

PLANNING COMMISSION
Meeting Agenda (Revised)
Monday – May 12, 2014
7:00 PM
City Council Chambers – 155 NW 2nd Avenue

Commissioner Tyler Smith (Chair)

Commissioner John Savory (Vice Chair)

Commissioner John Serlet

Commissioner (Vacant)

Commissioner Shawn Hensley

Commissioner Larry Boatright

Commissioner (Vacant)

- 1. CALL TO ORDER**
- 2. CITIZEN INPUT ON NON-AGENDA**
- 3. MINUTES**
 - a. *Approval of Planning Commission Minutes for April 14, 2014.*
- 4. PUBLIC HEARING**
 - a. *Public Hearing to approve a Site & Design Review for a proposed rebuild of the existing McDonald's Restaurant located at 709 SW 1st Avenue and for the Classic Pool & Spa property located at 701 SW 1st Avenue. The proposed McDonald's includes a new building that will encompass both tax lots, with added site improvements, drive aisles, and drive-thru lanes. (DR 14-03/LLA 14-02)*
 - b. *Continued from April 28, 2014, City Staff is requesting consideration of a text amendment to streamline, clarify, and update the development review process for industrially zoned land in the Canby Pioneer Industrial Park. (Code Streamlining Industrial Development TA 12-02)*
- 5. NEW BUSINESS**
- 6. FINAL DECISIONS**

(Note: These are final, written versions of previous oral decisions. No public testimony.)

 - a. *Dinsmore Estates (SUB 14-02)*
 - b. *Emerald Garden Townhomes (PUD 14-01/SUB 14-01)*
 - c. *McDonald's Rebuild (DR 14-03/LLA 14-02)*
- 7. ITEMS OF INTEREST/REPORT FROM STAFF**
 - a. *Special Planning Commission, Wednesday, May 28, 2014*
- 8. ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION**
- 9. ADJOURNMENT**

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for person with disabilities should be made at least 48 hours before the meeting at 503-266-7001. A copy of this agenda can be found on the City's web page at www.ci.canby.or.us City Council and Planning Commission Meetings are broadcast live and can be viewed on OCTS Channel 5. For a schedule of the playback times, please call 503-263-6287.

PUBLIC HEARING FORMAT

The public hearing will be conducted as follows:

- **STAFF REPORT**
- **QUESTIONS** (If any, by the Planning Commission or staff)
- **OPEN PUBLIC HEARING FOR TESTIMONY:**
 - APPLICANT** (Not more than 15 minutes)
 - PROPOSERS** (Persons in favor of application) (Not more than 5 minutes per person)
 - OPPOSERS** (Persons opposed to application) (Not more than 5 minutes per person)
 - NEUTRAL** (Persons with no opinion) (Not more than 5 minutes per person)
 - REBUTTAL** (By applicant, not more than 10 minutes)
- **CLOSE PUBLIC HEARING** (No further public testimony allowed)
- **QUESTIONS** (If any by the Planning Commission)
- **DISCUSSION** (By the Planning Commission)
- **DECISION** (By the Planning Commission)

All interested persons in attendance shall be heard on the matter. If you wish to testify on this matter, please step forward when the Chair calls for Proponents if you favor the application; or Opponents if you are opposed to the application; to the microphone, state your name address, and interest in the matter. You will also need to sign the Testimony sheet at the microphone with your name and address. You may be limited by time for your statement, depending upon how many people wish to testify.

EVERYONE PRESENT IS ENCOURAGED TO TESTIFY, EVEN IF IT IS ONLY TO CONCUR WITH PREVIOUS TESTIMONY. All questions must be directed through the Chair. Any evidence to be considered must be submitted to the hearing body for public access.

Testimony and evidence must be directed toward the applicable criteria listed on the wall.

Failure to raise an issue accompanied by statements or evidence sufficient to afford the decision-maker and interested parties an opportunity to respond to the issue, may preclude appeal to the City Council and the Land Use Board of Appeals based on that issue.

Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the local government to respond to the issue may preclude an action for damages in circuit court.

Before the conclusion of the initial evidentiary hearing, any participant may ask the hearings body for an opportunity to present additional relevant evidence or testimony that is within the scope of the hearing. The Planning Commission shall grant such requests by continuing the public hearing or leaving the record open for additional written evidence or testimony. Any such continuance or extension shall be subject to the limitations of the 120-day rule, unless the continuance or extension is requested or agreed to by the applicant.

If additional documents or evidence are provided by any party, the Planning Commission may, if requested, allow a continuance or leave the record open to allow the parties a reasonable opportunity to respond. Any such continuance or extension of the record requested by an applicant shall result in a corresponding extension of the 120-day time period.



City of Canby

Site and Design Review Staff Report

File #: DR 14-03/LLA 14-02

Prepared for the May 12, 2014 PLANNING Commission Meeting

LOCATION: 701 and 709 SW 1ST Avenue
TAX LOT: 31E33CC6100 and 6101



LOT SIZE: +/- 0.89 acre combined size of both tax lots, or approximately 38,768 square feet..

ZONING: C-M Heavy Commercial with OHC Outer Highway Commercial overlay within the DCO Downtown Canby Overlay zone.

OWNER: Greentree Enterprises, Inc. (TL 6100)
8655 SW Citizens Drive, Suite 201
Wilsonville, OR 97070

and

Classic Pool & Spa Distributor (TL 6101)
701 SW 1st Avenue
Canby, OR 97013

APPLICANT: McDonald's USA, LLC ATTN: Doug Bates
12131 113th Avenue NE, Suite 103
Kirkland, WA 98034

APPLICANT'S

REPRESENTATIVE:

Cardno ATTN: Michael Cerbone
5415 SW Westgate Drive, Suite 100
Portland, OR 97221

APPLICATION TYPE:

Site & Design Review and Lot Line Adjustment
(Lot Consolidation) – a combined Type III process.

CITY OF CANBY FILE NUMBER:

DR 14-03/LLA 14-02

I. PROJECT OVERVIEW & EXISTING CONDITIONS

Description of the Project:

The proposal is a rebuild of the existing McDonald's restaurant located at 709 SW 1st Avenue, at the corner of SW 1st Avenue and SW Birch Street in the City of Canby, Oregon. The existing McDonald's building and adjacent Pool & Spa building will be demolished. The proposed McDonald's includes a new building that will encompass both Tax Lots 6100 and 6101, with added site improvements, drive aisles, and drive-thru lanes.

The proposed rebuild will include a 4,597 SF building with 37 parking stalls, drive aisles, landscaping, and pedestrian accessways. Access is proposed onto both SW 1st Avenue (Highway 99E) and SW 2nd Avenue.

According to notes provided at the time of Pre-App, this proposal is subject to a Type III Site and Design Review application, as well as a Lot Line Adjustment to consolidate the two parcels. The Type III process is triggered as the proposal does not meet the 0.25 floor-to-area ratio (FAR) requirement for the downtown overlay district and the requirement for 40-percent of the building frontage within a 10-foot setback.

Site Condition:

The 0.89 acre site is a combination of two adjacent tax lots located at the intersection of Birch and 1st Avenue (HWY99E). Both lots are through lots to 2nd Avenue, but only McDonald's has access on both 1st and 2nd Avenues. The site is roughly rectangular in shape, and both lots are currently fully developed. Both lots are flat and level, with no topographic relief. The current McDonald's has extensive paved parking area and drive through facilities. The Classic Pool & Spa is primarily a hard surfaced area with a building and extensive outdoor storage.

Vehicle Access:

The existing McDonald's has a restricted right-out only access on 1st Avenue (Hwy99E) and a full service access on 2nd Avenue. Classic Pool & Spa shares a full access driveway with the neighboring use to the north, Fisher's Pump and Supply. Changes to the access for the new consolidated property and McDonald's development is described in the *Traffic Impact Analysis* prepared by DKS, which is an attachment to this staff report.

Building Use:

Both existing buildings (McDonald's and Classic Pool & Spa) will be demolished and a new McDonald's will be built on the combined site. The existing McDonald's is 3,314 sf and the new building will be 4,597 sf. Because the Classic Pool & Spa building will be completely demolished, size (square footage) is immaterial. Parking, internal circulation, access, and site landscaping will largely be reconfigured.

Construction Materials:

As described in the application, McDonald's intends to use quality materials in a more modern design. The following entries from the application generally describe the character and materials for the new building.

The proposed McDonald's materials include a log cabin colored hardie plank for the primary horizontal surfacing, with cultured stone for the secondary material. Both materials help define a sense of place and quality design that fits within the Canby design aesthetic. The colors and materials evoke a sense of timelessness, permanence, quality, and strength.

The street-facing building entry door is the front side, with an entry door that is 95% transparent glass. This entry door also includes flanking and transom windows on the side and above the entry. The building entries feature yellow metal canopies and aluminum trellises, with cultured stone façades to create a visually appealing and pedestrian-scaled entry. The cultured stone will project from the hardie plank siding to create an additional architectural feature that enhances the primary entry.

As shown on the architectural elevations provided under Exhibit B, the ground floor of the street facing façade does incorporate cohesive and repetitive architectural elements that tie into downtown Canby's traditional architectural vernacular. The log cabin colored hardie plank siding creates a sense of the agricultural or pastoral element of Canby's architectural vernacular, while the cultured stone provides a timeless yet traditional architectural vernacular that fits in well with the downtown Canby sense of place. The architectural elements are cohesive and repetitive, while also meeting the goal of proper pedestrian scale.

The primary material selected for the Canby McDonald's is a log cabin colored hardie plank siding, which is an allowed material as listed above. The hardie

plan encompasses 56% of the building façade, excluding windows and transparent doors. The secondary material is cultured stone, which encompasses 16% of the building façade. Accent materials are the metal and aluminum canopies and parapet trellises that comprise 28% of the building façade. The taller parapet is needed to effectively screen the rooftop mechanical units.

Site Utilities:

The subject site is fully served with sanitary sewer and water. Storm water management is a combination of onsite detention and treatment, and offsite collection of waters released from the site. No specific information was provided in the application regarding utilities, both public and private. However, it does not appear that any specific information be provided. The City of Canby's Public Works Department, and the individual utility providers, will determine if services are adequate for the proposed new land use situation. There requirements will be reflected in the final construction drawings and any associated public improvement plans.

II. ATTACHMENTS

The following exhibits are part of the applicant's package:

- A. Exhibit A Land Use Applications
- B. Exhibit B Plan Set (8 sheets)
- C. Exhibit C Clackamas County Tax Map
- D. Exhibit D Stormwater Report
- E. Exhibit E Geotechnical Report
- F. Exhibit F Phase I ESA
- G. Exhibit G Traffic Impact Analysis
- H. Exhibit H Neighborhood Meeting Materials
- I. Exhibit I Pre-Application Notes
- J. Exhibit J Public and Agency Comments

III. SIGNIFICANT ISSUES FOR PLANNING COMMISSION CONSIDERATION

- A. The primary reasons why this land development project is in a Type III process is because the owner/applicant cannot meet the required FAR of 0.25 as dictated by the DCO/OHC overlay. Typically, drive through restaurants will not have a high FAR, and this is the typical case;
- B. A second reason for this being a Type III process is the inability to meet the required "40% of the building frontage be within a 10 foot setback". Once again, drive through commercial restaurants typically will not meet this standard;
- C. Staff is concerned about the owner/applicant's approach to preserving some sidewalks from the previous McDonald's, as opposed to re-doing all the sidewalks to meet current landscaping requirements

for planting strips with street trees. However, the west end of the property is able to mostly stay intact since the parking in this area is being retained as designed. Discussions with ODOT officials revealed some concern with planter strips adjacent to the highway curb due to possible sight distance issues with street trees that close to the highway although this design was adopted in the Gateway Design Plan that was vetted with ODOT and received their approval;

D. According to the owner/applicant, no new signs are planned at this time, and there is an intent to retain the existing pole sign. No new internal signage is proposed. The Planning Commission may wish to discuss the issue of future signs with the owner/applicant to insure that future signage is in keeping with this updated design;

IV. APPLICABLE CRITERIA & FINDINGS

Criteria used in evaluating this application are contained in the following Chapters of the City of Canby Land Development and Planning Ordinance (“Zoning Ordinance”):

- Chapter 16.08 General Provisions
- Chapter 16.10 Off Street Parking & Loading
- Chapter 16.30 C-M, Heavy Commercial/Manufacturing Zone
- Chapter 16.41 Downtown Canby Overlay (DCO) Zone
- Chapter 16.43 Outdoor Lighting Standards
- Chapter 16.49 Site and Design Review
- Chapter 16.58 Lot Line Adjustment

Chapter 16.08 General Provisions

16.08.020 Zoning Map

Finding: As designated on the official zoning map of the City of Canby, the site is zoned C-M Heavy Commercial with OHC Outer Highway Commercial overlay within the DCO Downtown Canby Overlay zone.

16.08.090(A) Sidewalks Required

Finding: The subject site currently has eight (8) foot sidewalks and five (5) foot planting strips along the 1st Avenue (Hwy99E), Birch, and 2nd Avenue sides, except along 2nd avenue on the “backside” of the Classic Pool & Spa site, where no sidewalk exists. Plans submitted for the project indicate that sidewalks and planting strips along ALL of the 1st Avenue (Hwy99E), Birch and 2nd Avenue frontages will be maintained or constructed. Therefore, this standard has been met.

16.08.150 Traffic Impact Study (TIS)

Finding: A *Traffic Impact Analysis (TIA)* for this project has been conducted by DKS, and indicates that there is a minimal increase in site generated traffic, such that the proposed expansion project is acceptable in terms of overall traffic generation. As such, this standard is satisfied.

16.08.160 Safety and Functionality Standards

Finding: Based on the plans submitted by the applicant for the redevelopment of the subject site, all requirements for **A, B, C, D, E, and F** of this section of the Zoning Ordinance have been, or will be satisfied. Therefore, this standard is fulfilled.

Chapter 16.10 Off-Street Parking and Loading

16.10.010 Off-Street Parking Required – Exceptions

- A. At the time of establishment of a new structure or use, change in use, or change in use of an existing structure, within any planning district of the city, off-street parking spaces and off-street loading berths shall be as provided in this and following sections, unless greater requirements are otherwise established by the conditional use permit or the site and design review process, based upon clear and objective findings that a greater number of spaces are necessary at that location for protection of public health, safety and welfare. A lesser number of spaces may be permitted by the Planning Commission based on clear and objective findings that a lesser number of parking spaces will be sufficient to carry out the objective of this section.**

- C. At the time of enlargement of an existing structure or use, the provisions of this section shall apply to the enlarged structure or use only.**

Finding: This project will require off-street parking in accordance with this section and other applicable and appropriate sections of the Zoning Ordinance. As illustrated on Exhibit B of the applicant’s submittal package, all requirements for off-street parking will be met. While the Planning Commission has the authority to require off-street parking capacity in excess of that required by the Zoning Ordinance, no additional capacity should be required. Further, the Planning Commission has the authority to allow fewer spaces than required. However, no request has been made to allow fewer parking spaces on the subject site, and a reduction should not be considered. Therefore, this standard will be satisfied.

16.10.030 General Requirements

- A. Should the owner or occupant of a structure change the use to which the building is put, thereby increasing parking or loading requirements, the increased parking/loading area shall be provided prior to commencement of the new use.**

Finding: The proposed project will require additional off-street parking than what existed for the current use. As illustrated on Exhibit B of the applicant’s submittal package, all requirements for off-street will be met. Therefore, this standard will be fulfilled.

- E. Required parking spaces shall be available for the parking of operable passenger automobiles or residents, customers, patrons, and employees and**

shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business.

Finding: According to a statement made in the applicant's narrative for this project, "All proposed off-street parking stalls will be available for the parking of customers, patrons, and employees of the business establishment, and will not be used for storage of vehicles or materials." Based on this statement, this standard will be met.

F. Institution of on-street parking shall not be allowed for off-street parking, where none is previously provided, and shall not be done solely for the purpose of relieving crowded parking lots in commercial or industrial planning districts.

Finding: The applicant's parking plan indicates that there will be no on-street parking proposed or required as part of the overall parking plan. Therefore, this standard will be satisfied.

G. Parking facilities may be shared by users on adjacent parcels if all of the following standards are met, or the Planning Commission determines a lesser combination meets the intent of the ordinance:

Finding: The two lots on which the project will be built will be consolidated through a Lot Line Adjustment application, which is part of the overall application package. Therefore, no shared parking is proposed, or required, and this standard will be fulfilled.

H. The number of vehicular spaces required in Table 16.10.050 may be reduced by up to 10% if one of the following is demonstrated to the satisfaction of the Planning Director or Planning Commission:

Finding: This standard does not apply because the applicant is not requesting a reduction in the number of parking spaces required as set forth in Table 16.10.050.

16.10.040 Prohibited Near Intersections

In no case will off-street parking be allowed within a vision clearance area of an intersection.

Finding: There is no on-site off-street parking proposed in any clear vision area of the subject site, based on review of plans in Exhibit B of the applicant's submittal package. Therefore, this standard is met.

16.10.050 Parking Standards Designated

The parking standards set out in Table 16.10.050 shall be observed.

Finding: Based on the listings in Table 16.10.050 for a *Take-out restaurant (Commercial, j.)*, the proposed use shall be required to have eight (8) spaces per 1,000 gross square feet of floor area. The new building, at 4,597 square feet, will be required to have 36.78 parking spaces, rounded up to 37 spaces. As illustrated on the plan sheets of Exhibit B, there will be a total of 37 parking spaces, two (2) of which will be for handicapped users. Some parking stalls are at a 60 degree angle, and some are 90 degree stalls. Two-way drive

aisles are 24 feet in width, and one-way drive aisles are 18 feet in width. See 16.10.070. As such, this standard is satisfied.

16.10.060 Off-street Loading Facilities

Finding: The applicant has not provided any off-street loading facilities, arguing that deliveries are made during off-peak times. Trucks will use various portions of the off-street parking areas of the developed site. Based on the table under 16.10.060.A on page 5 of this chapter, because the building is less than 5,000 square feet in gross floor area, no (0) off-street loading berths are required. Review of other McDonald's stores indicates that no off-street loading space(s) are provided, thus depending on the corporate schedule of off-peak hour deliveries. Therefore, this standard can be satisfied.

16.10.070 Parking Lots and Access

A. Parking Lots – A parking lot, whether as accessory or principal use, intended for the parking of automobiles or trucks, shall comply with the following:

Finding: As required in **1.** Of this section, all dimensions of the proposed parking lot area meets the standards set forth in Table 16.10.070 for 60 degree spaces and for 90 degree spaces.

Per item **2.** Under this section, no compact parking spaces are requested.

As required by item **3.** Of this section, all parking lot, driveway and access apron materials will be paved with either asphalt or concrete. Under **a.**, the Planning Director is not being asked to approve alternative systems for storage or non-required parking areas.

Under **b.** of this item **3.**, no use of permeable materials for any part of the parking area, driveways, or access aprons has been proposed.

In accordance with item **4.**, all driveways will be paved for their full widths.

Item **5.** Does not apply to this proposed use.

Under item **6.**, the design of the parking area will not result in any vehicle backing or maneuvering within any portion of a public street right of way.

For item **7.**, design of the parking area(s), and the accesses to the parking area(s) will meet the standards of the City of Canby, subject to the review by Curran-McLeod, the city's contract engineer, in the memorandum to Angie Lehnert, Associate Planner from Hassan Ibrahim, P.E. of Curran-McLeod. This memorandum is contained in Exhibit J. of **II. ATTACHMENTS.**

For item **8.**, although not illustrated in the plan set identified as Exhibit B, the applicant states:

“Curb stops are proposed for those parking spaces located on the west side of the restaurant, for those parking stalls that abut the pedestrian walkway with access to the primary entrance. Curbs are proposed for all stalls adjacent to site landscaping.”

This statement commits the applicant to placing wheel bumpers as identified in the verbage. Other wheel bumpers or curb stops may be required as the discretion of the Planning Commission.

As illustrated in the plan set identified as Exhibit B, handicapped accessible spaces are provided adjacent to the main entry area. There are two (2) handicapped accessible parking spaces will fulfill the necessary ADA requirement in accordance with item 9.

Based on this review, the applicant has met all of the requirements of this section, subject to the comments made by Hassan Ibrahim, P.E. of Curran-McLead, dated April 24, 2014 and incorporated into this Staff Report by inclusion as Exhibit J of **II. ATTACHMENTS**.

B. Access

There are ten (10) sub-items to this section, and each appropriate and applicable sub-item has been addressed by the applicant.

Item 3. requires that “all ingress and egress shall connect directly with public streets.” As noted in the plan set identified as Exhibit B, all driveways shall ingress and egress directly from either 1st Avenue (Hwy.99E) or 2nd Avenue. There is no direct vehicular access to Birch Street.

Item 6. Deals with sidewalks. The site currently has sidewalks, but changes in site plans may result in the need to re-construct any damaged or sub-standard portions. The applicant illustrates the sidewalks on pages of the plan set identified as Exhibit B, and discusses sidewalks throughout this application. Plus, they are required by the Zoning Ordinance. As such, the applicant will fulfill the requirements for sidewalks, as well as other portions of the public right of way, and internal connectivity, as part of the city’s process for all reviews, approvals, and permits.

Item 7. Makes clear that the standards are minimum standards, and may be increased.

There has always been knowledge that there are one-way and two-way drive aisles as part of the site plan. All drive aisles will be constructed to a minimum width of 18 feet of paved width. This will satisfy item 8.

Item 9. is about maximum driveway widths. Plans prepared for the re-development of the subject site indicate that driveway widths are less than 40 feet, and that no part of a driveway is closer than 5 feet to any adjacent property line.

The applicant has provided sufficient narrative and graphic information to allow the conclusion that all distances between driveways and intersections meet this standard (Item 10.).

After review of all of the above items, this total standard will be satisfied.

16.10.090 Drive-up Uses

Because the re-built McDonald's will have a drive through facility, there is a requirement that this standard be met. Based on illustrations in the plan set identified as Exhibit B, where it is proposed that there be queuing distance to allow for five (5) vehicles. It is believed that McDonald's, operating on the premise that they want to keep people moving, would likely have five or fewer vehicles in the queue line. As such, the applicant satisfies the standard.

16.10.100 Bicycle Parking

Bicycle parking shall be provided for all multi-family residential, institutional, commercial, and industrial uses.

Finding: As a drive-in restaurant, this facility will be required to have bicycle parking at a rate of one (1) bicycle parking space for every 1,000 square feet of floor area (from TABLE 16.10.100). With 4,597 square feet of floor area in the new facility, the requirement is 4.6 spaces, rounded up to five (5). As illustrated on the sheets of the plan set identified as Exhibit B, the five spaces are located as required by the dimensional standards as contained in **16.10.100.A., B., and C.** Therefore, this standard is fulfilled.

Chapter 16.30 C-M Heavy Commercial Manufacturing

Zone

16.30.010 Uses Permitted Outright

- A. A use permitted outright in a C-2 zone, other than dwelling units;**

Finding: Chapter 16.28.010.E. identifies "Restaurant, including drive-in" as a use permitted outright in the C-2 zone. This means that a restaurant, including drive-in is an allowed use permitted outright in the C-M zone. Therefore, this application meets this standard.

16.30.030 Development Standards

The following subsections indicate the required development standards of the C-M zone:

- A. Minimum Lot Area**
- B. Minimum width and frontage**
- C. Minimum Yard Requirements**

Finding: Since there are no minimum lot area, width or frontage requirements, subsections **A.** and **B.** do not apply. Minimum yard requirements (subsection **C.**) do apply and have been met based on review of the plan set identified as Exhibit B of the applicant's submittal package. This review indicates that the minimum setback of the street yard is not less than 25 feet

from the 1st Avenue (HWY99E) curb line, thus meeting the requirement for the C-M zone. However, the Downtown Canby Overlay (DCO) requires a setback that is different, requiring a setback whereby at least 40% of the building frontage is within 10 feet of the streetside property line. With the setback of not less than 25 feet from the 1st Avenue (Hwy99E) curb line, this setback requirement is met by the project, but not the DCO setback of not less than 10 feet for at least 40% of the building frontage. Therefore, standard C. is not satisfied relative to the DCO setback requirement, and must be reviewed by the Planning Commission in a Type III public hearing process.

D. Maximum Building Height

Finding: Proposed building height of the new structure will be 20 feet, 9 and one half inches (20' 9 ½"), which is well within the standard of 45 feet maximum building height. For freestanding signs on the site, the maximum height is thirty (30) feet. There is no identification of the existing freestanding pole sign, which reportedly, will remain in place. Until there is some discussion of this sign, the standard identified in 16.30.030.D.1. is not satisfied.

E. Maximum Lot Coverage

Finding: The maximum lot coverage allowed is sixty percent (60%). The site is 0.89 acre, or 38,768 square feet. With the new building being 4,597 square feet, lot coverage is just under 12%. Therefore, this standard is satisfied.

F. Other Regulations

Finding: For subsection 1. where vision clearance distances shall be 15 feet from any alley or driveway and 30 feet from any other street or railroad, the Landscape Plan (sheet L1.0 of the plan set identified as Exhibit B in the applicant's submittal package) illustrates that the vision clearance for ALL streets is at least 30 feet. Therefore, this standard is fulfilled.

For standard 2.b. where sidewalks along Hwy99E (1st Avenue) are required to be 8 feet in width, the existing sidewalk meets that requirement. Sidewalks along Birch and 2nd Avenue are 6 feet, meeting the city's standard along local streets. Therefore, this standard is also fulfilled.

Chapter 16.41 Downtown Canby Overlay (DCO) Zone

16.41.010 Purpose

A. Encourage more intense development in the Core Commercial area and allow for more intensive development in the Transitional Commercial area over time.

B. Create a pedestrian friendly environment in the Core Commercial and Transitional Commercial areas while allowing for a more auto-oriented focus in the Outer Highway Commercial area.

C. Ensure that building sizes reflect desired uses in the Core Commercial and Transitional Commercial areas. Maximum building footprints are much larger in the Outer Highway Commercial area.

- D. **Ensure compatibility among adjacent uses within the Transitional Commercial area as it changes over time.**
- E. **Maintain an attractive, visually pleasing environment that is relatively free of structures or activities that detract from it.**
- F. **Ensure adequate accessibility to and within sites by a variety of travel modes, along with attractively designed parking and loading areas.**

Finding: This project is a complete rebuild of the existing McDonald’s drive-through restaurant on an expanded site using a more current design, and site features that are more in tune with today’s development patterns and practices. Because the subject site is located within the Downtown Canby Overlay (DCO) area along Hwy99E (1st Avenue), the orientation to the automobile user, the McDonald’s is well placed. The new McDonald’s will be more intense than its predecessor, and will promote a more pedestrian friendly environment than its predecessor, while improving site landscaping and internal pedestrian movement. Although the footprint of the new building will be smaller than perhaps envisioned for the Outer Highway Commercial area, the drive-through style appears to remain a primary focus of the McDonald’s business plan, thus improving visibility and the onsite pedestrian experience. With the new design style of today’s McDonald’s, the attractive, visually pleasing environment is more closely achieved. As such, this project meets and satisfies the Purpose statements that are applicable and appropriate.

16.41.020 Applicability
A.3. Outer Highway Commercial area

Finding: The subject site is located in the Outer Highway Commercial subarea of the Downtown Canby Overlay plan area, where “*the design focus in this area is less about creating a high-quality pedestrian experience, and more about ensuring the automobile-oriented design is built to the highest standard possible.*” The proposed rebuild of the existing McDonald’s provides a bit of high quality pedestrian environment on the subject site, but also a higher quality auto oriented design that will improve the overall visual appearance of this portion of the intersection of Birch and Hwy99E. Therefore, this standard is satisfied.

- B. **The DCO zone has the following effect with regard to other chapters of this ordinance:**
 - 1. **Permits land uses which are permitted by the underlying zone districts, with some exceptions, as set forth in Sections 16.41.030 and 16.41.040.**
 - 2. **Replaces selected development standards in the underlying zone districts, as set forth in Section 16.41.050.**
 - 3. **Sets forth alternative design review standards and criteria tailored to implement the goals of the overlay zone, as set forth in Section 16.41.060. (Ord. 1296, 2008)**

Finding: The applicant has taken note of these standards and has abided by them where practical and feasible. As a drive-in restaurant, the use is

permitted outright in the C-M zone, the C-2 zone, and therefore, the Outer Highway Commercial area of the DCO zone.

16.41.030 Uses Permitted Outright

Unless modified pursuant to the following Subsection, uses permitted outright in the underlying base zones are permitted outright in the DCO zone, subject to the respective zone district boundaries.

Finding: As addressed within the C-M zone, permitted uses defined under 16.30.010, a restaurant with drive-thru is permitted outright. As defined within the DCO provision, uses permitted outright in the underlying base zones are permitted outright in the DCO zone. Therefore, this standard is satisfied.

16.41.050 Development Standards

The following subsections indicate development standards required in the DCO zone. These standards supplement, and in some cases replace, the development standards in the underlying base zones. Where the standards set forth in the following subsections conflict with standards in the underlying base zone, the DCO development standards set forth below supersede the base zone standards.

- A. Setbacks, Floor Area Ratio, Building Footprint and Height Requirements.**
 - 1. Setbacks. Minimum and maximum setbacks for each DCO subarea are described in Table 1 and must meet the following requirements:**
 - a. Mechanical units used for the heating/cooling of dwelling units are exempt from interior yard and rear yard setback requirements.
 - b. At least x% of the length of each lot frontage shall be developed with a building(s) built at the minimum setback from the street lot line (see Table 2 and Figure 12).
 - c. Where feasible, buildings should be located at one or both street-facing corners of a lot.
 - d. At the street intersections identified as gateways in Figure 11 (Downtown Canby Overlay Zone Map), any new building shall be located at the corner of the lot facing the intersection.

Table 1. Setback Requirements			
Standards	CC subarea	TC subarea	OHC subarea
Minimum setback	0 feet	0 feet	10 feet
Maximum setback from street lot lines	10 feet	15 feet	--

Table 2. Street Lot Minimum Setback Requirements			
Standards	CC subarea	TC subarea	OHC subarea
Minimum percentage (x)	60%	60%	40%

Finding: Taken from pages 18 and 19 of the applicant’s narrative statement where this section of the Zoning Ordinance is addressed. As noted under 16.41.050.A(1)(b.), at least 40-percent of the length of each lot frontage shall be developed with a building built at the minimum setback from the street lot line. The applicant is seeking a deviation from this standard as part of the Type III process. The intent of the base zone and the OHC subarea is to provide a more automobile oriented design. Automobile oriented design usually features buildings setback from the roadway to allow for off-street parking between the building and the roadway, so that parking is easily accessed for automobiles. Additionally, with a drive-thru restaurant, vehicle access into and through the order and queuing lanes is essential to insure that customers receive their food in a timely and orderly manner. These higher-volume vehicle supported uses must allow for easy vehicle access. Therefore, the proposed site layout is more conducive to vehicle access into and through the site, versus a layout which would meet the building and setback requirements established under the DCO overlay standards. Additional landscape screening and pedestrian connectivity into the site will create a quality pedestrian experience while also meeting the needs of McDonald’s and patrons of the restaurant. Based on this statement and other information contained in the applicant’s submittal package, it is recommended that the Planning Commission allow the requested deviation in the setback standard for the Outer Highway Commercial area of the DCO.

2. Floor area ratio, building footprint, and building height. Minimum floor area ratio, maximum building footprint, and maximum building height requirements for each DCO subarea are described in Table 3 and illustrated in Figures 13, 14, and 15. Footprints are exclusive of exterior displays or merchandise (e.g., garden centers).

Table 3. Floor Area Ratio Requirements			
Standards	CC subarea	TC subarea	OHC subarea
Minimum floor area ratio	0.8, C-1 zone only	0.4	0.25
Maximum building footprint (square feet)	30,000 total	20,000 total	80,000 per use 100,000 all uses within footprint if more than 1 use (see Figure 13)
Maximum building height (see Figure 14)	60 feet	45 feet	45 feet

Finding: Taken from page 19 of the applicant’s narrative statement. Based on the proposed 4,597 SF McDonald’s building footprint and the 0.89 acre site, the proposed FAR is 0.12, well below the minimum FAR required under the DCO overlay. The applicant is seeking a deviation from the FAR standard as part of the Type III process. The requested deviation from the FAR standard is necessary in order to adequately site the building and required parking and landscaping elements within the

0.89 acre site. If the site were to be developed to an FAR of 0.25, the 9,692 SF building would require 77.5 parking stalls, more than double the proposed parking stalls shown on the Site Plan. There is not enough area to surface park that many stalls within the site, necessitating structured parking. This would not be an economically feasible alternative to the proposed use. The site is too physically constrained to meet the FAR requirements of the DCO zone. Based on information in the applicant's submittal package, including the plan set identified as Exhibit B, staff recommends that the Planning Commission allow the requested deviation in the FAR requirement of the OHC subarea of the DCO zone. This is in recognition of the type of use proposed and the individual site circumstances.

3. Screening. All exterior garbage collection areas, recycling collection areas and mechanical equipment shall be screened with a site obscuring fence, landscaping on all sides, wall, other enclosure, or architectural element per the requirements below (see Figure 16 for examples of good screening design).

a. Location. Wherever possible, locate screened areas away from the street.

b. Materials. Materials used to construct screening structures shall be consistent and compatible with the exterior materials on adjacent buildings located on the same lot as the screened area or located on a contiguously-owned abutting lot, and shall be consistent with the material requirements of Section 16.41.070.E and 16.41.070.F.

c. Buffering. Screening structures shall be buffered from surrounding areas on all sides with landscaping or other buffering elements.

Finding: As illustrated on the Site Plan and the Landscape Plan of the plan set identified as Exhibit B of the applicant's submittal package, the trash enclosure is located to the rear of the site, on the 2nd avenue site. The material of which the trash enclosure is made is CMU that will be painted in colors that match those of the primary restaurant building. In addition, the trash enclosure structure will be landscaped on three (3) sides to buffer the enclosure from full visibility. Therefore, this standard is satisfied.

d. Rooftop structures. Rooftop mechanical structures shall be screened and not visible from any visible public right-of-way at the same elevation as, or lower than, the base of the building. Screening structures should be compatible with the overall building design and may include the following elements or approaches:

(1) By providing parapets as tall as the tallest part of the equipment with a minimum height of 3 feet and 6 inches;

(2) By incorporating an architectural screen around all sides of the equipment;

(3) By setting the equipment back from the building edge with a setback of at least 3 feet for every 1 foot of building height.

Finding: All rooftop mechanical equipment will be screened from view by a parapet on the top of the building. The parapet will be an aluminum trellis approximately 5 feet, 2 inches in height. This parapet is clearly illustrated on the Building Elevations sheet of the plan set identified as Exhibit B of the

applicant's submittal package. The use of this parapet seems to be a standard feature of the newer McDonald's and is used on other newly remodeled or rebuilt McDonald's. Use of this parapet fulfills the standards of this section of the chapter.

4. Parking. Parking areas shall meet the following standards in addition to all other applicable requirements.

b. Side of building parking areas. In the CC, TC, and OHC subareas, parking shall be permitted between a building and an interior lot line that is not a rear lot line, provided the following standards are met:

(1) Parking and maneuvering areas shall be set back a minimum of 15 feet from the front lot line;

(2) A minimum 5 foot wide landscaped strip shall surround and abut the perimeter of the parking and maneuvering area, except where vehicular driveways and pedestrian accessways are permitted to interrupt the landscaped strip, and except where the parking and maneuvering area is part of a larger parking area in which case a perimeter landscaping strip is not required between the side of building parking area and the remainder of the parking area;

(3) Parking and maneuvering areas, including accessways and driveways, must not exceed 40 percent of a lot frontage in the TC and CC subareas, or 60 percent of a lot frontage in the OHC subarea;

Finding: The parking area and drive aisle located at the eastern edge of the property line should qualify as a parking area between a building and an interior lot line that is not a rear lot line. This parking area is set back from the front lot line by approximately 15-feet, although the angled parking does create a smaller setback distance at the northeast corner of the parking area. To meet the intent of the landscape strip buffer, a laurel hedge (32 plants) is proposed along the perimeter of the parking area that abuts the interior lot line. Combined with the existing fence, the hedge will provide an effective screen while also allowing access from the adjacent property. The primary driveway and drive aisle with access from SW 1st Avenue does front a large portion of the lot frontage, but is setback approximately 5-feet from the ROW. It is recommended that the Planning Commission approve a small deviation from the 15-foot setback at the northeast corner of the site, where the parking area on that side is located. All other standards have been met.

c. Off-street vehicle parking space reduction. The minimum number of off-street vehicle parking spaces required for all uses located on a lot, as set forth in Chapter 16.10, may be reduced by the total number of on-street vehicle parking spaces located within the width of the frontage of the lot on which the use or uses are located. Such reduction shall be calculated on a one-for-one basis, and shall include only parking spaces located on the same side of the street as the lot frontage. Where an on-street parking space is located adjacent the frontage of two abutting lots, only the lot adjacent the

larger portion of the parking space may count the entirety of the parking space towards its off-street parking requirement.

Finding: There are no specifically proposed on-street vehicle parking spaces to be used for this project. Therefore, no off-street vehicle parking reduction is sought, and this standard does not apply.

16.41.060 DCO Site and Design Review Guidelines

A. Findings and Objectives

Finding: The Findings and Objectives set forth in the Zoning Ordinance express the direction the City Council wishes to see for style and design of land uses and buildings in the commercial areas. With the complete re-build of the McDonald's on a larger site, the updated design and more current expression of the McDonald's persona will likely be an addition to the overall downtown character of Canby. Use of materials that are more contemporary will assist in upgrading the property values in this area of downtown Canby, plus adding integrity to the downtown area and a sense of place for this use. The use of pedestrian oriented design within the site, and connections to surrounding areas helps to define the subject site as an integral landmark within the downtown area. The architectural elements such as consistency of materials, colors and patterns, and the upgrading of the overall landscape character of the site design help give the site an important value that leads to a quality environment in downtown Canby.

From the applicant's narrative, the following statements address these Findings and Objectives. *"The proposed McDonald's materials include a log cabin colored Hardie plank for the primary horizontal surfacing, with cultured stone for the secondary material. Both materials help define a sense of place and quality design that fits within the Canby design aesthetic. The colors and materials evoke a sense of timelessness, permanence, quality, and strength."*

Through the design, and the explanation of how the new design meets the appropriate objectives, the applicant has addressed the Findings and Objectives such that these Findings and Objectives are satisfied.

B. Applicability

1. General Applicability

Finding: Under this section of the Zoning Ordinance, the Design Standards referenced in this section apply to the proposed McDonald's re-build.

2. Sub-Areas

c. Outer Highway Commercial Sub-Area (OHC)

Outer Highway Commercial Sub-Area (OHC). The design focus in this area is less about creating a high-quality pedestrian experience, and more about ensuring that automobile-oriented design is built to the highest standard possible. While this goal will be largely accomplished through the development standards (i.e., locating parking lots next to and behind building and the street, requiring high quality landscaping, particularly in front setbacks and around parking areas, and requiring that buildings orient to

walkways), architectural design standards will also aid in this effort. The result will be automobile-oriented highway uses that demonstrate high-quality design and that evoke a sense of permanence (see Figure 27).

Finding: The site of the proposed re-build of McDonald’s is located basically the same location as McDonald’s has been located within Canby for many years. This site is within the Outer Highway Commercial Sub-Area (OHC), which is focused on automobile-oriented highway uses that demonstrates high-quality design.

16.41.070 DCO Site and Design Review Standards

The following design standards provide a framework for how a building should look, function, and feel. The standards are organized by topic and consist of the following elements:

- Intent Statement - the big idea or the goal to be accomplished (ex. "protect pedestrians from sun, wind, and rain"). In addition to providing context for specific standards, these statements are used to evaluate applications as part of an alternative review process administered by the City's Design Review Board (see Section 16.49.035).
- Standards which provide clear, objective guidance related to specific design elements, in many cases providing options for how to meet a specific goal, and varying by sub-area.
- Illustrative graphics, including photos and diagrams, with an emphasis on examples of good design found in Canby and other communities.

Finding: The applicant acknowledges the purpose of the Intent Statement, and the use of Standards and Illustrative graphics within the chapter of the Zoning Ordinance is the clear form of guidance in designing a viable project that is an asset to the City of Canby.

A. Pedestrian oriented ground floor design standards.

1. *Intent. Design standards in this section are intended to help create an active, inviting street and sidewalk-facing storefronts and entryways that are friendly and easily accessible to passersby. They also will help ensure that the ground floor promotes a sense of interaction between activities in the building and activities in the public realm.*

Finding: The proposed McDonald’s rebuild portends to convey a sense of place through the use of architectural treatments and on-site amenities in the form of additional landscaping and pedestrian connections. Furthermore, the site has been designed for both vehicle access and pedestrian accessibility into and through the site.

2. Design standards and applicability.

Standards	Applicability
1. Ground floor windows	
a. Visible transmittance. All commercial ground floor windows must have a Visible Transmittance (VT) of 0.6 or higher, with the exception of medical and dental offices which may have tinted windows.	CC, TC, OHC

<p>b. Primary Street facing façade - primary façade coverage. Transparent windows shall be used along a minimum of x% of the length of the ground-level primary street-facing façade, and along x% ground-level primary street-facing wall area (See Figure 34). Ground level walls include all exterior wall areas up to 10 feet above the finished grade. Primary and secondary street facing facades are defined in section 16.41.060.</p>	CC: x=60%
	TC: x=50%
	OHC: x=50% for buildings with less than 6,000 square feet of floor area and 25% for buildings with more than 6,000 square feet of floor area or located more than 75 feet from a lot line.
<p>c. Secondary Street facing façade - secondary façade coverage. Transparent windows shall be used along a minimum of x% of the length of the ground-level secondary street-facing façade, and along x% of the overall secondary street-facing wall area (See Figure 35). Ground level walls include all exterior wall areas up to 10 feet above the finished grade.</p>	CC: x=50%
	TC: x=45%
	OHC: x=40% for buildings with less than 6,000 square feet of floor area; 25% for buildings with more than 6,000 square feet of floor area or located more than 75 feet from a lot line.
<p>d. Alley facing façade coverage. Facades facing alleys shall provide windows along x% of the length of the alley-facing façade and along y% of the overall wall area of the alley-facing façade. Wall area shall be measured to a height of 10'-0" above the finished grade.</p>	CC, TC: x=50%; y=25%
	OHC: x=30%; y=20%

Finding: As illustrated on the color elevations contained in the plan set identified as Exhibit B of the applicant’s submittal package, all glazing is described as “1” insulated clear glass”. This type of glass should achieve the required Visible Transmittance (VT) of at least 0.6. This will satisfy provision **a**. The primary street facing façade is depicted as the front elevation on the Architectural Elevations included under Exhibit B. The front elevation is 463 SF between 0 and 10-feet and includes 4 windows totaling and a primary entrance with glazing that totals 258 SF for a 56% coverage to meet the 50% primary façade coverage requirement of provision **b**. The secondary street facing façade is the non-drive thru side elevation with a total area of 1,030 SF. This side incorporates 4 windows and a glazed entrance for a total of 263 SF for coverage of 25.5%. This achieves the 25% requirement for buildings within the OHC subarea located more than 75-feet from a lot line (provision **c**.). Because there is no alley on or adjacent to the site, provision **d**. is not applicable. Staff concurs that the applicant has fulfilled the standards contained in this section.

Standards	Applicability
2. Building entries and doors	
<p>a. Orientation. All buildings shall have a prominent entry oriented to and directly connected to the sidewalk. When buildings are set back from the sidewalk, a direct, perpendicular connection between the building and the sidewalk is required. Additional entries may be provided and serve as principal entries (e.g., oriented to parking areas to the side or rear of buildings). (See Figure 36)</p>	CC, TC

b. Transparency. The street-facing building entry door on all buildings should be comprised of at least 40% transparent glass. The entry door includes any flanking or transom windows. (See Figure 37)	CC, TC, OHC
c. Flanking or transom windows. Commercial and mixed-use building doors shall include flanking glass windows on either side of the principal door and/or clerestory/transom windows. (See Figure 38).	CC, TC, OHC
d. Design features. Commercial and mixed-use building entries must comply with at least x of the following:	CC: x=3;
	TC: x=2;
	OHC: x=2
(1) Recessed entries. If recessed, principal entries shall be recessed a minimum of 3 feet into the building façade (see Figure 39).	
(2) Awnings or canopies. These may be used to provide weather protection and a visual element and meet standards (see Figure 40).	
(3) Architectural features. Principal entries may be reinforced with prominent architectural features such as towers, turrets, increased heights, articulated parapets, large storefront windows and doors, or entry awnings (see Figure 41).	
(4) Decorative features. Entries may be reinforced through the use of decorative exterior light fixtures (i.e., wall sconces) or decorative features (see Figure 42).	
(5) Engaged columns or piers may be used to reinforce and highlight entries (see Figure 43).	

Finding: The following is taken from the applicant’s narrative description and response to the requirement of these standards. “The prominent entry to McDonald’s is located on the central portion of the non-drive thru side. As shown on the Site Plan, the primary entry is connected to the proposed pedestrian access from SW 1st Avenue by a sidewalk along the building frontage that connects across the drive aisle to the existing attached sidewalk along SW 1st Avenue. The street-facing building entry door is the front side, with an entry door that is 95% transparent glass. This entry door also includes flanking and transom windows on the side and above the entry. The building entries feature yellow metal canopies and aluminum trellises, with cultured stone façades to create a visually appealing and pedestrian-scaled entry. The cultured stone will project from the hardie plank siding to create an additional architectural feature that enhances the primary entry.” Based on review of the color elevations as contained in the plan set identified as Exhibit B of the applicant’s submittal package, as well as the various narratives submitted by the applicant, staff finds that these standards have been met.

Standards	Applicability
3. Transition areas. One of the following design elements (a or b) is required for buildings that span more than 75% of a city block or 350 feet. The City encourages smaller property owners to work together to collaboratively provide similar features in other areas.	CC only;
a. Arcades as defined in section <u>16.41.060</u> and that meet all of the following standards:	Encouraged but not required in the TC or OHC
(1) Front entries must be set back a minimum of 6' (clear) behind an arcade that is located at the front property line or the adjusted property line.	
(2) Spacing between columns and/or posts along building be a minimum of 10' (clear) and a	

maximum of 25' (clear). (See Figure 44)	
b. Courtyards or plazas that meet all of the following standards (see Figure 45):	
(1) Courtyards or plazas shall be located along the sidewalk-facing façade of the building within the front setback. Internal courtyards may be provided but will not satisfy these requirements.	
(2) Courtyard-facing facades shall include windows along a minimum of 50% of the length of the ground level courtyard-facing façade, and along 25% of the overall courtyard-facing wall area.	
(3) Courtyards/ plazas shall incorporate special paving (see Figure 46) and/or landscaping.	
(4) Courtyards/plazas shall provide seating, including but not limited to benches, tables, planter boxes, and other design elements.	

Finding: The proposed building alignment of the proposed re-build of the McDonald's on the subject site only captures a small portion of the SW 1st Avenue city block, well below the 75% or 350-foot threshold. Therefore, staff finds that this provision does not apply.

4. Additional Standards for residential-only buildings.

Finding: Because the proposed re-build of McDonald's on the subject site does not include or involve any aspect of residential use, this standard does not apply.

B. Cohesive Architectural Elements Standards.

1. Intent. Build upon downtown Canby's traditional architectural vernacular by incorporating cohesive and repetitive architectural elements into the ground floor of street facing facades.

Finding: "As shown on the architectural elevations provided under Exhibit B, the ground floor of the street facing façade does incorporate cohesive and repetitive architectural elements that tie into downtown Canby's traditional architectural vernacular. The log cabin colored hardie plank siding creates a sense of the agricultural or pastoral element of Canby's architectural vernacular, while the cultured stone provides a timeless yet traditional architectural vernacular that fits in well with the downtown Canby sense of place. The architectural elements are cohesive and repetitive, while also meeting the goal of proper pedestrian scale." This statement from the application narrative helps to demonstrate that the applicant recognizes Canby's desire to have some standards to which developers will comply, making Canby an interesting, yet unique town. It is staff's conclusion that the applicant will meet the city's intent as stated above.

2. Design Standards and applicability

Standards	Applicability
1. Architectural bays	
a. Bay divisions. Ground floors of commercial and mixed-use buildings shall be divided into distinct street-facing architectural bays that are no more than x feet on center. (See Figure 48). For the purpose of this standard, an architectural bay is	CC, TC: x=30; OHC: x=50

defined as the zone between the centerlines of two columns. Applicants are encouraged (but not required) to divide the ground floor into an odd (rather than even) number of architectural bays.	
b. Height of bays. For large single-story buildings (greater than 6,000 square feet), taller than 16 feet, design and decorative elements required in sections 3, 4 and 5 will extend to the top of the ground floor (i.e., just below the roof, cornice or parapet).	OHC
c. Design elements. Each architectural bay within a commercial or mixed-use building shall incorporate at least x of the following elements (see Figure 49):	CC: x=3;
	TC: x=2;
	OHC: x=2
(1) Engaged columns or piers.	
(2) Transom windows over doorways.	
(3) Storefront cornice or beltcourse	
(4) Canopies, awnings, or overhangs provided along a minimum of 50 percent of the overall street-facing building length.	
(5) Storefront frieze or sign band.	
(6) Bulkheads.	
d. Decorative accents. Each architectural bay within a commercial or mixed-use building shall incorporate at least x of the following elements (See Figure 50):	CC: x=3;
	TC: x=2;
	OHC: x=2
(1) Projecting window sills (12 to 24 feet above grade).	
(2) Horizontal and vertical window mullions.	
(3) Building lighting (minimum of 2 lights), including wall sconces, pendants, gooseneck fixtures, or lighting recessed into awnings. Wall-mounted fluorescent lights and internally lit awnings are not permitted.	
(4) Medallions (minimum of 2).	
(5) Projecting or blade signs (8 to 12 foot clearance from bottom of sidewalk).	

Finding: While the applicant has provided bays as an architectural feature of the new building, the height is not controlled as part of the standard because the building is less than 6,000 square feet in area. However, based on the applicant’s statement under this section, the necessary and required elements under c. of this table have been included in the overall design. “The front elevation and the non-drive-thru side elevations both feature bay divisions created by changes in material treatments to the building façade. The longest portion of the non-drive-thru side elevation without a bay division is approximately 40-feet. Each architectural bay along the building facade features an aluminum trellis that projects from the building by at least four-feet. All building entries feature a transom window over the doorway and there is a signature McDonald’s storefront sign band located on the upper portion of the front elevation that does project off the roof. Building lighting will include wall sconces and pendant lights to meet the decorative accents design standard.” The design includes the architectural bays required in this standard, which are not more than 50 feet in dimension. The applicant’s design includes at least two (2) of the Design Elements and two (2) of the Decorative accents, thus meeting this standard.

C. Integrated building façade standards.

- 1. Intent. Build upon Canby's traditional downtown architecture by creating an attractive and unified building façade that celebrates ground floor activities, the top of the building (where the edifice meets the sky), and everything in between.**

Finding: The design of the re-built McDonald's does a reasonable job of reflecting Canby's traditional downtown architectural style, and bringing the design of the McDonald's up to date. The ground floor activities are the crux of the McDonald's activities throughout the site and the building design does a good job of defining the top of the building. As such, staff believes that the applicant has satisfied this standard.

- 2. Design standards and applicability.**

Finding: According to the applicant's statement, "the vertical and horizontal treatments to the building provide a well defined base, middle, and top of building. The vertical mass is broken up through changes in material that transition from the primary hardie plank to glazing and aluminum trellis parapets that are capped by a roofline of aluminum and metal. These horizontal bands are changes in material that are more than 8-inches in height, with projections created for the aluminum trellises and yellow canopies. Staff agrees that the building is well defined in terms of its ground floor, middle and top of the building, and the use of Hardy plank siding, plus decorative rock, aluminum trellis, transom window over the doorways, and horizontal bands of material changes all combine to satisfy this set of standards.

D. Corner Intersection Standards

Finding: By the nature of the McDonald's style, and the location in the C-M zone, this standard does not apply to uses in the Outer Highway Commercial subarea of the Downtown Canby Overlay. Therefore, this standard does not apply.

E. Materials standards.

- 1. Intent. Use building materials that evoke a sense of permanence and are compatible with Canby's business areas and the surrounding built environment.**

Finding: McDonald's itself has become a permanent fixture in neighborhood and auto oriented commercial places within most cities and towns these days, and the re-building of this McDonald's will continue to evoke a feeling of permanence to this area of the Outer Highway Commercial subarea. The building materials chosen for the McDonald's rebuild do evoke a sense of permanence that is compatible with Canby business areas and the surrounding built environment. Staff concurs that the applicant has met the intent of this standard.

2. Design standards and applicability. Materials allowed in the CC, TC and OHC sub-areas are summarized in the following table in terms of primary, secondary and accent materials. Other materials may be permitted through the design review process described in Chapter 16.49.

Standards	OHC
<p>Primary materials – 70% or more of building façade, excluding windows and transparent doors.</p>	<p>Brick</p> <p>Stone</p> <p>Stucco/EIFS</p> <p>Wood siding</p> <p>Hardy Plank</p> <p>Split-face CMU</p> <p>Tilt-up concrete</p> <p>Spandrel glass curtain walls</p>
<p>Secondary materials – up to 25% of building façade, excluding windows and transparent doors.</p>	<p>Brick</p> <p>Stone</p> <p>Stucco/EIFS</p> <p>CMU (split and ground face)</p> <p>Concrete</p> <p>Wood siding</p> <p>Hardy Plank</p> <p>Spandrel glass curtain walls</p>
<p>Accent materials – up to 10% of building façade, excluding windows and transparent doors.</p>	<p>Brick</p> <p>Stone</p> <p>Stucco/EIFS</p> <p>CMU (split and ground face)</p> <p>Concrete</p> <p>Wood siding</p> <p>Hardy Plank</p> <p>Spandrel glass curtain walls</p> <p>Metal</p>

	<p>Ceramic tile</p> <p>Wood, vinyl and/or metal for trim</p>
Roof materials (sloped roofs only)	<p>Metal</p> <p>Wood shingles</p> <p>Tile</p>

Finding: The applicant describes the use of primary and secondary materials, plus accent materials and roof materials in the following excerpt. Staff agrees with the applicant that the proposed design meets this set of standards. “The primary material selected for the Canby McDonald’s is a log cabin colored hardie plank siding, which is an allowed material as listed above. The hardie plank encompasses 56% of the building façade, excluding windows and transparent doors. The secondary material is cultured stone, which encompasses 16% of the building façade. Accent materials are the metal and aluminum canopies and parapet trellises that comprise 28% of the building façade. The taller parapet is needed to effectively screen the rooftop mechanical units.”

F. Color palette

- 1. Intent. Use colors on buildings that are generally compatible with Canby’s business areas and the surrounding built environment.**
- 2. Design standards and applicability. Applicants are strongly encouraged to use colors from, or consistent with, the Sherwin-Williams Arts and Crafts color palette (i.e. with the same paint color codes). Additional information about this color palette is available from the City of Canby, Canby Business Development and/or the Sherwin-Williams Web site.**

Finding: The use of colors for the Hardy plank siding and the accent rock, plus the door and window frames can generally be found in the desired color palette examples. As stated by the applicant, “aside from the yellow metal canopies, the selected colors are generally subdued and earth-tone to create a look and feel that is compatible and complementary to the existing Canby business areas and surrounding built environment. The applicant will work with the City to address any color palette concerns during the Site and Design Review process.” To this point, the applicant has made a good faith effort to satisfy the color standards.

Chapter 16.43 – Outdoor Lighting Standards

16.43.030 Applicability.

The outdoor lighting standards in this section apply to the following:

- A. New uses, buildings, and major additions or modifications:**

1. For all proposed new land uses, developments, buildings, and structures that require a building permit, all outdoor lighting fixtures shall meet the requirements of this Code.

Finding: The re-built McDonald’s is required by this section of the Zoning Ordinance to meet the standards for outdoor lighting. Through the design of the new building, and the site layout of the subject site, the applicant will meet these standards, as illustrated in the plan set identified as Exhibit B of the submittal package.

16.43.040 Lighting Zones.

A. Zoning districts designated for residential uses (R-1, R-1.5 and R-2) are designated Lighting Zone One (LZ 1). All other zoning districts are designated Lighting Zone Two (LZ 2).

Finding: By virtue of the fact that the subject site is totally within the C-M zone, the site is designated Lighting Zone Two (LZ-2).

B. The designated Lighting Zone of a parcel or project shall determine the limitations for lighting as specified in this ordinance.

Table 16.43.040 Lighting Zone descriptions		
Zone	Ambient Illumination	Representative Locations
LZ 1	Low	Rural areas, low-density urban neighbor-hoods and districts, residential historic districts. This zone is intended to be the default for residential areas.
LZ 2	Medium	High-density urban neighborhoods, shopping and commercial districts, industrial parks and districts. This zone is intended to be the default condition for commercial and industrial districts in urban areas.

Finding: Since the site is within the C-M zoning district, and is designated by the Lighting Zone Two (LZ-2), the Ambient Illumination should be at a “medium” standard. Based on statements by the applicant, this standard will be met.

16.43.050 Exempt Lighting.

Finding: The proposed re-build on the subject site does not include any lighting from any of the A. through J. listings of this section. Therefore, this section will not be applicable since no exempt lighting is part of the overall design plan.

16.43.060 Prohibited Light and Lighting

Finding: After a review of the Zoning Ordinance and the plan set identified as Exhibit B, as well as the written narrative, the proposed re-build of

McDonald's does not include any prohibited light or lighting. Therefore, this section is not applicable to the application.

16.43.070 Luminaire Lamp Wattage, Shielding, and Installation Requirements.

A. All outdoor lighting shall comply with the limits to lamp wattage and the shielding requirements in Table 16.43.070 per the applicable Lighting Zone. These limits are the upper limits. Good lighting design will usually result in lower limits.

Finding: The applicant states an understanding of these requirements and has provided a Lighting Plan with detail cut sheets for the lights. The Lighting Plan is included under Exhibit B. Cut sheets for the fixture head and the pole are also included. The Lighting Plan indicates that the proposed lighting fixtures for the site will be satisfactory and will meet all required standards.

B. The city may accept a photometric test report, lighting plan, demonstration or sample, or other satisfactory confirmation that the luminaire meets the requirements of the shielding classification.

Finding: The applicant has included a photometric plan as part of the Lighting Plan under Exhibit B. This photometric plan displays the luminaire and foot candling throughout the site. This photometric plan appears to meet the city's requirements and standards.

C. Such shielded fixtures must be constructed and installed in such a manner that all light emitted by the fixture complies with the specification given. This includes all the light emitted by the fixture, either directly from the lamp or by a diffusing element, or indirectly by reflection or refraction from any part of the fixture. Any structural part of the fixture providing this shielding must be permanently affixed.

Finding: A photometric plan is included as the Lighting Plan under Exhibit B. This photometric plan displays the luminaire and foot candling throughout the site. As such, the selected fixtures proposed as part of the Lighting Plan and cut sheets should meet the city's requirements and standards.

D. All canopy lighting must be fully shielded. However, indirect upward light is permitted under an opaque canopy provided that no lamp or vertical element of a lens or diffuser is visible from beyond the canopy and such that no direct upward light is emitted beyond the opaque canopy.

Finding: The applicant states an understanding of these requirements and has provided a Lighting Plan with detail cut sheets for the lights. The Lighting Plan is included under Exhibit B. As such, the proposed lighting plan appears to meet the city's requirements and standards.

E. Landscape features shall be used to block vehicle headlight trespass while vehicles are at an external point of service (i.e. drive-thru aisle).

Finding: The Landscape Plan does not identify any plantings that would block vehicle headlight trespass onto Hwy99E and the properties across that street. However, the stopping point for the drive-through window may be set far enough back that vehicle headlights may be dispersed enough so as to not be a major problem. However, this may be an issue the Planning Commission wishes to discuss at further length with the applicant.

F. All facade lighting must be restricted to the facade surface. The margins of the facade shall not be illuminated. Light trespass is prohibited. The sides of commercial buildings without a customer entrance shall not be lit.

Finding: The applicant states, “All façade lighting will be restricted to the façade surface and light trespass will be restricted.” However, there is no discussion of how the façade lighting will be restricted. The Planning Commission may wish a more extensive addressing of this standard.

Table 16.43.070 Luminaire Maximum Lumens and Required Shielding

Table 16.43.070 – Luminaire Maximum Wattage and Required Shielding				
Lighting Zone	Fully Shielded	Shielded	Partly Shielded	Unshielded (Shielding is highly encouraged. Light trespass is prohibited.)
LZ 1	150	60	None Permitted	Low voltage landscape lighting and temporary holiday lighting.
LZ 2	450	100	60	Landscape and facade lighting 100 watts or less; ornamental lights of 60 watts or less.

Finding: “As shown on the Lighting Plan under Exhibit B and the attached cut sheets, the proposed fixtures are RSB/RCS 320 watt metal halides. The light is fully shielded to meet the maximum wattage constraints listed in the table above.” Based on review of the Lighting Plan and the head and pole cut sheets, the LZ-2 lighting zone limits the fully shielded fixture head to 450 wattage. The applicant will be using 320 watt fixtures and lighting, thus meeting this standard.

16.43.080 Height Limits

Pole and surface mounted luminaires under this section must conform with Section 16.43.070.

- A. Lighting mounted onto poles or any structures intended primarily for mounting of lighting shall not exceed a mounting height of 40% of the horizontal distance of the light pole from the property line, nor a maximum height according to Table 16.43.080, whichever is lower. The following exceptions apply:**
 - 1. Lighting for residential sports courts and pools shall not exceed 15 feet above court or pool deck surface.**
 - 2. Lights specifically for driveways, and then only at the intersection of the road**

providing access to the site, may be mounted at any distance relative to the property line, but may not exceed the mounting height listed in Table 16.43.080.

3. Mounting heights greater than 40% of the horizontal distance to the property line but no greater than permitted by Table 16.43.080 may be used provided that the luminaire is side-shielded toward the property line.
4. Landscape lighting installed in a tree. See the Definitions section.
5. Street and bicycle path lights.

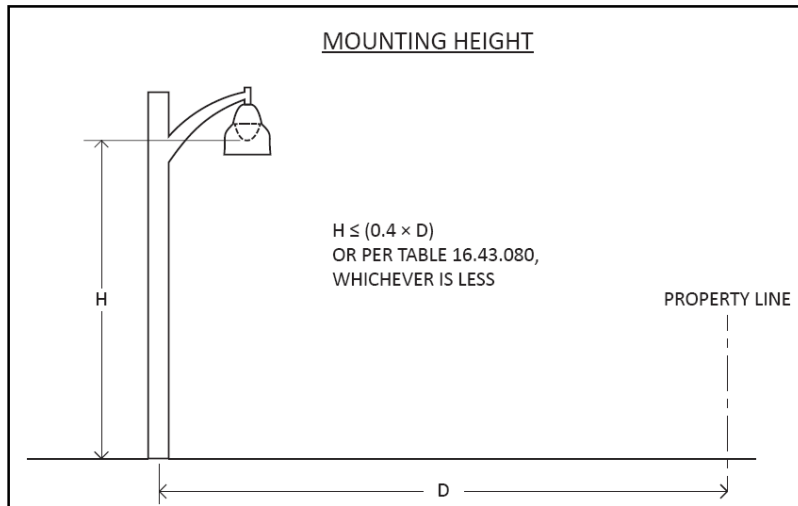
Finding: The Lighting Plan under Exhibit B illustrates the location of lighting within the McDonald’s parking area, drive aisles, and pedestrian accesses. There is no lighting proposed for street and bicycle paths, although those off-site features are generally lit by the city’s own street light system. When combined with McDonald’s “spill over” or “trespass” of the lighting on the subject site, it appears that the adjacent streets, pedestrian pathways and sidewalks, and any designated bicycle path will be lit.

Table 16.43.080 – Maximum Lighting Mounting Height in Feet

Lighting Zone	Lighting for Driveways, Parking and Transit	Lighting for Walkways, Plazas and other Pedestrian Areas	All Other Lighting
LZ 1	35.0	18.0	8.0
LZ 2	37.5	18.0	15.0

Finding: As noted on the Lighting Plan included under Exhibit B, the proposed mounting height is 21-feet, well below the maximum height allowance for driveways, parking and transit of 37.5 feet in the LZ-2 Lighting Zone. These lights do spill over into pedestrian walkways, although no specific lighting is proposed along pedestrian sidewalks. This “spill over” into the pedestrian walkways will provide some light in addition to local street lights. The Planning Commission may ask the applicant about this “spill over” lighting, how much it might be expected to be, and how far it might extend, in a useful sense.

Figure 16.43.2:



16.43.090 Lighting Controls

The city strongly recommends the use of timers and/or motion detectors on outdoor lighting, and that motion detectors be set to minimize unnecessary activation. For example, motion detectors for entryway or driveway lights should not activate for off-site pedestrians or cars.

Finding: Staff can find no discussion of Lighting Controls, and the issues that are contained in the statement above. Understanding that there must be some controls of these lights, the Planning Commission might inquire of the applicant about Lighting Controls.

16.43.100 Exceptions to Standards

Finding: None of the lighting at the proposed re-build of the McDonald's drive through restaurant is one of the "excepted" lighting standards contained in this section. As such, this section does not apply.

16.43.110 Lighting Plan Required

A lighting plan shall be submitted with the development or building permit application and shall include:

- A. A site plan showing the location of all buildings and building heights, parking, and pedestrian areas.
- B. The location and height (above grade) of all proposed and existing luminaires on the subject property.
- C. Luminaire details including type and wattage of each lamp, shielding and cutoff information, and a copy of the manufacturer's specification sheet for each luminaire.
- D. Control descriptions including type of control (time, motion sensor, etc.), the luminaire to be controlled by each control type, and the control schedule when applicable.

E. Any additional information necessary to demonstrate compliance with the standards in this section. (Ord.1338, 2010)

Finding: A Lighting Plan is required and provided under Exhibit B of the applicant's overall application package. The Lighting Plan does show the location of all buildings and the height of all proposed luminaires. Luminaire details are shown on the spec sheet also included under Exhibit B. Fixture information is included as cut sheets as part of the Lighting Plan. Under **D.** above, no control plan has been submitted, and there is no information about how the on-site lighting will be controlled, timed, etc. The Planning Commission may wish to discuss this issue with the applicant.

Chapter 16.49 – Site and Design Review

16.49.035 Application for Site and Design Review

A. For projects in the Downtown Canby Overlay Zone, applicants may choose one of the following two processes:

1. Type II – If the applicant meets all applicable site and design review standards set forth in Chapters 16.41 and 16.49; applicant shall submit a Type II application for approval pursuant to the approval criteria set forth in 16.49.040.2; or

2. Type III – If the applicant proposes the use of alternative methods or materials to meet the intent of the site and design review standards set forth in Section 16.41.070, the applicant shall submit a Type III application for approval pursuant to the approval criteria set forth in 16.49.040.3. The applicant must still meet all applicable requirements of Chapter 16.49.

Finding: The applicant is submitting for a Type III Site and Design Review. A Type III process is proposed in order to address: (1) the FAR and (2) building setback requirements, as well as (3) the building material coverage requirements established within the Downtown Canby Overlay provisions.

16.49.040 Criteria and standards.

A. In review of a Type III Site and Design Review Application described in Section 16.49.035.B, the Board shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the following A through D, and with Criteria 4, 5, and 6 below:

1. The proposed site development, including the site plan, architecture, landscaping and graphic design, is in conformance with the standards of this and other applicable city ordinances insofar as the location, height and appearance of the proposed development are involved; and

2. The proposed design of the development is compatible with the design of other developments in the same general vicinity; and

3. The location, design, size, color and materials of the exterior of all structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity.

Finding: This Type III submittal package includes a response to applicable ordinance requirements, with supporting studies and plans as

supporting background documents to reflect a site design that considers architectural elements, vehicle access into and through the site, pedestrian connection into and through the site, as well as site landscaping and lighting to meet the code standards.

The proposed McDonald's rebuild is compatible with the design of other similar developments in the general vicinity. Drive through restaurants are well represented along Hwy99E in Canby, and are a unique type of site plan and design that has become a part of every highway commercial development.

The proposed building and site improvements are designed with complementary design elements including paving patterns, landscaping, and pedestrian accessways that are typical of the drive through restaurant commercial style to create a viable and recognizable pedestrian environment. The project design elements are complementary to the outer highway commercial subarea which caters to vehicle uses.

4. The proposed development incorporates the use of LID best management practices whenever feasible based on site and soil conditions. LID best management practices include, but are not limited to, minimizing impervious surfaces, designing on-site LID stormwater management facilities, and retaining native vegetation.

Finding: The project uses a combination of LID rain gardens and stormwater catch basins that connect to a main in SW 1st Avenue. Stormwater design and BMPs are outlined in the Stormwater Report prepared by Cardno included under Exhibit D.

5. The Board shall, in making its determination of compliance with subsections B through D above, use the matrix in Table 16.49.040 to determine compatibility unless this matrix is superseded by another matrix applicable to a specific zone or zones under this title. An application is considered to be compatible, in regards to subsections B, C, and D above, if the following conditions are met:

- a. **The development accumulates a minimum of 70 percent of the total possible number of points from the list of design criteria in Table 16.49.040; and**
- b. **At least 15 percent of the points used to comply with (a) above must be from the list of LID Elements in Table 16.49.040. (Ord. 1338, 2010).**

Finding: Table 16.49.040 is reproduced below from the applicant's submittal package with the proposed scoring that coincides with the project highlighted in black. The applicant proposes a total of 45 points to be awarded with 13 points being derived from the LID elements. A total of 45 points represent 63.3-percent of the total with 28.8-percent of the total derived from LID elements consistent with this requirement. Staff has review Table 16.49.040 and agrees with the point totals the applicant has assigned to the project.

Staff has reviewed the various documents submitted by the applicant, as well as the narrative responses to the criteria, requirements and standards and has determined that the design meets the intent of the various sections of the Zoning Ordinance.

C. In review of a Type III Site and Design Review Application, the Board shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the INTENT of the design review standards set forth in this Ordinance.

Finding: As addressed in this narrative and all supporting documents, this Type III Site and Design Review application is in compliance with the intent of the design review standards set forth in this ordinance. Staff believes the general intent of the DCO and the OHC are met by the proposed layout and site amenities shown on-site. Therefore, this standard has been met.

D. The Board shall, in making its determination of compliance with the above requirements, be guided by the objectives and standards set forth in this Ordinance. It must be demonstrated that all required public facilities and services are available, or will become available through the development, to adequately meet the needs of the proposed development. If the site and design review plan includes utility facilities or public utility facility, then the City Planner shall determine whether those aspects of the proposed plan comply with applicable standards.

Finding: This project is a re-build of an existing McDonald's drive through restaurant, where all previous public facilities were extended to the site. This proposed redevelopment only enhances the existing facilities by providing greater access, additional landscaping, site lighting, and a more contemporary building design with architectural treatment to better convey a sense of place.

E. The Board shall, in making its determination of compliance with the requirements set forth, consider the effect of its action on the availability and cost of needed housing. The Board shall not use the requirements of this section to exclude needed housing types. However, consideration of these factors shall not prevent the Board from imposing conditions of approval necessary to meet the requirements of this section. The costs of such conditions shall not unduly increase the cost of housing beyond the minimum necessary to achieve the purposes of this ordinance.

Finding: Because housing is not a part of the project, this standard does not apply to this application.

F. As part of the site and design review, the property owner may apply for approval to cut trees in addition to those allowed in Chapter 12.32, the city Tree Ordinance. The granting or denial of said application will be based on the criteria in Chapter 12.32. The cutting of trees does not in and of itself constitute change in the appearance of the property which would necessitate application for site and design review. (Ord. 848, Part III, section 2, 1991; Ord. 955 section 24 & 25, 1996; Ord 1237, 2007, Ord 1296, 2008)

Finding: There are no proposed impacts to any public trees located within the public ROW. The trees located along the eastern property will be removed to facilitate the melding of the McDonald's rebuild into the existing adjacent Classic Pool and Spa site. The trees located along the southern property boundary adjacent to SW 2nd Avenue will be removed to facilitate the drive-throughs, rain garden, and trash enclosure area. Therefore, since no public trees are involved, this standard is not applicable.

The following Table 16.59.040 Site Design Review Menu has been completed by the applicant, and is taken from the applicant's overall application package. Staff has reviewed the scorings created by the applicant, and basically agree with those scorings.

Table 16.49.040 Site Design Review Menu					
Required for approval: 70% of total possible points (15% of which must be from LID elements)					
Design Criteria	Possible Points				
Parking	0	1	2	3	4
Screening of loading facilities from public right-of-way	Not screened	Partially screened	Fully screened	-	-
Parking lot lighting provided	No	Yes	-	-	-
Parking location (behind building is best)	Front	Side	Behind	-	-
Number of parking spaces provided (% of minimum required)	>120%	101-120%	100%	-	-
Screening of Storage Areas and Utility Boxes	0	1	2	3	4
Trash storage is screened from view by solid wood fence, masonry wall or landscaping	No	Yes	-	-	-
Trash storage is located away from adjacent property lines.	0-10 feet from adjacent property	11-25 feet from adjacent property	>25 feet from adjacent property	-	-
Utility equipment, including rooftop equipment, is screened from view.	Not screened	Partially screened	Fully screened	-	-
Access	0	1	2	3	4
Distance of access to nearest intersection.	≤70 feet	71 - 100 feet	>100 feet	-	-
Pedestrian walkways from public street to building entrance.	One entrance connected.	-	Walkways connecting all public streets/sidewalks to building entrances	-	-

Table 16.49.040 Site Design Review Menu					
Required for approval: 70% of total possible points (15% of which must be from LID elements)					
Design Criteria	Possible Points				
Pedestrian walkways from parking lot to building entrance.	No walkways	Walkway next to building	Walkways connecting all parking areas to building entrances		
Tree Retention	0	1	2	3	4
Percentage of trees retained	<10%	10-50%	51-75%	>75%	-
Replacement of trees removed (percent of those recommended for retention in arborist report)	<50%	≥50%	-	-	-
Signs	0	1	2	3	4
Dimensional size of sign (% of maximum permitted)	>75%	50-75%	<50%	-	-
Similarity of sign color to building color	Not similar	Somewhat similar	Similar	-	-
Pole sign used	Yes	No	-	-	-
Building Appearance	0	1	2	3	4
Style (similar to surroundings)	Not similar	Somewhat similar (1 or 2 points possible depending on level of similarity)		-	-
Color (subdued and similar to surroundings is better)	Neither	Similar or subdued	Both	-	-
Material (concrete, wood and brick are best)	Either 1 or 2 points may assigned at the descretion of the Site and Design Review Board				
Size of building (smaller is better)	>20,000 square feet	≤20,000 square feet	-	-	-
Provision of public art (i.e. murals, statues, fountains, decorative bike racks, etc)	No				Yes
Landscaping	0	1	2	3	4
Number of non-required trees provided	-	At least one tree per 500 square feet of landscaping.		-	-
Amount of grass (less grass is better) (% of total landscaped area)	>50%	25-50%	<25%	-	-

Table 16.49.040 Site Design Review Menu					
Required for approval: 70% of total possible points (15% of which must be from LID elements)					
Design Criteria	Possible Points				
Low Impact Development (LID)	0	1	2	3	4
Use of pervious paving materials (% of total paved area)	<10%	-	10-50%	51-75%	>75%
Provision of park or open space area for public use	None	-	Open space	-	Park (public or privately owned for public use)
Use of drought tolerant species* in landscaping (% of total plants)	<25% drought tolerant	-	25-50% drought tolerant	51-75% drought tolerant	>75% drought tolerant
Provision of additional interior parking lot landscaping (% of minimum required)	100%	101-110%	111-120%	>120%	-
Provision of an eco-roof or rooftop garden (% of total roof area)	<10%	-	-	10-50%	>50%
Parking integrated within building footprint (below-grade, structured parking, or tuck-under parking) (% of total on-site parking)	<10%	-	-	10-50%	>50%
Disconnecting downspouts from city stormwater facilities (existing buildings only)	None	Some downspouts disconnected	All downspouts disconnected	-	-
Shared parking with adjacent uses or public parking structure (% of total required parking spaces)	None	<50%	≥50%	-	-
Provision of rain gardens/bioretention areas for stormwater runoff (% of total landscaped area)	None	-	10-50%	51-75%	>75%
*Drought tolerant species per Metro's list.	Total Possible Points = 71				

Total Points Earned: 45 (42.6 points required for 60%)

Total LID Points Earned: 13 (7.1 required for 10%)

16.49.050 Conditions placed on site and design review approvals

A. A site and design review approval may include restrictions and conditions. These restrictions and conditions shall be reasonably conceived to:

- 1. Protect the public from the potentially deleterious effects of the proposal; and/or**
- 2. Fulfill the need for services created, increased or in part attributable to the proposal, and/or**
- 3. Further the implementation of the requirements of the Canby Municipal Code.**

Finding: It is both practical, reasonable, and necessary to place some conditions on the approval of this project in order to insure complete compliance with all requirements and standards. Such conditions are included at the conclusion of this staff report.

B. The following types of conditions may be contemplated, and the listing below is intended to be illustrative only and not to be construed as a limitation of the authority granted by this section.

- 1. Development Schedule;**
- 2. Dedications, Reservation;**
- 3. Construction and Maintenance Guarantees;**
- 4. Plan Modification;**
- 5. Off-site Improvements;**
- 6. Other Approvals;**
- 7. Access Limitation; and**
- 8. Screening.**

Finding: Conditions in these and other categories may be added at the behest of the Planning Commission, provided that the conditions are clear and objective and are based on facts in the record.

16.49.065 Bicycle and pedestrian facilities.

Developments coming under design review shall meet the following standards:

A. The internal walkway system shall be extended to the boundaries of the property to adjoining properties developed or zoned for commercial, public, or multi-family uses. The walkway shall connect to an existing walkway system on adjoining property or be located so as to provide for development of a logical connection in the future when the adjoining property is developed or redeveloped.

Finding: As illustrated on the Site Plan and Landscape Plan under Exhibit B, the internal walkway system is extended to the boundaries of the property to connect to the existing attached sidewalks located along SW 1st Avenue (Hwy99E), Birch Street, and SW 2nd Avenue. Thus the pedestrian and bicycle routes to and through the immediate vicinity are connected, and are

usable by patrons, employees and customers of McDonald's, as well as the general public moving through this area.

B. On-site facilities shall be provided to accommodate safe and convenient pedestrian and bicycle access within new subdivisions, multi-family developments, planned development, shopping centers, and commercial districts, and connecting to adjacent residential areas and neighborhood activity centers. Residential developments shall include streets with sidewalks and accessways.

Finding: As illustrated on the Site Plan and Landscape Plan under Exhibit B, on-site facilities are provided to accommodate safe and convenient pedestrian and bicycle access through the site and to adjacent properties. The primary pedestrian and bicycle access runs from the SW 1st Avenue (Hwy99E) frontage into the site, where five bicycle parking stalls are located within the required distance of the primary McDonald's entrance.

C. For new office parks and commercial development:

- 1. At least one sidewalk connection between the proposed development and each abutting commercial or office property shall be provided. One connection shall also be provided to each neighborhood.**
- 2. Walkways shall be provided to the street for every 300 feet of developed frontage.**
- 3. Walkways shall be direct with minimal driveway crossings.**
- 4. Walkways shall be linked to the internal circulation of the building.**
- 5. Walkways shall be at least five feet wide and shall be raised, or have different paving materials when crossing driveways or other vehicle maneuvering areas. (Ord. 1043 section 3, 2000).**

Finding: As illustrated on the Site Plan and Landscape Plan under Exhibit B, primary pedestrian and bicycle access runs from the SW 1st Avenue (Hwy99E) frontage into the site, where five bicycle parking stalls are located within a minimal distance of the primary McDonald's entrance. This pedestrian and bicycle path into the site connects to the attached sidewalk along SW 1st Avenue (Hwy99E), which then continues and connects to the Birch Street and SW 2nd Avenue attached sidewalk. The internal pedestrian access is 5-feet and does show a striped pattern when crossing the vehicle drive aisle just north of the building. Thus, the requirements and standards of this section appear to have been satisfied.

D. Use of permeable surfacing materials for walkways is encouraged whenever site and soil conditions make it feasible. Permeable surfacing includes, but is not limited to, paving blocks, turf blocks, and porous asphalt. All permeable surfacing shall be designed, constructed, and maintained in accordance with the Canby Public Works Design Standards. (Ord. 1339, 2010)

Finding: According to this standard, use of permeable surfacing for walkways is encouraged, but is not mandatory. McDonald's plans to use standard paving materials for the walkways, with painted striping where these

walkways cross vehicle routes. Use of permeable surfacing tends to be a high cost maintenance item, and may not be practical for all types of developments.

16.49.080 General provisions for landscaping.

A. The standards set forth in this section are minimum standards for landscaping.

Finding: The standards provided by the applicant as part of the overall application reflect that these landscaping standards are satisfied.

C. The minimum area requirement for landscaping for developments coming under design review shall be the percentage of the total land area to be developed as follows:

- 1. Fifteen (15) percent for all industrial and commercial zones (except the Downtown-Commercial zone, but including the Commercial-Residential zone).**
- 2. Seven and one-half (7.5) percent for the Downtown-Commercial zone.**
- 3. Thirty (30) percent for all residential zones.**

Finding: The subject site is in the C-M (Heavy Commercial Manufacturing) zone, creating the requirement that the minimum area requirement for landscaping is 15-percent (item 1. Above). As illustrated on the Site Plan and Landscape Plan, the total landscape area is 7,750 SF or nearly 19 percent (actually 19.99 percent), well above the minimum requirement of 15 percent, or 5,815 square feet. As such, this standard is fulfilled.

D. LID stormwater management facilities, such as rain gardens and bioretention areas, may be counted toward the minimum landscaping requirement when they are located on private property. LID facilities in the public right-of-way cannot be counted toward the minimum landscaping requirement. The integration of LID stormwater management facilities within required landscaping must be approved by the city and shall comply with the design and construction standards set forth in the Canby Public Works Design Standards.

Finding: A LID rain garden is proposed along the southeast corner of the site, directly adjacent to the proposed drive-thru. This rain garden is on private property, along the 2nd Avenue property line and sidewalk. As illustrated on the Utility Plan under Exhibit B, a cross-section of the LID garden shows the proposed materials and design of the rain garden. This rain garden satisfies this standard.

E. Trees and other plant materials to be retained shall be identified on the landscape plan. The Site and Design Review Board encourages the retention, to the extent practicable, of existing healthy trees and vegetation.

Finding: Trees and other plant materials to be retained are illustrated on the Landscape Plan (Sheet L1.0) under Exhibit B. Several healthy trees and frontage landscaping are proposed to be retained along the corner of SW 2nd Avenue and Birch Street, as well as a tree located along SW 1st Avenue (Hwy99E).

F. During the construction process:

1 through 6 on page 15 of Chapter 16.49 of the Zoning Ordinance.

Finding: The applicant has not addressed this section of the Zoning Ordinance regarding how retained on site trees are to be treated. The Planning Commission needs some acknowledgement that during the construction process the retained on site trees are protected in accordance with items 1 through 6 of this section.

G. Landscaping under preserved trees

Finding: The Landscape Plan and other plans, indicate that preserved trees will be fully integrated into the total landscape plan by doing landscaping completely around the preserved tree. This is generally indicated on the Landscape Plan and other plans.

H. Moving a preserved tree

Finding: There is no indication that any retained trees on the site are to be moved. Therefore, this standard does not apply, unless the applicant indicates that one or more preserved trees will be moved.

I. Any required landscaped area shall be designed, constructed, installed and maintained so that within three (3) years, the ground shall be covered by living grass or other plant material. (The foliage crown of trees shall not be used to meet this requirement.) A maximum of five percent of the landscaped area may be covered with bark chips, mulch, or other similar materials. A maximum of five percent of the landscaped area may be covered with rock, stones, walkways, or other similar material acceptable to the Board. Required sidewalks shall not be used to meet the landscaping requirements. Plant size and spacing shall follow the Oregon Department of Transportation standards.

Finding: The applicant states the he is aware of the landscape requirements and will work with the Landscape Architect and installer to insure that any landscaped area is designed, constructed, installed and maintained so that ground will be covered by living grass and plant material within three years of install. McDonald's has always been good with its onsite care of grounds and landscaping of their sites, and there is no reason to believe that this new re-built site will be any different. One part of the above standard that is not addressed is the "maximum of 5% of the landscaped area may be covered with rock, stones, walkways, or other similar material acceptable to the Board." The Planning Commission may wish to ask the applicant to provide the amount of landscaped area is covered with these materials. Otherwise the overall standard is satisfied.

J. All trees and plant materials shall be healthy, disease-free, damage-free, well-branched stock, characteristic of the species. The use of tree and plant species native to the Pacific Northwest is encouraged. Any new tree planted must be included on the city's list of approved tree species.

Finding: The applicant commits to providing healthy, disease-free, damage-free, and well-branched trees that are characteristic of the species. All trees and plant materials used on-site are summarized on the Landscape Plan included under Exhibit B. The plant list was developed with consideration of native plantings and the City of Canby's list of approved tree species. This standard is or will be satisfied.

K. Landscaping shall be installed in accordance with the provisions of the most recent edition of the Sunset Western Garden Book.

Finding: According to the applicant's statements in the application narrative, "Landscaping will be installed according to the most recent edition of the Sunset Western Garden Book." By this commitment, the applicant will satisfy this standard.

L. The following guidelines are suggested to insure the longevity and continued vigor of plant materials:

1. Select and site permanent landscape materials in such a manner as to produce a hardy and drought-resistant landscaped area.

2. Consider soil type and depth, spacing, exposure to sun and wind, slope and contours of the site, building walls and overhangs, and compatibility with existing native vegetation preserved on the site or in the vicinity.

Finding: As noted on the Landscape Plan notes Sheet L1.0 of the plan set identified as Exhibit B), the landscape plantings will conform to the standards established under by the City of Canby. The plant beds will have a 3-inch depth of bark mulch, as well as an underground automatic irrigation system. These elements will work to insure the longevity and continued vigor of all plant materials on-site. By this commitment, the applicant will satisfy this standard.

16.49.090 Specifications for tree and plant materials.

A. Deciduous Trees. Deciduous shade and ornamental trees shall be a minimum of two inch (2") caliper, measured six inches (6") above ground, balled and burlapped. Bareroot trees will be acceptable to plant during their dormant season. Trees shall be well branched and characteristically shaped specimen.

B. Coniferous Trees. Coniferous trees shall be a minimum five feet (5') in height above ground, balled and burlapped. Trees shall be well branched and characteristically shaped specimen.

C. Evergreen and Deciduous Shrubs. Evergreen and deciduous shrubs shall be at least one (1) to five (5) gallon size. Shrubs shall be characteristically branched. Side of shrub with best foliage shall be oriented to public view.

Finding: As illustrated on the Landscape Plan (Sheet L1.0 of the plan set), the proposed Capital Flowering Pear and Vine Maple (deciduous tree) will be a minimum of 2-inch caliper, which will satisfy this standard. The proposed Coast Windswept Pines coniferous tree) are proposed to be five to six-

feet, which meets the minimum specifications. The applicant will follow the processes and procedures contained in A., B. and C. above.

D. Ground covers. Ground covers shall be fully rooted and shall be well branched or leafed.

Finding: By making the following statement, “All ground cover will be fully rooted and well branched or leafed.”, the applicant will meet this standard wherever ground cover is located.

E. Lawns. Lawns shall consist of grasses, including sod, or seeds of acceptable mix within the local landscape industry. Lawns shall be 100 percent coverage and weed free. (Ord. 890 section 46, 1993; Ord. 848, Part IV, section 3, 1990)

Finding: There will be some lawn areas within the site. The applicant’s statement, “As shown on the Landscape Planting Plan included under Exhibit B, there are lawns which will have 100% coverage and meet industry standards for installation”, the applicant commits to providing lawn areas that meet this standard.

16.49.100 Landscaping installation and maintenance

A. Landscaping prior to Certificate of Occupancy

Finding: The applicant has not made a statement regarding when the landscaping will be completed. Since no “temporary certificate of occupancy” has been requested, it is assumed that all landscaping will be completed prior to issuance of the certificate of occupancy.

B. Temporary certificate of occupancy

Finding: The applicant has not made a statement regarding when the landscaping will be completed. Since no “temporary certificate of occupancy” has been requested, it is assumed that all landscaping will be completed prior to issuance of the certificate of occupancy.

C. Landscaping continually maintained

Finding: The applicant needs to make a statement of understanding that all site landscaping approved by the Planning Commission shall be installed and continually maintained in accordance with this standard.

16.49.120 Parking lot landscaping standards

A. General Provisions. In addition to the objectives stated in section 2 of this ordinance, goals of parking lot standards are to create shaded areas in parking lots to reduce glare, enhance the visual environment, and encourage the use of LID practices. The design of the parking area shall be the responsibility of the developer and should consider visibility of signage, traffic circulation, comfortable pedestrian access, and aesthetics. Trees shall not be cited as a reason for applying for or granting a variance on placement of signs.

B. Application. Parking lot landscaping standards shall apply to any surface passenger vehicle parking area of ten (10) spaces or more, or to any paved vehicular use area 3,500 square feet or larger on the same tax lot or on

contiguous tax lots under common ownership. Any paved vehicular area which is used specifically as a utility storage lot or a truck loading area shall be exempt from landscaping requirements within a parking lot.

Finding: The parking lot has been planned and designed with almost 20% of landscaping. This exceeds the 15% minimum standard required of code. The overall design of the parking area of the site will satisfy these standards of this section.

C. Landscaping Within a Parking Lot.

- 1. Area within a parking lot shall include the paved parking and maneuvering area, as well as any paved area within ten (10) feet of any exterior face of curb surrounding the paved parking and maneuvering area.**
- 2. Each interior landscaped area shall be a minimum of six (6) feet wide, unless the area is added to the required perimeter landscaping.**
- 3. The use of LID best management practices in parking lots is encouraged whenever site and soil conditions make it feasible. Such practices include, but are not limited to, permeable surfacing materials, and integrating LID stormwater management facilities into the required landscaping areas.**

Finding: Based on calculations provided by the applicant, the parking lot is approximately 15,367 SF, which would require 2,305 SF of landscaping to meet the 15% minimum threshold. As summarized on the Site Plan, proposed parking lot landscaping is 2,915 SF, which encompasses almost 19% of the site area, thus exceeding the code requirement in the C-M zone.

