" means the street which has the highest estimated volume of pedestrian traffic. This requirement does not apply to buildings that are located behind other buildings on the lot such that 50% or more of their building frontage is blocked by the front building, as measured by sight lines that are perpendicular to the street right-of-way. Such rear buildings shall have a primary entrance oriented to an internal sidewalk or pedestrian pathway system which is internally connected and provides a connection to the primary street.*

Response: The primary street for the project site is Portland Road (Highway 99). The majority of the fueling facility is blocked from view along Portland Road by the existing bank building to the north. As a result, the "oriented to a street" requirement does not apply to the project. Since the fueling facility is strictly an automotive use for refueling vehicles, pedestrian activity at the facility is very minimal and discouraged due to potential safety concerns. No pedestrian entrance or pathway is provided at the facility. The main store does provide a pedestrian entrance with internal pedestrian pathways linking to Springbrook Road and Portland Road.

- (B) *Parking and service drives. No off-street parking or service drives shall be placed within the required front yard setback. No off-street parking shall be placed between the front property line of the primary street, as defined in division (A) above, and the building. This requirement does not apply to buildings that are located behind other buildings on the lot such that 50% or more of their building frontage is blocked by the front building, as measured by sight lines that are perpendicular to the street right-of-way.*

Response: The scope of the project does not include the addition of any parking spaces. The project will remove eight (8) parking stalls that are currently underutilized in order to accommodate the expanded fuel canopy. The two (2) additional queuing lanes for the expanded facility will be located outside the required front yard setback.

- (C) *Exceptions. The review body may approve exceptions to the above provided there are no reasonable alternatives that would allow access to or parking on the lot.*

Response: The project does not propose any development within the front yard setback. No exceptions are required.

- (D) *Building mass. Where building elevations are oriented to the street in conformance with (A) above, architectural features such as windows, pedestrian entrances, building off-sets, projections, detailing, change in materials or similar features, shall be used to break up and articulate large building surfaces and volumes.*

Response: This provision does not apply since the fuel canopy is not required to meet the building orientation rules of Section A (see above). The expanded fuel canopy will also not feature any large building surfaces or volumes. No special architectural features are proposed. The expanded portion of fuel canopy will be designed to match existing.

- (E) *Corner lots. Buildings on corner lots shall have their primary entrance oriented to the street corner, or within 40 feet of the street corner (i.e., as measured from the lot corner). In this case, the street corner shall provide an extra-wide sidewalk or plaza area with landscaping, seating or other pedestrian amenities. The building corner shall provide architectural detailing or beveling to add visual interest to the corner.*

Response: The project proposes an expansion to an existing facility that is not located near a corner. This standard does not apply.

- (F) *Pedestrian-scale building entrances. Recessed entries, canopies, and/or similar features shall be used at the entries to buildings in order to create a pedestrian-scale.*

Response: The fueling facility is designed specifically for vehicle use. No pedestrian-scaled entrances are provided at the facility. The expansion of the facility will be designed to match existing with an 18-foot, flat-roofed, metal canopy that provides weather protection for customers during operation of the fuel dispensers.

- (G) *Windows.*

- (1) *On commercial building facades facing a public street, windows shall comprise a minimum of 40% of the ground floor façade. For large-scale buildings and developments meeting the standards under subsection (H) below, windows shall comprise a minimum of 20% of the ground floor façade.*

- (2) *For large-scale buildings and developments meeting the standards under subsection (H) below, 50% of all required window area shall allow view into an active space. An active space is defined as any area within a building that is used for shopping, dining, office space, and so forth. Merchandise display windows with displays that change at least semi-annually shall be considered an active space. Examples of areas that are considered non-active spaces are storage and mechanical equipment areas, and windows that are obscured by shelving or material affixed to the window.*

Response: The fueling facility does not have any walls and therefore does not have any windows. The project meets the intent of this code since the fuel canopy provides no blank walls. Since the fueling facility contains no walls, all operations are visible from the outside areas. The area under the fuel canopy is considered an active-space.

- (H) *Design of large-scale buildings and developments. All buildings on a development site shall conform to the design standards included under 151.196 (H) where the total square footage of one commercial buildings exceed 30,000 square feet of total ground floor area. Deviations from these standards may be approved, where appropriate, through the conditional use permit process.*

- (1) *Façade articulation. Incorporate changes in building direction (i.e., articulation), and divide large masses into varying heights and sizes. Such changes may include building offsets; projections; changes in elevation or horizontal direction; sheltering roofs; terraces; a distinct pattern of divisions in surface materials; and use of windows, screening trees; small-scale lighting (e.g., wall-mounted lightning); and similar features. At least five of the following elements shall be included along each 100 feet of building frontage facing a street:*

- (a) *A building offset or projection of at least 6 feet depth and width.*
 (b) *An awning or roof sheltering a pedestrian walkway or seating area.*
 (c) *A building façade shall be comprised of at least two building materials, with the lesser comprising not less than 10% of the total façade.*
 (d) *Contrasting brick, stone, or natural wood trim.*

- (e) *Pitched roofs or gable-end roofs*
- (f) *Curved arches or roof line features.*
- (g) *A tower, spire, or cupola.*
- (h) *A cornice.*
- (i) *Second story windows that comprise a minimum of 10 percent of the second floor façade.*

Response: The project does not propose construction of any buildings that exceed 30,000 square feet. Furthermore, the project does not propose construction of any buildings that contain large surface areas or walls. The fuel canopy does not contain a large mass and therefore does not require any special architectural treatments to break up its mass. The existing fueling facility received conditional use approval in 2010. It was determined that the facility improved conformity at the Fred Meyer site by breaking up the main wall of the main store. The expansion of the fueling facility will continue to increase conformity at the site by breaking up additional blank wall area on the main store.

- (2) *Pedestrian entrance. Every building elevation facing a street with a horizontal dimension of more than 100 feet, as measured from end-wall to end-wall, shall have a building entrance no more than 100 feet from another entrance or end-wall; except that buildings elevations that are unable to provide an entrance due to internal function of the building space (e.g., mechanical equipment, areas where the public or employees are not received, etc.) may not be required to meet this standard. Pathways shall connect all entrances to the street right-of-way.*

Response: The fueling facility does not provide a pedestrian entrance due to its internal function. The internal layout of the fuel canopy is designed to effectively allow customer vehicles to enter and exit the facility upon refueling. An exception to the standard is required.

- (3) *Building facades not fronting a street. For all ground floor facades that do not face a public street, windows shall comprise a minimum of 20% of the ground floor façade or landscape strip shall be provided adjacent to the building. The landscape strip shall be a minimum of 5 feet in width and include a combination of trees, shrubs, and groundcover or grass. Plant material shall be selected from at least two of the different plant material groups (example: trees and shrubs, or lawn and shrubs, or lawn and trees and shrubs). The type of tree selected shall have a crown of less than 15 feet at maturity. Exceptions to this standard include building facades that abut outdoor storage areas, loading docks, and mechanical equipment areas.*

Response: The fueling facility canopy does not have ground floor building facades and therefore does not have any windows or adjacent landscape planters. The east and west sides of the facility are used for vehicle access. However, the facility is near a large landscape buffer that provides screening along the west property line. Internal landscape planters are located near the north and south sides of the facility. The project proposes to expand the fuel canopy to the south which will require removal of an existing landscape planter.

- (4) *Building orientation. All buildings shall be oriented to a primary street as defined in division (A) or oriented to a plaza or open space within the development site that connects to the primary street. "Oriented to a plaza or open space" means that the building entrance faces the plaza, open space, shared parking area or is connected to the plaza by a direct and convenient pathway not exceeding 60 feet in length.*

Response: The fueling facility is screened by dense landscaping along Springbrook Road. The facility does not contain any building entrance that is open to the public and as such, no pedestrian connections to primary streets. The facility will be expanded to the south and will not be oriented towards any street.

(5) *On-site landscaping and screening.*

(a) *A continuous landscape strip, with a five foot minimum width, shall be located perpendicular to groups of 2 or more parking stalls. Within the landscape strip, at a minimum, one deciduous shade tree per seven parking spaces shall be planted to create a partial tree canopy over and around the parking area. The type of tree shall be chosen from the City of Newberg Preferred Street Tree List and have a minimum crown spread of 25 feet. This standards shall apply unless otherwise approved by the Director based on the following alternative standards:*

1. *No more than seven parking stalls shall be grouped together without a landscape island. The landscape island shall have a width and depth no less than 5 feet and contain no less than one deciduous shade tree.*

Or

2. *Provision of tree planting landscape islands, each of which is at least 16 square feet in size, and spaced no more than 50 feet apart on average, with a maximum of 75 feet, within areas proposed for grouped parking. For every 7 planting landscape islands, 1 shall be no less than 500 square feet in size.*

Response: No additional parking areas are proposed. The existing site provides landscape planters with trees throughout the parking lot. The parking area located south of the fueling facility provides landscape planters at the ends of each row of parking. The project proposes new landscape planters that will be located adjacent to the new propane pad and along both ends of the existing parking aisle that is located immediately south of the fueling facility. The new landscape planters will be designed to match the existing landscaping.

(b) *At a minimum 50 percent of the parking area shall drain to a storm water mitigation area. The mitigation area shall be designed using best management storm water practices including, but not limited to, bio-swales, rain gardens, or similar design intended to reduce storm water flow and improve storm water quality.*

Response: This requirement does not apply to the proposed project since no additional parking areas are proposed. The expansion of the fueling facility will eliminate eight (8) parking stalls. The fueling facility will continue to treat stormwater collected under the canopy through an oil/water separator. Runoff from the surrounding paved area will sheet flow to existing catch basins. Once treated, the under-canopy stormwater is discharged along with the remaining stormwater to an existing vegetated bioswale that is located along the west edge of the parking lot.

(c) *A 20-foot wide landscape buffer shall be provided between the development and any adjoining residential district. The buffer shall include a continuous 6-foot high sight-obscuring fence or wall, a continuous hedge and/or berm designed to achieve a height of 6-feet upon maturity, a row of trees not more than 35 feet on-center, and shrubs or living groundcover.*

Response: The existing site is adjacent to residential properties along the south property line. The site currently provides a 20' foot landscape buffer containing mature trees and six-foot tall wooden fence that separate these residential uses from the Fred Meyer parking areas. The site complies with this requirement.

- (d) *Outdoor storage areas, loading docks, and mechanical equipment areas shall be fenced with 75% opaque site obscuring fencing or screened with landscaping between the area and public streets.*

Response: The project does not propose any outdoor storage areas. The existing fueling facility does not provide any outdoor storage areas. This requirement should not apply to the project.

- (e) *One square foot of interior open space or plaza space shall be required for every 5 square feet of gross floor area. The following features shall be included in the open space or plaza area:*
1. *One linear foot of seating space shall be required for every 30 square feet of open space or plaza space.*
 2. *One tree shall be provided for every 800 square feet of plaza space or open space.*
 3. *Pedestrian scale lighting according to subsection 151.196(H)(7)*

Response: The existing fueling facility provides one small cashier's kiosk that is 96 square feet in size. The project does not propose additional gross floor area at the fueling facility. This plaza space requirement should not apply to the project.

- (6) *Vehicle and pedestrian connectivity.*

- (a) *Public streets may be required to be dedicated where needed to improve internal circulation, to connect to neighboring properties or streets, to break up large blocks, or to reduce travel around the site.*
- (b) *At a minimum, 95% of the parking spaces shall be located within 75 feet of a private walkway or public sidewalk.*

Response: The expansion of the fueling facility will not create a need to dedicate internal streets and no additional parking spaces are proposed as part of the project.

- (7) *Pedestrian-scale lighting. Pedestrian scale lighting shall be located along all internal walkways and provide a minimum illumination of 1 foot candle. Building entrances shall have a minimum illuminance of 5 foot candles. Lighting shall be fully shielded so that no light is emitted at an angle above the horizontal plane as illustrated by the lighting plan. The type of features that should be considered, but are not limited to; street lamps, light fixtures attached to buildings, and light bollards. All pedestrian scale light fixtures shall not exceed a maximum height of 15 feet as measured from grade to the fixture lamp. The lens material for all pedestrian scale lighting shall be constructed of acrylic or similar shatter resistant material as determined by the Director. Glass lenses shall not be used for any pedestrian scale lighting.*

Response: No new pedestrian walkways are proposed. However, there is existing pedestrian scale lighting along the western wall of the main Fred Meyer building, so the proposal meets this requirement.

- (8) *Parking. The number of parking stalls shall not exceed 125 percent of the minimum number of stalls required. Parking stalls constructed of grass blocks, grasscrete, pervious asphalt or concrete, or similar pervious material shall not be counted in this limit.*

Response: The project does not propose additional parking. The project will eliminate eight (8) parking spaces that are located south of the facility in order to accommodate the expanded fuel canopy. The minimum number of required parking spaced for the site is 506. The overall site will provide 665 parking spaces upon project completion which is over the

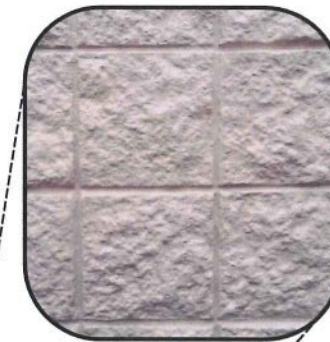
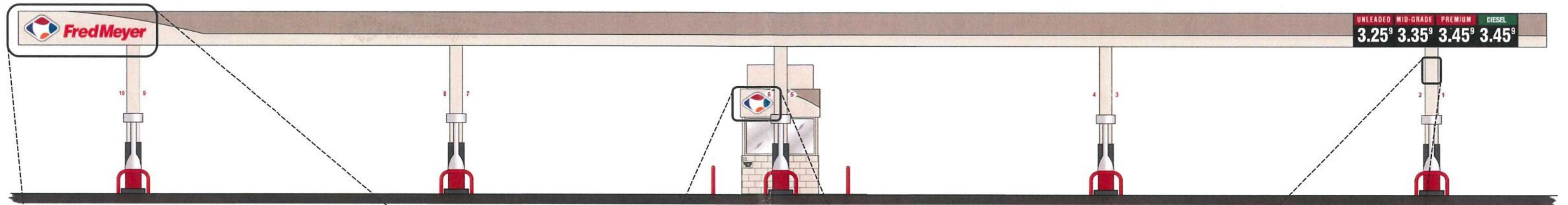
125 percent of the minimum parking requirement. The site will be closer to meeting this standard with removal of the eight (8) parking spaces.

- (9) *Existing development. Any existing legal conforming site, through future development, exceeds the square footage threshold contained in 151.196 shall follow the standards contained in 151.140 NON-CONFORMING USES AND BUILDINGS.*

151.144 NON-CONFORMING BUILDINGS WITH LEGALLY CONFORMING USES. Unless completely or partially destroyed, pursuant to 151.146, non-conforming buildings or structures with legal, conforming uses may be altered or modified subject to any of the following requirements. This shall be processed as a Type I application for single family homes and duplexes and as a Type II application for all commercial, industrial, and multi-family uses.

- (A) *The addition or modification affects a part of the structure which will meet the current setback, height, yard or similar regulations and the addition or modification will not worsen the non-conforming status of the buildings.*
- (B) *The addition or modification provides a logical expansion of the buildings and is within the existing building setback lines where:*
- (1) *In the opinion of the Director, the expansion or modification will not adversely affect neighboring properties;*
 - (2) *Building Code requirements can be met;*
 - (3) *The expansion or modification proposed is similar to other non-conforming buildings or structures in the area; and*
 - (4) *Reasonable provisions have been made to minimize the impact of the non-conforming status of the building or structure.*
- (C) *A building or parking area that is non-conforming to the standards of this code but otherwise conforms to the use provisions of the zoning district may be expanded, provided that the portion of the building or parking area proposed for expansion complies with the provisions of this code.*

Response: The existing Fred Meyer store and fueling facility are legally conforming uses since both uses are allowed in the C-2 zone. The existing Fred Meyer store does not meet all design standards since the initial development of the store site received approval prior to the adoption of the City's current standards. The existing fueling facility was approved in 2010 as an addition to a non-conforming building under the conditional use permit process. The proposal to expand the fueling facility should follow that same process. The project does not propose to worsen the status of the non-conforming existing structures and the project will not affect many of the current standards since the proposal does not include any additional building area or parking areas. The project will bring the site closer to conformance with maximum parking standards as eight (8) parking stalls will be removed in order to accommodate the expanded fuel canopy and propane pad.



3M VINYL FILM
"SANDSTONE"



ALCOA REYNOBOND ACM
COLORWELD 100 "OYSTER"
(KIOSK & COLUMNS COLOR TO MATCH)



PARKER PAINT
#CL1427N
"FEDERAL SAFETY RED"

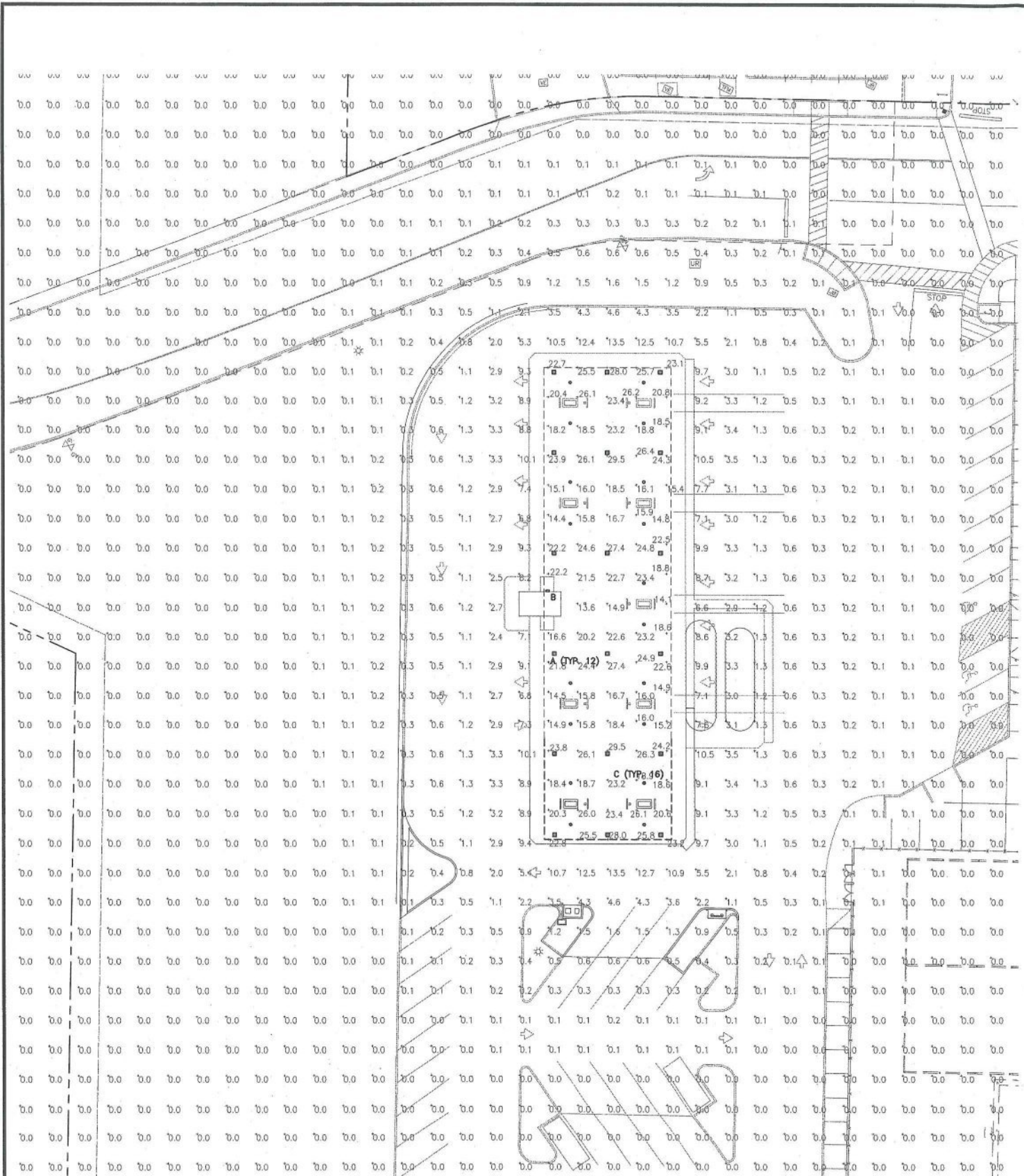


Fred Meyer

STORE #00220
NEWBERG

3300 PORTLAND ROAD
NEWBERG, OR





1 FUEL CENTER CANOPY LIGHTING PLAN
SCALE: 1"=20'-0"

LUMINAIRE SCHEDULE							
SYMBOL	QTY	LABEL	LUMENS	LLF	WATTS	MODEL NUMBER	DESCRIPTION
■	18	A	13554	1.0	114	CRUS-SC-LED-SS-CW-UE-WHT	LSI LIGHTING, CROSSOVER LEGACY SERIES, SUPER SAVER, FLAT LENS, FULL CUTOFF LED CANOPY FIXTURE
□	1	B	1432	1.0	22	XTOR2A-4000K	LUMARK LIGHTING, CROSSTOUR LED SERIES, FLAT LENS, FULL CUTOFF LED WALL PACK FIXTURE
●	18	C	2874	1.0	36	CR03-F0-LED-30-SS-CW-UE-WHT	LSI LIGHTING, CROSSOVER GENERATION 3 SERIES, SUPER SAVER, INTERNATIONAL DARK-SKY FRIENDLY FIXTURE, LED CANOPY FIXTURE

SEE SHEET LP-1.1 FOR MANUFACTURER CUT SHEETS

CALCULATION SUMMARY						
LABEL	UNITS	AVG	MAX	MIN	AVG/MIN	MAX/MIN
CANOPY	FC	20.84	29.5	13.6	1.53	2.17
PROPERTY LINE	FC	0.00	0.0	0.0	N.A.	N.A.

