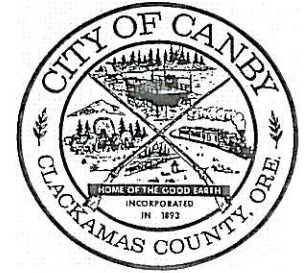


# PLANNING COMMISSION AGENDA

Monday – October 8, 2007

7:00 PM - Regular Meeting

City Council Chambers - 155 NW 2<sup>nd</sup> Avenue



Chairman Jim Brown, Vice Chair Dan Ewert

Commissioners John Molamphy, Janet Milne, Bruce Holte, Jared Taylor and Misty Slagle

## I. CITIZEN INPUT ON NON-AGENDA ITEMS

## II. PUBLIC HEARINGS

DR 07-06 – Rite Aid – Hwy 99E and Pine Street – An application request to construct a 17,340 sq. ft. Rite-Aid Drug Store with a drive through pharmacy on a 1.74 acre parcel zoned C-2.

DR 07-07 – Panda Express Restaurant – Hwy 99E and Berg Parkway adjacent to Walgreens - An application request to develop a 38,761 sq. ft. CM zoned parcel with a 2,380 sq. ft. Panda Express restaurant with a drive through.

## III. NEW BUSINESS

## IV. FINDINGS

Note: these are the final, written versions of previous oral decisions. No public testimony.

None

## V. MINUTES

September 10, 2007

## VI. DIRECTOR'S REPORT

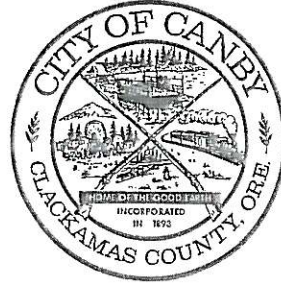
## VII. ADJOURNMENT

*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 to Jill Thorn at 503-266-7001.*

*A copy of this agenda can be found on the City's web page at [www.ci.canby.or.us](http://www.ci.canby.or.us)*

*City Council and Planning Commission Meetings are broadcast live and can be viewed on OCTS Channel 5.*

*For a schedule of the playback times, please call 503-263-6287.*



## *- STAFF REPORT -*

***APPLICANT:***

Richard Duge  
1550 140<sup>th</sup> Ave. NE Suite 100  
Bellevue, WA 98005

***FILE NO.:***

DR 07-06  
(Rite-Aid)

***OWNER:***

George R. & Joyce M. Hellhake  
21115 Hwy. 99E NE  
Aurora, OR 97002

***STAFF:***

Matilda Deas, AICP  
Project Planner

***LEGAL DESCRIPTION:***

Tax Lot 800  
3-1E-33DA

***DATE OF REPORT:***

September 26, 2007

***LOCATION:***

Southwest corner Hwy 99E and S Pine St.

***DATE OF HEARING:***

October 8, 2007

***COMP. PLAN DESIGNATION:***

Highway Commercial (C-2)

***ZONING DESIGNATION:***

Highway Commercial (C-2)

***I. APPLICANT'S REQUEST:***

The City has received DR 07-06, an application request to construct a 17,340 sq. ft. Rite-Aid Drug Store with a drive through pharmacy on a 1.74 acre parcel zoned C-2. There are two proposed accesses to the site: a right in right out access on Hwy 99E and a full access on S. Pine. The proposed access on Hwy 99E is located approximately 210 feet from the intersection, and the S. Pine access is located 30 feet south of Canby Builder's driveway and 90 feet north of Second Avenue and the Fire Department's driveway.

## II. *APPLICABLE REGULATIONS*

### **City of Canby General Ordinances:**

- 16.10 Off-Street Parking and Loading
- 16.30 C-2 Highway Commercial
- 16.42 Signs
- 16.49 Site and Design Review

## III. *MAJOR APPROVAL CRITERIA*

### **16.49.040 Site and Design Review Criteria and standards.**

1. The Board shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the following:

- A. The proposed site development, including the site plan, architecture, landscaping and graphic design, is in conformance with the standards of this and other applicable City ordinances insofar as the location, height and appearance of the proposed development are involved; and
- B. The proposed design of the development is compatible with the design of other developments in the same general vicinity; and
- C. The location, design, size, color and materials of the exterior of all structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity.
- D. The Board shall, in making its determination of compliance with subsections B and C above, use the following matrix to determine "compatibility." An application is considered to be "compatible," in regards to subsections B and C above, if a minimum of 65% of the total possible number of points (not including bonuses) are accumulated for the whole development.
- E. It must be demonstrated that all required public facilities and services are available, or will become available through the development, to adequately meet the needs of the proposed development.

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.

### *DESIGN REVIEW MATRIX*

<b>Parking</b>			
Screening of loading facilities from public ROW [not screened /partially screened / full screening]	0	1	2
Landscaping (breaking up of expanse of asphalt)	0	1	
Parking lot lighting [no / yes]	0	1	
Location (behind the building is best)[front / side / behind]	0	1	2
Number of parking spaces (% of min.) [x>120% / 100%-120% / x=100%]	0	1	2

<b>Signs</b>			
Dimensional size of sign (% of maximum permitted) [x>75% / 50% - 75% / x<50%]	0	1	2
Similarity of sign color to building color [no / some / yes]	0	1	2
Pole sign [yes / no]	0	1	
Location of sign [x>25' from driveway entrance / within 25' of entrance]	0	1	

<b>Traffic</b>			
Distance of access to intersection [x<70' / 70'-100' / x>100']	0	1	2
Access drive width (% of minimum) [x<120% or x>150% / 120%-150%]	0	1	
Pedestrian access from public sidewalk to bldg. [1 entrance connected / all entrances connected]	0		2
Pedestrian access from parking lot to building [No walkways / Walkway next to bldg / No more than one undesignated crossing of access drive and no need to traverse length of access drive]	0	1	2

<b>Building Appearance</b>			
Style (architecture) [not similar - similar to surrounding]	0	1	2
Color (subdued and similar is better) [neither/similar or subdued/similar & subdued]	0	1	2
Material [concrete or wood or brick is better]	0	1	
Size (smaller is better) [over 20,000 s.f. / under 20,000 s.f.]	0	1	

Tree Retention				
For trees outside of the building footprint and parking/access areas ( 3 or more trees) [No arborist report / follows <50% of arborist recommendation / follows 50%-75% of arborist rec. / follows 75% of arborist rec.]	0	1	2	3
Replacement of trees removed that were recommended for retention [x<50% / x>50%]	0	1		

Types of Landscaping			
# of non-required trees [x<1 per 500 sf of landscaping / 1 or more per 500 sf of landscaping]	0	1	
Amount of Grass [<25% / 25% - 50% / x>50%]	0	1	2
Location of shrubs [foreground / background]	0	1	
Automatic Irrigation) [no / yes]	0		4

Bonus Points		
2 or more trees at least 3" in caliper	1	2
Park/open space retention for public use	1	2
Trash receptacle screening	1	

**IV. FINDINGS:**

**A. Background and Relationships:**

The site is currently occupied by a gas station with a mini market, and a residence with a separate garage and shed. All will be removed with this development. The in ground gas tanks will be removed and the applicant will conduct any soil remediation required by DEQ and/or EPA (see condition # 19). The alignment of the Hwy 99E and S. Pine intersection is problematic. As part of this development, the applicant has agreed to sell the City of Canby the additional right-of-way along S. Pine needed to implement the future improvements planned for this intersection. The intersection improvements are identified in the City of Canby's Transportation System Capital Improvement Plan, and are scheduled to occur within the next five years.

## B. Evaluation Regarding Site and Design Review Approval Criteria

### *Design Review Matrix Analysis*

#### **1. Parking**

The 17,340 square foot building will utilize 63 parking spaces, which is the minimum required for developments that provide a pedestrian connection. The applicant is providing a pedestrian connection to the Canby Transit bus stop located at this site, and has agreed to work with Canby Area Transit to install a bus shelter. Bicycle parking is shown on the plans along the northeast face of the building. Six spaces are required and seven are provided (see condition #12).

#### **2. Traffic/Access**

A traffic Study was conducted by Group Mackenzie and reviewed by ODOT and Lancaster Engineering (the City's transportation contract engineering firm). Lancaster Engineering requested the applicant address possible future conflicts at the proposed S. Pine access assuming a future three lane section on S. Pine. The traffic study and follow up comments are included in Exhibit 1.

South Pine is a collector street, and City Standards require access drives be spaced 150 feet apart and shared access driveways are encouraged. The City may allow driveways that do not meet the spacing standards if the proposed access is restricted (certain turning movements prevented etc.). The adjacent property to the south of the development on S. Pine belongs to the Canby Fire District. The Fire District had concerns regarding sharing their access with the proposed development, but are supportive of the applicant's proposed access location (see discussion under provider comments). The proposed driveway is approximately 90' north of the Fire District's access drive. The applicant located the access behind the anticipated standing queues anticipated on S. Pine from Hwy 99E and as far north of S. Second Avenue as practical.

The traffic study indicates that the trips generated from the proposed development are within ODOT standards. However the proposed restricted access on 99E does not meet ODOT access standards. The applicant approached an adjacent property owner on Hwy 99E to share access, but to no avail. The applicant is currently in mediation with ODOT regarding the Hwy 99E access. Although the site has a deeded right of access and the applicant is moving the proposed access further away from the intersection, ODOT initially denied the applicant's right in-right out access onto Hwy 99E. Canby City Counselors sent a letter to ODOT on behalf of the

applicant's 99E access request (see exhibit 1). The applicant will continue to work with ODOT to obtain Hwy 99E access (see condition #5).

**3. Signs**

The site is allowed a total of 816 square feet of signage, which includes the 60% bonus for having frontage on two streets. The applicant has proposed approximately 565 square feet of signage for the entire site. The types and location of the proposed signs are included in the applicant's submittal labeled "world sign package". The applicant shall apply for a sign permit (see condition #6).

**4. Lot Landscaping standards and Tree Retention**

Sheets L1 and L1.2 of the applicant's submittal include the proposed landscape plan a summary of the landscape calculations for this site, showing that all required landscaping standards have been met. The site will include 13,735 square feet of landscaped area, (18%). including trees, shrubs, lawn and ground cover. The landscaped areas will be watered by an automatic irrigation system.

**5. Building Appearance**

Building elevations are shown in the Rite Aid sign package. The building exterior will feature brick and CMU veneer. The color scheme is neutral and is shown in the Rite Aid sign package.

**Compatibility Matrix**

All six sections of the Design Review Matrix apply to this application. The proposed application receives, in staff's determination, a total of 33 points out of a total possible of 39 points, or 85% percent. The applicant achieves a score of 87% when the earned bonus point is included in the calculation. The minimum percentage required to be considered "compatible" is 65 percent, so this proposal is considered to be compatible. Following is staff's determination of the point totals.

<u>CRITERIA</u>	<u>PTS/ POSS</u>	<u>NOTES</u>
<b>Parking</b>		
Screening of loading facilities	2/2	loading facility is behind building.
Parking lot landscaping	1/1	Landscaping softens asphalt.
Parking lot lighting	1/1	Hooded lights.
Location of parking	0/0	Parking in front and on sides of building.
Number of parking spaces	2/2	100 % of requirement provided.
<b>Traffic</b>		
Distance of access to intersection	2/2	Accesses are > than 100 feet from intersections.
Access drive width	1/1	Access width exceeds the minimum required.
Pedestrian access from public sidewalk	2/2	Entrances are connected.

Pedestrian access from parking lot to building	1/2	Walkway is adjacent to building.
<b>Signs</b>		
Dimensional size of sign	1/2	Signage is between 50%-70% of maximum permitted.
Similarity of sign to building	1/1	Signage is similar
Pole sign	0/1	Pole sign is proposed.
Location of sign	1/1	Some within 25' of entrance.
<b>Tree Retention</b>		
Tree retention	3/3	20 existing trees will be retained
Replacement of trees	0/1	
<b>Building Appearance</b>		
Style	2/2	Similar to nearby development.
Color	2/2	The colors are similar and subdued.
Material	1/1	Brick and CMU veneer
Size	1/1	Building is under 20,000 square feet.
<b>Types of Landscaping</b>		
# of non-required trees	1/1	Greater than one additional tree per 500 square feet of landscaping.
Amount of grass	1/2	Greater than 25% lawn proposed.
Location of Shrubs	0/1	Shrubs mostly in foreground.
Automatic Irrigation	4/4	Automatic irrigation provided.
<b>Bonus Points</b>		
2 or more trees 3" or more	0/2	None
Trash Receptacle Screening	1/1	The trash receptacle is screened.
Park/Open Space	0/0	No open space provided.

## 6. Availability of Adequate Public Facilities and Services

Service provider comments are shown in exhibit 2. Public Works, Willamette Broadband, CTA, Canby Utility (electric and water), the Wastewater Treatment Plant, The Police Department, and the Fire Department indicated that adequate public services are available, or will become available through the development. ODOT's comments were discussed in the traffic section. The Traffic Safety Committee expressed concerns with the location of the S. Pine access, and feel it is too close to the intersection for left hand turns from the site onto S. Pine. Our former Public Works Supervisor's concerns regarding the need to acquire sufficient right-of-way for future intersection improvements have been resolved. (See condition #3).

Canby Area Transit Interim Director recommends the applicant provide a concrete landing area for passengers and installation of a bus shelter. No bus lane is required. The applicant has indicated they would work with CAT and address their recommendations (see condition #2).



To date the City has received one comment from a concerned citizen. Mr. Patterson expressed concern about off street parking; Hwy 99E access; and increased traffic heading south on S. Pine around 5 p.m.

#### **7. Development Standards**

There are no lot size, minimum width, or frontage requirements in the C-2 zone. The 20 foot setback on Highway 99E has been met, and is the only setback requirement on this lot. Maximum lot coverage, building height, and vision clearance requirements have been met.

#### *V. CONCLUSION*

Staff concludes that, with conditions, the application will meet the requirements for site and design review approval. In direct response to the criteria for site and design review, staff has concluded the following:

- 1A. The proposed development of the site is consistent with the applicable standards and requirements of the Canby Municipal Code and other applicable City ordinances insofar as the location, height and appearance of the proposed development are involved; and
- 1B. The proposed design of the development is compatible with the design of other development in the vicinity; and
- 1C. The location, design, size, color, and materials of the exteriors of structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity; and
- 1D. The proposal is deemed compatible given that staff allocated a percentage of 87% on the design review matrix when 65% is considered compatible; and
- 1E. All required public facilities and services exist or can be made available to adequately meet the needs of the proposed development.
2. Public utility and service providers have indicated that the existing proposal can be made to comply with applicable standards.
3. The proposed development will not increase the cost of housing in Canby.
4. The property owner is not applying to remove street trees.

#### *VI. RECOMMENDATION:*

Based upon the application, elevations, the site plan received by the City, the facts, findings and conclusions of this report, and without the benefit of a public hearing, staff recommends that the Planning Commission approve DR 07-06 with the following conditions:

### **Prior to the issuance of a Building Permit:**

1. The design, location, and planned installation of all utilities, including but not limited to water, electric, sanitary sewer, natural gas, telephone, and cable television shall be approved by the appropriate utility provider.
2. A pre-construction conference shall be held prior to construction and issuance of any building permit. Seventeen copies of the pre-construction plans shall be given to the City for review and approval by Canby Utility, Canby Telephone, Willamette Broadband, the City, and other required utility providers prior to the pre-construction conference. The construction plans shall include, as appropriate, the plans for street design, storm water, sewer, water, fire hydrants, electric, cable, telephone, natural gas, street lights, bus shelter and landing area, and mail boxes.
3. The applicant will enter into an agreement to sell approximately 1010 square feet of property (200 feet long by 8 feet wide) along S. Pine to the City of Canby for right-of-way for future intersection improvements.
4. A revised set of **all** full size development plans (including site plan, landscape plan, elevation, etc.) shall be submitted which depicts each of the written conditions to the satisfaction of the City Planning Department.
5. The applicant will obtain ODOT approval for a 99E access.

### **For the Building Permit Application:**

6. The site is allowed a total of 816 square feet of signage including building signs, pylon signs, and monument signs. A sign permit application shall be submitted for all proposed signs.
7. Exterior lighting is required to provide a minimum of 0.5 footcandles with a 4:1 uniformity ratio on the pavement in the parking and sidewalk areas. All site lighting shall be "hooded" or "cutoff" so as not to direct light skyward.
8. A detailed landscape construction plan shall be submitted with the building permit application. The detailed landscape plan shall show: the number of plants, plant spacing/location of planting, the type of plants, the size of plants, the schedule of planting, and irrigation plans. The landscape plan shall reflect the approved landscape plan submitted with the Design Review application.
9. The landscaping shall be planted at such a density so as to provide a minimum of 95% coverage of the landscape areas with vegetation, within a 3-year time period. Bark mulch and similar material shall consist of not more than 5% of the total landscape area after the 3-year period. The plant spacing and starting plant sizes

shall meet the ODOT plant spacing/starting size standards. Trees are to be a minimum of 2" caliper.

10. Wheel stops shall not be required in areas where sidewalks are at least 8 feet in width and in areas where landscaping within 2 feet of the curb is limited to ground cover and will not be damaged by vehicle overhangs. Wheel stops shall be provided for all parking spaces located adjacent to landscaping or walkways that do not meet the above criteria. The wheel stops shall be placed 2 feet in front of the end space.
11. All interior sidewalks and access-ways shall be a minimum of five (5) feet in width.
12. "Staple" type bicycle racks shall be provided at the northeast face of the proposed building. The racks shall accommodate a minimum of six bicycles. Bicycle parking shall be located in a well-lit, secure location within 50 feet of the main entrance per CMC 16.10.100. Bicycle parking shall meet all other applicable criteria.
13. An ODOT Miscellaneous Permit is required for all work in the highway right of way.
14. An ODOT Drainage Permit is required for connection to state highway drainage facilities. Connection will only be considered if the site's drainage naturally enters ODOT right of way. The applicant must provide ODOT District with a preliminary drainage plan showing impacts to the highway right of way. A drainage study prepared by an Oregon Registered Professional Engineer may be required by ODOT if:
  - A. Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; **OR**
  - B. The improvements create an increase of the impervious surface area greater than 10,758 square feet.

#### During Construction

15. An erosion control permit is required. All City erosion control regulations shall be followed during construction as specified by the Canby Municipal Code.
16. Any relocation of existing utilities required due to construction of the development shall be done at the expense of the applicant.
17. All storm water shall be disposed of on-site unless ODOT imposes additional drainage requirements. The design of storm water facilities shall be approved

by the City Engineer and Public Works Supervisor. The applicant is responsible for obtaining approval from DEQ, if necessary, for private drywells.

18. ADA Ramps shall be provided as required by the Public Works Supervisor.
19. The applicant shall remove the buried gas tanks as per DEQ/EPA requirements.

Exhibits:

1. Applicant's packet
2. Responses to request for comments
3. Traffic Study

### SITE AND DESIGN REVIEW APPLICATION

FEE \*See Fee Schedule Below  
Process Type III

#### OWNERS

#### APPLICANT

Name George Ray Hellhake & Joyce Marie Hellhake

Name Carl R. Nelson

Address P.O. Box 111  
2115 Hwy 99 NE

Address 1550 140th Ave NE Suite 100

City Aurora State OR Zip 97002

City Bellevue State WA Zip 98005

Phone 503-678-1252 Fax 503-678-1107

Phone 425.746.4677 Fax 425.746.6936

E-mail maryhellhake@hotmail.com

E-mail cnelson@rhdesign.com

Please indicate who is to receive correspondence (i.e. staff reports etc) and what format they are to be sent

Owner  Email  US Postal  Fax  
 Applicant  Email  US Postal  Fax

OWNER'S SIGNATURE



#### DESCRIPTION OF PROPERTY

Address SWC Hwy. 99 & S. Pine St.

Tax Map 00794983  
Acres 76.184 Sq. Ft

Tax Lot(s) 31E33DA00800

Lot Size 1.74  
(Acres/Sq.Ft.)

Existing Use Car station and gas station

Proposed Use Rite Aid Pharmacy Retail Store

Existing Structures Residence and Service Station

Zoning C2 HWY Commercial

Comprehensive Plan Designation C2

Previous Land Use Action (if any) \_\_\_\_\_

Total Fee = Size Component (based on acreage) Public Improvement Component
Size Component
\$1,500 first 0.5 acres
\$100 for each additional 0.1 acres from 0.5 acres up to 2.5 acres
\$100 for each additional 0.5 acres from 2.5 acres up to 6.0 acres
\$100 for each additional 1.0 acres from 6.0 acres up to 13 acres
\$5,000 Maximum for 13 acres and above
Public Improvements Component
0.3% of total estimated public improvement cost (to be submitted with design review application). No Cap on cost

#### FOR CITY USE ONLY

File # DR 07-06

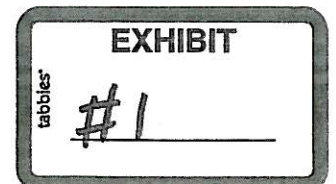
Date Received 6/5/07 By JT

Completeness \_\_\_\_\_

Pre-App Meeting \_\_\_\_\_

Hearing Date \_\_\_\_\_

\*\*If the applicant is not the property owner, they must attach documentary evidence of their authority to act as agent in making this application.



**RITE AID DRUG STORE AND PHARMACY  
CANBY, OREGON  
PROJECT NARRATIVE**

This project is located on the southwest corner of Pacific HWY 99 (SE 1<sup>st</sup> AVE) & S Pine ST, Canby, Oregon. The current zoning is C2 Hwy. Commercial, which supports the proposed Rite Aid Pharmacy Retail Store with a drive through pharmacy window.

The total site is 1.74 acres. Traffic study and environmental impact assessment are provided for further review.

