



# Planning Commission Agenda

**Development and Public Works Director,**

Anette Spickard, 541-726-3697

**Current Development Manager:**

Greg Mott 541-726-3774

**Management Specialist:**

Brenda Jones 541.726.3610

**City Attorney's Office**

Mary Bridget Smith 541.746.9621

Kristina Krazz 541.746.9621

City Hall

225 Fifth Street

Springfield, Oregon 97477

541.726.3610

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

**Planning Commissioners:**

Nick Nelson, Chair

Greg James, Vice-Chair

Steve Moe (Grace Brown)

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 Planning Commission.**

All proceedings before the Planning Commission are recorded.

**June 7, 2016**

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**6:00 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 \_\_\_\_\_, Dunn \_\_\_\_\_, Koivula \_\_\_\_\_, Landen \_\_\_\_\_, Vohs \_\_\_\_\_. Brown.

**WORK SESSION ITEM(S)**

**1. Virginia-Daisy Bikeway Project Preliminary Design Concepts-**

**Staff: Emma Newman, Transportation Planner**

**40 Minutes**

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

**June 7, 2016**

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

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

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

**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

Introduction and welcome to newly appointed and reappointed Planning Commissioners Grace Brown and Tim Vohs.

Thank you to outgoing, multi-term Planning Commissioner Steve Moe.

**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 –**

**High Visibility Cellular Tower Application- Centerline Solutions on Behalf of Verizon Wireless LLC, Cases TYP316-00002 and TYP216-00021-**

**Staff: Andy Limbird  
45 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

REPORT OF COUNCIL ACTION

BUSINESS FROM THE PLANNING COMMISSION

- Upcoming Planning Commission meetings, committee assignments, appointments or other business

BUSINESS FROM THE DEVELOPMENT AND PUBLIC WORKS DIRECTOR

ADJOURN REGULAR SESSION OF THE SPRINGFIELD PLANNING COMMISSION

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**AGENDA ITEM SUMMARY**

**Meeting Date:** 6/7/2016  
**Meeting Type:** Work Session  
**Staff Contact/Dept.:** Emma Newman/DPW  
**Staff Phone No:** 541-726-4585  
**Estimated Time:** 40 minutes  
**Council Goals:** Maintain and Improve Infrastructure and Facilities

**SPRINGFIELD  
PLANNING COMMISSION**

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**ITEM TITLE:** Virginia-Daisy Bikeway Project Preliminary Design Concepts

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**ACTION REQUESTED:** Conduct a work session discussion with staff on the preliminary design concepts developed for this project. Commission feedback and suggestions will be included in future design concept revisions presented to Council.

**ISSUE STATEMENT:** The Virginia-Daisy Bikeway project preliminary design concepts are in large part a result of the collaboration between staff and consultants at Alta Planning+Design (see Attachment 1). The project and design concepts are currently in the middle of the first round of outreach soliciting the community's feedback and preferences. Staff would like to combine the community input on the options and treatments proposed in the Preliminary Design Concepts with the feedback and suggestions provided by the Planning Commission (6/7 work session) and City Council (6/13 work session) to help inform the next round of revisions which will lead to a final concept.

**ATTACHMENTS:** Attachment #1: Virginia-Daisy Bikeway Preliminary Design Concepts  
Attachment #2: Virginia-Daisy Bikeway Communications Plan  
Attachment #3: Virginia-Daisy Bikeway FAQ Sheet  
Attachment #4: Summary of Virginia-Daisy Bikeway Open House 5/25/2016

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**DISCUSSION:** The Virginia-Daisy Bikeway Project is primarily funded through a grant by the ODOT Bicycle Pedestrian Advisory Committee Transportation Enhancement Program. The project is located on Virginia Avenue and Daisy Street from 32<sup>nd</sup> to Bob Straub Parkway. A full description of the project background was included in the May Planning Commission Communication Packet project update.

**Project Principles**

The Virginia-Daisy Bikeway Project established the following principles to guide the project from start through to completion:

- The City of Springfield is committed to providing safe transportation options. The goal of the Virginia-Daisy Bikeway project is to provide a safe and comfortable bicycle corridor that can be used by people of all ages and abilities.
  - The design of the bikeway should enhance the overall appeal of the corridor for all users, improve pedestrian safety and usage, and provide traffic calming for automobiles to emphasize active transportation along the street and enhance the neighborhood feel.
  - There will be multiple ways for the Springfield community to receive and seek project information and provide input on the project; specifically the design of the bikeway.
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## Preliminary Design Concepts

The Preliminary Design Concepts (Attachment 1) include a variety of different design treatments. The proposed treatments prioritize improving safety at the 42<sup>nd</sup> and Daisy St intersection, creating a corridor that will ensure neighborhood appropriate speeds, and incorporating bicycle infrastructure that is appropriate and proportional to the conditions created by traffic counts at different locations along the corridor. The project assessed parking utilization along the corridor (see page 18 of Attachment 1 for Parking Utilization Analysis) and proposed treatments that maintain on street parking facilities in the areas where on street parking was observed. The design concept also incorporates improvements to the pedestrian environment, including filling in existing sidewalk gaps and upgrading ramps to ADA standards. Please see Attachment 1 Preliminary Design Concepts for full details.

## Outreach and Corridor Feedback

The Virginia-Daisy Bikeway Project has a comprehensive Communications Plan (Attachment 2) that describes the extent of outreach being conducted for the project, including postcards, open houses, project website, media advisories, in-person meetings, tabling and neighborhood events, and more. The project FAQ sheet (Attachment 3) is also available via the project website (<http://www.springfield-or.gov/dpw/Virginia-DaisyBikewayProject.htm>).

The project hosted the first open house on May 25<sup>th</sup> at Mt. Vernon Elementary School. Approximately 35 people, mostly corridor residents, attended this open house and provided a variety of thoughtful responses to the design concepts as well as identifying neighborhood concerns. (A full summary of the Virginia-Daisy Bikeway feedback received from the open house is included in Attachment 4). The most frequently mentioned issues or preferences focused on the following elements:

- Overall, the neighbors along the corridor indicated that the Preliminary Design Concepts are on the right track. Initial feedback included concerns about on street parking being removed, but after discussion with staff and understanding that most of the parking is being maintained, many people felt comfortable with the preliminary design concepts.
- 42<sup>nd</sup> and Daisy is recognized as an intersection that needs safety improvements, specifically with the poor visibility created by the curve leading into the intersection from the south. Opinions varied about the preferred treatment, but feedback favored either a roundabout or full traffic signal design option.
- People expressed concern about the tree wells with regards to visibility and maintenance.

In addition to community outreach, project staff met with Fire and Life Safety and Police to review the design concepts and identify any potential impacts on the provision of emergency services. All of the designs treatments and options under consideration enable emergency vehicles to respond and the traffic calming elements could assist police officers working along the corridor.

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**At S 32nd Ave:**

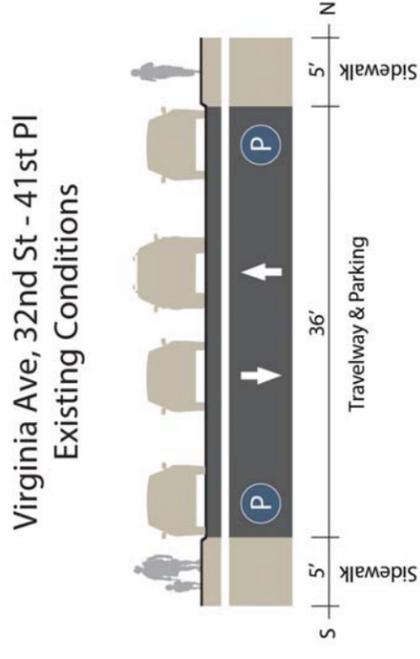
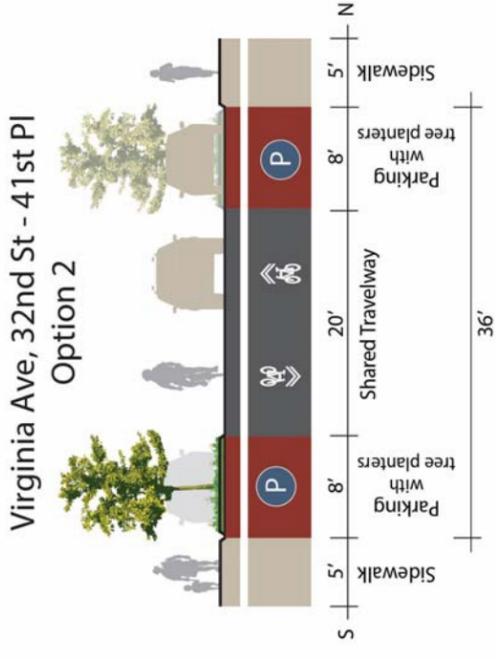
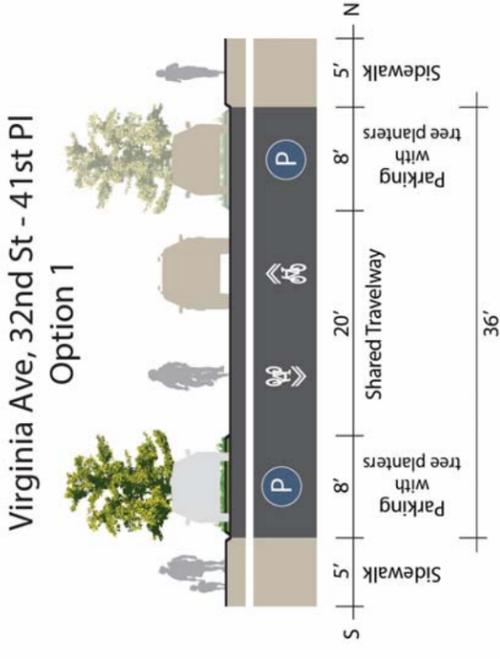
The crossing would be enhanced with high visibility markings and rapid flash beacons to create a low-stress crossing with a high rate of yielding. See *next sheet for intersection design.*

**Added Tree Canopy:**

Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy.

**ADA Accessibility:**

All curb ramps along the corridor will be evaluated for ADA accessibility and necessary upgrades.



**On-Street Tree Planters**

**KEY FEATURES**

**The preferred bikeway type on Virginia Avenue to 34th St is a bicycle boulevard with shared lanes.**

Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Optional design elements could include colored pavement to differentiate the parking lanes from the travel lanes.

Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.

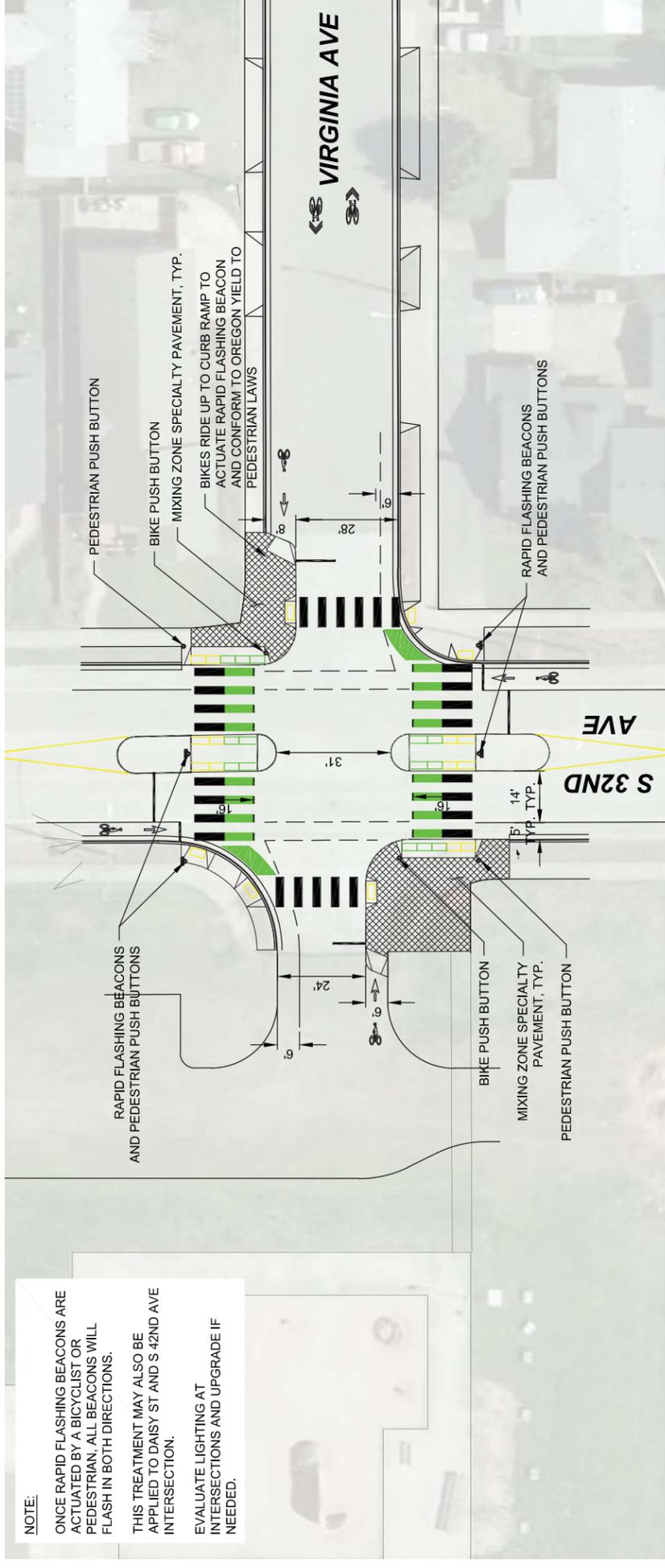
## 32ND STREET INTERSECTION DESIGN

Rapid flashing beacons facing S 32nd Ave would promote yielding to people crossing the street.

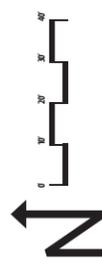
People on bicycles on Virginia Ave would ramp up to a shared-use path at the crossing, and cross adjacent to pedestrians in the crosswalk. People on bicycles would also have the option to navigate the intersection as a vehicle in the travel lanes.

Median safety islands would provide added safety and comfort for people walking and biking across the street.

Mixing zones would be created on all four corners of the intersection. These are areas where people biking and walking would be able to navigate around the intersection separated from motor vehicle traffic. These areas are delineated with specialty pavement to indicate that these areas are for slow and safe travel.



## 32ND STREET INTERSECTION SIMULATION (FACING SOUTH)





**Added Tree Canopy:**

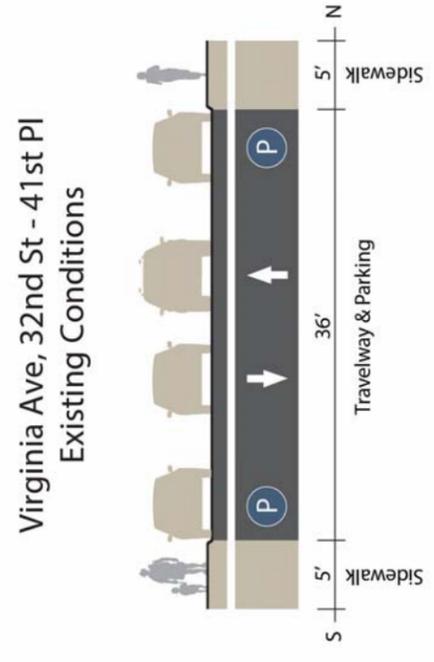
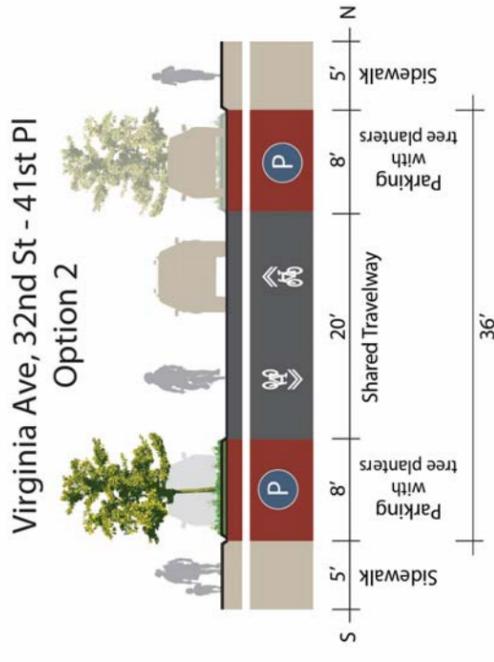
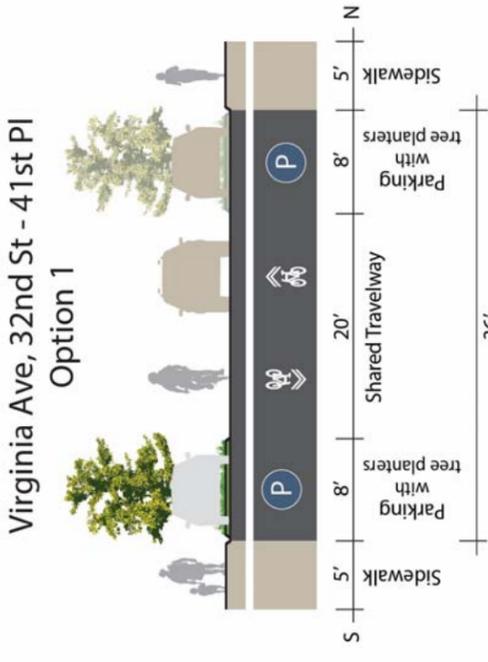
Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but on existing parking needs and lack of existing tree canopy.

**At S 35th St :**

A mini roundabout would be added to create bicycle-compatible travel speeds.

**At S 37th St:**

The stop sign would be flipped to favor Virginia Ave.



**KEY FEATURES**

**The preferred bikeway type on Virginia Avenue to 37th St is a bicycle boulevard with shared lanes.**

Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Optional design elements could include colored pavement to differentiate the parking lanes from the travel lanes.

Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.



**At S 38th St:**

The stop sign would be flipped to favor Virginia Ave. A narrowed raised crossing with curb extensions would be added to promote yielding to crossing pedestrians and to help deter speeding through the neighborhood. Curb extensions could also function as stormwater planters to capture and treat water before entering channels on 38th.

**At S 40th St:**

Mini median islands would be added to slow traffic and provide refuge for pedestrians crossing the street.

**Added Tree Canopy:**

Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy.

**KEY FEATURES**

**The preferred bikeway type on Virginia Avenue to 40th St is a bicycle boulevard with shared lanes.**

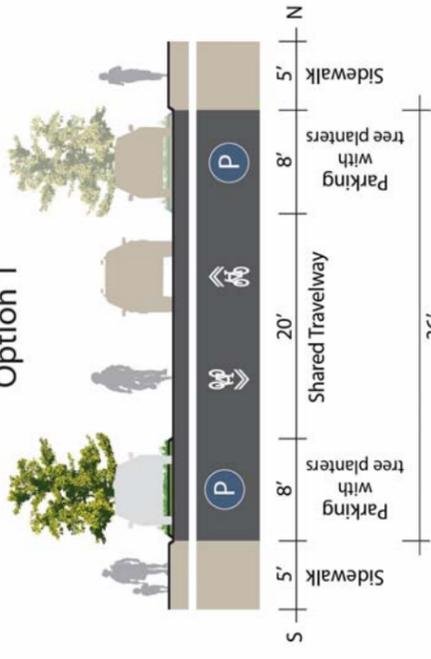
Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Optional design elements could include colored pavement to differentiate the parking lanes from the travel lanes.

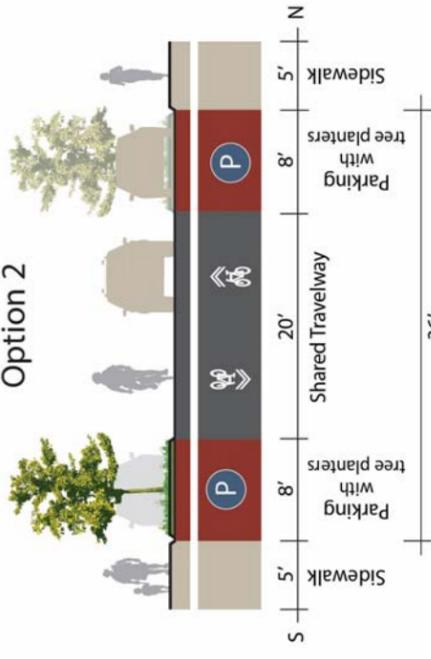
Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.



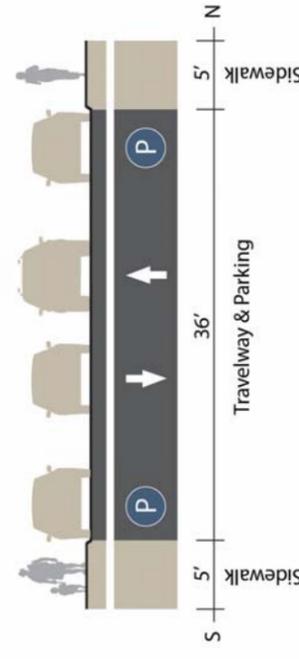
Virginia Ave, 32nd St - 41st Pl  
Option 1



Virginia Ave, 32nd St - 41st Pl  
Option 2



Virginia Ave, 32nd St - 41st Pl  
Existing Conditions

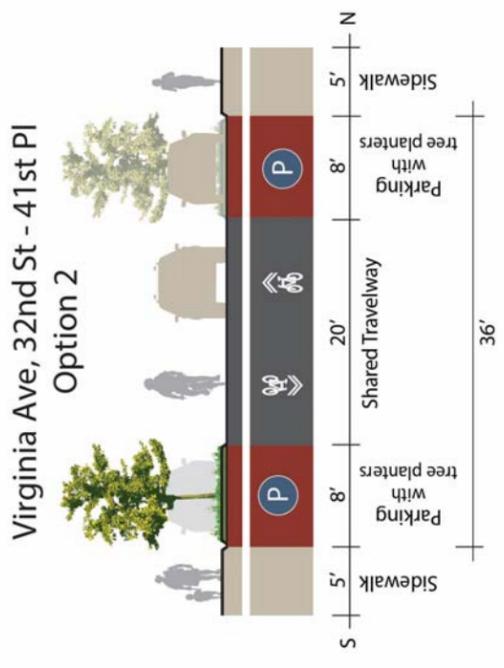
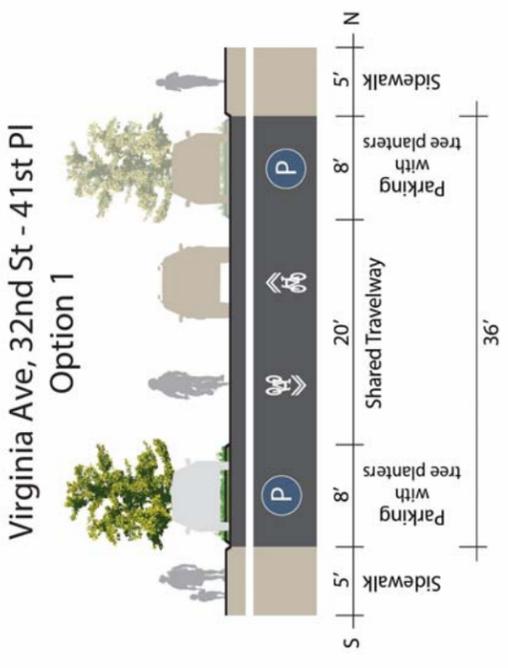




**Added Tree Canopy:**  
 Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy.

**At S 41st:**  
 A mini roundabout would be added to create bicycle-compatible travel speeds.

**Sidewalk Infill:**  
 New concrete sidewalk added to fill in gaps along corridor.



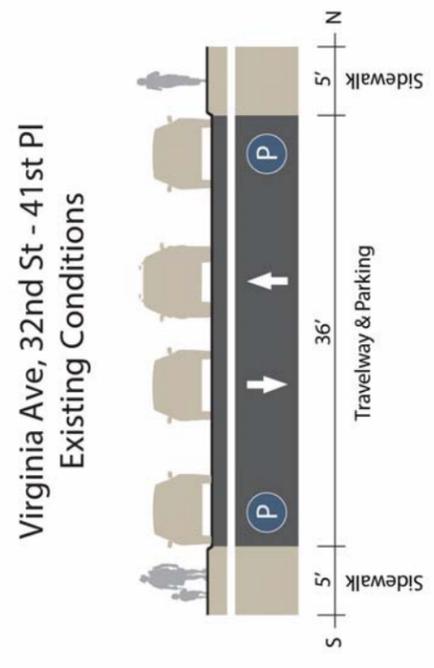
**KEY FEATURES**

**The preferred bikeway type on Virginia Avenue to 41st Pl is a bicycle boulevard with shared lanes.**

Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Optional design elements could include colored pavement to differentiate the parking lanes from the travel lanes.

Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.



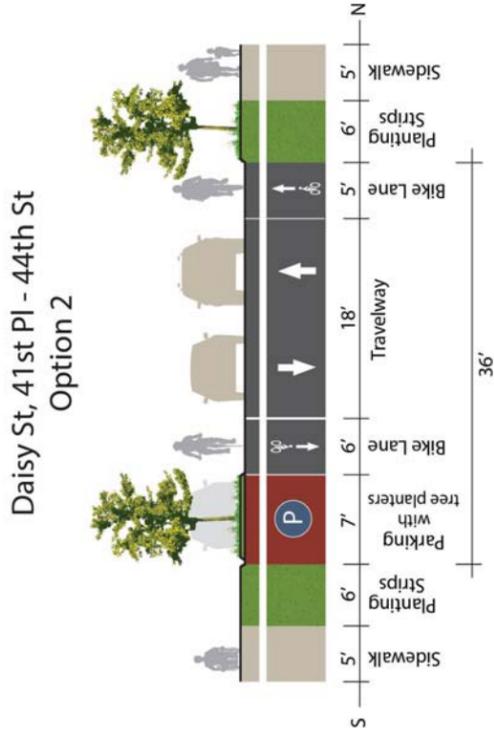
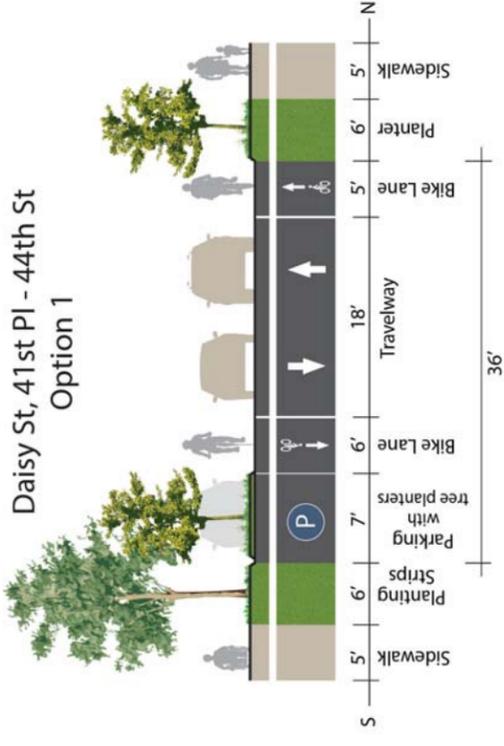


**At S 42 St:** Intersection design options are proposed to improve safety, yielding and crossing comfort for users. See detailed designs of intersection options on the following pages.

**Accessways:** Possible bike accessway improvement for people biking north on 42nd heading east on Daisy.

**Street modification:** Curb extension with possible stormwater treatment. See photo of potential treatment below.

**Street modification:** Parking would be consolidated to the higher-demand side of the street. Bicycle lanes would be added for the safety and comfort of people bicycling.



**KEY FEATURES**

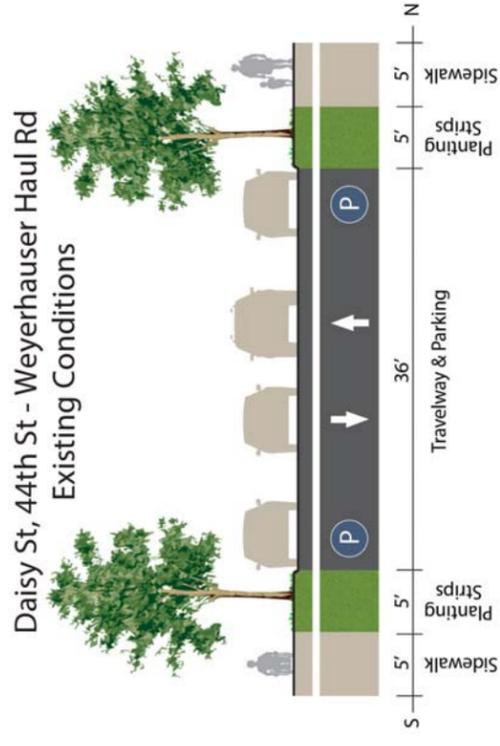
**The preferred bikeway type on Daisy Street to 43rd Pl is bicycle lanes.**

Due to higher traffic volumes, a separated bicycling facility is necessary. Roadway markings throughout this section of the corridor would consist of one consolidated parking lane, bike lane stripes, and bike lane markings to distinguish bike lanes from the general purpose travel lanes. No center lane would be provided to encourage motor vehicles to give extra distance while passing people biking.

Optional design elements could include colored pavement to differentiate the consolidated parking lane from the bicycle and travel lanes.

Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.

Identification of consolidated parking lane is based on existing parking utilization levels combined with gaps in tree canopy.



## 42ND STREET INTERSECTION DESIGN OPTION 1 (ROUNDAABOUT)

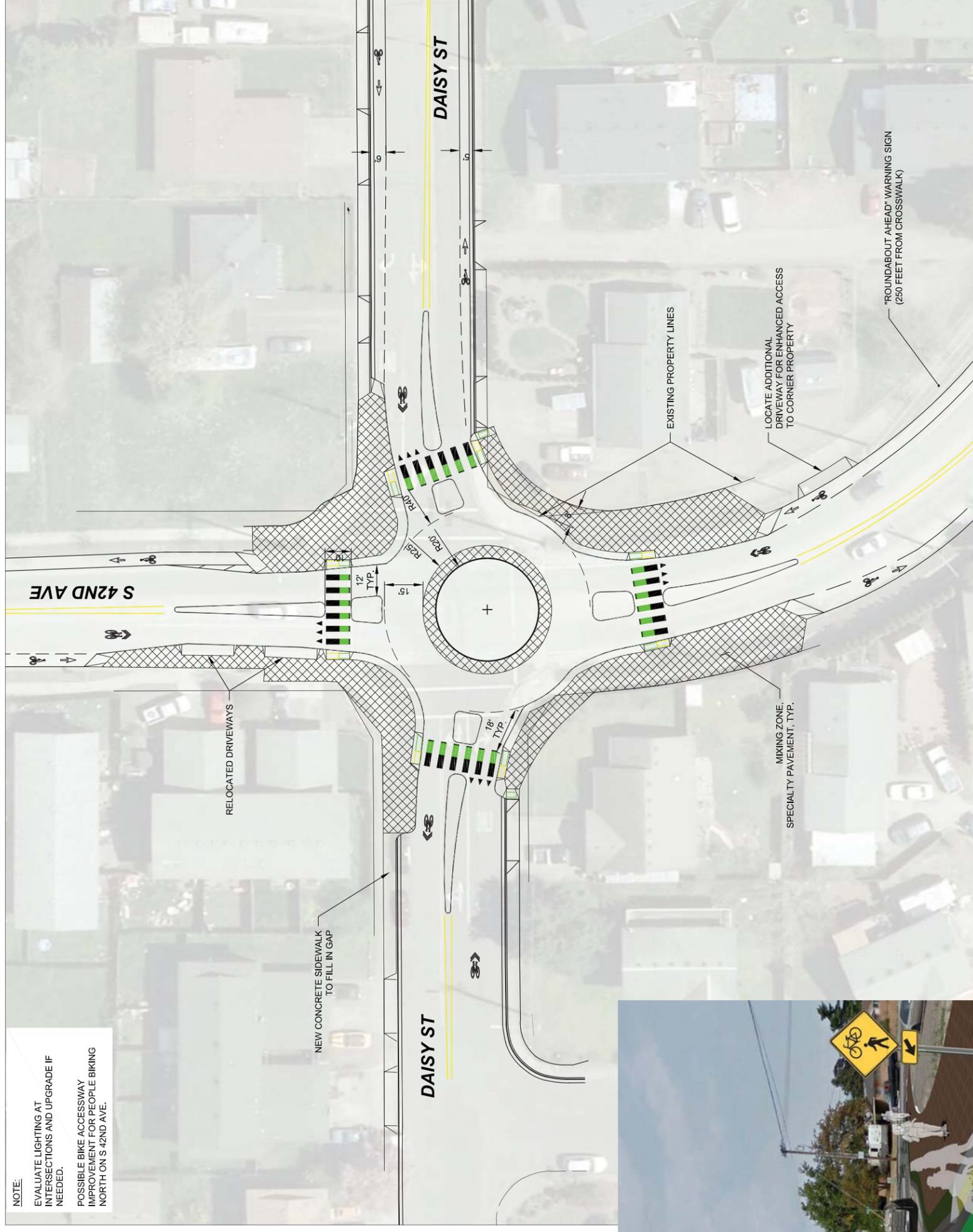
A compact roundabout would create slow circulation speeds through the intersection for all street approaches and greatly improve the safety of the intersection compared to existing conditions.

People bicycling would be permitted to travel within the roundabout with motor vehicles, or to enter onto a shared use path and cross adjacent to pedestrians.

Mixing zones would be created on all four corners of the roundabout. These are areas where people biking and walking would be able to navigate around the intersection separated from motor vehicle traffic. These areas are delineated with speciality pavement to indicate that these areas are for slow and safe travel.

Attachment 1, Page 7 of 18

## 42ND STREET INTERSECTION SIMULATION



**NOTE:**  
EVALUATE LIGHTING AT INTERSECTIONS AND UPGRADE IF NEEDED.  
POSSIBLE BIKE ACCESSWAY IMPROVEMENT FOR PEOPLE BIKING NORTH ON S 42ND AVE.



## 42ND STREET INTERSECTION DESIGN OPTION 2A (FULL SIGNAL & BIKE BOXES)

A full traffic signal would control traffic on both streets. A red traffic signal would stop traffic on 42nd Ave, while a green signal would tell people on foot, on bike or in cars that they can safely and comfortably cross the street.

Green bike boxes would provide a dedicated waiting space for people on bikes in advance of the intersection. This would create a prioritized space in front of motor vehicle traffic, and would allow people on bikes to go first on a green signal indication.

Right turns on red from Daisy St would be prohibited in this option.

People on bikes would activate the signal via loop detectors or video detection.

Curb extensions on all four corners reduce crossing distances for pedestrians.

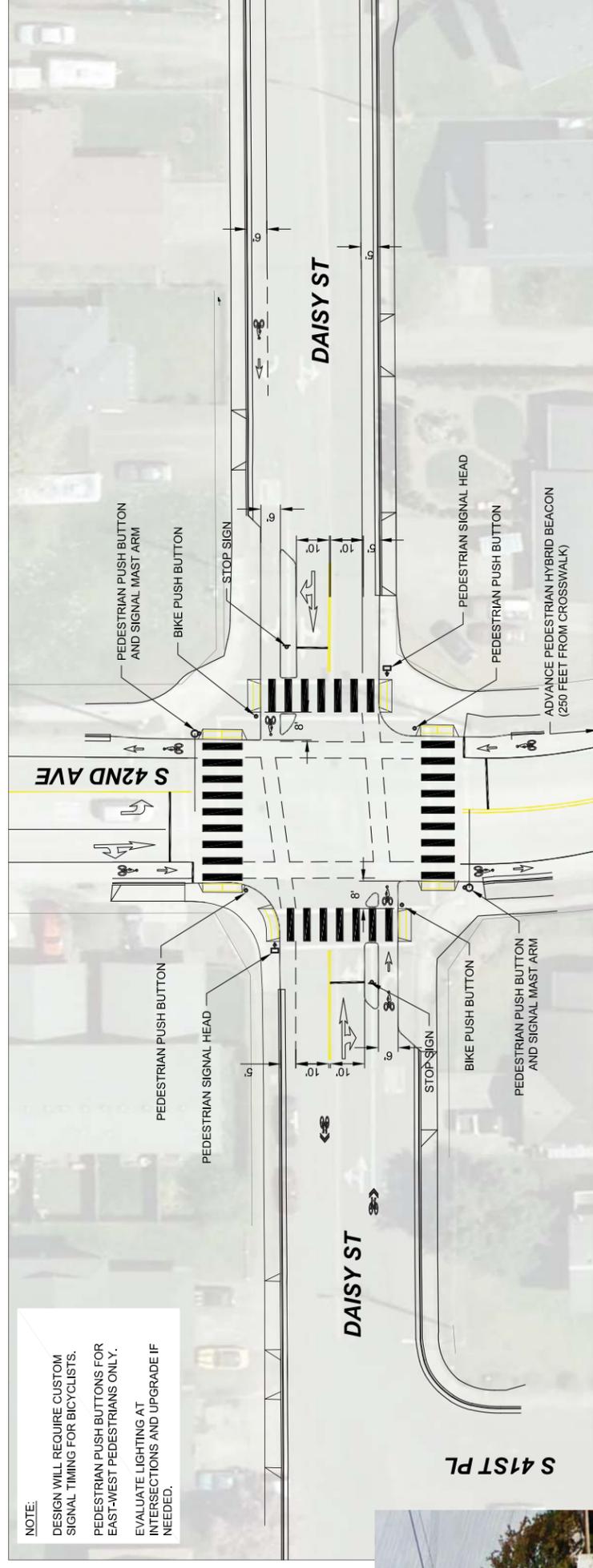
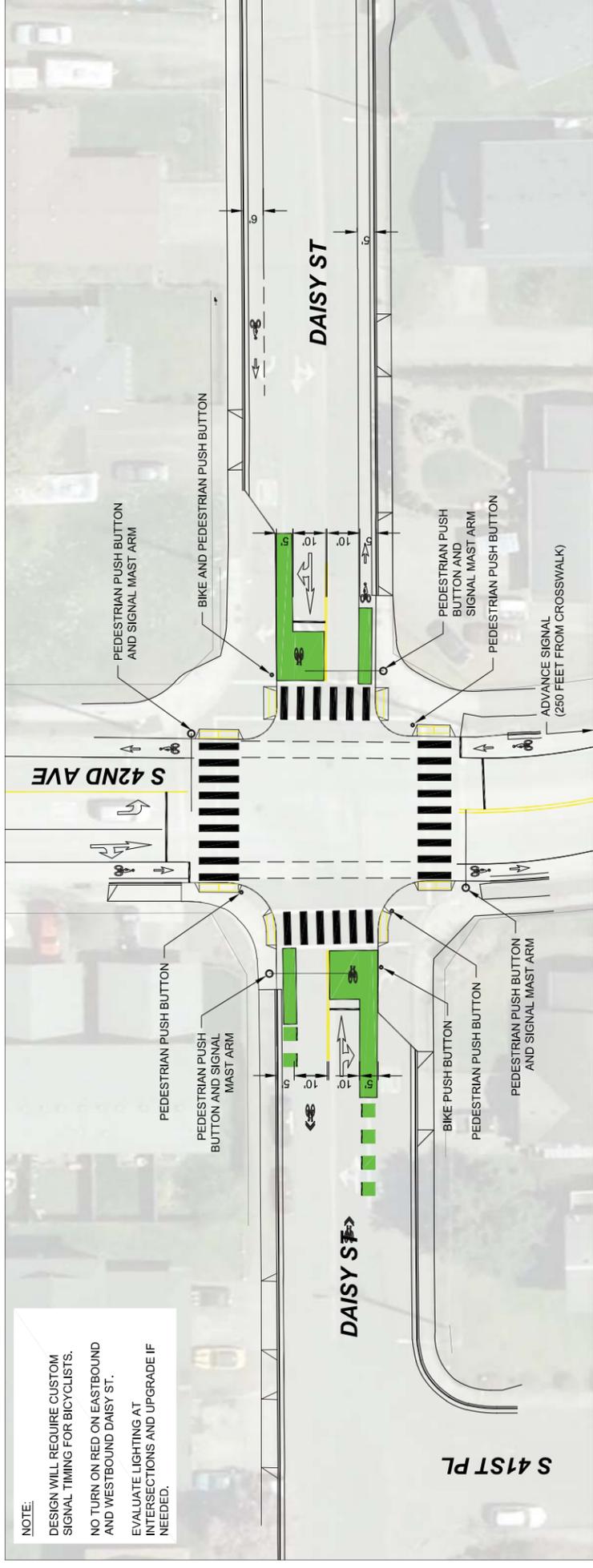
## 42ND STREET INTERSECTION OPTION 2B (PEDESTRIAN HYBRID BEACON)

A Pedestrian Hybrid Beacon (PHB) would control motor vehicle traffic on S 42nd Ave and indicate to people biking and walking when it is safe to cross.

A stop sign would control motor vehicle traffic on Daisy St.

Curb extensions on all four corners reduce crossing distances for pedestrians.

