PLANNING COMMISSION
Meeting Agenda
Monday May 13, 2013
7:00 PM
City Council Chambers – 155 NW 2nd Avenue

Commissioner Tyler Smith (Chair)

Commissioner Sean Joyce (Vice Chair) | **Commissioner Charles Kocher**
Commissioner John Proctor | **Commissioner Shawn Hensley**
Commissioner John Savory | **Commissioner (Vacant)**

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1. CALL TO ORDER

2. CITIZEN INPUT ON NON-AGENDA ITEMS

3. **PUBLIC HEARINGS**

a. Continuation of Public Hearing to consider approval of a Site and Design Review and Major Variance (Type III) to build a new city library to be located at 162 NW 2nd Ave in the C-1 Downtown Commercial/Core Commercial subarea of the Downtown Overlay Zone **(DR 13-01/VAR 13-01).**

4. NEW BUSINESS

a. Request from property owner to consider modifying or deleting the Development Concept Plan requirement from the annexation ordinance.

5. FINAL DECISIONS - None

6. MINUTES

a. Regular Planning Commission Minutes - February 11, 2013

7. ITEMS OF INTEREST/REPORT FROM STAFF

8. ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION

9. ADJOURNMENT

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for person with disabilities should be made at least 48 hours before the meeting at 503-266-7001.
A copy of this agenda can be found on the City's web page at www.ci.canby.or.us
City Council and Planning Commission Meetings are broadcast live and can be viewed on CTV5.
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.

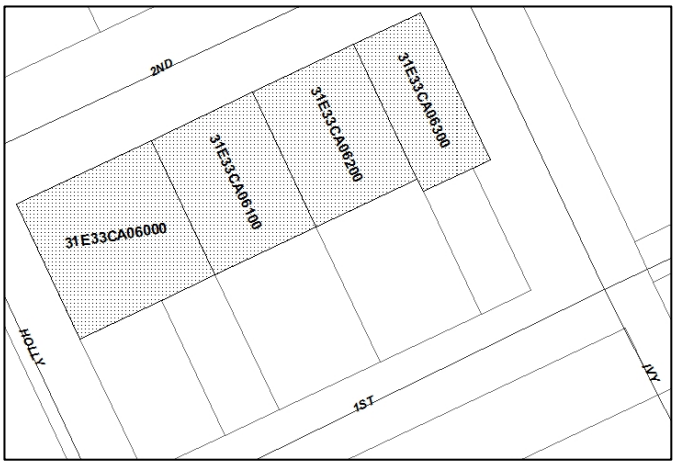
Before the conclusion of the initial evidentiary hearing, any participant may ask the hearings body for an opportunity to present additional relevant evidence or testimony that is within the scope of the hearing. The Planning Commission shall grant such requests by continuing the public hearing or leaving 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 13-01/VAR 13-01
April 22, 2013

LOCATION: 111 NW 2ND AVE, 133 NW 2ND AVE, & 182 N HOLLY ST
ZONING: C-1 Downtown Commercial/Core Commercial subarea of the Downtown Overlay Zone
TAXLOT(S): 31E33CA06300, 31E33CA06200, 31E33CA06100, 31E33CA06000 (Shaded properties in map below)



LOT SIZE: 30,450 site
OWNER: City of Canby (TL 6000 & 6200), City of Canby Urban Renewal Agency (TL 6300), Canby Utility Board (TL 6100)
APPLICANT: Eric Wilcox, FFA Architecture & Planning Inc.
APPLICATION TYPE: Site & Design Review (Type III) & Major Variance (Type III)
CITY FILE NUMBER: DR 13-01/VAR 13-01

I. PROJECT OVERVIEW & EXISTING CONDITIONS

The proposed development includes a new 22,600sf Library and a renovation to the existing City Hall (25,700sf total); the entire site is 30,450sf.

The applicant's summary of the development is as follows: "In November of 2012, the City of Canby contracted FFA Architecture and Interiors and their engineering team to design the New Canby Public Library and Renovated Canby City Hall. The new library is planned for the (3) lots immediately to the east of the existing City Hall building. To make way for the new structure the Canby City Hall council chambers addition, Canby Area Transit (CAT) building and the Canby Planning building with adjacent parking area will need to be removed.

The existing Canby City Hall was built in 1937 as part of the WPA program and has served the city in many ways over the years, including housing the original library located in the corner of the original council chamber. The building also housed various city administration offices, utility offices, police station, and the fire department including a two bay fire engine garage. In

1960 the fire department moved out and the garage was remodeled into the new library and the attic into a small conference room. This building configuration remained until about 1990 when the library moved to its current location.

Community growth and demand has now far exceeded the existing library facility. In 2009 FFA was initially contracted to provide a library program and in 2012 the program was updated. Various sites and configurations were analyzed and vetted by the project team with the current site development proposal being selected and approved by the Canby Urban Renewal Agency and Canby City Council in the summer of 2012."

II. ATTACHMENTS

- **A.** Citizen and Agency Comments
- **B.** Application narratives
- **C.** Architectural and site plans

III. APPLICABLE CRITERIA & FINDINGS

Major approval criteria used in evaluating this application are 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
- 16.22 C-1 Downtown Commercial Zone
- 16.41 Downtown Overlay Zone
- 16.42 Signs
- 16.43 Outdoor Lighting Standards
- 16.46 Access Standards
- 16.49 Site and Design Review
- 16.53 Variances
- 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: The site has existing sidewalks that will remain. The development proposes a new access along Holly behind City Hall and all existing accesses along 2nd Avenue will lose functionality when the new building is constructed. As a **condition of approval**, the new access shall be designed with a new curb and driveway crossing that matches other nearby access designs. Final design must be approved by the city prior to construction.

16.08.100 Height allowances.

The following types of structures or structural posts are not subject to the building height limitations: chimneys, cupolas, tanks, church spires, belfries, derricks, fire and hose towers, flagpoles, water tanks, elevators, windmills, utility poles and other similar projections. The height of wireless telecommunications systems facilities shall be in accordance with section 16.08.120.

Findings: The hose tower of the existing City Hall building is approximately 40 feet and does not exceed the height limitation of 45 feet for the C-1 Zone.

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: Staff does not recommend any additional fencing requirements.

16.08.150 Traffic Impact Study (TIS).

Contains standards pertaining to traffic studies including purpose, scoping, determination, submittal requirements, content, methodology, neighborhood and through-trip studies, mitigation, conditions of approval, and rough proportionality determination

Findings: The consulting City Traffic Engineer DKS was hired by the applicant to execute a traffic study and to determine the development's conformance with the traffic study criteria contained in 16.08.150. The study concluded that the proposed project will not generate significant off-site impacts; DKS recommended the following on-site circulation **conditions of approval** to improve traffic flow and safety:

- Install "Do not enter" signage (Manual on Uniform Traffic Control Devices (MUTCD) R5-1) at the exiting end of the one-way internal driveways, a "Right turn only" sign (MUTCD R3-5) to alert drivers leaving the driveway on the east side of the Canby Utility Board building, and a "No right turn" sign (MUTCD R3-1) to alert drivers leaving the book-drop window driveway.
- Provide a curb or buffer along the north side of the proposed east-west internal site driveway and the south building frontage of City Hall and the proposed Library.
- Consider prohibiting on-street parking along N Holly Street and NW 1st Avenue within 20-feet of site access locations, as recommended in the Manual on Uniform Traffic Control Devices (MUTCD) to improve intersection sight distance.
- Provide guide signing to the Library book-drop window from adjacent side streets (NW 1st Avenue and N Holly Street)
- Have the site designer/engineer verify the turn templates and internal circulation routes for the proposed design vehicle to ensure adequate on-site circulation.

Per 16.08.150 and per 16.49.050, the above City Traffic Engineer recommendations are listed as **conditions of approval**.

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: Canby Public Works reviews stormwater, vision clearance has been reviewed by the city traffic engineer and per 16.22.030(F)(1), public utilities are reviewed by utility agencies, and the city traffic engineer has reviewed the development for compliance with mobility standards identified in the city's Transportation System Plan (TSP). All other standards above are met.

Chapter 16.10 Off Street Parking & Loading

16.10.010 Off-street parking required – exceptions.

B. *No off-street parking shall be required for any use permitted outright within the C-1 zone in the rectangular area bounded by N. Ivy Street on the east, NW First Avenue on the south, N. Elm Street on the west, and NW Third Avenue on the north.*

Findings: Per the above section, off street parking for this proposal is not required.

16.10.020 Definitions.

A. *Floor Area. Except where otherwise specified, the floor area measured shall be the gross floor area of the building primary to the function of the particular use of the property other than space devoted to off-street parking or loading.*

Findings: Per above, parking lots may be excluded from FAR calculations.

16.10.030 General requirements.
Table 16.10.050-Off street parking provisions

Findings: Per 16.10.010, there are no parking requirements in the C-1 Zone.

16.10.060 Off-street loading facilities

A. *The minimum number of off-street loading berths for commercial and industrial uses is as follows:*
25,000-60,000sf: 2 berths required

B. *Loading berths shall conform to the following minimum size specifications:*

1. *Commercial uses – 13' x 35'*
2. *Industrial uses – 12' x 60'*
3. *Berths shall have an unobstructed minimum height of 14'.*

Findings: The proposed library addition, not including City Hall, is 22,600sf, therefore requiring one loading berth. The applicant proposes one berth approximately 6' x 7' adjacent to the trash/recycling area. See the discussion under 16.10.060 below.

C. *Required loading areas shall be screened from public view, from public streets, and adjacent properties by means of sight-site obscuring landscaping, walls or other means, as approved through the site and design review process.*

D. *Required loading facilities shall be installed prior to final building inspection and shall be permanently maintained as a condition of use.*

Findings: The loading area will be screened from public view by the trash/recycling area's enclosure that is adjacent to the loading area.

16.10.060

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 exempt the loading berth number and size requirements for this development, as large loading berths are not needed for a library.

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:*

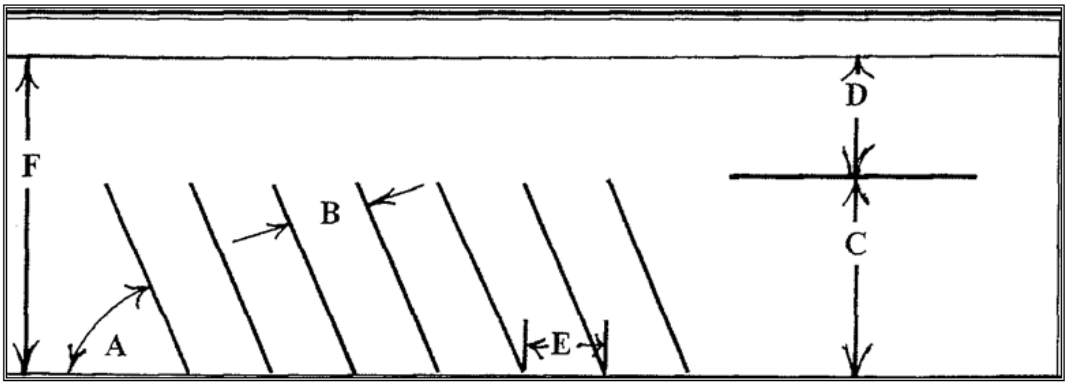
1. *Parking lot design shall comply with the dimensional standards set forth in Figure 1 of this section:*

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: Per 16.49.030(B)(7), parking lot designs may be reviewed under a Type I procedure; the standards above will be evaluated during a Type I review.

16.10.070 Parking lots and access, cont.

2. *Parking stalls of eight (8) feet in width and sixteen (16) feet in length for compact vehicles may comprise up to a maximum of thirty (30) percent of the total number of parking stalls. Such parking stalls shall be marked "Compact Parking only" either on the parking surface or on a sign in front of the parking stalls.*

Findings: Per 16.49.030(B)(7), parking lot designs may be reviewed under a Type I procedure; the standards above will be evaluated during a Type I review.

3. *Areas used for standing or maneuvering of vehicles shall have paved asphalt, concrete, solid concrete paver surfaces, or paved "tire track" strips maintained adequately for all weather use and so drained as to avoid the flow of water across sidewalks or into public streets, with the following exception:*

4. *The full width of driveways must be paved in accordance with (3) above:*

a. *For a minimum of 20 feet from the right-of-way line back into the private property to prevent debris from entering public streets, and*

b. *To within 150 feet of all portions of the exterior wall of the first story of any structure(s) served by the driveway to ensure fire and emergency service provision.*

Findings: The proposed development will meet the above standards.

6. *Groups of more than four (4) parking spaces shall be so located and served by driveways that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley.*

Findings: Per 16.49.030(B)(7), parking lot designs may be reviewed under a Type I procedure; the standards above will be evaluated during a Type I review.

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: Even though the parking lots to the south are not a part of this design review, the traffic study analyzed the proposed lots and gave recommendations to improve site circulations. Refer to the Conditions of Approval for more discussion.

8. *Parking bumpers or wheel stops shall be provided to prevent cars from encroaching on the street right-of-way, adjacent landscaped areas, or adjacent pedestrian walkways.*

Findings: Per 16.49.030(B)(7), parking lot designs may be reviewed under a Type I procedure; the standards above will be evaluated during a Type I review.

9. *Accessible parking shall be provided, constructed, striped, signed and maintained as required by ORS 447.233 and all Oregon Structural Specialty Code requirements.*

Findings: Per 16.49.030(B)(7), parking lot designs may be reviewed under a Type I procedure; the standards above will be evaluated during a Type I review. Accessible parking shall be reviewed by Clackamas County prior to the issuance of building permits; **this is a condition of approval**.

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.*

Findings: The Library may be sharing the accesses with Canby Utility Board (CUB). Any access easements will be detailed in deeds that will be prepared with any property acquisitions that will occur in conjunction with this project. As a **condition of approval**, the applicant shall file any deeds detailing easements with the Clackamas County Clerk's Office, Canby City Hall, and

the Canby Planning Department prior to final occupancy.

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

Findings: This standard is met.

5. *Required sidewalks shall extend from the ground floor entrances or the ground floor landing of a stairs, ramps or elevators to the sidewalk or curb of the public street or streets that provide the required access and egress.*

Findings: This standard is met.

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: The site contains existing sidewalks that will remain, thus meeting the above standard.

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*
5-99	1	20 feet	Curbs required; sidewalk on one side minimum
100-249	2	20 feet	Curbs required; sidewalk on one side minimum
Over 250	As required by Site and Design Review Board	As required by Public Works Director	

Findings: No parking is required nor proposed in conjunction with this design review, however one new access is proposed off Holly behind City Hall that meets the above standard. All existing accesses along 2nd Avenue will lose functionality when the new building is constructed. Per 16.49.030(B)(7), parking lot designs may be reviewed under a Type I procedure; any proposed parking lots will be reviewed per the standards above during a Type I review.

11. *One-Way Ingress or Egress – Way Ingress or Egress – When approved through the site and design review process, one-way ingress or egress may be used to satisfy the requirements of subsection (H), (I) and (J). However, the hard surfaced pavement of one-way drives shall not be less than twelve (12) feet for multi-family residential, commercial or industrial uses.*

Findings: Per 16.49.030(B)(7), parking lot designs may be reviewed under a Type I procedure; the access standards above will be evaluated during a Type I review for any new parking lots. The proposed access off Holly will be two-way.

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.*
- ***c.*** *There shall be a minimum distance of forty (40) feet between any two (2) adjacent driveways on a single property.*
- ***d.*** *The minimum distance between two driveways on one single-family residential lot shall be thirty (30) feet. There is no minimum setback distance between a driveway and the property line for driveways on single-family residential lots.*

Findings: Per 16.49.030(B)(7), parking lot designs may be reviewed under a Type I procedure; the access standards above will be evaluated during a Type I review for any new parking lots. The proposed access off Holly meets the above standards.

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.*
- ***b.*** *At the intersection of two (2) local streets, driveways shall be located a minimum of thirty (30) feet from the intersection as provided, the driveway shall be constructed as far from the intersection as possible, while still maintaining the five (5) foot setback between the driveway and property line.*
- ***c.*** *If the subject property is not of sufficient width to allow for the separation between driveway and intersection as provided, the driveway shall be constructed as far from the intersection as possible, while still maintaining the five (5) foot setback between the driveway and property line.*

d. *In the case of existing flag lots, it shall be at the discretion of the Site and Design Review Board to determine the best location for driveways.*

e. *When considering a public facilities plan that has been submitted as part of site and design review plan in accordance with this ordinance, the city Public Works Supervisor may approve the location of a driveway closer than fifty (50) feet from the intersection of collector or arterial streets, based on written findings of fact in support of the decision. Said written approval shall be incorporated into the recommended decision of the City Planner for the site and design review plan under the process set forth.*

Findings: Per 16.49.030(B)(7), parking lot designs may be reviewed under a Type I procedure; the access standards above will be evaluated during a Type I review for any new parking lots. The proposed access off Holly meets the above standards.

16.10.090 Drive-up uses.

A. *Drive-up uses shall provide a minimum stacking area clear of the public right-of-way or parking lot aisle from the window service to the vehicles as follows:*

1. *All drive-up uses. – Each lane shall provide a minimum capacity for two (2) to eight (8) automobiles, as determined by the Site and Design Review Board.*

2. *For purposes of this section, an automobile shall be considered no less than twenty (20) feet in length. The width and turning radius of drive-up aisles shall be approved by the City Public Works Director.*

B. *The stacking area shall not interfere with safe and efficient access to other parking areas on the property. Traffic aisles shall be wide enough to accommodate backing movements where adjacent to parking stalls. Parking maneuvers shall not occur in the stacking area.*

Findings: In the application narrative, the applicant states that the library drive-through will have an estimated 75 drops per day approximately 115 feet from the driveway off Holly Street. Although a book drop off does not typically cause vehicle stacking, this length is capable of stacking 5 cars. The rear access alley is not adjacent to parking stalls, therefore parking maneuvers will not occur in the rear alley. Refer to the traffic study for additional on-site circulation analysis and the conditions of approval for more discussion.

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 wide, and overhead clearance in covered spaces shall be a minimum of seven (7) feet. A minimum five (5) foot aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking. Bicycle racks located on a sidewalk shall provide a minimum of two (2) feet between the rack and a wall or other obstacle, and between the rack and curb face. Bicycle racks or lockers shall be securely anchored to the surface or a structure. Bicycle racks located in the Downtown Commercial Zone shall be of the inverted U style (a.k.a. staple racks). See Figure 20 of the Canby Downtown Plan for correct rack placement.*

Figure 20 from the Canby Downtown Plan:

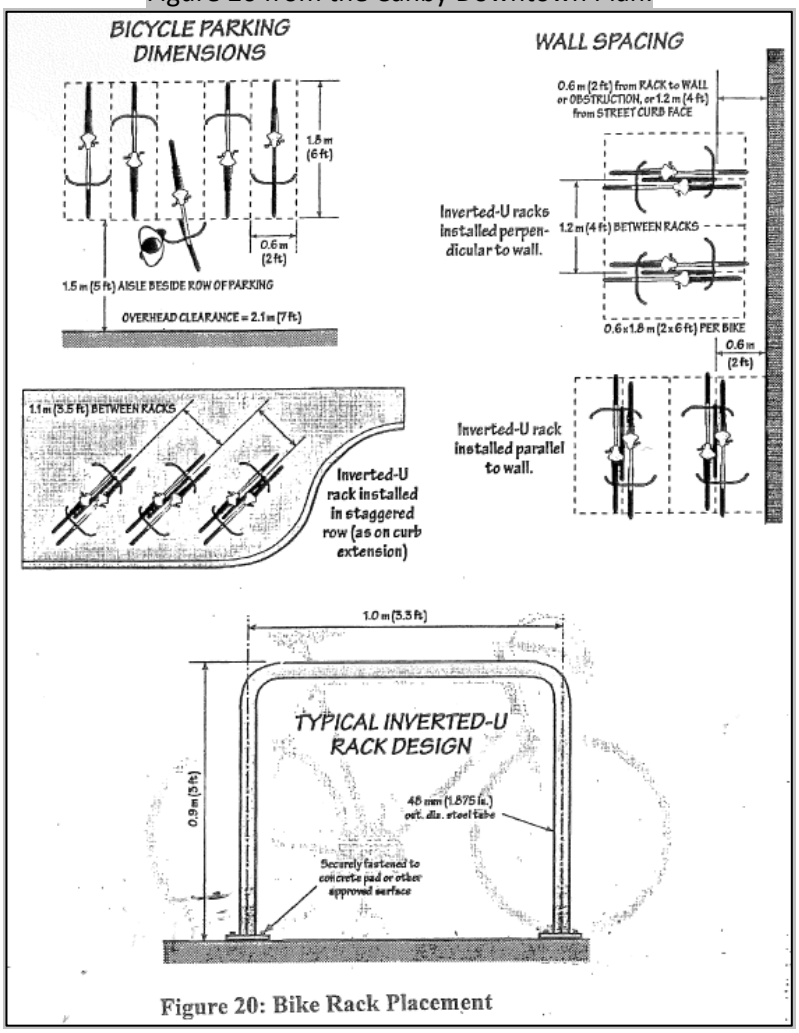


Figure 20: Bike Rack Placement

Findings: Per above, there shall be a minimum on 2 feet between the rack and a wall or other obstacle and the racks shall follow the guidelines of the Figure 20 from the Downtown Plan above. **This is a condition of approval**.

B. *Location: Bicycle parking shall be located in well-lit, secure locations within fifty (50) feet of the main entrance to a building, but not further from the entrance than the closest automobile parking space, and in no case further than 50 feet from an entrance when several entrances are involved.*

Findings: Two racks containing 12 racks are proposed; one rack is within 50 feet of the City Hall entrance and the other rack is within 50 feet of the library entrance.

C. *Number of spaces: The bicycle parking standards set out in Table 16.10.100 shall be observed. Libraries, Museums, etc.: 2, or 1 space per 1000 ft^2, whichever is greater*

Findings: The proposed library/City Hall complex is 25,700sf, which requires 22.7 spaces. The applicant is providing 24 spaces. This standard is met.

Chapter 16.22 C-1 Downtown Commercial Zone

16.22.010 Uses permitted outright.

LL. *Public building or land use such as fire station, City Hall, park, playground, library or museum.*

Findings: A library use permitted in the C-1 Zone.

16.22.030 Development standards.

The following subsections indicate the required development standards of the C-1 zone:

A. *Minimum lot area: none;*

B. *Minimum width and frontage: none;*

C. *Minimum yard requirements:*

1. *Street yard: none, except ten feet where adjoining a residential zone.*

2. *Interior yard: none.*

Findings: The above standards are met.

D. *Maximum building height:*

1.*Freestanding signs: thirty feet;*

2.*All other structures: forty-five feet.*

Findings: No freestanding signs are proposed; the tallest part of site is ~32feet. The hose tower is ~40feet tall. Thus the height standards above are met.

F. *Other regulations:*

1. *Vision clearance distances shall be ten feet from an alley and fifteen feet from any other street.*

Findings: The access driveway along Holly is required to have a 10 foot vision clearance triangle. **This is a condition of approval**.

2. *Sidewalks a minimum of eleven (11) feet in width shall be required in commercial locations unless existing building locations or street width necessitate a more narrow design.*

Findings: The site contains existing sidewalks that will remain.

3. *All setbacks to be measured from the foundation line of the building. Overhangs shall not exceed two feet (not including awnings); mechanical units, used for the heating/cooling of residential units, are exempt from interior and/or rear yard setback requirements.*

Findings: The roof overhangs are approximately 3 feet, however, according to the applicant, they do not encroach into any setbacks.

4. *New commercial buildings, particularly retail shopping and offices, shall be oriented to the street, near or at the setback line. A main entrance shall be oriented to the street.*

Findings: The above standard is met.

5. *Off-street motor vehicle parking for new commercial developments shall be located at the side or behind the building(s).*

Findings: No off-street parking is required in the C-1 zone.

16.22.040 Design Review Matrix.

A. *For design review applications located in the C-1 zone the following matrix shall apply. This matrix replaces the general matrix contained in Chapter 16.49 for such applications.*

Findings: See below for discussion, note that this matrix supersedes the matrix in 16.49.

B. *A design review application in the C-1 zone shall be considered to be compatible if a minimum of 65 percent of the total possible points (not including bonuses) are accumulated for the whole development, and if the applicant has received a minimum of one point in each applicable category.*

TABLE 16.22.040

CRITERIA	POSSIBLE SCORES		
Building Location and Orientation			
Building located at front of property line: Parking in front = 0; 50% of building front at property line = 1; 100% of building front at property line = 2.	0	1	2
Building oriented to street: No = 0; Yes = 2.	0		2
Entrances			
Major retail entrance on street: No = 0; Yes = 2	0		2
Corner building entrances on corner lots: No = 0; Yes =1	0	1	
Entrance inset (not more than 3 feet behind front glass line except at corner entries): No = 0; Yes = 2.	0		2
Windows			
Regularly spaced and similar-shaped windows – around 70% of storefront area is glass (includes doors). (No mirrored glass): <50% = 0; 50% to 70% = 1; >70% = 2.	0	1	2
~~Second story windows (where applicable): No = 0; Yes = 2.~~ N/A	~~0~~ N/A		~~2~~ N/A
Architectural Details			
Blade sign or painted wall sign (no internally illuminated box signs): No = 0; Yes = 2	0		2
Brick, stucco, and horizontal lap or ship lap painted wood siding; concrete wood or wood siding = 0; concrete masonry, stucco, or similar material = 1; brick or similar appearance = 2.	0	1	2
Colors from recommended color palettes (on file with the City of Canby), or as otherwise approved: No = 0; Yes = 2.	0		2
Cornice treatments to emphasize building tops at parapet-type buildings: flat roofs behind parapets acceptable, otherwise visible roofs should be pitched: no treatment = 0; pitched roof = 1; parapet roof = 2.	0	1	2
All walls have doors, widows, or display windows (no blank walls). Murals, art niches, benches, or light sconces at blank walls where windows are not feasible: no treatment = 0; mural or other treatment = 1; windows or display windows = 2.	0	1	2
Awnings and rain protection of durable canvas, vinyl, glass or acrylic. No awning slope over 45 degrees, with flat or semi-flat awnings along First Avenue and at buildings with windows above entries. Awnings are discontinuous, with lengths generally under 30 linear feet for longer buildings: no awnings = 0; awnings meet criteria = 2.	0		2
Parking			
~~Off-street parking (if required) located behind or to side of building: No = 0; side = 1; behind = 2~~ N/A	~~0~~ N/A	~~1~~ N/A	~~2~~ N/A
Bonus Points			
Provide usable pedestrian space such as plaza, outdoor seating, or extra-wide pathway/sidewalk near one or more building entrances: No = 0; Yes = 1.	0	1	
Planters and window boxes: No = 0; Yes = 1.	0	1	
Public art (e.g., fountain, sculpture, etc.): No = 0; Yes = 1.	0	1	
Second story residential or office: No = 0; Yes = 1	0	1	

Findings:
Points earned are highlighted in grey above. Comments about the points earned are as follows:

- Points for second story windows and off-street parking are not applicable and are crossed out.
- The proposal was given point for a wall sign even though it is not "painted"; no internally illuminated box signs are proposed
- Points for materials were given because the development proposes brick veneer and block veneer.
- The proposed building colors are in harmony with surrounding properties and the street facade; therefore earning 2 points
- The metal panels above the flat roof were given cornice points
- According to the applicant, the awning material is metal; the intent of awning points is to be of durable materials; therefore awning points were assigned
- Window coverage along storefront points were only applied to the 2nd Avenue facade and not the Ivy or Holly facade
- Points for public art are claimed because there is space for public art

Therefore the total possible points, not including non-applicable categories, is 23 points. Total points required for 65% is 13.8 points; 23 points were earned. If the Planning Commission accepts the above interpretations the applicant passes the above matrix.

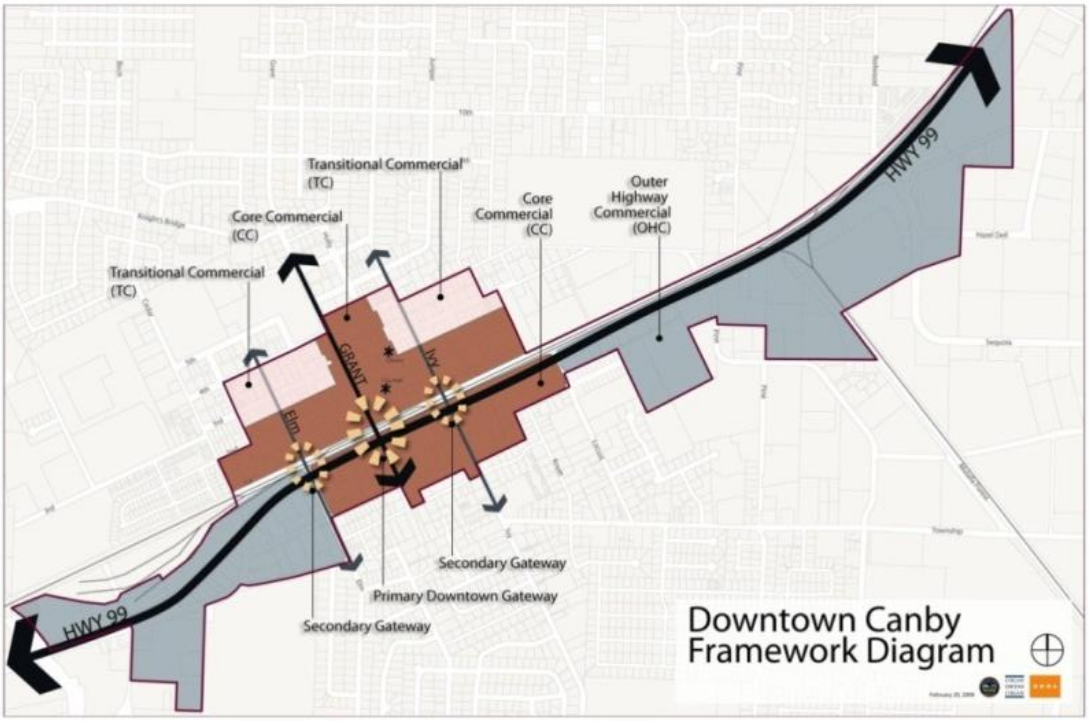
16.41 Downtown Overlay Zone

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.*

Findings: This proposal is in the Core Commercial subarea of the Downtown Overlay Zone.



16.41.050 Development standards.

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

A. *Setbacks, Floor Area Ratio, Building Footprint and Height Requirements.*

1. *Setbacks. Minimum and maximum setbacks for each DCO subarea are described in Table 1 and must meet the following requirements:*

a. *Mechanical units used for the heating/cooling of dwelling units are exempt from interior yard and rear yard setback requirements.*

b. *At least x% of the length of each lot frontage shall be developed with a building(s) built at the minimum setback from the street lot line (see Table 2 and Figure 12).*

c. *Where feasible, buildings should be located at one or both street-facing corners of a lot.*

d. *At the street intersections identified as gateways in Figure 11 (Downtown Canby Overlay Zone Map), any new building shall be located at the corner of the lot facing the intersection.*

Table 1. *Setback Requirements*

Standards	CC subarea	TC subarea	OHC subarea
Minimum setback	0 feet	0 feet	10 feet
Maximum setback from street lot lines	10 feet	15 feet	--

Findings: The above standards are met.

Table 2. *Street Lot Minimum Setback Requirements*

Standards	CC subarea	TC subarea	OHC subarea
Minimum percentage (x)	60%	60%	40%

Findings: The above standard is met.

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

Table 3. Floor Area Ratio Requirements

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

Findings: The above standards are met; note that the proposed parking areas are not included in the floor area ratio calculation per 16.10.020(A).

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.*

Findings: The proposed trash and recycling area is screened with a wall that matches the building and is located in the rear of the building away from the street. A tree is proposed on the south side of the trash enclosure area to provide a buffer. The trash/recycling area is on the site's property line, however the property to the south of the trash/recycling area is owned by the city and is not part of the property acquisition negotiations and therefore the proposed design should be accepted. If the Planning Commission approves this design, then the above standard is met.

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 above standard is met by using option (2). Rooftop structures will be screened with metal enclosures that match building materials.

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

a. *Location. In the CC and TC subareas, parking and vehicle maneuvering areas shall not be located between a building and the street. This standard applies to primary street facing facades and secondary street facing facades, as defined in Sections 16.41.060.C.*

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: No parking areas are proposed between the front lot line and the building nor the interior lot line and the building, therefore the above standard is met.

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

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

Findings: Per 16.49.030(B)(7), parking lot designs may be reviewed under a Type I procedure; the standards above will be evaluated during a Type I review.

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.*

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

Findings: According to the applicant, the proposed windows have a VT of 70% thus meeting the above standard.

b. Primary Street facing façade – primary façade coverage. Transparent windows shall be used along a minimum of x% of the length of the ground-level primary street-facing façade, and along x% ground-level primary street-facing wall area (See Figure 34). Ground level walls include all exterior wall areas up to 10 feet above the finished grade. Primary and secondary street facing facades are defined in section 16.41.060.	CC: x=60%

Findings: The above standard is met.

c. Secondary Street facing façade – secondary façade coverage. Transparent windows shall be used along a minimum of x% of the length of the ground-level secondary street-facing façade, and along x% of the overall secondary street-facing wall area (See Figure 35). Ground level walls include all exterior wall areas up to 10 feet above the finished grade.	CC: x=50%

Findings: The window coverage along Ivy, the secondary street facing facade, does not meet this standard. The applicant's response to this criteria is as follows:
"The length and area is less the prescriptive amount. However the glass is located the corner of the building at 2nd and Ivy and at the fireplace hearth area. A third section of glazing is located in the adult reading area and provides transparency from the exterior into the reading area, while creating a pattern of solids and transparent elements. The southern 20' of exterior wall is

part of the mechanical space within the building and not an area where windows are normally installed. If this 20' is subtracted from the wall length then length of glass is 50% of the wall and about 45% of the area. We believe that this layout meets the intent of this standard."
Per 16.49.040(C) and 16.49.035(A)(2), the Planning Commission has the discretion to approve alternative designs that meet the intent of 16.41. Therefore, if the Planning Commission approves this interpretation, then the above standard is met.

d. Alley facing façade coverage. Facades facing alleys shall provide windows along x% of the length of the alley-facing façade and along y% of the overall wall area of the alley-facing façade. Wall area shall be measured to a height of 10'-0" above the finished grade.	CC, TC: x=50%; y=25%

Findings: The above standard is not fully achieved. Per 16.49.040(C) and 16.49.035(A)(2), the Planning Commission has the discretion to approve alternative designs that meet the intent of 16.41. Therefore, if the Planning Commission approves the window coverage along the alley, then the above standard is met.

Standards	Applicability
2. Building entries and doors	
a. Orientation. All buildings shall have a prominent entry oriented to and directly connected to the sidewalk. When buildings are set back from the sidewalk, a direct, perpendicular connection between the building and the sidewalk is required. Additional entries may be provided and serve as principal entries (e.g., oriented to parking areas to the side or rear of buildings). (See Figure 36)	CC, TC
b. Transparency. The street-facing building entry door on all buildings should be comprised of at least 40% transparent glass. The entry door includes any flanking or transom windows. (See Figure 37)	CC, TC, OHC
c. Flanking or transom windows. Commercial and mixed-use building doors shall include flanking glass windows on either side of the principal door and/or clerestory/transom windows. (See Figure 38).	CC, TC, OHC

Findings: The above standards are met.

d. Design features. Commercial and mixed-use building entries must comply with at least x of the following: (1) Recessed entries. If recessed, principal entries shall be recessed a minimum of 3 feet into the building façade (see Figure 39). (2) Awnings or canopies. These may be used to provide weather protection and a visual element and meet standards (see Figure 40). (3) Architectural features. Principal entries may be	CC: x=3;

reinforced with prominent architectural features such as towers, turrets, increased heights, articulated parapets, large storefront windows and doors, or entry awnings (see Figure 41). (4) Decorative features. Entries may be reinforced through the use of decorative exterior light fixtures (i.e., wall sconces) or decorative features (see Figure 42). (5) Engaged columns or piers may be used to reinforce and highlight entries (see Figure 43).	

Findings: The above standards are met.

Standards	Applicability
3. Transition areas. One of the following design elements (a or b) is required for buildings that span more than 75% of a city block or 350 feet. The City encourages smaller property owners to work together to collaboratively provide similar features in other areas.	CC only; Encouraged but not required in the TC or OHC
a. Arcades as defined in section 16.41.060 and that meet all of the following standards: (1) Front entries must be set back a minimum of 6' (clear) behind an arcade that is located at the front property line or the adjusted property line. (2) Spacing between columns and/or posts along building be a minimum of 10' (clear) and a maximum of 25' (clear). (See Figure 44)	
b. Courtyards or plazas that meet all of the following standards (see Figure 45): (1) Courtyards or plazas shall be located along the sidewalk-facing façade of the building within the front setback. Internal courtyards may be provided but will not satisfy these requirements. (2) Courtyard-facing facades shall include windows along a minimum of 50% of the length of the ground level courtyard-facing façade, and along 25% of the overall courtyard-facing wall area. (3) Courtyards/ plazas shall incorporate special paving (see Figure 46) and/or landscaping. (4) Courtyards/plazas shall provide seating, including but not limited to benches, tables, planter boxes, and other design elements.	

Findings: The above standard is met by applying option (b). If the Planning Commission approves of the proposed courtyard, then the above standard is met.

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.*

2. *Design standards and applicability.*

Standards	Applicability
1. Architectural bays	
a. Bay divisions. Ground floors of commercial and mixed-use buildings shall be divided into distinct street-facing architectural bays that are no more than x feet on center. (See Figure 48). For the purpose of this standard, an architectural bay is defined as the zone between the centerlines of two columns. Applicants are encouraged (but not required) to divide the ground floor into an odd (rather than even) number of architectural bays.	CC, TC: x=30;

Findings: The above standard is not fully achieved along the Ivy Street frontage, the south elevation, and along portions of the 2nd Avenue frontage. Per 16.49.040(C) and 16.49.035(A)(2), the Planning Commission has the discretion to approve alternative designs that meet the intent of 16.41. Therefore, if the Planning Commission approves the facade designs, then the above standard is met.

c. Design elements. Each architectural bay within a commercial or mixed-use building shall incorporate at least x of the following elements (see Figure 49): (1) Engaged columns or piers. (2) Transom windows over doorways. (3) Storefront cornice or beltcourse (4) Canopies, awnings, or overhangs provided along a minimum of 50 percent of the overall street-facing building length. (5) Storefront frieze or sign band. (6) Bulkheads.	CC: x=3;

Findings: Because the proposed building does not fully achieve the prescribed number of architectural bays per (1)(a) above, the above standard is not fully achieved. The applicant does propose several columns, beltcourses, awnings, and bulkheads. Per 16.49.040(C) and 16.49.035(A)(2), the Planning Commission has the discretion to approve alternative designs that meet the intent of 16.41. Therefore, if the Planning Commission approves the proposed designs, then the above standard is met.

d. Decorative accents. Each architectural bay within a commercial or mixed-use building shall incorporate at least x of the following elements (See Figure 50): (1) Projecting window sills (12 to 24 feet above grade). (2) Horizontal and vertical window mullions. (3) Building lighting (minimum of 2 lights), including wall	CC: x=3;

sconces, pendants, gooseneck fixtures, or lighting recessed into awnings. Wall-mounted fluorescent lights and internally lit awnings are not permitted. (4) Medallions (minimum of 2). (5) Projecting or blade signs (8 to 12 foot clearance from bottom of sidewalk).	

Findings: Because the proposed building does not fully achieve the prescribed number of architectural bays per (1)(a) above, the above standard is not fully achieved. The applicant does propose window sills, window mullions, and building lighting. Per 16.49.040(C) and 16.49.035(A)(2), the Planning Commission has the discretion to approve alternative designs that meet the intent of 16.41. Therefore, if the Planning Commission approves the proposed designs, then the above standard is met.

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.*

2. *Design standards and applicability.*

Standards	Applicability
1. Distinct base, middle, and top of building	
a. All buildings (regardless of height or number of stories) shall have a clear and distinct base, middle and top to break up vertical mass. (See Figure 51). Buildings must utilize horizontal bands and/or changes in color, material, form and/or pattern to differentiate the base, middle, and top of the building subject to the following requirements. These elements are required on all street facing facades and the side of the building on which the primary entrance is located if it does not face a street. (1) Horizontal bands or other changes in pattern or material shall be a minimum of 8 inches high (the length of a standard brick), and must project a minimum of 3/4 to one inch from the building face. (2) Changes in building massing and form may also be used to differentiate a building's base, middle, and top. This may include architectural setbacks or projections, measuring a minimum of 3 inches (see Figure 52).	CC, TC, OHC

Findings: The proposed building utilizes horizontal bands, changes in color and material, and setback differentiations to meet this standard. According to the applicant, the bands will be different colors but may not project. Per 16.49.040(C) and 16.49.035(A)(2), the Planning Commission has the discretion to approve alternative designs that meet the intent of 16.41. If the Planning Commission accepts the proposed designs, then the above standard is met.

2. Ground floor design elements	
a. The ground floor of the building shall range from 12 feet to 16 feet in height and shall be broken up into three distinct areas – a base/bulkhead, middle, and top (See Figure 53). This requirement applies to all street facing facades and the side of the building on which the primary entrance is located if it does not face a street.	CC, TC; (commercial and mixed use buildings only)

Findings: If the Planning Commission accepts the proposed designs, then the above standard is met.

b. Ground floor "bulkhead/base". The "base" of the ground floor facade extends from the top of the finished grade or sidewalk to the bottom of the window sill. It shall contain at least x of the following elements (See Figure 54): This requirement applies to all street facing facades and the side of the building on which the primary entrance is located if it does not face a street. (1) Projected window sills, 12 to 24 inches above. (2) Bulkhead (the area directly below the projected window sill) should typically be constructed of concrete, brick, or stone. This element serves to anchor the facade to the ground, and with the exception of the entry door, this element usually extends the length of the elevation.	CC: x=2; TC: X=1; (commercial and mixed use buildings only)

Findings: The building will have a concrete bulkhead. Because not all facade areas have windows, (1) is not fully met. However, ground windows that are proposed do have window that sills. If the Planning Commission accepts the proposed designs, then the above standard is met.

c. Ground floor "middle". The middle of the ground floor is typically comprised of storefront windows and shall contain at least x of the following elements (see Figure 55): This requirement applies to all street facing facades and the side of the building on which the primary entrance is located if it does not face a street. (1) Integrated horizontal and vertical window mullions. (2) Window plant box (minimum of one pair). (3) Decorative building light fixtures, sconces, or medallion (minimum of one pair).	CC: x=2; TC: x=1; (commercial and mixed use buildings only)

Findings: Because not all facade areas have windows, the above standard is not fully achieved. However, the many of the proposed windows have mullions and the proposed building has decorative lighting. If the Planning Commission accepts the proposed designs, then the above standard is met.

d. Ground floor "top". For a multi-story building, the "top" of the ground floor facade is the area between the storefront and the upper stories of the building and shall contain at least x of the following elements (See Figure 56): This requirement applies to all street facing facades and the side of the building on which the primary entrance is located if it does not face a street. (1) A marquee or projecting or blade sign that extends in a minimum of 5 feet perpendicular manner from the building façade (the bottom of the marquee or sign shall be 8 to 12 feet above grade). (2) Sign frieze. (3) Storefront awning or canopy. The bottom of the awning or canopy shall be 8 to 12 feet above grade. (4) Storefront cornice or belt course. (5) Transom window(s).	CC: x=3; (commercial and mixed use buildings only)

Findings: The above standard is met by using options 3, 4, and 5. The bottom of the canopy is approximately 14 feet above grade. If the Planning Commission accepts the proposed designs, then the above standard is met.

3. Middle of building design elements	
a. The middle of the building should be differentiated from the bottom and top by at least x of the following design elements (see Figure 57): (1) Residential windows, which are smaller than ground floor windows, and oriented vertically at a ratio of approximately 2:1. Individual vertical windows may be organized into larger window assemblies. (2) Balcony. (3) Step back. (4) Signage band.	CC: x=2; (buildings of 2 or more stories only)

Findings: The above standard only applies to two-story buildings.

4. Top of building design elements.	
a. Roof forms may be flat or sloped. Requirements for chosen roof forms are as follows:	CC, TC, OHC
b. Flat roofs. All flat roofs shall employ a detailed, projecting cornice or projecting parapet to visually "cap" the building and meet all of the following requirements: (1) Cornices shall project horizontally a maximum of 3 feet (see Figure 58). (2) Parapets must be a minimum of 24 inches in height. Parapets must include a cornice, molding, trim, or variations in brick coursing (see Figure 59). (3) Cornices and parapets shall wrap around all sides of	CC; TC; OHC

the building visible from any adjacent street or parking area.	

Findings: The proposed building has both a sloped roof and a flat roof. The flat roof has a cornice/parapet that is approximately 24". If the Planning Commission accepts the proposed designs, then the above standard is met.

c. Sloped roofs must meet all of the following requirements: (1) All sloped roofs shall provide a minimum 1-foot overhang. (2) All sloped roofs must have a minimum slope of 4:12 (see Figures 14 and 60).	CC; TC; OHC
d. Roof top gardens are encouraged on flat roofs, as they help to manage stormwater run-off that would otherwise go into storm sewers, and eventually rivers and streams. Roof gardens with plant materials that are visible from the sidewalk and the street are particularly encouraged. (See Figure 61).	CC; TC; OHC

Findings: The sloped roof has a 3' overhang. A 1:12 sloped roof is proposed.

Per 16.49.040(C) and 16.49.035(A)(2), the Planning Commission has the discretion to approve alternative designs that meet the intent of 16.41. Therefore, if the Planning Commission approves this design, then the above standard is met.

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.*

2. *Design standards and applicability.*

Standards	Applicability
1. Corners	
a. Commercial and mixed-use buildings located on corner lots must address the corner by employing one of the following: (1) Chamfer the corner of the building (i.e., cut the building at a 45 degree angle for a minimum of 10 feet) (see Figure 62). (2) Incorporate an arcade at the corner as a way of creating a semi-public zone (see Figure 62). (3) Using special paving, plantings, or lighting, create a formal gathering space at the corner by notching the building so it operates as an extension of the sidewalk (see Figure 63). (4) Employ prominent architectural elements within 25 feet of the corner to highlight the corner of the building,	CC

such as increased building height or massing, turrets, cupolas, a pitched roof, or other prominent features (see Figure 63).	

Findings: The applicant's narrative states: "The intersection of 2nd and Ivy is has an extended curb as part of the city's downtown development plan. This already has accent pavers, raised planter and city standard street lighting. The proposed library corner at the intersection of 2nd and Ivy will have corner storefront glazing to emphasize the transparency of the library and open to activities with-in."

Per 16.49.040(C) and 16.49.035(A)(2), the Planning Commission has the discretion to approve alternative designs that meet the intent of 16.41. Therefore, if the Planning Commission approves this interpretation, then the above standard is met.

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.*

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

Standards	CC	TC	OHC
Primary materials – 70% or more of building façade, excluding windows and transparent doors.	Brick Stone Stucco/EIFS	Brick Stone Stucco/EIFS Wood siding Hardy Plank	Brick Stone Stucco/EIFS Wood siding Hardy Plank Split-face CMU Tilt-up concrete Spandrel glass curtain walls

Findings: The applicant is proposing brick veneer as the primary material along 2nd/Ivy and CMU as the primary material along the south elevation.

Per 16.49.040(C) and 16.49.035(A)(2), the Planning Commission has the discretion to approve alternative designs that meet the intent of 16.41. Therefore, if the Planning Commission approves brick veneer/CMU as a primary material, then the above standard is met.

Standards	CC	TC	OHC
Secondary materials – up to 25% of building façade, excluding windows and	Brick Stone Stucco/EIFS CMU (split and ground face)	Brick Stone Stucco/EIFS CMU (split and ground face)	Brick Stone Stucco/EIFS CMU (split and ground face)

Standards	CC	TC	OHC
transparent doors.	Concrete Wood siding Hardy Plank Spandrel glass curtain walls	Concrete Wood siding Hardy Plank Spandrel glass curtain walls	Concrete Wood siding Hardy Plank Spandrel glass curtain walls

Findings: The applicant is not proposing secondary materials along the 2nd Street facade. The applicant is proposing CMU as the secondary material along the Ivy facade, and brick veneer as the secondary material along south elevation.

Per 16.49.040(C) and 16.49.035(A)(2), the Planning Commission has the discretion to approve alternative designs that meet the intent of 16.41. Therefore, if the Planning Commission approves terra cotta as a primary material, then the above standard is met.

Standards	CC	TC	OHC
Accent materials – up to 10% of building façade, excluding windows and transparent doors.	Brick Stone Stucco/EIFS CMU (split and ground face) Concrete Wood siding Hardy Plank Spandrel glass curtain walls Metal Ceramic tile Wood, vinyl and/or metal for trim	Brick Stone Stucco/EIFS CMU (split and ground face) Concrete Wood siding Hardy Plank Spandrel glass curtain walls Metal Ceramic tile Wood, vinyl and/or metal for trim	Brick Stone Stucco/EIFS CMU (split and ground face) Concrete Wood siding Hardy Plank Spandrel glass curtain walls Metal Ceramic tile Wood, vinyl and/or metal for trim

Findings: The applicant is using concrete and metal as accent materials, thus meeting the above standard.

Standards	CC	TC	OHC
Roof materials (sloped roofs only)	Metal Wood shingles Tile	Metal Wood shingles Tile Asphalt shingles	Metal Wood shingles Tile

Findings: The sloped roof material is proposed to be PVC membrane materials.

Per 16.49.040(C) and 16.49.035(A)(2), the Planning Commission has the discretion to approve alternative designs that meet the intent of 16.41. Therefore, if the Planning Commission approves PVC membrane materials as a roof material, then the above standard is met.

F. *Color palette*

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

2. *Design standards and applicability. Applicants are strongly encouraged to use colors from, or consistent with, the Sherwin-Williams Arts and Crafts color palette (i.e. with the same paint color codes). Additional information about this color palette is available from the City of Canby, Canby Business Development and/or the Sherwin-Williams Web site.*

Findings: If the Planning Commission approves the proposed color palette, then the above standard is met.

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 above standard is not applicable because the applicant is proposing wall signs.

B. *Illumination.*

1. *External illumination is allowed. The external illumination may be either "direct" or "indirect", provided that the source of light (e.g., bulb) is shielded such that it is not directly seen by the public. External light sources shall be carefully located, directed, and shielded in order to avoid direct illumination of any off-site object or property.*
2. *Internal illumination is allowed.*
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.*
4. *Sign illumination shall not appear to flash, undulate, pulse, or portray explosions, fireworks, flashes of light, or blinking or chasing lights.*

Findings: The applicant is proposing a shielded light (Type "SB on the lighting plan) to illuminate the signs along 2nd Avenue and along Ivy. The lighting for the hose tower sign has not yet been specified. As a **condition of approval**, the light for the proposed hose tower sign shall be shielded per the above standards. Other standards above have been met.

Table 4. Downtown Commercial (C-1) and Core Commercial Area in the Downtown Canby Overlay Zone (DCO-cc)		
Wall Sign		
A. Use on site: All uses.		
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. Each sign is limited to a maximum of 60 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. Each sign is limited to a maximum of 30 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 have up to two signs. For the purposes of this standard, a "major tenant" shall have more than 20,000 square feet of gross floor area.

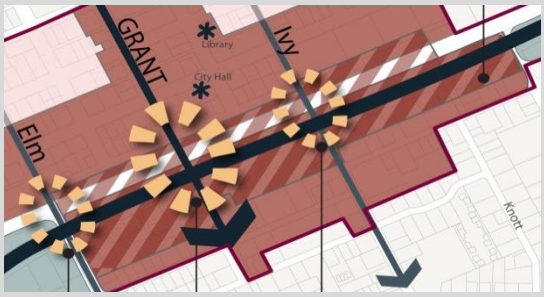
Findings: The facade area along 2nd Avenue and along the south elevation facing the alley is approximately 5100sf, the facade area along Ivy Is approximately 2400sf. The applicant is proposing the following signs:

- A ~28sf wall sign along 2nd Avenue; this meets the above standard
- A ~28sf wall sign along Ivy; this sign meets the above standard
- A city seal sign along 2nd Avenue; this sign is not shown on the submitted plans. As a **condition of approval**, this sign shall not exceed 60sf per the standards above
- A ~42sf sign along the hose tower along the south elevation; per the standards above the sign is limited to 30sf. If the Planning Commission accepts this deviation from the above standard then this sign will be permitted.

Table 5. Core Highway Frontage Sign Overlay Zone (CHFS)

A. The purpose of the Core Highway Frontage Sign Overlay is to have sign standards that are particularly applicable to properties in the Core Commercial sub-area of the Downtown Canby Overlay Zone that are located in close proximity to Hwy 99 E.

B. A Core Highway Frontage Sign Overlay Zone is established as illustrated by the striped pattern on the following map, and encompasses the following area:



Wall Sign

A. Use on site: All uses.

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. Each sign is limited to a maximum of 60 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. Each sign is limited to a maximum of 30 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 have up to two signs. For the purposes of this standard, a "major tenant" shall have more than 20,000 square feet of gross floor area.

Findings: This table is identical to Table 4; refer to the findings above.

16.42.070 Measurements.

A. *Area.*

1. *Sign area shall be measured within lines drawn between the outermost dimensions of the frame or cabinet surrounding the display area containing the sign copy.*

2. *When signs are not framed or on a base material, and are inscribed, painted, printed, or otherwise placed upon, or attached to a structure, the sign area is the smallest possible space enclosing the sign copy that can be constructed with straight lines.*

3. *Where a sign is of a three-dimensional, round, or irregular solid shape, the largest cross-section shall be used in a flat projection for the purpose of determining sign area.*

4. *Where signs are constructed in multiple separate pieces containing sign copy, sign face area for each piece is determined by a perimeter drawn in straight lines, as small as possible, around all pieces. The sum of the area of the separate pieces shall constitute the sign area.*

Findings: Per (2) above, the wall sign area is measured around the perimeter of the lettering and is not measured by a summation of all the individual letter's areas.

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.*

Findings: Per above, the lighting standards of Chapter 16.43 are applicable to this development. Parking lot lighting will be reviewed under a Type I Site Plan review.

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 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.*

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.*

Findings: The existing street lights are exempt from review.

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.*

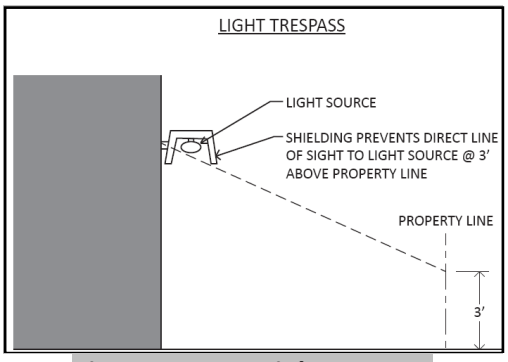


Figure 16.43.1: Light Trespass

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: Note: The condition of approval below reflects the recently adopted code revisions that set lighting limitations by lumens instead of wattages.

All proposed lighting is shielded/directed downward, however the submitted lighting specification sheets do not detail conformance with the above standards. As **a condition of approval**, all fully shielded lighting, defined under 16.43.020 as "a luminaire emitting no

luminous flux above the horizontal plane", shall not exceed 7800 lumens; all shielded lighting, defined under 16.43.020 as "a luminaire emitting less than 2.0 percent of its luminous flux above the horizontal plane" shall not exceed 1600 lumens.

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: Placement of the 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.

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 applicant is proposing shielded lighting along the facade surfaces to prevent light trespass. The alley facade will be lit by the adjacent parking lot.

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.*

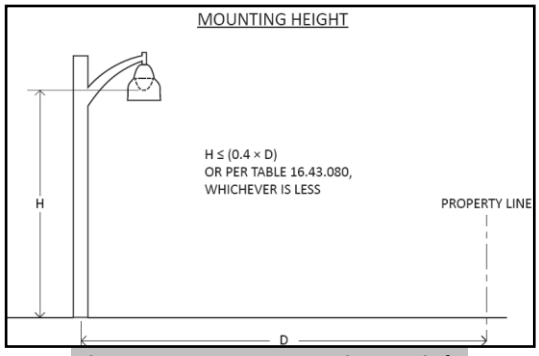


Figure 16.43.2: Mounting Height

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.*

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.*

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*

Findings: The above standards are not applicable because not pole or surface-mounted luminaries are proposed.

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 above standard is met.

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.

Findings: The applicant stated in the application narrative that lighting controls will be provided.

16.46 Access Limitations on Project Density

16.46.020 Ingress and egress.

Ingress and egress to any lot or parcel, the creation of which has been approved by the Planning Commission, shall be taken along that portion fronting on a public street unless otherwise approved by the Planning Commission.

Findings: The development under review will create one new access behind City Hall, which abuts a public street. All existing accesses along 2nd Avenue will lose functionality when the new building is constructed.

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: The proposed new access is along Holly Street, a neighborhood street. All existing accesses along 2nd Avenue will lose functionality when the new building is constructed. The above standards are met.

16.46.035 Restricted access.

The City may allow an access to a City street that does not meet the spacing requirements of Table 16.46.030 if the proposed access is restricted (prevents certain turning movements). The City may require an applicant to provide an engineered traffic study, access management plan, or other information as needed to demonstrate that the roadway will operate within the acceptable standards with the restricted access in place. Access to OR 99E shall be regulated by ODOT through OAR 734.51.

16.49 Site and Design Review

16.49.030 Site and design review plan approval required.

A. *The following projects require site and design review approval, except as exempted in (2) below:*

1. *All new buildings.*
2. *All new mobile home parks.*
3. *Major building remodeling above 60% of value.*
4. *Addition of more than 5,000 square feet of additional gross floor area in a one year period.*
5. *Construction activity which causes a decrease in pervious area in excess of 2,500 square feet in a one year period.*

None of the above shall occur, and no building permit for such activity shall be issued, and no sign permit shall be issued until the site and design review plan, as required by this ordinance, has been reviewed and approved by the Board and their designees for conformity with applicable criteria.

B. *The following are exempt from site and design review:*

7. *Parking lot or paving projects. If no buildings or structures are involved, paving or parking lot development in excess of 2,500 square feet of impervious surface is exempted from site and design review, except in the C-1 zone. In the C-1 zone, all new parking lots that do not involve buildings or structures are subject to site plan review as required in Section 16.49. All new paved areas and parking lots in excess of 2,500 square feet must meet the requirements of Section 16.49.150.*

Findings: The proposed new library and City Hall remodel requires a Site and Design Review application. Per above, the parking lots can be separated from the Site and Design Review; new parking lots require and administrative Type I site plan review. Site plan review will check for conformance with city storm drainage requirements, parking lot landscaping standards of 16.49.150, access standards, and lighting standards. Therefore, as a **condition of approval**, any new parking lots associated with this development must apply for a Type I Site Plan Review.

16.49.035 Application for Site and Design Review

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

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

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

B. *All other projects subject to site and design review approval pursuant to Section 16.49.030 are subject to the Type III procedural requirements set forth in Chapter 16.89. The applicant shall submit a Type III application for approval pursuant to the approval criteria set forth in 16.49.040.1.*

Findings: The proposal is subject to a Type III Site and Design Review because the applicant proposed alternative methods and materials to meet the standards of Chapter 16.41 and because the proposal entails a Major Variance application which requires a Type III procedure before the Planning Commission.

16.49.040 Criteria and standards.

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

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

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

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

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

5. *The Board shall, in making its determination of compliance with 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.*

Findings: The above criteria is to be considered by the Planning Commission at their Public Hearing.

C. *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.*

Findings: Per above and per 16.49.035(A)(2), the Planning Commission has the discretion to approve alternative designs that meet the intent of 16.41.

16.49.040.040 Site and Design Review Menu

Findings: Per 16.22.040(A), the site and design review menu in 16.22 supersedes the menu in 16.49.

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.*

B. *The following types of conditions are specifically contemplated by subsection (1) of this section, and the listing below is intended to be illustrative only and not to be construed as a limitation of the authority granted by this section.*

4. *Plan Modification. Changes in the design or intensity of the proposed development, or in proposed construction methods or practices, necessary to assure compliance with this ordinance.*

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.*

6. *Other Approvals. Evaluation, inspections or approval by other agencies, jurisdictions, public utilities or qualified consultants may be required for all or any part of the proposed development.*

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: Staff has no further recommended conditions of approval.

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.*

C. For new office parks and commercial development:

1. *At least one sidewalk connection between the proposed development and each abutting commercial or office property shall be provided. One connection shall also be provided to each neighborhood.*

2. *Walkways shall be provided to the street for every 300 feet of developed frontage.*

3. *Walkways shall be direct with minimal driveway crossings.*

4. *Walkways shall be linked to the internal circulation of the building.*

5. *Walkways shall be at least five feet wide and shall be raised, or have different paving materials when crossing driveways or other vehicle maneuvering areas.*

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

Findings: The site contains existing sidewalks that will remain, thus meeting the above standard. Per 16.49.030(B)(7), parking lot designs may be reviewed under a Type I procedure; the standards above will be evaluated during a Type I review.

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:*

2. *Seven and one-half (7.5) percent for the Downtown-Commercial zone.*

Findings: The applicant is requesting a variance from the above standard; approximately 450sf of landscaping is proposed; approximately 2284sf of landscaping is needed in a 30,450sf site to meet the above 7.5% requirement.

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

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

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

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

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

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

M. *All plant growth in landscaped areas of developments shall be controlled by pruning, trimming or otherwise, so that:*

1. *It will not interfere with designated pedestrian or vehicular access; and*

2. *It will not constitute a traffic hazard because of reduced visibility.*

3. *It will not hinder solar access considerations.*

N. *After completion of site grading, topsoil is to be restored to exposed cut and fill areas to provide a suitable base for seeding and planting.*

O. *All planting areas shall be graded to provide positive drainage.*

P. *Neither soil, water, plant materials nor mulching materials shall be allowed to wash across roadways or walkways.*

Findings: The proposed landscaping shall meet the above provisions. **This is a condition of approval.**

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.*

Findings: The development proposes two (2) trees in the plaza area which meet the above standard.

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 landscaping plan shows that the above standard is met.

16.49.100 Landscaping installation and maintenance.

A. *Except as allowed by subsection (2), all landscaping and exterior improvements required as part of the site and design review approval shall be completed prior to the issuance of any certificate of occupancy.*

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: The proposed landscaping is subject to the above provisions. **This is a condition of approval.**

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.*

2. *Each interior landscaped area shall be a minimum of six (6) feet wide, unless the area is added to the required perimeter landscaping.*

3. *The use of LID best management practices in parking lots is encouraged whenever site and soil conditions make it feasible. Such practices include, but are not limited to, permeable surfacing materials, and integrating LID stormwater management facilities into the required landscaping areas.*

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. *Five (5) percent for the Downtown-Commercial Zone for any off-street parking spaces*

provided.

2. *Ten (10) percent for the Core Commercial (CC) sub-area of the Downtown Canby Overlay Zone for any off-street parking spaces provided.*

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

1. *Landscape islands shall have a minimum area of 48 square feet and a minimum width of six (6) feet.*

2. *Landscape islands shall contain at least one tree that meets the standards in subsection (6) below.*

3. *Landscape islands may be counted toward the minimum parking lot landscaping requirements.*

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.*

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.*

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: When the parking lot receives a site plan review the above landscaping standards will be reviewed.

16.49.150 Parking lots or paving projects.

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

Findings: Per above, the parking lots can be separated from the Site and Design Review; new parking lots only require and administrative Type I Site Plan review. Site plan review will check for conformance with city storm drainage requirements and parking lot landscaping standards.

16.53 Variances

16.53.020 Major Variances.

These provisions are intended to prescribe procedures which allow variations from the strict application of the regulations of this title, by reason of exceptional circumstances and other specified conditions:

A. *Authorization. The commission may authorize variances from the requirements of this title, other than Division VII, where it can be shown that, owing to special and unusual circumstances related to a specific piece of property, the literal interpretation of the regulations would cause an undue or unnecessary hardship, except that no variance shall be granted to allow the use of property for purposes not authorized within the district in which the proposed use would be located. In granting a variance, the commission may attach conditions which it finds necessary to protect the best interests of the surrounding property or neighborhood and to otherwise achieve the purpose of this title.*

B. *Standards and Criteria. A variance may be granted only upon determination that all of the following conditions are present:*

1. *Exceptional or extraordinary circumstances apply to the property which do not apply generally to other properties in the city and within the same zone. These exceptional or extraordinary circumstances result from tract size or shape, topography or other circumstances over which the owners of the property have no control. Actions of previous owners do not constitute other exceptional or extraordinary circumstances; and*
2. *The variance is necessary to assure that the applicant maintains substantially the same property rights as are possessed by the owners of other property in the city and within the same zone; and*
3. *Granting of this variance will not be materially detrimental to the intent or purposes of the city's Comprehensive Plan or the Land Development and Planning Ordinance; and*
4. *Granting of this variance will not be materially detrimental to other property within the same vicinity; and*
5. *The variance requested is the minimum variance which will alleviate the hardship; and*
6. *The exceptional or unique conditions of the property which necessitate the issuance of a variance were not caused by the applicant, or the applicant's employees or relatives.*

Findings: The Planning Commission shall consider the above criteria when deciding on the variance application to not meet the 7.5% landscaping standard. Refer to the applicant's narrative for their stance on why the Planning Commission should grant the variance.

16.89 Application and Review Procedures

Findings: This application is being processed in accordance with Chapter 16.89. Notice of the public hearing was mailed to owners and residents of lots as 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.

Per 16.89.080(D)(1)(c), a property owner signature is required on all land use applications require the property owner's signature. Customarily, the city replies on the name of the person or entity listed on the most recent Clackamas County tax roll for the name/entity of the property owner. For this development, the City of Canby, the Canby Urban Renewal Agency, and the Canby Utility Board are listed as property owners. The application does not contain a signature from an official representative from the Canby Utility Board. Therefore, as a condition of approval, the applicant shall provide a signature from an official representative from Canby Utility Board permitting this development and/or written documentation that the City of Canby and/or the Canby Urban Renewal Agency is the owner of the subject tax lots (property negotiations are underway). **This is a condition of approval**.

IV. PUBLIC TESTIMONY

Notice of this application and opportunity to provide comment was mailed to owners and residents of lots within 500 feet of the subject properties and to all applicable public agencies. All written testimony will be presented to the Planning Commission.

V. CONDITIONS OF APPROVAL

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. 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 13-01/VAR 13-01, including all conditions of approval, shall first require an approved modification in conformance with the relevant sections of this *Canby Land Development and Planning Ordinance*. Approval of this application is based on the following submissions:
    a. City of Canby New Canby Public Library & City Hall Renovation Design Review drawings revised 4/1/13; including Exterior Elevations revised 4/1/13, Perspective Views revised 4/1/13, Exterior Materials revised 4/1/13, Site Photometric Plan E1.OLC dated 02/27/13, Site Plan dated 3/8/13, Floor Plan dated 3/8/13, Concept Landscape Plan dated 3/7/13, Site Plan dated 2/27/13, and Lighting Plan dated 2/27/13
    b. Site and Design Review Land Use Application and narrative
    c. Major Variance Application and narrative
    d. All other materials submitted in conjunction with the DR 13-01/VAR 13-01 applications

2. The new access off Holly Street shall be designed with a new curb and driveway crossing that matches other nearby access designs. Final design must be approved by the city prior to construction.
3. The applicant shall follow the following on-site circulation specifics:
    a. Install "Do not enter" signage (Manual on Uniform Traffic Control Devices (MUTCD) R5-1) at the exiting end of the one-way internal driveways, a "Right turn only" sign (MUTCD R3-5) to alert drivers leaving the driveway on the east side of the Canby Utility Board building, and a "No right turn" sign (MUTCD R3-1) to alert drivers leaving the book-drop window driveway.
    b. Provide a curb or buffer along the north side of the proposed east-west internal site driveway and the south building frontage of City Hall and the proposed Library.
    c. Consider prohibiting on-street parking along N Holly Street and NW 1st Avenue within 20-feet of site access locations, as recommended in the Manual on Uniform Traffic Control Devices (MUTCD) to improve intersection sight distance.
    d. Provide guide signing to the Library book-drop window from adjacent side streets (NW 1st Avenue and N Holly Street)
    e. Have the site designer/engineer verify the turn templates and internal circulation routes for the proposed design vehicle to ensure adequate on-site circulation.
4. The applicant shall file any deeds detailing easements with the Clackamas County Clerk's Office, Canby City Hall, and the Canby Planning Department prior to final occupancy.
5. Per 16.10.100, there shall be a minimum on 2 feet between bicycle racks and a wall or other obstacle and the racks shall follow the guidelines of the Figure 20 from the Canby Downtown Plan.
6. The access driveway along Holly is required to have a 10 foot vision clearance triangle.
7. The proposed city seal sign along 2nd Avenue shall not exceed 60sf per the standards of 16.42.
8. All fully shielded lighting, defined under 16.43.020 as "a luminaire emitting no luminous flux above the horizontal plane", shall not exceed 7800 lumens; all shielded lighting, defined under 16.43.020 as "a luminaire emitting less than 2.0 percent of its luminous flux above the horizontal plane" shall not exceed 1600 lumens.
9. Proposed canopy lighting shall be recessed up into the canopy to prevent light trespass.
10. The light for the proposed hose tower sign shall be shielded per the standards of 16.42.040(B).
11. The proposed landscaping shall comply with the provisions of 16.49.080 and 16.49.100.
12. The applicant shall provide a signature from an official representative from Canby Utility Board permitting this development and/or written documentation that the City of Canby and/or the Canby Urban Renewal Agency is the owner of the tax lots 31E33CA06300, 31E33CA06200, 31E33CA06100, and 31E33CA06000.
13. Any new parking lots associated with this development must apply for a Type I Site Plan Review.
14. Accessible parking shall be reviewed by Clackamas County prior to the issuance of building permits.
15. The development shall comply with the standards of all applicable outside utility and regulatory agencies; including Canby Utility Board (CUB), Northwest Natural Gas, Wave Broadband, Canby Fire District, Canby Telcom, the Oregon Department of Transportation

(ODOT), and Clackamas County.

16. The development shall comply with all applicable City of Canby Public Works Design Standards.

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 County Building Permit/City 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 – Reviews water and electric service
- **e.** Northwest Natural Gas
- **f.** Canby Telcom
- **g.** Wave Broadband

3. **Clackamas County Building Codes Division** will provide structural, electrical, plumbing, and mechanical plan review and inspection for this project. Applicable building permits 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 13-01/VAR 13-01 pursuant to the Conditions of Approval presented in this Staff Report in Section V.

Sample motion: I move to approve Site and Design Review/Variance File #DR 13-01/VAR 13-01 pursuant to the Conditions of Approval presented in this Staff Report in Section V.

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. You may also attend the public hearing on April 22, 2013. Please submit 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 Second Street
E-mail: lehnerta@ci.canby.or.us

Written comments to be included in the Planning Commission's information packet are due by noon on Wednesday, April 10, 2013. Written comments can also be submitted up to the time of the Public Hearing on April 22, 2013, 7 pm, City Council Chambers, 155 NW 2nd Ave.

Application: New Library

Applicant: FFA Architecture & Planning

City File #: DR 13-01/VAR 13-01

COMMENTS:

Canby Utility appreciates this opportunity to comment in advance of the Canby Planning Commission's hearing on this application. We anticipate having additional comments once the staff report is available for review.

For now, our primary concern with the application is the ownership of one of the lots the proposed library will occupy. Canby Utility owns tax lot 6100. Obviously, the City/URA may not build an improvement on property Canby Utility owns unless Canby Utility gives its consent or the City/URA purchased or otherwise acquired TL 6100 from Canby Utility. While Canby Utility and the City/URA are discussing options to resolve ownership, to date it remains unresolved.

From a code point of view, we respectfully question whether the commission may properly hear the application at this time. The code at 16.89.080(D)(1) states the "essential items" that every land use application must contain. One of those items requires the "signature of the applicant on the form and signed written authorization of the property owner if the applicant is not the owner." Canby Utility has not authorized the City/URA to file an application to develop TL 6100, in writing or otherwise.

Thank you for including these comments into the staff report and the record.

YOUR NAME: Matt Michel

ORGANIZATION or BUSINESS (if any): Canby Utility

ADDRESS: 154 NW First Avenue, Canby, OR 97013

PHONE # (optional):

DATE: April 10, 2013

Thank you!

CITY OF CANBY

New Canby Public Library & City Hall Renovation

DESIGN REVIEW
March 8, 2013

Welcome to Canby

FFA Architecture + Interiors

FFA Architecture + Interiors

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9. PROPOSED DESIGN PLANS, ELEVATIONS GRAPHIC INFORMATION (10 COPIES, SEPARATE PACKAGE)
10. LANDSCAPE CALCULATION FORM
11. DESIGN REVIEW MATRIX

City of Canby
Planning Department
111 NW 2nd Avenue
PO Box 930
Canby, OR 97013
(503) 266-7001

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: FFA Architecture and Planning Inc. Eric A. Wilcox Phone: (503) 327-0327
Address: 520 S.W. Yamhill Street, Suite 900 Email: ewilcox@ffadesign.com
City/State: Portland, Oregon Zip: 97204

☒ Representative Name: FFA Architecture and Planning Inc. Eric A. Wilcox Phone: (503) 327-0327
Address: 520 S.W. Yamhill Street, Suite 900 Email: ewilcox@ffadesign.com
City/State: Portland, Oregon Zip: 97204

☐ Property Owner Name: City of Canby / Amanda Zeiber Phone: (503) 266-4021
Signature:
Address: 182 N. Holly Street Email: zeibera@ci.canby.or.us
City/State: Canby, Oregon Zip: 97013

☐ Property Owner Name: Phone:
Signature:
Address: Email:
City/State: Zip:

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

❶ All property owners represent they have full legal capacity to and hereby do authorize the filing of this application and certify that the information and exhibits herewith submitted are true and correct.
❷ All property owners understand that they must meet all applicable Canby Municipal Code (CMC) regulations, including but not limited to CMC Chapter 16.49 Site and Design Review standards.
❸ All property owners hereby grant consent to the City of Canby and its officers, agents, employees, and/or independent contractors to enter the property identified herein to conduct any and all inspections that are considered appropriate by the City to process this application.

PROPERTY & PROJECT INFORMATION:

North half of block located between 1st and 2nd Avenues and N. Holly and N. Ivy Streets.	30,450 sq. ft.	#6000, 6100, 6200, 6300
Street Address or Location of Subject Property	Total Size of Property	Assessor Tax Lot Numbers
Canby City Hall, Canby Area Transit and Canby Planning and surface parking	C-1 Downtown Commerical	CC sub area
Existing Use, Structures, Other Improvements on Site	Zoning	Comp Plan Designation

New Canby Library and Renovated City Hall
Describe the Proposed Development or Use of Subject Property

STAFF USE ONLY				
FILE #	DATE RECEIVED	RECEIVED BY	RECEIPT #	DATE APP COMPLETE

SITE AND DESIGN REVIEW APPLICATION – TYPE III–INSTRUCTIONS

All required application submittals detailed below must also be submitted in electronic format on a CD, flash drive or via email. Required application submittals include the following:

Applicant Check	City Check	
[X]	[ ]	One (1) copy of this application packet. The City may request further information at any time before deeming the application complete.
[X]	[ ]	Payment of appropriate fees – cash or check only. Refer to the city's Master Fee Schedule for urrent fees. Checks should be made out to the *City of Canby*.
[X]	[ ]	Mailing labels (1" x 2-5/8") for all property owners and all residents within 500 feet of the subject property. **If the address of a property owner is different from the address of a site, a label for each unit on the site must also be prepared and addressed to "occupant."** A list of property owners may be obtained from a title insurance company or from the County Assessor.
[X]	[ ]	One (1) copy of a written, narrative statement describing the proposed development and detailing how it conforms with the Municipal Code and to the approval criteria, including the applicable Design Review Matrix, and availability and adequacy of public facilities and services. ***Ask staff for applicable Municipal Code chapters and approval criteria.*** Applicable Code Criteria for this application includes: _____ _____ _____ _____
[X]	[ ]	Three (3) copies of a Traffic Impact Study (TIS), conducted or reviewed by a traffic engineer that is contracted by the City and paid for by the applicant (payment must be received by the City *before the traffic engineer will conduct or review a traffic impact study.* Ask staff to determine if a TIS is required.
[X]	[ ]	One (1) copy in written format of the minutes of the neighborhood meeting as required by Municipal Code 16.89.020 and 16.89.070. The minutes shall include the date of the meeting and a list of attendees.
[X]	[ ]	One (1) copy in written format of the minutes of the pre-application meeting
[X]	[ ]	One copy of either the recorded plat or the recorded deeds or land sales contracts that demonstrates how and when legal property lines were established and where the boundaries of the legal lot(s) of record are located. If the property is a lot or parcel created by plat, a copy of the recorded plat may be obtained from the Clackamas County Surveyor's office. If the property is a legal lot of record created by recorded deed or land sales contract at a time when it was legal to configure property lines by deed or contract, then those recorded deeds may be obtained from the Clackamas County Office of the Clerk, or a Title Company can also assist you in researching and obtaining deeds.
[N.A.]	[ ]	If the development is located in a Hazard ("H") Overlay Zone, submit one (1) copy of an affidavit signed by a licensed professional engineer that the proposed development will not result in significant impacts to fish, wildlife and open space resources of the community. If major site

grading is proposed, or removal of any trees having trunks greater than six inches in diameter is proposed, then submit one (1) copy of a grading plan and/or tree-cutting plan.

Applicant Check	City Check	
☐	☐	Ten (10) paper copies of the proposed plans, printed to scale no smaller than 1"=50'. The plans shall include the following information:

- ☐ Vicinity Map. Vicinity map at a scale of 1"=400' showing the relationship of the project site to the existing street or road pattern.
- ☐ Site Plan-the following general information shall be included on the site plan:
  - ☐ Date, north arrow, and scale of drawing;
  - ☐ Name and address of the developer, engineer, architect, or other individual(s) who prepared the site plan;
  - ☐ Property lines (legal lot of record boundaries);
  - ☐ Location, width, and names of all existing or planned streets, other public ways, and easements within or adjacent to the property, and other important features;
  - ☐ Location of all jurisdictional wetlands or watercourses on or abutting the property;
  - ☐ Finished grading contour lines of site and abutting public ways;
  - ☐ Location of all existing structures, and whether or not they are to be retained with the proposed development;
  - ☐ Layout of all proposed structures, such as buildings, fences, signs, solid waste collection containers, mailboxes, exterior storage areas, and exterior mechanical and utility equipment;
  - ☐ Location of all proposed hardscape, including driveways, parking lots, compact cars and handicapped spaces, loading areas, bicycle paths, bicycle parking, sidewalks, and pedestrian ways;
  - ☐ Callouts to identify dimensions and distances between structures and other significant features, including property lines, yards and setbacks, building area, building height, lot area, impervious surface area, lot densities and parking areas;
  - ☐ Location of vision clearance areas at all proposed driveways and streets.
- ☐ Landscape Plan

  The following general information shall be included on the landscape plan:
  - ☐ Layout and dimensions of all proposed areas of landscaping;
  - ☐ Proposed irrigation system;
  - ☐ Types, sizes, and location of all plants to be used in the landscaping (can be a "palette" of possible plants to be used in specific areas for landscaping);
  - ☐ Identification of any non-vegetative ground cover proposed, and dimensions of non-vegetative landscaped areas;
  - ☐ Location and description of all existing trees on-site, and identification of each tree proposed for preservation and each tree proposed for removal;
  - ☐ Location and description of all existing street trees in the street right-of-way abutting the property, and identification of each street tree proposed for preservation and each tree proposed for removal.
  - ☐ Elevations Plan

    The following general information shall be included on the elevations plan:
  - ☐ Profile elevations of all buildings and other proposed structures;
  - ☐ Profile of proposed screening for garbage containers and exterior storage areas;
  - ☐ Profile of proposed fencing.
- ☐ Sign Plan.
  - ☐ Location and profile drawings of all proposed exterior signage.
- ☐ Color and Materials Plan.
  - ☐ Colors and materials proposed for all buildings and other significant structures.

Applicant Check	City Check	
☐	☐	One (1) copy of a completed landscaping calculation form (see page 5)
☐	☐	One (1) copy of a completed Design Review Matrix (see page 6)

SITE AND DESIGN REVIEW APPLICATION: LANDSCAPING CALCULATION FORM

Site Areas

1. Building area	25,700 s.f.	*- Square footage of building footprints*
2. Parking/hardscape	4,300 s.f.	*- Square footage of all sidewalks, parking, & maneuvering areas*
3. Landscaped area	450 s.f.	*- Square footage of all landscaped areas*
4. Total developed area	30,450 s.f.	*- 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	30,450 s.f.	*- Total square footage of site*

Required Site Landscaping (Code 16.49.080)

7. Percent of landscaping required in Zoning District	7.5%	*- 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	2,284 s.f.	*- Multiply line 4 and line 7*
9. Proposed square footage of landscaping	450 s.f.	*- 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	NOT APPLICABLE	*- 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	NOT APPLICABLE	
12. Area of parking lot & hardscape	NOT APPLICABLE	*- 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	NOT APPLICABLE	*- 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	NOT APPLICABLE	*- 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	NOT APPLICABLE	*- Calculate the amount of landscaping proposed within 10 feet of all parking and maneuvering areas.*

Parking Lot Tree Calculation

16. Number of parking spaces	NOT APPLICABLE	*- Total number of vehicle parking spaces*
17. Area of parking lot & hardscape	NOT APPLICABLE	*- Area from line 12*
18. Number of parking spaces (line 16) divided by 8	NOT APPLICABLE	*- Round **up** to the nearest whole number*
19. Area of parking lot area (line 17) divided by 2,800	NOT APPLICABLE	*- Round **up** to the nearest whole number*
20. Number of required trees in parking lot	NOT APPLICABLE	*- Fill in the **larger** of row 18 and row 19*
21. Number of trees provided within 10 feet of parking lot	NOT APPLICABLE	*- Fill in the number of proposed trees within 10 feet of parking and maneuvering areas*

A MAJOR VARIANCE APPLICATION WILL BE FILED TO ADDRESS THIS VARIANCE FROM THE DESIGN STADARDS

SITE AND DESIGN REVIEW APPLICATION: DESIGN REVIEW MATRIX

Applicants: Please circle the applicable point column to your project and compute the total and percentages at the end of the table.

Table 16.49.040 Site Design Review Matrix NOT APPLICABLE

Required for approval: 70% of total possible points (15% of which must be from LID elements), 61 possible points

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 public street to building entrance.	One entrance connected.	-	All entrances connected.	-	-
Pedestrian walkways from parking lot to building entrance.	No walkways	Walkway next to building	No more than one undesignated crossing of access drive.		
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 in arborist report)	<50%	50%	-	-	-

Design Criteria	Possible Points				
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				
Size of building (smaller is better)	>20,000 square feet	20,000 square feet	-	-	-
Landscaping	**0**	**1**	**2**	**3**	**4**
Number of non-required trees provided	-	At least one tree per 500 square feet of landscaping.	-	-	-
Amount of grass (less grass is better) (% of total landscaped area)	>50%	25-50%	<25%	-	-
Location of shrubs	Foreground	Background	-		
Low Impact Development (LID)	**0**	**1**	**2**	**3**	**4**
Use of pervious paving materials (% of total paved area)	<10%	-	10-50%	51-75%	>75%
Provision of park or open space area for public use	None	-	Open space	-	Park
Use of drought tolerant species* in landscaping (% of total plants) *Drought tolerant species per Metro's list.	<25% drought tolerant	-	25-50% drought tolerant	51-75% drought tolerant	>75% drought tolerant

Design Criteria	Possible Points				
Low Impact Development (LID) (continued)	0	1	2	3	4
Provision of additional interior parking lot landscaping (% of minimum required)	100%	101-110%	111-120%	>120%	-
Provision of an eco-roof or rooftop garden (% of total roof area)	<10%	-	-	10-50%	>50%
Parking integrated within building footprint (below-grade, structured parking, or tuck-under parking) (% of total on-site parking)	<10%	-	-	10-50%	>50%
Disconnecting downspouts from city stormwater facilities (existing buildings only)	None	Some downspouts disconnected	All downspouts disconnected	-	-
Shared parking with adjacent uses or public parking structure (% of total required parking spaces)	None	<50%	50%	-	-

Required for approval: 70% of total possible points (15% of which must be from LID elements), 61 possible points

Total Points Earned: NOT APPLICABLE (42 required for 70%)

Total LID Points Earned: NOT APPLICABLE (6 required for 15%)

SITE AND DESIGN REVIEW – TYPE III: APPLICATION PROCESS

1. Prior to submitting an application, all applicants are encouraged to request a pre-application meeting with the City -or- the Planning Director may determine that a pre-application meeting is required prior to submitting an application. To schedule a pre-application meeting, an applicant must submit a completed pre-application form and set of preliminary plans to the City Planner, and after receiving the Planner's initials, must then make and take (3) copies of the pre-application materials to the Canby Public Works Department to schedule the pre-application meeting. The amount of the fee for a pre-application meeting is based on whether the application involves a public hearing or not.

2. Prior to submitting an application, applicants may be required to hold a neighborhood meeting with surrounding property owners and any recognized neighborhood association representative, pursuant to the procedures described in Canby Municipal Code Section 16.89.070. In certain situations, the Planning Director may waive the neighborhood meeting requirement.

3. At the time an application is submitted to the City, payment of all required application processing fees is required. An application will not be accepted without payment of fees. City Staff can provide you with information concerning application fees.

4. Staff will check the application, making sure that it is complete and all fees are paid. Copies of the application materials are routed to various City/State/County departments, as applicable, for their comments. The application is reviewed for completeness; the City Planner will accept or return the application with a written list of omissions within thirty (30) calendar days of the submittal.

5. Staff investigates the application, writes a staff report, issues public notice, notifies surrounding property owners, and makes all facts relating to the request available to the Planning Commission and all interested parties.

6. Prior to the public hearing, the City will prepare notice materials for posting on the subject property. This material must be posted **by the applicant** at least ten (10) days before the public hearing.

7. The staff report will be available to all interested parties seven (7) days prior to the hearing.

8. The Planning Commission holds a public hearing. The staff report is presented to the Commission. Testimony is presented by the applicant, proponents and opponents, followed by rebuttal from the applicant.

9. The Commission then issues findings of fact which support approval, modification, or denial of the application. A decision may be appealed to the City Council.

10. If an approval or a denial is appealed, City Council holds a public hearing. The staff report is presented and testimony taken, as at the original hearing(s). Unless the City Council decides to hear the appeal de novo, only testimony regarding items already in the record is permitted, and no new information may be entered. In the case of an appeal, the Council may affirm, revise or reverse the action of the Planning Commission in all or in part. The Council may also remand the matter back to the hearing body for further consideration.

11. Prior to construction of the project, a preconstruction meeting is held with the City and all applicable utility and service providers. If required, this meeting must be held and approval of Plan set by all agencies, and payment of Canby System Development Charge (SDC) and construction excise tax to the City before issuance of any building permits for the project(s) by Clackamas County.

SITE AND DESIGN REVIEW – DCO TYPE III: STANDARDS AND CRITERIA

1. The Board shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the intent of the following DCO site and design review standards:

   16.41.070.A.1.
   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; and

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

   16.41.070.C.1.
   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; and

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

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

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

2. 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. 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.

3. 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.

4. As part of the site and design review, the property owner may apply for approval to cut trees in addition to those allowed in Section 12.20.080 of the City Tree Ordinance. The granting or denial of said application will be based on the criteria in Chapter 12.20 of the City Tree Ordinance. 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.

FFA Architecture +Interiors

City of Canby

Planning Department
Land Use Application
Site and Design Review
Downtown Canby Overlay –Type III

New Canby Public Library and Renovated City Hall

Project History

In November of 2012, the City of Canby contracted FFA Architecture and Interiors and their engineering team to design the New Canby Public Library and Renovated Canby City Hall.

The new library is planned for the (3) lots immediately to the east of the existing city hall building. To make way for the new structure the Canby City Hall council chambers addition, Canby Area Transit (CAT) building and the Canby Planning building with adjacent parking area will need to be removed.

The existing Canby City Hall was built in 1937 as part of the WPA program and has served the city in many ways over the years, including housing the original library located in the corner of the original council chamber. The building also housed various city administration offices, utility offices, police station, and the fire department including a two bay fire engine garage. In 1960 the fire department moved out and the garage was remodeled into the new library and the attic into a small conference room. This building configuration remained until about 1990 when the library moved to its current location
.
Community growth and demand has now far exceeded the existing library facility. In 2009 FFA was initially contracted to provide a library program and in 2012 the program was updated. Various sites and configurations were analyzed and vetted by the project team with the current site development proposal being selected and approved by the Canby Urban Renewal Agency and Canby City Council in the summer of 2012.

Community Design Process

The proposed Canby Library design is the result of a 'community effort' based design process. FFA and the project team held three community meetings, each with specific goals. These meetings were intended to solicit ideas and feedback from interested community members.

The first community meeting was held on January 19, 2013. FFA presented images of similar building types and materials as examples for the attendees to consider and respond to. The examples included several building images from the City of Canby. The general response was for a warm inviting building of a scale and finish similar to other adjacent Canby buildings. These images and comments are recorded in the attached meeting notes.

FFA Architecture and Interiors, Inc. | 520 SW Yamhill Suite 900 Portland OR 97204 | T 503.222.1661 F 503.222.1701 | www.ffadesign.com

The second community meeting on January 30th was more focused on building design styles and preliminary site layout. The initial design concept was presented. General discussion covered building massing, material and finishes. Site layout and circulation for parking and book-drop access were presented. FFA's proposed approach is to respect the existing Canby City Hall building by connecting to the new library with low one-story lobby entry and plaza. The library building would then stair-step up to a taller building mass that reflected other two story buildings located in the downtown core. The overall community response was very favorable. These images, designs and comments are recorded in the attached meeting notes.

The third community meeting was held on February 19th. FFA presented the proposed preliminary schematic design concept. This package was a further refinement of the design previously presented with clarification of materials and finishes. The entry plaza was further developed with more public amenities including benches, planters and bike racks. The south elevation that faces highway 99 included more definition of materials and finishes. Mechanical screens and garbage / recycling enclosures were added. Again, the overall community response was very favorable. The design concept and comments are recorded in the attached meeting notes.

The final Schematic Design concept presented in the following Site Design / Design Review package is a result of this process.

Design Concept

As noted, the overall design concept was developed with the Canby Community input and commercial core (CC) subarea design criteria in consideration. The primary elements include:

1. The proposed library is oriented to 2nd Avenue and over 85% is storefront to provide an open, inviting and pedestrian friendly building.

2. Respect the existing Canby City Hall building by proposing a community plaza that extends back from the sidewalk twenty feet. The building storefront entry is lower than the city hall eave and allows the existing brick veneer to continue into the lobby. It is proposed that the existing Canby City Hall be restored to its original 1937 condition, including matching the original fire station garage doors.

3. The multi-purpose room also opens onto the community plaza. This allows the plaza to function as a 'break-out' space for community meetings and events. The mass of the multi-purpose room frames the plaza with a height similar to that of the city hall. This transition also allows the building to extend to the property line and meet the primary design criteria set forth design standards.

4. The building then steps up to the main 'stack area' of the library, presenting a two story volume to the street with regular spaced columns and full height glazing. This will provide a warm and inviting community space while maintaining the goals of the commercial core design strategies.

