



# Committee for Citizen

## Involvement Agenda

**Interim Development and Public Works**

**Director,**

Anette Spickard 541-726-3685

**Current Development Manager:**

Greg Mott 541-726-3774

**Management Specialist:**

Brenda Jones 541.726.3610

City Hall

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Online at [www.springfield-or.gov](http://www.springfield-or.gov)

**Planning Commissioners:**

Nick Nelson, Chair

Greg James, Vice Chair

Steve Moe

Sean Dunn

Michael Koivula

Andrew Landen

Tim Vohs

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The meeting location is wheelchair-accessible. For the hearing-impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. For meetings in the Council Meeting Room, a "Personal PA Receiver" for the hearing impaired is available. To arrange for these services, call 541.726.3610.

**Meetings will end prior to 10:00 p.m. unless extended by a vote of the Committee members.**

All proceedings before the Committee for Citizen Involvement are recorded.

**January 20, 2016**

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**6:15 p.m. Regular Meeting of the CCI  
Jesse Maine Room**

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**COMMITTEE FOR CITIZEN INVOLVEMENT**

**CONVENE AND CALL TO ORDER**

**ATTENDANCE:** Chair Nelson \_\_\_\_\_, Vice Chair James \_\_\_\_\_, Moe\_\_\_\_, Dunn\_\_\_\_, Koivula\_\_\_\_,  
Landen \_\_\_\_\_, and Vohs \_\_\_\_\_.

**CCI REGULAR AGENDA ITEM(S)**

**CCI Chair announces the subject and requested action on the following item:**

**1. Transportation System Plan Springfield Development Code Implementation Project Overview-**

Committee for Citizen Involvement (CCI) is asked to review and endorse the Community Engagement Strategy and select 1-2 Planning Commissioners to serve on the Project's Stakeholder Sounding Board.

**Staff: Emma Newman, Transportation Planner  
Phil Farrington, Senior Planner**

**45 Minutes**

**ADJOURN REGULAR MEETING OF THE COMMITTEE FOR CITIZEN INVOLVEMENT**



# Planning Commission Agenda

**Development and Public Works Director,**  
Anette Spickard, 541-726-3697  
**Current Development Manager:**  
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Brenda Jones 541.726.3610

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**Planning Commissioners:**  
Nick Nelson, Chair  
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Steve Moe  
Sean Dunn  
Michael Koivula  
Andrew Landen  
Tim Vohs

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**Meetings will end prior to 10:00 p.m. unless extended by a vote of the Planning Commission.**

All proceedings before the Planning Commission are recorded.

**January 20, 2016**

**7:00 p.m. Regular Session  
Council Chambers**

**CONVENE AND CALL TO ORDER THE REGULAR SESSION OF THE SPRINGFIELD PLANNING COMMISSION**

**ATTENDANCE:** Chair Nelson \_\_\_\_\_, Vice Chair James \_\_\_\_\_, Moe\_\_\_\_, Dunn \_\_\_\_\_, Koivula \_\_\_\_\_, Landen \_\_\_\_\_, Vohs \_\_\_\_\_.

**PLEDGE OF ALLEGIANCE**

**ADJUSTMENTS TO THE REGULAR SESSION AGENDA**

In response to a request by a member of the Planning Commission, staff or applicant; by consensus

**BUSINESS FROM THE AUDIENCE**

Testimony is limited to 3 minutes; testimony may not discuss or otherwise address public hearings appearing on this Regular Session Agenda

**PUBLIC HEARING(S)**

**QUASI-JUDICIAL PUBLIC HEARING –**

- 1. Discretionary Use – Moderate Visibility Cellular Tower Application – Land Services NW LLC on behalf of Verizon Wireless LLC, Journal No.(s) TYP315-00005 and TYP215-00032-**

**Staff: Andy Limbird  
30 Minutes**

### **CONDUCT OF QUASI-JUDICIAL PUBLIC HEARING BEFORE THE PLANNING COMMISSION**

- Staff explanation of quasi-judicial hearing process (ORS 197.763)
- Chair opens the public hearing
- Commission members declaration of potential conflicts of interest; disclosure of “ex-parte” contact
- Staff report
- Testimony from the applicant
- Testimony in support of the application
- Testimony opposed to the application
- Testimony neither in support of nor opposed to the application
- Summation by staff
- Rebuttal from the applicant
- Consideration of request for continuation of public hearing, extension of written record, or both
- Close or continue public hearing; close or extend written record (continuance or extension by motion)
- Planning Commission discussion; possible questions to staff or public
- Motion to approve, approve with conditions, or deny the application based on the information contained in the staff report, oral and written testimony, and all other evidence submitted into the record
- Final Order signed by Chair incorporating findings and reasoning to support the decision

### **BUSINESS FROM THE PLANNING COMMISSION**

- **Bicycle and Pedestrian Advisory Committee Update and Liaison Selection-**  
**Staff: Emma Newman, Transportation Planner.**  
**15 Minutes**

### **REPORT OF COUNCIL ACTION**

### **BUSINESS FROM THE DEVELOPMENT AND PUBLIC WORKS DIRECTOR**

### **ADJOURN REGULAR SESSION OF THE SPRINGFIELD PLANNING COMMISSION AND RECONVENE IN WORK SESSION**

**January 20, 2016**

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**7:45 p.m. Work Session  
Jesse Maine Room**

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(Planning Commission work sessions are reserved for discussion between Planning Commission, staff and consultants; therefore, the Planning Commission will not receive public input during work sessions. Opportunities for public input are given during all regular Planning Commission meetings.)

**CONVENE AND CALL TO ORDER THE WORK SESSION OF THE SPRINGFIELD PLANNING COMMISSION**

**ATTENDANCE:** Chair Nelson \_\_\_\_\_, Vice Chair James \_\_\_\_\_, Moe\_\_\_\_, Dunn \_\_\_\_\_,  
Koivula \_\_\_\_\_, Landen \_\_\_\_\_, Vohs \_\_\_\_\_.

**WORK SESSION ITEM(S)**

- 1. Proposed Springfield Development Code Amendments- Draft Land Use Regulations for Recreational Marijuana Activities including Production, Manufacturing, Wholesale and Retail Sales.**

**Staff: Jim Donovan, Planning Supervisor**

**Greg Mott, Planning Manager**

**60 Minutes**

**ADJOURN WORK SESSION OF THE SPRINGFIELD PLANNING COMMISSION**

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**AGENDA ITEM SUMMARY**

**Meeting Date:** 1/20/2015  
**Meeting Type:** Regular Meeting  
**Staff:** Emma Newman and Phil Farrington/DPW  
**Contact/Dept.:** Farrington/DPW  
**Staff Phone No:** 541-726-4585 & -3654  
**Estimated Time:** 45 Minutes  
**Council Goals:** Maintain and Improve Infrastructure and Facilities

**COMMITTEE FOR CITIZEN INVOLVEMENT (CCI)**

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**ITEM TITLE:** TRANSPORTATION SYSTEM PLAN SPRINGFIELD DEVELOPMENT CODE IMPLEMENTATION PROJECT OVERVIEW

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**ACTION REQUESTED:** Receive general overview of scope, timeline, and outreach methodologies for the Transportation System Plan Code Implementation project. Endorse community engagement strategy and select 1-2 Planning Commissioners to serve on the project's Stakeholder Sounding Board.

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**ISSUE STATEMENT:** The Springfield Transportation System Plan (TSP) was adopted by the City Council in July 2014. The plan established goals, policies, and action items to reflect the community's vision for Springfield's transportation system. At the time of adoption, the Springfield Development Code was not updated to implement the goals, policies, and actions. Now that sufficient staff capacity is available, the code update and implementation portion of the TSP is moving forward.

The project managers will give an overview of the code implementation project, including a summary of the project's public involvement plan, which will include a Stakeholder Sounding Board, an inter-agency Technical Review Team, and a project webpage on the City's website. The CCI will be asked for Planning Commission representation on the Stakeholder Sounding Board and endorsement of the proposed approach for public engagement. Since the Sounding Board is comprised chiefly of advisors who represent broad communities of interest and were integral to the development of the TSP, the CCI is not being asked to make individual appointments or conduct an interview process, but to delegate the public engagement process through staff efforts.

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**ATTACHMENTS:** Attachment #1: TSP Chapters 1 and 2 (*Ch 2 includes goals, policies, and action items*)  
Attachment #2: TSP Code Implementation Project Scope of Work

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**DISCUSSION:** The TSP creation and adoption process included extensive public involvement. The public contributed to the goals, policies, and action items in the final TSP. As the project moves into code implementation, the work will become more technical.

The project managers developed the Scope of Work and received additional direction from the Oversight Team, which was incorporated into ATT2. The project proposes to maintain continuity between the TSP Stakeholder Advisory Committee (SAC) and this project. Project managers invited SAC members who are still able to serve to join the Stakeholder Sounding Board for the code implementation project. The intent is to involve stakeholders with diverse interests and backgrounds, while creating an efficient process to produce the code updates that implement the TSP's relevant policies and action items.

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**City of Springfield**

# **2035 Transportation System Plan**

City of Springfield  
225 5<sup>th</sup> Street  
Springfield, OR 97477

July 21, 2014





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**Volume 2**

Appendix I	Plan implementation and recommended ordinance/code language
Appendix II	Detailed cost estimates and funding analyses
Appendix III	TSP Projects on Lane County Facilities

## Volume 3

Appendix A	Plans and policies review
Appendix B	Existing conditions inventory and analyses
Appendix C	No Build analyses
Appendix D	20-year needs analyses
Appendix E	Alternatives evaluation process
Appendix F	<i>Metro Plan</i> map



# Acknowledgements

## Stakeholder Advisory Committee (SAC)

The City of Springfield wishes to acknowledge and sincerely thank the members of the Stakeholder Advisory Committee (SAC), whose guidance was critical to the development of this plan.

- Kenneth Hill, freight interest
- Brock Nelson, rail interest
- Phil Farrington, Springfield Chamber of Commerce
- Richard Hunsaker, developer interest
- George Grier, environmental interest
- Allie Camp, bike and pedestrian interest
- Jim Yarnall, pedestrian interest (former)
- Neal Zoumboukos (former) and Dave Roth, bicycle interest (former)
- Michael Eyster, transit interest
- Tim Vohs, City of Springfield Planning Commission
- Dave Jacobson and Diana Alldredge, Metropolitan Planning Organization Citizen Advisory Committee
- Bob Brew, City of Springfield City Council
- Mike Schlosser, Springfield Public School District
- Lane Branch, Downtown business interest
- Sean Van Gordon, Planning Commission liaison (former)

## Technical Advisory Committee (TAC)

- George Walker, Chuck Gottfried (retired), and Bill Hamann, City of Springfield Environmental Services Division
- Richard Perry and Brian Barnett, City of Springfield Traffic Engineering
- Ken Vogeney City of Springfield City Engineer
- Matt Stouder, City of Springfield Engineering Supervisor
- Linda Pauly and Jim Donovan, City of Springfield Development and Public Works Department
- Al Gerard, City of Springfield Fire and Life Safety
- Andrea Riner (former) and Paul Thompson, Lane Council of Governments
- Celia Barry, Lydia McKinney, and Sarah Wilkinson, Lane County
- Kurt Yeiter, City of Eugene
- Will Mueller (retired), Sasha Luftig, and Mary Archer (former), Lane Transit District
- Greg Hyde and Rebecca Gershow, Willamalane Park and Recreation District
- Chris Watchie, Point2point Solutions
- Ed Moore and Chris Cummings, Oregon Department of Land Conservation and Development

## Project team

### City of Springfield

- David Reesor, Project Manager
- Tom Boyatt
- Molly Markarian
- Brian Conlon
- Len Goodwin
- John Tamulonis
- Ken Vogeney, PE
- Greg Mott
- Brian Barnett, PE, PTOE

### Oregon Department of Transportation (ODOT)

- Savannah Crawford, Project Manager
- Terry Cole

### CH2M HILL

- Kristin Hull, Project Manager
- Brandy Steffen
- Darren Hippenstiel, PE
- Darren Muldoon, AICP

### Kittelson and Associates

- Julia Kuhn, PE
- Matt Kittelson, PE
- Joe Bessman, PE



## Acronyms and abbreviations

2035 TSP	<i>Springfield 2035 Transportation System Plan</i>
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
COPR	Central Oregon and Pacific Railroad
DLCD	Oregon Department of Land Conservation and Development
EWEB	Eugene Water and Electric Board
FTN	Frequent Transit Network
HSIP	Highway Safety Improvement Program
I-5	Interstate 5
LCDC	Land Conservation and Development Commission
LID	Local Improvement District
LOS	level of service
LTD	Lane Transit District
<i>Metro Plan</i>	Springfield's current comprehensive planning document, 2004 update
MPO	Metropolitan Planning Organization
<i>MUTCD</i>	<i>2009 Manual of Uniform Traffic Control Devices</i>
NTM	Neighborhood Traffic Management
ODOT	Oregon Department of Transportation
<i>OHP</i>	<i>Oregon Highway Plan</i>
OR 126	Oregon State Highway 126
ORS	Oregon Revised Statutes
OTP	<i>Oregon Transportation Plan</i>
RRFB	rectangular rapid flashing beacon
<i>RTP</i>	<i>Regional Transportation Plan</i>
<i>RTSP</i>	<i>Regional Transportation System Plan, currently being updated</i>
SAC	Stakeholder Advisory Committee
SDC	Systems Development Charge
SOV	single-occupancy vehicle
STIP	State Transportation Improvement Program
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TDM	Transportation Demand Management

TGM	Transportation and Growth Management
TIF	Tax Increment Financing
TPR	Transportation Planning Rule
<i>TransPlan</i>	Joint Transportation System Plan for Eugene and Springfield, last amended in 2002
TSM	Transportation System Management
<i>TSP</i>	<i>Transportation System Plan</i>
UGB	urban growth boundary
UP	Union Pacific Railroad
v/c	volume to capacity



# Chapter 1: Introduction

The *Springfield 2035 Transportation System Plan (2035 TSP)* meets state requirements for a transportation system plan and is a resource for future transportation decision making. The *2035 TSP* identifies the preferred future multi-modal transportation system and the City's policies related to the transportation system. It also identifies the function, capacity, and location of future facilities, as well as planning-level costs for needed improvements to support expected development and growth and possible sources of funding. This *TSP* provides the City with flexibility as staff, the public, and decision makers prioritize and fund critical transportation investments.

This *TSP* provides:

- A blueprint for transportation investment
- A tool for coordination with regional agencies and local jurisdictions
- Information to ensure prudent and effective land use choices
- Solutions to address existing and future transportation needs for bicycles, pedestrians, transit, vehicles, freight, and rail

The *2035 TSP* is the transportation element of and a supporting document to Springfield's current comprehensive planning document (*Metro Plan, 2004* update) as required by state law. The City updated the *2035 TSP* goals and policies during the planning process and implemented the Goal 12: Transportation element of the *Metro Plan*. The primary purpose of the goals and policies is to guide future transportation related decisions in Springfield. Together with the *Metro Plan*, the *Springfield 2035 TSP* helps the City accommodate new growth, and maintain and rebuild infrastructure over the next 20 years consistent with a long-term vision.



Intersection of Gateway Street and Beltline Road

## Plan overview

This *TSP* identifies the recommended future multi-modal transportation system and the City's policies related to the transportation system.

The recommended set of transportation improvements contained in this Plan are divided into those projects that the City expects to construct in the 20-year planning horizon and those that may not be constructed in this time. Because of uncertainty around transportation funding and land development discussions, some longer-term priority projects could be implemented in the next 20 years.

- **20-year projects** (the *2035 TSP* planning horizon): Projects needed to serve expected transportation growth over the next 20 years. These projects have planning-level cost estimates included in this Plan.
  - **Priority projects:** Higher-cost and scale roadway, urban standards, and pedestrian/bicycle projects that would generally require additional right-of-way.

- **Opportunity projects:** Lower-cost and scale roadway, urban standards, and pedestrian/bicycle projects that would generally not require additional right-of-way and that the City could implement as opportunities arise.
  - **As Development Occurs projects:** Roadway and pedestrian/bicycle projects that the City would generally implement through a partnership between the City, other agencies, and/or private enterprise to support new development or redevelopment.
- **Beyond 20-year projects:** Projects that may be constructed beyond the 20-year planning horizon. These projects do not have planning-level cost estimates included in this Plan.
  - **Study projects:** Projects that need further study and refinement. These projects do not have planning-level cost estimates included in this Plan.
  - **Frequent Transit Network (FTN) projects:** Frequent transit projects that the City has developed through the ongoing metro-wide *Regional Transportation System Plan* process.

## The City's first TSP

In 2001, Eugene and Springfield adopted a shared TSP, *TransPlan* (amended 2002), which guided transportation decisions for both cities inside of a shared urban growth boundary (UGB). In 2006, the Oregon Legislature passed House Bill 3337 requiring the two cities to develop separate UGBs. The State of Oregon's Transportation Planning Rule (TPR) requires Springfield to develop its own TSP, within its own UGB. While the *Springfield 2035 TSP* is an "update" of *TransPlan*, it is the City's first independent TSP.



The *2035 TSP* ensures the vision for the transportation system meets community needs, communicates the City's aspirations, and conforms to state and regional policies. The City will implement this plan flexibly over time to respond to changes in economic development needs, community values, or regional, state or federal policies. The City will revisit this TSP when conditions change; many cities update their TSPs every five to seven years.

## Regional coordination

To ensure regional consistency as Eugene, Springfield, and Coburg develop their own TSPs, the regional partners, through the Central Lane Metropolitan Planning Organization (MPO), will develop a *Regional Transportation System Plan (RTSP)*. Because mobility needs do not stop at a city border, the RTSP will consider linkages between the cities' and Lane County's transportation systems and ensure that the transportation networks work together. The RTSP will also focus on performance measures that address regional facilities in Springfield. The development of the RTSP, which will replace *TransPlan*, is in process and the MPO will complete it once Eugene, Springfield, and Coburg adopt independent TSPs.

In addition to the state-required *Regional Transportation System Plan (RTSP)*, the Central Lane MPO is also responsible for maintaining a federally required *Regional Transportation Plan (RTP)*. The Central Lane MPO updates the RTP every four years and represents the region's stated transportation investment priorities. The *Springfield 2035 TSP* must be consistent with the RTP.

Throughout the process of developing the *2035 TSP*, the City of Springfield coordinated with the City of Eugene, Lane County, Lane Transit District, Central Lane MPO, and Oregon Department of Transportation (ODOT).

## Transportation project development

This Plan includes projects that will support expected growth in the City. While the Plan does not prioritize projects, the City will prioritize investments through annual updates to the *Capital Improvement Program*. Once the City identifies a project for implementation through the *Capital Improvement Program* and project development begins, the City will conduct project-level planning, public involvement, and engineering to confirm the need, define the project limits and develop a design for the project.

## Public and agency involvement

The public and staff from other partner agencies were extensively involved in the development of the *2035 TSP*. Opportunities for engagement included:

- Project website (including web-based surveys)
- Seven Stakeholder Advisory Committee (SAC) meetings
- Seven Technical Advisory Committee (TAC) meetings
- Two public open houses and one listening booth at the Sprout! Farmers Market
- Targeted outreach with local community service organizations
- Planning Commission, City Council and Lane County Board of Commissioners public hearings, as part of the adoption process

Through these public involvement activities, the City provided the citizens of Springfield with a variety of forums to identify their priorities for future transportation projects. The City's project website (as well as an email list of interested citizens, businesses, City staff, boards/commissions, and agencies) announced public meetings, disseminated information, and solicited input and feedback from the community. In addition, City staff met with the Planning Commission and City Council at each major milestone leading up to the *2035 TSP*.

## Planning context

Opportunities and constraints provided by the physical environment, community vision, City, regional, and state policies, and the current and anticipated financial climate have shaped the *Springfield 2035 TSP*. The sections below describe how these characteristics may influence the implementation of the projects, programs, and policies included in the *TSP*.

### Economic development priority areas

Four areas – Glenwood, Gateway, Downtown, and the Main Street Corridor – represent considerable growth opportunities and significant transportation challenges.

The City is focused on achieving mixed-used development and investing in a multi-modal transportation system that supports transit, walking, and biking in these areas.

## Transportation planning environment

The City of Springfield is located within urban Lane County and is part of the Central Lane MPO area. Springfield's current boundaries are generally defined by the McKenzie River to the north, Interstate 5 (I-5) to the west, the Willamette River to the south, and rural Lane County to the east. Figure 1 presents a map of the Plan area that includes the City of Springfield and sections of unincorporated Lane County that are part of the Springfield UGB. The TPR requires inclusion of these urban unincorporated areas in the *2035 TSP*.

The City of Springfield developed along an east-west spine between the McKenzie and Willamette Rivers. Land use patterns in the City, surrounding areas, and the metro region as a whole are mostly suburban, with relatively low-density residential areas often separated from commercial areas. This development pattern results in heavy travel to and from residential areas during morning and evening rush hours.

The *Springfield 2035 TSP* supports land use strategies to mitigate the strain on the roadways by shortening home-to-work trips, supporting transit service, and making walk/bike trips more practical for working, shopping, and other activities. With Metro Plan's focus on more compact development, significant future residential development is likely to occur in the Glenwood Riverfront District, Jasper-Natron area, and along the Main Street corridor (see Volume 3, Appendix F: *Metro Plan* map).

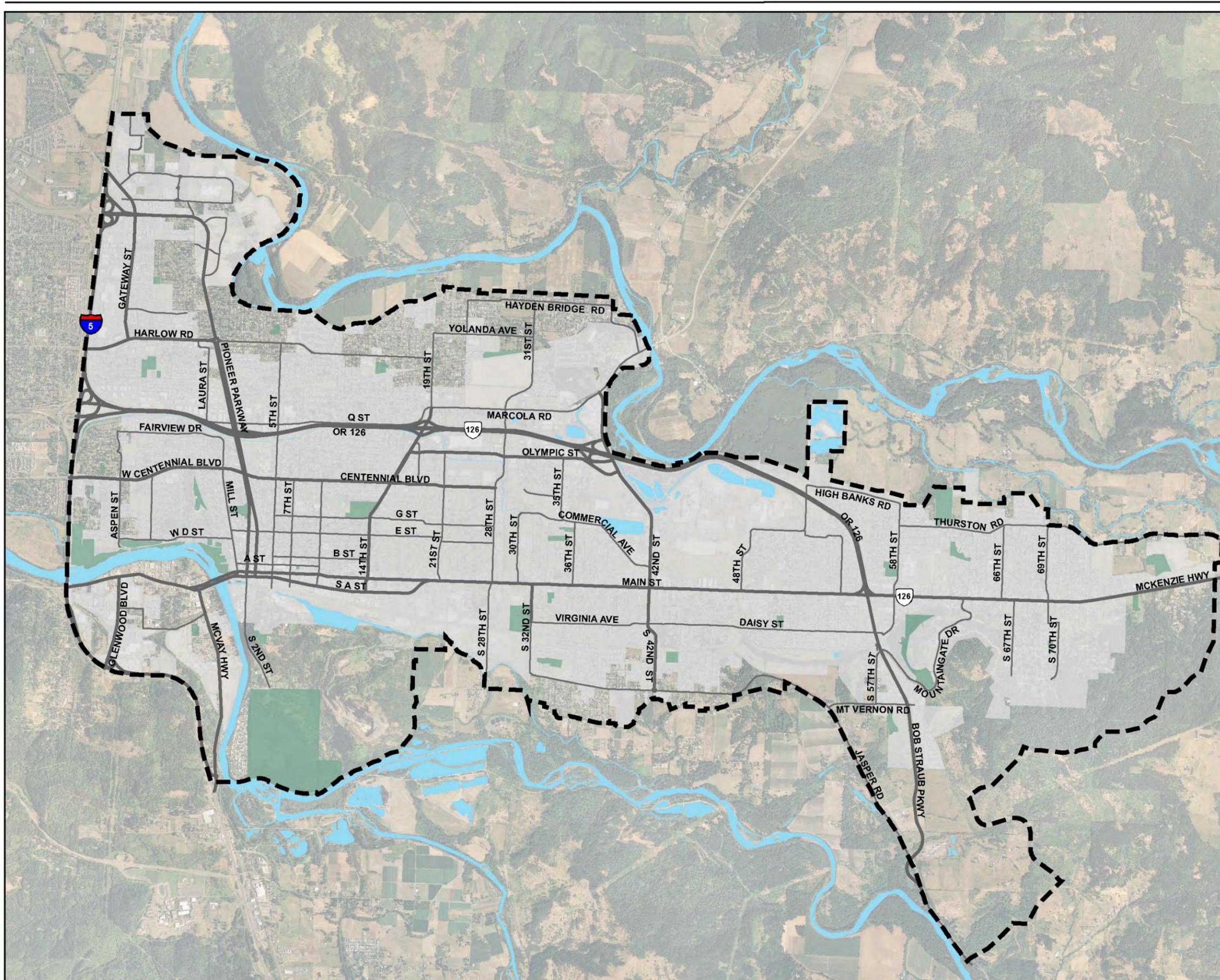
Regional and local travel within Springfield's UGB is shaped by three primary highways: OR 126 Expressway, OR 126 Business Route (Main Street), and Interstate 5 (I-5), which forms the western boundary of the UGB. While these highways provide access to, from, and through Springfield, they also create significant barriers and constraints. ODOT operates and maintains these highways; the City has no direct operational authority over these highways or their interchange ramp areas. OR 126 Expressway and I-5 are both limited access highways. Running the length of the City, OR 126 Business Route (Main Street) provides the primary route for continuous east-west travel in Springfield providing access to hundreds of jobs and homes.

Congestion is commonplace along all of these highways and recorded crash rates on OR 126 Business Route suggest potential safety-related challenges for bicyclists and pedestrians. More information is included in Volume 3, Appendix B: Existing conditions inventory and analysis.

In Springfield, as in the rest of the country, officials, and community members recognize the importance of providing transportation options for local and regional travel and better management of existing facilities. Providing users with non-auto modes and managing existing facilities prior to adding new and/or costly infrastructure reduces congestion, saves money, and provides health benefits for Springfield citizens and visitors. A balanced transportation system with a range of choices that includes both demand and system management techniques can reduce the need for roadway widening projects that can have high costs or significant community impacts.

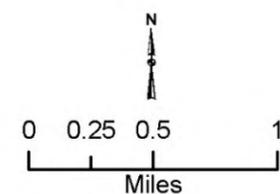


Participants at the first workshop use an interactive mapping tool to list issues and concerns



**Legend**

-  Urban Growth Boundary (TSP Study Area)
-  Arterial
-  Collector
-  City Limits
-  Willamalane Park and Recreation Property
-  Water Body



**FIGURE 1**  
**Transportation System Plan**  
**Study Area**  
 Springfield TSP  
 Springfield, Oregon



## Financial environment

A combination of federal, state, county, city, and private funds have traditionally supported transportation capital improvements. While this remains the case, the overall funding paradigm at both the state and national levels is currently in flux. The recent national recession, reduction or elimination of federal subsidies for timber counties, state-legislated revenue dedicated to discrete projects, the overhaul of the State Transportation Improvement Program (STIP), and Congress' move away from federal earmarks for infrastructure have all combined to make revenue forecasting an uncertain exercise. Today, as in the past, revenue streams are insufficient to address both the backlog of maintenance and preservation needs across Oregon and the needs of future transportation investments that support the future economic, health, and well-being of its communities.

Given these uncertainties, it is nearly impossible to forecast accurately how much funding is likely to be available for transportation investments and what projects or programs will receive funding. At one end of the financial spectrum, the nation could view future investments in transportation infrastructure as paramount to ensuring America's prosperity. Under this scenario, an infusion of federal transportation funds, unseen since the freeway-building era of the 1950s, could result in a substantial increase in dollars available for state and local projects. This could allow for increased and broader investments in projects that enhance the "active" transportation network as well as those that provide new capacity on the roadway system to benefit freight and private automobile travel. Something similar, although at a much smaller scale, occurred when Oregon received one of the last federal earmarks for the specific purpose of bridge rehabilitation and replacement along the I-5 corridor. The recent Transportation Investments Generating Economic Recovery (TIGER) grant funding is also reflective of this approach.

At the other end of the financial spectrum, the federal government could choose not to invest in transportation infrastructure. Should this be the case, funds available locally from the Highway Trust Fund and other federal funding sources will continue to diminish. This approach will materially affect the ability of state and local governments to make network and system improvements that support all modes of travel.

The most likely financial future for the City, and the nation, lies between these two bookends. It is unclear whether federal, state, and local governments will find the means to reinvest in transportation infrastructure in the future consistent with the vision and priorities in the *Oregon Transportation Plan* (OTP). The level of uncertainty faced by local planners and decision makers is unprecedented in the recent history of transportation planning. Recognizing this context, the *Springfield 2035 TSP* includes the City's best thinking about potential funding sources but acknowledges that adequate funding to implement needed improvements over the next 20 years is unlikely to be available and that predicting the funding streams and types of projects that can be funded is nearly impossible.

It is unlikely that the City will construct every project contained in the *2035 TSP* in the next 20 years. While the *2035 TSP* does prioritize planned projects, the City may choose to advance any of the identified projects as opportunities arise. These opportunities may present themselves as:

- changes in policy or funding at the federal, state, or local level
- local development priorities
- public-private or public-public partnerships

Projects are sorted into a 20-year list versus those that could occur beyond 20-years to allow the City the flexibility to make wise investments consistent with the overall vision contained in the 2035 TSP and to leverage opportunities as they arise. The TSP goals and policies can serve as a guide when making these decisions over the life of the Plan.

## Organization of the 2035 TSP

The *Springfield 2035 TSP* is comprised of a main document (Volume 1) and two volumes of technical appendices (Volumes 2 and 3). A separate Executive Summary was also created.

Volume 1 (this document) is the “final report” and includes items that will be of interest to the broadest audience. It is also the portion of the Plan, which is officially “adopted.” The main volume includes:

- **Chapter 1:** Provides a brief overview of the planning context for the 2035 TSP and the public process that supported its development
- **Chapter 2:** Discusses the goals and policies that express the City’s long-range vision for the transportation system
- **Chapter 3:** Summarizes the process undertaken to develop the 2035 TSP, including the detailed analysis of existing and future conditions and the screening and evaluation of transportation strategies and projects
- **Chapter 4:** Provides a transportation planning “tool box” of principles and strategies that can guide future project implementation
- **Chapter 5:** Includes recommended policy guidelines and standards and multi-modal improvement projects to address existing and forecast transportation needs
- **Chapter 6:** Provides a summary of transportation revenues and expenses, past trends, and forecasts of potential future trends
- **Chapter 7:** Summarizes required changes in the Springfield codes and policies to needed to implement the TSP

Volume 2 includes technical information that directly supplements Volume 1, including the specific implementing ordinances for the 2035 TSP and elements from related plans.

Volume 3 includes the technical memoranda that were prepared in the development of the *Springfield 2035 TSP* as well as the detailed data and analysis used to prepare the final report.



## Chapter 2: Goals and policies

### Creating goals, policies, and action items

The 2035 Transportation System Plan (TSP) goals reflect the community's vision for Springfield's future transportation system and offer a framework for policies and action items. The goals are aspirational and are unlikely fully attained within the 20-year planning horizon.

The policies, organized by goal, provide high-level direction for the City's policy and decision-makers and for City staff. The policies will be implemented over the life of the Plan.

The action items offer direction to the City about steps needed to implement recommended policies. Not all policies include action items. Rather, action items outline specific projects, standards, or courses of action for the City and/or for its partner agencies to take to implement the TSP. These action items will be updated over time and provide guidance for future decision-makers to consider. Many of the action items respond directly to the needs and deficiencies identified in the TSP (Volume 3, Appendix C: No Build analysis and Appendix D: 20-year needs analysis). Other action items reflect the need for future transportation planning efforts, such as refinement plans, updating ongoing studies, etc.

The City vetted the goals, policies, and action items through an extensive engagement process. Previously adopted goals, objectives, and policies found in the joint TSP for Eugene and Springfield (*TransPlan*; amended 2002) were used as a foundation to begin the update. Staff also incorporated City Council and Planning Commission input from previous work sessions, as well as input from the Stakeholder Advisory Committee (SAC), Technical Advisory Committee (TAC), City staff, and the public to develop goals, policies, and action items. The City revised the goals, policies, and action items several times during the planning process. Specific details of this process are in Volume 3 of this Plan.

#### Goals

**Goal 1: Community development** - Provide an efficient, sustainable, diverse, and environmentally sound transportation system that supports and enhances Springfield's economy and land use patterns.

**Goal 2: System management** - Preserve, maintain, and enhance Springfield's transportation system through safe, efficient, and cost-effective transportation system operations and maintenance techniques for all modes.

**Goal 3: System design** - Enhance and expand Springfield's transportation system design to provide a complete range of transportation mode choices.

**Goal 4: System financing** - Create and maintain a sustainable transportation funding plan that provides implementable steps towards meeting Springfield's vision.

### 2035 TSP goals, policies, and action items

#### Goal 1: Community development

Provide an efficient, sustainable, diverse, and environmentally sound transportation system that supports and enhances Springfield's economy and land use patterns.

- **Policy 1.1:** Manage Springfield’s street, bike, pedestrian, rail, and transit system to facilitate economic growth of existing and future businesses in Springfield.
  - **Action 1:** When evaluating needed roadway improvements, consider the economic viability of existing commercial and industrial areas.
- **Policy 1.2:** Consider environmental impacts of the overall transportation system and strive to mitigate negative effects and enhance positive features.
  - **Action 1:** Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.
  - **Action 2:** Coordinate the transportation network with new alternative energy infrastructure such as electric vehicle charging stations, natural gas, and hydrogen cell fueling stations.
- **Policy 1.3:** Provide a multi-modal transportation system that supports mixed-use areas, major employment centers, recreation, commercial, residential, and public developments, to reduce reliance on single-occupancy vehicles (SOVs).
- **Policy 1.4:** Strive to increase the percentage of bicycle and pedestrian system users by planning, designing, and managing systems to support the needs of diverse populations and types of users, including meeting Americans with Disabilities Act (ADA) needs.
  - **Action 1:** Create a network of bicycle and pedestrian routes and way-finding signage that guides users to destination points.

## Goal 2: System Management

Preserve, maintain, and enhance Springfield’s transportation system through safe, efficient, and cost-effective transportation system operations and maintenance techniques for all modes.

- **Policy 2.1:** Manage the roadway system to preserve safety, longevity, and operational efficiency.
  - **Action 1:** Evaluate, update, and implement access management regulations for new or modified access to the roadway system.
  - **Action 2:** Monitor and adjust signal timing along key corridors as needed to improve traffic flow and safety.
  - **Action 3:** Evaluate and adjust traffic control systems to optimize bicycle travel along strategic bicycle routes.
  - **Action 4:** Coordinate with LTD and Oregon Department of Transportation (ODOT) to provide auto, pedestrian, and bicycle connections to the transit network.
- **Policy 2.2:** Manage traffic operation systems for efficient freight and goods movement along designated freight, truck, and rail routes in Springfield.
  - **Action 1:** Adjust traffic control systems to discourage through truck traffic on residential streets.<sup>1</sup>

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<sup>1</sup> “Residential Streets” are commonly defined as those with a street classification of “local” passing through a residentially zoned area.

- **Action 2:** Coordinate with rail providers to upgrade at-grade rail crossing treatments to improve traffic flow and manage conflict points; create grade-separated rail crossings when possible
- **Policy 2.3:** Expand existing Transportation Demand Management (TDM) programs related to carpooling, alternate work schedules, walking, bicycling, and transit use in order to reduce peak hour congestion and reliance on SOVs.
  - **Action 1:** Coordinate with adopted strategies in the *Regional Transportation Options Plan* to increase opportunities for transportation options in Springfield.
  - **Action 2:** Coordinate with Springfield Public Schools to implement the solutions outlined in Safe Routes to School Action Plans.
- **Policy 2.4:** Maintain and preserve a safe and efficient bike and pedestrian system in Springfield.
  - **Action 1:** Coordinate with Willamalane Park and Recreation District to maintain and preserve the off-street path system.
  - **Action 2:** Prioritize lighting in strategic areas with high pedestrian and bicycle traffic.
- **Policy 2.5:** Coordinate with LTD to increase the transit system's accessibility and convenience for all users, including the transportation-disadvantaged population.
  - **Action 1:** When possible, manage traffic control systems to reduce travel time for transit and other high-occupancy vehicles along key corridors.
  - **Action 2:** Monitor and adjust bus stop locations as needed to support surrounding land uses and provide more efficient and safe service.
  - **Action 3:** Coordinate with LTD to reflect LTD's long-range plans in Springfield's transportation system.
- **Policy 2.6:** Manage the on-street parking system to preserve adequate capacity and turnover for surrounding land uses.
  - **Action 1:** Implement Springfield's adopted *July 2010 Downtown Parking Management Plan*.
- **Policy 2.7:** Manage the off-street parking system to assure major activity centers meet their parking demand through a combination of shared, leased, and new off-street parking facilities and TDM programs.
  - **Action 1:** Modify parking requirements to assure that they are appropriate for land uses. The purpose of this action is to reduce parking requirements to utilize land for economic development.
  - **Action 2:** Consider bike parking recommendations from the 2013 *Regional Bike Parking Study* when updating Springfield's bike parking standards.
- **Policy 2.8** Maximize the use and utility of existing infrastructure through efficient management of traffic control devices.
- **Policy 2.9:** Use motor vehicle LOS standards to evaluate acceptable and reliable performance on the roadway system. These standards shall be used for:
  - Identifying capacity deficiencies on the roadway system.

- Evaluating the impacts on roadways of amendments to transportation plans, acknowledged comprehensive plans and land-use regulations, pursuant to the Transportation Planning Rule (TPR; Oregon Administrative Rules [OAR] 660-12-0060).
- Evaluating development applications for consistency with the land-use regulations of the applicable local government jurisdiction.
- Under peak hour traffic conditions, acceptable and reliable performance is defined as LOS D.
- Performance standards from the *Oregon Highway Plan* (OHP) shall be applied on state facilities in the Springfield metropolitan area and alternative mobility targets will be sought as necessary.
- **Policy 2.10:** The City of Springfield values a safe and efficient travel experience for bicycle, pedestrian, transit, freight, and auto travel. It is the intent of the City to balance the needs of these modes through creation of a multi-modal LOS methodology for all modes and to facilitate and encourage intermodal connections where most appropriate. Multi-modal LOS generally is reflective of the following:
  - Transit –LOS is based on a combination of the access, waiting, and ride experience, as well as travel time, frequency, safety, and reliability.
  - Bicycle –LOS is a combination of the bicyclists’ experiences at intersections and on-street and off-street segments in between the intersections. Safety is also a consideration.
  - Pedestrian –LOS is based on a combination of pedestrian experience, density of land use, and other factors including efficiency, safety, and pedestrian comfort level.
  - Auto –LOS is based on a combination of travel time, delay, stops, safety, and queues.
  - Freight –LOS is based on a combination of travel time, delay, stops, safety, and queues.
  - Intermodal –LOS is based on an evaluation of the frequency and convenience of connections between different travel modes.
- **Action 1:** Develop and adopt a multi-modal LOS methodology based on stakeholder input and considerations for land use decisions. Policy 2.9 in the 2035 TSP will apply until the new standard is adopted and in areas where the evaluation of a multi-modal LOS is not necessary.
- **Action 2:** Once developed, multi-modal LOS methodology will apply to Gateway, Glenwood, and Downtown and may apply to other specific geographic areas in the future subject to City Council review and approval. The intent of this action is to encourage diverse development types such as more mixed-use development and higher densities in these high-priority economic growth areas of Springfield and to provide a balanced approach to measuring LOS beyond just motor vehicles.
- **Action 3:** Develop a process to allow for alternative means of meeting LOS standards as part of public project development and the land use decision-making process.

## Goal 3: System Design

Enhance and expand Springfield's transportation system design to provide a complete range of transportation mode choices.

- **Policy 3.1:** Adopt and maintain a Conceptual Street Map
  - **Action 1:** Update and maintain the Conceptual Street Map to address transportation system deficiencies, goals, and policies. The Conceptual Street Map should provide flexibility in connecting destination points, while also providing assurance to adjacent property owners to the degree possible.
  - **Action 2:** The Conceptual Street Map will indicate the approximate location of planned "local" classified streets on the adopted map. These "local" streets are not intended to be adopted on the map. Rather, they are shown as reference. Streets classified as collectors and arterials will be adopted on the map and are considered part of the 2035 TSP.
  - **Action 3:** Ensure that land use decisions conform to the Conceptual Street Map.
- **Policy 3.2:** Expand and enhance Springfield's bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.
  - **Action 1:** Require bike lanes and/or adjacent paths along new and reconstructed arterial and major collector streets.
  - **Action 2:** Provide bike lanes on collector and arterial streets; provide parallel routes and bike boulevards on adjacent streets where appropriate.
  - **Action 3:** Create frequent bike and pedestrian crossings on wide or high-speed streets using approved design techniques.
  - **Action 4:** Require bike lanes and paths to connect new development with nearby neighborhood activity centers and major destinations. Connectivity should include connecting bike facilities to each other as well as to major destinations.
  - **Action 5:** Install shared-roadway facilities, markings, and/or signage for bicyclists along roadways with slow vehicular traffic. On-street pavement markings and traffic calming measures should be considered along such routes.
  - **Action 6:** Create city-wide bike parking stations in strategic locations such as along major transit routes and in Springfield's central business district.
  - **Action 7:** Design bike transportation routes that separate bicycle traffic from large volumes of fast-moving automobile traffic.
- **Policy 3.3:** Street design standards should be flexible and allow appropriate-sized local, collector, and arterials streets based upon traffic flow, geography, efficient land use, social, economic, and environmental impacts
  - **Action 1:** Conduct a comprehensive review and update of Springfield street standards, and develop code to address transportation system deficiencies, adopted goals, and policies.
  - **Action 2:** Consider effects of stormwater runoff in street design and reduce runoff through environmentally sensitive street designs for new and reconstructed streets.

- **Action 3:** Incorporate traffic calming measures into street designs and standards where appropriate, considering the needs of emergency services vehicles. Traffic calming measures should reduce vehicular speeds and bypass traffic while encouraging safe bicycle and pedestrian travel.
- **Action 4:** Integrate pedestrian amenities into street designs that create pedestrian refuges and allow safe and continuous pedestrian travel.
- **Action 5:** Provide mid-block pedestrian crossings where appropriate between major pedestrian destinations and along major pedestrian corridors.
- **Action 6:** Develop criteria in which to evaluate alternative street design concepts.
- **Policy 3.4:** Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel.
  - **Action 1:** Design new streets to provide a connected grid network, including alleyways, when technically feasible.
  - **Action 2:** Construct sidewalks or other suitable pedestrian facilities along local streets and along urban area arterial and collector roadways, except freeways.
- **Policy 3.5:** Address the mobility and safety needs of motorists, transit users, bicyclists, pedestrians, freight, and the needs of emergency vehicles when planning and constructing roadway system improvements.
  - **Action 1:** Ensure that current design standards address mobility needs and meet ADA standards.
- **Policy 3.6:** Preserve corridors, such as rail rights-of-way, private roads, and easements that are identified for future transportation-related uses.
- **Policy 3.7:** Provide for a pedestrian environment that supports adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking by providing direct routes and removing barriers when possible.
  - **Action 1:** Update and maintain the *ADA Transition Plan* to address deficiencies in the existing system and to assist in planning for new system improvements.
  - **Action 2:** Utilize safety studies such as the *Main Street Safety Study* and the *City of Springfield Safety Study* to improve pedestrian conditions along major pedestrian corridors.
- **Policy 3.8:** Coordinate the design of Springfield's transportation system with relevant local, regional, and state agencies.
  - **Action 1:** Work with ODOT, Lane County, and LTD to improve pedestrian and bicycle facilities along state highways and major transit routes where appropriate.
  - **Action 2:** Coordinate with Springfield Public Schools to provide key bicycle, pedestrian, and transit facilities near schools to ensure safe, convenient, and well-connected routes to schools.

- **Action 3:** Partner with LTD to provide frequent transit network<sup>2</sup> connections along major corridors. Frequent transit network should connect to local neighborhood bus service and major activity centers to provide viable alternatives to vehicle trips.
- **Action 4:** Coordinate existing and planned transportation system and land uses with LTD to expand the park-and-ride system where appropriate within Springfield.
- **Action 5:** Coordinate with the Willamalane Park and Recreation District to address bicycle and pedestrian system deficiencies and address new transportation system goals and policies in the *Willamalane Park and Recreation District Comprehensive Plan*, including providing improved connectivity to parks and open space areas.
- **Action 6:** Develop and implement criteria that trigger jurisdictional phasing and transfer of roads, highways, and other applicable transportation facilities.
- **Action 7:** Coordinate with Lane County to ensure transition between rural and urban transportation facilities within the Springfield urban growth boundary (UGB).
- **Action 8:** Coordinate with ODOT and the City of Eugene to ensure regional transportation system connectivity.
- **Policy 3.9:** Support provision of rail-related infrastructure improvements as part of the Cascadia High-Speed Rail Corridor project.
  - **Action 1:** In coordination with agency partners, develop a *Passenger Rail Plan* in support of *Springfield's Downtown District Urban Design Plan*. Areas in Springfield outside of Downtown should be considered, as appropriate.
  - **Action 2:** Further consider regional high speed passenger rail needs coordinated with the *Springfield Downtown District Urban Design Plan* and implementation strategy.

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<sup>2</sup> The Frequent Transit Network (FTN) represents the highest orders of transit service within the region. The FTN represents corridors where transit service would be provided, but does not presume specific street alignments. Street alignments will be determined in future studies. FTN stops will be located closest to the highest density development within the corridor. FTN Corridors will have the following characteristics:

- Enables a well-connected network that provides regional circulation
- Compatible with and supportive of adjacent urban design goals
- Operates seven days a week in select corridors
- Service hours are appropriate for the economic and social context of the area served
- Coverage consists of at least 16 hours a day and area riders trip origins or destinations are within ¼ of a mile-straight line distance
- Frequency is at least every 10-15 minutes in peak travel times
- Speed is no less than 40 percent of the roadway speed limit
- Coverage throughout the region is geographically equitable and serves Title VI protected populations
- Transit service is reliable and runs on schedule
- Transit vehicles are branded
- Transit stations are of high quality with amenities, including bicycle and pedestrian connections to stations and end-of-trip facilities, such as bike parking. Park and rides are provided at key termini.

