PLANNING COMMISSION
Meeting Agenda
Monday – January 28, 2013
7:00 PM
City Council Chambers – 155 NW 2nd Avenue

Commissioners Sean Hensley, Sean Joyce, Charles Kocher, John Proctor, John Savory, Tyler Smith, and (Vacant)

---

1. CALL TO ORDER

2. CITIZEN INPUT ON NON-AGENDA ITEMS

PUBLIC HEARINGS

a. The applicant is proposing a 6 unit fuel-dispenser station which includes a canopy, underground fuel storage tanks, an attendant kiosk, equipment kiosk, restroom, dumpster, storage shed, propane fueling area, and an air/water pad. **(Fred Meyer DR 12-03)**

3. NEW BUSINESS - None

4. FINAL DECISIONS - None

5. MINUTES

a. Regular Planning Commission Meeting Minutes, December 10, 2012

b. Regular Planning Commission Meeting Minutes, January 14, 2013

6. ITEMS OF INTEREST/REPORT FROM STAFF

7. 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)
  - **PROPONENTS** (Persons in favor of application) (Not more than 5 minutes per person)
  - **OPPONENTS** (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.

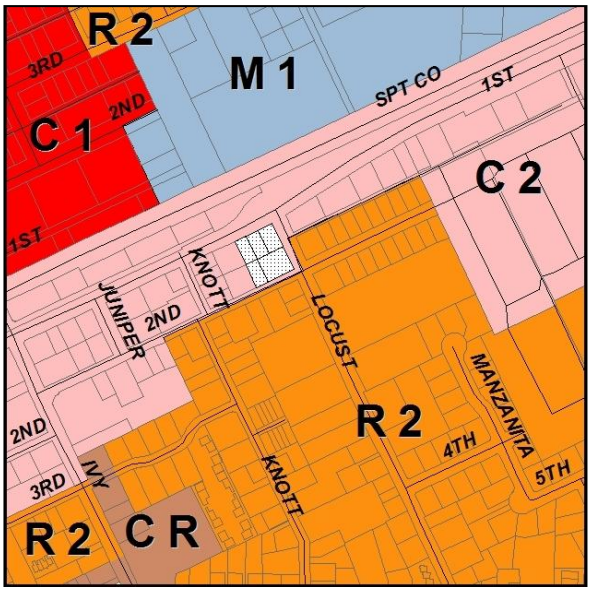
Before the conclusion of the initial evidentiary hearing, any participant may ask the hearings body for an opportunity to present additional relevant evidence or testimony that is within the scope of the hearing. The Planning Commission shall grant such requests by continuing the public hearing or leaving the record open for additional written evidence or testimony. Any such continuance of 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 12-03
January 28, 2013 *(Amended from the original Staff Report written for the July 23, 2012 Planning Commission Meeting)*

LOCATION: 351, 369 & 391 SE 1st Avenue & 354 & 392 SE 2nd Avenue (Shaded area in map below)
ZONING: C-2 Highway Commercial (Below). The applicant has presumably received a Text Amendment/Zone Change so that the above properties are within the Outer Highway Commercial subarea of the Downtown Overlay Zone.



TAXLOT(S): 3S1E33DC00100, 00200, 00300, 02200 & 02300
LOT SIZE: The area of the above lots combined is 32,466 square feet
OWNER: Oliver Lang LLC
APPLICANT: Fred Meyers Stores, Inc.
APPLICATION TYPE: Site & Design Review (Type III)
CITY FILE NUMBER: DR 12-03

I. PROJECT OVERVIEW & EXISTING CONDITIONS

1. The applicant is proposing a 6 unit fuel-dispenser station. This proposal includes a canopy, underground fuel storage tanks, an attendant kiosk, equipment kiosk, restroom, dumpster, storage shed, propane fueling area, and an air/water pad. The applicant has received approval of file #TA 12-01/ZC 12-02 by an ordinance of Canby City Council regarding the amendment of the Canby Land Development and Planning Ordinance to alter the subarea boundary of the Downtown Overlay District. The case is currently under appeal and as a condition of approval of this Site and Design Review, files #TA 12-01/ZC

12-02 must be upheld by the Oregon Land Use Board of Appeals.

II. ATTACHMENTS

A. Citizen and Agency Comments
B. Application narrative
C. Architectural and site plans

III. 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):

- 16.08 General Provisions
- 16.10 Off-street Parking
- 16.28 C-2 Zone
- 16.41 Downtown Overlay Zone
- 16.42 Signs
- 16.43 Outdoor Lighting Standards
- 16.46 Access Standards
- 16.49 Site and Design Review
- 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. If not discussed below, other standards from the Code are either met fully, not applicable, and/or do not warrant discussion.

Chapter 16.08 General Provisions

16.08.090 Sidewalks required.

A. *In all commercially zoned areas, the construction of sidewalks and curbs (with appropriate ramps for the handicapped on each corner lot) shall be required as a condition of the issuance of a building permit for new construction or substantial remodeling, where such work is estimated to exceed a valuation of twenty thousand dollars, as determined by the building code. Where multiple permits are issued for construction on the same site, this requirement shall be imposed when the total valuation exceeds twenty thousand dollars in any calendar year.*

B. *The Planning Commission may impose appropriate sidewalk and curbing requirements as a condition of approving any discretionary application it reviews.*

Findings: There are existing curbs, an existing 8 foot sidewalk to the north of the site, and an existing 5 foot sidewalk to the east and south of the site. These will remain for the foreseeable future until street improvements are necessity.

There is an existing driveway off Locust Street. The applicant is proposing to close this driveway. As a **condition of approval**, the city shall require that the existing driveway be demolished and replace with a new curb and sidewalk that matches the existing along Locust street. Final sidewalk design must be approved by the city prior to construction.

16.08.110 Fences.

E. *The Planning Commission may require sight-blocking or noise mitigating fences for any development it reviews.*

F. *The Planning Commission may require fences of up to eight feet in height for any development in C-2, C-M, M-1 or M-2, or Planned Unit Development zones.*

Findings: The submitted plans do not show any proposed fencing. There are residential areas to the south and east of the site. Staff finds that additional fencing is not needed to screen the development because the proposed landscaping provides sufficient screening.

16.08.150 Traffic Impact Study (TIS)

A. *Determination. Based on information provided by the applicant about the proposed development, the city will determine when a TIS is required and will consider the following when making that determination.*

1. *Changes in land use designation, zoning designation, or development standard.*
2. *Changes in use or intensity of use.*
3. *Projected increase in trip generation.*
4. *Potential impacts to residential areas and local streets.*
5. *Potential impacts to priority pedestrian and bicycle routes, including, but not limited to school routes and multimodal street improvements identified in the TSP.*
6. *Potential impacts to intersection level of service (LOS).*

Findings: A traffic study was required because the proposal meets the above criteria.

16.08.150 Traffic Impact Study (TIS), continued

If a residential street is significantly impacted, mitigation shall be required. Thresholds used to determine if residential streets are significantly impacted are:

1. *Local residential street volumes should not increase above 1,200 average daily trips*
2. *Local residential street speeds should not exceed 28 miles per hour (85^{th} percentile speed).*

I. *Mitigation. Transportation impacts shall be mitigated at the time of development when the TIS identifies an increase in demand for vehicular, pedestrian, bicycle, or transit transportation facilities within the study area. Mitigation measures may be suggested by the applicant or recommended by ODOT or Clackamas County in circumstances where a state or county facility will be impacted by a proposed development. The city shall determine if the proposed mitigation measures are adequate and feasible. ODOT must be consulted to determine if improvements proposed for OR 99E comply with ODOT standards and are supported by ODOT. The following measures may be used to meet mitigation requirements:*

1. *On-and off-site improvements beyond required standard frontage improvements.*
2. *Development of a transportation demand management program.*
3. *Payment of a fee in lieu of construction, if construction is not feasible.*
4. *Correction of off-site transportation deficiencies within the study area that are substantially exacerbated by development impacts.*

5. *Construction of on-site facilities or facilities located within the right-of-way adjoining the development site that exceed minimum required standards and that have a transportation benefit to the public.*

J. *Conditions of Approval. The city may deny, approve, or approve with appropriate conditions a development proposal in order to minimize impacts and protect transportation facilities.*

1. *Where the existing transportation system will be impacted by the proposed development, dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or accessways may be required to ensure that the transportation system is adequate to handle the additional burden caused by the proposed use.*

2. *Where the existing transportation system is shown to be burdened by the proposed use, improvements such as paving, curbing, installation or contribution to traffic signals, traffic channelization, construction of sidewalks, bikeways, accessways, paths, or street that serve the proposed use may be required.*

3. *The city may require the development to grant a cross-over access easement(s) to adjacent parcel(s) to address access spacing standards on arterials and collector roadways or site-specific safety concerns. Construction of shared access may be required at the time of development if feasible, given existing adjacent land use. The access easement must be established by deed.*

Findings: The city's traffic engineer comments are part of this packet. They recommended to "condition the site so that if future ODOT monitoring or evaluation find that the full access to OR 99E has safety issues related to queuing onto the highway, crash frequency increasing above typical levels, or conflicts with the design for the pedestrian refuge island, the owner/operator of the site will accept the access being restricted to right-in/right-out manoeuvres and that this condition should be placed upon the property such that it carries from one owner to another".

This is a difficult condition for the city to enforce because 99E is technically ODOT's jurisdiction, and ODOT has approved the full service driveway. However if the City wants any chance at all in the future of restricting the driveway to be right in/right out only, then the Planning Commission should consider adding the above right in/right out restriction as condition of approval. Staff will bring this issue up to the Planning Commission. Staff has asked ODOT if they would support or allow the City to impose a restricted driveway up front. We will report our findings at the public hearing.

The city's traffic engineer also recommended to maintain site triangles at corners, which has been addressed in the submitted plans, and to obtain ODOT's permission for an access driveway in writing, which has also been done in the submitted plans.

K. *Rough Proportionality Determination. Improvements to mitigate impacts identified in the TIS shall be provided in rough proportion to the transportation impacts of the proposed development.*

1. *The TIS shall include information regarding how the proportional share of improvements was calculated, using the ratio of development trips to growth trips and the anticipated cost of the full Canby Transportation System Plan. The calculation is provided below:*

Proportionate Share Contribution = [Net New Trips/ (Planning Period Trips-Existing Trips)] X Estimated Construction Cost

a. *Net new trips means the estimated number of new trips that will be created by the proposed development within the study area.*

b. *Planning period trips means the estimated number of total trips within the study area within the planning period identified in the TSP.*

c. *Existing trips means the estimated number of existing trips within the study area at the time of TIS preparation.*

d. *Estimated construction cost means the estimated total cost of construction of identified improvements in the TSP.*

Findings: The city's traffic engineer has no recommended conditions of approval related to the above standards.

16.08.160 Safety and Functionality Standards.

The City will not issue any development permits unless the proposed development complies with the city's basic transportation safety and functionality standards, the purpose of which is to ensure that development does not occur in areas where the surrounding public facilities are inadequate. Upon submission of a development permit application, an applicant shall demonstrate that the development property has or will have the following:

A. *Adequate street drainage, as determined by the city.*

B. *Safe access and clear vision at intersections, as determined by the city.*

C. *Adequate public utilities, as determined by the city.*

D. *Access onto a public street with the minimum paved widths as stated in Subsection E below.*

E. *Adequate frontage improvements as follows:*

1. *For local streets and neighborhood connectors, a minimum paved width of 16 feet along the site's frontage.*

2. *For collector and arterial streets, a minimum paved width of 20 feet along the site's frontage.*

3. *For all streets, a minimum horizontal right-of-way clearance of 20 feet along the site's frontage.*

F. *Compliance with mobility standards identified in the TSP. If a mobility deficiency already exists, the development shall not create further deficiencies.*

Findings: Refer to the discussion on page 4 of this staff report.

Chapter 16.10 Off Street Parking & Loading

16.10.030 General requirements.

Table 16.10.050

Retail store handling exclusively bulky merchandise such as furniture, automobile and service repair shops: 1 space per 1,000 square feet of sales floor area

All other uses: 1 space per 550 square feet

Findings: The Code does not specifically state parking requirements for a fuel station. The total area of the kiosk, restroom/mechanical room, and storage shed is approximately 330 square feet. Under both of the above parking requirements, one parking stall is required. The site plan shows 2 spaces, 1 regular and 1 handicapped accessible. Therefore, parking standards have

been met.

16.10.060.G

G. The Planning Commission may exempt a building from the loading berth requirement, or delay the requirement, based on findings that loading berths are not needed for a particular building or business.

Findings: Staff is requesting that the Planning Commission waive loading requirements because the proposal will not construct buildings capable of accommodating a loading berth.

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:*

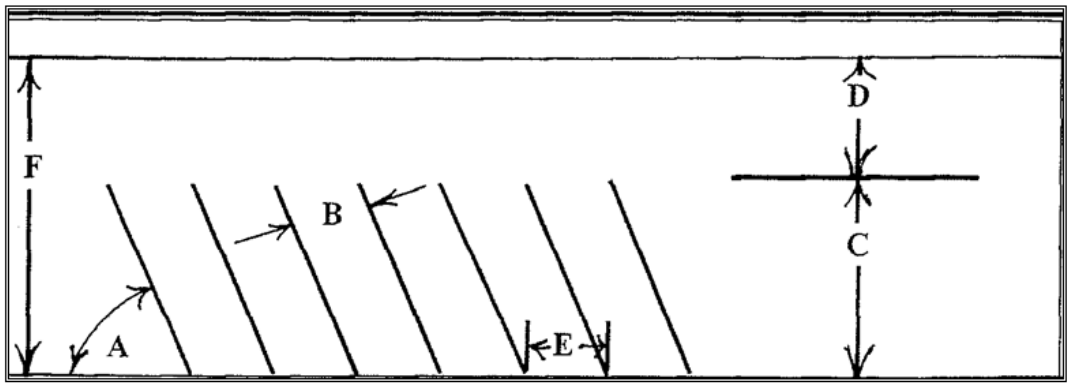
1. *Parking lot design shall comply with the dimensional standards set forth in Figure 1 of this section:*

TABLE 16.10.070
Minimum dimensional Standard for Parking

This table and Figure 16.10.070 provide the minimum dimensional standards for parking areas and spaces.

A = Parking angle in degrees
B = Minimum stall width
C = Minimum stall depth
D = Minimum clear aisle width
E = Minimum clear stall distance at bay side
F = Minimum clear bay width

A	B	C	D	E	F
0 (parallel)	8'0"	-	12'0"	22'0"	20'0"
30	8'6"	16'4"	12'0"	17'0"	28'4"
45	8'6"	18'9"	12'6"	12'0"	31'3"
60	8'6"	19'10"	18'0"	9'10"	37'10"
90	8'6"	18'0"	24'0"	8'6"	42'0"



Findings: The applicant's site plan dated 8/27/12 shows conformance with these standards.

5. *Except for parking to serve residential uses, parking areas adjacent to or within residential planning districts or adjacent to residential uses shall be designed to minimize disturbance of residents. Artificial lighting, which may be provided, shall be so deflected as not to shine or create glare in any residential planning district or on any adjacent dwelling, or any street right-of-way in such a manner as to impair the use of such way.*

Findings: Refer to pages 15-19 which discuss applicable lighting standards. No light trespass into the adjacent residential zones will be permitted.

7. *Off-street parking areas, and the accesses to them, shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress and the maximum safety of pedestrian and vehicular traffic on the site and in adjacent roadways. The Planning Director or Planning Commission may require engineering analysis and/or truck turning diagrams to ensure safe and efficient traffic flow based on the number and type of vehicles using the site, the classification of the public roadway, and the design of the parking lot and access drives.*

Findings: Refer to the discussion on page 4 of this staff report.

B. Access.

2. *The City of Canby encourages joint/shared access. Owners of two (2) or more uses, structures, or parcels of land may agree to, or may be required by the City to, utilized jointly the same ingress and egress when the combined ingress and egress of both uses, structures, or parcels of land satisfies their combined requirements as designed in this ordinance, provided that satisfactory legal evidence is presented to the City Attorney in the form of deeds, easements, leases or contracts shall be placed on permanent files with the city recorder.*

3. *All ingress and egress shall connect directly with public streets.*

Findings: The applicant has proposed a joint access driveway with the property to the west of the site and has received ODOT's approval of this driveway (since the joint/shared access will be off 99E, it is ODOT's jurisdiction to regulate this driveway; their approval letter is part of this packet). However, as a reiteration, staff recommends a **condition of approval** that the applicant coordinate all necessary deeds, easements, leases, or contracts pertaining to the joint access driveway with ODOT.

6. *To afford safe pedestrian access and egress for properties within the city, a sidewalk shall be constructed along all street frontages, prior to use or occupancy of the building or structure proposed for said property. The sidewalks required by this section shall be constructed to city standards except in the case of streets with inadequate right-of-way width or where the final street design and grade have not been established, in which case the sidewalks shall be constructed to a design, and in a manner approved by the Site and Design Review Board. Sidewalks approved by Board may include temporary sidewalks and sidewalks constructed on private property; provided, however, that such sidewalks shall provide continuity with sidewalks of adjoining commercial developments existing or proposed. When a sidewalk is to adjoin a future street improvement, the sidewalk construction shall include construction of the curb and gutter section to grade and alignment established by the Site and Design Review Board.*

Findings: There is an existing driveway off Locust Street. The applicant is proposing to close this driveway. As a **condition of approval**, the city shall require that the existing driveway be demolished and replace with a new curb and sidewalk that matches the existing along Locust street. Final sidewalk design must be approved by the city prior to construction.

7. *The standards set forth in this ordinance are minimum standards for access and egress, and may be increased through the site and design review process in any particular instance where the standards provided herein are deemed insufficient to protect the public health, safety and general welfare:*

16.10.070(B)(9): Minimum access requirements for commercial or institutional uses - ingress and egress for commercial uses shall not be less than the following:			
Parking spaces required	*Minimum number of accesses required*	*Minimum access width*	*Sidewalks & curbs (in addition to driveways)*
1-4	1	12 feet	*None required*

12. *Maximum driveway widths and other requirements:*

a. *Unless otherwise herein provided, maximum driveway widths shall not exceed forty (40) feet.*

b. *No driveways shall be constructed within five (5) feet of an adjacent property line, except when two (2) adjacent property owners elect to provide joint access to their respective properties as provided by subsection 2.*

13. *Distance Between Driveways and Intersections-The minimum distance between driveways and intersections shall be as provided below. Distances listed shall be measured from the stop bar at the intersection:*

a. *At the intersection of any collector or arterial streets, driveways shall be located a minimum of fifty (50) feet from the intersection.*

Findings: The above standards are met.

16.10.100 Bicycle Parking

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

A. *Dimensions and characteristics: Bicycle parking spaces shall be a minimum of six (6) feet long and two (2) feet*

C. *Number of spaces for Auto-oriented Services: 2, or 0.33 space per 100sf, whichever is greater*

Findings: The applicant's site plan dated 8/27/12 shows conformance with these standards.

Chapter 16.28 C-2 Highway Commercial Zone

16.28.010 Uses permitted outright.

C. *Automobile, motorcycle, boat or truck sales, service, repair, rental, storage or parking*

Findings: A retail fuel station is permitted within the C-2 zone.

16.28.030 Development standards.

The following subsections indicate the required development standards of the C-2 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. *All setbacks to be measured from the foundation line of the building. Overhangs shall not exceed two feet.*

Findings: The above setback, height, vision clearance, and coverage requirements are met. See pages 14-15 for discussion of the sign standards. The proposed plantings are 15"-30" in height which conform to the clear vision height standard of having a clear area 30 feet by 2.5-10 feet high. The applicant will be required to maintain the landscaping to conform to clear vision triangle standards.

16.41 Downtown Overlay Zone

16.41.010 Purpose.

The purpose of the Downtown Canby Overlay (DCO) zone is to:

A. *Encourage more intense development in the Core Commercial area and allow for more intensive development in the Transitional Commercial area over time. Intensity of development and the relationship between setbacks, lot coverage and floor area ratio address this objective. Floor area ratios (FAR) are intended to work with building height and setback standards to control the overall bulk of the building. The proposed FAR in conjunction with the maximum lot coverage ensures that the development will be a minimum of two floors along the street in the C-1 portion of the Core Commercial area.*

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. A comfortable pedestrian-oriented environment and limited setbacks are important in the Core Commercial and Transitional Commercial areas. In the Outer Highway Commercial area, a portion of development should be closer to the road to provide visual connection and signal that drivers are entering an urban area. Larger setbacks in the Outer*

Highway Commercial area also allows for more landscaping, access and other improvements between buildings and street.

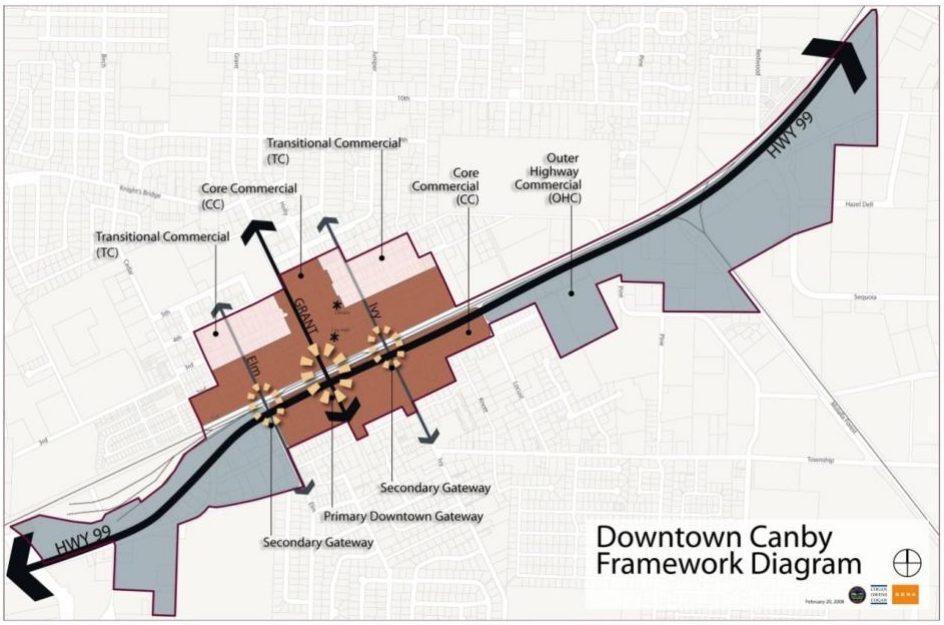
C. *Ensure that building sizes reflect desired uses in the Core Commercial and Transitional Commercial areas. Requirements limit the size of the building footprint to 40,000 square feet in these areas. For the purpose of understanding the scale of development, the proposed maximum allows for the creation of a high end grocery store (e.g., New Seasons, Whole Foods or Zupans). The proposed maximum differentiates developments in this area from those in the Outer Highway Commercial area. Maximum building footprints are much larger in the Outer Highway Commercial area.*

16.41.020 Applicability.

A. *It is the policy of the City of Canby to apply the DCO zone to all lands located within the boundaries illustrated on the Downtown Canby Framework Diagram; the boundaries of the overlay district, and boundaries of the three sub-areas, are as shown in this chapter, Figure 11. The three sub-areas are established as follows:*

1. *Core Commercial Area. This area straddles Highway 99E and includes portions of both the C-1 and C-2 zones and forms the densest commercial area of the city, as well as the city's primary community facilities – city hall, police station, library, etc.*

3. *Outer Highway Commercial Area. The Outer Highway Commercial area extends along Highway 99E both south of Elm Street and north of Locust Street. This area is quite different from the Core Commercial and Transitional Commercial areas, by nature of its highway access and orientation. 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.*



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.*

Findings: This Site and Design Review application has been reviewed with the assumption that the Canby City Council's approval of the Text Amendment/Zone Change to alter the subarea boundaries so that the site is in the Outer Highway Commercial (OHC) subarea, which is intended for more auto-oriented uses, will be upheld. The file is currently under appeal to the Oregon Land Use Board of Appeals (LUBA).

Approval of this file #DR 12-03 is contingent on LUBA upholding the approval of files #TA 12-01/ZC 12-02 and is a **condition of approval** of this Design Review application.

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.

Findings: Most of the development standards of Chapter 16.41 are not applicable because the site is not proposing substantial buildings, but rather nominal restroom, storage, and attendant kiosk buildings totaling ~330 square feet of a 32,457 square foot site. These structures are less than 200 square feet each and would not require a building permit if constructed separately from this Site and Design Review.

Therefore, the frontage, street corner frontage, maximum setback, floor-area ratio (FAR), etc. standards of chapter 16.41 are not applicable to this proposal. However, building height (45 feet in the OHC), maximum building footprint (80,000sf in the OHC), and a minimum setback (10 feet in the OHC) standards are met.

16.41.050 Development standards.

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.*

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.*

Findings: The applicant's site plan dated 8/27/12 shows conformance with these standards.

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;*

Findings: The site's maneuvering area is not set back 15 feet from the front lot line. There is room at the site in order to meet the above standard. Therefore, as a **condition of approval**, the applicant shall submit a revised site plan showing conformance with the above standard.

(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;*

Findings: The above standard is met.

(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;*

Findings: The above standard is not applicable because the applicant is not proposing substantial buildings that consist of parking and maneuvering areas.

(4) *On lots greater than 120,000 square feet, side parking areas shall be broken up into multiple smaller parking areas rather than concentrated in one portion of the lot. This may be done through the use of landscaping or the location of multiple buildings on a lot.*

Findings: The above standard is not applicable because the applicant is not proposing substantial buildings that consist of parking and maneuvering areas.

16.41.060 DCO site and design review guidelines.

B. Applicability.

2. *Sub-Areas. Site and design review standards are applied differently within the three sub-areas described below (see Figure 11).*

a. *Core Commercial Sub-Area (CC). The "downtown" portion of this area extends primarily along 1st and 2nd Avenues between Cedar and Knott Streets, and extends northward, away from Highway 99E along Grant and Holly, past Wait Park to 4th Avenue. This area is the "heart" of Canby. Here one will find the City's more historic, traditional commercial structures. The built environment is characterized by one to two story buildings with commercial storefronts, built up to the sidewalk, and containing a more or less solid "building wall." The result is a more active and vibrant street life than may be found elsewhere in the City. Future development in this area should continue this trend, designing commercial and mixed-use buildings that adequately address the sidewalk and create an engaging experience for pedestrians (see Figures 23 and 24).*

The inner highway portion of the Core Commercial area spans the length of Highway 99E between Elm and Locust. In many ways, it serves as an extension of the Downtown Core, just across the highway. Because this area serves as a "gateway" from Highway 99E into the traditional downtown and serves many of the same purposes and types of uses, buildings here should be appropriately scaled, inviting to pedestrians, and demonstrate high-quality architectural design. As a result,

architectural standards for this area and the downtown are identical, although some development standards differ as described in section 16.41.050.

c. *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).*

16.41.070 DCO site and design review standards.

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.*

2. *Design standards and applicability.*

Findings: Again, as discussed on page 11, most of the development standards of Chapter 16.41 are not applicable because the site is not proposing substantial buildings, but rather nominal restroom, storage, and attendant kiosk buildings totaling ~330 square feet of a 32,457 square foot site. These structures are less than 200 square feet each and would not require a building permit if constructed separately from this Site and Design Review. Therefore, the chapter's window coverage standards, building entrance/orientation standards, decorative feature standards, and architectural bay standards are not applicable. The proposed storage and restroom buildings do have a distinctive base, middle, and top, cornices, stucco and stone veneer materials, columns/bay divisions, and a color palate of browns and beiges that is consistent with the surrounding built environment.

In addition, as stated in 16.49.035 on pages 20-21, "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" which states that the Planning Commission shall consider " 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" when reviewing development applications. This clause gives the Planning Commission flexibility when reviewing the standards of 16.41.

16.42 Signs

16.42.040 Design standards for signs.

The following standards apply to signs in all zone districts.

A. *Setbacks. Signs are required to meet the setback requirements of the applicable zone district, except however the street yard setback for signs may be reduced to fifty (50) percent of that required for other structures in the zone. Signs shall not obstruct a vision clearance area required in the applicable zone district.*

Findings: The applicant's site plan dated 8/27/12 shows conformance with these standards.

B. *Illumination.*

3. *External or internal sign illumination shall not result in glare onto neighboring properties or onto public right-of-way, such that due to level of brightness, lack of shielding, or high contrast with surrounding light levels, the sign illumination results in discomfort or visual disability for persons.*

Findings: As a **condition of approval**, the site's proposed signage shall not result in glare onto neighboring properties or onto public right-of-way per the above standard.

C. *Monument signs.*

2. *Monument signs shall incorporate the following materials, unless otherwise approved pursuant to subsection 4 of this section.*

a. *The base and top shall be constructed of stone, brick, or wood.*

Findings: Staff will ask the Planning Commission if the proposed monument sign should have a top constructed of stone, brick, or wood (which it presently does not have) and if this should be a condition of approval.

Table 3: C-2 & OHC Wall Sign Standards:

Wall Sign

Size: The maximum sign face area of all wall signage allowed on a primary building frontage is 8 percent of the building elevation area of the primary building frontage. Except as allowed below, each sign is limited to a maximum of 120 square feet. *The maximum sign face area of all wall signage allowed on a secondary building frontage is 6 percent of the building elevation area of the secondary building frontage. Except as allowed below, each sign is limited to a maximum of 60 square feet.*	*Maximum Height: shall not project above the roof line or top of the parapet wall, whichever is higher.*	*Location/Number: One sign per building frontage for each business license on file with the City at that location except that one major tenant per location may up to two signs. For the purposes of the standard, a "major tenant" shall have more than 20,000 square feet of gross floor area.*

Findings: In order to apply the above wall sign standards, staff is considering the canopy face as the "frontage" even though it is not a "building". Each of the two gas price signs is approximately 30sf; each of the two Fred Meyer name signs is approximately 11sf. Therefore the total proposed sign area is approximately 82sf.

The applicant is exceeding the maximum sign square footage per frontage and maximum number of signs allowed per frontage. However, the applicant is not proposing any signs on the western canopy frontage, and the applicant is not exceeding the total frontage square footage allotment for all wall signs (which would be about 96sf). Therefore, the proposed signage meets the intent of the sign standards for wall signs and the proposed signage should be permitted. Staff will bring this interpretation to the Planning Commission's attention.

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.*

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).*

Table 16.43.040 Lighting Zone descriptions

Zone	*Ambient Illumination*	*Representative Locations*

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.*

Findings: The standards of LZ 2 apply to this project.

16.43.050 Exempt Lighting.

The following luminaires and lighting systems are exempt from the requirements of this Section.

A. *Externally illuminated signs in conformance with provisions in section 16.42.040 of this code.*

B. *Internal lighting for signs in conformance with provisions in section 16.42.040 of this code.*

Findings: The proposed lighted signs are permitted per the above exceptions. See pages 14-15 for discussion of the sign criteria.

16.43.060 Prohibited Light and Lighting.

A. *All outdoor light sources, except street lights, shall be shielded or installed so that there is no direct line of sight between the light source or its reflection at a point 3 feet or higher above the ground at the property line of the source. Light that does not meet this requirement constitutes light trespass. Streetlights shall be fully shielded.*

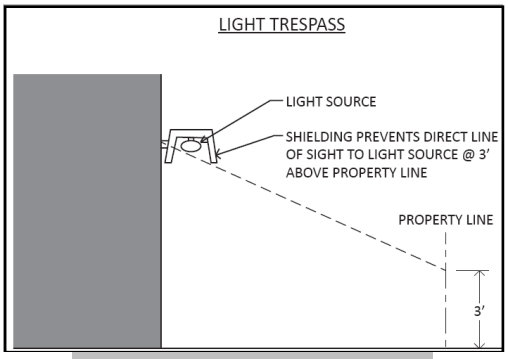


Figure 16.43.1: Light Trespass

Findings: The applicant's lighting plan dated 6/19/12 shows the use of a flat lens/dark sky compliant fixture a "fixture house side shield" to prevent light trespass for the seven "P1" lights at the periphery of the site. However, placement of the canopy lights are not shown in detail. As a **condition of approval**, the applicant shall use lighting that is reassessed up into the canopy and to prevent light trespass.

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.*

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 2	*450*	*100*	*60*	*Landscape and facade lighting 100 watts or less; ornamental lights of 60 watts or less.*

Findings: The lighting plan shows three types of lighting, with wattages of 291, 88, and 250. P1 lights on the plan have a wattage of 250. The applicant's lighting plan dated 6/19/12 shows the use of a flat lens/dark sky compliant fixture a "fixture house side shield" to prevent light trespass for the seven "P1" lights at the periphery of the site. However, canopy lights are not shown in detail. As a **condition of approval**, the applicant shall use lighting that is recessed up into the canopy and to prevent light trespass.

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

Findings: Canopy lights are not shown in detail in the lighting plan. As a **condition of approval**, the applicant shall submit a revised lighting plan showing canopy lights that are reassessed up into the canopy and preventing light trespass.

The site is bordered with landscaping that is 15"-30" high; this will provide a shield for headlight light trespass. However, vehicles exiting the south driveway will shine light into the residential structure directly to the south of the driveway. This is an inevitable consequence of a commercial zone abutting a residential zone and is very difficult to mitigate.

E. *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.*

Findings: The proposal does not have any proposed façade lighting because the site does not propose a facade with buildings.

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.*

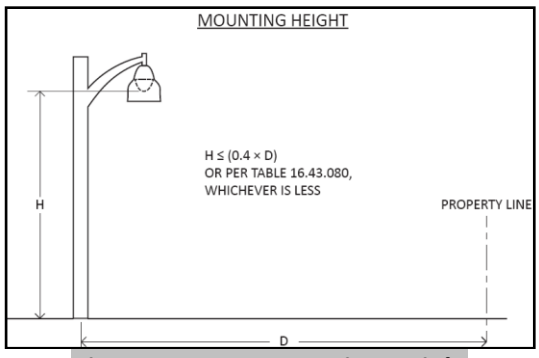


Figure 16.43.2: Mounting Height

Findings: The proposed pole lights at the periphery of the site are 27.5 feet, conforming to the "Lighting for Driveways, Parking and Transit" in the table below. However, they exceed the mounting height above; but (3) below allows greater heights if the luminaire is side shielded. See discussion below.

The following exceptions apply:

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.*

Findings: The proposed pole lights at the periphery of the site are 27.5 feet, conforming to the "Lighting for Driveways, Parking and Transit" in the table below. The applicant's lighting plan dated 6/19/12 shows the use of a flat lens/dark sky compliant fixture a "fixture house side shield" to prevent light trespass for the seven "P1" lights at the periphery of the site.

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.*

Findings: The proposed pole lights at the periphery of the site are 27.5 feet, exceeding the 40% of the horizontal distance to the property line standard. The applicant's revised lighting plan that is part of the 1/28/13 Planning Commission packet shows the use of a flat lens/dark sky compliant fixture a "fixture house side shield" to prevent light trespass for the seven "P1" lights at the periphery of the site.

B. *Lighting mounted onto buildings or other structures shall not exceed a mounting height greater than 4 feet higher than the tallest part of the building or structure at the place where the lighting is installed, nor higher than 40% of the horizontal distance of the light from the property line, whichever is less. The following exceptions apply:*

2. *Lighting for facades may be mounted at any height equal to or less than the total height of the structure being illuminated regardless of horizontal distance to property line.*

3. *For buildings less than 40 feet to the property line, including canopies or overhangs onto the sidewalk or public right of way, luminaires may be mounted to the vertical facade or the underside of canopies at 16 feet or less.*

Findings: The proposal does not have any proposed building lighting. Placement of the canopy lights are not shown in detail in the lighting plan. As a **condition of approval**, the applicant shall submit a revised lighting plan showing canopy lights that are reassessed up into the canopy and preventing light trespass.

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 2	37.5	18.0	15.0

16.46 Access Limitations on Project Density

16.46.030 Access connection.

A. *Spacing of accesses on City streets. The number and spacing of accesses on City streets shall be as specified in Table 16.46.030. Proposed developments or land use actions that do not comply with these standards will be required to obtain an access spacing exception and address the joint and cross access requirements of this Chapter.*

TABLE 16.46.30
Access Management Guidelines for City Streets*

Street Facility	Maximum spacing** of roadways	Minimum spacing** of roadways	Minimum spacing** of roadway to driveway***	Minimum Spacing** driveway to driveway***
Arterial	1,000 feet	660 feet	330 feet	330 feet or combine
Collector	600 feet	250 feet	100 feet	100 feet or combine
Neighborhood/Local	600 feet	150 feet	50 feet	10 feet

** Measured centerline on both sides of the street

*** Private access to arterial roadways shall only be granted through a requested variance of access spacing policies when access to a lower classification facility is not feasible (which shall include an access management plan evaluation).

Note: Spacing shall be measured between access points on both sides of the street.

Findings: Highway OR-99E is a state highway and access is regulated by ODOT. No new roads are proposed so roadway spacing does not apply. Roadway to driveway spacing and driveway to driveway spacing is met along 2nd Ave. and Locust. The applicant has obtained an access permit from ODOT; ODOT's approval letter is part of this packet. However, as a reiteration, staff recommends a **condition of approval** that the applicant shall obtain all necessary permits from ODOT prior to construction.

16.46.035 Restricted access.

…Access to OR 99E shall be regulated by ODOT through OAR 734.51.

16.46.080 State highway standards.

A. *Refer to the Motor Vehicle Chapter of the Transportation System Plan. ODOT regulates access to OR 99E. ODOT shall review and process applications for approaches to OR 99E*

consistent with Oregon Highway Plan standards and OAR 734.51 procedures. An ODOT permit to operate and maintain a State Highway Approach must be approved prior to site occupancy.

Findings: As a **condition of approval**, the applicant shall obtain all necessary permits and coordinate this development with ODOT and all their requirements.

16.49 Site and Design Review

16.49.035 Application for Site and Design Review

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.*

Findings: The above standard allows Planning Commission flexibility when interpreting the Code in respect to the standards of Chapter 16.41.

16.49.040.040 Site and Design Review Menu

The following Design Review Menu applies to the proposed development. Proposed point allocations are highlighted in dark gray. Non-applicable standards are struck out.

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%	-	-
Access	**0**	**1**	**2**	**3**	**4**
Distance of access to nearest intersection.	≤70 feet	71 - 100 feet	>100 feet	-	-
Pedestrian walkways from parking lot to building entrance.	No walkways	Walkway next to building	No more than one undesignated crossing of access drive.		

Design Criteria	Possible Points				
Access	**0**	**1**	**2**	**3**	**4**
Pedestrian walkways from public street to building entrance.	One entrance connected.	-	All entrances connected.	-	-
Tree Retention	**0**	**1**	**2**	**3**	**4**
~~For trees outside of building footprint and parking/access areas (3 or more trees)~~	~~No arborist report or follows <10% of arborist report~~	~~Follows 25-50% of arborist report~~	~~Follows 51-75% of arborist report~~	~~Follows >75% of arborist report~~	~~-~~
~~Replacement of trees removed (percent of those recommended for retention~~	~~<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	-	-	-
Location of sign	>25 feet from driveway entrance	Within 25 feet of driveway entrance	-	-	-
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				
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	>50%	25-50%	<25%	-	-
Location of shrubs	Foreground	Background	-		
Low Impact Development (LID)	**0**	**1**	**2**	**3**	**4**
~~Use of pervious paving materials (% of total paved~~	~~<10%~~	~~-~~	~~10-50%~~	~~51-75%~~	~~>75%~~
Provision of park or open space area for public use	None	-	Open space	-	Park
Use of drought tolerant species* in landscaping (% of	<25% drought	-	25-50% drought	51-75% drought	>75% drought

Low Impact Development (LID)	0	1	2	3	4
~~Provision of additional interior parking lot~~	~~100%~~	~~101-110%~~	~~111-120%~~	~~>120%~~	-
~~Provision of an eco-roof or rooftop garden (% of total~~	~~<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~~	~~None~~	~~Some downspouts disconnected~~	~~All downspouts disconnected~~	-	-
Shared parking with adjacent uses or public parking structure (% of total required parking spaces)	None	<50%	≥50%	-	-
*Drought tolerant species per Metro's list.					

Findings: Staff has assigned the above point values in dark grey. Staff referenced the applicant's submitted point allocations when assigning points.
A few items from the point table are not applicable to this development and therefore were not included in the total points possible for the development. The non-applicable standards are struck out in the above table. These include:

- Loading standards are not applicable because there are no proposed buildings large enough to accommodate a loading area.
- Tree standards are not applicable because there are no trees outside of the building area requiring an arborist report.
- Pervious paving points are not applicable because pervious paving is not recommended for fuel stations.
- Interior parking lot landscaping points are not applicable because the applicant is not proposing a parking lot.
- Rooftop or underground parking points are not applicable because large buildings that would accommodate such parking are not proposed.
- Disconnection of downspouts points are not applicable because this is only applicable for existing buildings.

Thus, there are 41 total possible points for this development. In order for the applicant to pass the table, the development needs 28.7 points (70%), 6.15 (15%) must be LID points. Staff has found that, with the imposition of some of the development standards of the table as conditions of approval, the applicant can earn 28 points, 6 of which are LID points, and if the points are rounded down, the applicant passes the above Design Review Menu (Table 16.49.040). Staff found that green roof points are applicable because a green roof could be applied to the canopy. The site plan dated 8/247/12 shows the provision of "open space for public use". However, if the above interpretations are valid, then the applicant still passes the point table.

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.*

Findings: As a **condition of approval**, under the authorization of the above Code section, the development shall comply with the requests from agencies that submitted comments with design recommendations, including comments from:

- Hassan Ibrahim, City Engineer-Made comments pertaining to sidewalks, stormwater, right-of-way, ADA compliance, and vision triangles; the applicant shall comply with all of the City Engineer's requests and recommendations.
- Chris Maciejewski, City Traffic Engineer
- Gary Stockwell, Canby Utility Board
- Dan Mickelsen, Canby Public Works
- Dan Kizer, NW Natural
- Darvin Tramel, City of Canby Environmental Services Coordinator

5. *Off-Site Improvements. Improvements in public facilities, including public utilities, not located on the project site where necessary to assure adequate capacity and where service demand will be created or increased by the proposed development. The costs of such improvements may be paid for in full while allowing for recovery of costs from users on other development sites, or they may be pro-rated to the proposed development in proportion to the service demand projected to be created on increases by the project. If determined appropriate by the city based on specific site conditions, off-site roadway improvements may be required to accommodate bicycle and pedestrian travel consistent with the TSP and applicable sections of this code.*

Findings: As a **condition of approval**, the applicant shall demolish the existing driveway along Locust Street and replace it with a new curb and sidewalk that matches the existing curb and sidewalk along Locust Street. Final sidewalk design must be approved by the city prior to construction.

7. *Access Limitation. The number, location and design of street accesses to a proposed development may be limited or specified where necessary to maintain the capacity of streets to carry traffic safely, provided that sufficient access to the development is maintained.*

Findings: Highway OR-99E is a state highway and access is regulated by ODOT. Roadway to driveway spacing and driveway to driveway spacing is met along 2nd Ave. and Locust, which are city streets. The applicant has obtained an access permit from ODOT; ODOT's approval letter is part of this packet. However, for reiteration purposes, staff recommends a **condition of approval** that the applicant shall obtain all necessary permits from ODOT prior to construction.

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.*

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.*

Findings: As a **condition of approval**, the applicant shall demolish the existing driveway along Locust Street and replace it with a new curb and sidewalk that matches the existing curb and sidewalk along Locust Street. Final sidewalk design must be approved by the city prior to construction.

16.49.080 General provisions for landscaping.

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).*

Findings: The proposed landscape area for this development is 4,935sf (15.2% of the total area), thus meeting this requirement.

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.*

Findings: The submitted landscape plan shows the above requirements. However, see 16.49.120.F below for additional requirements.

16.49.100 Landscaping installation and maintenance.

C. *All landscaping approved through the site and design review process shall be continually maintained, including necessary watering, weeding, pruning and replacement, in a manner substantially similar to that originally approved by the Site and Design Review Board, unless later altered with Board approval.*

Findings: As a **condition of approval**, the applicant will be required to maintain all landscaping on the site.

16.49.120 Parking lot landscaping standards.

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.*

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.*

D. *Computing Minimum Area Required to be Landscaped Within a Parking Lot. Minimum area required to be landscaped within a parking lot shall be as follows:*

1. *Fifteen (15) percent for all residential, industrial, and commercial zones (except as provided below in subsections B and C).*

Findings: The proposed parking lot landscape area for this development is 4,935sf (15.2% of the total area), thus meeting the above requirements.

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

1. *Reach a mature height of forty (40) feet. Trees must be at least three-inch (3") caliper at the time of planting.*

2. *Cast moderate to dense shade in summer.*

3. *Be long lived, i.e., over sixty (60) years.*

4. *Do well in an urban environment:*

a. *Be pollution tolerant; and*

b. *Be tolerant of direct and reflected heat.*

5. *Require little maintenance:*

a. *Be mechanically strong;*

b. *Be insect and disease resistant; and*

c. *Require little pruning.*

6. *Be resistant to drought conditions.*

7. *Be barren of fruit production.*

Findings: The landscape plan dated 8/27/12 shows conformance with the above criteria except one species of tree is shown to grow to a mature height of only 30 feet. Staff will consult the Planning Commission about mature tree height.

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.*

Findings: The perimeter of the site will be landscaped and will help screen the site. The proposed shrubs and grasses will grow to 15"-30", thereby providing a screen from headlights. The landscape plan dated 8/27/12 shows one tree per 40 feet along the setback.

However, vehicles exiting the south driveway will shine light into the residential structure directly to the south of the driveway. This is an inevitable consequence of a commercial zone abutting a residential zone and is very difficult to mitigate.

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.*

Findings: The applicant's irrigation plan dated 8/27/12 shows conformance with the above requirements.

16.89 Application and Review Procedures

Findings: This Design Review portion is being processed as a Type III Site and Design Review application. Proper notice of this application and of the January 28, 2013 hearing was mailed to owners of lots within 500 feet of the subject development, and applicable agencies, including ODOT. Notice of the meeting was posted at the Development Services Building, published in the *Canby Herald*, and a neighborhood meeting was held within the parameters of 16.89.070. All public hearing, application requirements, and Type III application procedures are being met.

IV. PUBLIC TESTIMONY

Notice of this application and opportunity to provide comment was mailed to owners of lots within 500 feet of the subject properties and to all applicable public agencies. As of the date of this Staff Report, the following written comments were received by City of Canby from the following persons/agencies:

- Hassan Ibrahim, Curren McLeod, Consulting City Engineers
- Chris Maciejewski, DKS, Consulting City Traffic Engineers
- Gary Stockwell, Canby Utility Board
- Dan Mickelsen, Canby Public Works
- Dan Kizer and Jennifer Wood, NW Natural
- Darvin Tramel, City of Canby Environmental Services Coordinator
- Nancy Muller, Canby Transit
- Todd Gary, Canby Fire District, stating no issues
- 2 citizen comment forms
- Comment form and letter from the owner of Hulbert's Flowers
- Testimony from the opponent's (Save Downtown Canby) attorney Mike Connors
- Testimony from the opponent's (Save Downtown Canby) traffic engineer Lancaster Engineers
- Testimony from the applicant's attorney Steve Abel

V. CONDITIONS OF APPROVAL

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 property. Any modification of development plans not in conformance with the approval of application file #DR 12-03, including all conditions of approval, shall first require an approved modification in conformance with the relevant sections of the Canby Municipal Code. Staff concludes that, with conditions, the application will meet the requirements for site and design review approval. Staff has concluded the following conditions of approval:

A. Design Conditions:

1. The applicant shall demolish the existing driveway along Locust Street and replace it with a new curb and sidewalk that matches the existing curb and sidewalk. Final sidewalk design must be approved by the city prior to construction.
2. The applicant has received approval of file #TA 12-01/ZC 12-02 by an ordinance of Canby City Council regarding the amendment of the Canby Land Development and Planning Ordinance to alter the subarea boundary of the Downtown Overlay District. The case is currently under appeal to the Oregon Land Use Board of Appeals (LUBA). As a condition of approval of this Site and Design Review, files #TA 12-01/ZC 12-02 must be upheld by LUBA.
3. The applicant shall submit a revised site plan substantially showing the site's maneuvering area set back 15 feet from the front lot line.
4. The site's signage shall not result in glare onto neighboring properties or onto public right-of-way per the above standard.
5. The proposed canopy lights shall be recessed up into the canopy, preventing light trespass as defined within the lighting ordinance or apply shielding in a manner that prevents trepass.
6. The applicant will be required to maintain all landscaping on the site.
7. The applicant shall coordinate this development with the Oregon Department of Transportation (ODOT) and shall obtain all necessary permits from ODOT prior to construction.
8. The development shall comply with the requests from agencies that submitted comments, including comments from Hassan Ibrahim, Curren McLeod, consulting City Engineers; Chris Maciejewski, DKS, consulting City Traffic Engineers; Gary Stockwell, Canby Utility Board; Dan Mickelsen, Canby Public Works; Dan Kizer and Jennifer Wood, NW Natural; and Darvin Tramel, City of Canby Environmental Services Coordinator.
9. Per Condition #8, Canby Utility Board electric easements shall be dedicated as requested along SE 2nd Avenue and a portion of the Locust Street frontages.
10. Per Condition #8, trees shall be approved by the City Arborist on the final landscape construction plans as suitable for planting under overhead lines along the SE 2nd Avenue and Locust Street frontages. Final tree species shall comply with the provisions of 16.49.120(F).
11. Per Condition #8, The development shall dispose of all stormwater on-site and shall be approved by the City Engineer, Public Works, and the Oregon Department of Environmental Quality (DEQ).

B. Procedural Conditions:

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

1. Submit final construction plans: Final construction plans shall indicate the design, location, and planned installation of all roadway 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.
2. Prior to the issuance of a City of Canby Building Permit/Site Plan Review permit, 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: Reviews construction plans for depiction of the conditions of approval determined by the Planning Commission
    b. City of Canby Engineering/Canby Public Works: Review stormwater, sanitary sewer/wastewater, grading/erosion control, street trees, and other applicable items. A non-residential wastewater survey must be submitted for review and approval by the city prior to final building occupancy.
    c. Canby Fire District
    d. Canby Utility Board
    e. Northwest Natural Gas
    f. Canby Telcom
    g. Wave Broadband
3. **Clackamas County Building Codes Division** will provide structural, electrical, plumbing, and mechanical for this project. Structural, electrical, plumbing, mechanical, and other applicable permits from Clackamas County are required 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 12-03 pursuant to the Conditions of Approval presented in this Staff Report in Section V.

SITE AND DESIGN REVIEW APPLICATION: LANDSCAPING CALCULATIONS

Site Areas

1. Building area	5,447	***- Square footage of building footprints***
2. Parking/hardscape	22,084	***- Square footage of all sidewalks, parking, & maneuvering areas***
3. Landscaped area	4,935	***- Square footage of all landscaped areas***
4. Total developed area	32,466	***- Add lines 1, 2 and 3***
5. Undeveloped area	0	***- Square footage of any part of the site to be left undeveloped.***
6. Total site area	32,466	***- Total square footage of site***

Required Site Landscaping (Code 16.49.080)

7. Percent of landscaping required in Zoning District	15%	***- Fill in the Appropriate Percentage:*** *R-1, R-1.5, R-2 Zones: 30%; C-2, C-M, C-R, M-1, M-2 Zones: 15%; C-1 Zone: 7.5%*
8. Required minimum square footage of landscaping	4,870	***- Multiply line 4 and line 7***
9. Proposed square footage of landscaping	4,935	***- Fill in value from line 3***

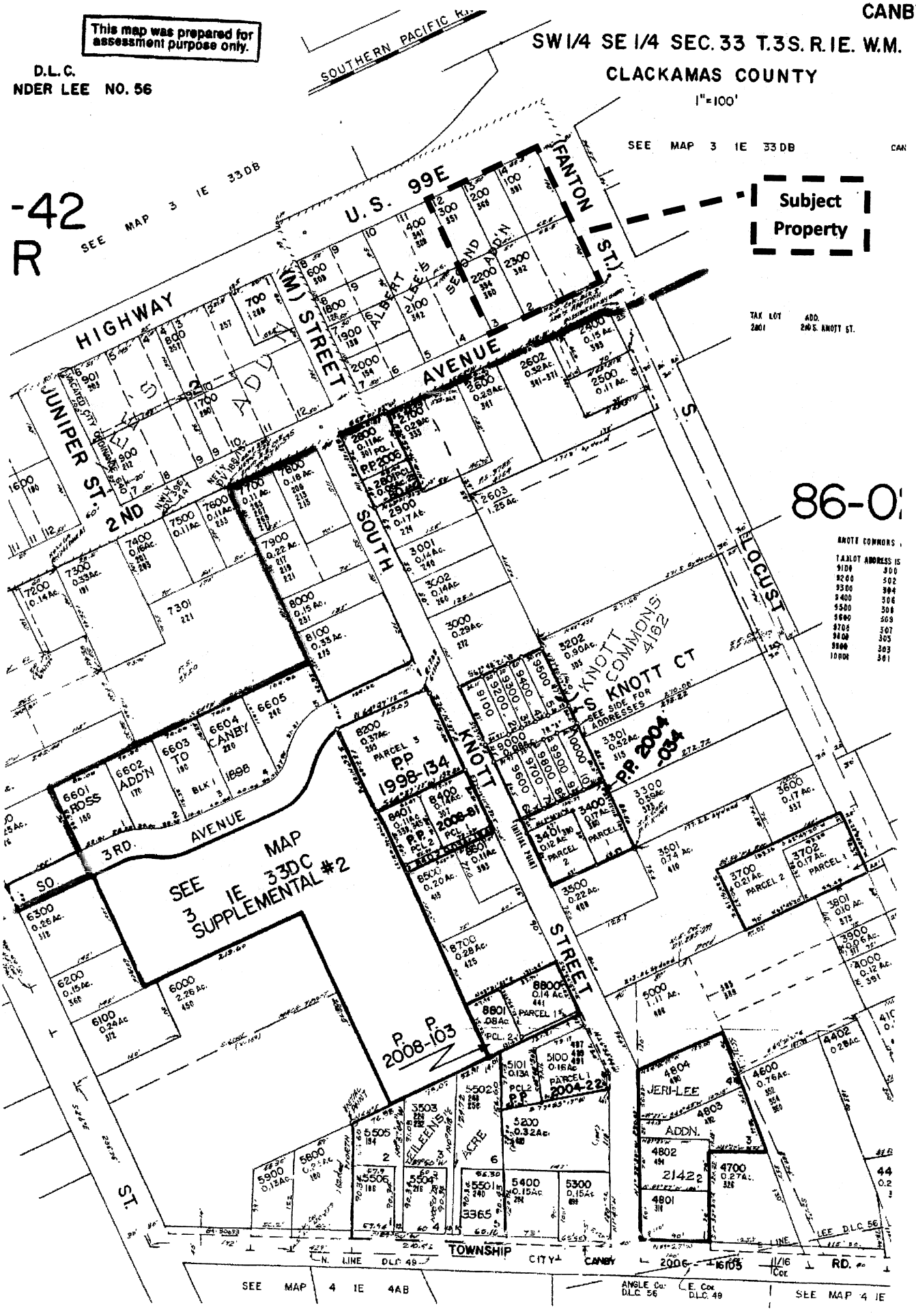
Required Landscaping within a Parking Lot (Code 16.49.120(4))

Note: this section and the next apply only to projects with more than 10 parking spaces or 3,500 square feet of parking area

10. Zone	N/A	***- Fill in the Appropriate Zone and Percentage:*** *C-1 Zone: 5%; Core Commercial sub-area of the Downtown Canby Overlay: 10%, except for parking lots with 10 or more spaces and two or more drive aisles: 50 square feet per parking space; All other zones: 15%.*
11. Percent of required landscaping	N/A	
12. Area of parking lot & hardscape	N/A	*- Fill in area of parking and maneuvering areas plus all paved surface within ten (10) feet of those areas.*
13. Number of vehicle parking spaces	N/A	*- For Core Commercial sub-area in the Downtown Canby Overlay only, fill in the total # of parking spaces on-site.*
14. Required square footage of landscaping within 10 feet of parking lot	N/A	*- Multiply area of parking lot (line 12) by percent of required landscaping (line 11) -OR- for the CC sub-area in the Downtown Canby Overlay multiply line 13 by 50 square feet.*
15. Proposed square footage of Landscaping within 10 feet of parking lot	N/A	*- Calculate the amount of landscaping proposed within 10 feet of all parking and maneuvering areas.*

SITE AND DESIGN REVIEW APPLICATION: PARKING LOT TREE CALCULATION

16. Number of parking spaces	N/A	*- Total number of vehicle parking spaces*
17. Area of parking lot & hardscape	N/A	*- Area from line 12*
18. Number of parking spaces (line 16) divided by 8	N/A	*- Round **up** to the nearest whole number*
19. Area of parking lot area (line 17) divided by 2,800	N/A	*- Round **up** to the nearest whole number*
20. Number of required trees in parking lot	N/A	*- Fill in the **larger** of row 18 and row 19*
21. Number of trees provided within 10 feet of parking lot	N/A	*- Fill in the number of proposed trees within 10 feet of parking and maneuvering areas.*


3 1E 33DC
CANBY
This map was prepared for assessment purpose only.
SW 1/4 SE 1/4 SEC. 33 T.3S. R.1E. W.M.
CLACKAMAS COUNTY
1"=100'
D.L.C.
NDER LEE NO. 56
SOUTHERN PACIFIC R.R.
SEE MAP 3 1E 33DB
Subject Property
U.S. 99E
HIGHWAY
(FANTON ST.)
JUNIPER ST.
(M) STREET
ALBERT LEE 2ND ADD'N
SECOND ADD'N
AVENUE
2ND
SOUTH
LOCUST
KNOTT
S KNOTT CT
KNOTT COMMONS 4162
SEE SIDE FOR ADDRESSES
P.P. 2004-034
P.P. 1998-134
P.P. 2008-81
P.P. 2008-103
P.P. 2004-22
3RD. AVENUE
SEE MAP 3 1E 33DC SUPPLEMENTAL #2
JERI-LEE ADDN.
EILEENE'S ACRE
TOWNSHIP
CITY
CANBY
N. LINE DLC 49
LEE DLC 56
SEE MAP 4 1E 4AB
SEE MAP 4 1E
ANGLE Co. DLC 56
E. Cor. DLC 49
1/16 Cor.
RD.
33

313

313

Know All Men by these Presents:-
That I, Albert Lee have caused the lands shown on the annexed plat to be surveyed laid out and platted into lots and blocks, streets and alleys, to be known as Albert Lee's Second Addition to the City of Canby, Oregon, and that the streets are as shown on the accompanying Plat and are hereby dedicated to the use of the public forever.

Albert H. Lee

Subscribed and sworn to before me this 6th day of Sept 1911

Ora M. Lee
Notary Public for the State of Oregon

ORA LEE Notary Seal Public

I. F.M. Roth being first duly sworn do depose and say that I have accurately surveyed and marked with proper monuments the lands shown on the annexed plat and that I have planted a stone (8"x8"x17") at the initial point that bears N 63°E. 40 feet from the N.E. corner of Albert Lees First Addition to the City of Canby, Oregon.

The lands platted is in Clackamas County, State of Oregon, and is more particularly described as follows:- Beginning with a point which bears N 63°E. 40 feet and N 27°W. 60 feet from the N.E. Corner Block 2 of Albert Lee's First Add. to Canby, Oregon, running thence N 63°E 412.8 feet to the center line of Fanton Street, thence S 27°E tracing center line of Fanton Street 300 feet more or less to the Southerly line of East Second Street, thence S 63°W. tracing the Southerly line of S. Second Street 417.3 feet to the Easterly line of "M" Street, thence tracing Easterly line of "M" Street N 27°W. 300 feet to the place of Beginning, and containing acres more or less situate in Sec. 33, T.3S. R1E. W.M.

F. M. Roth.

Subscribed and sworn to before me this 6th day of Sept. 1911.

Ora M. Lee
Notary Public in and for Oregon

ORA LEE Notary Seal Public

State of Oregon
County of Clackamas } S.S.

Approved this 7th day of Sept. 1911. By the County Court of Clackamas County.

By: R.B. Beatie County Judge
W.H. Malton " Comm-
N. Blair " "
Approved J.E. Blair County Assessor
Attest W.L. Mulvey " Clerk
By: E.T. Quinn Deputy

County Court Seal Clackamas County

State of Oregon
County of Clackamas } S.S.

I L.E. Williams Recorder in and for said County do hereby certify that the within instrument was recieved for record this 8th day of Sept. 1911 at 2:45 o'clock P.M. and that this is a correct transcript of the original plat. In Testimony Whereof, I have hereunto set my hand and affixed my seal this 8th day of Sept. 1911.

L. E. Williams
Recorder of conveyances for Clackamas County, Oregon.

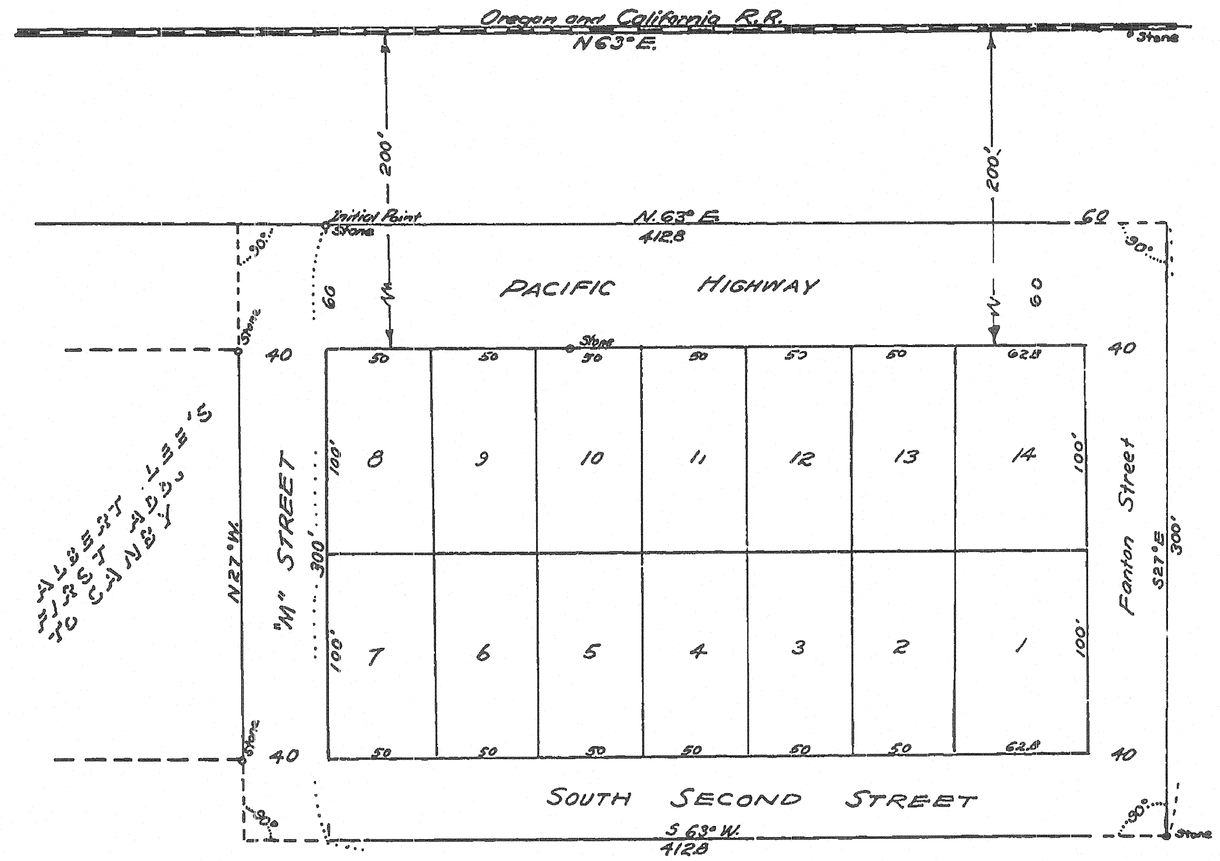
County Recorder Seal Clackamas County

Approved S.A.D. Hungate
Dep. C.S

This tracing is a true copy of "ALBERT LEE'S SECOND ADDITION TO CANBY OREGON." recorded in Book 10 Page 30, Record of Town Plats. Made in compliance with O.R.S. 92-130 by R.M. McSkimming on Feb. 6, 1957.

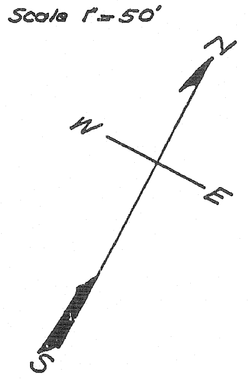
Surveyor

313



ALBERT LEES SECOND ADDITION TO CANBY OREGON

Scale 1"=50'



313

Appointment of Authorized Agents

Oliver & Lang, L.L.C. and E. Wayne Oliver, owners of the real property described as Lots 3, 12, 13 and 14, ALBERT LEES SECOND ADDITION TO CANBY, in the City of Canby, County of Clackamas and State of Oregon and Lots 1 and 2, ALBERT LEES SECOND ADDITION TO CANBY, in the City of Canby, County of Clackamas and State of Oregon (the "Property"), hereby authorize Great Basin Engineering, Westlake Consultants, and Stoel Rives LLP, as agents to represent Oliver & Lang, L.L.C. regarding the applications of Fred Meyer Stores, Inc. on the Property. Agents have the full authority to act in all respects with the applications.

Agent shall have authority to appear on our behalf before any administrative or legislative body of the City of Canby or Clackamas County and to act in all respects as our agent in matters pertaining to these applications.

Oliver & Lang, L.L.C.

By: E. Wayne Oliver

Its: President

E. Wayne Oliver

X Vicki Lang

X Warren M. Lang

City of Canby
Planning Department
170 N. 2nd Avenue
P.O. Box 930
Canby, OR 97013
Ph: 503-266-7001
Fax: 503-266-1574

LAND USE APPLICATION:

SITE AND DESIGN REVIEW
Downtown Canby Overlay - Type III

APPLICANT INFORMATION:
(Check ONE box below for designated contact person regarding this application)

☐ Applicant Name: Fred Meyer Stores, Inc. - Jim Coombes — Daytime Phone: 503-797-5617
Mailing Address: 3800 SE 22nd Avenue — Fax Number: 503-797-3539
City/State: Portland, Oregon — Zip: 97202 — Email:

☒ Representative Name: Great Basin Engineering - Jake Tate — Daytime Phone: 801-521-8529
Mailing Address: 2010 North Redwood Road — Fax Number: 801-521-9551
City/State: Salt Lake City, Utah — Zip: 84116 — Email: jaket@gbesouth.com

☐ Property Owner Name: Oliver's Land LLC — Daytime Phone: 503-266-2715
Signature: E Wayne Oliver
Mailing Address: 101 N. Ivy St. — Fax Number: 503-266-2715
City/State: Canby OR. — Zip: — Email: wayne@oliversinsurance.net

☐ Property Owner Name: E Wayne Oliver — Daytime Phone: 503-266-2715
Signature: E Wayne Oliver
Mailing Address: 101 N. Ivy St. — Fax Number: 503-263-6968
City/State: Canby OR. 97013 — Zip: — Email: wayne@oliversinsurance.net

NOTE: Property owners or contract purchasers are required to authorize the filing of this application and must sign above

- All property owners represent that 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 Chapters 16.41 and 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 INFORMATION:

351, 369 & 391 SE 1st Ave.; 354 & 392 SE 2nd Ave.	32,466 s.f.	3S1E33DC00100, 00200, 00300, 02200 and 02300
(Street Address or Location of Subject Property)	(Total Size of Property)	(Assessor Tax Lot Numbers)
Vacant Land	C2	HC - Highway Commercial
(Existing Use, Structures, Other Improvements on Site)	(Zoning)	(Comp Plan Designation)

PROPOSED PROJECT INFORMATION:

A gasoline distribution facility having 6 multi-product dispensers (gasoline & diesel).

(Describe the Proposed Development or Use of Subject Property)

STAFF USE ONLY – DO NOT WRITE BELOW – STAFF USE ONLY

X Vicki Lang

X Wayne M. Lang

August 8, 2012

RECEIVED
AUG 0 9 2012
CITY OF CANBY

RE: NOTICE OF NEIGHBORHOOD REVIEW MEETING
ON PROPOSED FRED MEYER FUEL CENTER

Dear Resident or Property Owner:

This notice is provided to you pursuant to Canby City Code Section 16.89.070 and is with respect to an approximately ¾-acre property located on the west side of S. Locust Street, between SE 1st Avenue (Highway 99) and SE 2nd Avenue. The property consists of Tax Lots 100, 200, 300, 2200 and 2300 of Clackamas County Tax Map 3 1E 33DC. The base zone is Highway Commercial (C-2). The site is also in the Downtown Canby Overlay Zone (DCO) at the eastern edge of the Core Commercial (CC) sub-area.

Fred Meyer is considering a proposal to install a fuel center consisting of a 58' x 92' canopy with 6-multi-product dispensers that will provide 12 fueling positions for gasoline and diesel. Additionally, there would be a cashier's kiosk and two underground, double-wall fiberglass fuel storage tanks. The request includes changing the property's DCO sub-area designation from Core Commercial (CC) to Outer Highway Commercial (OHC), along with other related applications.

The meeting is scheduled for:
Date: Tuesday, August 28, 2012
Time: 6:00-7:30 PM

Location: Hope Village Community Center
Address: 1535 S. Ivy St. Canby, OR 97013

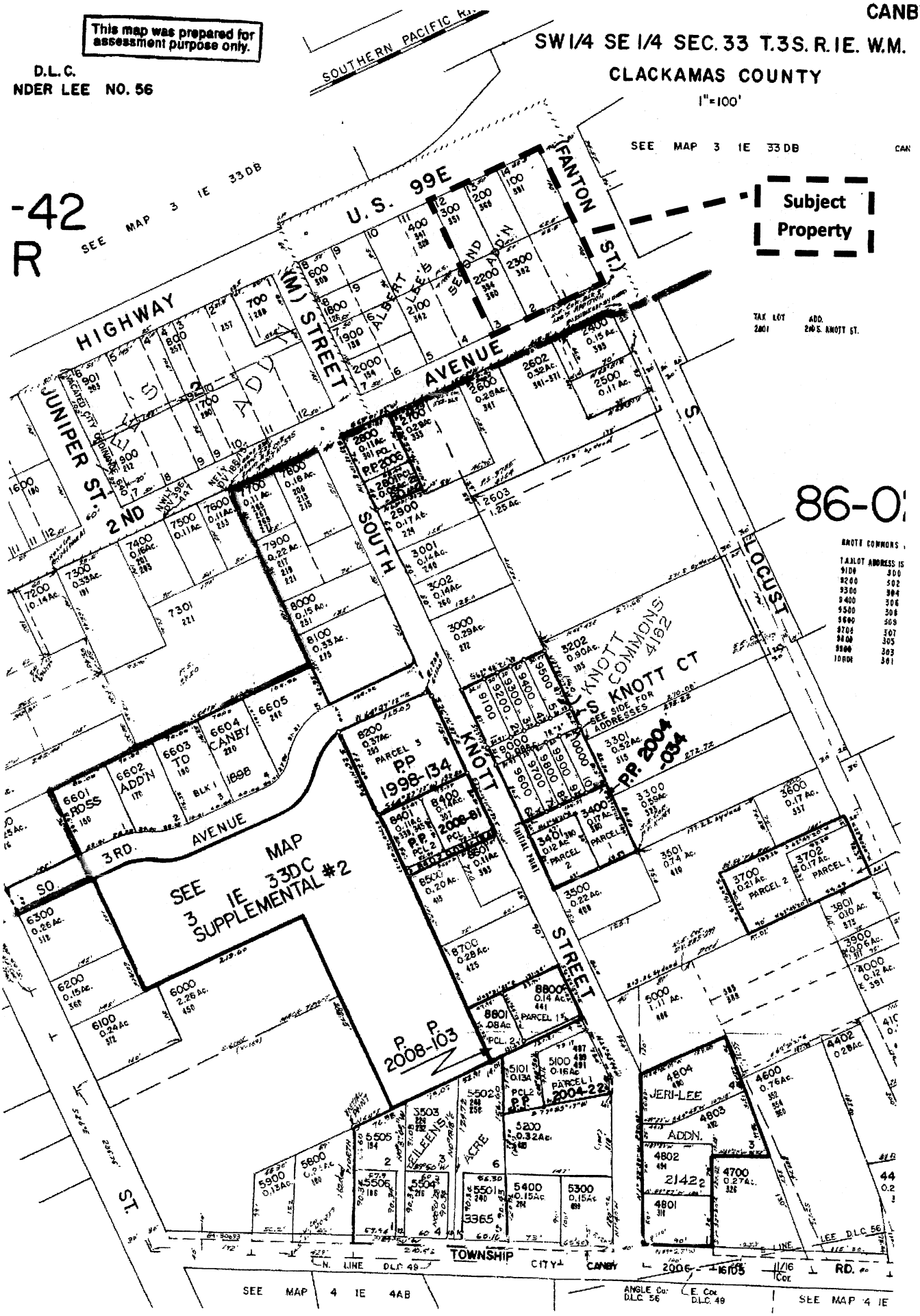
The purpose of this meeting is to provide a forum for surrounding property owners / residents to review the proposal and to identify issues so they can be considered before the formal application is submitted. This meeting gives you the opportunity to share with us any special information you know about the property involved. We will try to answer questions related to how the project would meet relevant development standards consistent with City of Canby land use regulations.

Please note that this will be an informational meeting on preliminary development plans. These plans may change slightly before the application is submitted to the City. Depending upon the type of application, you may receive an official notice from the City of Canby of your opportunity to participate either by submitting written comments, and / or by attending a public hearing.

I look forward to discussing this proposal with you. Please feel free to contact me at (503) 702-1873 or james.coombes@fredmeyer.com or by fax at (503) 797-3539 if you have questions.

Sincerely,

James Coombes
Fred Meyer Stores, Inc.


3 1E 33DC
CANBY
SW 1/4 SE 1/4 SEC. 33 T.3S. R.1E. W.M.
CLACKAMAS COUNTY
1"=100'
This map was prepared for assessment purpose only.
D.L.C.
NDER LEE NO. 56
SOUTHERN PACIFIC R.R.
SEE MAP 3 1E 33DB
Subject Property
U.S. 99E
HIGHWAY
JUNIPER ST.
2ND
(M) STREET
SOUTH
ELSIE ADDN.
ALBERT LEE SECOND ADDN.
FANTON ST.
AVENUE
LOCUST
S KNOTT CT
KNOTT COMMONS 4162
KNOTT
STREET
3RD. AVENUE
SEE MAP 3 1E 33DC SUPPLEMENTAL #2
P.P. 2004-034
P.P. 1998-134
P.P. 2008-81
P.P. 2008-103
P.P. 2004-22
JERI-LEE ADDN.
EILEEN'S ACRE
TOWNSHIP
CITY
CANBY
SEE MAP 4 1E 4AB
SEE MAP 4 1E

August 8, 2012

RECEIVED
AUG 0 9 2012
CITY OF CANBY

RE: NOTICE OF NEIGHBORHOOD REVIEW MEETING
ON PROPOSED FRED MEYER FUEL CENTER

Dear Resident or Property Owner:

This notice is provided to you pursuant to Canby City Code Section 16.89.070 and is with respect to an approximately ¾-acre property located on the west side of S. Locust Street, between SE 1st Avenue (Highway 99) and SE 2nd Avenue. The property consists of Tax Lots 100, 200, 300, 2200 and 2300 of Clackamas County Tax Map 3 1E 33DC. The base zone is Highway Commercial (C-2). The site is also in the Downtown Canby Overlay Zone (DCO) at the eastern edge of the Core Commercial (CC) sub-area.

Fred Meyer is considering a proposal to install a fuel center consisting of a 58' x 92' canopy with 6-multi-product dispensers that will provide 12 fueling positions for gasoline and diesel. Additionally, there would be a cashier's kiosk and two underground, double-wall fiberglass fuel storage tanks. The request includes changing the property's DCO sub-area designation from Core Commercial (CC) to Outer Highway Commercial (OHC), along with other related applications.

The meeting is scheduled for:
Date: Tuesday, August 28, 2012
Time: 6:00-7:30 PM

Location: Hope Village Community Center
Address: 1535 S. Ivy St. Canby, OR 97013

The purpose of this meeting is to provide a forum for surrounding property owners / residents to review the proposal and to identify issues so they can be considered before the formal application is submitted. This meeting gives you the opportunity to share with us any special information you know about the property involved. We will try to answer questions related to how the project would meet relevant development standards consistent with City of Canby land use regulations.

Please note that this will be an informational meeting on preliminary development plans. These plans may change slightly before the application is submitted to the City. Depending upon the type of application, you may receive an official notice from the City of Canby of your opportunity to participate either by submitting written comments, and / or by attending a public hearing.

I look forward to discussing this proposal with you. Please feel free to contact me at (503) 702-1873 or james.coombes@fredmeyer.com or by fax at (503) 797-3539 if you have questions.

Sincerely,

James Coombes
Fred Meyer Stores, Inc.

Canby Neighborhood Review Meeting Notes

A neighborhood review meeting was held per March 20, 2012 mailing notice as follows:

Date: April 4, 2012
Time: 6:00 PM-7:30 PM
Location: Hope Village Community Center
Address: 1535 S. Ivy St Canby, OR 97013

James Coombes of Fred Meyer Stores, Inc. hosted and conducted the meeting. Highlight project description was presented of proposed Fred Meyer Fuel Center at the southwest corner of SE 1st Avenue (Hwy 99E) and S. Locust St.

Exhibit drawings [attached] were on display showing the proposed Fred Meyer Fuel Center site plan, elevations, and a map of current Canby Downtown Overlay District (CDOD) with surrounding properties.

Nine people attended the meeting. Eight of people attending identified themselves on the meeting mailing list. [attached]

Mr. Coombes described the current conditions of the subject property, surrounding properties and the zoning change application process and design review application process required for approval of the fuel center development as proposed by Fred Meyer.

Mr. Coombes pointed out that subject site is zoned Hwy Commercial (C2) but located just inside the CDOD where minimum building setback requirement restricts new fuel center site layout and circulation. He noted subject property was surrounded on three of four sides by properties outside of CDOD. This placed development restriction not required of three quarter of adjacent properties.

Opportunity was provided for questions and discussion. Traffic impacts, fuel center operations, design elements including landscaping, lighting, signage, and safety and security were major points discussed.

Mr. Coombes described details of design elements, site lighting, safety standards and security monitoring proposed by Fred Meyer. He noted a comprehensive traffic study would be provided with the application package as required by City and State direction and reviewed by both City of Canby and Oregon Department of Transportation.

He informed those in attendance that public notices would be mailed to them once the applications were received by the City and public hearings were scheduled.

CANBY NEIGHBORHOOD MTG. 4-4-12

MAILING LIST

Buey Hazen
John Serlet
Leslie Turner
Gary Palfrey → grodanepetroleum@gmail.com
Teresa Budd 475 S.E. 2nd Ave. Canby OR 97013
Sandra Gravening P.O. Box 548 Canby, OR 97013
Gerald Gravening P.O. Box 548 Canby, OR 97013
Jay Gravening P.O. Box 548 Canby, OR 97013

Fred Meyer – Canby Site Design Review Application

Supplemental Recommended Findings

July 12, 2012

The Applicant, Fred Meyer Stores, provides the following findings supplement to support the previously submitted Site and Design Review application. Applicable Code provisions are quoted in *italic type* followed by responses from the Applicant.

16.49.040 Criteria and standards.

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:

A. *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*

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

C. *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.*

D. *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.*

E. *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).

Applicant's Response: The materials provided in the letter dated May 17, 2012 from Jake Tate, P.E. of Great Basin Engineering – South, provide detailed statements responding to the above approval requirements.

2. *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 set forth in 16.41.070.A through F, and with Criteria 4, 5, and 6 below.*

[not applicable to this Type III application]

3. *In review of a Type III Site and Design Review Application described in Section 16.49.035.A.2, the Board shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the INTENT of the DCO site and design review standards set forth in 16.41.070.A.1, 16.41.070.B.1, 16.41.070.C.1, 16.41.070.D.1, 16.41.070.E.1, and 16.41.070.F.1, and with Criteria 4, 5, and 6 below.*

16.41.070.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.

16.41.070.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.

16.41.070.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.

16.41.070.D. Corner intersection standards.

1. Intent. Create a strong architectural statement at street corners to create a strong identity. Establish visual landmarks and enhance visual variety.

16.41.070.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.

16.41.070.F. Color palette.

1. Intent. Use colors on buildings that are generally compatible with Canby's business areas and the surrounding built environment.

Applicant's Response: In evaluating the proposed plans with respect to the **intent** of all the above design parameters, the Board must also consider the larger context established by the land use zoning as it applies to the Subject Property and, more broadly, the Highway 99 corridor.

1. The Subject Property is located in the Highway Commercial (C2) base zone, which allows service stations as an outright permitted use.

2. The Subject Property is also within the Downtown Canby Overlay (DCO) zone, which intends to "*[permit] 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.*" *[§16.41.020.B.1]* None of the specific exceptions make a service station impermissible within the DCO zone.

3. In the Outer Highway Commercial (OHC) Area, the Applicability section of Chaper 41 notes that "*[t]his area is quite different from the Core Commercial and Transitional Commercial areas, by nature of its highway access and orientation. 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.*" *[§16.41.020.A.3]* It is apparent that implementation of the DCO zone provisions is not intended to preclude land uses permitted by the base zoning, including "automobile-oriented" uses.

4. As noted in the narrative and proposed findings prepared by Great Basin Engineering – South, several of the architectural and site design standards of the DCO zone are by nature unsuitable for a service station. For example, a contemporary service station does not require a garage building, but only an operator booth located under the canopy itself, and the canopy structure has no perimeter walls or windows. Although such design standards are logically irrelevant to a service station, the Code does not explicitly exempt service stations from compliance. The appearance of a conflict results, to the extent that service stations are a

permitted use but design standards seem to require site design and building elements that are not characteristic of service stations generally.

5. The Outer Highway Commercial sub-area of the DCO zone extends along the full length of Highway 99 through the City of Canby. Interpreting the DCO standards so as to impose an overly burdensome set of design requirements for service stations would in effect prohibit them along the whole Highway 99 corridor, to the detriment of the entire community.

6. Omission of clarifying statements in Chapter 16.41 offering specific guidance for the design and construction of service stations within the Outer Highway Commercial sub-area of the DCO zone is not a valid pretext for denial of the use. Rather, the Board is directed by this Code provision to *determine whether there is compliance with the **INTENT** of the DCO site and design review standards* in evaluating proposals through a Type III review procedure. That is, the Board has substantial discretion to determine how a service station proposal can keep faith with the INTENT of the design standards, and to give it relief from standards that should be considered not applicable in the context of a service station.

> ***4.*** *The Board shall, in making its determination of compliance with the above requirements, be guided by the objectives and standards set forth in this section. 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.*

Applicant's Response: The submitted plans demonstrate how all public facilities and services will be provided to the site.

> ***5.*** *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.*

Applicant's Response: The Subject Property is not zoned for residential use and no residential use is proposed. This provision is not applicable.

6. *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.*

Applicant's Response: The subject property is vacant and does not contain trees subject to Tree Ordinance protections. This provision is not applicable.

Summary and Conclusion

The Applicant has presented substantial evidence demonstrating that the proposed development plan has been properly submitted and complies with the INTENT of the DCO site and design review standards. The Applicant respectfully requests that the City of Canby approve the requested development plan.

GREAT BASIN ENGINEERING - South
2010 North Redwood Road • P.O. Box 16747 • Salt Lake City, Utah 84116
(801) 521-8529 • (801) 394-7288 • Fax (801) 521-9551

CONSULTING ENGINEERS
AND LAND SURVEYORS

May 17, 2012

City of Canby
Attention: Bryan Brown
111 NW 2nd Avenue
Canby, Oregon 97013

Re: Type III Site & Design Review Associated with the Proposed Fred Meyer Fuel Center #651

Bryan,

The purpose of this written statement is to provide the City of Canby Planning Department and the Planning Commission with information regarding the proposed Fred Meyer Fuel Center and how it meets the Municipal Code. Also addressed in the statement is the availability and adequacy of public facilities & services.

Project Background
Fred Meyer Stores, Inc. is proposing a 6 multi-product dispenser fuel center at the southeast corner of SE 1st Avenue (Hwy 99E) and Locust Street. The project includes a 92' x 58' fuel canopy, two underground fuel storage tanks (one 20,000 gal. unleaded tank and one split tank with 10,000 gal. diesel & 8,000 gal. supreme unleaded), an attendant kiosk, a mechanical equipment kiosk with restroom, dumpster enclosure, storage shed, propane tank refueling station and an air/water pad. Also, included in the project will be the associated asphalt circulation and queuing areas, parking stalls, site curbing and sidewalks.

The site is zoned C-2 Highway Commercial where a service (fueling) station is an outright permitted use. The site also is located at the easternmost edge of the Core Commercial (CC) area of the Downtown Canby Overlay (DCO) Zone. A text amendment to the zoning code is being filed concurrently with this application which will move the subject property into the Outer Highway Commercial Overlay Area (OHC). This is being done after a review of the City's Municipal Code made it evident that while the proposed fuel station is a permitted use in the underlying C-2 zone, the DCO development standards were not written with a fuel station in mind. In an attempt to follow the code as much as possible the OHC's design standards fit the nature and intent of a fuel station with its "automobile-oriented" focus much better than the CC area's "pedestrian friendly environment" focus. Detailed information regarding the text amendment can be found in the documents submitted for that request. Please refer to those documents if additional information is needed. This document has been written under the assumption that the text amendment will be approved and that the OHC design standards will be imposed on the site. Discussion will be given on how the project meets these requirements and, where necessary, identify items in the code that are incompatible with a fueling station.

Downtown Canby Overlay Development Standards

Section 16.41.050 of the municipal code sets development standards for the DCO area and each of the three subareas. Before proceeding a point of clarification is necessary to help identify how we have applied the definition of the terms "building" and "structure" with relation to the proposed project. Per Section 16.04.090 of the Code, the term building *means a structure for the shelter or enclosure of persons, animals, chattels or property of any kind.* Section 16.04.590 lists indicates that a structure *means that which is built or constructed. Structure means an edifice or building of any kind or any piece of work artificially built up or composed of parts joined in some manner and which requires a location on the ground.* Based on these definitions we are proceeding with the understanding that the attendant kiosk under the canopy and mechanical/restroom kiosk would be considered the "buildings" and that the canopy itself would be considered a "structure". The proposed project complies with the following areas of the development standards set forth by the code:

- The absence of a maximum setback distance in Table 1 of section 16.41.050 in the OHC subarea allows the canopy which is located approximately 74' 9" from the street lot line to meet the setback requirements. [Section 14.49.050 (A)(1)]
- The maximum building footprint of 80,000 sq. ft. per use is met. [Section 14.49.050 (A)(2)]
- The maximum building height or 45' is met. [Section 14.49.050 (A)(2)]
- A dumpster enclosure is provided to screen garbage collection area. It will be located away from the street and have a stone veneer to match the stone used on other areas of the project. It will be buffered by landscaping on the two exposed sides. [Section 14.49.050 (A)(3)(a-c)]
- Roof top mechanical equipment will be screened from view using a parapet wall. [Section 14.49.050 (A)(3)(d)]
- A 5' wide landscape strip has been provided around the perimeter of all parking and maneuvering areas particularly between the parking stalls and the side lot line of the adjacent property. [Section 14.49.050 (A)(4)(b)(2)]

The following areas of the Section 16.41.050 development standard do not appear to apply to a fueling station.

- The requirement that a minimum of 40% of the length of each lot frontage shall be developed with a building built at the minimum setback (10' on the OHC subarea) from the street lot line. [Section 14.49.050 (A)(1)(b)]
    - ♦ This requirement cannot be met since our buildings are only a total of 143 sq. ft. and very small in nature. The proposed use does not have a building large enough to meet this requirement.
- The requirement that a minimum floor area ration of 0.25 be provided. [Section 14.49.050 (A)(2)]
    - ♦ The kiosk's and canopy only achieve a floor area ration of 0.17. The only way to increase this ratio is to increase the canopy which is not possible with the site area available.

- The requirement that parking and maneuvering areas shall be set back a min. 15' from front lot line. [Section 14.49.050 (A)(4)(b)(1)]
    - The request by the City of Canby and ODOT to maintain the shared access with the neighbor to the west makes this requirement difficult to meet.
- The requirement that parking and maneuvering areas must not exceed 60% of the lot frontage. [Section 14.49.050 (A)(4)(b)(3)]
    - This criterion cannot be met for the same reason as the first item relating to the building frontage. The project does not have a large enough building to take up 40% of the frontage which would leave 60% of the frontage for parking and maneuvering. The small nature of the buildings for this project therefore requires a larger portion of the frontage for maneuvering purposed out of necessity.

DCO Site and Design Review Standards

Section 16.41.070 identifies site and design review standards to be imposed on properties in the DCO areas. These standards provide a basis for the appearance of the proposed development, many of these standards to not apply to a fueling station. Below is a summary of the standards and their applicability to this project.

Section 16.41.070 (A) – Pedestrian Oriented Ground Floor Design

- Standard 1 – Ground Floor Windows – Not applicable to this project. The only windows on this project are on the attendant kiosk under the canopy which has a width of 4' along the primary street facing façade.
- Standard 2 – Building Entries and Doors – Not applicable to this project. There are no areas that the public can enter through an entry or door on this project.
- Standard 3 – Transition Areas – Not applicable to this project. These requirements are not required in the OHC subarea.
- Standard 4 – Additional Standards for Residential-Only Buildings – Not applicable to this project. This project is not a residential building.

Section 16.41.070 (B) – Cohesive Architectural Element Standards

- Standard 1 (a) – Bay Divisions – The requirement that architectural bays be divided by columns no more than 50' apart is met by the proposed canopy having column spacing of only 34'.
- Standard 1 (b) – Height of Bays – Not applicable to this project. The bays are 15' 6" high which puts them under the height limit of this requirement.
- Standard 1 (c) – Design Elements – This requirement is met through the use of engaged columns having stone veneer bottom and stucco textured upper. Also the canopy is provided along 100% of the street-facing building length.
- Standard 1 (d) – Decorative Accents – Not applicable to this project. None of the listed options are applicable to a fuel center.

Section 16.41.070 (C) – Integrated Building Façade Standards

- Standard 1 – Distinct Top, Middle and Base of Building – This requirement will be met by using a stone veneer on the bottom of all columns and kiosks. The middle area will

use textured stucco on columns and kiosks (where windows are not located) and both the kiosks and canopy will be capped with textured fascia and the Fred Meyer logo.

- Standards 2-3 – Not applicable in the OHC subarea
- Standard 4 – Top of Flat Roof Design Element – This requirement is met through the addition of a cornice to the top of the canopy.

Section 16.41.070 (D) – Corner Intersection Standards

- Standard 1 – Corners – Not applicable in the OHC subarea.

Section 16.41.070 (E) – Materials Standard

- Standard – This requirement is met through the use of stone and stucco textured materials across the site.

Section 16.41.070 (F) – Color Palette

- Standard – This requirement has been met through the use of neutral colors like those found in the Sherwin-Williams Arts and Crafts color palette.

Site Design Review Menu Compliance (Table 16.49.040)

Section 16.49.040 of the municipal code indicates that the board shall use the matrix found in Table 16.49.040 to determine if a Type III Site and Design Review Application is compatible with developments in the same general vicinity, that materials and colors are similar and that LID practices are used whenever feasible. The requirement is that 70% of the criteria in the matrix be used with 15% of these points being LID elements from the matrix. The following table summarizes the matrix and this projects ability to comply with the criteria.

Design Criteria	Applicable to Project (Y/N)	Points Achieved	Points Possible	Notes
Parking				
Screening of loading facilities from public right-of-way	N	0	0	No loading facilities are proposed
Parking lot lighting provided	Y	1	1	Yes
Parking location	Y	1	2	Parking on side of Bldg.
Number of parking spaces provided	Y	2	2	Req'd=2; Prov=2
Access				
Distance of access to nearest intersection	Y	2	2	>100 feet
Pedestrian walkways from public street to building entrance	Y	2	2	All entrances connected
Pedestrian walkways from parking lot to building entrance	Y	2	2	No more than 1 undesignated crossing
Tree Retention				
Trees outside of bldg footprint and parking/access areas	N	0	0	No existing trees outside of access areas

Design Criteria	Applicable to Project (Y/N)	Points Achieved	Points Possible	Notes
Replacement of trees removed	N	0	0	4 removed, 17 added
Signs				
Dimensional size of sign	Y	0	2	>75% max
Similarity of sign color to building color	Y	1	2	Stone veneer use onsite to be used on sign
Pole sign used	Y	1	1	No pole sign
Location of sign	Y	0	1	>25 feet from driveway
Building Appearance				
Style	Y	1	1	Gas station to east
Color	Y	2	2	Subdued and similar
Material	Y	2	2	City recommended materials used
Size of Building	Y	1	1	< 20,000 sq. ft.
Landscaping				
Number of non-required trees provided	Y	1	1	1 tree provided for every 290 sq. ft. of landscape
Amount of grass	Y	2	2	Grass < 25% of total landscape
Location of shrubs	Y	1	1	Background
LowImpactDevelopment (LID)				
Use of pervious paving materials	N	0	0	Pervious paving is not recommended for fueling stations
Provision of park or open space for public use	Y	2	4	Open space provided
Use of drought tolerant species	Y	4	4	>75% drought tolerant species to be used
Provision of additional interior parking lot landscaping	N	0	0	Not possible with this site
Provision of an eco-roof or roof top garden	N	0	0	No roof access provided to maintain and not visible from street due to parapet
Parking integrated within building footprint	N	0	0	Not possible with this site
Disconnecting downspouts from city storm water facilities	N	0	0	Only applicable for existing buildings
Shared parking with adjacent uses or public parking structure	Y	0	2	None provided
	Totals	**28**	**37**	**75% of Total, 16% LID**

Our review of this project indicates that the criteria identified in the Site Design Review Menu Matrix are satisfied with the project achieving 75% of the total points possible. Of these points 16% are LID requirements.

Public Facilities

The site has access to all necessary public utilities and facilities. Water, sewer, gas, power and phone are all directly adjacent to the site and available for use by the development. A pre-application meeting was held with the City at which time no deficiencies were identified by those in attendance for the services available to the site. Storm water will be collected, treated and infiltrated onsite. No connection to a City storm drain facility will be required.

Summary

This written statement has been provided to the City of Canby at the request of Fred Meyer Stores, Inc. to provide details regarding a proposed fuel station at the southwest corner of SE 1st Aveney (Hwy 99E) and Locust Street. While a service (fueling) station is an outright permitted use in the underlying C-2 highway commercial zone, the additional requirements of the Downtown Canby Overlay Zone are not written to accommodate a fuel station. This letter has identified the portions of the code that can be met by the proposed development and also the portions that cannot be met. While in some cases alternate methods have been proposed many instances remain where the development standards just does not apply to a fuel station. We look forward to working together with the City to find a solution that will allow this permitted use to be constructed as allowed by the code while meeting the intent of the DCO zone to the most complete extent possible. Should you require additional information or have any questions please contact me at (801) 521-8529.

Sincerely,
GREAT BASIN ENGINEERING – SOUTH

Jake Tate, P.E. (Utah)
Project Engineer

SITE AND DESIGN REVIEW APPLICATION: LANDSCAPING CALCULATIONS

Site Areas

1. Building area	5,447	***- Square footage of building footprints***
2. Parking/hardscape	22,084	***- Square footage of all sidewalks, parking, & maneuvering areas***
3. Landscaped area	4,935	***- Square footage of all landscaped areas***
4. Total developed area	32,466	***- Add lines 1, 2 and 3***
5. Undeveloped area	0	***- Square footage of any part of the site to be left undeveloped.***
6. Total site area	32,466	***- Total square footage of site***

Required Site Landscaping (Code 16.49.080)

7. Percent of landscaping required in Zoning District	15%	***- Fill in the Appropriate Percentage:*** *R-1, R-1.5, R-2 Zones: 30%; C-2, C-M, C-R, M-1, M-2 Zones: 15%; C-1 Zone: 7.5%*
8. Required minimum square footage of landscaping	4,870	***- Multiply line 4 and line 7***
9. Proposed square footage of landscaping	4,935	***- Fill in value from line 3***

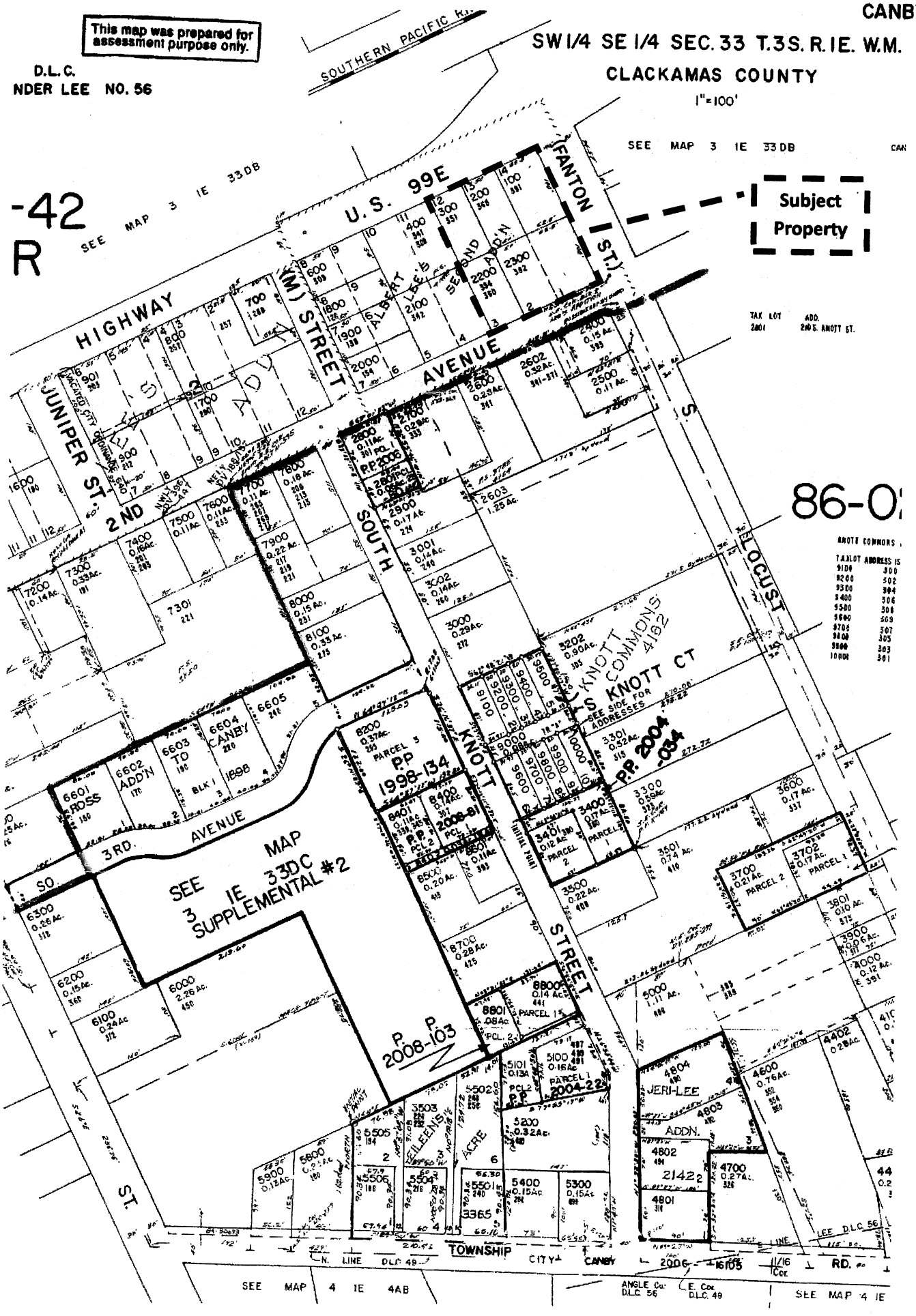
Required Landscaping within a Parking Lot (Code 16.49.120(4))

Note: this section and the next apply only to projects with more than 10 parking spaces or 3,500 square feet of parking area

10. Zone	N/A	***- Fill in the Appropriate Zone and Percentage:*** *C-1 Zone: 5%; Core Commercial sub-area of the Downtown Canby Overlay: 10%, except for parking lots with 10 or more spaces and two or more drive aisles: 50 square feet per parking space; All other zones: 15%.*
11. Percent of required landscaping	N/A	
12. Area of parking lot & hardscape	N/A	*- Fill in area of parking and maneuvering areas plus all paved surface within ten (10) feet of those areas.*
13. Number of vehicle parking spaces	N/A	*- For Core Commercial sub-area in the Downtown Canby Overlay only, fill in the total # of parking spaces on-site.*
14. Required square footage of landscaping within 10 feet of parking lot	N/A	*- Multiply area of parking lot (line 12) by percent of required landscaping (line 11) -OR- for the CC sub-area in the Downtown Canby Overlay multiply line 13 by 50 square feet.*
15. Proposed square footage of Landscaping within 10 feet of parking lot	N/A	*- Calculate the amount of landscaping proposed within 10 feet of all parking and maneuvering areas.*

SITE AND DESIGN REVIEW APPLICATION: PARKING LOT TREE CALCULATION

16. Number of parking spaces	N/A	*- Total number of vehicle parking spaces*
17. Area of parking lot & hardscape	N/A	*- Area from line 12*
18. Number of parking spaces (line 16) divided by 8	N/A	*- Round **up** to the nearest whole number*
19. Area of parking lot area (line 17) divided by 2,800	N/A	*- Round **up** to the nearest whole number*
20. Number of required trees in parking lot	N/A	*- Fill in the **larger** of row 18 and row 19*
21. Number of trees provided within 10 feet of parking lot	N/A	*- Fill in the number of proposed trees within 10 feet of parking and maneuvering areas.*


3 1E 33DC
CANBY
This map was prepared for assessment purpose only.
SW 1/4 SE 1/4 SEC. 33 T.3S. R.1E. W.M.
CLACKAMAS COUNTY
1"=100'
D.L.C.
NDER LEE NO. 56
SOUTHERN PACIFIC R.R.
SEE MAP 3 1E 33DB
Subject Property
U.S. 99E
HIGHWAY
(FANTON ST.)
JUNIPER ST.
(M) STREET
ALBERT LEE 2ND ADD'N
2ND AVENUE
SOUTH
LOCUST
KNOTT
KNOTT COMMONS 4162
S KNOTT CT
3RD. AVENUE
SEE MAP 3 1E 33DC SUPPLEMENTAL #2
P.P. 1998-134
P.P. 2004-034
P.P. 2008-103
P.P. 2008-81
P.P. 2004-22
JERI-LEE ADDN.
EILEENE'S ACRE
TOWNSHIP
CITY
CANBY
SEE MAP 4 1E 4AB
SEE MAP 4 1E
LEE D.L.C. 56
LINE
RD.

Canby Neighborhood Review Meeting Notes

A neighborhood review meeting was held per August 8, 2012 mailing notice as follows:

Date: August 28, 2012
Time: 6:00 PM-7:30 PM
Location: Hope Village Community Center
Address: 1535 S. Ivy St Canby, OR 97013

James Coombes of Fred Meyer Stores, Inc. hosted and conducted the meeting. He presented an overall project description and highlights of the proposed Fred Meyer Fuel Center at the southwest corner of SE 1st Avenue (Hwy 99E) and S. Locust St.

Exhibit drawings [attached] were on display showing the proposed Fred Meyer Fuel Center site plan, elevations, and a map of the current and the proposed Canby Downtown Overlay District (CDOD) with surrounding properties.

Six people attended the meeting. Five of people attending identified themselves on the meeting mailing list. [Attached]

Mr. Coombes described the current conditions of the subject property and surrounding properties. He then described the zoning change application process and design review application process required for approval of the fuel center development as proposed by Fred Meyer.

Mr. Coombes pointed out that the subject site is zoned Hwy Commercial (C2) but located just inside the Core Commercial Sub-Area of the CDOD, where minimum building setback requirements and other design standards would restrict new fuel center site layout and circulation. He noted that the subject property was adjacent to properties outside of the Core Commercial Sub-Area of the CDOD. This placed development restriction not required of those adjacent properties.

Opportunity was provided for questions and discussion. Traffic impacts, fuel center operations, design elements including landscaping, lighting, signage, and safety and security were major points discussed.

Mr. Coombes described details of design elements, site lighting, safety standards and security monitoring proposed by Fred Meyer. He noted a comprehensive traffic study has been provided with the application package as required by City and State direction and reviewed by both City of Canby and Oregon Department of Transportation (ODOT). He also noted that ODOT has approved site access onto Highway 99E.

He informed those in attendance that City Planning Commission public hearing was scheduled for September 24th at 6:00 PM at the Council Chambers, then adjourned the meeting.

August 8, 2012

RE: NOTICE OF NEIGHBORHOOD REVIEW MEETING
ON PROPOSED FRED MEYER FUEL CENTER

Dear Resident or Property Owner:

This notice is provided to you pursuant to Canby City Code Section 16.89.070 and is with respect to an approximately ¾-acre property located on the west side of S. Locust Street, between SE 1st Avenue (Highway 99) and SE 2nd Avenue. The property consists of Tax Lots 100, 200, 300, 2200 and 2300 of Clackamas County Tax Map 3 1E 33DC. The base zone is Highway Commercial (C-2). The site is also in the Downtown Canby Overlay Zone (DCO) at the eastern edge of the Core Commercial (CC) sub-area.

Fred Meyer is considering a proposal to install a fuel center consisting of a 58' x 92' canopy with 6-multi-product dispensers that will provide 12 fueling positions for gasoline and diesel. Additionally, there would be a cashier's kiosk and two underground, double-wall fiberglass fuel storage tanks. The request includes changing the property's DCO sub-area designation from Core Commercial (CC) to Outer Highway Commercial (OHC), along with other related applications.

The meeting is scheduled for:
Date: Tuesday, August 28, 2012
Time: 6:00-7:30 PM
Location: Hope Village Community Center
Address: 1535 S. Ivy St. Canby, OR 97013

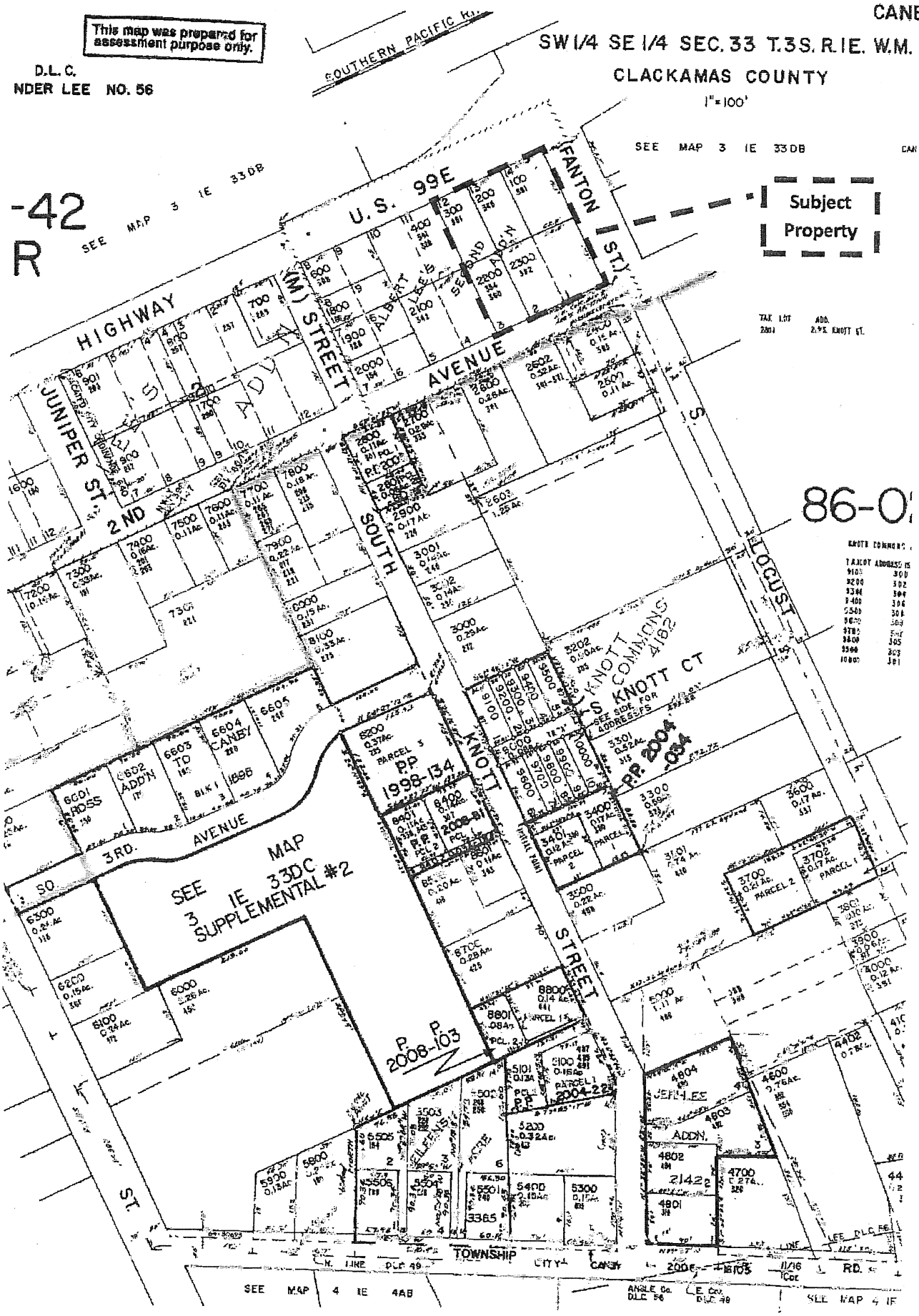
The purpose of this meeting is to provide a forum for surrounding property owners / residents to review the proposal and to identify issues so they can be considered before the formal application is submitted. This meeting gives you the opportunity to share with us any special information you know about the property involved. We will try to answer questions related to how the project would meet relevant development standards consistent with City of Canby land use regulations.

Please note that this will be an informational meeting on preliminary development plans. These plans may change slightly before the application is submitted to the City. Depending upon the type of application, you may receive an official notice from the City of Canby of your opportunity to participate either by submitting written comments, and / or by attending a public hearing.

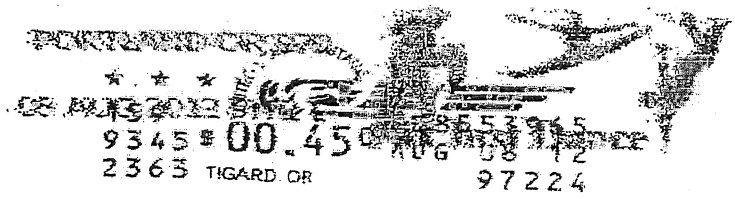
I look forward to discussing this proposal with you. Please feel free to contact me at (503) 702-1873 or james.coombes@fredmeyer.com or by fax at (503) 797-3539 if you have questions.

Sincerely,

James Coombes
Fred Meyer Stores, Inc.

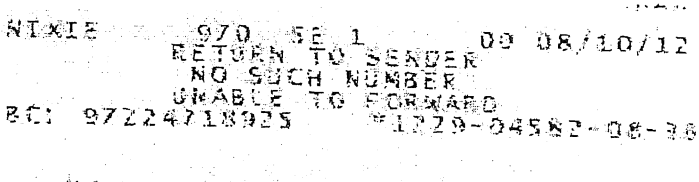

3 1E 33DC
CANBY
SW 1/4 SE 1/4 SEC. 33 T.3S. R.1E. W.M.
CLACKAMAS COUNTY
1"=100'
This map was prepared for assessment purpose only.
D.L.C.
NDER LEE NO. 56
SOUTHERN PACIFIC R.R.
SEE MAP 3 1E 33DB
SEE MAP 3 1E 33DB
Subject Property
U.S. 99E
HIGHWAY
(M) STREET
FANTON ST.
ALBERT LEE'S SECOND ADD'N
JUNIPER ST.
2ND AVENUE
SOUTH
LOCUST
S KNOTT CT
KNOTT
3RD. AVENUE
SEE 3 1E 33DC SUPPLEMENTAL #2 MAP
P.P. 1998-134
P.P. 2004-034
P.P. 2008-103
P.P. 2008-91
P.P. 2004-22
JEFFERIES ADDN.
TOWNSHIP
CITY
CANBY
RD.
SEE MAP 4 1E 4AB
SEE MAP 4 1E

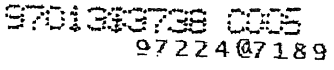
estlake | Pacific Corporate Center
consultants, inc | 97224



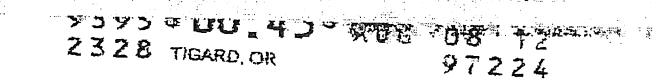
NSN

31E33CC08200
Occupant
105 NW 1st Ave
Canby, OR 97013



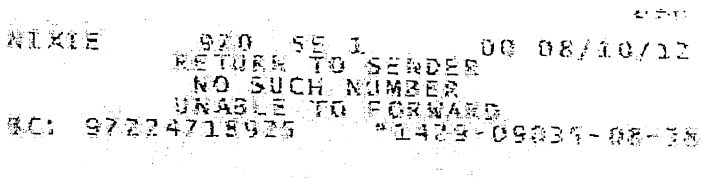


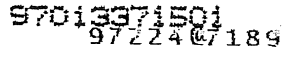
consultants, inc | 97224

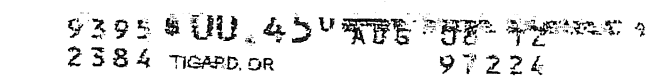


NSN

31E33DB03700
Occupant
301 NE 3rd Ave
Canby, OR 97013

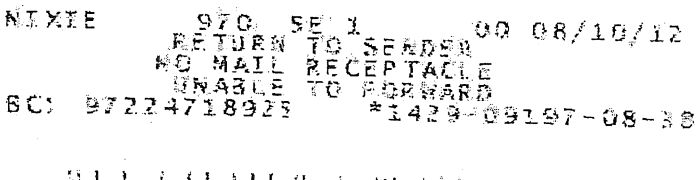


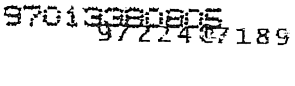




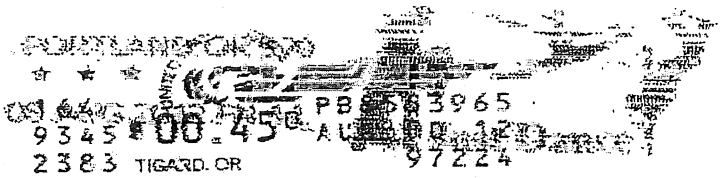
NMR

31E33DB04600
Occupant
505 SE 1st Ave
Canby, OR 97013





estlake | Pacific Corporate Center
consultants, inc | 97224



NMS

31E33DB04900
Occupant
581 SE 1st Ave
Canby, OR 97013

NIXIE 970 SE 1 00 08/10/12
RETURN TO SENDER
NO MAIL RECEPTACLE
UNABLE TO FORWARD
BC: 97224718925 *1429-09141-08-38

97013 97224 07189

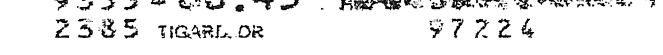
VAL

31E33DB06200
Occupant
160 S Locust St
Canby, OR 97013

NIXIE 970 SE 1 00 08/10/12
RETURN TO SENDER
VACANT
UNABLE TO FORWARD
BC: 97224718925 *1429-09298-08-38

97013 97224 07189

consultants, inc | 97224



31E33DB06500
Occupant
206 S Hwy 99e
Canby, OR 97013

NIXIE 970 SE 1 00 08/10/12
RETURN TO SENDER
NOT DELIVERABLE AS ADDRESSED
UNABLE TO FORWARD
BC: 97224715499 *1429-09163-08-38

97013 97224 07154

Westlake | consultants, inc
Pacific Corporate Center
97224

31E33DB06600
Occupant
262 S Hwy 99e
Canby, OR 97013

NIXIE 970 5E 1 00 08/10/12
RETURN TO SENDER
NOT DELIVERABLE AS ADDRESSED
UNABLE TO FORWARD
BC: 97224718925 *1629-12731-08-38

9701338888E5
97224@7189

NSN

31E33DC00400
Occupant
341 SE 1st Ave
Canby, OR 97013

NIXIE 970 5E 1 00 08/10/12
RETURN TO SENDER
NO SUCH NUMBER
UNABLE TO FORWARD
BC: 97224718925 *1429-09167-08-38

9701338805A1
97224@7189

consultants, inc

NSN

31E33DC00700
Occupant
289 SE 1st Ave
Canby, OR 97013

NIXIE 970 5E 1 00 08/10/12
RETURN TO SENDER
NO SUCH NUMBER
UNABLE TO FORWARD
BC: 97224718925 *1429-09148-08-38

9701338088E9
97224@7189

estlake consultants, inc
Pacific Corporate Center
Tigard, Oregon 97224

NMR

31E33DC00800
Occupant
257 SE 1st Ave
Canby, OR 97013

NIXIE 970 SE 1 00 08/10/12
RETURN TO SENDER
NO MAIL RECEPTACLE
UNABLE TO FORWARD
BC: 97224715499 *1229-00913-08-39

97013380357 97224@7154

NSN

31E33DC00900
Occupant
220 SE 2nd Ave
Canby, OR 97013

NIXIE 970 SE 1 00 08/10/12
RETURN TO SENDER
NO SUCH NUMBER
UNABLE TO FORWARD
BC: 97224718925 *1429-09279-08-38

97013440420 97224@7189

9375 00.42 AUG 08 12
2365 TIGARD,OR 97224

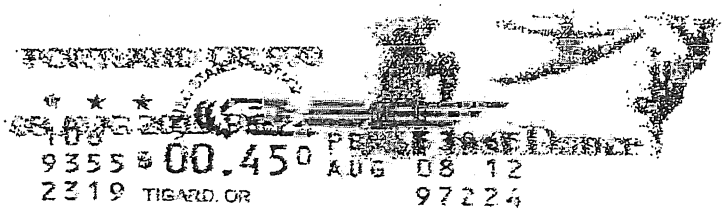
VAC

31E33DC00901
Occupant
203 SE 1st Ave
Canby, OR 97013

NIXIE 970 SE 1 00 08/10/12
RETURN TO SENDER
VACANT
UNABLE TO FORWARD
BC: 97224718925 *1529-09581-08-38

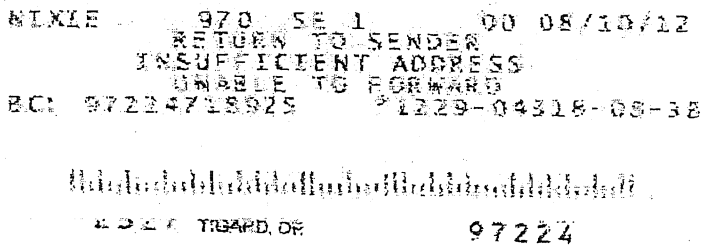
97013380303 97224@7189

estlake | Pacific Corporate Center
consultants, inc | [illegible] 97224



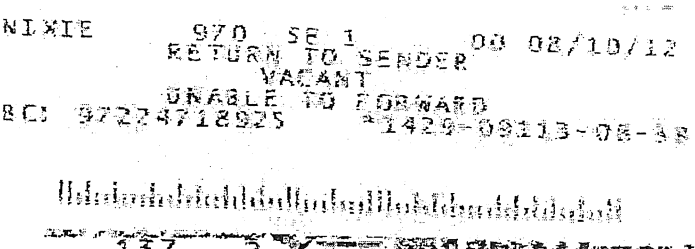
IA

31E33DC01700
Occupant
290 SE 2nd Ave
Canby, OR 97013



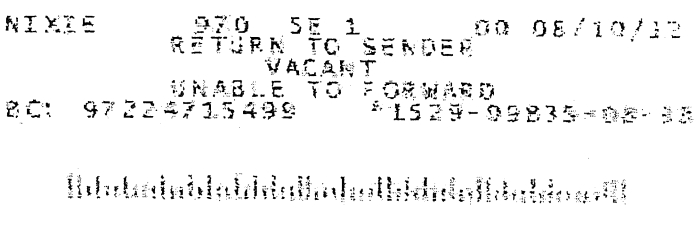
VAC

31E33DC01800
Occupant
126 S Knott St
Canby, OR 97013



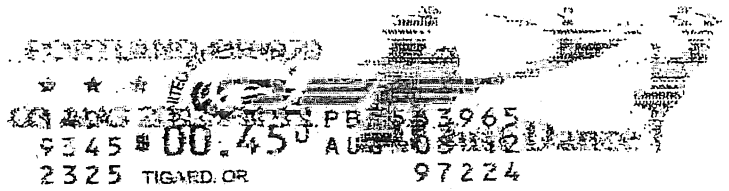
VAC

31E33DC01900
Occupant
138 S Knott St
Canby, OR 97013



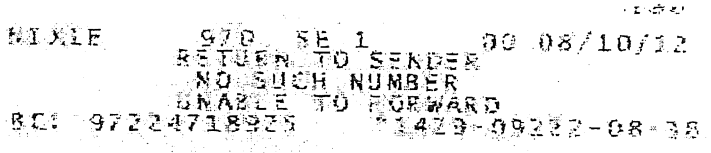
estlake | Pacific Corporate Center
consultants, inc

97224

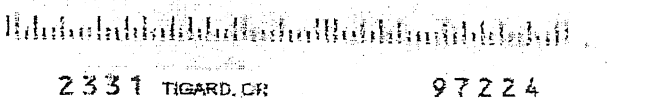


NSN

31E33DC02500
Occupant
211 S Locust St
Canby, OR 97013



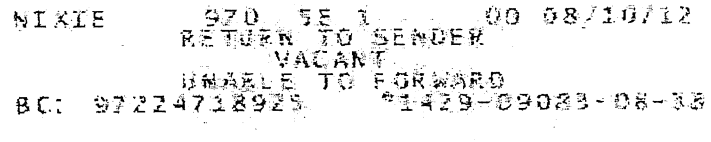
97013443911
97224@7189



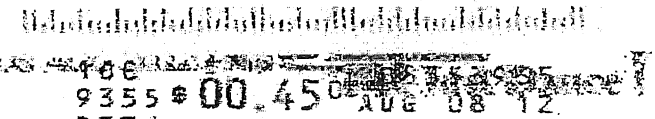
2331 TIGARD, OR 97224

VAC

31E33DC03002
Occupant
260 S Knott St
Canby, OR 97013



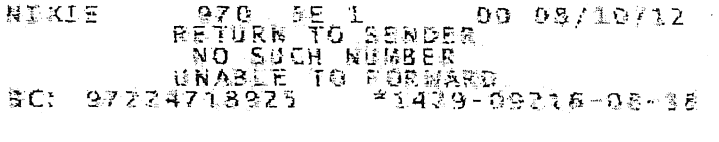
97013443860
97224@7189



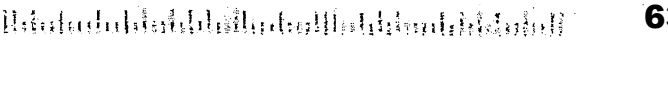
consultants, inc | Tigard, Oregon 97224

NSN

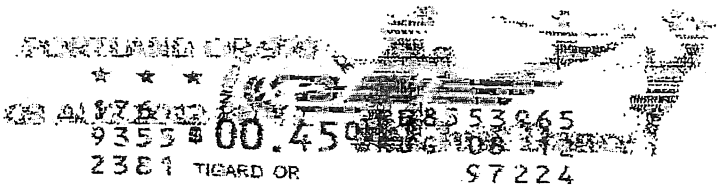
31E33DC03202
Occupant
305 S Locust St
Canby, OR 97013



97013
97224@7189

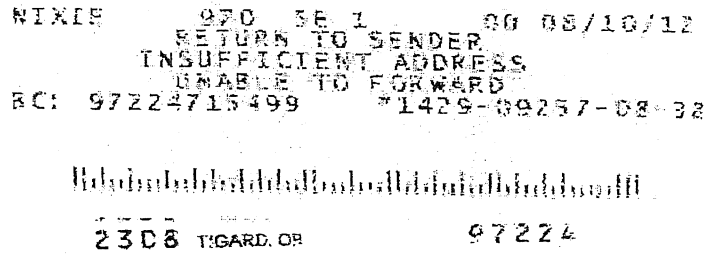


Westlake consultants, inc
Pacific Corporate Center
Tigard, Oregon 97224



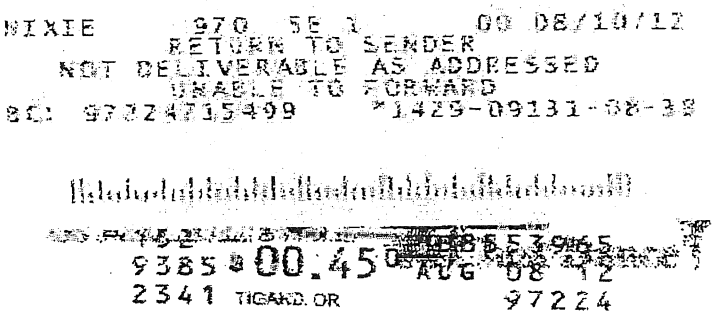
IA

31E33DC03301
Occupant
315 S Locust St
Canby, OR 97013



UTK

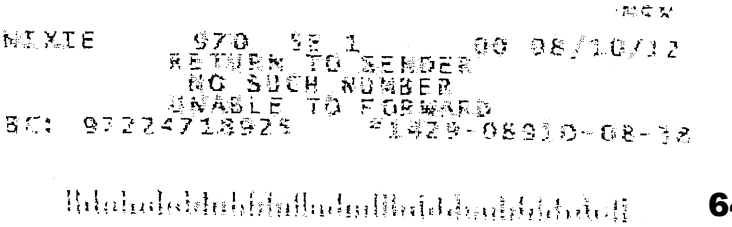
31E33DC06605
Barry Zauner
240 SE 3rd Ave
Canby, OR 97013-4416



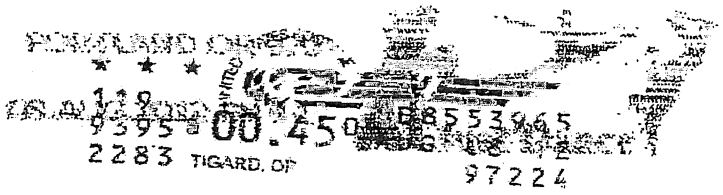
Consultants, inc Tigard, Oregon 97224

NSN

31E33DC07301
Occupant
221 SE 2nd Ave
Canby, OR 97013

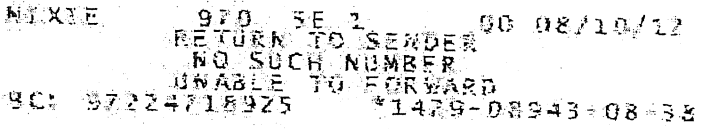


estlake | Pacific Corporate Center
consultants, inc | [illegible] 97224



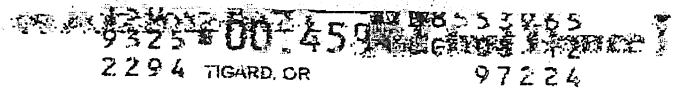
NSN

31E33DC07400
Telephone Assn Canby
201 SE 2nd Ave
Canby, OR 97013-0000



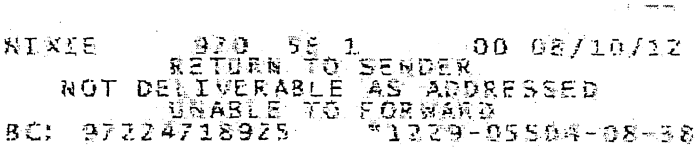
97013440[illegible]
97224@7189

estlake | [illegible] 97224
onsultants, inc

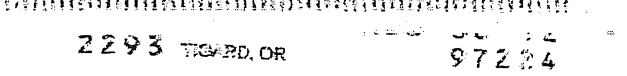


UTF

31E33DC07500
Telephone Assn Canby
184 N Grant St
Canby, OR 97013-3628

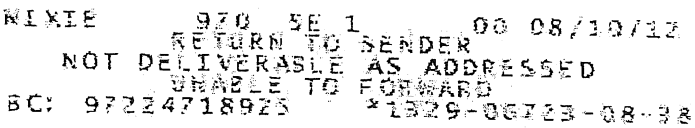


97013352884
97224@7189



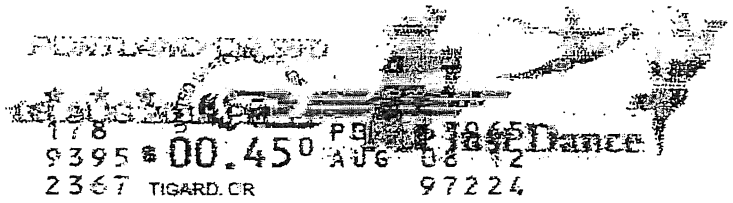
UTF

31E33DC07800
Ronald & Arnold Choy
209 S Knott St
Canby, OR 97013-4422



97013442209
97224@7189

estlake | Pacific Corporate Center
consultants, inc [illegible] 97224



31E33DC10000
Occupant
301 S Knott St
Canby, OR 97013

NIXIE 970 5E 1 00 08/10/12
RETURN TO SENDER
NO SUCH NUMBER
UNABLE TO FORWARD
BC: 972247189 *1529-09858-08-38

97224-7189

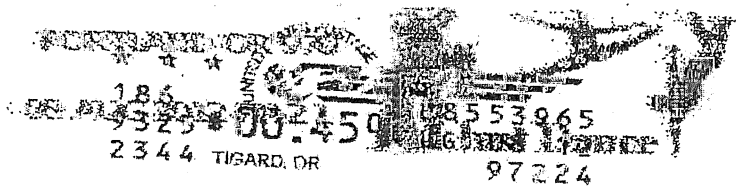
NEIGHBORHOOD MEETING AUGUST 28, 2012

ATTENDANCE -

MAILING LIST

NAME	ADDRESS OR CONTACT
Vicki Lang	1320 SE 8th Ave vic711@hotmail.com
Wayne Oliver	101 N. Ivy St. Canby Or. 97013
Wayne@Oliverinsurance.net	
Cristobal Orin Lopez	154 S. Knott ST Canby
Roger Skoe	1853 N. Teakwood Cir. Canby
JIM COOMBES	3800 SE 22ND AVE PORTLAND OR 97202

Westlake consultants, inc | Pacific Corporate Center
97224



31E33DC08000
Coreen Savage
13860 Wisteria Dr NE
Aurora, OR 97002-9760

N 970 N7E 1 23JI 00 08/09/13
FORWARD TIME EXP RTN TO SEND
SAVAGE
231 S KNOTT ST
CANBY OR 97013-4422
RETURN TO SENDER

9700 9776 0069 9722 4071 89

Westlake consultants, inc | Pacific Corporate Center

97224

169
9395 $00.45 PB8553965
2427 TIGARD, OR AUG 10 12
97224

31E33DC08000
Coreen Savage
231 S. Knott St.
Canby, OR. 97013-4422

August 8, 2012

RE: NOTICE OF NEIGHBORHOOD REVIEW MEETING
ON PROPOSED FRED MEYER FUEL CENTER

Dear Resident or Property Owner:

This notice is provided to you pursuant to Canby City Code Section 16.89.070 and is with respect to an approximately ¾-acre property located on the west side of S. Locust Street, between SE 1st Avenue (Highway 99) and SE 2nd Avenue. The property consists of Tax Lots 100, 200, 300, 2200 and 2300 of Clackamas County Tax Map 3 1E 33DC. The base zone is Highway Commercial (C-2). The site is also in the Downtown Canby Overlay Zone (DCO) at the eastern edge of the Core Commercial (CC) sub-area.

Fred Meyer is considering a proposal to install a fuel center consisting of a 58' x 92' canopy with 6-multi-product dispensers that will provide 12 fueling positions for gasoline and diesel. Additionally, there would be a cashier's kiosk and two underground, double-wall fiberglass fuel storage tanks. The request includes changing the property's DCO sub-area designation from Core Commercial (CC) to Outer Highway Commercial (OHC), along with other related applications.

The meeting is scheduled for:
Date: Tuesday, August 28, 2012
Time: 6:00-7:30 PM

Location: Hope Village Community Center
Address: 1535 S. Ivy St. Canby, OR 97013

The purpose of this meeting is to provide a forum for surrounding property owners / residents to review the proposal and to identify issues so they can be considered before the formal application is submitted. This meeting gives you the opportunity to share with us any special information you know about the property involved. We will try to answer questions related to how the project would meet relevant development standards consistent with City of Canby land use regulations.

Please note that this will be an informational meeting on preliminary development plans. These plans may change slightly before the application is submitted to the City. Depending upon the type of application, you may receive an official notice from the City of Canby of your opportunity to participate either by submitting written comments, and / or by attending a public hearing.

I look forward to discussing this proposal with you. Please feel free to contact me at (503) 702-1873 or james.coombes@fredmeyer.com or by fax at (503) 797-3539 if you have questions.

Sincerely,

James Coombes
Fred Meyer Stores, Inc.

3 1E 33DC
CANBY

SW 1/4 SE 1/4 SEC. 33 T.3S. R.1E. W.M.
CLACKAMAS COUNTY
1"=100'

This map was prepared for assessment purpose only.

D.L.C.
NDER LEE NO. 56

SOUTHERN PACIFIC R.R.

SEE MAP 3 1E 33DB

SEE MAP 3 1E 33DB

Subject Property

First American
Title Insurance Company
NATIONAL COMMERCIAL SERVICES

Date of Production: Friday, August 03, 2012

The ownership information enclosed is time sensitive and should be utilized as soon as possible.

This mailing list was produced with the use of tax assessor maps available online from OR Maps (www.ormap.org/maps/index.cfm) as well as data purchased from the Portland Metro regional government and Real Estate Solutions Inc.

We assume no liability in connection with this service.

Thank you for your business and for using First American Title.

First American Title Insurance Company of Oregon

Clackamas (OR)

Prepared For:

Prepared By: **Kevin M Smith**
Customer Service Department
222 SW Columbia St, Suite 400 - Portland, Oregon 97201
Phone: (503) 219-TRIO Fax: (503) 790-7872

OWNERSHIP INFORMATION

Owner	: Oliver & Lang LLC	*Ref Parcel Number*	: 31E33DC00100
CoOwner	:	*T*: 03S *R*: 01E *S*: 33 *Q*: 251	
Site Address	: 391 SE 1st Ave Canby 97013	*Parcel Number*	: 00795731
Mail Address	: 1320 SE 8th Ave Canby Or 97013		
Telephone	: *Owner*: *Tenant*:	*County*	: **Clackamas (OR)**

SALES AND LOAN INFORMATION

Transferred	: 02/01/2002	*Loan Amount*	:
Document #	: 002-011166	*Lender*	:
Sale Price	:	*Loan Type*	:
Deed Type	: Bargain & Sale	*Interest Rate*	:
% Owned	: 100	*Vesting Type*	: Corporation

PROPERTY DESCRIPTION

Map Page & Grid	: 746 D6
Census	: *Tract*: 229.03 *Block*: 2
Improvement Type	: 132 Sgl Family,R1-3,1-Story (Basement)
Subdivision/Plat	: Albert Lees 2nd Add
Neighborhood Cd	:
Land Use	: 100 Vacant,Residential Land
Legal	: 313 ALBERT LEES 2ND ADD LT 14
	:
	:

ASSESSMENT AND TAX INFORMATION

MktLand	: $77,213
MktStructure	:
MktTotal	: $77,213
M50 Assd Total	: $52,124
% Improved	:
11-12 Taxes	: $888.36
Exempt Amount	:
Exempt Type	:
Levy Code	: 086042
Millage Rate	: 17.0431

PROPERTY CHARACTERISTICS

Bedrooms	: 2	*Building SF*	: 2,118	*Stories*	: 1 Story-Bsmt
Bathrooms	: 1.00	*1st Floor SF*	: 897	*Garage SF*	:
Fireplace	:	*Above Ground SF*	: 1,221	*Lot Acres*	: .14
Heat Type	: Stove	*Upper Finished SF*	:	*Lot SF*	: 6,280
Interior Material	: Cld\paper	*Unfin Upper Story*	:	*Year Built*	: 1916
Exterior Finish	: Shake	*Upper Total SF*	: 324	*Year Appraised*	:
Floor Cover	: Fir	*Finished SF*	: 1,221	*Appraisal Area*	:
Roof Type	: Composition	*Basement Fin SF*	:	*School District*	: 086
Roof Shape	: Gable	*Basement Unfin SF*	: 897	*Utility District*	:
Foundation	: Concr Blk	*Basement Total SF*	: 897		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report.

First American Title Insurance Company of Oregon

Clackamas (OR)

Prepared For:

Prepared By: **Kevin M Smith**
Customer Service Department
222 SW Columbia St, Suite 400 - Portland, Oregon 97201
Phone: (503) 219-TRIO Fax: (503) 790-7872

OWNERSHIP INFORMATION

Owner	: Oliver & Lang LLC	*Ref Parcel Number*	: 31E33DC00200
CoOwner	:	*T*: 03S *R*: 01E *S*: 33 *Q*: 251	
Site Address	: 369 SE 1st Ave Canby 97013	*Parcel Number*	: 00795740
Mail Address	: 1320 SE 8th Ave Canby Or 97013		
Telephone	: *Owner*: *Tenant*:	*County*	: **Clackamas (OR)**

SALES AND LOAN INFORMATION

Transferred	: 02/01/2002	*Loan Amount*	:
Document #	: 002-011165	*Lender*	:
Sale Price	:	*Loan Type*	:
Deed Type	: Bargain & Sale	*Interest Rate*	:
% Owned	: 100	*Vesting Type*	: Corporation

PROPERTY DESCRIPTION

Map Page & Grid	: 746 D6
Census	: *Tract*: 229.03 *Block*: 2
Improvement Type	: 121 Sgl Family,R1-2,1-Story
Subdivision/Plat	: Albert Lees 2nd Add
Neighborhood Cd	:
Land Use	: 100 Vacant,Residential Land
Legal	: 313 ALBERT LEES 2ND ADD LT 13
	:
	:

ASSESSMENT AND TAX INFORMATION

MktLand	: $72,841
MktStructure	:
MktTotal	: $72,841
M50 Assd Total	: $48,450
% Improved	:
11-12 Taxes	: $825.74
Exempt Amount	:
Exempt Type	:
Levy Code	: 086042
Millage Rate	: 17.0431

PROPERTY CHARACTERISTICS

Bedrooms	: 2	*Building SF*	: 1,200	*Stories*	: 1
Bathrooms	: 1.00	*1st Floor SF*	: 780	*Garage SF*	:
Fireplace	:	*Above Ground SF*	: 1,200	*Lot Acres*	: .11
Heat Type	: Elec Baseboard	*Upper Finished SF*	: 420	*Lot SF*	: 5,000
Interior Material	: Drywall	*Unfin Upper Story*	:	*Year Built*	: 1946
Exterior Finish	: Shake	*Upper Total SF*	: 420	*Year Appraised*	:
Floor Cover	: Fir	*Finished SF*	: 1,200	*Appraisal Area*	:
Roof Type	: Composition	*Basement Fin SF*	:	*School District*	: 086
Roof Shape	: Gable	*Basement Unfin SF*	:	*Utility District*	:
Foundation	: Concrete	*Basement Total SF*	:		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report.

First American Title Insurance Company of Oregon

Clackamas (OR)

Prepared For:

Prepared By: **Kevin M Smith**
Customer Service Department
222 SW Columbia St, Suite 400 - Portland, Oregon 97201
Phone: (503) 219-TRIO Fax: (503) 790-7872

OWNERSHIP INFORMATION

Owner	: Oliver & Lang LLC	*Ref Parcel Number*	: 31E33DC00300
CoOwner	:	*T*: 03S *R*: 01E *S*: 33 *Q*: 251	
Site Address	: 351 SE 1st Ave Canby 97013	*Parcel Number*	: 00795759
Mail Address	: 1320 SE 8th Ave Canby Or 97013		
Telephone	: *Owner*: *Tenant*:	*County*	: **Clackamas (OR)**

SALES AND LOAN INFORMATION

Transferred	: 02/01/2002	*Loan Amount*	:
Document #	: 002-011167	*Lender*	:
Sale Price	:	*Loan Type*	:
Deed Type	: Bargain & Sale	*Interest Rate*	:
% Owned	: 100	*Vesting Type*	: Corporation

PROPERTY DESCRIPTION

Map Page & Grid	: 746 D6
Census	: *Tract*: 229.03 *Block*: 2
Improvement Type	: *unknown Improvement Code*
Subdivision/Plat	: Albert Lees 2nd Add
Neighborhood Cd	:
Land Use	: 100 Vacant,Residential Land
Legal	: 313 ALBERT LEES 2ND ADD LT 012
	:
	:

ASSESSMENT AND TAX INFORMATION

MktLand	: $72,841
MktStructure	:
MktTotal	: $72,841
M50 Assd Total	: $46,396
% Improved	:
11-12 Taxes	: $790.73
Exempt Amount	:
Exempt Type	:
Levy Code	: 086042
Millage Rate	: 17.0431

PROPERTY CHARACTERISTICS

Bedrooms	:	*Building SF*	:	*Stories*	:
Bathrooms	:	*1st Floor SF*	:	*Garage SF*	:
Fireplace	:	*Above Ground SF*	:	*Lot Acres*	: .11
Heat Type	:	*Upper Finished SF*	:	*Lot SF*	: 5,000
Interior Material:		*Unfin Upper Story*	:	*Year Built*	:
Exterior Finish	:	*Upper Total SF*	:	*Year Appraised*	:
Floor Cover	:	*Finished SF*	:	*Appraisal Area*	:
Roof Type	:	*Basement Fin SF*	:	*School District*	: 086
Roof Shape	:	*Basement Unfin SF*	:	*Utility District*	:
Foundation	:	*Basement Total SF*	:		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report.

First American Title Insurance Company of Oregon

Clackamas (OR)

Prepared For:

Prepared By: **Kevin M Smith**
Customer Service Department
222 SW Columbia St, Suite 400 - Portland, Oregon 97201
Phone: (503) 219-TRIO Fax: (503) 790-7872

OWNERSHIP INFORMATION

Owner	: Oliver & Lang LLC	*Ref Parcel Number*	: 31E33DC02200
CoOwner	:	*T*: 03S *R*: 01E *S*: 33 *Q*: 251	
Site Address	: 354 SE 2nd Ave Canby 97013	*Parcel Number*	: 00795964
Mail Address	: 1320 SE 8th Ave Canby Or 97013		
Telephone	: *Owner*: *Tenant*:	*County*	: **Clackamas (OR)**

SALES AND LOAN INFORMATION

Transferred	: 02/01/2002	*Loan Amount*	:
Document #	: 002-011163	*Lender*	:
Sale Price	:	*Loan Type*	:
Deed Type	: Bargain & Sale	*Interest Rate*	:
% Owned	: 100	*Vesting Type*	: Corporation

PROPERTY DESCRIPTION

Map Page & Grid	: 746 D6
Census	: *Tract*: 229.07 *Block*: 1
Improvement Type	: *unknown Improvement Code*
Subdivision/Plat	: Albert Lees 2nd Add
Neighborhood Cd	:
Land Use	: 200 Vacant,Commercial Land
Legal	: 313 ALBERT LEES 2ND ADD LT 3
	:
	:

ASSESSMENT AND TAX INFORMATION

MktLand	: $29,408
MktStructure	:
MktTotal	: $29,408
M50 Assd Total	: $21,415
% Improved	:
11-12 Taxes	: $364.98
Exempt Amount	:
Exempt Type	:
Levy Code	: 086042
Millage Rate	: 17.0431

PROPERTY CHARACTERISTICS

Bedrooms	:	*Building SF*	:	*Stories*	:
Bathrooms	:	*1st Floor SF*	:	*Garage SF*	:
Fireplace	:	*Above Ground SF*	:	*Lot Acres*	: .11
Heat Type	:	*Upper Finished SF*	:	*Lot SF*	: 5,000
Interior Material	:	*Unfin Upper Story*	:	*Year Built*	:
Exterior Finish	:	*Upper Total SF*	:	*Year Appraised*	:
Floor Cover	:	*Finished SF*	:	*Appraisal Area*	:
Roof Type	:	*Basement Fin SF*	:	*School District*	: 086
Roof Shape	:	*Basement Unfin SF*	:	*Utility District*	:
Foundation	:	*Basement Total SF*	:		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report.

First American Title Insurance Company of Oregon

Clackamas (OR)

Prepared For:

Prepared By: **Kevin M Smith**
Customer Service Department
222 SW Columbia St, Suite 400 - Portland, Oregon 97201
Phone: (503) 219-TRIO Fax: (503) 790-7872

OWNERSHIP INFORMATION

Owner	: Oliver & Lang LLC	*Ref Parcel Number*	: 31E33DC02300
CoOwner	:	*T*: 03S *R*: 01E *S*: 33 *Q*: 251	
Site Address	: 392 SE 2nd Ave Canby 97013	*Parcel Number*	: 00795973
Mail Address	: 1320 SE 8th Ave Canby Or 97013		
Telephone	: *Owner*: *Tenant*:	*County*	: **Clackamas (OR)**

SALES AND LOAN INFORMATION

Transferred	: 02/01/2002	*Loan Amount*	:
Document #	: 002-011162	*Lender*	:
Sale Price	:	*Loan Type*	:
Deed Type	: Bargain & Sale	*Interest Rate*	:
% Owned	: 100	*Vesting Type*	: Corporation

PROPERTY DESCRIPTION

Map Page & Grid	: 746 D6
Census	: *Tract*: 229.07 *Block*: 1
Improvement Type	: *unknown Improvement Code*
Subdivision/Plat	: Albert Lees 2nd Add
Neighborhood Cd	:
Land Use	: 200 Vacant,Commercial Land
Legal	: 313 ALBERT LEES 2ND ADD LTS 1&2
	:
	:

ASSESSMENT AND TAX INFORMATION

MktLand	: $66,406
MktStructure	:
MktTotal	: $66,406
M50 Assd Total	: $48,334
% Improved	:
11-12 Taxes	: $823.76
Exempt Amount	:
Exempt Type	:
Levy Code	: 086042
Millage Rate	: 17.0431

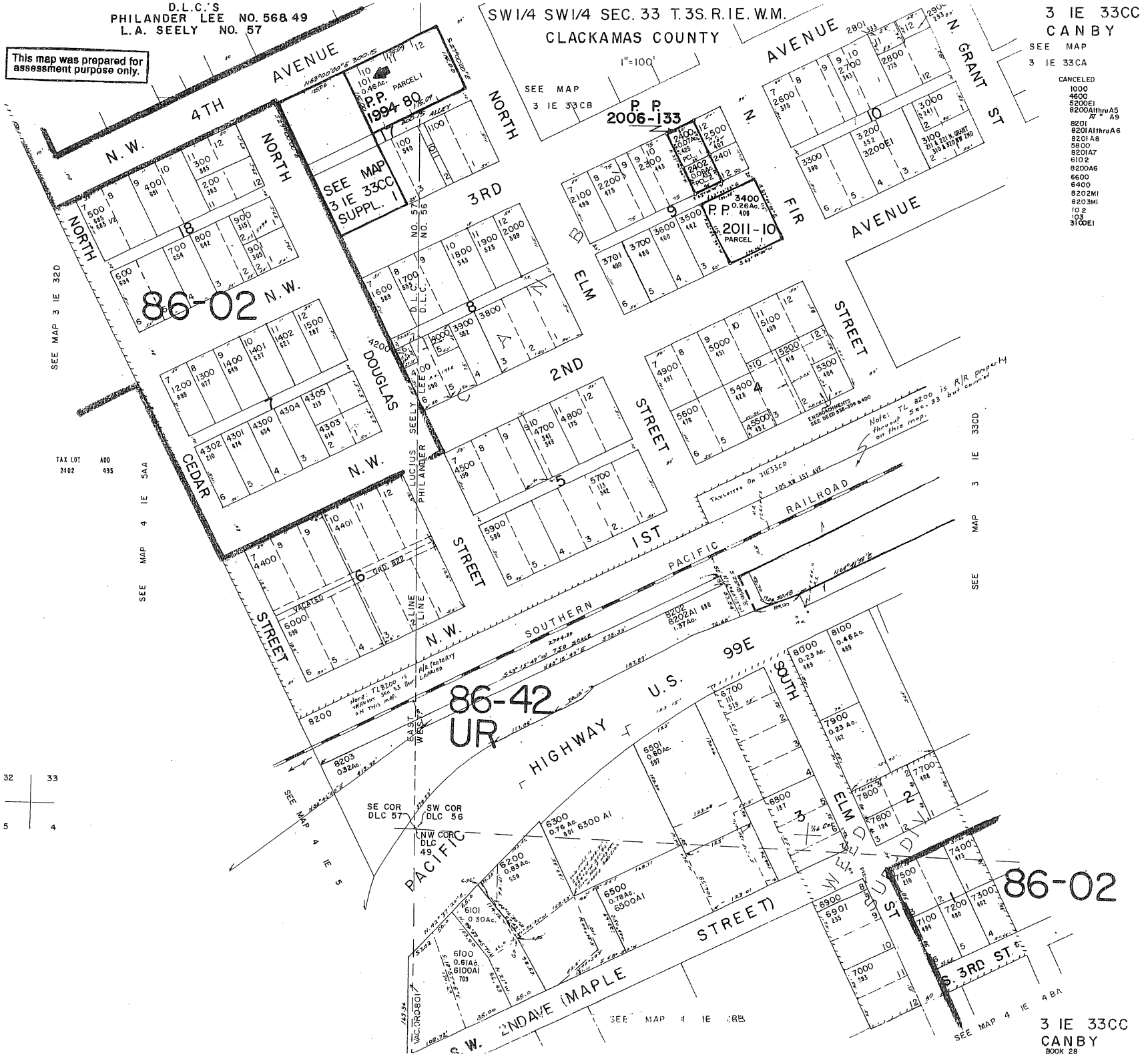
PROPERTY CHARACTERISTICS

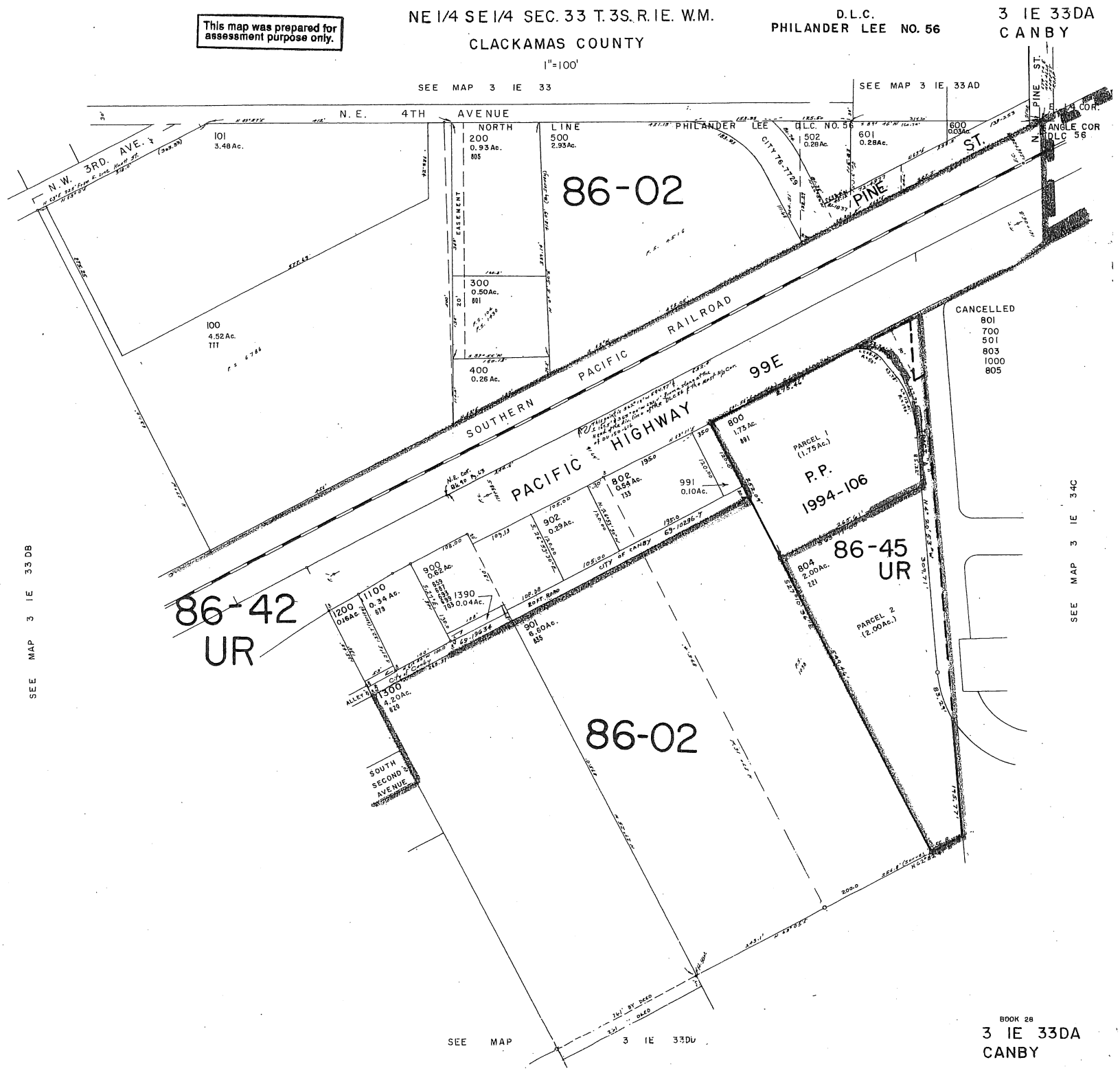
Bedrooms	:	*Building SF*	:	*Stories*	:
Bathrooms	:	*1st Floor SF*	:	*Garage SF*	:
Fireplace	:	*Above Ground SF*	:	*Lot Acres*	: .26
Heat Type	:	*Upper Finished SF*	:	*Lot SF*	: 11,280
Interior Material:		*Unfin Upper Story*	:	*Year Built*	:
Exterior Finish	:	*Upper Total SF*	:	*Year Appraised*	:
Floor Cover	:	*Finished SF*	:	*Appraisal Area*	:
Roof Type	:	*Basement Fin SF*	:	*School District*	: 086
Roof Shape	:	*Basement Unfin SF*	:	*Utility District*	:
Foundation	:	*Basement Total SF*	:		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report.

NE 4TH AVE
N KNOTT STE
NE 3RD AVE
N JUNIPER ST
NE 2ND AVE
NW 2ND AVE
NE 1ST AVE
NW 1ST AVE
S JUNIPER ST
SE 3RD AVE
SW 2ND AVE
SW 3RD AVE
S KNOTT ST
S LOCUST ST
SE 2ND AVE
SE 4TH AVE
SE 5TH AVE
S MAPLE ST
99E
31E33DA00100
31E33CC08200
31E33DB02101
31E33DB02300
31E33DB02001
31E33DB03700
31E33DB04000
31E33DB06800
31E33CA05500
31E33DB06700
31E33DB04400
31E33DB04300
31E33DB06600
31E33DB06500
31E33DB04500
31E33DB04600
31E33DB04900
31E33DB05000
31E33DC01700
31E33DC00900
31E33DC00901
31E33DC01700
31E33DC02100
31E33DC02200
31E33DC00100
31E33DC02300
31E33DC02400
31E33DC02500
31E33DC02602
31E33DC02800
31E33DC02801
31E33DC02900
31E33DC03000
31E33DC03001
31E33DC03002
31E33DC03100
31E33DC03200
31E33DC03202
31E33DC03301
31E33DC02603
31E33DD01203
31E33DD01202
31E33DD01374
31E33DC07301
31E33DC07700
31E33DC07900
31E33DC08000
31E33DC08100
31E33DC08200
31E33DC09500
31E33DC09600
31E33DC09800
31E33DC10000
Prepared By:
First American Title Insurance Company
NATIONAL COMMERCIAL SERVICES
Date: 08/03/2012
N
0
200
feet
550 Foot Radius
SE 1st Ave
Subject Parcels
Notification Area
Radius
Taxlots
This information is deemed reliable but is not guaranteed.

3 IE 33CA
CANBY
LOCUST ST.
D.L.C.
PHILANDER LEE NO. 56
N. KNOTT ST.
N. (M) KNOTT STREET
P. P. 2003-69
P. P. 2010-007
3RD AVE. N.E.
2ND AVE. N.E.
4TH AVE. N.E.
5TH AVE. N.E.
JUNIPER STREET
(LEE)
IVY STREET
HOLLY STREET
GRANT STREET
NORTH
ALLEY
86-42
86-02
P.P. 2011-38
PACIFIC HIGHWAY 99E
SOUTHERN PACIFIC RAILROAD
NOTE - Bdry. as located on 3 IE 33CC
SEE MAP 3 IE 33DB
SEE MAP 3 IE 33CA
SEE MAP 3 IE 33CB
SEE MAP 3 IE 33CC
SEE MAP 3 IE 33CD
NE 1/4 SW1/4 SEC. 33 T.3S. R.1E. W.M.
CLACKAMAS COUNTY
1"=100'
This map was prepared for assessment purpose only.