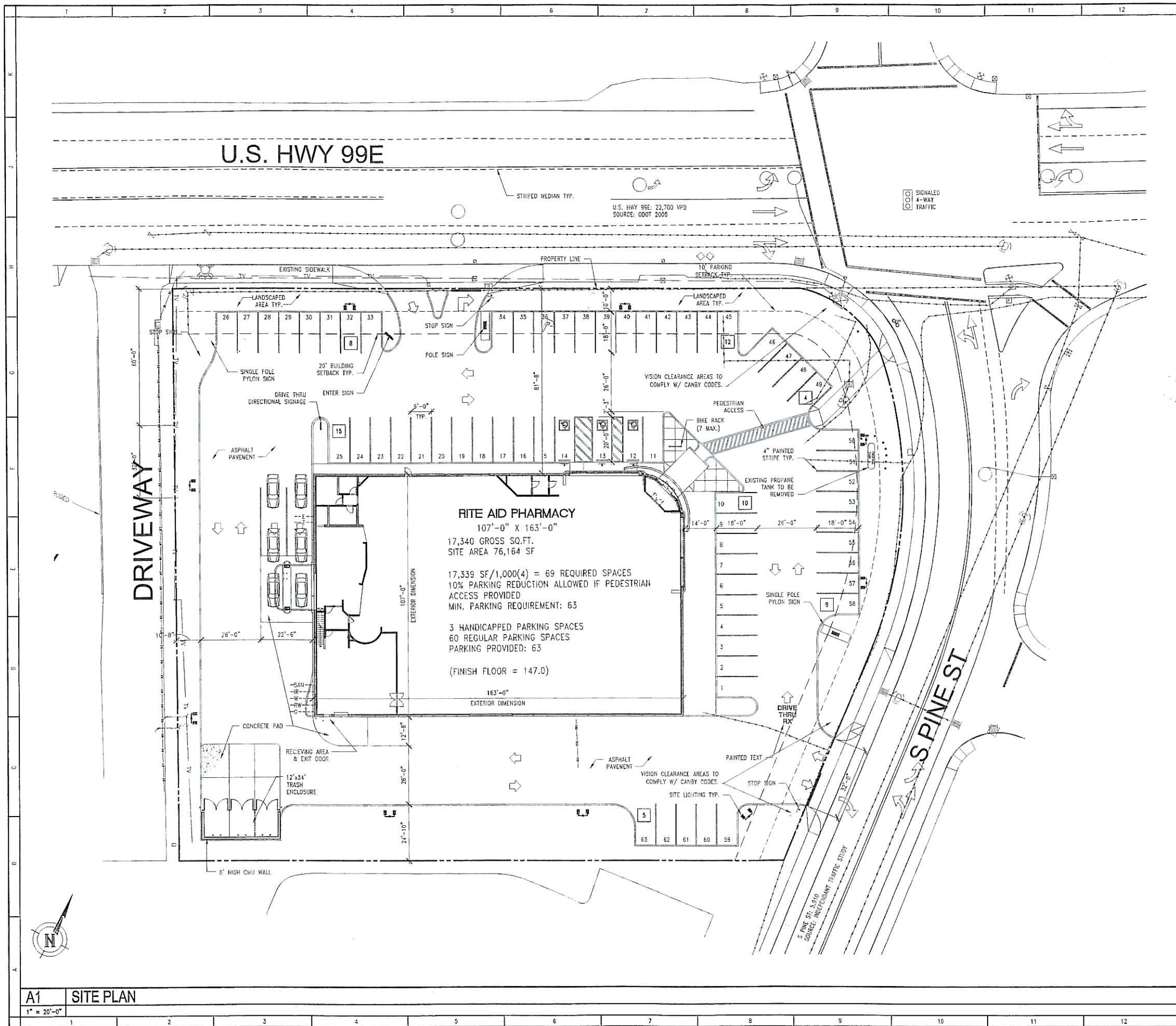
Per zoning code, building setbacks are 20' on the north and 20' on the east; there are 10' landscape buffer zones required on the north and west, 5' on the south and 10' on the east. The current design shows 82' and 88' building setbacks on the north and east respectively, 10'-20' landscape buffer along the perimeter of the site. Pedestrian access from public sidewalk to the site is provided near the main intersection. There are also pedestrian sidewalks provided to connect parking lots with the main building entrance.

The store total is 17,340 square feet. The proposed parking for this site is 63 spaces. This meets the minimum code requirement of 4 stalls per 1000 square feet with 10% reduction that is allowed when pedestrian path is provided. 7 bicycle racks are provided and it exceeds the minimum requirement of 6. Both distances of vehicle accesses on both north and east to the intersection of Hwy. 99 and S. Pine St. are more than 100'. North access driveway width is 30' wide (exclude the landscape island) and west access driveway width is 32' wide. Both exceed the minimum requirement of 26'.

More than 15% of landscape is provided. See landscape calculations for details. There are nine pairs of site standard lighting installed on the site. Locations are as shown on the site plan. Currently, there is a residential trailer park to the west of the site, retail to the east, and city fire department to the south. There is no disruption observed if using these standard lights. Store signage is to be provided by Rite Aide. Traffic signs are located at the access, see site plan for locations.

The site storm drain line is retained on the site. Currently the site storm water is drained to a drywell at the service station and infiltration on the residential lot. The future Ride Aide development will drain water into a bio-swales system. See Civil and Survey for details on existing utilities.

The proposed building features brick and CMU veneer on exterior facade. The color scheme is neutral. Overall, the architectural style is similar to surrounding. See elevation renderings for details.



SITE & PLANNING DATA																					
SITE ADDRESS:	SWC U.S. HWY 99 & S PINE ST																				
SITE AREA:	CANBY, OR																				
ZONING DESIGNATION(S):	HC (HIGHWAY COMMERCIAL)																				
PROPOSED LAND USE:	RETAIL PHARMACY W/ DRIVE THRU, ONE STORY W/ PARTIAL MEZZANINE																				
OCCUPANCY:	M																				
CONSTRUCTION TYPE:	V-B																				
ADJACENT PROPERTY USE:	NORTH: HWY 99 / RAILROAD / INDUSTRIAL EAST: CITY FIRE DEPT. WEST: RETAIL-CANBY BUILDERS SUPPLY RESTAURANT / RESIDENTIAL TRAILER PARK																				
DEVELOPMENT STANDARD	PROJECT INFORMATION																				
LOT SIZE	76,164 SF																				
BUILDING AREA	RITE AID 17,339 SF																				
LANDSCAPE AREA	REQUIRED = 16% GROSS AREA OF SITE = 11,425 SF PROVIDED = 13,735 SF																				
LANDSCAPE BUFFER	10' ON ALL STREETS (BIOSWALE INCLUDED - TOTAL SF = 2,225)																				
ASPHALT AREAS (PARKING, DRIVEWAY)	40,805 SF																				
CONCRETE AREAS (SIDEWALKS AND PADS)	6,304 SF																				
BUILDING HEIGHT	25'-8" PROPOSED																				
PARKING	<table border="1"> <thead> <tr> <th colspan="2">PARKING PROVIDED</th> <th colspan="2">PARKING REQUIRED</th> </tr> </thead> <tbody> <tr> <td>STANDARD</td> <td>60</td> <td>STANDARD</td> <td>60</td> </tr> <tr> <td>COMPACT</td> <td>X</td> <td>COMPACT</td> <td>X</td> </tr> <tr> <td>ADA</td> <td>3</td> <td>ADA</td> <td>3</td> </tr> <tr> <td>TOTAL</td> <td>63</td> <td>TOTAL</td> <td>63</td> </tr> </tbody> </table>	PARKING PROVIDED		PARKING REQUIRED		STANDARD	60	STANDARD	60	COMPACT	X	COMPACT	X	ADA	3	ADA	3	TOTAL	63	TOTAL	63
PARKING PROVIDED		PARKING REQUIRED																			
STANDARD	60	STANDARD	60																		
COMPACT	X	COMPACT	X																		
ADA	3	ADA	3																		
TOTAL	63	TOTAL	63																		
BUILDING SETBACKS	STREET: 20' SIDE: 20' SIDE: 0' REAR: 0'																				
TRAFFIC COUNTS	U.S. HWY 99E: E/W = 22,700 VPD S PINE ST: N/S = 5,910 VPD																				
DRAINAGE	DRAIN INTO BIO-SWALES AND DISCHARGE INTO ONSITE DRYWELLS.																				
EROSION CONTROL	DURING CONSTRUCTION A FILTER FABRIC FENCE WILL BE INSTALLED AT DOWN GRADIENT SIDES OF SLOPE. IMMEDIATELY FOLLOWING CONSTRUCTION EXPOSED SOILS SHALL BE HYDROSEEDING AND/OR PLANTED W/ VEGETATION.																				
GRADING	CUT = 400 CY FILL = 200 CY																				
SIGNAGE	(SEE SITE INVESTIGATION REPORT)																				
UTILITIES	UTILITIES AVAILABLE.																				
ARCHITECT DEVELOPER																					
ARCHITECT:	RHL DESIGN GROUP, INC. 1550 140TH AVE. NE SUITE 100 BELLEVUE, WA 98005 P: (425) 746-4677 F: (425) 746-6836 CONTACT: CARL R NELSON																				
DEVELOPER:	HUMMELT DEVELOPMENT COMPANY 29911 SW BOONES FERRY ROAD SUITE 3 WILSONVILLE, OR 97070 P: (503) 682-7100 CONTACT: JON HUMMELT																				
VICINITY MAP																					
SCALE: 1" = 400'-0"																					

**ARCHITECTUR ENGINEERING ENVIRONMENTAL SERVICES**  
**RHL Group, Inc.**  
 1550 140th Ave. NE, Suite 100 Bellevue, WA  
 98005-4516 TEL: (425) 746-4677

---

**STORE #5325**  
**SWC HWY 99 & S PINES ST**  
 CANBY, OR

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REVISIONS:  
 No. 01  
 Date 02/12/2007  
 BY: [Signature]  
 REVISION: REVISION SUBMITTAL  
 DATE: 02/12/2007

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Project No. 0706202.2  
 Date: 02/12/2007  
 Title: **SITE PLAN**  
 Sheet No.: **C-101**

CITY OF CANBY LANDSCAPE CALCULATIONS

SITE AND DESIGN REVIEW APPLICATION: LANDSCAPING CALCULATIONS

Site Areas

1. Building area	17,339	7 Square footage of building footprint
2. Parking/hardscape	43,243	7 Square footage of all sidewalks, parking, & maneuvering areas
3. Landscaped area	15,582	7 Square footage of all landscaped area
4. Total developed area	76,164	7 Add lines 1, 2 and 3
5. Undeveloped area	0	7 Square footage of any part of the site to be left undeveloped.
6. Total site area	76,164	7 Total square footage of site

Required Site Landscaping (Code 16.49.080)

7. Zone	HC	7 Fill in the Appropriate Zone and Percentages: 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. Percent of required landscaping	18%	
9. Total developed area	76,164	7 Fill in value from line 4
10. Required square footage of landscaping	11,425	7 Multiply developed area by % of required landscaping
11. Proposed square footage of landscaping	15,582	7 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

12. Zone	HC	7 Fill in the Appropriate Zone and Percentages: R-1, R-1.5, R-2, C-2, C-M, C-R, M-1, M-2 Zones: 15% C-1 Zone: 5%
13. Percent of required landscaping	15%	
14. Area of parking lot & hardscape	43,243 S.F.	7 Fill in area of parking and maneuvering areas plus all paved surface within ten (10) feet of those areas.
15. Required square footage of landscaping within 10 feet of parking lot	4,324 S.F.	7 Multiply area of parking lot (line 14) by percent of required landscaping (line 13)
16. Proposed square footage of Landscaping within 10 feet of parking lot	16,536	7 Calculate the amount of landscaping proposed within 10 feet of all parking and maneuvering areas.

SITE AND DESIGN REVIEW APPLICATION: LANDSCAPING CALCULATIONS

17. Number of parking spaces	69	7 Total number of parking spaces
18. Area of parking lot & hardscape	43,243	7 Area from line 14
19. Number of parking spaces (line 17) divided by 8	9	7 Round up to the nearest whole number
20. Area of parking lot (line 18) divided by 2,800	16	7 Round up to the nearest whole number
21. Number of required trees in parking lot	17	7 Take the larger of the previous two rows
22. Number of trees provided within 10 feet of parking lot	29 new	7 Count the number of proposed trees within 10 feet of parking and maneuvering areas.

Tree Retention	0	1	2	3
For trees outside of the building footprint and parking/access areas (3 or more trees) [No arborist report / follows <50% of arborist recommendation / follows 50%-75% of arborist rec. / follows 75% of arborist rec.]				
Replacement of trees removed that were recommended for retention [x<50% / x>50%]				

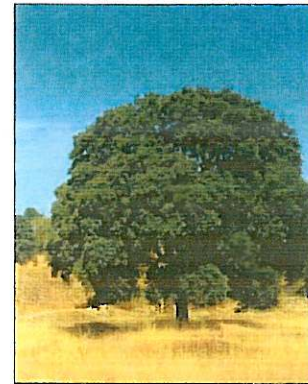
Types of Landscaping	0	1	2	3	4
# of non-required trees [x<1 per 500 sf of landscaping / 1 or more per 500 sf of landscaping]					
Amount of Grass [ <25% / 25% - 50% / >50% ]					
Location of shrubs [foreground / background]					
Automatic Irrigation [no / yes]					

Bonus Points	1	2
2 or more trees at least 3" in caliper		
Park/open space retention for public use		
Trash receptacle screening		

PROJECT POINTS	3
TREE RETENTION	
<25% GRASS	
TRASH ENCLOSURE SCREENING	
SHRUB SCREENING/LOCATION	
AUTOMATIC IRRIGATION	



FRAXINUS



QUERCUS



VIBURNUM



CALAMAGROSTIS



EUONYMUS



SPIRAEA



MAHONIA



CARPENTERIA



PARTHENOCISSUS



ARCTOSTAPHYLOS



FLOWER CARPET

ARCHITECTURE ENGINEERING ENVIRONMENTAL SERVICES  
**TRH** GROUP INC  
 DESIGN GROUP INC  
 1502 N.W. 40th Ave., Suite 100, Aluga, FL 32003 • 407.224.1237 • FAX: 407.224.1237

STORE #8825  
 SWC HWY 99 & PINES ST  
 CANBY OR  
 RITE AID

PROJECT NO: 02-001  
 DATE: 02/28/07  
 SCALE: AS SHOWN  
 DRAWN BY: MRS  
 CHECKED BY: MRS  
 APPROVED BY: MRS

PLANT PHOTOS AND CALCULATIONS

REGISTERED  
 545  
 Moisha Ruth  
 OREGON  
 02/28/07  
 LANDSCAPE ARCHITECT

L1.2

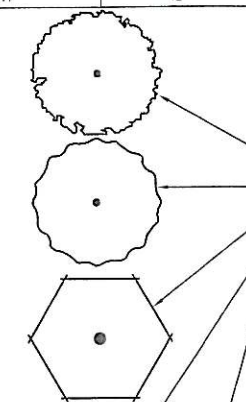
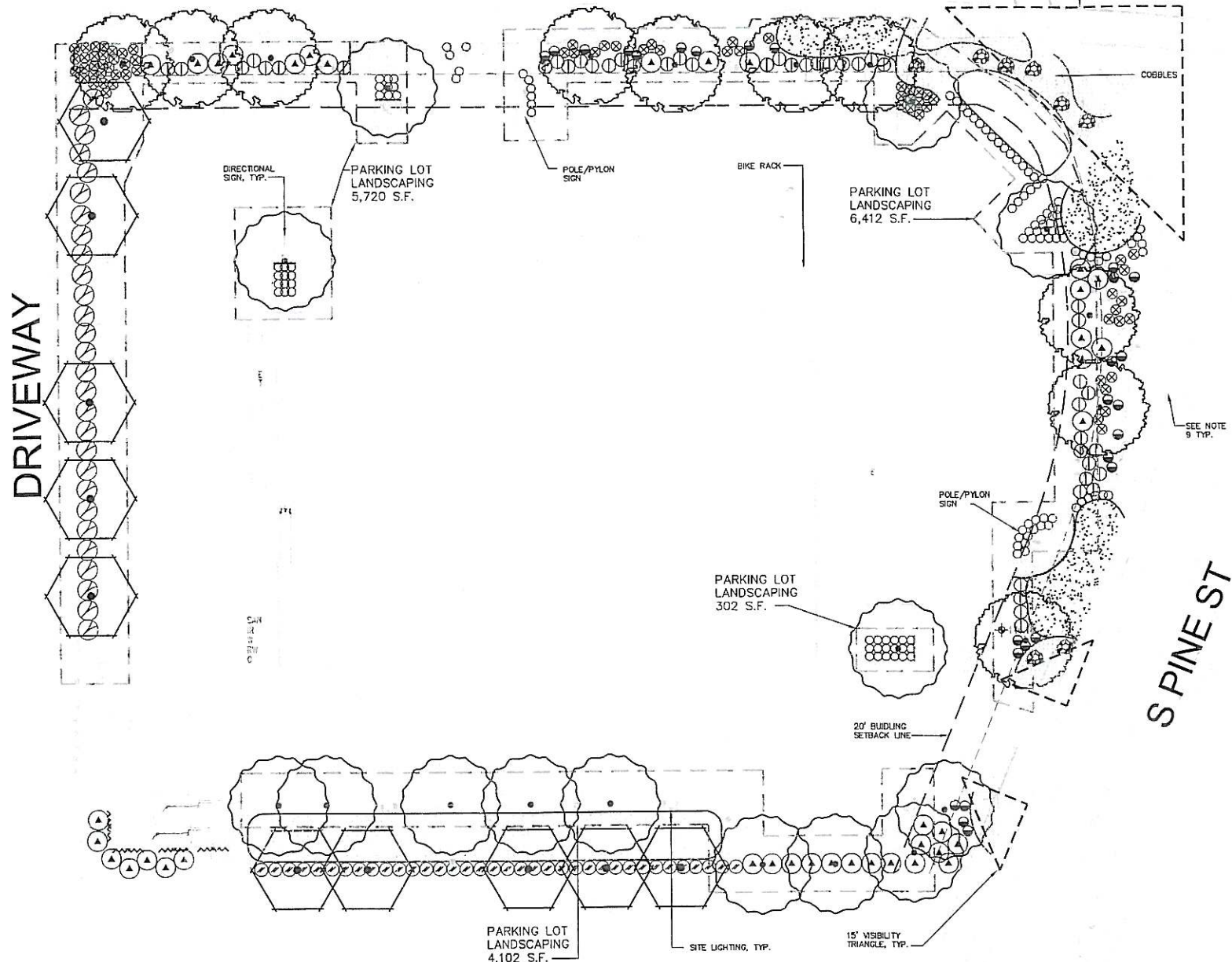


U.S. HWY 99E

U.S. HWY 99E 72,700 YPD  
SOURCE: ODOT 2005

50' VISIBILITY  
TRIANGLE MAX. HGT  
PLANTS/ROCKS 30"

① SIGNED  
② 4-DAY  
③ 7-DAY  
④ 14-DAY



PLANTING LEGEND					
R:\CLIENT\LAND\LEGENDS\02091010					
SYMBOL	SIZE	QTY.	MATURE HEIGHT	BOTANICAL NAME	COMMON NAME
<b>TREES</b>					
*H, L, M HIGH, LOW, MEDIUM					
○	2" CALIPER B+B	10	50'	HIGHWAY TREE SELECTION PER CITY	L
○	2" CALIPER B+B	14	40'	FRAXINUS PENNSYLVANICA 'MARSHALL'	L GREEN ASH
○	2" CALIPER B+B	11	50'	QUERCUS WISLIZENII	L SOUTHERN LIVE OAK
○	-	20	-	EXISTING TREE TO REMAIN	-
○	-	42	-	EXISTING TREE TO BE REMOVED	-

<b>SHRUBS</b>					
○	5 GAL	123	30"	HEUCHERA X SCEROPHYLLUM	L BLUE CAT GRASS
○	5 GAL	38	4'	VIBURNUM X PRAGENSE	L VIBURNUM
○	5 GAL	39	6'	EUONYMUS JAPONICA	L EVERGREEN EUONYMUS
○	5 GAL	45	3'	SPIRAEA X BIMALDA CVS	L BIMALD SPIRAEA
○	5 GAL	27	4'	CALAMAGROSTIS X ACUTIFOLIA 'KARL FORESTER'	L REED GRASS
○	5 GAL	69	30"	MAHONIA RAPENSIS	L CREEPING OREGON GRAPE
○	5 GAL	28	8'	CARPENTERIA CALIFORNICA	L BUSH ANEMONE

<b>VINES</b>					
○	5 GAL	4	-	PARTHENOSSUS TRICUSPIDATA	L BOSTON IVY

<b>GROUNDCOVERS / MASS PLANTINGS</b>					
○	1 GAL 24" O.C.	1206 S.F.	24"	FLOWER CARPET ROSE	M
○	SOD	1632 S.F.	-	TURF-FESCUE 80% BLUESGRASS 20%	H
○	SEED	2629 S.F.	-	BIO-SWALE GRASS MIX (FESCUE BLEND) ARCTOSTAPHYLOS UVAURSI	L
○	1 GAL 30" O.C.	4213 S.F.	2'	-	L KINKKINICK

<b>SITE FEATURES - TYPICAL</b>					
○	8	-	-	BOULDERS - PER DETAIL	-
○	1178 L.F.	-	-	REDWOOD HEADERBOARD	-
○	NOT SHOWN	-	-	ROOT BARRIER: INSTALL AT TREES PLANTED 4' OR LESS FROM CURBS, BUILDINGS, OR PAVEMENT. HOWARD WIRE CLOTH COMPANY, HAYWARD, CA. (510)887-8787.	-
○	590 S.F.	-	-	COBBLE AREA: 3"-6" WASHED RIVER COBBLE SET IN PLANTER OVER MIRAFI FW700 (PERMEABLE) LANDSCAPE FABRIC	-

<b>TREE REMOVAL SUMMARY</b>	
34-6" OR GREATER TREES TO BE REMOVED	20-6" OR GREATER TREES TO REMAIN

**NOT FOR CONSTRUCTION**  
THESE DRAWINGS ARE UNDER REVIEW AND SUBJECT TO REVISIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN FINAL DRAWINGS, (INITIALED IN TITLE BLOCK), BEFORE FINALIZING BIDS OR BEGINNING CONSTRUCTION.

**SEE SHEET L1.2 FOR CITY CALCULATIONS**

**GENERAL NOTES**

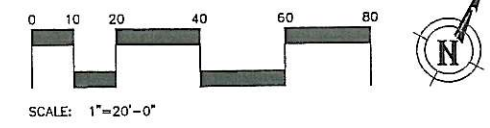
- ALL PLANTING AREAS, EXCEPT LAWNS AND ANNUAL FLOWER BEDS, SHALL BE TOP DRESSED WITH A 2" (MINIMUM) DEEP LAYER OF 1/2"-1" WESTERN FIR BARK OR EQUAL. ANNUAL FLOWER BEDS SHALL BE MULCHED WITH A 1" LAYER OF NITROGENIZED REDWOOD SAWDUST.
- REFER TO ARCHITECTURAL AND CIVIL PLANS FOR DESCRIPTIONS OF ELEMENTS NOT IDENTIFIED ON THIS PLAN.
- OBSERVE THE FOLLOWING MINIMUM SETBACK DISTANCES FOR PLANTING:
  - BETWEEN STREET TREES = 30 FT.
  - DRIVEWAY CUTS AND FIRE HYDRANTS = 7 FT.
  - UTILITY BOXES, MANHOLE AND OTHER UTILITY VAULTS, TELEPHONE AND OTHER UTILITY POLES, GAS AND WATER METER, AND MAINS = 5 FT.
- ALL SURFACE AND SUB-SURFACE SWALES, DRAINAGE STRUCTURES AND PATTERNS SHALL BE MAINTAINED.
- A LICENSED LANDSCAPE MAINTENANCE CONTRACTOR WILL BE RETAINED TO PERFORM ROUTINE MAINTENANCE DUTIES.
- LOCATIONS AND QUANTITIES OF EXISTING LANDSCAPE MATERIALS ARE APPROXIMATE.
- PLANTER SOIL SHALL BE AMENDED AS DESCRIBED BY A LABORATORY SOIL ANALYSIS.
- DASHED LINES INDICATE CONTOURS OF MOUNDING. (+1"-0" EACH). H.P. INDICATES LOCATION AND RELATIVE ELEVATION OF HIGH POINT ABOVE FG OF SURROUNDING PAVED AREAS. MOUNDS TO BE CONSTRUCTED OF CLEAN NATIVE TOPSOIL OR APPROVED TILL IMPORT PER SPEC. COMPACT TO 95%.
- EXISTING TREES EXIST ON SITE AND SHALL BE PROTECTED WITH FENCING AT THE DRIP LINES. NO TRENCHING GRADE CHANGES TO OCCUR WITHIN DRUPLINE WITHOUT ARBORIST SUPERVISION. ALL WORK TO BE PER CITY TREE ORDINANCE AND PER 18.49.080-PARAGRAPHS 3, 4, AND 5.