- **Policy 3.10:** When a project includes planning, reconstructing, or constructing new intersections, all intersection control types are to be evaluated including statutory control, sign control, geometric control, and signal control. The City's recommended alternative will be selected primarily on safety and operational efficiency in the context of mobility needs for all users, adjacent existing and planned land uses, access considerations, site constraints, availability of right-of-way, environmental factors, phasing, future needs, safety, construction, and operational costs.
  - **Action 1:** When analyzing the appropriate treatment for a new or reconstructed intersection, the City will consider the needs consistent with policy 3.10.

#### Goal 4: System Financing:

Create and maintain a sustainable transportation-funding plan that provides implementable steps towards meeting Springfield's vision.

- **Policy 4.1:** Support development of a stable and flexible transportation finance system that provides adequate resources for transportation needs identified in the *Springfield 2035 TSP*.
  - **Action 1:** Develop criteria that support adopted *2035 TSP* goals and policies and that help prioritize transportation maintenance, preservation, and construction projects.
  - **Action 2:** Give funding priority to bicycle and pedestrian projects that address significant gaps in the network and that provide key linkages to other transportation modes.
  - **Action 3:** Give funding priority to safety actions and operations to maximize use and utility of existing system.
  - **Action 4:** Provide financial incentives, improvements and programs at discretion of City to new and existing local businesses that encourage multi-modal transportation options to employees and/or customers.
  - **Action 5:** Require that new development pay for its proportional capacity impact on the transportation system through ongoing rate updates of Springfield's system development charge and through proportional exactions as part of the land development process.



# Scope of Work

## Springfield TSP Code Implementation Project

December 23, 2015

Emma Newman and Phil Farrington



**Project Description and Background:**

The Springfield Transportation System Plan (TSP) was jointly adopted by the City of Springfield and Lane County in March, 2014. The City of Springfield completed a planning process to look at how the transportation system is currently used and how it should change to meet the long-term (20-year) needs of Springfield's residents, businesses, and visitors. Through coordination with community members and affected public agencies, the City of Springfield developed a TSP for improvements of all modes of transportation in Springfield, including the roadway, bicycle and pedestrian, transit, and rail networks. The plan also includes a transportation improvement and financing plan. Now that the TSP is adopted, the Springfield Development Code (SDC) must be updated to fully implement the TSP.

Chapter 2 of the Plan contains Goals, Policies and Action Items to provide direction for the next 20 years. The TSP Goals reflect the community's vision for Springfield's future transportation system and offer a framework for policies and action items. The policies, organized by goal, provide high-level direction for the City's policy and decision-makers and for City staff. The policies will be implemented over the life of the Plan. Specifically, many of these policies are implemented through the Springfield Development Code. These newly updated policies will provide baseline direction for revisions and updates to the Springfield Development Code (SDC) and the Springfield Engineering Design Standards and Procedures Manual (EDSPM).

This Project will cover the entire City of Springfield Urban Growth Boundary.

**Coordination with other Projects:**

Project Manager will coordinate this Project other relevant Projects, including but not limited to:

- 2030 Comprehensive Plan
- City Street Standards Project
- Main Street Visioning / Main Street TGM Zoning Project
- Main-McVay Transit Study
- Franklin Boulevard Phase I
- Downtown Design Standards Project

**TASKS, DELIVERABLES AND SCHEDULE****Task 1: Project Management**

This project management task includes work required to manage the project, coordination with Project Core Team, monitoring of progress, and direct quality control activities.

Project Manager shall:

- Outline and coordinate Project Core Team work

- Communicate regularly with Project Oversight Team and coordinate management level reviews of works-in-progress and final products
- Prepare and monitor work plans and schedule
- Maintain project files
- Coordinate production and quality control efforts

### **1.1. Project Core, Oversight and Technical Review Teams**

The purpose of the *Core Team* is to conduct overall project tasks throughout the duration of the Project. This Team will be a small but well-coordinated group of key staff to complete the project tasks.

Recommended Core Team Staff:

- Project Co-Managers:
  - Phil Farrington, AICP, Senior Planner
  - Emma Newman, Transportation Planner
- Project Staff:
  - Michael Liebler, PE, Transportation Planning Engineer
  - Kristina Kraaz, City Attorney's Office

The purpose of the *Oversight Team* is to conduct high-level review and input of products at key milestones. This Team will also serve as a communication link between upper-management in the City and Project Core Team staff.

Recommended Oversight Team Staff:

- Tom Boyatt, Community Development Manager
- Brian Barnett, PE, PTOE, City Traffic Engineer
- Jim Donovan, Planning Supervisor
- Greg Mott, Planning Manager
- Jeff Paschall, PE, City Engineer
- Matthew Ruetters, Building and Land Development Manager

The *Project Technical Review Team* purpose is to review a rough draft and final draft version of the Code updates. This Team is a large list of people who will be emailed copies of the rough draft Code updates and final draft Code updates for comments. This list for the Technical Review Team was finalized with the input of the Core Team and Oversight Team. Additional organizations and individuals may be sought for input on specific issues or areas of expertise.

Draft Technical Review Team Members are recommended as follows:

- Becky Taylor, Lane County Transportation Planning
- David Reesor, Oregon Department of Transportation

- Matthew Crall, Oregon Department of Land Conservation and Development
- Ed Moore, Oregon Department of Land Conservation and Development
- Kurt Yeiter, City of Eugene Transportation Planning
- Steve Gallup, City of Eugene Transportation Engineering
- Gilbert Gordon, Eugene-Springfield Fire Department
- Paul Thompson, Lane Council of Governments
- Sasha Luftig, Lane Transit District
- Vincent Martorello, Willamalane Park and Recreation District
- Additional City Staff, including staff from City Manager's office, Current Planning, Long-Range Planning, Fire & Life Safety, and Operations & Maintenance

### **1.2. Project Kick-off Meeting**

Project Manager shall facilitate an approximate 90 minute internal kick-off meeting with Project Core Team and Oversight Team staff to provide an overview of the project, review the final draft Scope of Work (including timeline and composition of Technical Review Team and Stakeholder Sounding Board), and establish protocols for project communications. Project Managers shall prepare an agenda for the meeting.

#### **Deliverables:**

- ✓ 1A: Kick-off Meeting Agenda
- ✓ 1B: Project Communication Protocols
- ✓ 1C: Scope of Work/confirm project Core Team, Oversight Team and Technical Review Team members

Recommended meeting participants include:

- Phil Farrington, AICP, Senior Planner
- Emma Newman, Transportation Planner
- Tom Boyatt, Community Development Manager
- Brian Barnett, PE, City Traffic Engineer
- Jim Donovan, Planning Supervisor
- Greg Mott, Planning Manager
- Matthew Ruetters, Building and Land Development Manager
- Jeff Paschall, PE, City Engineer
- Michael Liebler, PE, Transportation Engineer

**Task 2: Public, Stakeholder and Technical Team Involvement**

The purpose of the public and stakeholder involvement task is to provide proper and adequate coordination with relevant stakeholders and the public throughout the duration of the project, and to obtain stakeholder input at key milestones. Public and stakeholder involvement activities must be conducted in parallel with other project tasks.

**2.1 Present to the Committee for Citizen Involvement**

Outline project scope, timeline, and outreach methodologies to the Committee for Citizen Involvement (CCI) for review and approval.

**2.2 Stakeholder Sounding Board**

A Stakeholder Sounding Board (SSB) shall be established to provide feedback at 3 key points during the Project: (1) Project Initiation, (2) Mid-point Code Revision Draft, and (3) Final Code Draft. SSB input will be forwarded to the Planning Commission and City Council will be briefed on SSB input throughout the project.

Diverse perspectives, backgrounds, interests and geographies are desired for the SSB. Final selection of participants will be based on availability and interest, as well as approval by Springfield's Committee for Citizen Involvement as required to comply with the City's adopted Citizen Involvement Program and Goal 1. Members from the Springfield Transportation System Plan (TSP) Stakeholder Advisory Committee (SAC) will be asked to serve on the SSB.

Draft Stakeholder Sounding Board members are recommended as follows:

- Richard Hunsaker, developer interest
- George Grier, environmental interest
- Allison Camp, bike/ped interest (BPAC member)
- Mike Eyster, transit interest
- Dave Jacobson, general interest (former MPO CAC member)
- Mike Schlosser, Springfield Public Schools
- Lane Branch, downtown business interest
- Ed McMahon, Homebuilder's Association of Lane County
- Vonnie Mikkelsen, Springfield Chamber of Commerce \*
- Tim Vohs, Springfield Planning Commission
- Hillary Wylie, Springfield City Council\* \*\*
- Kenneth Hill, freight interest
- Mike Elliason, rail interest\* \*\*
- BPAC representative

\*=Replacing former TSP SAC member

\*\*= Request to participate pending

~ = vacant or proposed position

**Deliverables:**

- ✓ 2A: SSB Meeting Agendas
- ✓ 2B: SSB Meeting Facilitation
- ✓ 2C: SSB Meeting Materials

**2.3 General Public**

The Springfield TSP Goals and Policies will guide this Project. Significant public outreach occurred during the TSP update that contributed to the Goals and Policies which were eventually adopted and now being used for the basis of this SDC update. Specific to this SDC update, general public input opportunities will be provided through the City's website at two points during the Project: (1) Mid-point Code Revision Draft, and (2) Final Code Draft. Draft Code changes will be posted for 2 weeks during each of these project milestones for public comments.

**Deliverables:**

- ✓ 2D: Website Updates

**2.4 Technical Review Team Involvement**

An informal Technical Review Team will be established for input and review of the SDC updates. Project Team staff will use a similar list of reviewers that has been used in the past for SDC updates. This list will include numerous City of Springfield staff as well as key staff from other partner agencies such as Willamalane. The Springfield Bike and Pedestrian Advisory Committee (BPAC) will also be asked to provide input and review. Similar to the public and stakeholder input, Project staff will request review and input from the Technical Review Team during two points during the Project: (1) Mid-point Code Revision Draft, and (2) Final Code Draft.

**Deliverables:**

- ✓ 2E: Provide written information to Technical Review Team and respond to questions, concerns and comments.

**Task 3: Technical Review and Written Updates to the Springfield Development Code**

This task will use the recommended changes noted in TSP Volume 2, Appendix I as a starting point for the SDC update. The Project Core Team will further review the Springfield 2035 TSP Goal and Policy chapter in comparison to the existing SDC to assure proper sections of the Code are flagged for

updating. The Project Core Team will also use the Technical Review Team and Stakeholder Sounding Board to assist in flagging any necessary Code changes.

Once a final outline of Code sections are determined, Project Core Team staff will make written modifications. These will be vetted through the Stakeholder Sounding Board, the Technical Review Team, and through general public outreach on the City's webpage.

**Deliverables:**

- ✓ 3A: Draft Code Changes

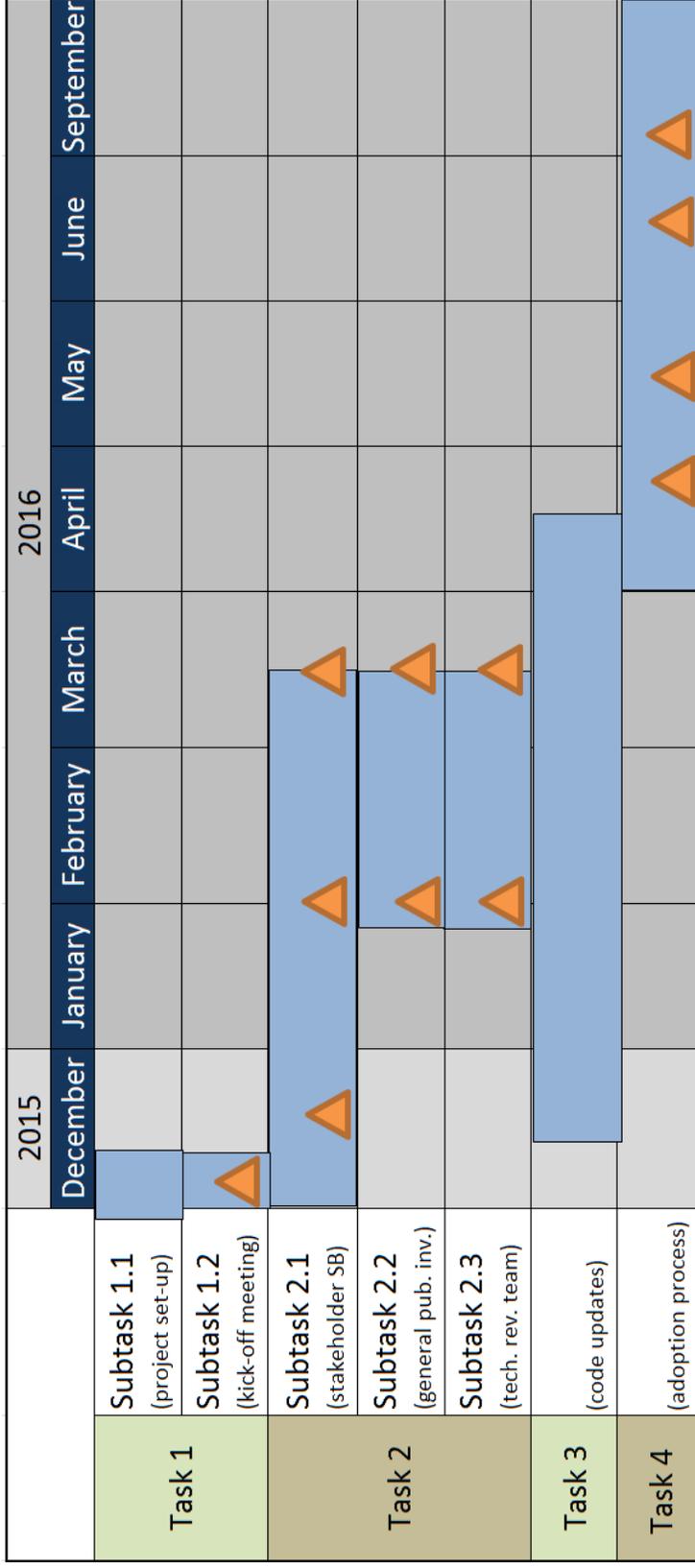
**Task 4: Adoption Process**

The adoption process will include a work session review by both the Planning Commission and the City Council followed by formal public hearings. Similar to other SDC updates, public hearings will provide one last additional time for public input on the proposed Code changes.

**Deliverables:**

- ✓ 4A: Planning Commission Work Session and Public Hearing
- ✓ 4B: City Council Work Session and Public Hearing

**PROJECT TIMELINE:**



▲ = Meeting

■ = Duration of Task

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**AGENDA ITEM SUMMARY**

**Meeting Date:** 1/20/2016  
**Meeting Type:** Regular Meeting  
**Staff Contact/Dept.:** Andy Limbird, DPW  
**Staff Phone No:** 541-726-3784  
**Estimated Time:** 30 Minutes  
**Council Goals:** Maintain and Improve  
Infrastructure and Facilities

**S P R I N G F I E L D  
P L A N N I N G C O M M I S S I O N**

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**ITEM TITLE:** MODERATE VISIBILITY CELLULAR TOWER APPLICATION—LAND SERVICES NW LLC ON BEHALF OF VERIZON WIRELESS LLC, CASES TYP315-00005 AND TYP215-00032

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**ACTION REQUESTED:** Conduct a public hearing and approve, approve with amendments, or deny a proposal by Verizon Wireless to construct a 100-foot tall monopine cellular tower at 4992 Main Street.

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**ISSUE STATEMENT:** The applicant has submitted Discretionary Use and Site Plan Review applications for a new wireless telecommunication tower facility within an existing commercial lumber yard at 4992 Main Street. The proposed cellular tower is designed as an imitation evergreen tree and is classified as a “Moderate Visibility” wireless telecommunication facility requiring Planning Commission approval. Section 4.3-145.F of the Springfield Development Code (SDC) provides Discretionary Use standards for approving the cellular tower placement.

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**ATTACHMENTS:**

1. Staff Report and Recommendation for Discretionary Use
2. Staff Report and Recommended Conditions of Approval for Site Plan Review
3. Verizon Wireless Application and Exhibits
4. Written Comments from Joseph Tokatly

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**DISCUSSION:** The proposed tower facility is located in the northeast corner of a commercial property on the north side of Main Street between 49<sup>th</sup> and 51<sup>st</sup> Streets. An existing building supply business operating as Square Deal Lumber will remain on the property. The property is zoned Community Commercial (CC) in accordance with the Springfield Zoning Map. Properties in the vicinity are zoned for commercial, institutional, single-family residential, and multi-family residential development. Moderate Visibility cellular tower facilities are allowable in the Community Commercial district subject to Discretionary Use approval.

The proposed cellular tower is just south of the Riverbend Elementary School site located at 320 51<sup>st</sup> Street. There are existing residential dwellings to the west and east of the subject site along 49<sup>th</sup> Street and 51<sup>st</sup> Street respectively. The nearest dwelling on residentially-zoned property is about 325 feet west of the proposed cellular tower. Verizon Wireless has provided evidence of a substantial capacity gap in the mid-Springfield area (Attachment 3), particularly with modern data streaming demands. Additionally, the cellular facility currently providing coverage for this area of Springfield is located at the International Paper plant just north of this site. The antenna array is planned to be removed to accommodate changes at the International Paper site and is not being replaced. Therefore, the proposed cellular tower facility would constitute both a relocation of an existing facility to maintain coverage and an improvement to the service capacity in the area.

Staff has prepared a staff report and recommendation based on the review criteria found in SDC Section 4.3-145.F and SDC Section 5.9-120 (Attachment 1). The findings presented by staff provide a substantive basis for conditionally approving a moderate visibility wireless telecommunication facility at the subject property. Staff has also prepared a staff report with recommended conditions of approval for the Site Plan Review application, which is based on the review criteria found in SDC Section 5.17-125 (Attachment 2).

No written comments were received in response to the mailed notice of the Public Hearing for Discretionary Use and Site Plan Review applications.

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**Staff Report and Findings  
Springfield Planning Commission  
Discretionary Use Request (Verizon Wireless)**

**Hearing Date: January 20, 2016**

**Case Number: TYP315-00005**

**Applicant: Ed Fournier, Land Services Northwest LLC on behalf of Verizon Wireless**

**Site: 4992 Main Street (Map 17-02-33-32, Tax Lot 4000)**

**Request**

The application was submitted on November 19, 2015 and the public hearing on the matter of the Discretionary Use request is scheduled for January 20, 2016. The City conducted a Development Review Committee meeting on the Discretionary Use request on December 15, 2015.

**Site Information/Background**

The commercial property that is the subject of the Discretionary Use request is located at 4992 Main Street and operates as Square Deal Lumber (Photos 1-3). The physical location of the proposed cellular tower is at the northeast corner of the site near the common property line with Riverbend Elementary School to the north. The applicant is proposing to construct a 100-foot high monopine cellular tower with equipment shelter and fenced enclosure about 10 feet from the north boundary of the subject property. Monopine cellular towers are classified as “moderate visibility” wireless telecommunications system (WTS) facilities in accordance with Section 4.3-145.E of the Springfield Development Code (SDC). Moderate visibility wireless telecommunications system facilities (ie. cellular towers that are camouflaged as imitation trees) are allowable in the Community Commercial (CC) District subject to Discretionary Use approval in accordance with SDC Section 4.3-145.F.5 and Table 4.3-1.

***Photo 1 – Site Air Photo***



*Photo 2 – Magnified Aerial View*

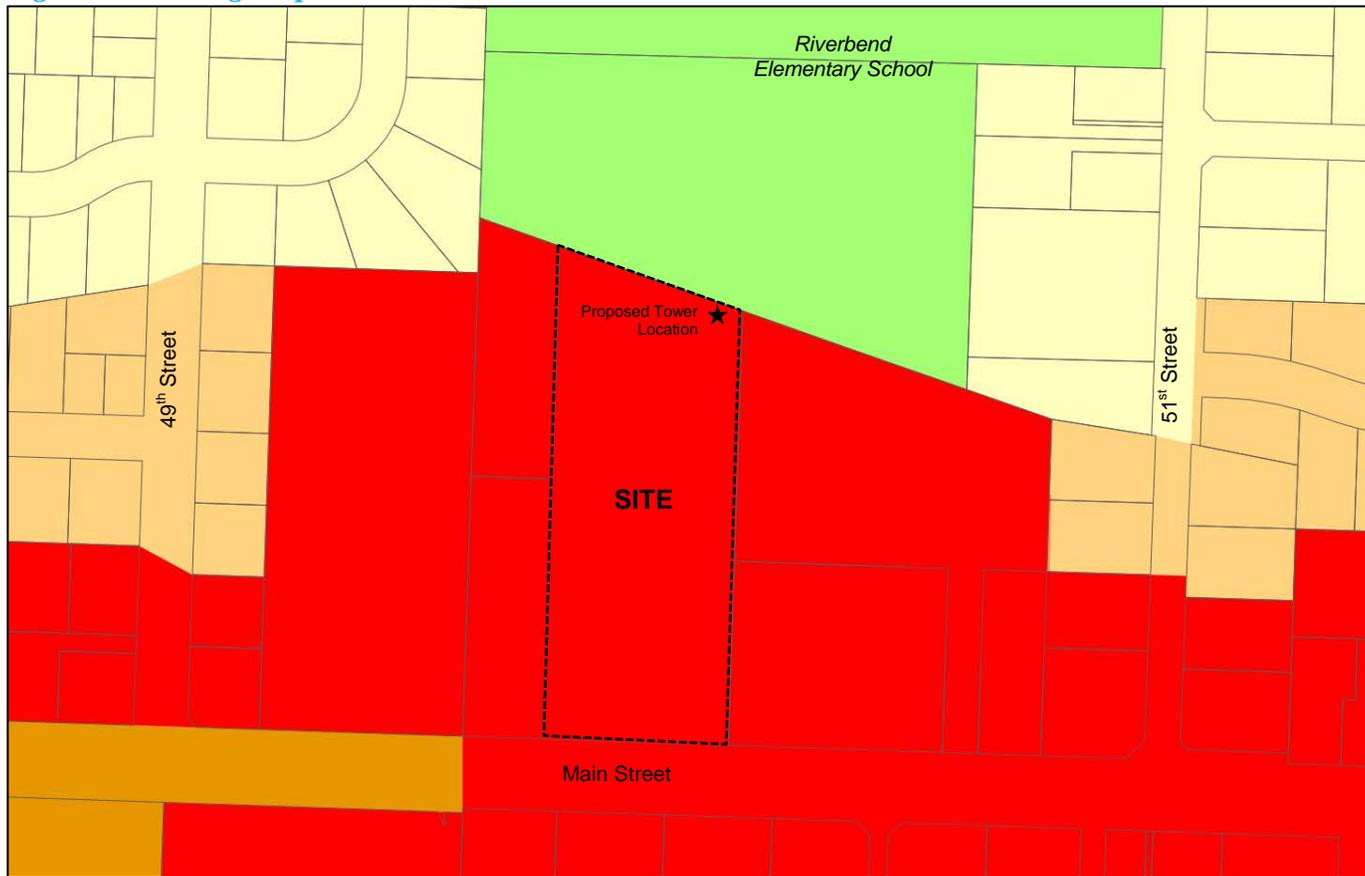


*Photo 3 – On-Site View Looking East*



The property is zoned Community Commercial (CC) in accordance with the Springfield Zoning Map and is designated Mixed Use Commercial (MUC) in the adopted *East Main Refinement Plan* (Figure 1). Moderate visibility wireless telecommunication systems facilities are allowable in both the CC and MUC Districts subject to Discretionary Use approval in accordance with SDC 4.3-145.F.5 (Table 4.3-1). The facility has frontage on Main Street along the south boundary, and access to the site will be derived from an existing curb cut and driveway approach serving the building supply center and lumber yard. The applicant is proposing to use the existing lumber yard driveway and driving aisles as the primary means of access to the site. Utility connections will be extended from connection points along the property frontage to serve the proposed tower and equipment shelter. The applicant has submitted a Site Plan Review application under separate cover (Case TYP215-00032) for the proposed wireless telecommunications system facility and compound.

**Figure 1 – Zoning Map Extract**



**Zoning Map Legend**

- Community Commercial (CC)
- Public Land and Open Space (PLO)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)

## **Notification and Written Comments**

Notification of the January 20, 2016 public hearing was sent to all property owners and residents within 300 feet of the site on January 4, 2016. Notification was also published in the legal notices section of *The Register Guard* on January 12, 2016.

Public notification was also sent to all property owners and residents within 300 feet of the site on January 4, 2016 for the companion Site Plan Review application submitted under separate cover (Case TYP215-00032). One written comment was received from Joseph Tokatly, 2219 Main Street, P.O. Box 768, Springfield: *“I am responding to the notice I received regarding the pending site plan review application number TYP315-00005. TTT Ranch, LLC owns the parcel located directly across Main Street south of the subject site. The proposed development will create an eyesore with respect to the development we intend to construct on our parcel. We strongly object to such development unless the aesthetics can be mitigated through the use of disguised features offered by a variety of companies such as Valmont. Such disguise will allow the cell tower to blend into the surrounding environment and be less visible. I hope the planning commission will consider our position and adopt our recommendation, as part of the approval process, to preserve the natural beauty of our community while facilitating development at the same time.”*

Staff Response: Staff responded to Mr. Tokatly and advised that the applicant’s proposal calls for an imitation fir tree design as opposed to a traditional pole or lattice tower structure. In response to the clarification of the proposed imitation tree design, Mr. Tokatly responded as follows: *“That is exactly the response that I was hoping for. If that is the case, we will have no objection to the development otherwise.”*

## **Criteria of Approval**

Section 5.9-100 of the SDC contains the criteria of approval for the decision maker to utilize during review of Discretionary Use requests. The Criteria of Discretionary Use approval are:

### *SDC 5.9-120 CRITERIA*

A. *The proposed use conforms with applicable:*

1. *Provisions of the Metro Plan;*
2. *Refinement plans;*
3. *Plan District standards;*
4. *Conceptual Development Plans or*
5. *Specific Development Standards in this Code;*

B. *The site under consideration is suitable for the proposed use, considering:*

1. *The location, size, design and operating characteristics of the use (operating characteristics include but are not limited to parking, traffic, noise, vibration, emissions, light, glare, odor, dust, visibility, safety, and aesthetic considerations, where applicable);*

2. *Adequate and safe circulation exists for vehicular access to and from the proposed site, and on-site circulation and emergency response as well as pedestrian, bicycle and transit circulation;*
  3. *The natural and physical features of the site, including but not limited to, riparian areas, regulated wetlands, natural stormwater management/drainage areas and wooded areas shall be adequately considered in the project design; and*
  4. *Adequate public facilities and services are available, including but not limited to, utilities, streets, storm drainage facilities, sanitary sewer and other public infrastructure.*
- C. *Any adverse effects of the proposed use on adjacent properties and on the public can be mitigated through the:*
1. *Application of other Code standards (including, but not limited to: buffering from less intensive uses and increased setbacks);*
  2. *Site Plan Review approval conditions, where applicable;*
  3. *Other approval conditions that may be required by the Approval Authority; and/or*
  4. *A proposal by the applicant that meets or exceeds the cited Code standards and/or approval conditions.*
- D. *Applicable Discretionary Use criteria in other Sections of this Code:*
1. *Wireless telecommunications systems facilities requiring Discretionary Use approval are exempt from Subsections A-C above, but shall comply with the approval criteria specified in Section 4.3-145.*
  2. *Alternative design standards for multifamily development are exempt from Subsections A – C above, but shall comply with the approval criteria specified in Section 3.2-245*
  3. *Fences requiring Discretionary Use approval are exempt from Subsections A – C above, but shall comply with the approval criteria specified in Section 4.4-115.C.*
  4. *The siting of public elementary, middle and high schools requiring Discretionary Use approval is exempt from Subsections A – C above, but shall comply with the approval criteria specified in Section 4.7-195.*

Finding: Wireless telecommunications systems facilities are exempt from Criteria A-C in accordance with Section 5.9-120.D.1 of the Springfield Development Code. Therefore, only Criterion D is listed herein.

## Proposed Findings In Support of Discretionary Use Approval

### Criterion: Discretionary Use criteria of approval:

#### D. Applicable Discretionary Use criteria in other Sections of this Code:

1. **Wireless telecommunications systems facilities requiring Discretionary Use approval are exempt from Subsections A-C above, but shall comply with the approval criteria specified in Section 4.3-145.**

Procedural Finding: The approval criteria for wireless telecommunications system facilities are listed in SDC 4.3-145.F – General Standards. The proposed monopine tower (ie. imitation tree) is classified as a “moderate visibility” facility in accordance with SDC 4.3-145.E. The applicable standards for wireless telecommunications systems facilities are as follows:

- 1) **Design for co-location. All new towers shall be designed to structurally accommodate the maximum number of additional users technically practicable.**

Applicant’s Submittal: *“As illustrated on Sheet A-3 of the attached drawings (Exhibit A), the proposed WTS facility would be designed to structurally accommodate two additional users. A full engineering design will be submitted with the Building Permit.”*

Finding 1: The applicant has designed the wireless telecommunications system (WTS) facility to accommodate additional users, thereby allowing for co-location at the subject site. The applicant’s submittal (Sheet A-3) shows the location of two additional antenna arrays that could be mounted below the Verizon Wireless antenna array. Tower loading for the currently proposed and potential future antenna arrays will be reviewed through the building permitting process for the facility.

Conclusion: This standard has been met.

- 2) **Demonstrated Need for New WTS Facilities. Applications shall demonstrate that the proposed WTS facility is necessary to close a significant gap in service coverage or capacity for the carrier and is the least intrusive means to close the significant gap.**

Applicant’s Submittal: *“As detailed in the attached letter report from Verizon Wireless (Exhibit B), the proposed WTS facility is needed to close a significant gap in signal coverage [and] capacity. Currently, this area is covered by the EUG Springfield location which shall be decommissioned, and this shall create a significant coverage gap in addition to the system capacity gap. Because the to-be-decommissioned site (EUG Springfield) antennas had a centerline of 160’ on an existing water tank, the replacement site would either need to match that height or be as tall as permissible. Instead of proposing a new 160’ tall tower, Verizon proposes to make use of multiple less intrusive facilities. The replacement plan includes the proposed WTS facility, EUG Aster, a co-location on the existing tower located at 693 36<sup>th</sup> Street (Permit 811-SPR2014-02174), and EUG Clearwater a new faux monopine tower WTS located at 4164 Jasper Road (TYP215-00012). Please see the narrative and maps as provided in the letter report (Exhibit B). By using multiple facilities, the proposed WTS facility antennas will have a centerline of 90’, which will provide an acceptable replacement signal strength, allowing the current customers to maintain service. There are no buildings in the area of sufficient height to accommodate the needed antenna elevation, as most buildings are*

*only 1 level or 2 at the most in the area. Aside from commercially zoned parcels on Main Street, most others are residentially zoned in the area. The WTS towers nearest to this proposed site are to the west approximately 2,200 feet at 4680 Main Street and that tower is at its structural capacity per the tower owner. The next closest tower site is over 5,500 feet to the east and near to an existing Verizon Wireless location. This would provide overlapping coverage with the site it is near to and still leave a coverage gap to the southeast of the to-be-decommissioned WTS on the water tank. The next 2 nearest WTS tower sites are the proposed Verizon Wireless installation referenced as EUG Aster and EUG Springfield above. Please see Exhibit C for the map depicting these WTS locations.”*

Finding 2: The applicant’s submittal shows the existing gaps in coverage, along with the location of the existing Verizon Wireless facility at the International Paper plant in mid-Springfield. Upon decommissioning of the existing wireless telecommunications system facility, there would be coverage and capacity gaps that can be addressed by the proposed monopine tower.

Conclusion: This standard has been met.

- 3) Lack of Coverage and Lack of Capacity. The application shall demonstrate that the gap in service cannot be closed by upgrading other existing facilities. In doing so, evidence shall clearly support a conclusion that the gap results from a lack of coverage and not a lack of capacity to achieve adequate service. If the proposed WTS facility is to improve capacity, evidence shall further justify why other methods for improving service capacity are not reasonable, available or effective.**

*Applicant’s Submittal: “Due to the decommissioning of the EUG Springfield location, a signal coverage gap will result in an area that already [is] experiencing a system capacity gap. This is detailed in this narrative and in the provided letter report from Verizon Wireless (Exhibit B).”*

Finding 3: The applicant’s submittal indicates that there is an existing capacity gap in the area to be served by the proposed monopine tower. Additionally, with the anticipated decommissioning of an existing facility at the International Paper plant northwest of the subject property, there will be a coverage gap as well. The proposed facility addresses both the coverage and capacity gap according to the applicant’s submittal and supporting information.

Conclusion: This standard has been met.

- 4) Identify the Least Intrusive Alternative for Providing Coverage. The application shall demonstrate a good faith effort to identify and evaluate less intrusive alternatives, including, but not limited to, less sensitive sites, alternative design systems, alternative tower designs, the use of repeaters, or multiple facilities. Subsection F.5. defines the type of WTS facilities that are allowed in each zoning district.**

*Applicant’s Submittal: “As detailed in the attached letter report from Verizon Wireless (Exhibit B), the proposed WTS facility is needed to close a significant gap in signal coverage [and] capacity. Currently, this area is covered by the EUG Springfield location which shall be decommissioned, and this shall create a coverage gap in addition to the capacity gap. Because the to-be-decommissioned site (EUG Springfield) antennas had a centerline of 160’*

*on an existing water tank, the replacement site would either need to match that height or be as tall as permissible. Instead of proposing a new 160' tall tower, Verizon proposes to make use of multiple less intrusive facilities. The replacement plan includes the proposed WTS facility, EUG Aster, a co-location on the existing tower located at 693 36<sup>th</sup> Street (Permit 811-SPR2014-02174), and EUG Clearwater a new monopine tower WTS located at 4164 Jasper Road (TYP215-00012). Please see the narrative and maps as provided in Exhibit B. By using multiple facilities, the proposed WTS facility antennas will have a centerline of 90', which will provide an acceptable replacement signal strength, allowing the current customers to maintain service. There are no buildings in the area of sufficient height to accommodate the needed tower elevation, as most buildings are only 1 level or 2 at the most in this area. Aside from commercially zoned parcels on Main Street, most others are residentially zoned. The WTS towers nearest to this proposed site are to the west approximately 2,200 feet at 4680 Main Street and that tower is at its structural capacity per the tower owner. The next closest tower site is over 5,500 feet to the east and near to an existing Verizon Wireless location. This would provide overlapping coverage with the site it is near to and still leave a coverage gap to the southeast of the to-be-decommissioned WTS on the water tank. The next 2 nearest WTS tower sites are the proposed Verizon Wireless installation referenced as EUG Aster and EUG Clearwater above. Please see Exhibit C for the map depicting these WTS locations."*

Finding 4: The applicant's submittal and supporting information demonstrates that the proposed monopine tower, in conjunction with modifications other existing Verizon Wireless facilities in the vicinity, is the minimum-sized facility necessary to address the coverage and capacity gap in this area of Springfield.

Conclusion: This standard has been met.

- 5) Location of WTS Facilities by Type. Subsection E. defines various types of WTS facilities by their visual impact. These are: high visibility, moderate visibility, low visibility and stealth facilities. Table 4.3-1 lists the type of WTS facilities allowed in each of Springfield's zoning districts.**

Applicant's Submittal: *"The proposed WTS facility would be a monopine design, which is a moderate visibility facility. Moderate visibility facilities are allowed in the subject property's Community Commercial zoning district."*

Finding 5: In accordance with SDC 4.3-145.E, wireless transmissions system facilities that are camouflaged, such as imitation trees, are considered "moderate visibility". In accordance with SDC Table 4.3-1, moderate visibility facilities are allowable in the Community Commercial district.

Finding 6: In accordance with SDC 4.3-145.H, moderate visibility wireless transmissions system facilities require Type III Planning Commission review. The applicant has submitted concurrent Discretionary Use (Case TYP315-00005) and Site Plan Review (Case TYP215-00032) applications for Planning Commission review. Pursuant to SDC 4.3-145.H.4.a, on December 14, 2015, this application was referred to the Springfield City Council for consideration of transferring the review and approval authority from the Planning Commission to the City Council. The City Council declined this opportunity to replace the Planning Commission as approval authority for this application, therefore a public hearing before the Planning Commission has been scheduled for January 20, 2016.

Conclusion: This standard has been met.

**6) Maximum Number of High Visibility WTS Facilities. No more than 1 high visibility facility is allowed on any 1 lot/parcel.**

Applicant's Submittal: *"Not applicable. The proposed WTS facility would be a moderate visibility facility. There are no existing WTS facilities on the subject property."*

Finding 7: The applicant is not proposing a high visibility wireless transmissions system facility or more than one facility on the subject property. Therefore, this standard does not apply.

Conclusion: This standard has been met.

**7) Separation Between Towers. No new WTS tower may be installed closer than 2,000 feet from any existing or proposed tower unless supporting findings can be made under Subsections F.2, 3 and 4 by the Approval Authority.**

Applicant's Submittal: *"As illustrated in the attached inventory of existing towers map (Exhibit C), the nearest existing tower is over 2,000 feet to the west of the proposed [WTS] and, per the tower owner, at its structural capacity."*

Finding 8: The applicant's submittal confirms that the nearest wireless telecommunications system tower operated by Verizon Wireless or any other carrier is more than 2,000 feet from the subject site.

Conclusion: This standard has been met.

**8) WTS Facilities Adjacent to Residentially Zoned Property. In order to ensure public safety, all towers located on or adjacent to any residential zoning district shall be set back from all residential property lines by a distance at least equal to the height of the facility, including any antennas or other appurtenances. The setback shall be measured from that part of the WTS tower that is closest to the neighboring residentially zoned property.**

Applicant's Submittal: *"As illustrated in the attached drawings (Exhibit A) the proposed WTS facility would be set back more than 100% of the tower height from any residential property, as the nearest residential parcels are east and west approximately 270', which is greater than the 100' monopole tower height."*

Finding 9: The subject property is zoned Community Commercial, and therefore the proposed facility is not on or immediately abutting a residential zoning district. The nearest residentially-zoned properties are about 270 feet west (273 49<sup>th</sup> Loop) and about 285 feet east (210 51<sup>st</sup> Street) of the proposed monopine tower. The dwellings on these properties are set back a greater distance from the proposed tower due to intervening backyard space.

Finding 10: The proposed WTS tower is located adjacent to the southern edge of the Riverview Elementary School playground and school yard, and is approximately 350 feet from

the actual school building. The applicant's submittal demonstrates that the tower will be sufficiently set back from residential property lines in accordance with SDC 4.3-145.F.8.

Conclusion: This standard has been met.

- 9) **Historic Buildings and Structures. No WTS facility shall be allowed on any building or structure, or in any district, that is listed on any Federal, State or local historic register unless a finding is made by the Approval Authority that the proposed facility will have no adverse effect on the appearance of the building, structure, or district. No change in architecture and no high or moderate visibility WTS facilities are permitted on any building or any site within a historic district. Proposed WTS facilities in the Historic Overlay District area also subject to the applicable provisions of Section 3.3-900.**

Applicant's Submittal: *"Not applicable. The proposed WTS facility would not be located on a historic building or structure."*

Finding 11: The proposed wireless telecommunications system facility is not located on a historic building, or within the designated Historic Overlay District as depicted in SDC 3.3-910. Therefore, this standard does not apply.

Conclusion: This standard has been met.

**10) Equipment Location. The following location standards shall apply to WTS facilities:**

- a. **No WTS facility shall be located in a front, rear or side yard building setback in any base zone and no portion of any antenna array shall extend beyond the property lines;**

Applicant's Submittal: *"As illustrated in Sheet A-1 of the attached drawings (Exhibit A) the proposed WTS facility would be located no closer than the required 10' side and rear setback, further [than] 30' from a street and there are no guy lines proposed."*

Finding 12: In accordance with SDC 3.2-315, the minimum interior side yard or rear yard building setback when abutting residential districts is 10 feet. The subject property does not abut residential zoning, but the applicant has set the tower structure back at least 10 feet from the adjacent property lines.

Finding 13: The proposed monopine tower is not located within a required building setback area and the antenna does not project into a setback area or across a property line.

Conclusion: This sub-element of the standard has been met.

- b. **Where there is no building, the WTS facility shall be located at least 30 feet from a property line abutting a street;**

Applicant's Submittal: See 10a. above.

Finding 14: In accordance with SDC 3.2-315, the minimum front yard or street side yard building setback is 10 feet. The subject property abuts Main Street along the south boundary, and the existing building supply store occupies the front of the site. Because there is an existing commercial building on the property, this standard does not apply. In

any event, the proposed monopine tower is set back about 470 feet from the edge of the Main Street right-of-way, which exceeds the requirements of SDC 3.2-315.

Conclusion: This sub-element of the standard has been met.

- c. For guyed WTS towers, all guy anchors shall be located at least 50 feet from all property lines.**

Applicant's Submittal: See 10a. above.

Finding 15: As stated in the applicant's project narrative, the proposed monopine tower is a freestanding structure and does not require guy wire support. Therefore, this standard does not apply.

Conclusion: This sub-element of the standard has been met.

- 11) Tower Height. Towers may exceed the height limits otherwise provided for in this Code. However, all towers greater than the height limit of the base zone shall require Discretionary Use approval through a Type III review process, subject to the approval criteria specified in Subsection I.**

Applicant's Submittal: *"There is no maximum building height in the Community Commercial zoning district except within fifty feet of a Low Density Residential or Medium Density Residential zoning district. Because the proposed WTS facility is located more than 50 feet from properties zoned Low Density Residential and Medium Density Residential, there is no height limit applicable."*

Finding 16: The subject property does not abut any residentially zoned properties. Therefore, in accordance with SDC 3.2-315, there is no maximum building height in the Community Commercial district. The proposed monopine tower is located about 270 feet from the east boundary of the nearest residential property (273 49<sup>th</sup> Loop) and is therefore outside the 50-foot height limitation zone.

Conclusion: This standard has been met.

- 12) Accessory Building Size. All accessory buildings and structures built to contain equipment accessory to a WTS facility shall not exceed 12 feet in height unless a greater height is necessary and required by a condition of approval to maximize architectural integration. Each accessory building or structure located on any residential or public land and open space zoned property is limited to 200 square feet, unless approved through the Discretionary Use process.**

Applicant's Submittal: *"As illustrated in Sheet A-3 of the attached drawings (Exhibit A) the proposed WTS facility accessory equipment cabinets would be not over 12' in height. Because the subject property is zoned Community Commercial, the accessory equipment structure is not limited in square footage."*

Finding 17: As stated in the applicant's submittal, the proposed utility cabinets will be approximately 12 feet in height. The cabinets are not considered an occupied building space, but will likely require building permits for construction.

Finding 18: In accordance with SDC 4.7-105, accessory structures are to be constructed in conjunction with or after construction of a primary structure. There is an existing commercial building on the property (Square Deal Lumber) that is considered the primary structure on the site. Therefore, an accessory structure is allowable on the property.

Conclusion: This standard has been met.

- 13) Visual Impact. All WTS facilities shall be designed to minimize the visual impact to the greatest extent practicable by means of placement, screening, landscaping, and camouflage. All facilities shall also be designed to be compatible with existing architectural elements, building materials, and other site characteristics. The applicant shall use the least visible antennas reasonably available to accomplish the coverage objectives. All high visibility and moderate visibility facilities shall be sited in a manner to cause the least detriment to the viewshed of abutting properties, neighboring properties, and distant properties.**

Applicant's Submittal: *"The proposed WTS facility would be designed to minimize the visual impact to the greatest extent practicable by means of placement, screening, and camouflage.*

*Placement: As illustrated on Sheet A-1 of the attached drawings (Exhibit A), the proposed WTS facility monopine would be located on a large parcel more than 470 feet from Main Street, approximately 300' from the residences to the east-northeast, [and] approximately 350' from the school building to the north, and the residential building and church to the east. As illustrated in attached photo simulations (Exhibit D) the proposed WTS facility would be located near existing trees in the corner of the property, which would help blend the facility in with the site and general mix of [conifer] and deciduous trees in the area. Placement of the [WTS] internally to the storage facility would adversely impact vehicle circulation, loading and storage.*

*Screening and existing vegetation and sight-obscuring fencing: The proposed WTS facility would be surrounded by a 6-foot tall chain link fence with sight-obscuring slats to the north and the east. Screening to the west and south is offered by the existing lumber storage yard and buildings. The proposed screening would further minimize the visual impact of the equipment area and tower base. Landscaping placement is problematic as there is no irrigation available and the existing lumber yard storage area is completely paved. However, added landscaping shall be placed north of the development site as illustrated on Sheet L-1 of the attached drawings (Exhibit A).*

*Camouflage: The proposed WTS facility would be a monopine. As illustrated on Sheet A-3 of the attached drawings (Exhibit A) the proposed tower would be designed to look as much like a tree as possible, with branches, antennas colored green to blend with the branches, remote units placed behind the proposed antennas and a pole colored brown like the trunk of a typical tree. The attached photo simulations (Exhibit D) also illustrate the proposed monopine design. Compared to a traditional design of a monopole tower or lattice style tower, the proposed facility would blend much better with the general area of the site and as such minimize the visual impact."*

Finding 19: The applicant is proposing to retain some of the existing trees and to install supplemental landscaping along the northern edge of the fenced enclosure containing the monopine tower and equipment cabinets. According to the applicant's site plan, the

landscaping plants will be drought tolerant native species and will not require intensive irrigation after establishment. The applicant's proposed site plan would provide for vegetative screening of the wireless transmissions system equipment cabinets and power transformers.

Finding 20: The applicant has submitted sketches of the proposed monopine tower, which is proposed as a 3 branch per foot imitation pine tree (Sheet A-3 of applicant's submittal). The proposed design is consistent with another Verizon WTS facility recently approved at 4164 Jasper Road (Case TYP215-00012), and it also mimics the growth form of other coniferous trees found in the vicinity.

Conclusion: This standard has been met.