D.L.C.'S
PHILANDER LEE NO. 56 & 49
L.A. SEELY NO. 57
This map was prepared for assessment purpose only.
SW1/4 SW1/4 SEC. 33 T.3S. R.1E. W.M.
CLACKAMAS COUNTY
1"=100'
3 1E 33CC
CANBY
SEE MAP
3 1E 33CA
CANCELED
1000
4600
5200E1
8200A1thruA5
8201
8201A1thruA6
8201 A8
5800
8201A7
6102
8200A6
6600
6400
8202M1
8203M1
102
103
3100E1
SEE MAP
3 1E 33CB
P.P. 2006-133
P.P. 1994-80
PARCEL 1
SEE MAP 3 1E 33CC SUPPL. 1
P.P. 2011-10
PARCEL 1
3400
0.26 Ac.
N. GRANT ST
AVENUE
NORTH 4TH AVENUE
N.W.
NORTH 3RD
NORTH 2ND
NORTH ELM
NORTH FIR
DOUGLAS
CEDAR
SEELY
PHILANDER
LUCIUS
STREET
D.L.C. NO. 56
D.L.C. NO. 57
86-02 N.W.
86-42 UR
86-02
SEE MAP 3 1E 32D
SEE MAP 4 1E 5AA
SEE MAP 3 1E 33D
SEE MAP 4 1E 5
SEE MAP 4 1E 4BB
SEE MAP 4 1E 4BA
TAX LOT ADD
2402 435
8200
8202
8202A1
1.37 Ac.
8203
0.32 Ac.
VACATED
GRD. 822
SOUTHERN PACIFIC RAILROAD
U.S. HIGHWAY 99E
SOUTH ELM STREET
S. 3RD ST.
S.W. 2ND AVE (MAPLE STREET)
SE COR DLC 57
SW COR DLC 56
NW COR DLC 49
EAST WEST LINE
N/R formerly CANBY
Note: TL 8200 is R/R property thru out on this map.
Note: TL 8200 is sec. 33 but carried on this map.
ENCROACHMENTS SEE DEED 538-398 & 400
6300 0.76 Ac. 6300 A1
6200 0.83 Ac.
6101 0.30 Ac.
6100 0.61 Ac. 6100A1
6500 0.78 Ac. 6500A1
6501 0.60 Ac.
8000 0.25 Ac.
8100 0.46 Ac.
7900 0.23 Ac.
32 33 5 4
80

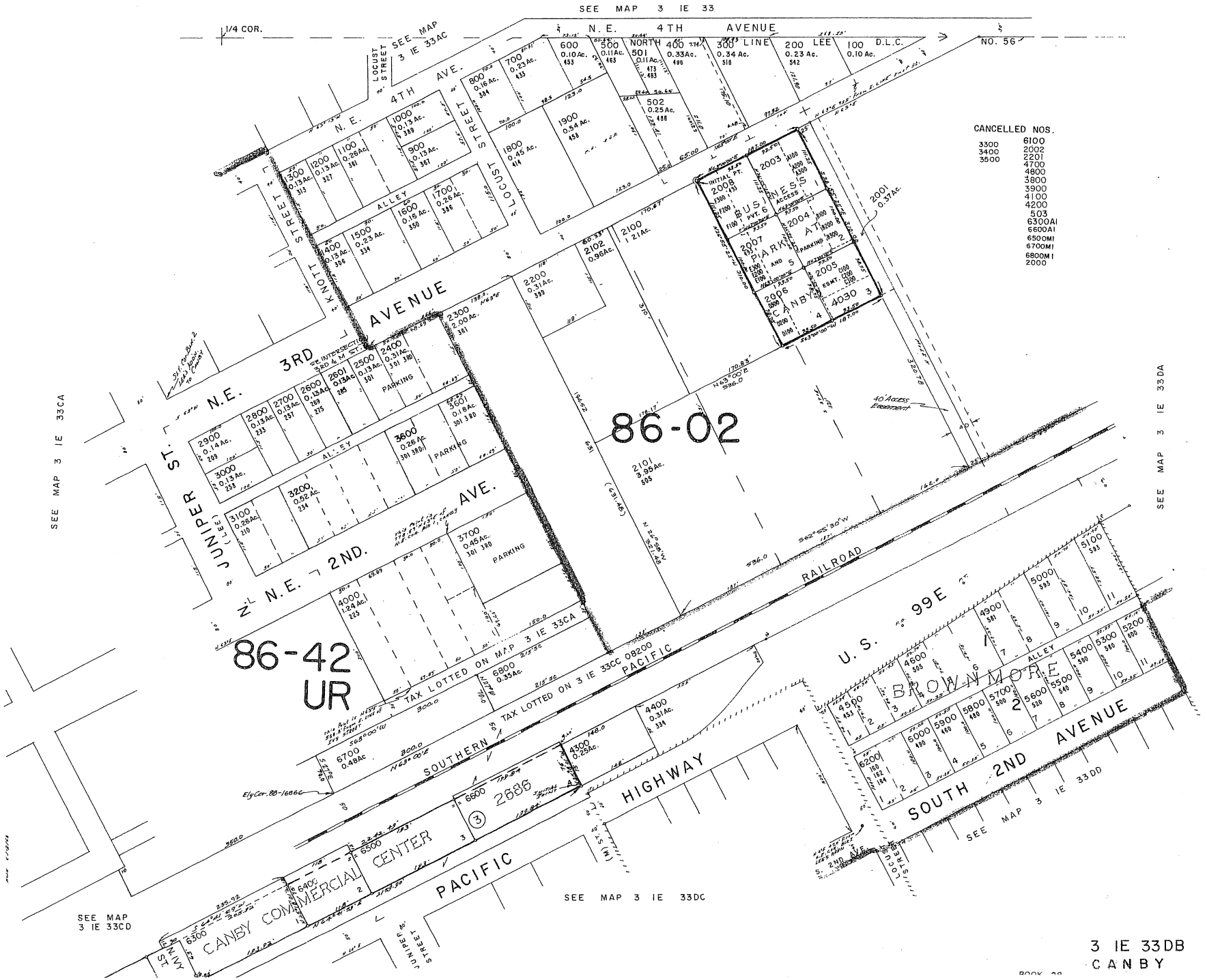

This map was prepared for assessment purpose only.
NE 1/4 SE 1/4 SEC. 33 T. 3S. R. 1E. W.M.
CLACKAMAS COUNTY
1"=100'
D.L.C.
PHILANDER LEE NO. 56
3 1E 33DA
CANBY
SEE MAP 3 1E 33
SEE MAP 3 1E 33AD
N.E. 4TH AVENUE
N.W. 3RD. AVE.
PHILANDER LEE D.L.C. NO. 56
PINE ST.
N. ANGLE COR. D.L.C. 56
101
3.48 Ac.
NORTH LINE
200
0.93 Ac.
805
500
2.93 Ac.
502
0.28 Ac.
601
0.28 Ac.
600
0.03 Ac.
86-02
300
0.50 Ac.
801
400
0.26 Ac.
100
4.52 Ac.
777
SOUTHERN PACIFIC RAILROAD
99E
CANCELLED
801
700
501
803
1000
805
800
1.73 Ac.
891
PARCEL 1
(1.75 Ac.)
P.P.
1994-106
802
0.54 Ac.
733
991
0.10 Ac.
902
0.29 Ac.
PACIFIC HIGHWAY
86-45
UR
804
2.00 Ac.
221
PARCEL 2
(2.00 Ac.)
86-42
UR
1200
0.16 Ac.
1100
0.34 Ac.
879
900
0.62 Ac.
1390
0.04 Ac.
901
5.60 Ac.
839
1300
4.20 Ac.
820
CITY OF CANBY
SOFT ROAD
ALLEY
SOUTH SECOND AVENUE
86-02
SEE MAP 3 1E 33DB
SEE MAP 3 1E 34C
SEE MAP 3 1E 33DD
BOOK 28
3 1E 33DA
CANBY

This map was prepared for assessment purpose only.

NW 1/4 SE 1/4 SEC. 33 T. 3S. R. 1E. W.M.
CLACKAMAS COUNTY
1"=100'

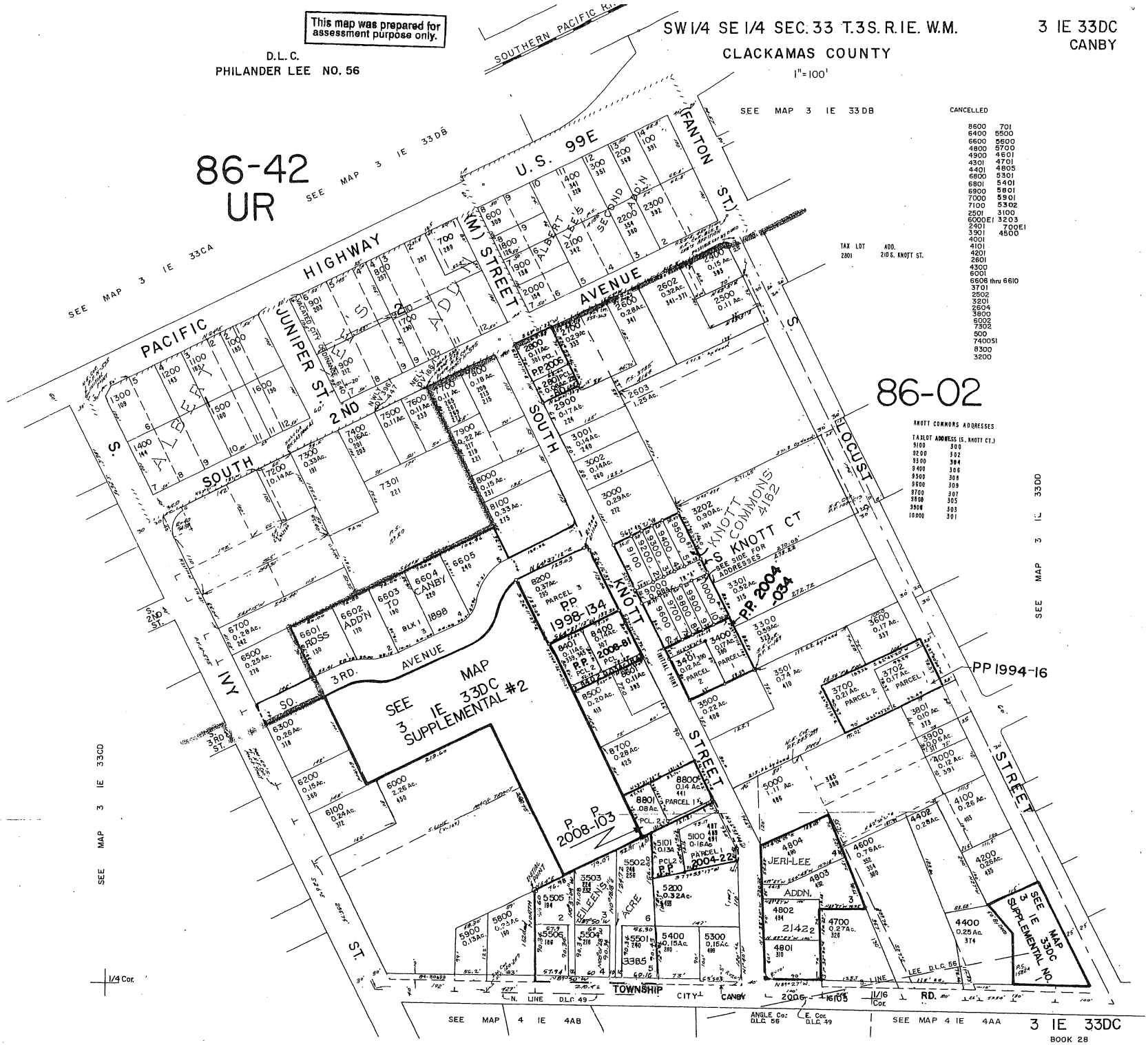
D.L.C.
PHILANDER LEE NO. 56

3 1E 33DB
CANBY



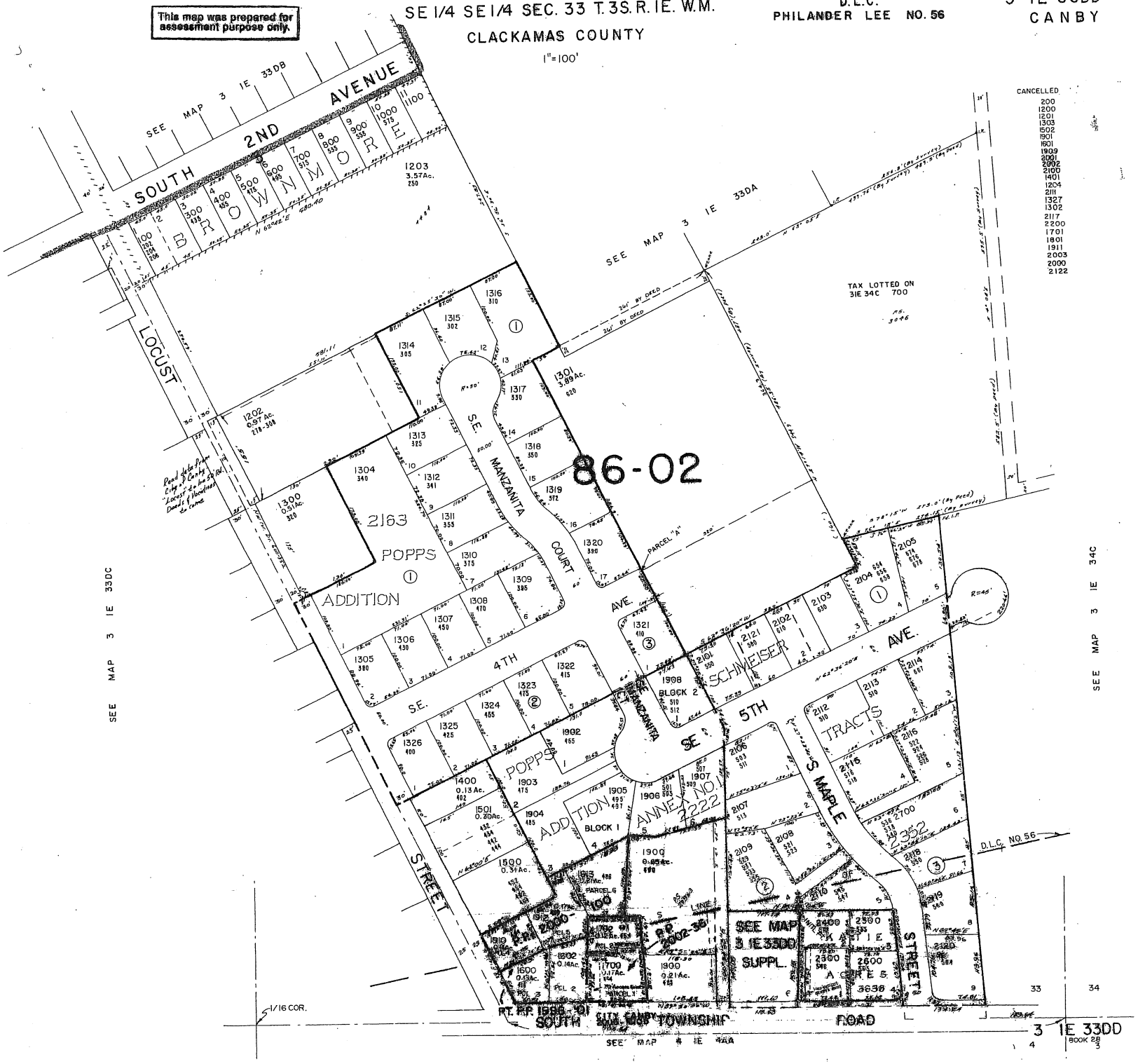
82

3 1E 33DB
CANBY



3 1E 33DC
BOOK 28

83


This map was prepared for assessment purpose only.
SE 1/4 SE1/4 SEC. 33 T.3S. R.1E. W.M.
CLACKAMAS COUNTY
1"=100'
D.L.C.
PHILANDER LEE NO. 56
3 1E 33DD
CANBY
86-02
SOUTH 2ND AVENUE
BROWNELL
LOCUST STREET
MANZANITA COURT
S.E. 4TH AVE.
S.E. 5TH AVE.
SCHNEISER
POPPS ADDITION
POPPS ADDITION ANNEX NO. 1
BLOCK 1
BLOCK 2
TRACTS
S. MAPLE STREET
KATIE ACRES
SUPPL.
SEE MAP 3 1E 33DA
SEE MAP 3 1E 33DB
SEE MAP 3 1E 33C
SEE MAP 3 1E 34C
SEE MAP 3 1E 33DD SUPPL.
TAX LOTTED ON 3IE 34C 700
CANCELLED
200
1200
1201
1303
1502
1501
1601
1909
2001
2002
2100
1401
1204
2111
1327
1302
2117
2200
1701
1801
1911
2003
2000
2122
1203 3.57Ac. 250
1202 0.97 Ac. 218-308
1301 3.89Ac. 620
1300 0.51Ac. 320
2163
1400 0.13 Ac. 402
1501 0.20Ac.
1500 0.36Ac.
1900 0.85Ac. 690
1700 0.17Ac.
1800 0.21Ac.
1600 0.13Ac.
1902 0.14Ac.
PARCEL "A"
PARCEL 1
PARCEL 2
PARCEL 3
PARCEL 4
PARCEL 5
PARCEL 6
P.P. 1988-91
P.P. 2002-38
D.L.C. NO. 56
S 1/16 COR.
SOUTH CANBY TOWNSHIP ROAD
SEE MAP # 1E 4AA
3 1E 33DD
BOOK 25
PAGE 3
84

31E33CA05500
Frank Cutsforth
Po Box 1207
Canby, OR 97013-1207

31E33CC08200
Union Pacific Corp
1400 Douglas St #1640
Omaha, NE 68179-1001

31E33DA00100
Package Container Inc
777 NE 4th Ave
Canby, OR 97013-2341

31E33DB02001
Package Containers Inc
777 NE 4th Ave
Canby, OR 97013-2341

31E33DB02101
Georgia-Pacific Gypsum LLC
3001 John F Kennedy Blvd #b
North Little Rock, AR 72116-9248

31E33DB02300
Larry Beck
2592 SE 1st Ave
Canby, OR 97013-9760

31E33DB03700
Urban Renewal Agency City Of Canby
Po Box 930
Canby, OR 97013-0930

31E33DB04000
Frank Cutsforth
Po Box 1207
Canby, OR 97013-1207

31E33DB04300
Craco Inc
334 SE 1st Ave
Canby, OR 97013-3806

31E33DB04400
Craco Inc
334 SE 1st Ave
Canby, OR 97013-3806

31E33DB04500
Rbs Petroleum LLC
15786 Upper Boones Ferry Rd
Lake Oswego, OR 97035-4064

31E33DB04600
Jerome Witt
8601 S Sconce Rd
Canby, OR 97013-9547

31E33DB04900
Jerry & Joan Witt
8601 S Sconce Rd
Canby, OR 97013-9547

31E33DB05000
Joseph Marcinkiewicz
593 SE 1st Ave
Canby, OR 97013-3808

31E33DB05300
Arthur Flores
580 SE 2nd Ave
Canby, OR 97013-4410

31E33DB05400
Randy Nordlof
2027 N Forest Ct
Canby, OR 97013-2574

31E33DB05500
Michael Myers
540 SE 2nd Ave
Canby, OR 97013-4410

31E33DB05600
Gary & Laura Holland
520 SE 2nd Ave
Canby, OR 97013-4410

31E33DB05700
Reveriano & Carmen Ramirez
500 SE 2nd Ave
Canby, OR 97013-4410

31E33DB05800
Leona Stone
480 SE 2nd Ave
Canby, OR 97013-4408

31E33DB05900
A Gonzales-Carrilo
460 SE 2nd Ave
Canby, OR 97013-4408

31E33DB06000
John Hill
440 SE 2nd Ave
Canby, OR 97013-4408

31E33DB06200
Jerald Kahut
17512 S Jean Dr
Oregon City, OR 97045-7833

31E33DB06500
Stein & Stein LLC
13001 Clackamas River Dr
Oregon City, OR 97045-1292

31E33DB06600
Stein Oil Co Inc
13001 Clackamas River Dr
Oregon City, OR 97045-1292

31E33DB06700
Frank Cutsforth
Po Box 1207
Canby, OR 97013-1207

31E33DB06800
Frank Cutsforth
Po Box 1207
Canby, OR 97013-1207

31E33DC00400
James Begalka Property LLC
Po Box 512
Molalla, OR 97038-0512

31E33DC00600
Ralph Raines Jr.
309 SE 1st Ave
Canby, OR 97013-3805

31E33DC00700
Canby Kiwanis Foundation Inc
Po Box 1004
Canby, OR 97013-1004

31E33DC00800
Canby Kiwanis Foundation Inc
Po Box 1004
Canby, OR 97013-1004

31E33DC00900
Telephone Assn Canby
Po Box 880
Canby, OR 97013-0880

31E33DC00901
Gerald & Maria Hoffmann
9915 Marquam Cir
Molalla, OR 97038-8535

31E33DC01700
290 Se Second Avenue LLC
3723 SW Bridlemile Ln
Portland, OR 97221-4040

31E33DC01800
Ralph Raines Jr.
309 SE 1st Ave
Canby, OR 97013-3805

31E33DC01900
Andres Escobar
8600 S Highway 211
Canby, OR 97013-9560

31E33DC02000
Cristobalina Mendoza
154 S Knott St
Canby, OR 97013-4421

31E33DC02100
Oliver & Lang LLC
1320 SE 8th Ave
Canby, OR 97013-6334

31E33DC02400
Steven Stilson
393 SE 2nd Ave
Canby, OR 97013-4405

31E33DC02500
Sanjuana Molina
41631 NW Oak Way
Banks, OR 97106-6022

31E33DC02600
Jason Donnelly
14054 S Alder Creek Ln
Mulino, OR 97042-9616

31E33DC02602
Jason Donnelly
14054 S Alder Creek Ln
Mulino, OR 97042-9616

31E33DC02603
Bdc Advisors LLC
1331 NW Lovejoy St #775
Portland, OR 97209-2987

31E33DC02700
Floyd Joseph Mesteth
333 SE 2nd Ave
Canby, OR 97013-4405

31E33DC02800
N Oscar Negrete
301 SE 2nd Ave
Canby, OR 97013-4405

31E33DC02801
Gary Burgin Sr.
210 S Knott St
Canby, OR 97013-4423

31E33DC02900
Jack & Karen Ellis
282 NE 10th Ave
Canby, OR 97013-3121

31E33DC03000
Robert Oleary
37350 NW Shiloh Ln
North Plains, OR 97133-6175

31E33DC03001
Juan Ruiz
29435 SW Teton Way
Wilsonville, OR 97070-8501

31E33DC03002
Bank Of New York Mellon 2007-1
1800 Tapo Canyon Rd
Simi Valley, CA 93063-6712

31E33DC03202
City Of Canby
182 N Holly St
Canby, OR 97013-3730

31E33DC03301
Daniel Orsborn
1670 E Lincoln Rd
Woodburn, OR 97071-5138

31E33DC06605
Barry Zauner
240 SE 3rd Ave
Canby, OR 97013-4416

31E33DC07301
Telephone Assn Canby
Po Box 780
Canby, OR 97013-0000

31E33DC07400
Telephone Assn Canby
201 SE 2nd Ave
Canby, OR 97013-0000

31E33DC07500
Telephone Assn Canby
184 N Grant St
Canby, OR 97013-3628

31E33DC07600
Telephone Assn Canby
Po Box 880
Canby, OR 97013-0880

31E33DC07700
Patrick Kwan
1067 Country Club Dr
Petaluma, CA 94952-5238

31E33DC07800
Ronald & Arnold Choy
209 S Knott St
Canby, OR 97013-4422

31E33DC07900
Chi Yan
226 Lake Dr
San Bruno, CA 94066-2514

31E33DC08000
Coreen Savage
13860 Wisteria Dr NE
Aurora, OR 97002-9760

31E33DC09000
Renzo II LLC
710 N Juniper St
Canby, OR 97013-3131

31E33DC09300
Abel Vega Hernandez
304 S Knott St
Canby, OR 97013-4425

31E33DC09900
Renzo II LLC
700 N Juniper St
Canby, OR 97013-0000

31E33DD00300
Emiko Sandner
435 SE 2nd Ave
Canby, OR 97013-4407

31E33DD00600
Jose Garcia
495 SE 2nd Ave
Canby, OR 97013-4407

31E33DD00900
Rufino Zurita Martinez
555 SE 2nd Ave
Canby, OR 97013-4409

31E33DD01203
Bdc Advisors LLC
1331 NW Lovejoy St #775
Portland, OR 97209-2987

31E33DC08100
Leslie Turner
Po Box 281
Canby, OR 97013-0281

31E33DC09100
Brandon Zimmerman
300 S Knott St
Canby, OR 97013-0000

31E33DC09400
Paul & Donna Dewitt
306 S Knott St
Canby, OR 97013-4425

31E33DC10000
John Serlet
710 N Qunpen St
Canby, OR 97013-0000

31E33DD00400
Larry Ricksgers
455 SE 2nd Ave
Canby, OR 97013-4407

31E33DD00700
Kiet Letierney
515 SE 2nd Ave
Canby, OR 97013-4409

31E33DD01000
Efrain Sanchez
575 SE 2nd Ave
Canby, OR 97013-4409

31E33DD01314
Daniel Orsborn
1670 E Lincoln Rd
Woodburn, OR 97071-5138

31E33DC08200
Knott Street Apartments LLC
Po Box 994
Molalla, OR 97038-0994

31E33DC09200
Renzo II LLC
710 N Juniper St
Canby, OR 97013-3131

31E33DC09500
Donald Sipe
308 S Knott St
Canby, OR 97013-4425

31E33DD00100
Charles & Sheryl Gingerich
26470 S Meridian Rd
Aurora, OR 97002-8305

31E33DD00500
Bonnie Budd
475 SE 2nd Ave
Canby, OR 97013-4407

31E33DD00800
Judith Ann Pickett
12220 S Liberal Way
Canby, OR 97013-8322

31E33DD01202
James Rinella
1100 Amalfi Dr
Pacific Palisades, CA 90272-4030

31E33CC08200
Occupant
105 NW 1st Ave
Canby, OR 97013

31E33DB06200
Occupant
160 S Locust St
Canby, OR 97013

31E33DB06500
Occupant
206 S Hwy 99e
Canby, OR 97013

31E33DC02603
Occupant
217 S Locust St
Canby, OR 97013

31E33DC02900
Occupant
224 S Knott St
Canby, OR 97013

31E33DC03001
Occupant
240 S Knott St
Canby, OR 97013

31E33DC03002
Occupant
260 S Knott St
Canby, OR 97013

31E33DC03000
Occupant
272 S Knott St
Canby, OR 97013

31E33DC00700
Occupant
289 SE 1st Ave
Canby, OR 97013

31E33DB03700
Occupant
301 NE 3rd Ave
Canby, OR 97013

31E33DC01800
Occupant
126 S Knott St
Canby, OR 97013

31E33DD00100
Occupant
202 S Locust St
Canby, OR 97013

31E33DC02500
Occupant
211 S Locust St
Canby, OR 97013

31E33DC00900
Occupant
220 SE 2nd Ave
Canby, OR 97013

31E33DB04000
Occupant
225 NE 2nd Ave
Canby, OR 97013

31E33DD01203
Occupant
250 S Locust St
Canby, OR 97013

31E33DB06600
Occupant
262 S Hwy 99e
Canby, OR 97013

31E33DC08100
Occupant
275 S Knott St
Canby, OR 97013

31E33DC01700
Occupant
290 SE 2nd Ave
Canby, OR 97013

31E33DC10000
Occupant
301 S Knott St
Canby, OR 97013

31E33DC01900
Occupant
138 S Knott St
Canby, OR 97013

31E33DC00901
Occupant
203 SE 1st Ave
Canby, OR 97013

31E33DC07900
Occupant
217 S Knott St
Canby, OR 97013

31E33DC07301
Occupant
221 SE 2nd Ave
Canby, OR 97013

31E33DC08000
Occupant
231 S Knott St
Canby, OR 97013

31E33DC00800
Occupant
257 SE 1st Ave
Canby, OR 97013

31E33DC07700
Occupant
265 SE 2nd Ave
Canby, OR 97013

31E33DD01202
Occupant
278 S Locust St
Canby, OR 97013

31E33DC08200
Occupant
291 S Knott St
Canby, OR 97013

31E33DC09200
Occupant
302 S Knott St
Canby, OR 97013

31E33DC09900
Occupant
303 S Knott St
Canby, OR 97013

31E33DC03301
Occupant
315 S Locust St
Canby, OR 97013

31E33DC02100
Occupant
342 SE 2nd Ave
Canby, OR 97013

31E33DB04500
Occupant
453 SE 1st Ave
Canby, OR 97013

31E33DD00800
Occupant
535 SE 2nd Ave
Canby, OR 97013

31E33DC03202
Occupant
305 S Locust St
Canby, OR 97013

31E33DC00400
Occupant
341 SE 1st Ave
Canby, OR 97013

31E33DB02300
Occupant
361 NE 3rd Ave
Canby, OR 97013

31E33DB02101
Occupant
505 NE 3rd Ave
Canby, OR 97013

31E33DB05400
Occupant
560 SE 2nd Ave
Canby, OR 97013

31E33DD01314
Occupant
305 S Manzanita Ct
Canby, OR 97013

31E33DC02600
Occupant
341 SE 2nd Ave
Canby, OR 97013

31E33DC02602
Occupant
361 SE 2nd Ave
Canby, OR 97013

31E33DB04600
Occupant
505 SE 1st Ave
Canby, OR 97013

31E33DB04900
Occupant
581 SE 1st Ave
Canby, OR 97013

McGRAW-EDISON®

Catalog #		Type	P1
Project	CANBY, OR FM FUEL CENTER		
Comments	CITY REVIEW	Date	6-28-12
Prepared by	RJB		

DESCRIPTION

Galleria's beauty and versatility make it an excellent choice for roadway and general area lighting applications. An aesthetic reveal in the formed aluminum housing gives the Galleria a distinctive look while a variety of mounting options and lamp wattages provide maximum flexibility.

Galleria's superior light distributions makes it the optimum choice for almost any small, medium or large area lighting application.

SPECIFICATION FEATURES

Construction
HOUSING: Formed aluminum housing with stamped reveal has interior-welded seams for structural integrity and is finished in premium TGIC polyester powder coat. U.L. listed and CSA certified for wet locations. DOOR: Formed aluminum door has heavy-duty hinges, captive retaining screws and is finished in premium TGIC polyester powder coat. (Spider mount unit has steel door.)

Electrical
BALLAST TRAY: Ballast tray is hard-mounted to housing interior for cooler operation.

Optical
REFLECTOR: Choice of 14 high efficiency optical systems utilizing horizontal and vertical lamp orientations. Optional high efficiency segmented optical systems constructed of premium 95% reflective anodized aluminum sheet. Optical segments are rigidly mounted inside a thick gauge aluminum housing for superior protection. All segment faces are clean of rivet heads, tabs or other means of attachment which may cause streaking in the light distribution. Standard with mogul-base socket. All optical modules feature quick disconnect wiring plugs and are field rotatable in 90° increments. LENS: Convex tempered glass lens or flat glass.

Mounting
Extruded aluminum arm includes internal bolt guides allowing for easy positioning of fixture during assembly. Specify arm-included mounting for contractor-friendly single carton packaging of housing and arm.

GSS/GSM/GSL GALLERIA SQUARE

70 - 1000W
Pulse Start Metal Halide
High Pressure Sodium
Metal Halide

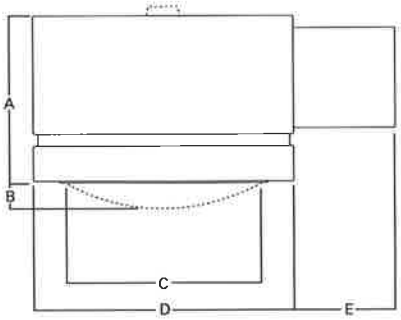
ARCHITECTURAL AREA LUMINAIRE

DARK SKY COMPLIANT FCO Full Cutoff

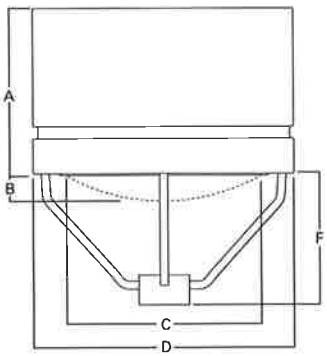
NOTE: In all flat glass configurations only.

DIMENSIONS

Arm Mount



Spider Mount

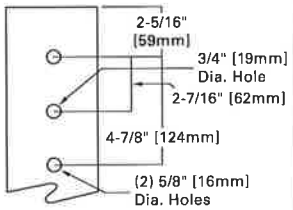


Fixture	A	B	C	D	E	F
GSS	9-1/4"	1-1/2"	12-7/8"	15-5/8"	6" or 9"	13-1/4"
	235mm	38mm	327mm	397mm	152mm or 229mm	337mm
GSM	11"	3-1/2"	19-1/4"	21-3/4"	6" or 14"	15" or 16"
	279mm	89mm	480mm	552mm	152mm or 356mm	381mm or 406mm
GSL	14-1/2"	4-1/4"	25-7/8"	27"	6" or 14"	18-3/4" or 19-3/4"
	368mm	108mm	657mm	686mm	152mm or 356mm	476mm or 502mm

NOTE: Top cap used on GSM with 1000W flat glass vertically lamped optics only.

ARM DRILLING

TYPE "M"



WATTAGE TABLE

Fixture	Lamp Type	Wattage
GSS (Galleria Small)	Pulse Start Metal Halide (MP)	70, 100, 150W
	High Pressure Sodium (HPS)	70, 100, 150W
	Metal Halide (MH)	175W
GSM (Galleria Medium)	Pulse Start Metal Halide (MP)	70, 100, 150, 175, 200, 250, 320, 350, 400, 450, 750, 875, 1000W
	High Pressure Sodium (HPS)	70, 100, 150, 250, 400, 750, 1000W
	Metal Halide (MH)	175, 250, 400, 1000W
GSL (Galleria Large)	Pulse Start Metal Halide (MP)	250, 320, 350, 400, 450, 750, 1000W
	High Pressure Sodium (HPS)	250, 400, 750, 1000W
	Metal Halide (MH)	250, 400, 1000W

ENERGY DATA

CWA Ballast Input Watts
150W MP HPF (185 Watts)
175W MP HPF (198 Watts) Ⓔ
250W MP HPF (283 Watts) Ⓒ
250W HPS HPF (295 Watts)
400W MP HPF (452 Watts) Ⓔ
400W HPS HPF (457 Watts)
750W MP HPF (820 Watts)
1000W MH HPF (1080 Watts)
1000W HPS HPF (1100 Watts)

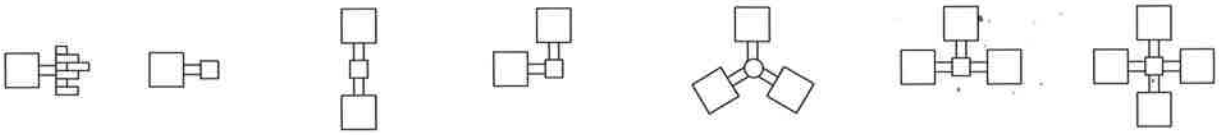
EPA
Effective Projected Area: (Sq. Ft.)
[Without Arm]
GSS: 1.20 **GSM**: 2.40 **GSL**: 3.90
[Spider Mount]
GSS: 1.53 **GSM**: 2.86 **GSL**: 4.45

SHIPPING DATA

Approximate Net Weight:
36 lbs. (16 kgs.)
79 lbs. (36 kgs.)
88 lbs. (40 kgs.)

MOUNTING CONFIGURATIONS

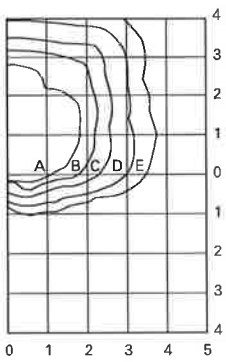
Wall Mount | **Arm Mount Single** | **Arm Mount 2 @ 180°** | **Arm Mount 2 @ 90°** | **Arm Mount 3 @ 120°** (Round Pole Only) | **Arm Mount 3 @ 90°** | **Arm Mount 4 @ 90°**



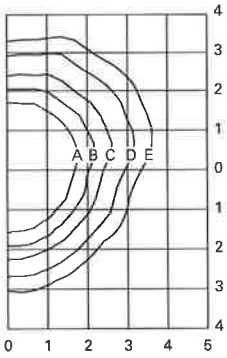
E.P.A. TABLE

	Single [w/arm where applicable]	2 @ 180°	2 @ 90°	3 @ 120°	3 @ 90°	4 @ 90°
GSS	1.7	3.4	3.4	4.6	4.6	5.2
GSM	2.9	5.8	6.8	9.2	9.2	10.4
GSL	4.4	8.8	9.8	13.7	13.7	15.6

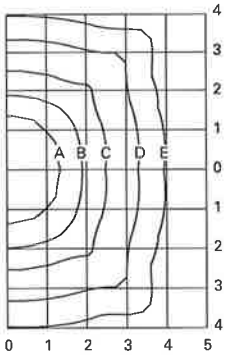
PHOTOMETRICS



GSM-XX-1000-MH-SL-FG
1000-Watt MH
110,000-Lumen Clear Lamp
Spill Light Eliminator
Flat Glass



GSM-XX-1000-MH-3V-FG
1000-Watt MH
110,000-Lumen Clear Lamp
Type III Vertical
Flat Glass



GSM-XX-1000-MH-AS-SG
1000-Watt MH
110,000-Lumen Clear Lamp
Area Square
Flat Glass

Footcandle Table

Select mounting height and read across for footcandle values of each isofootcandle line. Distance in units of mounting height.

Mounting Height	Footcandle Values for Isofootcandle Lines				
	A	B	C	D	E
1000W [SL] / 400W [AR]					
25'	2.88	1.44	0.72	0.29	0.14
30'	**2.00**	**1.00**	**0.50**	**0.20**	**0.10**
35'	1.46	0.73	0.37	0.15	0.07
1000W [3V/AS]					
30'	3.50	2.00	1.00	0.50	0.20
35'	2.60	0.73	0.37	0.18	0.07
40'	**2.00**	**1.00**	**0.50**	**0.20**	**0.10**

ORDERING INFORMATION

Sample Number: GSM-AM-400-MP-MT-3V-SG-BK-L

Product Family
- **GSS**=Galleria Square Small
- **GSM**=Galleria Square Medium
- **GSL**=Galleria Square Large

Mounting Method
- **AM**=Arm Mount[1]
- **AIR**=Arm Included for[2] Round Pole
- **AIS**=Arm Included for[2] Square Pole
- **SM1**=Spider Mount[3] (2 3/8" OD Tenon)
- **SM2**=Spider Mount (3" OD Tenon)
- **SM3**=Spider Mount[4] (3 1/2" OD Tenon)

Lamp Wattage [5]

MP
- **70**=70W
- **100**=100W
- **150**=150W
- **175**=175W
- **200**=200W
- **250**=250W
- **320**=320W
- **350**=350W
- **400**=400W[6]
- **450**=450W
- **750**=750W
- **875**=875W
- **1000**=1000W[7]

HPS
- **70**=70W
- **100**=100W
- **150**=150W
- **250**=250W
- **400**=400W
- **750**=750W
- **1000**=1000W[7]

MH [8]
- **175**=175W
- **250**=250W
- **400**=400W
- **1000**=1000W[7]

Lamp Type
- **MP**=Pulse Start Metal Halide
- **HPS**=High Pressure Sodium
- **MH**=Metal Halide[8]

Voltage [9]
- **120**=120V
- **208**=208V
- **240**=240V
- **277**=277V
- **347**=347V
- **480**=480V
- **MT**=Multi-Tap[10]
- **TT**=Triple-Tap[10]
- **5T**=5-Tap[11]

Distribution

Horizontal Lamp
- **1F**=Type I Formed[12]
- **2F**=Type II Formed
- **2S**=Type II Segmented[13]
- **3F**=Type III Formed
- **3S**=Type III Segmented[13]
- **4S**=Type IV Segmented[13]
- **5S**=Type V Segmented[13]
- **FT**=Forward Throw
- **SL**=Spill Light Eliminator[14]
- **CA**=Cutoff Asymetric with EHS [15]

Vertical Lamp
- **AR**=Area Round
- **AS**=Area Square[15]
- **3V**=Type III Vertical[15]
- **RW**=Rectangular Wide[15, 16]

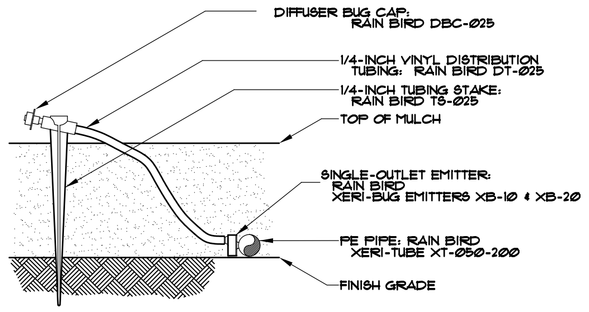
Lens Type
- **FG**=Flat Glass[17]
- **SG**=Sag Glass

Color [18]
- **AP**=Grey
- **BZ**=Bronze
- **BK**=Black
- **WH**=White
- **DP**=Dark Platinum
- **GM**=Graphite Metallic

Options [19]
- **F**=Single Fuse (120, 277 or 347V)
- **FF**=Double Fuse (208, 240 or 480V)
- **L**=Lamp Included
- **EM**=Quartz Restrike w/[20] Delay
- **Q**=Quartz Restrike[20]
- **R**=NEMA Twistlock Photocontrol Receptacle
- **EHS**=External Adjustable House Side Shield
- **HS**=House Side Shield[21, 22]
- **VS**=Vandal Shield[23]

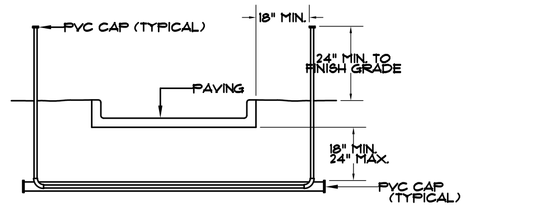
Accessories [24]
- **GSM-EXTHS**=External House Side Shield - 2.24 EPA
- **GSL-EXTHS**=External House Side Shield - 2.46 EPA
- **MA1004XX**=14" Arm for Square Pole, 1.0 EPA[15]
- **MA1005XX**=6" Arm for Square Pole, 0.5 EPA[15]
- **MA1006XX**=Direct Mount Kit for Square Pole[15]
- **MA1007XX**=14" Arm for Round Pole, 1.0 EPA[15]
- **MA1008XX**=6" Arm for Round Pole, 0.5 EPA[15]
- **MA1009XX**=Direct Mount Kit for Round Pole[15]
- **MA1021XX**=6" Arm for Square Pole, 0.5 EPA[3]
- **MA1022XX**=6" Arm for Round Pole, 0.5 EPA[3]
- **MA1023XX**=9" Arm for Square Pole, 0.5 EPA[3]
- **MA1024XX**=9" Arm for Round Pole, 0.5 EPA[3]
- **MA1029XX**=Wall Mount Bracket with 10" Arm
- **MA1046XX**=Wall Mount Bracket[3]
- **MA1208XX**=11 1/2" Arm and Round Pole Adapter - 0.8 EPA
- **OA1066XX**=Mast Arm Adapter
- **MA1010XX**=Single Tenon Adapter for 3 1/2" O.D. Tenon
- **MA1011XX**=2@180° Tenon Adapter for 3 1/2" O.D. Tenon
- **MA1012XX**=3@120° Tenon Adapter for 3 1/2" O.D. Tenon
- **MA1013XX**=4@90° Tenon Adapter for 3 1/2" O.D. Tenon
- **MA1014XX**=2@90° Tenon Adapter for 3 1/2" O.D. Tenon
- **MA1015XX**=2@120° Tenon Adapter for 3 1/2" O.D. Tenon
- **MA1016XX**=3@90° Tenon Adapter for 3 1/2" O.D. Tenon
- **MA1017XX**=Single Tenon Adapter for 2 3/8" O.D. Tenon
- **MA1018XX**=2@180° Tenon Adapter for 2 3/8" O.D. Tenon
- **MA1019XX**=3@120° Tenon Adapter for 2 3/8" O.D. Tenon
- **MA1045XX**=4@90° Tenon Adapter for 2 3/8" O.D. Tenon
- **MA1048XX**=2@90° Tenon Adapter for 2 3/8" O.D. Tenon
- **MA1049XX**=3@90° Tenon Adapter for 2 3/8" O.D. Tenon
- **MA1060**=House Side Shield for GSS (Field Installed)[25]
- **MA1061**=House Side Shield for GSM (Field Installed)[25]
- **MA1062**=House Side Shield for GSL (Field Installed)[25]
- **OA/RA1016**=NEMA Twistlock Photocontrol - Multi-Tap
- **OA/RA1027**=NEMA Twistlock Photocontrol - 480V
- **OA/RA1201**=NEMA Twistlock Photocontrol - 347V

Notes:
1. Arm not included. See Accessories.
2. Arm length varies based on housing size: 9" for GSS, 11-1/2" for GSM and 14" for GSL.
3. Available on GSS housing only.
4. Available on GSL housing only.
5. Standard with medium-base sockets in GSS housing. Mogul-base sockets in GSM and GSL housings. Wattage availability varies by housing size - see Wattage Table.
6. Requires reduced envelope ED-28 lamp when used with GSM housing and flat glass vertically lamped optics.
7. Requires reduced envelope BT-37 lamp when used with GSM housing.
8. 175, 250 and 400W MH available for non-US markets only.
9. Products also available in non-US voltages and 50Hz for international markets. Consult factory for availability and ordering information.
10. Multi-Tap ballast is 120/208/240/277V wired 277V. Triple-Tap ballast is 277/347/480V wired 347V.
11. 5-Tap ballast is 120/2008/240/277/480V wired 480V. Only available in 400-1000W.
12. Medium housing fixture only.
13. Maximum wattage on segmented optical distributions is 400W. 400W Metal Halide lamp must use reduced envelope ED-28 lamp. Not available in GSL housing.
14. Must use reduced envelope lamp, not available in GSL housing.
15. Available on GSM and GSL housings only.
16. RW optic not available with flat glass.
17. 1000W GSL with flat glass requires BT-37 lamp and is not available in AS, RW, SL or 3V distributions.
18. Other finish colors available, including a full line of RAL color matches. Consult your Cooper Lighting Representative.
19. Add as suffix in the order shown.
20. Quartz options not available with SL optics.
21. House side shield not available with 5S, RW, AS, AR, SL and CA optics.
22. Not available in 1000W.
23. Arm mount only, 400W Maximum.
24. Order separately, replace XX with color suffix.
25. Compatible with sag lens vertical optics only.



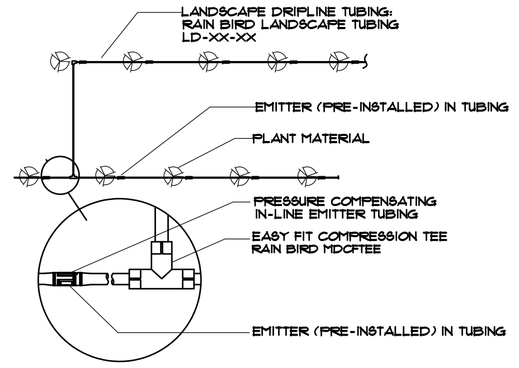
NOTE:
1. USE RAIN BIRD BUG GUN MODEL EMA-BG TO INSERT EMITTER DIRECTLY INTO XERI-TUBE OR RAIN TUBE TUBING.

1 / L3.1 Emitter Into Xeri-Tube — N. T. S.

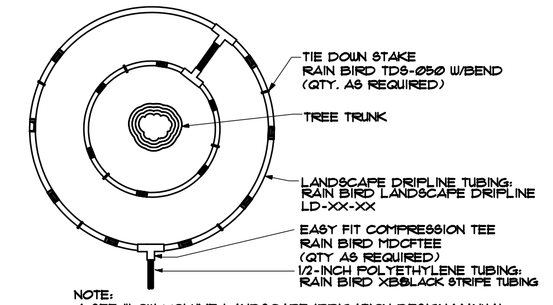


NOTES:
1. ALL PVC IRRIGATION SLEEVES TO BE SCHEDULE 40 PVC PIPE.
2. ALL JOINTS TO BE SOLVENT WELDED AND WATERTIGHT.
3. WHERE THERE IS MORE THAN ONE SLEEVE, EXTEND THE SMALLER SLEEVE TO 24-INCHES MINIMUM ABOVE FINISH GRADE.
4. MECHANICALLY TAMP TO 95% PROCTOR.

2 / L3.1 Irrigation Sleeving — N. T. S.

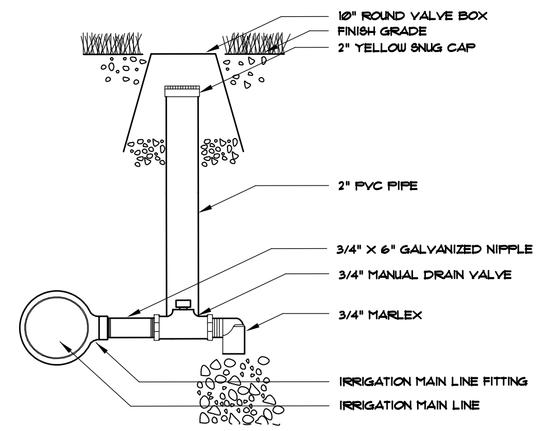


3 / L3.1 Landscape Dripline At Shrubs — N. T. S.

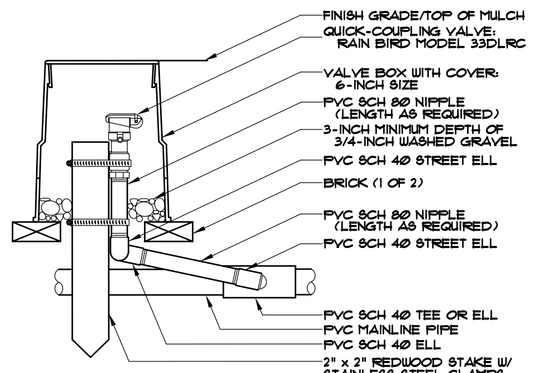


NOTE:
1. SEE "LOW-VOLUME LANDSCAPE IRRIGATION DESIGN MANUAL (D390390D) FOR DRIPLINE EMITTER SPACING.
2. QUANTITY OF DRIPLINE RINGS, EMITTER SPACING AND FLOWS ARE DEPENDANT ON TREE CANOPY SIZE.

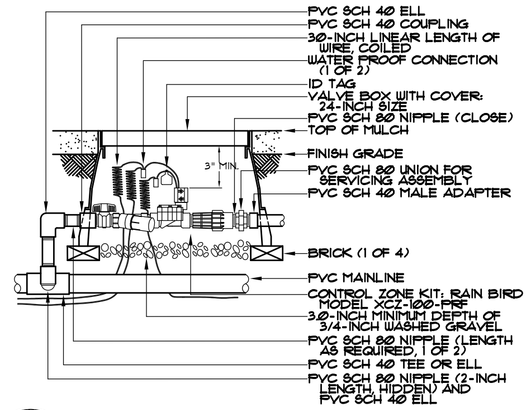
4 / L3.1 Landscape Dripline At Trees — N. T. S.



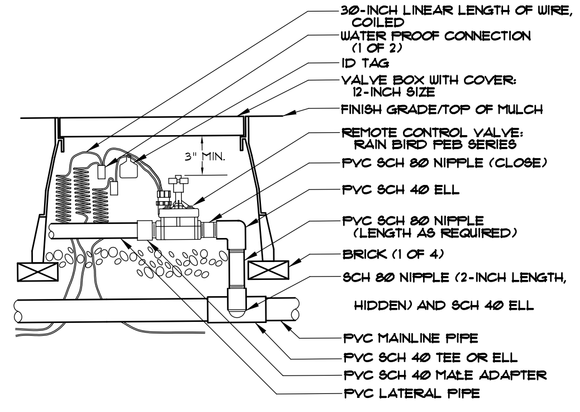
5 / L2.2 Manual Drain Valve — N. T. S.



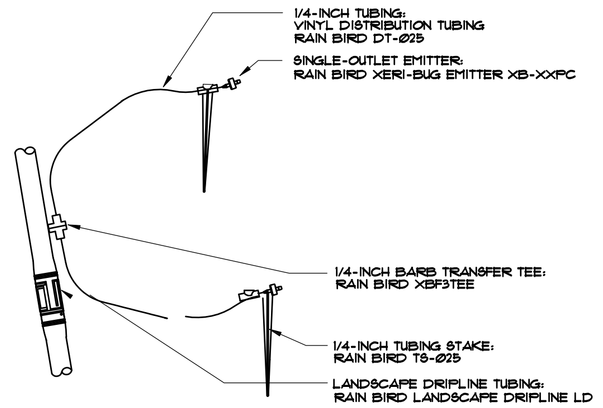
6 / L3.1 Quick Coupling Valve — N. T. S.



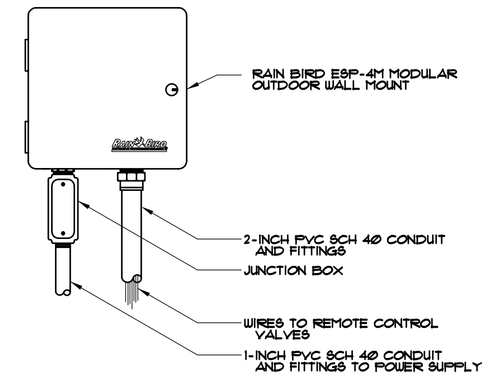
7 / L3.1 Xerigation Control Zone Kit — N. T. S.



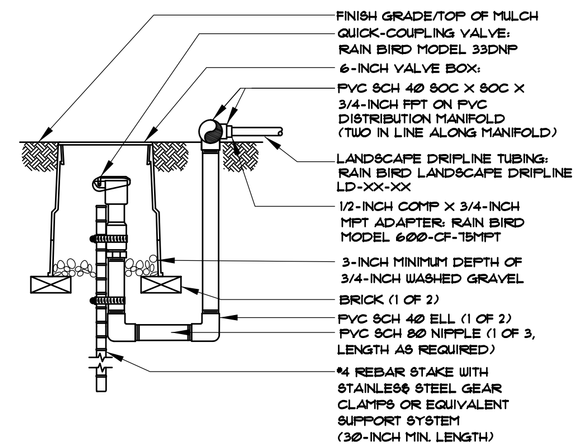
8 / L3.1 Remote Control Valve (If Used) — N. T. S.



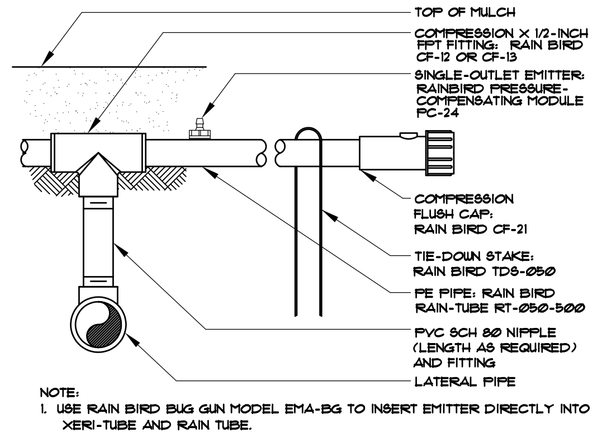
9 / L3.1 Dripline - Additional Emitters — N. T. S.



10 / L3.1 Wall Mount Controller — N. T. S.

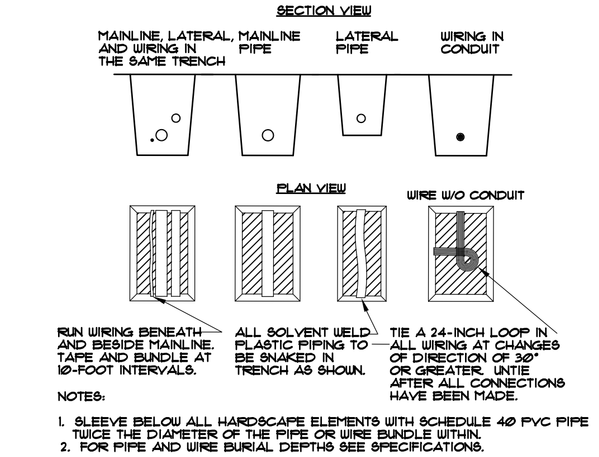


11 / L3.1 Landscape Dripline Flushpoint — N. T. S.



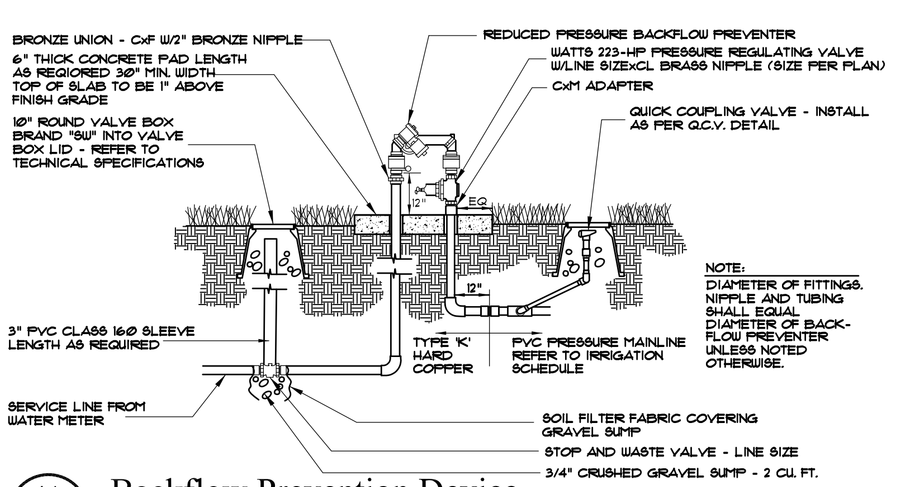
NOTE:
1. USE RAIN BIRD BUG GUN MODEL EMA-BG TO INSERT EMITTER DIRECTLY INTO XERI-TUBE AND RAIN TUBE.

12 / L3.1 PVC To PE Pipe Connection — N. T. S.

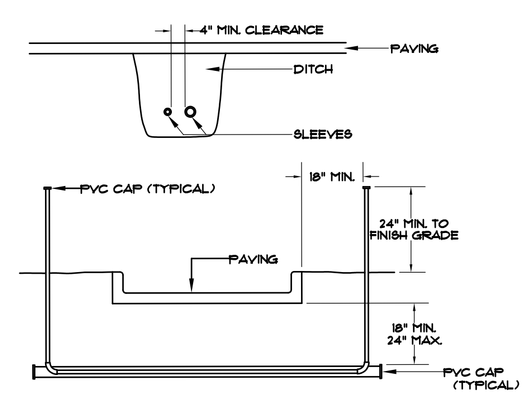


NOTES:
1. SLEEVE BELOW ALL HARDSCAPE ELEMENTS WITH SCHEDULE 40 PVC PIPE TWICE THE DIAMETER OF THE PIPE OR WIRE BUNDLE WITHIN.
2. FOR PIPE AND WIRE BURIAL DEPTHS SEE SPECIFICATIONS.

13 / L3.1 Pipe & Wire Trenching — N. T. S.

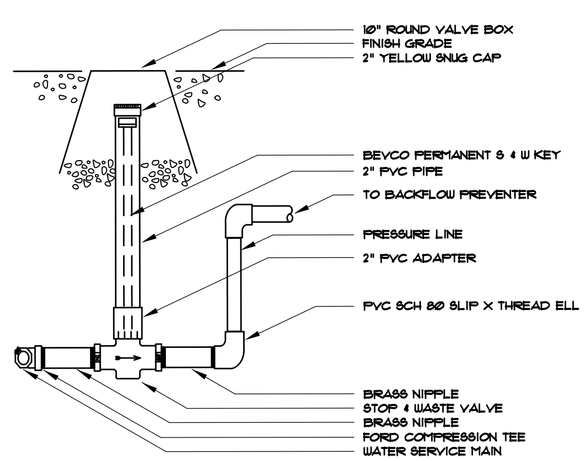


14 / L3.1 Backflow Prevention Device — N. T. S.



NOTES:
1. ALL PVC IRRIGATION SLEEVES TO BE SCHEDULE 40 PVC PIPE.
2. ALL JOINTS TO BE SOLVENT WELDED AND WATERTIGHT.
3. WHERE THERE IS MORE THAN ONE SLEEVE, EXTEND THE SMALLER SLEEVE TO 24-INCHES MINIMUM ABOVE FINISH GRADE.
4. MECHANICALLY TAMP TO 95% PROCTOR.

15 / L3.1 Sleeving — N. T. S.



16 / L3.1 Stop & Waste Valve — N. T. S.

Scale : 1" = 20'

20 0 20 40

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-0121
Telephone (503) 797-3509

651
Canby, Oregon

REV.	DATE	DESCRIPTION

Designed by: RDL
Drafted by: RDL
Client Name: Fred Meyer

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-9551

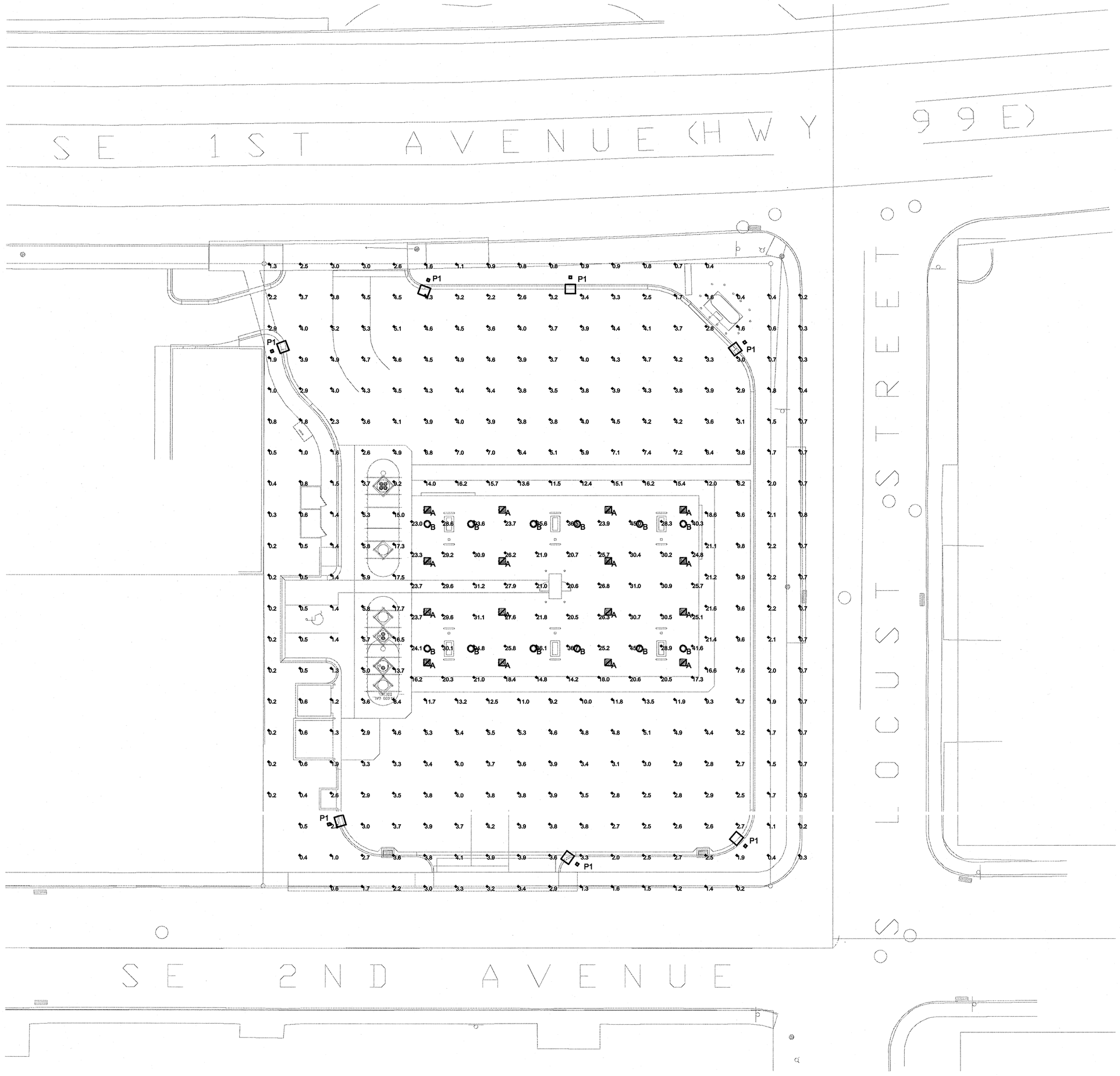
Installation Details

Fred Meyer Fuel - #651
369 SE 1st Avenue
Canby, Oregon 97013

17 May, 2012

SHEET NO. L3.1

W:\m651\dwgs\FM-#651-L3.1-Way18-2012.dwg, 5/18/2012 11:15:20 AM, 1:20, JT



SITE PHOTOMETRIC PLAN

SCALE: 1"=20'-0"

LUMINAIRE SCHEDULE								
Symbol	Label	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts	Notes
	A (NIC)	ECTA-S-250-PSMV-F	ENCORE TOP ACCESS	1- 250W PSMV CLEAR BU	ECTA-S-250-PSMV-F.IES	23000	0.72	291	4
	B (NIC)	ECTA-SP-70-T6MH-F	ENCORE TOP ACCESS	1- 70W T6 MH (365)	ECTA-SP-70-T6MH-F.IES	6600	0.72	88	4
	P1	GSM-AM-250-MP-MT-SL-FG	MEDIUM ARCHITECTURAL AREA LUMINAIRE - SPILL LIGHT ELIMINATOR	250 WATT PULSE-START CLEAR ED-28 HORIZONTAL BURN	GSM-XX-250-MP-XX-SL-FG_us.ies	22000	0.81	283	1,2,3

FIXTURE NOTES:

1. LAMP PROVIDED WITH FIXTURE.
2. PROVIDED THROUGH KROGER DIRECT BUY.
3. POLE: COOPER NO. TRS7A25SF-BZ W/ BASE COVER (25' ROUND TAPERED STEEL) SEE POLE MOUNTING DETAL, SHEET SE3.0
4. (NIC) NOT IN CONTRACT. SHOWN FOR REFERENCE ONLY.

NO APPROVED EQUALS:

PROVIDE AS SPECIFIED.

STATISTICS						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
CANOPY	+	30.8 fc	94.8 fc	14.2 fc	6.7:1	2.2:1
OVERALL AREA	+	4.2 fc	21.6 fc	0.2 fc	108.0:1	21.0:1

REGISTERED PROFESSIONAL ENGINEER
9220
OREGON
JULY 22, 1977
LESLIE A. STITH
EXPIRES: 6-30-2014

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-9121
Telephone (503) 797-2000
#651
Canby, Oregon

eci
Engineering Consultants Incorporated
303 Federal Way Boise, Idaho 83705
Phone (208) 376-9820 Fax (208) 376-9822
www.eciboise.com

REV	DATE	DESCRIPTION

Designed by: RJB
Drafted by: RJB
Client Name: Fred Meyer
FM651-SP/ 16N33

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-8551

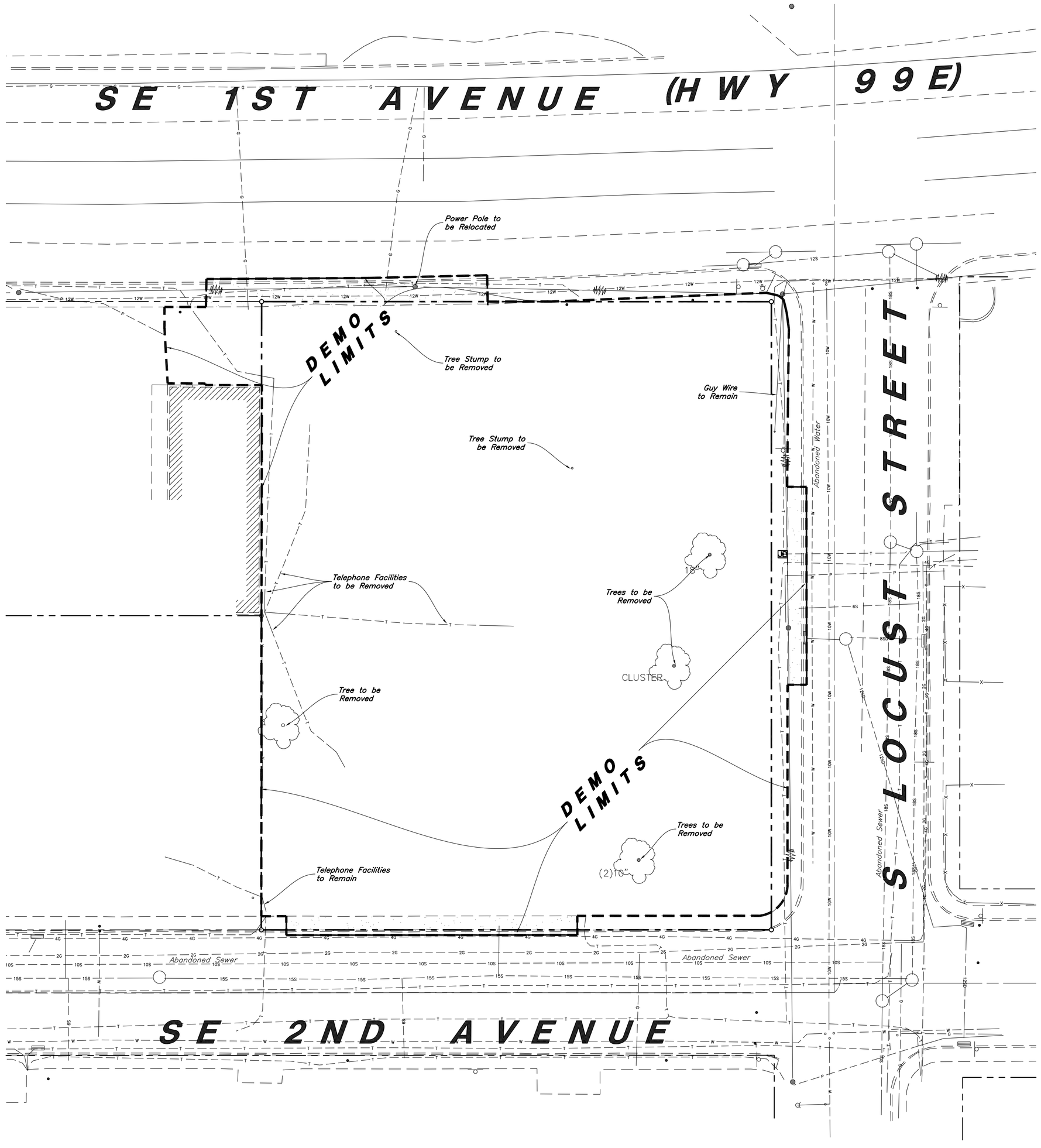
Electrical Site Plan

Fred Meyer Fuel #651 - Canby
369 SE 1st Avenue
Canby, Oregon 97013

SITE PHOTOMETRIC PLAN

JUNE 19, 2012

SHEET NO.
SE2.0



General Demolition Notes:

1. Demolition and site clearing for this contract are to include all areas shown within demolition limits or by note.
2. Refer to site improvement plans for more details on limits of removal.
3. All curbs, gutters, walks, slabs, walls, fences, flatwork, asphalt, waterlines and meters, gas lines, sewer lines, light poles, buried cables, storm drain piping and structures to be cleared from site unless otherwise shown.
4. All utilities, sewer, water, gas, telephone and electrical services to be disconnected and capped According to city, county and utility company requirements, unless otherwise shown.
5. Excavated areas to be backfilled with clean granular material compacted to 95% of maximum lab density as determined by ASTM D 1557-78. (Test results to be given to owner) Excavated areas should be backfilled per the geotechnical report prepared for the project.
6. Clear and grub trees, shrubs, and vegetation within construction limits, disposal to be off-site Except where noted otherwise.
7. DO NOT interrupt any services or disrupt the operation of any businesses shown outside the demolition limits.
8. Remove debris, rubbish, and other materials resulting from the demolition and site clearing operations from the site and dispose of in a legal manner.
9. The location and/or elevation of existing utilities as shown on these plans is based on records of the various utility companies and, where possible, measurements taken in the field. The information is not to be relied upon as being exact or complete. Contractor shall contact authorities having jurisdiction for field locations. Contractor shall be responsible for protection of in place and relocated utilities during construction.
10. Stockpiles shall be graded to maintain slopes not greater than 3 horizontal to 1 vertical. Provide erosion control as needed to prevent sediment transport to adjacent drainage ways.
11. Contractor shall be responsible for disposal of all waste material. Disposal shall be at an approved site for such material. Burning onsite is not permitted.
12. Contractor shall verify with city any street removal, curb cuts, and any restoration required for utility line removal.
13. Install traffic warning devices as needed in accordance with local standards.
14. Contractor shall obtain all permits necessary for demolition from City, County, State or Federal Agencies as required.
15. Demolish existing buildings and clear from site. (including removal of all footings and foundations.)
16. If Contractor observes evidence of hazardous materials or contaminated soils he shall immediately contact the project engineer to provide notification and obtain direction before proceeding with disturbance of said materials or contaminated soil.

CAUTION :

The location and/or elevation of existing utilities as shown on these plans is based on records of the various utility companies and, where possible, measurements taken in the field. The information is not to be relied on as being exact or complete.

OREGON UTILITY NOTIFICATION CENTER
Dialer and Digby say, "Dial" 811
Know what's below. Call before you dig.
811 811
www.digsafelyoregon.com

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-0121
Telephone (503) 797-3509

 # 651
Canby, Oregon

REV	DATE	DESCRIPTION

Designed by: JT
Drafted by: JT
Client Name: Fred Meyer
FM651-DM

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-9551

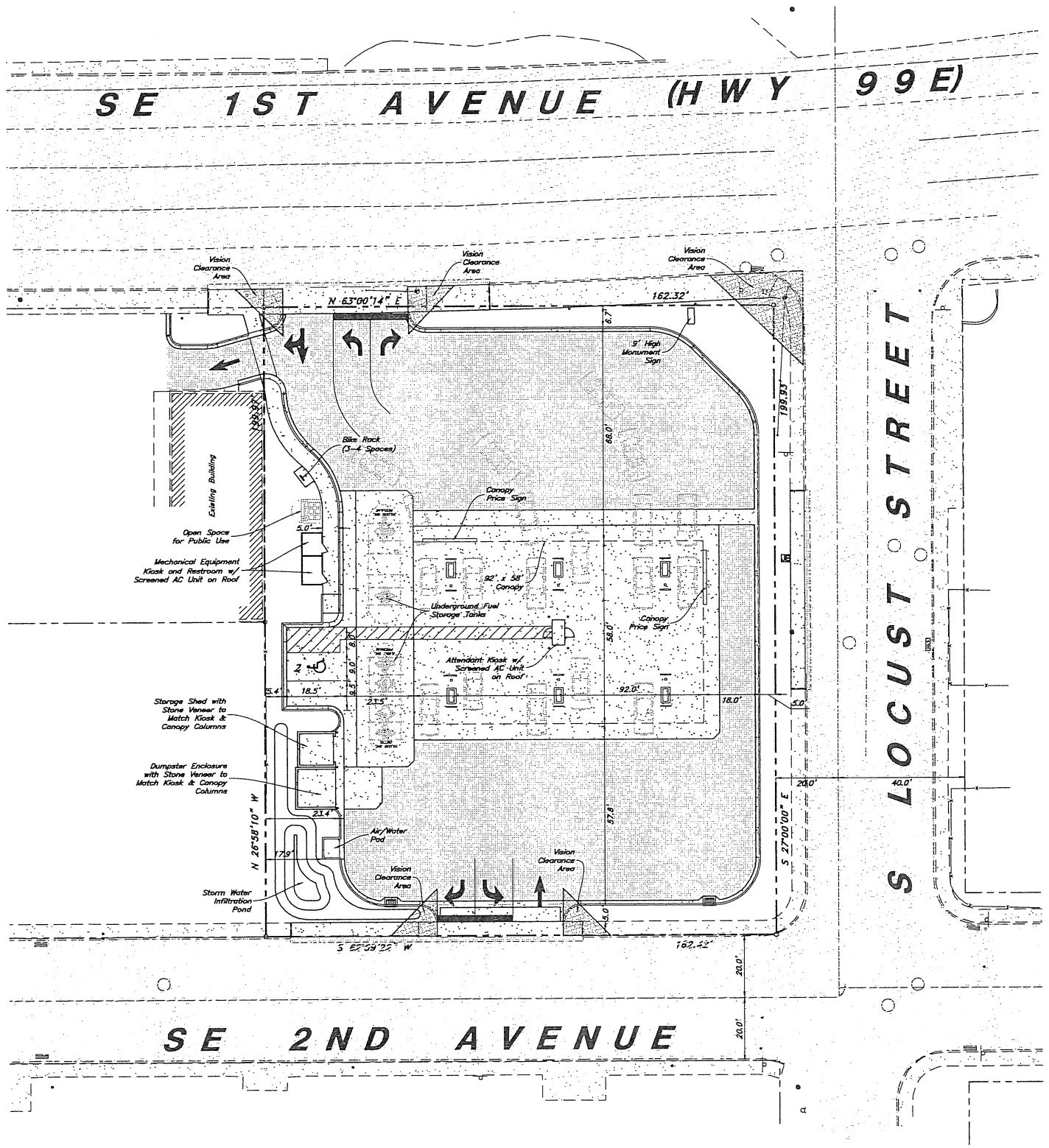
Preliminary Demolition Plan

Fred Meyer Fuel #651 - Canby
369 SE 1st Avenue
Canby, Oregon 97013

17 May, 2012

SHEET NO.
C0.1

W:\fm651\Dwgs\FM651-DM.dwg, 5/18/2012 10:55:51 AM, 1:1, JT



Scale : 1" = 20'

20 0 20 40

Site Data

Site Area = 32,457 s.f. (0.745 ac.)
Roof Area = 5,447 s.f. (16.8%)
Canopy = 5,304 s.f.
Kiosk, Mech. & Restroom = 143 s.f.
Landscape Area = 4,935 s.f. (15.2%)
Impervious Area = 22,084 s.f. (68.0%)
Parking Required = 1/550 s.f. = 1 Stall + 1 ADA Stall = 2 Total
(143 s.f. Kiosk Mech. & Restroom)
Parking Provided = 2 Stalls

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-0121
Telephone (503) 797-3509

 # 651
Canby, Oregon

REV	DATE	DESCRIPTION

Designed by: JT
Drafted by: JT
Client Name: Fred Meyer
FM651-SP

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-8551

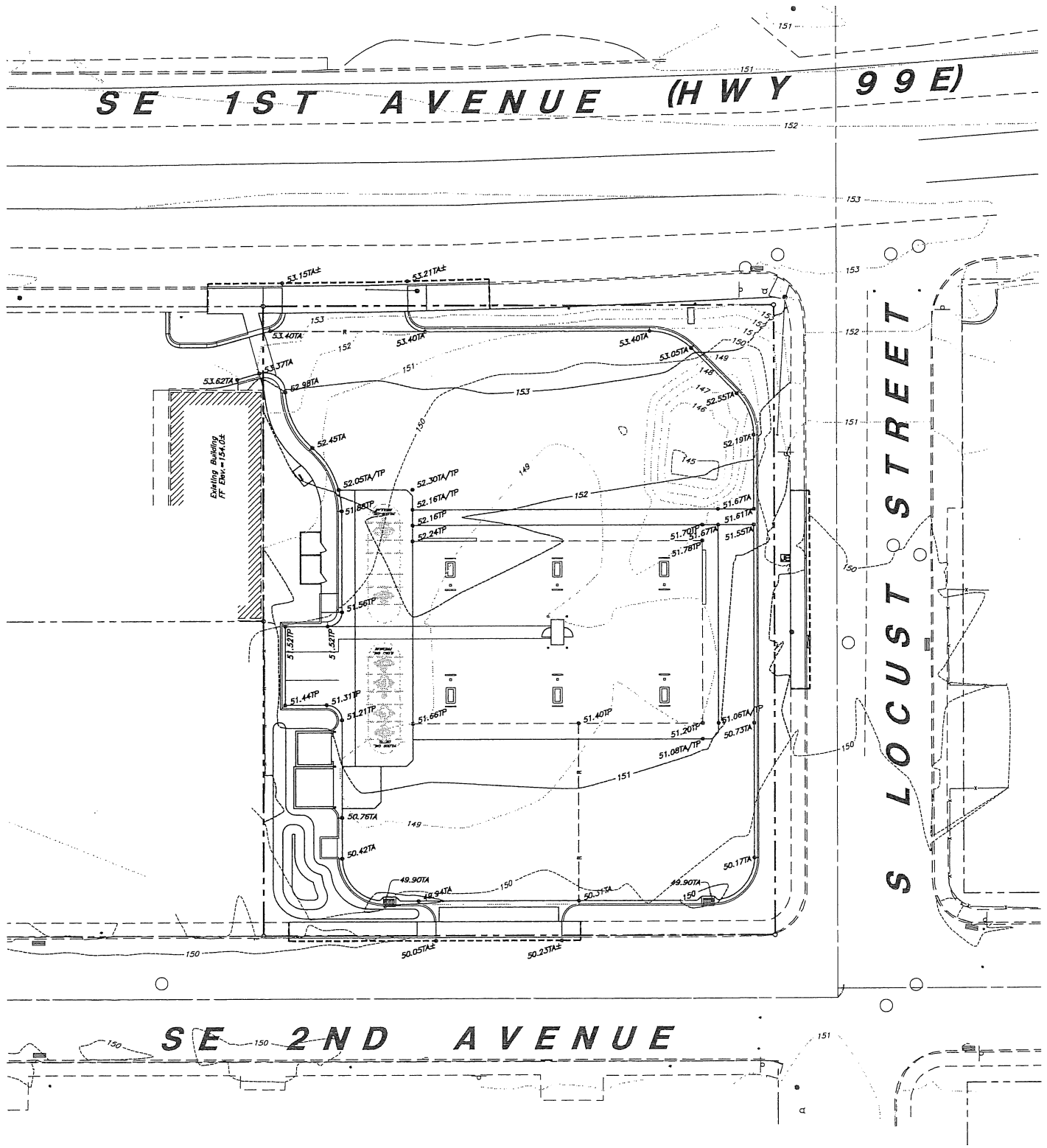
Preliminary Site Plan

Fred Meyer Fuel #651 - Canby
369 SE 1st Avenue
Canby, Oregon 97013

27 Aug, 2012

SHEET NO.
C1.1

W:\fm651\dwgs\PM651-SP.dwg, Site, 8/27/2012 10:02:55 AM, jake, 1:1



Scale : 1" = 20'

20 0 20 40

General Grading Notes:

1. All grading shall be in accordance with the project geotechnical study.
2. Cut slopes shall be no steeper than 3 horizontal to 1 vertical.
3. Fill slopes shall be no steeper than 3 horizontal to 1 vertical.
4. Fills shall be compacted per the recommendations of the geotechnical report prepared for the project and shall be certified by a Geotechnical Engineer.
5. Areas to receive fill shall be properly prepared and approved by a Geotechnical Engineer prior to placing fill.
6. Fills shall be benched into competent material as per specifications and geotechnical report.
7. All trench backfill shall be tested and certified by a Geotechnical Engineer
8. A geotechnical engineer shall perform periodic inspections and submit a complete report and map upon completion of the rough grading.
9. The final compaction report and certification from a Geotechnical Engineer shall contain the type of field testing performed. Each test shall be identified with the method of obtaining the in-place density, whether sand cone or drive ring and shall be so noted for each test. Sufficient maximum density determinations shall be performed to verify the accuracy of the maximum density curves used by the field technician.
10. Dust shall be controlled by watering.
11. The location and protection of all utilities is the responsibility of the permitee.
12. Approved protective measures and temporary drainage provisions must be used to protect adjoining properties during the grading process.
13. All public roadways must be cleared daily of all dirt, mud and debris deposited on them as a result of the grading operation. Cleaning is to be done to the satisfaction of the City Engineer.
14. The site shall be cleared and grubbed of all vegetation and deleterious matter prior to grading.
15. The contractor shall provide shoring in accordance with OSHA requirements for trench walls.
16. Aggregate base shall be compacted per the geotechnical report prepared for the project.
17. The recommendations in the following Geotechnical Engineering Report by HartCrowser are included in the requirements of grading and site preparation. The report is titled "Report of Geotechnical Engineering Services, Fred Meyer Fueling Facility #651, Canby, Oregon."
    Job No.: 15904-01
    Dated: April 30, 2012
18. As part of the construction documents, owner has provided contractor with a topographic survey performed by manual or aerial means. Such survey was prepared for project design purposes and is provided to the contractor as a courtesy. It is expressly understood that such survey may not accurately reflect existing topographic conditions.
19. If Contractor observes evidence of hazardous materials or contaminated soils he shall immediately contact the project engineer to provide notification and obtain direction before proceeding with disturbance of said materials or contaminated soil.
20. Contractor will be responsible to phase the construction development so that storm water improvements and storm water facilities including detention or retention improvement facilities are constructed and functional prior to an offsite storm water release and take necessary construction precautions so that no offsite flooding will occur.

Curb and Gutter Construction Notes:

1. Open face gutter shall be constructed where drainage is directed away from curb.
2. Open face gutter locations are indicated by shading and notes on the grading plan.
3. It is the responsibility of the surveyor to adjust top of asphalt grades to top of curb grades at the time of construction staking.
4. Refer to the typical details for a standard and open face curb and gutter for dimensions.
5. Transitions from open face to standard curb and gutter are to be smooth. Hand form these areas if necessary.

ADA Note:
Contractor must maintain a running slope on Accessible routes no steeper than 5.0% (1:20). The cross slope for Accessible routes must be no steeper than 2.0% (1:50). All Accessible routes must have a minimum clear width of 36". If Grades on plans do not meet this requirement notify Consultant immediately.
The Client, Contractor and Subcontractor should immediately notify the Consultant of any conditions of the project that they believe do not comply with the current state of the ADA (ICC/ANSI A117.1-Latest Edition) and/or FHAA.

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-0121
Telephone (503) 797-3509

#651
Canby, Oregon

REV	DATE	DESCRIPTION

Designed by: JT
Drafted by: JT
Client Name: Fred Meyer
FM651-GR

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-9351

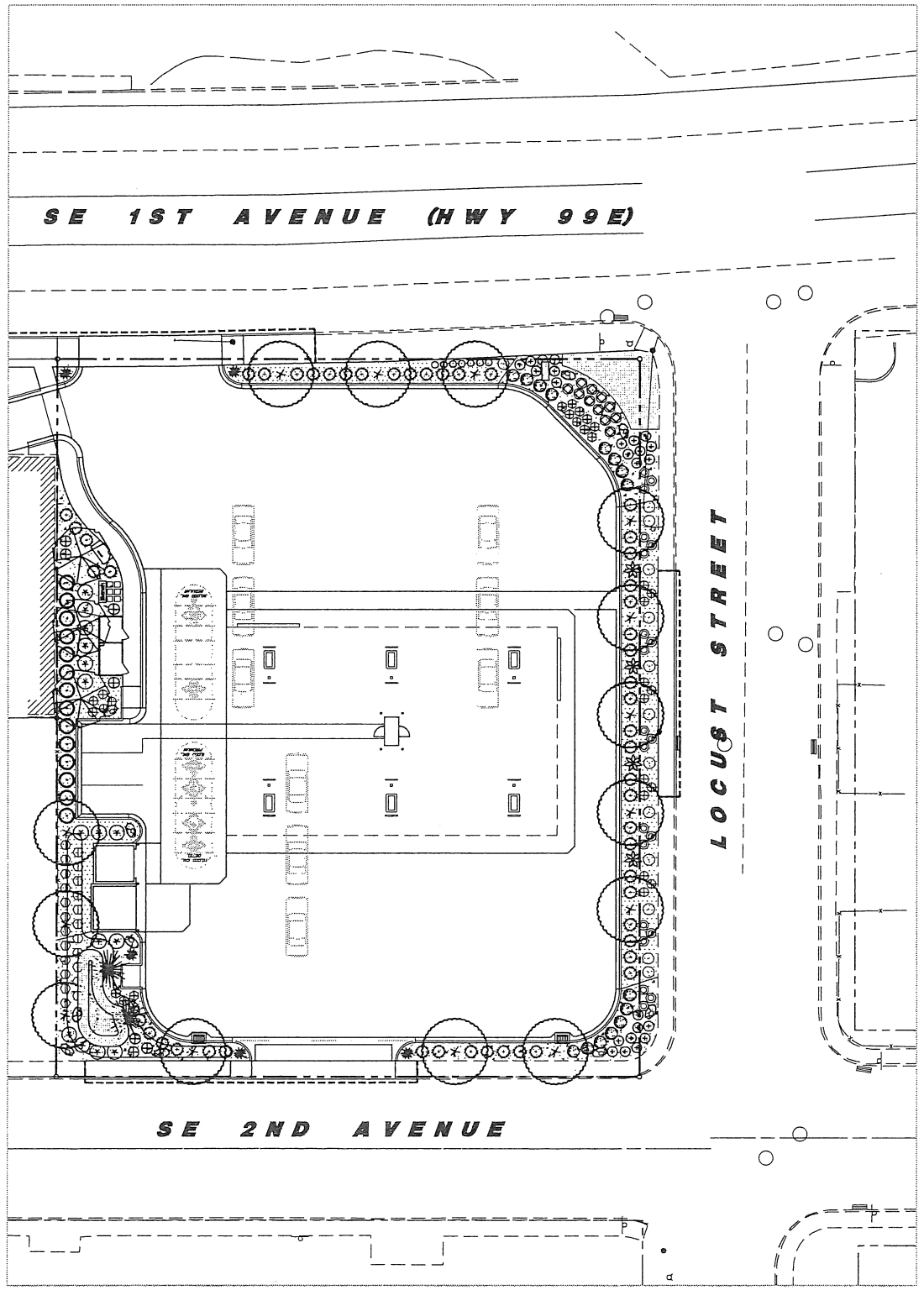
Preliminary Grading Plan

Fred Meyer Fuel #651 - Canby
369 SE 1st Avenue
Canby, Oregon 97013

27 Aug, 2012

SHEET NO.
C2.1

W:\15e651\dwgs\1PA651-GR.dwg, Grading, 8/29/2012 2:15:09 PM, jAtx, 1:1



Plant List (TREES)

Quan.	Symbol	Botanical Name	Common Name	Size	Remarks
2		Cedrus atlantica 'Fastigiata'	Columnar Blue Atlas Cedar	6' Min. Height B & B	Full Throughout Mature Height - 30 Ft.
14		Tilia euchlora	Crimean Linden	3" Caliper 12'-14' Height	Full Head Crown Mature Height - 50 Ft.
3		Zelcova serrata 'Musashino'	Musashino Zelcova	3" Caliper 12'-14' Height	Full Head Crown Mature Height - 45 Ft.

Plant List (SHRUBS)

Quan.	Symbol	Botanical Name	Common Name	Size	Remarks
52		Buxus microphylla 'Winter Gem'	Winter Gem Boxwood	5 Gallon	15"-18" Spread
15		Euonymus alatus 'Compacta'	Dwarf Burning Bush	5 Gallon	18"-24" Height
13		Mahonia aquifolium 'Compacta'	Compact Oregon Grape	5 Gallon	15"-18" Height
14		Photinia fraseri	Fraser's Photinia	5 Gallon	18"-24" Height
4		Physocarpus opul. 'Diablo'	Diablor Ninebark	5 Gallon	18"-24" Height
24		Spiraea bumalda 'Goldmound'	Goldmound Spiraea	5 Gallon	15"-18" Height
11		Spiraea japonica 'Neon Flash'	Neon Flash Spiraea	5 Gallon	15"-18" Height
15		Syringa patula 'Miss Kim'	Miss Kim Lilac	5 Gallon	15"-18" Height
5		Yucca filamen. 'Golden Sword'	Golden Sword Yucca	5 Gallon	15"-18" Height

Plant List (ORNAMENTAL GRASSES)

Quan.	Symbol	Botanical Name	Common Name	Size	Remarks
23		Calamagrostis a. 'Foerster'	Foerster Feather Grass	5 Gallon	24"-30" Height
12		Calamagrostis a. 'Overdam'	Overdam Feather Grass	5 Gallon	18"-24" Height
7		Festuca ovina 'Elijah Blue'	Elijah Blue Fescue	2 Gallon	12"-15" Height
11		Helictotrichon sempervirens	Blue Oat Grass	2 Gallon	15"-18" Height
7		Miscanthus sinensis 'Gracillimus'	Gracillimus Maiden Grass	5 Gallon	24"-30" Height
21		Pennisetum alopec. 'Hamelin'	Dwarf Fountain Grass	2 Gallon	12"-15" Height

Tree Selection & Description Statement

1. COLUMNAR BLUE ATLAS CEDAR - This evergreen tree is mentioned for hardiness zones 6-9, but has been grown in even colder environments. This tree produces no noticeable fruit, is drought tolerant, and has a low moisture requirement, especially following the initial establishment period.
2. CRIMEAN LINDEN - This deciduous tree is mentioned for hardiness zones 3-8. It produces small .2"-.3" ovoid fruit, which is non-persistent. This tree is tolerant of wind, salt and air pollution, which makes it a good selection for city street use. It has a medium moisture requirement, and is more drought tolerant following the initial establishment period.
3. MUSASHINO ZELCOVA - This deciduous tree is mentioned for hardiness zones 5-9. It produces no noticeable fruit, and is drought tolerant. It has a low moisture requirement, especially following the initial establishment period. It is a good selection for city use, and due to it's more upright columnar habit, can be used in tighter spaces.

Planting Notes

1. All new planting and stone surfacing areas shall be sub-graded to a depth of 4 inches below the ultimate finish grade, allowing for the installation of a 4 inch layer of either bark mulch for plant water wells and/or the installation of each type of stone surfacing and weed barrier fabric.
2. All plant material holes shall be dug a minimum 2 times the diameter of the rootball and (6) inches deeper. Excavated material shall be removed from the site, or used for other grading purposes on the site.
3. Plant backfill mixture shall be composed of 4 parts (80%) topsoil to 1 part (20%) humus mulch additives, and shall be rotary mixed on-site prior to installation.
4. Plant fertilizer shall be 'Agriform' brand 21 gram tablets used as per manufacturers recommendations.
5. Upon completion of planting operations, all shrub and tree wells shall receive a (4) inch minimum depth of fine ground bark in the planting pit. The overall shrub areas (beyond the planting pit) shall receive a 4 inch depth of the type of stone surfacing or cobble rock as specified over DeWitt (or equal) weed barrier fabric. Apply 2 applications of pre-emergent herbicide per detail.
6. All areas where different types of stone surfacing are adjacent, shall be neatly placed together, matching a uniform transition from one material type to the other. It is not the intent to install any type of edger for this.
7. The project shall be swept clean of dirt and debris prior to completion of the project.
8. The contractor shall comply with all warranties and guarantees set forth by the Owner, and in no case shall that period be less than one year following the date of final completion and acceptance.

General Notes

1. The contractor shall verify the exact location of all existing and proposed utilities, and all site conditions prior to beginning construction. The contractor shall coordinate his work with the project manager and all other contractors working on the site.
2. The finish grade of all planting areas shall be smooth, even and consistent, free of any humps, depressions or other grading irregularities. The finish grade of all landscape areas shall be graded consistently 1/2" below the top of all surrounding walks, curbs, etc.
3. The contractor shall stake the location of all plants for approval prior to planting. Trees shall be located equidistant from all surrounding plant material. Shrubs and ground covers shall be triangular and equally spaced.
4. The plant materials list is provided as an indication of the specific requirements of the plants specified, wherever in conflict with the planting plan, the planting plan shall govern.
5. The contractor shall provide all materials, labor and equipment required for the proper completion of all landscape work as specified and shown on the drawings.
6. All plant materials shall be approved prior to planting. The Owner/Landscape Architect has the right to reject any and all plant material not conforming to the specifications. The Owner/Landscape Architect decision will be final.
7. The contractor shall keep the premises, storage areas and paving areas neat and orderly at all times. Remove trash, sweep, clean, hose, etc. daily.
8. The contractor shall plant all plants per the planting details, stake/guy as shown. The top of root balls shall be planted flush with finish grade.
9. The contractor shall not impede drainage in any way. The contractor shall always maintain positive drainage away from the building, walks, etc.
10. The contractor shall maintain all work until all work is complete and accepted by the Owner. In addition, the contractor shall maintain and guarantee all work for a period of ONE YEAR from the date of final acceptance by the Owner. Maintenance shall include weeding, pruning-trimming, fertilizing, cleaning, insecticides, herbicides, etc. and all other necessary for a complete service of the project.
11. It shall be the contractors responsibility to ensure that any damaged or disturbed landscaping from the construction of this project is to be returned to as good or better condition.
12. It shall be the responsibility of the property owner to maintain all landscaping and irrigation facilities after construction at the end of the contractor warranty period.

Submittal Requirements

1. The contractor shall provide to the Owner/Engineer product samples of all landscape materials such as boulders, decorative stone, bark mulches, weed barrier fabric, soil ammendments & import topsoil in order to obtain approval to be used on the project, and prior to any shipment to the site. Failure to provide this in a timely manner will in no way affect or delay the construction schedule and time for project completion.
2. All plant materials shall be secured for the project a minimum of 60 days prior to shipment to the site. The contractor shall provide to the Owner/Engineer written confirmation of this a minimum of 30 days prior to planting of the project. No substitutions will be considered following this time period.

Legend / Materials

Symbol	Item	Description / Remarks
	Decorative Stone Surfacing 1" Minus Size / Washed	Place To A Uniform Depth Of 4 Inches Over Approved Weed Barrier Fabric. The Sub-grade Shall Be Raked Smooth-Clear Of All Material Over 1" Size. Submit Product Sample.
	Decorative Stone Surfacing 2" Minus Size / Washed	Place To A Uniform Depth Of 4 Inches Over Approved Weed Barrier Fabric. The Sub-grade Shall Be Raked Smooth-Clear Of All Material Over 1" Size. Submit Product Sample.
	Decorative Stone Surfacing 3" Minus Size / Washed	Place To A Uniform Depth Of 4 Inches Over Approved Weed Barrier Fabric. The Sub-grade Shall Be Raked Smooth-Clear Of All Material Over 1" Size. Submit Product Sample.
	Decorative Landscape Boulder 4' Minimum Diamter Size	Bury 1/3 Of Boulder Diameter Into Soil, Keeping Best Visual Side Above Grade. All Boulders Shall Be Of Similar Color & Type As Stone Surfacing. Submit Product Sample.

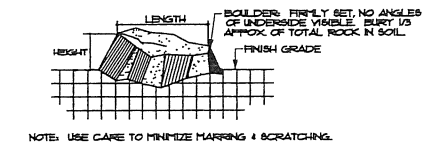
Stone Surfacing

APPLICATION PROCEDURE :

1. Place pre-emergent herbicide on fine grade layer.
2. Place weed barrier fabric.
3. Place 4" minimum decorative stone to finish grade.
4. Place pre-emergent herbicide on finish grade.

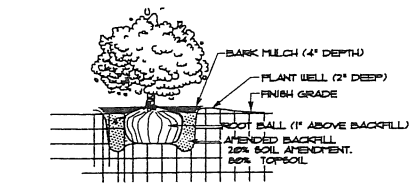
Sub-Grade Requirements

1. SHRUB/STONE AREAS : Four (4) inches below finish grade. This will allow for the installation of the required depth of decorative stone surfacing, leaving the grade slightly below finish grade of concrete areas.

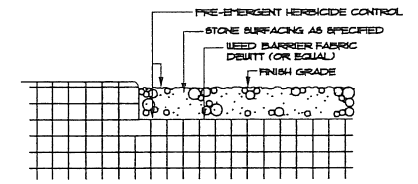


NOTE: USE CARE TO MINIMIZE MARRING & SCRATCHING.

1 / L1.1 Decorative Boulder — N. T. S.

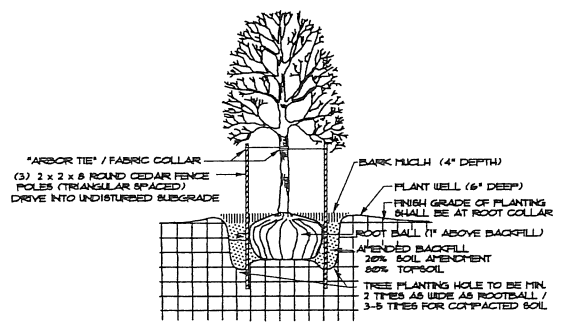


2 / L1.1 Shrub Planting — N. T. S.

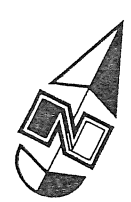


NOTE: SMOOTH GRADE ENTIRE AREA PRIOR TO PLACEMENT.

3 / L1.1 Stone Surfacing — N. T. S.



4 / L1.1 Tree Planting — N. T. S.



Scale : 1" = 20'

20 0 20 40

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-0121
Telephone (503) 797-3509

#651
Canby, Oregon

REV	DATE	DESCRIPTION

Designed by: RDL
Drafted by: RDL
Client Name: Fred Meyer

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-9551

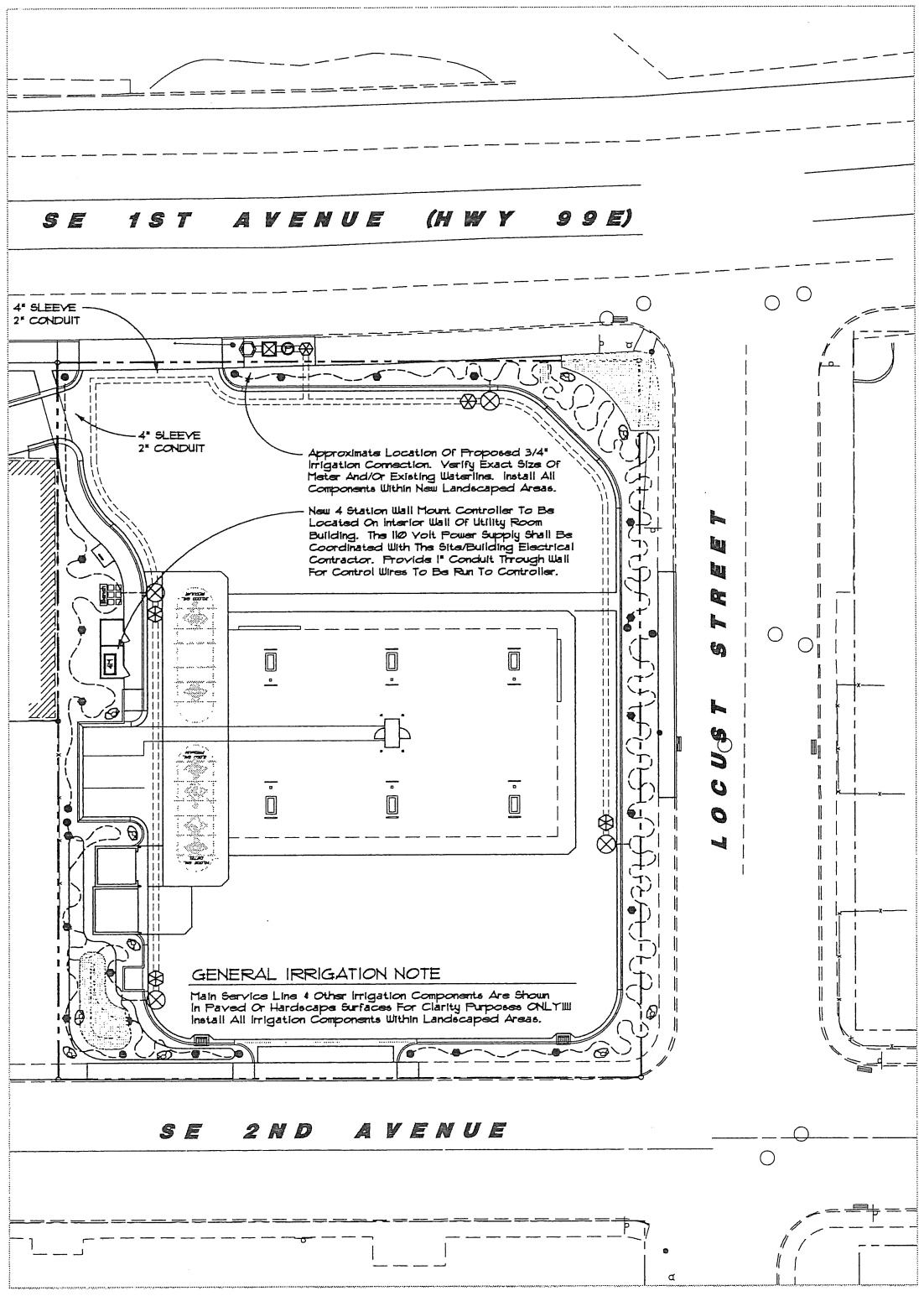
Landscape Plan

Fred Meyer Fuel - #651
369 SE 1st Avenue
Canby, Oregon 97013

27 Aug, 2012

SHEET NO.
L1.1

C:\Users\John\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.Outlook\CTYOOSWL\FM-651-L1 1-August16 2012.dwg, Model, 8/27/2012 10:07:19 AM, John



Sprinkler List

Symbol	Model-Number	Description	Remarks
●	New Tree Location	Provide Added Emitters	Added Emitters For Tree Type Specified
⊗	Rainbird XCZ-075-PRF	Drip Control Zone Kit	3/4" Size In Control Valve Box With Gravel Sump
⊗	Rainbird 33DLRC	Quick Coupler Valve	3/4" Size In Control Valve Box With Gravel Sump
4	Rainbird ESP-4M	Solid State Controller	Multi-Program / 4 Station Modular Exterior Mount
⬡	Mueller Orseal Mark II	Stop & Waste Valve	3/4" Size / Install Inside Cast Iron Curb Box
⊠	Febco 825Y Series	3/4" RPA Backflow Preventer	Install Above Grade Per All Local Codes
Ⓟ	Watts 223-HP Series	Pressure Regulator	3/4" Size Installed Per Detail
●	Rainbird ARV	Air Relief Valve (As Needed)	Install In Control Valve Box With Gravel Sump
▭	Schedule 40 PVC	Irrigation Sleeving	Sizes As Noted On Plan / 24" Bury Across Asphalt
= = =	Schedule 40 PVC	Main Service Line	1" Size Throughout/Rated ASTM D 1784
———	Schedule 40 PVC	Lateral Circuit Line	Pipe Size As Required Per Guide / 1" Min. / Run Laterals To All Individual Planting Areas
~	125 P.S.I. Low Density Polyethelene Pipe	For Distribution To All Non-Tree Plantings	Size As Required For Flow / 3/4" Min. Size / After PVC Laterals To Be Run To All Planting Areas

Sleeving Installation Notes

Contractor shall coordinate the installation of sleeving with the installation of concrete flatwork and paving. All sleeving is by contractor unless otherwise noted. Install sleeving based on sizing guide below:

PIPE SIZE OR WIRE QUANTITY	REQUIRED SLEEVING
3/4" - 1 1/2" Piping	1-2" PVC Sleeve
1" - 2" Piping	1-4" PVC Sleeve
1-25 Control Wires	1-2" PVC Sleeve

NOTE: Each length of sleeved pipe shown shall be routed through a separate sleeve.

Pipe GPM Design Guide

Pipe Size	Water Flow (GPM)
(Velocities Not To Exceed 5 Feet/Second)	
1" Size /	0 - 12 GPM
1 1/4" Size /	12 - 22 GPM
1 1/2" Size /	22 - 30 GPM

NOTE: Contractor shall perform all pipe sizing using the above design guidelins. 1" minimum size piping to be used with schedule 40 pvc, 3/4" minimum sizing on drip distribution polyethelene piping.

Sprinkler Notes

1. All main service lines and pipe sleeving shall be buried minimum 18 inches below finish grade, all lateral circuit lines minimum 12 inches below finish grade. Backfill all lines with sand or lump free soil. All clean material shall be settled and compacted to proper finish grade. All piping shall be capable of winterization by the use of compressed air / "Blown Out".
2. All control valves and quick coupler valves shall be installed in fiberglass control boxes with bolt down lids. Washed gravel shall be installed in the bottom to a depth of 8 inches.
3. All sprayheads (if used) shall be installed using (2) 1/2" barbed ells, (1) 1/2" mariex ell, and 1/2" swing pipe cut to the appropriate length (12" min-24" max.). Quick coupler valves shall be installed using the appropriate sized joint assembly, including 3 mariex ells, and (1) 12 inch schedule 80 pvc riser.
4. The design and layout of all sprayheads shall provide for a minimum 60% DU (distribution uniformity).
5. All sprayheads adjacent to hardscape paving shall be spaced 1 to 3 inches away from paving.
6. Control valve wire shall be #14 single conductor white for the common wire, and #14 single conductor for the hot wire. Use red for the hot wire on all lawn control valve zones and blue (2) as spares along the entire main service line. Spare wires shall be "home run" to the controller. All wiring shall be UF UL rated. All connections shall be made with watertight connectors, and contained in control valve boxes. Provide 36" extra wire length at each remote control valve in valve box. Install control wiring with service line where possible, taped to the underside of the pipe at regular intervals. Provide slack in control wires at all changes in direction.
7. Coordinate the exact location of the irrigation controller with Owner and/or contractor. The 110 volt power supply shall be provided by others. Any exposed controller wiring shall be contained in steel rigid conduit.
8. Install 3/4" manual drain valves at all low points along the main service line. Use a 2 inch schedule 40 pvc sleeve over the valve with a valve marker cap. Install a two cubic foot gravel sump at the valve bottom.
9. All sprinkler lines passing under paved and other hard surfaces shall be installed in schedule 40 pvc sleevinge a minimum of two sizes larger than the pipe size to pass through it. The sleeve depth shall be the same as the deepest pipe to pass through.
10. Upon completion of the installation, provide the Owner with a complete set of "As-Built" drawings showing any and all deviations from the original plans. It shall also show the locations of main service lines, control valves, wire routes and manual drain valves.
11. It shall be the responsibility of the sprinkler contractor to demonstrate to the Owner the proper winterization and start-up procedures for the entire system prior to final payment.
12. The contractor shall comply with all state and local plumbing codes, and shall honor all warranties and guarantees set forth by the Owner.

General Notes

1. The contractor shall verify the exact location of all existing and proposed utilities, and all site conditions prior to beginning construction. The contractor shall coordinate his work with the project manager and all other contractors working on the site.
2. The contractor shall verify the exact location and size of the irrigation waterline stub, the available water pressure at the point of connection. Any conflicts from what is shown on the plans shall be brought to the attention of the engineer for resolution.
3. The contractor shall be responsible for the installation of all irrigation sleevinge under paving and other hard surface areas. This shall also include the installation of electrical conduit(s) from the controller location on the building to the nearest planting area.
4. The controller shall be hardwired to the available 110 volt power source, with all work being performed per state and local codes. The controller shall be located in a convenient location as determined by the Owner and site/building electrical contractor.
5. The contractor shall provide all materials, labor and equipment required for the proper completion of all irrigation work as specified and shown on the drawings.

Submittal Requirements

1. The contractor shall provide to the Owner/Engineer product data sheets of all irrigation materials such as control valves, control wire, quick coupler valves, control valve boxes, controller(s), pvc piping, drip tube piping, drip emitters & backflow prevention devices in order to obtain approval to be used on the project, and prior to any shipment to the site. Failure to provide this in a timely manner will in no way affect or delay the construction schedule and time for project completion.
2. All irrigation materials shall be secured for this project a minimum of 60 days prior to shipment to the site. The contractor shall provide to the Owner/Engineer written confirmation of this a minimum of 30 days prior to planting of the project. No substitutions will be considered following this time period.

Irrigation Controller Valve Schedule

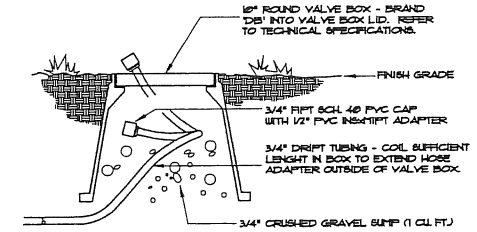
VALVE DATA				HYDRAULIC DATA			
#	Size	Sta. #	Head Type	Landscape Zone	Prec. Rate-inch/hr	GPM	PSI
1	.75"	1	Drip	Misc. Plantings	Drip	4.0	30
2	.75"	2	Drip	Misc. Plantings	Drip	4.0	30
3	.75"	3	Drip	Misc. Plantings	Drip	4.0	30
4	.75"	4	Drip	Misc. Plantings	Drip	4.0	30

NOTE: Minimum static water pressure at the point of connection required is 50 psi. If water pressure is above 90 p.s.i., install pressure reduction valve, and set to an operating pressure of 75 psi at connection point.

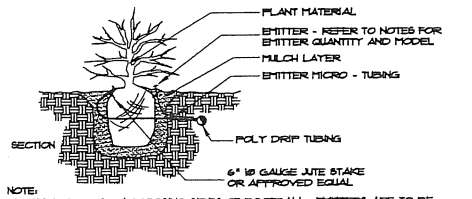
Emitter Installtion Guide

PLANT SIZE	EMITTER DEVICE	QUANTITY
1 Gallon Material	XB-10 (1 GAL/HR)	One Each
5 Gallon Material	XB-10 (1 GAL/HR)	Two Each
15 Gallon Material	XB-10 (1 GAL/HR)	Three Each
24" Box/2" Caliper	XB-10 (1 GAL/HR)	Four Each

NOTE: The accompanying shall be used as a guide only!! Final selection of type and quantity of emitters shall be the responsibility of the contractor.

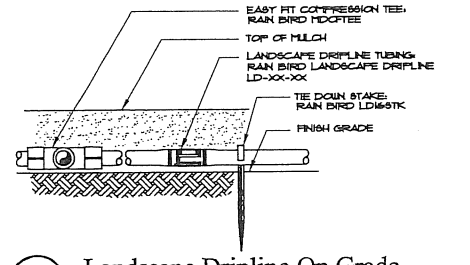


1 / L2.1 Compression Flush Cap
N. T. S.

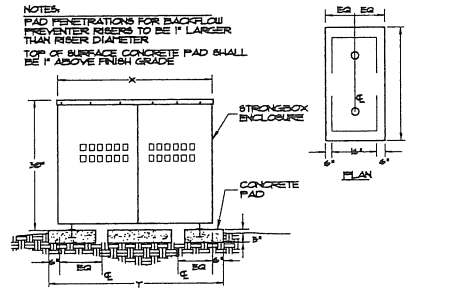


NOTE:
INSTALL EMITTERS ON OPPOSING SIDES OF ROOTBALL. EMITTERS ARE TO BE INSTALLED TO CLEAR SURFACE BY A MINIMUM OF 1" AND A MAXIMUM OF 2". FLUSH ALL LINES THOROUGHLY, INCLUDING EMITTER MICRO-TUBING PRIOR TO EMITTER INSTALLATION. IF PLANTING ON A 4:1 SLOPE OR GREATER, INSTALL BOTH EMITTERS ON UPHILL SIDE OF ROOTBALL.

2 / L2.1 Drip Emitter
N. T. S.

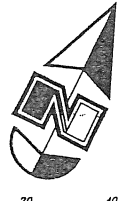


3 / L3.1 Landscape Dripline On Grade
N. T. S.



BFP MODEL/SIZE	ENCLOSURE MODEL	X	Y
FEBCO 825Y 3/4" & 1"	SSBC - 36AL	36"	42"
FEBCO 825Y 1 1/2" & 2"	SSBC - 48AL	48"	57"

4 / L2.1 Backflow Preventer Enclosure
N. T. S.



Scale : 1" = 20'

20 0 20 40

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-0121
Telephone (503) 797-3509

#651
Canby, Oregon

REV	DATE	DESCRIPTION

Designed by: RDL
Drafted by: RDL
Client Name: Fred Meyer

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-8551

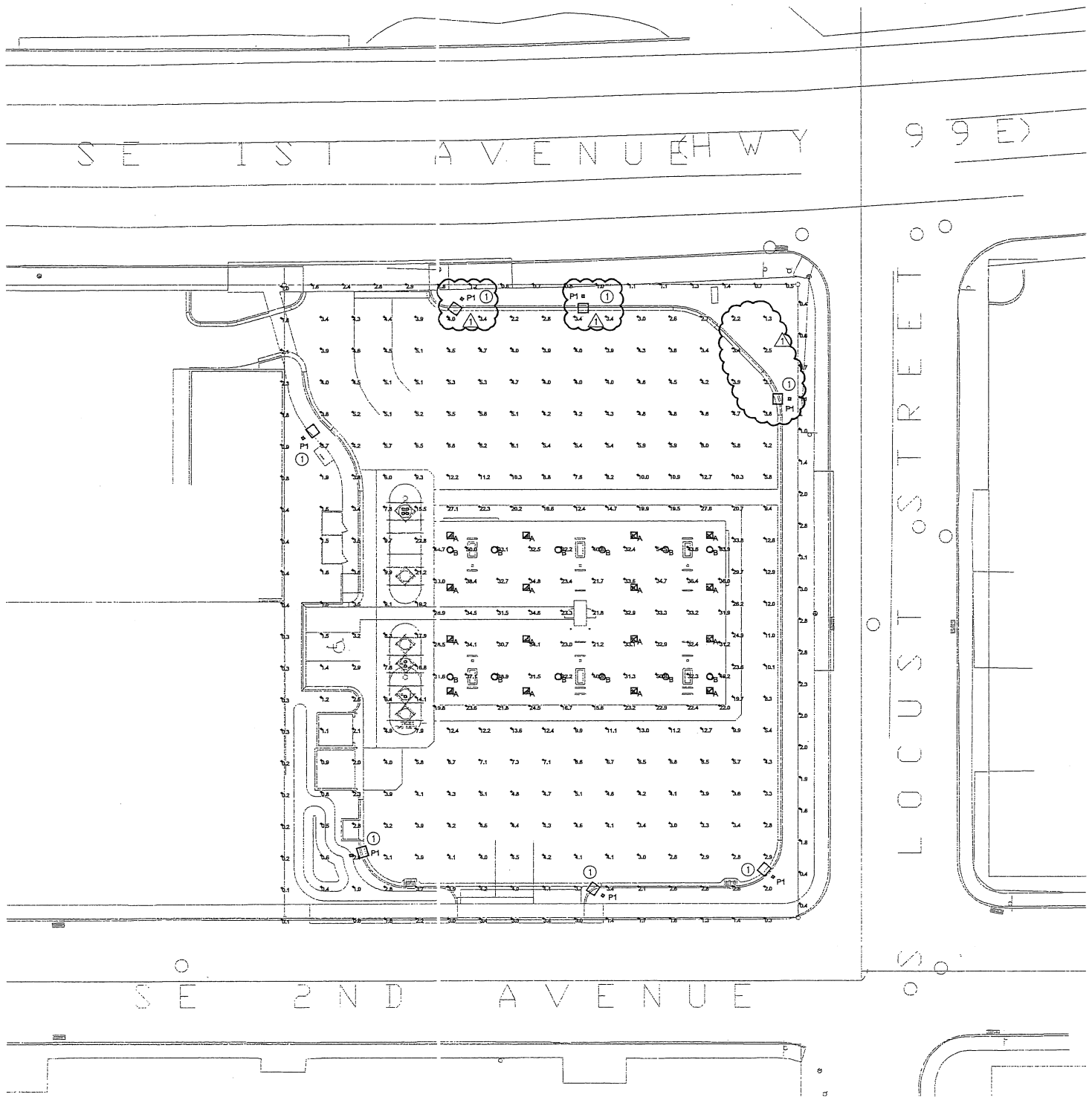
Irrigation Plan

Fred Meyer Fuel - #651
369 SE 1st Avenue
Canby, Oregon 97013

27 Aug, 2012

SHEET NO. L2.1

C:\Users\Jake\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.Outlook\CTYOOOWS\1764-651-L2.1-August14-2012.dwg, Model, 8/29/2012 2:26:16 PM, Jake, 1:20



SITE PHOTOMETRIC PLAN

SCALE: 1"=20'-0"

LUMINAIRE SCHEDULE

Symbol	Label	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts	Notes
⚠1	A (NIC)	LSI CROSSOVER CRS-SC-LED-84-HO-CW-UE	LED AMBIENT STANDARD CANOPY LIGHT (CRS) SS CW UE WHT	84 LED'S LUMEN OUTPUT 12300	CRS-SC-LED-84-HO-CW-UE.ies	Absolute	1.00	147	6
	B (NIC)	CRO3-FO-LED-30-CW-UE	WHITE PAINTED METAL HOUSING, THREE LED MODULES EACH, 10 PER BOARD W/ CLEAR FLAT LENS	THIRTY WHITE LIGHT EMITTING DIODES (LEDS), VERTICAL BASE-UP POSITION.	CRO3-FO-LED--30-CW-UE.IES	Absolute	1.00	38.1	6
⚠1	P1	GSM-AM-250-MP-MT-SL-FG	MEDIUM ARCHITECTURAL AREA LUMINAIRE - SPILL LIGHT ELIMINATOR	250 WATT PULSE-START CLEAR ED-28 HORIZONTAL BURN	GSM-XX-250-MP-XX-SL-FG_us.ies	22000	0.81	283	1,2,3,4,5

FIXTURE NOTES:

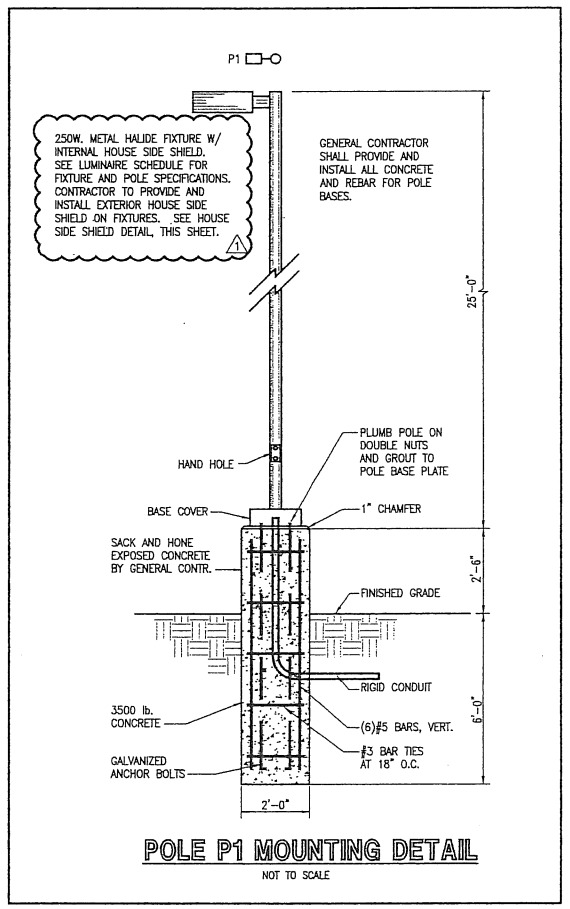
1. LAMP PROVIDED WITH FIXTURE.
2. PROVIDED THROUGH KROGER DIRECT BUY.
3. POLE: COOPER NO. TRS7A25SF-BZ W/ BASE COVER (25' ROUND TAPERED STEEL) SEE POLE MOUNTING DETAL, THIS SHEET.
4. FIXTURE COMPLIES TO THE CITY OF CANBY LIGHTING ZONE, SECTION 16.43.040 LZ 2.
5. FIXTURE CONTROLLED THROUGH THE FUEL KIOSK LIGHTING MANAGER EMS SYSTEM.
6. (NIC) NOT IN CONTRACT. SHOWN FOR REFERENCE ONLY.

NO APPROVED EQUALS:

PROVIDE AS SPECIFIED.

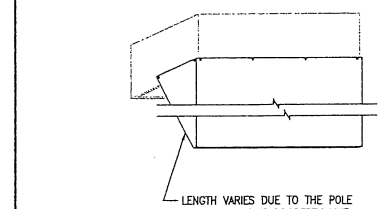
STATISTICS

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
3'-0" A.F.G. @ PROPERTY LINE	+	1.3 fc	3.1 fc	0.1 fc	31.0:1	13.0:1
CANOPY	+	36.0 fc	93.1 fc	15.6 fc	6.0:1	2.3:1
OVERALL AREA	+	6.4 fc	33.8 fc	0.3 fc	112.7:1	21.3:1



POLE P1 MOUNTING DETAIL

NOT TO SCALE



CONTRACTOR PROVIDED
P1 FIXTURE HOUSE SIDE SHIELD

NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER 9201 OREGON JULY 22, 1971 LESLIE A. STITH

EXPIRES: 6-30-2014

Fred Meyer
#651
Canby, Oregon

ECI
Engineering Consultants Incorporated
303 Federal Way Boise, Idaho 83705
Phone (208) 376-9820 Fax (208) 376-9822
www.eciboise.com

REV	DATE	DESCRIPTION
1	08-10-12	CITY OF CANBY JURISDICTION COMMENTS

Designed by: RJB
Drafted by: RJB
Client Name: Fred Meyer
FM651-SP/ 16N33

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-8551

Electrical Site Plan

Fred Meyer Fuel #651 - Canby
369 SE 1st Avenue
Canby, Oregon 97013

SITE PHOTOMETRIC PLAN

JUNE 19, 2012

SHEET NO.
SE2.0

Fred Meyer Fuel #651 - Canby

369 SE 1st Avenue
Canby, Oregon 97013

Vicinity Map
Not to Scale

Abbreviations

BOL	Bollard
BRW	Finish Grade — Bottom of Retaining Wall
CATV	Cable Television Box
CB	Catch Basin
CMP	Corrugated Metal Pipe
COB	Cleanout Box
COTG	Cleanout to Grade
EA	Edge of Asphalt
EB	Electrical Box
ECAB	Electrical Cabinet
EMH	Electrical Manhole
FH	Fire Hydrant
FL	Flowline
g	Ground
GB	Grade Break
GM	Gas Meter
HB	Hose Bib
I	Irrigation Line
ICB	Irrigation Control Box
Lip	Lip of Gutter
LP	Light Pole
MH	Manhole
Mon	Monument
PM	Power Meter
PP	Power Pole
PVC	Poly Vinyl Chloride
RCP	Reinforced Concrete Pipe
RD	Roof Drain
SB	Signal Box
SD	Storm Drain
SDMH	Storm Drain Manhole
SMH	Sanitary Sewer Manhole
SP	Signal Pole
SS	Sanitary Sewer
SVZ	Sight Visibility Zone
SW	Secondary Water
TA	Top of Asphalt
TB	Telephone Box
TBC	Top Back of Curb
TG	Top of Grate
TMH	Telephone Manhole
TP	Top of Concrete
TRW	Finish Grade — Top of Retaining Wall
TW	Top of Walk
WL	Waterline
WP	Working Point
WV	Water Valve

Legend

Proposed Curb & Gutter		Existing Improvements	
Proposed Open Face C & G		Existing Asphalt	
Proposed Asphalt		Existing Concrete	
Proposed Concrete		Existing Inlet Box	
Proposed Truncated Domes		Existing Catch Basin	
Proposed Inlet Box		Existing Manhole	
Proposed Catch Basin		Existing Fire Hydrant	FH
Proposed Manhole		Existing Water Valve	WV
Proposed Transformer	T	Existing Overhead Power Line	
Proposed Meter Box		Existing Water	—W—
Proposed Water Meter		Existing Secondary Water	—SW—
Proposed Combo Box		Existing Sewer	—S—
Proposed Fire Hydrant		Existing Storm Drain	—SD—
Proposed Water Valve		Existing Gas	—G—
Proposed Water Line	—W—	Existing Power	—P—
Proposed Sanitary Sewer	—S—	Existing Telephone	—T—
Proposed Storm Drain	—SD—	Existing Fence	—X—
Proposed Conduit Line	—C—	Flowline	
Proposed Power Line	—P—	Centerline	
Proposed Gas Line	—G—	Existing Contour	78
Proposed Secondary Water Line	—SW—	Existing Spot	(78.00TA)
Proposed Roof Drain	—RD—	Existing Light Pole	
Proposed Fence	—X—	Existing Street Light	
Ridge line	—R—	Existing Building	
Grade Break	—GB—	Existing Telephone Box	TB
Proposed Contour	78	Existing Power Meter	PM
Direction of Drainage		Existing Electrical Box	EB
Proposed Spot	78.00TA	Existing Electrical Cabinet	ECAB
ADA Accessible Route		Existing Gas Meter	GM
Property Line		Existing Water Meter	WM
Sawcut Line		Existing Irrig. Control Box	ICB
Proposed Light Pole		Existing Bollard	BOL
Proposed Street Light		Existing Hose Bib	HB
Proposed Building		Working Point	
Existing Power Pole		Existing Deciduous Tree	
Existing Power Pole w/ Guy		Existing Coniferous Tree	
Existing Utility Marker			
Existing Post			
Detail Number / Sheet Number	XX / XX		

Civil Sheet Index

CV	Cover Sheet
C0.1	Demolition Plan
C1.1	Site Plan
C2.1	Grading Plan
L1.1	Landscape Plan
L2.1	Irrigation Plan
L3.1	Installation Details
A1	Exterior Elevations and Signage (Color)

Flood Zone

This property lies entirely within Flood Zone X as designated on FEMA Flood Insurance Rate Map for Clackamas County, Oregon and Incorporated Areas Community Map No. 41005C0264D dated June 17,2008. Flood Zone X is defined as "Areas determined to be outside the 0.2% annual floodplain." (No Shading)

Basis of Bearings

The basis of bearings for this project is N 27°00'00" W between a found 5/8" iron rod and a found 3/4" iron pipe per PS 18904, Clackamas County Survey Records, as shown on the ALTA Survey.

Benchmark

NGS Benchmark A–14.

156.54 feet (NAVD 88, Published)
(47.713 meters)

Property Description

Real property in the County of Clackamas, State of Oregon, described as follows:

Lots 3, 12, 13 and 14 Albert Lees Second addition to Canby, in the City of Canby, County of Clackamas and State of Oregon.

Lots 1 and 2, Albert Lees Second Addition to Canby, in the City of Canby, County of Clackamas and State of Oregon.

Contains: 32,457 Sq. Ft ± or 0.75 Acres ±

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242–0121
Telephone (503) 797–3509

 # 651
Canby, Oregon

REV	DATE	DESCRIPTION

Designed by: JT
Drafted by: JT
Client Name: Fred Meyer
FM651–CV

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521–8529 Ogden (801)394–7288 Fax (801)521–9551

Preliminary Cover Sheet

Fred Meyer Fuel #651 - Canby
369 SE 1st Avenue
Canby, Oregon 97013

17 May, 2012

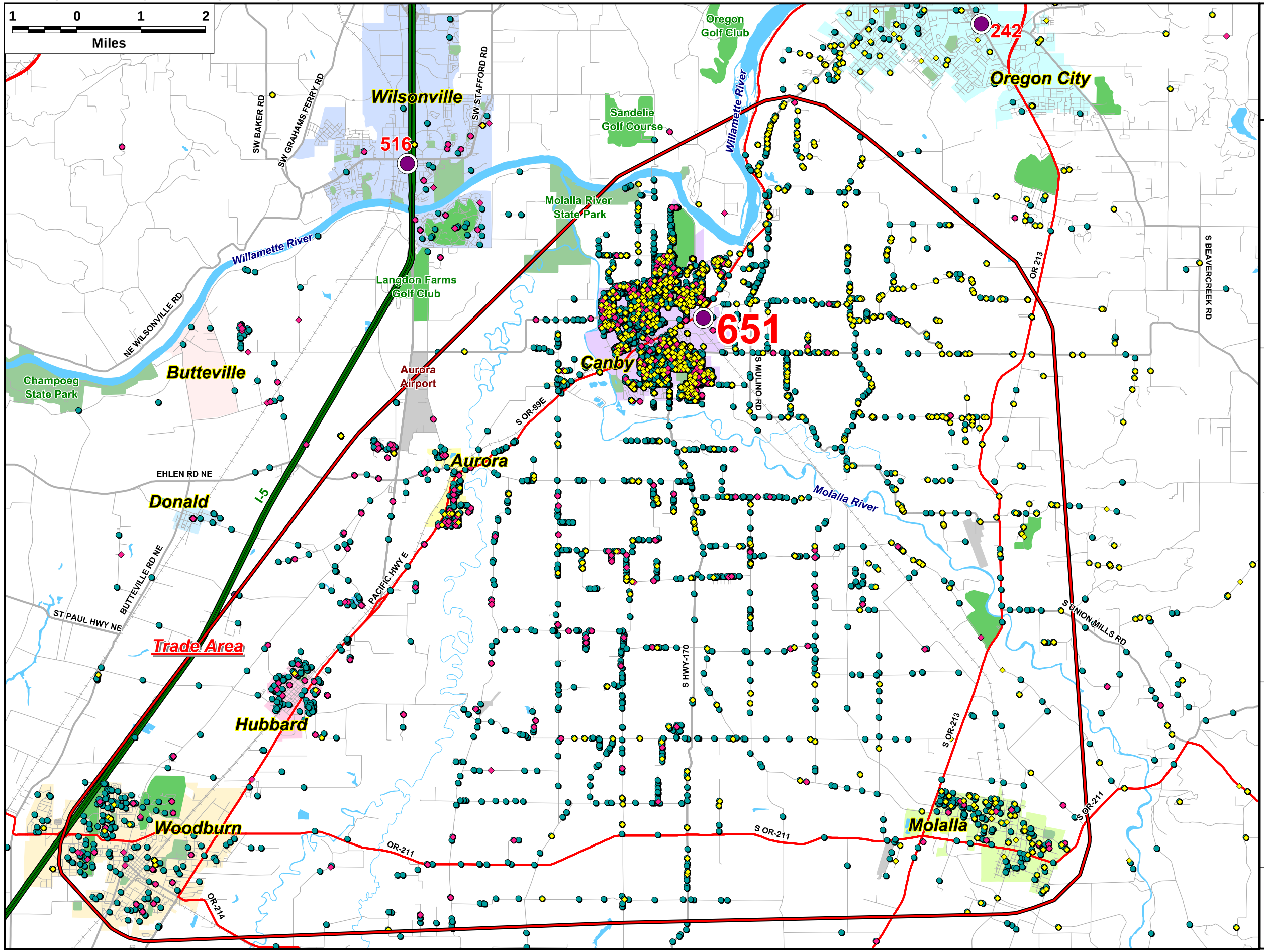
SHEET NO.
CV

W:\fm651\dwgs\FM651-CV.dwg, 5/18/2012 10:53:26 AM, 1:1, JT

Customer Spotting Map - Fred Meyer #651

SC Hwy 99E & Sequoia Pkwy, Canby, OR

Address Date From: Period 4, 2012



Fred Meyer

Legend

- Limited Access Highways
- Primary Highways
- Secondary Highways
- Major Roads
- Streets
- Railroads
- Lakes, Rivers and Oceans
- Cemeteries, Golf Courses
- Parks
- Airports, Airfields, & Airparks
- Military Installations

Trade Area

80.99% live within
87.70% spent within
142.3 sq. mi.

9,369 Addresses Plotted

Distribution by City

Canby	66%
Aurora	6%
Molalla	5%
Oregon City	5%
Woodburn	3%
Other OR cities	14%
Out of State	1%

Note: These percentages come from mailing addresses, therefore they do not necessarily reflect the municipality in which customers live.

Map Key

○ = Open ◇ = U.C. □ = Planned

- Fred Meyer #242 Fuel Customers
- Fred Meyer #516 Fuel Customers
- Fred Meyer #651 Grocery Customers

● Fred Meyer

realestate
Corporate Development Research Department

N W E S

Oregon
John A. Kitzhaber, M.D., Governor

Department of Transportation
ODOT District 2B
9200 SE Lawnfield Rd.
Clackamas, OR 97015
(971) 673-6228
Fax: (503) 653-5655
loretta.l.kieffer@odot.state.or.us

August 15, 2012

File Code: PMT 4-17

James Coombs
Fred Meyer Stores
3800 SE 22nd Ave.
Portland, OR 97202

Subject: **Approval of *Application for State Highway Approach***
and
Submittal Requirements for Construction Drawings and Plans
Highway Number 081, (Pacific Hwy. East [001E]),
at Mile Point 20.94
Application Number 17612

Dear James Coombs:

I am pleased to inform you that the Oregon Department of Transportation (ODOT) has approved your *Application for State Highway Approach*.

In order to build your new highway approach, ODOT requires that it be constructed in accordance with a *Permit to Construct a State Highway Approach*. The intention behind this requirement is to ensure that the highway operates safely while you are engaged in construction on the state right-of-way and afterwards when you are operating the approach.

In order to obtain your *Permit to Construct a State Highway Approach* you must have construction drawings and plans drawn up and approved by the Department. Your drawings and plans should include the following information about the approach itself:

(a) Grade profile;
(b) Base and surface design;
(c) Design for type of approach;
(d) Erosion control plan for construction;
(e) Pollution control plan for construction;
(f) ODOT traffic control devices and/or signs; and
(g) ODOT traffic control lines and/or striping.
(h) According to site plan you will be creating a joint approach with the adjacent property to the west. The connection to the adjacent property from the proposed approach will be one-way into the adjacent site. The existing approach on the east edge of the adjacent property and the existing driveway on the subject property will be closed and the curb and sidwalk reconstructed at those locations.
(i) Please show on site signage and striping to accommodate new site circulation for one consolidated shared approach on construction plans.

{As required: Structural details of grade-separated structures must be included in the construction drawings and plans.}

Because ODOT is particularly concerned about whether the completed approach will be able to serve the vehicles that will be using it, you must also attach the following information as exhibits in your package of drawings and plans:

(1) The maximum gross weight of vehicles and loads, and gross axle weights,
(2) The types of vehicles that will use the approach(es), including diagrams showing types of truck and trailer combinations, maximum width and overall length, distance between axles, maximum axle weights and size and number of tires per axle.

{As required: ODOT requires that an operated test vehicle of the type and dimension to be used at the proposed approach be supplied. The applicant, at the sole expense of the applicant, shall supply this vehicle.}

Because ODOT's approval of your approach was based on current conditions on the highway, it is important to keep moving forward in a timely manner toward the construction permit. Please submit your drawings and plans **no later than 5:00 PM on 10/14/2012** to the following address:

Loretta Kieffer, District Access Management Coordinator
ODOT District 2B
9200 SE Lawnfield Rd.
Clackamas, OR 97015

If necessary, the Department may extend the time for your submittal of drawings and plans if both you and the Department agree in writing before the deadline listed above. Please contact me at (971) 673-6228 if you would like to request an extension of time.

After you submit construction drawings and plans, the Department will contact you if any additional information is needed for approval. We will notify you when your drawings and plans are approved and provide instructions at that time for you to obtain a *Permit to Construct*. You may not begin any work in the highway right of way until you receive a Permit to Construct signed by the Department.

If you have any questions regarding the requirements of the construction drawings and plans, please feel free to contact me. I welcome the opportunity to assist you.

Sincerely,

Loretta Kieffer, District Access Management Coordinator

ODOT District 2B, Maintenance Office

Oregon
John A. Kitzhaber, M.D., Governor

Department of Transportation
District 2B
9200 SE Lawnfield Rd.
Clackamas, OR 97015
(971) 673-6228
Fax: (503) 653-5655
loretta.l.kieffer@odot.state.or.us

File Code: PMT 4-49

August 02, 2012

James Coombs
Fred Meyer Stores
3800 SE 22nd Ave.
Portland, OR 97202

Subject: **Completeness Determination: Application Deemed Complete**
Highway Number 081, (Pacific Hwy. East [001E]),
at Mile Point 20.94
Application Number 17612

Dear James Coombs:

As required by OAR 735-051-3040, the Oregon Department of Transportation (ODOT) has finished its Completeness Determination of the materials you submitted with your *Application for State Highway Approach.* We are pleased to inform you that your application has been deemed complete.

The next step is to determine whether your proposed approach can be approved pursuant to the provisions of OAR 734-051-4010, -4020, and -3050. ODOT is required to make a final decision about your application within 60 calendar days of the date of this letter.

If we anticipate that we will not be able to approve your approach as described in your application package, we will notify you in advance of the final decision and invite you to participate in a Pre-Decision Collaborative Discussion process in an effort to reach a more favorable decision is possible.

If you have any questions, you may contact me at (971)673-6228.

Sincerely,

Loretta Kieffer, District Access Management Coordinator
ODOT District 2B, Maintenance Office

STOEL RIVES LLP
ATTORNEYS AT LAW

900 S.W. Fifth Avenue, Suite 2600
Portland, Oregon 97204
main 503.224.3380
fax 503.220.2480
www.stoel.com

STEVEN W. ABEL
Direct (503) 294-9599
swabel@stoel.com

November 30, 2012

VIA EMAIL

Planning Commission
Attn: Bryan Brown, Planning Director
City of Canby
111 NW Second Street
Canby, OR 97013

Re: Fred Meyer Site and Design Review Application (DR 12-03)

Dear Bryan:

Due to the initial hearing date being moved to January 28, 2013, this letter is written to confirm that the Applicant in the above-encaptioned matter agrees to extend the 120-day processing clock from January 31, 2013 to March 18, 2013.

Thank you for your ongoing cooperation in this case.

Very truly yours,

Steven W. Abel

cc: Angie Lehnert

Pre-Application Meeting

Fred Meyer Gas Station
February 28, 2012
11:00 am

Attended by:

Mike Lang, Oliver/Lang LLC, 503-655-8999
Adam Schatz, Fred Meyer, 503-797-3026
Hassan Ibrahim, Curran-McLeod Engineering, 503-684-3478
Jerry Nelzen, Public Works, 503-266-4021
Jeff Randall, Great Basin Engineering, 801-521-8529
Bryan Brown, Planning Dept, 503-266-7001
Avi Tayar, ODOT, 503-731-8221
Jim Coombes, Fred Meyer, 503-797-5617
Vickie Lang. Oliver/Lang LLC, 503-266-2545
Dan Mickelsen, Public Works, 503-266-4021
Doug Quan, CUB, Water Dept, 971-563-6314
Jake Tate, Great Basin Engineering, 801-521-8529
Seth Brumley, ODOT, 503-731-8534

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

GREAT BASIN ENGINEERING, Jake Tate

The project we are proposing is on the southwest corner of Highway 99E and S Locust Street. Fred Meyer is proposing a six multi-side product dispenser fuel station with associated attendance kiosk and propane distribution tank. There will be two underground storage tanks totally approximately 38,000 gallons, along with associated parking and asphalt improvements to go along with this site development.

CURRAN-MCLEOD ENGINNER, Hassan Ibrahim

- The fueling area under the canopy needs to be hydraulically isolated by a means of surface grading or gutter. The drainage from the fueling area has to go through an oil/water separator or petroleum scavenge device. Jeff asked where will the designation go to and Hassan stated the sanitary sewer. The rest of the area will go through a storm system which has to be kept on site.
- Hassan asked how did you determine the access needs off of SE 2nd Avenue. Jeff said it was how the stacking went with the usage of the fueling center and having people entering both sides. This helps circulate them easier, faster and more efficient. Jim also stated we looked at S Locust Street, but to get cars to go through and circulate in the driveways would not function well for that intersection.
- The sites driveway approach on SE 2nd Avenue will need to be ADA compliant and the S Locust Street driveway approached will be going away, correct. The answer was yes. You will need to have a sidewalk and curb put in on S Locust Street. I do not know from your design if the driveway approach on SE 2nd Avenue lines up and Jeff said once the survey comes in we will know and if we need to move it we will. Hassan said the wings on both driveways do not appear to be ADA compliant. It was asked if the City had any standard details and Hassan stated it needs to be 12 to 1 ratio.
- Did you get the right-of-way off the tax map? Jeff said yes it did come off the tax map, but we are waiting for the survey to verify. Hassan wanted to make sure the corners are 90 degrees or close to it. We want to make sure we get the triangle piece as a right-of-way dedication.
- On the northeast corner of the site, there is a large power pole and fire hydrant. I do not know how that is going to affect you, but you need to keep in mind you have vision triangle

- requirements for the corner of 99E and S Locust, which is 30 feet on each side, from back of curb. It was asked if the height requirement was 30 inches and the answer was yes.
- Hassan asked if there was any right-of-way dedication along the highway. Bryan said we are currently addressing some issues for the Gateway Corridor Plan on 99E. We are doing the right-of-way dedications to ensure we have a minimum of an 8 foot sidewalk along 99E and our designs are likely to be much wider than the 8 foot and in order to achieve that we will need a foot or two of dedication. Right now, I just want you to keep it in mind. We also have a Downtown Overlay which comes into play with the Gateway Corridor and we will need to work this out for your site.
- We put in a new sewer mainline on SE 2nd Avenue and stubbed a new lateral to the site with a clean out at the property line. Hassan handed the as-builts to Jake for the sewer main and the 6 inch lateral.
- You will need to design for a 10-year storm, 3 inches in a 24 hour period. Use the Clean Water Services of Portland. If you decide to go with drywells they need to be rule authorized through DEQ.

CITY OF CANBY, PUBLIC WORKS DEPARTMENT, Jerry Nelzen

- There is a sewer lateral line coming off the 99E side and I would like to see it and make sure the line is capped. If you find any more I would like to know and see them before you cap them.
- You will need to have an interceptor before anything goes into the sewer main.
- You will need an emergency shut off switch and an "in case of an emergency" plan in effect. Jeff said we will have all of it in place; it is standard issues for fueling stations.

CITY OF CANBY, PUBLIC WORKS, EROSION CONTROL, Dan Mickelsen

- Do you know what you are planning for the onsite storm? Swales or drywells? Jeff asked if there is a method you prefer. It was suggested an infiltration basin rather than a drywell, if possible. We have a large landscape area and we might have to flip it because of the topography of the site.
- You will need to talk to Gary Stockwell, Canby Utility, Electric Department Foreman for the onsite lighting and the cobra head light off their power pole, which might need to be moved because of your proposed driveway. Discussion ensued about the power poles on 99E in front of their site. The representatives will contact Gary Stockwell.
- You will need to apply for an Erosion Control application and you can get the application at the Planning Department.

CANBY UTILITY, WATER DISTRIBUTION DEPARTMENT, Doug Quan

- We have a 12 inch water line underneath the sidewalk on the south side of 99E with a fire hydrant on the corner. There are two services currently going from main to meter on the 99E side and they are 1 inch services. If you choose to use one of the two services it will save you the main to meter charge. We also have mains off of S Locust or SE 2nd Avenue. You will need to pay the System Development Charge (SDC) and meter charges; there are no credits for the site because the services were grandfathered in. Discussion followed on which service to use.

- Are you going to have an FDC on site? The answer was no, they will utilize hydrants around the site.
- Are you planning on having irrigation? The answer was yes. Doug said you can T-off the domestic service, but you will need to have a backflow device after the meter and will need to be tested annually.

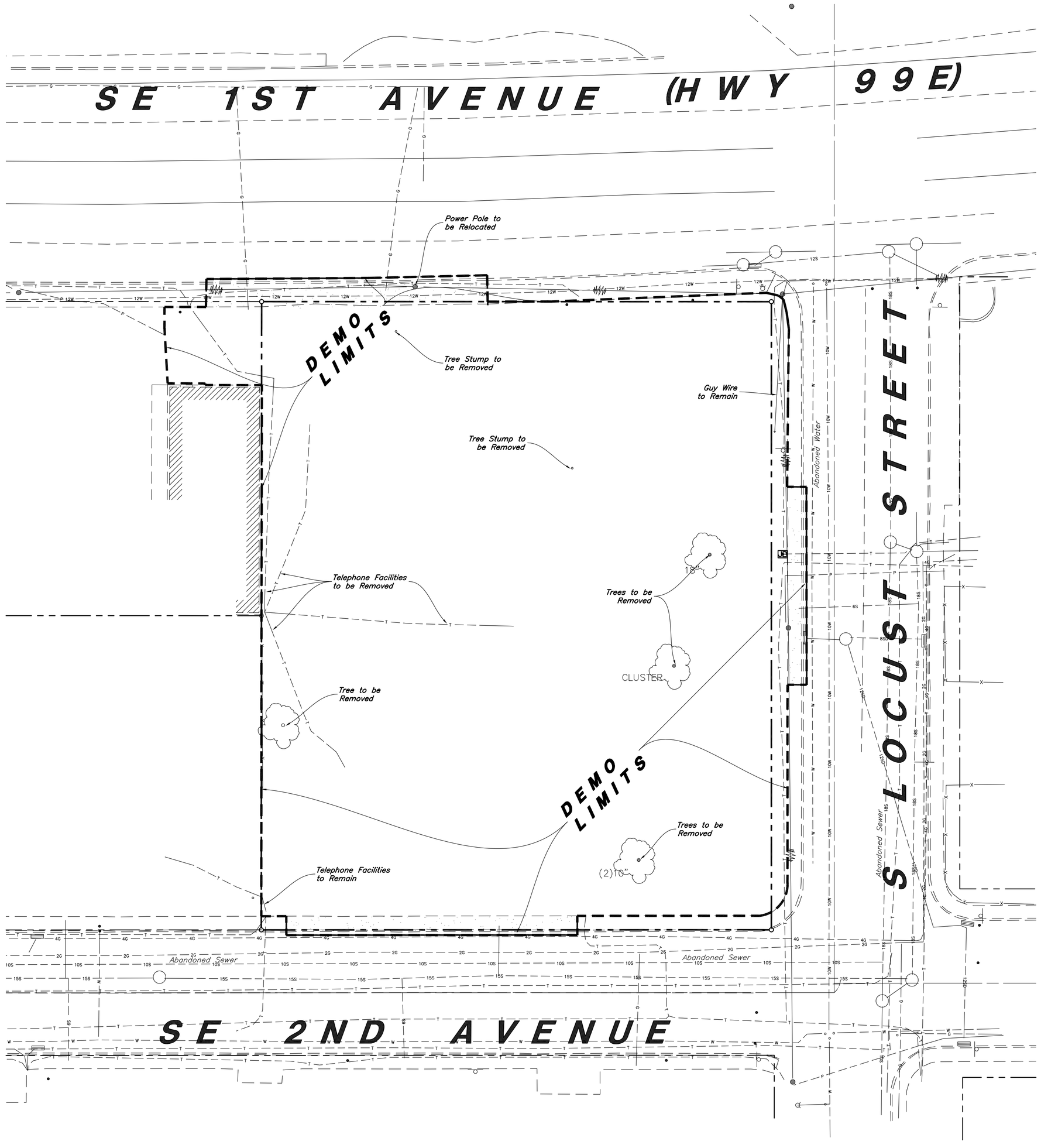
OREGON DEPARTMENT OF TRANSPORATION, Avi Tayar

- We are looking at having your access off of 99E relocated to the property line and have a shared driveway with the adjacent site to the west. The driveway's maximum width is 40 feet, face to face. The representative said they will look into the option of a consolidated driveway with the property owners to the west. Hassan said there might be an agreement for a consolidated driveway and Avi said he would look into it.
- You will need to get an Access permit from our district office.
- The City will require a traffic study and we would like to have a copy sent to us.

CITY OF CANBY, PLANNING DEPARTMENT, Bryan Brown

- We have a process outlining the Code for conducting a traffic survey. Bryan will give the representative the point of contact with DKS Engineering. We will work closely with you and ODOT on the traffic study.
- The main issue we have is an underline zoning problem, this site is zoned C-2 along with being subjected to the Downtown Overlay. Looking at this situation, I came to the conclusion to strongly recommend for you to submit a Text Amendment with the request to change the development and guidelines, which are applicable to the core commercial subarea of the Downtown Canby overlay. If you submit the Text Amendment, figure 11, the diagram structure shows the boundaries of the three subareas and if it could be moved back one site from your property it will give you some arguments and a basis for moving the boundary line. You will still have some troubles complying with the "T" development of the design standards. A question was asked to Bryan, what do you consider a building, is a canopy considered a building? Bryan stated I do not think of a canopy being a building, which is probably being the intent of the standards, because it is not an enclosed structure like the kiosk. The other application you will need for the Site and Design Review is a Type III and also the Code views the Downtown Overlay. It will be a discretionary type application from the Planning Commission, but that will be a good thing to review because it will give you the argument of intent and the unusual/difficult in implying these standards to something as odd as a filling station canopy and not being associating with a convenience store on your site, you do not have a building. This is a gray area and cannot be advocated for this Text Amendment, but I can tell you I think it is the way to go for such a request.
- A question was asked on the timeline of those applications, like the Text Amendment. Bryan said it will be the same as your Site and Design review; it usually takes approximately a 3 month period. The Planning Commission meets every 2nd and 4th Monday of each month. There are two aspects and depending on how quickly you want to get through this, you should have started and been working on the Traffic study and this is partly my fault, but we need to get through the zoning concerns. Once we get the information, we can write a Staff Report from the Traffic study. Bryan will get them the information they are requesting.

- The Type III application requires you to have a neighborhood meeting and that needs to be completed prior to your application and forward the results of the meeting to us. It is applicable to incorporate citizen's design considerations from the neighborhood meetings and comment on how you are addressing their concerns. The mailing distance is 500 feet from the outside edge of your property; we will need mailing labels for us to send to the landowners, occupants or residents. You can get this information from a title company of your choice. Bryan explained the timeline for the process of submitting in his Memorandum he handed out, which highlights all of the issues needing to be addressed before going in front of the Planning Commission.
- We discussed the vision triangles of the corner of 99E and S Locust, but we did not discuss the vision triangle for the driveways and they are 15 feet.
- If you take my suggestion with the Text Amendment and are successful in getting into outer highway subarea you will be subjected to table III of the Sign Ordinance which indicates your maximum pole pylon design of 48 square feet per side and 18 feet in height.
- Our Codes of the Access Management guidelines, 16.46.30 discusses the minimum driveway separation between properties. The other standard is 330 feet away from any street intersection from your proposed driveway and apparently from what I see you are too close to the S Locust intersection. Our Code reinforces ODOT's standards and if you cannot meet these standards, the next two things which need to be done, are an engineered traffic study and/or Access Management evaluation to access it. It will help demonstrate the impact of the driveway where you are proposing to place it and if there are any other potential locations which might be better. Jeff asked what is the footage for the combined driveways. The answer was 20 and 20 for a shared with a maximum of 40 feet driveway. Jeff said we are concerned about the driveway approach because of our fuel trucks and the adjacent building sits about 15 feet from the sidewalk. Avi said they will look at it and the traffic study will address it. Jake asked if there will be any flexibility with widening the driveway approach. The answer was they will look into it after the traffic study was completed.
- This site has several platted lots and or tax lots which will make a potential problem if you do not consolidate the lots into one tax lot. Clackamas County will not want to issue a Building permit over property lines. We have a process here in Canby which is a replat/lot consolidation and in order to implement it, it might include a final plat and you will have to consult with the County Surveyor.
- I have included our Outdoor Lighting Standards with this Memorandum; it is a new addition to our Code. You will need to supply a Photometric plan with your submittal.
- I see you have a plaza on your site plan at the intersection and Jake said per your Code it stated if you are on the corner lot you needed to try to improve the corner, but if you do not want it we can remove it. Bryan said with the 1,000 gallon propane tank you want it seen and not have a sign reading it is in the back. Discussion was held on protective barriers for the propane tank. Jake said we put a wall around it to soften the surroundings of the tank. We can change it and accommodate what you would like for the area.
- Jim showed two different designs for the site with different driveway entrances and the reasons why they picked the current site plan, not only for the ease of stacking but for the fuel truck accesses in and out of the site.



General Demolition Notes:

1. Demolition and site clearing for this contract are to include all areas shown within demolition limits or by note.
2. Refer to site improvement plans for more details on limits of removal.
3. All curbs, gutters, walks, slabs, walls, fences, flatwork, asphalt, waterlines and meters, gas lines, sewer lines, light poles, buried cables, storm drain piping and structures to be cleared from site unless otherwise shown.
4. All utilities, sewer, water, gas, telephone and electrical services to be disconnected and capped According to city, county and utility company requirements, unless otherwise shown.
5. Excavated areas to be backfilled with clean granular material compacted to 95% of maximum lab density as determined by ASTM D 1557-78. (Test results to be given to owner) Excavated areas should be backfilled per the geotechnical report prepared for the project.
6. Clear and grub trees, shrubs, and vegetation within construction limits, disposal to be off-site Except where noted otherwise.
7. DO NOT interrupt any services or disrupt the operation of any businesses shown outside the demolition limits.
8. Remove debris, rubbish, and other materials resulting from the demolition and site clearing operations from the site and dispose of in a legal manner.
9. The location and/or elevation of existing utilities as shown on these plans is based on records of the various utility companies and, where possible, measurements taken in the field. The information is not to be relied upon as being exact or complete. Contractor shall contact authorities having jurisdiction for field locations. Contractor shall be responsible for protection of in place and relocated utilities during construction.
10. Stockpiles shall be graded to maintain slopes not greater than 3 horizontal to 1 vertical. Provide erosion control as needed to prevent sediment transport to adjacent drainage ways.
11. Contractor shall be responsible for disposal of all waste material. Disposal shall be at an approved site for such material. Burning onsite is not permitted.
12. Contractor shall verify with city any street removal, curb cuts, and any restoration required for utility line removal.
13. Install traffic warning devices as needed in accordance with local standards.
14. Contractor shall obtain all permits necessary for demolition from City, County, State or Federal Agencies as required.
15. Demolish existing buildings and clear from site. (including removal of all footings and foundations.)
16. If Contractor observes evidence of hazardous materials or contaminated soils he shall immediately contact the project engineer to provide notification and obtain direction before proceeding with disturbance of said materials or contaminated soil.

CAUTION :

The location and/or elevation of existing utilities as shown on these plans is based on records of the various utility companies and, where possible, measurements taken in the field. The information is not to be relied on as being exact or complete.