**CITY SPECIFIC REQUIREMENTS**

- 1 TREE PER 8 PARKING SPACES REQUIRED OR PER 2,800 S.F. (TOTAL PARKING LOT LANDSCAPE AREA= 16,536 S.F.) 17 TREES REQUIRED= 29 NEW TREES PROVIDED
- PLANT SIZE AT INSTALLATION AND SPACING IS PER OOT/AND SUNSET WESTERN GARDEN BOOK.
- TREE PRESERVATION/PROTECTION PROVIDED LANDSCAPE BUFFER OF 10' PROVIDED ON ALL STREETS
- BIO-SWALE PROVIDED-2,225 S.F. AREA
- 15% LANDSCAPE AREA REQUIRED-11,245 S.F. REQUIRED 16,536 PROVIDED
- PARKING LOT SCREENED PROVIDED
- ALL PLANTERS HAVE A MINIMUM OF 25 S.F.
- BIO-SWALE PER OOT
- TREES PROVIDED MAXIMUM 40' O.C. ALONG STREETS

**WATER CONSERVATION CONCEPT**

**CONCEPT STATEMENT**  
A COMBINATION OF DRIP, BUBBLERS, AND/OR LOW GALLONAGE SPRAYS SHALL BE INSTALLED IN ALL PLANTERS. IRRIGATION SYSTEMS SHALL BE EQUIPPED WITH A CONTROLLER CAPABLE OF DUAL PROGRAMMING. PLANTS SHALL BE GROUPED INTO "HYDROZONES" AND IRRIGATED SEPARATELY FROM THOSE WITH DIFFERENT WATER REQUIREMENTS.



REGISTERED  
545  
Maisha Ruth  
OREGON  
02/28/07  
LANDSCAPE ARCHITECT

**TRHIL** ARCHITECTURE ENGINEERING ENVIRONMENTAL SERVICES  
Design Group Inc.  
500 Tenth Ave. N.E. Suite 100 Bellevue, WA  
800-333-5111 TEL: (425) 735-4677

STORE #5325  
SWC HWY 99 & S SPINES ST  
CANBY, OR

**RITE AID**

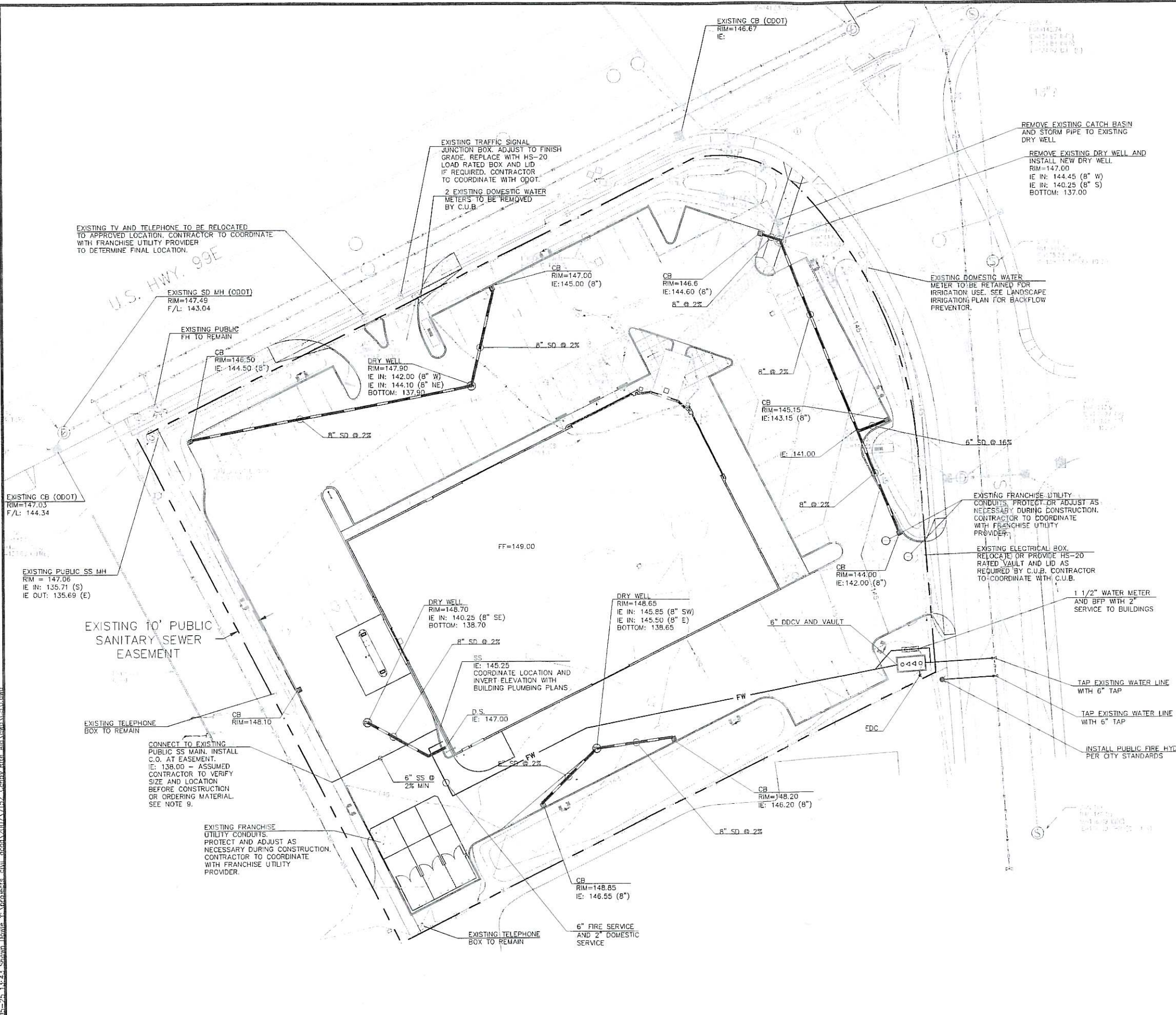
DATE: 02/28/07  
BY: [Signature]  
CHECKED: [Signature]  
APPROVED: [Signature]

PROJECT NO: 03090024  
DATE: 02/28/07

PRELIMINARY LANDSCAPE PLAN

Sheet No. **L1**

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### LEGEND

	PROPOSED	EXISTING
SANITARY SEWER LINE	SS	SS
STORM WATER LINE	W	W
DOMESTIC WATER LINE	FW	FW
FIRE WATER LINE	FW	FW
CATCH BASIN ELEVATIONS	CB RIM 100.00 IE 97.00	
MANHOLE ELEVATIONS	MH RIM 100.00 IE 97.00	
EXISTING FEATURE OR CONDITION		(E)
CATCH BASIN - AREA DRAIN		
MANHOLE	DW	
CLEANOUT		
FIRE HYDRANT		
FIRE DEPARTMENT CONNECTION		
DOUBLE DETECTOR CHECK VALVE WITH FDC CONNECTION		
WATER METER		
BACK FLOW PREVENTOR		
WATER VALVE		
DOWNSPOUT		

- ### GENERAL NOTES
- ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT EDITION OF THE PLUMBING CODE, BUILDING CODE, AND THE FIRE CODE. WORK SHALL ALSO CONFORM TO THE STANDARDS OF THE CITY OF CANBY AND TO PROJECT SPECIFICATIONS.
  - THE CONTRACTOR SHALL HAVE A FULL SET OF THE CURRENT APPROVED CONSTRUCTION DOCUMENTS INCLUDING ADDENDA ON THE PROJECT SITE AT ALL TIMES.
  - THE CONTRACTOR SHALL NOTIFY THE OREGON UTILITY NOTIFICATION CENTER, 3 BUSINESS DAYS PRIOR TO ANY EXCAVATION, BY CALLING 800 332-2344.
  - THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF PRIVATE UTILITIES SUCH AS GAS, TELEPHONE, POWER, CABLE TELEVISION, ETC. CONFIRM VAULT LOCATIONS WITH ENGINEER.
  - THE CONTRACTOR SHALL KEEP THE ENGINEER AND JURISDICTION INFORMED OF CONSTRUCTION PROGRESS TO FACILITATE SITE OBSERVATIONS AT REQUIRED INTERVALS. 24-HOUR NOTICE IS REQUIRED.
  - THIS PLAN IS GENERALLY DIAGNOSTIC. IT DOES NOT SHOW EVERY JOINT, BEND, FITTING, OR ACCESSORY REQUIRED FOR CONSTRUCTION.
  - CLEAN OUTS SHALL BE INSTALLED IN CONFORMANCE WITH PLUMBING CODE CHAPTER SEVEN, SECTION 707 AND SECTION 719. NOT ALL REQUIRED CLEAN OUTS ARE SHOWN.
  - EXISTING CONDITIONS BASED ON TOPOGRAPHIC BOUNDARY AND UTILITY SURVEY PREPARED BY RHL GROUP INC. DATED FEBRUARY 20, 2007.
  - THE CONTRACTOR SHALL VERIFY AND CONFIRM EXISTING CONDITIONS. NOTIFY ENGINEER OF VARIATIONS IN CONDITIONS SHOWN ON THE PLANS. POINTS OF CONNECTION TO EXISTING UTILITIES AND LOCATIONS WHERE NEW UTILITIES WILL CROSS EXISTING UTILITIES SHALL BE VERIFIED BY POT-HOLLING PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SCHEDULE POT-HOLLING SUCH THAT IF CONFLICTS ARE ENCOUNTERED, SUFFICIENT TIME EXISTS TO PREPARE MODIFIED DESIGNS AND HAVE THE MODIFICATIONS APPROVED BY THE JURISDICTION WITHOUT IMPACTING THE PROJECT SCHEDULE.
  - STORM DRAIN FITTINGS ARE TO BE ECCENTRIC.
  - SITE RUNOFF HAS BEEN QUANTIFIED USING THE CURRENT EDITION OF THE UNIFORM PLUMBING CODE.
  - PROVIDE DRAINAGE FROM DDCV, WATER METER, AND CHECK VALVE VAULTS AS REQUIRED BY THE JURISDICTION. PROVIDE 1/2 HP PUMP WITH DISCHARGE TO HEALTH DEPARTMENT APPROVED LOCATION. PROVIDE CONDUIT, WIRE, AND CONTROLS TO BUILDING EQUIPMENT ROOM. CONTRACTOR TO COORDINATE WITH ELECTRICAL CONTRACTOR TO PROVIDE A DEDICATED CIRCUIT FOR PUMP.
  - DOMESTIC WATER LINES AND ACCESSORIES BETWEEN THE WATER METER AND THE BUILDING SHALL BE INSTALLED BY A LICENSED PLUMBER EMPLOYED BY A LICENSED PLUMBING CONTRACTOR.
  - UTILITIES WITHIN FIVE FEET OF A BUILDING SHALL BE CONSTRUCTED OF MATERIALS APPROVED FOR INTERIOR USE AS DESCRIBED IN THE CURRENT EDITION OF THE PLUMBING CODE.
  - CHANGES IN DIRECTION OF DRAINAGE PIPING SHALL BE MADE BY THE APPROPRIATE USE OF APPROVED FITTINGS AND SHALL BE OF THE ANGLES PRESENTED BY ONE-SIXTEENTH BEND, ONE-EIGHTH BEND, ONE-SIXTH BEND OR OTHER APPROVED FITTINGS OF EQUIVALENT SWEEP.
  - INLETS AND OUTLETS TO ON-SITE MANHOLES SHALL HAVE FLEXIBLE CONNECTION NO CLOSER THAN 12" AND NO FARTHER THAN 36" FROM THE MANHOLE.
  - MANHOLES SHALL HAVE SMOOTH, UNIFORM WATERWAY WITH CHANGES OF DIRECTION MADE WITH THE APPROPRIATE SWEEP OFFSET PER THE OREGON PLUMBING SPECIALTY CODE.



7600 SW Beavercreek, Suite 100  
Tigard, Oregon 97223  
Phone: (503) 445-3900  
Fax: (503) 445-3700



RITE AID  
891 SE 1ST AVE  
CANBY, OREGON

## UTILITY PLAN

REVISIONS:

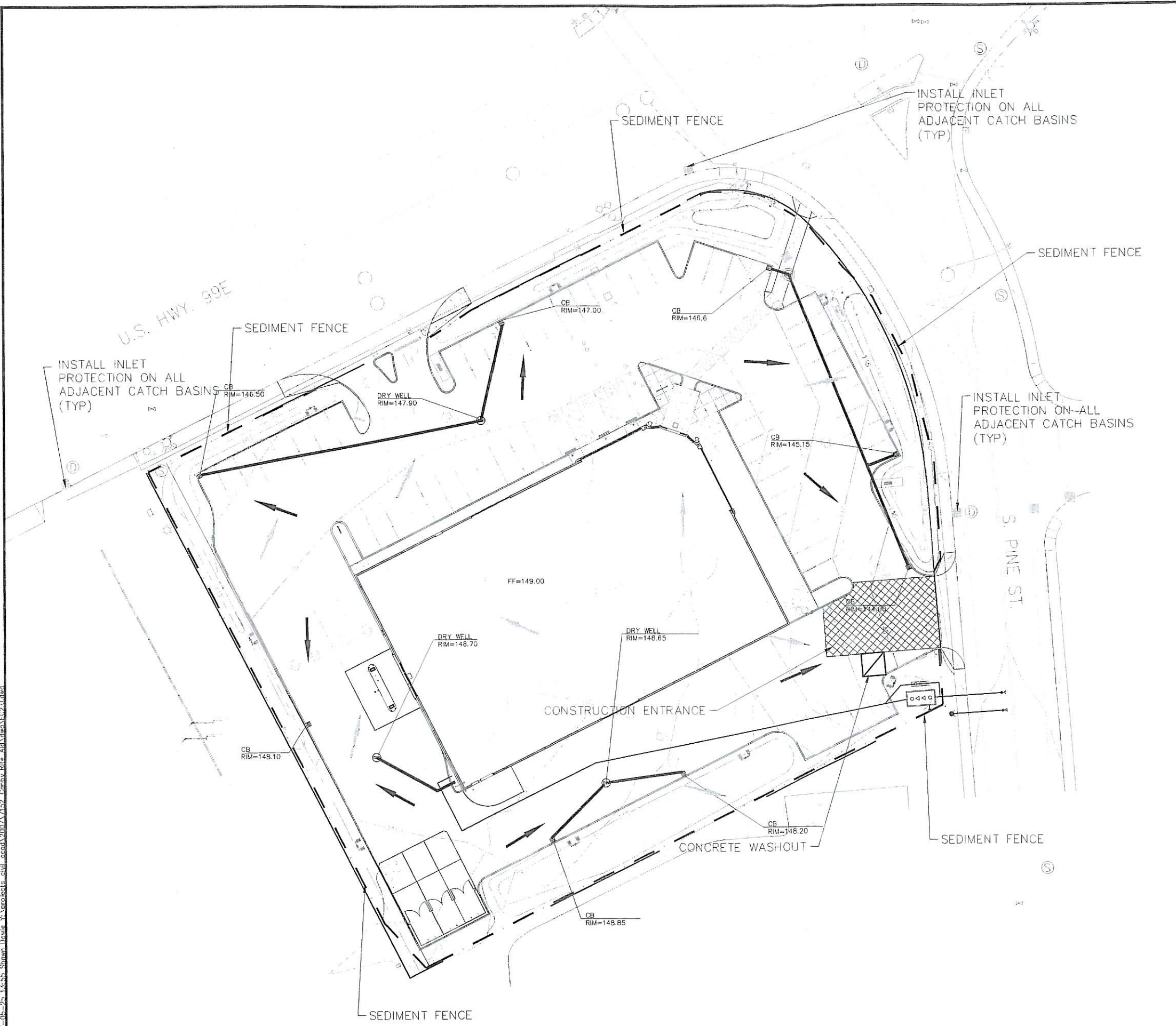
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CHECK BY: KJK

SHEET

# C2.0

PROJECT No: 7162

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**LEGEND**

EXISTING CONTOUR - 1 FOOT INTERVALS		100
EXISTING CONTOUR - 5 FOOT INTERVALS		101
PROPOSED CONTOUR - 1 FOOT INTERVALS		100
PROPOSED CONTOUR - 5 FOOT INTERVALS		100
SEDIMENT FENCE		
EXISTING FEATURE OR CONDITION		(E)
CATCH BASIN - AREA DRAIN		
BIO BAG (INLET PROTECTION)		
SEDIMENT BARRIER (INLET PROTECTION)		
GRAVEL APRON (CONSTRUCTION ENTRANCE)		
CONCRETE WASHOUT		
DIRECTION OF EXISTING FLOW		
PROPOSED DIRECTION OF FLOW		

- ESC PLAN GENERAL NOTES**
1. THE IMPLEMENTATION OF THESE EROSION/SEDIMENTATION CONTROL PLANS (ESC) AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED BY THE ENGINEER AND DEPT. OF PUBLIC WORKS VEGETATION/LANDSCAPING IS ESTABLISHED.
  2. THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN SHALL BE CLEARLY FLAGGED IN THE FIELD PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE BEYOND THE FLAGGED CLEARING LIMITS SHALL BE PERMITTED. THE FLAGGING SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF CONSTRUCTION.
  3. THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED PRIOR TO AND/OR IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES AND IN SUCH A MANNER AS TO INSURE THAT SEDIMENT-LOADED WATER DOES NOT ENTER THE DRAINAGE SYSTEM OR VIOLATE APPLICABLE WATER STANDARDS.
  4. THE ESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT-LOADED WATER DOES NOT LEAVE THE SITE.
  5. THE ESC FACILITIES SHALL BE INSPECTED DAILY BY THE CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING. ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF TWICE A MONTH OR WITHIN 24 HOURS FOLLOWING A STORM EVENT.
  6. AT NO TIME SHALL MORE THAN 50% OF THE SEDIMENT RETENTION CAPACITY BE ALLOWED TO ACCUMULATE WITHIN A TRAPPED CATCH BASIN. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT LOADED WATER INTO THE DOWNSTREAM SYSTEM.
  7. STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES WILL BE REQUIRED TO INSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.
  8. ADDITIONAL EROSION CONTROL MEASURES SUCH AS TEMPORARY VEGETATIVE COVER, STRAW MULCH, EROSION BLANKETS OR PLASTIC SHEETING MAY BE NEEDED IF THE PERMANENT SURFACING AND LANDSCAPE PLANTING ARE NOT IN PLACE BY THE BEGINNING OF THE RAINY SEASON, AS SUBMITTED AND APPROVED BY THE ENGINEER AND DEPT. OF PUBLIC WORKS.
  9. WATER TRUCK WASHING OF PAVED SURFACES IS NOT ALLOWED. CLEANING OF PAVED SURFACES TO BE DONE BY VACUUM SWEEPERS ONLY.
  10. ALL NECESSARY ADDITIONAL EROSION CONTROL MATERIALS REFERRED TO IN NOTE 8 TO BE STOCKPILED ON SITE DURING RAINY SEASON.
  11. AN AREA SHALL BE PROVIDED FOR THE WASHING OUT OF CONCRETE TRUCKS. CONSTRUCT TEMPORARY 10'X10'X2' SETTLING PIT. THE WASHOUT SHALL BE LOCATED WITHIN SIX FEET OF TRUCK ACCESS AND BE CLEANED WHEN IT REACHES 50% OF THE CAPACITY. CONCRETE TRUCK WASHOUT PIT SHOULD BE USED WITH CAUTION SO THAT OVERFILL DOES NOT OCCUR. AFTER CONSTRUCTION IS COMPLETE AND LIQUID HAS INFILTRATED, PIT SHALL BE FILLED IN WITH SOIL.

**EROSION CONTROL PLAN**  
SCALE 1" = 20'

7600 SW Beavercreek, Suite 100  
Tigard, Oregon 97225  
Phone: (503) 445-5000  
Fax: (503) 445-5700

**T.M.R. T.M. RIPPEY CONSULTING ENGINEERS**

REGISTERED PROFESSIONAL ENGINEER  
15504  
OREGON  
MAY 25, 1993  
KARL KOROSCH  
EXPIRES: 6/30/07

RITE AID  
891 SE 1ST AVE  
CANBY, OREGON

**EROSION AND SEDIMENT CONTROL PLAN**

REVISIONS:

DATE: May 25, 2007  
FILE NAME: EC2.0.dwg  
DRAWN BY: BAD  
CHECK BY: BJE

SHEET

**EC2.0**  
OF

PROJECT No: 7152

**LEGAL DESCRIPTION:**

PARCEL 1, PARTITION PLAT NO. 1994-106, IN THE CITY OF CANBY, COUNTY OF CLACKAMAS AND STATE OF OREGON.

**EXCEPTIONS:**

ACCORDING TO PRELIMINARY TITLE REPORT BY FIRST AMERICAN TITLE INSURANCE COMPANY, ORDER NUMBER NCS-263783-OR1 DATED 10/26/2006 AT 8:00AM.

- TAXES FOR THE YEAR 2006-2007, TAX AMOUNT 4,782.01, UNPAID BALANCE 4,782.01 PLUS INTEREST IF ANY, CODE NO. 086-002, MAP & TAX LOT NO. 351E33DA00800, PROPERTY ID/KEY NO. 00794983.
- CITY LIENS, IF ANY FOR THE CITY OF CANBY. NOTE: AN INQUIRY HAS NOT BEEN MADE CONCERNING THE ACTUAL STATUS OF SUCH LIENS.
- LIMITED ACCESS PROVISIONS CONTAINED IN DEED TO THE STATE OF OREGON, BY AND THROUGH ITS STATE HIGHWAY COMMISSION RECORDED NOVEMBER 03, 1960 IN BOOK 579, PAGE 0217 AS FEE NO. 019875 DEED RECORDS, WHICH PROVIDES THAT NO RIGHT OF EASEMENT OR RIGHT OF ACCESS TO, FROM OR ACROSS THE STATE HIGHWAY OTHER THAN EXPRESSLY THEREIN PROVIDED FOR SHALL ATTACH TO THE ADJUTING PROPERTY. DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED APRIL 17, 1974 AS FEE NO. 74009707 OF OFFICIAL RECORDS.
- EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN: RECORDING INFORMATION NOVEMBER 28, 1978 AS FEE NO. 78050723 IN FAVOR OF THE CITY OF CANBY, A MUNICIPAL CORPORATION OF THE CLACKAMAS COUNTY FOR SEWER AND INCIDENTAL PURPOSES. DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED AUGUST 08, 1994 AS FEE NO. 94-063549 OF OFFICIAL RECORDS
- EASEMENTS FOR A PERMANENT UTILITY CONSTRUCTION AND MAINTENANCE EASEMENT INCLUDING, BUT NOT LIMITED TO, ELECTRIC AND WATER CABLES, PIPELINE CONDUITS AND POLES PURPOSES AS SHOWN ON THE RECORDED PARTITION PLAT NO. 1994-106.
- UNRECORDED LEASES OR PERIODIC TENANCIES, IF ANY.
- THE FOLLOWING MATTERS PERTAIN TO LENDERS EXTENDED COVERAGE ONLY: A) PARTIES IN POSSESSION, OR CLAIMING TO BE IN POSSESSION, OTHER THAN THE VESTEES SHOWN HEREIN, B) STATUTORY LIENS FOR LABOR AND/OR MATERIALS, INCLUDING LIENS FOR CONTRIBUTIONS DUE TO THE STATE OF OREGON FOR EMPLOYMENT COMPENSATION AND FOR WORKMAN'S COMPENSATION, OR ANY RIGHTS THERE TO, WHERE NO NOTICE OF SUCH LIENS OR RIGHTS APPEARS OF RECORD.