Galloway
Planning, Architecture, Engineering
5300 DTC Parkway, Suite 100
Greenwood Village, CO 80111
303.770.8884
Fax: 303.770.8888
www.galloway05.com

The Kroger Co.
Supermarket
Petroleum Group
Denver, CO 80239
Fax: (303) 715-5900



REVISIONS	No.	DESCRIPTION	DATE

Project #: FM #220
Designed By: JMG
Drawn By: JMG
Checked By: JMG
Date: NOVEMBER, 2014
Scale: FULL
Disk File: KroFM220_LP1.X-Lite
Model:

Address: 3300 Portland Road
Newburg, OR

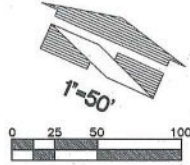
SITE LIGHTING PLAN

Drawing No.: LP-1.0

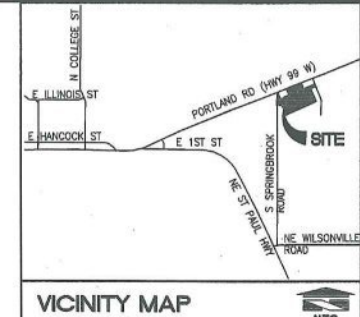
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NOTE TO CONTRACTOR:
THIS SET OF DRAWINGS AND DOCUMENTS IS INTENDED AS A SET OF GUIDELINES FOR THE PROJECT AND ARE INTENDED TO BE USED IN CONJUNCTION WITH A SET OF CONSTRUCTION SPECIFICATIONS TO BE SUPPLIED BY OWNER. THEY MUST BE READ TO INCORPORATE ALL APPLICABLE FEDERAL, STATE, AND LOCAL CODES INCLUDING FEDERAL A.D.A. REQUIREMENTS. THIS SET ASSUMES THAT THERE ARE NO UNUSUAL SOIL CONDITIONS OR WIND LOADS. THE FAILURE OF THIS CONDITION MAY REQUIRE SIGNIFICANT CHANGES TO THESE DOCUMENTS. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO CONFORM TO ALL APPLICABLE CODES AND TO INFORM THE OWNERS/ARCHITECTS OF ANY QUESTIONS OR CLARIFICATIONS WHICH ARE DESIRED. CONTRACTORS SHALL ALSO VISIT THE SITE BEFORE BIDDING. CONTRACTORS ARE REQUIRED TO KNOW ALL OBSERVABLE CONDITIONS AND APPLICABLE CODES.

FRED MEYER #220 - NEWBERG, OREGON

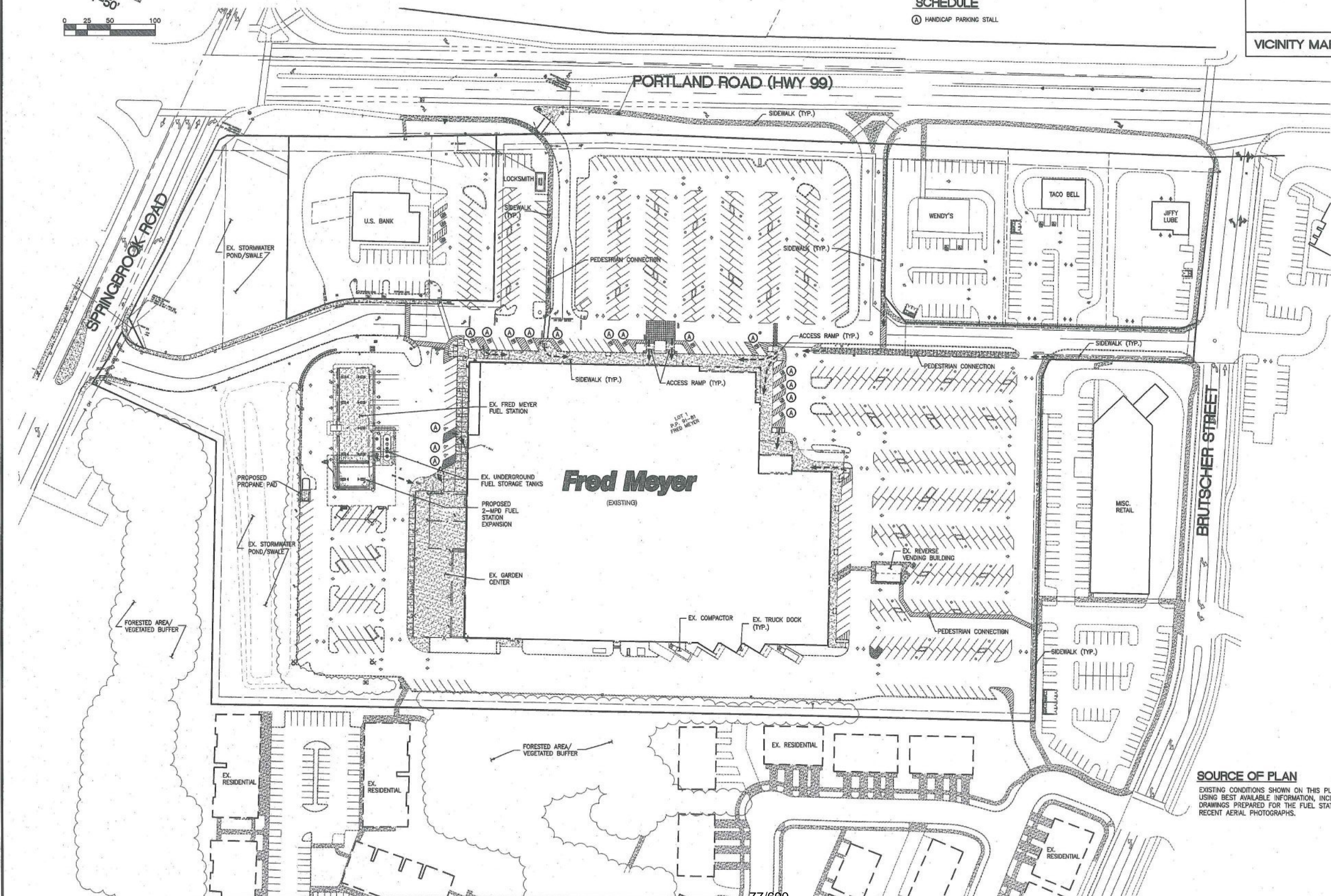
SITE AND ACCESSIBILITY PLAN



SCHEDULE
 (A) HANDICAP PARKING STALL



BARGHAUSEN CONSULTING ENGINEERS, INC.
 18215 72ND AVENUE SOUTH
 KENT, WA 98032
 (425)251-6222
 (425)251-6782 FAX
 CIVIL ENGINEERING, LAND PLANNING,
 SURVEYING, ENVIRONMENTAL SERVICES



REVISIONS		DATE
NO.	DESCRIPTION	DATE
	DESIGN REVIEW	11.19.2014

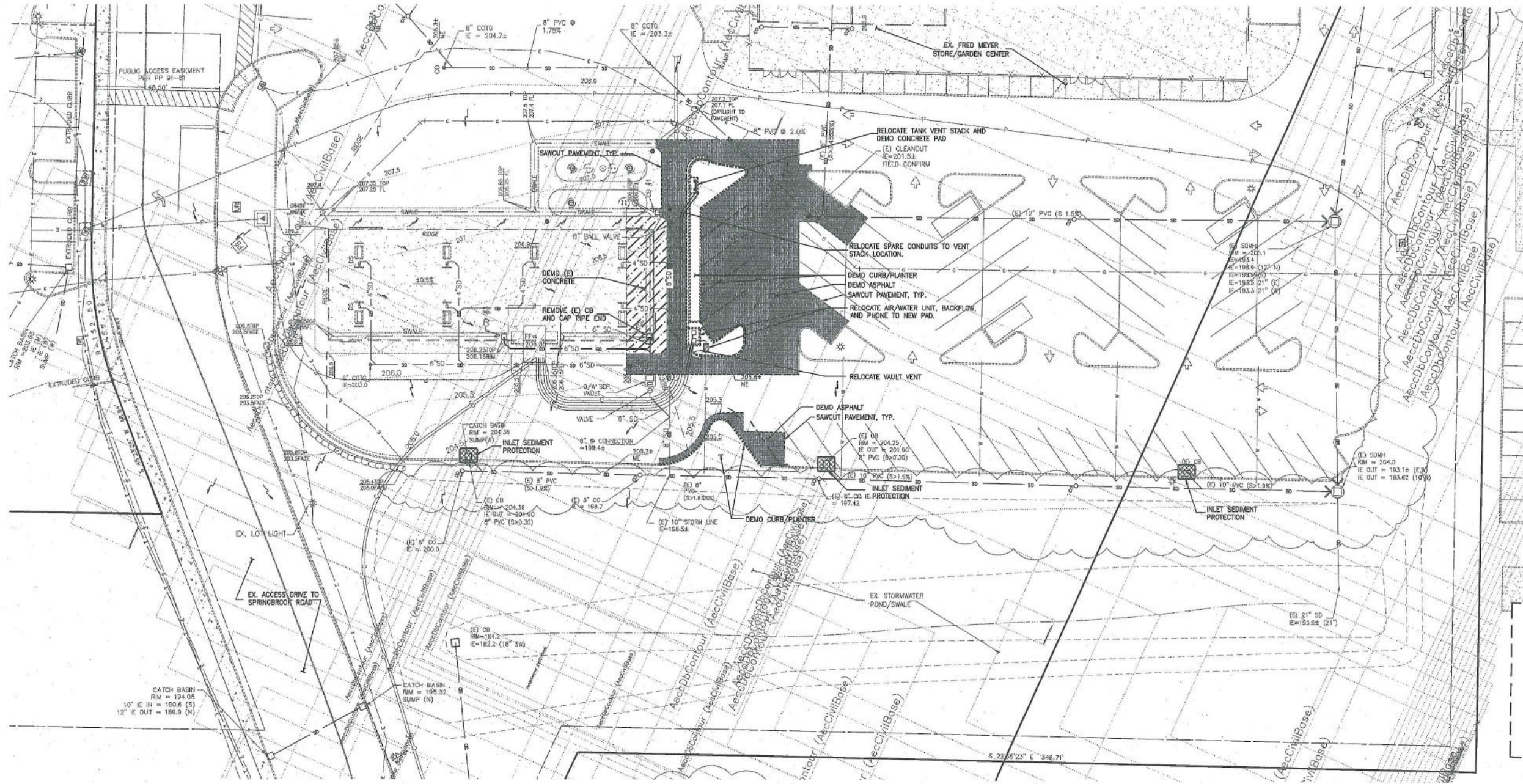
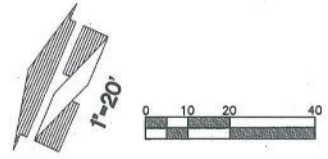
Project #:	10315	Store #:	00220
Designed By:	DL		
Drawn By:	DL		
Checked By:	AK		
Date:	09.22.14		
Scale:			
Disk File:			
Model:			

SOURCE OF PLAN
 EXISTING CONDITIONS SHOWN ON THIS PLAN WERE DEVELOPED USING BEST AVAILABLE INFORMATION, INCLUDING RECORD DRAWINGS PREPARED FOR THE FUEL STATION DATED 2011 AND RECENT AERIAL PHOTOGRAPHS.

SITE AND ACCESSIBILITY PLAN
FRED MEYER FUEL STATION EXPANSION
 Drawing No.:

FRED MEYER #220 - NEWBERG, OREGON

PRELIMINARY DEMOLITION/EROSION CONTROL PLAN



LEGEND

—E—C—	EXISTING POWER		DEMOLISH ASPHALT PAVEMENT
—SD—SD—	EXISTING STORM PIPE		EXISTING CONCRETE PAVEMENT
—GAS—GAS—	EXISTING NATURAL GAS		DEMOLISH CONCRETE PAVEMENT
—SS—SS—	EXISTING SAN. SEWER	---	SAWCUT
—C—C—	EXISTING COMMUNICATION CONDUIT	----	EXISTING CONCRETE CURB
⊛	EXISTING LOT LIGHT/BOX		
□	EXISTING CLEANOUT		
○	EXISTING CATCH BASIN		
☆	EXISTING LOT LIGHT		

18215 72ND AVENUE SOUTH
KENT, WA 98032
(425)251-4222
(425)251-6782 FAX
CIVIL, ENGINEERING, LAND PLANNING,
SURVEYING, ENVIRONMENTAL SERVICES

The Kroger Co.
3800 SE 27th Avenue
Portland, OR 97202
For (503) 272-2944
Fax (503) 797-5289

REVISIONS

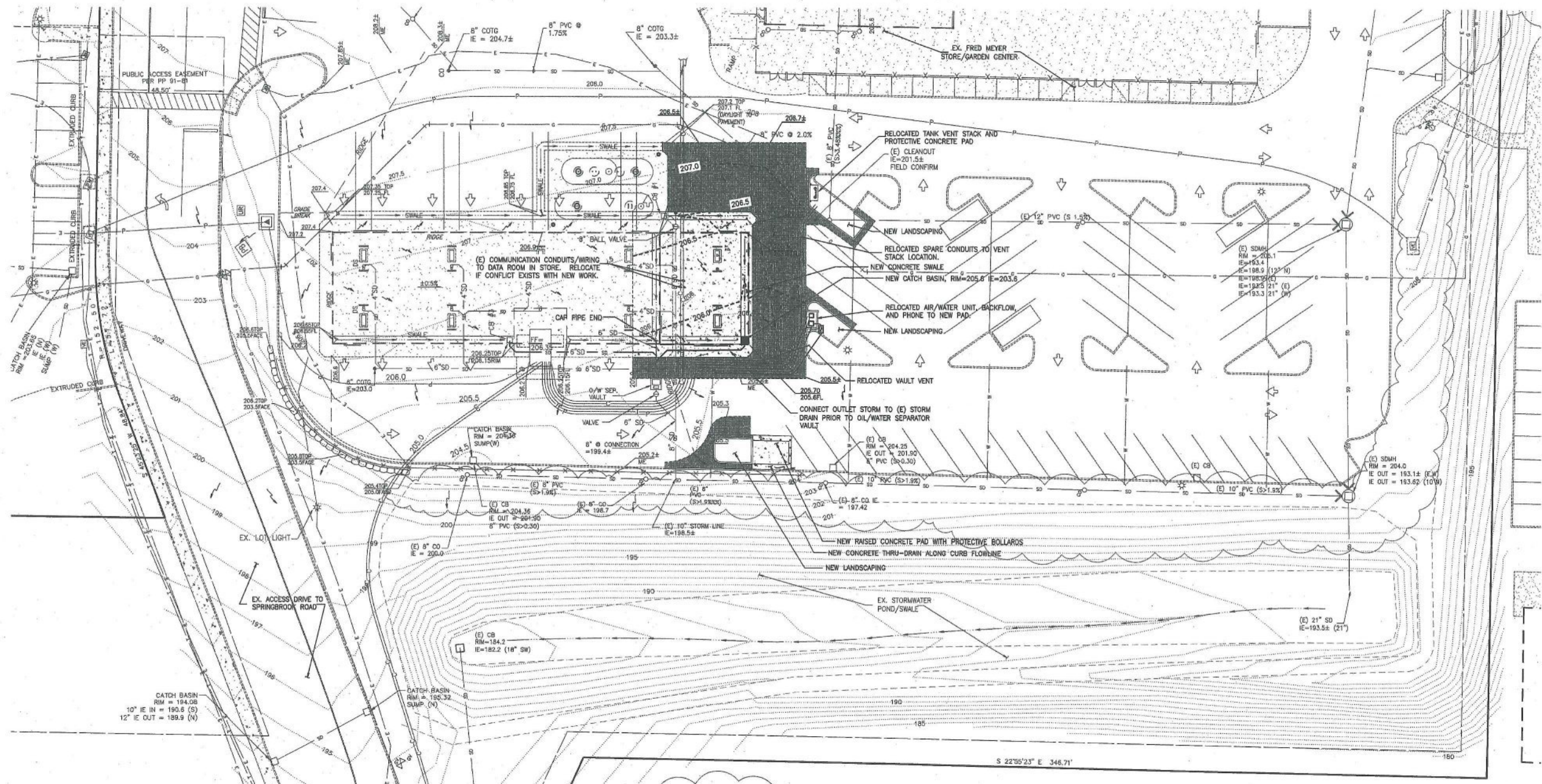
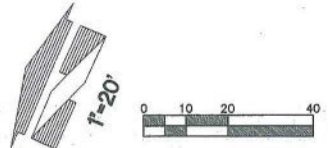
No.	DESCRIPTION	DESIGNED BY	DATE
1	DESIGN REVIEW	DL	11.19.2014