## 42ND STREET INTERSECTION SIMULATION



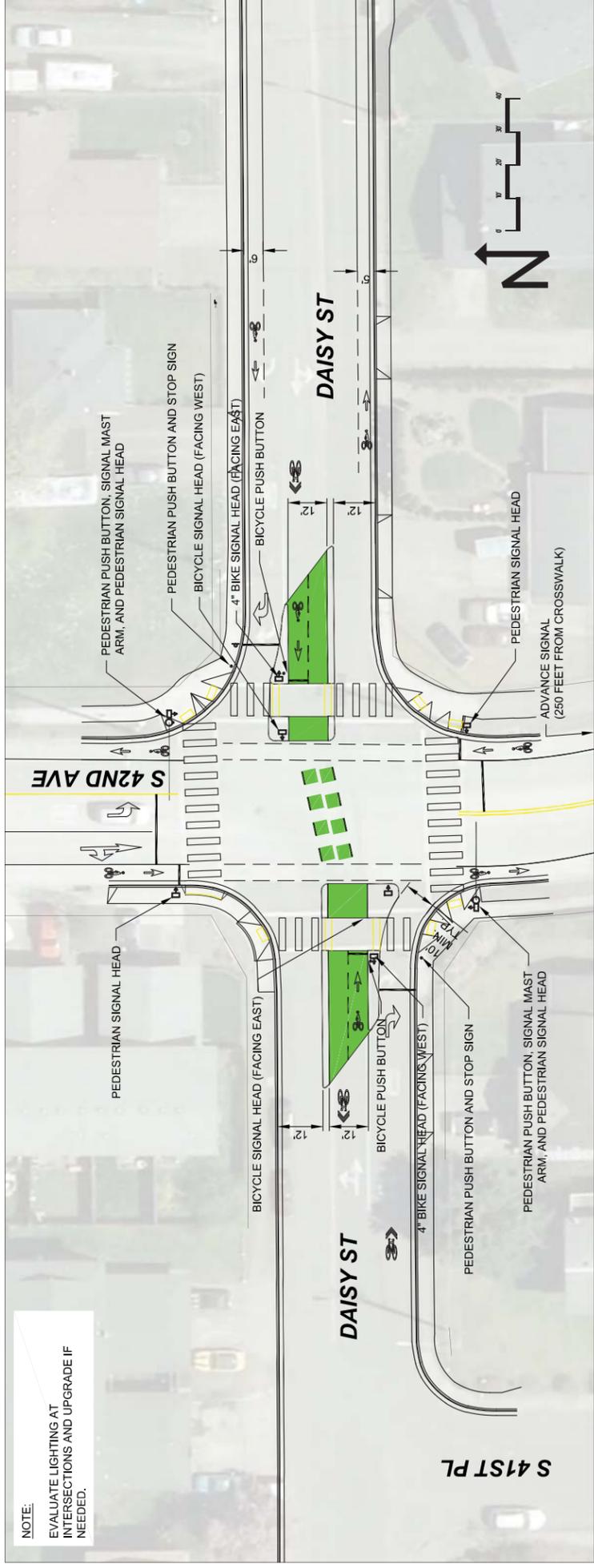
### 42ND STREET INTERSECTION DESIGN OPTION 3 (PEDESTRIAN AND BICYCLE SIGNAL)

A full traffic signal would control traffic on S 42nd Ave. A red traffic signal would stop traffic on 42nd Ave, while a bicycle and pedestrian signal head would tell people on foot or on bike when to safely cross the street.

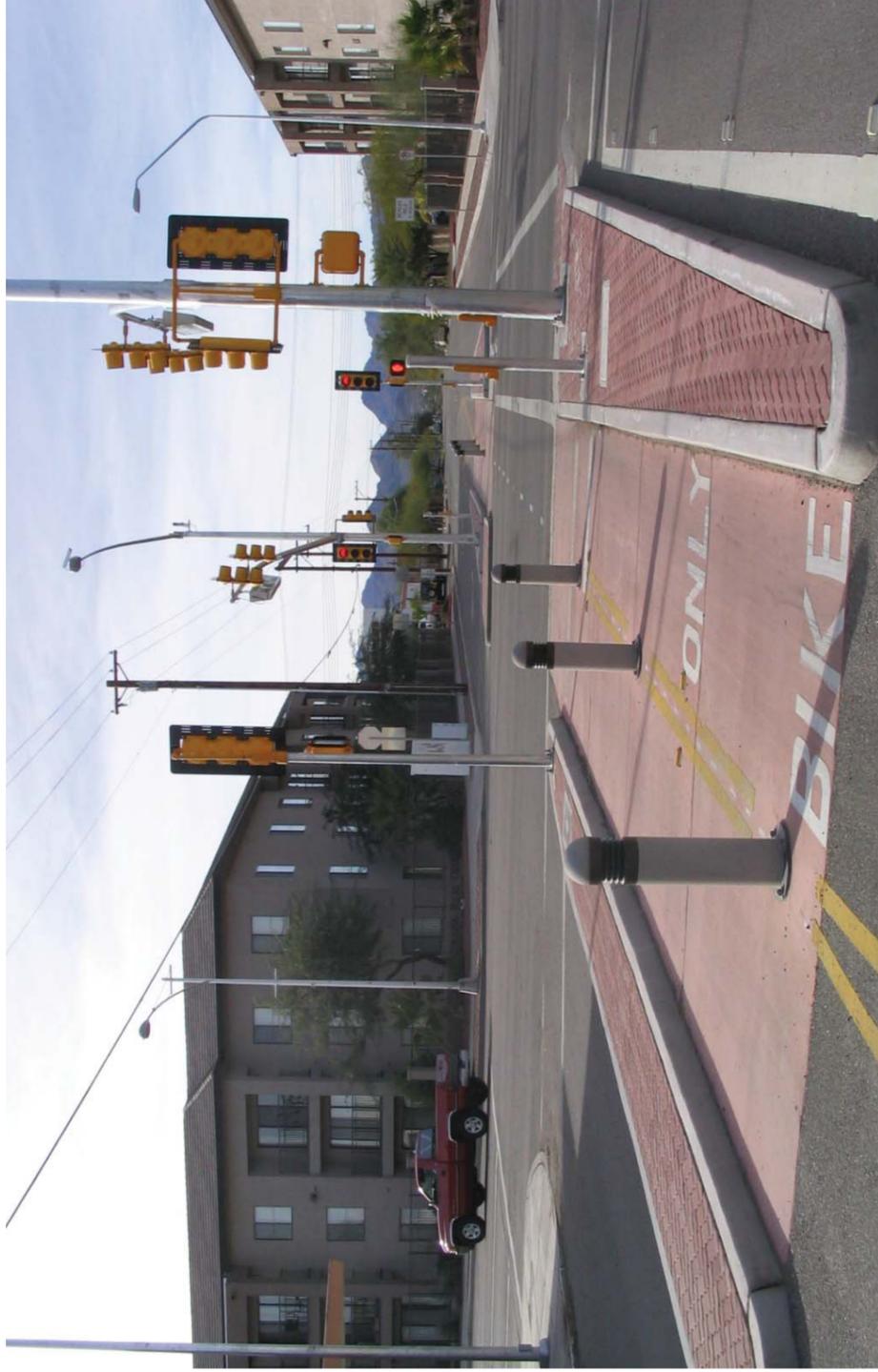
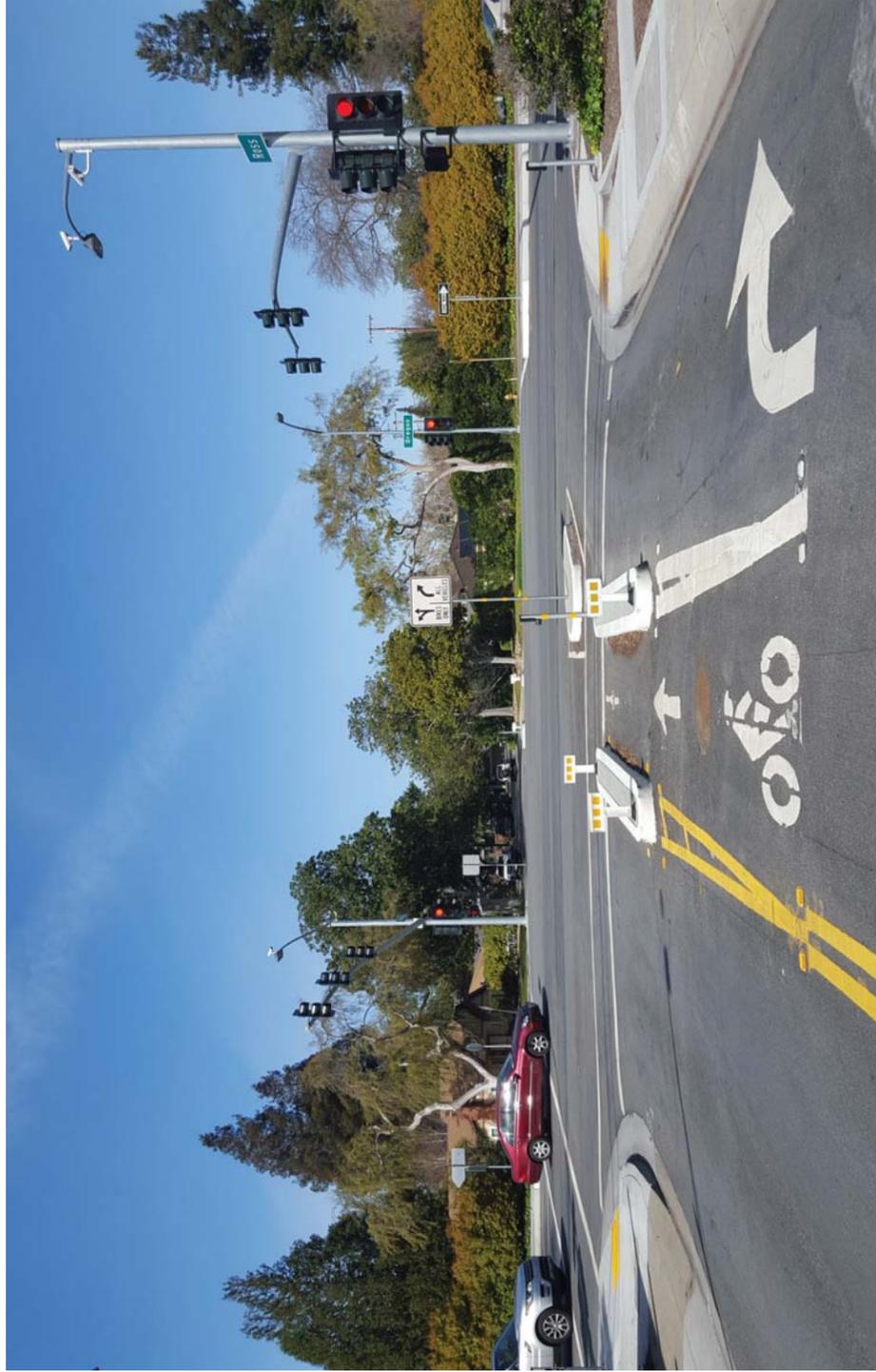
A stop sign would control motor vehicle traffic on Daisy St.

Right-turn islands on Daisy St. would require that people driving turn right when entering S 42nd.

Emergency vehicles would be capable of travelling straight through the intersection if necessary.



Attachment 1, Page 9 of 18



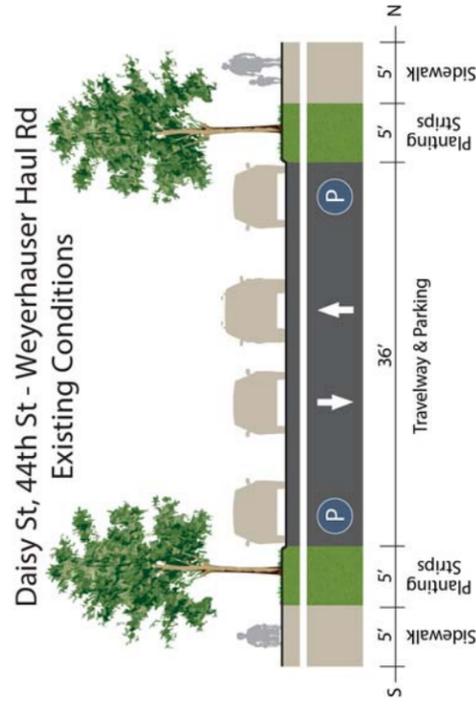
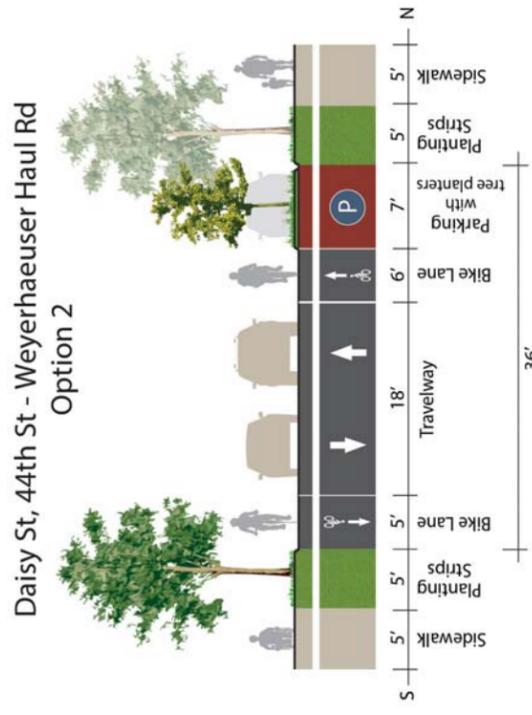
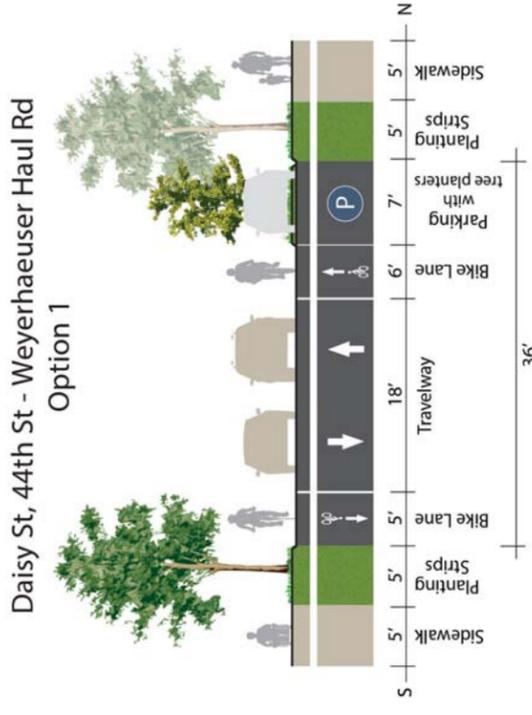


**Street modification:** A mini-median island would be added to slow traffic and keep cars in the proper lane through the bend in the roadway.

**Street modification:** Curb extension with possible stormwater planter treatment.

**Street modification:** Parking would be consolidated to the higher-demand side of the street. Bicycle lanes would be added for the safety and comfort of people bicycling.

**Added Tree Canopy:** Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy.



**KEY FEATURES**

**The preferred bikeway type on Daisy Street to 46th St is bicycle lanes.**

Due to higher traffic volumes, a separated bicycling facility is necessary. Roadway markings throughout this section of the corridor would consist of one consolidated parking lane, bike lane stripes, and bike lane markings to distinguish bike lanes from the general purpose travel lanes. No center lane would be provided to encourage motor vehicles to give extra distance while passing people biking.

Optional design elements could include colored pavement to differentiate the consolidated parking lane from the bicycle and travel lanes.

Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.

Identification of consolidated parking lane is based on existing parking utilization levels combined with gaps in tree canopy.



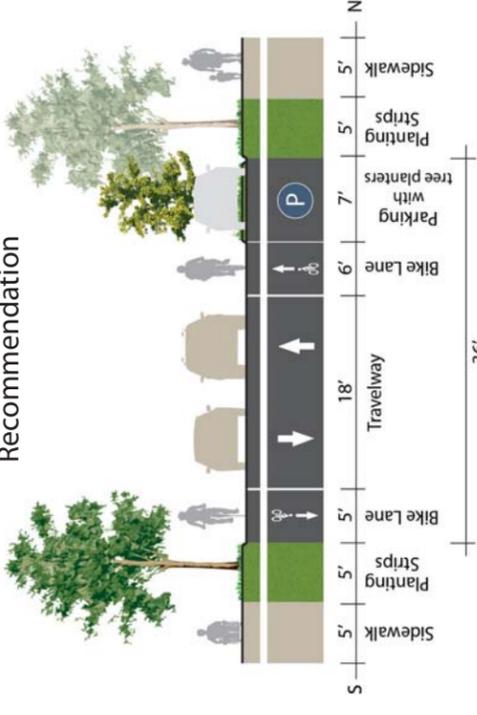
**At 46th Street:**

A narrowed raised crossing would be added to promote yielding to crossing pedestrians, as well as reduce speeding along the corridor.

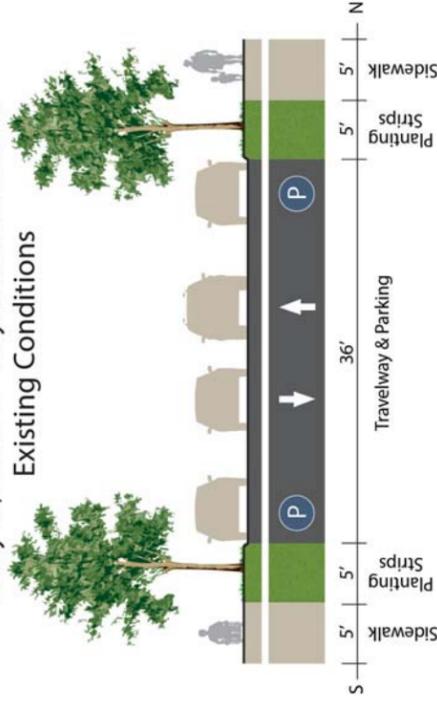
**Street modification:**

Parking would be consolidated to the higher-demand side of the street. Bicycle lanes would be added for the safety and comfort of people bicycling.

**Daisy St, 44th St - Weyerhaeuser Haul Rd Recommendation**



**Daisy St, 44th St - Weyerhaeuser Haul Rd Existing Conditions**



**KEY FEATURES**

**The preferred bikeway type on Daisy Street to 47th St is bicycle lanes.**

Due to higher traffic volumes, a separated bicycling facility is necessary. Roadway markings throughout this section of the corridor would consist of one consolidated parking lane, bike lane stripes, and bike lane markings to distinguish bike lanes from the general purpose travel lanes. No center lane would be provided to encourage motor vehicles to give extra distance while passing people biking.

Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.

A portion of this segment features light colored concrete paving. On this section, markings will use high-contrast black backing with all white colored markings to enhance visibility.

Identification of consolidated parking lane is based on existing parking utilization levels combined with gaps in tree canopy.

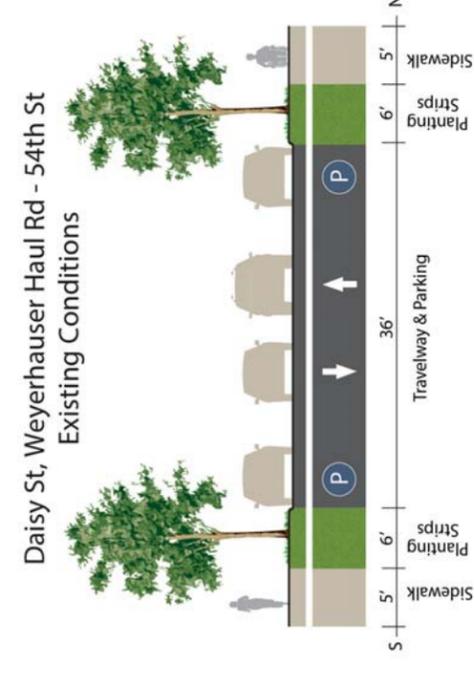
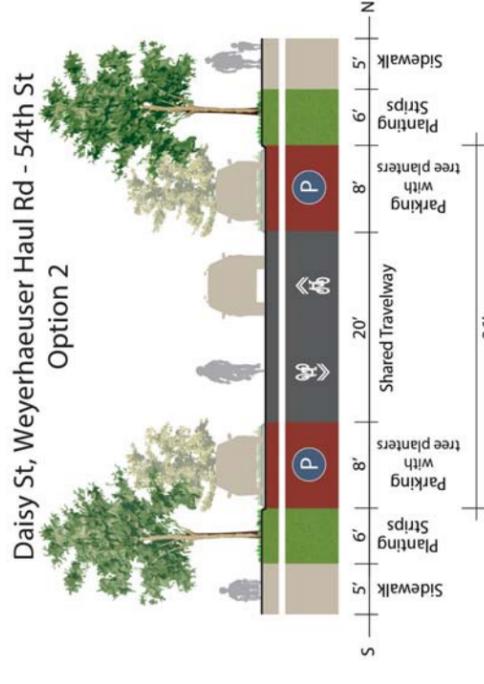
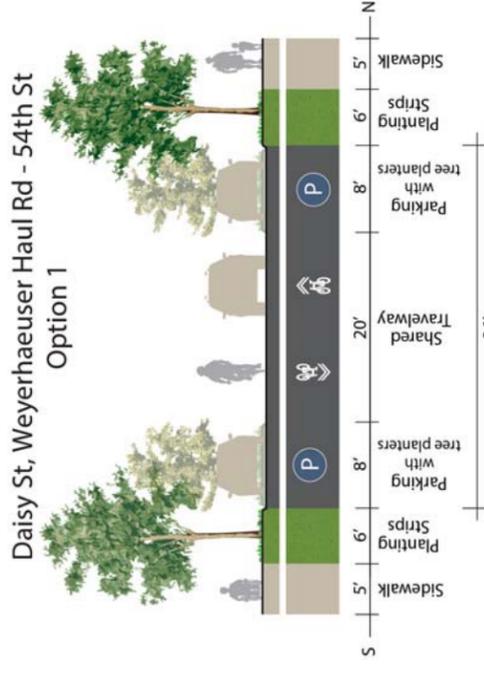
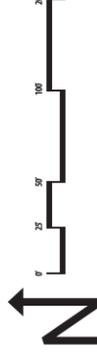


**At S Weyerhaeuser Rd:**

A narrowed raised crossing would be added to promote yielding to people on foot and people biking, as well as reduce speeding along the corridor.

**Added Tree Canopy:**

Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy.



**KEY FEATURES**

**The preferred bikeway type on Daisy Street to Camellia St is a bicycle boulevard with shared lanes.**

Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Optional design elements could include colored pavement to differentiate the parking lanes from the travel lanes.

Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.

A portion of this segment features light colored concrete paving. On this section, markings will use high-contrast black backing with all white colored markings to enhance visibility.

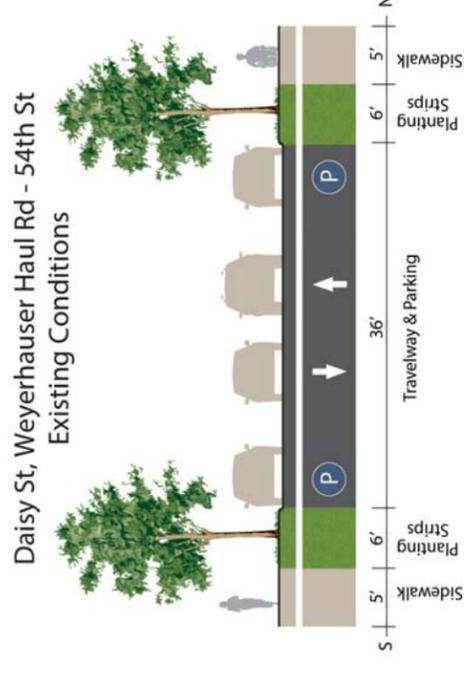
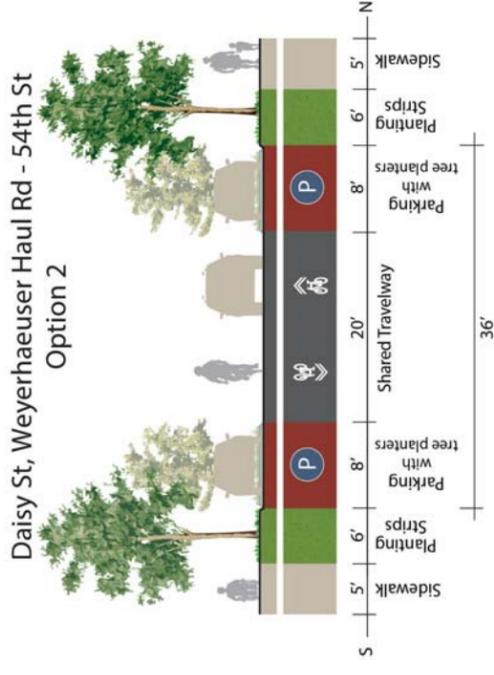
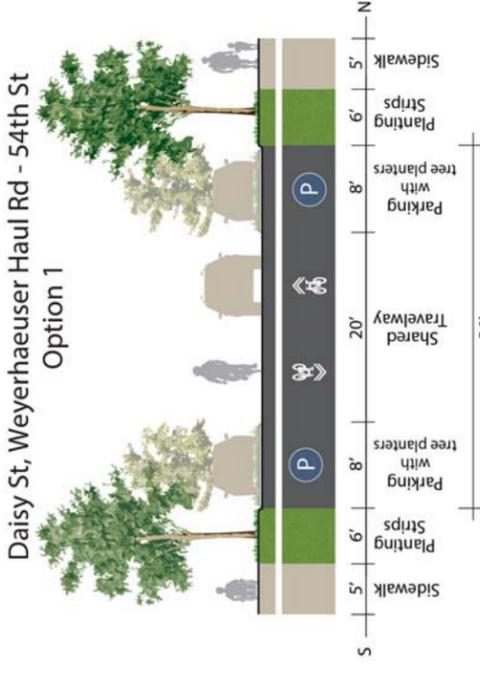
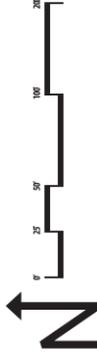


**Added Tree Canopy:**

Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy.

**At S 49th PI:**

Mini roundabout would be added to provide placemaking and to encourage people to drive at bicycle-compatible speeds.



**KEY FEATURES**

**The preferred bikeway type on Daisy Street to Daisy St Cul-de-Sac is a bicycle boulevard with shared lanes.**

Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Optional design elements could include colored pavement to differentiate the parking lanes from the travel lanes.

Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.



**At S 51st Pl:**

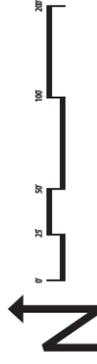
A mini roundabout would be added to encourage drivers to travel at bicycle-compatible speeds. Curb ramps and concrete sidewalk added to the north east corner.

**At S 52nd St:**

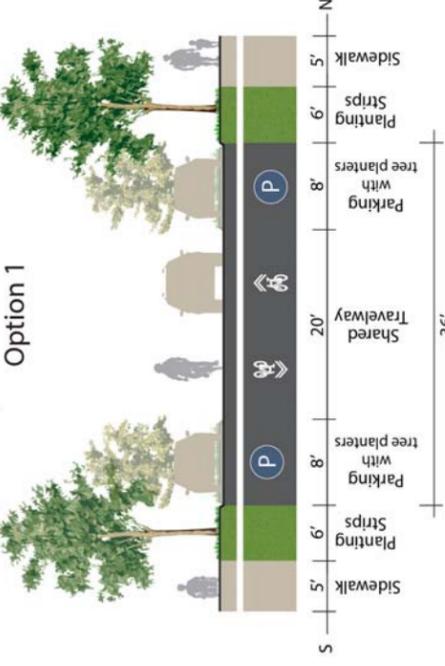
Sidewalks would be added to the north side of Daisy and the planter strip would be removed from the south side.

**At S 53rd St:**

A narrowed raised crossing would be added to promote yielding to crossing pedestrians. This replaces the existing crosswalk to the east.



**Daisy St, Weyerhaeuser Haul Rd - 54th St  
Option 1**



**KEY FEATURES**

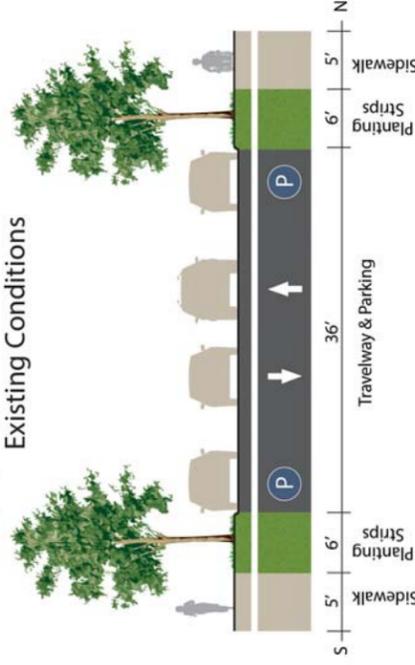
**The preferred bikeway type on Daisy Street to 53rd St is a bicycle boulevard with shared lanes.**

Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

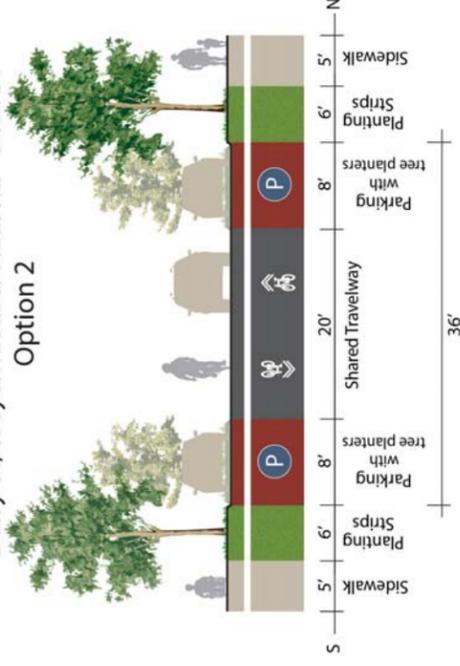
Optional design elements could include colored pavement to differentiate the parking lanes from the travel lanes.

Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.

**Daisy St, Weyerhaeuser Haul Rd - 54th St  
Existing Conditions**



**Daisy St, Weyerhaeuser Haul Rd - 54th St  
Option 2**



53RD STREET SIMULATION:  
RAISED CROSSWALK WITH RED ASPHALT PARKING AREAS



53RD STREET SIMULATION:  
RAISED CROSSWALK WITH STANDARD ASPHALT PARKING AREAS



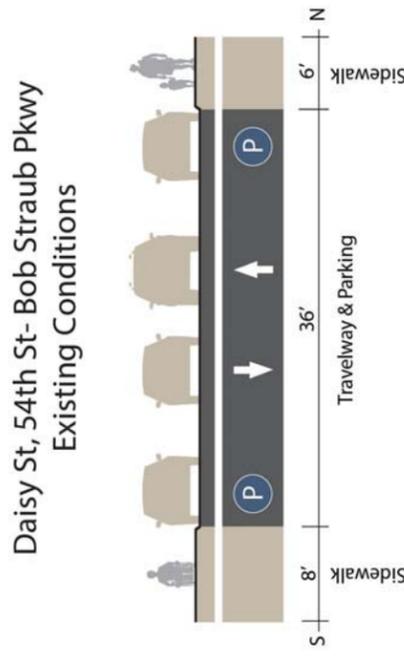
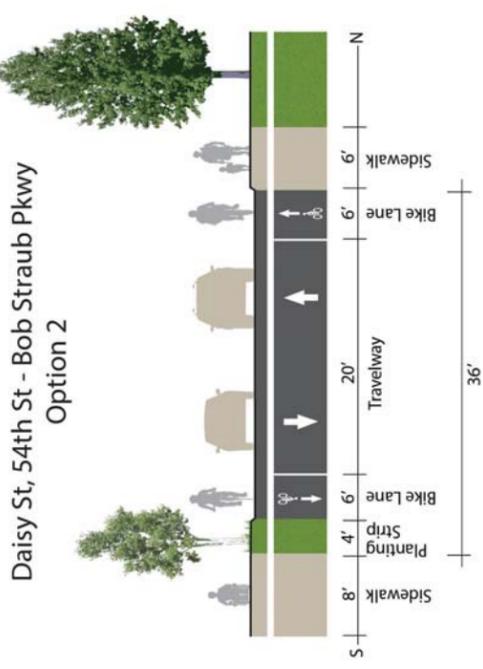
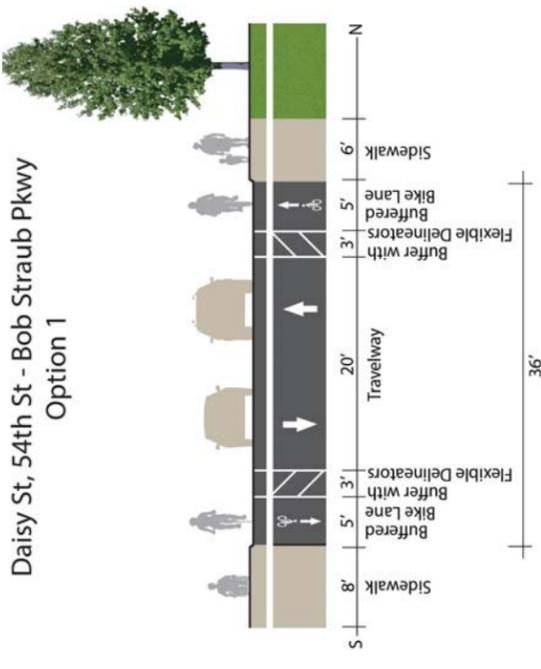


**At Future Trail Crossing:**

A raised crossing would be added to promote yielding to crossing pedestrians. Additionally, this treatment will enhance safety for all users by reducing speed along this section of the corridor.

**Street modification:**

Buffered bike lanes would be used to provide a gateway treatment and to slow traffic coming off of Bob Straub Parkway. See cross-section views of design options to the right.



**KEY FEATURES**

**The preferred bikeway type on Daisy Street to Gateway St is buffered bike lanes.**

Roadway markings throughout this section of the corridor would consist of buffered bike lane stripes, and bike lane markings to distinguish protected bike lanes from the general purpose travel lanes. No center lane would be provided to encourage people driving to give extra distance while passing people on bikes.

Other elements could include a raised crosswalk to create a dynamic operating environment and increase safety by raising user awareness.

Optional design elements could include a planting strip on the south side of Daisy Street that would allow for additional tree plantings and/or stormwater treatment.

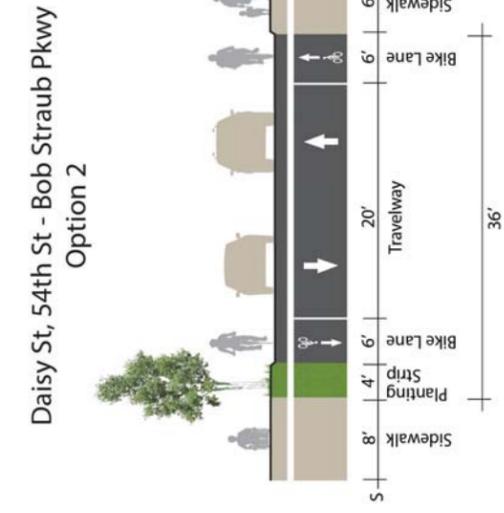
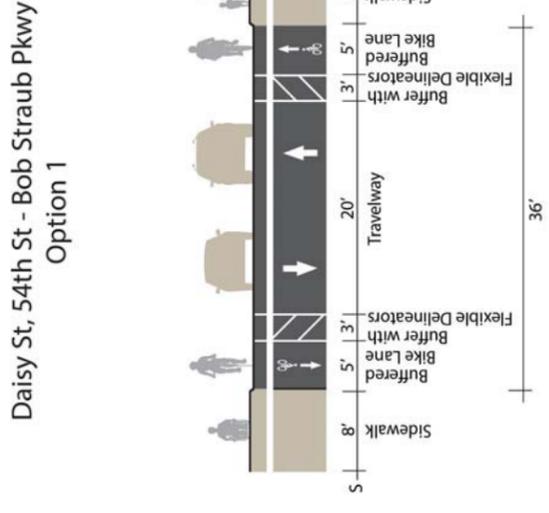
Extremely low parking utilization in this block would allow conversion to buffered bike lanes.



**At Gateway Street:** A raised crossing would be added to promote yielding to crossing pedestrians.

**Street modification:** Buffered bike lanes would be used to provide a gateway treatment and to slow traffic coming off of Bob Straub Parkway.  
See *option 1* cross-section view to the right.

**Bob Straub Pkwy:** Design will be part of a future project.



**KEY FEATURES**

**The preferred bikeway type on Daisy Street to Bob Straub Pkwy is buffered bike lanes.**

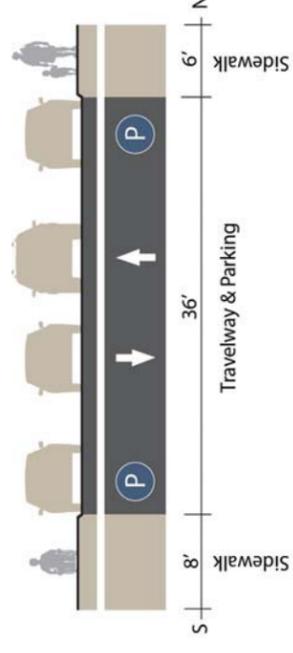
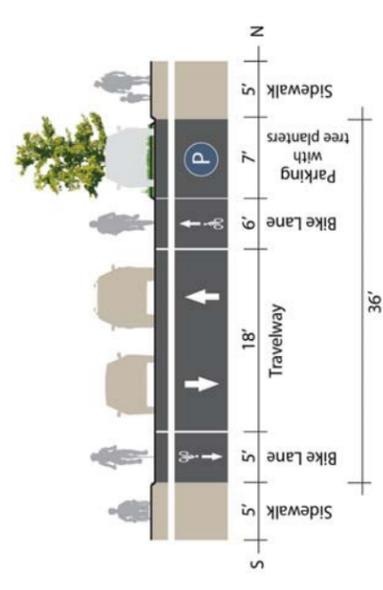
Roadway markings throughout this section of the corridor would consist of buffered bike lane stripes, and bike lane markings to distinguish protected bike lanes from the general purpose travel lanes. No center lane would be provided to encourage people driving to give extra distance while passing people on bikes.

Other elements could include a raised crosswalk to create a dynamic operating environment and increase safety by raising user awareness.

Optional design elements could include a planting strip on the south side of Daisy Street that would allow for additional tree plantings and/or stormwater treatment.

Daisy St, 5660 Daisy St  
Option 3

Daisy St, 54th St - Bob Straub Pkwy  
Existing Conditions



## PARKING CONSOLIDATION TO SUPPORT BIKEWAY IMPLEMENTATION

Establishing a new bikeway on the Virginia-Daisy corridor involves changes to the street that may include traffic control changes, lane restriping and roadway reconfiguration. One strategy for creating space for dedicated bike lane facilities is to consolidate street parking on only one side of the street.

Underutilized parking lanes can result in higher traffic speeds and unsafe driving behavior due to the appearance of a wide open travel lane space. Reallocating a portion of underutilized parking or travel lanes as a bike lane can mitigate these issues while providing dedicated space for bicyclists<sup>1</sup>.

### EXISTING CONDITIONS

To support the bikeway design for Virginia-Daisy, the City of Springfield supplied on-street parking counts performed at six different times to cover the variety of conditions encountered on the corridor<sup>2</sup>. To supplement this data, the city also performed a count based on visual inspection of previously captured photography<sup>3</sup>.

### PARKING LANE CAPACITY

Parking is allowed on the curbside on both sides of the street along the majority of the Virginia-Daisy corridor.

Under some conditions, parking use may be prohibited, restricted or unavailable. These conditions include:

- Parking is prohibited for 30 ft advance of crosswalks<sup>4</sup>. This applies at all crosswalks<sup>4</sup>, including all street corners.
- On the Virginia-Daisy corridor, yellow curbs are only painted on either side of the marked crosswalks by Colony Dr and Ridge Dr.
- Spot parking restrictions such as the residential loop at the far East end of the corridor which has no parking permitted on the street (off of Daisy St).
- On-street parking is not allowed in front of driveways. Many residential units on the corridor provide their own off-street parking for 1 or 2 vehicles. Curb cuts provide access to these spaces but also prevent on-street parking in that location.
- On narrow segments without space for parking. Between 51st and 52nd St the street is so narrow that parking would block one travel lane. Parking is prohibited on this segment.

### COUNT SUMMARY

Usage of the on-street parking lane on the full Virginia-Daisy corridor ranges from a low of 74 vehicles to a high of 101 vehicles. Specific clusters of parking demand varies on the corridor in response to land uses, community destinations and availability of off-street parking.

As shown in the table to the right, parking demand is generally consistent from weekday to weekend and morning to evening hours. Special event parking demand (such as a sports event at the Willamalane Center) may exceed the use seen on the average day.

### DESIGN CONSIDERATIONS

- On most streets with parking on both sides, parking demand can be accommodated with parking provided on one side.
- Parking may be alternated from one side of the street to the other with proper transitioning. This pattern may cause motorists to reduce their speed.

### IMPLEMENTATION CONSIDERATIONS

Imperfections in the quality or installation of roadway pavement, gutter joints and drainage grates must be held to a higher standard when they are located within a bicycle lane than when located within a parking lane. Construction plans should call for repair of rough or uneven pavement surface, the use of bicycle compatible drainage grates, and corrections to raise or lower existing grates and utility covers so they are flush with the pavement surface.