5. The primary elevations on 2nd Avenue and Ivy Street are over 75% store front glazing. The remaining materials are proposed to be from the list of primary, secondary and accent materials and finishes set forth in the guidelines. They include; brick veneer or terracotta tile as the primary material, stucco or colored ground face concrete masonry units as the secondary material and prefinished metal panels as the accent.

The following Site Design / Design Review matrix identifies the specific design criteria and the project's design response.

	Item	Comment	Response
	16.08	**General Provisions**	
1.	16.08.020	A. Zoning Map of the City of Canby	Site is zoned C-1 Downtown Commercial with Downtown Canby Overlay (DCO) Zone, Core Commercial (CC) subarea
2.	16.08.030 – 080	Not Applicable	
3.	16.08.090	Sidewalks Required	Existing city sidewalks will be repaired, un-used curb cuts will be taken out.
4.	16.08.100	Height Allowances	Building height will not exceed height allowed. Existing Canby City Hall hose tower will be restored.
5.	16.08.110 – 140	Not Applicable	
	16.10	**Off-street Parking and Loading**	
1.	16.10.010	Off-street parking required – exceptions A. No off-street parking shall be required for any use permitted outright with in the C-1 zone	Proposed New Library is within the outline for the C-1 zone; no off-street parking is required or provided.
2.	16.10.020 – 050	Not Applicable	
3.	16.10.060	Off-street loading facilities A. Minimum number of off-street lading berths for commercial and industrial uses is as follows: 5,000 – 25,000 s.f. = 1	Loading and unloading operations at the proposed new library are primarily by small step vans and trucks and are directly adjacent to the book drop for short term pick-up/drop-off. A screened area is provided for storage and loading of garbage and recycling containers.
4.	16.10.070 – 080	Not Applicable	
5.	16.10.090	Drive-up uses. A. Drive-up uses shall provide a minimum stacking area clear of the public right-of-way or parking lot aisle for the window service to the vehicles as follows:	The proposed library includes a drive through bookdrop with an estimated 75 drops per day. The bookdrop is located approximately 115' from the driveway off Holly Street. Due to the drop off process, bookdrops do not typically have vehicles

			stacking up.
		1. Minimum 2 to 8 automobiles 2. No less the 20' per vehicle	Up to five cars can stack up at the bookdrop in the proposed configuration.
6.	16.10.100	Bicycle Parking: A. Minimum dimension 2' x 6'. B. Location: within 50' of an entrance. C. Number or spaces 1: 1,000 S.F.	 Spaces laid out utilizing Canby Standard. Locations shown on the floor plan are within 50' of entry. 23 required, 24 spaces are provided.
	16.22	**C-1 Downtown Commercial Zone**	
1.	16.22.010	C-1 Downtown Commercial Zone Uses Permitted outright LL. Public building or land use such as … library	 Building is the new Canby Public Library and Renovated City Hall
2.	16.22.020	Conditional uses	Not Applicable
3.	16.22.030	Development Standards The following subsection indicate the required development standards of the C-1 zone A. Minimum lot area: none B. Minimum width and frontage: none C. Minimum yard requirements: 1. Street yard: none 2. Interior yard: none D. Maximum building height 1. Freestanding signs: 30' 2. All other structures: 45' E. Maximum lot coverage: no limit F. Other regulations 1. Vision clearance distances shall be 10' from an alley. 2. Sidewalks a minimum of (11) feet in width shall be required in commercial locations. 3. All setbacks to be measured from the foundation line of the building. Overhangs shall not exceed 2 feet (not including awnings). 4. New commercial buildings shall be oriented to the street, near or at the setback line. A main entrance shall be oriented to	 Lot size including the existing Canby City Hall is 30,450s.f. Lot width is 300' No setback is provided No setback is provided No free standing signs are provided Hose tower at the existing Canby City Hall is approximately 40' tall Lot coverage including the Canby City Hall in .85% Vision clearance at alley is approximately 25' All sidewalks are existing City of Canby sidewalks. Only awnings extend over the setbacks. Building entry is orientated to 2nd Avenue.

		the street. 5. Off-street motor vehicle parking.	Not Applicable
4.	16.22.040	**Design Review Matrix** **Criteria** **A.** For design review application located in the C-1 zone the following matrix shall apply. This matrix replaces the general matrix contained in Chapter 16.49 for such applications **B.** A design review application in the C-1 zone shall be considered to be compatible if a minimum of 65% of the total possible point (not including bonuses) are accumulated for the whole development. <u>Building Location and Orientation:</u> Building located at front of property line: 50%+ of building front at property line = 1 Building oriented to street: Yes = 2 <u>Entrances</u> Major retail entrance on street: Yes=2 Corner building entrances: No=0 Entrance inset: No= 0 <u>Windows</u> Regularly space and similar-shaped windows – around 70% of storefront area in glass. 87% proposed > 70% Second story windows – Not applicable <u>Architectural Details</u> Blade sign or painted wall sign Yes= 2 Brick or similar appearance Yes= 2 Colors recommended color palettes Yes =2 Cornice treatments to emphasize building tops Yes = 2 parapet-type buildings, flat roof Yes = 2	 See matrix below. See matrix below. 1 point 2 points 2 points 0 points 0 points 2 points Not Applicable 2 points 2 points 2 points 2 points 2 points

		All walls have doors, windows, or display windows (no blank walls) Yes = 2 Awnings and rain protection, awnings are discontinuous, with lengths generally under 30 linear feet, awnings meet criteria Yes=2 <u>Parking</u> Off-street parking – not required / not Applicable <u>Bonus Points</u> Provide usable pedestrian space such as plaza Yes = 1 Planter and window boxes: no = 0 Public art: space in plaza is available Yes =1 Second story residential or office: No =0	2 points 2 points Not Applicable 1 point 1 point TOTAL POINTS (NOT INCLUDING BONUS POINTS) AVAILABLE = 23 TOTAL POINTS (NOT INCLUDING BONUS POINTS) SCORED = 21 21 / 23 = 91% > 65% Therefore OK
	16.41	**Downtown Canby Overlay (DCO) Zone**	
1.	16.41.010	Description of DCO Zone and Intent	No Comment
2.	16.41.020	Applicability: A.1. Core Commercial Area.	Proposed library site fits with in the Core Commercial (CC) Area, therefore must meet the alternative design review standards and criteria tailored to implement the goals of the overlay zone, as set forth in Section 16.41.060 (CC)
3.	16.41.030	Uses permitted outright: A. Uses permitted in C-1 zone are permitted in the DCO zone.	Library is permitted C-1, see item 1.
4.	16.41.040	Conditional Uses	Not Applicable
5.	16.41.050	Development Standards: A. Setbacks, Floor Area Ratio, Building Footprint, and Height Requirements 1. Setbacks: Table 1. Setback Requirements Minimum setback – 0 feet (CC) Maximum setback – 10 feet (CC)	Proposed library set back on North West Second Avenue is 0 feet, except at entry plaza and 0 feet at North Ivy Street. Building extends to the corner of the lot at Second and Ivy intersection.
		Table 2. Street Lot Minimum Setback	

		Minimum percentage of minimum set back: 60% (CC) subarea	Length of lot along 2nd Ave. is 300', length of existing City Hall and entry plaza (setback from property line) is 83'. 217' / 300' = 72.33% > 60%.
		2. Floor Area Ratio, building footprint and building height Requirements: Table 3. Floor Area Ratio Requirements Minimum floor area ratio - .8 (CC) Maximum Building footprint – 30,000s.f. (CC) Maximum building height – 60 feet. (CC)	 Site size = 30,450 square feet. Proposed New Library and renovated City Hall = 25,700 square feet. 25,700 / 30,450 = .844 > .8 Building foot print 25,700 < 30,000 Height of existing hose tower – 40' +/- Height of ridge / centerline of stack – 28'. Height of cornice - 24' at property line on 2nd Ave and 20' on N. Ivy Street.
		3. Screening. All exterior garbage collection areas, recycling collection areas. Mechanical equipment located on the roof shall be screened.	Garbage / recycling collection area will be screened with masonry enclosure to match building masonry. This enclosure will be screen by landscaping from adjacent properties. Mechanical equipment located on the roof will be screen with metal enclosures to match building material.
		4. Parking: Parking areas shall meet the following standards in addition to all other applicable requirements.	Not Applicable. Per Chapter 16.10 Off-street Parking and Loading 16.10.010 .A. no off-street parking is required. Note: parking lots show adjacent to the site 'FOR REFERENCE ONLY'.
6.	16.41.060	DCO Site and Design Review Guidelines A. Findings and objectives B. Applicability 1. General applicability – (1) new developments 2. Sub-Areas – a. Core Commercial Sub-Area (CC)	 No Comment Proposed library is a new building; existing city hall will be renovated. Proposed library is within the boundary of the Core Commercial (CC Subarea)
	16.41.070	**DCO Site and Design Review Standards.**	
		A. PEDESTRIAN ORIENTED GROUND FLOOR DESIGN STANDARDS	
	Standards	1. Ground Floor Windows a. Visible Transmittance: VT of 0.6 or higher. b. Primary street facing facade - primary facade coverage. Transparent window shall be used along a minimum of 60% (CC) of the length of the wall and 60% (CC) of the wall area up to minimum 10 feet above finished grade. c. Secondary street facing facade –	 Exterior glass at street level will have minimum 70% visible Transmittance (PPG Solarban 70 XL). 2nd Avenue is the primary street frontage. Transparent glazing is proposed along 219' of the 250' frontage (including storefront doors) 219' / 250' = 87.6% > 60%, glass in this area is minimum 10' tall above grade. North Ivy Street is the secondary street. Transparent

		secondary facade coverage. Transparent window shall be used along a minimum of 50% (CC) of the length of the 50% (CC) of the wall area up to minimum 10 feet above finished grade.	glazing is proposed along 44' of the 109' frontage. The length and area is less the prescriptive amount. However the glass is located the corner of the building at 2nd and Ivy. and at the fireplace hearth area. A third section of glazing is located in the adult reading area and provides transparency from the exterior into the reading area, while creating a pattern of solids and transparent elements. The southern 20' of exterior wall is part of the mechanical space within the building and not an area where windows are normally installed. If this 20' is subtracted from the wall length then length of glass is 50% of the wall and about 45% of the area. We believe that this layout meets the intent of this standard.
		d. Alley facing facade coverage. Facades facing alley shall provide windows along 50% (CC) of the length and 25% of the area of the alley facing facade.	The proposed library is located on one of the few blocks in the CC that is not platted with an alley. As such the eastern 50' of the building extends to the property line. With no setback requirements for CC a future building could be built directly adjacent to the library. Windows are typically not installed in this type of condition. The remaining south elevation is set back from the south property line 12'. The south elevation has windows for 93' of the 185' of wall length, which is just over 50%. The area of windows is 280 s.f. or about 16% of the wall area. The windows along the south wall are reduced to reduce sun glare and heat gain and views of the service drive and adjacent parking areas. These windows do reinforce the column layout and rhythm.
		2. Building Entries and Doors. a. Orientation. All building shall have a prominent entry oriented to and directly connected to the sidewalk. When buildings are set back from the sidewalk, a direct, perpendicular connection between the building and the sidewalk is required.	The proposed library / city hall main entry will be on the 2nd Ave. elevation with direct perpendicular access to the city sidewalk.
		b. Transparency. The street-facing building entry door on all buildings should be comprised of at least 40% transparent glass.	The proposed library / city hall main entry will be on the 2nd Ave. elevation will be aluminum framed glass storefront.
		c. Flanking or transom windows. Commercial and mixed-use building doors shall include flanking glass windows on either side of the principal door.	The proposed library / city hall main entry will be on the 2nd Ave. elevation will be aluminum framed glass storefront.

		d. Design Features (CC: x=3) (1) Recessed Entries. If recessed, principal entries shall be recessed a minimum 3' in to the building façade. (2) Awnings or canopies, weather protection and a visual element. (3) Architectural Features Principal entries may be reinforced with prominent architectural features. (4) Decorative features. Lighting elements (5) Engaged columns or piers may be used to reinforce and highlight entries.	The proposed library / city hall main entry will be recessed back from the street approximately 22' to create a public plaza and respect the existing historic Canby City hall building. The proposed library / city hall main entry will a canopy extending beyond the entry doors approximately 8'. The proposed library / city hall main entry will be raised off the street approximate 1'-6" and will include extensive areas glass storefront with raised entry canopy, colonnade. The entry canopy will have recessed lighting to emphasize the entry and plaza. The proposed library / city hall main entry will include a colonnade at the entry to define the extent of the canopy and reinforce the entry.
		3. Transition area. One of the following design elements is required for buildings that span more than 75% of a city block or 350 feet. a. Arcades b. Courtyards of plazas that meet all of the following standards. (1) Courtyards or plazas shall be located along the sidewalk-facing façade of the building within the front setback. (2) Courtyard-facing facades shall include windows along a minimum of 50% of the length of the ground level courtyard-facing façade and along 25% of the overall courtyard-facing wall area. (3) Courtyards / plaza shall incorporate special paving and / or landscaping (4) Courtyards / plazas shall provide seating, including but not limited to benches, tables, planter boxes and other design elements.	Not applicable The proposed library / city hall courtyard plaza faces 2nd Ave. Courtyard-facing façade is all storefront. Side walls are about 33% windows. Approximately 70% of the courtyard facing walls is windows. Courtyard will include (2) raised planters. Courtyard will include; benches, raised planters, bike parking, access ramp and location for public art element.
		4. Additional standards for residential-only	Not Applicable

		buildings	
		B. COHESIVE ARCHITECTURAL ELEMENTS STANDARDS	
		1. Architectural bays (CC subarea) a. Bay divisions. Ground floors of commercial and mixed-use buildings shall be divided into district street facing bays that are no more than 30' on center. Recommend odd number of bays.	Proposed library reading area with north elevation on 2nd Ave. has column spacing at 20' on center and (9) total bays. The east elevation along Ivy St. is broken up in to solid and transparent elements to break up elevation into individual bays.
		b. Height of bays. For large single-story building, taller than 16' and decorative elements required in sections 3, 4 and 5 will extend to the top of the ground floor.	Proposed library reading area with north elevation on 2nd Ave. Bay height is 23'. The east elevation along Ivy St. has a parapet height of 20' and is sub-divided into three bands.
		c. Design elements. Each architectural bay within a commercial or mixed-use building shall incorporate at least (3) (CC subarea) of the following elements.	
		(1) Engaged columns or piers.	2nd Ave. elevation has engaged columns. The east elevation along Ivy St. has no exposed columns or piers, but is broken up into smaller bays of solid and transparent elements.
		(2) Transom window over doorways.	Due to grade changes and security, no doorways are provided on 2nd Ave. or Ivy St.
		(3) Storefront cornice or beltcourse.	Storefront beltcourse is provided on 2nd Ave. On Ivy St. a belt course is provided in the horizontal pattern of materials.
		(4) Canopies, awnings, or overhangs provided along a minimum of 50% of the overall street-facing building length.	On 2nd Ave canopies are provided at 120' of the 216' of elevation directly. (55%)
		(5) Storefront frieze or sign band.	Storefront frieze is provided along 2nd Ave.
		(6) Bulkheads	Along 2nd Ave. and Ivy St. the existing site grading gently slopes down from west to east. The building will be on an elevated base / bulkhead that are articulated to reflect a bulkhead configuration.
		d. Decorative accents. Each Architectural bay within a commercial or mixed-use building shall incorporate at least (3) (CC	

		subarea) of the following elements. (1) Projecting window sills. (2) Horizontal and vertical window mullions. (3) Building lighting including wall sconces, pendants, or lighting recessed into awnings. (4) Medallions (minimum of 2) (5) Projecting or blade signs	 Sills at storefront will project approximately 6" from storefront. Store front will have both horizontal and vertical mullions. Each section of canopy will have one recessed light fixture. Medallions not provided The proposed library will be a single tenant and have lighted wall signs. Projecting or blade signs would not create the permanence of the library. Awnings and entry canopies will have lighting fixtures. Medallions not provided. Wall signs provided.
		DESIGN STANDARDS AND APPLICABILITY	
		1. Distinct base, middle and top of building. (CC subarea) a. All building shall have a clear and distinct base, middle and top to break up vertical mass. Buildings must utilize horizontal bands and /or changes in color, material, form and /or pattern to differentiate the base, middle and top of the building subject to the following requirements. (1) Horizontal bands or other changes in pattern or material shall be a minimum of 8 inches high. (2) Changes in building massing and from may also be used to differentiate a building's base, middle and top.	 The new library design concept utilizes several design elements to break up the mass of the building. The overall design concept is based on respecting the existing Canby City Hall building by making the connection with a transparent entry plaza that is recessed back and lower than the city hall cornice. The building then stair-steps up to a tall one story building that reflects other Canby historic structures. The use of bulkheads, beltcourses and multiple materials will help to enhance the connection to other downtown Canby buildings. Band courses in terracotta tile will project approximately 4" from storefront. The building mass is stepped to respect the existing Canby City Hall.

		2. Ground Floor design elements. (CC subarea)	
		a. The ground floor of the building shall range from 12 feet to 16 feet in height and shall be broken up into three distinct areas – a base/bulkhead, middle and top.	The new library design concept has three primary elements that vary in height from 15' at the entry plaza and 20' at the middle multipurpose element and then 24' at the reading room. Each is broken up into multiple horizontal elements to create the base/ bulkhead, middle and top.
		b. Ground floor "bulkhead / base" shall contain at least (2) (CC subarea) of the following elements.	
		(1) Projected window sills.	The bulkhead below the window sills will project about 6"
		(2)Bulkhead below windows of concrete, brick or stone	A concrete bulkhead is provided below the wall assemblies.
		c. Ground floor "middle" The middle of the ground floor is typical comprised of storefront window and shall contain at least (2) (CC subarea) of the following elements.	The ground floor middle of the proposed new library is from 2 feet to 12 feet above the exterior side walk and is either transparent at the reading room, or a solid element at the lower multi-purpose areas.
		(1) Integrated horizontal and vertical window mullions.	Store front horizontal and vertical window mullions will reflect the historical character of other Canby buildings.
		(3) Window planter box	Not provided
		(4) Decorative building light fixtures, sconces or medallion.	Decorative light fixtures are provided in the canopies.
		d. Ground floor "top". For multi-story building the top of the ground floor façade is the area between the storefront and the upper stories of the building and shall contain at least (3) (CC subarea) of the following elements.	
		(1) A marquee or projection or blade sign.	Proposed signage is provided with wall sign / flat off-set letters with exterior lighting provided on the building where shown.
		(2) Sign frieze.	The flat wall sign is located above the storefront in the terracotta tile band.

		(3) Storefront awning or canopy.	Canopy is provide on the 2nd Ave. elevation
		(4) Storefront cornice or belt course.	A beltcourse is provided as part of the storefront assembly / canopy.
		(5) Transom window.	Transom windows are provided as part of the middle top elements.
		3. Middle of the building design elements	
		a. The middle of the building should be differentiated from the bottom and top by at least (2) (CC subarea) of the following design elements.	The middle of the proposed new library is from 12 feet to 18 feet above the exterior side walk and is either transparent at the reading room, or a solid element at the lower multi-purpose areas.
		(1) Residential windows.	The mullion pattern at the middle section is sub-divided to reflect the small more vertical elements in other historic Canby buildings.
		(2) Balcony	Not provided
		(3) Step Back	In order to break up the building mass, steps in the building elevation have been provided.
		(4) Signage band	The proposed wall mounted library signage is installed on this horizontal band.
		4. Top of building design elements	
		a. Roof forms may be flat or sloped. Requirements for chosen roof forms are as follows:	The proposed library roofs at 'flat' elements
		b. Flat roofs. All flat roofs shall employ a detailed, projecting cornice or projection parapet to visually "cap" the building and meet all the following requirements.	The proposed library has a 'low slope' 1:12 roof. At the reading area there is a proposed cornice that will project 2', the cornice is 24' above the sidewalk and there is a band of canopies at about 12' above the sidewalk. At the lower roof, a parapet is proposed that will extend a minimum 24" above the roof and be made of an accent material to high-lite the parapet top.
		(1) Cornices shall project horizontally 3'.	Cornices at library project 3'
		(2) Parapets must be a minimum 24" high and include a cornice, molding, trim or variations in brick coursing.	Parapets are proposed that will extend a minimum 24" above the roof and be made of an accent material to high-lite the parapet top.
		(3) Cornices and parapets shall wrap around all sides of the building visible	Cornices and parapets wrap around all sides of the building.

		from the sidewalk or street.	
		CORNER INTERSECTION STANDARDS	
		1.Corners a. Commercial and mixed-use buildings located on corner lots must address the corner by employing one of the following: (CC) subarea (1) Chamfer the corner of the building. (2) Incorporate and arcade at the corner. (3) Using special paving, planting, or lighting to create a formal space (4) Employ prominent architectural elements within 25' of the corner to highlight the corner.	 Not applicable Not applicable The intersection of 2nd and Ivy is has an extended curb as part of the city's downtown development plan. This are already has accent pavers, raised planter and city standard street lighting. The proposed library corner at the intersection of 2nd and Ivy will have corner storefront glazing to emphasize the transparency of the library and open to activities with-in.
		MATERIALS STANDARDS	
		Primary materials – 70% or more of building façade, excluding window and transparent doors. (CC) subarea: Brick Stone Stucco / EIFS	The proposed library primary exterior materials consist of; terracotta tile, ground face, colored CMU, precast concrete and composite metal panels. These materials in addition to the glass storefront assemblies make up the total area of the primary street front elevations on 2nd Ave., Ivy St. and at the entry plaza. The terracotta tiles are similar in color to the brick veneer on the Canby City hall. The intent is to provide a more contemporary material to complement the city hall and not to compete. The percentage of each material on the elevation noted is approximately: Primary: Terracotta – 63.5% Secondary: CMU / Concrete – 24.5% Accent: Prefinished Composite Metal Panel- 12%
		Secondary Materials – up to 25% of the building façade. CMU (split or ground face)	The proposed secondary material - Ground face, colored CMU is utilized on the primary elevations as noted above. The secondary elevation on the north side (alley / service) side it is proposed as the primary material with terracotta panels utilized as the secondary (accent) material.
		Accent materials - up to 10% of the building façade. Metal Panel	Pre-finished composite metal panels are proposed for the accent band and parapet.

		Roof Materials	Not Applicable
	16.42	**SIGNS**	
1.	16.42.010 – 030	Purpose, Definitions, Administration and permit requirements, general standards and temporary standards	Not Applicable
2.	16.42.040	Design Standards for signs. A. Setbacks. Signs are required to meet the setback requirements of the applicable zone district. B. Illumination 1. External illumination is allowed. C. Monument signs. D. A-frame signs. E. Blade / overhang signs F. Wall Signs G. Bulletin boards and electronic message signs.	Signs will be wall mounted and within the setback. Signs will have exterior illumination with fixtures aimed at each sign and shielded from glare to other properties Not provided. Not provided. Not provided. Wall signs are located on 2nd Ave., Ivy St. and on the existing fire hose tower. Not provided.
3.	16.42.050	Table 1, 2 and 3	Not Applicable.
4.	16.42.050	Size, type, and location of signs permitted by zoning district and use.	
		Table 4 Downtown Commercial Zone (C-1) and Core Commercial Area in the Downtown Canby Overlay Zone Table 4 – Wall sign A. Use on site: all uses. Size: maximum sign face area of all wall signage allowed on a primary frontage is 8% of the building elevation area of the primary building frontage. Each sign is limited to a maximum of 60 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. Each sign is limited to a maximum of 30 square feet. Maximum height: Shall not project above the roof line or top of the parapet wall, whichever is higher.	A wall sign will be located on the primary elevation on 2nd Ave. and a city seal will be installed on the city hall elevation. Approximately 20 square feet. A wall sign will be located on the secondary elevation on Ivy St. sign sizes are approximately 20 square feet. Signs do not project above the parapet or roof.

		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 have up to two signs.	Library is a major tenant and over 20,000 s.f. so multiple signs are allowed.
5.	16.42.050	Table 5	Not Applicable.
6.	16.42.060	Automobile service station sign standards	Not Applicable.
	16.43	**Outdoor Lighting Standards**	
1.	16.43.010 – 020	Purpose and definitions	No Comment
2.	16 43.030	Applicability A. New uses, buildings and major additions.	Proposed new library is a new building
3.	16 43.040	Lighting Zone Table 16.43.040 Lighting Zone Description LZ 2 - Medium (illumination) – High density urban neighborhoods, shopping and commercial districts.	Proposed new library is in the LV2 Medium zone
4.	16 43.050	Exempt lighting A. External illuminated signs B. Internal lighting for signs C. Temporary lighting D. Lighting for swimming pools E. Code-required exit signs F. Code-required lighting for stairs and ramps G. Lighting required by other government agencies. H. Interior lighting. I. Temporary lights for emergency use. J. Lighting fixtures installed prior to this code.	Wall signs will be externally illuminated Not provided Not provided Not Applicable. Not required at this time Step lights will be provided Not Applicable. No comment Not Applicable. Not Applicable.
5.	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	Outdoor lighting is proposed to be located in canopies or awnings. Sign light shall be shielded.

		or its reflection at a point 3 feet or higher above the ground at the property line of the source. B. The following lighting systems are prohibited from being installed or used except by special use permit.	 No prohibited lighting is proposed.
6.	16.43.070	Luminaire Lamp Wattage. Shielding, and Installation Requirements A. All outdoor lighting shall comply with the limits to map wattage and the shielding requirement in Table 16.43.70 per the applicable Lighting Zone. B. The city may accept a photometric test report, … C. Such shielded fixture must be constructed and installed in such a manner that all light emitted by the fixture complies with the specification given. D. All canopy lighting must be fully shielded E. All façade lighting must be restricted to the façade surface. Table 16.43.070 Luminaire Maximum Wattage and Required Shielding. LZ2 –Fully Shielded – 450W. Shielded - 100W Partly Shielded – 60 W. Landscape and façade lighting100W or Less; ornamental lights of 60W or less.	 Will comply Will provide Will comply All canopy lights are fully shielded Façade lighting is not proposed, only wall sign lighting Will comply, exterior canopy lights are proposed to be 15 -22 W LED fixtures
7.	16.43.80	Height limits A. Lighting mounted on poles. B. Lighting mounted on buildings, shall not exceed a mounting height greater than 4 feet higher than the tallest part of the building. 1. Lighting attached to single family residences. 2. Lighting for facades 3. For building less than 40 feet to the property line, including canopies or overhangs on the sidewalk or public right of way, luminaires may be mounted to the vertical façade or the underside of canopies at 16 feet or less.	 Not applicable, no pole lighting proposes on site Wall sign lighting proposed above each wall sign. Lights will be mounted to the building and not project above the parapet. Not applicable. Not applicable. Canopy lights are mounted to bottom of canopies at approximately 14 feet above the walk.

		4. The top exterior deck of parking garages	Not applicable.
8.	16.43.080	Maximum Lighting Mounting height in feet LZ 2 Zone A. Driveways and parking / transit – 37.5' B. Walkways, plazas and other pedestrian areas – 18' C. All other lighting – 15'	 Not applicable. Will comply Will comply
9.	16.43.090	Lighting Controls Timers of motion detectors	 Will provide timers for exterior lighting.
10.	16.43.100	Exceptions to Standards	No exceptions requested
11.	16.43.110	Lighting Plan Required A. Site pan showing the location of all buildings and building heights, parking and pedestrian area	 Site lighting plan provided, note that adjacent parking lot designs are for reference only.
	16.46	**Access limitations on Project Density**	
1.	16.46.010	Number of units in residential development	Not Applicable
2.	16.46.020	Ingress and egress Shall be taken along that portion fronting on a public street.	Alley drive through bookdrop, parking and fire lane access from North Holly St.
3.	16.46.035	The City may require an applicant to provide an engineer traffic study.	Three copies of traffic study are provided
4.	16.46.040	Joint and cross access	Not applicable
	Table 16.46.030	Access connection, per table 16.46.030 Downtown Street (C-1 Zone) Alley access must be used if available. One access per block if alley access is not available. Shared access driveways required. 1. Continuous service drive, or cross access corridor extending the entire length of each block service to provide for driveway separation consistent with the access management classification system and standards. 2. A design speed of 10 mph and a minimum with of 20 feet to accommodate two-way travel aisles designated to accommodate automobiles via a service drive. 3. Stub-outs and other design features to make it visually obvious that the abutting properties may be tied into provide cross access via a service drive; 4. A unified access and circulation system	 Alley way will be used for access for fire lane, book drop off, and access to adjacent parking lots. Alley way is a shared access driveway. A service / access and bookdrop drive is proposed with access to / from Holly St. and 1st Ave. Layout is designed to allow low (10 mph) speed and minimum 20 feet wide. Stub-outs and signage will be provided to make traffic patterns obvious. The library will coordinate with the other property

		plan for coordinated or shared parking areas is encouraged. D. Pursuant to this section, proper owners shall: 1. Record an easement with the deed allowing cross access to and from other properties served by the joint use driveway and cross access or service drive. 2. Record an easement with the deed that remaining access right along the roadway will be dedicated to the city. And pre-existing driveways will be closed and eliminated after construction of the joint-use driveway. 3. Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners. E. The City may reduce required separation distance of access point where they prove impractical, provided all of the following requirements are met.	owners on access and circulation. Easements will be identified and recorded. Easements will be identified and recorded. Maintenance agreement will be recorded. Only one driveway is provided as part of the proposed development and enters onto Holly St. It provides access to the library drive thru bookdrop, service access for pick-up / drop-off and access to two adjacent parking lots not included in this review.
5.	16.46.050	Nonconforming access features	Not Applicable
6.	16.46.060	Amount of Access points Only minimum amount of access points will be allowed	Only one driveway is provided as part of the proposed development and enters onto Holly St. It provides access to the library drive thru bookdrop, service access for pick-up / drop-off and access to two adjacent parking lots not included in this review.
7.	16.46.070	Exception Standards for City Facilities	No exceptions requested.
8.	16.46.080	State Highway standards	Not Applicable
9.	16.46.090	Shared access on to state highway	Not Applicable
	16.49	**Site Design Review**	
1.	16.49.010	Findings and Objectives	No Comments
2.	16.49.020	Establishment of the Site and Design Review Board	No Comments
3.	16.49.035	Establishment of the Site and Design Review Committee	No Comments
4.	16.49.030	Site and design review plan approval required 1. The following projects require site and design review approval, a. New Buildings,	 Proposed library is a new building.

		b. All new mobile home parks. c. Major building remodeling above 60% of value.	City hall is a major remodel.
5.	16.49.035	Application for site and design review A. For projects in the Downtown Canby Overlay Zone, application may choose one of the following two processes. 1. Type II 2. Type III- if the applicant proposes the use of alternative methods of materials to meet the intent of the site and design review standards set for in Section 16.41.70	The proposed new library will be submitted for a Type III review process.
6.	16.49.040	Criteria and Standards 1. Board review of compliance with the following A through D and criteria 4,5 and 6. A. Proposed site development is in conformance with standards of this and other applicable city ordinances. B. Proposed design of the development is compatible with the design of other development in the same general vicinity. 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. E. The Board shall, in making its determination of compliance with subsections B through D above, us the matrix in table 16.49.040 2. In review of a Type II Site and design review application. 3., 4., 5., 6. Board review and determinations	No comment Proposed development is in conformance with applicable city ordinances. Proposed development is compatible with other developments in the general vicinity Proposed development is compatible with other structures in the vicinity. Proposed development will us LID best management practices whenever feasible. Matrix 16.49.040 has been over-ridden by Table 16.22.040 Not applicable. No comment.
7.	16.49.050	Conditions placed on site and design review approvals.	No comment.
8.	16.48.055		

9.	16.49.060	Time limit on approval	No comment.
10.	16.49.065	Bicycle and pedestrian facilities Developments coming under design review shall meet the following standards. A. The internal walkway system…. B. On-site facilities shall be provided to accommodate safe and convenient pedestrian and bicycle access. C. For new office parks and commercial development. 1,2,3,4 and 5 – walkways D. Use of permeable surfacing materials for walkways is encouraged.	 Not applicable 24 bicycle parking spaces will be provided for public and staff use. On site showers are provided for staff use. Not applicable Due to location of bike parking areas adjacent to the existing Canby City hall permeable surfacing is not recommended.
11.	16.49.070	Authority and intent. The purpose of this section is to establish standards for landscaping within the City of Canby in order to enhance the environmental and aesthetic quality of the city.	The proposed library and will occupy a downtown city block directly adjacent to the existing Canby City Hall. The building program and City of Canby (CC) design criteria strongly encourage complete site development. A MAJOR VARIATION for on-site landscape requirements will be submitted in conjunction with this Site Design / Design Review application.
12.	16.49.080	General provisions for landscaping 1. The standards set forth in this section are minimum standards for landscaping. 2. The purpose of these landscaping standards is to provide uniform standards for the development and maintenance of the landscaping of private property and public rights-of-way. 3. 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: B. Seven and one-half (7.5) percent for the Downtown-Commercial zone. 4. LID stormwater management facilities may be counted toward the minimum landscaping requirement when they are located on private property. 5. Trees and other plant materials to be retained shall be identified on the landscape plan.	 No comment No comment The proposed library and will occupy a downtown city block directly adjacent to the existing Canby City Hall. The building program and City of Canby (CC) design criteria strongly encourage complete site development. A MAJOR VARIATION for on-site landscape requirements will be submitted in conjunction with this Site Design / Design Review application. Due to the small amount of available landscape area available on the existing Canby City Hall site, stormwater management facilities are not feasible. No on-site trees will be retained.

		6. During the construction process Protection criteria for existing trees. 7. Landscaping under preserved trees. 8. Removing preserved trees. 9. Any required landscaped area shall be designed, constructed, installed and maintained. Ground shall be covered by living grass or other plant material. Maximum 5% may be covered with bark, , mulch, stone or other material. 10. All trees and plant materials shall be healthy, disease-free and damage free. 11. Landscaping shall be installed in accordance with the provisions of the most recent edition of Sunset Western Garden Book. 12. Guideline for longevity and continued vigor of plant materials. 13. All plant growth in landscaped areas of developments shall be controlled by pruning and trimming. 14. After completion of site grading, topsoil is to be restored to exposed cut and fill areas. 15. All planting areas shall be graded to provide positive drainage. 16. Neither soil, water, plant materials nor mulching material shall be allowed to wash across roadways or walkways.	Not Applicable Not applicable Not applicable Will comply Local nursery stock will be specificied. Will comply Will comply Will comply Will comply Will comply Will comply
13.	16.49.090	Specifications for tree and plant materials 1. Deciduous trees – 2” caliper 2. Coniferous trees – minimum 5’ 3. Evergreen and Deciduous Shrubs – 1 to 5 gallon size 4. Ground Covers – fully rooted 5. Lawns – 100% coverage and weed free.	Will comply
14.	16.49.100	Landscaping installation and maintenance 1. Landscaping shall be completed prior to certificate of occupancy. 2. Temporary certificate of occupancy will be approved if bond for incomplete landscape work is provide and meets all the listed criteria. 3. All landscaping approved through the site and design review process	Will comply

		shall be continually maintained.	
15.	16.49.110	Landscape area credit for preservation of existing trees	Not applicable
16.	16.49.120	Parking lot landscaping standards	Not applicable
17.	16.49.130	Revegetation in unlandscaped areas	Not applicable
18.	16.49.140	Minor revisions in approved landscaped plans Minor revision (less than 10% of the landscaped plans) to the approved landscaped plans shall be reviewed and approved by the City Planner	No comment.
19.	16.49.150	Parking lots or paving projects	Not applicable
	16.53	**Variances**	
1.	16.53.010	Minor variances	Not applicable
2.	16.53.015	Minor Sign variance	Not applicable
3,	16.53.020	Major variance	The total site area including the Canby City Hall building is 30,450 sq. ft. Per 16.49.080 the minimum landscape area is 7.5% or 2,284 sq.ft. The proposed design does not meet this requirement. A Major Variance application will be included as part of this application.
4.	16.53.030	Revocation of variances	Not applicable
	16.89	**Application and Review Procedures**	
1.	16.89.010	Purpose	No comment
2.	16.89.020	Description and Summary of processes Type III procedure Table 16.89.020 Site and Design Review - Type III Notice Radius - 500 feet Neighborhood meeting required - yes	 Due to previous noted criteria, the proposed new Canby Public Library will be required to be processed through the Type III review requirements. Yes Will notify Three community meetings held, meeting minutes are included in the application package.
3.	16.89.030	Type I procedure	Not applicable
4.	16.89.040	Type II procedure	Not applicable
5.	16.89.050	Type III Decision A. Pre-application conference B. Neighborhood meetings C. Application requirements D. Public notice E. Conduct public hearing F. Decision process G. Notice of decision	 Meeting held, meeting minutes are included in the application package. Three community meetings held, meeting minutes are included in the application package.
6.	16.89.060	Type IV decision	Not applicable
7.	16.89.070	Neighborhood Meetings	Three community meetings held, meeting minutes are included in the application package.

8.	16.89.080	Application requirements and completeness	No comment
9.	16.89.090	Modifications	No comment

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DKS

DATE: February 27, 2013

TO: Bill Harper, Francis C. Berg / Architect P.C.

FROM: Chris Maciejewski, P.E., DKS
Steve Boice, DKS
Kevin Chewuk, DKS

SUBJECT: Canby Library Transportation Impact Analysis

Dear Bill,

DKS is pleased to submit this transportation impact analysis for the proposed Canby Public Library, to be located in the block bounded by NW 2nd Avenue to the north, NW 1st Avenue to the south, N Ivy Street to the east and N Holly Street to the west. This report meets the guidelines defined by the City of Canby for Transportation Impact Analysis.

Please contact either Steve Boice or myself with questions regarding this report.

Sincerely,

Chris Maciejewski, P.E.
Principal

720 SW Washington Street, Suite 500
Portland, OR 97205
(503) 243-3500 **Phone**
(503) 243-1934 **Fax**
www.dksassociates.com

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Introduction

The purpose of this transportation impact study is to identify potential transportation system impacts (and potential mitigations) triggered by the proposed Canby Public Library. The proposed Canby Public Library will be located in the block bounded by NW 2nd Avenue to the north, NW 1st Avenue to the south, N Ivy Street to the east and N Holly Street to the west. The project site is located in Downtown Canby and is currently occupied by the City Hall/Council Chamber building, City Administrative building, Canby Area Transit building, and the old Police Station building.

As proposed, the City Hall/Council Chamber building would be renovated, while the remaining structures would be removed and replaced with a 22,600 square foot library. The employees and services currently occupying City Hall, the City Administrative building, and Canby Area Transit building will be relocated off-site.

Recommendations

Based upon the analysis presented in this report, the proposed project was found to not generate significant off-site traffic impacts. Therefore, no off-site mitigation is recommended for the proposed project as a result of traffic impacts. However, there are several site-access and circulation related conditions we recommend addressing to improve traffic flow and safety, including:

- Install "Do not enter" signage (MUTCD R5-1) at the exiting end of the one-way internal driveways, a "Right turn only" sign (MUTCD R3-5) to alert drivers leaving the driveway on the east side of the Canby Utility Board building, and a "No right turn" sign (MUTCD R3-1) to alert drivers leaving the book-drop window driveway.
- Provide a curb or buffer along the north side of the proposed east-west internal site driveway and the south building frontage of City Hall and the proposed Library.
- Consider prohibiting on-street parking along N Holly Street and NW 1st Avenue within 20-feet of site access locations, as recommended in the Manual on Uniform Traffic Control Devices (MUTCD) to improve intersection sight distance.
- Provide guide signing to the Library book-drop window from adjacent side streets (NW 1st Avenue and N Holly Street)
- Have the site designer/engineer verify the turn templates and internal circulation routes for the proposed design vehicle to ensure adequate on-site circulation.

Existing Conditions

The following section summarizes the existing transportation conditions within the study area. Included is an inventory of the existing transportation network, analysis of the recent study area collision history, and an operational analysis of study intersections.

Study Area

The study area is generally bounded by NW 3rd Avenue to the north, Highway 99E to the south, N Grant Street to the west, and N Ivy Street to the east. The following ten intersections have been identified as study area intersections, with their control listed:

- Highway 99E/N Grant Street (traffic signal)
- Highway 99E/N Ivy Street (traffic signal)
- N Ivy Street/NW 1st Avenue (three way stop)
- N Ivy Street/NW 2nd Avenue (all way stop)
- N Ivy Street/NW 3rd Avenue (two way stop)
- N Holly Street/NW 1st Avenue (all way stop)
- N Holly Street/NW 2nd Avenue (all way stop)
- N Grant Street/NW 1st Avenue (three way stop)
- N Grant Street/NW 2nd Avenue (all way stop)
- N Grant Street/NW 3rd Avenue (three way stop)

Pedestrian/Bicycle Facilities

An inventory of existing pedestrian and bicycle facilities was conducted to determine the current locations of sidewalks and bicycle lanes within the study area. For the purpose of this inventory, "bike lanes" included areas on roadways where shoulders were specifically designated for bicycle use through pavement markings, as well as other paved shoulders of at least five feet in width that could be used for bicycle travel. Table 2-1 shows the study area roadways with pedestrian and bicycle facilities.

Table 2-1: Existing Pedestrian and Bicycle Characteristics

Roadway	Sidewalks	Bike Facilities
Highway 99E (N Grant Street to N Ivy Street)	Both Sides	None
N Grant Street (Highway 99E to NW 3rd Avenue)	Both Sides	Bike lanes north of NW 3rd Avenue and south of Highway 99E
N Holly Street (NW 1st Avenue to NW 3rd Avenue)	Both Sides	None
N Ivy Street (Highway 99E to NW 3rd Avenue)	Both Sides	Bike lanes north of NW 1st Avenue and south of Highway 99E
NW 1st Avenue (N Grant Street to N Ivy Street)	Both Sides	None
NW 2nd Avenue (N Grant Street to N Ivy Street)	Both Sides	None
NW 3rd Avenue (N Grant Street to N Ivy Street)	Both Sides	Bike lanes east of N Ivy Street

Pedestrian and bicycle count data was also collected during the evening peak period at study area intersections. The highest hourly pedestrian activity during the evening peak period occurred at study intersections along N Grant Street between NW 2nd Avenue and NW 3rd Avenue and along N Ivy Street between Highway 99E and NW 2nd Street, with over 17 observed pedestrian crossings at each intersection in a single one-hour period between 4 and 6 p.m. [1] The highest hourly pedestrian activity levels at the study intersections during the evening peak period are displayed in Figure 2-1.

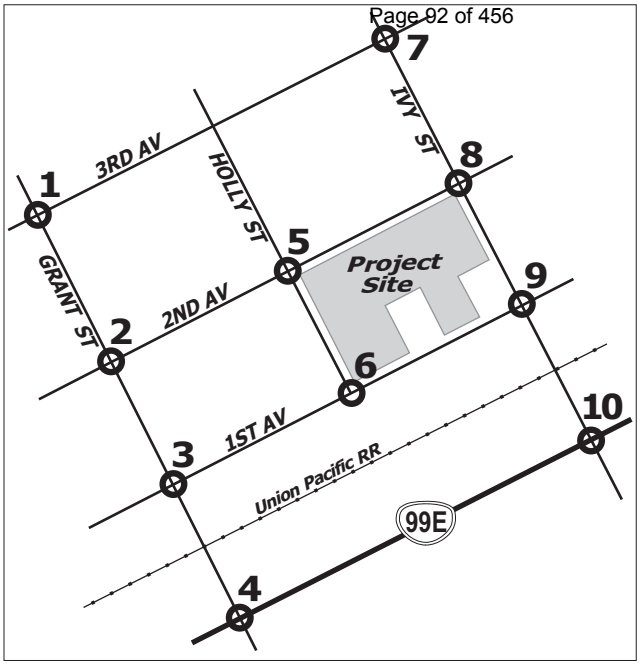
Bicycle activity within the study area is generally low during the evening peak period, with no bicyclists observed at several of the study intersections between 4 and 6 p.m.[2] The highest volumes occurred at study intersections along N Ivy Street and NW 1st Avenue, with hourly volumes ranging between one and two cyclists. The highest hourly bicycle activity levels at study intersections during the evening peak period are displayed in Figure 2-1.

Transit Facilities

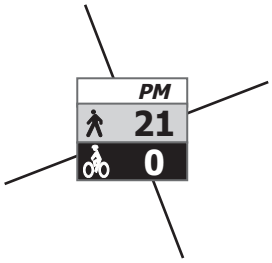
Canby Area Transit (CAT) provides commuter bus service between Oregon City and Woodburn. The route, referred to as the Orange Line-Route 99E, connects the study area to Oregon City, Woodburn, Hubbard and Aurora. Users within the study area can access the route via the Canby Transit Center, located one block to the east along NE 1st Avenue. Service is provided along the route between 5 a.m. and 8:30 p.m. with headways of approximately 1 to 1.5 hours, Monday through Friday.

Recent budget cuts led to the elimination of two local fixed bus routes within the city and a commuter connection to Wilsonville. However, all residents have access to a dial-a-ride service that will take them to any location within the urban growth boundary with 24-hour notice.

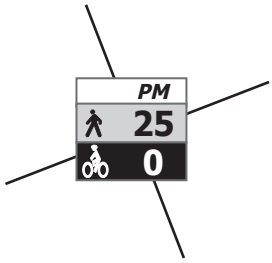
[1] Based on counts conducted during February 2013.
[2] Ibid



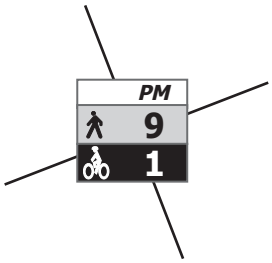
1. Grant St. & 3rd Ave.



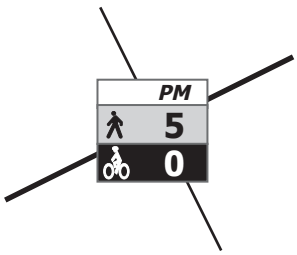
2. Grant St. & 2nd Ave.



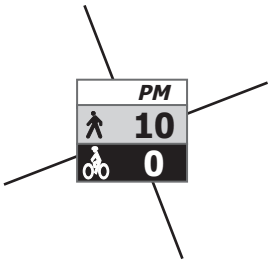
3. Grant St. & 1st Ave.



4. Grant St. & OR 99E



5. Holly St. & 2nd Ave.



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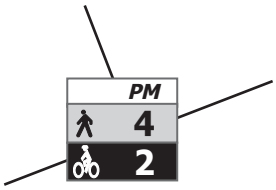

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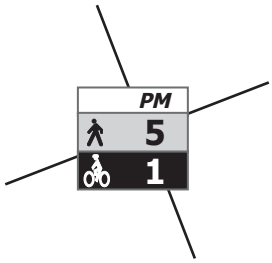

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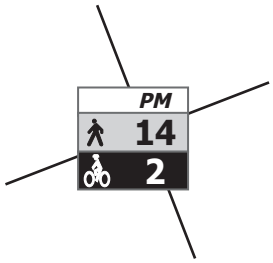

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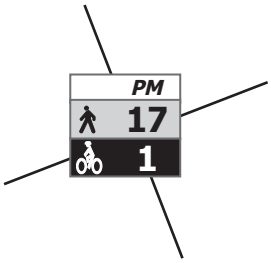
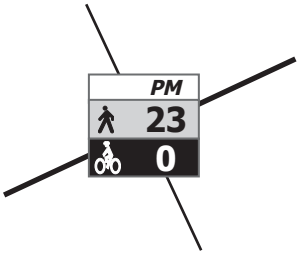


10. Ivy St & OR 99E



LEGEND

#O - Study Intersection & Reference Number

PM
00 - Pedestrian Counts
00 - Bicycle Counts

DKS

No Scale

Figure **2-1**

PEDESTRIAN & BICYCLE PM PEAK HOUR VOLUMES

Motor Vehicle Facilities

Characteristics of the major roadways in the study area were documented and presented in Table 2-2. Data collected included functional classification, roadway cross-section, posted speed limits, and on-street parking.[3]

Highway 99E is the major roadway in the study area, running east-west connecting the study area to Oregon City and Woodburn. It is classified by the State as a Regional Highway, and has special transportation area (STA) and truck route designations.

N Grant and N Ivy Streets form the primary north-south travel routes through the study area. These roadways are classified by Canby as Arterials and generally maintain two-lane cross-sections (i.e. one through lane in each direction) through the study area, providing adequate motor vehicle circulation between Highway 99E and the neighborhoods north of the study area. All remaining roadways in the study area also have a two-lane cross-section.

Table 2-2: Existing Roadway Characteristics

Roadway	Jurisdiction	Canby/ ODOT Classification	Special Designations	Cross Section	Posed Speed (mph)	On-Street Parking
Highway 99E (N Grant Street to N Ivy Street)	ODOT	Regional Highway	Truck Route; Special Transportation Area	5 lanes	35	None
N Grant Street (Highway 99E to NW 3rd Avenue)	Canby	Arterial Roadway	None	2 lanes	25	Angled on both sides north of NW 1st Avenue
N Holly Street (NW 1st Avenue to NW 3rd Avenue)	Canby	Neighborhood Route	None	2 lanes	25	Both sides
N Ivy Street (Highway 99E to NW 3rd Avenue)	Canby	Arterial Roadway	Local Truck Route	2 lanes	25	Varies
NW 1st Avenue (N Grant Street to N Ivy Street)	Canby	Local Street	None	2 lanes	25	Both sides
NW 2nd Avenue (N Grant Street to N Ivy Street)	Canby	Local Street	None	2 lanes	25	Angled on both sides
NW 3rd Avenue (N Grant Street to N Ivy Street)	Canby	Collector Roadway	None	2 lanes	25	Both sides

[3] Based on a site visit by DKS staff on February 13, 2013

Existing Intersection Operations

This section covers the existing intersection operating conditions in the study area. Included is a description of the intersection performance measures, jurisdictional operational standards, and existing traffic operational analysis.

Intersection Performance Measures

Level of service (LOS) and volume-to-capacity (V/C) ratios are two commonly used performance measures that provide a gauge of intersection operations. In addition, they are often incorporated into agency mobility standards. Descriptions are given below:

- **Level of service (LOS):** A "report card" rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity. This condition is typically evident in long queues and delays.
- **Volume-to-capacity (V/C) ratio:** A decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used (i.e., the saturation) at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

Jurisdictional Operating Standards

All study intersections must operate at or below the operating standards or mitigation may be necessary to approve future growth. The intersection performance measures vary by jurisdiction of the roadways. The two study intersections under ODOT jurisdiction (Highway 99E/N Grant Street and Highway 99E/N Ivy Street) must comply with the v/c targets in the Oregon Highway Plan (OHP). The OHP specifies a v/c target of 1.00 for the study area.[4]

All non-state roadways within the study area are under the jurisdiction of the City of Canby. The City operating standards require that a level of service D or better and a volume to capacity ratio equal to or less than 0.85 be maintained for all study area intersections.

[4] Table 6, Oregon Highway Plan, December 2011. Based on a Regional Highway, with an STA designation.

Existing Traffic Volumes

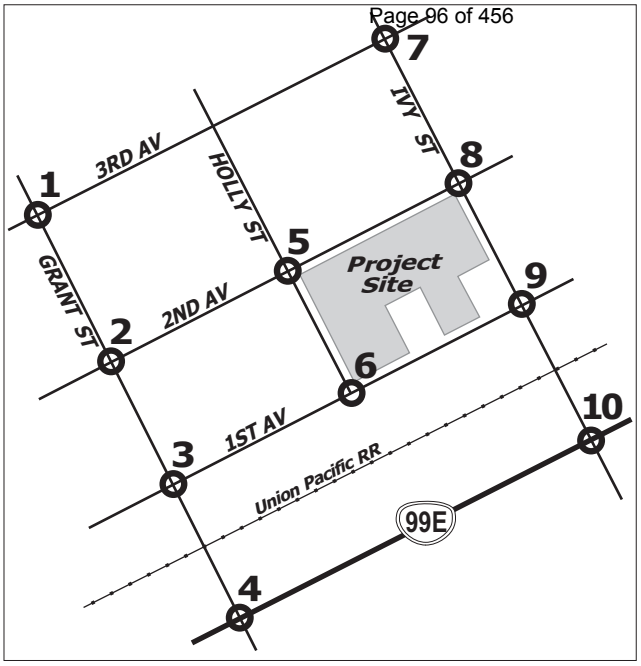
Traffic count data collected for this study was taken during an off peak time of the year and therefore was adjusted to account for seasonal variations in travel. For this study, the methodology from the ODOT Analysis Procedures Manual[5] was applied to determine the 30th highest annual hour volume (30 HV) for the study intersections. The 30 HV is commonly used for design purposes and represents the level of congestion that is typically encountered during the peak travel month.

To determine when the 30th highest annual hour volumes occur, data is examined from Automatic Traffic Recorder (ATR) stations that record highway traffic volumes year-round. If no on-site ATR is present, one with similar characteristics can be identified using ODOT's ATR Characteristics Table. If these do not produce a similar ATR with average annual daily traffic volumes (AADT) within 10% of study area volumes, the seasonal trend method should be used. The seasonal trend method averages seasonal trend groupings from the ATR Characteristics Table.

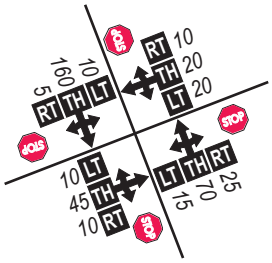
For the study area, no ATR's are located on-site, and the ATR Characteristics Table did not produce matches within 10% of the study area AADT volumes. Therefore, the seasonal trend method was utilized to develop the seasonal factor.

Using the "commuter" trend, a seasonal factor of 1.11 was developed, resulting in an 11 percent increase to the February counts collected. The adjusted weekday p.m. peak hour volumes developed for the study intersections are displayed in Figure 2-2. The raw traffic count data is included in the appendix.

[5] Analysis Procedures Manual, Oregon Department of Transportation, July 2009.



1. Grant St. & 3rd Ave.



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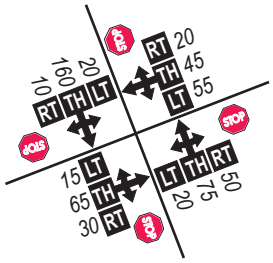
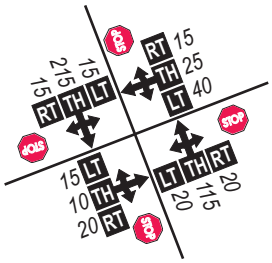
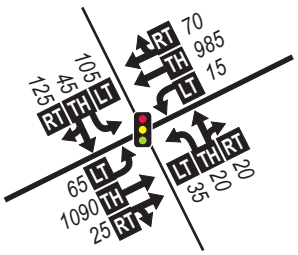


3. Grant St. & 1st Ave.



4. Grant St. & OR 99E



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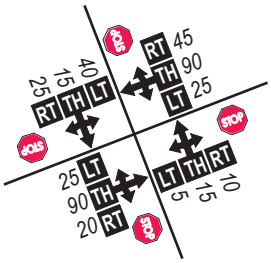

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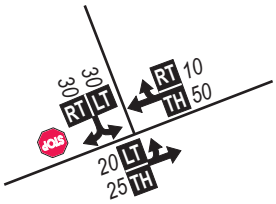
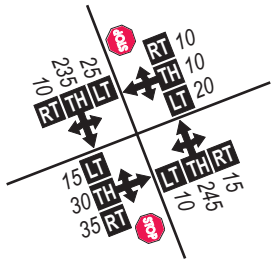


7. Ivy St. & 3rd. Ave.



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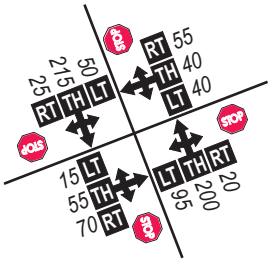

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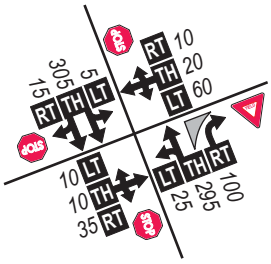
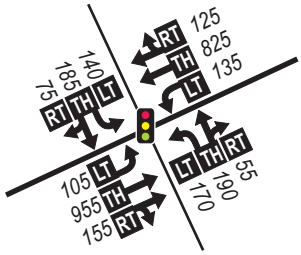


10. Ivy St & OR 99E



LEGEND

#O - Study Intersection & Reference Number

STOP - Stop Sign

▽ - Yield Sign

- Traffic Signal

← - Lane Configuration

000 - PM Peak Hour Traffic Volume

LT TH RT - Volume Turn Movement
Left • Thru • Right

DKS

No Scale

Figure **2-2**

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

Existing Operating Conditions

The existing traffic operating conditions at the study intersections was determined for the p.m. peak hour based on the 2000 Highway Capacity Manual methodology[6] for signalized intersections and 2010 Highway Capacity Manual methodology[7] for unsignalized intersections. The conditions include the estimated average delay, level of service (LOS), and volume-to-capacity (V/C) ratio of the study intersections.

Weekday p.m. peak hour intersection operations can be seen in Table 2-3.[8] During the p.m. peak hour, all study area intersections operate within the adopted mobility targets. Most of the intersections operate with v/c ratios of 0.63 or less, indicating that they have a significant amount of reserve capacity to accommodate future growth. The Highway 99E/Ivy Street intersection is operating with the highest v/c ratio at 0.93, within seven percent of the mobility target (1.00 v/c).

Table 2-3: Existing PM Peak Hour Intersection Operations

Intersection	Mobility Target	PM Peak		
		Delay	LOS	v/c**
Highway 99E/N Grant Street	1.00 v/c	16.0	B	0.59
Highway 99E/N Ivy Street	1.00 v/c	44.8	D	0.93
N Ivy Street/NW 1st Avenue*	0.85 v/c; LOS D	12.4	B	0.63
N Ivy Street/NW 2nd Avenue	0.85 v/c; LOS D	12.3	B	0.50
N Ivy Street/NW 3rd Avenue	0.85 v/c; LOS D	15.4	C	0.18
N Holly Street/NW 1st Avenue	0.85 v/c; LOS D	9.4	A	0.09
N Holly Street/NW 2nd Avenue	0.85 v/c; LOS D	8.4	A	0.22
N Grant Street/NW 1st Avenue*	0.85 v/c; LOS D	9.1	A	0.33
N Grant Street/NW 2nd Avenue	0.85 v/c; LOS D	9.4	A	0.30
N Grant Street/NW 3rd Avenue	0.85 v/c; LOS D	8.4	A	0.25

*The northbound approach was modified to stop-control to allow for HCM capacity analysis. These intersections currently operate with three-way stop control.

**Volume to capacity ratio for unsignalized intersections reported for the worst stop controlled movement

[6] *2000 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2000.
[7] *2010 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2010.
[8] Detailed intersection analysis worksheets are attached in the appendix.

Existing Vehicle Queuing

During field observations, southbound vehicle queues were observed backing up from the Highway 99E/N Ivy Street intersection over 200 feet extending through the N Ivy Street/NW 1st Avenue intersection. Drivers would generally avoid stopping on the at-grade rail crossing, reducing the available storage between Highway 99E and NW 1st Avenue by approximately 60 feet. No additional vehicle queuing issues were seen within the study area during the p.m. peak period.

Safety Analysis

The most recent three years (2009 – 2011) of available collision data for the study area was obtained from ODOT and used to evaluate the collision history.[9] The individual collision types at study intersections were examined to see if any patterns would emerge. Table 2-4 breaks down the collision types and severities experienced, with amounts of each shown. Of the 42 collisions at study intersections most involved rear-end (18 collisions), or angle (11 collisions) type collisions. Injuries were involved in over half of the collisions (24 collisions) although severities are typically low, with about 32 of the 41 collisions involving only minor injuries or property damage (likely due to the low posted speed along study area roadways). There were no fatal collisions and only 2 major injuries at the study intersections during this three year period.

There were five pedestrian and two bicycle related crashes during the three-year time span. Most of the pedestrian and bicycle collisions were a result of a motorist failing to yield right-of-way. Of the two bicycle collisions, both cyclists were struck while crossing 2nd Avenue, once each at the Holly Street and Ivy Street intersections.

Collision rates at study intersections were also calculated to identify problem areas in need of mitigation. The total number of crashes experienced at an intersection is typically proportional to the number of vehicles entering it. Therefore, a crash rate describing the frequency of crashes per million entering vehicles (MEV) is used to evaluate the intersection. This crash rate (referred to as the observed crash rate) is compared to the critical crash rate, which is unique to each intersection and is a factor of crash rates at similar sites within the study area, traffic volume, and a statistical confidence level. Intersections with an observed crash rate greater than the critical crash rate warrant further review. The crash rates calculated (based on the past three years of collision data) for the study intersections can be seen in Table 2-4.

As shown, the crash rate at the N Ivy Street/ NW 3rd Avenue intersection was high when compared to similar intersections in the city. This intersection was evaluated to see if any collision trends exist.

- The N Ivy Street/ NW 3rd Avenue intersection is unsignalized, with NW 3rd Avenue yielding the right-of-way. The intersection lacks left-turn lanes, therefore drivers traveling on N Ivy Street and wanting to turn left onto NW 3rd Avenue must stop in the travel lane when yielding to oncoming traffic. Half of the collisions at this intersection were rear-end type along N Ivy Street, indicating that drivers may be

[9] ODOT reported collisions for January 1, 2009 through December 31, 2011.

caught off guard by stopped vehicles. The severities of the collisions were generally low, with all involving property damage only (no injuries) or minor injuries.

There were two pedestrian related collisions at the intersection, one caused by driver striking a pedestrian in dark clothing and the other caused by a driver failing to yield the right of way when turning left.

Table 2-4: Summary of Intersection Collision History (2009-2011)

Intersection	Total Collisions	Collision Type				Collision Severity			Critical Crash Rate (per MEV*)	Observed Crash Rate (per MEV*)
		Rear-end	Angle	Turning	Ped./ Bike	Property Damage Only	Minor Injury	Major Injury		
Highway 99E/ N Grant Street	9	6	1	1	1	3	5	1	0.31	0.19
Highway 99E/ N Ivy Street	8	6	1	1	0	2	6	0	0.29	0.14
N Ivy Street/ NW 1st Avenue	1	0	1	0	0	1	0	0	0.63	0.06
N Ivy Street/ NW 2nd Avenue	6	0	3	0	3	3	2	1	0.63	0.37
N Ivy Street/ NW 3rd Avenue	12	6	3	1	2	6	6	0	0.69	**1.00**
N Holly Street/ NW 1st Avenue	0	0	0	0	0	0	0	0	1.23	0.00
N Holly Street/ NW 2nd Avenue	2	0	0	1	1	1	1	0	0.83	0.27
N Grant Street/ NW 1st Avenue	2	0	2	0	0	0	2	0	0.75	0.21
N Grant Street/ NW 2nd Avenue	1	0	0	1	0	1	0	0	0.73	0.10
N Grant Street/ NW 3rd Avenue	0	0	0	0	0	0	0	0	0.83	0.00

Bolded Red and Shaded indicates a high crash rate compared to other similar intersections in the City

*MEV=Million entering vehicles

Assumptions and Methodologies

The following section outlines key assumptions and methodologies associated with the proposed project that were used to analyze future conditions and identify any potential impacts at study intersections. Areas of interest covered in this section are trip generation, trip distribution, and background traffic growth.

Project Description

The proposed Canby Public Library will be located in the block bounded by NW 2nd Avenue to the north, NW 1st Avenue to the south, N Ivy Street to the east and N Holly Street to the west. The project site is located in Downtown Canby and is currently occupied by the City Hall/Council Chamber building, City Administrative building, Canby Area Transit building, and the old Police Station building.

As proposed, the City Hall/Council Chamber building would be renovated, while the remaining structures would be removed and replaced with a 22,600 square foot library. The employees and services currently occupying City Hall, the City Administrative building, and Canby Area Transit building will be relocated off-site.

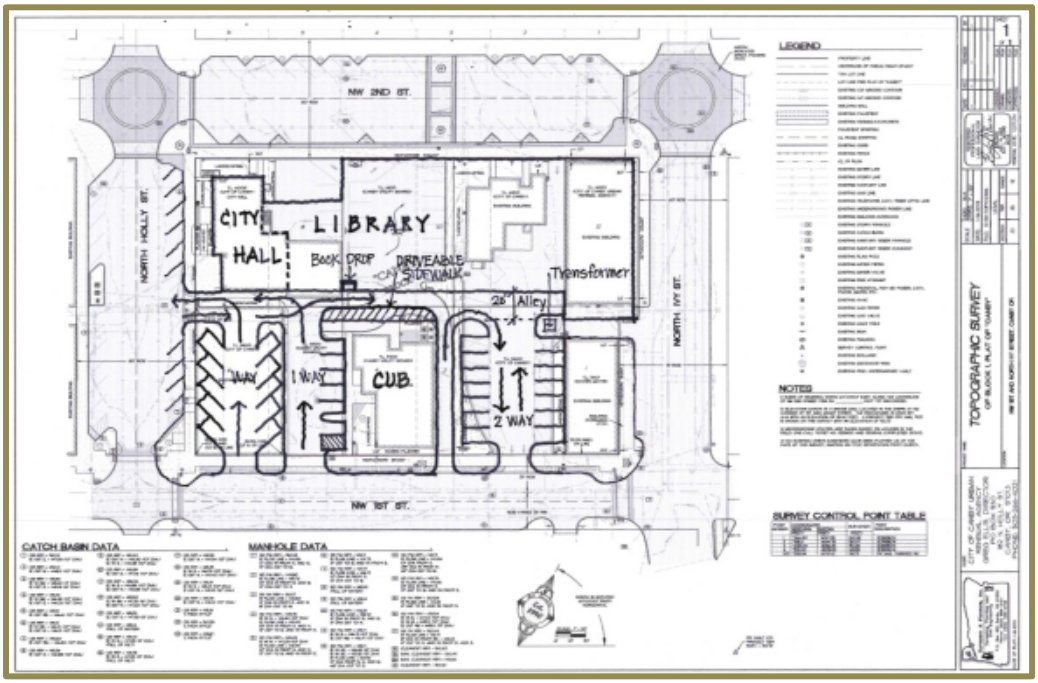


Figure 3-1 Site Plan

The project site is zoned Downtown Commercial (C-1), which allows for development of a library outright. The site is proposing to add one full access on N Holly Street and one entrance only access on NW 1st Avenue. The site is also proposing to maintain three existing accesses on NW 1st Avenue. The site plan can be seen in Figure 3-1.

Trip Generation

Trip generation is the method used to estimate the number of vehicles that are added to the surrounding roadway network as a result of proposed project. The trip generation analysis for the proposed Library was estimated using similar land uses as reported by the Institute of Transportation Engineers (ITE)[10]. Since the proposed site would add a 22,600 square foot library, the potential trip generation was conducted for the p.m. peak hour using the Library (ITE Code 590) land use.

Table 3-1: Trip Generation for Proposed Library

ITE Land Use	ITE Code	Size (square feet)	Daily Trips	PM Peak Hour		
				In	Out	Total
Library	590	22,600	1,271	79	86	165
Total Project Trips			**1,271**	**79**	**86**	**165**

The proposed site is expected to generate 165 (79 in, 86 out) p.m. peak hour trips, and 1,271 daily trips. Table 3-1 summarizes the trip generation for the proposed site.

The proposed project assumes that the employees and services currently occupying City Hall, the City Administrative building, and Canby Area Transit building will be relocated off-site. As a conservative approach, this study did not reduce the proposed site generated trips to account for the relocated services and employees. All site generated trips were assumed be new to the street network.

Book Drop Window

Of the 1,271 daily trips generated by the proposed Library, approximately 75 trips (or six percent of the daily trips) are expected to be drivers dropping off books at the book-drop window.[11] Therefore, it was assumed that six percent of the p.m. peak hour trips generated by the project site would be related to the book-drop window. As the site plan currently indicates, drivers wishing to access the book-drop window would enter via the driveway off N Holly Avenue or via two accesses on NW 1st Avenue (through surface parking lots) and exit via the eastern most driveway on NW 1st Avenue.

[10] Institute of Transportation Engineers (ITE) manual, Trip Generation, 9th Edition.
[11] Based on City staff conversation with the director of the Canby Library

Trip Distribution

Trip distribution involves estimating how site generated traffic will leave and arrive at the proposed site and what roads those trips will take. The trip distribution for the proposed Library was estimated based on City of Canby Travel Forecast Tool.[12]

It is estimated that 19 percent of the project traffic would arrive from the south using S Ivy Street and S Grant Street, 31 percent from the west along Highway 99E, 1st Avenue, 2nd Avenue and 3rd Avenue, 22 percent from the north along N Grant Street, N Holly Street and N Ivy Street, and 28 percent from the east via Highway 99E and 3rd Avenue. The assumed trip distribution can be seen in Figure 3-2.

Background Traffic

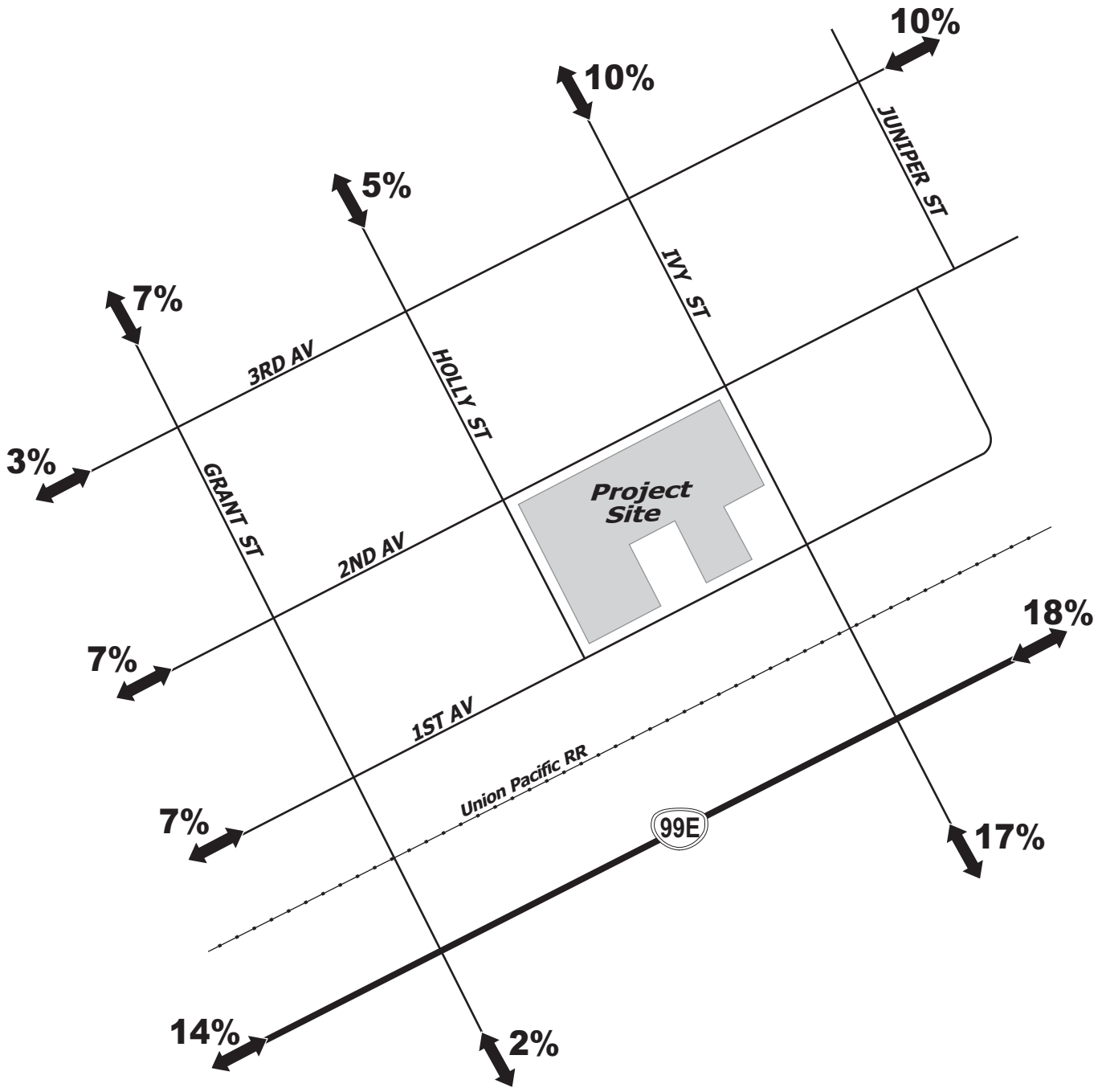
In addition to the trips generated from the proposed Library, background traffic growth was documented in the form of citywide and regional growth to represent a worst case scenario. Although the City does not currently have any in-process developments that would significantly impact the study area, the background traffic growth would cover those that could potentially occur before the expected build-out of the Library. The background traffic growth was estimated by comparing the existing 2013 and forecasted 2030[13] p.m. peak traffic volumes on N Ivy Street. The data suggests that the traffic volumes will increase approximately 2.0 percent annually. The data used to determine the growth rate is summarized in Table 3-2.

Table 3-2: Background Traffic Growth Rate Calculation

Location	Count Data (PM Peak)		Annual Growth Rate
	2013	2030*	
N Ivy Street, south of NW 1st Avenue	820	1,190	2.0%

*Source: 2010 Canby Transportation System Plan

[12] Canby Travel Forecast Tool, Canby Transportation System Plan, DKS Associates
[13] Canby Transportation System Plan, 2030 No-Build PM Peak Traffic Volumes



LEGEND

0% - Trip Distribution Percentage

DKS

No Scale

Figure **3-2**

TRIP DISTRIBUTION

Future Conditions

The following section summarizes the future p.m. peak hour transportation operating conditions for the expected opening year of the Canby Library in 2014. Future traffic operating conditions were analyzed at the study intersections to determine if the transportation network can support traffic generated by the proposed Library. If City of Canby or ODOT operating standards are not met then mitigations may be necessary to improve network performance.

2014 Intersection Operations

The study area intersection operations were evaluated for both the Without Project and With Project scenarios to determine if the proposed project would cause any additional intersections to not meet jurisdictional standard beyond those that did not meet the standards under the Without Project scenario. The Without Project scenario in 2014 includes the existing traffic volumes and growth in background traffic. The With Project scenario also includes the existing traffic volumes and growth in background traffic, but includes traffic added by the proposed Canby Library. The 2014 traffic volumes for each scenario are shown in Figure 4-1.

Table 4-1 shows the future 2014 intersection operations at study area intersections under both scenarios. As shown, all intersections would meet mobility targets during the p.m. peak hour. The proposed project is expected to have little impact on the study intersections as operating conditions would remain relatively unchanged with and without site generated trips.

Table 4-1: 2014 PM Peak Hour Intersection Operations

Intersection	Mobility Target	2014 Without Project			2014 With Project		
		Delay	LOS	v/c	Delay	LOS	v/c
Highway 99E/ N Grant Street	1.00 v/c	16.1	B	0.60	16.7	B	0.61
Highway 99E/ N Ivy Street	1.00 v/c	46.9	D	0.95	48.7	D	0.95
N Ivy Street/ NW 1st Avenue*	0.85 v/c; LOS D	12.6	B	0.64	13.8	B	0.69
N Ivy Street/ NW 2nd Avenue	0.85 v/c; LOS D	12.5	B	0.51	13.5	B	0.56
N Ivy Street/ NW 3rd Avenue	0.85 v/c; LOS D	15.6	C	0.18	16.5	C	0.20
N Holly Street/ NW 1st Avenue	0.85 v/c; LOS D	9.4	A	0.09	9.6	A	0.10
N Holly Street/ NW 2nd Avenue	0.85 v/c; LOS D	8.4	A	0.22	8.9	A	0.27
N Grant Street/ NW 1st Avenue*	0.85 v/c; LOS D	9.2	A	0.34	9.4	A	0.36
N Grant Street/ NW 2nd Avenue	0.85 v/c; LOS D	9.5	A	0.31	9.8	A	0.33
N Grant Street/ NW 3rd Avenue	0.85 v/c; LOS D	8.5	A	0.26	8.6	A	0.26

*The northbound approach was modified to stop-control to allow for HCM capacity analysis. These intersections currently operate with three-way stop control.

Vehicle Queuing

An estimate of the 95th percentile vehicle queues for each of the signalized intersection approach movements under both the Without Project and With Project scenarios was made using SimTraffic modeling software. This value estimates the queue length that would not be exceeded in 95 percent of the queues formed during the peak hour. When vehicle queues extend past available storage bays, turning queues can block through movements and through movements can block upstream intersections. The result is an increased potential for rear-end collisions and a significant loss in system capacity. Queuing results are summarized in Table 4-2 and included in the appendix

The queues from the southbound approaches to the Highway 99E/ N Ivy Street intersection would still be expected to reach the N Ivy Street/ NW 1st Avenue intersection. While the estimated queues experienced here are not very long, the storage to accommodate these queues is relatively short given the limited block spacing and the at-grade railroad crossing.

The eastbound and westbound left-turn movements at the Highway 99E/ N Ivy Street intersection and the eastbound left-turn movement at the Highway 99E/ N Grant Street intersection experiences vehicle queues longer than can be accommodated given existing turn pocket storage lengths under both the Without Project and With Project scenarios. However, additional storage is available for these approaches via continuous two-way left-turn lanes.

Overall, the project site is generally expected to have minimal impact at the Highway 99E/ N Grant Street and Highway 99E/ N Ivy Street intersections, increasing the 95th percentile vehicle queues by less than twenty feet beyond that experienced under the Without Project scenario in 2014.

Table 4-2: 2014 PM Peak Hour Motor Vehicle Queuing

Intersection	Movement	Available Storage	95th Percentile Queue	
			Without Project	With Project
Highway 99E/ N Grant Street	Eastbound Left	100 feet	**120 feet**	**140 feet**
	Westbound Left	110 feet	60 feet	60 feet
	Northbound Left	50 feet	**80 feet**	**80 feet**
	Southbound Left	140 feet	100 feet	100 feet
	Southbound Through/right	140 feet	100 feet	100 feet
Highway 99E/ N Ivy Street	Eastbound Left	100 feet	**140 feet**	**140 feet**
	Westbound Left	90 feet	**140 feet**	**140 feet**
	Northbound Left	150 feet	**220 feet**	**220 feet**
	Southbound Left	150 feet	120 feet	120 feet
	Southbound Through/right	150 feet	100 feet	100 feet

Bolded Red and Shaded indicates estimated queue is expected to exceed available storage.

Site Access

The project is proposing to add one full access on N Holly Street and one entrance only access on NW 1st Avenue. The project is also proposing to maintain three existing accesses on NW 1st Avenue. N Holly Street is classified as a neighborhood route and NW 1st Avenue a local street by the City of Canby,[14] with posted speeds of 25 miles per hour. The following sections discuss the evaluation of sight distance and access spacing at the proposed site accesses, and emergency vehicle access to the site.

Intersection Sight Distance

The proposed site accesses should meet American Association of State Highway and Transportation Officials (AASHTO) intersection sight distance requirements for safe egress as measured from 15 feet back from the edge of the travelled way[15]. The site accesses would require a minimum of 280 feet of intersection sight distance based on a 25 mph posted speed. In addition, the sight distance triangles should be clear of permanent objects (large signs, landscaping, etc.) that could potentially limit vehicle sight distance.

Since 280 feet is greater than the block spacing downtown, and would result in a line of sight extending beyond nearby intersections, the existing and proposed site accesses were reviewed to ensure adequate sight distance was available to the nearest intersection.

During a site visit (February 2013) it was found that adequate sight distance would likely be available under current conditions from the existing and proposed site accesses. The required intersection sight distance is shown on the site plan in Figure 4-2 (the red line is the required line of sight). However, at both access locations, sight distance could be partially obscured by vehicles parking on the street within the line of site. The Manual of Uniform Traffic Control Devices[16] (MUTCD) recommends prohibiting on-street parking within 20-feet of intersections, which would reduce the impact of on-street parking on sight distance. Therefore, we recommending considering prohibiting on-street parking along N Holly Street and NW 1st Avenue within 20-feet of site access locations.

[14] Functional Classification, Figure 7-1, Canby Transportation System Plan.
[15] Geometric Design of Highways and Streets, AASHTO, Exhibit 9-55.
[16] Manual on Uniform Traffic Control Devices for Streets and Highways, 2009 Edition, USDOT/FHWA

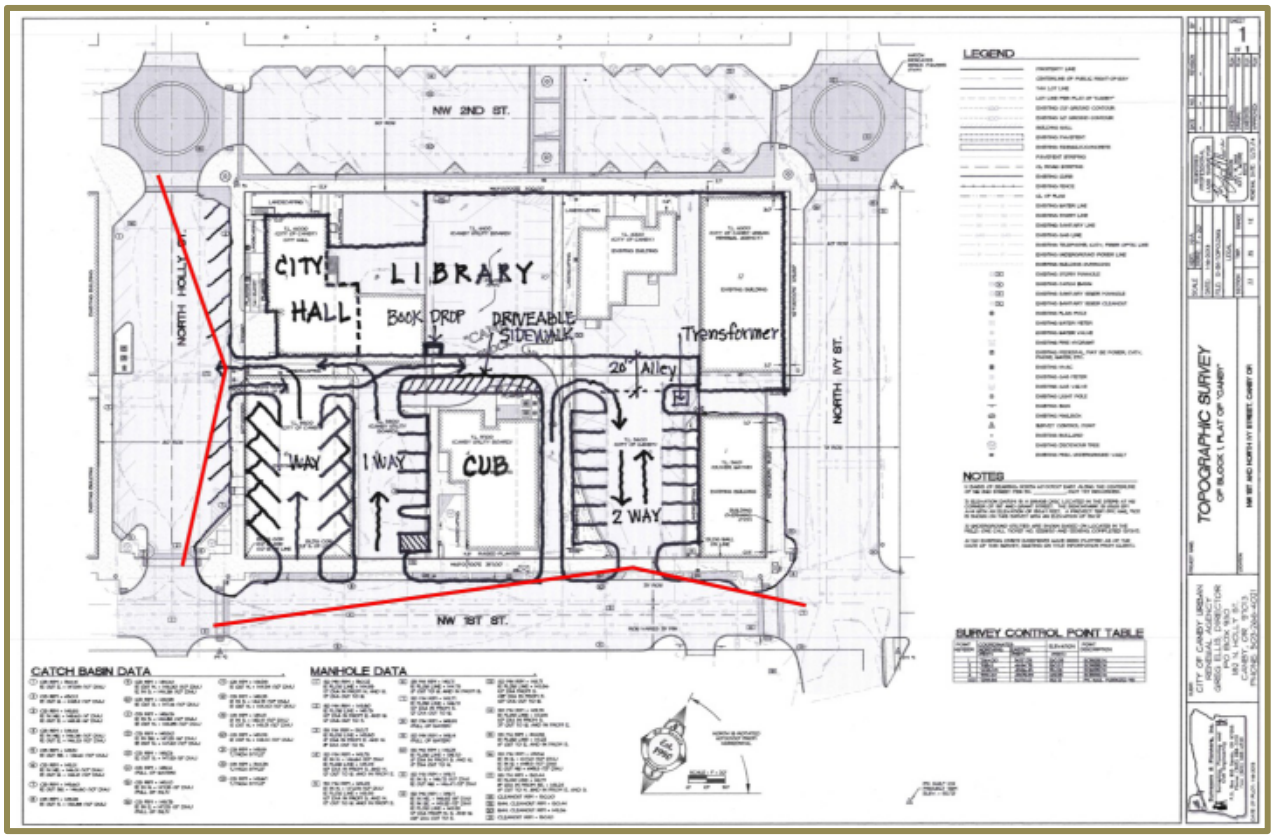


Figure 4-2 Intersection Sight Distance

Access Spacing

N Holly Street is classified as a neighborhood route and NW 1st Avenue a local street, therefore, minimum access spacing standards[17] require driveway spacing of at least 50 feet from intersections and ten feet from other driveways. The proposed site access to N Holly Street would be approximately 100 feet south, and 130 feet north of the nearest roadways, complying with the City minimum standard for spacing on neighborhood routes. Four site accesses are proposed to NW 1st Avenue (three existing and one new access). These proposed site accesses would be at least 70 feet from the nearest intersection, and at least 40 feet from the nearest driveway, complying with the City minimum standard for spacing on local streets.

[17] Access Spacing Standards for City Street Facilities, Table 7-2, Canby Transportation System Plan

Motor Vehicle Circulation

Internal motor vehicle circulation and stacking was reviewed to ensure that adequate accessibility and circulation routes are provided. The project site proposes several one-way internal driveways. Motor vehicle circulation to and from these driveways will need to be clarified with "Do not enter" signage at the exiting end of the one-way internal driveways, a "Right Turn Only" sign to alert drivers leaving the driveway on the east side of the Canby Utility Board building, and a "No right-turn" sign to alert drivers leaving the book-drop window driveway (see Figure 4-3).

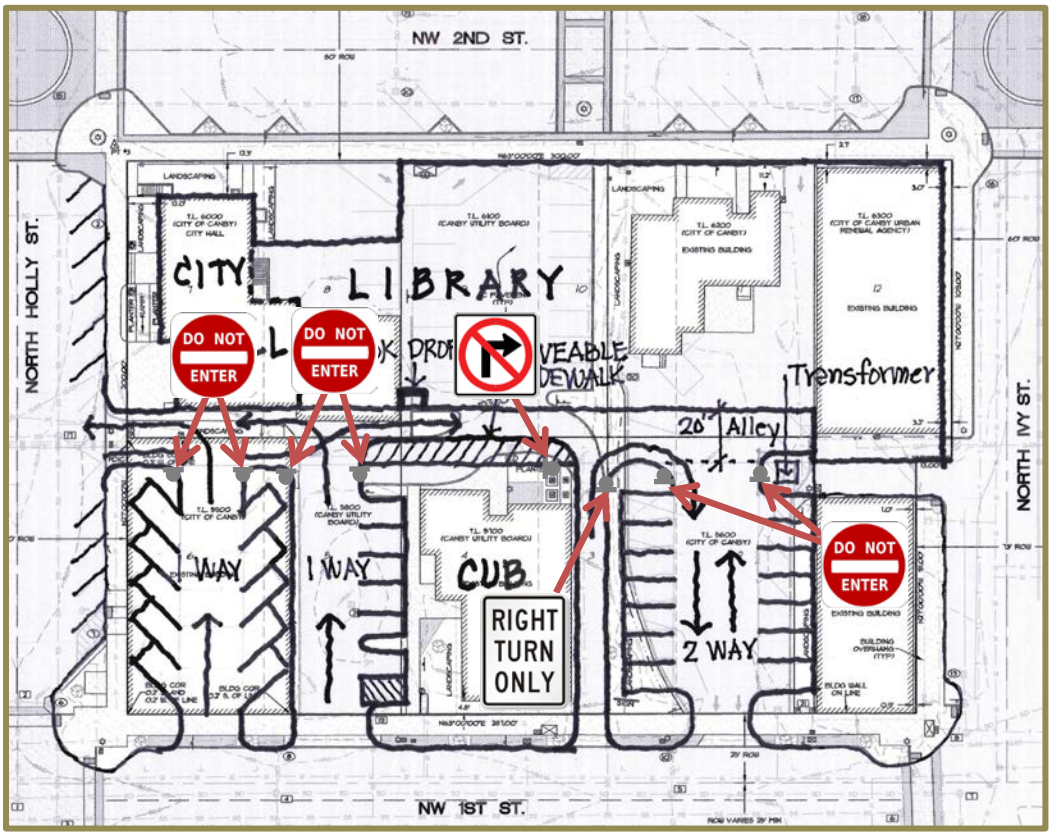


Figure 4-3 Internal Signage for Motor Vehicle Circulation

In addition, the turn templates and internal circulation routes for the proposed surface parking areas, delivery vehicles, emergency vehicles, and motor vehicle traffic will need to be provided to ensure adequate circulation.

Pedestrian and Bicycle Circulation

Sidewalks are currently available around the perimeter of the block, providing a continuous connection between the surface parking along NW 1st Street, with the main Library entrance on NW 2nd Street. Internally, the site plan does not show any additional sidewalks (with the exception of a drivable sidewalk just to the south of the proposed book-drop). Pedestrians wishing to access the main Library entrance via a sidewalk may have to cross an internal access roadway, however, the roadway is expected to have minimal traffic so crossing safely is not expected to be a major issue. The streets surrounding the proposed site could also function as shared roadways for bicycles as volumes and speeds will be low, providing adequate bicycle connections to Library. Bicycle parking is currently available at locations surrounding the site, including near the proposed entrance.

Recommendations

Based upon the analysis presented in this report, the proposed project was found to not generate significant off-site traffic impacts. Therefore, no off-site mitigation is recommended for the proposed project as a result of traffic impacts. However, there are several site-access and circulation related conditions we recommend addressing to improve traffic flow and safety, including:

- Install "Do not enter" signage (MUTCD R5-1) at the exiting end of the one-way internal driveways, a "Right turn only" sign (MUTCD R3-5) to alert drivers leaving the driveway on the east side of the Canby Utility Board building, and a "No right turn" sign (MUTCD R3-1) to alert drivers leaving the book-drop window driveway.

- Provide a curb or buffer along the north side of the proposed east-west internal site driveway and the south building frontage of City Hall and the proposed Library.

- Consider prohibiting on-street parking along N Holly Street and NW 1st Avenue within 20-feet of site access locations, as recommended in the Manual on Uniform Traffic Control Devices (MUTCD) to improve intersection sight distance.

- Provide guide signing to the Library book-drop window from adjacent side streets (NW 1st Avenue and N Holly Street)

- Have the site designer/engineer verify the turn templates and internal circulation routes for the proposed design vehicle to ensure adequate on-site circulation.