Project #: 10315 Store #00220
Designed By: DL
Drawn By: DL
Checked By: AK
Date: 09.22.14
Scale:
Disk File:
Model:
Address: 3300 Portland Road
NEWBERG, OREGON 97132

PRELIMINARY DEMOLITION/EROSION CONTROL PLAN
FRED MEYER
FUEL STATION EXPANSION
Drawing No.:

FRED MEYER #220 - NEWBERG, OREGON

PRELIMINARY GRADING/UTILITY PLAN



18215 72ND AVENUE SOUTH
KENT, WA 98032
(425)251-6222
(425)251-8782 FAX
CIVIL ENGINEERING, LAND PLANNING,
SURVEYING, ENVIRONMENTAL SERVICES



The Kroger Co.
1000 North 2nd Street
Portland, OR 97208
Fax: (503) 947-3505

No.	DESCRIPTION	DATE	
		BY	DL
	DESIGN REVIEW	DL	11.18.2014

Project #: 10315 Store #00220
Designed By: DL
Drawn By: DL
Checked By: AK
Date: 08.22.14
Scale:
Disk File:
Model:
Address: 3300 Portland Road
NEWBERG, OREGON 97132

PRELIMINARY GRADING/UTILITY PLAN
FRED MEYER FUEL STATION EXPANSION
Drawing No.:

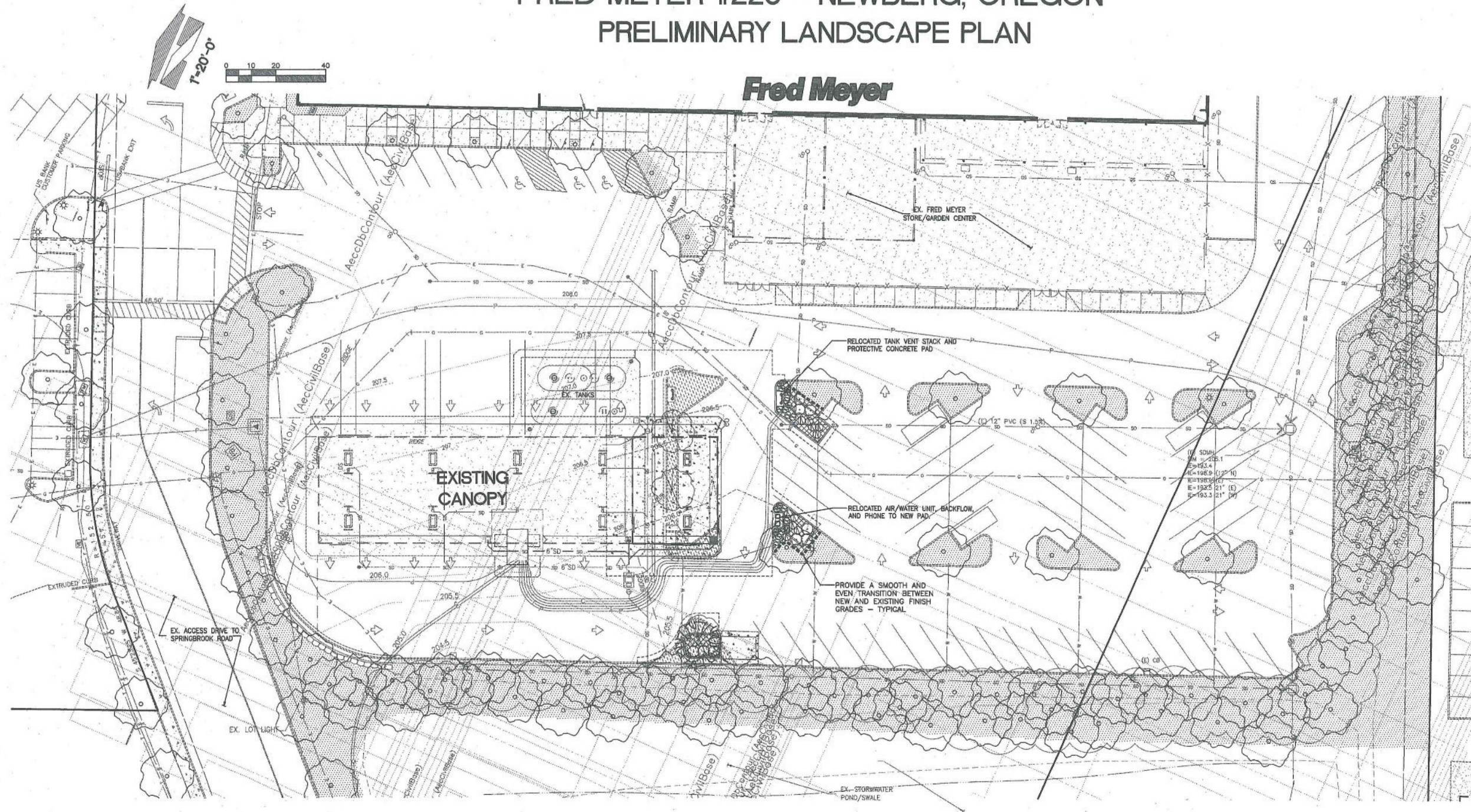
LEGEND

- P — P — EXISTING POWER
- S — S — EXISTING STORM PIPE
- GAS — GAS — EXISTING NATURAL GAS
- SS — SS — EXISTING SAN. SEWER
- C — C — EXISTING COMMUNICATION CONDUIT
- ⊛ ⊛ EXISTING LOT LIGHT/BOX
- ○ EXISTING CLEANOUT
- □ EXISTING CATCH BASIN
- ⊛ ⊛ EXISTING LOT LIGHT
- ▨ PROPOSED ASPHALT PAVEMENT
- ▨ EXISTING CONCRETE PAVEMENT
- ▨ PROPOSED CONCRETE PAVEMENT
- SAWCUT — SAWCUT
- EXISTING CONCRETE CURB
- NEW CONCRETE CURB
- NEW CATCH BASIN/STORM PIPE

Date/Time: 7/7/2015 1:07 PM Scale: 1" = 1' DWG: 0101.dwg

FRED MEYER #220 - NEWBERG, OREGON PRELIMINARY LANDSCAPE PLAN

Fred Meyer



LANDSCAPE PLANT MATERIAL LEGEND

SYMBOL	BOTANICAL / COMMON NAMES	SIZE CONDITION	SPACING	QUANTITY	REMARKS	SYMBOL	BOTANICAL / COMMON NAMES	SIZE CONDITION	SPACING	QUANTITY	REMARKS
	TREES:						SHRUBS:				
	ULMUS 'FRONTIER' / FRONTIER ELM	2" CAL.	AS SHOWN	1	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, BRANCHED AT 6'		EUONYMUS ALATUS 'COMPACTA' / COMPACT WINGED EUONYMUS	21"-24" HT.	4' O.C.	10	FULL AND BUSHY, MATCHED HEIGHT AND FORM
	EXISTING TREE			3	TO BE REMOVED		HEMEROCALLIS HYB. 'STELLA D'ORO' / DAYLILY	1 GALLON	2.5' O.C.	18	FULL, YELLOW FLOWER
	EXISTING TREE				TO REMAIN, SAVE AND PROTECT		VIBURNUM DAVIDII / DAVID VIBURNUM	18"-21" HT.	3' O.C.	10	FULL AND BUSHY
							GROUNDCOVERS:				
							ARCTOSTAPHYLOS UVA-URSI / KINNICKINICK	4" POT	12" O.C.	AS REQ'D	HOLD 12" FROM BORDERS, SHRUBS, AND TREES.
							EXISTING LANDSCAPE				TO REMAIN, SAVE, AND PROTECT
							EXISTING LANDSCAPE				TO BE REMOVED
							DENOTES LINE OF TRANSITION BETWEEN NEW CONSTRUCTION AND EXISTING CONDITIONS				

18215 72ND AVENUE SOUTH
KENT, WA 98032
(425)251-8222
(425)251-8782 FAX
CIVIL ENGINEERING, LAND PLANNING,
SURVEYING, ENVIRONMENTAL SERVICES

The Kroger Co.
3800 S.E. 25th Avenue
Portland, OR 97202
For (503) 791-3000

REGISTERED
641
Arthur M. Seidel
OREGON
10/31/15
LANDSCAPE ARCHITECT
(VALID ONLY WITH SIGNATURE)

No.	DESCRIPTION	DATE	DESIGNED BY		DRAWN BY	
			DL	AMS	DL	AMS
1	DESIGN REVIEW	09.22.2014	DL	AMS	DL	AMS
2	SITE PLAN CHANGES	11.20.2014	DL	AMS	DL	AMS
3	SITE PLAN CHANGES	01.08.2015	DL	AMS	DL	AMS

Project #: 10315 Store #00220
Designed By: AMS
Drawn By: AMS
Checked By: AK
Date: 09.22.14
Scale:
Disk File:
Model:

Address: 3300 Portland Road
NEWBERG, OREGON 97132

**PRELIMINARY
LANDSCAPE PLAN**
FRED MEYER
FUEL STATION EXPANSION
Drawing No.:

FRED MEYER #220 - NEWBERG, OREGON

PRELIMINARY LANDSCAPE NOTES AND DETAILS

LANDSCAPE PLANTING NOTES AND MATERIALS

SCOPE OF WORK

FURNISH ALL MATERIALS, LABOR, EQUIPMENT AND RELATED ITEMS NECESSARY TO ACCOMPLISH TOPSOIL, TREATMENT AND PREPARATION OF SOIL, FINISH GRADING, PLACEMENT OF SPECIFIED PLANT MATERIALS, FERTILIZER, STAKING, MULCH, CLEAN-UP, DEBRIS REMOVAL, AND 90-DAY MAINTENANCE.

QUALIFICATIONS:
LANDSCAPE CONTRACTOR TO BE SKILLED AND KNOWLEDGEABLE IN THE FIELD OF WORK AND HAVE A MINIMUM FOR FIVE (5) YEARS EXPERIENCE INSTALLING SIMILAR WORK. CONTRACTOR TO BE LICENSED TO PERFORM THE WORK SPECIFIED WITHIN THE PRESIDING JURISDICTION.

JOB CONDITIONS:
IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THE SITE AND REPORT ANY DISCREPANCIES TO THE OWNER OR THE OWNER'S REPRESENTATIVES. ALL PLANT MATERIAL AND FINISH GRADES ARE SUBJECT TO APPROVAL BY THE OWNER.

PROTECTION:
SAVE AND PROTECT ALL EXISTING PLANTINGS SHOWN TO REMAIN. DO NOT PLANT UNTIL OTHER CONSTRUCTION OPERATIONS WHICH CONFLICT HAVE BEEN COMPLETED. IF AN IRRIGATION SYSTEM IS TO BE INSTALLED DO NOT PLANT UNTIL THE SYSTEM HAS BEEN INSTALLED, TESTED, AND APPROVED BY THE OWNER. HANDLE PLANTS WITH CARE - DO NOT DAMAGE OR BREAK ROOT SYSTEM, BARK, OR BRANCHES. REPAIR AND/OR REPLACE ITEMS DAMAGED AS A RESULT OF WORK OR WORK NOT IN COMPLIANCE WITH PLANS AND SPECIFICATIONS, AS DIRECTED BY OWNER AT NO ADDITIONAL COST TO THE OWNER.

REPAIR OF EXISTING PLANTINGS:
DURING THE COURSE OF WORK, REPAIR ALL EXISTING PLANTING AREAS BY PRUNING DEAD GROWTH, RE-ESTABLISHING FINISH GRADE AND RE-MULCHING TO SPECIFIED DEPTH.

REPAIR OF IRRIGATION SYSTEM:
DURING THE COURSE OF WORK, REPAIR ANY DAMAGE TO THE IRRIGATION SYSTEM TO MATCH CONDITIONS PRIOR TO THE DAMAGE.

GUARANTEE:
GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF ONE YEAR FROM DATE OF FINAL ACCEPTANCE OF THE JOB BY OWNER.

90-DAY MAINTENANCE:
CONTRACTOR TO PROVIDE OWNER WITH A SCOPE OF WORK AT TIME OF INITIAL PROJECT BID TO PROVIDE LANDSCAPE AND IRRIGATION MAINTENANCE FOR 90 DAYS FOLLOWING COMPLETION OF PROJECT (ACCEPTANCE) OF FACILITY BY OWNER. WORK TO INCLUDE MAINTENANCE AS DESCRIBED BELOW, IN PLANTING AND IRRIGATION MAINTENANCE.

MATERIALS:

PLANT MATERIALS:
PLANT MATERIALS TO BE GRADE NO. 1, SIZED IN ACCORDANCE WITH (AAS) AMERICAN STANDARDS FOR NURSERY STOCK (ANSI Z80.1-1996). PRUNE PLANTS RECEIVED FROM THE NURSERY ONLY UPON AUTHORIZATION BY THE LANDSCAPE ARCHITECT. "B & B" INDICATES BALLED AND BURLAPPED; "CONT." INDICATES CONTAINER; "BR" INDICATES BARE ROOT; "CAL" INDICATES CALIPER AT 6" ABOVE SOIL LINE; "GAL" INDICATES GALLON.

- A) SPECIFIED PLANT CANOPY SIZE OR CALIPER IS THE MINIMUM ACCEPTABLE CONTAINER OR BALL SIZE ESTABLISHES MINIMUM PLANT CONDITION TO BE PROVIDED.
- B) **QUALITY:**
PLANT MATERIAL TO COMPLY WITH STATE AND FEDERAL LAWS FOR DISEASE INSPECTION, PLANTS TO BE FULLY LIVE, VIGOROUS, WELL FORMED, WITH WELL DEVELOPED FIBROUS ROOT SYSTEMS. ROOT BALLS OF PLANTS TO BE SOLID AND FIRMLY HELD TOGETHER, SECURELY CONTAINED AND PROTECTED FROM INJURY AND DESICCATION. PLANTS DETERMINED BY LANDSCAPE ARCHITECT TO HAVE BEEN DAMAGED; HAVE DEFORMITIES OF STEM, BRANCHES, OR ROOTS; LACK SYMMETRY, HAVE MULTIPLE LEADERS OR "Y" CROTCHES LESS THAN 30 DEGREES IN TREES, OR DO NOT MEET SIZE OR ANSI STANDARDS WILL BE REJECTED. PLANT MATERIAL TO BE FROM A SINGLE NURSERY SOURCE FOR EACH SPECIFIED SPECIES/HYBRID. NURSERY SOURCES TO BE THOSE LOCATED IN THE SAME REGION AS THE JOB SITE.
- C) **SUBSTITUTION:**
NO SUBSTITUTION OF PLANT MATERIAL, SPECIES OR VARIETY, WILL BE PERMITTED UNLESS WRITTEN EVIDENCE IS SUBMITTED TO THE OWNER FROM TWO QUALIFIED PLANT BROKERAGE OFFICES. SUBSTITUTIONS WHICH ARE PERMITTED TO BE IN WRITING FROM THE OWNER AND LANDSCAPE ARCHITECT. THE SPECIFIED SIZE, SPECIES AND NEAREST VARIETY, AS APPROVED, TO BE FURNISHED. SUBSTITUTIONS MAY REQUIRE SUBMITTAL TO REVISED LANDSCAPE PLAN TO CITY FOR APPROVAL.

SOIL PREPARATION:
TOPSOIL, AMENDMENT, AND BACKFILL ARE GENERAL REQUIREMENTS FOR ALL LANDSCAPE AREAS, UNLESS NOTED OTHERWISE ON THE PLANS. SOIL AMENDMENTS AND FERTILIZER NOTED BELOW ARE TO BE USED FOR BID PRICE BASIS ONLY. SPECIFIC AMENDMENTS AND FERTILIZERS WILL BE MADE AFTER SOIL SAMPLES ARE LABORATORY TESTED BY THE CONTRACTOR. PROVIDE CHANGE ORDER FOR ADDITIONAL OR REDUCTION OF MATERIALS REQUIRED OR NOT REQUIRED BY THE SOILS REPORT.

SOIL FERTILITY AND AGRICULTURAL SUITABILITY ANALYSIS:
AFTER ROUGH GRADING AND PRIOR TO SOIL PREPARATION, CONTRACTOR TO OBTAIN TWO REPRESENTATIVE SOIL SAMPLES, FROM LOCATIONS AS DIRECTED BY THE LANDSCAPE ARCHITECT, TO NORTHERN LIGHTS ANALYTICAL & CONSULTING INC. RAVENSDALE WA, TEL: 253-853-5770 OR EQUIVALENT TESTING LABORATORY, FOR TEST #A05-2. SUBMIT RESULTS TO LANDSCAPE ARCHITECT FOR REVIEW. IF ON-SITE TOPSOIL HAS BEEN STOCKPILED, A TEST IS TO BE COMPLETED FOR IT, ALSO. TESTS TO INCLUDE FERTILITY AND SUITABILITY ANALYSIS WITH WRITTEN RECOMMENDATIONS FOR SOIL AMENDMENT, FERTILIZER, CONDITIONS, APPLICATION RATES, AND POST-CONSTRUCTION MAINTENANCE PROGRAM. TESTS TO BE CONTRACTED WITH AND PAID FOR BY THE CONTRACTOR.