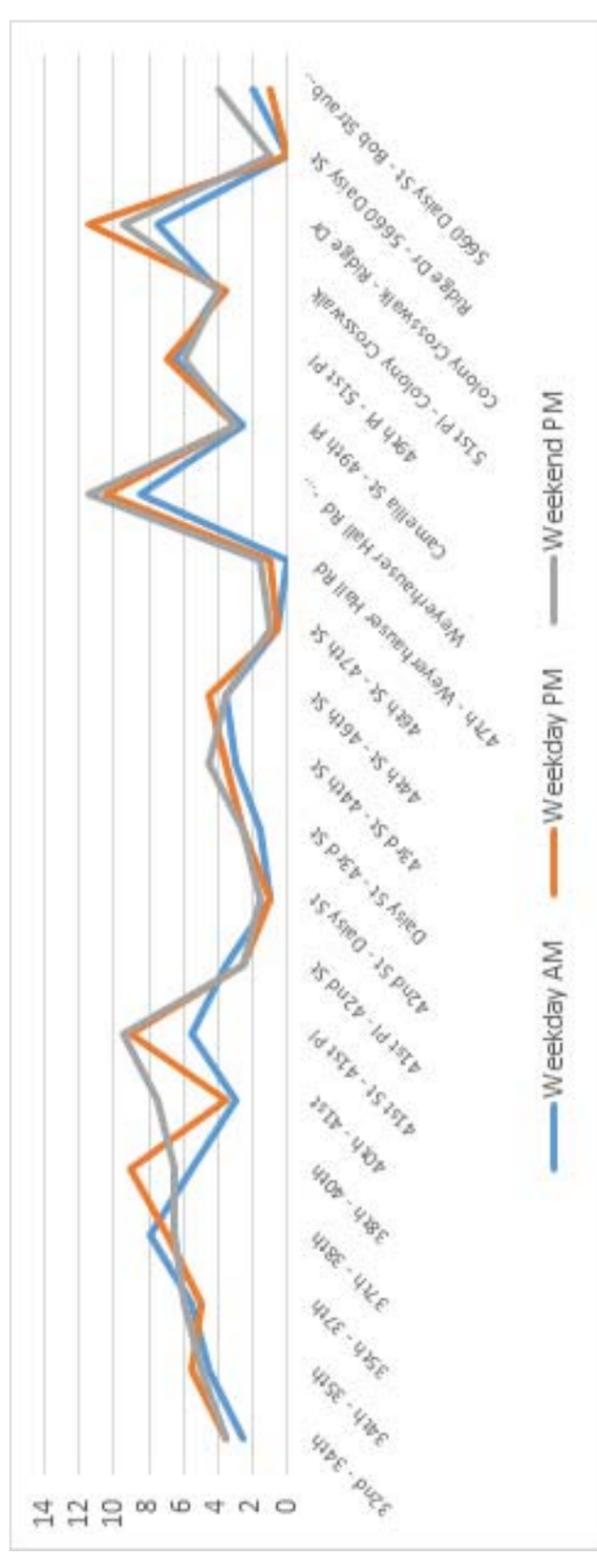
<sup>1</sup> FHWA. Incorporating On-Road Bicycle Networks into Resurfacing Projects. 2016

<sup>2</sup> Counts were performed Tuesday 1/12/2016 and Tuesday 1/19/2016 at 10am; Tuesday 1/19/2016 and Tuesday 1/26/2016 at 6:30 pm; and Saturday 1/16/2016 and Saturday 1/23/2016 at 2:00pm.

<sup>3</sup> Google StreetView photography dated September 2011.

<sup>4</sup> See. ORS 811.550 – Parking prohibition near crosswalks

## AVERAGE PARKING USE FOR EACH BLOCK SEGMENT ON THE CORRIDOR BASED ON DAY AND TIME



### PROPOSED CHANGES

As part of the Virginia-Daisy Bikeway project, some segments of the corridor may feature consolidated parking lanes in order to visually narrow the roadway and provide space to establish a bike lane. At spot locations across the entire corridor, parking may be restricted in certain locations to allow for trees and crossing enhancements. These spot changes on their own are not expected to have significant impact to parking availability.

There are four distinct segments in the project related to parking lane consolidation:

#### 32nd to 42nd:

In this segment, no parking consolidation is proposed, with no significant effect on parking availability.

#### 42nd to Weyerhaeuser Hall Rd:

This segment proposes parking consolidation on one side of the street. The parking lane may be allocated on the north or south side of the street in response to measured parking demand.

The observed weekend parking peak consisted of 15 cars. After implementation, this segment will have an estimated 140 parking spaces, which will more than serve the parking utilization needs.

#### Weyerhaeuser Hall Rd to Ridge Dr:

In this segment, no parking consolidation is proposed, with no significant effect on parking availability.

#### Ridge Dr to Bob Straub Parkway:

Based on low existing parking utilization, this segment proposes the removal of parking on both sides of the street (with the exception of one block on the north side near 5660 Daisy Street (Western Loop)).

The observed weekend parking peak consisted of 5 cars. After implementation, this segment will have an estimated 15 parking spaces, which will more than serve the parking utilization needs.

### BENEFITS

- Reduces conflicts with bicyclists as drivers pull into and out of parking spaces and passengers open doors of parked vehicles.
- Provides additional roadway space for bicycle facilities.
- Improves sight distance for all roadway users.

# **Development & Public Works Department**

## **Virginia-Daisy Bikeway Communications Plan**

### **2016**

#### **Introduction**

The City of Springfield was selected to receive funding for Virginia-Daisy Bikeway project covering the design development and selection phase through the Oregon Bicycle and Pedestrian Advisory Committee's Transportation Enhancement grant program. The goal of the project is to provide a safe and comfortable bicycle corridor that can be used by people of all ages and abilities. Additionally, the design should enhance the overall appeal of the corridor for all users, improve pedestrian safety and usage, and provide traffic calming for automobile traffic to emphasize the active transportation priority along the bikeway.

This Communications Plan will support the Virginia-Daisy Bikeway project by setting objectives, strategies, and tactics to increase awareness and understanding of the overall project and specifically to inform Springfield residents that live within the project area about the overall goal of the project and opportunities to give input.

Individual tactics identified in this plan will be developed using this plan as a guide and the Virginia-Daisy Bikeway Communications Project Plan will contain more in-depth details. Tactics may be used multiple times to implement more than one communication strategy. This plan will be updated as needed during the duration of the project and was developed using the DPW Communication Team's guiding principles that project information provided is accurate, effective, consistent, cost-efficient, engaging, and fun.

#### **Goals**

The goals of this plan will help guide the overall communications for the project.

- Ensure the Springfield community has opportunities to be informed about the project.
- Ensure the Springfield community has opportunities to provide input on the project; specifically businesses and residents within the project area.
- Project communication is effective and efficient.

#### **Objectives**

These stated objectives were developed based on known effective outreach for similar types of City projects previously conducted.

- A significant portion of the Springfield community is aware of the project and its objective, especially residents living in the immediate project area.

- A significant number of Springfield residents that are located within the project area provide input on the project.
- Opportunities to continually improve project communication are captured.

### **Core Message**

These core messages help describe the need for a project communications plan and provide consistent messages for implementing and managing the plan.

- The City of Springfield is committed to providing safe transportation options.
- The goal of the Virginia-Daisy Bikeway project is to provide a safe and comfortable bicycle corridor that can be used by people of all ages and abilities.
- The design of the bikeway should enhance the overall appeal of the corridor for all users, improve pedestrian safety and usage, and provide traffic calming for automobiles to emphasize active transportation along the street and enhance the neighborhood feel.
- There will be multiple ways for the Springfield community to receive and seek project information and provide input on the project; specifically the design of the bikeway.

### **Audience**

The target audiences for project information will be the broader Springfield community, and specifically residents that are located within and around the project area; immediately along Virginia Street and Daisy Street. Also, the City will engage partner agencies that will be involved in the design and subsequent construction for the project. Audiences will be provided information that aligns with communications guiding principles.

### **Strategies & Tactics**

The strategies and tactics of this plan will be implemented to reach the stated objectives. Strategies define how to achieve overall objectives by answering the “what” will be done. The strategies outlined in this plan were developed to address all objectives. The tactics answer the “how” by identifying the specific activities that will be implemented to further strategies and overall objectives. Key staff identified for each tactic will provide direction and/or input on implementation.

- 1. Provide the Springfield community multiple ways to receive and seek project information.*
- 2. Inform Springfield residents that are located within the project area about the project and opportunities to give input.*
- 3. Elicit feedback from the community to improve two-way communication.*
- 4. Evaluate the effectiveness of strategies and tactics implemented and adjust as needed.*

## Deliverables

<b>Tactic</b>	<b>Timeline</b>	<b>Key Staff</b>
Project Web Page	Establish early 2016/ on-going	Loralyn Spiro, Emma Newman
Newsletter Article(s)	Edition(s) TBD	Loralyn Spiro, Emma Newman
Social Media	On-going/ as needed	Loralyn Spiro
LTD Advertising	Specific dates in 2016 TBD	Loralyn Spiro
Flyer/Poster	Create based on project timeline/ update as needed	Loralyn Spiro, Emma Newman
FAQs	Create based on project timeline/ update as needed	Loralyn Spiro, Emma Newman
Talking Points	As needed	Loralyn Spiro, Niel Laudati
Media Advisories	As needed	Loralyn Spiro, Niel Laudati
Open Houses	Date(s) based on project timeline	Emma Newman, Michael Liebler, Loralyn Spiro, other Community Development staff or Consultant as needed
Events	Research/ establish list	Emma Newman, BPAC Members
Presentations	Research/ establish list	Emma Newman, BPAC Members
Postcard Mailings	Create based on project timeline/ update as needed	Loralyn Spiro, Emma Newman
One-on-One Meetings	Research/ establish list	Emma Newman
E-Updates	Establish sign up mechanism early 2016/ as needed	Loralyn Spiro, Emma Newman
Survey	At end of project	Loralyn Spiro, Niel Laudati
Analytics	On-going	Loralyn Spiro, IT Department
Debrief Meetings	After key project milestones	Emma Newman, Michael Liebler, Loralyn Spiro, other Community Development staff or Consultant as needed



# Springfield Virginia-Daisy Bikeway Project

## Frequently Asked Questions



### Q: What is the Springfield Virginia-Daisy Bikeway Project?

**A:** The Virginia-Daisy Bikeway Project will develop a preferred design to provide a safe and comfortable bicycle corridor that can be used by people of all ages and abilities from 32nd St to Bob Straub Pkwy along Virginia St and Daisy Ave. Additionally, the design will enhance the overall appeal of the corridor for all users and residents, improve pedestrian safety and usage, and provide traffic calming to emphasize the active transportation priority along the street. The project will provide an east-west alternative to Main Street for people wishing to ride bicycles in our community. Once the final design is selected, the project will move forward into construction in summer 2017.

### Q: What is the main purpose of the Virginia-Daisy Bikeway?

**A:** The primary goal of the Virginia-Daisy Bikeway project is to provide a safe and comfortable corridor that can be used by people of all ages and abilities to ride bicycles to move about our community.

### Q: Why is the Virginia-Daisy Bikeway Project necessary?

**A:** The City of Springfield is committed to providing safe transportation options. The Virginia-Daisy Bikeway will serve as a key east-west connection in the Springfield bicycle network and will provide a more comfortable alternate biking route instead of along Main St. The project is consistent with the Springfield Transportation Plan, TransPlan, the Central Lane MPO Regional Transportation Plan, and the Lane County TSP. It is also identified as a need in the Springfield Bicycle Plan. The Springfield Transportation System Plan identifies the need to, "expand and enhance Springfield's bikeway system" and "provide bike lanes on collector streets and provide parallel routes and bike boulevards on adjacent streets where appropriate."

### Q: What changes will be implemented through this project?

**A:** The changes that will be implemented will be identified through the design development process, which will include comments and feedback from residents along the corridor and the broader community. A range of treatments will be considered, including, but not limited to, striping of bicycle lanes, sharrows, traffic calming infrastructure, intersection treatments, automobile traffic diversion, limited lighting additions, ramp improvements, speed and designation signs, and a crossing improvement at 42nd St. As the design options are developed and refined, updates will be posted to the project website.

# Springfield Virginia-Daisy Bikeway Project

## Frequently Asked Questions Continued



### Q: What public outreach and involvement efforts are proposed for the Virginia-Daisy Bikeway Project?

**A:** There will be two open houses that residents and community members are encouraged to attend to learn more about the project and provide feedback during the design development process. Additionally, comments can be submitted to Emma Newman at [enewman@springfield-or.gov](mailto:enewman@springfield-or.gov). For the detailed outreach and involvement efforts, please see the Virginia-Daisy Bikeway Communication Plan.

### Q: Where can I learn more and follow the process?

**A:** For more information on the project, please see the Virginia-Daisy Bikeway Project web page.

<http://www.springfield-or.gov/dpw/Virginia-DaisyBikewayProject.htm>

### Q: Who can I contact if I have questions?

**A:** Emma Newman, Transportation Planner at 541-726-4585 or [enewman@springfield-or.gov](mailto:enewman@springfield-or.gov).

Para obtener información en español, comuníquese con Molly Markarian al 541-726-4611.

## Open House Summary

The first open house for the Virginia-Daisy Bikeway project was hosted on 5/25/2016 at the Mt Vernon Elementary School Cafeteria. Participants were encouraged to review the Preliminary Design Concepts under consideration, speak with project staff to learn more and answer questions, and provide feedback through comment cards and sticky notes. At least 35 people attended the open house, primarily consisting of residents who live on or very close to the project corridor.

### Frequent concerns:

- Initial feedback included concerns about on street parking being removed, but after discussion with staff and understanding that most of the parking is being maintained, many people felt comfortable with the preliminary design concept.
- Tree wells – visibility, maintenance (who will maintain them? How will we ensure they are maintained frequently?), narrowing of street and cars already being run into by people traveling the corridor.
- 42<sup>nd</sup> and Daisy needs safety improvements. People had varied opinions about which design option they would like to see move forward, but generally preferred a full traffic signal or roundabout, which would improve the intersection for all types of users. There was concern about the design option that would only provide right turns at 42<sup>nd</sup> from Daisy St.

### FAQs:

- Weyerhaeuser Haul Rd/Booth Kelly Haul Rd and Virginia-Daisy duplication?

### Comment Card Summary:

- 32<sup>nd</sup> and Virginia – slow traffic down turning onto Virginia Ave with the proposed intersection treatment. Supports sharrows. Concerned about trees and effecting visibility.
- Not happy with roundabout proposal. Improve intersection at Daisy and Bob Straub Parkway (roundabout would be OK) and 42<sup>nd</sup> and Daisy (but not roundabout). Loss of parking on one side of the street.
- Interested in bike path. Does not like proposed design concepts proposed today. City of Springfield is running a parallel project with Booth Kelly and Weyerhaeuser Rd. Why spend taxpayer money on Virginia-Daisy on residential street with more conflicts? Would like to see off-street paths developed instead.
- No trees that the City has to maintain, staff and funds do not exist. Mini-roundabouts are okay if they don't block the view so that neighbors can't see across or down the street. Don't mess with the parking.
- Changing 42<sup>nd</sup> and Daisy intersection is great. Roundabout option is good. Opening Daisy and adding sidewalks and the buffered bike lanes are great. Overall good conversations from folks who live along Daisy and want to slow the traffic. Keep up the good work. Concern about 53<sup>rd</sup> [51<sup>st</sup> – 52<sup>nd</sup>] and Daisy issue – property and fence are at the street, would like to see widened improvements.

- Like the roundabouts with single lanes for slowing traffic and it makes it safer for bikes. Bike boxes are great. Also buffered bike lanes in some places are great for safety. Not enough speed bumps [raised crosswalks]. Great job!
- Roundabout at 42<sup>nd</sup> would work if all the blind spots were removed. Having a curb extension close to my address is a great idea and would slow traffic. More narrowed, raised crossings. Keep up the great work.
- Roundabout will keep traffic flowing and provide safe crossing for pedestrians and bicycles. Add more speed bumps [raised crosswalks] and raised crosswalks between 42<sup>nd</sup> and 46<sup>th</sup>. Slow traffic on Daisy. Keep green space between sidewalk and street.
- Would like to see more raised crossings. Keep up the good work. Would like the right turn on 42<sup>nd</sup> only.
- Yes, most of the ideas are great. 42<sup>nd</sup> and Daisy no roundabout. Light would be better. S 52<sup>nd</sup> St and Daisy is a concern.
- Excited project is moving forward and it has been needed in Springfield. Would like to see more of this in the future, great job! The roundabouts, just the large one [42<sup>nd</sup>] are a bit concerning regarding pedestrian safety, which is usually caused by unobservant drivers.
- More bikers = more broke people who steal my stuff. When Albert Einstein made the nuclear bomb and the army used it he felt terrible. I feel the engineers of this project will feel the same. Does not support the design. The trees are going to be absolutely terrible for bikes and a bus stop [school bus] is where one of the trees is currently located in the design.
- Slow the traffic down with speed bumps [raised crossings], traffic circles [mini-roundabouts] and stop signs. Traffic circles are fine and the large speed bumps. Use the money to pave existing spur streets and put in speed bumps to slow traffic. Already have enough non-maintained trees on the street. More stop signs and traffic islands. Does not really like the proposed design. Street parking would be gone. More bike traffic means more transient traffic. Cars already being broken into and bikes being taken from property. Maybe come down the street after 7pm and on the weekends to see everyone parked on the street.
- Support the shared travelway, beacons at 32<sup>nd</sup> and Virginia Ave, mini-roundabouts at 35<sup>th</sup> and 41<sup>st</sup>, bicycle lanes on Daisy all the way, and 42<sup>nd</sup>/Daisy traffic light, full signal preferred. Adding trees is not necessary, let people do it in front of their house if they want to. Safely crossing 42<sup>nd</sup> and Daisy on foot or bicycle is concerning currently, as well as 32<sup>nd</sup> and Bob Straub. Can the Weyerhaeuser Haul Rd have a path without the gates on either end?
- The width of the street is inadequate now. Condemn the north side to allow the street to be widened [52<sup>nd</sup>].

Comments from Sticky Notes on Preliminary Design Concept Mapbook Display Pages:

Page 1:

- No comments.

Page 2:

- *32<sup>nd</sup> St. and Virginia Ave.* – Make this a roundabout.
- *32<sup>nd</sup> St. and Virginia Ave.* – Willamalane will begin construction at this location mid-July. We will have signage here. Simon is the proj. manager. Thx!

Page 3:

- *General Comment* - If Booth Kelly Road is going to be improved as a pedestrian/bike path in the future... why put money into Daisy-Virginia?
- *S. 35<sup>th</sup> St. and Virginia Ave.* – Single car drive 3450 Virginia Ave.
- *S. 35<sup>th</sup> St. and Virginia Ave.* – What about paving 35<sup>th</sup> St.? It's rock.
- *S. 37<sup>th</sup> and Virginia Ave.* – Looks great!
- *S. 37<sup>th</sup> and Virginia Ave.* – More speed bumps, no trees.
- *S. 37<sup>th</sup> and Virginia Ave.* – Crashes, traffic calm here?
- *S. 37<sup>th</sup> and Virginia Ave.* – There is already a tree in the yard at 3716 Virginia.
- *S. 37<sup>th</sup> and Virginia Ave.* – Duplex on corner of 37<sup>th</sup> and Virginia always has 4-10 cars parked on both sides of the street. State run disability home. Fire hydrant on corner.
- *S. 37<sup>th</sup> and Virginia Ave.* –Why put in trees along road – who will water? SUB will only have to come along and trim them back. And die with no water.

Page 4:

- *General Comment* – No round about at 35<sup>th</sup>. We have too many tweekers casing our area. We are a good neighborhood watch. We need to see up and down the street. Use speed bumps.
- *General Comment* – Plant lots of trees!
- *S. 38<sup>th</sup> and Virginia Ave.* – Speed bumps!!! Just put speed bumps, Jesus!!!
- *S. 38<sup>th</sup> and Virginia Ave.* – Why did 3785 Virginia lose access to the east side of their house off 38<sup>th</sup>? That fence has been there for at least 30 years. [this location was raised as a code enforcement complaint recently, prior to Virginia-Daisy Bikeway planning]
- *S. 39<sup>th</sup> and Virginia Ave.* – This large house has at least 10 cars and a taco truck with expired tags that park every night. They use their driveway and the street on both sides. No trees here.
- *S. 39<sup>th</sup> and Virginia Ave.* – This house uses street parking only. No trees
- *S. 39<sup>th</sup> and Virginia Ave.* – No tree here. Need parking on the street.
- *S. 40<sup>th</sup> and Virginia Ave.* – I live here. Please no tree in front of 4022 [Virginia Ave.] – need the parking.

Page 5:

- *4037-4053 Virginia Ave. Col-de-sac* – I live at 4042 Virginia. I don't want a tree or planter on front of my house.
- *Roundabout at S. 41<sup>st</sup> St. and Virginia Ave.* – Roundabouts without landscaping. Want to see through for security.

Page 6:

- *General Comment* – Not enough traffic control
- *S. 42<sup>nd</sup> St. and Virginia Ave.* – Looks great. Slow the cars down.
- *S. 42<sup>nd</sup> St. and Virginia Ave.* – This is the best option for this intersection.
- *S. 42<sup>nd</sup> Pl. and Virginia Ave.* – I like this idea [curb treatment]. Curb treatments would slow the traffic.

Page 7:

- *42<sup>nd</sup> St. and Daisy St. Option 1* – Great idea, round-about at 42<sup>nd</sup> and Daisy!
  - Agreed. I like this option.
  - Yes!
- *42<sup>nd</sup> St. and Daisy St. Option 1* – Much prefer this option.
- *42<sup>nd</sup> St. and Daisy St. Option 1* – No, not this option.
  - Not an option – too dangerous!
- *42<sup>nd</sup> St. and Daisy St. Option 1* – No fix. Very scary and dangerous for peds and bikers.
  - Definitely not.

Page 8:

- *42<sup>nd</sup> St. and Daisy St. Option 2B* – Option #2A 42<sup>nd</sup> St. Ok light, not a roundabout.
  - Yes!
- *42<sup>nd</sup> St. and Daisy St. Option 2A* – Best option. Love bike boxes and bike signals.
- *42<sup>nd</sup> St. and Daisy St. Option 2A* – Yes!! Much safer for peds and bikers.
  - Best option 2A.
  - Yes I agree!

Page 9:

- *42<sup>nd</sup> St. and Daisy St. Option 3* – No way for Daisy traffic to continue straight. Not good. Round-about.
- *42<sup>nd</sup> St. and Daisy St. Option 3* – No, not this option.
  - No.
  - Agreed, no to this option.
  - No!
- *42<sup>nd</sup> St. and Daisy St. Option 3* – No. Not safe. Very inconvenient for traffic flow.
- *42<sup>nd</sup> St. and Daisy St. Option 3* – Much prefer roundabout.

Page 10:

- *S. 44<sup>th</sup> and Daisy St.* – Raised crossing.
- *Daisy St. between S. 44<sup>th</sup> and S. 46<sup>th</sup> St.* – Add some speed humps.

Page 11:

- No comments.

Page 12:

- *S. Weyerhaeuser Rd. and Daisy St.* – More of the raised crossing areas on Daisy to help slow the speeding traffic would be great.
  - Yes.
- *S. Weyerhaeuser Rd. and Daisy St.* – Raised crossings are great!
- *S. Weyerhaeuser Rd. and Daisy St.* – Use the [Weyerhaeuser] Haul Rd. between 48<sup>th</sup> and Bob Straub as bike path.
  - Yes.
- *S. Weyerhaeuser Rd. and Daisy St.* – I live here (4801 Daisy St.) and I do not want a tree in front of my house. If you have any questions please call me.
- *Daisy St. between S. 48<sup>th</sup> St. and Camellia St.* – Tree canopy is great!
- *Daisy St. between S. 48<sup>th</sup> St. and Camellia St.* – Raised crossing. More.

Page 13:

- *S. 49<sup>th</sup> Pl. and Daisy St.* – Yes to the roundabout.

Page 14:

- *S. 51<sup>st</sup> Pl. and Daisy St.* – Yes to this roundabout.
- *Fence at 52<sup>nd</sup> St. and Daisy St.* – Make this side wider. Add parking.
  - Agree
- *Fence at 52<sup>nd</sup> St. and Daisy St.* – Visit the dedication of ROW or condemnation.

Page 15:

- No comments.

Page 16:

- *Daisy St. after future trail connection* – Take 2<sup>nd</sup> look at parking here.
- *Daisy St., 54<sup>th</sup> St. to Bob Straub Pkwy Options* – Option 1 seems safer with buffered lanes.

Page 17:

- *Gateway St. and Daisy St.* – This is a “gateway” street. It’s not “Gateway St.”
- *Bob Straub Pkwy and Daisy St.* – Improve this intersection.
  - Yes I agree!!

Page 18:

- No comments.

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**AGENDA ITEM SUMMARY**

**Meeting Date:** 6/7/2016  
**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

**SPRINGFIELD  
PLANNING COMMISSION**

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**ITEM TITLE:** HIGH VISIBILITY CELLULAR TOWER APPLICATION—CENTERLINE SOLUTIONS ON BEHALF OF VERIZON WIRELESS LLC, CASES TYP316-00002 AND TYP216-00021

**ACTION REQUESTED:** Conduct a public hearing and approve, approve with amendments, or deny a proposal by Verizon Wireless to construct a 150-foot tall monopole cellular tower on an existing industrial site at 419 South 28<sup>th</sup> Street.

**ISSUE STATEMENT:** The applicant has submitted Discretionary Use and Site Plan Review applications for a new wireless telecommunication tower facility within an existing plywood manufacturing facility at 419 South 28<sup>th</sup> Street. The proposed cellular tower is a standard monopole design with top-mounted antenna array, which is classified as a “High 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. Upon referral the City Council declined to conduct the hearing on this proposal.

**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

**DISCUSSION:** The proposed monopole tower facility is located at the southern end of an industrial property that runs along the east side of South 28<sup>th</sup> Street just south of Main Street. The subject property contains an existing wood products manufacturing business operating as Pacific States Plywood, which will remain. The subject site is zoned and designated Heavy Industrial (HI) in accordance with the Springfield Zoning Map and the adopted *Metro Plan* diagram. Properties in the vicinity are zoned for industrial, commercial and recreational development. High Visibility cellular tower facilities are allowable in the Heavy Industrial district subject to Discretionary Use approval.

The proposed cellular tower is just west of the Willamalane Regional Sports Center site located at 250 South 32<sup>nd</sup> Street, and across South 28<sup>th</sup> Street from Rosboro Lumber. There are no existing residential dwellings in the immediate vicinity of the subject site. The nearest residentially-zoned property is the northern end of the Agnes Stewart Middle School site about 920 feet southeast of the proposed tower. The nearest residential dwelling is located on South 31<sup>st</sup> Place, about one-quarter mile (~1,350 feet) southeast of the proposed tower site. Centerline Solutions, on behalf of Verizon Wireless, has provided evidence of a substantial capacity and coverage 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 about two miles northeast of the subject site. The antenna array at International Paper is planned to be removed to accommodate changes at the facility 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 high 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 telephone calls or 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: June 7, 2016**

**Case Number: TYP316-00002**

**Applicant: Robin Smith, Centerline Solutions on behalf of Verizon Wireless**

**Site: 419 South 28<sup>th</sup> Street (Map 17-02-31-00, Tax Lot 3400)**

**Request**

The application was submitted on April 21, 2016 and the public hearing on the matter of the Discretionary Use request is scheduled for June 7, 2016. The City conducted a Development Review Committee meeting on the Discretionary Use request on May 10, 2016.

**Site Information/Background**

The industrial property that is the subject of the Discretionary Use request is located at 419 South 28<sup>th</sup> Street and operates as Pacific States Plywood (Photos 1-3). The physical location of the proposed cellular tower is a vacant corner near a railroad spur line at the southern edge of the site. The applicant is proposing to construct a 150-foot high monopole cellular tower with equipment shelter and fenced enclosure about 50 feet from the southern boundary of the subject property. Monopole cellular towers are classified as “high visibility” wireless telecommunications system (WTS) facilities in accordance with Section 4.3-145.E of the Springfield Development Code (SDC). High visibility wireless telecommunications system facilities (ie. monopoles or lattice towers) are allowable in the Heavy Industrial (HI) 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 – On-Site View Looking South*



*Photo 3 – On-Site View Looking Northeast*



The property is zoned and designated Heavy Industrial (HI) in accordance with the Springfield Zoning Map and the adopted *Metro Plan* diagram (Figure 1). High visibility wireless telecommunication systems facilities are allowable in the Heavy Industrial District subject to Discretionary Use approval in accordance with SDC 4.3-145.F.5, Table 4.3-1, and 4.3-145.H. The facility has frontage on South 28<sup>th</sup>

Street along the west boundary, and access to the site will be derived from an existing gravel driveway approach at the south end of the property. The applicant is proposing to use the existing driveway 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 TYP216-00021) for the proposed wireless telecommunications system facility and compound.

*Figure 1 – Zoning Map Extract*



**Zoning Map Legend**

- Heavy Industrial
- Medium Density Residential
- Community Commercial (CC)
- Public Land and Open Space (PLO)
- Low Density Residential (LDR)

**Notification and Written Comments**

Notification of the June 7, 2016 public hearing was sent to all property owners and residents within 300 feet of the site on May 16, 2016. Notification was also published in the legal notices section of *The Register Guard* on May 31, 2016.

Public notification was also sent to all property owners and residents within 300 feet of the site on April 26, 2016 for the companion Site Plan Review application submitted under separate cover (Case TYP216-00021). No telephone calls or written comments were received.

### **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 monopole tower is classified as a “high 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: *“The proposed tower is designed to accommodate two additional users per the attached drawings.”*

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 (Attachment 3 to the AIS) shows the location of at least 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: *"This site is a proposed new tower located at 419 S. 28<sup>th</sup> 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 area experiencing a significant gap in coverage in Lane County as shown on the attached maps. Our objective for this site is to improve these wireless services, offload a nearby over-capacity site that is currently providing coverage in this area, and fill in a few areas that do not have strong enough signal strength to hold a call or access our network. There are no existing transmission towers within the applicant's search ring area available for colocation. No other tower sites would provide the necessary coverage requirement. The facility must be located within the applicant's search ring parameters to provide the required service and fulfill the applicant's gap in coverage per the attached Exhibits #3 (RF Justification Letter and Propagation Maps). Documentation is provided demonstrating there are no existing towers within the applicant's coverage area that would fill the significant gap in coverage. All the towers on the AntennaSearch.com Exhibit #12 cannot be modified to fulfill the significant gap in coverage as they are too far away to meet the coverage objective. A map and list showing all of the existing and approved telecommunication facilities within four miles of the proposed facility is included in the Exhibits; this along with documentation provided by Verizon Wireless RF Engineer's letter and propagation maps demonstrated that none of these facilities will provide the required service to fulfill the applicant's gap in coverage."*

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 monopole 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: *"Verizon Wireless is working on improving its existing wireless communications network in the City of Springfield. The fire at the Swanson facility showed the community the need for reliable 911 service. The decommissioning of the tower at the [International] Paper Plant has increased the capacity and coverage issues in the area. There are no existing transmission towers within the applicant's search ring area available for colocation. No other tower sites would provide the necessary coverage requirement. The facility must be located within the applicant's search ring parameters to provide the required service and fulfill the applicant's gap in coverage per the attached Exhibits #3 (RF Justification Letter and Propagation Maps). Documentation is provided demonstrating there*

*are no existing towers within the applicant's coverage area that would fill the significant gap in coverage. All the towers on the AntennaSearch.com Exhibit #12 cannot be modified to fulfill the significant gap in coverage as they are too far away to meet the coverage objective. A map and list showing all of the existing and approved telecommunication facilities within four miles of the proposed facility is included in the Exhibits; this along with documentation provided by Verizon Wireless RF Engineer's letter and propagation maps demonstrated that none of these facilities will provide the required service to fulfill the applicant's gap in coverage"*

Finding 3: The applicant's submittal indicates that there is an existing coverage gap in the area to be served by the proposed monopole tower. With the anticipated decommissioning of an existing facility at the International Paper plant northeast of the subject property, the coverage gap will expand. 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: "There are no existing transmission towers within the applicant's search ring area available for colocation. No other tower sites would provide the necessary coverage requirement. The facility must be located within the applicant's search ring parameters to provide the required service and fulfill the applicant's gap in coverage per the attached Exhibits #3 (RF Justification Letter and Propagation Maps). Documentation is provided demonstrating there are no existing towers within the applicant's coverage area that would fill the significant gap in coverage. All the towers on the AntennaSearch.com Exhibit #12 cannot be modified to fulfill the significant gap in coverage as they are too far away to meet the coverage objective. A map and list showing all of the existing and approved telecommunication facilities within four miles of the proposed facility is included in the Exhibits; this along with documentation provided by Verizon Wireless RF Engineer's letter and propagation maps demonstrated that none of these facilities will provide the required service to fulfill the applicant's gap in coverage"*

Finding 4: The applicant's submittal and supporting information demonstrates that the proposed monopole tower, in conjunction with other existing and recently-approved 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 applicant is proposing to establish a Wireless Communications Facility (WCF) consisting of a 150' monopole tower with antennas tip height of 153' and an equipment shelter within the existing lease area."*

Finding 5: In accordance with SDC 4.3-145.E, wireless transmissions system facilities that are monopole or lattice towers are considered "high visibility". In accordance with SDC Table 4.3-1, high visibility facilities are allowable in the Heavy Industrial district.

Finding 6: In accordance with SDC 4.3-145.H, high visibility wireless transmissions system facilities require Type III Planning Commission review. The applicant has submitted concurrent Discretionary Use (Case TYP316-00002) and Site Plan Review (Case TYP216-00021) applications for Planning Commission review. Pursuant to SDC 4.3-145.H.4.a, on May 2, 2016, 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 June 7, 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: *"There are no existing towers on this parcel."*

Finding 7: The applicant is proposing a high visibility wireless transmissions system facility on the subject property, and there are no other similar facilities on the property or adjoining sites.

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: *"Exhibit 12 shows that there are no towers within 2000' of the proposed site."*

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: *"This site is not adjacent to residentially zoned property."*

Finding 9: The subject property is zoned Heavy Industrial, and therefore the proposed facility is not on or immediately abutting a residential zoning district. The nearest residentially-zoned property is the northern edge of the Agnes Stewart Middle School site about 920 feet southeast of the proposed monopole tower. The nearest residential dwelling is off South 31<sup>st</sup> Place about one-quarter mile (~1,350 feet) southeast of the project site. The applicant's submittal demonstrates that the tower will be well removed from residential properties 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.**

Finding 10: 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 Submittal: *"The proposed tower is not to be located in a front, rear or side yard. All setbacks are met. No portion of the antenna array extends beyond the property lines."*

Finding 11: In accordance with SDC 3.2-420, the minimum front yard and street side yard building setback is 10 feet. The subject property does not abut residential or Campus Industrial zoning so there are no other specific building setback requirements.

Finding 12: The proposed monopole tower, equipment cabinets, fenced enclosure, and related appurtenances are not located within a required building setback area and the top-mounted antenna array 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: *"The proposed tower is being located on the site of a lumber yard with an existing building. This requirement does not apply."*

Finding 13: In accordance with SDC 3.2-420, the minimum front yard or street side yard building setback is 10 feet. The subject property abuts South 28<sup>th</sup> Street along the west boundary and the existing plywood manufacturing facility occupies the northern half of the site. Because there is an existing industrial building on the property, this standard does not apply. In any event, the proposed monopole tower is set back about 90 feet from the east edge of the South 28<sup>th</sup> Street right-of-way, which exceeds the requirements of SDC 3.2-420.

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: *"This is not a guyed tower. This requirement does not apply."*

Finding 14: As stated in the applicant's project narrative, the proposed monopole 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: *"The proposed tower is 150' height, with an additional 3' antenna tip height needed per RF engineering. A Discretionary Use Application is included."*

Finding 15: The subject property does not abut any residentially zoned properties. Therefore, in accordance with SDC 3.2-420, there is no maximum building height in the Heavy Industrial district. The proposed monopole tower is located about 920 feet from the northern boundary of the nearest residential property (Agnes Stewart Middle School) 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: *"The proposed equipment compound and cabinets do not exceed the 12' height limit."*

Finding 16: As depicted in the applicant's submittal, the proposed equipment cabinets will be approximately 8 feet in height. The cabinets are not considered an occupied building space, but will likely require building permits for construction.

Finding 17: In accordance with SDC 4.7-105, accessory structures are to be constructed in conjunction with or after construction of a primary structure. There are existing industrial buildings on the property (plywood manufacturing) that are considered the primary structures 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 chosen site is in the Heavy Industrial Zone which is a preferred zone that allows [Moderate] and High Visibility Towers. The applicant is proposing to establish a WCF consisting of a 150' monopole tower with antennas tip height of 153' and an equipment shelter within the existing leased area. 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 visibility of this site. Ground equipment will be installed inside a fenced compound area with a 6' height, sight-obscuring fence with green slats to blend into the existing property. All improvements will be installed within a leased premises. A 5-foot landscape buffer will screen the fenced compound from view. Impact to public facilities and services will be minimal as the location at the southern portion of property is inside a fenced compound and far from any existing offsite uses. 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. No public services (such as sewer, water, etc.) are proposed to be utilized for the facility."*

Finding 18: The applicant is proposing to install a sight-obscuring fence around the project site to screen the ground-mounted equipment cabinets and other appurtenances. Perimeter screening landscaping also will be planted around the fenced enclosure. According to the applicant's site plan, the landscaping plants will be drought tolerant 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 19: The applicant has submitted sketches and photographic renderings of the proposed monopole tower from nearby vantage points. The applicant is not proposing to camouflage the tower or to install a monopine style facility at this location. Staff observes that there are similar vertical structures in the immediate vicinity of the project site, including overhead power lines along South 28<sup>th</sup> Street, silos and vent stacks for the plywood manufacturing facility on the site, a water tower and smoke stacks at Rosboro Lumber, and

light standards for sports field illumination at Willamalane Sports Center. Staff agrees with the applicant that a 150-foot tall monopine facility is not warranted at the subject site, and could actually be more conspicuous than a standard monopole tower.

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 chosen site is in the Heavy Industrial Zone which is a preferred zone that allows [Moderate] and High Visibility Towers. The applicant is proposing to establish a WCF consisting of a 150' monopole tower with antennas tip height of 153' and an equipment shelter within the existing leased area. 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 visibility of this site. Colors and materials are non-reflective. Ground equipment will be installed inside a fenced compound area with a 6' height, sight-obscuring fence with green slats to blend into the existing property. All improvements will be installed within a leased premises. A 5-foot landscape buffer will screen the fenced compound from view. Impact to public facilities and services will be minimal as the location at the southern portion of property is inside a fenced compound and far from any existing offsite uses. 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. No public services (such as sewer, water, etc.) are proposed to be utilized for the facility."*

Finding 20: The applicant is proposing to use dark green vinyl slats for the fence around the perimeter of the equipment and tower enclosure. The applicant's submittal (Sheet A3.0) indicates that final color selection will be dependent upon requirements of the authorizing jurisdiction. Staff advises that the tower, equipment cabinets, and related appurtenances will need to be constructed with neutral, non-reflective colors to minimize visibility. The proposed finish materials and colors will need to be identified on the Final Site Plan for the facility.

**RECOMMENDED CONDITION OF APPROVAL:**

- 1. The applicant shall use neutral, non-reflective colors for the monopole tower, ground-mounted equipment, and related appurtenances. The selected colors and materials shall minimize the visibility of the facilities to the greatest extent practicable.**

Conclusion: As conditioned herein, 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: *"While not a camouflaged facility according to the Code Definition, the chosen site is in the Heavy Industrial Zone which is a preferred zone that allows*

*[Moderate] and High Visibility Towers. The applicant is proposing to establish a WCF consisting of a 150' monopole tower with antennas tip height of 153' and an equipment shelter within the existing leased area. 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 visibility of the site. Ground equipment will be installed inside a fenced compound area with a 6' height, sight-obscuring fence with green slats to blend into the existing property. All improvements will be installed within a leased premises. A 5-foot landscape buffer will screen the fenced compound from view. Impact to public facilities and services will be minimal as the location at the southern portion of property is inside a fenced compound and far from any existing offsite uses. 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. No public services (such as sewer, water, etc.) are proposed to be utilized for the facility."*

Finding 21: The proposed monopole tower is not defined as a camouflage facility. The surrounding properties are developed with industrial processing equipment, silos, smoke stacks, light towers, power poles, water towers, and other vertical features. The proposed tower is not dissimilar from the existing facilities in the immediate vicinity and is suitable for placement within a Heavy Industrial site.

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.**

Finding 22: The proposed monopole 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.**

Finding 23: The proposed monopole 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: *"Applicant will comply with this requirement. Photosims of the site are included with this application."*

Finding 24: The applicant's photo simulations and project narrative indicate that the proposed wireless transmissions system facility will be as shown on the pictures with the exception of a final color palette. Staff is recommending Condition #1 for the selection of neutral, non-reflective colors to be used for the tower, ground-mounted equipment, and related appurtenances. The applicant's photo simulations also will need to be updated to incorporate any color and material changes to the tower and associated equipment.

**RECOMMENDED CONDITION OF APPROVAL:**

- 2. Prior to approval of the Final Site Plan (Case TYP216-00021), the applicant shall submit photo simulations of the monopole tower, ground-mounted equipment, and related appurtenances that accurately depict the colors and materials to be used for the project.**

Conclusion: As conditioned herein, 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: *"Applicant will comply with this requirement."*

Finding 25: The applicant has not provided a noise analysis for the project. The proposed equipment cabinets are freestanding and equipped with cooling units on the front (east side) that would generate some noise. The applicant is also proposing to install a diesel-fired backup generator that will cycle periodically to test the system and maintain functionality. The proposed tower location is within an operating plywood mill site, adjacent to a railroad spur line, and across South 28<sup>th</sup> Street from the Rosboro Lumber Mill. Staff does not anticipate that the proposed equipment cabinets and backup generator will produce noises levels that regularly approach or exceed existing ambient noise levels in this industrial area. Additionally, the proposed project site is well removed from the nearest school buildings and residential dwellings.

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: *"Applicant will comply with this requirement."*

Finding 26: 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 and other applicable hazards. The safety signs will need to 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: *"Impact to public facilities and services will be minimal as the location at the southern portion of the property is inside a fenced compound and far from any existing offsite uses. 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. No public services (such as sewer, water, etc.) are proposed to be utilized for the facility. Applicant will comply with this requirement."*

Finding 27: The proposed wireless telecommunications system facility is directly accessible via a private industrial driveway off South 28<sup>th</sup> Street. Additionally, the applicant's proposed site plan provides for access and parking that is internal to the site and set back from the public right-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: *"Impact to public facilities and services will be minimal as the location at the southern portion of the property is inside a fenced compound and far from any existing offsite uses. 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. No public services (such as sewer, water, etc.) are proposed to be utilized for the facility. Applicant will comply with this requirement."*

Finding 28: The proposed tower and equipment enclosure is located in a vacant corner of the property that is south of the existing industrial buildings and process facilities on the site. The applicant is proposing to use an existing driveway approach from South 28<sup>th</sup> Street for access to the fenced equipment compound. Vehicles accessing the WTS compound would park on a gravel pad adjacent to the equipment enclosure and tower, and no existing parking spaces would be displaced. Therefore, the proposed wireless transmissions system facility does not affect the existing or potential future parking for the industrial facility operating 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: *"Applicant will comply with this requirement."*

Finding 29: The proposed wireless transmissions system facility is located internal to the operating industrial site. There are no existing or pending pedestrian or bicycle facilities along South 28<sup>th</sup> Street that pass near or 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: *"Applicant will comply with this requirement and is not planning to include lighting on the tower unless required by FAA."*

Finding 30: The applicant's submittal indicates that no beacon or strobe lights are planned or anticipated for the monopole tower. The proposed work lights for the equipment cabinets are mounted at about the 8-foot level and are designed to be shielded and fully downcast to prevent glare and light trespass onto neighboring properties. Based on the applicant's submittal, it is anticipated that the outdoor 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: *"Applicant will comply with this requirement as shown on the attached plans L-1.0."*

Finding 31: The proposed wireless transmissions system tower does not exceed the height limitations of the base Heavy Industrial zoning district. The applicant is proposing to plant screening vegetation around the perimeter of the fenced compound to provide buffering from adjacent sites and South 28<sup>th</sup> Street. Review of the applicant's proposed landscaping plan is detailed in the accompanying staff report for the Site Plan Review application (Case TYP216-00021).