Appendix

Traffic Count Data

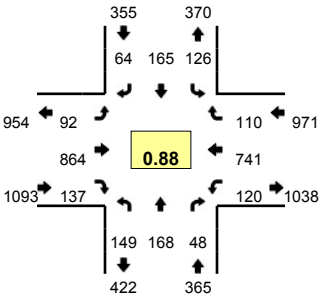
Type of peak hour being reported: User-Defined

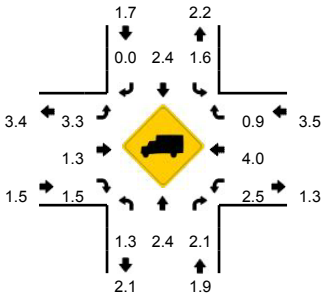
Method for determining peak hour: Total Entering Volume

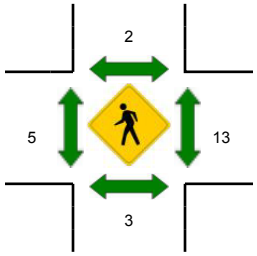
LOCATION: N Ivy St -- OR 99E
CITY/STATE: Canby, OR

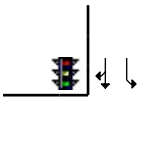
QC JOB #: 10890101
DATE: Tue, Feb 05 2013

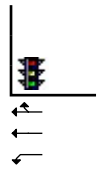
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

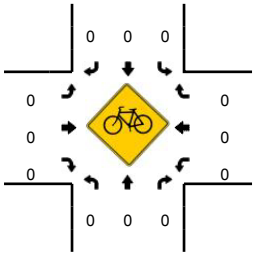


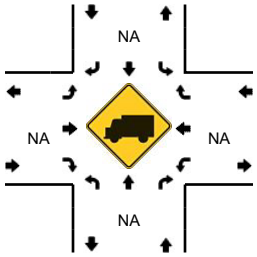


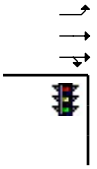


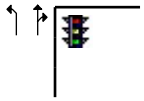


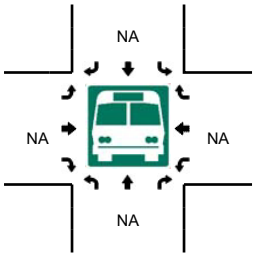












5-Min Count Period Beginning At	N Ivy St (Northbound)				N Ivy St (Southbound)				OR 99E (Eastbound)				OR 99E (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	5	1	0	4	5	3	0	9	58	3	0	10	56	4	0	164	
4:05 PM	14	19	3	0	10	8	6	0	6	80	10	0	9	59	15	0	239	
4:10 PM	9	15	6	0	11	18	8	0	17	61	5	0	9	49	5	0	213	
4:15 PM	8	12	7	0	5	6	5	0	8	80	12	0	5	70	10	0	228	
4:20 PM	11	11	4	0	10	8	4	0	6	67	7	0	15	56	7	0	206	
4:25 PM	19	17	3	0	10	14	7	0	10	59	4	0	6	46	10	0	205	
4:30 PM	14	18	4	0	14	7	6	0	7	65	10	0	10	63	12	0	230	
4:35 PM	9	19	6	0	10	10	3	0	5	55	11	0	9	60	8	0	205	
4:40 PM	15	10	4	0	7	10	6	0	4	82	11	0	5	77	8	0	239	
4:45 PM	17	14	6	0	9	15	8	0	7	63	22	0	12	40	7	0	220	
4:50 PM	12	17	2	0	10	16	1	0	8	70	9	0	13	75	19	0	252	
4:55 PM	8	6	3	0	9	9	4	0	7	41	8	0	14	47	6	0	162	2563
5:00 PM	11	14	4	0	14	13	5	0	8	110	12	0	10	67	7	0	275	2674
5:05 PM	14	17	5	0	8	17	9	0	8	65	13	0	15	79	13	0	263	2698
5:10 PM	13	10	3	0	15	19	3	0	6	87	14	0	7	70	8	0	255	2740
5:15 PM	10	12	6	0	8	21	6	0	13	86	11	0	7	40	4	0	224	2736
5:20 PM	7	14	2	0	12	14	6	0	9	81	12	0	12	77	8	0	254	2784
5:25 PM	15	7	1	0	9	6	6	0	12	62	10	0	16	49	12	0	205	2784
5:30 PM	8	4	5	0	8	11	3	0	6	80	14	0	9	68	5	0	221	2775
5:35 PM	9	13	8	0	8	9	5	0	8	76	9	0	8	62	6	0	221	2791
5:40 PM	7	10	4	0	13	8	4	0	5	64	12	0	10	65	13	0	215	2767
5:45 PM	10	8	5	0	12	7	4	0	2	66	11	0	15	56	5	0	201	2748
5:50 PM	12	16	2	0	10	19	8	0	8	48	11	0	13	53	7	0	207	2703
5:55 PM	11	8	5	0	9	8	3	0	9	62	15	0	8	50	7	0	195	2736

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	152	164	48	0	148	196	68	0	88	1048	156	0	128	864	112	0	3172
Heavy Trucks	4	0	0		0	4	0		8	8	4		0	20	0		48
Pedestrians		8				8				16				8			40
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad Stopped Buses																	

Comments: Need these done on 2/5/13

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

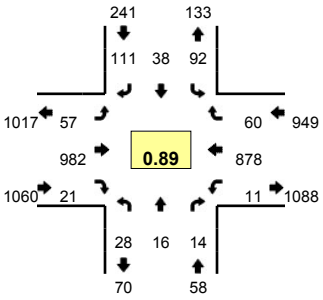
Type of peak hour being reported: User-Defined

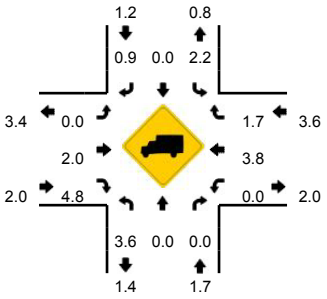
Method for determining peak hour: Total Entering Volume

LOCATION: N Grant St -- OR 99E
CITY/STATE: Canby, OR

QC JOB #: 10890102
DATE: Tue, Feb 05 2013

Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM





Quality Counts
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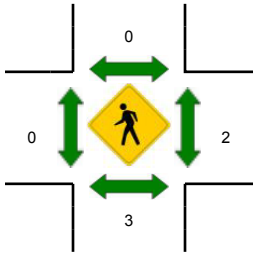

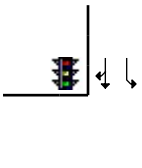

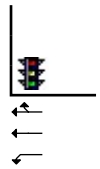

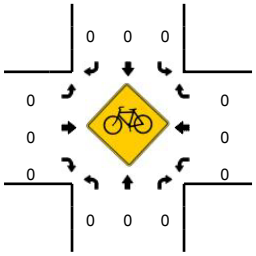

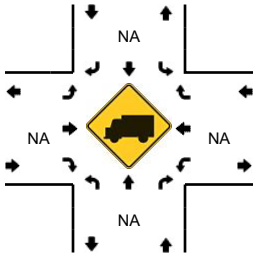

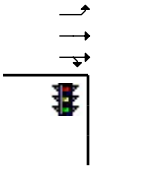

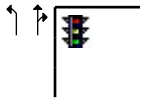

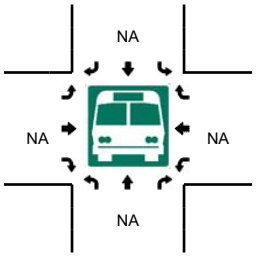

5-Min Count Period Beginning At	N Grant St (Northbound)				N Grant St (Southbound)				OR 99E (Eastbound)				OR 99E (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	5	0	1	0	1	0	0	54	0	0	0	71	6	0	139	
4:05 PM	3	5	1	0	11	2	7	0	8	110	2	0	0	63	9	0	221	
4:10 PM	1	1	0	0	6	8	6	0	4	70	3	0	0	61	7	0	167	
4:15 PM	2	3	2	0	6	5	11	0	5	76	1	0	0	63	4	0	178	
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4:35 PM	2	3	0	0	7	4	14	0	4	79	1	0	2	63	4	0	183	
4:40 PM	2	1	1	0	9	2	11	0	4	79	1	0	0	81	5	0	196	
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4:55 PM	7	4	3	0	8	5	7	0	4	66	1	0	1	63	4	0	173	2148
5:00 PM	3	3	1	0	7	3	7	0	3	96	3	0	0	74	3	0	203	2212
5:05 PM	3	0	1	0	11	5	9	0	7	90	2	0	2	92	4	0	226	2217
5:10 PM	5	1	3	0	5	4	11	0	6	89	0	0	2	88	6	0	220	2270
5:15 PM	0	0	0	0	9	5	10	0	7	106	5	0	0	46	5	0	193	2285
5:20 PM	2	1	0	0	6	2	12	0	4	85	1	0	2	79	4	0	198	2308
5:25 PM	0	3	0	0	9	2	9	0	3	86	2	0	3	67	1	0	185	2324
5:30 PM	1	1	2	0	5	2	11	0	9	82	1	0	0	65	5	0	184	2328
5:35 PM	0	1	0	0	5	2	6	0	1	82	0	0	0	76	7	0	180	2325
5:40 PM	0	0	0	0	8	0	4	0	6	71	0	0	0	71	2	0	162	2291
5:45 PM	0	3	0	0	5	1	4	0	3	75	2	0	0	74	3	0	170	2294
5:50 PM	0	1	1	0	8	5	6	0	3	71	1	0	1	62	5	0	164	2258
5:55 PM	1	1	1	0	3	2	6	0	2	70	1	0	0	62	4	0	153	2238

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	16	20	0	92	48	108	0	64	1100	20	0	16	1016	52	0	2596
Heavy Trucks	0	0	0		4	0	0		0	24	4		0	24	0		56
Pedestrians		8				0				0				8			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments: Need these done on 2/5/13

Report generated on 2/13/2013 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

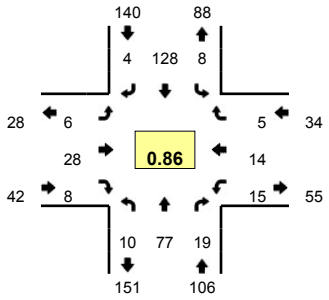
Type of peak hour being reported: User-Defined

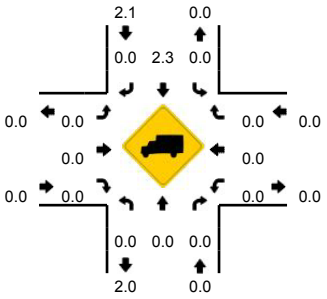
Method for determining peak hour: Total Entering Volume

LOCATION: N Grant St -- NW 3rd Ave
CITY/STATE: Canby, OR

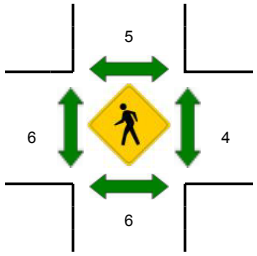
QC JOB #: 10890110
DATE: Tue, Feb 05 2013

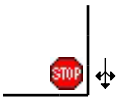
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

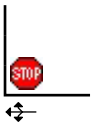


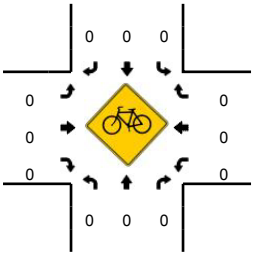


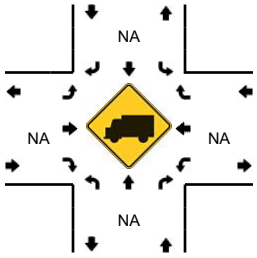
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

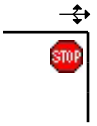


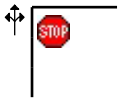


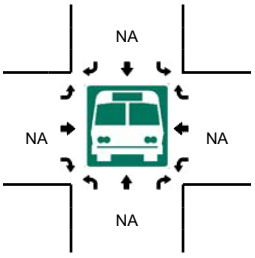












5-Min Count Period Beginning At	N Grant St (Northbound)				N Grant St (Southbound)				NW 3rd Ave (Eastbound)				NW 3rd Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	2	0	0	0	3	1	0	0	4	3	0	1	2	0	0	16	
4:05 PM	1	9	0	0	1	6	2	0	1	5	4	0	2	1	0	0	32	
4:10 PM	1	7	2	0	1	10	1	0	0	2	3	0	2	1	1	0	31	
4:15 PM	1	6	3	0	1	9	0	0	0	2	1	0	4	1	0	0	28	
4:20 PM	0	4	1	0	1	5	0	0	0	2	2	0	4	0	0	0	19	
4:25 PM	1	8	2	0	1	14	0	0	0	4	0	0	2	0	0	0	32	
4:30 PM	1	5	2	0	0	12	0	0	1	3	0	0	1	1	0	0	26	
4:35 PM	1	4	2	0	2	11	0	0	1	1	0	0	2	3	0	0	27	
4:40 PM	0	5	1	0	1	13	0	0	1	2	1	0	0	1	0	0	25	
4:45 PM	1	7	1	0	1	9	1	0	0	3	0	0	1	0	0	0	24	
4:50 PM	0	5	0	0	1	12	0	0	1	0	1	0	1	1	1	0	23	
4:55 PM	1	8	4	0	0	6	0	0	0	2	1	0	0	1	1	0	24	307
5:00 PM	0	10	1	0	0	11	0	0	0	8	1	0	3	2	1	0	37	328
5:05 PM	2	7	0	0	2	10	1	0	1	2	1	0	1	2	0	0	29	325
5:10 PM	2	9	3	0	0	9	0	0	0	0	1	0	2	1	1	0	28	322
5:15 PM	1	7	2	0	0	13	0	0	1	1	1	0	2	2	0	0	30	324
5:20 PM	0	2	1	0	0	8	2	0	0	2	1	0	0	0	1	0	17	322
5:25 PM	0	4	2	0	0	11	0	0	0	1	0	0	2	2	1	0	23	313
5:30 PM	1	6	2	0	0	14	0	0	1	1	0	0	0	1	0	0	26	313
5:35 PM	0	8	2	0	0	8	1	0	0	3	0	0	2	0	1	0	25	311
5:40 PM	0	6	2	0	2	2	1	0	0	2	1	0	0	1	0	0	17	303
5:45 PM	0	7	0	0	2	6	0	0	1	0	1	0	0	0	0	0	17	296
5:50 PM	0	3	0	0	2	13	0	0	0	1	0	0	0	3	0	0	22	295
5:55 PM	1	5	2	0	1	5	0	0	0	1	1	0	1	1	0	0	18	289

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	104	16	0	8	120	4	0	4	40	12	0	24	20	8	0	376
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		12				0				0				8			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments: Need these done on 2/5/13

Report generated on 2/13/2013 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

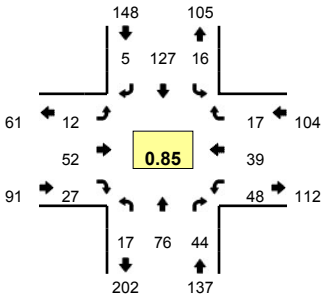
Type of peak hour being reported: User-Defined

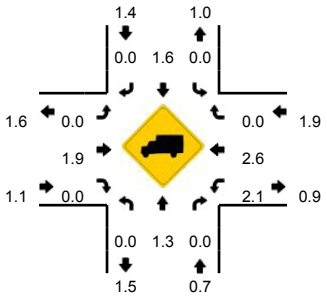
Method for determining peak hour: Total Entering Volume

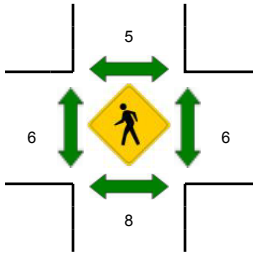
LOCATION: N Grant St -- 2nd Ave
CITY/STATE: Canby, OR

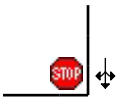
QC JOB #: 10890109
DATE: Tue, Feb 05 2013

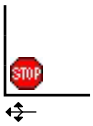
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

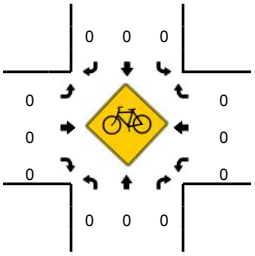


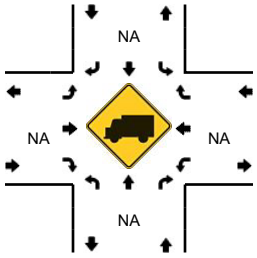


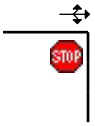


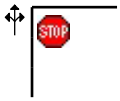


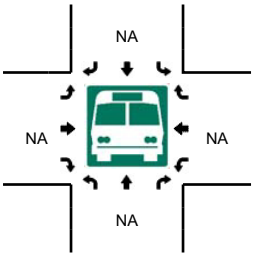












5-Min Count Period Beginning At	N Grant St (Northbound)				N Grant St (Southbound)				2nd Ave (Eastbound)				2nd Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	3	0	0	3	5	1	0	0	6	2	0	3	10	1	0	34	
4:05 PM	3	8	4	0	4	7	0	0	2	5	4	0	2	4	1	0	44	
4:10 PM	3	5	5	0	0	15	2	0	2	5	6	0	3	7	4	0	57	
4:15 PM	1	3	6	0	1	11	0	0	2	6	3	0	1	4	3	0	41	
4:20 PM	0	4	5	0	1	11	0	0	2	3	3	0	7	4	1	0	41	
4:25 PM	1	10	5	0	2	13	0	0	0	4	0	0	1	2	3	0	41	
4:30 PM	2	5	4	0	1	12	0	0	0	2	3	0	6	1	2	0	38	
4:35 PM	0	4	5	0	3	9	0	0	0	4	4	0	3	6	0	0	38	
4:40 PM	3	3	5	0	1	13	0	0	1	2	2	0	2	5	1	0	38	
4:45 PM	2	5	4	0	2	6	0	0	2	7	2	0	6	7	2	0	45	
4:50 PM	2	3	0	0	1	11	2	0	0	5	2	0	3	4	2	0	35	
4:55 PM	1	8	2	0	1	5	1	0	3	4	1	0	5	0	3	0	34	486
5:00 PM	3	9	4	0	1	13	1	0	1	9	7	0	6	3	2	0	59	511
5:05 PM	3	6	3	0	1	10	1	0	1	7	0	0	6	3	0	0	41	508
5:10 PM	0	14	3	0	1	10	0	0	1	4	2	0	3	2	1	0	41	492
5:15 PM	0	5	5	0	0	17	0	0	2	3	1	0	3	3	1	0	40	491
5:20 PM	0	4	4	0	2	8	0	0	1	1	3	0	4	3	0	0	30	480
5:25 PM	2	7	3	0	0	12	0	0	2	6	3	0	3	4	0	0	42	481
5:30 PM	1	7	2	0	1	11	1	0	1	5	1	0	2	3	2	0	37	480
5:35 PM	2	6	1	0	1	12	0	0	1	3	1	0	2	5	3	0	37	479
5:40 PM	1	7	1	0	0	3	0	0	1	4	1	0	2	2	1	0	23	464
5:45 PM	1	6	1	0	1	5	0	0	0	2	3	0	4	4	0	0	27	446
5:50 PM	2	3	2	0	0	12	1	0	0	3	3	0	3	3	1	0	33	444
5:55 PM	0	6	0	0	0	6	0	0	2	4	0	0	2	3	0	0	23	433

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	116	40	0	12	132	8	0	12	80	36	0	60	32	12	0	564
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	4	0		8
Pedestrians		0				0				4				4			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments: Need these done on 2/5/13

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

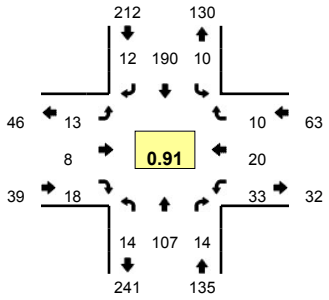
Type of peak hour being reported: User-Defined

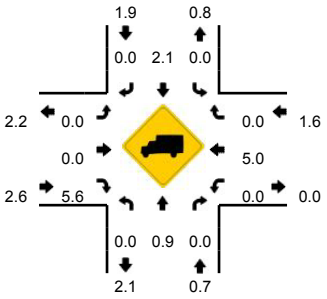
Method for determining peak hour: Total Entering Volume

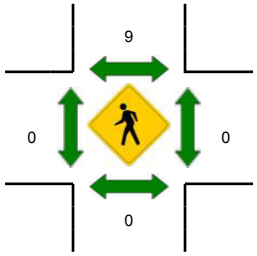
LOCATION: N Grant St -- NW 1st Ave
CITY/STATE: Canby, OR

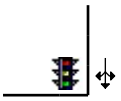
QC JOB #: 10890108
DATE: Tue, Feb 05 2013

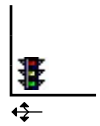
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

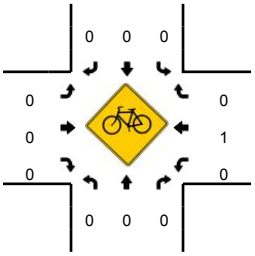


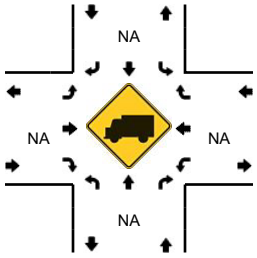


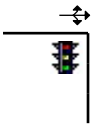


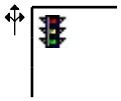


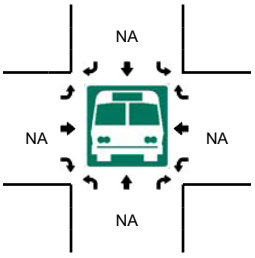












5-Min Count Period Beginning At	N Grant St (Northbound)				N Grant St (Southbound)				NW 1st Ave (Eastbound)				NW 1st Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	3	0	0	1	11	0	0	0	1	0	0	1	3	0	0	23	
4:05 PM	6	14	1	0	0	13	0	0	0	1	0	0	0	0	0	0	35	
4:10 PM	2	10	2	0	0	20	1	0	0	2	1	0	1	2	2	0	43	
4:15 PM	1	9	2	0	0	18	0	0	0	0	1	0	1	1	1	0	34	
4:20 PM	2	10	0	0	0	12	2	0	1	1	1	0	0	4	1	0	34	
4:25 PM	0	15	2	0	1	16	1	0	0	1	0	0	1	1	0	0	38	
4:30 PM	0	6	4	0	2	16	2	0	1	1	0	0	3	2	1	0	38	
4:35 PM	1	9	1	0	1	17	1	0	0	1	1	0	3	4	0	0	39	
4:40 PM	1	8	0	0	1	16	1	0	2	0	1	0	5	1	0	0	36	
4:45 PM	2	10	2	0	0	14	1	0	0	0	2	0	2	0	0	0	33	
4:50 PM	1	6	2	0	1	17	0	0	2	0	2	0	2	2	1	0	36	
4:55 PM	2	10	0	0	0	12	0	0	0	1	3	0	5	1	0	0	34	423
5:00 PM	1	7	1	0	1	19	1	0	3	2	2	0	2	1	3	0	43	443
5:05 PM	1	9	1	0	1	17	1	0	2	1	2	0	1	2	0	0	38	446
5:10 PM	2	11	0	0	2	12	1	0	1	1	2	0	3	4	3	0	42	445
5:15 PM	3	9	0	0	0	20	0	0	2	0	3	0	1	1	1	0	40	451
5:20 PM	0	7	1	0	0	14	3	0	0	0	0	0	5	1	1	0	32	449
5:25 PM	1	6	1	0	0	17	1	0	2	1	1	0	0	1	3	0	34	445
5:30 PM	3	8	2	0	1	13	1	0	1	1	3	0	4	0	0	0	37	444
5:35 PM	2	6	1	0	0	14	1	0	1	0	1	0	0	2	0	0	28	433
5:40 PM	0	7	1	0	2	7	0	0	2	0	2	0	1	1	0	0	23	420
5:45 PM	2	7	0	0	0	9	1	0	1	2	1	0	1	1	0	0	25	412
5:50 PM	3	6	0	0	0	15	0	0	1	0	3	0	1	1	0	0	30	406
5:55 PM	0	7	0	0	0	7	1	0	0	0	2	0	1	1	0	0	19	391

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	108	8	0	16	192	12	0	24	16	24	0	24	28	24	0	492
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				8				0				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments: Need these done on 2/5/13

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

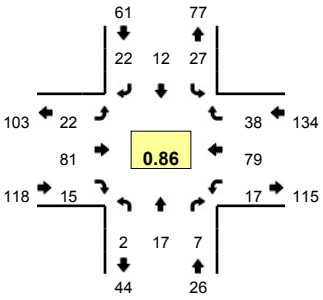
Type of peak hour being reported: User-Defined

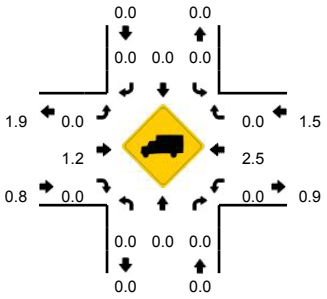
Method for determining peak hour: Total Entering Volume

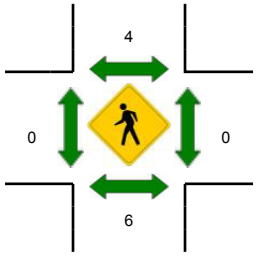
LOCATION: N Holly St -- 2nd Ave
CITY/STATE: Canby, OR

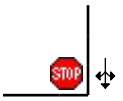
QC JOB #: 10890107
DATE: Tue, Feb 05 2013

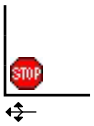
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 4:55 PM -- 5:10 PM

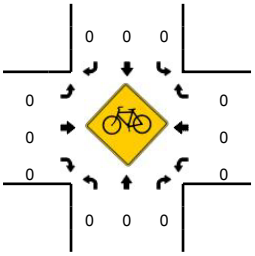


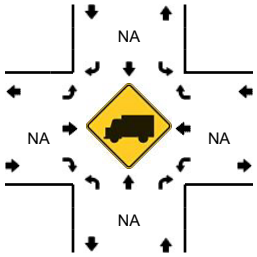


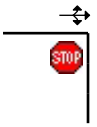


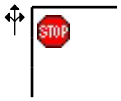


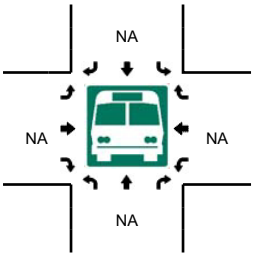












5-Min Count Period Beginning At	N Holly St (Northbound)				N Holly St (Southbound)				2nd Ave (Eastbound)				2nd Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	1	0	1	0	2	0	2	8	0	0	0	10	1	0	25	
4:05 PM	0	0	1	0	1	0	2	0	2	11	0	0	1	8	3	0	29	
4:10 PM	0	0	1	0	5	0	7	0	4	7	1	0	1	8	4	0	38	
4:15 PM	1	0	0	0	2	0	2	0	2	11	0	0	1	9	7	0	35	
4:20 PM	0	0	1	0	3	1	2	0	3	3	1	0	1	6	0	0	21	
4:25 PM	0	3	1	0	1	0	1	0	3	7	1	0	0	8	4	0	29	
4:30 PM	1	2	1	0	1	3	1	0	1	4	0	0	1	7	3	0	25	
4:35 PM	0	1	0	0	1	0	2	0	1	8	1	0	0	6	1	0	21	
4:40 PM	0	0	0	0	2	0	2	0	2	6	1	0	1	9	3	0	26	
4:45 PM	0	2	1	0	1	0	4	0	0	7	3	0	2	5	6	0	31	
4:50 PM	0	1	0	0	4	0	4	0	4	4	1	0	1	7	6	0	32	
4:55 PM	0	0	1	0	3	1	0	0	2	4	1	0	2	6	2	0	22	334
5:00 PM	0	4	1	0	4	4	2	0	2	11	2	0	0	9	5	0	44	353
5:05 PM	0	2	0	0	3	1	3	0	1	11	3	0	4	4	1	0	33	357
5:10 PM	1	1	0	0	0	0	2	0	2	4	0	0	2	4	1	0	17	336
5:15 PM	0	0	1	0	4	1	0	0	3	6	1	0	1	8	3	0	28	329
5:20 PM	0	1	1	0	3	2	1	0	1	9	1	0	3	6	3	0	31	339
5:25 PM	1	2	0	0	1	0	1	0	2	8	0	0	1	8	4	0	28	338
5:30 PM	0	3	0	0	2	0	1	0	1	7	0	0	0	4	2	0	20	333
5:35 PM	1	1	0	0	3	1	1	0	3	2	1	0	0	6	3	0	22	334
5:40 PM	0	0	0	0	1	3	1	0	0	4	0	0	1	5	3	0	18	326
5:45 PM	0	1	0	0	2	3	2	0	2	2	0	0	0	7	3	0	22	317
5:50 PM	1	1	0	0	2	1	0	0	0	6	0	0	1	4	0	0	16	301
5:55 PM	0	0	0	0	1	2	0	0	0	2	2	0	0	4	4	0	15	294

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	24	8	0	40	24	20	0	20	104	24	0	24	76	32	0	396
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	4	0		8
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments: Need these done on 2/5/13

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

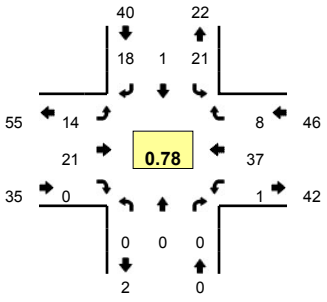
Type of peak hour being reported: User-Defined

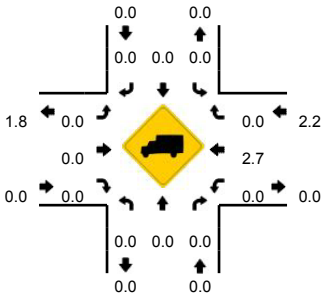
Method for determining peak hour: Total Entering Volume

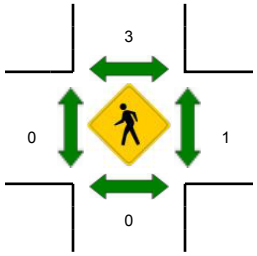
LOCATION: N Holly St -- NW 1st Ave
CITY/STATE: Canby, OR

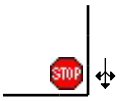
QC JOB #: 10890106
DATE: Tue, Feb 05 2013

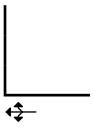
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

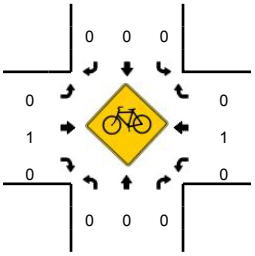


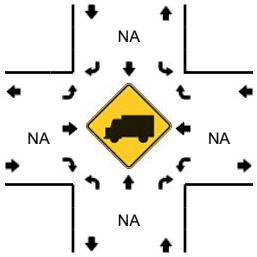


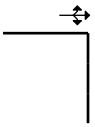


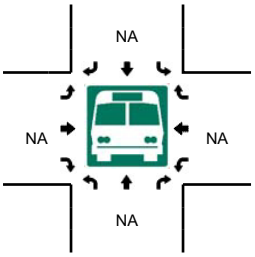












5-Min Count Period Beginning At	N Holly St (Northbound)				N Holly St (Southbound)				NW 1st Ave (Eastbound)				NW 1st Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6	
4:05 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	
4:10 PM	0	0	0	0	3	0	1	0	1	3	0	0	0	2	1	0	11	
4:15 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	2	0	0	5	
4:20 PM	0	0	0	0	1	0	3	0	1	0	0	0	0	4	0	0	9	
4:25 PM	0	0	0	0	0	1	0	0	2	2	0	0	0	1	2	0	8	
4:30 PM	0	0	0	0	2	0	1	0	2	4	0	0	0	4	1	0	14	
4:35 PM	0	0	0	0	1	0	0	0	1	2	0	0	0	6	0	0	10	
4:40 PM	0	0	0	0	2	0	2	0	0	1	0	0	0	1	0	0	6	
4:45 PM	0	0	0	0	2	0	2	0	2	1	0	0	1	0	0	0	8	
4:50 PM	0	0	0	0	1	0	1	0	0	4	0	0	0	5	1	0	12	
4:55 PM	0	0	0	0	2	0	2	0	0	1	0	0	0	3	1	0	9	100
5:00 PM	0	0	0	0	1	0	1	0	3	3	0	0	0	4	2	0	14	108
5:05 PM	0	0	0	0	6	0	1	0	1	2	0	0	0	3	0	0	13	119
5:10 PM	0	0	0	0	0	0	3	0	2	1	0	0	0	6	0	0	12	120
5:15 PM	0	0	0	0	2	0	1	0	0	0	0	0	0	1	0	0	4	119
5:20 PM	0	0	0	0	2	0	4	0	1	0	0	0	0	3	1	0	11	121
5:25 PM	0	0	0	0	2	0	0	0	0	1	0	0	0	2	2	0	7	120
5:30 PM	0	0	0	0	0	0	1	0	2	3	0	0	0	2	1	0	9	115
5:35 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	3	108
5:40 PM	0	0	0	0	1	0	2	0	0	2	0	0	0	2	0	0	7	109
5:45 PM	0	0	0	0	2	0	2	0	1	1	0	0	0	0	0	0	6	107
5:50 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	3	0	0	5	100
5:55 PM	0	0	0	0	1	0	2	0	0	0	0	0	0	1	0	0	4	95

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	28	0	20	0	24	24	0	0	0	52	8	0	156
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1
Railroad																	
Stopped Buses																	

Comments: Need these done on 2/5/13

Report generated on 2/13/2013 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

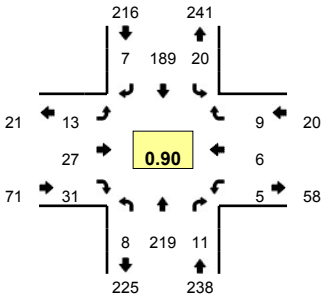
Type of peak hour being reported: User-Defined

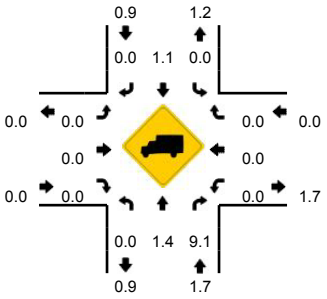
Method for determining peak hour: Total Entering Volume

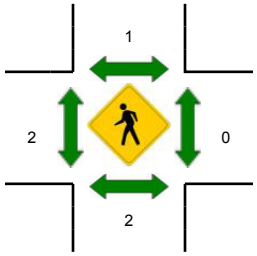
LOCATION: N Ivy St -- NW 3rd Ave
CITY/STATE: Canby, OR

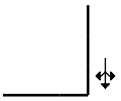
QC JOB #: 10890105
DATE: Tue, Feb 05 2013

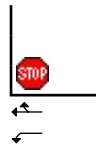
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

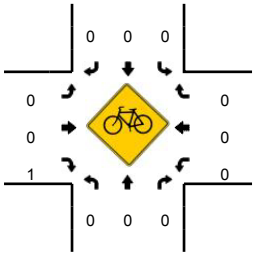


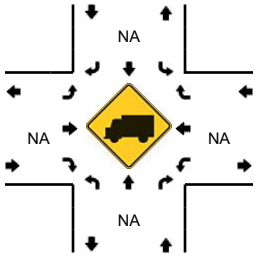


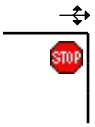


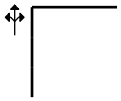


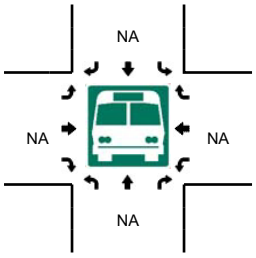












5-Min Count Period Beginning At	N Ivy St (Northbound)				N Ivy St (Southbound)				NW 3rd Ave (Eastbound)				NW 3rd Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	11	1	0	2	10	1	0	1	1	1	0	0	0	0	0	29	
4:05 PM	0	19	5	0	0	7	0	0	0	2	4	0	0	0	0	0	37	
4:10 PM	3	21	2	0	2	15	0	0	0	3	8	0	0	1	1	0	56	
4:15 PM	2	24	0	0	4	14	1	0	0	2	4	0	0	0	0	0	51	
4:20 PM	1	17	0	0	3	14	1	0	1	1	3	0	0	1	0	0	42	
4:25 PM	1	18	2	0	1	14	2	0	1	3	5	0	1	0	1	0	49	
4:30 PM	0	22	1	0	3	14	1	0	2	5	2	0	0	0	0	0	50	
4:35 PM	0	17	0	0	2	15	0	0	1	1	2	0	1	0	0	0	39	
4:40 PM	0	9	0	0	1	16	0	0	2	1	3	0	0	0	1	0	33	
4:45 PM	0	20	0	0	3	16	0	0	1	4	2	0	0	0	1	0	47	
4:50 PM	1	24	0	0	0	17	1	0	0	3	0	0	0	3	0	0	49	
4:55 PM	1	11	3	0	0	16	1	0	2	4	4	0	1	1	0	0	44	526
5:00 PM	0	19	1	0	1	8	0	0	3	2	8	0	0	0	1	0	43	540
5:05 PM	2	25	0	0	3	21	1	0	0	1	2	0	1	2	1	0	59	562
5:10 PM	1	18	2	0	2	20	0	0	1	1	1	0	0	0	2	0	48	554
5:15 PM	2	15	1	0	3	18	0	0	0	1	2	0	1	0	1	0	44	547
5:20 PM	0	21	1	0	1	14	1	0	0	1	0	0	0	0	1	0	40	545
5:25 PM	3	22	1	0	1	14	1	0	0	1	4	0	0	0	0	0	47	543
5:30 PM	0	9	1	0	2	11	0	0	2	0	1	0	1	0	0	0	27	520
5:35 PM	0	15	2	0	3	7	0	0	0	1	4	0	2	0	0	0	34	515
5:40 PM	0	18	1	0	1	10	1	0	2	5	2	0	1	0	1	0	42	524
5:45 PM	1	8	0	0	0	14	0	0	1	2	4	0	0	1	0	0	31	508
5:50 PM	1	19	2	0	1	20	0	0	0	1	3	0	0	0	0	0	47	506
5:55 PM	1	12	0	0	4	11	3	0	1	0	0	0	1	0	0	0	33	495

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	232	12	0	32	236	4	0	4	12	20	0	8	8	16	0	604
Heavy Trucks	0	4	0		0	0	0		0	0	0		0	0	0		4
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments: Need these done on 2/5/13

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

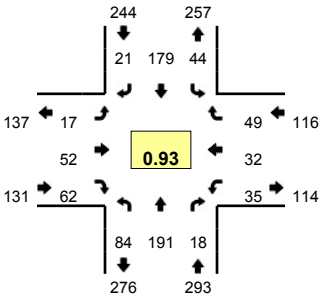
Type of peak hour being reported: User-Defined

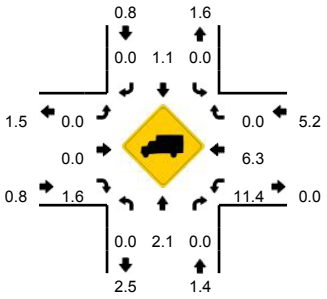
Method for determining peak hour: Total Entering Volume

LOCATION: N Ivy St -- 2nd Ave
CITY/STATE: Canby, OR

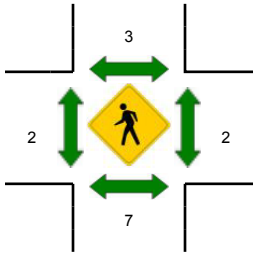
QC JOB #: 10890104
DATE: Tue, Feb 05 2013

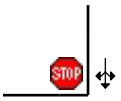
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

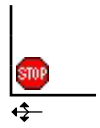


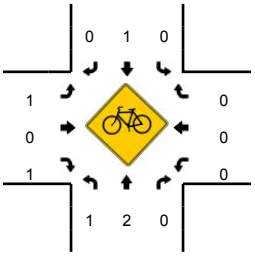


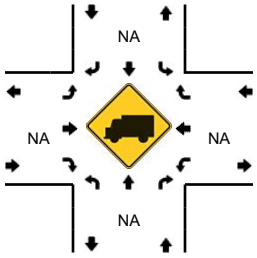
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

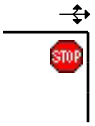


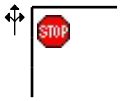


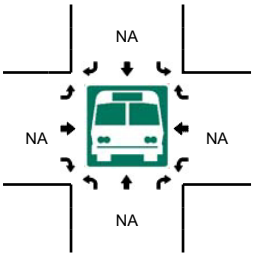












5-Min Count Period Beginning At	N Ivy St (Northbound)				N Ivy St (Southbound)				2nd Ave (Eastbound)				2nd Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	6	1	0	1	6	2	0	3	3	4	0	2	3	3	0	39	
4:05 PM	7	26	2	0	2	10	1	0	0	4	4	0	5	1	3	0	65	
4:10 PM	9	21	0	0	2	16	5	0	3	5	6	0	5	3	4	0	79	
4:15 PM	7	17	1	0	5	11	2	0	2	5	9	0	3	4	5	0	71	
4:20 PM	1	8	0	0	1	14	1	0	2	4	3	0	3	2	7	0	46	
4:25 PM	9	20	2	0	6	18	1	0	0	6	3	0	3	4	2	0	74	
4:30 PM	8	22	2	0	1	13	2	0	0	4	1	0	6	3	0	0	62	
4:35 PM	9	11	2	0	4	9	2	0	2	3	2	0	0	3	6	0	53	
4:40 PM	12	8	1	0	4	15	4	0	1	7	5	0	4	5	2	0	68	
4:45 PM	4	19	2	0	1	15	2	0	1	3	5	0	3	2	5	0	62	
4:50 PM	7	22	3	0	5	17	1	0	0	7	4	0	1	3	3	0	73	
4:55 PM	5	9	0	0	6	14	0	0	1	3	4	0	4	1	6	0	53	745
5:00 PM	7	15	1	0	4	13	3	0	2	2	12	0	3	3	2	0	67	773
5:05 PM	6	18	4	0	3	19	2	0	4	6	10	0	4	1	7	0	84	792
5:10 PM	7	14	1	0	4	18	1	0	2	2	4	0	1	1	4	0	59	772
5:15 PM	4	16	0	0	5	16	2	0	2	5	4	0	3	4	5	0	66	767
5:20 PM	6	17	0	0	1	12	1	0	2	4	8	0	3	2	7	0	63	784
5:25 PM	4	20	1	0	6	14	1	0	0	6	4	0	3	4	1	0	64	774
5:30 PM	4	6	0	0	1	12	2	0	0	4	5	0	6	3	0	0	43	755
5:35 PM	6	12	0	0	4	11	2	0	2	3	4	0	0	3	6	0	53	755
5:40 PM	8	14	0	0	3	13	5	0	1	6	4	0	4	5	2	0	65	752
5:45 PM	5	9	2	0	1	13	2	0	1	3	5	0	3	2	5	0	51	741
5:50 PM	5	18	0	0	4	23	1	0	0	7	6	0	1	3	3	0	71	739
5:55 PM	5	13	2	0	6	11	0	0	1	3	2	0	4	1	6	0	54	740

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	80	188	24	0	44	200	24	0	32	40	104	0	32	20	52	0	840
Heavy Trucks	0	0	0		0	0	0		0	0	4		4	4	0		12
Pedestrians		12				4				8				0			24
Bicycles	1	2	0		0	1	0		0	0	0		0	0	0		4
Railroad																	
Stopped Buses																	

Comments: Need these done on 2/5/13

Report generated on 2/13/2013 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

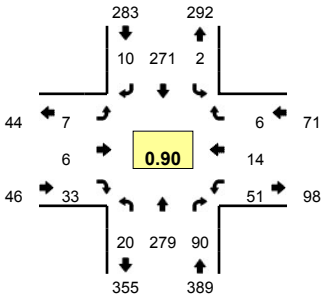
Type of peak hour being reported: User-Defined

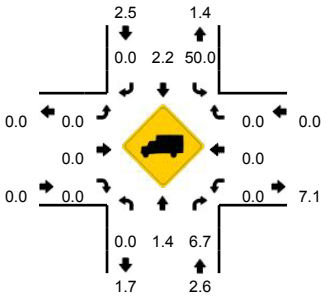
Method for determining peak hour: Total Entering Volume

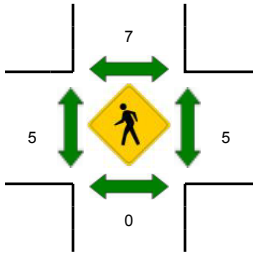
LOCATION: N Ivy St -- NW 1st Ave
CITY/STATE: Canby, OR

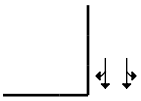
QC JOB #: 10890103
DATE: Tue, Feb 05 2013

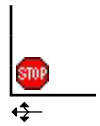
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

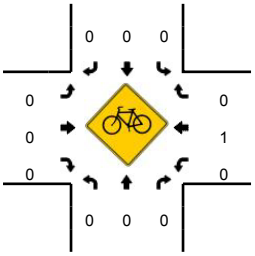


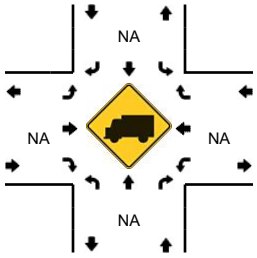


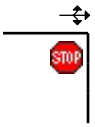


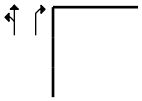


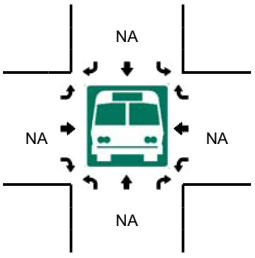












5-Min Count Period Beginning At	N Ivy St (Northbound)				N Ivy St (Southbound)				NW 1st Ave (Eastbound)				NW 1st Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	10	2	0	0	11	1	0	2	0	2	0	2	4	0	0	35	
4:05 PM	1	33	10	0	0	19	0	0	0	1	1	0	2	0	0	0	67	
4:10 PM	3	29	5	0	0	24	1	0	0	2	2	0	3	0	2	0	71	
4:15 PM	1	24	8	0	1	23	2	0	0	0	2	0	1	0	0	0	62	
4:20 PM	3	11	2	0	0	18	0	0	0	0	0	0	3	0	0	0	37	
4:25 PM	1	33	12	0	0	23	0	0	0	0	3	0	1	1	0	0	74	
4:30 PM	1	29	10	0	0	23	1	0	0	2	3	0	5	3	2	0	79	
4:35 PM	1	20	11	0	0	10	2	0	1	1	2	0	6	3	0	0	57	
4:40 PM	0	21	4	0	0	23	0	0	1	1	1	0	2	1	0	0	54	
4:45 PM	1	21	6	0	0	22	0	0	1	0	2	0	8	0	0	0	61	
4:50 PM	3	32	8	0	0	21	3	0	0	0	4	0	2	0	1	0	74	
4:55 PM	0	12	5	0	0	11	0	0	2	0	3	0	5	3	1	0	42	713
5:00 PM	3	22	11	0	1	35	2	0	0	2	3	0	1	0	0	0	80	758
5:05 PM	1	29	5	0	0	26	1	0	1	0	4	0	4	0	1	0	72	763
5:10 PM	5	15	4	0	1	28	1	0	0	0	3	0	6	2	1	0	66	758
5:15 PM	1	17	9	0	0	23	0	0	1	0	2	0	7	0	0	0	60	756
5:20 PM	3	28	5	0	0	26	0	0	0	0	3	0	4	1	0	0	70	789
5:25 PM	1	25	5	0	0	19	0	0	0	1	2	0	1	0	0	0	54	769
5:30 PM	2	8	5	0	0	21	0	0	1	1	0	0	2	1	0	0	41	731
5:35 PM	2	19	9	0	1	17	0	0	0	1	0	0	4	0	0	0	53	727
5:40 PM	1	21	6	0	0	17	1	0	1	0	1	0	4	0	0	0	52	725
5:45 PM	0	15	2	0	0	20	0	0	1	0	3	0	2	0	0	0	43	707
5:50 PM	2	23	7	0	0	30	0	0	0	0	0	0	6	0	0	0	68	701
5:55 PM	1	19	4	0	1	15	1	0	0	1	1	0	5	0	0	0	48	707

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	264	80	0	8	356	16	0	4	8	40	0	44	8	8	0	872
Heavy Trucks	0	0	8		4	4	0		0	0	0		0	0	0		16
Pedestrians		0				12				20				4			36
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1
Railroad																	
Stopped Buses																	

Comments: Need these done on 2/5/13

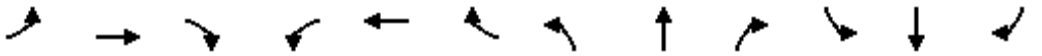
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

HCM Capacity Analysis Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	1090	25	15	985	70	35	20	20	105	45	125
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.93		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	3245		1662	3169		1599	1619		1630	1528	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1662	3245		1662	3169		1599	1619		1630	1528	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	73	1225	28	17	1107	79	39	22	22	118	51	140
RTOR Reduction (vph)	0	1	0	0	4	0	0	21	0	0	111	0
Lane Group Flow (vph)	73	1252	0	17	1182	0	39	23	0	118	80	0
Confl. Peds. (#/hr)			3	3			2					2
Heavy Vehicles (%)	0%	2%	5%	0%	4%	2%	4%	0%	0%	2%	0%	1%
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	8.0	64.9		2.8	59.7		5.5	4.5		12.3	11.3	
Effective Green, g (s)	8.0	64.9		2.8	59.7		5.5	4.0		12.3	10.8	
Actuated g/C Ratio	0.08	0.65		0.03	0.60		0.06	0.04		0.12	0.11	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	3.5		4.0	3.5	
Vehicle Extension (s)	2.3	4.3		2.3	4.3		2.3	2.3		2.3	2.3	
Lane Grp Cap (vph)	133	2106		47	1892		88	65		200	165	
v/s Ratio Prot	c0.04	0.39		0.01	c0.37		0.02	0.01		c0.07	c0.05	
v/s Ratio Perm												
v/c Ratio	0.55	0.59		0.36	0.62		0.44	0.35		0.59	0.49	
Uniform Delay, d1	44.3	10.0		47.7	13.0		45.8	46.7		41.5	42.0	
Progression Factor	1.01	0.82		1.06	0.83		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.0	0.8		1.3	0.8		2.1	1.9		3.3	1.3	
Delay (s)	46.5	9.0		52.1	11.5		47.8	48.7		44.8	43.3	
Level of Service	D	A		D	B		D	D		D	D	
Approach Delay (s)		11.1			12.1			48.3			43.9	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM Average Control Delay	16.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		
Description: 4. Grant St -- Hwy 99E			

c Critical Lane Group

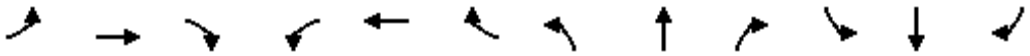


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	955	155	135	825	125	170	190	55	140	185	75
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.97		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1614	3206		1630	3135		1646	1650		1630	1634	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1614	3206		1630	3135		1646	1650		1630	1634	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	119	1085	176	153	938	142	193	216	62	159	210	85
RTOR Reduction (vph)	0	13	0	0	12	0	0	11	0	0	15	0
Lane Group Flow (vph)	119	1248	0	153	1068	0	193	267	0	159	280	0
Confl. Peds. (#/hr)	2		3	3		2	13		5	5		13
Heavy Vehicles (%)	3%	1%	2%	2%	4%	1%	1%	2%	2%	2%	2%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	11.5	40.5		10.3	38.8		12.4	17.8		13.9	19.3	
Effective Green, g (s)	12.5	41.5		10.3	39.3		12.9	17.8		14.4	19.3	
Actuated g/C Ratio	0.12	0.42		0.10	0.39		0.13	0.18		0.14	0.19	
Clearance Time (s)	5.0	5.0		4.0	4.5		4.5	4.0		4.5	4.0	
Vehicle Extension (s)	2.3	4.3		2.3	4.3		2.3	2.3		2.5	2.3	
Lane Grp Cap (vph)	202	1330		168	1232		212	294		235	315	
v/s Ratio Prot	0.07	c0.39		0.09	c0.34		c0.12	0.16		0.10	c0.17	
v/s Ratio Perm												
v/c Ratio	0.59	0.94		0.91	0.87		0.91	0.91		0.68	0.89	
Uniform Delay, d1	41.3	28.0		44.4	27.9		43.0	40.3		40.6	39.3	
Progression Factor	0.76	0.70		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.8	12.2		44.2	8.3		37.8	29.6		6.8	25.1	
Delay (s)	34.1	31.8		88.6	36.3		80.8	69.9		47.4	64.4	
Level of Service	C	C		F	D		F	E		D	E	
Approach Delay (s)		32.0			42.8			74.4			58.4	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM Average Control Delay	44.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

Description: 5. Ivy St -- Hwy 99 E

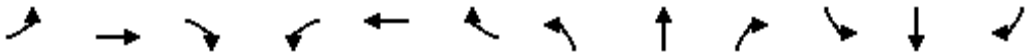
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	10	10	35	60	20	10	25	295	100	5	305	15
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	11	11	39	67	22	11	28	328	111	6	339	17

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total (vph)	61	100	467	175	186
Volume Left (vph)	11	67	28	6	0
Volume Right (vph)	39	11	111	0	17
Hadj (s)	-0.35	0.07	-0.09	0.08	-0.03
Departure Headway (s)	5.7	6.0	4.9	5.5	5.4
Degree Utilization, x	0.10	0.17	0.63	0.27	0.28
Capacity (veh/h)	539	526	717	626	639
Control Delay (s)	9.3	10.2	15.7	9.4	9.3
Approach Delay (s)	9.3	10.2	15.7	9.3	
Approach LOS	A	B	C	A	

Intersection Summary			
Delay	12.4		
HCM Level of Service	B		
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		
Description: 17. N Ivy St -- NW 1st Ave			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	15	55	70	40	40	55	95	200	20	50	215	25
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	16	59	75	43	43	59	102	215	22	54	231	27

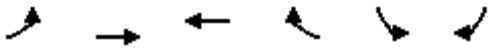
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	151	145	339	312
Volume Left (vph)	16	43	102	54
Volume Right (vph)	75	59	22	27
Hadj (s)	-0.26	-0.10	0.04	0.00
Departure Headway (s)	5.7	5.8	5.3	5.3
Degree Utilization, x	0.24	0.24	0.50	0.46
Capacity (veh/h)	554	539	636	639
Control Delay (s)	10.4	10.6	13.5	12.7
Approach Delay (s)	10.4	10.6	13.5	12.7
Approach LOS	B	B	B	B

Intersection Summary			
Delay	12.3		
HCM Level of Service	B		
Intersection Capacity Utilization	51.8%	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)	15	30	35	20	10	10	10	245	15	25	235	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	17	33	39	22	11	11	11	272	17	28	261	11
Pedestrians					2			2			1	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	643	635	269	685	633	284	272			291		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	643	635	269	685	633	284	272			291		
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 %	95	91	95	93	97	99	99			98		
cM capacity (veh/h)	366	386	774	315	387	758	1303			1280		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	89	44	300	300
Volume Left	17	22	11	28
Volume Right	39	11	17	11
cSH	488	390	1303	1280
Volume to Capacity	0.18	0.11	0.01	0.02
Queue Length 95th (ft)	16	10	1	2
Control Delay (s)	14.0	15.4	0.4	0.9
Lane LOS	B	C	A	A
Approach Delay (s)	14.0	15.4	0.4	0.9
Approach LOS	B	C		

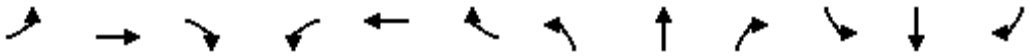
Intersection Summary				
Average Delay	3.2			
Intersection Capacity Utilization	35.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	20	25	50	10	30	30
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	26	32	64	13	38	38
Pedestrians		1			3	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		0			0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	80				157	75
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	80				157	75
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				95	96
cM capacity (veh/h)	1527				823	989

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	58	77	77
Volume Left	26	0	38
Volume Right	0	13	38
cSH	1527	1700	899
Volume to Capacity	0.02	0.05	0.09
Queue Length 95th (ft)	1	0	7
Control Delay (s)	3.4	0.0	9.4
Lane LOS	A		A
Approach Delay (s)	3.4	0.0	9.4
Approach LOS			A

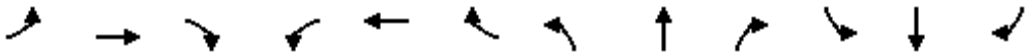
Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	19.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	25	90	20	25	90	45	5	15	10	40	15	25
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	29	105	23	29	105	52	6	17	12	47	17	29

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	157	186	35	93
Volume Left (vph)	29	29	6	47
Volume Right (vph)	23	52	12	29
Hadj (s)	-0.04	-0.12	-0.17	-0.09
Departure Headway (s)	4.4	4.3	4.6	4.6
Degree Utilization, x	0.19	0.22	0.04	0.12
Capacity (veh/h)	793	806	713	717
Control Delay (s)	8.4	8.5	7.8	8.3
Approach Delay (s)	8.4	8.5	7.8	8.3
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.4		
HCM Level of Service	A		
Intersection Capacity Utilization	29.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	15	10	20	40	25	15	20	115	20	15	215	15
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	16	11	22	44	27	16	22	126	22	16	236	16

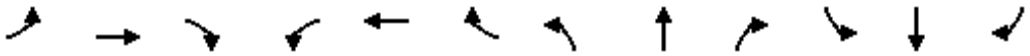
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	49	88	170	269
Volume Left (vph)	16	44	22	16
Volume Right (vph)	22	16	22	16
Hadj (s)	-0.15	0.01	-0.04	0.01
Departure Headway (s)	4.9	5.0	4.5	4.5
Degree Utilization, x	0.07	0.12	0.21	0.33
Capacity (veh/h)	660	653	760	774
Control Delay (s)	8.2	8.7	8.7	9.7
Approach Delay (s)	8.2	8.7	8.7	9.7
Approach LOS	A	A	A	A

Intersection Summary			
Delay	9.1		
HCM Level of Service	A		
Intersection Capacity Utilization	32.1%	ICU Level of Service	A
Analysis Period (min)	15		
Description: 16. N Grant St -- NW 1st Ave			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	15	65	30	55	45	20	20	75	50	20	160	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	18	76	35	65	53	24	24	88	59	24	188	12

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	129	141	171	224
Volume Left (vph)	18	65	24	24
Volume Right (vph)	35	24	59	12
Hadj (s)	-0.12	0.03	-0.17	0.02
Departure Headway (s)	5.0	5.1	4.7	4.8
Degree Utilization, x	0.18	0.20	0.22	0.30
Capacity (veh/h)	658	646	710	697
Control Delay (s)	9.0	9.3	9.1	9.9
Approach Delay (s)	9.0	9.3	9.1	9.9
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.4			
HCM Level of Service	A			
Intersection Capacity Utilization	32.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	10	45	10	20	20	10	15	70	25	10	160	5
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	12	52	12	23	23	12	17	81	29	12	186	6

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	76	58	128	203
Volume Left (vph)	12	23	17	12
Volume Right (vph)	12	12	29	6
Hadj (s)	-0.06	-0.04	-0.11	0.03
Departure Headway (s)	4.7	4.7	4.3	4.4
Degree Utilization, x	0.10	0.08	0.15	0.25
Capacity (veh/h)	709	701	790	783
Control Delay (s)	8.2	8.1	8.1	8.8
Approach Delay (s)	8.2	8.1	8.1	8.8
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.4			
HCM Level of Service	A			
Intersection Capacity Utilization	24.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Vehicle Queuing

Queuing and Blocking Report
2014 Without Project- PM Peak (DHV)

2/20/2013

Intersection: 1: Grant St & Highway 99E

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	122	564	575	89	348	379	74	118	91	95
Average Queue (ft)	68	328	345	18	160	179	31	38	71	73
95th Queue (ft)	125	618	622	56	290	308	69	87	101	103
Link Distance (ft)		680	680		694	694		165	82	82
Upstream Blk Time (%)		1	1						20	17
Queuing Penalty (veh)		4	5						28	25
Storage Bay Dist (ft)	99			99			45			
Storage Blk Time (%)	5	31		0	20		9	9		
Queuing Penalty (veh)	30	20		1	3		4	3		

Queuing and Blocking Report
2014 Without Project- PM Peak (DHV)

2/20/2013

Intersection: 2: Ivy St & Highway 99E

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	123	719	722	124	321	331	175	262	101	112
Average Queue (ft)	86	591	609	106	282	287	157	215	77	89
95th Queue (ft)	141	854	845	147	360	354	211	249	112	101
Link Distance (ft)		694	694		300	300		193	85	85
Upstream Blk Time (%)		11	13		28	24	0	58	36	64
Queuing Penalty (veh)		66	77		155	131	0	240	73	130
Storage Bay Dist (ft)	99			99			150			
Storage Blk Time (%)	9	50		43	32		20	52		
Queuing Penalty (veh)	44	53		184	43		52	91		

Queuing and Blocking Report
2014 With Project- PM Peak (DHV)

2/20/2013

Intersection: 1: Grant St & Highway 99E

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	123	655	666	95	409	408	69	145	87	92
Average Queue (ft)	77	380	398	18	177	191	37	45	67	76
95th Queue (ft)	134	669	671	58	323	339	73	105	104	100
Link Distance (ft)		680	680		694	694		165	82	82
Upstream Blk Time (%)		1	2					0	17	21
Queuing Penalty (veh)		7	9					0	25	31
Storage Bay Dist (ft)	99			99			45			
Storage Blk Time (%)	10	32		0	21		12	9		
Queuing Penalty (veh)	55	24		0	3		5	3		

Queuing and Blocking Report
2014 With Project- PM Peak (DHV)

2/20/2013

Intersection: 2: Ivy St & Highway 99E

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	123	725	720	123	320	364	175	256	102	108
Average Queue (ft)	90	602	617	110	298	302	151	207	83	89
95th Queue (ft)	144	846	839	141	348	354	216	241	109	101
Link Distance (ft)		694	694		300	300		193	85	85
Upstream Blk Time (%)		11	14		39	30	0	57	44	65
Queuing Penalty (veh)		69	85		217	163	0	235	96	141
Storage Bay Dist (ft)	99			99			150			
Storage Blk Time (%)	11	50		52	29		17	56		
Queuing Penalty (veh)	55	52		224	38		43	98		

FFA Architecture + Interiors

Memorandum

To:	File	**Date:**	January 16, 2013
From:	Eric Wilcox		
Project Name:	New Canby Library, Renovated City Hall And Existing Library Renovation		
Project Number:	24 10 09		
Distribution:			

New Canby Library, Renovated City Hall
And Existing Library Renovation

Community Meeting 01
Canby Library
January 15, 2013
6:30 P.M.

Attendees:

Greg Ellis	City of Canby
Amanda Zeiber	City of Canby
Penny Hummel	City of Canby Librarian
Bill Harper	Francis Berg Architect
Troy Ainsworth	FFA
Brenda Katz	FFA
Eric Wilcox	FFA
Karl Refi	FFA

Community Sign-in sheet attached

Item Comment

01 **Welcome and Introductions**

A. Penny Hummel welcomed attendees and introduced the project team.
B. Penny noted that a comment sheets were available for anyone to leave comments for the design team.
C. Reviewed the progress to date and direction from the URA.
D. Reviewed the pending schedule with meeting #02 on January 30, 2013 and meeting #03 on February 19, 2013.

FFA Architecture and Interiors, Inc. | 520 SW Yamhill Suite 900 Portland OR 97204 | T 503.222.1661 F 503.222.1701 | www.ffadesign.com

02 **FFA Introduction**

A. Troy Ainsworth introduced the FFA project team and gave a brief description of the project status and the goals of the meeting.
B. Reviewed the project goals and project status to date and current schedule for the Schematic Design phase to be completed in late February.

03 **Power Point Presentation**

A. FFA presented a series of slides as follows:

Slide #01. Space Allocations / Program Diagram: Based on recommended standards and Canby Library operations. Total size about 22,500 s.f. Brenda Katz reviewed the programming process and how this information is then applied to an initial planning diagram.

Slide 02. Library and Site Diagram: Troy and Brenda reviewed the preliminary development of the overall site and building configuration and noted:

1. Overall site circulation
2. Drive through book drop-off
3. Connection to existing Canby City Hall.
4. Central lobby that serves both council chamber and library with joint use of public restrooms, kitchen and storage.

The intent of the following slides was to present to the audience design concepts, materials and space images to solicit comment and discussion.

Slide 03. Building Form and Character: Karl presented this slide and discussed the various ways other public buildings related to the street surrounding areas.

Slide 04. New and Historic Buildings: Karl presented this slide and discussed the various ways other new buildings connected to existing buildings.

Slide 05. Exterior Materials: Karl presented this slide and discussed the various exterior materials utilized on public buildings.

Slide 06. Interior Spaces: Brenda presented this slide and discussed the various interior spaces and options typically found in public libraries, including: Public Spaces, Lobbies, Mult-purpose Rooms

Slide 07. Interior Spaces: Brenda presented this slide and discussed the various special interior spaces and options typically found in public libraries, including: Children's Spaces, Teen Spaces and Study rooms.

General Comments include:

1. Keep small town image.
2. Rural area, keep this in mind.

3. Exterior should be warm color (brick of similar material).
4. Large amounts of glass could be hard to maintain.
5. Like warm feeling of Camus Library.
6. Need outdoor light / skylights.
7. Long lasting low maintenance materials.
8. Efficient energy use.
9. Acoustics.
10. Interior flexibility / minimal permanent walls and partitions
11. Children's spaces need acoustic treatment, security.
12. Sustainable design is good, if it makes sense.
13. Embrace the future / respect the past.
14. Library should be Canby's living room.

Meeting notes prepared by:

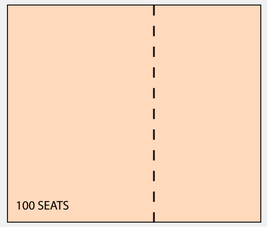
Eric A. Wilcox
Project Manager

Attachments: Canby Boards

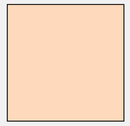
Comment Sheets

Meeting Rooms

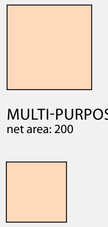
2175 S.F.



MULTI-PURPOSE ROOM
net area: 1500



CONFERENCE RM
net area: 375

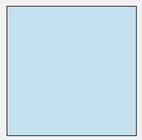


MULTI-PURPOSE STORAGE
net area: 200

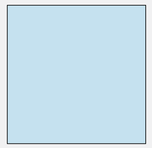
MULTI-PURPOSE KITCHEN
net area: 100

Children's Collection

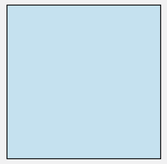
4166 S.F.



NON-FICTION
net area: 466

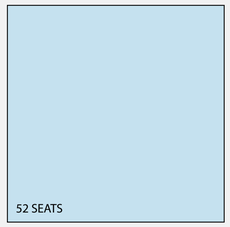


FICTION
net area: 532

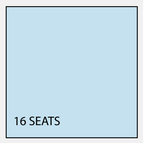


PICTURE BOOKS/
EASY READERS
net area: 657

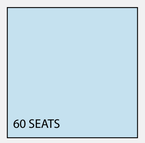
PERIODICALS
net area: 21



STUDY TABLES / PC STATIONS
net area: 1300



PARENT/CHILD
LOUNGE SEATS
net area: 480



STORYTIME
net area: 480

FAMILY RESTRM
net area: 60

SERV. DESK
net area: 50

STAFF WORKRM/STOR.
net area: 120

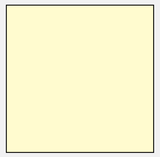
Public Support Areas

2070 S.F.

COPY CENTER
net area: 190

SELF-CHECKOUT
net area: 80

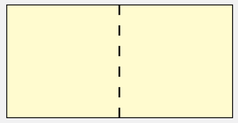
SERVICE DESK
net area: 200



ENTRANCE LOBBY
net area: 600

FRIENDS OF THE
LIBRARY
net area: 200

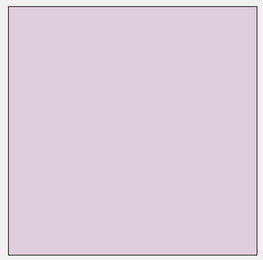
EXHIBIT
DISPLAY
net area: 100



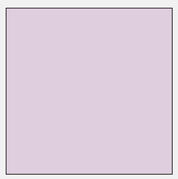
RESTROOMS
net area: 700

Adult Collection

6112 S.F.



NON-FICTION
net area: 1705



FICTION
net area: 765

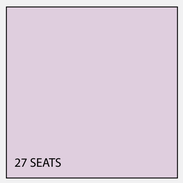
PERIODICALS
net area: 97

LARGE PRINT
net area:141

PAPERBACK
net area: 138

PARENTING
net area: 51

STUDY TABLES / PC STATIONS
net area: 2200



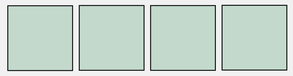
LOUNGE SEATS
net area: 810

NEW BOOKS
net area: 205

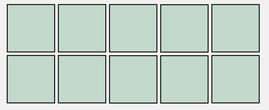
Staff Workstations

1440 S.F.

DIRECTOR
net area: 200



LIBRARIANS
net area: 480

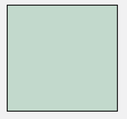


LIBRARY ASSISTANTS / VOLUNTEERS
net area: 640 (10 open workstations)

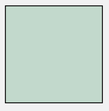
ADMINISTRATIVE ASSISTANT
net area: 120

Staff Support Areas

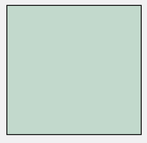
1570 S.F.



WORKROOM /
STORAGE
net area: 350



RECEIVING AREA
net area: 300



BREAKROOM / LOCKERS
net area: 500

FRIENDS OF THE LIBRARY
WORKROOM / STORAGE
net area: 200

BOOK DROP
RETURN RM
net area: 50

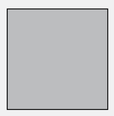
COPY CENTER
net area: 30

STAFF RESTRM
net area: 60

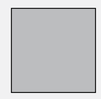
STAFF RESTRM/
SHOWER
net area: 80

Building Support Areas

910 S.F.

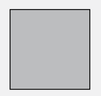


MAINTENANCE
net area: 300



ELECTRICAL
net area: 200

MECHANICAL
net area: 150



TELECOM/SERVER
net area: 180

JANITOR CL
net area: 80

Spanish Language

524 S.F.

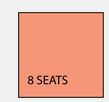
FICTION/NON-
FICTION (ADULT)
net area: 97

MEDIA
net area: 7

FICTION/NON-
FICTION (CHILD)
net area: 94

PERIODICALS
net area: 4

PICTURE BOOKS/
EASY READERS
net area: 33

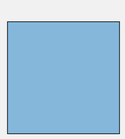


STUDY TABLES / PC
STATIONS
net area: 200

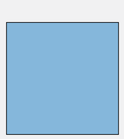
LOUNGE SEATS
net area: 90

Group Study

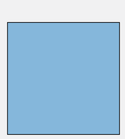
1410 S.F.



STUDY RM
net area: 350

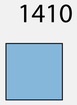


STUDY RM
net area: 350



STUDY RM
net area: 350

STUDY RM
net area: 90



STUDY RM
net area: 90

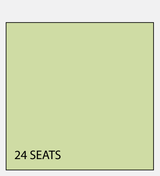
STUDY RM
net area: 90

STUDY RM
net area: 90

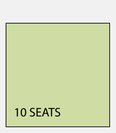
Young Adult Collection

1092 S.F.

FICTION
net area: 192



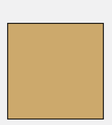
STUDY TABLES /
PC STATIONS
net area: 600



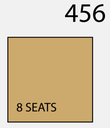
LOUNGE SEATS
net area: 300

Homework Center

456 S.F.



Y/A & CHILDREN
net area: 256

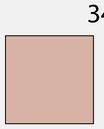


STUDY TABLES / PC
STATIONS
net area: 200

Other Collection Space

343 S.F.

REFERENCE
net area: 126



MEDIA
net area: 217

January 15, 2013 | construction documentation | design development | schematic design

Welcome to Canby the garden spot

SCALE: 3/32" = 1'-0"

0 16' 32' 64'

SPACE ALLOCATIONS

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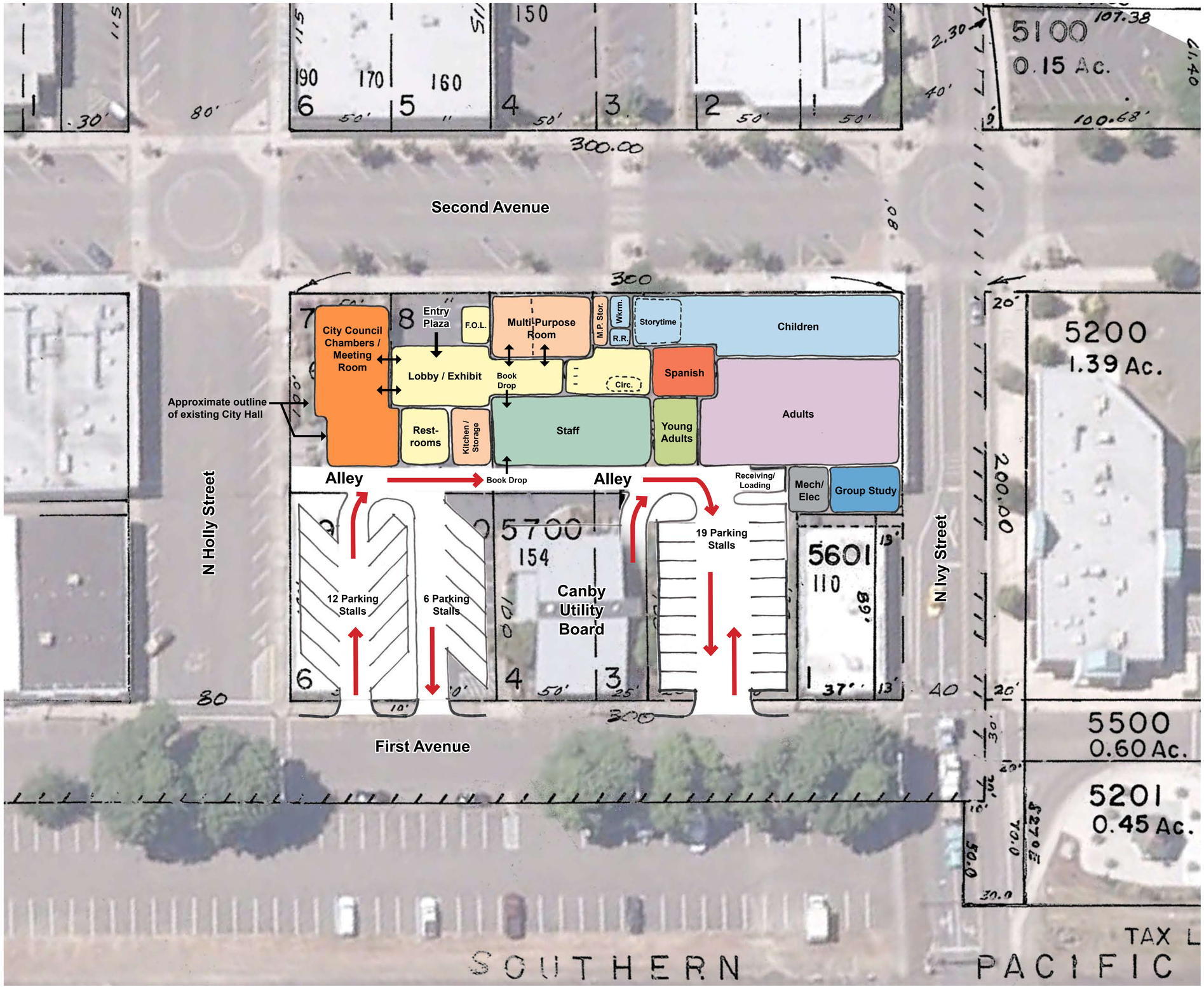


PREFERRED OPTION

22,648 sf Library

1,000 sf Entry Plaza

2,700 sf Renovated City Hall

37 Surface Parking Spaces

1" = 20' - 0"

0' 20' 40' 80'

January 15, 2013 | construction documentation | design development | schematic design

LIBRARY & SITE DIAGRAM

Welcome to Canby the garden spot

FFA Architecture + Interiors

1

2

3

4

5

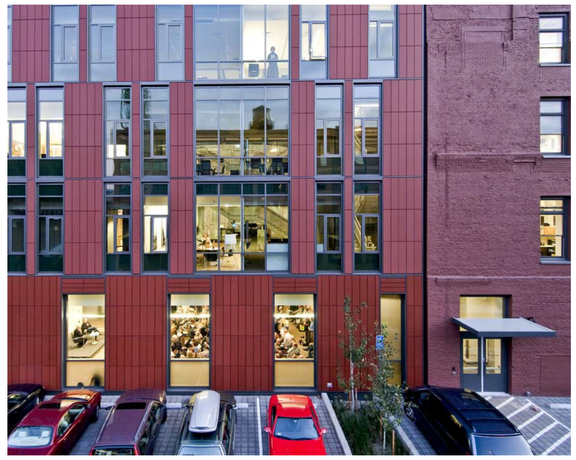
6

7

8

9

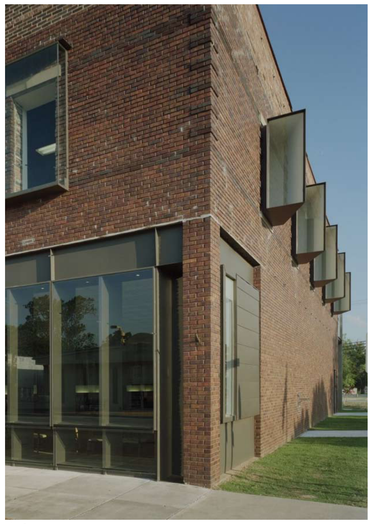
10



11

12

13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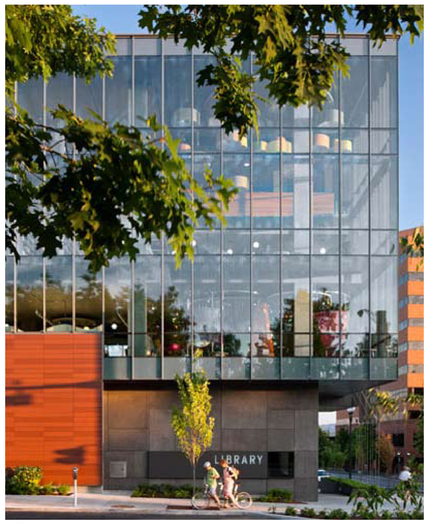
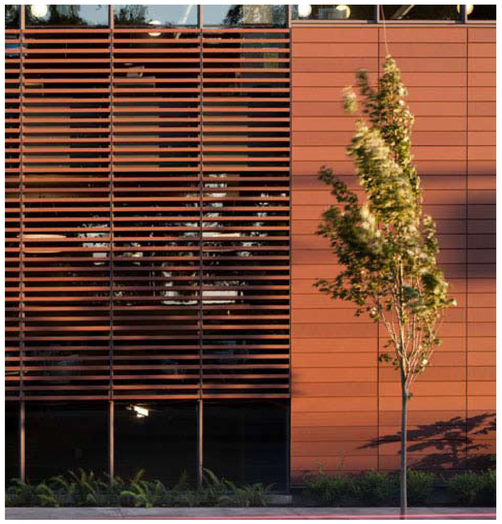
15

16



17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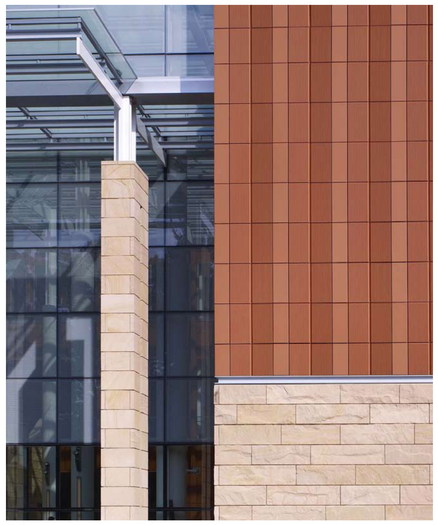
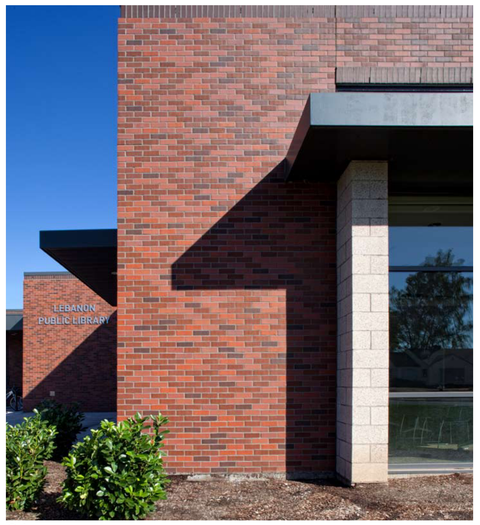

19

20



21

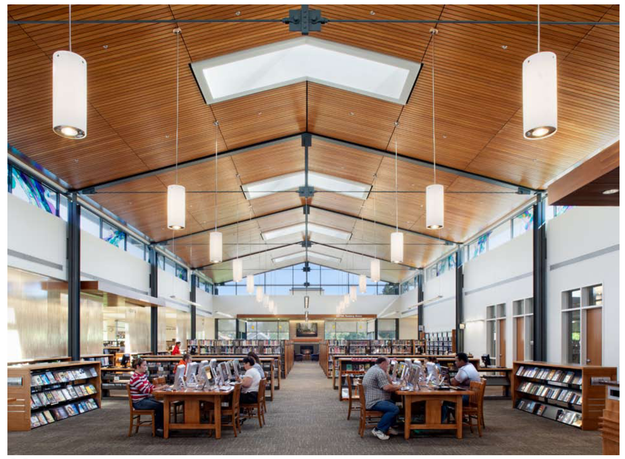
22

PUBLIC SPACES

23

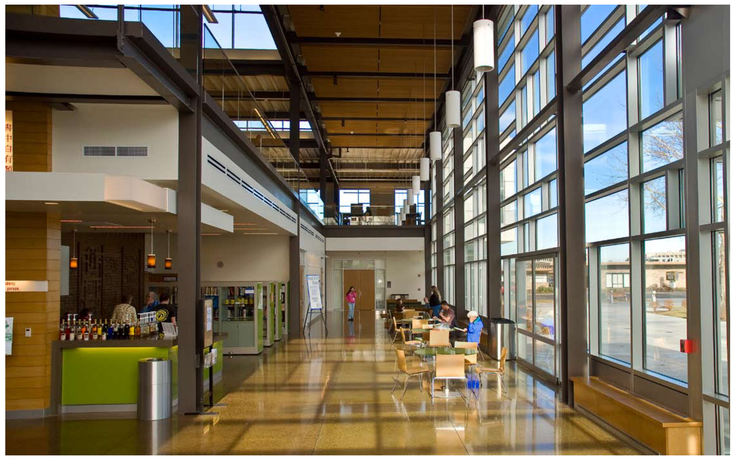
24

25



26

LOBBIES



27

28

29

MULTI-PURPOSE ROOMS

30

31

32

CHILDREN'S SPACES

33

34

35

36

TEEN SPACES

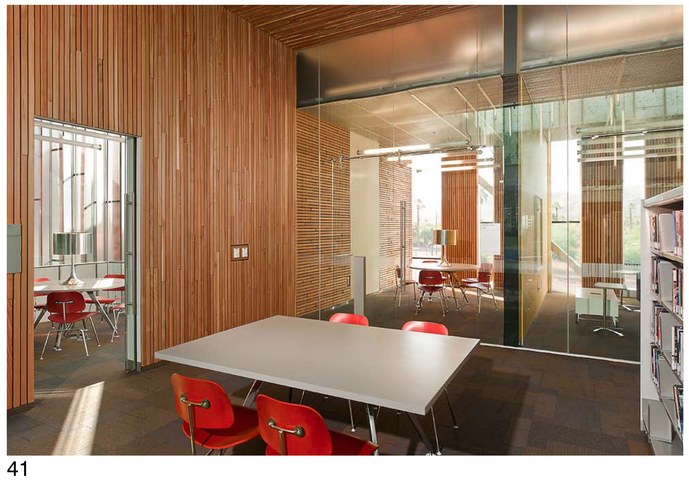
37

38

39

STUDY ROOMS

40



41

HEARTH

42

CANBY PUBLIC LIBRARY 1/15/13

PUBLIC MTG #1

- TAKE ADVANTAGE OF NORTH LIGHT
- SIZE OF NEW LIBRARY
- MATERIALS & FINISHES NEED TO BE APPROPRIATE TO CANBY COMMUNITY
- NEW LIBRARY SHOULD MATCH CITY HALL MATERIALS, PATTERNS
- GROUP LIKES LOOK OF CAMAS LIBRARY FORMS, MATERIALS
- DURABLE MATERIALS & FINISHES FOR LONG-TERM USE
- DESIGN OF LIBRARY NEEDS TO WORK W/CITY HALL, SMALL-TOWN FEEL OF CANBY

- LIKE USE OF PERMANENT MATERIALS, LOW MAINTENANCE
- ACCESS to NATURAL MATERIALS, NATURAL LIGHT IS DESIRABLE
- USE MATERIALS, FORMS FOR INTERIORS THAT REFLECT THE AGRARIAN HISTORY OF THE AREA
- ACOUSTICAL ATTENUATION IN MTG ROOMS
- PARENTAL SUPERVISION of KIDS - DESIGN of CHILDREN'S SPACES to ENCOURAGE THIS
- LAYOUT of CHILDREN'S COLLECTIONS FOR EASE of BROWSING, KID'S SUPERVISION
- LOVE THE HEARTH CONCEPT
- HOW to INCORPORATE CURRENT LIGHTING TECHNOLOGY & CONCEPTS INTO DESIGN

- LEED: "IF IT MAKES SENSE, DO IT" - THE APPROACH USED ON NEW ~~CANBY~~ CANBY POLICE BLD'G
- CONVEY THE MESSAGE OF ENERGY-EFFICIENT, SUSTAINABLE DESIGN IN PROJ.
- REQUIRED SUSTAINABLE, SOLAR ACTIVE OR PASSIVE STSTEMS
- MAINTENANCE + GLASS
- INTERIOR NEEDS TO BE GENEROUS FOR ALL USES
- REALLY NEED ALL SPACE FOR MTG ROOMS?
- INTERIOR FLEXIBILITY IS KEY FOR LONG-TERM USE
- "EMBRACE THE FUTURE, RESPECT THE PAST"
- WILLAMETTE UNIVERSITY EXAMPLES

- LIBRARY SHOULD BE "CANBY'S LIVING RM."
- PUBLIC MTG ROOM: PULL CONDUIT FOR CCTV GOING OUT TO COMMUNITY
- NEED WIRELESS!
- HEARTH IN THE MTG ROOM?

your Canby Public Library

Community Meeting **January 15, 2013**

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We invite you to provide any comments, both positive and negative on as many of these images as you choose.

This is your library and your input is valuable to us!

Thank you.

Photo No.	Comments
10	good job of matching old building
9	nice proportions
26	Interior with wood warm feeling
	(More comments on back of this sheet)

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

① Use wood - We are in the Pacific Northwest
inside to warm interior
#26 ceiling } very attractive -
#24 - " } good for acoustics

② Echo exterior materials
to coordinate with City Hall
i.e Brick + roof shape

Look how long the City
Halls exterior has lasted

Don't get too "modern"
Keep integrity of frame
to our setting - we are
a rural community

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Photo No.	Comments
Bend Library Interior	Use elements that link to historical & agricultural - Bend's interior wood suggests shape of a barn - connection to agriculture
	Lebanon - like wood ceiling. Keep some warmth in the interior materials - on walls or ceilings

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

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Thank you.

Photo No.	Comments
#26	GOOD DESIGN FEATURES
#30	
#42	

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

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_____

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Thank you.

Photo No.	Comments
	INTERIOR LIKE WARM WOOD CEILINGS
2&10	nice transition between old & new

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

your
Canby Public Library

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Thank you.

Photo No.	Comments Interior & Exterior.
	Have you been to the Prineville library? It's fairly new, & I like it! 8-10 yrs?
	Good use of windows & setting, some good
	meeting spaces.
	like light, feelings of warmth (wood?)
	color. Hearth -
	Not so sold on metal & concrete look -

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Ann Anne McKinney

Penny!

your Canby Public Library

Jan 30
Feb 19

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Thank you.

Photo No.	Comments
10	Love!
	Love Lebanon picture & Bend one
42	Love Health area!
	Children's area: Please place
	stacks between exit & play area
	* containment for toddlers !!

11K to 22K SQ FT

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Cortney Tamini
266-3479
cortneytamini@yahoo

your Canby Public Library

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Thank you.

Photo No.	Comments
12	glass looks like a garden hot house - fits "Garden Spot"
20	wood accents fit Canby's heritage as a timber town we have the Molalla Forest Road path as a major recreation feature
21	wood interiors for heritage

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

your Canby Public Library

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Thank you.

Photo No.	Comments
#14	Boston too contempory
	I prefer that we stick to brick or tile to "match" City Hall. siding

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

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Thank you.

Photo No.	Comments
	Like the idea of a fireplace area in the
	Meeting Room
	Lots of WINDOWS — I hope for a reader
	in the foyer looking into the friendly
	book store
10	Looks MOST like our situation

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

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_____

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Thank you.

Photo No.	Comments
#10	We the balance
#37	teen space - liked the concept
	FOL - exposure
provide a picture of the existing	
building to super impose a new prototype.	
	expandable doors on
	meeting room for bigger venues.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

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Thank you.

Photo No.	Comments
10	I liked the openness the use of glass for light & brick to tie it together with the other buildings. I also like the entrance between the 2.
Children's Spaces	Loved the fanciful furniture, use of colors & soft "sculptural" furniture

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

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Thank you.

Photo No.	Comments
34, 26, 30	Wood on interior
8, 14	brick on exterior complement city Hall

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

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_____

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Photo No.	Comments
	— MAINTAIN "SMALL TOWN IMAGE" — EXTERIOR DESIGN COMPLIMENTS CITY HALL — BRING IN RURAL/AGRICULTURAL/GARDEN SPOT INTO THE DESIGN TO FURTHER THIS CONCEPT — TRY FOR LOWERING MAINTENANCE COSTS

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

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your Canby Public Library

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Thank you.

Photo No.	Comments
#37	I like the look of this.
#38	— Not so much.
#39	— like the top lighting.
#42	- Like the Hearth & Oversized Chairs. Combine w/ Multi purpose room.
#10 & #12	like
20, 21, 22	Not liking.
	Must work to get as many 2 or 3 for 1 uses as possible.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

01-15-13

NOTES FROM OPEN-HOUSE: (Brenda)

Theresa:

F.O.L:

Retail
Attractive
Rolling racks for sales outside + in Lobby.
Glass.

MULTI-PURPOSE ROOM:

Expandable wall opens to lobby.

---

other:

Handicap access in bathrooms - maneuvering w/ person in wheelchair + aide in stall is a challenge.

your Canby Public Library

Community Meeting January 15, 2013

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Thank you.

Photo No.	Comments
2	Like the natural texture + imprints on the building, blending in natural surroundings. Favorite exterior pictured
3 + 6	The more windows the better to let light in and show activity inside.
13 + 9	dd to the new building doesn't blend well. The Camas library #9 has a nice transistion
15	Overhangs provide a nice dry space to walk in the rainy weather.
40	Study rooms with doors that slide would be optimal. Nice open and easy to see into.
33 + 36	We should make sure furniture is easy to clean or wipe down.
5	I like the lighted sign but the exclamation point I think will quickly becomedated.
42	Hearth as focal point/gathering space is nice, if we have rooom for it.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Catherine McMullen
Library staff

your Canby Public Library

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Thank you.

Photo No.	Comments
	Combine the two structures,
	library & City Hall, in a pleasing
	combination of old and new I would love to see the use of
	modern materials making a statement that Canby is a
	progressive city, but blending the transition to City Hall
	Do whatever it takes to deliver the WOW factor

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

your Canby Public Library

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Thank you.

Photo No.	Comments
1	ugly, ugly, ugly – looks like an old bank bldg.
2-6	especially like 2, 3 & 6 8- not enough glass contemporary brick & glass (lots of glass) compliment each other
9-13	Hate the old & new together
9 10 12	Hate the mansard roof Hate the colonial details 14- still hate it Love the glass, hate the brick
15-21	Love combination of lots of glass with other materials
23, 24, 26 & 27	Nice – lots of light & also like the warmth of wood
37	Attractive space – has a semi-private & exclusive feel teens would be drawn to.
41	love the Eames chairs!

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

your Canby Public Library

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Thank you.

Photo No.	Comments
2	like combo brick, art, glass very balance'd
4	too much of the checkered material but some moderation would catch the eye.
5	you know it's not so much but – a library – the sign
10	old and new complement each other – walkway & entrance tie
16 & 20	bldgs together nicely use of wood or wood appearance adds warmth
	love interiors w/ natural
	light, vaulted ceilings, hearth as focal point, keeping color
	palate more neutral w/ color in decor or furnishings that can be changed out w/ time.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Misty

your Canby Public Library

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Thank you.