E. All parking areas with more than 16 spaces shall include landscape islands to break up the parking area into rows of not more than 8 contiguous parking spaces.

- 1. Landscape islands shall have a minimum area of 48 square feet and a minimum width of six (6) feet.**
- 2. Landscape islands shall contain at least one tree that meets the standards in subsection (6) below.**
- 3. Landscape islands may be counted toward the minimum parking lot landscaping requirements.**

Finding: All internal landscape islands are in excess of six feet in width and minimum area of 48 SF, with at least one tree that meets the standards outlined in subsection (6) below. The most contiguous parking spaces provided on-site is 9 spaces at the Birch Street frontage. Staff finds that this “separation” of parking spaces into smaller clusters throughout the site is an admirable design element, reducing the “sea of asphalt” of a large single parking area to more aesthetically pleasing internal features. The increase in landscaped area to a level well above the minimum also helps to shape and accent the hard surfaced parking areas. Overall, the design meets these standards.

F. Criteria for Trees in Parking Lots. Deciduous, evergreen and/or shade trees shall meet the following criteria:

Finding: The seven (7) sub-items of the list above, includes the desirable characteristics of (Sheet L1.0) included under Exhibit B, the trees proposed within the parking lot area are well suited to the application and listed on the City's approved tree list. The trees proposed will include Pear, Wind Swept Pines and Vine Maples. The proposed trees do, indeed, meet most of the list of seven (7) sub-items. As such, the proposed landscape plan, including new and existing trees, meets this set of standards.

G. Perimeter of Parking and Loading Areas:

- 1. Screening of parking and loading areas is required. Within three (3) years of planting, screening shall be of such height and density as to shield vehicle headlights from head-on visibility.**
- 2. In addition, one (1) deciduous, evergreen and/or shade tree shall be planted every forty (40) feet, minimum, along the required setback of the vehicular use area.**

Finding: Perimeter landscaping is illustrated on the Landscape Plan (Sheet L1.0 of the plan set identified as Exhibit B) along all property lines that do not have pedestrian or vehicle accessways. All proposed trees are planted every 40-feet along the required setback of the vehicular use area. However, the applicant has not stated that item 1. above can be met within three (3) years, given the type of trees proposed. Review of the Landscape Plan indicates that the screening and buffering proposed for the site does a good job of satisfying item 1. above.

H. Irrigation System or Available Water Supply Required. Landscaped areas shall be provided with automatic irrigation systems or a readily available water supply with at least one (1) outlet located within 150 feet of all plant materials to be maintained. (Ord. 890 section 49, 1993; Ord. 848, Part IV, section 6, 1990, Ord 1296, 2008; Ord. 1338, 2010)

Finding: As noted on the Landscape Plan (Sheet L1.0) under note #3, landscape areas shall have complete underground automatic irrigation systems with full head-to-head coverage. This serves to meet this standard.

16.49.150 Parking lots or paving projects.

All new paving or parking lot projects which create over 2,500 square feet of impervious surface and any new paving added to existing paving areas which creates a total of more than 2,500 square feet of impervious surface must meet City storm drainage requirements, parking lot landscaping standards and the drainage and access standards of the Oregon Department of Transportation (if applicable). Applicants for such paving projects must submit an application to the Planning Department. Application procedures shall be as described in Chapter 16.89. (Ord. 1019 section 3, 1999; Ord. 1080, 2001)

Finding: According to the applicant, "The proposed rebuild of the McDonald's site will create a total of more than 2,500 SF of impervious surface. A stormwater report is included under Exhibit D to address the water quantity and quality standards for stormwater treatment on-site. All proposed stormwater will be conveyed to stormfilter catch basins or the rain garden

before connecting to the existing manhole located within the SW 1st Avenue ROW.” This would appear to satisfy this standard, subject to approval of the stormwater report by the city engineer.

Chapter 16.58 Lot Line Adjustment

16.58.030 Review by Planner and Engineer.

The City Planner and City Engineer shall review the proposed lot line adjustment and shall determine whether the following criteria have been met:

- A. Each of the remaining parcels and any structures located thereon shall be in full compliance with all regulations of this title, including the setback requirements of Division III. Except, however, that lot line adjustments are permitted on nonconforming lots and lots with nonconforming structures provided that the nonconforming lots and structures will be no less in conformity as a result of the lot line adjustment.**
- B. No new lots or parcels will be created as a result of the lot line adjustment without receiving approval as a partition or subdivision.**
- C. If the City Planner or city engineer deems it necessary to assure the accuracy of recorded information, a survey may be required of the applicant. Such a survey will be at the applicant's cost.**
- D. Lot line adjustments shall not be permitted where the result will be the creation of additional building sites in known hazardous locations or where the appropriate development or extension of public facilities will be impaired as a result. (Ord. 740 section 10.4.20(B), 1984)**

Finding: The consolidated parcel that will result from the proposed lot line adjustment will meet all of the requirements of the C-M zone. Two lots will become one, which will be the site of the re-built McDonald’s. The applicant has done the background work for the proposed lot line adjustment, and no portion of the resulting parcel will be in a hazard zone. Therefore, the application meets these requirements.

16.58.040 Approval procedure – City Planner responsibility

The City Planner is authorized to approve lot line adjustments in compliance with the requirements of section 16.58.030. In any case where the City Planner determines that the requirements of section 16.58.030 cannot or may not be met, the application shall be scheduled for the consideration of the commission, with a recommendation from staff. In any case where the City Planner determines that a lot line adjustment will significantly alter the design and appropriate development of a subdivision or partition which has previously been approved by the city or other nearby property, the City Planner shall schedule the application for consideration by the commission. (Ord. 740 section 10.4.20(C), 1984)

Finding: The proposed lot line adjustment will consolidate the two lots into a single lot. The consolidation will create a single lot that is in conformance with the lot dimensional standards required within the C-M zone. Although all requirements of section 16.58.030 can be met, this lot line adjustment application will be consolidated with the Site and Design Review

application before the Planning Commission. Otherwise, this application for a lot line adjustment could be approved by the city planner.

16.58.050 Approval procedure – Commission responsibility.

The commission shall review the information submitted and shall make a decision approving, modifying or denying the proposal so as to assure compliance with the requirements of the Land Development and Planning Ordinance. The applicant shall be notified in writing of the decision of the commission and the reasons therefore. One copy of the proposed plan shall be returned to the applicant labeled “approved,” “denied,” or “modified.” An additional copy shall be kept on file for future reference. (Ord. 740 section 10.4.20(D), 1984)

Finding: This lot line adjustment application will be consolidated with the Site and Design Review application before the Planning Commission, and the Planning Commission will make the decision regarding the lot line adjustment based on the information, material, and facts before it. Because all requirements and standards for the lot line adjustment have or can be met, this application can be approved by the Planning Commission.

16.58.060 City liability - compliance.

In acting on an application for lot line adjustment, the city assumes no liability for the applicant's actions. Applicants for lot line adjustments shall bear full responsibility for compliance with all applicable state and local regulations and for the following:

Finding: No sub-items of this section will create any liability for the city, based on the actions of the application. There are no public or private easements that will be altered as a result of the proposed lot consolidation (A). The consolidation will not create any additional tax lots (B). Pending preliminary approval, the applicant will record the deed descriptions of the properties involved with Clackamas County, done within one year of the final approval (D). If an extension of time is necessary for this lot line adjustment, the Planning Director has the authority to grant a one-year extension to this application (E). Therefore, the requirements and standards of this section will be satisfied.

Division VII – Street Alignments

Chapter 16.86 Regulations

16.86.020 General Provisions

A. The Transportation System Plan shall be used to determine which streets are to be arterials, collectors, and neighborhood connectors. All new streets are required to comply with the roadway design standards provided in Chapter 7 of the TSP. The city may require right-of-way dedication and/or special setbacks as necessary to ensure adequate right-of-way is available to accommodate future road widening projects identified in the TSP.

Finding: No additional ROW or frontage improvements are proposed with the McDonald's rebuild. Existing driveways will be rebuilt and pedestrian accesses will connect to the existing attached sidewalks along SW 1st Avenue (Hwy99E), Birch Street, and SW 2nd Avenue.

B. Right-of-way widths and cross section standards for new streets shall be in conformance with the Canby Transportation System Plan and the Public Works Design Standards.

Finding: No new streets are proposed with this rebuild. Therefore, this standard is not applicable to this application.

C. The Public Works Director shall be responsible for establishing and updating appropriate alignments for all streets.

Finding: This standard is not applicable because no new streets will be created, and no alignments of existing streets will be changed.

D. No building permit shall be issued for the construction of a new structure within the planned right-of-way of a new street, or the appropriate setback from such a street as established in Division III.

Finding: Based on the plans and other information and materials submitted by the applicant, no new buildings will be built within the right of way of any public street bounding the property. Therefore, this standard is satisfied.

E. Existing structures which were legally established within a planned road alignment or abutting setback shall be regarded as nonconforming structures.

Finding: Because the existing structures will both be removed from the site and replaced by a re-built McDonald's building solely within the site area, this standard will be satisfied.

F. Bikeways and bike lanes shall be provided consistent with the Bicycle Plan element of the Transportation System Plan.

Finding: No bikeways or bike lanes are proposed as part of this project. Bicycle parking is provided at the building frontage that will then allow bicyclists to connect to the proposed pedestrian path to the SW 1st Avenue (Hwy99E) attached sidewalk.

G. Pedestrian facilities shall be provided consistent with the Pedestrian Plan element of the Transportation System Plan. (Ord. 740 section 10.7.20, 1984; Ord. 1043 section 3, 2000; Ord 1237, 2007; Ord. 1338, 2010; 1340, 2011)

Finding: Pedestrian facilities provided on-site include sidewalks and a pedestrian path that connects the primary building entrance to the SW 1st Avenue (Hwy99E) attached sidewalk.

16.86.040 Recommended Roadway Standards

Specific standards for roadway design are located in the Transportation System Plan and Canby Public Works Design Standards. (Ord. 1338, 2010)

Finding: No additional ROW or frontage improvements are proposed with the McDonald's rebuild. Existing pavement widths and ROW are shown on the Site Plan under Exhibit B for all streets abutting the McDonald's property. There is no other part of this application that is impacted by this standard. Therefore, this standard has been satisfied.

16.86.060 Street Connectivity

When developing the street network in Canby, the emphasis should be upon a connected continuous grid pattern of local, collector, and arterial streets rather than discontinuous curvilinear streets and cul-de-sacs. Deviation from this pattern of connected streets shall only be permitted in cases of extreme topographical challenges including excessive slopes (35 percent plus), hazard areas, steep drainage- ways and wetlands. In such cases, deviations may be allowed but the connected continuous pattern must be reestablished once the topographic challenge is passed. (Ord. 1340, 2011)

Finding: There is no additional work proposed within the existing Canby street network. Therefore, this section does not apply.

Chapter 16.89 Application and Review Procedures

16.89.020 Description and Summary of Processes.

All land use and development applications shall be decided by using the procedures contained in this Chapter. Specific procedures for each type of permit are contained in Sections 16.89.030 through 16.89.060. The procedure type assigned to each permit governs the decision-making process for that permit. Additional requirements may be found in the individual chapters governing each permit type. The four types of procedure are described below. Table 16.89.020 lists the City's land use and development applications and their required procedures.

- A. **Type I Procedure (Ministerial)**. Type I decisions are made by the Planning Director without public notice and without a public hearing. The Type I procedure is used when there are clear and objective approval criteria and applying those criteria requires no use of discretion.
- B. **Type II Procedure (Administrative)**. Type II decisions are made by the Planning Director with public notice and an opportunity for a public hearing. The appeal of a Type II decision is heard by the Planning Commission.
- C. **Type III Procedure (Quasi-Judicial/Legislative)**. Type III decisions are made by the Planning Commission after a public hearing, with appeals reviewed by the City Council. Type III procedures generally use discretionary approval criteria.

Finding: The proposed McDonald's rebuild is subject to a Type III Site and Design Review procedure. A Type III decision is triggered because the proposed site layout does not meet the minimum FAR requirement and building setback provision established under the DCO overlay zone. By virtue of the lot line adjustment application being included with the overall application as submitted, the lot line adjustment is also subject to a Type III decision making process. Therefore, this proposal is subject to Planning Commission review and decision.

16.89.050 Type III Decision.

A. Pre-application conference. A pre-application conference may be required by the Planning Director for Type III applications.

Finding: A pre-application conference was held on December 19, 2013. A copy of the pre-app notes is included under Exhibit I with this submittal. Therefore, this requirement has been satisfied.

B. Neighborhood meetings. As directed in Table 16.89.020, the applicant may be required to present their development proposal at a neighborhood meeting before the City accepts the application as complete. See Section 16.89.070.

Finding: A neighborhood meeting was held on March 25, 2014 at the Cutsforth's Town Hall. A copy of the meeting sign-in and meeting minutes are included under Exhibit H with this submittal.

C. Application requirements. Type III applications shall be made on forms provided by the Planning Director. The application shall be accompanied by all required information and fees.

Finding: A signed original application for a Type III Site Design Review and Lot Line Adjustment is included with this submittal. A check to cover all fees was submitted to the City with the original applications. Therefore, this requirement has been met.

D. Public notice.

1. At least 20 days prior to a public hearing on a Type III decision or a Type II appeal decision, the Planning Director shall mail notice meeting the requirements of state law to:

- a. All owners of real property and, if the owner's address is different from the site address, all residents of property, within the distance prescribed in Table 16.89.020;
- b. The appointed chair of any neighborhood association whose boundaries include the subject property;
- c. Any person who submits a written request to receive notice;
- and
- d. Any governmental agency which is entitled to notice under an intergovernmental agreement entered into with the City.
- e. For appeals, the appellant and all persons who provided testimony.

2. Notice of any proposal that includes a new transportation facility or improvement, and where these facilities or improvements included or may impact a collector or arterial street, will be sent to the ODOT and Clackamas County or any special interest transportation groups as appropriate. Special interest transportation groups could include trucking organizations, bicycle and pedestrian interest groups, and interest groups for people with disabilities. Information that should be conveyed with the notice includes the following:

- a. Project location

- b. Proposed land use action
 - c. Location of project access point(s)
3. The City shall prepare an affidavit of mailing for the public notice and make the affidavit part of the application file. Failure of any individual to receive notice as prescribed in this section does not invalidate the proceedings.
 4. Written notice shall be published in a newspaper of general circulation in Canby once in either of the two consecutive weeks prior to the hearing.
 5. At least ten (10) days before the hearing, written notice shall be posted at City Hall and such other conspicuous locations as the Council may determine to be appropriate.
 6. At least ten (10) days before the hearing, the applicant shall post notice of the hearing on the property as directed by the Planning Director.
 7. The Planning Director may expand the notice area or take other steps to assure that affected property owners or residents are made aware of the pending public hearing.
 8. Any application that involves access to the state highway system must be provided to the Oregon Department of Transportation for their review and comment regarding conformance with state access management standards and requirements.

Finding: The public notice is part of the city's responsibility for this, and any other application. However, as required of the applicant, a set of mailing labels is included with this submittal so that the City may provide public hearing notice to meet the requirements outlined within the provisions noted above.

16.89.070 Neighborhood Meetings.

- A. Applicants are encouraged to meet with adjacent property owners and neighborhood representatives prior to submitting their application in order to solicit input, identify issues, and exchange information about the proposed meeting.
- B. The Planning Commission or Planning Director may require an applicant to hold a meeting in the neighborhood prior to accepting an application as complete. A neighborhood meeting is required for some application types, as shown in Table 16.89.020, unless this requirement is waived by the Planning Director.
- C. At least two weeks prior to the neighborhood meeting, the applicant shall mail notice of the meeting to:
 1. The appointed chair and all active members of any neighborhood association in whose boundaries the application lies; and
 2. All of those who would receive notice of the application's public hearing before the Planning Commission.
- D. The meeting shall be held in a fully accessible location approved by the City.

E. Following a required neighborhood meeting, applicants shall prepare a written summary of pertinent issues raised and shall prepare a detailed response to each issue. This material shall be submitted to the Planning Department in electronic format at least two weeks before the initial public hearing.

F. Applicants or attendees may make audio or video recordings of the neighborhood meeting if desired. (Ord. 1080, 2001; Ord. 1111 section 5, 2003; Ord 1237, 2007)

Finding: As stated previously, a neighborhood meeting was held on March 25, 2014 at the Cutsforth's Town Hall located at 225 NE 2nd Avenue in Canby. A copy of the mailing labels, letter, meeting sign-in, and meeting minutes are included under Exhibit H with this submittal.

V. CONDITIONS OF APPROVAL

Staff concludes that, with conditions, the application will meet the requirements for site and design review approval. All conditions of approval shall be depicted on final construction plans, as applicable; the city will not approve final construction plans until all applicable conditions of approval are met. Staff has concluded the following conditions of approval:

General

1. Approval of this application is based on submitted application materials and public testimony. Approval is strictly limited to the submitted proposal and is not extended to any other development of the subject site. Any modification of development plans not in conformance with the approval of application file #DR 14-03/LLA 14-02, including all conditions of approval, shall first require an approved modification in conformance with the relevant sections of this *Canby Land Development and Planning Ordinance*. Approval of this application is based on the following:
 - a. Citizen and agency comments
 - b. Application form received April 7, 2014
 - c. Application narrative revised April 7, 2014
 - d. Complete Plan Set identified as Exhibit B, submitted April 7, 2014, 8 sheets
 - e. Design Review Matrix, Table 16.49.040 (part of Exhibit B)
 - f. Traffic Impact Study dated April 1, 2014, identified as Exhibit G
 - g. Other supporting materials submitted with the application, identified as Exhibits A. through G.)
2. The development shall comply with the standards of all applicable outside utility and regulatory agencies including:
 - a. City of Canby Planning
 - b. City of Canby Engineer
 - c. Canby Public Works
 - d. Canby Fire District
 - e. Canby Utility

- f. Northwest Natural Gas
 - g. Canby Telcom
 - h. Wave Broadband
 - i. Oregon Department of Environmental Quality (DEQ)
3. The development shall comply with all applicable City of Canby Public Works Design Standards.
 4. The owner/applicant shall comply with the recommendations of the consulting city engineer Hassan Ibrahim, dated April 24, 2014
 5. The owner/applicant shall comply with the comments and recommendation(s) of Dave Frahm, Pretreatment Technician, City of Canby, sent in e-mail to Bryan Brown, April 24, 2014

Stormwater

6. The development shall comply with the standards of the Oregon Department of Environmental Quality (DEQ) pertaining to stormwater and other applicable regulations. The applicant shall submit documentation from DEQ that verifies the proposal is in compliance with all DEQ regulations.
7. The applicant has submitted a stormwater (Exhibit D) drainage plan for review by the city's consulting engineer. Stormwater designs must meet all Canby Public Works Design Standards.

Lighting

8. All site lighting shall meet the shielding and lumen (or previous wattage standards) of Table 16.43.070. The owner/applicant has submitted a Lighting Plan (Exhibit B) and cut sheets for the lighting fixture head and the pole (also Exhibit B). The owner/applicant shall follow this Lighting Plan, unless modifications are allowed by the Planning Commission.

Landscaping

9. All landscaped areas shall be irrigated per 16.35.050(M) and 16.49.120(H); an irrigation outlet is required approximately every 150 feet of all plant materials to be maintained or an irrigation system to be shown at time of approval of the construction plans.
10. All landscaping shall be installed and maintained per the standards of 16.49.080(F-P), 16.49.100(A-C), and 16.49.090.
11. Parking lot trees shall follow the standards in 16.49.120(F).
12. Screening of parking areas is required. Within three years of planting, screening shall be of such height and density as to shield vehicle headlights from head-on visibility; perimeter landscaping shall be maintained in a manner to achieve screening of vehicle headlights.

Bicycle parking

13. Final construction plans shall show a bike rack by the main entrance; the plans shall show that the spaces are at least 6'x2' with an overhead clearance of 7', that spaces/bike racks are at least 2' from a wall or other obstacle, that racks are securely anchored, and that the racks are proximate to the main entrance, as illustrated on the plans (Site Plan, Sheet C2.0).

Other

14. Construction plans for public sidewalk and planter strip improvements shall be submitted for review. These plans shall show that the site's sidewalk and planter strips match the widths of adjacent sidewalk and planter strips.
15. The owner/applicant has indicated that the existing pole sign will be retained in place, and there will be no new on-site signs. Any future new signs on the site shall be processed through the Planning Director.

Building Permits

Prior to issuance of Building Permits the following must be completed:

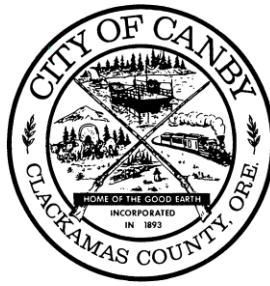
5. The applicant shall apply for a City of Canby Site Plan Permit and pay all applicable development fees prior to construction.
6. The applicant shall apply for a City of Canby Site Erosion Control Permit prior to construction.
7. Submit final construction plans: Final construction plans shall indicate the design, location, and planned installation of any right of way improvements and utilities including, but not limited to, water, electric, sanitary sewer, natural gas, telephone, storm water, cable, and emergency service provisions. Construction plans shall be designed and stamped by a professional engineer registered in the State of Oregon.
8. Prior to the issuance of City Site Plan permit approval, final construction plans must be approved by the city and all other utility/service providers. The City of Canby may require a pre-construction conference to obtain final approval from utility providers and applicable city departments. This includes, but is not limited to, approval by:
 - a. City of Canby Planning
 - b. City of Canby Engineer
 - c. Canby Public Works
 - d. Canby Fire District
 - e. Canby Utility
 - f. Northwest Natural Gas
 - g. Canby Telcom
 - h. Wave Broadband
9. Clackamas County Building Codes Division will provide structural, electrical, plumbing, and mechanical plan review and inspection for this project. Applicable building permits are required from Clackamas County prior to

construction.

VI. Decision

Based on the application submitted and the facts, findings, and conclusions of this report, Staff recommends that the Planning Commission **approve** Site and Design Review File #DR 14-03/LLA 14-02 pursuant to the Conditions of Approval presented in this Staff Report.

Sample motion: I move to approve Site and Design Review #DR 14-03/LLA 14-02 pursuant to the Conditions of Approval presented in this Staff Report.



Pre-Application Meeting

**McDonalds Restaurant
December 19, 2013
10:30 am**

Attended by:

Doug Bates, McDonalds, 424-242-2411

Michael Cerbone, Cardno, 503-419-2500

Doug Baumgartner, ODOT, 503-731-8225

Steve Boice, DKS Engineering, 503-243-3500

Dan Mickelsen, City of Canby, Erosion, 503-266-0698

Gary Stockwell, Canby Utility, Electric, 503-263-4307

Seth GaRey, Cardno, 503-419-2500

Seth Brumley, ODOT, 503-731-8234

Doug Quan, Canby Utility, Water, 971-563-6314

Hassan Ibrahim, Curran-McLeod Eng., 503-684-3478

Bryan Brown, Planning Dept., 503-266-0702

This document is for preliminary use only and is not a contractual document.

MCDONALD'S RESTAURANT, Doug Bates

- The McDonald's restaurant along Highway 99E in Canby is scheduled to be scraped and rebuilt. The site did not have enough area to provide a successful layout and we are in the process of acquiring property to the north. After acquiring the property we will rebuild the restaurant and orient it and maximize our typical layout. We are here today to talk about the impact of this project, which needs to be addressed.
- I know Steve has been working on the traffic study and the site plan shows closing the right out, which is currently here heading northbound and creating a new driveway on our site. However, we learned there is a shared existing driveway that is partially on the new property we are acquiring and partially on the neighbor to the north's property. What I understand is you would prefer us to maintain that one and not do this one because they are too close to each other. Steve asked if there was easement and Doug said walking the area this morning there are three existing driveways that are pretty close to one another. The concern we have with sharing this driveway is once they come through the drive-through they have to come back and cross traffic to go left or right. I am not sure how much traffic these guys will have and I know their traffic does loop around and they have some angle parking on these two sides. The driveway is not currently licensed and I understand it will need to be licensed, but if we had to share this and negotiate with these folks, I do not know how accommodating or negotiable they might be. I was trying to control our own destiny by putting the new driveway on site by eliminating the right-out driveway. Seth asked is there an existing easement and Doug said no. Steve said it might be Fisher's problem. Seth said the problem is the driveway accesses are still touching and also your drive through is aligned with people coming in and even through it is moving back closer to the street. Our access management engineer was thinking of moving it back towards this part of the site and remove the conflicts of these two being right next to each being potential conflicts with the drive through. I do not know if this is the intention of having it one way only. Doug said it is based on the dimension available. Seth said he was thinking of moving it down here, which would be

preferable. Doug asked would we be allowed two-way, in and out and Seth said he thought so. Steve said we did not see a collision in it, but it is restricted today. Seth said you will have to go through our permitting process and we can hammer out those details. Michael said what do you need from us to start the conversion. Seth said we need to set up a meeting and Doug said we would like to have this conversation soon. Steve said Fisher has access north of the building also, technically they have two access locations. Doug said I saw them off loading material and it was a counter clockwise situation. We cannot do the ODOT review process until the conditions are completed.

- It was asked if there was going to be a traffic study required for this by the City and Doug said he has already hired DKS and the draft is close to being released and Steve said yes. Steve stated was the scope done for an impact study from the City, we worked and coordinated with Avi. It was my understanding he was good with everything as long as they were removing one access in favor of the other. The issue was the access straddled both properties.
- Doug was asked once you get permits and start on site construction what is your timeline. Doug stated ninety to hundred days.
- Doug asked about the existing driveway off of SW 2nd Avenue for Canby Pool and Spa. There is a fence there and they do use it for moving things in and out. Will we be required to remove it? Bryan said yes. Steve stated Fishers also has an access on SW 2nd Avenue making three accesses for them. Dan said they do not use it.

CITY OF CANBY, PUBLIC WORK/EROSION CONTROL, Dan Mickelsen

- Do you know if you are going to be using your existing sanitary service? Doug said what we normally do with the sewers is take it back to the main and start with new pipe. Since this is a new project we want to make sure all the utilities are brand new, if possible. Dan said the sewer main is all the way across the street and I do not see why you would have to do an entire street crossing. The service is six inch from the sewer main to the property, we installed it when the restaurant was put in and Doug said the restaurant has been there for at least 20 years. What type of pipe did you use and Dan said 3034 PVC pipe and we can confirm that doing a TV inspection. Hassan asked if we could TV it and see what the condition of the pipe. The answer was yes and Dan said we would rather do that then have you dig up the entire width of the street. The sewer service line going to Canby Pool and Spa will have to be capped. When you do the capping you need to contact Jerry at Public Works for him to inspect it. Hassan said for the on-site sewer do we want them to put in a six inch cleanout in the sidewalk. Dan said yes, Jerry does want cleanouts in the sidewalk. Dan explained to Doug what and how we wanted the cleanout installed in the sidewalk.
- The existing SW 2nd Avenue driveway will stay and the answer was correct. Doug said the Highway 99E access is the one we are changing. Dan said it will have to be a commercial driveway approach to meet all the ADA specs.
- You will need to talk to Dave Conner at our Waste Water Treatment Plant about you grease trap. They will need to know the location and cleaning schedule. Doug described where the grease trap will be located.
- Your storm water will have to be kept on site and I want you to be aware you cannot shed everything onto Highway 99E or our streets. Doug asked about the treatment of the storm

water and Dan said it depends on what you are going to do. If you are going to turn this area into a swale or the like and then have an overflow into a registered drywell. Hassan asked if their storm water was going to a drywell now and Doug said it could be. Hassan said if it is then the drywell will need to be certified and Dan said it will have to be rule-authorized through DEQ. Michael stated based on the survey it is going into the public storm line in Highway 99E and that does not mean it is an overflow and there are not any drywells buried on the site based strictly on the survey. Dan said the state's storm line crosses the road changing from one side to the other and Hassan said even if it does I do not think ODOT would want it into their system. Dan said it would be up to ODOT if they want it in their system.

- You will need an erosion sediment control application during demolition and for the construction and keep everything off of the street.
- I do not know for sure but there may be some old fuel tanks on the Canby Pool and Spa property. Michael said underground storage tanks and I am assuming you had a phase 1. Doug said yes we had a phase 1 and there was some mediation taken place on the property with the state previously, with no action at this time. However, there were some tainted materials suspected around the existing building and once the building is demolished we will have an environmental review and see what we need to remove the proper way. We are not aware of any oil tanks and we have asked the property owners if there was any and they said no, but you never know.

CURRAN-MCLEOD ENGINEERING, Hassan Ibrahim

- I know Dan mentioned the driveway on Highway 99E, if relocated it needs to be ADA complaint and a commercial driveway. The same thing with the entrance off of SW 2nd Avenue, it is not ADA complaint at this time and we need it to be upgraded. The two corners on Highway 99E and S Birch Street and SW 2nd and S Birch need to have the ADA ramps brought to standards.
- Bryan and I exchanged emails about the right-of-way and sidewalk issues. I am not sure we concluded what we needed out there and I did some measurements this morning and there is an 8 foot sidewalk including the curb width on the Highway 99E side and a five foot on the side streets of S Birch and SW 2nd Avenue. Bryan said we will need to have further discussions. Hassan said he looked at the Gateway Project master plan and we are under segment 1 showing us needing to require right-of-way on the Highway 99E, it is 92 to 96 foot and we have 50 foot at least, 100 total and we are good there. Bryan said we thought we had the right-of-way we needed. Seth said the only issue is where is the centerline is located. Bryan said we used the survey you had to make us believe we had enough on this side of the centerline. Hassan said do you envision at some point the highway will move one way or the other. Seth discussed the reason why it would be difficult to move the highway. Hassan said they are thinking it will always remain the same with the possibility of slight changes. We had our Transportation System Plan (TSP) and Gateway Plan and in theory it looks great if we start implementing that plan, there is no way it can be done because some businesses will go out of business because of no setbacks and their parking lots will disappear. It is not that simply. I will go back to the side streets and as far as width, curb and sidewalk we are okay. We have five foot sidewalks and it does not meet the six foot and I think we can allow it and

Bryan concurred. It was a re-configuration I kept looking at and currently we have curb tight sidewalks on the highway and the local streets. I think they should be changed with planter strips and put the sidewalk next to the property boundary. Hassan said can they put the landscape strip behind the sidewalk and Michael asked if there was a process to do a design modification. Bryan said you mean to keep it the way it is and Michael said yes. Bryan stated we have a brand new adopted TSP and with a rebuild I would think we would move towards our new standards. Hassan said I am looking at the Gateway Plan and it looks like we have everything curb tight and Michael said it is an urban cross section with street trees and it would be something you would see in a downtown area. Discussion followed on planter strips off of Highway 99E. Bryan said he would need to look at your landscape plan and see if it will meet the requirements. Hassan said there are some sidewalk panels that need to be replaced and it is a code enforcement issue. Seth said we need to figure out if you are applying this plan based on the centerline of the right-of-way or the center of the existing road. Hassan stated it looks like this agrees with the Gateway Plan and we agree we do not have to do any improvements right now, curb is planned, but we have the right-of-way and eventually when this project is undertaken we have to put the curb and sidewalk where they need to be. We are not asking the developer to do anything in here except for placing the tree in the sidewalk, given there are no sight distance issues. Are we in agreement and Bryan said that would work, but I want every effort to be made to address the planting the cross section indicates. We adopted a new tree ordinance a few months ago and you will need to work with the city's arborist. Hassan asked if it was ODOT or the city's call and Bryan said it was the city's call choosing the tree species and running them through ODOT. Doug asked about the existing trees along SW 2nd Avenue, they are quite large and it might make some sense to remove them and start over with the new site. Bryan said it would be good to have our arborist, Sol to evaluate them and give you his assessment. Michael stated on SW 2nd Avenue we have no right-of-way dedication and if the trees look like they are healthy then we would just use the existing cross section and the answer was yes. Hassan asked if SW 2nd Avenue was a truck route and Dan said he did not know, but the fuel station is located there. Bryan said it is just a local street like S Birch Street and Hassan said do we need the corner radius for right-of-way dedication possibly. Bryan said we need to look at switching the sidewalk and the planter strip on the local streets, so we can acquiesce on the highway side. Michael said from what I understand if the existing trees on SW 2nd Avenue are healthy it would make sense and it would leave S Birch Street. If the trees are deemed to stay, what about having them thinned up. Bryan said he would talk to the arborist. Hassan said he wanted to mention he looked through the TSP and it gives the city the leeway to make a judgment call on some of the existing streets. I do not know if you read through it Bryan but it gives a judgment call on our part if we cannot meet the new TSP requirements. Michael wanted to recap the discussion and stated the right-of-way on 99E was good, try to accommodate the trees in the tree wells or alternative look at the back within the existing right-of-way back of sidewalk, SW 2nd Avenue if the trees are healthy they will look at retaining the existing design and S Birch Street is still up in the air and we should touch base with Bryan after the holidays. Bryan said yes. Seth said on the 99E side there might be a couple of feet needed if we are using the paved lifts, we will confirm the cross section fits the requirements. The other reason may be with the sidewalk to the property line in the future, if we do need the width we do not want to have to tear out anything. Hassan asked if Michael

could do a site plan with the sidewalk being at the property line and then one with the trees in a planter strip in terms of site distance. Michael said he could do it and sent it to Hassan, Seth and Doug with ODOT.

- Hassan said you will need to get the speed limit for the area before you make the illustration for the sight distance.

CANBY UTILITY, WATER DEPARTMENT, Doug Quan

- There is a service on S Birch Street, roughly at the south end of the building and there is another service for Canby Pool and Spa at the driveway and the meter is by the building. Not sure what you plans are as far as whether you want to change the location of your service and what size your will require. Doug Bates said I am trying to see the existing tap comes in and the answer was the current tap comes off of S Birch Street. Doug Quan stated the water main was a twelve inch ductile iron. Doug asked what size meter and line and Doug Quan said 5/8 inch on this meter and I believe you have a one inch line here because you have irrigation also. Doug Bates said we try to do a two inch line with a 1-1/2 inch meter and a two inch to the building. There will be separate fire line for sprinklers and we will have to figure that out. Doug Quan said you want to abandon these two and Doug Bates said we could use the same route. Doug Quan said if you abandon both lines you will pay for the two terminations and Doug Bates asked what size of line is in S Birch and Doug Quan said it is an eight inch ductile iron. The SW 2nd Avenue water main is new and located on the south side of the street. We do the taps and set the meters. Doug Bates asked what the cost would be and Doug Quan said he would get him some estimates they had completed recently. Doug Bates asked for two inch domestic and four inch fire line.
- You will need a backflow device behind the meter and whatever backflow device inside of you facility structure, like your soda machine and mixing stations for janitorial supplies.
- Doug Bates said they wanted to do an irrigation meter and do a 5/8 inch meter. Michael asked if there is a benefit for having a separate meter for irrigation and Doug stated an irrigation meter will end up costing you more if you go with a separate meter than it does if you tap it off your service. Doug Bates asked if the sewer rates were different in the city for summer and winter rates and Doug Quan said it is a question for the City of Canby.

CANBY UTILITY, ELECTRIC DEPARTMENT, Gary Stockwell

- I am probably a little early on the electrical, but I need to know if the city is considering adding a few street lights, one on Highway 99E and one on SW 2nd Avenue. I will take your direction and if you want me to draw them in on the electrical plan or not. Gary said there are street lights on the corner of S Birch and Highway 99E and S Birch and SW 2nd Avenue. I would assume the city would want to put a new street light at the new entrance off of 99E. Hassan asked if the city would have the call on that or would ODOT. I know ODOT does not require those lights unless they are necessary for vision. Doug Baumgartner said it has to be a steel pole with cobra head light. Doug Bates said we normally have sight lighting designed on site and we have it lighted at the entry and exit points. We did LED lights on the Woodburn relocation and it turned out pretty successful and you can take a look at it during the night for how the uniformity was maintained. If you want us to do a street light as a

condition of the project we will do it. Hassan said we need to replace the light at SW 2nd Avenue and S Birch Street with an updated cobra head.

- The street light spacing is at a 100 foot stagger with 150w bulb.
- If you are going to strip the site are you planning on utilizing the existing transformer and incorporate it into a traffic island. I scaled it off the survey to the new drawing and it appears it sits out in the parking area. Other than the transformer, which serves the property, there does not seem to be any problems with the existing utilities. Doug said he would look into the existing transformer and the age of it based on the new service and see if they will be compatible. The position does not look like it is in an accommodating location and I see a few other possibilities. There may be a chance it is close to the landscape area at the SE corner of the building where we might be able to take away one parking stall or make an adjustment.
- Gary said the point of contact for the property will remain the vault that currently serves the property. Doug asked if the vault is located on SW 2nd Avenue and the answer was yes.
- Gary asked the anticipated construction date. Doug said the earliest would be March 1, 2014 and the latest June 1, 2014.

CITY OF CANBY, PLANNING DEPARTMENT, Bryan Brown

- The Site and Design Review application is what you need to submit for this project and we have a type II and III. A type II can be done administratively and of course we encourage it, but in review of this project I have discovered there are two standards your development does not meet. If you do not meet hundred percent of all those standards of the code you are required to submit a type III and going through the Planning Commission. The floor ratio requirement for the downtown overlay district is .25 as the minimum and I calculate yours at about .12, all the floor area by the lot does not give you the minimum. It is all based upon being subjected to our Downtown Outer Highway Commercial Subarea of the Downtown Canby Overlay District. Doug asked if there were any exceptions. Bryan said no, there really is not and what I am thinking with the type III application you would at least have the ability to argue that what you are doing is an equal or better solution and the Planning Commission has the discretion to accept it. The other is forty percent of your building must be built at the minimum ten foot setback and of course there are no maximum setbacks, but then there is this requirement in the overlay district wanting forty percent of the building built up at the minimum of ten feet from property boundary. We have another project not meeting the code. As far as I can tell everything else meets standards. Take a look at those two requirements and we can talk about it more, it affects your process. Michael said based on the plan we are proposing, do you see things the Planning Commission may or may not like. Bryan said there will have to be a narrative discussion about these two items because staff cannot ignore them. Doug asked would there be any support being it is a rebuild of an existing restaurant and Bryan said he would use every existing argument you could make. Michael said the setback is relevantly easy to put an argument together, but the floor ratio is the one, which could prove to be dicey.
- The type III process begins with having a hearing with the Planning Commission. Once you submit you application we have up to as much as a thirty day completeness check and at that point if there is something still deficient you will have that opportunity to get it resolved.

After that we will set the hearing date once we feel the application is complete. Within twenty to thirty days we will set a public hearing date and it should be done in two months. Michael asked it is thirty days from the submittal till you deem it complete and set a hearing and what days are the meetings on? Bryan stated it is the 2nd and 4th Monday of each month. After we have the complete application it will be about thirty days to the public hearing. Michael asked what time at night are the meetings and Bryan said 7:00 pm. We will meet here again for a preconstruction meeting and sign off on a set of construction plans for all the utility providers and your construction team. Michael asked if there was an appeal period and Bryan said a fourteen day appeal period and it is an appeal to the City Council, if it is appealed. We can do an actual written findings the night of the meeting when it is approved. More commonly it is two weeks later and it starts after the second meeting and Michael said typically two hearings and Bryan said yes. Seth said after we receive the conditions of approval we submit permit construction drawings. Bryan said the route is once you have developed your final construction drawings you will arrange a preconstruction meeting with Ronda and it usually is two weeks out from when you want to meet. Hassan said we will review the plans first and send comments, if changes are needed and Michael said it is a pre-permit meeting. Hassan said he would suggest you to iron out all the differences with any questions or concerns up front so you are not restructuring all your drawings.

- Bryan said I do not understand ODOT's process well enough to know, if they cannot give a general idea they will allow that driveway at this location, but we have to go through all this paperwork, which will take three to four months. Seth Brumley stated once you receive the letter and it says we are going to allow it and Seth GaRey said it is similar to your process as well, it is like their land use and you get a letter saying we want your construction drawings. Michael said it is a nuance and essentially when we get the condition of approval from ODOT, ODOT basically approves and Seth Brumley said yes, but it is subject to final design drawings and if you have the right width markings, the right curbs, etc. They will give you their land use approval about two weeks after we provide them with the city's condition of approval. Bryan said my concerns are when you are getting ready to open the doors, ODOT decides you cannot have the driveway there. Hassan said it would be contingent to ODOT's approval to finalize the conditional of approval. Doug said you generally get access approval and it says you will have the driveway here, now do you have the right type of apron, is the curb height, etc. and it will take three months to do. Bryan said we do conditions all the time and it is the nature of the letter from ODOT saying you can have a driveway and all the technical details are ironed out.

CARDNO, Michael Cerbone

- Michael asked Seth if it was something he could package together and submit and he said he would get it set up and it was a no cost meeting.
- I can get the site sketch modified because there might be some other adjustments based on how traffic flows now and we want it addressed at that time also. Seth said if you can get us something preliminary before the meeting (ODOT's) and give me a week to look at it.
- Seth said we will follow up on the pavement width and the cross section. Steve said we have estimated a queue of about eight vehicles at the drive up order window, just a reminder you have storage for eight vehicles with 25 feet between for each vehicle. Today we had two cars

queuing on the second and that will shift if you have a full access on Highway 99E. Doug said that is what is more important about the bi-pass lane, historically they have a continuous bi-pass lane, but because of the parking requirements here in Canby, the only way for us to achieve meeting the parking requirements is this layout. If we could reduce the parking count by a few and we could shift the building some and have a pure by-pass lane, which is desired for this type of circulation. Michael asked if the city has any mechanism for reduced parking to the minimum or even calculating for taking out the play area, freezer areas and count that more as a storage area. Bryan said we could potentially do the storage to some degree. Michael asked if there was on street parking on S Birch Street or SW 2nd Avenue. Doug said there is on SW 2nd Avenue, the north side and Michael asked if that would potentially be a reduction or consideration for on street parking for a type III. Bryan said you could ask the Planning Commission to utilize the storage spaces not be counted, I do not know if that would get rid of a whole row of parking or not. Doug said if we got rid of these spaces it would give the maximum circulation options on site. Discussion ensued onsite parking.



March 10, 2014

5415 SW Westgate Drive
Suite 100
Portland, Oregon 97221
USA

Re: Canby McDonald's Rebuild—Neighborhood Meeting

Phone (503) 419-2500
Fax (503) 419-2600

Dear Property Owner/Neighborhood Representative:

www.cardno.com

You are cordially invited to attend a meeting on March 25, 2014 from 6 p.m. to 7 p.m. at the Town Hall meeting room above Cutsforth's Marketplace located at 225 NE 2nd Avenue in Canby. This meeting shall be held to discuss a proposed site plan and design review application for the proposed rebuild of the McDonald's located at 709 SW 1st Ave (Tax Lots ID 31E33CC06100 & 6101) in Canby.

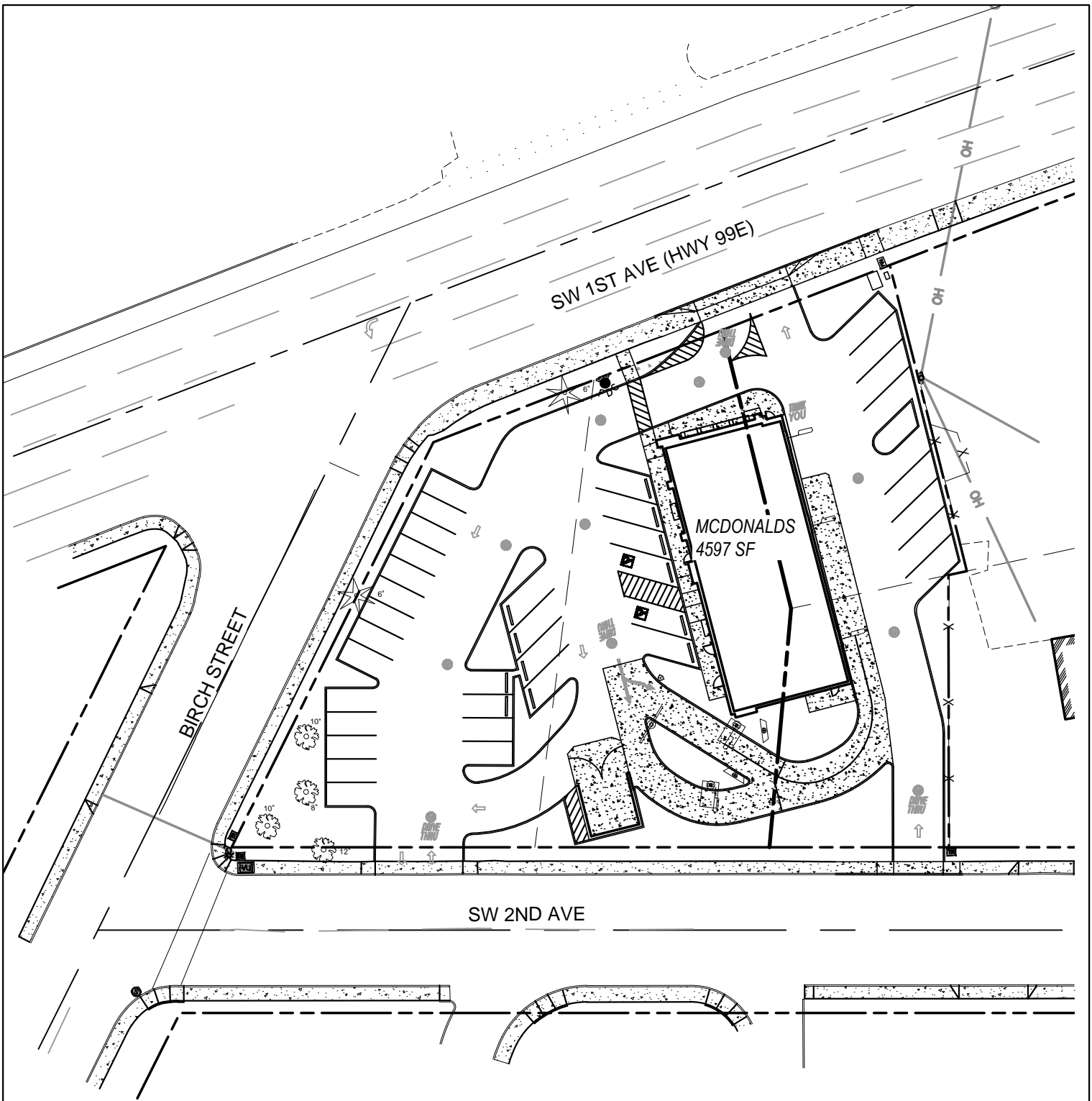
Please note that this will be an informational meeting on preliminary plans with the developer and representatives only and is not intended to take the place of a public hearing before the Planning Commission. You will have an opportunity to present testimony to these bodies when an application is submitted to the City for review.

We look forward to meeting you at the March meeting and hearing your thoughts on the proposed project!

Sincerely,

Thatch Moyle, AICP
Senior Planner, Cardno

Enclosure: Site Plan



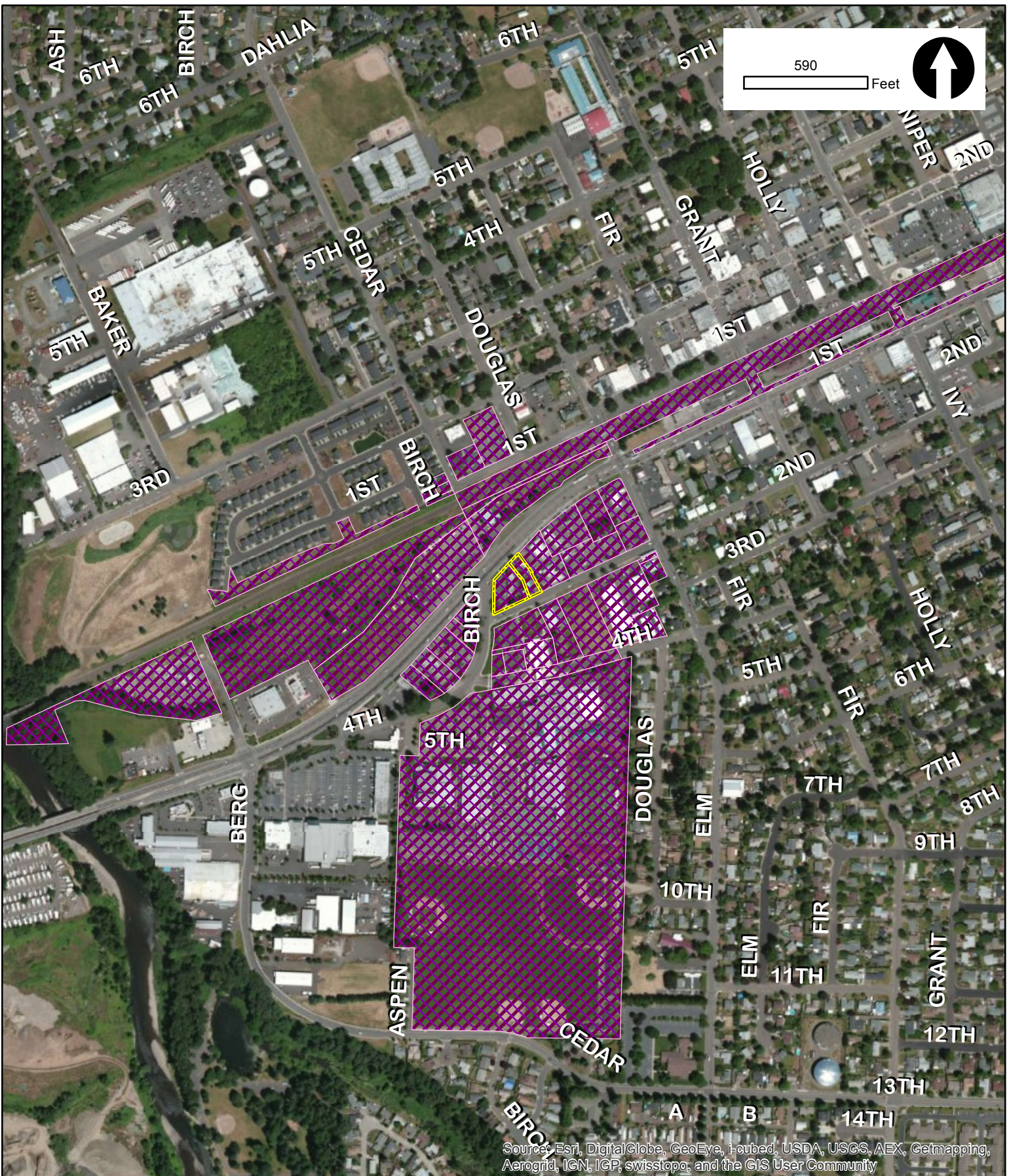
PORTLAND
 5415 SW WESTGATE DR, STE 100, PORTLAND, OR 97221
 TEL: (503) 419-2500 FAX: (503) 419-2600
 www.cardno.com

SITE PLAN
 CANBY MCDONALD'S

MCDONALD'S USA, LLC.
 CANBY OREGON

PROJECT NO. 21305770
 DATE: 03/07/2014
 BY: MJZ
 SCALE: 1" = 50'
 SHEET NO. 1 64

ALLEGRO PROPERTIES LLC 120 NE 22ND AVE CANBY, OR 97013-2001	CALLAHAM C DAVID 10804 NE HWY 99 VANCOUVER, WA 98686-5655	CANBY SCH DIST #86 1130 S IVY ST CANBY, OR 97013-4230
CLASSIC POOL & SPA DIST INC 701 SW 1ST AVE CANBY, OR 97013-3823	COOK DUSTIN M 103 N CEDAR ST CANBY, OR 97013-3468	CUNNINGHAM WENDY R 117 N CEDAR ST CANBY, OR 97013-3468
DSBL LLC PO BOX 929 CANBY, OR 97013-0929	FISHER ADRIAN 2221 N BAKER DR CANBY, OR 97013-9103	FISHERS SUPPLY INC 659 SW 1ST AVE CANBY, OR 97013-3821
FONTINI DAVID M 26805 MIAMI FOLEY RD NEHALEM, OR 97131-9565	GERRARD NEIL H & KATHLEEN M 27541 S ELISHA RD CANBY, OR 97013-8358	GREENTREE ENTERPRISES INC 8655 SW CITIZENS DR STE 201 WILSONVILLE, OR 97070-7695
HARRIS ELIZABETH L 106 N BIRCH ST CANBY, OR 97013-3462	HOWARD-BULLEN MARTHA 124 MORNINGLIGHT DR ASHLAND, OR 97520-8608	LOVELL RAY 680 SW 1ST AVE PORTLAND, OR 97232-2724
MANUEL ALLEN LIVING TRUST PO BOX 757 CANBY, OR 97013-0757	MILLER DAX ERIC 145 SW 2ND AVE CANBY, OR 97013	OLSEN BRIAN M 601 SW 1ST AVE CANBY, OR 97013-3821
PACIFIC BELLS 111 W 39TH ST VANCOUVER, WA 98660-1974	TARMINDAR LLC 545 SW 2ND AVE CANBY, OR 97013	THE CANBY CENTER INC 681 SW 2ND AVE CANBY, OR 97013-3903
THREE SISTERS LAND COMPANY LLC PO BOX 579 CANBY, OR 97013-0579	UNION PACIFIC CORP 1400 DOUGLAS STOP 1640 OMAHA, NE 68179-1001	US BANK PROPERTIES 2800 EAST LAKE ST MINNEAPOLIS, MN 55406-1930
WHITMAN GARAGE LLC 30600 S ARROW CT CANBY, OR 97013-9501	YORKFIELD HOMEOWNERS ASSN 4248 GALEWOOD ST LAKE OSWEGO, OR 97035-2405	



709 SW 1st Avenue

Tax Lots Within 500 Feet for Mailing Notice



Canby, Oregon

MEETING MINUTES

CANBY MCDONALD'S NEIGHBORHOOD MEETING

MARCH 25, 2014 6:00 P.M.

Attendees: Mindy Mayer—McDonald's Canby Franchise Owner
Randy Yoder—Fisher's Owner (Adjacent business)
Terry Heim—Classic Pool & Spa Owner
Thatch Moyle—Planner, Cardno. Applicant's representative
Matt Zinzer—Project Engineer, Cardno. Applicant's representative.

Minutes: As no neighbors were present, there was a general discussion of the site layout. Applicant's representative then asked if there were any questions regarding the site layout or proposed updates to the McDonald's. There was a question as to the location of access drives and whether the shared access drive between Fishers and Classic Pool & Spa would be retained. Also, Mr. Yoder expressed concern regarding the vehicle congestion along SW 2nd Avenue. Noted that cars are often backed up to the point that cars cannot pass through the area to reach residential destinations.

Meeting was adjourned at 7:15 P.M.

MEMORANDUM



720 SW Washington St.
Suite 500
Portland, OR 97205
503.243.3500
www.dksassociates.com

DATE: April 1, 2014
TO: Bryan Brown, City of Canby
FROM: Chris Maciejewski, P.E., PTOE
Steve Boice, P.E., PTOE
Ben Fuller, EI

SUBJECT: Canby McDonald's Traffic Impact Analysis (TIA)

P#11010-029-000

This memorandum summarizes the potential transportation impacts associated with the proposed rebuild of the existing McDonald's restaurant located on the southeast corner of OR 99E and Birch Street in Canby, Oregon. The proposed application would rebuild the existing 3,314 square foot McDonald's restaurant to a larger 4,597 square foot restaurant, including a play structure. The project would also reconfigure the site to include additional parking and dual lanes to the drive-thru window as shown in the attached site plan.

The project site fronts OR 99E, Birch Street, and SW 2nd Avenue. The site currently has a full access to SW 2nd Avenue and a restricted access along OR 99E (egress right turn only). The restriction is in the form of a right turn only sign. The proposed site plan reconfiguration would maintain the existing full access to SW 2nd Avenue, provide a new ingress access from SW 2nd Avenue, and provide a new full access onto OR 99E. The existing restricted access to the site along OR 99E would be closed.

Trip generation estimates confirmed that the proposed rebuild would not generate enough traffic to warrant an off-site transportation impact analysis at surrounding intersections.¹ Therefore; this study provides a summary of existing conditions within the study area, observed and estimated project trip generation, and a review of site access and circulation.

EXISTING CONDITIONS

Characteristics of the roadways within the study area (OR 99E, Birch Street, and SW 2nd Avenue) are summarized in Table 1. Overall, pedestrian facilities are limited, and bicycle facilities are generally not present.

OR 99E is under the jurisdiction of the Oregon Department of Transportation (ODOT) and is designated as a regional highway, a federally designated truck route, and a reduction review route.² Both Birch Street and SW 2nd Avenue are classified as local roads by the City of Canby.

¹ Project traffic would not generate more than 50 peak hour trips through surrounding intersections or increase peak hour traffic by 5-percent or more.

² 1999 Oregon Highway Plan, Appendix D, Oregon Department of Transportation.

Table 1: Roadway Characteristics

Roadway	Jurisdiction	Functional Classification	Cross-Section	Posted Speed	Pedestrian Facilities	Bicycle Facilities
OR 99E	Oregon Department of Transportation	Urban Principal Arterial-Other	5 Lanes	35 mph North of Birch Street; 45 mph South of Birch Street	Sidewalks (South Side Only)	Shoulder (North Side Only)
Birch Street	City of Canby	Local Road	2 Lanes	N/A; 20 mph School Zone	Partial Sidewalks	None
SW 2nd Avenue	City of Canby	Local Road	2 Lanes	25 mph; 20 mph School Zone	Sidewalks	None

PROJECT TRIP GENERATION

Traffic counts were collected during the morning peak period (7:00 to 9:00 a.m.) and evening peak period (4:00 to 6:00 p.m.) at both existing site access locations.³ These traffic counts were used to determine a.m. peak hour and p.m. peak hour trip generation rates for the existing site. The observed rates were found to be greater than those published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* for similar land use for both peak periods analyzed.⁴ Therefore, these observed trip generation rates were applied to estimate the level of additional trips to the site during the a.m. and p.m. peak hours associated with the increase in building square footage. Based on the type of land use (fast food), a pass-by trip reduction factor was applied to incorporate trips to the site that are already along the roadway network. These trips contribute to turn movements at the site accesses; however do not result in new trips to the transportation system. Using published pass-by trip adjustment factors⁵ (49% in the a.m. peak hour and 50% in the p.m. peak hour); the proposed rebuild is estimated to generate an additional 43 net new trips in the a.m. peak hour and 25 net new trips in the p.m. peak hour as shown in Table 2.

Table 2: Project Trip Generation Estimates

Land Use (ITE Code)	Size (KSF)	A.M. Peak Hour Trips			A.M. Peak Hour Trip Rate/KSF	P.M. Peak Hour Trips			P.M. Peak Hour Trip Rate/KSF
		In	Out	Total		In	Out	Total	
Fast-Food Restaurant w/Drive-Through Window (934)	3.314 (Existing)	106	110	216	65.18	70	61	131	39.53
	4.597 (Proposed)	147	153	300		97	85	182	
New Site Trips		41	43	84		27	24	51	
Pass by Trips		-20	-21	-41		-14	-12	-26	
Net New Primary Site Trips		21	22	43		13	12	25	

KSF = 1,000 Square Feet

³ Measured traffic counts, Quality Counts, November 26, 2013.

⁴ Trip Generation Manual, Institute of Transportation Engineers, 9th Edition

⁵ Trip Generation Handbook, Institute of Transportation Engineers, 2nd Edition.

SITE ACCESS AND CIRCULATION REVIEW

This section summarizes safety analysis of the proposed site plan, which includes a review of access spacing, forecasted on site queuing associated with the drive-thru, pedestrian and bicycle connectivity, sight distance at accesses, parking, and collision history at accesses.

Access Spacing

The proposed site plan would maintain the existing full access on SW 2nd Avenue and close the existing restricted egress access on OR 99E. In addition, the plan proposes two new accesses. The first access is a full access driveway located approximately 65 feet west from the existing full access to the neighboring land use (Fishers Pump and Supply) on OR 99E. With the new access to OR 99E a permit will be required through ODOT. The second access is an ingress driveway along SW 2nd Avenue located approximately 45 feet west from the existing full access to the neighboring land use.

With the application, the existing site to the east of McDonalds featuring the Classic Pool and Spa would be acquired. Currently, this site shares a full access along OR 99E with the neighboring Fisher's Pump and Supply (see Figure 1). This driveway would be modified to only provide access to Fisher's Pump and Supply.

Table 3 compares proposed access locations to access spacing standards set by ODOT and the City of Canby. As shown, the proposed access along OR 99E would not meet ODOT's access spacing standard. Based on conversation with ODOT staff, an access management plan would not be required due to the nature of the access reconfiguration along OR 99E (removing the existing egress access and revising the existing shared full access to two separate accesses to allow for adequate site circulation through the McDonald's site).⁶



Figure 1: Existing full access along OR 99E – looking north (Proposed full site access)

⁶ Pre-Application Meeting with ODOT staff, January 9, 2014

Table 3: Access Spacing Review

Access	Distance To		Standard	Access Spacing Standard Met?
Full Access on SW 2nd Avenue	Birch Street	115 ft	50 ft ^A	Yes
	Proposed Ingress Access	180 ft	10 ft ^A	Yes
Ingress Access on SW 2nd Avenue	Existing Full Access	180 ft	10 ft ^A	Yes
	Access to the East	45 ft	10 ft ^A	Yes
Full Access on OR 99E	Birch Street	115 ft	425 ft ^B	No
	Access to the North	65 ft	425 ft ^B	No

^A City of Canby access spacing standard

^B ODOT access spacing standard

Internal Circulation and Stacking

Based on field observations, the largest observed queue was five vehicles from the ordering window, which occurred during the morning commute period. This resulted in two vehicles queued back onto SW 2nd Avenue. With the estimated increase in trips due to the facility expansion, queues are likely to grow to eight vehicles assuming the same service rate at the pick-up window. Assuming a 25 foot average spacing between vehicles, the site would need to accommodate a 200 foot queue. The proposed site plan features two ordering lanes and adequate storage on site to accommodate the anticipated 200 foot queue. With the proposed full access along OR 99E and reconfiguration of the site, an increasing number of vehicles would access the drive-thru via OR 99E, thus preventing queues from extending back on SW 2nd Avenue as they do today. Queues are not anticipated to extend back to OR 99E. While the proposed site plan would provide adequate vehicle storage, it is also important to note that queued vehicles would likely block the parking spaces along the front of the building.

Due to the nature of the site (fast-food), large delivery trucks would access the site. These delivery trucks are equivalent to a WB-62 tractor-trailer. These trucks would access the site from westbound OR 99E and exit the site via SW 2nd Avenue. The frequency of these trucks would be approximately one every four days. Review of turn templates provided by the applicant indicate that these trucks would be able to circulate the site as proposed; however trucks would not be able to access the site from eastbound OR 99E due to the 180-degree maneuver required to enter the site. A small pickup truck or sedan would however be able to make this maneuver. The median at this access is recommended to consist of striping as shown in the site plan rather than raised curb to accommodate these turning movements.

Pedestrian and Bike Connectivity

Sidewalk is currently provided along the entire block bounded by OR 99E, Birch Street, SW 2nd Avenue, and S Elm Street, which includes the McDonald's site. The proposed site plan proposes a pedestrian path from OR 99E to the sidewalks provided near the building entrances. Pedestrians accessing the site from Birch Street and SW 2nd Avenue would be required to travel through the parking lot.

As local roads, Birch Street and SW 2nd Avenue do not provide dedicated bicycle facilities. OR 99E also does not provide dedicated bicycle facilities. While the standard cross-section for this facility requires bike lanes, the Canby OR99E Corridor and Gateway Design Plan ⁷ suggests utilizing the roadway shoulder, which serves as a breakdown lane for temporarily disabled vehicles, as the bikeway. Therefore, the applicant should not be required to mitigate this facility gap. The applicant should consider, however, provision of bicycle parking (1 space per 1,000 square foot of building space).

Sight Distance

Proposed accesses were reviewed to ensure that adequate sight distance would be provided and that all vision triangles are clear from any obstructions (see Figure 2). Table 4 compares required sight distances to measured sight distances. It was found that all accesses would meet sight distance requirements. Any new trees, fences, or retaining walls should be set back to maintain adequate visibility.



Figure 2: Existing site access on SW 2nd Avenue – looking east

Table 4: Sight Distance Evaluation for Proposed Site Accesses

Access	Posted Speed (mph)	Turn	Sight Distance Required ⁸	Sight Distance Provided	Sight Distance Adequate?
SW 2nd Avenue (Existing)	25	Left	280 ft	Max*	Yes
		Right	240 ft	>250 ft	Yes
OR 99E (Proposed)	35	Left	390 ft	>400 ft	Yes
		Right	335 ft	>400 ft	Yes

* Roadway intersects Birch Street less than 100 feet from access

⁷ Canby OR99E Corridor and Gateway Design Plan, DKS Associates/OTAK/Angelo Planning Group, June 2012.

⁸ A Policy on Geometric Design of Highways and Streets, AASHTO, 2011, Intersection Sight Distance.

Parking

The site plan proposes 37 parking spaces on site, compared to the existing 29 stalls. Of these, 34 spaces would be typical spaces, two would be handicap spaces, and two would be allocated for drive-thru pull forward. As shown in Table 5, the parking provided with the proposed site would meet the minimum required based on the City's Development Code.⁹

Table 5: Parking Requirements

Use	Size (KSF)	Parking Requirement	Minimum Parking Spaces	Proposed Parking Spaces	Requirement Met?
Take-Out Restaurant	4.567	8/1,000 KSF	37	37	Yes

Safety Evaluation

Collision records were reviewed at the existing site access locations for the past three years (2010-2012) to determine if there may be safety related concerns with additional traffic loading. It was found that there were no collisions at the existing access locations during this time period.

Potential OR 99E Widening

OR 99E does not currently meet design standards, and could be improved to meet standards in the future. The Canby OR99E Corridor and Gateway Design Plan¹⁰ details the standard cross-section for OR 99E which may require as much as 96 feet of right-of-way. The state currently has approximately 100 feet of right-of-way adjacent to the McDonald's site. With the existing four foot setbacks from the property lines, the proposed site plan should not be impacted by future OR 99E widening.

FINDINGS

- The proposed rebuild of the McDonalds site would generate an additional 43 net new trips in the a.m. peak hour and 25 net new trips in the p.m. peak hour.
- Adequate sight distance can be provided at all site accesses. Any new trees, fences, signs, or retaining walls should be set back to maintain adequate visibility. Prior to occupation of the site, sight distance at the new project access points will need to be verified, documented, and stamped by a registered professional Civil Engineer licensed in the State of Oregon.
- A permit will be required through ODOT for the proposed McDonald's access to OR 99E.
- The applicant should coordinate the reconfiguration of the existing shared full access onto OR 99E (which currently provides access to Classic Pool and Spa and Fisher's Pump and Supply) with the respectful land use owners.
- The 37 proposed parking spaces would meet the minimum required on site. A total of 5 bicycle parking spaces would be needed based on land use and building size.
- There were no crashes recorded at any of the study intersections over the previous three years.

⁹ City of Canby Development Code, 16.10.050

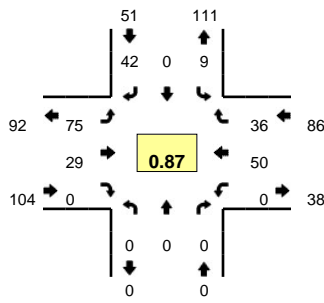
¹⁰ Canby OR99E Corridor and Gateway Design Plan, DKS Associates/OTAK/Angelo Planning Group, June 2012.

- The site plan would provide adequate pedestrian access from OR 99E; however no access would be provided from Birch Street or SW 2nd Avenue to building access points.
- The proposed site plan would provide adequate vehicle storage for the drive-thru window for queues not to spill back on SW 2nd Avenue as current conditions or to OR 99E.
- Future widening of OR 99E should not impact the proposed site with the existing setback.
- Large vehicles and trucks would not be able to enter the site via the eastbound right turn movement from OR 99E. Passenger cars making this movement would traverse over the proposed striped median at this access.

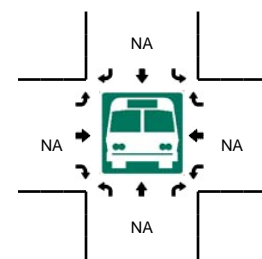
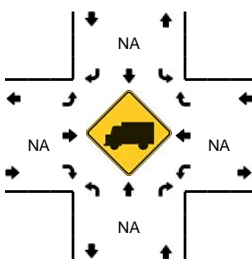
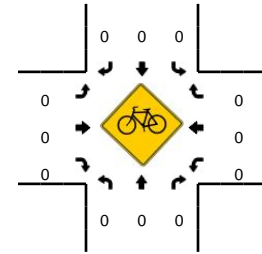
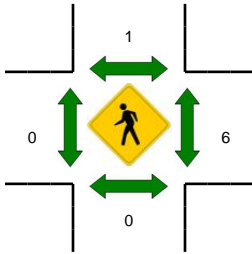
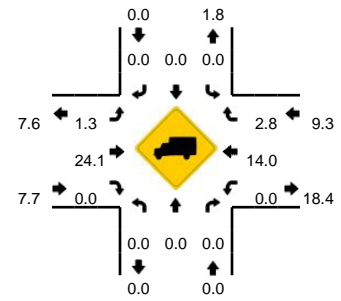
If you have any questions, please feel free to call or email.

LOCATION: McDonalds Dwy -- SW 2nd Ave
CITY/STATE: Canby, OR

QC JOB #: 11483701
DATE: Tue, Nov 26 2013



Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:35 AM -- 7:50 AM

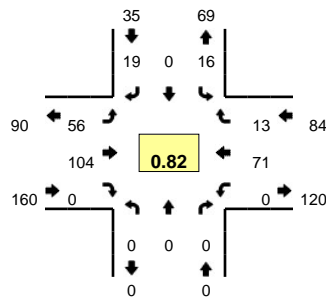


5-Min Count Period Beginning At	McDonalds Dwy (Northbound)				McDonalds Dwy (Southbound)				SW 2nd Ave (Eastbound)				SW 2nd Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	1	0	5	0	2	1	0	0	0	2	1	0	12	
7:05 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	3	
7:10 AM	0	0	0	0	0	0	1	0	3	1	0	0	0	0	4	0	9	
7:15 AM	0	0	0	0	0	0	2	0	2	1	0	0	0	0	2	1	8	
7:20 AM	0	0	0	0	1	0	2	0	9	1	0	0	0	0	2	1	16	
7:25 AM	0	0	0	0	0	0	4	0	2	2	0	0	0	0	5	6	19	
7:30 AM	0	0	0	0	0	0	2	0	5	2	0	0	0	0	3	3	15	
7:35 AM	0	0	0	0	0	0	2	0	7	4	0	0	0	0	7	3	23	
7:40 AM	0	0	0	0	1	0	3	0	5	1	0	0	0	0	5	3	18	
7:45 AM	0	0	0	0	1	0	6	0	13	3	0	0	0	0	3	2	28	
7:50 AM	0	0	0	0	1	0	1	0	6	5	0	0	0	0	4	3	20	
7:55 AM	0	0	0	0	0	0	2	0	4	0	0	0	0	0	7	4	17	188
8:00 AM	0	0	0	0	3	0	6	0	9	4	0	0	0	0	4	2	28	204
8:05 AM	0	0	0	0	1	0	5	0	3	2	0	0	0	0	5	5	21	222
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8:20 AM	0	0	0	0	0	0	4	0	4	2	0	0	0	0	1	1	12	237
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8:50 AM	0	0	0	0	0	0	1	0	3	1	0	0	0	0	2	2	9	184
8:55 AM	0	0	0	0	1	0	1	0	5	2	0	0	0	0	3	1	13	180
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	8	0	44	0	100	32	0	0	0	60	32	0	276	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	0	4	4	0	16	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

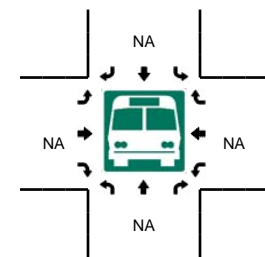
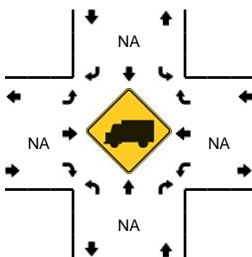
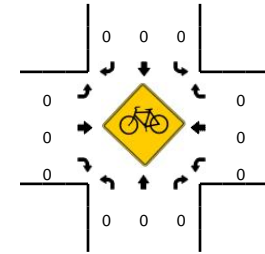
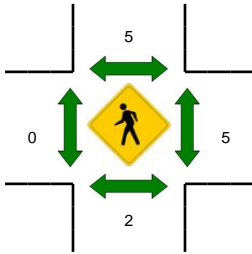
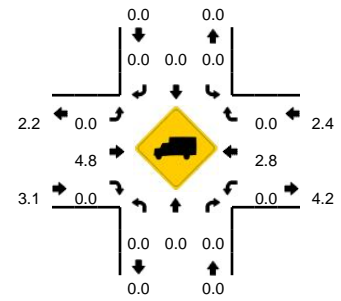
Comments:

LOCATION: McDonalds Dwy -- SW 2nd Ave
CITY/STATE: Canby, OR

QC JOB #: 11483702
DATE: Tue, Nov 26 2013



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:25 PM -- 5:40 PM

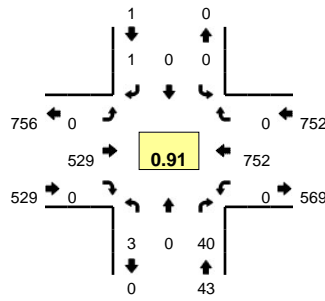


5-Min Count Period Beginning At	McDonalds Dwy (Northbound)				McDonalds Dwy (Southbound)				SW 2nd Ave (Eastbound)				SW 2nd Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	2	0	2	0	1	10	0	0	0	5	0	0	20	
4:05 PM	0	0	0	0	2	0	1	0	4	8	0	0	0	2	2	0	19	
4:10 PM	0	0	0	0	2	0	0	0	5	8	0	0	0	6	1	0	22	
4:15 PM	0	0	0	0	0	0	4	0	3	10	0	0	0	4	1	0	22	
4:20 PM	0	0	0	0	1	0	0	0	3	8	0	0	0	4	2	0	18	
4:25 PM	0	0	0	0	1	0	0	0	7	8	0	0	0	5	0	0	21	
4:30 PM	0	0	0	0	2	0	2	0	5	5	0	0	0	6	2	0	22	
4:35 PM	0	0	0	0	4	0	0	0	4	8	0	0	0	6	1	0	23	
4:40 PM	0	0	0	0	0	0	1	0	3	5	0	0	0	9	2	0	20	
4:45 PM	0	0	0	0	2	0	0	0	3	11	0	0	0	7	2	0	25	
4:50 PM	0	0	0	0	1	0	3	0	2	11	0	0	0	2	1	0	20	
4:55 PM	0	0	0	0	2	0	1	0	5	3	0	0	0	6	1	0	18	250
5:00 PM	0	0	0	0	2	0	0	0	4	10	0	0	0	5	0	0	21	251
5:05 PM	0	0	0	0	1	0	0	0	6	9	0	0	0	8	1	0	25	257
5:10 PM	0	0	0	0	1	0	4	0	3	11	0	0	0	4	1	0	24	259
5:15 PM	0	0	0	0	1	0	2	0	6	6	0	0	0	4	1	0	20	257
5:20 PM	0	0	0	0	2	0	0	0	3	8	0	0	0	7	0	0	20	259
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5:40 PM	0	0	0	0	0	0	2	0	6	6	0	0	0	5	2	0	21	279
5:45 PM	0	0	0	0	2	0	2	0	0	11	0	0	0	2	1	0	18	272
5:50 PM	0	0	0	0	0	0	2	0	4	9	0	0	0	6	0	0	21	273
5:55 PM	0	0	0	0	0	0	1	0	8	6	0	0	0	4	2	0	21	276
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	16	0	28	0	72	116	0	0	0	92	16	0	340	
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
Pedestrians	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

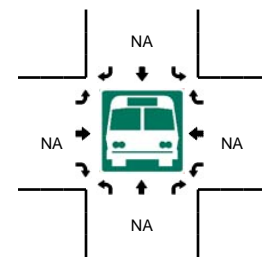
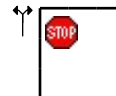
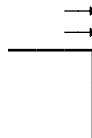
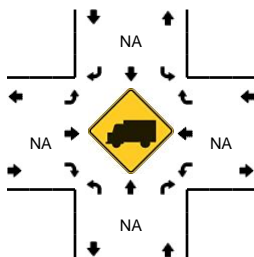
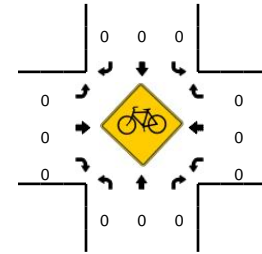
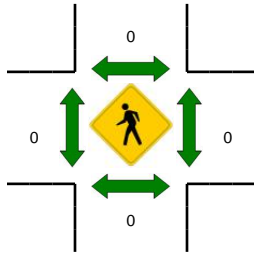
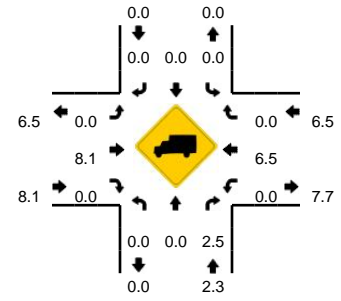
Comments:

LOCATION: Pacific Hwy E -- McDonalds Dwy
CITY/STATE: Canby, OR

QC JOB #: 11483703
DATE: Tue, Nov 26 2013



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:35 AM -- 7:50 AM

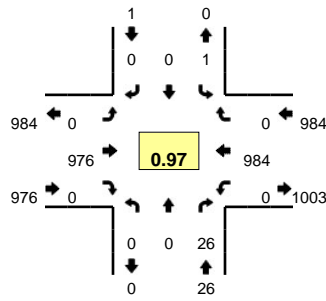


5-Min Count Period Beginning At	Pacific Hwy E (Northbound)				Pacific Hwy E (Southbound)				McDonalds Dwy (Eastbound)				McDonalds Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	1	0	0	0	0	0	0	33	0	0	0	78	0	0	112	
7:05 AM	0	0	0	0	0	0	0	0	0	39	0	0	0	60	0	0	99	
7:10 AM	0	0	2	0	0	0	0	0	0	36	0	0	0	57	0	0	95	
7:15 AM	0	0	0	0	0	0	0	0	0	39	0	0	0	61	0	0	100	
7:20 AM	0	0	0	0	0	0	1	0	0	64	0	0	0	60	0	0	125	
7:25 AM	0	0	7	0	0	0	0	0	0	38	0	0	0	67	0	0	112	
7:30 AM	1	0	6	0	0	0	0	0	0	42	0	0	0	56	0	0	105	
7:35 AM	0	0	3	0	0	0	0	0	0	33	0	0	0	77	0	0	113	
7:40 AM	1	0	5	0	0	0	0	0	0	53	0	0	0	57	0	0	116	
7:45 AM	1	0	4	0	0	0	0	0	0	55	0	0	0	76	0	0	136	
7:50 AM	0	0	9	0	0	0	0	0	0	40	0	0	0	58	0	0	107	
7:55 AM	0	0	3	0	0	0	0	0	0	57	0	0	0	45	0	0	105	1325
8:00 AM	0	0	3	0	0	0	0	0	0	24	0	0	0	48	0	0	75	1288
8:05 AM	0	0	6	0	0	0	0	0	0	49	0	0	0	51	0	0	106	1295
8:10 AM	0	0	2	0	0	0	0	0	0	36	0	0	0	38	0	0	76	1276
8:15 AM	0	0	3	0	0	0	0	0	0	42	0	0	0	52	0	0	97	1273
8:20 AM	1	0	3	0	0	0	0	0	0	47	0	0	0	48	0	0	99	1247
8:25 AM	0	0	3	0	0	0	0	0	0	45	0	0	0	51	0	0	99	1234
8:30 AM	2	0	2	0	0	0	0	0	0	37	0	0	0	49	0	0	90	1219
8:35 AM	0	0	4	0	0	0	0	0	0	46	0	0	0	42	0	0	92	1198
8:40 AM	0	0	0	0	0	0	0	0	0	41	0	0	0	52	0	0	93	1175
8:45 AM	0	0	2	0	0	0	0	0	0	36	0	0	0	53	0	0	91	1130
8:50 AM	1	0	3	0	0	0	0	0	0	39	0	0	0	43	0	0	86	1109
8:55 AM	2	0	2	0	0	0	1	0	0	52	0	0	0	41	0	0	98	1102
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	0	48	0	0	0	0	0	0	564	0	0	0	840	0	0	1460	
Heavy Trucks	0	0	0	0	0	0	0	0	0	52	0	0	0	56	0	0	108	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

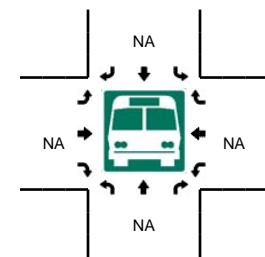
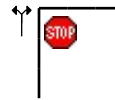
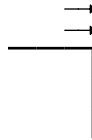
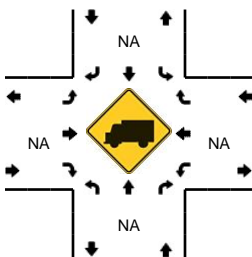
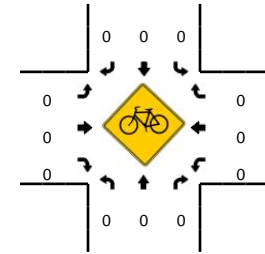
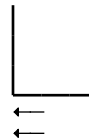
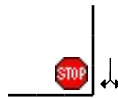
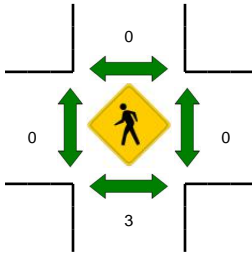
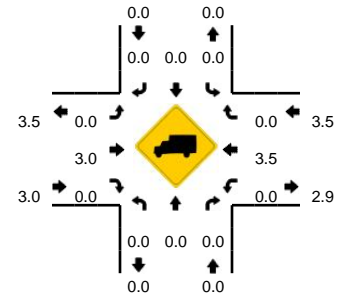
Comments:

LOCATION: Pacific Hwy E -- McDonalds Dwy
CITY/STATE: Canby, OR

QC JOB #: 11483704
DATE: Tue, Nov 26 2013

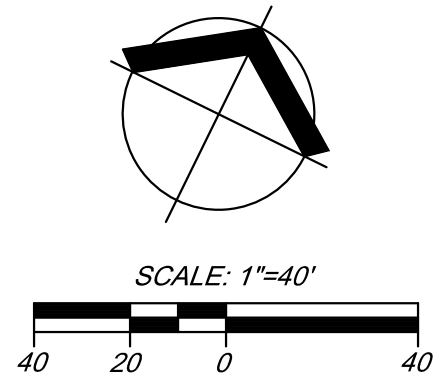
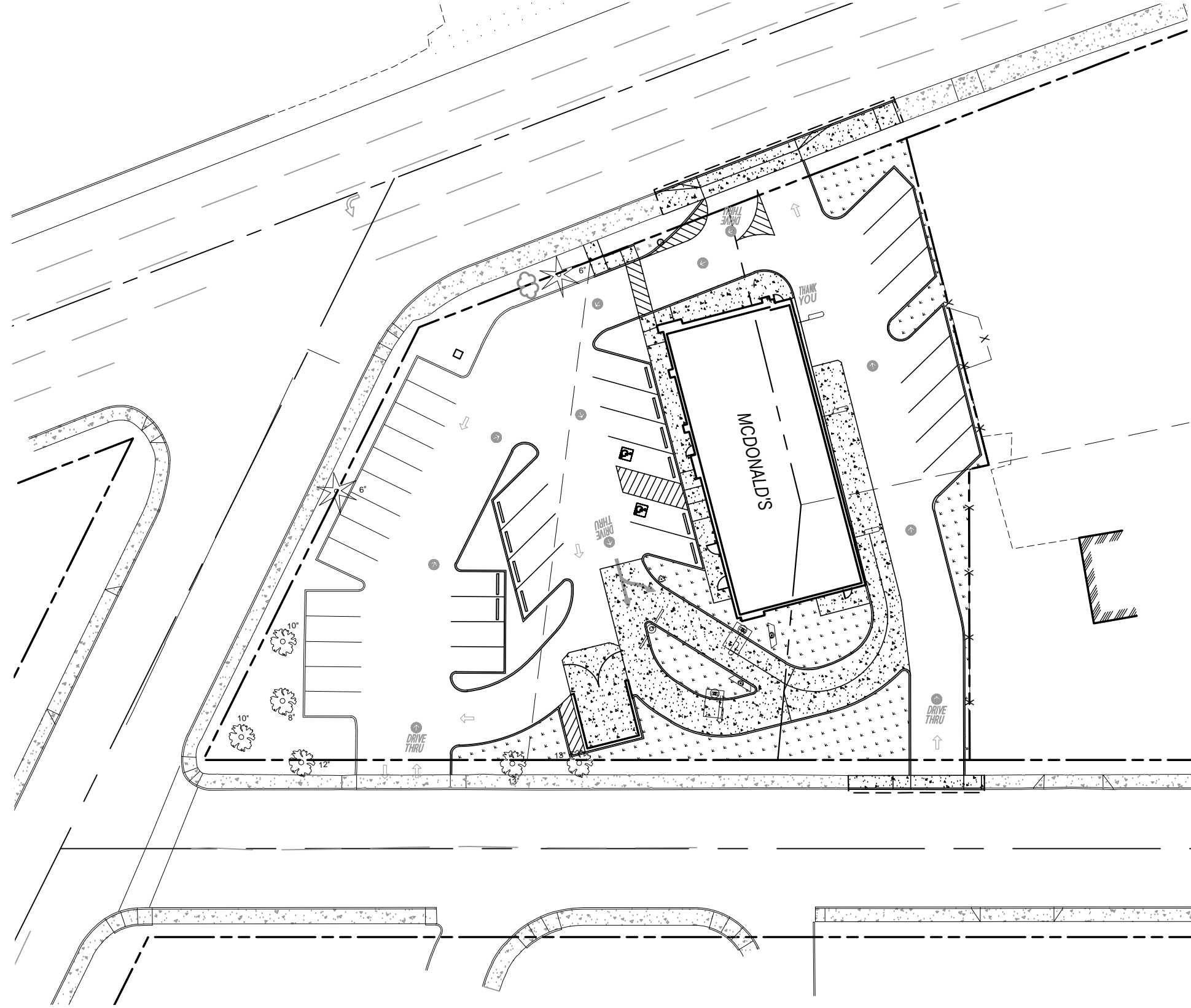


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Peak 15-Min: 4:35 PM -- 4:50 PM



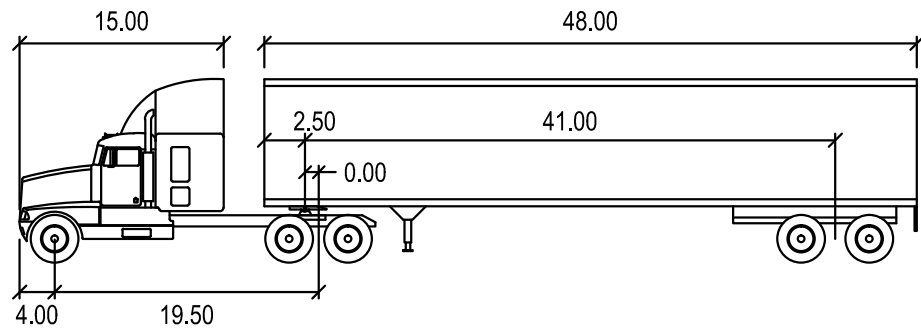
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	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	2	0	0	0	0	0	0	68	0	0	0	71	0	0	141	
4:05 PM	0	0	3	0	0	0	0	0	0	77	0	0	0	96	0	0	176	
4:10 PM	0	0	2	0	1	0	1	0	0	60	0	0	0	78	0	0	142	
4:15 PM	0	0	2	0	0	0	0	0	0	76	0	0	0	77	0	0	155	
4:20 PM	0	0	2	0	0	0	0	0	0	76	0	0	0	82	0	0	160	
4:25 PM	0	0	4	0	0	0	0	0	0	79	0	0	0	72	0	0	155	
4:30 PM	0	0	3	0	0	0	0	0	0	74	0	0	0	82	0	0	159	
4:35 PM	0	0	4	0	0	0	0	0	0	82	0	0	0	92	0	0	178	
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5:40 PM	0	0	5	0	0	0	1	0	0	67	0	0	0	81	0	0	154	1935
5:45 PM	0	0	3	0	0	0	0	0	0	71	0	0	0	50	0	0	124	1890
5:50 PM	0	0	0	0	0	0	0	0	0	63	0	0	0	75	0	0	138	1872
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Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	32	0	0	0	0	0	0	1004	0	0	0	1020	0	0	2056	
Heavy Trucks	0	0	0	0	0	0	0	0	0	32	0	0	0	36	0	0	68	
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Railroad																		
Stopped Buses																		

Comments:



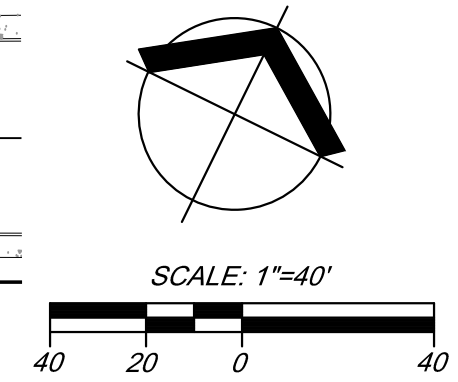
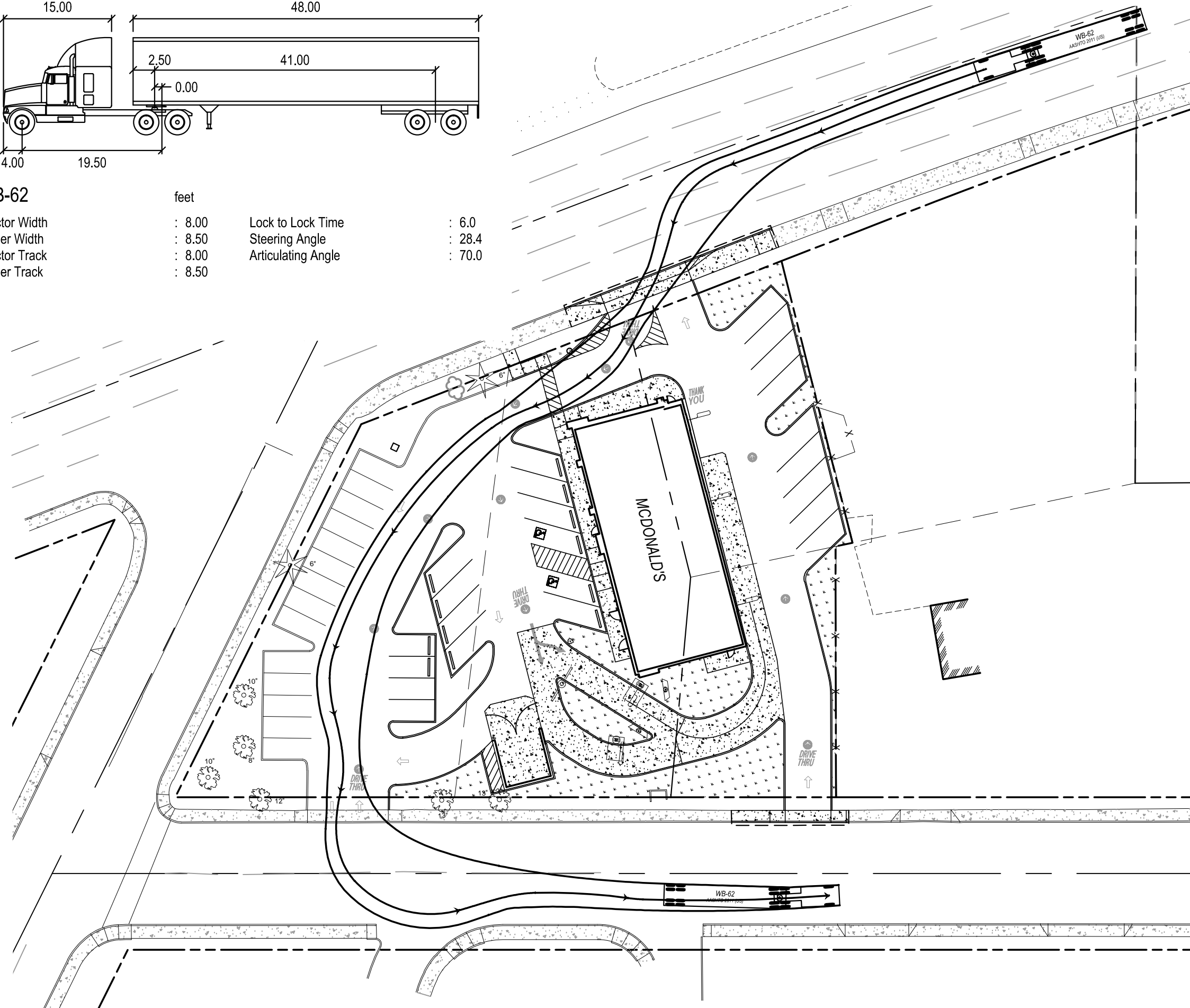
PROJECT NO. 21305770
 DATE: 03/03/2014
 BY: MJZ
 SHEET NO. 1

SITE PLAN
CANBY MCDONALDS
 CANBY, OREGON

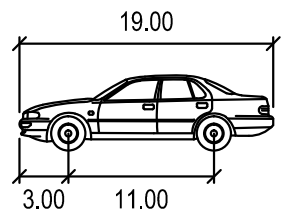


WB-62 feet

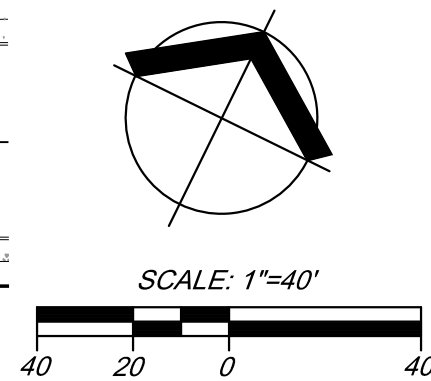
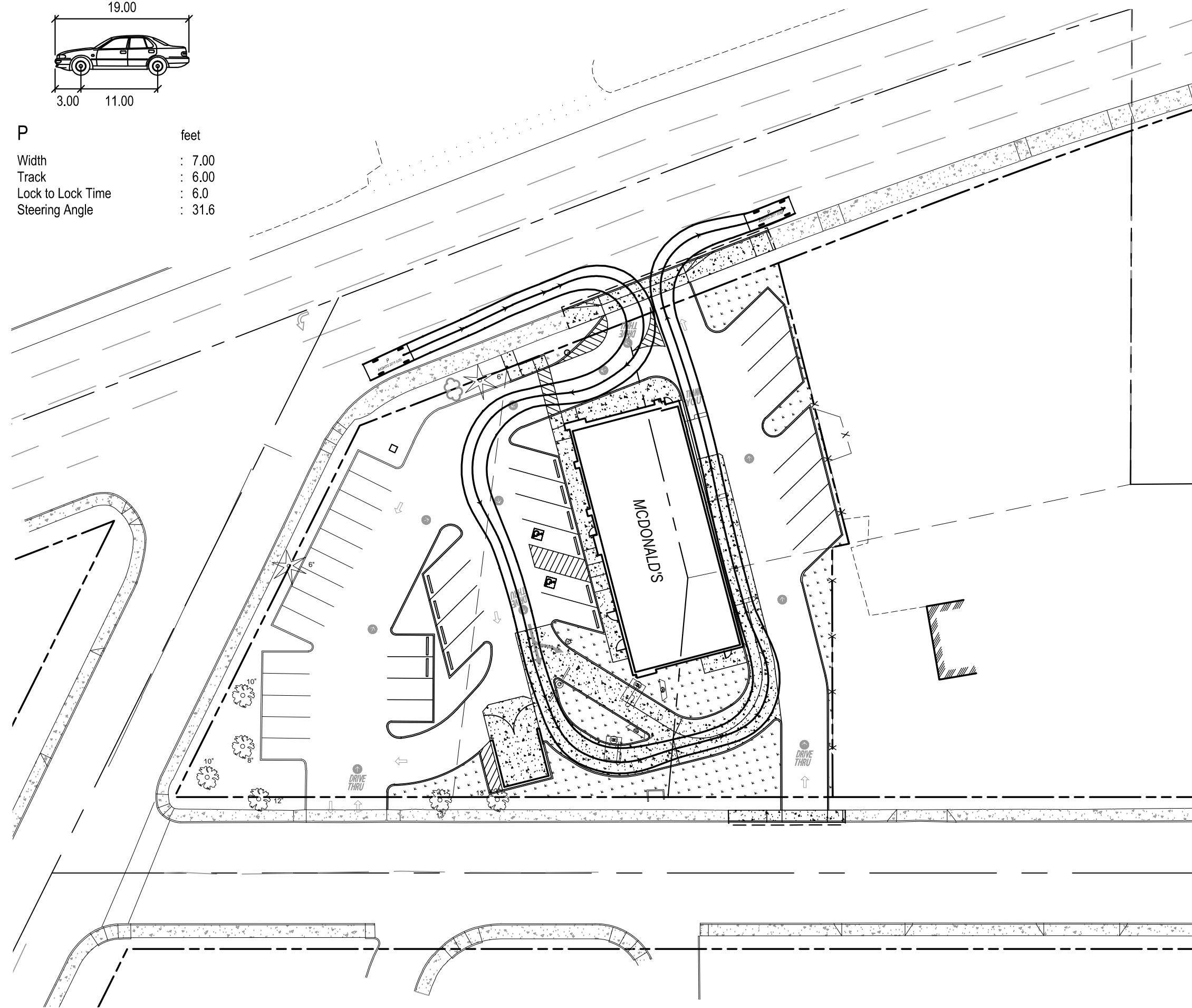
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Trailer Track	: 8.50		



**TRUCK TURNING
CANBY MCDONALD'S
CANBY, OREGON**



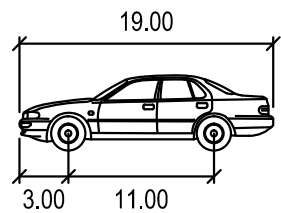
P	feet
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Steering Angle	: 31.6



**LARGE CAR TURNING
CANBY MCDONALDS**

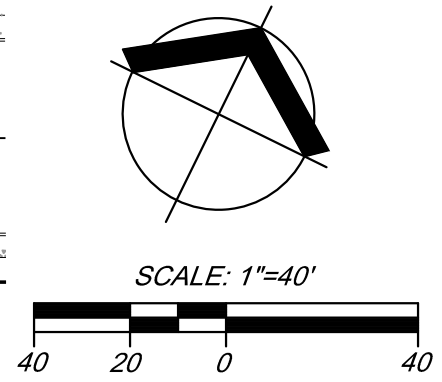
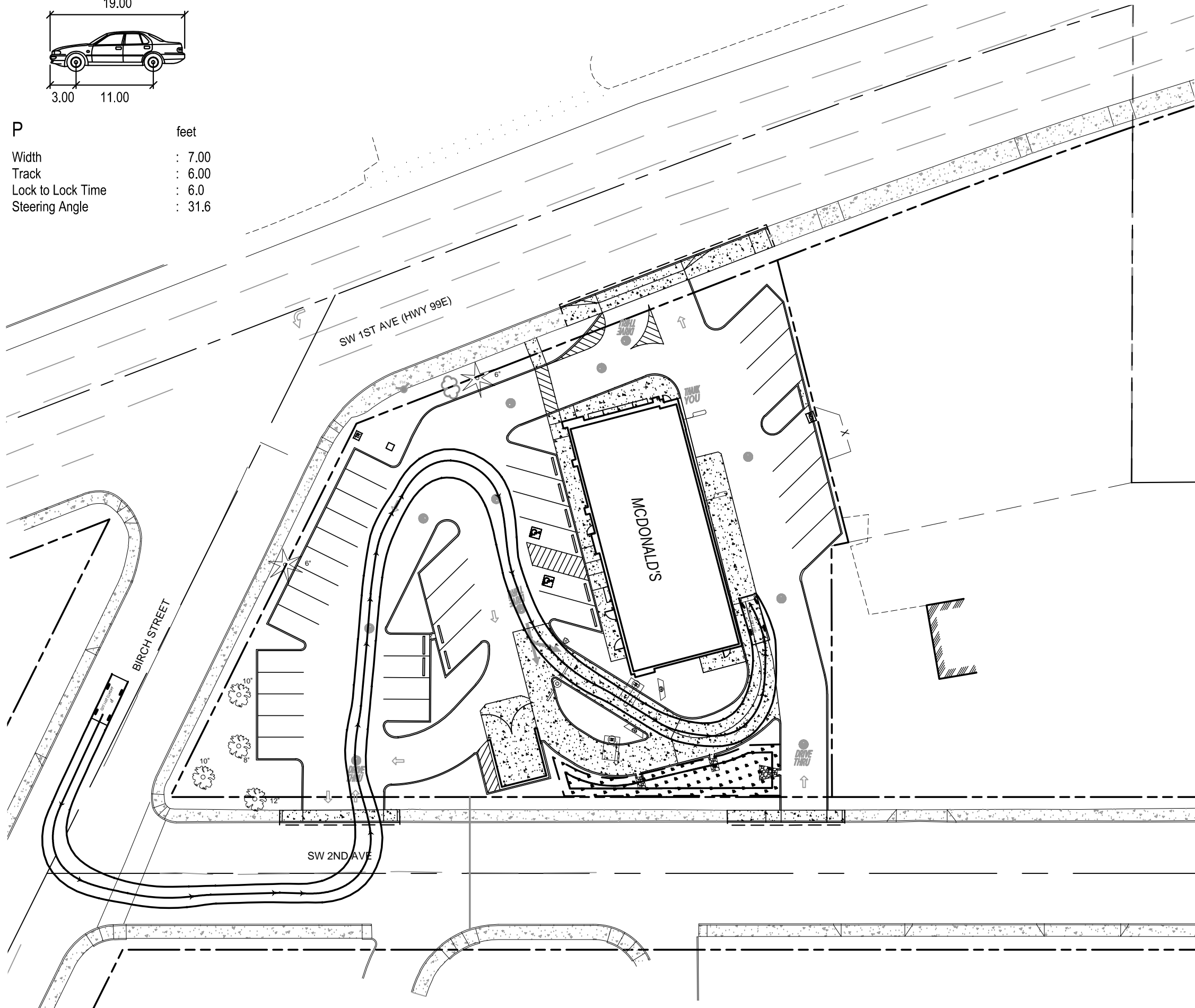
PROJECT NO. 21305770
DATE: 03/03/2014
BY: MJZ
SHEET NO. 1

CANBY, OREGON



P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6



LARGE CAR TURNING - 2ND AVENUE
CANBY MCDONALD'S



9725 SW Beaverton-Hillsdale Hwy, Suite 140
Beaverton, OR 97005-3364
p| 503-641-3478 f| 503-644-8034

September 27, 2013

5492 PHASE I ESA RPT

McDonald's USA, LLC
12131 113th Avenue NE, Suite 103
Kirkland, WA 98034

DRAFT

Attention: Doug Bates

**SUBJECT: Phase I Environmental Site Assessment
McDonald's Restaurant Rebuild Site Project No. 39973
701 and 709 SW 1st Avenue
Canby, Oregon**

EXECUTIVE SUMMARY

GRI has conducted a Phase I Environmental Site Assessment (ESA) for the rebuild of the McDonald's restaurant located at 709 SW 1st Avenue in Canby, Oregon. The project also includes the Classic Pool & Spa property at 701 SW 1st Avenue. The ESA was conducted in general accordance with our proposal dated August 30, 2013.

The site was used for agricultural purposes prior to development. By 1944, a gasoline service station was developed at the Classic Pool & Spa property, and the McDonald's property was used in conjunction with the service station. Between 1965 and 1977, the McDonald's property was developed with a large rectangular building, and the service station was used for general commercial use. Between 1983 and 1996, the McDonald's property was redeveloped with a restaurant, and the commercial building at the Classic Pool & Spa was renovated to its current footprint.

A pocket of heating oil-contaminated soil was discovered during removal of three underground storage tanks (USTs) from the Classic Pool & Spa property in 1992. The Oregon Department of Environmental Quality (DEQ) allowed the pocket of contamination to remain based on conditions at the time of closure. The proposed rebuild project will include demolition of the Classic Pool & Spa building, which may allow access to the pocket of contamination. We recommend McDonalds review their development plans with DEQ and gain their concurrence regarding the final closure of the Classic Pool & Spa release.

As part of a concurrent geotechnical investigation for the restaurant project, GRI evaluated subsurface conditions at the site on September 9, 2013, with nine borings advanced to a depth of maximum 6.5 ft. The borings did not encounter obvious evidence of adverse environmental conditions; however, it should be noted that the borings were not advanced for environmental purposes.

In our opinion, this assessment disclosed no evidence of recognized environmental conditions associated with the site, except for the remaining petroleum contamination at the Classic Pool & Spa property. We recommend McDonald's review project plans with DEQ to gain their concurrence on the final closure of the Classic Pool & Spa petroleum release. GRI can assist with this task upon request.

This Executive Summary is subject to the Limitations stated in this report.

INTRODUCTION

Purpose of Assessment

At the request of McDonald's USA, LLC, GRI has conducted a Phase I ESA for the above-referenced site in Canby, Oregon. The general location of the site is shown on the Vicinity Map, Figure 1. The purpose of the ESA was to evaluate, on a preliminary basis, the potential for recognized environmental conditions on the property and to determine whether additional assessment would be warranted to evaluate this risk. This report describes the work accomplished and summarizes the results of the ESA.

Terms and Conditions

Our work was performed in general accordance with our proposal dated August 30, 2013, and ASTM Practice E 1527-05 (Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process). A copy of our proposal is provided in Appendix A. Exceptions or deletions from ASTM E 1527-05 are listed in the Limitations section of this report.

Limitations

This report has been prepared to assist McDonald's USA, LLC, in evaluating the potential for recognized environmental conditions at the referenced site. The scope of work was limited to the specific project, location, and activities described herein. In the performance of an assessment of this type, specific information is obtained at specific locations at specific times. Judgments leading to conclusions are generally made with an incomplete knowledge of the subsurface and historical conditions applicable to the project area. More extensive assessment, including additional historical review, site exploration, soil and groundwater sampling, and chemical analyses may be used to supplement the information presented by this assessment. Our assessment of the property may also change as new data become available during additional site exploration or development. Our knowledge of information regarding environmental liens, specialized knowledge, or experience regarding the site is limited to the information provided by the sources referenced herein. It should be specifically noted that GRI has relied on interviews with persons affiliated with the site, as well as municipal records and other information maintained and provided by federal, state, and local agencies as noted in this report. These records are presumed to be accurate, but GRI cannot be held responsible if information provided by government agencies or other parties is incorrect or incomplete.

Since site activities and regulations beyond our control could change at any time after the completion of this report, our observations, findings, and opinions can be considered valid only as of the date of this report. This report may be used only by McDonald's USA, LLC, within a reasonable time from its issuance. Land use, on- and off-site conditions, or other factors may change over time, and additional work may be required with the passage of time.

Any party other than McDonald's USA, LLC, who wishes to use this report shall notify GRI in writing. Based on the intended use of the report, GRI may require that additional work be performed and that an updated report be issued. Non-compliance with any of these requirements will release GRI from any liability resulting from the use of this report by any unauthorized party.

By virtue of contract conditions, GRI has performed certain services for this project in substantial accordance with ASTM Practice E 1527-05. Because such standards are, of necessity, based upon a wide

array of significant assumptions, GRI has exercised professional judgment to accommodate the unique site, project, and client involved. Any questions in this respect should be addressed to GRI.

The findings and conclusions presented in this report are based on our interpretation of the information obtained through the assessment procedures described in this report. No other warranty or representation, either expressed or implied, is included or intended in this report. Our scope of work for the ESA did not address potential mold, noise, lead, asbestos, or air quality issues associated with the properties. A separate report addressing asbestos and lead issues has been completed.

SITE AND PROJECT DESCRIPTION

The approximately 0.85-acre site consists of two lots, 701 and 709 SW 1st Avenue, in Canby, Oregon. As shown on the Site Plan, Figure 2, the site is located in a roughly triangular lot bordered by SW 2nd Avenue on the south, S. Birch Street on the west, and SW 1st Avenue on the north. 701 SW 1st Avenue is occupied by Classic Pool & Spa, 709 SW 1st Avenue is occupied by a McDonald’s restaurant. The majority of the site is paved with asphaltic concrete (AC); a portion of the site near the southeast corner surfaced with gravel. A swimming pool and storage trailer is present to the south of the Classic Pool & Spa retail store.

The surrounding area is generally commercial. SW 1st Avenue is a commercial corridor. South of SW 2nd Avenue is Canby High School.

We understand McDonald’s plans to rebuild the properties with a new restaurant. The rebuild project will include demolition of the Classic Pool & Spa building to accommodate the footprint of the new restaurant.

RECORDS REVIEW

Environmental Records Search

GRI subcontracted with Environmental Data Resources, Inc. (EDR) to compile government agency database information for listings of facilities or locations with recognized environmental conditions. The record review was completed on September 18, 2013, and dates of the database updates are included in the report. A copy of EDR’s FirstSearch report is provided in Appendix B. The database search distances and total number of mapped sites found for each database searched are tabulated below.

DATABASE SEARCH DISTANCES AND NUMBER OF SITES FOUND

Database Record	Search Distance, miles	On Project Site	In Search Radius	In Zip Code Search
US EPA National Priorities List (NPL)	1.0	0	0	0
US EPA Delisted NPL	0.50	0	0	0
US EPA Region 10 Comprehensive Environmental Response, Compensation, and Liability Act List (CERCLIS)	0.50	0	0	0
US EPA CERCLIS archived sites (NFRAP)	0.50	0	1	0
US EPA Resource Conservation and Recovery Act (RCRA) corrective actions list (CORRACTS)	1.0	0	0	0
US EPA RCRA Treatment, Storage and Disposal list (TSD)	0.50	0	0	0
US EPA RCRA generators list	0.25	0	1	0

Database Record	Search Distance, miles	On Project Site	In Search Radius	In Zip Code Search
US EPA Emergency Response Notification System (ERNS)	0.12	0	0	0
Federal Institutional Control/Engineering Control registries (IC/EC)	0.25	0	0	0
Oregon Department of Environmental Quality (DEQ) Environmental Cleanup Site Information (ECSI)	1.0	0	8	1
DEQ spills registries	0.12	0	0	2
DEQ Solid Waste Landfill (SWL)	0.50	0	0	1
DEQ registered underground storage tanks (USTs)	0.25	0	12	3
DEQ leaking USTs	0.50	1	17	2

The project site was found on the reviewed listings. 701 SW 1st Avenue was listed as having leaking USTs. Classic Pool & Spa provided a copy of the 1996 No Further Action letter they received after decommissioning three USTs at the property. A copy of the No Further Action letter is provided in Appendix C. Two 1,000-gallon gasoline and one 1,000-gallon heating oil USTs were removed from the site in 1992. During decommissioning, heating oil at concentrations up to 2,300 ppm in soil were encountered. This concentration is above the DEQ risk-based concentration for urban residential soil ingestion, contact and inhalation. A pocket of impacted soil was left in place at the site due to access limitations. The approval to leave the pocket of contamination is based upon current site conditions and if conditions change, the letter indicates further evaluation and cleanup of the contamination may be required.

Two nearby properties have also been listed: 601 SW 1st Avenue and 770 SW 4th Avenue. The 601 SW 1st Avenue property (aka Ernie Graham Oil) is located approximately 300 ft east of the project site. This property is presently used for fuel distribution and has above-ground storage tanks. Investigations at the site in 2001 and 2003 disclosed petroleum contamination at concentrations below acceptable risk levels for human health, and a No Further Action determination was issued by DEQ in 2004. In our opinion, based on the nature of the spills and No Further Action determination for the site, the likelihood this facility has affected the subject site is low.

The 770 SW 4th Avenue facility is the school bus parking lot for Canby Public Schools and is located south of the site across SW 2nd Avenue. A leaking UST at 770 SW 4th Avenue was discovered during UST decommissioning in 1992. The facility received a No Further Action determination in 2002 after further evaluation and cleanup. The facility was redeveloped in approximately 2008. In our opinion, based upon the No Further Action determination and site redevelopment, in our opinion, the likelihood that this facility has affected the subject site is low.

The EDR report also includes a number of mapped and unmapped environmental sites listed in the project area zip code. None of the remaining listed sites were observed in the immediate vicinity of the property. In our opinion, due to the distance from the site, the likelihood that these facilities may have affected the subject site is low.

Title Records

Title records were not provided to GRI.



PHYSICAL SETTING

The ground surface in the project area is relatively flat and ranges from about elevation 152 ft. As part of a concurrent geotechnical investigation for the restaurant project, GRI evaluated subsurface conditions at the site with nine borings on September 9, 2013.

Proposed boring depths ranged from 5 to 20 ft; however, all borings encountered practical refusal in dense to very dense gravel at depths ranging from 1.5 to 6.5 ft. Beneath the AC pavement and crushed rock base course, the site is mantled with a relatively thin layer of fine-grained silt soils underlain by coarser deposits of sand and gravel deposited by the ancestral Molalla River. Review of Oregon Water Resources Department (OWRD) well logs for the project vicinity indicates the underlying gravels are commonly cemented.

Groundwater was not encountered in the borings during drilling. Review of OWRD well logs in the vicinity of the project indicates the static groundwater level is typically 60 to 70 ft below the ground surface in the project area. We anticipate the regional groundwater level likely occurs at or slightly above the level of the nearby Molalla River.

HISTORICAL INFORMATION

Aerial Photographs

Aerial photographs for the site were obtained from the U.S. Army Corps of Engineers' Portland District office. Photographs were reviewed and interpreted for site and adjacent land use history.

Date	Comments
1936	The site and surrounding area are used as agricultural land. A building and two above-ground circular tanks are located east of the project site (likely above-ground fuel tanks at the present-day Ernie Graham Oil facility). South of the site is a large community building.
1944	A building that appears to be a service station is present at the location of the current Classic Pool & Spa building. An unpaved driveway for the station covers the current McDonald's property. An additional circular tank is located east of the site. A circular track is present near the community building, indicating it is a school building.
1950	A building has been added to the apparent service station on site. A small covered structure is present near the center of the McDonald's property. A large commercial building is present immediately east of the site. Additional tanks have been added to the tank farm east of the site.
1965	The service station has been redeveloped. Several vehicles are parked to the south of the station. An additional building has been added to the commercial property immediately east of the site. SW 2nd Avenue south of the site is present as an unpaved road. The tank farm east of the site has been redeveloped. The school has been expanded with additional buildings. Buses have been parked at a lot located between the school and the project site.
1977	A large rectangular building occupies the McDonald's property. The canopy for the service station at the Classic Pool & Spa property has been removed. The commercial property immediately east of the site has been fenced and additional material is stored in the fenced area. Tens of buses are parked in the enlarged bus parking area south of the site. A building associated with the school is present south of the site. Additional paved areas are present at the tank farm east of the project site.
1983	The 1983 photograph is of poor quality. The building on the McDonald's property has been expanded.

Date	Comments
1996	The McDonald's property has been redeveloped with a fast food restaurant. The Classic Pool & Spa building is present in its current form. The south end of the Classic Pool Spa & Hearth property is being used for equipment or other storage. The bus parking and associated buildings have been further enlarged to occupy the area between SW 2nd and SW 4th Avenue. There appears to be a used car lot located north of SW 1st Avenue from the project site.

More recent aerial photographs were viewed online through Google Earth. A swimming pool is present in the southern portion of the Classic Pool & Spa property in 2003. The bus parking area was removed and redeveloped as a building and car parking area associated with the high school in 2008.

Sanborn Maps

Sanborn maps are not available for the site.

Historic Topographic Maps

Historic topographic maps from 1954, 1961 and 1975 were reviewed. The maps show substantially the same information as the aerial photographs.

Reverse Directories

Reverse directories for the site were provided in the database report. Directories from 2000 and 2008 were reviewed. The addresses were occupied by McDonald's and Classic Pool & Spa in 2000. The McDonald's address is not listed in the 2008 directory.

Clackamas County Building Permits

Building information was researched online through the Clackamas County CMap portal. Building permits and construction dates were not available. The 709 SW 1st Avenue parcel was purchased by the current owner in 1992. The 701 SW 1st Avenue parcel was purchased by the current owner in 2004.

Historical Summary

Based on our review of available information, we understand the site was used for agricultural purposes prior to development. By 1944, a service station was developed at the Classic Pool & Spa property at 701 SW 1st Avenue. The McDonald's property at 709 SW 1st Avenue was used in conjunction with the service station. Between 1965 and 1977, the McDonald's property was developed with a large rectangular building, and the service station was used for general commercial use. Between 1983 and 1996, the McDonald's property was redeveloped with a fast food restaurant and the commercial building at the Classic Pool & Spa was renovated to its current footprint.

The property immediately east of the site has been used as commercial property since between 1944 and 1950 and currently houses Fisher Pump and Supply. East of Fisher Pump and Supply is a small tank farm that has had up to five above-ground tanks and is currently a bulk fuel facility. Canby High School is located south of the project site and has been present since before 1936. A bus parking facility was located immediately south of SW 2nd Avenue south of the project site. The bus parking area was redeveloped with a building and car parking in approximately 2008.

SITE RECONNAISSANCE

Methodology

Teresa Nowicki of GRI conducted a walking reconnaissance of the site on September 12, 2013. Photographs taken during the reconnaissance are provided in Appendix D.

Site Observations

The site is comprised of two properties, the McDonald's restaurant at 709 SW 1st Avenue and the Classic Pool & Spa retail store at 701 SW 1st Avenue. The 709 SW 1st Avenue property is developed with a McDonald's restaurant and adjacent paved parking. A pad-mounted transformer is located in a landscaped area in the southwest corner of the site. The transformer has a label that shows it does not contain polychlorinated biphenyls (PCBs). A building for storage and attached garbage area is present in the southeast corner of the site. Catch basins were noted in the parking area. Obvious indications of adverse environmental conditions were not observed.

The 701 SW 1st Avenue property is developed with a Classic Pool Spa & Hearth retail store. AC-paved parking is present on the northern half of the site for customer and employee parking. The southern half of the site is unpaved. An above-ground swimming pool and semi-trailer are present on the unpaved portion of the site. The trailer is used to store pool chemicals. Additional chemicals are stored on pallets outside the store. Catch basins were noted in the paved areas. The site appears in general good order, and obvious indications of adverse environmental conditions were not observed.

Off-site Observations

The site is located along SW 1st Avenue, which is the commercial road through Canby. East of the site is Fisher Pump and Supply, which sells and services agricultural and landscape irrigation supplies. South of SW 2nd Avenue is Canby High School and associated buildings. In our opinion, the likelihood that these off-site facilities may affect the subject site is low.

CONCLUSIONS AND RECOMMENDATION

The site was used for agricultural purposes prior to development. By 1944, a service station was developed at the Classic Pool Spa & Hearth property at 701 SW 1st Avenue. The McDonald's property at 709 SW 1st Avenue was used in conjunction with the service station. Between 1965 and 1977, the McDonald's property was developed with a large rectangular building, and the service station was used for general commercial use. Between 1983 and 1996, the McDonald's property was redeveloped with a fast food restaurant, and the commercial building at the Classic Pool Spa & Hearth was renovated to its current footprint.

A pocket of heating oil-contaminated soil was discovered during removal of three underground storage tanks from the Classic Pool Spa & Hearth property in 1992. DEQ allowed the pocket of contamination to remain based on conditions at the time of closure. The rebuild project will include demolition of the Classic Pool Spa & Hearth building, which may allow access to the contamination. We recommend McDonalds review their development plans with DEQ and gain their concurrence regarding the final closure of the Classic Pool Spa & Hearth release.

As part of a concurrent geotechnical investigation for the restaurant project, GRI evaluated subsurface conditions at the site on September 9, 2013, with nine borings advanced to a depth of maximum 6.5 ft. The borings did not encounter obvious evidence of adverse environmental conditions.

In our opinion, this assessment disclosed no evidence of recognized environmental conditions associated with the site except for the remaining petroleum contamination at the Classic Pool Spa & Hearth property. As previously noted, we recommend McDonald's review their project plans with DEQ to gain their concurrence on the final closure of the Classic Pool Spa & Hearth petroleum release. GRI can assist with this task upon request.

We appreciate the opportunity to be of continued service to McDonald's USA, LLC. Please contact the undersigned if you have any questions regarding this report or require further assistance.

Submitted for GRI,

George A. Freitag, CEG
Associate

Teresa A. Nowicki, RG
Project Geologist

I declare that, to the best of my professional knowledge and belief, I meet the definition of environmental professional as defined in §312.10 of 40 CFR 312. I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed all appropriate inquiries in general conformance with the standards and practices set forth in 40 CFR 312.

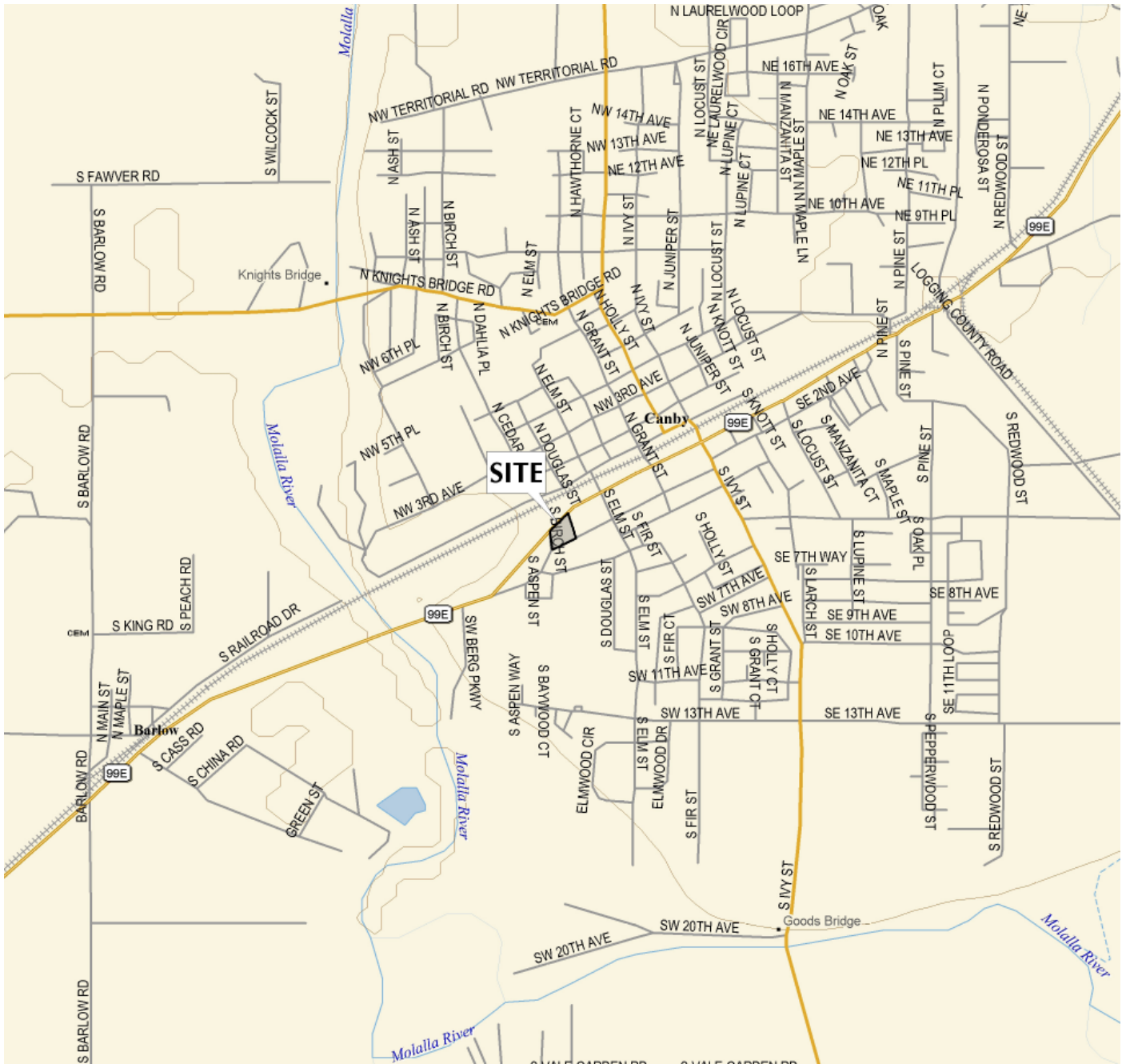
Qualifications of Environmental Professionals

George Freitag, RG, CEG, is an associate and manager of GRI's environmental services. George received his BS and MS degrees in geology from California State University and is a registered geologist and certified engineering geologist in Oregon, Washington, and California. George has over 25 years of technical experience in the practical application of engineering geology and environmental management in Oregon, Washington, Nevada, and California, and has completed phase I and II ESAs for many projects. He has received ASTM training for phase I and II site assessments and hazardous materials evaluation and reporting. He has conducted Phase I and II ESAs for over 23 years. He is a U.S. EPA AHERA/ASHARA-accredited Asbestos Materials Inspector.

Teresa Nowicki, RG, is a project geologist/environmental scientist with GRI. Teresa received her BS degree in toxicology and environmental geology from Northeastern University in Boston, Massachusetts,



and MS degree in hydrology from New Mexico Institute of Mining and Technology in Socorro, New Mexico, and is a registered geologist in Oregon and Washington and licensed hydrogeologist in Washington. Teresa has 10 years of technical experience in the practical application of environmental geology and hydrology in Oregon, Washington, and California, and has completed phase I and II environmental site assessments for many projects. She is a U.S. EPA AHERA/ASHARA-accredited Asbestos Materials Inspector.



DELOME 3-D TOPOQUADS, OREGON
CANBY, OREG. (3dd) 2004



McDONALD'S USA, LLC
CANBY McDONALD'S REBUILD

VICINITY MAP

APPENDIX A
Proposal



9725 SW Beaverton-Hillsdale Hwy, Suite 140
Beaverton, OR 97005-3364
p| 503-641-3478 f| 503-644-8034

August 30, 2013

PRO MCDONALD'S CANBY PH I ESA

McDonald's USA, LLC
12131 113th Avenue NE, Suite 103
Kirkland, WA 98034

Attention: Doug Bates

**SUBJECT: Proposal for Phase I Environmental Site Assessment and Building Material Survey
McDonald's Restaurant Rebuild Site
709 SW 1st Avenue
Canby, Oregon**

At your request, GRI has prepared this proposal to conduct a phase I environmental site assessment (ESA) and building material survey for the McDonald's Restaurant property at 709 SW 1st Avenue in Canby, Oregon. The primary purpose of the ESA will be to evaluate whether the potential exists for soil and/or groundwater contamination on the property and whether additional assessment would be warranted to evaluate this risk. Our ESA will include a review of current and historical uses of the site and adjacent areas, review of government agency files for records of contaminant sources in the vicinity, and evaluation of the hydrogeologic setting of the site. Information gathered will be compiled in a report that will include our conclusions regarding the risk of contamination at the site and recommendations for additional work that might be warranted.

Site Description

The site is located at 709 SW 1st Avenue in Canby, Oregon, and measures 0.6 acres, including the adjoining parcel to the east addressed as 701 SW 1st Avenue. The 709 SW 1st Avenue address is currently occupied by a McDonald's Restaurant, and the 701 SW 1st Avenue address is occupied by Canby Pool and Spa. We understand both buildings will be demolished and a new restaurant constructed on the site.

Information you provided indicates the site is listed in environmental records of the Oregon Department of Environmental Quality (DEQ) for petroleum releases to soil. DEQ records will be reviewed for the site. If records indicate likely contamination, a Phase II ESA can be completed at your request. A contingency fee for this work is included.

Scope of Work

Our scope of work for ESAs was developed to meet the typical requirements of local financial institutions and the American Society for Testing and Materials standard for ESAs (ASTM E 1527-05) and is based on our preliminary understanding of site environmental conditions, our experience with similar projects, and review of the project information you provided. Our scope of work does not address non-standard conditions, such as potential mold, noise, lead, or air quality issues associated with the property. If any portion of this scope of work does not meet your needs, we request the opportunity to modify this letter to our mutual satisfaction.

- 1) GRI personnel will obtain and review available information regarding geologic and groundwater conditions for the vicinity of the site.
- 2) The nature of historical and current uses of the site and adjacent properties will be assessed by GRI using available aerial photographs obtained from the U.S. Army Corps of Engineers' Portland District office or other local source. Available historical city directories for the site will also be reviewed for indications of past site occupants or businesses that may have had the potential to affect the soil or groundwater beneath the site.
- 3) A GRI subcontractor will compile listings of government agency file records for potential contaminant sources in the vicinity. Specifically, hazardous material environmental records from the U.S. Environmental Protection Agency and DEQ will be compiled and reviewed by GRI for indications of recognized environmental conditions for search area distances as outlined in ASTM E 1527-05. GRI will also evaluate available local agency hazardous material records that are reviewable within the project timeframe for information regarding the site.
- 4) GRI will conduct follow-up inquiries regarding the nature and documented extent of recognized environmental conditions listed as having occurred on or having affected the site and the adjacent properties.
- 5) A physical reconnaissance of the site will be conducted by an experienced GRI environmental specialist or geologist. During the visit, the presence or absence of conspicuous recognized environmental conditions will be noted. Indications that the property was used in a manner that may have resulted in contamination will be noted and reported. A visual survey of neighboring properties will also be conducted to note businesses or features that have the obvious potential to affect the site.
- 6) The compiled information will be evaluated to assess the likelihood that recognized environmental conditions may exist on the site or close enough to the site to induce measurable effects. An ESA report will be prepared to document our findings and conclusions and, if warranted, to provide recommendations for additional assessment. The report will be signed and stamped by an Oregon-registered professional engineer and/or registered geologist. The report will be provided in electronic format for your use and distribution. Paper copies of the report can be provided upon your request.
- 7) Concurrent with the Phase I ESA, GRI will sample materials in the existing buildings for lead and asbestos analysis. The work will be completed by an experienced AHERA-accredited environmental representative from GRI. A survey of the buildings for suspected asbestos-containing building materials (ACBM) will be conducted. Representative samples of observable and accessible materials suspected of containing lead and asbestos will be randomly collected. Up to 20 samples of suspected lead-containing material and ACBM will be shipped under chain-of-custody procedures to an analytical laboratory for analysis. Repair of friable sample locations will be limited to sealing exposed friable materials with a coating to reduce the potential for fiber release. The analytical results will be reported as material types and percentages of asbestos or material types and amount of lead present. Information regarding the

location, friability, and physical condition of ACBM and lead-containing material; photographs of sampled locations; and analytical test results be provided in a separate asbestos and lead paint survey report that will be signed and stamped by an Oregon-registered professional engineer and/or registered geologist. Recommendations will be provided with respect to general regulatory requirements and status of the ACBM and lead-containing material. If available, existing information regarding hazardous materials will be evaluated and included in the report. The report will be provided in electronic format for your use and distribution. Paper copies can be provided upon your request.

Assumptions

The following assumptions were used in the preparation of the ESA scope of work and cost estimate.

- 1) The property will be accessible to GRI for physical reconnaissance, and a contact person knowledgeable about site history will be available for interview.
- 2) If available, records regarding hazardous material use, hazardous material permits, and records of environmental liens or activity and use limitations for the site will be provided to GRI. If no such records are provided to GRI within 2 days of authorization to proceed, we will assume they do not exist or are not available to GRI.

Schedule, Terms, and Fee

We are in a position to begin the work within 1 week following your authorization to proceed. It is anticipated the final reports on the assessment can be submitted to you within 3 weeks after your authorization to proceed. Information can be submitted to you informally as soon as it becomes available.

The ESA and asbestos/lead paint survey will be completed in accordance with the attached General Conditions of the Proposal for a lump-sum fee of \$. A breakdown of the costs is provided below.

Phase I ESA and Report.....	\$
Asbestos/Lead Survey and Report	
Total:	\$

Our fee assumes 20 samples of suspected ACBM and lead containing materials will be collected and tested. The cost for additional sampling and testing would be computed on a time-and-materials in accordance with the attached Fee Schedule plus laboratory analytical fees.

Phase II ESA (Optional)

If additional sampling and analysis for a Phase II ESA is needed, we anticipate that work can be completed for approximately \$. This fee includes drilling and soil sampling, a geophysical survey, and analytical laboratory subcontractors, and assumes up to three borings will be completed and six soil samples will be collected and analyzed. A more detailed price quote based on actual proposed work can be prepared if a Phase II ESA is required.

We require that formal authorization for our services be provided by signing and returning one copy of the attached General Conditions of the Proposal.



We appreciate the opportunity to submit this proposal and look forward to being of continued service to McDonald's USA, LLC.

Submitted for GRI,



George A. Freitag, CEG
Associate / Environmental Services Manager



Michael W. Reed, PE, GE
Principal

Enclosures: General Conditions of the Proposal
 Fee Schedule

APPENDIX B
EDR FirstSearch Report

McDonalds Canby
709 SW 1st Avenue
Canby, OR 97013

Inquiry Number: 3731275.2s
September 18, 2013

FirstSearch Report

Search Summary Report

**TARGET SITE 709 SW 1ST AVENUE
CANBY, OR 97013**

Category	Sel	Site	1/8	1/4	1/2	> 1/2	ZIP	TOTALS
<i>NPL</i>	Y	0	0	0	0	0	0	0
<i>NPL Delisted</i>	Y	0	0	0	0	0	0	0
<i>CERCLIS</i>	Y	0	0	0	0	-	0	0
<i>NFRAP</i>	Y	0	0	1	0	-	0	1
<i>RCRA COR ACT</i>	Y	0	0	0	0	0	0	0
<i>RCRA TSD</i>	Y	0	0	0	0	-	0	0
<i>RCRA GEN</i>	Y	0	0	1	-	-	0	1
<i>Federal IC / EC</i>	Y	0	0	0	0	-	0	0
<i>ERNS</i>	Y	0	-	-	-	-	0	0
<i>State/Tribal CERCLIS</i>	Y	0	1	2	2	3	1	9
<i>State/Tribal SWL</i>	Y	0	0	0	0	-	1	1
<i>State/Tribal LTANKS</i>	Y	0	3	8	7	-	2	20
<i>State/Tribal Tanks</i>	Y	0	3	9	-	-	3	15
<i>State/Tribal VCP</i>	Y	0	1	1	1	-	1	4
<i>ST/Tribal Brownfields</i>	Y	0	0	0	1	-	1	2
<i>US Brownfields</i>	Y	0	0	0	1	-	0	1
<i>Other Haz Sites</i>	Y	0	-	-	-	-	0	0
<i>Spills</i>	Y	0	-	-	-	-	2	2
<i>Other</i>	Y	0	-	-	-	-	7	7
- Totals --		0	8	22	12	3	18	63

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Search Summary Report

**TARGET SITE: 709 SW 1ST AVENUE
CANBY, OR 97013**

Category	Database	Update	Radius	Site	1/8	1/4	1/2	> 1/2	ZIP	TOTALS
NPL	NPL	04/26/2013	1.000	0	0	0	0	0	0	0
	Proposed NPL	04/26/2013	1.000	0	0	0	0	0	0	0
NPL Delisted	Delisted NPL	04/26/2013	1.000	0	0	0	0	0	0	0
CERCLIS	CERCLIS	04/26/2013	0.500	0	0	0	0	-	0	0
NFRAP	CERC-NFRAP	04/26/2013	0.500	0	0	1	0	-	0	1
RCRA COR ACT	CORRACTS	07/11/2013	1.000	0	0	0	0	0	0	0
RCRA TSD	RCRA-TSDF	07/11/2013	0.500	0	0	0	0	-	0	0
RCRA GEN	RCRA-LQG	07/11/2013	0.250	0	0	1	-	-	0	1
	RCRA-SQG	07/11/2013	0.250	0	0	0	-	-	0	0
	RCRA-CESQG	07/11/2013	0.250	0	0	0	-	-	0	0
Federal IC / EC	US ENG CONTROLS	03/14/2013	0.500	0	0	0	0	-	0	0
	US INST CONTROL	03/14/2013	0.500	0	0	0	0	-	0	0
ERNS	ERNS	12/31/2012	TP	0	-	-	-	-	0	0
State/Tribal CERCLIS	OR CRL	05/21/2013	1.000	0	0	0	0	1	0	1
	ECSI	07/01/2013	1.000	0	1	2	2	2	1	8
State/Tribal SWL	SWF/LF	07/17/2013	0.500	0	0	0	0	-	1	1
State/Tribal LTANKS	LUST	04/01/2013	0.500	0	3	8	7	-	2	20
	INDIAN LUST	09/28/2012	0.500	0	0	0	0	-	0	0
State/Tribal Tanks	UST	04/01/2013	0.250	0	2	6	-	-	1	9
	AST	04/24/2013	0.250	0	1	3	-	-	2	6
	INDIAN UST	09/28/2012	0.250	0	0	0	-	-	0	0
State/Tribal VCP	VCP	07/22/2013	0.500	0	1	1	1	-	1	4
ST/Tribal Brownfields	BROWNFIELDS	05/21/2013	0.500	0	0	0	1	-	1	2
US Brownfields	US BROWNFIELDS	06/24/2013	0.500	0	0	0	1	-	0	1

Search Summary Report

**TARGET SITE: 709 SW 1ST AVENUE
CANBY, OR 97013**

Category	Database	Update	Radius	Site	1/8	1/4	1/2	> 1/2	ZIP	TOTALS
Other Haz Sites	US CDL	03/04/2013	TP	0	-	-	-	-	0	0
Spills	HMIRS	12/31/2012	TP	0	-	-	-	-	0	0
	SPILLS	07/01/2013	TP	0	-	-	-	-	2	2
	OR HAZMAT	07/16/2013	TP	0	-	-	-	-	0	0
	SPILLS 90	05/01/2006	TP	0	-	-	-	-	0	0
Other	RCRA NonGen / NLR	07/11/2013	TP	0	-	-	-	-	0	0
	TRIS	12/31/2011	TP	0	-	-	-	-	1	1
	TSCA	12/31/2006	TP	0	-	-	-	-	0	0
	FTTS	04/09/2009	TP	0	-	-	-	-	1	1
	SSTS	12/31/2009	TP	0	-	-	-	-	0	0
	ICIS	07/20/2011	TP	0	-	-	-	-	0	0
	PADS	11/01/2012	TP	0	-	-	-	-	0	0
	MLTS	03/14/2013	TP	0	-	-	-	-	0	0
	RADINFO	04/09/2013	TP	0	-	-	-	-	0	0
	FINDS	03/08/2013	TP	0	-	-	-	-	5	5
	RAATS	04/17/1995	TP	0	-	-	-	-	0	0
	INDIAN RESERV	12/31/2005	1.000	0	0	0	0	0	0	0
	PRP	04/15/2013	TP	0	-	-	-	-	0	0
	US AIRS	01/23/2013	TP	0	-	-	-	-	0	0
	- Totals --			0	8	22	12	3	18	63

Site Information Report

Request Date: SEPTEMBER 18, 2013
Request Name: TERESA NOWICKI

Search Type: COORD
Job Number: 5492

Target Site: 709 SW 1ST AVENUE
 CANBY, OR 97013

Site Location

	<u>Degrees (Decimal)</u>	<u>Degrees (Min/Sec)</u>	<u>UTMs</u>
Longitude:	122.699200	122.6992000 - 122° 41' 57.12"	Easting: 523601.3
Latitude:	45.258900	45.2589000 - 45° 15' 32.04"	Northing: 5011538.0
Elevation:	155 ft. above sea level		Zone: Zone 10

Demographics

Sites: 45	Non-Geocoded: 18	Population: N/A			
RADON					
Federal EPA Radon Zone for CLACKAMAS County: 3					
Note: Zone 1 indoor average level > 4 pCi/L.					
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.					
: Zone 3 indoor average level < 2 pCi/L.					
State Database: OR Radon					
Radon Test Results					
Zipcode	Num Tests	Maximum	Minimum	Average	# > 4 pCi/L
-----	-----	-----	-----	-----	-----
97013	5	1.7	0.4	1	0

Target Site Summary Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

TOTAL: 63

GEOCODED: 45

NON GEOCODED: 18

Map ID	DB Type --ID/Status	Site Name	Address	Dist/Dir	ElevDiff	Page No.
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No sites found for target address

Sites Summary Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

TOTAL: 63

GEOCODED: 45

NON GEOCODED: 18

Map ID	DB Type --ID/Status	Site Name	Address	Dist/Dir	ElevDiff	Page No.
1	LUST --02/21/1996	HEATING OIL TANK	701 SW 1ST AVE CANBY, OR 97013	0.04 North	- 1	1
2	UST	ERNIE GRAHAM OIL	640 SW 2ND AVE CANBY, OR 97013	0.05 East	+ 1	2
3	ECSI --No Further Action	ERNIE GRAHAM OIL	601 SW 1ST AVE. CANBY, OR 97013	0.09 NNE	- 1	3
3	VCP	ERNIE GRAHAM OIL	601 SW 1ST AVE. CANBY, OR 97013	0.09 NNE	- 1	14
3	AST --016949	ERNIE GRAHAM OIL	601 SW 1ST AVE. CANBY, OR 97013	0.09 NNE	- 1	15
4	UST	SCHOOL BUS SERVICES INC	770 SW 4TH AVE CANBY, OR 97013	0.10 SSW	+ 3	16
4	LUST --04/15/2002	SCHOOL BUS SERVICES INC	770 SW 4TH AVE CANBY, OR 97013	0.10 SSW	+ 3	17
5	LUST --05/31/2000	CANBY UNION HIGH SCHOOL	721 SW 4TH CANBY, OR	0.12 SSW	+ 3	18
6	UST	WHITMAN, LARRY G	235 S ELM CANBY, OR 97013	0.13 ENE	+ 1	19
A7	LUST --02/08/2001	HEATING OIL TANK	575 S DOUGLAS CANBY, OR 97013	0.16 SE	+ 6	20
A8	LUST	HEATING OIL TANK	620 S DOUGLAS STREET CANBY, OR 97013	0.18 SE	+ 7	21
B9	UST	THE POWER SHOP	476 NW 1ST CANBY, OR 97013	0.18 NNE	- 2	22
B10	AST --068889	CANBY RENTAL & EQUIP INC	476 NW 1ST AVE CANBY, OR 97013	0.18 NNE	- 2	23
B11	LUST --07/07/1989	UNOCAL STATION #3705	453 NW FIRST CANBY, OR 97013	0.19 NNE	- 2	24

Sites Summary Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

TOTAL: 63

GEOCODED: 45

NON GEOCODED: 18

Map ID	DB Type --ID/Status	Site Name	Address	Dist/Dir	ElevDiff	Page No.
12	UST	POWELL DISTRIBUTING CO INC	991 SW 1ST CANBY, OR 97013	0.19 SW	+ 0	25
12	LUST --04/21/1997	POWELL DISTRIBUTING CO INC	991 SW 1ST CANBY, OR 97013	0.19 SW	+ 0	26
13	LUST	HEATING OIL TANK	690 DOUGLAS ST CANBY, OR 97013	0.20 SE	+ 7	27
14	UST	ASTRO #205	400 SW 1ST AVE CANBY, OR 97013	0.21 NE	+ 0	28
14	LUST --05/25/2006	ASTRO #205	400 SW 1ST AVE CANBY, OR 97013	0.21 NE	+ 0	29
15	ECSI --No Further Action	APOLLO HOMES - CANBY	3RD AVE. AND CEDAR ST. CANBY, OR 97013	0.21 NNW	- 1	30
15	VCP	APOLLO HOMES - CANBY	3RD AVE. AND CEDAR ST. CANBY, OR 97013	0.21 NNW	- 1	38
C16	ECSI --No Further Action	JOHNSON CONTROLS - GLOBE BATTE	800 NW 3RD AVE. CANBY, OR 97013	0.22 NW	- 1	39
C16	AST --048507	JOHNSON CONTROLS - GLOBE BATTE	800 NW 3RD AVE. CANBY, OR 97013	0.22 NW	- 1	47
C17	AST --004794	JOHNSON CONTROLS INC GLOBE BAT	800 NW 3RD AV CANBY, OR 97013	0.22 NW	- 1	48
C17	UST	JOHNSON CONTROLS INC GLOBE BAT	800 NW 3RD AV CANBY, OR 97013	0.22 NW	- 1	49
C17	LUST --07/11/1996	JOHNSON CONTROLS INC GLOBE BAT	800 NW 3RD AV CANBY, OR 97013	0.22 NW	- 1	50
C17	RCRA-LQG --ORD010746402	JOHNSON CONTROLS INC GLOBE BAT	800 NW 3RD AV CANBY, OR 97013	0.22 NW	- 1	51
C17	CERC-NFRAP --ORD010746402	JOHNSON CONTROLS INC GLOBE BAT	800 NW 3RD AV CANBY, OR 97013	0.22 NW	- 1	75

Sites Summary Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

TOTAL: 63

GEOCODED: 45

NON GEOCODED: 18

Map ID	DB Type --ID/Status	Site Name	Address	Dist/Dir	ElevDiff	Page No.
D18	LUST --02/17/1994	YOUNG, LAUREN/LES SCHWAB	333 SW FIRST CANBY, OR 97013	0.25 NE	+ 1	76
D19	UST	YOUNG, LAUREN	333 SW 1ST CANBY, OR 97013	0.25 NE	+ 1	77
E20	LUST --07/19/2001	HEATING OIL TANK	461 SW 6TH CANBY, OR 97013	0.28 ESE	+ 10	78
E21	LUST --12/15/2003	HEATING OIL TANK	445 SW 6TH AVENUE CANBY, OR 97013	0.29 ESE	+ 10	79
F22	LUST --01/22/2013	HEATING OIL TANK	360 NW 3RD AVE CANBY, OR 97013	0.32 NNE	- 2	80
F23	LUST --06/27/2007	HEATING OIL TANK	336 NW 3RD AVE CANBY, OR 97013	0.33 NNE	- 1	81
24	LUST --08/11/2004	HEATING OIL TANK	190 SW 3RD AVE CANBY, OR 97013	0.35 ENE	+ 5	82
G25	ECSI --No Further Action	CANBY POLICE FACILITY	1175 NW 3RD AVE CANBY, OR	0.37 West	- 32	83
G25	BROWNFIELDS --NO FURTHER STATE ACTION REQUIRED	CANBY POLICE FACILITY	1175 NW 3RD AVE CANBY, OR	0.37 West	- 32	93
G26	US BROWNFIELDS	FORMER CANBY LANDFILL	1175 NW 3RD AVENUE CITY OF CANBY, OR 97013	0.37 West	- 32	94
27	ECSI --No Further Action	S.R. SMITH, INC.	1017 SW BERG PKWY CANBY, OR 97013	0.38 SW	- 7	97
27	VCP	S.R. SMITH, INC.	1017 SW BERG PKWY CANBY, OR 97013	0.38 SW	- 7	101
28	LUST --09/14/1992	CHEVRON USA INC - 91778	118 SE 1ST ST CANBY, OR 97013	0.43 NE	+ 2	102

Sites Summary Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

TOTAL: 63

GEOCODED: 45

NON GEOCODED: 18

Map ID	DB Type --ID/Status	Site Name	Address	Dist/Dir	ElevDiff	Page No.
29	LUST --05/30/2007	HEATING OIL TANK	625 S IVY ST CANBY, OR 97013	0.49 East	+ 9	103
30	ECSI --Suspect	CANBY UTILITY BOARD - TRANSFOR	225 NE 2ND AVE. (LOCATED CANBY, OR 97013	0.52 NE	+ 0	104
31	ECSI --Listed on the CRL/Inventory	TIMBER HARVESTING EQUIPMENT SA	1102 SE 2ND STREET CANBY, OR	0.95 ENE	- 1	106
31	OR CRL --1604 --Remedial Action recommended (RA)	TIMBER HARVESTING EQUIPMENT SA	1102 SE 2ND STREET CANBY, OR	0.95 ENE	- 1	116

Sites Summary Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

TOTAL: 63

GEOCODED: 45

NON GEOCODED: 18

Map ID	DB Type --ID/Status	Site Name	Address	Dist/Dir	ElevDiff	Page No.
	LUST --07/27/2000	TOM HOWARD CO INC	HWY 170 & KRAXBERGER RD P CANBY, OR 97013	NON GC	N/A	N/A
	FINDS	POWELL DISTRIB. CO., INC., CAN	729 HWY 99E CANBY, OR	NON GC	N/A	N/A
	SPILLS	CANBY COMMUNITY PARK BOAT RAMP	1348 S BERG PARKWAY CANBY, OR 97013	NON GC	N/A	N/A
	FINDS	CEMEX - CANBY RM	515 S BERG PKWY CANBY, OR	NON GC	N/A	N/A
	TRIS	CEMEX - CANBY RM	515 S BERG PKWY CANBY, OR	NON GC	N/A	N/A
	FINDS	CANBY UTILITY BACKWASH PONDS	W END OF 3RD ST. CANBY, OR	NON GC	N/A	N/A
	FINDS	CANBY FORD INCORPORATED	24315 SOUTH HIGHWAY 99 EA CANBY, OR	NON GC	N/A	N/A
	FINDS	CANBY SAND & GRAVEL COMPANY	24420 SOUTH HIGHWAY 99 EA CANBY, OR	NON GC	N/A	N/A
	AST --082071	CANBY FIRE DISTRICT 62	26815 S HWY 170 CANBY, OR 97013	NON GC	N/A	N/A
	LUST --09/18/2007	HEATING OIL TANK	26659 S HWY 170 CANBY, OR 97013	NON GC	N/A	N/A
	FTTS	CANBY FARM GARDEN & PET	23300 S HWY 99 E CANBY, OR 97013	NON GC	N/A	N/A
	UST	WILLAMETTE EGG FARMS LCC	31348 S HWY. 170 CANBY, OR 97013	NON GC	N/A	N/A
	SPILLS	CITY OF CANBY SEWAGE SPILL	800 PINE CANBY, OR 97013	NON GC	N/A	N/A
	AST --082079	CANBY CITY OF	1480 N TERRITORIAL CANBY, OR 97013	NON GC	N/A	N/A
	ECSI --Suspect	WEYGANDT PROPERTY	S. TOWNSHIP/MULINO RDS. CANBY, OR 97013	NON GC	N/A	N/A
	BROWNFIELDS --SITE EVALUATION	WEYGANDT PROPERTY	S. TOWNSHIP/MULINO RDS. CANBY, OR 97013	NON GC	N/A	N/A

Sites Summary Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

TOTAL: 63

GEOCODED: 45

NON GEOCODED: 18

Map ID	DB Type --ID/Status	Site Name	Address	Dist/Dir	ElevDiff	Page No.
	VCP	WEYGANDT PROPERTY	S. TOWNSHIP/MULINO RDS. CANBY, OR 97013	NON GC	N/A	N/A
	SWF/LF	MOLALLA PIT	SEC29,T05S,R02E CLACKAMAS COUNTY, OR	NON GC	N/A	N/A

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

LUST

EDR ID: S104045599 **DIST/DIR:** 0.041 North **ELEVATION:** 154 **MAP ID:** 1

NAME: HEATING OIL TANK

Rev: 04/01/2013

ADDRESS: 701 SW 1ST AVE
CANBY, OR 97013

ID/Status: 02/21/1996

SOURCE: OR Department of Environmental Quality

LUST:

Region: North Western Region

Facility ID: 03-92-0287

Cleanup Received Date: 10/05/1992

Cleanup Start Date: 10/05/1992

Cleanup Complete Date: 02/21/1996

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

UST

EDR ID: U000430131 **DIST/DIR:** 0.052 East **ELEVATION:** 156 **MAP ID:** 2

NAME: ERNIE GRAHAM OIL **Rev:** 04/01/2013

ADDRESS: 640 SW 2ND AVE
CANBY, OR 97013

SOURCE: OR Department of Environmental Quality

UST:
Facility ID: 8775
Number of Tanks: 4
Active Tanks: 4
Decommissioned Tanks: Not reported
Number of Permitted Tanks: 4
Facility Telephone: (503) 266-3321
Permittee Name: BRIAN OLSON

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S104328086 **DIST/DIR:** 0.087 NNE **ELEVATION:** 154 **MAP ID:** 3

NAME: ERNIE GRAHAM OIL
ADDRESS: 601 SW 1ST AVE.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

ECSI:
State ID Number: 2866 Brown ID: 0
Study Area: False Region ID: 2
Legislatve ID: 831 Investigation: No Further Action
FACA ID: 14082 Further Action: 0
Lat/Long (dms): 45 15 35.60 / -122 41 52.10 County Code: 3.00
Score Value: Not reported Cerclis ID: Not reported
Township Coord.: 3.00 Township Zone: S
Range Coord: 1.00 Range Zone: E
Section Coord: 33 Qtr Section: Not reported
Tax Lots: 6300A1 Size: 0.85 acre
NPL: False Orphan: False
Updated By: GWISTAR Update Date: 07/20/2007
Alias Name: Canby Bulk Plant
Alias Name: Tosco Bulk Plant #0073
Alias Name: Unocal Bulk Plant #0073

Hazardous Release:
Substance ID.: 120781
Haz Release ID: 379635
Qty Released: Not reported
Date Released: Not reported
Update Date: 01/16/2001
Update By: Not reported
Substance Code: 100-41-4
Substance Name: ETHYLBENZENE
Substance Abbrev.: Not reported
Substance Category ID: 8515
Substance Category: Volatiles
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Substance Category ID: 8515
Substance Category: Volatiles
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Substance Alias ID: 316146
Sub Alias Name: ETHYLBENZOL
Substance Alias ID: 316147
Sub Alias Name: PHENYLETHANE
Sampling Result ID: 338235
Feature Id: Not reported
Hazard Release Id: 379635
Medium: 703

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S104328086 **DIST/DIR:** 0.087 NNE **ELEVATION:** 154 **MAP ID:** 3

NAME: ERNIE GRAHAM OIL
ADDRESS: 601 SW 1ST AVE.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Substance Abbrev.: Not reported
Unit Code: Not reported
Observation: False
Owner Operator: False
Lab Data: True
Sample Depth: Not reported
Start Date: 07/01/2000
End Date: Not reported
Min Concentration: Not reported
Max Concentration: Not reported
Sample Comment: 37.1 ppm
Last Update By: jmw
Update Date: 01/16/2001

Substance ID.: 121051
Haz Release ID: 379636
Qty Released: Not reported
Date Released: Not reported
Update Date: 01/16/2001
Update By: Not reported
Substance Code: 1330-20-7
Substance Name: XYLENES
Substance Abbrev.: Not reported
Substance Category ID: 8526
Substance Category: Volatiles
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Substance Category ID: 8526
Substance Category: Volatiles
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Substance Alias ID: 317017
Sub Alias Name: DIMETHYLBENZENES
Substance Alias ID: 317018
Sub Alias Name: XYLOLS
Sampling Result ID: 338236
Feature Id: Not reported
Hazard Release Id: 379636
Medium: 703
Substance Abbrev.: Not reported
Unit Code: Not reported
Observation: False
Owner Operator: False

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S104328086 **DIST/DIR:** 0.087 NNE **ELEVATION:** 154 **MAP ID:** 3

NAME: ERNIE GRAHAM OIL
ADDRESS: 601 SW 1ST AVE.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Lab Data: True
Sample Depth: Not reported
Start Date: 07/01/2000
End Date: Not reported
Min Concentration: Not reported
Max Concentration: Not reported
Sample Comment: 122 ppm
Last Update By: jmw
Update Date: 01/16/2001

Substance ID.: 122002
Haz Release ID: 379637
Qty Released: Not reported
Date Released: Not reported
Update Date: 01/16/2001
Update By: Not reported
Substance Code: ECD243
Substance Name: POLYAROMATIC HYDROCARBONS (PAH)
Substance Abbrev.: Not reported
Substance Alias ID: 318143
Sub Alias Name: PAH
Substance Alias ID: 318148
Sub Alias Name: POLYCYCLIC AROMATIC HYDROCARBONS (PAH)
Substance Alias ID: 318149
Sub Alias Name: POLYNUCLEAR AROMATIC HYDROCARBINS (PNA)
Substance Alias ID: 318150
Sub Alias Name: PNA
Sampling Result ID: 338237
Feature Id: Not reported
Hazard Release Id: 379637
Medium: 703
Substance Abbrev.: Not reported
Unit Code: Not reported
Observation: False
Owner Operator: False
Lab Data: True
Sample Depth: Not reported
Start Date: 10/01/1997
End Date: Not reported
Min Concentration: Not reported
Max Concentration: Not reported
Sample Comment: 1.8 ppm
Last Update By: jmw
Update Date: 01/16/2001

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S104328086 **DIST/DIR:** 0.087 NNE **ELEVATION:** 154 **MAP ID:** 3

NAME: ERNIE GRAHAM OIL
ADDRESS: 601 SW 1ST AVE.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Substance ID.: 122012
Haz Release ID: 379638
Qty Released: Not reported
Date Released: Not reported
Update Date: 01/16/2001
Update By: Not reported
Substance Code: ECD275
Substance Name: TOTAL PETROLEUM HYDROCARBONS (TPH)
Substance Abbrev.: Not reported
Substance Category ID: 8540
Substance Category: Petroleum Related Releases for OSPIRG Report
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Substance Category ID: 8540
Substance Category: Petroleum Related Releases for OSPIRG Report
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Sampling Result ID: 338238
Feature Id: Not reported
Hazard Release Id: 379638
Medium: 703
Substance Abbrev.: Not reported
Unit Code: Not reported
Observation: False
Owner Operator: False
Lab Data: True
Sample Depth: Not reported
Start Date: 07/01/2000
End Date: Not reported
Min Concentration: Not reported
Max Concentration: Not reported
Sample Comment: TPH-D 9,860 ppm
Last Update By: jmw
Update Date: 01/16/2001
Sampling Result ID: 338239
Feature Id: Not reported
Hazard Release Id: 379638
Medium: 703
Substance Abbrev.: Not reported
Unit Code: Not reported
Observation: False
Owner Operator: False
Lab Data: True

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S104328086 **DIST/DIR:** 0.087 NNE **ELEVATION:** 154 **MAP ID:** 3

NAME: ERNIE GRAHAM OIL
ADDRESS: 601 SW 1ST AVE.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Sample Depth: Not reported
Start Date: 07/01/2000
End Date: Not reported
Min Concentration: Not reported
Max Concentration: Not reported
Sample Comment: TPH-Lube Oil 18,500 ppm
Last Update By: jmw
Update Date: 01/16/2001
Sampling Result ID: 338240
Feature Id: Not reported
Hazard Release Id: 379638
Medium: 703
Substance Abbrev.: Not reported
Unit Code: Not reported
Observation: False
Owner Operator: False
Lab Data: True
Sample Depth: Not reported
Start Date: 10/01/1997
End Date: Not reported
Min Concentration: Not reported
Max Concentration: Not reported
Sample Comment: TPH-G 1,820 ppm
Last Update By: jmw
Update Date: 01/16/2001

Narrative:
NARR ID: 5740750
NARR Code: Contamination
Created By: Not reported
Created Date: 12/17/2002
Updated By: Not reported
Updated Date: 12/17/2002
NARR Comments: (11/26/01 BBH/VCP) Unocal operated the site as a bulk-petroleum storage and distribution facility from 1934 to 1997, when TOSCO purchased the property. Ernie Graham subsequently purchased the site. Site investigations initiated as part of the property transaction showed petroleum contaminants (gasoline, diesel, and oil) at several locations of existing and former operating areas of the site. These include: waste-oil AST area, main tank farm, tank-farm pump station, and former loading racks.

NARR ID: 5740751
NARR Code: Data Sources
Created By: Not reported

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S104328086 **DIST/DIR:** 0.087 NNE **ELEVATION:** 154 **MAP ID:** 3

NAME: ERNIE GRAHAM OIL
ADDRESS: 601 SW 1ST AVE.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Created Date: 12/17/2002
Updated By: TROICK
Updated Date: 03/16/2004
NARR Comments: 1) Summary of Assessment Activities, Noll Environmental, February 9, 1998. 2) Site Investigation Report, O'Gara, Tim, September 2000. 3) Work Plan - Subsurface Investigation and Well Installation, August 2, 2002. 4) Final Risk-Based Corrective Action Plan, August 14, 2003

NARR ID: 5740752
NARR Code: Hazardous Substance/Waste Types
Created By: Not reported
Created Date: 12/17/2002
Updated By: Not reported
Updated Date: 12/17/2002
NARR Comments: Petroleum hydrocarbons (gasoline, diesel, and oil range).

NARR ID: 5740753
NARR Code: Manner of Release
Created By: Not reported
Created Date: 12/17/2002
Updated By: Not reported
Updated Date: 12/17/2002
NARR Comments: Suspected releases from ASTs and piping. Potential releases from above-ground handling/dispensing of petroleum products.

NARR ID: 5740754
NARR Code: Media Contamination
Created By: Not reported
Created Date: 12/17/2002
Updated By: TROICK
Updated Date: 03/16/2004
NARR Comments: Soil is known to be contaminated in some areas. Monitoring data indicates that groundwater has not been impacted at the site.

NARR ID: 5740755
NARR Code: Pathways Other Hazards
Created By: Not reported
Created Date: 12/17/2002
Updated By: Not reported
Updated Date: 12/17/2002
NARR Comments: Soil and possibly shallow groundwater.

NARR ID: 5740756
NARR Code: Remedial Action
Created By: Not reported

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S104328086 **DIST/DIR:** 0.087 NNE **ELEVATION:** 154 **MAP ID:** 3

NAME: ERNIE GRAHAM OIL
ADDRESS: 601 SW 1ST AVE.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Created Date: 12/17/2002

Updated By: TROICK

Updated Date: 03/16/2004

NARR Comments: (1/11/01 JMA/VCP) Intent to Participate (ITP) for the VCP received 12/12/00. (11/26/01 BBH/VCP) Signed Letter Agreement on August 8, 2001. Two field investigations have been completed to date.

Significant soil contamination was identified adjacent to the waste-oil ASTs and the main tank-farm pump station. DEQ completed a file review memo for the site in November 2001, and recommended additional investigation of soil and groundwater. (3/16/04 TER/VCP) Additional investigation was conducted by SECOR in 2003 to fill data gaps identified by DEQ. Although petroleum is present in soil at some locations, the concentrations of petroleum constituents is below acceptable risk levels for human health. The site was proposed for de-listing, and a no further action determination was issued on 3/8/04.

Administrative Action:

Admin ID: 700590 Action ID: 9470

Agency: Dept Of Environmental Quality Region: Northwestern Region

Start Date: 01/10/2002 Complete Date: 01/20/2002

Substance Code: VCS Rank Value: 0

Employee Id: 2362 Cleanup Flag: False

Created By: Not reported Created Date: 12/17/2002

Action Code: RAOTH Category: Remedial Action

Action Flag: True Action Code Flag: False

Action: Other remedial or investigative action recommended

Further Action: Not reported

Comments: Not reported

Admin ID: 700591 Action ID: 9511

Agency: Dept Of Environmental Quality Region: Northwestern Region

Start Date: 08/05/2002 Complete Date: 12/22/2003

Substance Code: VCS Rank Value: 0

Employee Id: 2362 Cleanup Flag: False

Created By: Not reported Created Date: 12/17/2002

Action Code: SI Category: Remedial Action

Action Flag: True Action Code Flag: False

Action: SITE INVESTIGATION

Further Action: 0

Comments: Not reported

Admin ID: 701097 Action ID: 9465

Agency: Dept Of Environmental Quality Region: Northwestern Region

Start Date: 04/25/2002 Complete Date: 04/25/2002

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S104328086 **DIST/DIR:** 0.087 NNE **ELEVATION:** 154 **MAP ID:** 3

NAME: ERNIE GRAHAM OIL
ADDRESS: 601 SW 1ST AVE.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Substance Code: VCS Rank Value: 0
Employee Id: 730 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: PRC Category: Listing Action
Action Flag: True Action Code Flag: False
Action: Facility proposed for Confirmed Release List
Further Action: Not reported
Comments: Not reported

Admin ID: 701332 Action ID: 9459
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 11/01/2001 Complete Date: 01/10/2002
Substance Code: VCS Rank Value: 0
Employee Id: 2362 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: PAE Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: PRELIMINARY ASSESSMENT EQUIVALENT
Further Action: Not reported
Comments: File Review Memo

Admin ID: 703005 Action ID: 9498
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 01/10/2002 Complete Date: 01/10/2002
Substance Code: VCS Rank Value: 0
Employee Id: 2362 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: RPLC Category: Listing Action
Action Flag: True Action Code Flag: False
Action: Proposal for Confirmed Release List recommended
Further Action: Not reported
Comments: Not reported

Admin ID: 701588 Action ID: 9438
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 07/25/2002 Complete Date: 07/25/2002
Substance Code: VCS Rank Value: 0
Employee Id: 730 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: LSC Category: Listing Action
Action Flag: True Action Code Flag: False
Action: Facility placed on Confirmed Release List
Further Action: Not reported
Comments: Not reported

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S104328086 **DIST/DIR:** 0.087 NNE **ELEVATION:** 154 **MAP ID:** 3

NAME: ERNIE GRAHAM OIL
ADDRESS: 601 SW 1ST AVE.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Admin ID: 701589 Action ID: 9439
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 07/25/2002 Complete Date: 07/25/2002
Substance Code: VCS Rank Value: 0
Employee Id: 730 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: LSI Category: Listing Action
Action Flag: True Action Code Flag: False
Action: Facility placed on Inventory
Further Action: Not reported
Comments: Not reported

Admin ID: 702170 Action ID: 9440
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 07/27/2001 Complete Date: 08/24/2001
Substance Code: VCS Rank Value: 0
Employee Id: 2362 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: LTAG Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: Letter Agreement
Further Action: Not reported
Comments: Not reported

Admin ID: 728086 Action ID: 9443
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 03/08/2004 Complete Date: 03/08/2004
Substance Code: VCS Rank Value: Not reported
Employee Id: 627 Cleanup Flag: False
Created By: TROICK Created Date: 03/16/2004
Action Code: NFA Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: NO FURTHER STATE ACTION REQUIRED
Further Action: 0
Comments: Not reported

Admin ID: 728091 Action ID: 9474
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 03/08/2004 Complete Date: 03/08/2004
Substance Code: VCS Rank Value: Not reported
Employee Id: 627 Cleanup Flag: False
Created By: JWAGGY Created Date: 03/17/2004
Action Code: RDLC Category: Listing Action
Action Flag: True Action Code Flag: False
Action: Delisting from Confirmed Release List recommended

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S104328086 **DIST/DIR:** 0.087 NNE **ELEVATION:** 154 **MAP ID:** 3

NAME: ERNIE GRAHAM OIL
ADDRESS: 601 SW 1ST AVE.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Further Action: 0
Comments: Not reported

Admin ID: 728092 Action ID: 9475
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 03/08/2004 Complete Date: 03/08/2004
Substance Code: VCS Rank Value: Not reported
Employee Id: 627 Cleanup Flag: False
Created By: JWAGGY Created Date: 03/17/2004
Action Code: RDLI Category: Listing Action
Action Flag: True Action Code Flag: False
Action: Delisting from Inventory recommended
Further Action: 0
Comments: Not reported

Admin ID: 728093 Action ID: 9417
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 03/17/2004 Complete Date: 03/17/2004
Substance Code: VCS Rank Value: Not reported
Employee Id: 313 Cleanup Flag: False
Created By: JWAGGY Created Date: 03/17/2004
Action Code: DLC Category: Listing Action
Action Flag: True Action Code Flag: False
Action: Facility delisted from Confirmed Release List
Further Action: 0
Comments: Not reported

Admin ID: 728094 Action ID: 9418
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 03/17/2004 Complete Date: 03/17/2004
Substance Code: VCS Rank Value: Not reported
Employee Id: 313 Cleanup Flag: False
Created By: JWAGGY Created Date: 03/17/2004
Action Code: DLI Category: Listing Action
Action Flag: True Action Code Flag: False
Action: Facility delisted from Inventory List
Further Action: 0
Comments: Not reported

Admin ID: 705653 Action ID: 9519
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 12/21/2000 Complete Date: 07/27/2001
Substance Code: VCS Rank Value: 0
Employee Id: 181 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S104328086 **DIST/DIR:** 0.087 NNE **ELEVATION:** 154 **MAP ID:** 3

NAME: ERNIE GRAHAM OIL
ADDRESS: 601 SW 1ST AVE.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Action Code: VWL Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: VCS Waiting List
Further Action: Not reported
Comments: Not reported

Admin ID: 705654 Action ID: 9424
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 01/16/2001 Complete Date: 01/16/2001
Substance Code: SAS Rank Value: 0
Employee Id: 313 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: ENTRY Category: Administrative Action
Action Flag: True Action Code Flag: False
Action: Site added to database
Further Action: Not reported
Comments: Not reported

Operations:
Operation Id: 134061
Operation Status: Active
Common Name: Ernie Graham Oil
Yrs of Operation: 1934 - present
Comments: Operating petroleum bulk plant.
Updated Date: 01/16/2001
Operations SIC Id: 197341
SIC Code: 5171
Created By: Not reported
Created Date: 12/17/2002

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

VCP

EDR ID: S104328086 **DIST/DIR:** 0.087 NNE **ELEVATION:** 154 **MAP ID:** 3

NAME: ERNIE GRAHAM OIL **Rev:** 07/22/2013
ADDRESS: 601 SW 1ST AVE.
CANBY, OR 97013

SOURCE: OR DEQ

VCS:
ECS Site ID: 2866
CRL: NFA
Facility Size: 0.85 acre
Action: NO FURTHER STATE ACTION REQUIRED
Start Date: 03/08/2004
End Date: 03/08/2004
Project Manager Name: Thomas Roick
Program: VCS

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

AST

EDR ID: S104328086 **DIST/DIR:** 0.087 NNE **ELEVATION:** 154 **MAP ID:** 3

NAME: ERNIE GRAHAM OIL
ADDRESS: 601 SW 1ST AVE.
CANBY, OR 97013

Rev: 04/24/2013
ID/Status: 016949

SOURCE: OR Office of State Fire Marshal

AST:
Facility Id: 016949

Hazardous Substance: DIESEL FUEL
Reporting Quantities: 50,000-99,999 GALLONS
Physical State: LIQUID
Storage 1: ABOVEGROUND TANK

Hazardous Substance: GASOLINE
Reporting Quantities: 10,000-49,999 GALLONS
Physical State: LIQUID
Storage 1: ABOVEGROUND TANK

Hazardous Substance: MOTOR OIL
Reporting Quantities: 50,000-99,999 GALLONS
Physical State: LIQUID
Storage 1: ABOVEGROUND TANK
Storage 2: STEEL DRUM

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

UST

EDR ID: U004014576 **DIST/DIR:** 0.099 SSW **ELEVATION:** 158 **MAP ID:** 4

NAME: SCHOOL BUS SERVICES INC **Rev:** 04/01/2013
ADDRESS: 770 SW 4TH AVE
CANBY, OR 97013

SOURCE: OR Department of Environmental Quality

UST:
Facility ID: 3690
Number of Tanks: 5
Active Tanks: Not reported
Decommissioned Tanks: 5
Number of Permitted Tanks: Not reported
Facility Telephone: (503) 266-2064
Permittee Name: DON MOLINSKY, DEPOT MANAGER

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

LUST

EDR ID: U004014576 **DIST/DIR:** 0.099 SSW **ELEVATION:** 158 **MAP ID:** 4

NAME: SCHOOL BUS SERVICES INC
ADDRESS: 770 SW 4TH AVE
CANBY, OR 97013

Rev: 04/01/2013
ID/Status: 04/15/2002

SOURCE: OR Department of Environmental Quality

LUST:

Region: North Western Region
Facility ID: 03-92-0209
Cleanup Received Date: 07/27/1992
Cleanup Start Date: 07/27/1992
Cleanup Complete Date: 04/15/2002

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

LUST

EDR ID: S100496213 **DIST/DIR:** 0.121 SSW **ELEVATION:** 158 **MAP ID:** 5

NAME: CANBY UNION HIGH SCHOOL

Rev: 04/01/2013

ADDRESS: 721 SW 4TH
CANBY, OR
CLACKAMAS

ID/Status: 05/31/2000

SOURCE: OR Department of Environmental Quality

LUST:

Region: North Western Region

Facility ID: 03-92-0169

Cleanup Received Date: 06/25/1992

Cleanup Start Date: 06/25/1992

Cleanup Complete Date: 05/31/2000

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

UST

EDR ID: U000430153 **DIST/DIR:** 0.127 ENE **ELEVATION:** 156 **MAP ID:** 6

NAME: WHITMAN, LARRY G **Rev:** 04/01/2013
ADDRESS: 235 S ELM
CANBY, OR 97013

SOURCE: OR Department of Environmental Quality

UST:
Facility ID: 1814
Number of Tanks: 1
Active Tanks: Not reported
Decommissioned Tanks: 1
Number of Permitted Tanks: Not reported
Facility Telephone: (503)266-2222
Permittee Name: LARRY G WHITMAN, OWNER

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

LUST

EDR ID: S104819735 **DIST/DIR:** 0.162 SE **ELEVATION:** 161 **MAP ID:** A7

NAME: HEATING OIL TANK
ADDRESS: 575 S DOUGLAS
CANBY, OR 97013

Rev: 04/01/2013
ID/Status: 02/08/2001

SOURCE: OR Department of Environmental Quality

LUST:
Region: North Western Region
Facility ID: 03-00-6545
Cleanup Received Date: 12/19/2000
Cleanup Start Date: 12/18/2000
Cleanup Complete Date: 02/08/2001

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

LUST

EDR ID: S105856113 **DIST/DIR:** 0.176 SE **ELEVATION:** 162 **MAP ID:** A8

NAME: HEATING OIL TANK **Rev:** 04/01/2013
ADDRESS: 620 S DOUGLAS STREET
CANBY, OR 97013

SOURCE: OR Department of Environmental Quality

LUST:
Region: North Western Region
Facility ID: 03-03-0340
Cleanup Received Date: 02/24/2003
Cleanup Start Date: 02/26/2003
Cleanup Complete Date: Not reported

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

UST

EDR ID: U000430149 **DIST/DIR:** 0.178 NNE **ELEVATION:** 153 **MAP ID:** B9

NAME: THE POWER SHOP **Rev:** 04/01/2013
ADDRESS: 476 NW 1ST
CANBY, OR 97013

SOURCE: OR Department of Environmental Quality

UST:
Facility ID: 1634
Number of Tanks: 1
Active Tanks: Not reported
Decommissioned Tanks: 1
Number of Permitted Tanks: Not reported
Facility Telephone: (503) 266-7811
Permittee Name: DUANE ZACHER, OWNER

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

AST

EDR ID: S104044296 **DIST/DIR:** 0.178 NNE **ELEVATION:** 153 **MAP ID:** B10

NAME: CANBY RENTAL & EQUIP INC

Rev: 04/24/2013

ADDRESS: 476 NW 1ST AVE
CANBY, OR 97013
CLACKAMAS

ID/Status: 068889

SOURCE: OR Office of State Fire Marshal

AST:

Facility Id: 068889

Hazardous Substance: DIESEL

Reporting Quantities: 50-199 GALLONS

Physical State: LIQUID

Storage 1: ABOVEGROUND TANK

Hazardous Substance: GASOLINE

Reporting Quantities: 200-499 GALLONS

Physical State: LIQUID

Storage 1: ABOVEGROUND TANK

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

LUST

EDR ID: S100496202 **DIST/DIR:** 0.191 NNE **ELEVATION:** 153 **MAP ID:** B11

NAME: UNOCAL STATION #3705
ADDRESS: 453 NW FIRST
CANBY, OR 97013

Rev: 04/01/2013
ID/Status: 07/07/1989

SOURCE: OR Department of Environmental Quality

LUST:
Region: North Western Region
Facility ID: 03-88-0103
Cleanup Received Date: 11/30/1988
Cleanup Start Date: 11/28/1988
Cleanup Complete Date: 07/07/1989

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

UST

EDR ID: U000430144 **DIST/DIR:** 0.191 SW **ELEVATION:** 155 **MAP ID:** 12

NAME: POWELL DISTRIBUTING CO INC **Rev:** 04/01/2013
ADDRESS: 991 SW 1ST
CANBY, OR 97013

SOURCE: OR Department of Environmental Quality

UST:
Facility ID: 10026
Number of Tanks: 6
Active Tanks: Not reported
Decommissioned Tanks: 6
Number of Permitted Tanks: Not reported
Facility Telephone: (503) 266-7294
Permittee Name: JESSIE BRISENO, DEALER

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

LUST

EDR ID: U000430144 **DIST/DIR:** 0.191 SW **ELEVATION:** 155 **MAP ID:** 12

NAME: POWELL DISTRIBUTING CO INC
ADDRESS: 991 SW 1ST
CANBY, OR 97013

Rev: 04/01/2013
ID/Status: 04/21/1997

SOURCE: OR Department of Environmental Quality

LUST:

Region: North Western Region
Facility ID: 03-92-0224
Cleanup Received Date: 08/05/1992
Cleanup Start Date: 12/01/1989
Cleanup Complete Date: 04/21/1997

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

LUST

EDR ID: S106475054 **DIST/DIR:** 0.198 SE **ELEVATION:** 162 **MAP ID:** 13

NAME: HEATING OIL TANK **Rev:** 04/01/2013
ADDRESS: 690 DOUGLAS ST
CANBY, OR 97013

SOURCE: OR Department of Environmental Quality

LUST:
Region: North Western Region
Facility ID: 03-04-1289
Cleanup Received Date: 07/04/2004
Cleanup Start Date: 07/06/2004
Cleanup Complete Date: Not reported

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

UST

EDR ID: U001743442 **DIST/DIR:** 0.205 NE **ELEVATION:** 155 **MAP ID:** 14

NAME: ASTRO #205 **Rev:** 04/01/2013

ADDRESS: 400 SW 1ST AVE
CANBY, OR 97013

SOURCE: OR Department of Environmental Quality

UST:
Facility ID: 11333
Number of Tanks: 3
Active Tanks: 3
Decommissioned Tanks: Not reported
Number of Permitted Tanks: 3
Facility Telephone: Not reported
Permittee Name: Not reported

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

LUST

EDR ID: U001743442 **DIST/DIR:** 0.205 NE **ELEVATION:** 155 **MAP ID:** 14

NAME: ASTRO #205
ADDRESS: 400 SW 1ST AVE
CANBY, OR 97013

Rev: 04/01/2013
ID/Status: 05/25/2006

SOURCE: OR Department of Environmental Quality

LUST:
Region: North Western Region
Facility ID: 03-02-0026
Cleanup Received Date: 05/06/2002
Cleanup Start Date: 05/06/2002
Cleanup Complete Date: 05/25/2006

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S106966549 **DIST/DIR:** 0.207 NNW **ELEVATION:** 154 **MAP ID:** 15

NAME: APOLLO HOMES - CANBY
ADDRESS: 3RD AVE. AND CEDAR ST.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

ECSI:
State ID Number: 2399 Brown ID: 0
Study Area: False Region ID: 2
Legislatve ID: 0 Investigation: No Further Action
FACA ID: 40800 Further Action: 0
Lat/Long (dms): 45 15 36.00 / -122 42 10.40 County Code: 3.00
Score Value: Not reported Cerclis ID: Not reported
Township Coord.: 3.00 Township Zone: S
Range Coord: 1.00 Range Zone: E
Section Coord: 32 Qtr Section: Not reported
Tax Lots: 401 Size: 15.3 acres
NPL: False Orphan: False
Updated By: GWISTAR Update Date: 05/23/2005
Alias Name: Old Canby Landfill
Alias Name: Rinkes Property - Tax Lot 401
Alias Name: Apollo Custom Homes

Hazardous Release:
Substance ID.: 122015
Haz Release ID: 382131
Qty Released: Unknown
Date Released: Unknown
Update Date: 09/23/1999
Update By: Not reported
Substance Code: ECD282
Substance Name: OIL - WASTE
Substance Abbrev.: Not reported
Substance Category ID: 8541
Substance Category: Petroleum Related Releases for OSPIRG Report
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Substance Category ID: 8541
Substance Category: Petroleum Related Releases for OSPIRG Report
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Sampling Result ID: 340736
Feature Id: Not reported
Hazard Release Id: 382131
Medium: 698
Substance Abbrev.: Not reported
Unit Code: Not reported
Observation: False
Owner Operator: False

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S106966549 **DIST/DIR:** 0.207 NNW **ELEVATION:** 154 **MAP ID:** 15

NAME: APOLLO HOMES - CANBY
ADDRESS: 3RD AVE. AND CEDAR ST.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Lab Data: True
Sample Depth: Not reported
Start Date: Not reported
End Date: Not reported
Min Concentration: Not reported
Max Concentration: Not reported
Sample Comment: 8.6 ppm
Last Update By: jmw
Update Date: 09/23/1999

Substance ID.: 122020
Haz Release ID: 382132
Qty Released: Unknown
Date Released: Unknown
Update Date: 09/23/1999
Update By: Not reported
Substance Code: ECD301
Substance Name: TANNIN/LIGNIN
Substance Abbrev.: Not reported
Sampling Result ID: 340737
Feature Id: Not reported
Hazard Release Id: 382132
Medium: 698
Substance Abbrev.: Not reported
Unit Code: Not reported
Observation: False
Owner Operator: False
Lab Data: True
Sample Depth: Not reported
Start Date: Not reported
End Date: Not reported
Min Concentration: Not reported
Max Concentration: Not reported
Sample Comment: 3.94 ppm
Last Update By: jmw
Update Date: 09/23/1999

Substance ID.: 122012
Haz Release ID: 382133
Qty Released: Unknown
Date Released: Unknown
Update Date: 09/23/1999
Update By: Not reported
Substance Code: ECD275
Substance Name: TOTAL PETROLEUM HYDROCARBONS (TPH)

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S106966549 **DIST/DIR:** 0.207 NNW **ELEVATION:** 154 **MAP ID:** 15

NAME: APOLLO HOMES - CANBY
ADDRESS: 3RD AVE. AND CEDAR ST.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Substance Abbrev.: Not reported
Substance Category ID: 8540
Substance Category: Petroleum Related Releases for OSPIRG Report
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Substance Category ID: 8540
Substance Category: Petroleum Related Releases for OSPIRG Report
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Sampling Result ID: 340738
Feature Id: Not reported
Hazard Release Id: 382133
Medium: 703
Substance Abbrev.: Not reported
Unit Code: Not reported
Observation: False
Owner Operator: False
Lab Data: True
Sample Depth: Not reported
Start Date: Not reported
End Date: Not reported
Min Concentration: Not reported
Max Concentration: Not reported
Sample Comment: 18 ppm
Last Update By: jmw
Update Date: 09/23/1999
Sampling Result ID: 347790
Feature Id: 0
Hazard Release Id: 382133
Medium: 698
Substance Abbrev.: 0
Unit Code: Not reported
Observation: False
Owner Operator: False
Lab Data: True
Sample Depth: 15'
Start Date: 03/21/1989
End Date: 03/21/1989
Min Concentration: Not reported
Max Concentration: Not reported
Sample Comment: 8.6 ppm
Last Update By: CHARMAN
Update Date: 08/11/2004

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S106966549 **DIST/DIR:** 0.207 NNW **ELEVATION:** 154 **MAP ID:** 15

NAME: APOLLO HOMES - CANBY **Rev:** 07/01/2013
ADDRESS: 3RD AVE. AND CEDAR ST.
CANBY, OR 97013 **ID/Status:** No Further Action

SOURCE: OR Department of Environmental Quality

Narrative:

NARR ID: 5738557
NARR Code: Contamination
Created By: Not reported
Created Date: 12/17/2002
Updated By: CHARMAN
Updated Date: 08/11/2004

NARR Comments: (5/16/93 KPD) The early history of the site is sketchy, but the property once contained a lumber mill and pole-storage facility. A gravel pit, and a municipal landfill for the City of Canby, were present on an adjacent property and may have extended onto the Rinkes Property. A site assessment was performed in 1989 for Mike Rinkes, who wished to purchase the property. Soils and groundwater were found to be lightly contaminated with petroleum hydrocarbons. (8/11/04 CWH/SAP) Past investigation work (1989) did not thoroughly evaluate former lumber mill area. Follow-up is also needed to determine if petroleum hydrocarbon contamination still exists in groundwater along northern bluff and if former transformer parts are buried near location of former City of Canby work shack.