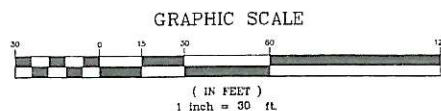
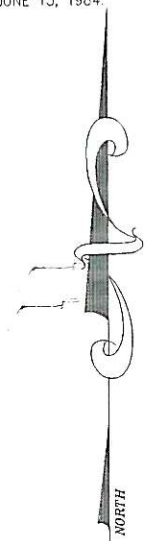
**ZONING SETBACKS**

ZONING DESIGNATION: HC (HIGHWAY COMMERCIAL)

BUILDING SETBACKS: STREET 20', SIDE AND REAR 0'

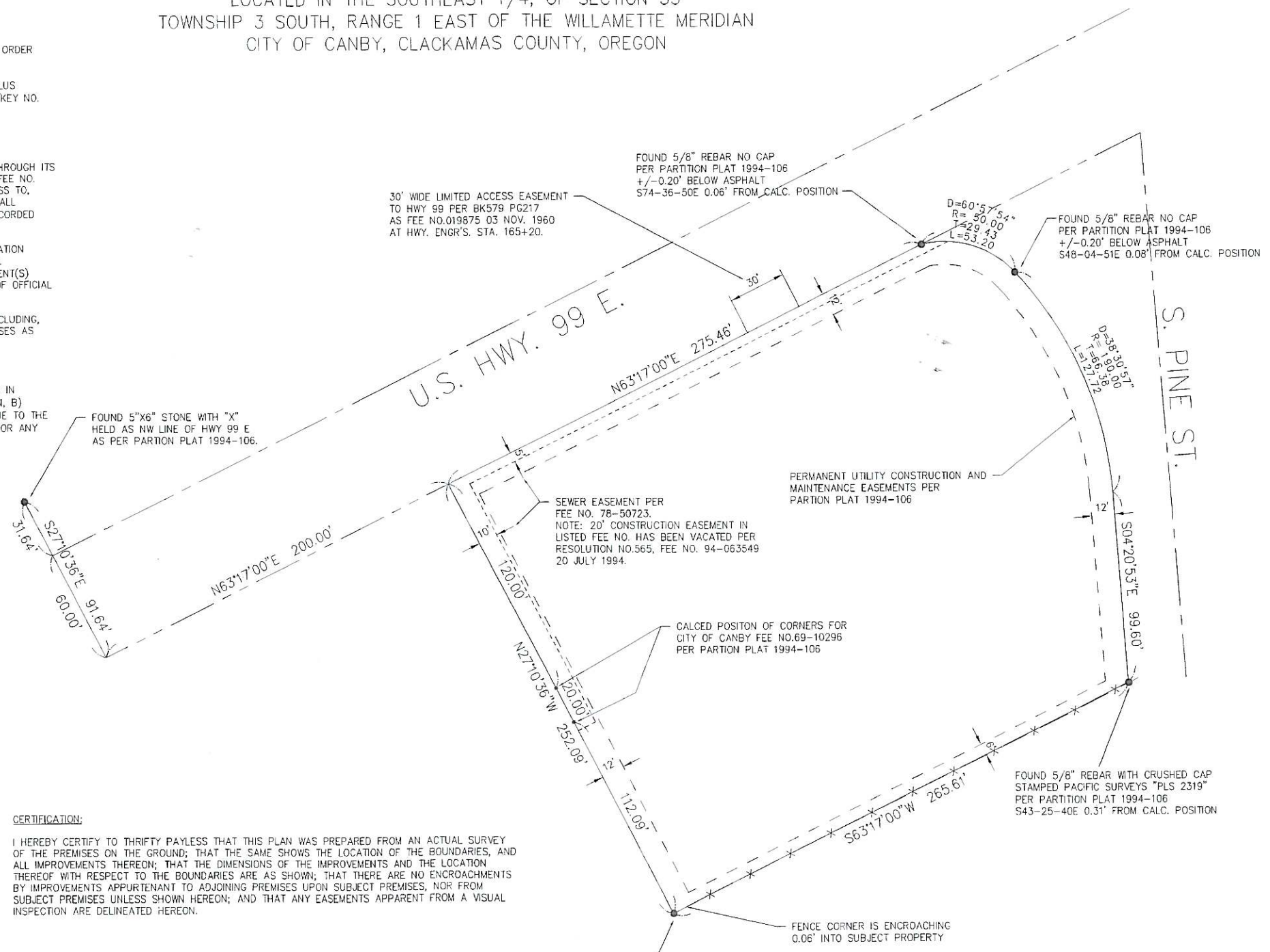
**FLOOD\_ZONE**

THE PARCEL IS LOCATED IN ZONE "C" (AREA OF MINIMAL FLOODING) PER FEMA FLOOD INSURANCE RATE MAP - PANEL NUMBER 4100140001B, EFFECTIVE DATE JUNE 15, 1984.



# A.L.T.A. SURVEY

LOCATED IN THE SOUTHEAST 1/4, OF SECTION 33  
TOWNSHIP 3 SOUTH, RANGE 1 EAST OF THE WILLAMETTE MERIDIAN  
CITY OF CANBY, CLACKAMAS COUNTY, OREGON



**CERTIFICATION:**

I HEREBY CERTIFY TO THRIFTY PAYLESS THAT THIS PLAN WAS PREPARED FROM AN ACTUAL SURVEY OF THE PREMISES ON THE GROUND; THAT THE SAME SHOWS THE LOCATION OF THE BOUNDARIES, AND ALL IMPROVEMENTS THEREON; THAT THE DIMENSIONS OF THE IMPROVEMENTS AND THE LOCATION THEREOF WITH RESPECT TO THE BOUNDARIES ARE AS SHOWN; THAT THERE ARE NO ENCROACHMENTS BY IMPROVEMENTS APPURTENANT TO ADJOINING PREMISES UPON SUBJECT PREMISES, NOR FROM SUBJECT PREMISES UNLESS SHOWN HEREON; AND THAT ANY EASEMENTS APPARENT FROM A VISUAL INSPECTION ARE DELINEATED HEREON.

DATED: \_\_\_\_\_

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON  
JANUARY 21, 1997  
TIMOTHY P. ROUSE  
2799

SIGNED: \_\_\_\_\_  
TIMOTHY P. ROUSE PLS NO. 2799

RENEWAL DATE 12/31/2008

PREPARED FOR:  
**RHL GROUP INC.**  
1550 140TH AVENUE N.E., SUITE 100  
BELLEVUE, WA 98005-4516  
(425) 746-4677

PROJECT:  
**RITE AID**  
CANBY, OREGON

DRAWING TITLE:  
**A.L.T.A. SURVEY**

RENDERED BY:  
**ROUSE SURVEYING, INC.**  
4800 NE 225TH STREET  
RIDGEBLVD, WASHINGTON 98642  
PHONE (360) 687-4006  
FAX (360) 687-8071

DATE  
23 FEB 2007

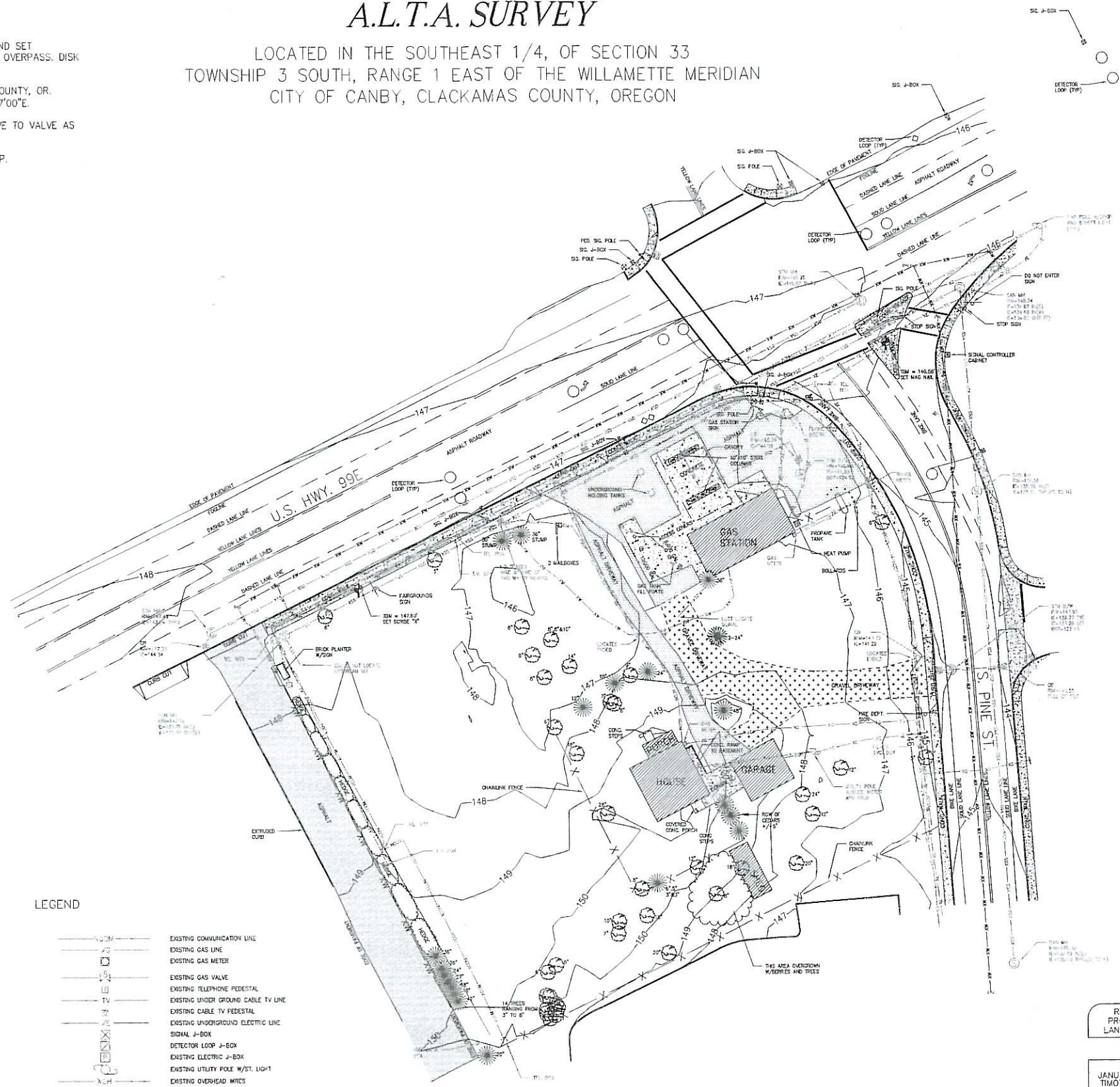
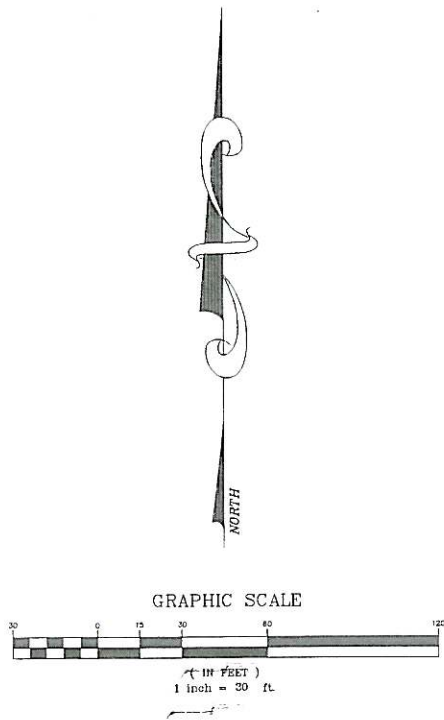
SHEET NO.  
1 OF 2

**NOTES**

1. BENCHMARK: VERTICAL DATUM IS NAVD 88. DISK MONUMENTED BY NGS IN 1987 AND SET VERTICALLY IN THE NORTHEAST FACE OF PIER FOR THE SOUTHERN PACIFIC RAILROAD OVERPASS. DISK DESIGNATION D 724, ELEVATION =148.64 FEET.
2. BASIS OF BEARING IS PER PARTITION PLAT 1994-106 RECORDED IN CLACKAMAS COUNTY, OR. SURVEY RECORDS FOR THE SOUTH RIGHT OF WAY OF U.S. HIGHWAY 99E BEING N63°17'00"E.
3. THE WATER LINES WERE NOT LOCATED IN THE STREETS. ASSUMED LINES RUN VALVE TO VALVE AS SHOWN.
4. SOME OF THE GAS LINE LOCATES ENDED ABRUPTLY AS SHOWN ON THE TOPO MAP.

# A.L.T.A. SURVEY

LOCATED IN THE SOUTHEAST 1/4, OF SECTION 33  
TOWNSHIP 3 SOUTH, RANGE 1 EAST OF THE WILLAMETTE MERIDIAN  
CITY OF CANBY, CLACKAMAS COUNTY, OREGON



**LEGEND**

- |  |                                   |  |                                     |
|--|-----------------------------------|--|-------------------------------------|
|  | EXISTING MANHOLE & STORM SEWER    |  | EXISTING COMMUNICATION LINE         |
|  | EXISTING DRYWELL & STORM SEWER    |  | EXISTING GAS LINE                   |
|  | EXISTING CB & STORM SEWER         |  | EXISTING GAS METER                  |
|  | EXISTING MANHOLE & SANITARY SEWER |  | EXISTING GAS VALVE                  |
|  | EXISTING WATERLINE                |  | EXISTING TELEPHONE PEDESTAL         |
|  | EXISTING WATER VALVE & BOX        |  | EXISTING UNDER GROUND CABLE TV LINE |
|  | EXISTING WATER METER              |  | EXISTING CABLE TV PEDESTAL          |
|  | EXISTING FIRE HYDRANT             |  | EXISTING UNDERGROUND ELECTRIC LINE  |
|  | EXISTING STREET LIGHT             |  | SIGNAL J-BOX                        |
|  | EXISTING SIGNAL POLE              |  | DETECTOR LOOP J-BOX                 |
|  | EXISTING PED SIGNAL POLE          |  | EXISTING ELECTRIC J-BOX             |
|  | EXISTING BOLLARD                  |  | EXISTING UTILITY POLE W/ST. LIGHT   |
|  | EXISTING MONITOR WELL             |  | EXISTING OVERHEAD WIRES             |

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON  
JANUARY 21, 1997  
TIMOTHY P. ROUSE  
2799

RENEWAL DATE 12/31/2008

**RHL GROUP INC.**  
1550 140TH AVENUE N.E., SUITE 100  
BELLEVUE, WA 98005-4516  
(425) 746-4677

**RITE AID**  
CANBY, OREGON

**A.L.T.A. SURVEY**

**ROUSE SURVEYING, INC.**  
4800 NE 220TH STREET  
RIDGEFIELD, WASHINGTON 98842  
PHONE (360) 687-4006  
FAX (360) 687-8071

DATE  
23 FEB 2007

SHEET NO.  
2 OF 2



**RITE AID**

**PHARMACY**

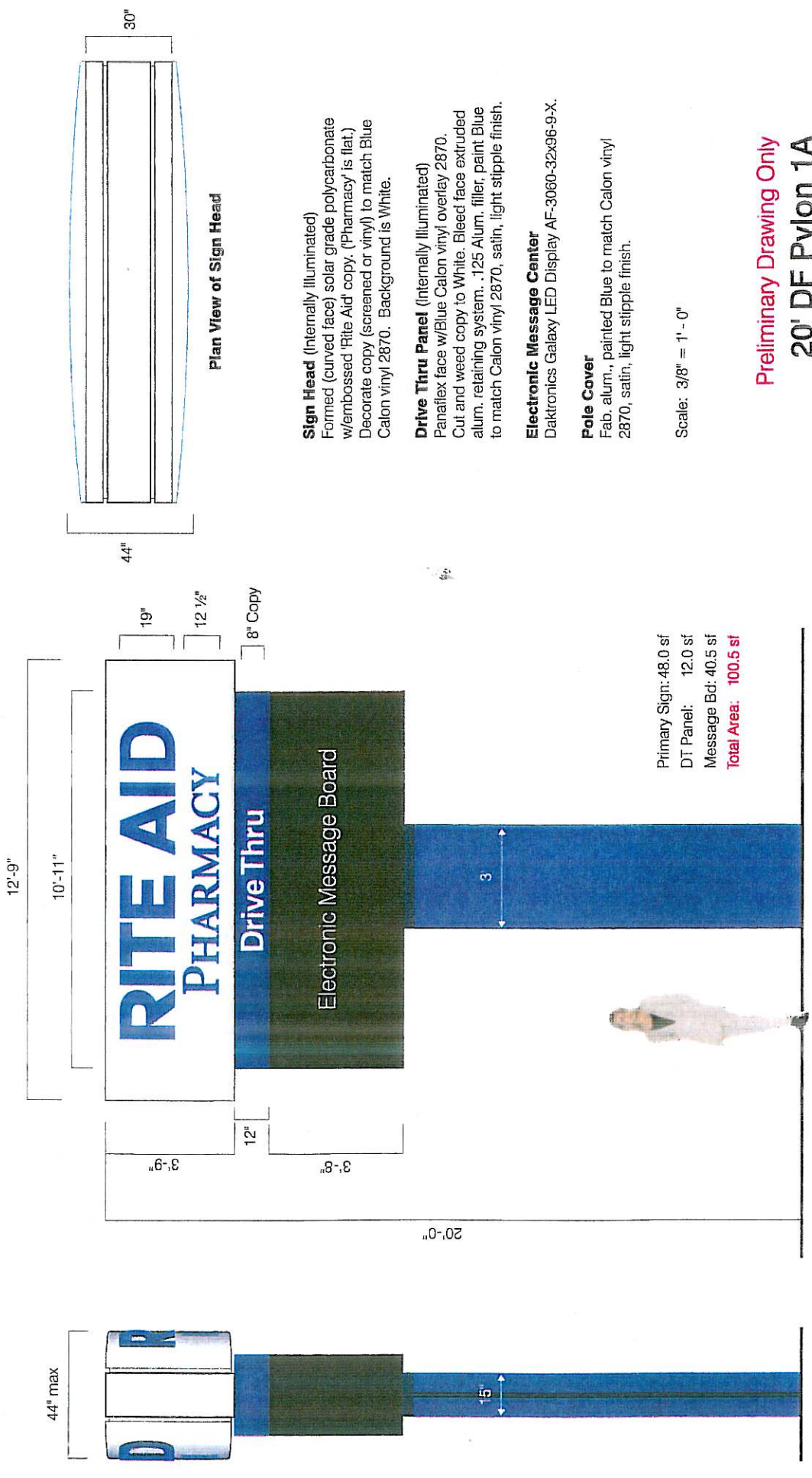
**GNC**

Drive Thru

1hr Photo

Food Market





12'-9"

10'-11"

44" max

**RITE AID**  
PHARMACY

Drive Thru

Electronic Message Board

19"

12 1/2"

8" Copy

3'-9"

12"

3'-9"

20'-0"

3

15"

Plan View of Sign Head

44"

30"

**Sign Head** (Internally Illuminated)  
Formed (curved face) solar grade polycarbonate w/embossed 'Rite Aid' copy. (Pharmacy is flat.) Decorate copy (screened or vinyl) to match Blue Calon vinyl 2870. Background is White.

**Drive Thru Panel** (Internally Illuminated)  
Panaflex face w/Blue Calon vinyl overlay 2870. Cut and weed copy to White. Bleed face extruded alum. retaining system. .125 Alum. filler, paint Blue to match Calon vinyl 2870, satin, light stipple finish.