Photo No.	Comments
9	I LIKE THE WINDOW ENCLOSED WALKWAY BETWEEN THE 2 BUILDINGS- I THINK THAT WOULD WORK FOR US.
10	THE OPEN WINDOW CONCEPT BETWEEN OLD CITY HALL AND OUR LIBRARY BUILDING
22	DON'T LIKE THE GREY COLOR & HARD LINES
26	REALLY LIKE THE OPEN FEEL IN THIS PHOTO WITH A LOT OF TABLE SPACE
39	I LIKE THE SEPERATION OF THE TEEN SPACE BUT STILL VISIBLE. VERY IMPORTANT
3	#3 IS THE BUILDING I LIKE BEST

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Brigitta Clark

New Canby Library Community Meeting - Jan. 15, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Walt	Daniels	daniels@canby.com	503-266-3761	
Ruth	Irons	Irons167@Hotmail.com	503-263-3738	
Sharon	Leighty	shann r shanleighty.comg.un	541-408-5060	
Ken	Riper Councilman			
Roger	Reif	rrr@canbylaw.com	503-266-3456	
Linda	Warwick	LWARWICK1362@gmail.com	503263-1362	
John + Heather	Staach	herstaach@gmail.com	509-400-3853	
Bob	CORNELIUS	bobcorn@wbcable.net	503-266-5286	
Anne	McKinney	annie pmac@msn.com	503263-2027	

New Canby Library Community Meeting - Jan. 15, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Kathy	Shinn	kshinn@canby.com	503-263-6874	

New Canby Library Community Meeting - Jan. 15, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Jean	Tallman		(503)266-4634	
Kathy	Stuart		503.534.4404	
BRIAN	Hodson	bhodson@ci.canby.or.us.		
Baars	Pat	gbaars@canby.com		
Shawn	Hensley	SHensley@ymail.com		
Tim	DALE			City
Jon	DRAET	jon@jondrayt.com	503-266-6231	
Greg	ELLIS	ellisg@ci.canby.or.us	(503)266-0745	City
Matt	Michel	mmichel@canbystility.org	503-266-1186	Canby Utility

New Canby Library Community Meeting - Jan. 15, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Theresa	Enderle	ptne@wavecable.com	503-780-4009	- new library funding
Pam	Judy	Budy22@yahoo.com	503 891-2284	
Roger & Rich	Ares	RGA@AresHome.com	503-266-5810	
Cortney	Tamini	Cortneytamini@yahoo	266-3479	Children's area!
PAUL	TANZER		266-6476	REFERENCE

FFA Architecture + Interiors

Memorandum

To:	File	**Date:**	January 31, 2013
From:	Eric Wilcox		
Project Name:	New Canby Library, Renovated City Hall And Existing Library Renovation		
Project Number:	24 10 09		
Distribution:			

New Canby Library, Renovated City Hall
And Existing Library Renovation

Community Meeting 02
Canby Police Station
January 30, 2013
6:30 P.M.

Attendees:

Greg Ellis	City of Canby
Amanda Zeiber	City of Canby
Penny Hummel	City of Canby Librarian
Bill Harper	Francis Berg Architect
Troy Ainsworth	FFA
Brenda Katz	FFA
Eric Wilcox	FFA
Karl Refi	FFA

Community Sign-in sheet attached

Item Comment

01 **Welcome and Introductions**

A. Penny Hummel welcomed attendees and introduced the project team.
B. Penny noted that a comment sheets were available for anyone to leave comments for the design team.
C. Reviewed the progress to date and direction from the URA.
D. Reviewed the pending schedule with meeting #03 on February 19, 2013.

FFA Architecture and Interiors, Inc. | 520 SW Yamhill Suite 900 Portland OR 97204 | T 503.222.1661 F 503.222.1701 | www.ffadesign.com

02 **FFA Introduction**

A. Troy Ainsworth introduced the FFA project team and gave a brief description of the project status and the goals of the meeting.
B. Reviewed the project goals and project status to date and current schedule for the Schematic Design phase to be completed in late February.

03 **Power Point Presentation**

A. FFA presented a series of slides as follows:

Slide #01. Library and Site Diagram: Troy and Brenda reviewed the preliminary development of the overall site and building configuration and noted:

1. Overall site circulation with updated plan.
2. Drive through book drop-off
3. Connection to existing Canby City Hall.
4. Central lobby that serves both council chamber and library with joint use of public restrooms, kitchen and storage.

Slide 02. Floor Plan: Brenda reviewed the preliminary floor plan as it has developed from the space plan shown in Slide #1

Slide 03. Building Form and Character and Materials: Karl presented this slide and discussed the various images from meeting 01 that had received positive response.

Slide 04. Interior Spaces: Brenda presented this slide and discussed the various interior spaces various images from meeting 01 that had received positive response.

Slide 05. Exterior Elements and Options: Karl reviewed this slide. Using a 'sketch-up' computer model to present the initial design concepts and how they responded the Building Form and Character and Materials slide 03. He noted the following:

1. The use of brick or terracotta tile to respond and respect the city hall.
2. Lower 'connector' entry building to also respect the city hall
3. Multi-purpose and stack areas are higher to respond to the size and volume of each space and also the city criteria for a 2-story feel.
4. Curtainwall is broken up to develop the multi-level look of the brew pub.

Slide 06. Interior Options: Karl presented (3) options for the primary stack area structure. (attendees preferred option 1)

1. Option 1: exposed steel beams with finish suspended wood ceiling (similar to Lebanon).

2. Option 2: exposed wood trusses with wood structural deck.
3. Option 3: Exposed wood glue-laminated beams with wood structural deck.

General Comments include:

1. Acoustic
2. High volume, will it be hard to heat and cool?
3. Hearth location, next to children's area, this could be a safety / acoustical problem.
4. Does design allow for expansion?
5. No flat roofs – provide 'low slope' roofs.
6. North elevation is nicely 'broken up', not monolithic.
7. Like stair step look that respects the city hall and not like a warehouse
8. South elevation is very bland - FFA to work on it.
9. Like the window configuration for the stack area.
10. Is there a public entrance on the south side? No.

Next meeting February 19th

Meeting notes prepared by:

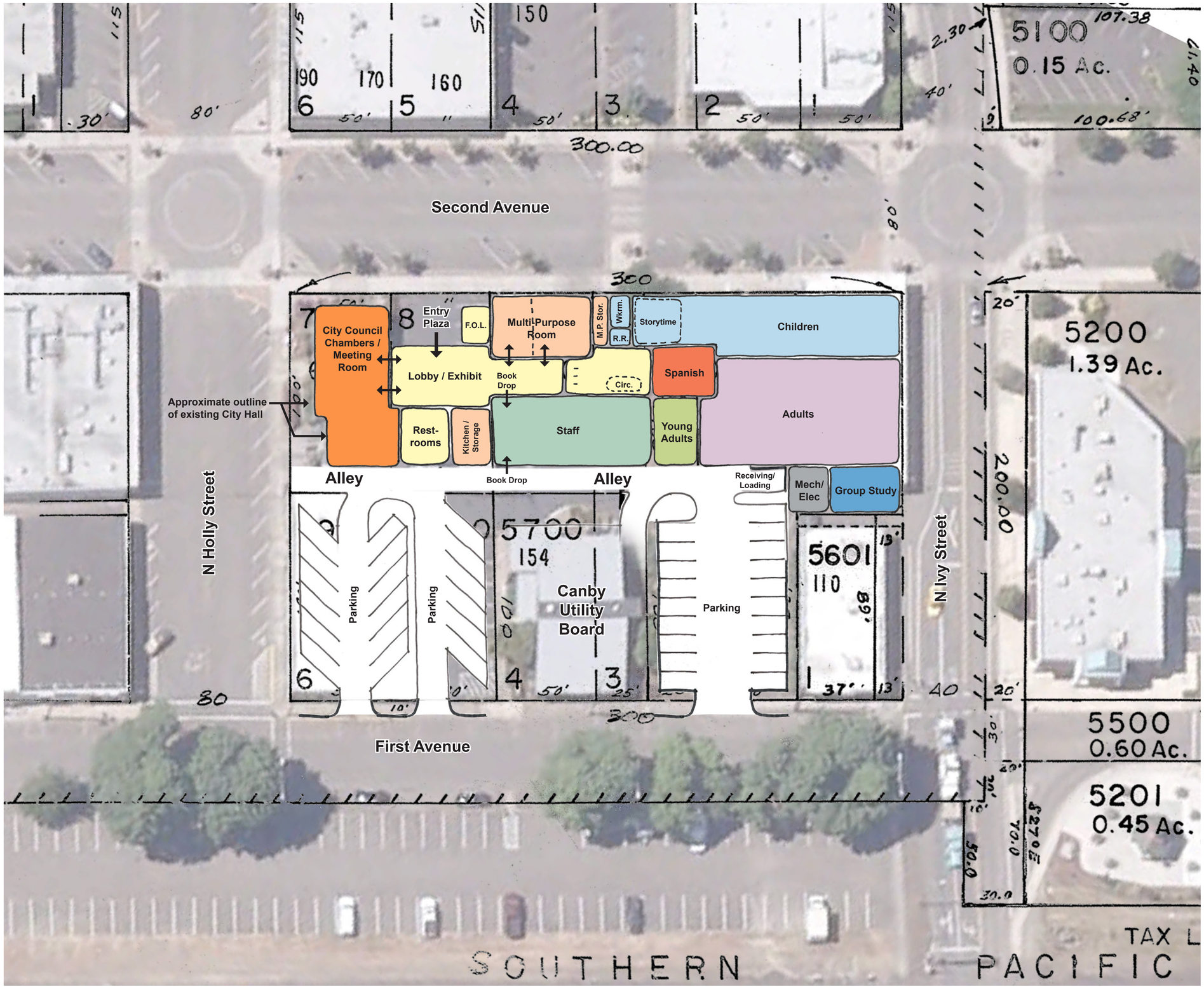
Eric A. Wilcox
Project Manager

Attachments: Canby Boards
Comment Sheets

22,648 sf Library

1,000 sf Entry Plaza

2,700 sf Renovated City Hall



1" = 20' - 0"

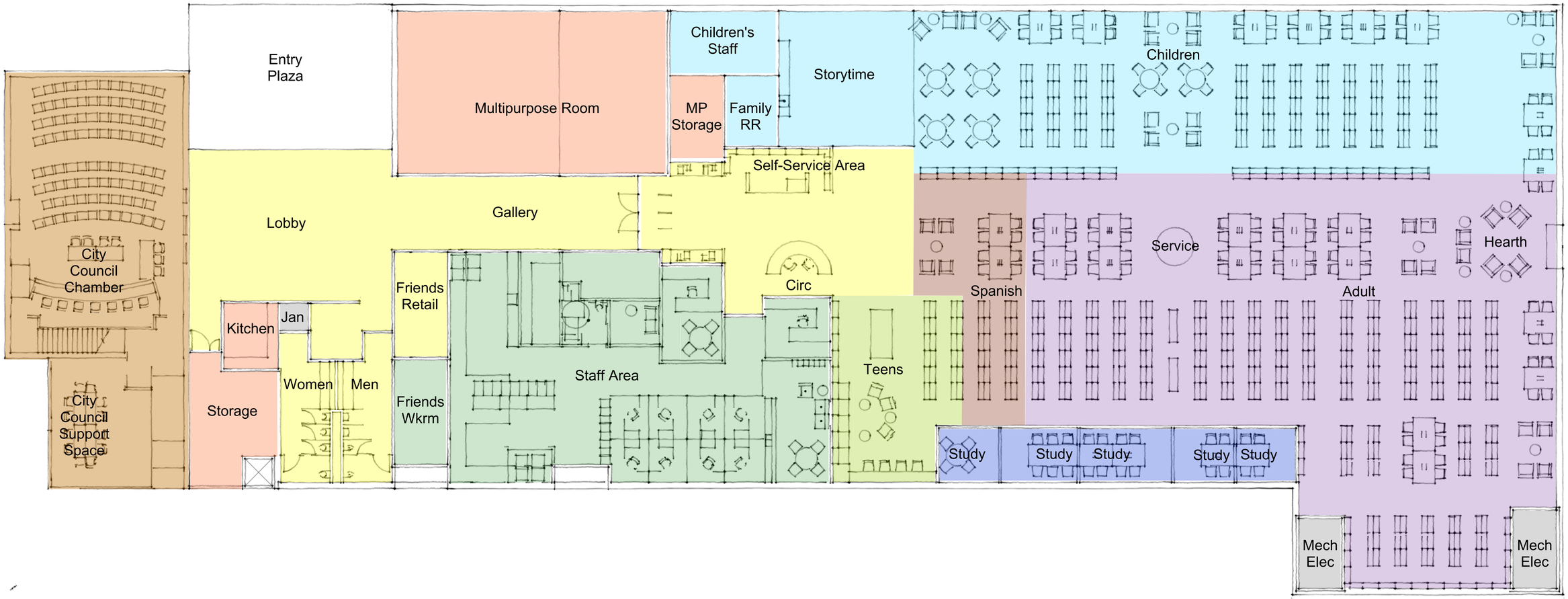
0' 20' 40' 80'

January 30, 2013 | construction documentation | design development | schematic design

LIBRARY & SITE DIAGRAM

Welcome to Canby the garden spot

FFA Architecture + Interiors



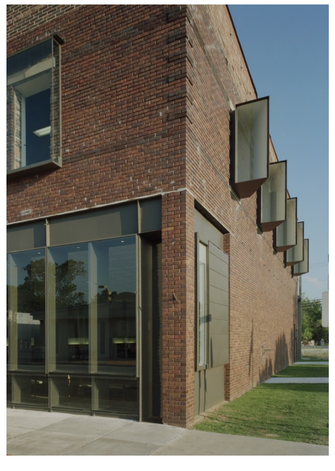
1/8” = 1’ - 0”

January 30, 2013

construction documentation | design development | schematic design

CITY HALL

CANBY PUB & GRILL
I.O.O.F.

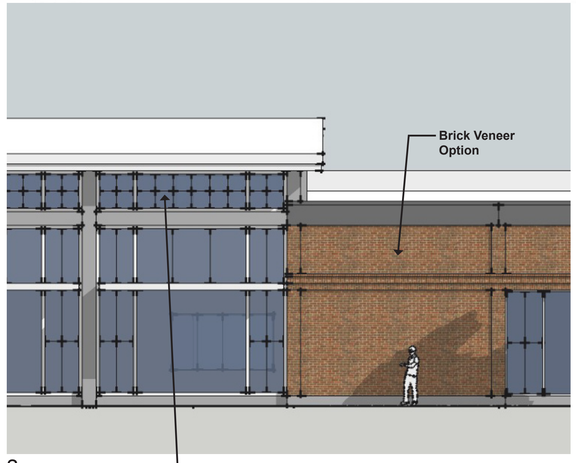


REFERENCE

teens

1

2



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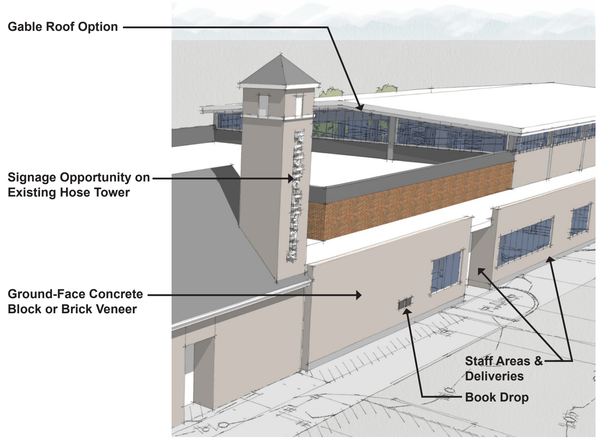

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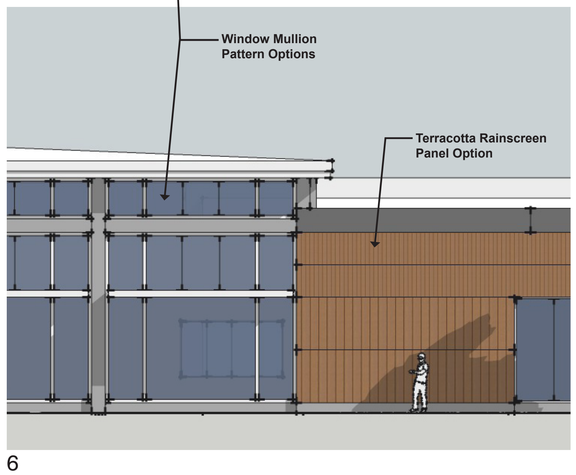
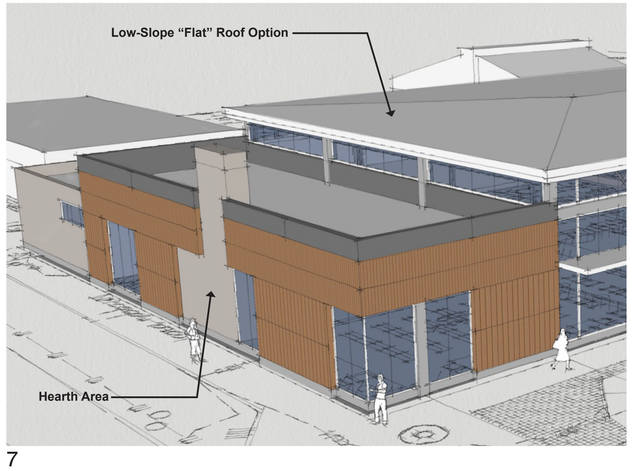


6



7

EXTERIOR ELEMENTS & OPTIONS

Steel Beams
Suspended Wood Ceiling
Optional Skylights
Steel Columns

8

Exposed Wood Decking & Purlins
Open-Web Wood Trusses
Steel Columns

9

Exposed Wood Decking & Purlins
Glulam Beams
Steel Tie-Rods
Steel Columns

10

CANBY PUBLIC LIBRARY

PUBLIC MTG #2

- WAS SOLAR ENERGY TAKEN INTO ACCOUNT WHEN DESIGNING THE TALL SPACES IN LIBRARY?
- ACOUSTICAL ATTENUATION - OPEN SPACES (PROXIMITY OF CHILDREN'S AREA TO HEARTH)
- ISSUES W/ FLAT ROOFS - DRAINAGE
- WHAT ABOUT DESIGNING TO ACCOMADATE A SECOND FLOOR?

- How About Adding Landscape Elements to Plaza and other Edges?

- Interior #8: Warm Wood, Finish Look, Refined Look Appreciated
  : Adjacency of Children to Main Area
  : Like the Skylights

- Interior #9: Negative Reaction "(

- Interior #10: Looks like a Gym, Heavy Appearance

- SOUTH SIDE IS AN IMPORTANT PART OF OVERALL PROJECT - MORE DEVELOPMENT OF DESIGN NEEDED

your Canby Public Library

Community Meeting No. 2 **January 30, 2013**

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This is your library and your input is valuable to us!

Thank you.

OUTSTANDING JOB – WELL DONE.

Comments
DO NOT like TRUSS like look INSIDE
TOO warehouse looking
Solid wood Trusses better than the open ones.
Could the concerns of the color of the trusses be addressed by using a "rusty red" to tie in w outdoor brick etc.
#1 dark trusses seemed the favorite
Something Wild to Think about – Some type of limited "Roof Garden" Self sustaining on back upper roof to be seen from 99!

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

Possible "Drop off site" near Book Return / service door for handicapped. & elderly

& think people w/ special history / theme ideas can be addressed through changing ("display") gallery areas inside.

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Thank you.

Slow down on the use of your power point Lazer moves to fast & darts all over!

Comments
Promote as much "Green" - recycling materials & Theory as possible.
Consider integrating indoor and/or outdoor water feature to promote "Visioning" ideas for water features around Town.
Interior design should reflect input from real "accessible" challenged persons to address real needs in entrance, flooring, Restrooms and furniture.
Dual use - VERY positive !!!
Possible atrium - garden feature vertical wall type using local rock & incorporating art in design.
Flooring Design to Reflect a "Story" about our area - like Columtria Intereptive center in Hood River area.

(or in tualatin commons area)

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

- Solar lighting where possible

- You can have light & wood enhanced w/o expense of extreme high rise effect. Doesn't have to be so high to "achieve the effect" you are going for

- Design sitting area alcoves & include chairs that are higher (NOT bar stool type) but as some medical offices are using - comfortable but a bit higher.

★ WELL EXTERIOR INTEGRATED DESIGN & use of materials Beautiful looks like it belongs!

- Entrance Book Drop "for fun" information to "match & tie in with Tower"! above.

This can be part of what you come up with for the back-

Murals? like from City PD?

your Canby Public Library

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Comments

I would Like the Pitch of the Roof of the main area to Be Steeper so it mirrors the City Hall Better. I also Like the Rounded Roof windows of the city Hall That could Be a nice design feature on Both sides of the Roof + Let in more light. Consider Celestory windows in the Roof

more interesting + more light.

See Back

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Renée Meyerberg

More Rounded elements to soften - it seems very rectangular.

I like the Brick + the lots of windows + window shapes.

your Canby Public Library

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Thank you.

Comments
How many books / things can be in space?
Where are the provisions for electronics, including outlets & devices to be available?
What about unemployed disabled provisions, including blind & wheelchair? Lighting? Resume writing?
Why is the staff space so big & fortified?
How is any increase in activity or acquisition to be provided?
Why do you treat this building as "green" when it is not?

Please feel free to use the back of this sheet for additional comments. What about population outreach & service?

Your name and contact information (optional): _____

Who wanted the ~~tower ID graphics to be sideways~~ & why? ~~A fireplace?~~

This is a 1950's building with no expansion provision.

your Canby Public Library

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Thank you.

Comments
Slide 8: 1st mtg commented that sky lights tend to cause water issues. Prefer No sky lights but like the beams.
Slide 9: No - looks like Costco.
Slide 10: I like it w/o the steel supports @ the peaks & w/o support cross rods. Just the wood Beams would be great.
Fire station: Smoke stack = No WORDING = potentially blocked later w/ taller buildings on 1st Ave.
How are we configuring elec electrical outlets? In Study rooms, @ table areas, etc.
Ivy side of Building should have some decor b/c Main thoroughfare thru town.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

your Canby Public Library

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Thank you.

Comments
• Masonry & wood combination, good grand presence of windows - yes, sky lights - yes, not hooked on brick exterior
• Kids library: kid-friendly carpet or rug with alphabet or shapes to make it friendly - different from adult library's sober carpet/rug
◇ Teens need nook - darker space Adults need these darker nooks too.
• Is children's space somewhat contained so that run-away toddlers have some obstacles to slow them?
• Please take care to ensure storytime room does not evoke claustrophobia due to the small space (walled off?)

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional):

Tracie Heidt
Storytime Presenter
tracieheidt@hotmail.com
503-336-3604

your Canby Public Library

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Thank you.

Comments
I'm concerned that the view of the back of the building is not nice looking. Cement blocks are never attractive.
You should move the fireplace from the center back of the building to a more secluded area.
Can you substitute the Metal beams for wooden beams?
Please allow room for trees, dry wells, bushes, baskets of flowers around the building
Your architecture should include alternative sources of energy.
I like the use of glass, roof height and multiuseage of the building. Letting lots of light in through the
use of lots of glass is wonderful. I prefer the use of brick on the exterior is
really a good idea. Please use as many natural materials as possible.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Ayron Haley

ayronhaleylcnt@gmail.com

your Canby Public Library

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Thank you.

Comments
Why the plain look facing 1ST? That is the first impression from the Highway.
Prefer #8 interior
Need green space on 2nd St Side.
As a 67-year resident I'm relieved to see the attention to retaining the city hall building and the incorporation into the finished product. It was my library as a child.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

your Canby Public Library

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Thank you.

Comments
#8 interior — I prefer this design — it gives a warmer feeling that I associate with a library + books — more comfortable + relaxing — love the warmth of wood + the windows
2nd Avenue
exterior — love the brick exterior + the way it integrates w/ city hall — very gracefully done — the design of the windows gives same feeling of Canby Pub — love it.
1st Ave. side — needs some of same ambiance as shown on 2nd St side to advertise its presence to Hwy 99 But I agree 2nd Ave Entrance is way to go

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Peggy Savage

your Canby Public Library

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Thank you.

Comments
Toilets in police dept. are very noisy when flushed — can the library have quiet toilets?
Like wood ceiling better than acoustical tiles.
Terra cotta exterior - like it! - Like the vertical look.
Interior #8 - Like this best. Contrast of steel & wood is nice #9 - Truss scheme too busy. #10 - Like contrast of slender bars & wood.
Very nice job so far!

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

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Thank you.

Comments
Why is the main entry off 2nd when the parking is on 1st?
Either have two entrances of shift to parking side.
Could move storage to Entry Plaza to accomplish this.
Thumbs up on the exterior option 1 - Brick
Hang wood cloud preferred. (first one) #8

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

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Comments
For exterior, I like the Camas example the best. for interior, I like the Bend example. The more the children's section can be separated, the better, to keep the adult area quiet. The study rooms will be great. If there's room along walls to put carrol's or small tables/desks for individual studying, that would be nice. Carrols would provide some sound protection but are open enough to prevent "funny business". If the outside is made into a "garden" area, it would be good to have some benches/small tables for outdoor studying + reading.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

your Canby Public Library

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Thank you.

Comments
#8 interior – looks industrial. would like to see more wood rather than all steel supports. Windows are great. Soften the look of skylights.
#9 interior - ceiling design is too busy
#10 interior - like wood, but not metal cross pieces.
Exterior of building - include plantings in plaza & other places where feasible. Also consider vertical. Also consider "green" living elements on each side. Add more windows - high if needed.
Look at potential access from parking lot. Patrons will appreciate access on this side. Street parking not always easy to find.
Use warm colors on interior along with warmth of wood.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Kathy Shinn

503-263-6874

kshinn@canby.com

your Canby Public Library

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Thank you.

Comments
The interrior #8 works best
First AV. Needs more decorative treatment
Otherwise, great job!
What about tower signage vertical instead of sideways? PUBLIC ↓

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): RAUL CASCIATO

Thurs. Feb. 19 Troy Ainsworth

your Canby Public Library

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Comments
① I like #8
② Do we have movable partition to divide conference areas.
③ Dress up 1st Ave Side.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Roger Reif

your Canby Public Library

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Thank you.

Comments
Will there be a space for genealogy work and information?

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Paul Ashton

ashtonpk@canby.com

New Canby Library Community Meeting - Jan. 30, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Shawn	Hendry	shensley@ymail.com		
Britt	Ash	britterina@gmail.com		
Richard & Florence	Ball	rxFball@canby.com		
Pony Casciato		wallflowers@canby.com		

New Canby Library Community Meeting - Jan. 30, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Kathy	Stuart	stuartk@canby.com	503 539-4404	
Carl + Barb	Menkel	cbmenkel@aol.com	503-266-9909	
~~Roger~~				
Tracie	Heidt	tracieheidt@hotmail.com	336-3604	
Roger	Reif	rrr@canbylaw.com	503-266-3456	
Heather + John	Steach	hersteach@gmail.com	509-420-3853	
Barbara	Beebe	barbiebeebe1@yahoo.com		acquisitions & distribution to diverse population
Ayron	Haley	ayronhaley1mt@gmail.com		
Trai	Hensley	[illegible]		

New Canby Library Community Meeting - Jan. 30, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Margarita	Cruz.		971-338-1071	AREAS PARA CLASES DE COMPUTACION. AREA INFANTIL
Marline	ELLE	MSEMAY@HOTMAIL	503 984 0391	General Design & Delivery of Services -
Madeline	Henderson		503-266-5155	General Design/Parking/Study Areas
Sue	Engels	suespencerengels@hotmail.com	503-989-2602	
Peggy	Savage	psavage@molallapioneer.com	503-916-6324	Everything
BOB	CORNELIUS	bobcornw@bcable.net	503-266-5326	NEW LIBRARY DESIGN
Paul + Mary	Ashton	Mary Christy@canby.com Paul ashtonpk@canby.com	503-266-4890	All
Bryan Brown		City Staff		
CHUCK	KOCHER			PLANNING COM.

New Canby Library Community Meeting - Jan. 30, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Deb	Dart			
Kathy	Shinn			

New Canby Library Community Meeting - Jan. 30, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Theresa	Enderle	ptnc@wavecable.com	503-780-4009	General design
Jon	DRAGT	JON@JONDRAGT.com	503-266-6231	
Mary	Walsh	marylttwalsh@canby.com	263 8291	
Haley	Fish	fishha@ci.canby.or.us	503 266 0725	
LIDIA	BAUTISTA	290 2nd Ave #14	971-275-38-46	
Mario	Boutista	"	"	
Renuka	Meyerbey	Renuka.meyerbey@yahoo.com	503 504 5842	
Robert	Bitter	bitter@canby.com	503 266 3450	
Tim	DAle	City		

FFA Architecture + Interiors

Memorandum

To:	File	**Date:**	February 21, 2013
From:	Eric Wilcox		
Project Name:	New Canby Library, Renovated City Hall And Existing Library Renovation		
Project Number:	24 10 09		
Distribution:			

New Canby Library, Renovated City Hall
And Existing Library Renovation

Community Meeting 03
Canby Police Station
February 19, 2013
6:30 P.M.

Attendees:

Greg Ellis	City of Canby
Penny Hummel	City of Canby Librarian
Bill Harper	Francis Berg Architect
Troy Ainsworth	FFA
Brenda Katz	FFA
Eric Wilcox	FFA
Karl Refi	FFA

CC: Amanda Zeiber City of Canby

Community Sign-in sheet attached

Item Comment

01 **Welcome and Introductions**

A. Penny Hummel welcomed attendees and introduced the project team.
B. Penny noted that a comment sheets were available for anyone to leave comments for the design team.
C. Penny announced the $50,000.00 challenge grant had been received from the Collins Foundation.
D. Mayor Hodson noted that the intent of the meeting is to review and

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discuss the current design and project progress.

02 **FFA Introduction**

A. Troy Ainsworth introduced the FFA project team and gave a brief description of the project status and the goals of the meeting.
B. Reviewed the project goals and project status to date and current schedule for the Schematic Design phase to be completed in late February.
C. Troy gave a brief presentation of the results from meetings 1 and 2.

03 **Power Point Presentation**

A. FFA presented a series of slides as follows:

Slide 01. Floor Plan: Brenda reviewed the preliminary floor plan as it has developed since meeting 02. Primary items include:

1. Shifting the hearth to one bay west.
2. Adding partial height walls between the children's areas and the rest of the library
3. Use of the lobby facilities after hours
4. Discussion of the location of the public restrooms

   Extensive discussion of distance from back of library to restrooms, should there be restrooms in the east side? FFA and library team to review.

   Additional restrooms would impact program space and project budget, create security problems.

   Can family restroom be used by adults? Yes.
5. Children's area will have staff supervision and service desk.
6. Where are the performance spaces?

   Hearth area, multi-purpose, council chamber, lobby, entry plaza.
7. Delivery area will need to be further developed so that book drop and drive are not blocked by delivery trucks. FFA and library team to review.
8. Security access / supervision at the hearth? This space is open and visible from the service desk and other parts of the library.
9. Primary entry is still on the north side. For security reasons there is only one entry and three emergency exits.

Troy noted that current library design is based on open, flexible spaces that allow for easy supervision, security, and future program shifts. Not separate rooms for each program

Slide 02. Exterior Elevations: Karl presented the building design evolution utilizing the 'sketch-up model' starting with the building elevations. He noted:

1. Revisions to the entry plaza to provide access and bike parking.
2. Exterior materials: Terra cotta tile and ground face masonry.
3. Shift of hearth / fireplace to interior
4. Added benches and planters at the entry.
5. Building signage and city seal at the entry
6. South wall is more developed with added glazing, entries.
7. LIBRARY signage on the hose tower.

Slide 03. Perspective Views: Karl reviewed this slide. Using a 'sketch-up' computer model to present the updated design concepts.

1. Updated materials.
2. Building relationship to existing city hall
3. Updated entry and original fire truck garage door configuration.

Slide 04. Perspective Views: Karl reviewed this slide. Using a 'sketch-up' computer model to present the updated design concepts.

1. The entry plaza view with ramp, steps, planters and benches
2. View from corner of second and Ivy showing canopies and glazing
3. Interior view of lobby and council chamber.
4. Interior view of stack area.
5. Discussion on the interiors included:
    a. Finished wood ceilings, carpet and book stacks will provide for good acoustic conditions.
    b. Skylights will be screened, but not operable.
    c. Wall partitions at children's area will be about 10' tall and will separate the children from the rest of the library.
    d. Teen area will be away from children, but easy to supervise by staff.
    e. Fire place will be away from children's area and FFA will specify an enclosed fireplace system.
    f. Heating and ventilation is currently by a 'displacement ventilation system from below the slab to keep the fresh air a floor level.

Karl then briefly reviewed the propose exterior material option samples including:

1. Terra Cotta tile with various color options (similar to the city hall brick)
2. Brick Veneer with various color options (similar to the city hall brick)
3. Ground face concrete masonry units for use on the south elevation.

General Comments include:

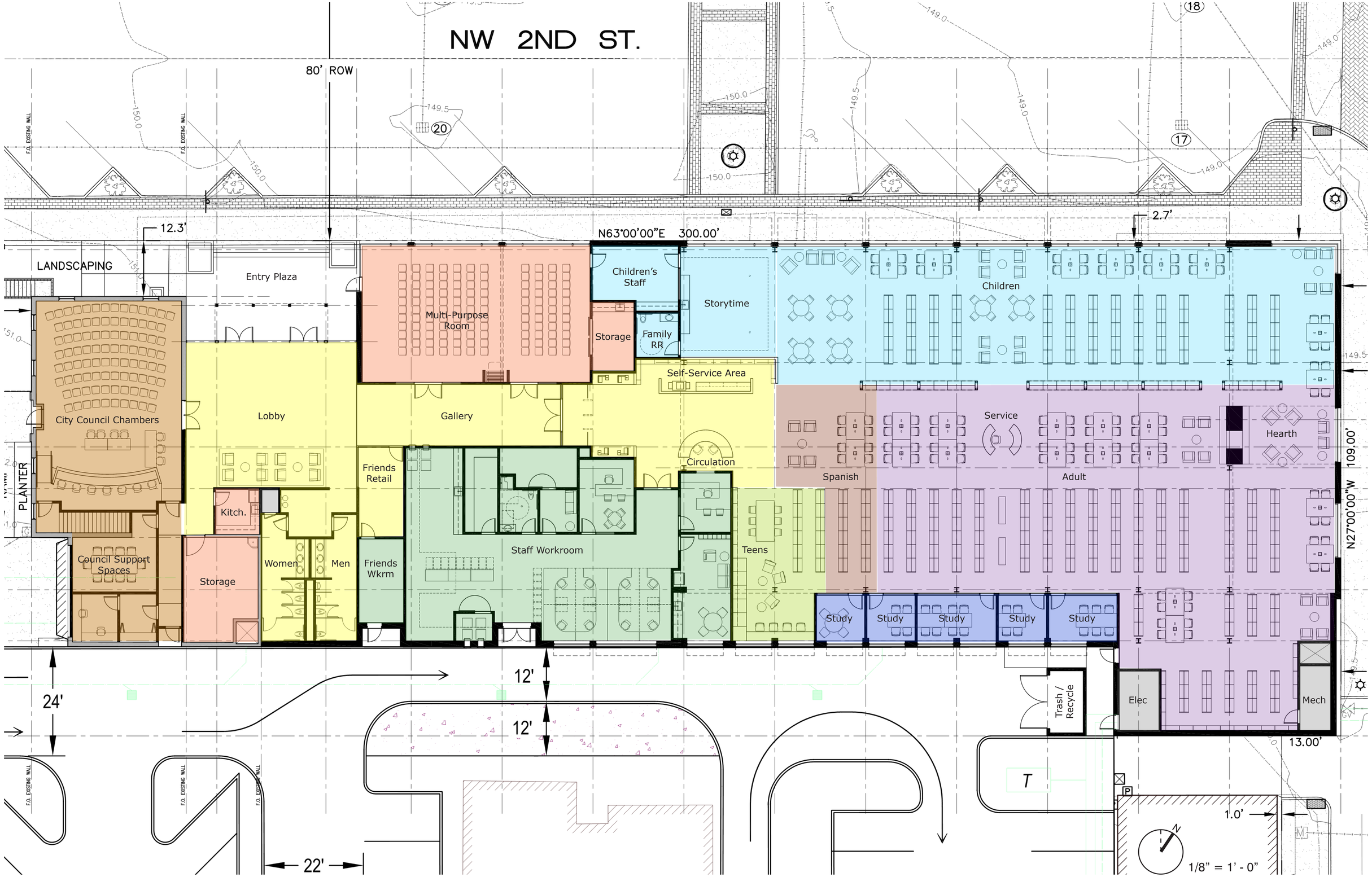
1. Acoustics will be a concern.
2. High volume, will it be hard to heat and cool?
3. No flat roofs – provide 'low slope' roofs.
4. North elevation is nicely 'broken up', not monolithic.
5. Like the window configuration for the stack area.
6. Is there a public entrance on the south side? No.

This completes the scheduled community review meetings, the library will set up a web page to allow the community to continue to monitor the design and project process.

Meeting notes prepared by:

Eric A. Wilcox
Project Manager

Attachments: Canby Boards
Comment Sheets



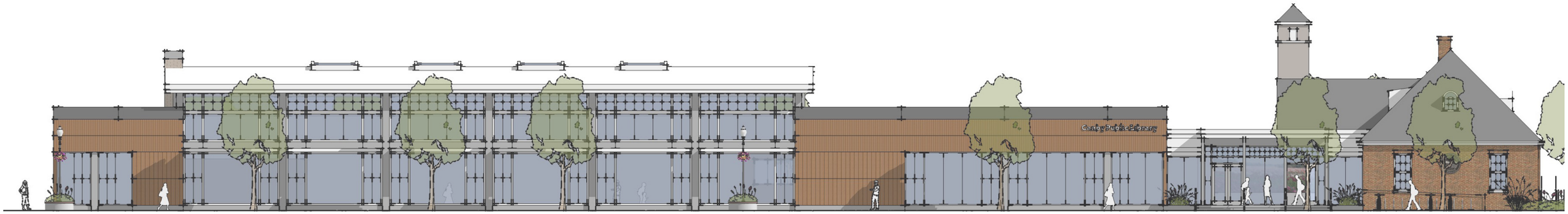
February 19, 2013

construction documentation | design development | schematic design

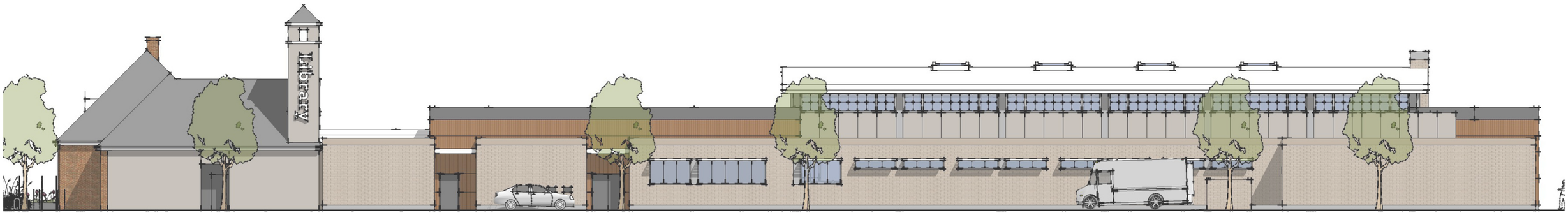
FLOOR PLAN

Welcome to Canby the garden spot

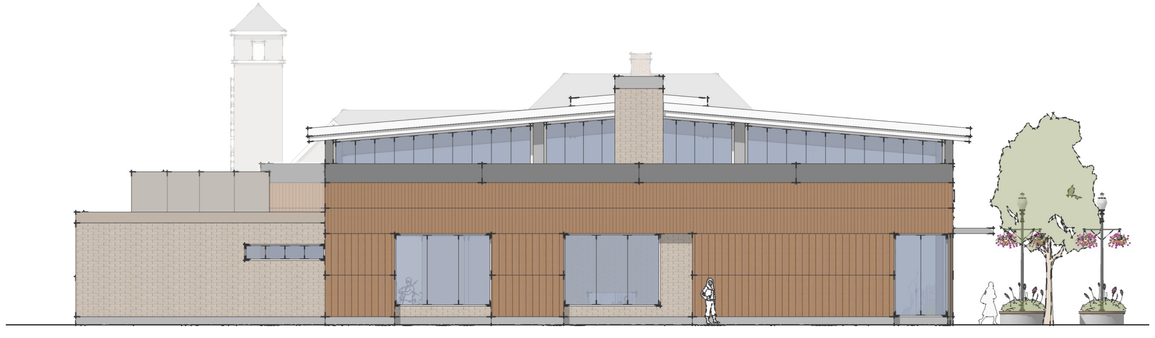
FFA Architecture + Interiors



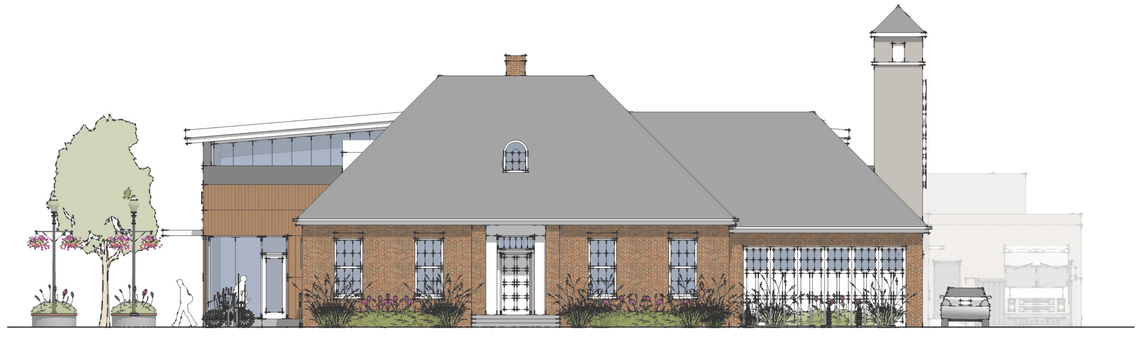
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

1/8” = 1’ - 0”

0’ 8’ 16’ 32’

EXTERIOR ELEVATIONS

Welcome to Canby the garden spot

FFA Architecture + Interiors

February 19, 2013 | construction documentation | design development | schematic design

PERSPECTIVE VIEWS

PERSPECTIVE VIEWS

CANBY PUBLIC LIBRARY 2/19/13

PUBLIC MTG #3

- RESTROOMS - NONE ON EAST END OF BLDG?
- CAN FAMILY RESTROOM BE USED BY THE PUBLIC?
- NUMBER OF ENTRY/EXIT POINTS TO CHILDREN'S?
- WHERE CAN "MUSIC IN THE STACKS" TYPE EVENTS OCCUR?
- NOISE OVERLAP FROM STORYTIME ROOM A PROBLEM?

- SECURITY OF CHILDREN'S AREA / HEARTH AREA

- WATCH OUT FOR "BIRD PERCH" PLACES ON SUN SHADES

- SORT OUT WHERE DELIVERY VEHICLES WILL PARK

- USE OLD HOSE TOWER AS "CLOCK TOWE

- WHAT CAN BE DONE HISTORICALLY W/ HOSE TOWER?

- ACOUSTICAL ISSUES FROM STORYTIME

- MAKE SURE FIREPLACE DOES NOT HAVE HEAT PROBLEMS

your Canby Public Library

Community Meeting No. 3 **February 19, 2013**

We are interested in your input regarding any aspect of the New Canby Library design to date.

Please feel free to comment on the character of the building in general or specific elements of the New Library building or the other images and materials shown in this presentation.

This is your library and your input is valuable to us!

Thank you.

Comments

- Minimize entry ways to children's library — even down to one point only, if possible, or walling it off rather than using shelves for division line. The more contained the kids, the easier it is for parents to keep track of them!!
- Please consider the coziness factor when furnishing & selecting colors for the library. Some post-modern styles/looks are a turn off — like that slide you showed of the children's space w/ bright red, green, & yellow furniture. Yucky. Keep it natural. Colorful okay but kid style, not trying so hard to be trendy.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Tracie Heidt
traceheidt@hotmail.com

your Canby Public Library

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Comments
It would be nice to carry some historical element as expressed in the window design into the interior – perhaps the light fixtures or some other element(s)
Will the teens be more drawn to the hearth area rather than their teen area? Not that they can't enjoy the hearth – just need to make the teen area a draw. Maybe get some input from some teens when that area is designed in more detail.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Kathy Shinn

your Canby Public Library

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Comments
PROS - Canby has needed a new library for decades. Hopefully is it.
CONS - NO convenient RR near Adult area exists! Parents & children do not want to be exposed to the way adults abuse a RR.
Noise - children and "be quiet"! do not coexist. Childrens area should not be by the Adult area!

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): John Smith

your Canby Public Library

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Thank you.

Comments
Will the Friends Retail store have a counter? a chair for a volunteer working in there?
Will we collect money for sales, or cash register? will folks still go to the circulation desk to pay?

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Kathy Stuart
stuartk@canby.com

New Canby Library Community Meeting - Feb. 19, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Walsh	Mary	maryttwalsh@canby?.com	263 8291	all - very exhited !!!
BOB	CORNELIUS	bobcorn@wbcable.net	503-266-5286	DESIGN
Clint	Coleman	tandc@wbcable.net	503-266-4711	Community
KEN	RIDER		503 706-2294	Design
Virginia	Daniels	daniels@canby.com	503 266-3761	
Walt	Daniels	daniels@canby.com	503-266-3761	
Theresa	Enderle	ptne@wavecable.com	503-780-4009	
Joyce	Ares	joyce@areshome.com	9665810	
Maxine	Elle	meemaw@hotmail	503-984 0392	

New Canby Library Community Meeting - Feb. 19, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Kathy	Stuart	stuartk@canby.com	503-538-4404	everything
JACK	PENDLETON	jackp1@canby.com	503-266-5151	
JON	DRAGT	JON@JONDRAGT.com	503-266-6231	Library
Cara	Hawkins	Cara@Canby.com	263 2259	
Cathy	Whiting	cwhiting@willamette.edu	266-5920	
Heather	Steam	hersteam@gmail.com	509-420-3853	
Kris	Hurley	chrisnkris@wbcable.net	503-680-2418	
John	[illegible]		503-263-1362	
Tracie	Heidt	traciehei[illegible]@hotmail.com	336-5004	

New Canby Library Community Meeting - Feb. 19, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
ROBERT SUSAN	Bitter	bitter@canby.com	5032663450	
BRENDA	GUNDERSEN	brendag@canby.com	503.266.6251	✓
Grey	Parker	parkerg@ci.canby.or.us		
Sue	Engels	suespencerengels@hotmail.com	503-989-2501	
Pam	Thomas	p2bnews@gmail.com	503 939-8452	
John	Smith			

New Canby Library Community Meeting - Feb. 19, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Tim	Dale	City		
Rich	Ares	City Council		
Haley	Fish	employee		
Matt	Michel	MMichele canbyutilities.org		✓
Ron	Yarbrough	Rees.		
Kate	murphy	degreesofchic@gmail.com	971 226 1467	
Linda	Warwick	LWarwick1362@gmail.com	503-263-1362	
Kathy	Shinn	kshinn@canby.com	503-263-6874	
Traci	Hensley	City Council		

Pre-Application Meeting

Canby Library
January 8, 2013
10:30 am

Attended by:

Eric Wilcox, FFA Architects, 503-327-0327
Jerry Nelzen, Public Works, 503-266-0759
Hank Barleen, MKE, 503-892-1188
Bill Harper, FC Berg, 503-975-8153
Todd Gary, Canby Fire Dist, 503-266-5851
Curt McLeod, Curran-McLeod Engineering, 503-684-3478
Dinh Vu, Canby Telcom, 503-266-8201
Chris Maciejewski, DKS, 503-243-3500
Angie Lehnert, Planning Dept, 503-266-7001
Terry Smith, NW Natural, 503-931-0422
Dan Mickelsen, Facilities Maintenance, 503-266-0698
Debbie Pearson, FC Berg, 503-969-5454
Gary Stockwell, CU Electric Dept, 503-263-4307
Doug Quan, CU Water Distribution Dept, 971-563-6314
Darvin Travel, City of Canby, 503-266-0636
Jeff Shoemaker, Cardno, 503-419-2500
Steve Boice, DKS, 503-243-3500
Bryan Brown, Planning Dept, 503-266-0702

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FFA ARCHITECTS, Eric Wilcox

- We are here today to discuss the new Library to be built in Canby. The existing Library is located at 292 N Holly Street and we are planning on building the new Library along NW 2nd Avenue between N Holly and N Ivy Streets. Eric described the location of the site in which the existing City Hall will remain and the other City buildings such as Planning, Transit, Finance and Council Chambers will be removed. The City Hall will be the new Council Chambers and be tied into the new Library, which is approximately 22,500 sq ft, one-story structure.
- The City is currently working with Canby Utility Board on the land swap and it is on-going.
- We are in pre-preliminary schematic design right now and the goal is to start construction late this summer. Part of this process will be relocating City staff to another location and they have been discussing of utilizing the former Police Department building temporarily. The construction time table is approximately 1-1/2 years in the making, once the Library is complete they will move into their new building and renovation will start with the old Library building to house all the City staff coming to the new City Administration building.
- We have met with the City Council and the Urban Renewal Agency over the last year and this is the design concept they have agreed to, probably the biggest issue we have is getting through the adjacent parking lots surrounding the Canby Utility office building. The key elements for functionality of the Library are the drive through book drops that drives a lot of the site development process for the Library. It will also direct how the interior design and interior space planning will go with the head Librarian's concept design.
- We have looked into having a straight through drive from N Ivy to N Holly Streets, but it is our understanding N Ivy Street is a major traffic issue during rush hour and it could plug up very easily and City Council direction was they did not want more traffic on N Ivy Street. We are in the process of commissioning an updated traffic study to verify that perception, if

it is a reality or not, we do not know yet. The idea is we would direct the traffic from NW 1st Avenue and circulate through to here and/or N Holly Street.

- We looking at a tall one-story building, being the civic structure it will take most of the block and we are very comfortable it should match all the City Planning Department's criteria. We are here today to get all the information in regards to the public utilities and locate them. We have not started working with our basic design engineers and we wanted to resolve any issues that might come up today.
- We will be starting our first community meeting next Tuesday, January 15 to discuss and gather information with the City and its citizens.
- We are consolidating three different building utilities and there are between four to five tax lots we need to consolidate into one. The City Hall will be left alone with the exception of dressing up and trying to take it back to its original building design. We will be taking down the Council Chambers, Finance/CAT and Planning buildings. There will be a driveway, not necessarily an alley way which is on our property and all the utilities, restrooms, kitchen, staff, mechanical and delivery drop off will be all on this side of the driveway. This building will be highly visible from 99E highway and NW 1st Avenue and ideally we are trying to place the book drop off at the back of the building. Eric described where all the utilities for the building would be added into the mechanical room, but we need to discuss with all the utility providers here today to find out where the recommended places will be.
- Starting construction late summer will displace a majority of City employees, which could possibly be moved to the old Police Station on a temporary basis.

FC BERG, Bill Harper

- I would like to mention we have been working with surveyors based out of Sandy and they have been working for the last month and half throughout the City trying to get the boundaries and topographical informaton of the site for the engineers to proceed with the design. I spoke with them last night and they are almost done. When NW 1st Avenue was complete, someone removed all the pins at every intersection, which were set in 2011, the surveying team has to go back 6 blocks away from this sited block to find where the true dimension of N Ivy, N Holly and NW 2nd Avenue. This was a great loss of time because of the missing pins.
- One of issues we have right now is the negotiations between the City and Canby Utility in determining which property will go to whom. Until we have that we cannot proceed any further.

CANBY UTILITY, ELECTRIC DEPARTMENT, Gary Stockwell

- Our General Manager, Matt Michel has met with some of the City of Canby Managers and passed on this print/concept on how Canby Utility sees the traffic flow and the parking lots. Gary handed out the conceptual plan in regards to a large land swap involved in this process. This basically widens the parking lot out and most citizens' driving trucks like to see angle stalls because it is easier to get in and out. We view the direction of traffic flow from NW 1st Avenue to N Holly Street and we would be amiable to a kiosk for a book and payment drop on the south side of the driveway, which would match the driver side and reflects on the plan. The narrative you sent out reads City parking lot and should read Canby Utility employee

parking lot and it will have a key card access with gate arms. These are the views of Canby Utility for the traffic flow and parking lots and with that aside I will discuss the electrical.

- I have available conduit in the sidewalk off of NW 1st Avenue which we can easily run conduit up and set a transformer in this vicinity, however the landscaping will have to be accommodated to give us room to set a transformer with adequate clearance to the building's mechanical room being located in this area.
- One of the reasons for the traffic flow is the receiving dock and the way the delivery van will park with its nose out and will be an impedance to people trying to drop off books or payments and another plus to this schematic is the City Council wants to avoid putting more traffic on N Ivy Street.
- If you want the service inside the building, we allow it, but it has to be a limited access mechanical room. We would place a lock box on the outside and have only access from this point and no other access into the inside of the building. This will hide your meter bays. Eric said we will still have a transformer sitting out here and the meter inside the building. Gary said yes. The transformer is required a minimum 10 feet from the building if it is a flammable structure; fire proof construction can be within 3 feet.
- Gary was asked if there were any requirements from any openings of the buildings and Gary stated it would fall under access issues for doors. Canby Utility does not have any standards in that respect.
- Jerry asked Gary if the power was under the sidewalk or the expression strip. Gary said the conduits were in the middle of the sidewalk and it is a small splice box and you would end up losing probably one sidewalk panel.
- Hank asked Gary if he had any layout diagrams for the transformers and their clearances. Gary stated 3 feet from any traffic way with bollard protection, if we deem it necessary. The contractor will provide trenching and we will provide conduit, wire, vaults and pads to within 5 feet of the building. Hanks said primary and secondary and Gary said yes.
- Eric asked Gary about the parking lots. Gary told him in the land swap the parking lots, which is now Canby Police Department is smaller in square footage would become Canby Utility's employee parking lot. Your narrative needs to be changed in its terminology to reflect the correct information on the parking lots.
- Bryan asked Gary if your plan does away with the drive up window. Gary stated yes, the drive up window will go away. The kiosk will be a book drop on one side and the payment drop on the other side.
- We also need to keep in mind our utility trucks will need to have access throughout the area and our trucks are approximately 24 feet long with a utility trailer at times.

CANBY FIRE DISTRICT, Todd Gary

- Access is important to us on the backside of the building and the radiuses in the parking lots need to be 28 foot inside and the 48 foot outside, to meet the Fire Code.
- The FDC location will require a fire hydrant to be within 50 feet. We will allow the FDC to be placed on the building. Eric asked if they wanted it on the front side of the building. Todd stated since it is a sprinkled building the FDC can be placed on the front or back of the

building; we require a fire hydrant within 50 feet of the FDC and the hydrant on the same side of the street.

- Todd sent an email to Eric requesting the height of the building. We needed the access road 20 feet depending on the height of the building. There is a difference in the Code when you get above the 26 feet in height it triggers the fire access roadways wider. Eric said the building should not go over 24 feet in height. Bill asked Todd what happens when the building is 26 feet and over and Todd stated the roadway would be widened by 6 feet, it would make it the access road 26 feet, the minimum Code requirements are 20 feet.
- Jeff asked if we did a remote FDC somewhere on the site would you accept that? Todd said yes, as long as there is a fire hydrant within 50 feet. Eric asked if we had the remote FDC would we still need the 20 foot access road and Todd said yes. It is non-negotiable on the minimum width.

NW NATURAL, Terry Smith

- We have an existing 1 inch polyethylene gas service and the meters are on the Planning Building, approximately where the mechanical room shows on the future building. It would be an ideal place to put the new meter. Any part of the meter has to be 10 feet away from the electrical cans. I am sure there is a big enough wall for us to be situated and we can place bollards around the meter. We will cut the existing service off at the shutoff valve, right at the property line before they tear the building down. Terry said we can place the meter on the backside of the mechanical room, either around the corner or in the alley way where there is only foot access. Eric asked Terry if the meter could go anywhere else and Terry said as long as we had clearance from the cans and the transformer.
- Eric asked Terry if the gas main could run under the building and Terry said no, it cannot be under the foundation at all. Jeff inquired how far from the building do you have to be and Terry stated at least a foot or two.
- We will require an open trench from the existing shut off valve and we will supply the casing.

PUBLIC WORKS DEPARTMENT, Jerry Nelzen

- The sewer lateral for Canby Utility's office is being shared by the Finance/CAT building. We stubbed out a sewer lateral from NW 1st Avenue for Canby Utility's office building to connect to when we cut service to the existing lateral running to NW 2nd Avenue. Currently, we have three sewer laterals coming off of NW 2nd Avenue feeding City Hall/Council Chambers, Finance/CAT and Planning Department. We are thinking of utilizing the Entry Plaza and putting in a manhole to tie it all in. Eric said the design scope of this looks good for the restrooms, but I do not know about having the manhole in the Entry Plaza. Discussion ensued on different options on which lateral to connect to, one option was to run a sewer main in the alley way coming from N Holly Street. Bryan stated this is not an alley way because in 1867 when this was platted there were no alleys and these were all internal access for a single property. Jerry said the existing lateral from the Council Chamber has a large belly and will not work and that is why I want to put a manhole in there. The sewer lateral by the tree is full of roots on our side and we would have to work on it. We will put in a 6 inch sewer lateral which would serve this site. Dan said there is a sewer pressure pump in

the basement and Eric said we only want to utilize the basement for storage only. Eric asked Jerry if he had site plans for the sewer and Jerry stated it was all located. Eric said then the surveyors should have this information and Jerry said yes. We will have to re-connect Canby Utility, no matter what and Eric was in agreement.

- What were your plans for the storm water? Eric said we were thinking keeping it on site. Dan asked about planter boxes and Eric said the Planning guidelines really encourage us to go on the back side of the sidewalk. There are existing planters along the frontage of City Hall, but I do not feel they will work for this treatment. Dan asked what is in this Entry Plaza and Eric stated mostly hard scape. Jerry asked are we piping all the water. Eric said yes. Jeff asked Jerry what do you want, I realize you do not want drywells and the answer was no. Jerry said he would like to see pervious asphalt in the parking lots. We cut off the old storm line going up N Holly during the NW 1st Avenue reconstruction, but we could potentially put a manhole in and run a storm line down the access road and invert the access road with catch basins, tie all the gutter drains in like we did on NW 1st Avenue. Discussion ensued. The access roadway belongs to the City and Eric stated to the Library, but we are still in discussion. Jerry said there is currently a drywell on Canby Utility site by their front door and all their storm water ties into it. The only storm line running off of this section of NW 1st Avenue is being utilized by Wayne Oliver's building. Canby Utility's proposed gated parking lot has one storm line gutter drain going into N Holly Street. Everything else dumps into the street currently. If you want to entertain this thought of putting in a manhole on N Holly Street, I will have to dig up the storm main and inspect it, which goes up to NW 2nd Avenue. Canby Utility's new transformers on N Holly Street are in the way of where we want to place the storm main. We would have to jog around the transformer to connect to NW 2nd Avenue. The storm line from NW 1st Avenue is too shallow to accept storm water from this site. Bryan asked where the current storm water from Canby Utility is going and the answer was the rain garden adjacent to their building and next to Finance/CAT parking lot. Discussion followed. Jerry said to let him know which direction you want to go for the storm system and we will work with you.
- You will be removing the driveway approaches on NW 2nd Avenue and the answer was yes.
- Are you planning on re-doing the tree wells on NW 2nd Avenue and Eric said we were looking into it. Eric stated he has not broached the subject to Planning/Zoning if that is part of the scope of the work. Bill said we will be redoing the parking slots and Jerry said we would like to address the tree issue while we are adding more parking spaces. Bryan said there were thoughts on making the existing triangle to rectangles, which will be larger and use root barriers.
- Bryan asked if we were going to change the roadway and Curt suggested we widen N Ivy Street to match it with the other sections of N Ivy Street. The roadway jogs over because of the Planning building's eves and if we move the sidewalk back and straighten out that section of N Ivy Street it would be favorable.
- Hank asked if we were planning on adding any new street light and Jerry said no.
- Curt said it would be beneficial for us to put an overlay on N Holly Street between NW 1st and NW 2nd Avenues, Jerry agreed.
- Bill asked where we are going to put the construction trailers, N Holly Street? He said there could be the possibility of a dozen or so trailers and I just wanted to bring this up. The

answer was on site and sub-contractors can park their vehicles in the parking lots around the area. An example was given for the construction of the Alzheimer facility on NW 2nd and N Fir Street and the subcontractors parked on NW 1st and walked to the work site. Gary said there will have to be a certain amount of parking spaces available for the employees at Canby Utility at all times. Jerry wanted to make sure the entire City parking will be up to City's 10 foot standards and the answer was yes.

- Curt suggested moving the book drop to NW 2nd Avenue and having a lane designated for it and then you would not have to work about the access roadway. Eric said he appreciated the suggestion.

FACILITIES MAINTENANCE, Dan Mickelsen

- In regards to the book drop and the receiving and loading area, is there going to be some internal walls for storage? The answer was yes. Dan said with that said can the drop box come off the Ivy Street side, right by Group Study on your plans. The answer was the Council did not want any more traffic on N Ivy Street.
- Having the building sprinkled and along with having fire suppression, the Library has to lock the book drop during mid-summer because of smoke bombs. We need to figure out a best case scenario. Discussion followed.
- What do you have planned for the roof? The answer was a flat roof, but we have not gotten that far yet.
- The HVAC system? The answer was we have not gotten there yet.
- Dan said he gets called multiple times a month for carpet problems. The way our society is today with their soft soled shoes, I think if we put in a stamped or acid stained concrete floor with radiant heat it would be a comfortable way of heating. This would be beneficial with their book cart because the book carts ruin the carpet flooring. Janitorial services will be more accommodating in budget costs with a concrete floor. Eric said we will have to table this discussion to another day for the internal functions of the building. We will get together with Library staff, janitorial and you for Building Maintenance.
- You brought up the historical information about City Hall and the old Police Department, which you plan on demolishing for 12 parking spaces and I bet you could get 20 parking spaces inside the building. Dan described how they could have more parking and have the directional flow of traffic around the Canby Utility's office. The building could also use it for the Farmer's Market; it could be a multi-use building.

CANBY TELCOM, Dinh Vu

- We have our fiber optic in NW 1st Avenue and we will follow the route with the electric to the Mechanical room and we would extend a little conduit by the hand hold. Eric asked if they would like a 4 x 8 foot piece of plywood and Dinh said yes. Eric said he received your comments yesterday.
- We put in the conduit and pull the cables and the contractor supplies the trench.

CITY OF CANBY, Darvin Tramel

- We are trying to encourage our storm system designs and Jerry and Curt have covered most of the information you need.

CANBY UTILITY, WATER DISTRIBUTION DEPARTMENT, Doug Quan

- There are currently three services to the Planning Department, Finance/Transit building and City Hall, which is located by the old Police Department. These are all domestic services available and depend on what size you want. The mechanical room is on the opposite side of where the services are located. The drawing you have shows a small gray strip, who owns it and the answer was Oliver Insurance.
- Doug stated the backflow device has to be outside by the property line by the fire service. You need to figure out where you want the service to be located. North Ivy Street would be the ideal spot if you can have Oliver Insurance to give you an easement into the strip. We have a 12 inch line in N Ivy Street and located in the bike lane on the west side, you can utilize it for the fire service and use the hydrant at NW 1st Avenue and N Ivy Street. If the electric will let you join in their trench line and place the FDC, this option works because the hydrant is within the 50 feet requirement. This hydrant has a 12 inch line from N Ivy Street and a 10 inch line from NW 1st Avenue and will give you the most volume you can get out of a hydrant. If you put the FDC on the building by the Mechanical room you will have to upsize the size of the backflow device to handle a private hydrant, you will also have to locate it on your facility property and the private hydrant will be your responsibility for the maintenance. Jeff asked what we can do to have a looped system with the hydrant involved. Doug said the best option would be the remote off of N Ivy Street and utilizing the hydrant off of NW 1st Avenue. Discussion followed.
- As long as you are cutting the current water supply to City Hall and doing something about the plumbing, there are some really bad substandard cross connections in the building and I want them gone. Jeff said those will be eliminated and we will be doing little to the plumbing inside and Doug said it does not deal with the inside plumbing as much as it deals with the irrigation.

CURRAN-MCLEOD ENGINEERING, Curt McLeod

- We have talked about most of the utilities, but there is an item which is probably six months to late to talk about. On N Ivy Street the Planning's building eves encroaches out into the roadway and has always been a problem, the entire street jogs east. Now is the time to fix the problem because of the building's over hang, it would be a good idea. Everyone agreed. Eric said this building's foot print has been squeezed as much as we can; we have tried to fit as much as we can for a one-story building.

DKS ASSOCIATES, Chris Maciejewski

- We have some issues dealing with the traffic study, one being the offsite impacts dealing with offsite circulation. Long range for the intersection of NW 1st Avenue and N Ivy Street is going to have access restrictions, the west leg would be one-way west bound, you would take a right south on N Ivy Street to take a right on NW 1st Avenue that would be the only

movement for that intersection and a diverter put on the west leg. Eric asked are you making it a one-way and Chris said no it would be a two-lane road, you are just putting in a diverter, a medium would be put in and this would be right-in, right-out. The access modification would be a long-term issue and would be triggered when there is a capacity problem with N Ivy Street and 99E and I do not think we are close to that, probably 10 years out.

- In the downtown grid other than the offsite issues I mentioned I do not foresee any problems. The on-site I do not see anything for bike parking and Bryan said we are going to have 22 on-site bike parking spaces, because they are not exempt , however all on-site vehicle parking is exempt. Chris said in the past we discussed bike parking here and if there will be 22 parking spaces, I am comfortable with it. The plaza will grow and shrink as this project begins and who do these vehicle parking spaces belong to and the answer was the City. These parking spaces will be used for Library patriants and Chris stated there is no direct access to the building from this area. In my opinion, it might be better served for Library staff parking. Eric said the problem we are not talking about is dumpster area and getting a garbage truck access.
- The other things we will need to finalize our scope are; it would be advantageous to have a head count of staff; Planning & Building, Finance, Transit and City Hall. When they are taken out we will subtract them from the traffic and add the Library on top of that and it would be good to get a credit. Discussion followed.
- The last comment will be the book drop location, where it will happen. It will have a lot to do with the traffic study. We will need to know the exact location of the book drop to complete our study. Eric stated it will be somewhere in this area (Eric pointed to the plans where the staff room will be located or possibly by the Canby Utility building).
- Chris stated the last thing I would note is this site would generate enough traffic to trigger and ODOT review for the traffic study. As we put our scope together we will be sending it to ODOT, studying the intersection of 99E and Ivy Street.

MKE & ASSOCIATES, Hank Barleen

- Hank asked is they wanted a backup generator installed because it would be best if we discussed it now, if that was the kind of back up you wanted. Eric said we would have to think about it and typically we would use backup batteries for terminals and lights temporarily, but I do not foresee this building having it.

PLANNING DEPARTMENT, Bryon Brown

- Have you thought of where you are going to place the garbage service? Eric said he has not been able to talk to Canby Disposal. Bryan also asked where Canby Utility would have their garbage service. It was unknown at this time.
- I have provided a hand-out for you to get the fee schedules and other information. One aspect is your original thought to file under the Downtown Canby Overlay Zone and I have some written information included which is probably another City policy decision that needs to be made. You are not currently subjected to our Historic Chapter reviews because the old City Hall building although a historic building is not a designated local City landmark nor is it a National Historic registered property. Therefore, it is not subjected to sections of our Code; however you are proposing to save the City Hall building and restore it you need to

meet the conditions in this section of the Code by proposing the design for a historic plan for this building. It may be something we want to put under community preservation and submit an application designating it a local landmark. My last sentence in this write up might be more appropriate as a follow up application being submitted by our local Historian or as a recommendation from our local Historic Board rather than you submit it.

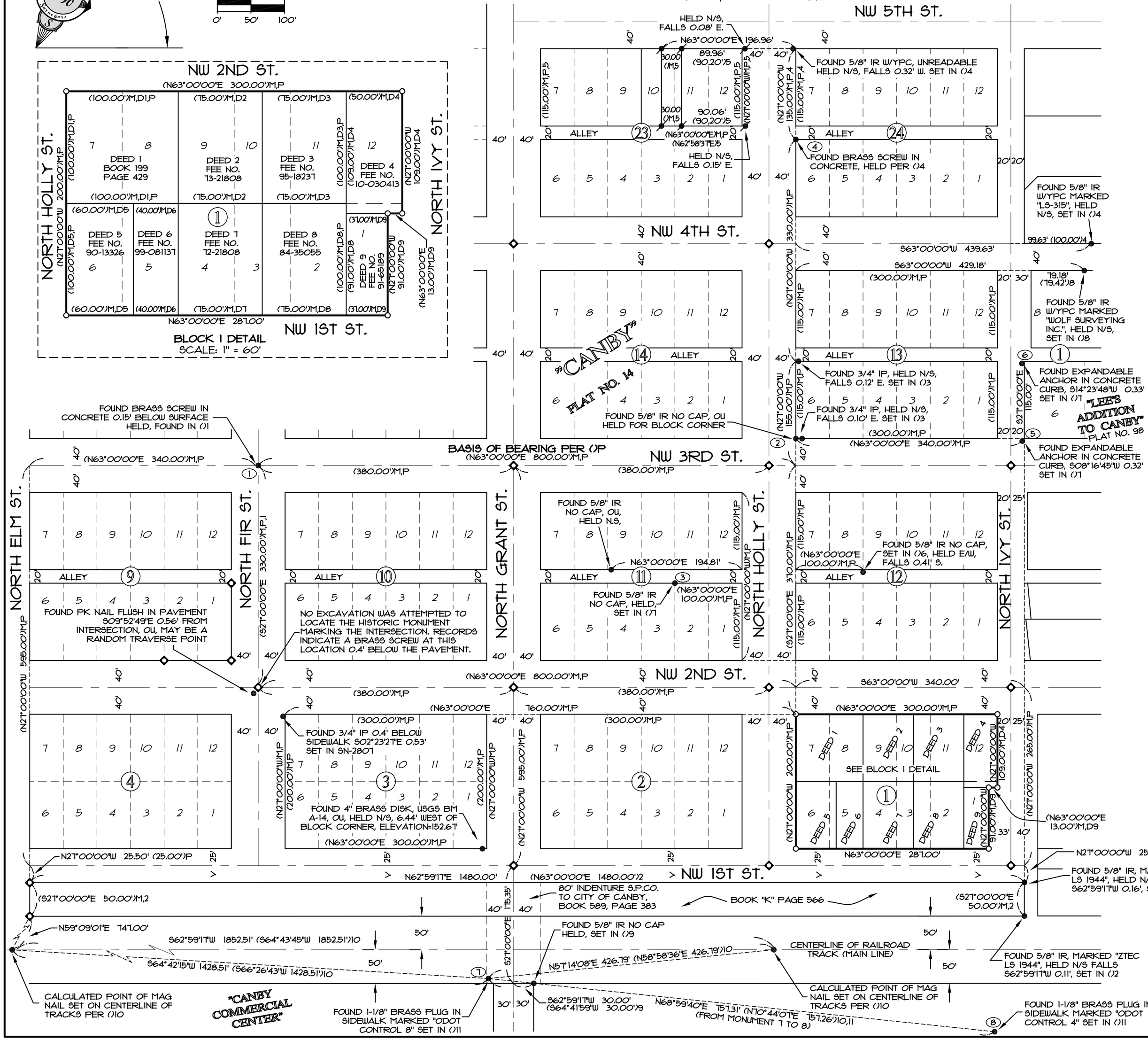
- Bryan suggested in your submittal or throughout your public hearings, you can indicate you are planning to preserve the existing building and by doing such you are restoring it back to its original appearance and complying with our Code. Eric said we have to go through the State's Historical Preservation office.
- Bryan asked Chris are you going to need to know the internal directional flow of the alleyway before you can complete a scoping. Chris said he would need to know before the study. The scoping cost will be done next week and it will take approximately 5 weeks to complete.
- As far as Planning goes there are two basic things you need which are the Development Standards and then the Design Standards. I did not put anything about the Design Standards in this written Memorandum and you will need to go through that section of the Code and look at them. The Development Standards, the number one issue I see is the floor area ratio. There are no requirements for a two-story building, but by default the floor area ratio almost ends up requiring a two-story building. I did some quick calculations and you are very close in meeting the floor area ratio, but you are going to have to do that calculation to see if you actually need it or not. It is 0.080 and if you do not meet the floor ratio you will probably need to submit an accompanying Variance application. Along with the Variance application we will need the landscape percentage requirements. Those are the two items you may be requested for the Variance to go along with it and any number of Code standards that you do not need and if there are any others we discover through the process they can be all lumped in the one Variance application and the review process is the same as the Site and Design from the Planning Commission. There is an additional fee with the Variance application and that is outlined in this Memorandum.
- The landscaping criteria reads you are supposed to have 7.5% of your lot and all of the rain gardens or permeable pavement and bio-retentions facilities can all count to the landscape percentage.
- Angie asked Eric when he planned on submitting the application and he stated at the end of February. Angie said if you need any help with the Design Matrix just give me a call.
- Curt asked if they can pull a building permit with multiple tax lots and Bryan said there are three tax lots and there should be a consolidation through the County prior to you attempting to pull a building permit, so there will not be any questions.

BOUNDARY SURVEY

OF BLOCK 1 OF THE PLAT OF "CANBY" (PLAT NO. 14)
LOCATED IN THE SW 1/4 OF SECTION 33, TOWNSHIP 3 SOUTH, RANGE 1 EAST, W.M.,
IN THE CITY OF CANBY, CLACKAMAS COUNTY OREGON,
JANUARY 11, 2013 SCALE: 1" = 100'

NORTH IS ROTATED 63°00'00" FROM HORIZONTAL

SCALE : 1" = 100'
0' 50' 100'



CLACKAMAS COUNTY SURVEYOR

RECEIVED: _____

ACCEPTED FOR FILING: _____

SURVEY NUMBER: _____

NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO LOCATE THE BOUNDARIES AND MONUMENT THE EXTERIOR CORNERS OF BLOCK 1 OF THE PLAT OF "CANBY" (PLAT NO. 14, CLACKAMAS COUNTY PLAT RECORDS). FOR A FUTURE LIBRARY CONSTRUCTION PROJECT.

THERE IS NO REMAINING MONUMENTATION FOR BLOCK 1. TO ESTABLISH THIS BLOCK EXTENSIVE RESEARCH WAS COMPLETED TO LOCATE THE HISTORIC ROAD CENTERLINE MONUMENTS IN THE SURROUNDING STREETS AND OTHER MONUMENTS OF RECORD. THE MAJORITY OF THESE MONUMENTS HAVE BEEN DESTROYED WITH RECENT PUBLIC ROADWAY PROJECTS. MONUMENT (1) WAS FOUND AND HELD FOR THE CENTERLINE INTERSECTION OF N. FIR ST. AND NW 3RD AVE.

THE BASIS OF BEARINGS WAS ESTABLISHED AT N63°00'00"E PER PLAT ()P

THE PLAT WAS RE-CREATED BASED ON HOLDING ALL PLAT BEARINGS AND DISTANCES. ALL NORTH/SOUTH ROAD RIGHT-OF-WAYS AND LOT LINES ARE LAID OUT AT PLAT BEARING OF N2°00'00"W. ALL EAST/WEST ROAD RIGHT-OF-WAYS AND LOT LINES ARE LAID OUT AT PLAT BEARING OF N63°00'00"E. NO ORIGINAL PLAT MONUMENTATION WAS FOUND DURING OUR SURVEY, OR FROM REVIEW OF THE RECORDS NONE HAD BEEN PREVIOUSLY FOUND .

THE FOUND MONUMENTS (1) (2) (3) AND (4) WERE HELD AS BEST EVIDENCE OF THE PLAT LOCATION. OTHER MONUMENTS, AS SHOWN, WERE HELD FOR NORTH/SOUTH AND EAST/WEST POSITIONS. THE CENTERLINE OF THE RAILROAD TRACK (MAIN LINE) WAS CALCULATED BASED ON SURVEY ()10. DUE TO THE LOCATION OF THE FOUND MONUMENTS WITHIN THE PLAT, WE DID NOT HOLD THE TRACK LOCATION FOR THE THE BEARING OF THE LOTS AND BLOCKS WITHIN THE SUBDIVISION. THE TRACKS WERE HELD TO ESTABLISH THE SOUTH RIGHT-OF-WAY LINE ON NW 1ST STREET ONLY. THE WIDTH, OF THE SOUTH SIDE OF NW 1ST STREET, VARIES AS SHOWN.

MONUMENTS (5) AND (6) WERE NOT HELD TO ESTABLISH THE EAST BOUNDARY OF THE PLAT OF "CANBY" ()P, THESE MONUMENTS WERE SET IN ()7. SURVEY ()7 DOES NOT SHOW ANY TIE BACK TO THE PLAT OF "CANBY" THEREFORE THESE MONUMENTS WERE DISREGARDED AND ONLY FALLINGS SHOWN.

MONUMENTS FOUND AND HELD ARE +/- 0.01'.

LEGEND

◇	RECORD MONUMENT DESTROYED WITH RECENT PUBLIC ROADWAY PROJECTS, UNLESS OTHERWISE NOTED
●	FOUND MONUMENT AS NOTED HEREON
⌀	FOUND AND HELD 5/8" IR, MARKED "ZTEC LS 1944", SET IN ()5
o	SET 5/8" BY 30" IRON ROD WITH YELLOW PLASTIC CAP MARKED "HULT 242T", ON XXXX
N. S.	INDICATES NORTH OR SOUTH ON A BEARING OF S2°00'00"E
E. W.	INDICATES EAST OR WEST ON A BEARING OF N63°00'00"E
W/YPC	INDICATES WITH YELLOW PLASTIC CAP
V	INDICATES VARIES
OU	INDICATES ORIGIN UNKNOWN
()M	INDICATES MEASURED VALUE
IR	INDICATES IRON ROD
IP	INDICATES IRON PIPE, INSIDE DIAMETER
SN	INDICATES SURVEY NUMBER, CLACKAMAS COUNTY SURVEY RECORDS
()P	INDICATES RECORD OR CALCULATED VALUE PER PLAT OF "CANBY"
()1	INDICATES RECORD OR CALCULATED VALUE PER SN 2011-010
()2	INDICATES RECORD OR CALCULATED VALUE PER SN 2010-200
()3	INDICATES RECORD OR CALCULATED VALUE PER SN 3966
()4	INDICATES RECORD OR CALCULATED VALUE PER SN 15041
()5	INDICATES RECORD OR CALCULATED VALUE PER PP 2011-038
()6	INDICATES RECORD OR CALCULATED VALUE PER SN 17488
()7	INDICATES RECORD OR CALCULATED VALUE PER SN 19971
()8	INDICATES RECORD OR CALCULATED VALUE PER SN 28613
()9	INDICATES RECORD OR CALCULATED VALUE PER: PLAT OF "CANBY COMMERCIAL CENTER"
()10	INDICATES RECORD OR CALCULATED VALUE PER SN 2010-045
()11	INDICATES RECORD OR CALCULATED VALUE PER SN 2007-371

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 23, 1990
DALE L. HULT
2427
RENEWS 07/01/13

CLIENT: CITY OF CANBY

All County Surveyors & Planners, Inc.
Surveying, Planning and Civil Engineering
P.O. Box 955 Sandy, OR 97055
Phone: (503) 668-3151
Fax: (503) 668-4730
Subject to General Conditions 2006 ©

DWG NUMBER: 12-151-BOUNDARY.dwg

SITE AND DESIGN REVIEW APPLICATION: LANDSCAPING CALCULATION FORM

Site Areas

1. Building area	25,700 s.f.	*- Square footage of building footprints*
2. Parking/hardscape	4,300 s.f.	*- Square footage of all sidewalks, parking, & maneuvering areas*
3. Landscaped area	450 s.f.	*- Square footage of all landscaped areas*
4. Total developed area	30,450 s.f.	*- 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	30,450 s.f.	*- Total square footage of site*

Required Site Landscaping (Code 16.49.080)

7. Percent of landscaping required in Zoning District	7.5%	*- 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	2,284 s.f.	*- Multiply line 4 and line 7*
9. Proposed square footage of landscaping	450 s.f.	*- 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	NOT APPLICABLE	*- 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	NOT APPLICABLE	
12. Area of parking lot & hardscape	NOT APPLICABLE	*- 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	NOT APPLICABLE	*- 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	NOT APPLICABLE	*- 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	NOT APPLICABLE	*- Calculate the amount of landscaping proposed within 10 feet of all parking and maneuvering areas.*

Parking Lot Tree Calculation

16. Number of parking spaces	NOT APPLICABLE	*- Total number of vehicle parking spaces*
17. Area of parking lot & hardscape	NOT APPLICABLE	*- Area from line 12*
18. Number of parking spaces (line 16) divided by 8	NOT APPLICABLE	*- Round **up** to the nearest whole number*
19. Area of parking lot area (line 17) divided by 2,800	NOT APPLICABLE	*- Round **up** to the nearest whole number*
20. Number of required trees in parking lot	NOT APPLICABLE	*- Fill in the **larger** of row 18 and row 19*
1. Number of trees provided within 10 feet of parking lot	NOT APPLICABLE	*- Fill in the number of proposed trees within 10 feet of parking and maneuvering areas*

A MAJOR VARIANCE APPLICATION WILL BE FILED TO ADDRESS THIS VARIANCE FROM THE DESIGN STADARDS

FFA Architecture + Interiors

DESIGN REVIEW MATRIX

16.22.040.A. For design review application located in the C-1 zone the following matrix shall apply. This matrix replaces the general matrix contained in Chapter 16.49 for such applications

16.22.040	**Design Review Matrix** **Criteria**	
	A. For design review application located in the C-1 zone the following matrix shall apply. This matrix replaces the general matrix contained in Chapter 16.49 for such applications	See matrix below.
	B. A design review application in the C-1 zone shall be considered to be compatible if a minimum of 65% of the total possible point (not including bonuses) are accumulated for the whole development.	See matrix below.
	<u>Building Location and Orientation:</u>	
	Building located at front of property line: 50%+ of building front at property line = 1	1 point
	Building oriented to street: Yes = 2	2 points
	<u>Entrances</u>	
	Major retail entrance on street: Yes=2	2 points
	Corner building entrances: No=0	0 points
	Entrance inset: No= 0	0 points
	<u>Windows</u>	
	Regularly space and similar-shaped windows – around 70% of storefront area in glass. 87% proposed > 70%	2 points
	Second story windows – Not applicable	Not Applicable
	<u>Architectural Details</u>	
	Blade sign or painted wall sign Yes= 2	2 points
	Brick or similar appearance Yes= 2	2 points
	Colors recommended color palettes Yes =2	2 points
	Cornice treatments to emphasize building tops Yes = 2	2 points

	parapet-type buildings, flat roof Yes = 2	2 points
	All walls have doors, windows, or display windows (no blank walls) Yes = 2	2 points
	Awnings and rain protection, awnings are discontinuous, with lengths generally under 30 linear feet, awnings meet criteria Yes=2	2 points
	<u>Parking</u> Off-street parking – not required / not Applicable	Not Applicable
	<u>Bonus Points</u> Provide usable pedestrian space such as plaza Yes = 1 Planter and window boxes: no = 0 Public art: space in plaza is available Yes =1 Second story residential or office: No =0	1 point 1 point
		TOTAL POINTS (NOT INCLUDING BONUS POINTS) AVAILABLE = 23 TOTAL POINTS (NOT INCLUDING BONUS POINTS) SCORED = 21 21 / 23 = 91% > 65% Therefore OK

CITY OF CANBY
New Canby Public Library & City Hall Renovation

DESIGN REVIEW
March 8, 2013

Welcome to Canby

FFA Architecture + Interiors

FFA Architecture + Interiors

MAJOR VARIANCE

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2. NARRATIVE STATEMENT
3. TRAFFIC IMPACT STUDY (1 COPY)
4. NEIGHBORHOOD MEETING MINUTES MEETING #1
5. NEIGHBORHOOD MEETING MINUTES MEETING #2
6. NEIGHBORHOOD MEETING MINUTES MEETING #3
7. PRE-APPLICATION MEETING MINUTES
8. RECORDED PLAT / SURVEY
9. PROPOSED DESIGN PLANS, ELEVATIONS GRAPHIC INFORMATION (2 COPIES, SEPARATE PACKAGE)

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

LAND USE APPLIACTION

MAJOR VARIANCE
Process Type III

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

☐ Applicant Name: FFA Architecture and Planning Inc. Eric A. Wilcox Phone: (503) 327-0327
Address: 520 S.W. Yamhill Street, Suite 900 Email: ewilcox@ffadesign.com
City/State: Portland, Oregon Zip: 97204

☒ Representative Name: FFA Architecture and Planning Inc. Eric A. Wilcox Phone: (503) 327-0327
Address: 520 S.W. Yamhill Street, Suite 900 Email: ewilcox@ffadesign.com
City/State: Portland, Oregon Zip: 97204

☐ Property Owner Name: City of Canby / Amanda Zeiber Phone: (503) 266-4021
Signature:
Address: 182 N. Holly Street Email: zeibera@ci.canby.or.us
City/State: Canby, Oregon Zip: 97013

☐ Property Owner Name: Phone:
Signature:
Address: Email:
City/State: Zip:

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

❶ All property owners represent they have full legal capacity to and hereby do authorize the filing of this application and certify that the information and exhibits herewith submitted are true and correct.
❷ All property owners understand that they must meet all applicable Canby Municipal Code (CMC) regulations, including but not limited to CMC Chapter 16.49 Site and Design Review standards.
❸ All property owners hereby grant consent to the City of Canby and its officers, agents, employees, and/or independent contractors to enter the property identified herein to conduct any and all inspections that are considered appropriate by the City to process this application.

PROPERTY & PROJECT INFORMATION:

North half of block located between 1st and 2nd Avenues and N. Holly and N. Ivy Streets.	30,450 sq. ft.	#6000, 6100, 6200, 6300
Street Address or Location of Subject Property	Total Size of Property	Assessor Tax Lot Numbers
Canby City Hall, Canby Area Transit and Canby Planning and surface parking	C-1 Downtown Commerical	CC sub area
Existing Use, Structures, Other Improvements on Site	Zoning	Comp Plan Designation

New Canby Library and Renovated City Hall
Describe the Proposed Development or Use of Subject Property

STAFF USE ONLY				
FILE #	DATE RECEIVED	RECEIVED BY	RECEIPT #	DATE APP COMPLETE

MAJOR VARIANCE APPLICATION – TYPE III

All required application submittals detailed below must also be submitted in electronic format on a CD, flash drive or via email. Required application submittals include the following:

Applicant Check | City Check

- [X] [ ] One (1) copy of this application packet. The City may request further information at any time before deeming the application complete.
- [X] [ ] Payment of appropriate fees – cash or check only. Refer to the city's Master Fee Schedule for current fees. Checks should be made out to the *City of Canby*.
- [ ] [ ] Mailing labels (1" x 2-5/8") for all property owners and all residents within 500 feet of the subject property. **If the address of a property owner is different from the address of a site, a label for each unit on the site must also be prepared and addressed to "occupant."** A list of property owners may be obtained from a title insurance company or from the County Assessor.
- [X] [ ] One (1) copy of a written, narrative statement describing the proposed development and detailing how it conforms with the Municipal Code and to the approval criteria, including the applicable Design Review Matrix, and availability and adequacy of public facilities and services. ***Ask staff for applicable Municipal Code chapters and approval criteria.***
  Applicable Code Criteria for this application includes:

  _____

  _____

  _____

  _____

  Per Bryan Brown (1) copy required
- [X] [ ] Three ~~(3) copies of a Traffic Impact Study~~ (TIS), conducted or reviewed by a traffic engineer that is contracted by the City and paid for by the applicant (payment must be received by the City *before the traffic engineer will conduct or review a traffic impact study.*
  Ask staff to determine if a TIS is required.
- [X] [ ] One (1) copy in written format of the minutes of the neighborhood meeting as required by Municipal Code 16.89.020 and 16.89.070. The minutes shall include the date of the meeting and a list of attendees.
- [X] [ ] One copy of either the recorded plat or the recorded deeds or land sales contracts that demonstrates how and when legal property lines were established and where the boundaries of the legal lot(s) of record are located. If the property is a lot or parcel created by plat, a copy of the recorded plat may be obtained from the

Applicant Check | City Check

Clackamas County Surveyor's office. If the property is a legal lot of record created by recorded deed or land sales contract at a time when it was legal to configure property lines by deed or contract, then those recorded deeds may be obtained from the Clackamas County Office of the Clerk, or a Title Company can also assist you in researching and obtaining deeds.

per Bryan Brown (2) copies required

[X] [ ] Ten (10) copies of the proposed plot plan, printed on paper no smaller than 8.5"x11", and drawn to an engineer's scale no smaller than 1"=50'. The plot plan shall include the following information:

A. All legal lot lines, north arrow, lot size and dimensions, location of public and private easements, and location and names of all adjacent streets.

B. Any major topographic or landscape features, driveways, wells, septic tanks, drain fields, and jurisdictional watercourses or wetlands on or abutting the property. As a reminder, the property owner is responsible for meeting all state/federal wetland and waterway regulations.

C. Location and description of all existing and proposed structures. Call out the distance between the structures and lot lines, and clearly illustrate the variance that is being requested.

MAJOR VARIANCE – TYPE III: APPLICATION PROCESS

1. Prior to submitting an application, all applicants are encouraged to request a pre-application meeting with the City, or the City Planner may determine that a pre-application meeting is necessary after an application has been discussed or upon receipt of an application by the City. To schedule a pre-application meeting, an applicant must submit a completed pre-application form and set of preliminary plans to the City Planner, and after receiving the Planner's initials, must then make and take 16 copies of the pre-application materials to the Canby Public Works Department to schedule the pre-application meeting. The City does not charge a fee for a pre-application meeting.

2. At the time an application is submitted to the City, payment of all required application processing fees is required. An application will not be accepted without payment of fees. City Staff can provide you with information concerning application fees.

3. Staff will check the application, making sure that it is complete and all fees are paid. Copies of the application materials are also routed to various City/State/County departments, as applicable, for their comments. The City Planner will accept or return the application with a written list of omissions within thirty (30) calendar days of the submittal.

4. Staff investigates the application, writes a staff report, issues public notice, notifies surrounding property owners, and makes all facts relating to the request available to the Planning Commission and all interested parties.

5. Prior to the public hearing, the City will prepare notice materials for posting on the subject property. This material must be posted **by the applicant** at least ten (10) days before the public hearing.

6. The staff report will be available to all interested parties seven (7) days prior to the hearing.

7. The Planning Commission holds a public hearing. The staff report is presented to the Commission. Testimony is presented by the applicant, proponents and opponents, followed by rebuttal from the applicant.

8. The Commission then issues findings of fact which support approval, approval with conditions, or denial of the application. A decision may be appealed to the City Council.

9. If the Planning Commission decision is appealed, City Council holds a public hearing. The staff report is presented and testimony taken, as at the original hearing(s). Unless the City Council decides to hear the appeal de novo, only testimony regarding items already in the record is permitted, and no new information may be entered. In the case of an appeal, the Council may affirm, revise, or reverse the decision of the Planning Commission in all or in part. The Council may also remand the matter back to the hearing body for further consideration.