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-0121
Telephone (503) 797-3509

 # 651
Canby, Oregon

REV	DATE	DESCRIPTION

Designed by: JT
Drafted by: JT
Client Name: Fred Meyer
FM651-DM

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-9551

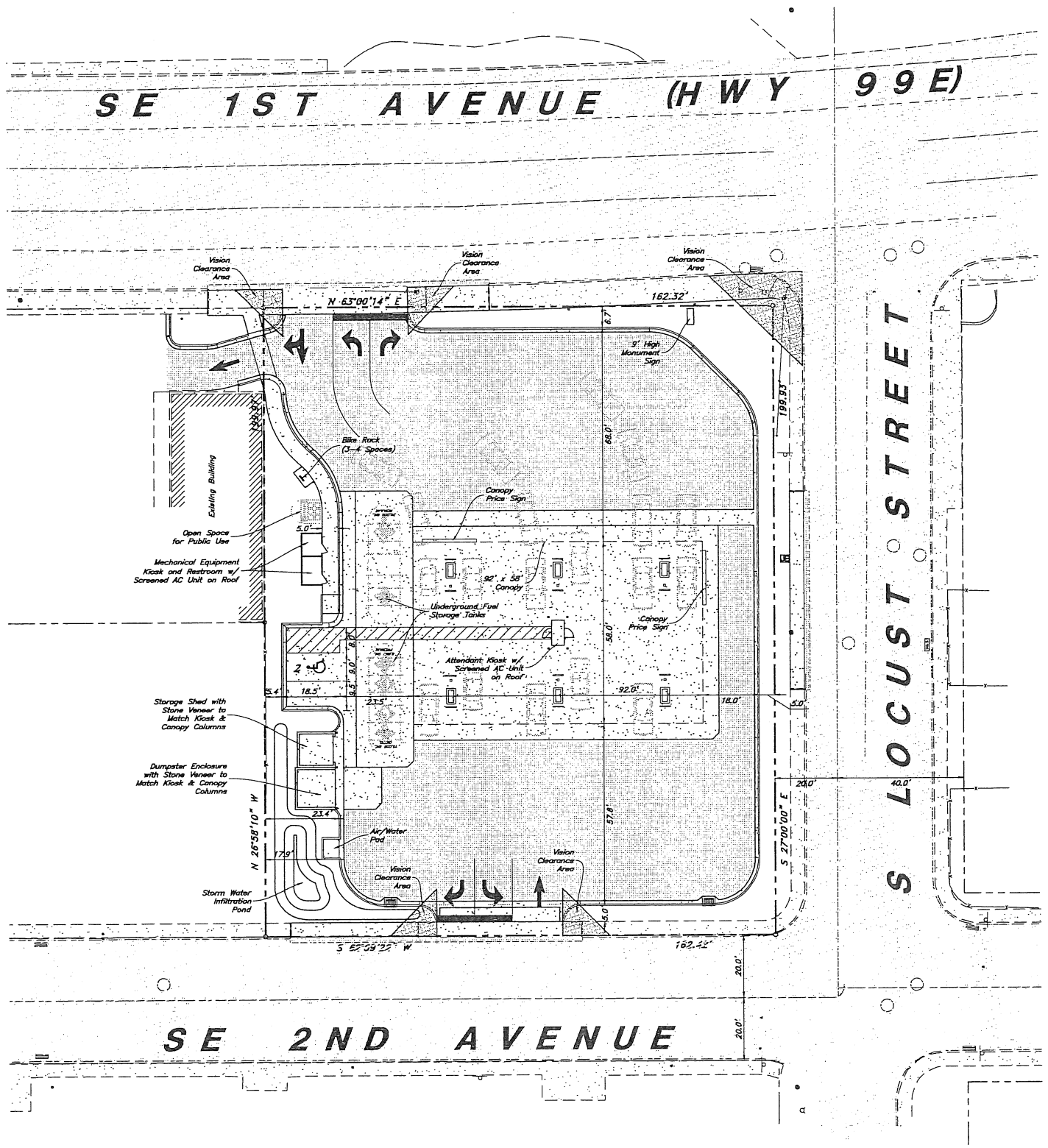
Preliminary Demolition Plan

Fred Meyer Fuel #651 - Canby
369 SE 1st Avenue
Canby, Oregon 97013

17 May, 2012

SHEET NO.
C0.1

W:\fm651\Dwgs\FM651-DM.dwg, 5/18/2012 10:55:51 AM, 1:1, JT



Scale : 1" = 20'

20 0 20 40

Site Data

Site Area = 32,457 s.f. (0.745 ac.)
Roof Area = 5,447 s.f. (16.8%)
Canopy = 5,304 s.f.
Kiosk, Mech. & Restroom = 143 s.f.
Landscape Area = 4,935 s.f. (15.2%)
Impervious Area = 22,084 s.f. (68.0%)
Parking Required = 1/550 s.f. = 1 Stall + 1 ADA Stall = 2 Total
(143 s.f. Kiosk Mech. & Restroom)
Parking Provided = 2 Stalls

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-0121
Telephone (503) 797-3509

 # 651
Canby, Oregon

REV	DATE	DESCRIPTION

Designed by: JT
Drafted by: JT
Client Name: Fred Meyer
FM651-SP

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Open (801)394-7288 Fax (801)521-8551

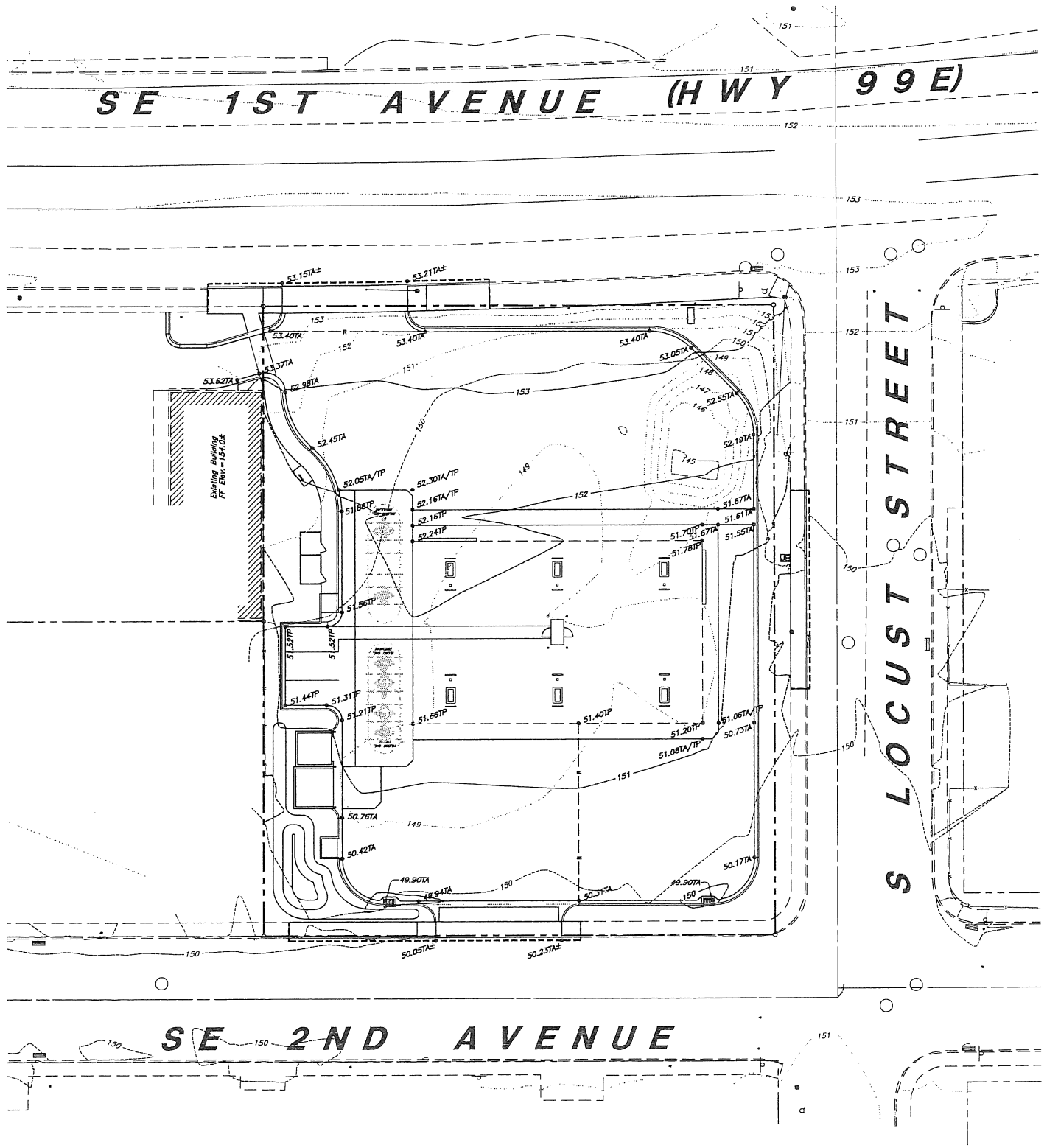
Preliminary Site Plan

Fred Meyer Fuel #651 - Canby
369 SE 1st Avenue
Canby, Oregon 97013

27 Aug, 2012

SHEET NO.
C1.1

W:\fm651\dwgs\PM651-SP.dwg, Site, 8/27/2012 10:02:55 AM, jake, 1:1



Scale : 1" = 20'

20 0 20 40

General Grading Notes:

1. All grading shall be in accordance with the project geotechnical study.
2. Cut slopes shall be no steeper than 3 horizontal to 1 vertical.
3. Fill slopes shall be no steeper than 3 horizontal to 1 vertical.
4. Fills shall be compacted per the recommendations of the geotechnical report prepared for the project and shall be certified by a Geotechnical Engineer.
5. Areas to receive fill shall be properly prepared and approved by a Geotechnical Engineer prior to placing fill.
6. Fills shall be benched into competent material as per specifications and geotechnical report.
7. All trench backfill shall be tested and certified by a Geotechnical Engineer
8. A geotechnical engineer shall perform periodic inspections and submit a complete report and map upon completion of the rough grading.
9. The final compaction report and certification from a Geotechnical Engineer shall contain the type of field testing performed. Each test shall be identified with the method of obtaining the in-place density, whether sand cone or drive ring and shall be so noted for each test. Sufficient maximum density determinations shall be performed to verify the accuracy of the maximum density curves used by the field technician.
10. Dust shall be controlled by watering.
11. The location and protection of all utilities is the responsibility of the permitee.
12. Approved protective measures and temporary drainage provisions must be used to protect adjoining properties during the grading process.
13. All public roadways must be cleared daily of all dirt, mud and debris deposited on them as a result of the grading operation. Cleaning is to be done to the satisfaction of the City Engineer.
14. The site shall be cleared and grubbed of all vegetation and deleterious matter prior to grading.
15. The contractor shall provide shoring in accordance with OSHA requirements for trench walls.
16. Aggregate base shall be compacted per the geotechnical report prepared for the project.
17. The recommendations in the following Geotechnical Engineering Report by HartCrowser are included in the requirements of grading and site preparation. The report is titled "Report of Geotechnical Engineering Services, Fred Meyer Fueling Facility #651, Canby, Oregon."
    Job No.: 15904-01
    Dated: April 30, 2012
18. As part of the construction documents, owner has provided contractor with a topographic survey performed by manual or aerial means. Such survey was prepared for project design purposes and is provided to the contractor as a courtesy. It is expressly understood that such survey may not accurately reflect existing topographic conditions.
19. If Contractor observes evidence of hazardous materials or contaminated soils he shall immediately contact the project engineer to provide notification and obtain direction before proceeding with disturbance of said materials or contaminated soil.
20. Contractor will be responsible to phase the construction development so that storm water improvements and storm water facilities including detention or retention improvement facilities are constructed and functional prior to an offsite storm water release and take necessary construction precautions so that no offsite flooding will occur.

Curb and Gutter Construction Notes:

1. Open face gutter shall be constructed where drainage is directed away from curb.
2. Open face gutter locations are indicated by shading and notes on the grading plan.
3. It is the responsibility of the surveyor to adjust top of asphalt grades to top of curb grades at the time of construction staking.
4. Refer to the typical details for a standard and open face curb and gutter for dimensions.
5. Transitions from open face to standard curb and gutter are to be smooth. Hand form these areas if necessary.

ADA Note:
Contractor must maintain a running slope on Accessible routes no steeper than 5.0% (1:20). The cross slope for Accessible routes must be no steeper than 2.0% (1:50). All Accessible routes must have a minimum clear width of 36". If Grades on plans do not meet this requirement notify Consultant immediately.
The Client, Contractor and Subcontractor should immediately notify the Consultant of any conditions of the project that they believe do not comply with the current state of the ADA (ICC/ANSI A117.1-Latest Edition) and/or FHAA.

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-0121
Telephone (503) 797-3509

#651
Canby, Oregon

REV	DATE	DESCRIPTION

Designed by: JT
Drafted by: JT
Client Name: Fred Meyer
FM651-GR

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-9351

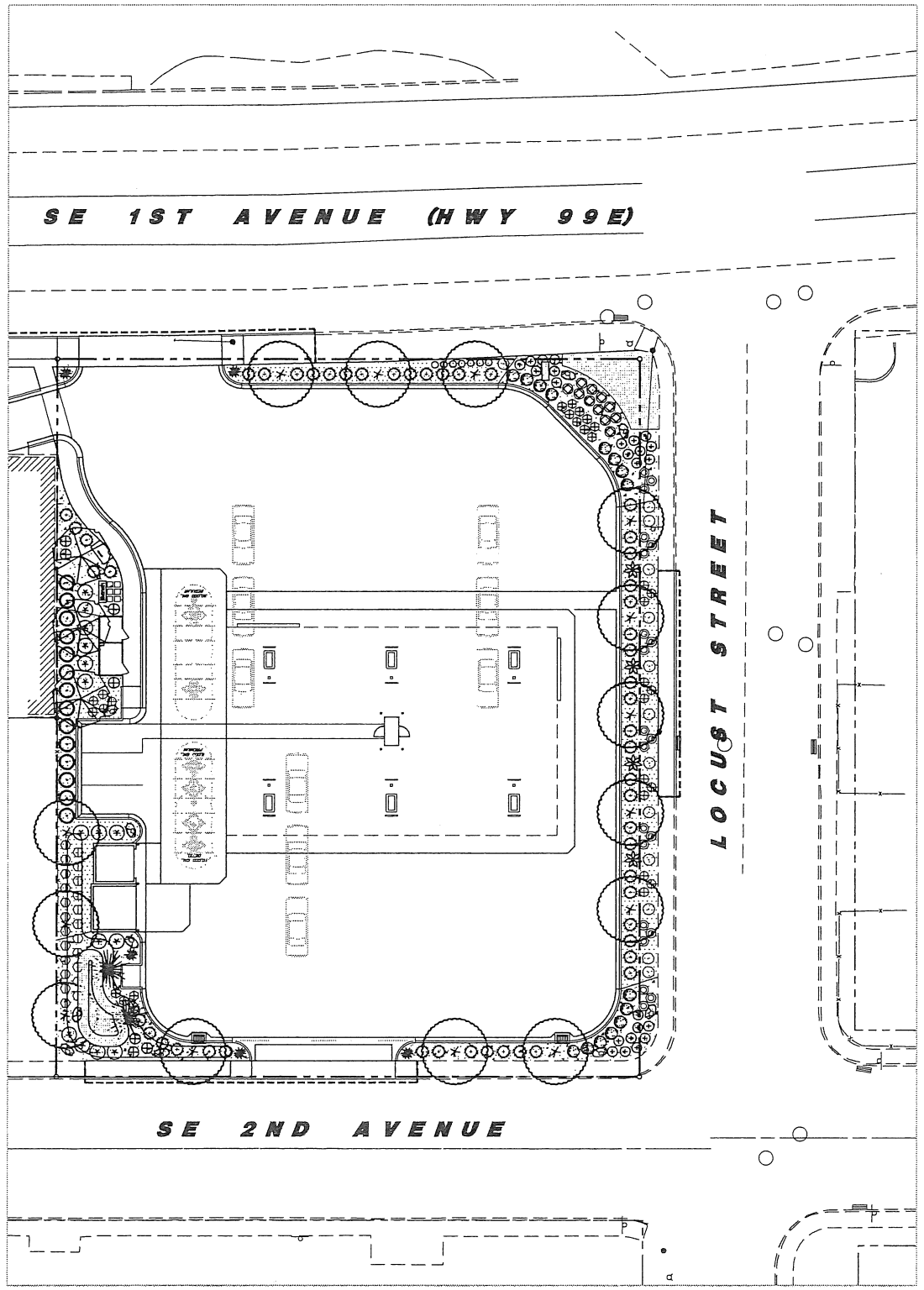
Preliminary Grading Plan

Fred Meyer Fuel #651 - Canby
369 SE 1st Avenue
Canby, Oregon 97013

27 Aug, 2012

SHEET NO.
C2.1

W:\15e651\dwgs\EPA651-GR.dwg, Grading, 8/29/2012 2:15:09 PM, jAtx, 1:1



Plant List (TREES)

Quan.	Symbol	Botanical Name	Common Name	Size	Remarks
2		Cedrus atlantica 'Fastigiata'	Columnar Blue Atlas Cedar	6' Min. Height B & B	Full Throughout Mature Height - 30 Ft.
14		Tilia euchlora	Crimean Linden	3" Caliper 12'-14' Height	Full Head Crown Mature Height - 50 Ft.
3		Zelcova serrata 'Musashino'	Musashino Zelcova	3" Caliper 12'-14' Height	Full Head Crown Mature Height - 45 Ft.

Plant List (SHRUBS)

Quan.	Symbol	Botanical Name	Common Name	Size	Remarks
52		Buxus microphylla 'Winter Gem'	Winter Gem Boxwood	5 Gallon	15"-18" Spread
15		Euonymus alatus 'Compacta'	Dwarf Burning Bush	5 Gallon	18"-24" Height
13		Mahonia aquifolium 'Compacta'	Compact Oregon Grape	5 Gallon	15"-18" Height
14		Photinia fraseri	Fraser's Photinia	5 Gallon	18"-24" Height
4		Physocarpus opul. 'Diablo'	Diablor Ninebark	5 Gallon	18"-24" Height
24		Spiraea bumalda 'Goldmound'	Goldmound Spiraea	5 Gallon	15"-18" Height
11		Spiraea japonica 'Neon Flash'	Neon Flash Spiraea	5 Gallon	15"-18" Height
15		Syringa patula 'Miss Kim'	Miss Kim Lilac	5 Gallon	15"-18" Height
5		Yucca filamen. 'Golden Sword'	Golden Sword Yucca	5 Gallon	15"-18" Height

Plant List (ORNAMENTAL GRASSES)

Quan.	Symbol	Botanical Name	Common Name	Size	Remarks
23		Calamagrostis a. 'Foerster'	Foerster Feather Grass	5 Gallon	24"-30" Height
12		Calamagrostis a. 'Overdam'	Overdam Feather Grass	5 Gallon	18"-24" Height
7		Festuca ovina 'Elijah Blue'	Elijah Blue Fescue	2 Gallon	12"-15" Height
11		Helictotrichon sempervirens	Blue Oat Grass	2 Gallon	15"-18" Height
7		Miscanthus sinensis 'Gracillimus'	Gracillimus Maiden Grass	5 Gallon	24"-30" Height
21		Pennisetum alopec. 'Hamelin'	Dwarf Fountain Grass	2 Gallon	12"-15" Height

Tree Selection & Description Statement

1. COLUMNAR BLUE ATLAS CEDAR - This evergreen tree is mentioned for hardiness zones 6-9, but has been grown in even colder environments. This tree produces no noticeable fruit, is drought tolerant, and has a low moisture requirement, especially following the initial establishment period.
2. CRIMEAN LINDEN - This deciduous tree is mentioned for hardiness zones 3-8. It produces small .2"-.3" ovoid fruit, which is non-persistent. This tree is tolerant of wind, salt and air pollution, which makes it a good selection for city street use. It has a medium moisture requirement, and is more drought tolerant following the initial establishment period.
3. MUSASHINO ZELCOVA - This deciduous tree is mentioned for hardiness zones 5-9. It produces no noticeable fruit, and is drought tolerant. It has a low moisture requirement, especially following the initial establishment period. It is a good selection for city use, and due to it's more upright columnar habit, can be used in tighter spaces.

Planting Notes

1. All new planting and stone surfacing areas shall be sub-graded to a depth of 4 inches below the ultimate finish grade, allowing for the installation of a 4 inch layer of either bark mulch for plant water wells and/or the installation of each type of stone surfacing and weed barrier fabric.
2. All plant material holes shall be dug a minimum 2 times the diameter of the rootball and (6) inches deeper. Excavated material shall be removed from the site, or used for other grading purposes on the site.
3. Plant backfill mixture shall be composed of 4 parts (80%) topsoil to 1 part (20%) humus mulch additives, and shall be rotary mixed on-site prior to installation.
4. Plant fertilizer shall be 'Agriform' brand 21 gram tablets used as per manufacturers recommendations.
5. Upon completion of planting operations, all shrub and tree wells shall receive a (4) inch minimum depth of fine ground bark in the planting pit. The overall shrub areas (beyond the planting pit) shall receive a 4 inch depth of the type of stone surfacing or cobble rock as specified over Dewitt (or equal) weed barrier fabric. Apply 2 applications of pre-emergent herbicides per detail.
6. All areas where different types of stone surfacing are adjacent, shall be neatly placed together, matching a uniform transition from one material type to the other. It is not the intent to install any type of edger for this.
7. The project shall be swept clean of dirt and debris prior to completion of the project.
8. The contractor shall comply with all warranties and guarantees set forth by the Owner, and in no case shall that period be less than one year following the date of final completion and acceptance.

General Notes

1. The contractor shall verify the exact location of all existing and proposed utilities, and all site conditions prior to beginning construction. The contractor shall coordinate his work with the project manager and all other contractors working on the site.
2. The finish grade of all planting areas shall be smooth, even and consistent, free of any humps, depressions or other grading irregularities. The finish grade of all landscape areas shall be graded consistently 1/2" below the top of all surrounding walks, curbs, etc.
3. The contractor shall stake the location of all plants for approval prior to planting. Trees shall be located equidistant from all surrounding plant material. Shrubs and ground covers shall be triangular and equally spaced.
4. The plant materials list is provided as an indication of the specific requirements of the plants specified, wherever in conflict with the planting plan, the planting plan shall govern.
5. The contractor shall provide all materials, labor and equipment required for the proper completion of all landscape work as specified and shown on the drawings.
6. All plant materials shall be approved prior to planting. The Owner/Landscape Architect has the right to reject any and all plant material not conforming to the specifications. The Owner/Landscape Architect decision will be final.
7. The contractor shall keep the premises, storage areas and paving areas neat and orderly at all times. Remove trash, sweep, clean, hose, etc. daily.
8. The contractor shall plant all plants per the planting details, stake/guy as shown. The top of root balls shall be planted flush with finish grade.
9. The contractor shall not impede drainage in any way. The contractor shall always maintain positive drainage away from the building, walks, etc.
10. The contractor shall maintain all work until all work is complete and accepted by the Owner. In addition, the contractor shall maintain and guarantee all work for a period of ONE YEAR from the date of final acceptance by the Owner. Maintenance shall include weeding, pruning-trimming, fertilizing, cleaning, insecticides, herbicides, etc. and all other necessary for a complete service of the project.
11. It shall be the contractors responsibility to ensure that any damaged or disturbed landscaping from the construction of this project is to be returned to as good or better condition.
12. It shall be the responsibility of the property owner to maintain all landscaping and irrigation facilities after construction at the end of the contractor warranty period.

Submittal Requirements

1. The contractor shall provide to the Owner/Engineer product samples of all landscape materials such as boulders, decorative stone, bark mulches, weed barrier fabric, soil ammendments & import topsoil in order to obtain approval to be used on the project, and prior to any shipment to the site. Failure to provide this in a timely manner will in no way affect or delay the construction schedule and time for project completion.
2. All plant materials shall be secured for the project a minimum of 60 days prior to shipment to the site. The contractor shall provide to the Owner/Engineer written confirmation of this a minimum of 30 days prior to planting of the project. No substitutions will be considered following this time period.

Legend / Materials

Symbol	Item	Description / Remarks
	Decorative Stone Surfacing 1" Minus Size / Washed	Place To A Uniform Depth Of 4 Inches Over Approved Weed Barrier Fabric. The Sub-grade Shall Be Raked Smooth-Clear Of All Material Over 1" Size. Submit Product Sample.
	Decorative Stone Surfacing 2" Minus Size / Washed	Place To A Uniform Depth Of 4 Inches Over Approved Weed Barrier Fabric. The Sub-grade Shall Be Raked Smooth-Clear Of All Material Over 1" Size. Submit Product Sample.
	Decorative Stone Surfacing 3" Minus Size / Washed	Place To A Uniform Depth Of 4 Inches Over Approved Weed Barrier Fabric. The Sub-grade Shall Be Raked Smooth-Clear Of All Material Over 1" Size. Submit Product Sample.
	Decorative Landscape Boulder 4' Minimum Diamter Size	Bury 1/3 Of Boulder Diameter Into Soil, Keeping Best Visual Side Above Grade. All Boulders Shall Be Of Similar Color & Type As Stone Surfacing. Submit Product Sample.

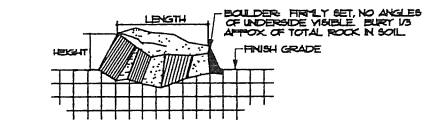
Stone Surfacing

APPLICATION PROCEDURE :

1. Place pre-emergent herbicide on fine grade layer.
2. Place weed barrier fabric.
3. Place 4" minimum decorative stone to finish grade.
4. Place pre-emergent herbicide on finish grade.

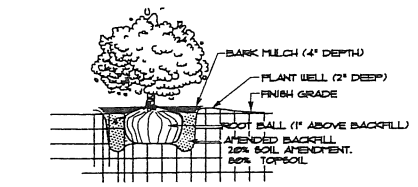
Sub-Grade Requirements

1. SHRUB/STONE AREAS : Four (4) inches below finish grade. This will allow for the installation of the required depth of decorative stone surfacing, leaving the grade slightly below finish grade of concrete areas.

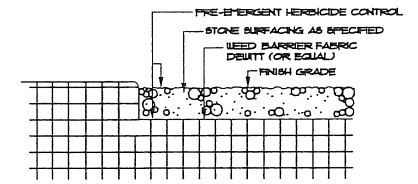


NOTE: USE CARE TO MINIMIZE MARRING & SCRATCHING.

1 / L1.1 Decorative Boulder — N. T. S.

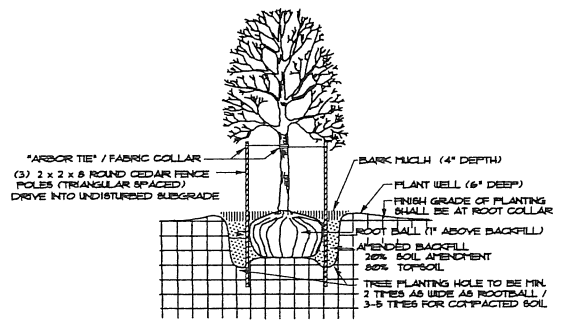


2 / L1.1 Shrub Planting — N. T. S.



NOTE: SMOOTH GRADE ENTIRE AREA PRIOR TO PLACEMENT.

3 / L1.1 Stone Surfacing — N. T. S.



4 / L1.1 Tree Planting — N. T. S.

Scale : 1" = 20'

20 0 20 40

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-0121
Telephone (503) 797-3509

#651
Canby, Oregon

REV	DATE	DESCRIPTION

Designed by: RDL
Drafted by: RDL
Client Name: Fred Meyer

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-9551

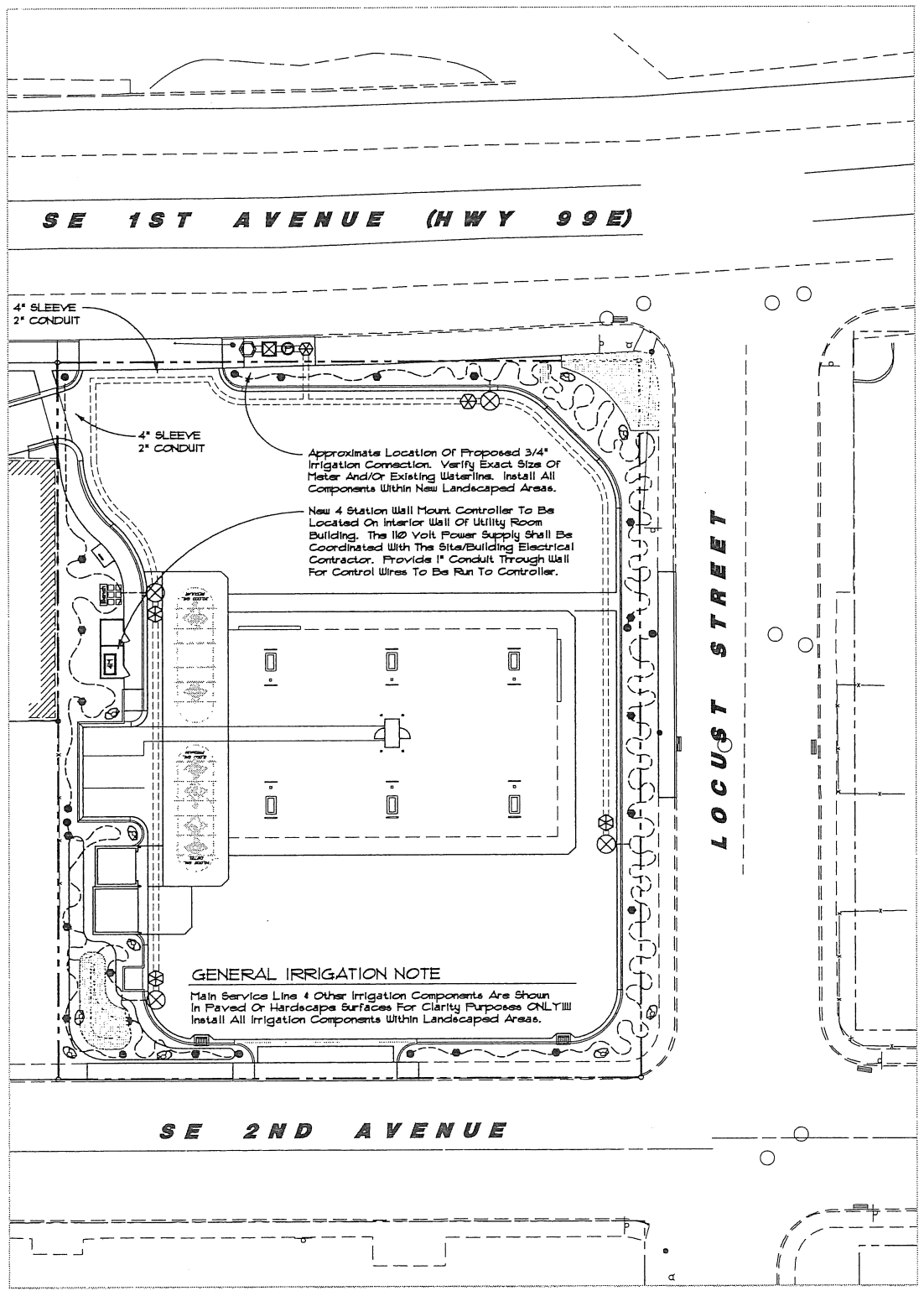
Landscape Plan

Fred Meyer Fuel - #651
369 SE 1st Avenue
Canby, Oregon 97013

27 Aug, 2012

SHEET NO.
L1.1

C:\Users\John\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.Outlook\CTYOOSWL\FM-651-L1 1-August16 2012.dwg, Model, 8/27/2012 10:07:19 AM, John



Sprinkler List

Symbol	Model-Number	Description	Remarks
●	New Tree Location	Provide Added Emitters	Added Emitters For Tree Type Specified
⊗	Rainbird XCZ-075-PRF	Drip Control Zone Kit	3/4" Size In Control Valve Box With Gravel Sump
⊗	Rainbird 33DLRC	Quick Coupler Valve	3/4" Size In Control Valve Box With Gravel Sump
4	Rainbird ESP-4M	Solid State Controller	Multi-Program / 4 Station Modular Exterior Mount
⬡	Mueller Orseal Mark II	Stop & Waste Valve	3/4" Size / Install Inside Cast Iron Curb Box
⊠	Febco 825Y Series	3/4" RPA Backflow Preventer	Install Above Grade Per All Local Codes
Ⓟ	Watts 223-HP Series	Pressure Regulator	3/4" Size Installed Per Detail
●	Rainbird ARV	Air Relief Valve (As Needed)	Install In Control Valve Box With Gravel Sump
▭	Schedule 40 PVC	Irrigation Sleeving	Sizes As Noted On Plan / 24" Bury Across Asphalt
= = =	Schedule 40 PVC	Main Service Line	1" Size Throughout/Rated ASTM D 1784
———	Schedule 40 PVC	Lateral Circuit Line	Pipe Size As Required Per Guide / 1" Min. / Run Laterals To All Individual Planting Areas
~	125 P.S.I. Low Density Polyethelene Pipe	For Distribution To All Non-Tree Plantings	Size As Required For Flow / 3/4" Min. Size / After PVC Laterals To Be Run To All Planting Areas

Sleeving Installation Notes

Contractor shall coordinate the installation of sleeving with the installation of concrete flatwork and paving. All sleeving is by contractor unless otherwise noted. Install sleeving based on sizing guide below:

PIPE SIZE OR WIRE QUANTITY	REQUIRED SLEEVING
3/4" - 1 1/2" Piping	1-2" PVC Sleeve
1" - 2" Piping	1-4" PVC Sleeve
1-25 Control Wires	1-2" PVC Sleeve

NOTE: Each length of sleeved pipe shown shall be routed through a separate sleeve.

Pipe GPM Design Guide

Pipe Size	Water Flow (GPM)
(Velocities Not To Exceed 5 Feet/Second)	
1" Size /	0 - 12 GPM
1 1/4" Size /	12 - 22 GPM
1 1/2" Size /	22 - 30 GPM

NOTE: Contractor shall perform all pipe sizing using the above design guidelins. 1" minimum size piping to be used with schedule 40 pvc, 3/4" minimum sizing on drip distribution polyethelene piping.

Sprinkler Notes

1. All main service lines and pipes sleeving shall be buried minimum 18 inches below finish grade, all lateral circuit lines minimum 12 inches below finish grade. Backfill all lines with sand or lump free soil. All clean material shall be settled and compacted to proper finish grade. All piping shall be capable of winterization by the use of compressed air / "Blown Out".
2. All control valves and quick coupler valves shall be installed in fiberglass control boxes with bolt down lids. Washed gravel shall be installed in the bottom to a depth of 8 inches.
3. All sprayheads (if used) shall be installed using (2) 1/2" barbed ells, (1) 1/2" mariex ell, and 1/2" swing pipe cut to the appropriate length (12" min-24" max.). Quick coupler valves shall be installed using the appropriate sized joint assembly, including 3 mariex ells, and (1) 12 inch schedule 80 pvc riser.
4. The design and layout of all sprayheads shall provide for a minimum 60% DU (distribution uniformity).
5. All sprayheads adjacent to hardscape paving shall be spaced 1 to 3 inches away from paving.
6. Control valve wire shall be #14 single conductor white for the common wire, and #14 single conductor for the hot wire. Use red for the hot wire on all laun control valve zones and blue (2) as spares along the entire main service line. Spare wires shall be "home run" to the controller. All wiring shall be UF UL rated. All connections shall be made with watertight connectors, and contained in control valve boxes. Provide 36" extra wire length at each remote control valve in valve box. Install control wiring with service line where possible, taped to the underside of the pipe at regular intervals. Provide slack in control wires at all changes in direction.
7. Coordinate the exact location of the irrigation controller with Owner and/or contractor. The 110 volt power supply shall be provided by others. Any exposed controller wiring shall be contained in steel rigid conduit.
8. Install 3/4" manual drain valves at all low points along the main service line. Use a 2 inch schedule 40 pvc sleeve over the valve with a valve marker cap. Install a two cubic foot gravel sump at the valve bottom.
9. All sprinkler lines passing under paved and other hard surfaces shall be installed in schedule 40 pvc sleevinge a minimum of two sizes larger than the pipe size to pass through it. The sleeve depth shall be the same as the deepest pipe to pass through.
10. Upon completion of the installation, provide the Owner with a complete set of "As-Built" drawings showing any and all deviations from the original plans. It shall also show the locations of main service lines, control valves, wire routes and manual drain valves.
11. It shall be the responsibility of the sprinkler contractor to demonstrate to the Owner the proper winterization and start-up procedures for the entire system prior to final payment.
12. The contractor shall comply with all state and local plumbing codes, and shall honor all warranties and guarantees set forth by the Owner.

General Notes

1. The contractor shall verify the exact location of all existing and proposed utilities, and all site conditions prior to beginning construction. The contractor shall coordinate his work with the project manager and all other contractors working on the site.
2. The contractor shall verify the exact location and size of the irrigation waterline stub, the available water pressure at the point of connection. Any conflicts from what is shown on the plans shall be brought to the attention of the engineer for resolution.
3. The contractor shall be responsible for the installation of all irrigation sleevinge under paving and other hard surface areas. This shall also include the installation of electrical conduit(s) from the controller location on the building to the nearest planting area.
4. The controller shall be hardwired to the available 110 volt power source, with all work being performed per state and local codes. The controller shall be located in a convenient location as determined by the Owner and site/building electrical contractor.
5. The contractor shall provide all materials, labor and equipment required for the proper completion of all irrigation work as specified and shown on the drawings.

Submittal Requirements

1. The contractor shall provide to the Owner/Engineer product data sheets of all irrigation materials such as control valves, control wire, quick coupler valves, control valve boxes, controller(s), pvc piping, drip tube piping, drip emitters & backflow prevention devices in order to obtain approval to be used on the project, and prior to any shipment to the site. Failure to provide this in a timely manner will in no way affect or delay the construction schedule and time for project completion.
2. All irrigation materials shall be secured for this project a minimum of 60 days prior to shipment to the site. The contractor shall provide to the Owner/Engineer written confirmation of this a minimum of 30 days prior to planting of the project. No substitutions will be considered following this time period.

Irrigation Controller Valve Schedule

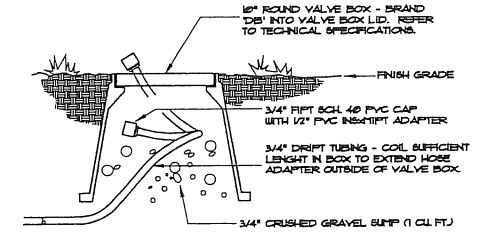
VALVE DATA				HYDRAULIC DATA			
#	Size	Sta. #	Head Type	Landscape Zone	Prec. Rate-inch/hr	GPM	PSI
1	.75"	1	Drip	Misc. Plantings	Drip	4.0	30
2	.75"	2	Drip	Misc. Plantings	Drip	4.0	30
3	.75"	3	Drip	Misc. Plantings	Drip	4.0	30
4	.75"	4	Drip	Misc. Plantings	Drip	4.0	30

NOTE: Minimum static water pressure at the point of connection required is 50 psi. If water pressure is above 90 p.s.i., install pressure reduction valve, and set to an operating pressure of 75 psi at connection point.

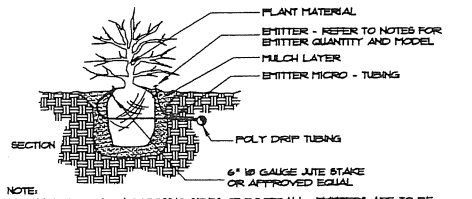
Emitter Installtion Guide

PLANT SIZE	EMITTER DEVICE	QUANTITY
1 Gallon Material	XB-10 (1 GAL/HR)	One Each
5 Gallon Material	XB-10 (1 GAL/HR)	Two Each
15 Gallon Material	XB-10 (1 GAL/HR)	Three Each
24" Box/2" Caliper	XB-10 (1 GAL/HR)	Four Each

NOTE: The accompanying shall be used as a guide only!! Final selection of type and quantity of emitters shall be the responsibility of the contractor.

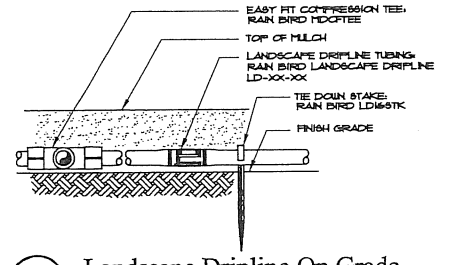


1 / L2.1 Compression Flush Cap
N. T. S.

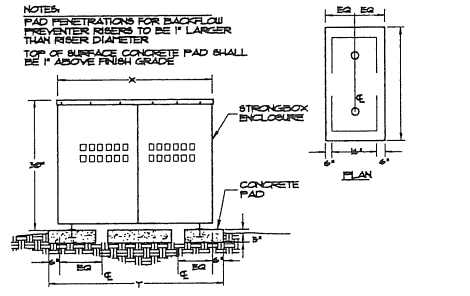


NOTE:
INSTALL EMITTERS ON OPPOSING SIDES OF ROOTBALL. EMITTERS ARE TO BE INSTALLED TO CLEAR SURFACE BY A MINIMUM OF 1" AND A MAXIMUM OF 2". FLUSH ALL LINES THOROUGHLY, INCLUDING EMITTER MICRO-TUBING PRIOR TO EMITTER INSTALLATION. IF PLANTING ON A 4:1 SLOPE OR GREATER, INSTALL BOTH EMITTERS ON UPHILL SIDE OF ROOTBALL.

2 / L2.1 Drip Emitter
N. T. S.



3 / L3.1 Landscape Dripline On Grade
N. T. S.



INSTALL ENCLOSURE ANCHORS AS PER MANUFACTURER'S RECOMMENDATIONS.
PROVIDE OWNER WITH KEYED PADLOCK FOR ENCLOSURE

BPP MODEL/SIZE	ENCLOSURE MODEL	X	Y
FEBCO 825Y 3/4" & 1"	SSBC - 36AL	36"	42"
FEBCO 825Y 1 1/2" & 2"	SSBC - 48AL	48"	57"

4 / L2.1 Backflow Preventer Enclosure
N. T. S.

Scale : 1" = 20'

20 0 20 40

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-0121
Telephone (503) 797-3509

#651
Canby, Oregon

REV	DATE	DESCRIPTION

Designed by: RDL
Drafted by: RDL
Client Name: Fred Meyer

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-8551

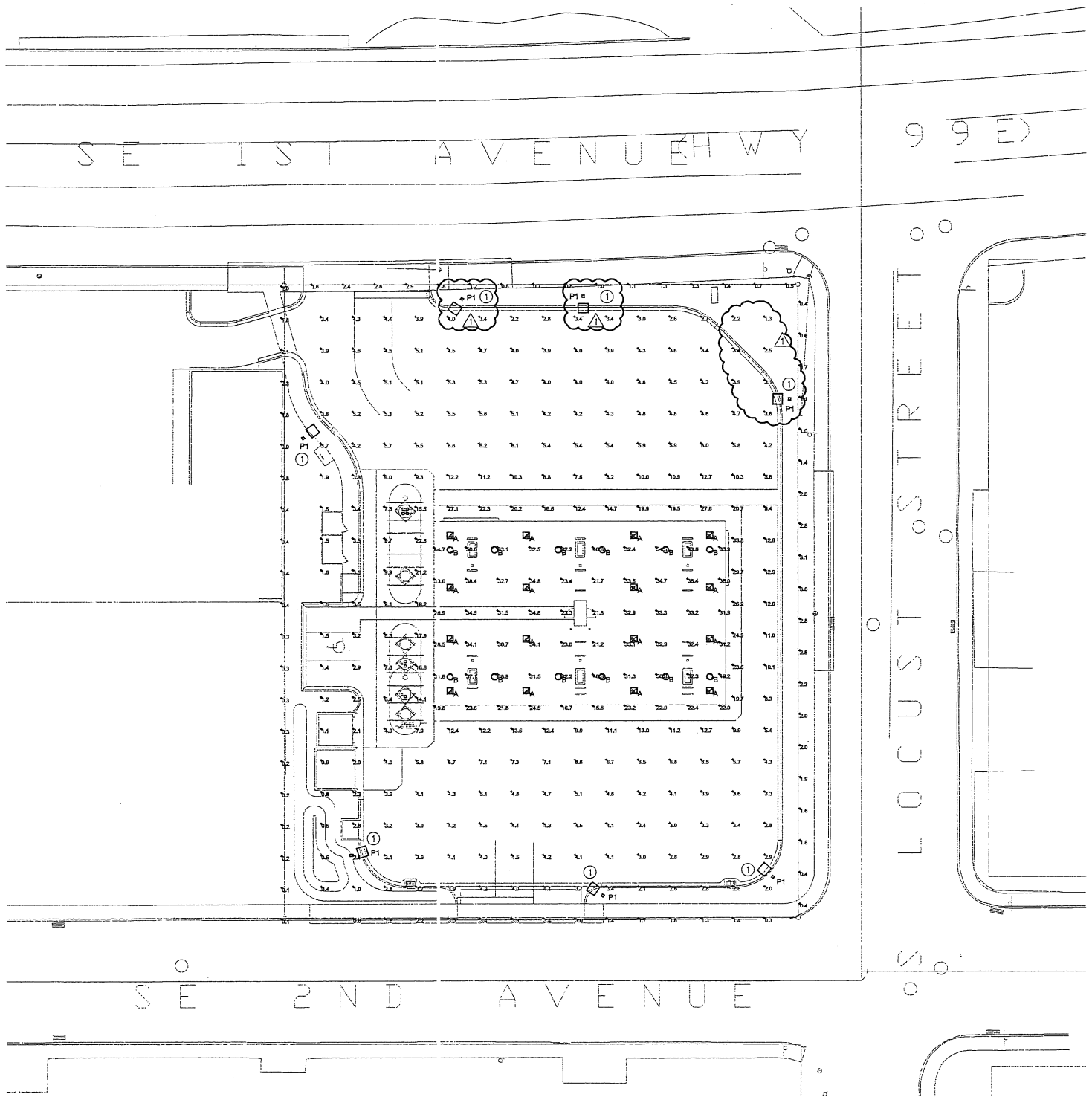
Irrigation Plan

Fred Meyer Fuel - #651
369 SE 1st Avenue
Canby, Oregon 97013

27 Aug, 2012

SHEET NO. L2.1

C:\Users\Jake\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.Outlook\CTYOOOWS\1764-651-L2.1-August14-2012.dwg, Model, 8/29/2012 2:26:16 PM, Jake, 1:20



SITE PHOTOMETRIC PLAN

SCALE: 1"=20'-0"

LUMINAIRE SCHEDULE

Symbol	Label	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts	Notes
⚠1	A (NIC)	LSI CROSSOVER CRS-SC-LED-84-HO-CW-UE	LED AMBIENT STANDARD CANOPY LIGHT (CRS) SS CW UE WHT	84 LED'S LUMEN OUTPUT 12300	CRS-SC-LED-84-HO-CW-UE.ies	Absolute	1.00	147	6
	B (NIC)	CRO3-FO-LED-30-CW-UE	WHITE PAINTED METAL HOUSING, THREE LED MODULES EACH, 10 PER BOARD W/ CLEAR FLAT LENS	THIRTY WHITE LIGHT EMITTING DIODES (LEDS), VERTICAL BASE-UP POSITION.	CRO3-FO-LED--30-CW-UE.IES	Absolute	1.00	38.1	6
	P1	GSM-AM-250-MP-MT-SL-FG	MEDIUM ARCHITECTURAL AREA LUMINAIRE - SPILL LIGHT ELIMINATOR	250 WATT PULSE-START CLEAR ED-28 HORIZONTAL BURN	GSM-XX-250-MP-XX-SL-FG_us.ies	22000	0.81	283	1,2,3,4,5

FIXTURE NOTES:

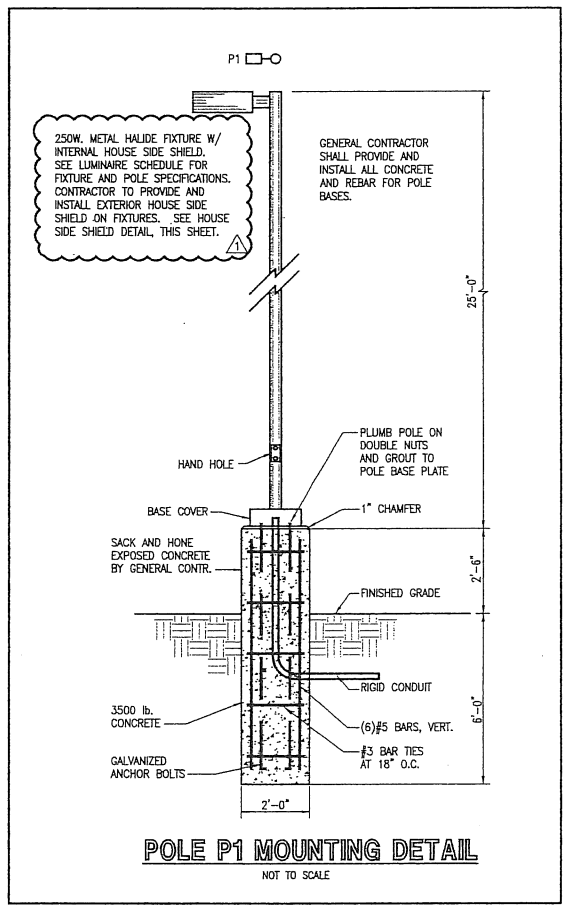
1. LAMP PROVIDED WITH FIXTURE.
2. PROVIDED THROUGH KROGER DIRECT BUY.
3. POLE: COOPER NO. TRS7A25SF-BZ W/ BASE COVER (25' ROUND TAPERED STEEL) SEE POLE MOUNTING DETAL, THIS SHEET.
4. FIXTURE COMPLIES TO THE CITY OF CANBY LIGHTING ZONE, SECTION 16.43.040 LZ 2.
5. FIXTURE CONTROLLED THROUGH THE FUEL KIOSK LIGHTING MANAGER EMS SYSTEM.
6. (NIC) NOT IN CONTRACT. SHOWN FOR REFERENCE ONLY.

NO APPROVED EQUALS:

PROVIDE AS SPECIFIED.

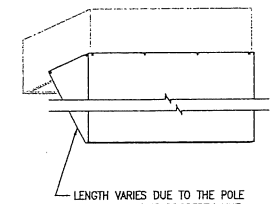
STATISTICS

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
3'-0" A.F.G. @ PROPERTY LINE	+	1.3 fc	3.1 fc	0.1 fc	31.0:1	13.0:1
CANOPY	+	36.0 fc	93.1 fc	15.6 fc	6.0:1	2.3:1
OVERALL AREA	+	6.4 fc	33.8 fc	0.3 fc	112.7:1	21.3:1



POLE P1 MOUNTING DETAIL

NOT TO SCALE



LENGTH VARIES DUE TO THE POLE LOCATION TO THE PROPERTY LINE TO ACHIEVE PROPERTY LINE CUTOFF.

NOTE:
FIELD PROVIDED AND INSTALLED EXTERIOR HOUSE SHIELD ON THE P1 TYPE FIXTURE.

⚠1 KEY NOTE:
1 PROVIDE EXTERIOR HOUSE SIDE SHIELD ON RESIDENTIAL SIDE OF ALL FIXTURES AS REQUIRED BY THE CITY OF CANBY. SEE CITY OF CANBY OUTDOOR LIGHTING STANDARDS, CHAPTER 16.43.060.

CONTRACTOR PROVIDED P1 FIXTURE HOUSE SIDE SHIELD

NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER 9201 OREGON JULY 22, 1977 LESLIE A. STITH

EXPIRES: 6-30-2014

Fred Meyer #651 Canby, Oregon

Engineering Consultants Incorporated
303 Federal Way Boise, Idaho 83705
Phone (208) 376-9820 Fax (208) 376-9822
www.eciboise.com

REV	DATE	DESCRIPTION
1	08-10-12	CITY OF CANBY JURISDICTION COMMENTS

Designed by: RJB
Drafted by: RJB
Client Name: Fred Meyer
FM651-SP/ 16N33

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-8551

Electrical Site Plan

Fred Meyer Fuel #651 - Canby
369 SE 1st Avenue
Canby, Oregon 97013

SITE PHOTOMETRIC PLAN

JUNE 19, 2012

SHEET NO.
SE2.0

Fred Meyer Fuel #651 - Canby

369 SE 1st Avenue
Canby, Oregon 97013

Vicinity Map
Not to Scale

Abbreviations

BOL	Bollard
BRW	Finish Grade — Bottom of Retaining Wall
CATV	Cable Television Box
CB	Catch Basin
CMP	Corrugated Metal Pipe
COB	Cleanout Box
COTG	Cleanout to Grade
EA	Edge of Asphalt
EB	Electrical Box
ECAB	Electrical Cabinet
EMH	Electrical Manhole
FH	Fire Hydrant
FL	Flowline
g	Ground
GB	Grade Break
GM	Gas Meter
HB	Hose Bib
I	Irrigation Line
ICB	Irrigation Control Box
Lip	Lip of Gutter
LP	Light Pole
MH	Manhole
Mon	Monument
PM	Power Meter
PP	Power Pole
PVC	Poly Vinyl Chloride
RCP	Reinforced Concrete Pipe
RD	Roof Drain
SB	Signal Box
SD	Storm Drain
SDMH	Storm Drain Manhole
SMH	Sanitary Sewer Manhole
SP	Signal Pole
SS	Sanitary Sewer
SVZ	Sight Visibility Zone
SW	Secondary Water
TA	Top of Asphalt
TB	Telephone Box
TBC	Top Back of Curb
TG	Top of Grate
TMH	Telephone Manhole
TP	Top of Concrete
TRW	Finish Grade — Top of Retaining Wall
TW	Top of Walk
WL	Waterline
WP	Working Point
WV	Water Valve

Legend

Proposed Curb & Gutter
Proposed Open Face C & G
Proposed Asphalt
Proposed Concrete
Proposed Truncated Domes
Proposed Inlet Box
Proposed Catch Basin
Proposed Manhole
Proposed Transformer
Proposed Meter Box
Proposed Water Meter
Proposed Combo Box
Proposed Fire Hydrant
Proposed Water Valve
Proposed Water Line
Proposed Sanitary Sewer
Proposed Storm Drain
Proposed Conduit Line
Proposed Power Line
Proposed Gas Line
Proposed Secondary Water Line
Proposed Roof Drain
Proposed Fence
Ridge line
Grade Break
Proposed Contour
Direction of Drainage
Proposed Spot
ADA Accessible Route
Property Line
Sawcut Line
Proposed Light Pole
Proposed Street Light
Proposed Building
Existing Power Pole
Existing Power Pole w/ Guy
Existing Utility Marker
Existing Post
Detail Number
Sheet Number

Existing Improvements
Existing Asphalt
Existing Concrete
Existing Inlet Box
Existing Catch Basin
Existing Manhole
Existing Fire Hydrant
Existing Water Valve
Existing Overhead Power Line
Existing Water
Existing Secondary Water
Existing Sewer
Existing Storm Drain
Existing Gas
Existing Power
Existing Telephone
Existing Fence
Flowline
Centerline
Existing Contour
Existing Spot
Existing Light Pole
Existing Street Light
Existing Building
Existing Telephone Box
Existing Power Meter
Existing Electrical Box
Existing Electrical Cabinet
Existing Gas Meter
Existing Water Meter
Existing Irrig. Control Box
Existing Bollard
Existing Hose Bib
Working Point
Existing Deciduous Tree
Existing Coniferous Tree

Civil Sheet Index

CV	Cover Sheet
C0.1	Demolition Plan
C1.1	Site Plan
C2.1	Grading Plan
L1.1	Landscape Plan
L2.1	Irrigation Plan
L3.1	Installation Details
A1	Exterior Elevations and Signage (Color)

Flood Zone

This property lies entirely within Flood Zone X as designated on FEMA Flood Insurance Rate Map for Clackamas County, Oregon and Incorporated Areas Community Map No. 41005C0264D dated June 17,2008. Flood Zone X is defined as "Areas determined to be outside the 0.2% annual floodplain." (No Shading)

Basis of Bearings

The basis of bearings for this project is N 27°00'00" W between a found 5/8" iron rod and a found 3/4" iron pipe per PS 18904, Clackamas County Survey Records, as shown on the ALTA Survey.

Benchmark

NGS Benchmark A–14.

156.54 feet (NAVD 88, Published)
(47.713 meters)

Property Description

Real property in the County of Clackamas, State of Oregon, described as follows:

Lots 3, 12, 13 and 14 Albert Lees Second addition to Canby, in the City of Canby, County of Clackamas and State of Oregon.

Lots 1 and 2, Albert Lees Second Addition to Canby, in the City of Canby, County of Clackamas and State of Oregon.

Contains: 32,457 Sq. Ft ± or 0.75 Acres ±

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242–0121
Telephone (503) 797–3509

 # 651
Canby, Oregon

REV	DATE	DESCRIPTION

Designed by: JT
Drafted by: JT
Client Name: Fred Meyer
FM651–CV

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521–8529 Ogden (801)394–7288 Fax (801)521–9551

Preliminary Cover Sheet

Fred Meyer Fuel #651 - Canby
369 SE 1st Avenue
Canby, Oregon 97013

17 May, 2012

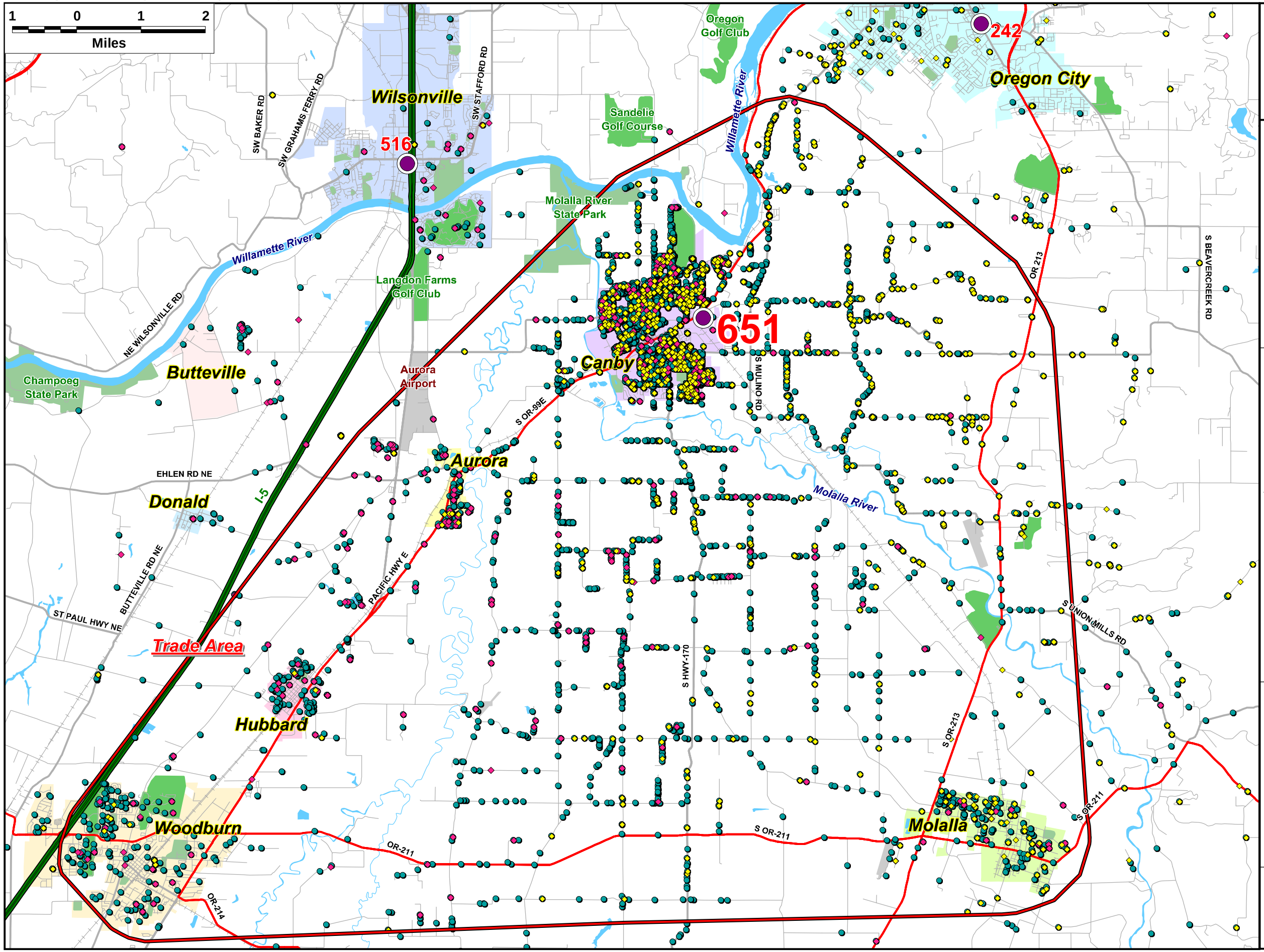
SHEET NO.
CV

W:\fm651\dwgs\FM651-CV.dwg, 5/18/2012 10:53:26 AM, 1:1, JT

Customer Spotting Map - Fred Meyer #651

SC Hwy 99E & Sequoia Pkwy, Canby, OR

Address Date From: Period 4, 2012



Fred Meyer

Legend

- Limited Access Highways
- Primary Highways
- Secondary Highways
- Major Roads
- Streets
- Railroads
- Lakes, Rivers and Oceans
- Cemeteries, Golf Courses
- Parks
- Airports, Airfields, & Airparks
- Military Installations

Trade Area

80.99% live within
87.70% spent within
142.3 sq. mi.

9,369 Addresses Plotted

Distribution by City

Canby	66%
Aurora	6%
Molalla	5%
Oregon City	5%
Woodburn	3%
Other OR cities	14%
Out of State	1%

Note: These percentages come from mailing addresses, therefore they do not necessarily reflect the municipality in which customers live.

Map Key

○ = Open ◇ = U.C. □ = Planned

- Fred Meyer #242 Fuel Customers
- Fred Meyer #516 Fuel Customers
- Fred Meyer #651 Grocery Customers

● Fred Meyer

realestate
Corporate Development Research Department

N W E S

Oregon
John A. Kitzhaber, M.D., Governor

Department of Transportation
ODOT District 2B
9200 SE Lawnfield Rd.
Clackamas, OR 97015
(971) 673-6228
Fax: (503) 653-5655
loretta.l.kieffer@odot.state.or.us

August 15, 2012

File Code: PMT 4-17

James Coombs
Fred Meyer Stores
3800 SE 22nd Ave.
Portland, OR 97202

Subject: **Approval of *Application for State Highway Approach***
and
Submittal Requirements for Construction Drawings and Plans
Highway Number 081, (Pacific Hwy. East [001E]),
at Mile Point 20.94
Application Number 17612

Dear James Coombs:

I am pleased to inform you that the Oregon Department of Transportation (ODOT) has approved your *Application for State Highway Approach*.

In order to build your new highway approach, ODOT requires that it be constructed in accordance with a *Permit to Construct a State Highway Approach*. The intention behind this requirement is to ensure that the highway operates safely while you are engaged in construction on the state right-of-way and afterwards when you are operating the approach.

In order to obtain your *Permit to Construct a State Highway Approach* you must have construction drawings and plans drawn up and approved by the Department. Your drawings and plans should include the following information about the approach itself:

(a) Grade profile;
(b) Base and surface design;
(c) Design for type of approach;
(d) Erosion control plan for construction;
(e) Pollution control plan for construction;
(f) ODOT traffic control devices and/or signs; and
(g) ODOT traffic control lines and/or striping.
(h) According to site plan you will be creating a joint approach with the adjacent property to the west. The connection to the adjacent property from the proposed approach will be one-way into the adjacent site. The existing approach on the east edge of the adjacent property and the existing driveway on the subject property will be closed and the curb and sidwalk reconstructed at those locations.
(i) Please show on site signage and striping to accommodate new site circulation for one consolidated shared approach on construction plans.

{As required: Structural details of grade-separated structures must be included in the construction drawings and plans.}

Because ODOT is particularly concerned about whether the completed approach will be able to serve the vehicles that will be using it, you must also attach the following information as exhibits in your package of drawings and plans:

(1) The maximum gross weight of vehicles and loads, and gross axle weights,
(2) The types of vehicles that will use the approach(es), including diagrams showing types of truck and trailer combinations, maximum width and overall length, distance between axles, maximum axle weights and size and number of tires per axle.

{As required: ODOT requires that an operated test vehicle of the type and dimension to be used at the proposed approach be supplied. The applicant, at the sole expense of the applicant, shall supply this vehicle.}

Because ODOT's approval of your approach was based on current conditions on the highway, it is important to keep moving forward in a timely manner toward the construction permit. Please submit your drawings and plans **no later than 5:00 PM on 10/14/2012** to the following address:

Loretta Kieffer, District Access Management Coordinator
ODOT District 2B
9200 SE Lawnfield Rd.
Clackamas, OR 97015

If necessary, the Department may extend the time for your submittal of drawings and plans if both you and the Department agree in writing before the deadline listed above. Please contact me at (971) 673-6228 if you would like to request an extension of time.

After you submit construction drawings and plans, the Department will contact you if any additional information is needed for approval. We will notify you when your drawings and plans are approved and provide instructions at that time for you to obtain a *Permit to Construct*. You may not begin any work in the highway right of way until you receive a Permit to Construct signed by the Department.

If you have any questions regarding the requirements of the construction drawings and plans, please feel free to contact me. I welcome the opportunity to assist you.

Sincerely,

Loretta Kieffer, District Access Management Coordinator

ODOT District 2B, Maintenance Office

Oregon
John A. Kitzhaber, M.D., Governor

Department of Transportation
District 2B
9200 SE Lawnfield Rd.
Clackamas, OR 97015
(971) 673-6228
Fax: (503) 653-5655
loretta.l.kieffer@odot.state.or.us

File Code: PMT 4-49

August 02, 2012

James Coombs
Fred Meyer Stores
3800 SE 22nd Ave.
Portland, OR 97202

Subject: **Completeness Determination: Application Deemed Complete**
Highway Number 081, (Pacific Hwy. East [001E]),
at Mile Point 20.94
Application Number 17612

Dear James Coombs:

As required by OAR 735-051-3040, the Oregon Department of Transportation (ODOT) has finished its Completeness Determination of the materials you submitted with your *Application for State Highway Approach.* We are pleased to inform you that your application has been deemed complete.

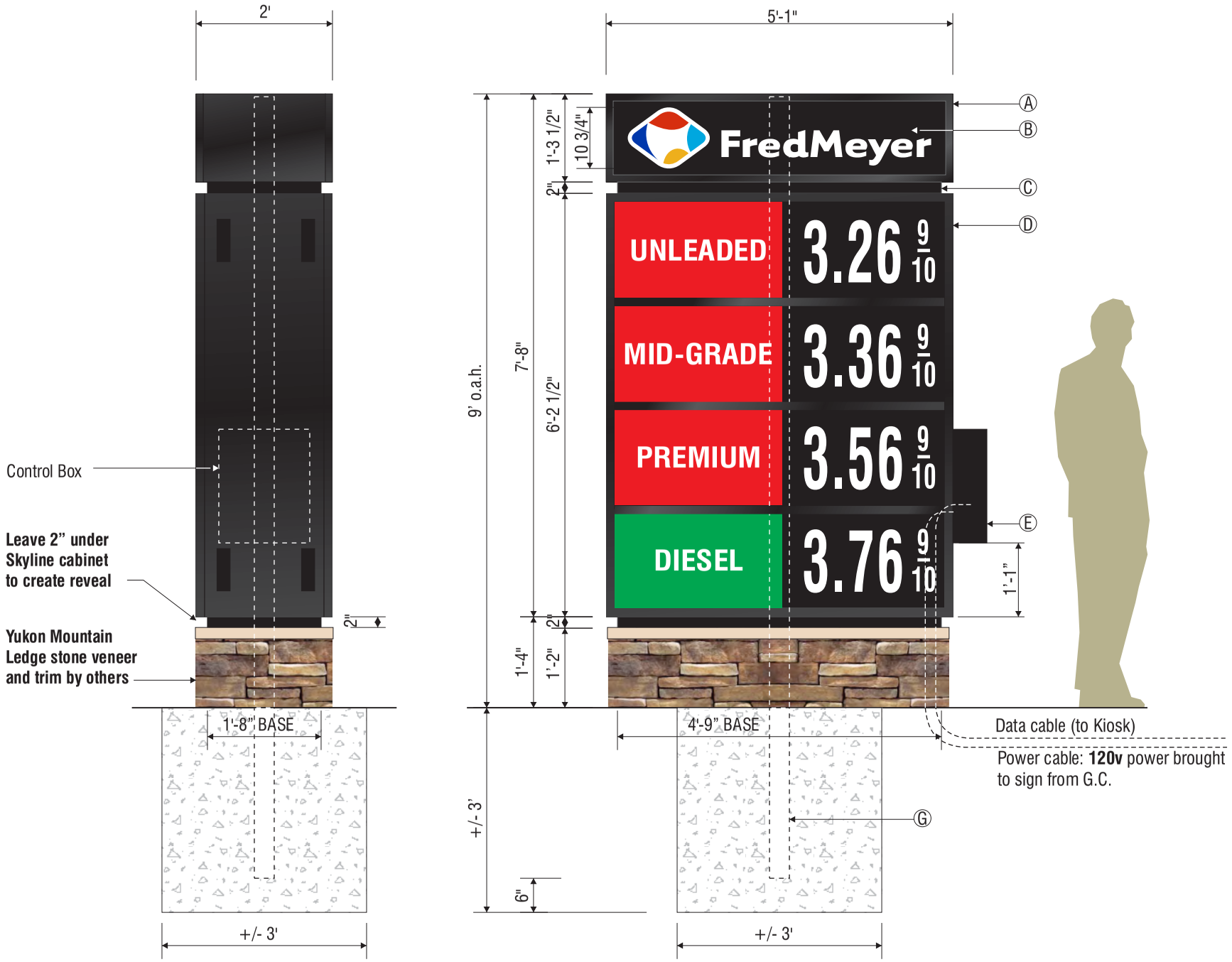
The next step is to determine whether your proposed approach can be approved pursuant to the provisions of OAR 734-051-4010, -4020, and -3050. ODOT is required to make a final decision about your application within 60 calendar days of the date of this letter.

If we anticipate that we will not be able to approve your approach as described in your application package, we will notify you in advance of the final decision and invite you to participate in a Pre-Decision Collaborative Discussion process in an effort to reach a more favorable decision is possible.

If you have any questions, you may contact me at (971)673-6228.

Sincerely,

Loretta Kieffer, District Access Management Coordinator
ODOT District 2B, Maintenance Office



END

FRONT

① Double Face Fuel Pricer Sign **26.26 sf**
Scale: ½" = 1' - 0"

Manufacture and install one (1) internally illuminated double face fuel price pylon sign

Ⓐ Top (logo) cabinet to have a fabricated aluminum body and extruded aluminum retainers (#13) painted Black, semi-gloss finish.

Internally illuminate using T12 HO fluorescent lamps

Ⓑ Logo faces to be flat White Lexan with first surface 3M vinyl colors as shown; "Fred Meyer and logo shape reversed out to White

Ⓒ 2" reveal fabricated aluminum painted Black, semi-gloss

Ⓓ Four Product Double Face, model number PSS-10FPDFSSP (thru-pole sign). 5'-1" (H) x 6'-2 ½" (L) x 2' (W). 31.56 sf

Ⓔ Control Box supplied by Skyline; paint Black

Ⓕ 1'-4" (H) x 4'-9" (L) x 1'-8" (W) base to be fabricated aluminum painted Black, semi-gloss

Ⓖ 3" schedule 40 pipe thru center of sign; direct burial into concrete footing - TBD

Stone veneer cladding to and trim at top be done by others - leave 2" to create reveal under Skyline cabinet

3M Dark Red 230-73
PMS 200c

3M Sultan Blue 230-157
PMS 288c

3M Olympic Blue 230-57
PMS 299c

3M Sunflower 230-25
PMS 123c

Logo vinyl/PMS colors
NTS

TUBE ART GROUP

Portland Office
4243-A SE International Way
Milwaukie, OR 97222
503.653.1133
800.562.2854
Fax 503.659.9191

230888	**Allan Conant**	**5.8.12**	
Customer Number	Salesperson	Date	
119191	**Garrett Mattimoe**	**5.16.12 reduced sign to 9' and added stone veneer to base**	
Quote Number	Drawn By		
119191 FM Canby fuel pricer R1			
File Name	Checked By	Revisions	Revisions

[ ] Approved
[ ] Approved With Changes Noted

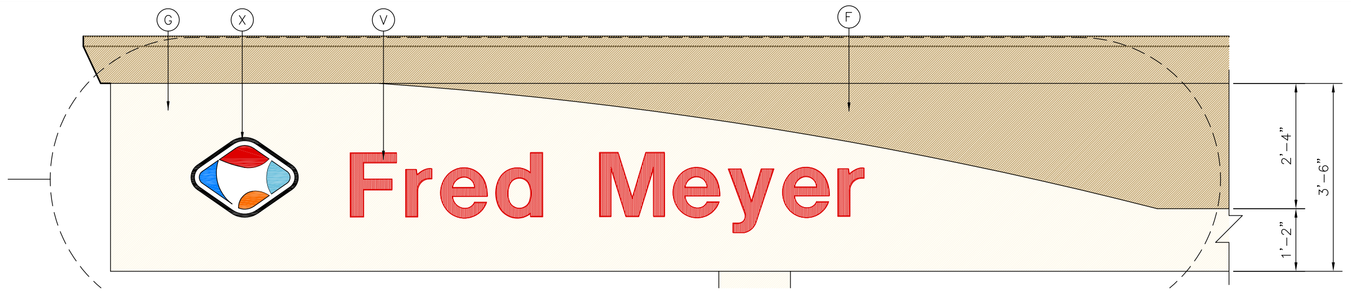
Customer Signature — Landlord Signature

Date — Date

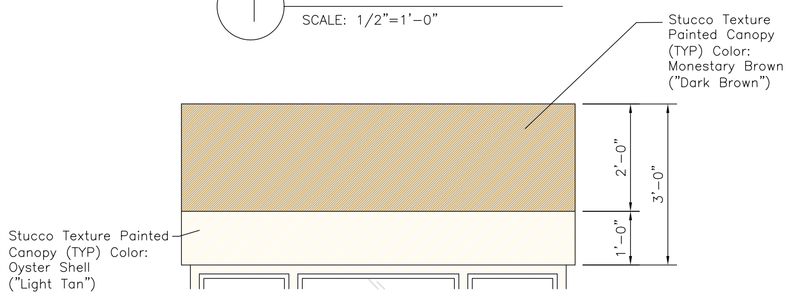
This original artwork is protected under Federal Copyright Laws. Make no reproduction of this design concept without permission from Tube Art Group.

Colors on print may not accurately depict specific colors.

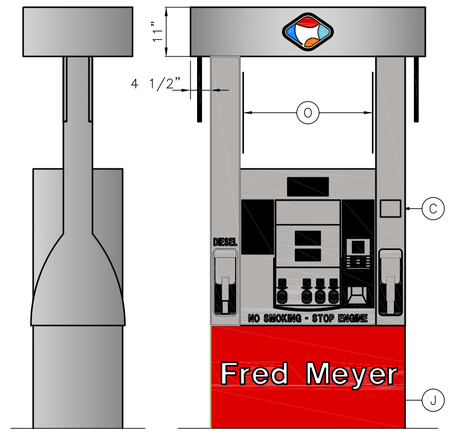
Fred Meyer Fuel
Canby Oregon



1 CANOPY GRAPHICS
SCALE: 1/2"=1'-0"



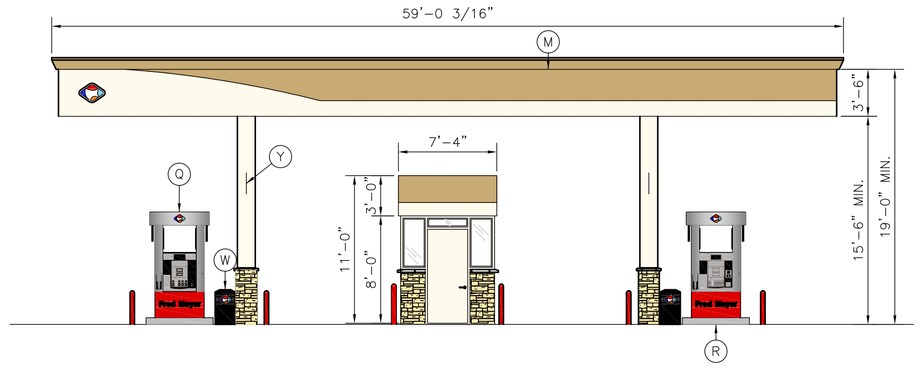
2 KIOSK GRAPHICS
SCALE: 1/2"=1'-0"



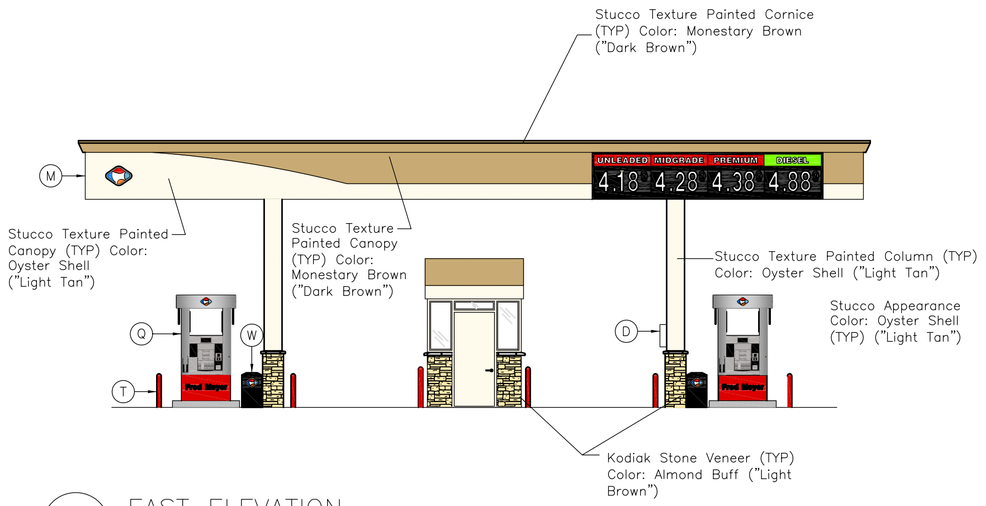
SIDE FRONT

3 DISPENSER ELEVATION
SCALE: 1/2"=1'-0"

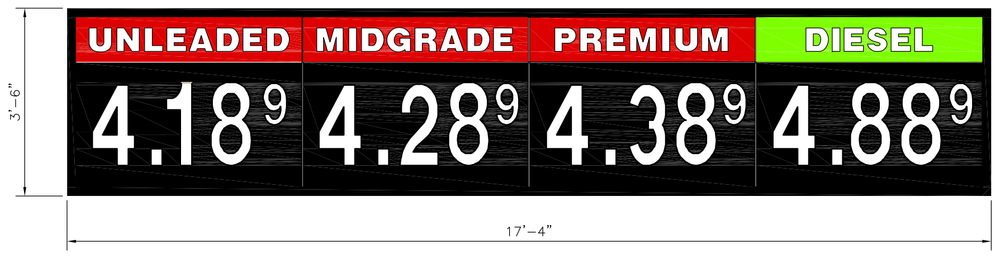
EQUIPMENT SCHEDULE						
ITEM	DESCRIPTION	COLOR	MANUFACTURER	MODEL	FURNISHED BY	INSTALLED BY
A	INTERNALLY ILLUMINATED IDENTIFICATION SIGN		DUALITE		OWNER	SIGN INSTALLER
B	INTERNALLY ILLUMINATED REMOTE CONTROL PRICE SIGN		SKYLINE PRODUCTS, INC.		OWNER	SIGN INSTALLER
C	STATIC WARNING DECAL		WAYNE		DISPENSER MANUFACTURER	DISPENSER MANUFACTURER
D	REMOTE PRICE SIGN CONTROL BOX		SKYLINE PRODUCTS, INC.		OWNER	SIGN INSTALLER
E	SIGN POLE – G.C. TO PAINT	BLACK	DUALITE		OWNER	SIGN INSTALLER
F	CANOPY FASCIA (STUCCO TEXTURE)	Monestary Brown			CANOPY FABRICATOR	CANOPY FABRICATOR
G	CANOPY FASCIA (STUCCO TEXTURE)	OYESTER SHELL			CANOPY FABRICATOR	CANOPY FABRICATOR
H	LOGO – NON-ILLUMINATED (28" H x 37 1/2" W)		DUALITE		OWNER	GENERAL CONTRACTOR
I	PRE-CUT BLACK VINYL ADDRESS DECALS PER LOCAL AUTHORITY SPECIFICATIONS, IF REQUIRED				GENERAL CONTRACTOR	GENERAL CONTRACTOR
J	DISPENSER DOOR GRAPHICS	RED WITH WHITE LETTERS	WAYNE		DISPENSER MANUFACTURER	DISPENSER MANUFACTURER
K	KIOSK FASCIA (STUCCO TEXTURE)	Monestary Brown			OWNER	GENERAL CONTRACTOR
L	KIOSK FASCIA (STUCCO TEXTURE)	OYESTER SHELL			OWNER	GENERAL CONTRACTOR
M	CANOPY				CANOPY FABRICATOR	CANOPY FABRICATOR
N	6" DIAMETER BOLLARD – G.C. TO PAINT	SAFETY RED			GENERAL CONTRACTOR	GENERAL CONTRACTOR
O	HEALTH AND SAFETY DECALS		WAYNE		DISPENSER MANUFACTURER	GENERAL CONTRACTOR
P	KIOSK (STUCCO APPEARANCE)	OYESTER SHELL			KIOSK FABRICATOR	GENERAL CONTRACTOR
Q	DISPENSER		WAYNE		OWNER	GENERAL CONTRACTOR
R	ISLAND FORMS – G.C. TO PAINT	GRAPHITE SW4017	OPW		OWNER	GENERAL CONTRACTOR
S	CANOPY COLUMNS – G.C. TO PAINT	ESSENTIAL GRAY SW6002			CANOPY FABRICATOR	CANOPY FABRICATOR
T	U-SHAPED BOLLARD – G.C. TO PAINT	SAFETY RED	RIVERSIDE		OWNER	GENERAL CONTRACTOR
U	PRICE SIGN, SEE DETAIL 8, THIS SHEET		SKYLINE PRODUCTS, INC.		OWNER	SIGN INSTALLER
V	ILLUMINATED CHANNEL LETTERS		DUALITE		OWNER	SIGN INSTALLER
W	WASTE RECEPTACLE/WINDSHIELD SERVICE CENTER		DCI MARKETING		OWNER	GENERAL CONTRACTOR
X	ILLUMINATED LOGO SIGN		DUALITE		OWNER	SIGN INSTALLER
Y	PUMP NUMBER FLAG				CANOPY FABRICATOR	GENERAL CONTRACTOR



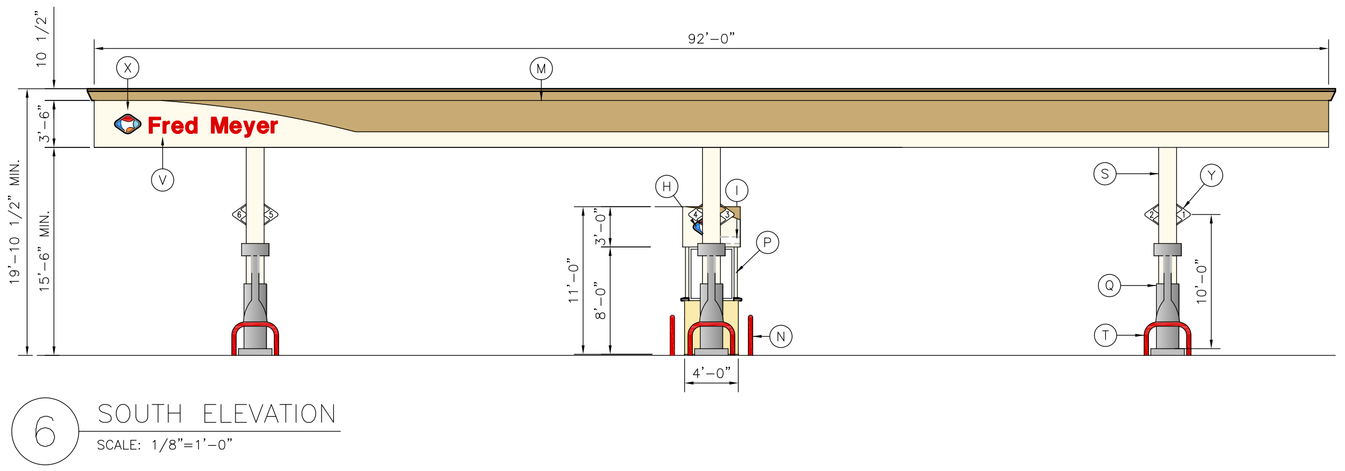
4 WEST ELEVATION
SCALE: 1/8"=1'-0"



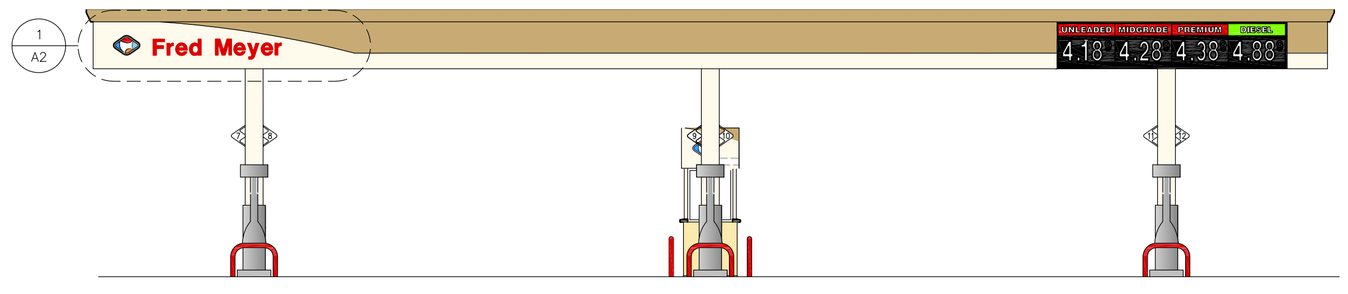
5 EAST ELEVATION
SCALE: 1/8"=1'-0"



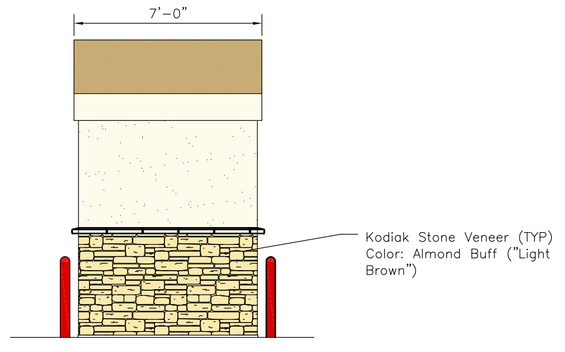
8 CANOPY PRICE SIGN GRAPHICS
SCALE: 1/2"=1'-0"

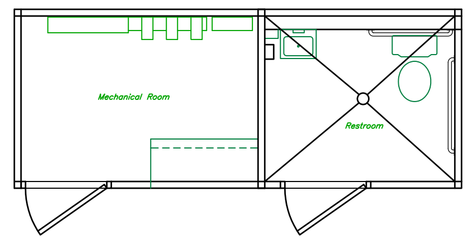


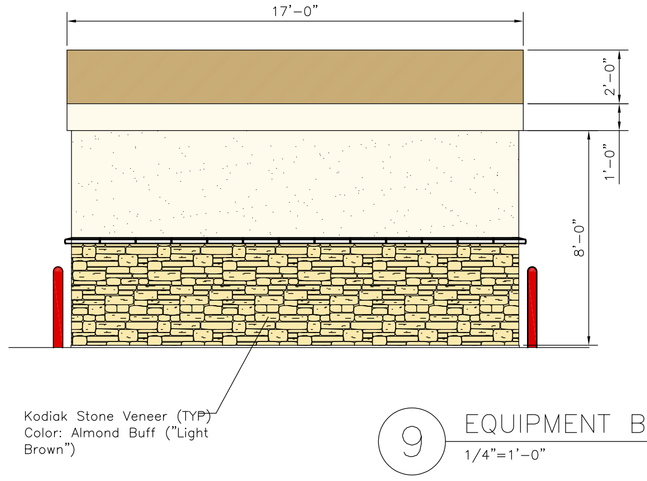
6 SOUTH ELEVATION
SCALE: 1/8"=1'-0"

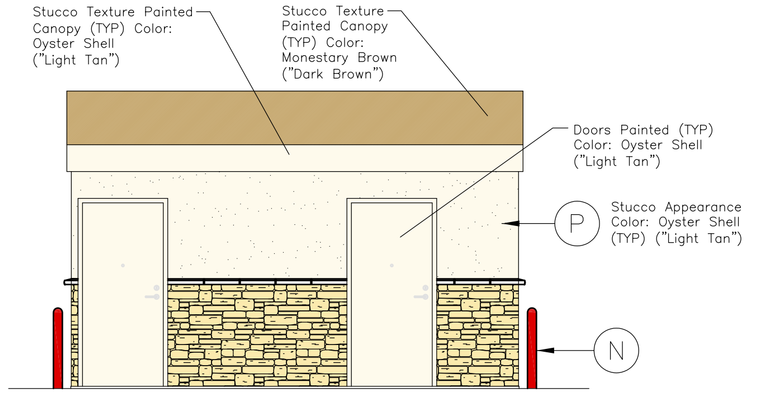


7 NORTH ELEVATION
SCALE: 1/8"=1'-0"









9 EQUIPMENT BUILDING & RESTROOM
1/4"=1'-0"

THIS DRAWING IS AND SHALL REMAIN THE PROPERTY OF THE KROGER COMPANY REPRODUCTION OR ALTERATION OF THIS DRAWING WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE KROGER COMPANY IS PROHIBITED. (NOT PUBLISHED: ALL RIGHTS RESERVED)

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

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-9551

Fred Meyer

The Kroger Co.
Denver, CO 80239
Phone (303) 715-5917
Fax (303) 715-5905

REVISIONS

No.	DESCRIPTION	DES. BY:	DRAWN BY	DATE

Project #:	#651 – Canby
Designed By:	DLJ
Drawn By:	JMG
Checked By:	DLJ
Date:	12 Aug 2010
Scale:	FULL
Disk File:	FM651 Canby.dwg
Model:	Oregon 6
Address:	SWC of HWY 99E & S Locust St. Canby, Oregon

EXTERIOR ELEVATIONS AND SIGNAGE

Drawing No.: A1

CANOPY - B

GENERATION 3 LED FOCUS CANOPY LIGHT (CRO3)

Crossover LED LIGHTING TECHNOLOGY

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **CRO3 FO LED 30 350 CW UE WHT**

Prefix	Distribution	Light Source	# of LEDs	Drive Curmet	Color Temperature	Input Voltage	Finish
CRO3	FO – Focus	LED	30	350 - 350 mA	CW - Cool White (5000° K nom)	UE - Universal Voltage (120-277V AC)	WHT - White

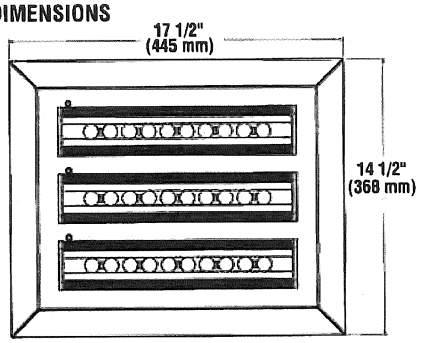
ACCESSORY ORDERING INFORMATION (Accessories are field installed)

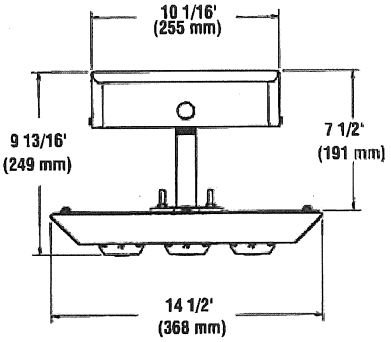
Description	Order Number
Retrofit Panel - SC to CRO3, for 16" Deck Panel	430951
Retrofit Panel - EC / ECTA / SCF to CRO3, for 16" Deck Panel	430765
Retrofit Panel - SC to CRO3, for 12" Deck Panel	430797
Retrofit Panel - ECTA / SCF to CRO3, for 12" Deck Panel	430759
Retrofit 2x2 Cover Panel (w/ centered hole pattern for CRO3)	430966
Retrofit 2x2 Cover Panel Blank (no holes)	357282
Retrofit RIC Cover Panel Blank (no holes)	354702
Kit - Hole Plugs and Silicone (enough for 25 retrofits)[1]	1320540

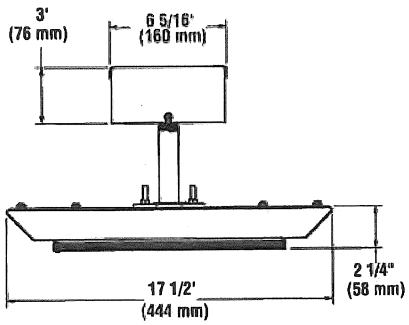
[1] Consists of (25) 7/8" hole plugs and (1) 10.3 oz tube of RTV

Superkits® are available to retrofit CRO3 Ambient and Focus fixtures into a wide variety of existing 2x2 and recessed housings. See separate spec sheets.

DIMENSIONS

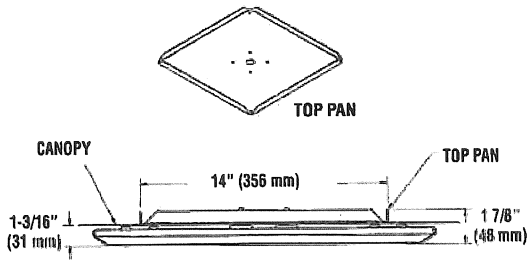




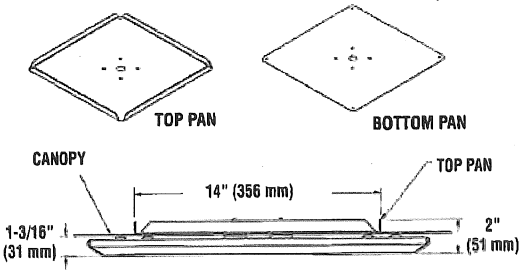


SHIPPING WEIGHTS	
12.2 lbs.	1 fixture
53.3 lbs.	4 fixtures

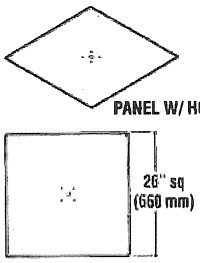
16" DECK RETROFIT PANEL - SC (#430951)



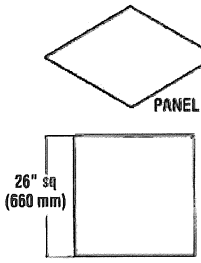
16" DECK RETROFIT PANELS - EC/ECTA/SCF (#430765)



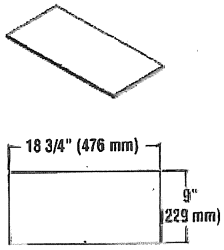
2X2 COVER PANEL W/ HOLES (430966)



2X2 COVER PANEL BLANK (357282)



RIC COVER PANEL (354702)



07/28/11

© 2011
LSI INDUSTRIES INC.

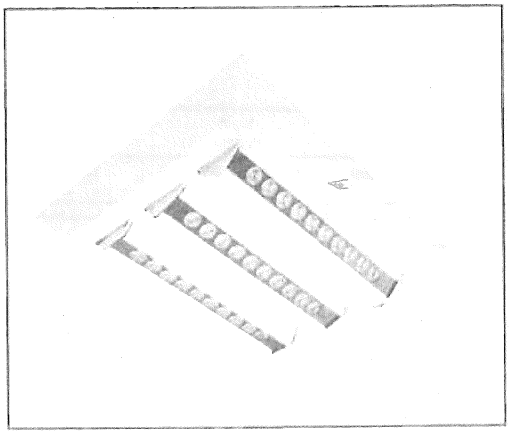
Project Name _____ Fixture Type _____

Catalog # _____

LSI industries A Company with a Smart Vision

CANOPY-B

GENERATION 3 LED FOCUS CANOPY LIGHT (CR03)



US patents D590100 & D574995 & 7828456 and US & Int'l. patents pending

LEDS - Select high-brightness LEDs. 5300°K color temperature, 70 CRI (nominal).

OPTICS / DISTRIBUTIONS – Ultra-High efficiency optics provide precise beam placement for optimal retail surface illumination. Each bank of LEDs in a light cartridge is independently adjustable between +/- 45° allowing targeted zone illumination. Regardless of light cartridge position luminaire provides cutoff.

OPTICAL UNIT – Featuring a slim 2" profile luminaire. Housing is die-formed aluminum with independently adjustable extruded aluminum light cartridges. Each light cartridge is provided with a gasketed clear tempered glass lens providing a water-resistant seal.

DRIVER – State-of-the-art driver technology designed specifically for LSI LED light sources provides unsurpassed system efficiency. Input power is 50 watts. Components are fully encased in potting for moisture resistance. Driver complies with IEC and FCC standards.

DRIVER HOUSING – Weather-tight aluminum driver/electrical enclosure is elevated above canopy deck to ensure no water entry and providing "knock-out" entry for primary wiring.

FINISH – Standard color is white. Fixture is finished with LSI's DuraGrip® polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.

OPERATING TEMPERATURE – -40°C to +50°C (-40°F to +122°F)

ELECTRICAL - Universal voltage power supply 120-277V VAC, (50/60 Hz) input. Two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Scenario 1, Location Category C

INSTALLATION - Installs in a 12" or 16" deck pan. Deck penetration consists of 5 drilled holes simplifying installation and water sealing. Unit is designed to retrofit into existing Scottsdale® (4") hole as well as openings for Encore® and Encore® Top Access and to reconnect wiring from the SC/ECTA without having to relocate conduit. Retrofit panels are available for existing Scottsdales and Encores (see back page) as well as kits for recessed and 2x2 installations (see separate spec sheets).

EXPECTED LIFE - Minimum 60,000 hours to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

WARRANTY - Limited 5-year warranty

LISTING - ETL listed to UL1598, UL8750 and other U.S. and International safety standards. Suitable for wet locations.

PHOTOMETRICS – Application layouts are available upon request. Contact LSI Petroleum Lighting or petroleum.apps@lsi-industries.com

LIGHT OUTPUT - CR03	
Distribution	**Lumens (Nominal)**
Type FO	1000 (for each of 3 banks - total 3000)
	Input Power of 40 watts

American Innovation — American Made

Suitable for wet locations

IP67 RoHS CE

07/28/11

© 2011
LSI INDUSTRIES INC.

Project Name _____ Fixture Type _____

Catalog # _____

LSI Industries — A Company with a Smart Vision

CANOPY - A

LED AMBIENT CANOPY LIGHT (CRS)

Crossover LED LIGHTING TECHNOLOGY

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **CRS SC LED 64 SS CW UE WHT**

Prefix	Distribution	Light Source	# of LEDs	Drive Current	Color Temperature	Input Voltage	Finish	Options
CRS	SC - Standard Canopy AC - Asymmetric Canopy	LED	64 84 128	SS - Super Saver HO - High Output	CW - Cool White	UE - Universal Voltage (120-277 AC)	WHT - White	IMS - Integral Motion Sensor [1] IPC - Integral Photocell [1]

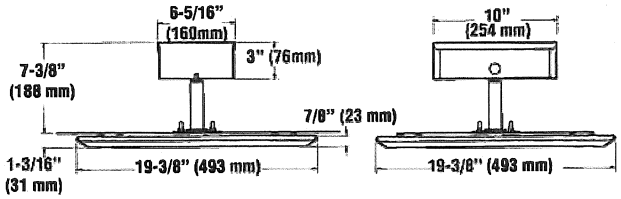
Note:
1- Consult Factory

ACCESSORY ORDERING INFORMATION (Accessories are field installed)

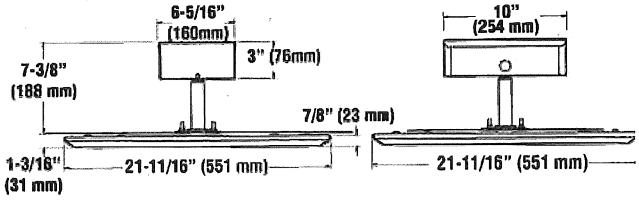
Description	Order Number	Description	Order Number
Retrofit Panel - SC to CRS, for 16' Deck Panel	430951	Retrofit RIC Cover Panel Blank (no holes)	354702
Retrofit Panel - EC / ECTA / SCF to CRS, for 16' Deck Panel	430765	Kit - Hole Plugs and Silicone (enough for 25 retrofits)[1]	1320540
Retrofit Panel - SC to CRS, for 12' Deck Panel	430797	CFKL - Flange Kit Large	501647
Retrofit Panel - ECTA / SCF to CRS, for 12' Deck Panel	430759	CFKS - Flange Kit Small	501533
Retrofit 2x2 Cover Panel Blank (no holes)	357282	[1] Consists of (25) 7/8" hole plugs and (1) 10.3 oz tube of RTV	

DIMENSIONS

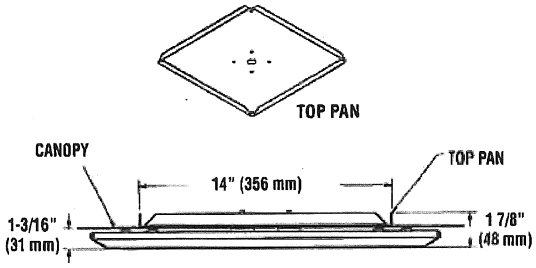
AMBIENT 64/84



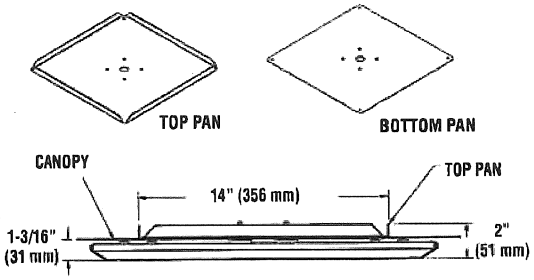
AMBIENT 128



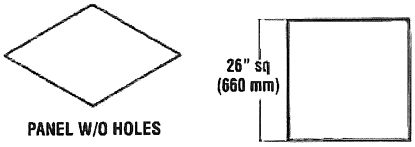
16" DECK RETROFIT PANEL - SC (#430951)



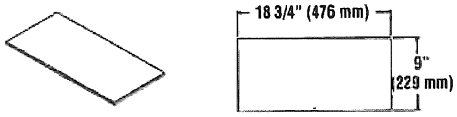
16" DECK RETROFIT PANELS - EC/ECTA/SCF (#430765)



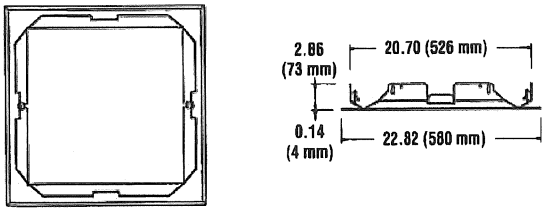
2X2 COVER PANEL BLANK (357282)



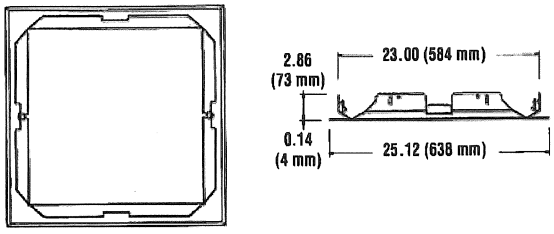
RIC COVER PANEL (354702)



CFKS 64/84 FLANGE KIT (501533)



CFKL 128 FLANGE KIT (501647)



Project Name _____ Fixture Type _____

Catalog # _____

07/26/12

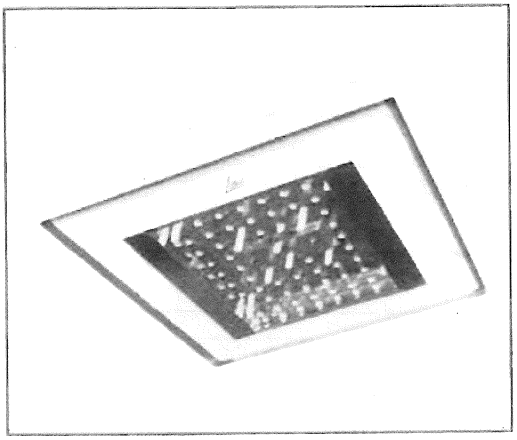
© 2012
LSI INDUSTRIES INC

A Company with a Smart Vision

CANOPY - A

Crossover LED LIGHTING TECHNOLOGY

LED AMBIENT CANOPY LIGHT (CRS)



May be covered by the following: US patent D574994, 7828456, 8002428 & 8042968 and MX patent 29631 and ISRL 49679 and AUS 2008312668 and US & Int'l. patents pending

LIGHT OUTPUT - CRS

		SS - Super Saver		HO - High Output	
Description	# of LEDS	Lumens	Watts	Lumens	Watts
CRS SC LED	64	8202	75	13596	155
CRS AC LED	64	7925	75	13198	155
CRS SC LED	84	10747	97	14570	147
CRS AC LED	84	10367	97	13959	147
CRS SC LED	128	16374	145	19635	189
CRS AC LED	128	16134	145	19399	189

SMARTTEC™ ENERGY SAVING FEATURES:

THERMAL CONTROL - Sensor reduces drive current when ambient temperatures exceeds rated temperature.

LEDS - Choose from three array choices, 64, 84 and 128, which feature select high brightness LEDs; 5300°K color temperature, 70 CRI (nominal).

DRIVE CURRENT - Super Saver (SS) - most economical and highest lumens per watt or High Output (HO) - highest output per initial dollar.

OPTICS / DISTRIBUTION - Available with (SC) Standard Canopy or (AC) Asymmetric Canopy distribution.

OPTICAL UNIT - Featuring an ultra-slim 1" profile, housing is die-formed aluminum with a clear tempered glass lens. Unit is water-resistant, sealed to an **IP67** rating. Patented integral single blade heat sink does not trap dirt and grime, ensuring cool running performance over the life of the fixture.

THE INDUSTRY'S ONLY BREATHABLE SEAL - Luminaire assembly incorporates a pressure stabilizing vent breather to prevent seal fatigue and failure.

DRIVER - State-of-the-art driver technology provides excellent system efficiency, control and protection. LSI driver components are fully encased in potting for **IP65** moisture resistance. Complies with IEC and FCC standards.

DRIVER HOUSING - Wet location rated driver/electrical enclosure is elevated above canopy deck to help prevent water entry and to provide easy "knock-out" connection of primary wiring.

FINISH - Standard color is white. Finished with LSI's DuraGrip® polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.

OPERATING TEMPERATURE - -40°C to +50°C (-40°F to +122°F)

ELECTRICAL - Universal voltage power supply, 120-277 VAC, 50/60 Hz input. Two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Scenario 1, Location Category C, 10KV.

INSTALLATION - Installs in a 12" or 16" deck pan. Deck penetration consists of 5 drilled holes simplifying installation and water sealing. Unit is designed to retrofit into existing Scottsdale® (4") hole as well as openings for Encore® and Encore® Top Access and to reconnect wiring from the SC/ECTA without having to relocate conduit. Retrofit panels are available for existing Scottsdales and Encores (see back page) as well as kits for recessed and 2x2 installations (see separate spec sheets).

Fixture may also be used for Double Deck installations on metal canopies, in retrofit or new construction. This requires the use of Crossover Flange Kits (CFKL / S). Flange kit mounting requires cutting a square hole between canopy ribs and attaching via framing members or suspending from structure.

SHIPPING WEIGHT - 64/84 = 11 lbs., 128 = 13.6 lbs.

EXPECTED LIFE - Minimum 60,000 hours to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

WARRANTY - Limited 5-year warranty.

LISTING - ETL and UL listed to UL1598, UL8750 and other U.S. and International safety standards. Suitable for wet locations.

PHOTOMETRICS - Application layouts are available upon request. Contact LSI Petroleum Lighting or **petroleum.apps@lsi-industries.com**

c UL us LISTED wet location

American Innovation American Made

Suitable for wet locations

IP67 RoHS

Project Name _____ Fixture Type _____

Catalog # _____

07/26/12

© 2012 LSI INDUSTRIES INC.

A Company with a Smart Vision

McGRAW-EDISON®

Catalog #		Type
Project	CANBY, OR FM FUEL CENTER	P1
Comments	CITY REVIEW	Date
Prepared by	RJB	6-28-12

DESCRIPTION

Galleria's beauty and versatility make it an excellent choice for roadway and general area lighting applications. An aesthetic reveal in the formed aluminum housing gives the Galleria a distinctive look while a variety of mounting options and lamp wattages provide maximum flexibility.

Galleria's superior light distributions makes it the optimum choice for almost any small, medium or large area lighting application.

SPECIFICATION FEATURES

Construction
HOUSING: Formed aluminum housing with stamped reveal has interior-welded seams for structural integrity and is finished in premium TGIC polyester powder coat. U.L. listed and CSA certified for wet locations. DOOR: Formed aluminum door has heavy-duty hinges, captive retaining screws and is finished in premium TGIC polyester powder coat. (Spider mount unit has steel door.)

Electrical
BALLAST TRAY: Ballast tray is hard-mounted to housing interior for cooler operation.

Optical
REFLECTOR: Choice of 14 high efficiency optical systems utilizing horizontal and vertical lamp orientations. Optional high efficiency segmented optical systems constructed of premium 95% reflective anodized aluminum sheet. Optical segments are rigidly mounted inside a thick gauge aluminum housing for superior protection. All segment faces are clean of rivet heads, tabs or other means of attachment which may cause streaking in the light distribution. Standard with mogul-base socket. All optical modules feature quick disconnect wiring plugs and are field rotatable in 90° increments. LENS: Convex tempered glass lens or flat glass.

Mounting
Extruded aluminum arm includes internal bolt guides allowing for easy positioning of fixture during assembly. Specify arm-included mounting for contractor-friendly single carton packaging of housing and arm.

GSS/GSM/GSL GALLERIA SQUARE

70 - 1000W
Pulse Start Metal Halide
High Pressure Sodium
Metal Halide

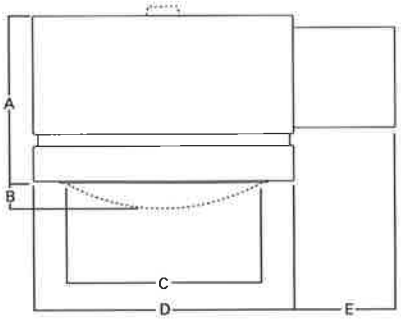
ARCHITECTURAL AREA LUMINAIRE

DARK SKY COMPLIANT FCO Full Cutoff

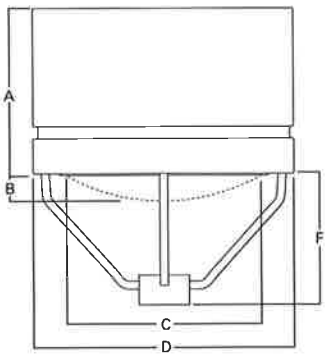
NOTE: In all flat glass configurations only.

DIMENSIONS

Arm Mount



Spider Mount



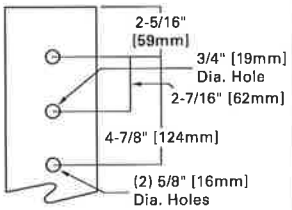
Fixture	A	B	C	D	E	F
GSS	9-1/4"	1-1/2"	12-7/8"	15-5/8"	6" or 9"	13-1/4"
	235mm	38mm	327mm	397mm	152mm or 229mm	337mm
GSM	11"	3-1/2"	19-1/4"	21-3/4"	6" or 14"	15" or 16"
	279mm	89mm	480mm	552mm	152mm or 356mm	381mm or 406mm
GSL	14-1/2"	4-1/4"	25-7/8"	27"	6" or 14"	18-3/4" or 19-3/4"
	368mm	108mm	657mm	686mm	152mm or 356mm	476mm or 502mm

NOTE: Top cap used on GSM with 1000W flat glass vertically lamped optics only.

P1

ARM DRILLING

TYPE "M"



WATTAGE TABLE

Fixture	Lamp Type	Wattage
GSS (Galleria Small)	Pulse Start Metal Halide (MP)	70, 100, 150W
	High Pressure Sodium (HPS)	70, 100, 150W
	Metal Halide (MH)	175W
GSM (Galleria Medium)	Pulse Start Metal Halide (MP)	70, 100, 150, 175, 200, 250, 320, 350, 400, 450, 750, 875, 1000W
	High Pressure Sodium (HPS)	70, 100, 150, 250, 400, 750, 1000W
	Metal Halide (MH)	175, 250, 400, 1000W
GSL (Galleria Large)	Pulse Start Metal Halide (MP)	250, 320, 350, 400, 450, 750, 1000W
	High Pressure Sodium (HPS)	250, 400, 750, 1000W
	Metal Halide (MH)	250, 400, 1000W

ENERGY DATA

CWA Ballast Input Watts
150W MP HPF (185 Watts)
175W MP HPF (198 Watts) Ⓔ
250W MP HPF (283 Watts) Ⓒ
250W HPS HPF (295 Watts)
400W MP HPF (452 Watts) Ⓔ
400W HPS HPF (457 Watts)
750W MP HPF (820 Watts)
1000W MH HPF (1080 Watts)
1000W HPS HPF (1100 Watts)

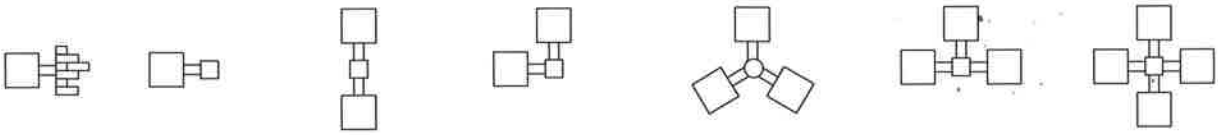
EPA
Effective Projected Area: (Sq. Ft.)
[Without Arm]
GSS: 1.20 **GSM**: 2.40 **GSL**: 3.90
[Spider Mount]
GSS: 1.53 **GSM**: 2.86 **GSL**: 4.45

SHIPPING DATA

Approximate Net Weight:
36 lbs. (16 kgs.)
79 lbs. (36 kgs.)
88 lbs. (40 kgs.)

MOUNTING CONFIGURATIONS

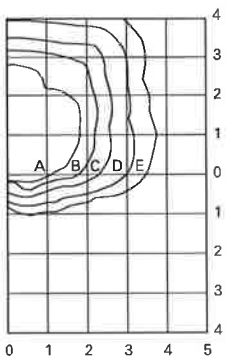
Wall Mount | **Arm Mount Single** | **Arm Mount 2 @ 180°** | **Arm Mount 2 @ 90°** | **Arm Mount 3 @ 120°** (Round Pole Only) | **Arm Mount 3 @ 90°** | **Arm Mount 4 @ 90°**



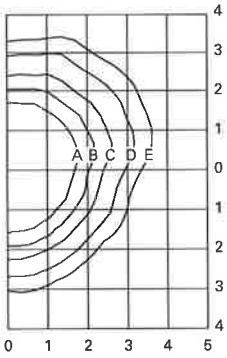
E.P.A. TABLE

	Single [w/arm where applicable]	2 @ 180°	2 @ 90°	3 @ 120°	3 @ 90°	4 @ 90°
GSS	1.7	3.4	3.4	4.6	4.6	5.2
GSM	2.9	5.8	6.8	9.2	9.2	10.4
GSL	4.4	8.8	9.8	13.7	13.7	15.6

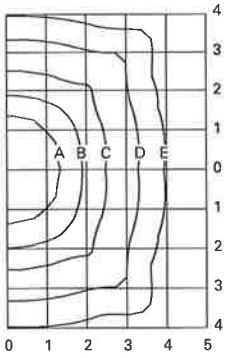
PHOTOMETRICS



GSM-XX-1000-MH-SL-FG
1000-Watt MH
110,000-Lumen Clear Lamp
Spill Light Eliminator
Flat Glass



GSM-XX-1000-MH-3V-FG
1000-Watt MH
110,000-Lumen Clear Lamp
Type III Vertical
Flat Glass



GSM-XX-1000-MH-AS-SG
1000-Watt MH
110,000-Lumen Clear Lamp
Area Square
Flat Glass

Footcandle Table

Select mounting height and read across for footcandle values of each isofootcandle line. Distance in units of mounting height.

Mounting Height	Footcandle Values for Isofootcandle Lines				
	A	B	C	D	E
1000W [SL] / 400W [AR]					
25'	2.88	1.44	0.72	0.29	0.14
30'	**2.00**	**1.00**	**0.50**	**0.20**	**0.10**
35'	1.46	0.73	0.37	0.15	0.07
1000W [3V/AS]					
30'	3.50	2.00	1.00	0.50	0.20
35'	2.60	0.73	0.37	0.18	0.07
40'	**2.00**	**1.00**	**0.50**	**0.20**	**0.10**

ORDERING INFORMATION

Sample Number: GSM-AM-400-MP-MT-3V-SG-BK-L

Product Family
- **GSS**=Galleria Square Small
- **GSM**=Galleria Square Medium
- **GSL**=Galleria Square Large

Mounting Method
- **AM**=Arm Mount[1]
- **AIR**=Arm Included for[2] Round Pole
- **AIS**=Arm Included for[2] Square Pole
- **SM1**=Spider Mount[3] (2 3/8" OD Tenon)
- **SM2**=Spider Mount (3" OD Tenon)
- **SM3**=Spider Mount[4] (3 1/2" OD Tenon)

Lamp Wattage [5]

MP
- **70**=70W
- **100**=100W
- **150**=150W
- **175**=175W
- **200**=200W
- **250**=250W
- **320**=320W
- **350**=350W
- **400**=400W[6]
- **450**=450W
- **750**=750W
- **875**=875W
- **1000**=1000W[7]

HPS
- **70**=70W
- **100**=100W
- **150**=150W
- **250**=250W
- **400**=400W
- **750**=750W
- **1000**=1000W[7]

MH [8]
- **175**=175W
- **250**=250W
- **400**=400W
- **1000**=1000W[7]

Lamp Type
- **MP**=Pulse Start Metal Halide
- **HPS**=High Pressure Sodium
- **MH**=Metal Halide[8]

Voltage [9]
- **120**=120V
- **208**=208V
- **240**=240V
- **277**=277V
- **347**=347V
- **480**=480V
- **MT**=Multi-Tap[10]
- **TT**=Triple-Tap[10]
- **5T**=5-Tap[11]

Distribution

Horizontal Lamp
- **1F**=Type I Formed[12]
- **2F**=Type II Formed
- **2S**=Type II Segmented[13]
- **3F**=Type III Formed
- **3S**=Type III Segmented[13]
- **4S**=Type IV Segmented[13]
- **5S**=Type V Segmented[13]
- **FT**=Forward Throw
- **SL**=Spill Light Eliminator[14]
- **CA**=Cutoff Asymetric with EHS [15]

Vertical Lamp
- **AR**=Area Round
- **AS**=Area Square[15]
- **3V**=Type III Vertical[15]
- **RW**=Rectangular Wide[15, 16]

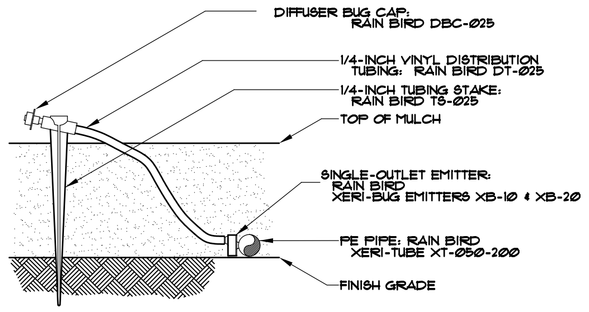
Lens Type
- **FG**=Flat Glass[17]
- **SG**=Sag Glass

Color [18]
- **AP**=Grey
- **BZ**=Bronze
- **BK**=Black
- **WH**=White
- **DP**=Dark Platinum
- **GM**=Graphite Metallic

Options [19]
- **F**=Single Fuse (120, 277 or 347V)
- **FF**=Double Fuse (208, 240 or 480V)
- **L**=Lamp Included
- **EM**=Quartz Restrike w/[20] Delay
- **Q**=Quartz Restrike[20]
- **R**=NEMA Twistlock Photocontrol Receptacle
- **EHS**=External Adjustable House Side Shield
- **HS**=House Side Shield[21, 22]
- **VS**=Vandal Shield[23]

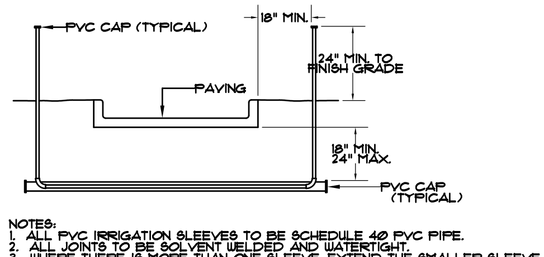
Accessories [24]
- **GSM-EXTHS**=External House Side Shield - 2.24 EPA
- **GSL-EXTHS**=External House Side Shield - 2.46 EPA
- **MA1004XX**=14" Arm for Square Pole, 1.0 EPA[15]
- **MA1005XX**=6" Arm for Square Pole, 0.5 EPA[15]
- **MA1006XX**=Direct Mount Kit for Square Pole[15]
- **MA1007XX**=14" Arm for Round Pole, 1.0 EPA[15]
- **MA1008XX**=6" Arm for Round Pole, 0.5 EPA[15]
- **MA1009XX**=Direct Mount Kit for Round Pole[15]
- **MA1021XX**=6" Arm for Square Pole, 0.5 EPA[3]
- **MA1022XX**=6" Arm for Round Pole, 0.5 EPA[3]
- **MA1023XX**=9" Arm for Square Pole, 0.5 EPA[3]
- **MA1024XX**=9" Arm for Round Pole, 0.5 EPA[3]
- **MA1029XX**=Wall Mount Bracket with 10" Arm
- **MA1046XX**=Wall Mount Bracket[3]
- **MA1208XX**=11 1/2" Arm and Round Pole Adapter - 0.8 EPA
- **OA1066XX**=Mast Arm Adapter
- **MA1010XX**=Single Tenon Adapter for 3 1/2" O.D. Tenon
- **MA1011XX**=2@180° Tenon Adapter for 3 1/2" O.D. Tenon
- **MA1012XX**=3@120° Tenon Adapter for 3 1/2" O.D. Tenon
- **MA1013XX**=4@90° Tenon Adapter for 3 1/2" O.D. Tenon
- **MA1014XX**=2@90° Tenon Adapter for 3 1/2" O.D. Tenon
- **MA1015XX**=2@120° Tenon Adapter for 3 1/2" O.D. Tenon
- **MA1016XX**=3@90° Tenon Adapter for 3 1/2" O.D. Tenon
- **MA1017XX**=Single Tenon Adapter for 2 3/8" O.D. Tenon
- **MA1018XX**=2@180° Tenon Adapter for 2 3/8" O.D. Tenon
- **MA1019XX**=3@120° Tenon Adapter for 2 3/8" O.D. Tenon
- **MA1045XX**=4@90° Tenon Adapter for 2 3/8" O.D. Tenon
- **MA1048XX**=2@90° Tenon Adapter for 2 3/8" O.D. Tenon
- **MA1049XX**=3@90° Tenon Adapter for 2 3/8" O.D. Tenon
- **MA1060**=House Side Shield for GSS (Field Installed)[25]
- **MA1061**=House Side Shield for GSM (Field Installed)[25]
- **MA1062**=House Side Shield for GSL (Field Installed)[25]
- **OA/RA1016**=NEMA Twistlock Photocontrol - Multi-Tap
- **OA/RA1027**=NEMA Twistlock Photocontrol - 480V
- **OA/RA1201**=NEMA Twistlock Photocontrol - 347V

Notes:
1. Arm not included. See Accessories.
2. Arm length varies based on housing size: 9" for GSS, 11-1/2" for GSM and 14" for GSL.
3. Available on GSS housing only.
4. Available on GSL housing only.
5. Standard with medium-base sockets in GSS housing. Mogul-base sockets in GSM and GSL housings. Wattage availability varies by housing size - see Wattage Table.
6. Requires reduced envelope ED-28 lamp when used with GSM housing and flat glass vertically lamped optics.
7. Requires reduced envelope BT-37 lamp when used with GSM housing.
8. 175, 250 and 400W MH available for non-US markets only.
9. Products also available in non-US voltages and 50Hz for international markets. Consult factory for availability and ordering information.
10. Multi-Tap ballast is 120/208/240/277V wired 277V. Triple-Tap ballast is 277/347/480V wired 347V.
11. 5-Tap ballast is 120/2008/240/277/480V wired 480V. Only available in 400-1000W.
12. Medium housing fixture only.
13. Maximum wattage on segmented optical distributions is 400W. 400W Metal Halide lamp must use reduced envelope ED-28 lamp. Not available in GSL housing.
14. Must use reduced envelope lamp, not available in GSL housing.
15. Available on GSM and GSL housings only.
16. RW optic not available with flat glass.
17. 1000W GSL with flat glass requires BT-37 lamp and is not available in AS, RW, SL or 3V distributions.
18. Other finish colors available, including a full line of RAL color matches. Consult your Cooper Lighting Representative.
19. Add as suffix in the order shown.
20. Quartz options not available with SL optics.
21. House side shield not available with 5S, RW, AS, AR, SL and CA optics.
22. Not available in 1000W.
23. Arm mount only, 400W Maximum.
24. Order separately, replace XX with color suffix.
25. Compatible with sag lens vertical optics only.



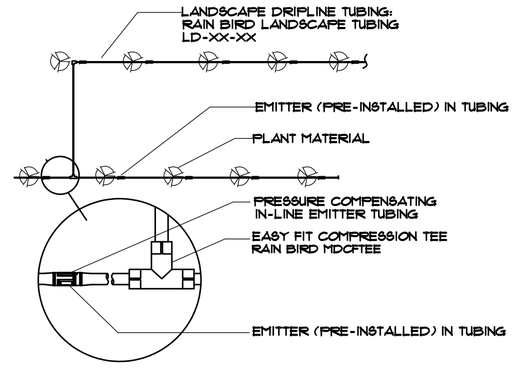
NOTE:
1. USE RAIN BIRD BUG GUN MODEL EMA-BG TO INSERT EMITTER DIRECTLY INTO XERI-TUBE OR RAIN TUBE TUBING.

1 / L3.1 Emitter Into Xeri-Tube — N. T. S.

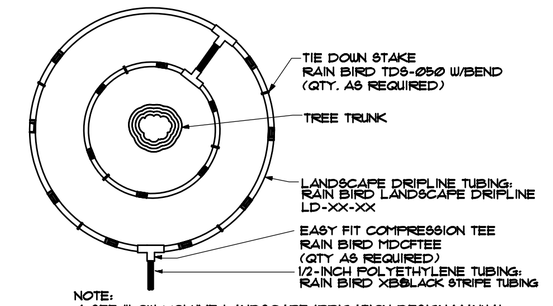


NOTES:
1. ALL PVC IRRIGATION SLEEVES TO BE SCHEDULE 40 PVC PIPE.
2. ALL JOINTS TO BE SOLVENT WELDED AND WATERTIGHT.
3. WHERE THERE IS MORE THAN ONE SLEEVE, EXTEND THE SMALLER SLEEVE TO 24-INCHES MINIMUM ABOVE FINISH GRADE.
4. MECHANICALLY TAMP TO 95% PROCTOR.

2 / L3.1 Irrigation Sleeving — N. T. S.

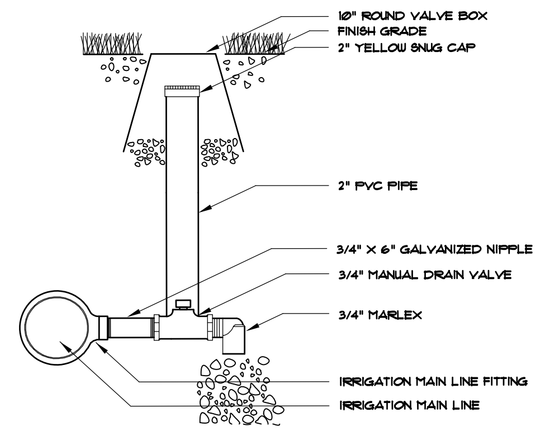


3 / L3.1 Landscape Dripline At Shrubs — N. T. S.

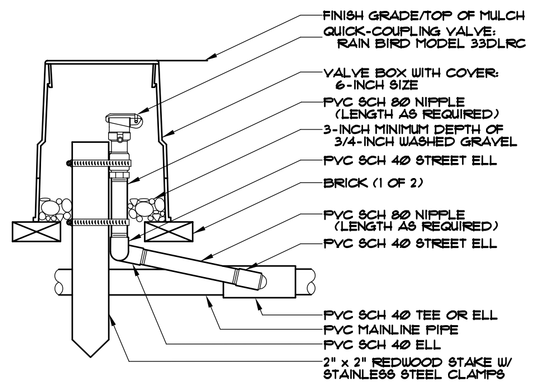


NOTE:
1. SEE "LOW-VOLUME LANDSCAPE IRRIGATION DESIGN MANUAL (D390390D) FOR DRIPLINE EMITTER SPACING.
2. QUANTITY OF DRIPLINE RINGS, EMITTER SPACING AND FLOWS ARE DEPENDANT ON TREE CANOPY SIZE.

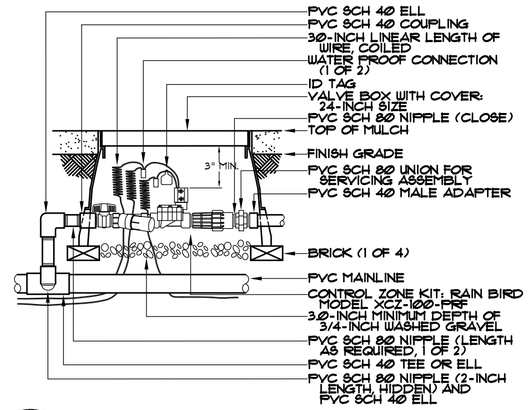
4 / L3.1 Landscape Dripline At Trees — N. T. S.



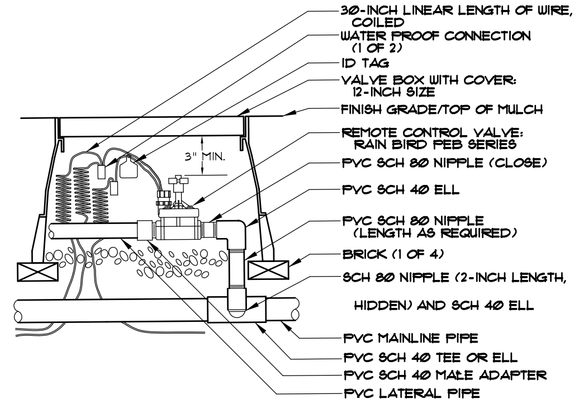
5 / L2.2 Manual Drain Valve — N. T. S.



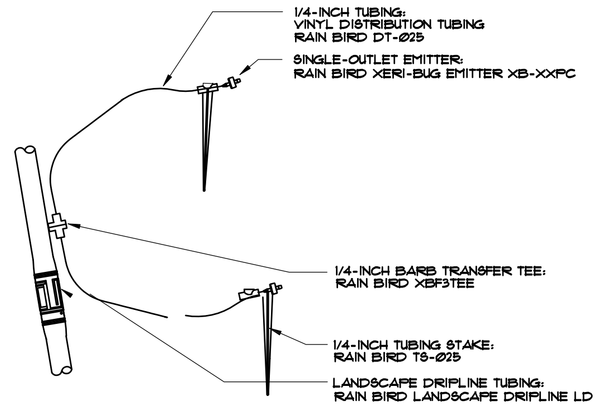
6 / L3.1 Quick Coupling Valve — N. T. S.



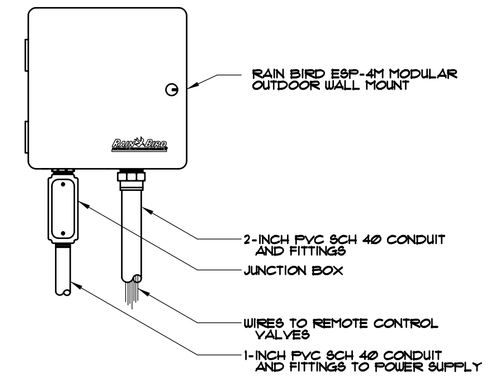
7 / L3.1 Xerigation Control Zone Kit — N. T. S.



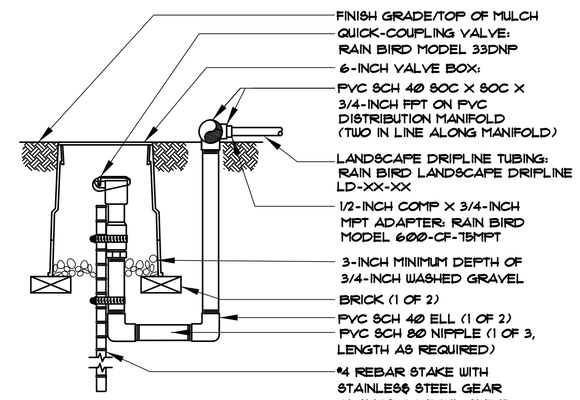
8 / L3.1 Remote Control Valve (If Used) — N. T. S.



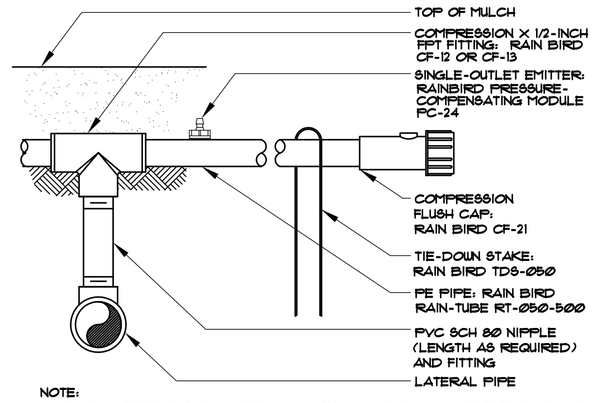
9 / L3.1 Dripline - Additional Emitters — N. T. S.



10 / L3.1 Wall Mount Controller — N. T. S.

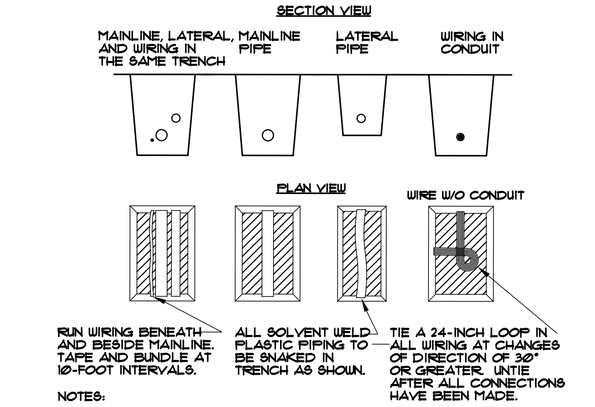


11 / L3.1 Landscape Dripline Flushpoint — N. T. S.



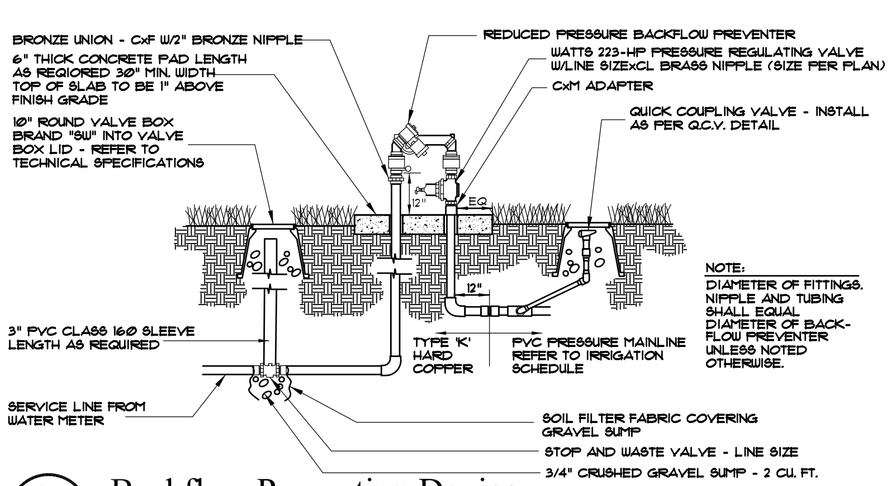
NOTE:
1. USE RAIN BIRD BUG GUN MODEL EMA-BG TO INSERT EMITTER DIRECTLY INTO XERI-TUBE AND RAIN TUBE.

12 / L3.1 PVC To PE Pipe Connection — N. T. S.

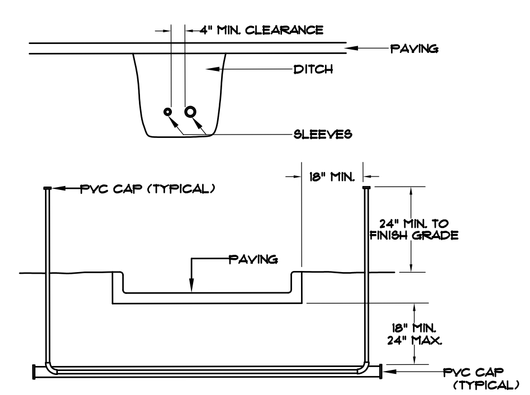


NOTES:
1. SLEEVE BELOW ALL HARDSCAPE ELEMENTS WITH SCHEDULE 40 PVC PIPE TWICE THE DIAMETER OF THE PIPE OR WIRE BUNDLE WITHIN.
2. FOR PIPE AND WIRE BURIAL DEPTHS SEE SPECIFICATIONS.

13 / L3.1 Pipe & Wire Trenching — N. T. S.

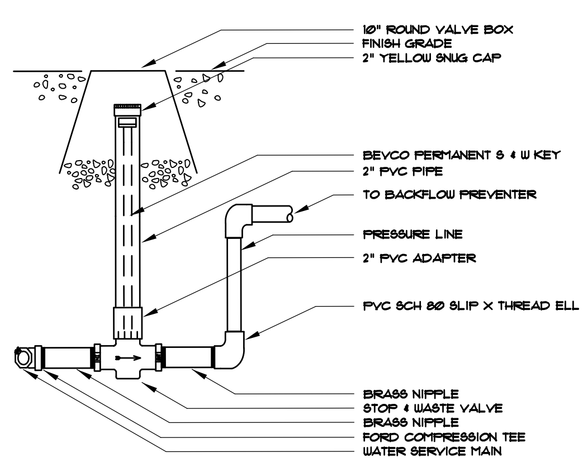


14 / L3.1 Backflow Prevention Device — N. T. S.



NOTES:
1. ALL PVC IRRIGATION SLEEVES TO BE SCHEDULE 40 PVC PIPE.
2. ALL JOINTS TO BE SOLVENT WELDED AND WATERTIGHT.
3. WHERE THERE IS MORE THAN ONE SLEEVE, EXTEND THE SMALLER SLEEVE TO 24-INCHES MINIMUM ABOVE FINISH GRADE.
4. MECHANICALLY TAMP TO 95% PROCTOR.

15 / L3.1 Sleeving — N. T. S.



16 / L3.1 Stop & Waste Valve — N. T. S.

Scale : 1" = 20'

20 0 20 40

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-0121
Telephone (503) 797-3509

 # 651
Canby, Oregon

REV.	DATE	DESCRIPTION

Designed by: RDL
Drafted by: RDL
Client Name: Fred Meyer

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-9551

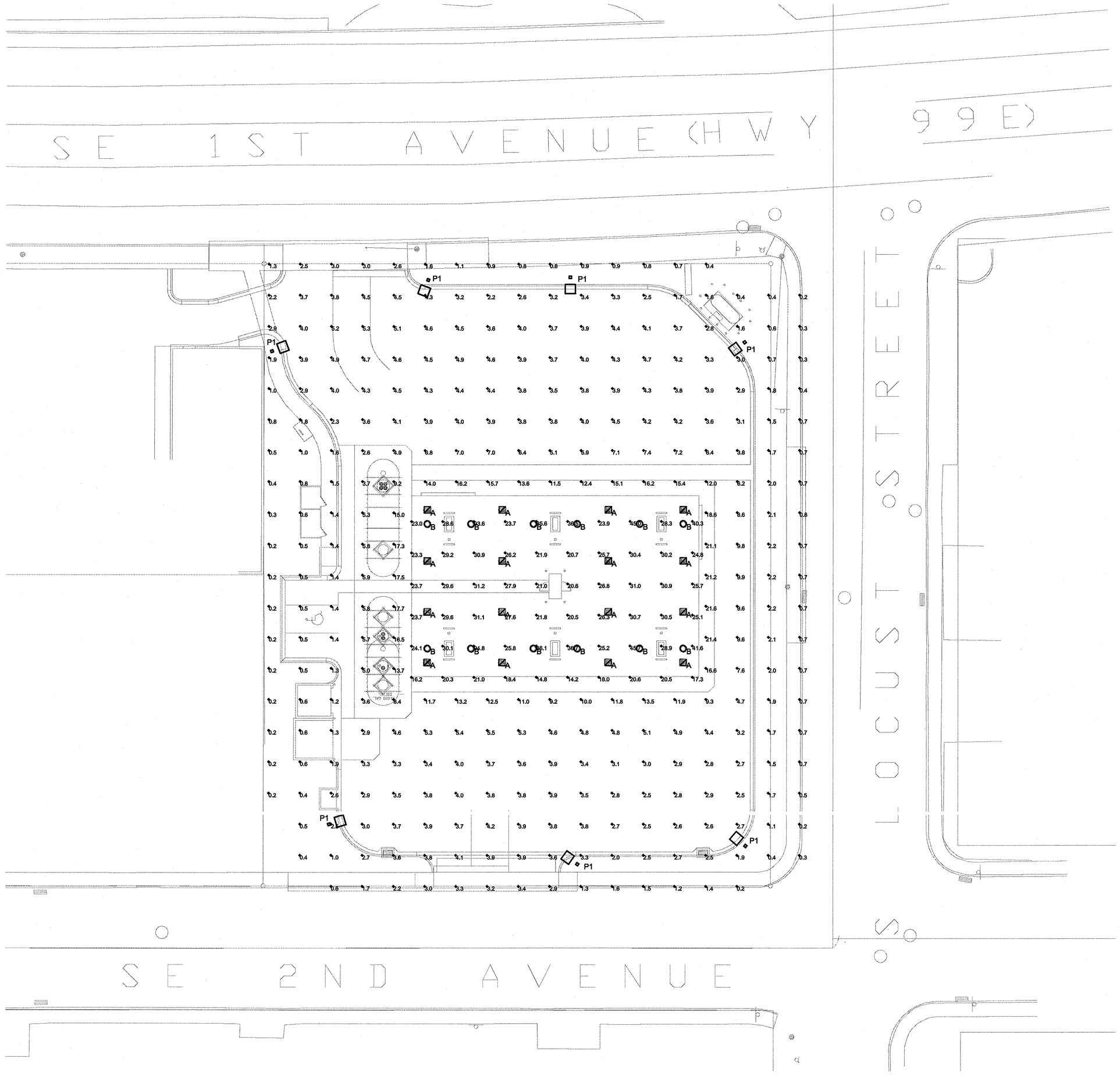
Installation Details

Fred Meyer Fuel - #651
369 SE 1st Avenue
Canby, Oregon 97013

17 May, 2012

SHEET NO. L3.1

W:\m651\dwgs\FM-#651-L3.1-Mon 18-2012.dwg, 5/18/2012 11:15:20 AM, 1:20, JT



SITE PHOTOMETRIC PLAN

SCALE: 1"=20'-0"

LUMINAIRE SCHEDULE

Symbol	Label	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts	Notes
▨	A (NIC)	ECTA-S-250-PSMV-F	ENCORE TOP ACCESS	1- 250W PSMV CLEAR BU	ECTA-S-250-PSMV-F.IES	23000	0.72	291	4
◯	B (NIC)	ECTA-SP-70-T6MH-F	ENCORE TOP ACCESS	1- 70W T6 MH (365)	ECTA-SP-70-T6MH-F.IES	6600	0.72	88	4
□	P1	GSM-AM-250-MP-MT-SL-FG	MEDIUM ARCHITECTURAL AREA LUMINAIRE - SPILL LIGHT ELIMINATOR	250 WATT PULSE-START CLEAR ED-28 HORIZONTAL BURN	GSM-XX-250-MP-XX-SL-FG_us.ies	22000	0.81	283	1,2,3

FIXTURE NOTES:

1. LAMP PROVIDED WITH FIXTURE.
2. PROVIDED THROUGH KROGER DIRECT BUY.
3. POLE: COOPER NO. TRS7A25SF-BZ W/ BASE COVER (25' ROUND TAPERED STEEL) SEE POLE MOUNTING DETAL, SHEET SE3.0
4. (NIC) NOT IN CONTRACT. SHOWN FOR REFERENCE ONLY.

NO APPROVED EQUALS:

PROVIDE AS SPECIFIED.

STATISTICS

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
CANOPY	+	30.8 fc	94.8 fc	14.2 fc	6.7:1	2.2:1
OVERALL AREA	+	4.2 fc	21.6 fc	0.2 fc	108.0:1	21.0:1

REGISTERED PROFESSIONAL ENGINEER 9220 OREGON JULY 22, 1977 LESLIE A. STITH

EXPIRES: 6-30-2014

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-9121
Telephone (503) 797-2000
#651
Canby, Oregon

Engineering Consultants Incorporated
303 Federal Way Boise, Idaho 83705
Phone (208) 376-9820 Fax (208) 376-9822
www.eciboise.com

REV	DATE	DESCRIPTION

Designed by: RJB
Drafted by: RJB
Client Name: Fred Meyer
FM651-SP/ 16N33

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-8551

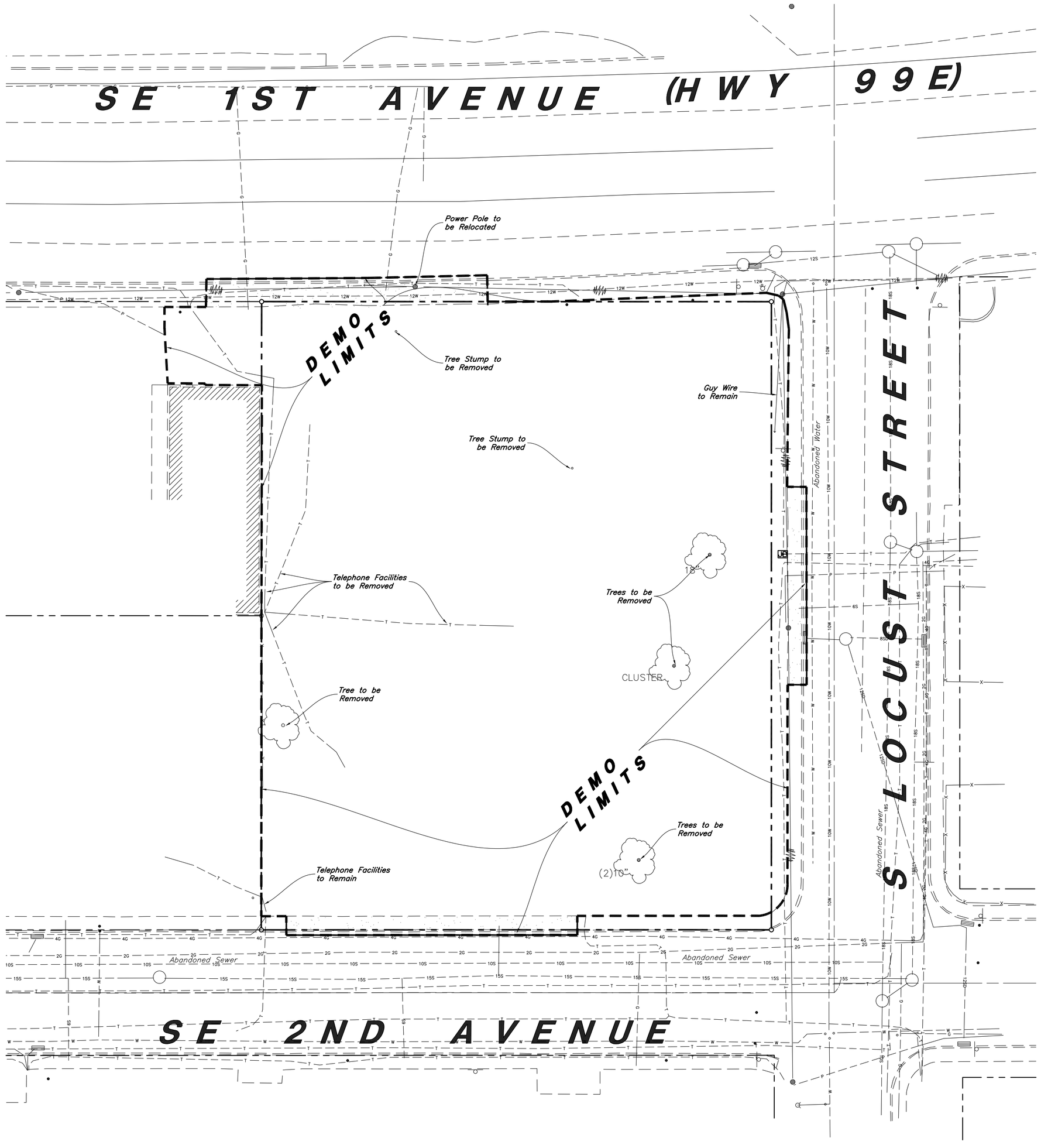
Electrical Site Plan

Fred Meyer Fuel #651 - Canby
369 SE 1st Avenue
Canby, Oregon 97013

SITE PHOTOMETRIC PLAN

JUNE 19, 2012

SHEET NO.
SE2.0



Scale : 1" = 20'

20 0 20 40

General Demolition Notes:

1. Demolition and site clearing for this contract are to include all areas shown within demolition limits or by note.
2. Refer to site improvement plans for more details on limits of removal.
3. All curbs, gutters, walks, slabs, walls, fences, flatwork, asphalt, waterlines and meters, gas lines, sewer lines, light poles, buried cables, storm drain piping and structures to be cleared from site unless otherwise shown.
4. All utilities, sewer, water, gas, telephone and electrical services to be disconnected and capped According to city, county and utility company requirements, unless otherwise shown.
5. Excavated areas to be backfilled with clean granular material compacted to 95% of maximum lab density as determined by ASTM D 1557-78. (Test results to be given to owner) Excavated areas should be backfilled per the geotechnical report prepared for the project.
6. Clear and grub trees, shrubs, and vegetation within construction limits, disposal to be off-site Except where noted otherwise.
7. DO NOT interrupt any services or disrupt the operation of any businesses shown outside the demolition limits.
8. Remove debris, rubbish, and other materials resulting from the demolition and site clearing operations from the site and dispose of in a legal manner.
9. The location and/or elevation of existing utilities as shown on these plans is based on records of the various utility companies and, where possible, measurements taken in the field. The information is not to be relied upon as being exact or complete. Contractor shall contact authorities having jurisdiction for field locations. Contractor shall be responsible for protection of in place and relocated utilities during construction.
10. Stockpiles shall be graded to maintain slopes not greater than 3 horizontal to 1 vertical. Provide erosion control as needed to prevent sediment transport to adjacent drainage ways.
11. Contractor shall be responsible for disposal of all waste material. Disposal shall be at an approved site for such material. Burning onsite is not permitted.
12. Contractor shall verify with city any street removal, curb cuts, and any restoration required for utility line removal.
13. Install traffic warning devices as needed in accordance with local standards.
14. Contractor shall obtain all permits necessary for demolition from City, County, State or Federal Agencies as required.
15. Demolish existing buildings and clear from site. (including removal of all footings and foundations.)
16. If Contractor observes evidence of hazardous materials or contaminated soils he shall immediately contact the project engineer to provide notification and obtain direction before proceeding with disturbance of said materials or contaminated soil.

CAUTION :

The location and/or elevation of existing utilities as shown on these plans is based on records of the various utility companies and, where possible, measurements taken in the field. The information is not to be relied on as being exact or complete.

OREGON UTILITY NOTIFICATION CENTER
Dialer and Digby say,
"Dial" 811
Know what's below. Call before you dig.
811 811
www.digsafelyoregon.com

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-0121
Telephone (503) 797-3509

 # 651
Canby, Oregon

REV	DATE	DESCRIPTION

Designed by: JT
Drafted by: JT
Client Name: Fred Meyer
FM651-DM

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-9551

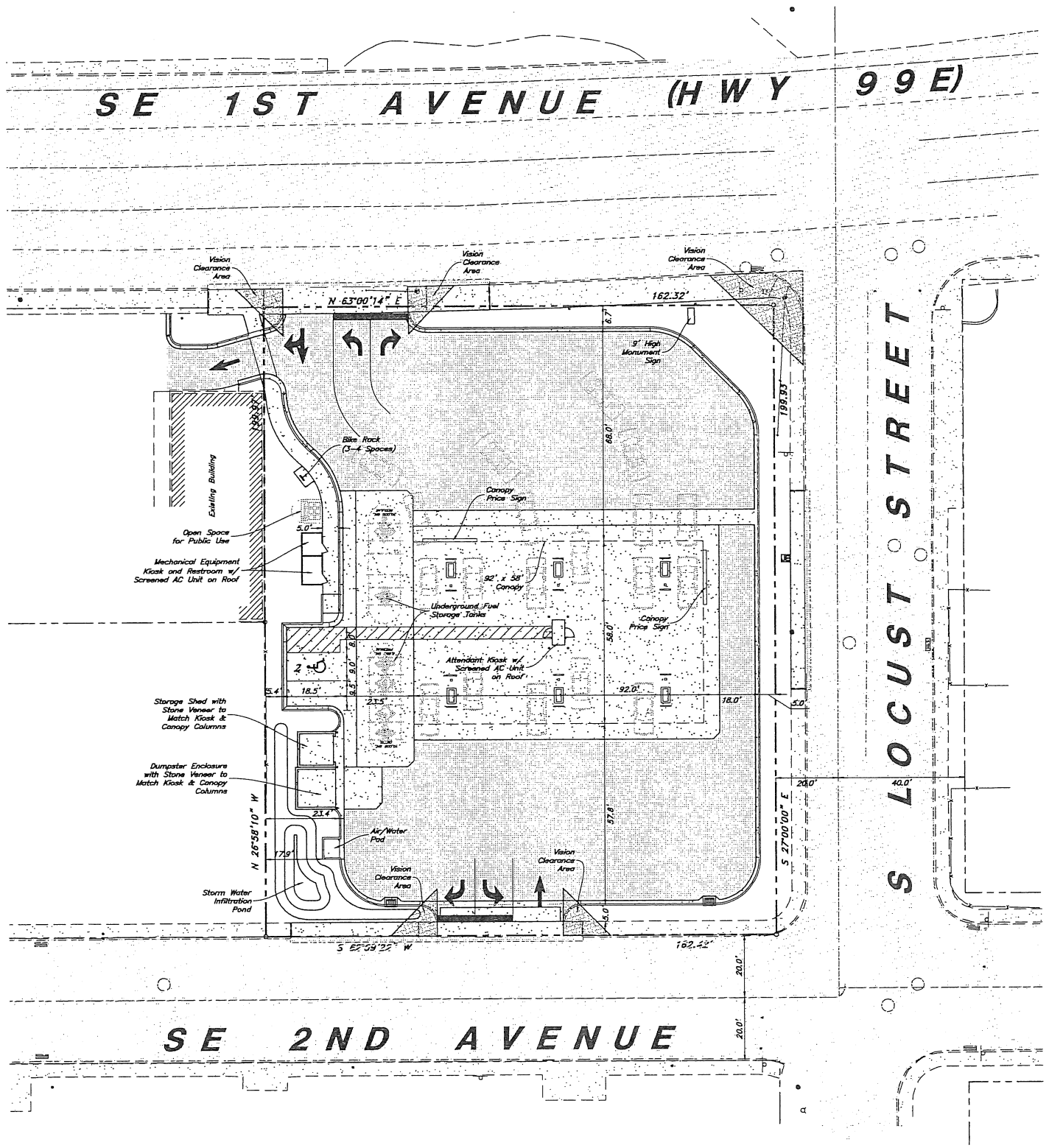
Preliminary Demolition Plan

Fred Meyer Fuel #651 - Canby
369 SE 1st Avenue
Canby, Oregon 97013

17 May, 2012

SHEET NO.
C0.1

W:\fm651\Dwgs\FM651-DM.dwg, 5/18/2012 10:55:51 AM, 1:1, JT



Scale : 1" = 20'

20 0 20 40

Site Data

Site Area = 32,457 s.f. (0.745 ac.)
Roof Area = 5,447 s.f. (16.8%)
Canopy = 5,304 s.f.
Kiosk, Mech. & Restroom = 143 s.f.
Landscape Area = 4,935 s.f. (15.2%)
Impervious Area = 22,084 s.f. (68.0%)
Parking Required = 1/550 s.f. = 1 Stall + 1 ADA Stall = 2 Total
(143 s.f. Kiosk Mech. & Restroom)
Parking Provided = 2 Stalls

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-0121
Telephone (503) 797-3509

 # 651
Canby, Oregon

REV	DATE	DESCRIPTION

Designed by: JT
Drafted by: JT
Client Name: Fred Meyer
FM651-SP

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-8551

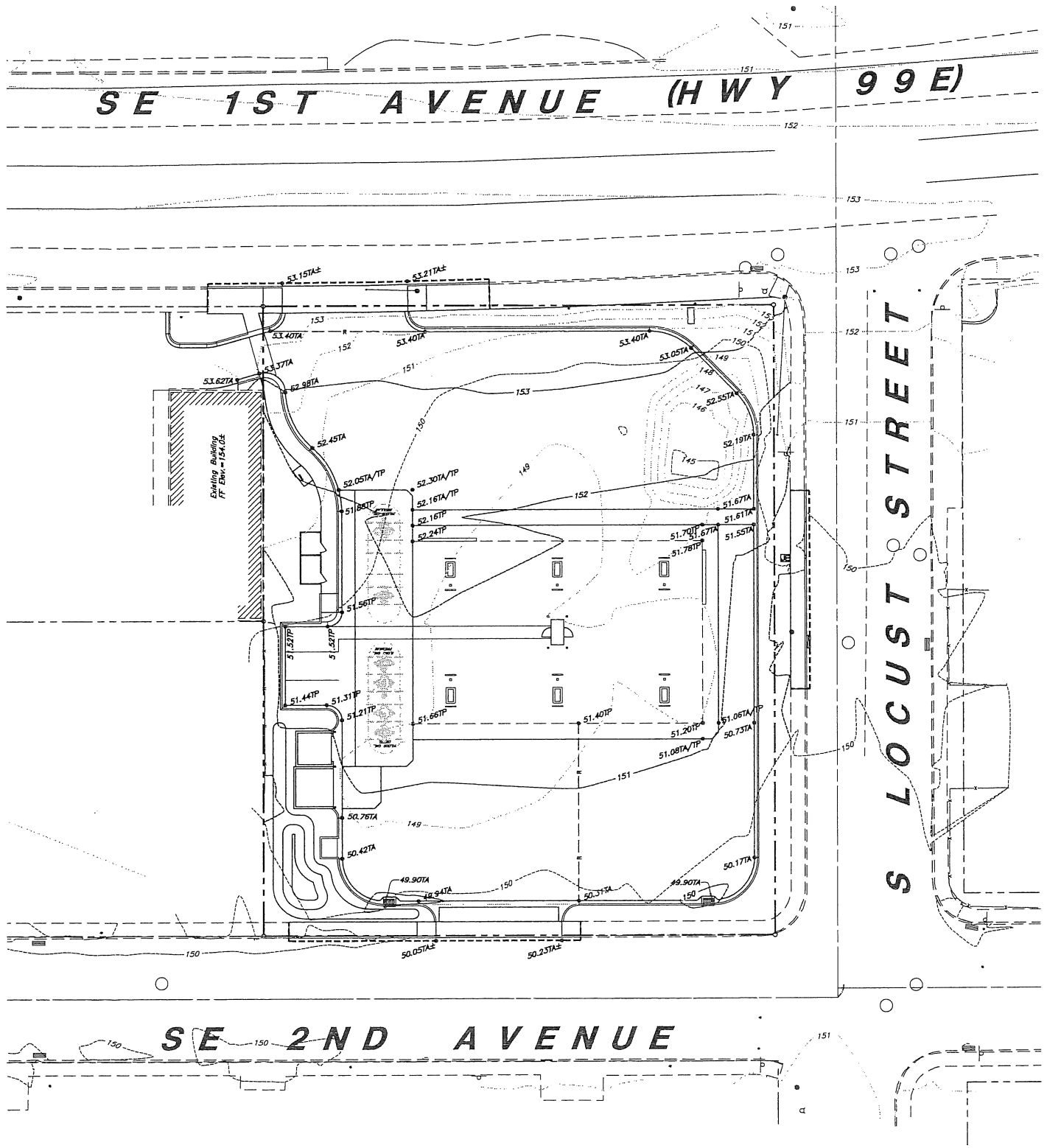
Preliminary Site Plan

Fred Meyer Fuel #651 - Canby
369 SE 1st Avenue
Canby, Oregon 97013

27 Aug, 2012

SHEET NO.
C1.1

W:\fm651\dwgs\PM651-SP.dwg, Site, 8/27/2012 10:02:55 AM, jake, 1:1



Scale : 1" = 20'

20 0 20 40

General Grading Notes:

1. All grading shall be in accordance with the project geotechnical study.
2. Cut slopes shall be no steeper than 3 horizontal to 1 vertical.
3. Fill slopes shall be no steeper than 3 horizontal to 1 vertical.
4. Fills shall be compacted per the recommendations of the geotechnical report prepared for the project and shall be certified by a Geotechnical Engineer.
5. Areas to receive fill shall be properly prepared and approved by a Geotechnical Engineer prior to placing fill.
6. Fills shall be benched into competent material as per specifications and geotechnical report.
7. All trench backfill shall be tested and certified by a Geotechnical Engineer
8. A geotechnical engineer shall perform periodic inspections and submit a complete report and map upon completion of the rough grading.
9. The final compaction report and certification from a Geotechnical Engineer shall contain the type of field testing performed. Each test shall be identified with the method of obtaining the in-place density, whether sand cone or drive ring and shall be so noted for each test. Sufficient maximum density determinations shall be performed to verify the accuracy of the maximum density curves used by the field technician.
10. Dust shall be controlled by watering.
11. The location and protection of all utilities is the responsibility of the permitee.
12. Approved protective measures and temporary drainage provisions must be used to protect adjoining properties during the grading process.
13. All public roadways must be cleared daily of all dirt, mud and debris deposited on them as a result of the grading operation. Cleaning is to be done to the satisfaction of the City Engineer.
14. The site shall be cleared and grubbed of all vegetation and deleterious matter prior to grading.
15. The contractor shall provide shoring in accordance with OSHA requirements for trench walls.
16. Aggregate base shall be compacted per the geotechnical report prepared for the project.
17. The recommendations in the following Geotechnical Engineering Report by HartCrowser are included in the requirements of grading and site preparation. The report is titled "Report of Geotechnical Engineering Services, Fred Meyer Fueling Facility #651, Canby, Oregon."
    Job No.: 15904-01
    Dated: April 30, 2012
18. As part of the construction documents, owner has provided contractor with a topographic survey performed by manual or aerial means. Such survey was prepared for project design purposes and is provided to the contractor as a courtesy. It is expressly understood that such survey may not accurately reflect existing topographic conditions.
19. If Contractor observes evidence of hazardous materials or contaminated soils he shall immediately contact the project engineer to provide notification and obtain direction before proceeding with disturbance of said materials or contaminated soil.
20. Contractor will be responsible to phase the construction development so that storm water improvements and storm water facilities including detention or retention improvement facilities are constructed and functional prior to an offsite storm water release and take necessary construction precautions so that no offsite flooding will occur.