NARR ID: 5745308
NARR Code: Data Sources
Created By: CHARMAN
Created Date: 08/11/2004
Updated By: CHARMAN
Updated Date: 08/11/2004

NARR Comments: FINAL REPORT ON ENVIRONMENTAL EXPLORATION, 29-ACRE SITE, CANBY, OREGON; Rittenhouse-Zeman & Associates, Inc., April 19, 1989. (for Santa Fe Pacific Realty Corp.)
Phase I Environmental Site Assessment for The Proposed Development at Tax Lot No. 401 Section 5, T. 4S. R1E. W.M.; Environmental Inspection Services, May 8, 2003. (Prepared for Apollo Homes)

NARR ID: 5745310
NARR Code: Hazardous Substance/Waste Types
Created By: CHARMAN
Created Date: 08/11/2004
Updated By: CHARMAN
Updated Date: 08/11/2004
NARR Comments: petroleum hydrocarbons, PCBs, metals.

NARR ID: 5738558
NARR Code: Site Location

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S106966549 **DIST/DIR:** 0.207 NNW **ELEVATION:** 154 **MAP ID:** 15

NAME: APOLLO HOMES - CANBY
ADDRESS: 3RD AVE. AND CEDAR ST.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Created By: Not reported
Created Date: 12/17/2002
Updated By: Not reported
Updated Date: 12/17/2002

NARR Comments: Between NW 3rd Avenue and the railroad tracks; from NW Cedar Street to Baker Drive. See also ECSI #1041 (Tax Lot 405).

NARR ID: 5745309

NARR Code: Pathways Other Hazards

Created By: CHARMAN
Created Date: 08/11/2004
Updated By: GWISTAR
Updated Date: 05/23/2005

NARR Comments: (8/11/04 CWH/SAP - (a) Site is approved for residential development so direct contact with potentially contaminated soils was considered a pathway of concern; (b) Many private and several community water supply wells are located within 0.5 mile of property.)

NARR ID: 5738559

NARR Code: Remedial Action

Created By: Not reported
Created Date: 12/17/2002
Updated By: GWISTAR
Updated Date: 09/16/2004

NARR Comments: The Canby Utility Board allegedly closed one well in the area after finding carcinogens in water. Site is located in a mixed-use area: single-family residents to the east; facilities to north and south; retail businesses to south. The adjacent Old Canby Landfill was owned by Mr. Rinkes before being acquired by the City of Canby. DEQ Site Assessment reviewed both properties as one parcel in 1993. (10/20/99 TER/VCP) The two sites were separated in ECSI when the City of Canby joined the Voluntary Cleanup Program in August 1999.

(8/16/04 CH/SAS) Based on an analysis of past investigations and the site's history, a sampling investigation is warranted at this site. This further work is a high priority for the state. At this time, there is insufficient evidence of contamination to propose the site for DEQ's Confirmed Release List.

Administrative Action:

Admin ID: 707291 Action ID: 9424

Agency: Dept Of Environmental Quality Region: Northwestern Region

Start Date: 08/19/1999 Complete Date: 08/19/1999

Substance Code: VCS Rank Value: 0

Employee Id: 356 Cleanup Flag: False

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S106966549 **DIST/DIR:** 0.207 NNW **ELEVATION:** 154 **MAP ID:** 15

NAME: APOLLO HOMES - CANBY
ADDRESS: 3RD AVE. AND CEDAR ST.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Created By: Not reported Created Date: 12/17/2002
Action Code: ENTRY Category: Administrative Action
Action Flag: True Action Code Flag: False
Action: Site added to database
Further Action: Not reported
Comments: Not reported

Admin ID: 707299 Action ID: 9508
Agency: Dept Of Environmental Quality Region: Headquarters
Start Date: 08/30/1999 Complete Date: 08/30/1999
Substance Code: SAS Rank Value: 0
Employee Id: 767 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: RSSC Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: Site Screening recommended (EV)
Further Action: Not reported
Comments: Not reported

Admin ID: 707401 Action ID: 9437
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 05/16/1993 Complete Date: 05/16/1993
Substance Code: SAS Rank Value: 0
Employee Id: 301 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: q Category: Listing Action
Action Flag: True Action Code Flag: False
Action: q
Further Action: Not reported
Comments: Not reported

Admin ID: 707402 Action ID: 9496
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 05/17/1993 Complete Date: 05/17/1993
Substance Code: SAS Rank Value: 0
Employee Id: 301 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: RPA Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: State Basic Preliminary Assessment recommended (PA)
Further Action: Low
Comments: Not reported

Admin ID: 728860 Action ID: 9425
Agency: Dept Of Environmental Quality Region: Northwestern Region

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S106966549 **DIST/DIR:** 0.207 NNW **ELEVATION:** 154 **MAP ID:** 15

NAME: APOLLO HOMES - CANBY **Rev:** 07/01/2013
ADDRESS: 3RD AVE. AND CEDAR ST.
CANBY, OR 97013 **ID/Status:** No Further Action

SOURCE: OR Department of Environmental Quality

Start Date: 04/20/2004 Complete Date: 08/16/2004
Substance Code: SAS Rank Value: Not reported
Employee Id: 2339 Cleanup Flag: False
Created By: CHARMAN Created Date: 08/11/2004
Action Code: EV Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: SITE EVALUATION
Further Action: 0
Comments: Federal screening.

Admin ID: 729023 Action ID: 9449
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 08/15/2004 Complete Date: 08/16/2004
Substance Code: SAS Rank Value: Not reported
Employee Id: 2339 Cleanup Flag: False
Created By: GWISTAR Created Date: 09/16/2004
Action Code: NSFL Category: Listing Action
Action Flag: True Action Code Flag: False
Action: Insufficient information to list
Further Action: 0
Comments: Not reported

Admin ID: 729024 Action ID: 9506
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 08/16/2004 Complete Date: 08/16/2004
Substance Code: SAS Rank Value: 87
Employee Id: 2339 Cleanup Flag: False
Created By: GWISTAR Created Date: 09/16/2004
Action Code: RSI Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: Site Investigation recommended (SI)
Further Action: High
Comments: Not reported

Admin ID: 730034 Action ID: 9511
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 10/20/2004 Complete Date: 05/19/2005
Substance Code: VCS Rank Value: Not reported
Employee Id: 2338 Cleanup Flag: False
Created By: JWAGGY Created Date: 03/21/2005
Action Code: SI Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: SITE INVESTIGATION
Further Action: 0
Comments: Not reported

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S106966549 **DIST/DIR:** 0.207 NNW **ELEVATION:** 154 **MAP ID:** 15

NAME: APOLLO HOMES - CANBY
ADDRESS: 3RD AVE. AND CEDAR ST.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Admin ID: 730355 Action ID: 9443
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 05/19/2005 Complete Date: 05/19/2005
Substance Code: VCP Rank Value: Not reported
Employee Id: 2338 Cleanup Flag: True
Created By: CKAUFMA Created Date: 05/19/2005
Action Code: NFA Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: NO FURTHER STATE ACTION REQUIRED
Further Action: 0
Comments: Not reported

Operations:
Operation Id: 133600
Operation Status: Inactive
Common Name: Rinkes Property
Yrs of Operation: 1920s - 1960s
Comments: Former lumber mill and pole storage facility.
Updated Date: 09/23/1999
Operations SIC Id: 196840
SIC Code: 4953
Created By: Not reported
Created Date: 12/17/2002

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

VCP

EDR ID: S106966549 **DIST/DIR:** 0.207 NNW **ELEVATION:** 154 **MAP ID:** 15

NAME: APOLLO HOMES - CANBY
ADDRESS: 3RD AVE. AND CEDAR ST.
CANBY, OR 97013

Rev: 07/22/2013

SOURCE: OR DEQ

VCS:
ECS Site ID: 2399
CRL: NFA
Facility Size: 15.3 acres
Action: NO FURTHER STATE ACTION REQUIRED
Start Date: 05/19/2005
End Date: 05/19/2005
Project Manager Name: Chris Kaufman
Program: VCP

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S103841415 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C16

NAME: JOHNSON CONTROLS - GLOBE BATTERY DIV.
ADDRESS: 800 NW 3RD AVE.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

ECSI:

State ID Number: 59 Brown ID: 0
Study Area: False Region ID: 2
Legislatve ID: 0 Investigation: No Further Action
FACA ID: 980 Further Action: 0
Lat/Long (dms): 45 15 39.60 / -122 42 14.80 County Code: 3.00
Score Value: Not reported Cerclis ID: 010746402
Township Coord.: 3.00 Township Zone: S
Range Coord: 1.00 Range Zone: E
Section Coord: 32 Qtr Section: Not reported
Tax Lots: 1006, 1008 Size: 12 acres
NPL: False Orphan: False
Updated By: GWISTAR Update Date: 09/20/2006
Alias Name: Globe Union

Hazardous Release:

Substance ID.: 121639
Haz Release ID: 385766
Qty Released: unknown
Date Released: 5/10/81 and unknown since.
Update Date: 04/25/1988
Update By: Not reported
Substance Code: 7439-92-1
Substance Name: LEAD
Substance Abbrev.: Not reported
Substance Category ID: 8466
Substance Category: Inorganics
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Substance Category ID: 8466
Substance Category: Inorganics
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Substance Alias ID: 319256
Sub Alias Name: PB
Comment ID: 304219
Release Code: Data Sources
Release Comments: Coffey Labs, Inc. report 10/22/86
Sampling Result ID: 345313
Feature Id: Not reported
Hazard Release Id: 385766
Medium: 703
Substance Abbrev.: Not reported

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S103841415 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C16

NAME: JOHNSON CONTROLS - GLOBE BATTERY DIV.
ADDRESS: 800 NW 3RD AVE.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Unit Code: Not reported
Observation: False
Owner Operator: False
Lab Data: True
Sample Depth: Not reported
Start Date: Not reported
End Date: Not reported
Min Concentration: Not reported
Max Concentration: Not reported
Sample Comment: 1,136 ppm
Last Update By: CONV
Update Date: 09/13/1994

Substance ID.: 121734
Haz Release ID: 385767
Qty Released: 2,000 gallons (10/28/76), 100 gallons (9/14/77)
Date Released: 10/28/76, 9/14/77, 9/1/78
Update Date: 04/25/1988
Update By: Not reported
Substance Code: 7664-93-9
Substance Name: SULFURIC ACID
Substance Abbrev.: Not reported
Substance Alias ID: 319457
Sub Alias Name: OIL OF VITRIOL
Substance Alias ID: 319458
Sub Alias Name: SULPHURIC ACID
Sampling Result ID: 345213
Feature Id: Not reported
Hazard Release Id: 385767
Medium: 703
Substance Abbrev.: Not reported
Unit Code: Not reported
Observation: True
Owner Operator: False
Lab Data: False
Sample Depth: Not reported
Start Date: Not reported
End Date: Not reported
Min Concentration: Not reported
Max Concentration: Not reported
Sample Comment: See comment
Last Update By: CONV
Update Date: 09/13/1994

Narrative:

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S103841415 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C16

NAME: JOHNSON CONTROLS - GLOBE BATTERY DIV.
ADDRESS: 800 NW 3RD AVE.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

NARR ID: 5733321

NARR Code: Contamination

Created By: Not reported

Created Date: 12/17/2002

Updated By: Not reported

Updated Date: 12/17/2002

NARR Comments: (7/17/91 MJZ/SAS) On 10/28/76, Globe Union spilled 2,000 gallons of sulfuric acid (70% concentration) from a storage tank to a storm drain that empties directly into the Willamette River. When the spill was discovered, the company dumped 6,000 pounds of caustic soda down the storm sewer and diluted it with running water for 14 hours. On 9/14/77, Globe Union spilled about 100 gallons of 33% sulfuric acid into the storm drain. They flushed the storm drain with caustic soda and water. On 9/1/78, Globe Union discovered several small leaks in their concentrated sulfuric acid tank. The acid from the leak seeped over an earth embankment and entered the storm sewer below the railroad trestle on 15th Street. The company poured 500 pounds of soda on the spill to neutralize it. The City of Canby sewage treatment plant discovered high concentrations of heavy metals in their humus ponds and aeration basin in 1/80. The source was traced to the Globe Union facility. On 5/10/81, lead oxide wastes were accidentally discharged to the municipal sewer. After the discharge, some of the waste was removed by tank truck to Arlington; the remainder of the waste was discharged to an unlined impoundment, allowed to settle, and the surface soil was removed and shipped to Arlington. Unlined evaporation/seepage ponds were used to contain plant spills (5,000 gals per spill max). DEQ requested monitoring wells. In 1985, the facility was issued an NOV ordering them to cease use of a half-buried drum filled with limestone for the purpose of neutralizing waste acid flux. According to manifests, 76 tons of soil were removed from the site. The facility prepared a RCRA closure plan and implemented it in 9/86. DEQ approved the closure of this drum. Negotiations are underway to establish new limits for lead oxide emissions (6/20/88) based on a maximum 500 ppm Pb in soil. (See 1/22/90 memo from Jim Broad to Mitchell Wolgamott/AQ for more information.)

NARR ID: 5733322

NARR Code: Site Location

Created By: Not reported

Created Date: 12/17/2002

Updated By: Not reported

Updated Date: 12/17/2002

NARR Comments: 99E to Canby, N on Ivy St, W on N 3rd Ave.

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S103841415 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C16

NAME: JOHNSON CONTROLS - GLOBE BATTERY DIV.
ADDRESS: 800 NW 3RD AVE.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

NARR ID: 5733323

NARR Code: Manner of Release

Created By: Not reported

Created Date: 12/17/2002

Updated By: Not reported

Updated Date: 12/17/2002

NARR Comments: Liquid containing lead leaked into city sewer line, then was pumped into an unlined impoundment. Half-buried drum used as treatment system for spent flux. Sulfuric acid spills were caused by leaks from the sulfuric acid tanks. Time of release: 5/10/81 and unknown since.

NARR ID: 5733324

NARR Code: Media Contamination

Created By: Not reported

Created Date: 12/17/2002

Updated By: Not reported

Updated Date: 12/17/2002

NARR Comments: Owner operator submitted spill report documenting sulfuric acid release.

NARR ID: 5747194

NARR Code: Project Activity Status

Created By: GWISTAR

Created Date: 09/21/2005

Updated By: GWISTAR

Updated Date: 09/21/2005

NARR Comments: PROJECT FILE ARCHIVED, BOX #272839190

NARR ID: 5733325

NARR Code: Pathways Other Hazards

Created By: Not reported

Created Date: 12/17/2002

Updated By: Not reported

Updated Date: 12/17/2002

NARR Comments: Mollalla River is located 0.2 miles west of the site. Site is located in an industrially zoned area of Canby; bounded on north and east by residential areas, south and west by open space.

NARR ID: 5733326

NARR Code: Remedial Action

Created By: Not reported

Created Date: 12/17/2002

Updated By: Not reported

Updated Date: 12/17/2002

NARR Comments: (7/17/91 MJZ/SAS) Some of the lead waste was removed from the sewer

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S103841415 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C16

NAME: JOHNSON CONTROLS - GLOBE BATTERY DIV.
ADDRESS: 800 NW 3RD AVE.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

line by tank truck and taken to Arlington. The remainder was discharged to an unlined impoundment, allowed to settle and then the surface soil was removed and shipped to Arlington. RCRA closure approved by DEQ - soil near drum removed to below detection limits. No groundwater analysis. The sulfuric acid spills were treated with caustic soda and large volumes of water. DEQ oversight of or technical assistance to responsible party investigation, cleanup or removal.

NARR ID: 5730413
NARR Code: Substances of Concern
Created By: Not reported
Created Date: 12/17/2002
Updated By: Not reported
Updated Date: 12/17/2002
NARR Comments: Lead, lead oxide, sulfuric acid.

Administrative Action:
Admin ID: 715516 **Action ID:** 9514
Agency: Environmental Protection Agency **Region:** Not reported
Start Date: 10/12/1994 **Complete Date:** 10/12/1994
Substance Code: Not reported **Rank Value:** 0
Employee Id: Not reported **Cleanup Flag:** False
Created By: Not reported **Created Date:** 12/17/2002
Action Code: SP1 **Category:** EPA Led Action
Action Flag: True **Action Code Flag:** False
Action: EPA Site Inspection Prioritization
Further Action: Not reported
Comments: Not reported

Admin ID: 715518 **Action ID:** 9444
Agency: Environmental Protection Agency **Region:** 0
Start Date: 10/12/1994 **Complete Date:** 10/12/1994
Substance Code: Not reported **Rank Value:** Not reported
Employee Id: 0 **Cleanup Flag:** False
Created By: Not reported **Created Date:** 12/17/2002
Action Code: NFRAP **Category:** EPA Led Action
Action Flag: True **Action Code Flag:** False
Action: No Further Remedial Action Planned under Federal program
Further Action: 0
Comments: Not reported

Admin ID: 715971 **Action ID:** 9421
Agency: Environmental Protection Agency **Region:** Not reported
Start Date: 02/01/1980 **Complete Date:** Not reported

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S103841415 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C16

NAME: JOHNSON CONTROLS - GLOBE BATTERY DIV.
ADDRESS: 800 NW 3RD AVE.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Substance Code: Not reported Rank Value: 0
Employee Id: Not reported Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: DS1 Category: EPA Led Action
Action Flag: True Action Code Flag: False
Action: Site added to CERCLIS
Further Action: Not reported
Comments: Not reported

Admin ID: 716906 Action ID: 9425
Agency: Dept Of Environmental Quality Region: Headquarters
Start Date: 01/24/1991 Complete Date: 01/24/1991
Substance Code: SAS Rank Value: 0
Employee Id: 26 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: EV Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: SITE EVALUATION
Further Action: Not reported
Comments: Not reported

Admin ID: 716907 Action ID: 9496
Agency: Dept Of Environmental Quality Region: Headquarters
Start Date: 01/24/1991 Complete Date: 01/24/1991
Substance Code: SAS Rank Value: 0
Employee Id: 26 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: RPA Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: State Basic Preliminary Assessment recommended (PA)
Further Action: Not reported
Comments: Not reported

Admin ID: 717980 Action ID: 9424
Agency: Dept Of Environmental Quality Region: Not reported
Start Date: 04/25/1988 Complete Date: Not reported
Substance Code: SAS Rank Value: 0
Employee Id: 1804 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: ENTRY Category: Administrative Action
Action Flag: True Action Code Flag: False
Action: Site added to database
Further Action: Not reported
Comments: Not reported

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S103841415 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C16

NAME: JOHNSON CONTROLS - GLOBE BATTERY DIV.
ADDRESS: 800 NW 3RD AVE.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Admin ID: 720058 Action ID: 9456
Agency: Dept Of Environmental Quality Region: Headquarters
Start Date: 01/25/1991 Complete Date: 07/29/1991
Substance Code: SAS Rank Value: 0
Employee Id: 26 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: PA Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: BASIC PRELIMINARY ASSESSEMENT
Further Action: Not reported
Comments: PA performed by Parametrix.

Admin ID: 723110 Action ID: 9468
Agency: Environmental Protection Agency Region: Not reported
Start Date: 05/03/1984 Complete Date: 09/21/1984
Substance Code: Not reported Rank Value: 0
Employee Id: Not reported Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: PS Category: EPA Led Action
Action Flag: True Action Code Flag: False
Action: EPA PA1/S11
Further Action: Not reported
Comments: Not reported

Admin ID: 724094 Action ID: 9445
Agency: Dept Of Environmental Quality Region: Not reported
Start Date: 11/30/1988 Complete Date: Not reported
Substance Code: SAS Rank Value: 0
Employee Id: Not reported Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: NOTIF Category: Listing Action
Action Flag: True Action Code Flag: False
Action: Responsible party notified re 11/88 Inventory listing
Further Action: Not reported
Comments: Not reported

Admin ID: 724484 Action ID: 9437
Agency: Dept Of Environmental Quality Region: Headquarters
Start Date: 07/17/1991 Complete Date: 07/17/1991
Substance Code: SAS Rank Value: 0
Employee Id: 26 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: q Category: Listing Action
Action Flag: True Action Code Flag: False
Action: q

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S103841415 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C16

NAME: JOHNSON CONTROLS - GLOBE BATTERY DIV.
ADDRESS: 800 NW 3RD AVE.
CANBY, OR 97013

Rev: 07/01/2013
ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Further Action: Not reported
Comments: Not reported

Admin ID: 724485 Action ID: 9443
Agency: Dept Of Environmental Quality Region: Headquarters
Start Date: 07/17/1991 Complete Date: 07/17/1991
Substance Code: SAS Rank Value: 0
Employee Id: 26 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: NFA Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: NO FURTHER STATE ACTION REQUIRED
Further Action: Not reported
Comments: Not reported

Operations:
Operation Id: 131461
Operation Status: Active
Common Name: Johnson Controls - Globe Battery Div.
Yrs of Operation: 1975 to present
Comments: Battery manufacturing (automotive)
Updated Date: 09/13/1994
Operations SIC Id: 195571
SIC Code: 3691
Created By: Not reported
Created Date: 12/17/2002

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

AST

EDR ID: S103841415 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C16

NAME: JOHNSON CONTROLS - GLOBE BATTERY DIV.
ADDRESS: 800 NW 3RD AVE.
CANBY, OR 97013

Rev: 04/24/2013
ID/Status: 048507

SOURCE: OR Office of State Fire Marshal

AST:
Facility Id: 048507

Hazardous Substance: WASTE MOTOR OIL
Reporting Quantities: 50-199 GALLONS
Physical State: LIQUID
Storage 1: ABOVEGROUND TANK

Hazardous Substance: MOTOR OIL
Reporting Quantities: 200-499 GALLONS
Physical State: LIQUID
Storage 1: TANK INSIDE BUILDING
Storage 2: ABOVEGROUND TANK

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

AST

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 04/24/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** 004794
CANBY, OR 97013
CLACKAMAS
SOURCE: OR Office of State Fire Marshal

AST:
Facility Id: 004794

Hazardous Substance: USED OIL
Reporting Quantities: 200-499 GALLONS
Physical State: LIQUID
Storage 1: ABOVEGROUND TANK
Storage 2: TANK INSIDE BUILDING

Hazardous Substance: PROPANE
Reporting Quantities: 1,000-4,999 GALLONS
Physical State: GAS
Storage 1: ABOVEGROUND TANK
Storage 2: CYLINDER

Hazardous Substance: NITROGEN CRYOGENIC
Reporting Quantities: 1,000-4,999 GALLONS
Physical State: GAS
Storage 1: ABOVEGROUND TANK

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

UST

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 04/01/2013

ADDRESS: 800 NW 3RD AV
CANBY, OR 97013
CLACKAMAS

SOURCE: OR Department of Environmental Quality

UST:
Facility ID: 3023
Number of Tanks: 7
Active Tanks: Not reported
Decommissioned Tanks: 7
Number of Permitted Tanks: Not reported
Facility Telephone: (503)266-2051
Permittee Name: BRIAN KRYTENBERG, MANAGER

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

LUST

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 04/01/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** 07/11/1996
CANBY, OR 97013
CLACKAMAS
SOURCE: OR Department of Environmental Quality

LUST:
Region: North Western Region
Facility ID: 03-95-0344
Cleanup Received Date: 12/19/1995
Cleanup Start Date: 12/19/1995
Cleanup Complete Date: 07/11/1996

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

RCRA-LQG:

Date form received by agency: 12/31/2012
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Facility address: 800 NW 3RD AVE
CANBY, OR 97013
EPA ID: ORD010746402
Mailing address: PO BOX 1230
CANBY, OR 97013
Contact: TERRY WIDENER
Contact address: PO BOX 1230
CANBY, OR 97013
Contact country: US
Contact telephone: 503 266-2051, E
Contact email: Not reported
EPA Region: 10
Land type: Private
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name: JOHNSON CONTROLS INC
Owner/operator address: 5757 N GREEN BAY AVE
MILWAUKEE, WI 53209
Owner/operator country: US
Owner/operator telephone: (414) 228-2452
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 01/01/1979
Owner/Op end date: Not reported

Owner/operator name: JOHNSON CONTROLS INC
Owner/operator address: 5757 N GREEN BAY AVE
MILWAUKEE, WI 53209

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Owner/operator country: US
Owner/operator telephone: (414) 228-2452
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 01/01/1979
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: Yes
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 12/31/2012
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 12/31/2011
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 12/30/2011
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 12/31/2010
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 12/31/2009
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Date form received by agency: 12/30/2009
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 12/31/2008
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 12/31/2007
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 12/31/2007
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 12/31/2006
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 12/31/2005
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 12/31/2005
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 12/31/2004
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 01/01/2004
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 12/31/2003
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 01/24/2003
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 03/01/2002

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 02/19/2002
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 02/06/2001
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 03/01/2000
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 02/08/2000
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 03/19/1999
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 03/01/1998
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 02/26/1998
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 03/03/1997
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 03/01/1996
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 02/15/1996
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 01/11/1995
Facility name: JOHNSON CONTROLS BATTERY GROUP INC

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Classification: Large Quantity Generator

Date form received by agency: 03/01/1994
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Site name: JOHNSON CONTROLS INC, BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 01/24/1994
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 03/15/1993
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 01/07/1993
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 03/01/1992
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Site name: JOHNSON CONTROLS INC, BATTERY GROUP INC
Classification: Large Quantity Generator

Date form received by agency: 03/28/1990
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Site name: JOHNSON CONTROLS INC PORTLAND PLANT
Classification: Large Quantity Generator

Date form received by agency: 06/15/1983
Facility name: JOHNSON CONTROLS BATTERY GROUP INC
Classification: Not a generator, verified

Hazardous Waste Summary:
Waste code: NA
Waste name: NA

Biennial Reports:

Last Biennial Reporting Year: 2013

Annual Waste Handled:

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS
CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Amount (Lbs): 22789

Waste code: D008
Waste name: LEAD
Amount (Lbs): 104024

Facility Has Received Notices of Violations:

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 04/01/2013
Date achieved compliance: 05/29/2013
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 05/14/2013
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Used Oil - Generators
Date violation determined: 05/06/2010
Date achieved compliance: 05/14/2010
Violation lead agency: State
Enforcement action: INITIAL 3008(A) CP/CO ORDER
Enforcement action date: 01/24/2011
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: 6000
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 05/06/2010

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Date achieved compliance: 05/14/2010
Violation lead agency: State
Enforcement action: INITIAL 3008(A) CP/CO ORDER
Enforcement action date: 01/24/2011
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: 6000
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Used Oil - Generators
Date violation determined: 05/06/2010
Date achieved compliance: 05/14/2010
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 07/13/2010
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 05/06/2010
Date achieved compliance: 05/14/2010
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 07/13/2010
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 05/06/2010
Date achieved compliance: 07/06/2011
Violation lead agency: State
Enforcement action: INITIAL 3008(A) CP/CO ORDER

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Enforcement action date: 01/24/2011
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: 6000
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 05/06/2010
Date achieved compliance: 07/06/2011
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 07/13/2010
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 07/11/2005
Date achieved compliance: 08/24/2005
Violation lead agency: State
Enforcement action: FINAL 3008(A) SFO ORDER
Enforcement action date: 04/23/2009
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: 4200
Paid penalty amount: 4200

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 07/11/2005
Date achieved compliance: 08/24/2005
Violation lead agency: State
Enforcement action: INITIAL 3008(A) CP/CO ORDER
Enforcement action date: 12/07/2007
Enf. disposition status: Not reported
Enf. disp. status date: Not reported

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Enforcement lead agency: State
Proposed penalty amount: 11000
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: State Statute or Regulation
Date violation determined: 07/11/2005
Date achieved compliance: 08/24/2005
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 08/02/2005
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: State Statute or Regulation
Date violation determined: 07/11/2005
Date achieved compliance: 08/24/2005
Violation lead agency: State
Enforcement action: FINAL 3008(A) SFO ORDER
Enforcement action date: 04/23/2009
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: 4200
Paid penalty amount: 4200

Regulation violated: Not reported
Area of violation: State Statute or Regulation
Date violation determined: 07/11/2005
Date achieved compliance: 08/24/2005
Violation lead agency: State
Enforcement action: INITIAL 3008(A) CP/CO ORDER
Enforcement action date: 12/07/2007
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: 11000
Final penalty amount: Not reported

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 07/11/2005
Date achieved compliance: 08/24/2005
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 08/02/2005
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 40 CFR 265.16(d)(2)
Area of violation: Generators - General
Date violation determined: 05/16/2000
Date achieved compliance: 07/17/2000
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 05/25/2000
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 40 CFR 262.11
Area of violation: Generators - General
Date violation determined: 05/16/2000
Date achieved compliance: 07/17/2000
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 05/25/2000
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 40 CFR 268.7(a)(6)

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Area of violation: Generators - General
Date violation determined: 05/16/2000
Date achieved compliance: 07/17/2000
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 05/25/2000
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 40 CFR 265.37
Area of violation: Generators - General
Date violation determined: 05/16/2000
Date achieved compliance: 07/17/2000
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 05/25/2000
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 40 CFR 262.34(c)(1)(ii)
Area of violation: Generators - General
Date violation determined: 05/16/2000
Date achieved compliance: 07/17/2000
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 05/25/2000
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: SR - OAR 340-113-030(6)
Area of violation: Generators - Pre-transport
Date violation determined: 05/16/2000
Date achieved compliance: 07/17/2000

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 05/25/2000
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 40 CFR 265.173
Area of violation: Generators - General
Date violation determined: 05/16/2000
Date achieved compliance: 07/17/2000
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 05/25/2000
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 40 CFR 265.52(d)
Area of violation: Generators - General
Date violation determined: 05/16/2000
Date achieved compliance: 07/17/2000
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 05/25/2000
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 40 CFR 262.34(a)(4)
Area of violation: Generators - General
Date violation determined: 05/16/2000
Date achieved compliance: 07/17/2000
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 05/25/2000

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 40 CFR 279.22(c)
Area of violation: Generators - Pre-transport
Date violation determined: 05/16/2000
Date achieved compliance: 07/17/2000
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 05/25/2000
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 40 CFR 262.34(a)(2)
Area of violation: Generators - General
Date violation determined: 05/16/2000
Date achieved compliance: 07/17/2000
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 05/25/2000
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 40 CFR 262.34(a)(i)
Area of violation: Generators - General
Date violation determined: 05/16/2000
Date achieved compliance: 07/17/2000
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 05/25/2000
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 40 CFR 265.33
Area of violation: Generators - General
Date violation determined: 05/16/2000
Date achieved compliance: 07/17/2000
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 05/25/2000
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 40 CFR 265.53
Area of violation: Generators - General
Date violation determined: 05/16/2000
Date achieved compliance: 07/17/2000
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 05/25/2000
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Contingency Plan and Emergency Procedures
Date violation determined: 02/06/1996
Date achieved compliance: 03/23/1996
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 02/23/1996
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Regulation violated: Not reported
Area of violation: TSD - Preparedness and Prevention
Date violation determined: 02/06/1996
Date achieved compliance: 03/23/1996
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 02/23/1996
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Container Use and Management
Date violation determined: 02/06/1996
Date achieved compliance: 03/23/1996
Violation lead agency: State
Enforcement action: NOTICE OF NONCOMPLIANCE
Enforcement action date: 02/23/1996
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 09/28/1990
Date achieved compliance: 01/16/1991
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 11/15/1990
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Manifest
Date violation determined: 09/28/1990

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Date achieved compliance: 01/16/1991
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 11/15/1990
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: LDR - General
Date violation determined: 09/28/1990
Date achieved compliance: 01/16/1991
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 11/15/1990
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 10/18/1988
Date achieved compliance: 10/18/1988
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 11/24/1986
Date achieved compliance: 10/14/1987
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Enforcement action date: 09/21/1987
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 11/24/1986
Date achieved compliance: 10/14/1987
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Manifest
Date violation determined: 05/05/1986
Date achieved compliance: 06/05/1986
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 05/05/1986
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Manifest/Records/Reporting
Date violation determined: 05/01/1986
Date achieved compliance: 06/01/1986
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 03/27/1985
Date achieved compliance: 12/01/1985
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 11/01/1985
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Manifest
Date violation determined: 03/27/1985
Date achieved compliance: 12/01/1985
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 11/01/1985
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 03/27/1985
Date achieved compliance: 12/01/1985
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Permits - Application
Date violation determined: 04/02/1984
Date achieved compliance: 05/21/1984
Violation lead agency: EPA
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 04/02/1984
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Permits - Application
Date violation determined: 01/19/1984
Date achieved compliance: 05/21/1984
Violation lead agency: EPA
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 04/02/1984
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 04/01/2013
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Pre-transport
Date achieved compliance: 05/29/2013
Evaluation lead agency: State

Evaluation date: 05/06/2010
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Pre-transport
Date achieved compliance: 05/14/2010
Evaluation lead agency: State

Evaluation date: 05/06/2010

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Pre-transport
Date achieved compliance: 07/06/2011
Evaluation lead agency: State

Evaluation date: 05/06/2010
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Used Oil - Generators
Date achieved compliance: 05/14/2010
Evaluation lead agency: State

Evaluation date: 07/11/2005
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Pre-transport
Date achieved compliance: 08/24/2005
Evaluation lead agency: State

Evaluation date: 07/11/2005
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: State Statute or Regulation
Date achieved compliance: 08/24/2005
Evaluation lead agency: State

Evaluation date: 05/16/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Pre-transport
Date achieved compliance: 07/17/2000
Evaluation lead agency: State

Evaluation date: 05/16/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 07/17/2000
Evaluation lead agency: State

Evaluation date: 05/16/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: EPA-Initiated Oversight/Observation/Training Actions

Evaluation date: 05/21/1998
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Evaluation lead agency: EPA

Evaluation date: 02/06/1996
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Container Use and Management
Date achieved compliance: 03/23/1996
Evaluation lead agency: State

Evaluation date: 02/06/1996
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Contingency Plan and Emergency Procedures
Date achieved compliance: 03/23/1996
Evaluation lead agency: State

Evaluation date: 02/06/1996
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Preparedness and Prevention
Date achieved compliance: 03/23/1996
Evaluation lead agency: State

Evaluation date: 09/28/1990
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 01/16/1991
Evaluation lead agency: State

Evaluation date: 09/28/1990
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: LDR - General
Date achieved compliance: 01/16/1991
Evaluation lead agency: State

Evaluation date: 09/28/1990
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Manifest
Date achieved compliance: 01/16/1991
Evaluation lead agency: State

Evaluation date: 10/18/1988
Evaluation: NON-FINANCIAL RECORD REVIEW
Area of violation: Generators - General
Date achieved compliance: 10/18/1988
Evaluation lead agency: EPA-Initiated Oversight/Observation/Training Actions

Evaluation date: 08/29/1988

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 11/24/1986
Evaluation: NON-FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 11/24/1986
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 10/14/1987
Evaluation lead agency: EPA-Initiated Oversight/Observation/Training Actions

Evaluation date: 11/24/1986
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 10/14/1987
Evaluation lead agency: State

Evaluation date: 11/24/1986
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Generators - General
Date achieved compliance: 10/14/1987
Evaluation lead agency: State

Evaluation date: 05/05/1986
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Manifest
Date achieved compliance: 06/05/1986
Evaluation lead agency: State

Evaluation date: 05/01/1986
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 05/01/1986
Evaluation: NON-FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 07/11/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US Environmental Protection Agency

Evaluation lead agency: State

Evaluation date: 05/01/1986
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Manifest/Records/Reporting
Date achieved compliance: 06/01/1986
Evaluation lead agency: State

Evaluation date: 01/31/1986
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 03/27/1985
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 03/27/1985
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Manifest
Date achieved compliance: 12/01/1985
Evaluation lead agency: State

Evaluation date: 03/27/1985
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 12/01/1985
Evaluation lead agency: EPA-Initiated Oversight/Observation/Training Actions

Evaluation date: 03/27/1985
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 12/01/1985
Evaluation lead agency: State

Evaluation date: 06/27/1984
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 04/02/1984

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

RCRA-LQG

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV
ADDRESS: 800 NW 3RD AV
CANBY, OR 97013
CLACKAMAS

Rev: 07/11/2013
ID/Status: ORD010746402

SOURCE: US Environmental Protection Agency

Evaluation: NON-FINANCIAL RECORD REVIEW
Area of violation: Permits - Application
Date achieved compliance: 05/21/1984
Evaluation lead agency: EPA

Evaluation date: 01/19/1984
Evaluation: NON-FINANCIAL RECORD REVIEW
Area of violation: Permits - Application
Date achieved compliance: 05/21/1984
Evaluation lead agency: EPA

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

CERC-NFRAP

EDR ID: 1000320830 **DIST/DIR:** 0.218 NW **ELEVATION:** 154 **MAP ID:** C17

NAME: JOHNSON CONTROLS INC GLOBE BATTERY DIV **Rev:** 04/26/2013
ADDRESS: 800 NW 3RD AV **ID/Status:** ORD010746402
CANBY, OR 97013
CLACKAMAS
SOURCE: US EPA

CERC-NFRAP:
Site ID: 1000391
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Alias Name(s):
Alias Name: GLOBE UNION
Alias Address: Not reported
OR

CERCLIS-NFRAP Assessment History:
Action: DISCOVERY
Date Started: / /
Date Completed: 02/01/80
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: 05/15/84
Date Completed: 09/21/84
Priority Level: Higher priority for further assessment

Action: SITE INSPECTION
Date Started: 05/03/84
Date Completed: 09/21/84
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 10/12/94
Priority Level: Not reported

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

LUST

EDR ID: S102778053 **DIST/DIR:** 0.249 NE **ELEVATION:** 156 **MAP ID:** D18

NAME: YOUNG, LAUREN/LES SCHWAB
ADDRESS: 333 SW FIRST
CANBY, OR 97013

Rev: 04/01/2013
ID/Status: 02/17/1994

SOURCE: OR Department of Environmental Quality

LUST:

Region: North Western Region
Facility ID: 03-92-0119
Cleanup Received Date: 04/28/1992
Cleanup Start Date: 04/28/1992
Cleanup Complete Date: 02/17/1994

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

UST

EDR ID: U000430160 **DIST/DIR:** 0.249 NE **ELEVATION:** 156 **MAP ID:** D19

NAME: YOUNG, LAUREN **Rev:** 04/01/2013
ADDRESS: 333 SW 1ST
CANBY, OR 97013

SOURCE: OR Department of Environmental Quality

UST:
Facility ID: 10953
Number of Tanks: 1
Active Tanks: Not reported
Decommissioned Tanks: 1
Number of Permitted Tanks: Not reported
Facility Telephone: -503
Permittee Name: LAUREN YOUNG, OWNER

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

LUST

EDR ID: S104819734 **DIST/DIR:** 0.278 ESE **ELEVATION:** 165 **MAP ID:** E20

NAME: HEATING OIL TANK

Rev: 04/01/2013

ADDRESS: 461 SW 6TH
CANBY, OR 97013

ID/Status: 07/19/2001

SOURCE: OR Department of Environmental Quality

LUST:

Region: North Western Region

Facility ID: 03-00-6523

Cleanup Received Date: 12/13/2000

Cleanup Start Date: 12/13/2000

Cleanup Complete Date: 07/19/2001

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

LUST

EDR ID: S105856172 **DIST/DIR:** 0.289 ESE **ELEVATION:** 165 **MAP ID:** E21

NAME: HEATING OIL TANK

Rev: 04/01/2013

ADDRESS: 445 SW 6TH AVENUE
CANBY, OR 97013

ID/Status: 12/15/2003

SOURCE: OR Department of Environmental Quality

LUST:

Region: North Western Region

Facility ID: 03-03-0933

Cleanup Received Date: 05/09/2003

Cleanup Start Date: 05/14/2003

Cleanup Complete Date: 12/15/2003

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

LUST

EDR ID: S112225228 **DIST/DIR:** 0.316 NNE **ELEVATION:** 153 **MAP ID:** F22

NAME: HEATING OIL TANK

Rev: 04/01/2013

ADDRESS: 360 NW 3RD AVE
CANBY, OR 97013

ID/Status: 01/22/2013

SOURCE: OR Department of Environmental Quality

LUST:

Region: North Western Region

Facility ID: 03-12-0841

Cleanup Received Date: 07/23/2012

Cleanup Start Date: Not reported

Cleanup Complete Date: 01/22/2013

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

LUST

EDR ID: S108571918 **DIST/DIR:** 0.327 NNE **ELEVATION:** 154 **MAP ID:** F23

NAME: HEATING OIL TANK
ADDRESS: 336 NW 3RD AVE
CANBY, OR 97013

Rev: 04/01/2013
ID/Status: 06/27/2007

SOURCE: OR Department of Environmental Quality

LUST:

Region: North Western Region
Facility ID: 03-07-0773
Cleanup Received Date: 06/04/2007
Cleanup Start Date: Not reported
Cleanup Complete Date: 06/27/2007

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

LUST

EDR ID: S103838760 **DIST/DIR:** 0.354 ENE **ELEVATION:** 160 **MAP ID:** 24

NAME: HEATING OIL TANK
ADDRESS: 190 SW 3RD AVE
CANBY, OR 97013

Rev: 04/01/2013
ID/Status: 08/11/2004

SOURCE: OR Department of Environmental Quality

LUST:
Region: North Western Region
Facility ID: 03-99-0406
Cleanup Received Date: 04/28/1999
Cleanup Start Date: 06/07/1999
Cleanup Complete Date: 08/11/2004

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S106236406 **DIST/DIR:** 0.366 West **ELEVATION:** 123 **MAP ID:** G25

NAME: CANBY POLICE FACILITY

Rev: 07/01/2013

ADDRESS: 1175 NW 3RD AVE
CANBY, OR
CLACKAMAS

ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

ECSI:

State ID Number: 1041 Brown ID: Brownfield Site - DEQ Funding Assistance
Study Area: False Region ID: 2
Legislatve ID: 831 Investigation: No Further Action
FACA ID: 40086 Further Action: 0
Lat/Long (dms): 45 15 34.60 / -122 42 20.20 County Code: 3.00
Score Value: Not reported Cerclis ID: Not reported
Township Coord.: 4.00 Township Zone: S
Range Coord: 1.00 Range Zone: E
Section Coord: 5 Qtr Section: Not reported
Tax Lots: 405 Size: 13.91 acres
NPL: False Orphan: False
Updated By: GWISTAR Update Date: 12/07/2010
Alias Name: City of Canby Proposed Regional Park
Alias Name: Rinkes Property

Hazardous Release:

Substance ID.: 122012
Haz Release ID: 383524
Qty Released: unknown
Date Released: unknown
Update Date: 04/03/1993
Update By: Not reported
Substance Code: ECD275
Substance Name: TOTAL PETROLEUM HYDROCARBONS (TPH)
Substance Abbrev.: Not reported
Substance Category ID: 8540
Substance Category: Petroleum Related Releases for OSPIRG Report
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Substance Category ID: 8540
Substance Category: Petroleum Related Releases for OSPIRG Report
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Sampling Result ID: 345907
Feature Id: Not reported
Hazard Release Id: 383524
Medium: 698
Substance Abbrev.: Not reported
Unit Code: Not reported
Observation: False
Owner Operator: False
Lab Data: True

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S106236406 **DIST/DIR:** 0.366 West **ELEVATION:** 123 **MAP ID:** G25

NAME: CANBY POLICE FACILITY

Rev: 07/01/2013

ADDRESS: 1175 NW 3RD AVE
CANBY, OR
CLACKAMAS

ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Sample Depth: Not reported
Start Date: 03/04/1993
End Date: Not reported
Min Concentration: Not reported
Max Concentration: Not reported
Sample Comment: 13.3 ppm
Last Update By: jmw
Update Date: 10/20/1999
Sampling Result ID: 345908
Feature Id: Not reported
Hazard Release Id: 383524
Medium: 703
Substance Abbrev.: Not reported
Unit Code: Not reported
Observation: False
Owner Operator: False
Lab Data: True
Sample Depth: Not reported
Start Date: 03/04/1993
End Date: Not reported
Min Concentration: Not reported
Max Concentration: Not reported
Sample Comment: 70 ppm
Last Update By: jmw
Update Date: 10/20/1999

Substance ID.: 121989
Haz Release ID: 383559
Qty Released: unknown
Date Released: unknown
Update Date: 04/03/1993
Update By: Not reported
Substance Code: ECD200
Substance Name: OIL OR FUEL RELATED COMPOUNDS
Substance Abbrev.: Not reported
Substance Category ID: 8532
Substance Category: Petroleum Related Releases for OSPIRG Report
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Substance Category ID: 8532
Substance Category: Petroleum Related Releases for OSPIRG Report
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S106236406 DIST/DIR: 0.366 West ELEVATION: 123 MAP ID: G25

NAME: CANBY POLICE FACILITY

Rev: 07/01/2013

ADDRESS: 1175 NW 3RD AVE
CANBY, OR
CLACKAMAS

ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Sampling Result ID: 345928
Feature Id: Not reported
Hazard Release Id: 383559
Medium: 698
Substance Abbrev.: Not reported
Unit Code: Not reported
Observation: False
Owner Operator: False
Lab Data: True
Sample Depth: Not reported
Start Date: 03/04/1993
End Date: Not reported
Min Concentration: Not reported
Max Concentration: Not reported
Sample Comment: 18.5 ppm
Last Update By: jmw
Update Date: 10/20/1999

Narrative:

NARR ID: 5731107
NARR Code: Contamination
Created By: Not reported
Created Date: 12/17/2002
Updated By: JWAGGY
Updated Date: 06/28/2005

NARR Comments: (5/16/93 KPD/SAS) The early history of the site is sketchy, but the property once supported a gravel pit, and a municipal landfill for the City of Canby. These facilities were closed or abandoned by the 1960s. Canby installed a storm water outfall on the property in 1963. A site assessment was performed in 1989 for Mike Rinkes, who wished to purchase the property. Excavations in the landfill encountered only non-hazardous municipal waste. Soils and groundwater were found to be lightly contaminated with petroleum hydrocarbons. Rinkes purchased an adjacent property. In 1992, Rinkes contacted DEQ claiming that the landfill had hundreds of transformers and batteries. Rinkes was also concerned that stormwater from the outfall was leaching material from the landfill, contaminating the groundwater and threatening the City of Canby's municipal water supply. (6/27/05 CWH/SAS) DEQ has concluded that due to the absence of other indications that soils or groundwater at the site are contaminated with sources of petroleum hydrocarbons, PCBs or other hazardous substances it is unlikely that groundwater is contaminated with these substances at concentrations that pose a threat to groundwater. Although detection levels for arsenic were below the EPA PRG for tap water, they were above the EPA maximum contaminant

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S106236406 **DIST/DIR:** 0.366 West **ELEVATION:** 123 **MAP ID:** G25

NAME: CANBY POLICE FACILITY

Rev: 07/01/2013

ADDRESS: 1175 NW 3RD AVE
CANBY, OR
CLACKAMAS

ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

level (MCL) action level of 0/015 $\mu\text{g/L}$. There are no indications from the most recent work and historic evaluations that there is a source of arsenic contamination at the site. During the February and March 2004 field visits, GeoEngineers monitored the borings and the monitoring wells for methane. The methane detector showed reading well below the sensitivity of the instrument and the established action levels for methane. DEQ continued monitoring for methane during three separate field events between July 2004, and January 2005. Methane gas was not detected during this period.

NARR ID: 5731108

NARR Code: Hazardous Substance/Waste Types

Created By: Not reported

Created Date: 12/17/2002

Updated By: Not reported

Updated Date: 12/17/2002

NARR Comments: Oil and grease, TPH and phenols

NARR ID: 5731109

NARR Code: Site Location

Created By: Not reported

Created Date: 12/17/2002

Updated By: SFORTUN

Updated Date: 07/16/2003

NARR Comments: Between NW 3rd and the railroad tracks; from NW Baker Drive west to the Molalla River. See also ECSI #2399 (Tax Lot 401).

NARR ID: 5731110

NARR Code: Pathways Other Hazards

Created By: Not reported

Created Date: 12/17/2002

Updated By: Not reported

Updated Date: 12/17/2002

NARR Comments: The site is located in a mixed-use area, with single family residences to the east, manufacturing facilities to the north and south, and retail businesses to the south. The City of Canby obtains its municipal water supply from intakes on the Molalla River downstream of the site. However, according to the 1989 site assessment, groundwater on the property flows to the south, away from the intakes.

NARR ID: 5731111

NARR Code: Remedial Action

Created By: Not reported

Created Date: 12/17/2002

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S106236406 DIST/DIR: 0.366 West ELEVATION: 123 MAP ID: G25

NAME: CANBY POLICE FACILITY

Rev: 07/01/2013

ADDRESS: 1175 NW 3RD AVE
CANBY, OR
CLACKAMAS

ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Updated By: GWISTAR

Updated Date: 07/06/2005

NARR Comments: (5/16/93 KPD/SAS) The landfill is unlined and uncapped, and soils in the area are primarily sand and gravel, making it quite possible that leachate has contaminated groundwater. However, there is conflicting information as to whether there are any hazardous materials in the landfill. Site Assessment recommends a basic state Preliminary Assessment (PA) to more completely characterize the potential for groundwater contamination.

(3/8/99 JMW/VCP) The City of Canby entered the VCP for oversight of cleanup for approximately 5 acres of the property. The City has proposed a regional or state park for this site.

(10/20/99 TER/VCP) The City of Canby acquired the property from Mr . Rinkes in the 1990s. Mr. Rinkes owns the adjacent former lumber mill site. DEQ's Voluntary Cleanup completed a file review in September 1999, recommending groundwater investigation. Skate Park development will proceed as a cap on a portion of the former landfill. Additional information is needed to complete a preliminary assessment equivalent.

(9/16/02 TER/VCP) Closed the Voluntary Cleanup Project and referred to Site Assessment as a candidate for a Targeted Brownfield Assessment.

(6/27/05 CWH/SAS) DEQ completed Phase II environmental site assessment work and additional monitoring for methane at the former landfill area. It is DEQ's determination that no further action is necessary, based on our evaluation of the 2004 Site Assessment investigation and previous evaluations performed at the former Canby Landfill. DEQ's determination will not be applicable if new or undisclosed facts reveal contamination that does not comply with Oregon's Environmental Cleanup regulations.

NARR ID: 5746772

NARR Code: Site History

Created By: JWAGGY

Created Date: 06/28/2005

Updated By: JWAGGY

Updated Date: 06/28/2005

NARR Comments: The property was historically used as a gravel quarry, and was later operated as the city landfill until 1960. The property was obtained by the City of Canby through a court ordered property split in 1993. The City plans to use the property for future park space that will include sports recreation fields. There is currently a small skate

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S106236406 **DIST/DIR:** 0.366 West **ELEVATION:** 123 **MAP ID:** G25

NAME: CANBY POLICE FACILITY

Rev: 07/01/2013

ADDRESS: 1175 NW 3RD AVE
CANBY, OR
CLACKAMAS

ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

park located along the north side of the property.

Permit:

Permit Agency: DEQ

Permit Number: 1041

Permit Type: SW

Comments: Not reported

Administrative Action:

Admin ID: 716229 Action ID: 9424

Agency: Dept Of Environmental Quality Region: Headquarters

Start Date: 08/22/1990 Complete Date: 08/22/1990

Substance Code: SAS Rank Value: 0

Employee Id: 224 Cleanup Flag: False

Created By: Not reported Created Date: 12/17/2002

Action Code: ENTRY Category: Administrative Action

Action Flag: True Action Code Flag: False

Action: Site added to database

Further Action: Not reported

Comments: Not reported

Admin ID: 708935 Action ID: 9519

Agency: Dept Of Environmental Quality Region: Northwestern Region

Start Date: 02/23/1999 Complete Date: 07/06/1999

Substance Code: VCS Rank Value: 7

Employee Id: 313 Cleanup Flag: False

Created By: Not reported Created Date: 12/17/2002

Action Code: VWL Category: Remedial Action

Action Flag: True Action Code Flag: False

Action: VCS Waiting List

Further Action: Not reported

Comments: Not reported

Admin ID: 707342 Action ID: 9440

Agency: Dept Of Environmental Quality Region: Northwestern Region

Start Date: 08/09/1999 Complete Date: 10/19/1999

Substance Code: VCS Rank Value: 0

Employee Id: 627 Cleanup Flag: False

Created By: Not reported Created Date: 12/17/2002

Action Code: LTAG Category: Remedial Action

Action Flag: True Action Code Flag: False

Action: Letter Agreement

Further Action: Not reported

Comments: Not reported

Admin ID: 707343 Action ID: 9442

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S106236406 **DIST/DIR:** 0.366 West **ELEVATION:** 123 **MAP ID:** G25

NAME: CANBY POLICE FACILITY

Rev: 07/01/2013

ADDRESS: 1175 NW 3RD AVE
CANBY, OR
CLACKAMAS

ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 08/09/1999 Complete Date: 10/19/1999
Substance Code: VCS Rank Value: 0
Employee Id: 627 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: NEG Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: NEGOTIATIONS
Further Action: Not reported
Comments: Not reported

Admin ID: 707494 Action ID: 9511
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 10/19/1999 Complete Date: 09/16/2002
Substance Code: VCS Rank Value: 0
Employee Id: 627 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: SI Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: SITE INVESTIGATION
Further Action: Not reported
Comments: Not reported

Admin ID: 719825 Action ID: 9449
Agency: Dept Of Environmental Quality Region: Headquarters
Start Date: 05/16/1993 Complete Date: 05/16/1993
Substance Code: SAS Rank Value: 0
Employee Id: 301 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: NSFL Category: Listing Action
Action Flag: True Action Code Flag: False
Action: Insufficient information to list
Further Action: Not reported
Comments: Not reported

Admin ID: 723088 Action ID: 9437
Agency: Dept Of Environmental Quality Region: Headquarters
Start Date: 05/16/1993 Complete Date: 05/16/1993
Substance Code: SAS Rank Value: 0
Employee Id: 301 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: q Category: Listing Action
Action Flag: True Action Code Flag: False
Action: q
Further Action: Not reported

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S106236406 **DIST/DIR:** 0.366 West **ELEVATION:** 123 **MAP ID:** G25

NAME: CANBY POLICE FACILITY

Rev: 07/01/2013

ADDRESS: 1175 NW 3RD AVE
CANBY, OR
CLACKAMAS

ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Comments: Not reported

Admin ID: 723089 Action ID: 9496
Agency: Dept Of Environmental Quality Region: Headquarters
Start Date: 05/17/1993 Complete Date: 05/17/1993
Substance Code: SAS Rank Value: 0
Employee Id: 301 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: RPA Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: State Basic Preliminary Assessment recommended (PA)
Further Action: Low
Comments: Not reported

Admin ID: 724290 Action ID: 9425
Agency: Dept Of Environmental Quality Region: Headquarters
Start Date: 05/15/1993 Complete Date: 05/15/1993
Substance Code: SAS Rank Value: 0
Employee Id: 301 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: EV Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: SITE EVALUATION
Further Action: Not reported
Comments: Not reported

Admin ID: 725096 Action ID: 9510
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 09/16/2002 Complete Date: 09/16/2002
Substance Code: SAS Rank Value: Not reported
Employee Id: 2161 Cleanup Flag: False
Created By: GWISTAR Created Date: 01/07/2003
Action Code: RXPA Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: State Expanded Preliminary Assessment recommended (XPA)
Further Action: Medium-Low
Comments: (9/30/02 CJB/SAS) Site being evaluated for possible TBA.

Admin ID: 726274 Action ID: 9521
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 06/10/1993 Complete Date: 06/10/1993
Substance Code: SAS Rank Value: Not reported
Employee Id: 466 Cleanup Flag: False
Created By: GWISTAR Created Date: 05/22/2003
Action Code: OPTN Category: Remedial Action

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S106236406 **DIST/DIR:** 0.366 West **ELEVATION:** 123 **MAP ID:** G25

NAME: CANBY POLICE FACILITY

Rev: 07/01/2013

ADDRESS: 1175 NW 3RD AVE
CANBY, OR
CLACKAMAS

ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Action Flag: True Action Code Flag: False
Action: OPTN
Further Action: 0
Comments: Not reported

Admin ID: 730522 Action ID: 9443
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 06/27/2005 Complete Date: 06/27/2005
Substance Code: SAS Rank Value: Not reported
Employee Id: 2339 Cleanup Flag: False
Created By: JWAGGY Created Date: 06/28/2005
Action Code: NFA Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: NO FURTHER STATE ACTION REQUIRED
Further Action: 0
Comments: Not reported

Admin ID: 730523 Action ID: 9469
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 02/01/2004 Complete Date: 06/27/2005
Substance Code: SAS Rank Value: Not reported
Employee Id: 2339 Cleanup Flag: False
Created By: JWAGGY Created Date: 06/28/2005
Action Code: RA Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: REMEDIAL ACTION
Further Action: 0
Comments: Not reported

Admin ID: 730602 Action ID: 9518
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 12/01/2003 Complete Date: 06/27/2005
Substance Code: SAS Rank Value: Not reported
Employee Id: 2339 Cleanup Flag: False
Created By: GWISTAR Created Date: 07/08/2005
Action Code: TBA Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: TARGETED BROWNFIELD ASSESSMENT
Further Action: 0
Comments: Not reported

Operations:
Operation Id: 132352
Operation Status: Inactive
Common Name: Canby Landfill

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S106236406 **DIST/DIR:** 0.366 West **ELEVATION:** 123 **MAP ID:** G25

NAME: CANBY POLICE FACILITY

Rev: 07/01/2013

ADDRESS: 1175 NW 3RD AVE
CANBY, OR
CLACKAMAS

ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Yrs of Operation: 1920s-1960s

Comments: Landfill

Updated Date: 03/11/1996

Operations SIC Id: 194917

SIC Code: 4953

Created By: Not reported

Created Date: 12/17/2002

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

BROWNFIELDS

EDR ID: S106236406 **DIST/DIR:** 0.366 West **ELEVATION:** 123 **MAP ID:** G25

NAME: CANBY POLICE FACILITY

Rev: 05/21/2013

ADDRESS: 1175 NW 3RD AVE
CANBY, OR
CLACKAMAS

ID/Status: NO FURTHER STATE ACTION REQUIRED

SOURCE: OR Department of Environmental Quality

OR BROWNFIELDS:

Geolocation Id: 40086

Status: NO FURTHER STATE ACTION REQUIRED

Lat/Long: 45.2596 / -122.705

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

US BROWNFIELDS

EDR ID: 1010382516 **DIST/DIR:** 0.366 West **ELEVATION:** 123 **MAP ID:** G26

NAME: FORMER CANBY LANDFILL **Rev:** 06/24/2013
ADDRESS: 1175 NW 3RD AVENUE
CITY OF CANBY, OR 97013

SOURCE: US Environmental Protection Agency

US BROWNFIELDS:

Recipient name: Oregon Department of Environmental Quality
Grant type: Assessment
Property name: FORMER CANBY LANDFILL
Property #: Sec 5 T4S R1E tax lot 405
Parcel size: 13.91
Property Description: Gravel pit and municipal landfill
Latitude: 45.259337
Longitude: -122.705117
HCM label: Interpolation-Map
Map scale: 1:24,000
Point of reference: Entrance Point of a Facility or Station
Datum: Not reported
ACRES property ID: 15727
Start date: Not reported
Completed date: Not reported
Acres cleaned up: Not reported
Cleanup funding: Not reported
Cleanup funding source: Not reported
Assessment funding: 43967
Assessment funding source: US EPA - Brownfields Assessment Cooperative Agreement
Redevelopment funding: Not reported
Redev. funding source: Not reported
Redev. funding entity name: Not reported
Redevelopment start date: Not reported
Assessment funding entity: Not reported
Cleanup funding entity: Not reported
Grant type: N/A
Accomplishment type: Phase II Environmental Assessment
Accomplishment count: 1
Cooperative agreement #: 97067401
Ownership entity: Not reported
Current owner: City of Canby
Did owner change: N
Cleanup required: No
Video available: No
Photo available: Yes
Institutional controls required: N
IC Category proprietary controls: Not reported
IC cat. info. devices: Not reported
IC cat. gov. controls: Not reported
IC cat. enforcement permit tools: Not reported
IC in place date: Not reported
IC in place: No

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

US BROWNFIELDS

EDR ID: 1010382516 **DIST/DIR:** 0.366 West **ELEVATION:** 123 **MAP ID:** G26

NAME: FORMER CANBY LANDFILL **Rev:** 06/24/2013
ADDRESS: 1175 NW 3RD AVENUE
CITY OF CANBY, OR 97013

SOURCE: US Environmental Protection Agency

State/tribal program date: Not reported
State/tribal program ID: Not reported
State/tribal NFA date: Not reported
Air contaminated: Not reported
Air cleaned: Not reported
Asbestos found: Not reported
Asbestos cleaned: Not reported
Controlled substance found: Not reported
Controlled substance cleaned: Not reported
Drinking water affected: Not reported
Drinking water cleaned: Not reported
Groundwater affected: Not reported
Groundwater cleaned: Not reported
Lead contaminant found: Not reported
Lead cleaned up: Not reported
No media affected: Not reported
Unknown media affected: Not reported
Other cleaned up: Not reported
Other metals found: Not reported
Other metals cleaned: Not reported
Other contaminants found: Not reported
Other contams found description: Not reported
PAHs found: Not reported
PAHs cleaned up: Not reported
PCBs found: Not reported
PCBs cleaned up: Not reported
Petro products found: Not reported
Petro products cleaned: Not reported
Sediments found: Not reported
Sediments cleaned: Not reported
Soil affected: Not reported
Soil cleaned up: Not reported
Surface water cleaned: Not reported
Unknown found: Not reported
VOCs found: Not reported
VOCs cleaned: Not reported
Cleanup other description: Not reported
Num. of cleanup and re-dev. jobs: Not reported
Past use greenspace acreage: Not reported
Past use residential acreage: Not reported
Past use commercial acreage: Not reported
Past use industrial acreage: Not reported
Future use greenspace acreage: Not reported
Future use residential acreage: Not reported
Future use commercial acreage: Not reported

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

US BROWNFIELDS

EDR ID: 1010382516 **DIST/DIR:** 0.366 West **ELEVATION:** 123 **MAP ID:** G26

NAME: FORMER CANBY LANDFILL

Rev: 06/24/2013

ADDRESS: 1175 NW 3RD AVENUE
CITY OF CANBY, OR 97013

SOURCE: US Environmental Protection Agency

Future use industrial acreage: Not reported
Greenspace acreage and type: Not reported
Superfund Fed. landowner flag: Not reported

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: 1000140788 **DIST/DIR:** 0.382 SW **ELEVATION:** 148 **MAP ID:** 27

NAME: S.R. SMITH, INC.

Rev: 07/01/2013

ADDRESS: 1017 SW BERG PKWY
CANBY, OR 97013
CLACKAMAS

ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

ECSI:

State ID Number: 2282 Brown ID: 0
Study Area: False Region ID: 2
Legislatve ID: 831 Investigation: No Further Action
FACA ID: 1152 Further Action: 0
Lat/Long (dms): 45 15 17.60 / -122 42 16.60 County Code: 3.00
Score Value: Not reported Cerclis ID: Not reported
Township Coord.: 4.00 Township Zone: S
Range Coord: 1.00 Range Zone: E
Section Coord: 5 Qtr Section: NE
Tax Lots: 300 Size: 5.64 acres
NPL: False Orphan: False
Updated By: GWISTAR Update Date: 03/06/2008
Alias Name: Dobak Site
Alias Name: D & J Engine Rebuilders

Narrative:

NARR ID: 5745633
NARR Code: Contamination
Created By: GWISTAR
Created Date: 10/15/2004
Updated By: GWISTAR
Updated Date: 10/15/2004

NARR Comments: (1/15/00 JMW/SAS) Report submitted to Site Assessment from HW summarizing the investigation of an illegal hazardous-waste disposal pit. D&J operated at the property from approx. 1970 until June 1995. A degreasing unit and hot tank in the building were apparently drained to a floor drain that was piped to the pit. A sample of sludge from the pit exceeded the HW toxicity characteristic threshold for lead. An independent cleanup was initiated, and in April 1999, S. R. Smith joined DEQ's Voluntary Cleanup Program, seeking a no-further-action letter.

NARR ID: 5737978
NARR Code: Media Contamination
Created By: Not reported
Created Date: 12/17/2002
Updated By: GWISTAR
Updated Date: 10/15/2004
NARR Comments: Soil.

NARR ID: 5737979
NARR Code: Remedial Action
Created By: Not reported
Created Date: 12/17/2002

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: 1000140788 **DIST/DIR:** 0.382 SW **ELEVATION:** 148 **MAP ID:** 27

NAME: S.R. SMITH, INC. **Rev:** 07/01/2013
ADDRESS: 1017 SW BERG PKWY **ID/Status:** No Further Action
CANBY, OR 97013
CLACKAMAS
SOURCE: OR Department of Environmental Quality

Updated By: GWISTAR
Updated Date: 10/15/2004
NARR Comments: (3/6/00 SAM/VCP) Based on independent cleanup activities performed,
DEQ has determined that investigation and cleanup of the S. R. Smith
facility are complete, and that no further action is required.

NARR ID: 5750231
NARR Code: 1922
Created By: GWISTAR
Created Date: 03/06/2008
Updated By: GWISTAR
Updated Date: 03/06/2008
NARR Comments: (March 2000) DEQ has determined that investigation and cleanup of the
S. R. Smith facility are complete, and that no further action is
required.

Administrative Action:
Admin ID: 708535 Action ID: 9424
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 11/23/1998 Complete Date: 11/23/1998
Substance Code: VCS Rank Value: 0
Employee Id: 313 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: ENTRY Category: Administrative Action
Action Flag: True Action Code Flag: False
Action: Site added to database
Further Action: Not reported
Comments: Not reported

Admin ID: 708536 Action ID: 9519
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 11/18/1998 Complete Date: 03/24/1999
Substance Code: VCS Rank Value: 7
Employee Id: 313 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: VWL Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: VCS Waiting List
Further Action: Not reported
Comments: Not reported

Admin ID: 706533 Action ID: 9443
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 03/06/2000 Complete Date: 03/06/2000
Substance Code: VCS Rank Value: 0

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: 1000140788 **DIST/DIR:** 0.382 SW **ELEVATION:** 148 **MAP ID:** 27

NAME: S.R. SMITH, INC.

Rev: 07/01/2013

ADDRESS: 1017 SW BERG PKWY
CANBY, OR 97013
CLACKAMAS

ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Employee Id: 541 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: NFA Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: NO FURTHER STATE ACTION REQUIRED
Further Action: Not reported
Comments: Not reported

Admin ID: 706828 Action ID: 9442
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 03/24/1999 Complete Date: 04/26/1999
Substance Code: VCS Rank Value: 0
Employee Id: 187 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: NEG Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: NEGOTIATIONS
Further Action: Not reported
Comments: Not reported

Admin ID: 706928 Action ID: 9440
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 04/26/1999 Complete Date: 04/26/1999
Substance Code: VCS Rank Value: 0
Employee Id: 187 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: LTAG Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: Letter Agreement
Further Action: Not reported
Comments: Not reported

Admin ID: 707500 Action ID: 9456
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 08/30/1999 Complete Date: 01/15/2000
Substance Code: VCS Rank Value: 0
Employee Id: 541 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: PA Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: BASIC PRELIMINARY ASSESSEMENT
Further Action: Not reported
Comments: Not reported

Operations:

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: 1000140788 **DIST/DIR:** 0.382 SW **ELEVATION:** 148 **MAP ID:** 27

NAME: S.R. SMITH, INC.

Rev: 07/01/2013

ADDRESS: 1017 SW BERG PKWY
CANBY, OR 97013
CLACKAMAS

ID/Status: No Further Action

SOURCE: OR Department of Environmental Quality

Operation Id: 134969
Operation Status: Inactive
Common Name: D & J Engine Rebuilders
Yrs of Operation: Approximately 1970 - 1995
Comments: Address in original ECSI entry for D & J (later determined to be a duplicate) was 991 SW Berg Parkway. This address is part of the same site as 1017 SW Berg Parkway.
Updated Date: 10/15/2004

Operation Id: 133490
Operation Status: Active
Common Name: SRS Acquisitions LLC
Yrs of Operation: January 8, 1987 - Current
Comments: Not reported
Updated Date: 04/30/1999
Operations SIC Id: 196771
SIC Code: 3089
Created By: Not reported
Created Date: 12/17/2002

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

VCP

EDR ID: 1000140788 **DIST/DIR:** 0.382 SW **ELEVATION:** 148 **MAP ID:** 27

NAME: S.R. SMITH, INC.

Rev: 07/22/2013

ADDRESS: 1017 SW BERG PKWY
CANBY, OR 97013
CLACKAMAS

SOURCE: OR DEQ

VCS:
ECS Site ID: 2282
CRL: NFA
Facility Size: 5.64 acres
Action: NO FURTHER STATE ACTION REQUIRED
Start Date: 03/06/2000
End Date: 03/06/2000
Project Manager Name: Sheila Monroe
Program: VCS

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

LUST

EDR ID: U000430128 **DIST/DIR:** 0.430 NE **ELEVATION:** 157 **MAP ID:** 28

NAME: CHEVRON USA INC - 91778
ADDRESS: 118 SE 1ST ST
CANBY, OR 97013

Rev: 04/01/2013
ID/Status: 09/14/1992

SOURCE: OR Department of Environmental Quality

LUST:
Region: North Western Region
Facility ID: 03-89-0075
Cleanup Received Date: 04/28/1989
Cleanup Start Date: 04/27/1989
Cleanup Complete Date: 09/14/1992

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

LUST

EDR ID: S108571837 **DIST/DIR:** 0.487 East **ELEVATION:** 164 **MAP ID:** 29

NAME: HEATING OIL TANK
ADDRESS: 625 S IVY ST
CANBY, OR 97013

Rev: 04/01/2013
ID/Status: 05/30/2007

SOURCE: OR Department of Environmental Quality

LUST:

Region: North Western Region
Facility ID: 03-06-2142
Cleanup Received Date: 12/11/2006
Cleanup Start Date: Not reported
Cleanup Complete Date: 05/30/2007

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S108010606 **DIST/DIR:** 0.522 NE **ELEVATION:** 155 **MAP ID:** 30

NAME: CANBY UTILITY BOARD - TRANSFORMER STORAGE **Rev:** 07/01/2013
ADDRESS: 225 NE 2ND AVE. (LOCATED BEHIND THRIFTWAY) **ID/Status:** Suspect
CANBY, OR 97013

SOURCE: OR Department of Environmental Quality

ECSI:

State ID Number: 4492 Brown ID: 0
Study Area: False Region ID: 2
Legislatve ID: 0 Investigation: Suspect
FACA ID: 89956 Further Action: 258
Lat/Long (dms): 45 15 49.30 / -122 41 29.40 County Code: 3.00
Score Value: Not reported Cerclis ID: Not reported
Township Coord.: 3.00 Township Zone: S
Range Coord: 1.00 Range Zone: E
Section Coord: 33 Qtr Section: Not reported
Tax Lots: Not reported Size: Not reported
NPL: False Orphan: False
Updated By: GWISTAR Update Date: 05/12/2006

Narrative:

NARR ID: 5747264
NARR Code: Site Contacts
Created By: JWAGGY
Created Date: 09/26/2005
Updated By: JWAGGY
Updated Date: 09/26/2005
NARR Comments: The City of Canby; 503-266-4021.

NARR ID: 5747061
NARR Code: Contamination
Created By: DMESSEN
Created Date: 08/18/2005
Updated By: GWISTAR
Updated Date: 09/07/2005
NARR Comments: (8/18/05 DM/SAP) Possible contamination of PCBs from transformers being stored and repaired on the site, which is located behind the Thirtway store in Canby. The utilities company of Canby stored and repaired the transformers on the site.

NARR ID: 5747062
NARR Code: Manner of Release
Created By: DMESSEN
Created Date: 08/18/2005
Updated By: GWISTAR
Updated Date: 09/07/2005
NARR Comments: Possible release to the environment of PCBs from transformers. Time of release is not known.

NARR ID: 5747063
NARR Code: Remedial Action

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S108010606 **DIST/DIR:** 0.522 NE **ELEVATION:** 155 **MAP ID:** 30

NAME: CANBY UTILITY BOARD - TRANSFORMER STORAGE **Rev:** 07/01/2013
ADDRESS: 225 NE 2ND AVE. (LOCATED BEHIND THRIFTWAY) **ID/Status:** Suspect
CANBY, OR 97013

SOURCE: OR Department of Environmental Quality

Created By: DMESSEN
Created Date: 08/18/2005
Updated By: JWAGGY
Updated Date: 09/26/2005
NARR Comments: (September 2005; JMW/SAP) A July 1988 DEQ record indicates a subject site may be contaminated w/PCBs. A site evaluation is recommended to determine further action.

Administrative Action:
Admin ID: 730891 Action ID: 9424
Agency: Dept Of Environmental Quality Region: Not reported
Start Date: 08/18/2005 Complete Date: 08/18/2005
Substance Code: Not reported Rank Value: Not reported
Employee Id: Not reported Cleanup Flag: False
Created By: DMESSEN Created Date: 08/18/2005
Action Code: ENTRY Category: Administrative Action
Action Flag: True Action Code Flag: False
Action: Site added to database
Further Action: Not reported
Comments: Not reported

Admin ID: 730892 Action ID: 9508
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 08/18/2005 Complete Date: 08/18/2005
Substance Code: SAS Rank Value: Not reported
Employee Id: 313 Cleanup Flag: False
Created By: DMESSEN Created Date: 08/18/2005
Action Code: RSSC Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: Site Screening recommended (EV)
Further Action: Medium
Comments: Not reported

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S103303324 **DIST/DIR:** 0.950 ENE **ELEVATION:** 154 **MAP ID:** 31

NAME: TIMBER HARVESTING EQUIPMENT SALES INC. **Rev:** 07/01/2013
ADDRESS: 1102 SE 2ND STREET ID/Status: Listed on the CRL/Inventory
CANBY, OR
CLACKAMAS
SOURCE: OR Department of Environmental Quality

ECSI:
State ID Number: 1604 Brown ID: 0
Study Area: False Region ID: 2
Legislatve ID: 832 Investigation: Listed on the CRL/Inventory
FACA ID: 8742 Further Action: 260
Lat/Long (dms): 45 15 54.40 / -122 40 54.10 County Code: 3.00
Score Value: Not reported Cerclis ID: Not reported
Township Coord.: 3.00 Township Zone: S
Range Coord: 1.00 Range Zone: E
Section Coord: 34 Qtr Section: Not reported
Tax Lots: Not reported Size: Not reported
NPL: False Orphan: False
Updated By: GWISTAR Update Date: 04/14/2006
Alias Name: American Gasket Co
Alias Name: Oregon Machine Works
Alias Name: Toolmec

Hazardous Release:
Substance ID.: 122015
Haz Release ID: 384459
Qty Released: unknown
Date Released: unknown
Update Date: 09/26/1994
Update By: Not reported
Substance Code: ECD282
Substance Name: OIL - WASTE
Substance Abbrev.: Not reported
Substance Category ID: 8541
Substance Category: Petroleum Related Releases for OSPIRG Report
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Substance Category ID: 8541
Substance Category: Petroleum Related Releases for OSPIRG Report
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Sampling Result ID: 344851
Feature Id: Not reported
Hazard Release Id: 384459
Medium: 703
Substance Abbrev.: Not reported
Unit Code: Not reported
Observation: False
Owner Operator: True

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S103303324 **DIST/DIR:** 0.950 ENE **ELEVATION:** 154 **MAP ID:** 31

NAME: TIMBER HARVESTING EQUIPMENT SALES INC. **Rev:** 07/01/2013
ADDRESS: 1102 SE 2ND STREET **ID/Status:** Listed on the CRL/Inventory
CANBY, OR
CLACKAMAS
SOURCE: OR Department of Environmental Quality

Lab Data: False
Sample Depth: Not reported
Start Date: 06/24/1994
End Date: Not reported
Min Concentration: Not reported
Max Concentration: Not reported
Sample Comment: (grease) unknown concentration
Last Update By: ars
Update Date: 09/26/1994
Sampling Result ID: 344852
Feature Id: Not reported
Hazard Release Id: 384459
Medium: 704
Substance Abbrev.: Not reported
Unit Code: Not reported
Observation: False
Owner Operator: False
Lab Data: True
Sample Depth: Not reported
Start Date: 06/24/1994
End Date: Not reported
Min Concentration: Not reported
Max Concentration: Not reported
Sample Comment: (grease) storm drain sump - 1,900 ppm
Last Update By: ars
Update Date: 09/26/1994

Substance ID.: 121777
Haz Release ID: 384460
Qty Released: unknown
Date Released: unknown
Update Date: 09/26/1994
Update By: Not reported
Substance Code: 78-93-3
Substance Name: METHYL ETHYL KETONE
Substance Abbrev.: Not reported
Substance Alias ID: 317507
Sub Alias Name: BUTANONE,2-
Substance Alias ID: 317508
Sub Alias Name: ETHYL METHYL KETONE
Substance Alias ID: 317509
Sub Alias Name: MEK
Substance Alias ID: 317510
Sub Alias Name: METHYL ACETONE
Sampling Result ID: 344853

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S103303324 **DIST/DIR:** 0.950 ENE **ELEVATION:** 154 **MAP ID:** 31

NAME: TIMBER HARVESTING EQUIPMENT SALES INC. **Rev:** 07/01/2013
ADDRESS: 1102 SE 2ND STREET **ID/Status:** Listed on the CRL/Inventory
CANBY, OR
CLACKAMAS
SOURCE: OR Department of Environmental Quality

Feature Id: Not reported
Hazard Release Id: 384460
Medium: 703
Substance Abbrev.: Not reported
Unit Code: Not reported
Observation: False
Owner Operator: False
Lab Data: True
Sample Depth: Not reported
Start Date: 06/24/1994
End Date: Not reported
Min Concentration: Not reported
Max Concentration: Not reported
Sample Comment: 12 ppm
Last Update By: ars
Update Date: 09/26/1994

Substance ID.: 121639
Haz Release ID: 384813
Qty Released: unknown
Date Released: unknown
Update Date: 04/21/1995
Update By: Not reported
Substance Code: 7439-92-1
Substance Name: LEAD
Substance Abbrev.: Not reported
Substance Category ID: 8466
Substance Category: Inorganics
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Substance Category ID: 8466
Substance Category: Inorganics
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Substance Alias ID: 319256
Sub Alias Name: PB
Sampling Result ID: 343369
Feature Id: Not reported
Hazard Release Id: 384813
Medium: 698
Substance Abbrev.: Not reported
Unit Code: Not reported
Observation: False

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Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S103303324 **DIST/DIR:** 0.950 ENE **ELEVATION:** 154 **MAP ID:** 31

NAME: TIMBER HARVESTING EQUIPMENT SALES INC.

Rev: 07/01/2013

ADDRESS: 1102 SE 2ND STREET
CANBY, OR
CLACKAMAS

ID/Status: Listed on the CRL/Inventory

SOURCE: OR Department of Environmental Quality

Owner Operator: False
Lab Data: True
Sample Depth: Not reported
Start Date: 06/24/1994
End Date: Not reported
Min Concentration: Not reported
Max Concentration: Not reported
Sample Comment: 2 ppm (base of dry well)
Last Update By: jmd
Update Date: 04/21/1995

Substance ID.: 121668
Haz Release ID: 384814
Qty Released: unknown
Date Released: unknown
Update Date: 04/21/1995
Update By: Not reported
Substance Code: 7440-43-9
Substance Name: CADMIUM
Substance Abbrev.: Not reported
Substance Category ID: 8460
Substance Category: Inorganics
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Substance Category ID: 8460
Substance Category: Inorganics
Category Level: Not reported
Created By: Not reported
Created Date: 12/17/2002
Substance Alias ID: 319291
Sub Alias Name: CD
Sampling Result ID: 343370
Feature Id: Not reported
Hazard Release Id: 384814
Medium: 703
Substance Abbrev.: Not reported
Unit Code: Not reported
Observation: False
Owner Operator: False
Lab Data: True
Sample Depth: Not reported
Start Date: 06/24/1994
End Date: Not reported
Min Concentration: Not reported

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S103303324 **DIST/DIR:** 0.950 ENE **ELEVATION:** 154 **MAP ID:** 31

NAME: TIMBER HARVESTING EQUIPMENT SALES INC. **Rev:** 07/01/2013
ADDRESS: 1102 SE 2ND STREET **ID/Status:** Listed on the CRL/Inventory
CANBY, OR
CLACKAMAS
SOURCE: OR Department of Environmental Quality

Max Concentration: Not reported
Sample Comment: 0.29 mg/L (TCLP)
Last Update By: jmd
Update Date: 04/21/1995

Narrative:
NARR ID: 5734420
NARR Code: Contamination
Created By: Not reported
Created Date: 12/17/2002
Updated By: Not reported
Updated Date: 12/17/2002
NARR Comments: The company routinely stores heavy equipment in a large, gravel-covered area on the north side of the property. During a complaint follow-up inspection in June 1994 by DEQ/NWR, significant areas of stained gravel and soil were noted beneath hydraulic equipment. There is also a storm drain system leading from this storage area to a dry well, where hydrocarbon contamination was also noted.

NARR ID: 5734421
NARR Code: Data Sources
Created By: Not reported
Created Date: 12/17/2002
Updated By: Not reported
Updated Date: 12/17/2002
NARR Comments: Hazardous waste inspection report from DEQ/NWR, dated 8/1/94

NARR ID: 5734422
NARR Code: Hazardous Substance/Waste Types
Created By: Not reported
Created Date: 12/17/2002
Updated By: Not reported
Updated Date: 12/17/2002
NARR Comments: Petroleum products, solvents, metals

NARR ID: 5734423
NARR Code: Manner of Release
Created By: Not reported
Created Date: 12/17/2002
Updated By: Not reported
Updated Date: 12/17/2002
NARR Comments: Spill of hydraulic fluid that entered storm drain 9/93; otherwise, ongoing leakage and spills to the ground from storage and servicing of heavy equipment.

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S103303324 **DIST/DIR:** 0.950 ENE **ELEVATION:** 154 **MAP ID:** 31

NAME: TIMBER HARVESTING EQUIPMENT SALES INC. **Rev:** 07/01/2013
ADDRESS: 1102 SE 2ND STREET ID/Status: Listed on the CRL/Inventory
CANBY, OR
CLACKAMAS
SOURCE: OR Department of Environmental Quality

NARR ID: 5734424
NARR Code: Media Contamination
Created By: Not reported
Created Date: 12/17/2002
Updated By: Not reported
Updated Date: 12/17/2002
NARR Comments: Soil and surface water flowing over contaminated soil, which enters a dry well or storm drain system.

NARR ID: 5734425
NARR Code: Remedial Action
Created By: Not reported
Created Date: 12/17/2002
Updated By: Not reported
Updated Date: 12/17/2002
NARR Comments: Significant areas of contaminated soil may remain, even after the operator steam-cleaned stained gravel in equipment parking areas.
Groundwater contamination may have resulted from the presence of oil, solvents, and heavy metals at the base of the dry well that collects runoff from on-site areas.

NARR ID: 5734426
NARR Code: Health Threats
Created By: Not reported
Created Date: 12/17/2002
Updated By: Not reported
Updated Date: 12/17/2002
NARR Comments: Potential groundwater contamination through dry well.

Administrative Action:
Admin ID: 715034 Action ID: 9488
Agency: Dept Of Environmental Quality Region: Headquarters
Start Date: 06/06/1995 Complete Date: 06/15/1995
Substance Code: SAS Rank Value: 0
Employee Id: 767 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: RLSC Category: Listing Action
Action Flag: False Action Code Flag: False
Action: Listing on Confirmed Release List recommended
Further Action: Not reported
Comments: Not reported

Admin ID: 715035 Action ID: 9438
Agency: Dept Of Environmental Quality Region: Headquarters
Start Date: 06/16/1995 Complete Date: 06/16/1995

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S103303324 **DIST/DIR:** 0.950 ENE **ELEVATION:** 154 **MAP ID:** 31

NAME: TIMBER HARVESTING EQUIPMENT SALES INC. **Rev:** 07/01/2013
ADDRESS: 1102 SE 2ND STREET **ID/Status:** Listed on the CRL/Inventory
CANBY, OR
CLACKAMAS
SOURCE: OR Department of Environmental Quality

Substance Code: SAS Rank Value: 0
Employee Id: 657 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: LSC Category: Listing Action
Action Flag: True Action Code Flag: False
Action: Facility placed on Confirmed Release List
Further Action: Not reported
Comments: Not reported

Admin ID: 700360 Action ID: 9448
Agency: Dept Of Environmental Quality Region: Headquarters
Start Date: 06/06/1995 Complete Date: 06/16/1995
Substance Code: SAS Rank Value: 0
Employee Id: 767 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: NRC Category: Listing Action
Action Flag: True Action Code Flag: False
Action: Review for final listing
Further Action: Not reported
Comments: Not reported

Admin ID: 716729 Action ID: 9424
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 09/16/1994 Complete Date: Not reported
Substance Code: SAS Rank Value: 0
Employee Id: 767 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: ENTRY Category: Administrative Action
Action Flag: True Action Code Flag: False
Action: Site added to database
Further Action: Not reported
Comments: Not reported

Admin ID: 716754 Action ID: 9451
Agency: Dept Of Environmental Quality Region: Headquarters
Start Date: 03/17/1995 Complete Date: 06/16/1995
Substance Code: SAS Rank Value: 0
Employee Id: 657 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: OOCL Category: Listing Action
Action Flag: True Action Code Flag: False
Action: Owner/operator comments received on listing notification
Further Action: Not reported
Comments: comments sent to Gil Wistar

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S103303324 **DIST/DIR:** 0.950 ENE **ELEVATION:** 154 **MAP ID:** 31

NAME: TIMBER HARVESTING EQUIPMENT SALES INC. **Rev:** 07/01/2013
ADDRESS: 1102 SE 2ND STREET **ID/Status:** Listed on the CRL/Inventory
CANBY, OR
CLACKAMAS
SOURCE: OR Department of Environmental Quality

Admin ID: 717263 Action ID: 9498
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 09/20/1994 Complete Date: 09/20/1994
Substance Code: SAS Rank Value: 0
Employee Id: 767 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: RPLC Category: Listing Action
Action Flag: True Action Code Flag: False
Action: Proposal for Confirmed Release List recommended
Further Action: Not reported
Comments: Not reported

Admin ID: 717391 Action ID: 9428
Agency: Dept Of Environmental Quality Region: Headquarters
Start Date: 01/19/1995 Complete Date: 03/15/1995
Substance Code: SAS Rank Value: 0
Employee Id: 657 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: EXTR Category: Listing Action
Action Flag: True Action Code Flag: False
Action: Extension requested by owner/operator
Further Action: Not reported
Comments: letter from Jerry Patterson, Toolmec

Admin ID: 717392 Action ID: 9430
Agency: Dept Of Environmental Quality Region: Headquarters
Start Date: 01/19/1995 Complete Date: 03/15/1995
Substance Code: SAS Rank Value: 0
Employee Id: 657 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: GRNT Category: Listing Action
Action Flag: True Action Code Flag: False
Action: Petition or request granted
Further Action: Not reported
Comments: Not reported

Admin ID: 719339 Action ID: 9425
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 09/14/1994 Complete Date: 09/20/1994
Substance Code: SAS Rank Value: 0
Employee Id: 767 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: EV Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: SITE EVALUATION

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S103303324 **DIST/DIR:** 0.950 ENE **ELEVATION:** 154 **MAP ID:** 31

NAME: TIMBER HARVESTING EQUIPMENT SALES INC. **Rev:** 07/01/2013
ADDRESS: 1102 SE 2ND STREET ID/Status: Listed on the CRL/Inventory
CANBY, OR
CLACKAMAS
SOURCE: OR Department of Environmental Quality

Further Action: Not reported
Comments: Not reported

Admin ID: 719340 Action ID: 9501
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 09/20/1994 Complete Date: 09/20/1994
Substance Code: SAS Rank Value: 0
Employee Id: 767 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: RRA Category: Remedial Action
Action Flag: True Action Code Flag: False
Action: Remedial Action recommended (RA)
Further Action: Low
Comments: Clean up all contaminated soil and implement pollution prevention measures.