MAJOR VARIANCE – TYPE III: STANDARDS AND CRITERIA

Under Section 16.53.020of the Canby Municipal Code, an application forMAJOR VARIANCEapproval shall be evaluated based on the following standards and criteria:

A. Exceptional or extraordinary circumstances apply to the property which do not apply generally to other properties in the City and within the same zone. These exceptional or extraordinary circumstances result from tract size or shape, topography or other circumstances over which the owners of the property have no control. Actions of previous owners do not constitute other exceptional or extraordinary circumstances; and

B. The variance is necessary to assure that the applicant maintains substantially the same property rights as are possessed by the owners of other property in the city and within the same zone; and

C. Granting this variance will not be materially detrimental to the intent or purposes of the city's Comprehensive Plan or the Land Development and Planning Ordinance; and

D. Granting this variance will not be materially detrimental to other property within the same vicinity; and

E. The variance requested is the minimum variance which will alleviate the hardship; and

F. The exceptional or unique conditions of the property which necessitate the issuance of a variance were not caused by the applicant, or the applicant's employees or relatives.

FFA Architecture + Interiors

City of Canby

Planning Department
Land Use Application
Major Variance
Process Type III

New Canby Public Library and Renovated City Hall

The New Canby Public Library and Renovated City Hall development will cover approximately 98.5 percent of the site. The proposed development is 30,050 square feet including approximately 1,700 square feet of plazas, sidewalks and access ramps. The available site area is 30,450 square feet.

Based on this condition, the City of Canby requests the following MAJOR VARIANCE in the minimum area requirement for landscaping noted as follows:

Chapter 16. 49

> "16.49.080. 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:"
>
> Sub paragraph B. Seven and one-half (7.5) percent for the Downtown-Commercial zone.

Under Chapter 16.53 paragraph 16.53.020 of the Canby Municipal code, an application for MAJOR VARIANCE approval shall be evaluated based on the following standards and criteria:

A. Exceptional or extraordinary circumstances apply to the property which do not apply generally to other properties in the City and within the same zone. These exceptional or extraordinary circumstances result from tract size or shape, topography or other circumstances over which the owners of the property have no control. Action of previous owners do not constitute other exceptional or extraordinary circumstances; and

   Response:

   General community growth and increased demand in library services has far exceeded the capacity of the existing Canby Library. Public libraries similar to Canby Library are considered by the community as a primary public resource and community building. They are typically located

in the city core. This fosters enhanced core commercial development; allows patrons to utilize public transit and helps enhance the sense of community.

The new library is planned for the (3) lots immediately to the east of the existing Canby City Hall building. To make way for the new structure, the Canby City Hall council chambers addition, Canby Area Transit (CAT) building and the Canby Planning building with adjacent parking areas will need to be removed.

The city block that these lots are located on does not have a dedicated alley setback or easement.

The City of Canby currently owns three of the four lots (including the City Hall property) impacted by the proposed new library. The city is currently negotiating with the property owner for the fourth lot. When this negotiation is complete, all the required property will be owned by the city. This will allow the city to develop the properties with limited impact on adjacent private properties and minimal additional land procurement cost.

This approach will also allow the city to develop a primary public facility in the city core with maximum access by the public. The new library will replace two existing surface parking lots, one renovated house (CAT) and the Canby Planning building with a new community facility that meets the intent of the current design standards and criteria.

The library building program was developed per current State of Oregon Library Association guidelines for public libraries and based on current population trends over the next 15 years or more. This program resulted in a total building size of 25,700 square feet.

Current studies for public libraries similar in size to the proposed Canby Library show that a one story configuration is significantly more efficient than a multi-story configuration. A one story building is a more efficient use of space with less duplicated infrastructure including, stairs, elevators, restrooms and service area. Multi-story buildings also require additional staff to properly service and supervise the floors.

An additional key component to library design / site development is the need for drive-up / drive-through access to an exterior bookdrop.

Utilizing available city owned properties and property available from the Canby Utility Board, the total site area is 30,450 square feet. The new library and existing city hall will occupy 25,700 sq. ft. The fire access lane / bookdrop and parking lot access alley will require 2,500 square feet. The public plaza, access ramp, bicycle parking areas and existing city hall entries and plaza will comprise a total of 1,800 square feet. The total developed area is just over 30,000 square feet.

B. The variance is necessary to assure that the applicant maintains substantially the same property rights as are possessed by the owners of other property in the city and within the same zone; and

Response:

The downtown Core Commercial (CC) sub-area design criteria encourage full development of the property where possible. The resulting site development will provide for a building with a street front presence very similar to other referenced buildings in the commercial core. This variance will allow the City of Canby to develop the site with a primary public /community building, that will strengthen the commercial core, and provide an anchor facility to foster further development of downtown Canby.

C. Granting this variance will not be materially detrimental to the intent or purposes of the city's Comprehensive Plan or Land Development and Planning Ordinance; and

Response:

Per the pre-application conference, the City of Canby Fire Department noted that it will require a fire truck access on the south side of the lot. The current block plat does not have a dedicated alley to accommodate a fire truck access, so a new alley will be dedicated. This alley will be split between the combined library lots and the adjacent lots on the south side of the block. The alley will also serve multiple purposes; fire truck access, drive-up access to the library bookdrop and access to adjacent parking lots. The alley will take approximately 2,500 square feet of land from the library site.

The City of Canby 'Downtown Canby Overlay' (DCO) zone, Site and Design review Standards and the more specific standards for the Core Commercial (CC) sub-area, are intended to foster a denser, core commercial development, control the overall 'bulk' of buildings and ensure that building sizes reflect desired uses. Several sections identify and encourage the developer to locate the downtown buildings at the property line with street fronts that respond to other existing Canby buildings through the use of similar massing and materials. In addition, the standards encourage courtyards to enhance the pedestrian environment by providing pleasing, semi-public transitions between the public and private realms. Specific standards also require the developer to keep setbacks to a minimum. All the referenced images in the guidelines show buildings at the property line with little or no on-site landscaping.

Chapter 16.22, paragraph 16.22.040 Design Review Matrix, Table 16.22.040 allows maximum points for locating the 100% of the building at the front property line. Additional points are allowed for buildings orientated to the street and the major entry on the street side. The matrix does not refer to any landscape requirements.

Chapter 16.41, paragraph 16.41.050.A.1: establishes the building setbacks from 0 to 10 feet maximum with at least 60% of building at the property line. In conjunction with the .8 floor area ratio (FAR), this standard encourages development to the property line in order to create and enhance the building connection to the public sidewalk and street and create a pedestrian friendly environment.

Chapter 16.41, paragraph 16.41.050.A.2: The minimum required floor area ratio for buildings in the downtown Core Commercial area is .8 or 80% of the site. This requirement almost assures that any proposed development meet the intent of denser downtown development with either a two story building or in the case of the proposed Canby Library, the need for a variance in the landscape area requirement.

Chapter 16.41, paragraph 16.41.070.A.3: Transition Area. One of the following design elements is required for buildings that span more than 75% of a city block or 350 feet. Paragraph b. Courtyards or plazas that meet all of the following standards:

The intent is to break up long building elevations by enhancing the public access / entry and by creating a transition space. The proposed new Canby Library provides a courtyard at the main entry. This courtyard plaza also allows the new library to connect to the existing city hall building in a way that respects the existing building's design and materials. The plaza further provides an exterior public space for events and activities, but it further reduces the area available for landscaping.

D. Granting this variance will not be materially detrimental to other property within the same vicinity; and

Response:

The proposed new Canby Library and Renovated City Hall will occupy the entire north half of the block. The remaining two properties will not be impacted by the development.

Downtown core infra-structure improvements by the City and the Urban Renewal Agency have been completed on 2nd Avenue and on North Holly and Ivy Streets. The proposed development will replace two city owned buildings and part of a third building that do not meet any of design standards. Two surface parking lots and three existing curb cuts will also be removed to bring the block into compliance with chapter 16.46 Access Limitations on Project Density.

By development of the new library in the downtown core commercial (CC) sub-area the adjacent properties should see a positive impact and library visitors patronize local businesses.

E. The variance requested in the minimum variance which will alleviate the hardship: and

Response:

The existing landscape areas in front of the existing Canby City Hall on Holly Street and 2nd Avenue will be re-established as part of the overall site development. Existing curb cuts will be removed and sidewalks re-established. Only the minimum area required for a new access ramp and required bicycle parking will be changed.

F. The exceptional or unique conditions of the property which necessitate the issuance of a variance were not caused by the applicant, or the applicant's employees or relatives.

Response:

General community growth and the demand for more library services has led to the need for a new expanded library. The city currently owns three of the four lots involved and is in the process of obtaining the fourth. The location of the new Canby Public Library in the core commercial area is consistent with the comprehensive plan and planning and design criteria noted.

sis

DKS

DATE: February 27, 2013

TO: Bill Harper, Francis C. Berg / Architect P.C.

FROM: Chris Maciejewski, P.E., DKS
Steve Boice, DKS
Kevin Chewuk, DKS

SUBJECT: Canby Library Transportation Impact Analysis

Dear Bill,

DKS is pleased to submit this transportation impact analysis for the proposed Canby Public Library, to be located in the block bounded by NW 2nd Avenue to the north, NW 1st Avenue to the south, N Ivy Street to the east and N Holly Street to the west. This report meets the guidelines defined by the City of Canby for Transportation Impact Analysis.

Please contact either Steve Boice or myself with questions regarding this report.

Sincerely,

Chris Maciejewski, P.E.
Principal

720 SW Washington Street, Suite 500
Portland, OR 97205
(503) 243-3500 **Phone**
(503) 243-1934 **Fax**
www.dksassociates.com

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Introduction

The purpose of this transportation impact study is to identify potential transportation system impacts (and potential mitigations) triggered by the proposed Canby Public Library. The proposed Canby Public Library will be located in the block bounded by NW 2nd Avenue to the north, NW 1st Avenue to the south, N Ivy Street to the east and N Holly Street to the west. The project site is located in Downtown Canby and is currently occupied by the City Hall/Council Chamber building, City Administrative building, Canby Area Transit building, and the old Police Station building.

As proposed, the City Hall/Council Chamber building would be renovated, while the remaining structures would be removed and replaced with a 22,600 square foot library. The employees and services currently occupying City Hall, the City Administrative building, and Canby Area Transit building will be relocated off-site.

Recommendations

Based upon the analysis presented in this report, the proposed project was found to not generate significant off-site traffic impacts. Therefore, no off-site mitigation is recommended for the proposed project as a result of traffic impacts. However, there are several site-access and circulation related conditions we recommend addressing to improve traffic flow and safety, including:

- Install "Do not enter" signage (MUTCD R5-1) at the exiting end of the one-way internal driveways, a "Right turn only" sign (MUTCD R3-5) to alert drivers leaving the driveway on the east side of the Canby Utility Board building, and a "No right turn" sign (MUTCD R3-1) to alert drivers leaving the book-drop window driveway.
- Provide a curb or buffer along the north side of the proposed east-west internal site driveway and the south building frontage of City Hall and the proposed Library.
- Consider prohibiting on-street parking along N Holly Street and NW 1st Avenue within 20-feet of site access locations, as recommended in the Manual on Uniform Traffic Control Devices (MUTCD) to improve intersection sight distance.
- Provide guide signing to the Library book-drop window from adjacent side streets (NW 1st Avenue and N Holly Street)
- Have the site designer/engineer verify the turn templates and internal circulation routes for the proposed design vehicle to ensure adequate on-site circulation.

Existing Conditions

The following section summarizes the existing transportation conditions within the study area. Included is an inventory of the existing transportation network, analysis of the recent study area collision history, and an operational analysis of study intersections.

Study Area

The study area is generally bounded by NW 3rd Avenue to the north, Highway 99E to the south, N Grant Street to the west, and N Ivy Street to the east. The following ten intersections have been identified as study area intersections, with their control listed:

- Highway 99E/N Grant Street (traffic signal)
- Highway 99E/N Ivy Street (traffic signal)
- N Ivy Street/NW 1st Avenue (three way stop)
- N Ivy Street/NW 2nd Avenue (all way stop)
- N Ivy Street/NW 3rd Avenue (two way stop)
- N Holly Street/NW 1st Avenue (all way stop)
- N Holly Street/NW 2nd Avenue (all way stop)
- N Grant Street/NW 1st Avenue (three way stop)
- N Grant Street/NW 2nd Avenue (all way stop)
- N Grant Street/NW 3rd Avenue (three way stop)

Pedestrian/Bicycle Facilities

An inventory of existing pedestrian and bicycle facilities was conducted to determine the current locations of sidewalks and bicycle lanes within the study area. For the purpose of this inventory, "bike lanes" included areas on roadways where shoulders were specifically designated for bicycle use through pavement markings, as well as other paved shoulders of at least five feet in width that could be used for bicycle travel. Table 2-1 shows the study area roadways with pedestrian and bicycle facilities.

Table 2-1: Existing Pedestrian and Bicycle Characteristics

Roadway	Sidewalks	Bike Facilities
Highway 99E (N Grant Street to N Ivy Street)	Both Sides	None
N Grant Street (Highway 99E to NW 3rd Avenue)	Both Sides	Bike lanes north of NW 3rd Avenue and south of Highway 99E
N Holly Street (NW 1st Avenue to NW 3rd Avenue)	Both Sides	None
N Ivy Street (Highway 99E to NW 3rd Avenue)	Both Sides	Bike lanes north of NW 1st Avenue and south of Highway 99E
NW 1st Avenue (N Grant Street to N Ivy Street)	Both Sides	None
NW 2nd Avenue (N Grant Street to N Ivy Street)	Both Sides	None
NW 3rd Avenue (N Grant Street to N Ivy Street)	Both Sides	Bike lanes east of N Ivy Street

Pedestrian and bicycle count data was also collected during the evening peak period at study area intersections. The highest hourly pedestrian activity during the evening peak period occurred at study intersections along N Grant Street between NW 2nd Avenue and NW 3rd Avenue and along N Ivy Street between Highway 99E and NW 2nd Street, with over 17 observed pedestrian crossings at each intersection in a single one-hour period between 4 and 6 p.m. [1] The highest hourly pedestrian activity levels at the study intersections during the evening peak period are displayed in Figure 2-1.

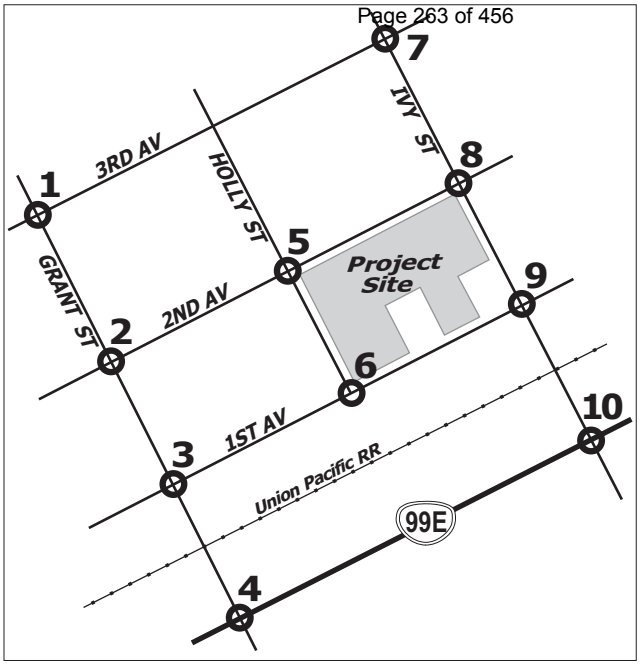
Bicycle activity within the study area is generally low during the evening peak period, with no bicyclists observed at several of the study intersections between 4 and 6 p.m.[2] The highest volumes occurred at study intersections along N Ivy Street and NW 1st Avenue, with hourly volumes ranging between one and two cyclists. The highest hourly bicycle activity levels at study intersections during the evening peak period are displayed in Figure 2-1.

Transit Facilities

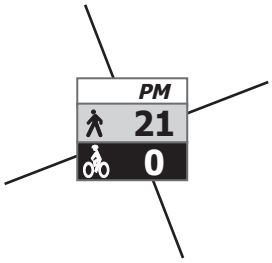
Canby Area Transit (CAT) provides commuter bus service between Oregon City and Woodburn. The route, referred to as the Orange Line-Route 99E, connects the study area to Oregon City, Woodburn, Hubbard and Aurora. Users within the study area can access the route via the Canby Transit Center, located one block to the east along NE 1st Avenue. Service is provided along the route between 5 a.m. and 8:30 p.m. with headways of approximately 1 to 1.5 hours, Monday through Friday.

Recent budget cuts led to the elimination of two local fixed bus routes within the city and a commuter connection to Wilsonville. However, all residents have access to a dial-a-ride service that will take them to any location within the urban growth boundary with 24-hour notice.

[1] Based on counts conducted during February 2013.
[2] Ibid



1. Grant St. & 3rd Ave.



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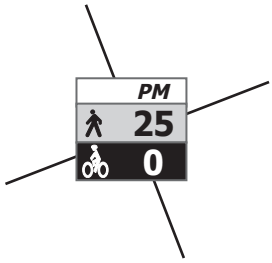

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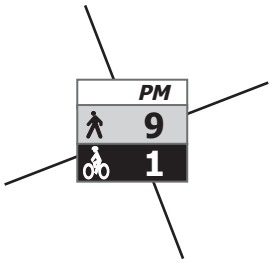

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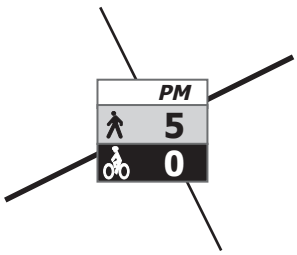

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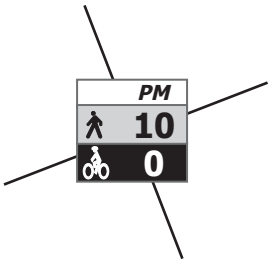

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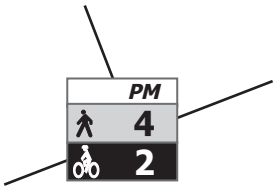
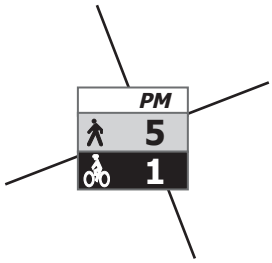


7. Ivy St. & 3rd. Ave.



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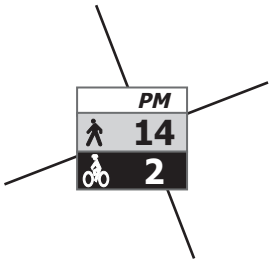

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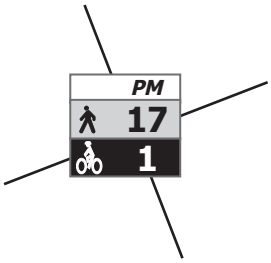
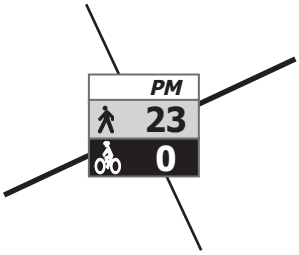


10. Ivy St & OR 99E



LEGEND

#O - Study Intersection & Reference Number

PM
00 - Pedestrian Counts
00 - Bicycle Counts

DKS

No Scale

Figure **2-1**

PEDESTRIAN & BICYCLE PM PEAK HOUR VOLUMES

Motor Vehicle Facilities

Characteristics of the major roadways in the study area were documented and presented in Table 2-2. Data collected included functional classification, roadway cross-section, posted speed limits, and on-street parking.[3]

Highway 99E is the major roadway in the study area, running east-west connecting the study area to Oregon City and Woodburn. It is classified by the State as a Regional Highway, and has special transportation area (STA) and truck route designations.

N Grant and N Ivy Streets form the primary north-south travel routes through the study area. These roadways are classified by Canby as Arterials and generally maintain two-lane cross-sections (i.e. one through lane in each direction) through the study area, providing adequate motor vehicle circulation between Highway 99E and the neighborhoods north of the study area. All remaining roadways in the study area also have a two-lane cross-section.

Table 2-2: Existing Roadway Characteristics

Roadway	Jurisdiction	Canby/ ODOT Classification	Special Designations	Cross Section	Posed Speed (mph)	On-Street Parking
Highway 99E (N Grant Street to N Ivy Street)	ODOT	Regional Highway	Truck Route; Special Transportation Area	5 lanes	35	None
N Grant Street (Highway 99E to NW 3rd Avenue)	Canby	Arterial Roadway	None	2 lanes	25	Angled on both sides north of NW 1st Avenue
N Holly Street (NW 1st Avenue to NW 3rd Avenue)	Canby	Neighborhood Route	None	2 lanes	25	Both sides
N Ivy Street (Highway 99E to NW 3rd Avenue)	Canby	Arterial Roadway	Local Truck Route	2 lanes	25	Varies
NW 1st Avenue (N Grant Street to N Ivy Street)	Canby	Local Street	None	2 lanes	25	Both sides
NW 2nd Avenue (N Grant Street to N Ivy Street)	Canby	Local Street	None	2 lanes	25	Angled on both sides
NW 3rd Avenue (N Grant Street to N Ivy Street)	Canby	Collector Roadway	None	2 lanes	25	Both sides

[3] Based on a site visit by DKS staff on February 13, 2013

Existing Intersection Operations

This section covers the existing intersection operating conditions in the study area. Included is a description of the intersection performance measures, jurisdictional operational standards, and existing traffic operational analysis.

Intersection Performance Measures

Level of service (LOS) and volume-to-capacity (V/C) ratios are two commonly used performance measures that provide a gauge of intersection operations. In addition, they are often incorporated into agency mobility standards. Descriptions are given below:

- **Level of service (LOS):** A "report card" rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity. This condition is typically evident in long queues and delays.
- **Volume-to-capacity (V/C) ratio:** A decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used (i.e., the saturation) at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

Jurisdictional Operating Standards

All study intersections must operate at or below the operating standards or mitigation may be necessary to approve future growth. The intersection performance measures vary by jurisdiction of the roadways. The two study intersections under ODOT jurisdiction (Highway 99E/N Grant Street and Highway 99E/N Ivy Street) must comply with the v/c targets in the Oregon Highway Plan (OHP). The OHP specifies a v/c target of 1.00 for the study area.[4]

All non-state roadways within the study area are under the jurisdiction of the City of Canby. The City operating standards require that a level of service D or better and a volume to capacity ratio equal to or less than 0.85 be maintained for all study area intersections.

[4] Table 6, Oregon Highway Plan, December 2011. Based on a Regional Highway, with an STA designation.

Existing Traffic Volumes

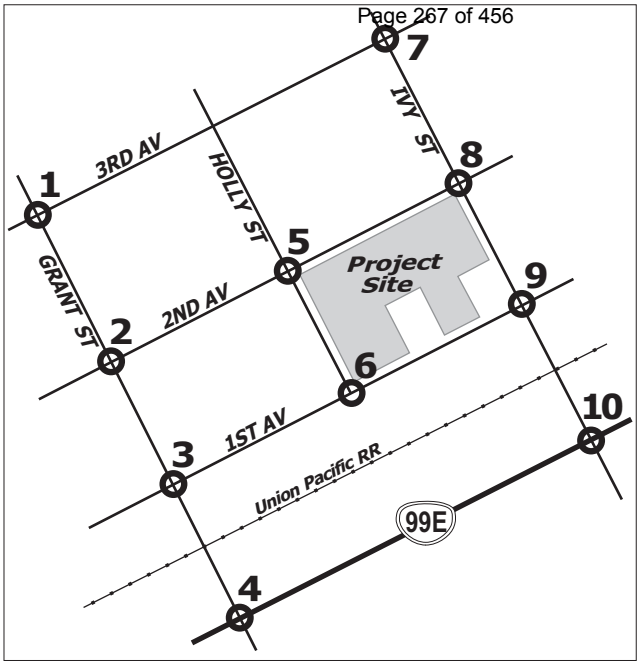
Traffic count data collected for this study was taken during an off peak time of the year and therefore was adjusted to account for seasonal variations in travel. For this study, the methodology from the ODOT Analysis Procedures Manual[5] was applied to determine the 30th highest annual hour volume (30 HV) for the study intersections. The 30 HV is commonly used for design purposes and represents the level of congestion that is typically encountered during the peak travel month.

To determine when the 30th highest annual hour volumes occur, data is examined from Automatic Traffic Recorder (ATR) stations that record highway traffic volumes year-round. If no on-site ATR is present, one with similar characteristics can be identified using ODOT's ATR Characteristics Table. If these do not produce a similar ATR with average annual daily traffic volumes (AADT) within 10% of study area volumes, the seasonal trend method should be used. The seasonal trend method averages seasonal trend groupings from the ATR Characteristics Table.

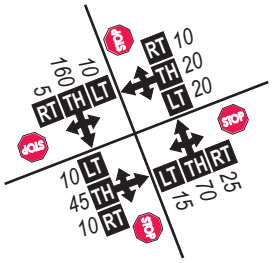
For the study area, no ATR's are located on-site, and the ATR Characteristics Table did not produce matches within 10% of the study area AADT volumes. Therefore, the seasonal trend method was utilized to develop the seasonal factor.

Using the "commuter" trend, a seasonal factor of 1.11 was developed, resulting in an 11 percent increase to the February counts collected. The adjusted weekday p.m. peak hour volumes developed for the study intersections are displayed in Figure 2-2. The raw traffic count data is included in the appendix.

[5] Analysis Procedures Manual, Oregon Department of Transportation, July 2009.



1. Grant St. & 3rd Ave.



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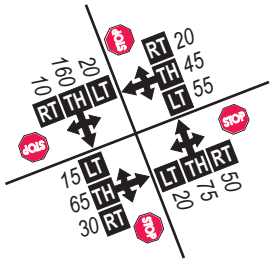

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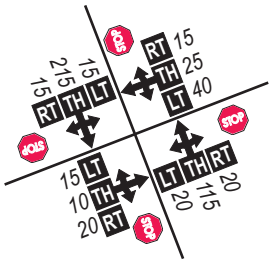
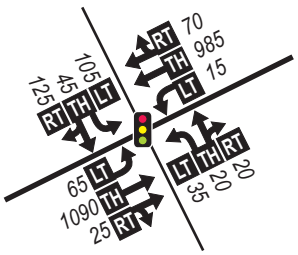


4. Grant St. & OR 99E



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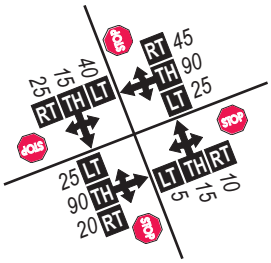

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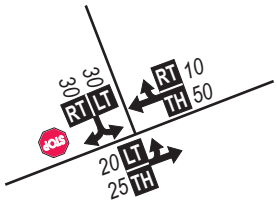

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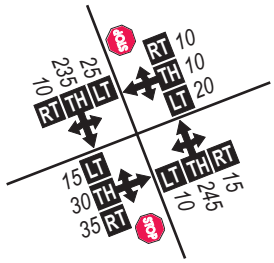

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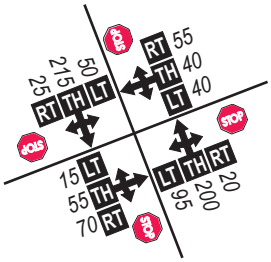

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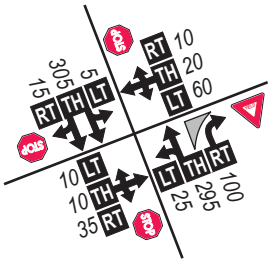
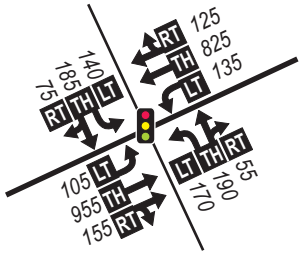


10. Ivy St & OR 99E



LEGEND

#O - Study Intersection & Reference Number

STOP - Stop Sign

YIELD - Yield Sign

Traffic Signal

← - Lane Configuration

000 - PM Peak Hour Traffic Volume

LT TH RT - Volume Turn Movement
Left • Thru • Right

DKS

No Scale

Figure **2-2**

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

Existing Operating Conditions

The existing traffic operating conditions at the study intersections was determined for the p.m. peak hour based on the 2000 Highway Capacity Manual methodology[6] for signalized intersections and 2010 Highway Capacity Manual methodology[7] for unsignalized intersections. The conditions include the estimated average delay, level of service (LOS), and volume-to-capacity (V/C) ratio of the study intersections.

Weekday p.m. peak hour intersection operations can be seen in Table 2-3.[8] During the p.m. peak hour, all study area intersections operate within the adopted mobility targets. Most of the intersections operate with v/c ratios of 0.63 or less, indicating that they have a significant amount of reserve capacity to accommodate future growth. The Highway 99E/Ivy Street intersection is operating with the highest v/c ratio at 0.93, within seven percent of the mobility target (1.00 v/c).

Table 2-3: Existing PM Peak Hour Intersection Operations

Intersection	Mobility Target	PM Peak		
		Delay	LOS	v/c**
Highway 99E/N Grant Street	1.00 v/c	16.0	B	0.59
Highway 99E/N Ivy Street	1.00 v/c	44.8	D	0.93
N Ivy Street/NW 1st Avenue*	0.85 v/c; LOS D	12.4	B	0.63
N Ivy Street/NW 2nd Avenue	0.85 v/c; LOS D	12.3	B	0.50
N Ivy Street/NW 3rd Avenue	0.85 v/c; LOS D	15.4	C	0.18
N Holly Street/NW 1st Avenue	0.85 v/c; LOS D	9.4	A	0.09
N Holly Street/NW 2nd Avenue	0.85 v/c; LOS D	8.4	A	0.22
N Grant Street/NW 1st Avenue*	0.85 v/c; LOS D	9.1	A	0.33
N Grant Street/NW 2nd Avenue	0.85 v/c; LOS D	9.4	A	0.30
N Grant Street/NW 3rd Avenue	0.85 v/c; LOS D	8.4	A	0.25

*The northbound approach was modified to stop-control to allow for HCM capacity analysis. These intersections currently operate with three-way stop control.

**Volume to capacity ratio for unsignalized intersections reported for the worst stop controlled movement

[6] *2000 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2000.
[7] *2010 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2010.
[8] Detailed intersection analysis worksheets are attached in the appendix.

Existing Vehicle Queuing

During field observations, southbound vehicle queues were observed backing up from the Highway 99E/N Ivy Street intersection over 200 feet extending through the N Ivy Street/NW 1st Avenue intersection. Drivers would generally avoid stopping on the at-grade rail crossing, reducing the available storage between Highway 99E and NW 1st Avenue by approximately 60 feet. No additional vehicle queuing issues were seen within the study area during the p.m. peak period.

Safety Analysis

The most recent three years (2009 – 2011) of available collision data for the study area was obtained from ODOT and used to evaluate the collision history.[9] The individual collision types at study intersections were examined to see if any patterns would emerge. Table 2-4 breaks down the collision types and severities experienced, with amounts of each shown. Of the 42 collisions at study intersections most involved rear-end (18 collisions), or angle (11 collisions) type collisions. Injuries were involved in over half of the collisions (24 collisions) although severities are typically low, with about 32 of the 41 collisions involving only minor injuries or property damage (likely due to the low posted speed along study area roadways). There were no fatal collisions and only 2 major injuries at the study intersections during this three year period.

There were five pedestrian and two bicycle related crashes during the three-year time span. Most of the pedestrian and bicycle collisions were a result of a motorist failing to yield right-of-way. Of the two bicycle collisions, both cyclists were struck while crossing 2nd Avenue, once each at the Holly Street and Ivy Street intersections.

Collision rates at study intersections were also calculated to identify problem areas in need of mitigation. The total number of crashes experienced at an intersection is typically proportional to the number of vehicles entering it. Therefore, a crash rate describing the frequency of crashes per million entering vehicles (MEV) is used to evaluate the intersection. This crash rate (referred to as the observed crash rate) is compared to the critical crash rate, which is unique to each intersection and is a factor of crash rates at similar sites within the study area, traffic volume, and a statistical confidence level. Intersections with an observed crash rate greater than the critical crash rate warrant further review. The crash rates calculated (based on the past three years of collision data) for the study intersections can be seen in Table 2-4.

As shown, the crash rate at the N Ivy Street/ NW 3rd Avenue intersection was high when compared to similar intersections in the city. This intersection was evaluated to see if any collision trends exist.

- The N Ivy Street/ NW 3rd Avenue intersection is unsignalized, with NW 3rd Avenue yielding the right-of-way. The intersection lacks left-turn lanes, therefore drivers traveling on N Ivy Street and wanting to turn left onto NW 3rd Avenue must stop in the travel lane when yielding to oncoming traffic. Half of the collisions at this intersection were rear-end type along N Ivy Street, indicating that drivers may be

[9] ODOT reported collisions for January 1, 2009 through December 31, 2011.

caught off guard by stopped vehicles. The severities of the collisions were generally low, with all involving property damage only (no injuries) or minor injuries.

There were two pedestrian related collisions at the intersection, one caused by driver striking a pedestrian in dark clothing and the other caused by a driver failing to yield the right of way when turning left.

Table 2-4: Summary of Intersection Collision History (2009-2011)

Intersection	Total Collisions	Collision Type				Collision Severity			Critical Crash Rate (per MEV*)	Observed Crash Rate (per MEV*)
		Rear-end	Angle	Turning	Ped./ Bike	Property Damage Only	Minor Injury	Major Injury		
Highway 99E/ N Grant Street	9	6	1	1	1	3	5	1	0.31	0.19
Highway 99E/ N Ivy Street	8	6	1	1	0	2	6	0	0.29	0.14
N Ivy Street/ NW 1st Avenue	1	0	1	0	0	1	0	0	0.63	0.06
N Ivy Street/ NW 2nd Avenue	6	0	3	0	3	3	2	1	0.63	0.37
N Ivy Street/ NW 3rd Avenue	12	6	3	1	2	6	6	0	0.69	**1.00**
N Holly Street/ NW 1st Avenue	0	0	0	0	0	0	0	0	1.23	0.00
N Holly Street/ NW 2nd Avenue	2	0	0	1	1	1	1	0	0.83	0.27
N Grant Street/ NW 1st Avenue	2	0	2	0	0	0	2	0	0.75	0.21
N Grant Street/ NW 2nd Avenue	1	0	0	1	0	1	0	0	0.73	0.10
N Grant Street/ NW 3rd Avenue	0	0	0	0	0	0	0	0	0.83	0.00

Bolded Red and Shaded indicates a high crash rate compared to other similar intersections in the City

*MEV=Million entering vehicles

Assumptions and Methodologies

The following section outlines key assumptions and methodologies associated with the proposed project that were used to analyze future conditions and identify any potential impacts at study intersections. Areas of interest covered in this section are trip generation, trip distribution, and background traffic growth.

Project Description

The proposed Canby Public Library will be located in the block bounded by NW 2nd Avenue to the north, NW 1st Avenue to the south, N Ivy Street to the east and N Holly Street to the west. The project site is located in Downtown Canby and is currently occupied by the City Hall/Council Chamber building, City Administrative building, Canby Area Transit building, and the old Police Station building.

As proposed, the City Hall/Council Chamber building would be renovated, while the remaining structures would be removed and replaced with a 22,600 square foot library. The employees and services currently occupying City Hall, the City Administrative building, and Canby Area Transit building will be relocated off-site.

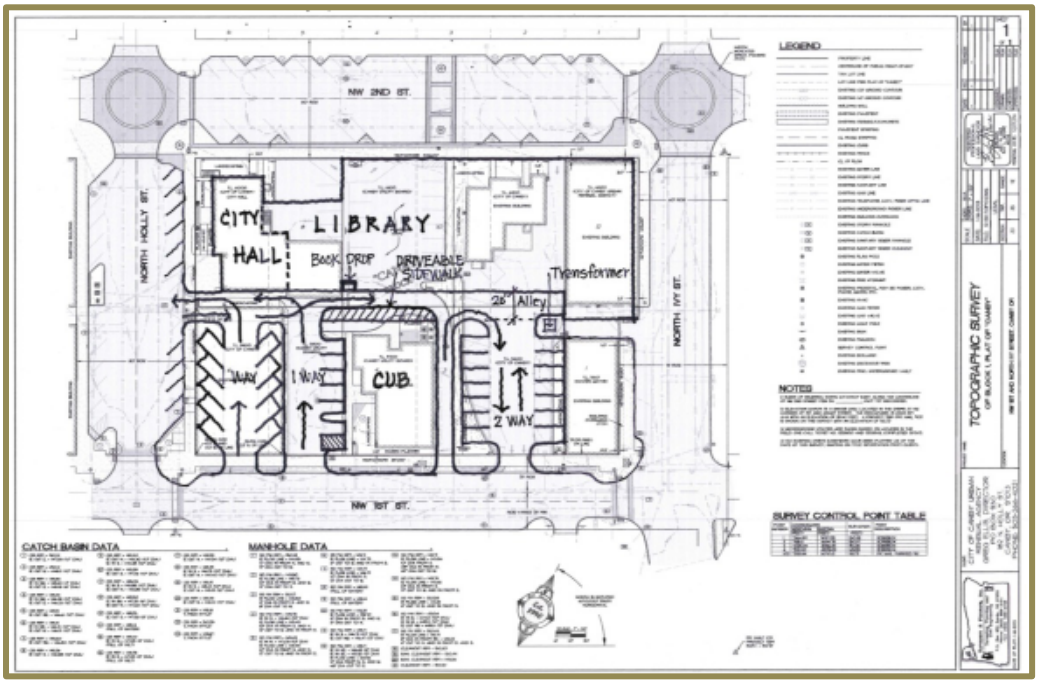


Figure 3-1 Site Plan

The project site is zoned Downtown Commercial (C-1), which allows for development of a library outright. The site is proposing to add one full access on N Holly Street and one entrance only access on NW 1st Avenue. The site is also proposing to maintain three existing accesses on NW 1st Avenue. The site plan can be seen in Figure 3-1.

Trip Generation

Trip generation is the method used to estimate the number of vehicles that are added to the surrounding roadway network as a result of proposed project. The trip generation analysis for the proposed Library was estimated using similar land uses as reported by the Institute of Transportation Engineers (ITE)[10]. Since the proposed site would add a 22,600 square foot library, the potential trip generation was conducted for the p.m. peak hour using the Library (ITE Code 590) land use.

The proposed site is expected to generate 165 (79 in, 86 out) p.m. peak hour trips, and 1,271 daily trips. Table 3-1 summarizes the trip generation for the proposed site.

Table 3-1: Trip Generation for Proposed Library

ITE Land Use	ITE Code	Size (square feet)	Daily Trips	PM Peak Hour		
				In	Out	Total
Library	590	22,600	1,271	79	86	165
Total Project Trips			**1,271**	**79**	**86**	**165**

The proposed project assumes that the employees and services currently occupying City Hall, the City Administrative building, and Canby Area Transit building will be relocated off-site. As a conservative approach, this study did not reduce the proposed site generated trips to account for the relocated services and employees. All site generated trips were assumed be new to the street network.

Book Drop Window

Of the 1,271 daily trips generated by the proposed Library, approximately 75 trips (or six percent of the daily trips) are expected to be drivers dropping off books at the book-drop window.[11] Therefore, it was assumed that six percent of the p.m. peak hour trips generated by the project site would be related to the book-drop window. As the site plan currently indicates, drivers wishing to access the book-drop window would enter via the driveway off N Holly Avenue or via two accesses on NW 1st Avenue (through surface parking lots) and exit via the eastern most driveway on NW 1st Avenue.

[10] Institute of Transportation Engineers (ITE) manual, Trip Generation, 9th Edition.
[11] Based on City staff conversation with the director of the Canby Library

Trip Distribution

Trip distribution involves estimating how site generated traffic will leave and arrive at the proposed site and what roads those trips will take. The trip distribution for the proposed Library was estimated based on City of Canby Travel Forecast Tool.[12]

It is estimated that 19 percent of the project traffic would arrive from the south using S Ivy Street and S Grant Street, 31 percent from the west along Highway 99E, 1st Avenue, 2nd Avenue and 3rd Avenue, 22 percent from the north along N Grant Street, N Holly Street and N Ivy Street, and 28 percent from the east via Highway 99E and 3rd Avenue. The assumed trip distribution can be seen in Figure 3-2.

Background Traffic

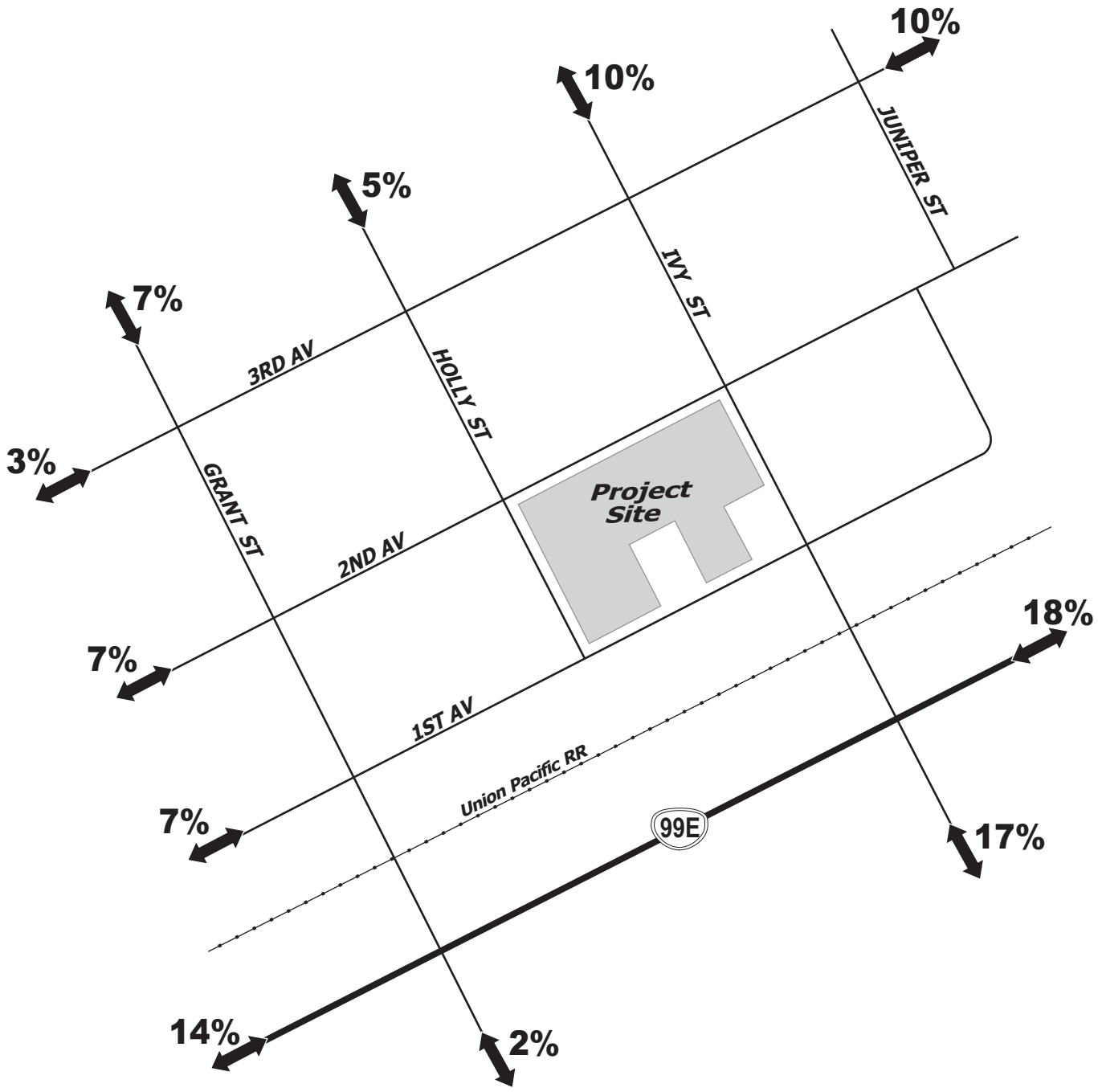
In addition to the trips generated from the proposed Library, background traffic growth was documented in the form of citywide and regional growth to represent a worst case scenario. Although the City does not currently have any in-process developments that would significantly impact the study area, the background traffic growth would cover those that could potentially occur before the expected build-out of the Library. The background traffic growth was estimated by comparing the existing 2013 and forecasted 2030[13] p.m. peak traffic volumes on N Ivy Street. The data suggests that the traffic volumes will increase approximately 2.0 percent annually. The data used to determine the growth rate is summarized in Table 3-2.

Table 3-2: Background Traffic Growth Rate Calculation

Location	Count Data (PM Peak)		Annual Growth Rate
	2013	2030*	
N Ivy Street, south of NW 1st Avenue	820	1,190	2.0%

*Source: 2010 Canby Transportation System Plan

[12] Canby Travel Forecast Tool, Canby Transportation System Plan, DKS Associates
[13] Canby Transportation System Plan, 2030 No-Build PM Peak Traffic Volumes



LEGEND

0% - Trip Distribution Percentage

DKS

No Scale

Figure 3-2

TRIP DISTRIBUTION

Future Conditions

The following section summarizes the future p.m. peak hour transportation operating conditions for the expected opening year of the Canby Library in 2014. Future traffic operating conditions were analyzed at the study intersections to determine if the transportation network can support traffic generated by the proposed Library. If City of Canby or ODOT operating standards are not met then mitigations may be necessary to improve network performance.

2014 Intersection Operations

The study area intersection operations were evaluated for both the Without Project and With Project scenarios to determine if the proposed project would cause any additional intersections to not meet jurisdictional standard beyond those that did not meet the standards under the Without Project scenario. The Without Project scenario in 2014 includes the existing traffic volumes and growth in background traffic. The With Project scenario also includes the existing traffic volumes and growth in background traffic, but includes traffic added by the proposed Canby Library. The 2014 traffic volumes for each scenario are shown in Figure 4-1.

Table 4-1 shows the future 2014 intersection operations at study area intersections under both scenarios. As shown, all intersections would meet mobility targets during the p.m. peak hour. The proposed project is expected to have little impact on the study intersections as operating conditions would remain relatively unchanged with and without site generated trips.

Table 4-1: 2014 PM Peak Hour Intersection Operations

Intersection	Mobility Target	2014 Without Project			2014 With Project		
		Delay	LOS	v/c	Delay	LOS	v/c
Highway 99E/ N Grant Street	1.00 v/c	16.1	B	0.60	16.7	B	0.61
Highway 99E/ N Ivy Street	1.00 v/c	46.9	D	0.95	48.7	D	0.95
N Ivy Street/ NW 1st Avenue*	0.85 v/c; LOS D	12.6	B	0.64	13.8	B	0.69
N Ivy Street/ NW 2nd Avenue	0.85 v/c; LOS D	12.5	B	0.51	13.5	B	0.56
N Ivy Street/ NW 3rd Avenue	0.85 v/c; LOS D	15.6	C	0.18	16.5	C	0.20
N Holly Street/ NW 1st Avenue	0.85 v/c; LOS D	9.4	A	0.09	9.6	A	0.10
N Holly Street/ NW 2nd Avenue	0.85 v/c; LOS D	8.4	A	0.22	8.9	A	0.27
N Grant Street/ NW 1st Avenue*	0.85 v/c; LOS D	9.2	A	0.34	9.4	A	0.36
N Grant Street/ NW 2nd Avenue	0.85 v/c; LOS D	9.5	A	0.31	9.8	A	0.33
N Grant Street/ NW 3rd Avenue	0.85 v/c; LOS D	8.5	A	0.26	8.6	A	0.26

*The northbound approach was modified to stop-control to allow for HCM capacity analysis. These intersections currently operate with three-way stop control.

Vehicle Queuing

An estimate of the 95th percentile vehicle queues for each of the signalized intersection approach movements under both the Without Project and With Project scenarios was made using SimTraffic modeling software. This value estimates the queue length that would not be exceeded in 95 percent of the queues formed during the peak hour. When vehicle queues extend past available storage bays, turning queues can block through movements and through movements can block upstream intersections. The result is an increased potential for rear-end collisions and a significant loss in system capacity. Queuing results are summarized in Table 4-2 and included in the appendix

The queues from the southbound approaches to the Highway 99E/ N Ivy Street intersection would still be expected to reach the N Ivy Street/ NW 1st Avenue intersection. While the estimated queues experienced here are not very long, the storage to accommodate these queues is relatively short given the limited block spacing and the at-grade railroad crossing.

The eastbound and westbound left-turn movements at the Highway 99E/ N Ivy Street intersection and the eastbound left-turn movement at the Highway 99E/ N Grant Street intersection experiences vehicle queues longer than can be accommodated given existing turn pocket storage lengths under both the Without Project and With Project scenarios. However, additional storage is available for these approaches via continuous two-way left-turn lanes.

Overall, the project site is generally expected to have minimal impact at the Highway 99E/ N Grant Street and Highway 99E/ N Ivy Street intersections, increasing the 95th percentile vehicle queues by less than twenty feet beyond that experienced under the Without Project scenario in 2014.

Table 4-2: 2014 PM Peak Hour Motor Vehicle Queuing

Intersection	Movement	Available Storage	95th Percentile Queue	
			Without Project	With Project
Highway 99E/ N Grant Street	Eastbound Left	100 feet	**120 feet**	**140 feet**
	Westbound Left	110 feet	60 feet	60 feet
	Northbound Left	50 feet	**80 feet**	**80 feet**
	Southbound Left	140 feet	100 feet	100 feet
	Southbound Through/right	140 feet	100 feet	100 feet
Highway 99E/ N Ivy Street	Eastbound Left	100 feet	**140 feet**	**140 feet**
	Westbound Left	90 feet	**140 feet**	**140 feet**
	Northbound Left	150 feet	**220 feet**	**220 feet**
	Southbound Left	150 feet	120 feet	120 feet
	Southbound Through/right	150 feet	100 feet	100 feet

Bolded Red and Shaded indicates estimated queue is expected to exceed available storage.

Site Access

The project is proposing to add one full access on N Holly Street and one entrance only access on NW 1st Avenue. The project is also proposing to maintain three existing accesses on NW 1st Avenue. N Holly Street is classified as a neighborhood route and NW 1st Avenue a local street by the City of Canby,[14] with posted speeds of 25 miles per hour. The following sections discuss the evaluation of sight distance and access spacing at the proposed site accesses, and emergency vehicle access to the site.

Intersection Sight Distance

The proposed site accesses should meet American Association of State Highway and Transportation Officials (AASHTO) intersection sight distance requirements for safe egress as measured from 15 feet back from the edge of the travelled way[15]. The site accesses would require a minimum of 280 feet of intersection sight distance based on a 25 mph posted speed. In addition, the sight distance triangles should be clear of permanent objects (large signs, landscaping, etc.) that could potentially limit vehicle sight distance.

Since 280 feet is greater than the block spacing downtown, and would result in a line of sight extending beyond nearby intersections, the existing and proposed site accesses were reviewed to ensure adequate sight distance was available to the nearest intersection.

During a site visit (February 2013) it was found that adequate sight distance would likely be available under current conditions from the existing and proposed site accesses. The required intersection sight distance is shown on the site plan in Figure 4-2 (the red line is the required line of sight). However, at both access locations, sight distance could be partially obscured by vehicles parking on the street within the line of site. The Manual of Uniform Traffic Control Devices[16] (MUTCD) recommends prohibiting on-street parking within 20-feet of intersections, which would reduce the impact of on-street parking on sight distance. Therefore, we recommending considering prohibiting on-street parking along N Holly Street and NW 1st Avenue within 20-feet of site access locations.

[14] Functional Classification, Figure 7-1, Canby Transportation System Plan.
[15] Geometric Design of Highways and Streets, AASHTO, Exhibit 9-55.
[16] Manual on Uniform Traffic Control Devices for Streets and Highways, 2009 Edition, USDOT/FHWA

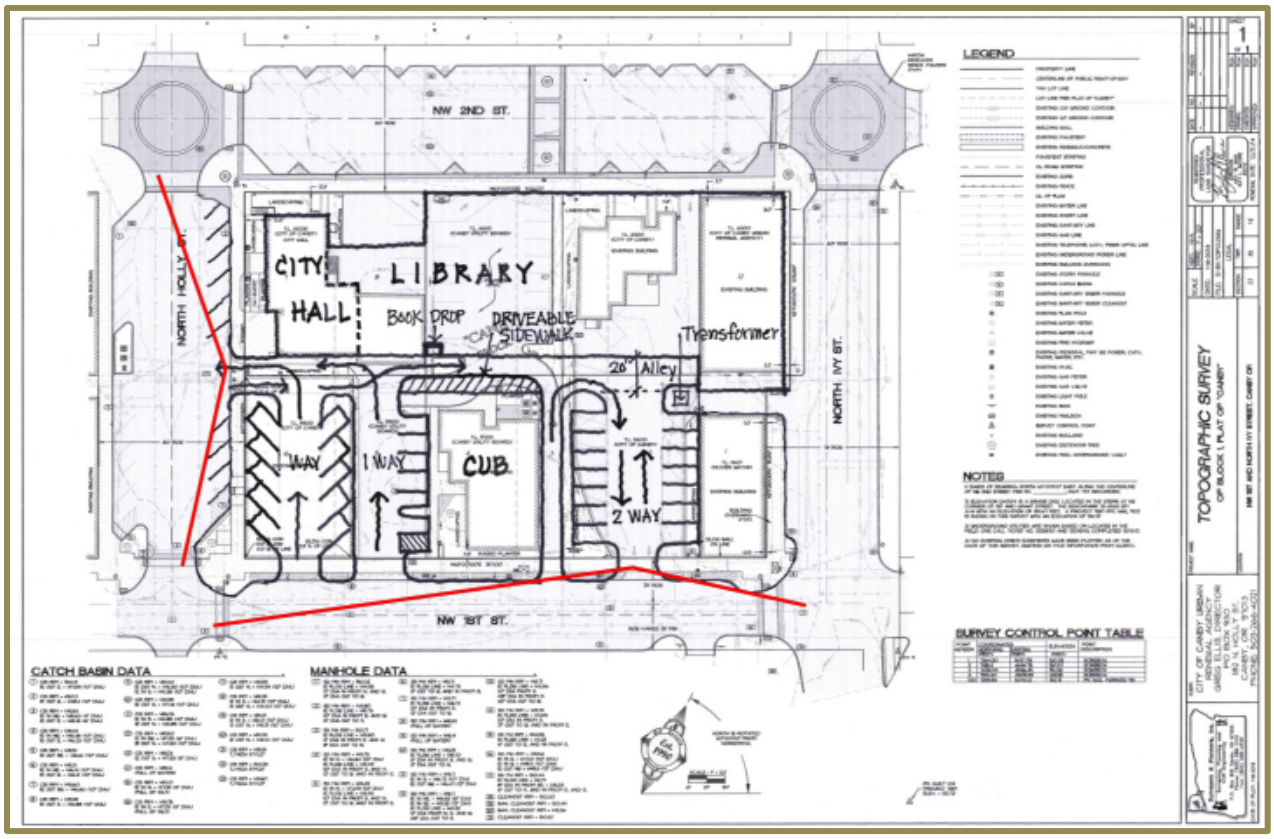


Figure 4-2 Intersection Sight Distance

Access Spacing

N Holly Street is classified as a neighborhood route and NW 1st Avenue a local street, therefore, minimum access spacing standards[17] require driveway spacing of at least 50 feet from intersections and ten feet from other driveways. The proposed site access to N Holly Street would be approximately 100 feet south, and 130 feet north of the nearest roadways, complying with the City minimum standard for spacing on neighborhood routes. Four site accesses are proposed to NW 1st Avenue (three existing and one new access). These proposed site accesses would be at least 70 feet from the nearest intersection, and at least 40 feet from the nearest driveway, complying with the City minimum standard for spacing on local streets.

[17] Access Spacing Standards for City Street Facilities, Table 7-2, Canby Transportation System Plan

Motor Vehicle Circulation

Internal motor vehicle circulation and stacking was reviewed to ensure that adequate accessibility and circulation routes are provided. The project site proposes several one-way internal driveways. Motor vehicle circulation to and from these driveways will need to be clarified with "Do not enter" signage at the exiting end of the one-way internal driveways, a "Right Turn Only" sign to alert drivers leaving the driveway on the east side of the Canby Utility Board building, and a "No right-turn" sign to alert drivers leaving the book-drop window driveway (see Figure 4-3).

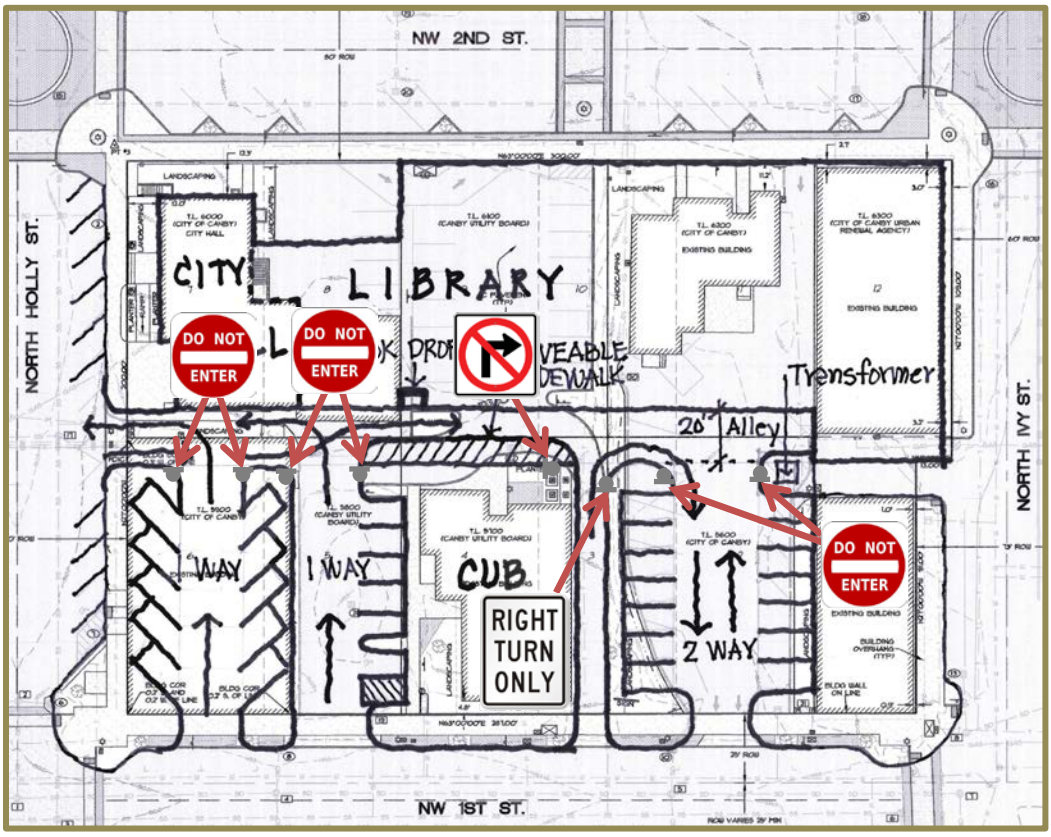


Figure 4-3 Internal Signage for Motor Vehicle Circulation

In addition, the turn templates and internal circulation routes for the proposed surface parking areas, delivery vehicles, emergency vehicles, and motor vehicle traffic will need to be provided to ensure adequate circulation.

Pedestrian and Bicycle Circulation

Sidewalks are currently available around the perimeter of the block, providing a continuous connection between the surface parking along NW 1st Street, with the main Library entrance on NW 2nd Street. Internally, the site plan does not show any additional sidewalks (with the exception of a drivable sidewalk just to the south of the proposed book-drop). Pedestrians wishing to access the main Library entrance via a sidewalk may have to cross an internal access roadway, however, the roadway is expected to have minimal traffic so crossing safely is not expected to be a major issue. The streets surrounding the proposed site could also function as shared roadways for bicycles as volumes and speeds will be low, providing adequate bicycle connections to Library. Bicycle parking is currently available at locations surrounding the site, including near the proposed entrance.

Recommendations

Based upon the analysis presented in this report, the proposed project was found to not generate significant off-site traffic impacts. Therefore, no off-site mitigation is recommended for the proposed project as a result of traffic impacts. However, there are several site-access and circulation related conditions we recommend addressing to improve traffic flow and safety, including:

- Install "Do not enter" signage (MUTCD R5-1) at the exiting end of the one-way internal driveways, a "Right turn only" sign (MUTCD R3-5) to alert drivers leaving the driveway on the east side of the Canby Utility Board building, and a "No right turn" sign (MUTCD R3-1) to alert drivers leaving the book-drop window driveway.

- Provide a curb or buffer along the north side of the proposed east-west internal site driveway and the south building frontage of City Hall and the proposed Library.

- Consider prohibiting on-street parking along N Holly Street and NW 1st Avenue within 20-feet of site access locations, as recommended in the Manual on Uniform Traffic Control Devices (MUTCD) to improve intersection sight distance.

- Provide guide signing to the Library book-drop window from adjacent side streets (NW 1st Avenue and N Holly Street)

- Have the site designer/engineer verify the turn templates and internal circulation routes for the proposed design vehicle to ensure adequate on-site circulation.

Appendix

Traffic Count Data

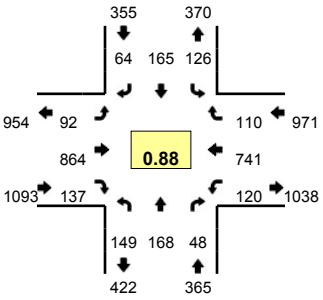
Type of peak hour being reported: User-Defined

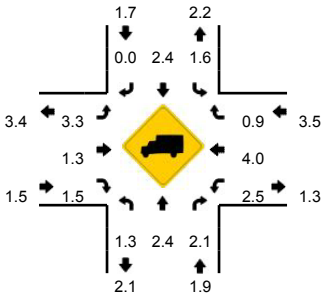
Method for determining peak hour: Total Entering Volume

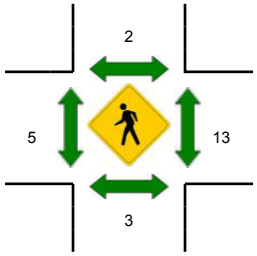
LOCATION: N Ivy St -- OR 99E
CITY/STATE: Canby, OR

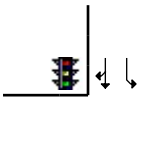
QC JOB #: 10890101
DATE: Tue, Feb 05 2013

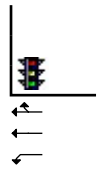
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

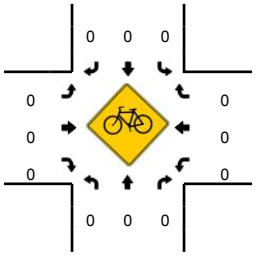


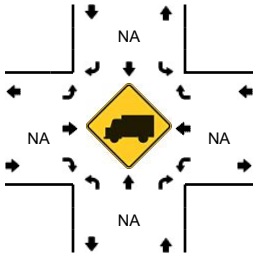


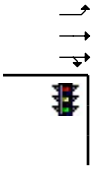


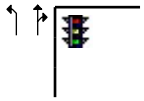


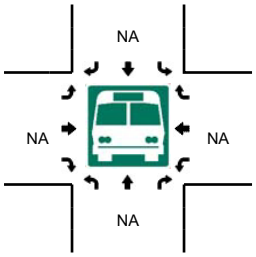












5-Min Count Period Beginning At	N Ivy St (Northbound)				N Ivy St (Southbound)				OR 99E (Eastbound)				OR 99E (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	5	1	0	4	5	3	0	9	58	3	0	10	56	4	0	164	
4:05 PM	14	19	3	0	10	8	6	0	6	80	10	0	9	59	15	0	239	
4:10 PM	9	15	6	0	11	18	8	0	17	61	5	0	9	49	5	0	213	
4:15 PM	8	12	7	0	5	6	5	0	8	80	12	0	5	70	10	0	228	
4:20 PM	11	11	4	0	10	8	4	0	6	67	7	0	15	56	7	0	206	
4:25 PM	19	17	3	0	10	14	7	0	10	59	4	0	6	46	10	0	205	
4:30 PM	14	18	4	0	14	7	6	0	7	65	10	0	10	63	12	0	230	
4:35 PM	9	19	6	0	10	10	3	0	5	55	11	0	9	60	8	0	205	
4:40 PM	15	10	4	0	7	10	6	0	4	82	11	0	5	77	8	0	239	
4:45 PM	17	14	6	0	9	15	8	0	7	63	22	0	12	40	7	0	220	
4:50 PM	12	17	2	0	10	16	1	0	8	70	9	0	13	75	19	0	252	
4:55 PM	8	6	3	0	9	9	4	0	7	41	8	0	14	47	6	0	162	2563
5:00 PM	11	14	4	0	14	13	5	0	8	110	12	0	10	67	7	0	275	2674
5:05 PM	14	17	5	0	8	17	9	0	8	65	13	0	15	79	13	0	263	2698
5:10 PM	13	10	3	0	15	19	3	0	6	87	14	0	7	70	8	0	255	2740
5:15 PM	10	12	6	0	8	21	6	0	13	86	11	0	7	40	4	0	224	2736
5:20 PM	7	14	2	0	12	14	6	0	9	81	12	0	12	77	8	0	254	2784
5:25 PM	15	7	1	0	9	6	6	0	12	62	10	0	16	49	12	0	205	2784
5:30 PM	8	4	5	0	8	11	3	0	6	80	14	0	9	68	5	0	221	2775
5:35 PM	9	13	8	0	8	9	5	0	8	76	9	0	8	62	6	0	221	2791
5:40 PM	7	10	4	0	13	8	4	0	5	64	12	0	10	65	13	0	215	2767
5:45 PM	10	8	5	0	12	7	4	0	2	66	11	0	15	56	5	0	201	2748
5:50 PM	12	16	2	0	10	19	8	0	8	48	11	0	13	53	7	0	207	2703
5:55 PM	11	8	5	0	9	8	3	0	9	62	15	0	8	50	7	0	195	2736

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	152	164	48	0	148	196	68	0	88	1048	156	0	128	864	112	0	3172
Heavy Trucks	4	0	0		0	4	0		8	8	4		0	20	0		48
Pedestrians		8				8				16				8			40
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad Stopped Buses																	

Comments: Need these done on 2/5/13

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

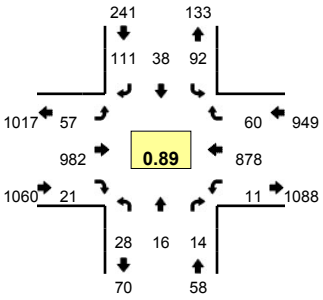
Type of peak hour being reported: User-Defined

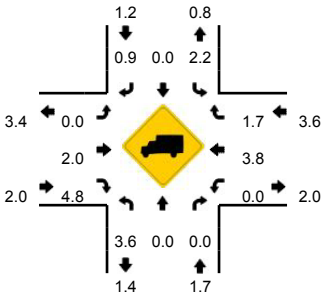
Method for determining peak hour: Total Entering Volume

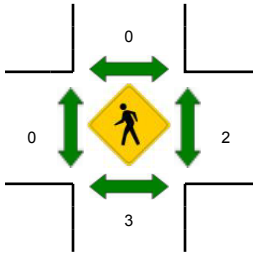
LOCATION: N Grant St -- OR 99E
CITY/STATE: Canby, OR

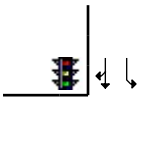
QC JOB #: 10890102
DATE: Tue, Feb 05 2013

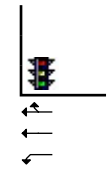
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

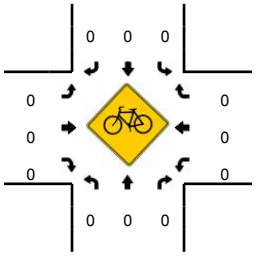


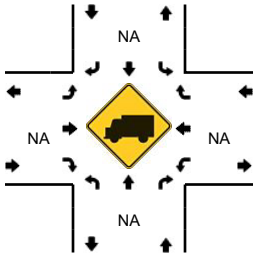


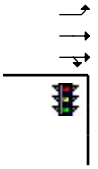


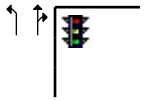


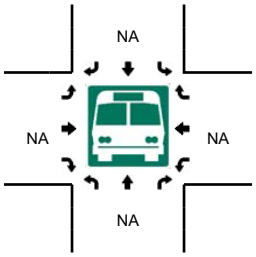












5-Min Count Period Beginning At	N Grant St (Northbound)				N Grant St (Southbound)				OR 99E (Eastbound)				OR 99E (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	5	0	1	0	1	0	0	54	0	0	0	71	6	0	139	
4:05 PM	3	5	1	0	11	2	7	0	8	110	2	0	0	63	9	0	221	
4:10 PM	1	1	0	0	6	8	6	0	4	70	3	0	0	61	7	0	167	
4:15 PM	2	3	2	0	6	5	11	0	5	76	1	0	0	63	4	0	178	
4:20 PM	2	5	1	0	5	4	3	0	4	70	1	0	3	71	6	0	175	
4:25 PM	0	0	2	0	7	4	8	0	6	72	2	0	0	60	8	0	169	
4:30 PM	0	2	2	0	6	1	6	0	5	69	1	0	1	84	3	0	180	
4:35 PM	2	3	0	0	7	4	14	0	4	79	1	0	2	63	4	0	183	
4:40 PM	2	1	1	0	9	2	11	0	4	79	1	0	0	81	5	0	196	
4:45 PM	0	1	0	0	7	2	11	0	5	71	2	0	0	61	7	0	167	
4:50 PM	4	0	1	0	10	1	5	0	2	80	2	0	1	87	7	0	200	
4:55 PM	7	4	3	0	8	5	7	0	4	66	1	0	1	63	4	0	173	2148
5:00 PM	3	3	1	0	7	3	7	0	3	96	3	0	0	74	3	0	203	2212
5:05 PM	3	0	1	0	11	5	9	0	7	90	2	0	2	92	4	0	226	2217
5:10 PM	5	1	3	0	5	4	11	0	6	89	0	0	2	88	6	0	220	2270
5:15 PM	0	0	0	0	9	5	10	0	7	106	5	0	0	46	5	0	193	2285
5:20 PM	2	1	0	0	6	2	12	0	4	85	1	0	2	79	4	0	198	2308
5:25 PM	0	3	0	0	9	2	9	0	3	86	2	0	3	67	1	0	185	2324
5:30 PM	1	1	2	0	5	2	11	0	9	82	1	0	0	65	5	0	184	2328
5:35 PM	0	1	0	0	5	2	6	0	1	82	0	0	0	76	7	0	180	2325
5:40 PM	0	0	0	0	8	0	4	0	6	71	0	0	0	71	2	0	162	2291
5:45 PM	0	3	0	0	5	1	4	0	3	75	2	0	0	74	3	0	170	2294
5:50 PM	0	1	1	0	8	5	6	0	3	71	1	0	1	62	5	0	164	2258
5:55 PM	1	1	1	0	3	2	6	0	2	70	1	0	0	62	4	0	153	2238

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	16	20	0	92	48	108	0	64	1100	20	0	16	1016	52	0	2596
Heavy Trucks	0	0	0		4	0	0		0	24	4		0	24	0		56
Pedestrians		8				0				0				8			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments: Need these done on 2/5/13

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

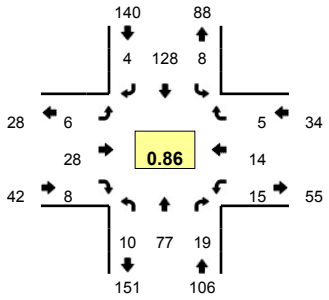
Type of peak hour being reported: User-Defined

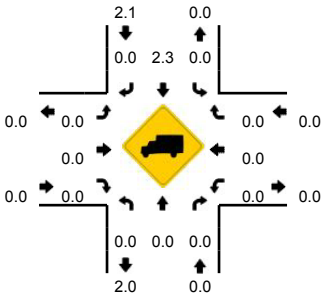
Method for determining peak hour: Total Entering Volume

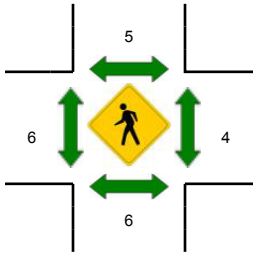
LOCATION: N Grant St -- NW 3rd Ave
CITY/STATE: Canby, OR

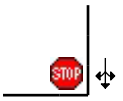
QC JOB #: 10890110
DATE: Tue, Feb 05 2013

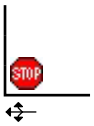
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

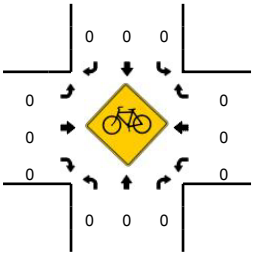


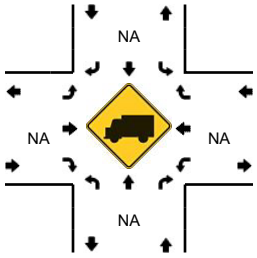


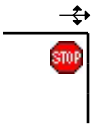


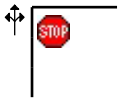


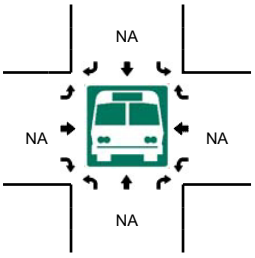












5-Min Count Period Beginning At	N Grant St (Northbound)				N Grant St (Southbound)				NW 3rd Ave (Eastbound)				NW 3rd Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	2	0	0	0	3	1	0	0	4	3	0	1	2	0	0	16	
4:05 PM	1	9	0	0	1	6	2	0	1	5	4	0	2	1	0	0	32	
4:10 PM	1	7	2	0	1	10	1	0	0	2	3	0	2	1	1	0	31	
4:15 PM	1	6	3	0	1	9	0	0	0	2	1	0	4	1	0	0	28	
4:20 PM	0	4	1	0	1	5	0	0	0	2	2	0	4	0	0	0	19	
4:25 PM	1	8	2	0	1	14	0	0	0	4	0	0	2	0	0	0	32	
4:30 PM	1	5	2	0	0	12	0	0	1	3	0	0	1	1	0	0	26	
4:35 PM	1	4	2	0	2	11	0	0	1	1	0	0	2	3	0	0	27	
4:40 PM	0	5	1	0	1	13	0	0	1	2	1	0	0	1	0	0	25	
4:45 PM	1	7	1	0	1	9	1	0	0	3	0	0	1	0	0	0	24	
4:50 PM	0	5	0	0	1	12	0	0	1	0	1	0	1	1	1	0	23	
4:55 PM	1	8	4	0	0	6	0	0	0	2	1	0	0	1	1	0	24	307
5:00 PM	0	10	1	0	0	11	0	0	0	8	1	0	3	2	1	0	37	328
5:05 PM	2	7	0	0	2	10	1	0	1	2	1	0	1	2	0	0	29	325
5:10 PM	2	9	3	0	0	9	0	0	0	0	1	0	2	1	1	0	28	322
5:15 PM	1	7	2	0	0	13	0	0	1	1	1	0	2	2	0	0	30	324
5:20 PM	0	2	1	0	0	8	2	0	0	2	1	0	0	0	1	0	17	322
5:25 PM	0	4	2	0	0	11	0	0	0	1	0	0	2	2	1	0	23	313
5:30 PM	1	6	2	0	0	14	0	0	1	1	0	0	0	1	0	0	26	313
5:35 PM	0	8	2	0	0	8	1	0	0	3	0	0	2	0	1	0	25	311
5:40 PM	0	6	2	0	2	2	1	0	0	2	1	0	0	1	0	0	17	303
5:45 PM	0	7	0	0	2	6	0	0	1	0	1	0	0	0	0	0	17	296
5:50 PM	0	3	0	0	2	13	0	0	0	1	0	0	0	3	0	0	22	295
5:55 PM	1	5	2	0	1	5	0	0	0	1	1	0	1	1	0	0	18	289

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	104	16	0	8	120	4	0	4	40	12	0	24	20	8	0	376
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		12				0				0				8			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments: Need these done on 2/5/13

Report generated on 2/13/2013 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

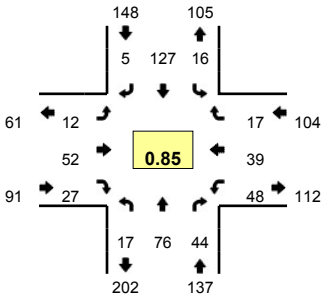
Type of peak hour being reported: User-Defined

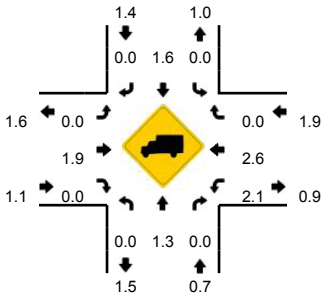
Method for determining peak hour: Total Entering Volume

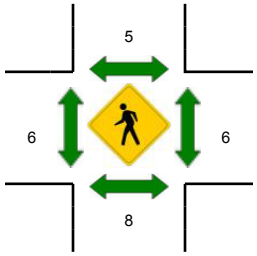
LOCATION: N Grant St -- 2nd Ave
CITY/STATE: Canby, OR

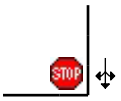
QC JOB #: 10890109
DATE: Tue, Feb 05 2013

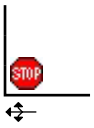
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

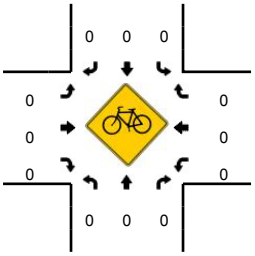


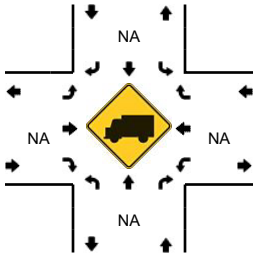


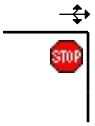


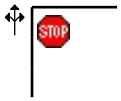


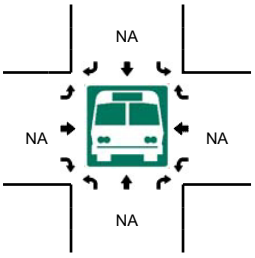












5-Min Count Period Beginning At	N Grant St (Northbound)				N Grant St (Southbound)				2nd Ave (Eastbound)				2nd Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	3	0	0	3	5	1	0	0	6	2	0	3	10	1	0	34	
4:05 PM	3	8	4	0	4	7	0	0	2	5	4	0	2	4	1	0	44	
4:10 PM	3	5	5	0	0	15	2	0	2	5	6	0	3	7	4	0	57	
4:15 PM	1	3	6	0	1	11	0	0	2	6	3	0	1	4	3	0	41	
4:20 PM	0	4	5	0	1	11	0	0	2	3	3	0	7	4	1	0	41	
4:25 PM	1	10	5	0	2	13	0	0	0	4	0	0	1	2	3	0	41	
4:30 PM	2	5	4	0	1	12	0	0	0	2	3	0	6	1	2	0	38	
4:35 PM	0	4	5	0	3	9	0	0	0	4	4	0	3	6	0	0	38	
4:40 PM	3	3	5	0	1	13	0	0	1	2	2	0	2	5	1	0	38	
4:45 PM	2	5	4	0	2	6	0	0	2	7	2	0	6	7	2	0	45	
4:50 PM	2	3	0	0	1	11	2	0	0	5	2	0	3	4	2	0	35	
4:55 PM	1	8	2	0	1	5	1	0	3	4	1	0	5	0	3	0	34	486
5:00 PM	3	9	4	0	1	13	1	0	1	9	7	0	6	3	2	0	59	511
5:05 PM	3	6	3	0	1	10	1	0	1	7	0	0	6	3	0	0	41	508
5:10 PM	0	14	3	0	1	10	0	0	1	4	2	0	3	2	1	0	41	492
5:15 PM	0	5	5	0	0	17	0	0	2	3	1	0	3	3	1	0	40	491
5:20 PM	0	4	4	0	2	8	0	0	1	1	3	0	4	3	0	0	30	480
5:25 PM	2	7	3	0	0	12	0	0	2	6	3	0	3	4	0	0	42	481
5:30 PM	1	7	2	0	1	11	1	0	1	5	1	0	2	3	2	0	37	480
5:35 PM	2	6	1	0	1	12	0	0	1	3	1	0	2	5	3	0	37	479
5:40 PM	1	7	1	0	0	3	0	0	1	4	1	0	2	2	1	0	23	464
5:45 PM	1	6	1	0	1	5	0	0	0	2	3	0	4	4	0	0	27	446
5:50 PM	2	3	2	0	0	12	1	0	0	3	3	0	3	3	1	0	33	444
5:55 PM	0	6	0	0	0	6	0	0	2	4	0	0	2	3	0	0	23	433

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	116	40	0	12	132	8	0	12	80	36	0	60	32	12	0	564
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	4	0		8
Pedestrians		0				0				4				4			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments: Need these done on 2/5/13

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

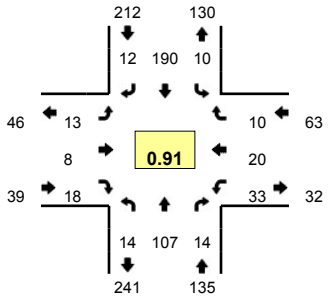
Type of peak hour being reported: User-Defined

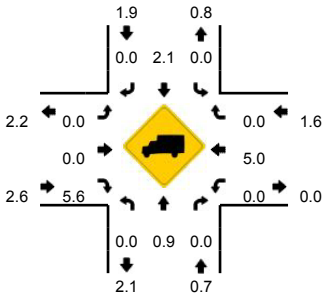
Method for determining peak hour: Total Entering Volume

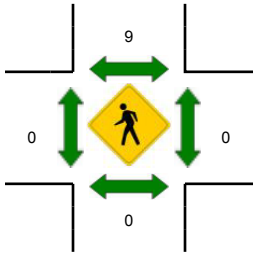
LOCATION: N Grant St -- NW 1st Ave
CITY/STATE: Canby, OR

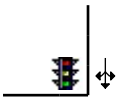
QC JOB #: 10890108
DATE: Tue, Feb 05 2013

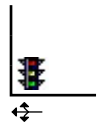
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

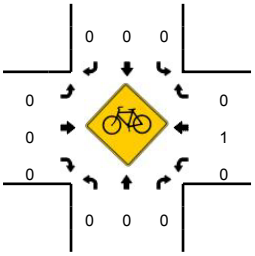


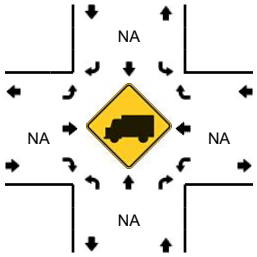


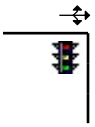


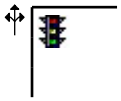


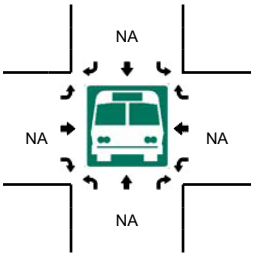












5-Min Count Period Beginning At	N Grant St (Northbound)				N Grant St (Southbound)				NW 1st Ave (Eastbound)				NW 1st Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	3	0	0	1	11	0	0	0	1	0	0	1	3	0	0	23	
4:05 PM	6	14	1	0	0	13	0	0	0	1	0	0	0	0	0	0	35	
4:10 PM	2	10	2	0	0	20	1	0	0	2	1	0	1	2	2	0	43	
4:15 PM	1	9	2	0	0	18	0	0	0	0	1	0	1	1	1	0	34	
4:20 PM	2	10	0	0	0	12	2	0	1	1	1	0	0	4	1	0	34	
4:25 PM	0	15	2	0	1	16	1	0	0	1	0	0	1	1	0	0	38	
4:30 PM	0	6	4	0	2	16	2	0	1	1	0	0	3	2	1	0	38	
4:35 PM	1	9	1	0	1	17	1	0	0	1	1	0	3	4	0	0	39	
4:40 PM	1	8	0	0	1	16	1	0	2	0	1	0	5	1	0	0	36	
4:45 PM	2	10	2	0	0	14	1	0	0	0	2	0	2	0	0	0	33	
4:50 PM	1	6	2	0	1	17	0	0	2	0	2	0	2	2	1	0	36	
4:55 PM	2	10	0	0	0	12	0	0	0	1	3	0	5	1	0	0	34	423
5:00 PM	1	7	1	0	1	19	1	0	3	2	2	0	2	1	3	0	43	443
5:05 PM	1	9	1	0	1	17	1	0	2	1	2	0	1	2	0	0	38	446
5:10 PM	2	11	0	0	2	12	1	0	1	1	2	0	3	4	3	0	42	445
5:15 PM	3	9	0	0	0	20	0	0	2	0	3	0	1	1	1	0	40	451
5:20 PM	0	7	1	0	0	14	3	0	0	0	0	0	5	1	1	0	32	449
5:25 PM	1	6	1	0	0	17	1	0	2	1	1	0	0	1	3	0	34	445
5:30 PM	3	8	2	0	1	13	1	0	1	1	3	0	4	0	0	0	37	444
5:35 PM	2	6	1	0	0	14	1	0	1	0	1	0	0	2	0	0	28	433
5:40 PM	0	7	1	0	2	7	0	0	2	0	2	0	1	1	0	0	23	420
5:45 PM	2	7	0	0	0	9	1	0	1	2	1	0	1	1	0	0	25	412
5:50 PM	3	6	0	0	0	15	0	0	1	0	3	0	1	1	0	0	30	406
5:55 PM	0	7	0	0	0	7	1	0	0	0	2	0	1	1	0	0	19	391

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	108	8	0	16	192	12	0	24	16	24	0	24	28	24	0	492
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				8				0				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments: Need these done on 2/5/13

Report generated on 2/13/2013 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

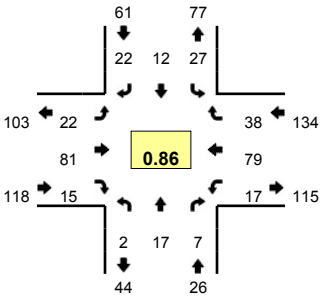
Type of peak hour being reported: User-Defined

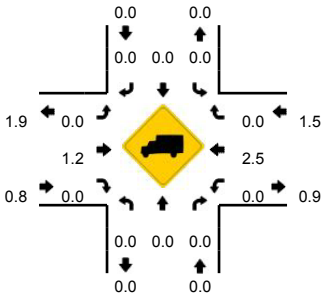
Method for determining peak hour: Total Entering Volume

LOCATION: N Holly St -- 2nd Ave
CITY/STATE: Canby, OR

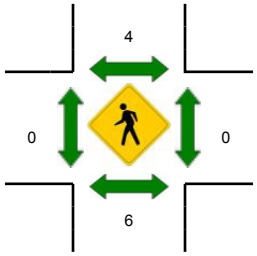
QC JOB #: 10890107
DATE: Tue, Feb 05 2013

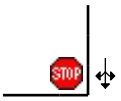
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 4:55 PM -- 5:10 PM

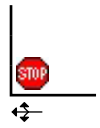


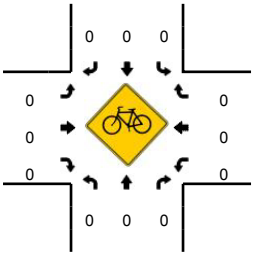


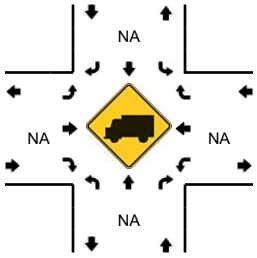
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

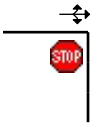


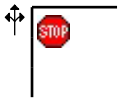


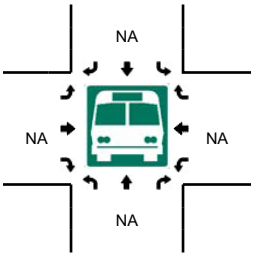












5-Min Count Period Beginning At	N Holly St (Northbound)				N Holly St (Southbound)				2nd Ave (Eastbound)				2nd Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	1	0	1	0	2	0	2	8	0	0	0	10	1	0	25	
4:05 PM	0	0	1	0	1	0	2	0	2	11	0	0	1	8	3	0	29	
4:10 PM	0	0	1	0	5	0	7	0	4	7	1	0	1	8	4	0	38	
4:15 PM	1	0	0	0	2	0	2	0	2	11	0	0	1	9	7	0	35	
4:20 PM	0	0	1	0	3	1	2	0	3	3	1	0	1	6	0	0	21	
4:25 PM	0	3	1	0	1	0	1	0	3	7	1	0	0	8	4	0	29	
4:30 PM	1	2	1	0	1	3	1	0	1	4	0	0	1	7	3	0	25	
4:35 PM	0	1	0	0	1	0	2	0	1	8	1	0	0	6	1	0	21	
4:40 PM	0	0	0	0	2	0	2	0	2	6	1	0	1	9	3	0	26	
4:45 PM	0	2	1	0	1	0	4	0	0	7	3	0	2	5	6	0	31	
4:50 PM	0	1	0	0	4	0	4	0	4	4	1	0	1	7	6	0	32	
4:55 PM	0	0	1	0	3	1	0	0	2	4	1	0	2	6	2	0	22	334
5:00 PM	0	4	1	0	4	4	2	0	2	11	2	0	0	9	5	0	44	353
5:05 PM	0	2	0	0	3	1	3	0	1	11	3	0	4	4	1	0	33	357
5:10 PM	1	1	0	0	0	0	2	0	2	4	0	0	2	4	1	0	17	336
5:15 PM	0	0	1	0	4	1	0	0	3	6	1	0	1	8	3	0	28	329
5:20 PM	0	1	1	0	3	2	1	0	1	9	1	0	3	6	3	0	31	339
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5:35 PM	1	1	0	0	3	1	1	0	3	2	1	0	0	6	3	0	22	334
5:40 PM	0	0	0	0	1	3	1	0	0	4	0	0	1	5	3	0	18	326
5:45 PM	0	1	0	0	2	3	2	0	2	2	0	0	0	7	3	0	22	317
5:50 PM	1	1	0	0	2	1	0	0	0	6	0	0	1	4	0	0	16	301
5:55 PM	0	0	0	0	1	2	0	0	0	2	2	0	0	4	4	0	15	294

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	24	8	0	40	24	20	0	20	104	24	0	24	76	32	0	396
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	4	0		8
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments: Need these done on 2/5/13

Report generated on 2/13/2013 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

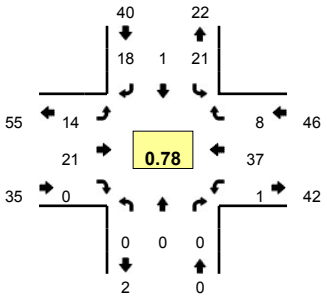
Type of peak hour being reported: User-Defined

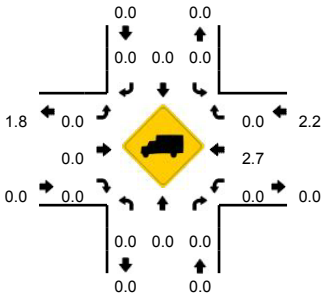
Method for determining peak hour: Total Entering Volume