**Electronic Message Center**  
Daktronics Galaxy LED Display AF-3060-32x96-9-X.

**Pole Cover**  
Fab. alum., painted Blue to match Calon vinyl 2870, satin, light stipple finish.

Scale: 3/8" = 1' - 0"

Primary Sign: 48.0 sf  
DT Panel: 12.0 sf  
Message Bd: 40.5 sf  
**Total Area: 100.5 sf**

Preliminary Drawing Only  
20' DF Pylon 1A

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Account: Rite Aid  
Project Title: Various  
Date Created: 30 May 2006  
Design By: IP Rep.  
Approved By: [Signature]  
Date Revised: [Blank]

CS-149

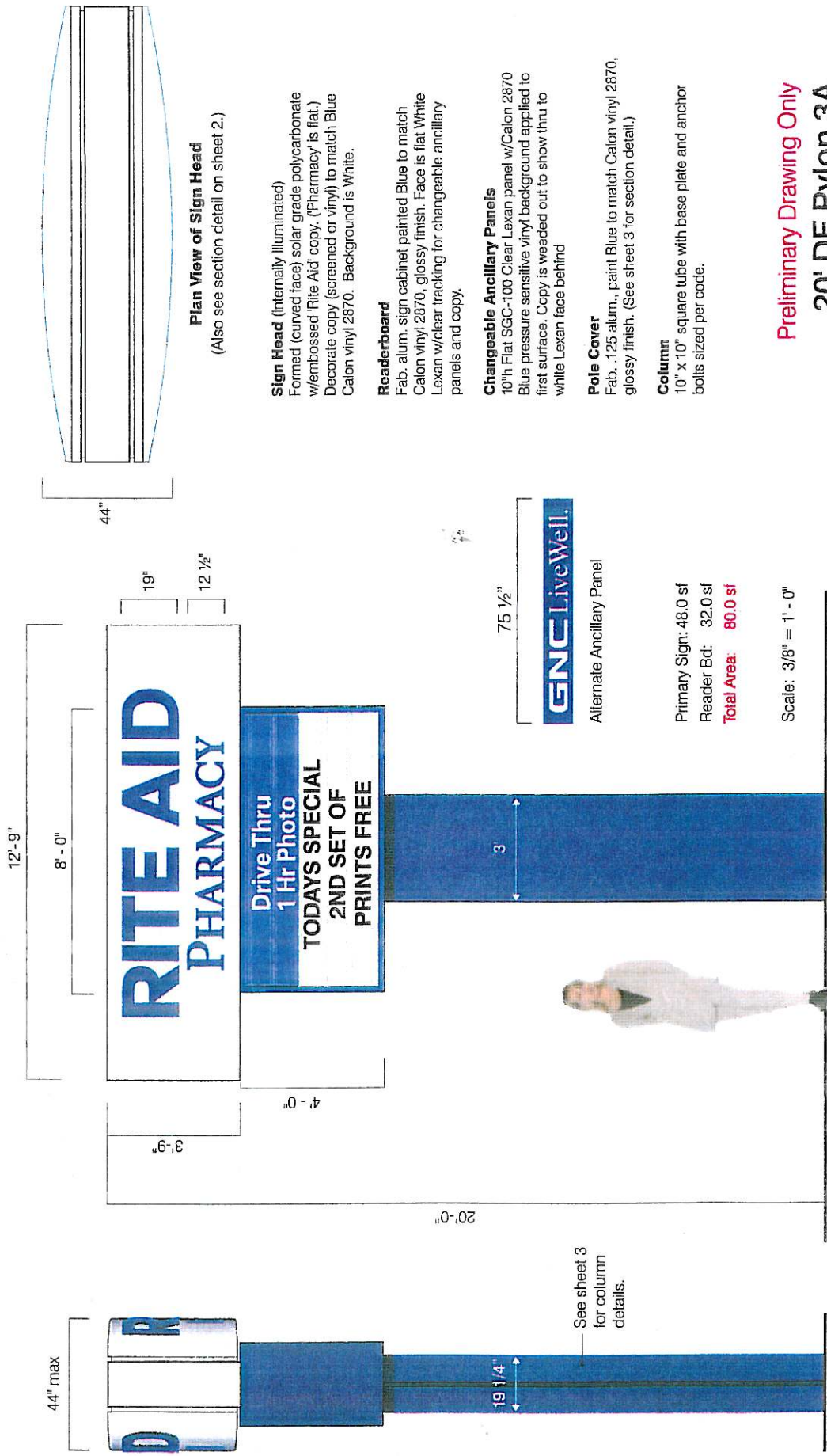
Pg 1 of 1

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AWY 90





**Plan View of Sign Head**  
(Also see section detail on sheet 2.)

**Sign Head** (Internally illuminated)  
Formed (curved face) solar grade polycarbonate w/embossed 'Rite Aid' copy. (Pharmacy is flat.) Decorate copy (screened or vinyl) to match Blue Calon vinyl 2870. Background is White.

**Readerboard**  
Fab. alum. sign cabinet painted Blue to match Calon vinyl 2870, glossy finish. Face is flat White Lexan w/clear tracking for changeable ancillary panels and copy.

**Changeable Ancillary Panels**  
10" Flat SGC-100 Clear Lexan panel w/Calon 2870 Blue pressure sensitive vinyl background applied to first surface. Copy is weeded out to show thru to white Lexan face behind

**Pole Cover**  
Fab. .125 alum., paint Blue to match Calon vinyl 2870, glossy finish. (See sheet 3 for section detail.)

**Column**  
10" x 10" square tube with base plate and anchor bolts sized per code.

Primary Sign: 48.0 sf  
Reader Bd: 32.0 sf  
**Total Area: 80.0 sf**

Scale: 3/8" = 1' - 0"

**GNC Live Well.**  
Alternate Ancillary Panel

See sheet 3 for column details.

**Preliminary Drawing Only**  
**20' DF Pylon 3A**

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Account: Rite Aid  
Project Title: Various  
Drawn By: Bernd  
IP Rep: Lager  
Approved By:  
Date Created: 30 May 2006  
Date Revised: 6 June 2006

**CS-151 Pg 1 of 3**

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Knoxville, TN 37950-0043  
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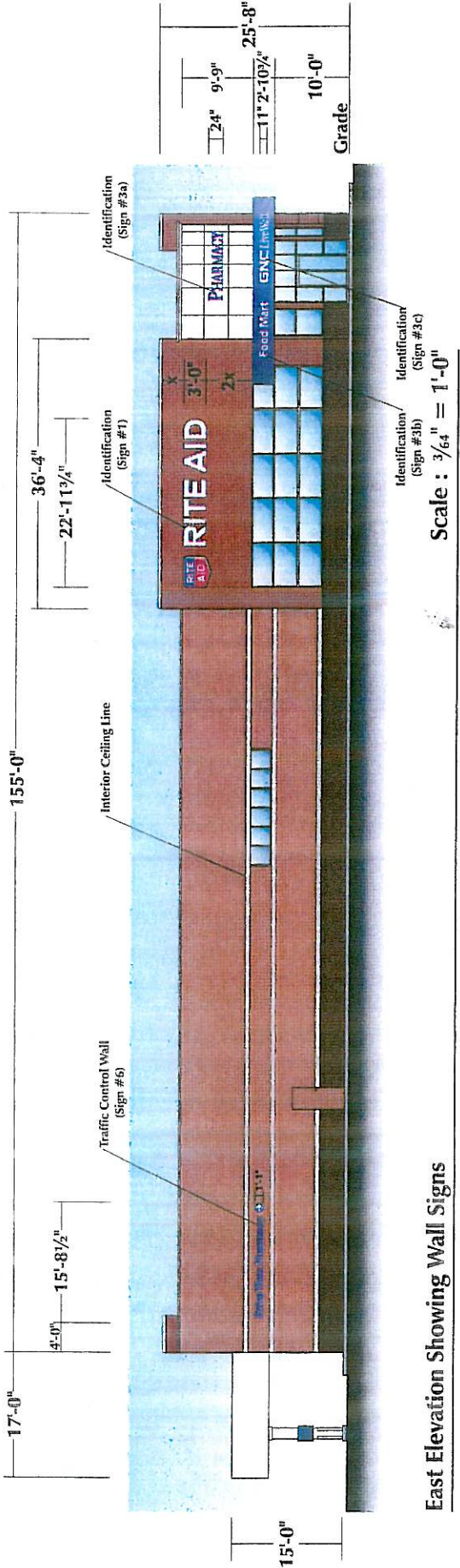
*2 P NE*



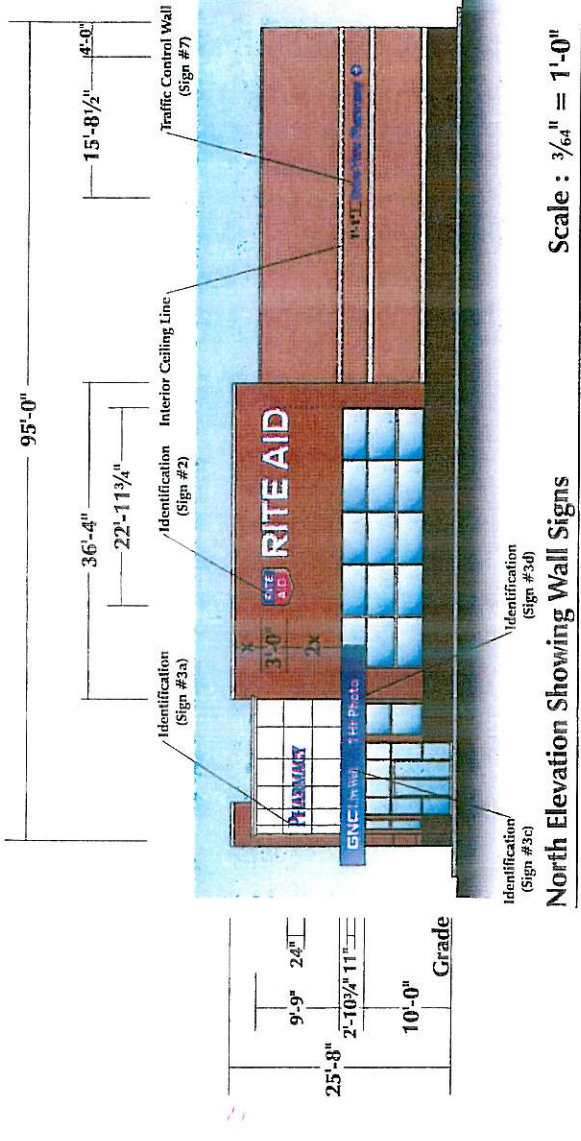
**RITE AID**

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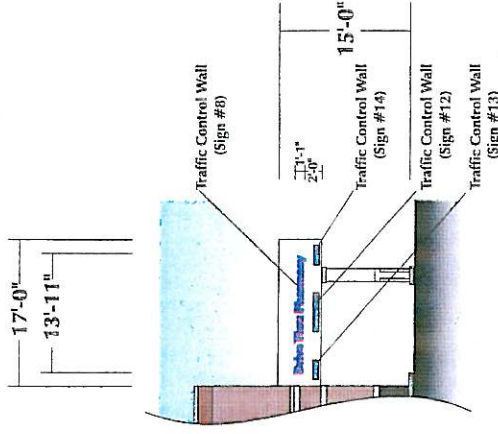
**World Sign Package**



East Elevation Showing Wall Signs



North Elevation Showing Wall Signs



Partial Back Elevation Showing Canopy Sign

Scale : 3/64" = 1'-0"

Lead #MW-401094

Rite Aid World Sign Package

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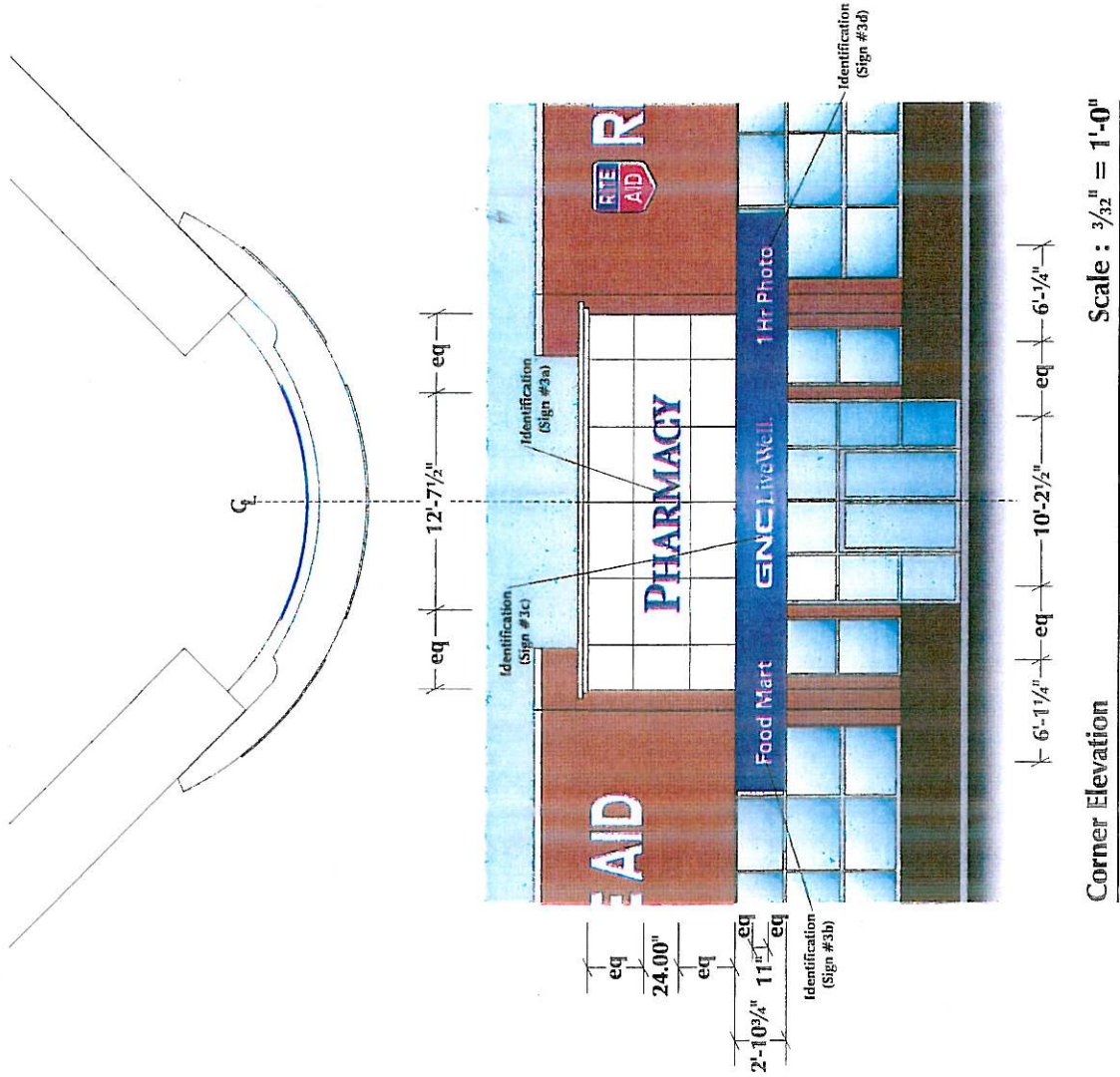
JH 6-22-04jh 8-12-04ar

Approved for:

By:

Date:

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Corner Elevation

Scale :  $\frac{3}{32}'' = 1'-0''$

Rite Aid World Sign Package

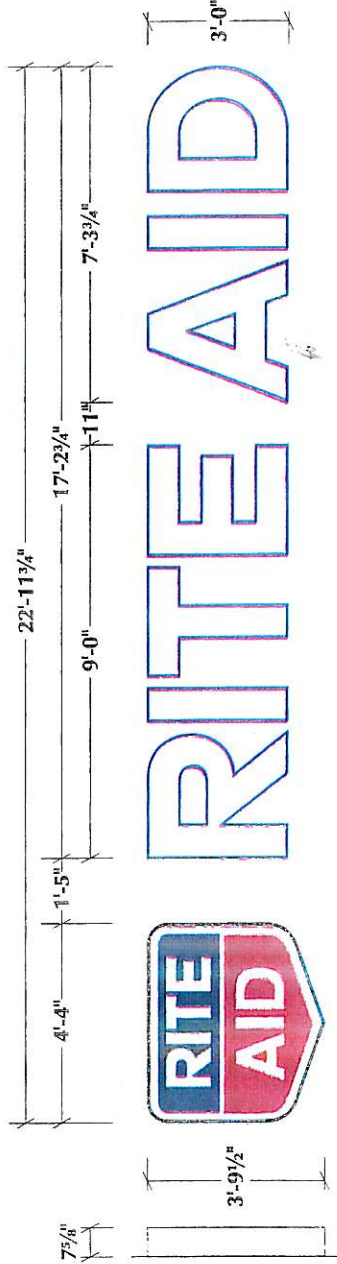
Lead #MW-401094

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By: \_\_\_\_\_ Date: \_\_\_\_\_

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**Identification (Signs #1 & #2)**

**Primary Wall Signs**

Scale: 1/4" = 1'-0"

**Shield Logo** — SCC-410 flat, .155 white Lexan Faced, U.L. labeled, aluminum logo can with 7/4" returns and 3/4" retainer ring painted CripCard semi-gloss white. Shield panels to be overlaid with Calon #2283 red and #2870 blue pressure sensitive vinyl. 'Rite' and 'Aid' copy on shield to be weeded out to appear white. Shield to be illuminated with daylight H.O. fluorescent lamps powered by 120 volt low temp electronic ballast.

**'RITE AID' Letters** — SCC-410 flat, .155 white Lexan Faced, U.L. labeled, aluminum channel letters with 7/4" Deep returns and 1/2" retainers to be painted CripCard semi-gloss to match Calon II #2870 blue vinyl. Insides of letters to be painted with AZKO bright white reflective finish. Letters are illuminated with 3 stokes of 15mm, EGL Designer 65 tri-phosphor white neon powered by 60 m.a., 120 volt transformers.

**Square Footage**

'Rite Aid' Shield  
 3'-0" x 17'-2 3/4" = 51.69 Sq.Ft.  
 3'-9 1/2" x 4'-4" = 16.43 Sq.Ft.  
**Total = 68.12 Sq.Ft.**

**Lighting (Rite Aid)**

120 volt, 21.5 amps  
 Transformers — (4) PBKM #7560, (2) PBKM #4060,  
 (1) PBKM #5060

**Lighting (Shield)**

120 volt, 2.4 amps  
 Electronic Ballast — (1) EESB-1040-14L Electronic Ballast,  
 2.4 amps  
 Lamps — (3) F42T12 H.O./C.W. fluorescent, (1) F36T12  
 H.O./C.W. fluorescent

Rite Aid World Sign Package

Lead #MW-401094

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By: \_\_\_\_\_ Date: \_\_\_\_\_



**Identification (Sign #3a)**

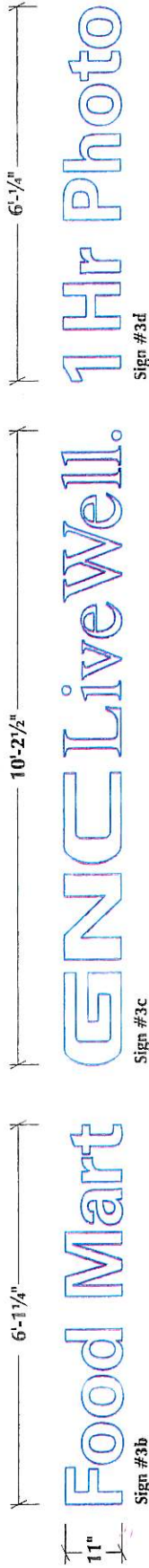
**Secondary Reverse Illuminated Channel Letters Scale: 3/8" = 1'-0"**

Custom fabricated 2" deep reverse channel letters with .100 aluminum faces and welded .080 aluminum returns painted GripCard semi-gloss to match Calon II #2870 blue pressure sensitive vinyl. Insides of letters to be painted with AKZO bright white reflective finish. Letters are silhouette lit using Hyperion white R-Lite LED system (gathered to 1" spacing) powered by 6 volt A.C. power supply and have flat SCC-100 .155 clear Lexan "bird shield" backs overlaid with 3M #3635-70 diffuser vinyl.  
 Note: Reverse channel letters are to be double nutted to and stud mounted 1 5/8" from radius facade.

<b>Square Footage</b>
P <sup>PH</sup> 24.00" x 1'-6 1/2" = 3.08 Sq.Ft.
H <sup>ARMACY</sup> 18.00" x 11'-1" = 16.63 Sq.Ft.
<b>Total = 19.71 Sq.Ft.</b>

<b>Lighting (Pharmacy)</b>
120 volt, .6 amps
Power Supply — (1) HRL-06-PFC-96 Power Supply, .6 amps



**Identification (Signs #3b - #3d)**

**Secondary Illuminated Channel Letters Scale: 3/8" = 1'-0"**

Flat SG-410 white Lexan faced, U.L. labeled, aluminum channel letters with 3/4" blue jewelrite and 2" aluminum returns painted GripCard semi-gloss to match Calon II #2870 blue vinyl. Insides of letters to be painted with AKZO bright white reflective finish. Letters are illuminated using a Hyperion white R-Lite LED system (gathered to 1" spacing) powered by a 6 volt A.C. power supply with 120 volt circuit in J-box located behind facade. Access to back side of facade by others.  
 Note: 'GNC Live Well' letters may have to be modified to allow production.

<b>Square Footage</b>
Food Mart 11" x 6'-1 1/4" = 5.60 Sq.Ft.
GNC Live Well 11" x 10'-2 1/2" = 9.36 Sq.Ft.
1-Hr Photo 11" x 6'-1/4" = 5.52 Sq.Ft.
<b>Total = 20.48 Sq.Ft.</b>

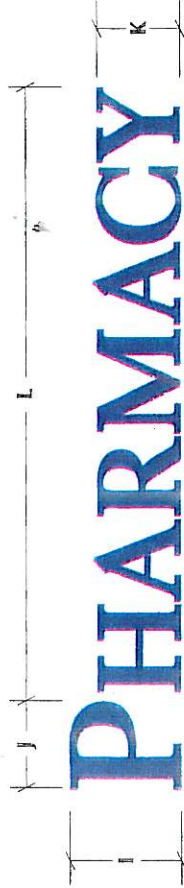
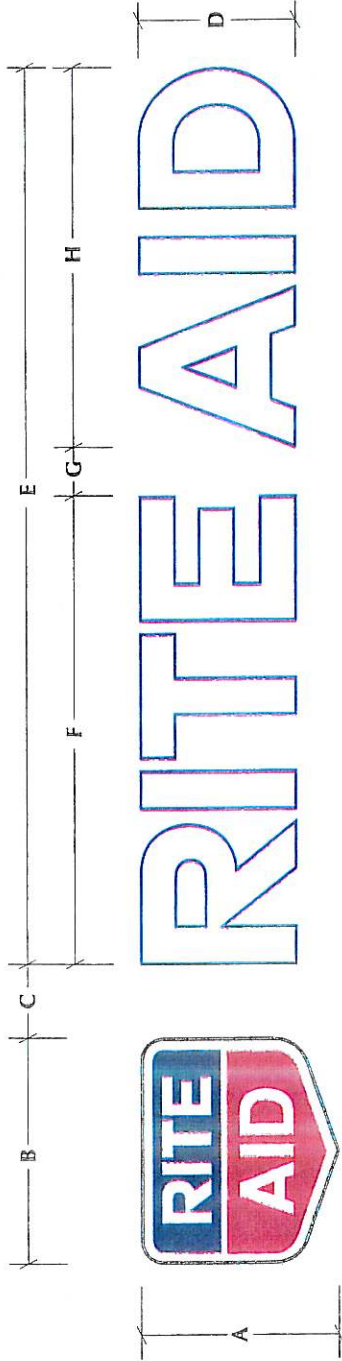
<b>Lighting</b>
120 volt, .71 amps
Power Supply — (1) HRL-06-PFC-24 Power Supply (each set), .25 amps

**Rite Aid World Sign Package**

Lead #MW-401094

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Shield	Spacing		'RITE AID'				Incidentals				'P'				'HARMACY'				Total Sq.Ft.
	A	B	C	D	E	Sq.Ft.	F	G	H	I	J	Sq.Ft.	K	L	Sq.Ft.	M	N	O	
2'-8"	3'-3/4"	8.17	11 1/2"	2'-0"	11'-6"	23.00	6'-0"	7 1/2"	4'-10 1/2"	13.20"	10 1/4"	.94	9.90"	6'-1 1/2"	4.98				37.09
3'-1 1/2"	3'-6 3/4"	11.13	1'-2 1/4"	2'-6"	14'-4 1/4"	35.89	7'-6"	9 1/4"	6'-1"	16.50"	12 3/4"	1.46	12.38"	7'-6 3/4"	7.80				56.28
3'-9 1/2"	4'-4"	16.43	1'-5"	3'-0"	17'-2 3/4"	51.69	9'-0"	11"	7'-3 3/4"	19.80"	1'-3 1/4"	2.10	14.85"	9'-1"	11.24				81.46
4'-5 1/4"	5'-3 1/4"	22.46	1'-8"	3'-6"	20'-1 1/4"	70.36	10'-6"	1'-3 1/4"	8'-6 1/2"	23.10"	1'-5 1/4"	2.77	17.33"	10'-7 1/4"	15.31				110.9
5'-3/4"	5'-9 1/2"	29.32	1'-10 1/4"	4'-0"	22'-11 1/4"	91.92	12'-0"	1'-2 3/4"	9'-9"	26.40"	1'-8 1/4"	3.71	19.80"	12'-1 1/2"	20.01				144.96