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 tower is 150' height, with an additional 3' antenna tip height needed per RF engineering."*

Finding 32: As stated and depicted in the applicant's project narrative and submittal materials, the proposed monopole tower is an allowable facility in the Heavy Industrial zoning district. The proposed development is not within the Historic Overlay District or the public right-of-way. The top of the tower structure is 150 feet above finished grade and the applicant is proposing to install a 3-foot lightning rod atop the tower. The lightning rod is not part of the tower structure itself and therefore would not normally be considered the "top" of the WTS facility. As such, the proposed monopole 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.**

Finding 33: The applicant's project narrative and submittal materials indicate that the wireless carrier (Verizon Wireless) is proposing the monopole 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 34: 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 35: 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 36: 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, and with the recommended conditions contained herein, staff finds that the proposal meets criterion D.1 of SDC 5.9-120. Staff recommends conditional support for the request because the proposal meets the stated criteria for Discretionary Use approval. Additionally, approval of the Discretionary Use would facilitate conditional approval of the accompanying Site Plan Review application for a wireless telecommunications system submitted under separate cover (Case TYP215-00021).

#### **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 recommends two conditions of approval as summarized here:

#### **RECOMMENDED CONDITION OF APPROVAL:**

- 1. The applicant shall use neutral, non-reflective colors for the monopole tower, ground-mounted equipment, and related appurtenances. The selected colors and materials shall minimize the visibility of the facilities to the greatest extent practicable.**
- 2. Prior to approval of the Final Site Plan (Case TYP216-00021), the applicant shall submit photo simulations of the monopole tower, ground-mounted equipment, and related appurtenances that accurately depict the colors and materials to be used for the project.**

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 TYP215-00021).

Based on the applicant's submittal and testimony provided at the public hearing, the Planning Commission may choose to apply additional 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 TYP215-00021) 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 150-foot high monopole wireless transmissions system facility on a developed industrial site

**Case Number:** TYP216-00021

**Project Location:** 419 South 28<sup>th</sup> Street  
(Map 17-02-31-00, TL 3400)

**Zoning:** Heavy Industrial (HI)

**Comprehensive Plan Designation:**  
HI (Metro Plan)

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

**Pre-Submittal Meeting Date:** 2/19/2016

**Application Submitted Date:** 4/21/2016

**Planning Commission Meeting Date:**  
6/7/2016

**Appeal Deadline Date:** 6/22/2016



**Associated Applications:** PRE16-00001 (Development Issues Meeting); PRE16-00009 (Pre-Submittal); TYP316-00002 (Discretionary Use)

## APPLICANT'S DEVELOPMENT REVIEW TEAM

<b>Applicant:</b> Kelly Lea Verizon Wireless LLC 5430 NE 122 <sup>nd</sup> Avenue Portland OR 97230	<b>Applicant's Representative:</b> Robin Smith Centerline Solutions 6623 NE 78 <sup>th</sup> Court, #B-1 Portland OR 97218	<b>Property Owner:</b> David Eckstine Pacific States Plywood 419 South 28 <sup>th</sup> Street Springfield OR 97477
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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 industrial property on the east side of South 28<sup>th</sup> Street just south of Main Street. The industrial property operates as Pacific States Plywood and contains existing plywood manufacturing facilities, ancillary buildings, parking lot, material storage yards, and industrial driveway approaches onto South 28<sup>th</sup> Street. The northern half of the property contains the operating plywood facility, and the proposed cellular tower is located in a vacant corner at the south edge of the site. The proposed wireless telecommunications system facility is a 150-foot tall monopole tower.

In accordance with SDC 4.3-145.E and SDC Table 4.3-1, wireless telecommunications system facilities consisting of standard monopoles or lattice towers are classified as high visibility facilities. High visibility facilities are allowable in the Heavy Industrial (HI) district subject to Discretionary Use approval. The applicant submitted a concurrent Discretionary Use Request for a 150-foot tall monopole wireless telecommunications system facility under separate cover (Case TYP316-00002). The Springfield Planning Commission will be conducting a public hearing to adjudicate the Discretionary Use request at a regular meeting on June 7, 2016. A Discretionary Use permit is required for the submitted site plan to be approved for the subject property.

The site is zoned and designated HI in accordance with the Springfield Zoning Map and the adopted *Metro Plan* diagram. Other properties in the vicinity of the project area are zoned HI (including properties that border the subject site); Community Commercial (northwest and northeast of the site); and Public Land and Open Space (east of the site).

The site is within the mapped 10-20 Year Time of Travel Zone (TOTZ) for the 16<sup>th</sup> & Q Street drinking water wellhead and, therefore, is subject to the 10-20 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 April 21, 2016. Therefore, this application is being reviewed by the Planning Commission on the 47<sup>th</sup> day of the 120 days mandated by the State.

Pursuant to SDC 4.3-145.H.4.a, on May 2, 2016, the accompanying Discretionary Use application (Case TYP316-00002) 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 June 7, 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 May 10, 2016, the City’s Development Review Committee reviewed the proposed plans (13 Sheets – Centerline Solutions, Sheets T1.0, SV-1 to SV-5, A1.0 to A5.0, and L-1.0 to L-2.0) 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 April 26, 2016. No telephone calls or written comments were received.

**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 and designated Heavy Industrial in accordance with the Springfield Zoning Map and the adopted *Metro 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, High Visibility wireless telecommunications system facilities are allowable in the Heavy Industrial District subject to Discretionary Use and Site Plan Review procedures.

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 150-foot tall monopole wireless transmissions system facility within a fenced enclosure, along with ground-mounted equipment cabinets, transformers, and screening landscaping on a developed industrial 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 May 10, 2016. 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: In accordance with SDC 4.3-125, wherever possible utility lines are to be placed underground. The applicant has not depicted the alignments of underground electricity and telecommunication lines to serve the cellular tower. It is assumed that the nearest connection points are inside the property or outside the southwest edge of the property along South 28<sup>th</sup> Street. To accommodate the underground utility lines, utility easements may be necessary.

Finding 9: SUB Electric typically requires 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 depict the connection points and the alignment of underground electrical and telecommunication lines to serve the development site.**
- 2. The Final Site Plan shall provide for utility easements as may be required by SUB Electric for the underground electrical and telecommunication lines serving the development site.**
- 3. Prior to approval of the Final Site Plan, any required utility easements shall be executed and recorded at Lane County Deeds & Records and the applicant shall provide evidence thereof to the City.**
- 4. 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, and the

applicant is not requesting a connection to the public sanitary sewer system. 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: The applicant is not proposing to construct an appreciable amount of impervious surface with this application. Impervious surfaces would be limited to the pad-mounted equipment cabinets, pad-mounted transformer, and tower structure on a pervious gravel pad. The limited amount of impervious surface and provision for perimeter landscaping does not warrant the construction of stormwater management facilities.

Finding 17: The applicant has not shown the soil types as referenced on the Soil Survey report of Lane County. Additionally, the applicant has not indicated the proposed amount of cut and fill on the submitted plan sheets. The final plan set will require this soil information.

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

**5. The Final Site Plan shall provide a note on the soil types found on the site as referenced in the Soil Survey report of Lane County.**

**6. The Final Site Plan shall provide a note on the amount of cut and fill expected for the site.**

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

#### Stormwater Management (Quality)

Finding 18: 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 19: 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 20: 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 21: 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 22: 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 23: 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 24: 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 25: As stated above, the applicant is not proposing an appreciable amount of new impervious surface on the site. Therefore, no stormwater treatment measures will be required as part of this development proposal.

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

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

Finding 26: The subject site is within the southern corner of an existing, developed industrial parcel that has frontage on South 28<sup>th</sup> Street along the west boundary. Along the site frontage, South 28<sup>th</sup> Street is developed as an industrial street with paving, centerline striping 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 27: 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 traffic generated by the existing wood products manufacturing facilities and other industrial sites along South 28<sup>th</sup> Street.

Finding 28: 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 29: 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 3.2-400 Heavy Industrial Zoning District
    - Heavy Industrial Schedule of Uses (3.2-410)
    - Heavy Industrial District Development Standards (3.2-420)
    - 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 30: 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. The applicant's proposed road cross-section will support a 75,000 lb. live load. However, the requirement for fire access is support of an 80,000 lb. imposed load.

Finding 31: Access to the project area is afforded from South 28<sup>th</sup> Street. The nearest responding fire station (Station #3) is located at 1225 28<sup>th</sup> 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 diesel-fired backup generator which requires a hazardous materials permit from the Eugene-Springfield Fire Department. At the time of building permit submittal, the applicant will need to apply for a hazardous materials permit for flammable or combustible materials.

Finding 34: Use of a diesel generator for a cellular tower that supports emergency 911 service also may qualify the applicant for an exemption to Drinking Water Protection permitting requirements. However, the applicant is still required to abide by water quality protection measures for secondary containment of fuels and other hazardous materials. The Drinking Water Protection provisions are discussed in Section C.3 of this report.

Finding 35: The fuel tank associated with the diesel-fired backup generator will need to provide secondary containment and construction methods meeting or exceeding the requirements of SFC Chapters 50 and 57 and UL 142. The applicant will need to submit plans and specifications for the diesel generator and diesel fuel tank to the Eugene-Springfield Fire Department for review and approval. The battery storage also will need to meet secondary containment requirements of SFC Chapters 50 and 57.

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

- 7. The Final Site Plan shall provide for a fire access road that is capable of supporting an 80,000 lb. imposed load.**

- 8. Prior to Final Site Inspection and commencement of operations, the applicant shall submit plans and specifications for the diesel-fired backup generator and diesel fuel tank for review and approval by Eugene-Springfield Fire Department.**
- 9. Prior to Final Site Inspection and commencement of operations, the applicant shall obtain hazardous materials permits from Eugene-Springfield Fire Department as may be required to install and operate a diesel-fired backup generator and diesel fuel tank on the site.**

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

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

Finding 36: 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 37: As stated and conditioned previously in this report, a utility easement may be required to accommodate the underground electrical and telecommunication lines serving the proposed cellular tower.

Finding 38: The applicant is proposing to use an existing driveway entrance to reach the cellular tower enclosure at the south end of the property. 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 39: In accordance with SDC 4.3-145.E, the Planning Commission is the approval authority for high visibility wireless telecommunications system facilities in Springfield. High visibility facilities include traditional monopoles and lattice towers that are not camouflaged or designed as imitation trees. In accordance with SDC Table 4.3-1, high visibility facilities are allowable in the Heavy Industrial district subject to Discretionary Use approval. Therefore, the proposed development requires approval of a Discretionary Use permit initiated by Case TYP316-00002 and approval of a Tentative Site Plan initiated by the subject application, Case TYP216-00021.

Finding 40: 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 TYP316-00002) and incorporated herein by reference.

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

- 10. Prior to approval of the Final Site Plan, the applicant shall obtain Discretionary Use approval for a high visibility wireless telecommunications system facility as initiated by Case TYP316-00002.**

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 3.2-400, Heavy Industrial Zoning District**

### **Heavy Industrial Schedule of Uses (3.2-410)**

Finding 41: In accordance with SDC 3.2-410, wireless telecommunications system facilities are allowable in the HI District subject to the special provisions of SDC 4.3-145. SDC Table 4.3-1 states that high visibility wireless telecommunications system facilities such as a monopole towers are allowable in the HI District subject to Discretionary Use permitting.

Finding 42: The applicant has submitted a request for Discretionary Use approval for the subject development under separate cover (Case TYP316-00002), which is incorporated herein by reference. The Discretionary Use request will be reviewed by the Planning Commission at a public hearing meeting on June 7, 2016.

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

### **Heavy Industrial Standards (3.2-420)**

Finding 43: In accordance with SDC 3.2-420, the minimum parcel size for properties in the HI District is 10,000 ft<sup>2</sup> with at least 75 feet of public street frontage.

Finding 44: The proposed development site is approximately 661,200 ft<sup>2</sup> (15.2 acres) with about 1,590 feet of frontage on South 28<sup>th</sup> Street. The parcel size and frontage meets the requirements of SDC 3.2-420.

Finding 45: In accordance with SDC 3.2-420, the minimum setbacks for structures is 10 feet for front and street side yards. There is no rear or side yard setback for structures unless required by Building and Fire Codes.

Finding 46: The proposed development is set back about 64 feet from the west (front yard) property line and about 50 feet from the southeast (side yard) property line. The proposed setbacks meet the requirements of SDC 3.2-420.

Finding 47: In accordance with SDC 3.2-420, there is no maximum building height for structures within the HI District provided the development site is more than 50 feet from a residential district property line.

Finding 48: The proposed monopole tower is 150 feet high and is located more than 900 feet from the nearest residential property line, which meets the requirements of SDC 3.2-420.

Finding 49: In accordance with SDC 3.2-420, there is no maximum lot coverage for structures within the HI District provided the required building and parking lot setbacks are observed.

Finding 50: The proposed development site occupies a fractional amount of the potential site building coverage, which meets the requirements of SDC 3.2-420.

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 51: 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 plywood manufacturing facility that lacks planter strips and a continuous row of street trees along the South 28<sup>th</sup> Street property frontage. The applicant is not proposing to install landscaping and street trees along the property frontage, and these improvements are not proportional to the scale of this development. Therefore, landscaping

improvements along the South 28<sup>th</sup> Street frontage, including installation of street trees, are not required with this application.

Finding 52: 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 150-foot tall monopole tower does not exceed the height limitations of the district.

Finding 53: 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 plans (Sheets L-1.0 & L-2.0) provide for installation of screening vegetation around the perimeter of the site 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 54: The applicant is proposing to install sight-obscuring fencing along the perimeter of the compound 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 55: In accordance with SDC 4.5-110.B.2.b, the maximum height of a freestanding light fixture within an industrial 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 about the 8-foot level within the fenced cellular tower compound. The lights are proposed to be a downcast, pedestrian-scale floodlights with sharp cutoff to prevent glare and light trespass onto neighboring properties and South 28<sup>th</sup> Street. Based on the applicant's submittal the size and positioning of the proposed work lights should not have any adverse effect on the public right-of-way or neighboring properties.

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

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

Finding 56: 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 on the gravel driveway in front of the fenced tower enclosure. There will be no impacts to the subject property, adjacent industrial properties or public streets.

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

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

Finding 57: The site is not within an adopted Refinement Plan area. The development site is zoned and designated HI in accordance with the Springfield Zoning Map and the adopted *Metro Plan* diagram. In accordance with SDC 4.3-145.F.5 and Table 4.3-1, High Visibility wireless telecommunications facilities are allowable in the HI district subject to Discretionary Use and Site Plan Review procedures.

Finding 58: The subject site is located within the mapped 10-20 year Time of Travel Zone (TOTZ) for the 16<sup>th</sup> & Q Street drinking water wellhead. Therefore, the site is subject to provisions of the 10-20 year TOTZ Drinking Water Protection Overlay District found in SDC 3.3-235.D.

Finding 59: The applicant's submitted site plan indicates that a diesel-fired backup generator will be installed to serve the wireless telecommunications system facility. Ordinarily, the diesel generator and fuel tank would require a Drinking Water Protection (DWP) Permit to ensure secondary containment and groundwater

protection can be implemented and maintained on the site. For the subject proposal, the applicant has cited SDC 3.3-230.B.9 which provides DWP exemption for emergency generators located at facilities that provide essential community services, including telephone systems.

Finding 60: As stated and conditioned previously (Conditions 8 and 9), the Fire Department's requirement for secondary containment for the fuel tank and battery array provides satisfactory groundwater protection.

Finding 61: 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 62: The applicant will need to install a standard Springfield wellhead protection sign at the diesel fuel tank and generator. The site operator's emergency phone number will need to be posted on the wellhead protection sign. Wellhead protection signs are available from SUB Drinking Water Source Protection – please contact Amy Chinitz at 541-744-3745 for further information.

Finding 63: The applicant will need to install an easily-accessed and well-signed spill kit at the diesel fuel tank and generator.

Finding 64: The applicant shall provide and adhere to the following notes regarding drinking water protection on the site construction plans:

*"Any chemical spills or leaks must be cleaned up immediately and clean-up materials disposed off-site in accordance with Lane County and DEQ requirements. In every case, care shall be taken to prevent groundwater contamination.*

*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."*

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

- 11. The Final Site Plan shall provide for installation of an easily-accessible spill kit with instructional signage at or near the diesel generator and fuel tank.**
- 12. The Final Site Plan shall provide for installation of a wellhead protection sign at a conspicuous location at or near the diesel generator and fuel tank.**
- 13. The site construction plans shall include notes detailing drinking water protection practices to be used on the site, as detailed in Finding 64 of the Staff Report and Planning Commission Decision on the Site Plan Review application, Case TYP216-00021.**

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 65: 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 66: 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 67: The applicant is proposing to use an existing industrial driveway onto South 28<sup>th</sup> Street along the southwest 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 68: 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. There is an existing drainage ditch that runs along the southern edge of the site, but this feature is not classified as a delineated wetland.

Finding 69: 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 70: 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 71: As previously noted and conditioned herein, groundwater protection must be observed during construction on the site. The applicant shall maintain the spill kits, instructional and wellhead protection signage, and secondary containment measures 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 depict the connection points and the alignment of underground electrical and telecommunication lines to serve the development site.**
2. **The Final Site Plan shall provide for utility easements as may be required by SUB Electric for the underground electrical and telecommunication lines serving the development site.**
3. **Prior to approval of the Final Site Plan, any required utility easements shall be executed and recorded at Lane County Deeds & Records and the applicant shall provide evidence thereof to the City.**
4. **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.**
5. **The Final Site Plan shall provide a note on the soil types found on the site as referenced in the Soil Survey report of Lane County.**
6. **The Final Site Plan shall provide a note on the amount of cut and fill expected for the site.**
7. **The Final Site Plan shall provide for a fire access road that is capable of supporting an 80,000 lb. imposed load.**
8. **Prior to Final Site Inspection and commencement of operations, the applicant shall submit plans and specifications for the diesel-fired backup generator and diesel fuel tank for review and approval by Eugene-Springfield Fire Department.**
9. **Prior to Final Site Inspection and commencement of operations, the applicant shall obtain hazardous materials permits from Eugene-Springfield Fire Department as may be required to install and operate a diesel-fired backup generator and diesel fuel tank on the site.**
10. **Prior to approval of the Final Site Plan, the applicant shall obtain Discretionary Use approval for a high visibility wireless telecommunications system facility as initiated by Case TYP316-00002.**
11. **The Final Site Plan shall provide for installation of an easily-accessible spill kit with instructional signage at or near the diesel generator and fuel tank.**
12. **The Final Site Plan shall provide for installation of a wellhead protection sign at a conspicuous location at or near the diesel generator and fuel tank.**
13. **The site construction plans shall include notes detailing drinking water protection practices to be used on the site, as detailed in Finding 64 of the Staff Report and Planning Commission Decision on the Site Plan Review application, Case TYP216-00021.**

## **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 September 5, 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 TYP316-00002 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 June 22, 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



## Site Plan Review

Application Type		(Applicant: check one)
Site Plan Review Pre-Submittal: <input type="checkbox"/>	Major Site Plan Modification Pre-Submittal: <input type="checkbox"/>	
Site Plan Review Submittal: <input checked="" type="checkbox"/>	Major Site Plan Modification Submittal: <input type="checkbox"/>	
Required Project Information		(Applicant: complete this section)
Applicant Name: Kelly Lea		Phone: 503-408-3479
Company: Verizon Wireless		Email: kelly.lea@verizonwireless.com
Address: 5430 NE 122nd, Portland OR 97230		
Applicant's Rep.: Robin Smith		Phone: 971-270-1930 #5016
Company: Centerline Solutions		Email: rsmith@centerlinesolutions.com
Address: 6623 NE 78th Ct. #B-1, Portland OR 97218		
Property Owner: David Eckstine		Phone:
Company: Pacific States Plywood		Email:
Address: 419 S. 28th Street, Springfield, OR		
ASSESSOR'S MAP NO: 31T 17S R2W	TAX LOT NO(S): 3400	
Property Address: 419 S. 28th Street, Springfield, OR		
Size of Property:	Acres <input type="checkbox"/> Square Feet <input checked="" type="checkbox"/>	Proposed No. of Dwelling Units per acre: N/A
Proposed Name of Project:		
Description of Proposal: <small>If you are filling in this form by hand, please attach your proposal description to this application.</small> 150' monopole with fenced screened 50' X 50' compound		
Existing Use: lumber yard		
New Impervious Surface Coverage (Including Bldg. Gross Floor Area):		3,105 sf
Signatures: 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)
Associated Applications: PRE 16-00009; TYP 216-00002		Signs:
Pre-Sub Case No.: PRE 16-00009	Date:	Reviewed by:
Case No.: TYP 216-00021	Date: 4/21/2016	Reviewed by: <i>af</i>
Application Fee: \$ 4489.00	Technical Fee: \$ 224.45	Postage Fee: \$ 166.00
TOTAL FEES: \$ 4879.45		PROJECT NUMBER: PRJ 16-00007

## Owner Signatures

This application form is used for both the required pre-submittal meeting and subsequent complete application submittal. Owner signatures are required at both stages in the application process.

**An application without the Owner's original signature will not be accepted.**

### Pre-Submittal

The undersigned acknowledges that the information in this application is correct and accurate for scheduling of the Pre- Submittal Meeting. If the applicant is not the owner, the owner hereby grants permission for the applicant to act in his/her behalf. I/we do hereby acknowledge that I/we are legally responsible for all statutory timelines, information, requests and requirements conveyed to my representative.

Owner:



Date: 3-23-16

Signature

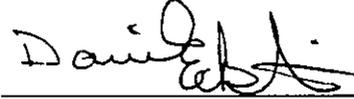
DAVID ECKSTINE

Print

### Submittal

I represent this application to be complete for submittal to the City. Consistent with the completeness check performed on this application at the Pre-Submittal Meeting, I affirm the information identified by the City as necessary for processing the application is provided herein or the information will not be provided if not otherwise contained within the submittal, and the City may begin processing the application with the information as submitted. This statement serves as written notice pursuant to the requirements of ORS 227.178 pertaining to a complete application.

Owner:



Date: 3-23-16

Signature

DAVID ECKSTINE

Print

Date Received:

APR 21 2016

2 of 11

Original Submittal SM



## Site Plan Review Submittal Requirements Checklist

### NOTE:

- ALL of the following items MUST be submitted for BOTH Pre-Submittal and Submittal.
  - If you feel an item on the list below does not apply to your specific application, please state the reason why and attach the explanation to this form.
- 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. Any applicable application, technology, and postage fees are collected at the pre-submittal and submittal stages.
- Site Plan Review Application Form**
- Narrative** explaining the purpose of the proposed development, the existing use of the property, and any additional information that may have a bearing in determining the action to be taken. The narrative should also include the proposed number of employees and future expansion plans, if known. Density – if applicable, list the size of property (acres), maximum allowable density and the density proposed.
- Copy of the Deed**
- Copy of the Site Plan Reduced to 8½" x 11"**, which will be mailed as part of the required neighboring property notification packet.
- State or Federal Permits Required** – The applicant must demonstrate that an application has been submitted for any required federal or state permit and provide a copy of the application upon request. FAA will be submitted
- Completed Attached Scoping Sheet**
- Four (4) Copies of the Following Plan Sets for Pre-Submittal OR Four (4) Copies of the Following Plan Sets for Submittal:**
- All of the following plans must include the scale appropriate to the area involved and sufficient to show detail of the plan and related data, north arrow, and date of preparation.
  - All plan sets must be folded to 8½" by 11" and bound by rubber bands.

### Please Note:

- **These plans must provide enough information to enable the City to determine that the proposed development is feasible, but are not necessarily required to be detailed construction level documents.**
- **The City's Engineering Design Standards Manual, while not land use criteria, may be used in whole or in part, by the City Engineer to determine the feasibility of a proposed plan.**
- **Nothing herein should be interpreted as implying any requirement in contradiction of Oregon Statute or Oregon Administrative Regulation.**

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**a. Site Assessment of Existing Conditions**

- Prepared by an Oregon licensed Architect, Landscape Architect, Civil Engineer or Surveyor
- Vicinity Map
- The name, location and dimensions of all existing site features including buildings, curb cuts, trees and impervious surface areas, clearly indicating what is remaining and what is being removed. For existing structures to remain, also indicate present use, size, setbacks from property lines, and distance between buildings. No removal planned
- The name, location, dimensions, direction of flow and top of bank of all watercourses and required riparian setback that are shown on the Water Quality Limited Watercourse Map on file in the Development Services Department none
- 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 N/A
- The Time of Travel Zones, as specified in SDC 3.3-200 and delineated on the Wellhead Protection Areas Map on file in the Development Services Department N/A
- Physical features including, but not limited to trees 5" in diameter or greater when measured 4 1/2 feet above the ground (stands of more than five (5) trees may be shown as a cluster with mix of trees species noted), riparian areas, wetlands and rock outcroppings N/A

**b. Site Plan**

- Prepared by an Oregon licensed Architect, Landscape Architect, Civil Engineer or Surveyor
- Proposed buildings: location, dimensions, size (gross floor area applicable to the parking requirement for the proposed use(s)), setbacks from property lines, and distance between buildings; measured setbacks shall be prepared by an Oregon licensed Surveyor when minimum setbacks are shown. no parking requirements as this is an
- Location and height of existing or proposed fences, walls, outdoor equipment, storage, trash receptacles, and signs unmanned facility
- Location, dimensions, and number of typical, compact and ADA parking spaces; including aisles, wheel bumpers, directional signs, and striping. ADA routes from public rights-of-way shall be designated including at grade connections N/A
- Dimensions of the development area, as well as area and percentage of the site proposed for buildings, structures, parking and vehicular areas, sidewalks, patios, and other impervious surfaces unmanned facility no parking requirements, 50' X 50' compound sheet A2.0
- Observance of solar access requirements as specified in the applicable zoning district N/A
- On-site loading areas and vehicular and pedestrian circulation N/A
- Access to streets, alleys, and properties to be served, including the location and dimensions of existing and proposed curb cuts and curb cuts proposed to be closed unmanned facility, ingress & egress shown
- Location, type, and number of bicycle parking spaces N/A
- Note location of existing and planned Lane Transit District facilities (within 1/2 mile) N/A





- Where a multi-family development is proposed, any additional materials to demonstrate compliance with SDC 3.2-240
- Riparian Area Protection Report for properties located within 150 feet of the top of bank of any Water Quality Limited Watercourses (WQLW) or within 100 feet of the top of bank of any direct tributaries of WQLW
- A Geotechnical Report prepared by an engineer must be submitted concurrently if the Soils Survey indicates the proposed development area has unstable soils and/or a high water table, or if required by the City Engineer
- Where the development area is within an overlay district, address the additional standards of the overlay district on plans and narratives
- Where physical aspects of a proposed development, including but not limited to scale, odor noise, glare or vibration, will impact less intensive surrounding uses, the Director may request submittal of conceptual floor plans or other information necessary to determine compliance with applicable standards.
- If five or more trees are proposed to be removed, a Tree Felling Permit as specified in SDC 5.19-100
- A wetland delineation approved by the Oregon Division of State Lands must be submitted concurrently where there is a wetland on the property
- The applicant must demonstrate that an application has been submitted for any required federal or state permit and provide a copy of the application upon request
- Where any grading, filling or excavating is proposed with the development, a Land and Drainage Alteration permit must be submitted prior to development
- Where applicable, any Discretionary Use or Variance as specified in SDC 5.9-100 and 5.21-100
- An Annexation shall be submitted prior to submission of application, as specified In SDC 5.7-100, where a development is proposed outside of the city limits but within the City's urban service area and can be served by sanitary sewer

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**REQUIRED STORMWATER SCOPING SHEET USE POLICY:**

The use of stormwater scoping sheets will be required for all applications which require development review. All applications submitted to the City shall provide a completed stormwater scoping sheet with the application packet.

**PLEASE NOTE:** SUBMITTED APPLICATIONS WILL NOW BE REQUIRED TO SUBMIT A COMPLETED STORMWATER SCOPING SHEET, STORMWATER STUDY AND PLANS IN CONFORMANCE WITH THE SCOPE REQUIREMENTS

**DIRECTIONS FOR USING STORMWATER SCOPING SHEETS ARE AS FOLLOWS:**

1. Obtain scoping sheet from application packet, city website, or other location
2. Fill out project information (top half of front sheet) prior to commencement of work on stormwater study (note: do not sign scoping sheet until it is received from the City with requirements checked).
3. Mail, fax, or email all pages to: City of Springfield, Public Works Dept., Attn: Matt Stouder
4. Receive completed scoping sheet (filled out by the City) indicating minimum requirements for a complete stormwater study
5. A complete scoping sheet (signed by engineer at the bottom of page 2), stormwater study and plans that comply with the minimum required scope with submittal of application packet. The scoping sheet shall be included as an attachment, inside the front cover of the stormwater study.

Stormwater scoping sheets can be found with all *application packets* (City website and the Public Works front counter) as well as on the *Public Works webpage* at either: [www.ci.springfield.or.us/Pubworks/whatsnew.htm](http://www.ci.springfield.or.us/Pubworks/whatsnew.htm) or under the link for "fillable forms" at [www.ci.springfield.or.us/Pubworks/Design/start.htm](http://www.ci.springfield.or.us/Pubworks/Design/start.htm) . Thank you in advance for working with the City of Springfield with this new process.

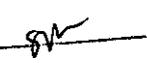
Sincerely,

Matt Stouder, Civil Engineer  
City of Springfield, Public Works/Engineering  
Email: [mstouder@ci.springfield.or.us](mailto:mstouder@ci.springfield.or.us)  
Phone: (541) 736-1035  
Fax: (541) 736-1021

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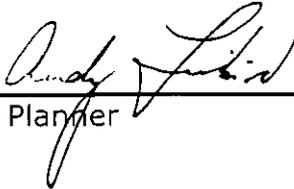
Original Submittal 





**THIS APPLICATION IS:**

- COMPLETE FOR PROCESSING  
 INCOMPLETE AND NEEDS MISSING INFORMATION NOTED ABOVE



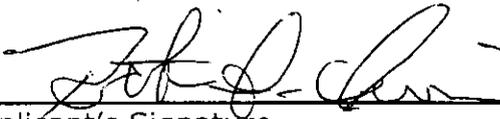
City Planner

2-19-2016

Date

**This is not a decision on your application.** Springfield Development Code Section 5.4-105 and Oregon Revised Statutes 227.178 require the City take final action on a limited land use decision within 120 days after the application is deemed complete. The 120-day processing period for this application begins when all the missing information is submitted or when you request that the City proceed without the information. You must indicate by either signing this form **or** by submitting a written response to the City within seven days of the date of this form asserting your intentions regarding the provision of the missing information. If you indicate herein or in your written response that the missing information will be submitted, then you have 180 days from the date the application was submitted for Pre-Submittal Review to provide the City with the missing information. If you refuse to submit the missing information, then upon receipt of the full application packet and processing fee, the City will deem the application complete for purposes of starting the 120-day clock and begin processing the application. No new information may be submitted after the start of the 120-day period unless accompanied by a request for an extension of the 120-day processing time. Upon receipt of a request for extension, the City may extend the 120-day period for a reasonable period of time. The City may also require additional fees if the new information is submitted after the Notification to Surrounding Property Owners is sent out and a second notification is required or if the new information substantially affects the application proposal and additional review is required.

**I, the owner/applicant, intend to submit all missing items indicated herein to the City within the 180-day timeline.**



Owner/Applicant's Signature

2/19/2016

Date

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THIS DRAWING IS PREPARED BY THE ARCHITECT OR ENGINEER REGISTERED UNDER THE PROFESSIONAL ENGINEERING ACT OF 1907 AS AMENDED AND THE ARCHITECTURE ACT OF 1907 AS AMENDED. THE PROJECT WILL BE UNDER MY SUPERVISION.

CP PROJECT NO. VER-15-008A-25

NO.	DATE	BY	DESCRIPTION
0	10-09-15	LD/CS	ISSUE FOR REVIEW
1	11-17-15	LD/CS	ISSUE FOR REVIEW
2	12-10-15	LD/CS	ISSUE FOR REVIEW
3	01-21-16	LD/CS	ISSUE FOR REVIEW

NO.	DATE	BY	DESCRIPTION
0	12-10-15	LD/CS	ISSUE FOR REVIEW
1	02-10-16	LD/CS	ISSUE FOR REVIEW

**SITE NAME:**  
EUG ULTIMATE

**SITE ADDRESS:**  
419 S 28TH ST  
SPRINGFIELD, OR 97477

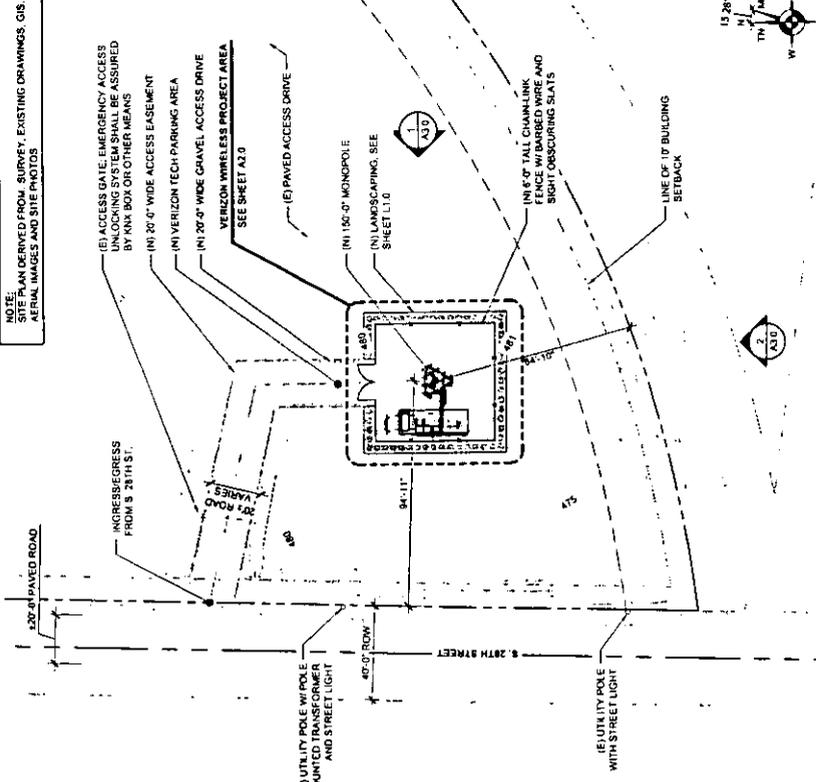
**SHEET TITLE**  
OVERALL  
SITE PLAN

**SHEET NO.**  
A1.0

**DRAWING LEGEND**

- SUBJECT PROPERTY LINE
- ADJACENT PROPERTY LINE
- COAX ROUTE
- HYBRID CABLE ROUTE
- EXISTING FENCE
- ELEVATION MARKER
- DETAIL REFERENCE
- SECTION MARKER

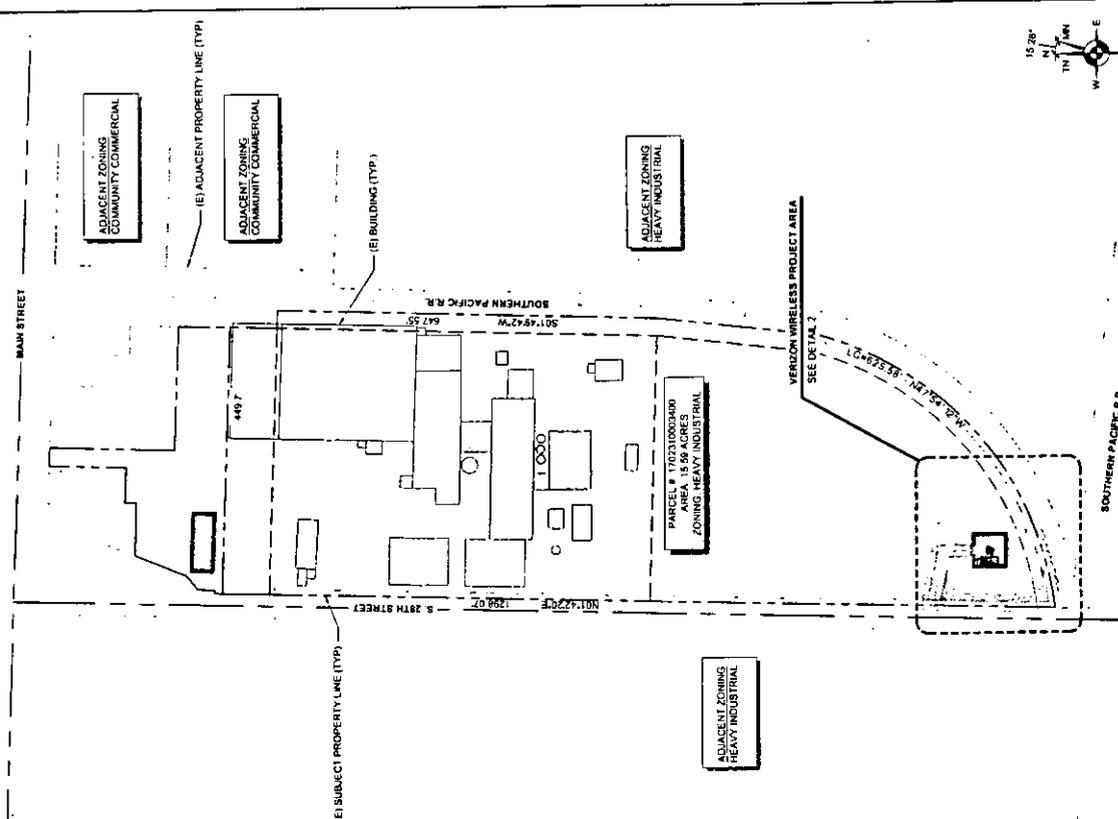
**NOTE:**  
SITE PLAN DERIVED FROM SURVEY, EXISTING DRAWINGS, GIS AERIAL IMAGES AND SITE PHOTOS



SCALE: 1" = 50'-0" (1:1512)

SCALE: 1" = 25'-0" (1:7620)

**1 ENLARGED SITE PLAN**



SCALE: 1" = 200'-0" (1:1812)

SCALE: 1" = 100'-0" (1:3624)

**1 OVERALL SITE PLAN**

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Please accept for processing and let me know which planner this project gets assigned to so I can track for completeness review.

Thank you and please let me know if you have any questions.

Respectfully,



Robin Smith  
Zoning Manager  
Representative of Verizon Wireless

Date Received:

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# Verizon Wireless - EUG ULTIMATE Telecommunication Facility

## Narrative - New Telecommunication Tower & Communication Facility in Springfield Oregon

### I. GENERAL INFORMATION

Contact/Applicant Robin Smith of Centerline Solutions LLC (Agent – contact person)  
6623 NE 78<sup>th</sup> Ct. #B-1  
Portland, OR 97218  
Tel: 971-270-1930 ext. 5016 [rsmith@centerlinesolutions.com](mailto:rsmith@centerlinesolutions.com)

Property Owner Pacific States Plywood  
David Eckstine  
419 S. 28<sup>th</sup> Street  
Springfield, OR 97477

Site Location 419 S. 28<sup>th</sup> Street  
Springfield, OR 97477

Map and tax lot: 1702310003400

Legal Description See attached Survey Sheets on Plans

Zoning Designation Heavy Industrial (HI)

Adjacent Zoning HI

Project Description Verizon Wireless proposes to construct a 150 foot tall monopole tower in the HI zoning district, with panel antennas, mw dishes and tower and ground mounted associated equipment and emergency backup 30 KW generator. Ground equipment will be installed inside a fenced compound area with a 6' height, sight-obscuring fence with green slats to blend into the existing property. All improvements will be installed within a leased premises. A 5 foot landscape buffer will screen the fenced compound from view.

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### III. APPLICABLE CODE CRITERIA

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

**A.** *Purpose. This Section is intended to:*

**1.** *Implement the requirements of the Federal Telecommunications Act of 1996;*

Response: 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. Noninterference is ensured by the Federal Communications Commission (FCC) regulation of radio transmissions. Federal Telecommunications Act of 1996 requires jurisdictions not to discriminate amongst carriers (applicants) in the placement of Wireless facilities. The Telecommunications Act provides wireless carriers with important procedural due process protections, including the requirement that "the regulation of the placement, construction, and modification of personal wireless service facilities by any State or local government shall not prohibit or have the effect of prohibiting the provision of personal wireless services.47 U.S.C. § 332(c)(7)(B)(i)(II). That is if a significant gap in service is demonstrated, the local jurisdiction cannot deny the new service facility.

**2.** *Provide a uniform and comprehensive set of standards and review procedures for the placement, operation, alteration and removal of WTS facilities;*

Response: The proposed project meets all code requirements.