Admin ID: 719341 Action ID: 9437
Agency: Dept Of Environmental Quality Region: Northwestern Region
Start Date: 09/20/1994 Complete Date: 09/21/1994
Substance Code: SAS Rank Value: 0
Employee Id: 767 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: q Category: Listing Action
Action Flag: True Action Code Flag: False
Action: q
Further Action: Not reported
Comments: Not reported

Admin ID: 719589 Action ID: 9465
Agency: Dept Of Environmental Quality Region: Headquarters
Start Date: 12/05/1994 Complete Date: 12/05/1994
Substance Code: SAS Rank Value: 0
Employee Id: 657 Cleanup Flag: False
Created By: Not reported Created Date: 12/17/2002
Action Code: PRC Category: Listing Action
Action Flag: True Action Code Flag: False
Action: Facility proposed for Confirmed Release List
Further Action: Not reported
Comments: Not reported

Operations:
Operation Id: 132937
Operation Status: Active
Common Name: Timber Harvesting Equipment Sales Inc.
Yrs of Operation: unknown

- Continued on next page -

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

ECSI

EDR ID: S103303324 **DIST/DIR:** 0.950 ENE **ELEVATION:** 154 **MAP ID:** 31

NAME: TIMBER HARVESTING EQUIPMENT SALES INC.

Rev: 07/01/2013

ADDRESS: 1102 SE 2ND STREET
CANBY, OR
CLACKAMAS

ID/Status: Listed on the CRL/Inventory

SOURCE: OR Department of Environmental Quality

Comments: Repair facility for heavy equipment used by logging industry
Updated Date: 04/19/1995
Operations SIC Id: 195844
SIC Code: 7699
Created By: Not reported
Created Date: 12/17/2002

Site Detail Report

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

OR CRL

EDR ID: S103303324 **DIST/DIR:** 0.950 ENE **ELEVATION:** 154 **MAP ID:** 31

NAME: TIMBER HARVESTING EQUIPMENT SALES INC.

Rev: 05/21/2013

ADDRESS: 1102 SE 2ND STREET
CANBY, OR
CLACKAMAS

ID/Status: 1604

ID/Status: Remedial Action recommended (RA)

SOURCE: OR Department of Environmental Quality

CRL:

Facility ID: 1604

Location ID: 8742

Status Code: LIS

Facility Status: Remedial Action recommended (RA)

Lat/Long: 45.2650 / -122.6817

Database Descriptions

NPL: NPL National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices. NPL - National Priority List Proposed NPL - Proposed National Priority List Sites.

NPL Delisted: DELISTED NPL The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate. DELISTED NPL - National Priority List Deletions

CERCLIS: CERCLIS CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL. CERCLIS - Comprehensive Environmental Response, Compensation, and Liability Information System

NFRAP: CERCLIS-NFRAP Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site. CERCLIS-NFRAP - CERCLIS No Further Remedial Action Planned

RCRA COR ACT: CORRACTS CORRACTS identifies hazardous waste handlers with RCRA corrective action activity. CORRACTS - Corrective Action Report

RCRA TSD: RCRA-TSDF RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste. RCRA-TSDF - RCRA - Treatment, Storage and Disposal

RCRA GEN: RCRA-LQG RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. RCRA-LQG - RCRA - Large Quantity Generators RCRA-SQG - RCRA - Small Quantity Generators. RCRA-CESQG - RCRA - Conditionally Exempt Small Quantity Generators.

Federal IC / EC: US ENG CONTROLS A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health. US ENG CONTROLS - Engineering Controls Sites List US INST CONTROL - Sites with Institutional Controls.

ERNS: ERNS Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances. ERNS - Emergency Response Notification System

Database Descriptions

State/Tribal CERCLIS: CRL All facilities with a confirmed release. CRL - Confirmed Release List and Inventory
ECSI - Environmental Cleanup Site Information System.

State/Tribal SWL: SWF/LF Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites. SWF/LF - Solid Waste Facilities List

State/Tribal LTANKS: LUST Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. LUST - Leaking Underground Storage Tank Database INDIAN LUST R1 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R8 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R9 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R7 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R6 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R4 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R10 - Leaking Underground Storage Tanks on Indian Land.

State/Tribal Tanks: UST Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program. UST - Underground Storage Tank Database AST - Aboveground Storage Tanks. INDIAN UST R7 - Underground Storage Tanks on Indian Land. INDIAN UST R10 - Underground Storage Tanks on Indian Land. INDIAN UST R1 - Underground Storage Tanks on Indian Land. INDIAN UST R6 - Underground Storage Tanks on Indian Land. INDIAN UST R5 - Underground Storage Tanks on Indian Land. INDIAN UST R8 - Underground Storage Tanks on Indian Land. INDIAN UST R9 - Underground Storage Tanks on Indian Land. INDIAN UST R4 - Underground Storage Tanks on Indian Land.

State/Tribal VCP: VCS Responsible parties have entered into an agreement with DEQ to voluntarily address contamination associated with their property. VCS - Voluntary Cleanup Program Sites

ST/Tribal Brownfields: BROWNFIELDS Brownfields investigations and/or cleanups that have been conducted in Oregon. BROWNFIELDS - Brownfields Projects

US Brownfields: US BROWNFIELDS Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs. US BROWNFIELDS - A Listing of Brownfields Sites

Other Haz Sites: US CDL A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments. US CDL - Clandestine Drug Labs

Spills: HMIRS Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT. HMIRS - Hazardous Materials Information Reporting System SPILLS - Spill Data. HAZMAT - Hazmat/Incidents. SPILLS 90 - SPILLS90 data from FirstSearch.

Database Descriptions

Other: RCRA NonGen / NLR RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste. RCRA NonGen / NLR - RCRA - Non Generators TRIS - Toxic Chemical Release Inventory System. TSCA - Toxic Substances Control Act. FTTS - FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act). FTTS INSP - FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act). SSTS - Section 7 Tracking Systems. ICIS - Integrated Compliance Information System. PADS - PCB Activity Database System. MLTS - Material Licensing Tracking System. RADINFO - Radiation Information Database. FINDS - Facility Index System/Facility Registry System. RAATS - RCRA Administrative Action Tracking System. BRS - Biennial Reporting System. INDIAN RESERV - Indian Reservations. PRP - Potentially Responsible Parties. US AIRS MINOR - Air Facility System Data. US AIRS (AFS) - Aerometric Information Retrieval System Facility Subsystem (AFS). FEDLAND - Federal and Indian Lands.

Database Sources

NPL: EPA

Updated Quarterly

NPL Delisted: EPA

Updated Quarterly

CERCLIS: EPA

Updated Quarterly

NFRAP: EPA

Updated Quarterly

RCRA COR ACT: EPA

Updated Quarterly

RCRA TSD: Environmental Protection Agency

Updated Quarterly

RCRA GEN: Environmental Protection Agency

Updated Quarterly

Federal IC / EC: Environmental Protection Agency

Varies

ERNS: National Response Center, United States Coast Guard

Updated Annually

State/Tribal CERCLIS: Department of Environmental Quality

Updated Quarterly

State/Tribal SWL: Department of Environmental Quality

Updated Semi-Annually

State/Tribal LTANKS: Department of Environmental Quality

Updated Quarterly

State/Tribal Tanks: Department of Environmental Quality

Updated Quarterly

Database Sources

State/Tribal VCP: DEQ

Updated Quarterly

ST/Tribal Brownfields: Department of Environmental Quality

Updated Semi-Annually

US Brownfields: Environmental Protection Agency

Updated Semi-Annually

Other Haz Sites: Drug Enforcement Administration

Updated Quarterly

Spills: U.S. Department of Transportation

Updated Annually

Other: Environmental Protection Agency

Varies

Street Name Report for Streets near the Target Property

Target Property: 709 SW 1ST AVENUE
CANBY, OR 97013

JOB: 5492

Street Name	Dist/Dir	Street Name	Dist/Dir
N Aspen St	0.17 WNW		
N Birch St	0.11 NW		
N Cedar St	0.10 NW		
N Douglas St	0.11 North		
N Elm St	0.14 NE		
N Fir St	0.22 NE		
NW 1st Ave	0.10 NNW		
NW 2nd Ave	0.16 NNW		
NW 3rd Ave	0.21 NNW		
Ramp	0.21 SW		
S Aspen St	0.16 SW		
S Birch St	0.03 West		
S Douglas St	0.14 ESE		
S Elm St	0.13 ENE		
S Fir St	0.18 East		
SW 2nd Ave	0.02 SSE		
SW 3rd Ave	0.15 East		
SW 4th Ave	0.09 SSE		
SW 5th Ave	0.16 South		
SW 6th Ave	0.24 SE		
State Hwy 99e	0.02 NW		

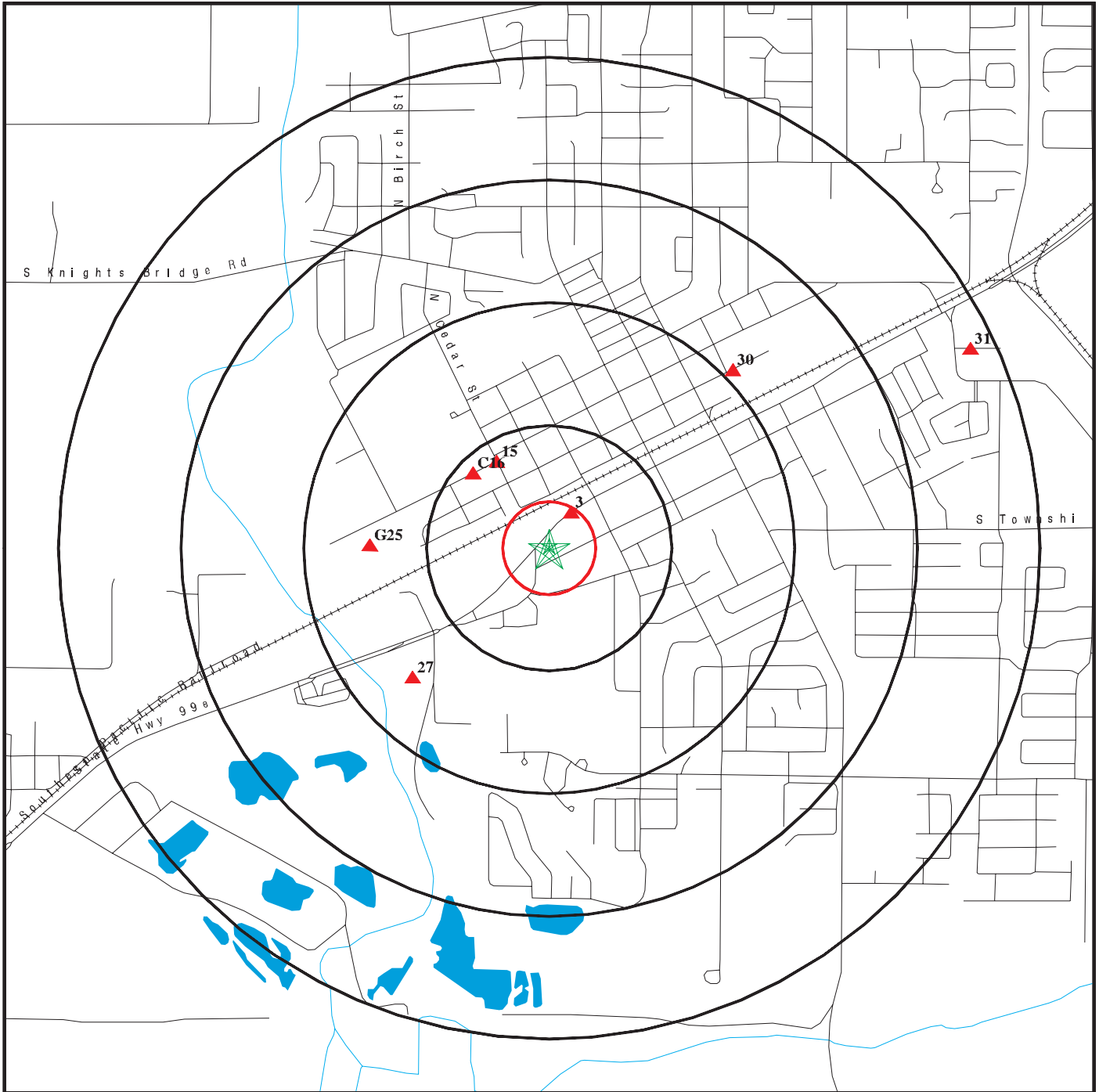
Environmental FirstSearch

1.000 Mile Radius

ASTM MAP: NPL, RCRACOR, STATES Sites



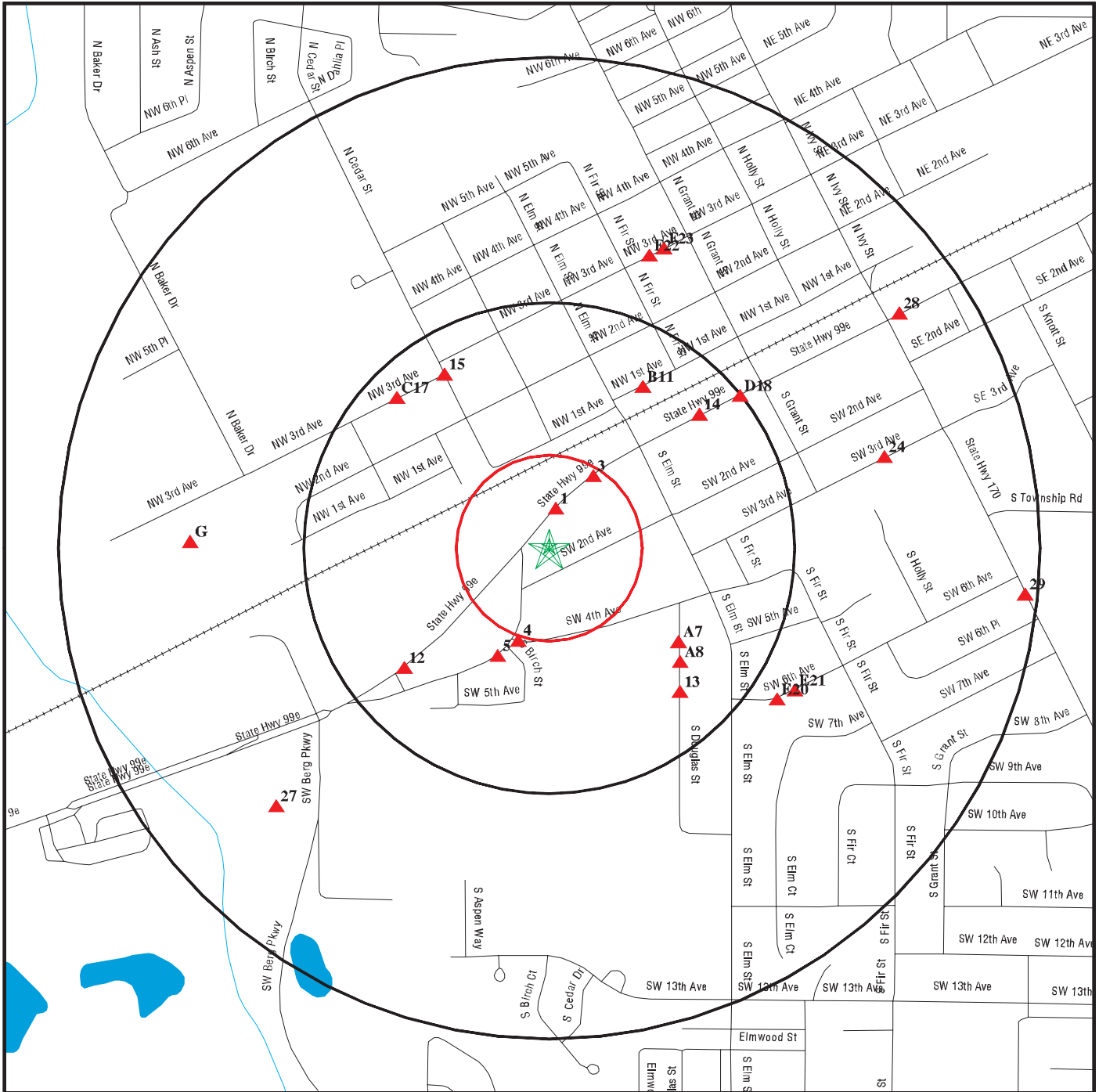
709 SW 1ST AVENUE CANBY, OR 97013



Black Rings Represent Qtr. Mile Radius; Red Ring Represents 500 ft. Radius

- ★ Target Property (Latitude: 45.2589 Longitude: 122.6992)
- ▲ Identified Sites
- ▨ National Priority List Sites
- ▨ Indian Reservations BIA

709 SW 1ST AVENUE CANBY, OR 97013



Black Rings Represent Qtr. Mile Radius; Red Ring Represents 500 ft. Radius

- ★ Target Property (Latitude: 45.2589 Longitude: 122.6992)
- ▲ Identified Sites
- ▨ Indian Reservations BIA
- 🚧 National Priority List Sites

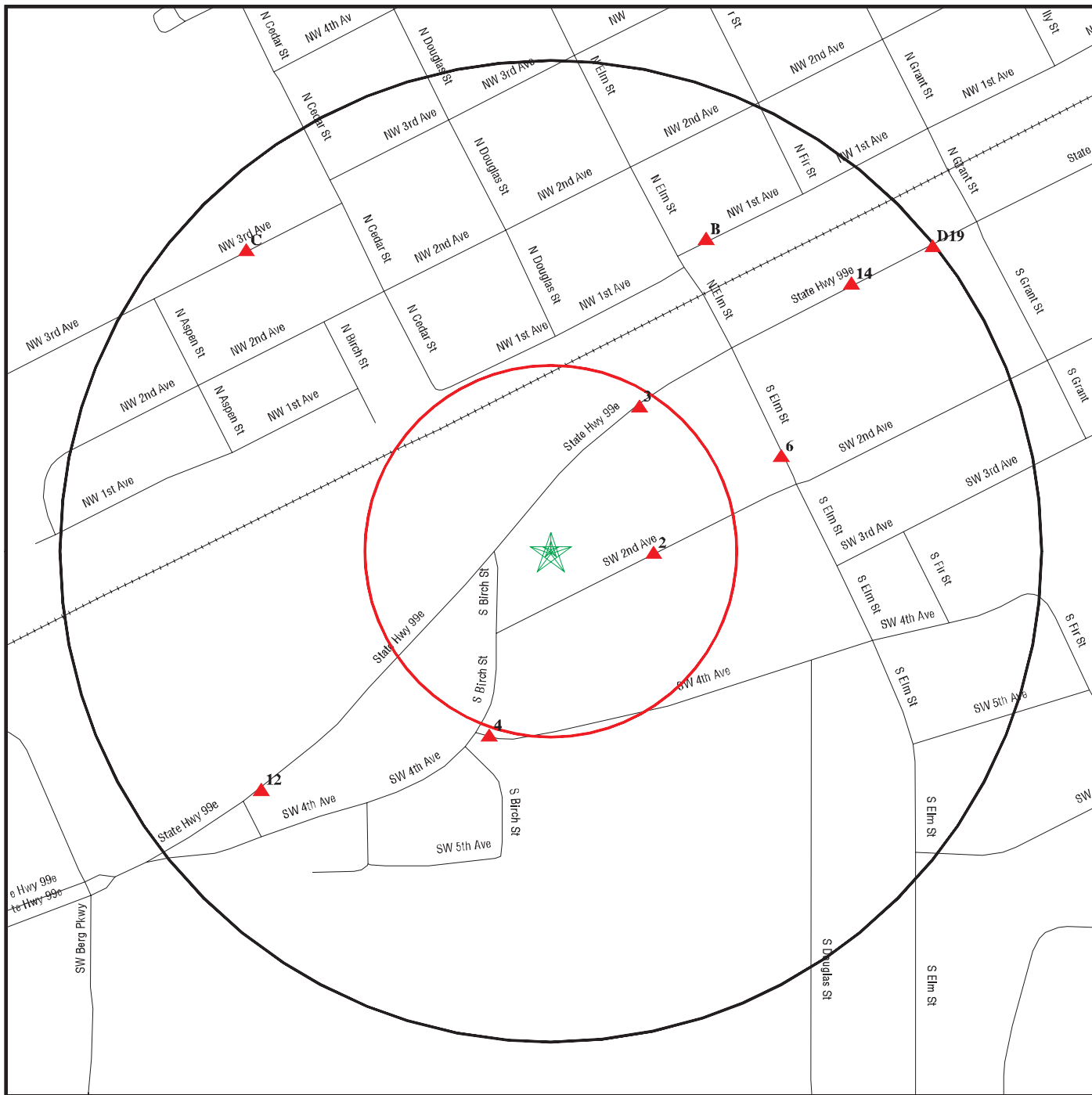
Environmental FirstSearch

0.25 Mile Radius

ASTM MAP: RCRAGEN, ERNS, UST, FED IC/EC, METH LABS



709 SW 1ST AVENUE CANBY, OR 97013



Black Rings Represent Qtr. Mile Radius; Red Ring Represents 500 ft. Radius

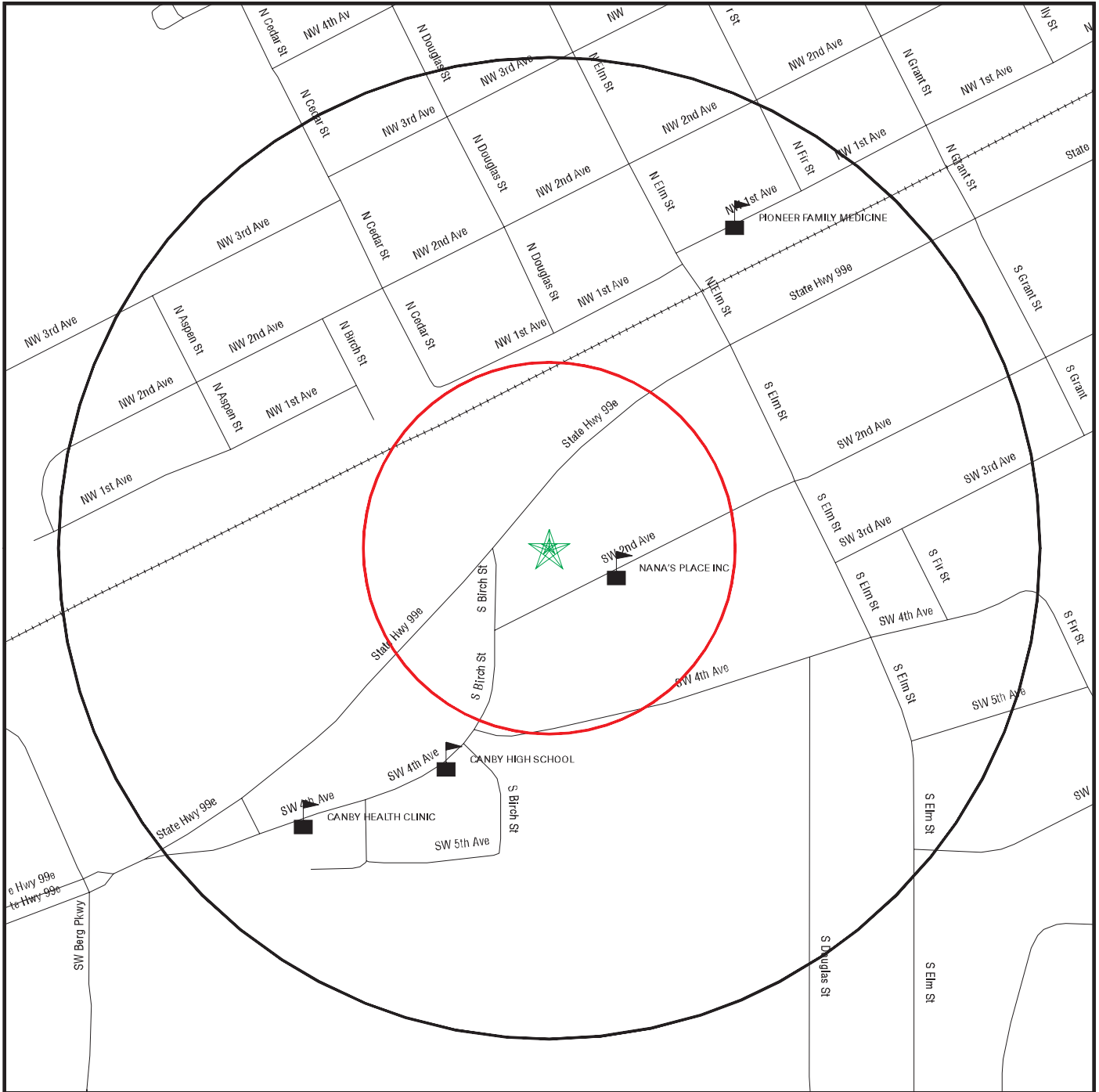
- ★ Target Property (Latitude: 45.2589 Longitude: 122.6992)
- ▲ Identified Sites
- ▨ Indian Reservations BIA
- ▣ National Priority List Sites

Environmental FirstSearch

0.25 Mile Radius
Non ASTM Map, Spills, FINDS



709 SW 1ST AVENUE CANBY, OR 97013



Black Rings Represent Qtr. Mile Radius; Red Ring Represents 500 ft. Radius

- ★ Target Property (Latitude: 45.2589 Longitude: 122.6992)
- ▲ Identified Sites
- Sensitive Receptors
- National Priority List Sites
- ▨ Indian Reservations BIA



McDonalds Canby

709 SW 1st Avenue
Canby, OR 97013

Inquiry Number: 3731275.3

September 18, 2013

FirstSearch Fire Insurance Map Abstract Report

FIRE INSURANCE MAP ABSTRACT RESEARCH RESULTS

9/18/13

Site Name:

McDonalds Canby
709 SW 1st Avenue
Canby, OR 97013

Client Name:

GRI
9725 SW Beaverton Hillsdale
Beaverton, OR 97005

EDR Inquiry # 3731275.3

Contact: Teresa Nowicki

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Search Results

Site Name: McDonalds Canby
Address: 709 SW 1st Avenue
City, State, Zip: Canby, OR 97013
Cross Street:
P.O. # 5492
Project: McDonald s Canby

The complete Sanborn Library includes more than 1.2 million Sanborn fire insurance maps, which track historical property usage in approximately 12,000 American cities and towns.

Collections Searched in this report:

- Library of Congress
- University Publications of America
- EDR Private Collection

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

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McDonalds Canby

709 SW 1st Avenue
Canby, OR 97013

Inquiry Number: 3731275.4
September 20, 2013

The EDR-City Directory Image Report

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Executive Summary

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City Directory Images

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available city directory data at 5 year intervals.

RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

<u>Year</u>	<u>Target Street</u>	<u>Cross Street</u>	<u>Source</u>
2008	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cole Criss-Cross Directory
2000	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cole Criss-Cross Directory

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FINDINGS

TARGET PROPERTY STREET

709 SW 1st Avenue
Canby, OR 97013

<u>Year</u>	<u>CD Image</u>	<u>Source</u>
-------------	-----------------	---------------

709 SW 1st Avenue

2008	pg A1	Cole Criss-Cross Directory
2000	pg A2	Cole Criss-Cross Directory

FINDINGS

CROSS STREETS

No Cross Streets Identified

City Directory Images

709 SW 1st Avenue

2008

419	★ Enterprise Rent A Car	02	503.266.6955
429	★♣ Enterprise Rent A Car	01	503.266.6955
431	★ Computers Made Easy By Jim	99	503.263.4547
433	★ Brass Curling Iron	89	503.266.3067
443	459		NP
463	★ Canby Country Inn	93	503.266.5400
489	★ Coldwell Banker Bssp	91	503.266.6861
597	★ Dairy Queen	83	503.266.7171
	★ Neil Gerrard	04⊙	503.266.7171
659	★ Fishers Supply Inc	85	503.266.6866
	★ Pump & Supply Inc	04	503.982.9106
680	★ Lovell Truck Sales Inc	80	503.266.5886
701	★ Classic Pool & Spa	93	503.263.6320
825	★ Canby Muffler	02	503.266.6066
845	★ Pacific Bells Inc	78	503.263.6665
851	★ For Him Llc	06	503.266.9019
	★ La Salsa Mexican Food Llc	05⊙	503.266.9019
	★ Taqueria Alonzo	99⊙	503.266.9019
909	★ Burgerville 18 USA	92	503.266.2568
1001	★ Quiznos Subs	05	503.266.9399
	★ Tsh Enterprises Inc	+ ⊙	503.266.9399
1007	★ Coco Tans	03	503.263.3030
	★ Prim & Sass Skin Care	06⊙	503.263.3030
1011	★ Los Dorados Mexican Restaurant	94	503.263.3940

709 SW 1st Avenue

2000

597	★ Canby Dairy Queen	93	503-266-7171
	★ Dairy Queen . . .		⊙ 503-266-7171
601	★ Graham Ernie . . .	98	503-266-3321
	★ Graham Ern Oil Inc	91	⊙ 503-266-3321
	★ Union Oil Co . . .	91	⊙ 503-266-3321
659	★ Fishers Supply Inc		503-263-8557
	★ Fishers Supl Inc . . .		503-266-6866
680	★ Lovell Truck Sls . . .	74	503-655-1397
	★ Lovell Truck Sls . . .		503-266-5886
— S ELM ST INTS			
701	★ Classic Pool&Spa		503-263-6320
709	★ McDonalds of Canby	94	503-266-5900
825	★ Kntc Wtr Cndtnrs		503-266-5700
	★ The Water Doctor		⊙ 503-266-5700

APPENDIX C

Classic Pool Spa & Hearth No Further Action Determination

February 22, 1996

JIM MCKIBBIN
CANBY POOL AND SPA
701 SW 1ST AVENUE
CANBY OREGON 97013

DEPARTMENT OF
ENVIRONMENTAL
QUALITY

NORTHWEST REGION

Re: Canby Pool and Spa
File No. 03-92-287

Dear Mr. McKibbin:

The Department of Environmental Quality has completed its review of the information submitted to date concerning the underground storage tank (UST) decommissioning and cleanup conducted at 701 SW 1st Avenue in Canby, Oregon. The Department has determined that the cleanup appears to have met the requirements of Oregon Administrative Rules (OAR) 340-122-205 through 340-122-360 and that no further action is required at this time.

This determination is a result of our evaluation and judgment based on the regulations and facts as we now understand them, including:

1. Two 1,000 gallon gasoline and one 1,000 gallon heating oil USTs were decommissioned at this location. The tanks were recycled by K.B. Recycling.
2. Heating oil contamination was discovered during the decommissioning at concentrations up to 2,300 parts per million (ppm). Due to site limitations, this contamination could not be removed. Additional investigation indicated that approximately two to three cubic yards of contaminated soil remain.
3. No groundwater was encountered in the excavations or at the limits of the investigation.
4. A pocket of contamination still exists on this property which exceeds the currently required cleanup levels for this site, but which the Department approves leaving pursuant to OAR 340-122-355(4) since the removal of this contamination would endanger structures on the property or be prohibitively expensive, and the contamination does not threaten human health, safety, welfare and the environment.

John A. Kitzhaber
Governor



The Department's approval to leave a pocket of contamination is based on the site conditions described in the report as they exist today. Should conditions change allowing access to the contamination, you are responsible for further evaluation of the remaining contamination and any cleanup necessary at that time. You are also responsible for notifying potential purchasers of the property about this remaining pocket of contamination.

2020 SW Fourth Avenue
Suite 400
Portland, OR 97201-4987
(503) 229-5263 Voice
TTY (503) 229-5471

DEQ-1

Jim McKibbin
February 22, 1996
Page 2

The Department's determination will not be applicable if new or undisclosed facts show that the cleanup does not comply with the referenced rules. The Department's determination also does not apply to any conditions at the site other than the release of the petroleum product specifically addressed in the report.

Please note that pursuant to OAR 340-122-360(2), a copy of your report must be retained until ten (10) years after the first transfer of the property. We recommend that a copy of this information be kept with the permanent facility records.

Your efforts to comply with the regulations to ensure that your facility has been adequately cleaned up have been appreciated. If you have any questions, please feel free to contact me at (503) 229-5474.

Sincerely,

A handwritten signature in cursive script that reads "Andree Pollock". The signature is written in black ink and is positioned above the printed name and title.

Andree Pollock
UST Cleanup Specialist

APPENDIX D
Site Photographs



Parking lot on west side of McDonald's restaurant at 709 SW 1st Avenue. Photograph taken looking south.



Drive-thru lane at McDonald's restaurant at 709 SW 1st Avenue. Storage trailer at Classic Pool & Spa is visible in left background of photo. Photograph taken looking south.



Southwest corner of McDonald's restaurant at 709 SW 1st Avenue.
Photograph taken from parking lot looking northeast.



North and west side of Classic Pool and Spa building at 701 SW 1st Avenue.
Photograph taken looking southeast.



Swimming pool and unpaved southern area at Classic Pool and Spa at 701 SW 1st Avenue. Tan building is Classic Pool and Spa retail store. Pool chemicals can be seen on palettes adjacent to store. Photograph taken looking north.



Interior of trailer at Classic Pool and Spa at 701 SW 1st Avenue. Trailer is not ventilated.



9725 SW Beaverton-Hillsdale Hwy, Suite 140
Beaverton, OR 97005-3364
p| 503-641-3478 f| 503-644-8034

September 27, 2013

5492 GEOTECHNICAL RPT

McDonald's USA, LLC
12131 113th Avenue NE, Suite 103
Kirkland, WA 98034

Attention: Doug Bates

**SUBJECT: Geotechnical Investigation
McDonald's Restaurant Rebuild Site No. 39973
701 and 709 SW 1st Avenue
Canby, Oregon**

At your request, GRI has completed a geotechnical investigation for the rebuild of the McDonald's restaurant at 709 SW 1st Avenue in Canby, Oregon. Our investigation also addressed the Classic Pool Spa & Hearth property at 701 SW 1st Avenue. The Vicinity Map, Figure 1, shows the general location of the site. The purpose of our investigation was to evaluate subsurface conditions at the site and develop conclusions and recommendations for suitably founding the new structure. The investigation included subsurface explorations, limited laboratory testing, and engineering analyses. This report describes the work accomplished and provides our geotechnical conclusions and recommendations for use in design and construction of the new restaurant.

PROJECT DESCRIPTION

We understand the existing restaurant site will be enlarged to include the lot immediately east of the existing restaurant, which is currently occupied by Classic Pool Spa & Hearth. The new structure will be located northeast of the existing restaurant, with the eastern portion of the restaurant located within the footprint of the demolished Classic Pool Spa & Hearth structure. The layout of the proposed improvements is shown on the Site Plan, Figure 2. We anticipate the new structure will be a wood-frame building with a concrete slab-on-grade floor and no significant below-grade structures. Column and wall loads are not currently known; however, we anticipate the structure will be relatively lightly loaded with maximum column and wall loads on the order of 100 kips and 2 kips/ft, respectively. The remainder of the site will be paved with asphaltic-concrete (AC) pavement, with the exception of portions of the drive-thru and the trash enclosure area, which we anticipate will be paved with Portland cement concrete (PCC). We anticipate cuts and fills will be minimal.

SITE DESCRIPTION

Surface Conditions and Topography

The site is located in a roughly triangular lot bordered by SW 2nd Avenue on the south, S. Birch Street on the west, and SW 1st Avenue on the north, and includes the lot occupied by the existing restaurant as well as the lot immediately to the east. The ground surface in the area is relatively flat at about elevation 152 ft. The majority of the site is paved with AC, and a portion of the site near the southeast corner is surfaced with gravel.

Geology

The site is mantled with a relatively thin layer of fine-grained silt soils underlain by coarser deposits consisting of sand, gravel, and cobbles deposited by the ancestral Molalla River. Review of Oregon Water Resources Department (OWRD) well logs for the project vicinity indicates the underlying gravels are often cemented.

SUBSURFACE CONDITIONS

General

Subsurface materials and conditions at the site were investigated on September 9, 2013, with nine borings, designated B-1 through B-9. Proposed boring depths ranged from 5 to 20 ft; however, all borings encountered practical refusal in cobbles at depths ranging from 1.5 to 6.5 ft at the locations shown on Figure 2. The field and laboratory testing programs completed for this project are described in Appendix A. Logs of the borings are provided on Figures 1A through 9A. The terms used to describe the soils encountered in the borings are defined in Table 1A.

Soils

For the purpose of discussion, the materials encountered in the borings have been grouped into the following major units based on their physical characteristics and engineering properties.

1. PAVEMENT
2. Gravelly SILT FILL / Gravelly SILT

The following paragraphs provide a detailed description of the soil units and a discussion of the groundwater conditions at the site.

1. PAVEMENT. AC pavement was encountered at the ground surface in borings B-1 through B-8. The thickness of the AC ranges from about 2 to 4 in., and the underlying crushed rock base course (CRB) ranges from about 6 to 8 in. thick.

2. Gravelly SILT FILL / Gravelly SILT. Gravelly silt fill was encountered beneath the pavement section in boring B-6, and gravelly silt identified as possible fill was encountered beneath the pavement section in borings B-1 through B-5 and B-7 through B-9. The gravel portion of the material is fine (less than $\frac{3}{4}$ -in. diameter), varies from rounded to angular, and is typically subrounded. The silt is brown and grades to gray below a depth of about 4 ft and contains varying percentages of fine- to coarse-grained sand ranging from some sand to sandy. Scattered cobbles are present throughout the unit, with the frequency of cobbles increasing with depth. Brick fragments were observed in the fill in boring B-6. Based on N-values of 10 blows/ft to 50 blows for 2 in. of sampler penetration, we estimate the relative consistency of the silt fill and material identified as possible fill is stiff to hard. It should be noted, however, that N-values obtained in material that contains cobbles may overestimate the relative consistency. The natural moisture content of the material ranges from 5 to 23%. Borings B-1 through B-9 were terminated due to practical refusal in cobbles at depths of 1.5 to 6.5 ft.

Groundwater

Groundwater was not encountered in the borings during drilling. Review of OWRD well logs indicates the static groundwater level is typically 60 to 70 ft below the ground surface in the project area. We

anticipate the regional groundwater level likely occurs at or slightly above the level of the nearby Molalla River.

CONCLUSIONS AND RECOMMENDATIONS

General

The site is mantled by stiff to hard, gravelly silt and gravelly silt fill to the maximum depth explored of 6.5 ft. We anticipate relatively dense gravel and cobbles underlie the near-surface silt. In our opinion, the structural loads of the proposed building can be supported by conventional spread footings established in structural fill or the stiff to hard, gravelly silt that mantles the site. The following sections of this report provide our conclusions and recommendations concerning site preparation and earthwork, foundation and floor support, pavement design, and seismic design considerations.

Site Preparation and Grading

The ground surface over the building area, walkways, and pavement areas should be stripped of existing structures, slabs, footings, and vegetation. All debris from the demolition of existing pavement and utilities should be removed from the site. Excavations required to remove existing improvements below the proposed lowest floor elevation, including underground utilities, should be backfilled with structural fill. We anticipate relatively minor stripping will be required to remove surface vegetation; deeper excavation may be required where large trees are removed. Upon completion of site stripping and excavation to subgrade level, the exposed subgrade should be observed by a qualified geotechnical engineer. Any soft areas or areas of unsuitable material should be overexcavated to firm undisturbed soil and backfilled as described below in the Structural Fill section of this report.

Due to the moisture-sensitive nature of the fine-grained silt soils that mantle the site, site preparation and earthwork phases of this project will be more straightforward if completed during the dry, summer months, typically extending from June to mid-October. If work will commence during wet-weather conditions, the contractor must employ construction techniques that prevent or minimize disturbance and softening of the subgrade soils. In our opinion, a trackhoe equipped with a smooth-edged bucket used for stripping and excavation will help to minimize subgrade disturbance.

To prevent disturbance and softening of the fine-grained subgrade soils during wet weather or ground conditions, the movement of construction traffic should be limited to granular haul roads and work pads. In general, a minimum of 18 to 24 in. of relatively clean, granular material is required to support concentrated construction traffic, such as dump trucks and concrete trucks, and protect the subgrade. A 12-in.-thick granular work pad should be sufficient to support occasional truck traffic and light construction operations. A geotextile separation fabric placed on the exposed subgrade prior to placement and compaction of the granular work pad may improve the performance of work pads and haul roads.

If the subgrade is disturbed during construction, soft disturbed soils should be overexcavated to firm soil and backfilled with granular structural fill.

Structural Fill

Due to the limited quantity of fill anticipated for the project, we recommend that all structural fill placed within the limits of structures, such as the proposed building, pavements, and sidewalks, consist of imported granular material. In our opinion, imported granular material would be most suitable for

construction of the structural fills. Granular material, such as sand, sandy gravel, or fragmental rock with a maximum size of about 1½ in., would be suitable structural fill material. Granular fill should be relatively clean and have less than about 5% passing the No. 200 sieve (washed analysis). Granular fill should be placed in maximum 12-in.-thick (loose) lifts and compacted to at least 95% of the maximum dry density as determined by ASTM D 698, or until well keyed with a vibratory roller. Fill placed in landscaped areas should be compacted to a minimum of about 90% of ASTM D 698.

All backfill placed in utility trench excavations within the limits of the building, walkways, and paved areas should consist of granular structural fill as described above. The granular backfill should be compacted to at least 95% of the aforementioned standard. Flooding or jetting the backfilled trenches with water to achieve the recommended compaction should not be permitted.

Foundation Support

Foundation loads are currently not known; however, we anticipate the maximum column and wall loads will be on the order of 100 kips and 2 kips/ft, respectively. In our opinion, foundation support for the building can be provided by conventional column-type and continuous spread footings founded in the underlying firm, gravelly silt using an allowable bearing value of up to 3,000 psf. This value applies to the total of dead load and/or frequently applied live loads and can be increased by one-half for the total of all loads; dead, live, and wind or seismic.

We recommend establishing all footings in firm, undisturbed gravelly silt or compacted structural fill at a minimum depth of 2 ft below the lowest adjacent finished grade. The footing width should not be less than 24 in. for isolated column footings and 18 in. for wall footings. Excavations for all foundations should be made with a smooth-edged bucket, and all footing excavations should be observed by a qualified geotechnical engineer. Soft or otherwise unsuitable material encountered at foundation subgrade level should be overexcavated and backfilled with granular structural fill. We recommend blanketing the footing subgrade with a minimum 3-in. thickness of ¾-in.-minus crushed rock to provide a firm working surface and prevent disturbance and softening of the supporting soil. The crushed rock should be compacted with a vibratory plate compactor.

We estimate the total settlement of spread footings will be less than 1 in. for footings supporting column and wall loads of up to 100 kips and 2 kips/ft, respectively. Differential settlements between adjacent comparably loaded footings should be less than half the total settlement.

Horizontal shear forces can be resisted partially or completely by frictional forces developed between the base of spread footings and the underlying soil and by soil passive resistance. The total frictional resistance between the footing and the soil is the normal force times the coefficient of friction between the soil and the base of the footing. We recommend an ultimate value of 0.35 for the coefficient of friction for footings cast on fine-grained soils. The normal force is the sum of the vertical forces (dead load plus real live load). If additional lateral resistance is required, passive earth pressures against embedded footings can be computed on the basis of an equivalent fluid having a unit weight of 300 pcf. This design passive earth pressure would be applicable only if the footing is cast neat against undisturbed soil, or if backfill for the footings is placed as granular structural fill. This value also assumes the ground surface in front of the foundation is horizontal, i.e., does not slope downward away from the toe of the footing.

Floor Support

Slab-on-grade floors that are established at or above adjacent final site grades should be underlain by a minimum 8-in.-thick granular base course. The base course material should consist of open-graded crushed rock of up to 1-in. maximum size with less than about 2% passing the No. 200 sieve (washed analysis). Crushed rock of 3/4- to 1/4-in. size is often used for this purpose. Prior to placement of the base course, the subgrade should be evaluated by a geotechnical engineer. Soft or otherwise unsuitable material should be overexcavated and replaced with structural fill as described above.

If moisture-sensitive flooring will be placed on the floor slab, it may be appropriate to install a suitable vapor-retarding membrane beneath slab-on-grade floors. The membrane should be installed in accordance with the manufacturer's recommendations.

Seismic Considerations

Based on the results of our subsurface explorations and review of the 2009 International Building Code (IBC), as adopted in the 2010 Oregon Structural Specialty Code (OSSC), we recommend using Site Class C to evaluate the seismic design of the structure. The IBC design methodology uses two spectral response coefficients, S_s and S_1 , corresponding to periods of 0.2 and 1.0 second to develop the design earthquake spectrum. The spectral response coefficients were obtained from the U.S. Geological Survey (USGS) Uniform Hazard Response Spectra Curves for the coordinates of 45.26° N latitude and 122.70° W longitude. The S_s and S_1 coefficients identified for the site are 0.857 and 0.313 g, respectively.

The site is located approximately 2 miles southwest of the mapped location of the Canby-Molalla fault. The Canby-Molalla fault is a north-northwest striking feature that has been mapped as a possible seismogenic fault in analyses of earthquake hazards in the Portland area (Wong, 2000). However based on the distance from the site to the fault, it is our opinion the risk of damage from ground rupture at this site is low. Based on our understanding of the regional seismicity, it is our opinion the risk of damage from liquefaction, settlement, and subsidence at this site is low. The risk of tsunami and/or seiche is absent.

Pavement Design

We anticipate the paved areas around the proposed building will be subjected to automobile and occasional heavy truck traffic. We understand the majority of the site will be paved with AC pavement; however, areas subjected to heavy traffic volumes, such as the drive-thru, or areas subject to repeated heavy truck traffic, such as the trash enclosure area, may be paved with PCC. Traffic estimates for the roadways and parking areas are presently unknown. Based on our experience with similar projects and subgrade materials, we recommend the following pavement sections.

RECOMMENDED PAVEMENT SECTIONS

	<u>CRB</u> <u>Thickness, in.</u>	<u>AC</u> <u>Thickness, in.</u>
Areas Subject to Occasional Heavy Truck Traffic	12	4
Areas Subject to Primarily Automobile Traffic and Parking	8	3

	CRB Thickness, in.	PCC Thickness, in.
Areas Subject to Heavy Traffic Volumes (drive-thru area)	6	5
Areas Subject to Repeated Heavy Truck Traffic (trash enclosure area)	6	6

The recommended pavement sections should be considered minimum thicknesses, and it should be assumed that some maintenance will be required over the life of the pavement (15 to 20 years). The section is based on the assumption that pavement construction will be accomplished during the dry season and after construction of the building has been completed. If wet-weather pavement construction is considered, it will likely be necessary to increase the thickness of CRB course to support construction equipment and protect the subgrade from disturbance. The indicated sections are not intended to support extensive construction traffic, such as dump trucks and concrete trucks. Pavements subject to construction traffic may require repair.

For the above-indicated sections, drainage is an essential aspect of pavement performance. We recommend all paved areas be provided with positive drainage to remove surface water and water within the base course. This will be particularly important in cut sections or at low points within the paved areas, such as at catch basins. Effective methods to prevent saturation of the base course materials include providing weep holes in the sidewalls of catch basins, subdrains in conjunction with utility excavations, and separate trench drain systems. To provide quality materials and construction practices, we recommend the pavement work conform to Oregon Department of Transportation standards.

Prior to placing base course materials, all pavement areas should be proof rolled with a fully loaded 10-cy dump truck. Any soft areas detected by the proof rolling should be overexcavated to firm ground and backfilled with compacted structural fill.

Design Review and Construction Services

We welcome the opportunity to review and discuss construction plans and specifications for this project as they are being developed. In addition, GRI should be retained to review all geotechnical-related portions of the plans and specifications to evaluate whether they are in conformance with the recommendations provided in our report. Additionally, to observe compliance with the intent of our recommendations, design concepts, and the plans and specifications, we are of the opinion that all construction operations dealing with earthwork and foundations should be observed by a GRI representative. Our construction-phase services will allow for timely design changes if site conditions are encountered that are different from those described in our report. If we do not have the opportunity to confirm our interpretations, assumptions, and analyses during construction, we cannot be responsible for the application of our recommendations to subsurface conditions that are different from those described in this report.

LIMITATIONS

This report has been prepared to aid the architect and engineer in the design of this project. The scope is limited to the specific project and location described herein, and our description of the project represents our understanding of the significant aspects of the project relevant to the design and construction of the



earthwork, floor support, foundations, and pavements. In the event that any changes in the design and location of the improvements as outlined in this report are planned, we should be given the opportunity to review the changes and to modify or reaffirm the conclusions and recommendations of this report in writing.

The conclusions and recommendations submitted in this report are based on the data obtained from the borings made at the locations indicated on Figure 2 and from other sources of information discussed in this report. In the performance of subsurface investigations, specific information is obtained at specific locations at specific times. However, it is acknowledged that variations in soil conditions may exist between exploration locations. This report does not reflect any variations that may occur between these explorations. The nature and extent of variation may not become evident until construction. If, during construction, subsurface conditions different from those encountered in the explorations are observed or encountered, we should be advised at once so that we can observe and review these conditions and reconsider our recommendations where necessary.

Submitted for GRI,



Renews 12/2014

Michael W. Reed, PE, GE
Principal

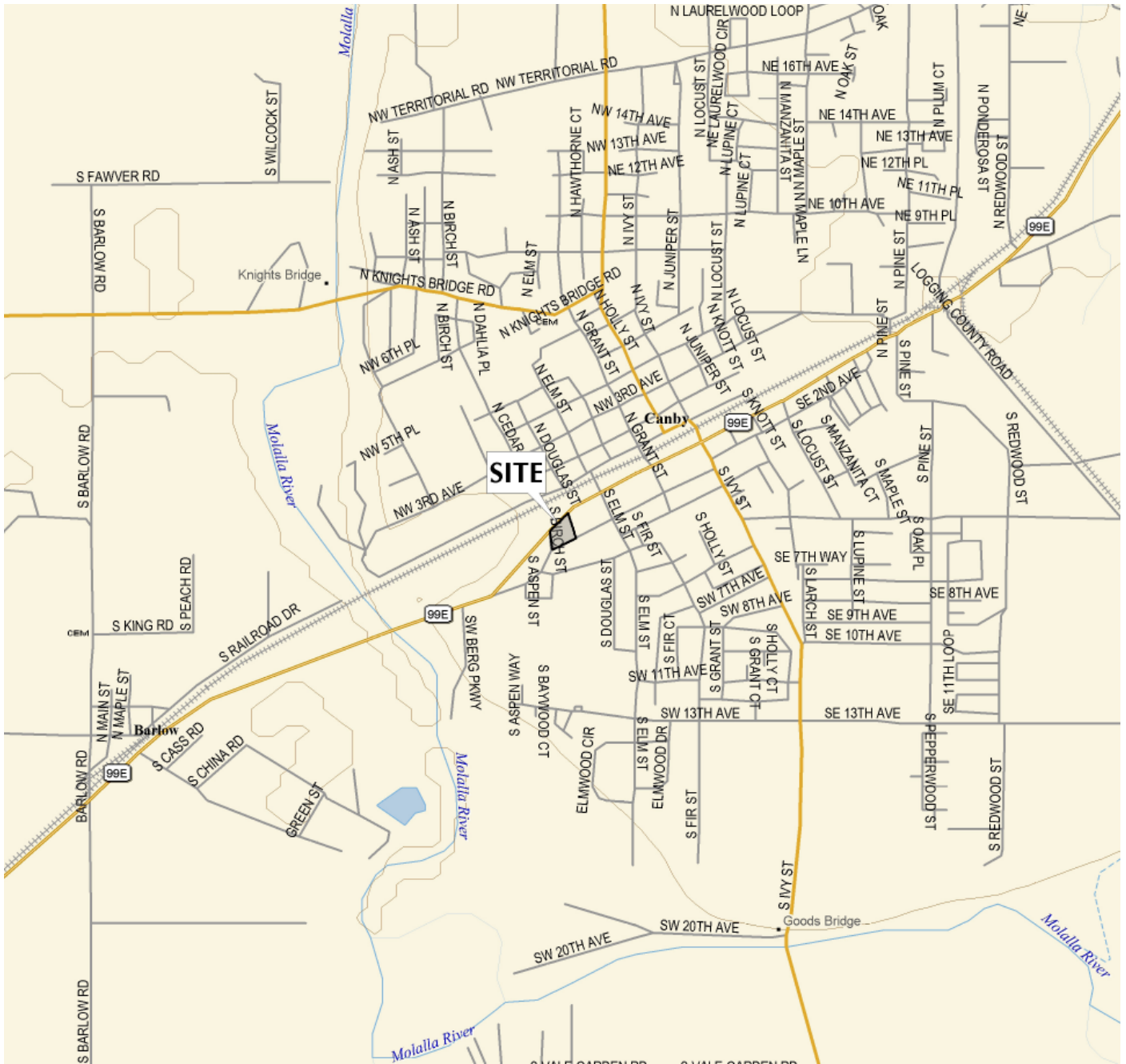
A handwritten signature in cursive script that reads "Tamara G. Kimball".

Tamara G. Kimball, PE, GE
Senior Engineer

This document has been submitted electronically.

References

Wong, I., Silva, W., Bott, J., Wright, D., Thomas, P., Gregor, N., Li, S., Mabey, M., Sojourner, A., and Wang, Y., 2000, Earthquake scenario and probabilistic ground shaking amps for the Portland, Oregon metropolitan area: State of Oregon, Department of Geology and Mineral Industries Interpretive Map Series IMS-16.

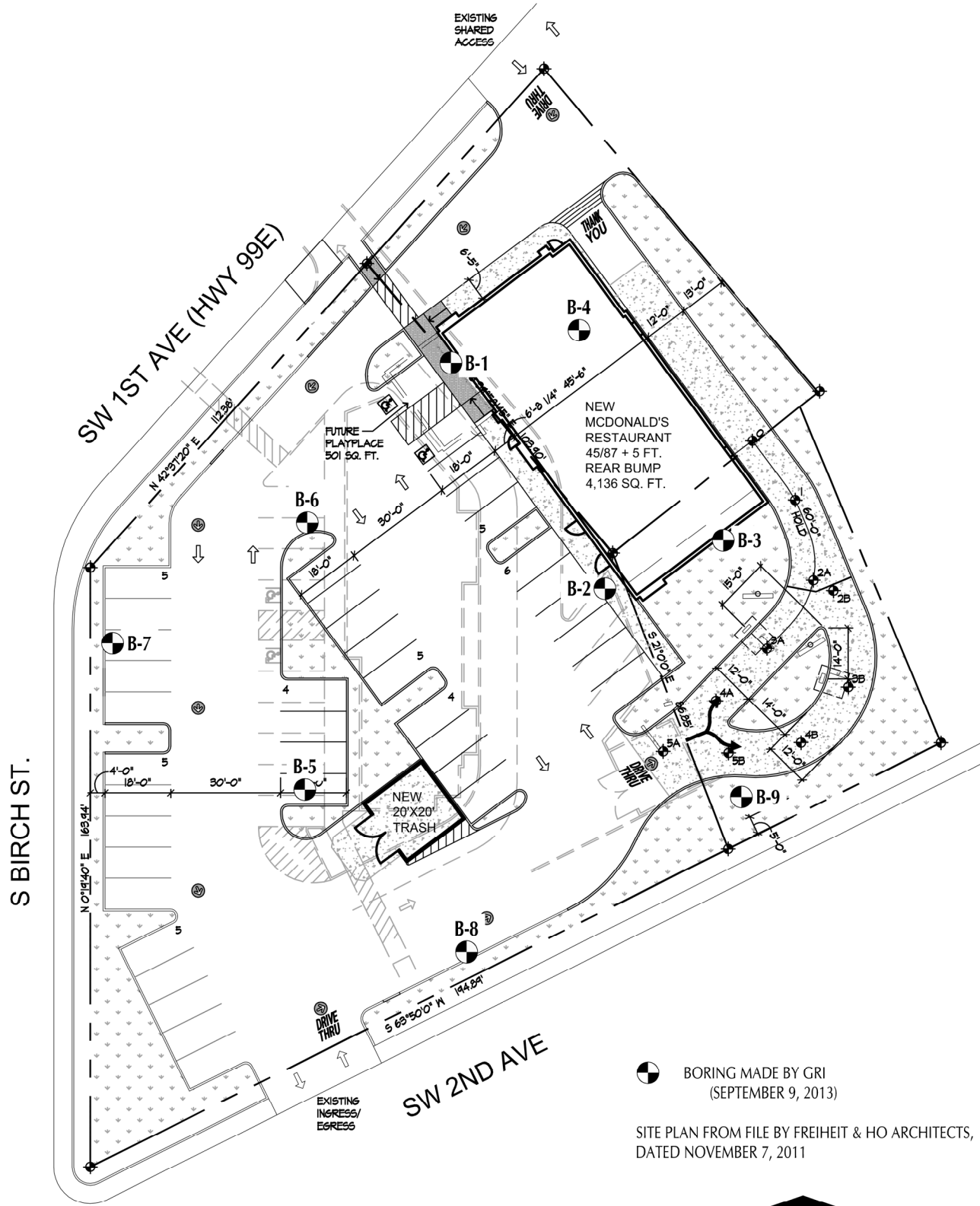



DELOME 3-D TOPOQUADS, OREGON
CANBY, OREG. (3dd) 2004



McDONALD'S USA, LLC
CANBY McDONALD'S REBUILD

VICINITY MAP



 BORING MADE BY GRI
(SEPTEMBER 9, 2013)

SITE PLAN FROM FILE BY FREIHEIT & HO ARCHITECTS,
DATED NOVEMBER 7, 2011



GRI McDONALD'S USA, LLC
CANBY McDONALD'S REBUILD

SITE PLAN

APPENDIX A

Field Explorations and Laboratory Testing

APPENDIX A

FIELD EXPLORATIONS AND LABORATORY TESTING

FIELD EXPLORATIONS

Subsurface conditions and materials at the site were investigated on September 9, 2013, with nine borings, designated B-1 through B-9. The borings were advanced to depths of 1.5 to 6.5 ft at the locations shown on Figure 2. As previously mentioned, the proposed boring depths ranged from 5 to 20 ft; however, all borings encountered practical refusal in cobbles that underlie the site. The borings were drilled using open-hole, solid-stem auger drilling techniques with a trailer-mounted drill rig provided and operated by Greg Vandehey Soil Sampling of Forest Grove, Oregon. The field exploration work was coordinated and documented by an experienced geologist from GRI, who maintained a detailed log of the materials and conditions disclosed during the course of the work.

Disturbed and undisturbed samples were obtained from the borings at 2.5-ft intervals of depth. Disturbed samples were obtained using a standard split-spoon sampler. At the time of sampling, the Standard Penetration Test was conducted. This test consists of driving a standard split-spoon sampler into the soil a distance of 18 in. using a 140-lb hammer dropped 30 in. The number of blows required to drive the sampler the last 12 in. is known as the standard penetration resistance, or N-value. The N-values provide a measure of the relative density of granular soils, such as sand, and the relative consistency, or stiffness, of cohesive soils, such as silt. The soil samples obtained in the split-spoon sampler were carefully examined in the field, and representative portions were saved in airtight jars for further examination and physical testing in our laboratory.

Logs of the borings are provided on Figures 1A through 9A. Each log presents a descriptive summary of the various types of material encountered and notes the depth where the materials and/or characteristics of the materials change. To the right of the descriptive summary, the numbers and types of samples taken during the drilling operation are indicated. Farther to the right, N-values are shown graphically, along with the natural moisture contents. The terms used to describe the soils are defined in Table 1A.

LABORATORY TESTING

All samples obtained from the field exploration program were returned to our laboratory for examination and testing. The physical characteristics were noted, and the field classifications were modified where necessary. The laboratory program was limited to determinations of natural moisture content in conformance with ASTM 2216. The results are provided on Figures 1A through 9A.

Table 1A

GUIDELINES FOR CLASSIFICATION OF SOIL

Description of Relative Density for Granular Soil

<u>Relative Density</u>	<u>Standard Penetration Resistance (N-values) blows per foot</u>
very loose	0 - 4
loose	4 - 10
medium dense	10 - 30
dense	30 - 50
very dense	over 50

Description of Consistency for Fine-Grained (Cohesive) Soils

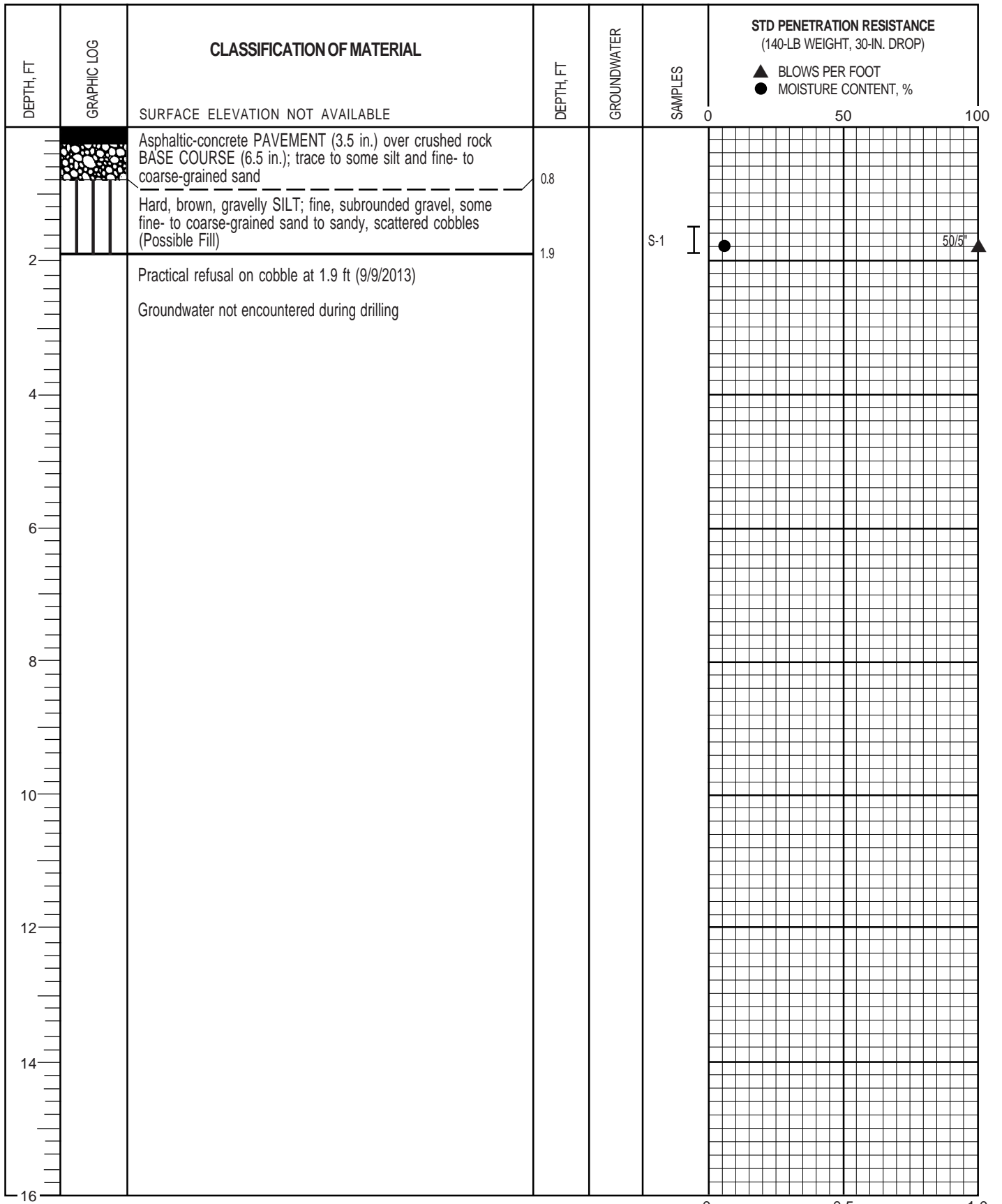
<u>Consistency</u>	<u>Standard Penetration Resistance (N-values) blows per foot</u>	<u>Torvane Undrained Shear Strength, tsf</u>
very soft	2	less than 0.125
soft	2 - 4	0.125 - 0.25
medium stiff	4 - 8	0.25 - 0.50
stiff	8 - 15	0.50 - 1.0
very stiff	15 - 30	1.0 - 2.0
hard	over 30	over 2.0

Sandy silt materials which exhibit general properties of granular soils are given relative density description.

Grain-Size Classification

Modifier for Subclassification

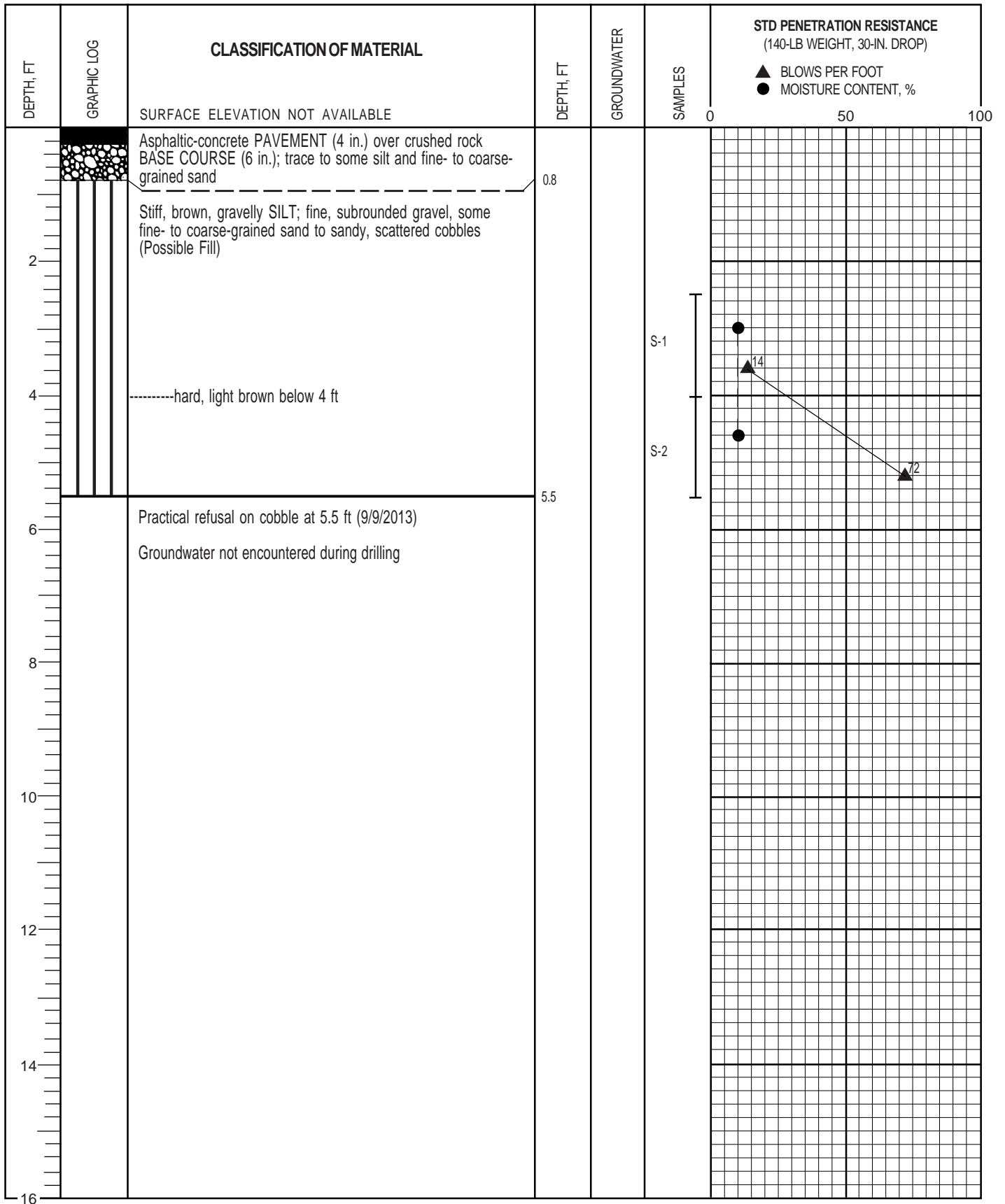
	<u>Adjective</u>	<u>Percentage of Other Material In Total Sample</u>
<i>Boulders</i> 12 - 36 in.		
<i>Cobbles</i> 3 - 12 in.	clean	0 - 2
<i>Gravel</i> 1/4 - 3/4 in. (fine)	trace	2 - 10
3/4 - 3 in. (coarse)	some	10 - 30
<i>Sand</i> No. 200 - No. 40 sieve (fine)	sandy, silty, clayey, etc.	30 - 50
No. 40 - No. 10 sieve (medium)		
No. 10 - No. 4 sieve (coarse)		
<i>Silt/Clay</i> - pass No. 200 sieve		



- 2-IN.-OD SPLIT-SPOON SAMPLER
- 3-IN.-OD THIN-WALLED SAMPLER
- GRAB SAMPLE OF DRILL CUTTINGS
- NX CORE RUN
- SLOTTED PVC PIPE
- Water Level (date)
- TORVANE SHEAR STRENGTH, TSF
- PERCENT PASSING NO. 200 SIEVE (WASHED)
- * NO RECOVERY
- Liquid Limit
Moisture Content
Plastic Limit



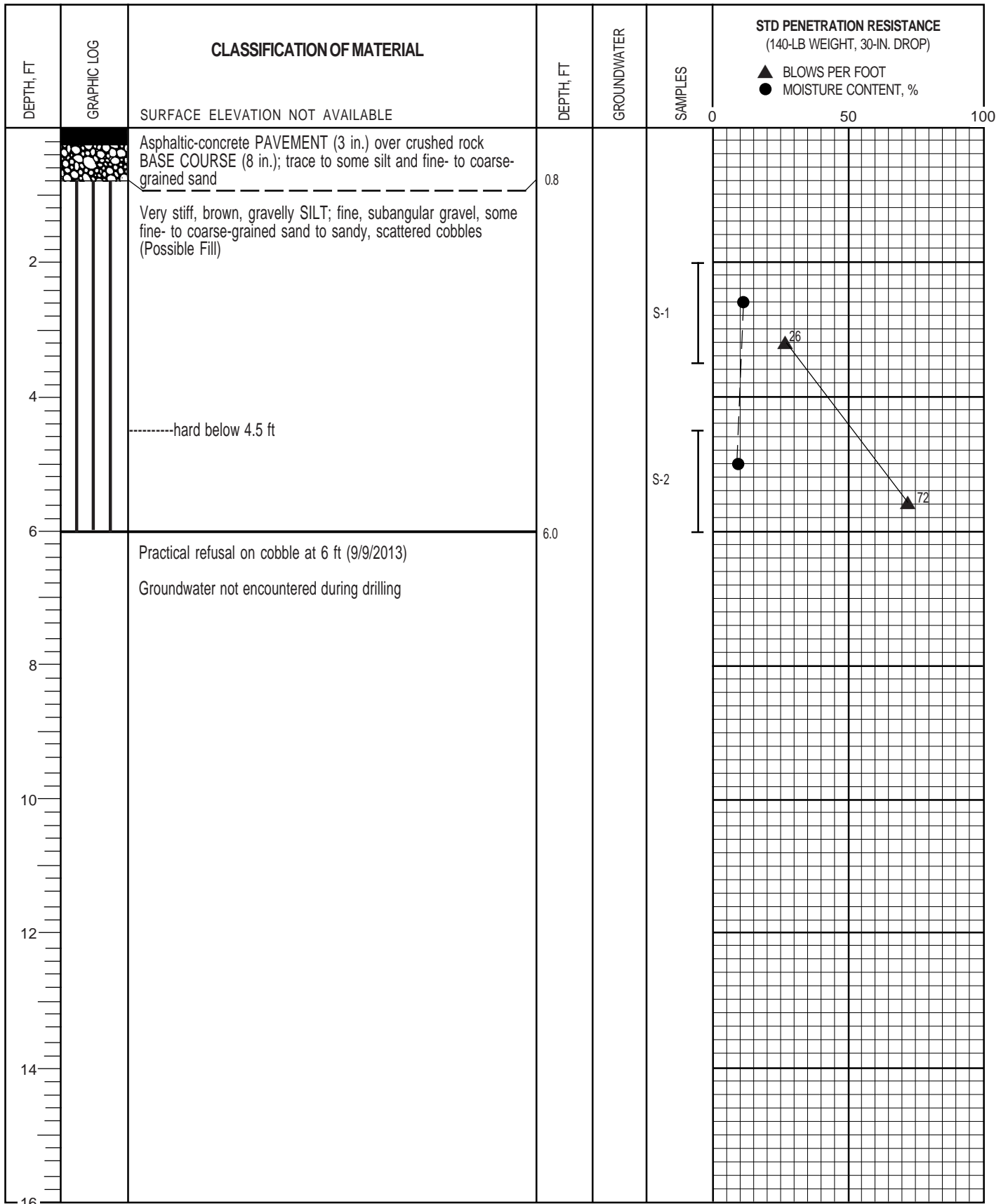
BORING B-1



- 2-IN.-OD SPLIT-SPOON SAMPLER
- 3-IN.-OD THIN-WALLED SAMPLER
- GRAB SAMPLE OF DRILL CUTTINGS
- NX CORE RUN
- SLOTTED PVC PIPE
- Water Level (date)
- TORVANE SHEAR STRENGTH, TSF
- PERCENT PASSING NO. 200 SIEVE (WASHED)
- * NO RECOVERY
- Liquid Limit
Moisture Content
Plastic Limit



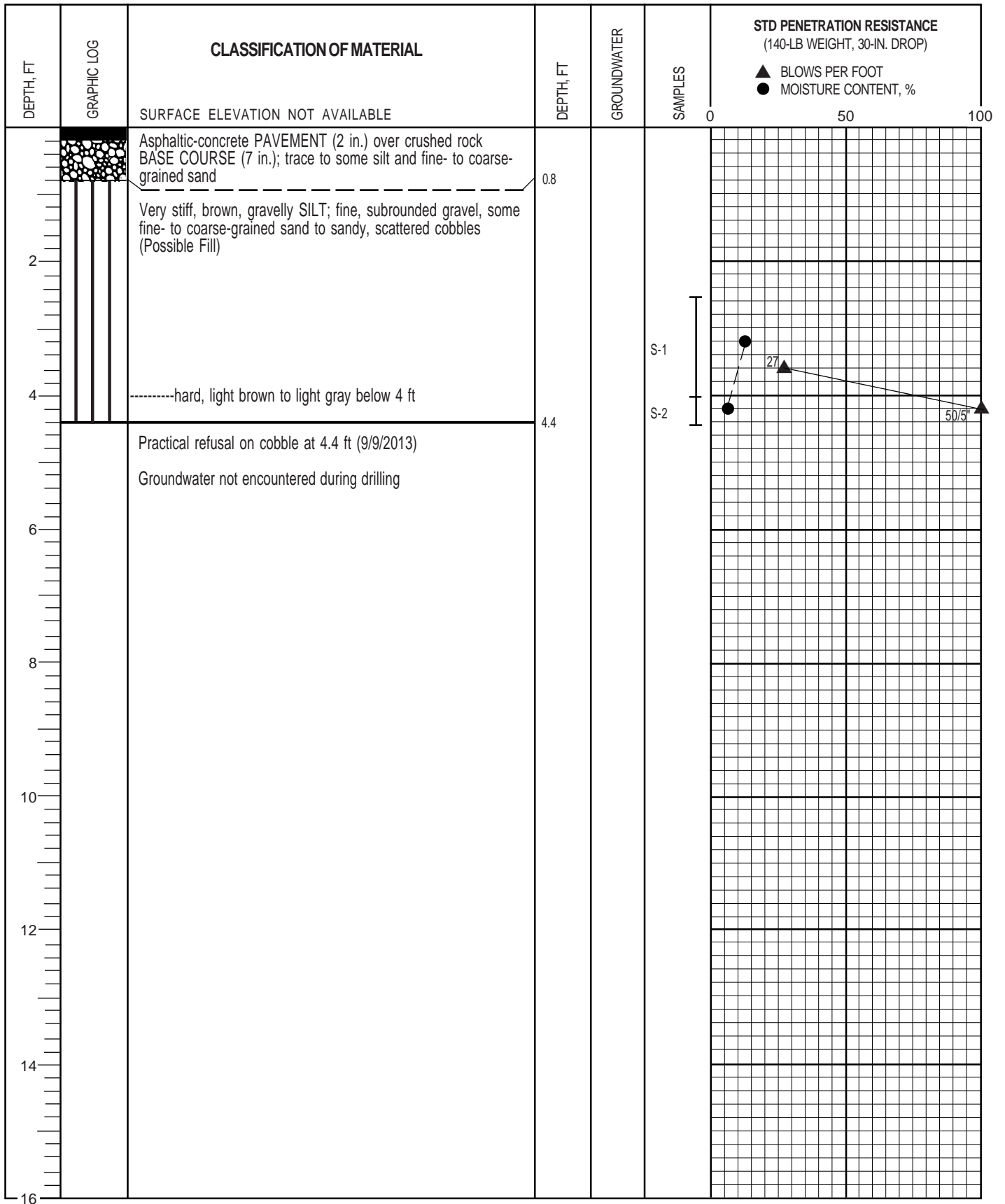
BORING B-2



- 2-IN.-OD SPLIT-SPOON SAMPLER
- 3-IN.-OD THIN-WALLED SAMPLER
- GRAB SAMPLE OF DRILL CUTTINGS
- NX CORE RUN
- SLOTTED PVC PIPE
- Water Level (date)
- TORVANE SHEAR STRENGTH, TSF
- PERCENT PASSING NO. 200 SIEVE (WASHED)
- * NO RECOVERY
- Liquid Limit
Moisture Content
Plastic Limit



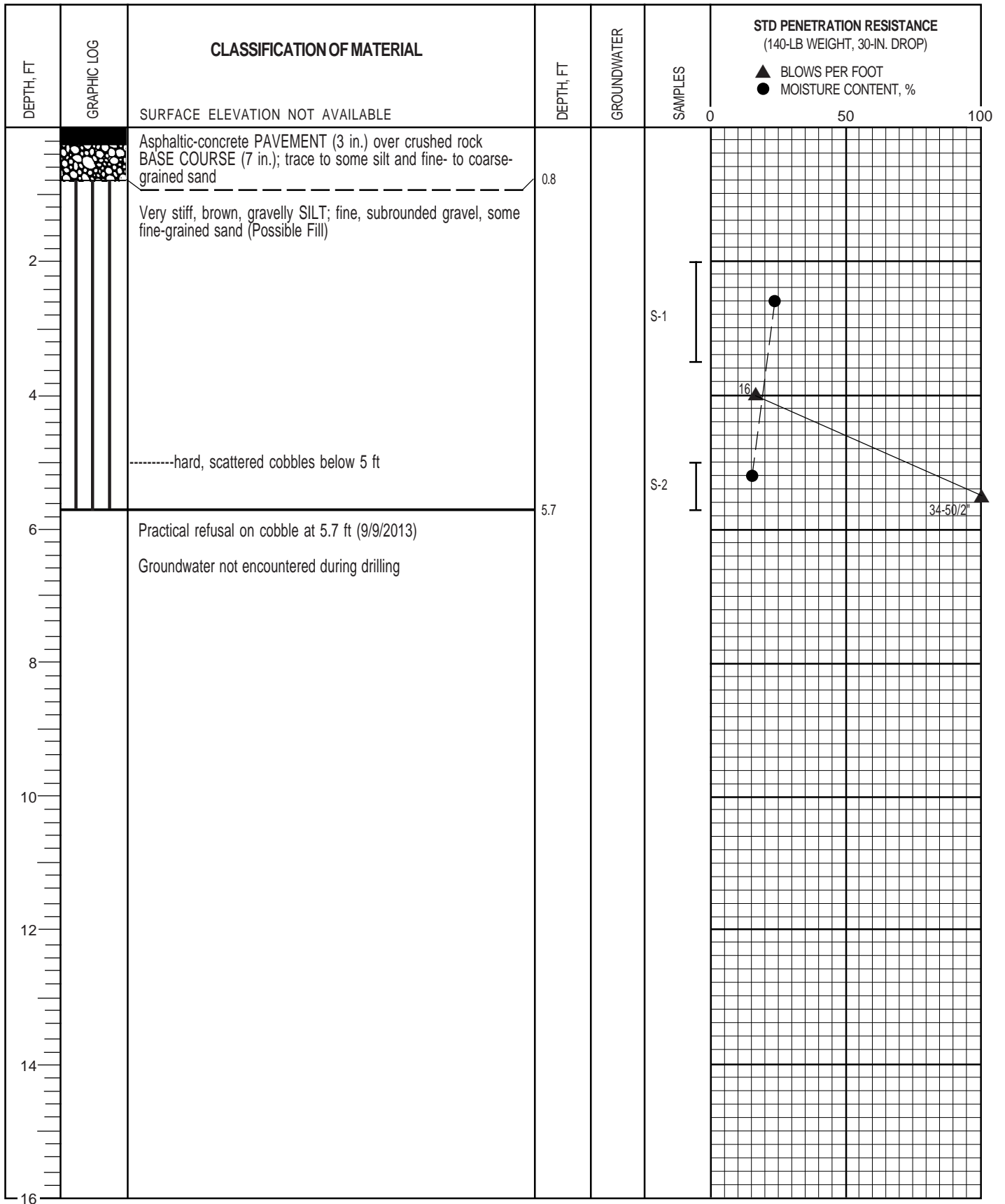
BORING B-3



- 2-IN.-OD SPLIT-SPOON SAMPLER
- 3-IN.-OD THIN-WALLED SAMPLER
- GRAB SAMPLE OF DRILL CUTTINGS
- NX CORE RUN
- SLOTTED PVC PIPE
- Water Level (date)
- TORVANE SHEAR STRENGTH, TSF
- PERCENT PASSING NO. 200 SIEVE (WASHED)
- * NO RECOVERY
- Liquid Limit
Moisture Content
Plastic Limit



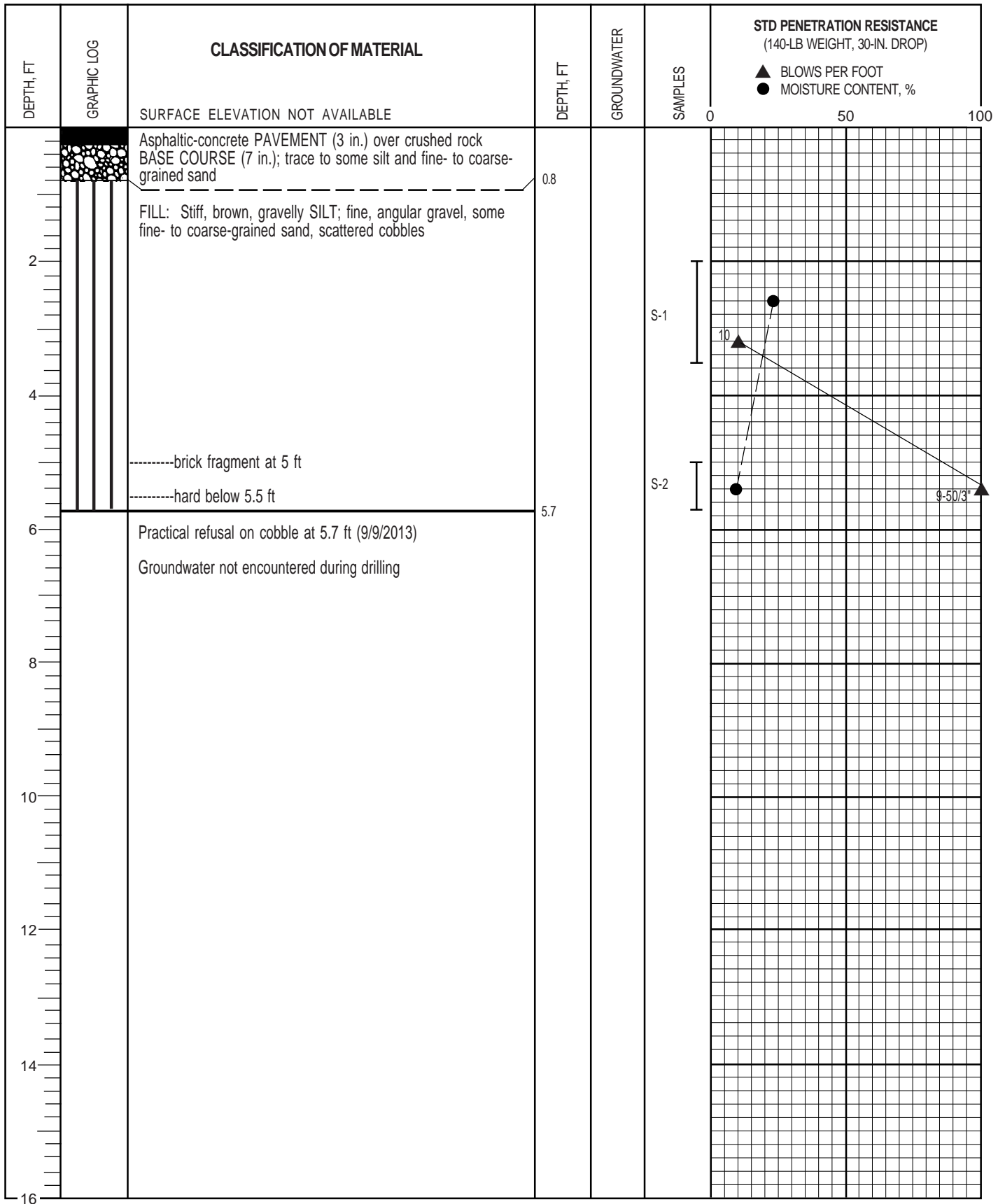
BORING B-4



- 2-IN.-OD SPLIT-SPOON SAMPLER
- 3-IN.-OD THIN-WALLED SAMPLER
- GRAB SAMPLE OF DRILL CUTTINGS
- NX CORE RUN
- SLOTTED PVC PIPE
- Water Level (date)
- TORVANE SHEAR STRENGTH, TSF
- PERCENT PASSING NO. 200 SIEVE (WASHED)
- * NO RECOVERY
- Liquid Limit
Moisture Content
Plastic Limit



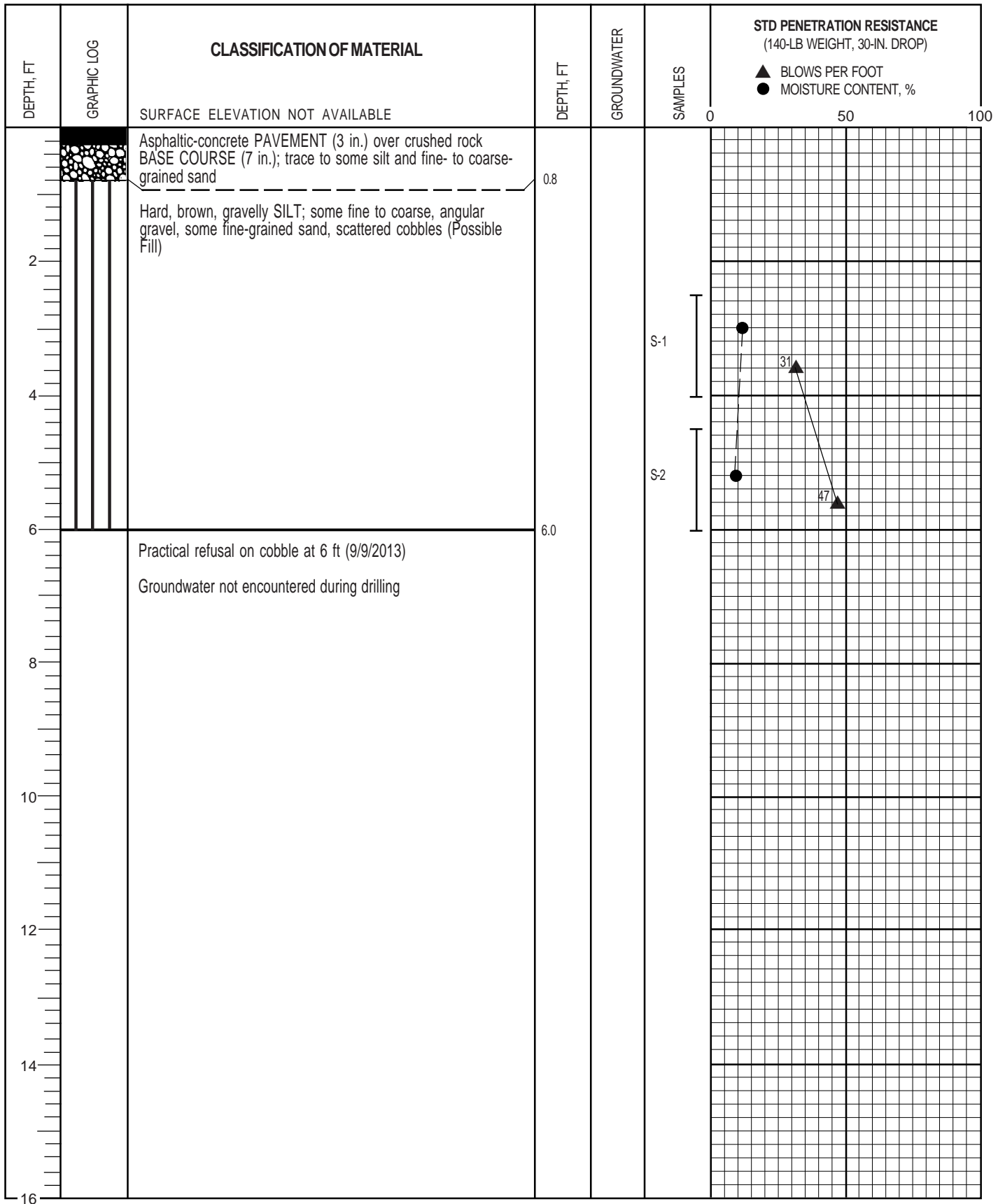
BORING B-5



- I 2-IN.-OD SPLIT-SPOON SAMPLER
- II 3-IN.-OD THIN-WALLED SAMPLER
- G GRAB SAMPLE OF DRILL CUTTINGS
- NX CORE RUN
- SLOTTED PVC PIPE
- ▼ Water Level (date)
- ◆ TORVANE SHEAR STRENGTH, TSF
- PERCENT PASSING NO. 200 SIEVE (WASHED)
- * NO RECOVERY
- Liquid Limit
- Moisture Content
- Plastic Limit



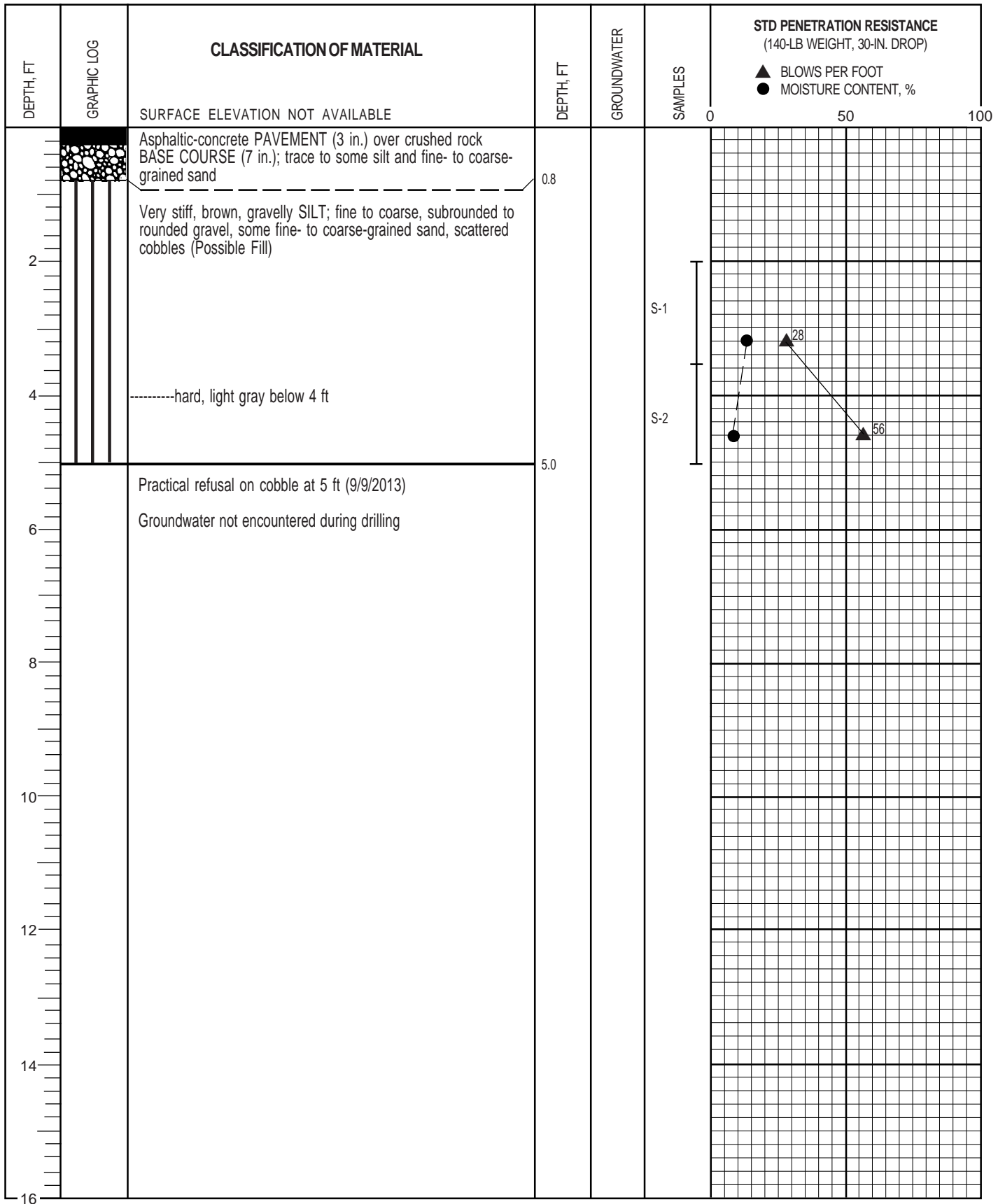
BORING B-6



- 2-IN.-OD SPLIT-SPOON SAMPLER
- 3-IN.-OD THIN-WALLED SAMPLER
- GRAB SAMPLE OF DRILL CUTTINGS
- NX CORE RUN
- SLOTTED PVC PIPE
- Water Level (date)
- TORVANE SHEAR STRENGTH, TSF
- PERCENT PASSING NO. 200 SIEVE (WASHED)
- * NO RECOVERY
- Liquid Limit
- Moisture Content
- Plastic Limit



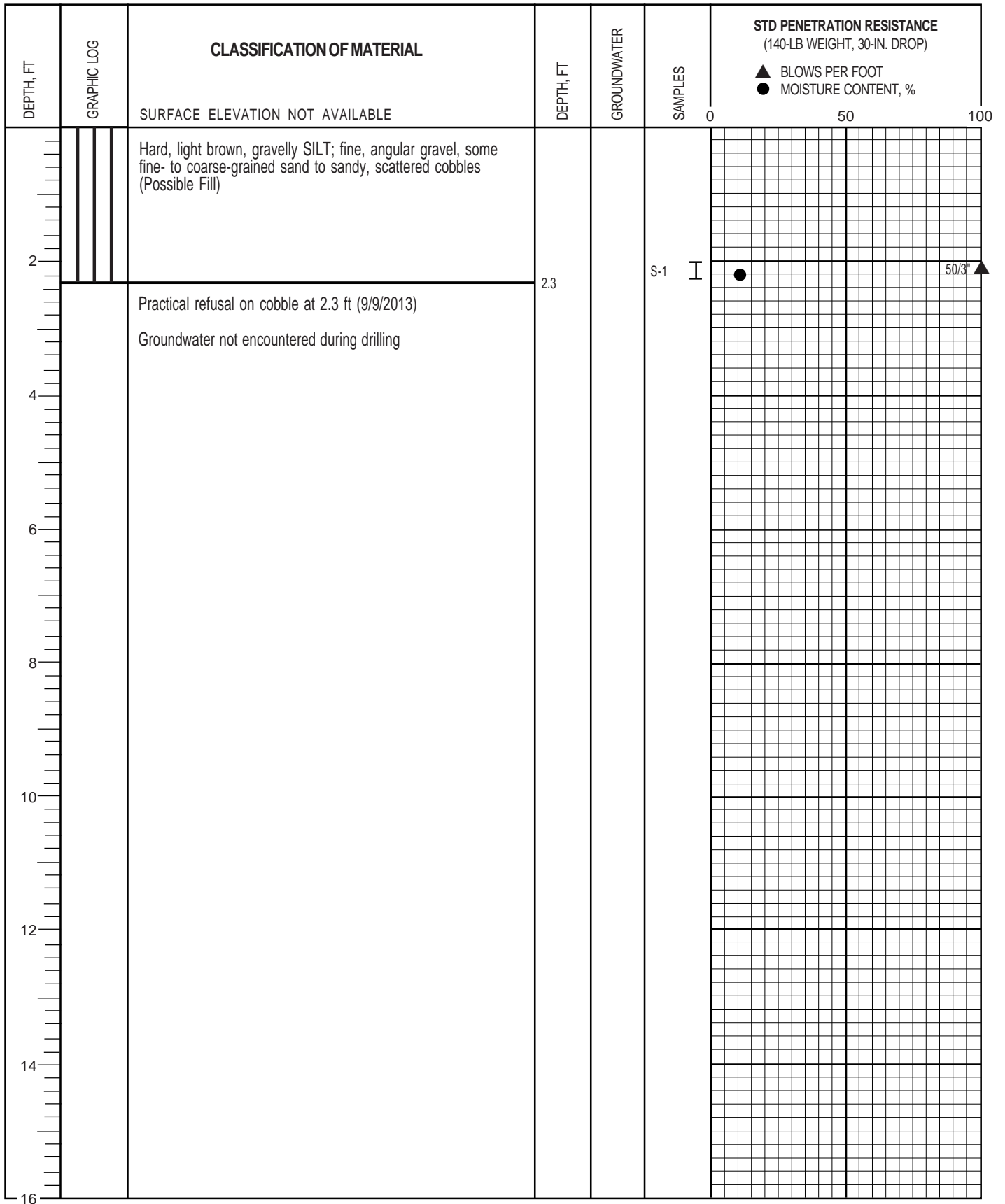
BORING B-7



- 2-IN.-OD SPLIT-SPOON SAMPLER
- 3-IN.-OD THIN-WALLED SAMPLER
- GRAB SAMPLE OF DRILL CUTTINGS
- NX CORE RUN
- SLOTTED PVC PIPE
- Water Level (date)
- TORVANE SHEAR STRENGTH, TSF
- PERCENT PASSING NO. 200 SIEVE (WASHED)
- * NO RECOVERY
- Liquid Limit
Moisture Content
Plastic Limit



BORING B-8



- I 2-IN.-OD SPLIT-SPOON SAMPLER
- II 3-IN.-OD THIN-WALLED SAMPLER
- G GRAB SAMPLE OF DRILL CUTTINGS
- NX CORE RUN
- SLOTTED PVC PIPE
- ▼ Water Level (date)
- ◆ TORVANE SHEAR STRENGTH, TSF
- PERCENT PASSING NO. 200 SIEVE (WASHED)
- * NO RECOVERY
- Liquid Limit
- Moisture Content
- Plastic Limit



BORING B-9

Preliminary Drainage Report

Canby McDonald's

21305770



Prepared for
McDonald's Corporation
12131 113th Ave. NE, Suite 103
Kirkland, Washington 98034

April 4, 2014

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EXECUTIVE SUMMARY

The proposed Canby McDonald's development is located between SW 1st Ave (Hwy 99E) and SW 2nd Ave, and SW Birch St in Canby, Oregon (See Vicinity Map). The proposed project will reconstruct the McDonald's building and parking lot.