- A) **TOPSOIL:**
CONTRACTOR IS RESPONSIBLE FOR SUPPLYING ALL TOPSOIL AND FOR DETERMINING THE VOLUME OF TOPSOIL REQUIRED PER THE INFORMATION ON PLANS AND NOTED HERE-IN. CONTRACTOR IS RESPONSIBLE FOR ANY NECESSARY WEED CONTROL RESULTING FROM CONTAMINATED OFF SITE SOURCES.
- B) **TOPSOIL TO CONSIST OF WINTER MIX AS PRODUCED AND REMIXED BY PACIFIC TOPSOILS, INC.** WINTER MIX TO CONSIST OF 1/3 BY VOLUME SANDY LOAM, 1/3 BY VOLUME COMPOSTED GARDEN MULCH, AND 1/3 BY VOLUME COARSE WASHED SAND OR EQUIVALENT. AT MINIMUM, TOPSOIL PRODUCTS BROUGHT ON SITE TO CONTAIN AMENDMENTS AS LISTED IN "D".
- C) **NATIVE SURFACE SOIL INCLUDING STOCKPILED SURFACE SOIL, ON-SITE, MAY MEET TOPSOIL PRODUCT STANDARDS AS LISTED ABOVE, PROVIDED THAT NECESSARY AMENDMENTS NOTED BELOW, ARE ADDED AND EVENLY BLENDED TO SPECIFIED DEPTH.**
- D) **NATIVE SURFACE SOIL/STOCKPILED SURFACE SOIL (AND TOPSOIL BROUGHT ON SITE), TO INCLUDE THE FOLLOWING AMENDMENTS AS NECESSARY:**
THE FOLLOWING AMOUNT PER 1,000 SQUARE FEET:

- 1. 6-CUBIC YARDS ORGANIC COMPOST. COMPOST TO BE FREE OR NON-FARM ANIMAL SOURCES, NOR TO BE FROM SOURCES CONTAINING REDWOOD OR CEDAR PRODUCTS.
- 2. 30-POUNDS NITROFORM (38-0-0)
- 3. 5-POUNDS AMMONIUM SULFATE
- 4. 40-POUNDS CALCIUM CARBONATE LIMESTONE
- 5. 40-POUNDS DOLOMITE LIMESTONE
- 6. 5-OUNES BORON (AS BORAX)
- ALL AMENDMENTS TO BE THOROUGHLY MIXED PRIOR TO INCORPORATION INTO TOPSOIL
- E) **PLANTING BACKFILL FOR ALL TREES, SHRUBS, AND GROUNDCOVERS:**
 - 1. 0.6-CUBIC YARDS PER VOLUME TOPSOIL
 - 2. 0.4-CUBIC YARDS ORGANIC COMPOST.
 - 3. 3-POUNDS NITROFORM (38-0-0)
 - 4. 1-POUNDS AMMONIUM SULFATE
 - 5. 2-POUNDS CALCIUM CARBONATE LIMESTONE
 - 6. 2-POUNDS DOLOMITE LIMESTONE
- F) **TOPSOIL PREPARATION AND INSTALLATION:**
 - 1. VERIFY SUBGRADES TO -7 INCHES BELOW FINISH ELEVATION IN ALL LANDSCAPE AREAS, EXCEPT AREAS NOTED ON PLANS. THIS ACCOMMODATES TOPSOIL, AMENDMENTS, AND MULCH.
 - 2. ERADICATE ANY SURFACE VEGETATION ROOTED IN THE SUB-GRADE PRIOR TO SUB-GRADE PREPARATION.
 - 3. THOROUGHLY SCARIFY AND RIP ALL LANDSCAPE SUB-GRADES WHICH HAVE BECOME COMPACTED TO A DEPTH OF 12 INCHES WITH MULTIPLE PASSES, 90 DEGREES TO EACH OTHER. SCARIFY AREAS INACCESSIBLE TO MECHANIZED EQUIPMENT OR AROUND EXISTING PLANTINGS NOTED TO REMAIN WITH HAND TOOLS.
 - 4. REMOVE SOIL LUMPS, ROCK, VEGETATION AND/OR DEBRIS LARGER THAN 2 INCHES FROM ALL SUB-GRADE PRIOR TO PLACEMENT OF SPECIFIED TOPSOIL.
 - 5. REMOVE ANY ASPHALT EXTENDING BEYOND 6 INCHES FROM CURBS INTO ADJACENT LANDSCAPE AREAS.
 - 6. PARKING LOT PLANTER ISLANDS TO BE OVER EXCAVATED BY BACKHOE. REMOVE PAVING WASTE, GRAVEL BASE MATERIAL AND UNDERLYING SUBSOIL TO 18 INCHES BELOW TOP OF PAVING. SCARIFY AND OVER EXCAVATE PLANT PIT BOTTOM 12 INCHES TO MINIMIZE STRUCTURAL COMPACTION.
- G) **TOPSOIL PLACEMENT:**
PLACE 2 INCHES OF TOPSOIL AND AMENDMENTS OVER THE PREPARED SUB-GRADE AND THOROUGHLY ROTOTILL WITH MULTIPLE PASSES INTO THE TOP 6 INCHES OF SUB-GRADE FOR A TOTAL DEPTH OF 8 INCHES. PLACE AN ADDITIONAL 2 INCHES LIFT OR TOPSOIL OVER THE AMENDED SOIL AS A SURFACE COURSE. PLACE ADDITIONAL TOPSOIL AS REQUIRED TO MEET FINISH ELEVATIONS IN AREAS INDICATED TO BE MOUNTED.

BARK MULCH (TOPDRESSING):
ONE-HALF-INCH (1/2") SIZE, TO ONE-QUARTER (1/4"), I.E. "FINE," HEMLOCK/FIR BARK.

HERBICIDE:
HERBICIDE IS NOT RECOMMENDED FOR THE FIRST YEAR AFTER INSTALLATION.

ANTI-DESICCANT:
"WILT-PROOF," 48 HOURS PRIOR TO SHIPMENT TO SITE FROM JUNE 1 THROUGH SEPTEMBER. THOROUGHLY ROOT WATER PLANTS PRIOR TO DELIVERY. PLANT MATERIAL DELIVERED TO SITE TO BE KEPT CONTINUALLY MOIST THROUGH INSTALLATION.

EXECUTION:
FINISH GRADES:
FINE GRADE AND REMOVE ROCKS AND FOREIGN OBJECTS OVER 2 INCHES DIAMETER FROM TOP SURFACE OF PREPARED LANDSCAPE AREAS. FINISH ELEVATIONS TO BE DEFINED AS 3 INCHES BELOW CURBS, WALKS AND/OR OTHER ADJACENT HARDSCAPE FOR ALL PLANTING BED AREAS. FINISH GRADE REFER TO GRADES PRIOR TO INSTALLATION OF MULCH. ALL FINISH GRADES TO BE SMOOTH EVEN GRADES, LIGHTLY COMPACTED, AS SHOWN ON THE PLAN AND DETAILED. PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS AND STRUCTURES. SITE CIVIL DRAWINGS IDENTIFY FINAL ELEVATIONS.

TREES AND SHRUBS:
ARRANGE TREES AND SHRUBS ON SITE IN PROPOSED LOCATIONS PER DRAWINGS. EXCAVATE PIT, PLANT, AS CALLED OUT AND DETAILED. ALL TREES, SUPPORTS, AND SHRUBS TO STAND VERTICAL. BACKFILL SHALL BE PIT SPOILS. SETTLE BACKFILL USING WATER ONLY. NO MECHANICAL COMPACTION.

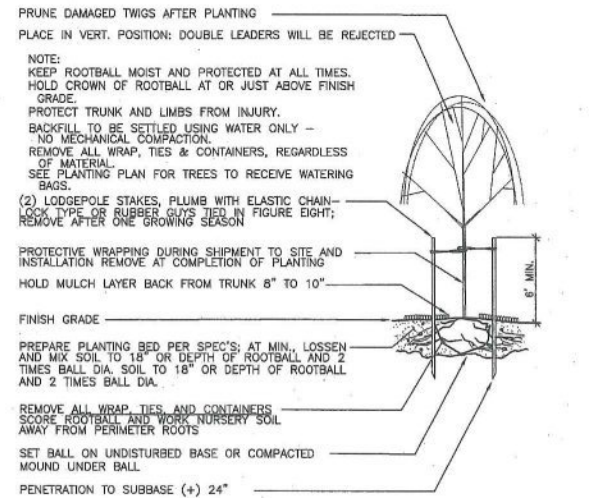
GROUNDCOVERS:
EXCAVATE PITS TO A MINIMUM OF 3 INCHES BELOW, AND TWICE THE ROOT BALL DIAMETER. WATER THOROUGHLY AND TAKE CARE TO ENSURE THAT ROOT CROWN IS AT PROPER GRADE, AS DETAILED.

MULCH:
MULCH ALL NEW LANDSCAPE AREAS, APPLY SUFFICIENT QUANTITY TO PROVIDE A 2-INCH DEPTH.

UTILITY CLEARANCES:
FIELD ADJUST PLANT LOCATIONS FOR 8-FOOT SEPARATION OF SHRUBS AND 2-FOOT SEPARATION FOR GROUNDCOVER FROM FIRE HYDRANTS AND UTILITY VAULTS.

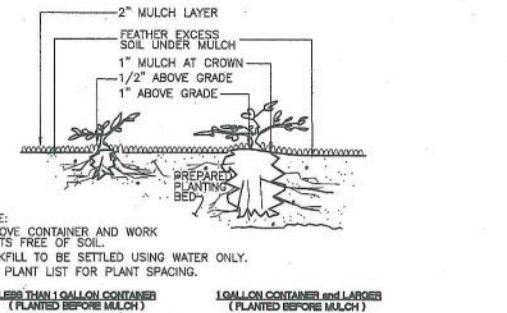
PLANTING MAINTENANCE:
CONTRACTOR TO MAINTAIN PLANTINGS THROUGH COMPLETED INSTALLATION, AND UNTIL ACCEPTANCE OF LANDSCAPE INSTALLATION. PLANTING MAINTENANCE TO INCLUDE WATERING, WEEDING, CULTIVATING, TIGHTENING AND RESETTLE PLANTS TO PROPER GRADES OR POSITION, AND RE-ESTABLISHING SETTLED GRADES. HERBICIDE IS NOT RECOMMENDED FOR ONE YEAR FOLLOWING LANDSCAPE INSTALLATION. INCLUDED IS REPLACEMENT OF DEAD PLANTS AND PLANTS SHOWING LOSS OF 40 PERCENT OR MORE OF CANOPY.

IRRIGATION MAINTENANCE:
THE IRRIGATION SYSTEM TO BE MAINTAINED INCLUDING ADJUSTMENTS FOR BALANCED WATER DISTRIBUTION AND PRECIPITATION. FAILED OR MALFUNCTIONING IRRIGATION EQUIPMENT SHALL BE REPLACED AND/OR CORRECTED. PLANTING AND IRRIGATION MAINTENANCE TO INCLUDE THOSE OPERATIONS NECESSARY TO THE PROPER GROWTH AND SURVIVAL OF ALL PLANT MATERIALS. CONTRACTOR TO PROVIDE THIS WORK IN ADDITION TO SPECIFIC WARRANTY/GUARANTEES.



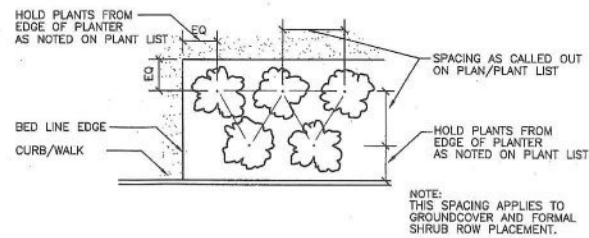
TREE PLANTING/STAKING DETAIL

NOT TO SCALE



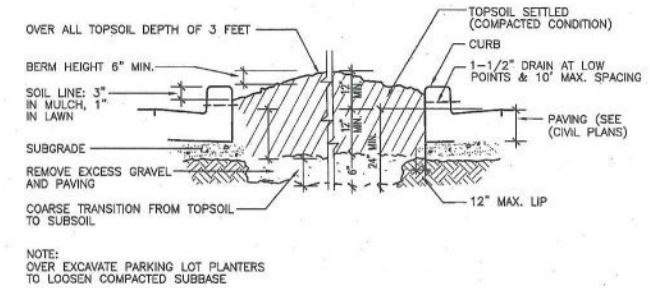
GROUNDCOVER PLANTING DETAIL

NOT TO SCALE



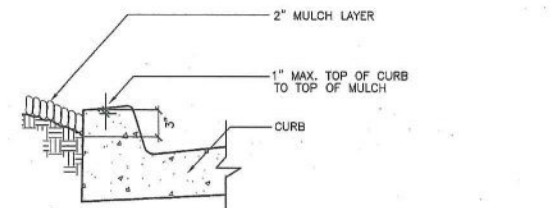
PLANT MATERIAL SPACING DETAIL

NOT TO SCALE



GRADING - PARKING LOT PLANTERS DETAIL

NOT TO SCALE



MULCH AT CURB DETAIL

NOT TO SCALE

BARGHAUSEN CONSULTING ENGINEERS, INC.

18215 72ND AVENUE SOUTH
KENT, WA 98032
(425)251-6222
(425)251-8782 FAX
CIVIL, ENGINEERING, LAND PLANNING, SURVEYING, ENVIRONMENTAL SERVICES

Fred Meyer

Kroger

The Kroger Co.
3300 S.E. 27th Avenue
Portland, OR 97214
Phone (503) 322-8844
Fax (503) 797-3608

REGISTERED
641
ARTHUR M. SELDAL
OREGON
10/31/15
LANDSCAPE ARCHITECT
(VALID ONLY WITH SIGNATURE)

NO.	DESCRIPTION	DATE	DRAWN BY		DES. BY	
			DATE	BY	DATE	BY
	DESIGN REVIEW	09.22.2014	DL	DL	DL	DL
1	SITE PLAN CHANGES	11.20.2014	AMS	AMS	AMS	AMS
2	SITE PLAN CHANGES	01.06.2015	AMS	AMS	AMS	AMS

Project #: 10315 Store #00220
Designed By: AMS
Drawn By: AMS
Checked By: AK
Date: 09.22.14
Scale:
Disk File:
Model:

Address: 3300 Portland Road
NEWBERG, OREGON 97132

PRELIMINARY LANDSCAPE NOTES AND DETAILS
FRED MEYER
FUEL STATION EXPANSION

Drawing No.: **L2 of 2**

PRELIMINARY DRAINAGE REPORT

Fred Meyer Fueling Facility Expansion

3300 Portland Road
Newberg, Oregon

Prepared for:
Fred Meyer Stores, Inc.
3800 S.E. 22nd Avenue
Portland, OR 97202

January 20, 2015
Our Job No. 10315



18215 72ND AVENUE SOUTH KENT, WA 98032 (425) 251-6222 (425) 251-8782 FAX
BRANCH OFFICES ♦ TUMWATER, WA ♦ LONG BEACH, CA ♦ ROSEVILLE, CA ♦ SAN DIEGO, CA
www.barghausen.com

Preliminary Drainage Report

Fred Meyer Fueling Facility Expansion
Newberg, Oregon

Our Job No. 10315



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- 1.0 PROJECT NARRATIVE
- 2.0 ON-SITE STORMWATER MANAGEMENT NARRATIVE AND MITIGATION
- 3.0 OFF-SITE ANALYSIS AND MITIGATION
- 4.0 PRESERVATION OF NATURAL DRAINAGE SYSTEMS AND OUTFALLS
- 5.0 OPERATION AND MAINTENANCE

EXHIBITS

- EXHIBIT A Vicinity Map
- EXHIBIT B Original Fuel Station Plans
- EXHIBIT C Preliminary Fuel Facility Expansion Plans
- EXHIBIT D Stormwater Letter (Off-Site Analysis), 2010
- EXHIBIT E Operations and Maintenance Plan (original copy)

1.0 PROJECT NARRATIVE

The site is located at 3300 Portland Road in the City of Newberg, Oregon. The fueling facility is located on the same 17.35 acre parcel as the Fred Meyer store (Map/Tax Lot R3216-02004). The scope of the proposal is to expand the existing fuel canopy approximately 34-feet south for the addition of two (2) multi-product fueling dispensers. Eight existing parking stalls will be removed to accommodate the expansion. Re-imaging of the canopy, dispensers, and cashier's kiosk will also be conducted as part of the project. Other associated site improvements include minor asphalt paving and replacement landscaping.

2.0 ON-SITE STORMWATER MANAGEMENT NARRATIVE AND MITIGATION

Parking Lot and Canopy:

The fuel area parking lot is currently graded to direct storm water to area drains located adjacent to the perimeter curb. The catch basins then convey the runoff to a vegetated swale located on the west side of the project parking lot. Canopy roof drains are connected to the underground storm drain pipes and are also connected to the bioswale.

The expansion project will not alter or change the drainage basin area currently connected to the existing storm drain and new canopy roof drains will be connected to the existing underground storm drain system.

Under-Canopy Slab:

The existing concrete pavement slab, located below the fuel center canopy, is hydraulically separated from the surrounding pavement. Localized under-canopy drippings currently are directed to under-canopy catch basins, which then convey the drainage to an oil/water separator vault. The vault allows hydrocarbons to settle away from water. Any floatables or contaminants found in the vault during periodic inspections are then removed from the vault and disposed of an approved location. An inverted elbow on the outlet pipe restricts the floatables from exiting the vault, while allowing the rainwater to discharge to the conveyance system.

As an extra precaution, a shut-off valve is located on the discharge line from the vault, and can be shut off by the trained attendant in the case of an emergency (fuel spill, etc.).

The increase in impervious surface required for the facility expansion will be approximately 400 sq. feet. Per City Design Standard Manual figure 4-4, since the project is not increasing site impervious surface by more than 500 sq. feet, no additional Stormwater Treatment or Detention Facilities are required for the site.

3.0 OFF-SITE ANALYSIS AND MITIGATION

An analysis of the project upstream and downstream basins was performed for the original fuel station when constructed in 2011. A copy of the Stormwater Drainage Summary is provided in this report as Exhibit D. There are no known issues with this conveyance system since the construction of the fuel facility. No additional offsite stormwater mitigation is required.

4.0 PRESERVATION OF NATURAL DRAINAGE SYSTEMS AND OUTFALLS

Perimeter storm water runoff and roof drains are directed to area drains (catch basins), where drainage is conveyed to the adjacent vegetated bioswale, located west of the parking lot. This

swale provides storm water treatment to runoff prior to discharging to the larger vegetated drainage corridor located further downstream.

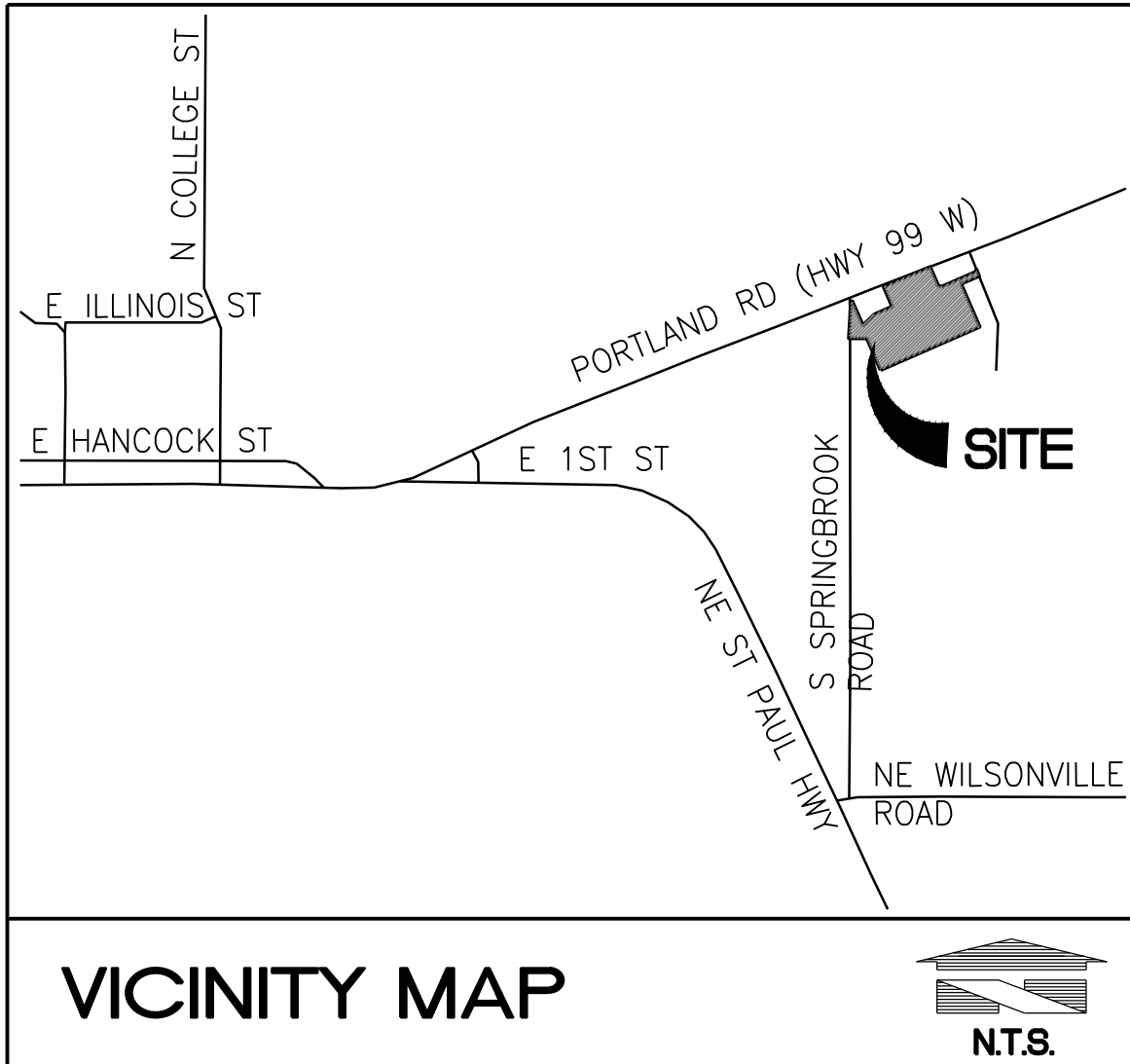
The new site work plans to utilize the same drainage system and outfalls as currently exist.