**3.** *Allow new WTS facilities where necessary to provide service coverage and there is a demonstrated need that cannot be met through existing facilities;*

Response: There are no existing transmission towers within the applicant's search ring area available for collocation. No other tower sites would provide the necessary coverage requirement. The facility must be located within the applicant's search ring parameters to provide the required service to fulfill the applicant's gap in coverage. Per the attached Exhibits #3 (RF JUSTIFICATION LETTER AND PROPOGATION MAPS) and Documentation is provided demonstrating that there are no existing towers within the applicant's coverage area that would fill the significant gap in coverage.

All the towers on the Antenna Search.com Exhibit # 12 cannot be modified to fulfill the significant gap in coverage as they are too far away to meet the coverage objective.

A map and list showing all of the existing and approved telecommunication facilities within four miles of the proposed facility is included in the Exhibits; this along with documentation provided by Verizon Wireless RF Engineer's letter and propagation maps, demonstrate that none of these facilities will provide the required service to fulfill the applicant's gap in coverage.

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

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This portion of Springfield, Oregon as shown on the Attached Exhibit; nearby roads, surrounding neighborhoods and business areas. It is crucial for Verizon Wireless to have adequate coverage in this area in order to serve customers in compliance with its FCC license regulations.

**4. Maximize the use of existing WTS facilities in order to minimize the need to construct additional facilities;**

Response: There are no existing transmission towers within the applicant's search ring area available for collocation. No other tower sites would provide the necessary coverage requirement. The facility must be located within the applicant's search ring parameters to provide the required service to fulfill the applicant's gap in coverage. Per the attached Exhibits #3 (RF JUSTIFICATION LETTER AND PROPOGATION MAPS) and Documentation is provided demonstrating that there are no existing towers within the applicant's coverage area that would fill the significant gap in coverage.

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**5. Encourage the siting of new WTS facilities in preferred locations;**

Response: the chosen site is in the Heavy Industrial Zone which is a preferred zone that allows Medium and High Visibility Towers.

**6. Lessen impacts of new WTS facilities on surrounding residential areas; and**

Response: the chosen site is in the Heavy Industrial Zone which is a preferred zone that allows Medium and High Visibility Towers. There is no residential abutting the property. 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 visibility of this site.

Ground equipment will be installed inside a fenced compound area with a 6' height, sight-obscuring fence with green slats to blend into the existing property. All improvements will be installed within a leased premises. A 5 foot landscape buffer will screen the fenced compound from view.

**7. Minimize visual impacts of new WTS facilities through careful design, configuration, screening, and innovative camouflaging techniques.**

Response: the chosen site is in the Heavy Industrial Zone which is a preferred zone that allows Medium and High Visibility Towers. The applicant is proposing to establish a WCF consisting of a 150' monopole tower with antennas tip height of 153' and an equipment shelter within the existing leased area. 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 visibility of this site.

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Ground equipment will be installed inside a fenced compound area with a 6' height, sight-obscuring fence with green slats to blend into the existing property. All improvements will be installed within a leased premises. A 5 foot landscape buffer will screen the fenced compound from view.

Impact to public facilities and services will be minimal as the location at the southern portion of property is inside a fenced compound and far from any existing offsite uses. 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. No public services (such as sewer, water, etc) are proposed to be utilized for the facility

**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: the proposed tower is designed to accommodate two additional users per the attached drawings

**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: There are no existing transmission towers within the applicant's search ring area available for collocation. No other tower sites would provide the necessary coverage requirement. The facility must be located within the applicant's search ring parameters to provide the required service to fulfill the applicant's gap in coverage. Per the attached Exhibits #3 (RF JUSTIFICATION LETTER AND PROPOGATION MAPS) and Documentation is provided demonstrating that there are no existing towers within the applicant's coverage area that would fill the significant gap in coverage.

All the towers on the Antenna Search.com Exhibit # 12 cannot be modified to fulfill the significant gap in coverage as they are too far away to meet the coverage objective.

A map and list showing all of the existing and approved telecommunication facilities within four miles of the proposed facility is included in the Exhibits; this along with documentation provided by Verizon Wireless RF Engineer's letter and propagation maps, demonstrate that none of these facilities will provide the required service to fulfill the applicant's gap in coverage.

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**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: There are no existing transmission towers within the applicant's search ring area available for collocation. No other tower sites would provide the necessary coverage requirement. The facility must be located within the applicant's search ring parameters to provide the required service to fulfill the applicant's gap in coverage. Per the attached Exhibits #3 (RF JUSTIFICATION LETTER AND PROPOGATION MAPS) and Documentation is provided demonstrating that there are no existing towers within the applicant's coverage area that would fill the significant gap in coverage.

All the towers on the Antenna Search.com Exhibit # 12 cannot be modified to fulfill the significant gap in coverage as they are too far away to meet the coverage objective.

A map and list showing all of the existing and approved telecommunication facilities within four miles of the proposed facility is included in the Exhibits; this along with documentation provided by Verizon Wireless RF Engineer's letter and propagation maps, demonstrate that none of these facilities will provide the required service to fulfill the applicant's gap in coverage.

**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.*

Response: There are no existing transmission towers within the applicant's search ring area available for collocation. No other tower sites would provide the necessary coverage requirement. The facility must be located within the applicant's search ring parameters to provide the required service to fulfill the applicant's gap in coverage. Per the attached Exhibits #3 (RF JUSTIFICATION LETTER AND PROPOGATION MAPS) and Documentation is provided demonstrating that there are no existing towers within the applicant's coverage area that would fill the significant gap in coverage.

All the towers on the Antenna Search.com Exhibit # 12 cannot be modified to fulfill the significant gap in coverage as they are too far away to meet the coverage objective.

A map and list showing all of the existing and approved telecommunication facilities within four miles of the proposed facility is included in the Exhibits; this along with documentation provided by Verizon Wireless RF Engineer's letter and propagation maps, demonstrate that none of these facilities will provide the required service to fulfill the applicant's gap in coverage.

**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*

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and stealth facilities. Table 4.3-1 lists the type of WTS facilities allowed in each of Springfield's zoning districts.

**Table 4.3-1**

<b>Zoning Districts</b>	<b>Types Allowed</b>
<i>Special Heavy Industrial</i> <i>Heavy Industrial</i> <i>Light-Medium Industrial</i> <i>Quarry Mining Operations</i>	<i>High visibility</i> <i>Moderate visibility</i> <i>Low visibility</i> <i>Stealth</i>

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

Response: There are no existing towers on this parcel.

**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: Exhibit 12 shows that there are no towers within 2000' of the proposed site.

**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: This site is not adjacent to residentially zoned property.

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**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: The proposed tower is not to be located in a front, rear or side yard. All setbacks are met. No portion of the antenna array extends beyond the property lines

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

Response: The proposed tower is being located on the site of a lumber yard with an existing building. This requirement does not apply.

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

Response: This is not a guyed tower. This requirement does not apply.

**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: The proposed tower is 150' height, with an additional 3' antenna tip height needed per RF engineering. A Discretionary Use Application is included.

**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: The proposed equipment compound and cabinets do not exceed the 12' height limit.

**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*

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*cause the least detriment to the viewshed of abutting properties, neighboring properties, and distant properties.*

Response: the chosen site is in the Heavy Industrial Zone which is a preferred zone that allows Medium and High Visibility Towers. The applicant is proposing to establish a WCF consisting of a 150' monopole tower with antennas tip height of 153' and an equipment shelter within the existing leased area. 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 visibility of this site.

Ground equipment will be installed inside a fenced compound area with a 6' height, sight-obscuring fence with green slats to blend into the existing property. All improvements will be installed within a leased premises. A 5 foot landscape buffer will screen the fenced compound from view.

Impact to public facilities and services will be minimal as the location at the southern portion of property is inside a fenced compound and far from any existing offsite uses. 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. No public services (such as sewer, water, etc) are proposed to be utilized for the facility

**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 chosen site is in the Heavy Industrial Zone which is a preferred zone that allows Medium and High Visibility Towers. The applicant is proposing to establish a WCF consisting of a 150' monopole tower with antennas tip height of 153' and an equipment shelter within the existing leased area. 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 visibility of this site. Colors and materials are nonreflective.

Ground equipment will be installed inside a fenced compound area with a 6' height, sight-obscuring fence with green slats to blend into the existing property. All improvements will be installed within a leased premises. A 5 foot landscape buffer will screen the fenced compound from view.

Impact to public facilities and services will be minimal as the location at the southern portion of property is inside a fenced compound and far from any existing offsite uses. 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. No public serves (such as sewer, water, etc) are proposed to be utilized for the facility

**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.*

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Response: Impact to public facilities and services will be minimal as the location at the southern portion of property is inside a fenced compound and far from any existing offsite uses. 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. No public services (such as sewer, water, etc) are proposed to be utilized for the facility. Applicant will comply with this requirement.

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

Response: Impact to public facilities and services will be minimal as the location at the southern portion of property is inside a fenced compound and far from any existing offsite uses. 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. No public services (such as sewer, water, etc) are proposed to be utilized for the facility. Applicant will comply with this requirement.

**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: Applicant will comply with this requirement.

**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: Applicant will comply with this requirement and is not planning to include lighting on the tower unless required by FAA.

**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.*

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Response: Applicant will comply with this requirement as shown on the attached plans L-1.0.

**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:*

Response: Applicant will comply with these requirements.

**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: The proposed tower is 150' height, with an additional 3' antenna tip height needed per RF engineering. A Discretionary Use Application is included.

**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: Heavy equipment including trucks, crane, concrete truck, will be on site for two to three weeks during construction. The specific vehicles on site at any given time will be dependent on the phase of construction.

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

Response: Impact to public facilities and services will be minimal as the location at the southern portion of property is inside a fenced compound and far from any existing offsite uses. 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. No public services (such as sewer, water, etc) are proposed to be utilized for the facility. Applicant will comply with this requirement.

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**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.*

Response: Applicant will comply with this requirement.

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

Response: Applicant will comply with this requirement as shown on the attached plans L-1.0. Plantings are designed to grow and provide an effective barrier from visibility of the fenced compound.

**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.*

Response: Applicant will comply with this requirement. A copy of the redacted lease will be provided.

**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: the site is on a public ROW. Applicant complies with this requirement.

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

Response: Applicant will comply with this requirement.

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

Response: Applicant will comply with this requirement.

**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*

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*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: There are no existing transmission towers within the applicant's search ring area available for collocation. No other tower sites would provide the necessary coverage requirement. The facility must be located within the applicant's search ring parameters to provide the required service to fulfill the applicant's gap in coverage. Per the attached Exhibits #3 (RF JUSTIFICATION LETTER AND PROPOGATION MAPS) and Documentation is provided demonstrating that there are no existing towers within the applicant's coverage area that would fill the significant gap in coverage.

All the towers on the Antenna Search.com Exhibit # 12 cannot be modified to fulfill the significant gap in coverage as they are too far away to meet the coverage objective.

A map and list showing all of the existing and approved telecommunication facilities within four miles of the proposed facility is included in the Exhibits; this along with documentation provided by Verizon Wireless RF Engineer's letter and propagation maps, demonstrate that none of these facilities will provide the required service to fulfill the applicant's gap in coverage.

*1. 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.*

Response: Multiple photo simulations are included in this application. The chosen site is in the Heavy Industrial Zone which is a preferred zone that allows Medium and High Visibility Towers. The applicant is proposing to establish a WCF consisting of a 150' monopole tower with antennas tip height of 153' and an equipment shelter within the existing leased area. 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 visibility of this site.

Ground equipment will be installed inside a fenced compound area with a 6' height, sight-obscuring fence with green slats to blend into the existing property. All improvements will be installed within a leased premises. A 5 foot landscape buffer will screen the fenced compound from view.

Impact to public facilities and services will be minimal as the location at the southern portion of property is inside a fenced compound and far from any existing offsite uses. 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. No public services (such as sewer, water, etc) are proposed to be utilized for the facility

**3. Independent Consultation Report.**

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**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.*

**I.** *Approval Criteria.*

**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.*

Response: Applicant meets all the requirements in Subsection F and G and the application should be approved.

*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: Applicant meets all the requirements in Subsection F and G and the application should be approved. The reason for filing the Discretionary Use Review is that to meet the RF Engineer's requirements antenna are 3' above the height of the tower is 150' which is within the height requirement for the heavy industrial zone. With the antenna's the tower and it's necessary antennas exceed the height limit in the heavy industrial zone where the proposed tower is to be sited.

There are no existing transmission towers within the applicant's search ring area available for collocation. No other tower sites would provide the necessary coverage requirement. The facility must be located within the applicant's search ring parameters to provide the required service to fulfill the applicant's gap in coverage. Per the attached Exhibits #3 (RF JUSTIFICATION LETTER AND PROPOGATION MAPS) and Documentation is provided demonstrating that there are no existing towers within the applicant's coverage area that would fill the significant gap in coverage.

All the towers on the Antenna Search.com Exhibit # 12 cannot be modified to fulfill the significant gap in coverage as they are too far away to meet the coverage objective.

A map and list showing all of the existing and approved telecommunication facilities within four miles of the proposed facility is included in the Exhibits; this along with documentation provided by Verizon Wireless RF Engineer's letter and propagation maps, demonstrate that none of these facilities will provide the required service to fulfill the applicant's gap in coverage.

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

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**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.*

**B.** *Site Plan Review is required for:*

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

Response: read and understood.

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

Response: read and understood.

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## **IV. CONCLUSION**

Based on the information provided in and with this document, the request of Verizon Wireless should be approved. The site proposed herein has been selected, sited and designed so as will have minimal impact on the surrounding area and abutting parcels and complies with the applicable criteria. Further, the proposal shall enhance basic community functions and provide an essential community service. All applicable approval criteria have been met. In addition, the Applicant also pursued all potential co-location opportunities for the facility, but was unable to find an existing tower tall enough and appropriately located in applicant's search area for the antenna(s) to effectively provide the desired service for the proposed site. As such, the Applicant's proposal to locate the proposed facility in the HI Zone and on the subject parcel consistent with both the Springfield Code and applicable State and Federal Law and, therefore, should be approved.

## **REQUIRED SUBMITTALS - EXHIBITS**

### **1. SITE PLANS.**

**2. DESCRIPTION OF THE TOWER DESIGN AND HEIGHT.** The site-specific study of the tower site identifying the proposed color and surfacing of the tower and ancillary facilities. Page A-5 of the submitted plans identifies the proposed tower as a monopole of 150 feet above grade height with additional tip height of 3' for a combined total of 153' to be constructed of galvanized steel and the tower and all attached ancillary facilities are to be painted to match the surrounding land and sky. The engineered design capacity of the tower will have the structural and physical capacity to accommodate the full loading as proposed by the applicant and 2 full future user arrays (collocations); therefore the tower has the designed capacity to accommodate 3 users. The applicant, Verizon Wireless, is a FCC licensed and regulated wireless communication carrier. The proposed antenna support structure is designed so as to accommodate future Collocators. Verizon Wireless, the service provider, shall exercise good faith in allowing co-locating with other providers and sharing tower sites.

### **3. RF JUSTIFICATION LETTER AND PROPAGATION MAPS**

### **4. FAA DOCUMENTS**

### **5. ODA LETTER**

### **6. NIER REPORT**

### **7. TOWER ENGINEERING**

### **8. LEASE**

### **9. PHOTOSIMULATIONS**

### **10. NOISE EQUIPMENT SPEC SHEETS**

### **11. DEED**

### **12. Antenna Search.com report**

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February 8, 2016

5430 NE 122<sup>nd</sup> Avenue, Portland, OR 97230

City of Springfield  
Planning & Development  
99 W 10<sup>th</sup> Ave.  
Springfield, OR 97401

I am writing to explain the criteria that were used in selecting our proposed cell site that Verizon Wireless calls "Ultimate". This site is a proposed new tower located at 419 S. 28<sup>th</sup> 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 area experiencing a significant gap in coverage in Lane County as shown on the attached maps. Our objective for this site is to improve these wireless services, offload a nearby over capacity site that is currently providing coverage in this area, and fill in a few areas that do not have strong enough signal strength to hold a call or access our network.

#### **Site Location, Coverage Objectives & Collocation Feasibility**

Verizon Wireless is working on improving its existing wireless communications network in the City of Springfield. There are no existing transmission towers within the applicant's search ring area available for collocation. No other tower sites would provide the necessary coverage requirement. The facility must be located within the applicant's search ring parameters to provide the required service to fulfill the applicant's gap in coverage.

Documentation is provided demonstrating that there are no existing towers within the applicant's coverage area that would fill the significant gap in coverage.

All the towers on the Antenna Search.com Exhibit # 12 cannot be modified to fulfill the significant gap in coverage as they are too far away to meet the coverage objective.

#### **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. The maps attached to this letter show the proposed new site location in a black circle. Figure 1 shows the coverage of our current sites, as seen with our prediction tool. The green area on the maps represents a high RF signal strength, generally providing good service in vehicles and buildings. Yellow represents moderate RF signal strength that generally provides good service in vehicles and fair service inside structures. Red represents RF signal that generally offer a poor quality of service, especially having problems inside buildings but fair service in vehicles. Areas without color represent anticipated weak RF areas where coverage would be unreliable and unable to access the network. Verizon Wireless needs a design 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 need to be where most of the customers use these data devices. Verizon Wireless is starting to have capacity concerns with our "Mohawk" site located to the NW of the proposed "Ultimate" location, see figure 1. Currently, "Mohawk" site covers the large majority of the populated area surrounding our proposed location. To improve the quality of service we need to reduce the amount of area that it covers. In order to reduce the area that it covers and still serve our current

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customers, a new cell site is planned to offload the overcapacity site and to retain coverage. For this purpose a minimum height of 150' centerline is required. Any height less than that will not help much with the capacity offload.

### Evaluation Results

It can be seen in Figure 1 that around the proposed "Ultimate" site there are large areas of poor coverage; Figure 2 shows the expected coverage from our proposed site. When comparing Figure 2 to Figure 1 you can see the improved coverage all around the "Ultimate" Site. The in-building coverage increases by 30%. Once this new tower is in place the coverage footprint for existing tower "Mohawk" will be cut down and the traffic will be taken by the new site. So this would eliminate the capacity issue we are having in this area now.

### Summary

This design places the cell site in a location that will help offload one of our busy sites 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 coverage 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 in this portion of Springfield. The proposed "Ultimate" site is an essential communication facility for public service as part of 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,

ASIM ERTAZUL ISLAM

Ertaz Islam

RF Engineer

Verizon Wireless

Pacific Northwest Region

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Figure 1:

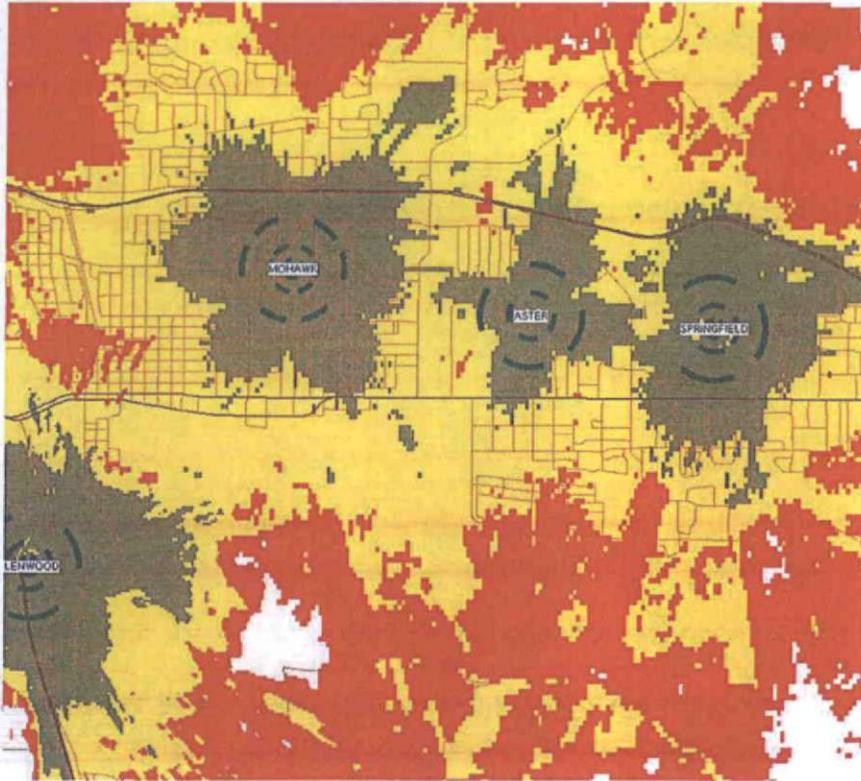
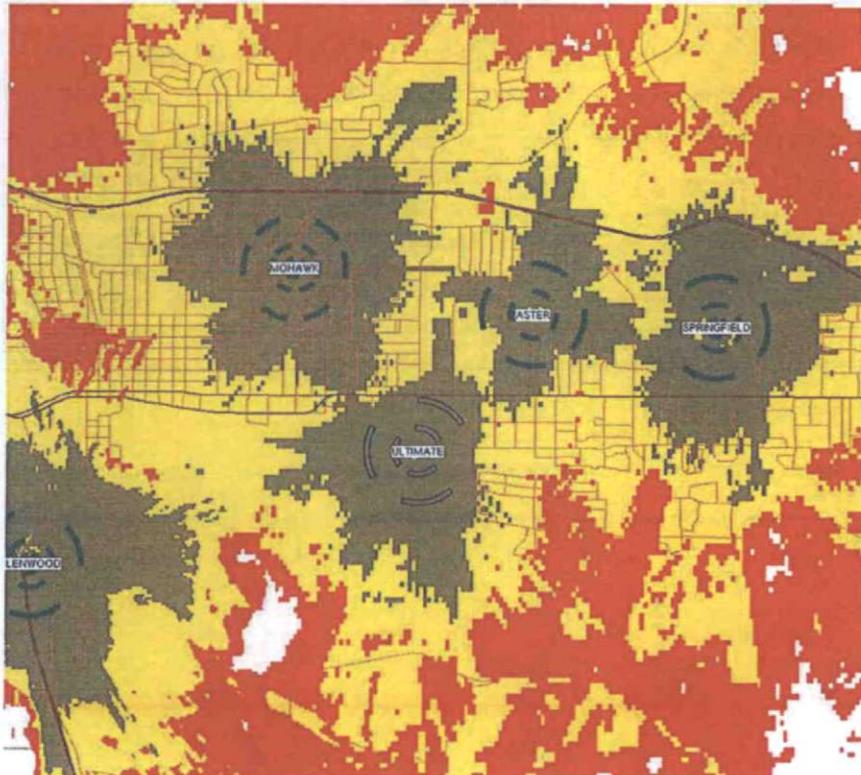


Figure 2:

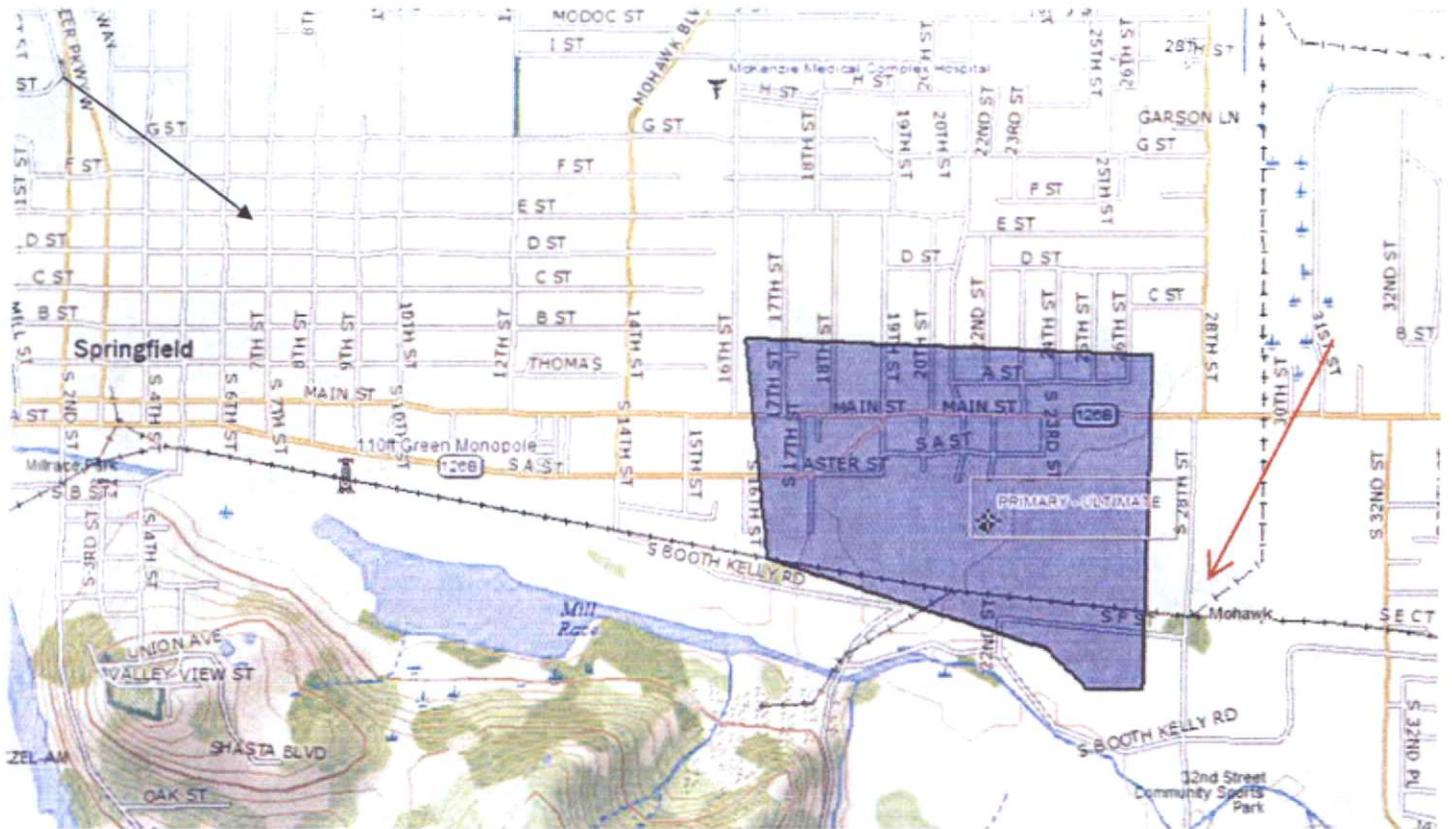


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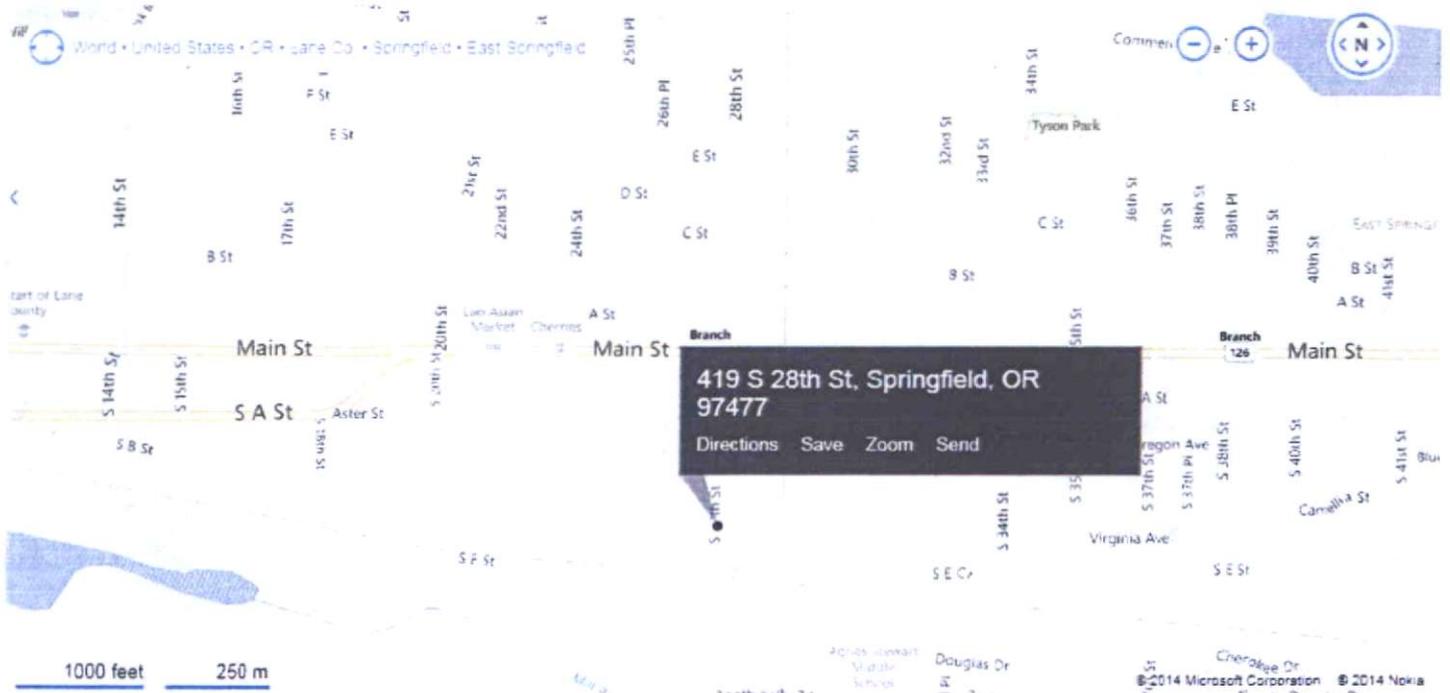
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Original Submittal 

SAR/ZAR – Alt #1 - Raw Land



Search Area Map with arrow indicating site



Street Map with arrow indicating site

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Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2016-ANM-12-OE

Issued Date: 02/09/2016

Network Regulatory  
 Cellco Partnership  
 1120 Sanctuary Pkwy  
 #150, GASA5REG  
 Alpharetta, GA 30009

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Monopole EUG Ultimate  
 Location: Springfield, OR  
 Latitude: 44-02-28.90N NAD 83  
 Longitude: 122-59-12.30W  
 Heights: 481 feet site elevation (SE)  
 153 feet above ground level (AGL)  
 634 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 L.

This determination expires on 08/09/2017 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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Original Submittal *fm*

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6591. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ANM-12-OE.

**Signature Control No: 276791511-280686462**

( DNE )

Tamera Burch  
Technician

Attachment(s)  
Frequency Data

cc: FCC

Date Received:

Frequency Data for ASN 2016-ANM-12-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
698	806	MHz	1000	W
806	824	MHz	500	W
824	849	MHz	500	W
851	866	MHz	500	W
869	894	MHz	500	W
896	901	MHz	500	W
901	902	MHz	7	W
930	931	MHz	3500	W
931	932	MHz	3500	W
932	932.5	MHz	17	dBW
935	940	MHz	1000	W
940	941	MHz	3500	W
1850	1910	MHz	1640	W
1930	1990	MHz	1640	W
2305	2310	MHz	2000	W
2345	2360	MHz	2000	W

Date Received:

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Oregon

Kate Brown, Governor



February 23, 2016

Robin Smith  
Centerline Solutions  
6623 NE 78<sup>th</sup> Court, Suite B-1  
Portland, OR 97218

3040 25th Street, SE  
Salem, OR 97302-1125  
Phone: (503) 378-4880  
Toll Free: (800) 874-0102  
FAX: (503) 373-1688

Subject: **Oregon Department of Aviation comments regarding the construction of telecommunications tower to a height of 153-FEET located in Springfield, Oregon.**

**Aviation Reference: 2016-ODA-028-OE**

The Oregon Department of Aviation (ODA) has conducted an aeronautical study of this proposed alteration and has determined that notice to the FAA is not required. The structure does not exceed FAR Part 77.9 (a-d) 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 required / recommended for aviation safety. We recommend it be installed and maintained in accordance with FAA Advisory Circular AC70/7460-1L
- 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:

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## RF Safety and NIER Analysis Report

02/12/2016

Site: EUG Ultimate

Prepared for: Verizon



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## Certification

This report, prepared by Centerline Solutions, LLC for Verizon, is intended to document compliance and evaluate power density levels as outlined in the report. The computations, analysis, and resulting report and conclusions were based on applicable FCC guidelines and regulations for maximum permissible exposure to humans consistent with FCC OET Bulletin 65, Edition 97-01.

Additionally, Centerline Solutions, LLC certifies that the assumptions are valid and that the data used within Centerline Solutions' control are accurate, including information collected as part of Centerline Solutions' field surveys. Centerline Solutions, LLC does not however certify the accuracy or correctness of any data provided to Centerline Solutions, LLC for this analysis and report by Verizon or other third parties working on behalf of Verizon.

I certify that the attached RF exposure analysis and report is correct to the best of my knowledge, and all calculations, assumptions and conclusions are based on generally acceptable engineering practices:

  
02/12/16 Exp. 06/30/17  
Patrick A. Kearns, P.E.  
02/12/2016

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## Executive Summary

This report provides the results of an RF power density analysis performed for Verizon's site, EUG Ultimate.

### Current Site Configuration:

This is a new site build (NSB) for Verizon.

### Proposed Site Configuration:

Installation and operation of Long Term Evolution (LTE) technology in the 700 MHz, AWS band (2100 MHz), and PCS band (1900 MHz). The configuration will be 3 sectors with 4 antennas (2 Tx/Rx and 2 futures) on each sector.

### Scope of Work:

The proposed physical modifications will result in the installation of radio hardware and antennas at this site.

### Installations on the Monopole:

- Installation of (6) panel antennas
- Installation of (9) RRHs with built-in A2 units
- Installation of (3) OVPs (over voltage protectors) mounted near antennas

### Installation in the fenced compound:

- Installation of a complete telecommunications facility including electrical distribution equipment and equipment cabinets
- Installation of (1) GPS Antenna
- Installation of (3) OVPs mounted near ground equipment

### Site Description:

- Tower Type and Height- Monopole tower, elevation of 150 ft. AGL
- Equipment Location- Adjacent to the monopole, inside a proposed fenced compound.
- Other Antennas- A 6' microwave dish antenna.
- Access- Access to the equipment and the tower will be restricted by a locked fenced compound.
- Study Reference Location- This study examines the power density environment at the ground level from all sources of RF radiation, except as noted otherwise in the Introduction section below.
- Existing Signage- There are no existing RF signs at the site.

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- RF Environment- For purposes of evaluating compliance with FCC OET Bulletin 65, the ground level is considered to be uncontrolled/public environment, as the area around the compound is open to the general public.

Analysis:

The analysis of the RF power density at this site indicates that emissions on the ground level will not exceed the FCC's Maximum Permissible Exposure (MPE) limit for general population/uncontrolled environments. The peak ground level exposure is calculated to be less than 1.7 % of the FCC General Population MPE limit.

**Conclusion and Recommendations:**

- The results of the analysis indicate that the power density levels on the ground level will not exceed the FCC's General Population MPE limit with the proposed modification plan.
- This site will be operating in general compliance with FCC OET Bulletin 65 following the implementation of the proposed site configuration outlined in this report.
- No mitigation is required.

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## Introduction

The purpose of this analysis and report is to evaluate the cumulative power density levels of all antennas located on the tower to identify any areas of concern that require mitigation. This report also assesses the site's compliance with FCC OET Bulletin 65; "Guidelines for Human Exposure to Radio-frequency Electromagnetic Fields".

The power density simulation performed for this site utilized RoofView® analysis software. All antennas were assigned an operating frequency and transmit power and were deemed to be operating at 100% of their rated output power. The microwave dish antenna located on the tower was not included in the analysis, as its beam-width is very narrow, and very little of its radiated energy is propagated to the ground below the tower.

## Site Details

**Address:** 419 28<sup>th</sup> Street  
Springfield, OR 97477

**Site type:** Monopole

**Height:** ~ 150 ft. AGL

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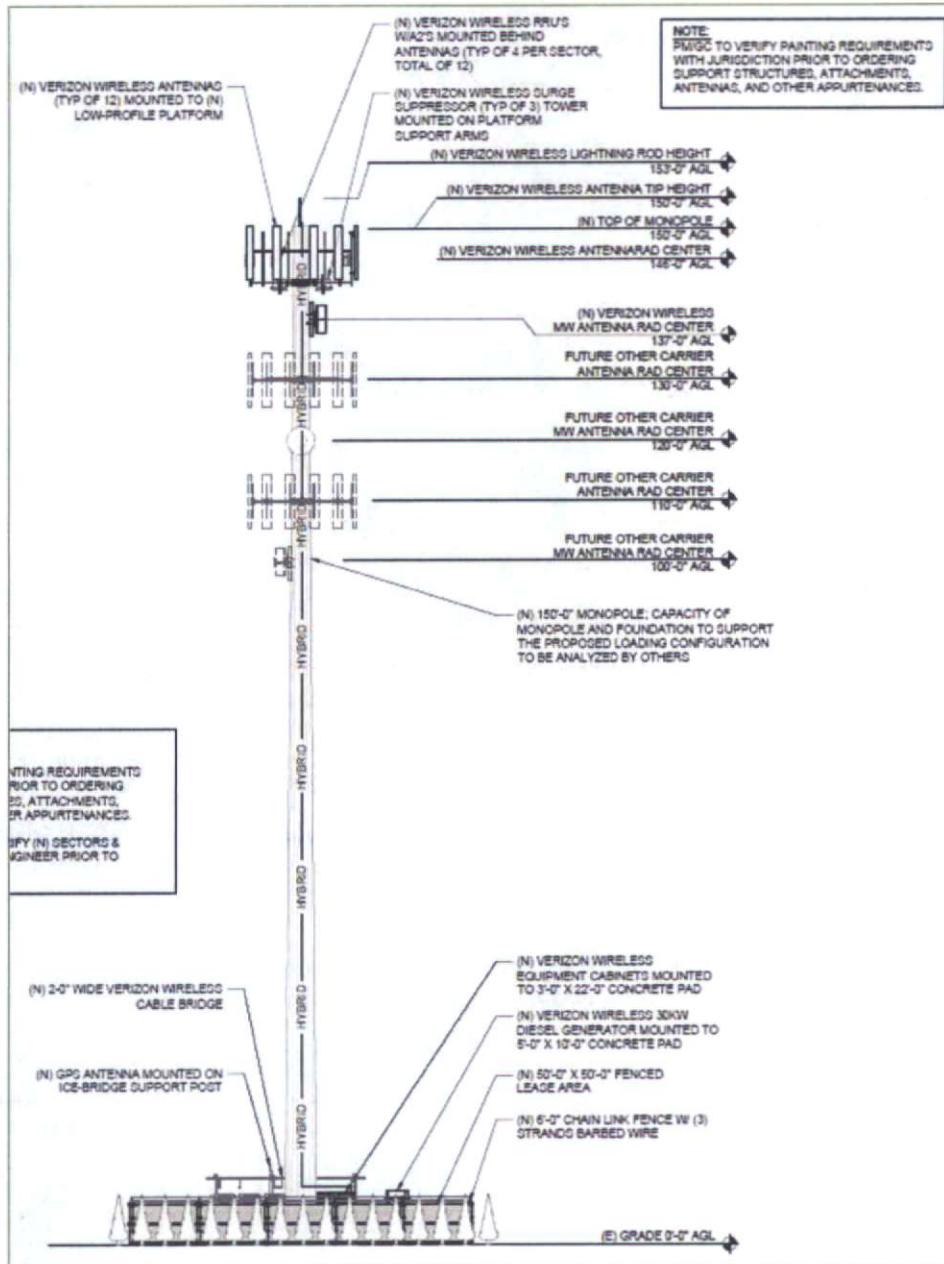


Exhibit 3 – Elevation View

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### Antenna Inventory:

The following table contains the technical data used to simulate the power density that may be encountered with all antennas simultaneously operating at full rated power.