The purpose of this report is to describe the water quality and conveyance system being proposed as part of the McDonald's development and to show the design follows the standards and regulations developed by the City of Canby. These regulations are identified in the City of Canby's *Public Works Design Standards*, dated June 2012.

Additionally, Oregon Department of Transportation (ODOT) water quality and quantity standards for private development discharging into ODOT right-of-way were followed. ODOT standards are listed within 2011 *Hydraulic Manual- Chapter 4, Appendix C- pavement Drainage, Storm Drainage, Water Quality and Detention Basin Design Documentation for Developers or Non-ODOT Projects*.

Stormwater Management

The site currently has stormwater collected and discharged to the ODOT storm sewer in Hwy 99. Due to the completed impermeable fill that was found to overlay the site at a depth greater than ten feet by the geotechnical investigation, drywells or surface infiltration facilities are not feasible.

Upon analysis of the City and ODOT regulations water quality treatment will occur through low impact development (LID) facilities and Contech StormFilters. The City of Canby encourages the use of LID facilities, which are to be designed to Clean Water Services *Low Impact Development Approaches Handbook*, dated July 2009.

The City of Canby requires peak discharge control (detention) unless adequate capacity is available. The peak discharge rate must also not be increased from existing conditions. ODOT similarly requires water quantity control, such that the 10-year peak discharge does not increase in proposed conditions. The proposed site will not increase the amount of impervious area onsite, and will thereby not increase the amount of runoff generated after construction. Therefore, a detention facility is not required to meet these water quantity standards.

Conveyance systems shall be designed to pass the 10-year storm event without surcharge and a 25-year event with surcharge but keep the hydraulic grade line below the manhole lids. A conveyance evaluation will be provided in the Final Drainage Report.

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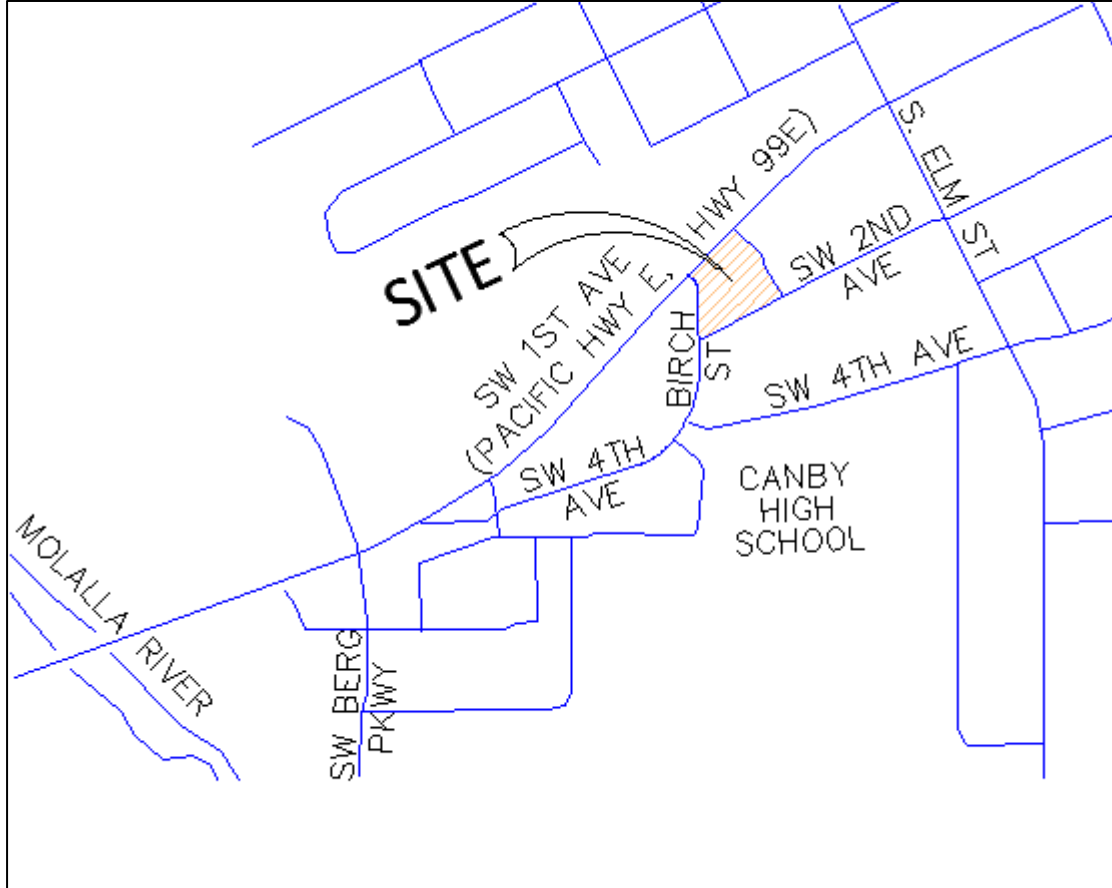
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Appendices

TECHNICAL APPENDIX SUPPORTING DOCUMENTS

1 VICINITY MAP

Vicinity Map



2 PROJECT DESCRIPTION

2.1 Project Overview

The proposed Canby McDonald's development is located between SW 1st Ave (Hwy 99E) and SW 2nd Ave, and SW Birch St in Canby, Oregon (See Vicinity Map). The proposed project will reconstruct the McDonald's building and parking lot.

The purpose of this report is to describe the water quality and conveyance system being proposed as part of the McDonald's development and to show the design follows the standards and regulations developed by the City of Canby. These regulations are identified in the City of Canby's *Public Works Design Standards*, dated June 2012.

Additionally, Oregon Department of Transportation (ODOT) water quality and quantity standards for private development discharging into ODOT right-of-way were followed. ODOT standards are listed within 2011 *Hydraulic Manual- Chapter 4, Appendix C- pavement Drainage, Storm Drainage, Water Quality and Detention Basin Design Documentation for Developers or Non-ODOT Projects*.

3 EXISTING CONDITIONS

3.1 Topography

The site is approximately 0.88 acres and contains a McDonald's restaurant and a Classic Pool and Spa retail store. The existing site is fairly flat, with slopes at approximately 0.5 to 1.5%. Elevations range from a maximum of 158 feet in the southwest corner to a minimum of 155 feet in the northeast corner.

3.2 Climate

The site is located in Canby, Oregon approximately 60 miles inland from the Pacific Ocean. There is a gradual change in seasons with defined seasonal characteristics. Average daily temperatures range from 34°F to 82°F. Record temperatures recorded for this region of the state are -15°F and 105°F. Average annual rainfall recorded in this area is 42 inches. Average annual snowfall is approximately 2 inches between December and February.

3.3 Site Geology

The underlying soil type on the existing site as classified by the United States Department of Agriculture Soil Survey of Clackamas County, Oregon is Canderly Sandy Loam, with 0 to 3 percent slopes (See Technical Appendix: Hydrologic Soil Group Map - Clackamas County). A hydrologic soil group of A is assigned to this soil type. Group A soils have high infiltration potential when saturated.

The geotechnical investigation found the site is underlined by greater than 10-ft of highly compacted fill. The impermeability of the fill eliminates the use of infiltration facilities at the site. Therefore, the site will be modeled with a hydrologic soil group of D. Group D soils have very slow infiltration potential when saturated.

3.4 Time of Concentration

The time of concentration (T_c) as described in NEH-4 Chapter 15 is defined in two ways; the time for runoff to travel from the furthestmost point of the watershed to the point in question, and the time from the end of excess rainfall to the point of inflection on the trailing limb of the unit hydrograph. Time of concentration can be estimated from several formulas.

The minimum time of concentration is 5 minutes in highly developed urban areas (i.e. parking lots, roof tops) and the maximum is 100 minutes in rural areas. The time of concentration value used for existing conditions is 5 minutes.

3.5 Curve Number

The curve number represents runoff potential from the soil. The major factors for determining the CN values are hydrologic soil group, cover type, treatment, hydrologic condition and antecedent runoff condition. The selected pervious curve number is 80 – Open Space in Good Condition. (See Technical Appendix: Table 2-2a – Technical Release 55-Urban Hydrology for Small Watersheds).

3.6 Hydrology

Runoff from the site sheet flows to one of several onsite catch basins and then discharges into a catch basin in SW 1st Ave (Hwy99E). SW 1st Ave is an ODOT managed roadway. (See Technical Appendix: Exhibit 1 – Existing Basin Delineation).

3.7 Basin Areas

Table 3-1 lists the basin area in existing conditions. The existing site is 79.6% impervious.

Table 3-1 Existing Basin Areas

Impervious Area (ac)	Pervious Area (ac)	Total Area (ac)
0.71	0.17	0.88

4 PROPOSED CONDITIONS

4.1 Hydrology

The proposed site will collect stormwater runoff either in LID facilities or with Contech StormFilter Catch Basins. Treated runoff will then be conveyed offsite to SW 1st Ave (Hwy99E) (See Technical Appendix: Exhibit 2 – Proposed Basin Delineation).

4.2 Time of Concentration

The same time of concentration was used in proposed conditions.

4.3 Curve Number

The same curve number was used in proposed conditions.

4.4 Basin Areas

Table 4-1 lists the basin area in proposed conditions. The proposed basin is 79.6% impervious as in existing conditions.

Table 4-1 Proposed Basin Areas

Impervious Area (ac)	Pervious Area (ac)	Total Area (ac)
0.71	0.17	0.88

5 HYDROLOGIC ANALYSIS DESIGN GUIDELINES

5.1 Design Guidelines

The site is located within the jurisdiction of the City of Canby. The analysis and design criteria used for stormwater management described in this section will follow the City of Canby's *Public Works Design Standards*, dated June 2012.

5.2 Hydrograph Method (SBUH)

Naturally occurring rainstorms dissipate over long periods of time. The most effective way of estimating storm rainfall is by using the hydrograph method. Rainstorms occur naturally over long periods of time. The most effective way of estimating storm rainfall is by using the hydrograph method. The hydrograph method generates storm runoff based on physical characteristics of the site. The Santa Barbara Urban Hydrograph (SBUH) was used for this analysis. The SBUH method is based on the curve number (CN) approach, and uses the Natural Resources Conservation Service's (NRCS) equations for computing soil absorption and precipitation excess. The SBUH method converts the incremental runoff depths into instantaneous hydrographs, which are then routed through an imaginary reservoir with a time delay equal to the basin time of concentration.

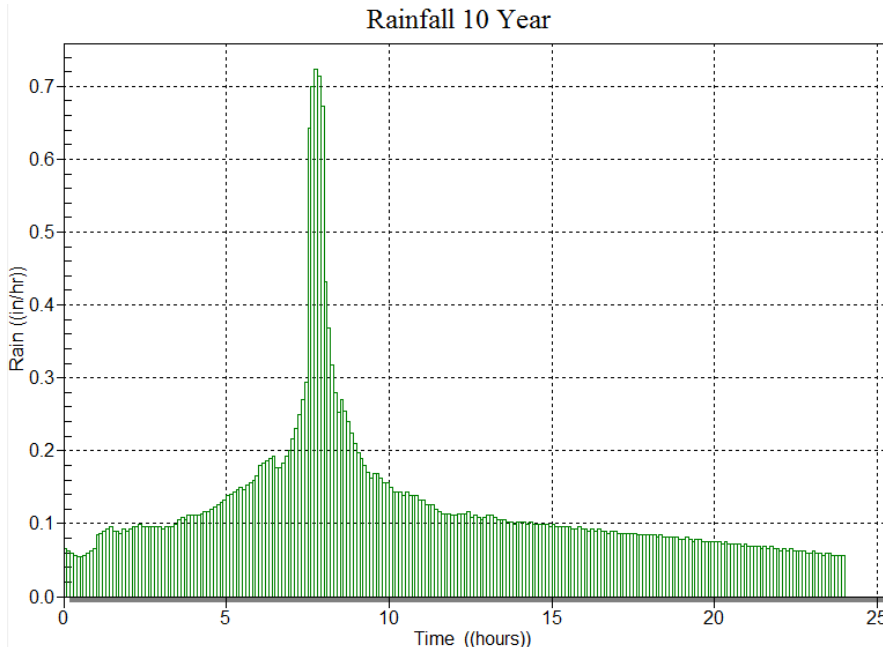
5.3 Design Storm

The rainfall distribution to be used within the Salem jurisdiction is the design storm of 24-hour duration based on the standard Type 1A rainfall distribution. Table 5-1 shows total precipitation depths for different storm events. Precipitation depths are from the NOAA Atlas 2, isopluvial maps. The Design Storm Distribution for a type 1A 24-hour rainfall distribution for a 10-year storm event is shown in Figure 5-1.

Table 5-1 Precipitation Depth

Recurrence interval (years)	Total Precipitation Depth (in)
2	2.25
5	3.00
10	3.50
25	4.00

Figure 5-1 10-Year Type 1A Rainfall Distribution



5.4 Basin Runoff

Table 5-2 lists the runoff rates for existing and proposed conditions for the McDonalds site during the 2, 5, 10, and 25-year storm events (See Technical Appendix: Hydrographs).

Table 5-2 Runoff Rates

Recurrence Interval (years)	Existing Peak Runoff Rate (cfs)	Proposed Peak Runoff Rate (cfs)
2	0.381	0.381
5	0.535	0.535
10	0.638	0.638
25	0.743	0.743

6 HYDRAULIC ANALYSIS AND DESIGN CHARACTERISTICS

6.1 Design Guidelines

The analysis and design criteria described in this section will follow the City of Canby's *Public Works Design Standards*. The manual requires storm drainage facilities be designed to pass the 10-year storm event without surcharge and the 25-year storm event without the hydraulic grade line exceeding the manhole rim.

6.2 System Performance

A complete conveyance analysis will be provided in the Final Drainage Report.

7 WATER QUALITY

7.1 Water Quality Guidelines

The proposed water quality facilities were designed per the City of Canby and ODOT standards. The City requires water quality facilities at the desecration of the City Administrator. ODOT requires water quality treatment for development that discharges into storm sewers within the ODOT right-of-way. ODOT defines the water quality storm as equal to 50% of the 2-year precipitation depth. Roof runoff will not be treated, as roof runoff is not subject to vehicle traffic and the high level of pollutants of driving surfaces.

The water quality design storm event is 1.125 inches, 24-hour, per 50 percent of the 2-year precipitation depth as reported within the ODOT regional precipitation-frequency analysis.

7.2 Water Quality Facility

LID Facilities

The project is proposing to install rain gardens. Rain gardens are flat-bottomed landscaped depressions used to collect and hold stormwater runoff, allowing pollutants to settle and filter out as water passes through the soil media. They may also provide flow attenuation to reduce hydraulic impacts from urban developments on downstream rivers. Clean Water Services *Low Impact Development Approaches Handbook* dated July 2009 was used to design the proposed LID facilities.

The LID design will incorporate the following criteria:

- > Storage Depth: 6 inches
- > Minimum Growing Medium Depth: 18 inches
- > Freeboard: 6 inches
- > Minimum Sizing Factor: 0.06

Table 7-1 LID Rain Garden Summary

Basin #	Impervious Area (sf)	Water Quality Flow Rate (cfs)	Facility Footprint (sf)	Sizing Factor
1	3,239	0.007	800	0.25

The proposed LID rain garden has a sizing factor of 0.25; this exceeds the minimum sizing factor of 0.06.

Mechanical Facilities

The proposed development will utilize Contech StormFilters Catch Basins to provide treatment for the remainder of the site. Contech StormFilters are an approved manufactured treatment devices by ODOT. Each standard size cartridge filter has a treatment capacity of 0.033 cfs (15 gpm).

Table 7-2 Stormwater Management Facility Summary

Basin #	Impervious Area, ac	Water Quality Flow (cfs)	Number of Cartridges
2	0.35	0.080	3
3	0.17	0.039	2

8 WATER QUANTITY

8.1 Water Quantity Guidelines

The City of Canby requires peak discharge control (detention) unless there is adequate capacity is available. The peak discharge rate may not be increased from existing conditions. The proposed site will not increase the amount of impervious area onsite, and will therefore not increase the amount of runoff generated after construction. Therefore, a detention facility is not required to meet this standard.

The site will continue to discharge to an ODOT storm sewer in SW 1st Ave (Hwy99E), an Oregon Department of Transportation Roadway; therefore ODOT detention requirements were reviewed. For detention basins which serve 5 acres or less and discharge directly to and are physically connected to ODOT storm sewers the system must match the 10-year discharge flows. The proposed design meets these requirements because the proposed development does not increase the amount of runoff.

9 SUMMARY

Water quality will be provided through the use of a LID rain garden and Contech StormFilter Catch Basins. The site will release to the storm sewer in SW 1st Ave (Hwy99E).

The proposed stormwater management system will meet or exceed the requirements of the City of Canby. The stormwater design followed the City of Canby's *Public Works Design Standards*, Dated June 2012.

Additionally, Oregon Department of Transportation (ODOT) water quality and quantity standards for private development discharging into ODOT right-of-way were followed. ODOT standards are listed within the 2011 *Hydraulic Manual- Chapter 4, Appendix C- pavement Drainage, Storm Drainage, Water Quality and Detention Basin Design Documentation for Developers or Non-ODOT Projects*.

Canby McDonald's

TECHNICAL APPENDIX
SUPPORTING DOCUMENTS

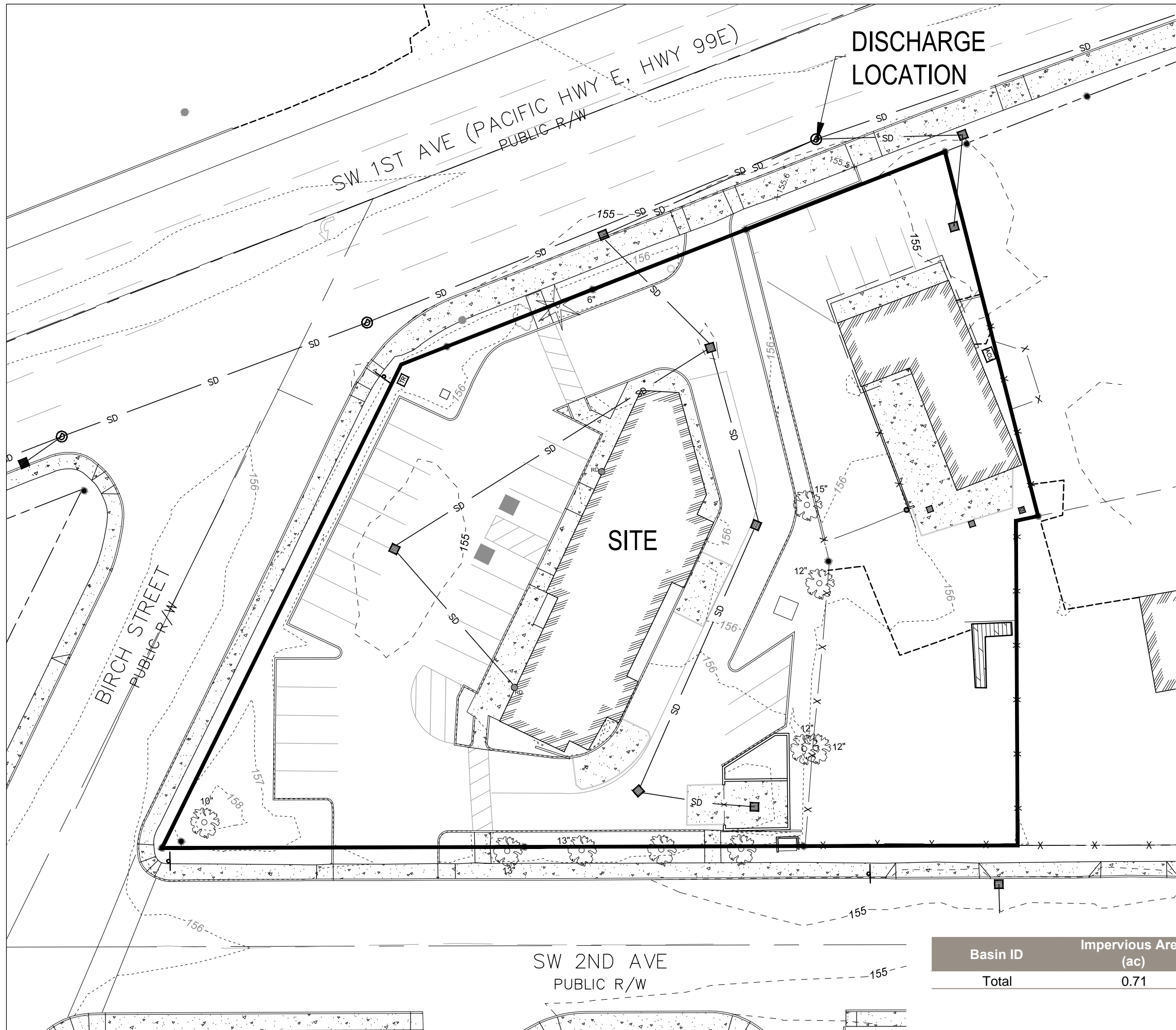
- > Exhibit 1 – Existing Basin delineation
- > Exhibit 2 – Proposed Basin Delineation

- > Hydrologic Soil Group Map - Clackamas County
- > Table 2-2a – Runoff Curve Numbers for Urban Areas
- > Hydrographs

- > Geotechnical Investigation, GRI, September 27, 2013

References

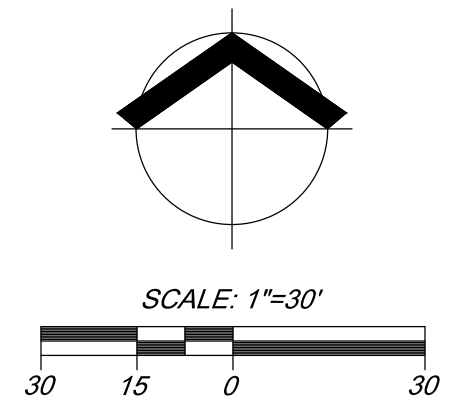
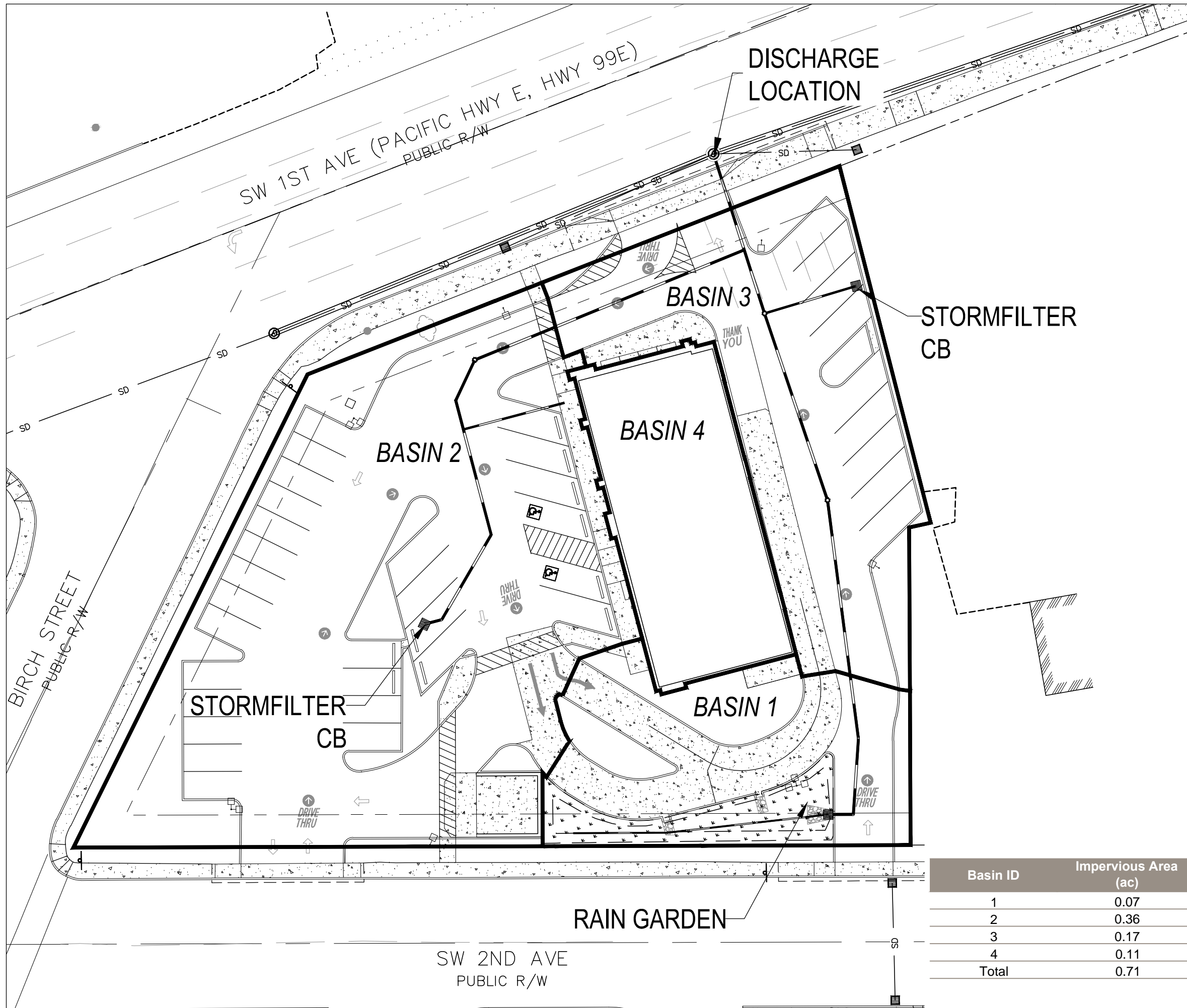
1. *USDA Soil Survey of Clackamas County, Oregon Area*
2. *City of Canby, Public Works Design Standards*
June 2012
3. *Clean Water Services, Low Impact Development Approaches Handbook*
July 2009
4. *Oregon Department of transportation, Hydraulic Manual- Chapter 4, Appendix C- pavement Drainage, Storm Drainage, Water Quality and Detention Basin Design Documentation for Developers or Non-ODOT Projects, 2011*



Basin ID	Impervious Area (ac)	Pervious Area (ac)	Total Area (ac)
Total	0.71	0.17	0.88

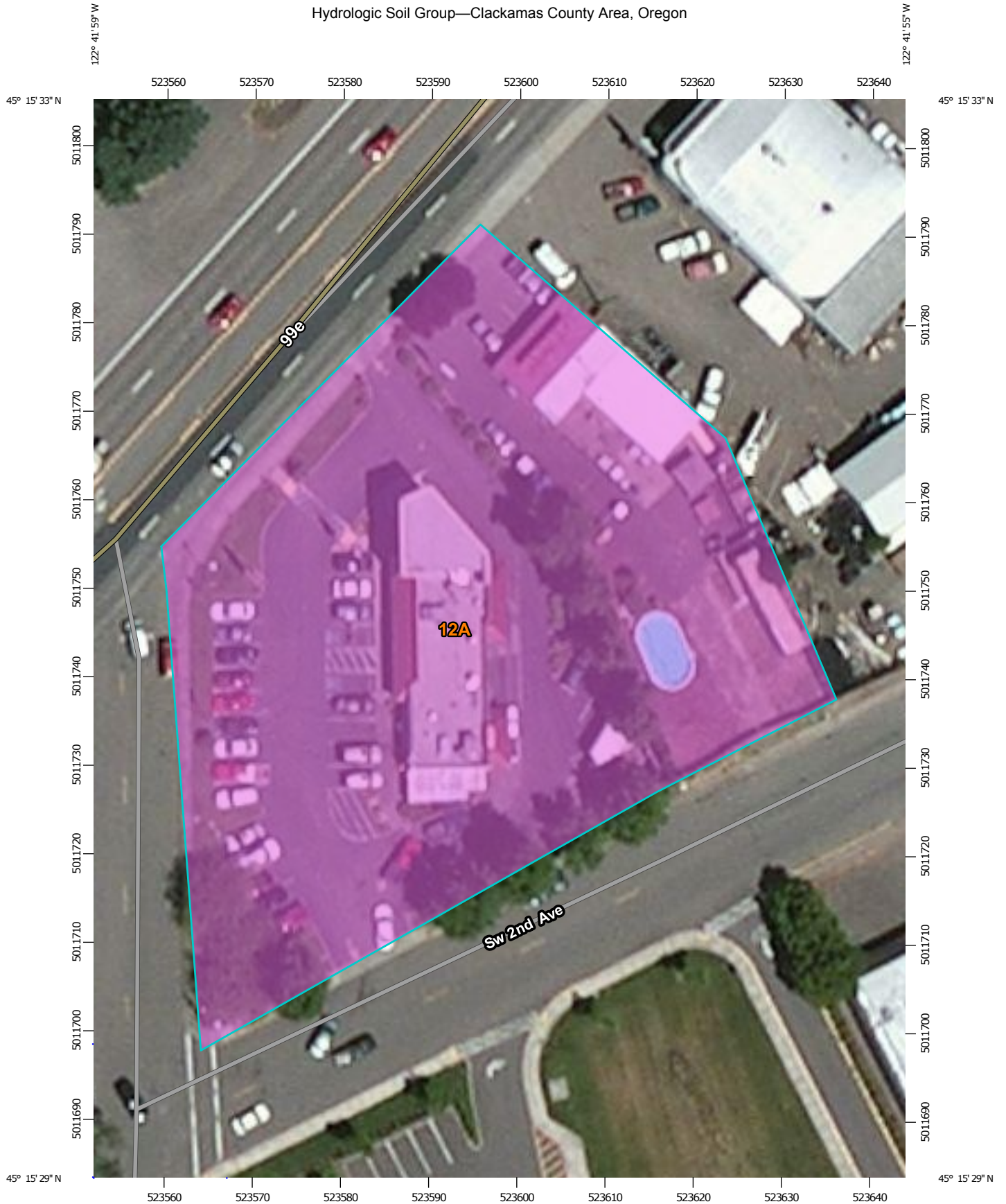
EXISTING BASIN DELINEATION
CANBY MCDONALD'S

PROJECT NO: 21305770
DATE: 04/04/2014
BY: ASR
EXHIBIT: 1



Basin ID	Impervious Area (ac)	Pervious Area (ac)	Total Area (ac)
1	0.07	0.06	0.13
2	0.36	0.08	0.44
3	0.17	0.03	0.20
4	0.11	0.00	0.11
Total	0.71	0.17	0.88

Hydrologic Soil Group—Clackamas County Area, Oregon



Map Scale: 1:593 if printed on A portrait (8.5" x 11") sheet.

0 5 10 20 30 Meters


0 25 50 100 150 Feet

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84



MAP LEGEND

Area of Interest (AOI)









 Area of Interest (AOI)

Soils

Soil Rating Polygons





 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Lines


 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Points






 A
 A/D
 B
 B/D

 C
 C/D
 D
 Not rated or not available

Water Features

 Streams and Canals

Transportation

 Rails
 Interstate Highways
 US Routes
 Major Roads
 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Clackamas County Area, Oregon
 Survey Area Data: Version 8, Dec 4, 2013

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 8, 2010—Sep 4, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Hydrologic Soil Group— Summary by Map Unit — Clackamas County Area, Oregon (OR610)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
12A	Canderly sandy loam, 0 to 3 percent slopes	A	1.0	100.0%
Totals for Area of Interest			1.0	100.0%

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Table 2-2a Runoff curve numbers for urban areas ^{1/}

Cover description	Average percent impervious area ^{2/}	Curve numbers for hydrologic soil group			
		A	B	C	D
Fully developed urban areas (vegetation established)					
Open space (lawns, parks, golf courses, cemeteries, etc.) ^{3/} :					
Poor condition (grass cover < 50%)		68	79	86	89
Fair condition (grass cover 50% to 75%)		49	69	79	84
Good condition (grass cover > 75%)		39	61	74	80
Impervious areas:					
Paved parking lots, roofs, driveways, etc. (excluding right-of-way)					
		98	98	98	98
Streets and roads:					
Paved; curbs and storm sewers (excluding right-of-way)					
		98	98	98	98
Paved; open ditches (including right-of-way)					
		83	89	92	93
Gravel (including right-of-way)					
		76	85	89	91
Dirt (including right-of-way)					
		72	82	87	89
Western desert urban areas:					
Natural desert landscaping (pervious areas only) ^{4/}					
		63	77	85	88
Artificial desert landscaping (impervious weed barrier, desert shrub with 1- to 2-inch sand or gravel mulch and basin borders)					
		96	96	96	96
Urban districts:					
Commercial and business					
	85	89	92	94	95
Industrial					
	72	81	88	91	93
Residential districts by average lot size:					
1/8 acre or less (town houses)					
	65	77	85	90	92
1/4 acre					
	38	61	75	83	87
1/3 acre					
	30	57	72	81	86
1/2 acre					
	25	54	70	80	85
1 acre					
	20	51	68	79	84
2 acres					
	12	46	65	77	82

Developing urban areas

Newly graded areas
(pervious areas only, no vegetation) ^{5/}

77 86 91 94

Idle lands (CN's are determined using cover types
similar to those in table 2-2c).

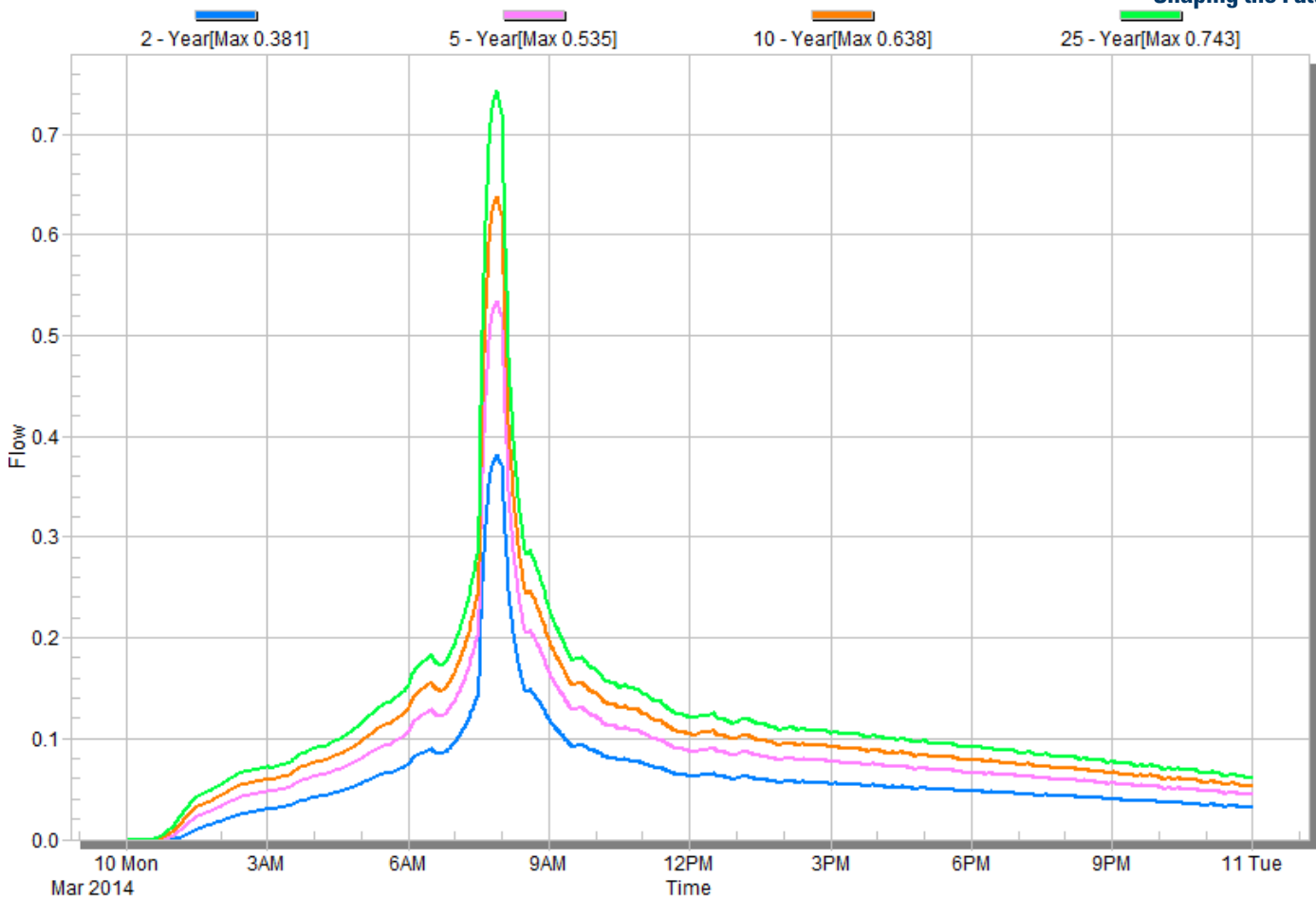
¹ Average runoff condition, and $I_a = 0.2S$.

² The average percent impervious area shown was used to develop the composite CN's. Other assumptions are as follows: impervious areas are directly connected to the drainage system, impervious areas have a CN of 98, and pervious areas are considered equivalent to open space in good hydrologic condition. CN's for other combinations of conditions may be computed using figure 2-3 or 2-4.

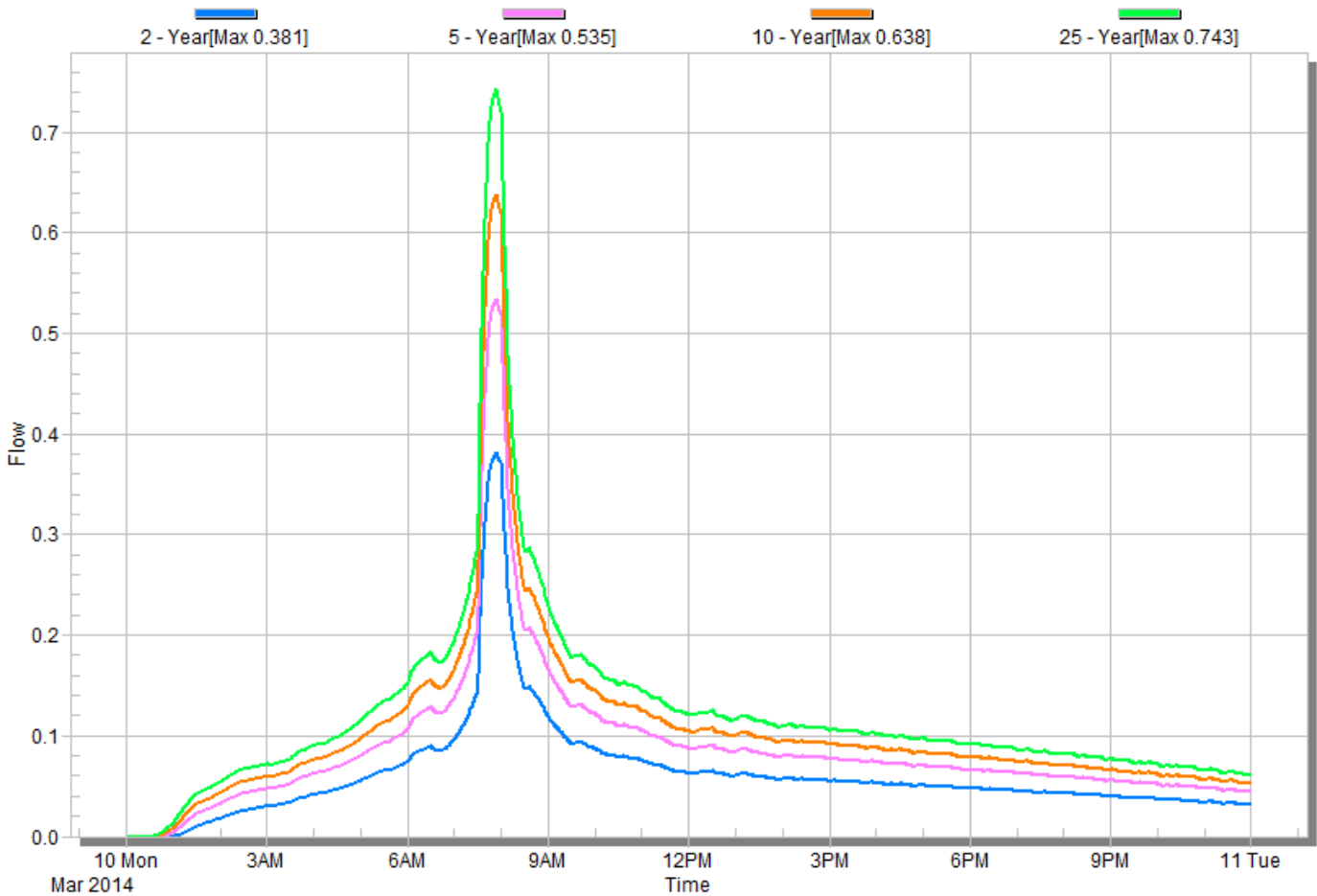
³ CN's shown are equivalent to those of pasture. Composite CN's may be computed for other combinations of open space cover type.

⁴ Composite CN's for natural desert landscaping should be computed using figures 2-3 or 2-4 based on the impervious area percentage (CN = 98) and the pervious area CN. The pervious area CN's are assumed equivalent to desert shrub in poor hydrologic condition.

⁵ Composite CN's to use for the design of temporary measures during grading and construction should be computed using figure 2-3 or 2-4 based on the degree of development (impervious area percentage) and the CN's for the newly graded pervious areas.



Proposed Hydrograph





9725 SW Beaverton-Hillsdale Hwy, Suite 140
Beaverton, OR 97005-3364
p| 503-641-3478 f| 503-644-8034

September 27, 2013

5492 GEOTECHNICAL RPT

McDonald's USA, LLC
12131 113th Avenue NE, Suite 103
Kirkland, WA 98034

Attention: Doug Bates

**SUBJECT: Geotechnical Investigation
McDonald's Restaurant Rebuild Site No. 39973
701 and 709 SW 1st Avenue
Canby, Oregon**

At your request, GRI has completed a geotechnical investigation for the rebuild of the McDonald's restaurant at 709 SW 1st Avenue in Canby, Oregon. Our investigation also addressed the Classic Pool Spa & Hearth property at 701 SW 1st Avenue. The Vicinity Map, Figure 1, shows the general location of the site. The purpose of our investigation was to evaluate subsurface conditions at the site and develop conclusions and recommendations for suitably founding the new structure. The investigation included subsurface explorations, limited laboratory testing, and engineering analyses. This report describes the work accomplished and provides our geotechnical conclusions and recommendations for use in design and construction of the new restaurant.

PROJECT DESCRIPTION

We understand the existing restaurant site will be enlarged to include the lot immediately east of the existing restaurant, which is currently occupied by Classic Pool Spa & Hearth. The new structure will be located northeast of the existing restaurant, with the eastern portion of the restaurant located within the footprint of the demolished Classic Pool Spa & Hearth structure. The layout of the proposed improvements is shown on the Site Plan, Figure 2. We anticipate the new structure will be a wood-frame building with a concrete slab-on-grade floor and no significant below-grade structures. Column and wall loads are not currently known; however, we anticipate the structure will be relatively lightly loaded with maximum column and wall loads on the order of 100 kips and 2 kips/ft, respectively. The remainder of the site will be paved with asphaltic-concrete (AC) pavement, with the exception of portions of the drive-thru and the trash enclosure area, which we anticipate will be paved with Portland cement concrete (PCC). We anticipate cuts and fills will be minimal.

SITE DESCRIPTION

Surface Conditions and Topography

The site is located in a roughly triangular lot bordered by SW 2nd Avenue on the south, S. Birch Street on the west, and SW 1st Avenue on the north, and includes the lot occupied by the existing restaurant as well as the lot immediately to the east. The ground surface in the area is relatively flat at about elevation 152 ft. The majority of the site is paved with AC, and a portion of the site near the southeast corner is surfaced with gravel.

Geology

The site is mantled with a relatively thin layer of fine-grained silt soils underlain by coarser deposits consisting of sand, gravel, and cobbles deposited by the ancestral Molalla River. Review of Oregon Water Resources Department (OWRD) well logs for the project vicinity indicates the underlying gravels are often cemented.

SUBSURFACE CONDITIONS

General

Subsurface materials and conditions at the site were investigated on September 9, 2013, with nine borings, designated B-1 through B-9. Proposed boring depths ranged from 5 to 20 ft; however, all borings encountered practical refusal in cobbles at depths ranging from 1.5 to 6.5 ft at the locations shown on Figure 2. The field and laboratory testing programs completed for this project are described in Appendix A. Logs of the borings are provided on Figures 1A through 9A. The terms used to describe the soils encountered in the borings are defined in Table 1A.

Soils

For the purpose of discussion, the materials encountered in the borings have been grouped into the following major units based on their physical characteristics and engineering properties.

1. PAVEMENT
2. Gravelly SILT FILL / Gravelly SILT

The following paragraphs provide a detailed description of the soil units and a discussion of the groundwater conditions at the site.

1. PAVEMENT. AC pavement was encountered at the ground surface in borings B-1 through B-8. The thickness of the AC ranges from about 2 to 4 in., and the underlying crushed rock base course (CRB) ranges from about 6 to 8 in. thick.

2. Gravelly SILT FILL / Gravelly SILT. Gravelly silt fill was encountered beneath the pavement section in boring B-6, and gravelly silt identified as possible fill was encountered beneath the pavement section in borings B-1 through B-5 and B-7 through B-9. The gravel portion of the material is fine (less than $\frac{3}{4}$ -in. diameter), varies from rounded to angular, and is typically subrounded. The silt is brown and grades to gray below a depth of about 4 ft and contains varying percentages of fine- to coarse-grained sand ranging from some sand to sandy. Scattered cobbles are present throughout the unit, with the frequency of cobbles increasing with depth. Brick fragments were observed in the fill in boring B-6. Based on N-values of 10 blows/ft to 50 blows for 2 in. of sampler penetration, we estimate the relative consistency of the silt fill and material identified as possible fill is stiff to hard. It should be noted, however, that N-values obtained in material that contains cobbles may overestimate the relative consistency. The natural moisture content of the material ranges from 5 to 23%. Borings B-1 through B-9 were terminated due to practical refusal in cobbles at depths of 1.5 to 6.5 ft.

Groundwater

Groundwater was not encountered in the borings during drilling. Review of OWRD well logs indicates the static groundwater level is typically 60 to 70 ft below the ground surface in the project area. We

anticipate the regional groundwater level likely occurs at or slightly above the level of the nearby Molalla River.

CONCLUSIONS AND RECOMMENDATIONS

General

The site is mantled by stiff to hard, gravelly silt and gravelly silt fill to the maximum depth explored of 6.5 ft. We anticipate relatively dense gravel and cobbles underlie the near-surface silt. In our opinion, the structural loads of the proposed building can be supported by conventional spread footings established in structural fill or the stiff to hard, gravelly silt that mantles the site. The following sections of this report provide our conclusions and recommendations concerning site preparation and earthwork, foundation and floor support, pavement design, and seismic design considerations.

Site Preparation and Grading

The ground surface over the building area, walkways, and pavement areas should be stripped of existing structures, slabs, footings, and vegetation. All debris from the demolition of existing pavement and utilities should be removed from the site. Excavations required to remove existing improvements below the proposed lowest floor elevation, including underground utilities, should be backfilled with structural fill. We anticipate relatively minor stripping will be required to remove surface vegetation; deeper excavation may be required where large trees are removed. Upon completion of site stripping and excavation to subgrade level, the exposed subgrade should be observed by a qualified geotechnical engineer. Any soft areas or areas of unsuitable material should be overexcavated to firm undisturbed soil and backfilled as described below in the Structural Fill section of this report.

Due to the moisture-sensitive nature of the fine-grained silt soils that mantle the site, site preparation and earthwork phases of this project will be more straightforward if completed during the dry, summer months, typically extending from June to mid-October. If work will commence during wet-weather conditions, the contractor must employ construction techniques that prevent or minimize disturbance and softening of the subgrade soils. In our opinion, a trackhoe equipped with a smooth-edged bucket used for stripping and excavation will help to minimize subgrade disturbance.

To prevent disturbance and softening of the fine-grained subgrade soils during wet weather or ground conditions, the movement of construction traffic should be limited to granular haul roads and work pads. In general, a minimum of 18 to 24 in. of relatively clean, granular material is required to support concentrated construction traffic, such as dump trucks and concrete trucks, and protect the subgrade. A 12-in.-thick granular work pad should be sufficient to support occasional truck traffic and light construction operations. A geotextile separation fabric placed on the exposed subgrade prior to placement and compaction of the granular work pad may improve the performance of work pads and haul roads.

If the subgrade is disturbed during construction, soft disturbed soils should be overexcavated to firm soil and backfilled with granular structural fill.

Structural Fill

Due to the limited quantity of fill anticipated for the project, we recommend that all structural fill placed within the limits of structures, such as the proposed building, pavements, and sidewalks, consist of imported granular material. In our opinion, imported granular material would be most suitable for

construction of the structural fills. Granular material, such as sand, sandy gravel, or fragmental rock with a maximum size of about 1½ in., would be suitable structural fill material. Granular fill should be relatively clean and have less than about 5% passing the No. 200 sieve (washed analysis). Granular fill should be placed in maximum 12-in.-thick (loose) lifts and compacted to at least 95% of the maximum dry density as determined by ASTM D 698, or until well keyed with a vibratory roller. Fill placed in landscaped areas should be compacted to a minimum of about 90% of ASTM D 698.

All backfill placed in utility trench excavations within the limits of the building, walkways, and paved areas should consist of granular structural fill as described above. The granular backfill should be compacted to at least 95% of the aforementioned standard. Flooding or jetting the backfilled trenches with water to achieve the recommended compaction should not be permitted.

Foundation Support

Foundation loads are currently not known; however, we anticipate the maximum column and wall loads will be on the order of 100 kips and 2 kips/ft, respectively. In our opinion, foundation support for the building can be provided by conventional column-type and continuous spread footings founded in the underlying firm, gravelly silt using an allowable bearing value of up to 3,000 psf. This value applies to the total of dead load and/or frequently applied live loads and can be increased by one-half for the total of all loads; dead, live, and wind or seismic.

We recommend establishing all footings in firm, undisturbed gravelly silt or compacted structural fill at a minimum depth of 2 ft below the lowest adjacent finished grade. The footing width should not be less than 24 in. for isolated column footings and 18 in. for wall footings. Excavations for all foundations should be made with a smooth-edged bucket, and all footing excavations should be observed by a qualified geotechnical engineer. Soft or otherwise unsuitable material encountered at foundation subgrade level should be overexcavated and backfilled with granular structural fill. We recommend blanketing the footing subgrade with a minimum 3-in. thickness of ¾-in.-minus crushed rock to provide a firm working surface and prevent disturbance and softening of the supporting soil. The crushed rock should be compacted with a vibratory plate compactor.

We estimate the total settlement of spread footings will be less than 1 in. for footings supporting column and wall loads of up to 100 kips and 2 kips/ft, respectively. Differential settlements between adjacent comparably loaded footings should be less than half the total settlement.

Horizontal shear forces can be resisted partially or completely by frictional forces developed between the base of spread footings and the underlying soil and by soil passive resistance. The total frictional resistance between the footing and the soil is the normal force times the coefficient of friction between the soil and the base of the footing. We recommend an ultimate value of 0.35 for the coefficient of friction for footings cast on fine-grained soils. The normal force is the sum of the vertical forces (dead load plus real live load). If additional lateral resistance is required, passive earth pressures against embedded footings can be computed on the basis of an equivalent fluid having a unit weight of 300 pcf. This design passive earth pressure would be applicable only if the footing is cast neat against undisturbed soil, or if backfill for the footings is placed as granular structural fill. This value also assumes the ground surface in front of the foundation is horizontal, i.e., does not slope downward away from the toe of the footing.

Floor Support

Slab-on-grade floors that are established at or above adjacent final site grades should be underlain by a minimum 8-in.-thick granular base course. The base course material should consist of open-graded crushed rock of up to 1-in. maximum size with less than about 2% passing the No. 200 sieve (washed analysis). Crushed rock of 3/4- to 1/4-in. size is often used for this purpose. Prior to placement of the base course, the subgrade should be evaluated by a geotechnical engineer. Soft or otherwise unsuitable material should be overexcavated and replaced with structural fill as described above.

If moisture-sensitive flooring will be placed on the floor slab, it may be appropriate to install a suitable vapor-retarding membrane beneath slab-on-grade floors. The membrane should be installed in accordance with the manufacturer's recommendations.

Seismic Considerations

Based on the results of our subsurface explorations and review of the 2009 International Building Code (IBC), as adopted in the 2010 Oregon Structural Specialty Code (OSSC), we recommend using Site Class C to evaluate the seismic design of the structure. The IBC design methodology uses two spectral response coefficients, S_s and S_1 , corresponding to periods of 0.2 and 1.0 second to develop the design earthquake spectrum. The spectral response coefficients were obtained from the U.S. Geological Survey (USGS) Uniform Hazard Response Spectra Curves for the coordinates of 45.26° N latitude and 122.70° W longitude. The S_s and S_1 coefficients identified for the site are 0.857 and 0.313 g, respectively.

The site is located approximately 2 miles southwest of the mapped location of the Canby-Molalla fault. The Canby-Molalla fault is a north-northwest striking feature that has been mapped as a possible seismogenic fault in analyses of earthquake hazards in the Portland area (Wong, 2000). However based on the distance from the site to the fault, it is our opinion the risk of damage from ground rupture at this site is low. Based on our understanding of the regional seismicity, it is our opinion the risk of damage from liquefaction, settlement, and subsidence at this site is low. The risk of tsunami and/or seiche is absent.

Pavement Design

We anticipate the paved areas around the proposed building will be subjected to automobile and occasional heavy truck traffic. We understand the majority of the site will be paved with AC pavement; however, areas subjected to heavy traffic volumes, such as the drive-thru, or areas subject to repeated heavy truck traffic, such as the trash enclosure area, may be paved with PCC. Traffic estimates for the roadways and parking areas are presently unknown. Based on our experience with similar projects and subgrade materials, we recommend the following pavement sections.

RECOMMENDED PAVEMENT SECTIONS

	<u>CRB Thickness, in.</u>	<u>AC Thickness, in.</u>
Areas Subject to Occasional Heavy Truck Traffic	12	4
Areas Subject to Primarily Automobile Traffic and Parking	8	3

	CRB Thickness, in.	PCC Thickness, in.
Areas Subject to Heavy Traffic Volumes (drive-thru area)	6	5
Areas Subject to Repeated Heavy Truck Traffic (trash enclosure area)	6	6

The recommended pavement sections should be considered minimum thicknesses, and it should be assumed that some maintenance will be required over the life of the pavement (15 to 20 years). The section is based on the assumption that pavement construction will be accomplished during the dry season and after construction of the building has been completed. If wet-weather pavement construction is considered, it will likely be necessary to increase the thickness of CRB course to support construction equipment and protect the subgrade from disturbance. The indicated sections are not intended to support extensive construction traffic, such as dump trucks and concrete trucks. Pavements subject to construction traffic may require repair.

For the above-indicated sections, drainage is an essential aspect of pavement performance. We recommend all paved areas be provided with positive drainage to remove surface water and water within the base course. This will be particularly important in cut sections or at low points within the paved areas, such as at catch basins. Effective methods to prevent saturation of the base course materials include providing weep holes in the sidewalls of catch basins, subdrains in conjunction with utility excavations, and separate trench drain systems. To provide quality materials and construction practices, we recommend the pavement work conform to Oregon Department of Transportation standards.

Prior to placing base course materials, all pavement areas should be proof rolled with a fully loaded 10-cy dump truck. Any soft areas detected by the proof rolling should be overexcavated to firm ground and backfilled with compacted structural fill.

Design Review and Construction Services

We welcome the opportunity to review and discuss construction plans and specifications for this project as they are being developed. In addition, GRI should be retained to review all geotechnical-related portions of the plans and specifications to evaluate whether they are in conformance with the recommendations provided in our report. Additionally, to observe compliance with the intent of our recommendations, design concepts, and the plans and specifications, we are of the opinion that all construction operations dealing with earthwork and foundations should be observed by a GRI representative. Our construction-phase services will allow for timely design changes if site conditions are encountered that are different from those described in our report. If we do not have the opportunity to confirm our interpretations, assumptions, and analyses during construction, we cannot be responsible for the application of our recommendations to subsurface conditions that are different from those described in this report.

LIMITATIONS

This report has been prepared to aid the architect and engineer in the design of this project. The scope is limited to the specific project and location described herein, and our description of the project represents our understanding of the significant aspects of the project relevant to the design and construction of the

earthwork, floor support, foundations, and pavements. In the event that any changes in the design and location of the improvements as outlined in this report are planned, we should be given the opportunity to review the changes and to modify or reaffirm the conclusions and recommendations of this report in writing.

The conclusions and recommendations submitted in this report are based on the data obtained from the borings made at the locations indicated on Figure 2 and from other sources of information discussed in this report. In the performance of subsurface investigations, specific information is obtained at specific locations at specific times. However, it is acknowledged that variations in soil conditions may exist between exploration locations. This report does not reflect any variations that may occur between these explorations. The nature and extent of variation may not become evident until construction. If, during construction, subsurface conditions different from those encountered in the explorations are observed or encountered, we should be advised at once so that we can observe and review these conditions and reconsider our recommendations where necessary.

Submitted for GRI,



Renews 12/2014

Michael W. Reed, PE, GE
Principal

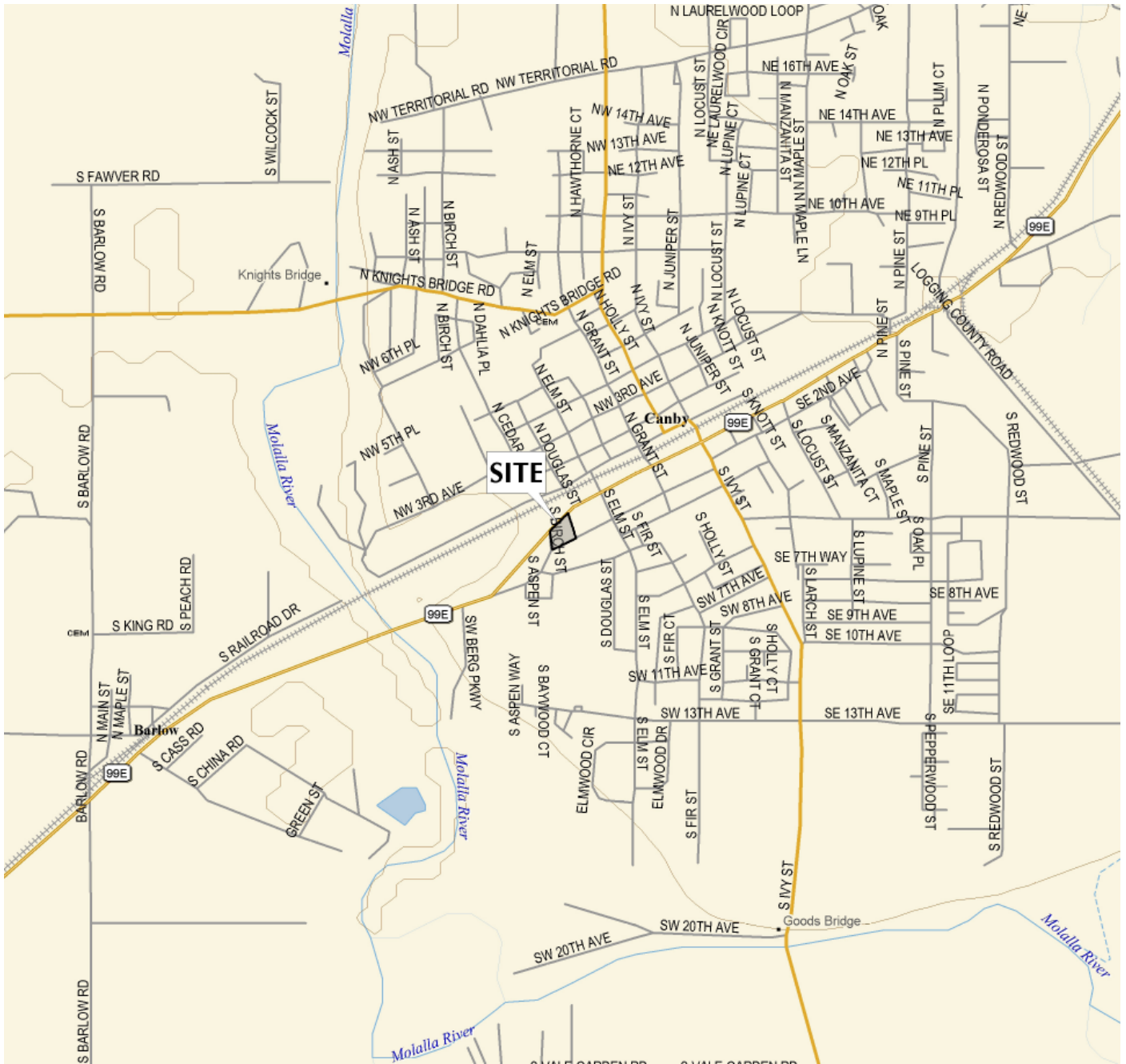
A handwritten signature in cursive script that reads "Tamara G. Kimball".

Tamara G. Kimball, PE, GE
Senior Engineer

This document has been submitted electronically.

References

Wong, I., Silva, W., Bott, J., Wright, D., Thomas, P., Gregor, N., Li, S., Mabey, M., Sojourner, A., and Wang, Y., 2000, Earthquake scenario and probabilistic ground shaking amps for the Portland, Oregon metropolitan area: State of Oregon, Department of Geology and Mineral Industries Interpretive Map Series IMS-16.

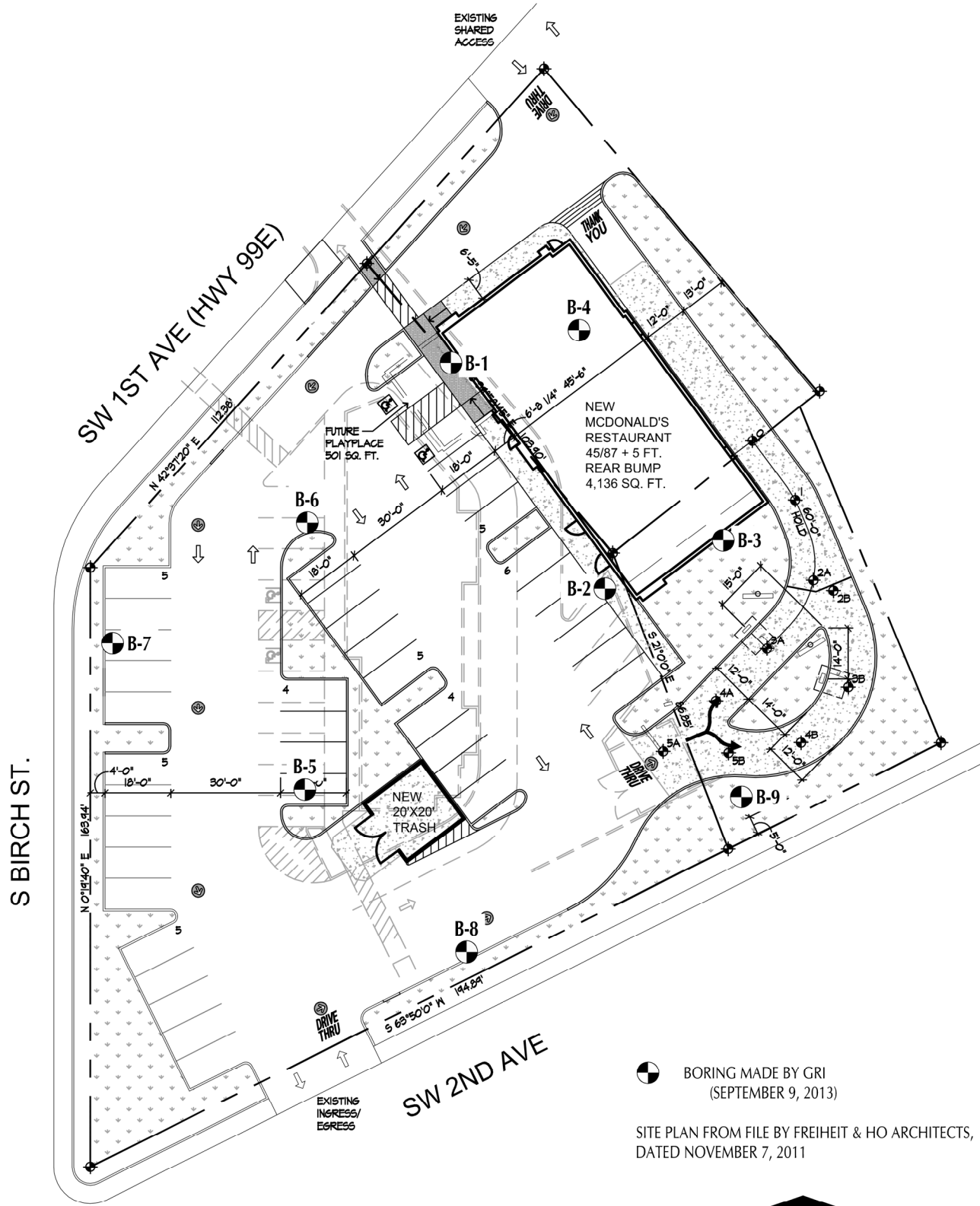



DELOME 3-D TOPOQUADS, OREGON
CANBY, OREG. (3dd) 2004



McDONALD'S USA, LLC
CANBY McDONALD'S REBUILD

VICINITY MAP



 BORING MADE BY GRI
(SEPTEMBER 9, 2013)

SITE PLAN FROM FILE BY FREIHEIT & HO ARCHITECTS,
DATED NOVEMBER 7, 2011



GRI McDONALD'S USA, LLC
CANBY McDONALD'S REBUILD

SITE PLAN

APPENDIX A

Field Explorations and Laboratory Testing

APPENDIX A

FIELD EXPLORATIONS AND LABORATORY TESTING

FIELD EXPLORATIONS

Subsurface conditions and materials at the site were investigated on September 9, 2013, with nine borings, designated B-1 through B-9. The borings were advanced to depths of 1.5 to 6.5 ft at the locations shown on Figure 2. As previously mentioned, the proposed boring depths ranged from 5 to 20 ft; however, all borings encountered practical refusal in cobbles that underlie the site. The borings were drilled using open-hole, solid-stem auger drilling techniques with a trailer-mounted drill rig provided and operated by Greg Vandehey Soil Sampling of Forest Grove, Oregon. The field exploration work was coordinated and documented by an experienced geologist from GRI, who maintained a detailed log of the materials and conditions disclosed during the course of the work.

Disturbed and undisturbed samples were obtained from the borings at 2.5-ft intervals of depth. Disturbed samples were obtained using a standard split-spoon sampler. At the time of sampling, the Standard Penetration Test was conducted. This test consists of driving a standard split-spoon sampler into the soil a distance of 18 in. using a 140-lb hammer dropped 30 in. The number of blows required to drive the sampler the last 12 in. is known as the standard penetration resistance, or N-value. The N-values provide a measure of the relative density of granular soils, such as sand, and the relative consistency, or stiffness, of cohesive soils, such as silt. The soil samples obtained in the split-spoon sampler were carefully examined in the field, and representative portions were saved in airtight jars for further examination and physical testing in our laboratory.

Logs of the borings are provided on Figures 1A through 9A. Each log presents a descriptive summary of the various types of material encountered and notes the depth where the materials and/or characteristics of the materials change. To the right of the descriptive summary, the numbers and types of samples taken during the drilling operation are indicated. Farther to the right, N-values are shown graphically, along with the natural moisture contents. The terms used to describe the soils are defined in Table 1A.

LABORATORY TESTING

All samples obtained from the field exploration program were returned to our laboratory for examination and testing. The physical characteristics were noted, and the field classifications were modified where necessary. The laboratory program was limited to determinations of natural moisture content in conformance with ASTM 2216. The results are provided on Figures 1A through 9A.

Table 1A

GUIDELINES FOR CLASSIFICATION OF SOIL

Description of Relative Density for Granular Soil

<u>Relative Density</u>	<u>Standard Penetration Resistance (N-values) blows per foot</u>
very loose	0 - 4
loose	4 - 10
medium dense	10 - 30
dense	30 - 50
very dense	over 50

Description of Consistency for Fine-Grained (Cohesive) Soils

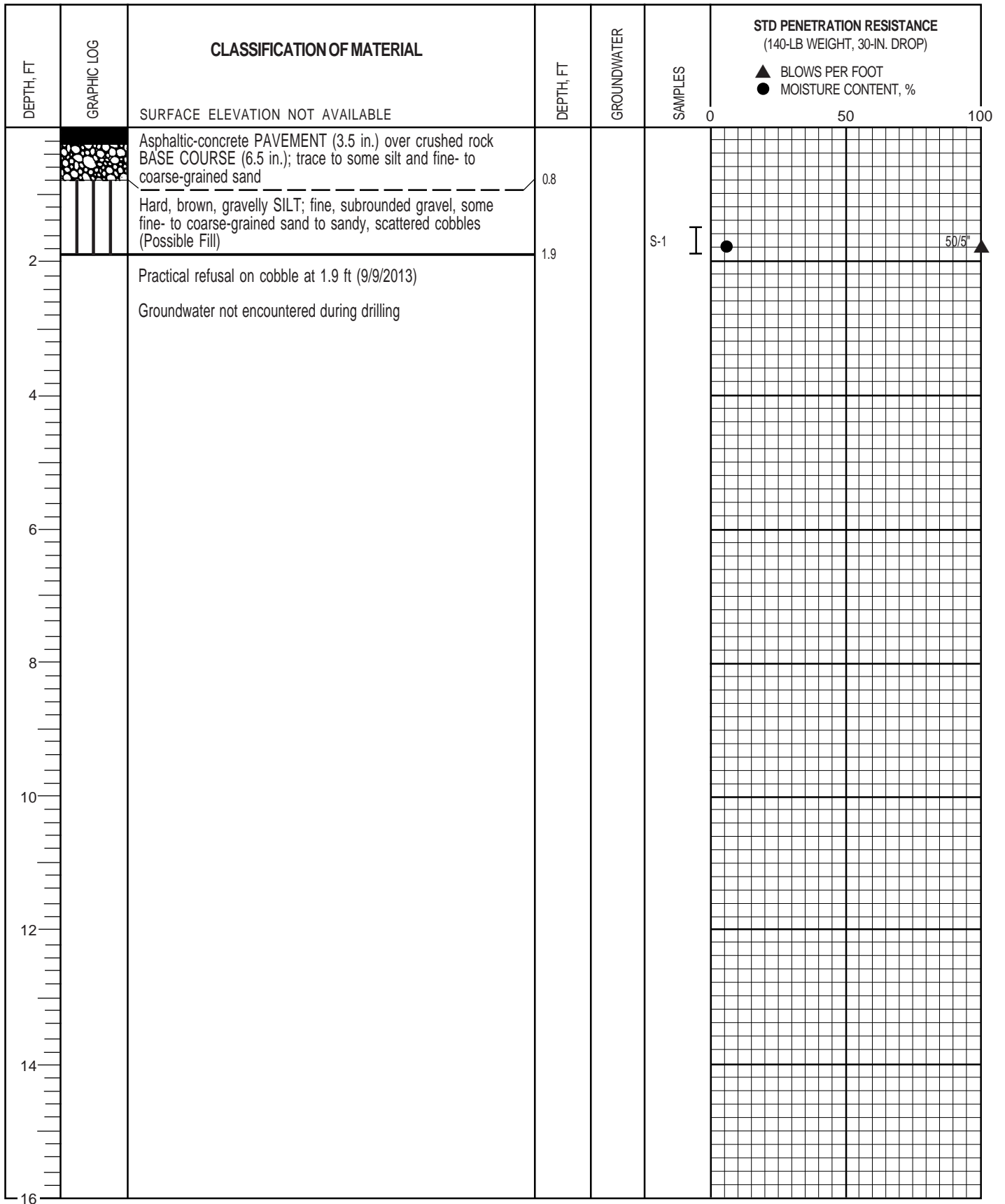
<u>Consistency</u>	<u>Standard Penetration Resistance (N-values) blows per foot</u>	<u>Torvane Undrained Shear Strength, tsf</u>
very soft	2	less than 0.125
soft	2 - 4	0.125 - 0.25
medium stiff	4 - 8	0.25 - 0.50
stiff	8 - 15	0.50 - 1.0
very stiff	15 - 30	1.0 - 2.0
hard	over 30	over 2.0

Sandy silt materials which exhibit general properties of granular soils are given relative density description.