Curb and Gutter Construction Notes:

1. Open face gutter shall be constructed where drainage is directed away from curb.
2. Open face gutter locations are indicated by shading and notes on the grading plan.
3. It is the responsibility of the surveyor to adjust top of asphalt grades to top of curb grades at the time of construction staking.
4. Refer to the typical details for a standard and open face curb and gutter for dimensions.
5. Transitions from open face to standard curb and gutter are to be smooth. Hand form these areas if necessary.

ADA Note:
Contractor must maintain a running slope on Accessible routes no steeper than 5.0% (1:20). The cross slope for Accessible routes must be no steeper than 2.0% (1:50). All Accessible routes must have a minimum clear width of 36". If Grades on plans do not meet this requirement notify Consultant immediately.
The Client, Contractor and Subcontractor should immediately notify the Consultant of any conditions of the project that they believe do not comply with the current state of the ADA (ICC/ANSI A117.1-Latest Edition) and/or FHAA.

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-0121
Telephone (503) 797-3509

#651
Canby, Oregon

REV	DATE	DESCRIPTION

Designed by: JT
Drafted by: JT
Client Name: Fred Meyer
FM651-GR

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-9351

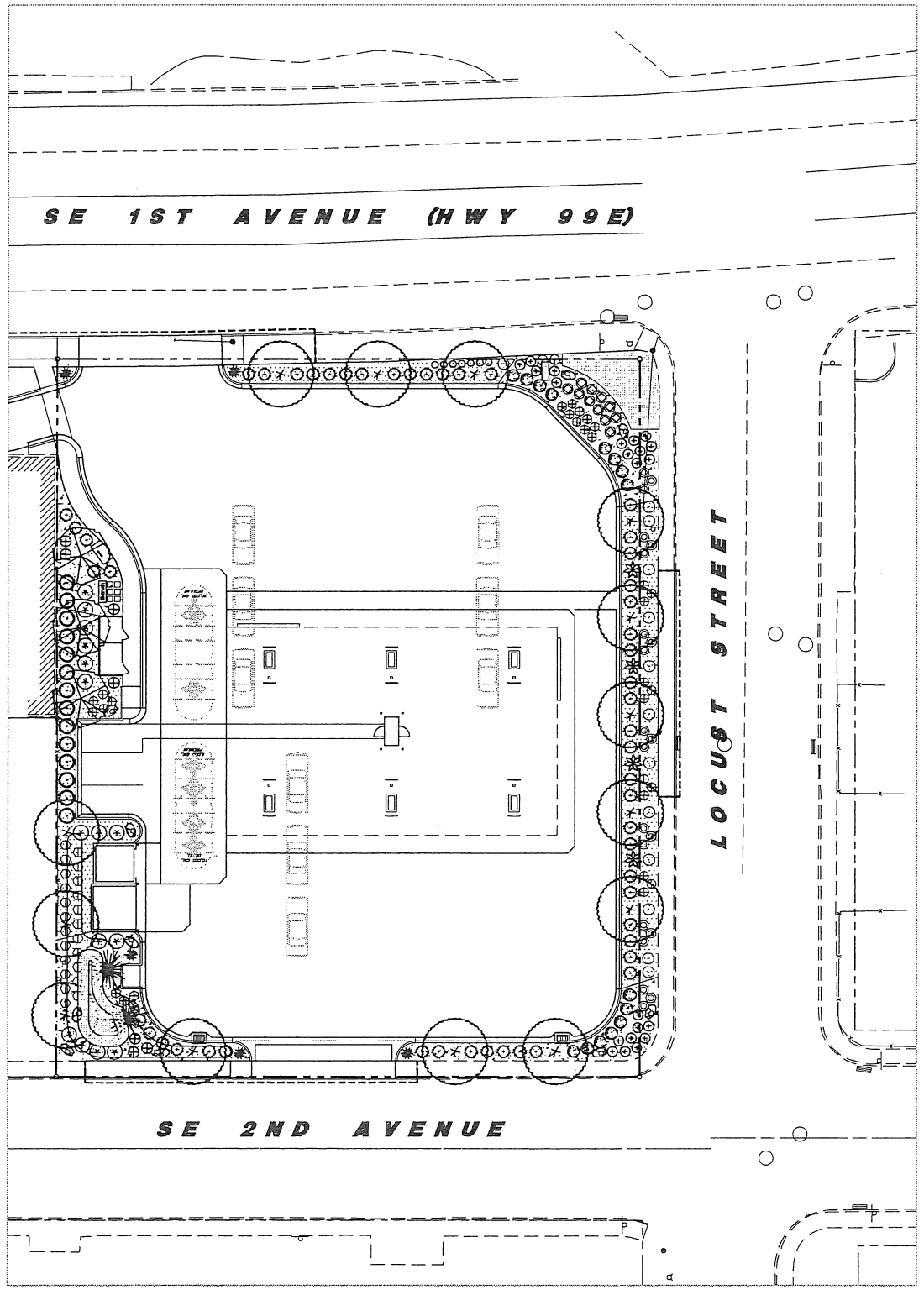
Preliminary Grading Plan

Fred Meyer Fuel #651 - Canby
369 SE 1st Avenue
Canby, Oregon 97013

27 Aug, 2012

SHEET NO.
C2.1

W:\15a651\dwgs\EPA651-GR.dwg, Grading, 8/29/2012 2:15:09 PM, jAtx, 1:1



Plant List (TREES)

Quan.	Symbol	Botanical Name	Common Name	Size	Remarks
2		Cedrus atlantica 'Fastigiata'	Columnar Blue Atlas Cedar	6' Min. Height B & B	Full Throughout Mature Height - 30 Ft.
14		Tilia euchlora	Crimean Linden	3" Caliper 12'-14' Height	Full Head Crown Mature Height - 50 Ft.
3		Zelcova serrata 'Musashino'	Musashino Zelcova	3" Caliper 12'-14' Height	Full Head Crown Mature Height - 45 Ft.

Plant List (SHRUBS)

Quan.	Symbol	Botanical Name	Common Name	Size	Remarks
52		Buxus microphylla 'Winter Gem'	Winter Gem Boxwood	5 Gallon	15"-18" Spread
15		Euonymus alatus 'Compacta'	Dwarf Burning Bush	5 Gallon	18"-24" Height
13		Mahonia aquifolium 'Compacta'	Compact Oregon Grape	5 Gallon	15"-18" Height
14		Photinia fraseri	Fraser's Photinia	5 Gallon	18"-24" Height
4		Physocarpus opul. 'Diablo'	Diablor Ninebark	5 Gallon	18"-24" Height
24		Spiraea bumalda 'Goldmound'	Goldmound Spiraea	5 Gallon	15"-18" Height
11		Spiraea japonica 'Neon Flash'	Neon Flash Spiraea	5 Gallon	15"-18" Height
15		Syringa patula 'Miss Kim'	Miss Kim Lilac	5 Gallon	15"-18" Height
5		Yucca filamen. 'Golden Sword'	Golden Sword Yucca	5 Gallon	15"-18" Height

Plant List (ORNAMENTAL GRASSES)

Quan.	Symbol	Botanical Name	Common Name	Size	Remarks
23		Calamagrostis a. 'Foerster'	Foerster Feather Grass	5 Gallon	24"-30" Height
12		Calamagrostis a. 'Overdam'	Overdam Feather Grass	5 Gallon	18"-24" Height
7		Festuca ovina 'Elijah Blue'	Elijah Blue Fescue	2 Gallon	12"-15" Height
11		Helictotrichon sempervirens	Blue Oat Grass	2 Gallon	15"-18" Height
7		Miscanthus sinensis 'Gracillimus'	Gracillimus Maiden Grass	5 Gallon	24"-30" Height
21		Pennisetum alopec. 'Hamelin'	Dwarf Fountain Grass	2 Gallon	12"-15" Height

Tree Selection & Description Statement

1. COLUMNAR BLUE ATLAS CEDAR - This evergreen tree is mentioned for hardiness zones 6-9, but has been grown in even colder environments. This tree produces no noticeable fruit, is drought tolerant, and has a low moisture requirement, especially following the initial establishment period.
2. CRIMEAN LINDEN - This deciduous tree is mentioned for hardiness zones 3-8. It produces small .2"-.3" ovoid fruit, which is non-persistent. This tree is tolerant of wind, salt and air pollution, which makes it a good selection for city street use. It has a medium moisture requirement, and is more drought tolerant following the initial establishment period.
3. MUSASHINO ZELCOVA - This deciduous tree is mentioned for hardiness zones 5-9. It produces no noticeable fruit, and is drought tolerant. It has a low moisture requirement, especially following the initial establishment period. It is a good selection for city use, and due to it's more upright columnar habit, can be used in tighter spaces.

Planting Notes

1. All new planting and stone surfacing areas shall be sub-graded to a depth of 4 inches below the ultimate finish grade, allowing for the installation of a 4 inch layer of either bark mulch for plant water wells and/or the installation of each type of stone surfacing and weed barrier fabric.
2. All plant material holes shall be dug a minimum 2 times the diameter of the rootball and (6) inches deeper. Excavated material shall be removed from the site, or used for other grading purposes on the site.
3. Plant backfill mixture shall be composed of 4 parts (80%) topsoil to 1 part (20%) humus mulch additives, and shall be rotary mixed on-site prior to installation.
4. Plant fertilizer shall be 'Agriform' brand 21 gram tablets used as per manufacturers recommendations.
5. Upon completion of planting operations, all shrub and tree wells shall receive a (4) inch minimum depth of fine ground bark in the planting pit. The overall shrub areas (beyond the planting pit) shall receive a 4 inch depth of the type of stone surfacing or cobble rock as specified over DeWitt (or equal) weed barrier fabric. Apply 2 applications of pre-emergent herbicide per detail.
6. All areas where different types of stone surfacing are adjacent, shall be neatly placed together, matching a uniform transition from one material type to the other. It is not the intent to install any type of edger for this.
7. The project shall be swept clean of dirt and debris prior to completion of the project.
8. The contractor shall comply with all warranties and guarantees set forth by the Owner, and in no case shall that period be less than one year following the date of final completion and acceptance.

General Notes

1. The contractor shall verify the exact location of all existing and proposed utilities, and all site conditions prior to beginning construction. The contractor shall coordinate his work with the project manager and all other contractors working on the site.
2. The finish grade of all planting areas shall be smooth, even and consistent, free of any humps, depressions or other grading irregularities. The finish grade of all landscape areas shall be graded consistently 1/2" below the top of all surrounding walks, curbs, etc.
3. The contractor shall stake the location of all plants for approval prior to planting. Trees shall be located equidistant from all surrounding plant material. Shrubs and ground covers shall be triangular and equally spaced.
4. The plant materials list is provided as an indication of the specific requirements of the plants specified, wherever in conflict with the planting plan, the planting plan shall govern.
5. The contractor shall provide all materials, labor and equipment required for the proper completion of all landscape work as specified and shown on the drawings.
6. All plant materials shall be approved prior to planting. The Owner/Landscape Architect has the right to reject any and all plant material not conforming to the specifications. The Owner/Landscape Architect decision will be final.
7. The contractor shall keep the premises, storage areas and paving areas neat and orderly at all times. Remove trash, sweep, clean, hose, etc. daily.
8. The contractor shall plant all plants per the planting details, stake/guy as shown. The top of root balls shall be planted flush with finish grade.
9. The contractor shall not impede drainage in any way. The contractor shall always maintain positive drainage away from the building, walks, etc.
10. The contractor shall maintain all work until all work is complete and accepted by the Owner. In addition, the contractor shall maintain and guarantee all work for a period of ONE YEAR from the date of final acceptance by the Owner. Maintenance shall include weeding, pruning-trimming, fertilizing, cleaning, insecticides, herbicides, etc. and all other necessary for a complete service of the project.
11. It shall be the contractors responsibility to ensure that any damaged or disturbed landscaping from the construction of this project is to be returned to as good or better condition.
12. It shall be the responsibility of the property owner to maintain all landscaping and irrigation facilities after construction at the end of the contractor warranty period.

Submittal Requirements

1. The contractor shall provide to the Owner/Engineer product samples of all landscape materials such as boulders, decorative stone, bark mulches, weed barrier fabric, soil ammendments & import topsoil in order to obtain approval to be used on the project, and prior to any shipment to the site. Failure to provide this in a timely manner will in no way affect or delay the construction schedule and time for project completion.
2. All plant materials shall be secured for the project a minimum of 60 days prior to shipment to the site. The contractor shall provide to the Owner/Engineer written confirmation of this a minimum of 30 days prior to planting of the project. No substitutions will be considered following this time period.

Legend / Materials

Symbol	Item	Description / Remarks
	Decorative Stone Surfacing 1" Minus Size / Washed	Place To A Uniform Depth Of 4 Inches Over Approved Weed Barrier Fabric. The Sub-grade Shall Be Raked Smooth-Clear Of All Material Over 1" Size. Submit Product Sample.
	Decorative Stone Surfacing 2" Minus Size / Washed	Place To A Uniform Depth Of 4 Inches Over Approved Weed Barrier Fabric. The Sub-grade Shall Be Raked Smooth-Clear Of All Material Over 1" Size. Submit Product Sample.
	Decorative Stone Surfacing 3" Minus Size / Washed	Place To A Uniform Depth Of 4 Inches Over Approved Weed Barrier Fabric. The Sub-grade Shall Be Raked Smooth-Clear Of All Material Over 1" Size. Submit Product Sample.
	Decorative Landscape Boulder 4' Minimum Diamter Size	Bury 1/3 Of Boulder Diameter Into Soil, Keeping Best Visual Side Above Grade. All Boulders Shall Be Of Similar Color & Type As Stone Surfacing. Submit Product Sample.

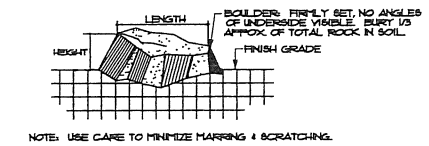
Stone Surfacing

APPLICATION PROCEDURE :

1. Place pre-emergent herbicide on fine grade layer.
2. Place weed barrier fabric.
3. Place 4" minimum decorative stone to finish grade.
4. Place pre-emergent herbicide on finish grade.

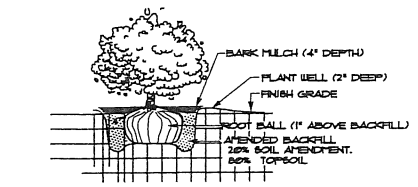
Sub-Grade Requirements

1. SHRUB/STONE AREAS : Four (4) inches below finish grade. This will allow for the installation of the required depth of decorative stone surfacing, leaving the grade slightly below finish grade of concrete areas.

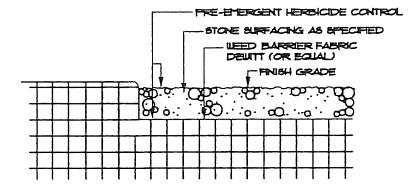


NOTE: USE CARE TO MINIMIZE MARRING & SCRATCHING.

1 / L1.1 Decorative Boulder — N. T. S.

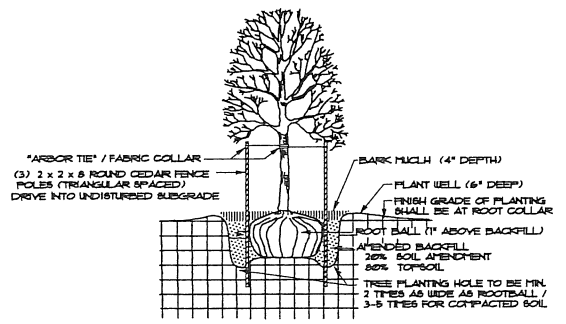


2 / L1.1 Shrub Planting — N. T. S.



NOTE: SMOOTH GRADE ENTIRE AREA PRIOR TO PLACEMENT.

3 / L1.1 Stone Surfacing — N. T. S.



4 / L1.1 Tree Planting — N. T. S.

Scale : 1" = 20'

20 0 20 40

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-0121
Telephone (503) 797-3509

#651
Canby, Oregon

REV	DATE	DESCRIPTION

Designed by: RDL
Drafted by: RDL
Client Name: Fred Meyer

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-9551

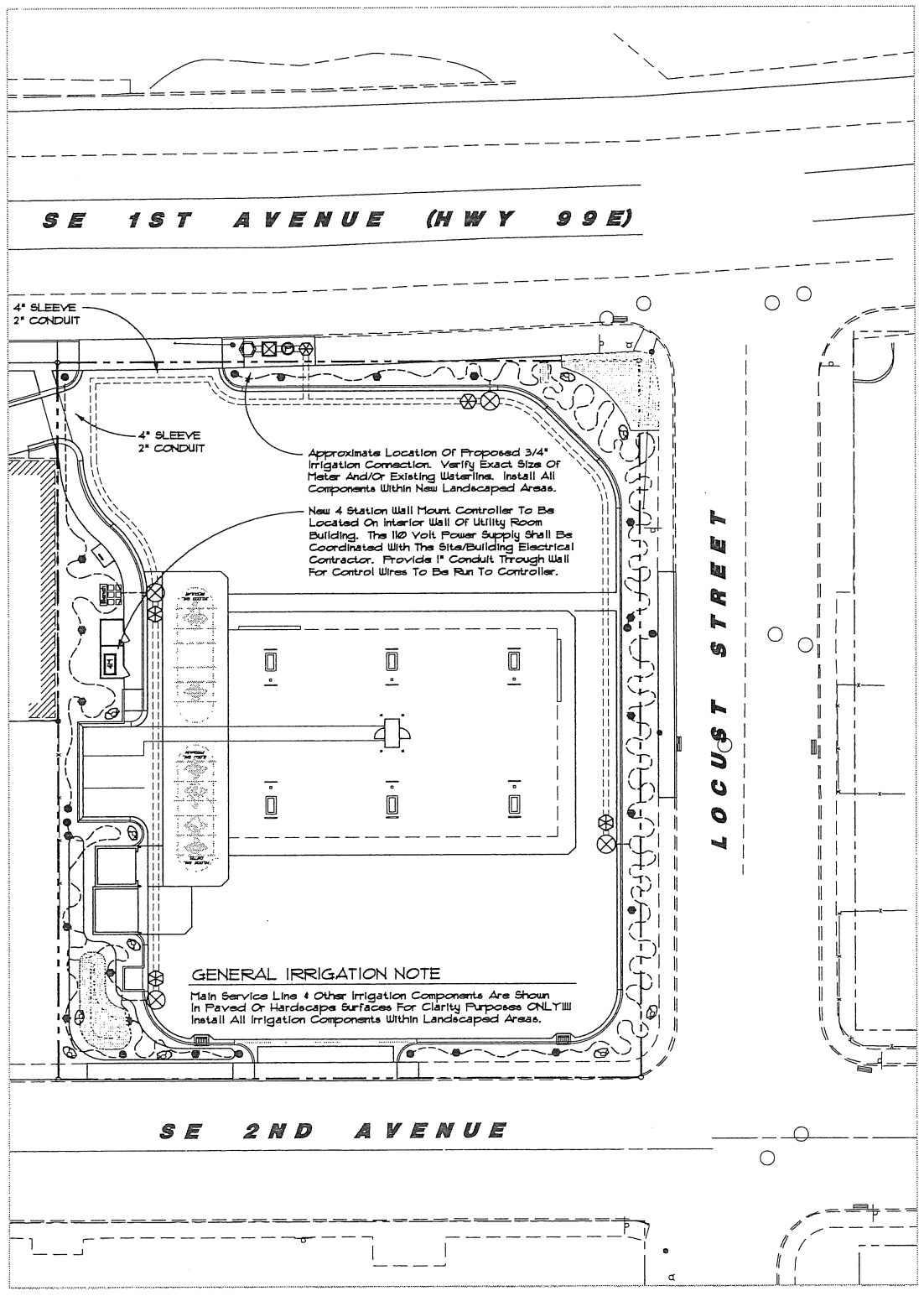
Landscape Plan

Fred Meyer Fuel - #651
369 SE 1st Avenue
Canby, Oregon 97013

27 Aug, 2012

SHEET NO.
L1.1

C:\Users\John\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.Outlook\CTYOOSWL\FM-651-L1 1-August16 2012.dwg, Model, 8/27/2012 10:07:19 AM, John



Sprinkler List

Symbol	Model-Number	Description	Remarks
●	New Tree Location	Provide Added Emitters	Added Emitters For Tree Type Specified
⊗	Rainbird XCZ-075-PRF	Drip Control Zone Kit	3/4" Size In Control Valve Box With Gravel Sump
⊗	Rainbird 33DLRC	Quick Coupler Valve	3/4" Size In Control Valve Box With Gravel Sump
4	Rainbird ESP-4M	Solid State Controller	Multi-Program / 4 Station Modular Exterior Mount
⬡	Mueller Orlseal Mark II	Stop & Waste Valve	3/4" Size / Install Inside Cast Iron Curb Box
⊠	Febco 825Y Series	3/4" RPA Backflow Preventer	Install Above Grade Per All Local Codes
Ⓟ	Watts 223-HP Series	Pressure Regulator	3/4" Size Installed Per Detail
●	Rainbird ARV	Air Relief Valve (As Needed)	Install In Control Valve Box With Gravel Sump
▭	Schedule 40 PVC	Irrigation Sleeving	Sizes As Noted On Plan / 24" Bury Across Asphalt
= = =	Schedule 40 PVC	Main Service Line	1" Size Throughout/Rated ASTM D 1784
———	Schedule 40 PVC	Lateral Circuit Line	Pipe Size As Required Per Guide / 1" Min. / Run Laterals To All Individual Planting Areas
~	125 P.S.I. Low Density Polyethelene Pipe	For Distribution To All Non-Tree Plantings	Size As Required For Flow / 3/4" Min. Size / After PVC Laterals To Be Run To All Planting Areas

Sleeving Installation Notes

Contractor shall coordinate the installation of sleeving with the installation of concrete flatwork and paving. All sleeving is by contractor unless otherwise noted. Install sleeving based on sizing guide below:

PIPE SIZE OR WIRE QUANTITY	REQUIRED SLEEVING
3/4" - 1 1/2" Piping	1-2" PVC Sleeve
1" - 2" Piping	1-4" PVC Sleeve
1-25 Control Wires	1-2" PVC Sleeve

NOTE: Each length of sleeved pipe shown shall be routed through a separate sleeve.

Pipe GPM Design Guide

Pipe Size	Water Flow (GPM)
(Velocities Not To Exceed 5 Feet/Second)	
1" Size /	0 - 12 GPM
1 1/4" Size /	12 - 22 GPM
1 1/2" Size /	22 - 30 GPM

NOTE: Contractor shall perform all pipe sizing using the above design guidelins. 1" minimum size piping to be used with schedule 40 pvc, 3/4" minimum sizing on drip distribution polyethelene piping.

Sprinkler Notes

1. All main service lines and pipe sleeving shall be buried minimum 18 inches below finish grade, all lateral circuit lines minimum 12 inches below finish grade. Backfill all lines with sand or lump free soil. All clean material shall be settled and compacted to proper finish grade. All piping shall be capable of winterization by the use of compressed air / "Blown Out".
2. All control valves and quick coupler valves shall be installed in fiberglass control boxes with bolt down lids. Washed gravel shall be installed in the bottom to a depth of 8 inches.
3. All sprayheads (if used) shall be installed using (2) 1/2" barbed ells, (1) 1/2" mariex ell, and 1/2" swing pipe cut to the appropriate length (12" min-24" max.). Quick coupler valves shall be installed using the appropriate sized joint assembly, including 3 mariex ells, and (1) 12 inch schedule 80 pvc riser.
4. The design and layout of all sprayheads shall provide for a minimum 60% DU (distribution uniformity).
5. All sprayheads adjacent to hardscape paving shall be spaced 1 to 3 inches away from paving.
6. Control valve wire shall be #14 single conductor white for the common wire, and #14 single conductor for the hot wire. Use red for the hot wire on all laun control valve zones and blue (2) as spares along the entire main service line. Spare wires shall be "home run" to the controller. All wiring shall be UF UL rated. All connections shall be made with watertight connectors, and contained in control valve boxes. Provide 36" extra wire length at each remote control valve in valve box. Install control wiring with service line where possible, taped to the underside of the pipe at regular intervals. Provide slack in control wires at all changes in direction.
7. Coordinate the exact location of the irrigation controller with Owner and/or contractor. The 110 volt power supply shall be provided by others. Any exposed controller wiring shall be contained in steel rigid conduit.
8. Install 3/4" manual drain valves at all low points along the main service line. Use a 2 inch schedule 40 pvc sleeve over the valve with a valve marker cap. Install a two cubic foot gravel sump at the valve bottom.
9. All sprinkler lines passing under paved and other hard surfaces shall be installed in schedule 40 pvc sleevinge a minimum of two sizes larger than the pipe size to pass through it. The sleeve depth shall be the same as the deepest pipe to pass through.
10. Upon completion of the installation, provide the Owner with a complete set of "As-Built" drawings showing any and all deviations from the original plans. It shall also show the locations of main service lines, control valves, wire routes and manual drain valves.
11. It shall be the responsibility of the sprinkler contractor to demonstrate to the Owner the proper winterization and start-up procedures for the entire system prior to final payment.
12. The contractor shall comply with all state and local plumbing codes, and shall honor all warranties and guarantees set forth by the Owner.

General Notes

1. The contractor shall verify the exact location of all existing and proposed utilities, and all site conditions prior to beginning construction. The contractor shall coordinate his work with the project manager and all other contractors working on the site.
2. The contractor shall verify the exact location and size of the irrigation waterline stub, the available water pressure at the point of connection. Any conflicts from what is shown on the plans shall be brought to the attention of the engineer for resolution.
3. The contractor shall be responsible for the installation of all irrigation sleevinge under paving and other hard surface areas. This shall also include the installation of electrical conduit(s) from the controller location on the building to the nearest planting area.
4. The controller shall be hardwired to the available 110 volt power source, with all work being performed per state and local codes. The controller shall be located in a convenient location as determined by the Owner and site/building electrical contractor.
5. The contractor shall provide all materials, labor and equipment required for the proper completion of all irrigation work as specified and shown on the drawings.

Submittal Requirements

1. The contractor shall provide to the Owner/Engineer product data sheets of all irrigation materials such as control valves, control wire, quick coupler valves, control valve boxes, controller(s), pvc piping, drip tube piping, drip emitters & backflow prevention devices in order to obtain approval to be used on the project, and prior to any shipment to the site. Failure to provide this in a timely manner will in no way affect or delay the construction schedule and time for project completion.
2. All irrigation materials shall be secured for this project a minimum of 60 days prior to shipment to the site. The contractor shall provide to the Owner/Engineer written confirmation of this a minimum of 30 days prior to planting of the project. No substitutions will be considered following this time period.

Irrigation Controller Valve Schedule

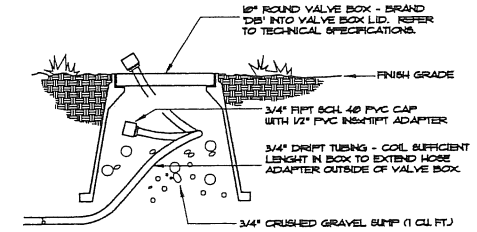
VALVE DATA				HYDRAULIC DATA			
#	Size	Sta. #	Head Type	Landscape Zone	Prec. Rate-inch/hr	GPM	PSI
1	.75"	1	Drip	Misc. Plantings	Drip	4.0	30
2	.75"	2	Drip	Misc. Plantings	Drip	4.0	30
3	.75"	3	Drip	Misc. Plantings	Drip	4.0	30
4	.75"	4	Drip	Misc. Plantings	Drip	4.0	30

NOTE: Minimum static water pressure at the point of connection required is 50 psi. If water pressure is above 90 p.s.i., install pressure reduction valve, and set to an operating pressure of 75 psi at connection point.

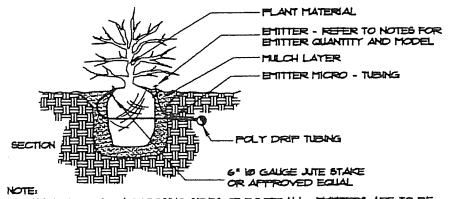
Emitter Installtion Guide

PLANT SIZE	EMITTER DEVICE	QUANTITY
1 Gallon Material	XB-10 (1 GAL/HR)	One Each
5 Gallon Material	XB-10 (1 GAL/HR)	Two Each
15 Gallon Material	XB-10 (1 GAL/HR)	Three Each
24" Box/2" Caliper	XB-10 (1 GAL/HR)	Four Each

NOTE: The accompanying shall be used as a guide only!! Final selection of type and quantity of emitters shall be the responsibility of the contractor.

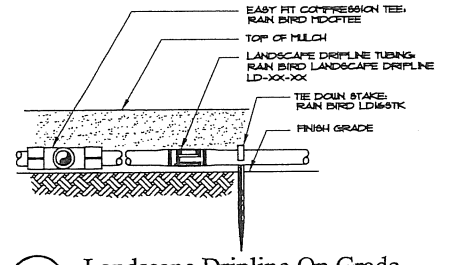


1 / L2.1 Compression Flush Cap
N. T. S.

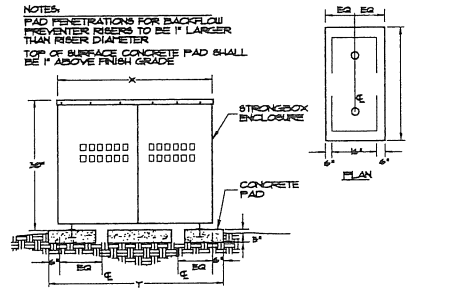


NOTE:
INSTALL EMITTERS ON OPPOSING SIDES OF ROOTBALL. EMITTERS ARE TO BE INSTALLED TO CLEAR SURFACE BY A MINIMUM OF 1" AND A MAXIMUM OF 2". FLUSH ALL LINES THOROUGHLY, INCLUDING EMITTER MICRO-TUBING PRIOR TO EMITTER INSTALLATION. IF PLANTING ON A 4:1 SLOPE OR GREATER, INSTALL BOTH EMITTERS ON UPHILL SIDE OF ROOTBALL.

2 / L2.1 Drip Emitter
N. T. S.



3 / L3.1 Landscape Dripline On Grade
N. T. S.



INSTALL ENCLOSURE ANCHORS AS PER MANUFACTURER'S RECOMMENDATIONS.
PROVIDE OWNER WITH KEYED PADLOCK FOR ENCLOSURE

BFP MODEL/SIZE	ENCLOSURE MODEL	X	Y
FEBCO 825Y 3/4" & 1"	SSBC - 36AL	36"	42"
FEBCO 825Y 1 1/2" & 2"	SSBC - 48AL	48"	57"

4 / L2.1 Backflow Preventer Enclosure
N. T. S.

Scale : 1" = 20'

20 0 20 40

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-0121
Telephone (503) 797-3509

#651
Canby, Oregon

REV	DATE	DESCRIPTION

Designed by: RDL
Drafted by: RDL
Client Name: Fred Meyer

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-8551

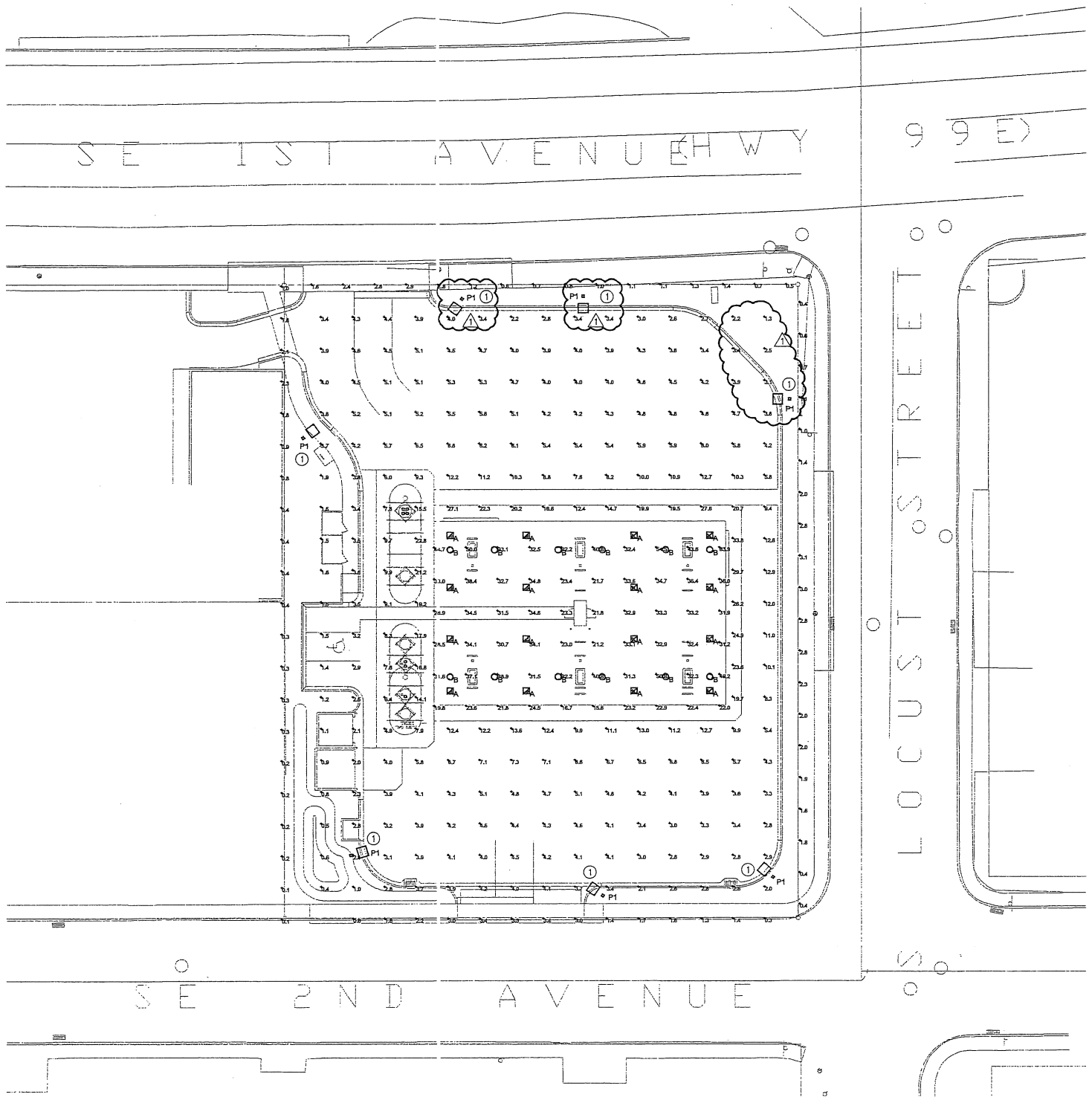
Irrigation Plan

Fred Meyer Fuel - #651
369 SE 1st Avenue
Canby, Oregon 97013

27 Aug, 2012

SHEET NO. L2.1

C:\Users\Jake\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.Outlook\CTYOOOWS\1764-651-L2.1-August14-2012.dwg, Model, 8/29/2012 2:26:18 PM, Jake, 1:20



SITE PHOTOMETRIC PLAN

SCALE: 1"=20'-0"

LUMINAIRE SCHEDULE

Symbol	Label	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts	Notes
⚠1	A (NIC)	LSI CROSSOVER CRS-SC-LED-84-HO-CW-UE	LED AMBIENT STANDARD CANOPY LIGHT (CRS) SS CW UE WHT	84 LED'S LUMEN OUTPUT 12300	CRS-SC-LED-84-HO-CW-UE.ies	Absolute	1.00	147	6
	B (NIC)	CRO3-FO-LED-30-CW-UE	WHITE PAINTED METAL HOUSING, THREE LED MODULES EACH, 10 PER BOARD W/ CLEAR FLAT LENS	THIRTY WHITE LIGHT EMITTING DIODES (LEDS), VERTICAL BASE-UP POSITION.	CRO3-FO-LED--30-CW-UE.IES	Absolute	1.00	38.1	6
⚠1	P1	GSM-AM-250-MP-MT-SL-FG	MEDIUM ARCHITECTURAL AREA LUMINAIRE - SPILL LIGHT ELIMINATOR	250 WATT PULSE-START CLEAR ED-28 HORIZONTAL BURN	GSM-XX-250-MP-XX-SL-FG_us.ies	22000	0.81	283	1,2,3,4,5

FIXTURE NOTES:

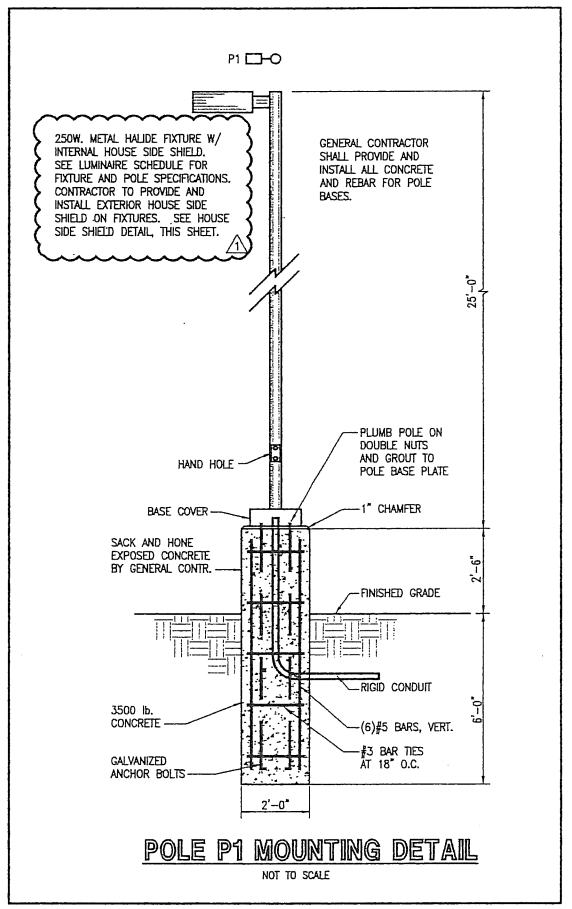
1. LAMP PROVIDED WITH FIXTURE.
2. PROVIDED THROUGH KROGER DIRECT BUY.
3. POLE: COOPER NO. TRS7A25SF-BZ W/ BASE COVER (25' ROUND TAPERED STEEL) SEE POLE MOUNTING DETAL, THIS SHEET.
4. FIXTURE COMPLIES TO THE CITY OF CANBY LIGHTING ZONE, SECTION 16.43.040 LZ 2.
5. FIXTURE CONTROLLED THROUGH THE FUEL KIOSK LIGHTING MANAGER EMS SYSTEM.
6. (NIC) NOT IN CONTRACT. SHOWN FOR REFERENCE ONLY.

NO APPROVED EQUALS:

PROVIDE AS SPECIFIED.

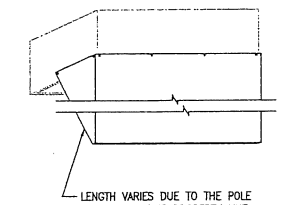
STATISTICS

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
3'-0" A.F.G. @ PROPERTY LINE	+	1.3 fc	3.1 fc	0.1 fc	31.0:1	13.0:1
CANOPY	+	36.0 fc	93.1 fc	15.6 fc	6.0:1	2.3:1
OVERALL AREA	+	6.4 fc	33.8 fc	0.3 fc	112.7:1	21.3:1



POLE P1 MOUNTING DETAIL

NOT TO SCALE



LENGTH VARIES DUE TO THE POLE LOCATION TO THE PROPERTY LINE TO ACHIEVE PROPERTY LINE CUTOFF.

NOTE:
FIELD PROVIDED AND INSTALLED EXTERIOR HOUSE SHIELD ON THE P1 TYPE FIXTURE.

⚠1

KEY NOTE:
1. PROVIDE EXTERIOR HOUSE SIDE SHIELD ON RESIDENTIAL SIDE OF ALL FIXTURES AS REQUIRED BY THE CITY OF CANBY. SEE CITY OF CANBY OUTDOOR LIGHTING STANDARDS, CHAPTER 16.43.060.

CONTRACTOR PROVIDED P1 FIXTURE HOUSE SIDE SHIELD

NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER 9201 OREGON JULY 22, 1977 LESLIE A. STITH

EXPIRES: 6-30-2014

Fred Meyer #651 Canby, Oregon

ECI Engineering Consultants Incorporated
303 Federal Way Boise, Idaho 83705
Phone (208) 376-9820 Fax (208) 376-9822
www.eciboise.com

REV	DATE	DESCRIPTION
1	08-10-12	CITY OF CANBY JURISDICTION COMMENTS

Designed by: RJB
Drafted by: RJB
Client Name: Fred Meyer
FM651-SP/ 16N33

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-8551

Electrical Site Plan

Fred Meyer Fuel #651 - Canby
369 SE 1st Avenue
Canby, Oregon 97013

SITE PHOTOMETRIC PLAN

JUNE 19, 2012

SHEET NO.
SE2.0

Fred Meyer Fuel #651 - Canby

369 SE 1st Avenue
Canby, Oregon 97013

Vicinity Map
Not to Scale

Abbreviations

BOL	Bollard
BRW	Finish Grade — Bottom of Retaining Wall
CATV	Cable Television Box
CB	Catch Basin
CMP	Corrugated Metal Pipe
COB	Cleanout Box
COTG	Cleanout to Grade
EA	Edge of Asphalt
EB	Electrical Box
ECAB	Electrical Cabinet
EMH	Electrical Manhole
FH	Fire Hydrant
FL	Flowline
g	Ground
GB	Grade Break
GM	Gas Meter
HB	Hose Bib
I	Irrigation Line
ICB	Irrigation Control Box
Lip	Lip of Gutter
LP	Light Pole
MH	Manhole
Mon	Monument
PM	Power Meter
PP	Power Pole
PVC	Poly Vinyl Chloride
RCP	Reinforced Concrete Pipe
RD	Roof Drain
SB	Signal Box
SD	Storm Drain
SDMH	Storm Drain Manhole
SMH	Sanitary Sewer Manhole
SP	Signal Pole
SS	Sanitary Sewer
SVZ	Sight Visibility Zone
SW	Secondary Water
TA	Top of Asphalt
TB	Telephone Box
TBC	Top Back of Curb
TG	Top of Grate
TMH	Telephone Manhole
TP	Top of Concrete
TRW	Finish Grade — Top of Retaining Wall
TW	Top of Walk
WL	Waterline
WP	Working Point
WV	Water Valve

Legend

Proposed Curb & Gutter		Existing Improvements	
Proposed Open Face C & G		Existing Asphalt	
Proposed Asphalt		Existing Concrete	
Proposed Concrete		Existing Inlet Box	
Proposed Truncated Domes		Existing Catch Basin	
Proposed Inlet Box		Existing Manhole	
Proposed Catch Basin		Existing Fire Hydrant	FH
Proposed Manhole		Existing Water Valve	WV
Proposed Transformer	T	Existing Overhead Power Line	
Proposed Meter Box		Existing Water	—W—
Proposed Water Meter		Existing Secondary Water	—SW—
Proposed Combo Box		Existing Sewer	—S—
Proposed Fire Hydrant		Existing Storm Drain	—SD—
Proposed Water Valve		Existing Gas	—G—
Proposed Water Line	—W—	Existing Power	—P—
Proposed Sanitary Sewer	—S—	Existing Telephone	—T—
Proposed Storm Drain	—SD—	Existing Fence	—X—
Proposed Conduit Line	—C—	Flowline	
Proposed Power Line	—P—	Centerline	
Proposed Gas Line	—G—	Existing Contour	78
Proposed Secondary Water Line	—SW—	Existing Spot	(78.00TA)
Proposed Roof Drain	—RD—	Existing Light Pole	
Proposed Fence	—X—	Existing Street Light	
Ridge line	—R—	Existing Building	
Grade Break	—GB—	Existing Telephone Box	TB
Proposed Contour	78	Existing Power Meter	PM
Direction of Drainage		Existing Electrical Box	EB
Proposed Spot	78.00TA	Existing Electrical Cabinet	ECAB
ADA Accessible Route		Existing Gas Meter	GM
Property Line		Existing Water Meter	WM
Sawcut Line		Existing Irrig. Control Box	ICB
Proposed Light Pole		Existing Bollard	BOL
Proposed Street Light		Existing Hose Bib	HB
Proposed Building		Working Point	
Existing Power Pole		Existing Deciduous Tree	
Existing Power Pole w/ Guy		Existing Coniferous Tree	
Existing Utility Marker			
Existing Post			
Detail Number / Sheet Number	XX / XX		

Civil Sheet Index

CV	Cover Sheet
C0.1	Demolition Plan
C1.1	Site Plan
C2.1	Grading Plan
L1.1	Landscape Plan
L2.1	Irrigation Plan
L3.1	Installation Details
A1	Exterior Elevations and Signage (Color)

Flood Zone

This property lies entirely within Flood Zone X as designated on FEMA Flood Insurance Rate Map for Clackamas County, Oregon and Incorporated Areas Community Map No. 41005C0264D dated June 17,2008. Flood Zone X is defined as "Areas determined to be outside the 0.2% annual floodplain." (No Shading)

Basis of Bearings

The basis of bearings for this project is N 27°00'00" W between a found 5/8" iron rod and a found 3/4" iron pipe per PS 18904, Clackamas County Survey Records, as shown on the ALTA Survey.

Benchmark

NGS Benchmark A–14.

156.54 feet (NAVD 88, Published)
(47.713 meters)

Property Description

Real property in the County of Clackamas, State of Oregon, described as follows:

Lots 3, 12, 13 and 14 Albert Lees Second addition to Canby, in the City of Canby, County of Clackamas and State of Oregon.

Lots 1 and 2, Albert Lees Second Addition to Canby, in the City of Canby, County of Clackamas and State of Oregon.

Contains: 32,457 Sq. Ft ± or 0.75 Acres ±

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242–0121
Telephone (503) 797–3509

 # 651
Canby, Oregon

REV	DATE	DESCRIPTION

Designed by: JT
Drafted by: JT
Client Name: Fred Meyer
FM651–CV

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521–8529 Ogden (801)394–7288 Fax (801)521–9551

Preliminary Cover Sheet

Fred Meyer Fuel #651 - Canby
369 SE 1st Avenue
Canby, Oregon 97013

17 May, 2012

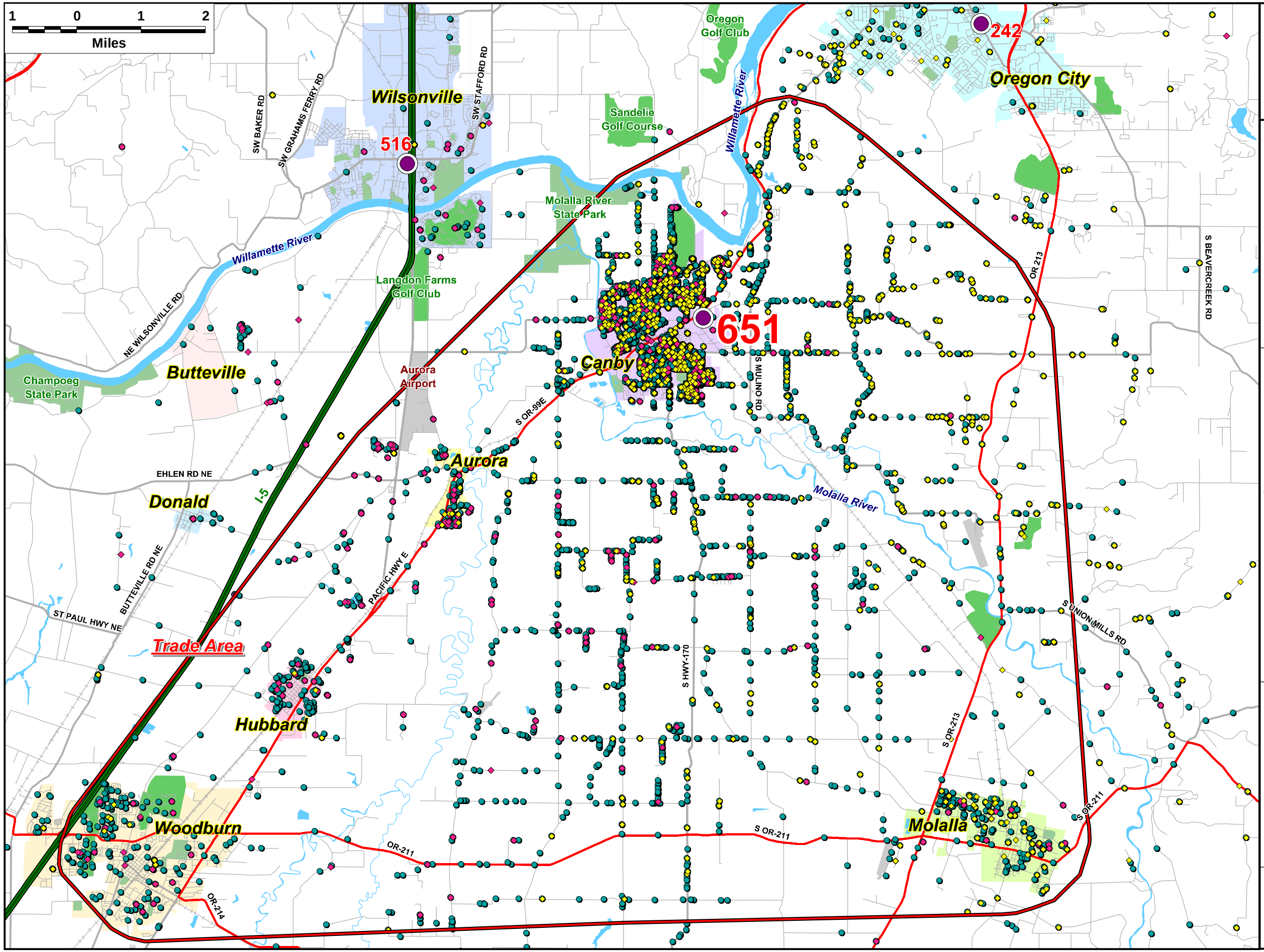
SHEET NO.
CV

W:\fm651\dwgs\FM651-CV.dwg, 5/18/2012 10:53:26 AM, 1:1, JT

Customer Spotting Map - Fred Meyer #651

SC Hwy 99E & Sequoia Pkwy, Canby, OR

Address Date From: Period 4, 2012



Fred Meyer

Legend

- Limited Access Highways
- Primary Highways
- Secondary Highways
- Major Roads
- Streets
- Railroads
- Lakes, Rivers and Oceans
- Cemeteries, Golf Courses
- Parks
- Airports, Airfields, & Airparks
- Military Installations

Trade Area

80.99% live within
87.70% spent within
142.3 sq. mi.

9,369 Addresses Plotted

Distribution by City

Canby	66%
Aurora	6%
Molalla	5%
Oregon City	5%
Woodburn	3%
Other OR cities	14%
Out of State	1%

Note: These percentages come from mailing addresses, therefore they do not necessarily reflect the municipality in which customers live.

Map Key

○ = Open ◇ = U.C. □ = Planned

- Fred Meyer #242 Fuel Customers
- Fred Meyer #516 Fuel Customers
- Fred Meyer #651 Grocery Customers

● Fred Meyer

realestate
Corporate Development Research Department

N W E S

STOEL RIVES LLP
ATTORNEYS AT LAW

900 S.W. Fifth Avenue, Suite 2600
Portland, Oregon 97204
main 503.224.3380
fax 503.220.2480
www.stoel.com

STEVEN W. ABEL
Direct (503) 294-9599
swabel@stoel.com

November 30, 2012

VIA EMAIL

Planning Commission
Attn: Bryan Brown, Planning Director
City of Canby
111 NW Second Street
Canby, OR 97013

Re: Fred Meyer Site and Design Review Application (DR 12-03)

Dear Bryan:

Due to the initial hearing date being moved to January 28, 2013, this letter is written to confirm that the Applicant in the above-encaptioned matter agrees to extend the 120-day processing clock from January 31, 2013 to March 18, 2013.

Thank you for your ongoing cooperation in this case.

Very truly yours,

Steven W. Abel

cc: Angie Lehnert

GROUP MACKENZIE

TRANSPORTATION IMPACT ANALYSIS

FRED MEYER CANBY FUEL FACILITY

Canby, Oregon

Prepared For
Fred Meyer

Completed On
May 17, 2012

Submittal To
City of Canby

Project Number
2120130.00

GROUP MACKENZIE
Since 1960

Heritage Building | 601 Main Street, Suite 101 | Vancouver, WA 98660
T 360.695.7879 | F 360.693.6637 | www.grpmack.com

TABLE OF CONTENTS PAGE

I. Introduction 2
II. Existing Conditions 4
III. Site Development 7
IV. Capacity and Queuing Analysis 12
V. Access Management Plan 14
VI. Conclusions and Recommendations 20
VII. Appendix 21

LIST OF TABLES

Table 1 – Roadway Characteristics 4
Table 2 – Intersection Crash Rates 6
Table 3 – Trip Generation 9
Table 4 – Intersection Capacity Analysis (Full Access) 12
Table 5 – Intersection Capacity Analysis (Alternate Accesses) 13
Table 6 – Queuing Analysis (feet) 13
Table 7 – Additional Traffic at Study Area Access Points 15

LIST OF FIGURES

1. Vicinity Map
2. Site Plan
3. Traffic Controls and Lane Configurations
4. Seasonally Adjusted Traffic Volumes – Weekday Peak Hours
5. Shared Trip Distribution and Traffic Assignment – Weekday Peak Hours
6. Pass-By Trip Distribution and Traffic Assignment – Weekday Peak Hours
7. Primary Trip Distribution and Traffic Assignment – Weekday Peak Hours
8. Total Site Trip Assignment (Full Access Alternative) – Weekday Peak Hours
9. Post-Development Traffic (Full Access Alternative) – Weekday Peak Hours
10. Total Site Trip Assignment (RIRO Access Alternative) – Weekday Peak Hours
11. Post-Development Traffic (RIRO Access Alternative)– Weekday Peak Hours
12. Total Site Trip Assignment (No Access Alternative) – Weekday Peak Hours
13. Post-Development Traffic (No Access Alternative) – Weekday Peak Hours
14. Existing Traffic Volumes within 250 feet of Site – Weekday Peak Hours
15. Proposed Traffic Volumes within 250 feet of Site – Weekday Peak Hours

I. INTRODUCTION

This Transportation Impact Analysis (TIA) has been prepared for the proposed Fred Meyer fuel facility in Canby, Oregon. The subject site, currently undeveloped, is located at the southwest corner of the Highway 99E (SE 1st Avenue)/S. Locust Street intersection. The site is approximately 0.75 acres and currently zoned Highway Commercial C-2 by the City of Canby, in which the proposed use is permitted. Figure 1 is a vicinity map indicating the project location.

PROJECT DESCRIPTION

The proposed fuel facility includes six dispensers providing 12 fueling locations. The dispensers will be located beneath a 5,336 SF canopy. A cashier's kiosk/restroom building, a propane tank, two parking spaces (one of them van-accessible), a trash enclosure, and a storage shed will be located around the site perimeter. The site is designed for two-way vehicle circulation (north-south) past the dispensers. One full-movement access is proposed to SE 2nd Avenue. One full-movement shared access is proposed to Highway 99E; this access will replace the existing access used by the adjacent site and will continue to provide access for vehicles entering the adjacent site. No access is proposed to Locust Street.

Project construction is planned to occur in one phase, with completion anticipated in 2012. Figure 2 presents the proposed site plan.

SCOPE OF REPORT

This analysis conforms to City of Canby Code 16.08.150 – Traffic Impact Study (TIS) and the Oregon Department of Transportation (ODOT) April 2006 (updated January 2011) *Analysis Procedures Manual*. Topics include: existing conditions, crash history, trip generation and distribution for the proposed development, existing and planned transportation infrastructure, intersection capacity analysis, site circulation, and access review.

The TIA study area includes the following intersections:

- Highway 99E / Site Access
- Highway 99E / S. Locust Street
- S. Locust Street / SE 2nd Avenue
- SE 2nd Avenue / Site Access

Weekday AM and PM peak hour analysis is presented for the following scenarios:

- 2012 Existing Conditions
- 2012 Post-Development

No background growth or in-process developments are included in this TIA, so no pre-development scenario is presented.

This TIA also includes an Access Management Plan (AMP) as required by the City of Canby *Transportation System Plan* (TSP). The AMP study area includes the following intersections:

- Highway 99E / S. Knott Street
- Highway 99E / Domino's Site West Access
- Highway 99E / Domino's Site East Access (shared with the proposed Fred Meyer Fuel site access; considered aligned with Hulbert's Flowers Site West Access)
- Highway 99E / Hulbert's Flowers Site West Access (considered aligned with Domino's Site East Access)
- Highway 99E / Hulbert's Flowers East Access (considered aligned with S. Locust Street)
- Highway 99E / 76 Fuel West Site Access
- Highway 99E / 76 Fuel East Site Access
- Highway 99E / Napa West Site Access

The AMP addresses weekday AM and PM peak hour conditions for the following scenarios:

- No access to Highway 99E
- Restricted movement access to Highway 99E (right-in/right-out)
- Full access to Highway 99E (shared with adjacent parcel)

II. EXISTING CONDITIONS

SITE CONDITIONS

The subject site is bounded by Highway 99E (SE 1st Avenue) to the north, SE 2nd Avenue to the south, S. Locust Street to the east ,and existing commercial and residential developments to the west. The site includes Parcels 100, 200, 300, 2200, and 2300 in the southwest ¼ of the southeast ¼ of Section 33 in Township 3 South, Range 1 East, of the Willamette Meridian. These parcels are identified with street addresses 391, 369 and 351 SE 1st Avenue, and 354 and 392 SE 2nd Avenue.

The site is approximately 0.75 acres and currently undeveloped. The applicable City of Canby land use zone is Highway Commercial C-2, in which the proposed use is permitted.

Each of the five existing parcels currently has its own access on the public right-of-way. Parcels 100 and 2300 access Locust Street. Parcel 200 accesses Highway 99E. Parcel 300 accesses Highway 99E via a shared improved driveway also serving the adjacent development. Parcel 2200 accesses SE 2nd Avenue. None of these accesses are currently in use except for the trips entering and exiting the adjacent site.

TRANSPORTATION FACILITIES

Table 1 presents the roadway classifications and characteristics within the study area. Classifications are based on those provided in the City of Canby *Transportation System Plan* (TSP), December 2010 Edition, and in the ODOT *Oregon Highway Plan*, 1999 Edition, as updated through December 21, 2011, and the ODOT "Functional Classification and National Highway System Status on Oregon State Highways" table, dated March 19, 2012.

TABLE 1 – ROADWAY CHARACTERISTICS

Roadway	Classification	Posted Speed (mph)	Travel Lanes	Bike Lanes	On-Street Parking	Side-walks
Highway 99E (SE 1st Avenue)	City: Arterial ODOT: Urban Principal Arterial-Other, Regional Highway, Truck Route, Special Transportation Area (STA)	35	5	No	No	Yes
Locust Street	Local	25	2	No	Yes	Yes
SE 2nd Avenue	Local	25	2	No	Yes	Yes

The public street intersections within the study area are unsignalized. All access intersections are stop-controlled on the private approaches to public roadways. Figure 3 presents existing lane configurations and traffic controls at each study area intersection.

PLANNED IMPROVEMENTS

No planned improvements were identified that are funded for completion within the analysis years and would impact traffic volumes within the study area.

PEDESTRIAN AND BICYCLE FACILITIES

Sidewalks are currently provided throughout the study area, including along all site frontages. Bicycle lanes are not currently provided within the study area. No changes to pedestrian or bicycle facilities are proposed with this project.

TRANSIT FACILITIES

Canby Area Transit (CAT) agency provides fixed-route Neighborhood Shuttle service and demand-response (dial-a-ride) transit service within the Canby Urban Growth Boundary. CAT also provides inter-city transit service along the Highway 99E corridor between Woodburn and Oregon City. The South Clackamas Transit District (SCTD) provides inter-city transit service between Molalla and Canby. The South Metro Area Regional Transit (SMART) provides inter-city transit service between Wilsonville and Canby.

The nearest transit stops to the subject site are:

- SE 2nd Avenue/Locust Street, at the southeast corner of the site (served by the CAT Orange Line).
- Township Road/Maple Street, approximately 0.4 miles southeast of the site (served by CAT Neighborhood Shuttle).
- Canby Transit Center, near the NW 1st Avenue/N. Ivy Street intersection, approximately 0.3 miles northwest of the site (served by CAT Neighborhood Shuttle, CAT Orange Line, SCTD, and SMART).

Copies of CAT route maps and schedules are provided in the appendix.

EXISTING TRAFFIC COUNTS

Existing traffic volumes were collected at the study area intersections on Wednesday April 4, 2012, between the hours of 7:00-9:00 AM and 4:00-6:00 PM. The system peak hours were found to be 7:30-8:30 AM and 4:45-5:45 PM. Count summary sheets are included in the Appendix.

SEASONAL ADJUSTMENT

In accordance with ODOT *Analysis Procedures Manual* standards, a seasonal adjustment factor of 1.092 was applied according to the ATR Characteristic Table Method. This adjustment is required by ODOT to estimate the 30th highest hour for use in the analysis. ATR 18-018, located on Oregon Highway 39 in Klamath Falls, was selected based on its similar characteristics to Highway 99E in Canby:

- "Commuter" seasonal traffic trend
- "Small urban" area type
- Five-lane section
- "Regional highway" OHP classification
- AADT within 10%(±) of the AADT in Canby

Because the counts were collected in early April, an average of the March and April data from ATR 18-018 was used for the count month. The peak month varied significantly by year. Figure 4 presents the seasonally adjusted intersection traffic volumes. The seasonal adjustment calculations and data sheets are provided in the appendix.

Table 4 presents the results of the existing conditions capacity analysis.

CRASH ANALYSIS

When evaluating the relative safety of an intersection, consideration is given not only to the total number and types of crashes occurring, but also to the number of vehicles entering the intersection. This leads to the concept known as "crash rate," which is usually expressed in terms of the number of crashes occurring per one million vehicles entering the intersection (mev). Intersections having a crash rate less than 1.0 crashes/mev are considered relatively safe. At crash rates higher than 1.0 crashes/mev, consideration may be given to correcting operational problems.

Crash data for the study area intersections were obtained from ODOT for January 2006 through December 2010. The following table presents calculated crash rates at the study intersections for the five-year data period. Annual traffic entering the intersection was estimated by multiplying the average annual daily traffic (AADT) entering the intersection by 365. AADT was estimated by multiplying the intersection PM peak hour total volumes by 10, a typical method of estimating daily traffic. Crash data and calculations are presented in the Appendix.

TABLE 2 – INTERSECTION CRASH RATES

Intersection	Number of Crashes						Crash Rate
	2006	2007	2008	2009	2010	Total	
Highway 99E / Site Access	1	0	0	0	1	2	0.05
Highway 99E / S. Locust Street	1	2	2	2	0	7	0.16
S. Locust Street / SE 2nd Avenue	0	0	2	0	0	2	0.49

As presented in the previous table, crash rates are below the 1.0 crashes/mev threshold rate at all study area intersections; therefore, these intersections do not currently merit further consideration for safety mitigation measures.

III. SITE DEVELOPMENT

As described in the Introduction, the proposed fuel facility provides 12 fueling locations and other accessory facilities. Vehicles will circulate in both directions past the fuel dispensers. One 40-foot-wide full-movement access on SE 2nd Avenue will replace the existing access for parcel 2200. One 40-foot-wide full-movement shared access is proposed on Highway 99E; this access will replace the existing access used by the adjacent site and will continue to provide access for vehicles entering the adjacent site. The existing drive-through lane for the adjacent dry cleaning service may continue to operate. The existing Highway 99E access for parcel 200 will be closed. No access is proposed to Locust Street. The existing accesses on Locust Street will be closed.

TRIP GENERATION

Trip generation estimates for the proposed fuel facility have been prepared based on the higher rate between either a survey of two existing similar Fred Meyer fuel facilities or the Institute of Transportation Engineers' (ITE) *Trip Generation*, 8th Edition, Land Use Code 944 – Gasoline/Service Station. Specifically, the AM peak hour rate of 12.16 trips/fueling position from *Trip Generation* and the PM peak hour rate of 20.46 trips/fueling position from the survey were used. Due to the nature of the fuel facility, no alternate trip modes are assumed. No large trucks are anticipated to use the fuel facility other than for fuel delivery.

TRIP SURVEY

Trip surveys were conducted at two existing Fred Meyer Fuel facilities (Sandy and Oak Grove) to estimate the average AM and PM trip generation rates for a fuel facility in Canby.

The facility in Sandy, Oregon (35885 Industrial Way, Sandy, OR 97055) was selected because:

- Similar to Canby, it is located in a small urban area just outside the Portland metro area.
- It is located near a state highway that serves a high percentage of the area's trips.
- It is unlikely many fuel trips are made by regular patrons of Fred Meyer stores other than the one in Sandy. The nearest Fred Meyer store is in Gresham (2497 SE Burnside Road), and this store also has a fuel facility.

The facility in Oak Grove, Oregon (13625 SE McLoughlin Boulevard, Oak Grove, OR 97222) was selected because:

- It is located adjacent to a state highway that serves a high percentage of the area's trips.
- Similar to the Canby site, it is located approximately 0.6 miles away from the associated Fred Meyer store.
- It is unlikely many fuel trips are made by regular patrons of Fred Meyer stores other than the one in Oak Grove. The nearest Fred Meyer stores are in Clackamas at 16301 SE 82nd Drive near Highway 212/224, and in Happy Valley at 8955 SE

82nd Avenue at Johnson Creek Boulevard. The existing fuel facility at the Johnson Creek store is likely more convenient for patrons of both stores.

Similar to the Sandy and Oak Grove Fred Meyer Fuel locations, the Canby facility is not likely to see many trips by regular patrons of Fred Meyer stores other than the one in Canby. The nearest Fred Meyer stores are in Wilsonville (30300 SW Boones Ferry Road) and Oregon City (1839 Molalla Avenue), and both stores already have fuel facilities.

A copy of the trip generation calculations from surveys in Sandy and Oak Grove is attached. The average AM peak hour trip generation rate was found to be 11.96 trips per vehicle fueling position (VFP), and the average PM rate was 20.46 trips per VFP. The ITE AM rate of 12.16 is slightly higher, so the ITE AM rate is used in this analysis. The ITE PM rate of 13.87 is lower, so the Fred Meyer surveyed rate is used in this analysis to estimate the highest potential impact.

TRIP TYPES

Total Trips

Based on a fuel facility with 12 vehicle fueling position, ITE estimates 146 AM peak hour total trips, and the survey data estimate 246 PM peak hour total trips. These are total trips, representing the total number of vehicle trips to and from the fuel facility. Total trips consist of shared, pass-by, diverted linked and primary trips.

Shared Trips

Because the proposed site is not located at the Fred Meyer store, shared trips typically would not be assumed. From surveys conducted at Fred Meyer fuel facilities, customers are known to take advantage of the rewards card fuel discounts during a trip to the store. For this site, these trips are still expected to occur and will add trips to Highway 99E between the Fred Meyer store and fuel facility.

Surveys conducted at Fred Meyer fuel facilities in 2012 indicate a 38% shared trip rate with the main store. Rewards Card data for all Fred Meyer-branded fuel facilities indicate 89% of all fuel customers use a Rewards Card for a fuel price discount, with 70% of customers receiving the larger 10- to 15-cent discount, and 19% receiving the 3-cent discount. This means 70% of the fuel purchases are made by customers also spending a minimum amount at Fred Meyer stores. This data supports use of the 38% shared trip rate.

The surveys were conducted at Fred Meyer locations with adjacent or on-site fuel facilities. The proposed fuel facility in Canby is located off-site, so the shared trips will be treated as primary trips traveling along Highway 99E directly to/from the Canby Fred Meyer store at 1401 SE 1st Avenue.

Pass-By Trips

Pass-by trips are those site trips already driving past the site on the adjacent roadways. These trips do not increase the total traffic volumes on the roadways, but do add to turning movement volumes at the site accesses. Based only on survey data a 30% pass-by rate was applied.

For purposes of this analysis, pass-by trips were drawn from Highway 99E.

Primary Trips and Diverted Linked Trips

Primary trips are those site trips stopping only at the fuel facility and then returning to their origins. These are considered new trips generated by the fuel facility.

Diverted linked trips are those site trips already traveling in the site vicinity on streets other than those immediately adjacent to the site; these vehicles change their direction or route to access the site.

For the purposes of this analysis, diverted/linked trips were included with primary trips. Together they represent 32% of total trips.

NET TRIP GENERATION

The following table summarizes the trip generation estimates for a Fred Meyer fuel facility with 12 vehicle fueling positions.

TABLE 3 – TRIP GENERATION

Trip Type	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Total Trips (100%)	74	72	146	123	123	246
Shared Fred Meyer Trips (38%)	*28*	*27*	*55*	*46*	*47*	*93*
Pass-By Trips (30%)	*22*	*22*	*44*	*37*	*37*	*74*
Primary Trips (32%)	24	23	47	40	39	79

TRIP DISTRIBUTION

Shared Trips

Distribution for shared trips is simply between the fuel facility and the Canby Fred Meyer store location, similar to primary trips.

Figure 5 presents the weekday AM and PM peak hour shared trip distribution and assignment.

Pass-By Trips

Distribution for pass-by trips was estimated based on the proportions of traffic traveling in each direction on nearby roadways in the site vicinity. The percentages noted represent weekday AM and PM peak hour conditions.

- 49% AM / 47% PM from the west on Highway 99E
- 51% AM / 53% PM from the east on Highway 99E

Figure 6 presents the weekday AM and PM peak hour pass-by trip distribution and assignment.

Primary Trips

Distribution for primary trips was estimated based on a select zone assignment model provided by DKS Associates. A copy of the model output is included in the appendix. Based on this model, primary trips are anticipated to use area roadways in the following distribution proportions.

- 45% to and from the west on Highway 99E (includes 15% to and from Ivy Street north of Highway 99E and 30% to and from Highway 99E west of Ivy Street)
- 20% to and from Ivy Street south of 2nd Avenue
- 30% to and from the east on Highway 99E
- 5% to and from Locust Street south of 2nd Avenue

Figure 7 presents weekday AM and PM peak hour primary trip distribution and assignment.

Total Trips

Figure 8 presents weekday AM and PM peak hour total trip assignments, or the sum of shared trips, pass-by trips, and primary trips.

POST-DEVELOPMENT TRAFFIC

Post-development traffic is the sum of the seasonally adjusted traffic and site trips. Figure 9 presents post-development weekday AM and PM peak hour traffic volumes.

In order to address alternate access configurations, as required by the City and ODOT, adjustments to the volumes were made to account for scenarios with the proposed Highway 99E driveway limited to right turns (right-in/right-out, or RIRO) and with no driveway.

The RIRO access scenario reroutes left turn movements from the Highway 99E access:

- Westbound entering trips would turn left at Locust Street.
- Westbound exiting trips would turn right to westbound SE 2nd Avenue or would turn left to eastbound 2nd Avenue, left to northbound Locust Street and left to westbound Highway 99E. The split between these routes is estimated at 50/50.

Figure 10 presents the weekday AM and PM peak hour total site trip assignments with the RIRO access to Highway 99E. Figure 11 presents the right turn only scenario peak hour volumes. Detailed assignment sheets are presented in the appendix.

The No Access scenario reroutes all site trips from the Highway 99E access:

- Westbound entering trips would turn left at Locust Street.
- Eastbound entering trips would turn right at Locust Street.
- Westbound exiting trips would turn right to westbound SE 2nd Avenue or would turn left to eastbound 2nd Avenue, left to northbound Locust Street, and left to westbound Highway 99E. The split between these routes is estimated at 50/50.
- Eastbound exiting trips would turn left to eastbound SE 2nd Avenue.

Figure 12 presents the weekday AM and PM peak hour total site trip assignments with no access to Highway 99E. Figure 13 presents volumes for a scenario with no access to Highway 99E. Detailed assignment sheets are presented in the appendix

ON-SITE CIRCULATION

The site will be designed for two-way vehicle circulation (north-to-south) past the fuel dispensers. Bypass lanes will be provided between the fueling lanes and between the fuel canopy and the perimeter curbs.

VEHICLE TURNING PATHS

Fuel Delivery Trucks

Fuel delivery trucks are anticipated to visit the site during off-peak hours and only on an as-needed basis, typically two to three times per week. Trucks are anticipated to enter the site via a right turn from eastbound Highway 99E, circulate clockwise around the site, park between the parking spaces and fuel tanks to off-load fuel, and exit via a right turn to eastbound Highway 99E. The anticipated vehicle turning path is provided in the Appendix.

Emergency Vehicles

Emergency vehicles are anticipated to visit the site only on an as-needed basis. A fire engine is the largest emergency vehicle likely to visit the site. Some sample vehicle turning paths are provided in the Appendix.

Passenger Autos

Passenger autos are anticipated to be the primary vehicle entering and exiting the site. Both proposed accesses will accommodate all entering and exiting movements by passenger autos. Drivers will maneuver within the open paved area to select a fueling lane or a parking space. Bypass lanes will permit passenger autos to queue at and behind the fueling positions without impeding on-site circulation around or beneath the canopy. Some sample vehicle turning paths are provided in the Appendix.

SIGHT DISTANCE

Sight distance evaluation has been prepared for the proposed site accesses based on the standards presented in the American Association of State and Highway Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets*, 6th Edition (2011). Specifically, standards for left turns and right turns exiting the driveways are presented in Tables 9-5 through 9-8.

For the access to Highway 99E, with a posted speed limit of 35 mph, AASHTO recommends at least 440 feet for left turns and 335 feet for right turns. Sight distance is available for at least 500 feet in both directions at the proposed access location, so the standard is met.

For the access to SE 2nd Avenue, with a posted speed limit of 25 mph, AASHTO recommends at least 280 feet for left turns and 240 feet for right turns. Sight distance is available for at least 300 feet in both directions at the proposed access location. The sight distance to Locust Street is approximately 100 feet. Vehicles approaching from the Locust Street intersection will typically be traveling more slowly—estimated intersection departure speed is 15 mph—than the posted speed. The minimum stopping sight distance for 15 mph is 80 feet, so the standard is met.

IV. CAPACITY AND QUEUING ANALYSIS

CAPACITY ANALYSIS

Intersection capacity calculations were prepared using methodologies presented in the Transportation Research Board's *Highway Capacity Manual*, 2000 Edition (HCM). Trafficware's Synchro software, version 8, which implements HCM methodologies, was used to prepare the capacity and level-of-service calculations. Copies of the calculations are included in the Appendix.

Intersection capacity characteristics are generally defined by two measurements: volume-to-capacity (v/c) ratio and level-of-service (LOS).

V/c ratio is a measurement of capacity used by a given traffic movement or for an entire intersection. It is defined by the rate of traffic flow or traffic demand divided by the theoretical capacity.

LOS is a relative measure of the average control delay (in seconds) experienced by drivers at an intersection and is described by a letter on the scale from A to F. LOS A represents optimum operating conditions and minimum delay. LOS F indicates long delays and often over-capacity conditions.

ODOT uses v/c to assess capacity on state highways, with a standard of 1.00 for this location along Highway 99E (Table 6 of the *Oregon Highway Plan*) because it is within an adopted Special Transportation Area (STA).

The City of Canby uses LOS to assess capacity on city streets. Unsignalized two-way stop controlled intersections need to maintain an LOS E or better (City TSP).

Capacity analysis was performed for the weekday AM and PM peak hour at the study area intersections for the following development scenarios:

- 2012 Existing
- 2012 Post-Development

Calculation results are summarized in the following table.

TABLE 4 – INTERSECTION CAPACITY ANALYSIS (FULL ACCESS)

Intersection	Capacity Criteria	Approach	2012 Existing		2012 Post-Development	
			AM	PM	AM	PM
Highway 99E / Site Access	v/c	NB Lt	0.00	0.06	0.07	0.25
Highway 99E / S. Locust Street	v/c	NB	0.13	0.24	0.16	0.30
S. Locust Street / SE 2nd Avenue	LOS	EB	A	B	A	B
		WB	A	A	A	A
SE 2nd Avenue / Site Access	LOS	SB Lt			A	A

All the study intersections and site driveways are anticipated to operate within acceptable capacity standards during all analysis scenarios.

In addition to a full movement access to Highway 99E, two other access scenarios were analyzed: Right-in/right-out (RIRO) and No Access to the state highway.

Calculation results are summarized in the following table.

TABLE 5 – INTERSECTION CAPACITY ANALYSIS (ALTERNATE ACCESSES)						
Intersection	Capacity Criteria	Approach	2012 Post-Development			
			RIRO		No Access	
			AM	PM	AM	PM
Highway 99E / Site Access	v/c	NB Rt	0.07	0.17		
Highway 99E / S. Locust Street	v/c	NB	0.20	0.45	0.27	0.61
S. Locust Street / SE 2nd Avenue	LOS	EB	A	B	B	B
		WB	A	B	A	B
SE 2nd Avenue / Site Access	LOS	SB Lt	A	A	A	B

All the study intersections and site driveways are anticipated to operate within acceptable capacity standards during all alternate analysis scenarios.

QUEUING ANALYSIS

Queuing analyses were prepared at study area intersections using Synchro software, version 8, to estimate the 95th percentile queues for each lane group. Calculations are provided in the Appendix.

The available queue storage and the anticipated queue demand values are listed in the following table. Queue demand results are reported for stop-controlled or yield-controlled movements. Values are rounded to the nearest 25 feet.

TABLE 6 – QUEUING ANALYSIS (FEET)												
Intersection	Movements		Available Storage	Analysis Scenario								
				Existing		Post-Dev		RIRO		No Access		
				AM	PM	AM	PM	AM	PM	AM	PM	
Highway 99E / Site Access	NB	Lt,Th	25	0	25	25	25					
		Rt	50			25	25	25	25			
	WB	Lt	125	0	0	25	25					
Highway 99E / S. Locust Street	NB	Lt,Th,Rt	175	25	25	25	25	25	50	25	100	
	WB	Lt	300+	25	25	25	25	25	25	25	25	
S. Locust Street / SE 2nd Avenue	EB	Lt,Th,Rt	300+	25	25	25	25	25	25	25	25	
	WB	Lt,Th,Rt	100	25	25	25	25	25	25	25	25	
SE 2nd Avenue / Site Access	SB	Lt	50			25	25	25	25	25	25	
		Rt				0	25	25	25	25	25	

As presented in the previous table, queue demand is not anticipated to exceed the available storage in any scenario.

At the proposed site access on 2nd Avenue, up to 50 feet is available for vehicle queuing; however, vehicles will rarely be queued at this location.

The proposed configuration of the driveway to Highway 99E is such that 25 feet is available for left/through lane queuing, and approximately 50 feet is available for the right turn lane. Queues are not expected to exceed these available distances.

V. ACCESS MANAGEMENT PLAN

The proposed fuel facility will access Highway 99E to the north and SE 2nd Avenue to the south. Both accesses are proposed to be 40 feet wide, including one, 16-foot-wide entering lane and two, and 12-foot-wide exiting lanes. The City of Canby TSP requires an Access Management Plan (AMP) be prepared for the access to Highway 99E. Based on correspondence with City staff, the scope of this AMP includes conditions at the following accesses and public street intersections along Highway 99E within 250 feet of the property boundaries. Where accesses are included in the above TIA capacity and queuing analyses, a note is included.

- Napa Auto Parts (505 SE 1st Avenue) West Driveway
- 76 Fuel Station (453 SE 1st Avenue) East Driveway
- 76 Fuel Station (453 SE 1st Avenue) West Driveway
- S. Locust Street
- Hulbert's Flowers (334 SE 1st Avenue) East Driveway (enter only) – part of the Highway 99E/Locust Street intersection
- Hulbert's Flowers (334 SE 1st Avenue) West Driveway (exit only) – part of the Highway 99E/Site Access intersection
- Domino's Pizza (325 SE 1st Avenue) East Driveway – closed and combined with the Highway 99E/Site Access intersection
- Domino's Pizza (325 SE 1st Avenue) West Driveway
- S. Knott Street

The existing access to site parcel 200 will be closed with the development and is not a part of the AMP study area. Within the study area this AMP addresses:

- The potential impacts on operations and safety from the proposed Fred Meyer fuel facility.
- The existing and future access conditions for all properties.
- The potential impacts based on the access alternatives (full movement, restricted movement, and no access at Highway 99E).
- The improvements necessary to mitigate the potential impacts.

EXISTING CONDITIONS

Traffic Volumes

Existing turning movement volumes were collected at the AMP study area intersections on Wednesday April 4, 2012, between the hours of 7:00-9:00 AM and 4:00-6:00 PM. As with the TIA above, the system peak hours of 7:30-8:30 AM and 4:45-5:45 PM are addressed in this AMP. Count summary sheets are included in the Appendix. Figure 14 presents a summary of the existing peak hour volumes at the study area intersections. Where only turning movements were counted, through volumes on Highway 99E were interpolated from adjacent intersections.

Access Configurations

Except at Hulbert's Flowers, where the east driveway is enter-only and the west driveway is exit-only, each existing driveway and side street permits full-movement access to and from Highway 99E.

Access Spacing

The proposed access is located within the Highway 99E segment between Ivy and Pine Streets. As identified in Table 3-5 of the City TSP, this 2,670-foot highway segment includes 27 access points, inclusive of public streets. The frequency of accesses within the AMP study area (9 within 660 feet) has a slightly higher frequency of accesses than the Ivy-to-Pine segment as a whole.

The proposed access is subject to City and ODOT spacing standards, which are a minimum of 330 feet and 350 feet, respectively, between the access centerline and the nearest access or public roadway centerline (City TSP, Table 7-2, and Oregon Administrative Rules Chapter 734, Division 51, Temporary Rules Amended May 3, 2012, Table 5). The existing street grid provides approximately 420 feet between Knott and Locust Streets, so by definition no accesses could meet the spacing standard in this segment. Furthermore, the existing street spacing does not meet the minimum 660 feet specified in TSP Table 7-2.

FUTURE CONDITIONS

Traffic Volumes

The following table identifies the added trips at each access point within the AMP study area from the proposed Fred Meyer fuel facility (assuming full-movement access to Highway 99E).

TABLE 7 – ADDITIONAL TRAFFIC AT STUDY AREA ACCESS POINTS

Access Points along Highway 99E	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Added Trips	Percent Increase	Added Trips	Percent Increase
Napa West Driveway	69	4.3%	116	4.9%
76 Fuel East Driveway	69	4.3%	116	4.9%
76 Fuel West Driveway	69	4.3%	116	4.9%
Locust Street Hulbert's East Driveway (enter only)	71	4.3%	120	5.0%
Hulbert's West Driveway (exit only) Proposed Driveway	102*	6.4%	167*	7.1%
Domino's Pizza West Driveway	22*	1.4%	44*	1.8%
Knott Street	21	1.3%	35	1.5%

* Includes adjustments for existing exiting Domino's trips

The fuel facility will increase traffic by 1.3% to 7.1% at the AMP study area access points. As presented in the capacity and queuing analysis sections of the TIA, no significant impacts are anticipated at the locations with the greatest traffic increase, i.e., the site access to Highway 99E (coincident with Hulbert's West driveway) and Locust Street, so it is reasonable to assume no adverse impacts will be generated at locations with lower levels of traffic increases.

Figure 15 presents a summary of the post-development peak hour volumes at the study area intersections following opening of the proposed Fred Meyer fuel facility with a full-movement access to Highway 99E.

Access Configurations

The existing Domino's East driveway will be consolidated with the Fred Meyer fuel access. The limited space (approximately 25 feet) between the existing building and the property line will allow for only a one-way (enter-only) shared access from the Fred Meyer fuel site. Existing exiting trips will be rerouted to the Domino's West driveway. Trips exiting the Fred Meyer fuel site will be permitted to access Highway 99E directly. All other accesses and public streets will retain their existing access configurations.

In the future, as redevelopment takes place and as the City of Canby Special Transportation Area (STA) plan takes shape, highway access points within the study area will likely be consolidated or eliminated. Parcels with frontage on Highway 99E may be combined with parcels fronting SE 2nd Avenue or the alley parallel to SE 2nd Avenue east of Locust Street to provide access to the lower classification roadways.

Access Spacing

The proposed access spacing will be similar to the existing spacing. The Fred Meyer fuel facility proposes to consolidate, improve, and share the existing Domino's East driveway. The net effect will be no net change in the number of accesses. The proposed access will be located approximately 26 feet east of the existing Domino's East driveway (measured between centerlines).

SAFETY

The foremost potential safety concern arising from the proposed Fred Meyer fuel facility is the potential for conflicts within the Highway 99E center left-turn lane. Westbound vehicles entering the fuel facility or northbound vehicles exiting the site via a two-stage left turn may conflict with eastbound vehicles entering Hulbert's Flowers. No other driveways along the north side of Highway 99E permit entering traffic, so no other driveway movements are expected to experience or contribute to center left-turn lane conflicts.

During the weekday AM peak hour 41 westbound vehicles are anticipated to enter the fuel facility and 19 northbound-to-westbound vehicles are anticipated to exit the fuel facility. The average delay for the entering movement is 9.7 seconds per vehicle. Assuming, for a conservative analysis, each of the 41 vehicles arrives separately, 397.7 seconds of total delay are anticipated within the peak hour. In other words, the lane would be occupied for approximately 11% of the hour. This makes it unlikely any eastbound vehicles entering Hulbert's will experience a conflict with the vehicles entering the fuel facility. Since a total of 3 eastbound vehicles entered Hulbert's during the 2-hour traffic count period (only 1 during the peak hour), no safety concerns are anticipated.

During the weekday PM peak hour 72 westbound vehicles are anticipated to enter the fuel facility and 34 northbound-to-westbound vehicles are anticipated to exit the fuel facility. The average delay for the entering movement is 13.1 seconds per vehicle. Assuming, for a conservative analysis, each of the 72 vehicles arrives separately; 943.2 seconds of total delay are anticipated within the peak hour. In other words, the lane would be occupied for approximately 26% of the hour. This makes it unlikely any eastbound vehicles entering Hulbert's will experience a conflict with the vehicles

entering the fuel facility. Since a total of 3 eastbound vehicles entered Hulbert's during the 2-hour traffic count period (none during the peak hour), no safety concerns are anticipated.

ACCESS ALTERNATIVES

No significant impacts are anticipated at the AMP study area access points under the full-movement proposed access condition. Under the restricted-movement (RIRO) and no-access alternatives the traffic increases along Highway 99E would be the same or less than in the full-movement access alternative. Therefore, no significant impacts are anticipated at the AMP study area access points under the RIRO or no-access alternatives.

Highway 99E Access

The proposed access to Highway 99E cannot meet access spacing standards. It is, however, situated as far as possible from the nearest public roadway intersection (Locust Street) and it encourages shared access to the maximum possible extent by allowing vehicles to enter the adjacent site.

The proposed common development of the five subject parcel permits consolidates accesses from five to two. If the parcels were to develop individually, Parcel 100 would be required to access Locust Street, Parcel 200 would have a right to access Highway 99E, and Parcel 300 would either have its own access to Highway 99E or would continue to share an access with the adjacent development. Thus, the proposed development provides an access configuration better addressing the intent of access spacing standards than could the five parcels individually.

The proposed access to Highway 99E provides the preferred circulation for fuel delivery trucks, which are anticipated to enter the site via a right turn from eastbound Highway 99E and exit via a right turn to eastbound Highway 99E. Any physical means of restricting the access to RIRO at Highway 99E would limit the fuel truck's ability to follow this preferred routing or require a specific design of median treatments to allow for truck turning movements. Without a median design for truck access, the RIRO alternative, as well as the No Access alternative, would introduce additional truck trips to SE 2nd Avenue, which is not part of a designated truck route

In addition, while it is physically possible for the fuel truck to enter and exit the proposed access to SE 2nd Avenue, this path would encroach even more upon opposing lanes of traffic than does the proposed path. A copy of this path is provided in the Appendix. Customers queued behind the dispensers would block the fuel truck circulation through the site. The preferred routing to/from Highway 99E does not have this conflict with queued vehicles.

SE 2nd Avenue Access

The proposed access to SE 2nd Avenue meets access spacing standards (minimum 50 feet to the nearest roadway and minimum 10 feet to the nearest driveway, according to Table 7-2 of the City TSP). According to City access management standards, this access should serve as the only site access because it meets spacing standards and because it accesses a roadway with a lower functional classification than arterial. This would equate the No Access alternative.

This approach, however, would be contrary to the City's policy for Neighborhood Traffic Management (NTM), which targets a maximum of 1,200 daily vehicles on local residential streets such as SE 2nd Avenue. The No Access alternative would concentrate all fuel facility trips at the access to SE 2nd Avenue, increasing the PM peak hour total volume there to 196. Estimating the daily traffic as ten times the PM peak hour volume yields 1,960 ADT, exceeding the 1,200 ADT maximum by over 60%. By similar methods, the RIRO access alternative would yield approximately 1,340 ADT and the Full Access alternative would yield approximately 1,250 ADT. Therefore all three access scenarios would exceed the 1,200 ADT target; the Full Access alternative would be the closest to the target.

SUMMARY

The proposed Fred Meyer fuel facility will increase traffic by 1.3% to 7.1% at the AMP study area access points, but these increases are not anticipated to generate adverse impacts to intersection capacity or queuing. The total number of access points to Highway 99E will be maintained. The existing character of the highway segment, which currently provides direct access between the retail sites and the highway, also will be maintained.

The fuel facility traffic may generate vehicle conflicts within the Highway 99E center left-turn lane, but due to the low level of conflicting traffic and the low levels of entering vehicle delay no safety concerns are anticipated.

The spacing of existing driveways does not meet standards, and the physical configuration of the site makes it impossible to meet access spacing standards. Furthermore, the existing street spacing does not meet minimum standards. However, the proposed access will be located as far as possible from Locust Street, will permit entering traffic to enter the adjacent site, and will consolidate access rights among the three existing parcels fronting Highway 99E.

The proposed access to Highway 99E will provide the preferred routing for the fuel delivery truck. Restricting or eliminating the access to Highway 99E would route the fuel trucks onto SE 2nd Avenue and would encroach upon oncoming traffic lanes at several locations.

By standards the access to SE 2nd Avenue should serve as the only site access. However, this approach would increase the traffic levels on SE 2nd Avenue to approximately 1,960 ADT. The 1,250 ADT anticipated with the Full Access alternative is more in keeping with the City maximum policy of 1,200 ADT on local residential roadways.

VI. CONCLUSIONS AND RECOMMENDATIONS

This TIA has been prepared for the proposed Fred Meyer fuel facility in Canby, Oregon, located on Tax Lots 100, 200, 300, 2200 and 2300 in Section 33 in Township 3 South, Range 1 East. The site is approximately 0.75 acres and currently zoned City of Canby Highway Commercial C-2, in which the proposed use is permitted.

The proposed fuel facility includes six dispensers, providing 12 fueling locations, beneath a 5,336 SF canopy. A cashier's kiosk/restroom building, a propane tank, a trash enclosure, and a storage shed will be located around the site perimeter. Project construction is planned to occur in one phase, with completion anticipated in 2012.

Study area intersections are stop-controlled on the minor approaches. Highway 99E is under state (ODOT) jurisdiction, while Locust Street and SE 2nd Avenue are under City jurisdiction.

Sidewalks are currently provided throughout the study area but bicycle lanes are not. Canby Area Transit (CAT) provides fixed-route and demand-response (dial-a-ride) within the study area. Inter-city transit service is available at the Canby Transit Center, approximately 0.3 miles northwest of the fuel site.

Existing traffic volumes were collected at the study area intersections on Wednesday, April 4, 2012, between the hours of 7:00-9:00 AM and 4:00-6:00 PM. A seasonal adjustment factor of 1.092 was applied to highway traffic volumes to estimate the design hour volumes.

Intersection crash rates are below the 1.0 crashes/mev threshold rate at all study area intersections, warranting no further consideration for safety mitigation measures.

There are no planned improvements funded for completion within the analysis years and within the study area. No background growth or in-process traffic is anticipated to add to the existing volumes.

Trip generation estimates utilize Land Use Code 944 – Gasoline/Service Station in the Institute of Transportation Engineers' (ITE) *Trip Generation*, 8th Edition, for AM trip rates and Fred Meyer fuel facility surveys for PM trip rates. These estimate 146 weekday AM peak hour total trips and 246 weekday PM peak hour total trips for a fuel facility with 12 vehicle fueling positions. These total trips include shared, pass-by and primary trips.

All the study intersections and site driveways are anticipated to operate within acceptable capacity standards during all analysis scenarios, including scenarios with full access, limited access (right-in/right-out) and no access to Highway 99E. Queue demand is not anticipated to exceed the available storage in any analysis scenario, including scenarios with full access, limited access (right-in/right-out) and no access to Highway 99E.

The Access Management Plan indicates no operational or safety concerns are likely to be generated by the proposed full-movement access to Highway 99E and the site trips. We recommend a full-movement access be provided to serve the subject site.

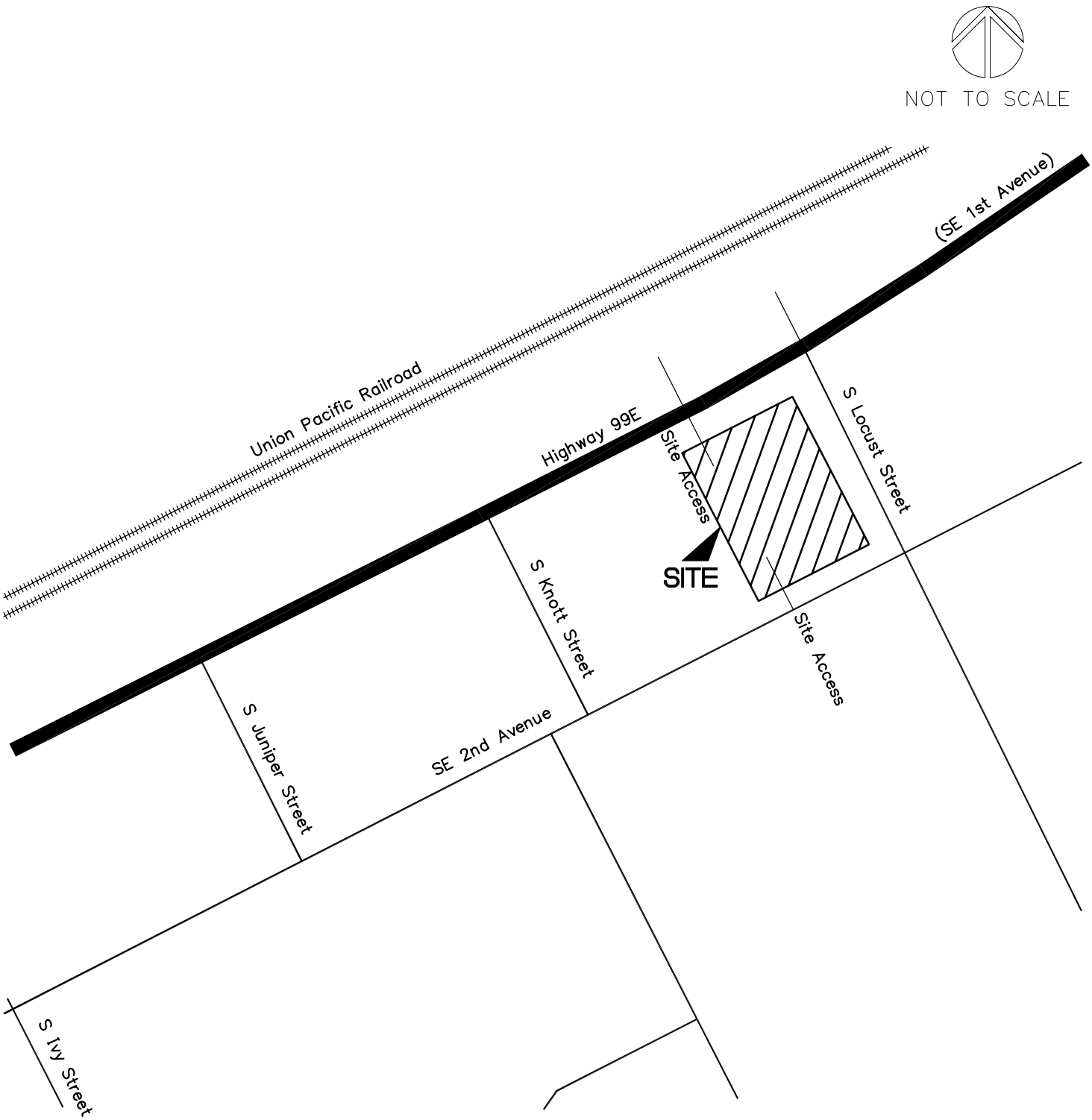
Based on these results, no mitigations or improvements are expected with the proposed fuel facility. The transportation facilities are anticipated to operate within acceptable standards with the addition of the proposed development.

VII. APPENDIX

A. Figures
B. Transit Routes and Schedules
C. Traffic Count Summaries (System Peak Hours)
D. Seasonal Adjustment
E. Trip Surveys
F. Crash Data and Calculations
G. Trip Distribution Model
H. Capacity Calculations
I. Vehicle Turning Paths
J. Scoping

APPENDIX A

Figures



GROUP MACKENZIE

Portland OR 503.224.9560 Vancouver WA 360.695.7879 Seattle WA 206.749.9993

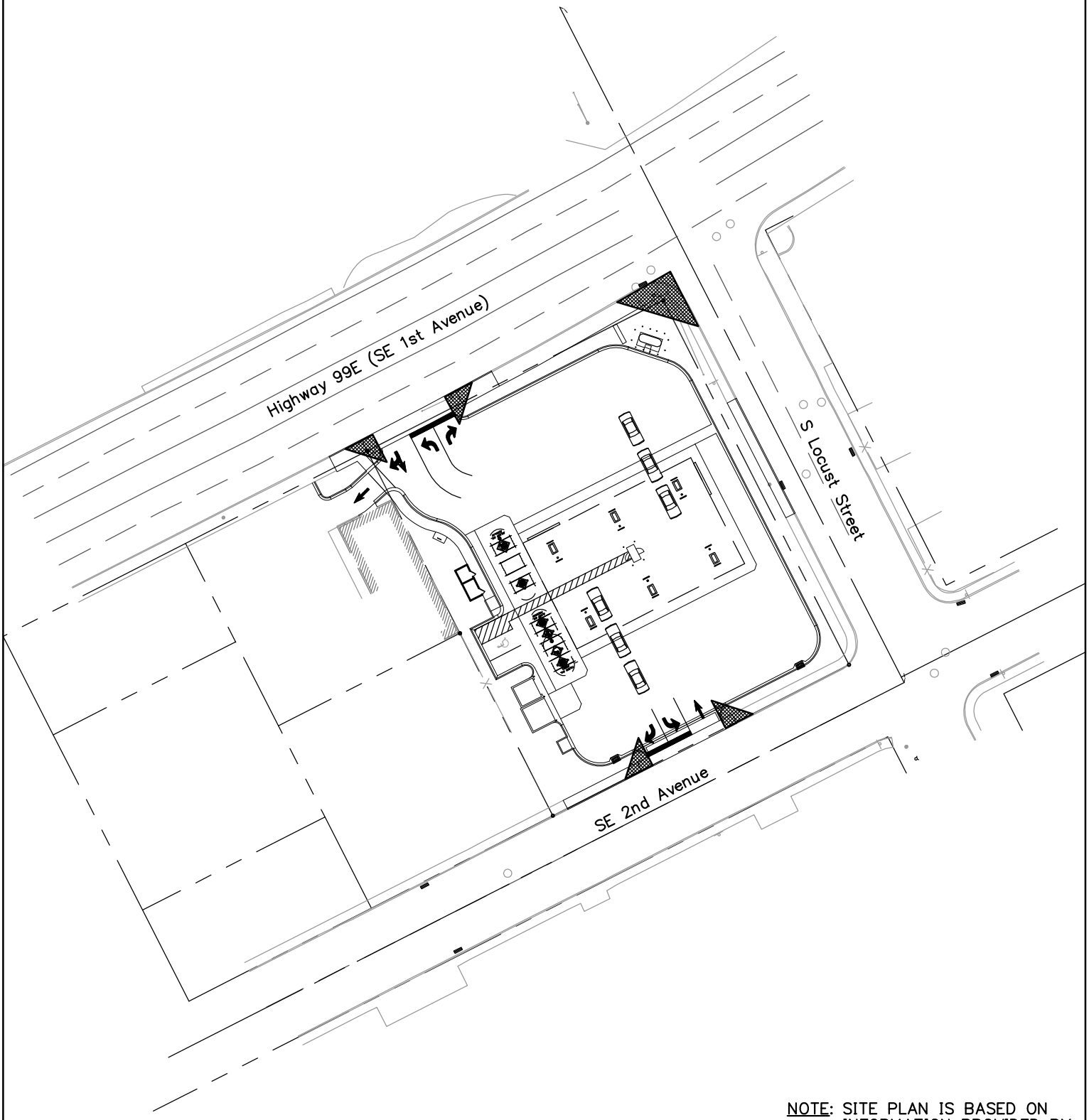
© GROUP MACKENZIE 2012 ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN any MANNER, WITHOUT PRIOR WRITTEN PERMISSION

DATE: 05.16.12
DRAWN BY: JRB
CHECKED BY: BTA
JOB NO: 2120130.00

VICINITY MAP

FRED MEYER CANBY FUEL FACILITY
CANBY, OREGON

FIGURE 1



NOTE: SITE PLAN IS BASED ON INFORMATION PROVIDED BY GREAT BASIN ENGINEERING ON MAY 15, 2012.

GROUP MACKENZIE

Portland OR 503.224.9560 | Vancouver WA 360.695.7879 | Seattle WA 206.749.9993

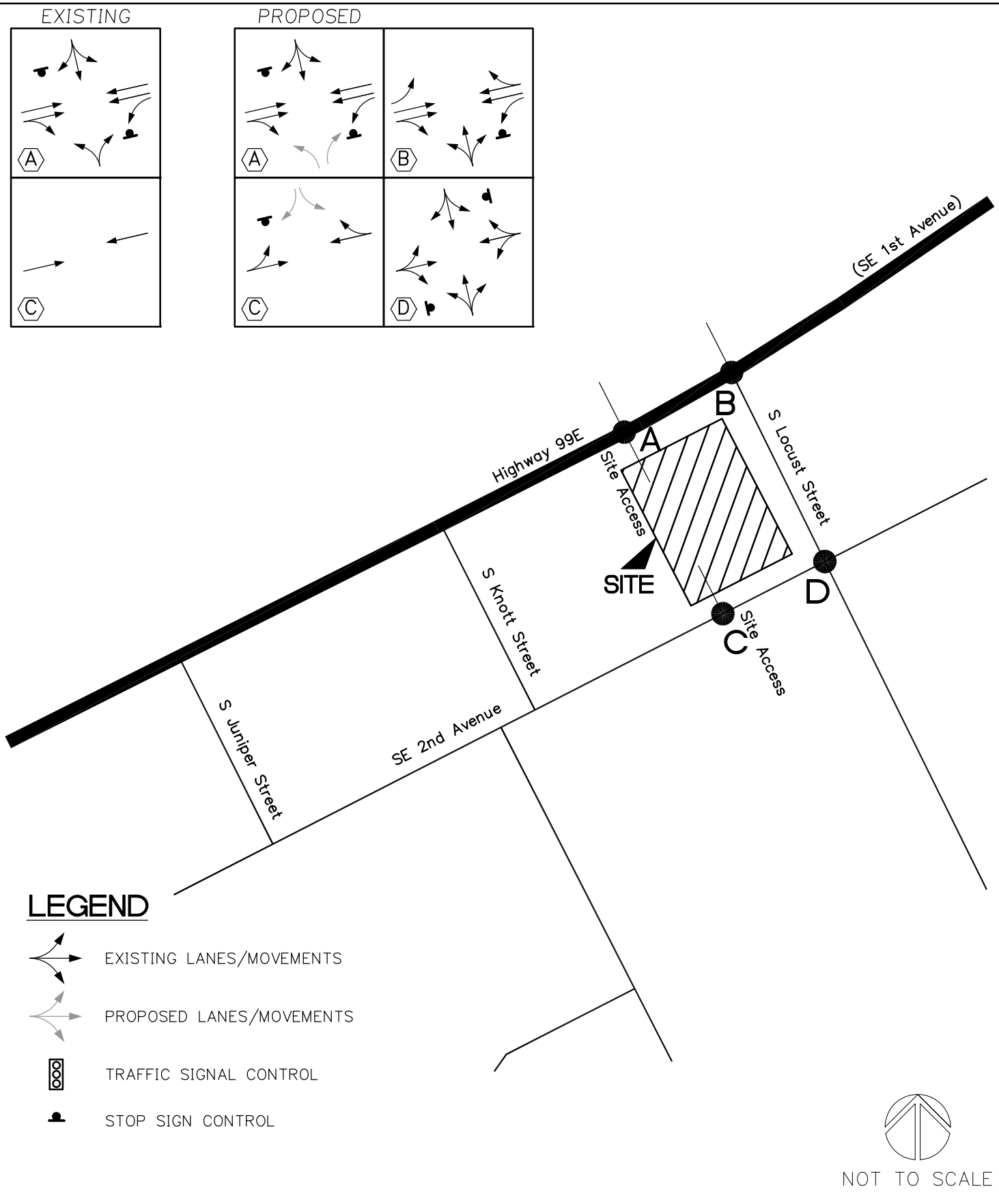
© GROUP MACKENZIE 2012 ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

DATE: 05.16.12
DRAWN BY: JRB
CHECKED BY: BTA
JOB NO: 2120130.00

SITE PLAN

FRED MEYER CANBY FUEL FACILITY
CANBY, OREGON

FIGURE 2



GROUP MACKENZIE

Portland OR 503.224.9560 Vancouver WA 360.695.7879 Seattle WA 206.749.9993

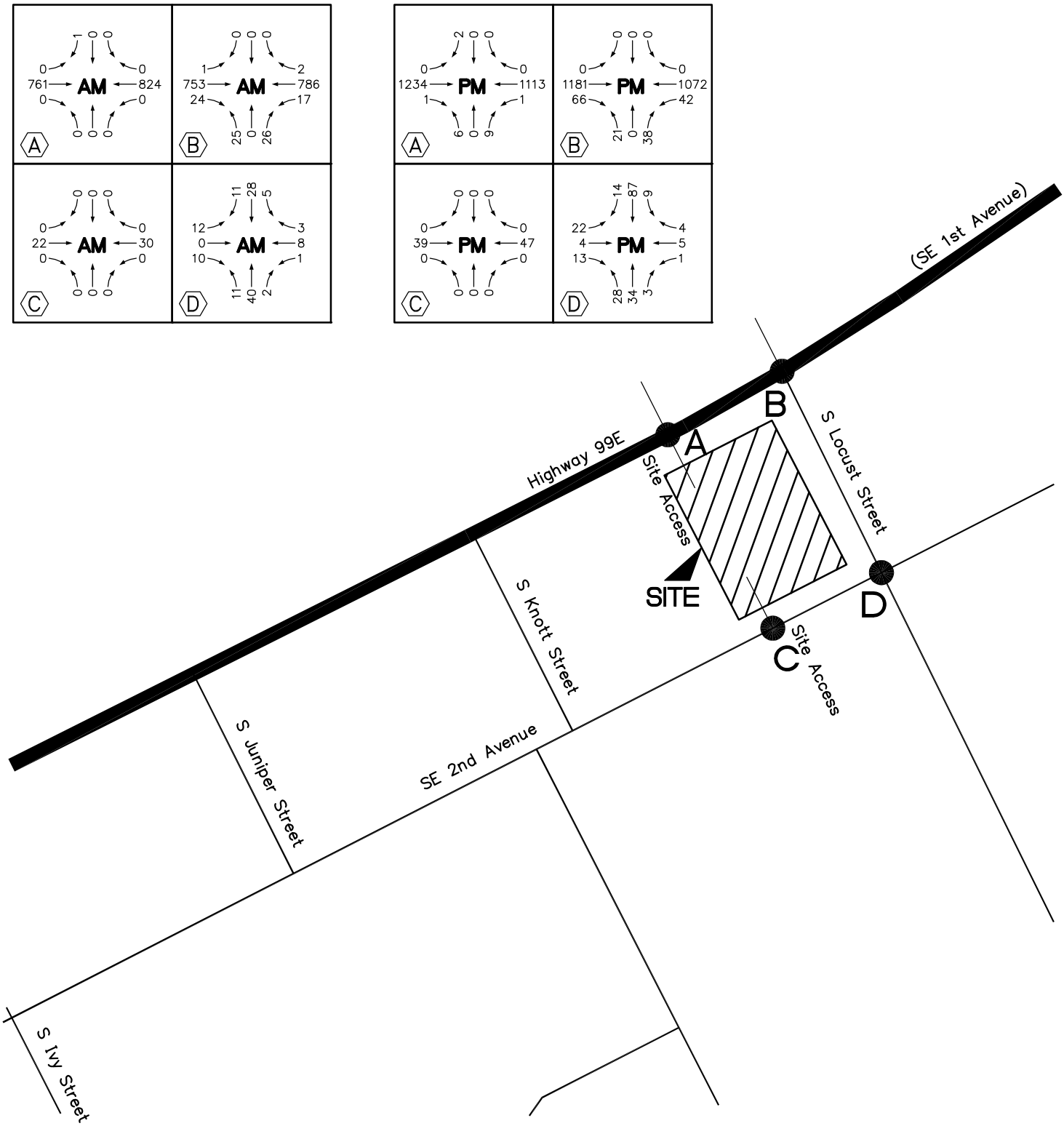
© GROUP MACKENZIE 2012 ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

DATE: 05.16.12
DRAWN BY: JRB
CHECKED BY: BTA
JOB NO: 2120130.00

TRAFFIC CONTROLS AND LANE CONFIGURATIONS

FRED MEYER CANBY FUEL FACILITY
CANBY, OREGON

FIGURE 3



NOT TO SCALE

GROUP MACKENZIE

Portland OR 503.224.9560
Vancouver WA 360.695.7879
Seattle WA 206.749.9993

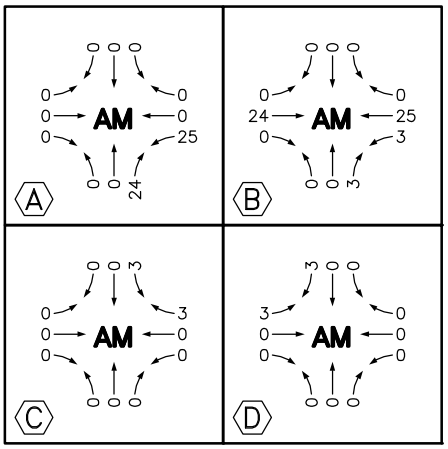
© GROUP MACKENZIE 2012 ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

DATE: 05.16.12
DRAWN BY: JRB
CHECKED BY: BTA
JOB NO: 2120130.00

SEASONALLY ADJUSTED TRAFFIC VOLUMES - WEEKDAY PEAK HOURS

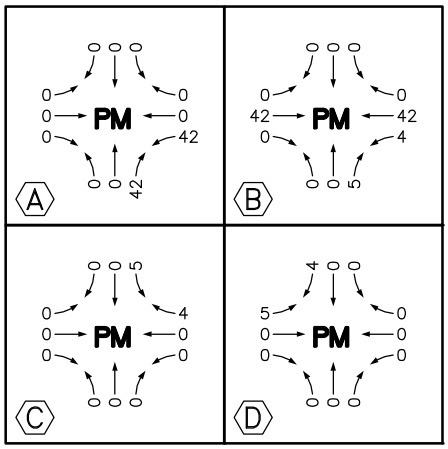
FRED MEYER CANBY FUEL FACILITY
CANBY, OREGON

FIGURE 4



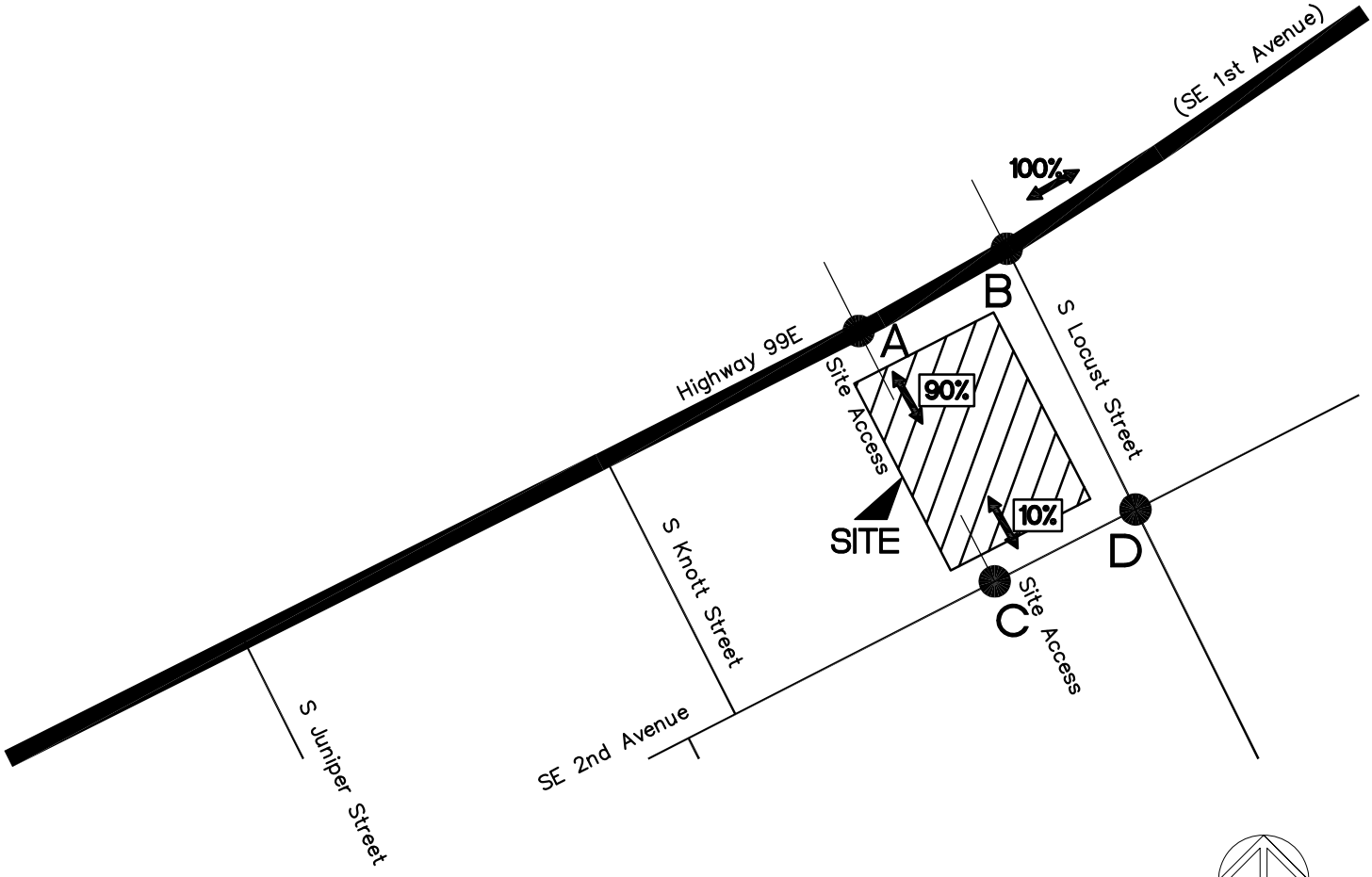
WEEKDAY AM PEAK HOUR
SHARED SITE TRIPS

ENTER = 28
EXIT = 27
TOTAL = 55



WEEKDAY PM PEAK HOUR
SHARED SITE TRIPS

ENTER = 46
EXIT = 47
TOTAL = 93



NOT TO SCALE

GROUP MACKENZIE

Portland OR 503.224.9560
Vancouver WA 360.695.7879
Seattle WA 206.749.9993

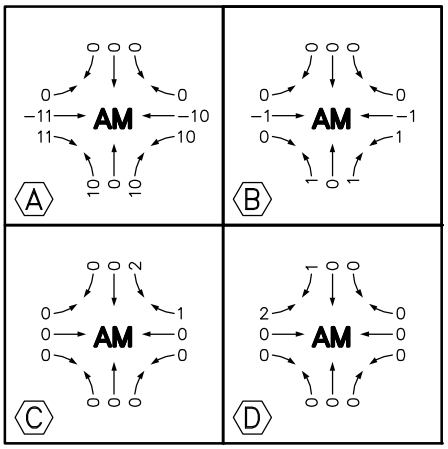
© GROUP MACKENZIE 2012 ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

DATE: 05.16.12
DRAWN BY: JRB
CHECKED BY: BTA
JOB NO: 2120130.00

SHARED TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT - WEEKDAY PEAK HOURS

FRED MEYER CANBY FUEL FACILITY
CANBY, OREGON

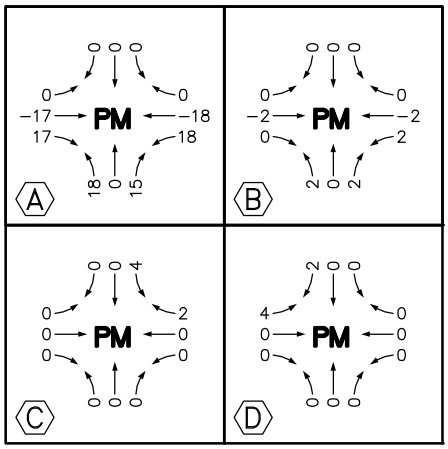
FIGURE 5



WEEKDAY AM PEAK HOUR
PASS-BY SITE TRIPS

ENTER = 22
EXIT = 22

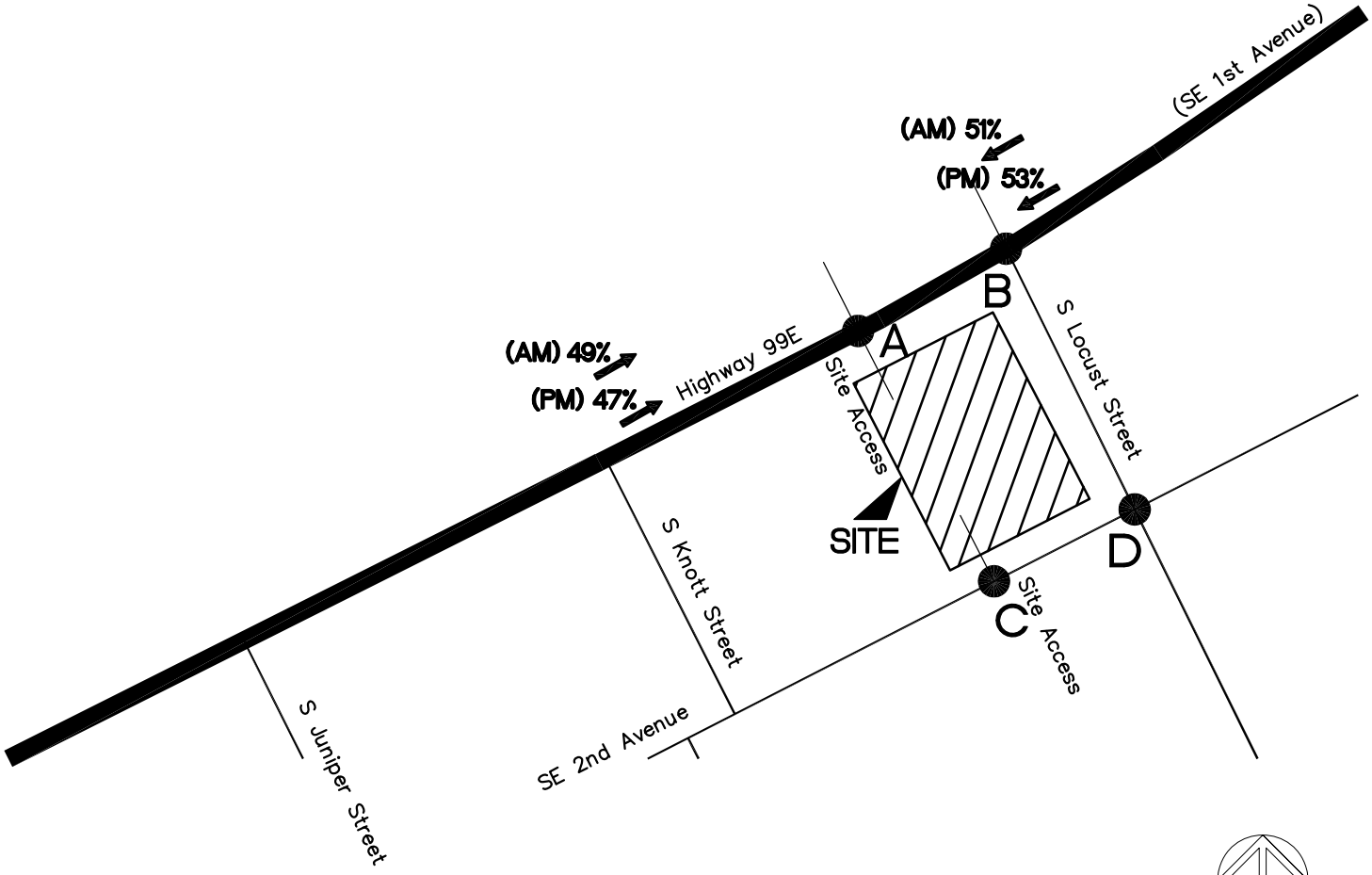
TOTAL = 44



WEEKDAY PM PEAK HOUR
PASS-BY SITE TRIPS

ENTER = 37
EXIT = 37

TOTAL = 74



NOT TO SCALE

GROUP MACKENZIE

Portland OR 503.224.9560 | Vancouver WA 360.695.7879 | Seattle WA 206.749.9993

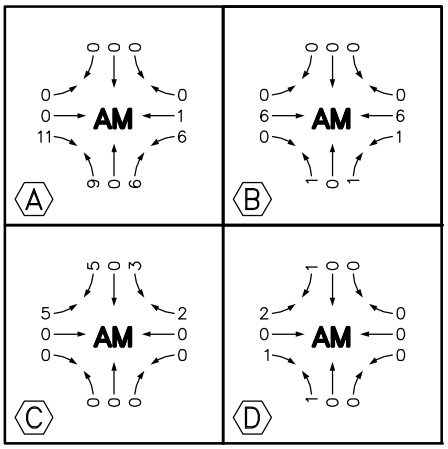
© GROUP MACKENZIE 2012 ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

DATE: 05.16.12
DRAWN BY: JRB
CHECKED BY: BTA
JOB NO: 2120130.00

PASS-BY TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT - WEEKDAY PEAK HOURS

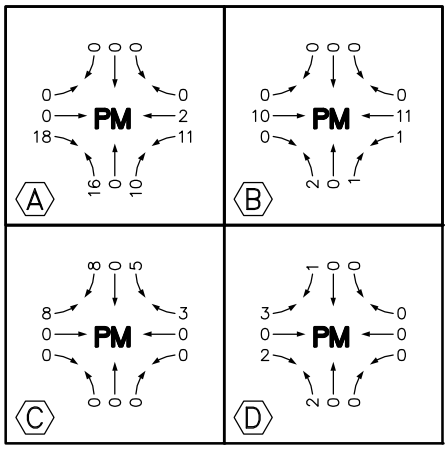
FRED MEYER CANBY FUEL FACILITY
CANBY, OREGON

FIGURE 6



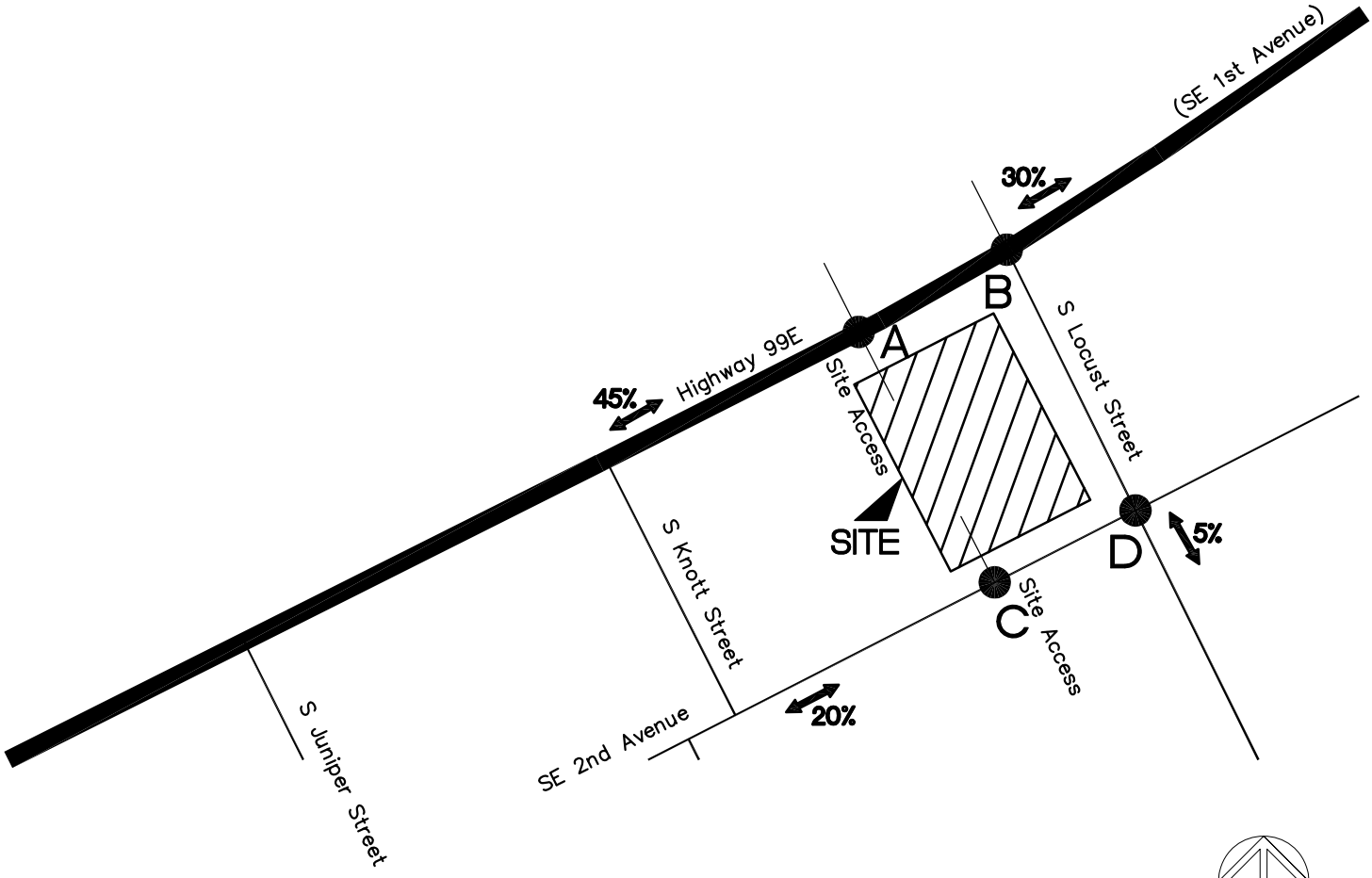
WEEKDAY AM PEAK HOUR
PRIMARY SITE TRIPS

ENTER = 24
EXIT = 23
TOTAL = 47



WEEKDAY PM PEAK HOUR
PRIMARY SITE TRIPS

ENTER = 40
EXIT = 39
TOTAL = 79



NOT TO SCALE

GROUP MACKENZIE

Portland OR 503.224.9560
Vancouver WA 360.695.7879
Seattle WA 206.749.9993

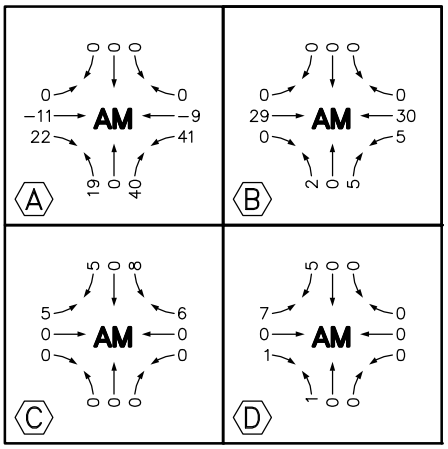
© GROUP MACKENZIE 2012 ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

DATE: 05.16.12
DRAWN BY: JRB
CHECKED BY: BTA
JOB NO: 2120130.00

PRIMARY TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT - WEEKDAY PEAK HOURS

FRED MEYER CANBY FUEL FACILITY
CANBY, OREGON

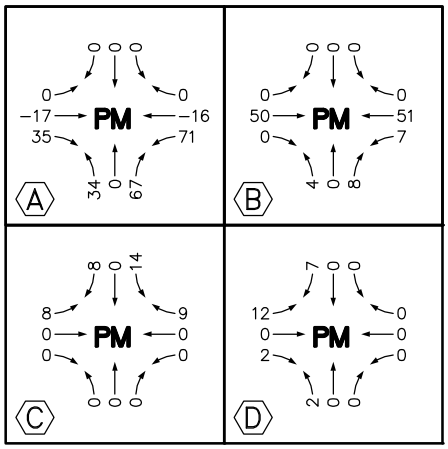
FIGURE 7



WEEKDAY AM PEAK HOUR
TOTAL SITE TRIPS

ENTER = 74
EXIT = 72

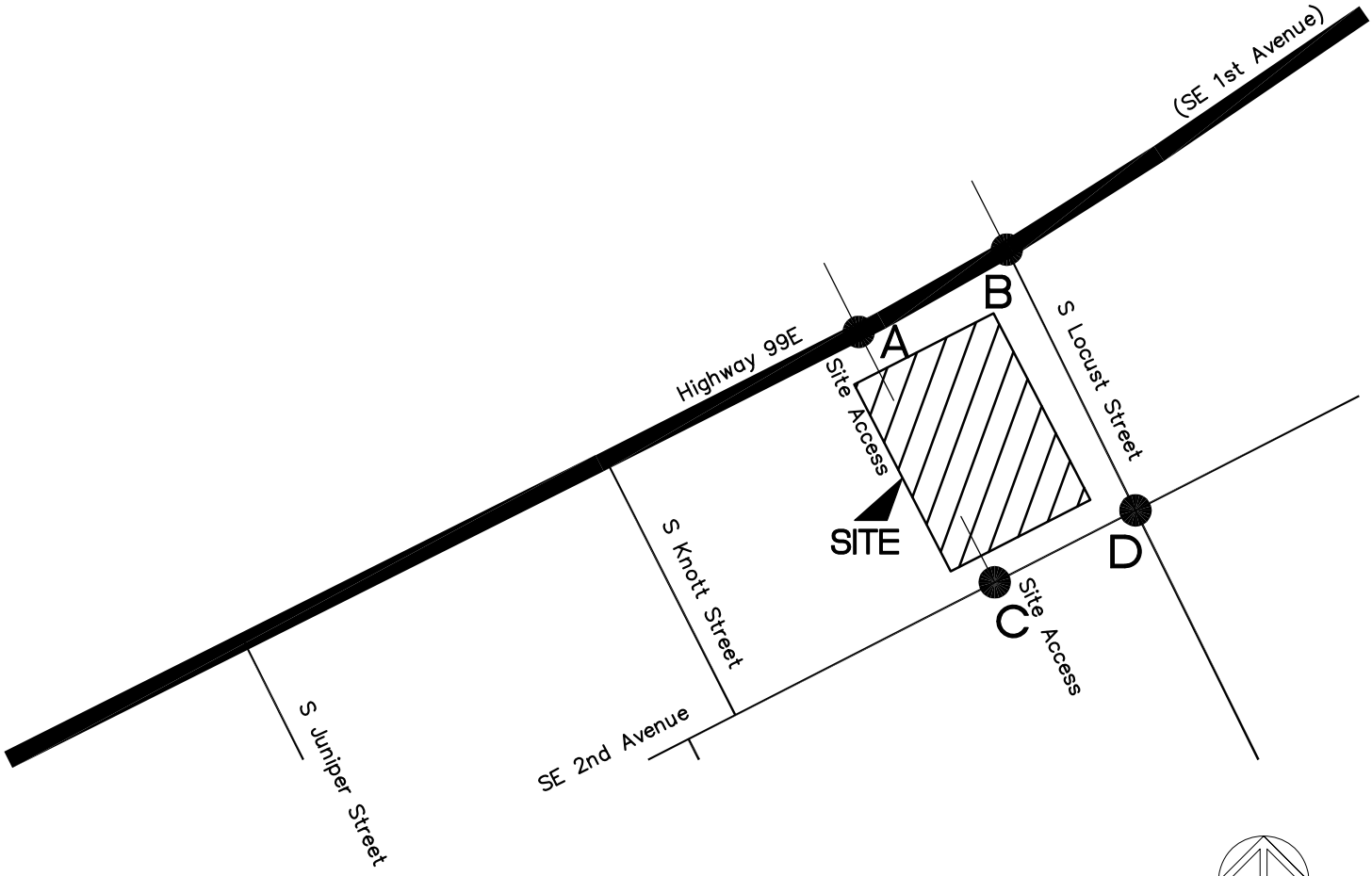
TOTAL = 146



WEEKDAY PM PEAK HOUR
TOTAL SITE TRIPS

ENTER = 123
EXIT = 123

TOTAL = 246



NOT TO SCALE

GROUP MACKENZIE

Portland OR 503.224.9560
Vancouver WA 360.695.7879
Seattle WA 206.749.9993

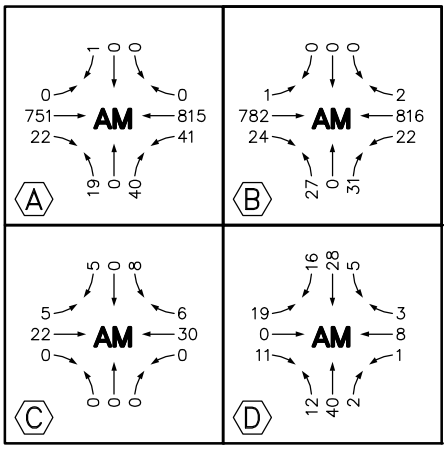
© GROUP MACKENZIE 2012 ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

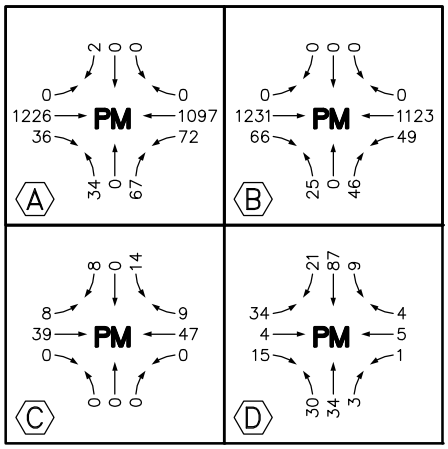
DATE: 05.16.12
DRAWN BY: JRB
CHECKED BY: BTA
JOB NO: 2120130.00

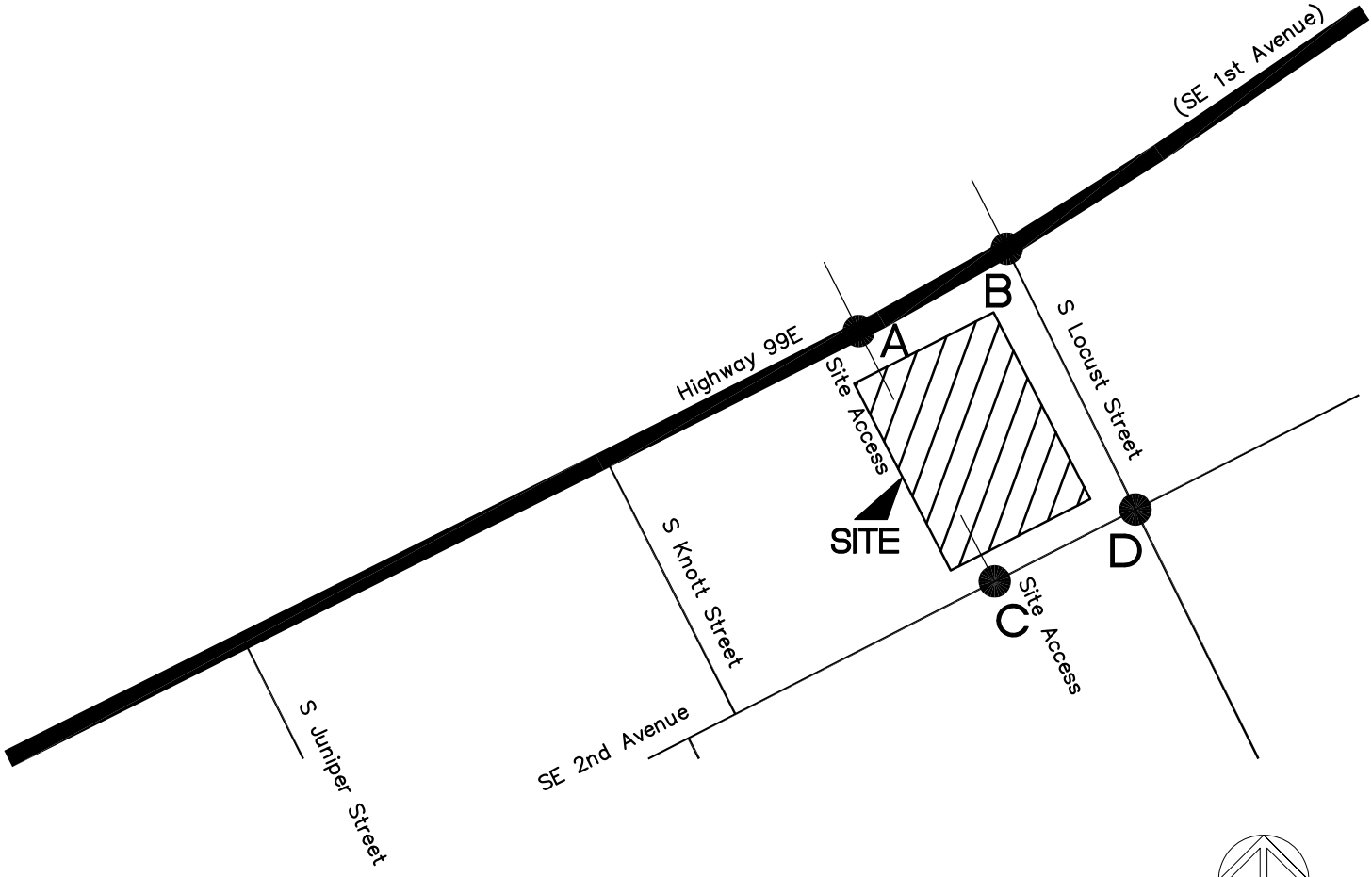
TOTAL SITE TRIP ASSIGNMENT (FULL ACCESS ALTERNATIVE) - WEEKDAY PEAK HOURS

FRED MEYER CANBY FUEL FACILITY
CANBY, OREGON

FIGURE 8







NOT TO SCALE

GROUP MACKENZIE

Portland OR 503.224.9560 | Vancouver WA 360.695.7879 | Seattle WA 206.749.9993

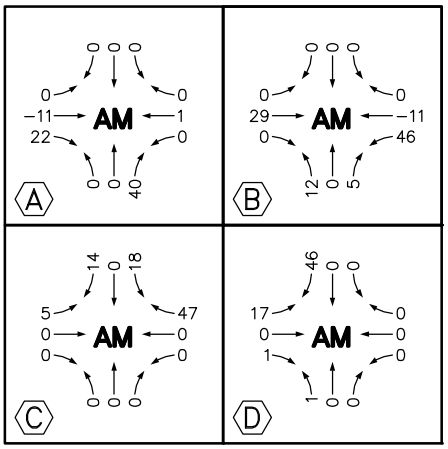
© GROUP MACKENZIE 2012 ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

DATE: 05.16.12
DRAWN BY: JRB
CHECKED BY: BTA
JOB NO: 2120130.00

POST-DEVELOPMENT TRAFFIC (FULL ACCESS ALTERNATIVE) - WEEKDAY PEAK HOURS

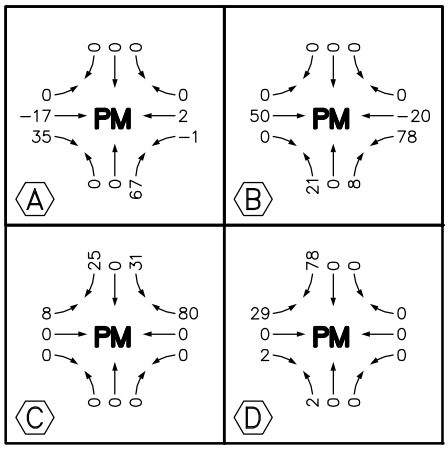
FRED MEYER CANBY FUEL FACILITY
CANBY, OREGON

FIGURE 9



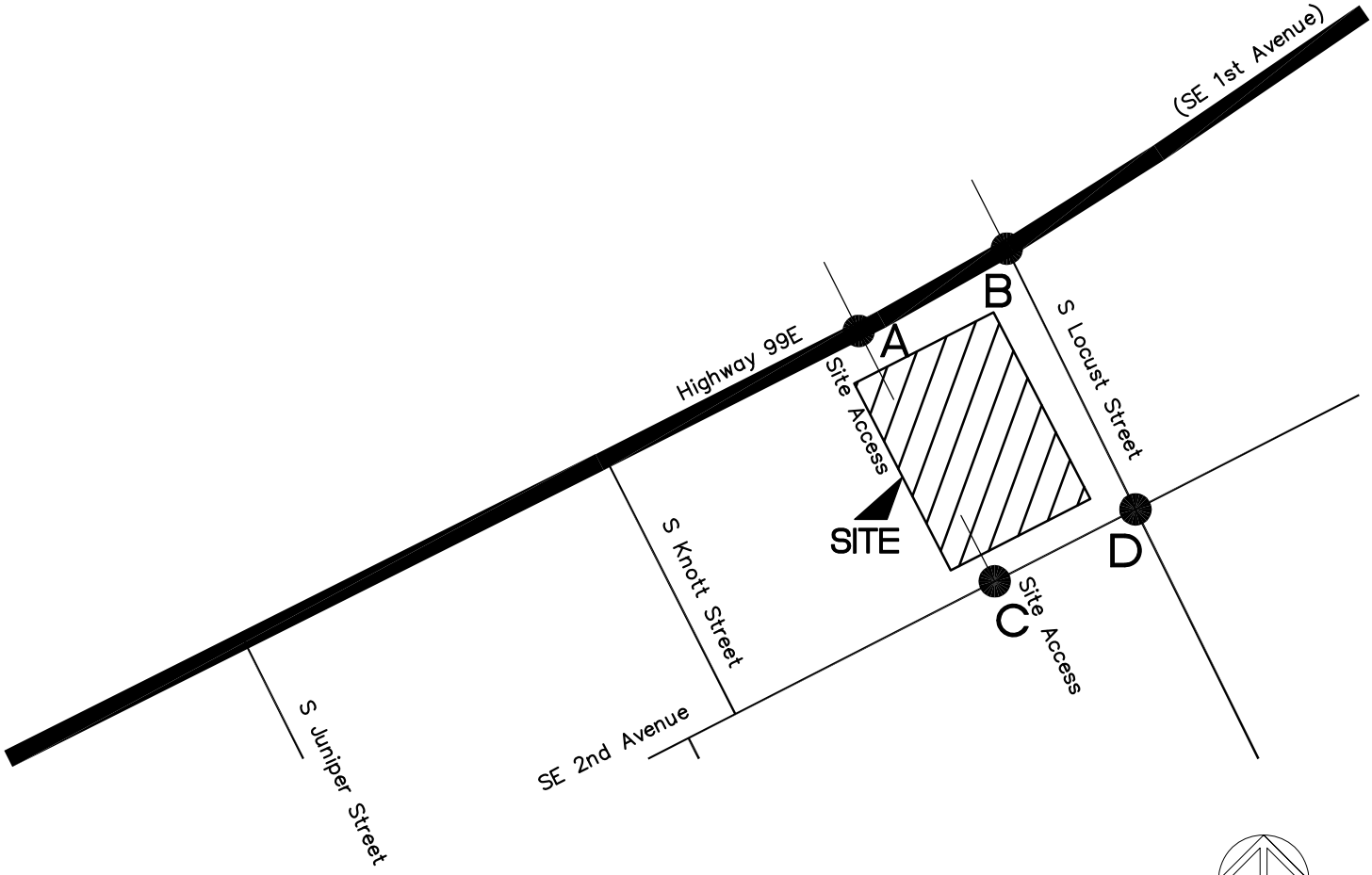
WEEKDAY AM PEAK HOUR
TOTAL SITE TRIPS

ENTER = 74
EXIT = 72
TOTAL = 146



WEEKDAY PM PEAK HOUR
TOTAL SITE TRIPS

ENTER = 123
EXIT = 123
TOTAL = 246



NOT TO SCALE

GROUP MACKENZIE

Portland OR 503.224.9560
Vancouver WA 360.695.7879
Seattle WA 206.749.9993

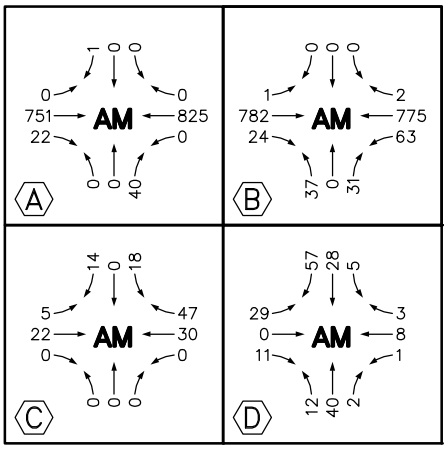
© GROUP MACKENZIE 2012 ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

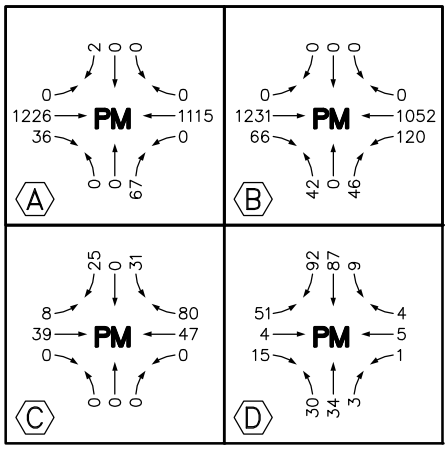
DATE: 05.16.12
DRAWN BY: JRB
CHECKED BY: BTA
JOB NO: 2120130.00

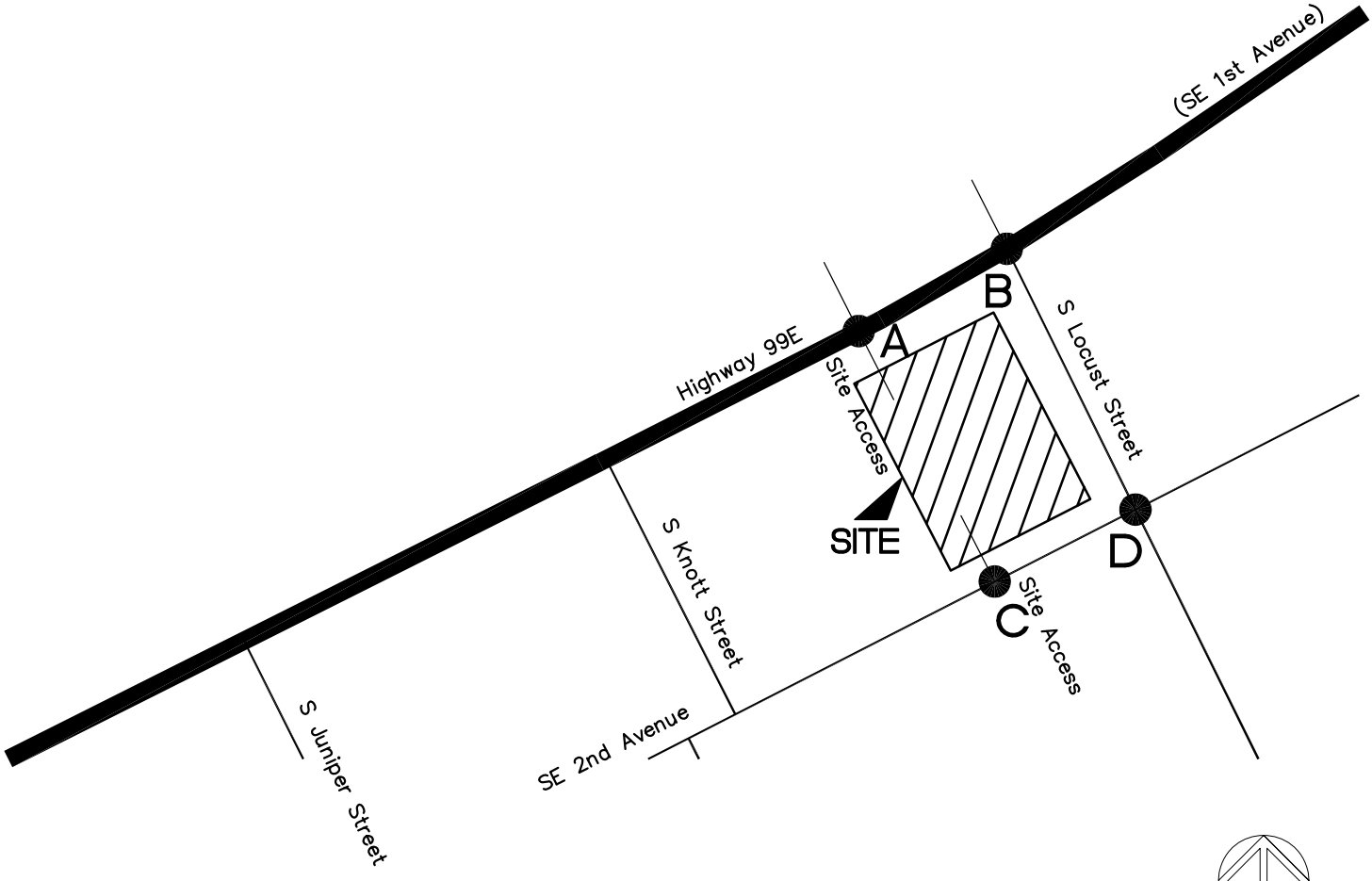
TOTAL SITE TRIP ASSIGNMENT (RIRO ACCESS ALTERNATIVE) - WEEKDAY PEAK HOURS

FRED MEYER CANBY FUEL FACILITY
CANBY, OREGON

FIGURE
10







NOT TO SCALE

GROUP MACKENZIE

Portland OR 503.224.9560 | Vancouver WA 360.695.7879 | Seattle WA 206.749.9993

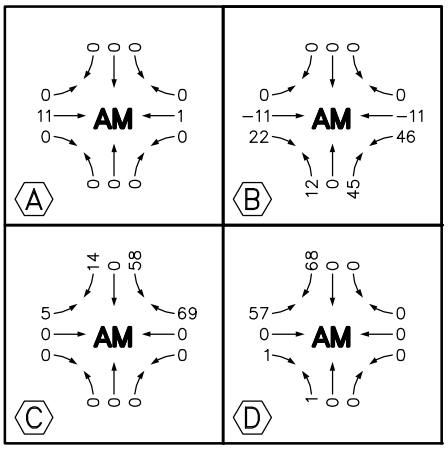
© GROUP MACKENZIE 2012 ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

DATE: 05.16.12
DRAWN BY: JRB
CHECKED BY: BTA
JOB NO: 2120130.00

POST-DEVELOPMENT TRAFFIC (RIRO ACCESS ALTERNATIVE) - WEEKDAY PEAK HOURS

FRED MEYER CANBY FUEL FACILITY
CANBY, OREGON

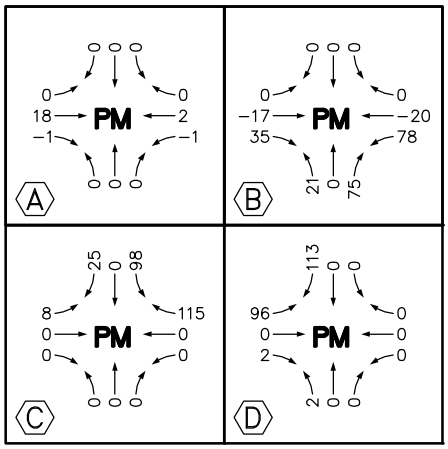
FIGURE 11



WEEKDAY AM PEAK HOUR
TOTAL SITE TRIPS

ENTER = 74
EXIT = 72

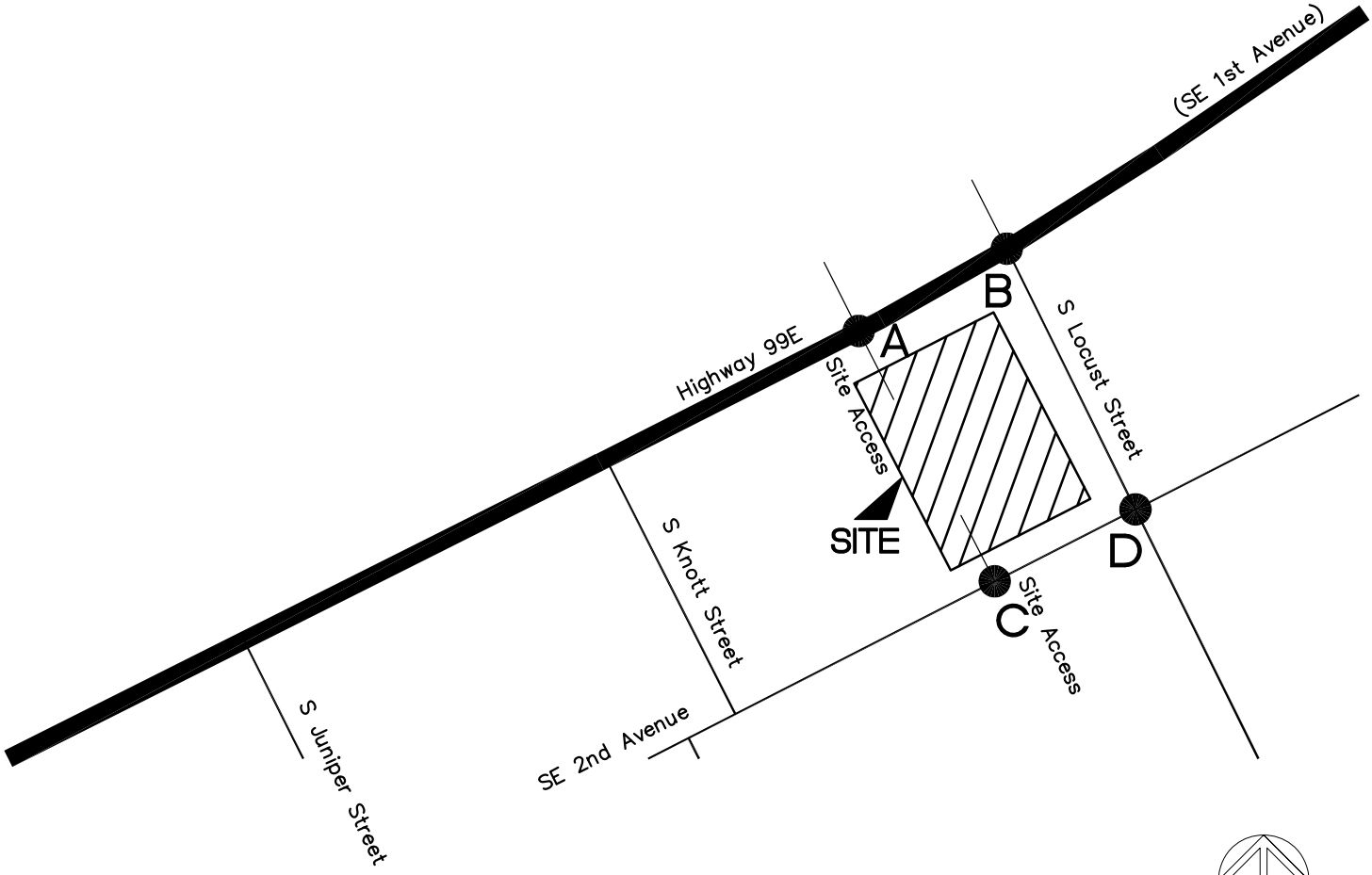
TOTAL = 146



WEEKDAY PM PEAK HOUR
TOTAL SITE TRIPS

ENTER = 123
EXIT = 123

TOTAL = 246



NOT TO SCALE

GROUP MACKENZIE

Portland OR 503.224.9560
Vancouver WA 360.695.7879
Seattle WA 206.749.9993

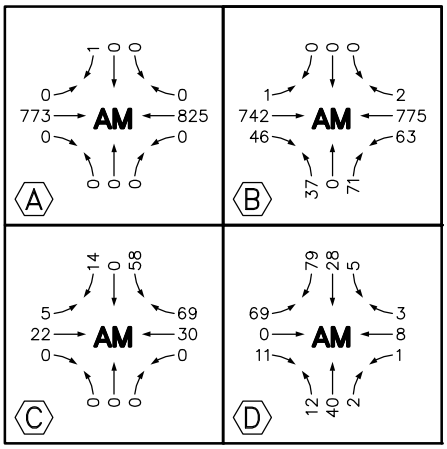
© GROUP MACKENZIE 2012 ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

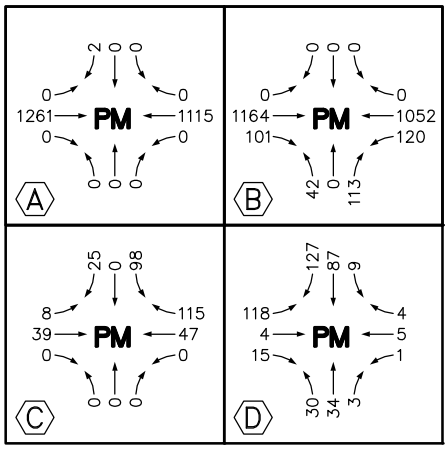
DATE: 05.16.12
DRAWN BY: JRB
CHECKED BY: BTA
JOB NO: 2120130.00

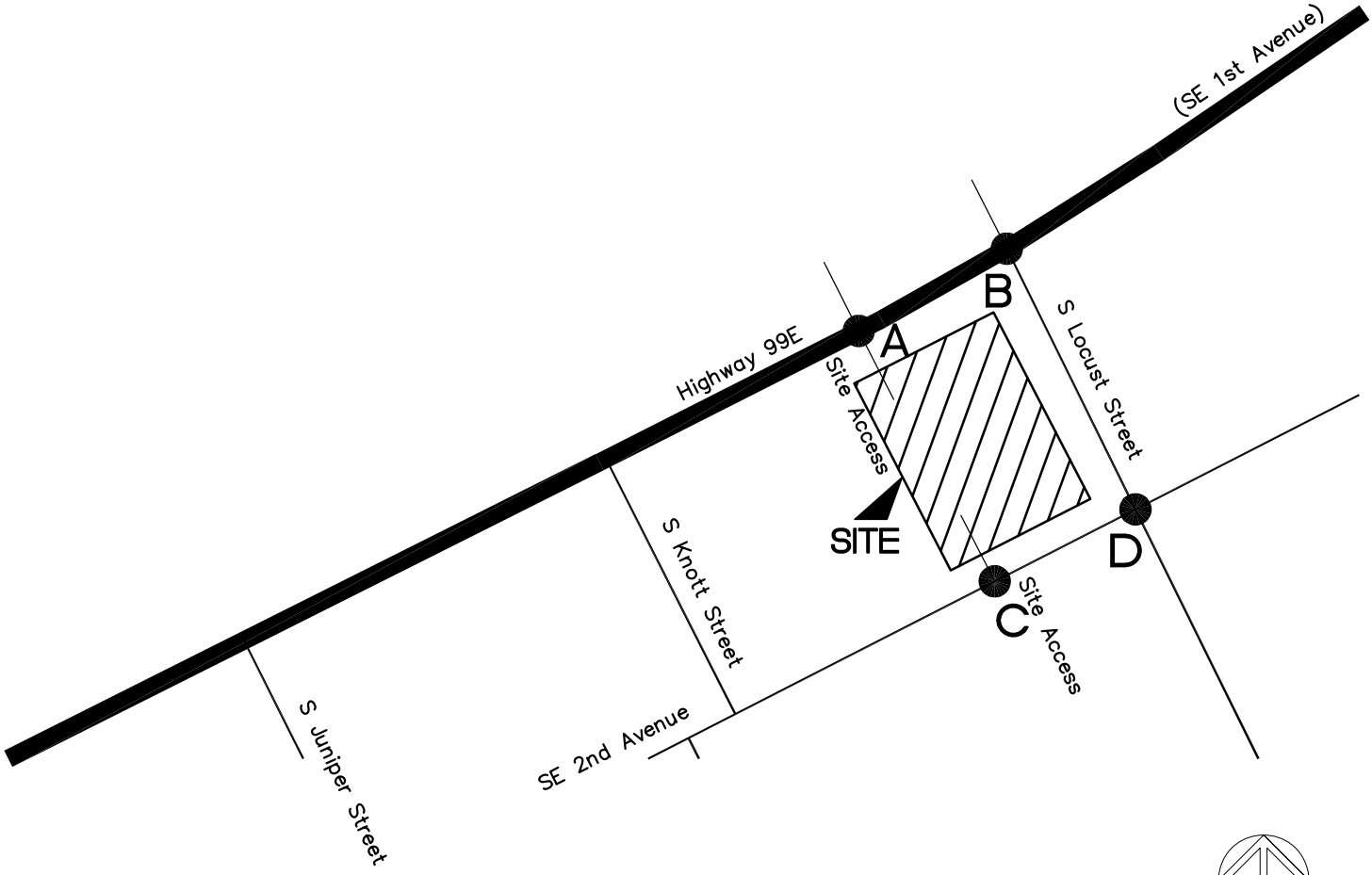
TOTAL SITE TRIP ASSIGNMENT (NO ACCESS ALTERNATIVE) - WEEKDAY PEAK HOURS

FRED MEYER CANBY FUEL FACILITY
CANBY, OREGON

FIGURE 12







NOT TO SCALE

GROUP MACKENZIE

Portland OR 503.224.9560 | Vancouver WA 360.695.7879 | Seattle WA 206.749.9993

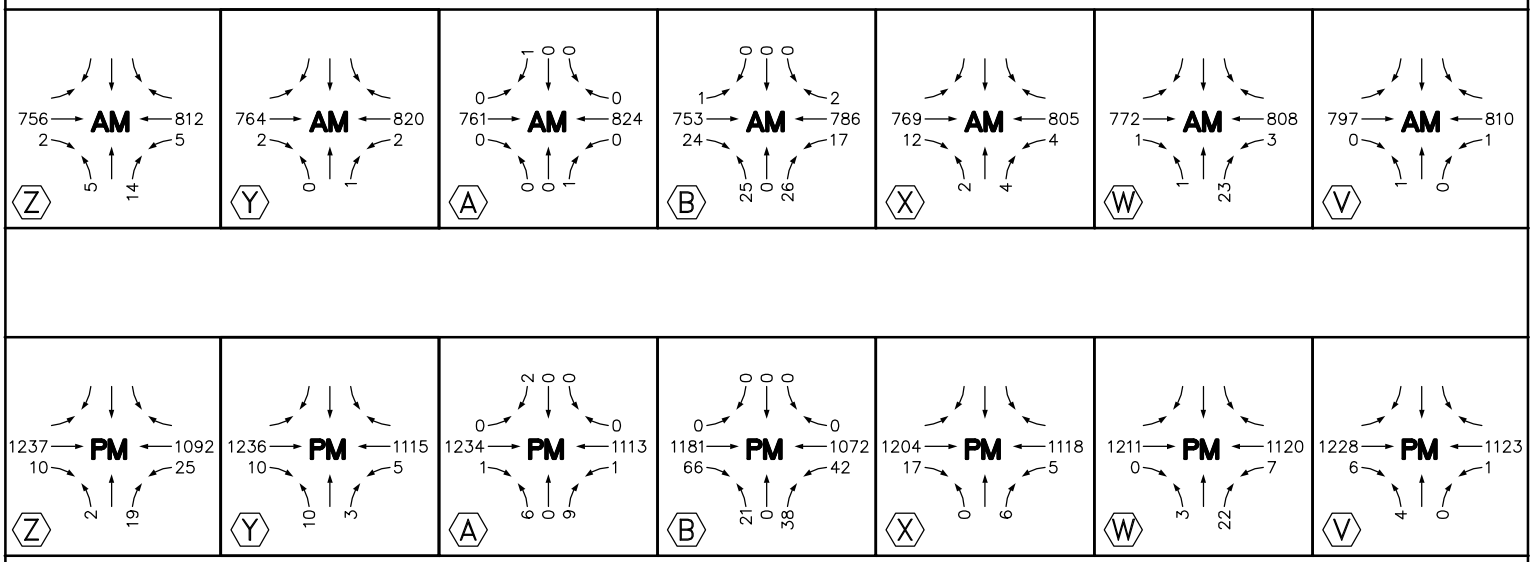
© GROUP MACKENZIE 2012 ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

DATE: 05.16.12
DRAWN BY: JRB
CHECKED BY: BTA
JOB NO: 2120130.00

POST-DEVELOPMENT TRAFFIC (NO ACCESS ALTERNATIVE) - WEEKDAY PEAK HOURS

FRED MEYER CANBY FUEL FACILITY
CANBY, OREGON

FIGURE 13



NOT TO SCALE

GROUP MACKENZIE

Portland OR 503.224.9560 | Vancouver WA 360.695.7879 | Seattle WA 206.749.9993

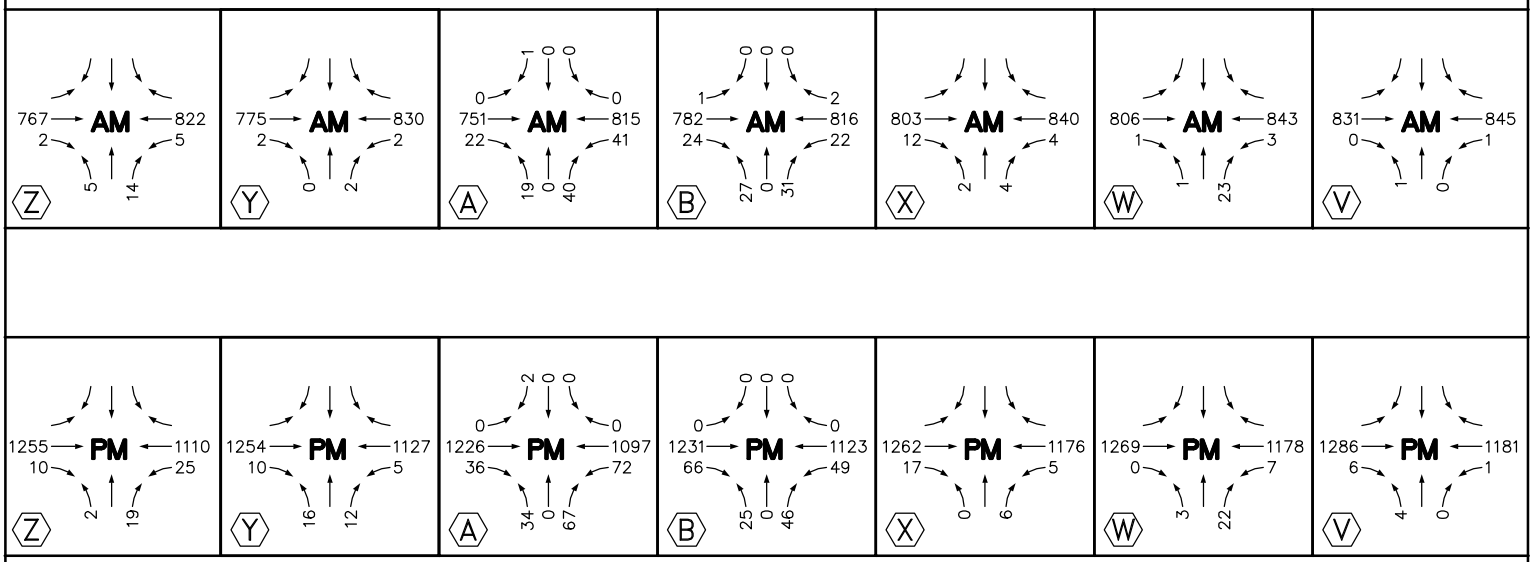
© GROUP MACKENZIE 2012 ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

DATE: 05.16.12
DRAWN BY: JRB
CHECKED BY: BTA
JOB NO: 2120130.00

EXISTING TRAFFIC VOLUMES WITHIN 250 FEET OF SITE

FRED MEYER CANBY FUEL FACILITY
CANBY, OREGON

FIGURE 14



NOT TO SCALE

GROUP MACKENZIE

Portland OR 503.224.9560 | Vancouver WA 360.695.7879 | Seattle WA 206.749.9993

© GROUP MACKENZIE 2012 ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

DATE: 05.16.12
DRAWN BY: JRB
CHECKED BY: BTA
JOB NO: 2120130.00

FUTURE TRAFFIC VOLUMES WITHIN 250 FEET OF SITE

FRED MEYER CANBY FUEL FACILITY
CANBY, OREGON

FIGURE 15

APPENDIX B

Transit Routes and Schedules

Accessibility Features

- Buses are **wheelchair lift** equipped.
- **Priority seating** is available on all buses for senior citizens and people with disabilities.
- Controlled **service animals** are permitted on buses (on a leash or in a pet container) .
- Buses are equipped with **bike racks**.
- **Complementary Paratransit service is** provided to qualified individuals who are unable to use shuttles or fixed route buses. Call 503.266.4022 for more information.