ID	Name	(MHz) Freq	Trans Power	Trans Count	Other Loss	Calc Power	Mfg	Model	Z (ft) Ground	(ft) Type	Aper	d8d Gain	BWdth Pt Dir
VZA1A	L700	746	60	2	0.5	107	CommScope	SBNHH-1D65C	142.0	Hexport	8.05	14.05	66;0
VZA1B	L2100	2110	60	2	0.5	107	CommScope	SBNHH-1D65C	142.0	Hexport	8.05	16.35	63;0
VZA2A	L1900	1900	60	2	0.5	107	CommScope	SBNHH-1D65C	142.0	Hexport	8.05	15.75	65;0
VZA3A	L850	850	0	0	0	0	Future	Future	142.0	Hexport	8.05	13.85	64;0
VZA4A	L850	850	0	0	0	0	Future	Future	142.0	Hexport	8.05	13.85	64;0
VZB1A	L700	746	60	2	0.5	107	CommScope	SBNHH-1D65C	142.0	Hexport	8.05	14.05	66;140
VZB1B	L2100	2110	60	2	0.5	107	CommScope	SBNHH-1D65C	142.0	Hexport	8.05	16.35	63;140
VZB2A	L1900	1900	60	2	0.5	107	CommScope	SBNHH-1D65C	142.0	Hexport	8.05	15.75	65;140
VZB3A	L850	850	0	0	0	0	Future	Future	142.0	Hexport	8.05	13.85	64;140
VZB4A	L850	850	0	0	0	0	Future	Future	142.0	Hexport	8.05	13.85	64;140
VZC1A	L700	746	60	2	0.5	107	CommScope	SBNHH-1D65C	142.0	Hexport	8.05	14.05	66;240
VZC1B	L2100	2110	60	2	0.5	107	CommScope	SBNHH-1D65C	142.0	Hexport	8.05	16.35	63;240
VZC2A	L1900	1900	60	2	0.5	107	CommScope	SBNHH-1D65C	142.0	Hexport	8.05	15.75	65;240
VZC3A	L850	850	0	0	0	0	Future	Future	142.0	Hexport	8.05	13.85	64;240
VZC4A	L850	850	0	0	0	0	Future	Future	142.0	Hexport	8.05	13.85	64;240

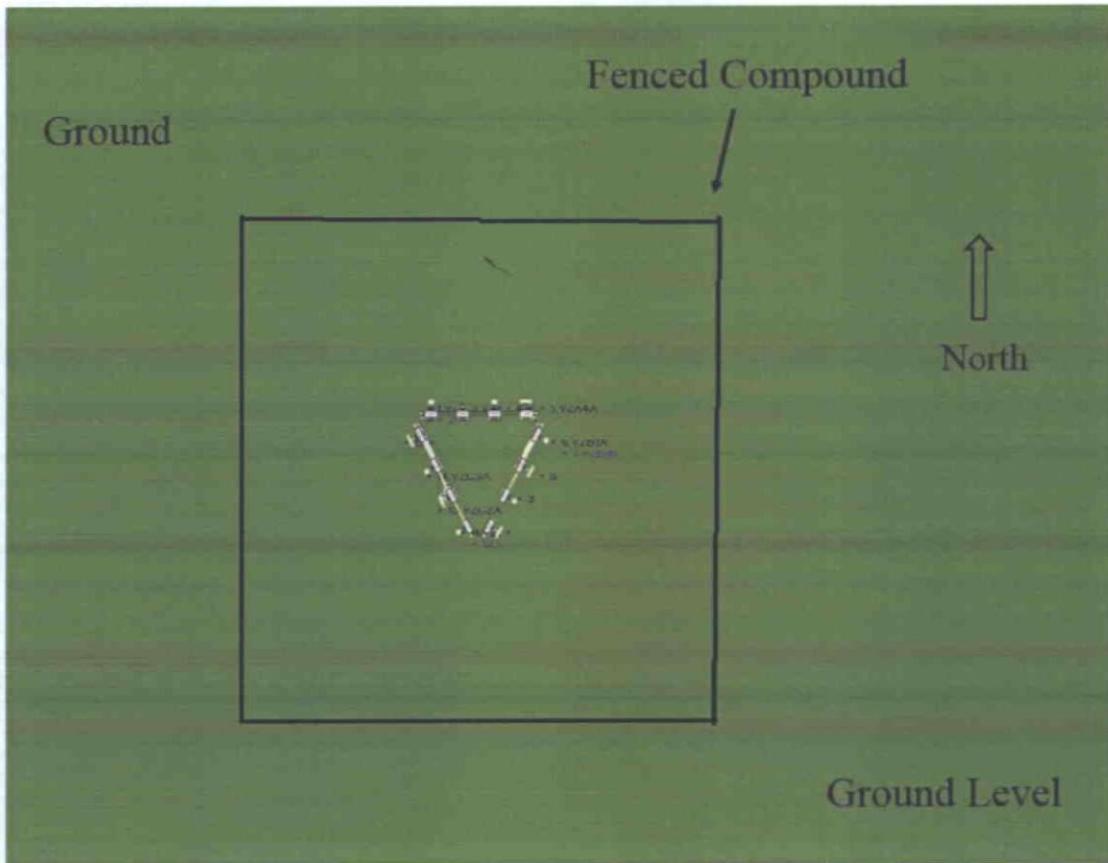
Exhibit 4 – Antenna Details

### **Predictive Analysis Details**

For purposes of this analysis, RoofView® was configured to provide an output based on the appropriate MPE limit(s) published in the FCC's guidelines. The antenna information was loaded into RoofView®, an MPE predictive analysis tool by Richard Tell and Associates, Inc. The analysis was run for the ground level.

The map in Exhibit 5 is a graphical representation of the calculated RF emissions at the ground level. The solid green shading indicates that power density levels are expected to be less than 5% of the applicable MPE level in these areas. Other colors are defined in the legend.

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<b>Green</b> $\leq 5\%$ General Population Limit	<b>Blue</b> $\leq 20\%$ General Population Limit
<b>Yellow</b> $\leq 100\%$ General Population Limit	<b>Red</b> $> 100\%$ General Population Limit

Exhibit 5- % MPE General Population  
Ground Level  
(Not to scale)

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For General Population/Uncontrolled limits, the FCC states that “General population/uncontrolled exposures apply in situations in which the general public may be exposed, or in which persons that are exposed as a consequence of their employment may not fully be aware of the potential for exposure or cannot exercise control over their exposure.”

For purposes of this analysis, all limits are evaluated against the Power Density limits.

Typical guidelines for determining whether Occupational/Controlled limits can be applied include insuring the environment (such as a rooftop) as limited/controlled access via locked doors or physical barrier that are preferably controlled by a landlord that is aware of the situation and can inform anyone going through the locked door of the existence of the RF emissions. Such notification/awareness is typically accomplished by means of signage on the door, or other access to the area of concern, as well as signage on or near the antennas. Examples of such signs include the following:



Standards for when to use each of the above signs for occupational situations are as follows:

**No sign required: <20% of Occupational MPE**  
**Blue Sign, Notice: 20% to <100% of MPE**  
**Yellow Sign, Caution: 100% to <1000% of MPE**  
**Red Sign, Warning: >1000% of MPE**

*All MPE references are to the FCC Occupational limits.*

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reduced to 10% of their results and then dissipated inversely in proportion to the square of the distance.

Once bins being analyzed fall outside of the near field (as determined by a method and variable that is user-selectable; see below for method and variable used in this analysis), a far-field spatial average is calculated. Spatially averaged power density in the far-field is calculated by reducing the spatially averaged power density inversely, by the square of the distance from the antenna(s).

There are several input variables to RoofView® that can impact the results produced when evaluating specific cell sites. Those variables are summarized accordingly:

#### Required Inputs for RoofView® v4.15 Analysis

Thresholds	(Relative to Controlled Limits)
>= 0%	Green < 5%
>= 5%	Blue < 20%
>= 20%	Yellow < 100%
>= 100%	Red

#### Standard

FCC 1997 Occupational (default)  
FCC 1997 General Population (as applicable)

#### Model

Near/Far Spatial Average

#### Uptime

100% (vary as applicable)

#### Near/Far Field Transition Method

X ApHt

#### Near/Far Field Transition At Ht Factor

1.5

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## References

**FCC (1997).** "Evaluating Compliance with FCC Guidelines for Human Exposure to Radiofrequency Electromagnetic Fields"; Federal Communications Commission; Office of Engineering and Technology, OET Bulletin 65, Edition 97-01, August.

**Richard Tell Associates, Inc. (2003).** RoofView® User Guide Version 4.15, Richard Tell Associates, Inc. February 10, 2003.

## Limited Warranty

Centerline Solutions, LLC warrants that this analysis was performed in good faith using the methodologies and assumptions covered in this report and that data used for the analysis and report were obtained by Centerline Solutions, LLC employees or representatives via site surveys or research of Verizon's available information. In the event that specific third party details were not available, best efforts were made to use assumptions that are based on industry experience of various carriers' standards without violating any confidential information obtained under non-disclosure terms.

Centerline Solutions, LLC also warrants that this analysis was performed in accordance with industry acceptable standards and methods.

There are no other warranties, express or implied, including but not limited to, the implied warranties of merchantability and fitness for a particular purpose, relating to this agreement or to the services rendered by Centerline Solutions hereunder. In no event shall Centerline Solutions be held liable to Verizon, or to any third party, for any indirect, special, incidental, or consequential damages, including but not limited to loss of profits, loss of data, loss of good will, and increased expenses. In no event shall Centerline Solutions be liable to Verizon for damages, whether based in contract, tort, negligence, strict liability, or otherwise, exceeding the amount payable hereunder for the services giving rise to such liability.

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11. LIMITATION OF LIABILITY. Except for indemnification pursuant to Paragraphs 9 and 29, neither Party shall be liable to the other, or any of their respective agents, representatives, employees for any lost revenue, lost profits, loss of technology, rights or services, incidental, punitive, indirect, special or consequential damages, loss of data, or interruption or loss of use of service, even if advised of the possibility of such damages, whether under theory of contract, tort (including negligence), strict liability or otherwise.

12. ANNUAL TERMINATION. Notwithstanding anything to the contrary contained herein, provided LESSEE is not in default hereunder beyond applicable notice and cure periods, LESSEE shall have the right to terminate this Agreement upon the annual anniversary of the Commencement Date provided that three (3) months prior notice is given to LESSOR.

13. INTERFERENCE. LESSEE agrees to install equipment of the type and frequency which will not cause harmful interference which is measurable in accordance with then existing industry standards to any equipment of LESSOR or other lessees of the Property which existed on the Property prior to the date this Agreement is executed by the Parties. In the event any after-installed LESSEE's equipment causes such interference, and after LESSOR has notified LESSEE in writing of such interference, LESSEE will take all commercially reasonable steps necessary to correct and eliminate the interference, including but not limited to, at LESSEE's option, powering down such equipment and later powering up such equipment for intermittent testing. In no event will LESSOR be entitled to terminate this Agreement or relocate the equipment as long as LESSEE is making a good faith effort to remedy the interference issue. LESSOR agrees that LESSOR and/or any other tenants of the Property who currently have or in the future take possession of the Property will be permitted to install only such equipment that is of the type and frequency which will not cause harmful interference which is measurable in accordance with then existing industry standards to the then existing equipment of LESSEE. The Parties acknowledge that there will not be an adequate remedy at law for noncompliance with the provisions of this Paragraph and therefore, either Party shall have the right to equitable remedies, such as, without limitation, injunctive relief and specific performance.

14. REMOVAL AT END OF TERM. LESSEE shall, upon expiration of the Term, or within ninety (90) days after any earlier termination of the Agreement, remove its building(s), antenna structure(s) (except footings), equipment, conduits, fixtures and all personal property and restore the Premises to its original condition, reasonable wear and tear and casualty damage excepted. LESSOR agrees and acknowledges that all of the equipment, conduits, fixtures and personal property of LESSEE shall remain the personal property of LESSEE and LESSEE shall have the right to remove the same at any time during the Term, whether or not said items are considered fixtures and attachments to real property under applicable Laws (as defined in Paragraph 33 below). If such time for removal causes LESSEE to remain on the Premises after termination of this Agreement, LESSEE shall pay rent at the then existing monthly rate or on the existing monthly pro-rata basis if based upon a longer payment term, until such time as the removal of the building, antenna structure, fixtures and all personal property are completed.

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15. HOLDOVER. LESSEE has no right to retain possession of the Premises or any part thereof beyond the expiration of that removal period set forth in Paragraph 14 herein, unless the Parties are negotiating a new lease or lease extension in good faith. In the event that the Parties are not in the process of negotiating a new lease or lease extension in good faith, LESSEE holds over in violation of Paragraph 14 and this Paragraph 15, then the rent then in effect payable from and after the time of the expiration or earlier removal period set forth in Paragraph 14 shall be equal to the rent applicable during the month immediately preceding such expiration or earlier termination.

16. RIGHT OF FIRST REFUSAL. If LESSOR elects, during the Term (i) to sell or otherwise transfer all or any portion of the Property, whether separately or as part of a larger parcel of which the Property is a part, or (ii) to grant to a third party by easement or other legal instrument an interest in and to that portion of the Property occupied by LESSEE, or a larger portion thereof, for the purpose of operating and maintaining communications facilities or the management thereof, with or without an assignment of this Agreement to such third party, LESSEE shall have the right of first refusal to meet any bona fide offer of sale or transfer on the same terms and conditions of such offer. If LESSEE fails to meet such bona fide offer within thirty (30) days after written notice thereof from LESSOR, LESSOR may sell or grant the easement or interest in the Property or portion thereof to such third person in accordance with the terms and conditions of such third party offer. For purposes of this Paragraph, any transfer, bequest or devise of LESSOR's interest in the Property as a result of the death of LESSOR, whether by will or intestate succession, or any conveyance to LESSOR's family members by direct conveyance or by conveyance to a trust for the benefit of family members shall not be considered a sale of the Property for which LESSEE has any right of first refusal.

17. RIGHTS UPON SALE. Should LESSOR, at any time during the Term decide (i) to sell or transfer all or any part of the Property to a purchaser other than LESSEE, or (ii) to grant to a third party by easement or other legal instrument an interest in and to that portion of the Property occupied by LESSEE, or a larger portion thereof, for the purpose of operating and maintaining communications facilities or the management thereof, such sale or grant of an easement or interest therein shall be under and subject to this Agreement and any such purchaser or transferee shall recognize LESSEE's rights hereunder under the terms of this Agreement. To the extent that LESSOR grants to a third party by easement or other legal instrument an interest in and to that portion of the Property occupied by LESSEE for the purpose of operating and maintaining communications facilities or the management thereof and in conjunction therewith, assigns this Agreement to said third party, LESSOR shall not be released from its obligations to LESSEE under this Agreement, and LESSEE shall have the right to look to LESSOR and the third party for the full performance of this Agreement.

18. QUIET ENJOYMENT. LESSOR covenants that LESSEE, on paying the rent and performing the covenants herein, shall peaceably and quietly have, hold and enjoy the Premises.

19. TITLE. LESSOR represents and warrants to LESSEE as of the execution date of this Agreement, and covenants during the Term that LESSOR is seized of good and sufficient







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default and upon doing so, LESSEE shall be subrogated to any and all rights, titles, liens and equities of the holders of such mortgage or other real property interest and LESSEE shall be entitled to deduct and setoff against all rents that may otherwise become due under this Agreement the sums paid by LESSEE to cure or correct such defaults.

26. RECORDING. LESSOR agrees to execute a Memorandum of this Agreement which LESSEE may record with the appropriate recording officer. The date set forth in the Memorandum of Lease is for recording purposes only and bears no reference to commencement of either the Term or rent payments.

27. DEFAULT.

a. In the event there is a breach by LESSEE with respect to any of the provisions of this Agreement or its obligations under it, including the payment of rent, LESSOR shall give LESSEE written notice of such breach. After receipt of such written notice, LESSEE shall have fifteen (15) days in which to cure any monetary breach and thirty (30) days in which to cure any non-monetary breach, provided LESSEE shall have such extended period as may be required beyond the thirty (30) days if the nature of the cure is such that it reasonably requires more than thirty (30) days and LESSEE commences the cure within the thirty (30) day period and thereafter continuously and diligently pursues the cure to completion. LESSOR may not maintain any action or effect any remedies for default against LESSEE unless and until LESSEE has failed to cure the breach within the time periods provided in this Paragraph.

b. In the event there is a breach by LESSOR with respect to any of the provisions of this Agreement or its obligations under it, LESSEE shall give LESSOR written notice of such breach. After receipt of such written notice, LESSOR shall have thirty (30) days in which to cure any such breach, provided LESSOR shall have such extended period as may be required beyond the thirty (30) days if the nature of the cure is such that it reasonably requires more than thirty (30) days and LESSOR commences the cure within the thirty (30) day period and thereafter continuously and diligently pursues the cure to completion. LESSEE may not maintain any action or effect any remedies for default against LESSOR unless and until LESSOR has failed to cure the breach within the time periods provided in this Paragraph. Notwithstanding the foregoing to the contrary, it shall be a default under this Agreement if LESSOR fails, within five (5) days after receipt of written notice of such breach, to perform an obligation required to be performed by LESSOR if the failure to perform such an obligation interferes with LESSEE's ability to conduct its business on the Property; provided, however, that if the nature of LESSOR's obligation is such that more than five (5) days after such notice is reasonably required for its performance, then it shall not be a default under this Agreement if performance is commenced within such five (5) day period and thereafter diligently pursued to completion.

28. REMEDIES. Upon a default, the non-defaulting Party may at its option (but without obligation to do so), perform the defaulting Party's duty or obligation on the defaulting Party's behalf, including but not limited to the obtaining of reasonably required insurance





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disrupt LESSEE's operations at the Premises for more than forty-five (45) days, then LESSEE may, at any time following such fire or other casualty, provided LESSOR has not completed the restoration required to permit LESSEE to resume its operation at the Premises, terminate this Agreement upon fifteen (15) days prior written notice to LESSOR. Any such notice of termination shall cause this Agreement to expire with the same force and effect as though the date set forth in such notice were the date originally set as the expiration date of this Agreement and the Parties shall make an appropriate adjustment, as of such termination date, with respect to payments due to the other under this Agreement. Notwithstanding the foregoing, the rent shall abate during the period of repair following such fire or other casualty in proportion to the degree to which LESSEE's use of the Premises is impaired.

31. CONDEMNATION. In the event of any condemnation of all or any portion of the Property, this Agreement shall terminate as to the part so taken as of the date the condemning authority takes title or possession, whichever occurs first. If as a result of a partial condemnation of the Premises or Property, LESSEE, in LESSEE's sole discretion, is unable to use the Premises for the purposes intended hereunder, or if such condemnation may reasonably be expected to disrupt LESSEE's operations at the Premises for more than forty-five (45) days, LESSEE may, at LESSEE's option, to be exercised in writing within fifteen (15) days after LESSOR shall have given LESSEE written notice of such taking (or in the absence of such notice, within fifteen (15) days after the condemning authority shall have taken possession) terminate this Agreement as of the date the condemning authority takes such possession. LESSEE may on its own behalf make a claim in any condemnation proceeding involving the Premises for losses related to the equipment, conduits, fixtures, its relocation costs and its damages and losses (but not for the loss of its leasehold interest). Any such notice of termination shall cause this Agreement to expire with the same force and effect as though the date set forth in such notice were the date originally set as the expiration date of this Agreement and the Parties shall make an appropriate adjustment as of such termination date with respect to payments due to the other under this Agreement. If LESSEE does not terminate this Agreement in accordance with the foregoing, this Agreement shall remain in full force and effect as to the portion of the Premises remaining, except that the rent shall be reduced in the same proportion as the rentable area of the Premises taken bears to the total rentable area of the Premises. In the event that this Agreement is not terminated by reason of such condemnation, LESSOR shall promptly repair any damage to the Premises caused by such condemning authority.

32. SUBMISSION OF AGREEMENT/PARTIAL INVALIDITY/AUTHORITY. The submission of this Agreement for examination does not constitute an offer to lease the Premises and this Agreement becomes effective only upon the full execution of this Agreement by the Parties. If any provision herein is invalid, it shall be considered deleted from this Agreement and shall not invalidate the remaining provisions of this Agreement. Each of the Parties hereto warrants to the other that the person or persons executing this Agreement on behalf of such Party has the full right, power and authority to enter into and execute this Agreement on such Party's behalf and that no consent from any other person or entity is necessary as a condition precedent to the legal effect of this Agreement.

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33. APPLICABLE LAWS. During the Term, LESSOR shall maintain the Property in compliance with all applicable laws, rules, regulations, ordinances, directives, covenants, easements, zoning and land use regulations, and restrictions of record, permits, building codes, and the requirements of any applicable fire insurance underwriter or rating bureau, now in effect or which may hereafter come into effect (including, without limitation, the Americans with Disabilities Act and laws regulating hazardous substances) (collectively "Laws"). LESSEE shall, in respect to the condition of the Premises and at LESSEE's sole cost and expense, comply with (a) all Laws relating solely to LESSEE's specific and unique nature of use of the Premises (other than general office use); and (b) all building codes requiring modifications to the Premises due to the improvements being made by LESSEE in the Premises.

34. SURVIVAL. The provisions of the Agreement relating to indemnification from one Party to the other Party shall survive any termination or expiration of this Agreement. Additionally, any provisions of this Agreement which require performance subsequent to the termination or expiration of this Agreement shall also survive such termination or expiration.

35. CAPTIONS. The captions contained in this Agreement are inserted for convenience only and are not intended to be part of the Agreement. They shall not affect or be utilized in the construction or interpretation of the Agreement.

IN WITNESS WHEREOF, the Parties hereto have set their hands and affixed their respective seals the day and year first above written.

**LESSOR:** 419 S 28<sup>th</sup> Springfield OR, LLC,  
an Oregon limited liability company

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

**LESSEE:** Verizon Wireless (VAW) LLC  
d/b/a Verizon Wireless

By: \_\_\_\_\_  
Name:  Network  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

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**EXHIBIT "A" (Page 1 of 4)**  
**LEGAL DESCRIPTION**

PARCEL I:

BEGINNING AT A POINT ON THE WESTERLY RIGHT OF WAY LINE OF THE SOUTHERN PACIFIC COMPANY'S WENDLING BRANCH RAILWAY 504.0 FEET SOUTH 0° 07' WEST OF A POINT 1224.7 FEET WEST OF THE NORTHEAST CORNER OF THE ISAAC BRIGGS DONATION LAND CLAIM NO.84, TOWNSHIP 17 SOUTH, RANGE 2 WEST OF THE WILLAMETTE MERIDIAN; AND RUNNING THENCE WEST 450.2 FEET TO A POINT ON THE EAST LINE OF SEAVEY ROAD, 20.0 FEET SOUTH OF THE NORTH BOUNDARY LINE OF THE SPRINGFIELD INDUSTRIAL AND PARK SITE; THENCE NORTH 0°08' WEST ALONG THE EAST LINE OF SEAVEY ROAD, 80.0 FEET; THENCE EAST 450.45 FEET TO THE WEST LINE OF THE WENDLING BRANCH RIGHT OF WAY; THENCE SOUTH 0° 07' WEST 80.0 FEET TO THE POINT OF BEGINNING, IN LANE COUNTY, OREGON.

PARCEL II:

BEGINNING AT A POINT ON THE EAST LINE OF A CERTAIN COUNTY ROAD, WHICH POINT IS SOUTH 0° 03' EAST 1034.0 FEET FROM A POINT ON THE NORTH LINE OF THE ISAAC BRIGGS DONATION LAND CLAIM, IN TOWNSHIP 17 SOUTH, RANGE 2 AND 3 WEST OF THE WILLAMETTE MERIDIAN, 1673.8 FEET WEST OF THE NORTHEAST CORNER OF SAID CLAIM; FROM SAID POINT OF BEGINNING RUN NORTH 89° 57' EAST 448.72 FEET TO THE WEST LINE OF THE WENDLING BRANCH OF THE SOUTHERN PACIFIC RAILROAD; THENCE SOUTH 0° 05' WEST ALONG SAID RIGHT OF WAY LINE, 34.1 FEET; THENCE ALONG THE ARC OF A SPIRAL CURVE RIGHT (THE LONG CHORD OF WHICH BEARS SOUTH 4° 50' WEST 257.6 FEET) A DISTANCE OF 258.14 FEET; THENCE ALONG THE ARC OF A 523.69 FOOT RADIUS CURVE RIGHT (THE LONG CHORD OF WHICH BEARS SOUTH 46°9 1/2' WEST 563.9 FEET) A DISTANCE OF 594.72 FEET; THENCE ALONG THE ARC OF A 587.27 FOOT RADIUS CURVE RIGHT (THE LONG CHORD OF WHICH BEARS SOUTH 79° 37' WEST 19.5 FEET) A DISTANCE OF 19.7 FEET TO THE EAST LINE OF SAID COUNTY ROAD; THENCE NORTH 0° 03' WEST ALONG SAID EAST LINE 684.53 FEET TO THE PLACE OF BEGINNING, BEING A PART OF SAID ISAAC BRIGGS DONATION LAND CLAIM IN LANE COUNTY, OREGON.

PARCEL III:

BEGINNING AT A POINT IN THE EAST BOUNDARY LINE OF THE COUNTY ROAD KNOWN AS THE SEAVEY ROAD, 20.00 FEET SOUTH OF ITS INTERSECTION WITH THE NORTH LINE OF THE INDUSTRIAL AND PARK SITE OF THE CITY OF SPRINGFIELD, SAID POINT BEING 20.0 FEET SOUTH OF THE SOUTHWEST CORNER OF THAT CERTAIN TRACT CONVEYED BY MARIA E. GORRIE TO DELTA LUMBER COMPANY, A CORPORATION, BY DEED RECORDED DECEMBER 1, 1938, IN BOOK 198, PAGE 190, LANE COUNTY OREGON DEED RECORDS, IN LANE COUNTY OREGON; THENCE SOUTH ALONG THE EAST BOUNDARY LINE OF SAID ROAD, 530.0 FEET; THENCE EAST TO THE WEST BOUNDARY LINE OF THE RIGHT OF WAY OF THE WENDLING BRANCH OF THE SOUTHERN PACIFIC COMPANY; THENCE NORTH ALONG THE WEST LINE OF SAID RAILROAD RIGHT OF WAY 530 FEET, MORE OR LESS, TO A POINT 20.0 FEET SOUTH OF THE SOUTHEAST CORNER OF SAID DELTA LUMBER COMPANY TRACT; AND THENCE WEST PARALLEL WITH SAID SOUTH LINE OF SAID DELTA LUMBER COMPANY TRACT TO THE POINT OF BEGINNING; IN LANE COUNTY, OREGON, AND BEING IN THE ISAAC BRIGGS DONATION LAND CLAIM NO. 84, IN TOWNSHIP 17 SOUTH, RANGE 2 WEST OF THE WILLAMETTE MERIDIAN, IN LANE COUNTY, OREGON.



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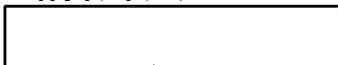
EXHIBIT "A" (Page 2 of 4)  
LEGAL DESCRIPTION

PARCEL IV:

BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF THE ISAAC BRIGGS DONATION LAND CLAIM NO.84, WITH THE WEST RIGHT OF WAY LINE OF THE SOUTHERN PACIFIC COMPANY'S WENDLING BRANCH RAILROAD IN SECTION 31 TOWNSHIP 17 SOUTH RANGE 2 WEST OF THE WILLAMETTE MERIDIAN, IN SPRINGFIELD, LANE COUNTY, OREGON; SAID INTERSECTION BEING 1223.58 FEET NORTH 88° 17' 53" WEST OF THE NORTHEAST CORNER OF SAID ISAAC BRIGGS DONATION LAND CLAIM (AS FOUND IN C.S.F. 12721 ); THENCE LEAVING SAID CLAIM LINE AND SOUTH 1° 49' 42" WEST ALONG THE WEST LINE OF SAID WENDLING BRANCH OF THE SOUTHERN PACIFIC COMPANY'S PROPERTY A DISTANCE OF 7.41 FEET TO ITS INTERSECTION WITH THE CENTERLINE OF MCKENZIE HIGHWAY AS FOUND MONUMENTED BY THE OREGON STATE HIGHWAY DEPARTMENT; THENCE CONTINUING SOUTH 1° 49' 42" WEST ALONG THE WEST LINE OF SAID SOUTHERN PACIFIC PROPERTY A DISTANCE OF 416.59 FEET TO THE TRUE POINT OF BEGINNING OF THE HEREIN TRACT; THENCE SOUTH 88°17'53" EAST PARALLEL WITH THE NORTH LINE OF SAID ISAAC BRIGGS CLAIM NO. 84 A DISTANCE OF 30.00 FEET TO A POINT: SAID POINT, BEING 20.00 FEET WEST OF WHEN MEASURED AT RIGHT ANGLES TO THE CENTERLINE OF SAID WENDLING BRANCH OF THE SOUTHERN PACIFIC COMPANY'S RAILROAD TRACK; THENCE SOUTH 1°49'42" WEST PARALLEL WITH SAID RAILROAD TRACT A DISTANCE OF 647.61 FEET; THENCE CONTINUING CONCENTRIC WITH AND 20.0 FEET WESTERLY OF THE CENTERLINE OF SAID RAILROAD TRACK (WHEN MEASURED RADially) ALONG A SPIRAL CURVE RIGHT (THE LONG CHORD OF WHICH BEARS SOUTH 6° 37'54" WEST 264.65 FEET) A DISTANCE OF 163.19 FEET; THENCE CONTINUING CONCENTRIC WITH AND 20.0 FEET WESTERLY OF THE CENTERLINE OF SAID RAILROAD TRACK ( WHEN MEASURED RADially) ALONG THE ARC OF A 553.69 FOOT RADIUS CURVE RIGHT (THE CHORD OF WHICH BEARS SOUTH 47° 54' 12" WEST 596.20 FEET) A DISTANCE OF 629.58 FEET; THENCE CONTINUING CONCENTRIC WITH AND 20.0 FEET NORTHERLY OF THE CENTERLINE OF SAID RAILROAD TRACK (WHEN MEASURED RADially) ALONG THE ARC OF A 617.27 FOOT RADIUS CURVE RIGHT (THE CHORD OF WHICH BEARS SOUTH 81°40'56" WEST 25.96 FEET) A DISTANCE OF 25.96 FEET TO ITS INTERSECTION WITH THE EASTERLY RIGHT OF WAY OF SOUTH 28TH STREET (FORMERLY KNOWN AS SEAVEY ROAD); THENCE RUN NORTH 1°42'20" EAST ALONG SAID EASTERLY RIGHT OF WAY OF SOUTH 28TH STREET A DISTANCE OF 30.38 FEET TO ITS INTERSECTION WITH THE NORTHWESTERLY RIGHT OF WAY LINE OF SAID WENDLING BRANCH OF THE SOUTHERN PACIFIC COMPANY'S PROPERTY, THENCE EASTERLY ALONG SAID NORTHWESTERLY RIGHT OF WAY LINE OF THE WENDLING BRANCH OF THE SOUTHERN PACIFIC COMPANY'S PROPERTY ALONG THE ARC OF A 587.27 FOOT RADIUS CURVE LEFT (THE CHORD OF WHICH BEARS NORTH 81°27' 20" EAST 20.04 FEET) A DISTANCE OF 20.04 FEET; THENCE CONTINUING ALONG SAID WESTERLY RIGHT OF WAY LINE ALONG THE ARC OF A 523.69 FOOT RADIUS CURVE LEFT (THE CHORD OF WHICH BEARS NORTH 47° 54' 12" EAST 563.90 FEET) A DISTANCE OF 595.46 FEET ; THENCE CONTINUING ALONG SAID WESTERLY RIGHT OF WAY LINE ALONG THE ARC OF A SPIRAL CURVE LEFT (THE CHORD OF WHICH BEARS NORTH 6°34' 42" EAST 257.60 FEET) A DISTANCE OF 258.14 FEET; THENCE CONTINUING ALONG SAID WESTERLY RIGHT OF WAY LINE OF SAID WENDLING BRANCH OF THE SOUTHERN PACIFIC COMPANY'S RAILROAD NORTH 1°49'42" EAST 647.55 FEET TO THE TRUE POINT OF BEGINNING, IN SPRINGFIELD, LANE COUNTY, OREGON.

PARCEL V:

ALSO TO 3400 FROM 3300 CONSOLIDATED 2000



Date Received:

APR 21 2016

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EXHIBIT "A" (Page 3 of 4)  
LEGAL DESCRIPTION

BEGINNING AT THE INTERSECTION OF THE WEST LINE OF THE SOUTHERN PACIFIC COMPANY'S WENDLING BRANCH RAILROAD RIGHT OF WAY (100.0 FEET WIDE) WITH THE SOUTH LINE OF THE MCKENZIE HIGHWAY RIGHT OF WAY (10.0 FEET WIDE) AS SAID RIGHT OF WAY WAS MONUMENTED BY THE OREGON STATE HIGHWAY DEPARTMENT IN NOVEMBER 1966; RUN THENCE SOUTH 89° 57' 50" WEST 208.63 FEET ALONG SAID SOUTH LINE OF SAID HIGHWAY TO AN 1/2 INCH IRON ROD MARKING THE NORTHWEST CORNER OF AN ACRE TRACT CONVEYED BY DEED CLERK'S FILE NO. 88071, JANUARY 12, 1953 AND THE TRUE POINT OF BEGINNING, OF THIS TRACT; RUN THENCE SOUTH 00° 07' 40" EAST 209.20 FEET TO A 1/2 INCH IRON ROD FOUND MARKING THE SOUTHWEST CORNER OF SAID ACRE TRACT; RUN THENCE NORTH 89° 58' 40" EAST 208.63 FEET ALONG THE SOUTH LINE OF SAID ACRE TRACT TO A 1/2 INCH IRON ROD FOUND MARKING THE SOUTHEAST CORNER OF SAID ACRE TRACT AND THE WEST LINE OF THE SAID RAILROAD RIGHT OF WAY RUN THENCE SOUTH 00° 67' 40" EAST ALONG SAID RAILROAD RIGHT OF WAY TO A 1/2 INCH IRON ROD AT 60.0 FEET NORTHERLY FROM THE NORTHERLY BOUNDARY LINE OF THE INDUSTRIAL AND PARK SITE OF THE CITY OF SPRINGFIELD, LANE COUNTY, OREGON, SAID POINT ALSO BEING THE NORTHEAST CORNER OF A CERTAIN TRACT DESCRIBED BY WARRANTY DEED RECORDED IN BOOK 401, PAGE 477, LANE COUNTY OREGON DEED RECORDS, RUN THENCE SOUTH 89° 49' 20" WEST ALONG THE NORTHERLY LINE OF SAID CERTAIN TRACT 449.70 FEET TO A 1/2 INCH IRON ROD ON THE EASTERLY RIGHT OF WAY LINE OF SOUTH 28TH STREET (SEAVEY ROAD) (40.00 FEET WIDE): RUN THENCE NORTH 00° 17' 10" WEST ALONG SAID 28TH STREET 91.74 FEET TO A 1/2 INCH IRON ROD SET NORTH 89° 42' 30" EAST 20.0 FEET FROM OREGON STATE HIGHWAY DEPARTMENT CENTER LINE STATION "A" 13 + 49.13; RUN THENCE NORTH 89° 42' 50" EAST 8.0 FEET TO A 5/8 INCH IRON ROD FOUND, RUN THENCE NORTHERLY ALONG SAID RIGHT OF WAY THE FOLLOWING COURSES ALONG A 140.52 FOOT RADIUS CURVE RIGHT THE CHORD OF WHICH BEARS NORTH 5° 30' 57" EAST 28.40 FEET TO A 1/2 INCH IRON ROD, NORTH 41° 52' 20" EAST 28.21 FEET TO A 5/8 INCH IRON ROD; NORTH 22° 12' 50" EAST 93.89 FEET TO A 1/2 INCH IRON ROD ON THE SOUTH LINE OF THE C. H. RALSH PROPERTY AS DESCRIBED BY DEED RECORDED IN BOOK 439, PAGE 537, LANE COUNTY DEED RECORDS, RUN THENCE NORTH 89° 57' 50" EAST ALONG THE SOUTH LINE OF SAID RALSH PROPERTY 84.25 FEET TO A 1/2 INCH IRON ROD; FOUND MARKING THE SOUTHEAST CORNER OF SAID RALSH PROPERTY RUN THENCE NORTH 00° 19' 53" WEST 20.46 FEET ALONG THE EAST LINE OF SAID RALSH PROPERTY, RUN THENCE SOUTH 89° 42' 20" EAST 60.38 FEET TO A 3/4 INCH IRON PIPE FOUND MARKING THE SOUTHEAST CORNER OF THAT CERTAIN TRACT DESCRIBED BY WARRANTY DEED FILED APRIL 4, 1963, CLERK'S FILE NO. 5712, LANE COUNTY OREGON, RUN THENCE NORTH 00° 18' 20" EAST 130.0 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF MCKENZIE HIGHWAY; RUN THENCE NORTH 89° 57' 50" EAST 30.39 FEET TO THE TRUE POINT OF BEGINNING, IN LANE COUNTY, OREGON, BEING IN THE ISAAC BRIGGS DONATION LAND CLAIM NO. 84, IN SECTION 31, TOWNSHIP 17 SOUTH, RANGE 2 WEST OF THE WILLAMETTE MERIDIAN, IN LANE COUNTY, OREGON.

PARCEL VI:

ALSO OUT OF RAIL ROAD (3500)

A PORTION OF THAT CERTAIN TRACT OF LAND CONVEYED TO SOUTHERN PACIFIC COMPANY, SEPTEMBER 23, 1899 BY CHARLES I. GORRIE, ET AL AS DESCRIBED ON DEED BOOK 47, PAGE 561 LANE COUNTY OREGON DEED RECORDS DESCRIBED AS FOLLOWS:

EUG ULTIMATE



Date Received:

APR 21 2016

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EXHIBIT "A" (Page 4 of 4)  
LEGAL DESCRIPTION

BEGINNING AT THE INTERSECTION OF THE WEST LINE OF THE SOUTHERN PACIFIC COMPANY'S WENDLING BRANCH, RAILROAD RIGHT OF WAY(100.00 FEET WIDE) WITH THE SOUTH LINE OF THE MCKENZIE HIGHWAY RIGHT OF WAY (80.00) FEET WIDE) AS SAID RIGHT OF WAY WAS MONUMENTED BY THE OREGON STATE HIGHWAY DEPARTMENT IN NOVEMBER 1966; THENCE SOUTH 1° 49' 42" WEST ALONG THE WESTERLY RIGHT OF WAY OF SAID WENDLING BRANCH OF THE SOUTHERN PACIFIC RAILROAD A DISTANCE OF 209.20 FEET TO THE TRUE POINT OF BEGINNING; SAID POINT BEING REFERENCED BY A 1/2 INCH IRON ROD; THENCE CONTINUING SOUTH 1° 49' 42" WEST ALONG SAID WESTERLY RIGHT OF WAY OF SOUTHERN PACIFIC RAILROAD A DISTANCE OF 167.39 FEET TO THE NORTHEAST CORNER OF THAT CERTAIN TRACT DESCRIBED ON WARRANTY DEED RECORDED IN BOOK 401, PAGE 477, LANE COUNTY OREGON DEED RECORDS; THENCE SOUTH 88° 04' 29" EAST 30.00 FEET TO A POINT THAT IS 20.00 FEET WEST OF THE CENTER LINE OF THE SAID SOUTHERN PACIFIC RAILROAD TRACK; THENCE NORTH 1° 49' 42" EAST PARALLEL WITH THE CENTER LINE OF SAID RAILROAD TRACK A DISTANCE OF 167.27 FEET TO A POINT THAT BEARS SOUTH 88° 04' 29" WEST 30.00 FEET TO THE TRUE POINT OF BEGINNING.







**DRAFT**

**MEMORANDUM OF LAND LEASE AGREEMENT**

THIS MEMORANDUM OF LAND LEASE AGREEMENT evidences that a Land Lease Agreement ("Agreement") was entered into as of \_\_\_\_\_, 201\_\_\_\_, by and between 419 S 28<sup>th</sup> Springfield OR, LLC, an Oregon limited liability company ("Lessor"), and Verizon Wireless (VAW) LLC d/b/a Verizon Wireless ("Lessee"), for certain real property located at 419 S. 28<sup>th</sup> 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 Land Lease Agreement as of the day and year last below written.

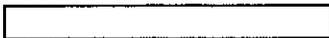
LESSOR: 419 S 28<sup>th</sup> Springfield OR, LLC, an Oregon limited liability company

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

LESSEE: Verizon Wireless (VAW) LLC d/b/a Verizon Wireless

By: \_\_\_\_\_  
Date: \_\_\_\_\_  
[ ] Network

Exhibit A – Legal Description



Date Received:

APR 21 2016

Original Submittal \_\_\_\_\_





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EXHIBIT "A" (Page 1 of 4)  
LEGAL DESCRIPTION

PARCEL I:

BEGINNING AT A POINT ON THE WESTERLY RIGHT OF WAY LINE OF THE SOUTHERN PACIFIC COMPANY'S WENDLING BRANCH RAILWAY 504.0 FEET SOUTH 0° 07' WEST OF A POINT 1224.7 FEET WEST OF THE NORTHEAST CORNER OF THE ISAAC BRIGGS DONATION LAND CLAIM NO.84, TOWNSHIP 17 SOUTH, RANGE 2 WEST OF THE WILLAMETTE MERIDIAN; AND RUNNING THENCE WEST 450.2 FEET TO A POINT ON THE EAST LINE OF SEAVEY ROAD, 20.0 FEET SOUTH OF THE NORTH BOUNDARY LINE OF THE SPRINGFIELD INDUSTRIAL AND PARK SITE; THENCE NORTH 0°08' WEST ALONG THE EAST LINE OF SEAVEY ROAD, 80.0 FEET; THENCE EAST 450.45 FEET TO THE WEST LINE OF THE WENDLING BRANCH RIGHT OF WAY; THENCE SOUTH 0° 07' WEST 80.0 FEET TO THE POINT OF BEGINNING, IN LANE COUNTY, OREGON.

PARCEL II:

BEGINNING AT A POINT ON THE EAST LINE OF A CERTAIN COUNTY ROAD, WHICH POINT IS SOUTH 0° 03' EAST 1034.0 FEET FROM A POINT ON THE NORTH LINE OF THE ISAAC BRIGGS DONATION LAND CLAIM, IN TOWNSHIP 17 SOUTH, RANGE 2 AND 3 WEST OF THE WILLAMETTE MERIDIAN, 1673.8 FEET WEST OF THE NORTHEAST CORNER OF SAID CLAIM; FROM SAID POINT OF BEGINNING RUN NORTH 89° 57' EAST 448.72 FEET TO THE WEST LINE OF THE WENDLING BRANCH OF THE SOUTHERN PACIFIC RAILROAD; THENCE SOUTH 0° 05' WEST ALONG SAID RIGHT OF WAY LINE, 34.1 FEET; THENCE ALONG THE ARC OF A SPIRAL CURVE RIGHT (THE LONG CHORD OF WHICH BEARS SOUTH 4° 50' WEST 257.6 FEET) A DISTANCE OF 258.14 FEET; THENCE ALONG THE ARC OF A 523.69 FOOT RADIUS CURVE RIGHT (THE LONG CHORD OF WHICH BEARS SOUTH 46°9 1/2' WEST 563.9 FEET) A DISTANCE OF 594.72 FEET; THENCE ALONG THE ARC OF A 587.27 FOOT RADIUS CURVE RIGHT (THE LONG CHORD OF WHICH BEARS SOUTH 79° 37' WEST 19.5 FEET) A DISTANCE OF 19.7 FEET TO THE EAST LINE OF SAID COUNTY ROAD; THENCE NORTH 0° 03' WEST ALONG SAID EAST LINE 684.53 FEET TO THE PLACE OF BEGINNING, BEING A PART OF SAID ISAAC BRIGGS DONATION LAND CLAIM IN LANE COUNTY, OREGON.