Grain-Size Classification

Modifier for Subclassification

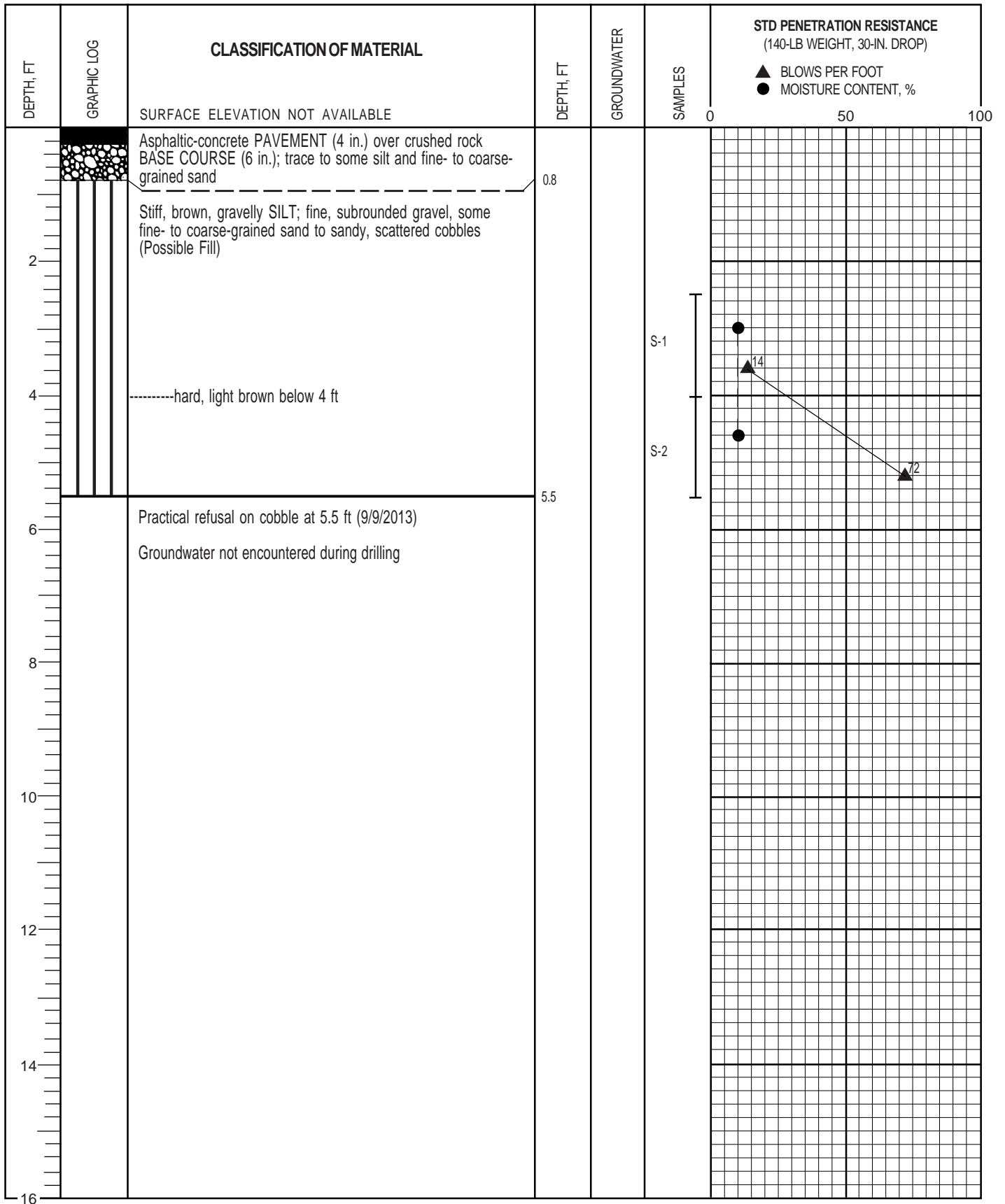
	<u>Adjective</u>	<u>Percentage of Other Material In Total Sample</u>
<i>Boulders</i> 12 - 36 in.		
<i>Cobbles</i> 3 - 12 in.	clean	0 - 2
<i>Gravel</i> 1/4 - 3/4 in. (fine)	trace	2 - 10
3/4 - 3 in. (coarse)	some	10 - 30
<i>Sand</i> No. 200 - No. 40 sieve (fine)	sandy, silty, clayey, etc.	30 - 50
No. 40 - No. 10 sieve (medium)		
No. 10 - No. 4 sieve (coarse)		
<i>Silt/Clay</i> - pass No. 200 sieve		



- 2-IN.-OD SPLIT-SPOON SAMPLER
- 3-IN.-OD THIN-WALLED SAMPLER
- GRAB SAMPLE OF DRILL CUTTINGS
- NX CORE RUN
- SLOTTED PVC PIPE
- Water Level (date)
- TORVANE SHEAR STRENGTH, TSF
- PERCENT PASSING NO. 200 SIEVE (WASHED)
- * NO RECOVERY
- Liquid Limit
Moisture Content
Plastic Limit



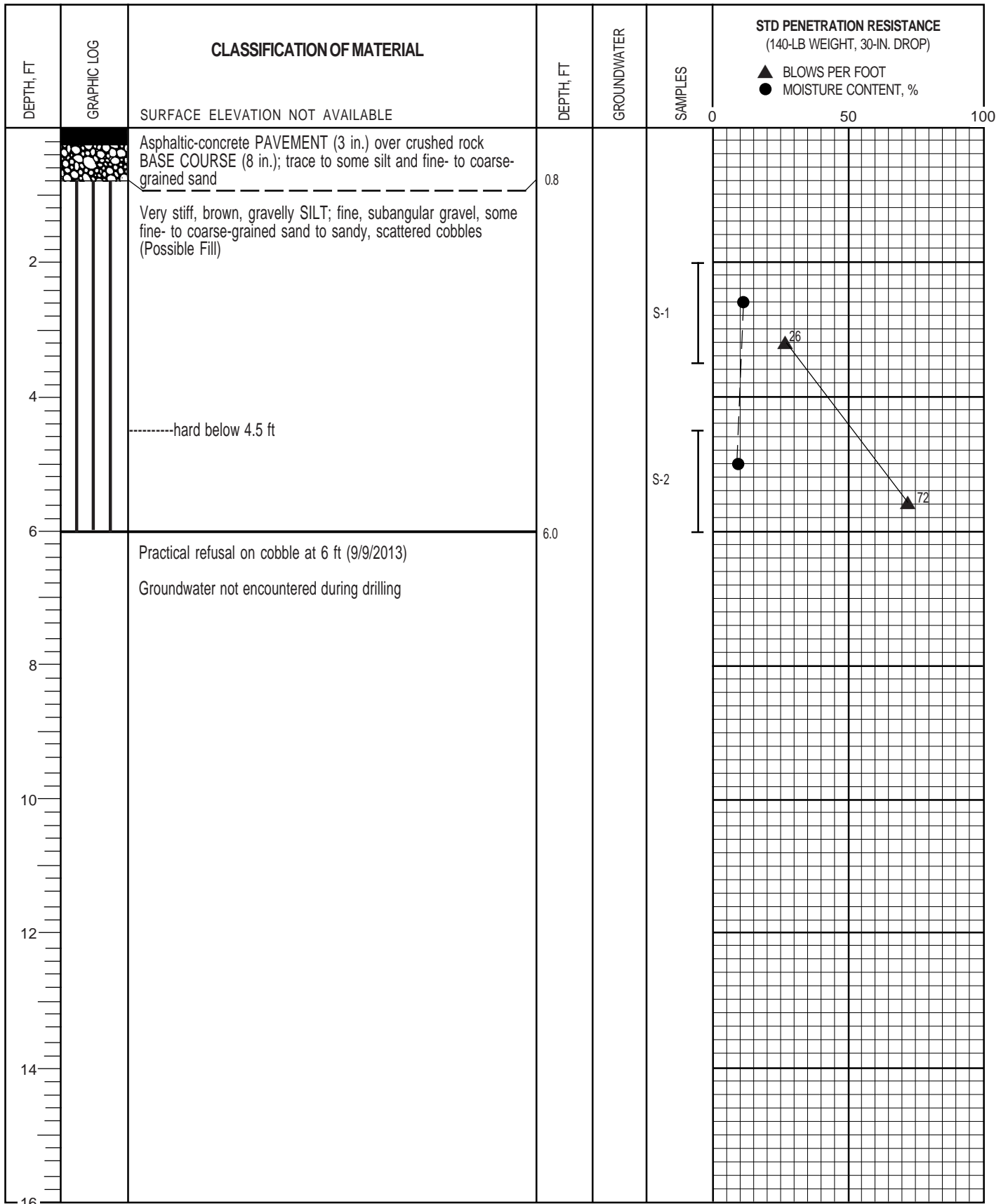
BORING B-1



- 2-IN.-OD SPLIT-SPOON SAMPLER
- 3-IN.-OD THIN-WALLED SAMPLER
- GRAB SAMPLE OF DRILL CUTTINGS
- NX CORE RUN
- SLOTTED PVC PIPE
- Water Level (date)
- TORVANE SHEAR STRENGTH, TSF
- PERCENT PASSING NO. 200 SIEVE (WASHED)
- * NO RECOVERY
- Liquid Limit
Moisture Content
Plastic Limit



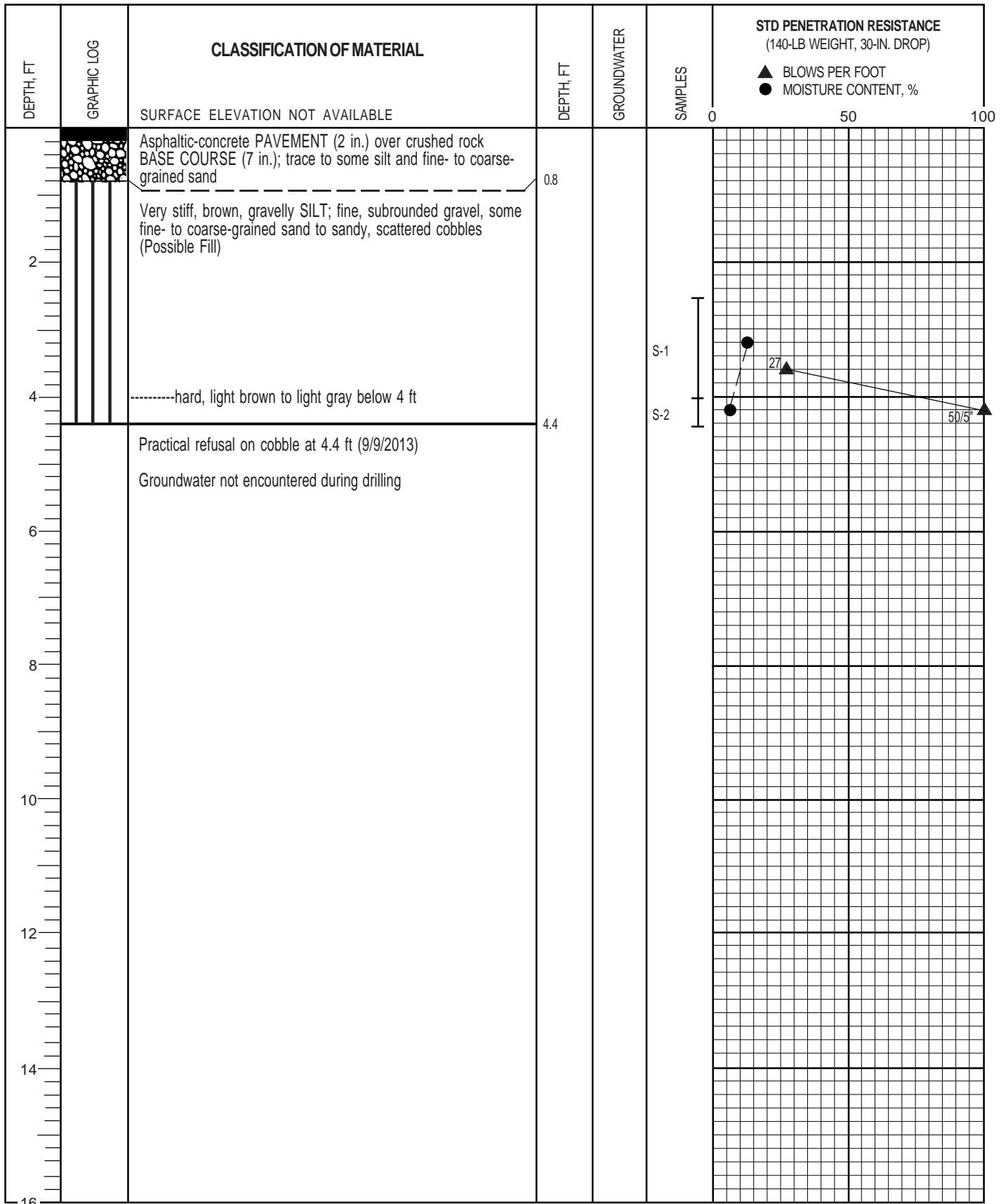
BORING B-2



- 2-IN.-OD SPLIT-SPOON SAMPLER
- 3-IN.-OD THIN-WALLED SAMPLER
- GRAB SAMPLE OF DRILL CUTTINGS
- NX CORE RUN
- SLOTTED PVC PIPE
- Water Level (date)
- TORVANE SHEAR STRENGTH, TSF
- PERCENT PASSING NO. 200 SIEVE (WASHED)
- * NO RECOVERY
- Liquid Limit
Moisture Content
Plastic Limit



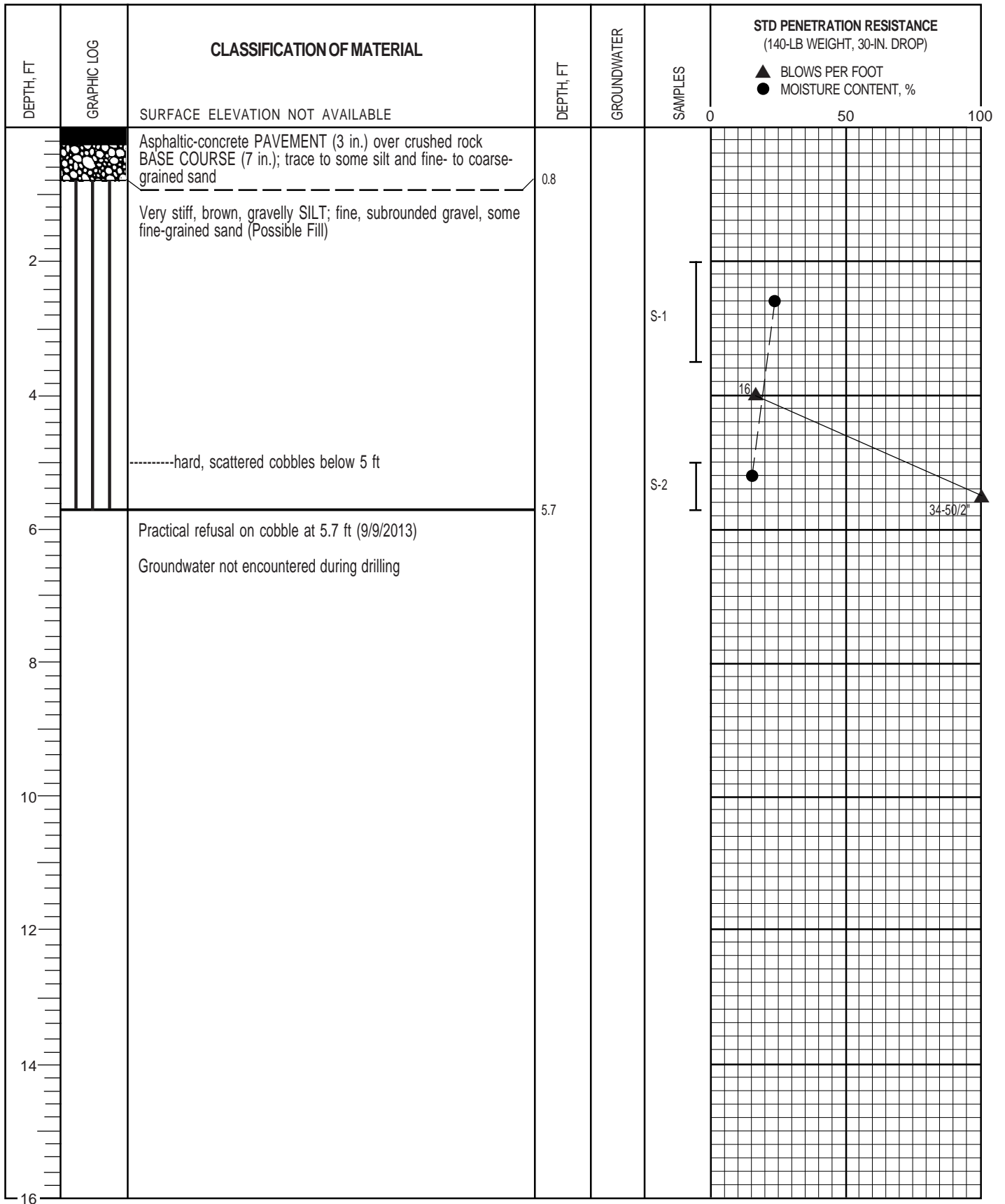
BORING B-3



- 2-IN.-OD SPLIT-SPOON SAMPLER
- 3-IN.-OD THIN-WALLED SAMPLER
- GRAB SAMPLE OF DRILL CUTTINGS
- NX CORE RUN
- SLOTTED PVC PIPE
- Water Level (date)
- TORVANE SHEAR STRENGTH, TSF
- PERCENT PASSING NO. 200 SIEVE (WASHED)
- * NO RECOVERY
- Liquid Limit
Moisture Content
Plastic Limit



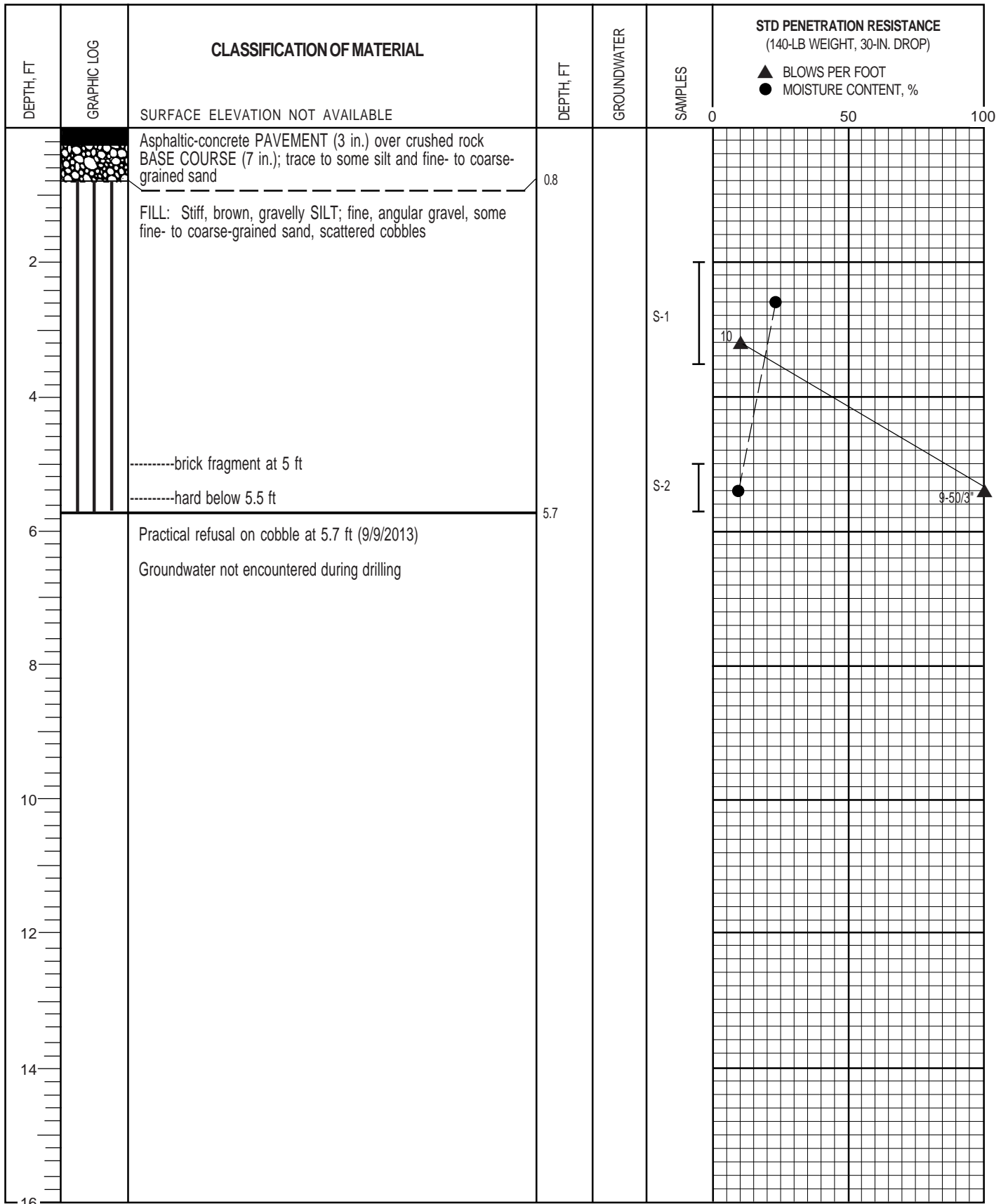
BORING B-4



- I 2-IN.-OD SPLIT-SPOON SAMPLER
- II 3-IN.-OD THIN-WALLED SAMPLER
- G GRAB SAMPLE OF DRILL CUTTINGS
- NX CORE RUN
- SLOTTED PVC PIPE
- ▼ Water Level (date)
- ◆ TORVANE SHEAR STRENGTH, TSF
- PERCENT PASSING NO. 200 SIEVE (WASHED)
- * NO RECOVERY
- Liquid Limit
- Moisture Content
- Plastic Limit



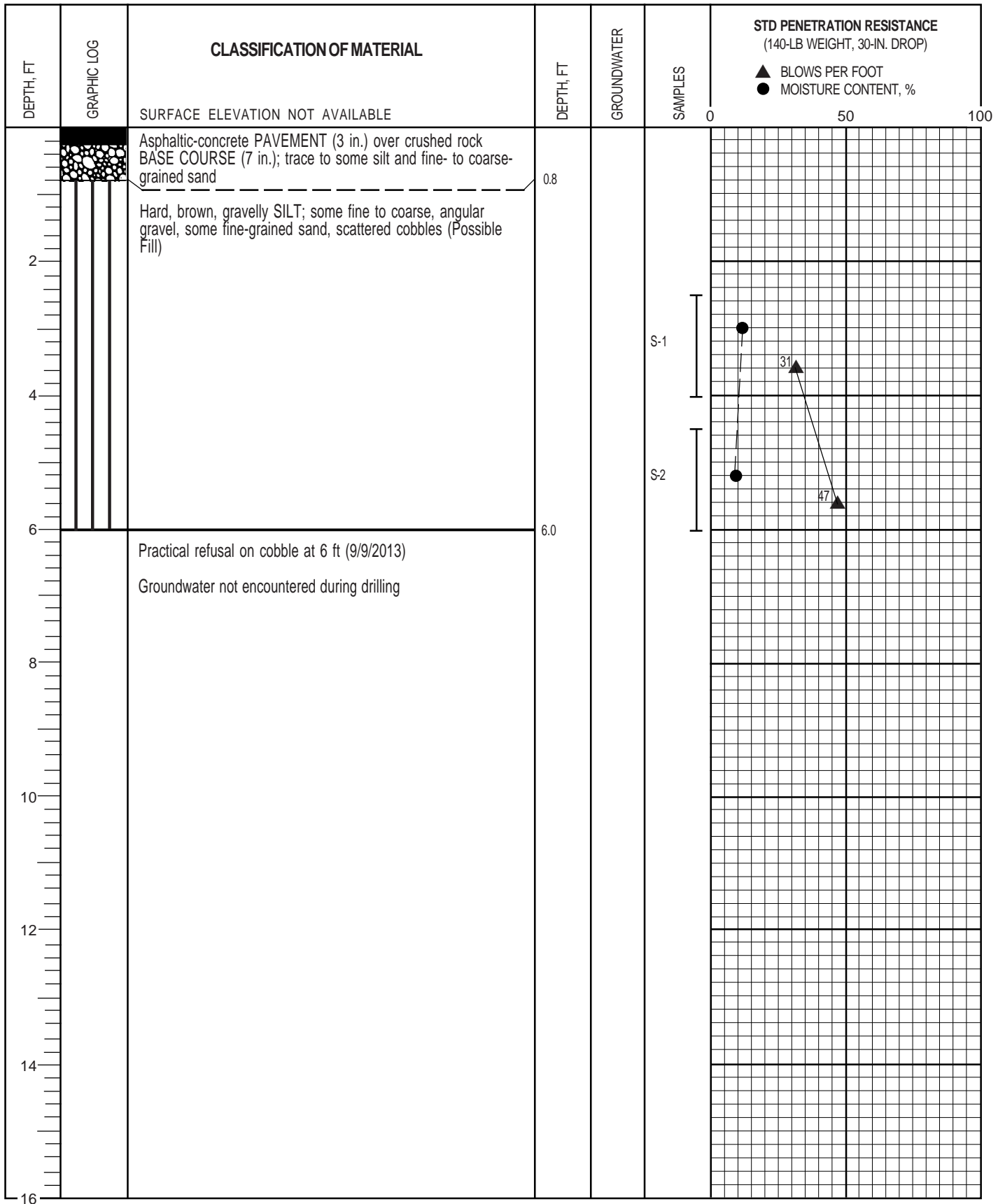
BORING B-5



- 2-IN.-OD SPLIT-SPOON SAMPLER
- 3-IN.-OD THIN-WALLED SAMPLER
- GRAB SAMPLE OF DRILL CUTTINGS
- NX CORE RUN
- SLOTTED PVC PIPE
- Water Level (date)
- TORVANE SHEAR STRENGTH, TSF
- PERCENT PASSING NO. 200 SIEVE (WASHED)
- * NO RECOVERY
- Liquid Limit
Moisture Content
Plastic Limit



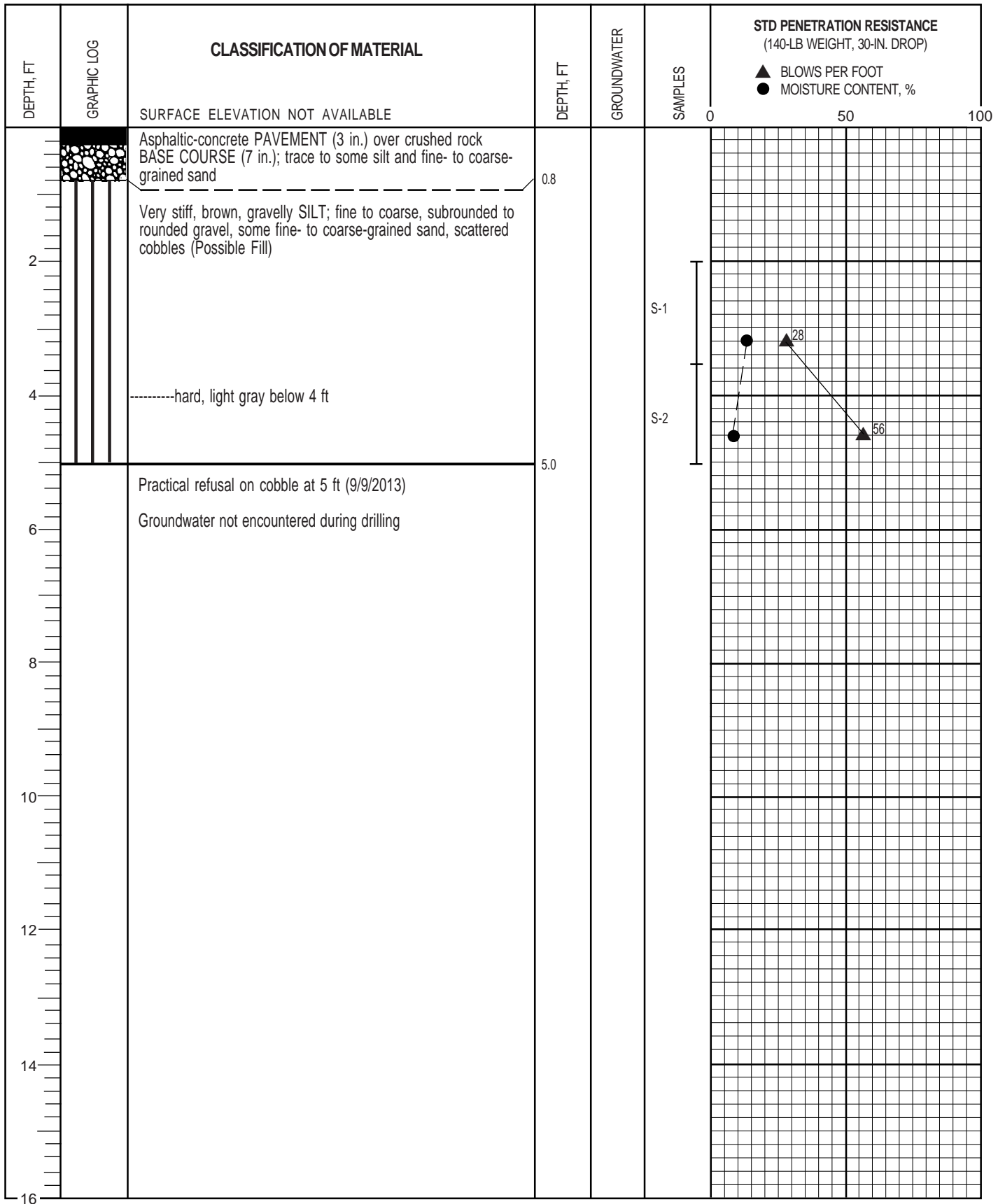
BORING B-6



- 2-IN.-OD SPLIT-SPOON SAMPLER
- 3-IN.-OD THIN-WALLED SAMPLER
- G GRAB SAMPLE OF DRILL CUTTINGS
- NX CORE RUN
- SLOTTED PVC PIPE
- Water Level (date)
- TORVANE SHEAR STRENGTH, TSF
- PERCENT PASSING NO. 200 SIEVE (WASHED)
- * NO RECOVERY
- Liquid Limit
Moisture Content
Plastic Limit



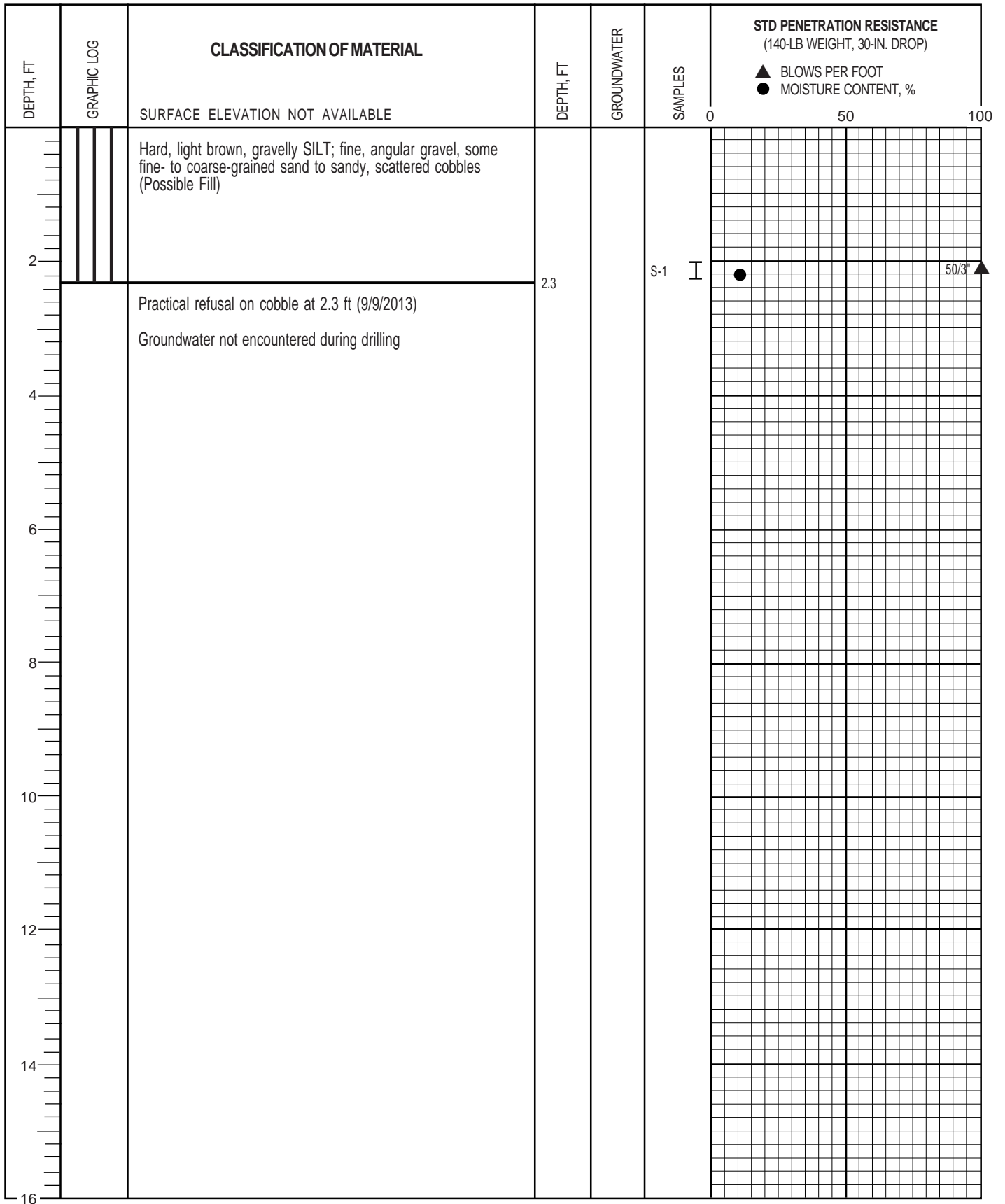
BORING B-7



- 2-IN.-OD SPLIT-SPOON SAMPLER
- 3-IN.-OD THIN-WALLED SAMPLER
- GRAB SAMPLE OF DRILL CUTTINGS
- NX CORE RUN
- SLOTTED PVC PIPE
- Water Level (date)
- TORVANE SHEAR STRENGTH, TSF
- PERCENT PASSING NO. 200 SIEVE (WASHED)
- * NO RECOVERY
- Liquid Limit
Moisture Content
Plastic Limit



BORING B-8



- I 2-IN.-OD SPLIT-SPOON SAMPLER
- II 3-IN.-OD THIN-WALLED SAMPLER
- G GRAB SAMPLE OF DRILL CUTTINGS
- NX CORE RUN
- SLOTTED PVC PIPE
- ▼ Water Level (date)
- ◆ TORVANE SHEAR STRENGTH, TSF
- PERCENT PASSING NO. 200 SIEVE (WASHED)
- * NO RECOVERY
- Liquid Limit
- Moisture Content
- Plastic Limit



BORING B-9

This map was prepared for
assessment purpose only.

SEE MAP
3 IE 33CA

- CANCELED
- 1000
- 4600
- 5200E1
- 8200AlthruA5
- A7 " A9
- 8201
- 8201AlthruA6
- 8201A8
- 5800
- 8201A7
- 6102
- 8200A6
- 6600
- 6400
- 8202MI
- 8203MI
- 102
- 103
- 3100E1
- 2401

1"=100'

SEE MAP
3 IE 33CB

P.P.
2006-133

P.P.
2011-10

86-02 N.W.

86-42
UR

86-02

SEE MAP 3 IE 32D

TAX LOT
2402

ADD
435

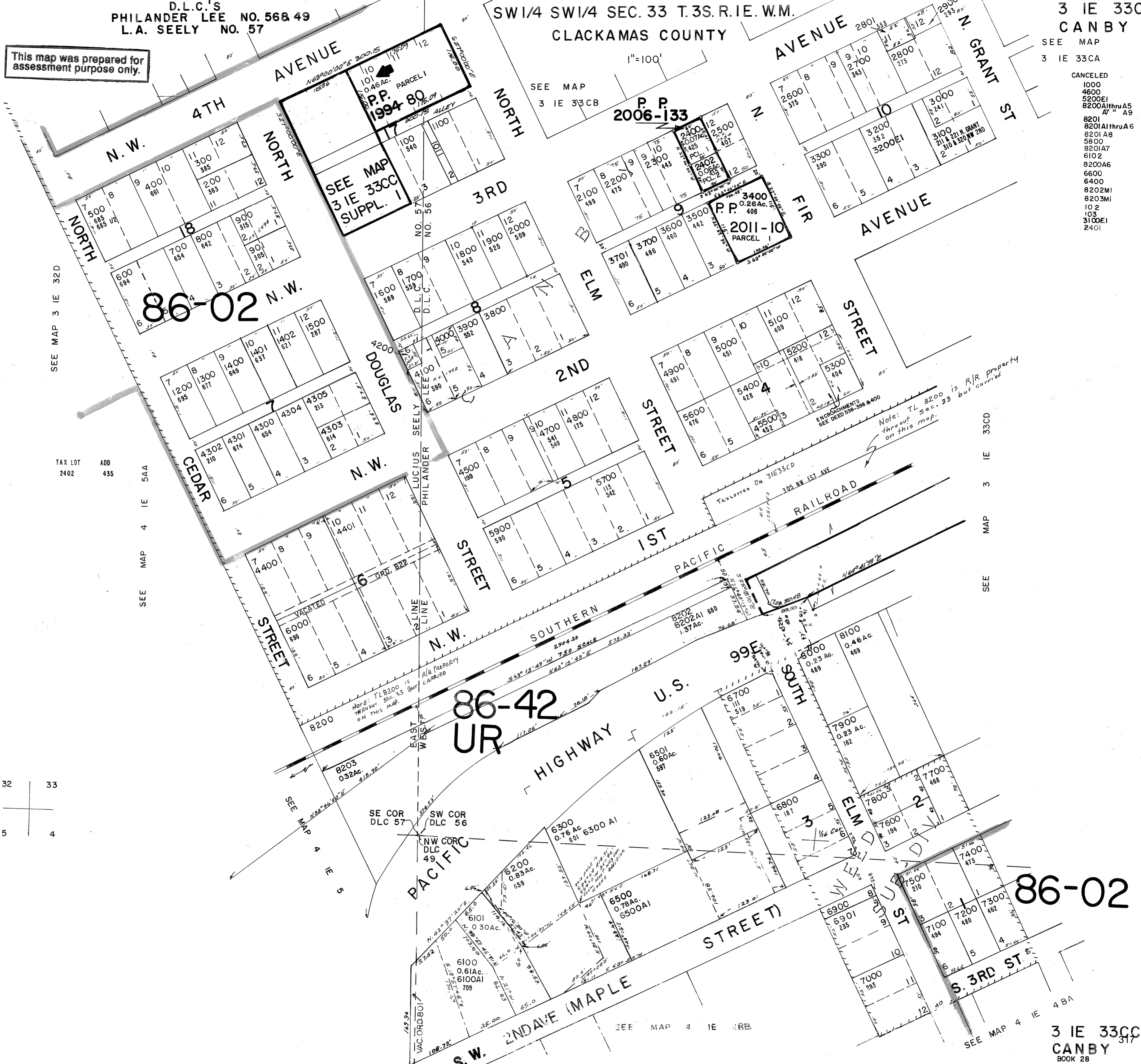
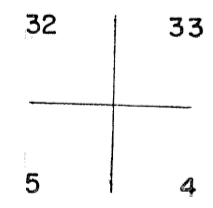
SEE MAP 4 IE 5AA

SEE MAP 3 IE 33CD

SEE MAP 4 IE 4BA

SEE MAP 4 IE 4BB

SEE MAP 4 IE 4BA
3 IE 33CC
CANBY
BOOK 28



SQUARE STRAIGHT STEEL POLES

Specifications

SSP SERIES

- Square straight steel shaft
- One-piece construction
- 23/8" OD tenons, or factory-drilled side mount
- Ground lug standard (3/8" 16 thread)
- Steel base plate
- Two-piece base cover
- Four L-shaped fully galvanized anchor bolts with nuts and washers, metal template
- Finished in weatherproof powder-coat paint
- Gasketed hand hole standard



ORDERING INFORMATION

Pole Catalog Number ¹	Height	Wind Load Rating ^{2,5}				Pole Size	Base Square	Anchor Bolt Size ³	Suggested Bolt Circle	Bolt Circle Range	Bolt Projection	Pole Weight ⁴ lbs
		90mph EPA	100mph EPA	110mph EPA	120mph EPA							
11 GAUGE												
SSP-4118-XXX-XX	18	13.8	10.6	8.2	6.3	4"	10.25"	3/4"	10.5"	8-11"	4"	147
SSP-4125-XXX-XX	25	6.4	4.3	2.7	1.4	4"	10.25"	3/4"	10.5"	8-11"	4"	190
SSP-5125-XXX-XX	25	8.8	5.9	3.6	1.9	5"	12"	1"	10.5"	10-13.5"	4"	231
7 GAUGE												
SSP-4725-XXX-XX	25	10.9	8.1	6.0	4.4	4"	11"	3/4"	10.5"	8-11"	4"	266
SSP-5722-XXX-XX	22	22.4	17.3	13.5	10.5	5"	12"	1"	10.5"	10-13.5"	4"	263
SSP-5728-XXX-XX	28	13.7	9.9	7.1	4.9	5"	12"	1"	10.5"	10-13.5"	4"	340
SSP-5730-XXX-XX	30	11.5	8.0	5.4	3.4	5"	12"	1"	10.5"	10-13.5"	4"	398

¹ Catalog Number, as listed, does not include tenons or machining for side mounting. Fixture mounting must be specified by substituting for all Xs in Catalog Number. Refer to Catalog Logic for top type and for mounting arrangements.

² Maximum allowable luminaire and bracketing weight is determined by multiplying the EPA values above by 30 pounds.

³ Factory supplied template must be used when setting anchor bolts. Security Lighting will deny any claim for incorrect anchorage placement resulting from failure to use factory supplied template.

⁴ Anchor bolt weights not included.

⁵ Allowable EPA loading based on AASHTO 2009 (LTS5) specification; Group II Loading, 50 year recurrence internal calculations are based on 3-second-gust wind speed data.

CATALOG LOGIC

SAMPLE CATALOG NUMBER



SERIES	
SSP	Square Straight Steel

SHAFT SIZE SQUARE / GAUGE	
41	4.0", 11 ga.
47	4.0", 7 ga.
51	5.0", 11 ga.
57	5.0", 7 ga.

NOMINAL POLE HEIGHT (in feet)	
See ordering information above ¹	

- NOTES:
- Aluminum poles available, consult factory.
 - All factory stocked poles are shipped as tenon tops unless drill mounting holes are specified.
 - Consult factory for available pole options (receptacle, mid-pole brackets, and banner mounting arm)



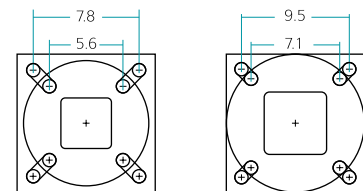
TOP TYPE	
1	23/8" OD Tenon ²
5	Removable Tenon ²
6	Side mount

MOUNTING ARRANGEMENT	
A	One Fixture
B	Two Fixtures at 90°
C	Two Fixtures at 180°
D	Three Fixtures at 90°
F	Four Fixtures at 90°
P	Tenons only

FIXTURE TYPE	
0	None, tenon only
2	ASB-F, RSB-RCS/RCL, WL, MXC, SL, CR1, CM, CM2

OPTION	
BLANK	Standard
GL	Hot Dip Galvanized

BOLT TEMPLATE



4" Square Pole

5" Square Pole

FINISH	
DB	Dark Bronze
BK	Black
WH	White
PS	Platinum Silver
00	Natural Galvanized Finish

- ¹ Consult factory for other available pole heights.
² Only for use with optional tenon top mounting brackets or ASB mounting brackets.

ACCESSORY: TENON TOP MOUNTING BRACKET

Catalog Number	Description
TTF-10	Single
TTF-29	Twin 90°
TTF-28	Twin 180°
TTF-39	Triple 90°
TTF-30	Triple 120°
TTF-49	Quad 90°

RSB-RCS/L SERIES

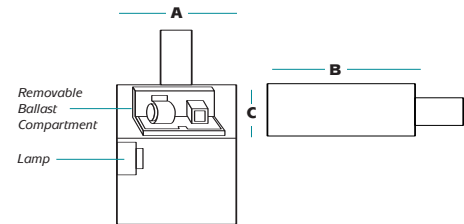


The RSB-RCS/L Series rectangular shoebox is offered in a variety of lighting distributions with sharp cutoff to meet the challenging demands of today's site lighting projects.



Fixture Specifications

- One-piece formed aluminum housing
- Hydroformed aluminum reflector
- Die cast zinc latches permit tool-free entry
- High power factor ballast with -20° F starting
- Consult factory for glare shield options
- Lamp and arm included
- Flat tempered glass lens
- Luminaire finished in weatherproof powder-coat paint
- Available with photocell and polycarbonate shield
- Rotatable optics (RCL only)
- UL listed for wet locations



ORDERING INFORMATION

SAMPLE CATALOG NUMBER

RSB-RCX **XXXXXXXX** **XX** **X** **XX**
 Series Wattage/Source Finish Distribution Voltage

SERIES

RSB-RCS RSB Series - Small
RSB-RCL RSB Series - Large

WATTAGE/SOURCE¹

100PMH 100 watt pulse start metal halide (RCS)
175PMH 175 watt pulse start metal halide (RCS)
250PMH 250 watt pulse start metal halide (RCS)
320PMH 320 watt pulse start metal halide (RCS/L)
1000MH 1000 watt metal halide (RCL)
100HPS 100 watt high pressure sodium (RCS)
150HPS 150 watt high pressure sodium (RCS)
250HPS 250 watt high pressure sodium (RCS)
400HPS 400 watt high pressure sodium (RCS/L)
1000HPS 1000 watt high pressure sodium (RCL)

FINISH²

DB Dark Bronze
BK Black
WH White
PS Platinum Silver

DISTRIBUTION

3 Type III
4 Type IV
5 Type V (square)

VOLTAGE

MT Multi-tap ballast (120, 208, 240, 277)
48 480 volt

¹ Consult factory for other wattages and Pulse Start availability.
² Consult factory for other finishes.

A	B	C	EPA	WEIGHT
RSB-RCS				
16.25"	23.5"	8.5"	2.1 ft ²	42 lbs.
RSB-RCL				
22.25"	30"	10.5"	3.0 ft ²	70 lbs.

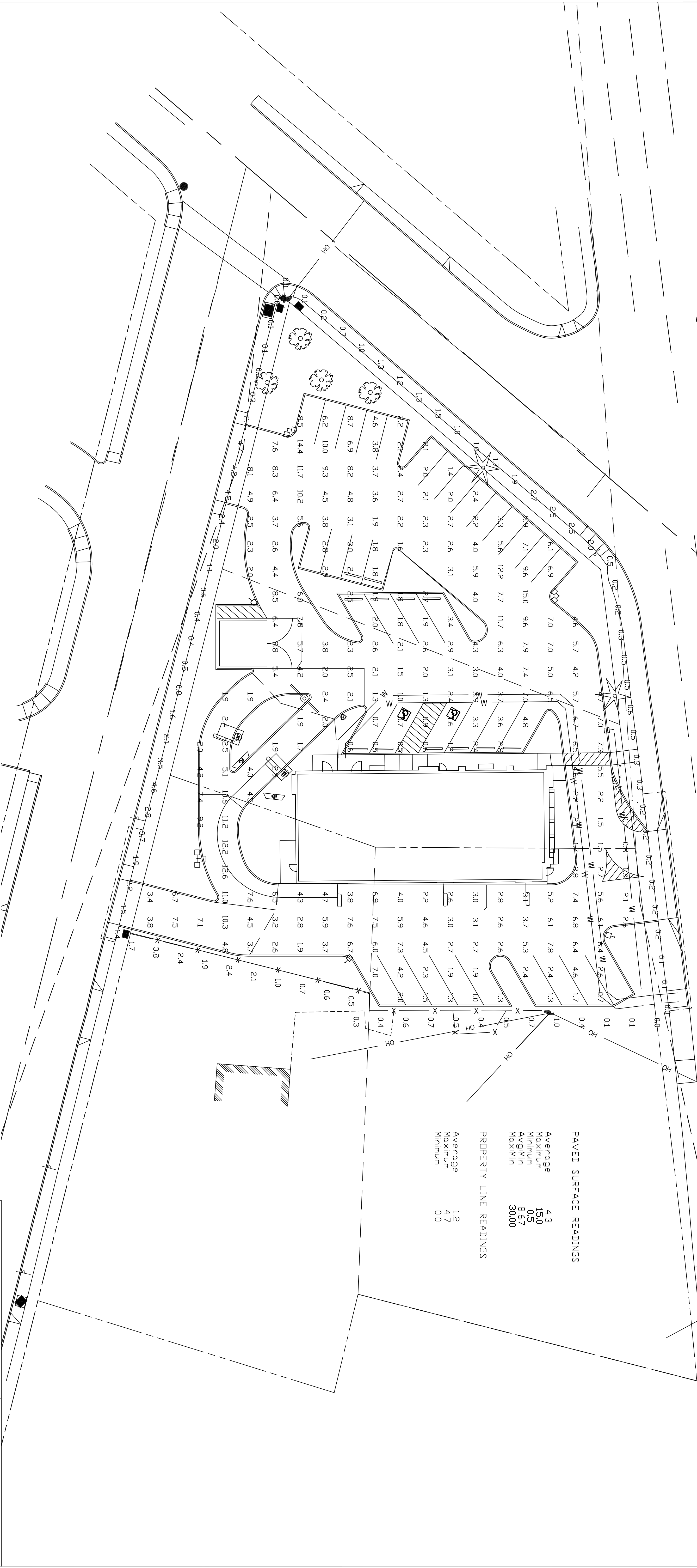


A HUBBELL LIGHTING, INC. COMPANY

Performance Designed Lighting Products

1085 Johnson Drive • Buffalo Grove, IL 60089 • TOLL-FREE: 800-544-4848 • PHONE: 847-279-0627 • FAX: 847-279-0642

- NOTES:
1. THE FOOTCANDLE LEVELS AS SHOWN ARE BASED ON THE FOLLOWING CRITERIA. ANY SUBSTITUTIONS IN SPECIFIED FIXTURES OR CHANGES TO LAYOUT WILL AFFECT LIGHTING LEVELS. SHOWN AND WILL NOT BE THE RESPONSIBILITY OF SECURITY LIGHTING.
 2. THE CONTRIBUTION OF THE SOFFIT / BUILDING LIGHTING IS NOT REFLECTED ON THE DRAWING UNLESS SOFFIT / BUILDING LIGHTING IS SPECIFIED IN THE FIXTURE SCHEDULE BELOW.
 3. DISTANCE BETWEEN READINGS 10'
 4. FINAL ADJUSTMENTS TO AIMING ANGLE/DIRECTION OF FIXTURES MAY BE REQUIRED TO ELIMINATE LIGHT TRESPASS OR GLARE ONTO ADJOINING PROPERTIES OR ROADWAYS.



PAVED SURFACE READINGS

Average 4.3
 Maximum 15.0
 Minimum 0.5
 Average 8.67
 Maximum 30.00

PROPERTY LINE READINGS

Average 1.2
 Maximum 4.7
 Minimum 0.0

** - SPECIFY COLOR

NOTE: ALL POLES ARE DRILLED

* PROJECT WIND LOAD CRITERIA BASED ON:
 ASCE 7-10 WIND SPEEDS (3-SEC PEAK GUST MPH)
 50 YEAR MEAN RECURRENCE INTERVAL

FIXTURE TYPE	SYMBOL	FIXTURE QUANTITY	CONFIG	QUANTITY	EPA	HEIGHT	LEF	POLE TYPE	QUANTITY AND LOAD	ALLOWED EPA
RSB/RCS-320FSMH-**-4-MT	☐	11	SGL	4	210	27'	0.75	SSP-4118-GL-**-4+	7 90mph	138
			DBL90	2	310					
			TRPL90	1	500					

THIS LIGHTING PATTERNS REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY STANDARDS AND THE IESNA HANDBOOK. THE ILLUMINATION LEVELS SHOWN ARE BASED ON THE FOLLOWING CRITERIA:

UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN INCHES

SCALE	DATE	NEXT ASSEMBLY	REV. SHEETS
1" = 80' 0"	03/07/14		
DRAWN BY	CHECKED BY	APPROVED BY	DATE
MJM			
APPROVED BY	FINISH		
DATE ORDER	PROJECT NO.	DRAWING NUMBER	
		1PCP29015	

POINT-BY-POINT FOOTCANDLE PLOT FOR
 - McDONALD'S -
 CANBY, OR

SITE AND DESIGN REVIEW APPLICATION: DESIGN REVIEW MATRIX

Applicants: Please circle the applicable point column to your project and compute the total and percentages at the end of the table.

Table 16.49.040 Site Design Review Menu

As part of Site and Design Review, the following menu shall be used as part of the review. In order to “pass” this table 60% of total possible points shall be earned, 10% of the total possible points must be from LID elements

Design Criteria	Possible Points				
Parking	0	1	2	3	4
Screening of parking and/or loading facilities from public right-of-way	Not screened	Partially screened	Fully screened	-	-
Parking lot lighting provided	No	Yes	-	-	-
Parking location (behind building is best)	Front	Side	Behind	-	-
Number of parking spaces provided (% of minimum required)	>120%	101-120%	100%	-	-
Screening of Storage Areas and Utility Boxes	0	1	2	3	4
Trash storage is screened from view by solid wood fence, masonry wall or landscaping.	No	Yes	-	-	-
Trash storage is located away from adjacent property lines.	0 - 10 feet from adjacent property	11 - 25 feet from adjacent property	>25 feet from adjacent property	-	-
Utility equipment, including rooftop equipment, is screened from view.	Not screened	Partially screened	Fully screened	-	-
Access	0	1	2	3	4
Distance of access to nearest intersection.	≤70 feet	71 - 100 feet	>100 feet	-	-
Pedestrian walkways from public street/sidewalks to building entrances.	One entrance connected.	-	Walkways connecting all public streets/sidewalks to building entrances.	-	-
Pedestrian walkways from parking lot to building entrance.	No walkways	Walkway next to building only	Walkways connecting all parking areas to building entrances	-	-

6

5

6

Tree Retention	0	1	2	3	4
Design Criteria	Possible Points				
Percentage of trees retained	<10%	10-50%	51-75%	>75%	-
Replacement of trees removed	<50%	≥50%	-	-	-
Signs	0	1	2	3	4
Dimensional size of sign (% of maximum permitted)	>75%	50-75%	<50%	-	-
Similarity of sign color to building color	Not similar	Somewhat similar	Similar	-	-
Pole sign used	Yes	No	-	-	-
Building Appearance	0	1	2	3	4
Style (similar to surroundings)	Not similar	Somewhat similar (1 or 2 points possible depending on level of similarity)		-	-
Color (subdued and similar to surroundings is better)	Neither	Similar or subdued	Both	-	-
Material (concrete, wood and brick are best)	Either 1 or 2 points may assigned at the discretion of the Site and Design Review Board				
Size of building (smaller is better)	>20,000 square feet	≤20,000 square feet	-	-	-
Provision of public art (i.e. murals, statues, fountains, decorative bike racks, etc.)	No	-	-	-	Yes
Landscaping	0	1	2	3	4
Number of non-required trees provided	-	At least one tree per 500 square feet of landscaping.	-	-	-
Amount of grass (less grass is better) (% of total landscaped area)	>50%	25-50%	<25%	-	-
Low Impact Development (LID)	0	1	2	3	4
Use of pervious paving materials (% of total paved area)	<10%	-	10-50%	51-75%	>75%
Provision of park or open space area	None	-	Open space (Generally not for public use)	-	Park (public or privately owned for public use)

2

11

2

13

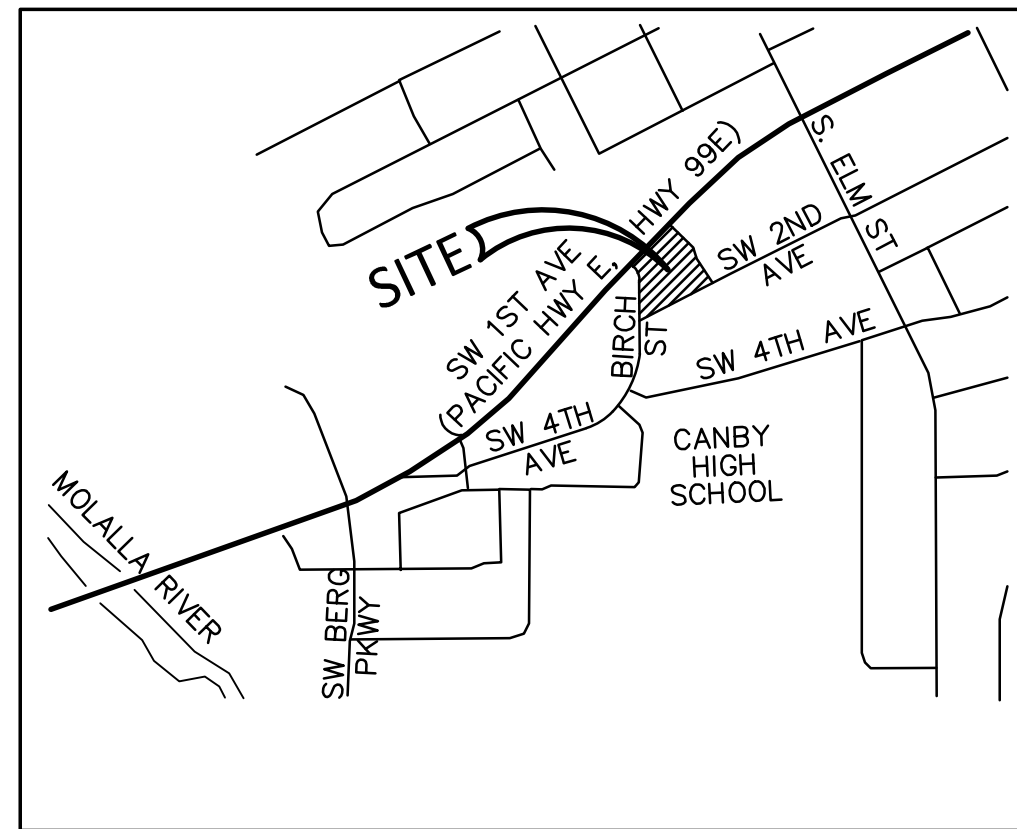
Design Criteria	Possible Points				
Use of drought tolerant species in landscaping (% of total plants)	<25% drought tolerant	-	25-50% drought tolerant	51-75% drought tolerant	>75% drought tolerant
Provision of additional interior parking lot landscaping (% of minimum required)	100%	101-110%	111-120%	>120%	-
Provision of an eco-roof or rooftop garden (% of total roof area)	<10%	-	-	10-50%	>50%
Parking integrated within building footprint (below-grade, structured parking, or tuck-under parking) (% of total on-site parking)	<10%	-	-	10-50%	>50%
Disconnecting downspouts from city stormwater facilities	None	Some downspouts disconnected	All downspouts disconnected	-	-
Shared parking with adjacent uses or public parking structure (% of total required parking spaces)	None	<50%	≥50%	-	-
Provision of rain gardens/bioretention areas for stormwater runoff (% of total landscaped area)	None	-	10-50%	51-75%	>75%
Total Possible Points = 71, 60%=42.6 points, 10%=7.1 points					

Total Points Earned: 45 (42.6 points required for 60%)

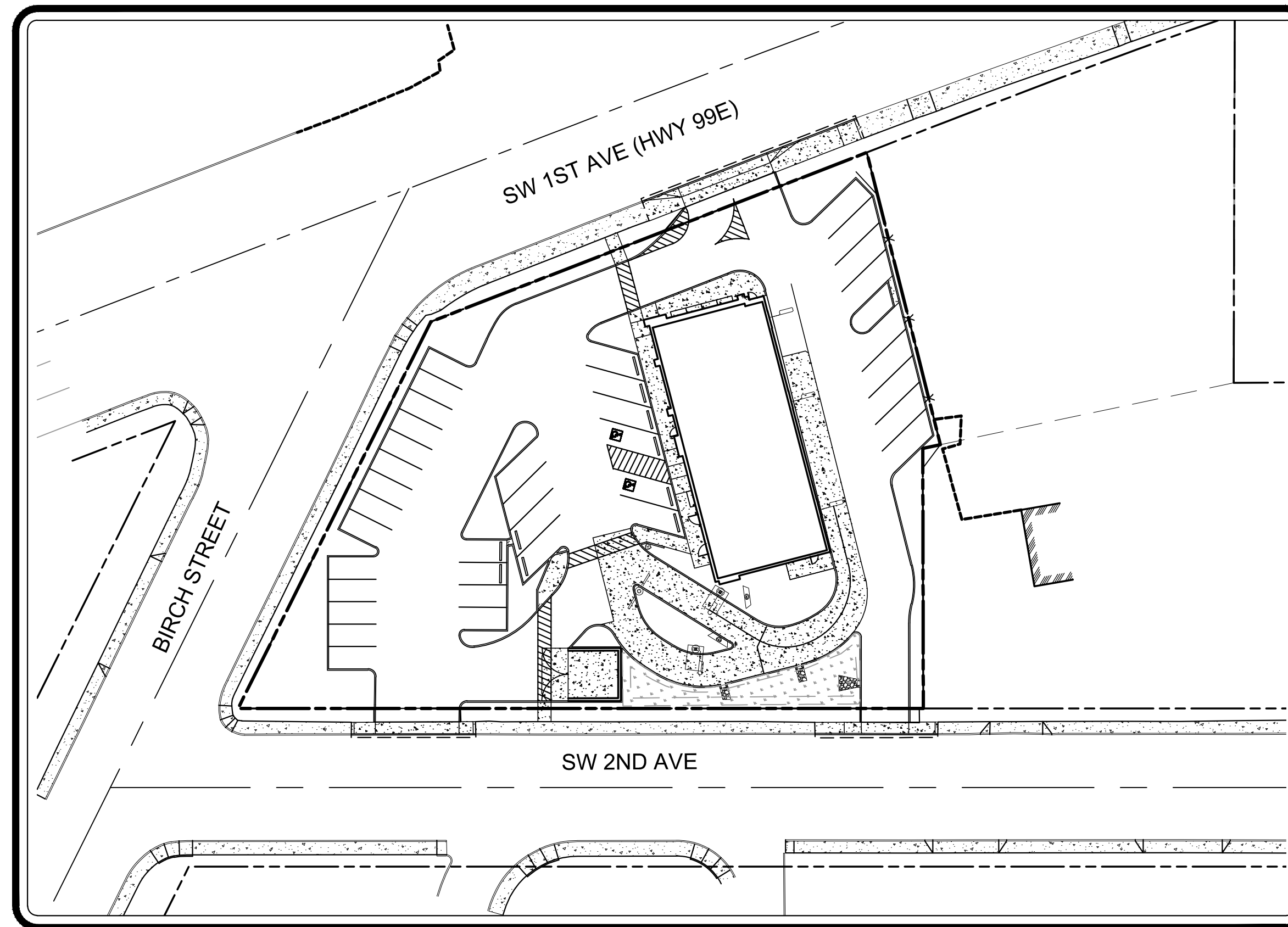
Total LID Points Earned: 13 (7.1 required for 10%)

CANBY MCDONALD'S

CANBY, OREGON DESIGN DEVELOPMENT



VICINITY MAP
SCALE: NTS



SITE PLAN
SCALE: NTS

INDEX OF SHEETS

C0.0	COVER SHEET
C1.0	EXISTING CONDITIONS PLAN
C1.1	LOT CONSOLIDATION PLAN
C2.0	SITE PLAN
C3.0	GRADING PLAN
C4.0	COMPOSITE UTILITY PLAN
L1.0	LANDSCAPE PLAN
A1.0	ELEVATIONS

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE NORTHERLY PORTION OF THE EAST LINE OF PARCEL 2 OF CLACKAMAS COUNTY PS 21579 DATED 12/23/1986 BEING SOUTH 40°16'30" EAST.

VERTICAL DATUM

VERTICAL CONTROL BASED ON OREGON STATE HIGHWAY BENCHMARK V 863 BEING A 3" DIAMETER ALUMINUM DISC STAMPED "OREGON STATE HWY BENCH MARK V 683 1980" ON THE NW SIDE OF STATE HWY 99E 9.65 MILES NE OF LINCOLN ST., 29.9' EAST OF THE CENTERLINE OF A PAVED ROAD AND 100.4' NW OF THE CENTERLINE OF THE SE BOUND LANES OF HWY 99E, ELEVATION 105.09, DATUM NAVD88.

PROJECT TEAM

APPLICANT

MCDONALDS USA, LLC
ATTN: DOUG BATES
12131 113TH AVENUE NE SUITE 103
KIRKLAND, WASHINGTON 98034
PHONE: (425) 821-4970

PLANNING

CARDNO
ATTN: MICHAEL CERBONE, AICP
5415 SW WESTGATE DRIVE, SUITE 100
PORTLAND, OREGON 97221
PHONE: (503) 419-2500
FAX: (503) 419-2600

CIVIL ENGINEER

CARDNO
ATTN: SETH GAREY, PE
5415 SW WESTGATE DRIVE, SUITE 100
PORTLAND, OREGON 97221
PHONE: (503) 419-2500
FAX: (503) 419-2600

LANDSCAPE DESIGNER

THOMPSON DESIGN
ATTN: RON THOMPSON
221 JEROME AVENUE
SILVERTON, OREGON 97381
PHONE: (503) 871-5757

NOTICE TO EXCAVATORS:

ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER.
(NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503)-232-1987).

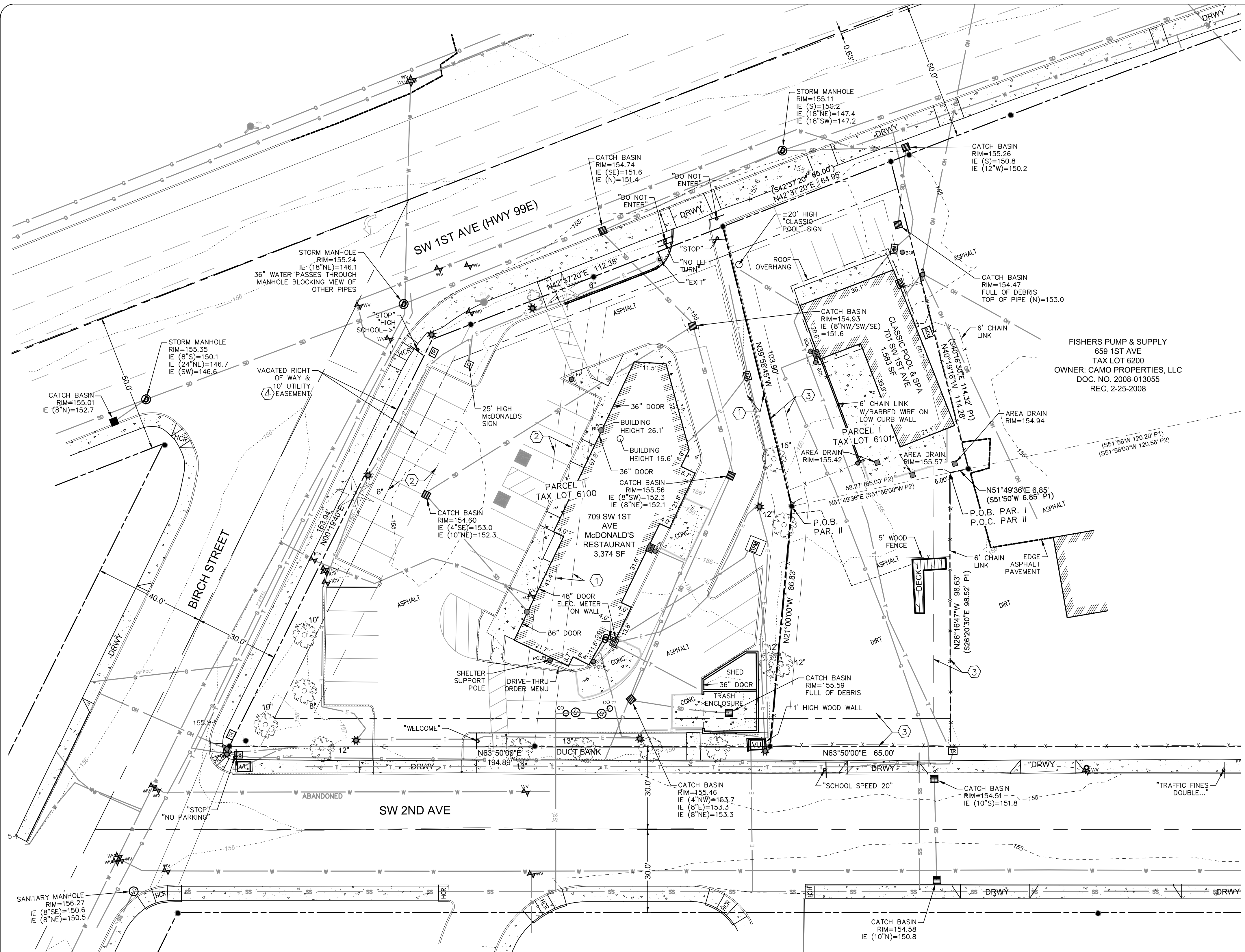
POTENTIAL UNDERGROUND FACILITY OWNERS

Dig Safely.

Call the Oregon One-Call Center
DIAL 811 or 1-800-332-2344

EMERGENCY TELEPHONE NUMBERS

NW NATURAL GAS	
M-F 7am-6pm	503-226-4211 Ext.4313
AFTER HOURS	503-226-4211
PGE	503-464-7777
QWEST	1-800-573-1311
CITY BUREAU OF MAINTENANCE	503-823-1700
CITY WATER	503-823-4874
VERIZON	1-800-483-1000



LEGEND

● FOUND SURVEY MONUMENT	■ AIR CONDITIONING UNIT
● FP FLAG POLE	■ AREA DRAIN
⊕ UTILITY POLE	■ ELECTRIC BOX
⊖ GUY ANCHOR	■ ELECTRIC TRANSFORMER
⊞ MAIL BOX	■ GAS METER
● BOLLARD	■ ELECTRIC METER
⊞ SIGN ON POST	■ TELECOM RISER
● GATE POST	⊕ UTILITY MANHOLE (GREASE TRAPS)
⊕ SANITARY SEWER MANHOLE	⊕ UTILITY VAULT
● CLEANOUT	HCR HANDICAPPED RAMP
⊕ STORM DRAIN MANHOLE	SN SURVEY NUMBER
■ STORM DRAIN CATCH BASIN	W/YPC WITH YELLOW PLASTIC CAP
⊕ GAS VALVE	DRWY DRIVEWAY
● ROOF DRAIN	R/W RIGHT OF WAY
⊕ IRRIGATION CONTROL VALVE	P.O.B. POINT OF BEGINNING
★ STREET LIGHT	P.O.C. POINT OF COMMENCEMENT
⊕ WATER VALVE	— G — UNDERGROUND GAS LINE
⊕ FIRE HYDRANT	— E — UNDERGROUND ELECTRIC CONDUIT
● POLE	— SG — UNDERGROUND TRAFFIC SIGNAL CONDUIT
⊕ WATER METER	— SD — UNDERGROUND STORM DRAIN PIPE
● ROOF DRAIN	— W — UNDERGROUND WATER LINE
	— SS — UNDERGROUND SANITARY SEWER LINE
	— X — FENCE LINE
	- - - 155 - - - EXISTING MAJOR CONTOUR
	- - - 156 - - - EXISTING MINOR CONTOUR

EXISTING CONDITIONS PLAN PREPARED FROM ALTA SURVEY BY WESTLAKE CONSULTANTS INC. DATED 11/14/2013

BASIS OF BEARINGS

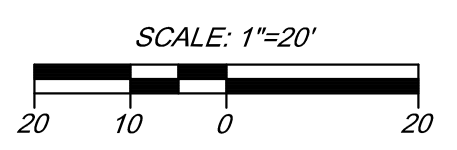
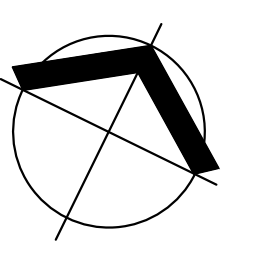
THE BASIS OF BEARINGS FOR THIS SURVEY IS THE NORTHERLY PORTION OF THE EAST LINE OF PARCEL 2 OF CLACKAMAS COUNTY PS 21579 DATED 12/23/1986 BEING SOUTH 40°16'30" EAST.

VERTICAL CONTROL

VERTICAL CONTROL BASED ON OREGON STATE HIGHWAY BENCHMARK V 863 BEING A 3" DIAMETER ALUMINUM DISC STAMPED "OREGON STATE HWY BENCH MARK V 683 1980" ON THE NW SIDE OF STATE HWY 99E 9.65 MILES NE OF LINCOLN ST., 29.9' EAST OF THE CENTERLINE OF A PAVED ROAD AND 100.4' NW OF THE CENTERLINE OF THE SE BOUND LANES OF HWY 99E, ELEVATION 105.09, DATUM NAVD88.

ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987).

OREGON UTILITY NOTIFICATION CENTER
1-800-332-2344



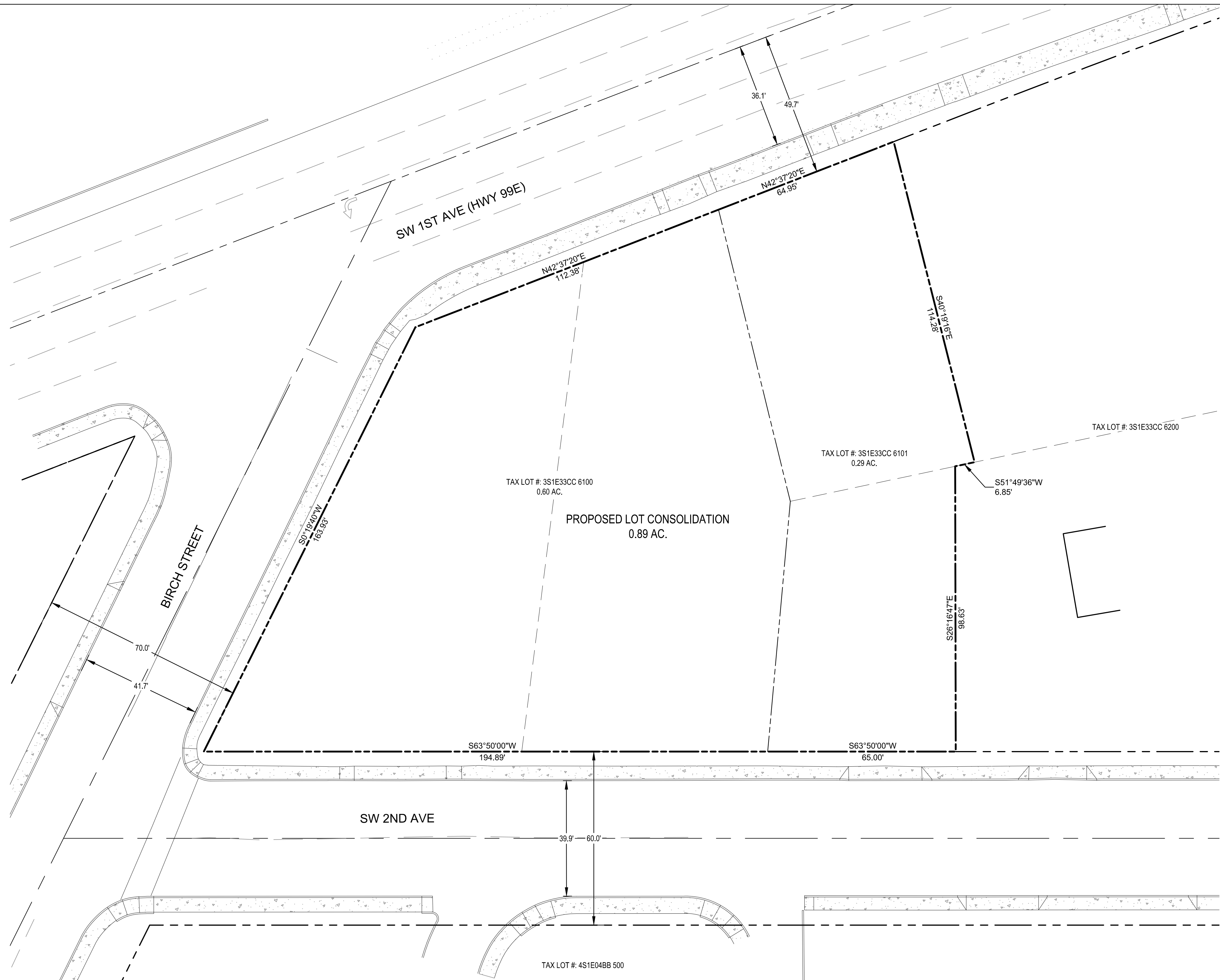
EASEMENTS AND EXCEPTIONS

PLEASE REFER TO THE SUBJECT TITLE REPORT CITED IN NOTE 1 FOR ALL ITEMS CONCERNING AGREEMENTS, LIENS, WAIVERS, ASSESSMENTS, LEASES, TAXES AND OTHER MATTERS OF RECORD WHICH DO NOT REFLECT ANY SURVEY MATTERS AND NOT LISTED BELOW. NUMBERS LISTED REFLECT EXCEPTIONS IN SUBJECT REPORT.

- ① EASEMENT FOR UNDERGROUND UTILITIES IN FAVOR OF CANBY UTILITY BOARD, CANBY TELEPHONE ASSOCIATION, NORTH WILLAMETTE MUTUAL TELECOM, INC. AND THE CITY OF CANBY RECORDED NOVEMBER 3, 1987, RECORDING NO. 87-050036. AFFECTS 6' & 12' WIDE STRIPS OF THE EASTERLY PORTION OF PARCEL II.
- ② EASEMENT FOR UNDERGROUND UTILITIES IN FAVOR OF CANBY UTILITY BOARD, CANBY TELEPHONE ASSOCIATION, NORTH WILLAMETTE MUTUAL TELECOM, INC. AND THE CITY OF CANBY RECORDED NOVEMBER 3, 1987, RECORDING NO. 87-050037. AFFECTS 6' & 12' WIDE STRIPS OF THE WESTERLY PORTION OF PARCEL II.
- ③ EASEMENT FOR UNDERGROUND UTILITIES IN FAVOR OF CANBY UTILITY BOARD, CANBY TELEPHONE ASSOCIATION, NORTH WILLAMETTE MUTUAL TELECOM, INC. AND THE CITY OF CANBY RECORDED NOVEMBER 3, 1987, RECORDING NO. 87-050040. AFFECTS 6' & 12' WIDE STRIPS OF THE PARCEL I.
- ④ EASEMENTS FOR EXISTING PUBLIC UTILITIES IN VACATED PORTION OF SOUTH BIRCH STREET RECORDED NOVEMBER 19, 1987, RECORDING NO. 87-052454. AFFECTS 10' STRIP ALONG WEST LINE OF PARCEL II AS SHOWN.

PROJECT NO.: 21305770
DATE: 03/14/2014
DESIGNED BY: MJZ
DRAWN BY: MJZ
CHECKED BY: CAN

EX.
COND
C1.0

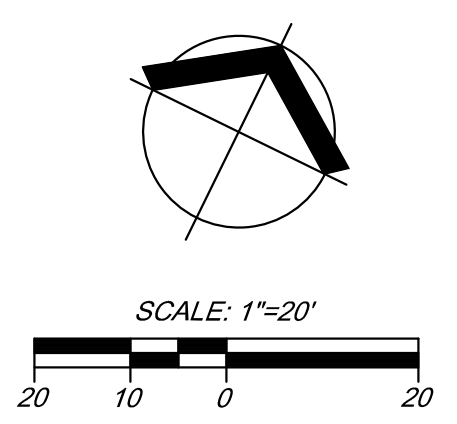


LEGEND

	EXISTING ROW LINE
	EXISTING LOT LINE
	EXISTING PROPERTY LINE
	EXISTING CENTERLINE
	PROPOSED LOT CONSOLIDATION

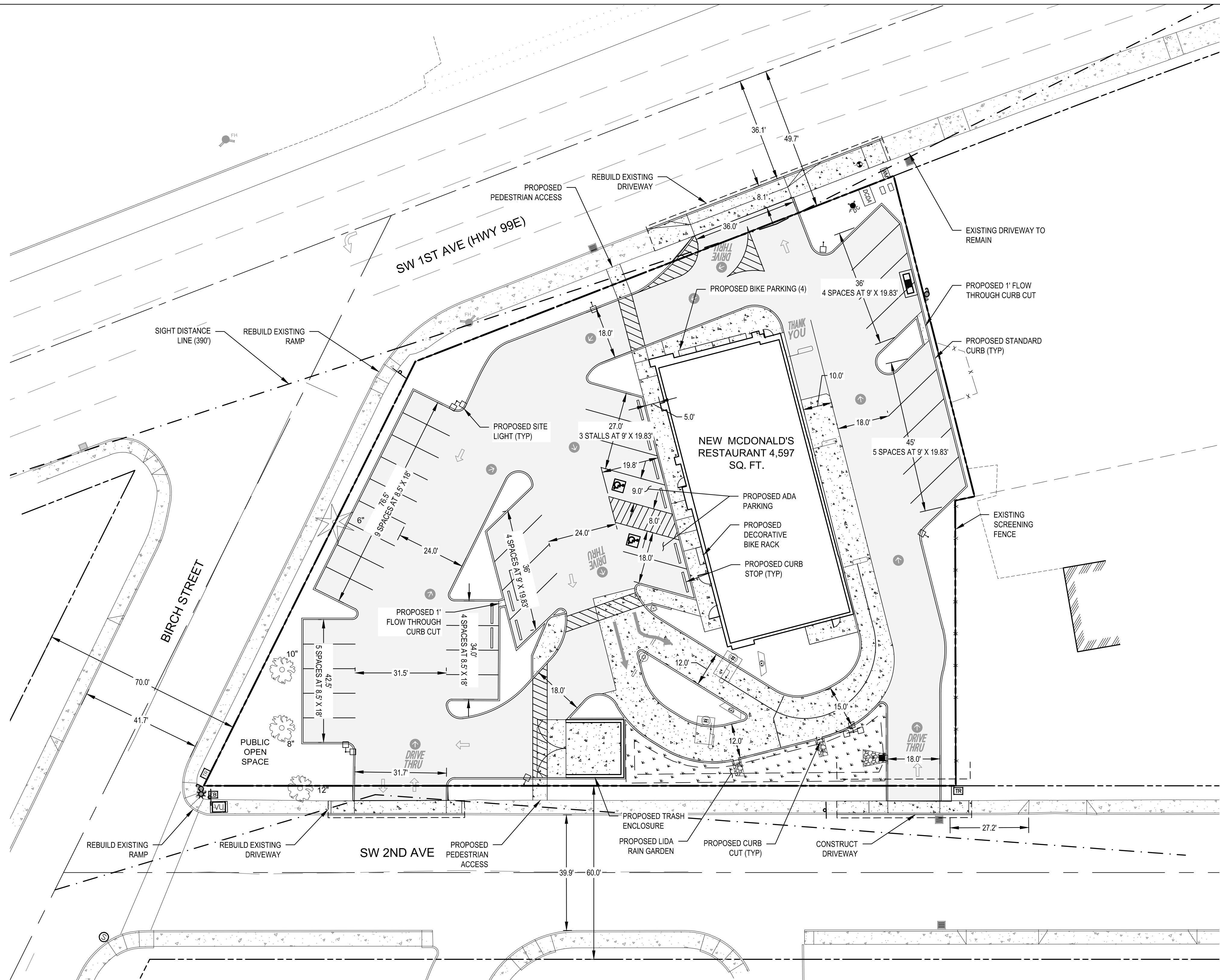
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OREGON UTILITY NOTIFICATION CENTER
1-800-332-2344



LOT CONSOLIDATION PLAN
CANBY MCDONALD'S
MCDONALD'S USA, LLC.
CANBY, OREGON

PROJECT NO.:	21305770
DATE:	03/14/2014
DESIGNED BY:	MJZ
DRAWN BY:	MJZ
CHECKED BY:	CAN



LEGEND

- - - - - EXISTING ROW LINE
- - - - - EXISTING LOT LINE
- - - - - PROPOSED PROPERTY LINE
- - - - - EXISTING CENTERLINE
- - - - - PROPOSED SAWCUT LINE
- - - - - PROPOSED BUILDING
- - - - - PROPOSED CURB
- - - - - PROPOSED CONCRETE
- - - - - PROPOSED AC PAVEMENT
- - - - - PROPOSED LIDA RAIN GARDEN
- - - - - PROPOSED SITE LIGHT

PARKING TABLE

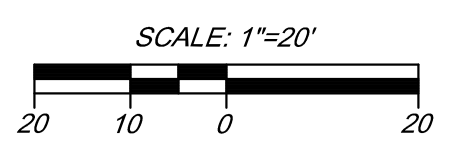
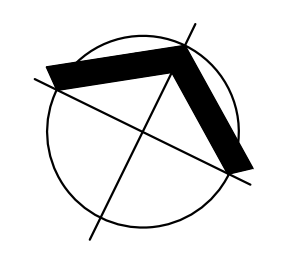
PROPOSED SITE	STALLS
STANDARD STALLS	35
ADA STALLS	2 (1 VAN)
TOTAL	37
MIN. REQ'D (8 PER 1,000 SF)	36.8
BIKE PARKING	5
MIN. REQ'D (1 PER 1,000 SF)	4.6

CODE REQUIREMENTS

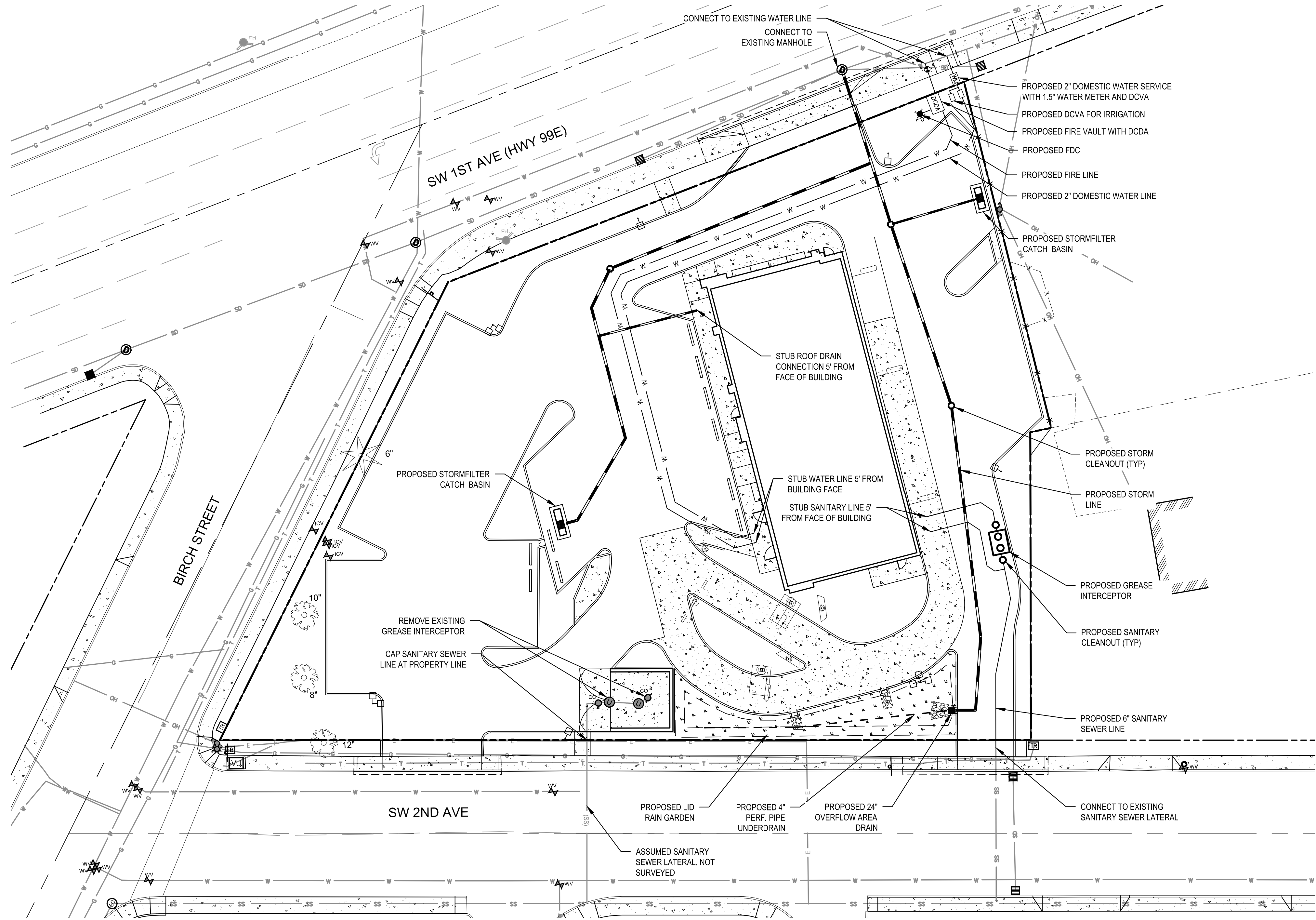
TOTAL SITE AREA	38,610 SF
TREES REMAINING	4
EXISTING TREES	14
PERCENTAGE RETAINED	28.6%
PARKING LOT LANDSCAPING	2915 SF
MIN. REQ'D (15%)	2305
PROVISION OF ADDL INTERIOR PARKING LOT LANDSCAPING	127%
LID RAIN GARDEN	800 SF
TOTAL LAWN AREA	800 SF
TOTAL LANDSCAPED AREA	7575 SF
PROVISION OF RAIN GARDEN	10.6%
AMOUNT OF GRASS	10.6%

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PROJECT NO.: 21305770
DATE: 03/14/2014
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LEGEND

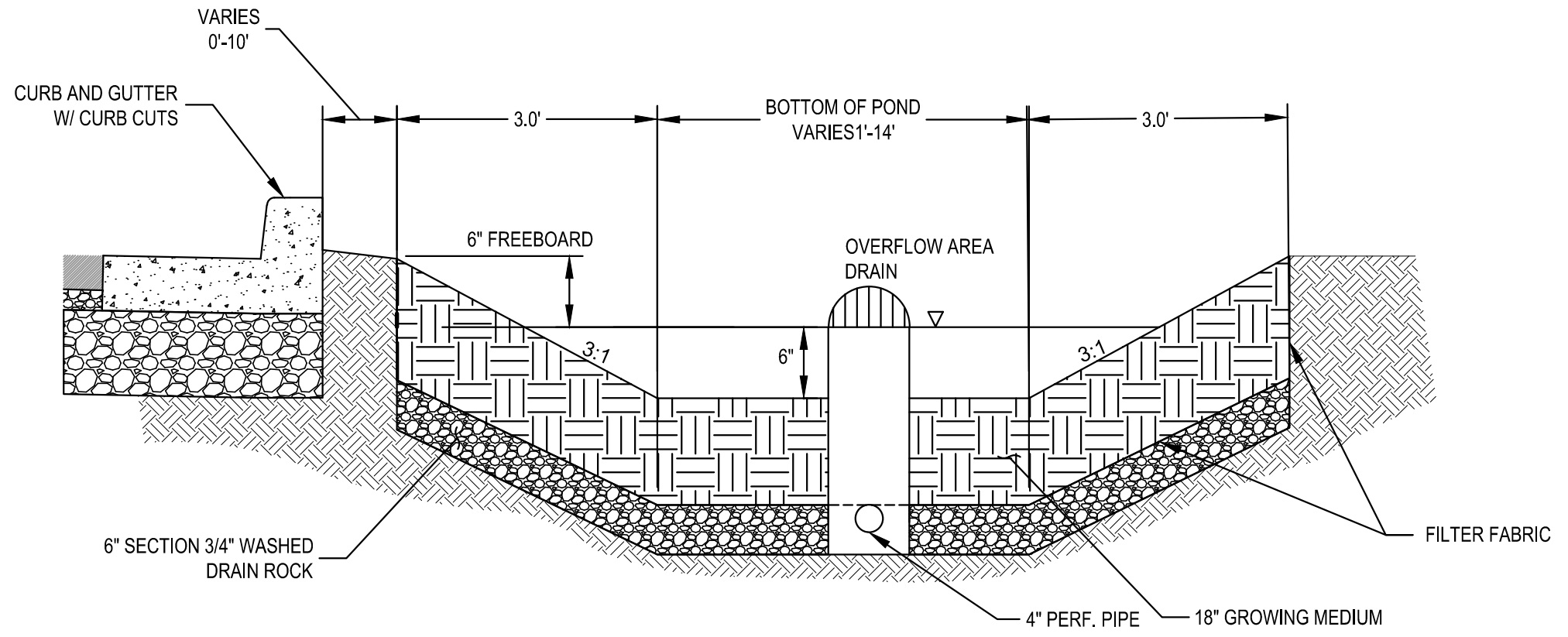
---	EXISTING ROW LINE
---	EXISTING LOT LINE
---	PROPOSED PROPERTY LINE
---	EXISTING CENTERLINE
---	PROPOSED SAWCUT LINE
---	EXISTING STORM LINE
---	EXISTING SANITARY LINE
---	EXISTING WATER LINE
---	PROPOSED WATER LINE
---	PROPOSED SANITARY SEWER LINE
---	PROPOSED STORM DRAIN PIPE
---	PROPOSED LIDA RAIN GARDEN
---	PROPOSED PERFORATED PIPE
---	EXISTING CATCH BASIN
---	EXISTING STORM DRAIN MANHOLE
---	EXISTING FIRE HYDRANT
---	EXISTING WATER VALVE
---	EXISTING SANITARY MANHOLE
---	PROPOSED SANITARY CLEANOUT
---	PROPOSED STORM CLEANOUT
---	PROPOSED STORMFILTER CATCH BASIN
---	PROPOSED AREA DRAIN
---	PROPOSED GREASE INTERCEPTOR
---	PROPOSED FDC
---	PROPOSED WATER METER
---	PROPOSED WATER VALVE

ALL WATER LINE PIPING SHALL BE MECHANICALLY RESTRAINED AT ALL JOINTS AND FITTINGS.

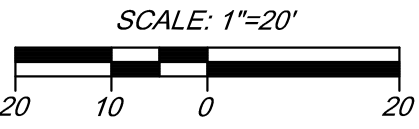
ALL PRIVATE STORM AND SANITARY CONNECTIONS NOT MADE AT A STRUCTURE TO BE A WYE CONNECTION.