Holidays

CAT does not operate on the following holidays:

- New Years Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas

Title VI Non Discrimination Policy

Canby Area Transit (CAT) operates equal opportunity programs without regard to race, color, national origin, religion, age, marital status, sexual orientation, or disability in accordance with Title VI of the Civil Rights Act, ORS Chapter 659A or other applicable law.

Canby Area Transit
PO BOX 930
123 NW 2nd Ave
Canby, OR 97013
503.266.4022
Oregon Relay Service 800-735-2900
email: cat@ci.canby.or.us
website: **www.canbyareatransit.org**

CAT is supported by Canby Area Businesses

Alternative formats available upon request.

CAT
CANBY AREA TRANSIT

Starting June 27, 2011

Neighborhood Shuttles & Dial-A-Ride

services for the general public

Effective 6-27-11

Dial-A-Ride

On **June 27, 2011**, Canby Area Transit will implement a new Dial-A-Ride service for the general public. Anyone traveling to or from destinations within the Canby Urban Growth Boundary is eligible for this service. The service operates from 6:00 am—8:00 pm Monday through Friday. Reservations are accepted between 8:00 am and 5:00 pm.

How do I get a ride?

- Register by calling us and answering a few questions. Registration only happens one time. After that just let us know if you change your name, address, or phone number.
- Call for a ride reservation at least 24 hours before you need the ride.
- Tell us where you are going and what time you need to be there.

It's that easy! We will pick you up and take you anywhere you need to go in Canby.

Reservations

Reservations may be scheduled as early as 14 days in advance or up to 24 hours prior to the trip.

Reservations may be placed by calling the dispatcher/ scheduler during office hours (Monday through Friday, 8:00am to 5:00pm) or on weekends and holidays by leaving a message on the office answering system. Please call with complete trip information (dates, times, addresses) and a phone number for trip confirmation.

Pick-up time may be negotiated and scheduled within an hour of the requested time.

It is best to pre-schedule return trips with a specific pick-up time. When this is not possible, the return trip is scheduled as a "call back". When you are ready for your return pick-up, please call Dispatch. At that time an estimated pick-up time will be given based on driver/vehicle availability. Although we will do our best to get to you promptly, during busy times it may take up to 60-minutes for a "call back" ride.

To cancel a Dial-A-Ride reservation please call the office as soon as possible. A trip reservation cancelled with less than one (1) hour notice prior to pick-up time may be considered a no-show.

When a rider is late by more than five (5) minutes past the scheduled pick-up time the trip will be considered a no-show

A pattern of no-shows could result in a suspension of ridership privileges. Suspended riders will be notified in writing.

Trip Planning

Please plan trips with these points in mind:

- CAT may arrive 10 minutes before or after the scheduled pick-up time.
- Depending on route/passenger needs, CAT may send a bus or mini-van for your pick-up. If possible, make allowances for bus access to the pick-up and delivery addresses.

CAT vehicles are wheelchair accessible. Drivers are trained to assist persons with disabilities in boarding and de-boarding.

Carry-on items such as groceries must be limited to what you can carry. Packages may not block the aisle. No hazardous materials are allowed on the vehicles.

All items found on vehicles will be donated to charity if not claimed within 30 days.

Severe weather may result in a suspension of service.

Children under the age of 5 must be accompanied by a person over the age of 16. Children aged 5-8 may travel alone if adult supervision is arranged at the pick-up and drop-off points. Children aged 9 and older may travel alone.

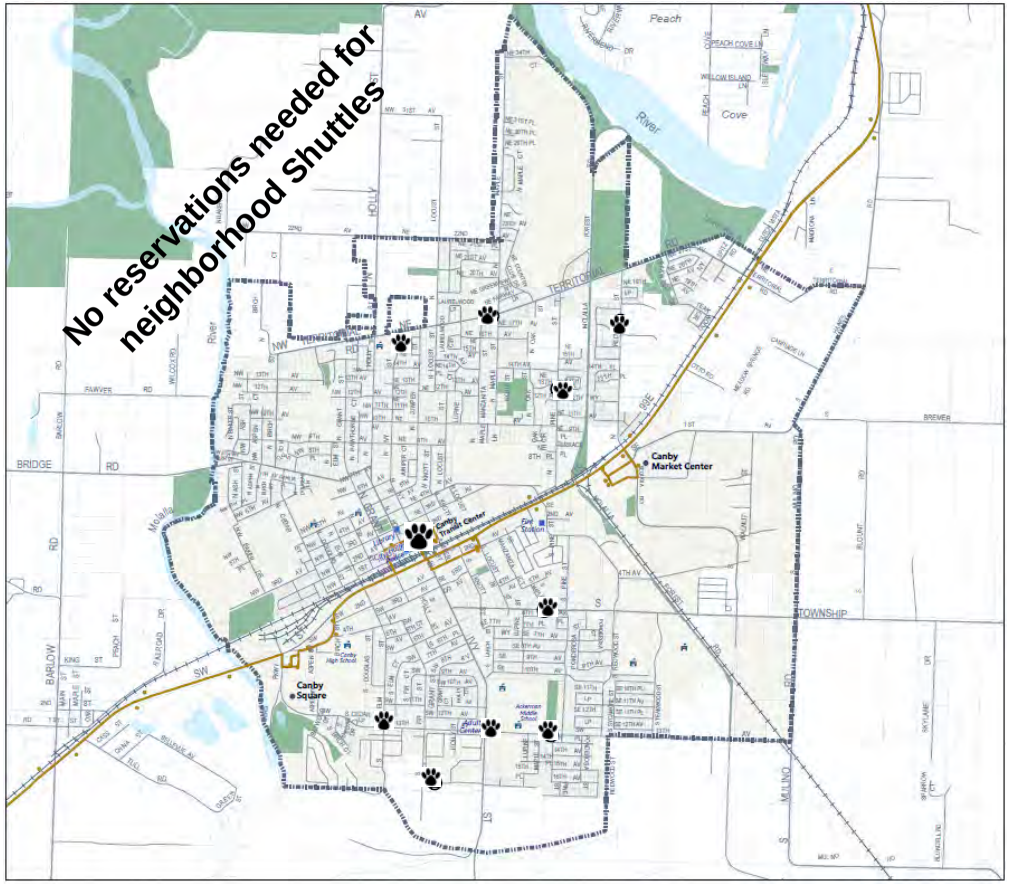
All General Public Dial-A-Ride reservations are made on a space available basis. So make your reservation early.

Shuttle Stops

Neighborhood Shuttle Schedule

Shuttle Stops - North Canby				
NE 18th Place & N Redwood St		7:24	11:39	**2:24**
NE 13th Ave & N Pine St		7:28	11:43	**2:28**
NE Territorial & N Maple St		7:32	11:47	**2:32**
N Ivy & NW Territorial Road		7:35	11:50	**2:35**
Arrive at Canby Transit Center		7:40	11:55	**2:40**
Shuttle Stops - South Canby				
SW 13th Ave & S Elm St		6:55	11:10	**1:55**
Hope Village (near Cascade House)		6:58	11:13	**1:58**
Canby Adult Center (SE 13th Ave & S Ivy St)		7:02	11:17	**2:02**
SE 13th Ave & S Pine		7:05	11:20	**2:05**
S Township Rd & S Maple		7:09	11:24	**2:09**
Arrive at Canby Transit Center		7:14	11:29	**2:14**
Return Shuttles from Canby Transit Center:	7:45	**12:00**	**2:45**	**5:00**

AM in regular print
PM in bold print



How to read the schedule

- Find the Shuttle stop where you will board the bus.
- Read top to bottom to find your stop.
- Shuttles times provided are approximate. Expect the Shuttle to arrive as much as 5 minutes before or after the time on the schedule.
- Schedules are subject to change without notice. For the most current schedule check the CAT website www.canbyareatransit.org.

Rider Tips

- Arrive at the Shuttle stop early! Posted Shuttle times are approximate (+ or - 5 minutes).
- Shuttle riders may only travel between Shuttle stops and the Canby Transit Center.
- No reservation is required for Shuttle rides.
- For destinations other than the Canby Transit Center please schedule a Dial-A-Ride trip.
- Give priority seating to seniors and people with disabilities.

CAT
CANBY AREA TRANSIT

503.266.4022
www.canbyareatransit.org

Effective June 27, 2011
Updated June 15, 2011

Everyone rides for free | ***Catch a CAT*** | CAT is fareless | ***CAT is supported by Canby Area Businesses*** | everyone rides for free | ***Catch a CAT*** | CAT is fareless

Service Changes:

A Shuttle Service between Canby Transit Center and a limited number of neighborhood stops will be implemented on June 27, 2011.

CAT's Blue and Green Lines and CAT's portion of the Purple Line will be replaced by a General Public Dial-A-Ride service effective June 27, 2011.

Check our website or call 503.266.4022 for more details.

Orange Line - to Canby or Woodburn

Southbound on 99E

	Oregon City TC (Main Street)	Canby Market Center (Fred Meyer)	SE 2nd & S Locust	Canby Transit Center (Thriftway)	Canby Square (Safeway)	Aurora (99E & Liberty)	Hubbard (99E & D Street)	Woodburn (Bi-Mart)	
								arrive	depart
	5:35	5:51	5:55	6:00	6:05	6:10	6:17	6:26	6:28
	6:15	6:31	6:35	6:40	6:45				
	6:50	7:06	7:10	7:15	7:20				
	7:20	7:36	7:40	7:45	7:50				
	8:20	8:36	8:40	8:45	8:50	8:55	9:02	9:11	9:15
	8:50	9:06	9:10	9:15	9:20				
	10:20	10:36	10:40	10:45	10:50				
	10:35	10:51	10:55	11:00	11:05	11:10	11:17	11:26	11:28
	12:35	**12:51**	**12:55**	**1:00**	**1:05**				
	1:20	**1:36**	**1:40**	**1:45**	**1:50**	**1:55**	**2:02**	**2:11**	**2:15**
	3:20	**3:36**	**3:40**	**3:45**	**3:50**				
	3:35	**3:51**	**3:55**	**4:00**	**4:05**	**4:10**	**4:17**	**4:26**	**4:28**
X	**4:15**	-	-	**4:33**	**4:38**				
	4:50	**5:06**	**5:10**	**5:15**	**5:20**				
X	**5:35**	-	-	**5:53**	**5:58**				
	6:05	**6:21**	**6:25**	**6:30**	**6:35**	**6:40**	**6:47**	**6:56**	**7:00**
	6:50	**7:06**	**7:10**	**7:15**	**7:20**				
	8:00	**8:21**	**8:25**	**8:30**					

Orange Line - to Canby or Oregon City

Northbound on 99E

	Hubbard (99E & D Street)	Aurora (99E & Liberty)	Canby Square (Safeway)	Canby Transit Center (Thriftway)	SE 2nd & S Locust	Canby Market Center (Fred Meyer)	Oregon City TC (Main Street)	
				5:15	-	-	5:33	X
				5:55	-	-	6:13	X
				6:30	-	-	6:48	X
	6:36	6:45	6:51	7:00	-	-	7:18	X
			7:25	7:45	7:55	7:59	8:15	
			7:53	8:15	8:25	8:29	8:45	
	9:25	9:34	9:39	9:45	9:55	9:59	10:15	
			9:22	10:00	10:10	10:14	10:30	
	11:38	11:47	11:52	**12:00**	**12:10**	**12:14**	**12:30**	
				12:45	**12:55**	**12:59**	**1:15**	
	2:25	**2:34**	**2:39**	**2:45**	**2:55**	**2:59**	**3:15**	
				3:00	**3:10**	**3:14**	**3:30**	
				3:40	**3:50**	**3:54**	**4:10**	
			3:53	**4:15**	**4:25**	**4:29**	**4:45**	
	4:38	**4:47**	**4:52**	**5:00**	**5:10**	**5:14**	**5:30**	
				5:30	**5:40**	**5:44**	**6:00**	
			5:24	**6:15**	**6:25**	**6:29**	**6:45**	
	7:10	**7:19**	**7:23**	**7:30**	**7:40**	**7:44**	**8:00**	
			7:25	**7:30**				

Service available Monday - Friday

X = Express no stop at SE 2nd & Locust or Canby Market Center
— = no service
AM in regular print
PM in bold print

How to read this schedule

- Find the stop where you will board the bus.
- Read top to bottom to find scheduled arrival times at the listed stops.
- Read from left to right to find how long it takes to travel between stops.
- Schedules are subject to change without notice. For the most current schedule check the CAT website www.canbyareatransit.org.

Effective June 27, 2011
Updated October 11, 2011

Everyone rides for free | ***Catch a CAT*** | CAT is fareless | ***CAT is supported by Canby Area Businesses*** | everyone rides for free | ***Catch a CAT*** | CAT is fareless

Accessibility Features

- Buses are **wheelchair lift** equipped.
- **Priority seating** is available on all buses for senior citizens and people with disabilities.
- Controlled **service animals** are permitted on buses (on a leash or in a pet container) .
- Buses are equipped with **bike racks**.
- **Dial-a-Ride** services are provided to qualified individuals who are unable to use fixed route buses. Call 503.266.4022 for more information.

Holidays

CAT does not operate on the following holidays:

- New Years Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas

Title VI Non Discrimination Policy

Canby Area Transit (CAT) operates equal opportunity programs without regard to race, color, national origin, religion, age, marital status, sexual orientation, or disability in accordance with Title VI of the Civil Rights Act, ORS Chapter 659A or other applicable law.

Canby Area Transit
PO BOX 930
123 NW 2nd Ave
Canby, OR 97013
503.266.4022
Oregon Relay Service 800-735-2900
email: cat@ci.canby.or.us
website: **www.canbyareatransit.org**

CAT is supported by Canby Area Businesses

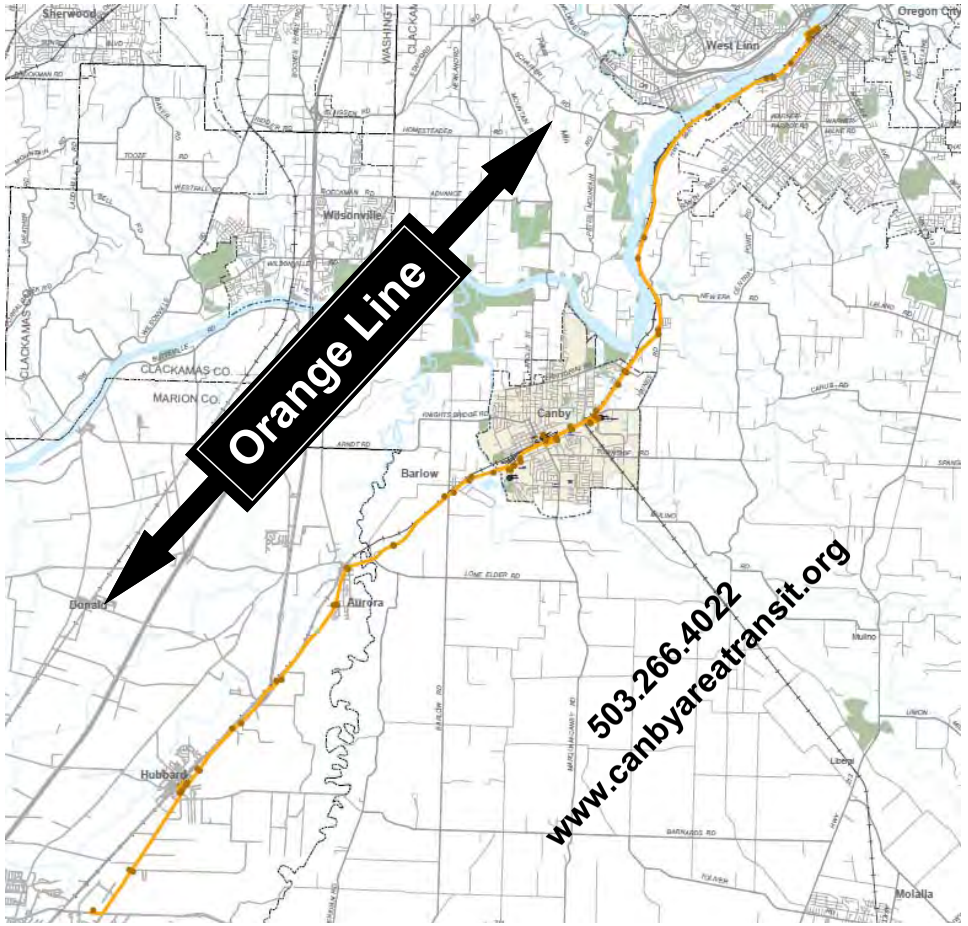
Alternative formats available upon request.

Orange Line

CAT
CANBY AREA TRANSIT

- **Oregon City**
- **Canby**
- **Aurora**
- **Hubbard**
- **Woodburn**

Effective 10-17-11



Rider Tips

- Check bus route times and stop locations (see schedule inside).
- Arrive at the bus stop at least 5 minutes early.
- If needed, ask the driver for assistance.
- Press the bell bar or pull the cord to signal the driver about a block before the bus stop.
- Give priority seating to seniors and people with disabilities.

APPENDIX C

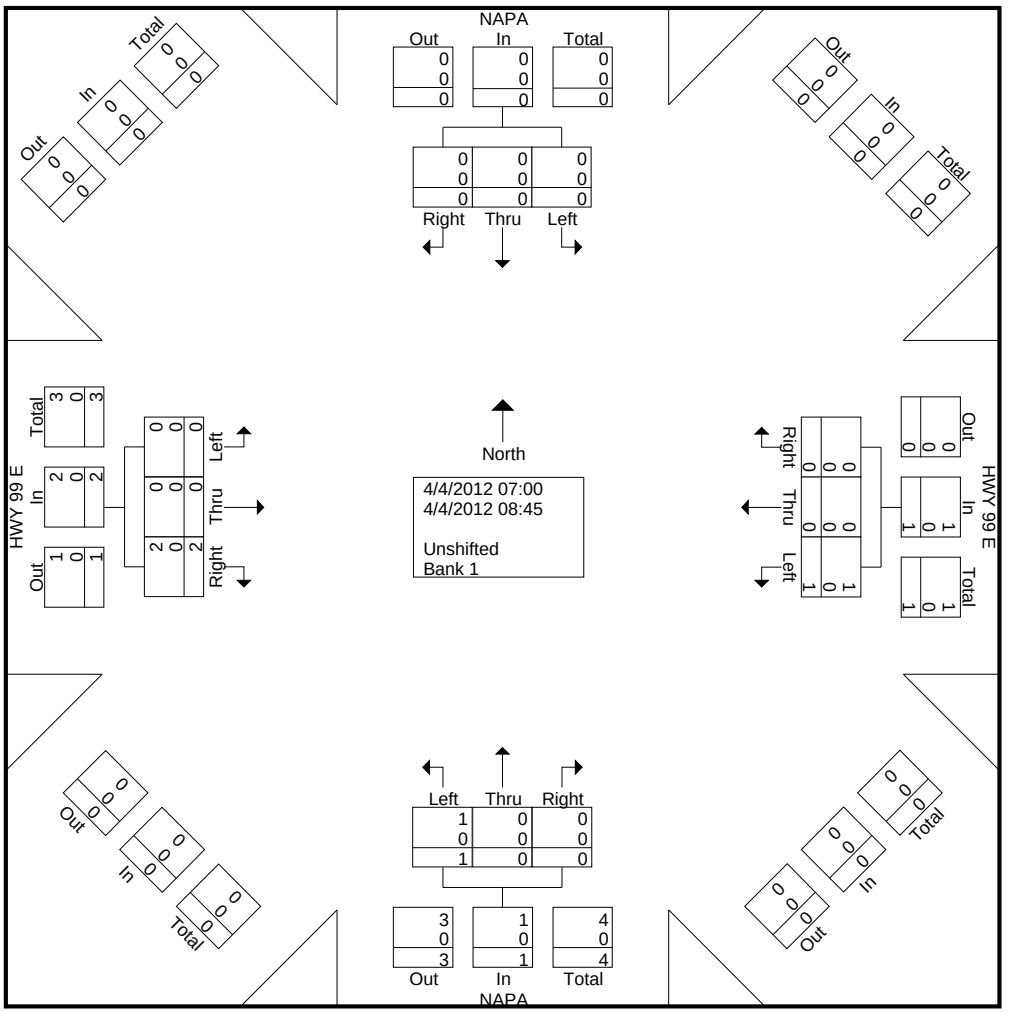
Traffic Count Summaries (System Peak Hours)

All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

File Name : Napa&Hwy99 AM
Site Code :
Start Date : 4/4/2012
Page No : 1

Groups Printed- Unshifted - Bank 1

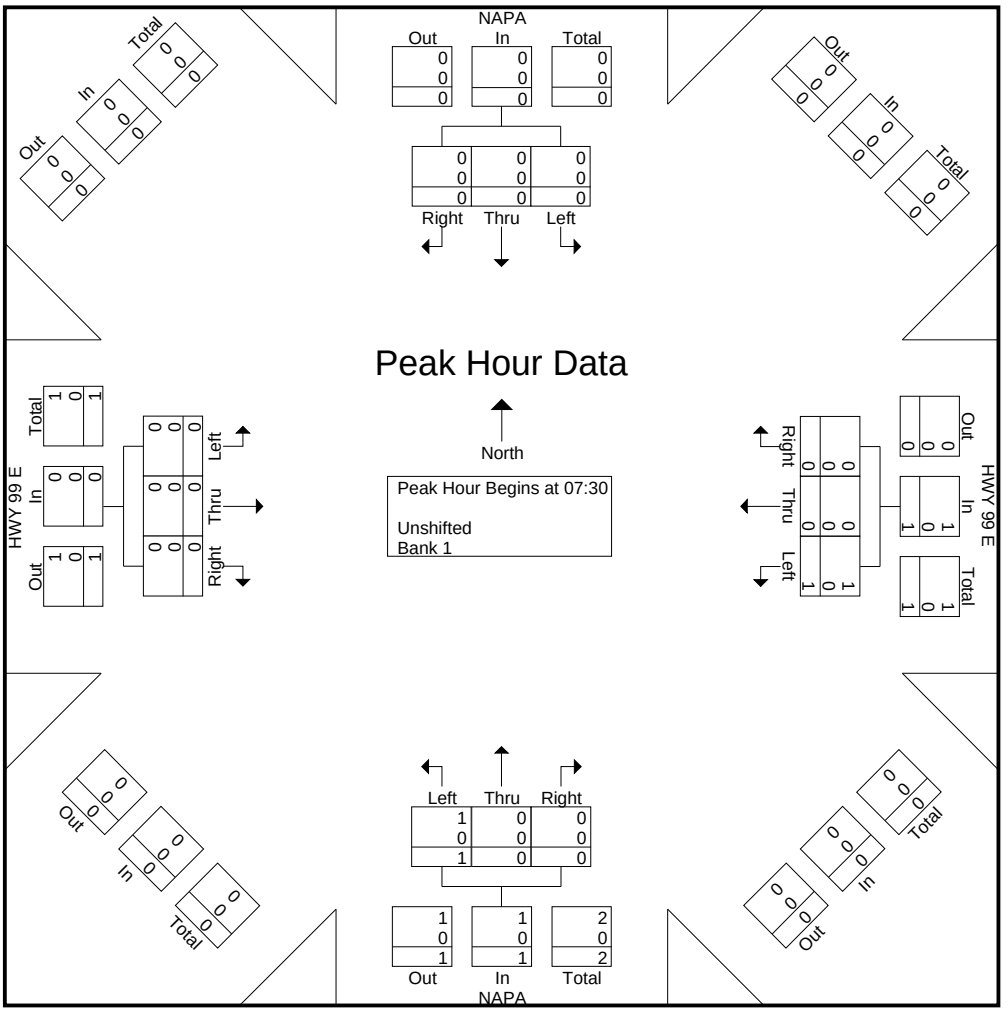
	NAPA Southbound					HWY 99 E Westbound					NAPA Northbound					HWY 99 E Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	1	1	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	1	1	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
08:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	2	1	2	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	2	2	3	5
Grand Total	0	0	0	0	0	1	0	0	0	1	1	0	0	3	1	0	0	2	0	2	3	4	7
Apprch %	0	0	0			100	0	0			100	0	0			0	0	100					
Total %	0	0	0		0	25	0	0		25	25	0	0		25	0	0	50		50	42.9	57.1	
Unshifted	0	0	0		0	1	0	0		1	1	0	0		4	0	0	2		2	0	0	7
% Unshifted	0	0	0	0	0	100	0	0	0	100	100	0	0	100	100	0	0	100	0	100	0	0	100
Bank 1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

File Name : Napa&Hwy99 AM
Site Code :
Start Date : 4/4/2012
Page No : 2

	NAPA Southbound				HWY 99 E Westbound				NAPA Northbound				HWY 99 E Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 to 08:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
% App. Total	0	0	0		100	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000	.500
Unshifted	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
% Unshifted	0	0	0	0	100	0	0	100	100	0	0	100	0	0	0	0	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

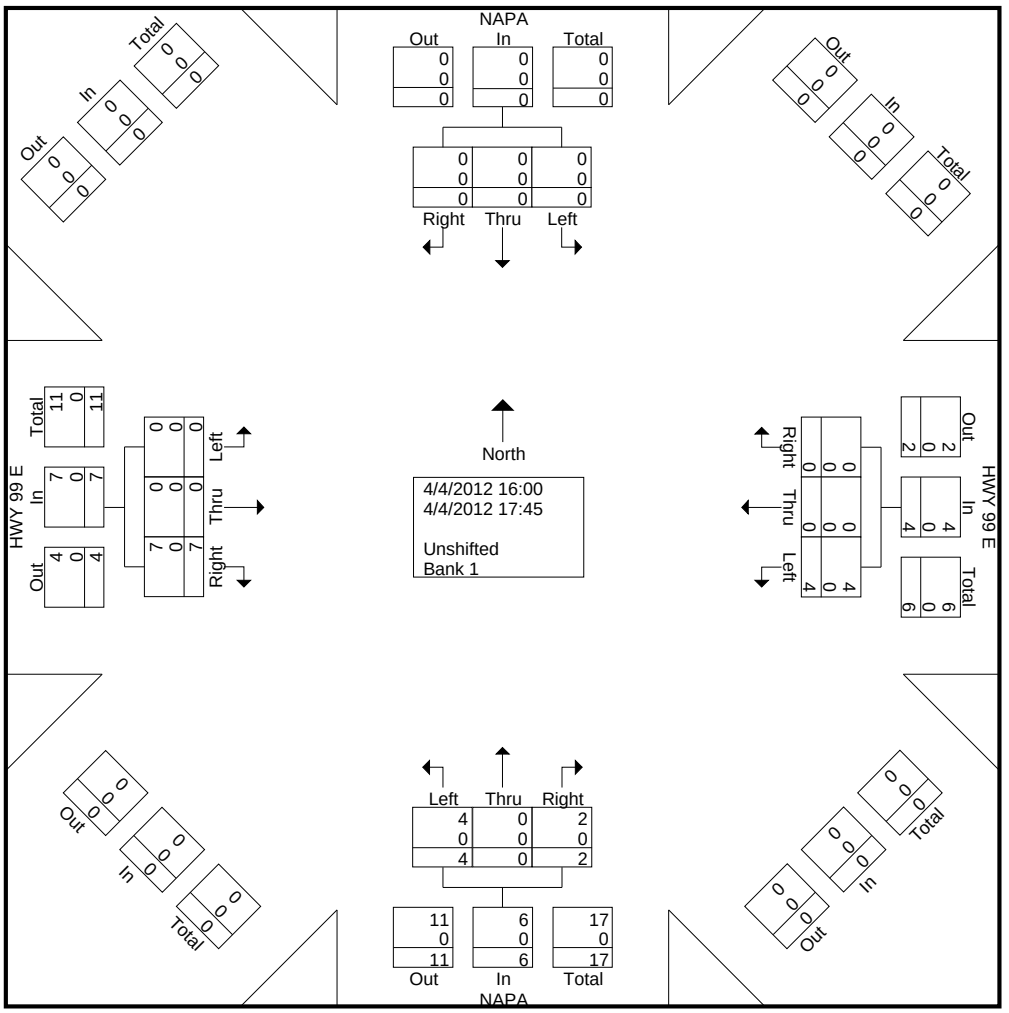


All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

File Name : Napa&Hwy99 PM
Site Code :
Start Date : 4/4/2012
Page No : 1

Groups Printed- Unshifted - Bank 1

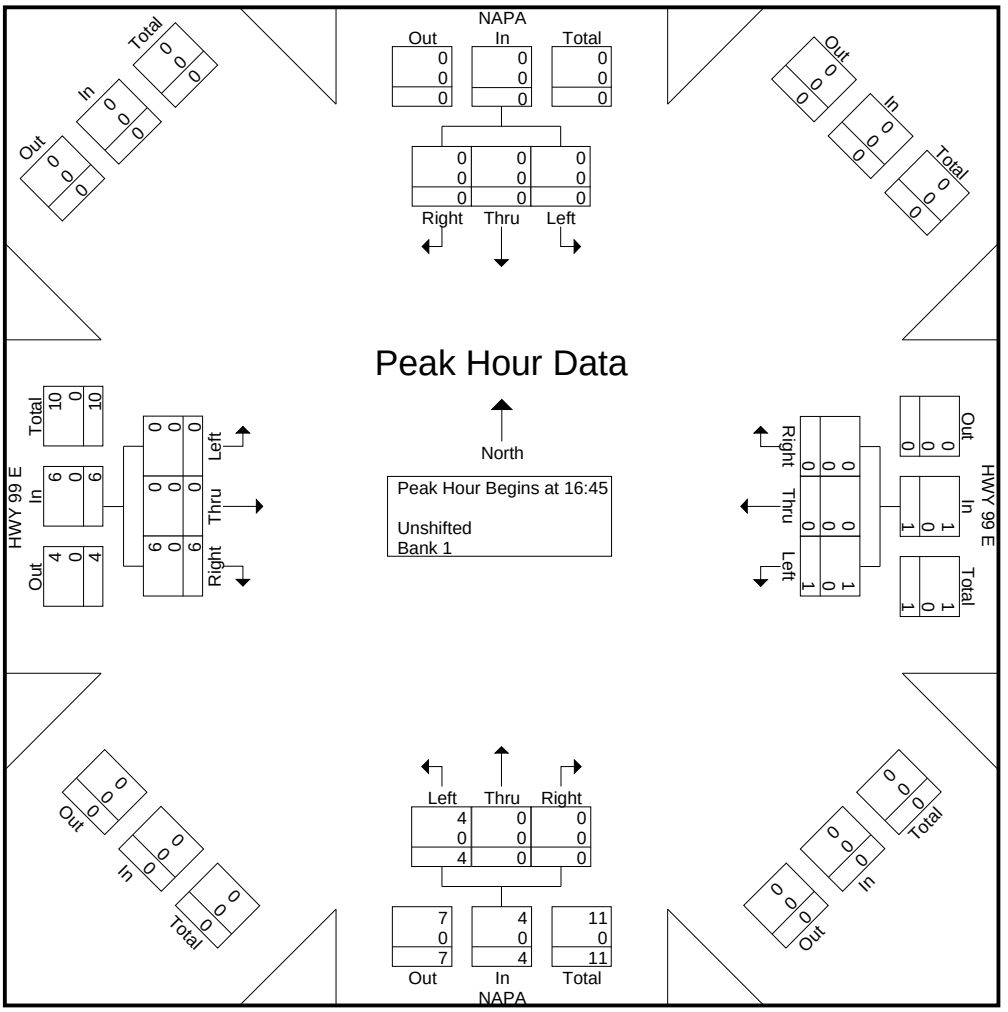
	NAPA Southbound					HWY 99 E Westbound					NAPA Northbound					HWY 99 E Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	0	1	0	0	0	1	0	0	1	1	1	0	0	1	0	1	1	3	4
16:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
16:30	0	0	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	3	1	4
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	3	0	0	0	3	0	0	1	6	1	0	0	1	0	1	6	5	11
17:00	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	0	0	3	0	3	0	6	6
17:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	2	2
17:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	0	3	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	1	0	0	0	1	4	0	1	1	5	0	0	6	0	6	1	12	13
Grand Total	0	0	0	0	0	4	0	0	0	4	4	0	2	7	6	0	0	7	0	7	7	17	24
Apprch %	0	0	0			100	0	0			66.7	0	33.3			0	0	100					
Total %	0	0	0		0	23.5	0	0		23.5	23.5	0	11.8		35.3	0	0	41.2		41.2	29.2	70.8	
Unshifted	0	0	0		0	4	0	0		4	4	0	2		13	0	0	7		7	0	0	24
% Unshifted	0	0	0	0	0	100	0	0	0	100	100	0	100	100	100	0	0	100	0	100	0	0	100
Bank 1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

File Name : Napa&Hwy99 PM
Site Code :
Start Date : 4/4/2012
Page No : 2

	NAPA Southbound				HWY 99 E Westbound				NAPA Northbound				HWY 99 E Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:45 to 17:30 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	**1**	0	0	**1**	**2**	0	0	**2**	0	0	**3**	**3**	**6**
17:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
17:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	3
Total Volume	0	0	0	0	1	0	0	1	4	0	0	4	0	0	6	6	11
% App. Total	0	0	0		100	0	0		100	0	0		0	0	100		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.500	.000	.000	.500	.000	.000	.500	.500	.458
Unshifted	0	0	0	0	1	0	0	1	4	0	0	4	0	0	6	6	11
% Unshifted	0	0	0	0	100	0	0	100	100	0	0	100	0	0	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

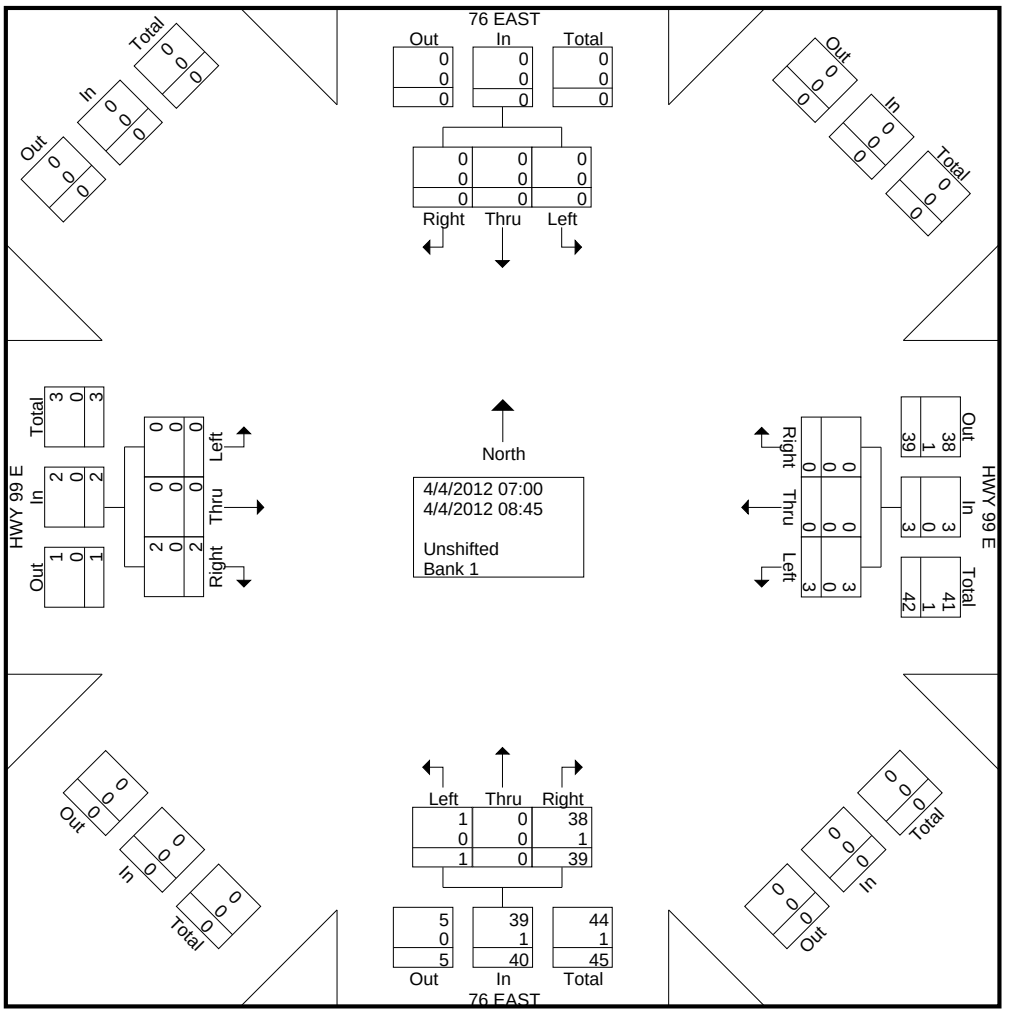


All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

File Name : 76East&Hwy99 AM
Site Code :
Start Date : 4/4/2012
Page No : 1

Groups Printed- Unshifted - Bank 1

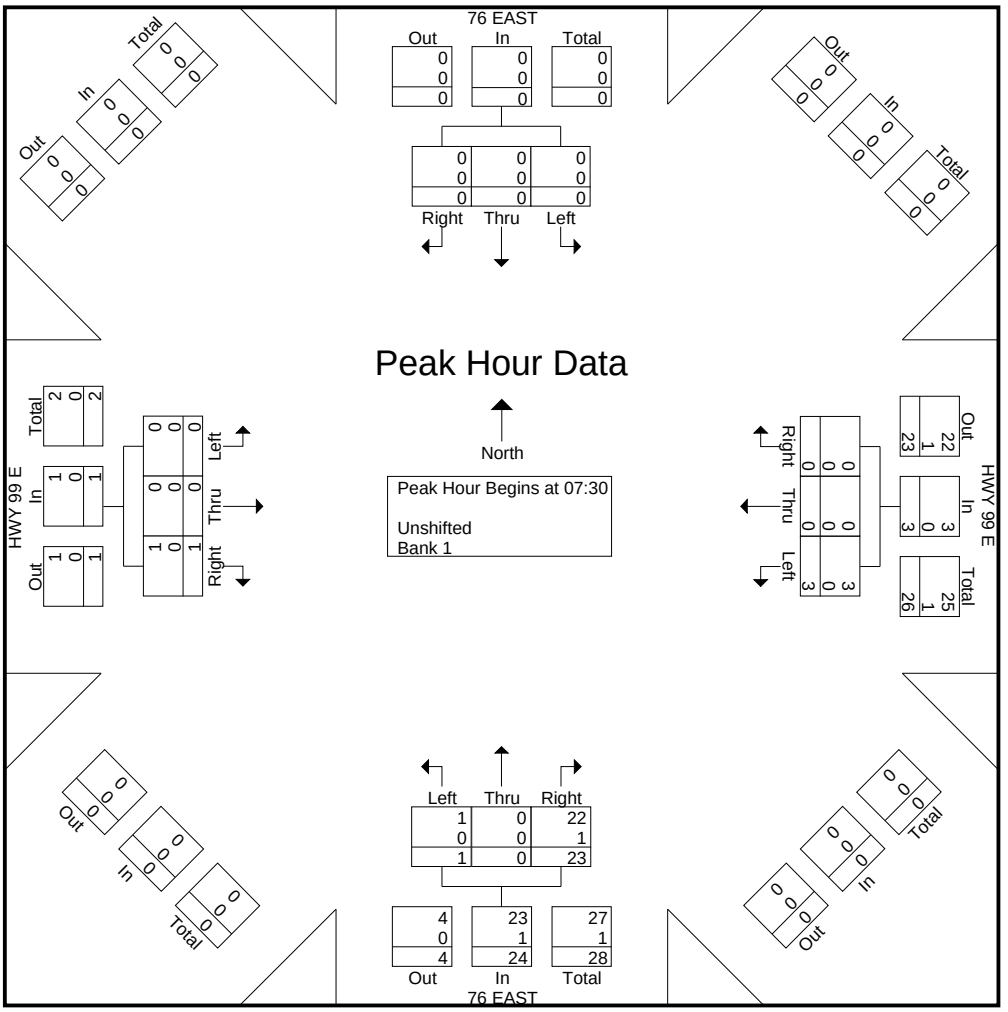
	76 EAST Southbound					HWY 99 E Westbound					76 EAST Northbound					HWY 99 E Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	7	7
07:30	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	0	1	0	1	1	4	5
07:45	0	0	0	0	0	1	0	0	0	1	0	0	3	0	3	0	0	0	0	0	0	4	4
Total	0	0	0	0	0	1	0	0	0	1	0	0	15	1	15	0	0	1	0	1	1	17	18
08:00	0	0	0	0	0	0	0	0	0	0	1	0	5	1	6	0	0	0	0	0	1	6	7
08:15	0	0	0	0	0	2	0	0	0	2	0	0	12	0	12	0	0	0	0	0	0	14	14
08:30	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	1	0	1	1	3	4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	5	5
Total	0	0	0	0	0	2	0	0	0	2	1	0	24	2	25	0	0	1	0	1	2	28	30
Grand Total	0	0	0	0	0	3	0	0	0	3	1	0	39	3	40	0	0	2	0	2	3	45	48
Apprch %	0	0	0			100	0	0			2.5	0	97.5			0	0	100					
Total %	0	0	0		0	6.7	0	0		6.7	2.2	0	86.7		88.9	0	0	4.4		4.4	6.2	93.8	
Unshifted	0	0	0		0	3	0	0		3	1	0	38		42	0	0	2		2	0	0	47
% Unshifted	0	0	0	0	0	100	0	0	0	100	100	0	97.4	100	97.7	0	0	100	0	100	0	0	97.9
Bank 1	0	0	0		0	0	0	0		0	0	0	1		1	0	0	0		0	0	0	1
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	2.6	0	2.3	0	0	0	0	0	0	0	2.1



All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

File Name : 76East&Hwy99 AM
Site Code :
Start Date : 4/4/2012
Page No : 2

	76 EAST Southbound				HWY 99 E Westbound				76 EAST Northbound				HWY 99 E Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 to 08:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	0	0	0	0	0	0	0	0	0	3	3	0	0	**1**	**1**	4
07:45	0	0	0	0	1	0	0	1	0	0	3	3	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	**1**	0	5	6	0	0	0	0	6
08:15	0	0	0	0	**2**	0	0	**2**	0	0	**12**	**12**	0	0	0	0	**14**
Total Volume	0	0	0	0	3	0	0	3	1	0	23	24	0	0	1	1	28
% App. Total	0	0	0		100	0	0		4.2	0	95.8		0	0	100		
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.250	.000	.479	.500	.000	.000	.250	.250	.500
Unshifted	0	0	0	0	3	0	0	3	1	0	22	23	0	0	1	1	27
% Unshifted	0	0	0	0	100	0	0	100	100	0	95.7	95.8	0	0	100	100	96.4
Bank 1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
% Bank 1	0	0	0	0	0	0	0	0	0	0	4.3	4.2	0	0	0	0	3.6

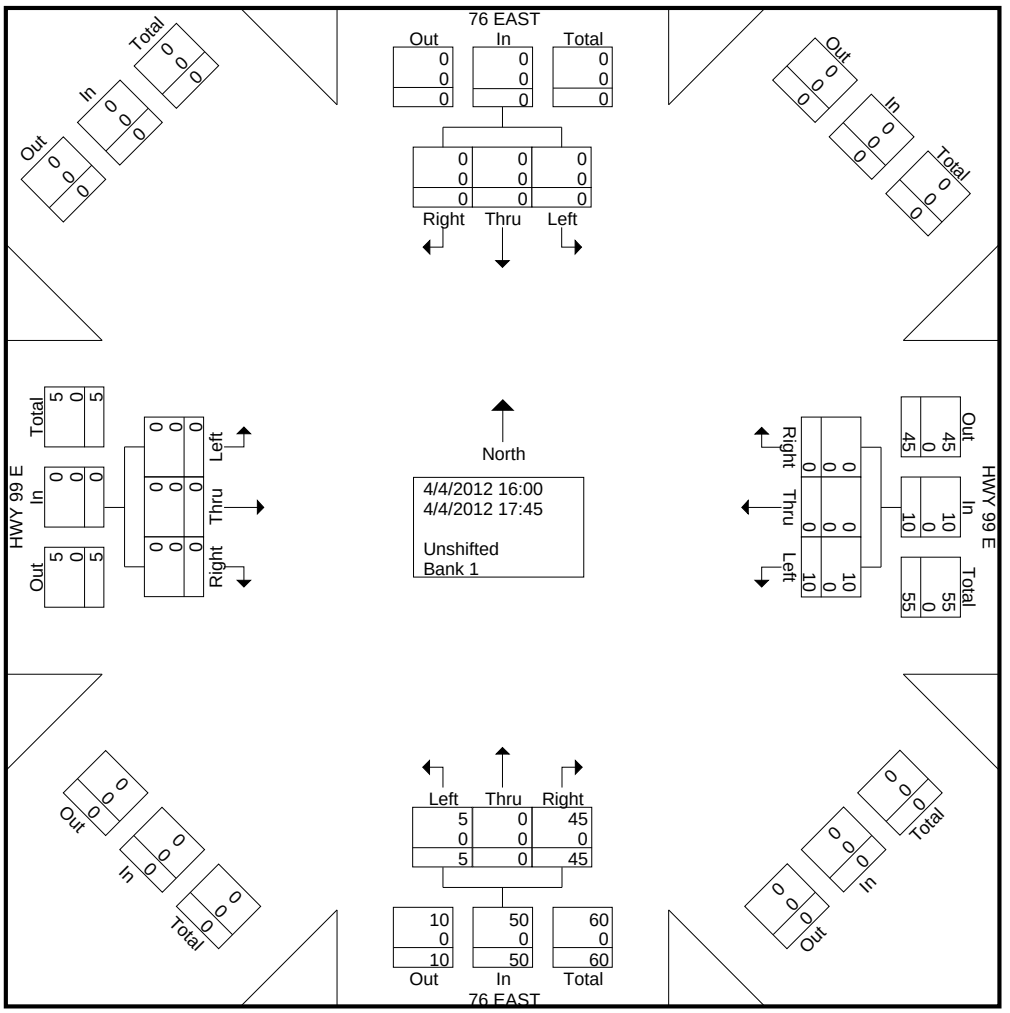


All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

File Name : 76East&Hwy99 PM
Site Code :
Start Date : 4/4/2012
Page No : 1

Groups Printed- Unshifted - Bank 1

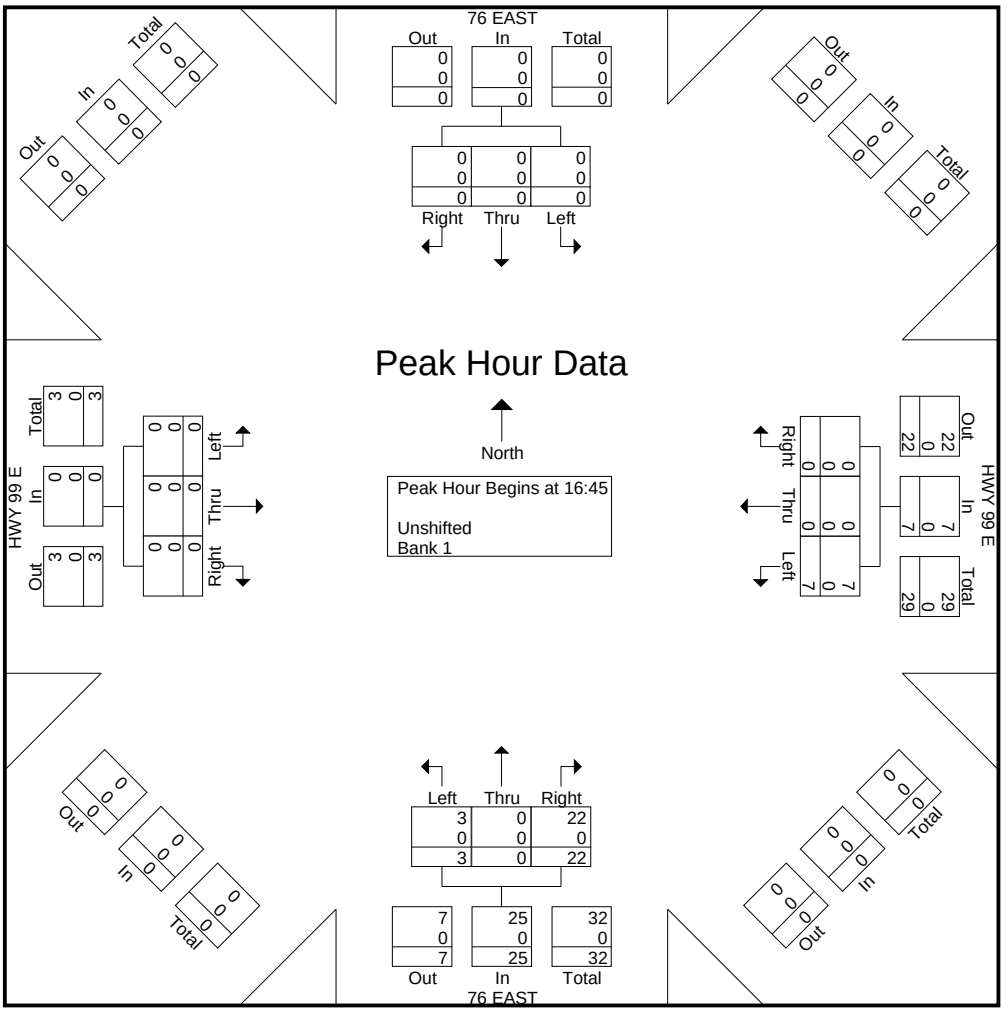
	76 EAST Southbound					HWY 99 E Westbound					76 EAST Northbound					HWY 99 E Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	0	1	0	0	0	1	2	0	5	1	7	0	0	0	0	0	1	8	9
16:15	0	0	0	0	0	2	0	0	0	2	0	0	5	0	5	0	0	0	0	0	0	7	7
16:30	0	0	0	0	0	0	0	0	0	0	0	0	7	1	7	0	0	0	0	0	1	7	8
16:45	0	0	0	0	0	2	0	0	0	2	0	0	7	0	7	0	0	0	0	0	0	9	9
Total	0	0	0	0	0	5	0	0	0	5	2	0	24	2	26	0	0	0	0	0	2	31	33
17:00	0	0	0	0	0	1	0	0	0	1	1	0	5	0	6	0	0	0	0	0	0	7	7
17:15	0	0	0	0	0	2	0	0	0	2	0	0	6	0	6	0	0	0	0	0	0	8	8
17:30	0	0	0	0	0	2	0	0	0	2	2	0	4	0	6	0	0	0	0	0	0	8	8
17:45	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	6	6
Total	0	0	0	0	0	5	0	0	0	5	3	0	21	0	24	0	0	0	0	0	0	29	29
Grand Total	0	0	0	0	0	10	0	0	0	10	5	0	45	2	50	0	0	0	0	0	2	60	62
Apprch %	0	0	0			100	0	0			10	0	90			0	0	0					
Total %	0	0	0		0	16.7	0	0		16.7	8.3	0	75		83.3	0	0	0		0	3.2	96.8	
Unshifted	0	0	0		0	10	0	0		10	5	0	45		52	0	0	0		0	0	0	62
% Unshifted	0	0	0	0	0	100	0	0	0	100	100	0	100	100	100	0	0	0	0	0	0	0	100
Bank 1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

File Name : 76East&Hwy99 PM
Site Code :
Start Date : 4/4/2012
Page No : 2

	76 EAST Southbound				HWY 99 E Westbound				76 EAST Northbound				HWY 99 E Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:45 to 17:30 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	0	0	**2**	0	0	**2**	0	0	**7**	**7**	0	0	0	0	**9**
17:00	0	0	0	0	1	0	0	1	1	0	5	6	0	0	0	0	7
17:15	0	0	0	0	2	0	0	2	0	0	6	6	0	0	0	0	8
17:30	0	0	0	0	2	0	0	2	**2**	0	4	6	0	0	0	0	8
Total Volume	0	0	0	0	7	0	0	7	3	0	22	25	0	0	0	0	32
% App. Total	0	0	0		100	0	0		12	0	88		0	0	0		
PHF	.000	.000	.000	.000	.875	.000	.000	.875	.375	.000	.786	.893	.000	.000	.000	.000	.889
Unshifted	0	0	0	0	7	0	0	7	3	0	22	25	0	0	0	0	32
% Unshifted	0	0	0	0	100	0	0	100	100	0	100	100	0	0	0	0	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

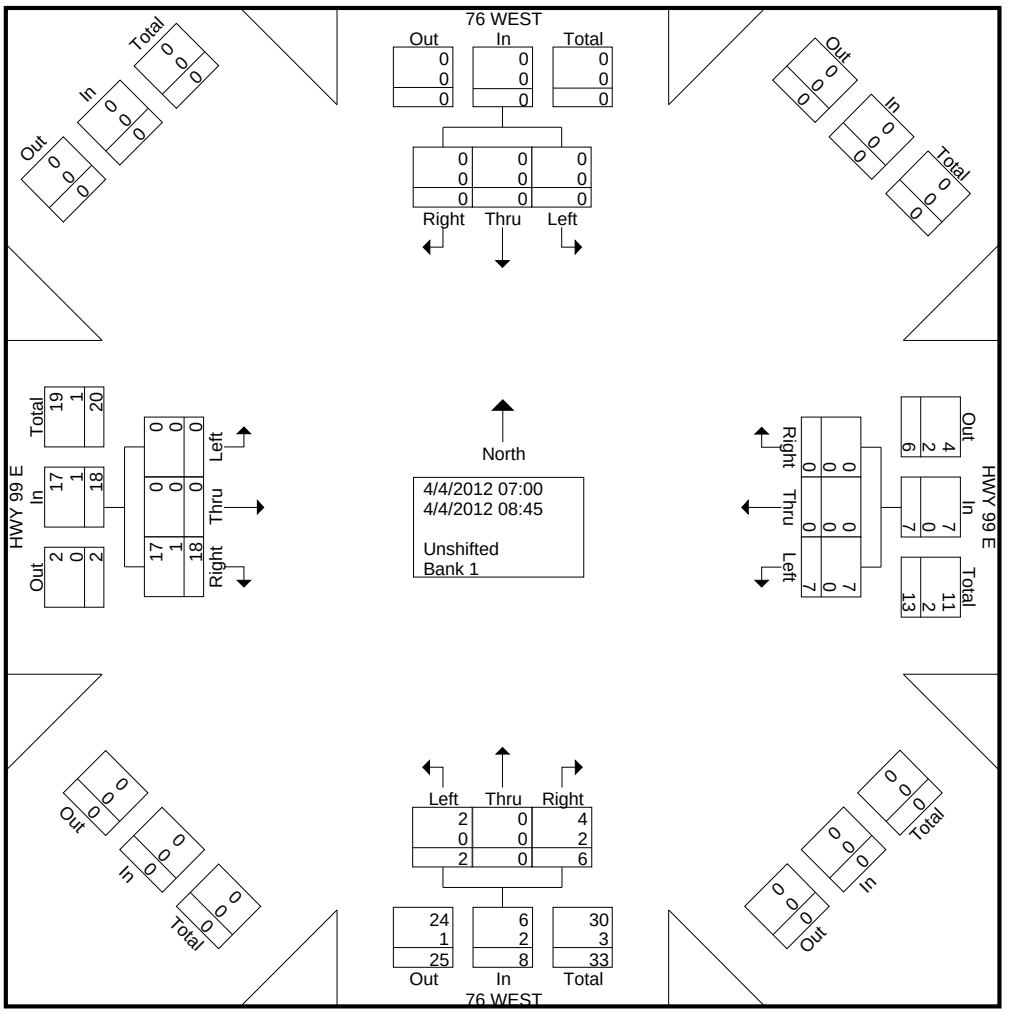


All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

File Name : 76West&Hwy99 AM
Site Code :
Start Date : 4/4/2012
Page No : 1

Groups Printed- Unshifted - Bank 1

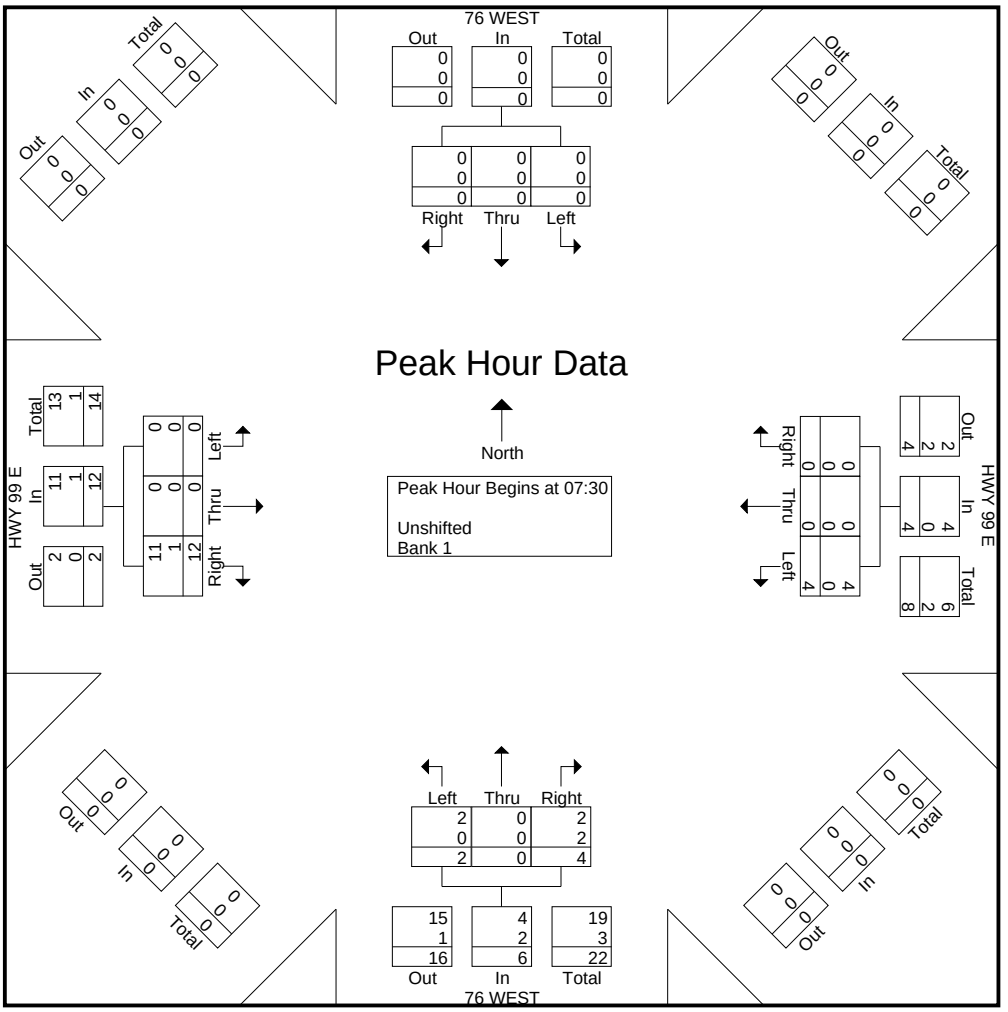
	76 WEST Southbound					HWY 99 E Westbound					76 WEST Northbound					HWY 99 E Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
07:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	3	3
07:30	0	0	0	0	0	1	0	0	0	1	1	0	0	1	1	0	0	2	0	2	1	4	5
07:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	2	2
Total	0	0	0	0	0	2	0	0	0	2	2	0	0	1	2	0	0	6	0	6	1	10	11
08:00	0	0	0	0	0	2	0	0	0	2	0	0	3	1	3	0	0	5	0	5	1	10	11
08:15	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	4	0	4	0	6	6
08:30	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	2	0	2	1	4	5
08:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	3	3
Total	0	0	0	0	0	5	0	0	0	5	0	0	6	2	6	0	0	12	0	12	2	23	25
Grand Total	0	0	0	0	0	7	0	0	0	7	2	0	6	3	8	0	0	18	0	18	3	33	36
Apprch %	0	0	0			100	0	0			25	0	75			0	0	100					
Total %	0	0	0		0	21.2	0	0		21.2	6.1	0	18.2		24.2	0	0	54.5		54.5	8.3	91.7	
Unshifted	0	0	0		0	7	0	0		7	2	0	4		9	0	0	17		17	0	0	33
% Unshifted	0	0	0	0	0	100	0	0	0	100	100	0	66.7	100	81.8	0	0	94.4	0	94.4	0	0	91.7
Bank 1	0	0	0		0	0	0	0		0	0	0	2		2	0	0	1		1	0	0	3
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	33.3	0	18.2	0	0	5.6	0	5.6	0	0	8.3



All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

File Name : 76West&Hwy99 AM
Site Code :
Start Date : 4/4/2012
Page No : 2

	76 WEST Southbound				HWY 99 E Westbound				76 WEST Northbound				HWY 99 E Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 to 08:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	0	0	0	1	0	0	1	**1**	0	0	1	0	0	2	2	4
07:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
08:00	0	0	0	0	**2**	0	0	**2**	0	0	**3**	**3**	0	0	**5**	**5**	**10**
08:15	0	0	0	0	1	0	0	1	0	0	1	1	0	0	4	4	6
Total Volume	0	0	0	0	4	0	0	4	2	0	4	6	0	0	12	12	22
% App. Total	0	0	0		100	0	0		33.3	0	66.7		0	0	100		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.500	.000	.333	.500	.000	.000	.600	.600	.550
Unshifted	0	0	0	0	4	0	0	4	2	0	2	4	0	0	11	11	19
% Unshifted	0	0	0	0	100	0	0	100	100	0	50.0	66.7	0	0	91.7	91.7	86.4
Bank 1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	1	3
% Bank 1	0	0	0	0	0	0	0	0	0	0	50.0	33.3	0	0	8.3	8.3	13.6

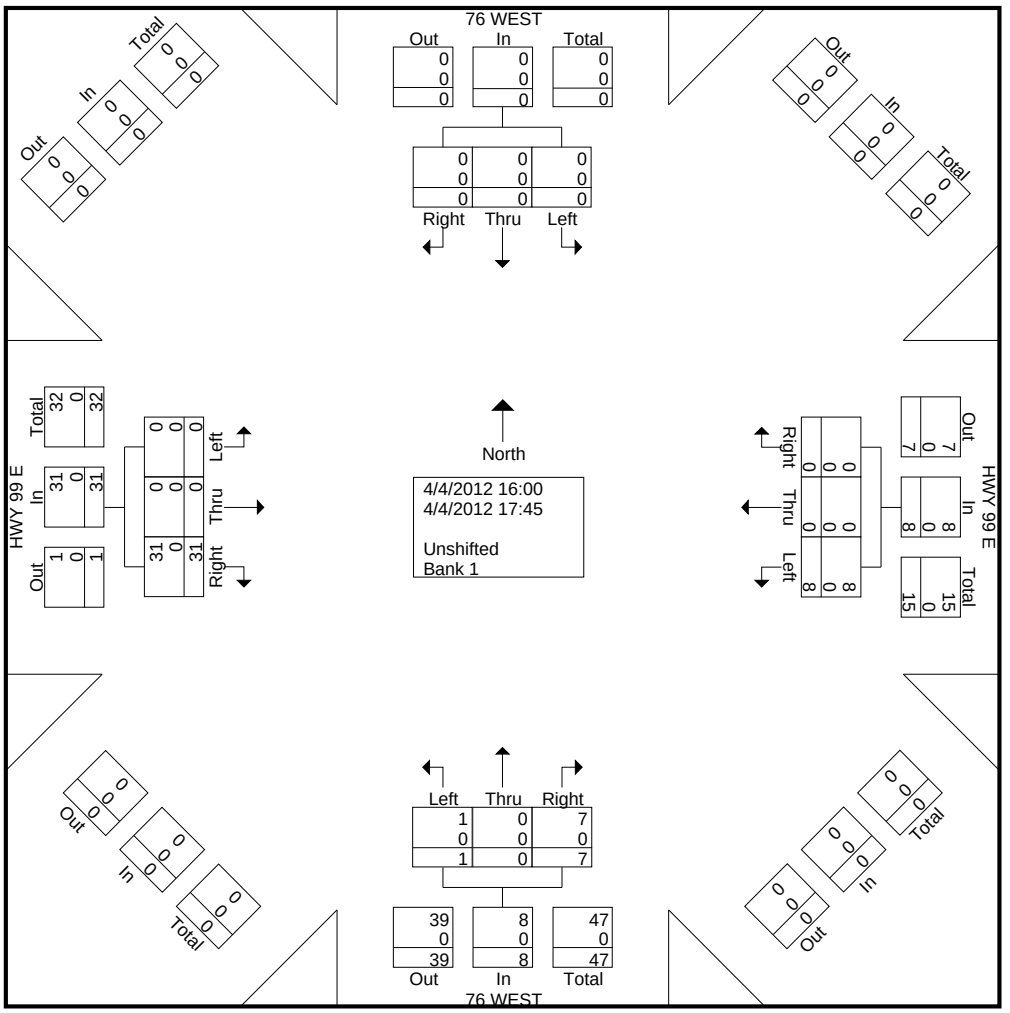


All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

File Name : 76West&Hwy99 PM
Site Code :
Start Date : 4/4/2012
Page No : 1

Groups Printed- Unshifted - Bank 1

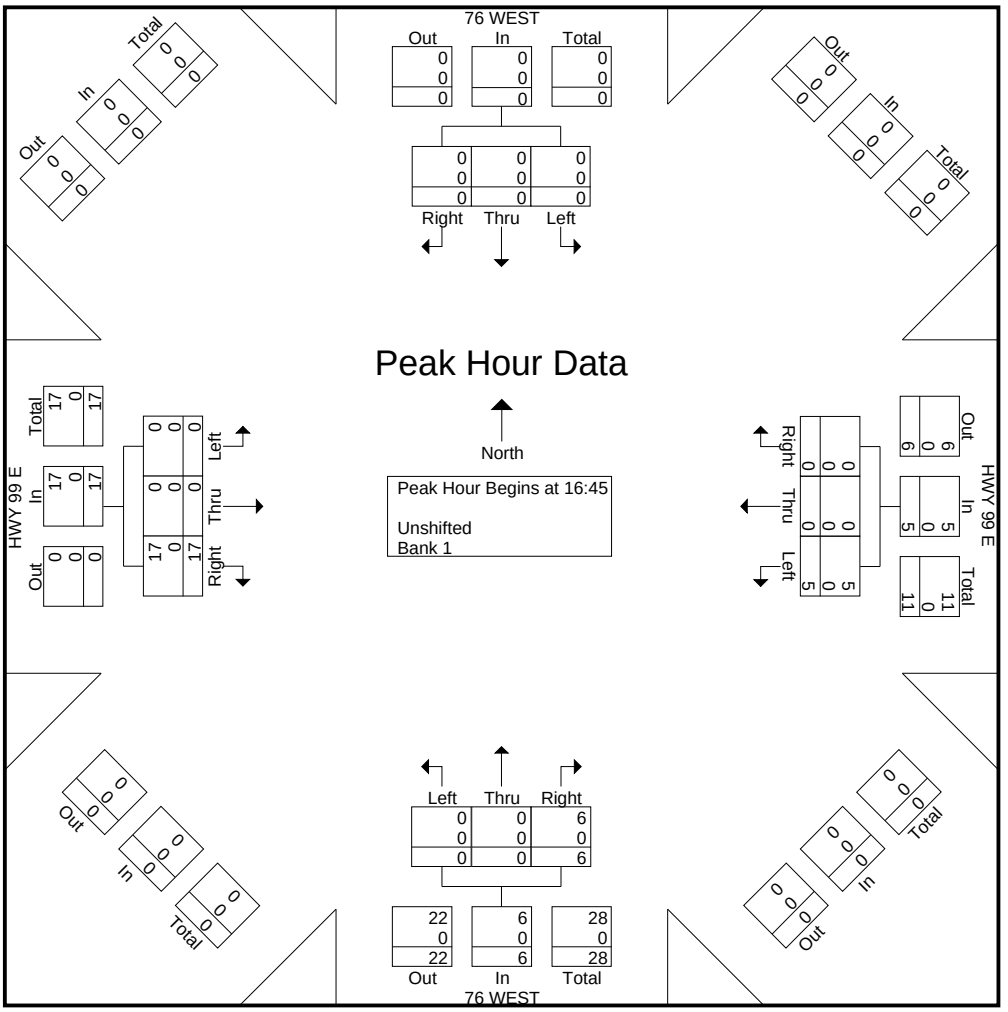
	76 WEST Southbound					HWY 99 E Westbound					76 WEST Northbound					HWY 99 E Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	5	0	5	1	6	7
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	2
16:30	0	0	0	0	0	3	0	0	0	3	0	0	0	1	0	0	0	2	0	2	1	5	6
16:45	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	0	0	3	0	3	0	6	6
Total	0	0	0	0	0	4	0	0	0	4	0	0	3	2	3	0	0	12	0	12	2	19	21
17:00	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	0	0	7	0	7	0	10	10
17:15	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	4	0	4	0	6	6
17:30	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	0	0	3	0	3	0	6	6
17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	5	0	5	0	6	6
Total	0	0	0	0	0	4	0	0	0	4	1	0	4	0	5	0	0	19	0	19	0	28	28
Grand Total	0	0	0	0	0	8	0	0	0	8	1	0	7	2	8	0	0	31	0	31	2	47	49
Apprch %	0	0	0			100	0	0			12.5	0	87.5			0	0	100					
Total %	0	0	0		0	17	0	0		17	2.1	0	14.9		17	0	0	66		66	4.1	95.9	
Unshifted	0	0	0		0	8	0	0		8	1	0	7		10	0	0	31		31	0	0	49
% Unshifted	0	0	0	0	0	100	0	0	0	100	100	0	100	100	100	0	0	100	0	100	0	0	100
Bank 1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

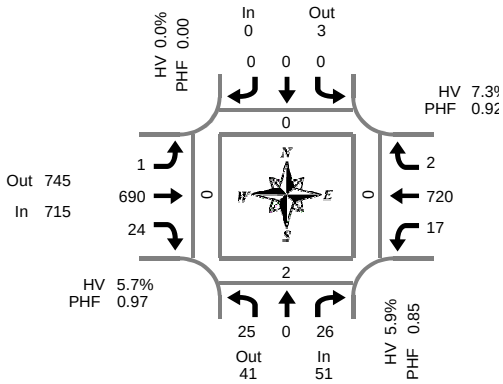
File Name : 76West&Hwy99 PM
Site Code :
Start Date : 4/4/2012
Page No : 2

	76 WEST Southbound				HWY 99 E Westbound				76 WEST Northbound				HWY 99 E Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:45 to 17:30 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	0	0	1	0	0	1	0	0	**2**	**2**	0	0	3	3	6
17:00	0	0	0	0	1	0	0	1	0	0	2	2	0	0	**7**	**7**	**10**
17:15	0	0	0	0	1	0	0	1	0	0	1	1	0	0	4	4	6
17:30	0	0	0	0	**2**	0	0	**2**	0	0	1	1	0	0	3	3	6
Total Volume	0	0	0	0	5	0	0	5	0	0	6	6	0	0	17	17	28
% App. Total	0	0	0		100	0	0		0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.625	.000	.000	.625	.000	.000	.750	.750	.000	.000	.607	.607	.700
Unshifted	0	0	0	0	5	0	0	5	0	0	6	6	0	0	17	17	28
% Unshifted	0	0	0	0	100	0	0	100	0	0	100	100	0	0	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



S Locust St & Hwy 99 E

Wednesday, April 04, 2012
7:00 AM to 9:00 AM

Peak Hour Summary
7:30 AM to 8:30 AM

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound S Locust St			Southbound S Locust St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Interval Total	Pedestrians Crosswalk			
	L	T	R	L	T	R	L	T	R	L	T	R		North	South	East	West
7:00 AM	3	0	12	0	0	0	0	161	3	4	140	0	323	0	1	0	0
7:15 AM	5	0	7	0	0	0	0	159	2	6	154	0	333	0	0	0	0
7:30 AM	6	0	9	0	0	0	0	176	6	5	166	1	369	0	1	0	0
7:45 AM	7	0	6	0	0	0	0	182	2	5	174	1	377	0	0	0	0
8:00 AM	7	0	5	0	0	0	0	156	9	7	179	0	363	0	1	0	0
8:15 AM	5	0	6	0	0	0	1	176	7	0	201	0	396	0	0	0	0
8:30 AM	6	0	10	0	0	0	0	167	7	1	139	0	330	0	1	0	0
8:45 AM	6	0	9	0	0	0	2	131	4	1	126	0	279	0	2	0	0
Total Survey	45	0	64	0	0	0	3	1,308	40	29	1,279	2	2,770	0	6	0	0

Peak Hour Summary
7:30 AM to 8:30 AM

By Approach	Northbound S Locust St			Southbound S Locust St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Total	Pedestrians Crosswalk			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		North	South	East	West
Volume	51	41	92	0	3	3	715	745	1,460	739	716	1,455	1,505	0	2	0	0
%HV	5.9%			0.0%			5.7%			7.3%			6.5%				
PHF	0.85			0.00			0.97			0.92			0.95				

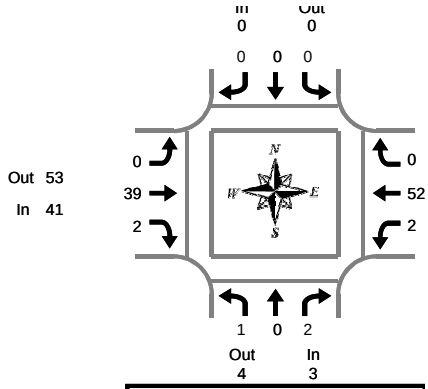
By Movement	Northbound S Locust St			Southbound S Locust St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Total
	L	T	R	L	T	R	L	T	R	L	T	R	
Volume	25	0	26	0	0	0	1	690	24	17	720	2	1,505
%HV	4.0%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	5.7%	8.3%	11.8%	7.2%	0.0%	6.5%
PHF	0.89	0.00	0.72	0.00	0.00	0.00	0.25	0.95	0.67	0.61	0.90	0.50	0.95

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound S Locust St			Southbound S Locust St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Interval Total	Pedestrians Crosswalk			
	L	T	R	L	T	R	L	T	R	L	T	R		North	South	East	West
7:00 AM	21	0	34	0	0	0	0	678	13	20	634	2	1,402	0	2	0	0
7:15 AM	25	0	27	0	0	0	0	673	19	23	673	2	1,442	0	2	0	0
7:30 AM	25	0	26	0	0	0	1	690	24	17	720	2	1,505	0	2	0	0
7:45 AM	25	0	27	0	0	0	1	681	25	13	693	1	1,466	0	2	0	0
8:00 AM	24	0	30	0	0	0	3	630	27	9	645	0	1,368	0	4	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



S Locust St & Hwy 99 E

Wednesday, April 04, 2012
7:00 AM to 9:00 AM

Peak Hour Summary
7:30 AM to 8:30 AM

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound S Locust St				Southbound S Locust St				Eastbound Hwy 99 E				Westbound Hwy 99 E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	8	0	8	1	7	0	8	16
7:15 AM	0	0	2	2	0	0	0	0	0	6	0	6	2	7	0	9	17
7:30 AM	0	0	0	0	0	0	0	0	0	6	0	6	1	9	0	10	16
7:45 AM	0	0	1	1	0	0	0	0	0	10	0	10	1	13	0	14	25
8:00 AM	0	0	0	0	0	0	0	0	0	11	1	12	0	17	0	17	29
8:15 AM	1	0	1	2	0	0	0	0	0	12	1	13	0	13	0	13	28
8:30 AM	0	0	0	0	0	0	0	0	0	11	0	11	1	14	0	15	26
8:45 AM	0	0	0	0	0	0	0	0	0	14	0	14	0	13	0	13	27
Total Survey	1	0	4	5	0	0	0	0	0	78	2	80	6	93	0	99	184

Heavy Vehicle Peak Hour Summary
7:30 AM to 8:30 AM

By Approach	Northbound S Locust St			Southbound S Locust St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	3	4	7	0	0	0	41	53	94	54	41	95	98
PHF	0.25			0.00			0.27			0.30			0.30

By Movement	Northbound S Locust St				Southbound S Locust St				Eastbound Hwy 99 E				Westbound Hwy 99 E				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	0	2	3	0	0	0	0	0	39	2	41	2	52	0	54	98
PHF	0.25	0.00	0.17	0.25	0.00	0.00	0.00	0.00	0.00	0.26	0.25	0.27	0.13	0.30	0.00	0.30	0.30

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

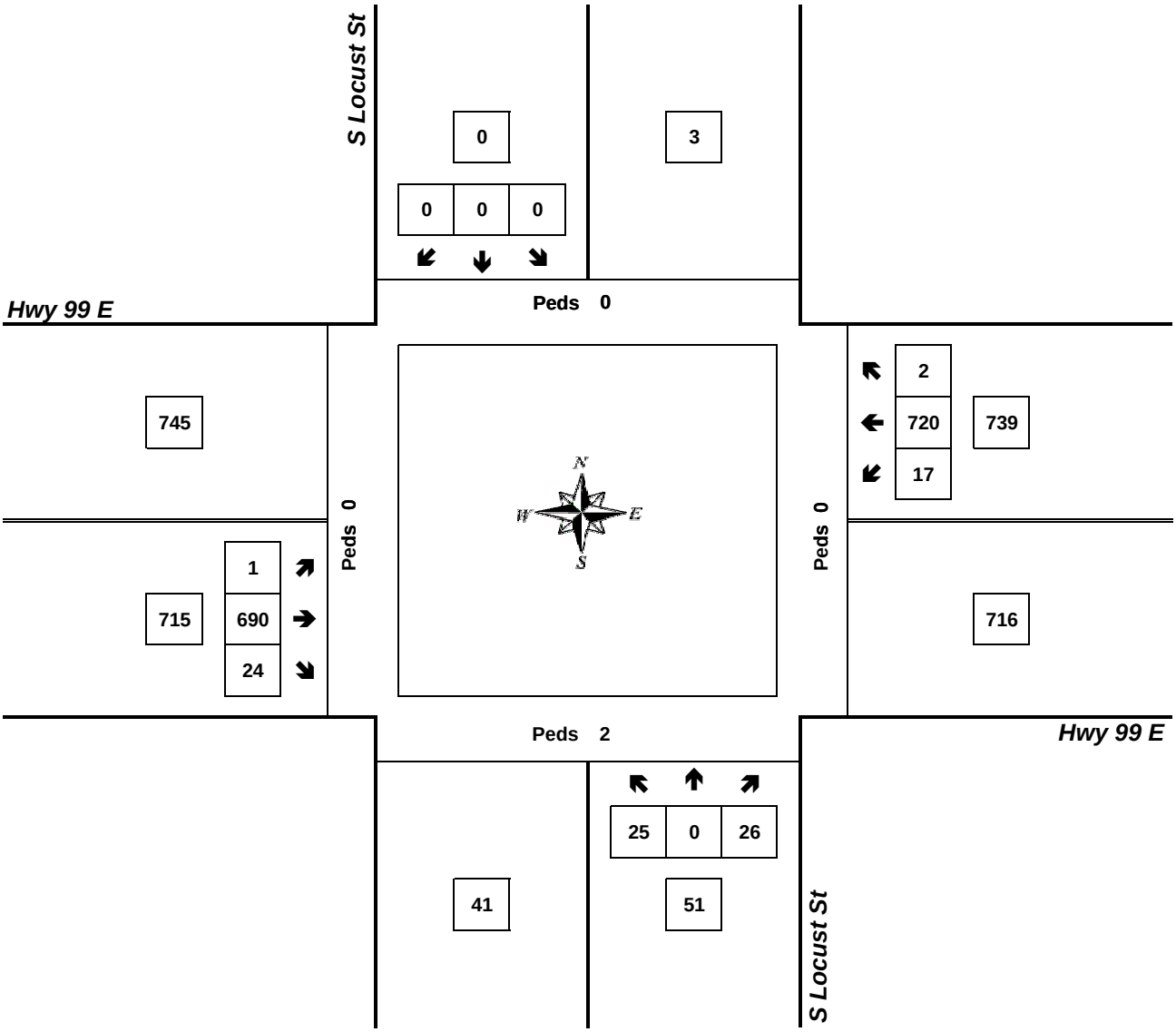
Interval Start Time	Northbound S Locust St				Southbound S Locust St				Eastbound Hwy 99 E				Westbound Hwy 99 E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	3	3	0	0	0	0	0	30	0	30	5	36	0	41	74
7:15 AM	0	0	3	3	0	0	0	0	0	33	1	34	4	46	0	50	87
7:30 AM	1	0	2	3	0	0	0	0	0	39	2	41	2	52	0	54	98
7:45 AM	1	0	2	3	0	0	0	0	0	44	2	46	2	57	0	59	108
8:00 AM	1	0	1	2	0	0	0	0	0	48	2	50	1	57	0	58	110

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

S Locust St & Hwy 99 E

7:30 AM to 8:30 AM
Wednesday, April 04, 2012

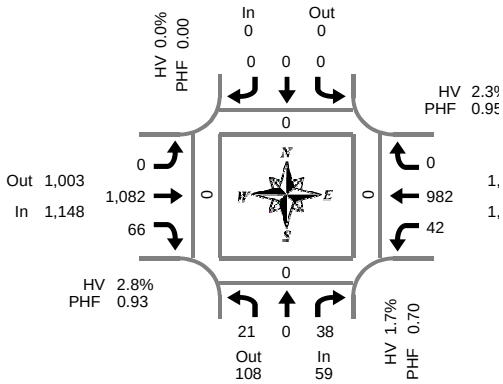


Approach	PHF	HV%	Volume
EB	0.97	5.7%	715
WB	0.92	7.3%	739
NB	0.85	5.9%	51
SB	0.00	0.0%	0
Intersection	0.95	6.5%	1,505

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:45 PM to 5:45 PM

S Locust St & Hwy 99 E

Wednesday, April 04, 2012
4:00 PM to 6:00 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound S Locust St			Southbound S Locust St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Interval Total	Pedestrians Crosswalk			
	L	T	R	L	T	R	L	T	R	L	T	R		North	South	East	West
4:00 PM	7	0	3	0	0	0	1	238	13	9	227	0	498	0	1	0	0
4:15 PM	3	0	7	0	0	0	0	255	11	5	236	1	518	0	0	0	0
4:30 PM	4	0	7	0	0	0	2	246	9	14	252	0	534	0	0	0	0
4:45 PM	6	0	15	0	0	0	0	244	17	9	252	0	543	0	0	0	0
5:00 PM	4	0	7	0	0	0	0	292	17	12	258	0	590	0	0	0	0
5:15 PM	7	0	8	0	0	0	0	264	14	6	244	0	543	0	0	0	0
5:30 PM	4	0	8	0	0	0	0	282	18	15	228	0	555	0	0	0	0
5:45 PM	4	0	1	0	0	0	0	192	13	9	185	0	404	0	0	0	0
Total Survey	39	0	56	0	0	0	3	2,013	112	79	1,882	1	4,185	0	1	0	0

Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound S Locust St			Southbound S Locust St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Total	Pedestrians Crosswalk			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		North	South	East	West
Volume	59	108	167	0	0	0	1,148	1,003	2,151	1,024	1,120	2,144	2,231	0	0	0	0
%HV	1.7%			0.0%			2.8%			2.3%			2.6%				
PHF	0.70			0.00			0.93			0.95			0.95				

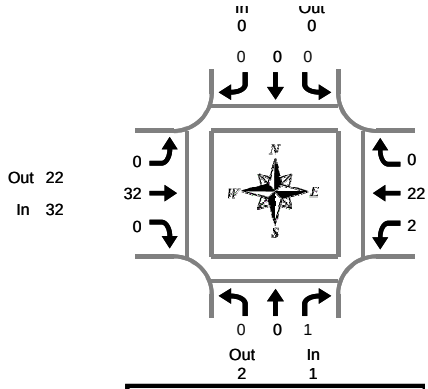
By Movement	Northbound S Locust St			Southbound S Locust St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Total
	L	T	R	L	T	R	L	T	R	L	T	R	
Volume	21	0	38	0	0	0	0	1,082	66	42	982	0	2,231
%HV	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	4.8%	2.2%	0.0%	2.6%
PHF	0.75	0.00	0.63	0.00	0.00	0.00	0.00	0.93	0.92	0.70	0.95	0.00	0.95

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound S Locust St			Southbound S Locust St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Interval Total	Pedestrians Crosswalk			
	L	T	R	L	T	R	L	T	R	L	T	R		North	South	East	West
4:00 PM	20	0	32	0	0	0	3	983	50	37	967	1	2,093	0	1	0	0
4:15 PM	17	0	36	0	0	0	2	1,037	54	40	998	1	2,185	0	0	0	0
4:30 PM	21	0	37	0	0	0	2	1,046	57	41	1,006	0	2,210	0	0	0	0
4:45 PM	21	0	38	0	0	0	0	1,082	66	42	982	0	2,231	0	0	0	0
5:00 PM	19	0	24	0	0	0	0	1,030	62	42	915	0	2,092	0	0	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



S Locust St & Hwy 99 E

Wednesday, April 04, 2012
4:00 PM to 6:00 PM

Peak Hour Summary
4:45 PM to 5:45 PM

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound S Locust St				Southbound S Locust St				Eastbound Hwy 99 E				Westbound Hwy 99 E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	8	0	8	0	5	0	5	13
4:15 PM	0	0	1	1	0	0	0	0	0	6	0	6	1	7	0	8	15
4:30 PM	0	0	0	0	0	0	0	0	0	7	0	7	1	3	0	4	11
4:45 PM	0	0	0	0	0	0	0	0	0	8	0	8	0	8	0	8	16
5:00 PM	0	0	0	0	0	0	0	0	0	11	0	11	1	5	0	6	17
5:15 PM	0	0	0	0	0	0	0	0	0	7	0	7	0	3	0	3	10
5:30 PM	0	0	1	1	0	0	0	0	0	6	0	6	1	6	0	7	14
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	3	6
Total Survey	0	0	2	2	0	0	0	0	0	56	0	56	4	40	0	44	102

Heavy Vehicle Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound S Locust St			Southbound S Locust St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	2	3	0	0	0	32	22	54	24	33	57	57
PHF	0.25			0.00			0.31			0.30			0.32

By Movement	Northbound S Locust St				Southbound S Locust St				Eastbound Hwy 99 E				Westbound Hwy 99 E				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	1	1	0	0	0	0	0	32	0	32	2	22	0	24	57
PHF	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.31	0.25	0.31	0.00	0.30	0.32

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound S Locust St				Southbound S Locust St				Eastbound Hwy 99 E				Westbound Hwy 99 E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	1	1	0	0	0	0	0	29	0	29	2	23	0	25	55
4:15 PM	0	0	1	1	0	0	0	0	0	32	0	32	3	23	0	26	59
4:30 PM	0	0	0	0	0	0	0	0	0	33	0	33	2	19	0	21	54
4:45 PM	0	0	1	1	0	0	0	0	0	32	0	32	2	22	0	24	57
5:00 PM	0	0	1	1	0	0	0	0	0	27	0	27	2	17	0	19	47

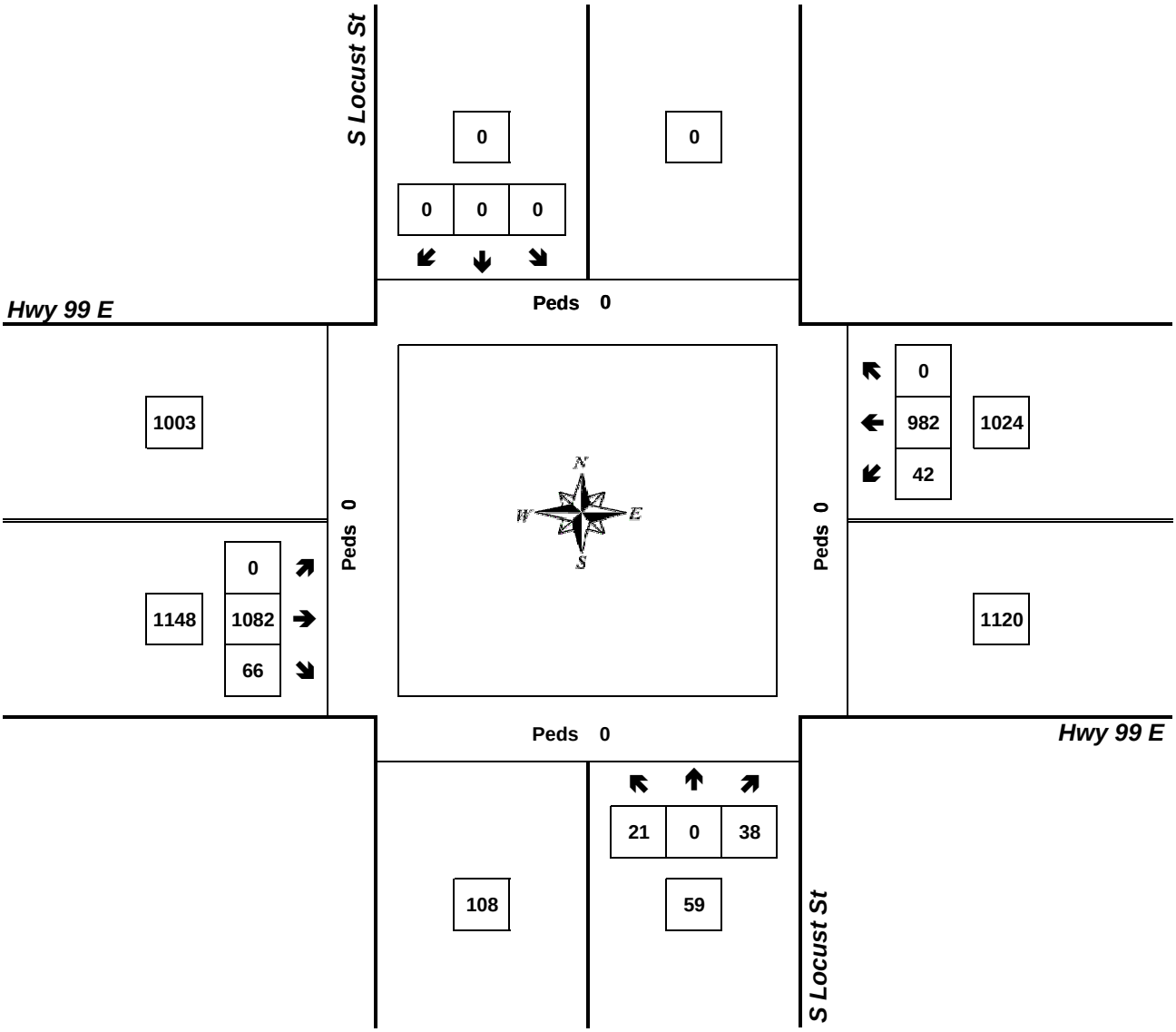
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

S Locust St & Hwy 99 E

4:45 PM to 5:45 PM
Wednesday, April 04, 2012

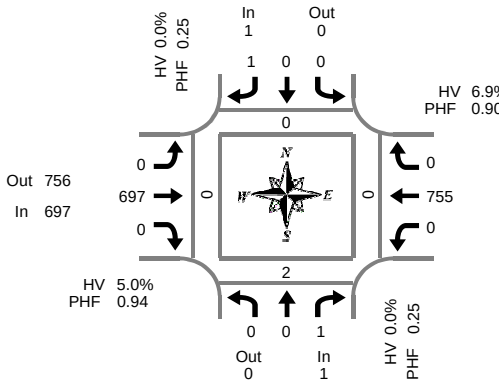


Approach	PHF	HV%	Volume
EB	0.93	2.8%	1,148
WB	0.95	2.3%	1,024
NB	0.70	1.7%	59
SB	0.00	0.0%	0
Intersection	0.95	2.6%	2,231

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Dominos East & Hwy 99 E

Wednesday, April 04, 2012
7:00 AM to 9:00 AM

Peak Hour Summary
7:30 AM to 8:30 AM

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Dominos East			Southbound Dominos East			Eastbound Hwy 99 E			Westbound Hwy 99 E			Interval Total	Pedestrians Crosswalk			
	L	T	R	L	T	R	L	T	R	L	T	R		North	South	East	West
7:00 AM	0	0	1	0	0	0	0	153	0	0	142	0	296	0	1	0	0
7:15 AM	0	0	0	0	0	0	0	162	0	0	150	0	312	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	186	0	0	185	0	371	0	2	0	0
7:45 AM	0	0	0	0	0	0	0	165	0	0	190	0	355	0	0	0	0
8:00 AM	0	0	1	0	0	1	0	176	0	0	170	0	348	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	170	0	0	210	0	380	0	0	0	0
8:30 AM	1	0	0	0	0	0	0	181	0	0	158	0	340	0	0	0	0
8:45 AM	1	0	1	0	0	1	0	145	0	0	147	0	295	0	0	0	0
Total Survey	2	0	3	0	0	2	0	1,338	0	0	1,352	0	2,697	0	3	0	0

Peak Hour Summary
7:30 AM to 8:30 AM

By Approach	Northbound Dominos East			Southbound Dominos East			Eastbound Hwy 99 E			Westbound Hwy 99 E			Total	Pedestrians Crosswalk			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		North	South	East	West
Volume	1	0	1	1	0	1	697	756	1,453	755	698	1,453	1,454	0	2	0	0
%HV	0.0%			0.0%			5.0%			6.9%			6.0%				
PHF	0.25			0.25			0.94			0.90			0.96				

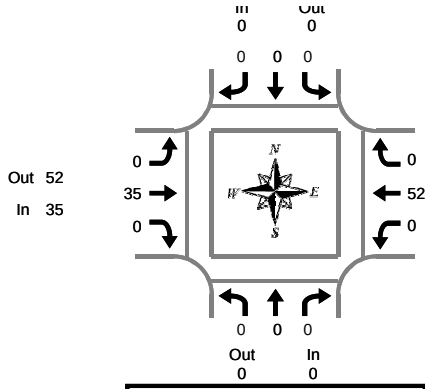
By Movement	Northbound Dominos East			Southbound Dominos East			Eastbound Hwy 99 E			Westbound Hwy 99 E			Total
	L	T	R	L	T	R	L	T	R	L	T	R	
Volume	0	0	1	0	0	1	0	697	0	0	755	0	1,454
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	6.9%	0.0%	6.0%
PHF	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.94	0.00	0.00	0.90	0.00	0.96

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Dominos East			Southbound Dominos East			Eastbound Hwy 99 E			Westbound Hwy 99 E			Interval Total	Pedestrians Crosswalk			
	L	T	R	L	T	R	L	T	R	L	T	R		North	South	East	West
7:00 AM	0	0	1	0	0	0	0	666	0	0	667	0	1,334	0	3	0	0
7:15 AM	0	0	1	0	0	1	0	689	0	0	695	0	1,386	0	2	0	0
7:30 AM	0	0	1	0	0	1	0	697	0	0	755	0	1,454	0	2	0	0
7:45 AM	1	0	1	0	0	1	0	692	0	0	728	0	1,423	0	0	0	0
8:00 AM	2	0	2	0	0	2	0	672	0	0	685	0	1,363	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Dominos East & Hwy 99 E

Wednesday, April 04, 2012
7:00 AM to 9:00 AM

Peak Hour Summary
7:30 AM to 8:30 AM

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Dominos East				Southbound Dominos East				Eastbound Hwy 99 E				Westbound Hwy 99 E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	12	0	12	0	5	0	5	17
7:15 AM	0	0	0	0	0	0	0	0	0	7	0	7	0	7	0	7	14
7:30 AM	0	0	0	0	0	0	0	0	0	7	0	7	0	11	0	11	18
7:45 AM	0	0	0	0	0	0	0	0	0	8	0	8	0	13	0	13	21
8:00 AM	0	0	0	0	0	0	0	0	0	11	0	11	0	15	0	15	26
8:15 AM	0	0	0	0	0	0	0	0	0	9	0	9	0	13	0	13	22
8:30 AM	0	0	0	0	0	0	0	0	0	12	0	12	0	17	0	17	29
8:45 AM	0	0	0	0	0	0	0	0	0	14	0	14	0	12	0	12	26
Total Survey	0	0	0	0	0	0	0	0	0	80	0	80	0	93	0	93	173

Heavy Vehicle Peak Hour Summary
7:30 AM to 8:30 AM

By Approach	Northbound Dominos East			Southbound Dominos East			Eastbound Hwy 99 E			Westbound Hwy 99 E			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	35	52	87	52	35	87	87
PHF	0.00			0.00			0.25			0.29			0.28

By Movement	Northbound Dominos East				Southbound Dominos East				Eastbound Hwy 99 E				Westbound Hwy 99 E				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	0	0	0	35	0	35	0	52	0	52	87
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.29	0.00	0.29	0.28

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Dominos East				Southbound Dominos East				Eastbound Hwy 99 E				Westbound Hwy 99 E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	34	0	34	0	36	0	36	70
7:15 AM	0	0	0	0	0	0	0	0	0	33	0	33	0	46	0	46	79
7:30 AM	0	0	0	0	0	0	0	0	0	35	0	35	0	52	0	52	87
7:45 AM	0	0	0	0	0	0	0	0	0	40	0	40	0	58	0	58	98
8:00 AM	0	0	0	0	0	0	0	0	0	46	0	46	0	57	0	57	103

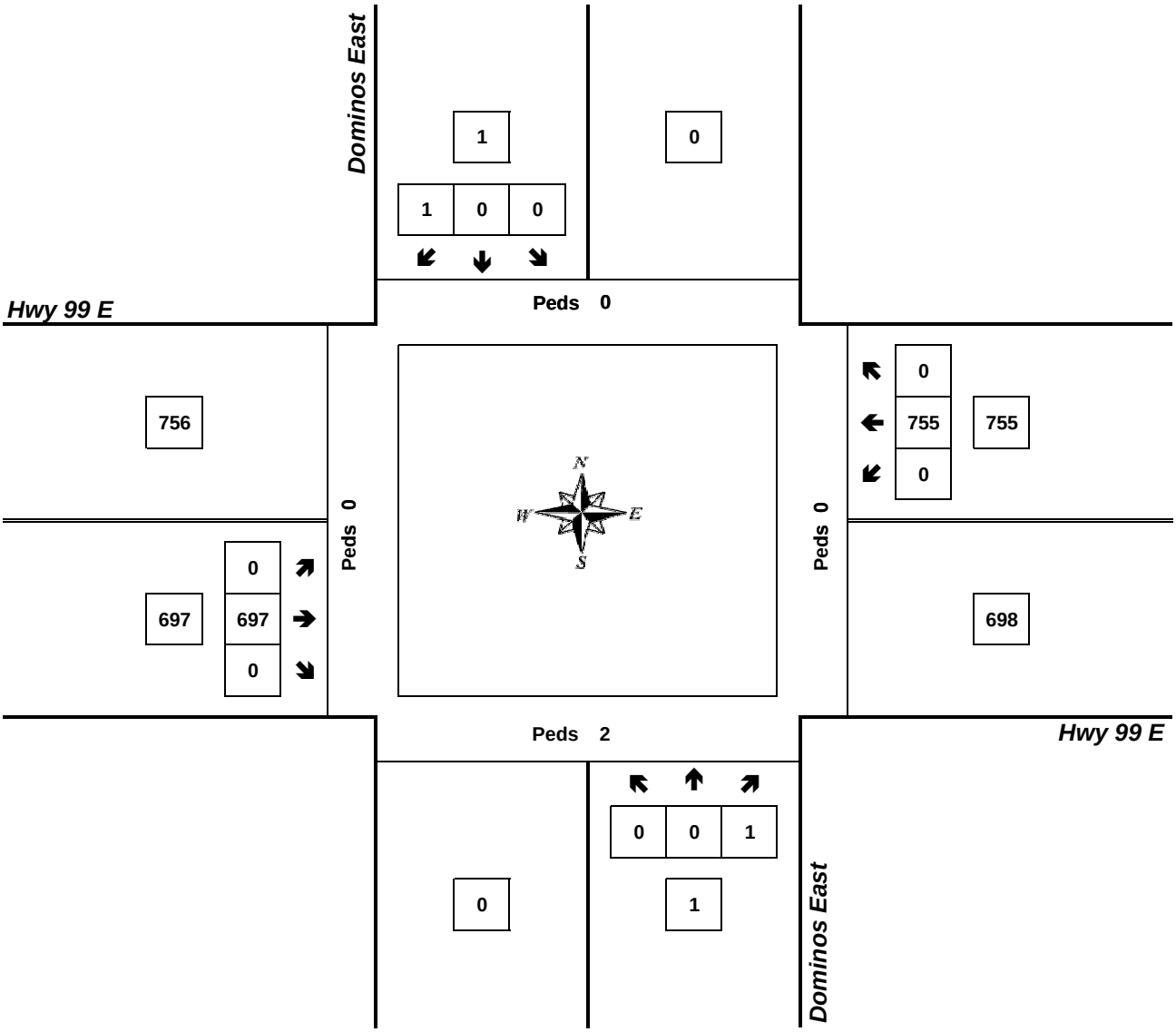
Peak Hour Summary

All Traffic Data Services Inc.

Clay Carney
(503) 833-2740

Dominos East & Hwy 99 E

7:30 AM to 8:30 AM
Wednesday, April 04, 2012

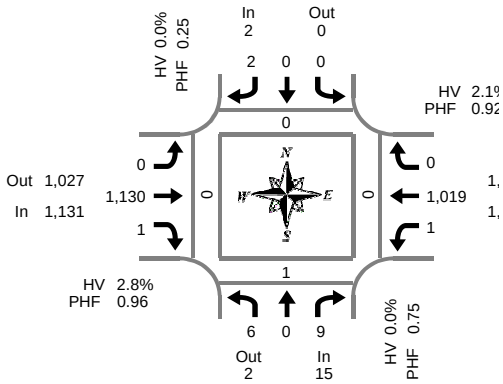


Approach	PHF	HV%	Volume
EB	0.94	5.0%	697
WB	0.90	6.9%	755
NB	0.25	0.0%	1
SB	0.25	0.0%	1
Intersection	0.96	6.0%	1,454

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:45 PM to 5:45 PM

Dominos East & Hwy 99 E

Wednesday, April 04, 2012
4:00 PM to 6:00 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Dominos East			Southbound Dominos East			Eastbound Hwy 99 E			Westbound Hwy 99 E			Interval Total	Pedestrians Crosswalk			
	L	T	R	L	T	R	L	T	R	L	T	R		North	South	East	West
4:00 PM	0	0	2	0	0	2	0	239	0	0	229	0	472	2	1	0	0
4:15 PM	1	0	1	0	0	1	0	279	0	0	240	0	522	0	0	0	0
4:30 PM	0	0	3	0	0	2	0	249	1	0	246	0	501	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	275	0	0	255	0	531	0	0	0	0
5:00 PM	2	0	2	0	0	0	0	294	0	1	269	0	568	0	0	0	0
5:15 PM	3	0	2	0	0	0	0	281	0	0	276	0	562	0	1	0	0
5:30 PM	1	0	4	0	0	2	0	280	1	0	219	0	507	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	233	0	1	197	0	431	0	1	0	0
Total Survey	7	0	15	0	0	7	0	2,130	2	2	1,931	0	4,094	2	3	0	0

Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound Dominos East			Southbound Dominos East			Eastbound Hwy 99 E			Westbound Hwy 99 E			Total	Pedestrians Crosswalk			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		North	South	East	West
Volume	15	2	17	2	0	2	1,131	1,027	2,158	1,020	1,139	2,159	2,168	0	1	0	0
%HV	0.0%			0.0%			2.8%			2.1%			2.4%				
PHF	0.75			0.25			0.96			0.92			0.95				

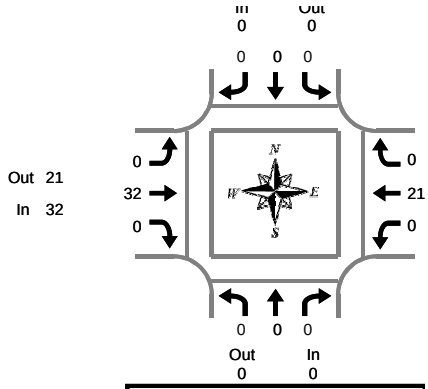
By Movement	Northbound Dominos East			Southbound Dominos East			Eastbound Hwy 99 E			Westbound Hwy 99 E			Total
	L	T	R	L	T	R	L	T	R	L	T	R	
Volume	6	0	9	0	0	2	0	1,130	1	1	1,019	0	2,168
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	0.0%	0.0%	2.1%	0.0%	2.4%
PHF	0.50	0.00	0.56	0.00	0.00	0.25	0.00	0.96	0.25	0.25	0.92	0.00	0.95

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Dominos East			Southbound Dominos East			Eastbound Hwy 99 E			Westbound Hwy 99 E			Interval Total	Pedestrians Crosswalk			
	L	T	R	L	T	R	L	T	R	L	T	R		North	South	East	West
4:00 PM	1	0	7	0	0	5	0	1,042	1	0	970	0	2,026	2	1	0	0
4:15 PM	3	0	7	0	0	3	0	1,097	1	1	1,010	0	2,122	0	0	0	0
4:30 PM	5	0	8	0	0	2	0	1,099	1	1	1,046	0	2,162	0	1	0	0
4:45 PM	6	0	9	0	0	2	0	1,130	1	1	1,019	0	2,168	0	1	0	0
5:00 PM	6	0	8	0	0	2	0	1,088	1	2	961	0	2,068	0	2	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
4:45 PM to 5:45 PM

Dominos East & Hwy 99 E

Wednesday, April 04, 2012
4:00 PM to 6:00 PM

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Dominos East				Southbound Dominos East				Eastbound Hwy 99 E				Westbound Hwy 99 E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	7	0	7	0	4	0	4	11
4:15 PM	0	0	0	0	0	0	0	0	0	6	0	6	0	8	0	8	14
4:30 PM	0	0	0	0	0	0	0	0	0	7	0	7	0	3	0	3	10
4:45 PM	0	0	0	0	0	0	0	0	0	9	0	9	0	8	0	8	17
5:00 PM	0	0	0	0	0	0	0	0	0	10	0	10	0	5	0	5	15
5:15 PM	0	0	0	0	0	0	0	0	0	7	0	7	0	3	0	3	10
5:30 PM	0	0	0	0	0	0	0	0	0	6	0	6	0	5	0	5	11
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	4	0	4	7
Total Survey	0	0	0	0	0	0	0	0	0	55	0	55	0	40	0	40	95

Heavy Vehicle Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound Dominos East			Southbound Dominos East			Eastbound Hwy 99 E			Westbound Hwy 99 E			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	32	21	53	21	32	53	53
PHF	0.00			0.00			0.31			0.28			0.32

By Movement	Northbound Dominos East				Southbound Dominos East				Eastbound Hwy 99 E				Westbound Hwy 99 E				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	0	0	0	32	0	32	0	21	0	21	53
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.31	0.00	0.28	0.00	0.28	0.32

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

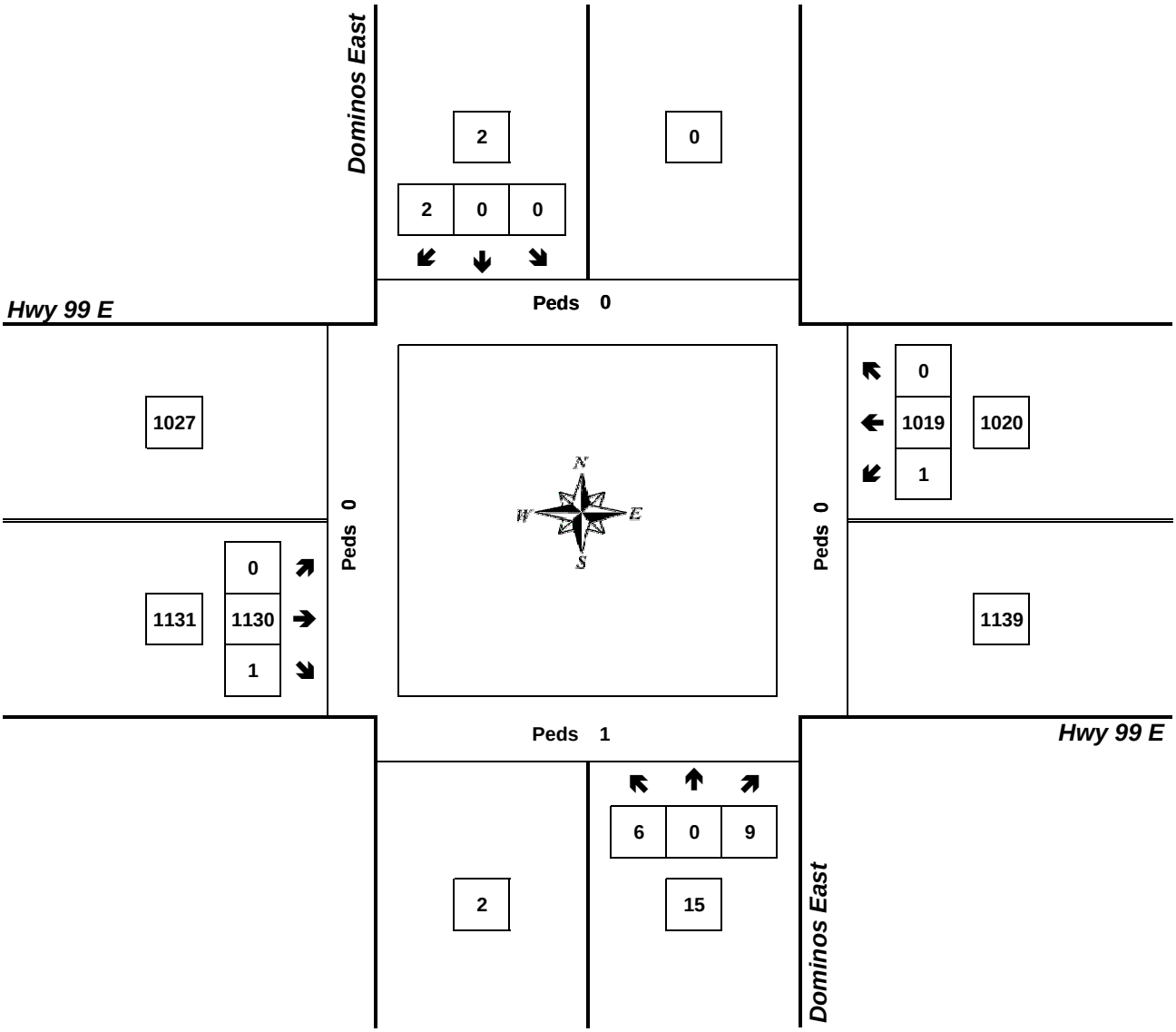
Interval Start Time	Northbound Dominos East				Southbound Dominos East				Eastbound Hwy 99 E				Westbound Hwy 99 E				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	29	0	29	0	23	0	23	52
4:15 PM	0	0	0	0	0	0	0	0	0	32	0	32	0	24	0	24	56
4:30 PM	0	0	0	0	0	0	0	0	0	33	0	33	0	19	0	19	52
4:45 PM	0	0	0	0	0	0	0	0	0	32	0	32	0	21	0	21	53
5:00 PM	0	0	0	0	0	0	0	0	0	26	0	26	0	17	0	17	43

Peak Hour Summary

Clay Carney
(503) 833-2740

Dominos East & Hwy 99 E

4:45 PM to 5:45 PM
Wednesday, April 04, 2012



Approach	PHF	HV%	Volume
EB	0.96	2.8%	1,131
WB	0.92	2.1%	1,020
NB	0.75	0.0%	15
SB	0.25	0.0%	2
Intersection	0.95	2.4%	2,168

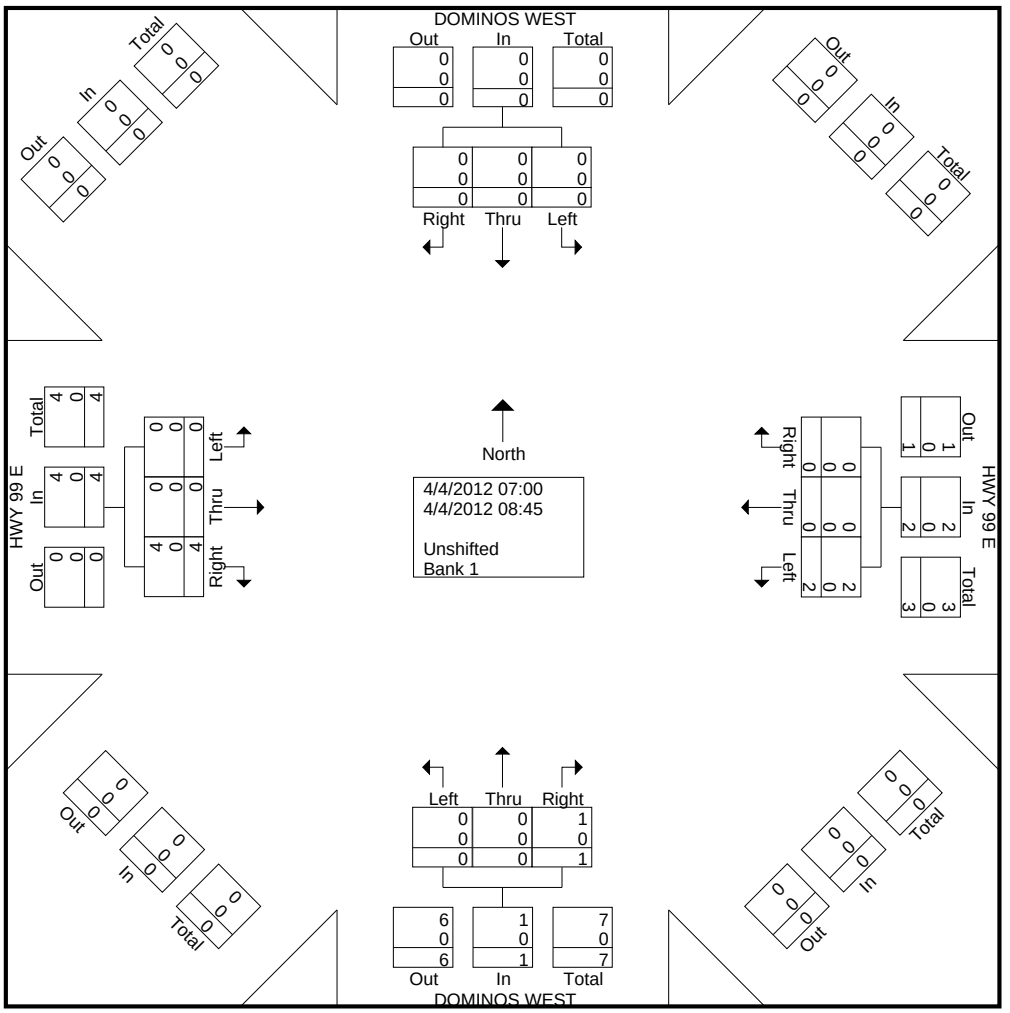
Count Period: 4:00 PM to 6:00 PM

All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

File Name : DominosWest&Hwy99 AM
Site Code :
Start Date : 4/4/2012
Page No : 1

Groups Printed- Unshifted - Bank 1

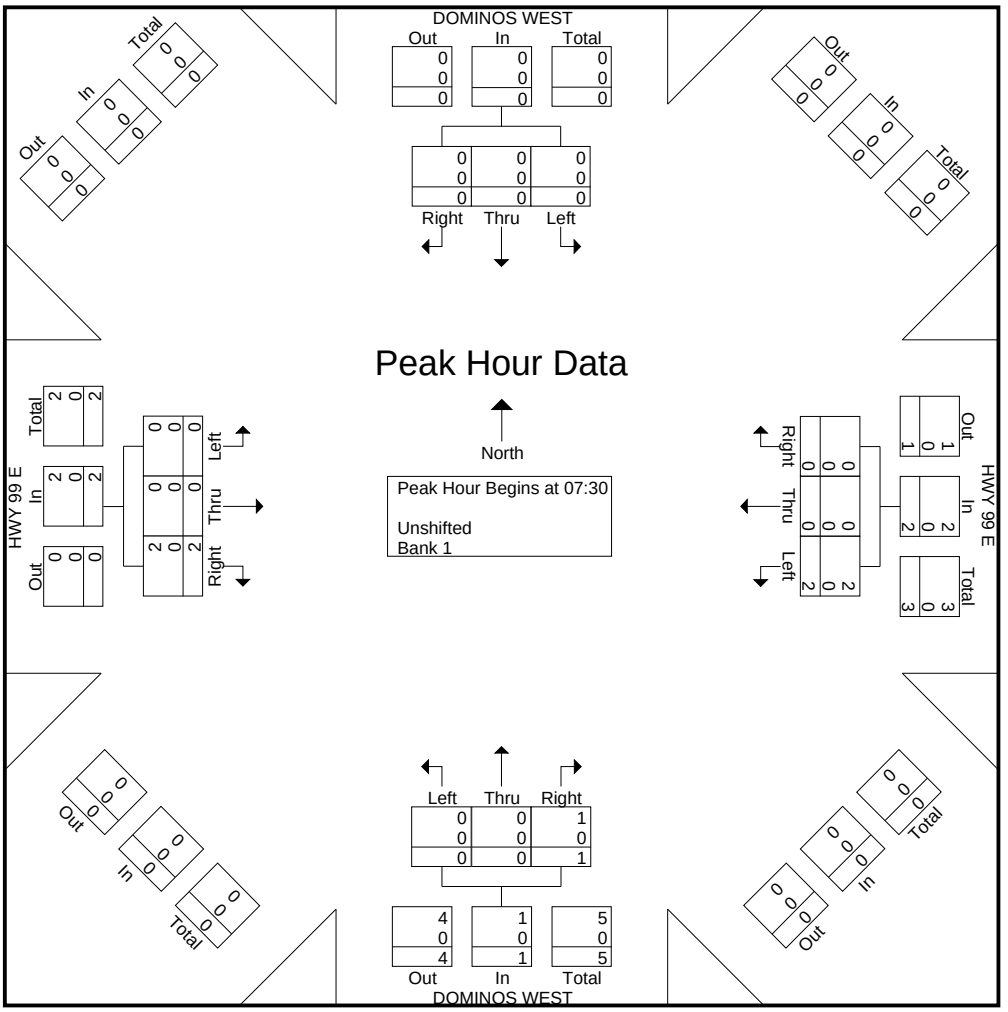
	DOMINOS WEST Southbound					HWY 99 E Westbound					DOMINOS WEST Northbound					HWY 99 E Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	2	2
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	3	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
08:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	2	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	2	0	2	0	4	4
Grand Total	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	0	0	4	0	4	0	7	7
Apprch %	0	0	0			100	0	0			0	0	100			0	0	100					
Total %	0	0	0		0	28.6	0	0		28.6	0	0	14.3		14.3	0	0	57.1		57.1	0	100	
Unshifted	0	0	0		0	2	0	0		2	0	0	1		1	0	0	4		4	0	0	7
% Unshifted	0	0	0	0	0	100	0	0	0	100	0	0	100	0	100	0	0	100	0	100	0	0	100
Bank 1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

File Name : DominosWest&Hwy99 AM
Site Code :
Start Date : 4/4/2012
Page No : 2

	DOMINOS WEST Southbound				HWY 99 E Westbound				DOMINOS WEST Northbound				HWY 99 E Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 to 08:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	**1**	**1**	**2**
08:00	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
08:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	2
Total Volume	0	0	0	0	2	0	0	2	0	0	1	1	0	0	2	2	5
% App. Total	0	0	0		100	0	0		0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.250	.250	.000	.000	.500	.500	.625
Unshifted	0	0	0	0	2	0	0	2	0	0	1	1	0	0	2	2	5
% Unshifted	0	0	0	0	100	0	0	100	0	0	100	100	0	0	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

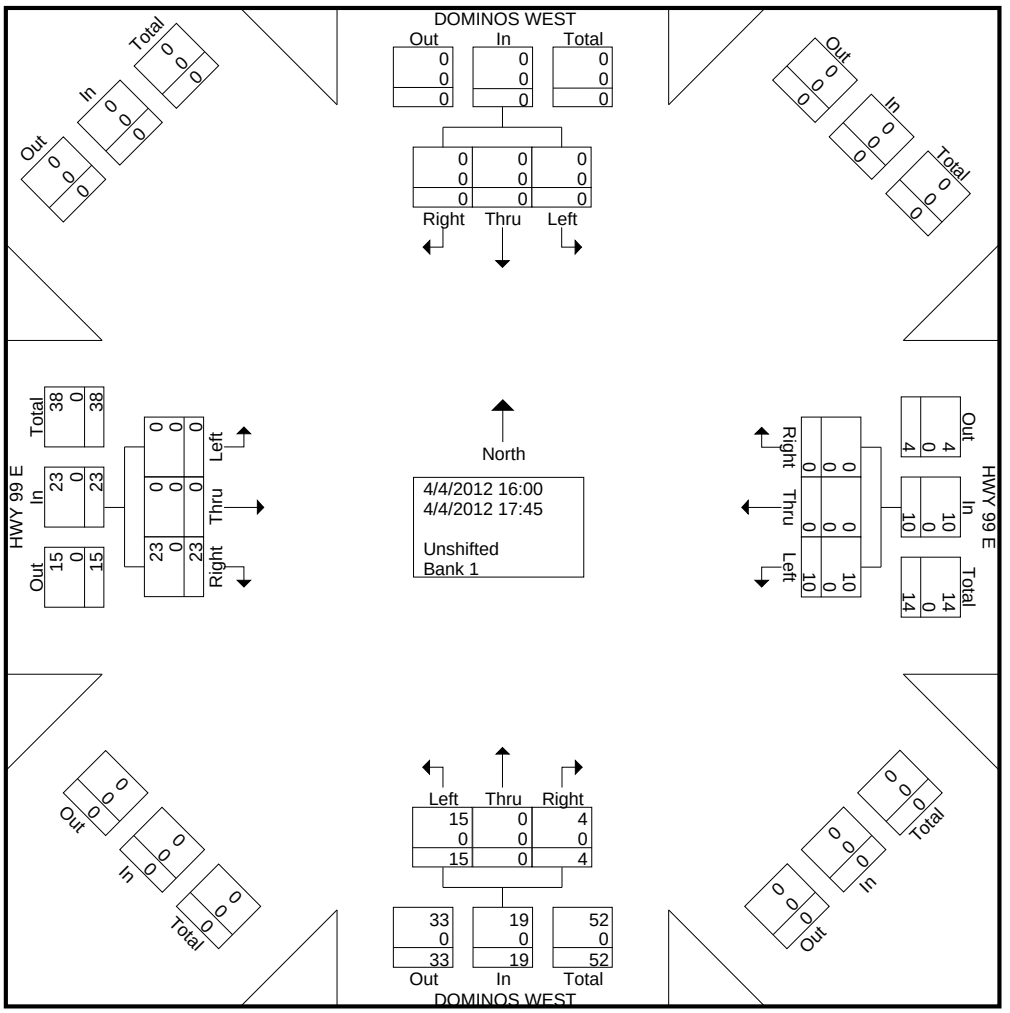


All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

File Name : DominosWest&Hwy99 PM
Site Code :
Start Date : 4/4/2012
Page No : 1

Groups Printed- Unshifted - Bank 1

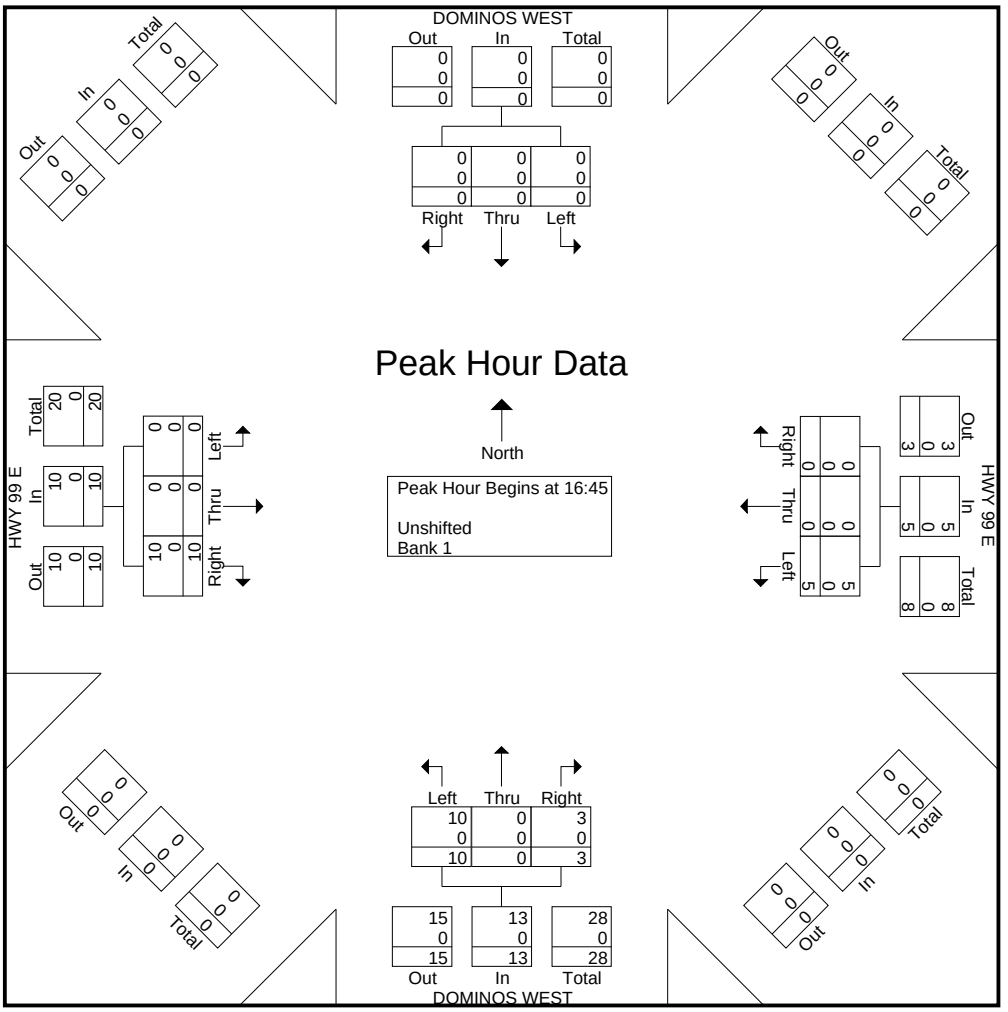
	DOMINOS WEST Southbound					HWY 99 E Westbound					DOMINOS WEST Northbound					HWY 99 E Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	5	0	5	1	6	7
16:15	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	0	0	2	0	2	0	5	5
16:30	0	0	0	0	0	2	0	0	0	2	3	0	0	0	3	0	0	2	0	2	0	7	7
16:45	0	0	0	0	0	2	0	0	0	2	3	0	0	0	3	0	0	0	0	0	0	5	5
Total	0	0	0	0	0	6	0	0	0	6	7	0	1	1	8	0	0	9	0	9	1	23	24
17:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	5	0	5	0	6	6
17:15	0	0	0	0	0	1	0	0	0	1	2	0	1	0	3	0	0	2	0	2	0	6	6
17:30	0	0	0	0	0	2	0	0	0	2	4	0	2	0	6	0	0	3	0	3	0	11	11
17:45	0	0	0	0	0	1	0	0	0	1	1	0	0	1	1	0	0	4	0	4	1	6	7
Total	0	0	0	0	0	4	0	0	0	4	8	0	3	1	11	0	0	14	0	14	1	29	30
Grand Total	0	0	0	0	0	10	0	0	0	10	15	0	4	2	19	0	0	23	0	23	2	52	54
Apprch %	0	0	0			100	0	0			78.9	0	21.1			0	0	100					
Total %	0	0	0		0	19.2	0	0		19.2	28.8	0	7.7		36.5	0	0	44.2		44.2	3.7	96.3	
Unshifted	0	0	0		0	10	0	0		10	15	0	4		21	0	0	23		23	0	0	54
% Unshifted	0	0	0	0	0	100	0	0	0	100	100	0	100	100	100	0	0	100	0	100	0	0	100
Bank 1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

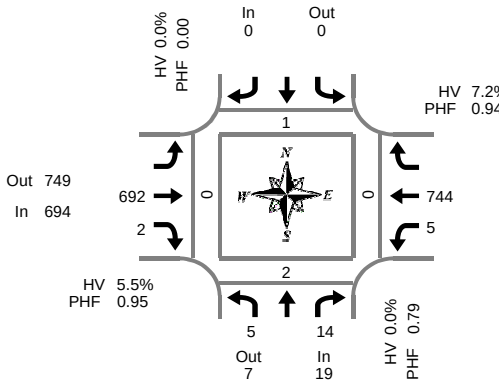
File Name : DominosWest&Hwy99 PM
Site Code :
Start Date : 4/4/2012
Page No : 2

	DOMINOS WEST Southbound				HWY 99 E Westbound				DOMINOS WEST Northbound				HWY 99 E Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:45 to 17:30 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	0	0	**2**	0	0	**2**	3	0	0	3	0	0	0	0	5
17:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	**5**	**5**	6
17:15	0	0	0	0	1	0	0	1	2	0	1	3	0	0	2	2	6
17:30	0	0	0	0	2	0	0	2	**4**	0	**2**	**6**	0	0	3	3	**11**
Total Volume	0	0	0	0	5	0	0	5	10	0	3	13	0	0	10	10	28
% App. Total	0	0	0		100	0	0		76.9	0	23.1		0	0	100		
PHF	.000	.000	.000	.000	.625	.000	.000	.625	.625	.000	.375	.542	.000	.000	.500	.500	.636
Unshifted	0	0	0	0	5	0	0	5	10	0	3	13	0	0	10	10	28
% Unshifted	0	0	0	0	100	0	0	100	100	0	100	100	0	0	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:30 AM to 8:30 AM

S Knott St & Hwy 99 E

Wednesday, April 04, 2012
7:00 AM to 9:00 AM

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound S Knott St			Southbound S Knott St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Interval Total	Pedestrians Crosswalk			
	L		R				T	R		L	T			North	South	East	West
7:00 AM	1		4				156	0		0	150		311	0	1	0	0
7:15 AM	1		1				164	0		2	149		317	0	0	0	0
7:30 AM	1		5				175	0		2	181		364	1	0	0	0
7:45 AM	2		3				181	1		1	174		362	0	1	0	0
8:00 AM	2		1				162	0		0	191		356	0	1	0	0
8:15 AM	0		5				174	1		2	198		380	0	0	0	0
8:30 AM	1		3				181	1		1	151		338	0	0	0	0
8:45 AM	1		2				135	3		1	137		279	0	2	0	0
Total Survey	9		24				1,328	6		9	1,331		2,707	1	5	0	0

Peak Hour Summary
7:30 AM to 8:30 AM

By Approach	Northbound S Knott St			Southbound S Knott St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Total	Pedestrians Crosswalk			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		North	South	East	West
Volume	19	7	26	0	0	0	694	749	1,443	749	706	1,455	1,462	1	2	0	0
%HV	0.0%			0.0%			5.5%			7.2%			6.3%				
PHF	0.79			0.00			0.95			0.94			0.96				

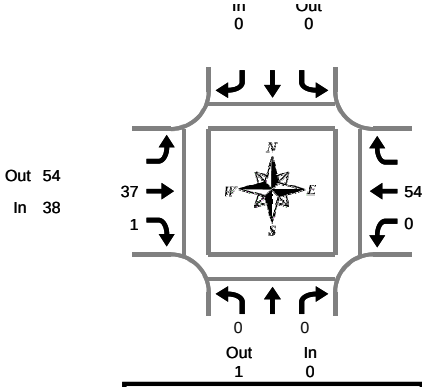
By Movement	Northbound S Knott St			Southbound S Knott St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Total
	L		R				T	R		L	T		
Volume	5		14				692	2		5	744		1,462
%HV	0.0%	NA	0.0%	NA	NA	NA	5.3%	50.0%		0.0%	7.3%	NA	6.3%
PHF	0.63		0.70				0.96	0.50		0.63	0.94		0.96

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound S Knott St			Southbound S Knott St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Interval Total	Pedestrians Crosswalk			
	L		R				T	R		L	T			North	South	East	West
7:00 AM	5		13				676	1		5	654		1,354	1	2	0	0
7:15 AM	6		10				682	1		5	695		1,399	1	2	0	0
7:30 AM	5		14				692	2		5	744		1,462	1	2	0	0
7:45 AM	5		12				698	3		4	714		1,436	0	2	0	0
8:00 AM	4		11				652	5		4	677		1,353	0	3	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



S Knott St & Hwy 99 E

Wednesday, April 04, 2012
7:00 AM to 9:00 AM

Peak Hour Summary
7:30 AM to 8:30 AM

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound S Knott St				Southbound S Knott St				Eastbound Hwy 99 E				Westbound Hwy 99 E				Interval Total
	L		R	Total				Total		T	R	Total	L	T		Total	
7:00 AM	0		0	0				0		11	0	11	0	7		7	18
7:15 AM	0		0	0				0		6	0	6	0	6		6	12
7:30 AM	0		0	0				0		3	0	3	0	11		11	14
7:45 AM	0		0	0				0		12	0	12	0	12		12	24
8:00 AM	0		0	0				0		9	0	9	0	17		17	26
8:15 AM	0		0	0				0		13	1	14	0	14		14	28
8:30 AM	0		0	0				0		13	0	13	0	13		13	26
8:45 AM	0		0	0				0		15	0	15	0	12		12	27
Total Survey	0		0	0				0		82	1	83	0	92		92	175

Heavy Vehicle Peak Hour Summary
7:30 AM to 8:30 AM

By Approach	Northbound S Knott St			Southbound S Knott St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	1	1	0	0	0	38	54	92	54	37	91	92
PHF	0.00			0.00			0.23			0.31			0.28

By Movement	Northbound S Knott St				Southbound S Knott St				Eastbound Hwy 99 E				Westbound Hwy 99 E				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	0		0	0				0		37	1	38	0	54		54	92
PHF	0.00		0.00	0.00				0.00		0.23	0.25	0.23	0.00	0.31		0.31	0.28

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

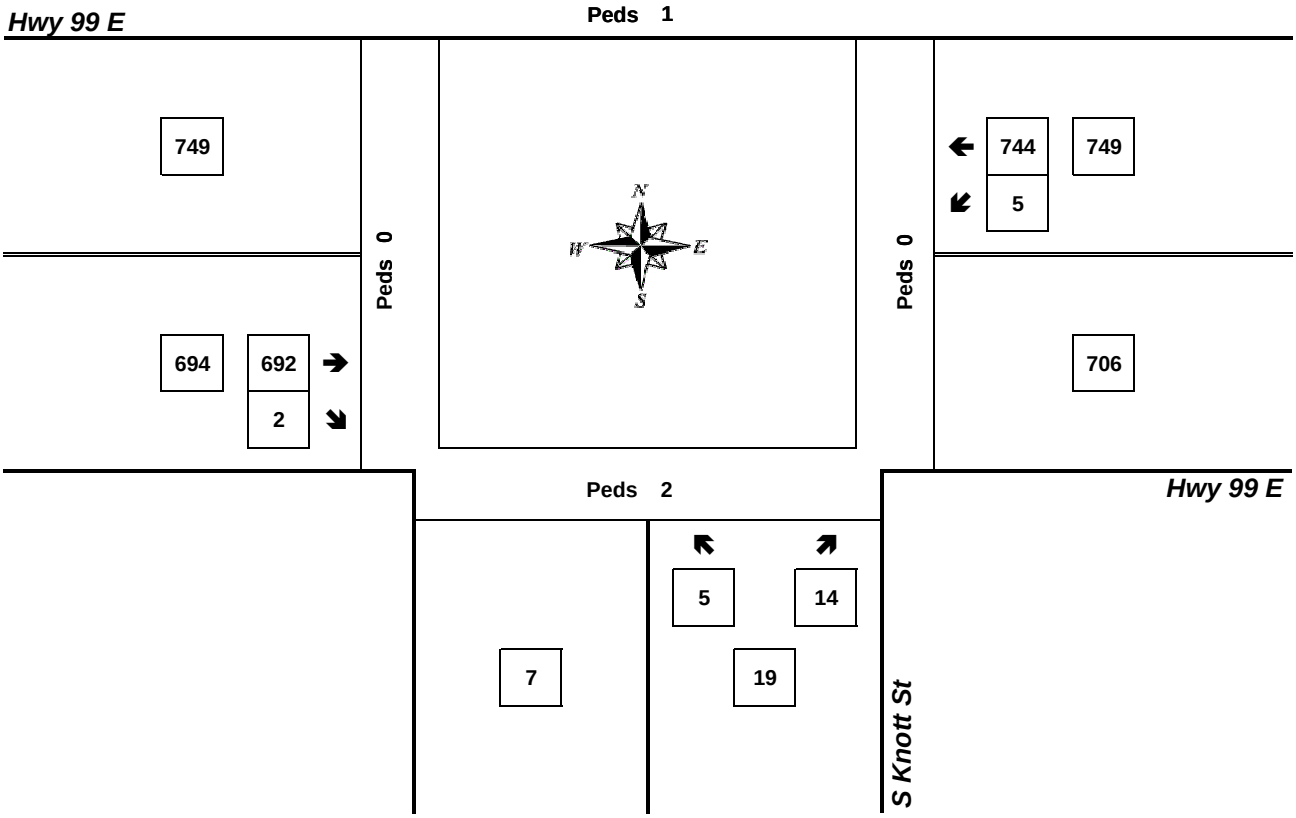
Interval Start Time	Northbound S Knott St				Southbound S Knott St				Eastbound Hwy 99 E				Westbound Hwy 99 E				Interval Total
	L		R	Total				Total		T	R	Total	L	T		Total	
7:00 AM	0		0	0				0		32	0	32	0	36		36	68
7:15 AM	0		0	0				0		30	0	30	0	46		46	76
7:30 AM	0		0	0				0		37	1	38	0	54		54	92
7:45 AM	0		0	0				0		47	1	48	0	56		56	104
8:00 AM	0		0	0				0		50	1	51	0	56		56	107

Peak Hour Summary

Clay Carney
(503) 833-2740

S Knott St & Hwy 99 E

7:30 AM to 8:30 AM
Wednesday, April 04, 2012

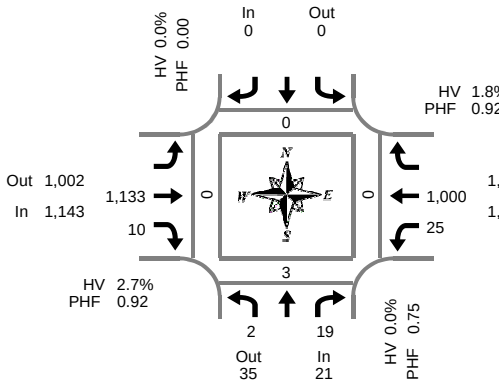


Approach	PHF	HV%	Volume
EB	0.95	5.5%	694
WB	0.94	7.2%	749
NB	0.79	0.0%	19
SB	0.00	0.0%	0
Intersection	0.96	6.3%	1,462

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



S Knott St & Hwy 99 E

Wednesday, April 04, 2012
4:00 PM to 6:00 PM

Peak Hour Summary
4:45 PM to 5:45 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound S Knott St			Southbound S Knott St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Interval Total	Pedestrians Crosswalk			
	L		R				T	R		L	T			North	South	East	West
4:00 PM	0		7				244	1		5	229		486	0	2	0	0
4:15 PM	1		1				266	2		6	236		512	0	0	0	0
4:30 PM	2		3				254	0		4	256		519	0	1	0	0
4:45 PM	0		3				263	3		7	245		521	0	1	0	0
5:00 PM	1		5				308	4		10	268		596	0	0	0	0
5:15 PM	1		6				269	1		6	261		544	0	1	0	0
5:30 PM	0		5				293	2		2	226		528	0	1	0	0
5:45 PM	0		4				208	1		5	192		410	0	11	0	0
Total Survey	5		34				2,105	14		45	1,913		4,116	0	17	0	0

Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound S Knott St			Southbound S Knott St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Total	Pedestrians Crosswalk			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		North	South	East	West
Volume	21	35	56	0	0	0	1,143	1,002	2,145	1,025	1,152	2,177	2,189	0	3	0	0
%HV	0.0%			0.0%			2.7%			1.8%			2.2%				
PHF	0.75			0.00			0.92			0.92			0.92				

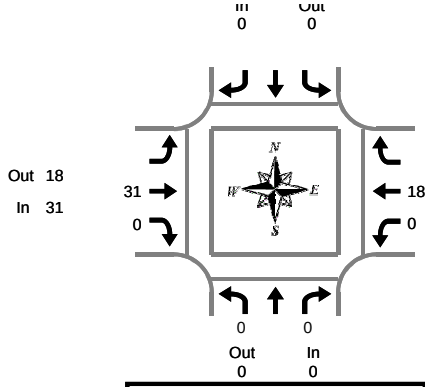
By Movement	Northbound S Knott St			Southbound S Knott St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Total
	L		R				T	R		L	T		
Volume	2		19				1,133	10		25	1,000		2,189
%HV	0.0%	NA	0.0%	NA	NA	NA	2.7%	0.0%		0.0%	1.8%	NA	2.2%
PHF	0.50		0.79				0.92	0.63		0.63	0.93		0.92

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound S Knott St			Southbound S Knott St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Interval Total	Pedestrians Crosswalk			
	L		R				T	R		L	T			North	South	East	West
4:00 PM	3		14				1,027	6		22	966		2,038	0	4	0	0
4:15 PM	4		12				1,091	9		27	1,005		2,148	0	2	0	0
4:30 PM	4		17				1,094	8		27	1,030		2,180	0	3	0	0
4:45 PM	2		19				1,133	10		25	1,000		2,189	0	3	0	0
5:00 PM	2		20				1,078	8		23	947		2,078	0	13	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