PARCEL III:

BEGINNING AT A POINT IN THE EAST BOUNDARY LINE OF THE COUNTY ROAD KNOWN AS THE SEAVEY ROAD, 20.00 FEET SOUTH OF ITS INTERSECTION WITH THE NORTH LINE OF THE INDUSTRIAL AND PARK SITE OF THE CITY OF SPRINGFIELD, SAID POINT BEING 20.0 FEET SOUTH OF THE SOUTHWEST CORNER OF THAT CERTAIN TRACT CONVEYED BY MARIA E. GORRIE TO DELTA LUMBER COMPANY, A CORPORATION, BY DEED RECORDED DECEMBER 1, 1938, IN BOOK 198, PAGE 190, LANE COUNTY OREGON DEED RECORDS, IN LANE COUNTY OREGON; THENCE SOUTH ALONG THE EAST BOUNDARY LINE OF SAID ROAD, 530.0 FEET; THENCE EAST TO THE WEST BOUNDARY LINE OF THE RIGHT OF WAY OF THE WENDLING BRANCH OF THE SOUTHERN PACIFIC COMPANY; THENCE NORTH ALONG THE WEST LINE OF SAID RAILROAD RIGHT OF WAY 530 FEET, MORE OR LESS, TO A POINT 20.0 FEET SOUTH OF THE SOUTHEAST CORNER OF SAID DELTA LUMBER COMPANY TRACT; AND THENCE WEST PARALLEL WITH SAID SOUTH LINE OF SAID DELTA LUMBER COMPANY TRACT TO THE POINT OF BEGINNING; IN LANE COUNTY, OREGON, AND BEING IN THE ISAAC BRIGGS DONATION LAND CLAIM NO. 84, IN TOWNSHIP 17 SOUTH, RANGE 2 WEST OF THE WILLAMETTE MERIDIAN, IN LANE COUNTY, OREGON.



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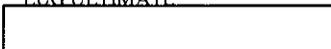
**EXHIBIT "A" (Page 2 of 4)**  
**LEGAL DESCRIPTION**

PARCEL IV:

BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF THE ISAAC BRIGGS DONATION LAND CLAIM NO.84, WITH THE WEST RIGHT OF WAY LINE OF THE SOUTHERN PACIFIC COMPANY'S WENDLING BRANCH RAILROAD IN SECTION 31 TOWNSHIP 17 SOUTH RANGE 2 WEST OF THE WILLAMETTE MERIDIAN, IN SPRINGFIELD, LANE COUNTY, OREGON; SAID INTERSECTION BEING 1223.58 FEET NORTH 88° 17' 53" WEST OF THE NORTHEAST CORNER OF SAID ISAAC BRIGGS DONATION LAND CLAIM (AS FOUND IN C.S.F. 12721 ); THENCE LEAVING SAID CLAIM LINE AND SOUTH 1° 49' 42" WEST ALONG THE WEST LINE OF SAID WENDLING BRANCH OF THE SOUTHERN PACIFIC COMPANY'S PROPERTY A DISTANCE OF 7.41 FEET TO ITS INTERSECTION WITH THE CENTERLINE OF MCKENZIE HIGHWAY AS FOUND MONUMENTED BY THE OREGON STATE HIGHWAY DEPARTMENT; THENCE CONTINUING SOUTH 1° 49' 42" WEST ALONG THE WEST LINE OF SAID SOUTHERN PACIFIC PROPERTY A DISTANCE OF 416.59 FEET TO THE TRUE POINT OF BEGINNING OF THE HEREIN TRACT; THENCE SOUTH 88°17'53" EAST PARALLEL WITH THE NORTH LINE OF SAID ISAAC BRIGGS CLAIM NO. 84 A DISTANCE OF 30.00 FEET TO A POINT: SAID POINT, BEING 20.00 FEET WEST OF WHEN MEASURED AT RIGHT ANGLES TO THE CENTERLINE OF SAID WENDLING BRANCH OF THE SOUTHERN PACIFIC COMPANY'S RAILROAD TRACK; THENCE SOUTH 1°49'42" WEST PARALLEL WITH SAID RAILROAD TRACT A DISTANCE OF 647.61 FEET; THENCE CONTINUING CONCENTRIC WITH AND 20.0 FEET WESTERLY OF THE CENTERLINE OF SAID RAILROAD TRACK (WHEN MEASURED RADIALLY) ALONG A SPIRAL CURVE RIGHT (THE LONG CHORD OF WHICH BEARS SOUTH 6° 37'54" WEST 264.65 FEET) A DISTANCE OF 163.19 FEET; THENCE CONTINUING CONCENTRIC WITH AND 20.0 FEET WESTERLY OF THE CENTERLINE OF SAID RAILROAD TRACK ( WHEN MEASURED RADIALLY) ALONG THE ARC OF A 553.69 FOOT RADIUS CURVE RIGHT (THE CHORD OF WHICH BEARS SOUTH 47° 54' 12" WEST 596.20 FEET) A DISTANCE OF 629.58 FEET; THENCE CONTINUING CONCENTRIC WITH AND 20.0 FEET NORTHERLY OF THE CENTERLINE OF SAID RAILROAD TRACK (WHEN MEASURED RADIALLY) ALONG THE ARC OF A 617.27 FOOT RADIUS CURVE RIGHT (THE CHORD OF WHICH BEARS SOUTH 81°40'56" WEST 25.96 FEET) A DISTANCE OF 25.96 FEET TO ITS INTERSECTION WITH THE EASTERLY RIGHT OF WAY OF SOUTH 28TH STREET (FORMERLY KNOWN AS SEAVEY ROAD); THENCE RUN NORTH 1°42'20" EAST ALONG SAID EASTERLY RIGHT OF WAY OF SOUTH 28TH STREET A DISTANCE OF 30.38 FEET TO ITS INTERSECTION WITH THE NORTHWESTERLY RIGHT OF WAY LINE OF SAID WENDLING BRANCH OF THE SOUTHERN PACIFIC COMPANY'S PROPERTY, THENCE EASTERLY ALONG SAID NORTHWESTERLY RIGHT OF WAY LINE OF THE WENDLING BRANCH OF THE SOUTHERN PACIFIC COMPANY'S PROPERTY ALONG THE ARC OF A 587.27 FOOT RADIUS CURVE LEFT (THE CHORD OF WHICH BEARS NORTH 81°27' 20" EAST 20.04 FEET) A DISTANCE OF 20.04 FEET; THENCE CONTINUING ALONG SAID WESTERLY RIGHT OF WAY LINE ALONG THE ARC OF A 523.69 FOOT RADIUS CURVE LEFT (THE CHORD OF WHICH BEARS NORTH 47° 54' 12" EAST 563.90 FEET) A DISTANCE OF 595.46 FEET ; THENCE CONTINUING ALONG SAID WESTERLY RIGHT OF WAY LINE ALONG THE ARC OF A SPIRAL CURVE LEFT (THE CHORD OF WHICH BEARS NORTH 6°34' 42" EAST 257.60 FEET) A DISTANCE OF 258.14 FEET; THENCE CONTINUING ALONG SAID WESTERLY RIGHT OF WAY LINE OF SAID WENDLING BRANCH OF THE SOUTHERN PACIFIC COMPANY'S RAILROAD NORTH 1°49'42" EAST 647.55 FEET TO THE TRUE POINT OF BEGINNING, IN SPRINGFIELD, LANE COUNTY, OREGON.

PARCEL V:

ALSO TO 3400 FROM 3300 CONSOLIDATED 2000



Date Received:

APR 21 2016

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**EXHIBIT "A" (Page 3 of 4)**  
LEGAL DESCRIPTION

BEGINNING AT THE INTERSECTION OF THE WEST LINE OF THE SOUTHERN PACIFIC COMPANY'S WENDLING BRANCH RAILROAD RIGHT OF WAY (100.0 FEET WIDE) WITH THE SOUTH LINE OF THE MCKENZIE HIGHWAY RIGHT OF WAY (10.0 FEET WIDE) AS SAID RIGHT OF WAY WAS MONUMENTED BY THE OREGON STATE HIGHWAY DEPARTMENT IN NOVEMBER 1966; RUN THENCE SOUTH 89° 57' 50" WEST 208.63 FEET ALONG SAID SOUTH LINE OF SAID HIGHWAY TO AN 1/2 INCH IRON ROD MARKING THE NORTHWEST CORNER OF AN ACRE TRACT CONVEYED BY DEED CLERK'S FILE NO. 88071, JANUARY 12, 1953 AND THE TRUE POINT OF BEGINNING, OF THIS TRACT; RUN THENCE SOUTH 00° 07' 40" EAST 209.20 FEET TO A 1/2 INCH IRON ROD FOUND MARKING THE SOUTHWEST CORNER OF SAID ACRE TRACT; RUN THENCE NORTH 89° 58' 40" EAST 208.63 FEET ALONG THE SOUTH LINE OF SAID ACRE TRACT TO A 1/2 INCH IRON ROD FOUND MARKING THE SOUTHEAST CORNER OF SAID ACRE TRACT AND THE WEST LINE OF THE SAID RAILROAD RIGHT OF WAY RUN THENCE SOUTH 00° 67' 40" EAST ALONG SAID RAILROAD RIGHT OF WAY TO A 1/2 INCH IRON ROD AT 60.0 FEET NORTHERLY FROM THE NORTHERLY BOUNDARY LINE OF THE INDUSTRIAL AND PARK SITE OF THE CITY OF SPRINGFIELD, LANE COUNTY, OREGON, SAID POINT ALSO BEING THE NORTHEAST CORNER OF A CERTAIN TRACT DESCRIBED BY WARRANTY DEED RECORDED IN BOOK 401, PAGE 477, LANE COUNTY OREGON DEED RECORDS, RUN THENCE SOUTH 89° 49' 20" WEST ALONG THE NORTHERLY LINE OF SAID CERTAIN TRACT 449.70 FEET TO A 1/2 INCH IRON ROD ON THE EASTERLY RIGHT OF WAY LINE OF SOUTH 28TH STREET (SEAVEY ROAD) (40.00 FEET WIDE): RUN THENCE NORTH 00° 17' 10" WEST ALONG SAID 28TH STREET 91.74 FEET TO A 1/2 INCH IRON ROD SET NORTH 89° 42' 30" EAST 20.0 FEET FROM OREGON STATE HIGHWAY DEPARTMENT CENTER LINE STATION "A" 13 + 49.13; RUN THENCE NORTH 89° 42' 50" EAST 8.0 FEET TO A 5/8 INCH IRON ROD FOUND, RUN THENCE NORTHERLY ALONG SAID RIGHT OF WAY THE FOLLOWING COURSES ALONG A 140.52 FOOT RADIUS CURVE RIGHT THE CHORD OF WHICH BEARS NORTH 5° 30' 57" EAST 28.40 FEET TO A 1/2 INCH IRON ROD, NORTH 41° 52' 20" EAST 28.21 FEET TO A 5/8 INCH IRON ROD; NORTH 22° 12' 50" EAST 93.89 FEET TO A 1/2 INCH IRON ROD ON THE SOUTH LINE OF THE C. H. RALSH PROPERTY AS DESCRIBED BY DEED RECORDED IN BOOK 439, PAGE 537, LANE COUNTY DEED RECORDS, RUN THENCE NORTH 89° 57' 50" EAST ALONG THE SOUTH LINE OF SAID RALSH PROPERTY 84.25 FEET TO A 1/2 INCH IRON ROD; FOUND MARKING THE SOUTHEAST CORNER OF SAID RALSH PROPERTY RUN THENCE NORTH 00° 19' 53" WEST 20.46 FEET ALONG THE EAST LINE OF SAID RALSH PROPERTY, RUN THENCE SOUTH 89° 42' 20" EAST 60.38 FEET TO A 3/4 INCH IRON PIPE FOUND MARKING THE SOUTHEAST CORNER OF THAT CERTAIN TRACT DESCRIBED BY WARRANTY DEED FILED APRIL 4, 1963, CLERK'S FILE NO. 5712, LANE COUNTY OREGON, RUN THENCE NORTH 00° 18' 20" EAST 130.0 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF MCKENZIE HIGHWAY; RUN THENCE NORTH 89° 57' 50" EAST 30.39 FEET TO THE TRUE POINT OF BEGINNING, IN LANE COUNTY, OREGON, BEING IN THE ISAAC BRIGGS DONATION LAND CLAIM NO. 84, IN SECTION 31, TOWNSHIP 17 SOUTH, RANGE 2 WEST OF THE WILLAMETTE MERIDIAN, IN LANE COUNTY, OREGON.

PARCEL VI:

ALSO OUT OF RAIL ROAD (3500)

A PORTION OF THAT CERTAIN TRACT OF LAND CONVEYED TO SOUTHERN PACIFIC COMPANY, SEPTEMBER 23, 1899 BY CHARLES I. GORRIE, ET AL AS DESCRIBED ON DEED BOOK 47, PAGE 561 LANE COUNTY OREGON DEED RECORDS DESCRIBED AS FOLLOWS:



Date Received:

APR 21 2016

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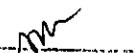
**EXHIBIT "A" (Page 4 of 4)**  
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BEGINNING AT THE INTERSECTION OF THE WEST LINE OF THE SOUTHERN PACIFIC COMPANY'S WENDLING BRANCH, RAILROAD RIGHT OF WAY(100.00 FEET WIDE) WITH THE SOUTH LINE OF THE MCKENZIE HIGHWAY RIGHT OF WAY (80.00) FEET WIDE) AS SAID RIGHT OF WAY WAS MONUMENTED BY THE OREGON STATE HIGHWAY DEPARTMENT IN NOVEMBER 1966; THENCE SOUTH 1° 49' 42" WEST ALONG THE WESTERLY RIGHT OF WAY OF SAID WENDLING BRANCH OF THE SOUTHERN PACIFIC RAILROAD A DISTANCE OF 209.20 FEET TO THE TRUE POINT OF BEGINNING; SAID POINT BEING REFERENCED BY A 1/2 INCH IRON ROD; THENCE CONTINUING SOUTH 1° 49' 42" WEST ALONG SAID WESTERLY RIGHT OF WAY OF SOUTHERN PACIFIC RAILROAD A DISTANCE OF 167.39 FEET TO THE NORTHEAST CORNER OF THAT CERTAIN TRACT DESCRIBED ON WARRANTY DEED RECORDED IN BOOK 401, PAGE 477, LANE COUNTY OREGON DEED RECORDS; THENCE SOUTH 88° 04' 29" EAST 30.00 FEET TO A POINT THAT IS 20.00 FEET WEST OF THE CENTER LINE OF THE SAID SOUTHERN PACIFIC RAILROAD TRACK; THENCE NORTH 1° 49' 42" EAST PARALLEL WITH THE CENTER LINE OF SAID RAILROAD TRACK A DISTANCE OF 167.27 FEET TO A POINT THAT BEARS SOUTH 88° 04' 29" WEST 30.00 FEET TO THE TRUE POINT OF BEGINNING.



Date Received:

APR 21 2016

Original Submitted 

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## EUG Ultimate

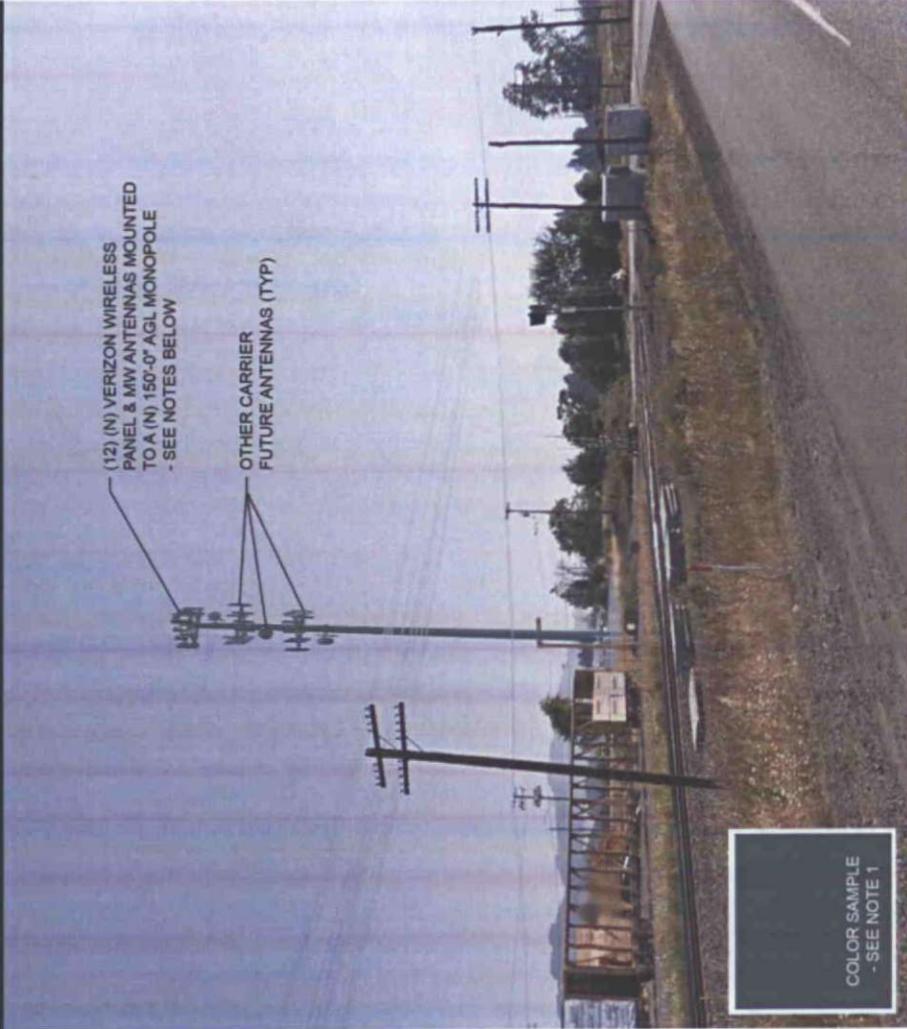
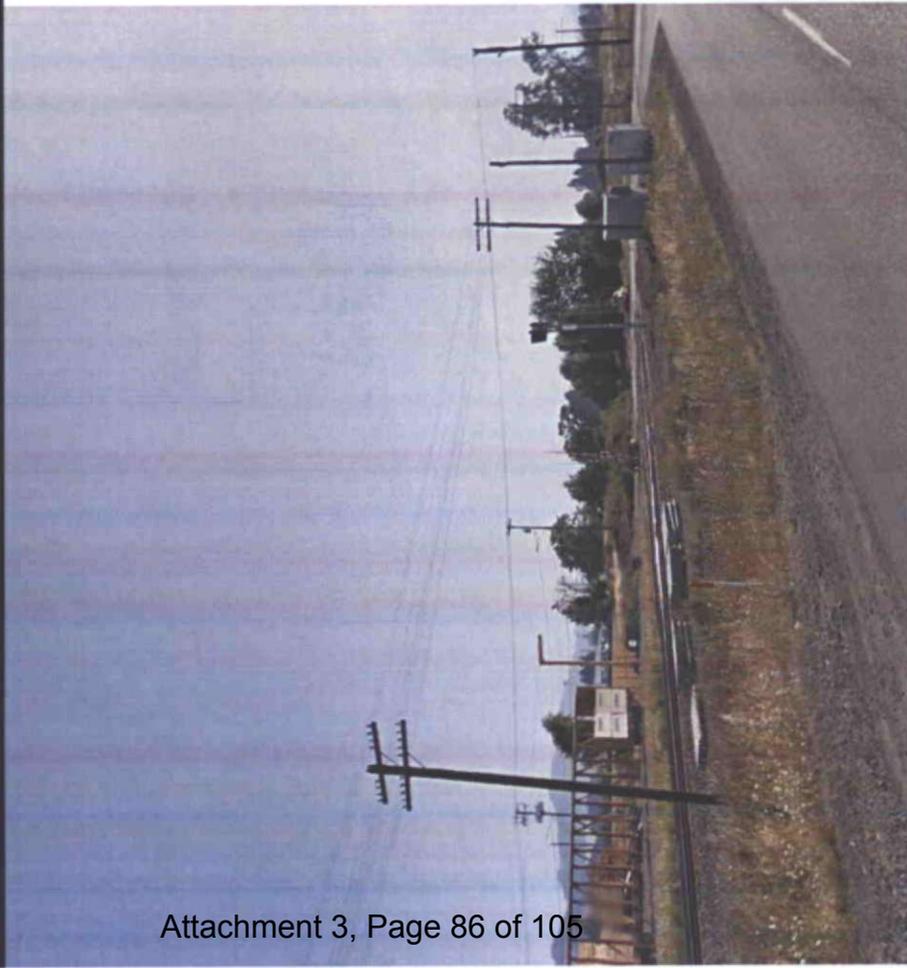
### Looking Northeast



APPROX. PHOTO LOCATION

APPROX. PROPOSED MONOPOLE & ANTENNA LOCATIONS

AERIAL OF SUBJECT AREA



Existing

Proposed

NOTES:  
1. PM/GC TO VERIFY PAINTING REQUIREMENTS WITH JURISDICTION PRIOR TO ORDERING SUPPORT STRUCTURES, ATTACHMENTS, ANTENNAS, AND OTHER APPURTENANCES.  
2. VISUAL IMPACTS WILL BE AFFECTED BY LOCATION AND VISIBILITY OF OBSERVER. THIS DOCUMENT IS FOR PLANNING AND INFORMATION PURPOSES ONLY AND IS CONCEPTUAL. THIS IS SOLELY THE PHOTOGRAPHERS INTERPRETATION OF THE PROPOSED DEVELOPMENT.

PHOTO SIMULATION  
Prepared by **CASCADIA PM**  
Precision Program Management



# verizon

## EUG Ultimate

### Looking West



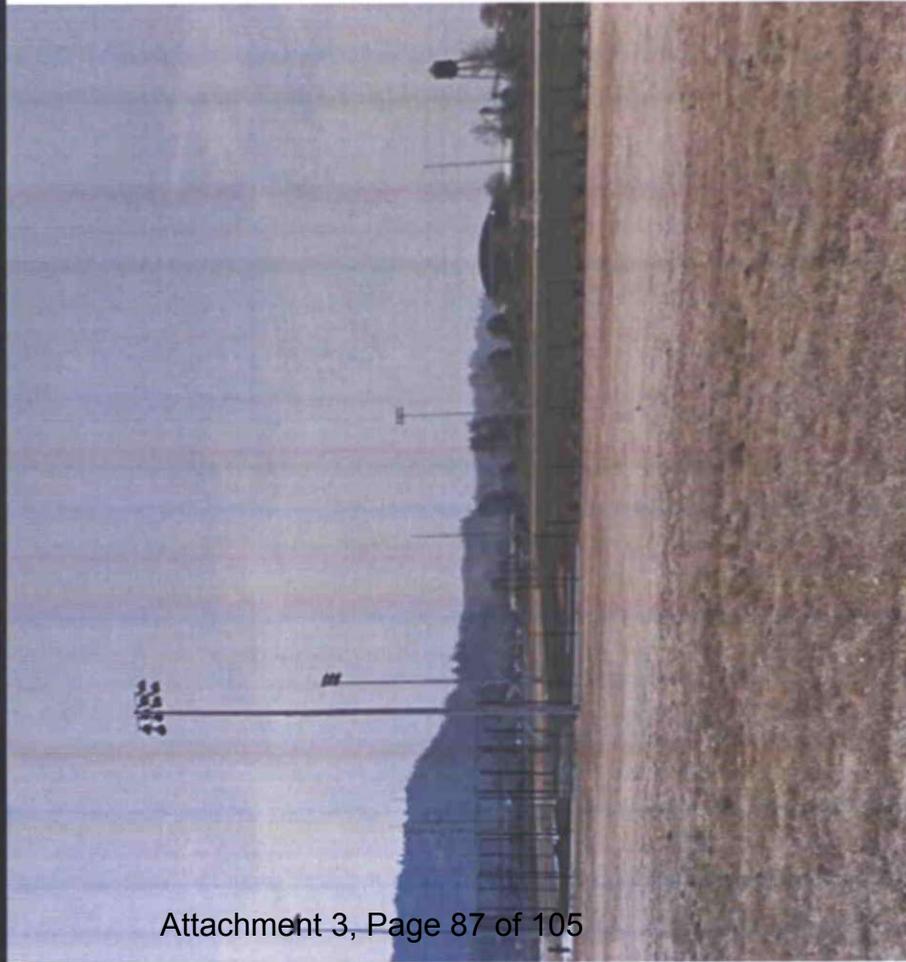
APPROX. PHOTO LOCATION

APPROX. PROPOSED MONOPOLE & ANTENNA LOCATIONS

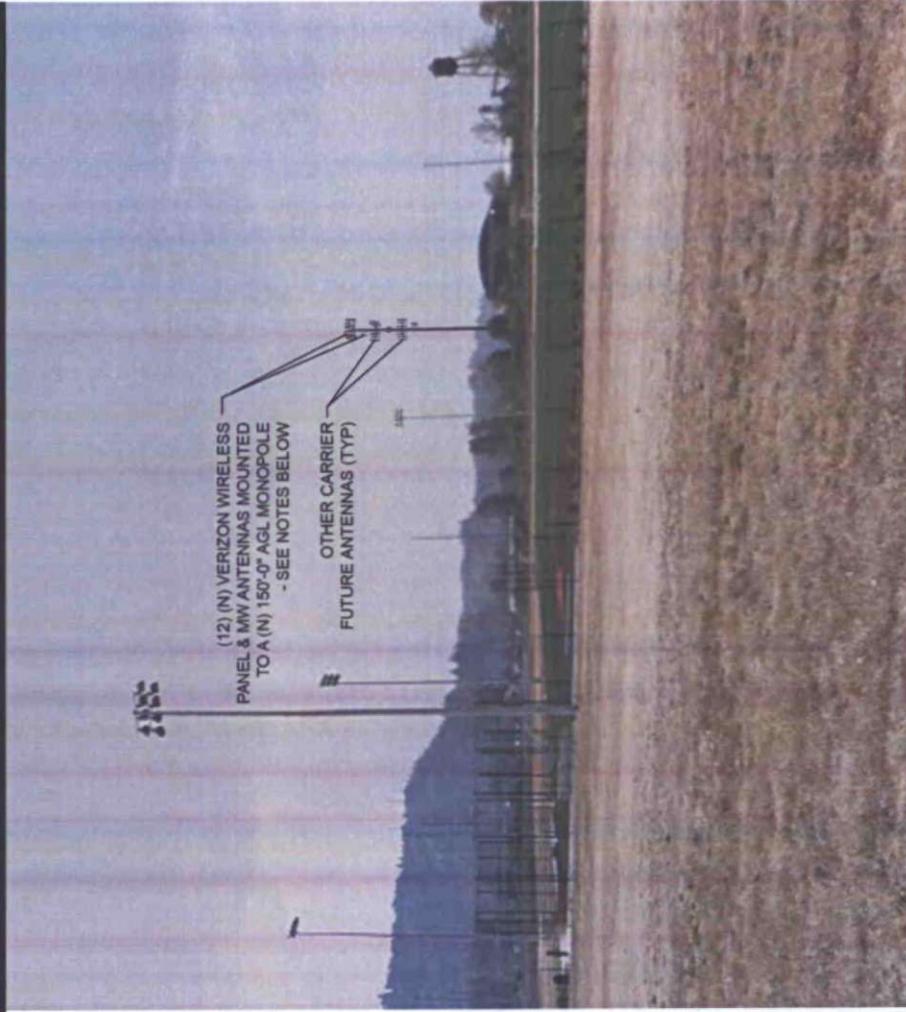
AERIAL OF SUBJECT AREA



Aerial Date: 06/06/2014



Existing



(12) (N) VERIZON WIRELESS PANEL & MW ANTENNAS MOUNTED TO A (N) 150'-0" AGL MONOPOLE - SEE NOTES BELOW

OTHER CARRIER FUTURE ANTENNAS (TYP)

Proposed

NOTES:  
1. PMGC TO VERIFY PAINTING REQUIREMENTS WITH JURISDICTION PRIOR TO ORDERING SUPPORT STRUCTURES, ATTACHMENTS, ANTENNAS, AND OTHER APPURTENANCES.  
2. VISUAL IMPACTS WILL BE AFFECTED BY LOCATION AND VISIBILITY OF OBSERVER. THIS DOCUMENT IS FOR PLANNING AND INFORMATION PURPOSES ONLY AND IS CONCEPTUAL. THIS IS SOLELY THE PHOTOGRAPHER'S INTERPRETATION OF THE PROPOSED DEVELOPMENT.

Date Received:

APR 2 2016

PHOTO SIMULATION  
Prepared by CASCADIA PM  
Precision Program Management

Original Submittal

# verizon

## EUG Ultimate

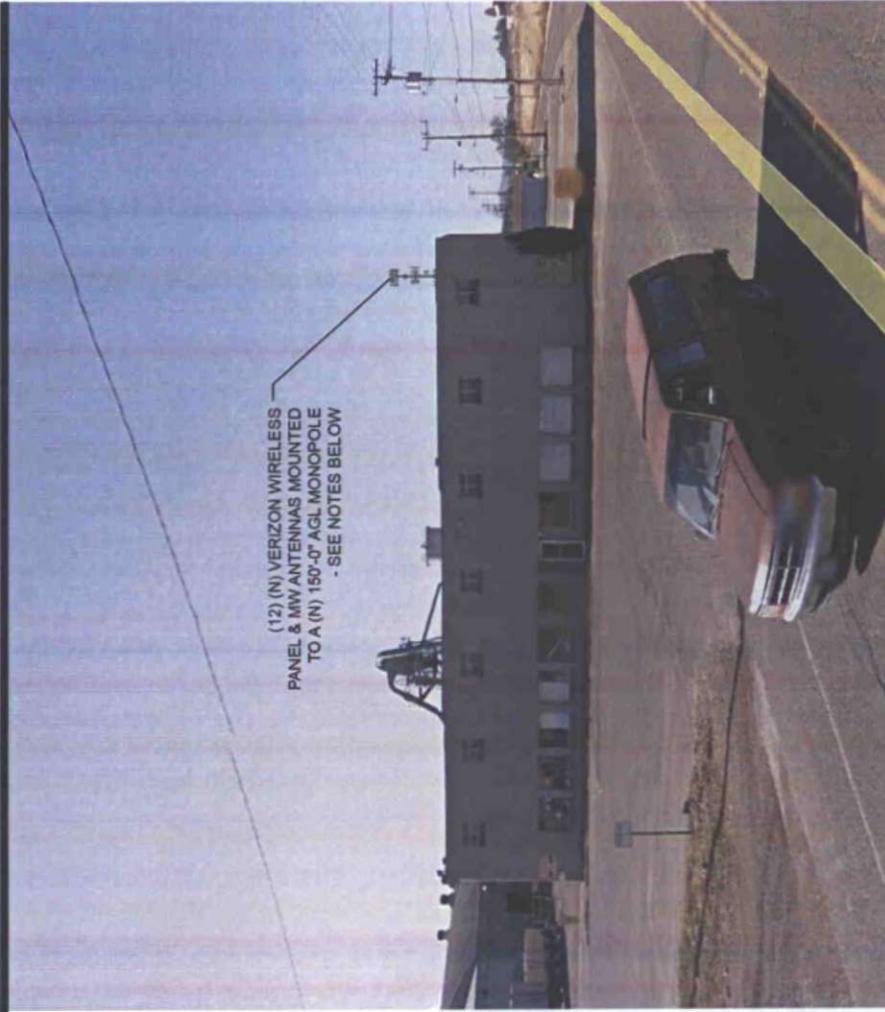
### Looking South



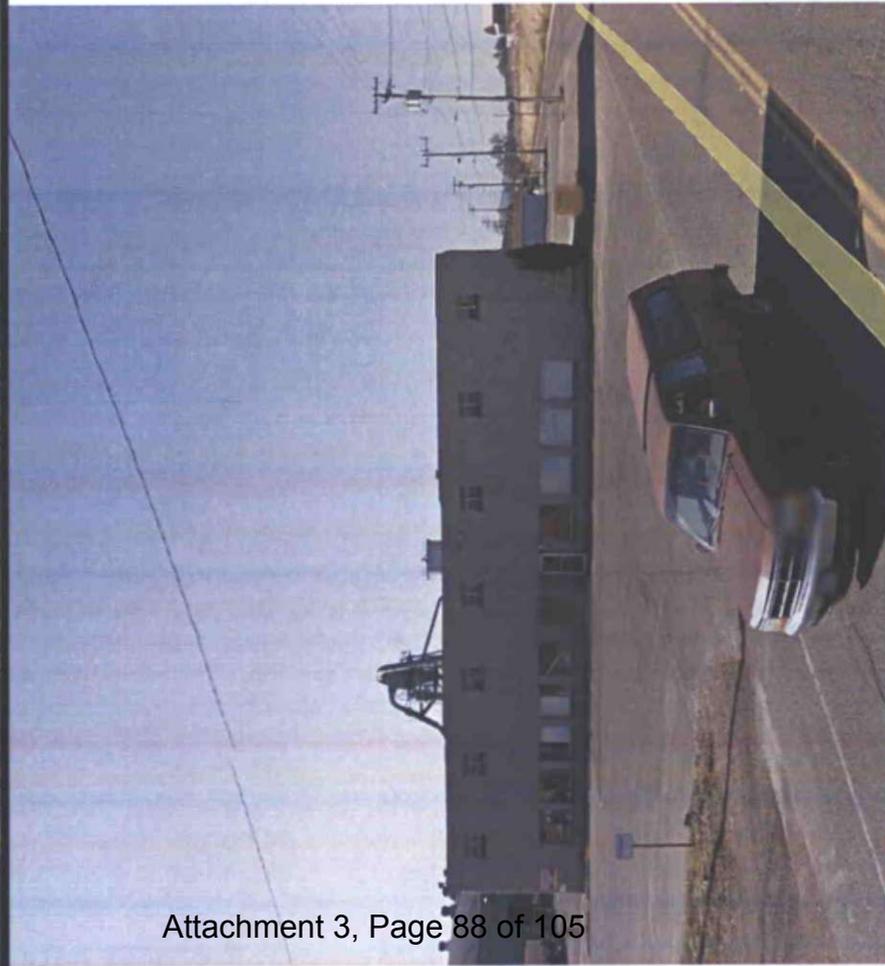
● APPROX. PHOTO LOCATION

● APPROX. PROPOSED MONOPOLE & ANTENNA LOCATIONS

AERIAL OF SUBJECT AREA



(12) (N) VERIZON WIRELESS PANEL & MV ANTENNAS MOUNTED TO A (N) 150'-0" AGL MONOPOLE - SEE NOTES BELOW



Proposed

Existing

Date Received:

APR 21 2016

- NOTES:
1. PMCG TO VERIFY PAINTING REQUIREMENTS WITH JURISDICTION PRIOR TO ORDERING SUPPORT STRUCTURES, ATTACHMENTS, ANTENNAS, AND OTHER APPURTENANCES.
  2. VISUAL IMPACTS WILL BE AFFECTED BY LOCATION AND VISIBILITY OF OBSERVER. THIS DOCUMENT IS FOR PLANNING AND INFORMATION PURPOSES ONLY AND IS CONCEPTUAL. THIS IS SOLELY THE PHOTOGRAPHER'S INTERPRETATION OF THE PROPOSED DEVELOPMENT

PHOTO SIMULATION  
Prepared by CASCADIA PM  
Precision Program Management



Original Submittal 

# verizon

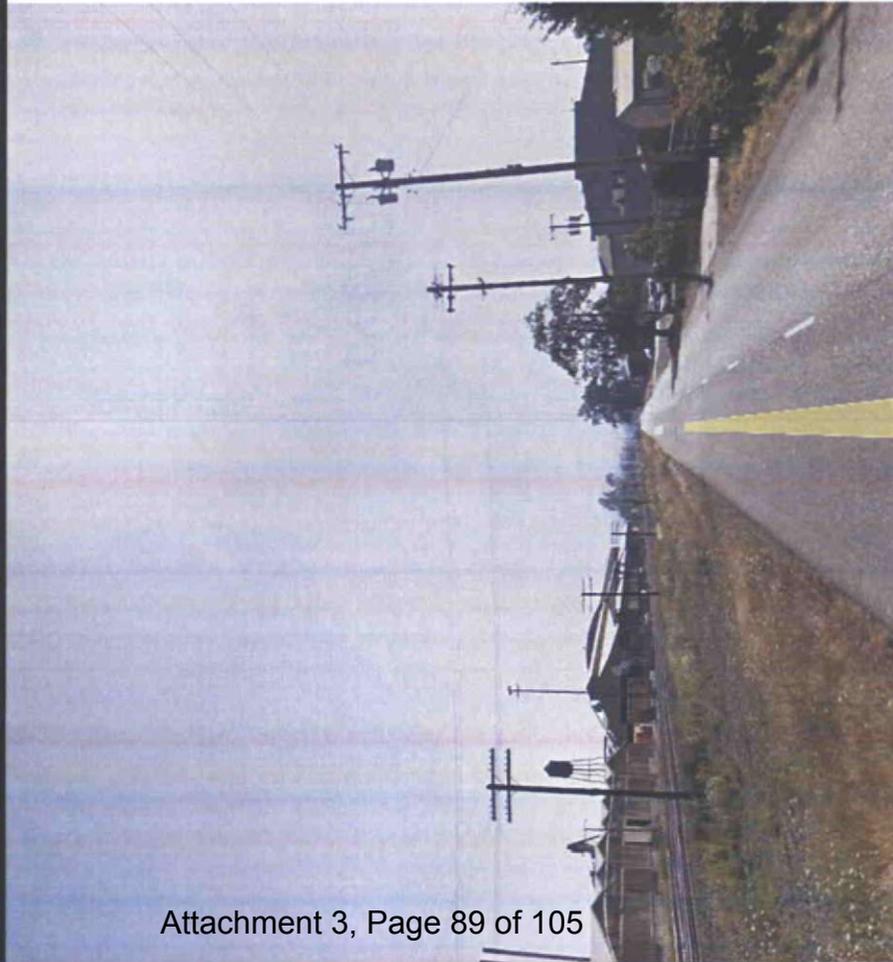
## EUG Ultimate

Looking East

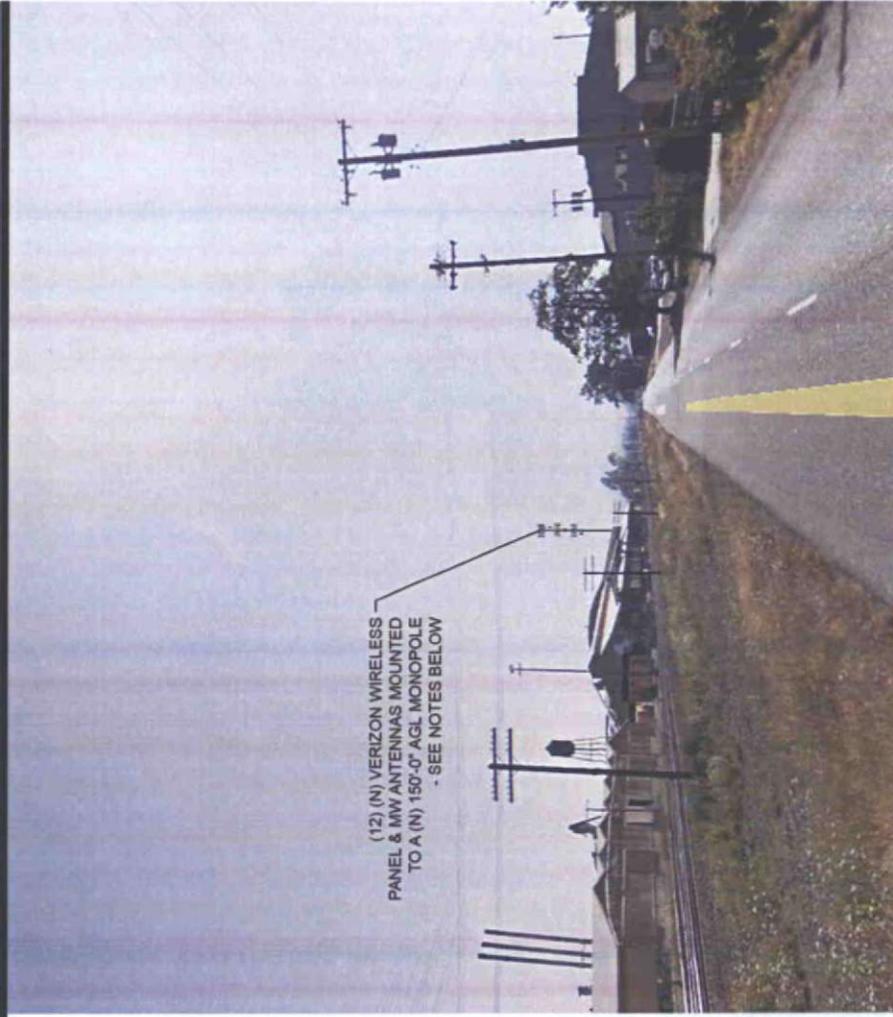


APPROX. PHOTO LOCATION

APPROX. PROPOSED MONOPOLE & ANTENNA LOCATIONS



Existing



Proposed

(12) (N) VERIZON WIRELESS PANEL & MW ANTENNAS MOUNTED TO A (N) 150'-0" AGL MONOPOLE - SEE NOTES BELOW

Date Received:

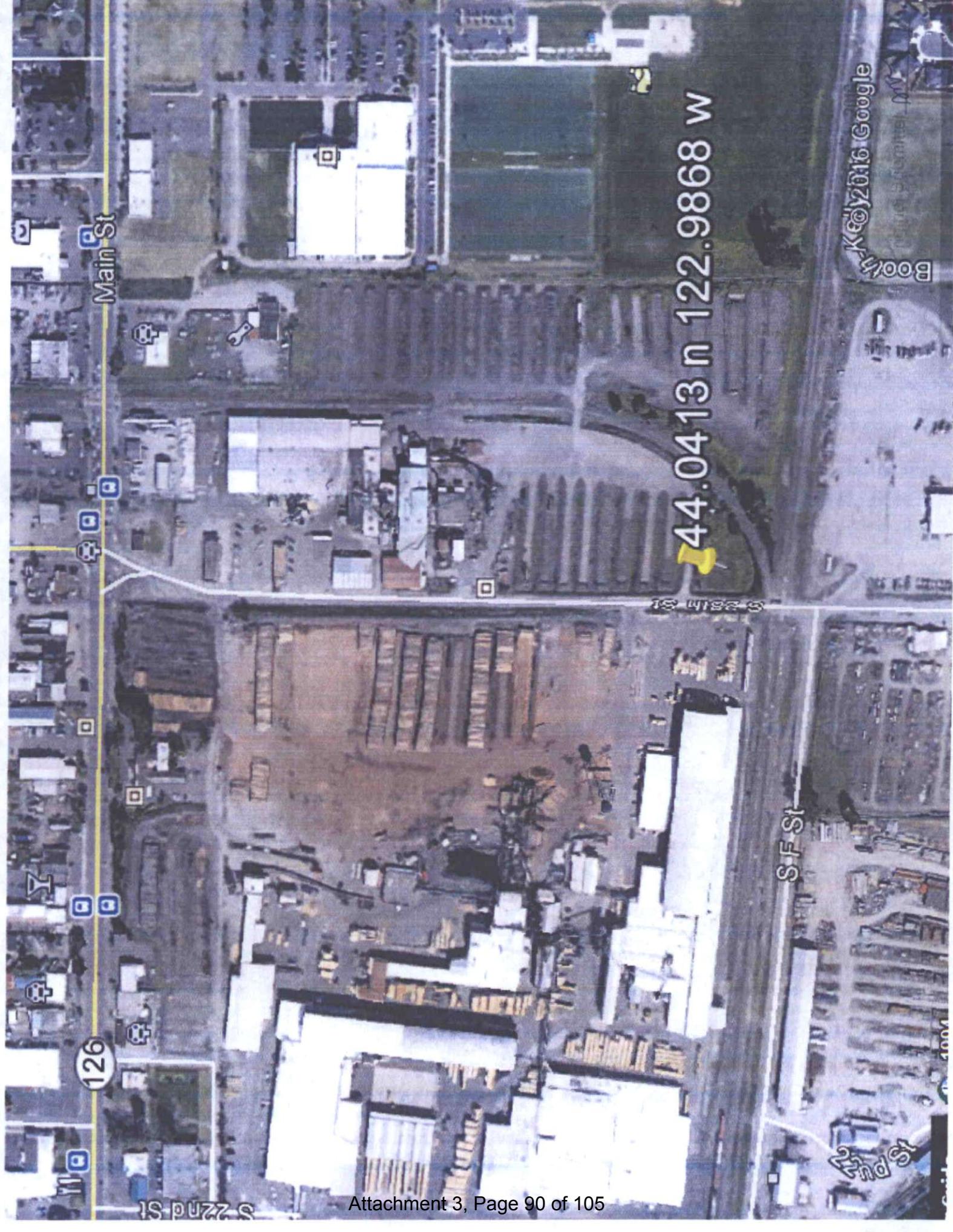
APR 21 2016

NOTES:  
1. PWGC TO VERIFY PAINTING REQUIREMENTS WITH JURISDICTION PRIOR TO ORDERING SUPPORT STRUCTURES, ATTACHMENTS, ANTENNAS, AND OTHER APPURTENANCES.  
2. VISUAL IMPACTS WILL BE AFFECTED BY LOCATION AND VISIBILITY OF OBSERVER. THIS DOCUMENT IS FOR PLANNING AND INFORMATION PURPOSES ONLY AND IS CONCEPTUAL. THIS IS SOLELY THE PHOTOGRAPHER'S INTERPRETATION OF THE PROPOSED DEVELOPMENT.