**14) Minimize Visibility. Colors and materials for WTS facilities shall be nonreflective and chosen to minimize visibility. Facilities, including support equipment and buildings, shall be painted or textured using colors to match or blend with the primary background, unless required by any other applicable law.**

Applicant's Submittal: *"The proposed WTS facility would be a monopine. As illustrated on Sheet A-3 of the attached drawings (Exhibit A) and the photo simulations (Exhibit D), the proposed tower would be designed to look as much like a tree as possible, with branches, antennas colored green to blend with the branches, remote units placed behind the proposed antennas and a pole colored brown like the trunk [of] a typical tree. The associated ground equipment is matte gray or tan in color and will be screened by sight-obscuring fencing to the north and east, as well as retained trees and added landscaping per Sheet L-1 of Exhibit A."*

Finding 21: The applicant is proposing to use an imitation pine tree that is designed and intended to be as close to a real tree as feasible. The applicant is also proposing to use neutral, non-reflective paint tones for the equipment cabinets and transformers, which will be non-reflective and should be unobtrusive behind the planned vegetative and structural screening. The proposed finish materials for the equipment cabinets and tower pole will minimize visibility of the wireless transmissions system facilities.

Conclusion: This standard has been met.

**15) Camouflaged Facilities. All camouflaged WTS facilities shall be designed to visually and operationally blend into the surrounding area in a manner consistent with existing development on adjacent properties. The facility shall also be appropriate for the specific site. In other words, it shall not "stand out" from its surrounding environment.**

Applicant's Submittal: *"The proposed WTS facility would be a monopine and a Moderate Visibility facility per City definition and not a Camouflage Facility. However, as illustrated on Sheet A-3 of the attached drawings (Exhibit A) the proposed tower would be designed to look as much like a tree as possible, with branches, antennas colored green to blend with the branches, remote units placed behind the proposed antennas and a pole colored brown like the trunk of a typical tree."*

Finding 22: The proposed monopine tower is not defined as a camouflage facility. However, the applicant has incorporated a design that mimics a real tree, and provided for structural and vegetative screening of the associated ground-mounted equipment cabinets and transformers to minimize the visual impact.

Conclusion: This standard has been met.

- 16) Façade-Mounted Antenna. Façade-mounted antennas shall be architecturally integrated into the building design and otherwise made as unobtrusive as possible. If possible, antennas shall be located entirely within an existing or newly created architectural feature so as to be completely screened from view. Façade-mounted antennas shall not extend more than 2 feet out from the building face.**

Applicant's Submittal: *"Not applicable. The proposed WTS facility would not be mounted to an existing structure."*

Finding 23: As stated in the applicant's project narrative, the proposed monopine tower is a freestanding structure and is not mounted on a building façade. Therefore, this standard does not apply.

Conclusion: This standard has been met.

- 17) Roof-Mounted Antenna. Roof-mounted antennas shall be constructed at the minimum height possible to serve the operator's service area and shall be set back as far from the building edge as possible or otherwise screened to minimize visibility from the public right-of-way and adjacent properties.**

Applicant's Submittal: *"Not applicable. The proposed WTS facility would not be mounted to an existing structure."*

Finding 24: As stated in the applicant's project narrative, the proposed monopine tower is a freestanding structure and is not mounted on a rooftop. Therefore, this standard does not apply.

Conclusion: This standard has been met.

- 18) Compliance with Photo Simulations. As a condition of approval and prior to final staff inspection of the WTS facility, the applicant shall submit evidence, e.g. photos, sufficient to prove that the facility is in substantial conformance with photo simulations provided with the initial application. Non-conformance shall require any necessary modification to achieve compliance within 90 days of notifying the applicant.**

Applicant's Submittal: *"Understood as a compliance standard."*

Finding 25: The applicant's photo simulations and project narrative indicate that the proposed wireless transmissions system facility will be as shown on the pictures. However, manufacturer's product sheets and design details have not been included with the submittal. The applicant has stated that the facility will utilize a 3 branch per foot design to better approximate the growth form of large evergreen trees in the neighborhood and region. Provided the higher branching density design is used, the monopine facility should largely resemble the photo renderings included with the applicant's submittal (Exhibit D).

Conclusion: This standard has been met.

**19) Noise. Noise from any equipment supporting the WTS facility shall comply with the regulations specified in OAR 340-035-0035.**

Applicant's Submittal: *"Equipment shall comply with the regulations specified in OAR 340-035-0035. Compliance is discussed in the response for Section G.2.d later in this narrative."*

Finding 26: The proposed equipment cabinets are freestanding and equipped with cooling units on the front (south side) that would generate some noise. According to the applicant's submittal, the cooling units are oriented to the south into the operating lumber yard and away from noise sensitive areas. The units will be in compliance with the 50dBA nighttime noise level at a distance of 62 feet from the equipment cabinets per calculations with the inverse square law. The applicant has provided manufacturer's spec sheets and noise calculations with Exhibit E of the submittal.

Finding 27: The proposed emergency backup power generator is to be installed along the western edge of the enclosure and will be operated on a biweekly basis, during daylight hours, to test the system and maintain functionality. According to the applicant's submittal, the generator is enclosed in a sound attenuating shroud with a full muffler and emissions system. Average noise output is 58.3 dBA at 7 meters (approximately 22 feet) per the manufacturer's specifications. The muffler exhaust port is to be oriented to the south into the operating lumber yard to further mitigate the noise impacts of the generator. Based on the applicant's submittal, the projected noise emissions will not exceed provisions of OAR 340-035-0035 for new noise sources on commercial sites, or for nighttime noise levels as measured 60 feet from the generator.

Conclusion: This standard has been met.

**20) Signage. No signs, striping graphics, or other attention-getting devices are permitted on any WTS facility except for warning and safety signage that shall:**

- a. Have a surface area of no more than 3 square feet;**
- b. Be affixed to a fence or equipment cabinet; and**
- c. Be limited to no more than 2 signs, unless more are required by any other applicable law.**

Applicant's Submittal: *"The proposed WTS facility will contain only the required identification, warning and safety signage."*

Finding 28: According to the applicant's site plan, the equipment shelter and fence will be equipped with federally- and state-required warning and safety signs pertaining to radio frequency fields, the presence of flammable natural gas to fire the emergency backup generator, and other applicable hazards. The safety signs will meet the limitations of SDC 4.3-145.F.20 in all other respects, including but not limited to total surface area and placement of the signs.

Conclusion: This standard has been met.

**21) Traffic Obstruction. Maintenance vehicles servicing WTS facilities located in the public or private right-of-way shall not park on the traveled way or in a manner that obstructs traffic.**

Applicant's Submittal: *"Not applicable. The proposed WTS facility would not be located in the public or private right-of-way."*

Finding 29: The proposed wireless telecommunications system facility is well-removed from the public right-of-way for Main Street. Additionally, the applicant's proposed site plan provides for access and parking that is internal to the existing commercial property and set back from public rights-of-way. As proposed, the site design will not cause traffic to be obstructed.

Conclusion: This standard has been met.

**22) Parking. No net loss in required on-site parking spaces shall occur as a result of the installation of any WTS facility.**

Applicant's Submittal: *"There will be no net loss in required on-site parking spaces as a result of the installation of the proposed WTS facility. The [WTS] is proposed in a storage yard and not using any parking spaces."*

Finding 30: The proposed wireless telecommunications system facility is located north of existing commercial buildings that face Main Street. The existing building on the subject property is served by paved driveway approaches and driveways that are developed to City standards. The applicant is proposing to use the existing driveways for access to the equipment compound within the operating lumber yard. Vehicles accessing the WTS compound would park within the paved lumber yard when occasional maintenance occurs at the facility. Therefore, the proposed wireless transmissions system facility does not affect the existing or potential future parking for the existing commercial building on the site.

Conclusion: This standard has been met.

**23) Sidewalks and Pathways. Cabinets and other equipment shall not impair pedestrian use of sidewalks or other pedestrian paths or bikeways on public or private land.**

Applicant's Submittal: *"As illustrated on Sheets A-1 and A-2 of the attached drawings (Exhibit A), the proposed WTS facility equipment would all be located within the fenced lease area at the back of a lumber yard and would not impair the use of sidewalks, pedestrian paths, or bikeways."*

Finding 31: The proposed wireless transmissions system facility is located internal to the operating commercial site. There are no existing or planned pedestrian or bicycle facilities that pass through the area occupied by the proposed development. Therefore, the proposal will not have an adverse impact on pedestrian or bicycle movements.

Conclusion: This standard has been met.

- 24) Lighting.** WTS facilities shall not include any beacon lights or strobe lights, unless required by the Federal Aviation Administration (FAA) or other applicable authority. If beacon lights or strobe lights are required, the Approval Authority shall review any available alternatives and approve the design with the least visual impact. All other site lighting for security and maintenance purposes shall be shielded and directed downward, and shall comply with the outdoor lighting standards in Section 4.5-100, unless required by any other applicable law.

Applicant's Submittal: *"Per the TOWAIR review, no notice to the FAA is required (and thus no lighting), and a review submittal has been made to the Oregon Department of Aviation (Exhibit F). No marking or lighting necessary for aviation safety are expected to be required by the ODA either. As illustrated on Sheet A-2, Note #17 of the attached drawings (Exhibit A) the light fixtures on the proposed WTS facility equipment area are work lights intermittently used only, will be shielded, and on timers to comply with the outdoor lighting standards. Please see the manufacturer's specification sheet (Exhibit K).*

Finding 32: The applicant's submittal indicates that no beacon or strobe lights are required or planned for the monopine tower. The proposed work lights are mounted at a 9-foot level and are designed to be shielded and fully downcast to prevent glare and light trespass onto neighboring properties. As stated in the applicant's submittal, the lights would be used primarily when maintenance personnel are on the site.

Conclusion: This standard has been met.

- 25) Landscaping.** For WTS facilities with towers that exceed the height limitations of the base zone, at least 1 row of evergreen trees or shrubs, not less than 4 feet high at the time of planting, and spaced out not more than 15 feet apart, shall be provided in the landscape setback. Shrubs shall be a variety that can be expected to grow to form a continuous hedge at least 5 feet in height within 2 years of planting. Trees and shrubs in the vicinity of guy wires shall be of a kind that would not exceed 20 feet in height or would not affect the stability of the guys. In all other cases, the landscaping, screening and fence standards specified in Section 4.4-100 shall apply.

Applicant's Submittal: *"No additional landscaping is required per Code, as the [WTS] is located [within] a paved lumber yard, and does not exceed the height of the base zone, and the shade point is not applicable as the property to the north is not LDR or MDR zoned. Existing trees and vegetation shall be retained along the north property line and screening shall be enhanced via sight-obscuring fencing to the north and east, and added plantings to the north per Sheet L-1 of the Site Plans (Exhibit A). The existing landscaping to be retained, added plantings, proposed fencing, and [proposed] screening shall comply with applicable Code."*

Finding 33: The proposed wireless transmissions system tower does not exceed the height limitations of the base Community Commercial zoning district. Although not specifically required, the applicant is proposing to plant trees and shrubs along the northern edge of the site where it abuts the schoolyard. Review of the applicant's proposed landscaping plan is detailed in the accompanying staff report for the Site Plan Review application (Case TYP215-00032).

Conclusion: This standard has been met.

**26) Prohibited WTS Facilities.**

- a. Any high or moderate visibility WTS facility in the Historic Overlay District.**
- b. Any WTS facility in the public right-of-way that severely limits access to abutting property, which limits public access or use of the sidewalk, or which constitutes a vision clearance violation.**
- c. Any detached WTS facility taller than 150 feet above finished grade at the base of the tower.**

Applicant's Submittal: *"The proposed WTS facility is not within the Historic Overlay District or the public right-of-way and would not be taller than 150 feet. Therefore, this is not a prohibited facility."*

Finding 34: As stated and depicted in the applicant's project narrative and submittal materials, the proposed monopine tower is an allowable facility in the Community Commercial zoning district. The proposed development is not within the Historic Overlay District or the public right-of-way, and is not taller than 150 feet above finished grade. As such, the proposed monopine tower is not classified as a prohibited wireless transmissions system facility. Therefore, this standard does not apply.

Conclusion: This standard has been met.

**27) Speculation. No application shall be accepted or approved for a speculation WTS tower, ie. from an applicant that simply constructs towers and leases tower space to service carriers, but is not a service carrier, unless the applicant submits a binding written commitment or executed lease from a service carrier to utilize or lease space on the tower.**

Applicant's Submittal: *"The Applicant is Verizon Wireless and is not a speculative WTS facility."*

Finding 35: The applicant's project narrative and submittal materials indicate that the wireless carrier (Verizon Wireless) is proposing the monopine tower as a necessary component of their network facilities in Springfield, both in terms of maintaining coverage and improving capacity. Therefore, this standard does not apply.

Conclusion: This standard has been met.

**2. Alternative design standards for multifamily development are exempt from Subsections A – C above, but shall comply with the approval criteria specified in Section 3.2-245.**

Finding 36: The proposed development is not a multi-family residential facility. Therefore, this criterion does not apply.

- 3. Fences requiring Discretionary Use approval are exempt from Subsections A – C above, but shall comply with the approval criteria specified in Section 4.4-115.C.**

Finding 37: The proposed development does not include a fence requiring Discretionary Use approval. Therefore, this criterion does not apply.

- 4. The siting of public elementary, middle and high schools requiring Discretionary Use approval is exempt from Subsections A – C above, but shall comply with the approval criteria specified in Section 4.7-195.**

Finding 38: The proposed development is not a public school. Therefore, this criterion does not apply.

**Conclusion:** Staff has reviewed the application and supporting information submitted by the applicant for the Discretionary Use request. Based on the above-listed criteria, staff finds that the proposal meets criterion D.1 of SDC 5.9-120. Staff recommends support for the request as the proposal meets the stated criteria for Discretionary Use approval. Additionally, approval of the Discretionary Use would facilitate approval of the accompanying Site Plan Review application for a wireless telecommunications system submitted under separate cover (Case TYP215-00032).

#### **Conditions of Approval**

SDC Section 5.9-125 allows for the Approval Authority to attach conditions of approval to a Discretionary Use request to ensure the application fully meets the criteria of approval. The specific language from the code section is cited below:

#### **5.9-125 CONDITIONS**

**The Approval Authority may attach conditions as may be reasonably necessary in order to allow the Discretionary Use approval to be granted.**

Staff has reviewed the Discretionary Use request and supporting information provided by the applicant, and does not recommend any conditions of approval.

The proposed wireless telecommunications system facility has been reviewed and recommended conditions of approval are described in the Site Plan Review application for this development submitted under separate cover (Case TYP215-00032).

Based on the applicant's submittal and testimony provided at the public hearing, the Planning Commission may choose to apply conditions of approval as necessary to comply with the Discretionary Use criteria.

#### **Additional Approvals**

The subject Discretionary Use request is the necessary first step for the applicant to proceed with development plans for the site. The companion Site Plan Review application (Case TYP215-00032) is intended to address the specific Development Code and detailed site planning requirements for the proposed wireless telecommunications system facility.





# TYPE II TENTATIVE SITE PLAN REVIEW, STAFF REPORT & RECOMMENDED CONDITIONS

**Project Name:** Verizon Wireless Site Plan Review

**Project Proposal:** Construct a 100-foot high monopine wireless transmissions system facility on a developed commercial site

**Case Number:** TYP215-00032

**Project Location:** 4992 Main Street  
(Map 17-02-33-32, TL 4000)

**Zoning:** Community Commercial (CC)

**Comprehensive Plan Designation:**  
MUC (*East Main Refinement Plan*)

**Overlay Districts:** Drinking Water  
Protection Overlay District (DWP)

**Pre-Submittal Meeting Date:** Oct. 20, 2015

**Application Submitted Date:** Nov. 19, 2015

**Planning Commission Meeting Date:**  
January 20, 2016

**Appeal Deadline Date:** February 4, 2016

**Associated Applications:** PRE15-00034 (Development Issues Meeting); PRE15-00054 (Pre-Submittal); TYP315-00005 (Discretionary Use)



## APPLICANT'S DEVELOPMENT REVIEW TEAM

<b>Applicant:</b> Ed Fournier Land Services Northwest LLC P.O. Box 302 Bend OR 97709-0302	<b>Property Owner:</b> James Kuykendall 4992 Main Street Springfield OR 97478	<b>Project Engineer:</b> Kenneth Camp, PE KDC Architects & Engineers 19020 33 <sup>rd</sup> Avenue W, Suite 380 Lynnwood WA 98036
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## CITY OF SPRINGFIELD'S DEVELOPMENT REVIEW TEAM

POSITION	REVIEW OF	NAME	PHONE
Project Manager	Planning	Andy Limbird	541-726-3784
Transportation Planning Engineer	Transportation	Michael Liebler	541-736-1034
Public Works Engineer	Utilities	Kyle Greene	541-726-5750
Public Works Engineer	Sanitary & Storm Sewer	Kyle Greene	541-726-5750
Deputy Fire Marshal	Fire and Life Safety	Gilbert Gordon	541-726-2293
Building Official	Building	David Bowlsby	541-736-1029

**Site Information:** The subject development site is a developed commercial property on the north side of Main Street between 49<sup>th</sup> and 51<sup>st</sup> Streets. The commercial property operates as Square Deal Lumber and contains an existing parking lot, home improvement store, and lumber storage yard. The proposed wireless telecommunications system facility – a 100-foot tall monopine tower – is located in the northeast corner of the property. The northern half of the property proposed for the cellular tower is a paved lumber storage yard enclosed by perimeter fencing.

In accordance with SDC 4.3-145.E and SDC Table 4.3-1, wireless telecommunications system facilities designed as imitation trees are classified as moderate visibility facilities. Moderate visibility facilities are allowable in the Community Commercial (CC) district subject to Discretionary Use approval. The applicant submitted a concurrent Discretionary Use Request for a 100-foot tall monopine wireless telecommunications system facility under separate cover (Case TYP315-00005). The Springfield Planning Commission will be conducting a public hearing to adjudicate the Discretionary Use request at a regular meeting on January 20, 2016. A Discretionary Use permit is required for the submitted site plan to be approved for the subject property.

The site is zoned CC in accordance with the Springfield Zoning Map and designated for Mixed Use in accordance with the adopted *East Main Refinement Plan* diagram. Other properties in the vicinity of the subject site are zoned CC (west, south and east of the site); Low Density Residential (northwest and northeast of the site); and Public Land and Open Space (north of the site).

The site is within the mapped 20+ Year Time of Travel Zone (TOTZ) for the SP drinking water wellhead and, therefore, is subject to the 20+ Year TOTZ provisions of the Drinking Water Protection Overlay District, SDC 3.3-200. Provisions for water quality protection during site construction and operation have been inserted as conditions of this decision in order to protect local surface waters and groundwater resources.

**DECISION:** This decision grants Tentative Site Plan Approval. The standards of the Springfield Development Code (SDC) applicable to each criterion of Site Plan Approval are listed herein and are satisfied by the submitted plans unless specifically noted with findings and conditions necessary for compliance. Final Site Plans must conform to the submitted plans as conditioned herein. This is a limited land use decision made according to City code and state statutes. Unless appealed, the decision is final. Please read this document carefully.

(See Page 13 for a summary of the recommended conditions of approval.)

**OTHER USES AUTHORIZED BY THE DECISION:** None. Future development will be in accordance with the provisions of the Springfield Development Code, filed easements and agreements, and all applicable local, state and federal regulations.

**REVIEW PROCESS:** This application is reviewed under Type II procedures listed in Springfield Development Code Section 5.1-130 and the site plan review criteria of approval SDC 5.17-125. The subject application was submitted and deemed complete on November 19, 2015. Therefore, this application is being reviewed by the Planning Commission on the 62<sup>nd</sup> day of the 120 days mandated by the State.

Pursuant to SDC 4.3-145.H.4.a, on December 14, 2015, the accompanying Discretionary Use application (Case TYP315-00005) was referred to the Springfield City Council for consideration of transferring the review and approval authority from the Planning Commission to the City Council. The City Council declined this opportunity to replace the Planning Commission as approval authority for the Discretionary Use application, therefore a public hearing before the Planning Commission has been scheduled for January 20, 2016.

Procedural Finding: Applications for Limited Land Use Decisions require the notification of property owners/occupants within 300 feet of the subject property allowing for a 14 day comment period on the application (SDC Sections 5.1-130 and 5.2-115). The applicant and parties submitting written comments during the notice period have appeal rights and are mailed a copy of this decision for consideration (See Written Comments below and Appeals at the end of this decision).

Procedural Finding: On December 15, 2015, the City's Development Review Committee reviewed the proposed plans (7 Sheets – KDC Engineers & Architects Sheets T-1, SV-1 and A-1 to A-3; and Lauchlin R Bethune Associates, Inc. Landscape Architecture & Planning, Sheet L1.0) and other supporting information. City staff's review comments have been reduced to findings and recommended conditions only as necessary for compliance with the Site Plan Review criteria of SDC 5.17-125.

Procedural Finding: In accordance with SDC 5.17-125 to 5.17-135, the Final Site Plan shall comply with the requirements of the SDC and the conditions imposed by the Planning Commission in this decision. The Final Site Plan otherwise shall be in substantial conformity with the tentative plan reviewed. Portions of the proposal approved as submitted during tentative review cannot be substantively changed during Final Site Plan approval. Approved Final Site Plans (including Landscape Plans) shall not be substantively changed during Building Permit Review without an approved Site Plan Modification Decision.

#### **WRITTEN COMMENTS:**

Procedural Finding: In accordance with SDC 5.1-130 and 5.2-115, notice was sent to adjacent property owners/occupants within 300 feet of the subject site on January 4, 2016. One written comment was received from Joseph Tokatly, 2219 Main Street, P.O. Box 768, Springfield:

*"I am responding to the notice I received regarding the pending site plan review application number TYP315-00005. TTT Ranch, LLC owns the parcel located directly across Main Street south of the subject site. The proposed development will create an eyesore with respect to the development we intend to construct on our parcel. We strongly object to such development unless the aesthetics can be mitigated through the use of disguised features offered by a variety of companies such as Valmont. Such disguise will allow the cell tower to blend into the surrounding environment and be less visible. I hope the planning commission will consider our position and adopt our recommendation, as part of the approval process, to preserve the natural beauty of our community while facilitating development at the same time."*

Staff Response: Staff responded to Mr. Tokatly and advised that the applicant's proposal calls for an imitation fir tree design as opposed to a traditional pole or lattice tower structure. In response to the clarification of the proposed imitation tree design, Mr. Tokatly responded as follows: *"That is exactly the response that I was hoping for. If that is the case, we will have no objection to the development otherwise."*

#### **CRITERIA OF SITE PLAN APPROVAL:**

SDC 5.17-125, Site Plan Review Standards, Criteria of Site Plan Approval states, "the Director shall approve, or approve with conditions, a Type II Site Plan Review Application upon determining that criteria A through E of this Section have been satisfied. If conditions cannot be attached to satisfy the criteria, the Director shall deny the application."

#### **A. The zoning is consistent with the Metro Plan diagram, and/or the applicable Refinement Plan diagram, Plan District map, and Conceptual Development Plan.**

Finding 1: The site is zoned Community Commercial in accordance with the Springfield Zoning Map and is designated Mixed Use Commercial in the adopted *East Main Refinement Plan* diagram. The applicant is not proposing to change the zoning for the site.

Finding 2: In accordance with SDC 4.3-145.F.5 and Table 4.3-1, Moderate Visibility wireless telecommunications system facilities are allowable in the Mixed Use Commercial district subject to Discretionary Use and Site Plan Review procedures. Because the subject cellular tower is allowable in both districts, a mechanism to address the plan/zone conflict for the site is not warranted with this application.

Conclusion: This proposal satisfies Criterion A.

**B. Capacity requirements of public improvements, including but not limited to, water and electricity; sanitary sewer and stormwater management facilities; and streets and traffic safety controls shall not be exceeded and the public improvements shall be available to serve the site at the time of development, unless otherwise provided for by this Code and other applicable regulations. The Development & Public Works Director or a utility provider shall determine capacity issues.**

Finding 3: Approval of this proposal would allow for construction of a 100-foot tall monopine wireless transmissions system facility (ie. imitation coniferous tree) within a fenced enclosure, along with ground-mounted equipment cabinets, transformers, and screening landscaping on a developed commercial parcel.

Finding 4: For all public improvements, the applicant shall retain a private professional civil engineer to design the site improvements in conformance with City codes, this decision, and the current *Engineering Design Standards and Procedures Manual* (EDSPM). The private civil engineer also shall be required to provide construction inspection services.

Finding 5: The Development Review Committee reviewed the proposed site plan and landscaping plan on December 15, 2015. City staff's review comments have been incorporated in findings and recommended conditions contained herein.

Conclusion: The proposal satisfies this sub-element of the criterion.

### **Water and Electricity Improvements**

Finding 6: SDC 4.3-130 requires each development area to be provided with a water system having sufficiently sized mains and lesser lines to furnish adequate supply to the development and sufficient access for maintenance. Springfield Utility Board (SUB) coordinates the design of the water system within Springfield city limits.

Finding 7: The proposed development is a non-combustible wireless telecommunications system tower with ground-mounted utility cabinets and transformers that are not designed or intended for occupation. There is no water service proposed to the tower enclosure and none is required.

Finding 8: The applicant is proposing to install underground electricity and telecommunication lines from a connection point near the southeast corner of the property to serve the cellular tower. To accommodate the underground utility lines, a utility easement will be necessary. SUB Electric requests a 7-foot wide utility easement centered on the high voltage line. The easement should extend from the connection point at the northwest corner of the adjacent property to the east (Tax Lot 3900) to the termination point at the utility cabinets.

Finding 9: SUB Electric requests provision for access to the fenced compound to allow for meter reading or to pull the meter in the event of an emergency. Access to the compound can be provided by way of a SUB-installed lock used in tandem with a Verizon Wireless lock, or a key to the Verizon Wireless lock issued to SUB personnel.

### **Recommended Conditions of Approval:**

- 1. The Final Site Plan shall provide for a utility easement satisfactory to SUB Electric for the underground electrical and telecommunication lines serving the development site.**
- 2. The Final Site Plan shall provide for installation of a SUB Electric supplied lock or issuance of a key to SUB Electric personnel for the fenced compound surrounding the transformer and utility cabinets. Access to the fenced compound shall be afforded SUB Electric personnel for the purpose of reading the electrical meter or pulling the meter in the event of an emergency.**

Conclusion: The existing SUB Water and Electric facilities are adequate to serve the site. As conditioned herein, the proposal satisfies this sub-element of the criterion.

## **Sanitary Sewer and Stormwater Management Facilities**

### Sanitary Sewer

Finding 10: Section 4.3-105.A of the SDC requires that sanitary sewers shall be installed to serve each new development and to connect developments to existing mains. Additionally, installation of sanitary sewers shall provide sufficient access for maintenance activities.

Finding 11: The proposed wireless telecommunications system facility is designed and intended as a non-occupied utility compound. There is no water service or floor drains planned for the development site. Therefore, sanitary sewer service is not required.

Conclusion: The proposal satisfies this sub-element of the criterion.

### Stormwater Management (Quantity)

Finding 12: SDC 4.3-110.B requires that the Approval Authority shall grant development approval only where adequate public and/or private stormwater management systems provisions have been made as determined by the Development & Public Works Director, consistent with the EDSPM.

Finding 13: SDC 4.3-110.C states that a stormwater management system shall accommodate potential runoff from its entire upstream drainage area, whether inside or outside of the development.

Finding 14: SDC 4.3-110.D requires that runoff from a development shall be directed to an approved stormwater management system with sufficient capacity to accept the discharge.

Finding 15: SDC 4.3-110.E requires new developments to employ drainage management practices that minimize the amount and rate of surface water runoff into receiving streams, and that promote water quality.

Finding 16: To comply with SDC 4.3-110.D & E, stormwater runoff from the project site will be directed into nearby catch basins equipped with filtering inserts prior to discharge into the public stormwater system. The public stormwater system is located in Main Street.

Finding 17: The existing public stormwater system, which the applicant proposes to connect with, has limited capacity. The proposed development is within an existing, paved lumber storage yard. As such, the new wireless telecommunications system tower and enclosure will not create an appreciable amount of new impervious surface requiring additional constructed stormwater management facilities. Site drainage will be discharged to the pavement surface and flow overland to existing catch basins outside the south edge of the fenced enclosure. Overflow drainage from the proposed development site, if any, will not affect the public stormwater management system or adjacent properties. Therefore, no additional stormwater management facilities are required for the subject development.

Finding 18: As part of the Final Site Plan approval process, the applicant will be required to enter into a maintenance agreement with the City, whereby the applicant or their designee will provide routine maintenance of the proposed catch basin filter inserts.

### **Recommended Condition of Approval:**

- 3. Prior to approval of the Final Site Plan, the applicant shall enter into a maintenance agreement with the City of Springfield whereby the applicant or their designee will provide routine maintenance for functionality of the catch basin filter inserts.**

Conclusion: As conditioned herein, the proposal satisfies this sub-element of the criterion.

### Stormwater Management (Quality)

Finding 19: Under Federal regulation of the Clean Water Act (CWA), Endangered Species Act (ESA), and National Pollutant Discharge Elimination System (NPDES), the City of Springfield is required to obtain, and has applied for, a Municipal Separate Storm Sewer System (MS4) permit. A provision of this permit requires the City to demonstrate efforts to reduce the pollution in urban stormwater to the Maximum Extent Practicable (MEP).

Finding 20: Federal and Oregon Department of Environmental Quality (ODEQ) rules require the City's MS4 plan to address six "Minimum Control Measures". Minimum Control Measure 5, "Post-Construction Stormwater Management for New Development and Redevelopment", applies to the proposed development.

Finding 21: Minimum Control Measure 5 requires the City of Springfield to develop, implement and enforce a program to ensure the reduction of pollutants in stormwater runoff to the MEP. The City also must develop and implement strategies that include a combination of structural or non-structural Best Management Practices (BMPs) appropriate for the community.

Finding 22: Minimum Control Measure 5 requires the City of Springfield to use an ordinance or other regulatory mechanism to address post-construction runoff from new and re-development projects to the extent allowable under State law. Regulatory mechanisms used by the City include the SDC, the City's EDSPM, and the *Stormwater Facilities Master Plan* (SFMP).

Finding 23: As required in SDC 4.3-110.E, "a development shall be required to employ drainage management practices approved by the Development & Public Works Director and consistent with *Metro Plan* policies and the *Engineering Design Standards and Procedures Manual*".

Finding 24: Section 3.02 of the City's EDSPM states the Development & Public Works Department will accept, as interim design standards for stormwater quality, water quality facilities designed pursuant to the policies and procedures of the City's EDSPM and the City of Eugene Stormwater Management Manual.

Finding 25: Sections 3.02.5 and 3.02.6 of the City's EDSPM states all public and private development and redevelopment projects shall employ a system of one or more post-developed BMPs that in combination are designed to achieve at least a 70 percent reduction in the total suspended solids in the runoff generated by the development. Section 3.03.4.E of the manual requires a minimum of 50 percent of the non-building rooftop impervious area on a site shall be treated for stormwater quality improvement using vegetative methods and 100% of the area shall be pre-treated.

Finding 26: The proposed wireless telecommunications system facility (monopine tower), fenced compound, and utility cabinets will not create any new, non-rooftop impervious area. To meet the requirements of the City's MS4 permit, the SDC and the EDSPM, the applicant is proposing to install catch basin filters in the existing catch basins adjacent to the cellular tower enclosure. The proposed stormwater quality treatment measures are acceptable to the City as a part of the overall site development. A standard Operations & Maintenance Agreement for the catch basin filters will be required to ensure they are installed and maintained by the property owner or their designee in accordance with the manufacturer's specifications.

### **Recommended Condition of Approval:**

- 4. Prior to approval of the Final Site Plan, the applicant shall provide an operations and maintenance plan satisfactory to the City for the long-term maintenance and operation of the stormwater catch basin filter inserts. The operations and maintenance plan should designate responsibility for operating and maintaining the filtering inserts, and should be distributed to all property owners and tenants of the site.**

Conclusion: As conditioned herein, the proposal satisfies this sub-element of the criterion.

### **Streets and Traffic Safety Controls**

Finding 27: The subject site is within the northeast corner of an existing, developed commercial parcel that has frontage on Main Street along the south boundary. Along the site frontage, Main Street is a fully improved arterial street with striped vehicle and bicycle lanes, curb, gutter, sidewalk, street trees and street lighting. The applicant is not proposing to improve the frontage beyond the existing condition, and no public street improvements are required for the proposed development.

Finding 28: The traffic generated by the proposed development (after construction and installation of the facility) would be limited to occasional visitation by maintenance personnel. The traffic volumes would not be appreciably different than the current commercial traffic generated by the existing lumber and building supply store.

Finding 29: It is expected that the existing transportation facilities would be adequate to accommodate the anticipated vehicular and pedestrian traffic patterns generated by the proposed development in a safe and efficient manner.

Conclusion: The proposal satisfies this sub-element of the criterion.

### **C. The proposed development shall comply with all applicable public and private design and construction standards contained in this Code and other applicable regulations.**

Finding 30: Criterion C contains three different elements with sub-elements and applicable code standards. The site plan application as submitted complies with the code standards listed under each sub-element unless otherwise noted with specific findings and conclusions. The elements, sub-elements and code standards of Criterion C include but are not limited to:

1. Infrastructure Standards in accordance with SDC 4.1-100, 4.2-100 & 4.3-100
  - Water Service and Fire Protection (4.3-130)
  - Public and Private Easements (4.3-120 – 4.3-140)
  - Wireless Telecommunications System Facilities (4.3-145)
2. Conformance with standards of SDC 5.17-100, Site Plan Review, and SDC 3.2-300 Community Commercial Zoning District
  - Community Commercial Schedule of Uses (3.2-310)
  - Community Commercial District Development Standards (3.2-315)
  - Landscaping, Screening and Fence Standards (4.3-145.F.13, 4.3-145.F.25 & 4.4-100)
  - On-Site Lighting Standards (4.5-100)
  - Vehicle Parking, Loading and Bicycle Parking Standards (4.6-100)
3. Overlay Districts and Applicable Refinement Plan Requirements
  - Drinking Water Protection Overlay District

#### **C.1 Public and Private Improvements in accordance with SDC 4.1-100, 4.2-100 & 4.3-100**

##### **Water Service and Fire Protection (4.3-130)**

###### Access

Finding 31: All fire apparatus access routes are to be paved all-weather surfaces able to support an 80,000 lb. imposed load in accordance with the 2014 Springfield Fire Code (SFC) 503.2.3 and SFC Appendix D102.1.

Access to the project area is afforded from Main Street. The nearest responding fire station (Station #14) is located at 4765 Main Street.

### Water Supply

Finding 32: The proposed cellular tower, ground-mounted equipment cabinets and transformers are considered utility installations and do not require sprinklers or additional fire hydrants for protection.

Finding 33: The applicant is proposing to use a natural gas powered backup generator which does not require special permits from the Eugene-Springfield Fire Department. Use of a natural gas generator also qualifies the applicant for an exemption to Drinking Water Protection permitting requirements. The Drinking Water Protection Overlay District requirements are discussed in Section C.3 of this report.

Conclusion: The proposal satisfies this sub-element of the criterion.

### **Public and Private Easements (4.3-120 – 4.3-140)**

Finding 34: SDC 4.3-140.A requires applicants proposing developments to make arrangements with the City and each utility provider for the dedication of utility easements necessary to fully service the development or land beyond the development area. The minimum width for PUEs adjacent to street rights-of-way and internal to private properties shall be 7 feet, unless the Development & Public Works Director requires a larger easement to allow for adequate maintenance access.

Finding 35: As stated and conditioned previously in this report, a utility easement will be required to accommodate the underground electrical and telecommunication lines serving the proposed cellular tower.

Finding 36: The applicant is proposing a 20-foot wide private access easement across the site to reach the cellular tower enclosure at the rear of the fenced lumber yard. The proposed legal and physical access to the cellular tower enclosure is acceptable for the purpose of this review.

Conclusion: Safe and efficient provision of public access and utilities requires the provision of corresponding access and utility easements. The proposal satisfies this sub-element of the criterion.

### **Wireless Transmissions System Facilities (4.3-145)**

Finding 37: In accordance with SDC 4.3-145.E, the Planning Commission is the approval authority for moderate visibility wireless telecommunications system facilities in Springfield. Imitation trees such as the proposed monopine tower are classified as a moderate visibility facility. In accordance with SDC Table 4.3-1, moderate visibility facilities are allowable in the Community Commercial district subject to Discretionary Use approval. Therefore, the proposed development requires approval of a Discretionary Use permit initiated by Case TYP315-00005 and approval of a Tentative Site Plan initiated by the subject application, Case TYP215-00032.

Finding 38: Specific details of the proposed wireless telecommunications system facility are reviewed and addressed in the staff report for the Discretionary Use permit submitted under separate cover (Case TYP315-00005) and incorporated herein by reference.

### **Recommended Condition of Approval:**

**5. Prior to approval of the Final Site Plan, the applicant shall obtain Discretionary Use approval for a moderate visibility wireless telecommunications system facility as initiated by Case TYP315-00005.**

Conclusion: As conditioned herein, the proposal satisfies this sub-element of the criterion.

## **C.2 Conformance with Standards of SDC 5.17-100, Site Plan Review, and SDC 3.2-300, Community Commercial Zoning District**

### **Community Commercial Schedule of Uses (3.2-310)**

Finding 39: In accordance with SDC 3.2-310, wireless telecommunications system facilities are allowable in the CC District subject to the special provisions of SDC 4.3-145. SDC Table 4.3-1 states that moderate visibility wireless telecommunications system facilities such as a monopine (ie. imitation tree) are allowable in the CC District subject to Discretionary Use permitting.

Finding 40: The applicant has submitted a request for Discretionary Use approval for the subject development under separate cover (Case TYP315-00005) and is incorporated herein by reference. The Discretionary Use request will be reviewed by the Planning Commission at a public hearing meeting on January 20, 2016.

Conclusion: The proposal satisfies this sub-element of the criterion.

### **Community Commercial Standards (3.2-315)**

Finding 41: In accordance with SDC 3.2-315, the minimum parcel size for properties in the CC District is 6,000 ft<sup>2</sup> with at least 50 feet of public street frontage.

Finding 42: The proposed development site is approximately 106,900 ft<sup>2</sup> (2.45 acres) with about 206 feet of frontage on Main Street. The parcel size and frontages meet the requirements of SDC 3.2-315.

Finding 43: In accordance with SDC 3.2-315, the minimum setbacks for structures is 10 feet for front, rear and street side yards, and 5 feet for interior side yards.

Finding 44: The proposed development has a 10-foot setback from the north (rear yard) property line; a 10-foot setback from the east (interior side yard) property line; and about a 465-foot setback from the south (front yard) property line. The proposed setbacks meet the requirements of SDC 3.2-315.

Finding 45: In accordance with SDC 3.2-315, there is no maximum building height for structures within the CC District provided the development site is more than 50 feet from a residential district property line.

Finding 46: The proposed monopine tower is 100 feet high and is located more than 270 feet from the nearest residential property line, which meets the requirements of SDC 3.2-315.

Finding 47: In accordance with SDC 3.2-315, there is no maximum lot coverage for structures within the CC District provided the required building and parking lot setbacks are observed.

Finding 48: The proposed development site occupies a fractional amount of the potential site building coverage, which meets the requirements of SDC 3.2-215.

Conclusion: The proposal satisfies this sub-element of the criterion.

### **Landscaping, Screening and Fence Standards (4.3-145.F.13, 4.3-145.F.25 & 4.4-100)**

Finding 49: In accordance with SDC 4.4-100, all required setbacks are to be landscaped. Acceptable forms of landscaping include trees, shrubs, turf grass and ground cover plants. The site is a paved lumber storage yard with a few existing trees along the north boundary of the property. The applicant is proposing to keep existing viable trees and to plant additional native, drought-tolerant trees and shrubs along the north edge of the fenced compound. The north edge of the site backs onto the Riverbend Elementary School site.

Finding 50: The applicant is not proposing to install landscaping along the front and sides of the proposed cellular tower compound as it would interfere with access to the fenced enclosure and also obstruct traffic circulation within the existing lumber yard. Staff agrees that landscaping along the west, south and east perimeter of the fenced enclosure is not warranted with this proposal.

Finding 51: In accordance with SDC 4.3-145.F.25, additional screening vegetation is required for wireless telecommunications system facilities that exceed the height limitations of the base zone. The applicant's proposed 100-foot tall monopine tower does not exceed the height limitations of the district.

Finding 52: In accordance with SDC 4.3-145.F.13, the visibility of wireless transmissions system facilities are to be minimized to the greatest extent practicable by camouflage, screening and landscaping. The applicant's proposed landscaping plan (Sheet L-1) provides for installation of drought-tolerant vegetation that will form a screening hedge as it matures. After an additional establishment period, the vegetation is intended to be low-maintenance and non-irrigated.

Finding 53: The applicant is proposing to install sight-obscuring fencing along the northern and eastern edges of the facility to screen the ground-mounted equipment and transformers. The proposed structural screening meets the requirements of the City's Development Code.

Conclusion: The proposal satisfies this sub-element of the criterion.

#### **On-Site Lighting Standards (4.5-100)**

Finding 54: In accordance with SDC 4.5-110.B.2.b, the maximum height of a freestanding light fixture within a commercial district is the height of the principal building on the site or 25 feet, whichever is less. According to the submitted site plan, the applicant is proposing to mount work lights at the 9-foot level within the fenced cellular tower compound. The light is proposed to be a downcast, pedestrian-scale light with sharp cutoff to prevent glare and light trespass onto neighboring properties. The applicant is also proposing to have the lights equipped with timers to ensure they are turned off when maintenance personnel are not present on the site. Based on the applicant's submittal the size and positioning of the proposed work lights should not have any adverse effect on neighboring institutional, commercial, or residential properties.

Conclusion: The proposal satisfies this sub-element of the criterion.

#### **Vehicle Parking, Loading and Bicycle Parking Standards (4.6-100)**

Finding 55: In accordance with SDC Tables 4.6-2 and 4.6-3, there is no vehicle or bicycle parking requirement for unoccupied utility facilities. Verizon Wireless personnel visiting the site for occasional maintenance will park inside the existing lumber storage yard. There will be no impacts to public streets or adjacent commercial development.

Conclusion: The proposal satisfies this sub-element of the criterion.

### **C.3 Overlay Districts and Applicable Refinement Plan Requirements**

Finding 56: The site is within the adopted *East Main Refinement Plan* area. According to the Refinement Plan diagram, the subject site is within a zone designated for Mixed Use. The development site is currently zoned CC in accordance with the Springfield Zoning Map. In accordance with SDC 4.3-145.F.5 and Table 4.3-1, Moderate Visibility wireless telecommunications facilities are allowable in both the CC and Mixed Use Commercial districts subject to Discretionary Use and Site Plan Review procedures. Therefore, a land use action to address the plan/zone conflict is not warranted with this proposal.

Finding 57: The subject site is located within the mapped 20+ year Time of Travel Zone (TOTZ) for the SP drinking water wellhead. Therefore, the site is subject to provisions of the 20+ year TOTZ Drinking Water

Protection Overlay District found in SDC 3.3-235.D. The applicant's submitted site plan indicates that a natural gas powered backup generator will be installed to serve the wireless telecommunications system facility. A natural gas fired generator should qualify for a Drinking Water Protection Exemption. The applicant will be responsible for obtaining a Drinking Water Protection Exemption in accordance with City and SUB requirements.

Finding 58: As a "Best Practices" recommendation for this site, care must be taken during site construction and operation to prevent contamination from chemicals that may spill or leak onto the ground surface, including fuel and automotive fluids (such as lubricants and antifreeze, etc.). Fluid-containing equipment, including vehicles parked on the site, shall be monitored for leaks and spills. Any chemical spills or leaks must be cleaned up immediately and cleanup materials disposed off-site in accordance with Lane County and State DEQ requirements.

Finding 59: The applicant shall provide the following notes regarding drinking water protection on the site construction plans:

*"Chemical spills or leaks at this location have the potential to contaminate Springfield's drinking water supply. Any chemical spills or leaks shall be cleaned up immediately and clean-up materials disposed off-site in accordance with Lane County and DEQ requirements.*

*Chemical handling, storage, and use: Contractors/developers shall be responsible for the safe handling and storage of chemicals, petroleum products, and fertilizers and the prevention of groundwater and storm water runoff contamination. Chemicals used during construction, including paint and cleaning materials/wastes, must not enter the soil or be washed into the storm water system. All chemicals should be stored in adequate secondary containment.*

*Equipment maintenance and fueling: Precautions must be taken to prevent fluid-containing equipment located outside from leaking, including providing a dedicated area for fueling and maintenance of equipment. This area should be prepared and maintained in a way that prevents spills or leaks from migrating to the soil or storm water drainage system.*

*No fill materials containing hazardous materials shall be used on this site."*

Finding 60: The applicant will need to install a wellhead protection sign on the fence surrounding the cellular tower enclosure to remind employees of the importance of cleaning up and reporting fuel spills. Wellhead protection signs are available from SUB Drinking Water Source Protection – please contact Amy Chinitz at 541-744-3745 for further information.

#### **Recommended Conditions of Approval:**

- 6. Prior to approval of the Final Site Plan, the applicant shall obtain approval for a Drinking Water Protection Exemption from SUB Drinking Water Source Protection and provide evidence thereof.**
- 7. The site construction plans shall include notes detailing drinking water protection practices to be used on the site, as detailed in Finding 59 of the Staff Report and Planning Commission Decision on the Site Plan Review application, Case TYP215-00032.**
- 8. The Final Site Plan shall provide for installation of a wellhead protection sign on the fence surrounding the wireless transmissions system facility compound.**

Conclusion: As conditioned herein, the proposal satisfies this sub-element of the criterion.

**D. Parking areas and ingress-egress points have been designed to: facilitate vehicular traffic, bicycle and pedestrian safety to avoid congestion; provide connectivity within the development area and to adjacent residential areas, transit stops, neighborhood activity centers, and commercial, industrial and public areas; minimize curb cuts on arterial and collector streets as specified in this Code or other applicable regulations and comply with the ODOT access management standards for State highways.**

Finding 61: Installation of driveways on a street increases the number of traffic conflict points. The greater number of conflict points increases the probability of traffic crashes. Effective ways to reduce the probability of traffic crashes include: reducing the number of driveways; increasing distances between intersections and driveways; and establishing adequate vision clearance areas where driveways intersect streets. Each of these techniques permits a longer, less cluttered sight distance for the motorist, reduces the number and difficulty of decisions that drivers must make, and contributes to increased traffic safety.