S Knott St & Hwy 99 E

Wednesday, April 04, 2012
4:00 PM to 6:00 PM

Peak Hour Summary
4:45 PM to 5:45 PM

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound S Knott St				Southbound S Knott St				Eastbound Hwy 99 E				Westbound Hwy 99 E				Interval Total
	L		R	Total				Total		T	R	Total	L	T		Total	
4:00 PM	0		0	0				0		6	0	6	0	6		6	12
4:15 PM	0		0	0				0		8	0	8	0	7		7	15
4:30 PM	0		1	1				0		5	0	5	0	6		6	12
4:45 PM	0		0	0				0		9	0	9	0	6		6	15
5:00 PM	0		0	0				0		11	0	11	0	4		4	15
5:15 PM	0		0	0				0		7	0	7	0	3		3	10
5:30 PM	0		0	0				0		4	0	4	0	5		5	9
5:45 PM	0		0	0				0		3	0	3	0	4		4	7
Total Survey	0		1	1				0		53	0	53	0	41		41	95

Heavy Vehicle Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound S Knott St			Southbound S Knott St			Eastbound Hwy 99 E			Westbound Hwy 99 E			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	31	18	49	18	31	49	49
PHF	0.00			0.00			0.29			0.24			0.29

By Movement	Northbound S Knott St				Southbound S Knott St				Eastbound Hwy 99 E				Westbound Hwy 99 E				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	0		0	0				0		31	0	31	0	18		18	49
PHF	0.00		0.00	0.00				0.00		0.29	0.00	0.29	0.00	0.24		0.24	0.29

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

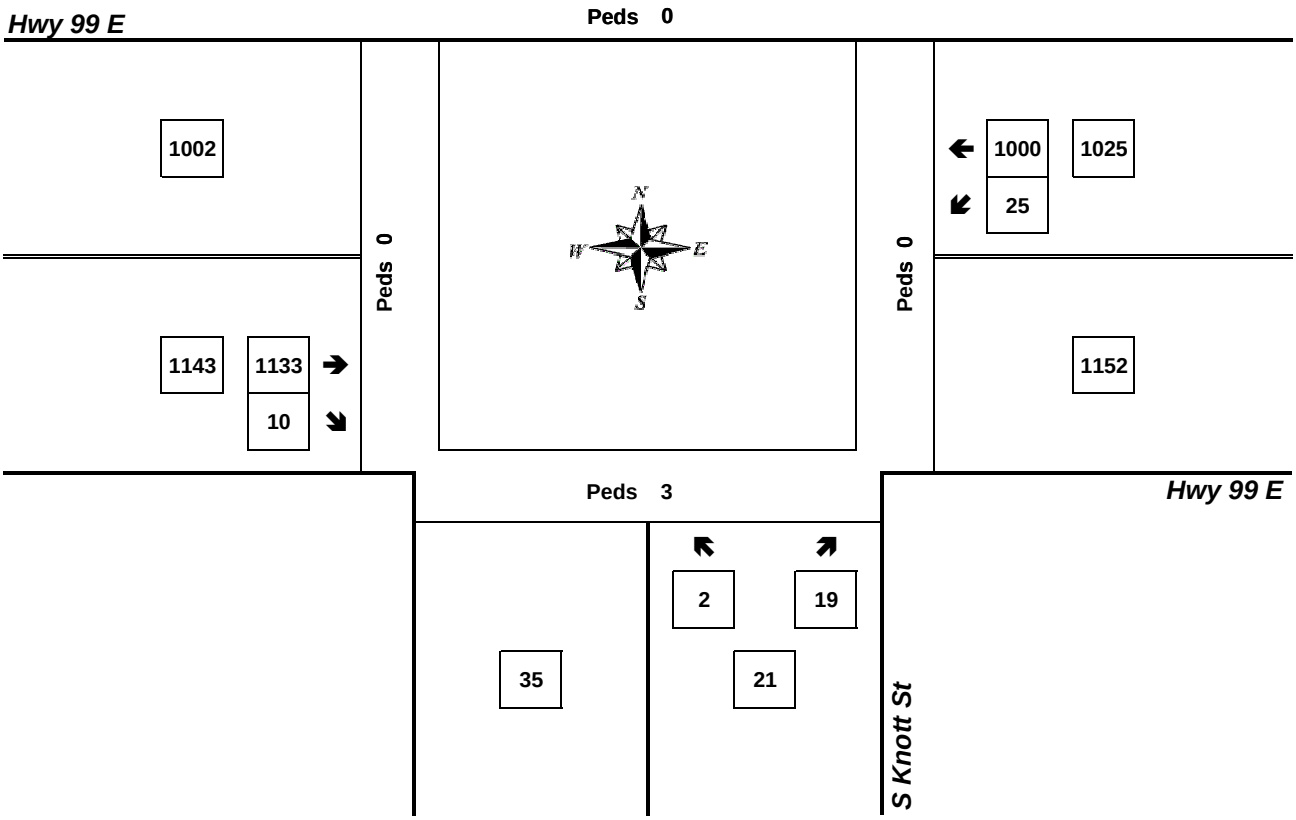
Interval Start Time	Northbound S Knott St				Southbound S Knott St				Eastbound Hwy 99 E				Westbound Hwy 99 E				Interval Total
	L		R	Total				Total		T	R	Total	L	T		Total	
4:00 PM	0		1	1				0		28	0	28	0	25		25	54
4:15 PM	0		1	1				0		33	0	33	0	23		23	57
4:30 PM	0		1	1				0		32	0	32	0	19		19	52
4:45 PM	0		0	0				0		31	0	31	0	18		18	49
5:00 PM	0		0	0				0		25	0	25	0	16		16	41

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

S Knott St & Hwy 99 E

4:45 PM to 5:45 PM
Wednesday, April 04, 2012



Approach	PHF	HV%	Volume
EB	0.92	2.7%	1,143
WB	0.92	1.8%	1,025
NB	0.75	0.0%	21
SB	0.00	0.0%	0
Intersection	0.92	2.2%	2,189

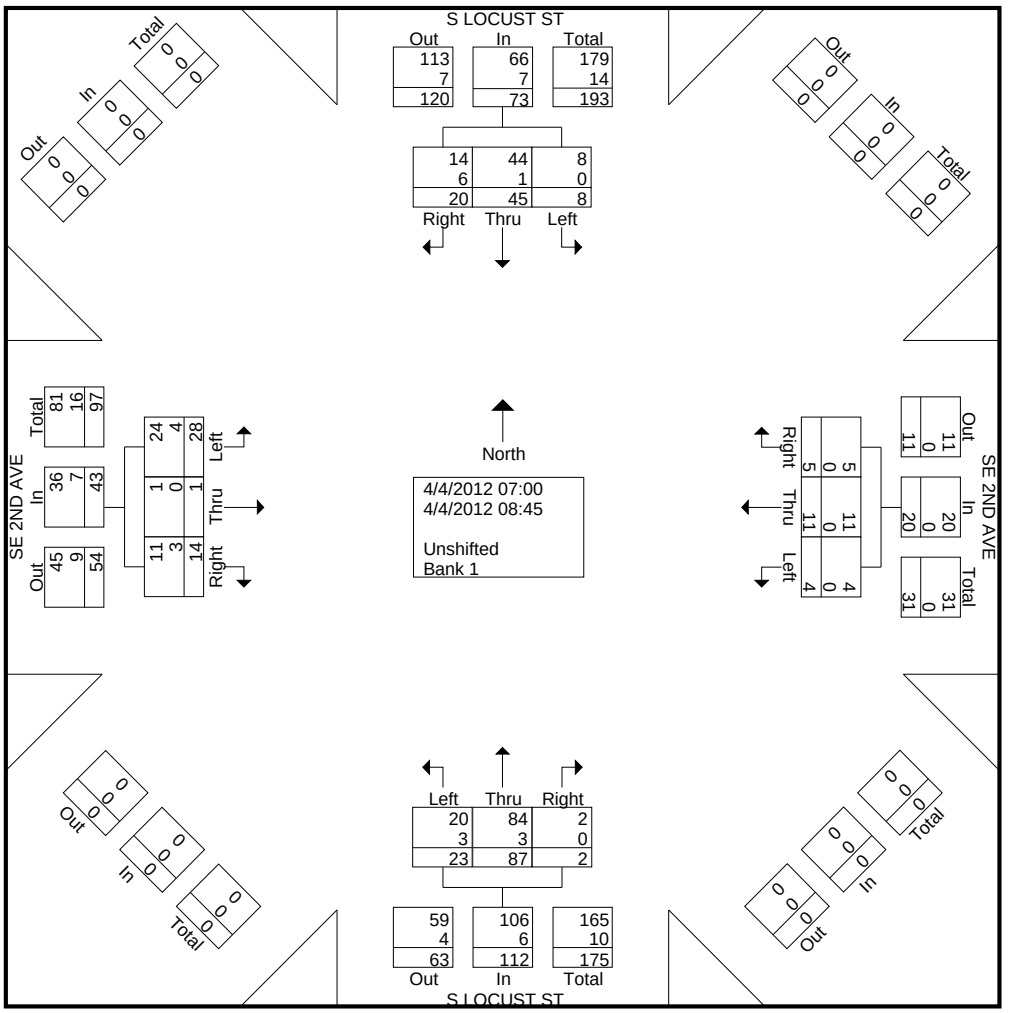
Count Period: 4:00 PM to 6:00 PM

All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

File Name : Locust&2nd AM
Site Code :
Start Date : 4/4/2012
Page No : 1

Groups Printed- Unshifted - Bank 1

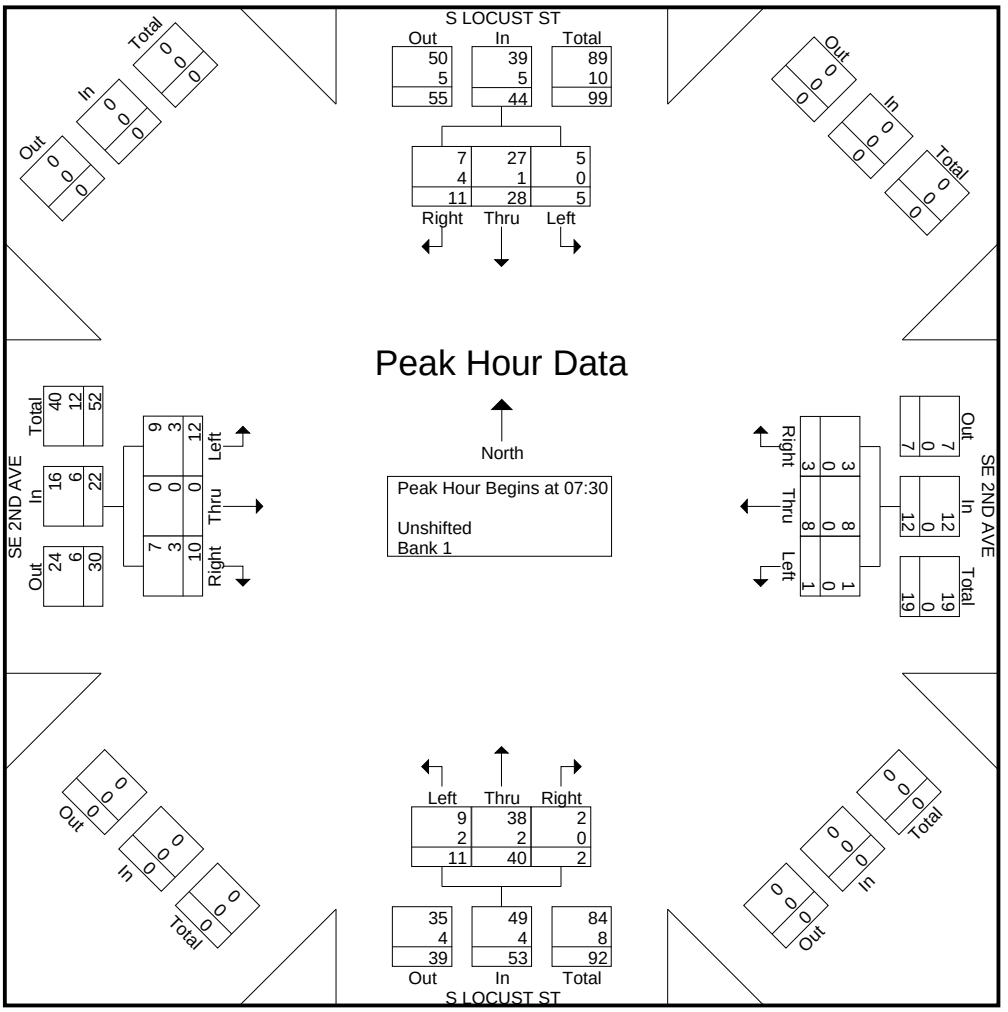
	S LOCUST ST Southbound					SE 2ND AVE Westbound					S LOCUST ST Northbound					SE 2ND AVE Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00	2	5	3	1	10	3	1	1	0	5	4	12	0	1	16	5	0	0	0	5	2	36	38
07:15	0	3	3	0	6	0	0	0	0	0	5	10	0	1	15	3	0	3	1	6	2	27	29
07:30	1	7	4	1	12	0	1	0	2	1	3	13	0	3	16	4	0	1	0	5	6	34	40
07:45	3	2	5	0	10	0	3	1	1	4	3	7	1	2	11	2	0	5	0	7	3	32	35
Total	6	17	15	2	38	3	5	2	3	10	15	42	1	7	58	14	0	9	1	23	13	129	142
08:00	1	13	2	0	16	1	2	2	2	5	3	9	0	8	12	3	0	3	0	6	10	39	49
08:15	0	6	0	0	6	0	2	0	2	2	2	11	1	0	14	3	0	1	0	4	2	26	28
08:30	0	3	3	0	6	0	1	0	0	1	1	13	0	0	14	5	0	1	0	6	0	27	27
08:45	1	6	0	0	7	0	1	1	0	2	2	12	0	1	14	3	1	0	0	4	1	27	28
Total	2	28	5	0	35	1	6	3	4	10	8	45	1	9	54	14	1	5	0	20	13	119	132
Grand Total	8	45	20	2	73	4	11	5	7	20	23	87	2	16	112	28	1	14	1	43	26	248	274
Apprch %	11	61.6	27.4			20	55	25			20.5	77.7	1.8			65.1	2.3	32.6					
Total %	3.2	18.1	8.1		29.4	1.6	4.4	2		8.1	9.3	35.1	0.8		45.2	11.3	0.4	5.6		17.3	9.5	90.5	
Unshifted	8	44	14		68	4	11	5		27	20	84	2		122	24	1	11		37	0	0	254
% Unshifted	100	97.8	70	100	90.7	100	100	100	100	100	87	96.6	100	100	95.3	85.7	100	78.6	100	84.1	0	0	92.7
Bank 1	0	1	6		7	0	0	0		0	3	3	0		6	4	0	3		7	0	0	20
% Bank 1	0	2.2	30	0	9.3	0	0	0	0	0	13	3.4	0	0	4.7	14.3	0	21.4	0	15.9	0	0	7.3



All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

File Name : Locust&2nd AM
Site Code :
Start Date : 4/4/2012
Page No : 2

	S LOCUST ST Southbound				SE 2ND AVE Westbound				S LOCUST ST Northbound				SE 2ND AVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 to 08:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	1	7	4	12	0	1	0	1	**3**	**13**	0	**16**	**4**	0	1	5	34
07:45	**3**	2	**5**	10	0	**3**	1	4	3	7	**1**	11	2	0	**5**	**7**	32
08:00	1	**13**	2	**16**	**1**	2	**2**	**5**	3	9	0	12	3	0	3	6	**39**
08:15	0	6	0	6	0	2	0	2	2	11	1	14	3	0	1	4	26
Total Volume	5	28	11	44	1	8	3	12	11	40	2	53	12	0	10	22	131
% App. Total	11.4	63.6	25		8.3	66.7	25		20.8	75.5	3.8		54.5	0	45.5		
PHF	.417	.538	.550	.688	.250	.667	.375	.600	.917	.769	.500	.828	.750	.000	.500	.786	.840
Unshifted	5	27	7	39	1	8	3	12	9	38	2	49	9	0	7	16	116
% Unshifted	100	96.4	63.6	88.6	100	100	100	100	81.8	95.0	100	92.5	75.0	0	70.0	72.7	88.5
Bank 1	0	1	4	5	0	0	0	0	2	2	0	4	3	0	3	6	15
% Bank 1	0	3.6	36.4	11.4	0	0	0	0	18.2	5.0	0	7.5	25.0	0	30.0	27.3	11.5

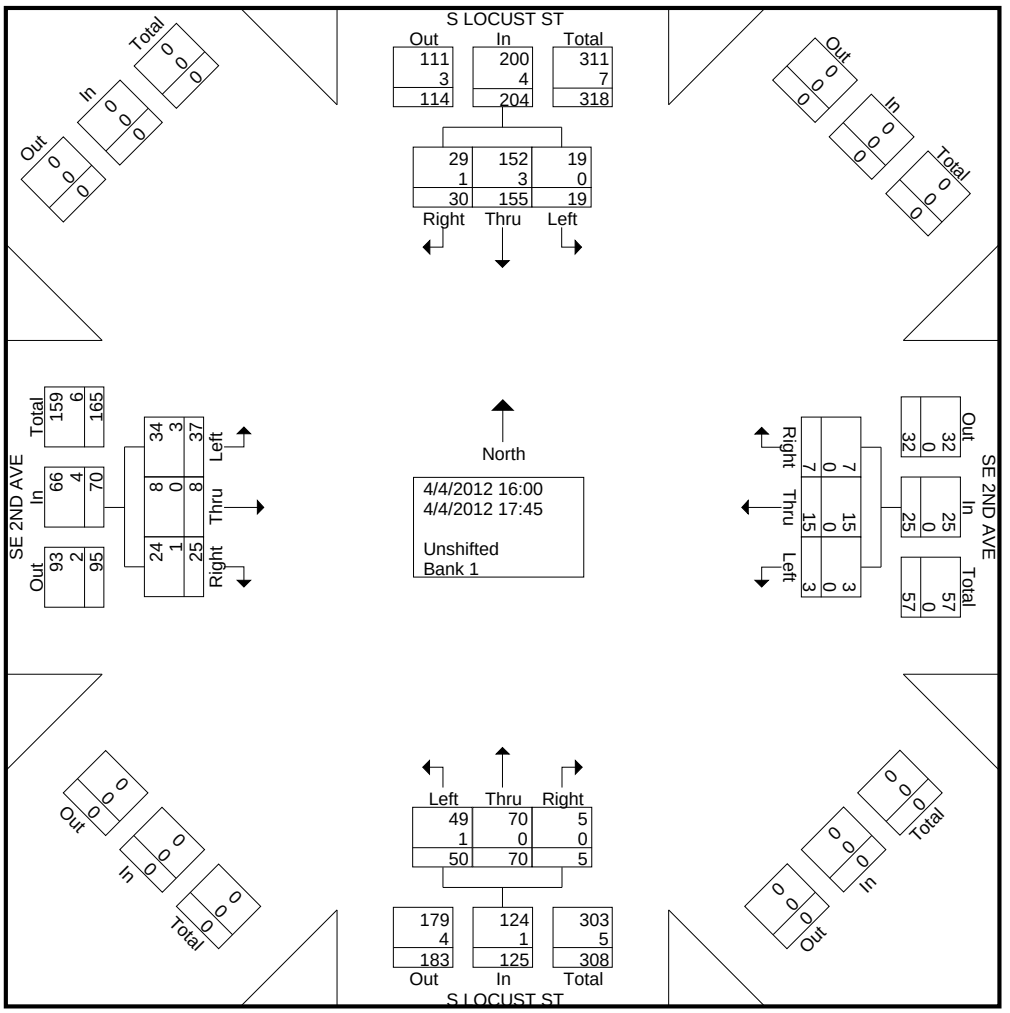


All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

File Name : Locust&2nd PM
Site Code :
Start Date : 4/4/2012
Page No : 1

Groups Printed- Unshifted - Bank 1

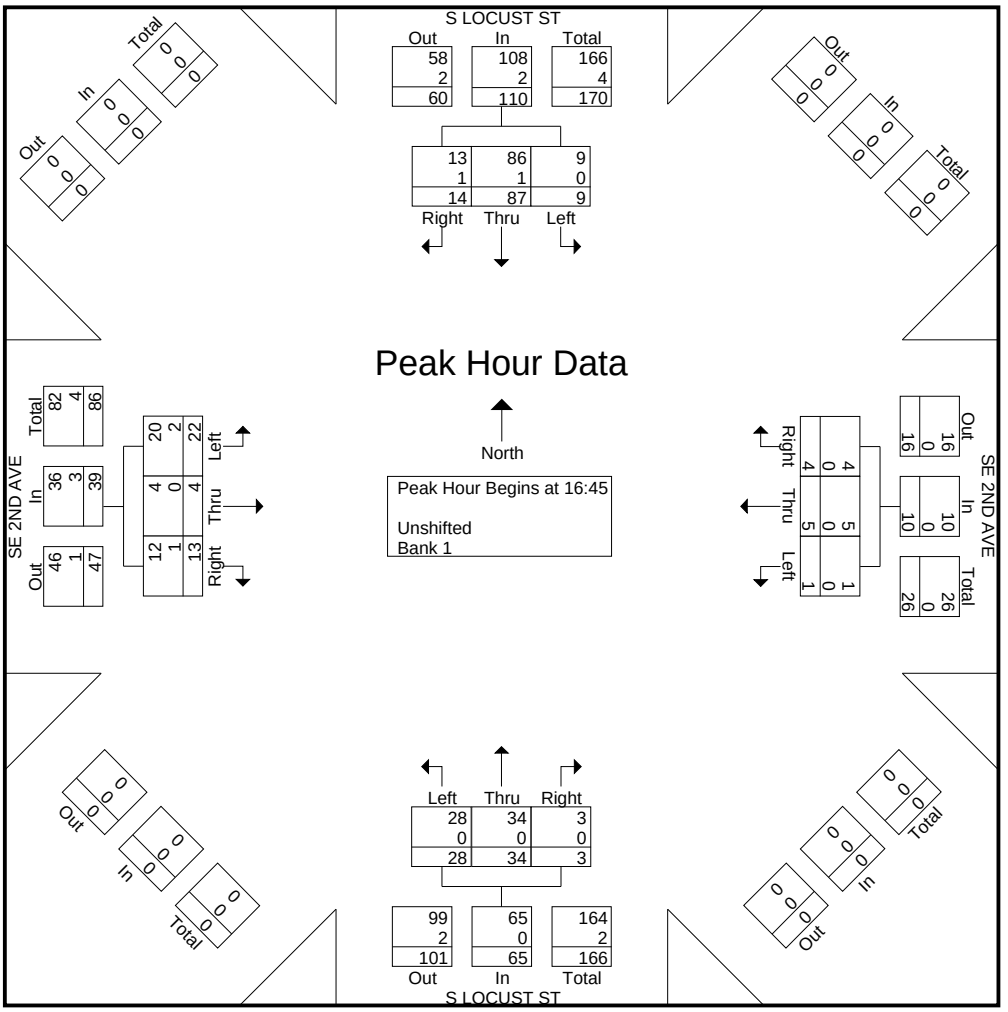
	S LOCUST ST Southbound					SE 2ND AVE Westbound					S LOCUST ST Northbound					SE 2ND AVE Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	4	17	5	0	26	1	4	1	3	6	1	9	0	5	10	2	2	1	0	5	8	47	55
16:15	1	15	3	1	19	0	1	1	0	2	3	6	0	10	9	8	0	2	2	10	13	40	53
16:30	3	16	6	0	25	1	4	0	3	5	15	12	2	4	29	3	1	2	0	6	7	65	72
16:45	2	22	1	0	25	0	1	1	1	2	5	10	0	5	15	8	1	4	0	13	6	55	61
Total	10	70	15	1	95	2	10	3	7	15	24	37	2	24	63	21	4	9	2	34	34	207	241
17:00	3	22	7	2	32	0	0	0	3	0	6	8	1	4	15	7	2	3	0	12	9	59	68
17:15	1	20	1	0	22	0	3	3	1	6	5	9	0	2	14	2	1	2	0	5	3	47	50
17:30	3	23	5	2	31	1	1	0	0	2	12	7	2	2	21	5	0	4	3	9	7	63	70
17:45	2	20	2	0	24	0	1	1	1	2	3	9	0	3	12	2	1	7	0	10	4	48	52
Total	9	85	15	4	109	1	5	4	5	10	26	33	3	11	62	16	4	16	3	36	23	217	240
Grand Total	19	155	30	5	204	3	15	7	12	25	50	70	5	35	125	37	8	25	5	70	57	424	481
Apprch %	9.3	76	14.7			12	60	28			40	56	4			52.9	11.4	35.7					
Total %	4.5	36.6	7.1		48.1	0.7	3.5	1.7		5.9	11.8	16.5	1.2		29.5	8.7	1.9	5.9		16.5	11.9	88.1	
Unshifted	19	152	29		205	3	15	7		37	49	70	5		159	34	8	24		71	0	0	472
% Unshifted	100	98.1	96.7	100	98.1	100	100	100	100	100	98	100	100	100	99.4	91.9	100	96	100	94.7	0	0	98.1
Bank 1	0	3	1		4	0	0	0		0	1	0	0		1	3	0	1		4	0	0	9
% Bank 1	0	1.9	3.3	0	1.9	0	0	0	0	0	2	0	0	0	0.6	8.1	0	4	0	5.3	0	0	1.9



All Traffic Data Services, Inc.
15105 SE 17th St. Vancouver, WA. 98683
503-833-2740

File Name : Locust&2nd PM
Site Code :
Start Date : 4/4/2012
Page No : 2

	S LOCUST ST Southbound				SE 2ND AVE Westbound				S LOCUST ST Northbound				SE 2ND AVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:45 to 17:30 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	2	22	1	25	0	1	1	2	5	**10**	0	15	**8**	1	**4**	**13**	55
17:00	**3**	22	**7**	**32**	0	0	0	0	6	8	1	15	7	**2**	3	12	59
17:15	1	20	1	22	0	**3**	**3**	**6**	5	9	0	14	2	1	2	5	47
17:30	3	**23**	5	31	**1**	1	0	2	**12**	7	**2**	**21**	5	0	4	9	**63**
Total Volume	9	87	14	110	1	5	4	10	28	34	3	65	22	4	13	39	224
% App. Total	8.2	79.1	12.7		10	50	40		43.1	52.3	4.6		56.4	10.3	33.3		
PHF	.750	.946	.500	.859	.250	.417	.333	.417	.583	.850	.375	.774	.688	.500	.813	.750	.889
Unshifted	9	86	13	108	1	5	4	10	28	34	3	65	20	4	12	36	219
% Unshifted	100	98.9	92.9	98.2	100	100	100	100	100	100	100	100	90.9	100	92.3	92.3	97.8
Bank 1	0	1	1	2	0	0	0	0	0	0	0	0	2	0	1	3	5
% Bank 1	0	1.1	7.1	1.8	0	0	0	0	0	0	0	0	9.1	0	7.7	7.7	2.2



APPENDIX D

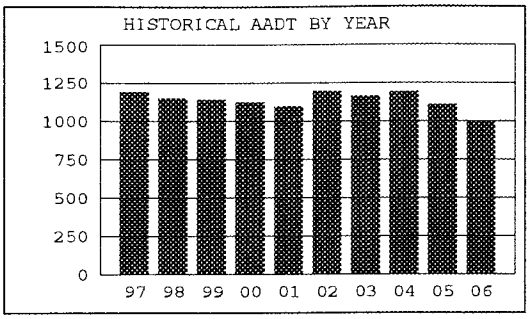
Seasonal Adjustment

2011 ATR CHARACTERISTIC TABLE (Printed: 10/27/11)										
SEASONAL TRAFFIC TREND	**AREA TYPE**	**# OF LANES**	**WEEKLY TRAFFIC TREND**	**AADT**	**OHP CLASSIFICATION**	**ATR**	**COUNTY**	**HIGHWAY ROUTE, NAME, & LOCATION**	**MP**	**STATE HIGHWAY NUMBER**
COMMUTER	SMALL URBAN	5	WEEKDAY	22500	REGIONAL HIGHWAY	**18-018**	KLAMATH	OR39, KLAMATH FALLS-MALLIN HWY, 0.46 MILES SOUTH OF MAIN STREET	-4.00	50

Location: OR140 MP 44.98, KLAMATH FALLS-LAKEVIEW HWY, NO. 20 Recorder: BEATTY, 18-017
4.20 miles east of Yellow Jacket Springs Rd Installed: January, 1958

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent_of_ADT Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1997	1192	191	16.4	14.4	13.3	12.8
1998	1151	212	17.5	14.5	13.4	13.0
1999	1143	208	17.9	14.8	13.6	12.9
2000	1125	187	16.1	13.8	12.9	12.7
2001	1098	190	16.3	14.2	13.3	12.6
2002	1196	187	15.6	13.8	13.1	12.6
2003	1163	196	16.6	13.8	12.7	12.5
2004	1191	182	30.8	13.5	12.7	12.3
2005	1107	181	15.4	13.5	13.0	12.5
2006	997	183	16.2	14.0	13.3	12.7



2006 TRAFFIC DATA

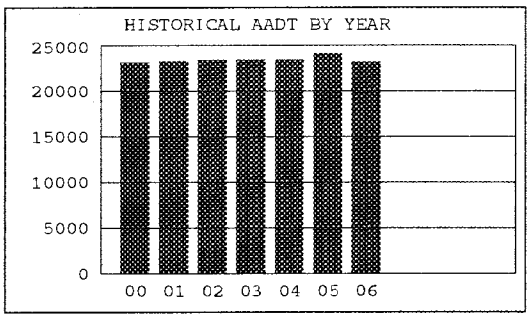
	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	709	71	656	66
February	817	82	784	79
March	793	80	751	75
April	881	88	859	86
May	1042	105	1043	105
June	1280	128	1255	126
July	1323	133	1324	133
August	1330	133	1311	131
September	1270	127	1274	128
October	1158	116	1152	116
November	822	82	823	83
December	770	77	732	73

Classification Breakdown	Percent of ADT
Passenger Cars	21.4
Other 2 axle 4 tire vehicles	55.0
Single Unit 2 axle 6 tire	6.9
Single Unit 3 axle	5.0
Single Unit 4 axle or more	0.1
Single Trailer Truck 4 axle or less	0.0
Single Trailer Truck 5 axle	7.8
Single Trailer Truck 6 axle or more	0.3
Dbl-Trailer Truck 5 axle or less	1.1
Dbl-Trailer Truck 6 axle	0.0
Dbl-Trailer Truck 7 axle or more	0.9
Triple Trailer Trucks	0.0
Buses	1.2
Motorcycles & Scooters	0.3

Location: OR39/US97B MP -4.00, K FALLS-MALIN HWY, NO. 50 Recorder: KLAMATH FALLS, 18-018
0.46 mile south of Main St Installed: November, 1999

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent_of_ADT Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
2000	23138	125	11.2	10.6	10.4	10.2
2001	23222	127	11.3	10.6	10.4	10.4
2002	23376	125	10.9	10.5	10.4	10.3
2003	23385	127	10.5	10.3	10.1	10.0
2004	23432	125	10.5	10.1	10.0	9.9
2005	24085	129	11.0	10.4	10.3	10.1
2006	23202	***	****	****	****	****



2006 TRAFFIC DATA

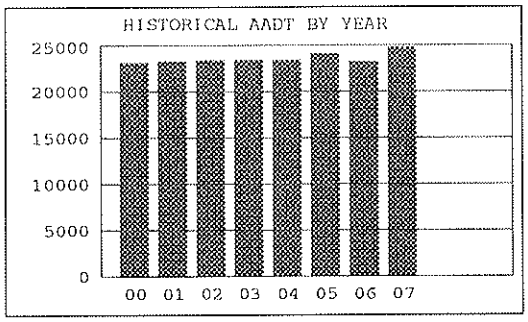
	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	20828	90	18771	81
February	22785	98	20484	88
March	22480	97	20266	87
April	24249	105	21924	94
May	26591	115	24629	106
June	27692	119	25314	109
July	26358	114	24319	105
August	26707	115	24153	104
September	29745	128	26831	116
October	29335	126	26431	114
November	25510	110	23051	99
December	23965	103	22245	96

Classification Breakdown	Percent of ADT
Passenger Cars	39.5
Other 2 axle 4 tire vehicles	56.4
Single Unit 2 axle 6 tire	1.8
Single Unit 3 axle	0.4
Single Unit 4 axle or more	0.0
Single Trailer Truck 4 axle or less	0.0
Single Trailer Truck 5 axle	0.7
Single Trailer Truck 6 axle or more	0.1
Dbl-Trailer Truck 5 axle or less	0.0
Dbl-Trailer Truck 6 axle	0.0
Dbl-Trailer Truck 7 axle or more	0.1
Triple Trailer Trucks	0.0
Buses	0.7
Motorcycles & Scooters	0.3

Location: OR39-US97BUS MP -4.00, K-FALLS-MALIN HWY, NO. 50 Recorder: KLAMATH FALLS, 18-018
0.46 miles south of Main St Installed: November, 1999

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent_of_ADT Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
2000	23138	125	11.2	10.6	10.4	10.2
2001	23222	127	11.3	10.6	10.4	10.4
2002	23376	125	10.9	10.5	10.4	10.3
2003	23385	127	10.5	10.3	10.1	10.0
2004	23432	125	10.5	10.1	10.0	9.9
2005	24085	129	11.0	10.4	10.3	10.1
2006	23202	***	****	****	****	****
2007	24757	131	11.6	10.6	10.5	10.4



2007 TRAFFIC DATA

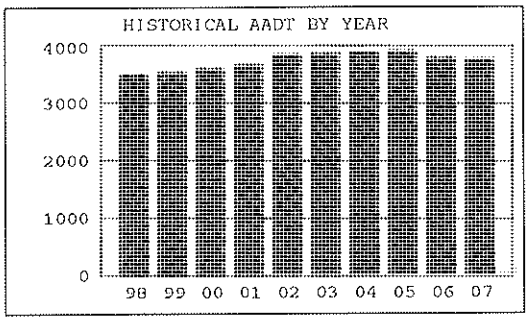
	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	24507	99	22528	91
February	25040	101	22880	92
March	26201	106	24001	97
April	28470	115	25708	104
May	28797	116	26142	106
June	29643	120	26920	109
July	27687	112	25242	102
August	28088	113	25452	103
September	28861	117	26166	106
October	29132	118	26324	106
November	27012	109	24426	99
December	23211	94	21294	86

Classification Breakdown	Percent of ADT
Passenger Cars	67.6
Other 2 axle 4 tire vehicles	28.5
Single Unit 2 axle 6 tire	1.4
Single Unit 3 axle	0.4
Single Unit 4 axle or more	0.1
Single Trailer Truck 4 axle or less	0.3
Single Trailer Truck 5 axle	0.5
Single Trailer Truck 6 axle or more	0.1
Dbl-Trailer Truck 5 axle or less	0.0
Dbl-Trailer Truck 6 axle	0.0
Dbl-Trailer Truck 7 axle or more	0.1
Triple Trailer Trucks	0.0
Buses	0.6
Motorcycles & Scooters	0.5

Location: US97 MP 291.73, THE DALLES-CALIFORNIA HWY, NO. 4 Recorder: MIDLAND, 18-019
At the Oregon-California State Line Installed: January, 1955

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent_of_ADT Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1998	3515	160	14.3	12.0	11.6	11.2
1999	3544	162	13.2	12.0	11.3	11.0
2000	3616	163	12.9	11.6	11.2	10.9
2001	3669	150	14.6	12.1	11.7	11.4
2002	3848	162	14.8	12.8	11.8	11.5
2003	3869	159	14.3	12.4	11.7	11.3
2004	3884	154	13.3	12.3	11.5	11.2
2005	3901	170	20.1	13.0	12.1	11.8
2006	3786	169	16.7	12.1	11.5	11.3
2007	3755	147	14.0	12.2	11.8	11.5



2007 TRAFFIC DATA

	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	2807	75	2769	74
February	2734	73	2810	75
March	3233	86	3350	89
April	3590	96	3662	98
May	3967	106	3973	106
June	4377	117	4528	121
July	4557	121	4774	127
August	4511	120	4726	126
September	4159	111	4156	111
October	3840	102	3857	103
November	3504	93	3565	95
December	2810	75	2893	77

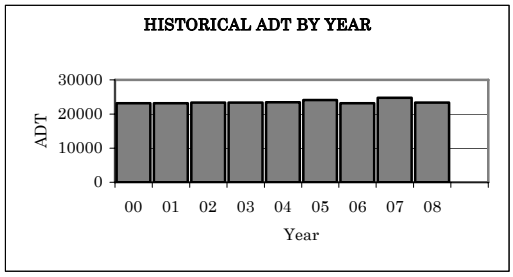
Classification Breakdown	Percent of ADT
Passenger Cars	34.8
Other 2 axle 4 tire vehicles	27.6
Single Unit 2 axle 6 tire	8.6
Single Unit 3 axle	1.4
Single Unit 4 axle or more	0.0
Single Trailer Truck 4 axle or less	2.5
Single Trailer Truck 5 axle	23.3
Single Trailer Truck 6 axle or more	0.3
Dbl-Trailer Truck 5 axle or less	0.2
Dbl-Trailer Truck 6 axle	0.3
Dbl-Trailer Truck 7 axle or more	0.0
Triple Trailer Trucks	0.0
Buses	0.3
Motorcycles & Scooters	0.7

Location: OR39; MP -4.00; KLAMATH FALLS-MALIN HIGHWAY NO. 50; 0.46 mile south of Main Street

Site Name: Klamath Falls (18-018)
Installed: November, 1999

HISTORICAL TRAFFIC DATA

			Percent of AADT			
Year	Average Daily Traffic	Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
2000	23138	125	11.2	10.6	10.4	10.2
2001	23222	127	11.3	10.6	10.4	10.4
2002	23376	125	10.9	10.5	10.4	10.3
2003	23385	127	10.5	10.3	10.1	10.0
2004	23432	125	10.5	10.1	10.0	9.9
2005	24085	129	11.0	10.4	10.3	10.1
2006	23202	***	***	***	***	***
2007	24757	131	11.6	10.6	10.5	10.4
2008	23409	131	10.8	10.4	10.3	10.2



2008 TRAFFIC DATA

	Average Weekday Traffic	Percent of AADT	Average Daily Traffic	Percent of AADT
January	22166	95	20556	88
February	24464	105	21574	92
March	25172	108	22751	97
April	26888	115	24295	104
May	26774	114	24622	105
June	26491	113	24285	104
July	25518	109	22807	97
August	25267	108	22927	98
September	26814	115	24978	107
October	29187	125	26905	115
November	27376	117	25210	108
December	23000	98	20000	85

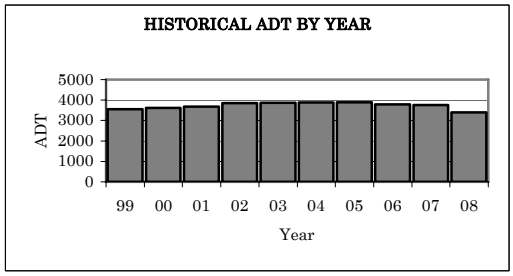
Classification Breakdown	Percent of AADT
Motorcyles	0.5
Passenger cars	67.6
Light Trucks	28.5
Buses	0.6
Single unit trucks (2 axles)	1.4
Single unit trucks (3 axles)	0.4
Single unit trucks (4 or more axles)	0.1
Single trailer trucks (4 or less axles)	0.3
Single trailer trucks (5 axles)	0.5
Single trailer trucks (6 or more axles)	0.1
Multi trailer trucks (5 or less axles)	0.0
Multi trailer trucks (6 axles)	0.0
Multi trailer trucks (7 or more axles)	0.1

Location: US97; MP 291.73; THE DALLES-CALIFORNIA HIGHWAY NO. 4; At the Oregon-California State Line

Site Name: Midland (18-019)
Installed: January, 1955

HISTORICAL TRAFFIC DATA

			Percent of AADT			
Year	Average Daily Traffic	Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1999	3544	162	13.2	12.0	11.3	11.0
2000	3616	163	12.9	11.6	11.2	10.9
2001	3669	150	14.6	12.1	11.7	11.4
2002	3848	162	14.8	12.8	11.8	11.5
2003	3869	159	14.3	12.4	11.7	11.3
2004	3884	154	13.3	12.3	11.5	11.2
2005	3901	170	20.1	13.0	12.1	11.8
2006	3786	169	16.7	12.1	11.5	11.3
2007	3755	147	14.0	12.2	11.8	11.5
2008	3402	159	15.1	13.0	12.1	11.7



2008 TRAFFIC DATA

	Average Weekday Traffic	Percent of AADT	Average Daily Traffic	Percent of AADT
January	2201	65	2194	64
February	2576	76	2519	74
March	2982	88	3084	91
April	3079	91	3174	93
May	3593	106	3582	105
June	4000	118	4120	121
July	4324	127	4395	129
August	4152	122	4300	126
September	3778	111	3796	112
October	3768	111	3742	110
November	3247	95	3327	98
December	2619	77	2591	76

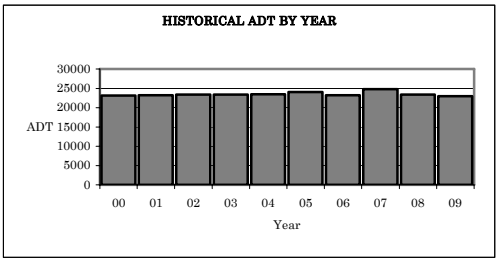
Classification Breakdown	Percent of AADT
Motorcyles	0.7
Passenger cars	33.7
Light Trucks	27.5
Buses	0.3
Single unit trucks (2 axles)	9.9
Single unit trucks (3 axles)	0.9
Single unit trucks (4 or more axles)	0.0
Single trailer trucks (4 or less axles)	2.6
Single trailer trucks (5 axles)	23.7
Single trailer trucks (6 or more axles)	0.3
Multi trailer trucks (5 or less axles)	0.2
Multi trailer trucks (6 axles)	0.3
Multi trailer trucks (7 or more axles)	0.0

Location: OR39; MP -4.00; KLAMATH FALLS-MALIN HIGHWAY NO. 50; 0.46 mile south of Main Street

Site Name: Klamath Falls (18-018)
Installed: November, 1999

HISTORICAL TRAFFIC DATA

		Percent of ADT				
Year	Average Daily Traffic	Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
2000	23138	125	11.2	10.6	10.4	10.2
2001	23222	127	11.3	10.6	10.4	10.4
2002	23376	125	10.9	10.5	10.4	10.3
2003	23385	127	10.5	10.3	10.1	10.0
2004	23432	125	10.5	10.1	10.0	9.9
2005	24085	129	11.0	10.4	10.3	10.1
2006	23202	***	***	***	***	***
2007	24757	131	11.6	10.6	10.5	10.4
2008	23409	131	10.8	10.4	10.3	10.2
2009	22965	128	12.6	10.2	10.1	10.0



2009 TRAFFIC DATA

	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	26336	115	24425	106
February	26400	115	24500	107
March	24395	106	22076	96
April	26366	115	23979	104
May	25925	113	23749	103
June	26022	113	23827	104
July	25165	110	22537	98
August	25082	109	22781	99
September	24666	107	22445	98
October	25456	111	23374	102
November	24003	105	21674	94
December	22810	99	20209	88

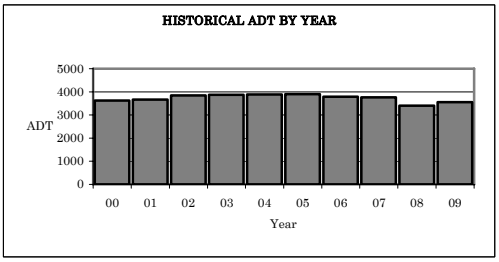
Classification Breakdown	Percent of ADT
Motorcyles	0.48
Passenger cars	67.62
Light Trucks	28.50
Buses	0.58
Single unit trucks (2 axles)	1.38
Single unit trucks (3 axles)	0.41
Single unit trucks (4 or more axles)	0.05
Single trailer trucks (4 or less axles)	0.32
Single trailer trucks (5 axles)	0.46
Single trailer trucks (6 or more axles)	0.13
Multi trailer trucks (5 or less axles)	0.01
Multi trailer trucks (6 axles)	0.00
Multi trailer trucks (7 or more axles)	0.06

Location: US97; MP 291.73; THE DALLES-CALIFORNIA HIGHWAY NO. 4; At the Oregon-California State Line

Site Name: Midland (18-019)
Installed: January, 1955

HISTORICAL TRAFFIC DATA

		Percent of ADT				
Year	Average Daily Traffic	Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
2000	3616	163	12.9	11.6	11.2	10.9
2001	3669	150	14.6	12.1	11.7	11.4
2002	3848	162	14.8	12.8	11.8	11.5
2003	3869	159	14.3	12.4	11.7	11.3
2004	3884	154	13.3	12.3	11.5	11.2
2005	3901	170	20.1	13.0	12.1	11.8
2006	3786	169	16.7	12.1	11.5	11.3
2007	3755	147	14.0	12.2	11.8	11.5
2008	3402	159	15.1	13.0	12.1	11.7
2009	3550	157	14.5	12.9	12.2	11.8



2009 TRAFFIC DATA

	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	2483	70	2540	72
February	2525	71	2564	72
March	2842	80	2969	84
April	3308	93	3408	96
May	3734	105	3754	106
June	4258	120	4403	124
July	4503	127	4624	130
August	4421	125	4559	128
September	3976	112	4019	113
October	3702	104	3785	107
November	3255	92	3241	91
December	2783	78	2729	77

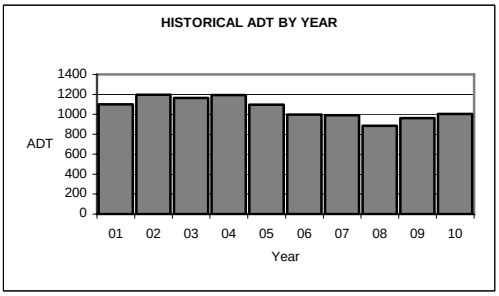
Classification Breakdown	Percent of ADT
Motorcyles	0.62
Passenger cars	32.93
Light Trucks	28.34
Buses	0.31
Single unit trucks (2 axles)	11.88
Single unit trucks (3 axles)	0.48
Single unit trucks (4 or more axles)	0.02
Single trailer trucks (4 or less axles)	2.77
Single trailer trucks (5 axles)	21.94
Single trailer trucks (6 or more axles)	0.23
Multi trailer trucks (5 or less axles)	0.23
Multi trailer trucks (6 axles)	0.24
Multi trailer trucks (7 or more axles)	0.01

Location: OR140; MP 44.98; KLAMATH FALLS-LAKEVIEW HIGHWAY NO. 20; 4.20 miles east of Yellow Jacket Springs Road at Beatty

Site Name: Beatty (18-017)
Installed: December, 1969

HISTORICAL TRAFFIC DATA

		Percent of ADT				
Year	Average Daily Traffic	Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
2001	1098	190	16.3	14.2	13.3	12.6
2002	1196	187	15.6	13.8	13.1	12.6
2003	1163	196	16.6	13.8	12.7	12.5
2004	1191	182	30.8	13.5	12.7	12.3
2005	1095	183	15.5	13.6	13.1	12.6
2006	997	183	16.2	14.0	13.3	12.7
2007	991	179	16.3	14.3	13.2	12.9
2008	884	173	17.9	13.9	13.2	12.9
2009	962	***	***	***	***	***
2010	1004	***	***	***	***	***



2010 TRAFFIC DATA

	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	600	60	600	60
February	650	65	650	65
March	700	70	700	70
April	750	75	750	75
May	950	95	950	95
June	1293	129	1314	131
July	1455	145	1416	141
August	1407	140	1391	139
September	1396	139	1396	139
October	1200	120	1226	122
November	946	94	910	91
December	774	77	740	74

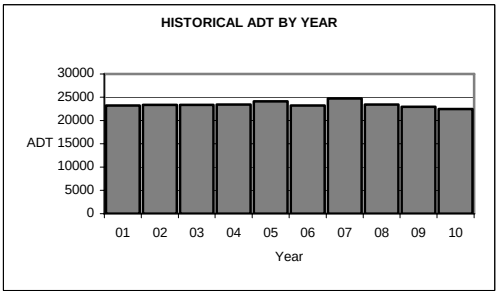
Classification Breakdown	Percent of ADT
Motorcyles	1.98
Passenger cars	43.11
Light Trucks	25.51
Buses	0.95
Single unit trucks (2 axles)	16.01
Single unit trucks (3 axles)	0.74
Single unit trucks (4 or more axles)	0.00
Single trailer trucks (4 or less axles)	6.96
Single trailer trucks (5 axles)	3.78
Single trailer trucks (6 or more axles)	0.39
Multi trailer trucks (5 or less axles)	0.35
Multi trailer trucks (6 axles)	0.04
Multi trailer trucks (7 or more axles)	0.18

Location: OR39/US97Bus MP -4.00; KLAMATH FALLS-MALIN HIGHWAY NO. 50; 0.46 mile south of Main Street

Site Name: Klamath Falls (18-018)
Installed: November, 1999

HISTORICAL TRAFFIC DATA

		Percent of ADT				
Year	Average Daily Traffic	Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
2001	23222	127	11.3	10.6	10.4	10.4
2002	23376	125	10.9	10.5	10.4	10.3
2003	23385	127	10.5	10.3	10.1	10.0
2004	23432	125	10.5	10.1	10.0	9.9
2005	24085	129	11.0	10.4	10.3	10.1
2006	23202	***	***	***	***	***
2007	24757	131	11.6	10.6	10.5	10.4
2008	23409	131	10.8	10.4	10.3	10.2
2009	22965	128	12.6	10.2	10.1	10.0
2010	22496	130	10.8	10.4	10.3	10.2



2010 TRAFFIC DATA

	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	23817	106	21051	94
February	24463	109	22506	100
March	24357	108	22047	98
April	25705	114	23267	103
May	25837	115	23701	105
June	25903	115	23704	105
July	24906	111	22644	101
August	24941	111	22627	101
September	25327	113	22972	102
October	26589	118	24336	108
November	23887	106	21344	95
December	22340	99	19758	88

Classification Breakdown	Percent of ADT
Motorcyles	0.81
Passenger cars	70.34
Light Trucks	25.17
Buses	0.33
Single unit trucks (2 axles)	1.96
Single unit trucks (3 axles)	0.24
Single unit trucks (4 or more axles)	0.02
Single trailer trucks (4 or less axles)	0.26
Single trailer trucks (5 axles)	0.71
Single trailer trucks (6 or more axles)	0.10
Multi trailer trucks (5 or less axles)	0.00
Multi trailer trucks (6 axles)	0.00
Multi trailer trucks (7 or more axles)	0.06

ODOT SEASONAL ADJUSTMENT FACTOR (SAF) CALCULATION									
ATR 18-018	2006	2007	2008	2009	2010	MAX	MIN	AVERAGE	SAF
Peak Month (Month)	128% (Sep)	120% (Jun)	125% (Oct)	115% (Feb)	118% (Oct)	128%	115%	121%	**109.2%**
Count Month (March)	97%	106%	108%	106%	108%				
Count Month (April)	105%	115%	115%	115%	114%				
Count Month (March-April Average)	101%	110%	111%	111%	111%	111%	101%	111%	

APPENDIX E

Trip Surveys

FRED MEYER FUEL FACILITY TRIP SURVEY AT SANDY, OREGON

Sandy Fred Meyer Fuel
4/11/12

WEEKDAY AM PEAK HOUR TRIP COUNTS							
		Enter		Exit		Total	
Start Time	End Time	15-Min Total	60-Min Total	15-Min Total	60-Min Total	15-Min Total	60-Min Total
7:00	7:15	10	--	7	--	17	--
7:15	7:30	10	--	12	--	22	--
7:30	7:45	17	--	14	--	31	--
7:45	8:00	15	52	16	49	31	101
8:00	8:15	16	58	16	58	32	116
8:15	8:30	15	63	16	62	31	125
8:30	8:45	14	60	18	66	32	126
8:45	9:00	22	67	27	77	49	144
	Totals	119	--	126	--	245	--

WEEKDAY PM PEAK HOUR TRIP COUNTS							
		Enter		Exit		Total	
Start Time	End Time	15-Min Total	60-Min Total	15-Min Total	60-Min Total	15-Min Total	60-Min Total
4:00	4:15	31	--	28		59	--
4:15	4:30	41	--	37		78	--
4:30	4:45	34	--	40		74	--
4:45	5:00	38	144	30	135	68	279
5:00	5:15	34	147	40	147	74	294
5:15	5:30	35	141	33	143	68	284
5:30	5:45	35	142	32	135	67	277
5:45	6:00	39	143	35	140	74	283
	Totals	287	--	275	--	562	--

FRED MEYER FUEL FACILITY TRIP SURVEY AT OAK GROVE, OREGON

Oak Grove Fred Meyer Fuel

4/11/12

WEEKDAY AM PEAK HOUR TRIP COUNTS							
		Enter		Exit		Total	
Start Time	End Time	15-Min Total	60-Min Total	15-Min Total	60-Min Total	15-Min Total	60-Min Total
7:00	7:15	21	--	17	--	38	--
7:15	7:30	25	--	24	--	49	--
7:30	7:45	25	--	25	--	50	--
7:45	8:00	26	97	27	93	53	190
8:00	8:15	20	96	19	95	39	191
8:15	8:30	22	93	23	94	45	187
8:30	8:45	13	81	17	86	30	167
8:45	9:00	24	79	21	80	45	159
	Totals	176	--	173	--	349	--

WEEKDAY PM PEAK HOUR TRIP COUNTS							
		Enter		Exit		Total	
Start Time	End Time	15-Min Total	60-Min Total	15-Min Total	60-Min Total	15-Min Total	60-Min Total
4:00	4:15	39	--	37		76	--
4:15	4:30	36	--	31		67	--
4:30	4:45	39	--	40		79	--
4:45	5:00	27	141	30	138	57	279
5:00	5:15	25	127	31	132	56	259
5:15	5:30	39	130	26	127	65	257
5:30	5:45	40	131	40	127	80	258
5:45	6:00	38	142	38	135	76	277
	Totals	283	--	273	--	556	--

WEEKDAY AM PEAK HOUR TRIP GENERATION					
Data Source	Vehicle Fueling Positions (VFP)	Site Trips			Trip Generation Rate per VFP
		Enter	Exit	Total	
Sandy Fred Meyer Fuel	14	67	77	144	10.29
		47%	53%	100%	
Oak Grove Fred Meyer Fuel	14	96	95	191	13.64
		50%	50%	100%	
Survey Averages	14	48%	52%	100%	11.96
ITE Rates (Land Use Code 944)	4 to 12	51%	49%	100%	12.16

WEEKDAY PM PEAK HOUR TRIP GENERATION					
Data Source	Vehicle Fueling Positions (VFP)	Site Trips			Trip Generation Rate per VFP
		Enter	Exit	Total	
Sandy Fred Meyer Fuel	14	147	147	294	21.00
		50%	50%	100%	
Oak Grove Fred Meyer Fuel	14	141	138	279	19.93
		51%	49%	100%	
Survey Averages	14	50%	50%	100%	20.46
ITE Rates (Land Use Code 944)	4 to 16	50%	50%	100%	13.87

APPENDIX F

Crash Data and Calculations

COLLISION RATE CALCULATIONS

Highway 99E (SE 1st Avenue) / Site Access (Domino's East Driveway)

2012 Existing PM Peak Hour Total Entering Volume (TEV) = 2,366 vehicles

Million Entering Vehicles (MEV) per Year =

$$\left(\frac{ADT * 365}{1{,}000{,}000}\right) \approx \left(\frac{Peak\,Hour\,TEV * 10 * 365}{1{,}000{,}000}\right) = \left(\frac{2{,}366 * 10 * 365}{1{,}000{,}000}\right) = 8.64$$

Collision Rate per Year (using ODOT data Jan. 2006 – Dec. 2010) =

$$\left(\frac{\left(Total\ number\ of\ collisions \,/\, Number\ of\ Years\right)}{MEV\ per\ Year}\right) = \left(\frac{2\,collisions \,/\, 5\,years}{8.64\,MEV\ per\ Year}\right) = \mathbf{0.05}$$

Highway 99E (SE 1st Avenue) / S. Locust Street

2012 Existing PM Peak Hour Volume = 2,420 vehicles

Million Entering Vehicles (MEV) per Year =

$$\left(\frac{ADT * 365}{1{,}000{,}000}\right) \approx \left(\frac{Peak\,Hour\,TEV * 10 * 365}{1{,}000{,}000}\right) = \left(\frac{2{,}420 * 10 * 365}{1{,}000{,}000}\right) = 8.83$$

Collision Rate per Year (using ODOT data Jan. 2006 – Dec. 2010) =

$$\left(\frac{\left(Total\ number\ of\ collisions \,/\, Number\ of\ Years\right)}{MEV\ per\ Year}\right) = \left(\frac{7\,collisions \,/\, 5\,years}{8.83\,MEV\ per\ Year}\right) = \mathbf{0.16}$$

COLLISION RATE CALCULATIONS

S. Locust Street / SE 2nd Avenue

2012 Existing PM Peak Hour Volume = 224 vehicles

Million Entering Vehicles (MEV) per Year =

$$\left(\frac{ADT * 365}{1{,}000{,}000}\right) \approx \left(\frac{Peak\,Hour\,TEV * 10 * 365}{1{,}000{,}000}\right) = \left(\frac{224 * 10 * 365}{1{,}000{,}000}\right) = 0.82$$

Collision Rate per Year (using ODOT data Jan. 2006 – Dec. 2010) =

$$\left(\frac{\left(Total\ number\ of\ collisions \,/\, Number\ of\ Years\right)}{MEV\ per\ Year}\right) = \left(\frac{2\,collisions \,/\, 5\,years}{0.82\,MEV\ per\ Year}\right) = \mathbf{0.49}$$

081 PACIFIC HIGHWAY EAST

Pacific Highway East (Hwy 081) MP 20.52 to MP 21.24
January 1, 2006 through December 31, 2010

SER# / INVEST	S P E D / A L C S	R S W / U C O / G H R / L K	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	RD# FC / COMPNT / MLG TYP / MILEPNT	CONN # / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / WTHR / RNDBT / SURF / DRVWY / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN EVENT	CAUSE
03333	N N N		08/31/2008	CLACKAMAS	1 14		STRGHT		N	N CLR	S-STRGHT	01	NONE 0	STRGHT										13
NONE			Sun	CANBY	0 0	PACIFIC HY 99E	UN	(NONE)	UNKNOWN	N DRY	SS-O		PRVTE	SW NE									000	00
			9A	CANBY UA	20.89	PINE ST	06			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	49	M	OR-Y		045	000	13
								(04)												OR<25				
												02	NONE 0	STRGHT										
													PRVTE	SW NE									000	00
													PSNGR CAR		01	DRVR	NONE	00	F	OR-Y		000	000	00
																				OR<25				
01572	N N N N N		05/15/2010	CLACKAMAS	1 14		ALLEY		N	N CLR	ANGL-OTH	01	NONE 0	STRGHT										02
CITY			Sat	CANBY	0 0	PACIFIC HY 99E	UN	(NONE)	NONE	N DRY	TURN		PRVTE	SW NE									000	00
			9A	CANBY UA	20.91	SE LOCUST ST	06			N DAY	INJ		PSNGR CAR		01	DRVR	INJC	23	F	OR-Y		000	000	00
								(04)												OR<25				
												02	NONE 0	TURN-R										
													PRVTE	SE NE									018	00
													PSNGR CAR		01	DRVR	NONE	87	F	OR-Y		028	000	02
																				OR<25				
02271	N N N		05/28/2006	CLACKAMAS	1 14		STRGHT		N	N CLR	ANGL-OTH	01	NONE 0	STRGHT										08
CITY			Sun	CANBY	0 0	PACIFIC HY 99E	NE	(NONE)	UNKNOWN	N DRY	TURN		PRVTE	SW NE									000	00
			10A	CANBY UA	20.91	SE LOCUST ST	03			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	70	M	OR-Y		000	000	00
								(04)												OR<25				
												02	NONE 0	TURN-L										
													PRVTE	NE SE									019	00
													PSNGR CAR		01	DRVR	NONE	85	F	OR-Y		004	000	08
																				OR<25				
01399	N N N		04/05/2007	CLACKAMAS	1 14		INTER	3-LEG	N	N CLR	BIKE	01	NONE 0	TURN-R										05
CITY			Thu	CANBY	+ 0 0	SE LOCUST ST	SE		STOP SIGN	N DRY	TURN		PRVTE	SE NE									000	00
			6P	CANBY UA	20.92	PACIFIC HY 99E	06	0		N DAY	INJ		PSNGR CAR		01	DRVR	NONE	73	M	OR-Y		000	026	00
																				OR<25				
														STRGHT	01	BIKE	INJC	14	M			039	042	05
														NE SW										
04731	N N N N N		12/06/2008	CLACKAMAS	1 14		INTER	3-LEG	N	N CLR	BIKE	01	NONE 0	TURN-R										18,02
CITY			Sat	CANBY	+ 0 0	SE LOCUST ST	SE		STOP SIGN	N DRY	TURN		PRVTE	SE NE									015	00
			3P	CANBY UA	20.92	PACIFIC HY 99E	06	0		N DAY	INJ		PSNGR CAR		01	DRVR	NONE	38	M	OR-Y		000	000	00
																				OR<25				
														STRGHT	01	BIKE	INJC	38	M		03	054,028,047	034	18,02,01
														NE SW										
03279	N N N N N		08/29/2008	CLACKAMAS	1 14		INTER	3-LEG	N	N CLR	BIKE	01	NONE 0	STRGHT										02
CITY			Fri	CANBY	+ 0 0	SE LOCUST ST	S		STOP SIGN	N DRY	ANGL		PRVTE	S N									000	00
			6A	CANBY UA	20.92	PACIFIC HY 99E	06	0		N DAY	INJ		PSNGR CAR		01	DRVR	NONE	30	F	OR-Y		027,028	000	02
																				OR<25				
														STRGHT	01	BIKE	INJB	35	M		01	000	000	00
														W E										

NOT IN STUDY AREA

SITE ACCESS

SITE ACCESS

INTERSECTION

INTERSECTION

INTERSECTION

081 PACIFIC HIGHWAY EAST

Pacific Highway East (Hwy 081) MP 20.52 to MP 21.24
January 1, 2006 through December 31, 2010

SER# / INVEST	SPEC	DEAD	RSCH	SWLK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	RD# / COMPNT / MLG / MILEPNT	FC / TYP	CONN # / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN EVENT	CAUSE
00824	N	N	N		02/26/2007	CLACKAMAS	1	14		INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											02
CITY					Mon	CANBY	0 0	+	SE LOCUST ST	CN		STOP SIGN	N	WET	TURN		PRVTE	SW NE										000	00
					7A	CANBY UA	20.92		PACIFIC HY 99E	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	32	F	OR-Y OR<25		000	000	00
					INTERSECTION											02	NONE 0	TURN-L										
																	PRVTE	SE SW									000	00
																	PSNGR CAR		01	DRVR	NONE	28	M	OR-Y OR<25		028	000	02
01701	N	N	N		05/09/2009	CLACKAMAS	1	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
NONE					Sat	CANBY	0 0	+	SE LOCUST ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	SE SW										015	00
					7P	CANBY UA	20.92		PACIFIC HY 99E	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	18	F	OTH-Y N-RES		028	000	02
					INTERSECTION											02	NONE 0	STRGHT										
																	PRVTE	NE SW									000	00
																	PSNGR CAR		01	DRVR	INJC	38	M	OTH-Y OR<25		000	000	00
00167	N	N	N	N	01/13/2009	CLACKAMAS	1	14		INTER	3-LEG	N	N	CLR	S-1TURN	01	NONE 0	TURN-R											08,02
CITY					Tue	CANBY	0 0	+	SE LOCUST ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	SW SE										000	00
					5P	CANBY UA	20.92		PACIFIC HY 99E	04	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	76	F	OR-Y OR<25		006,028	000	08,02
					INTERSECTION											02	NONE 0	STRGHT										
																	PRVTE	SW NE									000	00
																	PSNGR CAR		01	DRVR	INJC	29	M	OTH-Y N-RES		000	000	00
02072	N	N	N		05/20/2006	CLACKAMAS	1	14		STRGHT		N	N	RAIN	O-1TURN	01	NONE 0	STRGHT											08
NO RPT					Sat	CANBY	0 0		PACIFIC HY 99E	SE	(NONE)	UNKNOWN	N	WET	TURN		PRVTE	NW SE									000	00
					10A	CANBY UA	20.94		SE LOCUST ST	06	(04)		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	70	M	OR-Y OR<25		000	000	00
					NOT IN STUDY AREA											02	NONE 0	TURN-L										
																	PRVTE	SE SW									019	00
																	PSNGR CAR		01	DRVR	NONE	85	F	OR-Y OR<25		004	000	08
02682	N	N	N		06/28/2006	CLACKAMAS	1	14		STRGHT		N	N	CLR	S-STRGHT	01	NONE 0	STRGHT											13
STATE					Wed	CANBY	0 0		PACIFIC HY 99E	UN	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	SW NE									000	00
					1P	CANBY UA	21.00		SW 4TH AVE	03	(04)		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	28	F	OR-Y OR<25		045	000	13
					NOT IN STUDY AREA											02	NONE 0	STRGHT										
																	PRVTE	SW NE									000	00
																	PSNGR CAR		01	DRVR	NONE	57	F	OR-Y OR<25		000	000	00
																			02	PSNG	INJC	53	F			000	000	00

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF CANBY, CLACKAMAS COUNTY

SE 2nd Avenue from S. Knott Street to East of Locust Street
January 1. 2006 through December 31, 2010

SER# / INVEST	SPEC	ALC	DRUG	SCHL	WORK	DATE / DAY / TIME	CLASS / DIST FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
03178	N	N	N	N	N	08/22/2008	19	SE LOCUST ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
CITY						Fri	0	+ SE 2ND AVE	CN		STOP SIGN	N	DRY	ANGL		PRVTE	E W											00
						2P		INTERSECTION	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	69	M	OR-Y OR<25		028	000		02
															02	NONE 0	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	INJC	24	M	OR-Y OR<25		000	000		00
04015	Y	N	N			10/24/2008	19	SE LOCUST ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											01,04
CITY						Fri	0	+ SE 2ND AVE	CN		UNKNOWN	N	DRY	ANGL		PRVTE	N S									000		00
						10A		INTERSECTION	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	47	F	OR-Y OR<25		000	000		00
															02	NONE 0	STRGHT											
																PRVTE	W E									000		00
																PSNGR CAR		01	DRVR	NONE	23	M	OR-Y OR<25		047,021	000		01,04

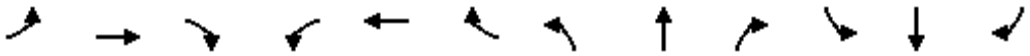
APPENDIX G

Trip Distribution Model

Canby TSP	Canby2009BaseYearModel_v11_r1(BarlowGreens).ver	Created on: 11.04.2012
DKS Associates	2009 PM Peak Hour Volumes	1:6313

APPENDIX H

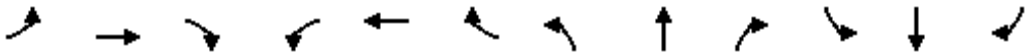
Capacity Calculations



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	761	0	0	824	0	0	0	1	0	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	793	0	0	858	0	0	0	1	0	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)		969										
pX, platoon unblocked												
vC, conflicting volume	858			793			1223	1651	396	1256	1651	429
vC1, stage 1 conf vol							793	793		858	858	
vC2, stage 2 conf vol							430	858		397	793	
vCu, unblocked vol	858			793			1223	1651	396	1256	1651	429
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	772			824			311	282	603	291	282	574

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	528	264	0	429	429	1	1
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	1	1
cSH	1700	1700	1700	1700	1700	603	574
Volume to Capacity	0.31	0.16	0.00	0.25	0.25	0.00	0.00
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	11.0	11.3
Lane LOS						B	B
Approach Delay (s)	0.0		0.0			11.0	11.3
Approach LOS						B	B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	35.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	753	24	17	786	2	25	0	26	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1	793	25	18	827	2	26	0	27	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)		1150										
pX, platoon unblocked												
vC, conflicting volume	829			818			1257	1673	409	1290	1684	415
vC1, stage 1 conf vol							807	807		864	864	
vC2, stage 2 conf vol							449	865		426	820	
vCu, unblocked vol	829			818			1257	1673	409	1290	1684	415
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			91	100	95	100	100	100
cM capacity (veh/h)	792			806			301	274	592	276	267	587

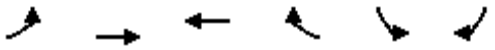
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	1	528	289	18	552	278	54
Volume Left	1	0	0	18	0	0	26
Volume Right	0	0	25	0	0	2	27
cSH	792	1700	1700	806	1700	1700	402
Volume to Capacity	0.00	0.31	0.17	0.02	0.32	0.16	0.13
Queue Length 95th (ft)	0	0	0	2	0	0	11
Control Delay (s)	9.6	0.0	0.0	9.6	0.0	0.0	15.3
Lane LOS	A			A			C
Approach Delay (s)	0.0			0.2			15.3
Approach LOS							C

Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	34.5%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	0	10	1	8	3	11	40	2	5	28	11
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	14	0	12	1	10	4	13	48	2	6	33	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	135	128	40	139	133	49	46			50		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	135	128	40	139	133	49	46			50		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	99	100	99	100	99			100		
cM capacity (veh/h)	818	753	1031	814	748	1020	1561			1557		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	26	14	63	52
Volume Left	14	1	13	6
Volume Right	12	4	2	13
cSH	903	807	1561	1557
Volume to Capacity	0.03	0.02	0.01	0.00
Queue Length 95th (ft)	2	1	1	0
Control Delay (s)	9.1	9.5	1.6	0.9
Lane LOS	A	A	A	A
Approach Delay (s)	9.1	9.5	1.6	0.9
Approach LOS	A	A		

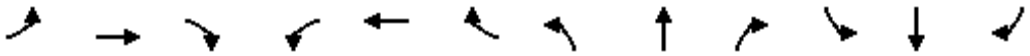
Intersection Summary				
Average Delay	3.3			
Intersection Capacity Utilization	18.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	22	30	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	0	28	38	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	38				65	38
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	38				65	38
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1547				941	1035

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	28	38	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1547	1700	1700	1700
Volume to Capacity	0.00	0.02	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	0.0	
Approach LOS			A	

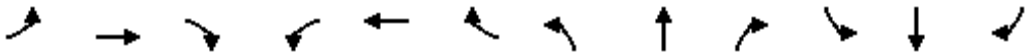
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	7.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	751	22	41	815	0	19	0	40	0	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	791	23	43	858	0	20	0	42	0	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)		969										
pX, platoon unblocked												
vC, conflicting volume	858			814			1318	1746	407	1382	1758	429
vC1, stage 1 conf vol							802	802		944	944	
vC2, stage 2 conf vol							516	944		437	814	
vCu, unblocked vol	858			814			1318	1746	407	1382	1758	429
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			95			93	100	93	100	100	100
cM capacity (veh/h)	772			809			291	255	594	240	242	574

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1
Volume Total	527	287	43	429	429	20	42	1
Volume Left	0	0	43	0	0	20	0	0
Volume Right	0	23	0	0	0	0	42	1
cSH	1700	1700	809	1700	1700	291	594	574
Volume to Capacity	0.31	0.17	0.05	0.25	0.25	0.07	0.07	0.00
Queue Length 95th (ft)	0	0	4	0	0	5	6	0
Control Delay (s)	0.0	0.0	9.7	0.0	0.0	18.3	11.5	11.3
Lane LOS			A			C	B	B
Approach Delay (s)	0.0		0.5			13.7		11.3
Approach LOS						B		B

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	45.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	782	24	22	816	2	27	0	31	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1	823	25	23	859	2	28	0	33	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)		1150										
pX, platoon unblocked												
vC, conflicting volume	861			848			1314	1745	424	1353	1757	431
vC1, stage 1 conf vol							838	838		906	906	
vC2, stage 2 conf vol							476	907		446	851	
vCu, unblocked vol	861			848			1314	1745	424	1353	1757	431
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			90	100	94	100	100	100
cM capacity (veh/h)	770			785			287	260	578	258	252	573

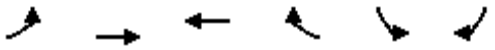
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	1	549	300	23	573	288	61
Volume Left	1	0	0	23	0	0	28
Volume Right	0	0	25	0	0	2	33
cSH	770	1700	1700	785	1700	1700	393
Volume to Capacity	0.00	0.32	0.18	0.03	0.34	0.17	0.16
Queue Length 95th (ft)	0	0	0	2	0	0	14
Control Delay (s)	9.7	0.0	0.0	9.7	0.0	0.0	15.8
Lane LOS	A			A			C
Approach Delay (s)	0.0			0.3			15.8
Approach LOS							C

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	35.7%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	0	11	1	8	3	12	40	2	5	28	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	23	0	13	1	10	4	14	48	2	6	33	19
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	140	133	43	145	142	49	52			50		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	140	133	43	145	142	49	52			50		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	99	100	99	100	99			100		
cM capacity (veh/h)	810	748	1028	805	740	1020	1553			1557		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	36	14	64	58
Volume Left	23	1	14	6
Volume Right	13	4	2	19
cSH	878	800	1553	1557
Volume to Capacity	0.04	0.02	0.01	0.00
Queue Length 95th (ft)	3	1	1	0
Control Delay (s)	9.3	9.6	1.7	0.8
Lane LOS	A	A	A	A
Approach Delay (s)	9.3	9.6	1.7	0.8
Approach LOS	A	A		

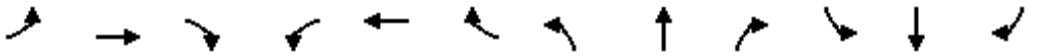
Intersection Summary				
Average Delay	3.6			
Intersection Capacity Utilization	21.5%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	5	22	30	6	8	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	6	28	38	8	10	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	45				81	41
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	45				81	41
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				99	99
cM capacity (veh/h)	1538				917	1030

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	34	45	10	6
Volume Left	6	0	10	0
Volume Right	0	8	0	6
cSH	1538	1700	917	1030
Volume to Capacity	0.00	0.03	0.01	0.01
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	1.4	0.0	9.0	8.5
Lane LOS	A		A	A
Approach Delay (s)	1.4	0.0	8.8	
Approach LOS			A	

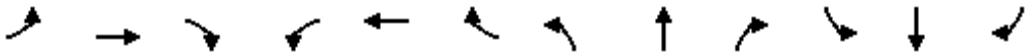
Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	16.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	751	22	0	825	0	0	0	40	0	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	782	23	0	859	0	0	0	42	0	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)		969										
pX, platoon unblocked												
vC, conflicting volume	859			805			1224	1653	403	1292	1665	430
vC1, stage 1 conf vol							794	794		859	859	
vC2, stage 2 conf vol							431	859		433	805	
vCu, unblocked vol	859			805			1224	1653	403	1292	1665	430
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	93	100	100	100
cM capacity (veh/h)	771			815			311	281	597	282	280	574

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	522	284	430	430	42	0	1
Volume Left	0	0	0	0	0	0	0
Volume Right	0	23	0	0	42	0	1
cSH	1700	1700	1700	1700	597	1700	574
Volume to Capacity	0.31	0.17	0.25	0.25	0.07	0.00	0.00
Queue Length 95th (ft)	0	0	0	0	6	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	11.5	0.0	11.3
Lane LOS					B	A	B
Approach Delay (s)	0.0		0.0		11.5	11.3	
Approach LOS					B	B	

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	35.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	782	24	63	775	2	37	0	31	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1	823	25	66	816	2	39	0	33	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)		1150										
pX, platoon unblocked												
vC, conflicting volume	818			848			1378	1788	424	1396	1800	409
vC1, stage 1 conf vol							838	838		949	949	
vC2, stage 2 conf vol							541	951		446	851	
vCu, unblocked vol	818			848			1378	1788	424	1396	1800	409
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			92			86	100	94	100	100	100
cM capacity (veh/h)	800			785			273	243	578	230	224	592

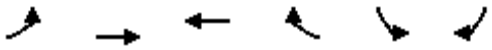
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	1	549	300	66	544	274	72
Volume Left	1	0	0	66	0	0	39
Volume Right	0	0	25	0	0	2	33
cSH	800	1700	1700	785	1700	1700	360
Volume to Capacity	0.00	0.32	0.18	0.08	0.32	0.16	0.20
Queue Length 95th (ft)	0	0	0	7	0	0	18
Control Delay (s)	9.5	0.0	0.0	10.0	0.0	0.0	17.5
Lane LOS	A			B			C
Approach Delay (s)	0.0			0.8			17.5
Approach LOS							C

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	43.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	29	0	11	1	8	3	12	40	2	5	28	57
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	35	0	13	1	10	4	14	48	2	6	33	68
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	165	158	67	170	190	49	101			50		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	165	158	67	170	190	49	101			50		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	99	100	99	100	99			100		
cM capacity (veh/h)	781	725	996	776	695	1020	1491			1557		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	48	14	64	107
Volume Left	35	1	14	6
Volume Right	13	4	2	68
cSH	830	762	1491	1557
Volume to Capacity	0.06	0.02	0.01	0.00
Queue Length 95th (ft)	5	1	1	0
Control Delay (s)	9.6	9.8	1.7	0.4
Lane LOS	A	A	A	A
Approach Delay (s)	9.6	9.8	1.7	0.4
Approach LOS	A	A		

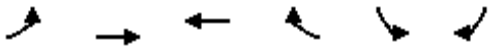
Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	23.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	5	22	30	47	18	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	6	28	38	59	22	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	96				107	67
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	96				107	67
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				97	98
cM capacity (veh/h)	1473				887	997

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	34	96	22	18
Volume Left	6	0	22	0
Volume Right	0	59	0	18
cSH	1473	1700	887	997
Volume to Capacity	0.00	0.06	0.03	0.02
Queue Length 95th (ft)	0	0	2	1
Control Delay (s)	1.4	0.0	9.2	8.7
Lane LOS	A		A	A
Approach Delay (s)	1.4	0.0	9.0	
Approach LOS			A	

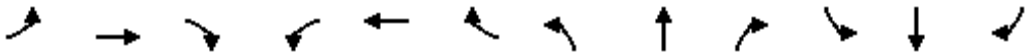
Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	16.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		Y	
Volume (veh/h)	0	773	825	0	0	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	805	859	0	0	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)		969				
pX, platoon unblocked						
vC, conflicting volume	859				1262	430
vC1, stage 1 conf vol					859	
vC2, stage 2 conf vol					403	
vCu, unblocked vol	859				1262	430
tC, single (s)	4.2				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	771				341	574

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	403	403	430	430	1
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	1
cSH	1700	1700	1700	1700	574
Volume to Capacity	0.24	0.24	0.25	0.25	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	11.3
Lane LOS					B
Approach Delay (s)	0.0		0.0		11.3
Approach LOS					B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	35.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	742	46	63	775	2	37	0	71	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1	781	48	66	816	2	39	0	75	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)		1150										
pX, platoon unblocked												
vC, conflicting volume	818			829			1348	1758	415	1417	1781	409
vC1, stage 1 conf vol							807	807		949	949	
vC2, stage 2 conf vol							541	951		467	832	
vCu, unblocked vol	818			829			1348	1758	415	1417	1781	409
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			92			86	100	87	100	100	100
cM capacity (veh/h)	800			798			282	247	587	223	227	592

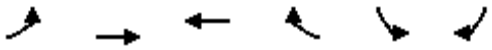
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	1	521	309	66	544	274	114
Volume Left	1	0	0	66	0	0	39
Volume Right	0	0	48	0	0	2	75
cSH	800	1700	1700	798	1700	1700	428
Volume to Capacity	0.00	0.31	0.18	0.08	0.32	0.16	0.27
Queue Length 95th (ft)	0	0	0	7	0	0	26
Control Delay (s)	9.5	0.0	0.0	9.9	0.0	0.0	16.4
Lane LOS	A			A			C
Approach Delay (s)	0.0			0.7			16.4
Approach LOS							C

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	45.9%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	69	0	11	1	8	3	12	40	2	5	28	79
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	82	0	13	1	10	4	14	48	2	6	33	94
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	178	171	80	183	217	49	127			50		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	178	171	80	183	217	49	127			50		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	100	99	100	99	100	99			100		
cM capacity (veh/h)	765	712	980	760	672	1020	1459			1557		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	95	14	64	133
Volume Left	82	1	14	6
Volume Right	13	4	2	94
cSH	789	743	1459	1557
Volume to Capacity	0.12	0.02	0.01	0.00
Queue Length 95th (ft)	10	1	1	0
Control Delay (s)	10.2	9.9	1.7	0.4
Lane LOS	B	A	A	A
Approach Delay (s)	10.2	9.9	1.7	0.4
Approach LOS	B	A		

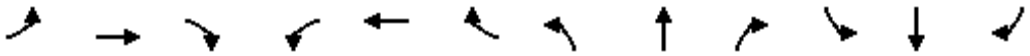
Intersection Summary				
Average Delay	4.1			
Intersection Capacity Utilization	26.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	5	22	30	69	58	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	6	28	38	86	72	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	124				121	81
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	124				121	81
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				92	98
cM capacity (veh/h)	1439				871	979

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	34	124	72	18
Volume Left	6	0	72	0
Volume Right	0	86	0	18
cSH	1439	1700	871	979
Volume to Capacity	0.00	0.07	0.08	0.02
Queue Length 95th (ft)	0	0	7	1
Control Delay (s)	1.4	0.0	9.5	8.7
Lane LOS	A		A	A
Approach Delay (s)	1.4	0.0	9.4	
Approach LOS			A	

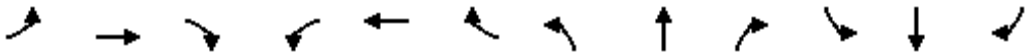
Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	17.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1234	1	1	1113	0	6	0	9	0	0	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1299	1	1	1172	0	6	0	9	0	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)		969										
pX, platoon unblocked												
vC, conflicting volume	1172			1300			1889	2473	650	1833	2474	586
vC1, stage 1 conf vol							1299	1299		1174	1174	
vC2, stage 2 conf vol							590	1174		659	1300	
vCu, unblocked vol	1172			1300			1889	2473	650	1833	2474	586
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			96	100	98	100	100	100
cM capacity (veh/h)	586			529			158	169	412	181	168	454

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	866	434	1	586	586	16	2
Volume Left	0	0	1	0	0	6	0
Volume Right	0	1	0	0	0	9	2
cSH	1700	1700	529	1700	1700	251	454
Volume to Capacity	0.51	0.26	0.00	0.34	0.34	0.06	0.00
Queue Length 95th (ft)	0	0	0	0	0	5	0
Control Delay (s)	0.0	0.0	11.8	0.0	0.0	20.3	13.0
Lane LOS			B			C	B
Approach Delay (s)	0.0		0.0			20.3	13.0
Approach LOS						C	B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1181	66	42	1072	0	21	0	38	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1243	69	44	1128	0	22	0	40	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)		1150										
pX, platoon unblocked												
vC, conflicting volume	1128			1313			1931	2495	656	1878	2529	564
vC1, stage 1 conf vol							1278	1278		1217	1217	
vC2, stage 2 conf vol							653	1217		662	1313	
vCu, unblocked vol	1128			1313			1931	2495	656	1878	2529	564
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			92			86	100	90	100	100	100
cM capacity (veh/h)	609			523			158	160	408	154	140	469

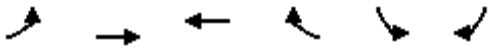
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	0	829	484	44	752	376	62
Volume Left	0	0	0	44	0	0	22
Volume Right	0	0	69	0	0	0	40
cSH	1700	1700	1700	523	1700	1700	261
Volume to Capacity	0.00	0.49	0.28	0.08	0.44	0.22	0.24
Queue Length 95th (ft)	0	0	0	7	0	0	23
Control Delay (s)	0.0	0.0	0.0	12.5	0.0	0.0	23.1
Lane LOS				B			C
Approach Delay (s)	0.0			0.5			23.1
Approach LOS							C

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	49.2%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	4	13	1	5	4	28	34	3	9	87	14
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	25	4	15	1	6	4	31	38	3	10	98	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	236	230	106	246	237	40	113			42		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	236	230	106	246	237	40	113			42		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	99	98	100	99	100	98			99		
cM capacity (veh/h)	696	651	949	679	646	1031	1476			1568		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	44	11	73	124
Volume Left	25	1	31	10
Volume Right	15	4	3	16
cSH	758	764	1476	1568
Volume to Capacity	0.06	0.01	0.02	0.01
Queue Length 95th (ft)	5	1	2	0
Control Delay (s)	10.0	9.8	3.3	0.6
Lane LOS	B	A	A	A
Approach Delay (s)	10.0	9.8	3.3	0.6
Approach LOS	B	A		

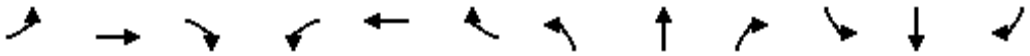
Intersection Summary				
Average Delay	3.5			
Intersection Capacity Utilization	26.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	39	47	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	0	49	59	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	59				108	59
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	59				108	59
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1520				890	1007

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	49	59	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1520	1700	1700	1700
Volume to Capacity	0.00	0.03	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	0.0	
Approach LOS			A	

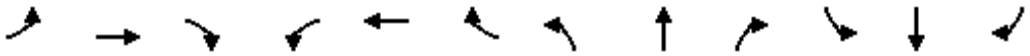
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	7.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1226	36	72	1097	0	34	0	67	0	0	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1291	38	76	1155	0	36	0	71	0	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)		969										
pX, platoon unblocked												
vC, conflicting volume	1155			1328			2041	2616	664	2022	2635	577
vC1, stage 1 conf vol							1309	1309		1306	1306	
vC2, stage 2 conf vol							731	1306		716	1328	
vCu, unblocked vol	1155			1328			2041	2616	664	2022	2635	577
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			85			75	100	83	100	100	100
cM capacity (veh/h)	595			516			146	143	403	122	114	459

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1
Volume Total	860	468	76	577	577	36	71	2
Volume Left	0	0	76	0	0	36	0	0
Volume Right	0	38	0	0	0	0	71	2
cSH	1700	1700	516	1700	1700	146	403	459
Volume to Capacity	0.51	0.28	0.15	0.34	0.34	0.25	0.17	0.00
Queue Length 95th (ft)	0	0	13	0	0	23	16	0
Control Delay (s)	0.0	0.0	13.2	0.0	0.0	37.5	15.8	12.9
Lane LOS			B			E	C	B
Approach Delay (s)	0.0		0.8			23.1		12.9
Approach LOS						C		B

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1231	66	49	1123	0	25	0	46	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1296	69	52	1182	0	26	0	48	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)		1150										
pX, platoon unblocked												
vC, conflicting volume	1182			1365			2025	2616	683	1982	2651	591
vC1, stage 1 conf vol							1331	1331		1285	1285	
vC2, stage 2 conf vol							694	1285		696	1365	
vCu, unblocked vol	1182			1365			2025	2616	683	1982	2651	591
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			90			82	100	88	100	100	100
cM capacity (veh/h)	581			499			146	147	392	136	124	450

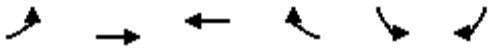
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	0	864	501	52	788	394	75
Volume Left	0	0	0	52	0	0	26
Volume Right	0	0	69	0	0	0	48
cSH	1700	1700	1700	499	1700	1700	246
Volume to Capacity	0.00	0.51	0.29	0.10	0.46	0.23	0.30
Queue Length 95th (ft)	0	0	0	9	0	0	31
Control Delay (s)	0.0	0.0	0.0	13.0	0.0	0.0	25.9
Lane LOS				B			D
Approach Delay (s)	0.0			0.5			25.9
Approach LOS							D

Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	56.3%	ICU Level of Service		B
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	34	4	15	1	5	4	30	34	3	9	87	21
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	38	4	17	1	6	4	34	38	3	10	98	24
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	244	239	110	256	249	40	121			42		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	244	239	110	256	249	40	121			42		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	99	98	100	99	100	98			99		
cM capacity (veh/h)	686	643	944	666	635	1031	1466			1568		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	60	11	75	131
Volume Left	38	1	34	10
Volume Right	17	4	3	24
cSH	739	754	1466	1568
Volume to Capacity	0.08	0.01	0.02	0.01
Queue Length 95th (ft)	7	1	2	0
Control Delay (s)	10.3	9.8	3.5	0.6
Lane LOS	B	A	A	A
Approach Delay (s)	10.3	9.8	3.5	0.6
Approach LOS	B	A		

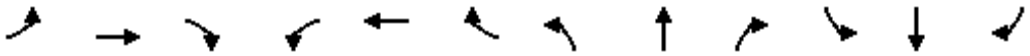
Intersection Summary				
Average Delay	3.8			
Intersection Capacity Utilization	28.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	8	39	47	9	14	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	10	49	59	11	18	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	70				133	64
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	70				133	64
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	99				98	99
cM capacity (veh/h)	1506				855	1000

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	59	70	18	10
Volume Left	10	0	18	0
Volume Right	0	11	0	10
cSH	1506	1700	855	1000
Volume to Capacity	0.01	0.04	0.02	0.01
Queue Length 95th (ft)	1	0	2	1
Control Delay (s)	1.3	0.0	9.3	8.6
Lane LOS	A		A	A
Approach Delay (s)	1.3	0.0	9.1	
Approach LOS			A	

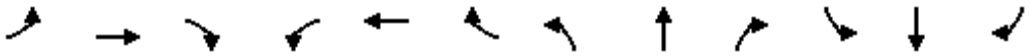
Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	20.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1226	36	0	1115	0	0	0	67	0	0	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1291	38	0	1174	0	0	0	71	0	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)		969										
pX, platoon unblocked												
vC, conflicting volume	1174			1328			1898	2483	664	1889	2502	587
vC1, stage 1 conf vol							1309	1309		1174	1174	
vC2, stage 2 conf vol							589	1174		716	1328	
vCu, unblocked vol	1174			1328			1898	2483	664	1889	2502	587
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	83	100	100	100
cM capacity (veh/h)	585			516			156	168	403	169	166	453

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	860	468	587	587	71	2
Volume Left	0	0	0	0	0	0
Volume Right	0	38	0	0	71	2
cSH	1700	1700	1700	1700	403	453
Volume to Capacity	0.51	0.28	0.35	0.35	0.17	0.00
Queue Length 95th (ft)	0	0	0	0	16	0
Control Delay (s)	0.0	0.0	0.0	0.0	15.8	13.0
Lane LOS					C	B
Approach Delay (s)	0.0		0.0		15.8	13.0
Approach LOS					C	B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1231	66	120	1052	0	42	0	46	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1296	69	126	1107	0	44	0	48	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)		1150										
pX, platoon unblocked												
vC, conflicting volume	1107			1365			2137	2691	683	2056	2725	554
vC1, stage 1 conf vol							1331	1331		1360	1360	
vC2, stage 2 conf vol							806	1360		696	1365	
vCu, unblocked vol	1107			1365			2137	2691	683	2056	2725	554
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			75			67	100	88	100	100	100
cM capacity (veh/h)	620			499			134	125	392	102	75	476

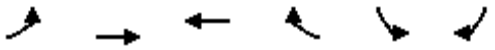
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	0	864	501	126	738	369	93
Volume Left	0	0	0	126	0	0	44
Volume Right	0	0	69	0	0	0	48
cSH	1700	1700	1700	499	1700	1700	204
Volume to Capacity	0.00	0.51	0.29	0.25	0.43	0.22	0.45
Queue Length 95th (ft)	0	0	0	25	0	0	54
Control Delay (s)	0.0	0.0	0.0	14.6	0.0	0.0	36.6
Lane LOS				B			E
Approach Delay (s)	0.0			1.5			36.6
Approach LOS							E

Intersection Summary				
Average Delay	1.9			
Intersection Capacity Utilization	63.3%	ICU Level of Service		B
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	51	4	15	1	5	4	30	34	3	9	87	92
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	57	4	17	1	6	4	34	38	3	10	98	103
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	284	279	149	296	329	40	201			42		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	284	279	149	296	329	40	201			42		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	99	98	100	99	100	98			99		
cM capacity (veh/h)	645	610	897	625	572	1031	1371			1568		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	79	11	75	211
Volume Left	57	1	34	10
Volume Right	17	4	3	103
cSH	684	703	1371	1568
Volume to Capacity	0.12	0.02	0.02	0.01
Queue Length 95th (ft)	10	1	2	0
Control Delay (s)	10.9	10.2	3.6	0.4
Lane LOS	B	B	A	A
Approach Delay (s)	10.9	10.2	3.6	0.4
Approach LOS	B	B		

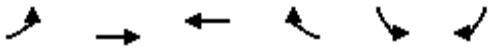
Intersection Summary				
Average Delay	3.5			
Intersection Capacity Utilization	35.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	8	39	47	80	31	25
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	10	49	59	100	39	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	159				178	109
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	159				178	109
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	99				95	97
cM capacity (veh/h)	1397				806	945

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	59	159	39	31
Volume Left	10	0	39	0
Volume Right	0	100	0	31
cSH	1397	1700	806	945
Volume to Capacity	0.01	0.09	0.05	0.03
Queue Length 95th (ft)	1	0	4	3
Control Delay (s)	1.3	0.0	9.7	8.9
Lane LOS	A		A	A
Approach Delay (s)	1.3	0.0	9.4	
Approach LOS			A	

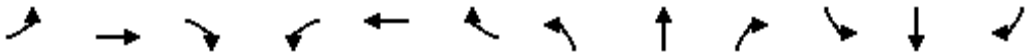
Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	20.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		Y	
Volume (veh/h)	0	1261	1115	0	0	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1327	1174	0	0	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)		969				
pX, platoon unblocked						
vC, conflicting volume	1174				1837	587
vC1, stage 1 conf vol					1174	
vC2, stage 2 conf vol					664	
vCu, unblocked vol	1174				1837	587
tC, single (s)	4.2				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	585				226	453

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	664	664	587	587	2
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	2
cSH	1700	1700	1700	1700	453
Volume to Capacity	0.39	0.39	0.35	0.35	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	13.0
Lane LOS					B
Approach Delay (s)	0.0		0.0		13.0
Approach LOS					B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1164	101	120	1052	0	42	0	113	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1225	106	126	1107	0	44	0	119	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)		1150										
pX, platoon unblocked												
vC, conflicting volume	1107			1332			2085	2638	666	2092	2692	554
vC1, stage 1 conf vol							1278	1278		1360	1360	
vC2, stage 2 conf vol							806	1360		732	1332	
vCu, unblocked vol	1107			1332			2085	2638	666	2092	2692	554
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			75			69	100	70	100	100	100
cM capacity (veh/h)	620			514			142	129	402	89	81	476

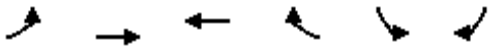
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	0	817	515	126	738	369	163
Volume Left	0	0	0	126	0	0	44
Volume Right	0	0	106	0	0	0	119
cSH	1700	1700	1700	514	1700	1700	268
Volume to Capacity	0.00	0.48	0.30	0.25	0.43	0.22	0.61
Queue Length 95th (ft)	0	0	0	24	0	0	91
Control Delay (s)	0.0	0.0	0.0	14.3	0.0	0.0	37.2
Lane LOS				B			E
Approach Delay (s)	0.0			1.5			37.2
Approach LOS							E

Intersection Summary				
Average Delay	2.9			
Intersection Capacity Utilization	67.0%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	118	4	15	1	5	4	30	34	3	9	87	127
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	133	4	17	1	6	4	34	38	3	10	98	143
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	304	298	169	316	368	40	240			42		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	304	298	169	316	368	40	240			42		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	79	99	98	100	99	100	97			99		
cM capacity (veh/h)	625	594	875	606	543	1031	1326			1568		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	154	11	75	251
Volume Left	133	1	34	10
Volume Right	17	4	3	143
cSH	644	679	1326	1568
Volume to Capacity	0.24	0.02	0.03	0.01
Queue Length 95th (ft)	23	1	2	0
Control Delay (s)	12.3	10.4	3.6	0.3
Lane LOS	B	B	A	A
Approach Delay (s)	12.3	10.4	3.6	0.3
Approach LOS	B	B		

Intersection Summary				
Average Delay	4.8			
Intersection Capacity Utilization	40.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	8	39	47	115	98	25
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	10	49	59	144	122	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	202				199	131
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	202				199	131
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	99				84	97
cM capacity (veh/h)	1346				783	919

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	59	202	122	31
Volume Left	10	0	122	0
Volume Right	0	144	0	31
cSH	1346	1700	783	919
Volume to Capacity	0.01	0.12	0.16	0.03
Queue Length 95th (ft)	1	0	14	3
Control Delay (s)	1.4	0.0	10.4	9.1
Lane LOS	A		B	A
Approach Delay (s)	1.4	0.0	10.2	
Approach LOS			B	

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	23.8%	ICU Level of Service	A
Analysis Period (min)	15		

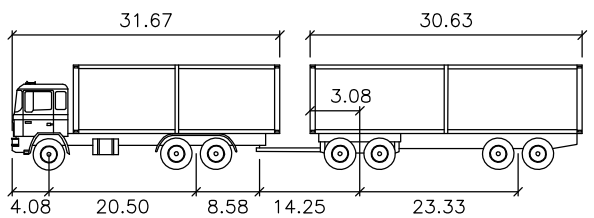
APPENDIX I

Vehicle Turning Paths

HIGHWAY 99E / SE 1ST AVENUE)

S LOCUST STREET

SE 2ND AVENUE



Fred Meyer Fuel Tanker

	feet		feet
First Part Width	: 8.53	Lock to Lock Time	: 6.0
Trailer Width	: 8.53	Steering Angle	: 47.7
First Part Track	: 8.53	Articulating Angle	: 70.0
Trailer Track	: 8.53		

GROUP MACKENZIE
Civil Engineering
Structural Engineering
Transportation Planning
Landscape Architecture
Architecture
Interior Design
Land Use Planning
Portland OR 503.224.9560
Vancouver WA 360.695.7879
Seattle WA 208.749.9993

CLIENT:
FRED MEYER
3800 SE 22ND AVE.
PORTLAND, OR
97202

PROJECT:
CANBY FUEL FACILITY
391 SE 1ST AVE
CANBY, OR 97013

SCALE: 1"=30'

© GROUP MACKENZIE 2012
ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

SHEET TITLE:
FUEL DELIVERY TRUCK ENTERING AND EXITING AT HIGHWAY 99E

DATE: 05.16.12
DRAWN BY: DAH
CHECKED BY: BTA

SHEET: A

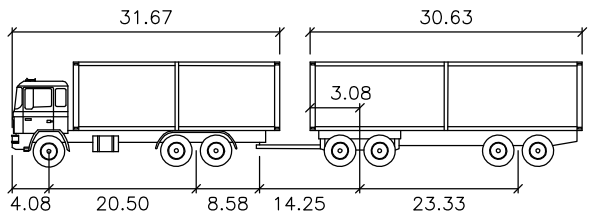
JOB NO: 2120130.00

TIA - MAY 16, 2012

HIGHWAY 99E / SE 1ST AVENUE)

S LOCUST STREET

SE 2ND AVENUE



Fred Meyer Fuel Tanker

	feet		feet
First Part Width	: 8.53	Lock to Lock Time	: 6.0
Trailer Width	: 8.53	Steering Angle	: 47.7
First Part Track	: 8.53	Articulating Angle	: 70.0
Trailer Track	: 8.53		

SCALE: 1"=30'

TIA - MAY 16, 2012

212013000\TRAFFIC\FIGURES-TRUCK_TURNING.DWG: FuelTruck-2ndAve DAH 05/16/12 12:57 1:0.00

GROUP MACKENZIE
Civil Engineering
Structural Engineering
Transportation Planning
Landscape Architecture
Architecture
Interior Design
Land Use Planning
Portland OR 503.224.9560
Vancouver WA 360.695.7879
Seattle WA 206.749.9993

CLIENT:
FRED MEYER
3800 SE 22ND AVE.
PORTLAND, OR
97202

PROJECT:
CANBY FUEL FACILITY
391 SE 1ST AVE
CANBY, OR 97013

© GROUP MACKENZIE 2012
ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION.

SHEET TITLE:
FUEL DELIVERY TRUCK ENTERING AND EXITING AT SE 2ND AVENUE

DATE: 05.16.12
DRAWN BY: DAH
CHECKED BY: BTA

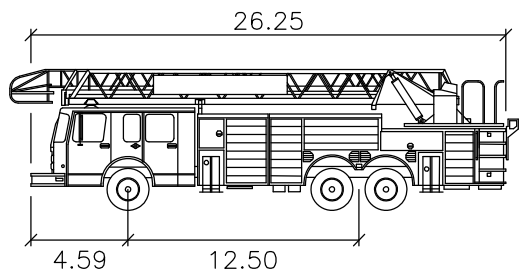
SHEET: B

JOB NO: 2120130.00

HIGHWAY 99E / SE 1ST AVENUE)

S LOCUST STREET

SE 2ND AVENUE



BRANDWEERAUTO feet

Width	: 7.15
Track	: 7.15
Lock to Lock Time	: 6.0
Steering Angle	: 33.1

SCALE: 1"=30'

GROUP MACKENZIE
Civil Engineering
Structural Engineering
Transportation Planning
Landscape Architecture
Architecture
Interior Design
Land Use Planning
Portland OR 503.224.9560
Vancouver WA 360.695.7879
Seattle WA 206.749.9993

CLIENT:
FRED MEYER
3800 SE 22ND AVE.
PORTLAND, OR
97202

PROJECT:
CANBY FUEL FACILITY
391 SE 1ST AVE
CANBY, OR 97013

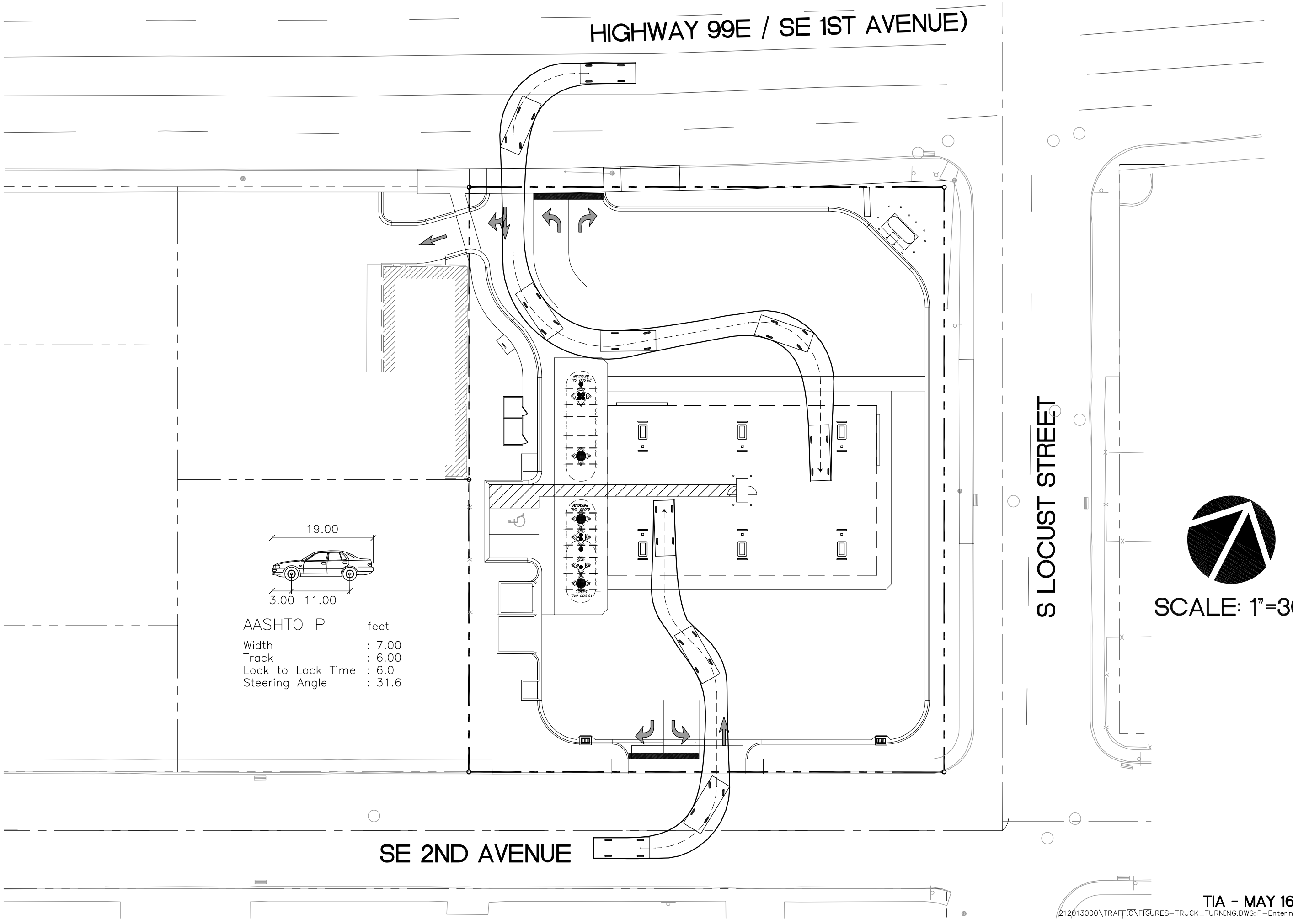
© GROUP MACKENZIE 2012
ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

SHEET TITLE:
SAMPLE EMERGENCY VEHICLE (FIRE TRUCK) ROUTES

DATE: 05.16.12
DRAWN BY: DAH
CHECKED BY: BTA

SHEET: C

JOB NO: 2120130.00



SCALE: 1"=30'

GROUP MACKENZIE
Civil Engineering
Structural Engineering
Transportation Planning
Landscape Architecture
Architecture
Interior Design
Land Use Planning
Portland OR 503.224.9560
Vancouver WA 360.695.7879
Seattle WA 206.749.9993

CLIENT:
FRED MEYER
3800 SE 22ND AVE.
PORTLAND, OR
97202

PROJECT:
CANBY FUEL FACILITY
391 SE 1ST AVE
CANBY, OR 97013

© GROUP MACKENZIE 2012
ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

SHEET TITLE:
SAMPLE PASSENGER AUTO ROUTES - ENTERING LEFT TURNS

DATE: 05.16.12
DRAWN BY: DAH
CHECKED BY: BTA

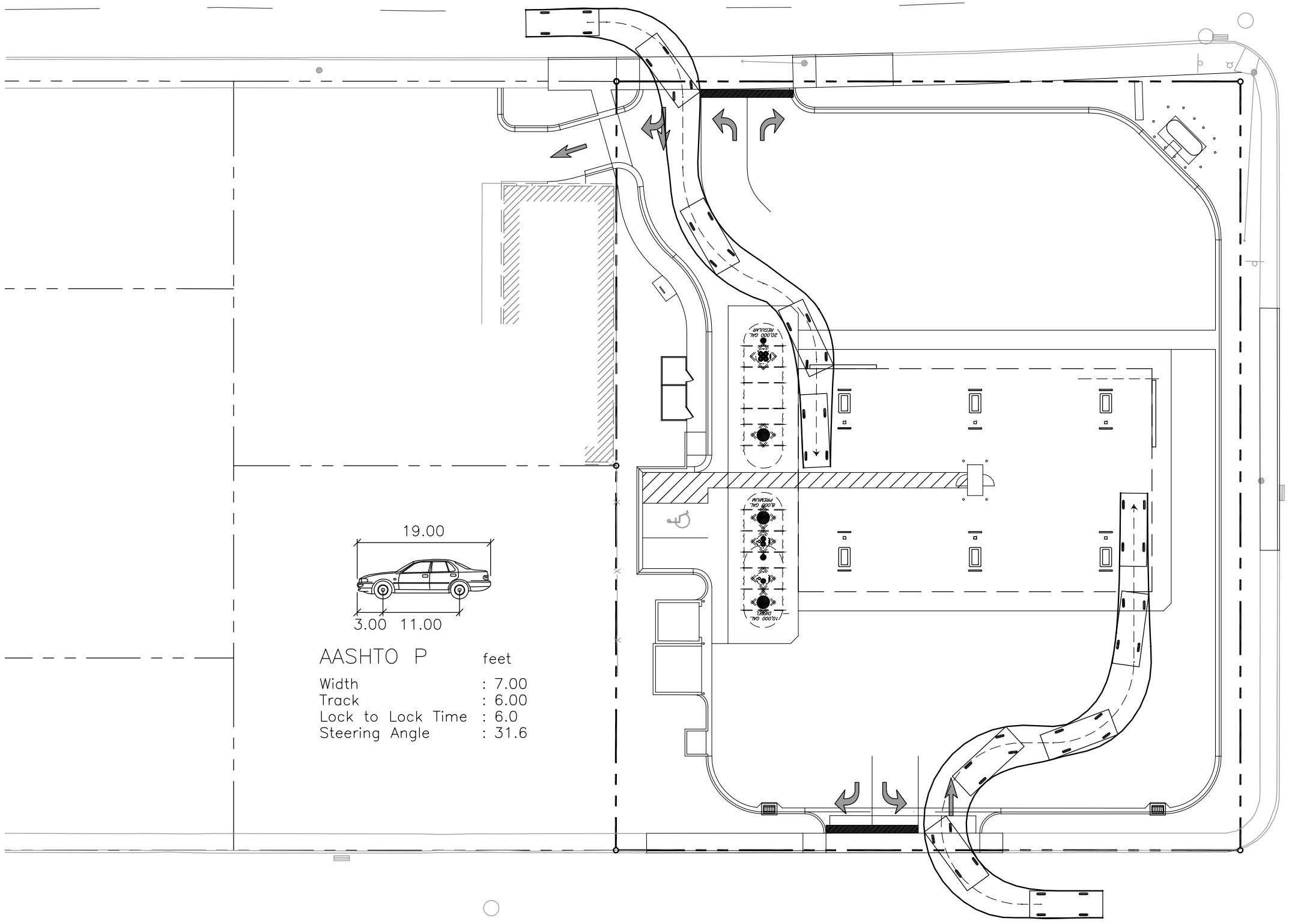
SHEET: D

JOB NO: 2120130.00

TIA - MAY 16, 2012

212013000\TRAFFIC\FIGURES-TRUCK_TURNING.DWG:P-Entering LT DAH 05/16/12 12:57 1:0.00

HIGHWAY 99E / SE 1ST AVENUE)



S LOCUST STREET

SE 2ND AVENUE

SCALE: 1"=30'

GROUP MACKENZIE
Civil Engineering
Structural Engineering
Transportation Planning
Landscape Architecture
Architecture
Interior Design
Land Use Planning
Portland OR 503.224.9560
Vancouver WA 360.695.7879
Seattle WA 206.749.9993

CLIENT:
FRED MEYER
3800 SE 22ND AVE.
PORTLAND, OR
97202

PROJECT:
CANBY FUEL FACILITY
391 SE 1ST AVE
CANBY, OR 97013

© GROUP MACKENZIE 2012
ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

SHEET TITLE:
SAMPLE PASSENGER AUTO ROUTES - ENTERING RIGHT TURNS

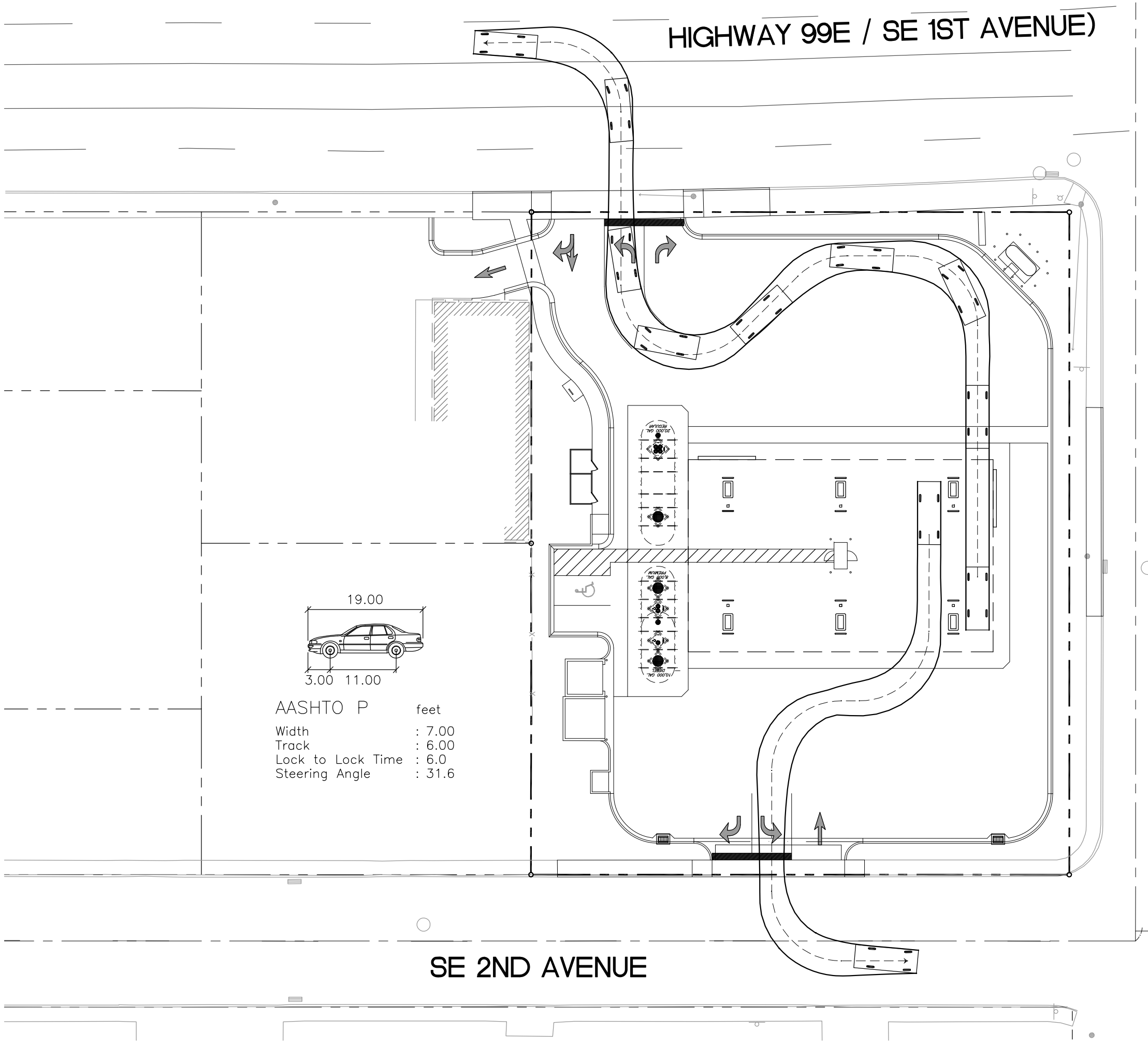
DATE: 05.16.12
DRAWN BY: DAH
CHECKED BY: BTA

SHEET: E

JOB NO: 2120130.00

TIA - MAY 16, 2012

2120130000\TRAFFIC\FIGURES-TRUCK_TURNING.DWG:P-Entering RT DAH 05/16/12 12:57 1:0.00



SCALE: 1"=30'

GROUP MACKENZIE
Civil Engineering
Structural Engineering
Transportation Planning
Landscape Architecture
Architecture
Interior Design
Land Use Planning
Portland OR 503.224.9560
Vancouver WA 360.695.7879
Seattle WA 206.749.9993

CLIENT:
FRED MEYER
3800 SE 22ND AVE.
PORTLAND, OR
97202

PROJECT:
CANBY FUEL FACILITY
391 SE 1ST AVE
CANBY, OR 97013

© GROUP MACKENZIE 2012
ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION.

SHEET TITLE:
SAMPLE PASSENGER AUTO ROUTES - EXITING LEFT TURNS

DATE: 05.16.12
DRAWN BY: DAH
CHECKED BY: BTA

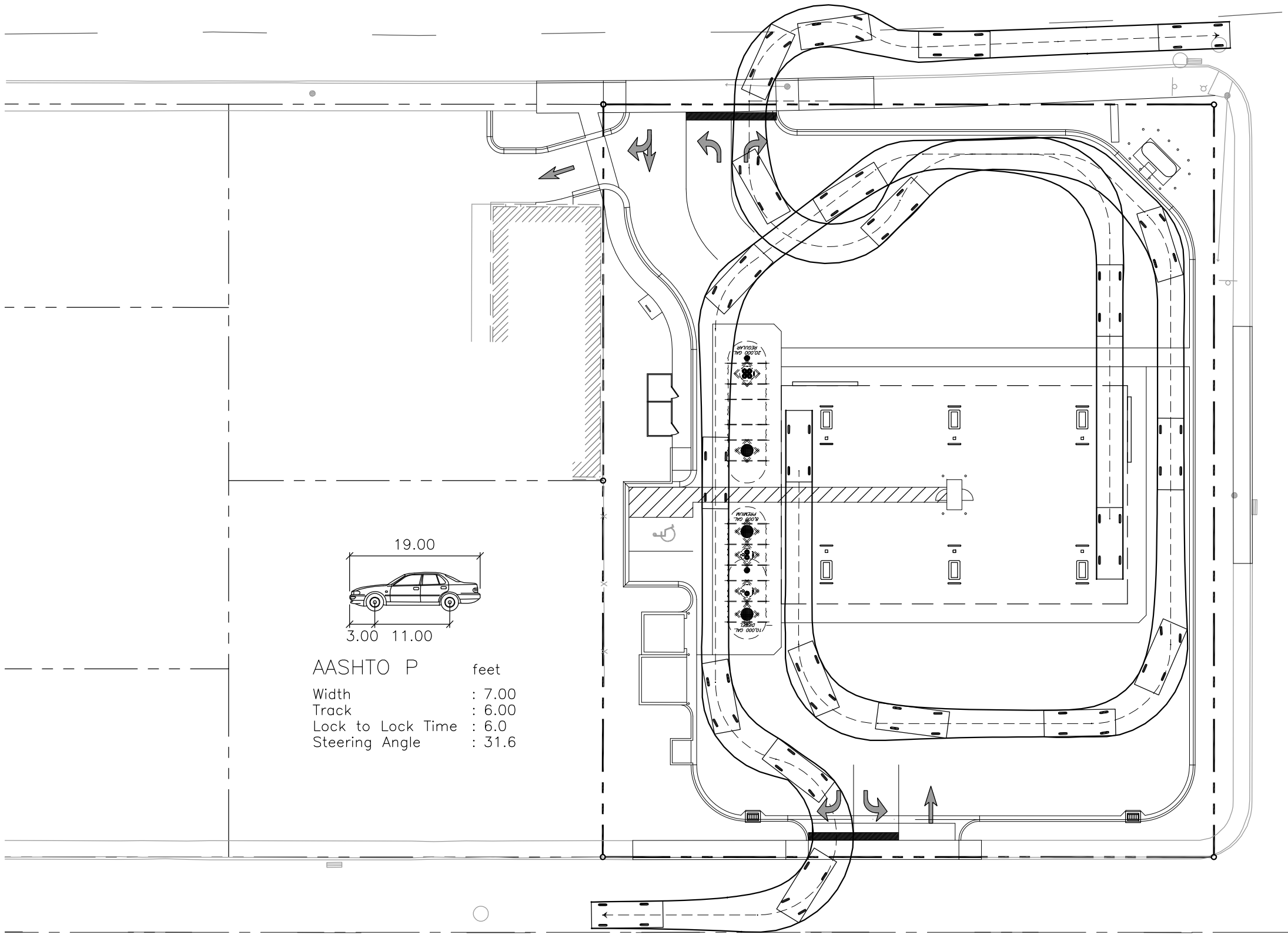
SHEET: F

JOB NO: 2120130.00

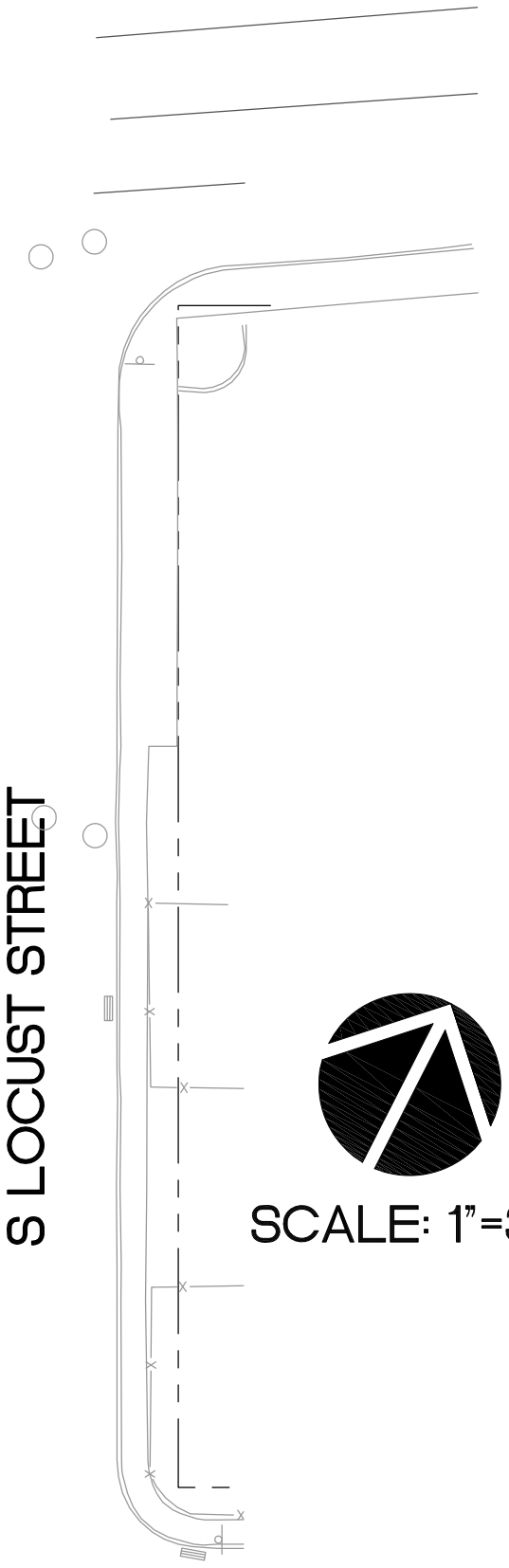
TIA - MAY 16, 2012

212013000\TRAFFIC\FIGURES-TRUCK_TURNING.DWG:P-Exiting LT DAH 05/16/12 12:57 1:0.00

HIGHWAY 99E / SE 1ST AVENUE)



S LOCUST STREET



AASHTO P feet

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

SE 2ND AVENUE

SCALE: 1"=30'

TIA - MAY 16, 2012

212013000\TRAFFIC\FIGURES-TRUCK_TURNING.DWG:P-Exiting RT DAH 05/16/12 12:57 1:0.00

GROUP MACKENZIE
Civil Engineering
Structural Engineering
Transportation Planning
Landscape Architecture
Architecture
Interior Design
Land Use Planning
Portland OR 503.224.9560
Vancouver WA 360.695.7879
Seattle WA 206.749.9993

CLIENT:
FRED MEYER
3800 SE 22ND AVE.
PORTLAND, OR
97202

PROJECT:
CANBY FUEL FACILITY
391 SE 1ST AVE
CANBY, OR 97013

© GROUP MACKENZIE 2012
ALL RIGHTS RESERVED
THESE DRAWINGS ARE THE PROPERTY OF GROUP MACKENZIE AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION.

SHEET TITLE:
SAMPLE PASSENGER AUTO ROUTES - EXITING RIGHT TURNS

DATE: 05.16.12
DRAWN BY: DAH
CHECKED BY: BTA

SHEET: G

JOB NO: 2120130.00

APPENDIX J

Scoping

David Holt

From: David Holt
Sent: Friday, April 20, 2012 12:19 PM
To: 'abraham.tayar@odot.state.or.us'; 'brownb@ci.canby.or.us'; 'csm@dksassociates.com'
Cc: Brent Ahrend; Jim Coombes (james.coombes@fredmeyer.com); 'Jake Tate'
Subject: Fred Meyer Canby Fuel Facility - Traffic Impact Study Assumptions
Attachments: Canby 6MPD (Oregon 6) Option_Mar. 13 ,2012.pdf; Trip Gen Calcs - Sandy+Oak Grove.pdf; Select Zone Assignment.pdf

Good morning, Mr. Tayar, Mr. Brown, and Mr. Maciejewski,

We are preparing the transportation impact analysis (TIA) for the Fred Meyer Canby Fuel Facility project at 391 SE 1st Avenue, the southwest corner of the Highway 99E/S Locust Street intersection in Canby. The project proposes to provide 6 pumps (12 fueling positions) and an attendant's kiosk; a copy of the site plan is attached.

We've been asked to circulate this information so you may review the scope and assumptions of the TIA.

TRIP GENERATION

We conducted trip surveys at two existing Fred Meyer Fuel facilities (Sandy and Oak Grove) to estimate the average AM and PM trip generation rates for a fuel facility in Canby.

The facility in Sandy, Oregon (35885 Industrial Way, Sandy, OR 97055) was selected because

- Similar to Canby, it is located in a small urban area just outside the Portland Metro Area.
- It is located near a state highway that serves a high percentage of the area's trips.
- It's unlikely many fuel trips are made by regular patrons of Fred Meyer stores other than the one in Sandy. The nearest Fred Meyer store is in Gresham (2497 SE Burnside Road), and this store also has a fuel facility.

The facility in Oak Grove, Oregon (13625 SE McLoughlin Boulevard, Oak Grove, OR 97222) was selected because

- It is located adjacent to a state highway – coincidentally the same highway (99E) that runs through Canby – that serves a high percentage of the area's trips.
- Similar to the Canby site, it is located approximately 0.6 miles away from the associated Fred Meyer store.
- It's unlikely many fuel trips are made by regular patrons of Fred Meyer stores other than the one in Oak Grove. The nearest Fred Meyer stores are in Clackamas at 16301 SE 82nd Drive (near Highway 212/224) and in Happy Valley at 8955 SE 82nd Avenue (at Johnson Creek Boulevard). The existing fuel facility at the Johnson Creek store is likely more convenient for patrons of both these stores.

Similar to the Sandy and Oak Grove Fred Meyer Fuel locations, the Canby facility is not likely to see many trips by regular patrons of Fred Meyer stores other than the one in Canby. The nearest Fred Meyer stores are in Wilsonville (30300 SW Boones Ferry Road) and Oregon City (1839 Molalla Avenue), and both these stores have fuel facilities.

A copy of the trip generation calculations from surveys in Sandy and Oak Grove is attached. The average AM peak hour trip generation rate was found to be 11.96 trips per vehicle fueling position (VFP), and the average PM rate was 20.46 trips per VFP. The ITE AM rate of 12.16 is slightly higher, so we will use the ITE AM rate. The ITE PM rate of 13.87 is lower, so we will use the Fred Meyer surveyed rate to estimate the highest potential impact.

TRIP TYPES

Group Mackenzie recently conducted customer surveys at the Sandy and Gresham fuel facilities to determine the types of trips being made. We will apply the average rates determined from these surveys for the following trip types. A copy of the survey results is available upon request.

- Internal/Shared: 38% -- Sandy and Gresham fuel facilities are adjacent to the respective Fred Meyer stores and thus have shared or internal trips between the two operations. For the facility in Canby, "internal" trips will be assigned to travel along Highway 99E directly to/from the Canby Fred Meyer store (1401 SE 1st Avenue).

- Pass-By: 30% -- Pass-by trips will be drawn from existing volumes passing by the site on Highway 99E. Percentages will be based on the existing directional distributions.

- Diverted Linked: 20% -- Diverted linked trips will be drawn from existing volumes moving through the signalized Highway 99E intersection at Ivy Street but not already passing the site. Percentages will be based on the existing directional distributions.

- Primary: 12% -- Primary trips will be distributed according to the assignment model provided by DKS Associates, which is attached for reference.

STUDY SCOPE

The TIA will analyze AM and PM operations at the proposed site accesses:

- Access to Highway 99E
- Access to SE 2nd Avenue

The TIA will analyze AM and PM operations at the adjacent public street intersections:

- Highway 99E (SE 1st Avenue) / S Locust Street
- SE 2nd Avenue / S Locust Street

In addition, an Access Management Plan (AMP) compliant with City of Canby guidelines will be prepared to review conditions at the Highway 99E frontage and nearby existing accesses within 250 feet of the subject property. The AMP will address these potential access scenarios for the Fred Meyer Fuel site:

- No access to Highway 99E
- Restricted movement access to Highway 99E
- Shared access to Highway 99E via the existing development to the west
- Full access to Highway 99E

Please note the current proposed access condition is for full-movement access that consolidates one of the existing accesses for the adjacent development to the west. The proposed access would permit vehicles only to enter the adjacent site, not to exit.

EXISTING TRAFFIC COUNTS

Count data was collected April 4th at the existing study area intersections and at the nearby existing access locations. In accordance with ODOT standard procedures, Highway 99E traffic volumes will be increased by a seasonal adjustment factor, currently estimated at 9.2%, to approximate the existing design hour volumes.

ANALYSIS SCENARIOS

Per the March 29th memo from DKS to the City of Canby, existing volumes will not be increased by a growth factor, nor will any in-process trips be added, to estimate a future background growth scenario. Analysis will include the following scenarios:

- 2012 Existing Conditions (AM & PM)
- 2012 Post-Development Conditions (AM & PM) – which also will include the access alternatives discussed above

Please confirm the scope and analysis assumptions above are appropriate. Please contact Brent Ahrend or me with any questions or comments. Thank you for your time.

Sincerely,

David Holt, P.E.
Transportation/Civil Project Engineer

GROUP MACKENZIE
Architecture | Interior Design | Structural Engineering
Civil Engineering | Landscape Architecture | Land Use Planning | Transportation Planning

Heritage Building | Suite 101
601 Main Street
Vancouver, WA 98660
T: 360.695.7879 | F: 360.693.6637
www.groupmackenzie.com | vcard

This email is confidential, may be legally privileged, and is intended solely for the addressee. If you are not the intended recipient, access is prohibited. As email can be altered, its integrity is not guaranteed.

David Holt

From: Bryan Brown [BrownB@ci.canby.or.us]
Sent: Friday, April 20, 2012 4:29 PM
To: David Holt; abraham.tayar@odot.state.or.us; csm@dksassociates.com
Cc: Brent Ahrend; james.coombes@fredmeyer.com; Jake Tate
Subject: RE: Fred Meyer Canby Fuel Facility - Traffic Impact Study Assumptions

All:

I wanted you to all know I did a really quick review of the outlined scope and assumptions today, as I will be out Monday & Tuesday next week. It seems to follow the scope set out by DKS well and makes sense to me – as a none traffic analysis guy. I appreciated hearing of your current driveway proposal regarding 99E and seeing the revised site plan. I'll deferred to any technical comments that Mr. Tayar or Mr. Maciejewski may have. Thanks. Bryan

Bryan Brown
Planning Director
City of Canby
111 NW 2nd Avenue
Canby, OR 97013
Ph: 503-266-7001 ext: 202

PUBLIC RECORDS LAW DISCLOSURE

This email is a public record of the City of Canby and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

From: David Holt [mailto:DHolt@grpmack.com]
Sent: Friday, April 20, 2012 12:19 PM
To: abraham.tayar@odot.state.or.us; Bryan Brown; csm@dksassociates.com
Cc: Brent Ahrend; james.coombes@fredmeyer.com; Jake Tate
Subject: Fred Meyer Canby Fuel Facility - Traffic Impact Study Assumptions

Good morning, Mr. Tayar, Mr. Brown, and Mr. Maciejewski,

We are preparing the transportation impact analysis (TIA) for the Fred Meyer Canby Fuel Facility project at 391 SE 1st Avenue, the southwest corner of the Highway 99E/S Locust Street intersection in Canby. The project proposes to provide 6 pumps (12 fueling positions) and an attendant's kiosk; a copy of the site plan is attached.

We've been asked to circulate this information so you may review the scope and assumptions of the TIA.

TRIP GENERATION

We conducted trip surveys at two existing Fred Meyer Fuel facilities (Sandy and Oak Grove) to estimate the average AM and PM trip generation rates for a fuel facility in Canby.

David Holt

From: Chris Maciejewski [csm@dksassociates.com]
Sent: Tuesday, April 24, 2012 8:10 AM
To: David Holt
Cc: abraham.tayar@odot.state.or.us; brownb@ci.canby.or.us; Brent Ahrend; james.coombes@fredmeyer.com; Jake Tate
Subject: Re: Fred Meyer Canby Fuel Facility - Traffic Impact Study Assumptions

Please do send the survey information you collected to determine the internal, pass-by, and diverted-linked information. My initial reaction is that diverted-linked trip reductions don't apply to this evaluation given the small study area (i.e., we are not evaluating a large enough network to include the intersections/links that the trips are diverting from). Also, I'm not sure that the internal reductions reasonably apply when the site is not adjacent to the Fred Meyer store...I'll think more about that as I review the survey information.

Thanks,

Chris

--

Christopher S. Maciejewski, P.E., PTOE
***DKS** Associates*
TRANSPORTATION SOLUTIONS

720 SW Washington Street, Suite 500
Portland, Oregon 97205
Office: 503.243.3500 | Direct: 503.972.1231 | Mobile: 503.916.9610
csm@dksassociates.com
www.dksassociates.com

On Fri, Apr 20, 2012 at 12:18 PM, David Holt <DHolt@grpmack.com> wrote:

Good morning, Mr. Tayar, Mr. Brown, and Mr. Maciejewski,

We are preparing the transportation impact analysis (TIA) for the Fred Meyer Canby Fuel Facility project at 391 SE 1st Avenue, the southwest corner of the Highway 99E/S Locust Street intersection in Canby. The project proposes to provide 6 pumps (12 fueling positions) and an attendant's kiosk; a copy of the site plan is attached.

We've been asked to circulate this information so you may review the scope and assumptions of the TIA.

TRIP GENERATION

David Holt

From: TAYAR Abraham * Avi [Abraham.TAYAR@odot.state.or.us]
Sent: Tuesday, April 24, 2012 4:53 PM
To: David Holt; brownb@ci.canby.or.us; csm@dksassociates.com
Cc: Brent Ahrend; james.coombes@fredmeyer.com; Jake Tate
Subject: RE: Fred Meyer Canby Fuel Facility - Traffic Impact Study Assumptions

ODOT has concern regarding applying diverted and internal trip reductions for this development. ODOT suggests that the analysis follow ITE's Trip Generation Handbook with its recommendation for pass-by trip reduction for the proposed land use for the site.

Avi Tayar, P.E.
Development Review Team Leader
ODOT Region 1
503-731-8221

From: David Holt [mailto:DHolt@grpmack.com]
Sent: Friday, April 20, 2012 12:19 PM
To: TAYAR Abraham * Avi; brownb@ci.canby.or.us; csm@dksassociates.com
Cc: Brent Ahrend; james.coombes@fredmeyer.com; Jake Tate
Subject: Fred Meyer Canby Fuel Facility - Traffic Impact Study Assumptions

Good morning, Mr. Tayar, Mr. Brown, and Mr. Maciejewski,

We are preparing the transportation impact analysis (TIA) for the Fred Meyer Canby Fuel Facility project at 391 SE 1st Avenue, the southwest corner of the Highway 99E/S Locust Street intersection in Canby. The project proposes to provide 6 pumps (12 fueling positions) and an attendant's kiosk; a copy of the site plan is attached.

We've been asked to circulate this information so you may review the scope and assumptions of the TIA.

TRIP GENERATION

We conducted trip surveys at two existing Fred Meyer Fuel facilities (Sandy and Oak Grove) to estimate the average AM and PM trip generation rates for a fuel facility in Canby.

The facility in Sandy, Oregon (35885 Industrial Way, Sandy, OR 97055) was selected because

- Similar to Canby, it is located in a small urban area just outside the Portland Metro Area.
- It is located near a state highway that serves a high percentage of the area's trips.
- It's unlikely many fuel trips are made by regular patrons of Fred Meyer stores other than the one in Sandy. The nearest Fred Meyer store is in Gresham (2497 SE Burnside Road), and this store also has a fuel facility.

The facility in Oak Grove, Oregon (13625 SE McLoughlin Boulevard, Oak Grove, OR 97222) was selected because

- It is located adjacent to a state highway – coincidentally the same highway (99E) that runs through Canby – that serves a high percentage of the area's trips.
- Similar to the Canby site, it is located approximately 0.6 miles away from the associated Fred Meyer store.
- It's unlikely many fuel trips are made by regular patrons of Fred Meyer stores other than the one in Oak Grove. The nearest Fred Meyer stores are in Clackamas at 16301 SE 82nd Drive (near Highway 212/224) and in Happy Valley at 8955 SE 82nd Avenue (at Johnson Creek Boulevard). The existing fuel facility at the Johnson Creek store is likely more convenient for patrons of both these stores.

David Holt

From: Brent Ahrend
Sent: Wednesday, April 25, 2012 4:29 PM
To: TAYAR Abraham * Avi; David Holt; brownb@ci.canby.or.us; csm@dksassociates.com
Cc: james.coombes@fredmeyer.com; Jake Tate
Subject: RE: Fred Meyer Canby Fuel Facility - Traffic Impact Study Assumptions

Avi & Chris,

Based on your comments, we will treat the diverted trips as primary (appropriate for this small study area).

We know from surveys at Fred Meyer fuel facilities, that many customers utilize their rewards card fuel discount at the same time they shop at the store. This shared trip is internal when the fuel is located adjacent to the store. In this case, with the fuel located about ½ mile away, we expect these shared trips will still occur, but will now be added to the adjacent streets (Hwy 99E). We propose this 38% of fuel trips be treated as primary trips traveling to and from the store.

The 32% primary trips (representing true primary and diverted link) will be assigned per the distribution from the modeling. For comparison, ITE estimates 42% pass-by for a stand-alone fuel facility.

Pass-by trips represent 30% of fuel trips and will be assigned based on the existing volumes on Hwy 99E

We trust this will address your concerns, and believe this best models the expected traffic conditions.

Thanks,

Brent

From: TAYAR Abraham * Avi [mailto:Abraham.TAYAR@odot.state.or.us]
Sent: Tuesday, April 24, 2012 4:53 PM
To: David Holt; brownb@ci.canby.or.us; csm@dksassociates.com
Cc: Brent Ahrend; james.coombes@fredmeyer.com; Jake Tate
Subject: RE: Fred Meyer Canby Fuel Facility - Traffic Impact Study Assumptions

ODOT has concern regarding applying diverted and internal trip reductions for this development. ODOT suggests that the analysis follow ITE's Trip Generation Handbook with its recommendation for pass-by trip reduction for the proposed land use for the site.

Avi Tayar, P.E.
Development Review Team Leader
ODOT Region 1
503-731-8221

From: David Holt [mailto:DHolt@grpmack.com]
Sent: Friday, April 20, 2012 12:19 PM
To: TAYAR Abraham * Avi; brownb@ci.canby.or.us; csm@dksassociates.com
Cc: Brent Ahrend; james.coombes@fredmeyer.com; Jake Tate
Subject: Fred Meyer Canby Fuel Facility - Traffic Impact Study Assumptions

Good morning, Mr. Tayar, Mr. Brown, and Mr. Maciejewski,

DKS Associates
TRANSPORTATION SOLUTIONS

MEMORANDUM

DATE: March 29, 2012

TO: Bryan Brown, City of Canby

FROM: Chris Maciejewski, PE, PTOE

SUBJECT: **Canby Fred Meyer Fuel Station Traffic Impact Study (TIS) Scope**

P11010-015

This memorandum describes the scope of services to evaluate the transportation impacts associated with the proposed Fred Meyer Fuel Station in the City of Canby. This scope of services has been prepared through our on-call services contract and coordination with ODOT staff[1]. The proposed fuel station would consist of twelve fueling stations (6 fuel pumps), a 3,956 square foot covered canopy, a 176 square foot kiosk with bathroom, two underground storage tanks, three employee parking spaces, an air dispenser station, and a 1,000 gallon propone fuel station[2]. No convenience store will be provided.

The project site is located on the southwest corner of the intersection of Highway 99E (SE 1st Ave) and S Locus Street. Highway 99E is a state facility and is classified as a regional highway and state truck route[3]. Both S Locus Street and SE 2nd Avenue are classified as local City streets.

The site is made up of five property lots all of which are currently vacant. All lots are currently designated as Highway Commercial (HC) per the City's Comprehensive Plan and are zoned Highway Commercial (C-2). A service station is an outright permitted development based on the current zoning of the site; therefore no zone change would be required for the proposed application.

Scope of Services

Task 1: Existing Conditions Analysis/Data Collection

An existing conditions analysis will document the existing transportation conditions within the project study area. A description of the surrounding transportation network will be provided

[1] Phone conversation with Abraham Tayar, ODOT, March 14, 2012
[2] Fred Meyer Gas Station Pre-Application Meeting, February 28, 2012.
[3] 1999 Oregon Highway Plan, Appendix D: Highway Classification by Milepoint.

1400 SW Fifth Avenue
Suite 500
Portland, OR 97201

(503) 243-3500
((503) 243-1934 fax
www.dksassociates.com

including functional classification of roadways, roadway cross-sections, posted speed limits, and pedestrian/bicycle/transit facilities.

The study intersections will be reviewed to determine the existing geometry, traffic control, and operations during the peak hours. Existing intersection operating conditions will be analyzed to establish the current peak hour performance. The critical peak periods for this evaluation will be the weekday morning (7:00 to 9:00 am) and evening (4:00 to 6:00 pm). These are the times during a typical weekday when the study area street system would be expected to experience the highest vehicle volumes. DKS will collect vehicle turn movement counts at the study area intersections during each of the identified peak periods.

The study area intersections include the following:

- Highway 99E/S Locust Street
- S Locust Street/SE 2nd Avenue
- Onsite and Offsite study intersections (see Access Management Plan)

Furthermore, collision records at study intersections will be reviewed and summarized in a table.

Preliminary trip generation and distribution estimates indicate that trip levels would not trigger analysis to be conducted at any other intersections based on the City's and ODOT's intersection analysis evaluation guidelines. In addition, it does not appear that a Neighborhood Through-Trip Study would be required[4].

Task 2: Project Trip Generation/Trip Distribution

The amount of new vehicle trips generated by the proposed fuel station to the site will be estimated using traffic counts collected by DKS at one similar land use within the surrounding area. DKS will collect traffic counts (entering/exiting volume) during the critical peak morning (7:00 to 9:00 am) and evening (4:00 to 6:00 pm) periods. The counts collected will be compared to trip generation estimates published in the ITE Trip Generation Manual for similar land use type[5]. The greater trip generation estimate will be used for analysis to evaluate worst case impacts. Trip generation estimates will be provided for daily, morning, and evening peak hour periods. The project trip generation estimate will be summarized in a table, including pass-by trip reductions.

The distribution of site vehicle traffic will be based on the existing travel patterns as determined by traffic counts at surrounding intersections, the City of Canby Travel Forecast Tool, and input from the project team. The project trip distribution will be shown on a study area figure.

[4] City of Canby Transportation System Plan, Chapter 10: Implementation Plan, December 2010
[5] Trip Generation Manual, Institute of Transportation Engineers, 8th Edition.

Task 3: Traffic Impact Analysis

A transportation impact analysis for the proposed project will be conducted in accordance to the City's requirements[6]. The new vehicle trips generated by the proposed project will be added onto the existing traffic volumes to identify the expected traffic operating conditions once the project is built and fully operational. The traffic conditions will be evaluated at the same study intersections as was considered in the Existing Conditions analysis. At this time, there are no significant approved but un-built projects in the study area, so a future background growth scenario will not be evaluated.

Street facilities and intersections that are shown to fall below the minimum acceptable operating thresholds will be identified for possible mitigation measures. Typical mitigation measures can include traffic control strategies, access management plans, intersection widening for turn lanes, and roadway widening. Transportation performance criteria will consider City of Canby and ODOT standards, where applicable.

Task 4: Site Access and Circulation Review

The forecasted site traffic accessing the public road system via the sites access will be evaluated for performance and safety. DKS will collect video recordings during the critical peak morning (7:00 to 9:00 am) and evening (4:00 to 6:00 pm) periods at a similar land use site to assist with estimating vehicle stacking within the proposed site. The video recordings will take place simultaneously with the traffic counts collected as part of Task 2.

Internal circulation routes will be examined using the AutoTURN™ turn simulation software to determine adequacy for serving fuel delivery vehicles, emergency vehicles, and motor vehicle traffic. In addition, site access for non-auto modes of travel (pedestrians and bicyclists) will be evaluated for connectivity to the surrounding transportation system. Any inadequacies discovered during the evaluation will be identified and mitigation measures will be recommended, as needed.

Sight distance will be verified at all site access locations and vision triangles will be checked to ensure that they are clear from any obstructions.

Task 5: Access Management Plan

The preliminary site plan indicates two proposed full accesses to the site. One is located along Highway 99E and the other along SE 2nd Avenue. Proposed access locations will be compared to both ODOT and the City's access spacing requirements. Preliminary review of the proposed site plan reveals that the City's access spacing standards would not be able to be met based on the close proximately of adjacent intersections (S Locust Street). The City's standard requires that accesses be located at least 330 feet away from any street intersection; therefore an access management plan

[6] City of Canby Transportation System Plan, Chapter 10: Implementation Plan, December 2010.

will be prepared per the City's requirements to assess the potential impacts of the proposed access locations[7]. At a minimum the access management plan will include:

- The minimum study area shall include the length of the site's frontage plus 250 feet measured from each property line or access point(s), whichever is greater.
- The potential safety and operational problems associated with the proposed access point. The access management plan shall review both existing and future access for all properties within the study area as defined above.
- A comparison of all alternatives examined. At a minimum, the access management plan shall evaluate the proposed modification to the access spacing standard and the impacts of a plan utilizing the City standard for access spacing. Specifically, the access management plan shall identify any impacts on the operations and/or safety of the various alternatives.
- A list of improvements and recommendations necessary to implement the proposed access modification, specifically addressing all safety and operational concerns identified.
- References to standards or publications used to prepare the access management plan.

The access management plan will examine access alternatives such as the relocation of proposed access locations and the potential for shared use with adjacent accesses (property to the west). The plan will include the following alternative scenarios:

- No Access to Highway 99E
- Shared access to Highway 99E with the development to the west
- Restricted movement access to Highway 99E
- Full Access to Highway 99E

Based on the preliminary access management plan study area, approximately seven access points along Highway 99E and one additional intersection (Highway 99E/S Knott Street) would need to analyzed. DKS will collect traffic counts at these locations during the critical peak morning (7:00 to 9:00 am) and evening (4:00 to 6:00 pm) periods. These counts will be collected in conjunction with those identified in Task 1.

Task 6: Documentation

The findings and recommendations of this traffic impact analysis will be presented in a Draft Report that will be submitted to the City and ODOT (one electronic copy). The report will document data collection, analysis procedure, results, and mitigation measures for the proposed project traffic if necessary. A technical appendix supporting calculations will accompany the report. After the City

[7] City of Canby Transportation System Plan, Chapter 10: Implementation Plan, December 2010.

and ODOT have reviewed the Draft Report, we will make appropriate edits and submit a revised Draft Report. Once comments are received, DKS will make appropriate edits and submit a Final Report (one electronic copy).

Task 7: Meetings

The DKS project manager will attend up to one (1) coordination meeting or hearing as part of this project. Additional meetings as directed by the City will be provided for an additional fee on a time and expenses basis.

Budget

The level of effort for these tasks is up to 130 hours in addition to data collection efforts. Therefore, including expenses, our fee estimate for this effort is $17,000.

If the applicant chooses to utilize another consultant to complete this task, our assistance with forecasting (using the Canby TSP Travel Forecast Tool) and review with written response of the applicant's TIS would be approximately $1,500.

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

M E M O R A N D U M

TO: *Jake Tate, PE, Project Engineer*

RE: ***Pre-Application Conference for Site and Design Review (Clackamas County Assessor Tax Lot No's: 100, 200, 300, 2200,& 2300 of Tax Map 3-1E33DC at 351, 369, & 391 SE 1st Ave and 360, & 392 SE 2nd Ave).***

FROM: *Bryan Brown, Planning Director*

DATE: *February 28, 2011*

APPLICANT:
James Coombes
503-797-3539
3800 SE 22nd Ave, Portland, OR 97202
james.coombes@fredmeyer.com

PREVIOUS FILE NO.:
N/A Vacant

OWNER:
Oliver Lang LLC
PO Box 353
Canby, Oregon 97013
503-266-2715

STAFF:
Bryan Brown
Planning Director

LEGAL DESCRIPTION:
Lots 1, 2, 3, 12, 13, 14 of Albert Lee's Second Addition to the City of Canby, Clackamas County Oregon

DATE OF REPORT:
February 28, 2012

LOCATION:
Southwest Corner of the Intersection of Hwy 99E & S Locust Street – Canby, Oregon

COMP. PLAN DESIGNATION:
Highway Commercial – HC

ZONING DESIGNATION:
Highway Commercial – C-2; Core Commercial (CC) sub area of the Downtown Canby Overlay Zone (DCO).

Proposal: Construct a Six Pump fuel station with an approximate 3,956 square foot covered canopy, attendant 176 square foot kiosk w/bathroom, 2 – proposed access driveways (new) – one from highway and one on 2nd Avenue, 2 underground gasoline

storage tanks, 3 employee parking spaces, an air dispenser station, and a 1,000 gallon propane fuel station.

The project is proposed to be constructed on a 32,560 sq. ft. tract of land abutting Highway 99E in Canby, Oregon. The parcel is currently zoned Highway Commercial (C-2) with a Canby Downtown Overlay district. The parcel is currently owned by Oliver Lang LLC.

Site Development Comments and Issues to Address:

1. We would expect an increase in impact on most City services since the property is currently vacant.
2. Use of sanitary sewer is evident and service connection point should be confirmed with Canby publics works and/or City Engineer.
3. Use of domestic water needs is evident – but minimal for restroom. Service connection should be confirmed with Canby Utility.
4. Evaluation of nearest existing fire hydrant should be determined for fire suppression requirements and whether it is adequately located or whether installation of additional hydrants may be needed.
5. Interior Fire Sprinkler suppression system is NOT likely to be needed for a fuel canopy and one man employee kiosk?
6. Electrical Service needs for the lot must be determined
   - 3 phase - ?
   - Service amps total?
7. Use of Natural Gas Service should be determined and is it available?
8. Will Existing Phone/Cable Service be needed and is it available? Or modify as necessary
9. Storm water runoff must be controlled onsite through either approved existing DEQ registered injection drywell sites or on-site swale/detention facilities as determined through a storm water pre-and post-development drainage analysis.
10. Driveway access to existing property is generally allowed, but coordination with the City & ODOT is very important since a new proposed driveway is involved onto a State Hwy 99E. Driveway separation distance from the Locust Street intersection will likely need to be as far away as possible – with a shared driveway with a neighboring property if possible.
11. Garbage facility needs must be determined, shown on the site plan, and confirmed with Canby disposal as suitable for access and pickup.
12. US Mail service means should be determined and shared with staff.
13. A Traffic Scoping and likely Traffic Impact Study must be completed prior to submittal of your land use application. Increased traffic loads to 99E must be evaluated along with impacts to one or more nearby intersections and site circulation functionality by a registered Transportation engineer.
14. On-site parking needs are minimal based on enclosed kiosk building square footage – presumably the 1 space per 550 square feet indicated by the "all other uses" category in CMC Table 16.10.050.

15. Vision Triangles. Your project must comply with vision triangle requirements at the street intersection and where your driveways intersect with a public street. They are measured along the curb 30 feet in either direction at the street intersection and 15 feet at the driveways. No obstruction is allowed within the vision clearance areas that exceed 30 inches in height. The masonry wall is likely within the designated vision clearance area and would need to be lowered.
16. Pylon Sign. Assuming that you take staff's recommendation to process a Text Amendment to secure approval of your project, your property would be placed in the Outer Highway Subarea of the Downtown Canby Overlay making it subject to Table 3 of the Sign Ordinance. Pole signs are allowed a maximum sign area of 48 square feet per side, and 18 feet in height. The current Core Commercial Subarea only allows a pole sign of 12 feet in height.
17. Access Management Guidelines. The applicable access limitations indicated in CMC 16.46.30 require a minimum driveway separation – measured centerline to centerline – of 330 feet for a proposed driveway onto an arterial street and 10 feet of separation onto a local street. The minimum spacing of a proposed driveway to a street is also 330 feet on an arterial street and 50 feet on a local street.
18. Engineered Traffic Study/Access Management Plan Evaluation shall be submitted through a variance of access spacing policies request when access to a lower classification facility (street) is not feasible. That appears to be the case in your proposed project. The City may allow a driveway not meeting spacing requirements with use of restricted turning movements. Consideration of a joint or shared driveway use must be explored if you do not meet access spacing standards. These do not necessarily need to meet all spacing standards. The city, with ODOT's approval, may waive or modify the joint access requirements if shown to be impractical.
19. Gateway Corridor Plan Compliance. Staff wants you to be aware that the City is currently in the process of completing and working toward the adoption of a 99E Gateway Corridor Plan which may have design considerations which would be applicable to your project. They relate primarily to the sidewalk widths and/or their joint use by bicycles and in some limited instances the need for minor right-of-way dedication to accomplish the vision of the Plan that is likely to be adopted. The exact standards are unknown at this time.

Existing Conditions: The property is currently vacant. The subject development site is a 32,560 sq. ft. in size with potential access to 3 public streets – Hwy 99 E, Locust Street, and SE 2nd Avenue. The site plan indicates two-way access from lot on the South side of Highway 99E between Ivy and Grant Streets. Commercial development exists on the adjacent lot to the west.

Application(s) to Submit: To complete your necessary land use approval for this development project you will need to submit the following:

1. Text Amendment (application fee is $2880); needed to adequately justify conformance with Downtown Canby Overlay design standards by altering the DCO subarea boundary so as to remove this property from the Core Commercial Subarea (CC) and thus adding it to the Outer Highway Commercial Subarea (OHC). I believe staff can and will support such an amendment, but you need to adequately justify making the request to the Planning Commission – as staff does not believe it is appropriate for us to serve as your direct advocate in this request. Staff believes your application will be very weak and difficult to justify conformance with the intent of the purpose and design review criteria within the Core Commercial Subarea.
2. Site and Design Review Type III (application fee currently $1,750 for a 0.75 acre site); application reviewed by the Planning Commission at an advertised public hearing with notice to property owners and residents within a 500 foot radius prepared by the applicant and mailed out by city staff 20 days prior to the hearing date. The process is described in Canby's Municipal Code for Type III applications 16.89.040. The application packet is online. Application must be signed by the property owner.
3. Replat/Existing Platted Lot/Tax Lot Consolidation with possible Final Plat. You do not want to be in the position of risking a building permit denial based on building a structure over an existing property or tax lot line. You need to abandon the existing lot arrangement in favor of a single tract. You will need to contact the County surveyor to obtain advice about the necessary procedure. The City is likely to only be involved should a Final Plat be necessary to implement the lot consolidation. The Final Plat review by the City is ministerial and the cost is $100.

Process: There is a use approval issue with a fuel station at this location due to the Downtown Overlay District and its applicable development standards and site and design review guidelines. The primary use concern arises from the designated Core Commercial Subarea of the Downtown Overlay District in which the property is located. The Downtown Canby Framework Diagram (Figure 7) indicates the boundaries of the three sub-areas and are further described in CMC 16.41.020(A)(1-3). It is planning staff's professional opinion that placing a fuel station within the Core Commercial subarea will pose significant problems in adequately demonstrating compliance with the intent and actual design guidelines. Therefore, staff would suggest that the applicant consider submitting a Development Code Text Amendment to modify Figure 11 and associated explanatory paragraphs in order to modify the boundary between the Core Commercial Subarea and the Outer Highway Commercial Subarea in order to move the property into the more suitable Outer Highway Commercial Subarea. Within this overlay subarea the use may be embraced and compliance or lack thereof with the applicable design guidelines more easily demonstrated.

It is evident to planning staff, that you should consider filing a Site and Design Review Type III application due to the potential inability to specifically meet <u>all</u> development standards. This public hearing process, will allow the applicant to propose the use of alternative methods to meet the intent of the standards for the unique use proposed.

The Site and Design Type II (DR) process is a "quasi-judicial" process which is considered through a public hearing with a decision made by the Planning Commission. This application requires notice to property owners and residents within a 500 foot radius from the outside boundary of the property limits; a neighborhood meeting is required prior to submittal of your application to share the project and garner any possible suggestions for its design. The Type III review process is described in further detail in Canby Municipal Code (CMC) 16.89.050. If appealed, the decision is heard by the City Council.

The DR application form is on the City's website:
http://www.ci.canby.or.us/Departments/communitydev&plan/forms.htm

Zoning: The lot has an underlying Highway Commercial (C-2) zone with an overlay of the Canby Downtown Overlay (DCO) and is within the Core Commercial (CC) subarea. The proposed use is clearly permitted outright within the underlying C-2 zone but as mentioned above, poses problems within the CC subarea of the Canby Downtown Overlay since the intent and development standards of the DCO and CC subarea supersede the base zone standards.

Validity: The information in this Pre-application conference is valid for one year. The Planning Commission's decision is generally valid for one year.

Zoning Standards Applicable to this Application

The following goals, policies, standards and criteria apply and should be addressed either written and/or graphically in the applicant's Text Amendment and Site and Design Review application narrative and/or plans. Without applicant-supplied information, there may be insufficient information to review the application and it could be deemed incomplete causing processing delay.

Applicable Canby Municipal Code Chapters	
16.10	Off Street Parking
16.22	C-2 Highway Commercial Zone
16.41	Downtown Canby Overlay Zone
16.43	Outdoor Lighting Standards
16.46.30	Access Management Guidelines for City Streets
16.49	Site and Design Review
16.89.050	Application and Review Procedures Type III Decision

16.10 Off Street Parking

Proposed standard: A fuel station is not a listed use, therefore the applicable parking standard is (All Others: 1.00 spaces per 500 square feet). This appears to imply a

minimum of 1 parking space based on enclosed building area. Practical needs will prevail. The standard is met as proposed. Joint parking or parking reductions are not proposed and are not needed to meet the standard, however a joint parking agreement would not be opposed if planned.