5.0 OPERATION AND MAINTENANCE

An Operations and Maintenance Plan was prepared for the original fuel station and is currently in use by Fred Meyer fuel personnel. A copy of the O and M is attached as Exhibit E. The O and M will be amended to show the revised Site Diagram and provided the City for review, then recorded with the County as directed in the Design Manual.

Appendix A

Vicinity Map

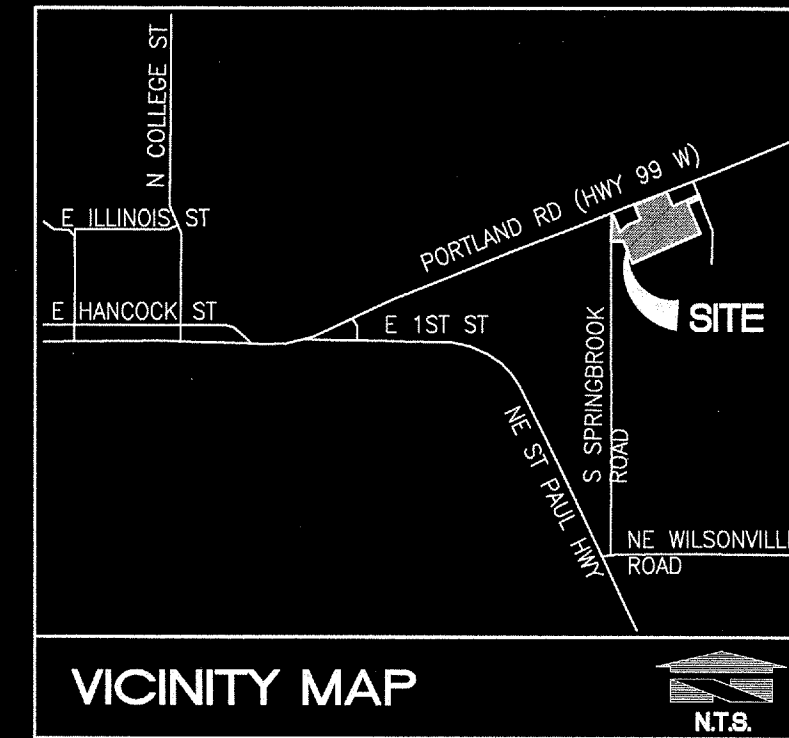
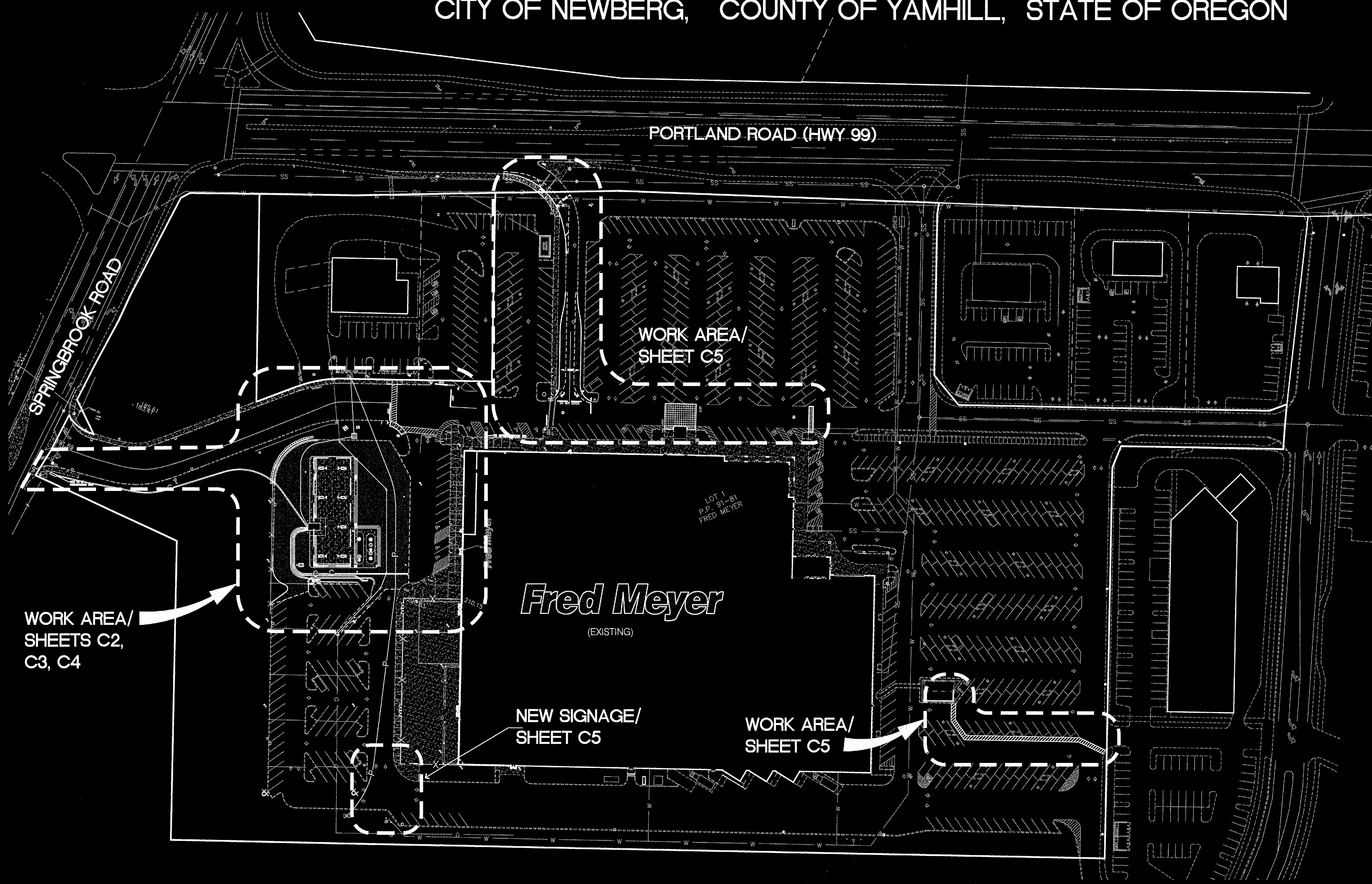


Appendix B

Original Fuel Station Plans

FRED MEYER #220 - NEWBERG, OREGON

PORTION OF THE SW 1/4, SEC. 16, T 3 S, R 2 W, W.M.
CITY OF NEWBERG, COUNTY OF YAMHILL, STATE OF OREGON



INDEX OF SHEETS

C1 OF 8	CIVIL COVER SHEET
C2 OF 8	DEMOLITION AND TEMPORARY EROSION CONTROL PLAN
C3 OF 8	SITE IMPROVEMENT PLAN
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C5 OF 8	CONSTRUCTION DETAILS
C6 OF 8	CONSTRUCTION DETAILS
C7 OF 8	CONSTRUCTION DETAILS
C8 OF 8	CONSTRUCTION DETAILS
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L2.1-L2.4	LANDSCAPE PLANTING PLANS
L2.5	LANDSCAPE PLANTING NOTES AND DETAILS
L3.1-L3.2	LANDSCAPE IRRIGATION PLAN
L3.3	LANDSCAPE IRRIGATION NOTES AND DETAILS

CONTACTS:

OWNER/APPLICANT

FRED MEYER STORES, INC.
P.O. BOX 42121
PORTLAND, OR 97242
PHONES(S): (503) 797-5617
FAX: (503) 797-3539
CONTACT PERSON: JAMES COOMBS
EMAIL: JAMES.COOMBS@FREDMEYER.COM

THE KROGER CO.
3800 S.E. 22ND AVENUE
PORTLAND, OR 97202
PHONES(S): 503-797-3026
CONTACT PERSON: ADAM SCHATZ
EMAIL: ADAM.SCHATZ@KROGER.COM

CIVIL ENGINEERING CONSULTANT:

BARGHAUSEN CONSULTING ENGINEERS
18215 72ND AVENUE SOUTH
KENT, WA 98032
(425) 251-6222
(425) 251-8782 (FAX)
DAN LAMOTTE
email: dlamotte@barghausen.com

EARTHWORK QUANTITIES:

FOR PERMIT PURPOSES ONLY
GRADING = 1400 CU YD

EXPORT MATERIAL SHALL BE DISPOSED OF OFF-SITE AT
LOCATION APPROVED BY CITY OF NEWBERG

BASIS OF MAPPING

THIS OVERALL SITE PLAN IS BASED ON SITE PLAN PROVIDED BY FRED MEYER DATED 6/13/06, AND AVAILABLE RECORD DRAWINGS OF SITE UTILITIES. TOPOGRAPHICAL SURVEYING WAS COMPLETE FOR THE NEW FUEL STATION AND DRIVEWAY ENTRANCE MODIFICATIONS ONLY.

BARGHAUSEN CONSULTING ENGINEERS, INC. DOES NOT WARRANT THAT THE TOPOGRAPHY SHOWN ON THESE DRAWINGS IS REPRESENTATIVE OF WHAT IS CONSTRUCTED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE WITH THE OWNER TO HAVE ALL IMPROVEMENTS FIELD VERIFIED PRIOR TO CONSTRUCTION. DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF BARGHAUSEN CONSULTING ENGINEERS, INC. PRIOR TO WORK.

SURVEY DATA

SURVEYOR

WESTLAKE CONSULTANTS, INC.
PACIFIC CORPORATE CENTER
15115 S.W. SEQUOIA PARKWAY, SU. 150
TIGARD, OR 97224
PH: 503-884-0652
ORIGINAL SURVEY DATED 10.13.2008
SUPPLEMENTAL SURVEY DATED 10.18.2010

VERTICAL DATUM

THE ELEVATION DATUM IS BASED ON O.D.O.T. CONSTRUCTION PK NAILS IN HIGHWAY 99 AS SHOWN IN "WESTLAKE CONSULTANTS" SURVEY DATED AUGUST 28, 2001.
ELEV. =

HORIZONTAL DATUM

BEARINGS BASED ON MINOR PARTITION NO. 91-81



Call Toll Free
1 (800) 332-2344
TWO WORKING DAYS
BEFORE YOU DIG

UTILITY CONFLICT NOTE:

CAUTION:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DIMENSION, AND DEPTH OF ALL EXISTING UTILITIES WHETHER SHOWN ON THESE PLANS OR NOT BY POT-HOULING THE UTILITIES AND SURVEYING THE HORIZONTAL AND VERTICAL LOCATION PRIOR TO CONSTRUCTION. THIS SHALL INCLUDE CALLING UTILITY LOCATE @ 1-800-332-2344 AND THEN POT-HOULING ALL OF THE EXISTING UTILITIES AT LOCATIONS OR NEW UTILITY CROSSINGS TO PHYSICALLY VERIFY WHETHER OR NOT CONFLICTS EXIST. LOCATIONS OF SAID UTILITIES AS SHOWN ON THESE PLANS ARE BASED UPON THE UNVERIFIED PUBLIC INFORMATION AND ARE SUBJECT TO VARIATION. IF CONFLICTS SHOULD OCCUR, THE CONTRACTOR SHALL CONSULT BARGHAUSEN CONSULTING ENGINEERS, INC. TO RESOLVE ALL PROBLEMS PRIOR TO PROCEEDING WITH CONSTRUCTION.

GENERAL NOTES

- ALL WORK AND MATERIALS SHALL BE IN COMPLETE ACCORDANCE WITH CURRENT INTERNATIONAL BUILDING CODE AND/OR PLUMBING CODES.
- THE CONTRACTOR SHALL OBTAIN AND HAVE AVAILABLE COPIES OF THE APPLICABLE GOVERNING AGENCY STANDARDS AT THE JOB SITE DURING THE RELATED CONSTRUCTION OPERATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DIMENSION, AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION WHETHER SHOWN ON THESE PLANS OR NOT. LOCATIONS OF SAID UTILITIES AS SHOWN ON THESE PLANS ARE BASED UPON THE AVAILABLE RECORDS AND ARE SUBJECT TO A DEGREE OF UNKNOWN VARIATION. IF CONFLICTS SHOULD OCCUR, THE CONTRACTOR SHALL CONSULT BARGHAUSEN CONSULTING ENGINEERS, INC., TO RESOLVE ALL PROBLEMS PRIOR TO PROCEEDING WITH CONSTRUCTION.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE APPROPRIATE UTILITIES INVOLVED PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF ALL EXISTING UTILITIES WITHIN THE CONSTRUCTION AREA WHETHER SHOWN OR NOT SHOWN ON THE PLANS.
- TWO (2) COPIES OF THESE APPROVED PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- INSPECTION OF BUILDING AND SITE WORK WILL BE ACCOMPLISHED BY THE CITY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE INSPECTOR 24 HOURS IN ADVANCE OF BACKFILLING ALL CONSTRUCTION.
- PRIOR TO ANY CONSTRUCTION/DEVELOPMENT ACTIVITY, THE INSPECTION PERSONNEL MUST BE CONTACTED FOR ANY REQUIRED PRE-CONSTRUCTION MEETING(S).
- BACKFILL TRENCH OF PIPES IN LIFTS OF 8 INCHES AND COMPACT TO 95 PERCENT RELATIVE COMPACTION UNDER PAVED AREAS AND 90 PERCENT COMPACTION OFF PAVED AREAS. ALL PIPE SHALL BE INSTALLED WITH BEDDING IN ACCORDANCE WITH THE SPECIFICATIONS.
- ALL UTILITY LINE EXCAVATION BEDDING AND BACKFILL MATERIALS, AND COMPACTION SHALL BE PERFORMED IN ACCORDANCE WITH GOVERNING AGENCY REQUIREMENTS.
- REQUIRED FIRE LANES AND ACCESSSES SHALL BE MAINTAINED DURING CONSTRUCTION.

GENERAL GRADING/PAVING NOTES

- PRIOR TO THE START OF GRADING, DEMOLITION ITEMS (VEGETATION, DEBRIS, RUBBLE, ASPHALT PAVEMENT, ETC.) SHALL BE REMOVED FROM THE WORK AREA TO THE SATISFACTORY OF THE OWNER. ALL MATERIAL TO BE USED AS FILL (BOTH ON SITE AND IMPORTED) SHALL BE APPROVED STRUCTURAL MATERIAL.
- ALL EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO START OF CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPORTING AND/OR EXPORTING ALL MATERIAL AS REQUIRED TO PROPERLY GRADE THIS SITE TO THE FINISHED ELEVATIONS SHOWN HEREON IN ACCORDANCE WITH THE APPROVED PLANS AND SPECIFICATIONS.
- ALL "ENGINEERED FILLS" SHALL BE COMPACTED TO 95 PERCENT MAXIMUM DENSITY (ASTM-D-1557), THE EMBANKMENTS SHALL BE CONSTRUCTED IN SUCCESSIVE HORIZONTAL LAYERS NOT EXCEEDING 8 INCHES IN LOOSE THICKNESS.
- SOIL STERILIZATION (WEED KILLER) SHALL BE APPLIED IN AREAS TO BE PAVED. KEEP 2-FOOT MINIMUM CLEAR OF EXISTING AND PROPOSED LANDSCAPE AREAS. APPLY AT MANUFACTURER'S RECOMMENDED RATE TO ASSURE 3-INCH MINIMUM PENETRATION.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO ASSURE THAT SILT-LADEN WATER DOES NOT ENTER THE PUBLIC STORM DRAIN SYSTEM. ALL STORM FACILITIES SHALL BE FLUSHED AND CLEANED PRIOR TO FINAL ACCEPTANCE. SEDIMENT DISPOSAL SHALL BE COORDINATED WITH THE CITY P.W. DEPARTMENT.
- ALL SPOT ELEVATIONS SHOWN ON THE PLAN ARE TO TOP OF PAVEMENT UNLESS OTHERWISE NOTED.
- PONDING OR "BIRDBATHS" EXCEEDING ONE-QUARTER INCH IN DEPTH SHALL NOT BE ACCEPTABLE AND SHALL BE CORRECTED BY THE CONTRACTOR.

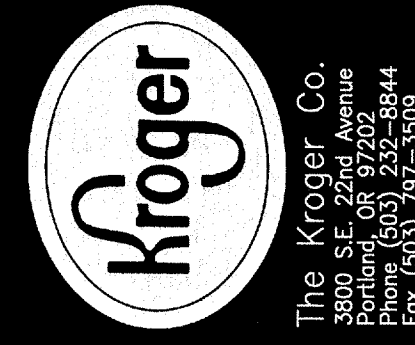
SOILS REPORT NOTES

- THE FOLLOWING SOILS REPORT HAS BEEN PREPARED FOR THIS PROJECT
GEOTECHNICAL ENGINEERING REPORT:
FRED MEYER FUELING FACILITY - NEWBERG, OREGON
DATED: OCTOBER 29, 2009
PROJECT NO.: 1284-017-00

SOIL REPORT PERFORMED AND PREPARED BY:
PACIFIC GEOTECHNICAL INC.
1419 WASHINGTON ST., SUITE 101
OREGON CITY, OR 97045
PROJECT CONTACT: GREG LANDOU, P.E.
(503) 656-0156
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL PROVISIONS OF THE SOILS REPORT FOR THE SITE BE OBSERVED AND COMPLIED WITH DURING ALL PHASES OF THE SITE PREPARATION, GRADING OPERATIONS, FOUNDATION, SLAB, AND PAVING CONSTRUCTION.
- ANY PROVISIONS OF THE SOILS REPORT WHICH CONFLICT WITH INFORMATION SHOWN ELSEWHERE ON THESE DRAWINGS, OR WHICH REQUIRE FURTHER CLARIFICATION, SHALL BE BROUGHT TO THE ATTENTION OF BARGHAUSEN CONSULTING ENGINEERS, INC.
- A REPRESENTATIVE FOR THE SOILS ENGINEER SHALL BE AVAILABLE TO OBSERVE AND APPROVE THE EARTHWORK OPERATIONS AND TO VERIFY FIELD CONDITIONS AS WORK PROCEEDS. THE SOILS ENGINEER SHALL SUBMIT FIELD REPORTS CERTIFYING THAT THE METHODS AND MATERIALS OF THE EARTHWORK OPERATIONS WERE IN ACCORDANCE WITH THE RECOMMENDATION OF THE SOILS INVESTIGATION AND THAT THE WORK WAS PERFORMED TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR SHALL MAKE ALL PROVISIONS FOR SOILS INSPECTIONS AS RECOMMENDED WITHIN SOILS REPORT.
AS A MINIMUM, THIS INCLUDES THE OBSERVATION OF THE FOLLOWING BY A SOILS ENGINEER:
A. EXCAVATION FOR THE UNDERGROUND GASOLINE STORAGE TANKS FOR DEWATERING, SHORING, AND/OR OVER EXCAVATION RECOMMENDATIONS
B. PLACEMENT OF STRUCTURAL FILL MATERIAL BENEATH BUILDINGS AND PAVEMENT
C. SUBGRADE PREPARATION OF BUILDING AND CANOPY FOOTINGS
- THE CONTRACTOR SHALL QUALIFY ANY LIMITATIONS TO SOILS INSPECTIONS WITHIN BID PROPOSAL.