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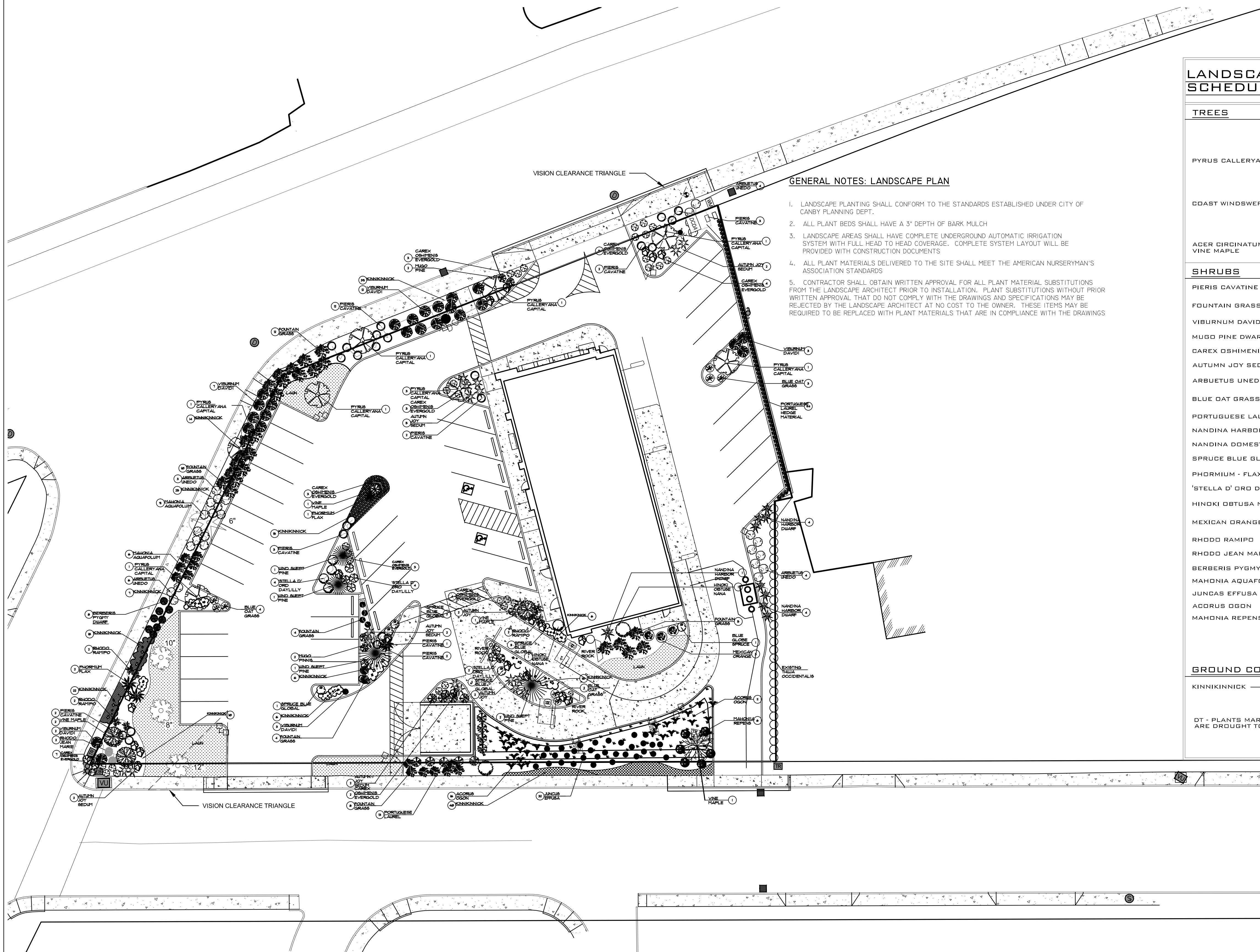
OREGON UTILITY NOTIFICATION CENTER
1-800-332-2344



LID RAIN GARDEN SECTION
NOT TO SCALE



PROJECT NO.:	21305770
DATE:	03/14/2014
DESIGNED BY:	MJZ
DRAWN BY:	MJZ
CHECKED BY:	CAN

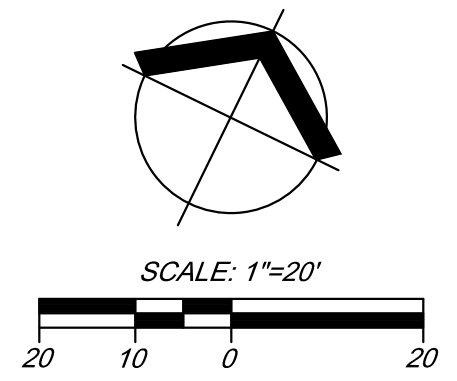


- GENERAL NOTES: LANDSCAPE PLAN**
- LANDSCAPE PLANTING SHALL CONFORM TO THE STANDARDS ESTABLISHED UNDER CITY OF CANBY PLANNING DEPT.
 - ALL PLANT BEDS SHALL HAVE A 3" DEPTH OF BARK MULCH
 - LANDSCAPE AREAS SHALL HAVE COMPLETE UNDERGROUND AUTOMATIC IRRIGATION SYSTEM WITH FULL HEAD TO HEAD COVERAGE. COMPLETE SYSTEM LAYOUT WILL BE PROVIDED WITH CONSTRUCTION DOCUMENTS
 - ALL PLANT MATERIALS DELIVERED TO THE SITE SHALL MEET THE AMERICAN NURSERYMAN'S ASSOCIATION STANDARDS
 - CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FOR ALL PLANT MATERIAL SUBSTITUTIONS FROM THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. PLANT SUBSTITUTIONS WITHOUT PRIOR WRITTEN APPROVAL THAT DO NOT COMPLY WITH THE DRAWINGS AND SPECIFICATIONS MAY BE REJECTED BY THE LANDSCAPE ARCHITECT AT NO COST TO THE OWNER. THESE ITEMS MAY BE REQUIRED TO BE REPLACED WITH PLANT MATERIALS THAT ARE IN COMPLIANCE WITH THE DRAWINGS

LANDSCAPE PLANT MATERIAL SCHEDULE

TREES			
	SYMBOL	SIZE	QTY
PYRUS CALLERYANA CAPITAL		2' CAL.	7
COAST WINDSWEEP PINES		4'-6'	3
ACER CIRCINATUM VINE MAPLE		2' CAL.	4
SHRUBS			
PIERIS CAVATINE		5 GAL	29
FOUNTAIN GRASS	DT	- GAL	44
VIBURNUM DAVIDI		5 GAL	36
MUGO PINE DWARF	DT	5 GAL	8
CAREX OSHIMENIS EVERGOLD	DT	-	27
AUTUMN JOY SEDUM	DT	2 GAL	23
ARBUETUS UNEDO	DT	5 GAL	17
BLUE DAT GRASS	DT	2 GAL	14
PORTUGUESE LAUREL		5 GAL	57
NANDINA HARBOR DWARF	-	-	2
NANDINA DOMESTICA MOYERS RED	-	-	2
SPRUCE BLUE GLOBAL	DT	-	2
PHORMIUM - FLAX	DT	5 GAL	8
'STELLA D' ORD DAYLILLY	DT	3 GAL	10
HINDKI OBTUSA NANA		5 GAL	3
MEXICAN ORANGE		5 GAL	3
RHODO RAMIPO		24"	8
RHODO JEAN MARIE		24"	6
BERBERIS PYGMY DWARF		5 GAL	13
MAHONIA AQUAFOLIUM	DT	5 GAL	9
JUNCAS EFFUSA	DT	1 GAL	32
ACORUS OGDON	DT	1 GAL	27
MAHONIA REPENS	DT	3 GAL	6
GROUND COVER			
KINNIKINICK	DT		242

DT - PLANTS MARKED WITH THIS ARE DROUGHT TOLERANT







City of Canby
 Planning Department
 111 NW 2nd Avenue
 PO Box 930
 Canby, OR 97013
 (503) 266-7001

LAND USE APPLICATION

LOT LINE ADJUSTMENT

Type II Process

APPLICANT INFORMATION: *(Check ONE box below for designated contact person regarding this application)*

Applicant Name: McDonald's USA, LLC Attn: Doug Bates Phone: (425) 821-4970
 Address: 12131 113th Avenue NE, Suite 103 Email: doug.bates@us.mcd.com
 City/State: Kirkland, WA Zip: 98034

Representative Name: Cardno Attn: Michael Cerbone Phone: (503) 419-2500
 Address: 5415 SW Westgate Dr, Suite 100 Email: michael.cerbone@cardno.com
 City/State: Portland, OR Zip: 97221

Property Owner Name: McDonald's USA, LLC Phone: (425) 821-4970
 Signature: _____
 Address: 12131 113th Avenue NE, Suite 103 Email: doug.bates@us.mcd.com
 City/State: Kirkland, WA Zip: 98034

Property Owner Name: _____ Phone: _____
 Signature: _____
 Address: _____ Email: _____
 City/State: _____ Zip: _____

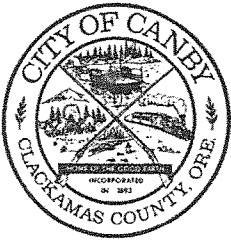
NOTE: Property owners or contract purchasers are required to authorize the filing of this application and must sign above

- All property owners represent they have full legal capacity to and hereby do authorize the filing of this application and certify that the information and exhibits herewith submitted are true and correct.
- All property owners understand that they must meet all applicable Canby Municipal Code (CMC) regulations, including but not limited to CMC Chapter 16.49 Site and Design Review standards.
- All property owners hereby grant consent to the City of Canby and its officers, agents, employees, and/or independent contractors to enter the property identified herein to conduct any and all inspections that are considered appropriate by the City to process this application.

PROPERTY & PROJECT INFORMATION:

<u>701 SW 1st Ave & 709 SW 1st Ave</u>	<u>0.89 acres</u>	<u>31E33CC06100 & 31E33CC06101</u>
Street Address or Location of Subject Property	Total Size of Property	Assessor Tax Lot Numbers
<u>McDonald's and Pool & Spa Distributor</u>	<u>C-M</u>	<u>CM</u>
Existing Use, Structures, Other Improvements on Site	Zoning	Comp Plan Designation
<u>New McDonald's restaurant</u>		
Describe the Proposed Development or Use of Subject Property		

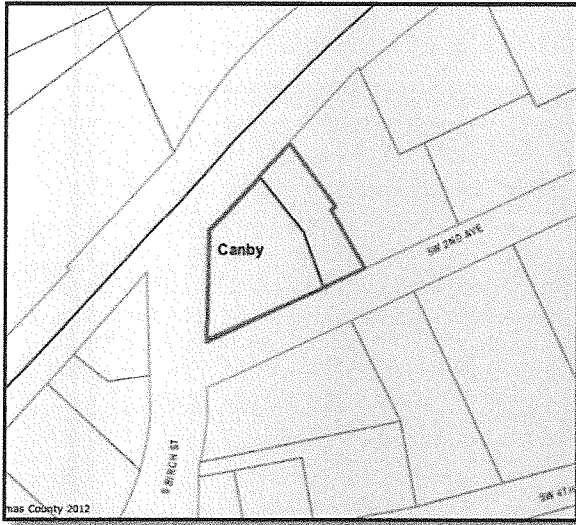
STAFF USE ONLY				
FILE #	DATE RECEIVED	RECEIVED BY	RECEIPT #	DATE APP COMPLETE



City of Canby

NOTICE OF PUBLIC HEARING & REQUEST FOR COMMENTS

The purpose of this Notice is to invite you to a Public Hearing at a Planning Commission meeting on Monday, May 12, 2014 at 7 pm in the City Council Chambers, 155 NW 2nd Avenue to review a Site & Design Review application to rebuild the existing McDonald's at 709 SW 1st Ave. The McDonald's building and adjacent Pool & Spa building will be demolished. The proposed McDonald's includes a new building that will encompass both Tax Lots 6100 and 6101, with added site improvements, drive aisles, and drive-thru lanes.



Comments due– If you would like your comments to be incorporated into the City's Staff Report, please return the Comment Form by Wednesday, May 10, 2014.

Location: 701 SW 1st Ave.

Tax Lot: 31E33CC6100 & 31E33CC6101 (Both properties shown on map at the left bordered in red.)

Lot Size and Zoning: .89 acres, Zoned CM – Heavy Commercial Manufacturing Zone

Owner: Greentree Enterprises & Classic Pool & Spa

Applicant: McDonald's USA

Application Type: Site & Design Review Type III & Lot Line Adjustment Type II

City File Number: DR 14-03/LLA 14-02

Contact: Bryan Brown, Planning Director, 503-266-0701

What is the Decision Process? The Planning Commission will make a decision after the Public Hearing. The Planning

Commission's decision may be appealed to the City Council.

Where can I send my comments? Written comments can be submitted up to the time of the Public Hearing and may also be delivered in person to the Planning Commission during the Public Hearing. (Please see *Comment Form*). Comments can be mailed to the Canby Planning Department, P O Box 930, Canby, OR 97013; dropped off at 111 NW Second Avenue; or emailed to brownb@ci.canby.or.us.

How can I review the documents and staff report? Weekdays from 8 AM to 5 PM at the Canby Planning Department. The staff report to the Planning Commission will be available for inspection starting Friday, May 2, 2014 and can be viewed on the City's website: <http://www.ci.canby.or.us> Copies are available at \$0.25 per page or can be emailed to you upon request.

Applicable Criteria: Canby Municipal Code Chapters:

- 16.08 General Provisions
- 16.10 Off-street Parking and Loading
- 16.30 C-M Heavy Commercial Manufacturing Zone
- 16.41 Downtown Canby Overlay (DZO Zone)
- 16.21 Residential Design Standards
- 16.43 Outdoor Lighting Standards
- 16.46 Access Standards
- 16.49 Site and Design Review
- 16.58 Lot Line Adjustment
- 16.86 Street Alignments

Note: Failure of an issue to be raised in a hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue precludes appeal to the board based on that issue.

April 24, 2014

MEMORANDUM

TO: Ms. Angie Lehnert
City of Canby

FROM: Hassan Ibrahim, P.E.
Curran-McLeod, Inc.

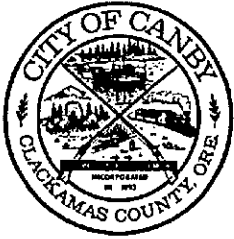
RE: **CITY OF CANBY**
CANBY McDONALD'S (DR 14-03/LLA 14-02)

We have reviewed the submitted preliminary plans on the above mentioned project and have the following comments:

1. The submitted plans don't show the overall existing paved width of OR 99E along the site frontage, the required width is 76 feet as stated in the Canby OR 99E Corridor and Gateway Design Plan, Segment 1. The existing sidewalk width of 8-foot is adequate. The developer's engineer needs to show the existing pavement width or illustrate how the required width can be accomplished. At the pre-application meeting, Seth Brumley from Oregon Department of Transportation (ODOT) suggested that OR 99E horizontal alignment will remain the same with a slight changes.
2. Canby OR 99E Corridor and Gateway Design Plan, Segment 1 shows the street trees to be in the sidewalk, the submitted plans show all the landscaping behind the existing sidewalks.
3. Street trees shall be selected from the City approved tree list. The street tree ordinance requires the developer to pay the City \$200 per tree for installation and one (1) year of maintenance, then the property owner will take over all of the responsibilities.
4. We recommend street lights be installed along the entire site frontage.
5. Review and approval of the improvements and access location onto OR 99E shall be obtained from ODOT prior to start of construction including sight distance illustration.

6. The plans show all the drainage from the project site discharges into the existing storm drain system in OR 99E, approval from ODOT is required. Private storm drainage discharge shall be disposed on-site and will not be allowed shed to City streets. The design methodology shall be in conformance with the City of Canby, June 2012 Public Works Standards.
7. Connection to the existing sanitary sewer lateral shall be approved by City of Canby Public Works Staff. Other existing service laterals may be required to be capped.
8. The current condition of the existing sidewalks along Hwy 99E (8' wide), S. Birch Street(5' wide) and SW 2nd Ave (5' wide) needs to be evaluated at the time of final design, any cracked, heaped settled sidewalk sections shall be removed and replaced.
9. The existing driveway along Hwy 99E and the existing and proposed driveways on SW 2nd Avenue shall be modified to be in compliance with the current ADA requirements.
10. All of the driveways shall have commercial driveway approach using 6" minimum concrete thickness with reinforcements over 4" min of crushed rock base.
11. The existing ADA ramps at the northwest and southwest corners of the site shall be retrofitted to be in compliance with the current ADA requirements.
12. An erosion control permit will be required from the City of Canby prior to any on-site disturbance.
13. A demolition permit will be required from the City of Canby for removing the existing Canby Pool and Spa building.
14. Phase 1, Environmental Site Assessment Certification is needed on the acquired portion of the site (Canby Pool and Spa), tax lot 6101, tax map 3S1E33CC.

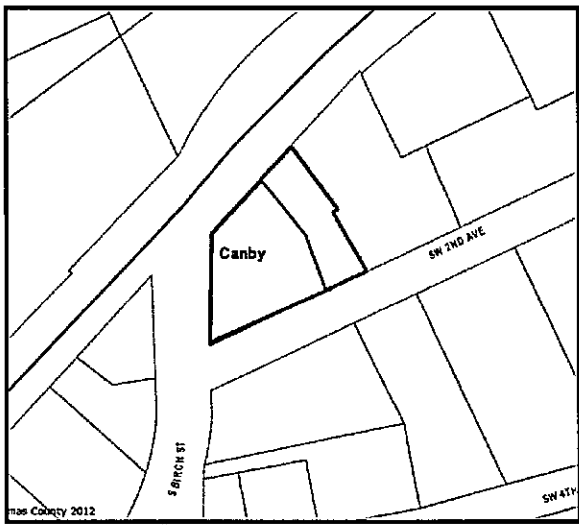
Should you have any questions or need additional information, please let me know.



City of Canby

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- 16.86 Street Alignments

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Laney Fouse

From: Matt Zinzer (Portland) <Matt.Zinzer@cardno.com>
Sent: Friday, May 02, 2014 2:15 PM
To: Seth.A.BRUMLEY@odot.state.or.us;
Aref.BOZORGNIA@odot.state.or.us;
Martin.R.JENSVOLD@odot.state.or.us
Cc: Bryan Brown; Seth Garey (Portland); doug.bates@us.mcd.com
Subject: McDonald's Canby Redevelopment
Attachments: Canby McDonald's Prelim Drainage Report.pdf; Canby McDonald's Civil Plan Set.pdf

Seth and Aref,

Attached are the current plans and drainage report for the Canby McDonald's redevelopment.

Our preliminary discussion with the City have warranted that no improvements are anticipated along the highway frontage of the building other than rebuilding and relocation of the existing driveway. Intersection sight distance will prevent any trees from being installed in the frontage planter strip, so it would be preferred to keep the sidewalk curb tight. The sight distance line can be found on the site plan.

Please do not hesitate to call or email if you have any other questions.

Thanks you,

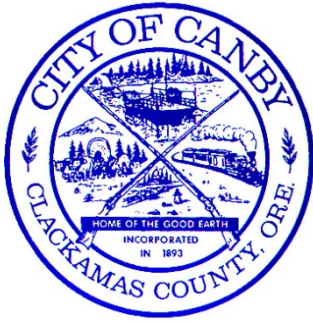
Matthew

Matthew Zinzer
CIVIL PROJECT DESIGNER
CARDNO



Phone (+1) 503-419-2500 Fax (+1) 503-419-2600 Direct (+1) 503-419-2527
Address 5415 SW Westgate Drive, Suite 100 Portland, OR 97221
Email matt.zinzer@cardno.com Web www.cardno.com

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City of Canby

TEXT AMENDMENT STAFF REPORT

FILE #: TA 14-01

Prepared for the April 28, 2014 Planning Commission Meeting

APPLICANT: City of Canby

APPLICATION TYPE: Text Amendment (Type IV)

CITY FILE NUMBER: TA 14-01

I. **Overview:**

City Staff is requesting consideration of a text amendment to streamline, clarify, and update the development review process for industrially zoned land in the Canby Pioneer Industrial Park. This would include extending the existing Type II process procedures already in place in the Canby Downtown Overlay District to the Pioneer Industrial Park/I-O Industrial Overlay Zone. A Type II process allows a project to be approved by the Planning Director in lieu of the Planning Commission. Currently all industrial projects must come to the Planning Commission for approval – a process that can take several months if meetings are full with other projects.

- The Canby Pioneer Industrial Park is the economic engine of the community, providing well-paying jobs, high assessed value, and locations for traded sector companies that bring back wealth and investment to Canby. It now is home to thirteen companies, providing 750 jobs and over \$78 million in investment. As the economy picks up and more activity will be coming, staff is looking for ways to have the development review process be business friendly, predictable, and expeditious. We know that industrial siting decisions are very competitive between communities and states. They tell us that certainty and speed can make a dramatic difference in their choosing Canby over other sites.
- After reviewing existing processes and best practices, staff recommends making the Type II review process for developments in the Canby Pioneer Industrial Park (in the I-O Overlay Zone) an option. This would allow projects that clearly meet the zoning code and overlay requirements to apply for approval by decision of the Planning Director. This simple change has the potential to save significant process time and staff resources for approving projects. Any development proposals that do not fully meet code standards, present alternative standards, or proposals considered to otherwise meet the intent of the city standards would continue to be reviewed by the Planning Commission. This process allows the Planning Commission to use their judgment in approving alternative solutions for projects that meet the intent of the code without forcing the applicant to use the expensive, time consuming, and staff intensive variance process.

II. **ATTACHMENTS**

- A. Proposed text amendments

III. **Summary of Proposed Changes:**

- **Chapter 16.30 C-M Heavy Commercial Manufacturing Zone** – Tighter screening requirements
- **Chapter 16.32 M-1 Light industrial Zone** – Tighter screening requirements
- **Chapter 16.34 M-2 Heavy Industrial Zone** – Tighter screening requirements and edits to the Conditional Use Review Matrix
- **Chapter 16.35 Canby Industrial Area Overlay (I-O) Zone** – Clarify location of zone, reduce job creation requirements, make freestanding warehouses a conditional use process, allow planning director approval of metal elements, allow for drought tolerant plants, design review matrix cleanup, and various language revisions
- **Chapter 16.49 Application for Site and Design Review** - Add the I-O Overlay to the Type II option and minor grammatical revision

IV. **APPLICABLE CRITERIA & FINDINGS**

Major approval criteria used in evaluating this application were the following Chapters from the *City of Canby's Land Development and Planning Ordinance* (Zoning Code):

- 16.88 General Standards & Procedures
- 16.89 Application and Review Procedures

Excerpts from the code are highlighted below in **gray**, with findings and discussion after the citations in **red**. If not discussed below, other standards from the Code are either met fully, not applicable, and/or do not warrant discussion.

16.88 General Standards and Procedures

16.88.160 Amendments to text of title.

A. Authorization to Initiate Amendments. *An amendment to the text of this title may be initiated by the City Council, by the Planning Commission or by the application of a property owner or his authorized agent. The Planning Commission shall, within forty days after closing the hearing, recommend to the City Council, approval, disapproval, or modification of the proposed amendment.*

Findings: City staff has initiated amendments to the text of the *Canby Land Development and Planning Ordinance*. The intent of the proposed amendment is to implement an expedited development review option for new developments within the Canby Industrial Overlay Zone and to make other minor revisions and clarifications. This proposal is considered to be a means to help meet the City Council and City Vision aspiration goal to “Promote Industrial and Business Growth Affording Economic Prosperity and Quality Job Creation While Maintaining Quality of Life and Improving the Overall Tax Base for the Community”. The Planning Commission shall make a recommendation to approve or deny this application to the Canby City Council after holding a public hearing. The City Council shall also conduct a public hearing before making a final decision on these proposed text amendments.

D. Standards and Criteria. *In judging whether or not this title should be amended or changed, the Planning Commission and City Council shall consider:*

1. *The Comprehensive Plan of the city, and the plans and policies of the county, state, and local districts, in order to preserve functions and local aspects of land conservation and development;*

Applicable Comprehensive plan Elements and goals:

Urban Growth Element

Goals:

- 1) *To preserve and maintain designated agricultural and forest lands by protecting them from urbanization.*
- 2) *To provide adequate urbanizable area for the growth of the city, within the framework of an efficient system for the transition from rural to urban land use.*

Land use element

Goal: to guide the development and uses of land so that they are orderly, efficient, aesthetically pleasing, and suitably related to one another.

Environmental concerns element

Goals:

- To protect identified natural and historical resources.*
- To prevent air, water, land, and noise pollution.*
- To protect lives and property from natural hazards.*

Transportation element

Goal: To develop and maintain a transportation system which is safe, convenient and economical.

Public facilities and services element

Like other cities, Canby must be able to provide adequate public facilities and services to support the community's growth and quality of life

Economic element

Goal: to diversify and improve the economy of the city of Canby

Housing element

Goal: to provide for the housing needs of the citizens of Canby

Energy conservation element

Goal: to conserve energy and encourage the use of renewable resources in place of non-renewable resources.

Findings: The proposed text amendment does not conflict with the policies of the Comprehensive Plan, including the elements and goals listed above.

2. *A public need for the change;*
3. *Whether the proposed change will serve the public need better than any other change which might be expected to be made;*
4. *Whether the change will preserve and protect the health, safety and general welfare of the residents in the community;*

Findings: The proposed edits are considered to be a viable and desirable option toward improving the development process in the Canby Pioneer Industrial Park and will clarify additional provisions and requirements of the code within the industrial zoned districts. The proposed changes therefore serve the public need and do not affect the code's protection of Canby's health, safety, and general welfare.

5. Statewide planning goals.

Findings: This proposal is not in conflict with statewide planning goals. The Oregon Department of Land Conservation and Development (DLCD) has been notified of this proposal.

16.88.190 Conformance with Transportation System Plan and Transportation Planning Rule

A. A proposed comprehensive plan amendment, zone change or land use regulation change, whether initiated by the city or by a private interest, shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with the Transportation Planning Rule (OAR 660-012-0060). A plan or land use regulation amendment significantly affects a transportation facility if it:

1. Changes the functional classification of an existing or planned transportation facility;
2. Changes standards implementing a functional classification system;
3. As measured at the end of the planning period identified in the adopted plan:
 - a. Allows types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility; or
 - b. Would reduce the performance of the facility below the minimum acceptable performance standard identified in the Transportation System Plan;
 - c. Would worsen the performance of a facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the Transportation System Plan.

Findings: The proposed text amendments do not conflict with the above standards.

16.89 Application and Review Procedures

Findings: This text amendment is following a Type IV process which requires final approval by City Council Ordinance. Therefore, the Planning Commission will make a recommendation of approval or denial of this application to City Council. Notice of this application has forwarded to applicable agencies and notice of public hearings will also be posted at the Development Services Building, City Hall, and published in the *Canby Herald*. All public hearing, application requirements, and Type IV application procedures will be met.

V. **Decision**

Based on the application submitted and the facts, findings, and conclusions of this report, Staff recommends that the Planning Commission recommend City Council **approval** of Text Amendment File #TA 14-01.

Sample motion: I move to recommend City Council approval of Text Amendment #DR 14-01.

Chapter 16.30

C-M HEAVY COMMERCIAL MANUFACTURING ZONE

Sections:

- 16.30.010** Uses permitted outright.
- 16.30.020** Conditional uses.
- 16.30.030** Development standards.

16.30.010 Uses permitted outright.

Uses permitted outright in the C-M zone shall be as follows:

- A.** A use permitted outright in a C-2 zone, other than dwelling units;
- B.** Contractor's equipment yard;
- C.** Dwelling for watchman or caretaker working on premises;
- D.** Fuel distribution, wholesale;
- E.** Laundry or Laundromat, with or without dry cleaning operation;
- F.** Motor or rail freight terminal;
- G.** Railroad trackage and related facilities;
- H.** Stone cutting and sales;
- I.** Tire retreading, recapping and sales;
- J.** Transfer or storage;
- K.** Utility storage or service yard;
- L.** Similar heavy commercial, storage, or light manufacturing uses as determined by the Planning Commission.
- M.** Attached WTS facilities (see 16.08.120).
- N.** Detached WTS facilities (monopole), less than 100 feet in height (see 16.08.120). (Ord. 890 section 30, 1993; Ord. 740 section 10.3.29(A), 1984; Ord. 981 section 27, 1997; Ord. 1237, 2007)

16.30.020 Conditional uses.

Conditional uses in the C-M zone shall be as follows:

- A. A use permitted outright in an M-1 zone and not listed in section 16.30.010 or below;
- B. A use permitted conditionally in a C-1 or C-2 zone, other than dwelling units, and not listed in section 16.30.010 or below;
- C. Other light industrial uses as determined by the Planning Commission;
- D. Detached WTS facilities (monopole), equal to or over 100 feet in height (see 16.08.120); (Ord. 740 section 10.3.29(B), 1984; Ord. 981 section 28 & 29, 1997; Ord. 1237, 2007)

16.30.030 Development standards.

The following subsections indicate the required development standards of the C-M zone:

- A. Minimum lot area: none.
- B. Minimum width and frontage: none.
- C. Minimum yard requirements:
 - 1. Street yard: twenty feet where abutting Highway 99-E and S. Ivy Street. Gas station canopies shall be exempted from the twenty foot setback requirements. Remaining property none, except ten feet where abutting a residential zone. Sign setbacks along Highway 99-E and S. Ivy Street are to be measured from the face of the curb rather than the lot line. Where no curb exists, the setback shall be measured from the property line. Other than signs which are nonconforming structures and street banners which have been approved per the requirements of the Uniform Sign Code, no signs will be allowed to be located within, or to project over, a street right-of-way.
 - 2. Interior yard: none, except ten feet where abutting a residential zone.
- D. Maximum building height:
 - 1. Freestanding signs: thirty feet;
 - 2. All other structures: forty-five feet.
- E. Maximum lot coverage: sixty percent.
- F. Other regulations:
 - 1. Vision clearance distances shall be fifteen feet from any alley or driveway and thirty feet from any other street or railroad.
 - 2. Except in cases where existing building locations or street width necessitate a more narrow design, sidewalks eight feet in width shall be required:

- a. In those locations where angle parking is permitted abutting the curb, and
- b. For property frontage along Highway 99-E.

3. ~~3.~~ All setbacks to be measured from the foundation line of the building. Overhangs shall not exceed two feet. (Ord 830 section 9, 10, 1989; Ord. 802 section 7 [part], 1987; Ord. 740 section 10.3.29(C), 1984; Ord. 981 section 50, 1997; Ord. 1237, 2007)

4. Outside storage areas abutting a public road or a residential zone shall be screened from view by a site-blocking fence, landscaping, or berm. Areas that accommodate large vehicles, busses, freight maneuvering, and loading areas that abut a public road or a residential zone shall be screened from view by a site-blocking fence, landscaping, or berm.

Chapter 16.32

M-1 LIGHT INDUSTRIAL ZONE

Sections:

- 16.32.010** Uses permitted outright.
- 16.32.020** Conditional uses.
- 16.32.030** Development standards.

16.32.010 Uses permitted outright.

Uses permitted outright in the M-1 zone shall be as follows:

- A.** Manufacturing, fabricating, processing, compounding, assembling or packaging of products made from previously prepared materials such as cloth, plastic, paper, metal, wood (but not including sawmills or lumber mills), the operation of which will not result in
 1. The dissemination of dusts, gas, smoke, fumes, odors, atmospheric pollutants or noise which exceed Oregon Department of Environmental Quality standards
 2. Danger by reason of fire, explosion or other physical hazard;
 3. Unusual traffic hazards;
- B.** Automobile body shop, or heavy repair shop;
- C.** Contractor's equipment or storage yard;
- D.** Dwelling for watchman or caretaker working on the property;
- E.** Food processing plant;
- F.** Fuel distribution, wholesale or retail;
- G.** Ice or cold storage plant;
- H.** Laundry or dry-cleaning plant;
- I.** Lumber yard;
- J.** Machinery, farm equipment or implement sales, service or rent;
- K.** Motor or rail freight terminal;

- L.** Railroad trackage and related facilities;
- M.** Restaurant, when related and incidental to primary industrial uses of the area;
- N.** Service station, when related and incidental to primary industrial uses of the area;
- O.** Stone, marble, or granite cutting;
- P.** Tire retreading or recapping;
- Q.** Transfer and storage company;
- R.** Utility storage or service yard;
- S.** Veterinarian's office or animal hospital;
- T.** Warehouse
- U.** Wholesale distribution, including warehousing and storage;
- V.** Wireless or cellular communications facility/tower;
- W.** Other light industrial uses as determined by the Planning Commission;
- X.** Business or professional office, when related and incidental to primary industrial uses of the area;
- Y.** Public building or uses such as fire station, or park or playground.
- Z.** Attached WTS facilities (see 16.08.120).
- AA.** Detached WTS facilities (monopole or lattice tower), under 150 feet in height and at least 660 feet from the nearest land zoned or planned for residential use or Highway 99E (see 16.08.120).
- BB.** Detached WTS facilities (monopole), under 100 feet in height and less than 660 feet from the nearest land zoned or planned for residential use or Highway 99E (see 16.08.120).
- CC.** Detached WTS facilities (monopole), equal to or over 150 feet in height and at least 660 feet from the nearest land zoned or planned for residential use or Highway 99E (see 16.08.120).
- DD.** Minor public facility. (Ord. 890 section 31, 1993; Ored. 749 section 1(A), 1984, Ord. 740 section 10.3.31(A), 1984; Ord. 995 section 10 & 11, 1996; Ord. 981 section 30 & 31, 1997; Ord. 1019 section 10, 1999; Ord 1237, 2007)

16.32.020 Conditional uses.

Conditional uses in the M-1 zone shall be as follows:

- A. Commercial recreation uses;
- B. Motels, hotels and similar accommodations;
- C. Other heavy commercial or light industrial uses as determined by the Planning Commission;
- D. Waste and/or recycling transfer operations.
- E. Detached WTS facilities (monopole), equal to or over 100 feet in height and less than 660 feet from the nearest land zoned or planned for residential use or Highway 99E (see 16.08.120).
- F. Detached WTS facilities (lattice tower), equal to or over 150 feet in height and at least 660 feet from the nearest land zoned or planned for residential use or Highway 99E (see 16.08.120).
- G. Major public facility, except as modified by Section 16.32.010. (Ord. 960, section 2, 12/18/96; Ord. 890, section 32, 1993; Ord. 740 section 10.3.31(B), 1984; Ord. 981 section 32, 1997; Ord 1237, 2007)

16.32.030 Development standards.

The following subsections indicate the required development standards of the M-1 zone:

- A. Minimum lot area: five thousand square feet;
- B. Minimum width and frontage: fifty feet;
- C. Minimum yard requirements:
 - 1. Street yard: twenty feet where abutting Highway 99-E and S. Ivy Street. Gas station canopies shall be exempted from the twenty foot setback requirements. Remaining property none, except ten feet where abutting a residential zone. Sign setbacks along Highway 99-E and S. Ivy Street are to be measured from the face of the curb rather than the lot line. Where no curb exists, the setback shall be measured from the property line. Other than signs which are nonconforming structures and street banners which have been approved per the requirements of the Uniform Sign Code, no signs will be allowed to be located within, or to project over, a street right-of-way.
 - 2. Interior yard: none, except ten feet where abutting a residential zone.
- D. Maximum building height:
 - 1. Freestanding signs: thirty feet;
 - 2. All other structures: forty-five feet.

E. Maximum lot coverage: no limit.

F. Other regulations:

1. Vision clearance distances shall be fifteen feet from any alley or driveway and thirty feet from any other street or railroad.

~~2. Outside storage abutting or facing a lot in a residential zone shall be enclosed by a site-blocking fence or berm. The fence or berm shall be so designed as to screen the storage from view from the residential zone and shall be of such material and design as will not detract from adjacent residences.~~

~~3.~~ 2. All setbacks to be measured from the foundation line of the building. Overhangs shall not exceed two feet.

3. Prior to issuance of a building permit, wireless/cellular towers require written certification of approval/compliance from the Federal Communications Commission, Federal Aviation Administration and the Oregon Department of Transportation (Department of Aeronautics). (Ord 890 section 33, 1993; Ord. 830 section 11, 12, 1989; Ord. 740 section 10.3.31(C), 1984; Ord. 955 section 12, 1996; Ord. 981 section 51, 1997; Ord. 1237, 2007)

4. Outside storage areas abutting a public road or a residential zone shall be screened from view by a site-blocking fence, landscaping, or berm. Areas that accommodate large vehicles, busses, freight maneuvering, and loading areas that abut a public road or a residential zone shall be screened from view by a site-blocking fence, landscaping, or berm.

Chapter 16.34

M-2 HEAVY INDUSTRIAL ZONE

Sections:

- 16.34.010 Uses permitted outright.**
- 16.34.020 Conditional uses.**
- 16.34.030 Development standards.**

16.34.010 Uses permitted outright.

Uses permitted outright in the M-2 zone shall be as follows:

- A.** A use permitted outright in an M-1 zone. (Ord. 740 section 10.3.33(A), 1984)

16.34.020 Conditional uses.

Conditional uses in the M-2 zone shall be as follows:

- A.** Aggregate removal operations;
- B.** All other uses when evaluated on the standards and criteria specified in Chapter 16.50 and the point system set out in Table 16.34.020 for evaluating heavy industrial development proposals.
- C.** Detached WTS facilities (monopole), equal to or over 100 feet in height and less than 660 feet from the nearest land zoned or planned for residential use or Highway 99E (see 16.08.120).
- D.** Detached WTS facilities (lattice tower), equal to or over 150 feet in height and at least 660 feet from the nearest land zoned or planned for residential use or Highway 99E (see 16.08.120). (Ord. 740 section 10.3.33(B), 1984; Ord. 981 section 33, 1997)

16.34.030 Development standards.

The following subsections indicate the required development standards of the M-2 zone:

- A.** Minimum lot area: five thousand square feet;
- B.** Minimum width and frontage: fifty feet.
- C.** Minimum yard requirements:
 - 1.** Street yard: none, except twenty feet where abutting a residential zone;
 - 2.** Interior yard: none, except twenty feet where abutting a residential zone.
- D.** Maximum building height:
 - 1.** Freestanding signs: thirty feet;

2. All other structures: forty-five feet.

E. Maximum lot coverage: no limit.

F. Other regulations:

1. Vision clearance distances shall be fifteen feet from any alley or driveway and thirty feet from any other street or railroad;

~~2. Outside storage abutting or facing a lot in a residential zone shall be enclosed by a site-blocking fence or berm. The fence or berm shall be so designed as to screen the storage from view from the residential zone and shall be of such material and design as will not detract from adjacent residences. (Ord. 890 section 34, 1993; Ord. 740 section 10.3.33(C), 1984; Ord 1237, 2007)~~

2. Outside storage areas abutting a public road or a residential zone shall be screened from view by a site-blocking fence, landscaping, or berm. Areas that accommodate large vehicles, busses, freight maneuvering, and loading areas that abut a public road or a residential zone shall be screened from view by a site-blocking fence, landscaping, or berm.

M-2 Conditional Use Review Matrix Table 16.34.020

Explanation: When considering conditional use applications for the M-2 Zone, Each of the following characteristics will be evaluated by the Planning Commission and assigned a certain number of points (positive and negative). A net point total of "0" will be considered to be the prerequisite for approval of an ~~industrial-~~ M-2 conditional use. In entering its findings of fact for its decision, the Commission shall indicate its findings regarding the following:

CRITERIA	POINTS
Traffic impacts, particularly heavy truck traffic and its impact on non-industrial areas and streets	-10 – 0
Noise impacts, especially loud and high-pitched noise and noise expected to occur at night	-10 – 0
Air pollution, including odors as well as measurable pollutants	-10 – 0
Water pollution, including impacts on groundwater and surface water as well as any unusual or hazardous discharges to the city sewage treatment facility	-10 – 0
Water consumption, especially where city water is utilized rather than a private source	-10 – 0
Electrical consumption	-10 – 0
Other adverse impacts, which may include factors not listed above or may be used to add more negative point to any of the items already listed, where extreme adverse impacts are expected	-40 – 0
Tax benefits to the community, particularly for property taxes beyond the costs of providing public services	0 - +20
Total number of persons to be employed	0 - +10
Number of local persons who can expect to be employed, based upon	0 - +10

percentages of skilled, semi-skilled and unskilled positions	
Reliance on industry on locally produced resources and locally processed materials	0 - +10
Export characteristics and residual benefits to other local industries	0 -+10
Other community benefits, including particularly advantageous design characteristics, etc. May also be used to add more positive points to each of the factors listed above where extremely beneficial impacts are expected	0 - +40
<u>Low Impact Design and sustainability Features</u>	<u>0 - +20</u>

Chapter 16.35

CANBY INDUSTRIAL AREA OVERLAY (I-O) ZONE

Sections:

- 16.35.010 Purpose.
- 16.35.020 Applicability.
- 16.35.025 Pre-application review and conditions of approval.
- 16.35.030 Uses permitted outright.
- 16.35.040 Conditional uses.
- 16.35.045 Prohibited uses.
- 16.35.050 Development standards.
- 16.35.060 Design guidelines.
- 16.35.070 I-O design review matrix.

16.35.010 Purpose.

The purpose of the Canby Industrial Area Overlay (I-O) zone is to implement the design guidelines and standards of the Canby Industrial Area Master Plan (Master Plan):

- A. Provide efficient circulation and access;
- B. Allow flexibility in siting development, including a range of industrial and commercial/industrial land uses;
- C. Provide visual continuity for streetscapes and developments;
- D. Encourage durable, high quality building materials.

The zone is intended to ensure high-quality industrial development with a mix of employment types and uses. (Ord. 1008 section 1 [part], 1998; Ord. 1057 section 2 [part], 2000)

16.35.020 Applicability.

It is the policy of the City of Canby to apply the I-O zone to all lands within the [Canby Pioneer Industrial Park](#) Master Plan area and other areas determined by the City, ~~upon annexation or prior to application for development permit~~ [as defined in the Industrial Area Master Plan](#). The Master Plan area generally includes the area bound by Highway 99E and 1st Avenue to the north, Mulino Road to the east, SE 13th Avenue to the south, and ~~Molalla Western Railroad~~ [the Molalla Forest Logging Road Trail](#) to the west. The I-O zone has the following affect with regard to other chapters of this ordinance:

- A. Incorporates the Canby Industrial Area Master Plan into Title 16. The Master Plans design guidelines, standards, and plan maps are hereby incorporated by reference.

- B.** Permits land uses which are permitted by the underlying zone districts (C-M, M-1, M-2), with some exceptions.
- C.** Replaces selected development standards contained in the C-M, M-1, and M-2 zones, for continuity and quality of site design within the Master Plan area.
- D.** Utilizes the City's processes for development review, including land divisions, conditional uses, and design reviews. Provides a design review matrix (i.e., replacing the table in Chapter 16.49) which is tailored to the Master Plan area.
- E.** Provides additional conditional use standards to ensure development compatibility.
- F.** Lists uses that are prohibited outright due to incompatibility with the goals for the area. (Ord. 1008 section 1 [part], 1998; Ord. 1057 section 2 [part], 2000)

16.35.25 Pre-application review and conditions of approval

- A.** A pre-application meeting with utility and service providers is required prior to any land use application, building permit application, or business license application in the I-O zone, unless this requirement is waived by the City Planner. The City Planner shall provide application forms for this purpose indicating all required information. The pre-application meeting shall allow utility and service providers to make a detailed assessment of the proposed use prior to forming a recommendation on approval. In addition, this meeting will allow the City to evaluate whether a Conditional Use Permit will be required.
- B.** At the pre-application meeting, the City shall determine the need for a Hazardous Materials Management Plan. If required by the City, the applicant shall prepare a plan meeting the relevant sections of the Oregon Fire Code as determined by the City. The Plan shall allow utility and service providers to review the health and safety impacts of any proposed use and ensure an adequate plan will be in place to address those impacts prior to forming a recommendation on approval.
- C.** The Planning Commission or City Council may impose conditions to protect public health and safety on any discretionary land use application. (Ord. 1057 section 2 [part], 2000; Ord. 1237, 2007)

16.35.030 Uses permitted outright.

Unless limited by sections 16.35.040 or 16.35.045, uses permitted outright in the C-M zone, M-1 zone, and M-2 zone are permitted outright in the I-O zone, subject to the respective zone district boundaries. (Ord. 1008 section 1 [part], 1998; Ord. 1057 section 2 [part], 2000)

16.35.040 Conditional uses.

Unless limited by subsection A below or section 16.35.045, conditional uses permitted in the C-M zone, M-1 zone, and M-2 zone are permitted as conditional uses in the I-O zone, subject to the respective zone district boundaries.

- A.** Any proposed site development, change in use, land division, or other action that

results in any of the following requires conditional use approval in the I-O zone:

1. Less than ~~642~~ employees per developed acre. For the purposes of this section only, “developed” means all areas used for buildings, landscaping, vehicle maneuvering and parking areas, outdoor storage, and other areas occupied by the use. For the purposes of this section only, employees means full-time equivalents unless the City specifically allows other interpretations;
2. More than 60 acres total in I-O zoning that is occupied by a single use or business. For the purposes of this section, businesses classified in the same NAICS industry group (four-digit code) are considered to be in the same use. This section is intended to apply cumulatively to all properties in the zone;
3. Utilization of any public service or utility to such an extent that the utility would not be able to supply all other uses projected in its current long-range plans;
4. Uses requiring an H occupancy under the Oregon Structural Specialty Code;
5. In any C-M zoning overlain by I-O zoning, any retail or commercial use with a building footprint exceeding 50,000 square feet;
6. In any M-1 or M-2 zoning overlain by I-O zoning, any retail or commercial use not related to or supportive of the primary industrial use of the park; or
7. In any M-1 or M-2 zoning overlain by I-O zoning, retail areas occupying more than 15% of the building footprint. ~~or more than 3,000 square feet.~~
- 7.8. In the Canby Pioneer Industrial Park, a proposed freestanding warehouse that is not associated with an outright permitted use on the same property must go through the conditional use process.

B. To approve a conditional use in the I-O zone, the Planning Commission shall find that each of the following additional criteria are either met, or can be met by observance of conditions, unless it is not applicable:

1. The proposed use is compatible with the industrial nature of the park and will have minimal negative impact on the development and use of surrounding properties;
2. The proposed use does not pose a threat to public health or safety; and
3. The proposed use is beneficial to the overall economic diversity and vitality of the City.

These criteria are in addition to those provided in Section 16.50.010. In all other aspects, the conditional use process shall be as specified in Chapter 16.50. (Ord 1008 section 1 [part], 1998, Ord. 1057 section 2 [part], 2000; Ord. 1237, 2007).

16.35.045 Prohibited uses.

The following uses are prohibited in the I-O zone:

- A. Slaughter house;
- B. Rendering, reduction, or distillation of, or manufacturing from, animals, fish and their by-products;
- C. Auto, truck or motorcycle race track;
- D. Auto, truck, or motorcycle wrecking or salvage yard;
- E. Scrap metal storage and sales;
- F. Reclamation or manufacturing of steel barrels or drums;
- G. Dump or landfill, including rubbish, slag, organic materials, offal, or garbage in general;
- H. Livestock feeding pen, other than those associated with existing agricultural uses;
- I. Fireworks manufacturing or the manufacturing of ammunition or explosives;
- J. Nuclear power plant or similar use;
- K. Curing and storage of hides;
- L. Incinerator, smelter, blast furnace, or coke oven;
- M. Manufacture of oils, gasoline, or products made directly from petroleum, other oils, or tar products;
- N. Fertilizer production;
- O. Creosote production;
- P. Insecticide production;
- Q. Tire manufacturing;
- R. Saw, shingle, or lumber mill; and
- S. In any M-1 or M-2 zoning overlain by I-O zoning, commercial or retail uses over 50,000 square feet are prohibited.

This list should not be used to imply that any other use is permitted. (Ord. 1057 section 2 [part], 2000)

16.35.050 Development standards.

The following subsections indicate the required development standards of the I-O zone. These standards replace the standards of the C-M zone, M-1 zone, and M-2 zone, as follows:

A. Minimum lot area: none.

B. Minimum lot width and frontage: none.

C. Minimum yard requirements (measured from building foundation to right-of-way line):

1. Street yards(s): 20 feet for buildings up to 25 feet in height; 35 feet for buildings between 25 feet and 45 feet in height. Parking and internal drives (except curb cuts and entrance drives) are prohibited within the required 20 foot street yard.

2. Interior yard: 10 feet, except 20 feet where abutting a residential zone. Common-wall lot lines (attached buildings), and development which provide shared parking and circulation with abutting developments, are exempt from interior yard standards.

D. Maximum building height: 45 feet.

E. Maximum lot coverage: 60 percent in the C-M zone; none in the M-1 and M-2 zones.

F. Street access (curb cuts) spacing shall be a minimum of 200 feet on designated parkway and collector streets.

G. Street right-of-way improvements shall be made in accordance with the [Canby Transportation System Plan \(TSP\)](#), ~~circulation plan, and streetscape/street section standards of the Industrial Area Master Plan.~~

H. Building orientation standards. The following standards are intended to ensure direct, clear, and convenient pedestrian access:

1. Development in the M-1 zone and M-2 zone shall provide at least one public entrance facing the street. A direct pedestrian connection shall be provided between the primary building entrance and public sidewalk.

2. Developments within the C-M zone shall provide continuous, straight-line pedestrian connections between the street(s), buildings, and parking areas.

I. Right-of-way plantings: Street trees and ground cover plantings shall be installed with development, as approved by the City. Shrubs are prohibited within the public right-of-way.

J. Metal building exteriors are prohibited, except that the Planning ~~Commission~~

Director may approve architectural metal elements that accent and enhance the aesthetics of building entrances and office areas; when approving a Type II Application, or the Planning Commission when approving a Type III Application.

K. Lighting shall be required for all streets, sidewalks, and pedestrian ways. Applications for land division approval and site plan review shall include photometric plans.

L. Shared access: The City may require the provision of shared access drives through the land division review process. Shared access drives are intended to maintain adequate driveway spacing and circulation along the designated Parkway and Collector streets.

M. All landscaped areas shall be irrigated; unless drought tolerant plants are installed and watered until well established and replaced in event of failure.

N. Other regulations: The C-M zone, M-1 zone, and M-2 zone provide other applicable regulations related to vision clearance, Highway 99E sidewalk width, setback measurement, outside storage, and wireless/cellular tower certification. (Ord. 1008 section 1[part], 1998; Ord. 1237, 2007; Ord. 1299, 2008)

16.35.060 Design guidelines.

The Industrial Area Master Plan provides design guidelines for reviewing development applications. The guidelines, which are incorporated into Table 16.35.040~~000~~, encourage:

A. Flexibility to align local streets based on parcelization and development requirements;

B. Tree retention, planting of large (3-inch) caliper trees, and use of lawn/ground cover planting in front yard setbacks;

C. Placement of buildings at or near the setback line;

D. Placement of parking areas to the side or rear of buildings;

E. Placement of smaller commercial buildings at or near the street;

F. Building entries visible from the street with direct pedestrian connections;

G. Use of quality building materials;

H. Architectural detail to break up and articulate large surfaces and volumes, and to accentuate building entries; and

I. Open space retention and trail connections, as designated by the Master Plan. (Ord. 1008, section 1[part], 1998)

16.35.070 I-O Design review matrix.

The City uses the following matrix to evaluate compliance with the I-O design guidelines. The matrix substitutes for the general design review matrix provided in Chapter 16.49. Design review applications must comply with all other applicable provisions of Chapter 16.49, and achieve scores equal to or greater than the minimum acceptable scores in the matrix. (See Master Plan for illustrations.)

A. Exception: The City may reduce the minimum acceptable score(s) upon finding that certain provisions do not apply to a proposed development.

[Industrial Overlay Design Review Matrix](#)

Table 16.35.040

CRITERIA	Possible Scores
Parking	
Parking areas located to the side or rear of buildings as viewed from public right-of-way: <50% of parking spaces=0; 50%-75%=1; <u>75%</u> -100%=2.	0 1 2
Increase minimum interior parking lot landscape over the base 15%: 15%-18%=0; 18%-22%=1; >22%=2.	0 1 2
Increase the <u>base</u> number of trees <u>required by 16.49.120 (all landscape islands must contain 1 tree, 1 tree for every 40' along the required setback); planted within buffers and/or within the parking area:</u> 100%-105% of base requirement*=0; 105%-110% of base requirement=1;>110%=2. *The base requirement is determined based on total parking area/number of spaces, and parking setback perimeter, see Chapter 16.49.120.; (# of trees proposed/# of trees required x100=% of base requirement)	0 1 2
Number of parking spaces <u>provided</u> : (% of required minimum)-: >110%=0; 110%-105%=1; 105%-100%=2. <u>See Table 16.10.050 for required parking.</u> (# of spaces proposed/# of spaces required x100=% of required minimum)	0 1 2
Minimum Acceptable Score	4 points

Transportation/Circulation	
Proposed local street alignments: Street not proposed = 0; Street(s) proposed with some modification to master plane = 1; proposed street(s) approximate recommended alignments = 2. Note: the Planned Parkway and collector streets are required elements, except as indicated by the Industrial Area Master Plan	0 1 2
Design of all pedestrian ways (private, on-site pedestrian pathways): 6' painted ways=0; 6' brick/paver ways=1; 6' brick/paver & raised concrete ways=2 six-foot wide, raised concrete with painted crosswalks (standard) = 0; standard with brick or similar pavers for pathways and crosswalks = 1; greater than 6-foot wide (inclusive of curb) and use of brick or similar pavers for pathways and crosswalks = 2	0 1 2
Number of pedestrian connections between the street sidewalk and internal circulation system: One connection = 0 Two <u>or more</u> connections = 1	0 1 2

Comment [d1]: No streets really left to build in the IO Zone

Minimum Acceptable Score (some provisions may not apply) ~~2-3~~ points

Tree Retention, Open Space conservation and Trail Connections	
Preserves trees as recommended by arborist or City Planning Department: <50% of recommended trees preserved=0; 50%-75%=1; 75%-100%=2	0 1 2
Replaces trees that were recommended for retention: No=0; Yes=1. Mitigation based on reasonable tree replacement ratio.	0 1
When site includes designated open space, park or trail connection: proposal does not dedicate or establish easement for designated open space/park or trail connection=0; dedicated or establishes easement=1; dedicated land/right-of-way and constructs improvements=2.	0 1 2
Minimum Acceptable Score (some provisions may not apply) 3 points	

Comment [d2]: No trees left to retain. If trail connections are desired they can be required as a condition with park dedications per 16.120 or just as a general condition per 16.49

Landscaping	
Trees installed at 3 inch caliper: <25% of trees=0; 25%-50%=1; 50%-100%=2.	0 1 2
Usable outdoor amenity provided with development (e.g., water features, plazas, seating areas, and similar features): no=0; yes=1; yes and for public use access provided (i.e., through an easement)=2.	0 1 2
Amount of grass (less grass is better) (% of total landscaped area) >50%=0; 25%-50%=1; <25%=2. Amount of grass or other plantings used for ground cover treatment: <75%=0; 75%-90%=1; 90%-100%=2.	0 1 2
Minimum Acceptable Score 3 points	

Building Appearance and Orientation	
Building orientation at or near the street: parking or drive separates building from street=0; at least 20% of elevation within 5 feet of minimum setback=1; at least 20% of elevation is at minimum setback=2.	0 1 2
Building entrances visible from the street: no=0; yes=1.	0 1
Buildings use quality materials: concrete, wood, or wood siding=0; concrete masonry, stucco, or similar material=1; brick or stone similar appearance=2.	0 1 2
Articulation and/or detailing to break up large building surfaces and accentuate the building entrance(s): no=0; yes=2.	0 2
Minimum Acceptable Score 4 points	

Low Impact Design	
	0 1 2

Comment [d3]: Consider adding points for xeriscaping or LID sustainable measures. What would these be? What would the point values be? Do we want to copy from 16.49 matrix?

Chapter 16.49

SITE AND DESIGN REVIEW

Sections:

- 16.49.010 Findings and objectives.
- 16.49.020 Establishment of the Site and Design Review Board.
- 16.49.025 Establishment of a site and design review committee.
- 16.49.030 Site and design review plan approval requirements.
- 16.49.035 Application for Site and Design Review.
- 16.49.040 Criteria and standards.
- 16.49.050 Conditions placed on site and design review approvals.
- 16.49.060 Time limit on approvals.
- 16.49.065 Bicycle and pedestrian facilities.
- 16.49.070 Authority and intent.
- 16.49.080 General provisions for landscaping.
- 16.49.090 Specifications for tree and plant materials.
- 16.49.100 Landscaping installation and maintenance.
- 16.49.110 Landscape area credit for preservation of existing trees and tree groves.
- 16.49.120 Parking lot landscaping standards.
- 16.49.130 Revegetation in unlandscaped areas.
- 16.49.140 Minor revisions to approved landscaped plans.
- 16.49.150 Parking lots or paving projects.

16.49.010 Findings and objectives.

A. The City Council finds that excessive uniformity, dissimilarity, inappropriateness, or poor quality of design in the exterior appearance of structures and signs, and the lack of proper attention to site development and landscaping, in the business, commercial, industrial and certain residential areas of the city hinders the harmonious development of the city; impairs the desirability of residence, investment or occupation in the city; limits the opportunity to attain the optimum use and value of land and improvements; adversely affects the stability and value of property; produces degeneration of property in such areas with attendant deterioration of conditions affecting the peace, health and welfare of the city; and destroys a proper relationship between the taxable value of property and the cost of municipal services thereof.

B. The City Council declares that the purpose and objectives of site development requirements and the design review procedures are to:

1. Encourage originality, flexibility and innovation in site planning and development, including the architecture, landscaping and graphic design of said development.

3. Temporary public structures which will be removed within two (2) years of placement.
4. Commercial and industrial accessory structures under 500 square feet.
5. Temporary commercial tent/canopy structures, which meet the Uniform building or Fire Code, and which will be removed within thirty (30) days of placement.
6. Temporary Vendor activity permitted pursuant to Section 16.08.140.
7. Parking lot or paving projects. If no buildings or structures are involved, paving or parking lot development in excess of 2,500 square feet of impervious surface is exempted from a Type III site and design review. However, parking lot and paving projects in excess of 2,500 square feet of impervious surface require Type I site plan review. All new paved areas and parking lots in excess of 2,500 square feet must meet the requirements of Section 16.49.150.
8. Single family or two-family dwellings and their accessory structures, and any alterations or remodeling thereof.
9. Minor public facilities.
10. Approved Public Art Murals as defined in CMC Chapter 2.80.020.

C. Construction, site development and landscaping shall be carried out in substantial accord with the approved site and design review plan. Review of the proposed site and design review plan and any changes thereto shall be conducted in accordance with site and design review procedures.

D. No fence/wall shall be constructed throughout a project that is/was subject to site and design review approval where the effect or purpose is to wall said project off from the rest of the community unless reviewed and approved by the Planning Commission. (Ord. 1315, 2009; Ord. 1237, 2007; Ord. 1080, 2001; Ord. 1019 section 2, 1999; Ord. 981 sections 52&53, 1997; Ord. 955 section 23, 1996; Ord. 890 section 43, 1993; Ord. 848, Part III, section 1, 1991; Ord. 1341, 2011)

16.49.035 Application for Site and Design Review

A. For site and design review projects in the Downtown Canby Overlay Zone ([DCO](#)) or in the Canby Industrial Area Overlay Zone ([CIAO](#)), applicants may choose one of the following two processes:

1. Type II – If the applicant meets all applicable site and design review standards set forth in Chapters 16.41 ([Downtown Canby Overlay Zone](#)) and 16.49; or Chapter 16.35 ([Canby Industrial Area Overlay Zone](#)) and 16.49, the applicant shall submit a Type II application for approval pursuant to the approval criteria set forth in 16.49.040 [A](#); or

2. Type III – If the applicant proposes the use of alternative methods or materials to meet the intent of the site and design review standards set forth in Chapter 16.41.070, the applicant shall submit a Type III application for approval pursuant to the approval criteria set forth in 16.49.040.B.3. The applicant must still meet all applicable requirements of Chapter 16.49.

B. All other projects subject to site and design review approval pursuant to Section 16.49.030 are subject to the Type III procedural requirements set forth in Chapter 16.89. The applicant shall submit a Type III application for approval pursuant to the approval criteria set forth in 16.49.040. (Ord 1296, 2008)

16.49.040 Criteria and standards.

A. ——— In review of a Type II Site and Design Review Application described in Section 16.49.035.A.1, the Planning Director shall, in exercising his powers, duties or functions, determine whether there is compliance with the DCO, and CIAO site and design review standards.

B.A. In review of a Type III Site and Design Review Application, the Board shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the following:

1. The proposed site development, including the site plan, architecture, landscaping and graphic design, is in conformance with the standards of this and other applicable city ordinances insofar as the location, height and appearance of the proposed development are involved; and

2. The proposed design of the development is compatible with the design of other developments in the same general vicinity; and

3. The location, design, size, color and materials of the exterior of all structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity.

4. The proposed development incorporates the use of LID best management practices whenever feasible based on site and soil conditions. LID best management practices include, but are not limited to, minimizing impervious surfaces, designing on-site LID stormwater management facilities, and retaining native vegetation.

5. The Board shall, in making its determination of compliance with this Ordinance, shall use the matrix in Table 16.49.040 to determine compatibility unless this matrix is superseded by another matrix applicable to a specific zone or zones under this title. An application is considered to be compatible with the standards of Table 16.49.040 if the following conditions are met:

a. The development accumulates a minimum of 60 percent of the total possible number of points from the list of design criteria in Table 16.49.040; and

b. At least 10 percent of the points used to comply with (a) above must be from the list of LID Elements in Table 16.49.040. (Ord. 1338, 2010).

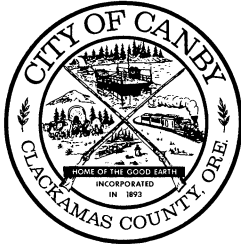
C.B. In review of a Type II Site and Design Review Application described in Section 16.49.035.A.1, the Planning Director shall, in exercising his powers, duties or functions, determine whether there is compliance with the DCO site and design review standards.

D.C. In review of a Type III Site and Design Review Application, the Board shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the INTENT of the design review standards set forth in this Ordinance.

E.D. The Board shall, in making its determination of compliance with the above requirements, be guided by the objectives and standards set forth in this Ordinance. It must be demonstrated that all required public facilities and services are available, or will become available through the development, to adequately meet the needs of the proposed development. If the site and design review plan includes utility facilities or public utility facility, then the City Planner shall determine whether those aspects of the proposed plan comply with applicable standards.

F.E. The Board shall, in making its determination of compliance with the requirements set forth, consider the effect of its action on the availability and cost of needed housing. The Board shall not use the requirements of this section to exclude needed housing types. However, consideration of these factors shall not prevent the Board from imposing conditions of approval necessary to meet the requirements of this section. The costs of such conditions shall not unduly increase the cost of housing beyond the minimum necessary to achieve the purposes of this ordinance.

G.F. As part of the site and design review, the property owner may apply for approval to cut trees in addition to those allowed in Chapter 12.32, the city Tree Ordinance. The granting or denial of said application will be based on the criteria in Chapter 12.32. The cutting of trees does not in and of itself constitute change in the appearance of the property which would necessitate application for site and design review. (Ord. 848, Part III, section 2, 1991; Ord. 955 section 24 & 25, 1996; Ord 1237, 2007, Ord 1296, 2008)



**BEFORE THE PLANNING COMMISSION
OF THE CITY OF CANBY**

**A REQUEST FOR A SUBDIVISION)
AT SE 13TH AVE BETWEEN)
S IVY AND S LUPINE)**

**FINDINGS, CONCLUSION & FINAL ORDER
SUB 14-02
DINSMORE ESTATES PHASE II
SCOTT FAMILY LIMITED PARTNERSHIP**

NATURE OF THE APPLICATION

The Applicant has sought an approval for a Subdivision application #SUB 14-02 of a 9.56 acre subdivision for 41 single family home lots on property described as Tax Lot 41E04DA04700, Clackamas County, Oregon. This is the second phase of the Dinsmore Estates subdivision. The property is zoned Low Density Residential (“R-1”) under the Canby Municipal Code (“CMC”).

HEARINGS

The Planning Commission considered application SUB 14-02 after the duly noticed hearing on April 28, 2014 during which the Planning Commission approved by a 5-0 vote to approve SUB 14-02. These findings are entered to document the approval.

CRITERIA AND STANDARDS

In judging whether or not a Subdivision application shall be approved, the Planning Commission determines whether criteria from the *City of Canby Land Development and Planning Ordinance* are met, or can be met by observance of conditions. Other applicable code criteria and standards were reviewed in the Staff Report dated April 28, 2014 and presented at the April 28, 2014 meeting of the Canby Planning Commission.

FINDINGS AND REASONS

The Planning Commission considered application SUB 14-02 after the duly noticed hearing on April 28, 2014 during which the Planning Commission approved by a 5-0 vote to approve SUB 14-02. These findings are entered to document the approval.

The Staff Report was presented, and written and oral testimony was received at the public hearing. Staff recommended approval of the Subdivision application with Conditions of Approval in order to ensure that the proposed development will meet all required *City of Canby Land Development and Planning Ordinance* approval criteria.

After hearing public testimony, and closing the public hearing, the Planning Commission made the following additional findings beyond those contained in the staff report to arrive at their decision and support their recommended Conditions of Approval and the exact wording thereof:

- Streetlights are not applicable to the lighting standards of 16.43.
- The planning commission should grant an exception to the access spacing standards of 16.46.030 and approve the Tentative Site Plan dated June 2013 that was submitted at the pre-application meeting. This plan contains a Larch Street connection to SE 13th Avenue.

- A Larch Street connection eliminates the need for a pedestrian pathway per the standards of 16.64.030(C).
- A landscaping easement to accommodate street trees along SE 13th Avenue in the usual 4.5' available planting strip should be required.
- Condition #26 regarding grading specifics should be deleted.
- Consideration in evaluating the suitability of a crosswalk is encouraged across SW 13th Avenue at Larch.

CONCLUSION

In summary, the Planning Commission adopted the findings contained in the Staff Report, concluded that the Subdivision application meets all applicable approval criteria, and recommended that File #SUB 14-02 be approved with the Conditions of Approval stated below. The Planning Commission decision is reflected in the written Order below.

ORDER

Approval of this application is based on submitted application materials and all written and oral public testimony. Approval is strictly limited to the submitted proposal and is not extended to any other development of the property. Any modification of development plans not in conformance with the approval of application file #SUB 14-02, including all conditions of approval, shall first require an approved modification in conformance with the relevant sections of the Canby Municipal Code. The Planning Commission concludes that, with the following conditions, the application will meet the requirements for Subdivision approval. Therefore, **IT IS ORDERED BY THE PLANNING COMMISSION** of the City of Canby that **SUB 14-02** is approved, subject to the following conditions:

1. Approval of this application is based on submitted application materials and public testimony. Approval is strictly limited to the submitted proposal and is not extended to any other development of the properties. Any modification of development plans not in conformance with the approval of application file #SUB 14-02, including all conditions of approval, shall first require an approved modification in conformance with the relevant sections of this *Canby Land Development and Planning Ordinance*. Approval of this application is based on the following:
 - a. Application form
 - b. Application narrative
 - c. Traffic Impact Study dated 3/20/14
 - d. Neighborhood meeting notice and notes
 - e. Storm drainage report dated 11/5/13
 - f. Tentative Site Plan dated June 2013; this plan was submitted at the pre-application meeting and contains a Larch Street connection to SE 13th Avenue
 - g. Sheet 4 Topographic Survey dated February 2008
 - h. Other items submitted in conjunction with the SUB 14-02 application

Public Improvement Conditions:

General Public Improvement Conditions:

2. Prior to the start of any public improvement work, the applicant must schedule a pre-construction conference with the city and obtain approval from the following persons/agencies, as applicable:
 - a. City of Canby Planning
 - b. City of Canby City Engineer

- c. Canby Public Works
 - d. Canby Fire District
 - e. Canby Utility
 - f. Clackamas County
 - g. Northwest Natural Gas
 - h. Canby Telcom
 - i. Wave Broadband
 - j. Oregon Department of Environmental Quality (DEQ)
3. Engineered plans of all public improvements shall be prepared for review, including:
 - a. Curbing, sidewalk, and planter plans
 - b. Streets plans
 - c. Street lighting plans
 - d. Street signage plans
 - e. Street striping plans
 - f. Stormwater system plans
 - g. Sewer system plans
 - h. Electric plans
 - i. Water/fire hydrants plans
 - j. Cable/broadband plans
 - k. Underground telephone plans
 - l. CATV plans
 - m. Natural gas plans
 4. The applicant shall address all comments made in the city engineer's memorandum dated 4/14/14.
 5. The development shall comply with all applicable City of Canby Public Works Design Standards.
 6. The applicant must obtain a city Street Opening Permit if the applicant wishes to install curb cuts and driveways during the construction of public improvements so that the city may verify compliance with city access spacing standards.
 7. The vision clearance standards of 16.16.030(G)(1) shall be observed for all landscaping and construction activities throughout the subdivision.

Fees/Assurances:

8. All public improvements must be installed prior to the recordation of the final plat. If the applicant wishes to forgo construction of public improvements until after the recordation of the final plat, then the applicant shall pay a bond in accordance with 16.64.070(N-P) to the city as assurance for later installation.
9. If the applicant chooses to pay a bond for some or all of the required public improvements, then the applicant shall obtain a certificate from the city engineer that states:
 - a. The applicant has complied with the requirements for bonding or otherwise assured completion of required public improvements.
 - b. The total cost or estimate of the total cost for the development of the subdivision. This is to be accompanied by a final bid estimate of the subdivider's contractor, if there is a contractor engaged to perform the work, and a certificate of the city engineer approved total cost estimate.
10. The applicant must guarantee all public improvement work with a maintenance bond in accordance with 16.64.070(P).
11. The applicant must pay the city Master Fee authorized engineering plan review fee equal to 0.4% of public improvement costs prior to the construction of public improvements.

Streets, Signage & Striping:

12. A roadway striping plan shall be submitted by the applicant and shall be approved by city engineer and by the Public Works street department prior to the construction of public improvements.
13. A roadway signage plan shall be submitted by the applicant and shall be approved by the city engineer and by the Public Works street department prior to the construction of public improvements.
14. Per the TIS findings, the roadway signage and/or striping plan shall show no parking signs and/or painted curbs within 20-feet of intersections.
15. The roadway striping plan shall show an east/west striped crosswalk across Larch at SE 13th Avenue.
16. The roadway signage plan shall show signage/reflectors, similar to adjacent developments, at the termination of dead end streets.
17. Per the city engineer's memorandum dated 4/14/14, the roadway signage plan shall delineate the westbound turning radius at the McRobbie driveway with 4" traffic buttons to prevent motorists from entering the property.
18. The roadway striping plan shall show bike lane striping along SE 13th Avenue that matches the bike lane width and alignment of Tofte Farms to the east.
19. The applicant shall be responsible for installing all required street signage and striping at the time of construction of public improvements.
20. The city engineer shall verify that street curves shall meet the requirements of 16.64.101(N).

Sewer:

21. The applicant shall submit documentation of DEQ approval of sewer plans prior to the construction of public improvements.
22. Sewer plans shall address the comments made in the city engineer's memorandum dated 4/14/14.

Stormwater:

23. Stormwater systems shall be designed in compliance with the Canby Public Works Design Standards.
24. Stormwater plans shall address the comments made in the city engineer's memorandum dated 4/14/14.
25. The applicant shall submit documentation of DEQ approval of storm drainage plans prior to the construction of public improvements.

Landscaping

26. If the applicant proposes landscaping (not trees) along SE 13th Avenue, then the Dinsmore Estates Homeowner's Association will be required to plant and maintain the landscaping. The applicant shall submit appropriate CC&R documentation of HOA landscaping responsibilities, if applicable. Landscaping shall be installed prior to final plat approval, if applicable.

Grading/Erosion Control:

—Staff Report Condition #26 was omitted by the Planning Commission.—

27. The applicant shall submit grading and erosion control plans for approval by Canby Public Works prior to the construction of public improvements. Grading shall follow the guidelines in 16.64.015.

Final plat conditions:

General Final Plat Conditions:

28. The applicant shall apply for a final plat at the city and pay any applicable city fees to gain approval of the final subdivision plat. Prior to the recordation of the final plat at Clackamas County, it must be approved by the city and all other applicable agencies. The city will distribute the final plat to applicable agencies for comment prior to signing off on the final plat. Applicable agencies may include:
 - a. City of Canby Planning
 - b. City Engineer
 - c. Canby Public Works
 - d. Canby Fire District
 - e. Canby Utility
 - f. Clackamas County
 - g. Northwest Natural Gas
 - h. Canby Telcom
 - i. Wave Broadband
 - j. Oregon Department of Environmental Quality (DEQ)
29. All public improvements or assurances shall be made prior to the approval of the final plat.
30. The final plat must contain the information required in 16.68.030, 16.68.040(B), and 16.68.050. The city engineer or county surveyor shall verify that these standards are met prior to the recordation of the subdivision plat.
31. All “as built” of public improvements, including: curbing and sidewalks; planter strips; streets; street lighting; street signage; street striping; storm; sewer; electric; water/fire hydrants; cable; underground telephone lines; CATV lines; and natural gas lines, shall be filed at the Canby Public Works and the Canby Planning Department within sixty days of the completion of improvements and prior to the recordation of the final plat.
32. The proposed final plat must be submitted to the city for review within one year of Planning Commission approval or the applicant must request that the Planning Director approve a six-month extension for submittal.
33. Clackamas County Surveying reviews pending subdivision plat documents for Oregon Statutes and county requirements. The applicant shall record the final plat at Clackamas County within 6 months after the final plat is approved by the city.
34. The applicant or county shall provide the city with a copy of the final plat in a timely manner after is recorded at Clackamas County, including any CC&Rs recorded in conjunction with the final plat.

Dedications

35. The western half of S. Juniper Street shall be dedicated to the city and all associated documentation shall be submitted to the city prior to recordation of the final plat.

Fences/Walls:

36. The Dinsmore Estates Homeowner’s Association CC&Rs shall state that the HOA owns and maintains the wall along SE 13th Avenue.

—*Staff Report Condition #36 pertained to a pedestrian pathway; condition is not applicable with the approved Tentative Site Plan dated June 2013 that contains a Larch Street connection to SE 13th Avenue. Condition deleted.*—

Easements

37. A 12 foot utility easement along all of the lot's street frontages shall be noted on the final plat. This easement may be combined with other easements and shall be measured from the property boundary.
38. These areas where sidewalks and planters are partially located on private property shall be noted with a sidewalk easement on the final plat. This easement may be combined with other easements and shall be measured from the property boundary.
39. The final plat shall depict an easement for the wall along SE 13th Avenue and shall contain a note that the wall is owned and maintained by the Dinsmore Estates Homeowner's Association.
40. The final plat shall depict an easement for street trees, landscaping, and a masonry wall along SE 13th Avenue. This easement shall be of sufficient width to accommodate a 4.5 foot street tree planting area.

—Staff Report Condition #40 pertained to a pedestrian pathway; condition is not applicable with the approved Tentative Site Plan dated June 2013 that contains a Larch Street connection to SE 13th Avenue. Condition deleted.—

41. Reciprocal access easements for lots 17 and 19 shall be identified on the final plat and associated documentation shall be submitted to the city prior to recordation of the final plat.

Street Trees

42. The applicant shall pay the city fee for city establishment of street trees per the Tree Regulation standards in Chapter 12.32 of the Canby Municipal Code. This fee is applicable to trees along local streets and along SE 13th Avenue. All street tree fees shall be paid prior to the recordation of the final plat.

Monumentation/Survey Accuracy Conditions

43. Lot and perimeter monumentation shall be approved by the county surveyor and/or the city engineer.
44. The county surveyor and/or the city engineer shall verify that the standards of 16.64.070(M) are met prior to the recordation of the final plat.
45. Monuments shall be reestablished and protected in monument boxes at every street intersection and all points of curvature and points of tangency of street centerlines as required by Oregon Revised Statutes Chapter 92. The city or county surveyor shall verify compliance with this condition prior to the recordation of the final plat.
46. Installation of the front lot monumentation (along and within street rights-of-way) shall be guaranteed. Any monuments destroyed during improvement installation shall be replaced at the developer's expense. The city engineer or county surveyor shall confirm required monuments prior to the recordation of the subdivision plat.

Residential Building Permits Conditions:

47. Construction of all required public improvements and recordation of the final subdivision plat must be completed prior to the construction of any homes.
48. The homebuilder shall apply for a City of Canby Site Plan Permit and County Building Permit for each home.
49. The homebuilder shall apply for a City of Canby Erosion Control Permit.
50. All residential construction shall be in accordance with applicable Public Works Design Standards.
51. On-site stormwater management shall be designed in compliance with the Canby Public Works

Design Standards.

52. Prior to the issuance of a City Site Plan Review permit, final construction plans must be approved by the city.
53. Clackamas County Building Codes Division will provide structural, electrical, plumbing, and mechanical plan review and inspection services for home construction. The applicable county building permits are required prior to construction of each home.
54. Per the Canby Public Works Design Standards, minimum residential driveway widths at the inside edge of the sidewalk shall be 12 feet and the maximum residential driveways widths shall be 24 feet with an allowed exception for 28 feet for a home with 3 or more garages.
55. The access strips for lots 17 and 19 shall be paved.
56. Design and locations of residences on lots 17 and 19 shall be such that normal traffic will have sufficient area to turn around, rather than necessitating backing motions down the access strip.
57. Sidewalks and planters shall be constructed by the homebuilder as shown on the approved site plans.

I CERTIFY THAT THIS ORDER approving SUB 14-02 was presented to and APPROVED by the Planning Commission of the City of Canby.

DATED this 12th day of May, 2014

 Tyler Smith
 Planning Commission Chair

 Bryan Brown
 Planning Director

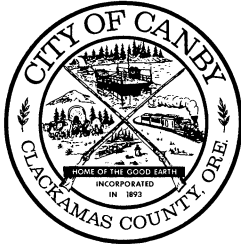
 Attest

ORAL DECISION: April 28, 2014

<i>Name</i>	<i>Aye</i>	<i>No</i>	<i>Abstain</i>	<i>Absent</i>
<i>Tyler Smith</i>				
<i>John Savory</i>				
<i>Shawn Hensley</i>				
<i>John Serlet</i>				
<i>Larry Boatright</i>				
<i>Vacant</i>				
<i>Vacant</i>				

WRITTEN DECISION: May 12, 2014

<i>Name</i>	<i>Aye</i>	<i>No</i>	<i>Abstain</i>	<i>Absent</i>
<i>Tyler Smith</i>				
<i>John Savory</i>				
<i>Shawn Hensley</i>				
<i>John Serlet</i>				
<i>Larry Boatright</i>				
<i>Vacant</i>				
<i>Vacant</i>				



**BEFORE THE PLANNING COMMISSION
OF THE CITY OF CANBY**

A REQUEST FOR PLANNED UNIT DEVELOPMENT AND SUBDIVISION FOR 15 UNIT TOWNHOME PROJECT AT 458 NE 3RD AVENUE & 433 NE 4TH AVENUE)	FINDINGS, CONCLUSION & FINAL ORDER
)	PUD 14-01/SUB 14-01
)	EMERALD GARDEN TOWNHOMES

NATURE OF THE APPLICATION

The Applicant has sought an approval for a Planned Unit Development #PUD 14-01 and a Subdivision #SUB 14-01 for the construction of 15 townhomes on individual platted lots on property described as Tax Lots 31E33DB01900 & 31E33DB00700, Clackamas County, Oregon. The property is zoned High Density Residential (“R-2”) under the Canby Municipal Code (“CMC”).

HEARINGS

The Planning Commission considered application PUD 14-01 & SUB 14-01 after the duly noticed hearing on April 28, 2014 during which the Planning Commission approved by a 5-0 vote to approve PUD 14-01 & SUB 14-01. These findings are entered to document the approval.

CRITERIA AND STANDARDS

In judging whether or not a Planned Unit Development and Subdivision application shall be approved, the Planning Commission determines whether criteria from the Code are met, or can be met by observance of conditions, in accordance with the applicable code criteria and standards reviewed in the Staff Report dated April 28, 2014 and provided in the applicants submitted narrative and attachments presented at the April 28, 2014 meeting of the Canby Planning Commission.

FINDINGS AND REASONS

The Staff Report was presented, and written and oral testimony was received at the public hearing. Staff recommended approval of the Planned Unit Development and Subdivision applications with Conditions of Approval in order to ensure that the proposed development will meet all required City of Canby Land Development and Planning Ordinance approval criteria.

After hearing public testimony, and closing the public hearing, the Planning Commission made the following additional findings beyond those contained in the staff report to arrive at their decision and support their recommended conditions of approval and the exact wording thereof:

- It was noted by the applicant’s engineer that the maximum impervious surface limitation of 70% was achieved for the site as a whole and on each individually platted lot by the use of pervious pavement within a large portion of the private access drive.
- In order to alleviate concern about drainage issues on a property on the west side of

Locust Street, the applicant's engineer that runoff would be directed to a 20-foot deep drywell which is well below a less permeable layer of soil where the percolation rate is far in excess of what is needed to accommodate this development. It was accepted that this developer is not required to solve or correct existing drainage issues and without professionally based opinion saying otherwise, that the Planning Commission accepts the applicant's conclusions that they would not be contributing to those existing drainage problems in the area.

- It was clearly stated that a Home Owners Association would be setup to maintain the common open space, pathway lighting, and the private access roadway over time.
- It was agreed that traffic and on-street public parking would be an issue adjacent to the development during the annual county Fair, but that the Traffic Study clearly indicated that the streets could otherwise easily handle the additional traffic this development would contribute to those streets.
- The deviation in driveway separation distance standard of 100 feet from those that are existing was accepted as recommended by the traffic study to provide a means of access to the property.

CONCLUSION

In summary, the Planning Commission adopted the findings contained in the Staff Report, concluded that the Planned Unit Development and Subdivision applications meet all applicable approval criteria, and recommended that File #PUD 14-01 and #SUB 14-01 be approved with the Conditions of Approval stated below as modified at the public hearing from the prepared staff report. The Planning Commission decision is reflected in the written Order below.

ORDER

Approval of this application is based on submitted application materials and all written and oral public testimony. Approval is strictly limited to the submitted proposal and is not extended to any other development of the property. Any modification of development plans not in conformance with the approval of application file #PUD 14-01 and #SUB 14-01, including all conditions of approval, shall first require an approved modification in conformance with the relevant sections of the *Canby Land Development and Planning Ordinance*. The Planning Commission concludes that, with the following conditions, the application will meet the requirements for approval. Therefore, **IT IS ORDERED BY THE PLANNING COMMISSION** of the City of Canby that **PUD 14-01 and SUB 14-01** is approved, subject to the following conditions:

GENERAL:

1. Approval of this application is based on the following documents entered as part of the record:
 - a. The PUD and Subdivision application forms
 - b. The Emerald Garden Townhomes information and narrative submittal and associated Plan set dated 2/14/2014 consisting of drawings A1-1 to A2.2, L1-1, and C1.1 to C1.5
 - c. Declaration of Covenants, Conditions, and Restrictions for Emerald Gardens
 - d. GeoPacific Engineering, Inc. Infiltration Testing Results
 - e. DKS Canby Garden Home Residential Traffic Impact Analysis – dated 10.25.13

- f. Notes from neighborhood meeting held dated 1.18.14. Minutes from Pre-application conference held dated 9.04.13

PRIOR TO CONSTRUCTION:

2. Prior to the start of any construction, the applicant must schedule a pre-construction conference with the city and approval is needed from the following:
 - a. City of Canby Planning: Reviews plans for depiction of the conditions of approval determined by the Planning Commission
 - b. City of Canby Engineer
 - c. Canby Public Works
 - d. Canby Fire District
 - e. Canby Utility
 - f. Northwest Natural Gas
 - g. Canby Telcom
 - h. Wave Broadband
 - i. Oregon Department of Environmental Quality (DEQ) in the form of a letter or email acknowledgement for the public sewer main extension
3. The applicant shall address all comments made in the consulting engineer review of this proposal as indicated in memorandum dated 4.11.14.
4. The development shall comply with all applicable City of Canby Public Works Design Standards.
5. A 1200c erosion control permit shall be obtained by DEQ; if DEQ does not require a 1200c permit the applicant shall submit documentation from DEQ stating that a 1200c permit is not required.
6. The applicant must obtain a City Street Opening Permit when installing the commercial access driveway connection to the public streets so the city may inspect to verify compliance with construction standards.
7. The applicant shall secure a demolition permit from the City and Clackamas County prior to construction for removal of the existing home at 433 NE 4th Avenue which will assure capping of water and sewer laterals and protection of gas riser and meter.
8. Wheel stop use shall be verified for use in front of the four visitor parking spaces located between Lots 3 & 4 to maintain more than a 3-foot useable sidewalk width in front of the parking spaces.
9. The applicant shall confirm conformance with the light trespass provision of Figure 16.43.1 by including a detail of the bollard pathway lighting height, and that lighting lumen output of all fixtures meets the lighting standard of Table 16.43.070.
10. The private street (access drive) shall be constructed to city standards for permanent street and alley construction.
11. The applicant must pay the city Master Fee authorized engineering plan review fee equal to 0.4% of public improvement costs prior to the construction of any public improvements.

12. The applicant shall submit a soil erosion application and fee equal to 5 individual applications – separate fee for each structure – to cover anticipated erosion control inspections per Public Works department.

ASSURANCES PRIOR TO PLATTING:

13. A fee for two street trees shall be collected and the City shall ensure their installation along the NE 3rd Avenue frontage.
14. All public improvements must be installed prior to the recordation of the final plat. If the applicant wishes to forgo construction of public improvements until after the recordation of the final plat, then the applicant shall pay a bond in accordance with 16.64.070(N-P) to the city as assurance for their later installation.
15. If the applicant chooses to pay a bond for some or all of the required public improvements, then the applicant shall obtain a certificate from the designated city engineer for this proposal that states:
 - a. The applicant has complied with the requirements for bonding or otherwise assured completion of required public improvements.
16. The total cost or estimate of the total cost for the development of the subdivision. This is to be accompanied by a final bid estimate of the sub divider’s contractor, if there is a contractor engaged to perform the work, and the certificate of the total cost estimate must be first approved by the city engineer.
17. The applicant must guarantee all public improvement work with a 1-year maintenance bond in accordance with 16.64.070(P).
18. The subdivision shall comply with the lot, street, and perimeter monumentation required by State Statute and utilize two primary perimeter monument points as survey references, and establish street centerline monumentation in accordance with CMC Section 16.64.070(M).
19. The associated subdivision Final Plat shall be submitted to the City within one year of approval of the Tentative Plat per Section 16.68.020 and recorded within 6 months of the City Planning Director signing the plat per Section 16.68.070.

SEWER:

20. Sanitary sewer system plans shall be approved by DEQ prior to the construction of public improvements; the applicant shall provide the city with a letter from DEQ stating their approval of sanitary sewer system plans.

STORMWATER:

21. Stormwater systems shall be designed in compliance with the Canby Public Works Design Standards with a drainage analysis submitted to the City Engineer for approval prior to construction plan signoff.
22. Storm drainage plans shall be approved by DEQ prior to the construction of public improvements; the applicant shall provide the city with a letter from DEQ stating their approval of stormwater system plans. (Revisions in the storm water management plan may increase flow to previously rule authorized UIC’s).

FINAL PLAT CONDITIONS:

23. The applicant shall apply for a final plat at the city and pay any applicable city fees to gain approval of the final subdivision plat. Prior to the recordation of the final plat at Clackamas County, it must be approved by the city and all other applicable agencies. The city will distribute the final plat to applicable agencies for comment prior to signing off on the final plat. Applicable agencies may include:
 - a. City of Canby Planning: Reviews plans for depiction of the conditions of approval determined by the Planning Commission
 - b. City of Canby Engineer assigned to review this proposal
 - c. Canby Public Works
 - d. Canby Fire District
 - e. Canby Utility
 - f. Northwest Natural Gas
 - g. Canby Telcom
 - h. Wave Broadband
 - i. Oregon Department of Environmental Quality (DEQ)
24. All public improvements or assurances shall be made prior to the approval of the final plat.
25. The final plat must contain the information required in 16.68.030, 16.68.040(B), and 16.68.050. The county surveyor shall verify that these standards are met prior to the recordation of the subdivision plat.
26. All “as built” of public improvements, including: curbing and sidewalks; planter strips; streets; street lighting; street signage; street striping; park improvements; storm; sewer; electric; water/fire hydrants; cable; underground telephone lines; CATV lines; and natural gas lines, shall be filed with Canby Public Works within sixty days of the completion of improvements and prior to the recordation of the final plat if not bonded.
27. The applicant shall record the final plat at the county within 6 months after the final plat is approved by the City and shall provide the city with a copy of the final plat in a timely manner after is recorded at Clackamas County.

EASEMENTS

28. A vehicle access easement and 15-wide public sanitary sewer easement as indicated on the tentative subdivision plan shall be noted on the final plat.
29. The final plat shall show a 12 foot street tree easement along both street frontages.
30. The applicant shall pay the city street fee for city installation of 2 street trees per the Tree Regulation standards in Chapter 12.32 of the Canby Municipal Code. All street tree fees shall be paid prior to the recordation of the final plat.

MONUMENTATION/SURVEY ACCURACY CONDITIONS

31. Lot and perimeter monumentation shall be approved by the County Surveyor and/or the city engineer assigned to review this project.
32. The County Surveyor and/or the city engineer assigned to review this project shall verify that the standards of 16.64.070(M) are met prior to the recordation of the final plat.

33. Monuments shall be reestablished and protected in monument boxes at every street intersection and all points of curvature and points of tangency of street centerlines as required by Oregon Revised Statutes Chapter 92. The city engineer assigned to review this subdivision or county surveyor prior to the recordation of the subdivision plat.
34. Installation of the front lot monumentation (along and within street rights-of-way) shall be guaranteed. Any monuments destroyed during improvement installation shall be replaced at the developer's expense. The city engineer assigned to review this subdivision or county surveyor shall confirm required monuments prior to the recordation of the subdivision plat.

RESIDENTIAL BUILDING PERMITS CONDITIONS:

35. Construction of all required public improvements and recordation of the final subdivision plat must be completed prior to the construction of any homes.
36. The homebuilder shall apply for a City of Canby Site Plan Permit and County Building Permit for each 3 unit structure which will be considered as individual single-family homes for fee and SDC fee purposes.
37. The homebuilder shall apply for a City of Canby Erosion Control Permit paying fees equal to 5 separate erosion control plans – one for each structure.
38. All residential construction shall be in accordance with applicable Public Works Design Standards.
39. On-site stormwater management shall be designed in compliance with the Canby Public Works Design Standards.
40. Prior to the issuance of a City Site Plan Review permit, final construction plans must be approved by the city. This includes, but is not limited to, approval by:
 - j. City of Canby Planning: Reviews plans for depiction of the conditions of approval determined by the Planning Commission and for setback, height, etc. requirements
 - k. City of Canby Engineer assigned to review this proposal
 - l. Canby Public Works
41. Clackamas County Building Codes Division will provide structural, electrical, plumbing, and mechanical plan review and inspection services for home construction. The applicable building permits are required prior to construction of each home.

I CERTIFY THAT THIS ORDER approving PUD 14-01/SUB 14-01 Emerald Garden Townhomes was presented to and APPROVED by the Planning Commission of the City of Canby.

DATED this 12th day of May, 2014

 Tyler Smith
 Planning Commission Chair

 Bryan Brown
 Planning Director

 Attest

ORAL DECISION: April 28, 2014

<i>Name</i>	<i>Aye</i>	<i>No</i>	<i>Abstain</i>	<i>Absent</i>
<i>Tyler Smith</i>				
<i>John Savory</i>				
<i>Shawn Hensley</i>				
<i>John Serlet</i>				
<i>Larry Boatright</i>				
<i>Vacant</i>				
<i>Vacant</i>				

WRITTEN DECISION: May 12, 2014

<i>Name</i>	<i>Aye</i>	<i>No</i>	<i>Abstain</i>	<i>Absent</i>
<i>Tyler Smith</i>				
<i>John Savory</i>				
<i>Shawn Hensley</i>				
<i>John Serlet</i>				
<i>Larry Boatright</i>				
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