16.28 C-2 Highway Commercial Zone

The DCO is the superseding development Chapter for this proposal. According to this CMC 16.41.030: *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.... Uses permitted in the C-2 zone are permitted in the DCO zone,*

The base zone, the C-2 is a "stackable" zone in respect to use provisions. Per CMC 16.28.010.A, uses permitted outright in the C-2 Zone includes a fuel station.

All other development standards are contained in the DCO.

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. Your proposal appears to need the Type III process:*

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 16.49.040.5; 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 16.49.040.6. The applicant must still meet all applicable requirements of Chapter 16.49.*

16.41 Downtown Overlay Zone

16.41.050 Development standards (selection of primary; others apply)

- Street Setback for OHC Subarea: 10' max. 0' min. other.
- At least 40% of the length of each lot frontage shall be developed with a building(s) built at the minimum setback from the street lot line for the OHC Subarea – more for the CC Subarea.
- FAR: 0.25 for OHC

16.41.060.B.2.A DCO Site And Design Review Guidelines

Existing Core Commercial Sub-Area (CC). The inner highway portion of the Core Commercial area spans the length of Highway 99E between Elm and Locust. In many ways, it serves as an extension of the Downtown Core, just across the highway. Because this area serves as a "gateway" from Highway 99E into the traditional downtown and serves many of the same purposes and types of uses, buildings here should be appropriately scaled, inviting to pedestrians, and demonstrate high-quality architectural design. As a result, architectural standards for this area and the downtown are identical, although some development standards differ as described in section 16.41.050. Staff believes that modification of the subarea boundary would not be particularly detrimental to the objectives of the Downtown Canby Overlay. Changing subarea would also eliminate the parking lot location standards.

16.41.070 DCO Site And Design Review Standards

Refer to the Applicable Subarea design criteria dealing with:
Visible transmittance.
Building Entries and doors Orientation
Transparency
Additional architectural standards/elements Bays, awnings, etc.
Rooftop structures
Parking
Parking and Maneuvering Landscaping
Overall Site Landscaping

16.43 Outdoor Lighting Standards

Planning Comment: See Appendix A. This is in designated Lighting Zone Two (LZ 2). Applicant must submit a photometric plan.

Appendix A
Chapter 16.43
OUTDOOR LIGHTING STANDARDS

Sections:

16.43.010 Purpose.
16.43.020 Definitions.
16.43.030 Applicability.
16.43.040 Lighting Zones.
16.43.050 Exempt Lighting.
16.43.060 Prohibited Light and Lighting.
16.43.070 Luminaire Lamp Wattage, Shielding, and Installation Requirements.
16.43.080 Height Limits.
16.43.090 Lighting Controls.
16.43.100 Exceptions to Standards.
16.43.110 Lighting Plan Required.

16.43.010 Purpose.

The purpose of this section is to provide regulations for outdoor lighting that will:

A. Regulate uses of outdoor lighting for nighttime safety, utility, security, productivity, enjoyment and commerce.

B. Minimize glare, particularly in and around public rights-of-way.

C. Minimize light trespass, so that each owner of property does not cause unreasonable light spillover to other property.

D. Preserve the night sky for astronomy and enjoyment.

E. Conserve energy and resources to the greatest extent possible.

16.43.020 Definitions

The following words, phrases and terms as used in this chapter shall have the following meaning:

A. Artificial Sky Glow. The brightening of the night sky attributable to man made sources of light.

B. Candela. The unit of luminous intensity of a lighting source emitted in a given direction.

C. Curfew. A time each night after which certain electric illumination must be turned off or reduced in intensity.

D. Glare. Light that causes visual discomfort, annoyance or disability, or a loss of visual performance.

E. Landscape Lighting. Luminaires mounted in or at grade (not to exceed 3 feet above grade) and used solely for landscape rather than area lighting, or fully shielded luminaires mounted in trees and used solely for landscape or Facade lighting.

F. Light Trespass. Light flowing across the property boundary. See Figure 16.43.1 for illustration.

G. Lumen. The unit of luminous flux: a measure of the amount of light emitted by a lamp.

H. Luminaire. A complete lighting unit consisting of one or more electric lamps, the lamp holder or holders, reflector, lens, diffuser, ballast, and/or other components and accessories.

I. Luminous Flux. A measure of the total light output from a source, the unit being the lumen.

J. Mounting Height. The vertical distance between the lowest part of the luminaire and the ground surface directly below the luminaire. See Figure 16.43.2 for illustration.

K. Photometric Test Report. A report by an independent testing laboratory or one certified by the National Institute of Standards and Technology (NIST) describing the candela distribution, shielding type, luminance, and other optical characteristics of a specific luminaire.

L. External Point of Service. An outdoor service which a business provides some service to a customer, such as drive up food service, a bank transaction, or the like

M. Shielding. A device or technique for controlling the distribution of light. Four levels of shielding are defined as follows:

1. Fully Shielded. A luminaire emitting no luminous flux above the horizontal plane;

2. Shielded. A luminaire emitting less than 2.0 percent of its luminous flux above the horizontal plane;

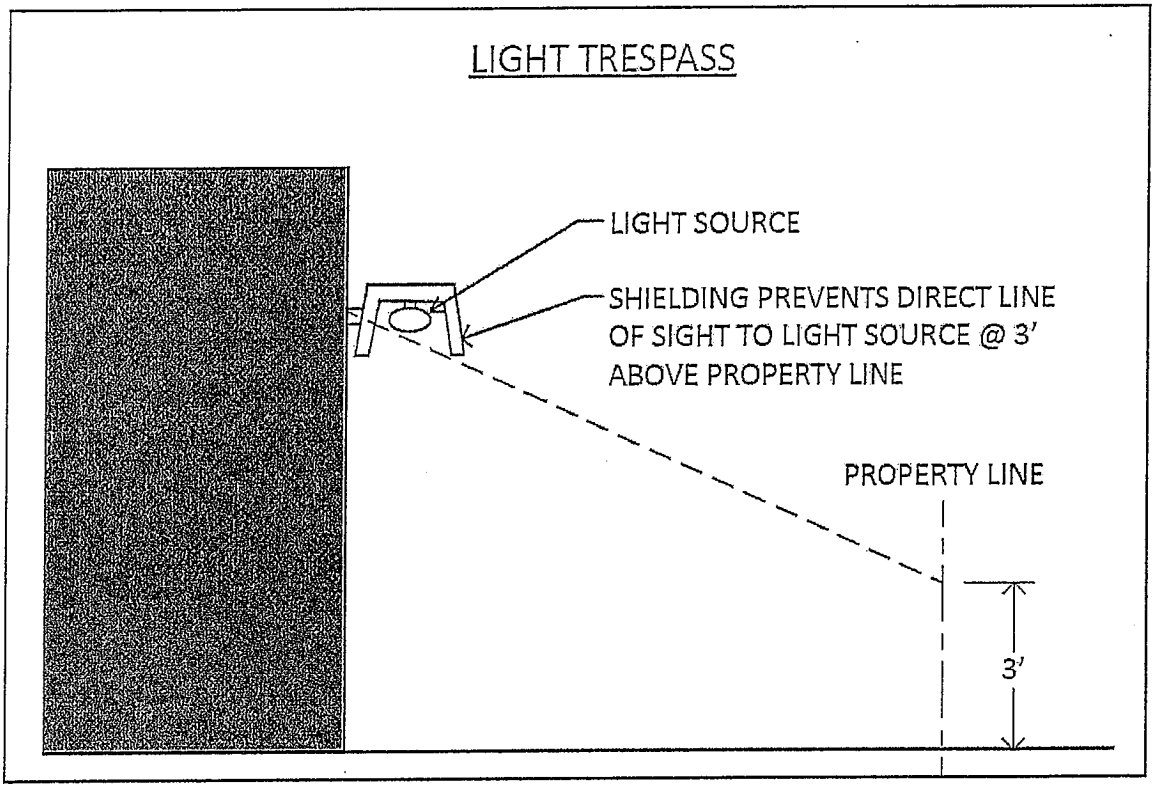
3. Partly Shielded. A luminaire emitting less than 10 percent of its luminous flux above the horizontal plane;

4. Unshielded. A luminaire that may emit its flux in any direction.

N. Spill Light. Lighting from a lighting installation that falls outside of the boundaries of the property on which the installation is sited.

O. Temporary Lighting. Lighting installed with temporary wiring and operated for less than 60 days in any calendar year.

Figure 16.43.1: Light Trespass



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.

2. All building additions or modifications of fifty (50) percent or greater in terms of additional dwelling units, gross floor area, or parking spaces, either with a single addition or cumulative additions subsequent to the effective date of this provision, shall invoke the requirements of this Code for the entire property, including previously installed and any new outdoor lighting.

B. Minor additions. Additions or modifications of less than fifty (50) percent to existing uses, as defined in Section A(2) above, and that require a building permit, shall require the submission of a complete inventory and site plan detailing all existing and any proposed new outdoor lighting. Any new lighting on the site shall meet the requirements of this Code with regard to shielding and lamp type. The total outdoor light output after

the modifications are complete shall not exceed that on the site before the modification, or that permitted by this Code, whichever is larger.

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).

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 neighborhoods 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.

16.43.050 Exempt Lighting.

The following luminaires and lighting systems are exempt from the requirements of this Section.

A. Externally illuminated signs in conformance with provisions in section 16.42.040 of this code.

B. Internal lighting for signs in conformance with provisions in section 16.42.040 of this code.

C. Temporary lighting for theatrical, television, and performance events.

D. Lighting in swimming pools and other water features governed by Article 680 of the National Electrical Code.

E. Code-required exit signs.

F. Code-required lighting for stairs and ramps.

G. Lighting required and regulated by the Federal Aviation Administration, U.S. Coast Guard, or other federal, state, or county agency.

H. Interior lighting.

I. Temporary lights for emergency public or private utility maintenance or public safety.

J. Lighting fixtures existing prior to this ordinance not exceeding 30 watts.

16.43.060 Prohibited Light and Lighting.

A. All outdoor light sources, except street lights, shall be shielded or installed so that there is no direct line of sight between the light source or its reflection at a point 3 feet or higher above the ground at the property line of the source. Light that does not meet this requirement constitutes light trespass. Streetlights shall be fully shielded.

B. The following lighting systems are prohibited from being installed or used except by special use permit:.

1. Aerial Lasers.

2. "Searchlight" style lights.

3. Other very intense lighting, defined as having a light source exceeding 300 watts.

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.

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

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.

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

E. 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.

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.

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.

B. Lighting mounted onto buildings or other structures shall not exceed a mounting height greater than 4 feet higher than the tallest part of the building or structure at the place where the lighting is installed, nor higher than 40% of the horizontal distance of the light from the property line, whichever is less. The following exceptions apply:

1. Lighting attached to single family residences shall not exceed the height of the eave. Lighting for driveways shall conform to Table 16.43.080.

2. Lighting for facades may be mounted at any height equal to or less than the total height of the structure being illuminated regardless of horizontal distance to property line.

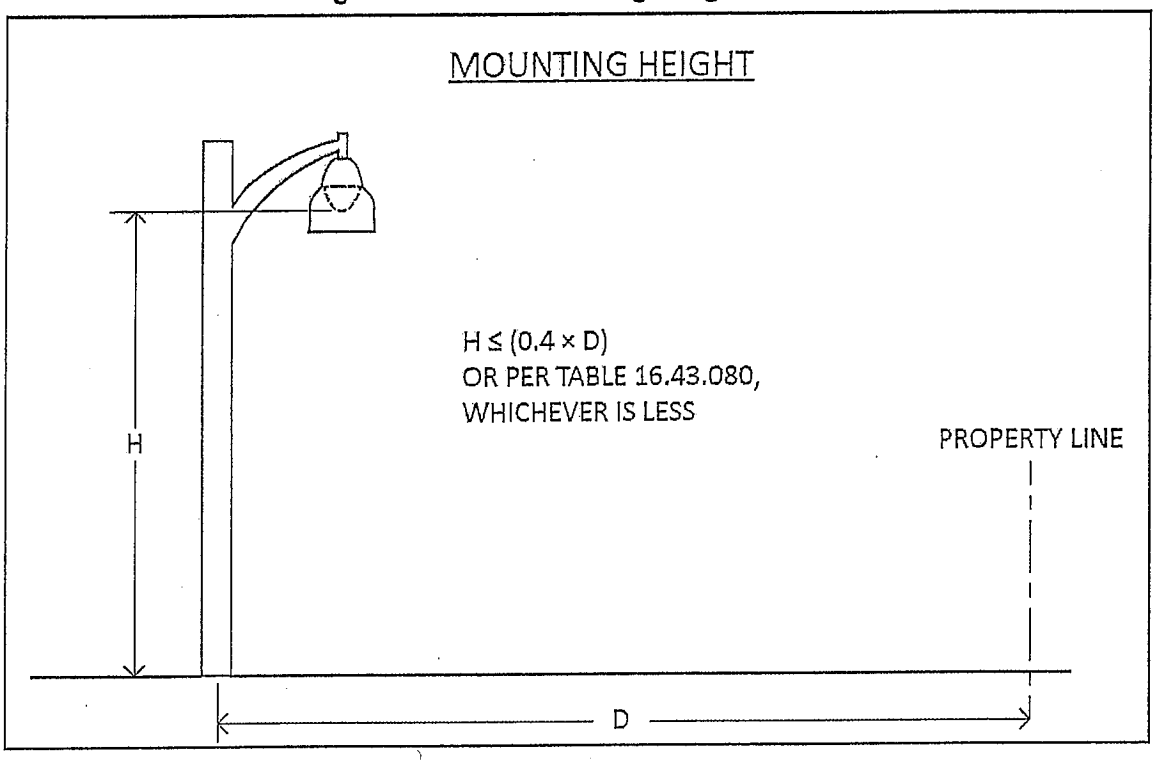
3. For buildings less than 40 feet to the property line, including canopies or overhangs onto the sidewalk or public right of way, luminaires may be mounted to the vertical facade or the underside of canopies at 16 feet or less.

4, The top exterior deck of parking garages should be treated as normal pole mounted lighting rather than as lights mounted to buildings. The lights on the outside edges of such a deck must be side shielded to the property line.

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

Figure 16.43.2: Mounting Height



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.

16.43.100 Exceptions to Standards.

A. Exceptions to the lighting standards in this section may be approved by the Planning Director. Lighting systems not complying with the technical requirements of this ordinance but consistent with the intent of the ordinance may be approved for the following:

1. Sport fields.

2. Construction lighting.

3. Industrial lighting for hazardous areas where the heat of the lighting fixture may cause a dangerous situation.

4. National and State Flag lighting with spotlights greater than 40 watts.

B. To obtain such approval of an exception, applicants shall demonstrate that the proposed lighting installation:

1. Has received every reasonable effort to mitigate obtrusive light and artificial sky glow, supported by a signed statement from a registered engineer or by a lighting certified professional describing the mitigation measures.

2. The Planning Director shall review each such application. Approval may be granted if, upon review, the Planning Director believes that the proposed lighting will not create unwarranted glare, sky glow, or light trespass.

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)

I. The property owner and the temporary vendor permit holder shall be jointly and severably responsible for any violation of this section or other applicable sections of the Canby Municipal Code. Any such violation may result in the immediate revocation or non-renewal of a temporary vendor permit, and may result in the denial of any future temporary vendor permit for the site upon which the violation occurred. (Ord 1315, 2009)

16.08.150 Traffic Impact Study (TIS).

A. Purpose. The purpose of this section of the code is to implement Section 660-012-0045(2)(b) of the State Transportation Planning Rule, which requires the city to adopt a process to apply conditions to development proposals in order to minimize adverse impacts to and protect transportation facilities. This section establishes the standards to determine when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Study must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities: what information must be included in a Traffic Impact Study; and who is qualified to prepare the Study.

B. Initial scoping. During the pre-application conference, the city will review existing transportation data to determine whether a proposed development will have impacts on the transportation system. It is the responsibility of the applicant to provide enough detailed information for the city to make a determination. If the city cannot properly evaluate a proposed development's impacts without a more detailed study, a transportation impact study (TIS) will be required to evaluate the adequacy of the transportation system to serve the proposed development and determine proportionate mitigation of impacts. If a TIS is required, the city will provide the applicant with a "scoping checklist" to be used when preparing the TIS.

C. Determination. Based on information provided by the applicant about the proposed development, the city will determine when a TIS is required and will consider the following when making that determination.

1. Changes in land use designation, zoning designation, or development standard.

2. Changes in use or intensity of use.

3. Projected increase in trip generation.

4. Potential impacts to residential areas and local streets.

5. Potential impacts to priority pedestrian and bicycle routes, including, but not limited to school routes and multimodal street improvements identified in the TSP.

6. Potential impacts to intersection level of service (LOS).

D. TIS General Provisions

1. All transportation impact studies, including neighborhood through-trip and access studies, shall be prepared and certified by a registered Traffic or Civil Engineer in the State of Oregon.

2. Prior to TIS scope preparation and review, the applicant shall pay to the city the fees and deposits associated with TIS scope preparation and review in accordance with the adopted fee schedule. The city's costs associated with TIS scope preparation and review will be charged against the respective deposits. Additional funds may be required if actual costs exceed deposit amounts. Any unused deposit funds will be refunded to the applicant upon final billing.

3. For preparation of the TIS, the applicant may choose one of the following:

a. The applicant may hire a registered Oregon Traffic or Civil Engineer to prepare the TIS for submittal to the city. The city Traffic Engineer will then review the TIS and the applicant will be required to pay to the city any fees associated with the TIS review; or

b. The applicant may request that the city Traffic Engineer prepare the TIS. The applicant will pay to the city any fees associated with preparation of the TIS by the city Traffic Engineer.

4. The TIS shall be submitted with a concurrent land use application and associated with application materials. The city will not accept a land use application for process if it does not include the required TIS.

5. The city may require a TIS review conference with the applicant to discuss the information provided in the TIS once it is complete. This conference would be in addition to any required pre-application conference. If such a conference is required, the city will not accept the land use application for processing until the conference has taken place. The applicant shall pay the TIS review conference fee at the time of conference scheduling, in accordance with the adopted fee schedule.

6. A TIS determination is not a land use action and may not be appealed.

E. TIS Scope. The city shall determine the study area, study intersections, trip rates, traffic distribution, and required content of the TIS based on information provided by the applicant about the proposed development.

1. The study area will generally comprise an area within a ½-mile radius of the development site. If the city determines that development impacts may extend more than ½ mile from the development site, a larger study area may be required. Required study intersections will generally include (in addition to the primary access points) collector/collector and above intersections with an anticipated peak hour traffic increase of five-percent from the proposed project.

2. If notice to ODOT or other agency is required pursuant to noticing requirements in Chapter 16.89, the city will coordinate with those agencies to provide a comprehensive TIS scope. ODOT may also require a TIS directly to support an OR 99E approach permit application.

F. TIS Content. A project-specific TIS checklist will be provided to the applicant by the city once the city has determined the TIS scope. A TIS shall include all of the following elements, unless waived by the city.

1. Introduction and Summary. This section shall include existing and projected trip generation including vehicular trips and mitigation of approved development not built to date; existing level and proposed level of service standard for city and county streets and volume to capacity for state roads; project build year and average growth in traffic between traffic count year and build year; summary of transportation operations; traffic queuing and delays at study area intersections; and proposed mitigation(s).

2. Existing Conditions. This section shall include a study area description, including information about existing study intersection level of service.

3. Impacts. This section should include the proposed site plan, evaluation of the proposed site plan, and a project-related trip analysis. A figure showing the assumed future year roadway network (number and type of lanes at each intersection) also shall be provided. For subdivision and other developments, the future analysis shall be for the year of proposed site build-out. For proposed comprehensive plan and/or zoning map amendments, the future analysis year shall be 20 years from the date of the City's adopted TSP, or 15 years, whichever is greater.

4. Mitigation. This section shall include proposed site and area-wide specific mitigation measures. Mitigation measures shall be roughly proportional to potential impacts. See Subsection K below for rough proportionality determination.

5. Appendix. This section shall include traffic counts, capacity calculations, warrant analysis, and any other information necessary to convey a complete understanding of the technical adequacy of the TIS.

G. TIS Methodology. The City will include the required TIS methodology with the TIS scope.

H. Neighborhood Through-Trip Study. Any development projected to add more than 30 through-vehicles in a peak hour or 300 through-vehicle per day to an adjacent residential local street or neighborhood route will be require assessment and mitigation of residential street impacts. Through-trips are defined as those to and from a proposed development that have neither an origin nor a destination in the neighborhood. The through-trip study may be required as a component of the TIS

or may be a stand-alone study, depending on the level of study required in the scoping checklist. The through-trip study shall include all of the following:

1. Existing number of through-trips per day on adjacent residential local streets or neighborhood routes.

2. Projected number of through-trips per day on adjacent residential local streets or neighborhood routes that will be added by the proposed development.

3. Traffic management strategies to mitigate for the impacts of projected through-trip consistent.

If a residential street is significantly impacted, mitigation shall be required. Thresholds used to determine if residential streets are significantly impacted are:

1. Local residential street volumes should not increase above 1,200 average daily trips

2. Local residential street speeds should not exceed 28 miles per hour (85^{th} percentile speed).

I. Mitigation. Transportation impacts shall be mitigated at the time of development when the TIS identifies an increase in demand for vehicular, pedestrian, bicycle, or transit transportation facilities within the study area. Mitigation measures may be suggested by the applicant or recommended by ODOT or Clackamas County in circumstances where a state or county facility will be impacted by a proposed development. The city shall determine if the proposed mitigation measures are adequate and feasible. ODOT must be consulted to determine if improvements proposed for OR 99E comply with ODOT standards and are supported by ODOT. The following measures may be used to meet mitigation requirements:

1. On-and off-site improvements beyond required standard frontage improvements.

2. Development of a transportation demand management program.

3. Payment of a fee in lieu of construction, if construction is not feasible.

4. Correction of off-site transportation deficiencies within the study area that are substantially exacerbated by development impacts.

5. Construction of on-site facilities or facilities located within the right-of-way adjoining the development site that exceed minimum required standards and that have a transportation benefit to the public.

J. Conditions of Approval. The city may deny, approve, or approve with appropriate conditions a development proposal in order to minimize impacts and protect transportation facilities.

1. Where the existing transportation system will be impacted by the proposed development, dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or accessways may be required to ensure that the transportation system is adequate to handle the additional burden caused by the proposed use.

2. Where the existing transportation system is shown to be burdened by the proposed use, improvements such as paving, curbing, installation or contribution to traffic signals, traffic channelization, construction of sidewalks, bikeways, accessways, paths, or street that serve the proposed use may be required.

3. The city may require the development to grant a cross-over access easement(s) to adjacent parcel(s) to address access spacing standards on arterials and collector roadways or site-specific safety concerns. Construction of shared access may be required at the time of development if feasible, given existing adjacent land use. The access easement must be established by deed.

K. Rough Proportionality Determination. Improvements to mitigate impacts identified in the TIS shall be provided in rough proportion to the transportation impacts of the proposed development.

1. The TIS shall include information regarding how the proportional share of improvements was calculated, using the ratio of development trips to growth trips and the anticipated cost of the full Canby Transportation System Plan. The calculation is provided below:

Proportionate Share Contribution = [Net New Trips/(Planning Period Trips-Existing Trips)] X Estimated Construction Cost

a. Net new trips means the estimated number of new trips that will be created by the proposed development within the study area.

b. Planning period trips means the estimated number of total trips within the study area within the planning period identified in the TSP.

c. Existing trips means the estimated number of existing trips within the study area at the time of TIS preparation.

d. Estimated construction cost means the estimated total cost of construction of identified improvements in the TSP. (Ord 1340, 2011)

16.08.160 Safety and Functionality Standards.

The City will not issue any development permits unless the proposed development complies with the city's basic transportation safety and functionality standards, the purpose of which is to ensure that development does not occur in areas where the surrounding public facilities are inadequate. Upon submission of a development permit application, an applicant shall demonstrate that the development property has or will have the following:

GROUP MACKENZIE

July 6, 2012

City of Canby
Attention: Bryan Brown
182 N. Holly Street
PO Box 930
Canby, Oregon 97013

Re: **Fred Meyer Canby Fuel Facility**
On-Site Queuing Review
Project Number 2120130.00

Dear Mr. Brown:

This letter has been prepared in response to the June 14, 2012, memorandum from DKS Associates (Chris Maciejewski and Steve Boice) to the City of Canby (Bryan Brown) and the June 27, 2012, letter from the Oregon Department of Transportation (Mike Strauch) to Fred Meyer Stores (James Coombes). Both documents requested review of on-site vehicle stacking/queuing conditions in addition to the information presented in the May 17, 2012, Transportation Impact Analysis (TIA). Current queue conditions at an operational Fred Meyer fuel facility were reviewed to estimate potential queues at the proposed Canby facility.

OBSERVATIONS

Digital videos were recorded during the PM peak period Thursday, June 21, and during the AM peak period Friday, June 22, at the Fred Meyer fuel facilities in Oak Grove and Sandy, Oregon. As identified in the TIA, these facilities were selected based on their characteristics similar to those at the Canby site. Videos were reviewed to identify peak queue conditions between the hours of 4:00-6:00 PM and 7:00-9:00 AM.

Peak or maximum, fuel demand conditions were determined as the times at which the most vehicles were present on the site, whether actively fueling or waiting for fuel service, either at or behind the dispensers. Vehicles larger than a typical passenger vehicle, such as recreational vehicles or trucks pulling trailers, were counted as occupying the equivalent of two passenger vehicle spaces. As shown on the attached exhibits, there are 8 service lanes approaching each fuel facility, and both operate with one-way traffic flow.

In addition to the peak queues described below, the queue conditions were recorded at 5-minute intervals during the 2-hour peak periods. The numbers of vehicles on-site at each interval were tabulated; results are attached for reference.

RiverEast Center | 1515 SE Water Avenue, Suite 100 | Portland, OR 97214
P.O. Box 14310 | Portland, OR 97293
Tel: 503.224.9560 Web: www.grpmack.com Fax: 503.228.1285

Group Mackenzie, Incorporated
Architecture
Interiors
Structural Engineering
Civil Engineering
Land Use Planning
Transportation Planning
Landscape Architecture

Locations:
Portland, Oregon
Seattle, Washington
Vancouver, Washington

Morning Peak

At Oak Grove the maximum morning queue occurred twice. At approximately 7:56 AM there were 6 vehicles on site. One was a truck pulling a trailer, so they occupied the equivalent of 7 spaces. Two lanes had 1 vehicle waiting behind the dispensers, and six lanes had 0 vehicles waiting. At approximately 8:07 AM there were 7 vehicles on site. None were large vehicles or trailers, so they occupied the equivalent of 7 spaces. The attached sketch exhibits depict the peak morning queues on the site layout.

At Sandy the maximum morning queue occurred once at approximately 8:27 AM, when 9 vehicles were on site. None were large vehicles or trailers, so they occupied the equivalent of 9 spaces. Four lanes had 1 vehicle waiting behind the dispensers, and four lanes had 0 vehicles waiting. The attached sketch exhibit depicts the peak morning queue on the site layout.

Afternoon Peak

At Oak Grove the maximum afternoon queue occurred at approximately 5:24 PM, when 18 vehicles were on site. None were large vehicles or trailers, so they occupied the equivalent of 18 spaces. Three lanes had 2 vehicles waiting behind the dispensers; two lanes had 1 vehicle waiting; and three lanes had 0 vehicles waiting. The attached sketch exhibit depicts the peak afternoon queue on the site layout.

At Sandy the peak afternoon queue occurred at approximately 4:43 PM, when 19 vehicles were on site. Three were recreational vehicles, and two were trucks pulling trailers, so they occupied the equivalent of 24 spaces. One lane had 3 equivalent vehicles waiting behind the dispensers; three lanes had 2 equivalent vehicles waiting; two lanes had 1 equivalent vehicle waiting; and two lanes had 0 equivalent vehicles waiting. The attached sketch exhibit depicts the peak afternoon queue on the site layout.

EVALUATION

As depicted on TIA Figure 2 and on the civil engineering plans provided by Great Basin Engineering, the proposed Fred Meyer Canby fuel facility will provide 6 service lanes, each with space for 2 vehicles at the dispensers plus queuing space for 2 equivalent vehicles behind the dispensers for a total of 24 equivalent vehicle spaces without constraining on-site movements. A third queued vehicle behind the dispensers on the Highway 99E side of the canopy could constrict on-site maneuvering and a third queued vehicle on the SE 2nd Avenue side of the canopy could obstruct driveway movements.

Morning Peak

The video observations in Oak Grove and Sandy show a maximum of 10 vehicles and 10 vehicle equivalents were on site. No more than 1 vehicle equivalent was queued behind the dispensers in any lane during the morning peak condition. The 5-minute interval observations indicate a 50th percentile of 4 vehicles (4 vehicle equivalents) on site and an 83rd percentile of 10 vehicles (10 vehicle equivalents) on site.

Assuming identical demand, the proposed Canby facility can accommodate these volumes and equivalents. Therefore the morning peak queue condition presents no potential for queues to extend off-site and impede public roadway movements in Canby.

Afternoon Peak

The video observations in Oak Grove and Sandy show a maximum of 19 vehicles and 24 vehicle equivalents were on site. A maximum of 3 vehicle equivalents were queued behind the dispensers in one lane during the afternoon peak condition. The 5-minute interval observations indicate a 50th percentile of 12 vehicles (12 vehicle equivalents) on site and an 83rd percentile of 18 vehicles (21 vehicle equivalents) on site.

Assuming identical demand, the proposed Canby facility can accommodate these volumes and equivalents. Therefore the afternoon queue condition presents no potential for queues to extend off-site and impede public roadway movements in Canby.

It should be noted vehicle characteristics at Canby are more likely to follow those at Oak Grove. The Sandy facility is located along the Mt. Hood Highway (US 26), which serves a high volume of recreational traffic, unlike Highway 99E in Oak Grove or Canby. The Canby facility customers are more likely to drive standard passenger vehicles. If, again identical maximum demand is assumed at Canby based on the Oak Grove and Sandy observations, a maximum of 19 vehicles, including 5 larger vehicles such as recreational vehicles or trucks pulling trailers, could be accommodated at the Canby site.

Furthermore, the two-way traffic flow past the dispensers in Canby will allow customers additional opportunities to select the service lane with the shortest wait time as contrasted with the one-way traffic flow at Oak Grove and Sandy. Most customers prefer to fuel their vehicle with the dispenser to the left of the vehicle, and this pattern was corroborated by the video observations as the lanes with dispensers to the right of the vehicle saw notably less traffic. The two-way flow at Canby will generally tend to keep queues shorter since customers may choose to drive around to the opposite side if they anticipate longer wait times than they desire.

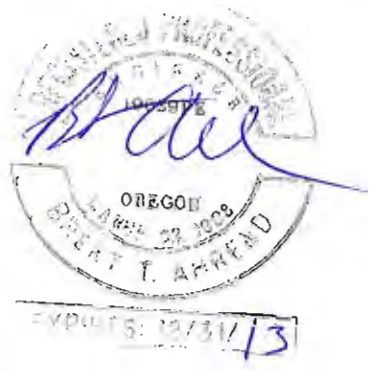
SUMMARY

Queues were observed at the Fred Meyer Sandy fuel facility to estimate the potential queues at the proposed Fred Meyer Canby fuel facility. Based on the observations, on-site vehicle queues from the fuel dispensers are not anticipated to extend off-site, to impede driveway movements, or to impede public roadway movements.

If you have any questions regarding this review, please contact me directly.

Sincerely,

Brent Ahrend, P.E.
Senior Associate | Transportation Engineer



Enclosures: Queue Exhibits, 5-Minute Interval Summaries

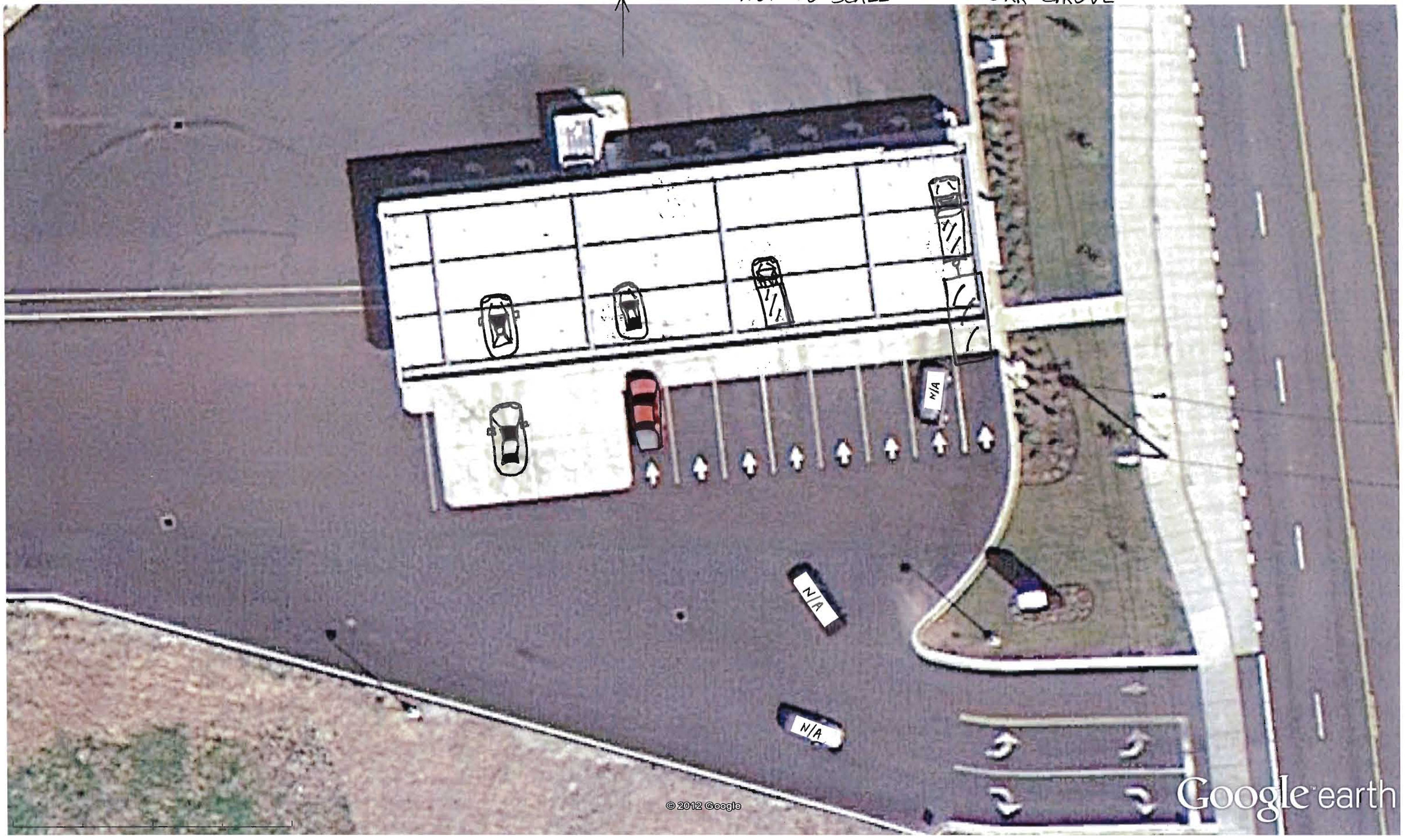
c: Loretta Kieffer – Oregon Department of Transportation
Jake Tate – Great Basin Engineering
James Coombes – Fred Meyer
Chris Maciejewski, Steve Boice - DKS

NORTH

NOT TO SCALE

OAK GROVE

7:56 AM



Google Earth Pro

feet 200

meters 70

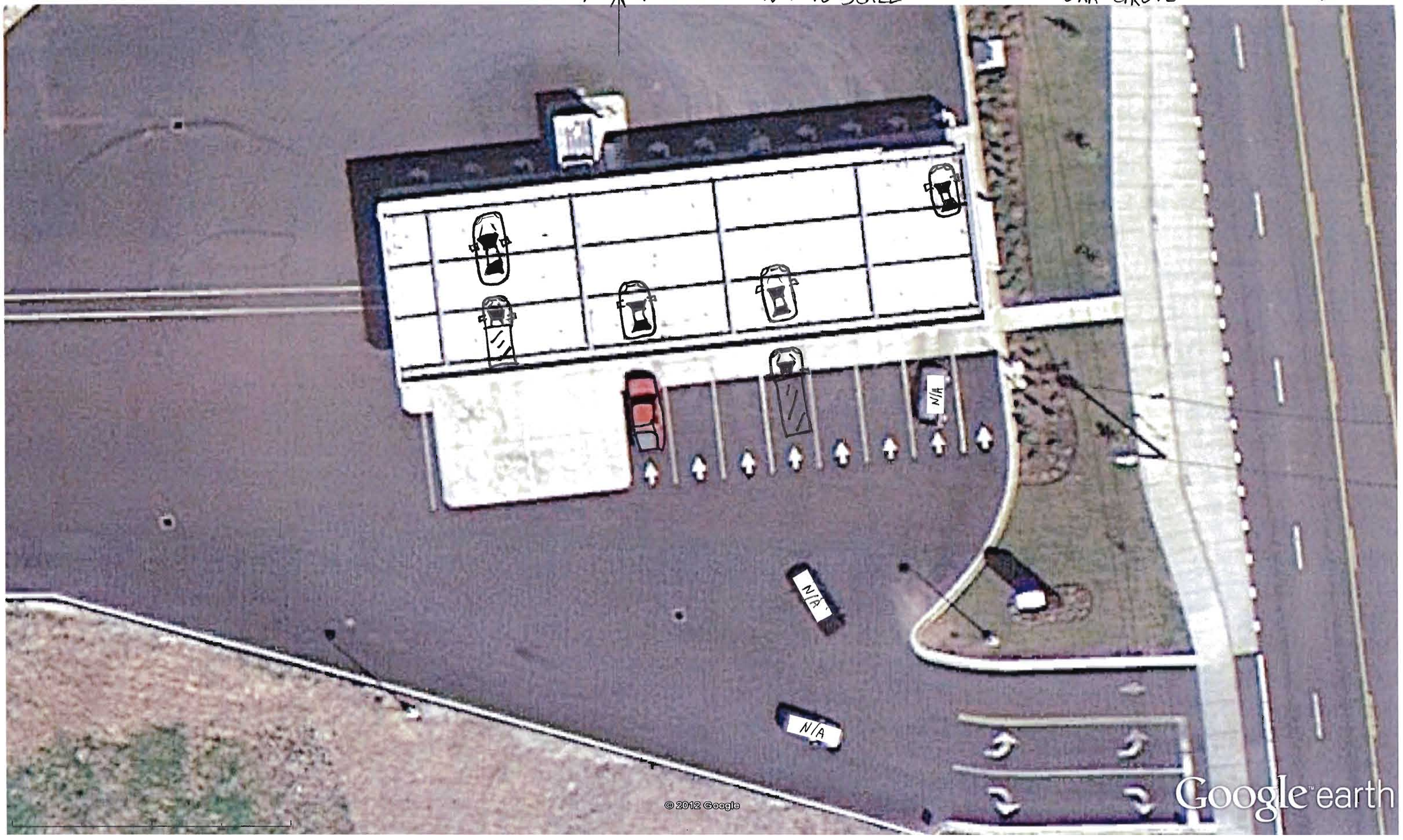
327

NORTH

NOT TO SCALE

OAK GROVE

8:07 AM



Google Earth Pro

feet 200

meters 70

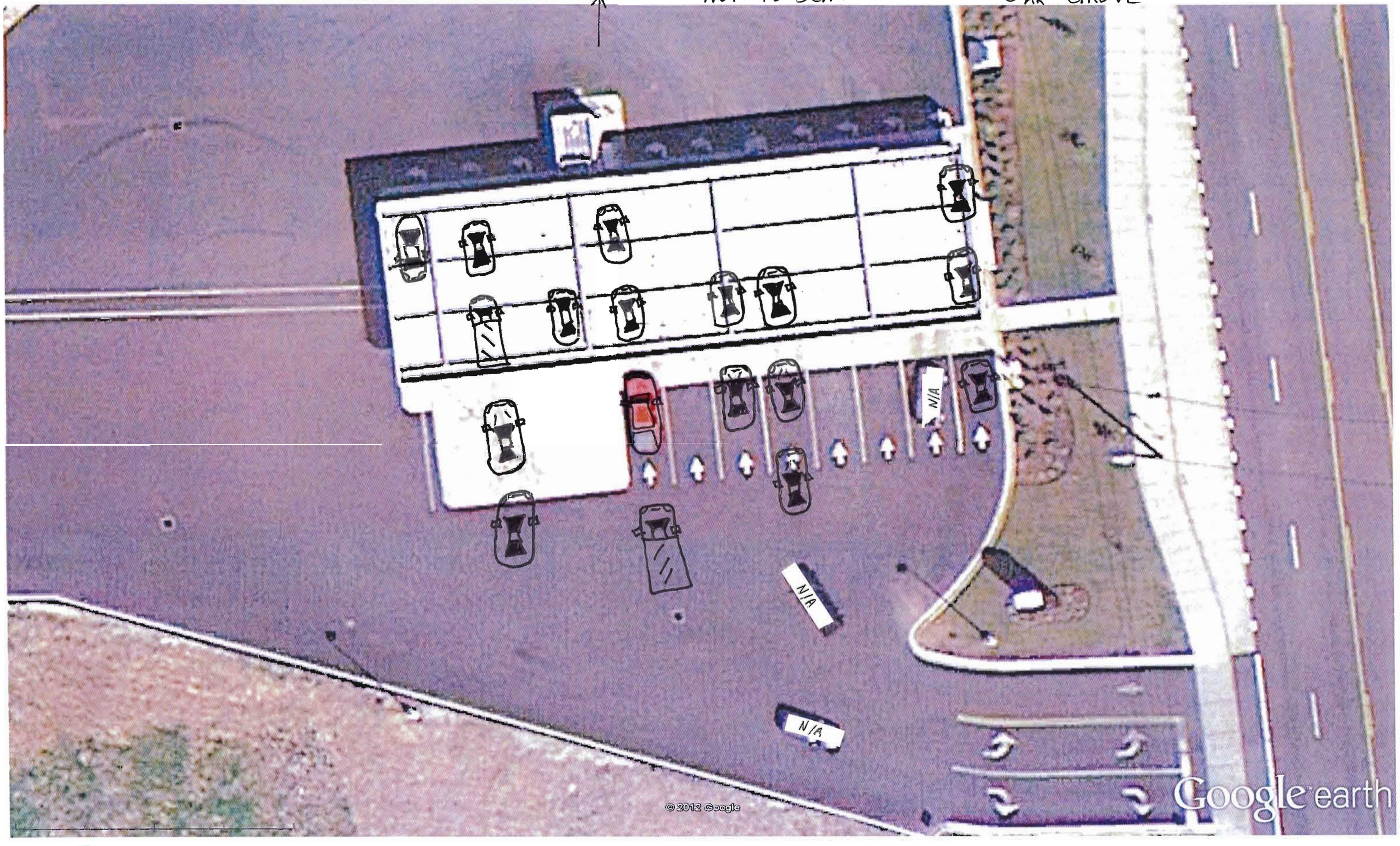
328

NORTH

NOT TO SCALE

OAK GROVE

5:24PM



Google Earth Pro

feet 200

meters 70

8:27 AM

SANDY

NORTH

NOT TO SCALE

N38°34'31"W 140.49'

30'

50'

B.S.B.L.

LANDSCAPING (8)

AIR UNIT (9)

CURB/GUTTER (10)

ASPHALT (7)

CONC. GUTTER SWALE (13)

LOT LIGHT (12)

PRICE SIGN

CONC. GUTTER SWALE (13)

BOLLARDS (14) (TYP.)

N36°45'10"E 248.71'

LOT LIGHT (12)

15' B.S.B.L.

KIOSK (5)

DRIVE SLAB (2)

DISPENSER (TYP.) COLUMN (TYP.)

ID SIGN

57'

54'

ID SIGN

5' RE

27.77'

LANDSCAPING (8)

CURB (6)

CONCRETE GUTTER SWALE (13)

CANOPY (1)

ASPHALT (7)

TANK SLAB (4)

U/G TANKS (3)

ASPHALT (7)

28.67'

PRICE SIGN

49.1'

ID SIGN

B.S.B.L.

30'

VENT (11)

B.S.B.L.

15'

CURB (6)

S00°36'24"W 127.88'

25.3'

S51°25'29"W 187.13'

6' WIDE PAINTED CROSSWALK (20)

30'

S35°14'50"E 107.88'

4:43 PM

SANDY

NORTH

NOT TO SCALE

N36°45'10"E 248.71'

S38°34'31"W 140.49'

S51°25'29"W 187.13'

S00°36'24"W 127.88'

S31°45'01"E 107.88'

30'

50'

57'

25'

15'

B.S.B.L.

25.3'

27.77'

49.1'

28.67'

30'

15'

5' PUE

1 CANOPY

2 DRIVE SLAB

3 TANKS

4 TANK FARM

5 KIOSK

6 CURB

7 ASPHALT

8 LANDSCAPING

9 AIR UNIT

10 CURB/GUTTER

11 VENT

12 LOT LIGHT

13 CONC. GUTTER SWALE

14 BOLLARDS (TYP.)

15 ID SIGN

16 PRICE SIGN

17 DISPENSER ISLAND COLUMN (TYP.)

18 CONCRETE CUTTER SWALE

20 6' WIDE PAINTED CROSSWALK

AM Oak Grove

	# of Vehicles at Pumps	Notes	# of Vehicles Waiting	Total Vehicles	Longest Queue
7:00 AM	2		0	2	
7:05 AM	3		0	3	
7:10 AM	4		0	4	
7:15 AM	5		0	5	
7:20 AM	6		0	6	
7:25 AM	4		0	4	
7:30 AM	5		0	5	
7:35 AM	4		0	4	
7:40 AM	4		0	4	
7:45 AM	4		1	5	
7:50 AM	3		0	3	
7:55 AM	5	(1 w/trailer)	1	6	
8:00 AM	2		0	2	
8:05 AM	4		0	4	
8:10 AM	5		0	5	
8:15 AM	5		0	5	
8:20 AM	5		0	5	
8:25 AM	6		0	6	
8:30 AM	5		0	5	
8:35 AM	7		1	8	
8:40 AM	3		0	3	
8:45 AM	2	(1 small semi)	0	2	
8:50 AM	2		0	2	
8:55 AM	7		1	8	
9:00 AM	2		0	2	

AM Longest Queue

	# of Vehicles at Pumps	Notes	# of Vehicles Waiting	Total Vehicles	Notes about Queue
7:56 AM	4	1 truck w/ trailer	2	6	2 lanes, one car each
8:07 AM	5		2		2 lanes, one car each

PM Oak Grove

	# of Vehicles at Pumps	Notes	# of Vehicles Waiting	Total Vehicles	Longest Queue
4:00 PM	7		2	9	
4:05 PM	5		2	7	
4:10 PM	11	(1 RV)	5	16	
4:15 PM	10	(1 RV)	8	18	
4:20 PM	6		6	12	
4:25 PM	10		4	14	
4:30 PM	7		3	10	
4:35 PM	7	(1 Large truck)	2	9	
4:40 PM	3		0	3	
4:45 PM	6		1	7	
4:50 PM	4		0	4	
4:55 PM	4		1	5	
5:00 PM	0		0	0	
5:05 PM	4		1	5	
5:10 PM	4		1	5	
5:15 PM	9		6	15	
5:20 PM	6		3	9	
5:25 PM	10		8	18	
5:30 PM	8		7	15	
5:35 PM	9		6	15	
5:40 PM	5		4	9	
5:45 PM	6		3	9	
5:50 PM	8		0	8	
5:55 PM	5		3	8	
6:00 PM	5	(1 w/trailer)	3	8	

PM Longest Queue

	# of Vehicles at Pumps	Notes	# of Vehicles Waiting	Total Vehicles	Notes about Queue
5:24 PM	10		8	18	

AM Sandy

	# of Vehicles at Pumps	Notes	# of Vehicles Waiting	Total Vehicles	Longest Queue
7:00 AM	1		0	1	
7:05 AM	4		0	4	
7:10 AM	2		0	2	
7:15 AM	0		0	0	
7:20 AM	2		0	2	
7:25 AM	6		0	6	
7:30 AM	1		0	1	
7:35 AM	2		0	2	
7:40 AM	5		0	5	
7:45 AM	6		0	6	
7:50 AM	3		0	3	
7:55 AM	2		0	2	
8:00 AM	3		0	3	
8:05 AM	5		0	5	
8:10 AM	4		0	4	
8:15 AM	6		0	6	
8:20 AM	9		2	11	
8:25 AM	6		2	8	
8:30 AM	6		2	8	
8:35 AM	5		1	6	
8:40 AM	9		0	9	
8:45 AM	4		0	4	
8:50 AM	3	(1 w/trailer)	0	3	
8:55 AM	6	(1 w/trailer)	0	6	
9:00 AM	3		1	4	

AM Longest Queue

	# of Vehicles at Pumps	Notes	# of Vehicles Waiting	Total Vehicles	Notes about Queue
8:27 AM	6		4	10	1 small semi waiting

PM Sandy

	# of Vehicles at Pumps	Notes	# of Vehicles Waiting	Total Vehicles	Longest Queue	Notes
4:00 PM	10		2	12		
4:05 PM	9		6	15		
4:10 PM	4		5	9		
4:15 PM	8		2	10		
4:20 PM	7	(1 w/trailer)	5	12		
4:25 PM	5	(1 tour bus, 1 semi)	5	10		
4:30 PM	9	(1 RV, 1 tour bus)	3	12		
4:35 PM	11	(1 tour bus, 1 RV, 1 w/Boat)	3	14		
4:40 PM	10		3	13		
4:45 PM	9	(2 RV, 1 w/trailer)	4	13		
4:50 PM	9	(2 RV, 1 w/trailer)	9	18		
4:55 PM	12	(1 RV)	5	17		
5:00 PM	9		9	18		
5:05 PM	8	(1 w/trailer)	5	13		
5:10 PM	11		3	14		
5:15 PM	5		7	12		
5:20 PM	10		7	17		
5:25 PM	7		5	12		
5:30 PM	10		2	12		
5:35 PM	9		5	14		
5:40 PM	6		3	9		
5:45 PM	8		7	15		(fuel truck delivery-blocking 2 lanes)
5:50 PM	8		3	11		(fuel truck delivery-blocking 2 lanes)
5:55 PM	6		4	10		(fuel truck delivery-blocking 2 lanes)
6:00 PM	6		1	7		(fuel truck delivery-blocking 2 lanes)

PM Longest Queue

	# of Vehicles at Pumps	Notes	# of Vehicles Waiting	Total Vehicles	Notes about Queue
4:43 PM	11	2 RV's and 1 truck w/trailer	8	19	1 truck with trailer

STOEL RIVES LLP
ATTORNEYS AT LAW

900 S.W. Fifth Avenue, Suite 2600
Portland, Oregon 97204
main 503.224.3380
fax 503.220.2480
www.stoel.com

STEVEN W. ABEL
Direct (503) 294-9599
swabel@stoel.com

October 15, 2012

VIA EMAIL AND HAND DELIVERY

Planning Commission
Attn: Bryan Brown, Planning Director
City of Canby
111 NW Second Street
Canby, OR 97013

Re: Fred Meyer Final Written Argument, File #ZC 12-01 and #TA 12-01

Dear Commissioners:

Fred Meyer, Inc. ("Fred Meyer") filed three land use applications seeking approval of the proposed fuel station in the City of Canby ("City"). These three land use applications are consolidated, but at this point in the proceeding, the Planning Commission is only considering whether to recommend approval of Applications #ZC 12-01 and #TA 12-01 to the City Council. As described below, recommending approval is the proper course.

The three applications, in combination, would (1) allow Fred Meyer to use the design standards of the Outer Highway Commercial ("OHC") subarea of the Downtown Canby Overlay ("DCO") for the proposed fuel station rather than the design standards of the Core Commercial subarea (Applications #ZC 12-01 and #TA 12-01, or "Text and Map Amendment"), and (2) demonstrate that the project does in fact meet the OHC design standards and other DCO requirements (Application #DR 12-03 or "SDR"). Save Downtown Canby business owners ("SDC Business Owners") have tried to overcomplicate this proceeding and confuse the issues. Trying to create confusion is a common approach taken by project opponents. Fred Meyer's request, however, is straightforward and the record demonstrates there are no outstanding substantive or procedural issues.

With respect to substantive City requirements, Fred Meyer has demonstrated that the Text and Map Amendment application meets the applicable criteria in the Canby Municipal Code ("CMC"), specifically CMC 16.54 and 16.88. See City Staff Reports and Fred Meyer submittals included in the record. The SDC Business Owners raised traffic as a substantive concern, but Fred Meyer demonstrated that the Text and Map Amendment does not result in a change to the underlying zone or permitted uses, and therefore, no additional transportation considerations

must be addressed in order to recommend approval of the Text and Map Amendment. The Planning Commission may rely on, among other things, Fred Meyer's letters dated September 4, 2012 and October 8, 2012, including the Group Mackenzie's TPR Analysis response, when making this conclusion. Traffic considerations related to the fuel station development itself will be considered when the Planning Commission hears the SDR application. At that time, Fred Meyer will demonstrate to the Planning Commission that the SDR application raises no transportation concerns.

With respect to procedural City requirements, the City is following the proper process when reviewing the Text and Map Amendment and SDR applications. ORS 227.175(2) directs the City to establish a consolidated procedure "by which an applicant may apply at one time for all permits or zone changes needed for a development project." ORS 227.275(2) "facilitate[s] consolidated review of multiple applications, including zone changes, that will be required for a development project." *See North East Medford Neighborhood Coalition v. City of Medford*, 53 Or LUBA 277, 281-82 (2007) (determining that development applications requiring a zone change are judged by the standards and criteria that apply under the new zoning designation). Under ORS 227.175(2), the applications do not need to be filed on the same date to be considered filed "at one time," and nothing prevents the City from processing the applications on different timelines, recognizing that different applications have different procedural requirements. *Id.*; *see also Devin Oil Co., Inc. v Morrow County*, 62 Or LUBA 227, 260-61 (2010) (challenge by competing gas station owners to local government procedure denied). Accordingly, the City may proceed with the Text and Map Amendment, and when it comes time to review the SDR, the SDR application will be reviewed against the applicable CMC and comprehensive plan requirements in place at the time the SDR application was filed, *as amended* by the Text and Map Amendment. SDC Business Owners' arguments, to the contrary, are simply wrong as a matter of law.

Finally, recommending approval of the Text and Map Amendment does not establish a precedent that could undermine the DCO policy. The City reviews each land use application against the criteria applicable to the request. There is no requirement that a local government's actions must be consistent with past decisions, but only that the decision must be correct when made. *See, e.g., Reeder v. Clackamas County*, 20 Or LUBA 238, 244 (1990); *Okeson v. Union County*, 10 Or LUBA 1, 5 (1983). *See also BenjFran Development v. Metro Service District*, 17 Or LUBA 30, 46-47 (1988); *S & J Builders v. City of Tigard*, 14 Or LUBA 708, 711-12 (1986). In every proceeding, each applicant has the burden to demonstrate that the applicable criteria from the CMC have been met. Therefore, in recommending approval of the Text and Map Amendment, the City is not binding itself to approve any future adjustments to the DCO subarea boundaries.

In fact, the City is doing what it should – using its regulatory authority to create positive economic conditions in the City.

Thank you for your consideration, and we encourage the Planning Commission to recommend approval of the Text and Map Amendment to the City Council.

Very truly yours,

Steven W. Abel

cc: Michael Connors (via email)

STOEL RIVES LLP
ATTORNEYS AT LAW

900 S.W. Fifth Avenue, Suite 2600
Portland, Oregon 97204
main 503.224.3380
fax 503.220.2480
www.stoel.com

STEVEN W. ABEL
Direct (503) 294-9599
swabel@stoel.com

October 8, 2012

VIA EMAIL AND HAND DELIVERY

Planning Commission
Attn: Bryan Brown, Planning Director
City of Canby
111 NW Second Street
Canby, OR 97013

Re: Fred Meyer Submittal, File #ZC 12-01 and #TA 12-01

Dear Commissioners:

On behalf of Fred Meyer, Inc. ("Applicant"), please find enclosed Applicant's rebuttal evidence for the pending text and map amendment applications. The Group Mackenzie letter explains succinctly why the allegations raised by Save Downtown Canby in its submittal dated October 1, 2012 are not relevant in this proceeding.

Thank you for your consideration, and we look forward to submitting final written argument by October 15, 2012.

Very truly yours,

Steven W. Abel

Enclosure
cc: Michael Connors (*via email and hand delivery*)

GROUP MACKENZIE

October 8, 2012

City of Canby
Attention: Bryan Brown
111 NW 2nd Avenue
Canby, OR 97013

Re: **Fred Meyer Map and Text Amendment TA 12-01/ZC 12-02**
TPR Analysis Response
Project Number 2120130.00

Dear Mr. Brown:

This letter has been prepared in response to the October 1, 2012 letters from Michael Connors of Hathaway Koback Connors LLP and Michael Ard of Lancaster Engineering. Specifically, we are responding to comments related to the Transportation Planning Rule (TPR) and our Transportation Impact Analysis (TIA) report.

The TPR is a different traffic analysis than that performed as a part of the TIA. The TIA relates to a specific development proposal whereas a TPR is a big-picture analysis that is sometimes triggered during a comprehensive plan or zoning code amendment. The TIA was prepared for the Site and Design Review application for the Fred Meyer fuel station and supports findings that the proposed development meets the applicable development standards. Comments related to the TIA's content, such as those in the Lancaster Engineering letter, are not relevant to Text and Map Amendment applications and therefore, are not addressed.

With respect to the applicability of the TPR to the Text and Map Amendment applications, as noted in the September 4, 2012 letter from Steve Abel with Stoel Rives LLP, Fred Meyer is not proposing to change the underlying C-2 zone. The requests only change the boundary between two subareas of the Downtown Canby Overlay Zone (DCO). The change from Core Commercial (CC) to Outer Highway Commercial (OHC) only affects the design and development standards that apply to the site, not the allowed uses under the C-2 zone or the DCO. The TPR requires analysis of a worst-case scenario when considering a zone change, with the difference in traffic impacts between the existing and proposed zones being addressed. For example, when a residential zone is changed to a commercial zone, the increased trips associated with possible new uses of the land must be analyzed to ensure that the existing transportation system can accommodate any increased traffic. Here, there is no change in the allowed uses, and therefore Fred Meyer does not need to provide a TPR analysis.

The following support the fact that no TPR analysis is required:

- The City's Staff Report for the Text and Map Amendment application clearly states on pages 8 and 9, "the base C-2 Zone allows fuel stations". On page 5, the City notes "A retail fuel station is permitted within the C-2 zone. The site is also located within the Core Commercial (CC) area of the Downtown Overlay Zone. A fuel

RiverEast Center | PO Box 14310 | Portland, OR 97293
1515 SE Water Ave, Suite 100 | Portland, OR 97214
Tel: 503.224.9560 Web: www.grpmack.com Fax: 503.228.1285

Group Mackenzie, Incorporated
Architecture
Interiors
Structural Engineering
Civil Engineering
Land Use Planning
Transportation Planning
Landscape Architecture

Locations:
Portland, Oregon
Seattle, Washington
Vancouver, Washington

station could be designed in a pedestrian-friendly manner that would conform to the standards of the CC subarea; therefore not conflicting with the base C-2 Zone's permitted fuel station use."

- The Pre-Application Conference summary provided by the City of Canby states on page 5, "the proposed use is clearly permitted outright within the underlying C-2 zone". Staff also suggests in the summary that the applicant consider submitting a text amendment to modify the boundary between CC and OHC subareas in order to move the property into the more "suitable" OHC, where compliance with the applicable design guidelines can be more easily demonstrated.

- At no time in the application process did the City of Canby, its consultant DKS Associates, or the Oregon Department of Transportation (ODOT) require a TPR analysis. This includes any comments at the pre-application conference, where staff suggested the Text Amendment, and which was attended by Seth Brumley and Abraham Tayar from ODOT. Further, the March 29, 2012 traffic study scoping letter prepared by DKS Associates well after the pre-application meeting only addressed the need for a TIA for the site and design review application. No mention was made of the need for a TPR analysis. A copy of the scoping letter is attached.

It is clear that the proposed amendments to simply change from CC to OHC do not result in any change in allowed uses in the underlying C-2 zone, but only the design standards that are applied to those uses. With no change in allowed uses, there is no additional transportation impact, and therefore no requirement for an analysis per the Transportation Planning Rule. A TIA was prepared for the Site and Design Review application for the specific fuel station development, but that application has yet to be considered by the Planning Commission.

From a transportation engineering perspective, the pending Text and Map Amendment applications do not raise any new transportation system concerns and should be approved.

Sincerely,

Brent Ahrend, PE
Senior Associate | Traffic Engineer

Enclosure: DKS Scoping Memo

c: Steve Abel – Stoel Rives
James Coombes – Fred Meyer
Jake Tate – Great Basin Engineering
Lee Leighton – Westlake

DKS Associates

TRANSPORTATION SOLUTIONS

MEMORANDUM

DATE: March 29, 2012

TO: Bryan Brown, City of Canby

FROM: Chris Maciejewski, PE, PTOE

SUBJECT: **Canby Fred Meyer Fuel Station Traffic Impact Study (TIS) Scope**

P11010-015

This memorandum describes the scope of services to evaluate the transportation impacts associated with the proposed Fred Meyer Fuel Station in the City of Canby. This scope of services has been prepared through our on-call services contract and coordination with ODOT staff[1]. The proposed fuel station would consist of twelve fueling stations (6 fuel pumps), a 3,956 square foot covered canopy, a 176 square foot kiosk with bathroom, two underground storage tanks, three employee parking spaces, an air dispenser station, and a 1,000 gallon propone fuel station[2]. No convenience store will be provided.

The project site is located on the southwest corner of the intersection of Highway 99E (SE 1st Ave) and S Locus Street. Highway 99E is a state facility and is classified as a regional highway and state truck route[3]. Both S Locus Street and SE 2nd Avenue are classified as local City streets.

The site is made up of five property lots all of which are currently vacant. All lots are currently designated as Highway Commercial (HC) per the City's Comprehensive Plan and are zoned Highway Commercial (C-2). A service station is an outright permitted development based on the current zoning of the site; therefore no zone change would be required for the proposed application.

Scope of Services

Task 1: Existing Conditions Analysis/Data Collection

An existing conditions analysis will document the existing transportation conditions within the project study area. A description of the surrounding transportation network will be provided

---

[1] Phone conversation with Abraham Tayar, ODOT, March 14, 2012
[2] Fred Meyer Gas Station Pre-Application Meeting, February 28, 2012.
[3] 1999 Oregon Highway Plan, Appendix D: Highway Classification by Milepoint.

14.0 SW Fifth Avenue
Suite 2.50
Portland, OR 97201

(503) 243-3500
(503) 243-1934 fax
www.dksassoc.com

including functional classification of roadways, roadway cross-sections, posted speed limits, and pedestrian/bicycle/transit facilities.

The study intersections will be reviewed to determine the existing geometry, traffic control, and operations during the peak hours. Existing intersection operating conditions will be analyzed to establish the current peak hour performance. The critical peak periods for this evaluation will be the weekday morning (7:00 to 9:00 am) and evening (4:00 to 6:00 pm). These are the times during a typical weekday when the study area street system would be expected to experience the highest vehicle volumes. DKS will collect vehicle turn movement counts at the study area intersections during each of the identified peak periods.

The study area intersections include the following:

- Highway 99E/S Locust Street
- S Locust Street/SE 2nd Avenue
- Onsite and Offsite study intersections (see Access Management Plan)

Furthermore, collision records at study intersections will be reviewed and summarized in a table.

Preliminary trip generation and distribution estimates indicate that trip levels would not trigger analysis to be conducted at any other intersections based on the City's and ODOT's intersection analysis evaluation guidelines. In addition, it does not appear that a Neighborhood Through-Trip Study would be required[4].

Task 2: Project Trip Generation/Trip Distribution

The amount of new vehicle trips generated by the proposed fuel station to the site will be estimated using traffic counts collected by DKS at one similar land use within the surrounding area. DKS will collect traffic counts (entering/exiting volume) during the critical peak morning (7:00 to 9:00 am) and evening (4:00 to 6:00 pm) periods. The counts collected will be compared to trip generation estimates published in the ITE Trip Generation Manual for similar land use type[5]. The greater trip generation estimate will be used for analysis to evaluate worst case impacts. Trip generation estimates will be provided for daily, morning, and evening peak hour periods. The project trip generation estimate will be summarized in a table, including pass-by trip reductions.

The distribution of site vehicle traffic will be based on the existing travel patterns as determined by traffic counts at surrounding intersections, the City of Canby Travel Forecast Tool, and input from the project team. The project trip distribution will be shown on a study area figure.

[4] City of Canby Transportation System Plan, Chapter 10: Implementation Plan, December 2010
[5] Trip Generation Manual, Institute of Transportation Engineers, 8th Edition.

Task 3: Traffic Impact Analysis

A transportation impact analysis for the proposed project will be conducted in accordance to the City's requirements[6]. The new vehicle trips generated by the proposed project will be added onto the existing traffic volumes to identify the expected traffic operating conditions once the project is built and fully operational. The traffic conditions will be evaluated at the same study intersections as was considered in the Existing Conditions analysis. At this time, there are no significant approved but un-built projects in the study area, so a future background growth scenario will not be evaluated.

Street facilities and intersections that are shown to fall below the minimum acceptable operating thresholds will be identified for possible mitigation measures. Typical mitigation measures can include traffic control strategies, access management plans, intersection widening for turn lanes, and roadway widening. Transportation performance criteria will consider City of Canby and ODOT standards, where applicable.

Task 4: Site Access and Circulation Review

The forecasted site traffic accessing the public road system via the sites access will be evaluated for performance and safety. DKS will collect video recordings during the critical peak morning (7:00 to 9:00 am) and evening (4:00 to 6:00 pm) periods at a similar land use site to assist with estimating vehicle stacking within the proposed site. The video recordings will take place simultaneously with the traffic counts collected as part of Task 2.

Internal circulation routes will be examined using the AutoTURN™ turn simulation software to determine adequacy for serving fuel delivery vehicles, emergency vehicles, and motor vehicle traffic. In addition, site access for non-auto modes of travel (pedestrians and bicyclists) will be evaluated for connectivity to the surrounding transportation system. Any inadequacies discovered during the evaluation will be identified and mitigation measures will be recommended, as needed.

Sight distance will be verified at all site access locations and vision triangles will be checked to ensure that they are clear from any obstructions.

Task 5: Access Management Plan

The preliminary site plan indicates two proposed full accesses to the site. One is located along Highway 99E and the other along SE 2nd Avenue. Proposed access locations will be compared to both ODOT and the City's access spacing requirements. Preliminary review of the proposed site plan reveals that the City's access spacing standards would not be able to be met based on the close proximately of adjacent intersections (S Locust Street). The City's standard requires that accesses be located at least 330 feet away from any street intersection; therefore an access management plan

[6] City of Canby Transportation System Plan, Chapter 10: Implementation Plan, December 2010.

will be prepared per the City's requirements to assess the potential impacts of the proposed access locations[7]. At a minimum the access management plan will include:

- The minimum study area shall include the length of the site's frontage plus 250 feet measured from each property line or access point(s), whichever is greater.
- The potential safety and operational problems associated with the proposed access point. The access management plan shall review both existing and future access for all properties within the study area as defined above.
- A comparison of all alternatives examined. At a minimum, the access management plan shall evaluate the proposed modification to the access spacing standard and the impacts of a plan utilizing the City standard for access spacing. Specifically, the access management plan shall identify any impacts on the operations and/or safety of the various alternatives.
- A list of improvements and recommendations necessary to implement the proposed access modification, specifically addressing all safety and operational concerns identified.
- References to standards or publications used to prepare the access management plan.

The access management plan will examine access alternatives such as the relocation of proposed access locations and the potential for shared use with adjacent accesses (property to the west). The plan will include the following alternative scenarios:

- No Access to Highway 99E
- Shared access to Highway 99E with the development to the west
- Restricted movement access to Highway 99E
- Full Access to Highway 99E

Based on the preliminary access management plan study area, approximately seven access points along Highway 99E and one additional intersection (Highway 99E/S Knott Street) would need to analyzed. DKS will collect traffic counts at these locations during the critical peak morning (7:00 to 9:00 am) and evening (4:00 to 6:00 pm) periods. These counts will be collected in conjunction with those identified in Task 1.

Task 6: Documentation

The findings and recommendations of this traffic impact analysis will be presented in a Draft Report that will be submitted to the City and ODOT (one electronic copy). The report will document data collection, analysis procedure, results, and mitigation measures for the proposed project traffic if necessary. A technical appendix supporting calculations will accompany the report. After the City

[7] City of Canby Transportation System Plan, Chapter 10: Implementation Plan, December 2010.

and ODOT have reviewed the Draft Report, we will make appropriate edits and submit a revised Draft Report. Once comments are received, DKS will make appropriate edits and submit a Final Report (one electronic copy).

Task 7: Meetings

The DKS project manager will attend up to one (1) coordination meeting or hearing as part of this project. Additional meetings as directed by the City will be provided for an additional fee on a time and expenses basis.

Budget

The level of effort for these tasks is up to 130 hours in addition to data collection efforts. Therefore, including expenses, our fee estimate for this effort is $17,000.

If the applicant chooses to utilize another consultant to complete this task, our assistance with forecasting (using the Canby TSP Travel Forecast Tool) and review with written response of the applicant's TIS would be approximately $1,500.

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

Hulbert's Flowers
"We Can Do It"

(503)266-2282
Fax:(503)266-2283
www.hulbertsflowers.net

334 SE 1st Ave.
Canby, OR 97013

To: Canby Planning Commission

October 1, 2012

From: Curt Hovland Representing Hulberts Flowers

Subject: Proposed Development of Fueling Station

I previously submitted a comment on the subject of traffic congestion and dangers that may result from the current plan for the subject development. I attended the public hearing held before the Planning Commission on Monday 24 Sep. 2012 with the hope that my concerns would be addressed and if possible mitigated. I was disappointed to find that the traffic analyses mentioned in passing did not seem to be sophisticated enough to address my concerns. I continue to believe that the current design for a fueling station will have a profound impact on the traffic in the center lane which would be shared by Hulberts and the Fred Meyer fueling station. A proper analysis of the situation in the center lane must consider the time variable nature of the inputs to the problem. Let me illustrate my concerns by developing several simple traffic scenarios which have a significant probability of occurring.

Scenario 1: Imagine two cars approaching the center lane at the posted speed of 35 MPH. One approaching from the East wanting to go into the fueling station and one approaching from the West wanting to enter Hulberts. Traffic in both directions is heavy. If they are able to stop in time they will be sitting there face to face. Neither car has the right-of-way and each car is preventing the other from reaching its destination. The only solution is for one of the two vehicles to reenter the inside through lane and permit the other vehicle to advance and the go back into the turn lane. This represents a maneuver with risk.

Scenario 2: Imagine a situation where traffic is heavy and a car is waiting in the center lane to get into Hulberts. A tanker truck is approaching from the East wanting to enter the fueling station. He can`t get into the center lane so what does he do. He might choose to go around to side street and enter the fueling station from 2nd Ave. The side streets are not well configured to handle a tanker. Or he may choose to sit in the through lane and wait for an opening. A very frieghtening situation.

Scenario 3: Imagine the center turn lane to be temporarily filled by cars wishing to enter Hulberts. A car approaches from the East wanting to go into the fueling station has to decide what to do. He could wait for the center lane to clear enough so that he can enter to go to the fueling station thus creating a danger of rear end collision. Or he could choose to go around and enter through the 2nd Ave entrance. It would seem that most people would take the second option. You might be tempted to think that this scenario could not happen. I believe it could on a day such as PROM Day this last year where we had 294 separate orders to be picked up within a time window of about 3 hours.

Scenario 4: Imagine the center turn lane to be filled with cars heading for the fueling station. A customer driving East and wanting to enter Hulberts parking lot is blocked from entering the left turn lane. His options are to wait for a opportunity to get into the turn lane there-by blocking the the inside through lane or continue down the highway. He however has no back entrance to Hulberts. He must find a place to turn around and approach Hulberts from the East. This will impact the Pine street intersection.

Scenario 5: Complicate all of these simple scenarios by adding in those vehicles wishing to make a left turn out of Hulberts, Plus those vehicles wishing to make a left turn out of the fueling station, plus those vehicles wishing to make a left turn from Locust onto the highway and pedestrians trying to cross the highway on Locust and you could see a chaotic mess. When a driver is faced with a very frustrating situation such as waiting for an opportunity to turn left, he is more likely to take a chance that can end in a serious accident. The other fact to remember is the situation will only get worse with time.

One could take the position that these scenarios don`t represent very likely situations. During my career of analyzing and designing very complex aerospace systems, I have become a believer in Murphy`s Law. If a system can fail it will, and at the very worst time.

My purpose in writing this letter is to only address the traffic issue. I personally believe that a better location could have been chosen for a fueling station. I will leave it to others to argue the merits of that case. If a decision is made to proceed with this development, I strongly urge you to limit the highway access to a right turn in and a right turn out of the fueling station. This would substantially reduce the conflicts in the center turn lane. I would believe that configuration would have only a minor impact on the fuel station business. Their customers will learn the easiest ways to gain access to discount gas. There is precedence for such a decision at the Fred Meyer complex and also to a lesser extent at Canby Place and at Walgreen`s. A decision to limit highway access is also made easier by the stated position that the ODOT permit currently in the hands of the applicant would apply if a restricted access were to be incorporated in the site design. I would also raise a possible issue of City liability if a less safe approach were to be approved while a safer approach was available.

The idea of granting full access for now and looking at accident history that develops to support a later restriction to the access was mentioned at the public hearing. I would consider this approach to be a cavalier way to deal with a public safety issue.

Thank you for your careful consideration of this important issue.

Curt Hovland

Ciurtis A. Hovland

President of CRACO Inc. DBA Hulberts Flowers

Hathaway Koback Connors LLP

520 SW Yamhill St.
Suite 235
Portland, OR 97204

E. Michael Connors
503-205-8400 main
503-205-8401 direct

mikeconnors@hkcllp.com

VIA EMAIL

October 1, 2012

Planning Commission
c/o Brian Brown, Planning Director
Angie Lehnert, Associate Planner
City of Canby
PO Box 266-9404
Canby, OR 97013

Re: Fred Meyer Fuel Station
Application Nos. DR 12-03/TA 12-01/ZC 1201
Save Downtown Canby – Supplemental Evidence/Argument Letter

Dear Commissioners:

As you know, this firm represents Save Downtown Canby ("SDC"), a group of local business owners concerned about the above-referenced Text Amendment, Zone Change and Site and Design Review applications filed by Fred Meyer Stores, Inc. (the "Applicant") for a new Fred Meyer fuel center. At the September 24, 2012 public hearing, the Planning Commission left the record open to allow all parties to submit supplemental evidence and argument by October 1, 2012 pursuant to ORS 197.763(6). This letter and the attached letter from Lancaster Engineering, dated October 1, 2012 ("Lancaster's October 1st Letter"), constitute SDC's supplemental submittal.

1. The City's approval of the Text Amendment and Zone Change will establish precedent for future development in the downtown area.

Acknowledging that it would be detrimental to establish a precedent that the City will not strictly enforce the Downtown Canby Overlay ("DCO") and will amend it to accommodate development proposals that cannot satisfy the standards, the Applicant argued at the September 24th hearing that the City should not be concerned because there is no precedent in land use cases. The Applicant's claim that the City's decision will not establish a precedent nor have any bearing on future development in the downtown area is flawed in several respects.

The Applicant's claim that there is no precedent in land use cases and the City can freely apply different standards and interpretations to different applications is wrong. The Oregon Court of Appeals specifically rejected the authority of local governments to selectively apply different standards and interpretations to different applicants. *Holland v. City of Cannon Beach*, 154 Or

App 450, 458-59, 962 P2d 701 (1998); *Alexanderson v. Clackamas County*, 126 Or App 549, 552, 869 P2d 873, *rev. den.* 319 Or 150, 877 P2d 87 (1994).

The Applicant's argument is particularly problematic because its justification for the Text Amendment and Zone Change are based on broader concerns about the DCO, not the specific facts of this application or characteristics of this property. The Applicant argues that the Text Amendment and Zone Change are primarily justified because the current CC sub-area regulations have not fostered development since their adoption and the CC sub-area boundary is too broad. These same principles obviously apply to other properties in the CC sub-area and the DCO as a whole. If the City approves the Text Amendment and Zone Change based on these justifications, it is adopting broad policies and principles that will apply to the entire DCO.

Regardless of whether or not the City will be legally bound by the precedent established in this case, the City should make its decision based on the DCO as a whole and not just this application. The City is not allowed to give preferential treatment to the Applicant. The City should assume that the DCO policies and interpretations it adopts in this case will apply to other property owners and applicants. Other property owners and applicants will demand and are entitled to similar treatment. If the City does not apply the DCO policies and interpretations consistently, it will open itself up to accusations that the City is not enforcing the DCO fairly and equitably and legal challenge.

The City's approval of the Text Amendment and Zone Change will establish a bad precedent and its adoption of the Applicant's rationale will call the entire DCO into question. The City should not jeopardize the DCO for this single development.

2. <u>The City cannot rely on the Text Amendment/Zone Change applications for purposes of reviewing the Site and Design Review application</u>.

In its July 24, 2012 letter, SDC requested that the City clarify if it is processing the Text Amendment/Zone Change and Site and Design Review applications as consolidated applications. It is apparent from the September 24th public hearings that the City is not processing the applications as consolidated applications. The Planning Commission is considering the applications separately and has yet to hold a public hearing for the Site and Design Review application. The City staff stated at the September 24th hearing that the Planning Commission's decision on the Site and Design Review application is subject to an appeal to the City Council, which indicates that this application is being processed under the Type III process as opposed to the Type IV process for the Text Amendment/Zone Change applications. If all of the applications were consolidated, they would all be processed pursuant to the Type IV process.

Since the applications are not going through a consolidated process, the City cannot rely on the Text Amendment/Zone Change applications for purposes of reviewing the Site and Design Review application. The fixed goal-post rule requires the City to review all land use applications based on the acknowledged comprehensive plan and land use regulations in effect on the date the applications are filed. ORS 227.178(3)(a) provides that "approval or denial of the application shall be based upon the standards and criteria that were *applicable at the time the application was first submitted.*" (Emphasis added). Even if the Comprehensive Plan and Canby Municipal Code ("CMC") provisions change as a result of the approval of the Text Amendment/Zone

Change applications, the City must review the Site and Design Review application based on the provisions in effect when the application was filed since the applications are not consolidated.

The Applicant and the City staff acknowledge that the proposed fuel station does not comply with the City's regulations without the Text Amendment/Zone Change. Therefore, the City cannot approve the Site and Design Review application.

3. The Applicant's Traffic Analysis is flawed and unreliable.

The attached letter from Lancaster Engineering, dated October 1, 2012 ("Lancaster's October 1st Letter"), addresses additional flaws with the Applicant's traffic analysis. Lancaster Engineering confirmed that the Applicant's Transportation Impact Analysis, dated May 17, 2012 (the "TIA"), is inconsistent with ODOT and the City's traffic engineer's instructions based on recent conversations with ODOT and a review of ODOT and the City's traffic engineer (DKS Associates) written instructions. ODOT advised Lancaster Engineering that it intends to conduct an internal safety audit related to this proposed development and the potential safety and operational impacts prior to the City Council hearing for the project, a highly unusual step for ODOT and indicative of the problem with the TIA. Finally, Lancaster's October 1st Letter includes data from the Fred Meyer fuel station in Cornelius demonstrating that the trip generation for the proposed facility will likely be far in excess of the volumes relied on by the TIA.

Additionally, it is important to emphasize that the Applicant's traffic engineer acknowledged at the September 24th hearing that Applicant could have done more to accurately assess the traffic impacts of an off-site fuel station. In response to a question from the Planning Commission, the Applicant's traffic engineer confirmed that the Applicant could have performed surveys of Fred Meyer fuel stations located off-site from the Fred Meyer stores but chose not to do so because it would be too labor intensive. The Applicant's traffic engineer acknowledged that it "certainly" could have performed a survey of the Oak Grove fuel station since it is located approximately 0.6 miles from the store, but that it did not do so because it assumed that the traffic impact analysis was "pretty close to reality" and a survey would have required "quite a bit more effort" and would be too "labor intensive." The Applicant should not be allowed to cut corners simply because it requires more analysis than the Applicant wants to do, especially given that the Applicant did not provide *any* evidence of the impacts of an off-site fuel station. Given the existing traffic safety and congestion problems along Highway 99 and the significant problems projected in the future, the Applicant should be required to provide all of the available information to fully assess the traffic impacts.

Conclusion

This supplemental evidence and argument continues to demonstrate that SDC's concerns about the project are well-founded. The entire DCO would be undermined if the City approved the Text Amendment and Zone Change applications based on the rationale provided by the Applicant. Moreover, the Applicant has significantly underestimated the traffic impacts of the proposed fueling station and failed to adequately evaluate the impact on the surrounding transportation system. Regardless of how the City feels about this project, it should not approve such a flawed proposal that will have broader repercussions well beyond this particular property.

We appreciate your attention to this matter.

Very truly yours,

HATHAWAY KOBACK CONNORS LLP

E. Michael Connors

EMC/df
Enclosure
cc: Save Downtown Canby

10/1/12

REGISTERED PROFESSIONAL ENGINEER 54983PE OREGON JULY 10, 2002 MICHAEL T. ARD

EXPIRES: 12/31/13

LANCASTER ENGINEERING

321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
fax: 503.248.9251
lancasterengineering.com

October 1, 2012

Mike Connors
Hathaway Koback Connors LLP
520 SW Yamhill Street, Suite 235
Portland, OR 97204

RE: Fred Meyer Canby – Fuel Facility

Dear Mike:

This letter is written to provide additional information related to the proposed Fred Meyer Fuel Facility in Canby, Oregon. We have continued investigating the many concerns we raised in our letter dated September 24, 2012 and we now are supplementing that letter with this additional information.

Zone Change Analysis

Our concerns regarding the need for a Transportation Planning Rule analysis have not yet been addressed. In order to make a finding of "no significant effect" which would indicate that no mitigation is needed for the proposed text amendment and zone change, an analysis is needed to demonstrate the reasonable worst case development scenarios under the existing and proposed conditions. Since this analysis is still conspicuously absent, there is insufficient information in the record to conclude that the proposed actions will not result in a significant effect. In the absence of this data, the proposed text amendment and zone change should not be approved.

Shared Trip Reductions

As described in detail in our previous review letter dated September 24, 2012, there are significant problems with utilization of "internal" or "shared trip" reductions for this project. We have subsequently reviewed comments provided by DKS Associates and the Oregon Department of Transportation that also express concerns about utilization of "shared trip" data.

I spoke with Avi Tayar of ODOT, and he informed me that he had expressly instructed Group Mackenzie **not** to use shared trip data. This instruction is also included in his email correspondence with Group Mackenzie (contained in the appendix to May 17, 2012 Transportation Impact Analysis), which stated "ODOT has concerns regarding applying diverted and internal trip reductions for this development. ODOT suggests that the analysis follow ITE's Trip Generation Handbook with its recommendation for pass-by trip reduction for the proposed land use for the site."

Chris Maciejewski of DKS Associates also expressed concerns regarding utilization of "shared trips", stating "Also, I'm not sure that the internal reductions reasonably apply when the site is not adjacent to the Fred Meyer store… I'll think more about that as I review the survey information."

Despite the specific instruction from ODOT and the concerns expressed by DKS Associates, Group Mackenzie persisted in utilizing the shared trip data, and have recently asserted that these "shared trips" will have a lesser impact on the highway than would typical primary trips. This assertion is directly contradicted by the text of Group Mackenzie's own Transportation Impact Analysis, which describes the shared trips as "Distribution for shared trips is simply between the fuel facility and the Canby Fred Meyer store location, **similar to primary trips**."

In order to have a reduced impact on the street system, the "shared trips" would need to function in a manner similar to pass-by traffic. However, since an explicit pass-by trip reduction has already been taken, it is inappropriate to assume that additional trips will act as pass-by trips. Again, there is no reliable data in the record supporting any kind of reduction.

Group Mackenzie has also asserted that the "shared trip" reductions were taken in a manner consistent with standard transportation engineering procedures. The concerns expressed by ODOT, DKS Associates and Lancaster Engineering are ample evidence that the utilization of a "shared trip" reduction for non-conjoined sites is highly unusual. In fact, the ITE Trip Generation Handbook does not provide for nor is there any precedent for utilization of "internal" trip reductions for a project in which the secondary "shared trip" destination is wholly outside the study area of the project. These trips can in no way be considered as internal, and the reductions taken are not reflective of the standard practice of transportation engineering.

It is clear from a cursory review of the "shared trip" analysis that inadequate thought was put into the application of the reductions, and the result is not just inconsistent with standard transportation engineering procedures, but wrong. No consideration was given to the fact that internal trips are made principally because they are convenient, and travel to a site ½ mile distant greatly reduces that convenience. Similarly, no consideration was given to the fact that the trip distribution drawn from the City's planning model already accounts for trips to and from the Fred Meyer site, resulting in an effective "shared trip" rate well in excess of the reported 38 percent.

The "shared trip" data utilized in the Transportation Impact Analysis is not applicable at the proposed development site due to lack of proximity, the application of the data is inconsistent with the standard practice of transportation engineering, and the resulting site trip distribution is not reflective of the actual impacts of the proposed development.

Traffic Impact Study Scoping

We have also spoken to ODOT regarding the scoping of the traffic impact study. ODOT plans to conduct an internal safety audit related to the Fred Meyer Fuel Facility development and the potential safety and operational impacts prior to the City Council hearing for this project. Specifically, since there has been no analysis provided for the intersection of Highway 99E at Ivy

Street, it is unknown whether the addition of site trips from the proposed development may have adverse operational and safety impacts on this intersection. ODOT's safety review of this intersection will focus on the likely impacts of the added traffic from the proposed development and the nature of the historical crashes at the intersection to determine whether additional traffic may exacerbate the existing safety hazards. It will be critical to correct all errors associated with the site trip generation and distribution prior to the safety analysis so that the impacts can be appropriately assessed.

It is unusual that analysis tasks need to be undertaken by ODOT rather than the applicant in order to determine whether site trips from a proposed development will have unacceptable safety impacts on nearby streets and intersections. It is the purpose of a transportation impact analysis to provide this specific information. In this instance, the lack of relevant information in the record demonstrates the incompleteness of the analysis provided by the applicant. There remains at this time insufficient information to make an appropriate determination as to whether operational or safety mitigations will be needed at the intersection of Highway 99E and Ivy Street as a result of the proposed development.

Trip Data

Since the applicant chose to use data from similar sites to estimate traffic impacts from the proposed development without collecting relevant "shared trip" data from the comparable site at Oak Grove, we also investigated another Fred Meyer fuel facility located in a suburban area where specific data was available that relates to trip generation and traffic volumes.

The Fred Meyer fuel facility in Cornelius, Oregon is subject to a two-cent-per-gallon tax, and the City keeps records of taxes paid, providing insight into the fuel sales of the Fred Meyer facility as well as the other fuel stations in town. Records for fiscal year 2012 (July 2011 through June 2012) show that Fred Meyer paid $89,317.06 in taxes, which equates to sales of 372,000 gallons of fuel per month. Fuel sales for July and August of 2012 (September data was not yet available) show an average of 466,000 gallons of fuel sold per month.

For comparison, according to the NACS (National Association of Convenience Stores), the average convenience store in the United States sold 121,000 gallons of fuel per month in 2009. The Fred Meyer store in Cornelius sold 3 times this average. Within the City of Cornelius, the Fred Meyer fuel facility sold 2.35 times more fuel than the second-highest sales fuel station. These comparisons demonstrate that Fred Meyer fuel facilities generate far more traffic than typical fuel stations.

Fred Meyer provided trip generation data taken from Fred Meyer fuel facilities for use in the traffic impact study, and demonstrated that expected traffic volumes are slightly in excess of typical traffic volumes for a fuel station, however the above fuel tax data demonstrates that a reasonable expectation of the trip generation for the proposed facility may be far in excess of the volumes studied. Accordingly, there remains a serious concern that low-traffic sites may have been purposefully or inadvertently chosen as a basis for comparison.

In order to ensure that the trip data is representative of typical Fred Meyer facilities, one of two things should occur:

1) Fred Meyer should provide sales data for all facilities in the Portland Metropolitan area demonstrating that the sales volume at the selected comparable sites are reflective of typical fuel sales volumes; or
2) The City of Canby should randomly select the locations at which comparable trip generation data will be collected.

Access Control

In the DKS Associates review material, several comments were made regarding the potential need for a right-in, right-out restriction at the site access driveway in the future. The need for this restriction was based on several potential triggers, including construction of a pedestrian refuge within Highway 99E at S Locust Street and potential queuing on Highway 99E at the site access. DKS Associates recommended that ODOT monitor, evaluate and design and needed improvements for this access location.

Although it is appropriate to have ODOT monitor, evaluate and design these improvements since it involves a state transportation facility, the recommendation does not account for some additional effects of the potential future turning movement restrictions that directly impact City transportation facilities. For instance, the DKS Associates review specifically notes that "…it appears that the site access to OR 99E could be modified to right-in/right-out movements only, **which should divert some traffic to the SE 2nd Avenue access** and still provide access for fueling trucks via S Locust Street to SE 2nd Avenue." However, a diversion of additional traffic to SE 2nd Avenue will increase impacts on this local residential street, exacerbating the need for a Neighborhood Through Trip Study. As previously described in our letter dated September 24, 2012, there will be a projected increase of 34 peak-hour trips along SE 2nd Avenue immediately southwest of the site, even with the preferred full access on Highway 99E. Implementation of a future right-in, right-out restriction will further increase the traffic volumes on this local street.

Since it is anticipated that the primary site access driveway on Highway 99E will be converted to a right-in, right-out access in the future, it is necessary to analyze the impacts of the proposed development within the context of this future restriction. The still-needed Neighborhood Through Trip Study should therefore explicitly account for this restriction.

Conclusions

The concerns raised in our previous review letter dated September 24, 2012 have not been addressed, and further review of the project continues to raise red flags regarding the analysis assumptions including the fundamental attributes of trip generation and distribution for the site, as well as the operational and safety impacts of the proposed development.

The transportation analysis materials provided by the applicant include numerous unfounded assertions and draw several incorrect conclusions. Serious questions remain, and the material provided is insufficient to determine that the impacts of the development will not immediately compromise public safety at the intersection of Highway 99E and Ivy Street or neighborhood livability along SE 2nd Avenue adjacent to the site. Additionally, questions remain regarding the site access location on Highway 99E including when and how access control may be implemented to restrict the driveway to right-in, right-out movements only.

Sincerely,

Michael Ard, PE
Senior Transportation Engineer

APPENDIX

Fuel Tax
Fiscal Year 2012

Summary FY2012 Turnover

Fuel Station	Total Remitted FY2012	June 2012	May 2012	April 2012	March 2012	February 2012	January 2012	December 2011	November 2011	October 2011	September 2011	August 2011	July 2011
Cornelius Fast Serv	37,934.84	2,628.08	2,967.92	3,060.92	3,237.48	3,234.54	2,915.82	3,123.10	3,224.84	3,327.78	3,368.72	3,398.72	3,446.92
EATA LLC	12,436.27	1,785.04	798.44	627.40	621.14	698.50	756.98	1,304.80	997.28	1,161.31	1,092.32	1,362.80	1,230.26
Baseline Market	13,946.14	886.46	1,289.48	1,056.48	1,509.42	1,306.62	1,120.58	882.50	1,106.64	1,281.18	1,110.70	1,332.68	1,063.40
Fred Meyer	89,317.06	8,565.06	8,330.04	7,640.92	7,051.22	5,681.38	6,954.72	7,451.18	7,154.98	7,750.58	7,554.22	7,789.68	7,393.08
Tarr, LLC	9,576.58	774.86	941.81	834.37	793.33	739.95	687.43	644.31	733.74	869.58	889.75	817.30	850.15
Mansfield Oil(Frontier)	460.06	-	-	-	-	100.02	40.00	-	-	156.02	-	164.02	-
Cornelius Oil LLC	18,492.48	803.84	1,048.46	1,151.26	1,478.92	1,477.20	1,428.20	1,438.26	1,520.02	1,925.66	1,693.28	2,114.60	2,412.78
Total collections	$ 182,163.43	15,443.34	15,376.15	14,371.35	14,691.51	13,238.21	13,903.73	14,844.15	14,737.50	16,472.11	15,708.99	16,979.80	16,396.59
	182,163.43												

Fuel Tax
Fiscal Year 2013

Summary FY2013 Turnover

Fuel Station	Total Remitted FY2013	June 2013	May 2013	April 2013	March 2013	February 2013	January 2013	December 2012	November 2012	October 2012	September 2012	August 2012	July 2012
Cornelius Fast Serv	6,042.76											3,166.60	2,876.16
EATA LLC	2,420.79											1,134.59	1,286.20
Baseline Market	2,424.94											1,086.16	1,338.78
Fred Meyer	18,655.72											9,249.54	9,406.18
Tarr, LLC	1,787.90											919.81	868.09
Mansfield Oil(Frontier)	-											-	-
Cornelius Oil LLC	2,195.26											1,028.56	1,166.70
Total collections	$ 33,527.37	-	-	-	-	-	-	-	-	-	-	16,585.26	16,942.11
	33,527.37												

Fueling America: Key Facts and Figures

NACS ANNUAL FUELS REPORT 2011

Convenience stores sell approximately 80 percent of the fuels purchased in the United States. Here are some facts and figures related to the industry.

Demand

U.S. gasoline demand is projected to average 9.12 million barrels per day in 2011.

Americans are expected to travel 8.27 billion miles per day in 2011. This equates to an average of 33 miles per vehicle per day.

Petroleum Infrastructure

The U.S. petroleum distribution industry includes:

- 148 refineries
- 38 Jones Act vessels (U.S. flag ships that move products between U.S. ports)
- 3,300 coastal, Great Lakes and river tank barges
- 200,000 rail tank cars
- 1,400 petroleum product terminals
- 100,000 tanker trucks
- Approximately 200,000 miles of oil and refined product pipelines

Fueling Outlets

There were 159,006 total retail fueling sites in the United States in 2010.

A total of 117,297 convenience stores sell motor fuels in the United States. This represents 80 percent of the 146,341 convenience stores in the country.

Overall, 58 percent (67,504 stores) of the country's 117,297 convenience stores selling fuels are one-store operations. By contrast, about 1 percent are owned and operated by the integrated oil companies, of which only two (ChevronTexaco and Shell) still are committed to selling fuel at the retail level.

Fuels Sales

The gross margin (or markup) on gasoline in 2010 was 16.3 cents/gallon, or 5.6 percent.

Motor fuels sales in convenience stores totaled $328.7 billion in 2009. Motor fuels sales accounted for 68 percent of the convenience store industry's sales in 2009. However, because of low margins, motor fuels sales contributed only 27 percent of total store gross margins dollars.

The average convenience store in 2009 sold 121,000 gallons of motor fuels per month — approximately 4,000 gallons per day.

Fuels Expenses

The federal excise tax on gasoline is 18.4 cents per gallon and 24.4 cents per gallon for diesel fuel.

In January 2011, motor gasoline taxes averaged 48.1 cents per gallon and diesel fuel taxes averaged 53.1 cents per gallon.

Factoring in all gasoline sales in 2009 transactions — whether the customer paid by cash, check or by either debit or credit card — credit and debit card fees averaged 4.7 cents per gallon.

Sources for this information include the U.S. Energy Information Administration, American Petroleum Institute, National Petroleum News, OPIS, National Petrochemical and Refiners Association, Association of Oil Pipe Lines, Nielsen TDLinx and NACS.

Hathaway Koback Connors LLP

520 SW Yamhill St.
Suite 235
Portland, OR 97204

E. Michael Connors
503-205-8400 main
503-205-8401 direct

mikeconnors@hkcllp.com

VIA EMAIL

October 1, 2012

Planning Commission
c/o Brian Brown, Planning Director
Angie Lehnert, Associate Planner
City of Canby
PO Box 266-9404
Canby, OR 97013

Re: Fred Meyer Fuel Station
Application Nos. DR 12-03/TA 12-01/ZC 1201
Save Downtown Canby – Supplemental Evidence/Argument Letter

Dear Commissioners:

As you know, this firm represents Save Downtown Canby ("SDC"), a group of local business owners concerned about the above-referenced Text Amendment, Zone Change and Site and Design Review applications filed by Fred Meyer Stores, Inc. (the "Applicant") for a new Fred Meyer fuel center. At the September 24, 2012 public hearing, the Planning Commission left the record open to allow all parties to submit supplemental evidence and argument by October 1, 2012 pursuant to ORS 197.763(6). This letter and the attached letter from Lancaster Engineering, dated October 1, 2012 ("Lancaster's October 1st Letter"), constitute SDC's supplemental submittal.

1. The City's approval of the Text Amendment and Zone Change will establish precedent for future development in the downtown area.

Acknowledging that it would be detrimental to establish a precedent that the City will not strictly enforce the Downtown Canby Overlay ("DCO") and will amend it to accommodate development proposals that cannot satisfy the standards, the Applicant argued at the September 24th hearing that the City should not be concerned because there is no precedent in land use cases. The Applicant's claim that the City's decision will not establish a precedent nor have any bearing on future development in the downtown area is flawed in several respects.

The Applicant's claim that there is no precedent in land use cases and the City can freely apply different standards and interpretations to different applications is wrong. The Oregon Court of Appeals specifically rejected the authority of local governments to selectively apply different standards and interpretations to different applicants. *Holland v. City of Cannon Beach*, 154 Or

App 450, 458-59, 962 P2d 701 (1998); *Alexanderson v. Clackamas County*, 126 Or App 549, 552, 869 P2d 873, *rev. den.* 319 Or 150, 877 P2d 87 (1994).

The Applicant's argument is particularly problematic because its justification for the Text Amendment and Zone Change are based on broader concerns about the DCO, not the specific facts of this application or characteristics of this property. The Applicant argues that the Text Amendment and Zone Change are primarily justified because the current CC sub-area regulations have not fostered development since their adoption and the CC sub-area boundary is too broad. These same principles obviously apply to other properties in the CC sub-area and the DCO as a whole. If the City approves the Text Amendment and Zone Change based on these justifications, it is adopting broad policies and principles that will apply to the entire DCO.

Regardless of whether or not the City will be legally bound by the precedent established in this case, the City should make its decision based on the DCO as a whole and not just this application. The City is not allowed to give preferential treatment to the Applicant. The City should assume that the DCO policies and interpretations it adopts in this case will apply to other property owners and applicants. Other property owners and applicants will demand and are entitled to similar treatment. If the City does not apply the DCO policies and interpretations consistently, it will open itself up to accusations that the City is not enforcing the DCO fairly and equitably and legal challenge.

The City's approval of the Text Amendment and Zone Change will establish a bad precedent and its adoption of the Applicant's rationale will call the entire DCO into question. The City should not jeopardize the DCO for this single development.

2. <u>The City cannot rely on the Text Amendment/Zone Change applications for purposes of reviewing the Site and Design Review application</u>.

In its July 24, 2012 letter, SDC requested that the City clarify if it is processing the Text Amendment/Zone Change and Site and Design Review applications as consolidated applications. It is apparent from the September 24th public hearings that the City is not processing the applications as consolidated applications. The Planning Commission is considering the applications separately and has yet to hold a public hearing for the Site and Design Review application. The City staff stated at the September 24th hearing that the Planning Commission's decision on the Site and Design Review application is subject to an appeal to the City Council, which indicates that this application is being processed under the Type III process as opposed to the Type IV process for the Text Amendment/Zone Change applications. If all of the applications were consolidated, they would all be processed pursuant to the Type IV process.

Since the applications are not going through a consolidated process, the City cannot rely on the Text Amendment/Zone Change applications for purposes of reviewing the Site and Design Review application. The fixed goal-post rule requires the City to review all land use applications based on the acknowledged comprehensive plan and land use regulations in effect on the date the applications are filed. ORS 227.178(3)(a) provides that "approval or denial of the application shall be based upon the standards and criteria that were *applicable at the time the application was first submitted.*" (Emphasis added). Even if the Comprehensive Plan and Canby Municipal Code ("CMC") provisions change as a result of the approval of the Text Amendment/Zone

Change applications, the City must review the Site and Design Review application based on the provisions in effect when the application was filed since the applications are not consolidated.

The Applicant and the City staff acknowledge that the proposed fuel station does not comply with the City's regulations without the Text Amendment/Zone Change. Therefore, the City cannot approve the Site and Design Review application.

3. The Applicant's Traffic Analysis is flawed and unreliable.

The attached letter from Lancaster Engineering, dated October 1, 2012 ("Lancaster's October 1st Letter"), addresses additional flaws with the Applicant's traffic analysis. Lancaster Engineering confirmed that the Applicant's Transportation Impact Analysis, dated May 17, 2012 (the "TIA"), is inconsistent with ODOT and the City's traffic engineer's instructions based on recent conversations with ODOT and a review of ODOT and the City's traffic engineer (DKS Associates) written instructions. ODOT advised Lancaster Engineering that it intends to conduct an internal safety audit related to this proposed development and the potential safety and operational impacts prior to the City Council hearing for the project, a highly unusual step for ODOT and indicative of the problem with the TIA. Finally, Lancaster's October 1st Letter includes data from the Fred Meyer fuel station in Cornelius demonstrating that the trip generation for the proposed facility will likely be far in excess of the volumes relied on by the TIA.

Additionally, it is important to emphasize that the Applicant's traffic engineer acknowledged at the September 24th hearing that Applicant could have done more to accurately assess the traffic impacts of an off-site fuel station. In response to a question from the Planning Commission, the Applicant's traffic engineer confirmed that the Applicant could have performed surveys of Fred Meyer fuel stations located off-site from the Fred Meyer stores but chose not to do so because it would be too labor intensive. The Applicant's traffic engineer acknowledged that it "certainly" could have performed a survey of the Oak Grove fuel station since it is located approximately 0.6 miles from the store, but that it did not do so because it assumed that the traffic impact analysis was "pretty close to reality" and a survey would have required "quite a bit more effort" and would be too "labor intensive." The Applicant should not be allowed to cut corners simply because it requires more analysis than the Applicant wants to do, especially given that the Applicant did not provide *any* evidence of the impacts of an off-site fuel station. Given the existing traffic safety and congestion problems along Highway 99 and the significant problems projected in the future, the Applicant should be required to provide all of the available information to fully assess the traffic impacts.

Conclusion

This supplemental evidence and argument continues to demonstrate that SDC's concerns about the project are well-founded. The entire DCO would be undermined if the City approved the Text Amendment and Zone Change applications based on the rationale provided by the Applicant. Moreover, the Applicant has significantly underestimated the traffic impacts of the proposed fueling station and failed to adequately evaluate the impact on the surrounding transportation system. Regardless of how the City feels about this project, it should not approve such a flawed proposal that will have broader repercussions well beyond this particular property.

We appreciate your attention to this matter.

Very truly yours,

HATHAWAY KOBACK CONNORS LLP

E. Michael Connors

EMC/df
Enclosure
cc: Save Downtown Canby

10/1/12

REGISTERED PROFESSIONAL ENGINEER 54983PE OREGON JULY 10, 2002 MICHAEL T. ARD

EXPIRES: 12/31/13

LANCASTER ENGINEERING

321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
fax: 503.248.9251
lancasterengineering.com

October 1, 2012

Mike Connors
Hathaway Koback Connors LLP
520 SW Yamhill Street, Suite 235
Portland, OR 97204

RE: Fred Meyer Canby – Fuel Facility

Dear Mike:

This letter is written to provide additional information related to the proposed Fred Meyer Fuel Facility in Canby, Oregon. We have continued investigating the many concerns we raised in our letter dated September 24, 2012 and we now are supplementing that letter with this additional information.

Zone Change Analysis

Our concerns regarding the need for a Transportation Planning Rule analysis have not yet been addressed. In order to make a finding of "no significant effect" which would indicate that no mitigation is needed for the proposed text amendment and zone change, an analysis is needed to demonstrate the reasonable worst case development scenarios under the existing and proposed conditions. Since this analysis is still conspicuously absent, there is insufficient information in the record to conclude that the proposed actions will not result in a significant effect. In the absence of this data, the proposed text amendment and zone change should not be approved.

Shared Trip Reductions

As described in detail in our previous review letter dated September 24, 2012, there are significant problems with utilization of "internal" or "shared trip" reductions for this project. We have subsequently reviewed comments provided by DKS Associates and the Oregon Department of Transportation that also express concerns about utilization of "shared trip" data.

I spoke with Avi Tayar of ODOT, and he informed me that he had expressly instructed Group Mackenzie **not** to use shared trip data. This instruction is also included in his email correspondence with Group Mackenzie (contained in the appendix to May 17, 2012 Transportation Impact Analysis), which stated "ODOT has concerns regarding applying diverted and internal trip reductions for this development. ODOT suggests that the analysis follow ITE's Trip Generation Handbook with its recommendation for pass-by trip reduction for the proposed land use for the site."

Chris Maciejewski of DKS Associates also expressed concerns regarding utilization of "shared trips", stating "Also, I'm not sure that the internal reductions reasonably apply when the site is not adjacent to the Fred Meyer store… I'll think more about that as I review the survey information."

Despite the specific instruction from ODOT and the concerns expressed by DKS Associates, Group Mackenzie persisted in utilizing the shared trip data, and have recently asserted that these "shared trips" will have a lesser impact on the highway than would typical primary trips. This assertion is directly contradicted by the text of Group Mackenzie's own Transportation Impact Analysis, which describes the shared trips as "Distribution for shared trips is simply between the fuel facility and the Canby Fred Meyer store location, **similar to primary trips**."

In order to have a reduced impact on the street system, the "shared trips" would need to function in a manner similar to pass-by traffic. However, since an explicit pass-by trip reduction has already been taken, it is inappropriate to assume that additional trips will act as pass-by trips. Again, there is no reliable data in the record supporting any kind of reduction.

Group Mackenzie has also asserted that the "shared trip" reductions were taken in a manner consistent with standard transportation engineering procedures. The concerns expressed by ODOT, DKS Associates and Lancaster Engineering are ample evidence that the utilization of a "shared trip" reduction for non-conjoined sites is highly unusual. In fact, the ITE Trip Generation Handbook does not provide for nor is there any precedent for utilization of "internal" trip reductions for a project in which the secondary "shared trip" destination is wholly outside the study area of the project. These trips can in no way be considered as internal, and the reductions taken are not reflective of the standard practice of transportation engineering.

It is clear from a cursory review of the "shared trip" analysis that inadequate thought was put into the application of the reductions, and the result is not just inconsistent with standard transportation engineering procedures, but wrong. No consideration was given to the fact that internal trips are made principally because they are convenient, and travel to a site ½ mile distant greatly reduces that convenience. Similarly, no consideration was given to the fact that the trip distribution drawn from the City's planning model already accounts for trips to and from the Fred Meyer site, resulting in an effective "shared trip" rate well in excess of the reported 38 percent.

The "shared trip" data utilized in the Transportation Impact Analysis is not applicable at the proposed development site due to lack of proximity, the application of the data is inconsistent with the standard practice of transportation engineering, and the resulting site trip distribution is not reflective of the actual impacts of the proposed development.

Traffic Impact Study Scoping

We have also spoken to ODOT regarding the scoping of the traffic impact study. ODOT plans to conduct an internal safety audit related to the Fred Meyer Fuel Facility development and the potential safety and operational impacts prior to the City Council hearing for this project. Specifically, since there has been no analysis provided for the intersection of Highway 99E at Ivy

Street, it is unknown whether the addition of site trips from the proposed development may have adverse operational and safety impacts on this intersection. ODOT's safety review of this intersection will focus on the likely impacts of the added traffic from the proposed development and the nature of the historical crashes at the intersection to determine whether additional traffic may exacerbate the existing safety hazards. It will be critical to correct all errors associated with the site trip generation and distribution prior to the safety analysis so that the impacts can be appropriately assessed.

It is unusual that analysis tasks need to be undertaken by ODOT rather than the applicant in order to determine whether site trips from a proposed development will have unacceptable safety impacts on nearby streets and intersections. It is the purpose of a transportation impact analysis to provide this specific information. In this instance, the lack of relevant information in the record demonstrates the incompleteness of the analysis provided by the applicant. There remains at this time insufficient information to make an appropriate determination as to whether operational or safety mitigations will be needed at the intersection of Highway 99E and Ivy Street as a result of the proposed development.

Trip Data

Since the applicant chose to use data from similar sites to estimate traffic impacts from the proposed development without collecting relevant "shared trip" data from the comparable site at Oak Grove, we also investigated another Fred Meyer fuel facility located in a suburban area where specific data was available that relates to trip generation and traffic volumes.

The Fred Meyer fuel facility in Cornelius, Oregon is subject to a two-cent-per-gallon tax, and the City keeps records of taxes paid, providing insight into the fuel sales of the Fred Meyer facility as well as the other fuel stations in town. Records for fiscal year 2012 (July 2011 through June 2012) show that Fred Meyer paid $89,317.06 in taxes, which equates to sales of 372,000 gallons of fuel per month. Fuel sales for July and August of 2012 (September data was not yet available) show an average of 466,000 gallons of fuel sold per month.

For comparison, according to the NACS (National Association of Convenience Stores), the average convenience store in the United States sold 121,000 gallons of fuel per month in 2009. The Fred Meyer store in Cornelius sold 3 times this average. Within the City of Cornelius, the Fred Meyer fuel facility sold 2.35 times more fuel than the second-highest sales fuel station. These comparisons demonstrate that Fred Meyer fuel facilities generate far more traffic than typical fuel stations.

Fred Meyer provided trip generation data taken from Fred Meyer fuel facilities for use in the traffic impact study, and demonstrated that expected traffic volumes are slightly in excess of typical traffic volumes for a fuel station, however the above fuel tax data demonstrates that a reasonable expectation of the trip generation for the proposed facility may be far in excess of the volumes studied. Accordingly, there remains a serious concern that low-traffic sites may have been purposefully or inadvertently chosen as a basis for comparison.

In order to ensure that the trip data is representative of typical Fred Meyer facilities, one of two things should occur:

1) Fred Meyer should provide sales data for all facilities in the Portland Metropolitan area demonstrating that the sales volume at the selected comparable sites are reflective of typical fuel sales volumes; or
2) The City of Canby should randomly select the locations at which comparable trip generation data will be collected.

Access Control

In the DKS Associates review material, several comments were made regarding the potential need for a right-in, right-out restriction at the site access driveway in the future. The need for this restriction was based on several potential triggers, including construction of a pedestrian refuge within Highway 99E at S Locust Street and potential queuing on Highway 99E at the site access. DKS Associates recommended that ODOT monitor, evaluate and design and needed improvements for this access location.

Although it is appropriate to have ODOT monitor, evaluate and design these improvements since it involves a state transportation facility, the recommendation does not account for some additional effects of the potential future turning movement restrictions that directly impact City transportation facilities. For instance, the DKS Associates review specifically notes that "...it appears that the site access to OR 99E could be modified to right-in/right-out movements only, **which should divert some traffic to the SE 2nd Avenue access** and still provide access for fueling trucks via S Locust Street to SE 2nd Avenue." However, a diversion of additional traffic to SE 2nd Avenue will increase impacts on this local residential street, exacerbating the need for a Neighborhood Through Trip Study. As previously described in our letter dated September 24, 2012, there will be a projected increase of 34 peak-hour trips along SE 2nd Avenue immediately southwest of the site, even with the preferred full access on Highway 99E. Implementation of a future right-in, right-out restriction will further increase the traffic volumes on this local street.

Since it is anticipated that the primary site access driveway on Highway 99E will be converted to a right-in, right-out access in the future, it is necessary to analyze the impacts of the proposed development within the context of this future restriction. The still-needed Neighborhood Through Trip Study should therefore explicitly account for this restriction.

Conclusions

The concerns raised in our previous review letter dated September 24, 2012 have not been addressed, and further review of the project continues to raise red flags regarding the analysis assumptions including the fundamental attributes of trip generation and distribution for the site, as well as the operational and safety impacts of the proposed development.

The transportation analysis materials provided by the applicant include numerous unfounded assertions and draw several incorrect conclusions. Serious questions remain, and the material provided is insufficient to determine that the impacts of the development will not immediately compromise public safety at the intersection of Highway 99E and Ivy Street or neighborhood livability along SE 2nd Avenue adjacent to the site. Additionally, questions remain regarding the site access location on Highway 99E including when and how access control may be implemented to restrict the driveway to right-in, right-out movements only.

Sincerely,

Michael Ard, PE
Senior Transportation Engineer

APPENDIX

Fuel Tax
Fiscal Year 2012

Summary FY2012 Turnover

Fuel Station	Total Remitted FY2012	June 2012	May 2012	April 2012	March 2012	February 2012	January 2012	December 2011	November 2011	October 2011	September 2011	August 2011	July 2011
Cornelius Fast Serv	37,934.84	2,628.08	2,967.92	3,060.92	3,237.48	3,234.54	2,915.82	3,123.10	3,224.84	3,327.78	3,368.72	3,398.72	3,446.92
EATA LLC	12,436.27	1,785.04	798.44	627.40	621.14	698.50	756.98	1,304.80	997.28	1,161.31	1,092.32	1,362.80	1,230.26
Baseline Market	13,946.14	886.46	1,289.48	1,056.48	1,509.42	1,306.62	1,120.58	882.50	1,106.64	1,281.18	1,110.70	1,332.68	1,063.40
Fred Meyer	89,317.06	8,565.06	8,330.04	7,640.92	7,051.22	5,681.38	6,954.72	7,451.18	7,154.98	7,750.58	7,554.22	7,789.68	7,393.08
Tarr, LLC	9,576.58	774.86	941.81	834.37	793.33	739.95	687.43	644.31	733.74	869.58	889.75	817.30	850.15
Mansfield Oil(Frontier)	460.06	-	-	-	-	100.02	40.00	-	-	156.02	-	164.02	-
Cornelius Oil LLC	18,492.48	803.84	1,048.46	1,151.26	1,478.92	1,477.20	1,428.20	1,438.26	1,520.02	1,925.66	1,693.28	2,114.60	2,412.78
Total collections	$ 182,163.43	15,443.34	15,376.15	14,371.35	14,691.51	13,238.21	13,903.73	14,844.15	14,737.50	16,472.11	15,708.99	16,979.80	16,396.59
	182,163.43												

Fuel Tax
Fiscal Year 2013

Summary FY2013 Turnover

Fuel Station	Total Remitted FY2013	June 2013	May 2013	April 2013	March 2013	February 2013	January 2013	December 2012	November 2012	October 2012	September 2012	August 2012	July 2012
Cornelius Fast Serv	6,042.76											3,166.60	2,876.16
EATA LLC	2,420.79											1,134.59	1,286.20
Baseline Market	2,424.94											1,086.16	1,338.78
Fred Meyer	18,655.72											9,249.54	9,406.18
Tarr, LLC	1,787.90											919.81	868.09
Mansfield Oil(Frontier)	-											-	-
Cornelius Oil LLC	2,195.26											1,028.56	1,166.70
Total collections	$ 33,527.37	-	-	-	-	-	-	-	-	-	-	16,585.26	16,942.11
	33,527.37												

Fueling America: Key Facts and Figures

NACS ANNUAL FUELS REPORT 2011

Convenience stores sell approximately 80 percent of the fuels purchased in the United States. Here are some facts and figures related to the industry.

Demand

U.S. gasoline demand is projected to average 9.12 million barrels per day in 2011.

Americans are expected to travel 8.27 billion miles per day in 2011. This equates to an average of 33 miles per vehicle per day.

Petroleum Infrastructure

The U.S. petroleum distribution industry includes:

- 148 refineries
- 38 Jones Act vessels (U.S. flag ships that move products between U.S. ports)
- 3,300 coastal, Great Lakes and river tank barges
- 200,000 rail tank cars
- 1,400 petroleum product terminals
- 100,000 tanker trucks
- Approximately 200,000 miles of oil and refined product pipelines

Fueling Outlets

There were 159,006 total retail fueling sites in the United States in 2010.

A total of 117,297 convenience stores sell motor fuels in the United States. This represents 80 percent of the 146,341 convenience stores in the country.

Overall, 58 percent (67,504 stores) of the country's 117,297 convenience stores selling fuels are one-store operations. By contrast, about 1 percent are owned and operated by the integrated oil companies, of which only two (ChevronTexaco and Shell) still are committed to selling fuel at the retail level.

Fuels Sales

The gross margin (or markup) on gasoline in 2010 was 16.3 cents/gallon, or 5.6 percent.

Motor fuels sales in convenience stores totaled $328.7 billion in 2009. Motor fuels sales accounted for 68 percent of the convenience store industry's sales in 2009. However, because of low margins, motor fuels sales contributed only 27 percent of total store gross margins dollars.

The average convenience store in 2009 sold 121,000 gallons of motor fuels per month — approximately 4,000 gallons per day.

Fuels Expenses

The federal excise tax on gasoline is 18.4 cents per gallon and 24.4 cents per gallon for diesel fuel.

In January 2011, motor gasoline taxes averaged 48.1 cents per gallon and diesel fuel taxes averaged 53.1 cents per gallon.

Factoring in all gasoline sales in 2009 transactions — whether the customer paid by cash, check or by either debit or credit card — credit and debit card fees averaged 4.7 cents per gallon.

Sources for this information include the U.S. Energy Information Administration, American Petroleum Institute, National Petroleum News, OPIS, National Petrochemical and Refiners Association, Association of Oil Pipe Lines, Nielsen TDLinx and NACS.

CITY OF CANBY –COMMENT FORM

If you are not able to attend the Planning Commission or Council Public Hearing, you may submit written comments on this form or in a letter addressing the Planning Commission and City Council. Please send comments to the City of Canby Planning Department.

By mail: Planning Department, PO Box 930, Canby, OR97013
In person: Planning Department at 111 NW Second Street
E-mail: lehnerta@ci.canby.or.us

Written comments for Planning Commission are due by 7:00 PM on September 24, 2012;
Written comments for City Council are due by 7:30 PM on October 17, 2012.

COMMENTS: I AM VERY CONCERNED WITH THE PLAN FOR THE FUELING STATION AS REFLECTED IN THE ATTACHED DRAWING. IF THIS PLAN WERE APPROVED I WOULD BELIEVE THEIR WILL BE A MAJOR PROBLEM IN THE FLOW OF TRAFFIC IN THE CENTER TURN LANE. THERE WILL BE A MAJOR CONFLICT BETWEEN THOSE WISHING TO TURN INTO HULBERTS AND THE FUELING STATION. ADD IN THOSE WISHING TO TURN LEFT OUT OF HULBERTS AND THOSE ENTERING 99E FROM LOCUST AND I BELIEVE THIS COULD LEAD TO GRIDLOCK AND A MAJOR SAFETY CONCERN.

I BELIEVE ACCESS TO THE FUELING STATION MUST COME OFF OF LOCUST MUCH LIKE IS SEEN AT FRED MEYER, CANBY PLACE, AND WALGREENS

YOUR NAME: CURTIS HOULAND

ORGANIZATION or BUSINESS (if any): HULBERTS FLOWERS

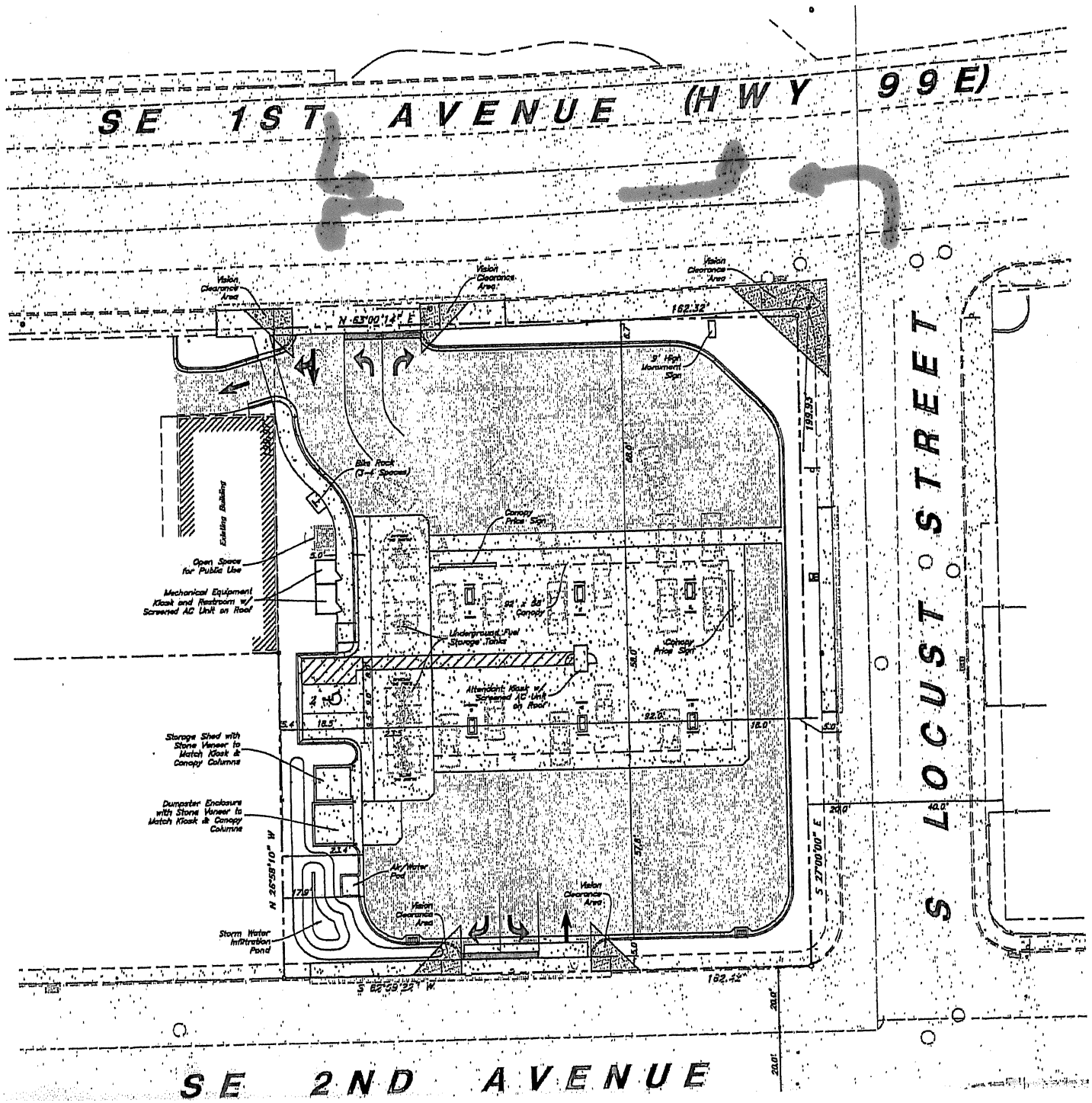
ADDRESS: 334 SE 1ST CANBY

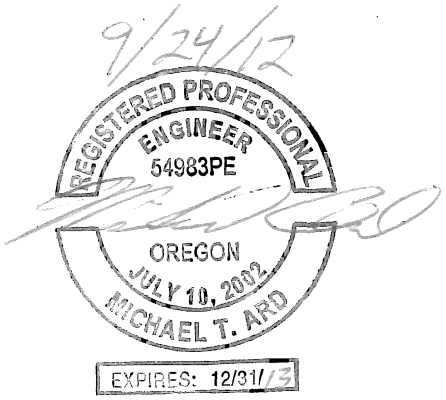
PHONE # (optional): 503-266-2282

DATE: 9/24/12

Thank you!

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.


SE 1ST AVENUE (HWY 99E)
S LOCUST STREET
SE 2ND AVENUE
Vision Clearance Area
N 63°00'14" E
162.32'
Existing Building
Bike Rack (3 ea. Spaces)
Canopy Price Sign
Open Space for Public Use
Mechanical Equipment Kiosk and Restroom w/ Screened AC Unit on Roof
92' x 32' Canopy
Underground Fuel Storage Tanks
Attendant Kiosk w/ Screened AC Unit on Roof
Storage Shed with Stone Veneer to Match Kiosk & Canopy Columns
Dumpster Enclosure with Stone Veneer to Match Kiosk & Canopy Columns
Air/Water Pad
Storm Water Infiltration Pond
N 26°59'10" W
S 27°00'00" E
S 62°59'22" W
162.42'
199.30'
92.0'
58.0'
57.8'
17.9'
18.5'
23.4'
15.4'
18.0'
40.0'
20.0'
20.01'



LANCASTER
ENGINEERING

321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
fax: 503.248.9251
lancasterengineering.com

September 24, 2012

Mike Connors
Hathaway Koback Connors LLP
520 SW Yamhill Street, Suite 235
Portland, OR 97204

RE: Fred Meyer Canby – Fuel Facility

Dear Mike:

At your request, we have reviewed the Fred Meyer Canby Fuel Facility Transportation Impact Analysis prepared by Group Mackenzie, dated May 17, 2012. This letter provides detailed comments regarding the analysis assumptions and methodologies, and identifies where relevant information was not included in the study. Overall, we identified numerous errors and omissions in the Transportation Impact Analysis that need to be addressed to accurately determine the impacts of the proposed amendments and the proposed fuel facility.

Zone Change Analysis

The proposed development includes a text amendment and a zoning map amendment. Since a text amendment and zone change may impact operation of critical transportation facilities through the long-range planning horizon and necessitate changes to long-range mitigation plans, these requested amendments require a Transportation Planning Rule (TPR) analysis. The applicant has asserted that the proposed site use is also an allowed use in the underlying zone; however there are three problems with this assertion.

First, a mere statement that the proposed zone change will not result in a significant effect as defined under the TPR is insufficient. If this is true, there needs to be information provided in the record documenting the assumptions used to make this determination. The Transportation Impact Analysis does not provide this information.

Second, a TPR analysis requires consideration not of the intended or proposed site use, but of the "reasonable worst case" development permitted under the zoning. Even if it were true that a fuel station would be permitted under the existing zoning, it may not be the most intensive traffic use permitted by the text amendment. There is no information in the study that addresses the maximum development potential under either the existing or the proposed zoning, and it is therefore impossible to determine whether the proposed amendments may have a significant effect on surrounding transportation facilities.

Third, as City of Canby staff have acknowledged, a fuel station is not consistent with the intent of the existing CC subarea because it is an auto-oriented use, and would therefore not be permitted under the existing zoning. Presumably, other auto-oriented uses would not be permitted in the CC subarea. Even if it was determined that a fuel station represented the "reasonable worst case"

development scenario under the proposed zoning, it has not been demonstrated that this use would be permitted under the existing zoning. As such, the assertion that there is no change in traffic associated with the actual proposed development is also in error.

In order to determine whether the proposed text amendment and zoning map amendment comply with the TPR, a detailed analysis is required. In the absence of this information, there is no evidence in the record on which to base a conclusion that the relevant requirements are met. Accordingly, the proposed changes should not be approved without a detailed TPR analysis. This concern is heightened by the fact that the City's Transportation System Plan identifies future problems in the site vicinity along Highway 99E. The projected future traffic concerns in the immediate site vicinity make a proper TPR analysis even more critical for this project.

Trip Generation Analysis

The Group Mackenzie report includes a determination that the proposed development will result in a net increase of 47 trips during the morning peak hour and 79 trips during the evening peak hour. These "primary trips" represent 32 percent of the total site traffic.

It is appropriate to take reductions from the gross trip generation of a site, particularly for uses such as gas stations that attract vehicles passing by on the way to another destination. However, the specific reductions taken in the report are not justifiable for several reasons.

The first reduction taken from the gross trip generation was for internalization (shared trips). The intent of a shared trip reduction is to acknowledge that sites with multiple land uses may attract trips that visit more than one facility on the site in a single visit. If the gross trip estimates were not adjusted, each of these internal trips would be shown entering the site, exiting, then re-entering and re-exiting to visit the second land use. Since rational drivers will not exit and re-enter the site, a proper analysis must reduce the site traffic volumes to account for this behavior.

In this instance, however, there are three significant problems with taking the shared trip reduction shown in the transportation impact analysis.

First, the data showing an internal trip reduction of 38 percent was derived based on surveys taken at a facility where the fuel station was within the Fred Meyer parking lot. As such, it was very convenient for patrons to visit both sites in a single visit. In contrast, the proposed development is located half a mile from the Fred Meyer store, and requires drivers to enter the highway to make the trip. It is therefore very likely that the number of people making shared trips to both facilities will be greatly reduced from the 38 percent observed at the conjoined site. There is no specific data documenting the shared trip rate for facilities that are not contiguous, and therefore a shared trip reduction typically should not be taken. Notably, a remedy for this data deficiency was available to Fred Meyer, since the Oak Grove store location is similarly separated from its fuel station by approximately half a mile. However a survey of shared trips from this location was not provided.

Second, the trip distribution pattern used for the primary trips was derived based on data from a select zone assignment model provided by DKS Associates. This model includes end-point

destinations within the City of Canby, and includes trips between the fuel station site and the existing Fred Meyer store. As such, the calculated "shared trips" percentage used in the transportation impact analysis are in addition to the trips already assigned to travel to and from that direction by the City's planning model. Even if specific data for non-continuous shared trips were available, the documented shared trip percentage must be reduced to account for trips already shown travelling to and from the Fred Meyer store in the select zone assignment. The effective result of this error is that significantly more than 38 percent of site trips are currently assumed to travel between the site and the Fred Meyer store, despite the fact that the 38 percent estimate is already too high.

Third, as is acknowledged in the report, since shared trips must re-enter the public street system between the Fred Meyer store and the fuel facility, the shared trips will result in new trips on Highway 99E. Listing a trip reduction for this phenomenon implies that net traffic volumes will be lower than they are. A detailed look at the trip generation table on page 9 of the report shows that the shared trips actually account for more traffic than the listed primary trips. It is common practice in transportation engineering to report the net increase in site trips associated with a proposed development on the last line of such a table, often with these critical volumes shown in bold lettering. In this report, the table shows bold values that represent less than half of the net increase in traffic volumes directly attributable to the proposed development. This makes the table extremely misleading. Additionally, there is no part of the report in which the actual net increase in site trips is reported. The correct values would be the sum of the listed shared and primary trips, which amount to 102 trips during the morning peak hour and 172 trips during the evening peak hour.

This difference in trip generation is extremely important, not just because the apparent trip volumes attributable to the site are more than doubled, but because the net increase in trip generation is commonly used to determine the scope of an appropriate traffic analysis. In this instance, using the bottom-line primary trip numbers provided in the table, a reviewing analyst could conclude that the nearby intersection of Highway 99E at Pine Street would experience an increase of just 24 trips during the evening peak hour. This is below the threshold that would normally require detailed operational analysis. However, if the 93 shared trips are included with the primary trips, we find that the actual traffic increase projected by Group Mackenzie at this intersection is 116 trips during the evening peak hour. This is nearly five times higher than the increase implied by the trip generation table, and well above the threshold at which ODOT typically requires a detailed operational analysis.

In reality, since the shared trip percentage is likely to be substantially lower than the reported 38 percent, it is likely that traffic volumes to and from the south will be substantially higher than shown as well. Since appropriate shared trip data is not available for this use, these trips would normally be shown as primary trips and distributed accordingly. Such a trip distribution would result in 77 trips during the evening peak hour at the intersection of Highway 99E and Ivy Street and 52 trips during the evening peak hour at the intersection of Highway 99E and Pine Street. ODOT often requires analysis of intersections with projected increases of 25 or more peak hour trips, and routinely requires such analysis for increases of 50 or more site trips.

The actual traffic volumes increases attributable to the proposed development may have significant impacts on nearby intersections that were not studied. The intersection of Highway 99E at Ivy Street in particular was within 5 percent of ODOT's maximum volume-to-capacity ratio mobility standard in 2009 per the City's Transportation System Plan, and is projected to operate with

volumes 43 percent above intersection capacity by 2030 if improvements are not made. The intersection may be operating above the allowable volume-to-capacity threshold under existing 2012 traffic conditions. Additionally, this intersection is listed on ODOT's Safety Priority Index System as a top 5 percent crash location, indicating that there is an existing safety problem at the intersection that may be exacerbated by increased traffic volumes. Based on these factors, a detailed operational and safety analysis of this intersection is essential to determine whether the impacts of the proposed development will be acceptable.

Traffic Impact Study Scoping

The City of Canby's Transportation System Plan establishes guidelines for the scoping of transportation impact studies in the Implementation Plan found in Chapter 10. It states:

> *The study area will generally comprise an area within a ½-mile radius of the development site. If the city determines that development impacts may extend more than ½ mile from the development site, a larger study area may be required. Required study intersections will generally include (in addition to primary access points) collector/collector and above intersections with an anticipated peak hour traffic increase of five-percent from the proposed project.*

Some interpretation of this language is required, since it is unclear whether the intent is to analyze collector/collector intersections and above within ½ mile of the site plus those at which an anticipated peak hour traffic increase of five percent is projected, or only those intersections that are both within ½ mile and experience an increase of five percent or more. Several additional intersections would require analysis under the first interpretation.

Regardless of the correct interpretation of the Implementation Plan scoping guidance, it is clear that variations from the typical scoping guidance are permitted in response to specific project needs, since it states that "The study area will **generally** comprise an area…" and "Required study intersections will **generally** include…" In this instance, since the intersection of Highway 99E at Ivy Street is likely to accommodate more than 50 additional peak hour trips, is already operating near or at the maximum allowable volume-to-capacity threshold and has been identified as a high-crash location, it is absolutely appropriate to require a detailed operational and safety analysis at this location. It may also be appropriate to prepare an operational analysis for the intersection of Highway 99E at Pine Street, depending on the projected traffic volume increases following revision of the site trip distribution.

Local Residential Street Impacts

The site trip distribution shows 20 percent of site trips travelling to and from the site via SE 2nd Avenue, which is a local residential street. The City of Canby requires a Neighborhood Through Trip Study for local residential streets when development is projected to add more than 30 peak hour trips or 300 daily trips. Since the 38 percent shared trip reduction was not corroborated with relevant

data, this percentage should be applied to all of the non-pass-by trips. During the evening peak hour, SE 2nd Avenue would be projected to experience an increase of 34 trips (172 PM peak hour trips * 20% = 34.4 peak hour trips). This indicates that a Neighborhood Through Trip Study should have been provided for the proposed fuel facility.

Although the calculated trip volumes for SE 2nd Avenue are slightly above the levels requiring analysis when using the trip distribution percentages, the actual impacts on this local residential street may be higher. This is because the 45 percent of site trips projected to exit the site toward the south must turn left onto Highway 99E from either the unsignalized site access driveway or the adjacent unsignalized intersection of Highway 99E and S Locust Street. These vehicles must yield to two lanes of northbound through traffic and merge with southbound traffic. The average delay associated with this turning movement is obscured in the traffic impact study, since the delays are averaged with much shorter delays for right-turning vehicles that share the same travel lane. However, from the analysis provided it is clear that the average delays for left-turning vehicles will be in excess of the reported average of 26 seconds. The left-turn delay can be avoided by exiting the site onto SE 2nd Avenue and approaching Highway 99E via the traffic signal at Ivy Street. If vehicles use SE 2nd Avenue to avoid making a difficult left turn onto Highway 99E, impacts on this local residential street will increase.

Background Growth

The traffic impact study states that project completion is anticipated in 2012, and therefore concludes that "No background growth or in-process developments are included in this TIA, so no pre-development scenario is presented."

Traffic studies typically account for background growth attributable to development outside the immediate area of the site, in addition to any known, approved (in-process) developments. Since there are no in-process developments that will substantially impact the analysis intersections, it is appropriate that no adjustments were made for in-process trips. However, the lack of a background growth rate results in an inaccurate analysis of traffic conditions following completion of the proposed development.

Traffic count data for this project was collected on April 4, 2012. Nearly six months have passed with no construction on the subject property. It is likely that by the time the development is completed and operational, the area intersections will have experienced a full year of background volume growth.

In order to determine an appropriate growth factor for the area intersections, we reviewed the data from ODOT's Future Volumes Table. This data is generated by ODOT's planning models and represents the best estimates for long-range traffic volume growth on state highways. For ODOT highways, the background growth is assumed to be linear over the planning horizon. Based on the model data, traffic volumes along Highway 99E in the site vicinity are projected to experience a linear growth rate of 4 percent per year. Therefore, traffic volumes would be projected to have increased by 2 percent between the time count data was collected and now, and will likely

experience a similar increase prior to completion of the proposed development. The operational analysis should be updated to account for this growth.

Conclusions

Based on our detailed review of the Transportation Impact Analysis prepared by Group Mackenzie, we concluded that there are a number of error and deficiencies that need to be addressed as follows:

- A detailed long-range impact analysis should be provided demonstrating compliance with Oregon's Transportation Planning Rule.
- The trip generation estimate, which showed net trip increases that were less than half of the actual impact of the proposed development, needs to be corrected. The trip generation estimate should be corrected to reflect the actual impacts of the proposed development, and the impacts on the surrounding transportation system should be re-assessed using shared trip data derived from similar non-adjacent uses and adjusted to account for trips already shown between the site and the Fred Meyer store in the City's planning model. If new, reliable shared trip data is not provided, the trip distribution should be based on the primary trip distributions patterns.
- The nearby intersections of Highway 99E at Ivy Street and Highway 99E at Pine Street will experience traffic increases of more than 50 trips during the evening peak hour. The intersection of Highway 99E at Ivy Street has also been identified under ODOT's Safety Priority Index System as a top 5 percent crash location. Accordingly, analysis of the impact of the proposed development on these intersections should be provided.
- Traffic volume increases on SE 2nd Avenue are extremely likely to exceed 30 trips per hour and 300 trips per day. Since this is a local residential street, a Neighborhood Through Trip Study is required.
- No background growth was included in the analysis. Given the projected annual growth rate of 4 percent per year along Highway 99E, the analysis should account for this growth.

If you have any questions regarding this detailed review of the Group Mackenzie Transportation Impact Analysis, please feel free to call me at any time.

Sincerely,

Michael Ard, PE
Senior Transportation Engineer

Hathaway Koback Connors LLP

520 SW Yamhill St.
Suite 235
Portland, OR 97204

E. Michael Connors
503-205-8400 main
503-205-8401 direct

mikeconnors@hkcllp.com

HAND DELIVERY

September 24, 2012

Planning Commission
City of Canby
PO Box 266-9404
Canby, OR 97013

Re: Fred Meyer Fuel Station
Application Nos. DR 12-03/TA 12-01/ZC 1201
Save Downtown Canby – Comment Letter

Dear Commissioners:

This firm represents Save Downtown Canby ("SDC"), a group of local business owners concerned about the above-referenced Text Amendment, Zone Change and Site and Design Review applications filed by Fred Meyer Stores, Inc. (the "Applicant") for a new Fred Meyer fuel center. SDC submitted written comments and testified at the Planning Commission's July 23, 2012 public hearing addressing SDC's concerns about the applications. This letter responds to the supplemental material submitted by the Applicant at and subsequent to the July 23rd hearing. SDC continues to be concerned about the Applicant's proposal and believes that the Applicant has not adequately addressed all of the deficiencies with its applications. Accordingly, SDC requests that the Planning Commission recommend denial of the applications.

1. The City should not approve a significant change to the DCO solely to accommodate a fuel station.

As previously explained, SDC is very concerned about the long-term impacts of approving a significant change to the recently adopted Downtown Canby Overlay ("DCO") zone solely to accommodate the proposed fuel station. Allowing a major change to the DCO simply because a proposed use cannot comply with its standards would establish a horrible precedent that the standards are not strictly enforced and can be amended to accommodate individual development proposals. Such a precedent would undermine the DCO and the Canby Downtown Plan which the City adopted to encourage economic vitality and revitalize Canby's downtown center.

The Applicant's supplemental material offers no new response or information to address SDC's concern. Rather, the Applicant's letter from its attorney, Steven W. Abel, dated September 4, 2012 ("Abel's September 4th Letter"), references the Supplemental Recommended Findings for the Text Amendment Application, dated July 12, 2012 ("Supplemental Text Amendment

Findings"), which were written before SDC raised their concerns. While the Applicant claims that this is a minor change because the subject property is not very large, the Applicant failed to address the broader implications on the DCO. These impacts are exacerbated by the Applicant's justifications for amending the DCO which question the entire DCO concept and would undermine the DCO goals.

a. The Applicant's acknowledgement that the sole reason for the proposed change to the DCO is to accommodate the fuel station is significant.

The Applicant and the City Staff confirmed that the proposed change to the DCO is designed solely to accommodate the fuel station since it cannot be sited under the Core Commercial ("CC") sub-area overlay standards. The Applicant acknowledged that "the City's text amendment alone facilitates the development of the six unit fuel-dispensing station" and that the public need for the change to the DCO is to "facilitate development that has not occurred under the existing designation." Abel's September 4th Letter, p.1 & 6. The revised Staff Report confirms that the Applicant requested the Text Amendment/Zone Change "because the proposed auto-oriented fuel station does not meet the intent of the CC sub-area." Revised Staff Report, p.5.

This acknowledgment is significant because the City's approval of this request will establish a clear precedent that the DCO is not strictly enforced and can be amended to accommodate individual development proposals that cannot satisfy the DCO standards. Other property owners and applicants will demand similar treatment or accuse the City of not enforcing the DCO fairly and equitably. The Planning Commission needs to determine if it is more important to maintain the integrity of the DCO or accommodate the Applicant's fuel station. Given the importance and significant resources devoted to the recently adopted DCO, it would not be wise to jeopardize the DCO for a single fuel station.

b. The Applicant's justification for the proposed change to the DCO undermines the entire DCO.

Not only would the City's approval of the Applicant's request establish a precedent, but the Applicant's justification for this change calls the entire DCO into question. The Applicant cites three primary justifications for changing the DCO that have much broader implications than these particular applications.

First, the Applicant argues that the proposed change to the DCO is necessary because the current CC sub-area regulations have not fostered development since the DCO was adopted. Supplemental Text Amendment Findings, p.4. If the City agrees with the Applicant, that same rationale would apply to *all* properties within the DCO. Since there has been little development or redevelopment in the downtown area since the DCO was adopted, the City's adoption of this rationale would call the entire DCO into question.

Not only would it be dangerous for the City to adopt this rationale, but the Applicant's assertion is glaringly flawed. The City Council adopted the DCO in the Fall of 2008 as part of a *long-term* plan to encourage economic vitality and revitalize the downtown center. The mere fact that a property has not been developed or redeveloped within a relatively short four-year period is not

an indication that the DCO is flawed. That is especially true given that this four-year period occurred in the middle of one of the worst real estate recessions in modern day history.

Second, the Applicant asserts that the DCO is flawed because the CC sub-area boundary is too spread out. The Applicant claims that the pedestrian-friendly Main Street design envisioned by the DCO requires a closer concentration of businesses and that "attempting to extend a 'Main Street' environment along a highway corridor for more than ¼ (0.25) mile tends to allow businesses to scatter rather than concentrate to the core, diluting the concentration effect." Supplemental Text Amendment Findings, p.2. Since the focal point of the CC sub-area extends a distance of over ½ mile and the entire CC sub-area extends further, the Applicant argues that the City erred in establishing the CC sub-area boundary. If the City accepted this argument it would undermine the DCO as a whole.

Not only would it be dangerous for the City to adopt this rationale, but the Applicant's claim is highly suspect. The City established the DCO sub-area boundaries after an extensive planning process involving key City officials, community stakeholders and several planning consultants. The mere fact that a planning consultant hired by the Applicant to support its fuel station proposal questions these boundaries is hardly sufficient to reconsider the boundaries as a whole. To the extent the City reconsidered the size of these boundaries, it should do so as part of a broader legislative effort.

Third, the Applicant relies on the existing development in the immediate area as a justification for changing the CC sub-area boundaries. Supplemental Text Amendment Findings, p.3. The Downtown Canby Plan is a long-term plan intended to encourage the redevelopment of the downtown area, not a reflection of the existing development. The purpose of the DCO is to change the downtown area to foster long-term economic growth. CMC 16.41.010(A)-(C). Amending the DCO on the basis that the existing development is not consistent with the goal would defeat the entire purpose of adopting the DCO.

c. <u>The property owner's claim that the CC sub-area boundary was not clearly defined during the DCO adoption process is wrong</u>.

At the July 23rd Planning Commission hearing, a representative of the property owner, Brian Oliver, testified that the City should not be concerned about changing the DCO in this instance because the CC sub-area boundary was not clearly defined during the DCO adoption process. Noting that he was part of the stakeholder group that helped with the DCO proposal, Mr. Oliver suggested that it was not clear that the CC sub-area boundary was intended to apply to the subject property.

Mr. Oliver is wrong. It is difficult to conceive how the CC sub-area boundary could have been any clearer and there is no question it was applied to the subject property. CMC 16.41.060(B)(2) provides: "The inner highway portion of the Core Commercial area spans the length of Highway 99E between Elm and Locust." The DCO map clearly shows the CC sub-area boundary extending to Locust Street. CMC 16.41, Figure 11. Since the property is located on the corner of Highway 99 and Locust Street, there is no question it was intended to be part of the CC sub-area. The Applicant's Text Amendment proposes to remove the reference to "Locust" in CMC 16.41.060(B)(2) and adopt a new Figure 11 precisely because the existing code expressly

designates the subject property as part of the CC sub-area. Supplemental Text Amendment Findings, p.2.

d. Conclusion.

Regardless of how the City feels about this particular development proposal, it must seriously consider the implications on the DCO as a whole. The City's approval of the Text Amendment/Zone Change will establish a bad precedent and its adoption of the Applicant's rationale will call the entire DCO into question. The City should not jeopardize the DCO for this single development.

2. The Applicant failed to demonstrate compliance CMC 16.88.160(D).

The Applicant's supplemental material continues to fall short of demonstrating that the Text Amendment/Zone Change complies with the approval standards set forth in CMC 16.88.160(D). While the Applicant purports to respond to the issues SDC previously raised, the Applicant relies primarily on the Supplemental Text Amendment Findings which SDC already refuted. Abel's September 4th Letter, p.5-6.

a. The Applicant failed to address the applicable Comprehensive Plan policies.

SDC previously noted that there are numerous Comprehensive Plan policies relevant to the Text Amendment/Zone Change that must be addressed under CMC 16.88.160(D)(1). The Applicant failed to address any of these Comprehensive Plan policies, continuing to rely on the general and unsubstantiated claim that the proposal is minor and therefore will have no significant impact.

b. The Applicant failed to demonstrate that there is a public need for the Text Amendment/Zone Change.

Although the Applicant concedes that it erred in addressing the public need for a fuel station in its initial response to CMC 16.88.160(D)(2), it failed to demonstrate a public need for the Text Amendment/Zone Change. Abel's September 4th Letter, p.5-6. The Applicant's claim that there is a public need because the DCO failed to achieve its intended results and is inherently flawed is erroneous for two reasons. Abel's September 4th Letter, p.5-6; Supplemental Text Amendment Findings, p.4.

First, the Applicant's underlying assumptions are wrong. As previously explained, the mere fact that the property has not been developed during a severe real estate recession is not an indication that the DCO failed to achieve its intended results. The Applicant failed to provide any evidence that this property cannot be developed *at all* unless the CC sub-area is removed. Furthermore, the Applicant's mere assertion that the CC sub-area is too large is insufficient to disregard the extensive planning effort which led to the current CC sub-area boundary. The City should not ignore its previous legislative planning effort based solely on the opinion of a consultant hired by the Applicant specifically to support the Text Amendment/Zone Change proposal.

Second, if the City wants to reconsider the DCO goals and policies as the Applicant suggests, it should do so as part of a broader legislative effort. Since the City's adoption of the Applicant's

rationale would have broader implications on the DCO as a whole, the City should fully vet the issues with the community as a whole.

c. The Applicant failed to demonstrate that the Text Amendment/Zone Change will better serve the public need than any other change undermines its own case.

The Applicant's claim that CMC 16.88.160(D)(3) is satisfied because the Text Amendment/Zone Change will better serve the public need than other alternatives available to accommodate the proposed fuel station completely misses the point. The public need that must be considered is the public need for the Text Amendment/Zone Change, not the fuel station. The alternatives considered by the Applicant relate exclusively to its desire to site a fuel station on this property. That does not address this criterion.

d. The Applicant failed to demonstrate that the Text Amendment/Zone Change will preserve and protect the health, safety and general welfare of the residents in the community.

The Applicant's argument under CMC 16.88.160(D)(4) is the same argument raised under CMC 16.88.160(D)(2) – the DCO is fundamentally flawed. The City should reject this argument for the same reasons provided under CMC 16.88.160(D)(2).

e. The Applicant failed to adequately address the Statewide Planning Goals.

As explained in SDC's July 23rd letter, the Applicant's responses to the Statewide Planning Goals are conclusory and wholly inadequate. The Applicant failed to address this deficiency.

f. The Applicant failed to respond to the Staff Report and SDC's July 23rd letter addressing why the Text Amendment is not justified under CDC 16.88.160(D).

The original Staff Report identified a number of reasons why the Text Amendment is not justified under CMC 16.88.160(D). Staff Report p.8-9. SDC expanded on those problems in its July 23rd letter. SDC's July 23rd letter, p.7. Surprisingly, the Applicant did not even attempt to address these deficiencies. As a result, the City Staff reiterated these problems with the proposal in the revised Staff Report. Revised Staff Report, p.9. The Applicant's inability to even respond to these glaring flaws demonstrates that the Text Amendment/Zone Change does not comply with CDC 16.88.160(D).

While SDC will not reiterate points the Applicant did not even bother to refute, there is one issue addressed at the July 23rd hearing that needs to be clarified. The Applicant testified at the hearing that the proposed crosswalk at Locust Street will not create a conflict because the specific location of the crosswalk has not been approved. The City's own traffic engineer, however, explained that "the City's Transportation System Plan includes an enhanced pedestrian crossing of OR 99E in the vicinity of the site" and that currently under the Canby OR 99E Corridor and Gateway Design Plan process "the location for the enhanced pedestrian crossing was determined to be at S Locust Street." DKS Memorandum, dated July 17, 2012, p.2. The

City's traffic engineer further notes that the construction of the pedestrian refuge island at this location will require the Highway 99 access to be restricted to a right-in/right-out. DKS Memorandum, dated July 17, 2012, p.2. The Applicant's attempt to downplay this issue conflicts with the City own traffic engineer's assessment. Once again, the Applicant is expecting the City to modify the Canby Downtown Plan design to accommodate the Applicant's proposed development when it should be the other way around.

3. The Applicant's Traffic Impact Analysis is flawed and unreliable.

As explained in the attached Memorandum from Lancaster Engineering, dated September 24, 2012 ("Lancaster's September 24th Memorandum"), the Applicant's Transportation Impact Analysis, dated May 17, 2012 (the "TIA"), has numerous errors and deficiencies.

The TIA significantly underestimates the actual traffic impacts of the proposed fuel station by relying on data and assumptions that apply only to fuel stations located on the same site as the Fred Meyer store. In this case, the proposed fuel station is approximately one-half mile from the Fred Meyer store. The actual and correct traffic volume increases attributable to the proposed development will result in significant impacts on nearby intersections that were not studied, namely Highway 99/Ivy Street and Highway 99/Pine Street. It is critical that the Applicant analyze these additional impacts because the Highway 99/Ivy Street intersection is very near capacity and has existing safety problems.

The TIA scope, which is limited to the immediately surrounding intersections, is inconsistent with CMC 16.08.150(E)(1). CMC 16.08.150(E)(1) requires a study area comprised of "a ½-mile radius of the development site." The Applicant should have been required to study a wider area and more of the surrounding intersections.

The TIA failed to account for background growth rates. As a result, the TIA underestimates the background traffic conditions.

4. The Applicant failed to address the Transportation Planning Rule.

As explained in Lancaster's September 24th Memorandum, a long range Transportation Planning Rule ("TPR") analysis is required due to the Text Amendment/Zone Change application. *See* OAR 660-012-0060(1). The Applicant's assertion that it is not required to provide a Transportation Planning Rule ("TPR") analysis is inconsistent with OAR 660-012-0060(1) and CMC 16.88.190(B). Without a TRP analysis, the Applicant cannot demonstrate that the Text Amendment/Zone Change will not significantly affect the transportation system over the applicable planning period.

Although the Applicant acknowledged that the TPR requirements are triggered since it is proposing an amendment to the City's land use regulations and zoning map, the Applicant claims that it is not required to provide a TPR analysis because the Text Amendment/Zone Change will result in no change in potential traffic impacts. The Applicant's claim ignores the whole purpose for seeking the Text Amendment/Zone Change. The Applicant requested the Text Amendment/Zone Change because the fuel station is an auto-oriented use and auto-oriented uses are not consistent with the pedestrian-friendly CC sub-area. Revised Staff Report, p.5. The

proposed Outer Highway Commercial ("OHC") sub-area is specifically designed to accommodate "automobile-oriented highway uses." CMC 16.41.060(B)(2)(c). It is difficult to fathom how a change from a pedestrian friendly sub-area that does not permit auto-oriented uses to a sub-area that is specifically designed to accommodate auto-oriented uses will result in *no* change in potential traffic impacts. Auto-oriented uses clearly generate more traffic than a pedestrian friendly use. The Applicant cannot demonstrate that the additional traffic impacts created by applying a new sub-area that is specifically designed to accommodate auto-oriented uses will not significantly affect the transportation system over the applicable planning period without some kind of TPR analysis.

A TPR analysis is particularly important because the City's Transportation System plan ("TSP") concludes that there will be significant problems along this section of Highway 99 over the planning period (year 2030). TSP, p.1-5, 4-1, 4-12, 4-14 and 7-35. The TSP concludes that by 2030 "the majority of the OR 99E intersections are expected to exceed mobility standards" and that "these key locations and others projected to exceed capacity would experience excessive vehicle delays and long vehicle queues that could lead to operational and safety impacts at other intersections or rail crossings." TSP, p.4-12. Therefore, *any* additional traffic impacts as a result of the Text Amendment/Zone Change will cause a significant effect on the transportation system under OAR 660-012-0060(1)(c)(C). The reason the Applicant does not want to provide a TPR analysis is that it knows it cannot satisfy the requirements.

It is also important to emphasize that the TSP addresses the significant challenges the City faces funding the improvements necessary to mitigate or avoid these future transportation problems. TSP, p.1-4 & 1-5. At a minimum, the City must ensure that the Applicant pays its fair share toward the cost of these improvements.

5. <u>The City's traffic engineer's safety concerns must be resolved now.</u>

The City's traffic engineer raised safety concerns related to the queuing onto Highway 99 that may require the Highway 99 access to be restricted to a right-in/right-out access. DKS July 17th Memorandum, p.2. The City's traffic engineer suggests that this issue be monitored by ODOT and addressed in the future through some undefined process. DKS July 17th Memorandum, p.2-3.

This safety concern must be resolved now and cannot be deferred through the recommended condition of approval. CMC 16.08.160 provides that "the City will not issue any development permits unless the proposed development complies with the city's basic transportation *safety* and functionality standards." (Emphasis added). The City cannot defer a finding of compliance through conditions of approval unless there is a defined process involving subsequent public notice and the opportunity for a hearing. *Moreland v. City of Depoe Bay*, 48 Or LUBA 136, 153 (2004); *Sisters Forest Planning Committee v. Deschutes County*, 45 Or LUBA 145, 154-55 (2003); *Rhyne v. Multnomah County*, 23 Or LUBA 442, 447 (1992). The City traffic engineer's approach is flawed because it grants ODOT exclusive authority to monitor and resolve the issue, provides no measureable standard to determine compliance and provides no subsequent public process.

6. A neighborhood through-trip study is required.

As explained in Lancaster's September 24th Memorandum, the Applicant must provide a neighborhood through-trip study. CMC 16.08.150(H) requires a neighborhood through-trip study for "any development projected to add more than 30 through-vehicles in a peak hour or 300 through-vehicles per day to an adjacent residential local street or neighborhood route." Lancaster's September 24th Memorandum demonstrates that if the actual and correct traffic volume increases attributable to the proposed development are applied, there will be more than 30 peak hour trips on SE 2nd Avenue. Therefore, a neighborhood through-trip study is required under CMC 16.08.150(H).

Even if the City did not account for this error in the TIA, the Applicant cannot demonstrate that there will be less than 300 daily vehicle trips. The TIA does not provide the number of daily trips on SE 2nd Avenue or Locust Street. Instead, the Applicant's *attorney* estimates that there will be less than 300 daily trips without any explanation of how he arrived at his estimates. Abel's September 4th Letter, p.10. The Applicant's attorney is not qualified to opine on traffic estimates and his unsubstantiated estimates do not constitute substantial evidence.

7. The Site and Design Review Board must review the Site and Design Review application.

The Site and Design Review Board, not the Planning Commission, is required to review the Site and Design Review application. CMC Chapter 16.49 requires the Site and Design Review Board to review and decide all Site and Design Review applications. CMC 16.49.020(A)(1); 16.49.025(A)(1); 16.49.035(B) and 16.49.040. The City's failure to have the Site and Design Review Board review the application is a procedural error that prejudices SDC's substantial rights because only the Board has the necessary expertise to review these types of applications.

8. The Applicant failed to demonstrate compliance with the Site and Design Review approval standards.

Although the Applicant attempted to address the approval standards set forth in CMC 16.49.040, it failed to adequately address the most important standard. CMC 16.49.040(E) provides:

> 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.

The Applicant relies exclusively on its initial Site and Design Review application narrative and the Staff Report to demonstrate compliance with CMC 16.49.040(E). As explained in SDC's July 23rd letter, neither of these documents support a finding of compliance with the 70 percent/15 percent thresholds in CMC 16.49.040(E).

The Applicant's response to CMC Table 16.49.040 is littered with errors and inaccuracies as described in SDC's July 23rd letter. If the errors and inaccuracies were accounted for and the table was recalculated, the Applicant would be well below the 70 percent/15 percent thresholds. Even the Staff Report reached different results than the Applicant. SDR Staff Report, p. 23. The Applicant did not even attempt to respond to or correct these errors. Therefore, the Applicant cannot demonstrate that its analysis is reliable or demonstrates compliance with the minimum requirements.