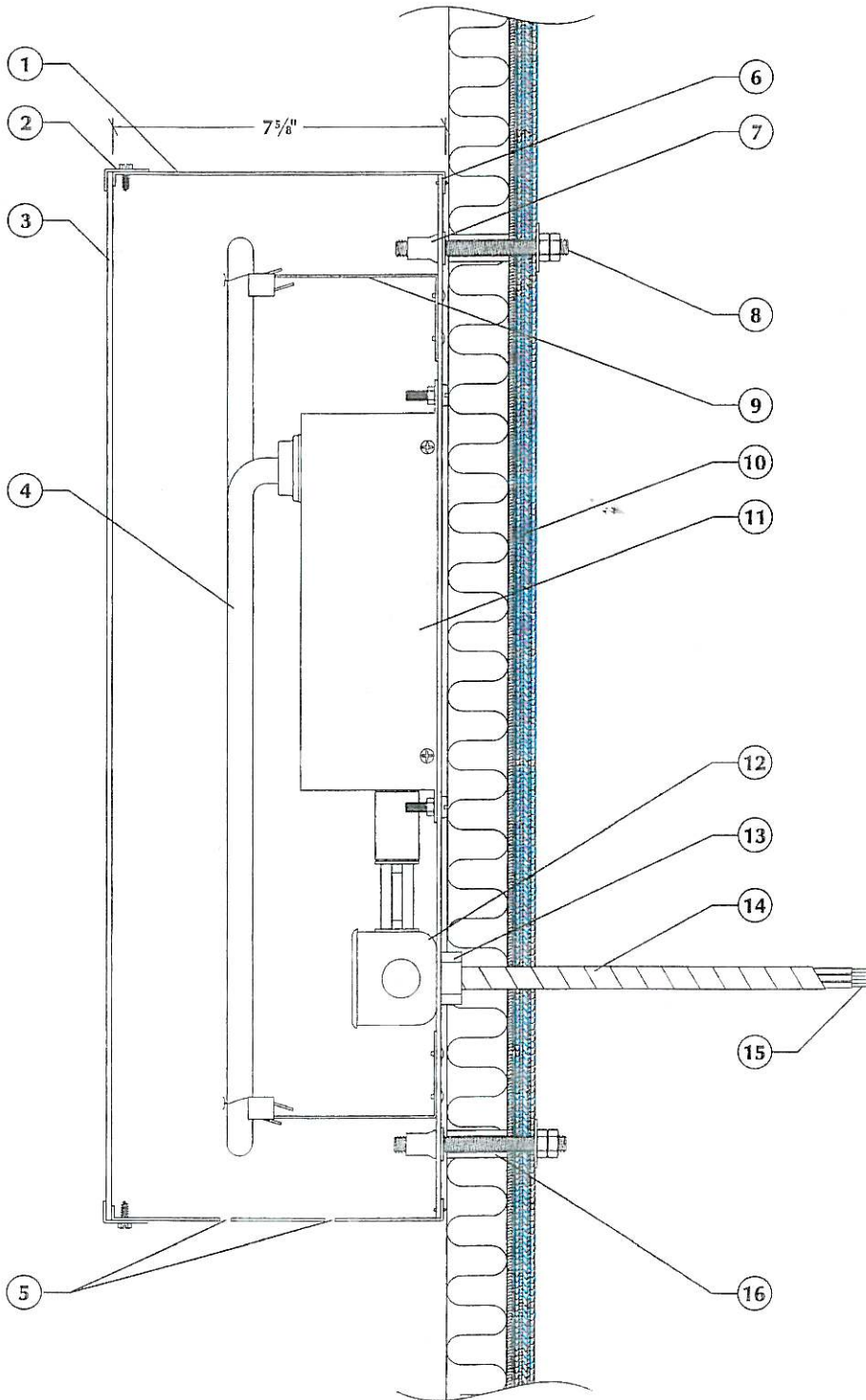
Rite Aid — Standards

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By: \_\_\_\_\_

Date: \_\_\_\_\_



- ① .050 Aluminum letter sides painted GripGuard semi-gloss to match Calon II #2870 blue vinyl.
- ② 1" x 1/2" Aluminum angle retainers painted GripGuard semi-gloss to match Calon II #2870 blue vinyl with #8 x 1/2" hex head screws as needed.
- ③ Flat SG-410 white Lexan face.
- ④ 15mm, EGL Designer 6500 white neon tubing.
- ⑤ Two 1/4" weep holes at low points of letters with screen covering siliconed in place.
- ⑥ .063 Aluminum letter back.  
Note: Letter sides and backs stitched together and continuously siliconed.
- ⑦ 3/8" Aluminum insert nut.
- ⑧ 3/8" Aluminum threaded rod with washer and nuts as needed. Exact fastener to vary with different facade/building construction.
- ⑨ Neon tube support brackets. (as needed)
- ⑩ Building facade; exact construction to be verified.
- ⑪ 60 m.a., 120 volt pbkm transformers as needed.
- ⑫ Aluminum junction box.
- ⑬ 1/2" Greenfield aluminum connector.
- ⑭ 1/2" Greenfield flexible aluminum conduit.
- ⑮ #12 THHN electrical primary wiring.  
White — Neutral  
Black — Feed  
Green — Ground
- ⑯ 3/8" Aluminum spacer compression tube sealed with silicone.

Note:  
All facade/building penetrations to be sealed with silicone sealant.

Face Lit Channel Letter Detail with PBKM Transformers

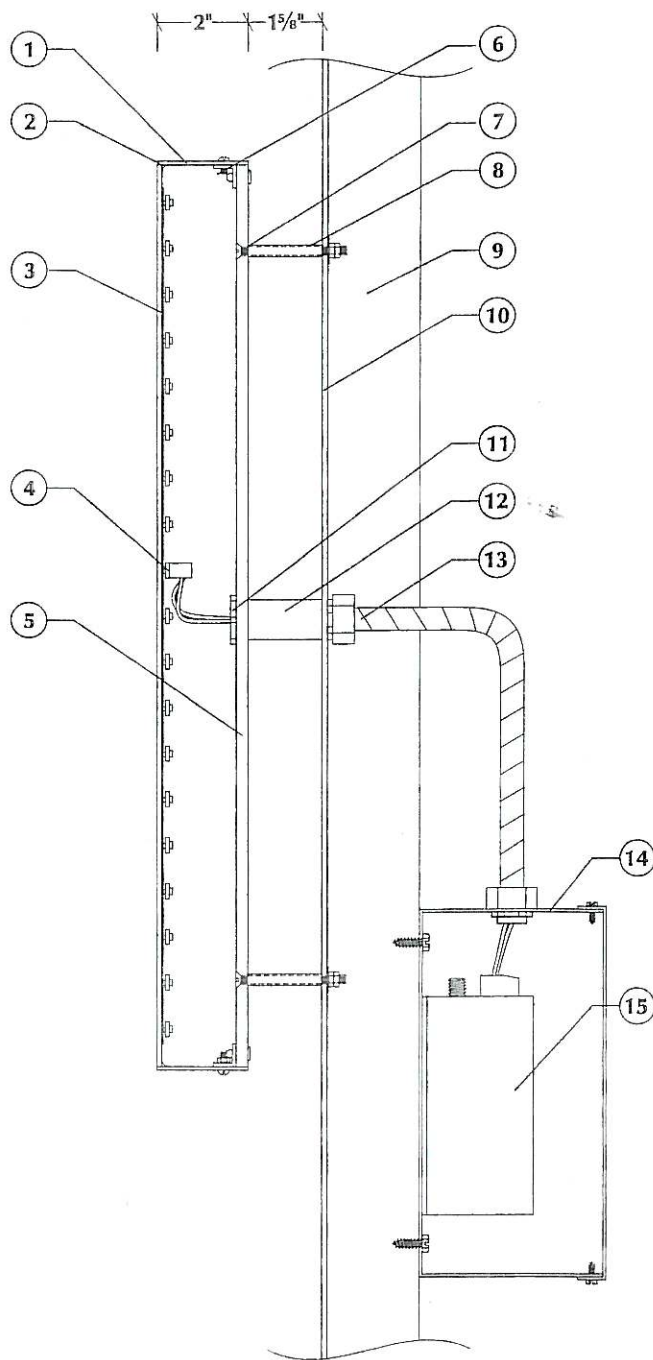
Scale: 3" = 1'-0"

ite Aid World and Retro-Fit RA-1 Stores

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- ① .080 Aluminum letter side.
- ② Spot welds as needed.
- ③ .100 Aluminum face.
- ④ Hyperion R-Lite white LED system (gathered to 1" O.C.).
- ⑤ .155 SGC-100 Clear Lexan bird shield.
- ⑥ Aluminum clips (90° bends) blind riveted to Lexan bird shields and screwed to letter sides with #6 x 1/2" blue s.m. stainless steel fasteners.
- ⑦ 3/16" x 3" flat head bolts with washers, nuts, and Lok-nuts as needed.
- ⑧ 1/4" x 18 gauge #6061-T6 Aluminum tube spacer.
- ⑨ 2" x 4" Vertical steel studs (verify).
- ⑩ 3mm painted Alucabond facade.
- ⑪ 1/2" Chase nipple.
- ⑫ 1/2" Aluminum electrical coupling.
- ⑬ 3/8" Liquidtight non-metallic flexible conduit with "twist-in" connectors to low voltage (6volt) power supplies.
- ⑭ 4" x 8" x 18" JIC box.
- ⑮ Low voltage (6 volts) LED power supplies (120 volt circuit required).

Note: Exact construction of facade to be verified.

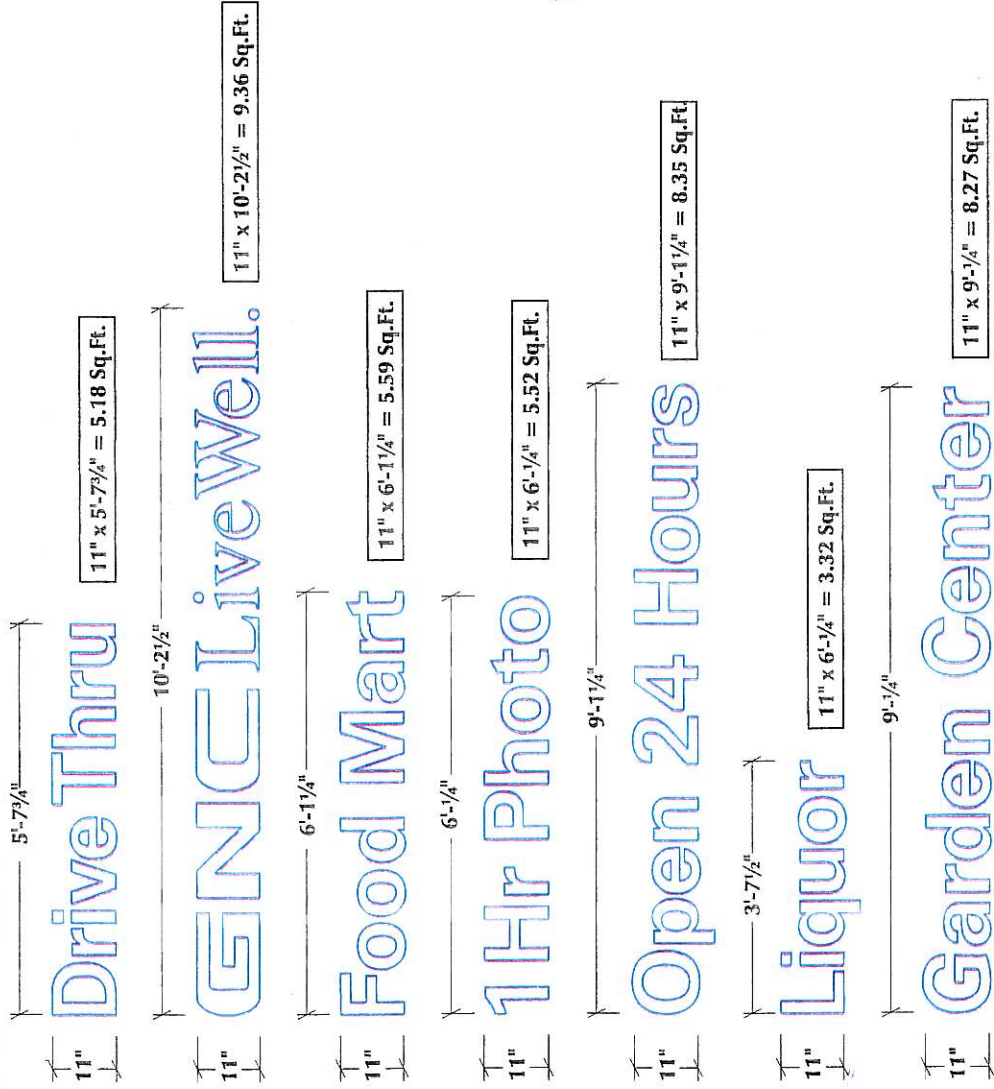
Reverse Lit 'Pharmacy' Channel Letter Detail

Scale: 3" = 1'-0"

Rite Aid World Sign Package

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**Secondary Illuminated Channel Letters** Scale: 3/8" = 1'-0"

Flat SG-410 white Lexan faced, U.L. labeled, aluminum channel letters with 3/4" blue Jewelrite and 2" aluminum returns painted GripCard semi-gloss to match Calon II #2870 blue vinyl. Insides of letters to be painted with AKZO bright white reflective finish. Letters are illuminated using a Hyperion white R-Lite LED system (gathered to 1" spacing) powered by a 6 volt A.C. power supply with 120 volt circuit in J-box located behind facade. Access to back side of facade by others.

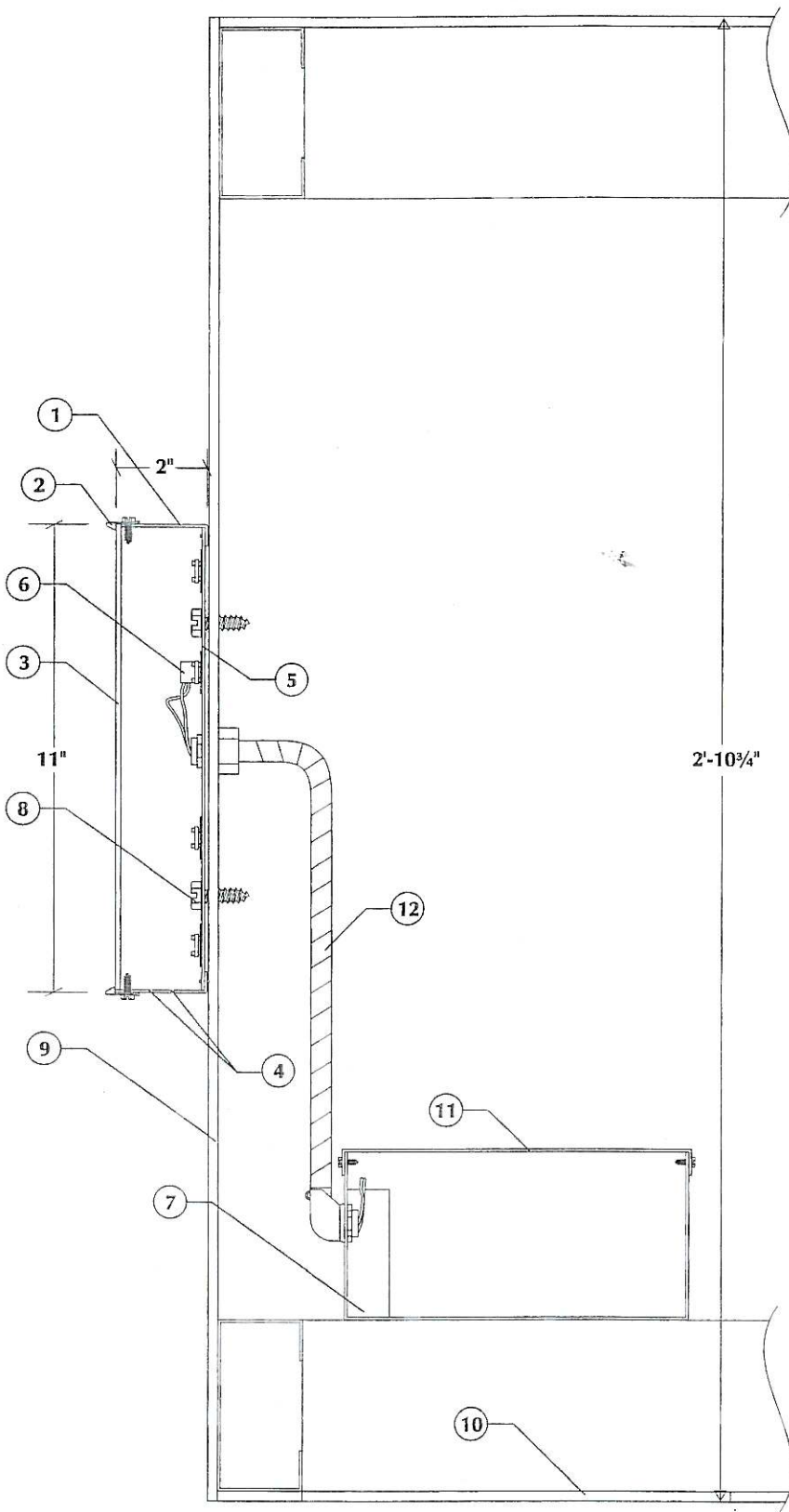
Note: 'GNC Live Well' letters may have to be modified to allow production.

Electrical			
Style	Amps	Illumination	Power Supply
Drive Thru	.23	Hyperion R-Lite white LED system	(1) HRL-06-PFC-24
GNC Live Well	.25	Hyperion R-Lite white LED system	(1) HRL-06-PFC-24
Food Mart	.23	Hyperion R-Lite white LED system	(1) HRL-06-PFC-24
1 Hr Photo	.23	Hyperion R-Lite white LED system	(1) HRL-06-PFC-24
Open 24 Hours	.25	Hyperion R-Lite white LED system	(1) HRL-06-PFC-24
Liquor	.22	Hyperion R-Lite white LED system	(1) HRL-06-PFC-24
Garden Center	.25	Hyperion R-Lite white LED system	(1) HRL-06-PFC-24

**Rite Aid — Standards**

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JH 4-22-04 Approved for: \_\_\_\_\_ By: \_\_\_\_\_ Date: \_\_\_\_\_ ©2004 DecorCopy



- ① .050 Aluminum letter sides painted GripGard semi-gloss blue to match Calon II #2870 blue vinyl. Interior of letters sides to be painted with AKZO bright white reflective finish or is to have 3M #3635-100 white light enhancement film pre-applied.
- ② 3/4" blue Jewelite with #8 x 1/2" Hex head screws every 20" or as needed.
- ③ Flat SG-410 Lexan face.
- ④ Two 1/4" weep holes at low points of letters with screen covering siliconed in place.
- ⑤ .063 Aluminum letter back.  
Note: Letter sides and backs stitched together and continuously siliconed.
- ⑥ Hyperion white R-Lite LED system (gathered to 1" spacing)
- ⑦ Low voltage (6 volts) raceway mounted LED power supplies (120 volt circuit required).
- ⑧ #10 x 1 1/4" white "Jet Screws" (3-5 per letter).
- ⑨ 6mm Alucabond faced accent band (access panel centered below each attribute letter set).
- ⑩ Removable panel for access to electric.
- ⑪ 4" x 8" x 18" JIC box.
- ⑫ 3/8" Greenfield aluminum conduit with "twist-in" connectors at letter end and 90° "twist-in" connectors to power supply.  
Note: 120 Volt circuit (1.2 amps) with bond wire in 3/8" flexible conduit to area behind decor band centered behind sign position (by others).

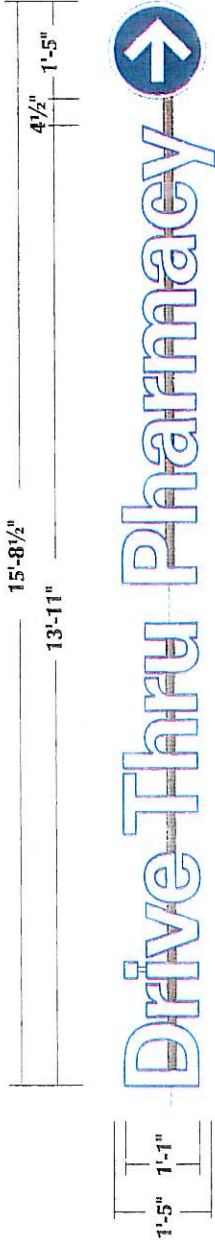
Note: Exact construction of decor band to be verified.

Decor Band Letter Detail Scale: 3" = 1'-0"

Rite Aid World Sign Package

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MG 6-15-04 9-22-04 Approved for: \_\_\_\_\_ By: \_\_\_\_\_ Date: \_\_\_\_\_



**Traffic Control Wall (Signs #6 & #7)**

**Building Directional Wall Letters Scale: 3/8" = 1'-0"**

**Arrow** — Flat SG-410 white Lexan faced, U.L. labeled, aluminum 'arrow' with 3/4" white jewelitte and 2 1/2" aluminum returns painted GripCard semi-gloss white. Outline and arrow to be weeded out of applied Calon II #2870 blue pressure sensitive vinyl. 'Arrow' is illuminated using a Hyperion white R-Lite LED system powered by a 6 volt A.C. power supply with 120 volt circuit in J-box located above interior ceiling.

**Channel Letters** — Flat SG-410 white Lexan faced, U.L. labeled, aluminum channel letters with 3/4" blue jewelitte and 2 1/2" aluminum returns painted GripCard semi-gloss to match Calon II #2870 blue vinyl. Letters are illuminated using a Hyperion white R-Lite LED system (gathered to 1" spacing) powered by a 6 volt A.C. power supply with 120 volt circuit in J-box located above interior ceiling.

**Notes:** Interior of letters and arrow to be painted with AKZO bright white reflective finish. Letters are mounted on a 1 1/2" x 1/2" deep aluminum raceway painted GripCard semi-gloss to match facade. Access to rear of facade to be provided by others.

**Square Footage**

Arrow 1'-5" x 1'-5" = 2.00 Sq.Ft.

Letters 1'-1" x 13'-11" = 15.10 Sq.Ft.

**Total = 17.10 Sq.Ft.**

**Lighting**

120 volt, .5 amps

Power Supply — (2) HRL-06-PFC-24 Power Supply, .25 amps



**Traffic Control Canopy (Sign #8)**

**Building Canopy Letters**

**Scale: 3/8" = 1'-0"**

Flat SG-410 white Lexan faced, U.L. labeled, aluminum channel letters with 3/4" blue jewelitte and 2 1/2" aluminum returns painted GripCard semi-gloss to match Calon II #2870 blue vinyl. Letters are illuminated using a Hyperion white R-Lite LED system (gathered to 1" spacing) powered by a 6 volt A.C. power supply with 120 volt circuit in J-box located above interior ceiling.