Finding 62: In accordance with SDC 4.2-120.C, site driveways shall be designed to allow for safe and efficient vehicular ingress and egress as specified in Tables 4.2-2 through 4.2-5, the City's EDSPM, and the Springfield Development & Public Works Department's Standard Construction Specifications. Ingress-egress points must be planned to facilitate traffic and pedestrian safety, avoid congestion, and minimize curb cuts on public streets.

Finding 63: The applicant is proposing to use an existing commercial driveway onto Main Street at the south edge of the site. The existing site driveway is suitable for the proposed use, which is limited to construction traffic during initial installation of the wireless telecommunications system facility and occasional maintenance vehicles thereafter.

Conclusion: The proposal satisfies this criterion.

**E. Physical features, including, but not limited to: steep slopes with unstable soil or geologic conditions; areas with susceptibility of flooding; significant clusters of trees and shrubs; watercourses shown on the Water Quality Limited Watercourse Map and their associated riparian areas; wetlands; rock outcroppings; open spaces; and areas of historic and/or archaeological significance, as may be specified in Section 3.3-900 or ORS 97.740-760, 358.905-955 and 390.235-240, shall be protected as specified in this Code or in State or Federal law.**

Finding 64: The Natural Resources Study, the National Wetlands Inventory, the Springfield Wetland Inventory Map, Wellhead Protection Overlay and the list of Historic Landmark Sites have been consulted and there are no natural features on this site that warrant protection.

Finding 65: The applicant is not proposing to remove any qualifying trees from the property to facilitate site development. In accordance with SDC 5.19-110.A, a tree felling permit is required for removal of more than 5 trees greater than 5-inches in diameter in any 12-month period. Therefore, this requirement is not applicable.

Finding 66: Stormwater runoff from the subject site flows to the Willamette River system. This river is listed with the State of Oregon as a "water quality limited" stream for numerous chemical and physical constituents, including temperature. Provisions have been made in this decision for protection of stormwater quality. The proposed site development will not create an appreciable amount of new impervious surface requiring constructed stormwater management facilities for runoff quantity or quality control.

Finding 67: As previously noted and conditioned herein, groundwater protection must be observed during construction on the site. The applicant shall maintain the private stormwater facility on the site to ensure the continued protection of surface water and groundwater resources.

Conclusion: The proposed development provides storm and ground water quality protection in accordance with SDC 3.3-200 and receiving streams have been protected in accordance with SDC 4.3-110 and 4.3-115.

**CONCLUSION:** The Tentative Site Plan, as submitted and conditioned herein, complies with Criteria A-E of SDC 5.17-125. Staff recommends approval of the Tentative Site Plan subject to the recommended conditions contained herein and as summarized below.

**SUMMARY OF RECOMMENDED CONDITIONS OF APPROVAL:**

1. The Final Site Plan shall provide for a utility easement satisfactory to SUB Electric for the underground electrical and telecommunication lines serving the development site.
2. The Final Site Plan shall provide for installation of a SUB Electric supplied lock or issuance of a key to SUB Electric personnel for the fenced compound surrounding the transformer and utility cabinets. Access to the fenced compound shall be afforded SUB Electric personnel for the purpose of reading the electrical meter or pulling the meter in the event of an emergency.
3. Prior to approval of the Final Site Plan, the applicant shall enter into a maintenance agreement with the City of Springfield whereby the applicant or their designee will provide routine maintenance for functionality of the catch basin filter inserts.
4. Prior to approval of the Final Site Plan, the applicant shall provide an operations and maintenance plan satisfactory to the City for the long-term maintenance and operation of the stormwater catch basin filter inserts. The operations and maintenance plan should designate responsibility for operating and maintaining the filtering inserts, and should be distributed to all property owners and tenants of the site.
5. Prior to approval of the Final Site Plan, the applicant shall obtain Discretionary Use approval for a moderate visibility wireless telecommunications system facility as initiated by Case TYP315-00005.
6. Prior to approval of the Final Site Plan, the applicant shall obtain approval for a Drinking Water Protection Exemption from SUB Drinking Water Source Protection and provide evidence thereof.
7. The site construction plans shall include notes detailing drinking water protection practices to be used on the site, as detailed in Finding 59 of the Staff Report and Planning Commission Decision on the Site Plan Review application, Case TYP215-00032.
8. The Final Site Plan shall provide for installation of a wellhead protection sign on the fence surrounding the wireless transmissions system facility compound.

**WHAT NEEDS TO BE DONE BY THE APPLICANT TO OBTAIN FINAL SITE PLAN APPROVAL?**

Upon approval of the Tentative Site Plan by the Springfield Planning Commission, the applicant shall submit five (5) copies of a Final Site Plan, the Final Site Plan application form and fees, and any additional required plans, documents or information as required by the Planning Commission decision to the Current Development Division within 90 days of the date of the Planning Commission decision (ie. **by April 19, 2016**). The Final Site Plan application form and fee information is available on the City's website here: <http://www.springfield-or.gov/DPW/Permits.htm#LandUsePermits>. In accordance with SDC 5.17-135 – 5.17-140, the Final Site Plan shall comply with the requirements of the SDC and the conditions imposed by the Planning Commission in this decision. The Final Site Plan otherwise shall be in substantial conformity with the tentative plan reviewed and approved. Portions of the proposal approved as submitted during tentative review cannot be substantively changed during final site plan approval. Approved Final Site Plans (including Landscape Plans) shall not be substantively changed during Building Permit Review without an approved Site Plan Decision Modification.

**DEVELOPMENT AGREEMENT:** In order to complete the review process, a Development Agreement is required to ensure that the terms and conditions of site plan review are binding upon both the applicant and the City. This agreement will be prepared by Staff upon approval of the Final Site Plan and must be signed by the property owner prior to the issuance of a building permit.

The applicant may submit permit applications to other City departments for review prior to final site plan approval in accordance with SDC 5.17-135 at their own risk. All concurrent submittals are subject to revision for compliance with the final site plan. A development agreement in accordance with SDC 5.17-140 will not be issued until all plans submitted by the applicant have been revised. **CONFLICTING PLANS CAUSE DELAYS.**

**ADDITIONAL INFORMATION:** The application, all documents, and evidence relied upon by the applicant, and the applicable criteria of approval are available for free inspection and copies are available for a fee at the Development & Public Works Department, 225 Fifth Street, Springfield, Oregon.

**APPEAL:** This Type II Tentative Site Plan decision is accompanied by, and is subordinate to, the Type III Discretionary Use Request initiated by Case TYP315-00003 and is therefore considered a Type III decision of the Planning Commission. As such, this decision may be appealed to the Springfield City Council. The appeal may be filed with the Development & Public Works Department by an affected party. Your appeal must be in accordance with **SDC 5.3-100, Appeals**. An Appeals application must be submitted with a fee of \$2,420.00. The fee will be returned to the applicant if the City Council approves the appeal application.

In accordance with SDC 5.3-115.B which provides for a 15-day appeal period and Oregon Rules of Civil Procedures, Rule 10(c) for service of notice by mail, the appeal period for this decision expires at **5:00 PM on February 4, 2016.**

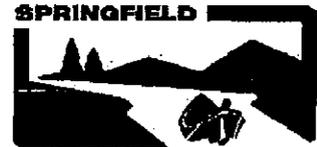
**QUESTIONS:** Please call Andy Limbird in the Current Development Division of the Development & Public Works Department at (541) 726-3784 or email [alimbird@springfield-or.gov](mailto:alimbird@springfield-or.gov) if you have any questions regarding this process.

**PREPARED BY**

*Andy Limbird*

Andy Limbird  
Senior Planner

City of Springfield  
 Development Services Department  
 225 Fifth Street  
 Springfield, OR 97477



**Discretionary Use**

Required Project Information		(Applicant: complete this section)	
<b>Applicant Name:</b>	Verizon Wireless (VAW) LLC	<b>Phone:</b>	503-260-0350
<b>Company:</b>	d/b/a Verizon Wireless	<b>Fax:</b>	
<b>Address:</b>	c/o Land Services Northwest, P.O. Box 302, Bend, OR 97709-0302		
<b>Applicant's Rep.:</b>	Ed Fournier	<b>Phone:</b>	503-260-0350
<b>Company:</b>	c/o Land Services Northwest, LLC	<b>Fax:</b>	
<b>Address:</b>	P.O. Box 302, Bend, OR 97709-0302		
<b>Property Owner:</b>	James E. Kuykendall	<b>Phone:</b>	
<b>Company:</b>	Trustee, James E. Kuykendall Family Trust	<b>Fax:</b>	
<b>Address:</b>	4992 Main Street, Springfield, OR		
<b>ASSESSOR'S MAP NO:</b>	17-02-33-32	<b>TAX LOT NO(S):</b>	4000
<b>Property Address:</b>	4992 Main Street, Springfield, OR		
<b>Size of Property:</b>	2.45	<b>Acres</b> <input checked="" type="checkbox"/>	<b>Square Feet</b> <input type="checkbox"/>
<b>Description of Proposal:</b>	<small>If you are filling in this form by hand, please attach your proposal description to this application.</small> Wireless Telecommunications Facility, please see the provided project narrative		
<b>Existing Use:</b>	Lumber Yard		
<b>Signatures:</b> Please sign and print your name and date in the appropriate box on the next page.			
Required Project Information		(City Intake Staff: complete this section)	
<b>Associated Applications:</b>	PRE 15-00034 (DIM)	<b>Signs:</b>	yes
<b>Case No.:</b>	TP 315-00005	<b>Date:</b>	11/19/15
<b>Application Fee:</b>	\$ 3990.00	<b>Technical Fee:</b>	\$ 199.50
<b>Postage Fee:</b>	\$ 393		
<b>TOTAL FEES:</b>	\$ 4582.50	<b>PROJECT NUMBER:</b>	PRJ15-0026

Date Received:

NOV 19 2015

**Signatures**

The undersigned acknowledges that the information in this application is correct and accurate.

**Applicant:** \_\_\_\_\_

*Kelly Lea* \_\_\_\_\_ **Date:** 9/17/15

**Signature**

Kelly Lea, Verizon Wireless \_\_\_\_\_

**Print**

If the applicant is not the owner, the owner hereby grants permission for the applicant to act in his/her behalf.

**Owner:** \_\_\_\_\_

Please see attached letter of authorization \_\_\_\_\_ **Date:** \_\_\_\_\_

**Signature**

\_\_\_\_\_

**Print**

Date Received:

NOV 19 2015

Original Submittal GM

## LETTER OF AUTHORIZATION

The undersigned ("Owner") represents that they are land owner of the property commonly known as identified below ("Property").

Owner hereby consents and agrees that Verizon Wireless (VAW) LLC d/b/a Verizon Wireless and their agents and representatives may make and file applications on the Owner's behalf to such local, state, and federal governmental entities which approval Verizon Wireless may consider necessary or advisable to permit a wireless communications facility site, including, but not limited to, governmental approvals for zoning applications and building permits. Owner hereby agrees that a copy of this signed authorization is as effective as the original. However, if requested by Verizon Wireless, Owner agrees to execute such other and further documents as may be required by the governmental entity having jurisdiction to evidence Owner's consent to the application.

PROPERTY: 4992 Main Street, Springfield, OR; parcel #17-02-33-32-04000

Owner: James E. Kuykendall, Trustee and Successor Trustee, UAD 5-6-93, UAT James E. Kuykendall Family Trust

Signed: James Kuykendall

Printed Name: JAMES KUYKENDALL

Date: 10/07/15

Date Received:

NOV 19 2015

Original Submittal JM

## **Discretionary Use Application Process**

### **1. Applicant Submits a Discretionary Use Application to the Development Services Department**

- The application must conform to the *Discretionary Use Submittal Requirements Checklist* on page 4 of this application packet.
- Planning Division staff screen the submittal at the front counter to determine whether all required items listed in the *Discretionary Use Submittal Requirements Checklist* have been submitted.
- Applications missing required items will not be accepted for submittal.

### **2. City Staff Conduct Detailed Completeness Check**

- Planning Division staff conducts a detailed completeness check within 30 days of submittal.
- The assigned Planner notifies the applicant in writing regarding the completeness of the application.
- An application is not be deemed technically complete until all information necessary to evaluate the proposed development, its impacts, and its compliance with the provisions of the Springfield Development Code and other applicable codes and statutes have been provided.
- Incomplete applications, as well as insufficient or unclear data, will delay the application review process and may result in denial.

### **3. Planning Commission or Hearings Official Review the Application, Hold a Public Hearing, and Issue a Decision**

- This is a Type III decision and thus is made after a public hearing.
- A notice is posted in the newspaper, and notice is mailed to property owners and occupants within 300 feet of the property being reviewed and to any applicable neighborhood association. In addition, the applicant must post one sign, provided by the City, on the subject property.
- Written comments may be submitted to the Development Services Department through the day of the public hearing or comments may be provided in person during the public hearing.
- Applications are distributed to the Development Review Committee.
- After a public hearing, the Planning Commission or Hearings Official issues a decision that addresses all applicable approval criteria and/or development standards, as well as any written or oral testimony.
- Applications may be approved, approved with conditions, or denied.
- The City mails the applicant and any party of standing a copy of the decision, which is effective on the day it is mailed.
- The decision issued is the final decision of the City but the Planning Commission's decision may be appealed within 15 calendar days to the City Council, and the Hearings Official's decision may be appealed within 21 calendar days to the Land Use Board of Appeals.

Date Received:

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## Discretionary Use Submittal Requirements Checklist

NOTE: If you feel an item does not apply, please state the reason why and attach the explanation to this form.

- Submitted Concurrently** with Site Plan Review application, where applicable
- Application Fee** - refer to the *Development Code Fee Schedule* for the appropriate fee calculation formula. A copy of the fee schedule is available at the Development Services Department. The applicable application, technology, and postage fees are collected at the time of complete application submittal.
- Discretionary Use Application Form**
- Copy of the Deed**
- Copy of a Preliminary Title Report** issued within the past 30 days documenting ownership and listing all encumbrances.
- Copy of the Associated Site Plan Reduced to 8½" by 11"**, which will be mailed as part of the required neighboring property notification packet.
- Narrative** - explaining the proposal and any additional information that may have a bearing in determining the action to be taken, including findings demonstrating compliance with the Discretionary Use Criteria described in SDC 5.9-120.

NOTE: Before the Planning Commission or Hearings Official can approve a Discretionary Use request, information submitted by the applicant must adequately support the request. All of the Discretionary Use Criteria must be addressed by the applicant. Incomplete applications, as well as insufficient or unclear data, will delay the application review process and may result in denial.

Date Received:

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Original Submittal: SMA

4 of 4

VERIZON WIRELESS  
DISCRETIONARY USE & SITE PLAN REVIEW APPLICATION

EUG Ridgecrest: Wireless Telecommunication Site

Submitted to City of Springfield

**I. GENERAL INFORMATION**

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**Applicant:** Verizon Wireless (VAW) LLC d/b/a Verizon Wireless  
c/o Land Services Northwest, LLC  
P.O. Box 302, Bend, OR 97709-0302

**Applicant Representative:** Ed Fourier, Land Services Northwest, LLC  
Phone: 541-728-3328

**Project Address:** 4992 Main Street, Springfield, OR

**Parcel Number:** 17-02-33-32-4000

**Parcel Size:** Approx. 2.45 Acres

**Present Use of Property:** Lumber Yard (Square Deal Lumber)

**Land Use Designation:** Community Commercial

**II. PROPOSAL**

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**A. Project Description**

Project Overview

Verizon Wireless (VAW) LLC d/b/a Verizon Wireless, is requesting approval to install a wireless telecommunications site (WTS) on commercial land on Main Street. The need for this site is one of 3 facilities to replace an existing site on a 160' water tank at the International Paper plant. That site shall be decommissioned as the land owner no longer desired the facility to be on their property.

The applicant is proposing to establish a WTS within a leased area in the paved northeast corner of the lumber yard rear storage yard. The development shall consist of a 100' faux mono-pine tower and the associated ground based equipment in a fenced area the bottom of the tower structure. The WTS compound will have landscaping and screening in addition to existing trees and vegetation with added sight-obscuring slats placed in the existing fencing to the north and east. Great care and expense has been taken by the Applicant, Verizon Wireless, to design the facility to meet or exceed all applicable Code Criteria, and minimize the perceived visual impact of this site.

Impact to public facilities and services will be minimal as the location is an existing developed property and all utilities are in close proximity. During construction or operation of the site, minimal traffic would be generated as a result of the facility. Once construction is completed, an equipment technician would visit the site approximately one time per month for routine maintenance purposes only. This is a passive use and an unmanned facility.

Date Received:

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Fiber optic cable, electrical power, and natural gas for the emergency back-up power generator are the only public facilities required by the proposed site. Verizon Wireless's proposed site is an unmanned facility, and would not require any water, waste treatment or management of hazardous materials. No increase in impervious area is proposed as the development area is currently paved as part of the lumber yard storage area.

The proposed communication facility will not interfere with surrounding properties or their uses, and will not cause interference with any electronic equipment, such as telephones, televisions, or radios. Non-interference is ensured by the Federal Communications Commission (FCC) regulation of radio transmissions.

#### System Information

The need for specific service is determined by market demand, capacity requirements for a specific geographic area, and the need to provide continuous coverage from one site to another in a particular geographic region. Once the need for additional capacity or enhanced coverage in a particular area has been established, Verizon Wireless's Radio Frequency (RF) engineers identify a target area to locate a new facility.

The required site location and antenna height is determined by an engineering study. This study evaluates radio signal propagation over the desired coverage area based on topography, geographic features and possible signal attenuation due to seasonal changes in vegetation. It is desirable to have direct line of sight from the base station antennas to the required coverage objectives.

This proposed development would allow Verizon Wireless to continue to provide the needed service to the City of Springfield with the decommissioning of the EUG Springfield location that is northwest of this proposed WTS facility. It is crucial for Verizon Wireless to have adequate signal coverage and system capacity in this area in order to serve customers in compliance with its FCC license regulations.

#### Code Criteria

The proposed development is in compliance with the Applicable City Code as is demonstrated by the following narrative and exhibits to this application.

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### III. LAND USE CODE CRITERIA

#### 4.3-145 Wireless Telecommunications System (WTS) Facilities

**F. General Standards.** The Federal Telecommunications Act of 1996 establishes limitations on the siting standards that local governments can place on WTS facilities. Section 704 of the Act states that local siting standards shall not:

- 1) "unreasonably discriminate among providers of functionally equivalent services"
- 2) "prohibit or have the effect of prohibiting the provision of personal wireless services."

All applications for WTS facilities are subject to the standards in this Section to the extent that they do not violate Federal limitations on local siting standards. Where application of the standards found in this Section constitutes a violation, the least intrusive alternative for providing coverage shall be allowed as an exception to the standards.

**1. Design for Co-Location.** All new towers shall be designed to structurally accommodate the maximum number of additional users technically practicable.

Response: As illustrated in the on Sheet A-3 of the attached drawings (Exhibit A), the proposed WTS facility would be designed to structurally accommodate two additional users. A full engineering design will be submitted with the Building Permit.

**2. Demonstrated Need for New WTS Facilities.** Applications shall demonstrate that the proposed WTS facility is necessary to close a significant gap in service coverage or capacity for the carrier and is the least intrusive means to close the significant gap.

Response: As detailed in the attached letter report from Verizon Wireless (Exhibit B), the proposed WTS facility is needed to close a significant gap in signal coverage and capacity. Currently this area is covered by the EUG Springfield location which shall be decommissioned, and this shall create a significant coverage gap in addition to the system capacity gap. Because the to be decommissioned site (EUG Springfield) antennas had a centerline of 160' on an existing water tank, the replacement site would either need to match that height or be as tall as permissible. Instead of proposing a new 160' tall tower, Verizon proposes to make use of multiple less intrusive facilities. The replacement plan includes the proposed WTS facility, EUG Aster, a co-location on the existing tower located at 693 36th Street (permit 11811-SPR2014-02174), and EUG Clearwater a new faux mono-pine tower WTS located at 4164 Jasper Road (TYP215-00012). Please see the narrative and maps as provided in the letter report (Exhibit B). By using multiple facilities, the proposed WTS facility antennas will have a centerline of 90', which will provide an acceptable replacement signal strength, allowing the current customers to maintain service. There are no buildings in the area of sufficient height to accommodate the needed antenna elevation, as most buildings are only 1 level or 2 at the most in the area. Aside from commercially zoned parcels on Main Street, most others are residentially zoned in the area. The WTS towers nearest to this proposed site are to the west approximately 2200 feet at 4680 Main Street and that tower is at its structural capacity per the tower owner. The next closest tower site is over 5500' to the east and near to an existing Verizon Wireless location. This would provide overlapping coverage with the site it is near to and still leave a coverage gap to the SE of the to be decommissioned WTS on the water tank. The next 2 nearest WTS tower sites are the proposed Verizon Wireless installation referenced as EUG Aster and EUG Clearwater above. Please see Exhibit C for the map depicting these WTS locations.

**3. Lack of Coverage and Lack of Capacity.** The application shall demonstrate that the gap in service cannot be closed by upgrading other existing facilities. In doing so, evidence shall clearly support a conclusion that the gap results from a lack of coverage and not a lack of capacity to achieve adequate service. If the proposed WTS facility is to improve capacity, evidence shall further justify why other methods for improving service capacity are not reasonable, available or effective.

Response: Due to the decommissioning of the EUG Springfield location, a signal coverage gap will result in an area that already experiencing a system capacity gap. This is detailed in this narrative and in the provided letter report from Verizon Wireless (Exhibit B).

**4. Identify the Least Intrusive Alternative for Providing Coverage.** The application shall demonstrate a good faith effort to identify and evaluate less intrusive alternatives, including, but not limited to, less sensitive sites, alternative design systems, alternative tower designs, the use of repeaters, or multiple facilities. Subsection F.5. defines the type of WTS facilities that are allowed in each zoning district.

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Response: As detailed in the attached letter report from Verizon Wireless (Exhibit B), the proposed WTS facility is needed to close a significant gap in signal coverage can capacity. Currently this area is covered by the EUG Springfield location which shall be decommissioned, and this shall create a coverage gap in addition to the capacity gap. Because the to be decommissioned site (EUG Springfield) antennas had a centerline of 160' on an existing water tank, the replacement site would either need to match that height or be as tall as permissible. Instead of proposing a new 160' tall tower, Verizon proposes to make use of multiple less intrusive facilities. The replacement plan includes the proposed WTS facility, EUG Aster, a co-location on the existing tower located at 693 36th Street (permit 11811-SPR2014-02174), and EUG Clearwater a new mono-pine tower WTS located at 4164 Jasper Road (TYP215-00012). Please see the narrative and maps as provided in Exhibit B. By using multiple facilities, the proposed WTS facility antennas will have a centerline of 90', which will provide an acceptable replacement signal strength, allowing the current customers to maintain service. There are no buildings in the area of sufficient height to accommodate the needed antenna elevation, as most buildings are only 1 level or 2 at the most in the area. Aside from commercially zoned parcels on Main Street, most others are residentially zoned. The WTS towers nearest to this proposed site are to the west approximately 2200 feet at 4680 Main Street and that tower is at its structural capacity per the tower owner. The next closest tower site is over 5500' to the east and near to an existing Verizon Wireless location. This would provide overlapping coverage with the site it is near to and still leave a coverage gap to the SE of the to be decommissioned WTS on the water tank. The next 2 nearest WTS tower sites are the proposed Verizon Wireless installation referenced as EUG Aster and EUG Clearwater above. Please see Exhibit C for the map depicting these WTS locations.

**5. Location of WTS Facilities by Type.** Subsection E. defines various types of WTS facilities by their visual impact. These are: high visibility, moderate visibility, low visibility and stealth facilities. Table 4.3-1 lists the type of WTS facilities allowed in each of Springfield's zoning districts.

Response: The proposed WTS facility would be a mono-pine design, which is a moderate visibility facility. Moderate visibility facilities are allowed in the subject property's Community Commercial zoning district.

**6. Maximum Number of High Visibility WTS Facilities.** No more than 1 high visibility facility is allowed on any 1 lot/parcel.

Response: Not applicable. The proposed WTS facility would be a moderate visibility facility. There are no existing WTS facilities on the subject property.

**7. Separation between Towers.** No new WTS tower may be installed closer than 2,000 feet from any existing or proposed tower unless supporting findings can be made under Subsections F.2., 3. and 4. by the Approval Authority.

Response: As illustrated in the attached inventory of existing towers map (Exhibit C), the nearest existing tower is over 2000' to the west of the proposed WCF and per the tower owner at its structural capacity.

**8. WTS Facilities Adjacent to Residentially Zoned Property.** In order to ensure public safety, all towers located on or adjacent to any residential zoning district shall be set back from all residential property lines by a distance at least equal to the height of the facility, including any antennas or other appurtenances. The setback shall be measured from that part of the WTS tower that is closest to the neighboring residentially zoned property.

Response: As illustrated in the attached drawings (Exhibit A) the proposed WTS facility would be set back more than 100% of the tower height from any residential property, as the nearest residential parcels are east and west approximately 270', which is greater than the 100' mono-pole tower height.

**9. Historic Buildings and Structures.** No WTS facility shall be allowed on any building or structure, or in any district, that is listed on any Federal, State or local historic register unless a finding is made by the Approval Authority that the proposed facility will have no adverse effect on the appearance of the building, structure, or district. No change in architecture and no high or moderate visibility WTS facilities are permitted on any building or any site within a historic district. Proposed WTS facilities in the Historic Overlay District are also subject to the applicable provisions of Section 3.3-900.

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Response: Not applicable. The proposed WTS facility would not be located on a historic building or structure.

**10. Equipment Location.** The following location standards shall apply to WTS facilities:

**a.** No WTS facility shall be located in a front, rear, or side yard building setback in any base zone and no portion of any antenna array shall extend beyond the property lines;

Response: As illustrated in the Sheet A-1 of the attached drawings (Exhibit A) the proposed WTS facility would be located no closer than the required 10' side and rear setback, further then 30' from a street and there are no guy lines proposed.

**11. Tower Height.** Towers may exceed the height limits otherwise provided for in this Code. However, all towers greater than the height limit of the base zone shall require Discretionary Use approval through a Type III review process, subject to the approval criteria specified in Subsection I.

Response: There is no maximum building height in the Community Commercial zoning district except within fifty feet of a Low Density Residential or Medium Density Residential zoning district. Because the proposed WTS facility is located more than 50 feet from properties zoned Low Density Residential and Medium Density Residential, there is no height limit applicable.

**12. Accessory Building Size.** All accessory buildings and structures built to contain equipment accessory to a WTS facility shall not exceed 12 feet in height unless a greater height is necessary and required by a condition of approval to maximize architectural integration. Each accessory building or structure located on any residential or public land and open space zoned property is limited to 200 square feet, unless approved through the Discretionary Use process.

Response: As illustrated in the Sheet A-3 of the attached drawings (Exhibit A) the proposed WTS facility accessory equipment cabinets would be not over 12' in height. Because the subject property is zoned Community Commercial, the accessory equipment structure is not limited in square footage

**13. Visual Impact.** All WTS facilities shall be designed to minimize the visual impact to the greatest extent practicable by means of placement, screening, landscaping, and camouflage. All facilities shall also be designed to be compatible with existing architectural elements, building materials, and other site characteristics. The applicant shall use the least visible antennas reasonably available to accomplish the coverage objectives. All high visibility and moderate visibility facilities shall be sited in a manner to cause the least detriment to the viewshed of abutting properties, neighboring properties, and distant properties.

Response: The proposed WTS facility would be designed to minimize the visual impact to the greatest extent practicable by means of placement, screening, and camouflage.

Placement: As illustrated on Sheet A-1 of the attached drawings (Exhibit A), the proposed WTS facility mono-pine would be located on a large parcel more than 470' from Main Street, approximately 300' from the residences to the east-northeast, approximately 350' from the school building to the north, and the residential building and church to the east. As illustrated in attached photo simulations (Exhibit D) the proposed WTS facility would be located near existing trees in the corner of the property, which would help blend the facility in with the site and general mix of confider and deciduous trees in the area. Placement of the WCF internally to the storage facility would adversely impact vehicle circulation, loading and storage.

Screening and existing vegetation and sight-obscuring fencing: The proposed WTS facility would be surrounded by a 6-foot tall chain link fence with and sight-obscuring slats to the north and the east. Screening to the west and south is offered by the existing lumber storage yard and buildings. The proposed screening would further minimize the visual impact of the equipment area and tower base. Landscaping placement is problematic, as there is no irrigation available and the existing lumber yard storage area is completely paved. However added landscaping shall be placed north of the development site as illustrated on Sheet L-1 of the attached drawings (Exhibit A).

Camouflage: The proposed WTS facility would be a mono-pine. As illustrated on the on Sheet A-3 of the attached drawings (Exhibit A) the proposed tower would be designed to look as much like a tree as possible, with branches, antennas colored green to blend with the branches, remote units placed behind

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the proposed antennas and a pole colored brown like the trunk of a typical tree. The attached photo simulations (Exhibit D) also illustrate the proposed mono-pine design. Compared to a traditional design of a mono-pole tower or lattice style tower, the proposed facility would better much blend with the general area of the site and as such minimizes the visual impact.

**14. Minimize Visibility.** Colors and materials for WTS facilities shall be nonreflective and chosen to minimize visibility. Facilities, including support equipment and buildings, shall be painted or textured using colors to match or blend with the primary background, unless required by any other applicable law.

Response: The proposed WTS facility would be a mono-pine. As illustrated on the on Sheet A-3 of the attached drawings (Exhibit A) and the photo simulations (Exhibit D), the proposed tower would be designed to look as much like a tree as possible, with branches, antennas colored green to blend with the branches, remote units placed behind the proposed antennas and a pole colored brown like the trunk a typical tree. The associated ground equipment is matte gray or tan in color and will be screened by sight-obscuring fencing to the north and east, as well as retained trees and added landscaping per Sheet L-1 of Exhibit A.

**15. Camouflaged Facilities.** All camouflaged WTS facilities shall be designed to visually and operationally blend into the surrounding area in a manner consistent with existing development on adjacent properties. The facility shall also be appropriate for the specific site. In other words, it shall not "stand out" from its surrounding environment.

Response: The proposed WTS facility would be a mono-pine and a Moderate Visibility facility per City definition and not a Camouflage Facility. However, as illustrated on the on Sheet A-3 of the attached drawings (Exhibit A) the proposed tower would be designed to look as much like a tree as possible, with branches, antennas colored green to blend with the branches, remote units placed behind the proposed antennas and a pole colored brown like the trunk of a typical tree.

**16. Façade-Mounted Antenna.** Façade-mounted antennas shall be architecturally integrated into the building design and otherwise made as unobtrusive as possible. If possible, antennas shall be located entirely within an existing or newly created architectural feature so as to be completely screened from view. Façade-mounted antennas shall not extend more than 2 feet out from the building face.

Response: Not applicable. The proposed WTS facility would not be mounted to an existing structure.

**17. Roof-Mounted Antenna.** Roof-mounted antennas shall be constructed at the minimum height possible to serve the operator's service area and shall be set back as far from the building edge as possible or otherwise screened to minimize visibility from the public right-of-way and adjacent properties.

Response: Not applicable. The proposed WTS facility would not be mounted to an existing structure.

**18. Compliance with Photo Simulations.** As a condition of approval and prior to final staff inspection of the WTS facility, the applicant shall submit evidence, e.g., photos, sufficient to prove that the facility is in substantial conformance with photo simulations provided with the initial application. Nonconformance shall require any necessary modification to achieve compliance within 90 days of notifying the applicant.

Response: Understood as a compliance standard.

**19. Noise.** Noise from any equipment supporting the WTS facility shall comply with the regulations specified in OAR 340-035-0035.

Response: Equipment shall comply with the regulations specified in OAR 340-035-0035. Compliance is discussed in the response for Section G.2.d later in this narrative.

**20. Signage.** No signs, striping, graphics, or other attention-getting devices are permitted on any WTS facility except for warning and safety signage that shall:

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- a. Have a surface area of no more than 3 square feet;
- b. Be affixed to a fence or equipment cabinet; and
- c. Be limited to no more than 2 signs, unless more are required by any other applicable law.

Response: The proposed WTS facility will contain only the required identification, warning, and safety signage.

**21. Traffic Obstruction.** Maintenance vehicles servicing WTS facilities located in the public or private right-of-way shall not park on the traveled way or in a manner that obstructs traffic.

Response: Not applicable. The proposed WTS facility would not be located in the public or private right-of-way.

**22. Parking.** No net loss in required on-site parking spaces shall occur as a result of the installation of any WTS facility.

Response: There will be no net loss in required on-site parking spaces as a result of the installation of the proposed WTS facility. The WCF is proposed in a storage yard and not using any parking spaces.

**23. Sidewalks and Pathways.** Cabinets and other equipment shall not impair pedestrian use of sidewalks or other pedestrian paths or bikeways on public or private land.

Response: As illustrated in the on Sheet A-1 and A-2 of the attached drawings (Exhibit A), the proposed WTS facility equipment would all be located within the fenced lease area at the back of a lumber yard and would not impair the use of sidewalks, pedestrian paths, or bikeways.

**24. Lighting.** WTS facilities shall not include any beacon lights or strobe lights, unless required by the Federal Aviation Administration (FAA) or other applicable authority. If beacon lights or strobe lights are required, the Approval Authority shall review any available alternatives and approve the design with the least visual impact. All other site lighting for security and maintenance purposes shall be shielded and directed downward, and shall comply with the outdoor lighting standards in Section 4.5-100, unless required by any other applicable law.

Response: Per the TOWAIR review, no notice to the FAA is required (and thus no lighting), and a review submittal has been made to the Oregon Department of Aviation (Exhibit F) no marking or lighting are necessary for aviation safety are expected to be required by the ODA either. As illustrated on Sheet A-2, Note #17 of the attached drawings (Exhibit A) the light fixtures on the proposed WTS facility equipment area are work lights intermittently used only, will be shielded, and on timers to comply with the outdoor lighting standards. Please see the manufacture specification sheet (Exhibit K).

**25. Landscaping.** For WTS facilities with towers that exceed the height limitations of the base zone, at least 1 row of evergreen trees or shrubs, not less than 4 feet high at the time of planting, and spaced out not more than 15 feet apart, shall be provided in the landscape setback. Shrubs shall be of a variety that can be expected to grow to form a continuous hedge at least 5 feet in height within 2 years of planting. Trees and shrubs in the vicinity of guy wires shall be of a kind that would not exceed 20 feet in height or would not affect the stability of the guys. In all other cases, the landscaping, screening and fence standards specified in Section 4.4-100 shall apply.

Response: No additional landscaping is required per Code, as the WCF is located a paved lumber yard, and does not exceed the height of the base zone, and the shade point is not applicable as the property to the north is not LDR or MDR zoned. Existing trees and vegetation shall be retained along the north property line and screening shall be enhanced via sight-obscuring fencing to the north and east, and added plantings to the north per Sheet L-1 of the Site Plans (Exhibit A). The existing landscaping to be retained, added plantings, proposed fencing, and proposed screening shall comply with applicable Code.

**26. Prohibited WTS Facilities.**

- a. Any high or moderate visibility WTS facility in the Historic Overlay District.

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- b. Any WTS facility in the public right-of-way that severely limits access to abutting property, which limits public access or use of the sidewalk, or which constitutes a vision clearance violation.
- c. Any detached WTS facility taller than 150 feet above finished grade at the base of the tower.

Response: The proposed WTS facility is not within the Historic Overlay District or the public right-of-way and would not be taller than 150 feet. Therefore this is not a prohibited facility.

**27. Speculation.** No application shall be accepted or approved for a speculation WTS tower, i.e., from an applicant that simply constructs towers and leases tower space to service carriers, but is not a service carrier, unless the applicant submits a binding written commitment or executed lease from a service carrier to utilize or lease space on the tower.

Response: The Applicant is Verizon Wireless and is not a speculative WTS facility.

**G. Application Submittal Requirements.** All applications for a WTS facility shall provide the following reports, documents or documentation:

**1. Submittal Requirements for Low Visibility and Stealth Facilities (Type I review).** All applications for low visibility and stealth WTS facilities shall submit the following reports and documentation:

**a. Narrative.** The application shall include a written narrative that describes in detail all of the equipment and components proposed to be part of the WTS facility, including, but not limited to, towers, antennas and arrays, equipment cabinets, back-up generators, air conditioning units, lighting, landscaping and fencing.

Response: The major components of the WCF are detailed in the attached drawings (Exhibit A) and are a 100' mono-pole tower camouflaged as a faux pine tree with branches, 12 panel style antennas, cables running inside the mono-pole to the antennas, and 12 remote radios and 4 cable splitters located behind the antennas. The ground based equipment is located in a fenced compound with a 30 KW natural-gas emergency back-up power generator, a utility connection H-frame, cable support structure behind the equipment cabinets (ice bridge), downward screened maintenance lighting on timers, and 6 equipment cabinets with front mounted (south facing) air conditioning units.

**b. Geographic Service Area.** The applicant shall identify the geographic service area for the proposed WTS facility, including a map showing all of the applicant's and any other existing sites in the local service network associated with the gap the facility is meant to close. The applicant shall describe how this service area fits into and is necessary for the service provider's service network.

The service area map for the proposed WTS facility shall include the following:

- i. The area of significant gap in the existing coverage area;
- ii. The service area to be effected by the proposed WTS facility;
- iii. The locations of existing WTS tower facilities where co-location is possible within a 5-mile radius of the proposed WTS facility.

Response: The attached letter from the Radio Frequency Engineer (Exhibit B), explains the area of significant gap in the existing coverage area and the service area to be effected by the proposed WTS facility. The attached inventory of existing towers map (Exhibit C), includes all existing WTS towers where collocation is theoretically possible within a five mile radius of the proposed WTS facility.

**c. Co-Location.** An engineer's analysis/report of the recommended site location area is required for the proposed WTS facility. If an existing structure approved for co-location is within the area recommended by the engineer's report, reasons for not collocating shall be provided demonstrating at least one of the following deficiencies:

- i. The structure is not of sufficient height to meet engineering requirements;
- ii. The structure is not of sufficient structural strength to accommodate the WTS facility, or there is a lack of space on all suitable existing towers to locate proposed antennas;
- iii. Electromagnetic interference for one or both WTS facilities will result from co-location; or
- iv. The radio frequency coverage objective cannot be adequately met.

Response: As detailed in the attached letter report from Verizon Wireless (Exhibit B), the proposed WTS facility is needed to close a significant gap in signal coverage and capacity. Currently this area is covered by

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the EUG Springfield location which shall be decommissioned, and this shall create a coverage gap in addition to the capacity gap. Because the to be decommissioned site (EUG Springfield) antennas had a centerline of 160' on an existing water tank, the replacement site would either need to match that height or be as tall as permissible. There are no buildings in the area of sufficient height to accommodate the needed antenna elevation, as most buildings are only 1 level or 2 at the most in the area. Aside from commercially zoned parcels on Main Street, most others are residentially zoned. The WTS towers nearest to this proposed site are to the west approximately 2200 feet at 4680 Main Street and that tower is at its structural capacity per the tower owner. The next closest tower site is over 5500' to the east and near to an existing Verizon Wireless location. This would provide overlapping coverage with the site it is near to and still leave a coverage gap to the SE of the to be decommissioned WTS on the water tank. The next 2 nearest WTS tower sites are the proposed Verizon Wireless installation referenced as EUG Aster and EUG Clearwater above. Please see Exhibit C for the map depicting these WTS locations.

**d. Plot Plan.** A plot plan showing: the lease area, antenna structure, height above grade and setback from property lines, equipment shelters and setback from property lines, access, the connection point with the land line system, and all landscape areas intended to screen the WTS facility.

Response: As illustrated in the attached drawings (Exhibit A), the proposed WTS facility specifications are detailed. This is a to scale drawing.

**e. RF Emissions.** An engineer's statement that the RF emissions at grade, or at nearest habitable space when attached to an existing structure, complies with FCC rules for these emissions; the cumulative RF emissions if co-located. Provide the RF range in megahertz and the wattage output of the equipment.

Response: As discussed in the attached document (Exhibit G) the proposed WTS facility will be in compliance with the FCC limits.

**f. Description of Service.** A description of the type of service offered including, but not limited to: voice, data, video and the consumer receiving equipment.

Response: The proposed antennas include Cellular, LTE (4G), AWS (advanced wireless service) and PCS (personal communication service) which would provide voice and data service needed to support smart phones, tables, PC's and an increasing host of "connected devices" in the consumer market.

**g. Provider Information.** Identification of the provider and backhaul provider, if different.

Response: The provider is Verizon Wireless (VAW) LLC d/b/a Verizon Wireless.

**h. Zoning and Comprehensive Plan Designation.** Provide the zoning and applicable comprehensive plan (e.g., Metro Plan, 2030 Springfield Refinement Plan) designation of the proposed site and the surrounding properties within 500 feet.

Response: The subject property is zoned Community Commercial and is designated as Commercial by the comprehensive plan. The zoning designations of the surrounding properties can be found on Sheet A-1 of the attached drawings (Exhibit A).

**i. FCC, FAA or Other Required Licenses and Determinations.** Provide a copy of all pertinent submittals to the FCC, FAA or other State or Federal agencies including environmental assessments and impact statements, and data, assumptions, calculations, and measurements relating to RF emissions safety standards.

Response: The Verizon Wireless FCC licenses for the Springfield market are attached as Exhibit H. Determination letter from the Oregon Department of Aviation and the FCC TOWAIR are attached as Exhibit F.

**2. Submittal Requirements for Moderate and High Visibility Facilities (Type III Review).** Applications for moderate and high visibility WTS facilities shall require all of the required materials for low visibility and stealth WTS facilities specified in Subsection G.1. In addition to the applicable Site Plan and Discretionary Use application requirements, WTS applications shall require the applicant to address the following:

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**a. Height.** Provide an engineer's diagram showing the height of the WTS facility and all of its visible components, including the number and types of antennas that can be accommodated. Carriers shall provide evidence that establishes that the proposed WTS facilities are designed to the minimum height required from a technological standpoint to meet the carrier's coverage objectives. If the WTS facility tower height will exceed the height restrictions of the applicable base zone, the narrative shall include a discussion of the physical constraints, e.g., topographical features, making the additional height necessary. The narrative shall include consideration of the possibility for design alternatives, including the use of multiple sites or microcell technology that would avoid the need for the additional height for the proposed WTS facility.

Response: Please see the elevation sheet A-3 of the provided site plans (Exhibit A) for a profile of the proposed WTS facility. There is not a height restriction in the Community Commercial zone. As detailed in the attached letter report from Verizon Wireless (Exhibit B), the proposed WTS facility is needed to close a significant gap in signal coverage and capacity. Currently this area is covered by the EUG Springfield location which shall be decommissioned, and this shall create a coverage gap in addition to the capacity gap. Because the to be decommissioned site (EUG Springfield) antennas had a centerline of 160' on an existing water tank, the replacement site would either need to match that height or be as tall as permissible. Instead of proposing a new 160' tall tower, Verizon proposes to make use of multiple less intrusive facilities. The replacement plan includes the proposed WTS facility, EUG Aster, a co-location on the existing tower located at 693 36th Street (permit 11811-SPR2014-02174), and EUG Clearwater a new mono-pine tower WTS located at 4164 Jasper Road (TYP215-00012). Please see the narrative and maps as provided in Exhibit B. By using multiple facilities, the proposed WTS facility antennas will have a centerline of 90', which will provide an acceptable replacement signal strength, allowing the current customers to maintain service. There are no buildings in the area of sufficient height to accommodate the needed antenna elevation, as most buildings are only 1 level or 2 at the most in the area. Aside from commercially zoned parcels on Main Street, most others are residentially zoned. The WTS towers nearest to this proposed site are to the west approximately 2200 feet at 4680 Main Street and that tower is at its structural capacity per the tower owner. The next closest tower site is over 5500' to the east and near to an existing Verizon Wireless location. This would provide overlapping coverage with the site it is near to and still leave a coverage gap to the SE of the to be decommissioned WTS on the water tank. The next 2 nearest WTS tower sites are the proposed Verizon Wireless installation referenced as EUG Aster and EUG Clearwater above. Please see Exhibit C for the map depicting these WTS locations.

**b. Construction.** Describe the anticipated construction techniques and timeframe for construction or installation of the WTS facility to include all temporary staging and the type of vehicles and equipment to be used.

Response: Total construction for this project is estimated at one month. Construction personnel would fluctuate between 4 to 8 members depending on the activity. Utilities for the site would be coordinated with local utilities and will be extended to the construction site via a 36-inch deep underground trench from Main Street and existing power transformer to the east property line. Trenching would be completed with a standard walk behind unit or a small excavator depending upon soil conditions. A full size excavator would be required for 2 to 3 days to complete ground preparation for the tower and shelter foundation. Concrete for the foundation would be delivered in a single day and would require only standard concrete delivery trucks for installation. The tower and equipment cabinets are pre-fabricated and would be delivered by truck. An approximate 100' crane would be utilized on site for 2 to 3 days to complete the equipment placement and tower erection. Construction personnel would require approximately 2 weeks to complete the installation of coaxial cable, antennas, equipment, electronics, and faux branches with a man lift unit. Full-size pickup trucks would facilitate construction during all phases of work. All construction would be completed with respect to the surrounding environment. As the area is a lumber yard and paved, large vehicle and equipment maneuvering and use on the property is already a daily norm.

**c. Maintenance.** Describe the anticipated maintenance and monitoring program for the antennas, back-up equipment, and landscaping.

Response: Approximately one maintenance visit shall occur per month.

**d. Noise/Acoustical Information.** Provide the manufacturer's specifications for all noise generating equipment including, but not limited to, air conditioning units and back-up generators, and a depiction of the equipment location in relation to abutting properties.