Nor does the Staff Report support the Applicant's claim. The Staff Report concluded that the Applicant failed to meet the 70 percent/15 percent thresholds, but erroneously suggested that the required percentages can be rounded down to the benefit of the Applicant. There is nothing in CMC 16.49.040 or Table 16.49.040 to support such an interpretation. Since the 70 percent/15 percent thresholds are *minimum* requirements, the Applicant must demonstrate that it exceeds these requirements.

Contrary to the Applicant's suggestion, compliance with the 70 percent/15 percent thresholds in CMC 16.49.040(E) is not discretionary nor judged based on their compliance with the "intent" of these standards. CMC 16.49.040(E) expressly requires compliance with the 70 percent/15 percent thresholds. It does not mention anything about discretion or compliance with the intent of these requirements. While CMC 16.49.040(3) provides that under a Type III Site and Design Review application the City can consider compliance with the intent of the DCO site and design review standards set forth in CMC Chapter 16.41, there is no similar discretionary standard for CMC 16.49.040(E).

9. <u>The Applicant failed to demonstrate compliance with the sign standards</u>.

The Applicant acknowledges that its signs do not comply with the City's limitations on the maximum square footage and maximum number of signs set forth in CMC 16.42 Table 3, but it claims that those standards are superseded by State standards under OAR 137-020-0150. Abel's September 4th Letter, p.13 & 18. The problem with this claim is that OAR 137-020-0150 does not dictate any specific minimum size requirements. The Applicant fails to explain why compliance with the City's sign standards will somehow result in a violation of State standards or why its proposed sign size is the minimum size necessary to comply with the State standards.

Conclusion

It is not in the City and community's best interest to allow a significant change to the recently adopted DCO solely to accommodate a new fuel station on a site with numerous existing fuel stations in the immediate surrounding area. Moreover, there are still significant errors and deficiencies in the applications, in particular the TIA. The City should not and cannot approve the applications until these deficiencies are addressed. Therefore, the Planning Commission should recommend denial of the applications.

We appreciate your attention to this matter.

Very truly yours,

HATHAWAY KOBACK CONNORS LLP

E. Michael Connors

E. Michael Connors

EMC/df
cc: Save Downtown Canby

STOEL RIVES LLP
ATTORNEYS AT LAW

900 S.W. Fifth Avenue, Suite 2600
Portland, Oregon 97204
main 503.224.3380
fax 503.220.2480
www.stoel.com

STEVEN W. ABEL
Direct (503) 294-9599
swabel@stoel.com

September 4, 2012

VIA HAND DELIVERY

Brian Brown
Angie Lehnert
City of Canby
111 NW Second Avenue
Canby, OR 97013

Re: Fred Meyer, File #ZC 12-01, #DR 12-03 and #TA 12-01

Dear Brian and Angie:

Fred Meyer, Inc. ("Applicant") has three consolidated, pending land use applications before the City: (1) Text Amendment # TA 12-01 seeking to adjust the subarea boundary of the Downtown Canby Overlay Zone ("DCO") from Core Commercial ("CC") to Outer Highway Commercial "(OHC") ("Text Amendment"); (2) Zoning Map Amendment # ZC 12-01 corresponding to the requested Text Amendment ("Map Amendment"); and (3) Site Design Review # DR 12-03 for construction of the six unit fuel-dispensing station ("SDR"). This letter explains why the proposed Map Amendment satisfies the applicable criteria from the City Municipal Code ("CMC"). Further, it provides additional information to support findings that the Text Amendment and SDR also meet the applicable CMC requirements.

I. Map Amendment (supplemental to Text Amendment application)

Applicant maintains that the Map Amendment is not necessary since an amendment to the City's text alone facilitates the development of the six unit fuel-dispensing station ("Project") and the fact that the CDO subareas are not mapped on the City's zoning maps. Nonetheless, Applicant provides the following to support the requested Map Amendment. See also II.C. below.

The review requirements for a zone map amendment are contained in CMC 16.54. Applicant is authorized to initiate a zone map amendment under CMC 16.54.010 and provides the following information to support findings of compliance with the applicable requirements of CMC 16.54.

A. Map Amendment Standard CMC 16.54.040(A)

The Comprehensive Plan of the city, giving special attention to Policy 6 of the land use element and implementation measures therefore, and the plans and policies of the county, state and local districts in order to preserve functions and aspects of land conservation and development;

The goal of the City's Land Use Element is "to guide the development and uses of land so that they are orderly, efficient, aesthetically pleasing, and suitably related to one another." Policy 6 of the Land Use Element requires that the City "recognize the unique character of certain areas and will utilize the following special requirements, in conjunction with the requirements of the land development and planning ordinance, in guiding the use and development of these unique areas." The City identified "Areas of Special Concern" to implement Policy 6. Development proposals, even those that appear to conform with the existing zoning, will be considered to conform with the City Comprehensive Plan only if the proposal also meets the applicable Area of Special Concern requirements. The Property is not located in an Area of Special Concern, therefore only the requirements of the underlying zone control. See Attachment 1 containing the Areas of Special Concern Map from the Comprehensive Plan.

The proposed Map Amendment is also consistent with other goals and policies of the City's Comprehensive Plan. Like the Text Amendment, the Map Amendment only involves changing the boundary between two of the subareas within the DCO. Neither amendment will affect the underlying C-2 base zone designation. City planning staff found that the Text Amendment was consistent with the City's Comprehensive Plan under CMC 16.88.160(D)(1). See page 7 of the Text Amendment Staff Report included in the consolidated record. Thus, for the reasons set forth in the Text Amendment Staff Report and below, staff can also find that the Map Amendment also complies with the applicable goals and policies of the City's Comprehensive Plan.

Given that the Map Amendment does not change the base (C-2) or overlay (DCO) zoning, and the fact that the amendment only involves land within the city limits, the plans and policies of the county, state and local districts are generally not applicable to the proposed action.

B. Map Amendment Standard CMC 16.54.040(B)

Whether all required public facilities and services exist or will be provided concurrent with development to adequate meet all the needs of any use or development which would be permitted by the new zoning.

The Map Amendment works in tandem with the Text Amendment, to the extent necessary, to adjust boundaries between subareas within the DCO. As described above, it does not change the C-2 or DCO zone boundaries. It also does not result in unanticipated demand for new public facilities or services for this area. The site is served by municipal sewer and water. As already described in the record, and further discussed in Section II.D below, the proposed boundary adjustment of the OHC subarea will not change potential transportation system impacts. The proposal does not change the allowed use, only the design standards that apply to the site. Therefore, there is adequate evidence to support findings that the Map Amendment will not result in adverse impacts to the transportation system. Accordingly, the Map Amendment satisfies CMC 16.54.040(B).

C. General Provisions Traffic Impact Study CMC 16.08.150

CMC 16.08.150(A)

The purpose of this section of the code is to implement Section 660-012-0045(2)(b) of the State Transportation Planning Rule, which requires the city to adopt a process to apply conditions to development proposals in order to minimize adverse impacts to and protect transportation facilities. This section establishes the standards to determine when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Study must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities: what information must be included in a Traffic Impact Study; and who is qualified to prepare the Study.

The proposed Map Amendment, like the Text Amendment discussed under Section II.E below, does not trigger further analysis under the Transportation Planning Rule ("TPR"). The TPR (OAR 660-012-0060) requires analysis and mitigation "[i]f an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility." Here, the proposed Map Amendment does not change the underlying base zone or the overlay zone, but rather simply adjusts the boundaries between two subareas of the overlay zone. The proposal does not change any functional classifications of existing or planned transportation facilities nor does it change

the standards implementing the City's functional classification system for roadways. It also would not change the trip generation potential in the C-2 zone, so it would not cause any change in the performance of existing or proposed facilities. Further, the City's findings supporting the adoption of the DCO noted that "all required public facilities and services either exist or will be provided concurrent with development to adequately meet the needs or any use or development which would be permitted in the new [DCO]." This means that there was no change in transportation impact caused by implementing the DCO, meaning there would be no impact in changing the site from CC to OHC. Thus, the proposed change from CC to OHC (both of which are subareas of the DCO) will not result in increased traffic potential and therefore will not significantly affect the transportation corridors. No further analysis or mitigation is needed to address the TPR. See also the discussion under Section II.E below.

Applicant provided a Transportation Impact Analysis ("TIA") along with the Text Amendment and SDR. This TIA also supports the Map Amendment. As discussed below in Section II.E, the requirements of CMC 16.08.150 have been adequately addressed and are satisfied based on evidence already in the consolidated records.

II. Additional Information to Support Approvals

At the City Planning Commission hearing on July 23, 2012, Save Downtown Canby, a group of local business owners ("SDC Business Owners") alleged that the proposed applications failed to meet the applicable City requirements for a variety of reasons. On July 12, 2012, Applicant provided supplemental findings for both the Text Amendment ("Supplemental Text Support") and the SDR ("Supplemental SDR Support"). See Attachment 2. The following supplements and reiterates information provided in the supplements. Overall, there is adequate evidence that demonstrates that the SDC Business Owner allegations raise no basis upon which to deny or condition the Text Amendment, the Map Amendment, or the SDR.

A. <u>City Policy is not Undermined</u>

The proposed applications do not propose to change boundaries of the base zone or of the DCO zone. SDC Business Owners appear to take the position that the City is unable to modify its zoning text and map simply because a text or map amendment is near in time to a previous text or map amendment. There is simply no support in the law for that position and, in fact, it runs contrary to the basic powers of City governance allowing for establishing zones which provide for a healthy and vibrant economy and provide for the best interests of the City's citizens. Further, the policies of the two subareas and the DCO are supported by the proposed

applications. The Supplemental Text Support explains in detail why the objectives of the two subareas are met with the proposed applications. Instead of summarizing what is already in the record, please see page 2-3 of the Supplemental Text Support included as Attachment 2. The record demonstrates that the proposed amendments are not inconsistent with City policy but in fact, further the planning of the DCO.

B. The Text Amendment Satisfies CMC 16.88.160

SDC Business Owners state that Applicant failed to adequately address the Comprehensive Plan amendment approval standards. The applicable approval standards are set forth in CMC 16.88.160 governing amendments to the text of the CMC, not the City's Comprehensive Plan. Applicant already addressed these approval criteria in the Supplemental Text Support . Nonetheless, Applicant provides the following to support findings under CMC 16.88.160(D).

CMC 16.88.160(D)

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;

The proposed amendment is very limited in scope. The proposal would make the transition from the CC subarea of DCO to the OHC subarea of the DCO approximately 950 feet east of the Ivy Street intersection with Highway 99 rather than 1,100 feet (a difference of approximately 150 feet). See page 4 of the Supplemental Text Support included in Attachment 2. The proposed change does not undermine the City's Comprehensive Plan goal and policy findings adopted as a part of the 2008 re-zoning of this area, which was provided into the record by SDC Business Owners. The elements of CMC 16.88.160(D)(1) have been appropriately considered.

2. A public need for the change;

The question of public need focuses on the need for the text amendment (*i.e.*, adjustment of the overlay zone subarea boundaries), not the underlying question of whether additional fuel facilities are needed. While it is easy to make a finding that additional fuel facilities meet the public need because they foster competition, it is also easy to draw the conclusion that the public

need is met through adjustment of the DCO to provide for the development of property located in City. The public need is satisfied by the adjustment of the DCO which would facilitate development that has not occurred under the existing designation.

Additionally, the Applicant presented testimony before the Planning Commission, and evidence including an ODOT publication that has been widely used since its publication in November 1999 ("Main Street… when a highway runs through it: A Handbook for Oregon Communities"), demonstrating that concentrating pedestrian-oriented business activity within a focused and limited area is essential for success in the effort to form a vibrant downtown commercial core. Applicant showed that the site is located so far from the Primary Gateway and the Secondary Gateways identified by the City in the plan for Downtown Canby that encouraging "Core Commercial" development could allow businesses to sprawl out to the far edges of the CC subarea, thereby diluting the concentration of activity in the core, to the detriment of achieving the objectives of the DCO zone. For these reasons, the Text Amendment meets the objective of CMC 16.88.160(D)(2).

3. Whether the proposed change will serve the public need better than any other change which might be expected to be made;

The proposed change will serve the public need better than any other change that might be expected to be made. In fact, the only practical approach to creating the ability to develop the parcel is through this amendment. See the discussion under CMC 16.88.160(D)(2) above. Applicant has adequately addressed CMC 16.88.160(D)(3).

4. Whether the change will preserve and protect the health, safety and general welfare of the residents in the community;

See page 5 of the Supplemental Text Support. It is evident from the evidence already in the record that the proposed amendments will not negatively impact health, safety and the general welfare of the City's citizens.

5. Statewide planning goals.

See Page 5-8 of the Supplemental Text Support. Again, it is evidence from the evidence already in the record that the proposed amendments are consistent with the applicable statewide planning goals.

C. Applicant Filed a Corresponding Map Amendment Application

Although Applicant does not believe a map amendment is necessary to effectuate the development (as described above), Applicant filed the Map Amendment and provides the analysis in Section I above to demonstrate that the request meets the applicable CMC approval requirements. To the extent that a Map Amendment is required, Applicant has demonstrated that approval of such amendment is warranted.

D. Transportation Impacts were Properly Considered and Evaluated

SDC Business Owners raised four general points concerning potential transportation-related impacts.

Application of the TPR

First, they argued Applicant's TIA was flawed because it failed to address the TPR. In Section I.G above, Applicant outlines why the TPR does not require further analysis for the Map Amendment. The same analysis applies here for the Text Amendment. SDC Business Owners simply say that the TRP analysis is triggered because there is an amendment. However, this is not the proper analysis.

OAR 660-012-0060(1) requires that

> (1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) *would significantly affect an existing or planned transportation facility*, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:
>
> (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

The Text Amendment does not propose any functional classifications changes to any transportation facilities. The underlying zone (C-2) is not changing and the types of land use activities allowed at the site are determined by the C-2 base zone designation. Consequently,

there is no change in potential traffic impact with the Text Amendment. With no change in traffic impact, there is no need to change any transportation facility functional classification. The proposed change in the boundary between two subareas of the DCO (CC to OHC) only affects the design and development standards that apply to the site.

> (b) Change standards implementing a functional classification system; or

The Text Amendment does not propose changing the standards implementing the City's functional classifications system for roadways. The functional classifications of roadways in the TSP are designed to meet needs arising from the base zoning of land areas within the City, which, as stated above, zoning will not be changed by the proposed amendment.

> (c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.
>
> > (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

The proposed uses contemplated by the Text Amendment are already allowed in the zone, so types and levels of travel and access would remain consistent with the functional classification.

> > (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

The Text Amendment would not change trip generation potential in the zone (because it remains the same) so it would not cause any change to the performance of existing or proposed facilities.

> (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

The Text Amendment would not change the trip generation potential for the zone (because it remains the same) so it would not result in any change in the performance of existing or proposed facilities. Also, as discussed above in Section I.G, the City's findings supporting the adoption of the DCO noted that "all required public facilities and services either exist or will be provided concurrent with development to adequately meet the needs of any use or development which would be permitted in the new [DCO]." This means that there was no change in transportation impacts at the time the DCO was adopted and consequently, there will be no impact in changing from CC to OHC, which are subareas of the DCO rather than different overlays or new zones. Accordingly, for these reasons and those outlined in Section I, the City should determine that the Text Amendment (like the Map Amendment) does not "significantly affect an existing or planned transportation facility" and that therefore no further action is required.

Compliance with Transportation Standards

The Oregon Department of Transportation ("ODOT") approved a full movement driveway and the City's traffic engineer has provided comments on the application. See Attachment 3. As a result, no deferred conditions are required and no further analysis is required.

No Neighborhood Through-Trip Study is Required

The CMC requires a Neighborhood Through-Trip Study ("NTTS") when development is adding 30 peak hour trips or 300 daily trips to an adjacent residential local street. CMC 16.08.150(H). As presented in Figure 8 of the TIA, and with the Highway 99E access configuration allowing all movements now approved by ODOT, the proposed development would not trigger the mentioned thresholds.

- On SE 2nd Avenue, west of the fuel facility, the development will generate 10 AM peak hour trips and 16 PM peak hour trips, both below the threshold of 30 trips.

- On S Locust Street, south of the fuel facility, the development will generate 2 AM peak hour trips and 4 PM peak hour trips, both below the threshold of 30 trips.

- Daily trips were not estimated in the TIA. They may be estimated between 194 and 204 on SE 2nd Avenue and between 41 and 49 on S Locust Street, all below the threshold of 300 trips.

Therefore, based on these values, the thresholds for the NTTS are not met and no NTTS is required.

Access Spacing is Approved

Access along Highway 99E is under ODOT jurisdiction. CMC 16.46.070 applies to City facilities only. CMC 46.080 refers to Appendix G of the TSP for state highway standards. While ODOT spacing standards cannot be met along the site frontage, ODOT may approve driveways through the approach application process, which it has done. Approval Application No. 17612 was approved by ODOT on August 15, 2012. See Attachment 3.

The proposed driveway is within the Special Transportation Area ("STA") of Highway 99E. The City's letter of June 2, 2010 requesting the STA notes that "STA designation would acknowledge the need to balance local access with through travel needs, and allow acceptance of a more relaxed mobility standard." The shared access proposed with the Project would meet this balance of access and mobility. Moreover, the number of driveways is actually decreasing with the Project. The driveway serving the adjacent retail building will be relocated to improve circulation and will be shared by the two sites, resulting in no increase in the number of driveways on the block. The consolidation of lots as a part of the Project also eliminates the potential need for additional driveways on Highway 99. In these ways, the proposed driveways meet the intent of access management. For these reasons, the SDC Business Owners' arguments on this issue fail.

E. The Proposal Properly Addresses the SDR Approval and Design Standards

SDC Business Owners have suggested that inadequate information has been provided to demonstrate compliance with CMC 16.49.040. SDC Business Owners also make numerous claims that specific design standards have not been met as specified in the CMC. Applicant has demonstrate compliance with the City's site and design review standards to the extent possible; however, some standards are either not applicable to the proposed use of the property or not attainable due to Applicant's stringent design standards, which are among some of the most safe and detailed in the industry. For these reasons, Applicant chose to submit a Type III SDR application. A Type III SDR allows the Planning Commission to approve an application at its own discretion and rather than making direct findings of compliance with the standards, the

Planning Commission may approve the application upon a finding that it is in compliance with the "intent of the DCO site and design review standards." CMC 16.89.020(C), 16.49.040(3).

By adopting this language, the City understood that the DCO site and design review standards may not be universally applicable or relevant to every use that is allowed by the underlying zones. Thus, the language allows the City some flexibility without having to grant a variance. In order to assist the Planning Commission in exercising its discretion and concluding that the proposal meets the intent of the standards, Applicant provides the following information to address the specific items SDC Business Owners claim as inadequate.

CMC 16.49.040(A)

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;

This requirement deals with the development following the standards set forth by the CMC for location, height and appearance. The Project is an automobile fueling station that is a permitted use in the underlying C-2 zone and by extension of the DCO zone per CMC 16.41.030(A). According, the Project meets the location requirement with relation to its proposed use and the zoning map. With respect to height, maximum allowable height of a building in the OHC subarea is 45 feet. See CMC 16.41.050 Table 3. The proposed canopy structure is under 20 feet. Thus, the height requirement is met.

For appearance, the objectives for the development are identified in CMC 16.41.060(A)(3)(a)-(e). To create a pedestrian-oriented ground floor integrated with exterior components, Applicant has designed the Project with a pedestrian pathway from the street to the under-canopy kiosk, allowing pedestrians to have full access to the site from the street. Also included in the design will be a small open space area with bench that is accessible and usable by the public. The architectural features of the Project sign include columns of the canopy, which create a definite, repetitive element along the street facing side of the structure thus establishing a cohesive architectural element. In addition, distinct portions of the onsite canopy and kiosk are identified by changes in materials helping to create a clear base, middle and top element across the site. These materials are consistent throughout the site creating a uniform appearance and design. A cornice has also been added to the canopy to create a "capping" element for the structure. All materials proposed for the Project are found on the Material Standards for the OHC found in the code (CMC 16.41.070 (E)(2)) and comply with the color palette specified in CMC 16.41.070

(F)(2)). CMC 16.41.060(A)(3)(d) does not apply to the Project because it is specific to the CC, not the OHC. For these reasons, the appearance requirements have been met.

CMC 16.49.040(B)

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

This requirement relates to the compatibility of the Project design with the other developments in the same general vicinity. Other developments in the same general vicinity include other fueling stations (one located directly across Locust Street and one located across Highway 99 approximately 500 feet west of the site) and other commercial developments including a commercial strip mall and its vehicle parking area on the adjacent property to the west, and a florist's shop and its vehicle parking area on the north side of Highway 99. The presence of other fueling stations on either side of the proposed property indicates that the project is not out of character with its surroundings. However, the existing development in the general vicinity was constructed prior to the adoption of the DCO design standards. As a result, the color palette and materials used in the proposed development will exceed the design of other existing developments and meet the current CMC requirements. Presumably, as the surrounding properties are redeveloped over time, they too will be required to meet the City's DCO requirements and thus come to be in harmony with the City's DCO design objectives and this proposed development.

CMC 16.49.040(C)

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.

This criterion relates to the location, design, size, color and materials of all structures and signs and requires that such structures be appropriate to the design character of other structures in the vicinity. The location, design, size, color and material of the proposed Project and the Project's compatibility to other developments in the vicinity are discussed under CMC 16.49.040(A) and (B) above. In reviewing the location, design, color and materials of the signage, City staff determined them to be acceptable to the City; however, one comment in the City's initial staff report indicated that the monument sign needed to be moved back to 10 feet behind the curb

along Highway 99E. In response, Applicant has amended the Preliminary Site Plan to respond to staff's input. See Attachment 4, Sheet 1.1.

The proposed fuel pricing signs on the north and east canopy faces currently exceed the allowable size requirements, as described in CMC 16.42.050 Table 3. This standard limits the size of a wall sign to eight percent of the primary building elevation area but not to exceed 120 square feet total for the primary building frontage and six percent of secondary building elevation but not to exceed 60 square feet total for the secondary building frontage. The City has interpreted the Project's building elevation area to be just the canopy face (92 feet by 3 feet 6 inches) totally 322 square feet of primary frontage the secondary frontage at 206.5 square feet (59 feet by 3 feet 6 inches). Applying the eight percent and six percent requirement results in only 25.76 square feet for signage on the primary frontage and 12.39 square feet for signage on the secondary frontage. This equates to an available signage area that is only 21.5 percent and 20.6 percent of the maximum allowable signage area for the primary and secondary frontages, respectively.

Each face of the canopy will have the Kroger National Logo (6.77 square feet each), and the canopy faces along Highway 99E and SE 2nd Avenue will also have Fred Meyer text (6.14 square feet each) next to the Kroger Logo. Fuel pricing signs are to be located on the canopy facing Highway 99E and Locust Street. The fuel pricing signs are 17 feet 4 inches by 3 feet 6 inches for a total of 60.66 square feet each. The intent of these signs is to provide motorists with accurate information regarding the fuel types being offered at the proposed fuel station in an efficient, easy to locate and safe manner. This will help drivers make traffic related decisions sooner, resulting in safer driving conditions around the fuel station. Another factor dictating the size of the fuel pricing signs are the additional requirements placed on these signs under Oregon law.

Oregon Administrative Rule ("OAR") 137-020-0150 regulates gasoline advertising to prevent misleading price representations. OAR 137-020-0150(3)(a) states: "[t]he retailer must clearly and conspicuously *display on each street sign* the lowest cash prices charged for the sale of the lowest grade of *each type of motor vehicle fuel sold* or offered for sale to all customers or potential customers." (Emphasis added). This rule requires that if any type fuel is listed on a price sign, all types of fuel offered must be listed. Shortening the sign by removing midgrade or premium unleaded, consequently, is not an option and would violate OAR 137-020-0150. Since the only option is to exceed allowable signage area under the CMC or remove the signs, Applicant requests that the Planning Commission use its discretion and approve the canopy price signs if the Planning Commission deems the signage meets the intent of the sign code as

identified in CMC 16.42.010(A)(1)-(8). Applicant maintains that the proposed signage does indeed meet the intent of the code. The intent is to make sure that signage is appropriate in relation to the size of a specific development. Here, Applicant has minimized the signage to the extent possible to comply with applicable law, and in doing so has created an appropriate relationship between the signage and the size and type of development.

CMC 16.49.040(D) and (E)

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.

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).

This requirement addresses the use of Low Impact Development ("LID") best management practices whenever feasible based on site and soil conditions. The City has set forth a site design review menu in Table 16.49.060 of the CMC. This table lists a number of LID design options for projects going through a Type III review process and requires that 15 percent of the required menu items must address the LID design options. Applicant discussed in the SDR application how the Project would implement certain LID best management practices. The City's SDR staff report also addresses this requirement. The result of which culminated in City staff acknowledging that the requirements have been met with the proposed condition of approval that the location of the open space onsite be provided. This area has been identified on revised Preliminary Site Plan and Landscape Plan included in Attachment 4.

CMC 16.49.040(3)

In review of a Type III Site and Design Review Application described in Section 16.49.035.A.2, the Board shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the INTENT of the DCO site and design review standards set forth in 16.41.070.A.1, 16.41.070.B.1, 16.41.070.C.1, 16.41.070.D.1, 16.41.070.E.1, and 16.41.070.F.1, and with Criteria 4, 5, and 6 below. This requirement identifies that the Board shall determine if there is compliance with the intent of the DCO site and design review standards set forth in 16.41.070.A.1, 16.41.070.B.1, 16.41.070.C.1, 16.41.070.D.1, 16.41.070.E.1, and 16.41.070.F.1 and with 16.49.040 (4), (5), & (6).

In responding to SDC Business Owners, Applicant makes the following points to demonstrate that the Project does met the intent of the DCO site and design review standards.

Section 16.41.070(A)(1) addresses pedestrian oriented ground floor design standards for ground floor windows, building entries and doors, transition areas and residential buildings. None of these requirements apply to the proposed Project since the only ground floor windows on the site would be the 4-foot wide window of the attendant kiosk. No building entries or doors are provided for public use on the fuel center. None of the transition requirements are required in the OHC zone and the residential requirements do not apply to a commercial project.

Section 16.41.070(B)(1) addresses design standards for cohesive architectural elements, specifically architectural bays and incorporating design elements within each bay. The columns of the fuel canopy create appropriately sized bays for the ODC zone. The columns have been engaged by adding a stone base and stucco texture to the upper portion. A cornice is provided around the entire canopy. Each bay has a minimum of two projecting fueling position signs and lighting is recessed into the underside of the canopy.

Section 16.41.070(C)(1) addresses design standards for integrated building façade standards, specifically, (1) distinct base, middle and top of building design; (2) ground floor design elements; (3) middle of building design elements; and (4) top of building design elements. The proposed structure does have a distinct base, middle and top design. This was achieved by changing the material, color and texture of materials along the columns of the structure. The canopy creates a distinct "top" to the structure as well. Standards (2) ground floor design elements and (3) middle of building design elements do not apply in the OHC subarea of the DCO Zone. Design elements complying with standard (4) top of building design have been incorporated into the design for a flat roof. The addition of a cornice under 3 feet in height

around the entire structure meets this requirement. The use of a roof garden is encouraged but not required. As the roof will be inaccessible and the roof drains could become clogged by garden refuse it was determined not to add a rooftop garden.

Section 16.41.070(D)(1) addresses corner intersection standards but is only applicable in the CC zone and is therefore not applicable to this Project following approval of the Text and Map Amendments.

Section 16.41.070(E)(1) addresses material standards for projects in the DCO. All material proposed for the site (stone, stucco, concrete and CMU) can be found in the standards table for the OHC zone.

Section 16.41.070.(F)(1) addresses the color palette to be used onsite as being the Sherwin Williams Arts and Crafts color palette. The colors proposed for the fuel station are in harmony with the required palette.

CMC 16.49.040(4)

The Board shall, in making its determination of compliance with the above requirements, be guided by the objectives and standards set forth in this section. 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.

This requirement identifies the need for the proposed development to demonstrate 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. As discussed in the SDR application, all public facilities are existing and available to the proposed site. These facilities will be utilized by the development. ADA facilities will be provided onsite from the right-of-way to the kiosk under the fuel canopy. As all facilities are available or provided, this requirement has been met.

CMC 16.49.040(5)

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.

This requirement does not apply to the Project as it addresses housing types and their compliance with CMC.

CMC 16.49.040(6)

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.

This requirement addresses the compliance of the development with the City's Tree Ordinance (CMC 12.32). The proposed Project requires the removal of three (3) trees. All of these trees are on private property and therefore do not require permission to be removed (CMC12.32.040). The proposed development will add 19 new trees as part of its landscaping activities. All requirements in the City's Tree Ordinance will be complied with and as such this requirement will be met.

F. DCO Overlay Design Standards are Addressed in Detail

SDC Business Owners claim that Applicant failed to address DCO design standards. Specifically, SDC Business Owners allege that Applicant must demonstrate compliance with *all* OHC approval standards. This statement would be correct if Applicant had opted to follow a ministerial or administrative SDR approval process (Type I or II) but Applicant filed a Type III SDR application. The Type III application allows deviation from the standards of the CMC. As mentioned above and explained in the Supplemental SDR Support included in Attachment 2, a Type III SDR application allows the Planning Commission to approve the application at its own discretion and to determine if the application is in compliance with the "*intent* of the DCO site and design review standards." CMC 16.89.020(C), 16.49.040(3) (emphasis added). Consequently, satisfying each of the SDR standards is not necessary for the Planning Commission to approve the SDR application as long as the Planning Commission determines that the application meets the intent of the DCO. Detailed information was provided in the SDR application on the applicability and implementation of the requirements for CMC 16.41.060 and

16.41.070(A)-(F) and substantial information has been presented above regarding the Project's compatibility with the intent of the DCO standards. See also Supplemental SDR Support included in Attachment 2.

G. Sign, Lighting, Parking Landscaping and Parking Standards are Adequately Addressed

Sign Standards

Detailed discussion on the sign standards is provided in the DCO design standards discussion above. Due to the additional requirements placed on fuel pricing signage by the State of Oregon in OAR 137-020-0150, Applicant requests the Planning Commission's interpretation of whether the proposed signage meets the requirements of the zone.

Lighting Standards

The revised lighting plan (included in Attachment 4 as Sheet SE2.0) shows house side shields on all light poles to minimize light trespass and comply with the shielding standards in CMC 16.43.040. Additional details on the under canopy recessed lighting have been provided (as an addendum to Sheet SE2.0), which are updated to the new Kroger standard of using all LED fixtures for the under canopy recessed lighting. The under canopy lighting complies with CMC 16.43.070(D).

Parking Landscaping Standards

The landscape plan has been updated. See Attachment 4, Sheet L1.1. The revised landscape plan incorporates the additional information requested by the City and the additional number of trees required along the eastern property line. Thus the parking lot landscape standards have been met.

Parking Standards

The City's off-street parking requirements in CMC 16.10 set forth the amount of parking required based on the use of a property. CMC Table 16.10.050 does not list a specific parking requirement for a fuel station under the commercial use designation on the table. It does, however, list an "All others" designation for any use not specifically listed in the table. The parking requirement for the "All others" designation is 1.0 space per 550 square feet. The combined area of the attendant kiosk (32 square feet) and the mechanical/restroom kiosk (111 square feet) totals 143 square feet. This results in a required parking count of one stall.

American Disability Act ("ADA") requirements stipulate that if the site has between one and 25 parking stalls, one ADA parking space is required. The site plan properly shows two stalls provided (one being ADA). See Attachment 4, Sheet C1.1 Preliminary Site Plan. The parking requirements in CMC 16.10 are met.

H. Procedural Issues

Applicant has filed the Map Amendment and hereby clarifies that the Text Amendment, Map Amendment, and SDR are related applications and therefore should undergo consolidated review. The records for these applications should also be consolidated. All applications were filed using City forms, were properly authorized by the underlying property owners, and meet the applicable filing requirements under CMC. In addition, Applicant held a public meeting on August 28, 2012 for neighbors. Notice was mailed on August 8, 2012 pursuant to CMC 16.89.070. The notice and meeting minutes from the meeting are included in Attachment 5. For these reasons, there are no procedural issues preventing the City from moving forward and hearing all three applications at the Planning Commission Hearing scheduled for September 24, 2012.

In sum, Applicant has provided adequate evidence to demonstrate that the three pending applications meet the applicable CMC standards and approval criteria and the City may approve each request. Prior to the hearing, we may submit additional evidence and argument to further support findings of approval for the three applications. Thank you for your consideration, and we look forward to presenting to the Planning Commission on September 24, 2012.

Very truly yours,

Steven W. Abel

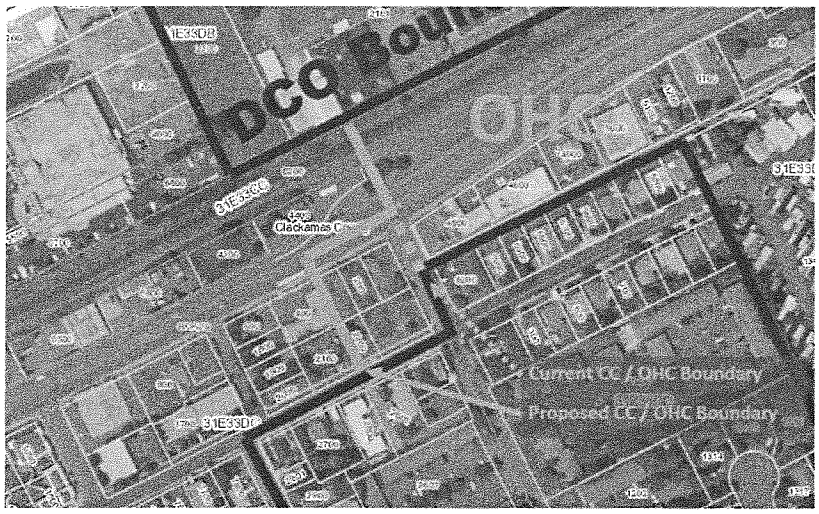
Enclosures

City of Canby

NOTICE OF PUBLIC HEARING & REQUEST FOR COMMENTS

The purpose of this notice is to invite you to comment on the Zone Change to alter the boundary of two subareas within the downtown overlay zone and amending its corresponding figure in the Code. This application is related to the previous notices for a Site and Design Review and a Text Amendment on these properties; deliberations of this file #ZC 12-01 will be heard in conjunction with discussions of files #DR 12-03 and TA 12-01.

Comments due–Any written comments desired to be distributed to the Planning Commission prior to the public hearing are due to staff by 3 PM on September 12, 2012, and prior to the City Council public hearing by 3 PM on October 8, 2012.



Public Hearing Schedule:

- Planning Commission, Monday, September 24, 2012, 7pm at 155 NW 2nd Avenue, Canby, OR
- City Council, Wednesday, October 17, 2012, 7:30 pm at 155 NW 2nd Avenue, Canby, OR

Location: 351, 369 & 391 SE 1st Ave. & 354 & 392 SE 2nd Ave.

Tax Lots: 3S1E33DC00100, 00200, 00300, 02200 & 02300

Lot Size and Zoning: 32,466 sq. ft. of land in tax lots. Existing Comprehensive Plan: Highway Commercial (HC) City of Canby. Existing Zoning: Highway Commercial (C2).

Owner: Oliver Lang LLC

Applicant: Fred Meyers Stores, Inc.

Application Type: (1) Site and Design Review Downtown Canby Overlay, Type III (2) Text Amendment - Change the Downtown Canby Overlay subarea boundary, Type IV, 3) Zone Change within Downtown Overlay Zone. **City File Number:** DR 12-03/TA 12-01/ZC 12-01 **Contact:** Angie Lehnert at 503-266-7001

What is the Decision Process? The Canby Planning Commission will hold a hearing to receive public testimony. Following the hearing, the Commission will forward a recommendation to the City Council for a decision. The City Council will hold a 2nd hearing to receive public testimony, and then will determine the appropriateness of the Text Amendment and Zone Change.

Where can I send my comments? Written comments can be submitted up to the time of the public hearings, and may also be delivered in person to the Planning Commission and/or City Council during the Public Hearing. *(See attached Comment Form).* Comment forms can be mailed to the Planning Department, P O Box 930, Canby, OR 97013; delivered in person at 111 NW Second Avenue; or emailed to lehnerta@ci.canby.or.us.

How can I review the documents and staff report? Documents and Staff Report can be reviewed weekdays from 8 AM to 5 PM (except holidays) at the Canby Planning Department. The staff report to the Planning Commission will be available for inspection starting Friday, September 14, 2012 at the Canby Planning Department or on the City's website. Copies are available at $0.25 per page or can be emailed to you upon request.

Applicable Criteria: Canby Municipal Code Chapters

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):

- 16.08 General Provisions
- 16.28 C-2 Zone
- 16.89 Application and Review Procedures
- 16.41 Downtown Overlay Zone
- 16.88 General Standards & Procedures

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.

CITY OF CANBY –COMMENT FORM

If you are not able to attend the Planning Commission or Council Public Hearing, you may submit written comments on this form or in a letter addressing the Planning Commission and City Council. Please send comments to the City of Canby Planning Department.

By mail: Planning Department, PO Box 930, Canby, OR97013
In person: Planning Department at 111 NW Second Street
E-mail: lehnerta@ci.canby.or.us

Written comments for Planning Commission are due by 7:00 PM on September 24, 2012; Written comments for City Council are due by 7:30 PM on October 17, 2012.

COMMENTS: We have submitted our comments on June 18, 2012 on the above noted project and have no additional comments.

YOUR NAME: Hassan Ibrahim

ORGANIZATION or BUSINESS (if any) : Curran-McLeod, Inc.

ADDRESS: 6655 SW Hampton Street, Suite 210 Portland, OR 97224

PHONE # (optional): 503- 684-3478

DATE: August 31, 2012

Thank you!

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.

Hathaway Koback Connors LLP

520 SW Yamhill St.
Suite 235
Portland, OR 97204

E. Michael Connors
503-205-8400 main
503-205-8401 direct

mikeconnors@hkcllp.com

HAND DELIVERY

July 23, 2012

Planning Commission
City of Canby
PO Box 266-9404
Canby, OR 97013

Re: Fred Meyer Fuel Station
Application Nos. DR 12-03/TA 12-01
Save Downtown Canby – Comment Letter

Dear Commissioners:

This firm represents Save Downtown Canby ("SDC"), a group of local business owners concerned about the above-referenced Text Amendment and Site and Design Review applications filed by Fred Meyer Stores, Inc. (the "Applicant") for a new Fred Meyer fuel center. SDC is particularly concerned about the Applicant's request to significantly change the recently adopted Downtown Canby Overlay ("DCO") zone solely to accommodate a fuel station. Allowing such a major change to the DCO solely to accommodate a single use that cannot comply with the existing overlay standards would completely undermine the DCO as a whole.

Moreover, the applications are woefully deficient. The Applicant failed to file all of the required applications, failed to address numerous approval standards, failed to provide crucial information necessary to demonstrate compliance with important approval standards, and acknowledged that it does not and cannot satisfy certain approval criteria. The Applicant changed the Text Amendment proposal as part of its July 12th supplemental submittal approximately one week before the Planning Commission hearing. The Planning Commission simply cannot approve or recommend approval of applications that do not even satisfy basic requirements.

Accordingly, SDC request that the Planning Commission deny or recommend denial of the applications. We provided a detailed explanation of why the Planning Commission should deny or recommend denial of the applications below, but please keep in mind that we are still reviewing applications and learning more about the proposal, and therefore may well uncover additional flaws during the application process.

1. The Applicant is proposing a major change to the DCO Overlay that will undermine the entire DCO policy.

The Planning Commission should not recommend approval of the Text Amendment because it constitutes a major change to the recently adopted DCO zone solely to accommodate a single use. The DCO was recently adopted after an extensive planning and public process as a critical means of achieving the City's economic development goals for the downtown area and the City as a whole. The Applicant is proposing a major change to the DCO solely to accommodate Fred Meyer's desire to site a fuel station on one particular site of the larger subject property. If the City approves a major change to the DCO solely to accommodate a single proposed use, it will undermine the entire DCO by establishing a precedent that the DCO can be amended to accommodate individual development proposals, even if they are out of character with the existing overlay zone.

a. The DCO is critical to the City's economic development goals.

The DCO was adopted to implement the Canby Downtown Plan after an extensive planning and public process. The DCO originated from the work of the Design Standards Project, which consisted of a task force comprised of key City officials, stakeholders and hired consultants with the objective of developing new design and development standards to encourage economic vitality and revitalize Canby's downtown center. After numerous project group meetings and several workshops before the Planning Commission in 2007 and 2008, the Design Standards Project proposed the DCO concept. After numerous public hearings before the Planning Commission and City Council meetings from April through October of 2008, the Planning Commission unanimously recommended approval and the City Council unanimously adopted the DCO pursuant to Ordinance No. 1296 on October 1, 2008. We have attached as Exhibit A copies of the key documents related to Ordinance No. 1296, including the City Council's Findings, Conclusions & Order, the proposed amendments and the Map of the Overlay Zone.

As this Commission surely understands, the DCO plays a critical role in achieving the City's economic development goals for the downtown area and the City as a whole. The Canby Downtown Plan, which the DCO implements, recognized the need to create a more attractive downtown area that will spur more economic growth and opportunities. The DCO achieves these goals in part by adopting new design standards that will improve the development, redevelopment, economic viability and livability of the downtown area. Exhibit A, p.1-2, 4, 8-13.

The Core Commercial overlay where the subject property is located plays a key role in implementing the DCO goals. The particular Core Commercial overlay area where the subject property is located "serves as a 'gateway' from Highway 99E into the traditional downtown and serves many of the same purposes and types of uses." Canby Municipal Code ("CMC") 16.41.060(B)(2)(a). The purpose of the DCO is to "encourage more intense development in the Core Commercial area," "create a pedestrian friendly environment in the Core Commercial" area and "ensure that building sizes reflect desired uses in the Core Commercial" area. CMC 16.41.010(A)-(C).

b. The Applicant is proposing a major change to the DCO solely to accommodate a fuel station.

There is no question that the Applicant is proposing a major change to the DCO. The subject property consists of several properties that make up more than one-half of a City block. The proposed Outer Highway Commercial overlay is very different from the Core Commercial overlay. The DCO notes that the Outer Highway Commercial area "is quite different from the Core Commercial and Transitional Commercial areas, by nature of its highway access and orientation" and "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." CMC 16.41.020(A)(3). Therefore, the proposal to change the DCO of more than one-half of a City block to a very different overlay is a major change to the recently approved DCO.

The Applicant is proposing this major change to the DCO solely to accommodate Fred Meyer's desire to site a fuel station on one particular parcel of the subject property. It is clear from the applications that the primary purpose for the Text Amendment is to allow Fred Meyer's proposed fuel station since it cannot be sited under the Core Commercial overlay standards. This intent is further supported by the pre-application memorandum and meeting minutes for the Fred Meyer fuel station proposal, copies of which are attached as Exhibit B, which indicated that the Applicant would be required to pursue a Text Amendment because the fuel station could not be approved under the Core Commercial overlay. The Applicant does not even attempt to justify the change based on a mistake in the original DCO designation, change in circumstances or any other policy based justification. To the extent the Applicant attempts to justify the change to the other site located on the subject property, the Applicant focuses exclusively on the existing uses. The DCO is not designed simply to accommodate existing uses, but rather it is primarily intended to encourage and influence the redevelopment of the downtown area. The City should not approve a major change to the DCO of more than one-half of a City block solely to accommodate a single use on a small portion of the subject property.

c. The City will undermine the entire DCO if it approves the Text Amendment.

If the City approves a major change to the DCO solely to accommodate a single use, it will completely undermine the DCO. The integrity of the DCO is dependent on the City upholding the principles and policies recently adopted after the extensive public process. If the City allows a major change to the DCO simply to accommodate a fuel station, other property owners will be encouraged to propose amendments to the DCO and expect the same treatment if they cannot comply with the existing standards. The City will establish a bad precedent that the DCO is not intended to be strictly imposed and can be amended to accommodate individual development proposals.

In fact, the Applicant attempts to justify the Text Amendment on the grounds that the DCO has failed to achieve its intended results. The Applicant argues that "the proposed change is necessary because the regulations currently applicable to the Subject Property have not fostered economic development and productive use of the site since the time of their adoption." Applicant's July 12th Text Amendment Supplemental Submittal, p.4. The mere fact that the subject property has not been redeveloped in less than four years since the DCO was adopted is

not a basis for concluding that the DCO has failed. The DCO is a long-term plan that cannot be expected to be fully carried out over the short term. If the Applicant's argument is endorsed, the same argument can be used to undermine the DCO in other areas where the long-term goals have not yet been achieved.

The Planning Commission needs to determine what is more important to the City's long-term economic development for the downtown area and the City as a whole: (1) maintaining the integrity of the DCO; or (2) accommodating a Fred Meyer fuel station? The answer is obvious. The Planning Commission must maintain the integrity of the DCO and deny the Text Amendment.

2. The Applicant failed to adequately address the Comprehensive Plan amendment approval standards.

The Applicant bears the burden of demonstrating compliance with all applicable approval standards. *Rochlin v. Multnomah Co.*, 35 Or LUBA 333(1998) (citing *Fasano v. Washington Co. Comm.*, 264 Or 574, 586 (1973)). In order to approve the Text Amendment, the Applicant must demonstrate compliance with the approval standards set forth in CMC 16.88.160(D). CMC 16.88.160(D) provides:

> "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;
> 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;
> 5. Statewide planning goals."

As explained in the subsections below, the Applicant's responses to CMC 16.88.160(D) are wholly inadequate and demonstrate that the Applicant cannot comply with these approval standards. Moreover, the Staff Report demonstrates that the Text Amendment is not justified.

a. The Applicant failed to address the applicable Comprehensive Plan policies.

The Applicant's response to CMC 16.88.160(D)(1) claims that it is a minor change and the proposed fuel station is a permitted use in the C-2 zone, and therefore the Text Amendment is compatible with the Comprehensive Plan. The Text Amendment is a significant change to the DCO, not a minor change. The Text Amendment proposes a change to the DCO overlay zone, not the underlying zone. Nor is the Text Amendment limited to a specific use. Rather, the Text Amendment proposes to change the DCO over an entire one-half City block. Therefore, the Applicant failed to address the change actually proposed by the Text Amendment.

There are numerous Comprehensive Plan policies that are relevant to the Text Amendment. The Staff Report lists a number of applicable Comprehensive Plan policies. The Canby Downtown Plan, which the DCO implements, is implemented as part of the Comprehensive Plan and therefore must be addressed. At a minimum, the Applicant must address the same Comprehensive Plan policies addressed by the City when it initially adopted the DCO pursuant to Ordinance No. 1296.

The Staff Report attempts to compensate for the Applicant's failure to address the Comprehensive Plan policies by suggesting that the Text Amendment complies with these policies because "any development that is in conformance with this Code is concurrently in conformance with the Comprehensive Plan." Staff Report, p.7. There are two problems with Staff's suggestion. First, the Text Amendment is an amendment to the Comprehensive Plan and therefore must demonstrate compliance with the applicable Comprehensive Plan policies regardless of whether or not the proposed development conforms to the Code. Second, the proposed fuel station does not and cannot conform to the Code. The Applicant is pursuing the Text Amendment precisely because the fuel station is not consistent with the purpose and requirements of the existing DCO standards.

b. The Applicant failed to demonstrate that there is a public need for the Text Amendment.

The Applicant's initial response to CMC 16.88.160(D)(2) is limited to the proposed fuel station rather than the Text Amendment. The Applicant's claim that there is a public need for another fuel station does not address the public need to change the DCO overlay zone for the subject property. The Applicant does not even acknowledge that the proposed fuel station will encompass only a portion of the subject property.

Moreover, the Applicant's claim that there is a public need for another fuel station in this area is unsubstantiated. There are four fuel stations within five blocks of this site and another one within one mile of the site. There clearly is not a public need for another fuel station in this area. The Applicant's claim that it will offer a more affordable option for gas is completely speculative and is not supported by any evidence.

The Applicant's supplemental submittal attempts to justify the Text Amendment on the grounds that the DCO has failed to achieve its intended results and second-guesses the designation of the subject property as Core Commercial. The DCO overlay boundaries were established after an extensive planning process with substantial public input, a far more thorough a reliable process than the Applicant's self-serving conclusions. The Applicant's statement that more desirable development in this area may detract from development in the downtown core area fails to appreciate the fact that this Core Commercial area "serves as a 'gateway' from Highway 99E into the traditional downtown." CMC 16.41.060(B)(2)(a).

c. The Applicant's explanation why the Text Amendment will better serve the public need than any other change undermines its own case.

In its initial response to CMC 16.88.160(D)(3), the Applicant notes that "other more extensive revisions to the code could be researched, however, extensive code changes in an attempt to

accommodate an individual use is not preferable or practical." There are two problems with this statement. First, the Text Amendment is an extensive code change. It proposes to significantly change the DCO of an entire one-half City block solely to accommodate the fuel station. Second, the Applicant's assumption that other options "could" be researched is inadequate. The Applicant cannot demonstrate that other changes would not better serve the public need when it admits that other options have not been fully researched.

The Applicant's supplemental submittal lists alternatives for accommodating the proposed fuel station, acknowledging the purpose for the Text Amendment is simply to accommodate this specific use. The public need that must be considered is the public need for the Text Amendment, not the fuel station.

d. The Applicant failed to demonstrate that the Text Amendment will preserve and protect the health, safety and general welfare of the residents in the community.

The Applicant's initial response to CMC 16.88.160(D)(4) is limited to the proposed fuel station rather than the Text Amendment. The mere fact that the fuel station is a permitted use in the C-2 zone does not address the proposal to significantly change to the DCO overlay zone. The Applicant's supplemental submittal is nothing more than a self-serving statement second-guessing the DCO boundaries in order to justify the fuel station.

One of the key purposes of the DCO is to protect the health, safety and general welfare of the residents in the community. CMC 16.41.060(A)(1) provides: "The City Council finds that physical appearance and design of buildings in the city's primary commercial areas has a strong impact on the community's economic well-being, quality of life and sense of character and identity. High-quality design of these buildings, with special attention to the relationship between buildings, people and the surrounding physical space will help spur investment in the city; enhance use and value of land and improvements; improve the stability and value of property; and generally improve the experience of residents and visitors who use these commercial areas." The Applicant must demonstrate why the proposed change from the pedestrian-oriented Core Commercial to the auto-oriented Outer Highway Commercial in an area considered the "gateway" to the downtown center will not undermine these health, safety and general welfare goals.

e. The Applicant failed to adequately address the Statewide Planning Goals.

The Applicant's initial response acknowledges that the "exact statewide planning goals are unknown to the applicant at this time," clearly not a legitimate excuse for failing to address this approval standard. Moreover, the Applicant's response is again limited to the proposed fuel station rather than the Text Amendment. While the Applicant's supplemental submittal attempts to address the applicable Statewide Planning Goals, the responses are conclusory and wholly inadequate.

f. The Staff Report demonstrates that the Text Amendment is not justified under CDC 16.88.160(D).

Notwithstanding the fact that it is the Applicant's burden of proof to demonstrate that the Text Amendment satisfies the approval standards, the Staff Report attempts to address the arguments for and against the Text Amendment. Staff Report, p.8-9. It is the Applicant's burden of proof, not Staff's responsibility, to justify the Text Amendment. Regardless, the Staff Report demonstrates that the Text Amendment is not justified.

The Staff Report acknowledges that approving the Text Amendment will establish precedent for further changes to the DCO. Such a precedent will undermine the entire DCO.

The Staff Report indicates that a fuel station could be designed to conform to the Core Commercial standards. Allowing the Applicant to amend the DCO because it does not want to design the fuel station to conform to the Core Commercial standards would render the DCO meaningless. Moreover, the mere fact that a fuel station is allowed in the C-2 zone is not a legitimate justification for a major amendment to the DCO. Proposed development should conform to the DCO overlay, not the other way around.

The Staff Report demonstrates that the current Core Commercial boundary was properly drawn based on the proximity to the central downtown area, ODOT's STA boundary, the location of the "Welcome to Canby" sign and the high pedestrian traffic in the immediate area. This makes sense given that the DCO overlay boundaries were established after an extensive planning process with substantial public input. The Staff Report notes that redrawing the Core Commercial boundary will create a disconnect between the Core Commercial boundary and the STA boundary. There is no evidence that the boundary was established in error nor is there any justification for second-guessing the DCO process. To the extent the boundaries are reconsidered, it should be done as part of a larger process that evaluates the DCO as a whole rather than a Text Amendment designed solely to accommodate a single use.

The Staff Reports notes that the surrounding area is a high pedestrian traffic area. The proposed crosswalk at Locust Street is an argument against the Text Amendment, not one in favor. An automobile intensive use is not compatible with a high pedestrian traffic area or the crosswalk planned nearby.

The Staff's reliance on gas taxes to support the Text Amendment ignores several factors. First, any development will generate tax revenues. Second, the fuel station will not generate any new customers. It will simply take business from the existing fuel stations in the surrounding area as the Staff Report acknowledges. Finally, the DCO was adopted to encourage economic vitality and revitalize Canby's downtown center consistent with the Canby Downtown Plan. It is not worth jeopardizing the long-term economic benefits of the Canby Downtown Plan solely for additional gas tax revenues from a single fuel station.

Although the Staff ultimately recommended that the Text Amendment be approved, the Staff Report demonstrates that the Text Amendment is not justified and does not comply with CMC 16.88.160(D).

3. The Applicant failed to file an application to amend the Zoning Map.

The Applicant fails to recognize that its proposal to change the DCO overlay zone requires an amendment to the Zoning Map. Ordinance No. 1296 recognized that the initial application of the DCO constituted an amendment to the Zoning Map. Therefore, a change to the DCO also requires an amendment to the Zoning Map.

The standards for Amendments to the Zoning Map are set forth in CMC 16.54.040. CMC 16.54.040 provides:

> "In judging whether or not the zoning map should be amended or changed, the Planning Commission and City Council shall consider:
>
> A. The Comprehensive Plan of the city, giving special attention to Policy 6 of the land use element and implementation measures therefore, 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;
>
> B. Whether all required public facilities and services exist or will be provided concurrent with development to adequately meet the needs of any use or development which would be permitted by the new zoning designation."

These approval standards are clearly different than the Text Amendment approval standards and therefore need to be addressed by the Applicant as well.

The Applicant failed to file an application for an amendment to the Zoning Map and failed to address these approval standards. The Text Amendment cannot be approved without the required application for an amendment to the Zoning Map.

4. The Applicant failed to address the Transportation Planning Rule.

The Applicant's Transportation Impact Analysis, dated May 17, 2012 (the "TIA"),[1] is flawed because it fails to address the required standards – the Transportation Planning Rule ("TPR"). The TPR requirements are set forth in OAR 660-012-0060 and CMC 16.88.190(B). A TPR analysis is required if the applicant proposes an "amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map)." OAR 660-012-0060(1). (Emphasis added). The Text Amendment proposes to amend the City's land use regulation (CMC Chapter 16.41) and the Applicant's proposal requires an amendment to the Zoning Map. Therefore, a TPR analysis is clearly required.

There are two key distinctions between a TPR analysis and a typical TIA analysis. First, a TPR analysis must consider the worst-case development by comparing the most intensive development allowed by the proposed zone (worst case scenario) and the existing zone, and evaluating the net increase of traffic impacts for purposes of assessing the adequacy of the

[1] SDC is still in the process of evaluating the TIA and may have further comments.

transportation system. *Griffiths v. City of Corvallis*, 50 Or LUBA 588, 595-96 (2005); *Mason v. City of Corvallis*, 49 Or LUBA 199, 219 (2005). A TIA analysis simply evaluates the traffic impacts of a specific proposed use. Second, the traffic impacts under the TPR analysis must be "measured at the end of the planning period identified in the adopted transportation system plan." OAR 660-012-0060(1)(c); *Rickreall Community Water Association v. Polk County*, 53 Or LUBA 76, 102 (2006), *aff'd* 212 Or App 497 (2007). The "planning period" is defined as the "twenty-year period beginning with the date of adoption of a TSP." OAR 660-012-0005(22). A TIA analysis evaluates the traffic impacts as of the approximate date of the completion of the proposed use.

There is no question that the Applicant's TIA does not address nor is it consistent with the TPR requirements. The TIA only evaluated the traffic impacts of the proposed fuel station. It did not consider the worst case scenario or evaluate the net traffic impacts of any of the other sites included in the Text Amendment. Additionally, the TIA only evaluated the impacts through the "post development 2012" of the fuel station.

It is clear that the Text Amendment will result in a significant net traffic impact. The Text Amendment will change the existing pedestrian-oriented Core Commercial overlay to the auto-oriented Outer Highway Commercial overlay. A change from a pedestrian-oriented overlay to an auto-oriented overlay over a one-half block area will clearly significantly increase the impacts on the transportation system. Development on the subject property would include high traffic uses, such as drive-thru establishments, that are not allowed under the current overlay district.

The Text Amendment cannot be approved because the Applicant failed to address or demonstrate compliance with the TPR.

5. <u>The City cannot defer compliance with transportation standards.</u>

The Staff Report addresses almost all of the Traffic Impact Study requirements set forth in CMC 16.08.150 and the parking lot and access requirements in CMC 16.10.070 by concluding that the City traffic engineer's recommendations are forthcoming and the Applicant will be required to comply with these recommendations prior to construction. Staff Report, p.4-6. The City cannot defer a finding of compliance unless it provides for a subsequent public notice and the opportunity for a hearing. *Moreland v. City of Depoe Bay*, 48 Or LUBA 136, 153 (2004); *Sisters Forest Planning Committee v. Deschutes County*, 45 Or LUBA 145, 154-55 (2003); *Rhyne v. Multnomah County*, 23 Or LUBA 442, 447 (1992). To the extent the City intends to rely on the City traffic engineer's recommendations to determine compliance with CMC 16.08.150, those recommendations must be provided and evaluated as part of this public process.

Additionally, ODOT has not provided any comments on the applications. Since the site accesses directly off of an ODOT transportation facility, the City must factor in ODOT's comments before it makes a decision on the applications.

6. <u>The Applicant failed to provide a neighborhood through-trip study.</u>

CMC 16.08.150(H) requires a neighborhood through-trip study for "any development projected to add more than 30 through-vehicles in a peak hour or 300 through-vehicles per day to an

adjacent residential local street or neighborhood route." The fuel station will add more than 30 through-vehicles in a peak hour or 300 through-vehicles per day to SE 2nd Avenue and Locust Street, both of which are residential local streets or neighborhood routes. The Applicant did not provide a neighborhood through-trip study for these streets as required by CMC 16.08.150(H). A neighborhood through-trip study is necessary to assess the impacts and potential need for mitigation for these residential streets.

7. The fuel station does not comply with the access spacing standards and the Applicant cannot demonstrate that an exception to these standards is justified.

The Applicant's TIA acknowledges that the proposed driveway to provide access onto Highway 99E does not comply with the City or ODOT's access spacing standards. The City and ODOT'S access spacing standards require at least 330 feet and 350 feet respectively between access points. Although the TIA does not indicate the specific spacing between the proposed driveway and S. Locust Street, it appears from the Site Plan that is well under 330 feet.

CMC 16.46.070 allows for exceptions to the City's access spacing standards, but the Applicant failed to demonstrate compliance with these criteria. CMC 16.46.070(A) provides:

> "An exception may be allowed from the access spacing standards on City facilities if the applicant can provide proof of unique or special conditions that make strict application of the provisions impractical. Applicants shall include proof that:
>
> 1. Indirect or restricted access cannot be obtained;
> 2. No engineering or construction solutions can be reasonably applied to mitigate the condition; and
> 3. No alternative access is available from a street with a lower functional classification than the primary roadway."

Additionally, CMC 16.46.070(B) provides: "The granting of the exception shall be in harmony with the purpose and intent of these regulations and shall not be considered until every feasible option for meeting access standards is explored."

Not only did the Applicant fail to address CMC 16.46.070, but the TIA demonstrates that the Applicant cannot satisfy these standards. The TIA admits that the "proposed access to Highway 99E provides the preferred circulation for fuel delivery trucks." TIA, p. 18. (Emphasis added). The TIA further notes that "while it is physically possible for the fuel truck to enter and exit the proposed access to SE 2nd Avenue, this path would encroach even more upon opposing lanes of traffic than does the proposed path." TIA, p.18. Given the Applicant's admission that an alternative access on SE 2nd Avenue is feasible and that the proposed driveway onto Highway 99E is merely the "preferred" option, the Applicant cannot demonstrate compliance with CMC 16.46.070(A) or (B).

Nor did the Applicant address ODOT's standards for deviating from the required access spacing standards. ODOT's standards are set forth in OAR 734-051-0135. The Applicant must

demonstrate compliance with these standards as well before it is entitled to deviate from ODOT's required access spacing standards.

Finally, even if the City were to approve a deviation from the access spacing standards, at a minimum it must restrict the turn movements to a right-in and right-out. The City staff recognized the need to restrict turning movements in the pre-application conference memorandum if a deviation was approved. Exhibit B, p.3.

8. The Applicant failed to adequately address the Site and Design Review approval standards.

There are two significant problems with the Site and Design Review application. First, the Applicant failed to address numerous approval standards. The only standard the Applicant addressed is CMC Table 16.49.040. CMC 16.49.040 contains numerous approval standards that the Applicant failed to address. CMC 16.49.040(A), (B), (C), (D), (3), (4), (5) & (6). The Applicant failed to demonstrate compliance with the bulk of the Site and Design Review approval standards. The Applicant bears the burden of demonstrating compliance with all applicable approval standards. *Rochlin v. Multnomah Co.*, 35 Or LUBA 333(1998) (citing *Fasano v. Washington Co. Comm.*, 264 Or 574, 586 (1973)).

Second, the Applicant's response to CMC Table 16.49.040 is littered with errors and inaccuracies. CMC 16.49.040(E) requires the Applicant to address Table 16.49.040 and demonstrate that the proposed development satisfies at least 70 percent of the total possible number of points and 15 percent of the Low Impact Development (LID) elements. The Applicant's claim that the proposed development satisfies 75 percent of the total possible and 16 percent of the LID elements is based on a number of errors and inaccuracies. For example, the Applicant's claim that it is entitled to the maximum points for the number of parking spaces provided because it provided no more than the required amount of parking is incorrect since it is proposing 200% (two parking spaces) of the one parking space purportedly required, and therefore it should be zero points. CMC Table 16.10.050. The Applicant's claim that it is entitled to the maximum points for the pedestrian walkway categories is erroneous since the proposed development is not providing pedestrian "walkways" as that term is defined in the City's code. CMC 16.04.672. The Applicant's claim that the tree retention categories are not applicable is incorrect because it is removing at least three trees that are outside the building footprint (i.e. kiosks only) and the two parking spaces and access driveways. The Applicant claims that it is entitled to the maximum points for all building appearance categories without any explanation. The Applicant's assertion that the majority of the LID elements do not apply and therefore cannot be counted because it "is not recommended" for this particular use or is "not possible with this site" is not a legitimate basis for ignoring these requirements. These are but a sample of the errors and inaccuracies identified by SDC.

If these errors and inaccuracies were accounted for and the table was recalculated, the Applicant would be well below the 70 percent/15 percent thresholds. At a minimum, the Applicant must address these issues and recalculate the numbers.

Although the Staff Report did not factor in these errors and inaccuracies, it also concluded that the Applicant failed to meet the 70 percent/15 percent thresholds. The Staff Report's suggestion

that the required percentages can be rounded down to the benefit of the Applicant is not supported by CMC Table 16.49.040.

9. The Applicant failed to adequately address the DCO overlay design standards.

The Site and Design Review application suffers from two similar problems with respect to compliance with the Outer Highway Commercial overlay standards. First, the Applicant failed to address all of the required approval standards. Even if the Text Amendment was approved, the Applicant must still demonstrate compliance with the Outer Highway Commercial overlay standards in CMC Section 16.41. The Applicant did not address the Site and Design Review guidelines set forth in CMC 16.41.060. The Applicant failed to address the standards in CMC 16.41.070(A) through (C) applicable to the Outer Highway Commercial overlay and inadequately addressed CMC 16.41.070(E). The Applicant must demonstrate compliance with all of the Outer Highway Commercial overlay approval standards.

Second, the Applicant erroneously assumes that those standards in CMC 16.49.050(A) that it cannot comply with are inapplicable simply because the proposed development does not comply.[2] For example, the Applicant acknowledges that the fuel station does not comply with the frontage or minimum floor area ratio requirements, but it presumes that these requirements do not apply because the building is too small. The fact that the building does not comply with the frontage or minimum floor area ratio requirements is not an indication that these requirements do not apply, it is proof that the fuel station does not comply with the DCO approval standards. The Applicant's assumption that the DCO approval standards are somehow optional and can be ignored simply because the Applicant does not want to propose a development that complies is nonsensical and inconsistent with the purpose and plain language of CMC Section 16.41.

The Staff Report correctly notes that the Applicant failed to demonstrate compliance with a number of standards in CMC 16.41.050 (screening and parking), but incorrectly suggests that the Applicant can address these standards by submitting a revised plan after the public process. Staff Report, p.11-12. The City cannot defer a finding of compliance unless it provides for a subsequent public notice and the opportunity for a hearing. *Moreland v. City of Depoe Bay*, 48 Or LUBA 136, 153 (2004); *Sisters Forest Planning Committee v. Deschutes County*, 45 Or LUBA 145, 154-55 (2003); *Rhyne v. Multnomah County*, 23 Or LUBA 442, 447 (1992).

The Staff Report incorrectly concludes that several DCO development plans do not apply because the proposed development is less than 200 square feet and does not require a building permit. Staff Report, p.11. All commercial structures require a building permit. OSSC Section 105. Moreover, the canopy is a structure that is well more than 200 square feet.

10. The Applicant does not comply with the sign standards.

The Staff Report acknowledges that the Applicant's signs do not comply with limitations on the maximum square footage and maximum number of signs set forth in CMC 16.42 Table 3. Staff

[2] The Applicant repeatedly refers to the DCO overlay standards as being set forth in Section 14.49.050. We assume the Applicant meant Section 16.41.050.

Report, p.15. The mere claim that the signs meet the "intent" of the sign standards is not sufficient to demonstrate that the signs comply with the approval standards. If the signs do not comply with the approval standards, they do not meet the intent of the standards.

11. The Applicant does not comply with the lighting standards.

The Staff Report acknowledges that the Applicant does not comply with the lighting standards set forth in CMC 16.43, but incorrectly suggests that the Applicant can address these standards by submitting a revised plan after the public process. Staff Report, p.16-19. The City cannot defer a finding of compliance unless it provides for a subsequent public notice and the opportunity for a hearing. *Moreland v. City of Depoe Bay*, 48 Or LUBA 136, 153 (2004); *Sisters Forest Planning Committee v. Deschutes County*, 45 Or LUBA 145, 154-55 (2003); *Rhyne v. Multnomah County*, 23 Or LUBA 442, 447 (1992).

12. The Applicant does not comply with the parking lot landscaping standards.

The Staff Report acknowledges that the Applicant does not comply with the parking lot landscaping standards set forth in CMC 16.49.120, but incorrectly suggests that the Applicant can address these standards by submitting a revised plan after the public process. Staff Report, p.25-26. The City cannot defer a finding of compliance unless it provides for a subsequent public notice and the opportunity for a hearing. *Moreland v. City of Depoe Bay*, 48 Or LUBA 136, 153 (2004); *Sisters Forest Planning Committee v. Deschutes County*, 45 Or LUBA 145, 154-55 (2003); *Rhyne v. Multnomah County*, 23 Or LUBA 442, 447 (1992).

13. The Applicant's proposed parking is insufficient.

The Applicant is only proposing two parking spaces (one standard and one ADA), which is not sufficient. The parking must accommodate both employee and customer parking. Even if there is only one employee, which seems unlikely, it will only leave one ADA space available for customers. At a minimum, the Applicant must explain the basis for its assumption that only two parking spaces are required.

14. The Applicant and the City need to clarify if they are processing the Text Amendment and Site and Design Review applications as consolidated applications.

It is unclear if the Text Amendment and Site and Design Review applications are being processed as consolidated applications. The City's public notice suggests that the applications are being processed concurrently, but it also indicates that each application is subject to a different process. The City's public notice indicates that the Site and Design Review application is being processed pursuant to the Type III process while the Text Amendment is being processed pursuant to the Type IV process. The Applicant and the City need to clarify if the two applications have been consolidated or are being processed separately. If they are consolidated, both applications must be processed pursuant to the Type IV process.

15. The Applicant failed to file a Text Amendment or Zone Map Change application form.

SDC requested a copy of the complete file for both the Text Amendment and Site and Design Review applications. Although the Applicant appears to have filed the required Site and Design Review application form, no application form was filed for the Text Amendment. CMC 16.89.060(C) provides that: "Type IV applications shall be made on forms provided by the Planning Director." *See also* CMC 16.89.080(A). The City has a "Text Amendment Application" form, but the Applicant did not submit the required form. Additionally, as noted above, the Applicant was required to file a separate application for an amendment to the Zoning Map. The City has a "Zone Map Change" form. The Applicant must file the required Text Amendment or Zone Map Change application forms.

16. The Applicant does not have all of the required property owner signatures for the applications.

CMC 16.89.080(D)(1)(c) requires the "signed written authorization of the property owner of record if the applicant is not the owner" for all applications. The City cannot even process an application without confirmation that all of the property owners have authorized the application filing.

The Applicant failed to comply with this requirement because it does not have all of the requisite property owner signatures for the applications. The Appointment of Authorized Agent submitted by the Applicant provides that Oliver & Lang, LLC has only a "shared ownership" on Lots 1 and 2. The Appointment of Authorized Agent does not identify the other owners or confirm that Oliver & Lang, LLC has the authority to act on behalf of all of the owners. The other parties with an ownership interest in Lot 1 and 2 must also provide an authorization.

Conclusion

It clearly is not in the City's best interest to allow a major change to the recently adopted DCO solely to accommodate a fuel station on a site with numerous existing fuel stations in the immediate surrounding area. Additionally, the Applicant filed deficient applications and failed to demonstrate compliance with numerous approval standards. Therefore, the Planning Commission should deny or recommend denial of the applications.

We appreciate your attention to this matter.

Very truly yours,

HATHAWAY KOBACK CONNORS LLP

E. Michael Connors

E. Michael Connors

EMC/df
cc: Save Downtown Canby

M E M O R A N D U M

TO: *Jake Tate, PE, Project Engineer*

RE: ***Pre-Application Conference for Site and Design Review (Clackamas County Assessor Tax Lot No's: 100, 200, 300, 2200,& 2300 of Tax Map 3-1E33DC at 351, 369, & 391 SE 1st Ave and 360, & 392 SE 2nd Ave).***

FROM: *Bryan Brown, Planning Director*

DATE: *February 28, 2011*

APPLICANT:
James Coombes
503-797-3539
3800 SE 22nd Ave, Portland, OR 97202
james.coombes@fredmeyer.com

PREVIOUS FILE NO.:
N/A Vacant

OWNER:
Oliver Lang LLC
PO Box 353
Canby, Oregon 97013
503-266-2715

STAFF:
Bryan Brown
Planning Director

LEGAL DESCRIPTION:
Lots 1, 2, 3, 12, 13, 14 of Albert Lee's Second Addition to the City of Canby, Clackamas County Oregon

DATE OF REPORT:
February 28, 2012

LOCATION:
Southwest Corner of the Intersection of Hwy 99E & S Locust Street – Canby, Oregon

COMP. PLAN DESIGNATION:
Highway Commercial – HC

ZONING DESIGNATION:
Highway Commercial – C-2; Core Commercial (CC) sub area of the Downtown Canby Overlay Zone (DCO).

Proposal: Construct a Six Pump fuel station with an approximate 3,956 square foot covered canopy, attendant 176 square foot kiosk w/bathroom, 2 – proposed access driveways (new) – one from highway and one on 2nd Avenue, 2 underground gasoline

storage tanks, 3 employee parking spaces, an air dispenser station, and a 1,000 gallon propane fuel station.

The project is proposed to be constructed on a 32,560 sq. ft. tract of land abutting Highway 99E in Canby, Oregon. The parcel is currently zoned Highway Commercial (C-2) with a Canby Downtown Overlay district. The parcel is currently owned by Oliver Lang LLC.

Site Development Comments and Issues to Address:

1. We would expect an increase in impact on most City services since the property is currently vacant.
2. Use of sanitary sewer is evident and service connection point should be confirmed with Canby publics works and/or City Engineer.
3. Use of domestic water needs is evident – but minimal for restroom. Service connection should be confirmed with Canby Utility.
4. Evaluation of nearest existing fire hydrant should be determined for fire suppression requirements and whether it is adequately located or whether installation of additional hydrants may be needed.
5. Interior Fire Sprinkler suppression system is NOT likely to be needed for a fuel canopy and one man employee kiosk?
6. Electrical Service needs for the lot must be determined
   - 3 phase - ?
   - Service amps total?
7. Use of Natural Gas Service should be determined and is it available?
8. Will Existing Phone/Cable Service be needed and is it available? Or modify as necessary
9. Storm water runoff must be controlled onsite through either approved existing DEQ registered injection drywell sites or on-site swale/detention facilities as determined through a storm water pre-and post-development drainage analysis.
10. Driveway access to existing property is generally allowed, but coordination with the City & ODOT is very important since a new proposed driveway is involved onto a State Hwy 99E. Driveway separation distance from the Locust Street intersection will likely need to be as far away as possible – with a shared driveway with a neighboring property if possible.
11. Garbage facility needs must be determined, shown on the site plan, and confirmed with Canby disposal as suitable for access and pickup.
12. US Mail service means should be determined and shared with staff.
13. A Traffic Scoping and likely Traffic Impact Study must be completed prior to submittal of your land use application. Increased traffic loads to 99E must be evaluated along with impacts to one or more nearby intersections and site circulation functionality by a registered Transportation engineer.
14. On-site parking needs are minimal based on enclosed kiosk building square footage – presumably the 1 space per 550 square feet indicated by the "all other uses" category in CMC Table 16.10.050.

15. Vision Triangles. Your project must comply with vision triangle requirements at the street intersection and where your driveways intersect with a public street. They are measured along the curb 30 feet in either direction at the street intersection and 15 feet at the driveways. No obstruction is allowed within the vision clearance areas that exceed 30 inches in height. The masonry wall is likely within the designated vision clearance area and would need to be lowered.
16. Pylon Sign. Assuming that you take staff's recommendation to process a Text Amendment to secure approval of your project, your property would be placed in the Outer Highway Subarea of the Downtown Canby Overlay making it subject to Table 3 of the Sign Ordinance. Pole signs are allowed a maximum sign area of 48 square feet per side, and 18 feet in height. The current Core Commercial Subarea only allows a pole sign of 12 feet in height.
17. Access Management Guidelines. The applicable access limitations indicated in CMC 16.46.30 require a minimum driveway separation – measured centerline to centerline – of 330 feet for a proposed driveway onto an arterial street and 10 feet of separation onto a local street. The minimum spacing of a proposed driveway to a street is also 330 feet on an arterial street and 50 feet on a local street.
18. Engineered Traffic Study/Access Management Plan Evaluation shall be submitted through a variance of access spacing policies request when access to a lower classification facility (street) is not feasible. That appears to be the case in your proposed project. The City may allow a driveway not meeting spacing requirements with use of restricted turning movements. Consideration of a joint or shared driveway use must be explored if you do not meet access spacing standards. These do not necessarily need to meet all spacing standards. The city, with ODOT's approval, may waive or modify the joint access requirements if shown to be impractical.
19. Gateway Corridor Plan Compliance. Staff wants you to be aware that the City is currently in the process of completing and working toward the adoption of a 99E Gateway Corridor Plan which may have design considerations which would be applicable to your project. They relate primarily to the sidewalk widths and/or their joint use by bicycles and in some limited instances the need for minor right-of-way dedication to accomplish the vision of the Plan that is likely to be adopted. The exact standards are unknown at this time.

Existing Conditions: The property is currently vacant. The subject development site is a 32,560 sq. ft. in size with potential access to 3 public streets – Hwy 99 E, Locust Street, and SE 2nd Avenue. The site plan indicates two-way access from lot on the South side of Highway 99E between Ivy and Grant Streets. Commercial development exists on the adjacent lot to the west.

Application(s) to Submit: To complete your necessary land use approval for this development project you will need to submit the following:

1. Text Amendment (application fee is $2880); needed to adequately justify conformance with Downtown Canby Overlay design standards by altering the DCO subarea boundary so as to remove this property from the Core Commercial Subarea (CC) and thus adding it to the Outer Highway Commercial Subarea (OHC). I believe staff can and will support such an amendment, but you need to adequately justify making the request to the Planning Commission – as staff does not believe it is appropriate for us to serve as your direct advocate in this request. Staff believes your application will be very weak and difficult to justify conformance with the intent of the purpose and design review criteria within the Core Commercial Subarea.
2. Site and Design Review Type III (application fee currently $1,750 for a 0.75 acre site); application reviewed by the Planning Commission at an advertised public hearing with notice to property owners and residents within a 500 foot radius prepared by the applicant and mailed out by city staff 20 days prior to the hearing date. The process is described in Canby's Municipal Code for Type III applications 16.89.040. The application packet is online. Application must be signed by the property owner.
3. Replat/Existing Platted Lot/Tax Lot Consolidation with possible Final Plat. You do not want to be in the position of risking a building permit denial based on building a structure over an existing property or tax lot line. You need to abandon the existing lot arrangement in favor of a single tract. You will need to contact the County surveyor to obtain advice about the necessary procedure. The City is likely to only be involved should a Final Plat be necessary to implement the lot consolidation. The Final Plat review by the City is ministerial and the cost is $100.

Process: There is a use approval issue with a fuel station at this location due to the Downtown Overlay District and its applicable development standards and site and design review guidelines. The primary use concern arises from the designated Core Commercial Subarea of the Downtown Overlay District in which the property is located. The Downtown Canby Framework Diagram (Figure 7) indicates the boundaries of the three sub-areas and are further described in CMC 16.41.020(A)(1-3). It is planning staff's professional opinion that placing a fuel station within the Core Commercial subarea will pose significant problems in adequately demonstrating compliance with the intent and actual design guidelines. Therefore, staff would suggest that the applicant consider submitting a Development Code Text Amendment to modify Figure 11 and associated explanatory paragraphs in order to modify the boundary between the Core Commercial Subarea and the Outer Highway Commercial Subarea in order to move the property into the more suitable Outer Highway Commercial Subarea. Within this overlay subarea the use may be embraced and compliance or lack thereof with the applicable design guidelines more easily demonstrated.

It is evident to planning staff, that you should consider filing a Site and Design Review Type III application due to the potential inability to specifically meet <u>all</u> development standards. This public hearing process, will allow the applicant to propose the use of alternative methods to meet the intent of the standards for the unique use proposed.

The Site and Design Type II (DR) process is a "quasi-judicial" process which is considered through a public hearing with a decision made by the Planning Commission. This application requires notice to property owners and residents within a 500 foot radius from the outside boundary of the property limits; a neighborhood meeting is required prior to submittal of your application to share the project and garner any possible suggestions for its design. The Type III review process is described in further detail in Canby Municipal Code (CMC) 16.89.050. If appealed, the decision is heard by the City Council.

The DR application form is on the City's website:
http://www.ci.canby.or.us/Departments/communitydev&plan/forms.htm

Zoning: The lot has an underlying Highway Commercial (C-2) zone with an overlay of the Canby Downtown Overlay (DCO) and is within the Core Commercial (CC) subarea. The proposed use is clearly permitted outright within the underlying C-2 zone but as mentioned above, poses problems within the CC subarea of the Canby Downtown Overlay since the intent and development standards of the DCO and CC subarea supersede the base zone standards.

Validity: The information in this Pre-application conference is valid for one year. The Planning Commission's decision is generally valid for one year.

Zoning Standards Applicable to this Application

The following goals, policies, standards and criteria apply and should be addressed either written and/or graphically in the applicant's Text Amendment and Site and Design Review application narrative and/or plans. Without applicant-supplied information, there may be insufficient information to review the application and it could be deemed incomplete causing processing delay.

Applicable Canby Municipal Code Chapters	
16.10	Off Street Parking
16.22	C-2 Highway Commercial Zone
16.41	Downtown Canby Overlay Zone
16.43	Outdoor Lighting Standards
16.46.30	Access Management Guidelines for City Streets
16.49	Site and Design Review
16.89.050	Application and Review Procedures Type III Decision

16.10 Off Street Parking

Proposed standard: A fuel station is not a listed use, therefore the applicable parking standard is (All Others: 1.00 spaces per 500 square feet). This appears to imply a

EXHIBIT A
PAGE 5 OF 12

minimum of 1 parking space based on enclosed building area. Practical needs will prevail. The standard is met as proposed. Joint parking or parking reductions are not proposed and are not needed to meet the standard, however a joint parking agreement would not be opposed if planned.

16.28 C-2 Highway Commercial Zone

The DCO is the superseding development Chapter for this proposal. According to this CMC 16.41.030: *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.... Uses permitted in the C-2 zone are permitted in the DCO zone,*

The base zone, the C-2 is a "stackable" zone in respect to use provisions. Per CMC 16.28.010.A, uses permitted outright in the C-2 Zone includes a fuel station.

All other development standards are contained in the DCO.

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. Your proposal appears to need the Type III process:

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 16.49.040.5; 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 16.49.040.6. The applicant must still meet all applicable requirements of Chapter 16.49.

EXHIBIT A
PAGE 6 OF 12

16.41Downtown Overlay Zone

16.41.050 Development standards (selection of primary; others apply)

- Street Setback for OHC Subarea: 10' max. 0' min. other.
- At least 40% of the length of each lot frontage shall be developed with a building(s) built at the minimum setback from the street lot line for the OHC Subarea – more for the CC Subarea.
- FAR: 0.25 for OHC

16.41.060.B.2.A DCO Site And Design Review Guidelines

Existing Core Commercial Sub-Area (CC). The inner highway portion of the Core Commercial area spans the length of Highway 99E between Elm and Locust. In many ways, it serves as an extension of the Downtown Core, just across the highway. Because this area serves as a "gateway" from Highway 99E into the traditional downtown and serves many of the same purposes and types of uses, buildings here should be appropriately scaled, inviting to pedestrians, and demonstrate high-quality architectural design. As a result, architectural standards for this area and the downtown are identical, although some development standards differ as described in section 16.41.050. Staff believes that modification of the subarea boundary would not be particularly detrimental to the objectives of the Downtown Canby Overlay. Changing subarea would also eliminate the parking lot location standards.

16.41.070 DCO Site And Design Review Standards

Refer to the Applicable Subarea design criteria dealing with:
Visible transmittance.
Building Entries and doors Orientation
Transparency
Additional architectural standards/elements Bays, awnings, etc.
Rooftop structures
Parking
Parking and Maneuvering Landscaping
Overall Site Landscaping

EXHIBIT A
PAGE 7 OF 12

16.43 Outdoor Lighting Standards

Planning Comment: See Appendix A. This is in designated Lighting Zone Two (LZ 2). Applicant must submit a photometric plan.

Pre-Application Meeting

Fred Meyer Gas Station
February 28, 2012
11:00 am

Attended by:

Mike Lang, Oliver/Lang LLC, 503-655-8999
Adam Schatz, Fred Meyer, 503-797-3026
Hassan Ibrahim, Curran-McLeod Engineering, 503-684-3478
Jerry Nelzen, Public Works, 503-266-4021
Jeff Randall, Great Basin Engineering, 801-521-8529
Bryan Brown, Planning Dept, 503-266-7001
Avi Tayar, ODOT, 503-731-8221
Jim Coombes, Fred Meyer, 503-797-5617
Vickie Lang. Oliver/Lang LLC, 503-266-2545
Dan Mickelsen, Public Works, 503-266-4021
Doug Quan, CUB, Water Dept, 971-563-6314
Jake Tate, Great Basin Engineering, 801-521-8529
Seth Brumley, ODOT, 503-731-8534

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

GREAT BASIN ENGINEERING, Jake Tate

The project we are proposing is on the southwest corner of Highway 99E and S Locust Street. Fred Meyer is proposing a six multi-side product dispenser fuel station with associated attendance kiosk and propane distribution tank. There will be two underground storage tanks totally approximately 38,000 gallons, along with associated parking and asphalt improvements to go along with this site development.

CURRAN-MCLEOD ENGINNER, Hassan Ibrahim

- The fueling area under the canopy needs to be hydraulically isolated by a means of surface grading or gutter. The drainage from the fueling area has to go through an oil/water separator or petroleum scavenge device. Jeff asked where will the designation go to and Hassan stated the sanitary sewer. The rest of the area will go through a storm system which has to be kept on site.
- Hassan asked how did you determine the access needs off of SE 2nd Avenue. Jeff said it was how the stacking went with the usage of the fueling center and having people entering both sides. This helps circulate them easier, faster and more efficient. Jim also stated we looked at S Locust Street, but to get cars to go through and circulate in the driveways would not function well for that intersection.
- The sites driveway approach on SE 2nd Avenue will need to be ADA compliant and the S Locust Street driveway approached will be going away, correct. The answer was yes. You will need to have a sidewalk and curb put in on S Locust Street. I do not know from your design if the driveway approach on SE 2nd Avenue lines up and Jeff said once the survey comes in we will know and if we need to move it we will. Hassan said the wings on both driveways do not appear to be ADA compliant. It was asked if the City had any standard details and Hassan stated it needs to be 12 to 1 ratio.
- Did you get the right-of-way off the tax map? Jeff said yes it did come off the tax map, but we are waiting for the survey to verify. Hassan wanted to make sure the corners are 90 degrees or close to it. We want to make sure we get the triangle piece as a right-of-way dedication.
- On the northeast corner of the site, there is a large power pole and fire hydrant. I do not know how that is going to affect you, but you need to keep in mind you have vision triangle

- requirements for the corner of 99E and S Locust, which is 30 feet on each side, from back of curb. It was asked if the height requirement was 30 inches and the answer was yes.
- Hassan asked if there was any right-of-way dedication along the highway. Bryan said we are currently addressing some issues for the Gateway Corridor Plan on 99E. We are doing the right-of-way dedications to ensure we have a minimum of an 8 foot sidewalk along 99E and our designs are likely to be much wider than the 8 foot and in order to achieve that we will need a foot or two of dedication. Right now, I just want you to keep it in mind. We also have a Downtown Overlay which comes into play with the Gateway Corridor and we will need to work this out for your site.
- We put in a new sewer mainline on SE 2nd Avenue and stubbed a new lateral to the site with a clean out at the property line. Hassan handed the as-builts to Jake for the sewer main and the 6 inch lateral.
- You will need to design for a 10-year storm, 3 inches in a 24 hour period. Use the Clean Water Services of Portland. If you decide to go with drywells they need to be rule authorized through DEQ.

CITY OF CANBY, PUBLIC WORKS DEPARTMENT, Jerry Nelzen

- There is a sewer lateral line coming off the 99E side and I would like to see it and make sure the line is capped. If you find any more I would like to know and see them before you cap them.
- You will need to have an interceptor before anything goes into the sewer main.
- You will need an emergency shut off switch and an "in case of an emergency" plan in effect. Jeff said we will have all of it in place; it is standard issues for fueling stations.

CITY OF CANBY, PUBLIC WORKS, EROSION CONTROL, Dan Mickelsen

- Do you know what you are planning for the onsite storm? Swales or drywells? Jeff asked if there is a method you prefer. It was suggested an infiltration basin rather than a drywell, if possible. We have a large landscape area and we might have to flip it because of the topography of the site.
- You will need to talk to Gary Stockwell, Canby Utility, Electric Department Foreman for the onsite lighting and the cobra head light off their power pole, which might need to be moved because of your proposed driveway. Discussion ensued about the power poles on 99E in front of their site. The representatives will contact Gary Stockwell.
- You will need to apply for an Erosion Control application and you can get the application at the Planning Department.

CANBY UTILITY, WATER DISTRIBUTION DEPARTMENT, Doug Quan

- We have a 12 inch water line underneath the sidewalk on the south side of 99E with a fire hydrant on the corner. There are two services currently going from main to meter on the 99E side and they are 1 inch services. If you choose to use one of the two services it will save you the main to meter charge. We also have mains off of S Locust or SE 2nd Avenue. You will need to pay the System Development Charge (SDC) and meter charges; there are no credits for the site because the services were grandfathered in. Discussion followed on which service to use.

- Are you going to have an FDC on site? The answer was no, they will utilize hydrants around the site.
- Are you planning on having irrigation? The answer was yes. Doug said you can T-off the domestic service, but you will need to have a backflow device after the meter and will need to be tested annually.

OREGON DEPARTMENT OF TRANSPORATION, Avi Tavar

- We are looking at having your access off of 99E relocated to the property line and have a shared driveway with the adjacent site to the west. The driveway's maximum width is 40 feet, face to face. The representative said they will look into the option of a consolidated driveway with the property owners to the west. Hassan said there might be an agreement for a consolidated driveway and Avi said he would look into it.
- You will need to get an Access permit from our district office.
- The City will require a traffic study and we would like to have a copy sent to us.

CITY OF CANBY, PLANNING DEPARTMENT, Bryan Brown

- We have a process outlining the Code for conducting a traffic survey. Bryan will give the representative the point of contact with DKS Engineering. We will work closely with you and ODOT on the traffic study.
- The main issue we have is an underline zoning problem, this site is zoned C-2 along with being subjected to the Downtown Overlay. Looking at this situation, I came to the conclusion to strongly recommend for you to submit a Text Amendment with the request to change the development and guidelines, which are applicable to the core commercial subarea of the Downtown Canby overlay. If you submit the Text Amendment, figure 11, the diagram structure shows the boundaries of the three subareas and if it could be moved back one site from your property it will give you some arguments and a basis for moving the boundary line. You will still have some troubles complying with the "T" development of the design standards. A question was asked to Bryan, what do you consider a building, is a canopy considered a building? Bryan stated I do not think of a canopy being a building, which is probably being the intent of the standards, because it is not an enclosed structure like the kiosk. The other application you will need for the Site and Design Review is a Type III and also the Code views the Downtown Overlay. It will be a discretionary type application from the Planning Commission, but that will be a good thing to review because it will give you the argument of intent and the unusual/difficult in implying these standards to something as odd as a filling station canopy and not being associating with a convenience store on your site, you do not have a building. This is a gray area and cannot be advocated for this Text Amendment, but I can tell you I think it is the way to go for such a request.
- A question was asked on the timeline of those applications, like the Text Amendment. Bryan said it will be the same as your Site and Design review; it usually takes approximately a 3 month period. The Planning Commission meets every 2nd and 4th Monday of each month. There are two aspects and depending on how quickly you want to get through this, you should have started and been working on the Traffic study and this is partly my fault, but we need to get through the zoning concerns. Once we get the information, we can write a Staff Report from the Traffic study. Bryan will get them the information they are requesting.

- The Type III application requires you to have a neighborhood meeting and that needs to be completed prior to your application and forward the results of the meeting to us. It is applicable to incorporate citizen's design considerations from the neighborhood meetings and comment on how you are addressing their concerns. The mailing distance is 500 feet from the outside edge of your property; we will need mailing labels for us to send to the landowners, occupants or residents. You can get this information from a title company of your choice. Bryan explained the timeline for the process of submitting in his Memorandum he handed out, which highlights all of the issues needing to be addressed before going in front of the Planning Commission.
- We discussed the vision triangles of the corner of 99E and S Locust, but we did not discuss the vision triangle for the driveways and they are 15 feet.
- If you take my suggestion with the Text Amendment and are successful in getting into outer highway subarea you will be subjected to table III of the Sign Ordinance which indicates your maximum pole pylon design of 48 square feet per side and 18 feet in height.
- Our Codes of the Access Management guidelines, 16.46.30 discusses the minimum driveway separation between properties. The other standard is 330 feet away from any street intersection from your proposed driveway and apparently from what I see you are too close to the S Locust intersection. Our Code reinforces ODOT's standards and if you cannot meet these standards, the next two things which need to be done, are an engineered traffic study and/or Access Management evaluation to access it. It will help demonstrate the impact of the driveway where you are proposing to place it and if there are any other potential locations which might be better. Jeff asked what is the footage for the combined driveways. The answer was 20 and 20 for a shared with a maximum of 40 feet driveway. Jeff said we are concerned about the driveway approach because of our fuel trucks and the adjacent building sits about 15 feet from the sidewalk. Avi said they will look at it and the traffic study will address it. Jake asked if there will be any flexibility with widening the driveway approach. The answer was they will look into it after the traffic study was completed.
- This site has several platted lots and or tax lots which will make a potential problem if you do not consolidate the lots into one tax lot. Clackamas County will not want to issue a Building permit over property lines. We have a process here in Canby which is a replat/lot consolidation and in order to implement it, it might include a final plat and you will have to consult with the County Surveyor.
- I have included our Outdoor Lighting Standards with this Memorandum; it is a new addition to our Code. You will need to supply a Photometric plan with your submittal.
- I see you have a plaza on your site plan at the intersection and Jake said per your Code it stated if you are on the corner lot you needed to try to improve the corner, but if you do not want it we can remove it. Bryan said with the 1,000 gallon propane tank you want it seen and not have a sign reading it is in the back. Discussion was held on protective barriers for the propane tank. Jake said we put a wall around it to soften the surroundings of the tank. We can change it and accommodate what you would like for the area.
- Jim showed two different designs for the site with different driveway entrances and the reasons why they picked the current site plan, not only for the ease of stacking but for the fuel truck accesses in and out of the site.

EXHIBIT A
PAGE 12 OF 12

M E M O R A N D U M

TO: *Honorable Mayor Thompson and City Council*
FROM: *Catherine Comer, Economic Development Manager*
THROUGH: *Mark C. Adcock, City Administrator*
DATE: *September 23, 2008 for Council Meeting October 1, 2008*

Issue: **ORDINANCE 1296**
DOWNTOWN CANBY / HIGHWAY 99E DESIGN STANDARDS

Synopsis:

At the City Council Meeting on September 17, 2008, the Council directed staff to prepare appropriate findings to approve Text Amendment TA 08-01, a City-initiated application to amend code text in Title 12 and Title 16 of the Canby Municipal Code (CMC), and to amend the Zoning Map of the City of Canby, for the purpose of implementing new downtown design standards; specifically amending CMC Chapters 12.12, 16.04, 16.10, and 16.49, adding CMC Chapter 16.41, and amending the Zoning Map to apply a new overlay zone to specific properties in Canby. The Attached Ordinance 1296 responds to this directive.

Recommendation:

Staff recommends that the City Council adopt Ordinance 1296.

Recommended Motion: ***"I move that the City Council adopt Ordinance 1296, an ordinance adopting findings of fact, conclusions and final order in land use application TA 08-01; Amending Titles 12 and 16 of the Canby Municipal Code (CMC) regarding design standards for Downtown and Highway 99E Commercial Development in Canby, Oregon by amending CMC Chapters 12.12, 16.04, 16.10 and 16.49, adding Chapter 16.41 to the CM; and amending the Zoning Map to apply a new overlay zone to specific properties in Canby.***

Background:

The Design Standards Project originated as a grant from the Canby Urban Renewal Agency (URA) to Canby Business Development (CBD) in December 2006, to hire consultants and form a task force to create new development and design standards for lands within the historic commercial core of Canby. The objective of the project was to encourage economic vitality and revitalize Canby's commercial center through consistent and compatible building design, landscaping, and signage, which will help keep businesses competitive in the commercial marketplace.

Catherine Comer, as CBD Executive Director at that time, acted as Project Manager and worked with Community Development Director John Williams, CBD Board of Directors, representatives from community leadership and organizations i.e. City/URD, Planning Commission, Chamber, Canby Livability Coalition and Property Owners who made up a task force of 22 members. Consultants, Matt Hastie, Cogan Owens Cogan and David Berniker, SERA Architects, were hired. The consultants, working together with the task force, held monthly meetings from March

EXHIBIT B
PAGE 1 OF 19

–August 2007, a public meeting on October 11, 2007, followed by three workshops with the Planning Commission.

In developing new design and development standards, the project team focused on the following elements:

- **New development standards** that guide how new sites can be developed, including the overall size and location of buildings and other site elements and their relationship to each other;
- **New design standards** that describe how buildings will look, function and feel, with an emphasis on the exterior of the building or building "façade";
- **Targeted revisions to requirements related to the types of uses** allowed in the C-1 and C-2 zones.
- **Modest revisions to the City's landscaping standards** which should apply to commercial and other types of development in and outside the planning area for this project.
- **New provisions that allow for an expanded design review board** to review applications that opt to take a second track to comply with the overall intent of the new design standards, rather than their specific provisions.
- **General recommendations for new sign regulations**, with a more detailed follow-up process recommended overhauling the city's sign code.

The project has resulted in a proposal for a new overlay zone with specific site design, architectural design, and landscaping design requirements that are intended to follow the recommendations that were set forth in the Canby Downtown Plan. The commercial core area is defined in the Canby Downtown Plan and includes both sides of Highway 99E.

A Title 12 text amendment is a legislative amendment, but is not amending part of Title 16 of the Land Use and Planning provisions, and therefore, there are no land use approval criteria to consider in amending Title 12.

A Title 16 text amendment is a legislative land use amendment. In judging whether or not Title 16 should be amended, the Planning Commission and City Council must consider the following approval criteria:

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; and
2. A public need for the change; and
3. Whether the proposed change will serve the public need better than any other change which might be expected to be made; and
4. Whether the change will preserve and protect the health, safety and general welfare of the residents in the community; and
5. Statewide planning goals.

An amendment to the Zoning Map of the City of Canby is also a legislative land use amendment. In judging whether or not the Zoning Map should be amended, the Planning Commission and City Council must consider the following approval criteria:

1. The Comprehensive Plan of the city, giving special attention to Policy 6 of the land use element and implementation measures therefore, 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; and

2. Whether all required public facilities and services exist or will be provided concurrent with development to adequately meet the needs of any use or development which would be permitted by the new zoning designation.

The Planning Commission held a public hearing concerning the proposed amendments on April 28, 2008. Matt Hastie, of Cogan Owens Cogan, presented the proposal. Ken Diener, of KJD Architecture PC, presented oral testimony. The Commission continued the public hearing to May 27, 2008, in order to allow submission of additional public testimony. Ken Diener, of KJD Architecture PC, submitted additional written testimony, as did Matt Hastie, of Cogan Owens Cogan. Then on May 27, 2008, the Planning Commission closed the public hearing and, following deliberations, voted 4-0 to forward a recommendation of approval to City Council, which includes several amendments to the proposal based upon testimony received and Commission deliberation. The transportation analysis was then completed for the proposed text amendments. Therefore, the Planning Commission re-opened the public hearing on the issue of transportation impacts on August 25, 2008, and received testimony concerning impacts to transportation. The Planning Commission then re-closed the public hearing, and rescinded their original May 27, 2008, decision, and replaced that decision with a recommendation approved by a 4-0 vote that City Council approve TA 08-01 as presented in the May 27, 2008, memorandum, based on the findings in the April 08, 2008, staff report, the May 27, 2008, memorandum, the August 25, 2008, memorandum, and all additional findings from the public hearings that support approval.

The City Council determined at its meeting on September 3, 2008 that it would hold a public hearing on September 17, 2008 to review and discuss the material and proposed recommendation of approval from the Planning Commission. Since public testimony was solicited and taken at prior Planning Commission meetings, the City Council did not allow additional public testimony at its hearing on September 17, 2008.

On September 17, 2008, Matt Hastie presented a PowerPoint presentation of an overview of the proposed design standards. Following his presentation and discussion by the Council, the Council directed staff to prepare appropriate findings to approve TA 08-01 and return with them for final adoption at its next meeting on October 1, 2008.

Attachments to Ordinance 1296:

Exhibit A: Findings of Fact, Conclusions and Final Order
Exhibit B: Proposed Amendments
Exhibit C: Map of Overlay Zone referred to as Downtown Canby Framework Diagram

EXHIBIT B
PAGE 3 OF 19

ORDINANCE 1296

AN ORDINANCE ADOPTING FINDINGS OF FACT, CONCLUSIONS AND FINAL ORDER IN LAND USE APPLICATION TA 08-01; AMENDING TITLES 12 AND 16 OF THE CANBY MUNICIPAL CODE (CMC) REGARDING DESIGN STANDARDS FOR DOWNTOWN AND HIGHWAY 99E COMMERCIAL DEVELOPMENT IN CANBY, OREGON BY AMENDING CMC CHAPTERS 12.12, 16.04, 16.10 AND 16.49; ADDING CHAPTER 16.41 TO THE CMC; AND AMENDING THE ZONING MAP TO APPLY A NEW OVERLAY ZONE TO SPECIFIC PROPERTIES IN CANBY.

WHEREAS, the City of Canby encourages economic vitality and revitalization of Canby's commercial center through consistent and compatible building design, landscaping, and signage, which will help keep businesses competitive in the commercial marketplace; and

WHEREAS, the City of Canby, the Chamber of Commerce, Canby Livability Coalition and property owners worked together to develop new development standards that guide how new sites can be developed, including the overall size and location of buildings and other site elements and their relationship to each other and new design standards that describe how buildings will look, function and feel, with an emphasis on the exterior of the building or building "façade"; and

WHEREAS, the Planning Commission, after providing appropriate public notice, conducted a public hearing on a set of amendments, Application TA 08-01, during which the citizens of Canby were given the opportunity to present testimony on these proposed changes; and

WHEREAS, the Planning Commission found that the standards and criteria of section 16.88.160 of the Land Development and Planning Ordinance, concerning Text Amendments, were met, and unanimously recommended approval to the City Council after making certain modifications; and

WHEREAS, the City Council, on September 17, 2008, after reviewing the Planning Commission's recommendations and holding a public hearing to discuss the adoption of the Planning Commission's recommendation, ordered that the staff return with proposed Findings, Conclusions and Final Order and an appropriate implementing Ordinance; and

WHEREAS, the City Council at its meeting on October 1, 2008, has reviewed the proposed Findings, Conclusions and Final Order staff has prepared for Application No. TA 08-01, now therefore

THE CITY OF CANBY ORDAINS AS FOLLOWS:

1) The City Council hereby adopts the staff's proposed Findings, Conclusions and Final Order as detailed in this Ordinance as Exhibit "A", and further approves Text Amendment 08-01; and

2) Titles 12 and 16 of the Canby Municipal Code of the City of Canby are modified as detailed in Exhibit "B".

EXHIBIT B
PAGE 4 OF 19

3) Amending the Zoning Map of the City of Canby to apply a new overlay Zone affecting certain properties in the Downtown Core Commercial (CC), Transitional Commercial (TC) and Outer Highway Commercial (OHC) and more specifically depicted in the *Downtown Canby Overlay Zone* as detailed in Exhibit "C".

SUBMITTED to the Canby City Council and read the first time at a regular meeting thereof on Wednesday, October 1, 2008 and ordered posted in three (3) public and conspicuous places in the City of Canby as specified in the Canby City Charter and to come before the City Council for final reading and action at a regular meeting thereof on Wednesday, October 15, 2008, commencing at the hour of 7:30 P.M. in the Council Meeting Chambers located at 155 NW 2nd Avenue in Canby, Oregon.

Kimberly Scheafer

Kimberly Scheafer, CMC
City Recorder Pro-Tem

PASSED on the second and final reading by the Canby City Council at a regular meeting thereof on October 15, 2008 by the following vote:

YEAS 6 NAYS 0

Melody Thompson

Melody Thompson, Mayor

ATTEST:

Kimberly Scheafer

Kimberly Scheafer, CMC
City Recorder Pro Tem

EXHIBIT A TO ORDINACE 1296

BEFORE THE CITY COUNCIL
OF THE
CITY OF CANBY

A REQUEST FOR APPROVAL OF THE DOWNTOWN CANBY / HIGHWAY 99E DESIGN STANDARDS TEXT AMENDMENT AND ZONING MAP AMENDMENT)	FINDINGS, CONCLUSION & ORDER TA 08-01 (City of Canby)

NATURE OF APPLICATION

Application TA-08-01 is a City-initiated Municipal Code text amendment and Zoning Map amendment, for the purpose of amending Title 12 concerning sidewalk displays; and amending Title 16 and the Zoning Map of the City of Canby to create a new overlay zone with specific site design, architectural design, and landscaping requirements; to modify parking standards; to create a Type II design review application process; and to create an expanded design review board and a new design review advisory board.

HEARINGS

The Planning Commission held a public hearing to consider this application at its meetings of April 28, 2008, May 27, 2008 and August 25, 2008. The City Council held a public hearing to consider this application at its meeting of September 17, 2008. At that hearing the Council recommended approval of the proposed action and directed staff to prepare findings of consistency with approval criteria.

CRITERIA AND STANDARDS

- A Title 12 Municipal Code text amendment is a legislative amendment, but is not a land use amendment. Therefore, there are no land use approval criteria to consider in amending Title 12.

- A Title 16 Municipal Code text amendment is a legislative land use amendment. Therefore, in judging whether or not Title 16 should be amended, 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;

EXHIBIT B
PAGE 6 OF 19

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;
5. Statewide planning goals.

- An amendment to the Zoning Map of the City of Canby is a legislative land use amendment. In judging whether or not the Zoning Map should be amended, the Planning Commission and City Council shall consider:
  1. The Comprehensive Plan of the city, giving special attention to Policy 6 of the land use element and implementation measures therefore, 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;
  2. Whether all required public facilities and services exist or will be provided concurrent with development to adequately meet the needs of any use or development which would be permitted by the new zoning designation.

FINDINGS AND REASONS

The Planning Commission, after holding a public hearing on April 28, 2008, May 27, 2008, and August 25, 2008; and after considering the April 08, 2008, staff report, the May 27, 2008, memorandum, and the August 25, 2008, memorandum, including all addendums and attachments thereto; and after considering all public testimony received during the public hearing; deliberated and reached a decision to recommend approval of the TA 08-01 amendments as presented in the May 27, 2008, memorandum, based on the findings in the April 08, 2008, staff report, the May 27, 2008, memorandum, the August 25, 2008, memorandum, and all additional findings from the public hearing that support approval.

Findings in Support of Comprehensive Plan Text Amendment

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; and***

Comprehensive Plan policies

The City Council finds that the following Comprehensive Plan policies are applicable to the proposed action.

Policy no. 2: Canby shall encourage a general increase in the intensity and density of permitted development as a means of minimizing urban sprawl.

The proposed amendments are consistent with this policy in the following ways:

Reductions in parking ratios for commercial establishments will help result in less land used for parking and an increase overall densities of development. Most uses would only require 3 spaces per 1,000 square feet of floor area, as opposed to 5 spaces. This is a 40% reduction in the amount of land needed for parking which typically represents a significant portion of the land need. Allowing adjacent on-street spaces to count towards these ratios will represent a further reduction.

Establishing new minimum floor area ratios (FARs) in each commercial area will encourage denser commercial development, particularly in the commercial core area. Floor area ratios are intended to work with building height and setback standards to control the overall bulk of the building. The proposed FAR in conjunction with the maximum lot coverage ensures that new development will generally be a minimum of two floors along the street in the C-1 portion of the Core Commercial area.

Policy no. 6-r: Canby shall preserve and, where possible, encourage restoration of historic sites and buildings.

Proposed design standards are intended in part to help encourage development that is consistent with Canby's historic character. They do so in the following ways:

Standards for building materials encourage use of materials that evoke a sense of timelessness, permanence, quality, strength and creativity. These standards will help reflect and enhance the community's values and quality of life.

Standards that require use of cohesive and repeating design elements, clear distinctions between the base, middle and top of a building, and a certain degree of ornamentation, promote the use of historic design features and character in new buildings.

Policy no. 7-r: Canby shall seek to improve the overall scenic and aesthetic qualities of the city.

Improving the overall sense of aesthetic quality of Canby's commercial areas is a primary objective of adopting the new commercial design standards. The proposed new standards will improve aesthetic qualities in the following ways.

Providing clear distinctions between different portions of a building is important for the building's appearance, consistency of design within a larger area, and the ability of people to read or understand how the building functions.

Well-designed, repetitive building elements tend to create a strong sense of place and leave a lasting physical memory. Cohesive and repetitive architectural "bays" along the street-facing ground floor of a building create a pleasing sense of rhythm for the pedestrian, and help to scale and order the built environment as it is experienced from the sidewalk and street.

Incorporating strong architectural elements where streets intersect not only results in a more visually interesting built environment, but enhances the way pedestrians "read" and understand city blocks by creating recognizable and memorable design elements at the corner of each block.

Most buildings have areas devoted to services and equipment. These uses can be noisy, noxious and unsightly. Screening requirements reduce the impact of these structures and activities. Limitations on exterior storage and display will help reduce visual clutter while allowing flexibility for retail merchants and eating and drinking establishments.

Goal: to develop and maintain a transportation system which is safe, convenient and economical.

The proposed design and development standards, as well as proposed amendments to parking standards meet this goal in the following ways.

Parking standards for automobiles and bicycles are intended to allow for ready access to commercial uses by all modes.

Reductions in parking ratios will allow for more economic development of the parking system by reducing overall land and transportation facility needs. Allowing adjacent on-street spaces to count towards these ratios will represent a further reduction in land need. Devoting less land to parking will help reduce public costs associated with service provision for roads, sewer and water on a per capita or per square foot of development basis.

Standards that require parking to be located on the sides and rear of buildings will reduce pedestrian and vehicle conflicts and improve pedestrian safety. Similarly, increasing the size of landscaping areas between the parking area and sidewalk will enhance the buffer area between cars and pedestrians.

Policy no. 3: Canby shall coordinate the location of higher density housing with the ability of the city to provide utilities, public facilities, and a functional transportation network.

The new proposed standards allow for additional residential development in the transitional commercial area of the C-1 zone, consistent with the city's R2 requirements. This will promote location of denser residential development along the fringe of the core commercial area which will in turn support the market for commercial businesses downtown. This part of the city has an existing high quality base of utilities, public facilities, and a functional transportation network to serve new development and residents in this area.

Policy no. 2: Canby shall encourage further commercial development and redevelopment at appropriate locations.

Implementation Measure A) The Canby Downtown Plan shall guide the revitalization and redevelopment of the Downtown Commercial zone, and includes standards and policies that address:

-Streetscape design

-Building design

-Marketing and promotion

-Business retention and recruitment

-Prioritized lists of public and private projects

-Implementation and funding strategies

The proposed standards will meet this policy objective and be consistent with this Implementation Measure in the following ways:

New requirements limit the size of the building footprints in each commercial area, consistent with the size and scale of development appropriate for those areas. For example, developments in the core commercial area are limited to buildings with a footprint of 40,000 square feet. This proposed maximum allows for the creation of a high end grocery store (e.g., New Seasons, Whole Foods or Zupans) but not for larger buildings which would be out of scale with surrounding businesses and uses. The proposed maximum footprint in this area differentiates developments from those in the Outer Highway Commercial area. Maximum building footprints are much larger in the Outer Highway Commercial area.

As stated previously, standards for building design also are intended to improve the overall aesthetics of Canby's commercial area through principles related to cohesive design, unified building design, pedestrian-oriented design and use of materials that support the city's character and values.

The proposed standards also are also consistent with the following objectives and opportunities identified in the City's Downtown Plan:

There is a need to create a stronger connection to downtown from Highway 99E.

The proposed standards meet this objective in the following ways:

- They create similar design standards for new and renovated buildings on both sides of Highway 99E in the downtown area, creating a stronger future visual connection between the two areas.
- Corners of buildings, including those located at intersections along Highway 99E in the downtown, are required to have distinguishing design features. These requirements will help these area better serve as gateways into the downtown.
- They identify connecting Highway 99E and the downtown as key gateway areas where new development should be designed and oriented to draw people towards the downtown.

The quality of the streetscape is mixed, with some attractive areas of historic buildings mixed with buildings in poor condition and lacking street level appeal.

The proposed design standards will address this condition by improving the appearance and overall consistency of future developments within the downtown area through standards related to pedestrian-oriented design, unified building design, accentuating corners and using specific materials as described under previous approval criteria. These changes will support existing historic buildings and improve the overall street level appeal of the downtown and other commercial areas.

Opportunities to change land use patterns to improve the downtown focus on infill and redevelopment of vacant or underdeveloped lots with buildings constructed to the front property line and parking provided on the street or behind the building.

The proposed design and development standards include minimum setback and frontage requirements to construct buildings at the front property line in the downtown. They also include requirements to place parking on the street, next to or behind the building consistent with this objective.

County plans and policies: The City Council finds that county plans and policies are generally not applicable to the proposed action because the proposed standards only affect land within the city limits and specifically within the city's commercial areas.

Local districts: The City Council finds that plans and policies of local districts are generally not applicable to the proposed action.

State policies: These policies are addressed under Criteria #5, Statewide Planning Goals.

2. ***A public need for the change.***

The City has previously determined a public need for development of commercial design and development standards through adoption of the City's Downtown Plan, and in previous planning studies and city resolutions.

The adopted Canby Downtown Plan includes the following two recommended actions:

- Create a standard awning treatment
- Develop design standards for redevelopment and new buildings

In approving funding to complete the new commercial design standards, the Canby Urban Renewal Agency reaffirmed this public need. In addition, this need was articulated by members of the City's Planning Commission, City Council and Commercial Design Standards Task Force members throughout the planning process.

3. ***Whether the proposed change will serve the public need better than any other change which might be expected to be made.***

Creating design standards is one way to address objectives related to establishing an attractive downtown and enhancing the viability of the city's commercial areas. Other alternatives can include working directly with property and business owners to achieve the same objectives, providing financial support for façade or other building improvements, or simply letting market forces guide the appearance of new buildings. However, these approaches are not mutually exclusive and in fact the City actively pursues several of them. For example, the City administers a façade improvement grant program through its urban renewal district and regularly works directly with business owners to encourage them to locate in the city and provide them with information about the city's regulatory procedures. Creating a clear set of design standards will provide more clarification for prospective business and property owners and complement these efforts.

Developing and administering design guidelines or standards will help reinforce other economic development activities and will provide a level of certainty which other strategies cannot provide by themselves. Providing an alternative, administrative procedure for design review along with the option of going through a more flexible design review process also was deemed a more effective alternative than the current design review process.

4. ***Whether the change will preserve and protect the health, safety and general welfare of the residents in the community.***

The proposed standards and amendments will help protect the health and safety of community residents in the following ways.

- Standards that require parking to be located on the sides and rear of buildings will reduce pedestrian and vehicle conflicts and improve pedestrian safety. Similarly, increasing the size of landscaping areas between the parking area and sidewalk will improve the buffer between cars and pedestrians.
- Standards for modest increases in landscaping areas required in parking areas will contribute to the physical health of residents by increasing the amount of oxygen generated by plants in the downtown area.

The proposed standards will promote and protect the general welfare of residents by enhancing the attractiveness, economic viability and livability of the downtown. The physical appearance and design of buildings in the city's primary commercial areas has a strong impact on the community's economic well-being, quality of life and sense of character and identity. High-quality design of these buildings, with special attention to the relationship between buildings, people and the surrounding physical space will help spur investment in the city; enhance use and value of land and improvements; improve the stability and value of property; and generally improve the experience of residents and visitors who use these commercial areas.

5. *Statewide planning goals.*

Goal 1. Citizen Involvement

The process used to develop the design standards and other proposed zoning ordinance amendments was consistent with statewide goals of providing adequate opportunities for citizen involvement in the planning process. The process included the following activities:

- Meetings of a citizens Task Force to review and guide every aspect of the design standards and amendments. The Task Force included members of the City Council and Planning Commission, local business and property owners and other interested citizens. The Task Force met five times and all meetings were open to the general public.
- Property owners meeting. The city conducted a meeting for affected business and property owners and notified all property owners in areas directly affected by the proposed standards. This meeting, which also was open to the general public, provided an additional opportunity for public comment on the proposed standards.
- Planning Commission work sessions and hearings. City staff and members of the consulting team conducted multiple work sessions and hearings with the Planning Commission to review and discuss the proposed standards and amendments. All meetings were open to the public and provided opportunities for public comment.

Goal 2. Land Use

The proposed standards and other ordinance amendments are consistent with statewide planning Goal 2 and related requirements in the following ways:

- They are consistent with and support the city's current land use designations and planning framework. The standards recognize differences in development conditions and characteristics in different commercial areas (e.g., core commercial, transitional commercial and outer highway commercial areas) and provide varying standards for these different areas accordingly. As described previously, the standards support the goals of previous planning processes and other city and statewide planning goals.
- The proposed new development standards support more efficient patterns of development by establishing new floor area ratio requirements in affected commercial areas, reducing minimum parking requirements and allowing for both mixed use and more intensive residential development in the transitional commercial area.
- Requirements for massing and form in the transitional commercial area will help ensure compatibility as uses in this area increase and intensify over time, while allowing for a broader range of building sizes than currently exists and supporting the commercial land use designation in this area.

- As noted previously and below, reduced parking ratio requirements will reduce overall land needs. Allowing adjacent on-street spaces to count towards these ratios will represent a further reduction in land need.
- New landscaping requirements will not increase land consumption overall. The overall increase from 5% to 10% landscaping for interior parking areas only affects the parking area design, not the overall landscaping requirement and only applies to the Commercial Core area. It will not necessarily impact the total amount of land devoted to landscaping but might shift the location of landscaping within a given site.

Goals 3 and 4. Farm and Forest Lands Not applicable

The City Council finds that these goals are not applicable to the proposed actions.

Goal 5. Natural Resource Protection

The proposed actions will promote protection and preservation of natural resources by reducing overall land needs and impacts through new floor area ratio and parking requirements as described previously.

Goal 6. Air Land and Water

Increased landscaping requirements for parking areas will help create opportunities for natural stormwater drainage techniques. Use of these techniques will reduce impacts of stormwater runoff and drainage to natural water bodies. Increased vegetation in parking areas will have a positive impact on air quality. In addition, larger setbacks in the Outer Highway Commercial area also allow for more landscaping between buildings and the street which also will have positive impacts on air quality.

Goal 7. Natural Hazards

The City Council finds that this goal is not applicable to the proposed actions.

Goal 8. Parks and Recreation Opportunities

The City Council finds that this goal is not applicable to the proposed actions.

Goal 9. Economic development

The primary objective of implementing the new commercial design and development standards is to support the city's economic development goals. As noted previously, the physical appearance and design of buildings in the city's primary commercial areas has a strong impact on the community's economic well-being, quality of life and sense of character and identity. High-quality design of these buildings, with special attention to the relationship between buildings, people and the surrounding physical space will help spur investment in the city; enhance use and value of land and improvements; improve the stability and value of property; and generally improve the experience of residents and visitors who use these commercial areas

Improving the pedestrian environment in the city's commercial areas will make them more attractive to residents and visitors and promote economic activity. Fostering interaction between activities within buildings and activities within the public realm (the sidewalk and street) is crucial to creating a vibrant and interesting built environment. A high degree of transparency between the two realms creates visual interest for the pedestrian on the sidewalk, and promotes a more active, engaging

pedestrian experience. Design of ground floor windows and building entries is important to achieving this goal. In addition, courtyards, arcades and special paving enhance the pedestrian environment by providing pleasing, semi-public transitions between the public and private realms, effectively creating a "threshold" between the sidewalk and the building.

Standards will foster well-designed, repetitive building elements that tend to create a strong sense of place and leave a lasting physical memory. Cohesive and repetitive architectural "bays" along the street-facing ground floor of a building create a pleasing sense of rhythm for the pedestrian, and help to scale and order the built environment as it is experienced from the sidewalk and street. These elements will help encourage people to return to the downtown to meet their shopping needs.

Reducing required minimum parking ratios will reduce land and development costs for developers, businesses and property owners in Canby. This will enhance their ability to develop land and start businesses in Canby and may allow for some businesses to locate there that otherwise could not have done so. For example, the reduced ratios have been beneficial in attracting a new movie theater to locate in the downtown area.

Adoption of the proposed standards also will provide both clarity and flexibility for future developers and business owners. Administration of design standards should be efficient and effective and provide a level of certainty for property and business owners, as well as other community members. It is important to provide a set of clear and objective standards that may be administered relatively quickly and easily for most applicants. At the same time, it is important to provide an alternative path that provides flexibility for applicants that may want to take a more innovative approach which meeting the intent of the clear and objective standards. This two-track approach will also promote economic activity in the affected commercial areas.

Goal 10. Housing

The proposed standards support local and statewide housing goals in the following ways:

- New standards will create additional opportunities for housing in the transitional commercial area. They allow for a certain amount of purely residential use in this area which is on the fringe of the existing commercial area. This will create opportunities for denser housing in this area in close proximity to shopping, recreation and other community activities.
- New standards in the commercial core area also will promote development of upper story housing in this area. Proposed standards for the design of upper floor windows and other features reflect this potential use.

Goal 11. Public facilities and Services

Amendments to parking requirements will help reduce overall land needs and increase potential cost-effectiveness of providing public facilities. Historically, cities have based parking requirements on the amount of parking needed on the very busiest days of the year. As a result, on the vast majority of days and times, a substantial number of parking spaces go unused. More recent planning practice has favored lower parking ratios which accommodate needs in most situations but don't necessarily plan for the worst case. While this may lead to some crowded conditions on a few of the very busiest days of the year, these changes also will result in more efficient land use and development, lower development costs, less impervious surface and lower costs for stormwater management for the city. Devoting less land to parking also will generally reduce public costs associated with service provision for roads, sewer and water on a per capita or per square foot of development basis.

Proposed increases in landscaping within parking areas also will create opportunities to use natural systems to treat and manage stormwater runoff. This will further reduce the need for off-site stormwater management facilities.

Goal 12. Transportation

The proposed design, development and other standards support local and statewide transportation planning goals in the following ways:

- Improve pedestrian connectivity and safety. Standards that require parking to be located on the sides and rear of buildings will reduce pedestrian and vehicle conflicts and improve pedestrian safety. Similarly, increasing the size of landscaping areas between the parking area and sidewalk will improve the buffer between cars and pedestrians.
- Support statewide guidelines related to parking requirements. The proposed new parking ratio standards are primarily based on those found in the *Model Code for Small Cities* prepared by the Department of Land Conservation and Development. Many cities in Oregon have revised their parking standards to be consistent with those recommended in the *Model Code*.
- Improve visual cues for drivers entering Canby. Standards for the Outer Highway Commercial area that require a certain percentage of development to be closer to the road will help to provide a visual connection and signal that drivers are entering an urban area. At the same time, relatively larger setbacks in this area (compared to the core commercial area downtown) will enhance buffers between pedestrians and faster-moving traffic.
- Ensure adequate accessibility to and within sites by a variety of travel modes, along with attractively designed parking and loading areas. New parking standards for automobiles and bicycles will allow for ready access to commercial uses by all modes and create attractive areas that enhance human and environmental health. Screening requirements and updated landscaping requirements will improve the appearance of parking areas and reduce visual clutter.

Goal 13. Energy Conservation

The City Council finds that this goal is not applicable to the proposed actions.

Goal 14. Urbanization

This goal is addressed in findings related to goals 2, 9 and 10.

Findings in Support of Zoning Map Amendment

1. ***The Comprehensive Plan of the city, giving special attention to Policy 6 of the land use element and implementation measures therefore, 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;***

Policy 6 of the Land Use element of the Comprehensive Plan states "*Canby shall recognize the unique character of certain areas and will utilize the following special requirements, in conjunction with the requirements of the land development and planning ordinance, in guiding the use and development of these unique areas.*" Implementation measures listed

under this policy describe specific areas of concern within Canby and provide policy direction related to future zoning decisions within them.

None of the areas of special concern listed under Policy 6 and its implementation actions coincide with the area proposed for application of the commercial design standards overlay zone. Therefore the City Council finds that this policy is not applicable to the proposed adoption of the overlay zone. As a result, the proposed action is consistent with this approval criterion.

2. ***Whether all required public facilities and services exist or will be provided concurrent with development to adequately meet the needs of any use or development which would be permitted by the new zoning designation.***

The proposed zoning change would apply a new design standards overlay zone to areas currently zoned as C1, C2 and M1 (one parcel). The new overlay zone would apply specific standards for the design of buildings and properties within the overlay zone area. These standards would guide the architectural design of buildings and development of sites (e.g., allowable setbacks, heights, parking ratios, landscaping requirements, etc.). However, no changes in use for the area are proposed, with the exception of allowing for a limited amount of residential use in a portion of the new zone. This change is not expected to impact the need for public facilities in this area. As a result no changes to current public facility needs in this area are proposed. Most of this area is substantially built out and currently served by roads, water, sewer and other public facilities. Any additional needed public facilities associated with uses in this area have generally been identified and considered in the City's transportation system plan and other facility master plans. Site specific facility needs will be met by developers or property owners as part of the City's development review process. As a result, the City Council finds that the proposed action is consistent with this approval criterion.

CONCLUSION

The City Council of the City of Canby concludes that:

1. The proposed amendment complies with the Comprehensive Plan of the city, and the plans and policies of the county, state, and local districts, and will preserve functions and local aspects of land conservation and development.

2. There is a public need for the change.

3. The proposed change will serve the public need better than any other change which might be expected to be made.

4. The proposed change will preserve and protect the health, safety, and general welfare of the residents in the community.

5. The proposed amendment complies with the Statewide Planning Goals.

6. The proposed amendment to the Zoning Map of the City of Canby complies with the Comprehensive Plan of the city, giving special attention to Policy 6 of the land use element and implementation measures therefore, and complies with the plans and policies of the county, state, and local districts, and preserves functions and local aspects of land conservation and development.

7. All required public facilities and services either exist or will be provided concurrent with development to adequately meet the needs of any use or development which would be permitted by the new Downtown Canby Overlay Zone.

EXHIBIT B
PAGE 17 OF 19

ORDER

IT IS ORDERED BY THE City Council that **Application No. TA 08-01** is approved; that the text amendments shall be made to the Canby Planning Code as proposed in the enabling Ordinance No. 1296; that the Zoning Map for the City of Canby shall now include the Downtown Canby Overlay Zone.

DATED this 15th day of October, 2008.

Melody Thompson

Melody Thompson, Mayor

Melissa Hardy

Melissa Hardy, Associate Planner

ATTEST:

ORAL DECISION – September 17, 2008

AYES: Carson, Daniels, Helbling, Oliver

NOES: None

ABSTAIN: None

ABSENT: Blackwell, Carlson

WRITTEN DECISION – October 15, 2008

AYES: Carlson, Blackwell, Oliver, Daniels, Carson, Helbling

NOES: None

ABSTAIN: None

ABSENT: None

EXHIBIT B
PAGE 18 OF 19

EXHIBIT C
TO ORDINANCE 1296

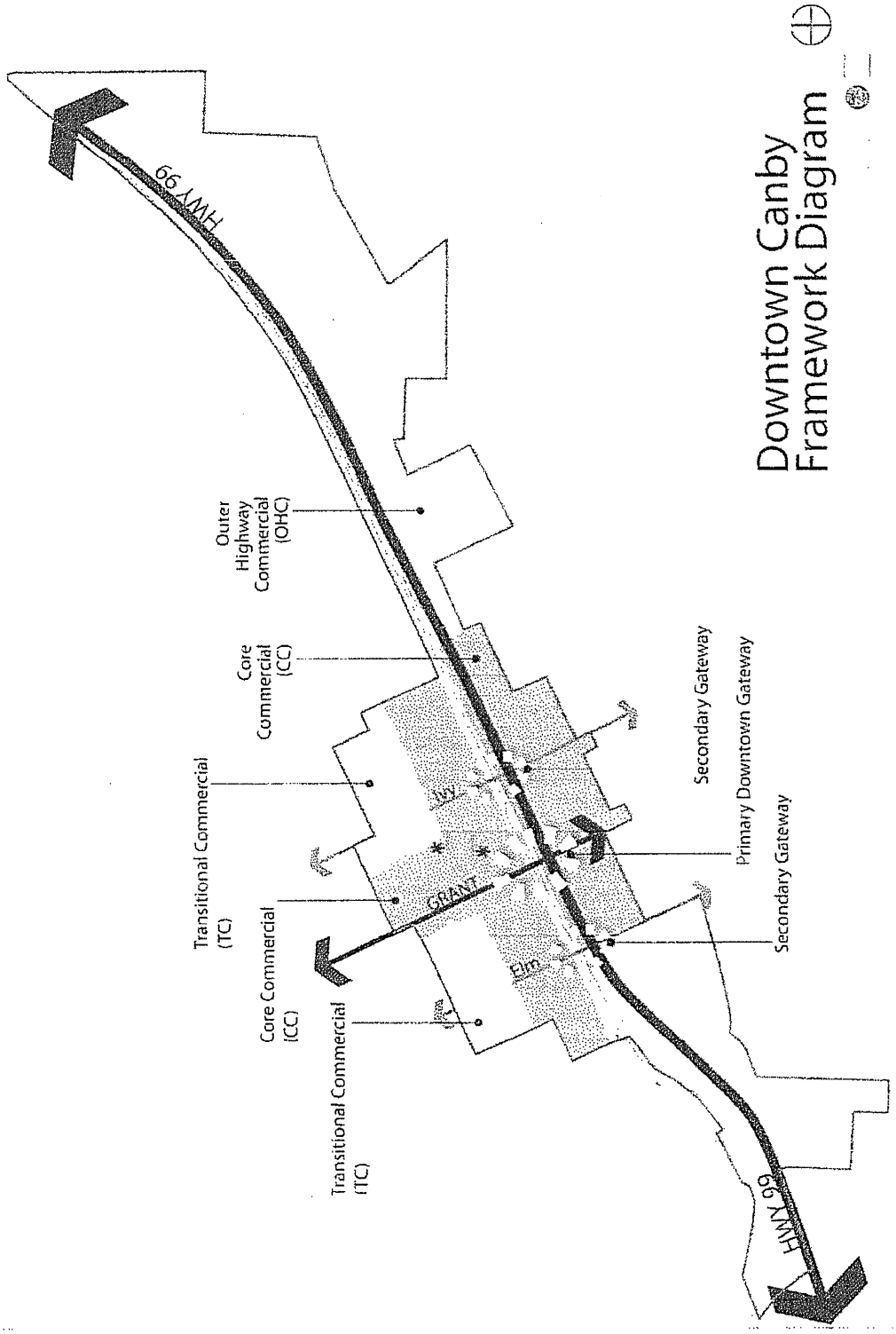


EXHIBIT B
PAGE 19 OF 19

MEMORANDUM

DATE: July 17, 2012

TO: Bryan Brown, City of Canby

FROM: Chris Maciejewski, PE, PTOE
Steve Boice, EIT

SUBJECT: Canby Fredy Meyer Fuel Facility TIS Review and Recommendations P#11010-016

Per your request, we have reviewed the transportation impact analysis submitted for the proposed Fred Meyer Fuel Facility[1], including the supplemental on-site queuing analysis[2], to determine if the study provided adequate information to comply with the required transportation impact study scope[3]. Based upon our review, we find that between the two documents the study adequately addressed the required scope items to assess the impacts of the proposed development.

We agree with the findings of the study related to site trip generation, study area crash history, intersection operations, site circulation, and sight distance. As requested, the study included an access management plan to evaluate the proposed deviation of access spacing standards to allow access to OR 99E (to comply with the City's access spacing standards, access to the site should be provided via S Locust Street or SE 2nd Avenue). We do have several comments related to the site access and the access management plan evaluation, including:

- For the required study scenario of no direct access to OR 99E, the study sites the City's policy for a Neighborhood Through Trip Study, which establishes a threshold of 1,200 vehicles per day. The study finds that providing access only to sE 2nd Avenue would cause traffic volumes on SE 2nd Avenue to exceed this threshold. As the south side of SE 2nd Avenue is zoned for high density residential use, the Neighborhood Through Trip Study policy does apply to this location. Therefore, the finding supports providing an alternate site access in addition to the proposed SE 2nd Avenue access.
- While the study does not examine a scenario with access to S Locust Street, it appears from the site layout that acess to S Locust Street could be problametic with the proposed fueling station use (i.e., circulation with the fueling stations may not work well with the shape of the parcel if access were

---

[1] Fred Meyer Canby Fuel Facility Transportation Impact Analysis, Group Mackenzie, May 17, 2012

[2] Fred Meyer Canby Fuel Facility On-Site Queuing Review, Group Mackenzie, July 6, 2012

[3] Canby Fred Meyer Fuel Station Transportation Impact Study Scope, DKS Associates, March 29, 2012.

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

provided to S Locust Street). Therefore, access to OR 99E appears to be a reasonable alternative if adequate safety can be provided and if ODOT will permit the access.

- Safety for the potential access to OR 99E was reviewed in terms of conflict with other nearby access points and the potential for inbound site traffic to queue back onto OR 99E. The study found that traffic volumes at other nearby driveways are low enough that conflicts between vehicles utilzing the two-way-center-turn-lane would not be frequent and adequate safety should be provided. In addition, the study included a detailed on-site queueing evaluation (including surveys from other Fred Meyer Fuel Locations), which found that the proposed site plan provides adequate queue storage to meet 95th percentile queue lengths without spilling back onto OR 99E. However, this findings appears to depend upon either a mix of traffic entering the site from SE 2nd Avenue in addition to OR 99E (i.e., vehicles would queue from the fueling positions in both directions) or that adequate site circulation space is provided so that vehicles entering from OR 99E could circle the site and approach the pumps in the northbound direction. In addition, the finding assumes that all fueling positions will be open during peak operating periods (i.e., this implies that a fueling truck will not be on-site during peak periods).

  While the analysis and findings of the safety of the site access comply with our requested analysis scope, the potential for queueing onto OR 99E should be monitored over time to assure that safety issues are not created if travel patterns or the amount of peak traffic demand changes. If queuing issues are found to exist, it appears that the site access to OR 99E could be modified to right-in/right-out movements only, which should divert some traffic to the SE 2nd Avenue access and still provide adquate access for fueling trucks via S Locust Street to SE 2nd Avenue.

- Beyond the existing conditions of OR 99E related to site access, the City's Transportation System Plan includes an enhanced pedestrian crossing of OR 99E in the vicinity of the site. As part of the current efforts to clarify the highway design in the Canby OR 99E Corridor and Gateway Design Plan[4], the location for the enhanced pedestrian crossing was determined to be at S Locust Street and would include a pedestrian refuge island on the west leg of the OR 99E/S Locust Street intersection. While this refined plan is not yet adopted, it is consistent with and clarifies the City's adopted Transportation System Plan. A pedestrian refuge island on OR 99E at S Locust Street would be located within the two-way-center-turn-lane and would likely be located less than 100 feet from the proposed Fred Meyer Fuel Facility acccess to OR 99E. The resulting spacing would limit the ability for westbound vehicles on OR 99E turning left into the site to maneuver from the through lane into the two-way-center-turn-lane (i.e., there would be inadequate deceleration space). Therefore, construction of the pedestrian refuge island may also trigger the need to convert the proposed site access to right-in/right-out.

[4] Canby OR 99E Corridor and Gateway Design Plan, June 2012.

- The proposed site plan includes an access to OR 99E that is shared with the property to the west. Our understanding is that ODOT has reviewed and will support this configuration, as it reduces the number of direct access points onto OR 99E. This finding should be confirmed in writing with ODOT.

Based on the review discussed above, we recommended that ODOT's support of the proposed shared site access to OR 99E be confirmed in writing. In addition, we recommend the following condition of approval be included with the proposed project:

- Ensure adequate sight distance at the site driveways by restricting landscaping or any potential obstructions on the project frontage within sight distance triangles.
- Condition the site so that if future ODOT monitoring, evaluation, or design review of improvements to OR 99E find that the full access to OR 99E has safety issues related to queuing onto the highway, or crash frequency increasing above typical levels, or conflicts with the design for the pedestrian refuge island (e.g., inadequate deceleration space or queuing conflicting with safe crossing conditions for pedestrians), the owner/operator of the site will accept the access being restricted to right-in/right-out maneuvers. This condition should be placed upon the property such that it carries from one owner to another (to be effective if the property ownership changes in the future).

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

CITY OF CANBY –COMMENT FORM

If you are unable to attend the Planning Commission or City Council Public Hearing, you may submit written comments on this form or in a letter addressing the Planning Commission and City Council. Please send comments to the City of Canby Planning Department.

By mail: Planning Department, PO Box 930, Canby, OR97013
In person: Planning Department at 111 NW Second Street
E-mail: lehnerta@ci.canby.or.us

Written comments for Planning Commission are due by 7:00 PM on July 23, 2012;
Written comments for City Council are due by 7:30 PM on August 15, 2012.

COMMENTS: Please allow the Gas Station
Its about time in your town Canby
you allow something that will save me
money instead of a way to spend more money
which makes me pay more Taxes (Federal grant
are Tax money!)
Thanks

YOUR NAME: KAREN Ellis

ORGANIZATION or BUSINESS (if any):

ADDRESS: 283 NE 10th Ave Canby

PHONE # (optional):

DATE: 7/11/12

Thank you!

From:	Laney Fouse
To:	Angeline Lehnert
Subject:	FW: Notice of Public Hearing/Comment Form
Date:	Monday, June 25, 2012 2:59:46 PM
Attachments:	Hearing Notice PC DR 12-03,TA 12-01 Fred Meyer Fuel Station.docx

Angie,
I filed this electronically.
Laney

From: Wood, Jennifer [mailto:jaw@nwnatural.com]
Sent: Monday, June 25, 2012 2:53 PM
To: Laney Fouse
Subject: Notice of Public Hearing/Comment Form

Hi Laney,

We have no conflicts with this proposal.

Thanks,

Jennifer Wood
NW Natural

PUBLIC RECORDS LAW DISCLOSURE

This email is a public record of the City of Canby and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

MEMORANDUM

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

DATE: June 14, 2012

TO: Bryan Brown, City of Canby

FROM: Chris Maciejewski, PE, PTOE
Steve Boice, EIT

SUBJECT: Canby Fredy Meyer Fuel Facility TIS Review P#11010-016-000

Per your request, we have reviewed the transportation impact analysis submitted for the proposed Fred Meyer Fuel Facility[1] in Canby, Oregon to determine if the study provided adequate information to comply with the required transportation impact study scope[2]. Based upon our review, we found that the study has not adequately addressed the required scope items needed to assess the impacts of the proposed development. We have coordinated with ODOT and they agree with our findings[3]. We recommend that the following items be included as part of the study:

- Collect video recordings during the critical peak morning (7:00 to 9:00 am) and evening (4:00 to 6:00 pm) periods at a similar land use site to assist with estimating vehicle stacking within the proposed site (Task 4).

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

---

[1] Fred Meyer Canby Fuel Facility Transportation Impact Analysis, Group Mackenzie, May 17, 2012

[2] Canby Fred Meyer Fuel Station Transportation Impact Study Scope, DKS Associates, March 29, 2012.

[3] Phone conversation with Douglas Baumgartner, ODOT Region 1, June 14, 2012.

CITY OF CANBY –COMMENT FORM

If you are unable to attend the Planning Commission Public Hearing, you may submit written comments on this form or in a letter addressing the Planning Commission. Please send comments to the City of Canby Planning Department.

By mail: Planning Department, PO Box 930, Canby, OR 97013
In person: Planning Department at 111 NW 2nd Avenue, Canby OR 97013
E-mail: lehnerta@ci.canby.or.us

Written comments for Planning Commission are due by 7:00 PM on January 28, 2013

COMMENTS: The City will require a defined stormwater discharge plan. Please note that the City does not allow off site discharge of stormwater. All stormwater will be disposed of on site. The drainage of the concrete surfaces underneath the fuel island canopy will be plumbed to a minimum 500 gallon oil water separator (Interceptor). In addition the City will require that an automated emergency shut off valve be installed on the discharge side of the interceptor and an emergency shut off switch be located near the center of the fuel island.

YOUR NAME: Darvin Tramel

ORGANIZATION or BUSINESS (if any): City of Canby

ADDRESS:

PHONE # (optional): 503-266-0636

DATE: 1/14/13

Thank you!

CITY OF CANBY –COMMENT FORM

If you are unable to attend the Planning Commission Public Hearing, you may submit written comments on this form or in a letter addressing the Planning Commission. Please send comments to the City of Canby Planning Department.

By mail: Planning Department, PO Box 930, Canby, OR 97013
In person: Planning Department at 111 NW 2nd Avenue, Canby OR 97013
E-mail: lehnerta@ci.canby.or.us

Written comments for Planning Commission are due by 7:00 PM on January 28, 2013

COMMENTS: THERE IS NO utilities PLAN SUBMITTED.

PG C2.1 #20 states that storm WATER will GO TO AN OFF SITE CONNECTION. ANY OVER flow storm water from the SWALE NEEDS TO GO TO AN ONSITE FACILITY. IF INSTALLING A DRYWELL it MUST BE RULE AUTHORIZED BY D.E.Q.

THERE SHOULD ALSO BE CATCH BASINS that ARE CONNECTED TO A SEPARATOR BEFORE GOING TO the SWALE. THE CATCH BASINS that MAY BE CONSIDERED IN A SPILL AREA SHOULD GO THROUGH A SEPARATOR with EMERGENCY SHUTOFF & then CONNECTED to SAN. SEWER.

I'M ALSO NOT CRAZY ABOUT the 'left out' ONTO 99-E But that MAY BE AN ODOT CALL.

AN EROSION & SEDIMENT CONTROL PLAN with APPLICATION MUST BE SUBMITTED BEFORE WORK BEGINS

YOUR NAME: DAN MICKELSEN

ORGANIZATION or BUSINESS (if any): City of Canby.

ADDRESS: 1470 NE TERRITORIAL Rd. P.O. Box 930

PHONE # (optional):

DATE: JAN 14, 2013

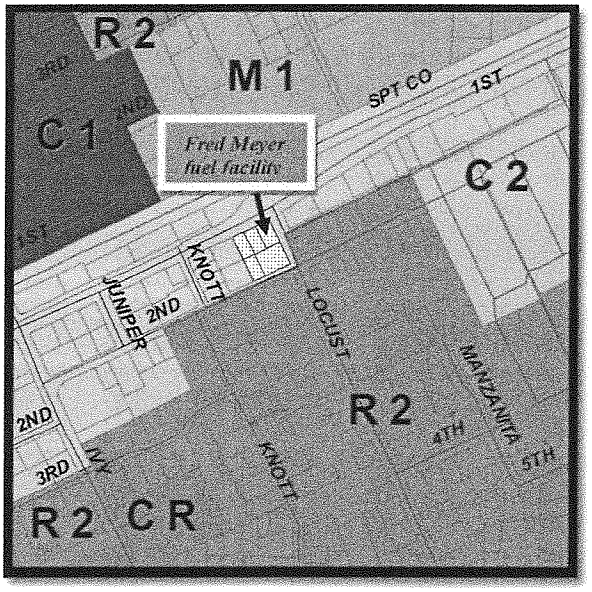
Thank you!

City of Canby

NOTICE OF PUBLIC HEARING & REQUEST FOR COMMENTS

The purpose of this notice is to invite you to comment on the Design Review for a proposed Fred Meyer fuel-dispensing facility.

Comments due–Any written comments to be included in the Planning Commission packet which is distributed prior to the public hearing are due to staff by Noon on January 16, 2013.



Public Hearing Schedule: Planning Commission, Monday, January 28, 2013 at 7pm at City Council Chambers at155 NW 2nd Avenue, Canby, OR.

Location: 351, 369 & 391 SE 1st Ave. & 354 & 392 SE 2nd Ave.
Tax Lots: 3S1E33DC00100, 00200, 00300, 02200 & 02300
Lot Size and Zoning: 32,466 sq. ft. of land in tax lots. Existing Comprehensive Plan: Highway Commercial (HC) City of Canby. Existing Zoning: Highway Commercial (C2).
Owner: Oliver Lang LLC
Applicant: Fred Meyers Stores, Inc.
Application Type: Site and Design Review
City File Number: DR 12-03
Contact: Angie Lehnert at 503-266-0762

What is the Decision Process? The Canby Planning Commission will make a final decision on the Design Review application, unless it is appealed to 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 Planning Department, P O Box 930, Canby, OR 97013; in person at 111 NW Second Avenue; or emailed to lehnerta@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, January 18, 2013 at the Canby Planning Department or on the City's website. 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
- **16.28** C-2 Highway Commercial Zone
- **16.42** Signs
- **16.43** Outdoor Lighting Standards
- **16.46** Access Limitations
- **16.49** Site and Design Review
- **16.88** General Standards and Procedures
- **16.89** Application and Review Procedures

(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.)

CITY OF CANBY –COMMENT FORM

If you are unable to attend the Planning Commission or City Council Public Hearing, you may submit written comments on this form or in a letter addressing the Planning Commission and City Council. Please send comments to the City of Canby Planning Department.

By mail: Planning Department, PO Box 930, Canby, OR97013
In person: Planning Department at 111 NW Second Street
E-mail: lehnerta@ci.canby.or.us

Written comments for Planning Commission are due by 7:00 PM on January 28, 2013

COMMENTS: 1. Prior to the start of construction, the developer's engineer shall submit a utility plan to include provisions on how the storm drainage will be disposed on-site in accordance with City Standards and Clackamas County Plumbing requirements.

2. The fueling area under the canopy needs to be directed into a petroleum scavenge device or a valved oil/water separator, then into the sanitary sewer.

3. The fueling area under the canopy shall be hydraulically isolated by means of surface grading or gutters, the remaining site can be discharged on-site into an approved storm drain system.

4. Demo the existing driveway on Locust Street and replace with a new curb and sidewalk.

5. Conform to the vision triangle requirements (30'x30') at the NE corner of Locust and Hwy 99E.

6. All new driveways shall be constructed to conform to the current ADA standards.

7. Dedicate any needed right-of-way or grant an easement at the SE and NE corners of the site to accommodate the sidewalk/ ADA ramps access.

8. Grant a 6-foot wide sidewalk easement along the site frontage with SE 2nd Ave if one does not exist.

9. All ADA ramps shall conform to the current ADA standards.

YOUR NAME: Hassan Ibrahim

ORGANIZATION or BUSINESS (if any): Curran-McLeod Consulting Engineers

ADDRESS: 6655 SW Hampton St, Ste 210 Portland, OR 97223

PHONE # (optional):504-684-3478

DATE: January 10, 2013

Thank you!

CITY OF CANBY –COMMENT FORM

If you are unable to attend the Planning Commission Public Hearing, you may submit written comments on this form or in a letter addressing the Planning Commission. Please send comments to the City of Canby Planning Department.

By mail: Planning Department, PO Box 930, Canby, OR 97013
In person: Planning Department at 111 NW 2nd Avenue, Canby OR 97013
E-mail: lehnerta@ci.canby.or.us

Written comments for Planning Commission are due by 7:00 PM on January 28, 2013

COMMENTS:

Natural gas is available in the 1st Avenue and 2nd Avenue right-of-ways to serve the subject property with natural gas.

Contact 1-800-422-4012 or 1-503-226-4211 for natural gas service to the new facility.

YOUR NAME: Dan Kizer, Salem Resource Center Engineer

ORGANIZATION or BUSINESS (if any): NW Natural

ADDRESS: 3123 Broadway NE, Portland, OR 97228

PHONE # (optional): 503-226-4211 ext 8166

DATE: 1/09/2013

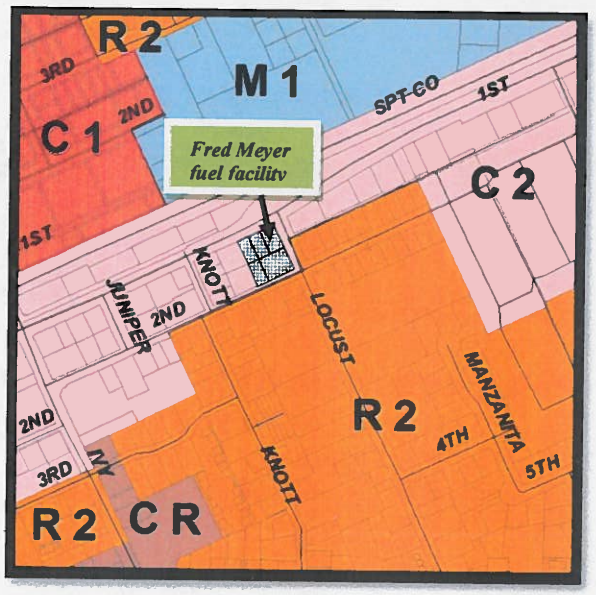
Thank you!

City of Canby

NOTICE OF PUBLIC HEARING & REQUEST FOR COMMENTS

The purpose of this notice is to invite you to comment on the Design Review for a proposed Fred Meyer fuel-dispensing facility.

Comments due–Any written comments to be included in the Planning Commission packet which is distributed prior to the public hearing are due to staff by Noon on January 16, 2013.



Public Hearing Schedule: Planning Commission, Monday, January 28, 2013 at 7pm at City Council Chambers at155 NW 2nd Avenue, Canby, OR.

Location: 351, 369 & 391 SE 1st Ave. & 354 & 392 SE 2nd Ave.
Tax Lots: 3S1E33DC00100, 00200, 00300, 02200 & 02300
Lot Size and Zoning: 32,466 sq. ft. of land in tax lots. Existing Comprehensive Plan: Highway Commercial (HC) City of Canby. Existing Zoning: Highway Commercial (C2).
Owner: Oliver Lang LLC
Applicant: Fred Meyers Stores, Inc.
Application Type: Site and Design Review
City File Number: DR 12-03
Contact: Angie Lehnert at 503-266-0762

What is the Decision Process? The Canby Planning Commission will make a final decision on the Design Review application, unless it is appealed to 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 Planning Department, P O Box 930, Canby, OR 97013; in person at 111 NW Second Avenue; or emailed to lehnerta@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, January 18, 2013 at the Canby Planning Department or on the City's website. 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
- **16.28** C-2 Highway Commercial Zone
- **16.42** Signs
- **16.43** Outdoor Lighting Standards
- **16.46** Access Limitations
- **16.49** Site and Design Review
- **16.88** General Standards and Procedures
- **16.89** Application and Review Procedures

(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.)

SE 1ST AVENUE (HWY 99)

Flared Drive
Pylon Sign
Decorative Paver Plaza Area at Corner
162.80'
5.2'
41.0'
32" High Decorative CMU Masonry Wall
1,000 Gal Propane Tank
Bollard Typ (12)
5.0'
70.9'
Air & Water Dispenser
Existing Pole
Expected Meter location
200.00'
18.9'
92.0'
3.0'
23.9'
Install switching vault
200.00'
Attendant Kiosk w/ Bathroom
Install secondary conduits
3
Install Primary Conduits
5.0'
CMU Storage Shed
75.5'
Electric Transformer
CMU Dumpster Enclosure
Underground Gasoline Storage Tanks
Easement required
41.0'
162.80'
5.2'
Flared Drive

SE 2ND AVENUE

LOCUST STREET

Scale : 1" = 30'

30 0 30 60

REV	DATE	DESCRIPTION

Designed by: JT
Drafted by: JT
Client Name:
Fred Meyer
FM651B

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
(801)521-8929 Ogden (801)394-7288 Fax (801)521-9551

Site Plan

Fred Meyer Fuel - #651
SE 1st Avenue (Hwy 99) & Locust Street
Canby, Oregon

Fred Meyer
3800 SE 22nd Avenue
Portland, Oregon 97242-0121
Telephone (503) 797-3509

#651
Canby, Oregon

9 Feb, 2012

SHEET NO.
A

471

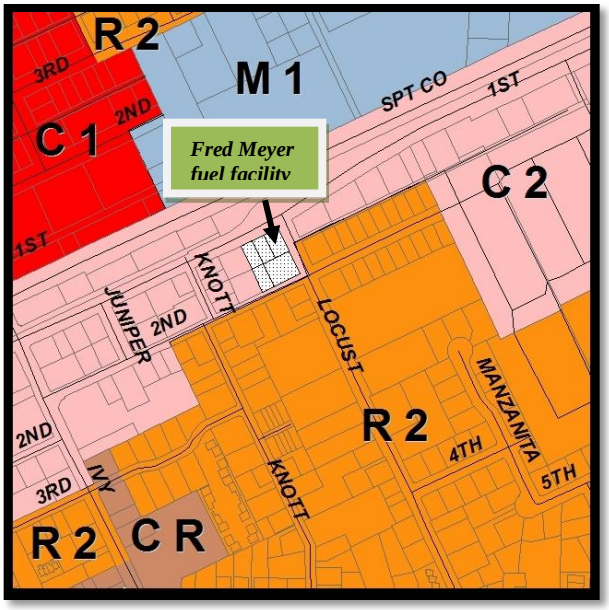
W:\fm651\dwgs\FM651A.dwg, 2/9/2012 3:19:41 PM, 1:1, JT

City of Canby

NOTICE OF PUBLIC HEARING & REQUEST FOR COMMENTS

The purpose of this notice is to invite you to comment on the Design Review for a proposed Fred Meyer fuel-dispensing facility.

Comments due–Any written comments to be included in the Planning Commission packet which is distributed prior to the public hearing are due to staff by Noon on January 16, 2013.



Public Hearing Schedule: Planning Commission, Monday, January 28, 2013 at 7pm at City Council Chambers at155 NW 2nd Avenue, Canby, OR.

Location: 351, 369 & 391 SE 1st Ave. & 354 & 392 SE 2nd Ave.
Tax Lots: 3S1E33DC00100, 00200, 00300, 02200 & 02300
Lot Size and Zoning: 32,466 sq. ft. of land in tax lots. Existing Comprehensive Plan: Highway Commercial (HC) City of Canby. Existing Zoning: Highway Commercial (C2).
Owner: Oliver Lang LLC
Applicant: Fred Meyers Stores, Inc.
Application Type: Site and Design Review
City File Number: DR 12-03
Contact: Angie Lehnert at 503-266-0762

What is the Decision Process? The Canby Planning Commission will make a final decision on the Design Review application, unless it is appealed to 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 s*ee Comment Form.)* Comments can be mailed to the Planning Department, P O Box 930, Canby, OR 97013; in person at 111 NW Second Avenue; or emailed to lehnerta@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, January 18, 2013 at the Canby Planning Department or on the City's website. 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
- **16.28** C-2 Highway Commercial Zone
- **16.42** Signs
- **16.43** Outdoor Lighting Standards
- **16.46** Access Limitations
- **16.49** Site and Design Review
- **16.88** General Standards and Procedures
- **16.89** Application and Review Procedures

(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.)

CITY OF CANBY –COMMENT FORM

If you are unable to attend the Planning Commission Public Hearing, you may submit written comments on this form or in a letter addressing the Planning Commission. Please send comments to the City of Canby Planning Department.

By mail: Planning Department, PO Box 930, Canby, OR 97013
In person: Planning Department at 111 NW 2nd Avenue, Canby OR 97013
E-mail: lehnerta@ci.canby.or.us

Written comments for Planning Commission are due by 7:00 PM on January 28, 2013

COMMENTS:

1. An electrical easement will be required on locust St. from P-65 to the corner of 2nd

2. An electrical easement will be required on the 2nd ave frontage

3. Verify proposed Street Trees on 99E and Locust comply with the City,s list of trees that are for suitable for planting under power lines

4. Due to instalation of an electrical switching vault (Utility Vault 644LA) modification of the storm water retention pond at the SW corner of project may be required. It is suggested that the applicant contact Canby Utility with the projects electrical requirements.

YOUR NAME: Gary Stockwell, Lineforeman

ORGANIZATION or BUSINESS (if any): Canby Utility Electric Department

ADDRESS: PO Box 1070, Canby Or. 97013

PHONE # (optional): 503 263 4307

DATE: 1-9-13

Thank you!

City of Canby
Pre-Application Meeting Notice

PO Box 930, Canby, OR 97013 — 503-266-4021 ext.: 298
City Shops 1470 NE Territorial Road — 503-266-7238

TO:	Canby Planning, Bryan Brown	503-266-9404	Public Works, Dan Mickelsen	503-266-4021
	CUB Water Dist., Doug Quan	503-263-4309	Canby Telephone, Dinh Vu	503-266-8201
	CUB Electric Dept., Gary Stockwell	503-263-4307	NW Natural, Terry Smith	503-585-6611 x8144
	CUB, Operation Superint, Larry Hepler	503-266-1156	NW Natural, Greg Bronson	503-585-6611 x8166
	Fire District #62, Todd Gary	503-266-5851	Curran-McLeod, Curt McLeod	503-684-3478
	Clackamas Co., Wayne Siefert	503-742-4400	Wave Broadband, Mike Mance	503-793-5650
	Public Works, Jerry Nelzen	503-266-4021	Econ Dev.Dir, Renate Mengelbert	503-266-7001
	ODOT, Access, Loretta Kiefer	971-673-6228	ODOT, Utilities, Melinda Griffith	971-673-6226
cc:	Steve Mayes, Oregonian	503-294-5915		
	Dan McMillian, US Postal Service	503-266-7720		

From: Shop Complex, Ronda Rozzell

Date: February 13, 2012

Subject: Pre-Application Meeting for Fred Meyer Gas Station

Attached is a request for a pre-application meeting.

A meeting with the applicant has been scheduled for **Tuesday, February, 28, 2012 at 11:00 am at the City Shops Conference Room**, 1470 NE Territorial Road, Canby.

Please come prepared to discuss any issues that the applicant will need to address when submitting a site and design review application.

If you are unable to attend the meeting, but have comments please submit them in writing or call Ronda at 266-4021 ext. 298. They will be forwarded to the applicant.

Comments:

1. See attached mark-ups on drawing for electric service information. Please note the required easements
2. Please see the attached scope of work for electric service information.
3. Please contact Gary Stockwell at Canby Utility for any other information
   503 263 4307 gstockwell@canbyutility.org

Signature — Date: 2-21-12

Title: Line Foreman — Company: Canby Utility Elect.

CITY OF CANBY –COMMENT FORM

If you are unable to attend the Planning Commission Public Hearing, you may submit written comments on this form or in a letter addressing the Planning Commission. Please send comments to the City of Canby Planning Department.

By mail: Planning Department, PO Box 930, Canby, OR 97013
In person: Planning Department at 111 NW 2nd Avenue, Canby OR 97013
E-mail: lehnerta@ci.canby.or.us

Written comments for Planning Commission are due by 7:00 PM on January 28, 2013

COMMENTS: I am all for a Fred Meyer station in that location.

I believe this has dragged on far too long; costing tax payers too much money.

It is my desire to see this process streamlined.

YOUR NAME: Gary A. Burgin Sr.

ORGANIZATION or BUSINESS (if any):

ADDRESS: 210 S. Knott St – Canby

PHONE # (optional): 503-651-4395

DATE: 1/8/13

Thank you!