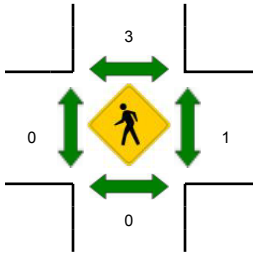
LOCATION: N Holly St -- NW 1st Ave
CITY/STATE: Canby, OR

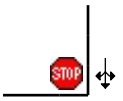
QC JOB #: 10890106
DATE: Tue, Feb 05 2013

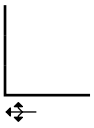
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

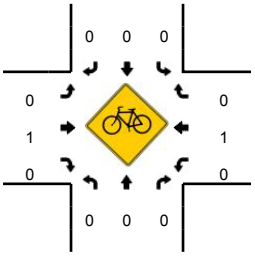


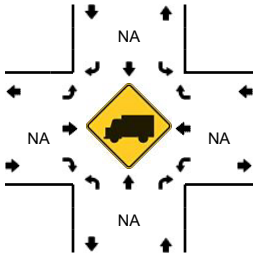


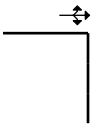


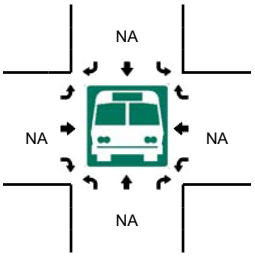












5-Min Count Period Beginning At	N Holly St (Northbound)				N Holly St (Southbound)				NW 1st Ave (Eastbound)				NW 1st Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6	
4:05 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	
4:10 PM	0	0	0	0	3	0	1	0	1	3	0	0	0	2	1	0	11	
4:15 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	2	0	0	5	
4:20 PM	0	0	0	0	1	0	3	0	1	0	0	0	0	4	0	0	9	
4:25 PM	0	0	0	0	0	1	0	0	2	2	0	0	0	1	2	0	8	
4:30 PM	0	0	0	0	2	0	1	0	2	4	0	0	0	4	1	0	14	
4:35 PM	0	0	0	0	1	0	0	0	1	2	0	0	0	6	0	0	10	
4:40 PM	0	0	0	0	2	0	2	0	0	1	0	0	0	1	0	0	6	
4:45 PM	0	0	0	0	2	0	2	0	2	1	0	0	1	0	0	0	8	
4:50 PM	0	0	0	0	1	0	1	0	0	4	0	0	0	5	1	0	12	
4:55 PM	0	0	0	0	2	0	2	0	0	1	0	0	0	3	1	0	9	100
5:00 PM	0	0	0	0	1	0	1	0	3	3	0	0	0	4	2	0	14	108
5:05 PM	0	0	0	0	6	0	1	0	1	2	0	0	0	3	0	0	13	119
5:10 PM	0	0	0	0	0	0	3	0	2	1	0	0	0	6	0	0	12	120
5:15 PM	0	0	0	0	2	0	1	0	0	0	0	0	0	1	0	0	4	119
5:20 PM	0	0	0	0	2	0	4	0	1	0	0	0	0	3	1	0	11	121
5:25 PM	0	0	0	0	2	0	0	0	0	1	0	0	0	2	2	0	7	120
5:30 PM	0	0	0	0	0	0	1	0	2	3	0	0	0	2	1	0	9	115
5:35 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	3	108
5:40 PM	0	0	0	0	1	0	2	0	0	2	0	0	0	2	0	0	7	109
5:45 PM	0	0	0	0	2	0	2	0	1	1	0	0	0	0	0	0	6	107
5:50 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	3	0	0	5	100
5:55 PM	0	0	0	0	1	0	2	0	0	0	0	0	0	1	0	0	4	95

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	28	0	20	0	24	24	0	0	0	52	8	0	156
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1
Railroad																	
Stopped Buses																	

Comments: Need these done on 2/5/13

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

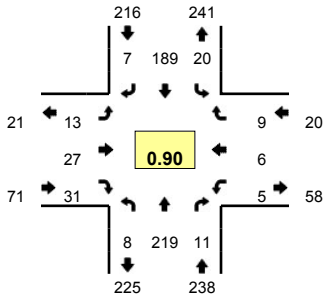
Type of peak hour being reported: User-Defined

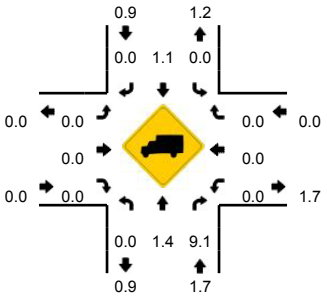
Method for determining peak hour: Total Entering Volume

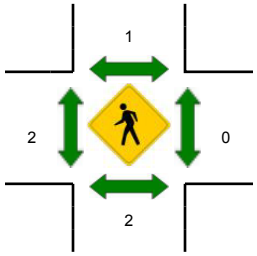
LOCATION: N Ivy St -- NW 3rd Ave
CITY/STATE: Canby, OR

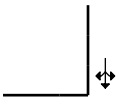
QC JOB #: 10890105
DATE: Tue, Feb 05 2013

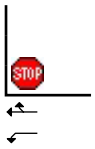
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

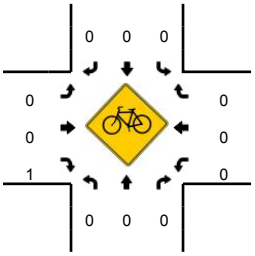


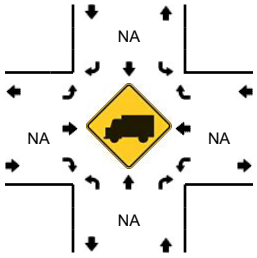


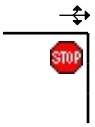


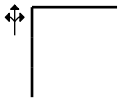


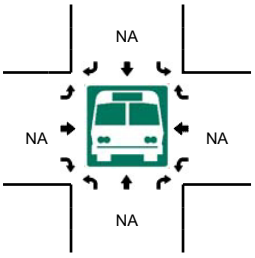












5-Min Count Period Beginning At	N Ivy St (Northbound)				N Ivy St (Southbound)				NW 3rd Ave (Eastbound)				NW 3rd Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	11	1	0	2	10	1	0	1	1	1	0	0	0	0	0	29	
4:05 PM	0	19	5	0	0	7	0	0	0	2	4	0	0	0	0	0	37	
4:10 PM	3	21	2	0	2	15	0	0	0	3	8	0	0	1	1	0	56	
4:15 PM	2	24	0	0	4	14	1	0	0	2	4	0	0	0	0	0	51	
4:20 PM	1	17	0	0	3	14	1	0	1	1	3	0	0	1	0	0	42	
4:25 PM	1	18	2	0	1	14	2	0	1	3	5	0	1	0	1	0	49	
4:30 PM	0	22	1	0	3	14	1	0	2	5	2	0	0	0	0	0	50	
4:35 PM	0	17	0	0	2	15	0	0	1	1	2	0	1	0	0	0	39	
4:40 PM	0	9	0	0	1	16	0	0	2	1	3	0	0	0	1	0	33	
4:45 PM	0	20	0	0	3	16	0	0	1	4	2	0	0	0	1	0	47	
4:50 PM	1	24	0	0	0	17	1	0	0	3	0	0	0	3	0	0	49	
4:55 PM	1	11	3	0	0	16	1	0	2	4	4	0	1	1	0	0	44	526
5:00 PM	0	19	1	0	1	8	0	0	3	2	8	0	0	0	1	0	43	540
5:05 PM	2	25	0	0	3	21	1	0	0	1	2	0	1	2	1	0	59	562
5:10 PM	1	18	2	0	2	20	0	0	1	1	1	0	0	0	2	0	48	554
5:15 PM	2	15	1	0	3	18	0	0	0	1	2	0	1	0	1	0	44	547
5:20 PM	0	21	1	0	1	14	1	0	0	1	0	0	0	0	1	0	40	545
5:25 PM	3	22	1	0	1	14	1	0	0	1	4	0	0	0	0	0	47	543
5:30 PM	0	9	1	0	2	11	0	0	2	0	1	0	1	0	0	0	27	520
5:35 PM	0	15	2	0	3	7	0	0	0	1	4	0	2	0	0	0	34	515
5:40 PM	0	18	1	0	1	10	1	0	2	5	2	0	1	0	1	0	42	524
5:45 PM	1	8	0	0	0	14	0	0	1	2	4	0	0	1	0	0	31	508
5:50 PM	1	19	2	0	1	20	0	0	0	1	3	0	0	0	0	0	47	506
5:55 PM	1	12	0	0	4	11	3	0	1	0	0	0	1	0	0	0	33	495

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	232	12	0	32	236	4	0	4	12	20	0	8	8	16	0	604
Heavy Trucks	0	4	0		0	0	0		0	0	0		0	0	0		4
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments: Need these done on 2/5/13

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

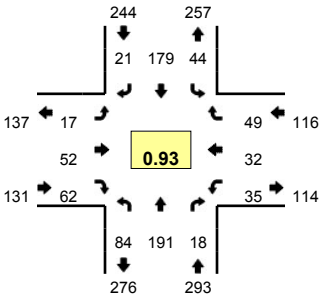
Type of peak hour being reported: User-Defined

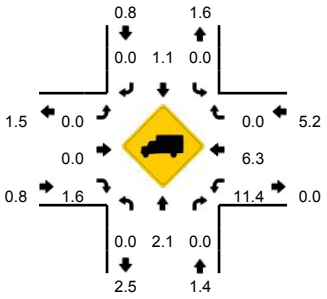
Method for determining peak hour: Total Entering Volume

LOCATION: N Ivy St -- 2nd Ave
CITY/STATE: Canby, OR

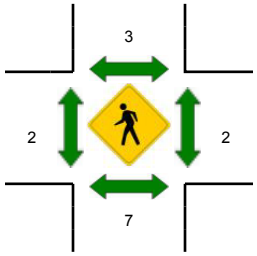
QC JOB #: 10890104
DATE: Tue, Feb 05 2013

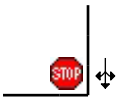
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

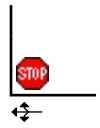


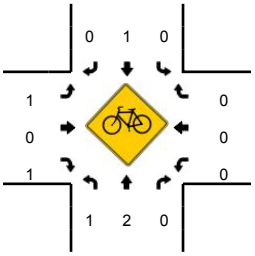


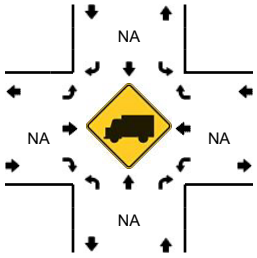
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

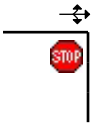


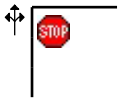


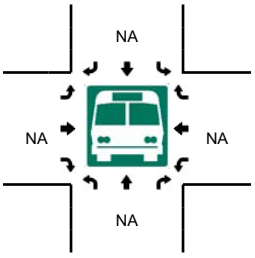












5-Min Count Period Beginning At	N Ivy St (Northbound)				N Ivy St (Southbound)				2nd Ave (Eastbound)				2nd Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	6	1	0	1	6	2	0	3	3	4	0	2	3	3	0	39	
4:05 PM	7	26	2	0	2	10	1	0	0	4	4	0	5	1	3	0	65	
4:10 PM	9	21	0	0	2	16	5	0	3	5	6	0	5	3	4	0	79	
4:15 PM	7	17	1	0	5	11	2	0	2	5	9	0	3	4	5	0	71	
4:20 PM	1	8	0	0	1	14	1	0	2	4	3	0	3	2	7	0	46	
4:25 PM	9	20	2	0	6	18	1	0	0	6	3	0	3	4	2	0	74	
4:30 PM	8	22	2	0	1	13	2	0	0	4	1	0	6	3	0	0	62	
4:35 PM	9	11	2	0	4	9	2	0	2	3	2	0	0	3	6	0	53	
4:40 PM	12	8	1	0	4	15	4	0	1	7	5	0	4	5	2	0	68	
4:45 PM	4	19	2	0	1	15	2	0	1	3	5	0	3	2	5	0	62	
4:50 PM	7	22	3	0	5	17	1	0	0	7	4	0	1	3	3	0	73	
4:55 PM	5	9	0	0	6	14	0	0	1	3	4	0	4	1	6	0	53	745
5:00 PM	7	15	1	0	4	13	3	0	2	2	12	0	3	3	2	0	67	773
5:05 PM	6	18	4	0	3	19	2	0	4	6	10	0	4	1	7	0	84	792
5:10 PM	7	14	1	0	4	18	1	0	2	2	4	0	1	1	4	0	59	772
5:15 PM	4	16	0	0	5	16	2	0	2	5	4	0	3	4	5	0	66	767
5:20 PM	6	17	0	0	1	12	1	0	2	4	8	0	3	2	7	0	63	784
5:25 PM	4	20	1	0	6	14	1	0	0	6	4	0	3	4	1	0	64	774
5:30 PM	4	6	0	0	1	12	2	0	0	4	5	0	6	3	0	0	43	755
5:35 PM	6	12	0	0	4	11	2	0	2	3	4	0	0	3	6	0	53	755
5:40 PM	8	14	0	0	3	13	5	0	1	6	4	0	4	5	2	0	65	752
5:45 PM	5	9	2	0	1	13	2	0	1	3	5	0	3	2	5	0	51	741
5:50 PM	5	18	0	0	4	23	1	0	0	7	6	0	1	3	3	0	71	739
5:55 PM	5	13	2	0	6	11	0	0	1	3	2	0	4	1	6	0	54	740

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	80	188	24	0	44	200	24	0	32	40	104	0	32	20	52	0	840
Heavy Trucks	0	0	0		0	0	0		0	0	4		4	4	0		12
Pedestrians		12				4				8				0			24
Bicycles	1	2	0		0	1	0		0	0	0		0	0	0		4
Railroad																	
Stopped Buses																	

Comments: Need these done on 2/5/13

Report generated on 2/13/2013 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

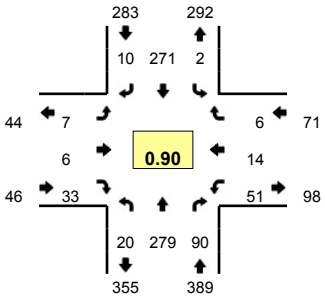
Type of peak hour being reported: User-Defined

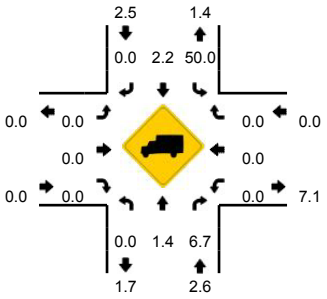
Method for determining peak hour: Total Entering Volume

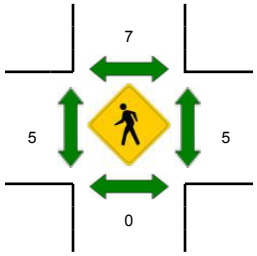
LOCATION: N Ivy St -- NW 1st Ave
CITY/STATE: Canby, OR

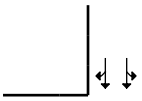
QC JOB #: 10890103
DATE: Tue, Feb 05 2013

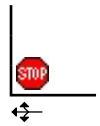
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

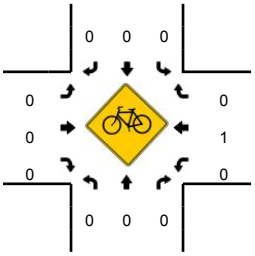


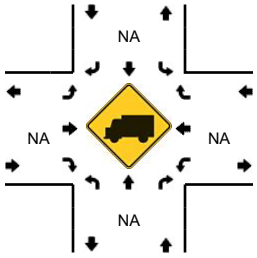


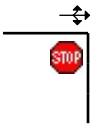


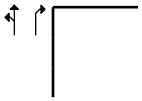


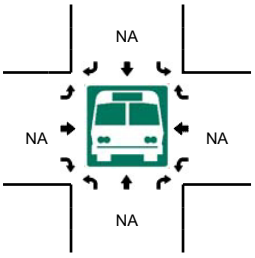












5-Min Count Period Beginning At	N Ivy St (Northbound)				N Ivy St (Southbound)				NW 1st Ave (Eastbound)				NW 1st Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	10	2	0	0	11	1	0	2	0	2	0	2	4	0	0	35	
4:05 PM	1	33	10	0	0	19	0	0	0	1	1	0	2	0	0	0	67	
4:10 PM	3	29	5	0	0	24	1	0	0	2	2	0	3	0	2	0	71	
4:15 PM	1	24	8	0	1	23	2	0	0	0	2	0	1	0	0	0	62	
4:20 PM	3	11	2	0	0	18	0	0	0	0	0	0	3	0	0	0	37	
4:25 PM	1	33	12	0	0	23	0	0	0	0	3	0	1	1	0	0	74	
4:30 PM	1	29	10	0	0	23	1	0	0	2	3	0	5	3	2	0	79	
4:35 PM	1	20	11	0	0	10	2	0	1	1	2	0	6	3	0	0	57	
4:40 PM	0	21	4	0	0	23	0	0	1	1	1	0	2	1	0	0	54	
4:45 PM	1	21	6	0	0	22	0	0	1	0	2	0	8	0	0	0	61	
4:50 PM	3	32	8	0	0	21	3	0	0	0	4	0	2	0	1	0	74	
4:55 PM	0	12	5	0	0	11	0	0	2	0	3	0	5	3	1	0	42	713
5:00 PM	3	22	11	0	1	35	2	0	0	2	3	0	1	0	0	0	80	758
5:05 PM	1	29	5	0	0	26	1	0	1	0	4	0	4	0	1	0	72	763
5:10 PM	5	15	4	0	1	28	1	0	0	0	3	0	6	2	1	0	66	758
5:15 PM	1	17	9	0	0	23	0	0	1	0	2	0	7	0	0	0	60	756
5:20 PM	3	28	5	0	0	26	0	0	0	0	3	0	4	1	0	0	70	789
5:25 PM	1	25	5	0	0	19	0	0	0	1	2	0	1	0	0	0	54	769
5:30 PM	2	8	5	0	0	21	0	0	1	1	0	0	2	1	0	0	41	731
5:35 PM	2	19	9	0	1	17	0	0	0	1	0	0	4	0	0	0	53	727
5:40 PM	1	21	6	0	0	17	1	0	1	0	1	0	4	0	0	0	52	725
5:45 PM	0	15	2	0	0	20	0	0	1	0	3	0	2	0	0	0	43	707
5:50 PM	2	23	7	0	0	30	0	0	0	0	0	0	6	0	0	0	68	701
5:55 PM	1	19	4	0	1	15	1	0	0	1	1	0	5	0	0	0	48	707

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	264	80	0	8	356	16	0	4	8	40	0	44	8	8	0	872
Heavy Trucks	0	0	8		4	4	0		0	0	0		0	0	0		16
Pedestrians		0				12				20				4			36
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1
Railroad																	
Stopped Buses																	

Comments: Need these done on 2/5/13

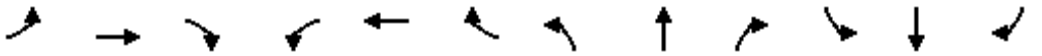
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

HCM Capacity Analysis Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	1090	25	15	985	70	35	20	20	105	45	125
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.93		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	3245		1662	3169		1599	1619		1630	1528	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1662	3245		1662	3169		1599	1619		1630	1528	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	73	1225	28	17	1107	79	39	22	22	118	51	140
RTOR Reduction (vph)	0	1	0	0	4	0	0	21	0	0	111	0
Lane Group Flow (vph)	73	1252	0	17	1182	0	39	23	0	118	80	0
Confl. Peds. (#/hr)			3	3			2					2
Heavy Vehicles (%)	0%	2%	5%	0%	4%	2%	4%	0%	0%	2%	0%	1%
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	8.0	64.9		2.8	59.7		5.5	4.5		12.3	11.3	
Effective Green, g (s)	8.0	64.9		2.8	59.7		5.5	4.0		12.3	10.8	
Actuated g/C Ratio	0.08	0.65		0.03	0.60		0.06	0.04		0.12	0.11	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	3.5		4.0	3.5	
Vehicle Extension (s)	2.3	4.3		2.3	4.3		2.3	2.3		2.3	2.3	
Lane Grp Cap (vph)	133	2106		47	1892		88	65		200	165	
v/s Ratio Prot	c0.04	0.39		0.01	c0.37		0.02	0.01		c0.07	c0.05	
v/s Ratio Perm												
v/c Ratio	0.55	0.59		0.36	0.62		0.44	0.35		0.59	0.49	
Uniform Delay, d1	44.3	10.0		47.7	13.0		45.8	46.7		41.5	42.0	
Progression Factor	1.01	0.82		1.06	0.83		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.0	0.8		1.3	0.8		2.1	1.9		3.3	1.3	
Delay (s)	46.5	9.0		52.1	11.5		47.8	48.7		44.8	43.3	
Level of Service	D	A		D	B		D	D		D	D	
Approach Delay (s)		11.1			12.1			48.3			43.9	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM Average Control Delay	16.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		
Description: 4. Grant St -- Hwy 99E			

c Critical Lane Group

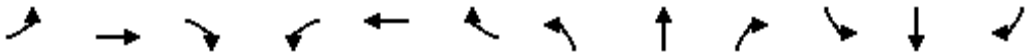


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	955	155	135	825	125	170	190	55	140	185	75
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.97		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1614	3206		1630	3135		1646	1650		1630	1634	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1614	3206		1630	3135		1646	1650		1630	1634	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	119	1085	176	153	938	142	193	216	62	159	210	85
RTOR Reduction (vph)	0	13	0	0	12	0	0	11	0	0	15	0
Lane Group Flow (vph)	119	1248	0	153	1068	0	193	267	0	159	280	0
Confl. Peds. (#/hr)	2		3	3		2	13		5	5		13
Heavy Vehicles (%)	3%	1%	2%	2%	4%	1%	1%	2%	2%	2%	2%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	11.5	40.5		10.3	38.8		12.4	17.8		13.9	19.3	
Effective Green, g (s)	12.5	41.5		10.3	39.3		12.9	17.8		14.4	19.3	
Actuated g/C Ratio	0.12	0.42		0.10	0.39		0.13	0.18		0.14	0.19	
Clearance Time (s)	5.0	5.0		4.0	4.5		4.5	4.0		4.5	4.0	
Vehicle Extension (s)	2.3	4.3		2.3	4.3		2.3	2.3		2.5	2.3	
Lane Grp Cap (vph)	202	1330		168	1232		212	294		235	315	
v/s Ratio Prot	0.07	c0.39		0.09	c0.34		c0.12	0.16		0.10	c0.17	
v/s Ratio Perm												
v/c Ratio	0.59	0.94		0.91	0.87		0.91	0.91		0.68	0.89	
Uniform Delay, d1	41.3	28.0		44.4	27.9		43.0	40.3		40.6	39.3	
Progression Factor	0.76	0.70		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.8	12.2		44.2	8.3		37.8	29.6		6.8	25.1	
Delay (s)	34.1	31.8		88.6	36.3		80.8	69.9		47.4	64.4	
Level of Service	C	C		F	D		F	E		D	E	
Approach Delay (s)		32.0			42.8			74.4			58.4	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM Average Control Delay	44.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

Description: 5. Ivy St -- Hwy 99 E

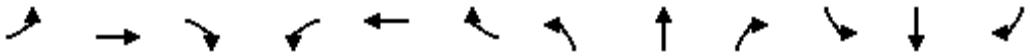
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	10	10	35	60	20	10	25	295	100	5	305	15
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	11	11	39	67	22	11	28	328	111	6	339	17

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total (vph)	61	100	467	175	186
Volume Left (vph)	11	67	28	6	0
Volume Right (vph)	39	11	111	0	17
Hadj (s)	-0.35	0.07	-0.09	0.08	-0.03
Departure Headway (s)	5.7	6.0	4.9	5.5	5.4
Degree Utilization, x	0.10	0.17	0.63	0.27	0.28
Capacity (veh/h)	539	526	717	626	639
Control Delay (s)	9.3	10.2	15.7	9.4	9.3
Approach Delay (s)	9.3	10.2	15.7	9.3	
Approach LOS	A	B	C	A	

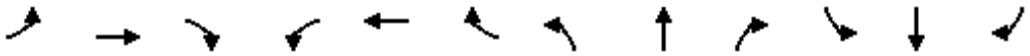
Intersection Summary			
Delay	12.4		
HCM Level of Service	B		
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		
Description: 17. N Ivy St -- NW 1st Ave			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	15	55	70	40	40	55	95	200	20	50	215	25
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	16	59	75	43	43	59	102	215	22	54	231	27

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	151	145	339	312
Volume Left (vph)	16	43	102	54
Volume Right (vph)	75	59	22	27
Hadj (s)	-0.26	-0.10	0.04	0.00
Departure Headway (s)	5.7	5.8	5.3	5.3
Degree Utilization, x	0.24	0.24	0.50	0.46
Capacity (veh/h)	554	539	636	639
Control Delay (s)	10.4	10.6	13.5	12.7
Approach Delay (s)	10.4	10.6	13.5	12.7
Approach LOS	B	B	B	B

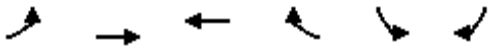
Intersection Summary			
Delay	12.3		
HCM Level of Service	B		
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	30	35	20	10	10	10	245	15	25	235	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	17	33	39	22	11	11	11	272	17	28	261	11
Pedestrians					2			2			1	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	643	635	269	685	633	284	272			291		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	643	635	269	685	633	284	272			291		
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 %	95	91	95	93	97	99	99			98		
cM capacity (veh/h)	366	386	774	315	387	758	1303			1280		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	89	44	300	300
Volume Left	17	22	11	28
Volume Right	39	11	17	11
cSH	488	390	1303	1280
Volume to Capacity	0.18	0.11	0.01	0.02
Queue Length 95th (ft)	16	10	1	2
Control Delay (s)	14.0	15.4	0.4	0.9
Lane LOS	B	C	A	A
Approach Delay (s)	14.0	15.4	0.4	0.9
Approach LOS	B	C		

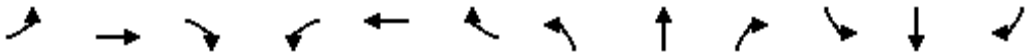
Intersection Summary				
Average Delay	3.2			
Intersection Capacity Utilization	35.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	20	25	50	10	30	30
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	26	32	64	13	38	38
Pedestrians		1			3	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		0			0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	80				157	75
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	80				157	75
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				95	96
cM capacity (veh/h)	1527				823	989

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	58	77	77
Volume Left	26	0	38
Volume Right	0	13	38
cSH	1527	1700	899
Volume to Capacity	0.02	0.05	0.09
Queue Length 95th (ft)	1	0	7
Control Delay (s)	3.4	0.0	9.4
Lane LOS	A		A
Approach Delay (s)	3.4	0.0	9.4
Approach LOS			A

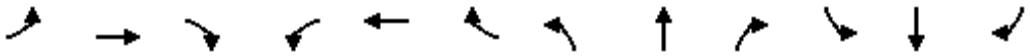
Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	19.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	25	90	20	25	90	45	5	15	10	40	15	25
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	29	105	23	29	105	52	6	17	12	47	17	29

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	157	186	35	93
Volume Left (vph)	29	29	6	47
Volume Right (vph)	23	52	12	29
Hadj (s)	-0.04	-0.12	-0.17	-0.09
Departure Headway (s)	4.4	4.3	4.6	4.6
Degree Utilization, x	0.19	0.22	0.04	0.12
Capacity (veh/h)	793	806	713	717
Control Delay (s)	8.4	8.5	7.8	8.3
Approach Delay (s)	8.4	8.5	7.8	8.3
Approach LOS	A	A	A	A

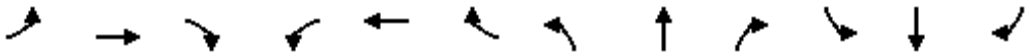
Intersection Summary			
Delay	8.4		
HCM Level of Service	A		
Intersection Capacity Utilization	29.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	15	10	20	40	25	15	20	115	20	15	215	15
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	16	11	22	44	27	16	22	126	22	16	236	16

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	49	88	170	269
Volume Left (vph)	16	44	22	16
Volume Right (vph)	22	16	22	16
Hadj (s)	-0.15	0.01	-0.04	0.01
Departure Headway (s)	4.9	5.0	4.5	4.5
Degree Utilization, x	0.07	0.12	0.21	0.33
Capacity (veh/h)	660	653	760	774
Control Delay (s)	8.2	8.7	8.7	9.7
Approach Delay (s)	8.2	8.7	8.7	9.7
Approach LOS	A	A	A	A

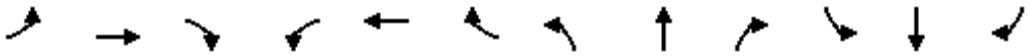
Intersection Summary			
Delay	9.1		
HCM Level of Service	A		
Intersection Capacity Utilization	32.1%	ICU Level of Service	A
Analysis Period (min)	15		
Description: 16. N Grant St -- NW 1st Ave			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	15	65	30	55	45	20	20	75	50	20	160	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	18	76	35	65	53	24	24	88	59	24	188	12

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	129	141	171	224
Volume Left (vph)	18	65	24	24
Volume Right (vph)	35	24	59	12
Hadj (s)	-0.12	0.03	-0.17	0.02
Departure Headway (s)	5.0	5.1	4.7	4.8
Degree Utilization, x	0.18	0.20	0.22	0.30
Capacity (veh/h)	658	646	710	697
Control Delay (s)	9.0	9.3	9.1	9.9
Approach Delay (s)	9.0	9.3	9.1	9.9
Approach LOS	A	A	A	A

Intersection Summary			
Delay	9.4		
HCM Level of Service	A		
Intersection Capacity Utilization	32.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	10	45	10	20	20	10	15	70	25	10	160	5
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	12	52	12	23	23	12	17	81	29	12	186	6

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	76	58	128	203
Volume Left (vph)	12	23	17	12
Volume Right (vph)	12	12	29	6
Hadj (s)	-0.06	-0.04	-0.11	0.03
Departure Headway (s)	4.7	4.7	4.3	4.4
Degree Utilization, x	0.10	0.08	0.15	0.25
Capacity (veh/h)	709	701	790	783
Control Delay (s)	8.2	8.1	8.1	8.8
Approach Delay (s)	8.2	8.1	8.1	8.8
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.4			
HCM Level of Service	A			
Intersection Capacity Utilization	24.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Vehicle Queuing

Queuing and Blocking Report
2014 Without Project- PM Peak (DHV)

2/20/2013

Intersection: 1: Grant St & Highway 99E

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	122	564	575	89	348	379	74	118	91	95
Average Queue (ft)	68	328	345	18	160	179	31	38	71	73
95th Queue (ft)	125	618	622	56	290	308	69	87	101	103
Link Distance (ft)		680	680		694	694		165	82	82
Upstream Blk Time (%)		1	1						20	17
Queuing Penalty (veh)		4	5						28	25
Storage Bay Dist (ft)	99			99			45			
Storage Blk Time (%)	5	31		0	20		9	9		
Queuing Penalty (veh)	30	20		1	3		4	3		

Queuing and Blocking Report
2014 Without Project- PM Peak (DHV)

2/20/2013

Intersection: 2: Ivy St & Highway 99E

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	123	719	722	124	321	331	175	262	101	112
Average Queue (ft)	86	591	609	106	282	287	157	215	77	89
95th Queue (ft)	141	854	845	147	360	354	211	249	112	101
Link Distance (ft)		694	694		300	300		193	85	85
Upstream Blk Time (%)		11	13		28	24	0	58	36	64
Queuing Penalty (veh)		66	77		155	131	0	240	73	130
Storage Bay Dist (ft)	99			99			150			
Storage Blk Time (%)	9	50		43	32		20	52		
Queuing Penalty (veh)	44	53		184	43		52	91		

Queuing and Blocking Report
2014 With Project- PM Peak (DHV)

2/20/2013

Intersection: 1: Grant St & Highway 99E

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	123	655	666	95	409	408	69	145	87	92
Average Queue (ft)	77	380	398	18	177	191	37	45	67	76
95th Queue (ft)	134	669	671	58	323	339	73	105	104	100
Link Distance (ft)		680	680		694	694		165	82	82
Upstream Blk Time (%)		1	2					0	17	21
Queuing Penalty (veh)		7	9					0	25	31
Storage Bay Dist (ft)	99			99			45			
Storage Blk Time (%)	10	32		0	21		12	9		
Queuing Penalty (veh)	55	24		0	3		5	3		

Queuing and Blocking Report
2014 With Project- PM Peak (DHV)

2/20/2013

Intersection: 2: Ivy St & Highway 99E

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	123	725	720	123	320	364	175	256	102	108
Average Queue (ft)	90	602	617	110	298	302	151	207	83	89
95th Queue (ft)	144	846	839	141	348	354	216	241	109	101
Link Distance (ft)		694	694		300	300		193	85	85
Upstream Blk Time (%)		11	14		39	30	0	57	44	65
Queuing Penalty (veh)		69	85		217	163	0	235	96	141
Storage Bay Dist (ft)	99			99			150			
Storage Blk Time (%)	11	50		52	29		17	56		
Queuing Penalty (veh)	55	52		224	38		43	98		

FFA Architecture + Interiors

Memorandum

To:	File	**Date:**	January 16, 2013
From:	Eric Wilcox		
Project Name:	New Canby Library, Renovated City Hall And Existing Library Renovation		
Project Number:	24 10 09		
Distribution:			

New Canby Library, Renovated City Hall
And Existing Library Renovation

Community Meeting 01
Canby Library
January 15, 2013
6:30 P.M.

Attendees:

Greg Ellis	City of Canby
Amanda Zeiber	City of Canby
Penny Hummel	City of Canby Librarian
Bill Harper	Francis Berg Architect
Troy Ainsworth	FFA
Brenda Katz	FFA
Eric Wilcox	FFA
Karl Refi	FFA

Community Sign-in sheet attached

Item Comment

01 **Welcome and Introductions**

A. Penny Hummel welcomed attendees and introduced the project team.
B. Penny noted that a comment sheets were available for anyone to leave comments for the design team.
C. Reviewed the progress to date and direction from the URA.
D. Reviewed the pending schedule with meeting #02 on January 30, 2013 and meeting #03 on February 19, 2013.

FFA Architecture and Interiors, Inc. | 520 SW Yamhill Suite 900 Portland OR 97204 | T 503.222.1661 F 503.222.1701 | www.ffadesign.com

02 **FFA Introduction**

A. Troy Ainsworth introduced the FFA project team and gave a brief description of the project status and the goals of the meeting.
B. Reviewed the project goals and project status to date and current schedule for the Schematic Design phase to be completed in late February.

03 **Power Point Presentation**

A. FFA presented a series of slides as follows:

Slide #01. Space Allocations / Program Diagram: Based on recommended standards and Canby Library operations. Total size about 22,500 s.f. Brenda Katz reviewed the programming process and how this information is then applied to an initial planning diagram.

Slide 02. Library and Site Diagram: Troy and Brenda reviewed the preliminary development of the overall site and building configuration and noted:

1. Overall site circulation
2. Drive through book drop-off
3. Connection to existing Canby City Hall.
4. Central lobby that serves both council chamber and library with joint use of public restrooms, kitchen and storage.

The intent of the following slides was to present to the audience design concepts, materials and space images to solicit comment and discussion.

Slide 03. Building Form and Character: Karl presented this slide and discussed the various ways other public buildings related to the street surrounding areas.

Slide 04. New and Historic Buildings: Karl presented this slide and discussed the various ways other new buildings connected to existing buildings.

Slide 05. Exterior Materials: Karl presented this slide and discussed the various exterior materials utilized on public buildings.

Slide 06. Interior Spaces: Brenda presented this slide and discussed the various interior spaces and options typically found in public libraries, including: Public Spaces, Lobbies, Mult-purpose Rooms

Slide 07. Interior Spaces: Brenda presented this slide and discussed the various special interior spaces and options typically found in public libraries, including: Children's Spaces, Teen Spaces and Study rooms.

General Comments include:

1. Keep small town image.
2. Rural area, keep this in mind.

3. Exterior should be warm color (brick of similar material).
4. Large amounts of glass could be hard to maintain.
5. Like warm feeling of Camus Library.
6. Need outdoor light / skylights.
7. Long lasting low maintenance materials.
8. Efficient energy use.
9. Acoustics.
10. Interior flexibility / minimal permanent walls and partitions
11. Children's spaces need acoustic treatment, security.
12. Sustainable design is good, if it makes sense.
13. Embrace the future / respect the past.
14. Library should be Canby's living room.

Meeting notes prepared by:

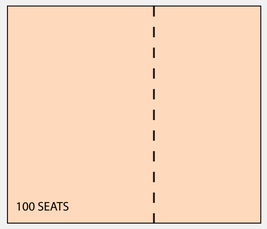
Eric A. Wilcox
Project Manager

Attachments: Canby Boards

Comment Sheets

Meeting Rooms

2175 S.F.



MULTI-PURPOSE ROOM
net area: 1500

CONFERENCE RM
net area: 375

MULTI-PURPOSE STORAGE
net area: 200

MULTI-PURPOSE KITCHEN
net area: 100

Children's Collection

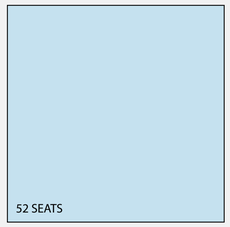
4166 S.F.

NON-FICTION
net area: 466

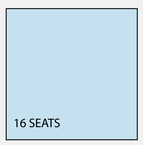
FICTION
net area: 532

PICTURE BOOKS/
EASY READERS
net area: 657

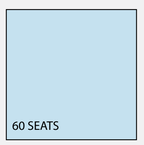
PERIODICALS
net area: 21



STUDY TABLES / PC STATIONS
net area: 1300



PARENT/CHILD
LOUNGE SEATS
net area: 480



STORYTIME
net area: 480

FAMILY RESTRM
net area: 60

SERV. DESK
net area: 50

STAFF WORKRM/STOR.
net area: 120

Public Support Areas

2070 S.F.

COPY CENTER
net area: 190

4 UNITS

SELF-CHECKOUT
net area: 80

SERVICE DESK
net area: 200

ENTRANCE LOBBY
net area: 600

FRIENDS OF THE
LIBRARY
net area: 200

EXHIBIT
DISPLAY
net area: 100

RESTROOMS
net area: 700

Adult Collection

6112 S.F.

NON-FICTION
net area: 1705

FICTION
net area: 765

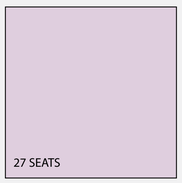
PERIODICALS
net area: 97

PAPERBACK
net area: 138

LARGE PRINT
net area:141

PARENTING
net area: 51

STUDY TABLES / PC STATIONS
net area: 2200



LOUNGE SEATS
net area: 810

NEW BOOKS
net area: 205

Staff Workstations

1440 S.F.

DIRECTOR
net area: 200

LIBRARIANS
net area: 480

LIBRARY ASSISTANTS / VOLUNTEERS
net area: 640 (10 open workstations)

ADMINISTRATIVE ASSISTANT
net area: 120

Staff Support Areas

1570 S.F.

WORKROOM /
STORAGE
net area: 350

RECEIVING AREA
net area: 300

BREAKROOM / LOCKERS
net area: 500

FRIENDS OF THE LIBRARY
WORKROOM / STORAGE
net area: 200

BOOK DROP
RETURN RM
net area: 50

COPY CENTER
net area: 30

STAFF RESTRM
net area: 60

STAFF RESTRM/
SHOWER
net area: 80

Building Support Areas

910 S.F.

MAINTENANCE
net area: 300

ELECTRICAL
net area: 200

MECHANICAL
net area: 150

TELECOM/SERVER
net area: 180

JANITOR CL
net area: 80

Spanish Language

524 S.F.

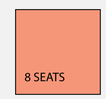
FICTION/NON-
FICTION (ADULT)
net area: 97

MEDIA
net area: 7

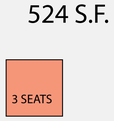
FICTION/NON-
FICTION (CHILD)
net area: 94

PERIODICALS
net area: 4

PICTURE BOOKS/
EASY READERS
net area: 33



STUDY TABLES / PC
STATIONS
net area: 200



LOUNGE SEATS
net area: 90

Group Study

1410 S.F.

STUDY RM
net area: 350

STUDY RM
net area: 350

STUDY RM
net area: 350

STUDY RM
net area: 90

STUDY RM
net area: 90

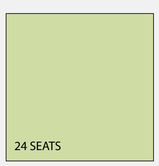
STUDY RM
net area: 90

STUDY RM
net area: 90

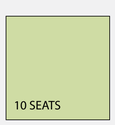
Young Adult Collection

1092 S.F.

FICTION
net area: 192



STUDY TABLES /
PC STATIONS
net area: 600

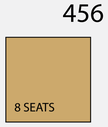


LOUNGE SEATS
net area: 300

Homework Center

456 S.F.

Y/A & CHILDREN
net area: 256



STUDY TABLES / PC
STATIONS
net area: 200

Other Collection Space

343 S.F.

REFERENCE
net area: 126

MEDIA
net area: 217

January 15, 2013 | construction documentation | design development | schematic design

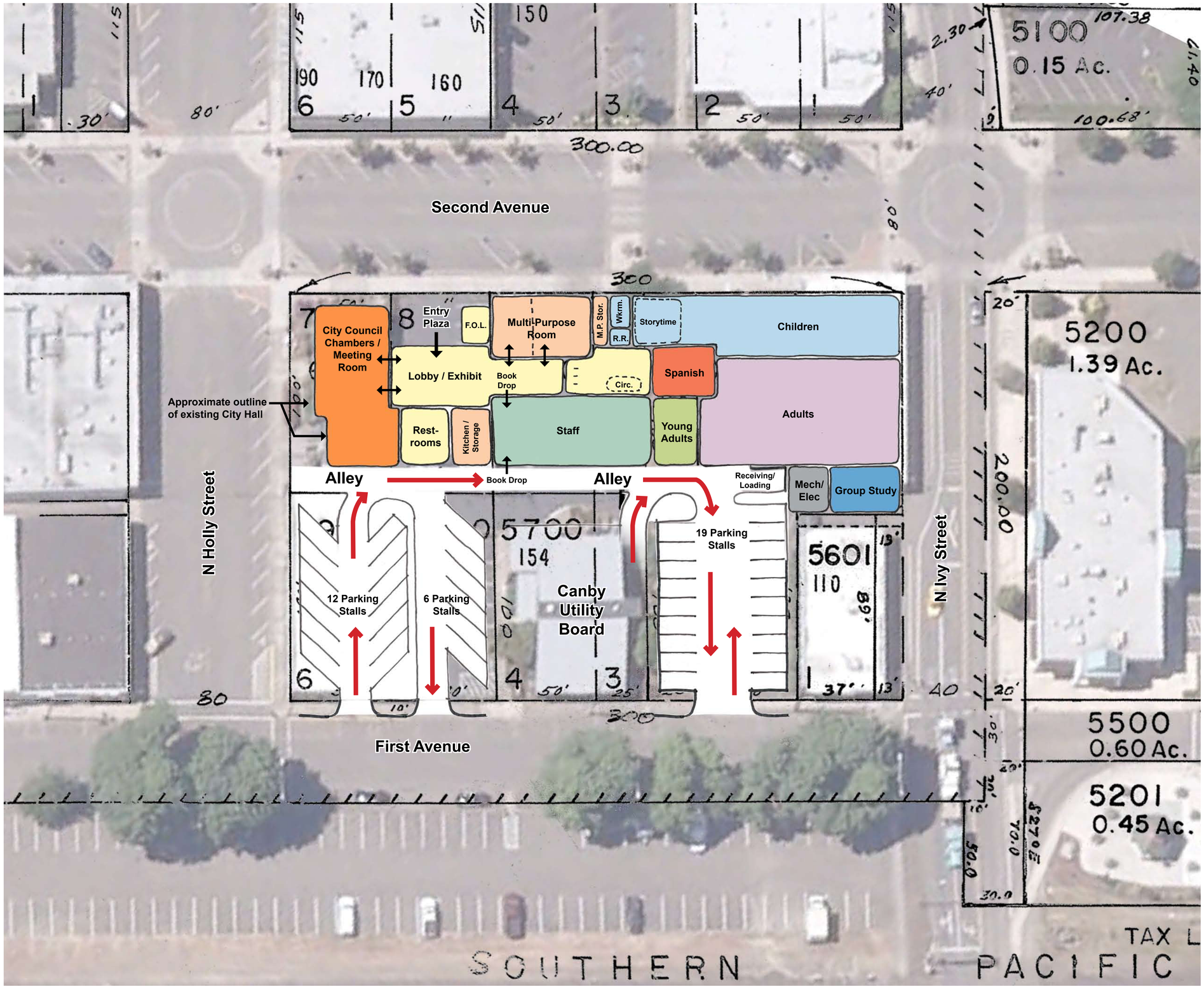
Welcome to Canby the garden spot

SCALE: 3/32" = 1'-0"

0 16' 32' 64'

SPACE ALLOCATIONS

FFA Architecture + Interiors



PREFERRED OPTION

22,648 sf Library

1,000 sf Entry Plaza

2,700 sf Renovated City Hall

37 Surface Parking Spaces

N

1" = 20' - 0"

0' 20' 40' 80'

January 15, 2013 | construction documentation | design development | schematic design

LIBRARY & SITE DIAGRAM

Welcome to Canby the garden spot

FFA Architecture + Interiors

1

2

3

4

5

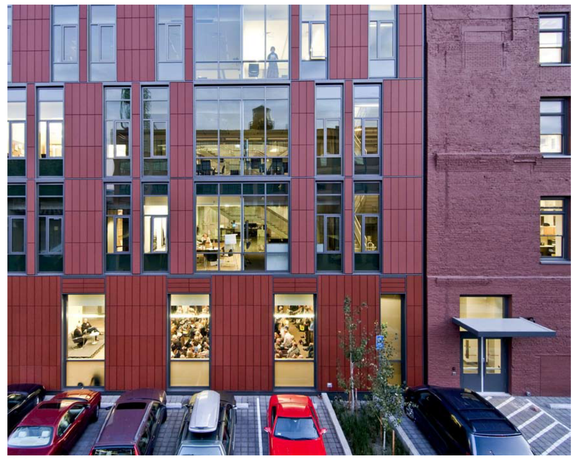
6

7

8

9

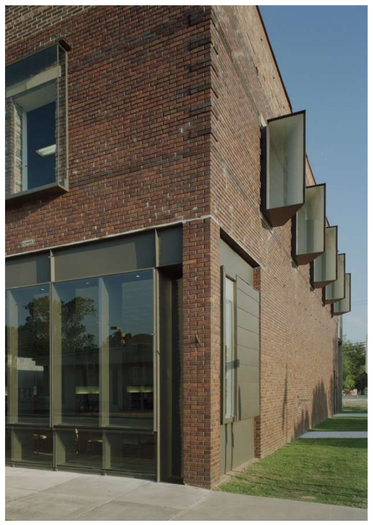
10



11

12

13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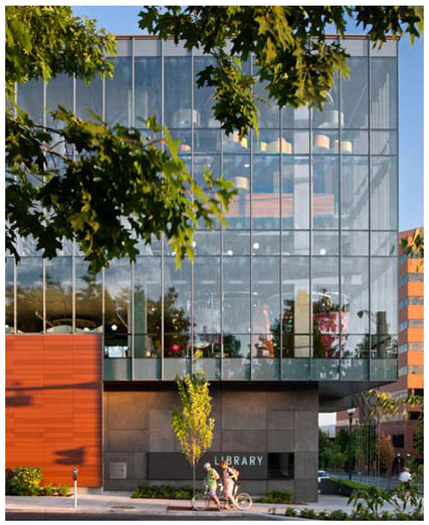
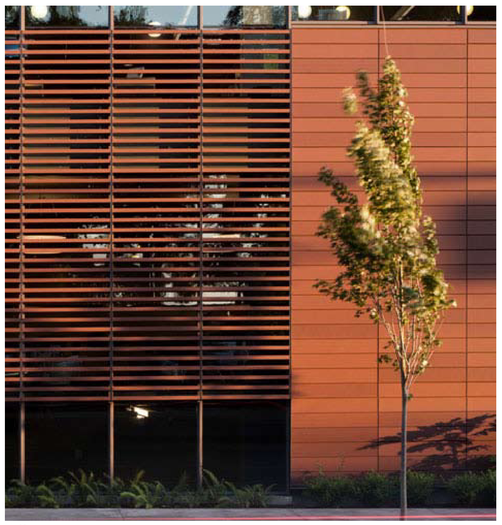
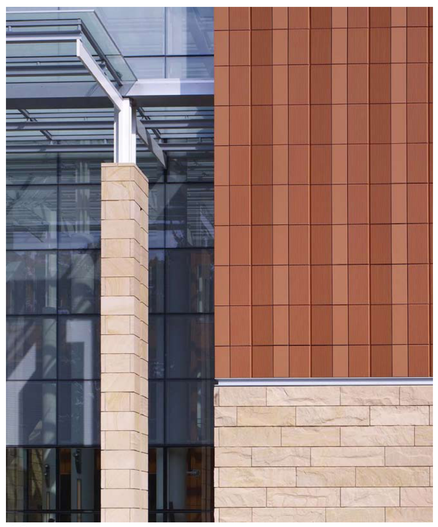
15

16

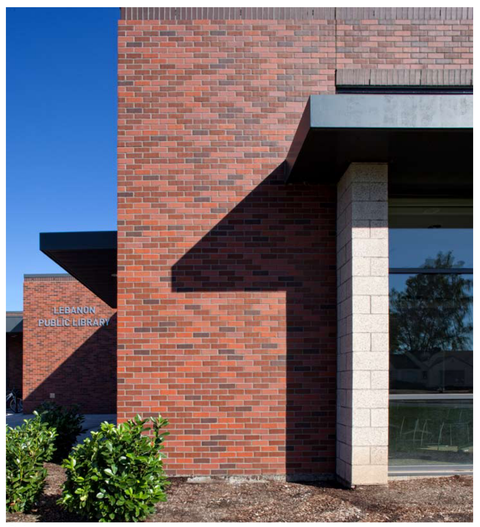


17


18


19

20



21

22

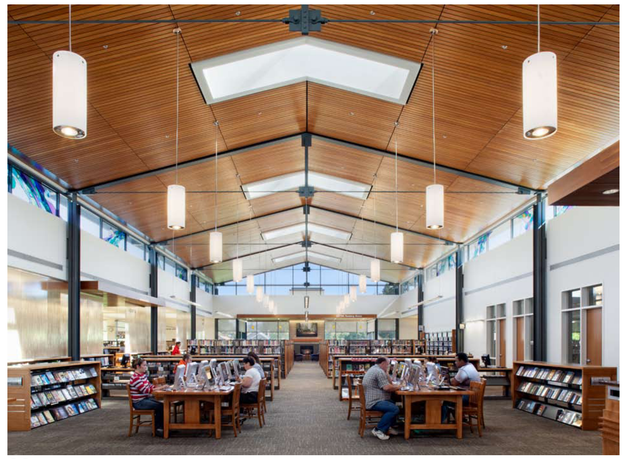
EXTERIOR MATERIALS

PUBLIC SPACES

23

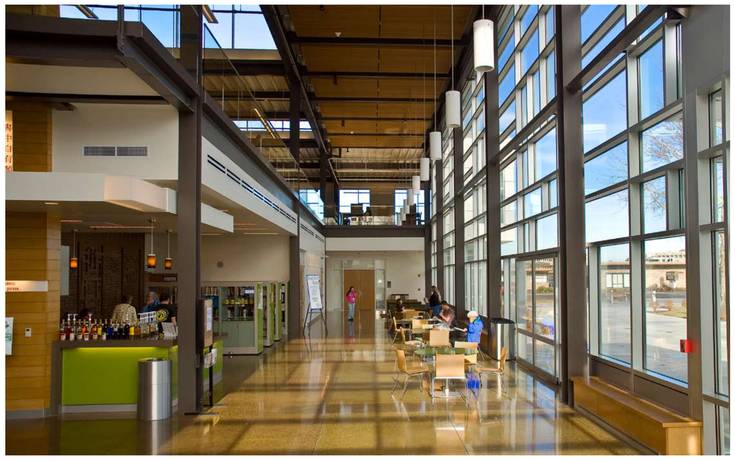
24

25



26

LOBBIES



27

28

29

MULTI-PURPOSE ROOMS

30

31

32

CHILDREN'S SPACES

33

34

35

36

TEEN SPACES

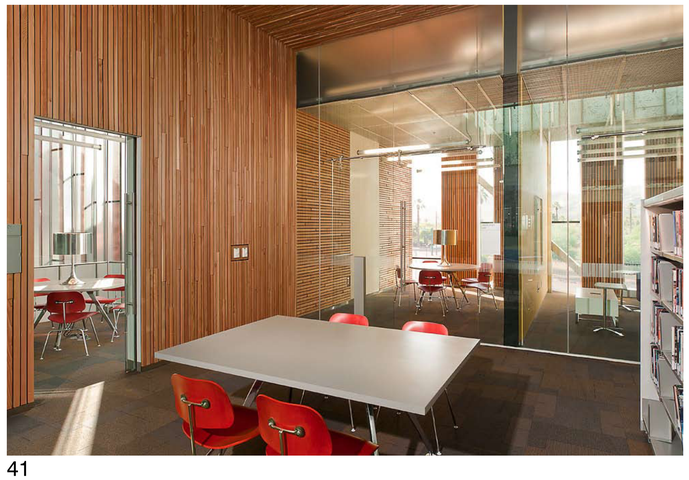
37

38

39

STUDY ROOMS

40



41

HEARTH

42

CANBY PUBLIC LIBRARY 1/15/13

PUBLIC MTG #1

- TAKE ADVANTAGE OF NORTH LIGHT
- SIZE OF NEW LIBRARY
- MATERIALS & FINISHES NEED TO BE APPROPRIATE TO CANBY COMMUNITY
- NEW LIBRARY SHOULD MATCH CITY HALL MATERIALS, PATTERNS
- GROUP LIKES LOOK OF CAMAS LIBRARY FORMS, MATERIALS
- DURABLE MATERIALS & FINISHES FOR LONG-TERM USE
- DESIGN OF LIBRARY NEEDS TO WORK W/CITY HALL, SMALL-TOWN FEEL OF CANBY

- LIKE USE OF PERMANENT MATERIALS, LOW MAINTENANCE
- ACCESS to NATURAL MATERIALS, NATURAL LIGHT IS DESIRABLE
- USE MATERIALS, FORMS FOR INTERIORS THAT REFLECT THE AGRARIAN HISTORY OF THE AREA
- ACOUSTICAL ATTENUATION IN MTG ROOMS
- PARENTAL SUPERVISION of KIDS - DESIGN of CHILDREN'S SPACES to ENCOURAGE THIS
- LAYOUT of CHILDREN'S COLLECTIONS FOR EASE of BROWSING, KID'S SUPERVISION
- LOVE THE HEARTH CONCEPT
- HOW to INCORPORATE CURRENT LIGHTING TECHNOLOGY & CONCEPTS INTO DESIGN

- LEED: "IF IT MAKES SENSE, DO IT" - THE APPROACH USED ON NEW ~~CANBY~~ CANBY POLICE BLD'G
- CONVEY THE MESSAGE OF ENERGY-EFFICIENT, SUSTAINABLE DESIGN IN PROJ.
- REQUIRED SUSTAINABLE, SOLAR ACTIVE OR PASSIVE STSTEMS
- MAINTENANCE + GLASS
- INTERIOR NEEDS TO BE GENEROUS FOR ALL USES
- REALLY NEED ALL SPACE FOR MTG ROOMS?
- INTERIOR FLEXIBILITY IS KEY FOR LONG-TERM USE
- "EMBRACE THE FUTURE, RESPECT THE PAST"
- WILLAMETTE UNIVERSITY EXAMPLES

- LIBRARY SHOULD BE "CANBY'S LIVING RM."
- PUBLIC MTG ROOM: PULL CONDUIT FOR CCTV GOING OUT TO COMMUNITY
- NEED WIRELESS!
- HEARTH IN THE MTG ROOM?

your Canby Public Library

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This is your library and your input is valuable to us!

Thank you.

Photo No.	Comments
10	good job of matching old building
9	nice proportions
26	Interior with wood warm feeling
	(More comments on back of this sheet)

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

① Use wood - We are in the Pacific Northwest
inside to warm interior
#26 ceiling } very attractive -
#24 - " } good for acoustics

② Echo exterior materials
to coordinate with City Hall
i.e. Brick + roof shape

Look how long the City
Halls exterior has lasted

Don't get too "modern"
Keep integrity of frame
to our building - we are
a rural community

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Photo No.	Comments
Bend Library Interior	Use elements that link to historical & agricultural - Bend's interior wood suggests shape of a barn - connection to agriculture
	Lebanon - like wood ceiling. Keep some warmth in the interior materials - on walls or ceilings

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

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Photo No.	Comments
#26	GOOD DESIGN FEATURES
#30	
#42	

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

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Photo No.	Comments
	INTERIOR LIKE WARM WOOD CEILINGS
2&10	nice transition between old & new

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_____

_____

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Photo No.	Comments Interior & Exterior.
	Have you been to the Prineville library? It's fairly new, & I like it! 8-10 yrs?
	Good use of windows & setting, some good
	meeting spaces.
	like light, feelings of warmth (wood?)
	color. Hearth -
	Not so sold on metal & concrete look -

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Ann Anne McKinney

Penny!

your Canby Public Library

Jan 30
Feb 19

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Thank you.

Photo No.	Comments
10	Love!
	Love Lebanon picture & Bend one
42	Love Health area!
	Children's area: Please place
	stacks between exit & play area
	* containment for toddlers !!

11K to 22K SQ FT

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Cortney Tamini
266-3479
cortneytamini@yahoo

your Canby Public Library

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Thank you.

Photo No.	Comments
12	glass looks like a garden hot house - fits "Garden Spot"
20	wood accents fit Canby's heritage as a timber town we have the Molalla Forest Road path as a major recreation feature
21	wood interiors for heritage

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

your Canby Public Library

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Thank you.

Photo No.	Comments
#24	Boston too contempory
	I prefer that we stick to brick or tile to "match" City Hall. siding

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

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_____

your Canby Public Library

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Photo No.	Comments
	Like the idea of a fireplace area in the meeting room
	Lots of windows — I hope for a reader in the foyer looking into the friendly book store
10	Looks most like our situation

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

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Thank you.

Photo No.	Comments
#10	We the balance
#37	teen space - liked the concept
	FOL - exposure
provide a picture of the existing	
building to super impose a new prototype.	
	expandable doors on
	meeting room for bigger venues.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

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Thank you.

Photo No.	Comments
10	I liked the openness the use of glass for light & brick to tie it together with the other buildings. I also like the entrance between the 2.
Children's Spaces	Loved the fanciful furniture, use of colors & soft "sculptural" furniture

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

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Photo No.	Comments
34, 26, 30	Wood on interior
8, 14	brick on exterior compliment? city Hall

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

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_____

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Photo No.	Comments
	— MAINTAIN "SMALL TOWN IMAGE" — EXTERIOR DESIGN COMPLIMENTS CITY HALL — BRING IN RURAL/AGRICULTURAL/GARDEN SPOT INTO THE DESIGN TO FURTHER THIS CONCEPT — TRY FOR LOWERING MAINTENANCE COSTS

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

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Photo No.	Comments
#37	I like the look of this.
#38	— Not so much.
#39	— like the top lighting.
#42	- Like the Hearth & Oversized Chairs. Combine w/ Multi purpose room.
#10 & #12	like
20, 21, 22	Not liking.
	Must work to get as many 2 or 3 for 1 uses as possible.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

01-15-13

NOTES FROM OPEN HOUSE: (Brenda)

Theresa:

F.O.L:

Retail
Attractive
Rolling racks for sales outside + in Lobby.
Glass.

MULTI-PURPOSE ROOM:

Expandable wall opens to lobby.

Other:

Handicap access in bathrooms – maneuvering w/ person in wheelchair + aide in stall is a challenge.

your Canby Public Library

Community Meeting January 15, 2013

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Thank you.

Photo No.	Comments
2	Like the natural texture + imprints on the building, blending in natural surroundings. Favorite exterior pictured
3 + 6	The more windows the better to let light in and show activity inside.
13 + 9	dd to the new building doesn't blend well. The Camas library #9 has a nice transistion
15	Overhangs provide a nice dry space to walk in the rainy weather.
40	Study rooms with doors that slide would be optimal. Nice open and easy to see into.
33 + 36	We should make sure furniture is easy to clean or wipe down.
5	I like the lighted sign but the exclamation point I think will quickly becomedated.
42	Hearth as focal point/gathering space is nice, if we have rooom for it.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Catherine McMullen
Library staff

your Canby Public Library

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Thank you.

Photo No.	Comments
	Combine the two structures,
	library & City Hall, in a pleasing
	combination of old and new I would love to see the use of
	modern materials making a statement that Canby is a
	progressive city, but blending the transition to City Hall
	Do whatever it takes to deliver the WOW factor

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

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Thank you.

Photo No.	Comments
1	ugly, ugly, ugly – looks like an old bank bldg.
2-6	especially like 2, 3 & 6 8- not enough glass contemporary brick & glass (lots of glass) compliment each other
9-13	Hate the old & new together
9 10 12	Hate the mansard roof Hate the colonial details 14- still hate it Love the glass, hate the brick
15-21	Love combination of lots of glass with other materials
23, 24, 26 & 27	Nice – lots of light & also like the warmth of wood
37	Attractive space – has a semi-private & exclusive feel teens would be drawn to.
41	love the Eames chairs!

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

your Canby Public Library

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Photo No.	Comments
2	like combo brick, art, glass very balance'd
4	too much of the checkered material but some moderation would catch the eye.
5	you know it's not so much but – a library – the sign
10	old and new complement each other – walkway & entrance tie
16 & 20	bldgs together nicely use of wood or wood appearance adds warmth
	love interiors w/ natural
	light, vaulted ceilings, hearth as focal point, keeping color
	palate more neutral w/ color in decor or furnishings that can be changed out w/ time.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Misty

your Canby Public Library

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Thank you.

Photo No.	Comments
9	I LIKE THE WINDOW ENCLOSED WALKWAY BETWEEN THE 2 BUILDINGS- I THINK THAT WOULD WORK FOR US.
10	THE OPEN WINDOW CONCEPT BETWEEN OLD CITY HALL AND OUR LIBRARY BUILDING
22	DON'T LIKE THE GREY COLOR & HARD LINES
26	REALLY LIKE THE OPEN FEEL IN THIS PHOTO WITH A LOT OF TABLE SPACE
39	I LIKE THE SEPERATION OF THE TEEN SPACE BUT STILL VISIBLE. VERY IMPORTANT
3	#3 IS THE BUILDING I LIKE BEST

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Brigitta Clark

New Canby Library Community Meeting - Jan. 15, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Walt	Daniels	daniels@canby.com	503-266-3761	
Ruth	Irons	Irons167@Hotmail.com	503-263-3738	
Sharon	Leighty	shann r shanleighty.comg.un	541-408-5060	
Ken	Riper Councilman			
Roger	Reif	rrr@canbylaw.com	503-266-3456	
Linda	Warwick	LWARWICK1362@gmail.com	503263-1362	
John + Heather	Staach	herstaach@gmail.com	509-400-3853	
Bob	CORNELIUS	bobcorn@wbcable.net	503-266-5286	
Anne	McKinney	annie pmac@msn.com	503263-2027	

New Canby Library Community Meeting - Jan. 15, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Kathy	Shinn	kshinn@canby.com	503-263-6874	

New Canby Library Community Meeting - Jan. 15, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Jean	Tallman		(503)266-4634	
Kathy	Stuart		503.534.4404	
BRIAN	Hodson	bhodson@ci.canby.or.us.		
Baars	Pat	gbaars@canby.com		
Shawn	Hensley	SHensley@ymail.com		
Tim	DALE			City
Jon	DRAET	jon@jondrayt.com	503-266-6231	
Greg	ELLIS	ellisg@ci.canby.or.us	(503)266-0745	City
Matt	Michel	mmichel@canbystility.org	503-266-1186	Canby Utility

New Canby Library Community Meeting - Jan. 15, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Theresa	Enderle	ptne@wavecable.com	503-780-4009	- new library funding
Pam	Judy	Budy22@yahoo.com	503 891-2284	
Roger & Rich	Ares	RGA@ARESHome.com	503-266-5810	
Cortney	Tamini	Cortneytamini@yahoo	266-3479	Children's area!
PAUL	TANZER		266-6476	REFERENCE

FFA Architecture + Interiors

Memorandum

To:	File	**Date:**	January 31, 2013
From:	Eric Wilcox		
Project Name:	New Canby Library, Renovated City Hall And Existing Library Renovation		
Project Number:	24 10 09		
Distribution:			

New Canby Library, Renovated City Hall
And Existing Library Renovation

Community Meeting 02
Canby Police Station
January 30, 2013
6:30 P.M.

Attendees:

Greg Ellis	City of Canby
Amanda Zeiber	City of Canby
Penny Hummel	City of Canby Librarian
Bill Harper	Francis Berg Architect
Troy Ainsworth	FFA
Brenda Katz	FFA
Eric Wilcox	FFA
Karl Refi	FFA

Community Sign-in sheet attached

Item Comment

01 **Welcome and Introductions**

A. Penny Hummel welcomed attendees and introduced the project team.
B. Penny noted that a comment sheets were available for anyone to leave comments for the design team.
C. Reviewed the progress to date and direction from the URA.
D. Reviewed the pending schedule with meeting #03 on February 19, 2013.

FFA Architecture and Interiors, Inc. | 520 SW Yamhill Suite 900 Portland OR 97204 | T 503.222.1661 F 503.222.1701 | www.ffadesign.com

02 **FFA Introduction**

A. Troy Ainsworth introduced the FFA project team and gave a brief description of the project status and the goals of the meeting.
B. Reviewed the project goals and project status to date and current schedule for the Schematic Design phase to be completed in late February.

03 **Power Point Presentation**

A. FFA presented a series of slides as follows:

Slide #01. Library and Site Diagram: Troy and Brenda reviewed the preliminary development of the overall site and building configuration and noted:

1. Overall site circulation with updated plan.
2. Drive through book drop-off
3. Connection to existing Canby City Hall.
4. Central lobby that serves both council chamber and library with joint use of public restrooms, kitchen and storage.

Slide 02. Floor Plan: Brenda reviewed the preliminary floor plan as it has developed from the space plan shown in Slide #1

Slide 03. Building Form and Character and Materials: Karl presented this slide and discussed the various images from meeting 01 that had received positive response.

Slide 04. Interior Spaces: Brenda presented this slide and discussed the various interior spaces various images from meeting 01 that had received positive response.

Slide 05. Exterior Elements and Options: Karl reviewed this slide. Using a 'sketch-up' computer model to present the initial design concepts and how they responded the Building Form and Character and Materials slide 03. He noted the following:

1. The use of brick or terracotta tile to respond and respect the city hall.
2. Lower 'connector' entry building to also respect the city hall
3. Multi-purpose and stack areas are higher to respond to the size and volume of each space and also the city criteria for a 2-story feel.
4. Curtainwall is broken up to develop the multi-level look of the brew pub.

Slide 06. Interior Options: Karl presented (3) options for the primary stack area structure. (attendees preferred option 1)

1. Option 1: exposed steel beams with finish suspended wood ceiling (similar to Lebanon).

2. Option 2: exposed wood trusses with wood structural deck.
3. Option 3: Exposed wood glue-laminated beams with wood structural deck.

General Comments include:

1. Acoustic
2. High volume, will it be hard to heat and cool?
3. Hearth location, next to children's area, this could be a safety / acoustical problem.
4. Does design allow for expansion?
5. No flat roofs – provide 'low slope' roofs.
6. North elevation is nicely 'broken up', not monolithic.
7. Like stair step look that respects the city hall and not like a warehouse
8. South elevation is very bland - FFA to work on it.
9. Like the window configuration for the stack area.
10. Is there a public entrance on the south side? No.

Next meeting February 19th

Meeting notes prepared by:

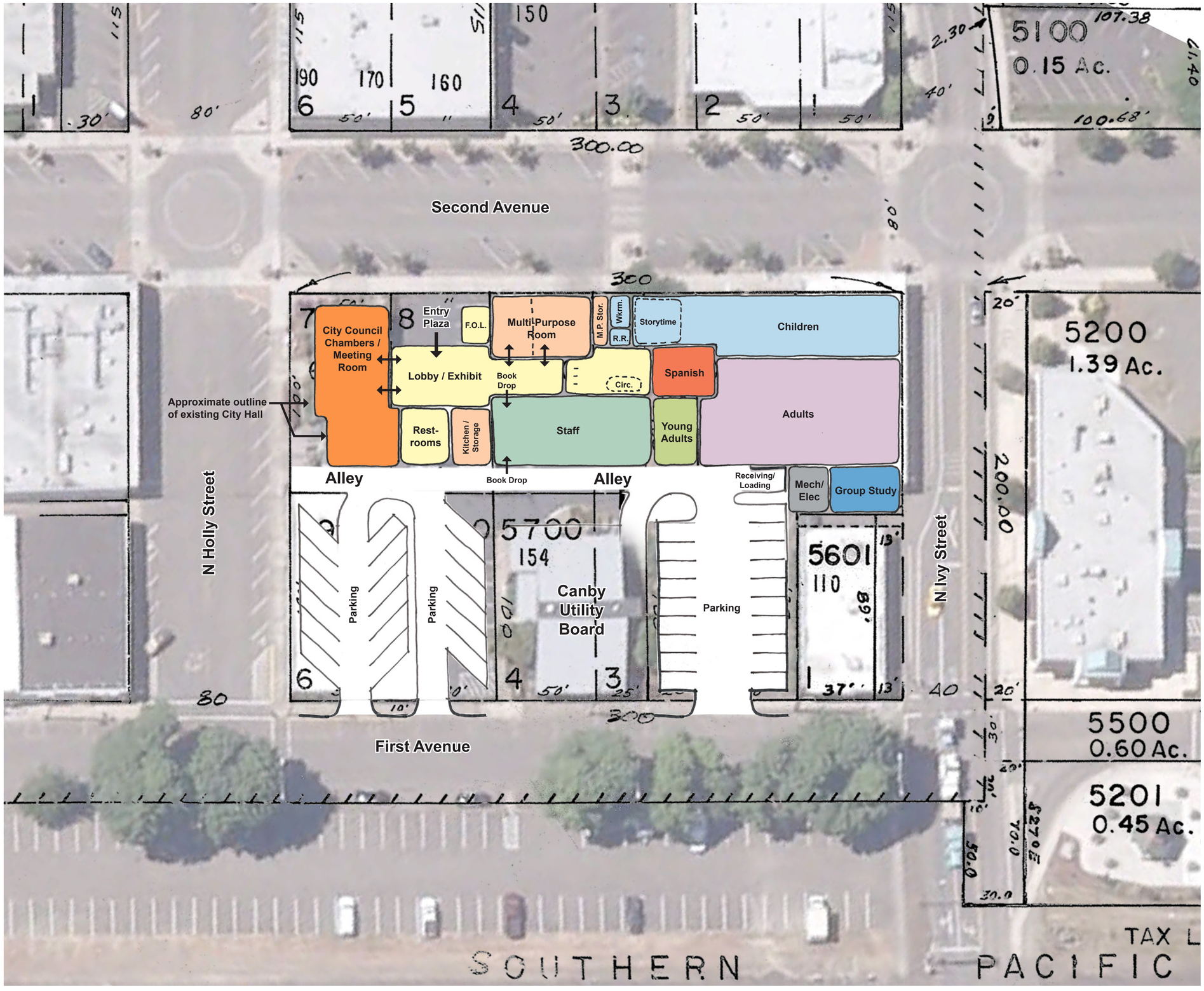
Eric A. Wilcox
Project Manager

Attachments: Canby Boards
Comment Sheets

22,648 sf Library

1,000 sf Entry Plaza

2,700 sf Renovated City Hall



1" = 20' - 0"

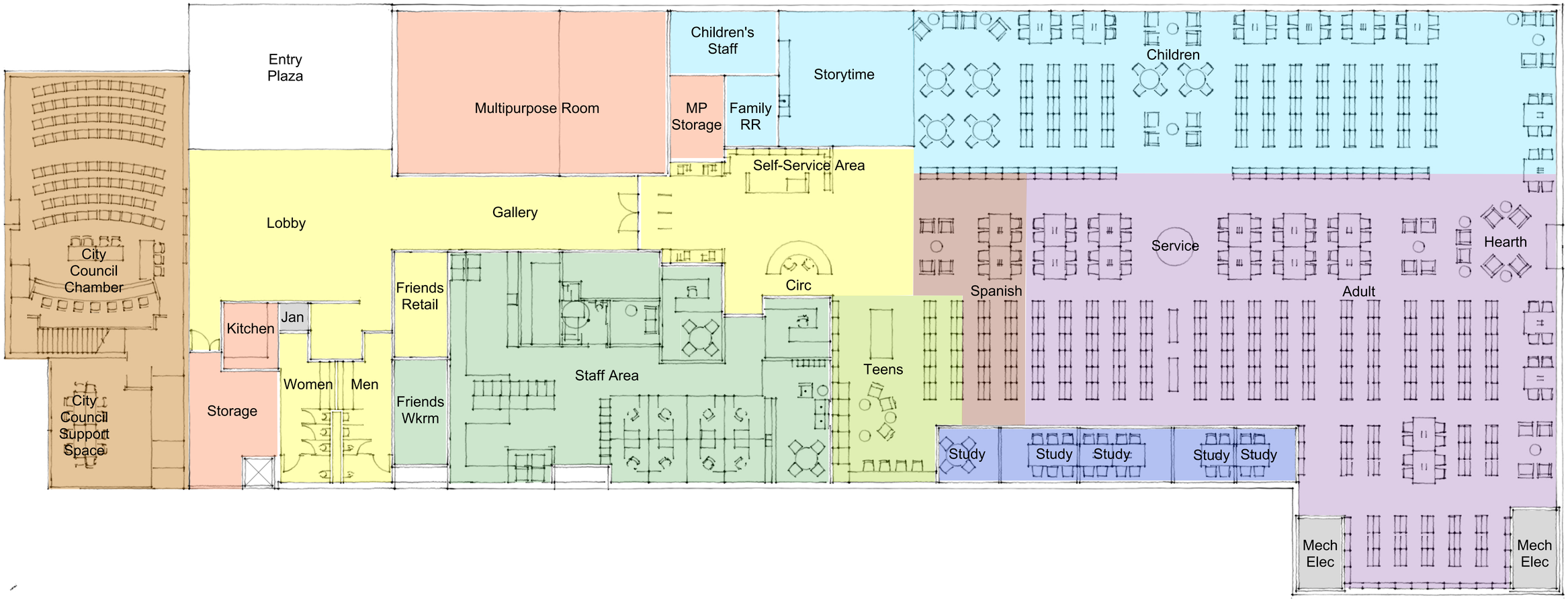
0' 20' 40' 80'

January 30, 2013 | construction documentation | design development | schematic design

LIBRARY & SITE DIAGRAM

Welcome to Canby the garden spot

FFA Architecture + Interiors



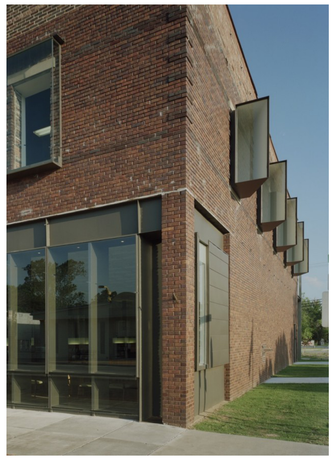
1/8” = 1’ - 0”

January 30, 2013

construction documentation | design development | schematic design

CITY HALL

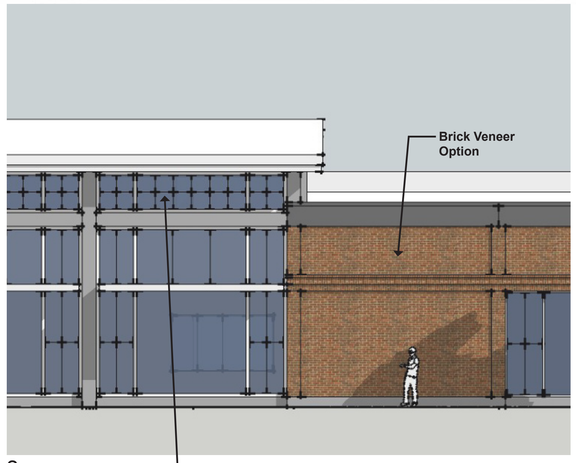
CANBY PUB & GRILL
I.O.O.F.



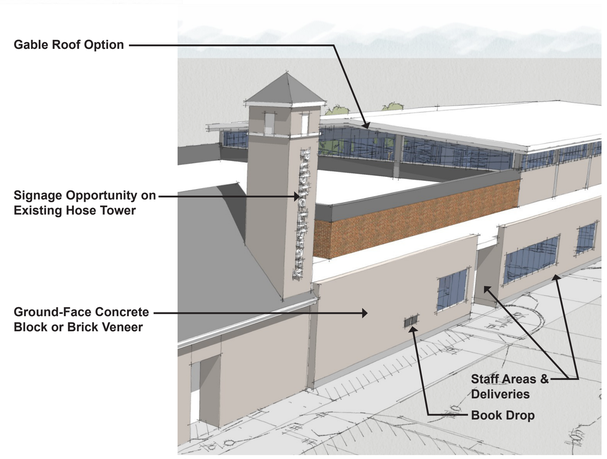
January 30, 2013 | construction documentation | design development | schematic design

1

2



3



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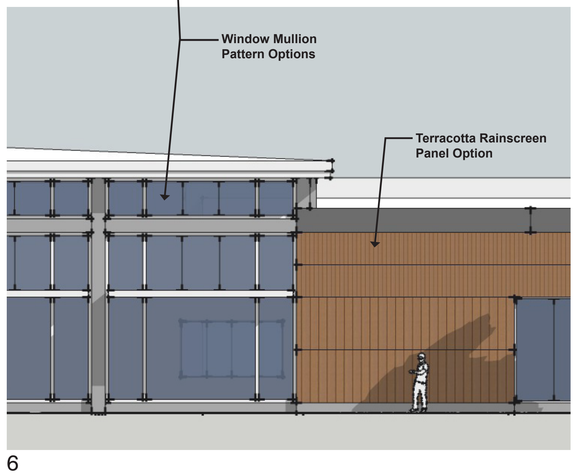
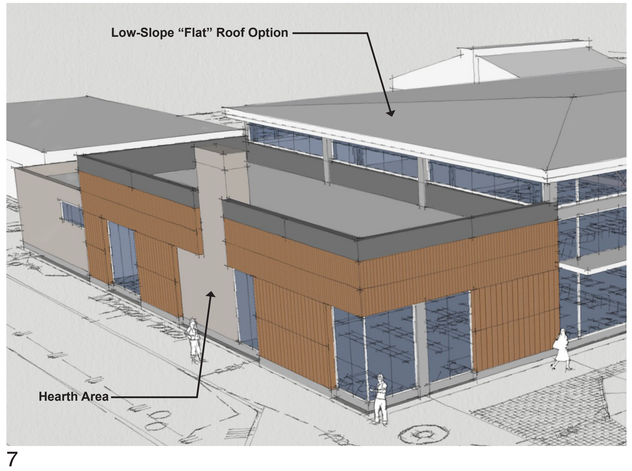


6



7

EXTERIOR ELEMENTS & OPTIONS

Steel Beams
Suspended Wood Ceiling
Optional Skylights
Steel Columns

8

Exposed Wood Decking & Purlins
Open-Web Wood Trusses
Steel Columns

9

Exposed Wood Decking & Purlins
Glulam Beams
Steel Tie-Rods
Steel Columns

10

CANBY PUBLIC LIBRARY

PUBLIC MTG #2

- WAS SOLAR ENERGY TAKEN INTO ACCOUNT WHEN DESIGNING THE TALL SPACES IN LIBRARY?
- ACOUSTICAL ATTENUATION - OPEN SPACES (PROXIMITY OF CHILDREN'S AREA TO HEARTH)
- ISSUES W/ FLAT ROOFS - DRAINAGE
- WHAT ABOUT DESIGNING TO ACCOMADATE A SECOND FLOOR?

- How About Adding Landscape Elements to Plaza and other Edges?

- Interior #8: Warm Wood, Finish Look, Refined Look Appreciated
  : Adjacency of Childr to Main Area
  : Like the Skylights

- Interior #9: Negative Reaction :(

- Interior #10: Looks like a Gym, Heavy Appearance

- SOUTH SIDE IS AN IMPORTANT PART OF OVERALL PROJECT - MORE DEVELOPMENT OF DESIGN NEEDED

your Canby Public Library

Community Meeting No. 2 **January 30, 2013**

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This is your library and your input is valuable to us!

Thank you.

OUTSTANDING JOB – WELL DONE.

Comments
DO NOT like TRUSS like look INSIDE
TOO warehouse looking
Solid wood Trusses better than the open ones.
Could the concerns of the color of the trusses be addressed by using a "rusty red" to tie in w outdoor brick etc.
#1 dark trusses seemed the favorite
Something Wild to Think about – Some type of limited "Roof Garden" Self sustaining on back upper roof to be seen from 99!

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

Possible "Drop off site" near Book Return / service door for handicapped. & elderly

I think people w/ special history / theme ideas can be addressed through changing ("display") gallery areas inside.

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Thank you.

Slow down on the use of your power point Lazer moves to fast & darts all over!

Comments
Promote as much "Green" - recycling materials & Theory as possible.
Consider integrating indoor and/or outdoor water feature to promote "Visioning" ideas for water features around Town.
Interior design should reflect input from real "accessible" challenged persons to address real needs in entrance, flooring, restrooms and furniture.
Dual use - VERY positive !!!
Possible atrium - garden feature vertical wall type using local rock & incorporating art in design.
Flooring Design to Reflect a "Story" about our area - like Columtria Intereptive center in Hood River area.

(or in tualatin commons area)

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

- Solar lighting where possible

- You can have light & wood enhanced w/o expense of extreme high rise effect. Doesn't have to be so high to "achieve the effect" you are going for

- Design sitting area alcoves & include chairs that are higher (NOT bar stool type) but as some medical offices are using - comfortable but a bit higher.

★ WELL EXTERIOR INTEGRATED DESIGN & use of materials Beautiful looks like it belongs!

- Entrance Book Drop "for fun" information to "match & tie in with Tower"! above.

This can be part of what you come up with for the back-

Murals? like from City PD?

your Canby Public Library

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Thank you.

Comments
I would Like the Pitch of the Roof
of the main area to Be Steeper
so it mirrors the City Hall Better
I also Like the Rounded Roof
windows of the city Hall That could
Be a nice design feature on Both
sides of the Roof + Let in more light
consider celestory windows in the
Roof Roof window more interesting + more light

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Renée Meyerberg

More rounded elements to soften - it seems very rectangular.

I like the Brick + the lots of windows + window shapes.

See Back

your Canby Public Library

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Thank you.

Comments
How many books / things can be in space?
Where are the provisions for electronics,
including outlets & devices to be available?
What about unemployed disabled provisions, including
blind & wheelchair? Lighting? Resume writing?
Why is the staff space so big & fortified?
How is any increase in activity or acquisition
to be provided?
Why do you treat this building as "green"
when it is not?

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): What about population outreach & service?

Who wanted the ~~tower ID graphics to be~~ sideways & why? ~~A fireplace?~~

This is a 1950's building with no expansion provision.

your Canby Public Library

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Thank you.

Comments

Slide 8: 1st Mtg commented that Sky lights tend to cause water issues. Prefer No Sky lights but like the beams.

Slide 9: No - looks like Costco.

Slide 10: I like it w/o the steel supports @ the peaks & w/o support cross rods.

Just the wood Beams would be great.

Fire station: Smoke Stack = No WORDING = potentially blocked later w/ taller buildings on 1st Ave.?

How are we configuring elec electrical outlets? In Study rooms, @ table areas, etc.

Ivy side of Building should have some decor b/c Main thoroughfare thru town.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

your Canby Public Library

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Thank you.

Comments

- Masonry & wood combination, grand presence of windows - yes, sky lights - yes, not hooked on brick exterior ~~good~~
- Kids library: ~~Kid~~-friendly ~~carpet~~ or rug with alphabet or shapes to make it friendly - different from adult library's sober carpet/rug
- Teens need nook - darker space
  Adults need these darker nooks too.
- Is children's space somewhat contained so that run-away toddlers have some obstacles to slow them?
- Please take care to ensure storytime room does not evoke claustrophobia due to the small space (walled off?)

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional):

Tracie Heidt
Storytime Presenter
tracieheidt@hotmail.com
503-336-3604

your Canby Public Library

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Thank you.

Comments
I'm concerned that the view of the back of the building is not nice looking. Cement blocks are never attractive.
You should move the fireplace from the center back of the building to a more secluded area.
Can you substitute the Metal beams for wooden beams?
Please allow room for trees, dry wells, bushes, baskets of flowers around the building
Your architecture should include alternative sources of energy.
I like the use of glass, roof height and multiuseage of the building. Letting lots of light in through the
use of lots of glass is wonderful.
I prefer the use of brick on the exterior is
really a good idea. Please use as many natural materials as possible.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Ayron Haley

ayronhaleylcnt@gmail.com

your Canby Public Library

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This is your library and your input is valuable to us!

Thank you.

Comments
Why the plain look facing 1ST? That is the first impression from the Highway.
Prefer #8 interior
Need green space on 2nd St Side.
As a 67-year resident I'm relieved to see the attention to retaining the city hall building and the incorporation into the finished product. It was my library as a child.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

your Canby Public Library

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Thank you.

Comments
#8 interior – I prefer this design – it gives a warmer feeling that I associate with a library + books – more comfortable + relaxing – love the warmth of wood + the windows
2nd Avenue
exterior – love the brick exterior + the way it integrates w/ city hall – very gracefully done – the design of the windows gives same feeling of Canby Pub – love it.
1st Ave. side – needs some of same ambiance as shown on 2nd St side to advertise its presence to Hwy 99 But I agree 2nd Ave Entrance is way to go

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Peggy Savage

your Canby Public Library

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Thank you.

Comments
Toilets in police dept. are very noisy when flushed — can the library have quiet toilets?
Like wood ceiling better than acoustical tiles.
Terra cotta exterior - like it! - Like the vertical look.
Interior #8 - Like this best. Contrast of steel & wood is nice #9 - Truss scheme too busy. #10 - Like contrast of slender bars & wood.
Very nice job so far!

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

your Canby Public Library

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Thank you.

Comments
Why is the main entry off 2nd when the parking is on 1st?
Either have two entrances of shift to parking side.
Could move storage to Entry Plaza to accomplish this.
Thumbs up on the exterior option 1 - Brick
Hang wood cloud preferred. (first one) #8

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

your Canby Public Library

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Thank you.

Comments
For exterior, I like the Camas example the best. for interior, I like the Bend example. The more the children's section can be separated, the better, to keep the adult area quiet. The study rooms will be great. If there's room along walls to put carrol's or small tables/desks for individual studying, that would be nice. Carrols would provide some sound protection but are open enough to prevent "funny business". If the outside is made into a "garden" area, it would be good to have some benches/small tables for outdoor studying + reading.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): _____

_____

_____

your Canby Public Library

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This is your library and your input is valuable to us!

Thank you.

Comments
#8 interior – looks industrial. would like to see more wood rather than all steel supports. Windows are great. Soften the look of skylights.
#9 interior - ceiling design is too busy
#10 interior - like wood, but not metal cross pieces.
Exterior of building - include plantings in plaza & other places where feasible. Also consider vertical. Also consider "green" living elements on back side. Add more windows - high if needed.
Look at potential access from parking lot. Patrons will appreciate access on this side. Street parking not always easy to find.
Use warm colors on interior along with warmth of wood.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Kathy Shinn

503-263-6874

kshinn@canby.com

your Canby Public Library

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This is your library and your input is valuable to us!

Thank you.

Comments
The interrior #8 works best
First AV. Needs more decorative treatment
Otherwise, great job!
What about tower signage vertical instead of sideways? PUBLIC ↓

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): RAUL CASCIATO

Thurs. Feb. 19 Troy Ainsworth

your Canby Public Library

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Thank you.

Comments
① I like #8
② Do we have movable partition to divide conference areas.
③ Dress up 1st Ave Side.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Roger Reif

your Canby Public Library

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Thank you.

Comments
Will there be a space for genealogy work and information?

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Paul Ashton

ashtonpk@canby.com

New Canby Library Community Meeting - Jan. 30, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Shawn	Hendry	shensley@vmail.com		
Britt	Ash	britterina@gmail.com		
Richard & Florence	Ball	rxFball@canby.com		
Pony Casciato		wallflowers@canby.com		

New Canby Library Community Meeting - Jan. 30, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Kathy	Stuart	stuartk@canby.com	503 539-4404	
Carl + Barb	Menkel	cbmenkel@aol.com	503-266-9909	
~~Rog~~				
Tracie	Heidt	tracieheidt@hotmail.com	336-3604	
Roger	Reif	rrr@canbylaw.com	503-266-3456	
Heather + John	Steach	hersteach@gmail.com	509-420-3853	
Barbara	Beebe	barbiebeebe1@yahoo.com		acquisitions & distribution to diverse population
Ayron	Haley	ayronhaley1mt@gmail.com		
Trai	Hensley	[illegible]		

New Canby Library Community Meeting - Jan. 30, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Margarita	Cruz.		971-338-1071	AREAS PARA CLASES DE COMPUTACION. AREA INFANTIL
Marline	ELLE	MSEMAY@HOTMAIL	503 984 0391	General Design & Delivery of Services -
Madeline	Henderson		503-266-5155	General Design/Parking/Study Areas
Sue	Engels	suespencerengels@hotmail.com	503-989-2602	
Peggy	Savage	psavage@molallapioneer.com	503-916-6324	Everything
BOB	CORNELIUS	bobcornw@bcable.net	503-266-5326	NEW LIBRARY DESIGN
Paul + Mary	Ashton	Mary Christy@canby.com Paul ashtonpk@canby.com	503-266-4890	All
Bryan Brown		City Staff		
CHUCK	KOCHER			PLANNING COM.

New Canby Library Community Meeting - Jan. 30, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Deb	Dart			
Kathy	Shinn			

New Canby Library Community Meeting - Jan. 30, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Theresa	Enderle	ptnc@wavecable.com	503-780-4009	General design
Jon	DRAGT	JON@JONDRAGT.com	503-266-6231	
Mary	Walsh	marylttwalsh@canby.com	263 8291	
Haley	Fish	fishha@ci.canby.or.us	503 266 0725	
LIDIA	BAUTISTA	290 2nd Ave #14	971-275-38-46	
Mario	Boutista	"	"	
Renuka	Meyerbey	Renuka.meyerbey@yahoo.com	503 504 5842	
Robert	Bitter	bitter@canby.com	503 266 3450	
Tim	DAle	City		

FFA Architecture + Interiors

Memorandum

To:	File	**Date:**	February 21, 2013
From:	Eric Wilcox		
Project Name:	New Canby Library, Renovated City Hall And Existing Library Renovation		
Project Number:	24 10 09		
Distribution:			

New Canby Library, Renovated City Hall
And Existing Library Renovation

Community Meeting 03
Canby Police Station
February 19, 2013
6:30 P.M.