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Response: Sheet A-1 and A-2 of the attached site drawings (Exhibit A) shows the location of the proposed equipment and orientation on the property. The equipment shall comply with OAR 340-035-0035. The generator unit is exempted per Section 5.a as it is an emergency back-up power unit. The generator is enclosed in a sound attenuating shroud with a full muffler and emissions systems, and will run approximately once every other week mid-day during the week for a short period to maintain the functionality of the unit. The average dBa output is 58.3 at 7 meters or approximately 21' per the provided manufacturer's specifications and the lowest end of the unit (position 4 with the muffler) shall be placed to the south, away from the adjacent sound sensitive areas. Per Table 7 of OAR 340-035-0035, the sound limit is 55dBa. This is as measured per Subsection 3.b.A of OAR 340-035-0035 at 25' towards the sound source from the sound sensitive building (residential buildings to the east and west and the school building to the north). Vegetation, a lumber warehouse building to the west, and sight-obscuring fencing shall easily reduce the approximate 3 dBa to be in compliance with the 55 dBa level listed in Table 7. Use of the inverse square law to estimate the dBa reduction as a factor of distance calculates that at approximately 34' from the generator unit the sound level will be down to 55 dBa, based upon distance alone. Any nighttime operation of the generator will be due to emergence back-up power needs and exempt as discussed above. Regardless at 60' from the generator the 50 dBa nighttime level will be met. Please see the manufacturer's specification sheets and dBa calculations as provided (Exhibit E).

The equipment cabinets have air conditioning units mounted on the front (south) side and will direct sound into the lumber yard area and towards Main Street, away from the sound sensitive areas. Not even accounting for the sound pointing away from the school to the north and homes to the east and west, nor accounting for vegetation, sight obscuring fencing, a lumber warehouse building to the west, etc., at 62' from the equipment cabinets, the units will be in compliance with the 50 dBa nighttime level per calculations with the inverse square law. Please see the manufacturer's specification sheets and dBa calculations as provided (Exhibit E).

**e. Landscaping and Screening.** Discuss how the proposed landscaping and screening materials will screen the site at maturity.

Response: Please see the provided site plans (Exhibit A). The proposed WTS facility would be surrounded by a 6-foot tall chain link fence with and sight-obscuring slats to the north and the east. Screening to the west and south is offered by the existing lumber storage yard and buildings. The proposed screening would further minimize the visual impact of the equipment area and tower base. Landscaping placement is problematic, as there is no irrigation available and the existing lumber yard storage area is completely paved. However, existing plants are being retained and added plantings proposed per Sheet L-1 of Exhibit A.

**f. Co-Location.** In addition to the co-location requirements specified in Subsection G.1.c., the applicant shall submit a statement from an Oregon registered engineer certifying that the proposed WTS facility and tower, as designed and built, will accommodate co-locations, and that the facility complies with the non-ionizing electromagnetic radiation emission standards as specified by the FCC. The applicant shall also submit:

- i.** A letter stating the applicant's willingness to allow other carriers to co-locate on the proposed facilities wherever technically and economically feasible and aesthetically desirable;
- ii.** A copy of the original Site Plan for the approved existing WTS facility updated to reflect current and proposed conditions on the site; and
- iii.** A depiction of the existing WTS facility showing the proposed placement of the co-located antenna and associated equipment. The depiction shall note the height, color and physical arrangement of the antenna and equipment.

Response: A letter stating Verizon Wireless willingness to allow other carriers to collocate on the proposed WTS facility is attached (Exhibit I). The proposed WTS facility would be designed to accommodate two additional carriers, which will be confirmed by a structural analysis to be supplied as part of the building permit application. The attached Non-Ionizing Electromagnetic Exposure Analysis (NIER Report, Exhibit G) verifies the proposed facility's compliance with FCC rules for emissions. The Applicant will submit a copy of the original site plan for the approved WTS facility updated to reflect current and proposed conditions on the site upon approval of the site plan review. The number and types of antennas that could be accommodated on the proposed WTS facility is illustrated in the on Sheet A-3 of the attached drawings (Exhibit A).

**g. Lease.** If the site is to be leased, a copy of the proposed or existing lease agreement authorizing development and operation of the proposed WTS facility.

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Response: The lease is a proprietary document between the Applicant and the Land Owner. However a copy of the Memorandum Agreement for the lease that shall be recorded is provided as Exhibit J.

**h. Legal Access.** The applicant shall provide copies of existing or proposed easements, access permits and/or grants of right-of-way necessary to provide lawful access to and from the site to a City street or a State highway.

Response: No easement or right-of-way is needed as the subject property has existing driveways to access Main Street. The existing driveways can easily accommodate the existed once vehicle trip per month on average this WCF shall generate.

**i. Lighting and Marking.** Any proposed lighting and marking of the WTS facility, including any required by the FAA.

Response: Per the TOWAIR review, no notice to the FAA is required (and thus no lighting), and a review submittal has been made to the Oregon Department of Aviation (Exhibit F) no marking or lighting are necessary for aviation safety are expected to be required by the ODA either. As illustrated on Sheet A-2, Note #17 of the attached drawings (Exhibit A) the light fixtures on the proposed WTS facility equipment area are work lights intermittently used only and will be shielded and on timers to comply with the outdoor lighting standards. Lighting manufacture specifications are provided (Exhibit K).

**j. Utilities.** Utility and service lines for proposed WTS facilities shall be placed underground.

Response: As illustrated in the Sheets A-1 and A-2 of the attached drawings (Exhibit A), the utility and service lines for the proposed WTS facility will be placed underground.

**k. Alternative Site Analysis.** The applicant shall include an analysis of alternative sites and technological design options for the WTS facility within and outside of the City that are capable of meeting the same service objectives as the proposed site with an equivalent or lesser visual or aesthetic impact. If a new tower is proposed, the applicant shall demonstrate the need for a new tower, and why alternative locations and design alternatives, or alternative technologies including, but not limited to microcells and signal repeaters, cannot be used to meet the identified service objectives.

Response: Because the to be decommissioned site (EUG Springfield) antennas had a centerline of 160' on an existing water tank, the replacement site would either need to match that height or be as tall as permissible. Instead of proposing a new 160' foot tall tower, Verizon proposes to make use of multiple less intrusive facilities. The replacement plan includes the proposed WTS facility, EUG Aster, a co-location on the existing tower located at 693 36th Street (permit 11811-SPR2014-02174), and EUG Clearwater a new mono-pine tower WTS located at 4164 Jasper Road (TYP215-00012). Please see the narrative and maps as provided in Exhibit B. By using multiple facilities, the proposed WTS facility antennas would have a centerline of 90', which would provide an acceptable replacement signal strength, allowing the current customers to maintain service. There are no buildings in the area of sufficient height to accommodate the needed antenna elevation, as most buildings are only 1 level or 2 at the most in the area. Aside from commercially zoned parcels on Main Street, most others are residentially zoned. The WTS towers nearest to this proposed site are to the west approximately 2200 feet at 4680 Main Street and that tower is at its structural capacity per the tower owner. The next closest tower site is over 5500' to the east and near to an existing Verizon Wireless location. This would provide overlapping coverage with the site it is near to and still leave a coverage gap to the SE of the to be decommissioned WTS on the water tank. The next 2 nearest WTS tower sites are the proposed Verizon Wireless installation referenced as EUG Aster and EUG Clearwater above. Please see Exhibit C for the map depicting these WTS locations.

**l. Visual Impact Study and Photo Simulations.** The applicant shall provide a visual impact analysis showing the maximum silhouette, viewshed analysis, color and finish palette, and screening for all components of the proposed WTS facility. The analysis shall include photo simulations and other information necessary to determine visual impact of the facility as seen from multiple directions. The applicant shall include a map showing where the photos were taken.

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Response: The attached photo simulations (Exhibit D) show three views of the proposed WTS facility and include a map showing where the photos were taken.

**3. Independent Consultation Report.**

**a.** Review and approval of WTS facilities depends on highly specialized scientific and engineering expertise not ordinarily available to Springfield staff or to residents who may be adversely impacted by the proposed development of these facilities. Therefore, in order to allow the Approval Authority to make an informed decision on a proposed WTS facility, the Director may require the applicant to fund an independent consultation report for all new moderate and high visibility facilities. The consultation shall be performed by a qualified professional with expertise pertinent to the scope of the service requested.

**b.** The scope of the independent consultation shall focus on the applicant's alternatives analysis. The consultant will evaluate conclusions of applicant's analysis to determine if there are alternative locations or technologies that were not considered or which could be employed to reduce the service gap but with less visual or aesthetic impact. There may be circumstances where this scope may vary but the overall objective shall be to verify that the applicant's proposal is safe and is the least impactful alternative for closing the service gap.

**c.** The applicant shall be informed of the Director's decision about the need for an independent consultation at the time of the Pre-Submittal Meeting that is required under Section 5.1-120C. It is anticipated that the independent consultation will be required when the applicant proposes to locate a moderate or high visibility WTS facility in a residential zoning district or within 500 feet of a residential zoning district. Other instances where a proposed WTS facility may have a visual or aesthetic impact on sensitive neighborhoods could also prompt the Director to require an independent consultation.

Response: Read and understood by the Applicant.

**H.** Review Process. The review process is determined by the type of WTS facility or activity that is proposed. High or moderate visibility WTS facilities, defined in Subsection E., require Type III Planning Commission or Hearings Official review. Low visibility or stealth facilities, and the co-location of new equipment of existing facilities are allowed under a Type I staff review with applicable building or electrical permits. Routine equipment repair and maintenance do not require planning review; however, applicable building and electrical permits are required.

**1.** Development Issues Meeting. A Development Issues Meeting (DIM) as specified in Subsection 5.1-120A. is required only for high and moderate visibility WTS facility applications. Applicable development standards as specified in Subsection F. and submittal requirements as specified in Subsection G., will be discussed at the DIM.

Response: The DIM was held on August 13, 2015 at 1:30pm (PRE15-00034 / PRJ15-00026).

**2.** Type I Review Process. The following WTS facilities are allowed with the approval of the Director with applicable building and electrical permits:

Response: Not applicable, as the proposed WTS facility is a moderate visibility facility.

**3.** Type III Review Process. The Planning Commission or Hearings Official review and approve a Discretionary Use application and a concurrently processed Site Plan Review application for the following WTS facilities:

**a.** High visibility and moderate visibility WTS facilities.

**b.** All other locations and situations not specified in Subsections H.2. and 3.

**c.** The Planning Commission or Hearings Official will use the applicable criteria specified in Subsection I. in place of the Discretionary Use criteria in Section 5.9-120 to evaluate the proposal.

Response: As a mono-pine design is a moderate visibility facility, it is revised via a Type III Discretionary Review with a Site Plan Review application.

**4. Council Notification and Possible Review.**

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- a.** A briefing memorandum shall be prepared and submitted to the City Council upon receipt of an application for a high or moderate visibility or any other WTS facility subject to review by the Planning Commission. By action of the City Council, an application for a facility proposed within the city limits may be elevated for direct City Council review. In those instances where an application is elevated for direct review, the City Council shall be the Approval Authority and will use the applicable criteria specified in Subsection I. in place of the Discretionary Use criteria in Section 5.9-120 to evaluate the proposal.
- b.** By agreement with Lane County, the Hearings Official shall be the Approval Authority for applications outside of the city limits but inside of the Springfield Urban Growth Boundary. The Hearings Official will use the applicable criteria specified in Subsection I. in place of the Discretionary Use criteria in Section 5.9-120 to evaluate the proposal.

Response: Read and understood by the Applicant.

**I. Approval Criteria.**

**1.** Low Visibility and Stealth WTS Facility Applications. The Director shall approve the low visibility and stealth WTS facility applications upon a determination that the applicable standards specified in Subsection F. and the submittal requirements specified in Subsection G. are met.

Response: Not applicable. The proposed WTS facility is a moderate visibility facility.

**2.** Moderate and High Visibility WTS Facility Applications. The Approval Authority shall approve moderate visibility and high visibility WTS facility applications upon a determination that the applicable standards specified in Subsection F. and the submittal requirements specified in Subsection G. are met. Through the Discretionary Use review, the Approval Authority shall also determine if there are any impacts of the proposed WTS facility on adjacent properties and on the public that can be mitigated through application of other Springfield Development Code standards or conditions of approval as specified in Subsection J.

Response: A narrative addressing the application compliance with Subsection G begins on Page #15 of this narrative for Discretionary Use and page 16 for Site Plan review.

**J.** Conditions of Approval. For Type III applications, the Approval Authority may impose any reasonable conditions deemed necessary to achieve compliance with the approval criteria as allowed by Section 5.9-125.

Response: Read and understood by the Applicant.

**K.** Maintenance. The property owner and the carrier in charge of the WTS facility and tower shall maintain all equipment and structures, landscaping, driveways and mitigating measures as approved. Additionally:

- 1.** All WTS facilities shall maintain compliance with current RF emission standards of the FCC, the National Electric Safety Code, and all State and local regulations.
- 2.** All equipment cabinets shall display a legible operator's contact number for reporting maintenance problems.

Response: The Applicant shall comply with the standard.

**L. Inspections.**

- 1.** The City shall have the authority to enter onto the property upon which a WTS facility is located to inspect the facility for the purpose of determining whether it complies with the Building Code and all other construction standards provided by the City and Federal and State law.
- 2.** The City reserves the right to conduct inspections at any time, upon reasonable notice to the WTS facility owner. In the event the inspection results in a determination that violation of applicable construction and maintenance standards established by the City has occurred, remedy of the violation may include cost recovery for all City costs incurred in confirming and processing the violation.

Response: The Applicant shall comply with the standard.

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**M. Abandonment or Discontinuation of Use.** The following requirements apply to the abandonment and/or discontinuation of use for all WTS facilities:

1. All WTS facilities located on a utility pole shall be promptly removed at the operator's expense at any time a utility is scheduled to be placed underground or otherwise moved.
2. All operators who intend to abandon or discontinue the use of any WTS facility shall notify the City of their intentions no less than 60 days prior to the final day of use.
3. WTS facilities shall be considered abandoned 90 days following the final day of use or operation.
4. All abandoned WTS facilities shall be physically removed by the service provider and/or property owner no more than 90 days following the final day of use or of determination that the facility has been abandoned, whichever occurs first.
5. The City reserves the right to remove any WTS facilities that are abandoned for more than 90 days at the expense of the facility owner.
6. Any abandoned site shall be restored to its natural or former condition. Grading and landscaping in good condition may remain.

Response: The Applicant shall comply with the standard.

**N. Review of WTS Facilities Standards.** In the event that the Federal or State government adopts mandatory or advisory standards more stringent than those described in this Section, staff will prepare a report and recommendation for the City Council with recommendations on any necessary amendments to the City's adopted standards. (6292)

Response: Read and understood by the Applicant.

## **5.9-100 Discretionary Uses**

### **5.9-105 Purpose**

There are certain uses which, due to the nature of their impact on nearby uses and public facilities, require a case-by-case review and analysis at the Planning Commission or Hearings Official level. These impacts, include but are not limited to, the size of the area required for the full development of a proposed use, the nature of the traffic problems incidental to operation of a use, and the effect the use may have on any nearby existing uses. To mitigate these and other possible impacts, conditions may be applied to address potential adverse effects associated with the proposed use. This Section provides standards and procedures under which a Discretionary Use may be permitted, expanded or altered.

Response: According to Section 4.3-145(H)(3) a moderate visibility WTS facility is subject to Discretionary Use review.

### **5.9-115 Review**

**A. New Discretionary Uses** are reviewed under Type III procedure. Typically, a Discretionary Use application is reviewed concurrently with a Site Plan application. However, upon request from the applicant, the Director may allow the Discretionary Use application to be processed first.

Response: The Applicant shall comply with the standard.

**B. Expansions and alterations** are reviewed under:

1. Type I or Type II Site Plan Modification procedures as specified in Section 5.17-145, if the Director determines that there will be no adverse impact on adjoining land uses; or
2. Type III Discretionary review, if the Director determines that there may be an adverse impact on adjoining land uses.

Response: This criterion is not applicable as there is no alternation or expansion proposed.

### **5.9-120 Criteria**

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A Discretionary Use may be approved only if the Planning Commission or Hearings Official finds that the proposal conforms with the Site Plan Review approval criteria specified in Section 5.17-125, where applicable, and the following approval criteria:

- A. The proposed use conforms with applicable:
- B. The site under consideration is suitable for the proposed use, considering:
- C. Any adverse effects of the proposed use on adjacent properties and on the public can be mitigated through the:

Response: This criterion is not applicable as per Subjection D below, WTS facilities are exempted form Subsections A through C and will comply with the criterion of Code Section 4.3-145.

D. Applicable Discretionary Use criteria in other Sections of this Code:

- 1. Wireless telecommunications systems facilities requiring Discretionary Use approval are exempt from Subsections A.—C., above but shall comply with the approval criteria specified in Section 4.3-145.
- 2. Alternative design standards for multifamily development are exempt from Subsections A.—C., above but shall comply with the approval criteria specified in Section 3.2-245.
- 3. Fences requiring Discretionary Use approval are exempt from Subsections A.—C., above but shall comply with the approval criteria specified in Section 4.4-115C.
- 4. The siting of public elementary, middle and high schools requiring Discretionary Use approval is exempt from Subsections A.—C., above but shall comply with the approval criteria specified in

Response: A narrative addressing the application compliance with Subsection D via Section 4.3-145 begins on Page #3 of this narrative.

#### **5.9-125 Conditions**

The Approval Authority may attach conditions as may be reasonably necessary in order to allow the Discretionary Use approval to be granted.

Response: Read and understood by the Applicant.

#### **Section 5.17-100 Site Plan Review 5.17-105 Purpose and Applicability**

A. The purpose of Site Plan Review is to: facilitate and enhance the value of development; regulate the manner in which land is used and developed; ensure the provision of public facilities and services; maintain the integrity of the City's watercourses by promoting bank stability, assisting in flood protection and flow control, protecting riparian functions, minimizing erosion, and preserving water quality and significant fish and wildlife areas; provide for connectivity between different uses; utilize alternative transportation modes including and walking, bicycling and mass transit facilities; implement the Metro Plan, applicable refinement plans and specific area plans and development plans; minimize adverse effects on surrounding property owners and the general public through specific approval conditions; and otherwise protect the public health and safety.

Response: As a proposed moderate visibly WTS facility, the application is subject to Site Plan Review per Section 4.3-145.H.3.

B. Site Plan Review is required for:

- 1. Single-family and duplex dwellings on properties zoned Medium Density Residential and High Density Residential in order to meet the minimum density requirements of these zones;

Response: This criterion is not applicable as no dwelling unit is proposed.

2. Multifamily residential, commercial, public and semi-public, and industrial development or uses, including construction of impervious surfaces for parking lots and storage areas, including:

- a. New development on vacant sites and redevelopment as a result of demolition and

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removal of existing buildings and impervious surfaces on a formerly occupied site, except where a proposed development qualifies as an MDS Application in accordance with SDC Section 5.15.

b. Additions or expansions that exceed either 50 percent of the existing building gross floor area or 5,000 square feet or more of new building gross floor area and/or impervious surface area, except where a proposed development qualifies as an MDS Application in accordance with SDC Section 5.15.

c. Additions, expansions and changes of use, regardless of size or intervening use, that:

b. Additions or expansions that exceed either 50 percent of the existing building gross floor area or 5,000 square feet or more of new building gross floor area and/or impervious surface area, except where a proposed development qualifies as an MDS Application in accordance with SDC Section 5.15.

c. Additions, expansions and changes of use, regardless of size or intervening use, that:

d. Discretionary Uses, where applicable.

e. Development within the area of adopted Development Area Plans and Conceptual Development Plans.

f. Any uses listed in the applicable zoning, overlay or plan district, which specifically require Site Plan Review.

g. Certain wireless telecommunications systems facilities. See Section 4.3-145 for siting standards and review process for applicable underlying zoning district.

Response: As a proposed moderate visibly WTS facility, the application is subject to Site Plan Review per Section 4.3-145.H.3.

C. No development permit will be issued by the City prior to approval of the Preliminary Site Plan application.

Response: Read and understood by the Applicant.

#### **5.17-110 Review**

A. Pre-Application Options. Although voluntary, prospective applicants are generally encouraged to request a Development Issues Meeting (informal process) or Pre-Application Report (formal process) as specified in Section 5.1-120.

Response: The DIM was held on August 13, 2015 at 1:30pm (PRE15-00034 / PRJ15-00026).

B. Site Plans are reviewed under Type II procedure, unless otherwise specified elsewhere in this Code.

Response: Read and understood by the Applicant.

#### **5.17-115 Phased Development**

The Director may approve phasing of development with the Site Plan Review application, subject to the following standards and procedures:

Response: This criterion is not applicable as no phased development is proposed.

#### **5.17-120 Submittal Requirements**

All Site Plan applications shall be prepared by an Oregon licensed Architect, Landscape Architect, Civil Engineer or Surveyor as determined by the Director. A Site Plan shall contain all the elements deemed necessary by the Director to demonstrate that provisions of this Code are being fulfilled and may include, but not be limited to, the following:

A. General Requirements. A Site Plan shall be drawn in ink on quality paper and shall contain the following information:

1. The scale (appropriate to the area involved and sufficient to show detail of the plan and related data, for example: 1" = 30', 1" = 50' or 1" = 100'), north arrow, and date of preparation;
2. The street address and assessor's map and tax lot number;
3. The dimensions (in feet) and size (either square feet or acres) of the development area;

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4. Proposed and existing buildings: location, dimensions, size (gross floor area), conceptual floor plan, setbacks from property lines, distance between buildings and height;
5. The location and height of proposed or existing fences, walls, outdoor equipment and storage, trash receptacles and signs;
6. Proposed number of employees and future expansion plans;
7. Area and percentage of the site proposed for buildings, structures, driveways, sidewalks, patios and other impervious surfaces. This information is necessary to allow staff to determine the Site Plan Review fee;
8. Observance of solar access requirements as specified in the appropriate zoning district;
9. Exterior elevations of all buildings and structures proposed for the development site;
10. Area and dimensions of all property to be conveyed, dedicated or reserved for common open spaces, recreational areas and other similar public and semi-public uses.

Response: Please see the provided site plans and elevation drawings (Exhibit A).

**B.** A Site Assessment of the entire development area prepared by an Oregon licensed Landscape Architect or Engineer and drawn to scale with existing contours at 1-foot intervals and percent of slope that precisely maps and delineates the areas described below. Proposed modifications to physical features shall be clearly indicated. The Director may waive portions of this requirement if there is a finding that the proposed development will not have an adverse impact on physical features or water quality, either on the site or adjacent to the site. Adjacent properties include those within the distances specified in Section 5.17-105. Information required for adjacent properties may be generalized to show the connections to physical features.

A Site Assessment shall contain the following information:

1. The name, location, dimensions, direction of flow and top of bank of all watercourses that are shown on the Water Quality Limited Watercourse Map on file in the Development Services Department;
2. The 100-year floodplain and floodway boundaries on the site, as specified in the latest adopted FEMA Flood Insurance Rate Maps or FEMA approved Letter of Map Amendment or Letter of Map Revision;
3. The Time of Travel Zones, as specified in Section 3.3-200 and delineated on the Wellhead Protection Areas Map on file in the Development Services Department;
4. Physical features including, but not limited to significant clusters of trees and shrubs, watercourses shown on the Water Quality Limited Watercourse Map and their riparian areas, wetlands and rock outcroppings; and
5. Soil types and water table information as mapped and specified in the Soils Survey of Lane County.
6. Natural resource protection areas as specified in Section 4.3-117.

Response: Please see the provided site plans and elevation drawings (Exhibit A) and the survey as Sheet SV1.

**C.** An Access, Circulation and Parking Plan complying with the provisions of this Code and containing the following information:

1. The location, dimensions and number of typical, compact and disabled parking spaces; including aisles, landscaped areas, wheel bumpers, directional signs and striping;
2. On-site vehicular and pedestrian circulation;
3. Access to streets, alleys and properties to be served, including the location and dimensions of existing and proposed driveways and driveways proposed to be closed;
4. Exterior lighting as specified in Subsection H. below;
5. The location, type and number of bicycle spaces;
6. The amount of gross floor area applicable to the parking requirement for the proposed use;
7. The location of off-street loading areas;
8. Existing and proposed transit facilities;
9. A copy of a Right-of-way Approach Permit application, where the property has frontage on an Oregon Department of Transportation (ODOT) facility; and
10. A Traffic Impact Study prepared by a Traffic Engineer as specified in Section 4.2-105A.4.

Response: Please see the provided site plans and elevation drawings (Exhibit A) Sheets A-1&2.

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D. A Landscape Plan, drawn by a Landscape Architect or other professional approved by the Director, complying with the provisions of this Code that contains the following information.

1. Screening as specified in Section 4.4-110;
2. The use of plantings in erosion control and stormwater treatment facilities, if any;
3. A permanent irrigation system, unless specifically exempted as specified in Section 4.4-100;
4. Street trees as specified in Section 4.2-140; .
5. A specifications list for all materials to be used shall accompany the Planting Plan. Plant sizes shall be listed at the time of installation, and shown on the Planting Plan at mature size; and
6. A description of planting methods as specified in Section 4.4-100.

Response: Please see the provided site plans and elevation drawings (Exhibit A) Sheets A-2 and L-1 for the proposed site screening, existing trees at the site that shall be retained and added plantings.

E. An Improvements Plan complying with the standards of Sections 4.1-100, 4.2-100 and 4.3-100 that contains the following information:

1. The name and location of all existing and proposed public and private streets within or on the boundary of the proposed development site including the right-of-way and paving dimensions, and the ownership and maintenance status, if applicable;
2. Location of existing and required traffic control devices, fire hydrants, streetlights, power poles, transformers, neighborhood mailbox units and similar public facilities;
3. The location, width and construction material of all existing and proposed sidewalks, sidewalk ramps, pedestrian access ways and trails; and
4. The location and size of existing and proposed utilities and necessary easements and dedications on and adjacent to the site including sanitary sewer mains, stormwater management systems, water mains, power, gas, telephone, and cable TV. Indicate the proposed connection points.

Response: Please see the provided site plans and elevation drawings Sheets A-1&2 (Exhibit A) and the survey as Sheet SV1.

F. A Grading, Paving and Stormwater Management Plan drawn to scale with existing contours at 1-foot intervals and percent of slope that precisely maps and addresses the information described below. In areas where the percent of slope is 10 percent or more, contours may be shown at 5-foot intervals. This plan shall show the stormwater management system for the entire development area. For Site Plans with more than 5,000 square feet of new paving area, an Oregon licensed Civil Engineer shall prepare the plan. Where plants are proposed as part of the stormwater management system, an Oregon licensed Landscape Architect may be required. The plan shall include the following components:

1. Roof drainage patterns and discharge locations;
2. Pervious and impervious area drainage patterns;
3. The size and location of stormwater management systems components, including but not limited to: drain lines, catch basins, dry wells and/or detention ponds; stormwater quality measures; and natural drainageways to be retained;
4. Existing and proposed elevations, site grades and contours; and
5. A stormwater management system plan with supporting calculations and documentation as required in Section 4.3-110 shall be submitted supporting the proposed system. The plan, calculations and documentation shall be consistent with the Engineering Design Standards and Procedures Manual to allow staff to determine that the proposed stormwater management system will accomplish its purposes.

Response: Please see the provided site plans and elevation drawings Sheets A-1&2 (Exhibit A) and the survey as Sheet SV1.

G. A Phased Development Plan, where applicable, that indicates any proposed phases for development, including the boundaries and sequencing of each phase as specified in Section 5.17-115. Phasing shall progress in a sequence that promotes street connectivity between the various phases and accommodates other required public improvements, including but not limited to, sanitary sewer, stormwater management, water and electricity.

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Response: This criterion is not applicable as the application is not for a phased development.

H. An On-site Lighting Plan showing the location, orientation, and maximum height of all proposed exterior light fixtures, both free standing and attached. The lighting plan shall also detail the type and extent of shielding, including cut-off angles and the type of illumination, the wattage, luminous area, and a photometric test report for each light source.

Response: Please see the provided site plans and elevation drawings Sheets A-2&3 (Exhibit A) and manufacture specifications sheet (Exhibit K).

I. Additional information and/or applications required at the time of Site Plan Review applications submittal shall include the following items, where applicable:

1. A brief narrative explaining the purpose of the proposed development and the existing use of the property.

Response: Please see the first page of this narrative discussing the purpose of the proposal.

2. If the applicant is not the property owner, written permission from the property owner is required as specified in Subsection 5.4-105B.2.

Response: Please see the provided signed land owner permitting approval document provided with the application.

3. A Vicinity Map drawn to scale showing bus stops, streets, driveways, pedestrian connections, fire hydrants and other transportation/fire access issues within 200 feet of the proposed development area.

Response: Please see the provided site plans and elevation drawings Sheet A-1 (Exhibit A).

4. How the proposal addresses the standards of the applicable overlay district, where applicable.

Response: A natural gas emergency back-up power generator is being used as oppose to a traditional diesel powered unit to avoid any potential water quality issues.

5. How the proposal addresses Discretionary Use criteria, where applicable.

Response: A narrative addressing the application compliance with Section 4.3-145 begins on Page #3 of this narrative.

6. A Tree Felling Permit as specified in Section 5.19-100.

Response: This criterion is not applicable as the application does not propose any tree removal.

7. An Annexation application, as specified in Section 5.7-100, where a development is proposed outside of the city limits but within the City's urban service area and can be serviced by sanitary sewer.

Response: This criterion is not applicable as the application does not propose any annexation.

8. A wetland delineation approved by the Department of State Lands shall be submitted concurrently, where there is a wetland on the property.

Response: This criterion is not applicable as the application is on property without wetlands.

9. Evidence that any required Federal or State permit has been applied for or approved shall be submitted concurrently.

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Response: This criterion is not applicable as the application does not require Federal or State permits.

10. A Geotechnical Report prepared by an Engineer shall be submitted concurrently, if the required Site Assessment specified in Section 5.17-120 indicates the proposed development area has unstable soils and/or a high water table as specified in the Soils Survey of Lane County. (6274; 6211)

Response: This criterion is not applicable as the application does not propose development on land with high water or unstable soils.

#### 5.17-125 Criteria

The Director shall approve or approve with conditions: a Type II Site Plan Review application upon determining that approval criteria in Subsections A. through E., below have been satisfied. If conditions cannot be attached to satisfy the approval criteria, the Director shall deny the application.

**A.** The zoning is consistent with the Metro Plan diagram, and/or the applicable Refinement Plan diagram, Plan District map, and Conceptual Development Plan.

Response: According to the Eugene-Springfield Metropolitan General Plan "Plan Diagram," the subject property is designated as Commercial. According to the Springfield Zoning Map, the subject property is zoned Community Commercial. The proposed WTS facility would be a mono-pine, which is a moderate visibility facility, and moderate visibility facilities are allowed in the subject property Community Commercial zoning district, as stated in Table 4.3-1 of Section 4.3-145.

**B.** Capacity requirements of public and private facilities, including, but not limited to, water and electricity; sanitary sewer and stormwater management facilities; and streets and traffic safety controls shall not be exceeded and the public improvements shall be available to serve the site at the time of development, unless otherwise provided for by this Code and other applicable regulations. The Public Works Director or a utility provider shall determine capacity issues.

Response: Only electrical power, a fiber optic telecommunications feed, and a natural gas supply are needed for this WTS facility. Sheet A-1 of the supplied site plans (Exhibit A) shows the existing utility locations. There will be no change to the impervious surface of this parcel, as the existing development area is paved and used for lumber storage.

**C.** The proposed development shall comply with all applicable public and private design and construction standards contained in this Code and other applicable regulations.

Response: Site development standards shall be completed with by this development upon this existing already developed site. Please see the provided site plans and elevation drawings Sheet A-1&2 (Exhibit A).

**D.** Parking areas and ingress-egress points have been designed to: facilitate vehicular traffic, bicycle and pedestrian safety to avoid congestion; provide connectivity within the development area and to adjacent residential areas, transit stops, neighborhood activity centers, and commercial, industrial and public areas; minimize driveways on arterial and collector streets as specified in this Code or other applicable regulations and comply with the ODOT access management standards for State highways.

Response: The proposed WTS facility is a passive use of the property. It is unmanned and only generates approximately one vehicle trip per month. The existing driveways to Main Street and paved on site circulation will be more the adequate to serve the proposed WTS development.

**E.** Physical features, including, but not limited to: steep slopes with unstable soil or geologic conditions; areas with susceptibility of flooding; significant clusters of trees and shrubs; watercourses shown on the WQLW Map and their associated riparian areas; other riparian areas and wetlands specified in Section 4.3-117; rock outcroppings; open spaces; and areas of historic and/or archaeological significance, as may be specified in Section 3.3-900 or ORS 97.740-760, 358.905-955 and 390.235-240, shall be protected as specified in this Code or in State or Federal law.

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Response: As shown on the survey sheet of the attached drawings (Exhibit A) the subject property does not contain any of the listed physical features, inventoried natural resources, or watercourses

#### **5.17-130 Conditions**

To the extent necessary to satisfy the approval criteria of Section 5.17-125, comply with all applicable provisions of this Code and to mitigate identified negative impacts to surrounding properties, the Director may impose approval conditions. Conditions imposed to satisfy the Site Plan application approval criteria shall not be used to exclude "needed housing" as defined in OAR 660-08-015. All conditions shall be satisfied prior to Final Site Plan approval.

Approval conditions may include, but are not limited to:

Response: Subsections A-M are not printed here, but read and understood by the Applicant as possible conditions of approval, in addition to other conditions that may be also added by the City.

#### **5.17-135 Final Site Plan/Final Site Plan Equivalent Map**

**A. Final Site Plan, Generally.** Within 90 days of an affirmative decision by the Approval Authority, a complete Final Site Plan shall be submitted to the Development Services Department. The Final Site Plan submittal shall incorporate all approval conditions listed in the staff report. The Final Site Plan shall become null and void if construction has not begun within 2 years of the signing of the Development Agreement required in Section 5.17-140.

**B. Final Site Plan Equivalent Map.** In the case of developed or partially developed industrial properties of more than 5 acres in size that did not receive Final Site Plan approval prior to the adoption of this Code, the Director may approve a Final Site Plan Equivalent Map to allow the property owner to use the Site Plan Modification process specified in Section 5.17-145 for future additions or expansions.

Response: All of the text of this Section is not printed here, and this is read and understood by the Applicant.

#### **5.17-140 Development Agreement**

**A.** To complete the Site Plan Review Process, a Development Agreement shall be prepared by the Director to be signed by the applicant. The purpose of the Development Agreement is to ensure that the terms and conditions of Site Plan Review approval are understood and binding upon both the applicant and the City. The Development Agreement and the Final Site Plan approval are valid for 2 years from the date the document is signed. If construction does not begin within this time line, both the Final Site Plan and the Development Agreement shall become null and void. However, 1 extension, not to exceed 1 year may be granted by the Director upon receipt of a written request by the applicant, including an explanation of the delay. Work under progress shall not be subject to Final Site Plan or Development Agreement expiration.

EXCEPTION: No Development Agreement shall be required for a Final Site Plan Equivalent Map application that is approved as specified in Section 5.17-135.

**B.** A Building Permit may be issued by the Building Official only after the Development Agreement has been signed by the applicant.

**C.** No building or structure shall be occupied until all improvements are made as specified in this Section, unless otherwise permitted in Section 5.17-150.

**D.** Upon satisfactory completion of site development, as determined by a Final Site Inspection (prior to the final building inspection), the City shall authorize the provision of public facilities and services and issue a Certificate of Occupancy.

Response: This is read and understood by the Applicant.

#### **5.17-145 Modifications**

**A.** The Site Plan Modification process establishes procedures to allow certain adjustments to an approved Site Plan, either after Preliminary Approval or after Final Approval. This process shall assure that any proposed Major Site Plan Modification continues to comply with the approval criteria specified in Section 5.17-125.

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B. The Site Plan Modification process shall only apply to Site Plan applications approved after June 5, 1986.

1. The Site Plan Modification process shall not apply to any proposed development that qualifies as an MDS application.

2. Where there is a change of use on a property that received Site Plan Review approval, the Director may perform a site visit prior to a Site Plan Modification application submittal. If the property is currently in compliance with all criteria of approval specified in Section 5.17-125, no Site Plan Modification application will be required.

C. The Director shall determine whether the Site Plan Modification will be processed under the Type I or Type II review process as follows:

D. The criteria of approval for a Site Plan Modification application shall be in compliance with the applicable standard and/or criteria of approval specified in Section 5.17-125.

E. The Director may require approval conditions as specified in Section 5.17-130.

F. A Final Site Plan and Development Agreement is required as specified in Sections 5.17-135 and 5.17-140.

Response: This criterion is not applicable as no modification is proposed with this application.

### **5.17-150 Security and Assurances**

All required improvements shall be installed prior to the issuance of a Certificate of Occupancy or Final Building Inspection for the development, unless specified in Section 5.15-100 or improvements may be deferred for good cause by the Director if security as specified in Subsection C., below is approved to the satisfaction of the City Attorney.

A. A Temporary Certificate of Occupancy may be issued prior to complete installation and approval of improvements, if security is filed with the City.

B. Required security shall equal 110 percent of the cost of the design, materials and labor, as determined by the Director. Required security may consist of cash, certified check, time certificate or deposit, or lending agency certification to the City that funds are being held until completion.

C. If the installation of improvements is not completed within the period stipulated by the Director, or if the improvements have been improperly installed, the security may be used by the City to complete the installation, or the security may be held by the City and other enforcement powers employed to prevent final occupancy until the improvements are completed.

D. Upon completion of the improvements as certified by the Director, any portion of the remaining security deposited with the City, including any accrued interest, shall be returned.

Response: This is read and understood by the Applicant.

### **5.17-155 Maintaining the Use**

Once a Certificate of Occupancy has been granted or a Final Building Inspection has taken place:

A. The building and site shall be maintained as specified in this Code in order to continue the use.

B. It shall be the continuing obligation of the property owner to maintain the planting required by Section 4.4-100 in an attractive manner free of weeds and other invading vegetation. Plantings in the vision clearance area shall be trimmed to meet the 2-1/2-foot height standard as specified in Section 4.2-130.

C. Parking lots shall be maintained by the property owner or tenant in a condition free of litter and dust, and deteriorated pavement conditions shall be improved to maintain conformance with these standards.

D. Undeveloped land within a development area shall be maintained free of trash and stored materials in a mowed and attractive manner. Undeveloped land shall not be used for parking.

Response: This is read and understood by the Applicant.

### **3.3-210 Applicability.**

As of May 15, 2000, all areas within specified wellhead TOTZ automatically are rezoned to add the DWP Overlay District to the underlying zoning district. The areas to which the DWP Overlay District is applied are shown on the Drinking Water Protection Area Maps on file in the Development Services Department and incorporated in this Section by reference.

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Response: The proposed development site is in the 99 year TOT zone, the lowest threshold of zones. However, the use does not result in an increased impervious area, nor are there any hazardous materials associated with the use of the site. The applicant has specifically chosen to use a natural gas powered emergency power back-up generator to avoid any issues with diesel, even though a diesel generator is exempted per multiple sections of 3.3-230.B as detailed in the below narrative.

### 3.3-225 Review

**A.** A DWP Overlay District Development Application is required when the criteria of both Subsections A.1. and 2., below are met:

**1.** A site is affected by one of the following:

**a.** There is a change of land use, occupancy or tenancy of a property, including, but not limited to: a change from vacant to occupied; or

**b.** During the Building Permit process; or

**c.** In conjunction with any development application, including, but not limited to: Site Plan review and Minimum Development Standards.

**2.** The action in Subsection A.1., above will:

**a.** Affect the storage, use, and/or production of hazardous or other materials that pose a risk to groundwater; or

**b.** Increase the quantity of hazardous or other materials that pose a risk to groundwater that are stored, used and/or produced.

Response: There is no an increase to hazardous materials at this site, and an exemption is warranted and requested. Please see the narrative below for 3.3-230.

**B.** Prior to the submittal of a DWP Overlay District Development Application, an exemption request may be submitted to the Director as specified in Section 3.3-230B.1.

Response: Please see the narrative below for 3.3-230.

### 3.3-230 Exemptions

This Section does not exempt any material or use from Fire Code regulations adopted by the City.

**A.** Exemptions are as specified in this Section unless the Director, in consultation with SUB and Fire/Life Safety, determines that a hazardous material, activity, and/or facility that is exempt pursuant to this Section has a significant or substantial potential to degrade groundwater quality. Then the Director may require compliance with the requirements of this Section related to that hazardous material, activity or facility. This determination will be based upon site and/or chemical-specific data and are eligible for appeal to the Hearings Official as specified in Section 3.3-245.

**B.** Unless otherwise provided herein, the following materials are exempt from regulation hereunder:

**1.** Use, storage and handling of specific hazardous materials that do not present a risk to the aquifer, as determined and listed by the Director in consultation with SUB, are exempt from all regulation under this Section with the exception of the potential requirement to list these hazardous materials on the Hazardous Material Inventory Statement as found in the most recent Fire Code regulations adopted by the City. A Hazardous Materials Exemption Request may be submitted to the Director for Hazardous Materials that can be demonstrated to pose no threat to the aquifer. These materials may be exempted from regulation and added to the list. The demonstration of no threat is the responsibility of the applicant seeking the exemption and will be subject to review by technical experts.

**3.** Hazardous materials in fuel tanks and fluid reservoirs attached to a private or commercial motor vehicle and used directly in the motoring operation of that vehicle, or machinery, including, but not limited to: fuel, engine oil and coolant.

**7.** Hazardous materials contained in properly operating sealed units (including, but not limited to: transformers, refrigeration units) that are not opened as part of routine use.

**9.** Fuel for emergency generators located at facilities that provide essential community services (including, but not limited to: hospitals, fire/life safety, police, public shelters, and telephone systems).

**11.** Aggregate quantities equal to or less than 20 gallons of hazardous materials that do not contain DNAPLs.

Response: The site does not contain hazardous materials and is exempted per subsections B. 1, 3, 7, 9, and 11 as listed above. The generator unit is natural gas powered and there is only 1.3 gallons of oil in the generator unit.

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**3.3-235 Standards for Hazardous Materials within Time of Travel Zones**

Applications shall comply with the following standards. Where the following standards are more restrictive than the standards of the Springfield Fire Code, the following standards apply:

Response: There is are no compliance standards listed for the 99 year TOTZ , as the standards stop at the 20 year TOTZ level. As such, no specific compliance standards exist for the Applicant to show compliance.

List of Exhibits

- A. Site Plan and Elevations (multiple copies provide and are separate)
- B. RF Justification Letter
- C. Map of Existing Tower Sites
- D. Visual Impact Study / Photo Simulations
- E. Sound Specifications and Analysis
- F. FAA and ODA Review
- G. NIER Report
- H. FCC Licenses
- I. Collocation Letter Agreement
- J. Lease Memorandum
- K. Lighting Manufacture Specifications

Date Received:

NOV 19 2015<sup>25</sup>

PLANS PREPARED FOR:



PLANS PREPARED BY:  
**KDC ARCHITECTS ENGINEERS**  
 1700 MARCOO, W. MAIN STREET, SUITE 300  
 DENVER, COLORADO 80202



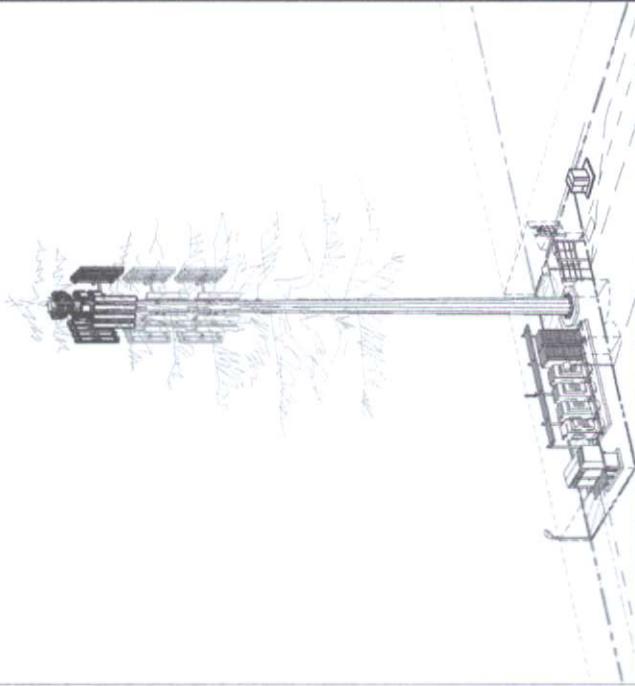
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DRAWN BY:	ATD
CHECKED BY:	TEP
REVISIONS:	
DATE	DESCRIPTION
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09/14/2015	ISSUED FOR R2.3
10/08/2015	ISSUED FOR R2.0
10/11/2015	ISSUED FOR R2.5
11/7/2015	ISSUED FOR R2.6
11/7/2015	ISSUED FOR R2.7
11/7/2015	ISSUED FOR R2.8
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11/7/2015	ISSUED FOR R2.10
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11/7/2015	ISSUED FOR R2.99
11/7/2015	ISSUED FOR R2.100

PROJECT:  
**EUG-RIDGECREST**  
 4992 MAIN ST  
 SPRINGFIELD, OR 97478

**T-1**

Date Received:

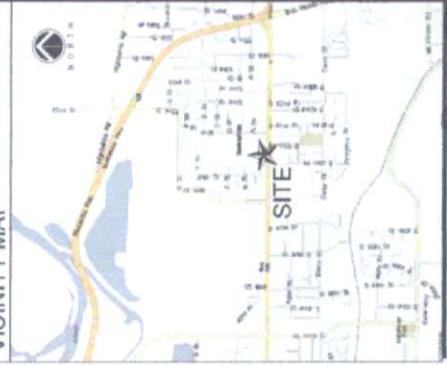
**SITE PERSPECTIVE**



**CONFIDENTIAL AND PROPRIETARY**

NOT FOR REPRODUCTION OR REUSE WITHOUT PERMISSION.

**VICINITY MAP**



**SYMBOLS LIST**

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**DRIVING DIRECTIONS**

FROM EUGENE, OR: TAKE I-5 SOUTH TO EXIT 100 (MAIN ST) AND TURN RIGHT ON MAIN ST. DRIVE SOUTH ON MAIN ST FOR 1.5 MILES TO THE INTERSECTION OF MAIN ST AND MAPLE ST. TURN RIGHT ON MAPLE ST AND DRIVE SOUTH ON MAPLE ST FOR 0.5 MILES TO THE INTERSECTION OF MAPLE ST AND 4992 MAIN ST. TURN RIGHT ON 4992 MAIN ST AND DRIVE SOUTH ON 4992 MAIN ST TO THE SITE. TOTAL DISTANCE: 1.5 MILES.