**Notes:** Interior of letters and arrow to be painted with AKZO bright white reflective finish. Letters are mounted on a 1 1/2" x 1/2" deep aluminum raceway painted GripCard semi-gloss to match facade. Access to rear of facade to be provided by others.

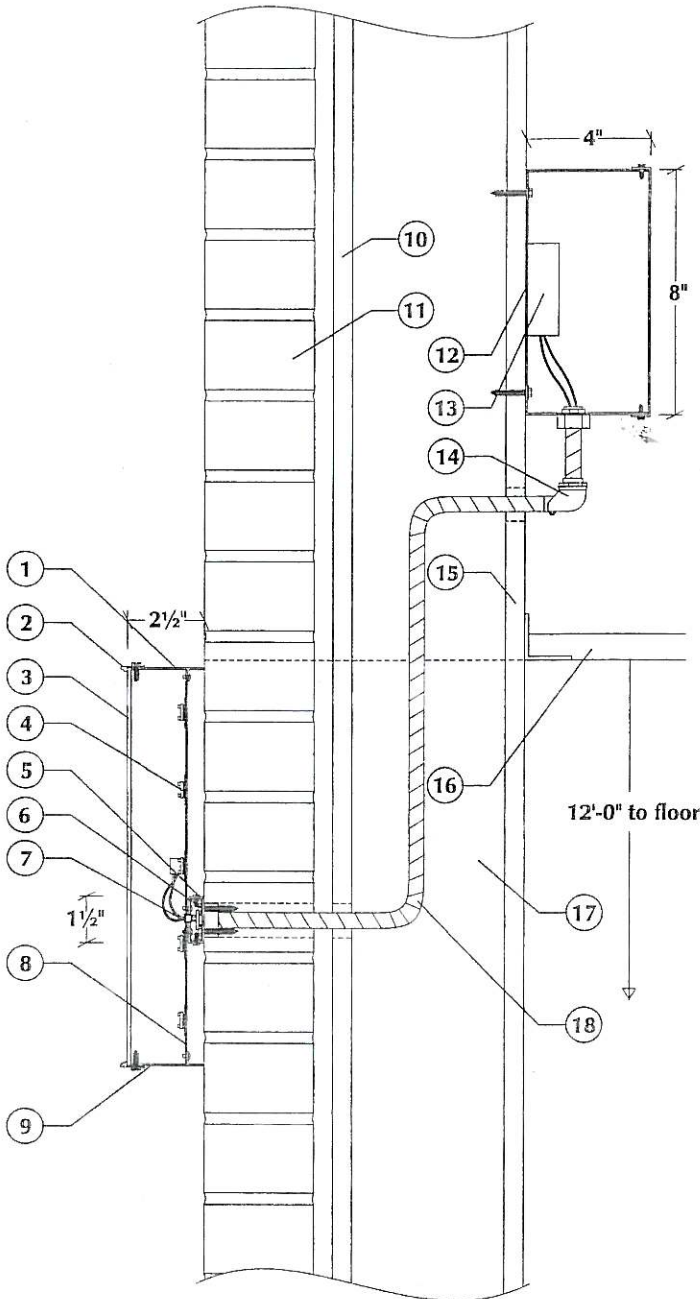
**Square Footage**

1'-1" x 13'-11" = 15.10 Sq.Ft.

**Lighting**

120 volt, .45 amps

Power Supply — (2) HRL-06-PFC-24 Power Supply, .25 amps



- ① SA-CL #11282 Aluminum extrusion letter sides painted GripCard semi-gloss blue to match Calon II #2870 blue vinyl. Interior of letters sides to be painted with AKZO bright white reflective finish or is to have 3M #3635-100 white light enhancement film pre-applied.
- ② 3/4" blue Jewelite with #8 x 1/2" Hex head screws every 20" or as needed.
- ③ Flat SG-410 Lexan face.
- ④ Hyperion white R-Lite LED system (gathered to 1" O.C.).
- ⑤ Two piece 1 1/2" x 1/2" deep aluminum raceway. (SA-RC #11280 and SA-RB #11281) Raceway cover to be painted to match building facade.
- ⑥ 3/16" x 1 1/2" Masonry fasteners (2" O.C.).
- ⑦ Pre-drilled low voltage electrical hole with 1/4" plastic grommet.
- ⑧ .063 Aluminum letter back.  
Note: Letter sides and backs stitched together and continuously siliconed.
- ⑨ 1/4" Weep holes at low points of letters with screen covering siliconed in place.
- ⑩ 5/8" Sheeting by others.
- ⑪ Masonry building facade (verify) by others.
- ⑫ 4" x 8" x 18" JIC box.
- ⑬ Two HRL-06-PFC-24 low voltage (6 volts) raceway mounted LED power supplies (120 volt circuit required) located above ceiling.
- ⑭ 3/8" Greenfield aluminum conduit with "twist-in" connectors to power supply and 90° "twist-in" connectors to existing conduit (supplied by sign manufacturer).  
Note: 120 Volt circuit (1.2 amps) with bond wire in 1/2" flexible conduit to area above ceiling (by customer's electrician).
- ⑮ 1/2" Interior drywall by others.
- ⑯ Interior suspended ceiling.
- ⑰ 2" x 6" Sheet studs by others.
- ⑱ 1/2" flexible conduit to area above ceiling (by customer's electrician).  
Note: Threaded end to extend 1/2" beyond front plane of facade.

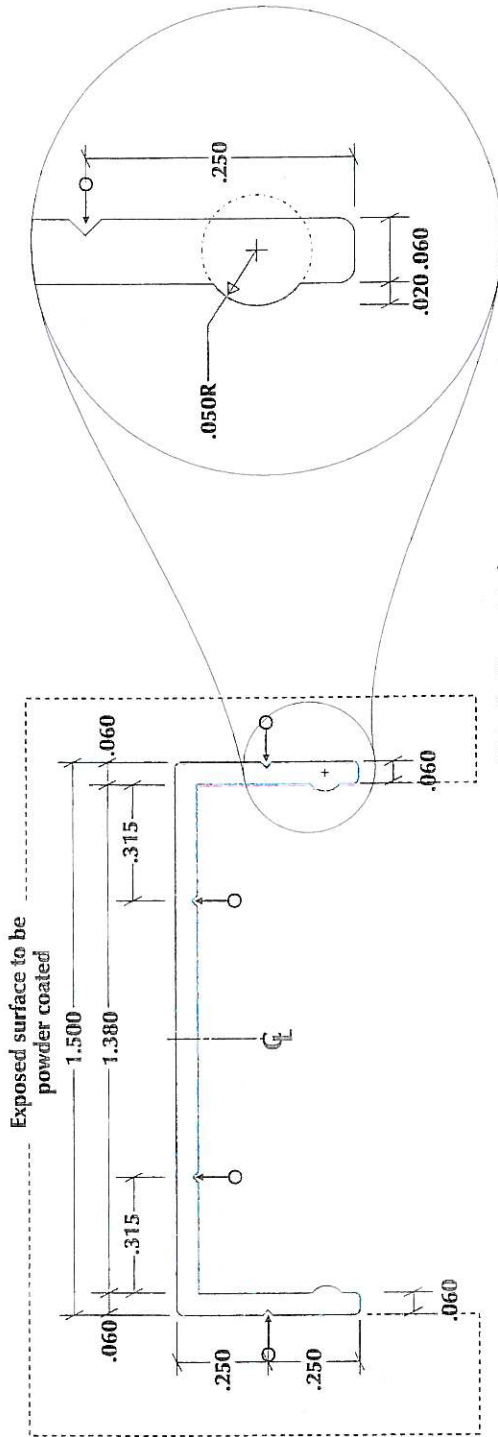
Directional Wall Letters Detail

Scale: 2" = 1'-0"

Rite Aid World Sign Package

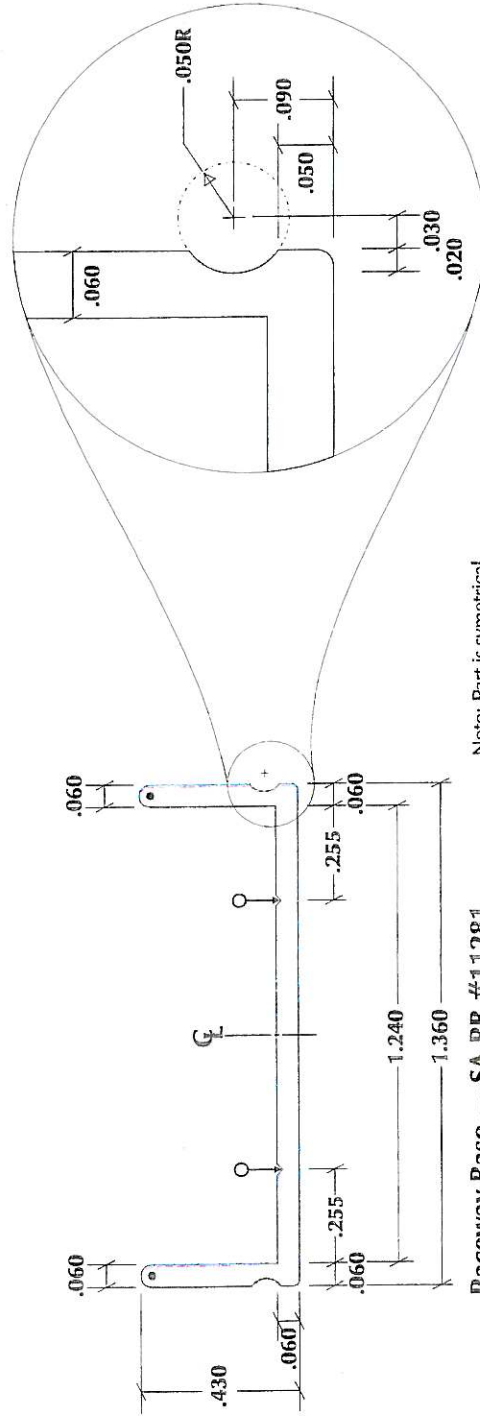
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MG 6-15-04 9-22-04 Approved for: \_\_\_\_\_ By: \_\_\_\_\_ Date: \_\_\_\_\_



**Raceway Cover — SA-RC #11280**

Note: Part is symmetrical about center line.



**Raceway Base — SA-RB #11281**

Note: Part is symmetrical about center line.

Notes:  
 ○ .015 x 90° scribe line for screw positioning.  
 --- Exposed surface.  
 (•) Full radius.  
 Break all corners .015 R unless otherwise noted.  
 All Tolerances +.000 - .010

**Two Piece Raceway Extrusion**

Scale: 2x

**SignArt — Standards**

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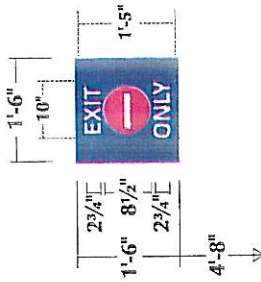
raceway

MG 8-30-04

Approved for:

By:

Date:



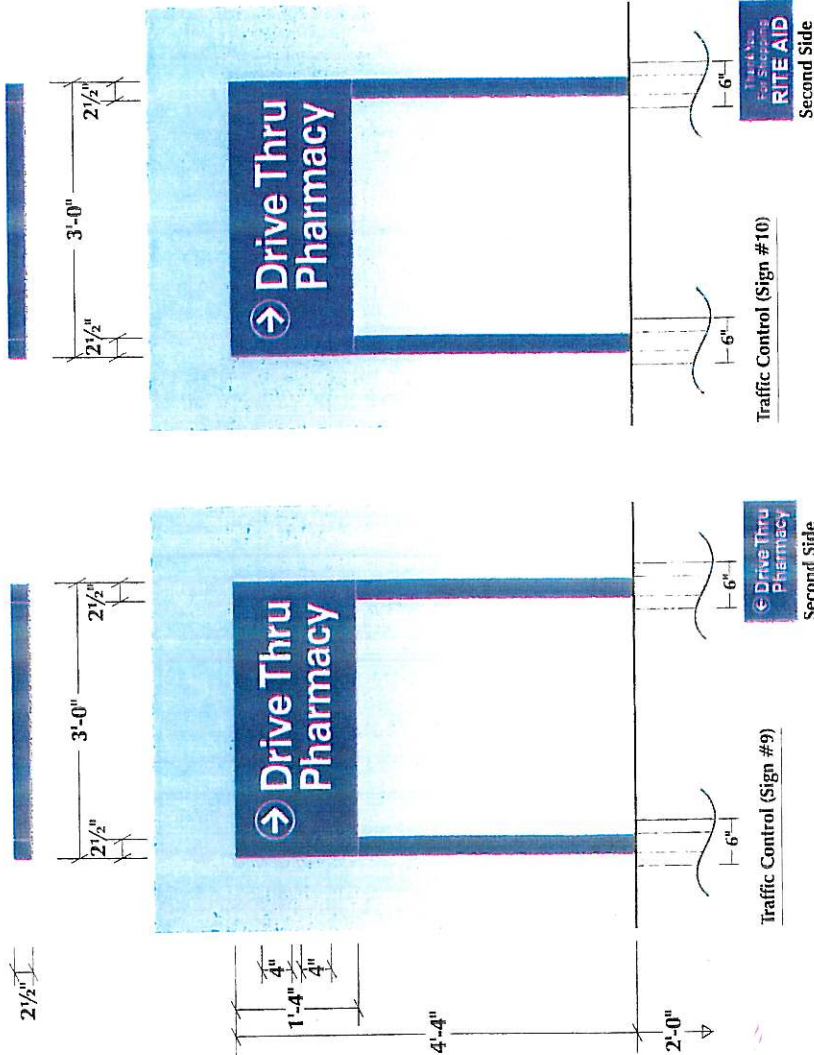
**Traffic Control (Sign #11)**

**Reflective Traffic Control Sign**

Scale: 3/8" = 1'-0"

.125 Aluminum sign painted acrylic polyurethane to match #2870 blue, front and back. Copy/symbol to be reflective white and red Scotchlite. To include four blue #8 x 3" flat head color matched galvanized deck screws to be used in conjunction with silicone on back of sign.

1'-6" x 1'-6" = 2.25 Sq.Ft.



**Traffic Control (Signs #9 & #10)**

**Reflective Traffic Control Post & Panel Ground Signs**

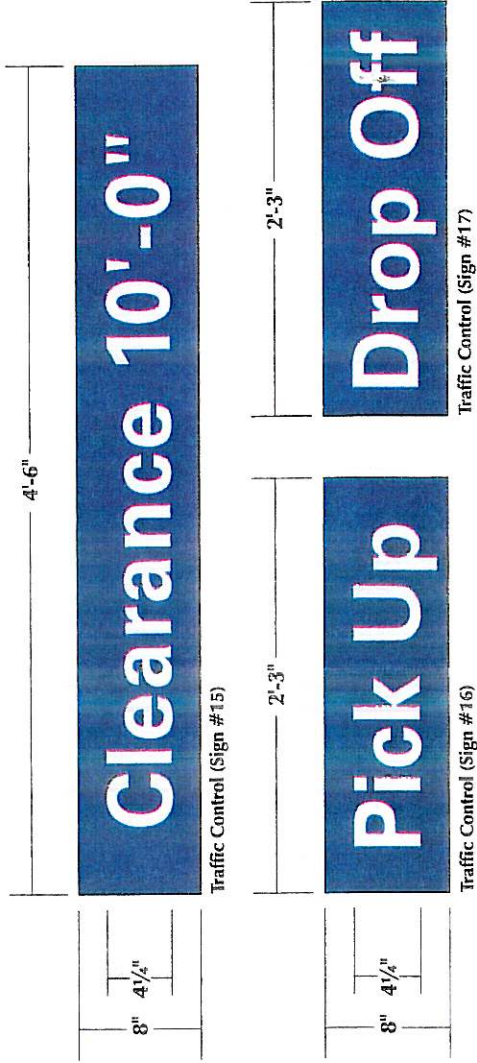
Scale: 1/2" = 1'-0"

Face — .080 aluminum painted to match #2870 blue. Copy to be white reflective Scotchlite vinyl.

Poles — 2 1/2" x 2 1/2" x .125 aluminum poles painted to match #2870 blue.

Augered Sakrete footings.

1'-4" x 3'-0" = 4.00 Sq.Ft.



**Traffic Control (Signs #15 - #17)**

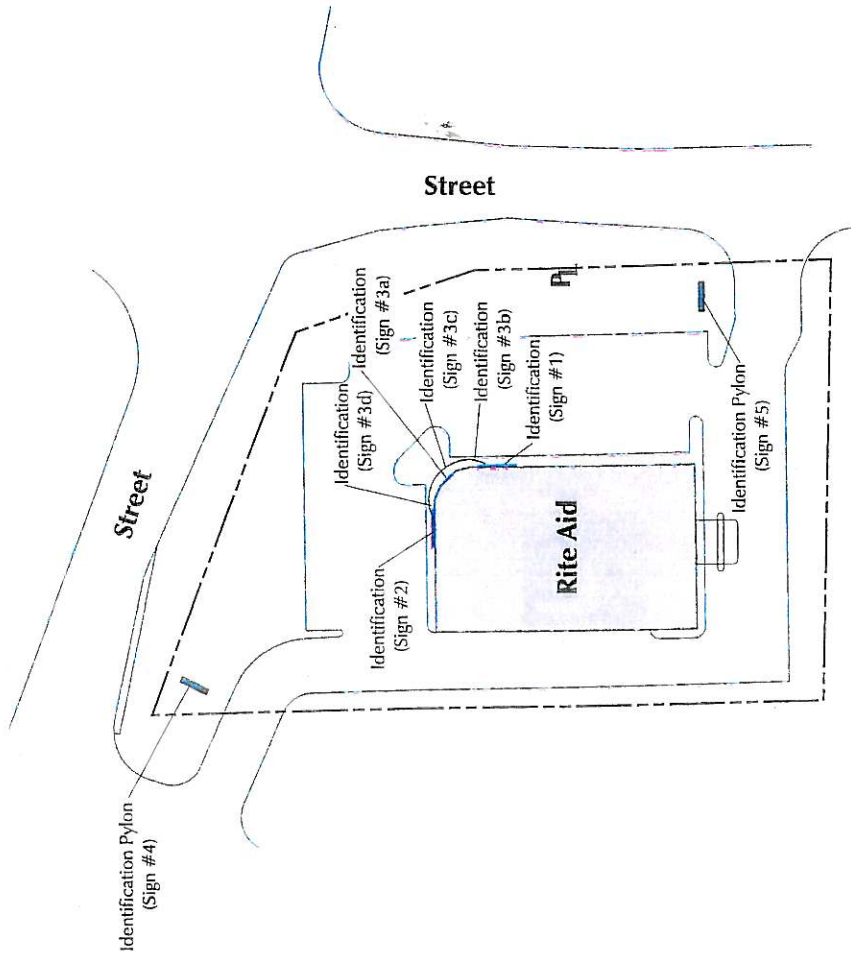
**Traffic Control Signs**

**Scale: 1" = 1'-0"**

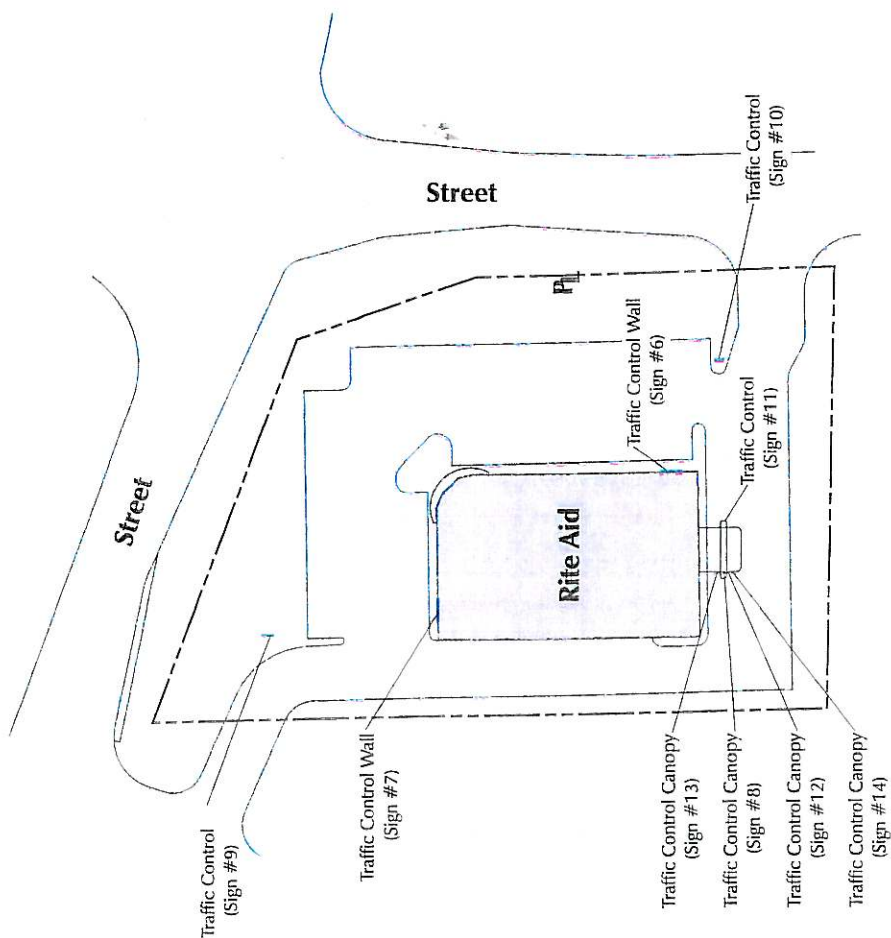
.100 Aluminum signs painted acrylic polyurethane to match #2870 blue, front and back. Copy to be reflective white Scotchlite. Signs to include four blue #8 x 3" flat head color matched galvanized deck screws to be used in conjunction with silicone on back of sign.