Attendees:

Greg Ellis	City of Canby
Penny Hummel	City of Canby Librarian
Bill Harper	Francis Berg Architect
Troy Ainsworth	FFA
Brenda Katz	FFA
Eric Wilcox	FFA
Karl Refi	FFA

CC: Amanda Zeiber City of Canby

Community Sign-in sheet attached

Item Comment

01 **Welcome and Introductions**

A. Penny Hummel welcomed attendees and introduced the project team.
B. Penny noted that a comment sheets were available for anyone to leave comments for the design team.
C. Penny announced the $50,000.00 challenge grant had been received from the Collins Foundation.
D. Mayor Hodson noted that the intent of the meeting is to review and

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discuss the current design and project progress.

02 **FFA Introduction**

A. Troy Ainsworth introduced the FFA project team and gave a brief description of the project status and the goals of the meeting.
B. Reviewed the project goals and project status to date and current schedule for the Schematic Design phase to be completed in late February.
C. Troy gave a brief presentation of the results from meetings 1 and 2.

03 **Power Point Presentation**

A. FFA presented a series of slides as follows:

Slide 01. Floor Plan: Brenda reviewed the preliminary floor plan as it has developed since meeting 02. Primary items include:

1. Shifting the hearth to one bay west.
2. Adding partial height walls between the children's areas and the rest of the library
3. Use of the lobby facilities after hours
4. Discussion of the location of the public restrooms

   Extensive discussion of distance from back of library to restrooms, should there be restrooms in the east side? FFA and library team to review.

   Additional restrooms would impact program space and project budget, create security problems.

   Can family restroom be used by adults? Yes.
5. Children's area will have staff supervision and service desk.
6. Where are the performance spaces?

   Hearth area, multi-purpose, council chamber, lobby, entry plaza.
7. Delivery area will need to be further developed so that book drop and drive are not blocked by delivery trucks. FFA and library team to review.
8. Security access / supervision at the hearth? This space is open and visible from the service desk and other parts of the library.
9. Primary entry is still on the north side. For security reasons there is only one entry and three emergency exits.

Troy noted that current library design is based on open, flexible spaces that allow for easy supervision, security, and future program shifts. Not separate rooms for each program

Slide 02. Exterior Elevations: Karl presented the building design evolution utilizing the 'sketch-up model' starting with the building elevations. He noted:

1. Revisions to the entry plaza to provide access and bike parking.
2. Exterior materials: Terra cotta tile and ground face masonry.
3. Shift of hearth / fireplace to interior
4. Added benches and planters at the entry.
5. Building signage and city seal at the entry
6. South wall is more developed with added glazing, entries.
7. LIBRARY signage on the hose tower.

Slide 03. Perspective Views: Karl reviewed this slide. Using a 'sketch-up' computer model to present the updated design concepts.

1. Updated materials.
2. Building relationship to existing city hall
3. Updated entry and original fire truck garage door configuration.

Slide 04. Perspective Views: Karl reviewed this slide. Using a 'sketch-up' computer model to present the updated design concepts.

1. The entry plaza view with ramp, steps, planters and benches
2. View from corner of second and Ivy showing canopies and glazing
3. Interior view of lobby and council chamber.
4. Interior view of stack area.
5. Discussion on the interiors included:
    a. Finished wood ceilings, carpet and book stacks will provide for good acoustic conditions.
    b. Skylights will be screened, but not operable.
    c. Wall partitions at children's area will be about 10' tall and will separate the children from the rest of the library.
    d. Teen area will be away from children, but easy to supervise by staff.
    e. Fire place will be away from children's area and FFA will specify an enclosed fireplace system.
    f. Heating and ventilation is currently by a 'displacement ventilation system from below the slab to keep the fresh air a floor level.

Karl then briefly reviewed the propose exterior material option samples including:

1. Terra Cotta tile with various color options (similar to the city hall brick)
2. Brick Veneer with various color options (similar to the city hall brick)
3. Ground face concrete masonry units for use on the south elevation.

General Comments include:

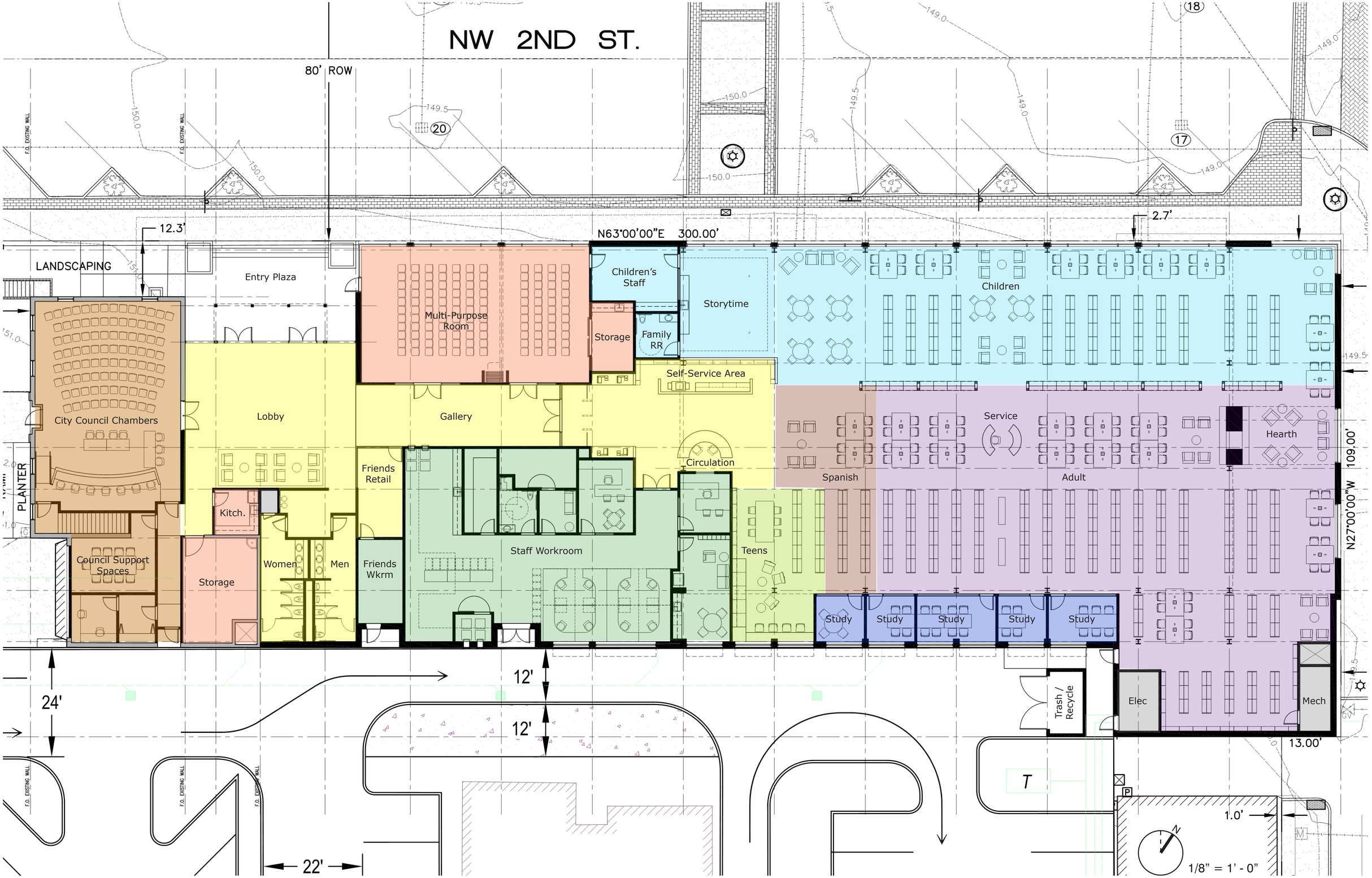
1. Acoustics will be a concern.
2. High volume, will it be hard to heat and cool?
3. No flat roofs – provide 'low slope' roofs.
4. North elevation is nicely 'broken up', not monolithic.
5. Like the window configuration for the stack area.
6. Is there a public entrance on the south side? No.

This completes the scheduled community review meetings, the library will set up a web page to allow the community to continue to monitor the design and project process.

Meeting notes prepared by:

Eric A. Wilcox
Project Manager

Attachments: Canby Boards
Comment Sheets



February 19, 2013

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FLOOR PLAN

Welcome to Canby the garden spot

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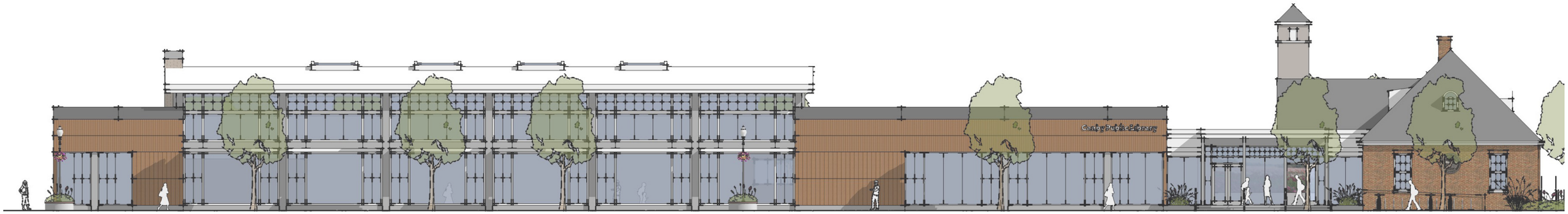
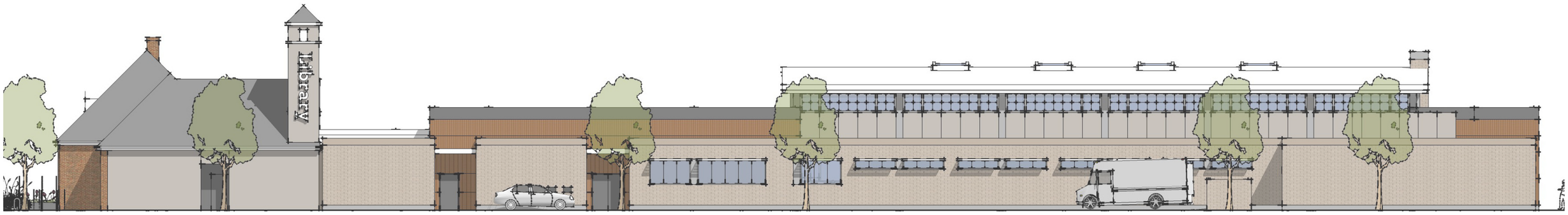
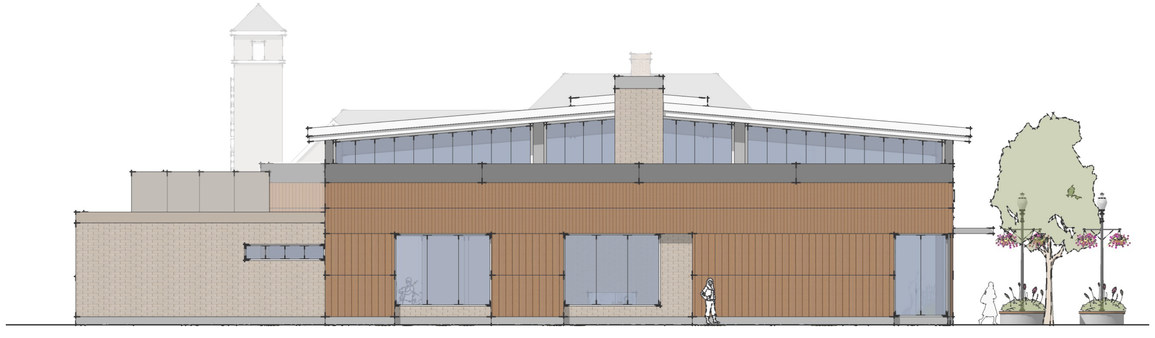


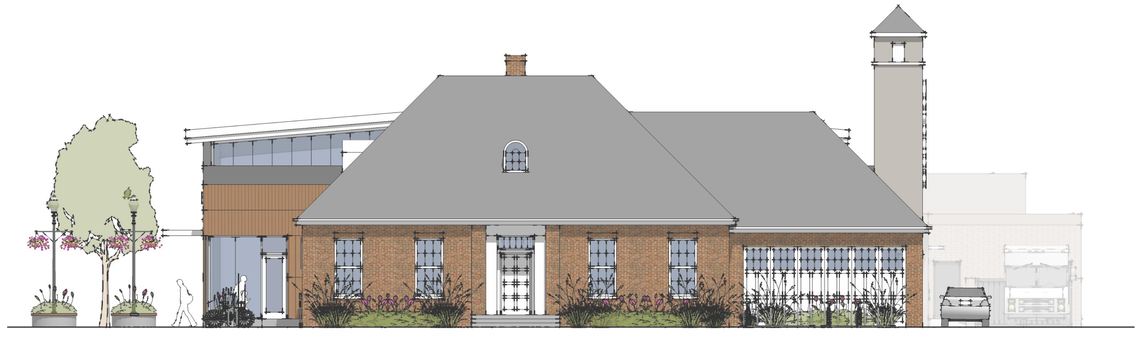
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

1/8” = 1’ - 0”

0’ 8’ 16’ 32’

EXTERIOR ELEVATIONS

Welcome to Canby the garden spot

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PERSPECTIVE VIEWS

PERSPECTIVE VIEWS

CANBY PUBLIC LIBRARY 2/19/13

PUBLIC MTG #3

- RESTROOMS - NONE ON EAST END OF BLDG?
- CAN FAMILY RESTROOM BE USED BY THE PUBLIC?
- NUMBER OF ENTRY/EXIT POINTS TO CHILDREN'S?
- WHERE CAN "MUSIC IN THE STACKS" TYPE EVENTS OCCUR?
- NOISE OVERLAP FROM STORYTIME ROOM A PROBLEM?

- SECURITY OF CHILDREN'S AREA / HEARTH AREA

- WATCH OUT FOR "BIRD PERCH" PLACES ON SUN SHADES

- SORT OUT WHERE DELIVERY VEHICLES WILL PARK

- USE OLD HOSE TOWER AS "CLOCK TOWE

- WHAT CAN BE DONE HISTORICALLY W/ HOSE TOWER?

- ACOUSTICAL ISSUES FROM STORYTIME

- MAKE SURE FIREPLACE DOES NOT HAVE HEAT PROBLEMS

your Canby Public Library

Community Meeting No. 3 **February 19, 2013**

We are interested in your input regarding any aspect of the New Canby Library design to date.

Please feel free to comment on the character of the building in general or specific elements of the New Library building or the other images and materials shown in this presentation.

This is your library and your input is valuable to us!

Thank you.

Comments

- Minimize entry ways & children's library — even down to one point only, if possible, or walling it off rather than using shelves for division line. The more contained the kids, the easier it is for parents to keep track of them!!
- Please consider the coziness factor when furnishing & selecting colors for the library. Some post-modern styles/looks are a turn off — like that slide you showed of the children's space w/ bright red, green, & yellow furniture. Yucky. Keep it natural. Colorful okay but kid style, not trying so hard to be trendy.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Tracie Heidt
traceheidt@hotmail.com

your Canby Public Library

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Comments
It would be nice to carry some historical element as expressed in the window design into the interior – perhaps the light fixtures or some other element(s)
Will the teens be more drawn to the hearth area rather than their teen area? Not that they can't enjoy the hearth – just need to make the teen area a draw. Maybe get some input from some teens when that area is designed in more detail.

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Kathy Shinn

your Canby Public Library

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Thank you.

Comments
PROS - Canby has needed a new library for decades. Hopefully is it.
CONS - NO convenient RR near Adult area exists! Parents & children do not want to be exposed to the way adults abuse a RR.
Noise - children and "be quiet"! do not coexist. Childrens area should not be by the Adult area!

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): John Smith

your Canby Public Library

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This is your library and your input is valuable to us!

Thank you.

Comments
Will the Friends Retail store have a counter? a chair for a volunteer working in there?
Will we collect money for sales, or cash register? will folks still go to the circulation desk to pay?

Please feel free to use the back of this sheet for additional comments.

Your name and contact information (optional): Kathy Stuart
stuartk@canby.com

New Canby Library Community Meeting - Feb. 19, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Walsh	Mary	maryttwalsh@canby?.com	263 8291	all - very exhited !!!
BOB	CORNELIUS	bobcorn@wbcable.net	503-266-5286	DESIGN
Clint	Coleman	tandc@wbcable.net	503-266-4711	Community
KEN	RIDER		503 706-2294	Design
Virginia	Daniels	daniels@canby.com	503 266-3761	
Walt	Daniels	daniels@canby.com	503-266-3761	
Theresa	Enderle	ptne@wavecable.com	503-780-4009	
Joyce	Ares	joyce@areshome.com	9665810	
Maxine	Elle	meemax@hotmail	503-984 0392	

New Canby Library Community Meeting - Feb. 19, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Kathy	Stuart	stuartk@canby.com	503-538-4404	everything
JACK	PENDLETON	jackp1@canby.com	503-266-5151	
JON	DRAGT	JON@JONDRAGT.com	503-266-6231	Library
Cara	Hawkins	Cara@Canby.com	263 2259	
Cathy	Whiting	cwhiting@willamette.edu	266-5920	
Heather	Steam	hersteam@gmail.com	509-420-3853	
Kris	Hurley	chrisnkris@wbcable.net	503-680-2418	
John	[illegible]		503-263-1362	
Tracie	Heidt	tracieheidt@hotmail.com	336-5004	

New Canby Library Community Meeting - Feb. 19, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
ROBERT SUSAN	Bitter	bitter@canby.com	5032663450	
BRENDA	GUNDERSEN	brendag@canby.com	503.266.6281	✓
Grey	Parker	parkerg@ci.canby.or.us		
Sue	Engels	suespencerengels@hotmail.com	503-989-2501	
Pam	Thomas	p2bnews@gmail.com	503 939-8452	
John	Smith			

New Canby Library Community Meeting - Feb. 19, 2013

First Name	Last Name	E-mail address	Phone number	Areas of interest or concerns
Tim	Dale	City		
Rich	Ares	City Council		
Haley	Fish	employee		
Matt	Michel	MMichele canbypublib.org		✓
Ron	Yarbrough	Rees.		
Kate	murphy	degreesofchic@gmail.com	971 226 1467	
Linda	Warwick	LWarwick1362@gmail.com	503-263-1362	
Kathy	Shinn	kshinn@canby.com	503-263-6874	
Traci	Hensley	City Council		

Pre-Application Meeting

Canby Library
January 8, 2013
10:30 am

Attended by:

Eric Wilcox, FFA Architects, 503-327-0327
Jerry Nelzen, Public Works, 503-266-0759
Hank Barleen, MKE, 503-892-1188
Bill Harper, FC Berg, 503-975-8153
Todd Gary, Canby Fire Dist, 503-266-5851
Curt McLeod, Curran-McLeod Engineering, 503-684-3478
Dinh Vu, Canby Telcom, 503-266-8201
Chris Maciejewski, DKS, 503-243-3500
Angie Lehnert, Planning Dept, 503-266-7001
Terry Smith, NW Natural, 503-931-0422
Dan Mickelsen, Facilities Maintenance, 503-266-0698
Debbie Pearson, FC Berg, 503-969-5454
Gary Stockwell, CU Electric Dept, 503-263-4307
Doug Quan, CU Water Distribution Dept, 971-563-6314
Darvin Travel, City of Canby, 503-266-0636
Jeff Shoemaker, Cardno, 503-419-2500
Steve Boice, DKS, 503-243-3500
Bryan Brown, Planning Dept, 503-266-0702

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FFA ARCHITECTS, Eric Wilcox

- We are here today to discuss the new Library to be built in Canby. The existing Library is located at 292 N Holly Street and we are planning on building the new Library along NW 2nd Avenue between N Holly and N Ivy Streets. Eric described the location of the site in which the existing City Hall will remain and the other City buildings such as Planning, Transit, Finance and Council Chambers will be removed. The City Hall will be the new Council Chambers and be tied into the new Library, which is approximately 22,500 sq ft, one-story structure.
- The City is currently working with Canby Utility Board on the land swap and it is on-going.
- We are in pre-preliminary schematic design right now and the goal is to start construction late this summer. Part of this process will be relocating City staff to another location and they have been discussing of utilizing the former Police Department building temporarily. The construction time table is approximately 1-1/2 years in the making, once the Library is complete they will move into their new building and renovation will start with the old Library building to house all the City staff coming to the new City Administration building.
- We have met with the City Council and the Urban Renewal Agency over the last year and this is the design concept they have agreed to, probably the biggest issue we have is getting through the adjacent parking lots surrounding the Canby Utility office building. The key elements for functionality of the Library are the drive through book drops that drives a lot of the site development process for the Library. It will also direct how the interior design and interior space planning will go with the head Librarian's concept design.
- We have looked into having a straight through drive from N Ivy to N Holly Streets, but it is our understanding N Ivy Street is a major traffic issue during rush hour and it could plug up very easily and City Council direction was they did not want more traffic on N Ivy Street. We are in the process of commissioning an updated traffic study to verify that perception, if

it is a reality or not, we do not know yet. The idea is we would direct the traffic from NW 1st Avenue and circulate through to here and/or N Holly Street.

- We looking at a tall one-story building, being the civic structure it will take most of the block and we are very comfortable it should match all the City Planning Department's criteria. We are here today to get all the information in regards to the public utilities and locate them. We have not started working with our basic design engineers and we wanted to resolve any issues that might come up today.
- We will be starting our first community meeting next Tuesday, January 15 to discuss and gather information with the City and its citizens.
- We are consolidating three different building utilities and there are between four to five tax lots we need to consolidate into one. The City Hall will be left alone with the exception of dressing up and trying to take it back to its original building design. We will be taking down the Council Chambers, Finance/CAT and Planning buildings. There will be a driveway, not necessarily an alley way which is on our property and all the utilities, restrooms, kitchen, staff, mechanical and delivery drop off will be all on this side of the driveway. This building will be highly visible from 99E highway and NW 1st Avenue and ideally we are trying to place the book drop off at the back of the building. Eric described where all the utilities for the building would be added into the mechanical room, but we need to discuss with all the utility providers here today to find out where the recommended places will be.
- Starting construction late summer will displace a majority of City employees, which could possibly be moved to the old Police Station on a temporary basis.

FC BERG, Bill Harper

- I would like to mention we have been working with surveyors based out of Sandy and they have been working for the last month and half throughout the City trying to get the boundaries and topographical informaton of the site for the engineers to proceed with the design. I spoke with them last night and they are almost done. When NW 1st Avenue was complete, someone removed all the pins at every intersection, which were set in 2011, the surveying team has to go back 6 blocks away from this sited block to find where the true dimension of N Ivy, N Holly and NW 2nd Avenue. This was a great loss of time because of the missing pins.
- One of issues we have right now is the negotiations between the City and Canby Utility in determining which property will go to whom. Until we have that we cannot proceed any further.

CANBY UTILITY, ELECTRIC DEPARTMENT, Gary Stockwell

- Our General Manager, Matt Michel has met with some of the City of Canby Managers and passed on this print/concept on how Canby Utility sees the traffic flow and the parking lots. Gary handed out the conceptual plan in regards to a large land swap involved in this process. This basically widens the parking lot out and most citizens' driving trucks like to see angle stalls because it is easier to get in and out. We view the direction of traffic flow from NW 1st Avenue to N Holly Street and we would be amiable to a kiosk for a book and payment drop on the south side of the driveway, which would match the driver side and reflects on the plan. The narrative you sent out reads City parking lot and should read Canby Utility employee

parking lot and it will have a key card access with gate arms. These are the views of Canby Utility for the traffic flow and parking lots and with that aside I will discuss the electrical.

- I have available conduit in the sidewalk off of NW 1st Avenue which we can easily run conduit up and set a transformer in this vicinity, however the landscaping will have to be accommodated to give us room to set a transformer with adequate clearance to the building's mechanical room being located in this area.
- One of the reasons for the traffic flow is the receiving dock and the way the delivery van will park with its nose out and will be an impedance to people trying to drop off books or payments and another plus to this schematic is the City Council wants to avoid putting more traffic on N Ivy Street.
- If you want the service inside the building, we allow it, but it has to be a limited access mechanical room. We would place a lock box on the outside and have only access from this point and no other access into the inside of the building. This will hide your meter bays. Eric said we will still have a transformer sitting out here and the meter inside the building. Gary said yes. The transformer is required a minimum 10 feet from the building if it is a flammable structure; fire proof construction can be within 3 feet.
- Gary was asked if there were any requirements from any openings of the buildings and Gary stated it would fall under access issues for doors. Canby Utility does not have any standards in that respect.
- Jerry asked Gary if the power was under the sidewalk or the expression strip. Gary said the conduits were in the middle of the sidewalk and it is a small splice box and you would end up losing probably one sidewalk panel.
- Hank asked Gary if he had any layout diagrams for the transformers and their clearances. Gary stated 3 feet from any traffic way with bollard protection, if we deem it necessary. The contractor will provide trenching and we will provide conduit, wire, vaults and pads to within 5 feet of the building. Hanks said primary and secondary and Gary said yes.
- Eric asked Gary about the parking lots. Gary told him in the land swap the parking lots, which is now Canby Police Department is smaller in square footage would become Canby Utility's employee parking lot. Your narrative needs to be changed in its terminology to reflect the correct information on the parking lots.
- Bryan asked Gary if your plan does away with the drive up window. Gary stated yes, the drive up window will go away. The kiosk will be a book drop on one side and the payment drop on the other side.
- We also need to keep in mind our utility trucks will need to have access throughout the area and our trucks are approximately 24 feet long with a utility trailer at times.

CANBY FIRE DISTRICT, Todd Gary

- Access is important to us on the backside of the building and the radiuses in the parking lots need to be 28 foot inside and the 48 foot outside, to meet the Fire Code.
- The FDC location will require a fire hydrant to be within 50 feet. We will allow the FDC to be placed on the building. Eric asked if they wanted it on the front side of the building. Todd stated since it is a sprinkled building the FDC can be placed on the front or back of the

building; we require a fire hydrant within 50 feet of the FDC and the hydrant on the same side of the street.

- Todd sent an email to Eric requesting the height of the building. We needed the access road 20 feet depending on the height of the building. There is a difference in the Code when you get above the 26 feet in height it triggers the fire access roadways wider. Eric said the building should not go over 24 feet in height. Bill asked Todd what happens when the building is 26 feet and over and Todd stated the roadway would be widened by 6 feet, it would make it the access road 26 feet, the minimum Code requirements are 20 feet.
- Jeff asked if we did a remote FDC somewhere on the site would you accept that? Todd said yes, as long as there is a fire hydrant within 50 feet. Eric asked if we had the remote FDC would we still need the 20 foot access road and Todd said yes. It is non-negotiable on the minimum width.

NW NATURAL, Terry Smith

- We have an existing 1 inch polyethylene gas service and the meters are on the Planning Building, approximately where the mechanical room shows on the future building. It would be an ideal place to put the new meter. Any part of the meter has to be 10 feet away from the electrical cans. I am sure there is a big enough wall for us to be situated and we can place bollards around the meter. We will cut the existing service off at the shutoff valve, right at the property line before they tear the building down. Terry said we can place the meter on the backside of the mechanical room, either around the corner or in the alley way where there is only foot access. Eric asked Terry if the meter could go anywhere else and Terry said as long as we had clearance from the cans and the transformer.
- Eric asked Terry if the gas main could run under the building and Terry said no, it cannot be under the foundation at all. Jeff inquired how far from the building do you have to be and Terry stated at least a foot or two.
- We will require an open trench from the existing shut off valve and we will supply the casing.

PUBLIC WORKS DEPARTMENT, Jerry Nelzen

- The sewer lateral for Canby Utility's office is being shared by the Finance/CAT building. We stubbed out a sewer lateral from NW 1st Avenue for Canby Utility's office building to connect to when we cut service to the existing lateral running to NW 2nd Avenue. Currently, we have three sewer laterals coming off of NW 2nd Avenue feeding City Hall/Council Chambers, Finance/CAT and Planning Department. We are thinking of utilizing the Entry Plaza and putting in a manhole to tie it all in. Eric said the design scope of this looks good for the restrooms, but I do not know about having the manhole in the Entry Plaza. Discussion ensued on different options on which lateral to connect to, one option was to run a sewer main in the alley way coming from N Holly Street. Bryan stated this is not an alley way because in 1867 when this was platted there were no alleys and these were all internal access for a single property. Jerry said the existing lateral from the Council Chamber has a large belly and will not work and that is why I want to put a manhole in there. The sewer lateral by the tree is full of roots on our side and we would have to work on it. We will put in a 6 inch sewer lateral which would serve this site. Dan said there is a sewer pressure pump in

the basement and Eric said we only want to utilize the basement for storage only. Eric asked Jerry if he had site plans for the sewer and Jerry stated it was all located. Eric said then the surveyors should have this information and Jerry said yes. We will have to re-connect Canby Utility, no matter what and Eric was in agreement.

- What were your plans for the storm water? Eric said we were thinking keeping it on site. Dan asked about planter boxes and Eric said the Planning guidelines really encourage us to go on the back side of the sidewalk. There are existing planters along the frontage of City Hall, but I do not feel they will work for this treatment. Dan asked what is in this Entry Plaza and Eric stated mostly hard scape. Jerry asked are we piping all the water. Eric said yes. Jeff asked Jerry what do you want, I realize you do not want drywells and the answer was no. Jerry said he would like to see pervious asphalt in the parking lots. We cut off the old storm line going up N Holly during the NW 1st Avenue reconstruction, but we could potentially put a manhole in and run a storm line down the access road and invert the access road with catch basins, tie all the gutter drains in like we did on NW 1st Avenue. Discussion ensued. The access roadway belongs to the City and Eric stated to the Library, but we are still in discussion. Jerry said there is currently a drywell on Canby Utility site by their front door and all their storm water ties into it. The only storm line running off of this section of NW 1st Avenue is being utilized by Wayne Oliver's building. Canby Utility's proposed gated parking lot has one storm line gutter drain going into N Holly Street. Everything else dumps into the street currently. If you want to entertain this thought of putting in a manhole on N Holly Street, I will have to dig up the storm main and inspect it, which goes up to NW 2nd Avenue. Canby Utility's new transformers on N Holly Street are in the way of where we want to place the storm main. We would have to jog around the transformer to connect to NW 2nd Avenue. The storm line from NW 1st Avenue is too shallow to accept storm water from this site. Bryan asked where the current storm water from Canby Utility is going and the answer was the rain garden adjacent to their building and next to Finance/CAT parking lot. Discussion followed. Jerry said to let him know which direction you want to go for the storm system and we will work with you.
- You will be removing the driveway approaches on NW 2nd Avenue and the answer was yes.
- Are you planning on re-doing the tree wells on NW 2nd Avenue and Eric said we were looking into it. Eric stated he has not broached the subject to Planning/Zoning if that is part of the scope of the work. Bill said we will be redoing the parking slots and Jerry said we would like to address the tree issue while we are adding more parking spaces. Bryan said there were thoughts on making the existing triangle to rectangles, which will be larger and use root barriers.
- Bryan asked if we were going to change the roadway and Curt suggested we widen N Ivy Street to match it with the other sections of N Ivy Street. The roadway jogs over because of the Planning building's eves and if we move the sidewalk back and straighten out that section of N Ivy Street it would be favorable.
- Hank asked if we were planning on adding any new street light and Jerry said no.
- Curt said it would be beneficial for us to put an overlay on N Holly Street between NW 1st and NW 2nd Avenues, Jerry agreed.
- Bill asked where we are going to put the construction trailers, N Holly Street? He said there could be the possibility of a dozen or so trailers and I just wanted to bring this up. The

answer was on site and sub-contractors can park their vehicles in the parking lots around the area. An example was given for the construction of the Alzheimer facility on NW 2nd and N Fir Street and the subcontractors parked on NW 1st and walked to the work site. Gary said there will have to be a certain amount of parking spaces available for the employees at Canby Utility at all times. Jerry wanted to make sure the entire City parking will be up to City's 10 foot standards and the answer was yes.

- Curt suggested moving the book drop to NW 2nd Avenue and having a lane designated for it and then you would not have to work about the access roadway. Eric said he appreciated the suggestion.

FACILITIES MAINTENANCE, Dan Mickelsen

- In regards to the book drop and the receiving and loading area, is there going to be some internal walls for storage? The answer was yes. Dan said with that said can the drop box come off the Ivy Street side, right by Group Study on your plans. The answer was the Council did not want any more traffic on N Ivy Street.
- Having the building sprinkled and along with having fire suppression, the Library has to lock the book drop during mid-summer because of smoke bombs. We need to figure out a best case scenario. Discussion followed.
- What do you have planned for the roof? The answer was a flat roof, but we have not gotten that far yet.
- The HVAC system? The answer was we have not gotten there yet.
- Dan said he gets called multiple times a month for carpet problems. The way our society is today with their soft soled shoes, I think if we put in a stamped or acid stained concrete floor with radiant heat it would be a comfortable way of heating. This would be beneficial with their book cart because the book carts ruin the carpet flooring. Janitorial services will be more accommodating in budget costs with a concrete floor. Eric said we will have to table this discussion to another day for the internal functions of the building. We will get together with Library staff, janitorial and you for Building Maintenance.
- You brought up the historical information about City Hall and the old Police Department, which you plan on demolishing for 12 parking spaces and I bet you could get 20 parking spaces inside the building. Dan described how they could have more parking and have the directional flow of traffic around the Canby Utility's office. The building could also use it for the Farmer's Market; it could be a multi-use building.

CANBY TELCOM, Dinh Vu

- We have our fiber optic in NW 1st Avenue and we will follow the route with the electric to the Mechanical room and we would extend a little conduit by the hand hold. Eric asked if they would like a 4 x 8 foot piece of plywood and Dinh said yes. Eric said he received your comments yesterday.
- We put in the conduit and pull the cables and the contractor supplies the trench.

CITY OF CANBY, Darvin Tramel

- We are trying to encourage our storm system designs and Jerry and Curt have covered most of the information you need.

CANBY UTILITY, WATER DISTRIBUTION DEPARTMENT, Doug Quan

- There are currently three services to the Planning Department, Finance/Transit building and City Hall, which is located by the old Police Department. These are all domestic services available and depend on what size you want. The mechanical room is on the opposite side of where the services are located. The drawing you have shows a small gray strip, who owns it and the answer was Oliver Insurance.
- Doug stated the backflow device has to be outside by the property line by the fire service. You need to figure out where you want the service to be located. North Ivy Street would be the ideal spot if you can have Oliver Insurance to give you an easement into the strip. We have a 12 inch line in N Ivy Street and located in the bike lane on the west side, you can utilize it for the fire service and use the hydrant at NW 1st Avenue and N Ivy Street. If the electric will let you join in their trench line and place the FDC, this option works because the hydrant is within the 50 feet requirement. This hydrant has a 12 inch line from N Ivy Street and a 10 inch line from NW 1st Avenue and will give you the most volume you can get out of a hydrant. If you put the FDC on the building by the Mechanical room you will have to upsize the size of the backflow device to handle a private hydrant, you will also have to locate it on your facility property and the private hydrant will be your responsibility for the maintenance. Jeff asked what we can do to have a looped system with the hydrant involved. Doug said the best option would be the remote off of N Ivy Street and utilizing the hydrant off of NW 1st Avenue. Discussion followed.
- As long as you are cutting the current water supply to City Hall and doing something about the plumbing, there are some really bad substandard cross connections in the building and I want them gone. Jeff said those will be eliminated and we will be doing little to the plumbing inside and Doug said it does not deal with the inside plumbing as much as it deals with the irrigation.

CURRAN-MCLEOD ENGINEERING, Curt McLeod

- We have talked about most of the utilities, but there is an item which is probably six months to late to talk about. On N Ivy Street the Planning's building eves encroaches out into the roadway and has always been a problem, the entire street jogs east. Now is the time to fix the problem because of the building's over hang, it would be a good idea. Everyone agreed. Eric said this building's foot print has been squeezed as much as we can; we have tried to fit as much as we can for a one-story building.

DKS ASSOCIATES, Chris Maciejewski

- We have some issues dealing with the traffic study, one being the offsite impacts dealing with offsite circulation. Long range for the intersection of NW 1st Avenue and N Ivy Street is going to have access restrictions, the west leg would be one-way west bound, you would take a right south on N Ivy Street to take a right on NW 1st Avenue that would be the only

movement for that intersection and a diverter put on the west leg. Eric asked are you making it a one-way and Chris said no it would be a two-lane road, you are just putting in a diverter, a medium would be put in and this would be right-in, right-out. The access modification would be a long-term issue and would be triggered when there is a capacity problem with N Ivy Street and 99E and I do not think we are close to that, probably 10 years out.

- In the downtown grid other than the offsite issues I mentioned I do not foresee any problems. The on-site I do not see anything for bike parking and Bryan said we are going to have 22 on-site bike parking spaces, because they are not exempt , however all on-site vehicle parking is exempt. Chris said in the past we discussed bike parking here and if there will be 22 parking spaces, I am comfortable with it. The plaza will grow and shrink as this project begins and who do these vehicle parking spaces belong to and the answer was the City. These parking spaces will be used for Library patriants and Chris stated there is no direct access to the building from this area. In my opinion, it might be better served for Library staff parking. Eric said the problem we are not talking about is dumpster area and getting a garbage truck access.
- The other things we will need to finalize our scope are; it would be advantageous to have a head count of staff; Planning & Building, Finance, Transit and City Hall. When they are taken out we will subtract them from the traffic and add the Library on top of that and it would be good to get a credit. Discussion followed.
- The last comment will be the book drop location, where it will happen. It will have a lot to do with the traffic study. We will need to know the exact location of the book drop to complete our study. Eric stated it will be somewhere in this area (Eric pointed to the plans where the staff room will be located or possibly by the Canby Utility building).
- Chris stated the last thing I would note is this site would generate enough traffic to trigger and ODOT review for the traffic study. As we put our scope together we will be sending it to ODOT, studying the intersection of 99E and Ivy Street.

MKE & ASSOCIATES, Hank Barleen

- Hank asked is they wanted a backup generator installed because it would be best if we discussed it now, if that was the kind of back up you wanted. Eric said we would have to think about it and typically we would use backup batteries for terminals and lights temporarily, but I do not foresee this building having it.

PLANNING DEPARTMENT, Bryon Brown

- Have you thought of where you are going to place the garbage service? Eric said he has not been able to talk to Canby Disposal. Bryan also asked where Canby Utility would have their garbage service. It was unknown at this time.
- I have provided a hand-out for you to get the fee schedules and other information. One aspect is your original thought to file under the Downtown Canby Overlay Zone and I have some written information included which is probably another City policy decision that needs to be made. You are not currently subjected to our Historic Chapter reviews because the old City Hall building although a historic building is not a designated local City landmark nor is it a National Historic registered property. Therefore, it is not subjected to sections of our Code; however you are proposing to save the City Hall building and restore it you need to

meet the conditions in this section of the Code by proposing the design for a historic plan for this building. It may be something we want to put under community preservation and submit an application designating it a local landmark. My last sentence in this write up might be more appropriate as a follow up application being submitted by our local Historian or as a recommendation from our local Historic Board rather than you submit it.

- Bryan suggested in your submittal or throughout your public hearings, you can indicate you are planning to preserve the existing building and by doing such you are restoring it back to its original appearance and complying with our Code. Eric said we have to go through the State's Historical Preservation office.
- Bryan asked Chris are you going to need to know the internal directional flow of the alleyway before you can complete a scoping. Chris said he would need to know before the study. The scoping cost will be done next week and it will take approximately 5 weeks to complete.
- As far as Planning goes there are two basic things you need which are the Development Standards and then the Design Standards. I did not put anything about the Design Standards in this written Memorandum and you will need to go through that section of the Code and look at them. The Development Standards, the number one issue I see is the floor area ratio. There are no requirements for a two-story building, but by default the floor area ratio almost ends up requiring a two-story building. I did some quick calculations and you are very close in meeting the floor area ratio, but you are going to have to do that calculation to see if you actually need it or not. It is 0.080 and if you do not meet the floor ratio you will probably need to submit an accompanying Variance application. Along with the Variance application we will need the landscape percentage requirements. Those are the two items you may be requested for the Variance to go along with it and any number of Code standards that you do not need and if there are any others we discover through the process they can be all lumped in the one Variance application and the review process is the same as the Site and Design from the Planning Commission. There is an additional fee with the Variance application and that is outlined in this Memorandum.
- The landscaping criteria reads you are supposed to have 7.5% of your lot and all of the rain gardens or permeable pavement and bio-retentions facilities can all count to the landscape percentage.
- Angie asked Eric when he planned on submitting the application and he stated at the end of February. Angie said if you need any help with the Design Matrix just give me a call.
- Curt asked if they can pull a building permit with multiple tax lots and Bryan said there are three tax lots and there should be a consolidation through the County prior to you attempting to pull a building permit, so there will not be any questions.

BOUNDARY SURVEY

OF BLOCK 1 OF THE PLAT OF "CANBY" (PLAT NO. 14)
LOCATED IN THE SW 1/4 OF SECTION 33, TOWNSHIP 3 SOUTH, RANGE 1 EAST, W.M.,
IN THE CITY OF CANBY, CLACKAMAS COUNTY OREGON,
JANUARY 11, 2013 SCALE: 1" = 100'

NORTH IS ROTATED 63°00'00" FROM HORIZONTAL

SCALE : 1" = 100'
0' 50' 100'

CLACKAMAS COUNTY SURVEYOR
RECEIVED: _____
ACCEPTED FOR FILING: _____
SURVEY NUMBER: _____

NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO LOCATE THE BOUNDARIES AND MONUMENT THE EXTERIOR CORNERS OF BLOCK 1 OF THE PLAT OF "CANBY" (PLAT NO. 14, CLACKAMAS COUNTY PLAT RECORDS). FOR A FUTURE LIBRARY CONSTRUCTION PROJECT.

THERE IS NO REMAINING MONUMENTATION FOR BLOCK 1. TO ESTABLISH THIS BLOCK EXTENSIVE RESEARCH WAS COMPLETED TO LOCATE THE HISTORIC ROAD CENTERLINE MONUMENTS IN THE SURROUNDING STREETS AND OTHER MONUMENTS OF RECORD. THE MAJORITY OF THESE MONUMENTS HAVE BEEN DESTROYED WITH RECENT PUBLIC ROADWAY PROJECTS. MONUMENT (1) WAS FOUND AND HELD FOR THE CENTERLINE INTERSECTION OF N. FIR ST. AND NW 3RD AVE.

THE BASIS OF BEARINGS WAS ESTABLISHED AT N63°00'00"E PER PLAT ()P

THE PLAT WAS RE-CREATED BASED ON HOLDING ALL PLAT BEARINGS AND DISTANCES. ALL NORTH/SOUTH ROAD RIGHT-OF-WAYS AND LOT LINES ARE LAID OUT AT PLAT BEARING OF N2°00'00"W. ALL EAST/WEST ROAD RIGHT-OF-WAYS AND LOT LINES ARE LAID OUT AT PLAT BEARING OF N63°00'00"E. NO ORIGINAL PLAT MONUMENTATION WAS FOUND DURING OUR SURVEY, OR FROM REVIEW OF THE RECORDS NONE HAD BEEN PREVIOUSLY FOUND .

THE FOUND MONUMENTS (1) (2) (3) AND (4) WERE HELD AS BEST EVIDENCE OF THE PLAT LOCATION. OTHER MONUMENTS, AS SHOWN, WERE HELD FOR NORTH/SOUTH AND EAST/WEST POSITIONS. THE CENTERLINE OF THE RAILROAD TRACK (MAIN LINE) WAS CALCULATED BASED ON SURVEY ()10. DUE TO THE LOCATION OF THE FOUND MONUMENTS WITHIN THE PLAT, WE DID NOT HOLD THE TRACK LOCATION FOR THE THE BEARING OF THE LOTS AND BLOCKS WITHIN THE SUBDIVISION. THE TRACKS WERE HELD TO ESTABLISH THE SOUTH RIGHT-OF-WAY LINE ON NW 1ST STREET ONLY. THE WIDTH, OF THE SOUTH SIDE OF NW 1ST STREET, VARIES AS SHOWN.

MONUMENTS (5) AND (6) WERE NOT HELD TO ESTABLISH THE EAST BOUNDARY OF THE PLAT OF "CANBY" ()P, THESE MONUMENTS WERE SET IN ()7. SURVEY ()7 DOES NOT SHOW ANY TIE BACK TO THE PLAT OF "CANBY" THEREFORE THESE MONUMENTS WERE DISREGARDED AND ONLY FALLINGS SHOWN.

MONUMENTS FOUND AND HELD ARE +/- 0.01'.

LEGEND

- ◇ RECORD MONUMENT DESTROYED WITH RECENT PUBLIC ROADWAY PROJECTS, UNLESS OTHERWISE NOTED
- ● FOUND MONUMENT AS NOTED HEREON
- ⌀ FOUND AND HELD 5/8" IR, MARKED "ZTEC LS 1944", SET IN ()5
- o SET 5/8" BY 30" IRON ROD WITH YELLOW PLASTIC CAP MARKED "HULT 242T", ON XXXX

N. S.	INDICATES NORTH OR SOUTH ON A BEARING OF S2°00'00"E
E. W.	INDICATES EAST OR WEST ON A BEARING OF N63°00'00"E
W/YPC	INDICATES WITH YELLOW PLASTIC CAP
V	INDICATES VARIES
OU	INDICATES ORIGIN UNKNOWN
()M	INDICATES MEASURED VALUE
IR	INDICATES IRON ROD
IP	INDICATES IRON PIPE, INSIDE DIAMETER
SN	INDICATES SURVEY NUMBER, CLACKAMAS COUNTY SURVEY RECORDS
()P	INDICATES RECORD OR CALCULATED VALUE PER PLAT OF "CANBY"
()1	INDICATES RECORD OR CALCULATED VALUE PER SN 2011-010
()2	INDICATES RECORD OR CALCULATED VALUE PER SN 2010-200
()3	INDICATES RECORD OR CALCULATED VALUE PER SN 3966
()4	INDICATES RECORD OR CALCULATED VALUE PER SN 15041
()5	INDICATES RECORD OR CALCULATED VALUE PER PP 2011-038
()6	INDICATES RECORD OR CALCULATED VALUE PER SN 17488
()7	INDICATES RECORD OR CALCULATED VALUE PER SN 19971
()8	INDICATES RECORD OR CALCULATED VALUE PER SN 28613
()9	INDICATES RECORD OR CALCULATED VALUE PER: PLAT OF "CANBY COMMERCIAL CENTER"
()10	INDICATES RECORD OR CALCULATED VALUE PER SN 2010-045
()11	INDICATES RECORD OR CALCULATED VALUE PER SN 2007-371

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 23, 1990
DALE L. HULT
2427
RENEWS 07/01/13

CLIENT: CITY OF CANBY

All County Surveyors & Planners, Inc.
Surveying, Planning and Civil Engineering
P.O. Box 955 Sandy, OR 97055
Phone: (503) 668-3151
Fax: (503) 668-4730
Subject to General Conditions 2006 ©

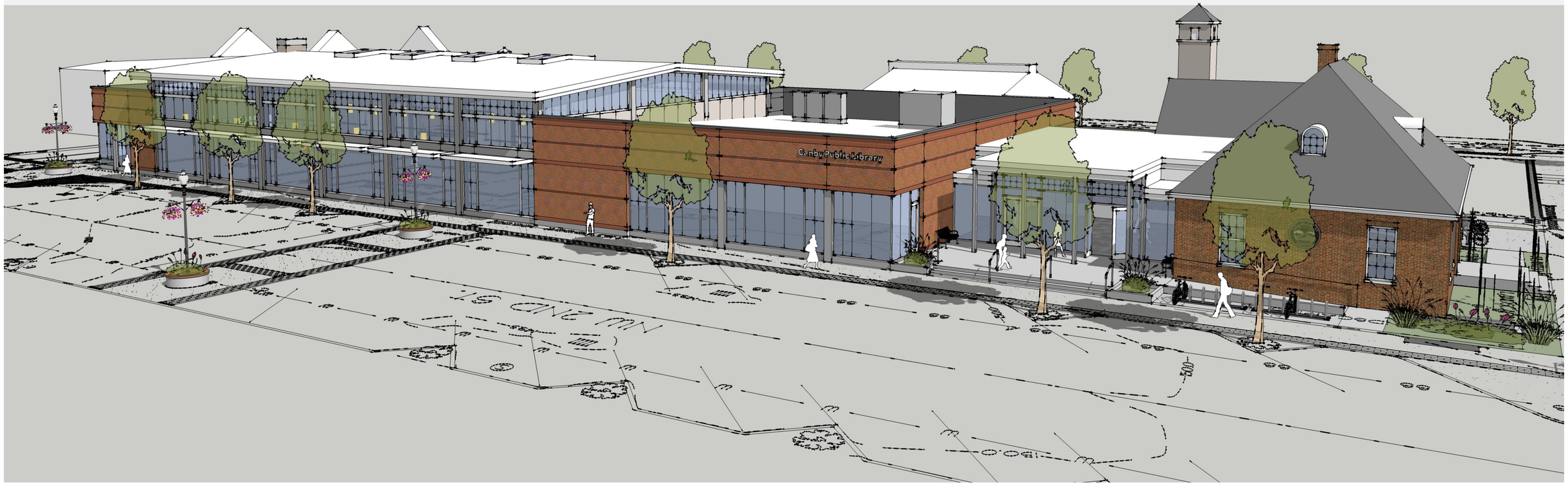
DWG NUMBER: 12-151-BOUNDARY.dwg

NW 2ND ST. (N63°00'00"E 300.00')M,P
NORTH HOLLY ST. (N2°00'00"W 200.00')M,P
NORTH IVY ST. (N2°00'00"W 109.00')M,D4
DEED 1 BOOK 199 PAGE 429
DEED 2 FEE NO. 73-21808
DEED 3 FEE NO. 95-18231
DEED 4 FEE NO. 10-030413
DEED 5 FEE NO. 90-13326
DEED 6 FEE NO. 99-081131
DEED 7 FEE NO. 72-21808
DEED 8 FEE NO. 84-35055
DEED 9 FEE NO. 91-65189
(N63°00'00"E 13.00')M,D9
N63°00'00"E 287.00'
NW 1ST ST.
BLOCK 1 DETAIL
SCALE: 1" = 60'

NW 5TH ST.
HELD N/S, FALLS 0.08' E.
N63°00'00"E 196.96'
89.96' (90.20')5
90.06' (90.20')5
30.00' ()M,5
(N63°00'00"E)M,P (N62°58'37"E)5
HELD N/S, FALLS 0.15' E.
FOUND 5/8" IR W/YPC, UNREADABLE HELD N/S, FALLS 0.32' W. SET IN ()4
FOUND BRASS SCREW IN CONCRETE, HELD PER ()4
FOUND 5/8" IR W/YPC MARKED "LS-315", HELD N/S, SET IN ()4
99.63' (100.00')4
S63°00'00"W 439.63'
S63°00'00"W 429.18'
79.18' (79.42')8
FOUND 5/8" IR W/YPC MARKED "WOLF SURVEYING INC.", HELD N/S, SET IN ()8
FOUND 3/4" IP, HELD N/S, FALLS 0.12' E. SET IN ()3
FOUND 3/4" IP, HELD N/S, FALLS 0.10' E. SET IN ()3
FOUND 5/8" IR NO CAP, OU HELD FOR BLOCK CORNER
(300.00')M,P
(N63°00'00"E 340.00')M,P
FOUND EXPANDABLE ANCHOR IN CONCRETE CURB, S14°23'48"W 0.33' SET IN ()7
FOUND EXPANDABLE ANCHOR IN CONCRETE CURB, S08°16'45"W 0.32' SET IN ()7
"LEE'S ADDITION TO CANBY" PLAT NO. 98
NW 4TH ST.
"CANBY" PLAT NO. 14
ALLEY
NW 3RD ST.
BASIS OF BEARING PER ()P (N63°00'00"E 800.00')M,P
(380.00')M,P
FOUND BRASS SCREW IN CONCRETE 0.15' BELOW SURFACE HELD, FOUND IN ()1
(N63°00'00"E 340.00')M,P
NORTH ELM ST.
NORTH FIR ST.
NORTH GRANT ST.
NORTH HOLLY ST.
NORTH IVY ST.
(N2°00'00"W 595.00')M,P
FOUND PK NAIL FLUSH IN PAVEMENT S09°52'49"E 0.56' FROM INTERSECTION, OU, MAY BE A RANDOM TRAVERSE POINT
NO EXCAVATION WAS ATTEMPTED TO LOCATE THE HISTORIC MONUMENT MARKING THE INTERSECTION. RECORDS INDICATE A BRASS SCREW AT THIS LOCATION 0.4' BELOW THE PAVEMENT.
FOUND 5/8" IR NO CAP, OU, HELD N.S,
N63°00'00"E 194.81'
FOUND 5/8" IR NO CAP, HELD, SET IN ()7
(N63°00'00"E 100.00')M,P
FOUND 5/8" IR NO CAP, SET IN ()6, HELD E/W, FALLS 0.41' S.
(N63°00'00"E 100.00')M,P
(N63°00'00"E 760.00')M,P
(N63°00'00"E 300.00')M,P
FOUND 3/4" IP 0.4' BELOW SIDEWALK S02°23'21"E 0.53' SET IN SN-2807
FOUND 4" BRASS DISK, USGS BM A-14, OU, HELD N/S, 6.44' WEST OF BLOCK CORNER, ELEVATION=152.67'
(N63°00'00"E 300.00')M,P
SEE BLOCK 1 DETAIL
(N63°00'00"E 13.00')M,D9
S63°00'00"W 340.00'
(N63°00'00"E 300.00')M,P
(N63°00'00"E 287.00')
N2°00'00"W 25.19' (25.00')P
FOUND 5/8" IR, MARKED "ZTEC LS 1944", HELD N/S FALLS S62°59'17"W 0.16', SET IN ()2
N2°00'00"W 25.50' (25.00')P
N62°59'17"E 1480.00' (N63°00'00"E 1480.00')2
NW 1ST ST.
(S2°00'00"E 50.00')M,2
80' INDENTURE S.P.CO. TO CITY OF CANBY, BOOK 589, PAGE 383
BOOK "K" PAGE 566
N59°09'01"E 747.00'
S62°59'17"W 1852.51' (S64°43'45"W 1852.51')10
S64°42'15"W 1428.51' (S66°26'43"W 1428.51')10
FOUND 5/8" IR NO CAP HELD, SET IN ()9
N57°14'08"E 426.79' (N58°58'36"E 426.79')10
CENTERLINE OF RAILROAD TRACK (MAIN LINE)
FOUND 5/8" IR, MARKED "ZTEC LS 1944", HELD N/S FALLS S62°59'17"W 0.11', SET IN ()2
CALCULATED POINT OF MAG NAIL SET ON CENTERLINE OF TRACKS PER ()10
"CANBY COMMERCIAL CENTER"
FOUND 1-1/8" BRASS PLUG IN SIDEWALK MARKED "ODOT CONTROL 8" SET IN ()11
S62°59'17"W 30.00' (S64°41'59"W 30.00')9
N68°59'40"E 157.31' (N70°44'07"E 157.26')10,11 (FROM MONUMENT 7 TO 8)
CALCULATED POINT OF MAG NAIL SET ON CENTERLINE OF TRACKS PER ()10
FOUND 1-1/8" BRASS PLUG IN SIDEWALK MARKED "ODOT CONTROL 4" SET IN ()11

CITY OF CANBY
New Canby Public Library & City Hall Renovation

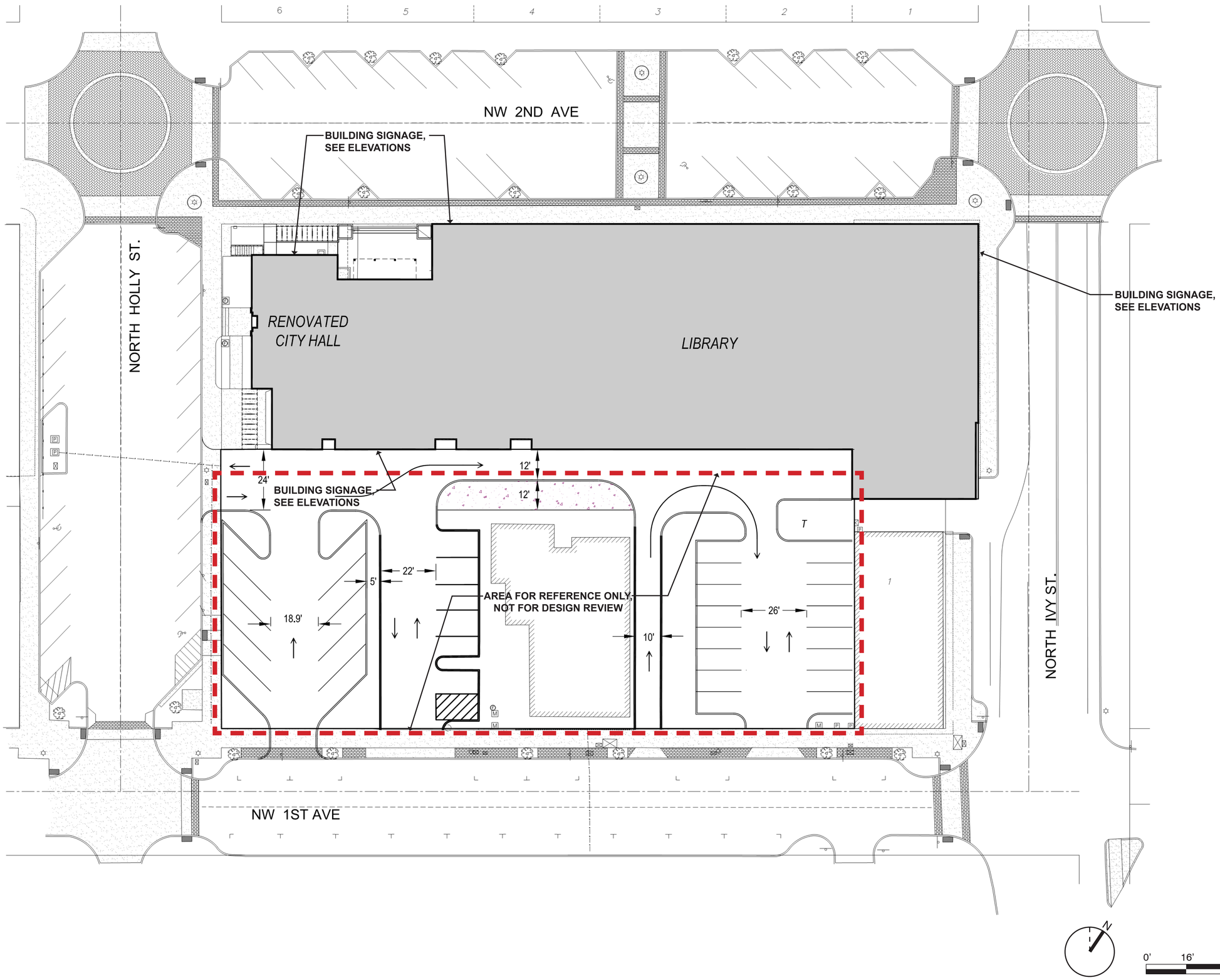
DESIGN REVIEW
March 8, 2013
revised April 1, 2013



Welcome to Canby the garden spot

FFA Architecture + Interiors

SITE VICINITY



March 8, 2013

construction documentation

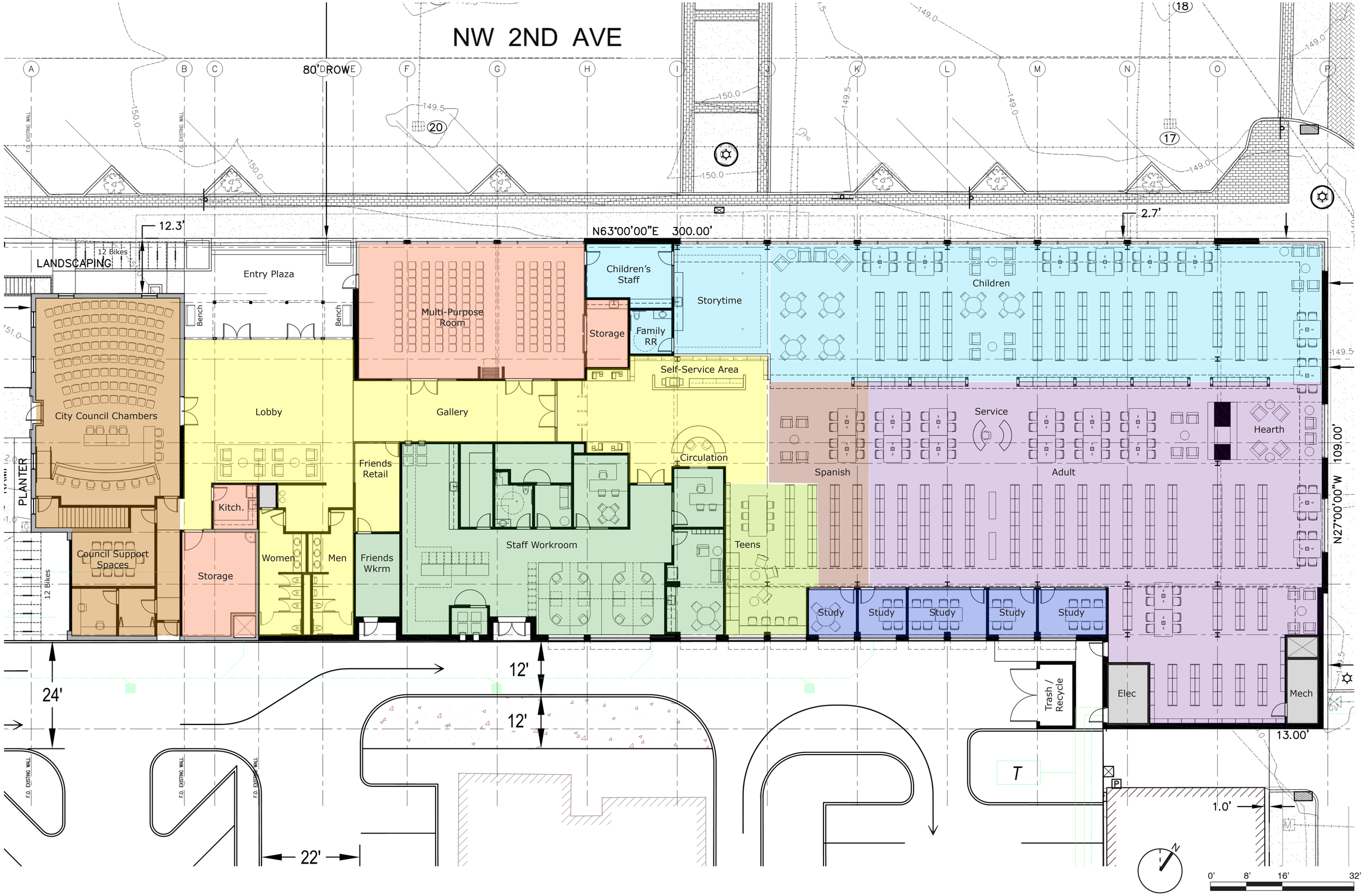
design development

schematic design

SITE PLAN

Welcome to Canby the garden spot

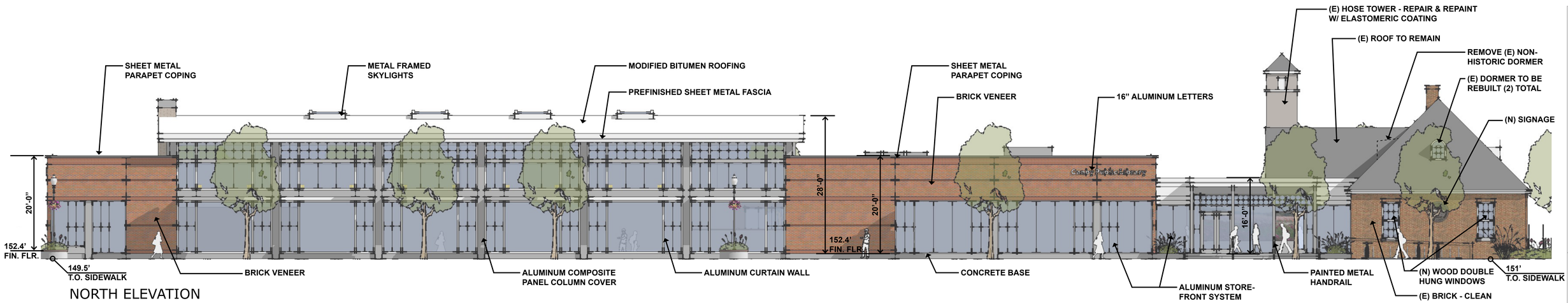
FFA Architecture + Interiors



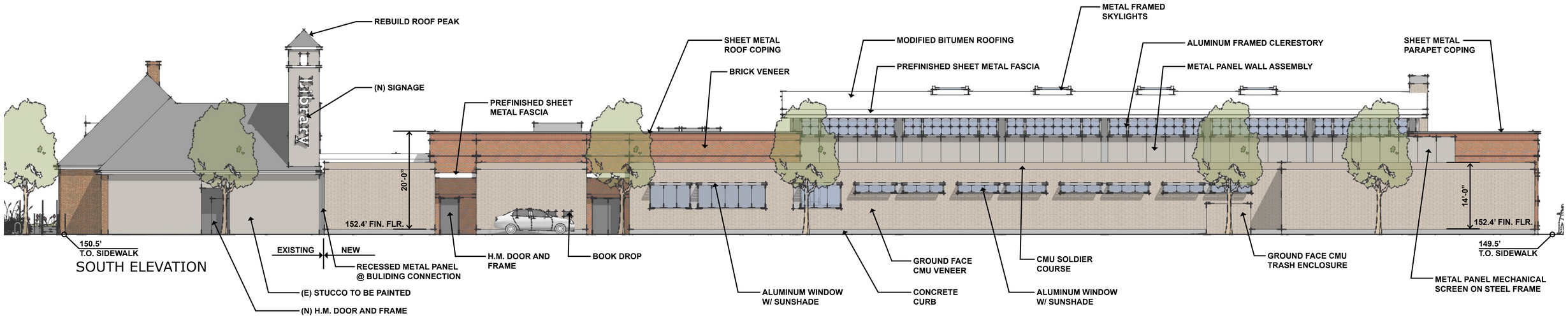
FLOOR PLAN

FFA Architecture + Interiors

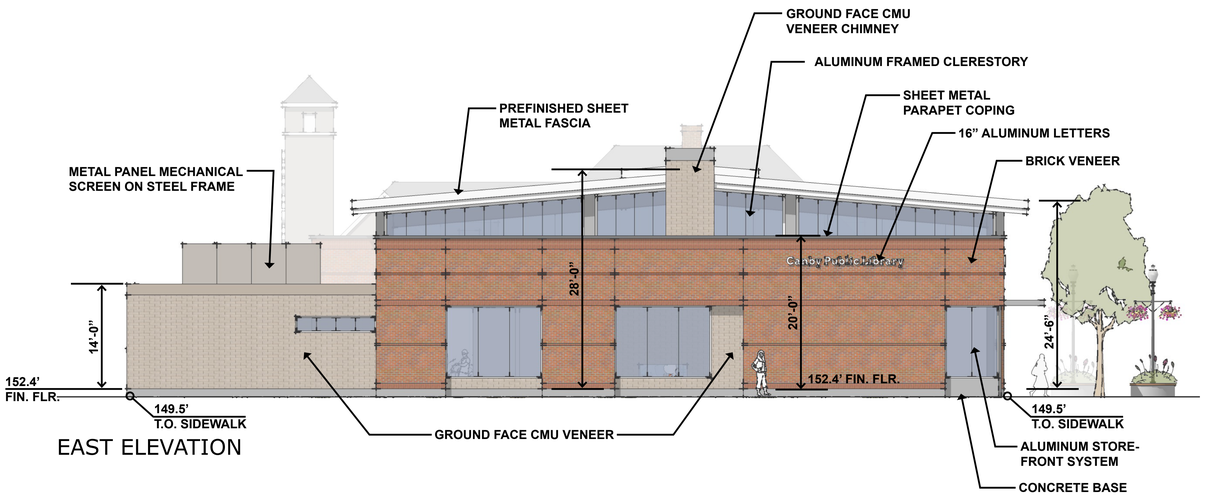
March 8, 2013 | construction documentation | design development | schematic design



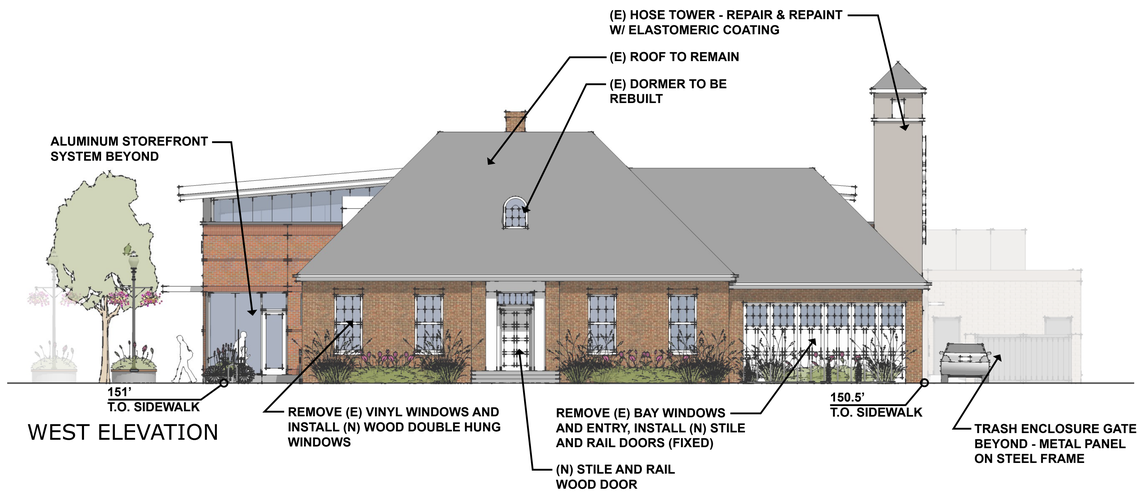
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

0' 8' 16' 32'

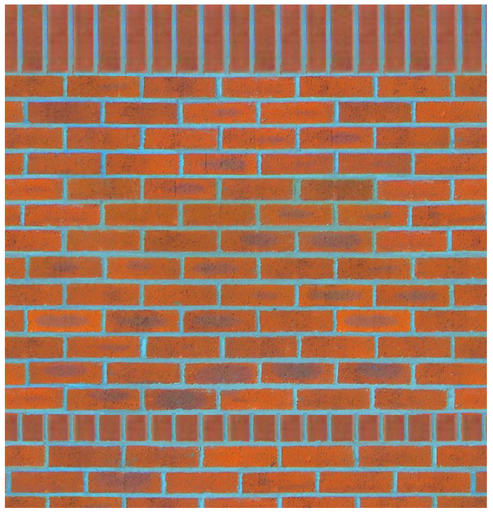
March 8, 2013 | rev. April 1, 2013 | construction documentation | design development | schematic design

EXTERIOR ELEVATIONS

Welcome to Canby the garden spot

FFA Architecture + Interiors

PERSPECTIVE VIEWS



Brick Veneer

Tan Ground Face Block Veneer

Aluminum Storefront System

Charcoal Grey Metal Panel
Parapet Cap & Column Covers

Modified Bitumen Roof with
White Cap Sheet

Flush Metal Panel Siding

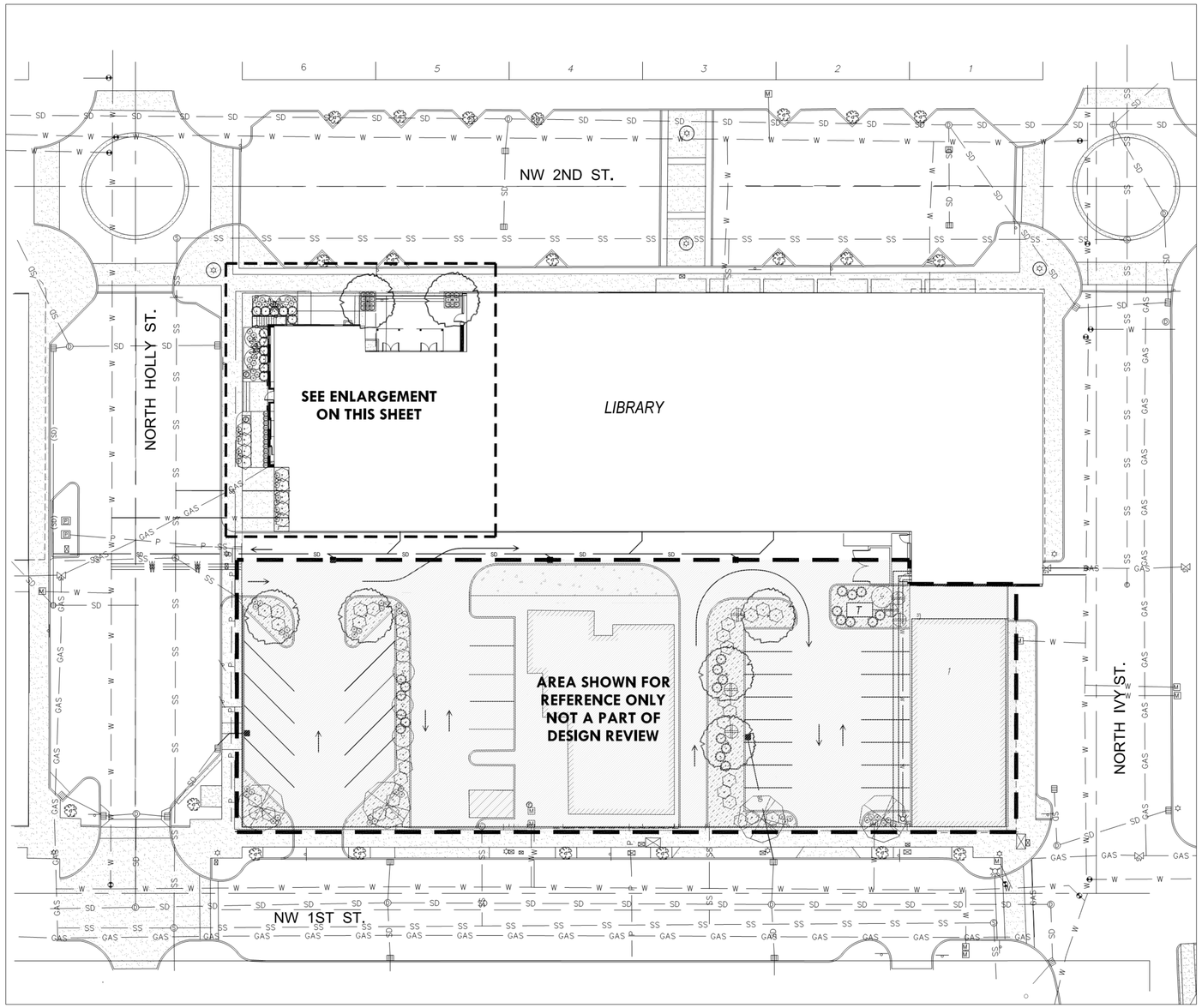
Concrete Base & Bulkheads

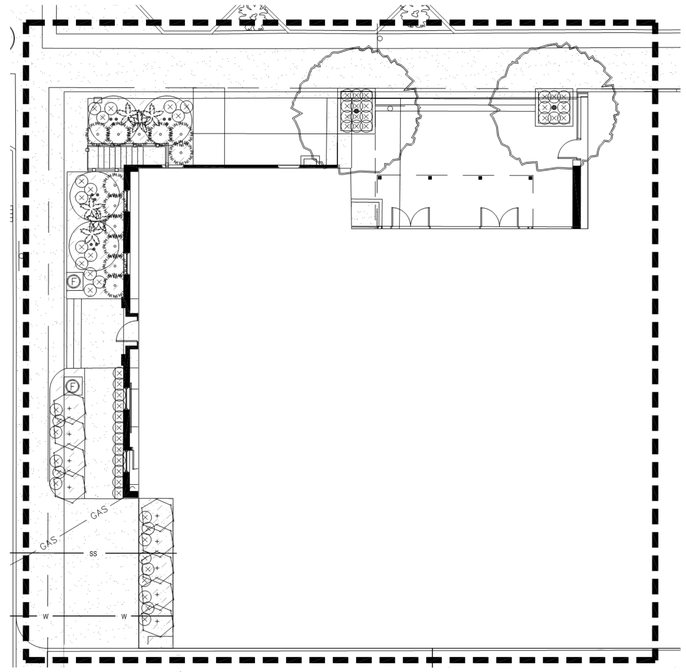
March 8, 2013 | rev. April 1, 2013

construction documentation

design development

schematic design





LIBRARY BUILDING AND PLAZA LANDSCAPE SCHEDULE

SYMBOL	ITEM	SIZE	QTY.	COMMENTS
	TREES			
	FRAXINUS PENNSYLVANICA 'MARSHALL' MARSHALL SEEDLESS ASH	2" CAL. / B&B	2	
	ACER CERCINATUM VINE MAPLE	3/4" CAL. / 3 TRUNK B&B / AS SHOWN	4	
	SHRUBS & ACCENTS			
	MAHONIA AQUIFOLIUM OREGON GRAPE HOLLY	3 GAL.	12	
	COTONEASTER LACTEUS PARNEY COTONEASTER	5 GAL.	9	
	PENNISETUM ALOPECURIODES 'HAMELN' HAMELN FOUNTAIN GRASS	1 GAL.	62	
	POLYSTICHUM MUNITUM SWORD FERN	1 GAL.	6	
	GROUNDCOVERS			
	ARCTOSTAPHYLOS UVA-URSI BEARBERRY	1 GAL. @ 3'-0" O.C.	75	

SOUTHERN PARKING LOT LANDSCAPE SCHEDULE - FOR REFERENCE

SYMBOL	ITEM	SIZE	QTY.	COMMENTS
	TREES			
	FRAXINUS EXCELSIOR 'GOLDEN DESERT' GOLDEN DESERT ASH	2" CAL. / B&B	4	
	FRAXINUS PENNSYLVANICA 'MARSHALL' MARSHALL SEEDLESS ASH	2" CAL. / B&B	5	
	ACER CERCINATUM VINE MAPLE	3/4" CAL. / 3 TRUNK B&B / AS SHOWN	4	
	SHRUBS & ACCENTS			
	MAHONIA AQUIFOLIUM OREGON GRAPE HOLLY	3 GAL.	22	
	COTONEASTER LACTEUS PARNEY COTONEASTER	5 GAL.	34	
	MISCANTHUS SINENSIS MAIDEN GRASS	1 GAL.	6	
	PENNISETUM ALOPECURIODES 'HAMELN' HAMELN FOUNTAIN GRASS	1 GAL.	35	
	POLYSTICHUM MUNITUM SWORD FERN	1 GAL.	35	
	GROUNDCOVERS			
	ARCTOSTAPHYLOS UVA-URSI BEARBERRY	1 GAL. @ 3'-0" O.C.	355	

GENERAL NOTES: LANDSCAPE PLAN

1. LANDSCAPE PLANTING SHALL CONFORM TO THE STANDARDS ESTABLISHED UNDER ENTER JURISDICTION PLANNING DEPT.
2. ALL PLANT BEDS SHALL HAVE A 3" DEPTH OF BARK MULCH.
3. LANDSCAPE AREAS SHALL HAVE A COMPLETE UNDERGROUND AUTOMATIC IRRIGATION SYSTEM WITH FULL HEAD TO HEAD COVERAGE.
4. ALL PLANT MATERIAL DELIVERED TO THIS SITE SHALL MEET THE AMERICAN NURSERYMAN'S ASSOCIATION STANDARDS.
5. CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FOR ALL PLANT MATERIAL SUBSTITUTIONS FROM THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. PLANT SUBSTITUTIONS WITHOUT PRIOR WRITTEN APPROVAL THAT DO NOT COMPLY WITH THE DRAWINGS AND SPECIFICATIONS MAY BE REJECTED BY THE LANDSCAPE ARCHITECT AT NO COST TO THE OWNER. THESE ITEMS MAY BE REQUIRED TO BE REPLACED WITH PLANT MATERIALS THAT ARE IN COMPLIANCE WITH THE DRAWINGS.

FFA Architecture + Interiors
FFA Architecture and Interiors, Inc.
520 SW Yamhill Suite 900 Portland OR 97204
Phone: 503.222.1661 Fax: 503.222.1701
www.ffadesign.com

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

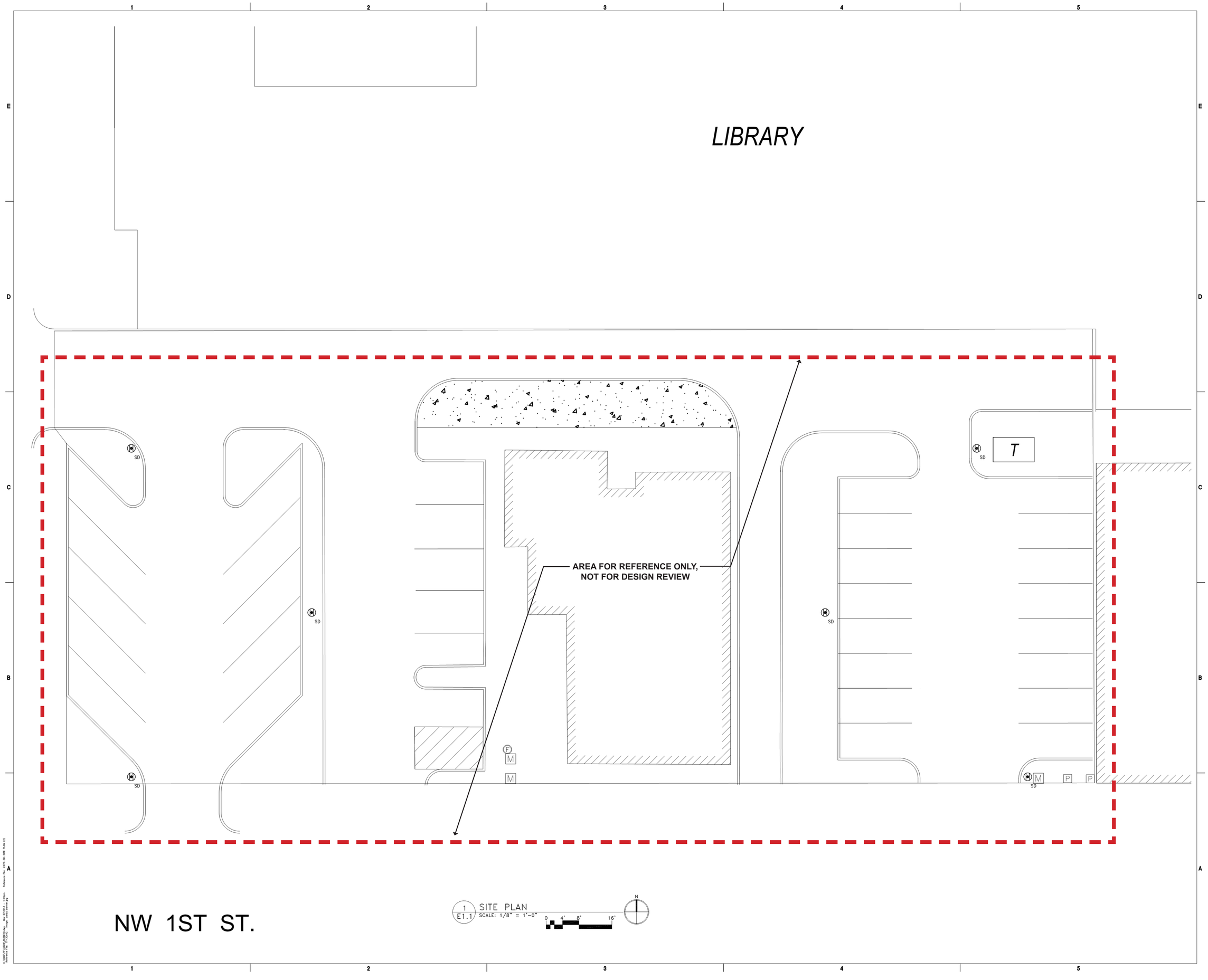
Welcome to Canby the garden spot

MARK	DATE	DESCRIPTION

APPROVED:	JRS
DRAWN:	PEG
DATE:	03-07-2013
PROJECT NUMBER:	21302470

CONCEPT LANDSCAPE PLAN

L100



FFA
Architecture
+Interiors
FFA Architecture and Interiors, Inc.
520 SW Yamhill Suite 900 Portland OR 97204
Phone: 503.222.1661 Fax: 503.222.1701
www.ffadesign.com

For Information Only
Not for Construction
EXPIRES 12-31-14

MKE & ASSOCIATES, INC.
CONSULTING ENGINEERS
MECHANICAL AND ELECTRICAL SYSTEMS
6915 SW MACADAM AVE.
SUITE 200
PORTLAND, OREGON 97219
PHONE: 503.892.1188
FAX: 503.892.1190
CONTACT...HANK BARLEEN
engineering@mke-inc.com

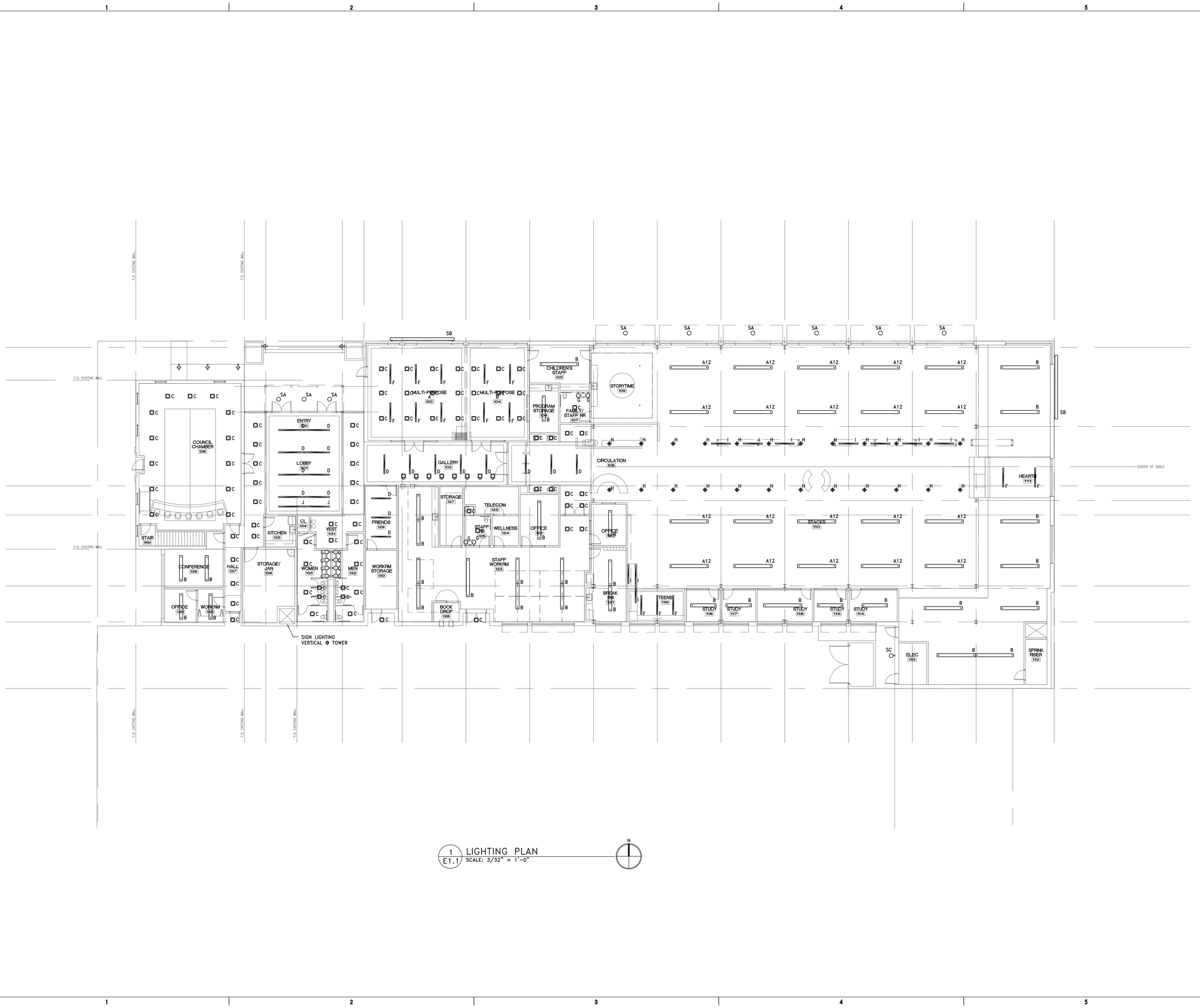
Welcome to Canby
the garden spot

MARK	DATE	DESCRIPTION

APPROVED: H. BARLEEN
DRAWN: D. DERHEIMER
DATE: 02/27/13
PROJECT NUMBER:

ELECTRICAL
SITE
PLAN

E1.0



1 E1.1 LIGHTING PLAN
SCALE: 3/32" = 1'-0"

FFA Architecture + Interiors
FFA Architecture and Interiors, Inc.
520 SW Yamhill Suite 900 Portland OR 97204
Phone: 503.222.1661 Fax: 503.222.1701
www.ffadesign.com

REGISTERED PROFESSIONAL ENGINEER
STEPHEN C. 20,150 HANKEY
EXPIRES 12-31-14

MKE & ASSOCIATES, INC.
CONSULTING ENGINEERS
MECHANICAL AND ELECTRICAL SYSTEMS
6915 SW MACADAM AVE.
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engineering@mke-inc.com

For Information Only
Not for Construction

Welcome to Canby the garden spot

MARK	DATE	DESCRIPTION

APPROVED: H. BARLEEN
DRAWN: D. DERHEIMER
DATE: 02/27/13
PROJECT NUMBER:

ELECTRICAL LIGHTING PLAN

E1.1

N:\PROJECTS\CANBY\E1.1.dgn Apr. 17,2013 - 2:39pm Reference Files: T1-Sht2
Plotted: Apr. 17,2013 - 2:39pm
Reduced to Fit: 1:47.91 Plotted By: Hank Barleen

LED > Recessed Luminaires > S608 Series

S608 Surface LED Downlight

Applications
The LEDRA S608 Surface Mount LED downlight with Chroma technology provides energy efficient light using a cold remote phosphor module by Xicato. Industry Best color consistency allows for a SDCM of 2. Multiple reflector beam spreads, finishes and LiteOptics allow for creative lighting solutions to illuminate architectural spaces. LEDRA 608 carries a 5 year NO COLOR SHIFT AND FIXTURE WARRANTY. This product is ideal for conference rooms, retail spaces, multi-media, and high traffic areas.

LED
LED: Patented Cold Remote Phosphor, XICATO®
SDCM: 2, 2 step MacAdam Ellipse, +/- 50 Kelvin
CCT: 2700K, 3000K, or 4000K
CRI: >80, >95
LIFE: 85% at 50k hrs based on LM-80 testing
5 year "no color shift" warranty

Housing
Extruded aluminum housing accepts optical assembly and die-cast aluminum cover with white paint or black or Matte Chrome anodized finish. Includes patented MS-3 bayonet latch design with cast magnesium mounting ring for standard white trim ring or decorative LiteOptics. Electrical components mounted in upper driver and wiring compartment. Thermal management is achieved with stacked aluminum rings in the middle of the housing.

Reflector
Downlights are provided with computer designed, LED specific reflector in Diffused or Semi-Specular aluminum or high reflective white to provide glare and iridescence free performance. Beam spreads offered are 20, 40, 60 or 80 degree.