**EUG-RIDGECREST**  
 4992 MAIN STREET  
 SPRINGFIELD, OR 97478  
 LAT (NAD 83): 44° 02' 49.47"N (1A-SURVEY)  
 LONG (NAD 83): 122° 56' 40.36"W (1A-SURVEY)  
 GROUND ELEVATION (NAVD 88): 499.7 ± (1A-SURVEY)

**LEGAL DESCRIPTION**  
 SET-SV1 FOR LEGAL

**SHEET INDEX**

ARCHITECTURAL	TITLE SHEET
SV1	EXISTING SITE SURVEY
A-1	EXISTING SITE PLAN
A-2	NEW ANTENNA LAYOUT PLAN
A-3	NEW ANTENNA LAYOUT PLAN
A-4	NEW ANTENNA LAYOUT PLAN
A-5	NEW ANTENNA LAYOUT PLAN
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A-83	NEW ANTENNA LAYOUT PLAN
A-84	NEW ANTENNA LAYOUT PLAN
A-85	NEW ANTEN



PLANS PREPARED FOR:



PLANS PREPARED BY:



REGISTERED ARCHITECT  
KENNETH D. CAMP  
DENVER, COLORADO

APPROVAL STAMP

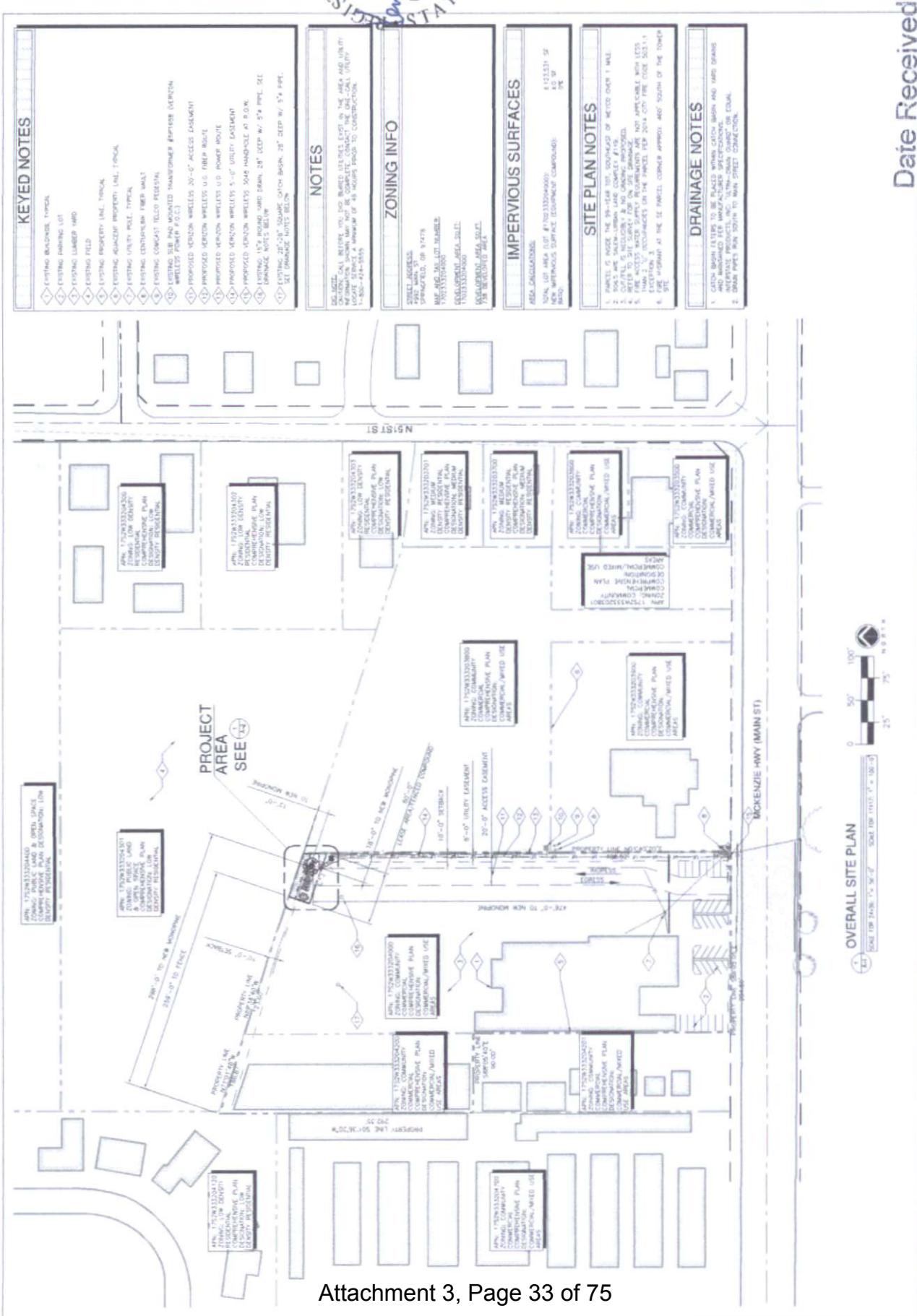
DATE: 11/17/2015  
DRAWN BY: ATD  
CHECKED BY: TRP

REVISIONS:

DATE	DESCRIPTION	BY
08/27/2015	ISSUED FOR PERMITS	ATD
09/14/2015	ISSUED FOR PERMITS	ATD
10/06/2015	ISSUED FOR PERMITS	ATD
11/17/2015	ISSUED FOR PERMITS	ATD
11/17/2015	ISSUED FOR PERMITS	ATD
11/17/2015	ISSUED FOR PERMITS	ATD
11/17/2015	ISSUED FOR PERMITS	ATD

PROJECT:  
EUG-  
RIDGECREST  
4992 MAIN ST  
SPRINGFIELD, OR 97475

**A-1**



Date Received:

NOV 19 2015

Original Submittal: *km*

PLANS PREPARED FOR:



PLANS PREPARED BY:  
**KDC ARCHITECTS ENGINEERS**  
1820 29th AVENUE WEST, SUITE 800  
DENVER, COLORADO 80202  
PH: 303.733.1234  
WWW.KDCARCHITECTS.COM

REGISTERED ARCHITECT AND ENGINEER  
**KENNETH D. CAMP**  
DENVER, COLORADO  
EXPIRES 12/31/2015

DATE:	11/17/2015	
DRAWN BY:	ATO	
CHECKED BY:	TPP	
REVISIONS		
DATE	DESCRIPTION	BY
08/27/2015	POISED FOR P&ID 1	PK
09/14/2015	POISED FOR P&ID 2	PK
10/08/2015	POISED FOR P&ID 3	ATO
11/11/2015	POISED FOR P&ID 4	ATO
11/17/2015	POISED FOR P&ID 5	ATO
11/17/2015	POISED FOR P&ID 6	ATO
11/17/2015	POISED FOR P&ID 7	ATO
11/17/2015	POISED FOR P&ID 8	ATO
11/17/2015	POISED FOR P&ID 9	ATO
11/17/2015	POISED FOR P&ID 10	ATO

PROJECT:  
**EUG-RIDGECREST**  
4592 MAIN ST  
SPRINGFIELD, OR 97478

**A-2**

**KEYED NOTES**

- 1. EXISTING PROPERTY LINE, TYPICAL
- 2. EXISTING ADJACENT PROPERTY LINE, TYPICAL
- 3. EXISTING TREES, TYP.
- 4. EXISTING LAMBER WAD
- 5. EXISTING CHAIN LINK FENCE
- 6. EXISTING 10'-0" STEELCH
- 7. EXISTING CHAIN LINK FENCE TO BE REMOVED AND WORK TO BE DONE NORTH OF EXISTING FENCE
- 8. PROPOSED WIRELESS 8'-0" TALL CHAIN-LINK FENCE, COMPOUND LOCKOUT FOR UTILITY CO ACCESS KEY
- 9. PROPOSED WIRELESS 12'-0" DOUBLE WIRE ACCESS GATES (WITH LOCKOUT FOR UTILITY CO ACCESS KEY)
- 10. PROPOSED WIRELESS 100'-0" TALL WIRELESS
- 11. PROPOSED WIRELESS EQUIPMENT CABINET (8 TOTAL) TYPICAL
- 12. PROPOSED WIRELESS ICE BRIDGE
- 13. PROPOSED WIRELESS OPTIC ANTENNA
- 14. PROPOSED WIRELESS 30W P&ID MOUNTED NATURAL GAS OUTLET
- 15. PROPOSED WIRELESS UTILITY H-FRAME WITH POWER, TELCO, AND WIRELESS ANTENNAS (LOOK FOR 3'-0" HIGH WAD (3 TOTAL) TYPICAL, SEE LIGHTING NOTES BELOW)
- 16. PROPOSED WIRELESS WIRELESS CABLE (4 TOTAL) TYPICAL
- 17. PROPOSED WIRELESS WIRELESS CABLE SUPPRESSOR (SIP) MOUNTED TO ICE BRIDGE (4 TOTAL) TYPICAL
- 18. PROPOSED 200VA P&ID MOUNTED TRANSFORMER
- 19. PROPOSED BOLLARD (2 TOTAL) TYPICAL
- 20. PROPOSED WIRELESS 20'-0" ACCESS EASEMENT
- 21. PROPOSED WIRELESS U.S. FIBER ROUTE
- 22. PROPOSED WIRELESS U.S. POWER ROUTE
- 23. PROPOSED WIRELESS LEASE AREA
- 24. PROPOSED WIRELESS 5'-0" UTILITY EASEMENT
- 25. PROPOSED WIRELESS 2'-6" X 4'-0" WISHPOLE
- 26. PROPOSED WIRELESS MASTING BRANCHES (OUTLINE)
- 27. PROPOSED WIRELESS 1-4MPS (OUTLINE)
- 28. PROPOSED WIRELESS U.S. NATURAL GAS LINE DEP. U.S. FIBER ROUTE ON PROPOSED H-FRAME
- 29. PROPOSED NATURAL GAS METER ON H-FRAME
- 30. PROPOSED LANDSCAPE BUFFER, SEE LANDSCAPE PLAN

**NOTES**

1. ALL UTILITIES SHOWN ON THIS PLAN AND STREET MAPS HAVE BEEN OBTAINED FROM A 24 HOUR FIELD SURVEY AND APPROXIMATE.

2. ALL UTILITIES SHOWN ON THIS PLAN AND STREET MAPS HAVE BEEN OBTAINED FROM A 24 HOUR FIELD SURVEY AND APPROXIMATE.

3. ALL UTILITIES SHOWN ON THIS PLAN AND STREET MAPS HAVE BEEN OBTAINED FROM A 24 HOUR FIELD SURVEY AND APPROXIMATE.

4. ALL UTILITIES SHOWN ON THIS PLAN AND STREET MAPS HAVE BEEN OBTAINED FROM A 24 HOUR FIELD SURVEY AND APPROXIMATE.

5. ALL UTILITIES SHOWN ON THIS PLAN AND STREET MAPS HAVE BEEN OBTAINED FROM A 24 HOUR FIELD SURVEY AND APPROXIMATE.

6. ALL UTILITIES SHOWN ON THIS PLAN AND STREET MAPS HAVE BEEN OBTAINED FROM A 24 HOUR FIELD SURVEY AND APPROXIMATE.

7. ALL UTILITIES SHOWN ON THIS PLAN AND STREET MAPS HAVE BEEN OBTAINED FROM A 24 HOUR FIELD SURVEY AND APPROXIMATE.

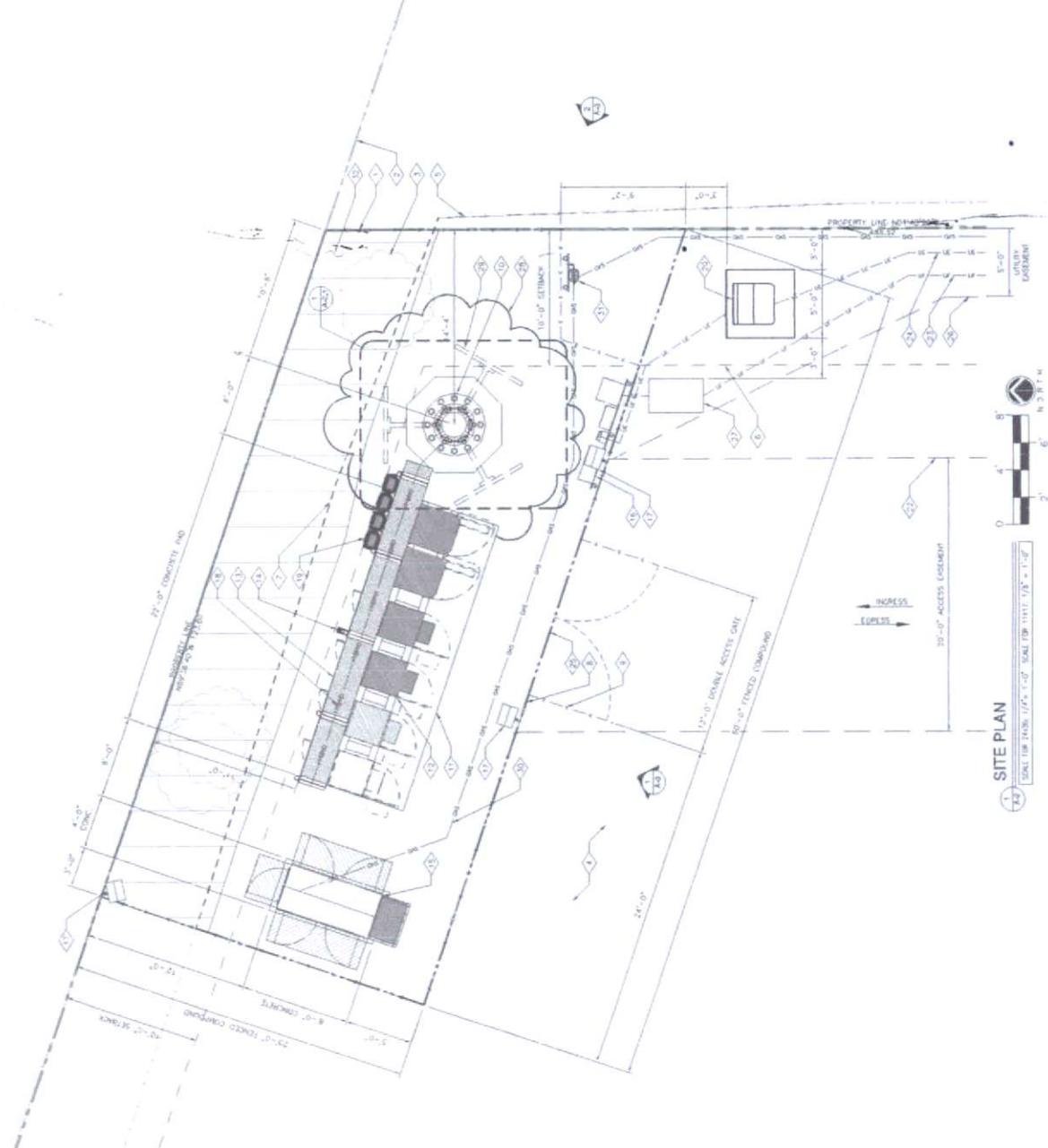
8. ALL UTILITIES SHOWN ON THIS PLAN AND STREET MAPS HAVE BEEN OBTAINED FROM A 24 HOUR FIELD SURVEY AND APPROXIMATE.

9. ALL UTILITIES SHOWN ON THIS PLAN AND STREET MAPS HAVE BEEN OBTAINED FROM A 24 HOUR FIELD SURVEY AND APPROXIMATE.

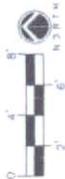
10. ALL UTILITIES SHOWN ON THIS PLAN AND STREET MAPS HAVE BEEN OBTAINED FROM A 24 HOUR FIELD SURVEY AND APPROXIMATE.

**LIGHTING NOTES**

- 1. LIGHT FIXTURES TO BE POINTED DOWNWARD AND TO HAVE MANUFACTURER'S SPECIFICATIONS TO BE MET.
- 2. LIGHT FIXTURES TO BE ON TIMERS TO AUTOMATICALLY TURN OFF LIGHTING AFTER SERVICE TECH LEAVES SITE.



**SITE PLAN**  
SCALE: 1/8" = 1'-0" (SCALE: 1/8" = 1'-0")



Date Received:

NOV 19 2015



PLEASE PREPARED FOR:



PLANS PREPARED BY:  
**KDC ARCHITECTS**  
 1800 AND AVENUE WEST SUITE 800  
 DENVER, COLORADO 80202  
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REGISTERED ARCHITECT  
**KENNETH D CAMP**  
 DENVER, COLORADO  
 PROFESSIONAL STAMP

DATE: 11/17/2015

DRAWN BY: ATO

CHECKED BY: TFF

REVISIONS:

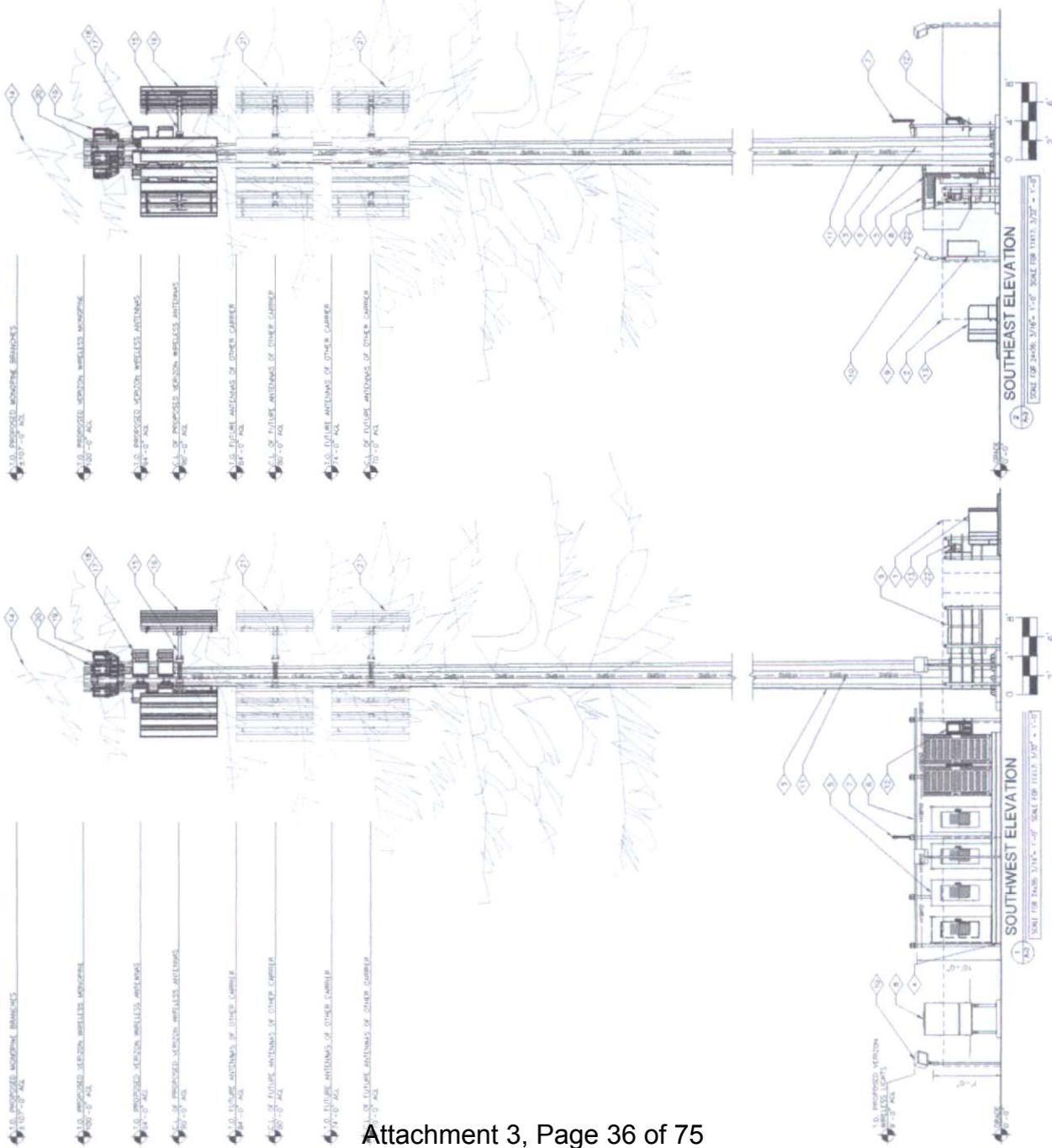
DATE	DESCRIPTION	BY
08/27/2015	ISSUED FOR PER	PK
09/14/2015	ISSUED FOR PER	PK
10/08/2015	ISSUED FOR PER	ATO
11/11/2015	ISSUED FOR PER	ATO
11/12/2015	ISSUED FOR PER	ATO
11/17/2015	ISSUED FOR PER	ATO
11/17/2015	ISSUED FOR PER	ATO

PROJECT:  
**EUG-RIDGECREST**  
 4892 MAIN ST  
 SPRINGFIELD, OR 97478

**A-3**

- KEYED NOTES**
- 1-1 PROPOSED VERIZON WIRELESS 8'-0" TALL CHAIN-LINK FENCE
  - 2-2 PROPOSED VERIZON WIRELESS 12'-0" DOUBLE WIRE ACCESS GATES
  - 3-3 PROPOSED VERIZON WIRELESS 100'-0" TALL MONOPINE
  - 4-4 PROPOSED VERIZON WIRELESS CONCRETE PAD
  - 5-5 PROPOSED VERIZON WIRELESS EQUIPMENT CABINET (6 TOTAL, TYPICAL)
  - 6-6 PROPOSED VERIZON WIRELESS ICE BRIDGE
  - 7-7 PROPOSED VERIZON WIRELESS OPT. ANTENNA
  - 8-8 PROPOSED VERIZON WIRELESS 50W PAZ MOUNTED NATURAL GAS GENERATOR AND SAFETY CABINET
  - 9-9 PROPOSED VERIZON WIRELESS UNFIBER FRAME WITH POWER, TELLER METER AND SAFETY CABINET
  - 10-10 PROPOSED VERIZON WIRELESS UNFIBER SERVICE LIGHT, 8'-0" HIGH MAX (3 TOTAL, TYPICAL, SEE LIGHTING NOTES ON A-2)
  - 11-11 PROPOSED VERIZON WIRELESS HYBRID CABLE ROUTE (THREE MONOPINES)
  - 12-12 PROPOSED VERIZON WIRELESS SURGE SUPPRESSOR (OVP) MOUNTED TO ICE BRIDGE (4 TOTAL, TYPICAL)
  - 13-13 PROPOSED 20KVA PAZ MOUNTED TRANSFORMER
  - 14-14 PROPOSED VERIZON WIRELESS MONOPINE BRANCHES, LIMBS TO BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.
  - 15-15 PROPOSED VERIZON WIRELESS ANTENNA MOUNTING 1'-0" DIA (3 TOTAL, TYPICAL) (12 TOTAL, 4 PER SECTOR, TYPICAL)
  - 16-16 PROPOSED VERIZON WIRELESS 10' SECTOR (4 PER SECTOR), TYPICAL (12 TOTAL, 4 PER SECTOR), TYPICAL
  - 17-17 PROPOSED VERIZON WIRELESS SURGE SUPPRESSOR (4 TOTAL, TYPICAL)
  - 18-18 PROPOSED VERIZON WIRELESS 10' SECTOR RING MOUNT (2 TOTAL, TYPICAL)
  - 19-19 FUTURE ANTENNAS OF OTHER CARRIERS, TYPICAL
  - 20-20 PROPOSED WIRELESS OPT. METER ON 14-FRAME

- NOTES**
- 1-1 FENCE, ROLL, EXISTING CHAIN-LINK FENCE SHOWN AS DASHED LINE FOR CLARITY.
  - 2-2 MONOPINE BRANCHES, LIMBS, AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS SHALL BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.
  - 3-3 BRANCHES, LIMBS, AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS SHALL BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.
  - 4-4 BRANCHES, LIMBS, AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS SHALL BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.
  - 5-5 BRANCHES, LIMBS, AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS SHALL BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.
  - 6-6 BRANCHES, LIMBS, AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS SHALL BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.
  - 7-7 BRANCHES, LIMBS, AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS SHALL BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.
  - 8-8 BRANCHES, LIMBS, AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS SHALL BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.
  - 9-9 BRANCHES, LIMBS, AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS SHALL BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.
  - 10-10 BRANCHES, LIMBS, AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS SHALL BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.
  - 11-11 BRANCHES, LIMBS, AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS SHALL BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.
  - 12-12 BRANCHES, LIMBS, AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS SHALL BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.
  - 13-13 BRANCHES, LIMBS, AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS SHALL BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.
  - 14-14 BRANCHES, LIMBS, AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS SHALL BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.
  - 15-15 BRANCHES, LIMBS, AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS SHALL BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.
  - 16-16 BRANCHES, LIMBS, AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS SHALL BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.
  - 17-17 BRANCHES, LIMBS, AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS SHALL BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.
  - 18-18 BRANCHES, LIMBS, AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS SHALL BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.
  - 19-19 BRANCHES, LIMBS, AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS SHALL BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.
  - 20-20 BRANCHES, LIMBS, AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS SHALL BE PLACED TO MAINTAIN CLEARANCE TO ALL WIRELESS EQUIPMENT AND SAFETY LINE TO TURNOUT LIGHTS AND SIGNALS. SEE LIGHTING NOTES ON A-2 FOR CLEARANCE REQUIREMENTS.



Date Received:

NOV 19 2015

Original Submittal: *SK*



Lanethin R. Bellhuc  
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REVISIONS

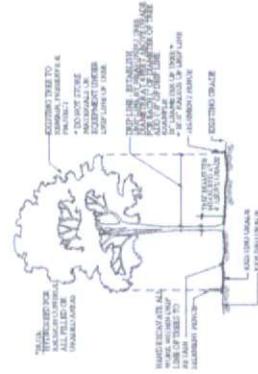
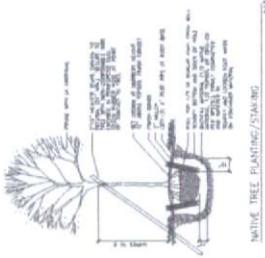
VERIZON  
WIRELESS  
EUG- RIDGECREST

4000 MARK STREET  
SPRINGFIELD, OREGON

LANDSCAPE  
PLANTING  
PLAN

JOB NO. 4011192

SHEET  
NO. 1 OF 1  
DATE: 11/19/15  
L 1.0



**NATIVE PLANT MATERIAL LEGEND**

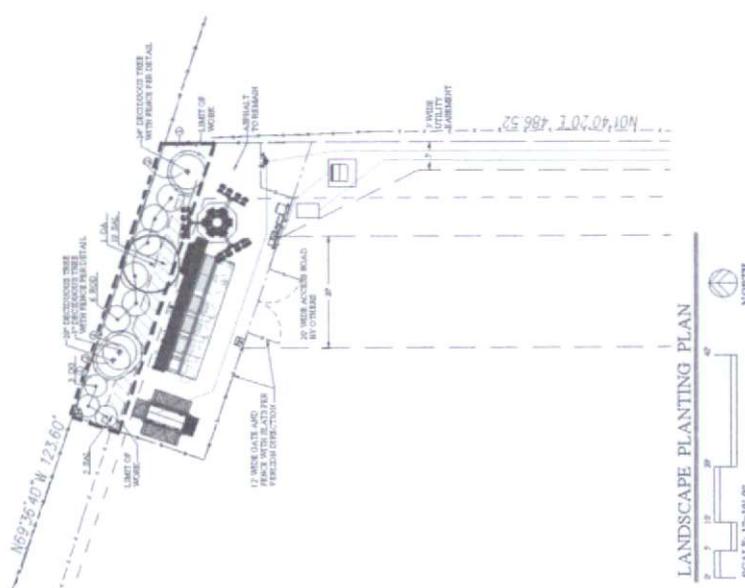
Symbol	Plant Name	Plant Size	Plant Spacing
Circle with '1'	Chaparral	2' x 4' DBH	7' x 7' on center
Circle with '2'	Orange Sage	15' High - 6" DBH	15' High - 6" DBH
Circle with '3'	Redwood	12' High - 4" DBH	12' High - 4" DBH
Circle with '4'	Redwood	12' High - 4" DBH	12' High - 4" DBH
Circle with '5'	Redwood	12' High - 4" DBH	12' High - 4" DBH
Circle with '6'	Redwood	12' High - 4" DBH	12' High - 4" DBH
Circle with '7'	Redwood	12' High - 4" DBH	12' High - 4" DBH
Circle with '8'	Redwood	12' High - 4" DBH	12' High - 4" DBH
Circle with '9'	Redwood	12' High - 4" DBH	12' High - 4" DBH
Circle with '10'	Redwood	12' High - 4" DBH	12' High - 4" DBH
Circle with '11'	Redwood	12' High - 4" DBH	12' High - 4" DBH

**SITE SPECIFIC NOTES**

1. SEE ARCHITECT'S SITE PLAN FOR EXISTING AND PROPOSED PLANTING LOCATIONS AND PLANTING TYPES.
2. SEE ARCHITECT'S SITE PLAN FOR EXISTING AND PROPOSED PLANTING LOCATIONS AND PLANTING TYPES.
3. SEE ARCHITECT'S SITE PLAN FOR EXISTING AND PROPOSED PLANTING LOCATIONS AND PLANTING TYPES.
4. SEE ARCHITECT'S SITE PLAN FOR EXISTING AND PROPOSED PLANTING LOCATIONS AND PLANTING TYPES.
5. SEE ARCHITECT'S SITE PLAN FOR EXISTING AND PROPOSED PLANTING LOCATIONS AND PLANTING TYPES.
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8. SEE ARCHITECT'S SITE PLAN FOR EXISTING AND PROPOSED PLANTING LOCATIONS AND PLANTING TYPES.
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10. SEE ARCHITECT'S SITE PLAN FOR EXISTING AND PROPOSED PLANTING LOCATIONS AND PLANTING TYPES.
11. SEE ARCHITECT'S SITE PLAN FOR EXISTING AND PROPOSED PLANTING LOCATIONS AND PLANTING TYPES.

**LANDSCAPE CONSTRUCTION NOTES**

1. All landscape construction shall conform with the applicable codes, ordinances, and regulations.
2. All landscape construction shall conform with the applicable codes, ordinances, and regulations.
3. All landscape construction shall conform with the applicable codes, ordinances, and regulations.
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20. All landscape construction shall conform with the applicable codes, ordinances, and regulations.



**LANDSCAPE PLANTING PLAN**

SCALE: 1" = 10'-0"

BASE MAP FROM KDC ARCHITECTS-ENGINEERS, LYNNWOOD, WA

FOR SUBMITTAL ONLY  
NOT FOR CONSTRUCTION USE  
Date Received

NOV 19 2015

Original Submittal



September 1, 2015

5430 NE 122<sup>nd</sup> Avenue  
Portland, OR 97230

City of Springfield  
Development Services Department  
225 Fifth Street  
Springfield, OR 97477

Dear Development Services Department Representative:

I am writing to explain the criteria that were used in selecting our proposed cell site that Verizon Wireless calls EUG Ridgecrest. This site is a proposed new tower located at 4992 Main St Springfield, Oregon. Verizon Wireless has built a communication network to provide wireless services, which include voice, data, and enhanced 911 emergency services in the Springfield area. Our objectives for this site are to retain coverage and system capacity from a soon to be decommissioned nearby site (EUG Springfield), improve the wireless services in eastern Springfield, and fill in a few areas that do not have strong enough signal strength to hold a call or access our network currently.

#### **Site Location, Coverage Objectives & Collocation Feasibility**

Verizon Wireless is working on improving its existing wireless communications network in the Eastern Springfield area. This area is covered primarily by a close-by site Verizon names EUG Springfield that will soon be decommissioned per the landlord. Our goal is to retain the coverage provided by EUG Springfield while improving coverage to the surrounding area while limiting the amount of interference or other problems introduced to the rest of our network. When designing a new area or expanding existing coverage, Verizon Wireless will first attempt to utilize an existing tower or structure for collocation at the desired antenna height. If an existing tower or structure is not available or not attainable because of space constraints or unreliable structural design, Verizon Wireless will propose a new tower. In this instance, our real estate group with the help of outside consultants determined that there was no collectable tower within the search ring area. The nearest tower is located at 4680 Main Street. The tower is used by 3 carriers at this time and offers too low of an antenna centerline elevation, and is at its full structural capacity per a review with the tower owner. Further there are no existing tall buildings in the area that can accommodate the needed antennas at the required elevation to provide the needed signal coverage and capacity. For these reasons and to best serve our customers, with the needed signal coverage and capacity, we are proposing a new telecommunications tower.

#### **Design Criteria**

To analyze our network design, Verizon Wireless uses a proprietary Radio Frequency prediction tool to predict the signal strength and analyze our network design. This is supplemented with drive tests are done using a portable transmitter and an omni antenna that is raised to the desired height with a crane or boom truck. A driver then drives the anticipated coverage area with a receiver tuned to receive the channel that is transmitting. These drive tests will give us a very good indication of the coverage from a potential site. The drive data is also used to ensure that we are comfortable with our prediction tool output. The maps attached to this letter show existing Verizon Wireless sites are noted with blue circles. Our proposed location is shown in a black circle. Figure 1 shows the coverage of our current sites, as seen with our prediction tool. The red area on the maps represents a high RF signal strength, generally providing good service in vehicles and buildings. Orange represents moderate RF signal strength that generally provides good service in vehicles and fair service inside

Date Received:

NOV 19 2015

Exhibit B

structures. Yellow represents RF signal that generally offer a poor quality of service, especially having problems inside buildings but fair service in vehicles. Indoors is where the majority of users are located during the peak 24 hour usage time with occurs between 8PM and 9PM. Areas without color represent anticipated weak RF areas where coverage would be unreliable and unable to access the network. Verizon Wireless needs a design as indicated by the red and orange throughout communities and highways to best serve our customers. Also to note that higher signal strengths promote much greater wireless data speeds. To accomplish high data rates, signal strengths noted by red and orange on coverage plots, need to be where most of the customers use these data devices. Figure 3 shows the coverage of the three proposed sites needed to replace EUG Springfield. Figure 4, 5, and 6 shows surrounding coverage by cell/sector. We want to retain as much coverage as possible that EUG Springfield provides today.

### Evaluation Results

It can be seen in Figure 1 that around the proposed EUG Ridgecrest site, the majority of the Figure 2 shows the expected coverage from our proposed EUG Ridgecrest site with EUG Springfield turned off, once decommissioned. The EUG Springfield site has antennas at 160 feet in elevation and will require multiple replacement sites as such. Due to terrain and needed integration with the other replacement locations, 90 feet was deemed to be an acceptable elevation for the required signal coverage signal strength and allow current customers to maintain service levels. When comparing Figure 2 to Figure 1 you can see that the coverage that EUG Ridgecrest will provide will retain much of the area that is currently covered today southeast of EUG Springfield. However, we can see from comparison that Ridgecrest is not enough to fully retain the coverage EUG Springfield is able to provide, but we do improve the area to the SE by implementing EUG Ridgecrest. Figure 3 ensures that with the implementation of Ridgecrest, Aster (collocation on existing WCF tower at 693 36<sup>th</sup> Street via 811-SPR2014-02174), and Clearwater (new WCF at 4164 Jasper Road via TYP215-00012), not only will the coverage be retained from EUG Springfield, but much needed system capacity added.

### Summary

This design places the cell site in a location that will help retain current coverage provided by EUG Springfield and will help create a quality network that will have lower dropped calls and access failures with good voice and data quality as expected by Verizon Wireless customers. When comparing figures 1 and 2 we see that the proposed site provides the needed coverage and system capacity that will meet our design criteria and fits well within our planned network. This location will allow Verizon Wireless to maximize its coverage and provide strong RF signals around Springfield. EUG Springfield site is an essential communication facility for public service as part of the Verizon Wireless communication network providing Enhanced 911 services as well as serving many governmental agencies and emergency responders. This design will provide a quality service experience for our customers and others that count on our network.

Regards,

*ASM ERTAZUL ISLAM*

Ertazul Islam

Verizon Wireless

Pacific Northwest Region

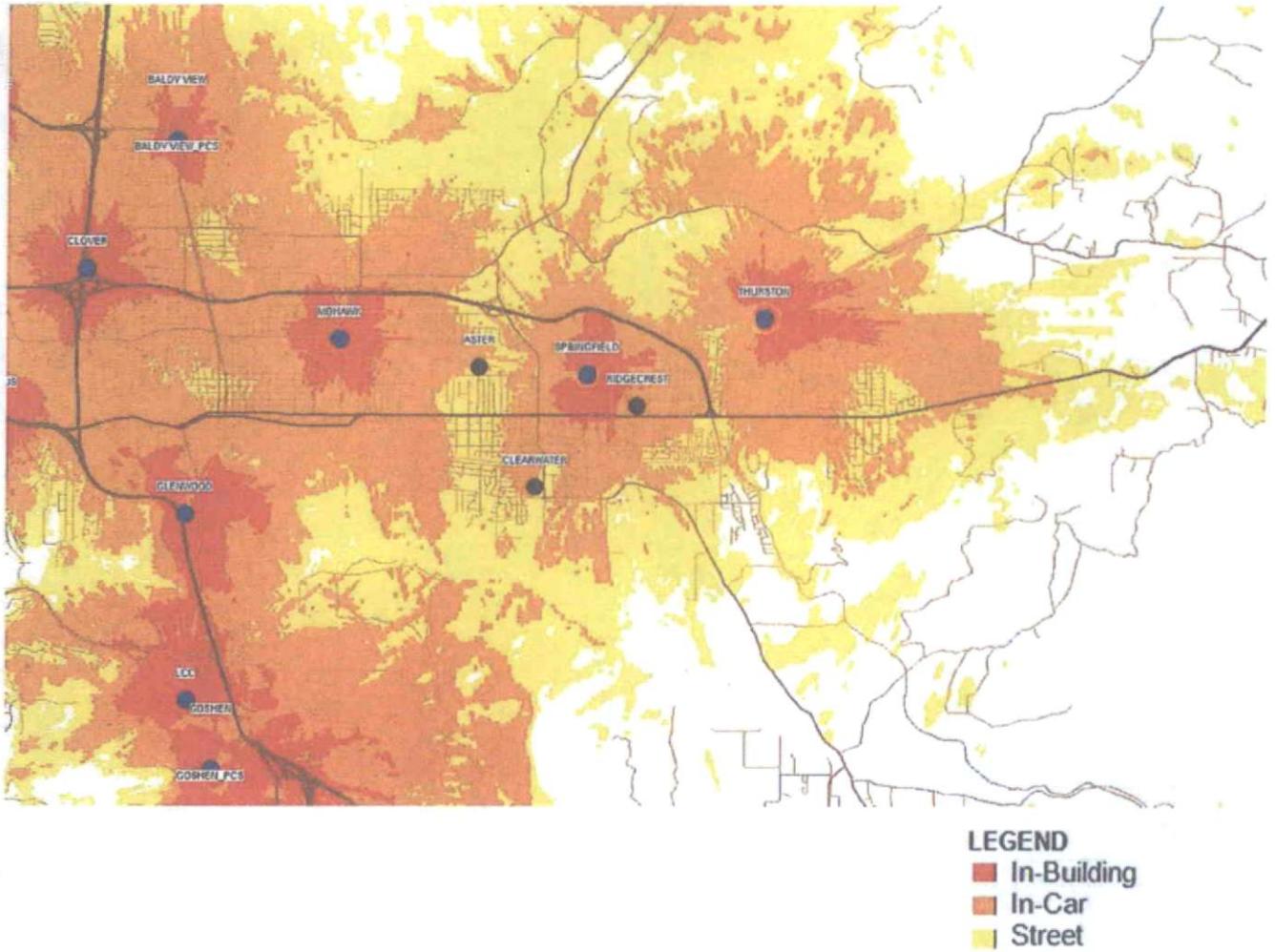
Network Department – System Design

Date Received:

NOV 19 2015

Original Submittal *gr*

Figure 1 –Existing Coverage

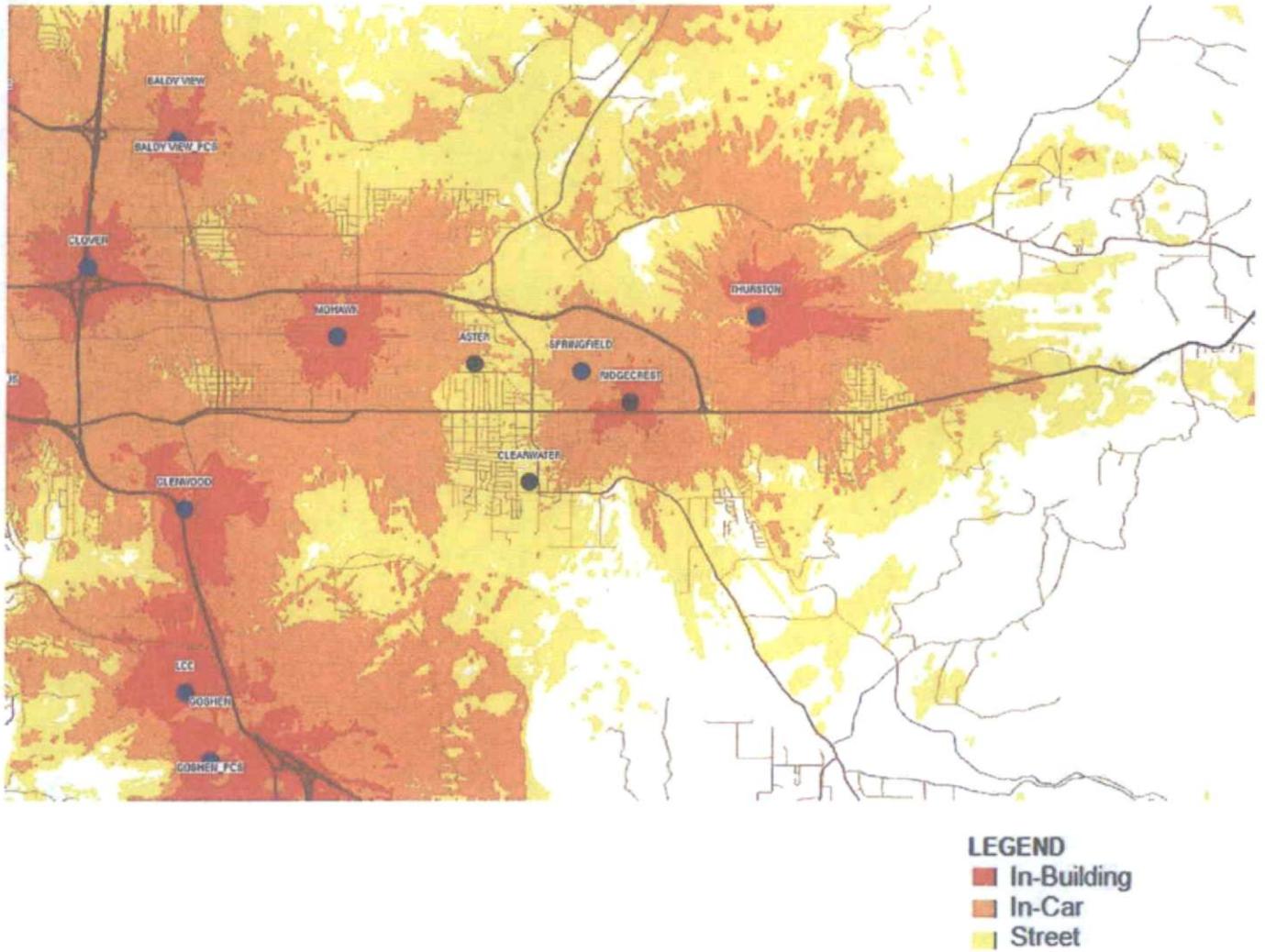


Existing Verizon Wireless sites in blue and the 3 replacement sites for EUG Springfield are in black.