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KENT, WA 98032
(425) 251-6222
(425) 251-8782 FAX
CIVIL ENGINEERING, LAND PLANNING,
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EXPIRES: 6-30-11
RENEWALS:

NO.	DESCRIPTION	DATE	BY		DATE	
			REVISED	BY	DL	DL
	PERMIT RELEASE	01-24-2011			DL	
	PERMIT RESUBMITTAL/BID SET	04-29-2011			DL	

Project #: 10315 Store #02220
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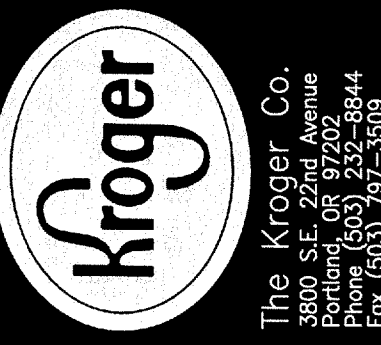
COVER SHEET
FRED MEYER
FUEL STATION

Drawing No.:
C1 of 8

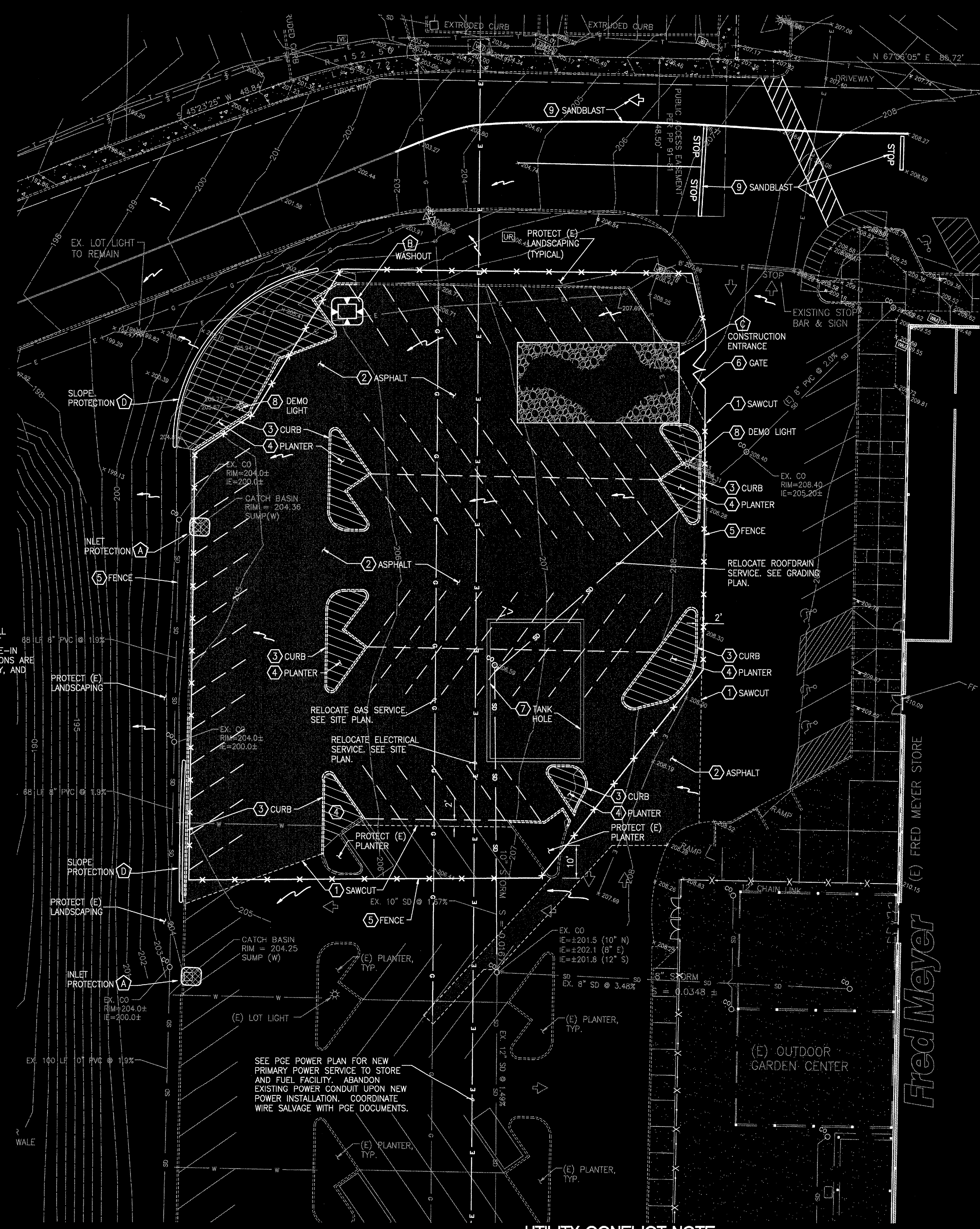
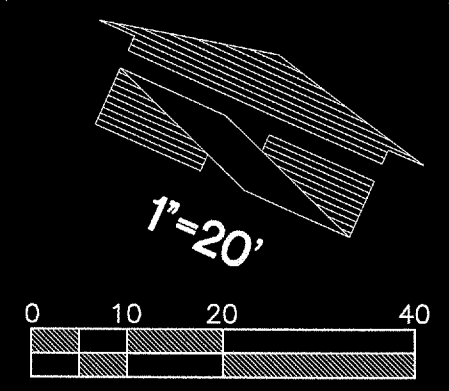
DEMOLITION / TEMPORARY EROSION AND SEDIMENTATION CONTROL PLAN



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RENEWING



T.E.S.C. LEGEND

- EXISTING CATCH BASIN
- EXISTING STORM PIPE
- EXISTING GRADE CONTOUR
- EXISTING GRADE SPOT ELEVATION
- DEMOLISH ASPHALT PAVEMENT
- TEMPORARY BMP - CATCH BASIN INLET PROTECTION
- SURFACE FLOW DIRECTION
- LANDSCAPING/IRRIGATION TO BE REMOVED
- SAWCUT LIMIT
- CONSTRUCTION FENCE
- SILT SOCK

DEMOLITION CALLOUTS:

- 1 SAWCUT PAVEMENT IN SMOOTH, CONTINUOUS LINE, AND REMOVE PAVEMENT REQUIRED TO PERFORM NEW WORK. COORDINATE WITH SITE IMPROVEMENT PLAN FOR EXACT SAWCUT LIMITS. REFER TO LANDSCAPE AND IRRIGATION PLANS FOR ADDITIONAL SAWCUTTING TO INSTALL IRRIGATION LINES.
- 2 REMOVE EXISTING ASPHALT PAVEMENT. MATERIAL TO BE DISPOSED OF OFF-SITE. NOTE: CONTRACTOR TO COORDINATE WITH KROGER P.M. AND SOILS ENGINEER ON RETAINING EXISTING ASPHALT OR BASE ROCK MATERIAL FOR STRUCTURAL FILL.
- 3 DEMOLISH EXISTING CONCRETE CURB AND/OR SIDEWALK AND DISPOSE OF OFF-SITE.
- 4 DEMOLISH EXISTING PLANTER, INCLUDING TREES, ROOTS, GROUND COVER, TOPSOIL, ETC. REFER TO LANDSCAPE AND IRRIGATION PLANS FOR PLANT AND IRRIGATION SALVAGE, AS WELL AS FOR NEW WORK.
- 5 TEMPORARY CONSTRUCTION FENCE (6' HIGH CHAIN LINK). FIELD VERIFY AND CONFIRM EXACT LOCATION WITH STORE MANAGER.
- 6 TEMPORARY SITE ACCESS GATE (6' HIGH CHAIN LINK WITH LOCKING HARDWARE). FIELD VERIFY AND CONFIRM EXACT LOCATION WITH STORE MANAGER.
- 7 APPROXIMATE LOCATION OF TEMPORARY SHORING AND TANK HOLE EXCAVATION. G.C. SHALL PROVIDE SHORING DESIGN FOR APPROVAL PRIOR TO CONSTRUCTION.
- 8 DEMO EXISTING LIGHT, BASE, AND FOOTING. INSTALL NEW CONDUIT, J-BOXES, WIRING ETC. AS NECESSARY TO MAINTAIN INTEGRITY OF EXISTING LIGHTING CIRCUIT AND TO ENSURE PROPER OPERATION OF EXISTING LIGHTS TO REMAIN.
- 9 SANDBLAST TO REMOVE EXISTING PAVEMENT MARKINGS. SEE SITE PLAN FOR NEW PAVEMENT MARKINGS AND SIGNAGE.

DEMOLITION NOTES:

1. ALL PAVEMENTS, CURBS, GROUND COVER, UTILITIES, ETC. INSIDE DEMOLITION LIMITS SHALL BE REMOVED UNLESS OTHERWISE SHOWN ON THE PLANS.
2. CONTRACTOR SHALL ASSURE THAT ALL NECESSARY PERMITS HAVE BEEN OBTAINED AND NECESSARY PRECONSTRUCTION MEETINGS HELD, PRIOR TO COMMENCING WORK.
3. CONTRACTOR SHALL FIELD VERIFY LOCATION, SIZE, AND TYPE OF EXISTING UTILITIES IN WORK AREA PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE REPORTED TO ENGINEER IMMEDIATELY.
4. CONTRACTOR SHALL PROTECT AND PRESERVE ALL IMPROVEMENTS ALONG THE PERIMETER OF THE WORK AREA. ANY DAMAGED IMPROVEMENTS SHALL BE REPAIRED/REPLACED AT CONTRACTOR'S EXPENSE.
5. ALL SILT PROTECTION AND EROSION CONTROL MEASURES MUST BE IN PLACE BEFORE SAWCUTTING, CURB AND PAVEMENT REMOVAL, OR REMOVAL OF PLANTERS.
6. PROVIDE TREE PROTECTION FENCING ON ALL TREES TO REMAIN, PRIOR TO CONSTRUCTION. COORDINATE EXISTING TREE LOCATIONS WITH LANDSCAPE PLANTING PLAN L1.

EROSION CONTROL CALLOUTS:

- A PROVIDE AND INSTALL TEMPORARY SEDIMENT CONTROL FILTER AT EXISTING INLET TO PREVENT SILT-LADEN RUNOFF FROM LEAVING SITE. SEE DETAIL 1/C8
- B CONSTRUCT 6"x6"x 18" MIN. DEPTH CONCRETE TRUCK WASHOUT SUMP (W/2:1 SIDE SLOPES). CONTRACTOR SHALL MONITOR AND MAINTAIN SUMP PERIODICALLY SO THAT WASHOUT MATERIAL DOES NOT OVERFLOW. WHEN CONCRETE WORK IS DONE, FILL AND COMPACT SUMP WITH STRUCTURAL MATERIAL AND PAVE PER ASPHALT PAVING SECTION.
- C TEMPORARY CONSTRUCTION ENTRANCE PER DETAIL 2/C8
- D SILT SOCK SLOPE PROTECTION PER DETAIL 3/C8

EROSION CONTROL NOTES:

1. PUBLIC STREETS AND SITE PARKING/DRIVE AISLES ARE TO BE KEPT CLEAN OF DIRT AND DEBRIS GENERATED BY WORK. CLEANUP SHALL BE BY SWEEPING AND/OR OTHER APPROVED METHODS.
2. CONTRACTOR SHALL PROVIDE SILT PROTECTION ON EXIST. CATCH BASIN(S) IN PROXIMITY OF WORK WHICH HAVE POTENTIAL TO RECEIVE SURFACE RUNOFF FROM WORK AREA.
3. CONTRACTOR SHALL REVIEW HIS PROPOSED HAULING ROUTES AND PROPOSAL FOR ON-SITE TRAFFIC CONTROL WITH STORE MANAGER FOR APPROVAL.
4. CONTRACTOR SHALL DISPOSE OF ALL SOLID AND HAZARDOUS WASTE OFF-SITE AT APPROVED LOCATION AND SHALL NOT ALLOW STORAGE ON-SITE. ALL FUELING STORAGE SHALL BE CONTAINED WITHIN APPROVED CONTAINERS AND LOCATED IN SECURE LOCATION. FUELING SHALL OCCUR ONLY IN AREAS DESIGNATED FOR FUELING AS DIRECTED BY CONTRACTOR.

TEMPORARY DUST CONTROL MEASURES

1. THE CONTRACTOR SHALL MAINTAIN WATER TRUCKS AT THE SITE AND SHALL DAMPEN THE GRADED AREAS AS REQUIRED TO CONTROL DUST.
2. WATER OR COVER STOCKPILES OF SOIL, SAND, OR OTHER MATERIALS THAT CAN BE BLOWN BY THE WIND.
3. COVER ALL TRUCKS HAULING SOIL, SAND, AND OTHER LOOSE MATERIAL, OR REQUIRE ALL TRUCKS TO MAINTAIN AT LEAST TWO FEET OF FREEBOARD.
4. SWEEP DAILY (PREFERABLY WITH WATER SWEEPERS) ALL PAVED ACCESS ROADS, PARKING AREAS, AND STAGING AREAS AT CONSTRUCTION SITE.

LIGHTING RESTRICTION NOTE:

AS A CONDITION OF THIS PROJECT, THE CONTRACTOR SHALL ENSURE THAT CONSTRUCTION LIGHTS WILL NOT POINT WEST DURING TIMES WHEN MOVIES WILL BE SHOWN AT THE DRIVE-IN THEATER. GENERAL SCHEDULE FOR THE THEATER OPERATIONS ARE FROM LATE MARCH UNTIL NOVEMBER, ON FRIDAY, SATURDAY, AND SUNDAY EVENINGS AT DUSK.

UTILITY CONFLICT NOTE:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DIMENSION, AND DEPTH OF ALL EXISTING UTILITIES, WHETHER SHOWN ON THESE PLANS OR NOT, BY POT-HOLING THE UTILITIES AND SURVEYING THE HORIZONTAL AND VERTICAL LOCATION PRIOR TO CONSTRUCTION. THIS SHALL INCLUDE CALLING UTILITY LOCATE AND THEN POT-HOLING ALL OF THE EXISTING UTILITIES AT LOCATIONS OF NEW UTILITY CROSSINGS TO PHYSICALLY VERIFY WHETHER OR NOT CONFLICTS EXIST. LOCATIONS OF SAID UTILITIES AS SHOWN ON THESE PLANS ARE BASED UPON THE UNVERIFIED PUBLIC INFORMATION AND ARE SUBJECT TO VARIATION. IF CONFLICTS SHOULD OCCUR, THE CONTRACTOR SHALL CONSULT BARGHAUSEN CONSULTING ENGINEERS, INC. TO RESOLVE ALL PROBLEMS PRIOR TO PROCEEDING WITH CONSTRUCTION.

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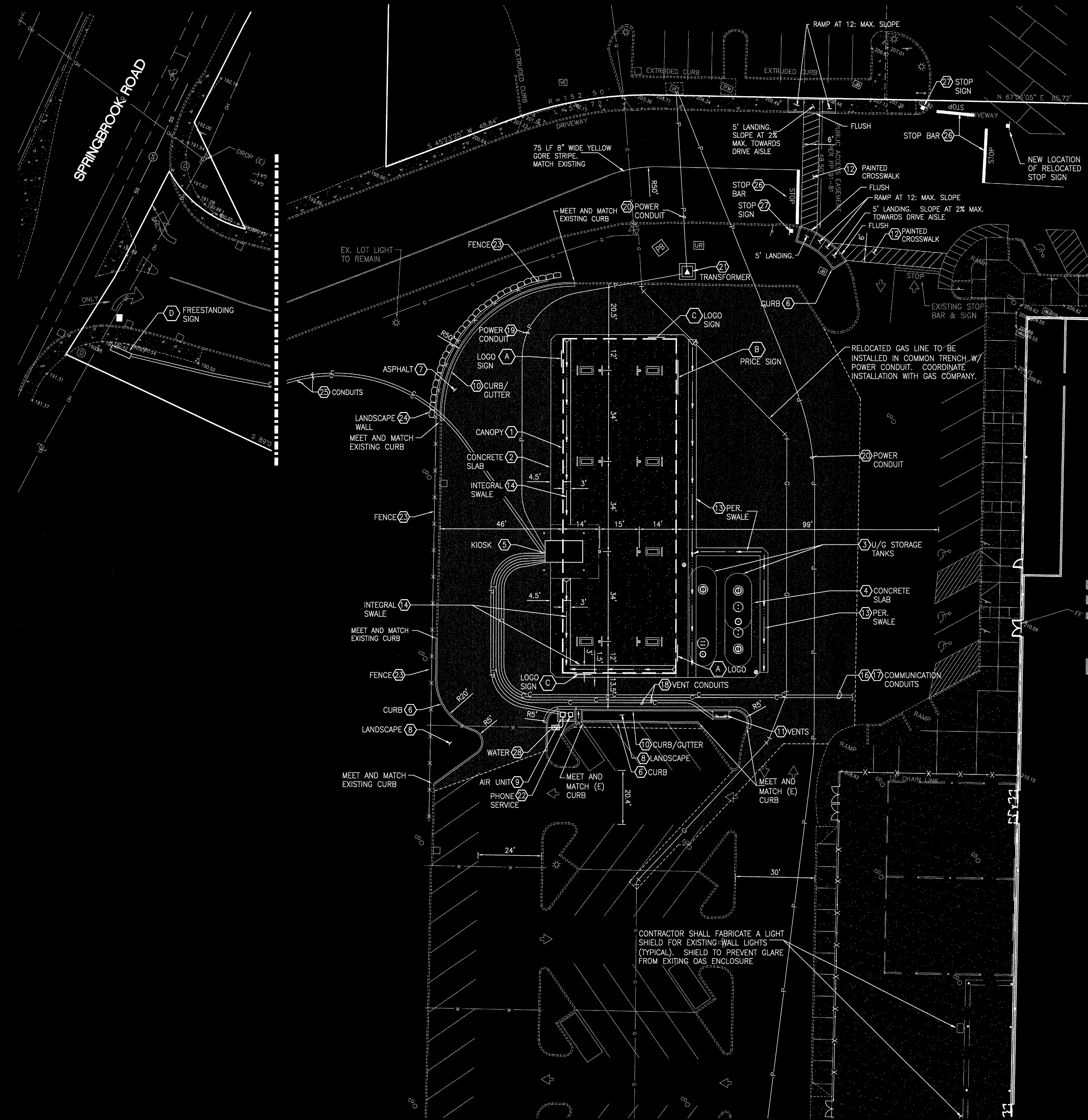
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DEMOLITION / T.E.S.C. PLAN
FRED MEYER FUEL STATION