PHOTO SIMULATION  
Prepared by **CASCADIA PM**  
Precision Program Management



Original Submitted



44.0413 n 122.9868 w

CT 0253881  
E 07-0650 CS  
RETURN TO CASCADE TITLE CO.  
17-02-31 #601 + #3400

Division of Chief Deputy Clerk  
Lane County Deeds and Records

2007-072440



\$66.00

10/23/2007 02:43:09 PM

RPR-DEED Cnt=1 Stn=6 CASHIER 07  
\$45.00 \$11.00 \$10.00

When recorded, return to:  
WEYERHAEUSER COMPANY  
LAND TITLE DEPARTMENT  
PO BOX 9777  
FEDERAL WAY WA 98063-9777

Send Tax Statements to:  
PACIFIC STATES INDUSTRIES, INC.  
2 W SANTA CLARA STREET, 9<sup>TH</sup> FLOOR  
SAN JOSE CA 95113

Tax Map: 17 02 31      Tax Lot: 601      Code: 19-00      Property ID No: 0116481  
Tax Map: 17 02 31      Tax Lot: 3400      Code: 19-00      Property ID No: 0116846

### SPECIAL WARRANTY DEED

The GRANTOR, WEYERHAEUSER COMPANY, a Washington corporation, for valuable consideration, receipt of which is hereby acknowledged, conveys and specially warrants to 419 S 28<sup>th</sup> SPRINGFIELD OR, LLC, an Oregon limited liability company, GRANTEE, the real property situated in LANE COUNTY, OREGON, described on EXHIBIT A attached hereto and by this reference made a part hereof, free of encumbrances created or suffered by Grantor, except for the encumbrances of title as set forth on said Exhibit A.

The true and actual consideration for this transfer is: NONE – Exchange of land of equal value.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 197.352. THIS INSTRUMENT WILL DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930 AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 197.352.

Dated the 27 day of September, 2007.

WEYERHAEUSER COMPANY,  
a Washington corporation

By: Scott Marshall

Title: Vice President

Attest: Brit Pittman

Title: Assistant Secretary

Date Received:

STATE OF WASHINGTON )

) ss.

COUNTY OF KING )

Personally appeared before me, the undersigned authority in and for said county and state, on this 27 day of September, 2007, within my jurisdiction, the within named Scott Marshall and Britt Pittman, who acknowledged that they are Vice President and Assistant Secretary of **WEYERHAEUSER COMPANY**, a Washington corporation, and that for and on behalf of the said corporation, and as its act and deed they executed the above and foregoing instrument, after first having been duly authorized by said corporation so to do.



Jacqueline W. Hawn  
Notary Public  
My appointment expires: 2/28/08

Date Received:

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Original Submittal

**EXHIBIT A**

**IN LANE COUNTY, OREGON**

**TOWNSHIP 17 SOUTH, RANGE 2 WEST OF THE WILLAMETTE MERIDIAN**

**PARCEL 1:**

Beginning at a point on the South right-of-way line of the McKenzie Highway, said point is marked by a 3/4" iron pipe, said pipe being South 0° 05' West 48.2 feet from a point 836.9 feet South 89° 57' West from the Northeast corner of the Isaac Briggs Donation Land Claim No. 84, Township 17 South, Range 2 West of the Willamette Meridian; from said iron pipe run South 0° 05' West 470.00 feet to the true point of beginning; thence South 0° 05' West 1266.32 feet to a point on the Northerly right-of-way line of the wye of the Wendling Branch of the Southern Pacific Railroad; thence following said right-of-way line Northerly along the arc of a 523.7 foot radius curve right (the long chord of which bears North 34° 08' West 499.66 feet) a distance of 519.76 feet; thence along the arc of a spiral curve right (the long chord of which bears North 2° 09' West 114.9 feet) a distance of 114.94 feet; thence North 0° 05' East 739.22 feet; thence North 89° 44' East 285.92 feet to the true point of beginning; being a part of said Isaac Briggs Donation Land Claim, in Lane County, Oregon.

TOGETHER WITH that easement for ingress and egress, including the terms and provisions thereof, recorded January 18, 1965, Reception No. 89113, Lane County Oregon Deed Records, and Modification of Easement, including the terms and provisions thereof, recorded September 26, 2005, Reception No. 2005-075844, Lane County Deeds and Records.

**PARCEL 2:**

Beginning at the Northeast corner of the Isaac Briggs Donation Land Claim No. 84 in Section 31, Township 17 South, Range 2 West of the Willamette Meridian, Springfield, Lane County, Oregon; thence run North 88° 17' 53" West along the North line of said Isaac Briggs Donation Land Claim No. 84 a distance of 836.90 feet; thence South 1° 49' 42" West parallel with the East line of the Wendling Branch of the Southern Pacific Railroad 48.85 feet to a point, said point being on the South right of way line of the McKenzie Highway; thence continuing South 1° 49' 42" parallel with said West line of the Wendling Branch of the Southern Pacific Railroad a distance of 470.00 feet to the Northwest corner of that certain tract described on Parcel 4 of Reception No. 14734, Reel No. 271, Lane County Oregon Deed Records; thence continuing South 1° 49' 42" West 1266.32 feet to the Southeast corner of said tract described on Parcel 4 of Reception No. 14734, Reel No. 271 and being the true point of beginning of the herein described tract; thence Northwesterly along the Northerly line of the Wye of the Wendling Branch of the Southern Pacific Railroad along the arc of a 523.7 foot radius curve right (the chord of which bears North 32° 23' 18" West 499.66 feet) a distance of 520.86 feet; thence along the arc of spiral curve right (the long chord of which bears North 1° 01' 03" West 114.9 feet) a distance of 114.94 feet; thence continuing along said Easterly right of way line of said Wendling Branch of the Southern Pacific North 1° 49' 42" East 738.81 feet to the North line of said tract described on Parcel 4 of Reception No. 14734, Reel No. 271, Lane County Oregon Deed Records; thence leaving said Easterly right of way of said Wendling Branch of the Southern Pacific Railroad and Run North 88° 04' 29" West 30.0 feet to a point that is 20.0 feet

Date Received:

East of the centerline of the railroad track of said Wendling Branch of the Southern Pacific; thence South 1° 49' 42" West parallel with and 20.0 feet East of (when measured at right angles) the railroad centerline a distance of 554.09 feet; thence continuing Southerly and parallel with said railroad tract along the arc of a spiral curve right (the chord of which bears South 6° 41' 54" West 274.05 feet) a distance of 274.60 feet; thence continuing Southerly, parallel with and 20.0 feet Easterly of (when measured at right angles) the centerline of said railroad track along the arc of a 593.69 foot radius curve right (the chord of which bears South 47° 03' 02" West 624.31 feet) a distance of 657.38 feet to a point that is 30.0 feet Northerly of (when measured at right angles) to the centerline of the main line of the Southern Pacific Company's Railroad Track; thence South 82° 41' 28" East parallel with and 30.0 feet Northerly of (when measured at right angles) the centerline of the main line of said Southern Pacific Railroad Track a distance of 786.70 feet to a point that bears South 1° 49' 42" West of the true point of beginning; thence North 1° 49' 42" East 75.16 feet to the true point of beginning, in Springfield, Lane County, Oregon. Bearings used herein are based upon the Oregon Coordinate System, South Zone. NAD27.

**PARCEL 3:**

Beginning at the intersection of the North line of the Isaac Briggs Donation Land Claim No. 84, with the West right of way line of the Southern Pacific Company's Wendling Branch Railway in Section 31, Township 17 South, Range 2 West of the Willamette Meridian, in Springfield, Lane County, Oregon; said intersection being 1223.58 feet North 88° 17' 53" West of the Northeast corner of said Isaac Briggs Donation Land Claim (as found in C.S.F. 12721); thence leaving said claim line and run South 1° 49' 42" West along the West line of said Wendling Branch of the Southern Pacific Company's property a distance of 7.41 feet to its intersection with the centerline of McKenzie Highway as found monumented by the Oregon State Highway Department; thence continuing South 1° 49' 42" West along the West line of said Southern Pacific property a distance of 416.59 feet to the true point of beginning of the herein tract; thence South 88° 17' 53" East parallel with the North line of said Isaac Briggs Claim No. 84 a distance of 30.00 feet to a point; said point being 20.0 feet West of when measured at right angles to the centerline of said Wendling Branch of the Southern Pacific Company's Railroad Track; thence South 1° 49' 42" West parallel with said railroad track a distance of 647.61 feet; thence continuing parallel with and 20.00 feet Westerly of the centerline of said railroad tract (when measured at right angles) along a spiral curve right (the long chord of which bears South 6° 37' 54" West 264.65 feet) a distance of 265.19 feet; thence continuing parallel with and 20.0 feet Westerly of the centerline of said railroad track (when measured at right angles) along the arc of a 553.69 foot radius curve right (the chord of which bears South 47° 54' 12" West 596.20 feet) a distance of 629.58 feet; thence continuing parallel with and 20.0 feet Northerly of the centerline of said railroad track (when measured at right angles) along the arc of a 617.27 foot radius curve right (the chord of which bears South 81° 40' 56" West 25.96 feet) a distance of 25.96 feet to its intersection with the Easterly right of way of South 28<sup>th</sup> Street (formerly known as Seavey Road); thence run North 1° 42' 20" East along said Easterly right of way of South 28th Street a distance of 30.38 feet to its intersection with the Northwesterly right of way line of said Wendling Branch of the Southern Pacific Company's property; thence Easterly along said Northwesterly right of way line of the Wendling Branch of the Southern Pacific Company's property along the arc of a 587.27 foot radius curve left (the chord of which bears North 81° 27' 20" East 20.04 feet) a distance of 20.04 feet; thence continuing along said Westerly right of way line;

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Date Received:

along the arc of a 523.69 foot radius curve left (the chord of which bears North 47° 54' 12" East 563.90 feet) a distance of 595.46 feet; thence continuing along said Westerly right of way line along the arc of a spiral curve left (the chord of which bears North 6° 34' 42" East 257.60 feet) a distance of 258.14 feet; thence continuing along said Westerly right of way line of said Wendling Branch of the Southern Pacific Railroad North 1° 49' 42" East 647.55 feet to the true point of beginning, in Springfield, Lane County, Oregon. Bearings used herein are based upon the Oregon Coordinate System, South Zone. NAD27.

**PARCEL 4:**

A portion of that certain tract of land conveyed to Southern Pacific Company, September 23, 1899, by Charles I. Gorrie, et al, as described on Deed Book 47, Page 561, Lane County Oregon Deed Records, described as follows: Beginning at the intersection of the West line of the Southern Pacific Company's Wendling Branch, railroad right of way (100.00 feet wide) with the South line of the McKenzie Highway right of way (80.00 feet wide) as said right of way was monumented by the Oregon State Highway Department in November 1966; thence South 1° 49' 42" West along the Westerly right of way of said Wendling Branch of the Southern Pacific Railroad a distance of 209.20 feet to the true point of beginning; said point being referenced by a 1/2 inch iron rod; thence continuing South 1° 49' 42" West along said Westerly right of way of Southern Pacific Railroad a distance of 167.39 feet to the Northeast corner of that certain tract described on Warranty Deed recorded in Book 401, Page 477, Lane County Oregon Deed Records; thence South 88° 04' 29" East 30.00 feet to a point that is 20.00 feet West of the center line of the said Southern Pacific Railroad track; thence North 1° 49' 42" East parallel with the center line of said Railroad track a distance of 167.27 feet to a point that bears South 88° 04' 29" West 30.00 feet to the true point of beginning, in Lane County, Oregon.

**PARCEL 5:**

Beginning at the intersection of the West line of the Southern Pacific Company's Wendling Branch Railroad right of way (100.0 feet wide) with the South line of the McKenzie Highway right of way (80.0 feet wide) as said right of way was monumented by the Oregon State Highway Department in November 1966; run thence South 89° 57' 50" West 208.63 feet along said South line of said highway to an 1/2 inch iron rod marking the Northwest corner of an acre tract conveyed by deed Reception No. 88071, January 12, 1953, and the true point of beginning, of this tract; run thence South 00° 07' 40" East 209.20 feet to a one-half inch iron rod found marking the Southwest corner of said acre tract; run thence North 89° 58' 40" East 208.63 feet along the South line of said acre tract to a one-half inch iron rod found marking the Southeast corner of said acre tract and the West line of the said Railroad right of way; run thence South 00° 07' 40" East along said railroad right of way to a one-half inch iron rod set 60.0 feet Northerly from the Northerly boundary line of the Industrial and Park site of the City of Springfield, Lane County, Oregon, said point also being the Northeast corner of a certain tract described by warranty deed recorded in Book 401, Page 477, Lane County Oregon Deed Records; run thence South 89° 49' 20" West along the Northerly line of said certain tract 449.70 feet to a one-half inch iron rod on the Easterly right of way line of South 28<sup>th</sup> Street (Seavey Road) (40.00 feet wide); run thence North 00° 17' 10" West along said 28<sup>th</sup> Street 91.74 feet to a one-half inch rod set North 89° 42' 50" East 20.0 feet from Oregon State Highway Department center line station "a" 13 + 49.13; run thence North 89° 42' 50" East 8.0 feet to a 5/8

Date Received:

inch iron rod found, run thence Northerly along said right of way the following courses: along a 140.52 foot radius curve right the chord of which bears North 5° 30' 57" East 28.40 feet to a 1/2 inch iron rod, North 41° 52' 20" East 28.21 feet to a 5/8 inch iron rod; North 22° 12' 50" East 93.89 feet to a one-half inch iron rod on the South line of the C.H. Raish property as described by deed recorded in Book 439, Page 537, Lane County Oregon Deed Records; run thence North 89° 57' 50" East along the South line of said Raish property 84.25 feet to a one-half inch iron rod; found marking the Southeast corner of said Raish property; run thence North 00° 19' 53" West 20.46 feet along the East line of said Raish property; run thence South 89° 42' 20" East 60.38 feet to a 3/4 inch iron pipe found marking the Southeast corner of that certain tract described by warranty deed filed April 4, 1963, Reception No. 5712, Lane County, Oregon; run thence North 00° 18' 20" East 130.0 feet to the Southerly right of way line of McKenzie Highway; run thence North 89° 57' 50" East 30.39 feet to the true point of beginning, in Lane County, Oregon, being in the Isaac Briggs Donation Land Claim No. 84, in Section 31, Township 17 South, Range 2 West of the Willamette Meridian, in Lane County, Oregon.

PARCEL 6:

Beginning at a point on the Westerly right of way line of the Southern Pacific Company's Wendling Branch Railway 504.0 feet South 0° 07' West of a point 1224.7 feet West of the Northeast corner of the Isaac Briggs Donation Land Claim No. 84, Township 17 South, Range 2 West of the Willamette Meridian; and running thence West 450.2 feet to a point on the East line of Seavey Road, 20.0 feet South of the North boundary line of the Springfield Industrial and Park Site; thence North 0° 08' West along the East line of Seavey Road, 10.0 feet; thence East 450.45 feet to the West line of the Wendling Branch right of way; thence South 0° 07' West 80.0 feet to the point of beginning, in Lane County, Oregon.

PARCEL 7:

Beginning at a point on the East line of a certain County Road, which point is South 0° 03' East 1034.0 feet from a point on the North line of the Isaac Briggs Donation Land Claim, in Township 17 South, Ranges 2 and 3 West of the Willamette Meridian, 1673.8 feet West of the Northeast corner of said Claim; from said point of beginning run North 89° 57' East 448.72 feet to the West line of the Wendling Branch of the Southern Pacific Railroad; thence South 0° 05' West along said right of way line, 34.1 feet; thence along the arc of a spiral curve right (the long chord of which bears South 4° 50' West 257.6 feet) a distance of 258.14 feet; thence along the arc of a 523.69 foot radius curve right (the long chord of which bears South 46° 9 1/2 West 563.9 feet) a distance of 594.72 feet; thence along the arc of a 587.27 foot radius curve right (the long chord of which bears South 79° 37' West 19.5 feet) a distance of 19.7 feet to the East line of said County Road; thence North 0° 03' West along said East line 684.53 feet to the place of beginning, being a part of said Isaac Briggs Donation Land Claim, in Lane County, Oregon.

PARCEL 8:

Beginning at a point in the East boundary line of the County Road known as the Seavey Road, 20.0 feet South of its intersection with the North line of the Industrial and Park Site of the City of

Date Received:



12. Rights of the public in and to that portion lying within streets, roads and highways.
13. Power line easement, including the terms and provisions thereof, granted Mountain States Power Company, by instrument recorded March 2, 1945, in Book 283, Page 659, Lane County Oregon Deed Records.
14. Easement, including the terms and provisions thereof, granted City of Springfield, a municipal corporation, by instrument recorded August 3, 2000, Reception No. 2000044695, Lane County Official Records.
15. Oil and Gas Lease, including the terms and provisions thereof, from Willamette Industries, Inc., an Oregon Corporation, to American Quasar Petroleum Co. of New Mexico, dated May 15, 1985, recorded June 11, 1985, Reception No. 8521688, Lane County Official Records.
16. Not used.
17. Springfield Utility Board Right-of-Way Transmission and Distribution Easement, including the terms and provisions thereof, granted City of Springfield, a municipal corporation, acting by and through its SPRINGFIELD UTILITY BOARD, and its successors and assigns, by instrument; recorded July 11, 2007, Reception No. 2007-047023, Lane County Official Records.
18. Short Form Lease, including the terms and provisions thereof, from George F. Wingard, Landlord, to AutoZone Development Corporation, a Nevada corporation, Tenant, dated August 25, 2004, recorded September 20, 2004, Reception No. 2004-073160, Lane County Official Records. Affects easement portion of Parcel 1.
19. Right-of-Way Transmission and Distribution Easement, including the terms and provisions thereof, granted the City of Springfield, a municipal corporation, acting by and through its Springfield Utility Board, and unto its successors and assigns, by instrument recorded May 20, 2005, Reception No. 2005-036934, Lane County Official Records. Affects easement portion of Parcel 1.
20. Right-of-Way Easement, including the terms and provisions thereof, granted the City of Springfield, a municipal corporation, acting by and through its Springfield Utility Board, and unto its successors and assigns, by instrument recorded June 8, 2005, Reception No. 2005-042038, Lane County Official Records. Affects easement portion of Parcel 1.
21. Public Utility Easement, including the terms and provisions thereof, granted the City of Springfield, Oregon, by instrument recorded June 8, 2005, Reception No. 2005-042039, Lane County Official Records. Affects easement portion of Parcel 1.

Date Received:

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22. Public Utility Easement, including the terms and provisions thereof, granted the City of Springfield, Oregon, by instrument recorded June 8, 2005, Reception No. 2005-042040, Lane County Official Records. Affects easement portion of Parcel 1.
23. Matters disclosed by a survey by Ford-Ness-Fassbender, Inc., dated August 31, 2007, Job 3865.05.

**- - - End of Exhibit A - - -**

Date Received:

APR 21 2016

	<b>4024 TF 281 Genset</b>	Onsite Energy P2126-100-7
	AIRBORNE NOISE ANALYSIS 30 kWe / 1800 rpm	Data No.: S811 Date: 12/19/2013

**Genset Surface Noise Analysis - 1/3-Octave**

ENGINE TYPE:	4024 TF 281	ENGINE NO.:	0
GENERATOR:	285/1700	TYPE:	60 Hz
POWER / SPEED:	30 kWe / 1800 rpm	TEST CELL:	LB T1
ORDER / PROJECT NO.:	P2126	DATE MEASURED:	12/18/2013
TEST LOAD:	30 kW / 100%		
INTAKE AIR OPENING:	Paper filters with housing	ENCLOSURE:	Level 3 Foam in Scoop
MEASURING DISTANCE:	7 m		
MEASURING SURFACE DIMENSION:	28.9 dB	RADIATOR:	50°C
NO. OF MEASURING POINTS:	8		
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:      59.2 dB(A)

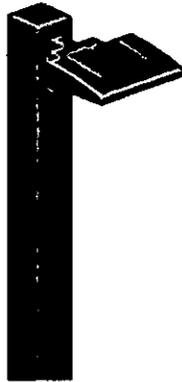
Level per Position [dB(A)]						Average [dB(A)]
1	2	3	4	5	6	
57.2	59.6	58.7	55.3	62.0	59.3	59.2

f [Hz]	Level per Frequency per Position [dB]					
	1	2	3	4	5	6
25	57.9	47.3	51.2	44.8	57.4	54.4
31.5	57.5	50.7	49.7	45.4	58.7	51.8
40	55.7	48.0	49.9	45.1	57.1	52.9
50	54.9	48.7	49.7	45.7	57.4	52.6
63	65.5	57.3	53.4	48.3	65.0	59.8
80	55.3	49.2	54.9	53.4	55.8	51.2
100	55.0	49.3	56.0	53.2	57.5	50.7
125	60.6	62.1	57.6	50.5	61.9	56.3
160	52.6	49.1	48.3	51.2	57.3	50.5
200	52.1	61.2	47.3	52.5	57.8	51.9
250	55.1	55.1	59.2	52.4	62.5	58.4
315	53.2	50.3	55.2	51.3	54.7	54.5
400	50.6	53.6	51.7	47.9	54.7	51.8
500	47.5	48.9	51.8	47.8	51.5	52.7
630	44.2	47.2	48.6	45.0	51.3	47.0
800	48.4	52.9	49.6	46.2	54.1	51.4
1k	45.2	47.8	46.0	43.8	50.8	45.8
1.25k	44.8	48.6	45.9	43.0	49.9	46.9
1.5k	45.5	47.8	46.8	43.7	49.2	47.3
2k	44.0	46.3	46.0	42.6	48.9	45.7
2.5k	43.8	47.2	44.5	42.0	48.3	46.4
3.15k	42.2	45.1	42.6	39.6	46.6	44.4
4k	39.2	42.8	40.6	37.1	44.4	42.2
5k	38.9	43.1	40.9	36.8	44.4	42.6
6.3k	37.5	42.3	39.9	35.4	43.2	41.8
8k	35.8	41.6	39.6	33.8	42.2	40.7
10k	30.9	37.3	36.1	28.9	38.9	37.2

Date Received:

APR 21 2016

# ALED26N/PC



ALED Area Lights mount to 4" square steel poles at 15-20'. 1 to 4 fixtures can be mounted to each pole. IES Full Cutoff, Fully Shielded optics. 5 year Warranty.

Color: Bronze

Weight: 6.5 lbs

Project:	Type:
Prepared By:	Date:

Driver Info		LED Info	
Type:	Constant Current	Watts:	26W
120V:	0.26A	Color Temp:	4000K (Neutral)
208V:	N/A	Color Accuracy:	83 CRI
240V:	N/A	L70 Lifespan:	100,000
277V:	N/A	Lumens:	2,415
Input Watts:	30W	Efficacy:	81 LPW
Efficiency:	88%		

## Technical Specifications

### Other

#### ALED26 with Photocell:

120V Photocell Included. Photocell is only compatible with 120V.

#### Warranty:

RAB warrants that our LED products will be free from defects in materials and workmanship for a period of five (5) years from the date of delivery to the end user, including coverage of light output, color stability, driver performance and fixture finish.

#### California Title 24:

ALED26/PC with photocell option complies with 2013 California Title 24 building and electrical codes as a commercial outdoor pole-mounted fixture  $\leq 75$  Watts.

#### Equivalency:

The ALED26 is Equivalent in delivered lumens to a 70 W Metal Halide Area Light.

#### HID Replacement Range:

The ALED26 can be used to replace 42 CFL - 100W Metal Halide Area Light based on delivered lumens.

#### Patents:

The ALED design is protected by U.S. PATENT D608,040 and patents pending in the U.S., Canada, China, Taiwan and Mexico.

#### Country of Origin:

Designed by RAB in New Jersey and assembled in the USA by RAB's IBEW Local 3 workers.

#### Buy American Act Compliant:

This product is a COTS item manufactured in the United States, and is compliant with the Buy American Act.

#### Recovery Act (ARRA) Compliant:

This product complies with the 52.225-21 "Required Use of American Iron, Steel, and Manufactured Goods-- Buy American Act-- Construction Materials (October 2010).

#### Trade Agreements Act Compliant:

This product is a COTS item manufactured in the United States, and is compliant with the Trade Agreements Act.

#### GSA Schedule:

Suitable in accordance with FAR Subpart 25.4.

#### Listings

##### UL Listing:

Suitable for wet locations.

##### IESNA LM-79 & IESNA LM-80 Testing:

RAB LED luminaires have been tested by an independent laboratory in accordance with IESNA LM-79 and 80, and have received the Department of Energy "Lighting Facts" label.

##### Dark Sky Approved:

The International Dark Sky Association has approved this product as a full cutoff, fully shielded luminaire.

##### DLC Listed:

This product is on the Design Lights Consortium (DLC) Qualified Products List and is eligible for rebates from DLC Member Utilities.  
DLC Product Code: P0000175R

#### LED Characteristics

##### Lifespan:

100,000-hour LED lifespan based on IES LM-80 results and TM-21 calculations.

##### Color Consistency:

3-step MacAdam Ellipse binning to achieve consistent fixture-to-fixture color.

##### Color Stability:

LED color temperature is warranted to shift no more than 200K in CCT over a 5 year period.

#### Color Uniformity:

RAB's range of CCT (Correlated color temperature) follows the guidelines of the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2015.

#### Construction

##### IES Classification:

The Type IV distribution (also known as a Forward Throw) is especially suited for mounting on the sides of buildings and walls, and for illuminating the perimeter of parking areas. It produces a semiCircular distribution with essentially the same candlepower at lateral angles from 90° to 270°.

##### Housing:

Precision die cast aluminum housing, lens frame.

##### Gaskets:

High temperature silicone.

##### Effective Projected Area:

EPA = 0.27.

##### Finish:

Our environmentally friendly polyester powder coatings are formulated for high-durability and long-lasting color, and contains no VOC or toxic heavy metals.

##### Green Technology:

ALEDs are Mercury, Arsenic and UV free.

##### Ambient Temperature:

Suitable for use in 40°C ambient temperatures.

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**Technical Specifications (continued)**

**Construction**

**Cold Weather Starting:**

The minimum starting temperature is -40°F/-40°C.

**Thermal Management:**

Cast aluminum Thermal Management system for optimal heat sinking. The ALED is designed for cool operation, most efficient output and maximum LED life by minimizing LED junction temperature.

**Optical**

**Lumen Maintenance:**

The LED will deliver 70% of its initial lumens at 100,000 hours of operation.

**BUG Rating:**

B1 U0 G0

**Electrical**

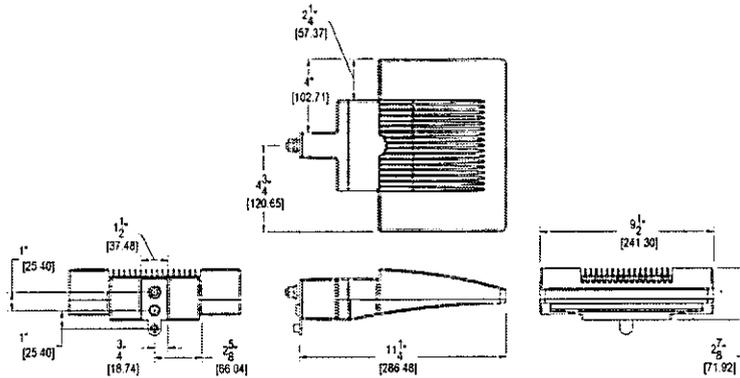
**Driver:**

Multi-chip 26W high output long life LED Driver Constant Current, 720mA, Class 2, 6kV Surge Protection, 100V-277V, 50-60 Hz, 100-240V.4 Amps.

**THD:**

8.4% at 120V, 10.7% at 277V

**Dimensions**



**Features**

- High output LED light engine
- Maintains 70% of initial lumens at 100,000 hours
- Weatherproof high temperature silicone gaskets
- Superior heat sinking with die cast aluminum housing and external fins

**Ordering Matrix**

Family	Watts	Color Temp	Finish	Photocell	Dimming
ALED	26 = 26W	= Cool Y = Warm N = Neutral	= Bronze W = White	= No Photocell /PC = 120V Button /PC2 = 277V Button	= No Dimming /D10 = Dimmable

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**Straight Talk** wireless

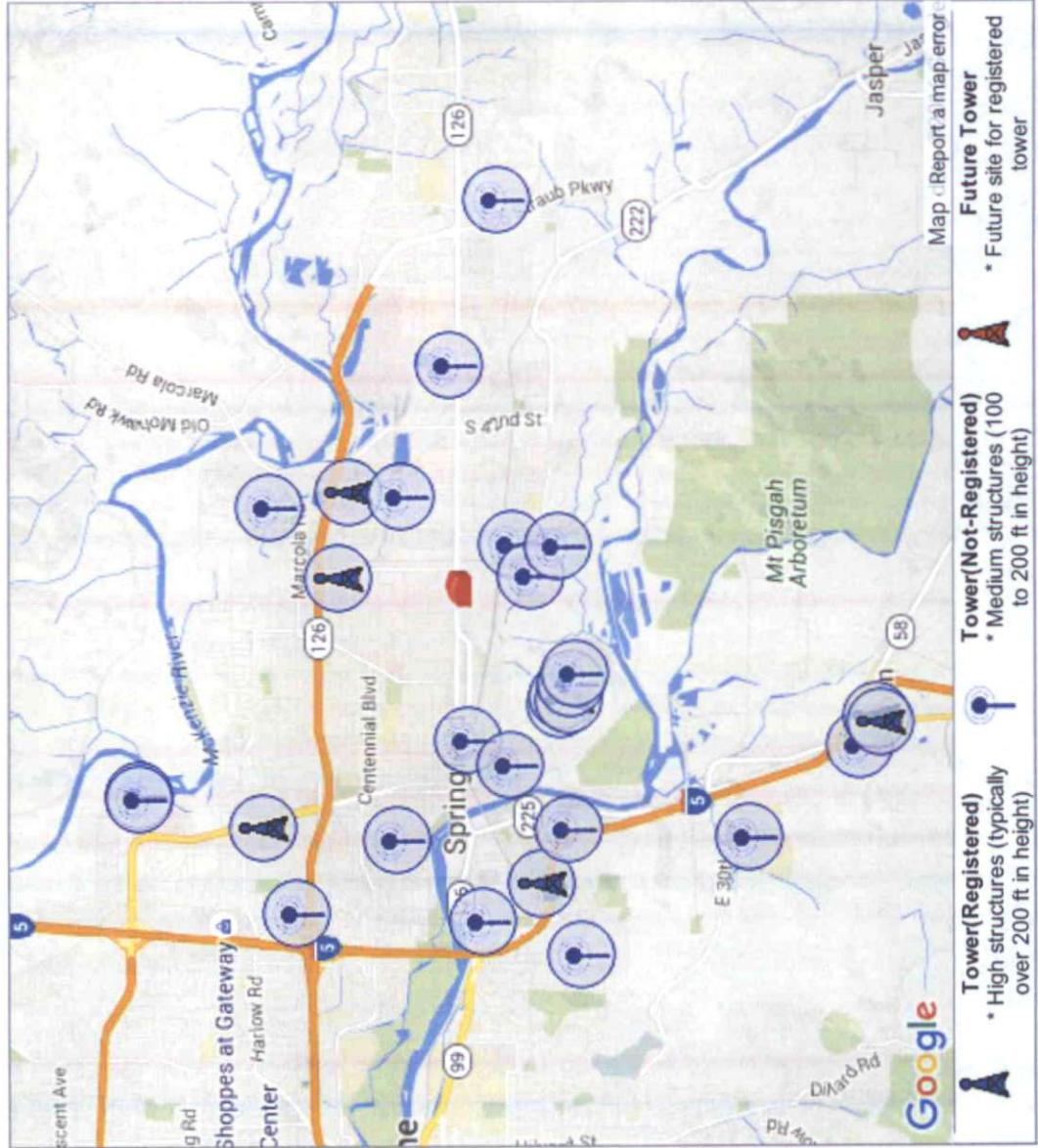
WIFI ANYWHERE YOU WANT IT

refurbished **\$9.99** hotspot

**GET IT NOW**

Unimax U240C Reconditioned. See offer for details.

• Tower Structures - (419 S 28th St, Springfield, OR 97477)



**Tower Search Results!**

Date Received:

APR 21 2016

Original Submittal



**Alert!** 29 Towers (8 Registered, 21 Not Registered) found within 4.00 miles of 419 S 28th St, Springfield, OR 97477.



**Info!** The NEAREST Tower is .37 miles away and is owned by **Cricket Communications**.



**Ok!** No Applications for Future Towers detected as of 02/03/16.

Date Received:

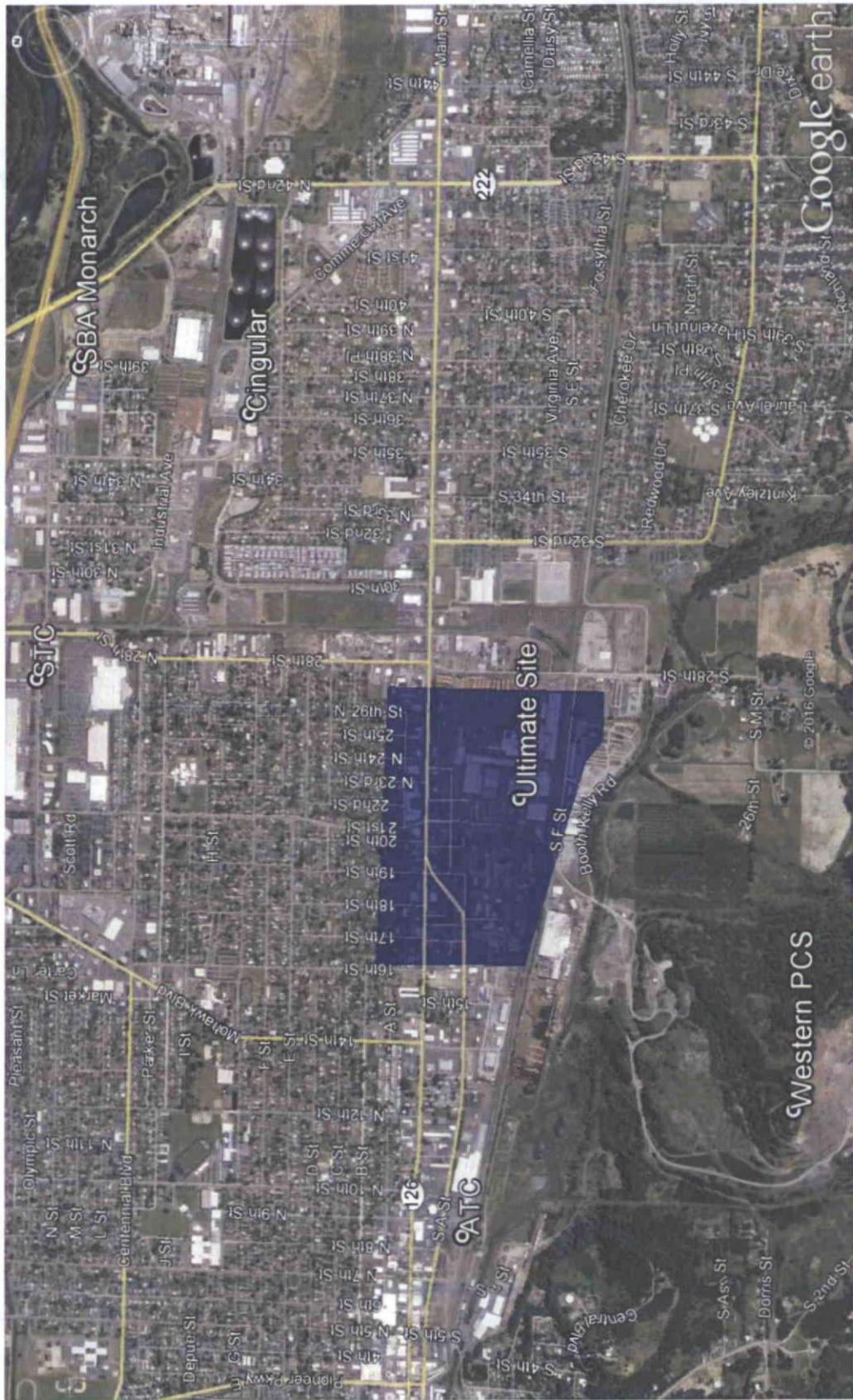
APR 21 2016

Original Submittal

Tower Type	ID Num	Site Owner	Height	Dist
	(1)	<u>Stc Five Llc</u>	155 feet	1.06 miles
	(2)	<u>Sba Monarch Towers I, Llc</u>	110 feet	1.29 miles
	(3)	<u>T-mobile West Tower Llc</u>	157 feet	1.39 miles
	(4)	<u>Day Management Corporation</u>	145 feet	1.46 miles
	(5)	<u>Support Christian Broadcasting Inc Db a = Kore 1050 Am</u>	230 feet	3.08 miles
	(6)	<u>Stc Five Llc</u>	160 feet	3.22 miles
	(7)	<u>Stc Five Llc</u>	161 feet	3.26 miles
	(8)	<u>American Towers, Llc.</u>	130 feet	3.32 miles
	(1)	<u>Cricket Communications</u>	90 feet	.37 miles
	(2)	<u>Master Towers Llc</u>	150 feet	.38 miles
	(3)	<u>J &amp; K Broadcasters</u>	263 feet	.63 miles
	(4)	<u>Cingular Wireless - Lgensler</u>	126 feet	.99 miles
	(5)	<u>Blank</u>	64 feet	1.24 miles
	(6)	<u>Western Pcs Corp</u>	200 feet	1.31 miles
	(7)	<u>Onecomm</u>	162 feet	1.47 miles
	(8)	<u>Western Pcs Corp</u>	130 feet	1.71 miles
	(9)	<u>American Tower Corporation</u>	160 feet	1.72 miles
	(10)	<u>Blank</u>	110 feet	1.98 miles
	(11)	<u>Crown Castle</u>	130 feet	2.15 miles
	(12)	<u>U S West Newvector Group Inc</u>	112 feet	2.72 miles
	(13)	<u>Mc Caw Communications Of The Midlands In</u>	45 feet	2.82 miles
	(14)	<u>Bonneville Power Administration</u>	50 feet	3.31 miles
	(15)	<u>Crown Castle - West Area - Deedee Stout</u>	56 feet	3.35 miles
	(16)	<u>Blank</u>	448 feet	3.40 miles
	(17)	<u>Blank</u>	173 feet	3.42 miles
	(18)	<u>Att Mobility (is)</u>	128 feet	3.58 miles
	(19)	<u>Cricket Communications</u>	110 feet	3.75 miles
	(20)	<u>Western Pcs Corp</u>	150 feet	3.86 miles
	(21)	<u>At&amp;t Mobility</u>	85 feet	3.99 miles

(No Towers Detected)

# Towers near the Ultimate Site RF Search Ring



Search Ring



Towers



0.5 miles

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Original Submittal YWR

Google earth