Date Received:

NOV 19 2015

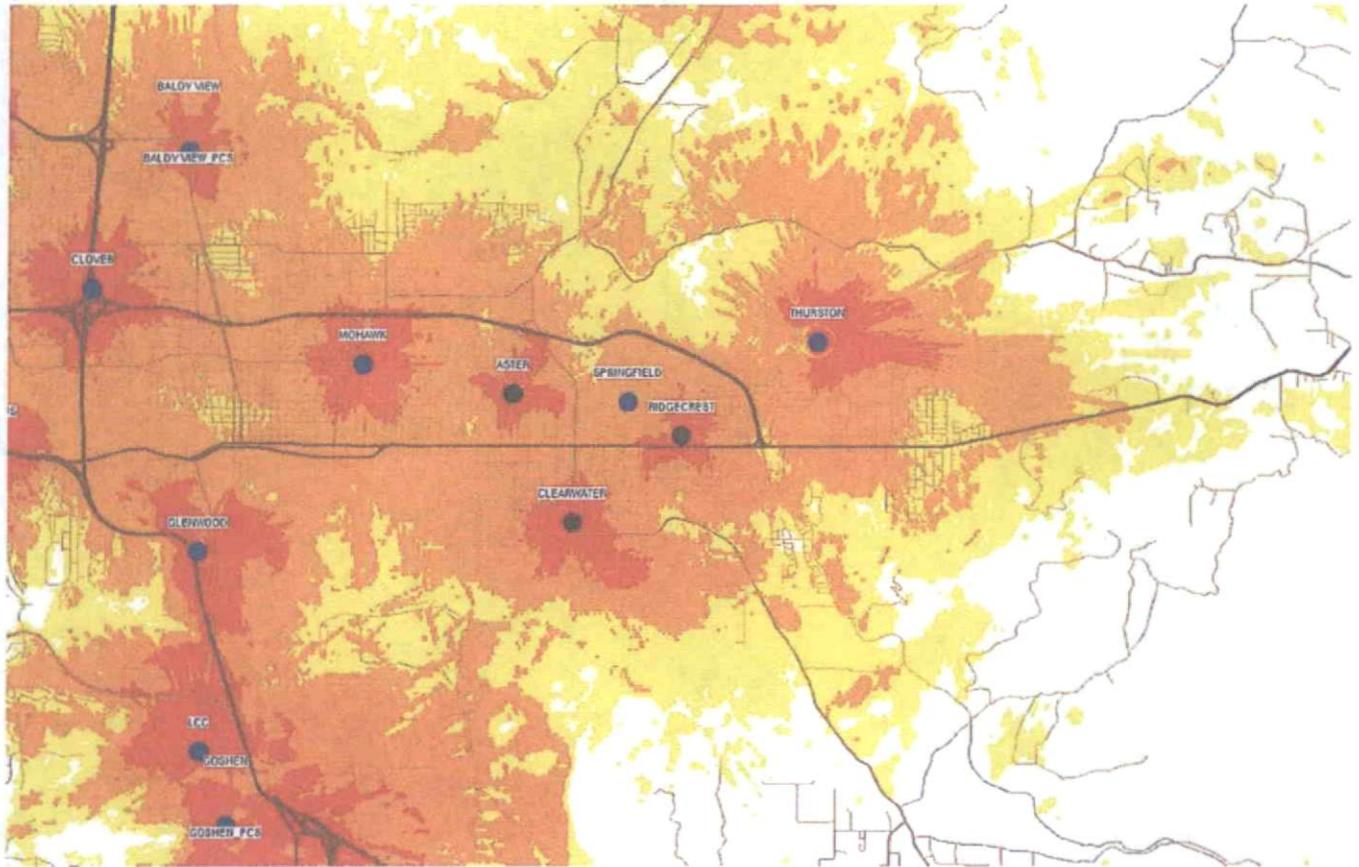
Figure 2 –Proposed Coverage with Springfield turned off and Ridgecrest on



Date Received:

NOV 19 2015

Figure 3 – Proposed coverage for all the sites needed to replace Ridgecrest

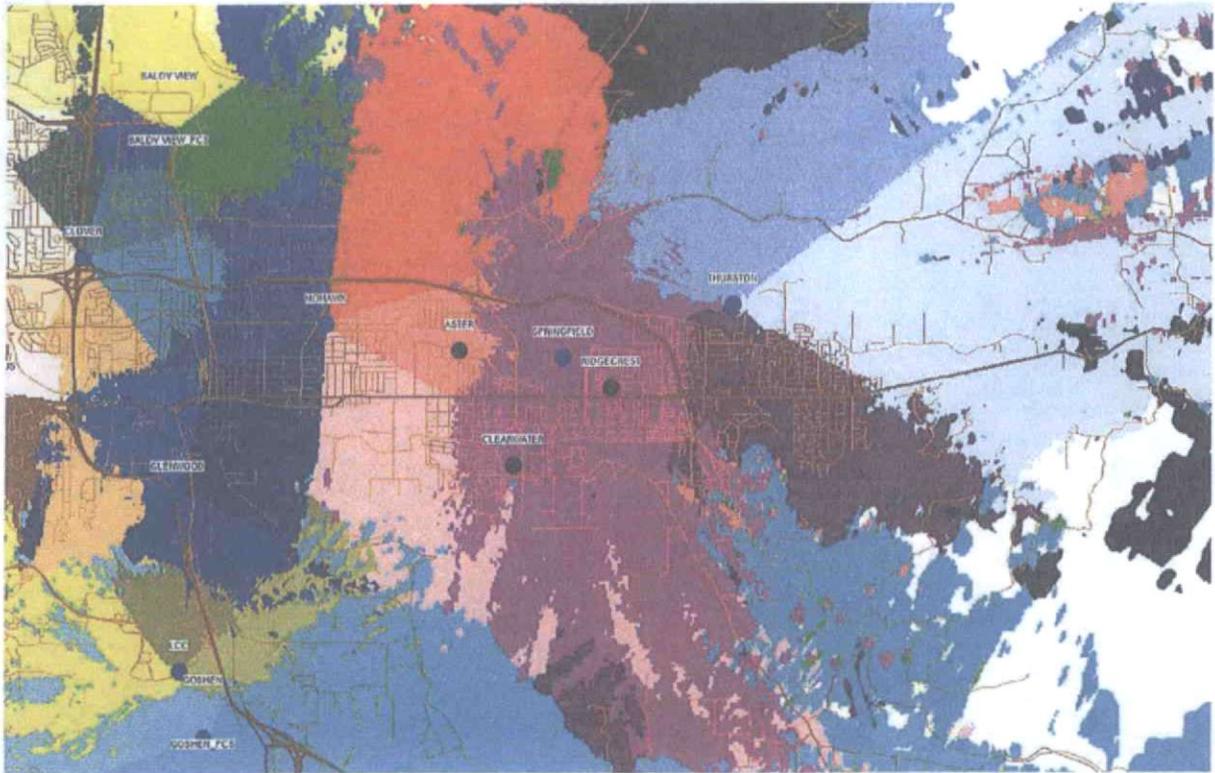


**LEGEND**  
■ In-Building  
■ In-Car  
■ Street

Date Received:

NOV 19 2015

Figure 4 –Surrounding coverage by cell/sector

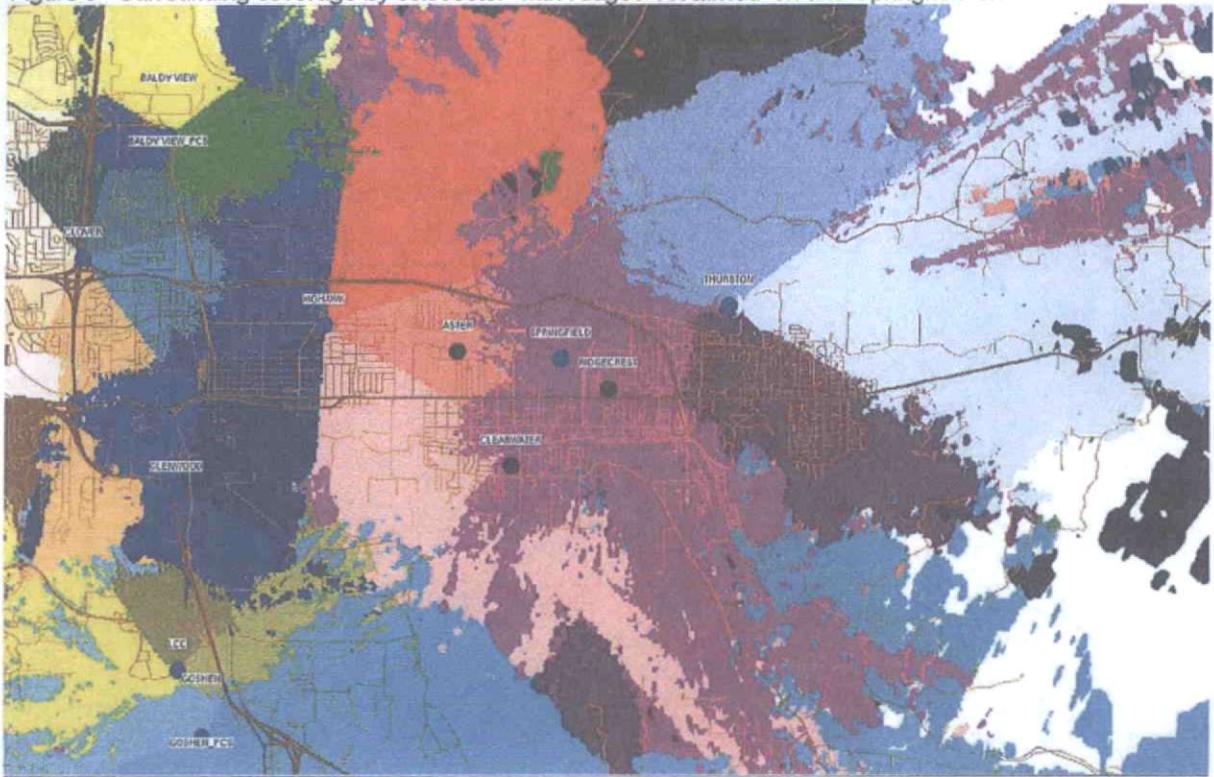


Magenta – Springfield

Date Received:

NOV 19 2015

Figure 5 –Surrounding coverage by cell/sector with Ridgecrest turned on and Springfield off

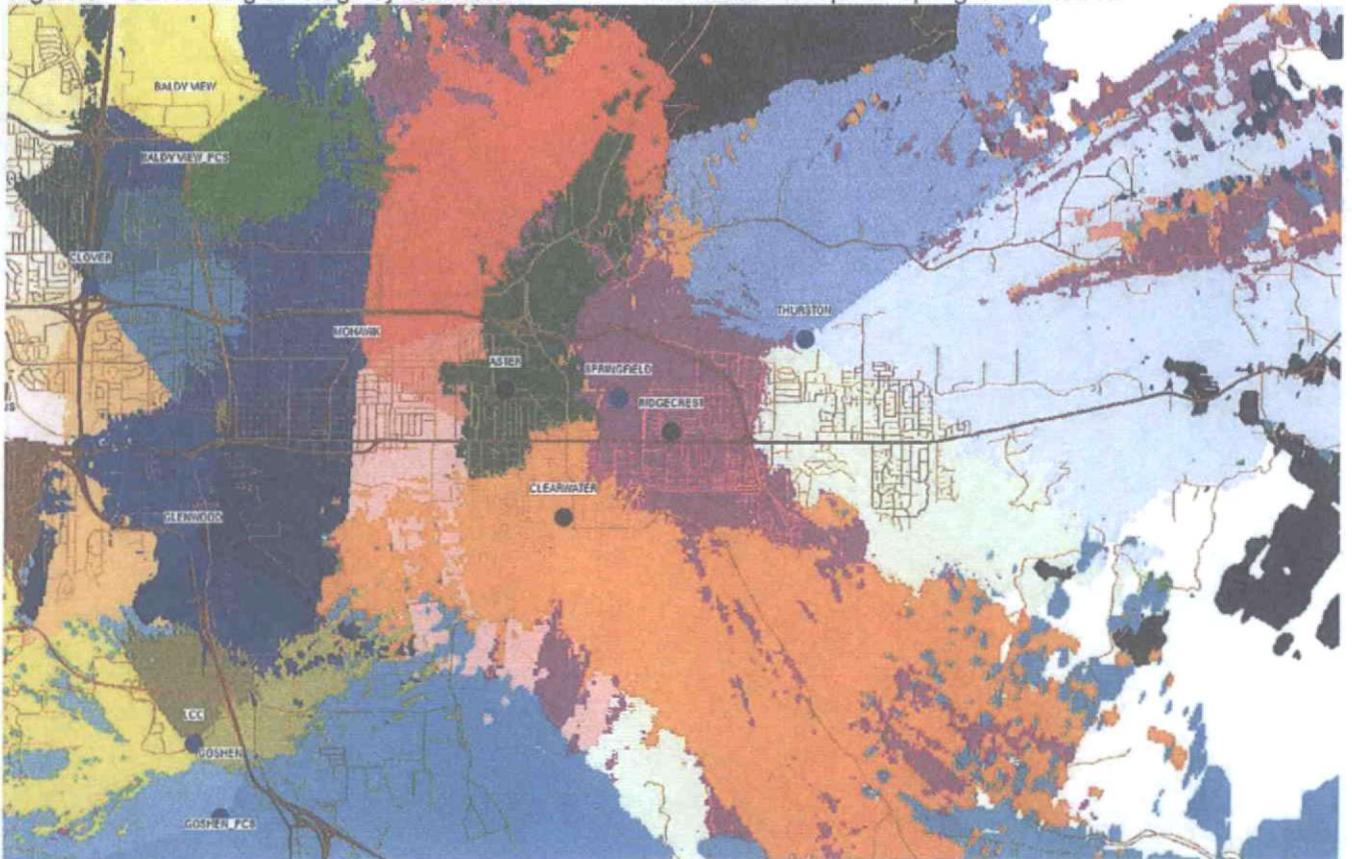


Magenta (Centered) - Ridgecrest

Date Received:

NOV 19 2015

Figure 6 – Surrounding coverage by cell/sector with all the sites needed to replace Springfield turned on



Dark Green – Aster  
Orange – Clearwater  
Magenta - Ridgecrest

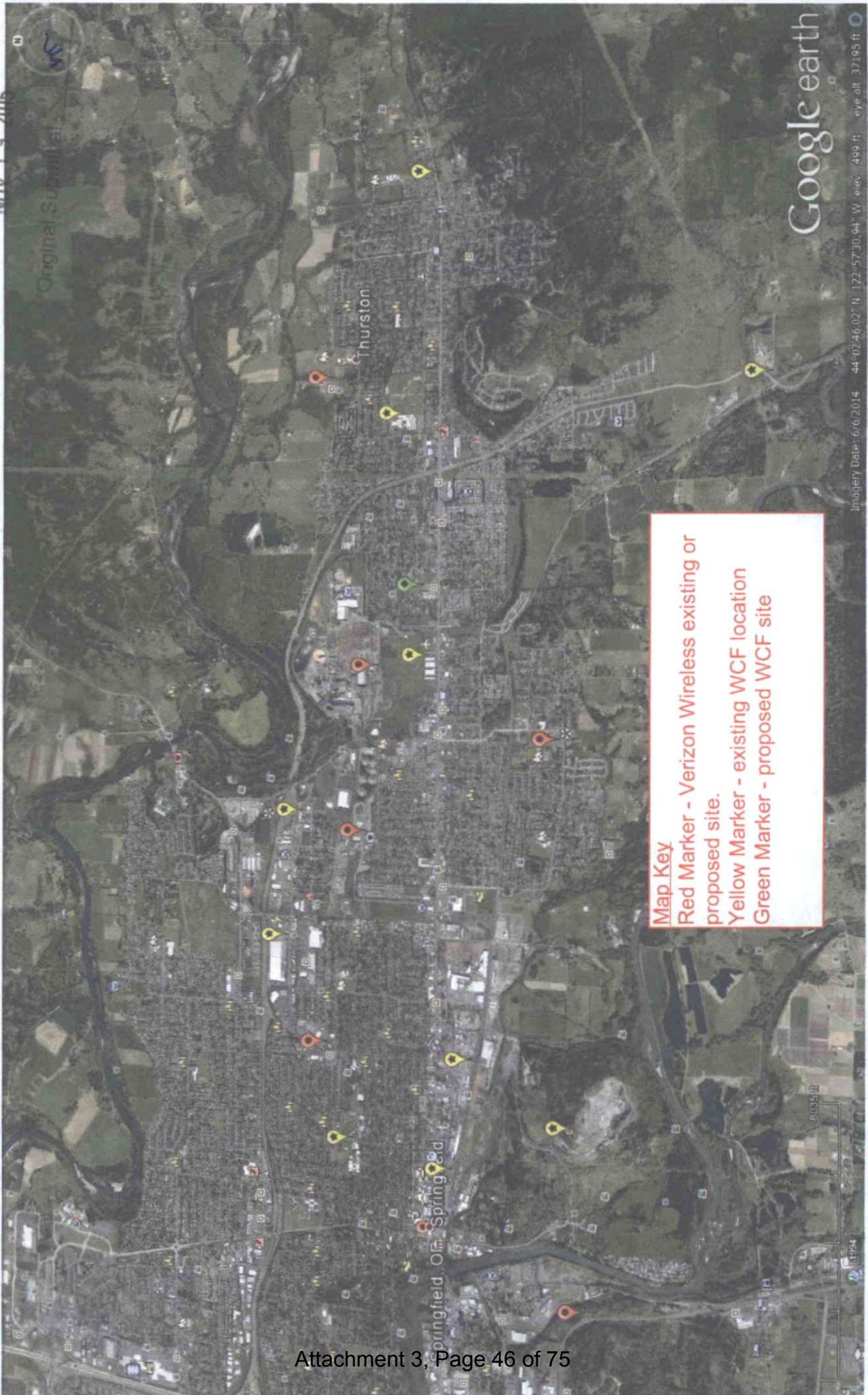
Date Received:

NOV 19 2015

Original Submittal: sm

Date Received:

NOV 19 2015



Original Submitted

Thurston

Springfield Old Spring Rd

Google earth

Imagery Date: 6/6/2014 44°02'46.02" N 122°57'30.94" W elev: 499 ft eye alt: 37195 ft

**Map Key**  
Red Marker - Verizon Wireless existing or proposed site.  
Yellow Marker - existing WCF location  
Green Marker - proposed WCF site



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ENGINEERS

SINCE 1978



Date Received:

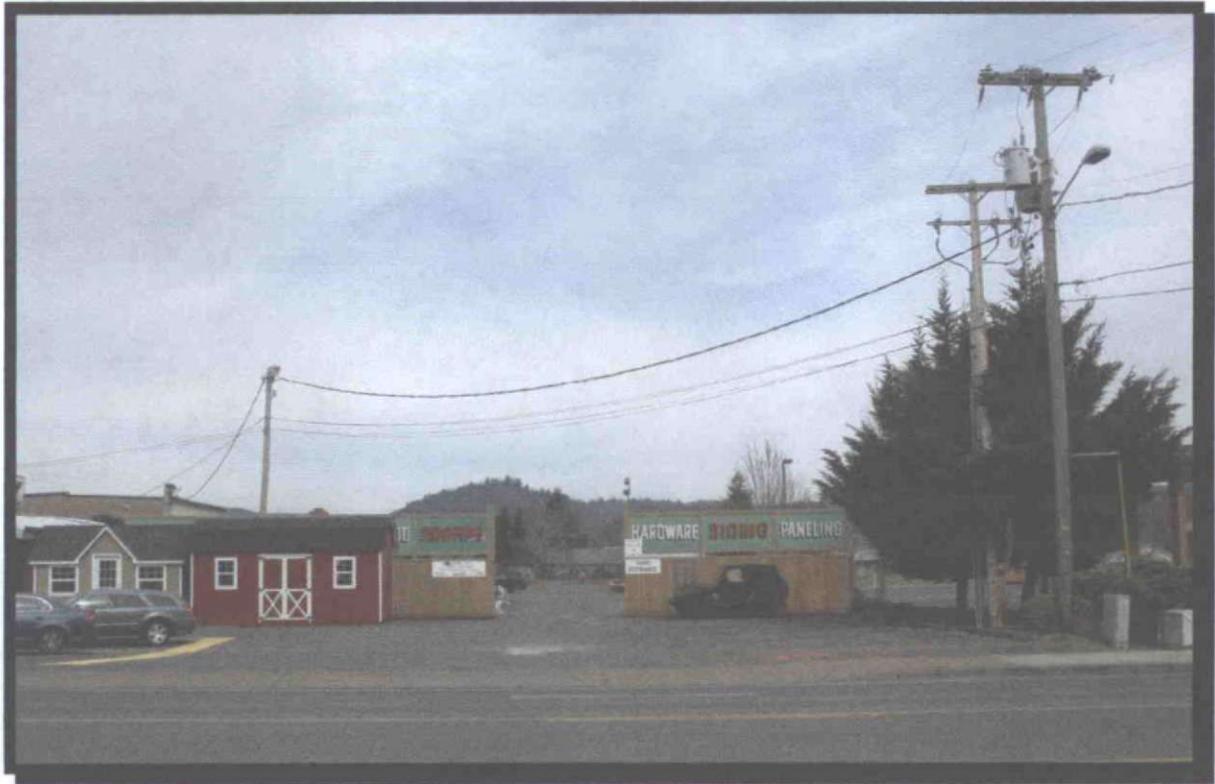
NOV 19 2015

Exhibit D

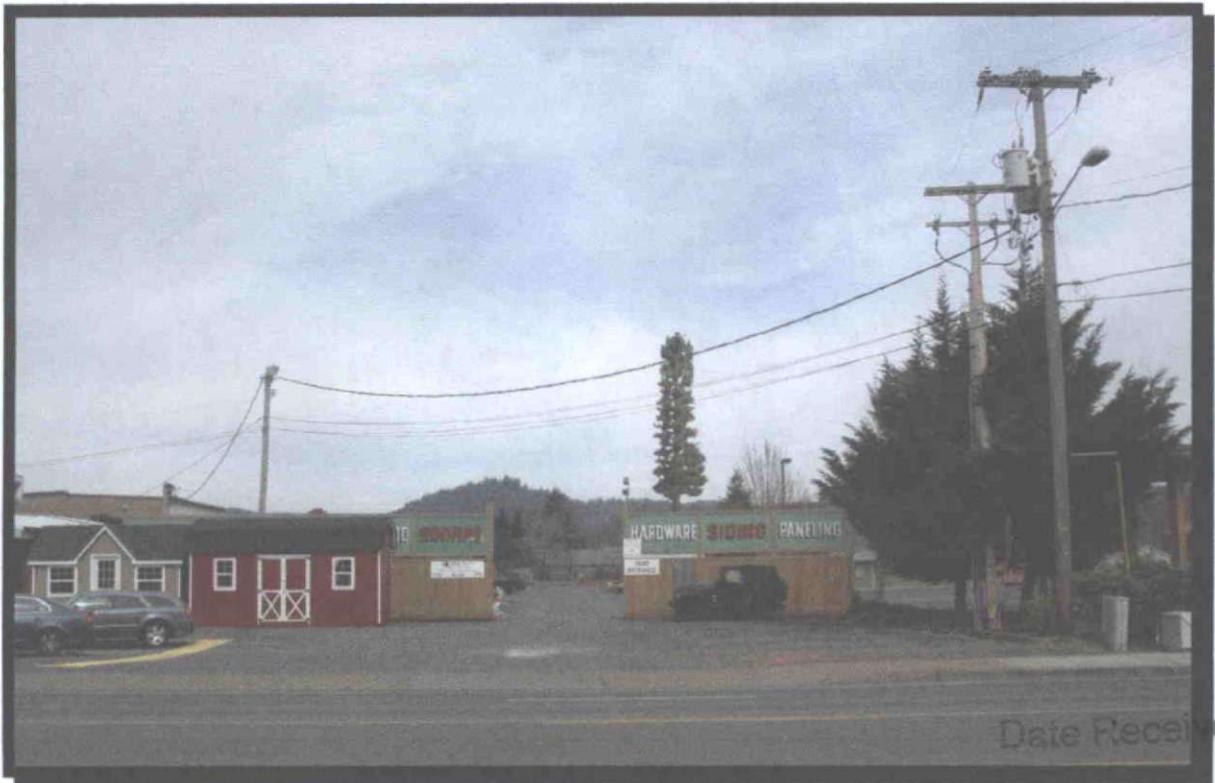


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SOUTH VIEW (EXISTING)



SOUTH VIEW (PROPOSED)

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ENGINEERS

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WEST VIEW (EXISTING)



WEST VIEW (PROPOSED)

Date Received:

NOV 19 2015



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NE VIEW (EXISTING)



Date Received:

NOV 19 2015

NE VIEW (PROPOSED)

**From:** Michael P. Johnson [mailto:MJohnson@charlesindustries.com]  
**Sent:** Tuesday, September 1, 2015 8:02 AM  
**To:** Ed@LandServicesNW.com  
**Cc:** Joe Pawela; David Schwass; Technical Services  
**Subject:** RE: PM63922MC2 - sound output

Ed,

Sorry, there was a typo in the cabinet part number I mentioned below. I meant to type CUBE-PM63922MC2, which was mentioned in your original email subject.

The rest of the information was correct.

Thanks,

Mike Johnson  
Product Manager  
(847) 258-8347 direct  
(847) 363-2656 cell  
(847) 258-6347 fax



Made in the USA • ISO 9001 / TL 9000

**From:** Michael P. Johnson  
**Sent:** Tuesday, September 01, 2015 9:53 AM  
**To:** 'Ed@LandServicesNW.com'  
**Cc:** Joe Pawela; David Schwass; Technical Services  
**Subject:** RE: PM63922MC2 - sound output

Ed,

The thermal device on the CUBE-PM63922WC1 is an 1880 Watt heat exchanger.

It is controlled via a speed control that increases the speed of the fan as the temperature inside the cabinet increases.

At the maximum speed of the fan, the noise level would be about 72dB measured 1.5m in front of the cabinet.

Please let me know if you need anything else.

Thanks,

Mike Johnson  
Product Manager  
(847) 258-8347 direct  
(847) 363-2656 cell  
(847) 258-6347 fax

Date Received:

NOV 19 2015

Original Submittal ym

# Estimating Sound Levels With the Inverse Square Law

In the real world, the inverse square law is always an idealization because it assumes exactly equal sound propagation in all directions. If there are reflective surfaces in the sound field, then reflected sounds will add to the directed sound and you will get more sound at a field location than the inverse square law predicts. If there are barriers between the source and the point of measurement, you may get less than the inverse square law predicts. Nevertheless, the inverse square law is the logical first estimate of the sound you would get at a distant point in a reasonably open area.

If you measure a sound level  $I_1 = 72$  dB  
at distance

$$d_1 = 1.5 \text{ m} = 4.921259 \text{ ft}$$

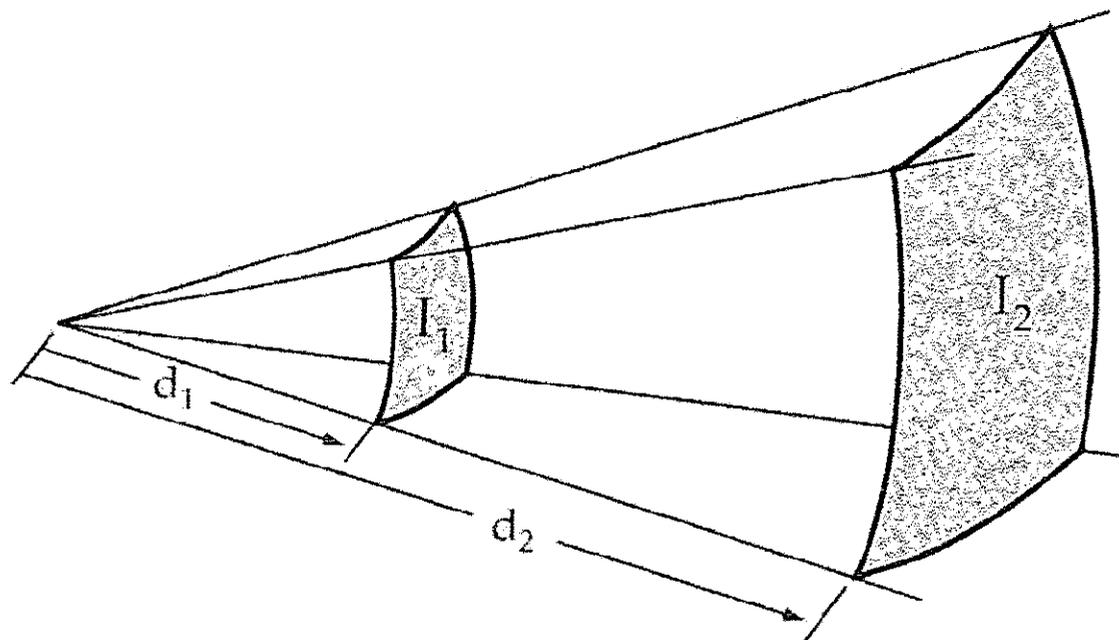
$$\frac{I_2}{I_1} = \left[ \frac{d_1}{d_2} \right]^2$$

then at distance

$$d_2 = 18.8976 \text{ m} = 62 \text{ ft}$$

the inverse square law predicts a sound level

$$I_2 = 49.99369 \text{ dB}$$



You can explore numerically to confirm that doubling the distance drops the intensity by about 6 dB and that 10 times the distance drops the intensity by 20 dB.

Index

Auditorium  
acoustics

Date Received:

NOV 19 2015

Original Submittal SM



**4.3L GM Genset**  
**AIRBORNE NOISE ANALYSIS**  
**30 / 1800**

Onsite Energy  
 VER-S30NG-CQE-100-7  
 Data No.: S141  
 Date: 10/15/2009

**Genset Surface Noise Analysis - 1/3-Octave**

ENGINE TYPE:	<b>4.3L GM</b>	ENGINE NO.:	4.3LX5247409
GENERATOR:	<b>361 / 1600</b>	TYPE:	60 Hz
POWER / SPEED:	<b>30 / 1800</b>	TEST CELL:	LB T1
ORDER / PROJECT NO.:	<b>P2043</b>	DATE MEASURED:	9/16/2009
TEST LOAD:	30 kW / 100%		
INTAKE AIR OPENING:	Paper filters with housing	ENCLOSURE:	CQE
MEASURING DISTANCE:	7 m		
MEASURING SURFACE DIMENSION:	29.2 dB		
NO. OF MEASURING POINTS:	12		
SOUND PROPAGATION:	Free-field		
MEASUREMENT STANDARD:	ISO 8528		
TOLERANCE:	+5 dB for single 1/3 octave band, +2 dB(A) for total A-weighted level.		

Energy mean sound pressure levels of the airborne noise that is emitted by the generator-set surface.  
 For project purposes only.

Energy mean free-field level                      Average Level at 7 meters:      58.3 dB(A)

Level per Position [dB(A)]						Average [dB(A)]
1	2	3	4	5	6	
56.4	57.2	59.1	60.1	58.4	58.6	58.3

f [Hz]	Level per Frequency per Position [dB(A)]					
	1	2	3	4	5	6
25	8.5	9.3	8.4	8.3	8.2	8.2
31.5	25.2	27.7	24.8	23.4	21.9	17.4
40	8.9	16.5	15.9	14.7	8.9	13.8
50	12.5	20.3	17.4	12.0	16.4	11.9
63	33.1	32.8	30.4	32.3	34.0	34.9
80	37.1	39.5	41.1	39.9	45.5	38.9
100	41.4	33.8	42.9	39.9	45.3	32.8
125	45.3	45.2	48.2	48.4	45.9	49.5
160	46.6	42.2	52.0	52.9	50.1	53.8
200	48.6	47.8	53.2	53.5	53.9	56.1
250	46.2	53.8	51.5	51.6	55.3	57.5
315	45.2	47.6	47.4	47.1	47.6	50.6
400	52.3	49.9	55.4	54.8	52.3	53.9
500	46.4	46.5	49.0	49.7	46.8	49.6
630	43.1	43.6	45.0	46.3	45.4	44.3
800	49.2	47.4	51.7	51.1	47.3	46.5
1k	40.2	41.1	43.4	43.7	42.7	41.0
1.25k	45.0	46.7	48.2	49.2	47.7	47.2
1.6k	47.6	48.6	49.0	51.0	49.2	49.5
2k	44.7	46.9	47.2	50.1	47.9	47.3
2.5k	43.9	45.4	47.3	49.0	46.8	45.0
3.15k	43.4	45.1	46.0	47.5	46.2	44.8
4k	41.3	42.8	44.0	44.6	44.1	42.8
5k	38.8	40.3	41.5	43.4	41.1	40.4
6.3k	37.6	38.5	40.2	41.5	40.2	38.6
8k	36.2	39.1	39.2	40.8	40.3	40.9
10k	37.1	37.1	37.1	40.0	37.3	37.1

Date Received:

NOV 19 2015

Original Submittal SM





Oregon

Kate Brown, Governor



September 23, 2015

3040 25th Street, SE  
Salem, OR 97302-1125  
Phone: (503) 378-4880  
Toll Free: (800) 874-0102  
FAX: (503) 373-1688

Mikhail Raznobriadsev  
Verizon Wireless (VAW) LLC d/b/a Verizon Wireless  
1120 Sanctuary Parkway, Suite 150 GASA5REG  
Alpharetta, GA 30004

Subject: **Oregon Department of Aviation comments regarding a new tower structure 107 feet in height located near Springfield, Oregon.**

**Aviation Reference: 2015-ODA-880-OE**

The Oregon Department of Aviation (ODA) has conducted an aeronautical study of these proposed alteration/new structure and has determined that notice to the FAA is not required. The structure does not exceed FAR Part 77 and Obstruction Standards of OAR 738-70-0100.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes to the original application will void this determination. Any future construction or alteration to the original application will require a separate notice from ODA.

This determination will expire (12) months from the date of this letter if construction has not been started.

**Mitigation Recommendation:**

- We do not object with conditions to the construction described in this proposal. This determination does not constitute ODA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.
- Marking and lighting are recommended for aviation safety. We recommend it be installed and maintained in accordance with FAA Advisory Circular AC70/7460-1K Change 2
- The proposed obstruction should to be lower to a height that is no longer a hazard to the airport primary and horizontal surface FAA FAR 77
- The proposed obstruction should be relocate outside the airport primary and horizontal surface FAA FAR 77

Sincerely,

Jeff Caines, AICP – Land Use Planner

Date Received:

NOV 19 2015

Original Submittal fm

## TOWAIR Determination Results

### \*\*\* NOTICE \*\*\*

TOWAIR's findings are not definitive or binding, and we cannot guarantee that the data in TOWAIR are fully current and accurate. In some instances, TOWAIR may yield results that differ from application of the criteria set out in 47 C.F.R. Section 17.7 and 14 C.F.R. Section 77.13. A positive finding by TOWAIR recommending notification should be given considerable weight. On the other hand, a finding by TOWAIR recommending either for or against notification is not conclusive. It is the responsibility of each ASR participant to exercise due diligence to determine if it must coordinate its structure with the FAA. TOWAIR is only one tool designed to assist ASR participants in exercising this due diligence, and further investigation may be necessary to determine if FAA coordination is appropriate.

#### DETERMINATION Results

**Structure does not require registration. There are no airports within 8 kilometers (5 miles) of the coordinates you provided.**

#### Your Specifications

##### NAD83 Coordinates

Latitude	44-02-49.5 north
Longitude	122-56-40.7 west

##### Measurements (Meters)

Overall Structure Height (AGL)	32.6
Support Structure Height (AGL)	30.5
Site Elevation (AMSL)	152.3

##### Structure Type

MTOWER - Monopole

#### Tower Construction Notifications

Notify Tribes and Historic Preservation Officers of your plans to build a tower.

CLOSE WINDOW

Date Received:

NOV 19 2015

Original Submittal

  
Exhibit F

BENJAMIN F. DAWSON III, PE  
THOMAS M. ECKELS, PE  
STEPHEN S. LOCKWOOD, PE  
DAVID J. PINION, PE  
ERIK C. SWANSON, PE

THOMAS S. GORTON, PE  
MICHAEL H. MEHIGAN, PE

HATFIELD & DAWSON  
CONSULTING ELECTRICAL ENGINEERS  
9500 GREENWOOD AVE. N.  
SEATTLE, WASHINGTON 98103

TELEPHONE (206) 783-9151  
FACSIMILE (206) 780-0071  
E-MAIL pinion@hatdaw.com

JAMES B. HATFIELD, PE  
CONSULTANT

MAURY L. HATFIELD, PE  
(1942 - 2009)  
PAUL W. LEONARD, PE  
(1925 - 2011)

# NON-IONIZING ELECTROMAGNETIC EXPOSURE ANALYSIS

AND

ENGINEERING CERTIFICATION

PREPARED FOR

**Verizon Wireless**

“EUG RIDGECREST”

PROPOSED MONOPOLE FACILITY

4992 MAIN STREET

CITY OF SPRINGFIELD

LANE COUNTY, OREGON

SEPTEMBER 2015

Date Received:

NOV 19 2015

Original Submittal SM

## INTRODUCTION

Hatfield & Dawson Consulting Engineers has been retained to evaluate the proposed Verizon Wireless personal wireless telecommunications facility "EUG RIDGECREST" for compliance with current Federal Communications Commission (FCC) and local guidelines regarding public exposure to radio frequency (RF) electromagnetic fields (EMFs).

## BACKGROUND

Construction information provided by Verizon representatives indicate that the Verizon Wireless facility will have personal wireless panel antennas installed atop a new 90-foot monopole tower at 4992 Main Street, Springfield, in Lane County, Oregon 97478.

According to information provided Verizon representatives, all of the Verizon antennas will be mounted and centered approximately 81 feet above grade level. Thus all of the Verizon antennas will be mounted far from any habitable space and well above head height for persons at the project site, on adjacent properties, or within nearby buildings. The monopole is shown without climbing appurtenances. Thus it is unlikely that anyone other than authorized workers could approach near enough to any of the tower mounted antennas to cause that person's RF exposure to exceed FCC limits.

Personal wireless panel and microwave antennas are highly directional; these antennas project the majority of the transmitted RF energy horizontally and well above all nearby accessible areas. It is expected that RF exposure conditions will be well below FCC and local public exposure limits at the project site and on adjacent properties, due to the contributions from all of the Verizon wireless operations.

***The operation of the Verizon facility will NOT create significant RF exposure conditions at any occupancy, habitable area or publicly accessible area.***

Hatfield & Dawson Consulting Engineers

Date Received:

NOV 19 2015

### EMISSION CHARACTERISTICS

According to Verizon RF engineer Ertazul Islam, the Verizon facility will operate within the 700 MHz Upper Block "C" frequency band, the 1.9 GHz Personal Communications Service (PCS) "F" frequency band, and the 2.1 GHz Advanced Wireless Service (AWS) "A" and "B" frequency bands. There are no plans for 800 MHz cellular operations at this site, just LTE operations within the 700 MHz, PCS and AWS frequency bands.

LTE technology uses multiple-input, multiple-output (MIMO) signaling, so there are typically two radio transmitters for each LTE channel. Each band in each sector will have two 60 watt Remote Radio Units (RRUS). The RF ranges are in Megahertz, and the maximum Effective Radiated Power (ERP) per sector, in terms of the wattage, is shown below.

#### Frequency ranges and power outputs for each Verizon wireless operation:

<u>Band</u>	<u>Sub-band</u>	<u>Transmit &amp; Receive Frequencies(MHZ)</u>		<u>ERP (watts)</u>
700 MHz	Upper C	746- 757	776- 787	2763
1.9 GHz	PCS F	1970-1975	1890-1895	1382
2.1 GHz	AWS A&B	2110-2130	1710-1730	5526

### CALCULATION OF MAXIMUM EXPOSURE CONDITIONS

RF power densities and exposure conditions are computed in accordance with methods described in *Evaluating Compliance with FCC Guidelines for Human Exposure to Radiofrequency Electromagnetic Fields, OET Bulletin 65, August 1997*.

OET Bulletin 65 describes the methods established by the FCC for predicting compliance with FCC-specified exposure limits. Personal wireless and microwave facilities are required to comply with the FCC "Rules & Regulations" *47 CFR §1.1310, Radiofrequency radiation exposure limits*.

Hatfield & Dawson Consulting Engineers

Date Received:

NOV 19 2015

Attachment 3, Page 59 of 75

Original Submittal 

The following formula has been used to calculate the power densities at specific locations:

$$S(\text{mW}/\text{cm}^2) = 0.36 \times \text{ERP (watts)} / (\text{Distance in feet})^2$$

This formula is derived from Equation 9 on page 21 of OET Bulletin 65. It includes the effect of reflections. The Effective Radiated Power (ERP) in a particular direction depends on the vertical and horizontal antenna patterns. A composite vertical antenna pattern is used to determine the predicted power density. This composite antenna pattern is a worst case envelope that encompasses the maximums of the downward lobes of the vertical patterns of the Verizon antennas.

It is expected that RF exposure conditions near ground level at the project site, within any nearby buildings, and on all adjacent properties, due to the contributions from all of the antennas on the tower, will be well below the FCC public exposure limit.

#### **ANALYSIS OF PROPOSED PERSONAL WIRELESS OPERATIONS**

The RF exposure analysis is based on information provided by Verizon representatives, and known characteristics of typical wireless facilities. The analysis provides a "worst case" model for calculating the maximum "uncontrolled" (i.e., general public) RF power density and exposure condition for a person standing at the nearest approach to any of the tower mounted antennas.

All of the Verizon personal wireless panel antennas will be mounted and centered approximately the 81 feet above grade. A six foot tall person standing at ground level near the project tower would be about 75 feet from the center lines of any of the Verizon panel antennas.

The calculations assume that the vertical patterns of the Verizon personal wireless antennas at this site suppress the maximum ERP downwards towards ground level and the nearest occupancies by a factor of 100 (20 dB) at the 700 MHz frequency band, and 50 (17 dB) at PCS and AWS frequencies.

Hatfield & Dawson Consulting Engineers

Date Received:

NOV 19 2015

Attachment 3, Page 60 of 75

Original Submittal 

### CONTRIBUTION OF VERIZON 700 MHz OPERATIONS TO RF ENVIRONMENT

The worst-case downward ERP will be approximately 27.63 watts from the Verizon 700 MHz operation. By use of the power density formula shown on page 4, with input values of 27.63 watts downwards ERP, and a distance of 75 feet, the worst-case calculated power due to the Verizon 700 MHz operation is 0.00177 mW/cm<sup>2</sup>.

The Verizon 700 MHz base station transmit frequency band is approximately 746 – 757 MHz. The Public MPE limit for the lowest base station frequency is 0.497 mW/cm<sup>2</sup> = 746 / 1500.

The worst-case calculated exposure condition resulting from the Verizon 700 MHz operation is the power density divided by the Public MPE limit for the lowest base station frequency:

$$0.356\% \text{ of the Public MPE limit} = 100\% \times 0.00177 / 0.497$$

Therefore all nearby ground-level areas are expected to have exposure conditions less than 0.356% of the Public MPE due to the Verizon 700 MHz operation.

### CONTRIBUTION OF VERIZON PCS AND AWS OPERATIONS TO RF EXPOSURE ENVIRONMENT

The worst-case downward ERP will be approximately 138.16 watts from the Verizon PCS and AWS operations. By use of the power density formula shown on page 4, with input values of 138.16 watts downwards ERP, and a distance of 75 feet, the worst-case calculated power density due to the Verizon PCS and AWS operations is 0.00884 mW/cm<sup>2</sup>.

The Public MPE limit for the PCS and AWS frequency bands is 1.0 mW/cm<sup>2</sup>. The worst-case calculated exposure condition resulting from the Verizon PCS and AWS operations is the power density divided by the Public MPE limit for both frequency bands:

$$0.884\% \text{ of the Public MPE limit} = 100\% \times 0.00884 / 1.0$$

Hatfield & Dawson Consulting Engineers

Date Received:

NOV 19 2015



Thus according to FCC rules, the Verizon personal wireless facility, with all antennas centered at well above the 33 foot level, is exempt from further RF safety environmental assessment because it is presumed to be in compliance with the FCC RF exposure rules and guidelines. The Verizon facility is expected to be compliant with FCC rules regarding public RF exposure provided that direct access to the Verizon antennas is positively restricted.

#### **COMPLIANCE WITH FCC REGULATIONS FOR RF EMISSIONS AND RF INTERFERENCE**

It is expected that the RF interaction between all of the Verizon wireless operations at the project site will be low enough to preclude the likelihood of localized interference caused by the Verizon Wireless facility to the reception of any other communications signals. All of the Verizon antennas are sufficiently high enough, and far enough removed from all occupancies, that they are unlikely to cause interference with nearby consumer receivers or other consumer electronic devices.

Transmission equipment for the Verizon wireless facility is certified by the FCC under the equipment authorization procedures set forth in the FCC rules. This assures that the wireless facility will transmit within the desired base-station frequency bands at authorized power levels. The Verizon Wireless facility will operate in accordance with all FCC rules regarding power, signal bandwidth, interference mitigation, and good RF engineering practices. *The Verizon facility will comply with all FCC standards for radio frequency emissions.*

#### **COMPLIANCE WITH LOCAL REGULATIONS**

Because the Verizon Wireless facility will be in compliance with federal rules, it is also in compliance with local regulations concerning RF emissions. The following is the complete text of 47 U.S.C. § 332(c)(7)(B)(iv):

“No State or local government or instrumentality thereof may regulate the placement, construction, and modification of personal wireless service facilities on the basis of the environmental effects of radio frequency emissions to the extent that such facilities comply with the Commission’s regulations concerning such emissions.”

Hatfield & Dawson Consulting Engineers

Date Received:

NOV 19 2015

### **CONCLUSIONS BASED ON CALCULATIONS AND REGULATIONS**

The predicted maximum worst case cumulative RF emissions from the proposed Verizon facility is less than 1.24% of the Public MPE limit. Therefore the proposed Verizon Wireless facility "EUG RIDGECREST" will be in accordance with SDC 4.3-145(G)(1)(e) in that the RF emissions at grade and at the nearest habitable space will comply with FCC rules for these emissions.

In fact the proposed facility will comply with all current FCC and local rules regarding public exposure to radio frequency electromagnetic fields and radio frequency interference. This conclusion is based on information supplied by Verizon representatives, and estimates of future RF exposure conditions due to the proposed Verizon facility.

The stated conclusions are based on FCC rules and recommendations, and the comparison of predicted RF conditions in specific areas with the corresponding safe exposure guidelines set forth in the FCC rules. The FCC exposure limits are based on recommendations by federal and private entities with the appropriate expertise in human safety issues.

Under the Commission's rules, licensees are required to ensure compliance with the limits for maximum permissible exposure (MPE) established by the FCC. These limits have been developed based on guidelines provided by the Institute of Electrical and Electronics Engineers, Inc. (IEEE) and the National Council on Radiation Protection and Measurements (NCRP). Both the NCRP and IEEE guidelines were developed by scientists and engineers with a great deal of experience and knowledge in the area of RF biological effects and related issues.

To ensure full compliance with current FCC rules regarding human exposure to radio frequency electromagnetic fields, the Verizon transmitters should be turned off whenever maintenance and repair personnel are required to work in the immediate vicinity of the Verizon antennas. This safety procedure should apply to all existing and future wireless transmission facilities at the project site.

Hatfield & Dawson Consulting Engineers

Date Received:

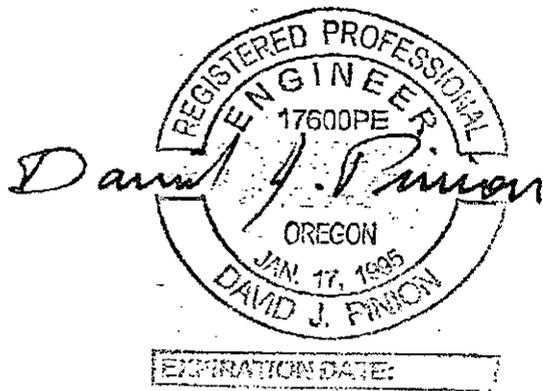
NOV 19 2015

**QUALIFICATIONS**

I am a Senior Member of the IEEE. As a partner in the firm of Hatfield & Dawson Consulting Engineers I am registered as a Professional Engineer in the States of Oregon, Washington, California and Hawaii. I am an experienced radio engineer with over 30 years of professional engineering experience whose qualifications are a matter of record with the Federal Communications Commission, and I hold an FCC General Radiotelephone Operator License PG-12-21740.

All representations contained herein are true to the best of my knowledge.

10 September 2015



David J. Pinion, P.E.