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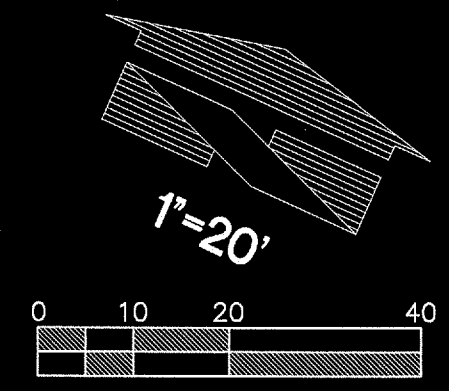
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SITE IMPROVEMENT PLAN



LEGEND

- PROPOSED ASPHALT PAVEMENT
- EXISTING CONCRETE PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- SAWCUT
- EXISTING CONCRETE CURB
- NEW CONCRETE CURB
- NEW COMMUNICATION CONDUIT
- NEW U/G POWER
- NEW SANITARY SEWER
- EXISTING SANITARY SEWER
- EXISTING WATER
- EXISTING POWER
- CONCRETE SWALE



CONSTRUCTION CALL OUTS

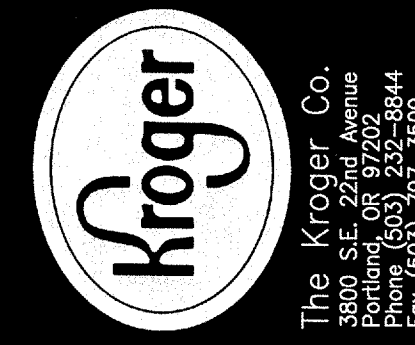
- 1 126' x 53' PUMP ISLAND CANOPY WITH 7 MPD'S. SEE ARCHITECTURAL AND CANOPY PLANS FOR DETAILS.
- 2 REINFORCED CONCRETE DRIVE SLAB BENEATH PUMP ISLAND CANOPY. REFER GRADING PLAN (C4) AND DETAIL SHEET (C7) FOR SLAB GRADES AND DIMENSIONS. SEE SHT. A1 FOR CONTROL JOINTS AND SPECIFICATIONS.
- 3 (1) 10,000/8,000 GALLON DUAL COMPARTMENT AND (1) 20,000 GALLON UNDERGROUND FUEL STORAGE TANKS PER TANK PLANS.
- 4 REINFORCED CONCRETE SLAB ABOVE UNDERGROUND GASOLINE STORAGE TANKS. SEE TANK PLANS FOR DETAILS.
- 5 PREFABRICATED KIOSK ENCLOSURE PROVIDED BY FREY MOSS. SEE ARCHITECTURAL PLAN A1 FOR KIOSK FOUNDATION AND EQUIPMENT DETAILS.
- 6 NEW CONCRETE BARRIER CURB PER DETAIL 2/C6
- 7 ASPHALT PAVEMENT SECTION PER DETAIL 1/C6.
- 8 NEW LANDSCAPING. SEE LANDSCAPE AND IRRIGATION PLANS FOR DETAILS.
- 9 INSTALL (1) SELF SERVE AIR/WATER UNIT MOUNTED ON 4'-0" x 6'-0" x 6" CONCRETE MOUNTING PAD. RUN (1) 3/4" CONDUIT TO KIOSK FOR POWER. SEE ARCHITECT SHEET A3 FOR MOUNTING PAD DETAIL.
- 10 CONCRETE CURB AND GUTTER PER DETAIL 5/C6.
- 11 STORAGE TANK VENT STACK PER TANK DRAWINGS. CONSTRUCT CONCRETE VENT SLAB PER DETAIL 8/C7.
- 12 YELLOW PAINTED CROSSWALK, WITH 4" WIDE STRIPES. HATCHING SHALL BE 2' O.C./45° ANGLE.
- 13 PERIMETER CONCRETE GUTTER SWALE PER DETAIL 4/C6.
- 14 INTEGRAL CONCRETE GUTTER SWALE PER DETAIL 12/C6.
- 15 NEW BOLLARDS, SEE ARCHITECTURAL SHEET A3 FOR DETAIL.
- 16 (2)-2" COMMUNICATION CONDUITS W/ PULL WIRE FROM KIOSK FOR CONNECTION TO MAIN FRED MEYER STORE. COORDINATE WITH KROGER PM FOR EXACT LOCATION OF ENTRY POINT AT STORE. SEE DETAIL 4/C7 FOR BUILDING PENETRATION DETAIL AND SHEET SE-1.0 FOR CONDUIT SCHEDULE.
- 17 INSTALLATION OF CONDUITS SHALL BE ACCOMPLISHED BY BORING (SEE SCHEDULE NOTE 6, SHEET E-1.0) UNLESS OTHERWISE DIRECTED BY KROGER PM. CONTRACTOR TO PROVIDE BID ALTERNATE FOR OPEN CUT/TRENCHING ALONG ALIGNMENT AS SHOWN ON SITE ELECTRICAL PLAN. FIELD LOCATE EXISTING UTILITIES PRIOR TO TRENCHING TO AVOID CONFLICT.
- 18 PROVIDE (2) 3/4" CAPPED CONDUITS FROM KIOSK TO VENT RISER SUPPORT STRUCTURE (FOR FUTURE USE).
- 19 INSTALL (2) 4" CONDUIT (W/ 500# NYLON PULL LINE) TO KIOSK FOR SECONDARY POWER SERVICE. COORDINATE SECONDARY CONDUCTORS WITH PGE DESIGN DOCUMENTS.
- 20 INSTALL 4" SCH. 40 GREY CONDUIT (W/ 500# NYLON PULL LINE) FOR PRIMARY POWER SERVICE. COORDINATE WIRING WITH PGE DESIGN DOCUMENTS. CONTRACTOR RESPONSIBLE FOR ALL EXCAVATION, TRENCHING, CONDUITS, BACKFILLING, AND RESTORATION OF GRADE FOR CONDUITS.
- 21 NEW 75 kW POWER TRANSFORMER (BY PGE). CONTRACTOR SHALL PROVIDE AND INSTALL 6'x6' PAD PER PGE DESIGN. CONTRACTOR RESPONSIBLE FOR ALL EXCAVATION, TRENCHING, CONDUITS, BACKFILLING, AND RESTORATION OF GRADE FOR PAD.
- 22 INSTALL 3/4" CONDUIT (WITH PULL LINE) TO KIOSK FOR PHONE SERVICE TO TELEPHONE BOOTH. COORDINATE TELEPHONE SERVICE PROVIDER AND PEDESTAL WITH PROJECT MANAGER.
- 23 CONSTRUCT 6' HIGH LANDSCAPE FENCE.
- 24 SMOOTH FACE LANDSCAPE BLOCK RETAINING WALL, 36" MAXIMUM HEIGHT. SEE GRADING PLAN FOR ACTUAL DESIGN ELEVATIONS.
- 25 INSTALL (2) 3/4" CONDUITS TO NEW FREESTANDING SIGN.
- 26 STOP BAR AND PAVEMENT MARKING PER DETAIL 13/C4.
- 27 STOP SIGN ON 2'x2" SQUARE GALVANIZED SIGN POST.
- 28 PROVIDE 1/2" WATER SERVICE CONNECTION AND APPROVED BACKFLOW ASSEMBLY FOR AIR/WATER UNIT. FIELD LOCATE AND CONNECT TO EXISTING IRRIGATION LINE LOCATED IN PLANTER.

PROJECT SIGNAGE SCHEDULE

- NOTE: ALL SIGNS UNDER SEPARATE PERMIT.
- A NEW LOGO AND "FRED MEYER" TEXT (19 S.F.)
 - B NEW PRICE SIGN (60 S.F.)
 - C NEW LOGO SYMBOL (6 S.F.)
 - D NEW FREE-STANDING I.D. SIGN



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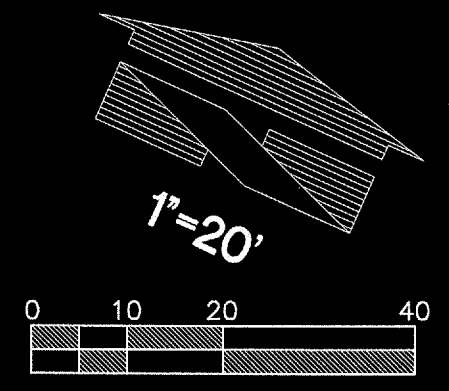
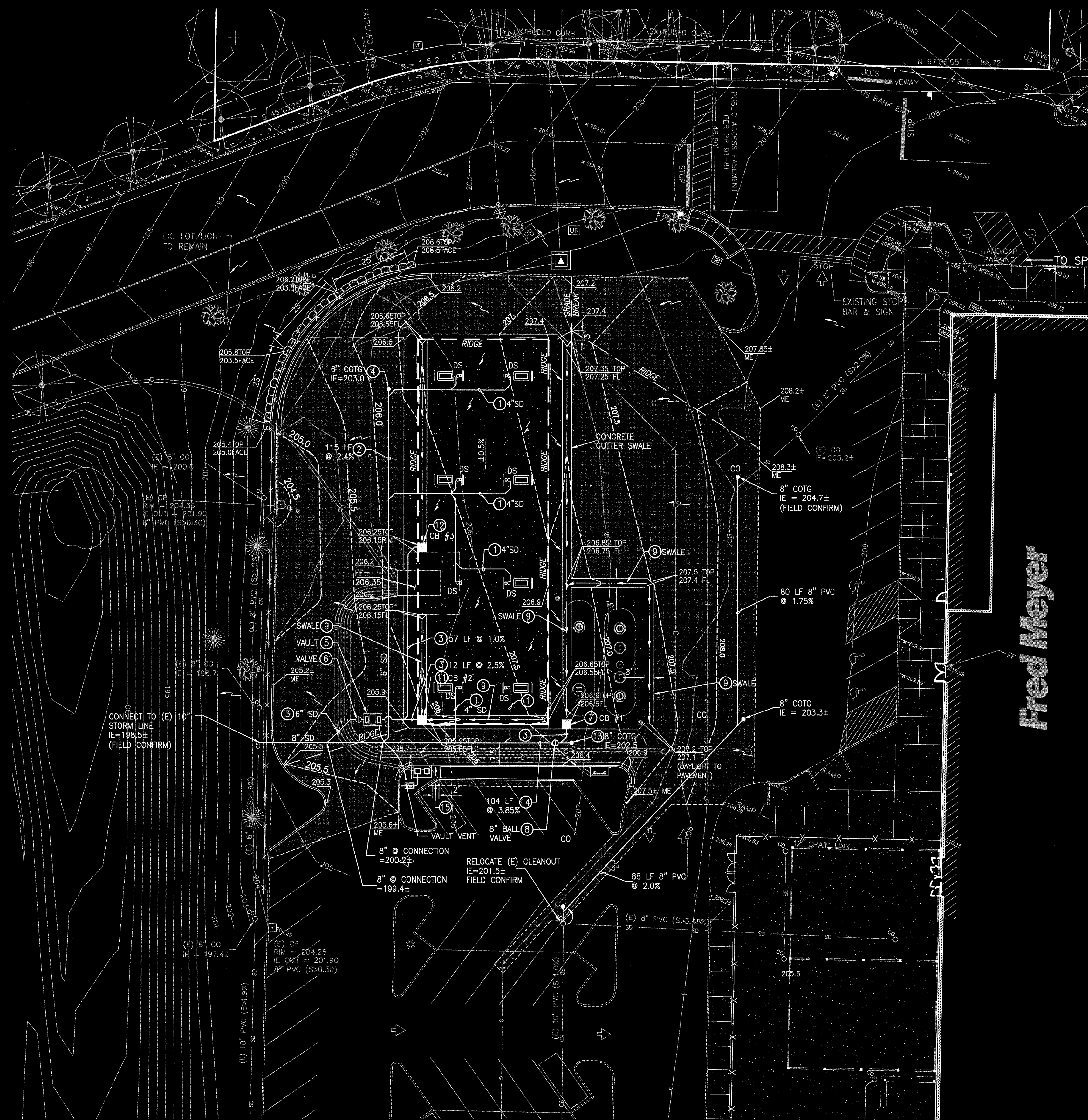
SITE IMPROVEMENT PLAN
FRED MEYER FUEL STATION

Drawing No.:

C3 of 8

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GRADING AND STORM DRAINAGE PLAN



GRADING AND DRAINAGE LEGEND

PROPOSED	EXISTING
202.5	GRADE SPOT ELEVATION
204	GRADE CONTOUR
SD	STORM PIPE
[Hatched Pattern]	ASPHALT PAVEMENT
[Dotted Pattern]	CEMENT CONCRETE
—RIDGE—	PAVEMENT RIDGE
—SWALE—	PAVEMENT SWALE
ME	MATCH EXISTING
TC	TOP OF CONCRETE
FL	FLOW LINE
DS	DOWNSPOUT
[Symbol]	WATER VALVE
[Symbol]	HYDRANT
[Symbol]	WATER METER
[Symbol]	MANHOLES (SS/SD)
[Symbol]	CB
[Symbol]	POWER/UTILITY POLE
[Symbol]	GUY ANCHOR
[Symbol]	POWER TRANSFORMER
[Symbol]	POWER/TELEPHONE VAULT
[Symbol]	POWER METER
[Symbol]	TELEPHONE/TV RISER
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[Symbol]	GAS METER
[Symbol]	STREET LIGHT
[Symbol]	LUMINAIRE
[Symbol]	SIGN
[Symbol]	MAILBOX
[Symbol]	ROCKERY
[Symbol]	CONIFEROUS TREE
[Symbol]	DECIDUOUS TREE
[Symbol]	STORM PIPE
[Symbol]	GRADE CONTOUR
[Symbol]	GRADE SPOT ELEVATION

STORM DRAINAGE SCHEDULE

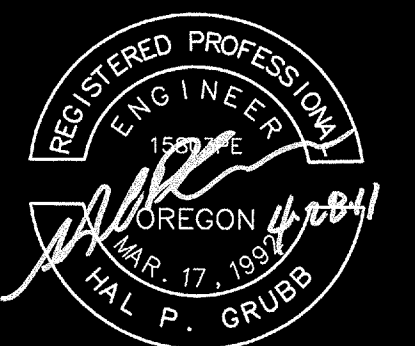
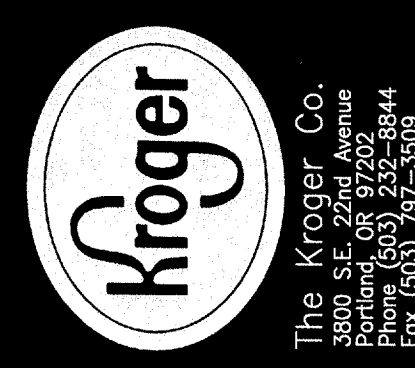
- 4" PVC SDR-35 @ 2.0% MIN. FOR ROOF DRAIN CONNECTIONS TO STORM. SEE ARCHITECT PLANS FOR CONNECTION AT COLUMN. TYPICAL FOR ALL LINES UNDER CANOPY.
- 6" PVC SDR-35 @ 1.0% MIN. FOR CONNECTION OF ROOF DRAIN DOWNSPOUT COLLECTOR PIPES.
- 6" PVC SDR-35 DRAIN PIPE
- 6" SD CLEANOUT TO FINISH GRADE. SEE DETAIL 7/C7
- OIL/WATER SEPARATOR (UTILITY VAULT MODEL 660-SA)
RIM=206.7 (MATCH ADJACENT PAVEMENT)
IE=202.7 (6" IN)
IE=202.2 (6" OUT)
SEE DETAIL 6/C6
INSTALL 2" VENT PER CODE. REFERENCE UPC 1107.1 FOR VENT REQUIREMENTS.
- 6" BALL VALVE (NORMALLY OPEN) IN CAST IRON BOX. SET VALVE BOX MIN. 3' FEET DOWNSTREAM OF OIL/WATER SEPARATOR. PROVIDE CONCRETE COLLAR AROUND VALVE BOX. PROVIDE MATCHING T-HANDLE, SET TO WORKING HEIGHT, TO PROJECT MANAGER.
- CB #1 - LYNCH TYPE CATCH BASIN (MODEL LYN-CB-42-6, OR APPROVED EQUAL)
W/HIGH HEEL PROOF GRATE. GRATE FRAME SHALL BE SUPPORTED FOR TRAFFIC LOADING.
RIM=205.5
IE AT ELBOW=204.5 (6")
SEE DETAIL 6/C7 FOR SIMILAR UNIT
- 8" BALL VALVE (NORMALLY OPEN) IN CAST IRON BOX (FOR FUEL DELIVERY SPILL CONTROL). PROVIDE CONCRETE COLLAR AROUND VALVE BOX. PROVIDE MATCHING T-HANDLE, SET TO WORKING HEIGHT, TO PROJECT MANAGER.
- PERIMETER CONCRETE SWALE PER DETAIL 4/C6
- INTEGRAL CONCRETE SWALE PER DETAIL 12/C6
- CB #2 - LYNCH TYPE CATCH BASIN (MODEL LYN-CB-42-6, OR APPROVED EQUAL)
W/HIGH HEEL PROOF GRATE. GRATE FRAME SHALL BE SUPPORTED FOR TRAFFIC LOADING.
RIM=205.85
IE AT ELBOW=203.85 (6")
SEE DETAIL 6/C7 FOR SIMILAR UNIT
- CB #3 - LYNCH TYPE CATCH BASIN (MODEL LYN-CB-42-6, OR APPROVED EQUAL)
W/HIGH HEEL PROOF GRATE. GRATE FRAME SHALL BE SUPPORTED FOR TRAFFIC LOADING.
RIM=206.15
IE AT ELBOW=204.15 (6")
SEE DETAIL 6/C7 FOR SIMILAR UNIT
- 8" SD CLEANOUT TO FINISH GRADE, IE=202.5. SEE DETAIL 7/C7
- 8" PVC SDR-35 DRAIN PIPE
- CONSTRUCT 24" WIDE CURB OPENING AND CONCRETE THRU-DRAIN TO DIRECT SURFACE WATER RUNOFF TO NEAREST DRAIN.

UTILITY CONFLICT NOTE:

CAUTION:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DIMENSION, AND DEPTH OF ALL EXISTING UTILITIES WHETHER SHOWN ON THESE PLANS OR NOT BY POT-HOLING THE UTILITIES AND SURVEYING THE HORIZONTAL AND VERTICAL LOCATION PRIOR TO CONSTRUCTION. THIS SHALL INCLUDE CALLING UTILITY LOCATE AND THEN POT-HOLING ALL OF THE EXISTING UTILITIES AT LOCATIONS OF NEW UTILITY CROSSINGS TO PHYSICALLY VERIFY WHETHER OR NOT CONFLICTS EXIST. LOCATIONS OF SAID UTILITIES AS SHOWN ON THESE PLANS ARE BASED UPON THE UNVERIFIED PUBLIC INFORMATION AND ARE SUBJECT TO VARIATION. IF CONFLICTS SHOULD OCCUR, THE CONTRACTOR SHALL CONSULT BARGHAUSEN CONSULTING ENGINEERS, INC. TO RESOLVE ALL PROBLEMS PRIOR TO PROCEEDING WITH CONSTRUCTION.