LiteOptics
Optical attachments are based on the patented MS-3 mounting system allowing for tool-less access to LED components and reflector. Ease of maintenance is achieved with field interchangeable optics when performance variations and lighting requirements of the space change.

Electrical / LED Driver
Electronic multi-voltage (120V or 277V driver), Replaceable Xicato® LED module with quick disconnects., 3-wire Hi-Lume control and EcoSystem control for Lutron, Mark 7, 0-10V, for Advance - 8-Dim.

Listings
UL / CUL: UL1598 Type Non-IC, Damp Location. Canadian Standard C22.2 , No.8-M1989.

LED Performance

700 lumen LED
Wattage: 12.4W
CCT: 2,700k / 3,000k / 4,000k
CRI: +80

1000 lumen LED
Wattage: 15W
CCT: 2,700k / 3,000k / 4,000k
CRI: +80

1500 lumen LED
Wattage: 25W
CCT: 2,700k / 3,000k / 4,000k
CRI: +80

2200 lumen LED
Wattage: 32W
CCT: 2,700k / 3,000k / 4,000k
CRI: +80

3000 lumen LED
Wattage: 50W
CCT: 2,700k / 3,000k / 4,000k
CRI: +80

High CRI: 700 lumen
Wattage: 15W
CCT: 2,700k / 3,000k / 4,000k
CRI: +95

High CRI: 1000 lumen
Wattage: 22W
CCT: 2,700k / 3,000k / 4,000k
CRI: +95

Ordering Codes
Follow the 6 steps to specify your luminaire, see back page for details.

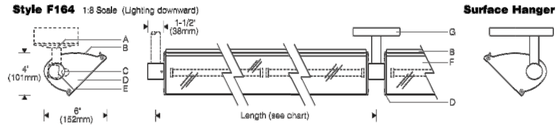
① Catalog #	Aperture	Lamp Type	② Reflector & Degree Code: 20 DA SSA	40 DA SSA	60 DA SSA	80 DA	③ CRI Code: 80	95	Dimensions: Diameter (D)	Height (H)
9608 462	6"	700lm - 2700k	● ●	● ●	● ●	● ●	●	●	7-1/8" [181mm]	8-1/2" [216mm]
9608 463	6"	700lm - 3000k	● ●	● ●	● ●	● ●	●	●	7-1/8" [181mm]	8-1/2" [216mm]
9608 464	6"	700lm - 4000k	● ●	● ●	● ●	● ●	●	●	7-1/8" [181mm]	8-1/2" [216mm]
9608 562	6"	1000lm - 2700k	● ●	● ●	● ●	● ●	●	●	7-1/8" [181mm]	8-1/2" [216mm]
9608 563	6"	1000lm - 3000k	● ●	● ●	● ●	● ●	●	●	7-1/8" [181mm]	8-1/2" [216mm]
9608 564	6"	1000lm - 4000k	● ●	● ●	● ●	● ●	●	●	7-1/8" [181mm]	8-1/2" [216mm]
9608 662	6"	1500lm - 2700k	● ●	● ●	● ●	● ●	●		7-1/8" [181mm]	8-1/2" [216mm]
9608 663	6"	1500lm - 3000k	● ●	● ●	● ●	● ●	●		7-1/8" [181mm]	8-1/2" [216mm]
9608 664	6"	1500lm - 4000k	● ●	● ●	● ●	● ●	●		7-1/8" [181mm]	8-1/2" [216mm]
9608 762	6"	2200lm - 2700k	● ●	● ●	● ●	● ●	●		7-1/8" [181mm]	8-1/2" [216mm]
9608 763	6"	2200lm - 3000k	● ●	● ●	● ●	● ●	●		7-1/8" [181mm]	8-1/2" [216mm]
9608 764	6"	2200lm - 4000k	● ●	● ●	● ●	● ●	●		7-1/8" [181mm]	8-1/2" [216mm]
9608 862	6"	3000lm - 2700k	● ●	● ●	● ●	● ●	●		7-7/8" [200mm]	9-7/8" [250mm]
9608 863	6"	3000lm - 3000k	● ●	● ●	● ●	● ●	●		7-7/8" [181mm]	9-7/8" [250mm]
9608 864	6"	3000lm - 4000k	● ●	● ●	● ●	● ●	●		7-7/8" [181mm]	9-7/8" [250mm]

In a continuing effort to offer the best product possible we reserve the right to change, without notice, specifications or materials that in our opinion will not alter the function of the product.

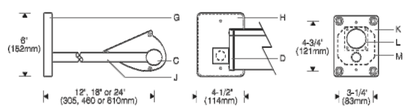
TYPE 'SA'

Lighting the Vertical
Medium outdoor, integral — T5 Fluorescent

Style F164 1:8 Scale (Lighting downward) — **Surface Hanger**



Cantilever Hanger (Lighting upward) — **Mounting Plate**



Lamp Length	Length (center to center of hubs)
1 x 2'	25-1/4" (640mm)
1 x 3'	37" (940mm)
1 x 4'	48-3/4" (1240mm)
1 x 5'	60-5/8" (1540mm)
2 x 3'	72" (1830mm)
2 x 4'	96" (2440mm)

Style 164

Specifications

- **A** 1/2" fittings, rigid conduit supports (by others)
- **B** Specular extruded aluminum reflector
- **C** Aluminum hubs with silicone o-ring gaskets (ordered separately)
- **D** Die-cast aluminum end plates
- **E** Integral electronic ballast / internal wireway
- **F** UV and impact resistant acrylic snap-on lens with silicone gasket
- **G** Cantilever, pendant or surface hangers with hubs (ordered separately)
- **H** Aluminum cover (conceals fasteners)
- **J** Tubular steel arm or stem
- **K** Aluminum mounting plate (fasteners by others)
- **L** Outlet box access with gasketed cover (electrical feed only)
- **M** Recessed outlet box (by others)

Finish:
Exterior surfaces - 6 stage pretreatment and electrostatically applied thermoset polyester powder coating for a durable abrasion, fade and corrosion resistant finish. Choice of semi-gloss colors (see ordering information).
Reflector - extruded high purity aluminum with clear anodized specular finish. All hardware and components - non corrosive stainless steel or aluminum.
Snap-on lens - composite of impact resistant and UV stabilized acrylic. Silicone gasket for watertight operation when facing upward or downward.
Mounting:
1-1/2" dia. x 1-1/2" aluminum hubs with 1/2" NPT threaded entry. Reflector aiming is adjustable - locks with set screws.
Specify with hubs only for use with 1/2" rigid conduit or fittings

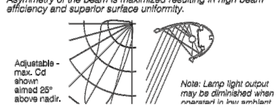
Electrical:
Use 90C° wire for supply connections and through wire.
Electrical feed hanger (optional) mounts over recessed outlet box (by others) with gasketed access cover. Internal wireway allows supply wiring to be fed through mounting hub to adjacent units. Locate electrical feed at end of row.
Integral electronic HPF thermally protected class P ballast rated for 0°F/-18°C starting.
For complete ballast specifications, see Accessories Section.
Standard:
UL listed or CSA certified for wet locations when mounted horizontally. For positions other than horizontal, consult factory.

Features

- *Reflector optimized for T5 - precise optical control for lighting facades, walls and signs from minimal setbacks*
- *Snap-on acrylic lens - watertight, facing up or down*
- *Rugged all aluminum, stainless steel construction - polyester powder coat exceeds 1000 hour salt spray test*
- *Versatile - surface, cantilever or pendant mount; thru wiring*

Performance

Two parabolic reflector sections drive light down (or up) the vertical plane from one edge. An elliptical section redirects its light to a parabola and shields the lamp from normal viewing angles. The fast "runback" minimizes glare and spill light. Asymmetry of the beam is maximized resulting in high beam efficiency and superior surface uniformity.



V 2.2

TYPE 'SB'

LITHONIA LIGHTING®

Catalog Number
Notes
Type 'SC'

FEATURES & SPECIFICATIONS

INTENDED USE — For building and wall-mounted applications.

CONSTRUCTION — Rugged, die-cast, single-piece aluminum housing. Die-cast doorframe has a 1/8" thick tempered glass lens. Doorframe is fully gasketed with one-piece solid silicone.

Finish: Standard finish is textured dark bronze (DDBT) corrosion-resistant polyester powder finish. Additional architectural colors are available. Staining is also available.

OPTICS — Segmented reflectors for superior uniformity and control. Medium throw (MD) full cutoff distribution available.

ELECTRICAL — Ballast: Class P, multi-volt electronic, high power factor multi-volt, <10% THD, with starting temperature of 0°F (-18°C).

Socket: High temperature thermoplastic with an integral lamp retention clip.

INSTALLATION — Universal mounting mechanism with integral mounting support allows fixture to hinge down. Bubble level provides correct alignment with each installation.

LISTINGS — UL Listed to US and Canadian safety standards (see Options). Suitable for wet locations (damp location listed in less-up orientation). WLU option offers wet location listing in up orientation (see Options). IP65 Rated. 25°C ambient. ELED: U.S. Patent No. 7,737,640.

WARRANTY — 1-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

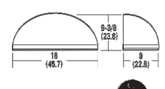
Note: Specifications subject to change without notice.

Decorative Wall-Mounted Lighting

WSQ

COMPACT FLUORESCENT:
26W DTT
26W–42W TRT

Specifications
Length: 18 (45.7)
Depth: 9 (22.8)
Overall Height: 9-3/8 (23.8)
*Weight: 30 (13.6 kg)



All dimensions are inches (centimeters) unless otherwise indicated.
*Weight as configured in example below.

ORDERING INFORMATION For shortest lead times, configure product using **standard options (shown in bold).** **Example:** WSQ 42TRT MD MVOLT LPI

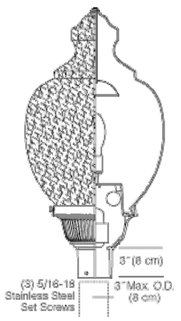
Series	Wattage	Distribution	Voltage	Ballast	Mounting	Options
WSQ	26DTT 2/26DTT 26TRT 2/26TRT 32TRT 2/32TRT 42TRT 2/42TRT	MD Medium throw	120 277 347 MVOLT[1]	(blank) Electronic 0° F	(blank) Surface mount Shipped separately[2] BBW Surface mount back box UT5 Uplift 5 degrees	Shipped installed in fixture DC12 Emergency circuit 12-volt (35W lamp included)[3] 2DC12 Emergency circuit 12-volt (two 35W lamps included)[3] DC2012 Emergency circuit 12-volt (20W lamp included)[3] 2DC2012 Emergency circuit 12-volt (two 20W lamps included)[3] DFL Diffusing lens

Options (continued)				Finish[12]		Lamp[13]	
EC	Emergency circuit[4]	GAF	Internal slow-blow fusing[9,11]	Shipped separately[12]		(blank)	Dark bronze, textured	LPI	Lamp included
ELDW	Emergency battery pack (32°F min. operating temp)[4,6,7]	PE	Photoelectric cell–button type[11]	WG	Wire guard	CRT	Non-stick protective coating[13]	L/LP	Less lamp
ELDWR	Fixture wired ready for Bodine' B30 battery pack (battery pack not included; 32° min. operating temp)[6]	WLU	Wet location door/or up orientation	VG	Vandal guard	DSST	Sandstone, textured		
ELDWBPS	Fixture wired ready for PS1400 or PSDL remote battery pack (battery pack not included; 32° min. operating temp)[6,7]	CSA	CSA certified			DNAT	Natural aluminum, textured		
ELED	Emergency LED secondary source battery pack with time delay (-4°F min. operating temperature)[6,10]	NOM	NOM certified			DWHG	White, textured		
2ELED	Emergency LED secondary source (two modules) battery pack with time delay (-4°F min. operating temperature)[6,10]					DBLB	Black, textured		
						Super Durable Finishes			
						DDBXD	Dark bronze		
						DBLXD	Black		
						DNAXD	Natural aluminum		
						DWHXD	White		
						DDBTXD	Textured dark bronze		
						DBLBXD	Textured black		
						DNATXD	Textured natural aluminum		
						DWHGXD	Textured white		

TYPE 'SC'

Victorian (V71) Specification Sheet

Project Name: Location: MFG: Philips Hadco
Fixture Type: Catalog No.: Qty:



Ordering Guide

Example: V71 A T0 N D 70S E

Product Code	V71	Victorian	
Finish	A	Black	
	B	White	
	G	Verde	
	H	Bronze	
	J	Green	
Optics	T0	Symmetric	
Photo Control	N	None	
	B	Button Eye Photo Control	
Socket	D	Medium	
	G	Mogul	
Wattage	70S	70W HPS	
	100S	100W HPS	
	150S	150W HPS	
	70H	70W MH	*1
	100H	100W MH	*1
	150H	150W PMH	
Voltage	E	120V	
	F	208V	
	G	240V	
	H	277V	
	K	347V	

*1 Available with Medium base (D) socket only.

Specifications

HOUSING:
356 HH high-strength, low-copper, proprietary cast aluminum alloy . Easy access to lamp. A weatherproof ballast assembly isolates the ballast from water and heat for longer life. The optional photo control eye is located in the ballast enclosure for easy access. All non-ferrous fasteners prevent corrosion and ensure longer life. Slip Fitter Dimensions: 3" I.D. x 3" deep .

FINISH:
Thermoset polyester powdercoat is electrostatically applied after a five-stage conversion cleaning process and bonded by heat fusion thermosetting. Laboratory tested for superior weatherability and fade resistance in accordance with ASTM B117 specifications. For larger projects where a custom color is required, contact the factory for more information.

OPTICAL ASSEMBLY:
Symmetric. U.V. stabilized clear acrylic textured globe.

LAMPING:
MH and HPS Medium base: E17. MH Mogul base: ED28. HPS Mogul base: E23.5.

ELECTRICAL ASSEMBLY:
Ballast assemblies are mounted to an aluminum plate or spinning, which is mounted inside the globe to the cast fitter. 4kv rated porcelain mini-can base. Nickel-plated screw shell with center contact. 4kv rated mogul base porcelain socket. Nickel-plated screw shell with center contact.

BALLAST:
All HID ballasts are core and coil and regulated with power factors better than 90% (HPF). Ballast provides +/- 5% lamp power regulation with +/- 10% input voltage regulation. Ballasts are factory pre-wired and tested. Metal halide ballasts are capable of starting at -20° F or -30° C and HPS at -40°F or -40°C. NOTE: All ballasts are EISA / Title 20 / Title 24 compliant where applicable.

CERTIFICATIONS:
ETL Listed to U.S. safety standards for wet locations. cETL listed to Canadian safety standards for wet locations. Manufactured to ISO 9001:2008 Standards.

WARRANTY:
Three-year limited warranty.

Height :
28" (71cm)

ISO 9001:2008 Registered

PHILIPS HADCO

Note: Philips reserves the right to modify the above details to reflect changes in the cost of materials and/or production and/or design without prior notice.
100 Craftway Drive, Littlestown, PA 17340 | P: +1-717-359-7131 F: +1-717-359-9289 | http://www.hadco.com | Copyright 2011 Philips
HW2

TYPE 'SD'

LIGHTING SCHEDULE	
DWG	DESCRIPTION
SD	POST TOP MOUNTED ACORN FIXTURE WITH (1)-150W METAL HALIDE LAMP.

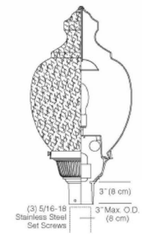
LIGHTING DEVICES	
Ⓜ	POLE TOP MOUNT LIGHT FIXTURE

LIBRARY

TYPE SD

Victorian (V71) Specification Sheet

Project Name:	Location:	MFG: Philips Hadco
Fixture Type:	Catalog No.:	Qty:



Ordering Guide

Example: V71 A T0 N D 70S E

Product Code	V71	Victorian	
Finish	A	Black	
	B	White	
	G	Verde	
	H	Bronze	
	J	Green	
Optics	T0	Symmetric	
Photo Control	N	None	
	B	Button Eye Photo Control	
Socket	D	Medium	
	G	Mogul	
Wattage	70S	70W HPS	
	100S	100W HPS	
	150S	150W HPS	
	70H	70W MH	*1
	100H	100W MH	*1
	150H	150W PMH	
Voltage	E	120V	
	F	208V	
	G	240V	
	H	277V	
	K	347V	

*1 Available with Medium base (D) socket only.

Specifications

HOUSING:
356 HM high-strength, low-copper, proprietary cast aluminum alloy. Easy access to lamp. A weatherproof ballast assembly isolates the ballast from water and heat for longer life. The optional photo control eye is located in the ballast enclosure for easy access. All non-ferrous fasteners prevent corrosion and ensure longer life. Slip Fitter Dimensions: 3" I.D. x 3" deep.

FINISH:
Thermoset polyester powdercoat is electrostatically applied after a five-stage conversion cleaning process and bonded by heat fusion thermosetting. Laboratory tested for superior weatherability and fade resistance in accordance with ASTM B117 specifications. For larger projects where a custom color is required, contact the factory for more information.

OPTICAL ASSEMBLY:
Symmetric. U.V. stabilized clear acrylic textured globe.

LAMPING:
MH and HPS Medium base: E17. MH Mogul base: ED28. HPS Mogul base: E23.5.

ELECTRICAL ASSEMBLY:
Ballast assemblies are mounted to an aluminum plate or spinning, which is mounted inside the globe to the cast fitter. 4kv rated porcelain mini-can base. Nickel-plated screw shell with center contact. 4kv rated mogul base porcelain socket. Nickel-plated screw shell with center contact.

BALLAST:
All HID ballasts are core and coil and regulated with power factors better than 90% (HPF). Ballast provides +/- 5% lamp power regulation with +/- 10% input voltage regulation. Ballasts are factory pre-wired and tested. Metal halide ballasts are capable of starting at -20° F or -30° C and HPS at -40°F or -40°C. NOTE: All ballasts are EISA / Title 20 / Title 24 compliant where applicable.

CERTIFICATIONS:
ETL Listed to U.S. safety standards for wet locations. cETL listed to Canadian safety standards for wet locations. Manufactured to ISO 9001:2008 Standards.

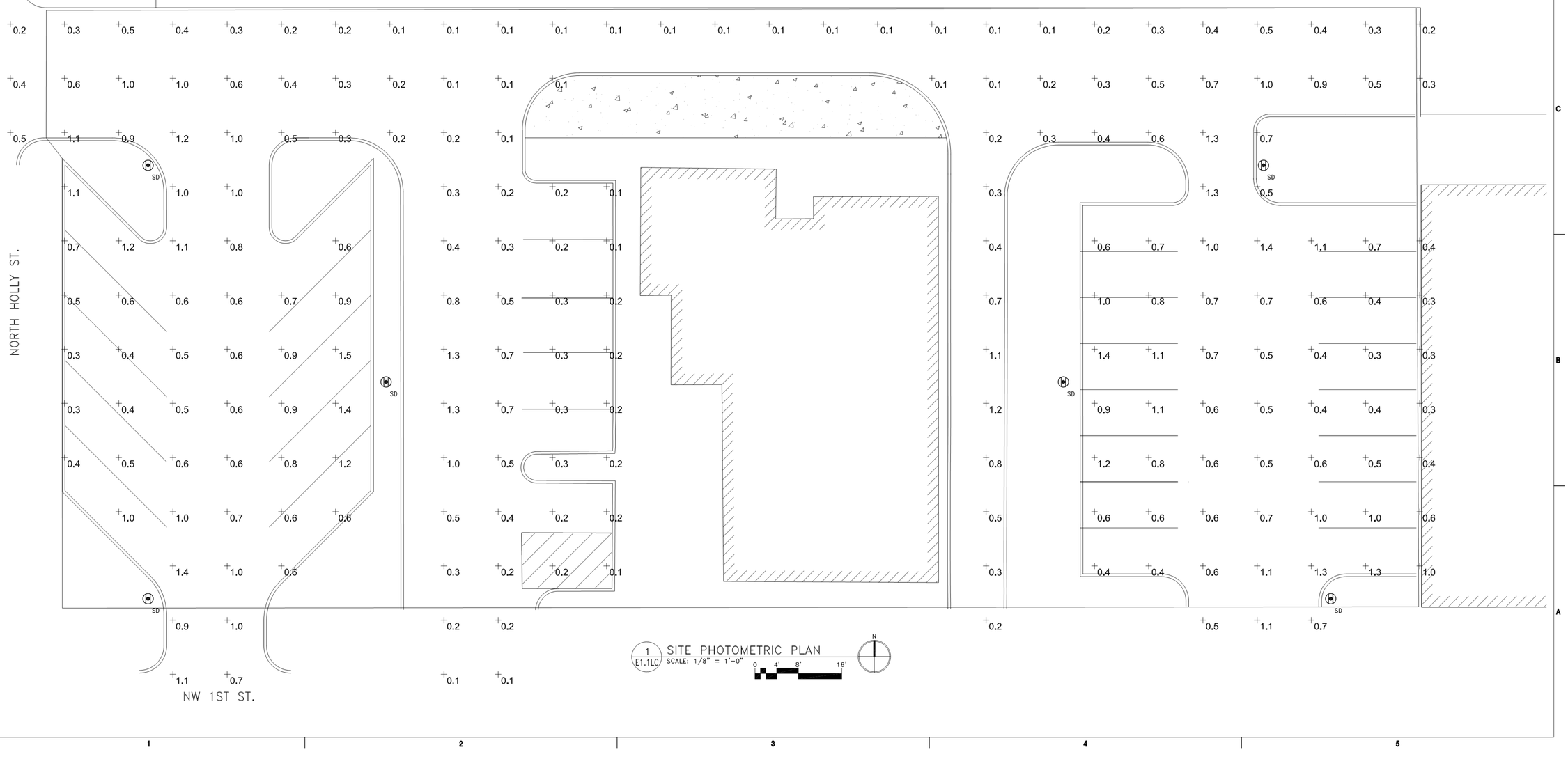
WARRANTY:
Three-year limited warranty.

Height :
28" (71cm)

ISO 9001:2008 Registered — Page 1 of 2

PHILIPS HADCO

Note: Philips reserves the right to modify the above details to reflect changes in the cost of materials and/or production and/or design without prior notice.
100 Craftway Drive, Littlestown, PA 17340 | P: +1-717-359-7131 F: +1-717-359-9288 | http://www.hadco.com | Copyright 2011 Philips
HW2



1 / E1.1LC SITE PHOTOMETRIC PLAN
SCALE: 1/8" = 1'-0"
0 4' 8' 16'
N

FFA Architecture + Interiors
FFA Architecture and Interiors, Inc.
520 SW Yamhill Suite 900 Portland OR 97204
Phone: 503.222.1661 Fax: 503.222.1701
www.ffadesign.com

MKE & ASSOCIATES, INC.
CONSULTING ENGINEERS
MECHANICAL AND ELECTRICAL SYSTEMS
6915 SW MACADAM AVE.
SUITE 200
PORTLAND, OREGON 97219
PHONE: 503.892.1188
FAX: 503.892.1190
CONTACT...HANK BARLEEN
engineering@mke-inc.com

Welcome to Canby the garden spot

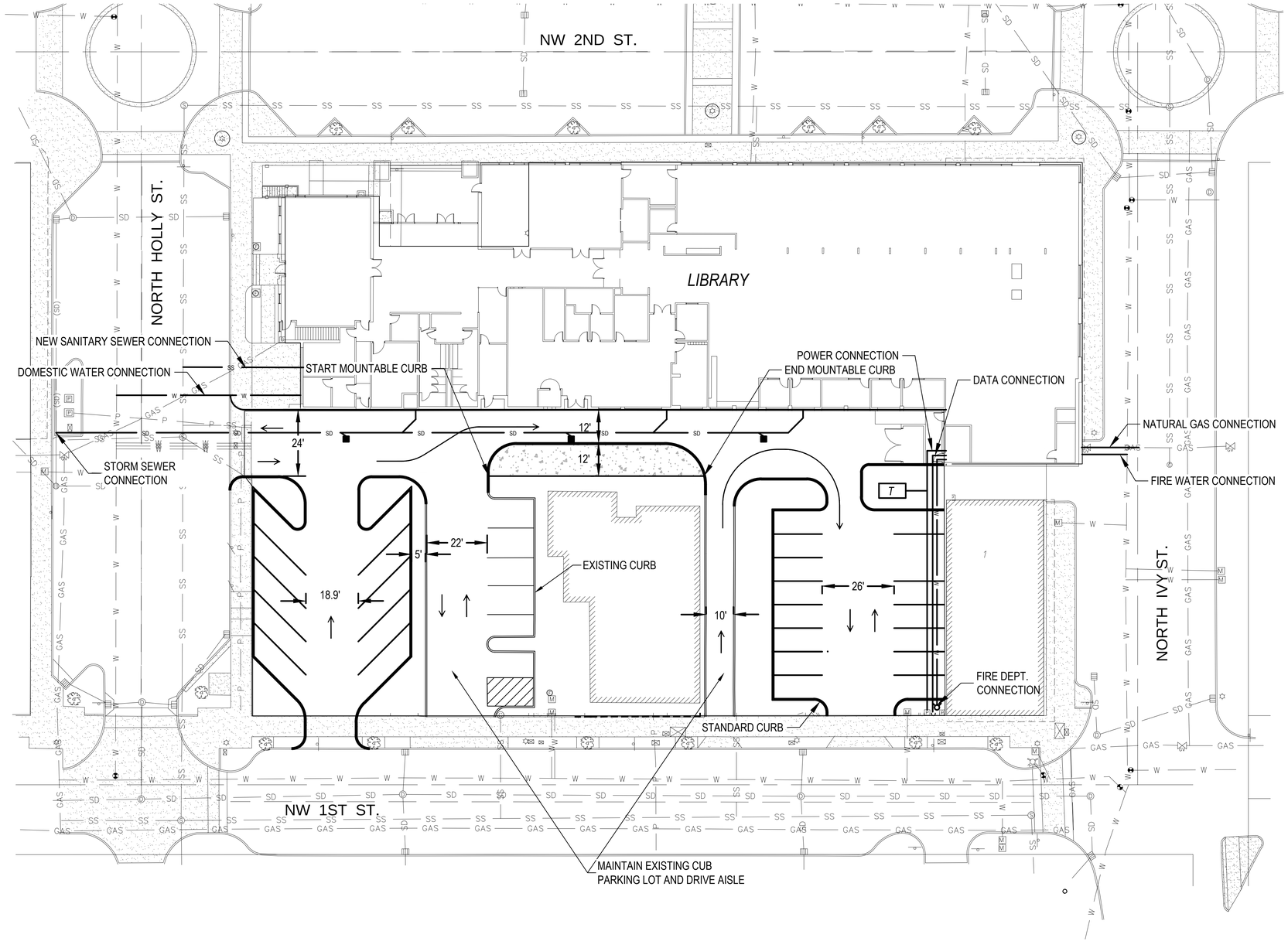
MARK	DATE	DESCRIPTION

APPROVED: H. BARLEEN
DRAWN: D. DERHEIMER
DATE: 02/27/13
PROJECT NUMBER:

SITE PHOTOMETRIC PLAN

E1.0LC

X:\Projects\2012\12-128\E1.0LC.dwg Apr 02,2013 - 10:48am Reference File: 2470-00-SITE PLAN (2)
Image: Arch_Logo_Color.jpg Image: Arch_Logo_Color.jpg
Image: 2470-00-SITE PLAN (2).jpg



LEGEND

- UNDERGROUND WATER LINE
- STORM DRAINAGE LINE
- SANITARY DRAINAGE LINE
- MISC. FRANCHISE CONNECTIONS
- BUILDING FACE
- STANDARD CURB
- CATCH BASIN
- FIRE DEPARTMENT CONNECTION
- TRAFFIC DIRECTION ARROW
- CONCRETE

**NEW AC PARKING LOT TO BE PAVED WITH PERVIOUS AC.*

2/15/13

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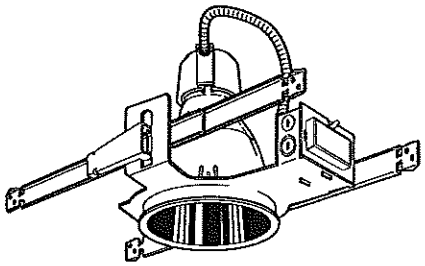
SITE CONCEPT PLAN

gotham

Luminaire Type:
Catalog Number (autopopulated):



Gotham Architectural Downlighting
Compact Fluorescent Downlights

4" AFV
Open Reflector

Vertical Lamp
Double Twin-Tube or Triple-Tube

FEATURES

OPTICAL SYSTEM
- Self-flanged, semi-specular or matte-diffuse reflector. Patented Vertisys® - Bounding Ray™ Optical Principle design (US Patent No. 5,800,050).

MECHANICAL SYSTEM
- 16-gauge galvanized steel construction; maximum 1-5/8" ceiling thickness.
- Telescopic mounting bars maximum of 32" and minimum of 15", preinstalled, 4" vertical adjustment.
- Toolless post-installation adjustments.
- Junction box capacity: 8 (4 in, 4 out) 12AWG rated for 90°C.

ELECTRICAL SYSTEM
- Rugged aluminum lampholder housing.
- Vertically mounted, positive-latch, thermoplastic socket.
- Class P, thermally protected, high-power-factor electronic ballast mounted to the junction box.
- SIMPLY5™ technology available.

LISTING
- Fixtures are UL Listed for thru-branch wiring, non-IC recessed mounting and damp locations. Listed and labeled to comply with Canadian standards.

WARRANTY
- 1-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

ORDERING INFORMATION

EXAMPLE: AFV 26TRT 4AR MVOLT WLP

Series	Wattage/Lamp	Aperture/Trim color	Finish	Lens type	Voltage
AFV	**13DTT**	**4AR** Clear	(blank) Semi-specular	(blank) No lens	**MVOLT**[2]
	13TRT	**4PR** Pewter	**LD** Matte-diffuse	**CGL** Clear glass lens	**120**
	18TRT	**4WTR** Wheat		**PCL** Clear polycarbonate lens	**277**
	26TRT	**4MB**[1] Black baffle		**T73** Tempered prismatic lens	**347**
	32TRT	**4WB**[1] White baffle		**CAL** Clear acrylic lens	
				A12 Prismatic acrylic lens	
				PPC Prismatic polycarbonate lens	

Ballast[3]		Options			
(blank)	Electronic ballast	**ELR**[5,7]	Emergency battery pack with remote test switch	**LRC**[9]	Provides compatibility with Lithonia RELOC® system. Access above ceiling required.
ECOS[2,4]	Lutron® EcoSystem® electronic dimming ballast. Minimum dimming level 5%	**ELRHL**[5,7]	High-lumen-output emergency battery pack with remote test switch	**HW**	Hardwire for S5 system; replaces RELOC®
ADEZ[4,5]	Advance Mark 10® electronic dimming ballast. Minimum dimming level 5%	**GMF**[8]	Single, slow-blow fuse	**CP**[10]	Chicago plenum
ADZT[2]	Advance Mark 7® electronic dimming ballast. Minimum dimming level 5%	**GLR**[8]	Single, fast-blow fuse	**BDP**[10,11]	Ballast disconnect plug
S5[6]	SIMPLY5™ system ballast. Minimum dimming level 3%	**TRW**	White painted flange (standard on MB and WB)	**NSD**[12]	Sensor Switch® nLight® dimming relay
		TRBL	Black painted flange	**WL**	Wet location; lens required
		GSKT	Foam gasketing	**WRL**[13]	Wattage restriction label
		WLP	With 3500 K lamp (shipped separately)	**TWS**	Twist lock socket

ACCESSORIES order as separate catalog numbers (shipped separately)	
SCA4	Sloped ceiling adapter. Degree of slope must be specified (10D, 15D, 20D, 25D, 30D). Ex: SCA4 10D.

GOTHAM ARCHITECTURAL DOWNLIGHTING | 1400 Lester Road Conyers GA 30012 | P 800.315.4982 | gothamlighting.com

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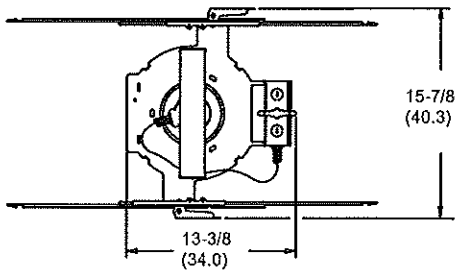
gotham

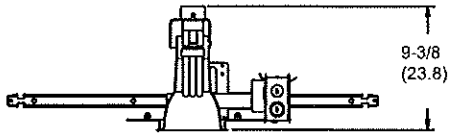
4" AFV
Open Reflector
Vertical Lamp, Double Twin-Tube or Triple-Tube

gotham®

DIMENSIONAL DATA

All dimensions are inches (centimeters) unless otherwise noted.





Aperture: 4-5/16 (11)
Ceiling Opening: 5-1/8 (13)
Overlap Trim: 5-7/16 (13.8)
Lens recess: 1-1/2 (3.8)

ELECTRICAL

ENERGY (Calculated in accordance eith NEMA standard LE-5A)

LER.DOH	Annual* Energy Cost	Lamps	Lamp Lumens	Ballast Factor	Input Watts
21	$11.47	(1) 13W DTT	900	1.0	16
26	$ 9.07	(1) 18W TRT	1200	1.0	20
21	$11.38	(1) 26W TRT	1800	1.0	28

*Comparative yearly lighting energy cost per 1000 lumens

NOTES

ORDERING NOTES

1. Not available with finishes.
2. Multi-volt electronic ballast capable of operating on any voltage from 120V through 277V, 50 or 60 Hz.
3. For additional ballast types, refer to TECH-250.
4. Not available with 13W.
5. Available in 120V or 277V only.
6. SIMPLY5 includes 9' S5 MLC RELOC wiring system (shipped separately). Available in 26W or 32W; 120V or 277V only. See simply5.net for more information.
7. For dimensional changes, refer to TECH-140.
8. Not available with MVOLT; must specify voltage
9. For compatible RELOC systems, refer to TECH-110.
10. Not available with ELR or ELRHL option.
11. Meets codes that require in-fixture disconnect.
12. One 5A relay with one 0-10 VDC dimming output, shipped installed. Requires additional nLight bus power supply (nPS80).
13. Must specify wattage: Ex.: WRL26

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gotham®

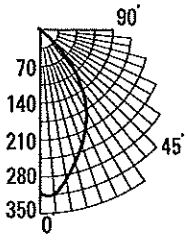
4" AFV
Open Reflector
Vertical Lamp, Double Twin-Tube or Triple-Tube

PHOTOMETRY

Distribution Curve | Distribution Data | Output Data | Coefficient of Utilization | Illuminance: Single Luminaire 30" Above Floor

AFV 13DTT 4AR

(1) CF13DD/E/835, 900 RATED LUMENS, 0.92 S/MH, TEST NO. LTL9968



From 0°	cp.	Lumens
0°	310	
5°	314	29
15°	260	73
25°	206	94
35°	145	90
45°	62	45
55°	2	2
65°	1	1
75°	0	0
85°	0	0
90°	0	

Zone	Lumens	%lamp
0°-30°	196.4	21.8
0°-40°	286.2	31.8
0°-60°	333.8	37.1
0°-90°	334.6	37.2
90°-180°	0.0	0.0
0°-180°	334.6	37.2*

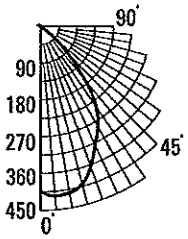
*Efficiency

ρf		20%				
ρc	80%		70%		50%	
ρw	50%	30%	50%	30%	50%	30%
1	41	40	40	39	39	38
2	38	36	37	36	36	35
3	35	33	35	33	34	32
4	32	30	32	30	31	29
5	30	28	30	28	29	27
6	28	26	28	25	27	25
7	26	24	26	24	25	23
8	24	22	24	22	24	22
9	23	20	23	20	22	20
10	21	19	21	19	21	19

Mount height	Initial fc at beam center	50% beam angle 49.6° Beam diameter	50% beam angle 49.6° fc at beam edge	10% beam angle 86.7° Beam diameter	10% beam angle 86.7° fc at beam edge
8'	10.2	5.1	5.1	10.4	1.0
10'	5.5	6.9	2.8	14.2	0.6
12'	3.4	8.8	1.7	17.9	0.3
14'	2.3	10.6	1.2	21.7	0.2
16'	1.7	12.5	0.9	25.5	0.2

AFV 18TRT 4AR

(1) F18TBX/SPX35/A/4P, 1200 RATED LUMENS, 1.07 S/MH, TEST NO. LTL9877



From 0°	cp.	Lumens
0°	402	
5°	416	40
15°	399	111
25°	320	147
35°	241	150
45°	99	76
55°	3	4
65°	1	1
75°	0	0
85°	0	0
90°	0	

Zone	Lumens	%lamp
0°-30°	298.3	24.9
0°-40°	447.8	37.3
0°-60°	527.7	44.0
0°-90°	529.5	44.1
90°-180°	0.0	0.0
0°-180°	529.5	44.1*

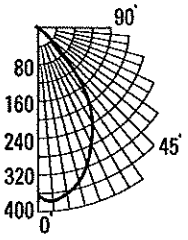
*Efficiency

Tρf		20%				
ρc	80%		70%		50%	
ρw	50%	30%	50%	30%	50%	30%
1	49	47	48	47	44	43
2	45	43	44	42	41	40
3	41	39	41	39	38	37
4	38	36	38	35	36	34
5	35	33	35	32	33	31
6	33	30	32	30	31	29
7	31	28	30	27	29	27
8	28	26	28	25	27	25
9	27	24	26	24	26	23
10	25	22	25	22	24	22

Mount height	Initial fc at beam center	50% beam angle 56.4° Beam diameter	50% beam angle 56.4° fc at beam edge	10% beam angle 88.9° Beam diameter	10% beam angle 88.9° fc at beam edge
8'	13.3	5.9	6.6	10.8	1.3
10'	7.1	8.0	3.6	14.7	0.7
12'	4.5	10.2	2.2	18.6	0.4
14'	3.0	12.3	1.5	22.6	0.3
16'	2.2	14.5	1.1	26.5	0.2

AFV 18TRT 4MB

(1) F18TBX/SPX35/A/4P, 1200 RATED LUMENS, 1.03 S/MH, TEST NO. LTL9878



From 0°	cp.	Lumens
0°	364	
5°	377	36
15°	346	97
25°	277	127
35°	194	119
45°	62	49
55°	1	2
65°	0	0
75°	0	0
85°	0	0
90°	0	

Zone	Lumens	%lamp
0°-30°	259.6	21.6
0°-40°	379.1	31.6
0°-60°	430.1	35.8
0°-90°	430.2	35.9
90°-180°	0.0	0.0
0°-180°	430.2	35.9*

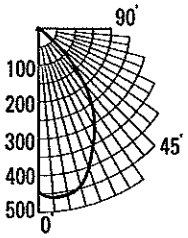
*Efficiency

ρf		20%				
ρc	80%		70%		50%	
ρw	50%	30%	50%	30%	50%	30%
1	40	39	39	38	37	37
2	37	35	36	35	35	34
3	34	32	33	32	32	31
4	31	29	31	29	30	29
5	29	27	29	27	28	26
6	27	25	27	25	26	24
7	25	23	25	23	25	23
8	24	21	24	21	23	21
9	22	20	22	20	22	20
10	21	19	21	19	20	18

Mount height	Initial fc at beam center	50% beam angle 54.5° Beam diameter	50% beam angle 54.5° fc at beam edge	10% beam angle 86.1° Beam diameter	10% beam angle 86.1° fc at beam edge
8'	12.0	5.7	6.0	10.3	1.2
10'	6.5	7.7	3.2	14.0	0.6
12'	4.0	9.8	2.0	17.7	0.4
14'	2.8	11.8	1.4	21.5	0.3
16'	2.0	13.9	1.0	25.2	0.2

AFV 26TRT 4AR

(1) F26TBX/SPX35/A/4P, 1800 RATED LUMENS, 1.06 S/MH, TEST NO. LTL9958



From 0°	cp.	Lumens
0°	444	
5°	461	44
15°	443	124
25°	352	161
35°	257	160
45°	123	91
55°	5	7
65°	1	1
75°	1	1
85°	0	0
90°	0	

Zone	Lumens	%lamp
0°-30°	329.2	18.3
0°-40°	489.0	27.2
0°-60°	587.7	32.6
0°-90°	589.7	32.8
90°-180°	0.0	0.0
0°-180°	589.7	32.8*

*Efficiency

ρf		20%				
ρc	80%		70%		50%	
ρw	50%	30%	50%	30%	50%	30%
1	36	35	35	35	34	33
2	33	32	33	31	32	30
3	31	29	30	29	29	28
4	28	26	28	26	27	26
5	26	24	26	24	25	24
6	24	22	24	22	23	22
7	23	20	22	20	22	20
8	21	19	21	19	20	19
9	20	18	19	17	19	17
10	18	16	18	16	18	16

Mount height	Initial fc at beam center	50% beam angle 55.8° Beam diameter	50% beam angle 55.8° fc at beam edge	10% beam angle 89.8° Beam diameter	10% beam angle 89.8° fc at beam edge
8'	14.7	5.8	7.3	11.0	1.5
10'	7.9	7.9	3.9	14.9	0.8
12'	4.9	10.1	2.5	18.9	0.5
14'	3.4	12.2	1.7	22.9	0.3
16'	2.4	14.3	1.2	26.9	0.2

PHOTOMETRY NOTES

- Tested to current IES and NEMA standards under stabilized laboratory conditions.
- Actual performance may differ as a result of end-user environment and application.
- Consult factory or IES file for microgroove baffle, black cone or other photometric reports.

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gotham®

LITHONIA LIGHTING®

Catalog Number	SC
Notes	
Type	

FEATURES & SPECIFICATIONS

INTENDED USE — For building and wall-mounted applications.

CONSTRUCTION — Rugged, die-cast, single-piece aluminum housing. Die-cast doorframe has a 1/8" thick tempered glass lens. Doorframe is fully gasketed with one-piece solid silicone.

Finish: Standard finish is textured dark bronze (DDBT) corrosion-resistant polyester powder finish. Additional architectural colors are available. Striping is also available.

OPTICS — Segmented reflectors for superior uniformity and control. Medium throw (MD) full cutoff distribution available.

ELECTRICAL — Ballast: Class P, multi-volt electronic, high power factor multi-volt, <10%THD, with starting temperature of 0°F (-18°C).

Socket: High temperature thermoplastic with an integral lamp retention clip.

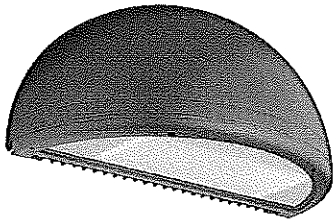
INSTALLATION — Universal mounting mechanism with integral mounting support allows fixture to hinge down. Bubble level provides correct alignment with each installation.

LISTINGS — UL Listed to US and Canadian safety standards (see Options). Suitable for wet locations (damp location listed in lens-up orientation). WLU option offers wet location listing in up orientation (see Options). IP65 Rated. 25°C ambient. ELED: U.S. Patent No. 7,737,640.

WARRANTY — 1-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

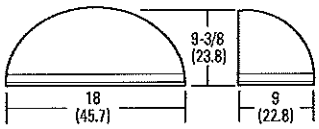
Note: Specifications subject to change without notice.

Decorative Wall-Mounted Lighting



WSQ

COMPACT FLUORESCENT:
26W DTT
26W-42W TRT



Specifications

Length: 18 (45.7)
Depth: 9 (22.8)
Overall Height: 9-3/8 (23.8)
*Weight: 30 (13.6 kg)

All dimensions are inches (centimeters) unless otherwise indicated.
*Weight as configured in example below.

NIGHTTIME FRIENDLY
Consistent with LEED® goals & Green Globes™ criteria for light pollution reduction

ORDERING INFORMATION For shortest lead times, configure product using **standard options (shown in bold).** **Example:** WSQ 42TRT MD MVOLT LPI

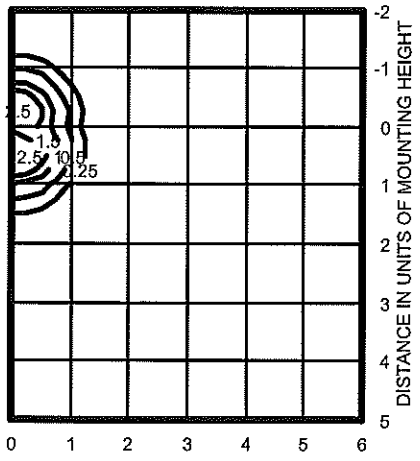
WSQ		MD				
Series	**Wattage**	**Distribution**	**Voltage**	**Ballast**	**Mounting**	**Options**
WSQ	26DTT 2/26DTT 26TRT 2/26TRT 32TRT 2/32TRT **42TRT** **2/42TRT**	**MD** Medium throw	**120** **277** **347** **MVOLT**[1]	**(blank)** Electronic 0° F	**(blank)** Surface mount Shipped separately[2] BBW Surface mount back box UT5 Uptilt 5 degrees	Shipped installed in fixture DC12 Emergency circuit 12-volt (35W lamp included)[3] 2DC12 Emergency circuit 12-volt (two 35W lamps included)[3] DC2012 Emergency circuit 12-volt (20W lamp included)[3] 2DC2012 Emergency circuit 12-volt (two 20W lamps included)[3] DFL Diffusing lens

Options (continued)					Finish[12]		Lamp[14]	
EC	Emergency circuit[4]	GMF	Internal slow-blow fusing[6,7]	Shipped separately[11]	**(blank)**	Dark bronze, textured	**LPI**	Lamp included
ELDW	Emergency battery pack (32°F min. operating temp)[5,6,7]	**PE**	Photoelectric cell-button type[11]	WG Wire guard	CRT	Non-stick protective coating[13]	**L/LP**	Less lamp
ELDWR	Fixture wired ready for Bodine® B30 battery pack (battery pack not included; 32° min. operating temp)[5]	WLU	Wet location door for up orientation	VG Vandal guard	DSST	Sandstone, textured		
ELDWRPS	Fixture wired ready for PS1400 or PSDL remote battery pack (battery pack not included; 32° min. operating temp)[5,8]	CSA	CSA certified		**DNAT**	Natural aluminum, textured		
ELED	Emergency LED secondary source battery pack with time delay (-4°F min. operating temperature)[9,13]	NOM	NOM certified		**DWHG**	White, textured		
2ELED	Emergency LED secondary source (two modules) battery pack with time delay (-4°F min. operating temperature)[9,10]				**DBLB**	Black, textured		
					Super Durable Finishes			
					DDBXD	Dark bronze		
					DBLXD	Black		
					DNAXD	Natural aluminum		
					DWHXD	White		
					DDBTXD	Textured dark bronze		
					DBLBXD	Textured black		
					DNATXD	Textured natural aluminum		
					DWHGXD	Textured white		

WSQ Fluorescent Wall Mounted

WSQ 2/26DTT MD TEST NO: LTL11984

ISOILLUMINANCE PLOT (Footcandle)



WSQ 32TRT MD TEST NO: LTL11981

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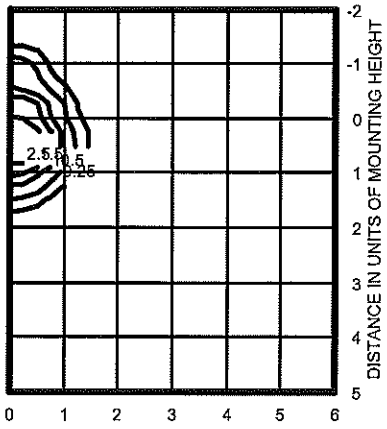
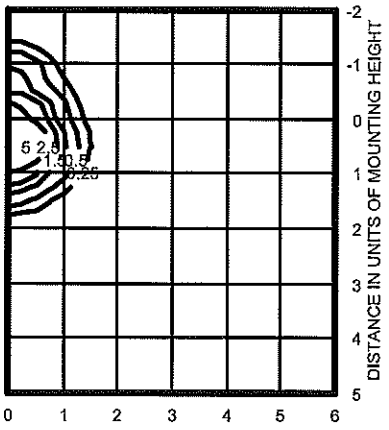


W lamp, horizontal lamp orientation

WSQ 42TRT MD TEST NO: LTL11979

ISOILLUMINANCE PLOT (Footcandle)



W lamp, horizontal lamp orientation

Lamp	Initial Lumens	Mounting Height 10'	12'	14'	16'
Compact Fluorescent					
42W TRT	3,200	0.72	0.5	0.37	0.28
(2) 42W TRT	6,400	1.44	1.0	0.73	0.56

Emergency Option Lamp Compatability

Lamp options # of lamps/wattage	DC12	2DC12	DC2012	2DC2012	EC	ELED	2ELED	ELDW	ELDWC	ELDWR	ELDWRPS
26DTT (1 lamp)	■	■	■	■	■	■	■	■	■	■	■
2/26DTT	■	■	■	■	■	■	■	■		■	■
26TRT (1 lamp)	■	■	■	■	■	■	■	■	■	■	■
2/26TRT	■	■	■	■	■	■	■	■		■	■
32TRT (1 lamp)	■	■	■	■	■	■	■	■	■	■	■
2/32TRT	■	■	■	■	■	■	■			■	■
42TRT (1 lamp)	■	■	■	■	■	■	■	■	■	■	■
2/42TRT	■	■	■	■	■	■	■			■	

Notes

1. Multi-volt electronic ballast capable of operating on any line voltage from 120-277V.
2. May be ordered as an accessory with prefix "WS". Must specify finish.
3. Not available with GMF, EC, ELDWs.
4. Maximum allowable wattage lamp included.
5. Not available with MVOLT; must specify voltage. ELDW with compact fluorescent does not satisfy North Carolina code criteria for state owned buildings per 2012 NC Building Code: 1006.3 and 1006.4.
6. Not available with 2/32TRT or 2/42TRT
7. Not available with DCs or EC.
8. Not available with 2/42TRT.
9. Not available with EC, DCs or ELDWs.
10. Must specify 120V or 277V.
11. Must be ordered with fixture; cannot be field installed.
12. See www.lithonia.com/archcolors for additional color options.
13. Black finish only.
14. Must be specified (35K lamp with LPI).

OUTDOOR: One Lithonia Way Conyers, GA 30012 Phone: 770.922.9000 Fax: 770-918-1209 www.lithonia.com © 2003-2013 Acuity Brands Lighting, Inc. All rights reserved. Rev. 03/27/13

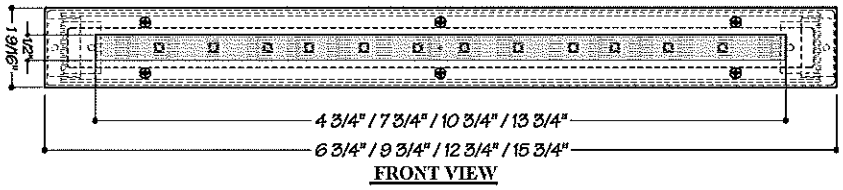
COLE LIGHTING

CATALOG NUMBER

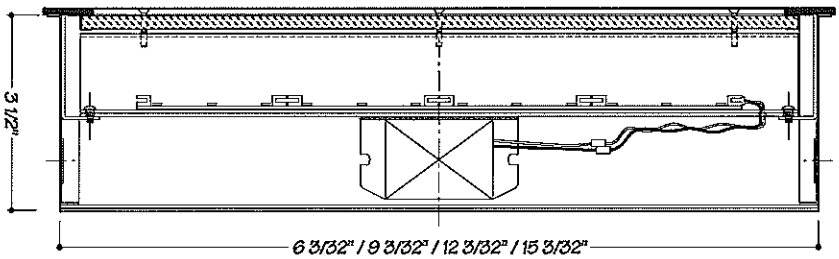
LED	L503	1.1W 3000°K
	L506	2.2W 3000°K
	L509	3.3W 3000°K
	L512	4.5W 3000°K

DESCRIPTION:

1.) FACEPLATE = 11 GA. #4 SATIN STAINLESS STEEL
2.) HOUSING = 16 GA. STAINLESS STEEL
3.) 16 GA. STEEL CHANNEL - PTD. WHITE
4.) ELECTRONIC LED DRIVER (DIMMING OPTION AVAILABLE)
5.) 1/4" FLASHED OPAL TEMPERED GLASS OR CLEAR FROSTED TEMPERED GLASS
6.) OUTPUT VOLTAGE = 24VDC
7.) INPUT VOLTAGE = 120V / 277V
8.) SUITABLE FOR CONCRETE POUR
9.) SUITABLE FOR WET LOCATION



FRONT VIEW



SECTION VIEW

L512 shown

K2908-SERIES	COLE LIGHTING SINCE 1911	C.W. COLE & CO., INC. 2560 N. ROSEMEAD BLVD., SOUTH EL MONTE, CA 91733-1593 • www.colelighting.com • (626) 443-2473 • FAX (626) 443-9253					
		LOW PROFILE LED STEPLITE					
		4.5 W. LED / 3000K / Flashed Opal Diffuser					
		DRAWN BY T. PHAN	DATE 5-3-11	CHECKED BY D.W.	DATE 5-3-11	SCALE NTS	DRAWING No K2908-SERIES

City of Canby

Planning Department

TO: ***Chair Smith and Planning Commission***
FROM: ***Bryan Brown, Planning Director***
DATE: ***May 3, 2013***

ISSUE: ***Request from property owner to delete the Development Concept Plan requirement from the Annexation Ordinance***

Background:

In September, 2008 the City Council adopted a legislative text amendment (TA 08-03) by Ordinance No. 1294 which established our current annexation ordinance provisions. The text amendment origin began in 2003 as a part of the City's Periodic Review process. The City directed staff to initiate a process to review and update annexation criteria to better reflect the needs of the citizens in a growing community. This was accomplished by a series of workshops and discussions that included the City Council, the Planning Commission, Neighborhood Associations, neighboring communities, legal counsel, and a community wide quality of life survey. The proposed code amendments reflect the recommendations from that extensive process. The amendments resulted in an updated annexation ordinance by primarily deleting outdated criteria, clarifying existing criteria, and adding new criteria which set forth requirements for Development Agreements and Development Concept Plans.

A few months ago staff was approached by a property owner wanting to pursue annexation of his 0.87 acre track at 1701 S. Ivy Street just adjacent to 2 lots recently purchased and successfully annexed by Hope Village. When advised of the Development Concept Plan requirement for a much larger area then his own property, as indicated on the City of Canby Annexation Development Map, he voiced concern that this was outside of his likely financial capabilities. As we visited, I advised that Hope Village was able to obtain an "exception" from the Development Concept Plan requirement from the City Council but that their argument may not be the same for him and his property. We learned with the Hope Village annexation, that it was not certain whether properties further south would be able to be served by gravity sanitary sewer flow to existing city mains. Developing a concept plan for how various public infrastructures could serve his property and the larger defined area was the intent of introducing the annexation ordinance Development Concept Plan requirement.

Further Discussion:

Besides the concern voiced about the feasibility of a small property owner being able to navigate the Development Concept Plan requirement; there have been 3 or more inquiries in the past four years to annex other portions of the city's UGB where the Development Concept Plan also presented a barrier which either caused them to abandon the idea before starting, or in one case abandoning the process when lack of agreement among any of the other property owners to a given concept plan became evident.

It appears that everyone sees the benefits of some type of public infrastructure Concept Planning for the larger areas rather than on a case by case basis with each individual property, but there is growing disagreement on placing this burden on the private property owner. Gaining consensus of all property owners in a defined Development Concept Plan area is not a prerequisite for success, but it certainly helps when presenting your case to the City Council and eventually to the voters. The cost involved in development of a concept plan is the other primary objection which has been raised about this provision.

Possible Solutions:

Staff's current thoughts are that long-term, the need for the Development Concept Plan requirement will be significantly reduced when the City is able to put in place individual Master Neighborhood development plans for the largest areas for future annexation and/or complete updated overall City infrastructure plans for the remaining future annexation areas. In fact, the City is well on its way toward creating and adopting these useful Master Plans which to a substantial degree put in place how public services are expected to be handled as growth occurs in our UGB. However, Master area or infrastructure plans do not always get down to the specificity that may have been contemplated with the annexation Development Concept Plan requirement.

The City currently has an updated Transportation System Plan, but it does not discuss the location of new streets at the local functional classification level. Canby Utility recently adopted an updated Master Water Plan. The City is working on completion of a new Master Stormwater Management Plan to be completed in the next several months. We still need to address an update to our outdated Sanitary Sewer Master Plan, a critical component for which we rely on the annexation Development Concept Plan to provide. The City is pursuing Master Planning of UGB areas through the NE Master Plan and our past in-house efforts and current effort to seek grant assistance to pursue development of a N Redwood Master Plan.

Staff does not have any other known solutions to address the concerns raised at this time. We felt it was important that we share the concerns that have been raised. It is not clear to staff if the City should consider requests to delete the Development Concept Plan requirement, or if maybe the Planning Commission would want to assist in studying possible alternative or modifications that might make the requirement a little bit less imposing on annexation applicants.

Options:

1. Recognize the short-term need for the Development Concept Plan requirement within the annexation ordinance and leave it in place along with the exception provision for those who wish to attempt to exclude the requirement.
2. Form a PC led work committee to further review possible modifications to make obtaining a Concept Plan less imposing to annexation applicants
3. Simply the delete the Development Concept Plan requirement from the code in recognition that it imposes an inappropriate burden on individual annexation applicants.

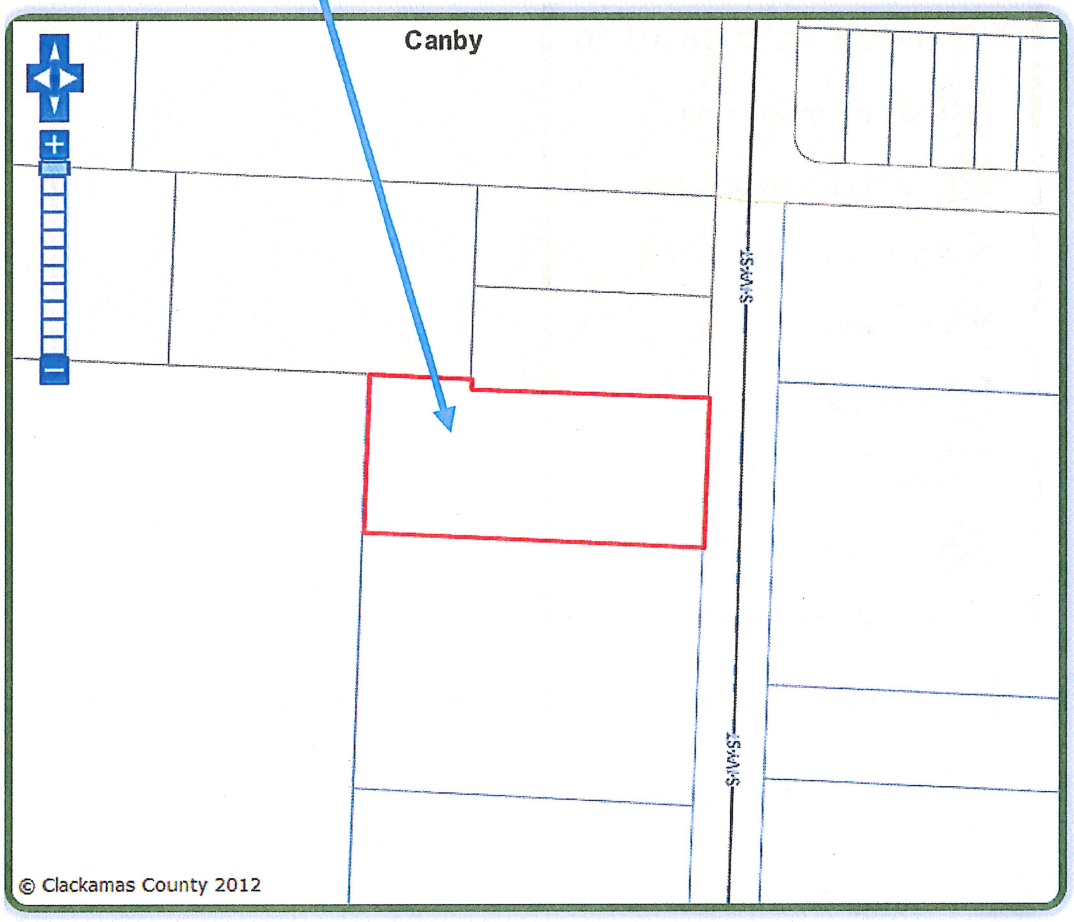
Attachments:

- Property Location for Current Annexation Inquiry & Request to Delete the Concept Plan requirement.

- Chapter 16.84 Annexation Regulations and the Adopted Annexation Development Map that indicates where Development Concept Plans are required

- TA 08-03 Staff Report & Text Amendments that resulted in current annexation regulations.

1701 S IVY STREET



Division VI. – ANNEXATIONS

Chapter 16.84

REGULATIONS

Sections:

16.84.005 Background.
16.84.010 Purpose.
16.84.020 State regulations.
16.84.030 Filing procedure.
16.84.040 Standards and criteria.
16.84.050 Consideration of applications.
16.84.060 Legal advertisement of pending election.
16.84.070 Election procedures.
16.84.080 Setting of boundaries and proclamation of annexation.
16.84.090 Exceptions.

16.84.005 Background.

The process of annexation of land to the city allows for the orderly expansion of the city and adequate provision for public facilities and services. The city charter requires that, unless mandated by state law, annexation, delayed annexations, and extension of city services, may only be approved by a majority vote among the electorate. (Ord. 981 section 34, 1997)

16.84.010 Purpose.

It is the purpose and general intent of this division to delineate the appropriate procedures to be followed to annex territory to the city. It is recognized that alterations to the corporate limits are major land use actions affecting all aspects of city government including taxation, the provision of public services, land use patterns, vehicular circulation, etc. Decisions on proposed annexations are, therefore, of critical importance to the city. The procedures and standards established in this chapter are required for review of proposed annexations in order to:

A. Provide adequate public information and sufficient time for public review before an annexation election;

B. Maximize citizen involvement in the annexation review process;

C. Establish a system for measuring the physical, environmental, and related social effects of proposed annexations; and

D. Ensure adequate time for staff review. (Ord. 740 section 10.6.10, 1984; Ord. 981 section 35, 1997)

16.84.020 State regulations.
The regulations and requirements of Oregon Revised Statutes Chapter 222 are adopted by reference and made a part of this division. (Ord. 740 section 10.6.20, 1984)

16.84.030 Filing procedure.
Whenever an application for annexation is filed, it shall be reviewed in accordance with the following procedures:

A. Application Filing Deadlines. Application deadlines are established to permit public hearings by both the Planning Commission and the City Council in time to meet state and county requirements for submitting ballot information for these election dates. Application deadlines are as follows:

1. Regular annexation dates are in May and November. Annexations must be filed with the City before 5:00 p.m. on the last working day in August for a ballot election in May and the last working day in February for a ballot election in November. Incomplete applications may result in missing these planned election dates, at the City's discretion.

2. Annexations can be scheduled for a special election provided that all costs associated with the special election are covered by the applicant. Special elections will be scheduled by the City Council following the required City Council hearing on the application.

B. Application Submittal. Application procedures shall be as described in Chapter 16.89, on forms provided by the Planning Department. (Ord. 899 section 6, 1993; Ord. 740 section 10.6.30, 1984; Ord. 981 section 36, 1997; Ord. 1019 section 18-20, 1999; Ord. 1080, 2001; Ord 1237, 2007; Ord. 1294, 2008)

16.84.040 Standards and criteria.
A. The following criteria shall apply to all annexation requests.

1. The City of Canby Annexation Development Map shall determine which properties are required to submit either (See Figure 16.84.040):

a. A Development Agreement (DA) binding for all properties located within the boundaries of a designated DA area as shown on the City of Canby Annexation Development Map. The terms of the Development Agreement may include, but are not limited to:

1. Timing of the submittal of an application for zoning
2. Dedication of land for future public facilities including park and open space land
3. Construction of public improvements
4. Waiver of compensation claims
5. Waiver of nexus or rough proportionality objections to future exactions
6. Other commitments deemed valuable to the City of Canby

For newly annexed properties that are within the boundaries of a DA area as designated on the City of Canby Annexation Development Map: A Development Agreement shall be recorded as a covenant running with the land, binding on the landowner's successors in interest prior to the City Council granting a change in zoning classification.

b. A Development Concept Plan (DCP) binding for all properties located within the boundaries of a designated DCP area as shown on the City of Canby Annexation Development Map. A Development Concept Plan shall address City of Canby infrastructure requirements including:

1. Water
2. Sewer
3. Stormwater
4. Access
5. Internal Circulation
6. Street Standards
7. Fire Department requirements
8. Parks and open space

For newly annexed properties that are within the boundaries of a DCP area as designated on the City of Canby Annexation Development Map: A Development Concept Plan shall be adopted by the Canby City Council prior to granting a change in zoning classification. (Ord 1294, 2008)

2. Analysis of the need for additional property within the city limits shall be provided. The analysis shall include the amount of developable land (within the same class of zoning - low density residential, light industrial, etc.) Currently within the city limits; the approximate rate of development of those lands; and how the proposed annexation will affect the supply of developable land within the city limits. A supply of developable residential land to provide for the anticipated population growth over the following three years is considered to be sufficient;

3. Statement of potential physical, aesthetic and related social effects of the proposed development on the community as a whole and on the neighborhood of which it will become a part; and proposed actions to mitigate identified concerns, if any. A neighborhood meeting is required as per Table 16.89,020 of the City of Canby Land Development and Planning Ordinance.

4. Statement of availability, capacity and status of existing water, sewer, drainage, transportation, park and school facilities;

5. Statement of increased demand for such facilities to be generated by the proposed development, if any, at this time;

6. Statement of additional facilities, if any, required to meet the increased demand and any proposed phasing of such facilities in accordance with projected demand;

7. Statement outlining method and source of financing required to provide additional facilities, if any;;

8. Statement indicating the type and nature of any comprehensive Plan text or map amendments or Zoning text or map amendments that may be required to complete the proposed development. (Ord 1292, 2008)

9. Compliance with other applicable city ordinances or policies;

10. Compliance of the application with the applicable sections of Oregon Revised Statutes Chapter 222. (Ord. 740 section 10.6.40, 1984; Ord. 981 section 37, 1997; Ord. 1294, 2008)

16.84.050 Consideration of applications.

A. Upon receipt of an application, staff shall review the completeness of the application. After accepting the application as complete, staff shall schedule a public hearing to be held by the Planning Commission.

B. The commission shall conduct a public hearing to evaluate the proposed annexation and determine the appropriate zoning designation upon annexation. Following the close of the public hearing, the commission shall forward its recommendation concerning the annexation to the City Council. The commission's recommendation shall include findings that specify how the proposal has or has not complied with the above review criteria (16.84.040). The commission shall specify such consideration as findings in support of its decision and recommendation.

C. Upon receipt of the commission's recommendation the matter shall be set for review by the City Council following the procedures outlined in Division VIII. The City Council shall review all proposals prior to the city application deadline for submitting measures to the voters in May or November. The City Council shall only set for an election those annexations that are consistent with the above review criteria (16.84.040). The City Council shall specify such considerations as findings in support of its decision to schedule an annexation for an election.

D. The City Council's decision to submit an annexation to the electorate is the last discretionary decision in the process. Certifying the election after votes are counted is not a discretionary decision.

E. The council's decision not to set an election for the annexation (a decision of denial), or the results of the election is the final action in the city's review of an annexation application. (Ord. 740 section 10.6.50, 1984; Ord. 981 section 38, 1997; Ord 1237, 2007)

16.84.060 Legal Advertisement of Pending Election.

After City Council review and approval, the city administrator shall cause a legal advertisement describing the proposed annexation and pending election to be published in at least one newspaper of general circulation in the city. The advertisement shall be placed at least 14 days prior to the election. The size of the advertisement shall be determined by the City Administrator, but shall not be less than one-half of a full page. The advertisement shall contain: a description of the location of the property, the size of the property, its current zoning and zoning upon annexation, a general description of the land use intended, a description of any Comprehensive Plan text or Map amendment of Zoning Ordinance text or Map amendment that is required; and a description of the positive and negative effects contained in the staff report, as well as the findings upon which the City Council based its decision. (Ord. 981 section 39, 1997)

16.84.070 Election Procedures.

A. Pursuant to ORS 222.130(1), the statement of chief purpose in the ballot title for a proposal for annexation shall contain a general description of the boundaries of each territory proposed to be annexed. The description shall use streets and other generally recognized features. Notwithstanding ORS 250.035, the statement of chief purpose shall not exceed 150 words. The ballot title wording shall be prepared by the City Attorney.

B. Pursuant to ORS 222.130(2), the notice of an annexation election shall be given as provided in ORS 254.095 and 254.205, except that in addition the notice shall contain a map indicating the boundaries of each territory proposed to be annexed.

C. Pursuant to ORS 222.11(7), two or more proposals for annexation of territory may be voted upon simultaneously; however, each proposal shall be stated separately on the ballot and voted on separately. (Ord. 981 section 40, 1997)

16.84.080 Setting of Boundaries and Proclamation of Annexation.

If the annexation is approved by the electorate, the City Council, by resolution or ordinance, shall set the final boundaries of the area to be annexed by a legal description and proclaim the annexation (ORS 222.170(3)). (Ord. 981 section 41, 1997; Ord 1237, 2007)

16.84.090 Exceptions.

The City Council may authorize an exception to any of the requirements of this chapter. An exception shall require a statement of findings that indicates the basis for the exception. Exceptions may be granted for reasons including, but not limited to: identified health hazards, limited development potential, or administrative error. An exception to referring an annexation application that meets the approval criteria to an election cannot be granted except as provided in the Oregon Revised Statutes. (Ord. 981 section 42, 1997)

City of Canby Annexation Development Map

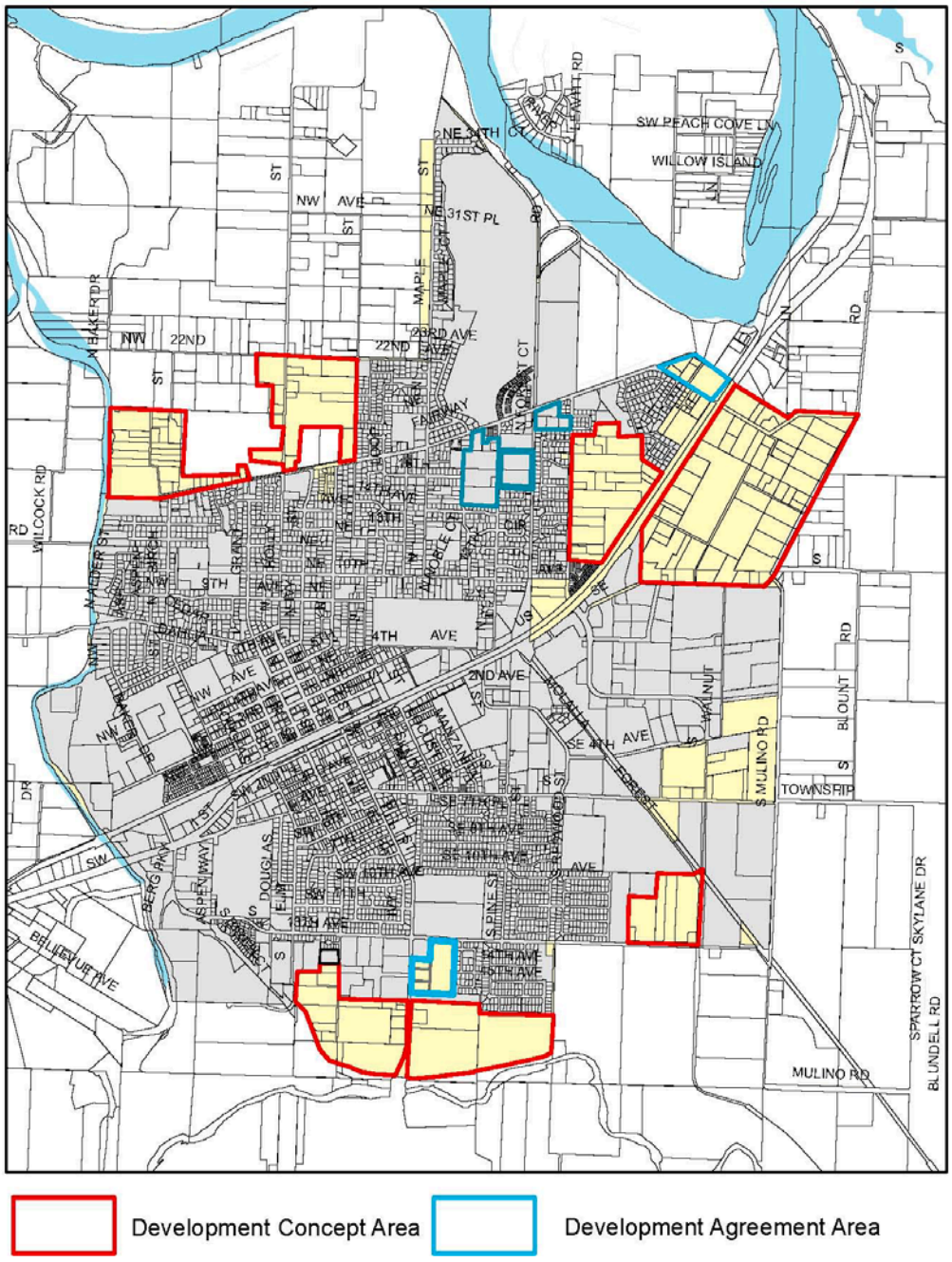


Figure 16.84.040

STAFF REPORT

TITLE: **A CANBY MUNICIPAL CODE AMENDMENT for the purpose of amending the Land Development & Planning Ordinance (Title 16) in order to update Chapters 16.08 and 16.84 concerning annexation criteria.**

APPLICANT: **City of Canby**

FILE #: **TA 08-03**

STAFF: **Matilda Deas, AICP, Project Planner**

REPORT DATE: **August 18, 2008**

HEARING DATE: **August 25, 2008**

I. APPLICATION SUMMARY

This application contains proposed amendments to the City of Canby's Land Development and Planning Ordinance relating to criteria for annexation. These amendments are the result of a lengthy process that began in 2003 as part of the City's Periodic Review process. The process involved numerous discussions and workshops with Councilors, Commissioners, Neighborhood Associations, neighboring communities and legal Counsel, as well as a community wide quality of life survey.

II. APPLICABLE CRITERIA

Section 16.88.10 Amendments to text of title
This is a legislative land use amendment. In judging whether or not this title 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;

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.

III. PROPOSED AMENDMENTS

The proposed amendments primarily update the City of Canby's annexation criteria by deleting outdated criteria, clarifying existing criteria, and adding new criteria which sets forth requirements for Development Agreements and Development Concept Plans.

Staff has attached the proposed code amendments (see Attachment A). Deleted text is illustrated in ~~strikeout font~~, while added text is illustrated in **green font.**

IV. FINDINGS AND CONCLUSIONS

1. Staff concludes that 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. Staff concludes that there is a public need for the change.

3. Staff concludes that the proposed change will serve the public need better than any other change which might be expected to be made.

4. Staff concludes that the proposed change will preserve and protect the health, safety, and general welfare of the residents in the community.

5. Staff concludes that the proposed amendment complies with the Statewide Planning Goals.

V. RECOMMENDATION

Based upon previous public meetings and the findings and conclusions stated in this report, and without benefit of a public hearing on the matter, staff recommends that the Planning Commission recommend approval of **TA 08-03** to the City Council.

VI. NEXT STEPS

1. Following close of public hearing, Planning Commission will make a recommendation to the City Council concerning adoption of the proposed text amendment, including recommended findings;

2. The City Council will make their decision based on the record of the Planning

Commission's joint public hearing and deliberations, but is not required to hold a new public hearing (though the Council may hold such a hearing if it so chooses).

VII. ATTACHMENTS

A. Proposed Amendments
B. City of Canby Annexation Development Map
C. TA 08-03 PC Findings

ATTACHMENT “A”

New code=bold green **Deleted old code=~~strikethrough~~**

16.08.40 Zoning of annexed areas.

~~An area annexed to the city shall be automatically classified in the zone which best conforms to the land use map of the Comprehensive Plan. Such~~ **Zoning of newly annexed areas** shall be considered by the Planning Commission in its review and by the council in conducting its public hearing for the annexation. (Ord. 740 section 10.3.05(D), 1984)

16.84.030 Filing procedures

B. Application Submittal**.** Application procedures shall be as described in Chapter 16.89, **on forms provided by the Planning Department**. (ORD. 899 section 6, 1993; Ord. 740 section 10.6.30, 1984; Ord. 981 section 36, 1997; Ord. 1019 section 18-20, 1999; Ord. 1080 , 2001; Ord 1237, 2007.

16.84.010 Purpose.

It is the purpose and general intent of this division to delineate the appropriate procedures to be followed to annex territory to the city. It is recognized that alterations to the corporate limits are major land use actions affecting all aspects of city government including taxation, the provision of public services, land use patterns, vehicular circulation, etc. Decisions on proposed annexations are, therefore, of critical importance to the city. The procedures and standards established in this chapter are required for review of proposed annexations in order to:

A. Provide adequate public information and sufficient time for public review before an annexation election;

B. Maximize citizen involvement in the annexation review process;

C. Establish a system for measuring the physical, environmental, and related social effects of proposed annexations; and

D. Ensure adequate time for staff review. (Ord. 740 section 10.6.10, 1984; Ord. 981 section 35, 1997)

16.84.040 Standards and criteria.

~~**A.** When reviewing a proposed annexation of territory, the commission shall give ample consideration to the following standards and criteria:~~

A. The following criteria shall apply to all annexation requests.

~~**1.** Annexation shall be in keeping with prioritization categories, as designated on the adopted maps showing growth phasing (Urban Growth Element of the Comprehensive Plan). Areas designated as Type A urbanization lands shall be~~

~~annexed prior to those areas shown as Type B, etc. Annexation which is not in keeping with the phased growth concept shall only be permitted when the following findings are made~~:

1. The City of Canby Annexation Development Map shall determine which properties are required to submit either:

a. A Development Agreement (DA) binding for all properties located within the boundaries of a designated DA area as shown on the City of Canby Annexation Development Map. The terms of the Development Agreement may include, but are not limited to:

1. **Timing of the submittal of an application for zoning**
2. **Dedication of land for future public facilities including park and open space land**
3. **Construction of public improvements**
4. **Waiver of compensation claims**
5. **Waiver of nexus or rough proportionality objections to future exactions**
6. **Other commitments deemed valuable to the City of Canby**

For newly annexed properties that are within the boundaries of a DA area as designated on the City of Canby Annexation Development Map: A Development Agreement shall be recorded as a covenant running with the land, binding on the landowner's successors in interest prior to the City Council granting a change in zoning classification.

b. A Development Concept Plan (DCP) binding for all properties located within the boundaries of a designated DCP area as shown on the City of Canby Annexation Development Map. A Development Concept Plan shall address City of Canby infrastructure requirements including:

1. **Water**
2. **Sewer**
3. **Stormwater**
4. **Access**
5. **Internal Circulation**
6. **Street Standards**
7. **Fire Department requirements**
8. **Parks and open space**

For newly annexed properties that are within the boundaries of a DCP area as designated on the City of Canby Annexation Development Map: A Development Concept Plan shall be adopted by the Canby City Council prior to granting a change in zoning classification.

~~**a.** Appropriateness of the annexation in terms of timing for city growth and development;~~

~~**b.** There will be some special benefit to the city overall as a result of the annexation which would not occur if the phased growth pattern was followed;~~

~~**c.** The annexation will result in no adverse impacts on the city's planned provision of public facilities and services.~~

~~The burden of proving the appropriateness of the annexation is greatest for those proposals which are least in keeping with the phased growth concept;~~

2. Analysis of the need for additional property within the city limits shall be provided. The analysis shall include the amount of developable land (within the same class of zoning - low density residential, light industrial, etc.) Currently within the city limits; the approximate rate of development of those lands; and how the proposed annexation will affect the supply of developable land within the city limits. A supply of developable residential land to provide for the anticipated population growth over the following three years is considered to be sufficient;

~~**3.** Smaller non-farm land shall be considered a priority for annexation over larger farm land;~~
3. Statement of potential physical, aesthetic and related social effects of the proposed development on the community as a whole and on the neighborhood of which it will become a part; and proposed actions to mitigate such negative effects, if any;

~~**4.** Access shall be adequate to the site;~~
4. Statement of availability, capacity and status of existing water, sewer, drainage, transportation, park and school facilities;

~~**5.** Adequate public facilities and services shall be available to service the potential (or proposed) development;~~
5. Statement of increased demand for such facilities to be generated by the proposed development, if any, at this time;

6. Statement of additional facilities, if any, required to meet the increased demand and any proposed phasing of such facilities in accordance with projected demand;

7. Statement outlining method and source of financing required to provide additional facilities, if any;

~~8. Risk of natural hazards which might be expected to occur on the subject property shall be identified;~~
8. Statement indicating the type and nature of any comprehensive Plan

text or map amendments or Zoning text or map amendments that may be required to complete the proposed development.

9. Compliance with other applicable city ordinances or policies;

10.Compliance of the application with the applicable sections of Oregon Revised Statutes Chapter 222. ~~(In other words, a triple majority type application must contain proof that a triple majority does, in fact, exist, etc.);~~

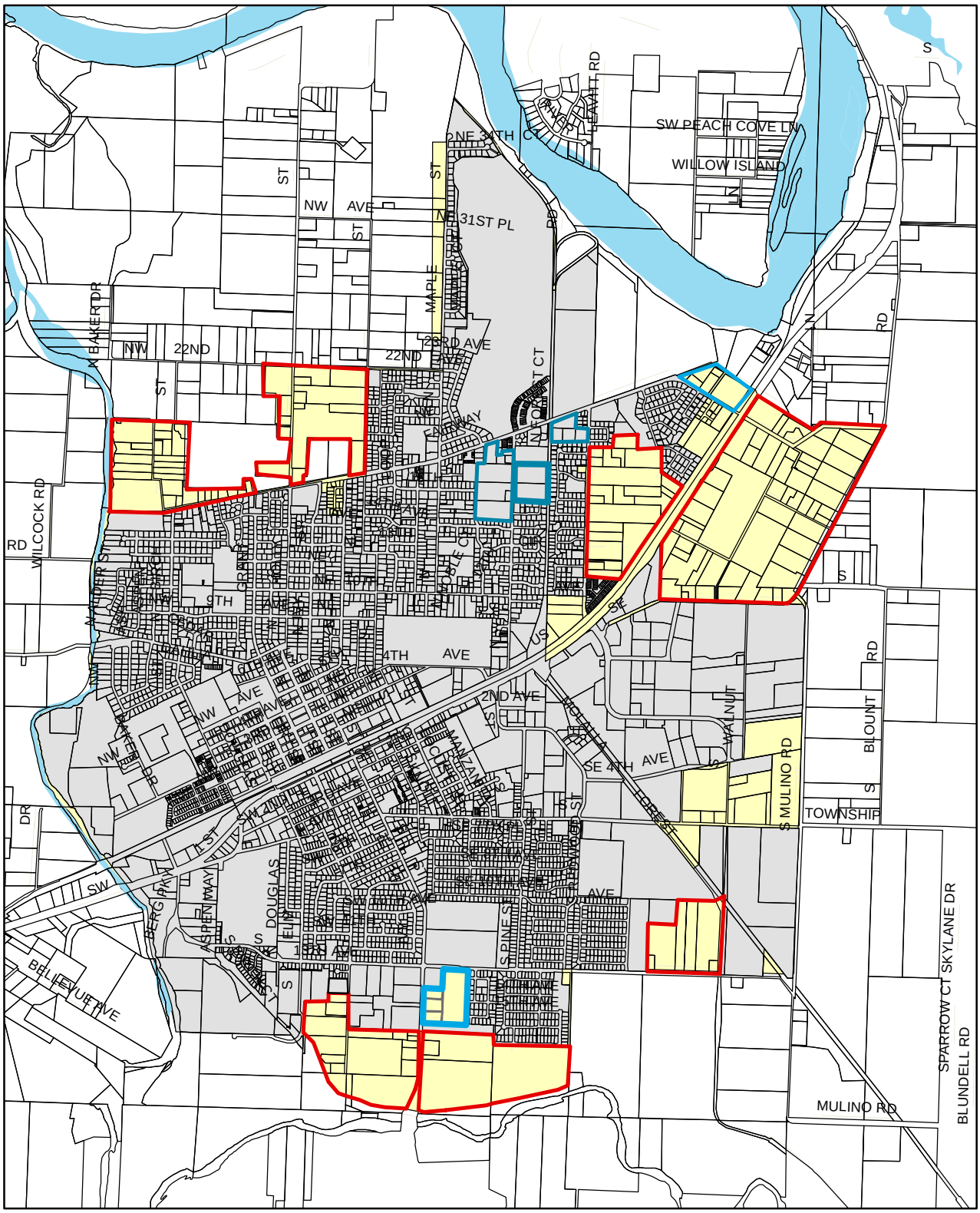
11. No application for annexation to the City of Canby shall be processed for a property which has destroyed the natural resources on a property proposed for annexation.

~~**9.** Urbanization of the subject property shall not have a significant adverse effect on specially designated open space, scenic, historic or natural resource areas;~~

~~**10.** Economic impacts which are likely to result from the annexation shall be evaluated in light of the social and physical impacts. The overall impact which is likely to result from the annexation and development shall not have a significant adverse effect on the economic, social and physical environment of the community, as a whole.~~

B. ~~If the proposed annexation involves property beyond the city's Urban Growth Boundary, or if the annexation is proposed prior to the acknowledgment of compliance of the city Comprehensive Plan by the state Land Conservation and Development Commission (LCDC), the proposal shall be reviewed for compliance with the Statewide Planning Goals. (Ord. 740 section 10.6.40, 1984; Ord. 981 section 37, 1997)~~

City of Canby Annexation Development Map



Development Concept Area

Development Agreement Area

BEFORE THE PLANNING COMMISSION
OF THE
CITY OF CANBY

A REQUEST FOR AMENDMENTS TO THE LAND DEVELOPMENT & PLANNING ORDINANCE IN ORDER TO UPDATE CHAPTERS 16.08 AND 16.84 CONCERNING ANNEXATIONS	**FINDINGS, CONCLUSION & ORDER TA 08-03 (City of Canby)**

NATURE OF APPLICATION

This application contains proposed amendments to the City of Canby's Land Development and Planning Ordinance relating to criteria for annexation. The proposed amendments primarily update the City of Canby's annexation criteria by deleting outdated criteria, clarifying existing criteria, and adding new criteria which sets forth requirements for Development Agreements and Development Concept Plans.

HEARINGS

The Planning Commission held a joint public hearing with the Canby City Council on August 25, 2008 to consider this application.

CRITERIA AND STANDARDS

Section 16.88.160 – Amendments to text of title

This is a legislative land use amendment. In judging whether or not this title 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;

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.

FINDINGS AND REASONS

The Planning Commission, after holding a joint public hearing with the Canby City Council on August 25, 2008, and considering the August 18, 2008 staff report, deliberated and reached a decision approving the text amendment application of TA 08-03. The Commission adopted the findings and conclusions contained in the August 18, 2008 staff report, written in the Order below:

CONCLUSION

The Planning Commission of the City of Canby concludes that:

1. The 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 change will serve the public need better than any other change which might be expected to be made.

4. The change will preserve and protect the health, safety, and general welfare of the residents in the community.

5. The amendment complies with the Statewide Planning Goals.

ORDER

IT IS RECOMMENDED BY THE PLANNING COMMISSION of the City of Canby that the Canby City Council approve **TA 08-03.**

I CERTIFY THAT THIS ORDER recommending approval of **TA 08-03** to the Canby City Council was presented to and **APPROVED** by the Planning Commission of the City of Canby.

DATED this 25th day of August, 2008.

Daniel K. Ewert, Chairman
Canby Planning Commission

Matilda Deas, AICP
Project Planner

ATTEST:

ORAL DECISION – August 25, 2008

AYES:	Ewert, Holte, Kocher, Milne
NOES:	None
ABSTAIN:	None
ABSENT:	Slagle, Taylor

WRITTEN DECISION – August 25, 2008

AYES:	Ewert, Holte, Kocher, Milne
NOES:	None
ABSTAIN:	None
ABSENT:	Slagle, Taylor

MINUTES
CANBY PLANNING COMMISSION
February 11, 2013 at 7:00 PM
City Council Chambers – 155 NW 2nd Avenue

PRESENT: Commissioners Shawn Hensley, Charles Kocher, John Savory, Tyler Smith

ABSENT: Commissioners John Proctor and Sean Joyce

STAFF: Bryan Brown, Planning Director, Angie Lehnert, Associate Planning, Laney Fouse, Planning Staff

OTHERS: Lee Leighton, Councilor Ken Rider

1. CALL TO ORDER

Chair Smith called the meeting to order at 7 pm.

2. CITIZEN INPUT ON NON-AGENDA ITEMS - None

3. PUBLIC HEARINGS – None

4. NEW BUSINESS - None

5. FINAL DECISIONS

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

a) Site and Design Review, Fred Meyer, DR 12-03

Bryan Brown, Planning Director talked about the editing process of the final, written version of the findings. He said bullet six in the findings had been corrected to read as follows "…6) Signage proposed on the canopy was determined to fall within the overall code allowance for all frontages for both number and size based on estimated size calculations for signs as depicted…."

Chair Smith asked staff to add the Commission's conclusion regarding the traffic study to the Final Findings.

MOTION:

Commissioner Savory made a motion to approve the findings as amended, Commissioner Hensley seconded. Motion passed: 4/0

6. MINUTES

a. Regular Planning Commission Minutes, January 28, 2013.

MOTION:
Commissioner Savory made a motion to approve the minutes as presented, Commissioner Kocher seconded. Motion passed: 4/0.

7. ITEMS OF INTEREST/REPORT FROM STAFF

a. Mr. Brown and the Commission reviewed the *Planning Commission Policies and Procedures.*
b. Mr. Brown said City policy for publishing agendas is 10 days prior to meeting and staff reports are available10 days prior to meetings.
c. Chair Smith said he would like staff to strongly discourage applicants and opponents from presenting large packets of materials to the Commission during their testimony time at meetings. He said this does not allow the Commission the ability to fully digest what is being presented.
d. Chair Smith said the terminology in the *Planning Commission Policies and Procedures* stating that the "concurrence of the majority of Commission members qualified to vote shall be necessary to decide any question before the Commission," could be interpreted in different ways and there needs to be some clarification on what it means.
e. Chair Smith suggested sending a letter of inquiry to the Council asking if three out of four Commissioners who are qualified to vote would be enough to decide any question before the Commission.
f. Mr. Brown said the next Planning Commission scheduled for Monday, February 25, 2013 will be cancelled.
g. Commissioners discussed the Planner's Web made available for their use.
h. Ms. Lehnert said some upcoming items will include the new Library and renovated City Hall as well as an application for 12,000 square foot addition to a sports warehouse. Mr. Brown said there may an application to rebuild McDonalds coming in.

8. ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION

a. Commissioner Kocher asked about the Village on the Lochs application approved last year because he had not seen any building started. Mr. Brown said the applicant needed to apply for approval from the Corp of Engineers for a Letter of Map Amendment and could not move forward without it. He said those kind of applications can take a long time to obtain. Mr. Brown said the Planning Commission's approval was based on the property being out of the flood zone.

Mr. Brown said staff would follow up on the Village of the Lochs' application.

9. ADJOURNMENT

MOTION:

Commissioner Kocher made a motion to adjourn the meeting, Commissioner Savory seconded. Motion passed 4/0.
Meeting was adjourned at 7:46 pm.