PE Expiration Date 12/31/2016

Hatfield & Dawson Consulting Engineers

Date Received:

NOV 19 2015

Original Submittal ym

ULS License

## Cellular License - KNKA465 - Verizon Wireless (VAW) LLC

Call Sign	KNKA465	Radio Service	CL - Cellular
Status	Active	Auth Type	Regular

**Market**

Market	CMA135 - Eugene-Springfield, OR	Channel Block	B
Submarket	0	Phase	2

**Dates**

Grant	02/05/2008	Expiration	01/22/2018
Effective	10/18/2013	Cancellation	

**Five Year Buildout Date**

02/04/1993

**Control Points**

**2** 500 West Dove Road, TARRANT, Southlake, TX  
P: (800)264-6620

**Licensee**

FRN	0003800307	Type	Limited Liability Company
-----	------------	------	---------------------------

**Licensee**

Verizon Wireless (VAW) LLC 1120 Sanctuary Pkwy, #150 GASA5REG Alpharetta, GA 30009-7630 ATTN Regulatory	P:(770)797-1070 F:(770)797-1036 E:LicensingCompliance@VerizonWireless.com
--	---

**Contact**

Verizon Wireless Licensing Manager 1120 Sanctuary Pkwy, #150 GASA5REG Alpharetta, GA 30009-7630 ATTN Regulatory	P:(770)797-1070 F:(770)797-1036 E:LicensingCompliance@VerizonWireless.com
---	---

**Ownership and Qualifications**

Radio Service Type	Mobile		
Regulatory Status	Common Carrier	Interconnected	Yes

**Alien Ownership**

Is the applicant a foreign government or the representative of any foreign government?	No
Is the applicant an alien or the representative of an alien?	No
Is the applicant a corporation organized under the laws of any foreign government?	No
Is the applicant a corporation of which more than one-fifth of the capital stock is owned of record or voted by aliens or their representatives or by a foreign government or representative thereof or by any corporation organized under the laws of a foreign country?	No

Date Received:

NOV 19 2015

Original Submittal 

ULS License

**PCS Broadband License - KNLH664 - Verizon Wireless (VAW) LLC**

Call Sign	KNLH664	Radio Service	CW - PCS Broadband
Status	Active	Auth Type	Regular
<b>Market</b>			
Market	BTA133 - Eugene-Springfield, OR	Channel Block	E
Submarket	0	Associated Frequencies (MHz)	001885.00000000-001890.00000000 001965.00000000-001970.00000000
<b>Dates</b>			
Grant	07/23/2007	Expiration	06/26/2017
Effective	02/18/2011	Cancellation	
<b>Buildout Deadlines</b>			
1st	06/26/2002	2nd	
<b>Notification Dates</b>			
1st	06/27/2002	2nd	

**Licensee**

FRN	0003800307	Type	Limited Liability Company
-----	------------	------	---------------------------

**Licensee**

Verizon Wireless (VAW) LLC 1120 Sanctuary Pkwy, #150 GASA5REG Alpharetta, GA 30009-7630 ATTN Regulatory	P:(770)797-1070 F:(770)797-1036 E:LicensingCompliance@VerizonWireless.com
--	---

**Contact**

Verizon Wireless Licensing - Manager 1120 Sanctuary Pkwy, #150 GASA5REG Alpharetta, GA 30009-7630 ATTN Regulatory	P:(770)797-1070 F:(770)797-1036 E:LicensingCompliance@VerizonWireless.com
---	---

**Ownership and Qualifications**

Radio Service Type	Mobile		
Regulatory Status	Common Carrier	Interconnected	Yes

**Alien Ownership**

Is the applicant a foreign government or the representative of any foreign government?	No
Is the applicant an alien or the representative of an alien?	No
Is the applicant a corporation organized under the laws of any foreign government?	No

Date Received:

NOV 19 2015

Original Submittal           SM



September 2, 2015

Reference: Verizon Wireless EUG Ridgecrest site; 4992 Main St, Springfield

City of Springfield  
Development Services Department  
225 Fifth Street  
Springfield, OR 97477

Dear Planning Staff:

Verizon Wireless intends to develop a new Wireless Communications Facility at the above listed address. Verizon Wireless will abide by Springfield Code Section 4.3-145(G)(2)(f) in that they are willing to allow other wireless service providers to collocate on the proposed facility whenever technically & economically feasible.

Sincerely,

A handwritten signature in cursive script that reads "Kelly Lea".

Kelly Lea  
Real Estate Specialist

Date Received:

NOV 19 2015

Original Submittal Handwritten initials, possibly "SLM", written over a horizontal line.

FILED FOR RECORD AT REQUEST OF  
AND WHEN RECORDED RETURN TO:  
Davis Wright Tremaine LLP  
Attn: C. Eng  
777 108<sup>th</sup> Avenue NE, Suite 2300  
Bellevue, WA 98004-5149

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Space above this line is for Recorder's use.

**Memorandum of Option and Land Lease Agreement**

Grantor: James E. Kuykendall, Trustee, and Successor Trustee,  
UAD 5-6-93, UAT James E. Kuykendall Family Trust

Grantee: Verizon Wireless (VAW) LLC d/b/a Verizon Wireless

Legal Description: **County of Lane, State of Oregon**  
**Official legal description as Exhibit A**

Assessor's Tax Parcel ID#: 1648631

Reference # (if applicable):

EUG RIDGECREST  
03/27/15  
DWT 26525439v1 0052051-000032

1

Date Received:

NOV 19 2015

Original Submittal GM

MEMORANDUM OF OPTION AND LAND LEASE AGREEMENT

THIS MEMORANDUM OF OPTION AND LAND LEASE AGREEMENT evidences that an Option and Land Lease Agreement ("Agreement") was entered into as of \_\_\_\_\_, 201\_\_\_\_, by and between James E. Kuykendall, Trustee, and Successor Trustee, UAD 5-6-93, UAT James E. Kuykendall Family Trust ("Lessor"), and Verizon Wireless (VAW) LLC d/b/a Verizon Wireless ("Lessee"), for certain real property located at 4992 Main Street, Springfield, County of Lane, State of Oregon, within the property of Lessor which is described in Exhibit "A" attached hereto ("Legal Description"), together with a right of access and to install and maintain utilities, for an initial term of five (5) years commencing as provided for in the Agreement, which term is subject to Lessee's rights to extend the term of the Agreement as provided in the Agreement.

IN WITNESS WHEREOF, Lessor and Lessee have duly executed this Memorandum of Option and Land Lease Agreement as of the day and year last below written.

LESSOR: James E. Kuykendall, Trustee, and Successor Trustee,  
UAD 5-6-93, UAT James E. Kuykendall Family Trust

By: \_\_\_\_\_  
Name: James E. Kuykendall  
Title: Trustee and Successor Trustee  
Date: \_\_\_\_\_

LESSEE: Verizon Wireless (VAW) LLC d/b/a Verizon Wireless

By: \_\_\_\_\_  
James A. Wales  
Executive Director - Network  
Date: \_\_\_\_\_

Exhibit A – Legal Description

Date Received:

NOV 19 2015

**LESSOR ACKNOWLEDGEMENT**

STATE OF \_\_\_\_\_ )  
COUNTY OF \_\_\_\_\_ ) ss.

On this \_\_\_\_\_ day of \_\_\_\_\_, 201\_\_\_\_, before me, a Notary Public in and for the State of \_\_\_\_\_, personally appeared James E. Kuykendall, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person who executed this instrument, on oath stated that He was authorized to execute the instrument, and acknowledged it as the Trustee, and Successor Trustee, UAD 5-6-93, UAT James E. Kuykendall Family Trust, to be the free and voluntary act and deed of said party for the uses and purposes mentioned in the instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal the day and year first above written.

\_\_\_\_\_  
NOTARY PUBLIC in and for the State of \_\_\_\_\_,  
residing at \_\_\_\_\_  
My appointment expires \_\_\_\_\_  
Print Name \_\_\_\_\_

Date Received:

NOV 19 2015



**EXHIBIT "A"**  
**LEGAL DESCRIPTION**

Beginning at the Northeast corner of the A. W. Hammit Donation Land Claim No. 38, Township 17 South, Range 2 West of the Willamette Meridian; run thence South 0° 21' West 1212.67 feet to a point on the North margin of the McKenzie Highway; thence North 89° 44' West 1091.0 feet to the true point of beginning; thence North 89° 44' West, continuing along said North margin 298.32 feet; thence North 0° 02' West 550.49 feet; thence South 72° 40' East 92.57 feet; thence South 71° 15' East 123.60 feet; thence South 0° 02' West 485.90 feet to the true point of beginning in Springfield, Lane County, Oregon.

Beginning at a point 290.0 feet North 0° 02' West from a point on the North line of the McKenzie Highway South 0° 21' West 1212.67 feet and North 89° 44' West 1297.32 feet from the Northeast corner of the A. W. Hammit Donation Land Claim No. 38, in Section 33, Township 17 South, Range 2 West of the Willamette Meridian; thence North 89° 44' West 90.0 feet; thence North 0° 02' West 288.16 feet to the center of an irrigation ditch; thence along said centerline South 72° 40' East 94.39 feet to a point 260.49 feet North 0° 02' West of the point of beginning; thence South 0° 02' East 260.49 feet to the point of beginning in Lane County, Oregon.

Date Received:

NOV 19 2015



**PREMIUM WIDE FLOODLIGHT**  
150 - 400 WATT  
E-HJW SERIES

**Applications** – General-purpose applications, Building facades, Large open areas (no cutoff), Sign Lighting  
**Typical Mounting Height:** See chart below



**Adjustable U-Bracket**

Catalog #	Wattage	Ballast
E-HJWP15YQZ	150W PSMH	120/208/240/277V HX
E-HJWP25YQZ	250W PSMH	120/208/240/277V CWA
E-HJWP32YQZ	320W PSMH	120/208/240/277V CWA
E-HJWP40YQZ	400W PSMH	120/208/240/277V CWA



**Adjustable Slip Fitter**

Catalog #	Wattage	Ballast
E-HJWP15SQZ	150W PSMH	120/208/240/277V HX
E-HJWP25SQZ	250W PSMH	120/208/240/277V CWA
E-HJWP32SQZ	320W PSMH	120/208/240/277V CWA
E-HJWP40SQZ	400W PSMH	120/208/240/277V CWA

**OUTDOOR - Recommended Mounting Heights**

Wattage	Mounting Height
150W PSMH	15' - 20'
250W PSMH	20' - 25'
320W PSMH	20' - 30'
400W PSMH	25' - 30'

**Features**

**Excellent Corrosion Resistance**

- Low copper, die-cast aluminum lens frame and housing
- E-coat epoxy primer with five layers of protection
- Super durable powder topcoat
- Five-year finish warranty

**Versatile Optics**

- Effective optical patterns
- Suitable for ground mounting, uplight & downlighting (IP54)
- Precision reflector systems using high-efficiency pre-finished aluminum sheets for optimum lighting results
- High-performance H75 lamp included with 250-400 watt fixtures. Universal burn lamp included with 150 watt fixtures

**Built-to-Last**

- Foam in place gaskets provide superior seal
- UL listed for wet locations (IP54)
- Durable stainless steel captive fasteners
- Three-year fixture warranty
- One-year lamp warranty
- Assembled in the USA

**Other Features**

- 14-inch square x 6.375-inch deep housing
- Electrical components heat sunk to the housing for increased life
- Tempered glass lens for maximum impact resistance
- Integrated lens frame hinge
- 4KV rated porcelain lamp socket

Date Received:

NOV 19 2015

Original Submittal *sm*

**Exhibit K**

Accessories



**Wireguard**  
**CAT.# E-ACHJWG**



**Deep Baffle**  
**CAT.# E-ACHJDB**



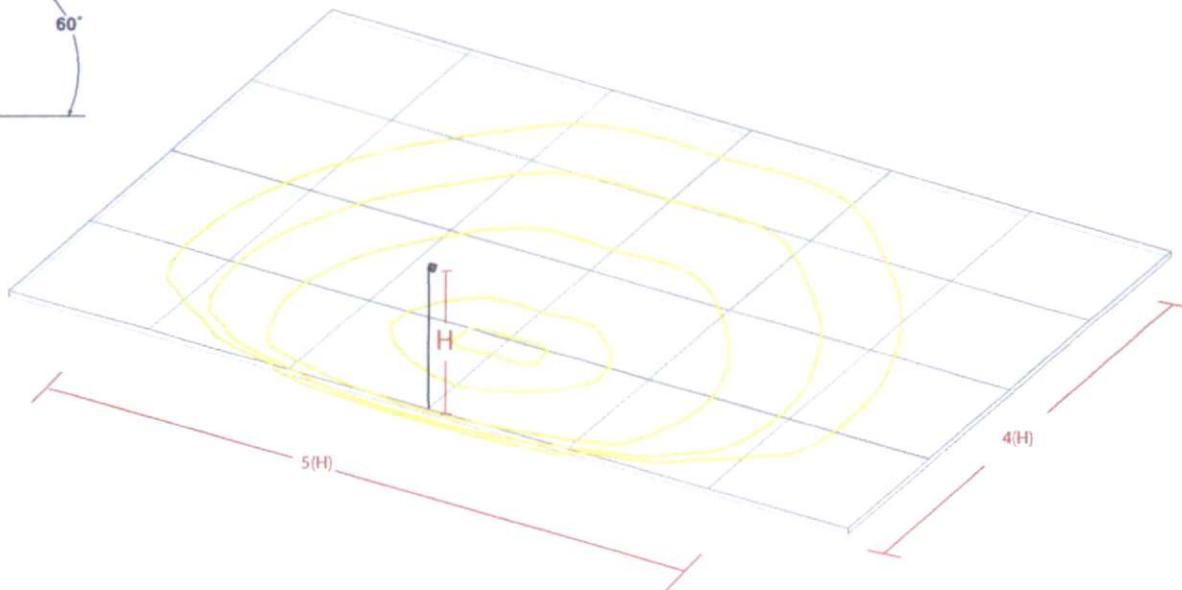
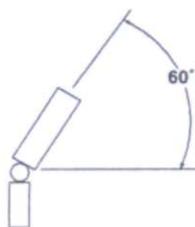
**Glare Shield**  
**CAT.# E-ACHJGS**

Photocell, field installed, use with adjustable slip fitter only



**CAT.# E-ACP1** (120 volts)

**CAT.# E-ACP2** (208/240/277 volts)



Date Received:

NOV 19 2015

Original Submittal gm



**From:** Joe Tokatly <joet@mckenzieglass.net>  
**Sent:** Monday, January 11, 2016 11:16 AM  
**To:** LIMBIRD Andrew  
**Subject:** RE: Planning Case TYP315-00005

Hello Andy,

That is exactly the response that I was hoping for. If that is the case, we will have no objection to the development otherwise.

Best regards,

**JOE TOKATLY**

2219 MAIN STREET  
P.O.Box 768  
SPRINGFIELD, OREGON 97477  
V 541.726.7721  
F 541.726.0859  
C 541.510.8454  
CCB # 175904  
[joet@mckenzieglass.net](mailto:joet@mckenzieglass.net)



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CLEARLY A SOLID CHOICE

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**From:** LIMBIRD Andrew [<mailto:alimbird@springfield-or.gov>]  
**Sent:** Monday, January 11, 2016 11:09 AM  
**To:** Joe Tokatly  
**Subject:** RE: Planning Case TYP315-00005

Mr. Tokatly: Thank you for providing comments on this application and they will be forwarded to the Planning Commission for consideration at the public hearing meeting on January 20, 2016. Please note that the applicant's proposed tower is an imitation fir tree as opposed to a traditional pole or lattice tower to help it blend with the neighborhood. The applicant has provided artist's renderings of the

proposed facility's appearance from the east, west and south (the Main Street frontage) if you are interested in reviewing this matter in more detail. If you have any questions, please contact me.

Best Regards,  
Andy Limbird  
City of Springfield

---

**From:** Joe Tokatly [<mailto:joet@mckenzieglass.net>]  
**Sent:** Monday, January 11, 2016 10:55 AM  
**To:** LIMBIRD Andrew  
**Subject:** Planning Case TYP315-00005

Attention: Mr. Andy Limbird

Dear Andy,

I am responding to the notice I received regarding the pending site plan review application number TYP315-00005.

TTT Ranch, LLC owns the parcel located directly across Main street south of the subject site. The proposed development will create an eyesore with respect to the development we intend to construct on our parcel. We strongly object to such development unless the aesthetics can be mitigated through the use of disguised features offered by a variety of companies such as Valmont. Such disguise will allow the cell tower to blend into the surrounding environment and be less visible.

I hope the planning commission will consider our position and adopt our recommendation, as part of the approval process, to preserve the natural beauty of our community while facilitating development at the same time.

Best regards,

**JOE TOKATLY**

2219 MAIN STREET  
P.O.Box 768  
SPRINGFIELD, OREGON 97477  
V 541.726.7721  
F 541.726.0859  
C 541.510.8454  
CCB # 175904  
[joet@mckenzieglass.net](mailto:joet@mckenzieglass.net)



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CLEARLY A SOLID CHOICE

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**AGENDA ITEM SUMMARY**

**Meeting Date:** 1/20/2016  
**Meeting Type:** Regular Meeting  
**Staff Contact/Dept.:** Emma Newman/DPW  
**Staff Phone No:** 541-726-4585  
**Estimated Time:** 15 minutes  
**Council Goals:** Maintain and Improve Infrastructure and Facilities

**SPRINGFIELD  
PLANNING COMMISSION**

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**ITEM TITLE:** BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE UPDATE AND LIAISON SELECTION

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**ACTION REQUESTED:** Select Planning Commission Liaison to serve on the Bicycle and Pedestrian Advisory Committee (BPAC) as a non-voting member

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**ISSUE STATEMENT:** The BPAC bylaws state, "Non-voting members may include... one Planning Commissioner." The BPAC would like to have representation from the Planning Commission on the committee. Since the former liaison position has been vacated, the BPAC would like to request that the Planning Commission select a new Commissioner to be appointed to the BPAC Planning Commission Liaison position.

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**ATTACHMENTS:** Attachment #1: BPAC Bylaws

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**DISCUSSION:** Former Planning Commissioner Johnny Kirschenmann had been serving as the Planning Commission Liaison on the BPAC in 2014. However, he is no longer serving on the Planning Commission and therefor is no longer eligible for the Liaison role. The BPAC would like to have Planning Commission representation on the BPAC, especially considering recent changes to the structure of the committee.

---

The BPAC was meeting up until the end of 2014, but with the transition in committee staff the BPAC did not meet from January 2014 until October 2015. During that time period, the City Council expressed more of an interest in the committee and decided to amend the bylaws. At the October 5<sup>th</sup>, 2015 City Council meeting, the Council voted to change the direct oversight of the committee from the Planning Commission to the City Council (please see Attachment #1: BPAC Bylaws for details). In light of such changes, it is especially important to maintain the Planning Commission Liaison position to continue effective communication between the BPAC and the Planning Commission.

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# City of Springfield Bicycle and Pedestrian Advisory Committee

## Bylaws

[approved by City Council 10.5.2015]

### **ARTICLE I. Name & Duration**

This Committee, established by the Springfield City Council, shall be called the Springfield Bicycle and Pedestrian Advisory Committee. This Committee will serve at the will of the City Council.

### **ARTICLE II. Purpose**

The purpose of the Springfield Bicycle and Pedestrian Advisory Committee is to advise the City Council, Planning Commission and City Staff on matters relating to bicycle and pedestrian planning. Committee members should have an interest in promoting bicycle and / or pedestrian interests in Springfield. The responsibilities of the Committee shall include, but are not limited to the following:

#### **Section 1. Bicycle / Pedestrian Policy**

Review and make recommendations on planning documents prepared by City departments affecting the use of walking and bicycling as a transportation mode.

#### **Section 2. Bicycle / Pedestrian Facility & Program Implementation**

Work closely with City Staff to ensure input into bicycle and pedestrian facilities and operation planning and program development.

Assist City Staff with review and prioritization of grant opportunities as they arise.

#### **Section 3. Education, Enforcement and Encouragement**

Assist City Staff in the public outreach of pedestrian and bicycle issues, and recommend additional education, enforcement and encouragement tools that the City may implement.

#### **Section 4. Citizen Input**

Encourage citizen participation in the City's bicycle and pedestrian programs, including: identifying program or system deficiencies; reviewing existing facilities; and planning and implementing new projects and programs.

#### **Section 5. Americans with Disabilities Act (ADA) Compliance**

Work closely with City staff to continue implementing and upgrading ADA compliant bike and pedestrian facilities.

### **ARTICLE III. Membership**

#### **Section 1. Composition of Committee**

Membership of the Committee shall consist of 10-16 voting members. Non-voting members may include one City Councilor, one Planning Commissioner, Willamalane staff and at least one city staff member. The non-voting members are in addition to the 10-16 voting members. Other non-voting guests may participate at the request of the Committee and may represent other government agencies or City departments having an interest in pedestrian and bicycle issues.

**Section 2. Appointment**

All applicants shall complete a standard application form and submit it to the City Manager's Office.

Applications shall be reviewed and evaluated by City Staff and the City Council. Committee positions shall be appointed by the City Council.

**Section 3. Tenure**

Membership on the Committee shall be two year terms. Half of the members terms shall be odd year followed by even year terms and the second half shall be even year followed by odd year terms. A term shall commence on January 1<sup>st</sup>.

Committee members may reapply after one term, but may only serve two consecutive terms, unless specifically directed otherwise by the Council. Members may reapply after not serving one full term.

If the total Committee membership number falls below 10 members, City staff shall recruit for additional members. If a member resigns or is removed, the replacement shall be for the remainder of the term.

**Section 4. Termination**

Committee members may voluntarily be removed from the Committee with written notice to City Staff and the Chair. All Bicycle and Pedestrian Advisory Committee appointees serve at the pleasure of the City Council. A position shall be vacated by the Council when the appointee has two or more consecutive unexcused absences from the commission meetings in any twelve consecutive month period. (Section IX (5) 5.5) of the Council Operating Policies). The Chair, in consultation with City Staff, may also recommend to the Council a member be removed from the Committee if a member is found not to meet the Committee's adopted Code of Conduct.

**ARTICLE IV. Officers**

**Section 1.** There shall be a Chair and a Vice-Chair for the Committee. Each office shall serve for one calendar year per term. Both the Chair and Vice-Chair positions shall be elected by Committee members.

**ARTICLE V. Meetings**

**Section 1.** Regular Meeting

Regular meetings shall be held four times during the course of one year at Springfield City hall, unless otherwise agreed upon. Time and duration of the meetings shall be determined by City Staff.

**Section 2. Special Meetings**

Special meetings may be called by the Chair or by resolution of the Committee. Notice of a special meeting shall include the agenda for the meeting.

**Section 3. Conduct of Meetings**

60% of voting members in attendance shall constitute a quorum for the transaction of business at any regular or special meeting.

The act of the majority of the members present at a meeting at which there is a quorum shall be the act of the committee.

All meetings are open to the public and shall be conducted in accordance with Robert's Rules of Order.

City staff will provide brief meeting summaries and audio recordings of meetings.

**Section 4. Code of Conduct**

By accepting an appointment to the BPAC, members agree to adhere to a Code of Conduct, which includes:

1. Share the available speaking time at meetings
2. Follow instructions of meeting facilitator
3. Be respectful of a range of opinions
4. Be respectful of all people in attendance at meetings
5. Focus on successfully completing the agreed upon agenda
6. Avoid side discussion when others are speaking
7. Voice concerns and complaints at the meeting, not outside the meeting
8. Strive for consensus
9. Adhere to same ethical and behavior standards as City employees

**ARTICLE VI. Amendments to Bylaws**

These Bylaws may be amended by the City Council either upon Council initiation or recommendation of a majority of the Committee made at any regular meeting of the Committee, provided that written notice of the proposed amendment shall be emailed and /or mailed to each Committee member not less than one (1) week prior to such regular meeting of the Committee.

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**AGENDA ITEM SUMMARY**

**Meeting Date:** 1/20/2016  
**Meeting Type:** Work Session  
**Staff Contact/Dept.:** Greg Mott, DPW  
Jim Donovan, DPW  
**Staff Phone No:** 541-726-3774  
**Estimated Time:** 30 Minutes  
**Council Goals:** Provide Financially  
Responsible and  
Innovative Government  
Services

**SPRINGFIELD  
PLANNING COMMISSION**

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**ITEM TITLE:** Work session discussion of draft land use regulations for recreational marijuana activities including production, manufacturing, wholesale and retail sales.

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**ACTION REQUESTED:** Review of draft code proposal incorporating discussion from previous work sessions and recommend scheduling of public hearings prior to a Planning Commission recommendation to City Council.

---

**ISSUE STATEMENT:** The City Council directed the Planning Commission to develop draft land use regulation of the production, manufacture, wholesale and retail sales of recreational marijuana for Council deliberation and action in early 2016. The Commission held work session discussions of this subject on December 15, 2015 and December 22, 2015. Staff has incorporated Commission feedback into the latest draft code language for Planning Commission consideration.

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**ATTACHMENTS:** Attachment #1: Council Briefing Memorandum with Draft Code Language

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**DISCUSSION:** The Council conducted a work session on 11/9/15 to begin consideration of new land use regulation of recreational marijuana activities. The Council generally supported the concept of traditional zoning separation of uses and site development standards, but wanted the Planning Commission to convert these concepts to specific proposals for Council review and possible action in early 2016.

The Commission held work session discussions of this subject on December 15, 2015 and December 22, 2015. Staff has incorporated Commission feedback and Council direction into the latest draft code language for Planning Commission consideration.

This work session is to consider staff recommendations and determine consensus that the draft code language is suitable for public hearing, testimony and recommendation to the City Council at the earliest convenience. Upon approval the package will be prepared and supplemented for action by the Planning Commission at a public hearing to be held on either February 17, 2016 or March 2, 2016 depending upon state-mandated scheduling standards.

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**DRAFT OF PROPOSED SPRINGFIELD DEVELOPMENT CODE (SDC) AMENDMENTS TO ALLOW  
MEDICAL AND RECREATIONAL MARIJUANA FACILITIES  
IN CERTAIN ZONING DISTRICTS (1/20/15)**

**Introduction:** This working document contains code language and concepts developed to address the changing regime of state statutes regulating recreational and medical marijuana uses. This document considers Council directions and Planning Commission work session discussions to date. While a full staff report with standard code change findings, work session, public hearing and a recommendation to City Council is forthcoming, this document attempts to identify general consensus on code proposals and highlight code sections where options for PC consideration may still exist. The intent of this document is to provide a basis to move the code package forward in that public process.

Staff submits the following in an effort to capture input from the Commission and respond to the PC's request for a staff proposal on certain items:

- 1) Proposed zoning code changes to allow medical and recreational marijuana retail outlets, (hereinafter "retail") under the same heading, in the Community Commercial and Major Retail Commercial Zoning Districts. Special Use Standards are noted and include compliance with state statutes, certain licensing requirements as specified in Chapter 7 of the Springfield Municipal Code, (Ordinance 6324 adopted and effective on July 21, 2014) and specific standards as proposed. Retail sales are not recommended in mixed use or industrial zoning districts for reasons discussed and explained below.
- 2) Proposed zoning code changes to provide appropriate zoning districts for the remaining three types of marijuana businesses licensed under Oregon Liquor Control Commission as defined and detailed in state statute. Proposals for Specific Development Standards are provided as applicable for compliance with state statutes, local licensing requirements and mitigation of impacts on surrounding properties.
- 3) Specific Development Standards for each affected zoning district to be detailed in terms of reasonable time, place and manner standards to be consistent with state statute or address identified impacts. The following types of items are proposed to be contained in Subsection 4.7-177 of the code:
  - Buffers and separation standards to protect sensitive uses or areas
  - Reasonable time place and manner regulations for retail uses
  - Mitigation standards for the impacts of industrial uses
  - Annexation and planning review standards
- 4) Propose non-conforming use protections for existing legal uses.
- 5) Provide definitions in code for legal uses and other terms.

**I. The use tables of the Springfield Development Code are proposed to be amended as follows:**

**3.2-300 Commercial Zoning Districts**

**Commentary.** Marijuana retail sales are proposed to be permitted in the Community Commercial (CC) and Major Retail Commercial (MRC) Zoning Districts under Special Use standards as noted below and detailed under Special Use Standards section.

Marijuana retail sales are proposed to be prohibited in the Neighborhood Commercial (NC) and General Office Zoning Districts for the following reasons:

- 1) The NC (Neighborhood Commercial) Zoning District, while listed under “Commercial Districts”, is discussed under the Metro Plan Residential Designation where “neighborhood commercial services” are allowed as auxiliary uses. The SDC limits the NC Zoning District to not more than 3 acres in size consisting of a neighborhood market, hair salon, etc. serving the neighborhood and it is typically surrounded by residential zoning districts. The proposed separation and buffer restrictions proposed in Subsection 4.7-177 below either would be difficult to, or cannot be met.
- 2) The GO (General Office) Zoning District, which is considered a buffer between more intense commercial uses and residential uses does allow retail uses as a secondary use. However, retail uses are limited to no more than 10 percent of the gross floor area of the office building in which they are sited and are typically serving the primary office uses. If retail sales are to be buffered from residential districts, any separation standards would be virtually impossible to meet. For these reasons, staff proposes that marijuana retail outlets should not be permitted in the GO Zoning District.
- 3) After PC discussion of zoning principles and the lack of crime statistics to support safety concerns, state licensed commercial daycare businesses are not buffered in this proposal.

Proposed text is underlined and highlighted in **yellow**.

**3.2-310 Schedule of Use Categories**

Categories/Uses	Commercial Districts			
	NC	CC	MRC	GO
<u>Marijuana Uses (Section 4.7-177)</u>				
<u>Retail Sales (Recreational or Medical)</u>	<b>N</b>	<b>S*</b>	<b>S*</b>	<b>N</b>

Note: S\* refers to a use that is permitted subject to Special Use Standards, an asterisk denotes site plan review.

\*\*\*\*\*

**Section 3.2-400 Industrial Zoning Districts**

**Commentary.** This section addresses several issues identified with production of marijuana, processing of marijuana products or wholesaling of marijuana. Staff research of other jurisdictions, state statutes and code structure leads to the proposal not to permit marijuana dispensaries or retail outlets within industrial zoning

districts as a primary or secondary use. The LMI (Light Medium Industrial) and HI (Heavy Industrial Zoning) Districts do not permit retail uses as a primary use, which includes, but is not limited to: manufacturing; warehousing; and research, development and testing laboratories. While these zoning districts do allow secondary uses serving or related to the primary industrial uses, they are limited to those serving the employees of the primary industrial use. There are no secondary retail uses in these zoning districts. In addition, the SHI (Special Heavy Industrial) Zoning District is located outside of the Springfield city limits and is therefore not eligible for marijuana dispensaries, which are required to be located only within Springfield’s city limits due to the operational requirements contained in the Springfield Municipal Code Chapter 7. The Springfield Municipal Code does not apply outside of the city limits.

**3.2-410 Schedule of Use Categories**

Use Categories/Uses	Industrial Districts		
	LMI	HI	SHI
<u>Marijuana Uses (Section 4.7-177)</u>			
<u>Production Facilities</u> <u>Indoor/Outdoor, Tier I-II Canopy Regulations- See Special Use Standards</u>	<u>N</u>	<u>S*</u>	<u>N</u>
<u>Processing</u> <u>Testing or Processing of Products, Concentrates and Extracts-</u> <u>See Special Use Standards</u>	<u>S*</u>	<u>S*</u>	<u>N</u>
<u>Wholesale</u> <u>Excludes retail sales- See Special Use Standards</u>	<u>S*</u>	<u>S*</u>	<u>N</u>
<u>Retail uses, as a primary or secondary use.</u>	<u>N</u>	<u>N</u>	<u>N</u>

Note: S\* refers to a use that is permitted subject to Special Use Standards, an asterisk denotes site plan review.

**3.2-415 Schedule of Campus Industrial Use Categories**

**Commentary.** While the CI (Campus Industrial) Zoning District does allow certain retail uses, these uses are also intended to be secondary to the permitted primary Campus Industrial uses. The purpose of these permitted secondary retail uses is to serve the employees of the CI Zoning District. A retail use will serve customers from all over the metropolitan area and, therefore, is not considered secondary to permitted primary uses specified in SDC Subsection 3.2-415. All other marijuana uses will not meet operational or other standards of the district. Staff proposes adding marijuana dispensaries to the CI prohibited use list.

<b>Prohibited Uses</b>	
Heavy industrial uses that involve the primary manufacturing of large volumes of raw materials into refined materials including, but not limited to processing from trees to lumber, wood products or paper; from ores to primary metals; and animal or fish processing in packing plants	<b>N</b>
Any use that cannot meet the operational performance standards specified in Section 3.2-425	<b>N</b>
Any retail uses, unless permitted as a secondary use as specified in Section 3.2-415	<b>N</b>
Stand-alone industrial/commercial warehousing, unless permitted as a secondary use as specified in Section 3.2-410	<b>N</b>
Mini-warehouse storage facilities	<b>N</b>
Drive-through facilities	<b>N</b>
Medical and dental practitioner offices	<b>N</b>
<b>Marijuana Uses</b>	<b>N</b>
Motor freight terminals	<b>N</b>
Moving and storage facilities	<b>N</b>
Truck and auto repair and painting facilities	<b>N</b>
Truck and car washes	<b>N</b>
Gas stations	<b>N</b>
Motels	<b>N</b>

**3.4-200 Glenwood Riverfront Mixed-Use Plan District**

**Commentary.** Springfield has two sets of mixed-use zoning district. One applies to Glenwood Phase 1 only; the other to the rest of the City. This section addresses the Glenwood Riverfront Mixed-Use Plan Districts.

All the zoning in Glenwood Riverfront Mixed-Use Plan District is either Employment Mixed-Use, Commercial Mixed-Use, Office Mixed-Use or Employment Mixed-Use. Any permitted primary uses in these zoning districts were limited to prevent conflicts with retail uses in downtown Springfield or other commercial areas and purposefully create a distinct business environment. Additionally, the purpose of permitted secondary retail uses in Glenwood is to serve either the residents or employees of a building, not the general public. Therefore, marijuana uses would not be allowed as a primary or secondary use in these zoning districts.

**3.4-255 Prohibited Uses**

The following uses are similar in nature to other prohibited retail and industrial uses and shall be added to the list of prohibited uses within the Glenwood Riverfront Mixed-Use Plan District:

**Marijuana uses.**

**Section 3.2-600 Mixed Use Zoning Districts**

**Commentary.** These mixed use zoning districts are distinct from Glenwood districts, and differ in permitted uses, notably residential uses are allowed under all three districts. Therefore it would be very difficult to regulate any separation between retail or any other marijuana uses and the desired residential uses. For these reasons staff recommends no marijuana uses be permitted in any mixed use district having a residential district.

**3.2-610 Schedule of Use Categories**

Categories/Uses	Districts		
	MUC	MUE	MUR
Marijuana Uses			
Production, Processing, Wholesaling, Retail	N	N	N

**Section 3.2-200 Mixed Use Zoning Districts**

**Commentary.** Marijuana businesses are prohibited in all standard residential districts by state statute, and verified for local compliance prior to the issuance of a license. This code section is intended to be consistent with those statutes.

**3.2-610 Schedule of Use Categories**

Categories/Uses	Districts			
	LDR	SLR	MDR	HDR
Marijuana Uses (4.7-177)				
Production, Processing, Wholesaling, Retail	N	N	N	N

- II. The following new Special Use Standards are proposed to be added to Code Section 4.7 as indicated by asterisk in the permitted use tables above:

**Section 4.7-177 Marijuana Uses**

**Commentary.** SDC 4.7-100 currently contains “special use” standards for a number of permitted uses in various zoning districts. These “special use” standards typically involve specific standards designed to control location or mitigate impacts of a use on surrounding properties. The following proposed Subsection provides specific standards for permitting marijuana uses consistent with statutory regulations, Springfield Municipal Code and as recommended or requested for consideration by City Council or the Planning Commission.

**A. Retail marijuana outlets shall be:**

1. Licensed or registered and operated in accordance with Oregon Revised Statutes and applicable Oregon Administrative Rules.
2. Licensed and regulated as specified in Chapter 7 of the Springfield Municipal Code;
3. Located on and take access from an arterial or collector street; and
4. Fully contained in a permanent building in the Community Commercial or Major Retail Commercial Zoning Districts.
7. Prohibited in any district except CC and MRC.

**B. Where permitted by this Code, retail facilities shall not be located:**

**Commentary.** The following section is designed to be consistent with state statutes and recommendations or requests for consideration by the Planning Commission or City Council.

1. At the same address as another licensed or registered marijuana business;
2. Within 1,000 feet of the real property comprising a public or private elementary, secondary or career school attended primarily by minors (“within 1,000 feet” means a straight line measurement in a radius extending for 1,000 feet or less in every direction from any point on the boundary line of the real property comprising an existing public or private elementary, secondary or career school primarily attended by minors);
3. Within 1,000 feet of another retail outlet (“within 1,000 feet” means a straight line measurement in a radius extending for 1,000 feet or less in every direction from any point on the boundary line of the real property comprising a retail outlet);

**Commentary.** The following proposed standards are not listed in statute; the intent was to provide additional protection of children. See the Cole Memorandum<sup>1</sup>. Staff reviewed adopted or proposed medical marijuana dispensary zoning regulations from Ashland, Beaverton and Salem and found that they addressed parks, pre-

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<sup>1</sup> In a memorandum to all United States Attorneys dated August 29, 2013, James M. Cole, Deputy Attorney General distributed information on Guidance Regarding Marijuana Enforcement. The memorandum states in part: “...the Department (Justice Department) in recent years has focused its efforts on certain enforcement priorities that are particularly important to the federal government.... Preventing the distribution of marijuana to minors.... The Department’s guidance in this memorandum rests on tis expectation that states and local governments that have enacted [and/or are proposing to] laws authorizing marijuana-related conduct will implement strong and effective regulatory and enforcement systems that will address the threat those state laws could pose to public safety, public health, and other law enforcement interests....” The Oregon Legislature has adopted Medical Marijuana regulations enacted by Senate Bill 1531

schools and certified day care facilities. See Medical Marijuana Dispensaries – Other City Comparisons. Staff originally proposed 1,000 feet of separation between parks, pre-schools and certified day care centers. However, based upon input from the marijuana industry representatives (250 foot from parks) and the 1000 foot buffer initially discussed, the 500 foot proposal represents a compromise of buffering. Pre-schools and day care facilities located in residential zoning districts will be addressed in the proposed residential setback locational standard below.

4. Within 500 feet of parks where minors congregate (“within 500 feet” means a straight line measurement in a radius extending for 500 feet or less in every direction from any point on the boundary line of the real property comprising a retail outlet); and

**Commentary.** Setbacks from residential zoning districts. These standards are not listed in statute; the intent is to provide additional protection of children. This topic was initially discussed with City Council during review of regulations amending the Springfield Municipal Code to regulate licensing medical marijuana dispensaries in the City. A number of options were mentioned from 1,000 feet to 100 feet and possible distanced in between. Staff reviewed adopted, or soon to be adopted, medical marijuana dispensary zoning regulations from Ashland, Beaverton and Salem regarding setbacks from residential zoning districts. Staff found Ashland proposed a 200 foot setback, Salem proposed a 100 foot setback and Beaverton has no setback. Please note that when zoning was first applied along Main Street, commercial zoning included a 200 foot-wide swath that created a number of lots that were split zoned Community Commercial and residential. The linear pattern of Main Street also would prohibit the establishment of any medical marijuana dispensaries in this area if a 1,000 or even 200 foot setback was to be imposed. Staff prepared maps showing a proposed 50 foot and 100 foot setback from residential properties along Main Street and in other areas of Springfield where Community Commercial and Major Retail Commercial zoning occurs for review of Council and Planning Commission. Based upon input from Council, the Commission and initial feedback from marijuana industry representatives, a 50 foot setback was proposed. The 50 foot option should cover all residential pre-schools and day care facilities in the residential zoning districts and ensure that no retail outlet is located immediately adjacent to a residential zone. No separate setback for commercial day care facilities is proposed.

5. Within 50 feet of any residential zoning district (“within 50 feet” means a straight line measurement in a radius extending for 50 feet, including public right-of-way, in every direction from any point of the property containing a registered medical marijuana dispensary).

**C. Additional Retail Regulations. A marijuana retail outlet shall:**

1. Not have a drive-up window;
2. Not operate from any temporary facility in any zone.
3. Provide for secure disposal of marijuana remnants or by-products, which shall not be placed within the businesses exterior refuse containers.
4. Not include outdoor storage of merchandise, raw materials, or any other material associated with retail sales.
5. Preclude any use of products on site unless expressly exempted by state statute.
6. Not be allowed as a home occupation in any zone.

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(2014) which grants Springfield the authority to adopt ordinances within the city limits that impose reasonable regulations on the operation of medical marijuana facilities registered under ORS 475.314 that are consistent with the latest directive.

**Commentary:** The following proposed Subsection provides specific standards for permitting production, processing or wholesale marijuana uses consistent with statutory regulations, Springfield Municipal Code and as recommended or requested for consideration by City Council or the Planning Commission.

**D. Industrial Uses**

**Commentary:** Discussions with the Planning Commission of characteristics related to production identified a need for reasonable operating and location conditions designed to mitigate olfactory impacts related to outdoor and indoor grow operations. The state defines two tiers of canopy sizes for indoor and outdoor grows under Production licenses:

Indoor Production	Outdoor Production
Tier 1- Up to 5,000 square feet	Tier 1- up to 20,000 square feet
Tier II- 5001-10,000 square feet	Tier II- 20,001-40,000 square feet

Considering the potential olfactory impacts related to both indoor and outdoor production and other site design characteristics required for site plan and MDS approval the following special standards are proposed by staff for production within the Heavy Industrial District:

**State Licensed Production Facilities**

1. Indoor Production facilities licensed by the State of Oregon as a Tier 1 operation shall be located within a permanent structure on a lot no smaller than 1 acre in size, shall not be located within 500 feet of any zoning district allowing residential use, and shall provide a controlled exhaust system with filters designed to significantly reduce or eliminate odors at the property line.
2. Indoor Production Facilities licensed by the State of Oregon as a Tier II operation shall be located within a permanent structure on a lot no smaller than 5 acres in size, shall not be located within 1000 feet of any zoning district allowing residential use, and shall provide a controlled exhaust system with filters designed to significantly reduce or eliminate odors at the property line.
3. Outdoor Production Facilities licensed by the State of Oregon as a Tier I operation shall be located on a lot no smaller than 5 acres in size, shall not be located within 1000 feet of any zoning district allowing residential use, and shall be screened or secured in accordance with state statutes and this code for outdoor storage. Any structure on site used for production purposes shall provide a controlled exhaust system with filters designed to significantly reduce or eliminate odors at the property line.
4. Outdoor Production Facilities licensed by the State of Oregon as a Tier II operation shall be located on a lot no smaller than 10 acres in size, shall not be located within 1000 feet of any zoning district allowing residential use and shall be screened or secured in accordance with state statutes and this code for outdoor storage. Any structure on site used for production purposes shall provide a controlled exhaust system with filters designed to significantly reduce or eliminate odors at the property line.

**Commentary:** Discussions with the Planning Commission of the known characteristics related to processing identified a need for reasonable operating conditions designed to mitigate impacts related to the most intense processing operations, notably extraction with butane or other chemicals.

#### **State Licensed Processing Facilities**

1. State licensed processing facilities performing testing, including marijuana laboratories, processing, or manufacture of edibles or concentrates shall be located within LMI or HI Districts and be completely enclosed within a permanent structure provide with a controlled exhaust system with filters designed to significantly reduce or eliminate odors at the property line.
2. State licensed processing facilities processing cannabinoid extracts shall be located within HI Districts, shall be located 500 feet from any district allowing residential use and be completely enclosed within a permanent structure provide with a controlled exhaust system with filters designed to significantly reduce or eliminate odors at the property line and shall be subject to Type II Site Plan Review.

**Commentary:** Discussions with the Planning Commission of the known characteristics related to production identified a need for reasonable operating conditions designed to mitigate olfactory impacts related to outdoor and indoor grow operations.

#### **State Licensed Wholesale Facilities**

1. No retail sales shall be permitted from any wholesale marijuana distribution facility.
2. No outdoor storage of any materials shall occur at a wholesale marijuana distribution facility.

**Commentary.** The intent of the Subsection below is to not penalize retail marijuana dispensaries that have been: 1) approved prior to these proposed amendments; or 2) if a school, park or another protected use locates within a proposed locational standard area after a marijuana business has been approved under these proposed regulations.

- E. The siting of a future school, daycare or park use that affects a licensed marijuana business existing at the time of the siting, shall not make the existing marijuana business in violation of the locational standards specified in Subsection B., nor shall it be grounds to refuse to renew a license.
- F. In the event that a licensed or registered marijuana business is existing on [INSERT EFFECTIVE DATE OF ORDINANCE HERE], that existing use is allowed to continue as approved. In the event a marijuana use is unoccupied, discontinued or unlicensed for 6 months or more after the above date, it shall be subject to the non-conforming use standards of Section 5.8-100 of this code.

**Commentary.** In addition to meeting the proposed locational standards, establishment of marijuana businesses will require the following applicable planning review process. All marijuana businesses are required to be located on properties annexed to the City of Springfield to allow enforcement and licensing as prescribed by the Springfield Municipal Code, and all businesses permitted under this code are considered urban uses and are not permitted in the UF/10 Overlay District.

**G. Planning Review.**

1. When the proposed marijuana business is a change of use in an existing building, Minimum Development Standards (MDS) as specified in Section 5.15-100 will apply.
2. When the facility is proposed in a new building, Site Plan Review standards as specified in Section 5.17-100 will apply.
3. MDS or Site Plan Review approval by the Director will require, in addition to any other conditions of approval, a copy of the state license or registration and a copy of the Springfield medical marijuana facility business license. These documents shall be required prior to occupancy.
4. All marijuana businesses allowed under this code shall occur on properties inside city limits.

**Commentary.** The statutory definitions of medical and recreational uses consistent with Chapter 7 of the Springfield Municipal Code will be inserted prior to public review.

**Section 6.1-110 Meaning of Specific Words and Terms**

**Marijuana Uses**

Definitions consistent with state statutes shall be reviewed by the City Attorney and inserted here.