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GRADING AND STORM DRAINAGE PLAN
FRED MEYER FUEL STATION

Drawing No.: C4 of 8

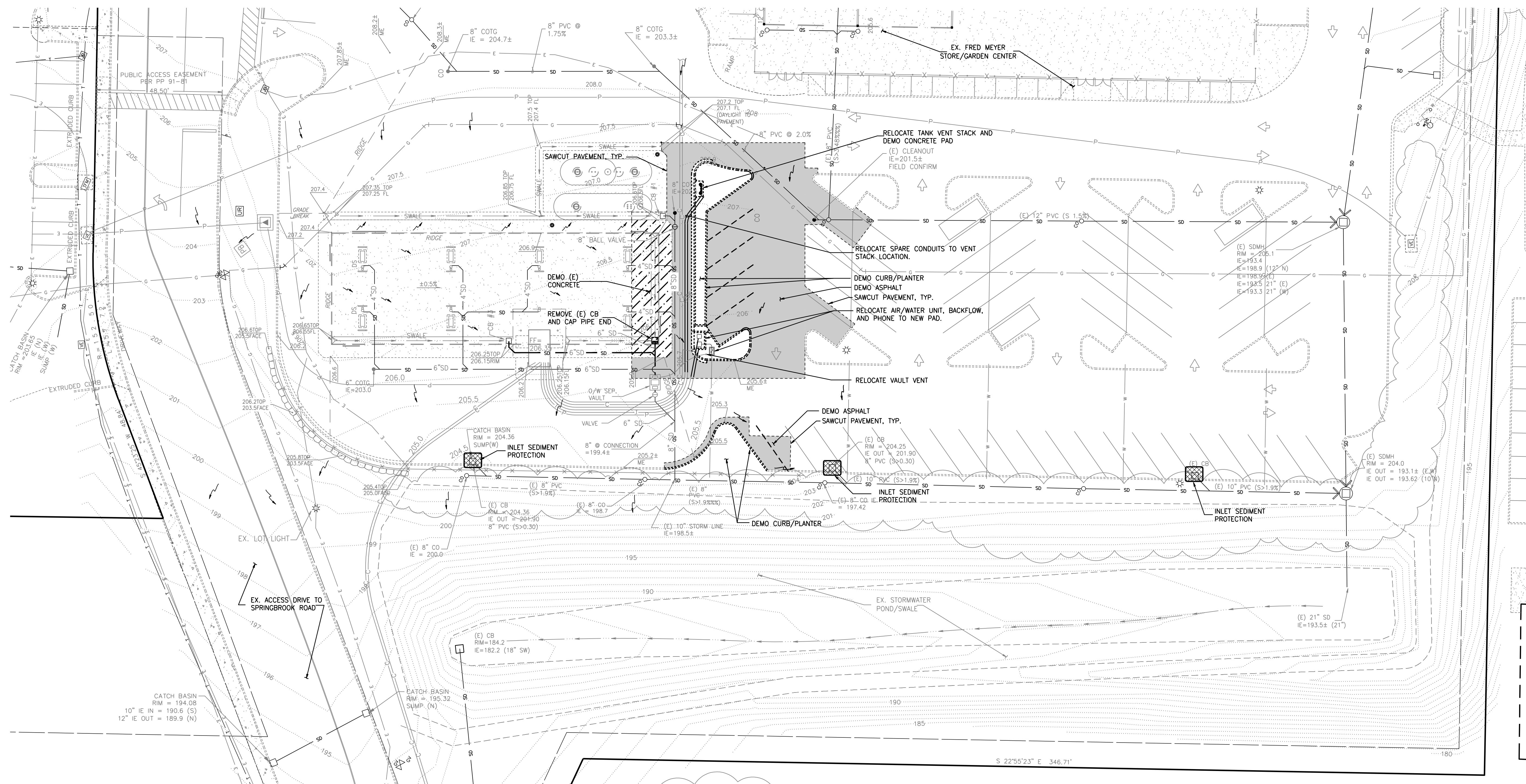
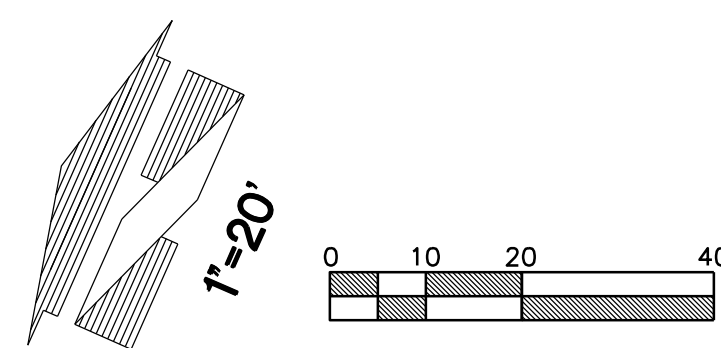
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Appendix C

Preliminary Fuel Facility Expansion Plans

FRED MEYER #220 - NEWBERG, OREGON

PRELIMINARY DEMOLITION/EROSION CONTROL PLAN

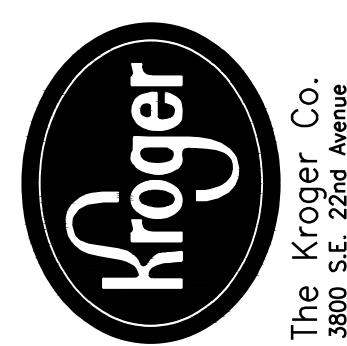


LEGEND

— E — E —	EXISTING POWER		DEMOLISH ASPHALT PAVEMENT
— SD — SD —	EXISTING STORM PIPE		DEMOLISH CONCRETE PAVEMENT
— GAS — GAS —	EXISTING NATURAL GAS		DEMOLISH CONCRETE PAVEMENT
— SS — SS —	EXISTING SAN SEWER	---	SAWCUT
— C — C —	EXISTING COMMUNICATION CONDUIT	EXISTING CONCRETE CURB
⊛	EXISTING LOT LIGHT/BOX		
○	EXISTING CLEANOUT		
□	EXISTING CATCH BASIN		
⊛	EXISTING LOT LIGHT		



18215 72ND AVENUE SOUTH
KENT, WA 98032
(425)251-6222
(425)251-8782 FAX
CIVIL, ENGINEERING, LAND PLANNING,
SURVEYING, ENVIRONMENTAL SERVICES



The Kroger Co.
Portland, OR 97202
Phone: (503) 252-8844
Fax: (503) 793-5585

REVISIONS

No.	DESCRIPTION	DESIGNED BY	DATE
1	DESIGN REVIEW	DL	11.19.2014

Project #:	10315	Store #:	00220
Designed By:	DL	Checked By:	AK
Drawn By:	DL	Date:	09.22.14
Scale:		Disk File:	
Model:			

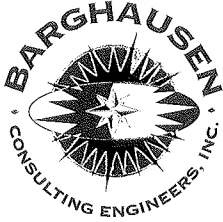
Address: 3300 Portland Road
NEWBERG, OREGON 97132

**PRELIMINARY DEMOLITION
/EROSION CONTROL PLAN**
FRED MEYER
FUEL STATION EXPANSION

Drawing No.:
2 of 3

Appendix D

Stormwater Drainage Summary (Off-Site Analysis, 2010)



February 25, 2010

Jim Coombes
 Fred Meyer Stores, Inc.
 3800 S.E. 22nd Avenue
 Portland, OR 97202

RE: Stormwater Drainage Summary
 Proposed Fred Meyer Fueling Facility
 3300 Portland Road, Newberg, Oregon
 Our Job No. 10315

Dear Jim:

As requested, the following is an outline of the storm drainage system for the proposed Fred Meyer fuel center in Newberg, Oregon. Please refer to the attached Preliminary Drainage Exhibit dated February 2009 for more detail regarding this discussion. Also, please refer to the letter prepared by our office dated May 5, 2009 regarding the environmental safety features and operational standards employed by the Fred Meyer Gasoline Program.

1. **North Stormwater System:** The north side of the Fred Meyer development collects stormwater in a series of catch basins and pipes and discharges into an open pond located southeast of the intersection of Highway 99 and Springbrook Road. Stormwater then flows south through a 60-inch pipe beneath the Springbrook Road driveway and then outfalls to a heavily vegetated drainage corridor, which conveys stormwater runoff to the Willamette River, approximately 2 miles from the site. The Fred Meyer fuel center is not located in the north stormwater system and will instead be integrated into the south stormwater system described in Item No. 2 below.
2. **South Stormwater System:** The south side of the Fred Meyer development, including the east and west parking areas and the south rooftop of the Fred Meyer store, collect and discharge stormwater into a vegetated bioswale located west of the west parking lot. The bioswale, approximately 330 feet in length, provides water quality pretreatment prior to outfall into the heavily vegetated drainage corridor described in Item No. 1 above. The Fred Meyer fueling facility will be located in the south drainage system; therefore, it will discharge stormwater into the bioswale system.
3. **City of Newberg Standards:** According to our discussions with the City of Newberg Engineering Department, the Fred Meyer gasoline facility will not require stormwater detention because there are no capacity issues on site or downstream of site and the project is not increasing the impervious area of the Fred Meyer property. The project will be required to pre-treat stormwater collected beneath the canopy with an oil-water separator prior to discharge to the downstream system. The oil/water separator will provide water quality pre-treatment in addition to the bioswale, and thus will provide an added level of protection beyond the existing condition.

Also, the City will require an emergency shut-off valve located immediately downstream of the oil/water separator. The valve must be operated according to an Operations and Maintenance Agreement, which states that the valve shall remain open during normal operations but must be closed during an unlikely event of spill or the required periodic maintenance and cleaning of the site.

Jim Coombes
Fred Meyer Stores, Inc.

-2-

February 25, 2010

4. **Fred Meyer Operations:** Fred Meyer has developed a standardized safety and training program for fuel station employees. The plan includes detailed information on Fred Meyer's operation response to potential spills and leaks. Fred Meyer will provide trained employees at the site during all hours of operation. In a spill event, the training dictates the actions taken depending on the magnitude of the release. Response varies from a simple cleanup by on-site employees to complete emergency action with agencies, including the Oregon Emergency Response System. Emergency contractors, including Oregon DOT certified vactor trucks, are pre-arranged as part of the emergency response plan.

Also, employees are trained to identify maintenance requirements and physically inspect the fuel islands regularly during operating hours. Trained employees check for leaking hoses, malfunctioning nozzles, fuel spills, and physical damage to the dispensers and kiosk. During non-operating hours, the power to the dispensers is turned off and each nozzle pad is locked. Should the system require attention beyond what the trained site person could handle, a centralized maintenance process is utilized to dispatch the local authorized and certified service contractor to repair the equipment.

Emergency shut-off switches are installed both inside and outside the kiosk as dictated by the Fire Code. The shut-off switches will shut off the entire system. If these switches are utilized, the alarm system and response process is activated.

As described above, the Fred Meyer fuel center will meet all City of Newberg requirements for stormwater drainage and water quality pretreatment. Fred Meyer will also provide a significant number of built-in operational standards designed to protect the downstream drainage system.

Should you have questions or need additional information, please contact me at this office. Thank you.

Respectfully,



Jay S. Grubb, P.E.
Vice President

JSG/CSF/ADD/pj/ath
10315c.024.doc
enc: As Noted
cc: Chris S. Ferko, Barghausen Consulting Engineers, Inc.

Fred Meyer Fueling Facility
Preliminary Drainage Exhibit
Newberg, Oregon
February 2009



Appendix E

Operations and Maintenance Plan

Fred Meyer: FM Fuel Stop #220

Operations & Maintenance Plan

Plan Date: December 31, 2010

Store Address: 3300 Portland Road
Newberg, OR 97132

Store Daytime Phone: 503-537-1353, contact Store Director or Manager
On Duty. Fuel Kiosk extension is 1580.

Facilities Maintenance Dept. (503) 797-4554

Emergency Contact 24/7/365: (800) 982-2749
Kroger Central Alarms Control

Mailing address: Fred Meyer Stores, Inc.
Attn: Environmental Department
P.O. Box 42121
Portland, Oregon 97242

Environmental Dept. Phone: (503) 797-3512

The following materials are considered part of this plan:

1. Fuel station plan showing the fuel canopy and tank locations, station utilities including stormwater structures and piping, and location of the emergency close off valves for under-canopy drains and the tank slab drain which discharge to the storm drainage system.
2. Emergency spill response plan.
3. Description of Site, Stormwater System details, and Maintenance Requirements.

Fred Meyer: FM Fuel Stop #220

Spill Response

- If necessary use the emergency stop switch to shut off gas pumps.
- If a large spill, use the intercom to tell customers to turn off their vehicle engines.
- Call 911 and/or Assistance 88 for medical assistance, if necessary.
- To prevent Customers from driving through the spill, place caution cones around the spill (regardless of spill size).
- Stop selling fuel in the affected area until cleanup is complete.
- Put on necessary PPE; gloves, goggles, apron.
- Contain the spill (the spill kit is on hand in the fuel kiosk)
- Use sock booms to protect the storm drain or edge of the property. If it is a large spill, use sorbent pads to contain the flow. Dispose of materials in designated containers.
- Do NOT use water to clean a fuel spill.
- If it is a large spill or gasoline has entered parking lot catch basins notify Kroger Central Alarm Control at 1-800-982-2749 who will contact Main Office support. Also, contact the hazmat vendor who will assist in cleaning up the spill and/or call the appropriate people for you.
- If the spill occurred because the Customer drove off with the fuel nozzle in the vehicle, inspect for damage and report it. Call the Fuel Help Desk for service repairs.

If a large spill enters the drains underneath the canopy use the “T” handle wrench to close the valve located under the metal cover in the parking lot next to the oil/water separator. The oil/water separator is located in the parking lot immediately southwest of the canopy cover. See the site drawing included with this spill plan. Report the spill immediately.

If a spill enters the catch basin next to the concrete tank slab use the “T” handle wrench to close the valve located next to the basin. See the site drawing included with this spill plan. Report the spill immediately.

Emergency Shut-off Switches are located in three (3) places:

- Inside the kiosk on the breaker box (the red FUEL SHUTDOWN button).
- Outside in front of the kiosk by the front window.
- On the POS terminal (cash register) use the following keystrokes:
 - To turn off a single pump: Select the pump number then touch <stop pump #>
 - To turn off ALL pumps: Touch <Stop All Pumps>, then touch <Yes>.

Fred Meyer: FM Fuel Stop #220

Description of Site

- Type of Facility:** Retail fuel station with under-canopy fuel dispensers, underground storage tanks, and attendant kiosk. The fuel site is constructed on the same parcel as the Fred Meyer retail store.
- Under-Canopy:** The 5,418 square foot under-canopy area is hydrologically isolated from the parking lot and drive areas. Concrete drainage swales located beneath the canopy perimeter along the south and west sides drain into two under-canopy catch basins (CB#1 & CB#2), which are conveyed to the oil/water separator located southwest of the canopy. The oil/water separator is equipped with a close off valve which can be operated as part of spill response using a “T” handle wrench kept inside the fuel kiosk. The oil/water separator discharge pipe continues south and joins the storm drainage system.
- Stormwater System:** Stormwater runoff from the surrounding parking lot areas are collected in a catchbasin located west of the canopy (CB#4) and conveyed into the storm drainage system.
- Stormwater from the concrete surface above the underground storage tanks is graded to direct surface runoff to CB#1, which is a lynch type catch basin equipped with an outlet baffle which serves to treat the stormwater runoff and to separate and retain floating debris and petroleum products. The discharge pipe is equipped with a close off valve which can be operated as part of spill response using the “T” handle wrench kept inside the fuel kiosk. The discharge pipe flows westward and joins the site storm drainage system.
- Canopy roof drains flow down through the canopy columns and are connected to the site storm drainage system.
- The southern portion of the Fred Meyer site storm drainage system discharges into a large water quality treatment swale located southwest of the fuel station.

Fred Meyer: FM Fuel Stop #220

Authorized Contractor Annual Maintenance Requirements

Date: _____

Work performed by: Contractor company name: _____

Contractor supervisor name: _____

Notes:

- Confined space entry procedures may be required for some types of maintenance work. It is the responsibility of the contractor to understand and follow these important safety requirements.
- Log all inspections and maintenance activities on the Fuel Problem Log sheet in the kiosk.

Parking lot catch basins and under-canopy trench drain cleaning

- Grates removed, water and debris vacuumed out.
- Inspect outlet traps for functionality and report repairs needed.
- Inspect grate and basin structure and report repairs needed.

Oil Water Separator

- Measure sediment depth. If the sediment depth exceeds 6" the structure will need to be cleaned of all sediment using a vacuum truck.
- If petroleum product has accumulated on the water surface; skim the surface clean using a vacuum truck.
- Inspect covers and internal structure and report additional maintenance or repairs recommended.

Close-off Valves – Two (2)

- Confirm traffic lids can be easily removed and clean top of valves and surrounding area to expose for easy visibility.
- Confirm valve operation using "T" handle wrench - for both valves.
- Inspect covers and internal structure and report additional maintenance or repairs recommended.
- Confirm valves remain in the open position once all maintenance activities are complete.

Pipes

- Clean if accumulated sediment or debris restricts flow or exceeds 20% of pipe diameter.

Odor, sludge or unusual color in any structure or pipe

- Remove and dispose of contaminant by appropriate methods. Report unusual or unknown contaminant.

Fred Meyer: FM Fuel Stop #220

Inspection Requirements – Annual and Periodic

Note: Log all inspections and maintenance activities on the Fuel Problem Log sheet in the kiosk.

<p>Parking Lot Catch Basins: CB#1 and CB#4</p> <p>Catch basins are designed to capture sediment and debris and help prevent pipe clogging.</p>	<p>Inspection:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Check for surface trash or debris and clean as needed. <input type="checkbox"/> Check the water surface inside the basin and report unusual or floating debris, or a heavy sheen of fuel. <input type="checkbox"/> Inspect surface and structure covers for settling, broken or missing parts. <input type="checkbox"/> Immediately report any fuel spill which enters any drain basin.
<p>Under-canopy drains: CB#2 and CB#3</p> <p>The under-canopy drains are protected from the weather and discharge to the oil/water separator.</p>	<p>Inspection:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Check for surface trash or debris and clean as needed. <input type="checkbox"/> Check the water surface inside the basin and report unusual or floating debris, or a heavy sheen of fuel. <input type="checkbox"/> Inspect surface and structure covers for settling broken or missing parts. <input type="checkbox"/> Immediately report any fuel spill which enters any drain basin.
<p>Oil/Water Separator:</p> <p>The Oil Water Separator has a 450 gallon capacity and is designed to capture sediment and floating debris, particularly large amounts of petroleum products which may occur in the event of a spill. The Separator discharges into the site storm drainage system. A short downstream distance from the separator is a cover for a close off valve which can be operated following a large spill using a “T” handle wrench located inside the kiosk.</p>	<p>Inspection:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Inspect surface and structure covers for settling broken or missing parts.