Square Footage	
Sign (#15) 8" x 4'-6"	= 3.00 Sq.Ft.
Sign (#16) 8" x 2'-3"	= 1.50 Sq.Ft.
Sign (#17) 8" x 2'-3"	= 1.50 Sq.Ft.
<b>Total</b>	<b>= 6.00 Sq.Ft.</b>





Site Plan Scale: 1" = 100'-0"



Scale: 1" = 100'-0"

Site Plan

Rite Aid World Sign Package

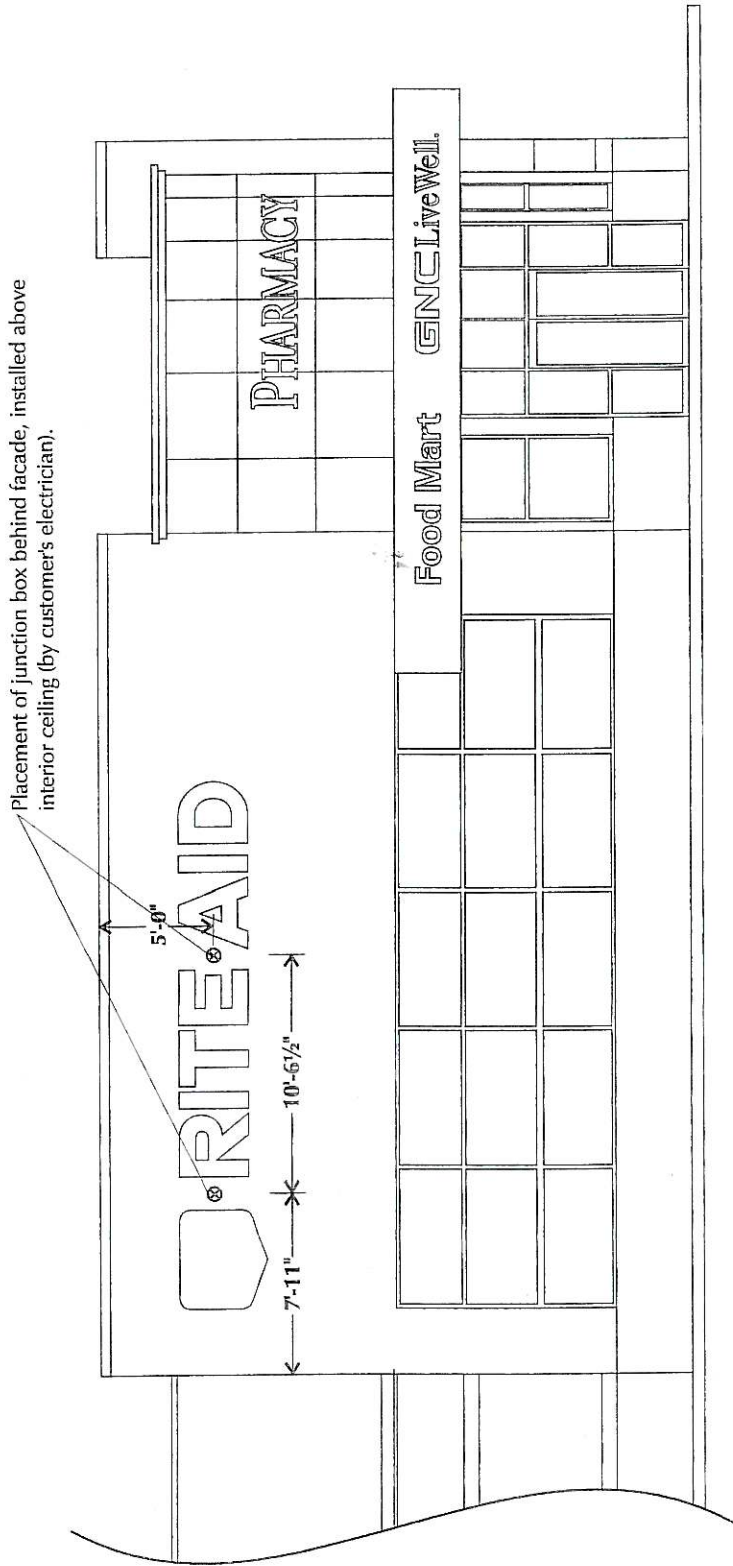
Lead #MW-401094

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JH 6-22-04h 8-12-04ar Approved for:

By: \_\_\_\_\_ Date: \_\_\_\_\_



Partial East Elevation

Scale : 1/8" = 1'-0"

Rite Aid World Sign Package

Lead #MW-401094

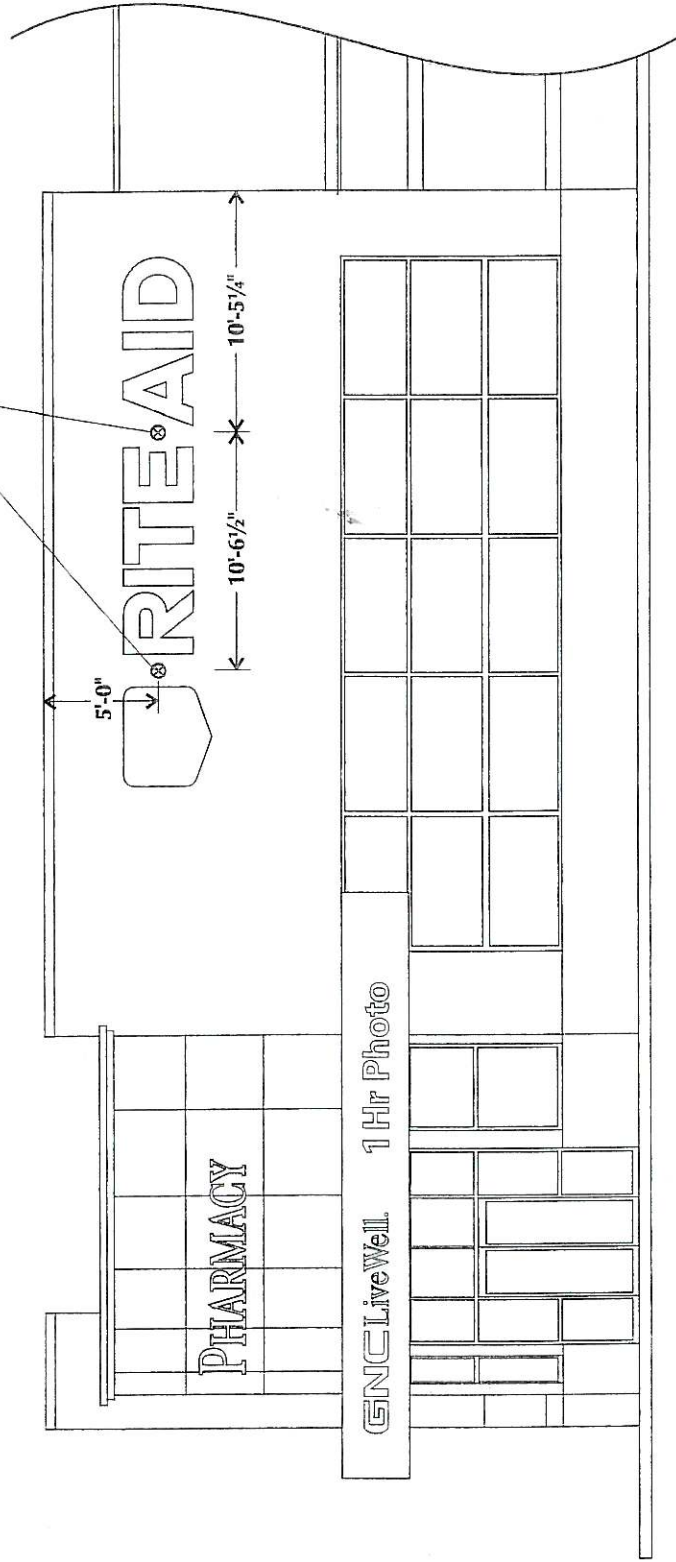
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JH 8-12-04ar Approved for:

By: Date:

Placement of junction box behind facade, installed above interior ceiling (by customer's electrician).



Partial North Elevation

Scale : 1/8" = 1'-0"

Rite Aid World Sign Package

Lead #MW-401094

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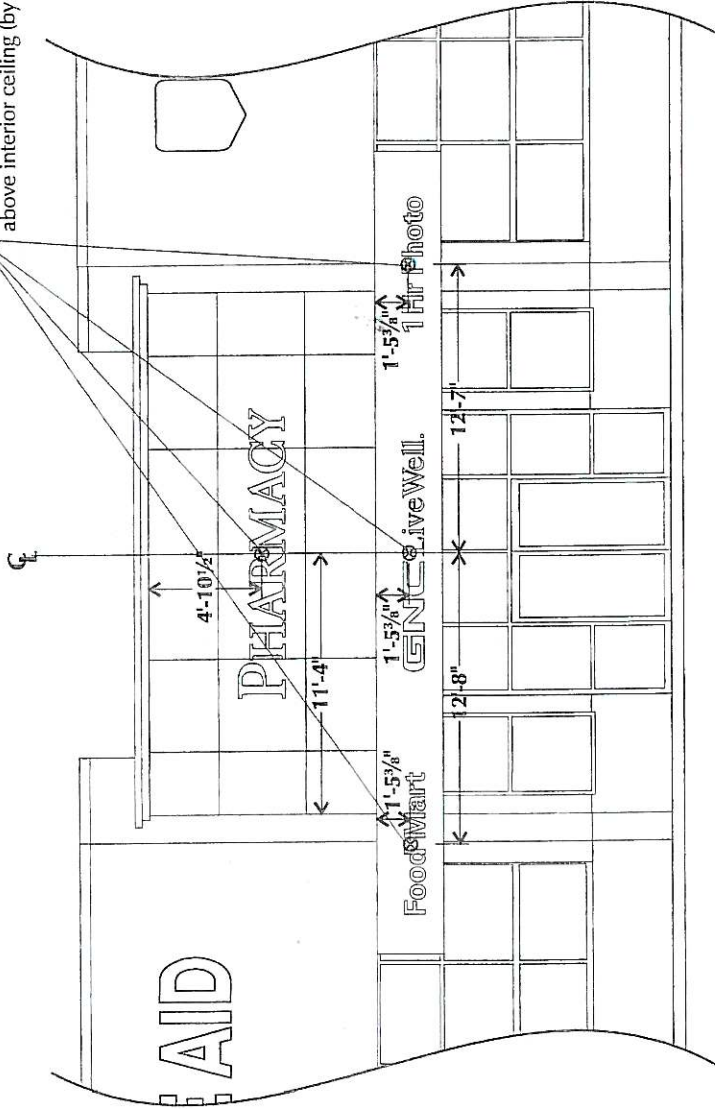
JH 6-22-04jh 8-12-04ar

Approved for:

By:

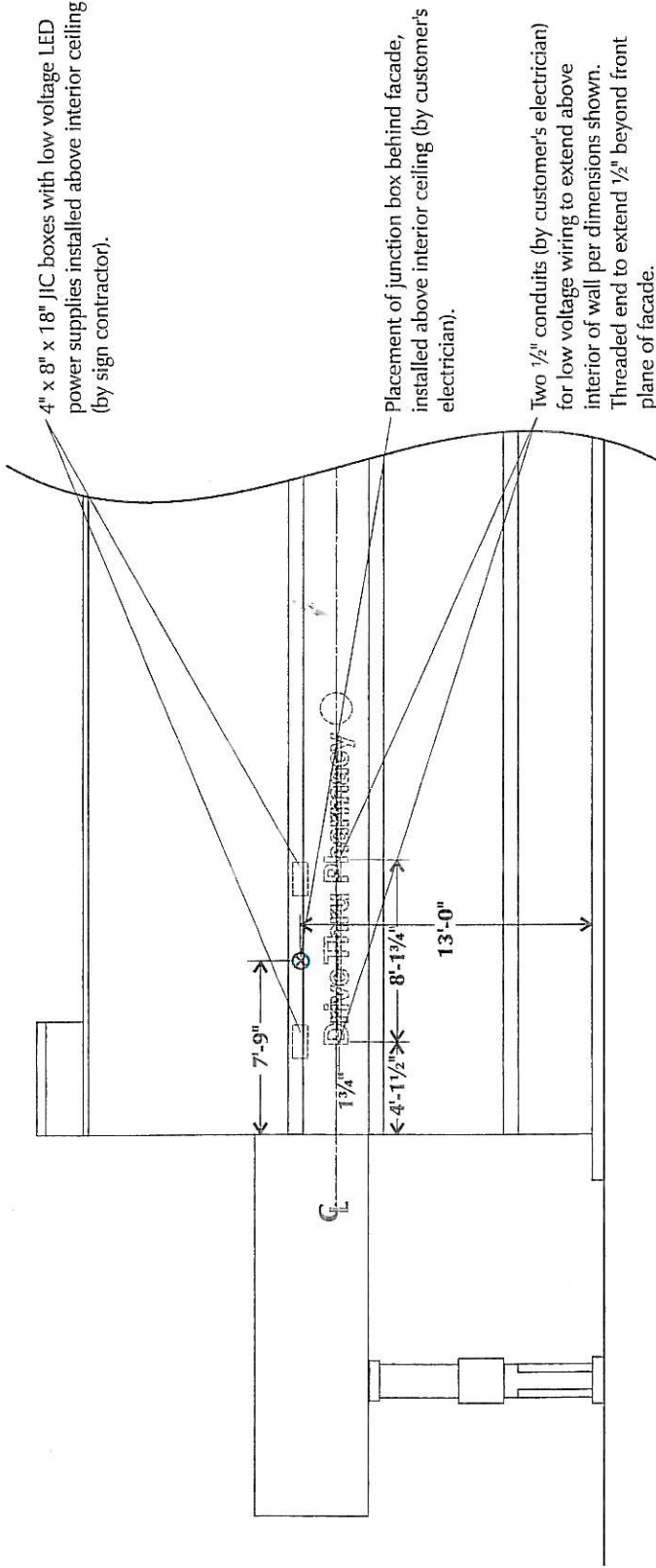
Date:

Placement of junction box behind facade, installed above interior ceiling (by customer's electrician).



Partial Corner Elevation

Scale : 1/8" = 1'-0"



Partial East Elevation

Scale : 1/8" = 1'-0"

Rite Aid World Sign Package

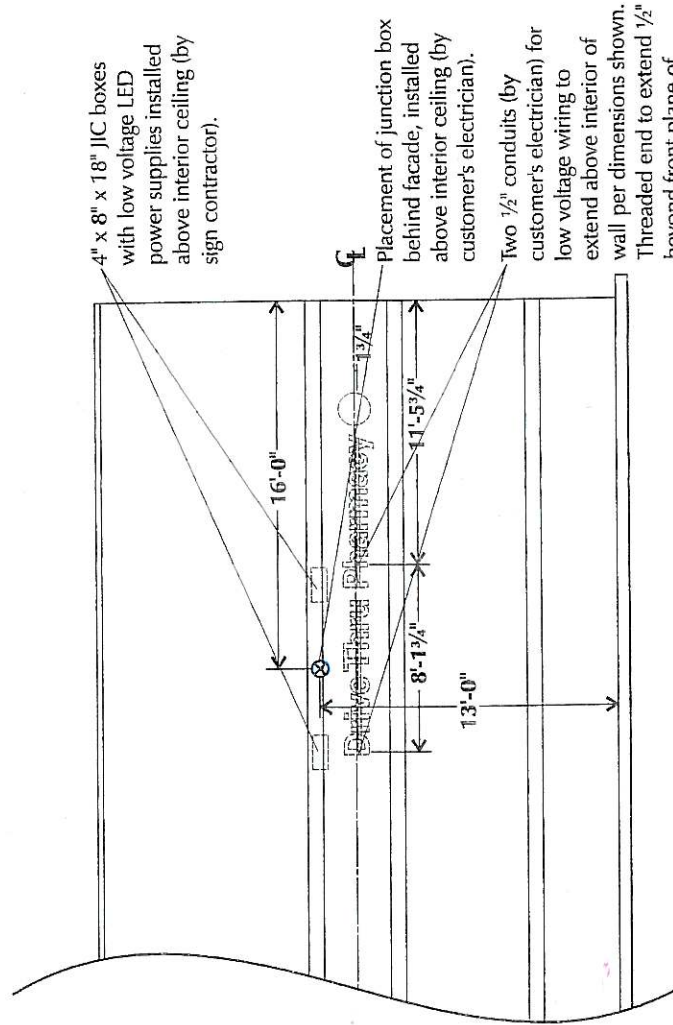
Lead #MW-401094

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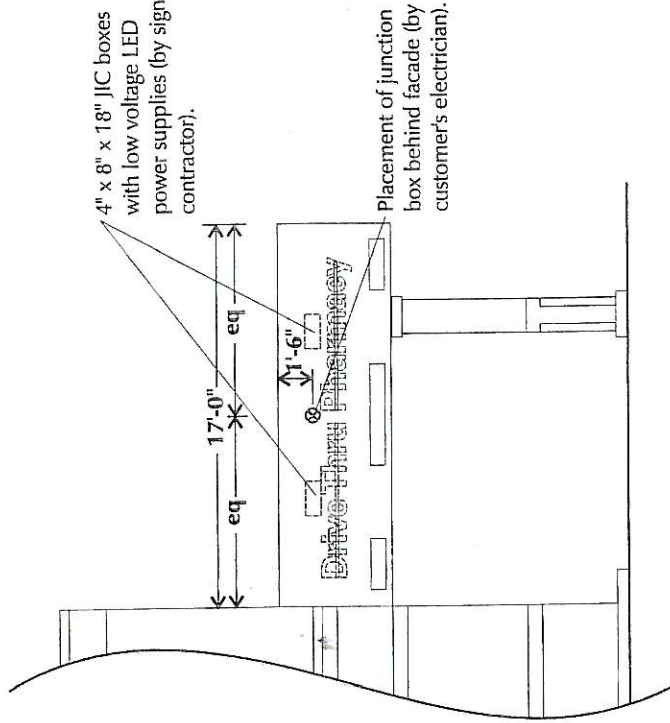
JH 6-22-05/h 8-12-04ar Approved for:

By: \_\_\_\_\_ Date: \_\_\_\_\_



Partial North Elevation

Scale : 1/8" = 1'-0"



Partial West Elevation

Scale : 1/8" = 1'-0"

# CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

(503) 266-7001

FAX 266-1574

ATE: July 5, 2007

- TO:
- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> FIRE<br><input type="checkbox"/> POLICE<br><input type="checkbox"/> PUBLIC WORKS<br><input type="checkbox"/> CANBY ELECTRIC<br><input type="checkbox"/> CANBY WATER<br><input type="checkbox"/> WWTP - Darvin Trammel<br><input type="checkbox"/> WWTP - Jeff Crowther<br><input type="checkbox"/> CITY ENGINEER<br><input type="checkbox"/> CTA<br><input type="checkbox"/> NW NATURAL<br><input type="checkbox"/> WILLAMETTE BROADBAND<br><input type="checkbox"/> CANBY DISPOSAL<br><input type="checkbox"/> CITY ATTORNEY<br><input type="checkbox"/> BIKE AND PEDESTRIAN COMM<br><input type="checkbox"/> PGE<br><input type="checkbox"/> CANBY AREA TRANSIT | <input type="checkbox"/> CANBY POST OFFICE<br><input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR<br><input type="checkbox"/> CLACKAMAS COUNTY 911<br><input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION<br><input type="checkbox"/> TRAFFIC SAFETY COMMITTEE<br><input type="checkbox"/> CLACKAMAS COUNTY<br><input type="checkbox"/> CANBY SCHOOL DISTRICT<br><input type="checkbox"/> OREGON DEPT. TRANSPORTATION<br><input type="checkbox"/> ODOT/REGION 1/DIST 2B<br><input type="checkbox"/> STATE OF OREGON/REVENUE<br><input type="checkbox"/> CANBY BUSINESS REVITALIZATION<br><input type="checkbox"/> PARKS AND RECREATION<br><input type="checkbox"/> CITY TRANSPORTATION ENGINEER<br><input type="checkbox"/> BUILDING OFFICIAL<br><input type="checkbox"/> OTHER _____<br><input type="checkbox"/> OTHER _____ |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

The City has received DR 07-06, an application from RHL Design Group, Inc requesting a site and design review to build a Rite Aid Drug Store. The property is zoned C-2 (Highway Commercial). The property is located on a 1.74 acre site known as tax lot 800 of tax lot 31E33DA.

Please review the enclosed application and return comments to Matilda Deas by Wednesday, July 27, 2007. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

**Comments or Proposed Conditions:**

*This commission has concerns about traffic increases on Pine and 99E. We would like more information from police, fire, city engineers, etc., before we can approve this.*

*The left turn onto Pine is too close to the 99E intersection from the property*

Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature: Maureen Elmore Date: 7-20-07

Title: Chairman Agency: Traffic Safety

**EXHIBIT**

**#2**



# CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

DATE: July 5, 2007

- TO:
- FIRE
  - POLICE
  - PUBLIC WORKS
  - CANBY ELECTRIC
  - CANBY WATER
  - WWTP - Darwin Trammel
  - WWTP - Jeff Crowther
  - CITY ENGINEER
  - CTA
  - NW NATURAL
  - WILLAMETTE BROADBAND
  - CANBY DISPOSAL
  - CITY ATTORNEY
  - BIKE AND PEDESTRIAN COMM
  - PGE
  - CANBY AREA TRANSIT
  - CANBY POST OFFICE
  - CLACKAMAS COUNTY ASSESSOR
  - CLACKAMAS COUNTY 911
  - CLACKAMAS COUNTY TRANSPORTATION
  - TRAFFIC SAFETY COMMITTEE
  - CLACKAMAS COUNTY
  - CANBY SCHOOL DISTRICT
  - OREGON DEPT. TRANSPORTATION
  - ODOT/REGION 1/DIST 2B
  - STATE OF OREGON/REVENUE
  - CANBY BUSINESS REVITALIZATION
  - PARKS AND RECREATION
  - CITY TRANSPORTATION ENGINEER
  - BUILDING OFFICIAL
  - OTHER \_\_\_\_\_
  - OTHER \_\_\_\_\_

The City has received DR 07-06, an application from RHL Design Group, Inc requesting a site and design review to build a Rite Aid Drug Store. The property is zoned C-2 (Highway Commercial). The property is located on a 1.74 acre site known as tax lot 800 of tax lot 31E33DA.

Please review the enclosed application and return comments to Matilda Deas by Wednesday, July 27, 2007. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

**Comments or Proposed Conditions:**

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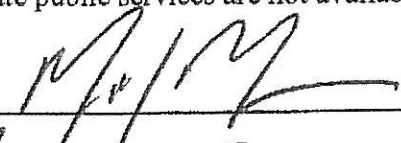
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Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature:  Date: 7/9/07

Title: Construction Coord. Agency: WillB

**Matilda Deas**

**From:** Todd Gary [tgary@canbyfire.org]  
**Sent:** Thursday, September 20, 2007 10:44 AM  
**To:** Matilda Deas  
**Subject:** rite aid project

Subject: Traffic comments for rite aid access

The current traffic pattern allows cars to turn left of right across traffic at the intersection. This makes it very dangerous for emergency vehicles to access 99e because there is no place to go if a vehicle is attempting to cross road and another vehicle is attempts a right turn off of 99E onto pine ST.

The proposed traffic pattern from rite aid parking lot allows emergency vehicles to clearly see the traffic and be able to react to the changing traffic ahead. Code 3 driving is very dangerous for emergency personal as well as the public any time we can remove congestion at a intersection it makes it safer for everyone.

*Todd Gary*

Deputy Fire Marshal  
Canby Fire District  
[tgary@canbyfire.org](mailto:tgary@canbyfire.org)  
Office: 503-266-5851  
Cell: 971-563-7359  
Pager: 503-938-1405

9/20/2007

# CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

(503) 266-7001

FAX 266-1574

DATE: July 5, 2007

- TO:
- FIRE
  - POLICE
  - PUBLIC WORKS
  - CANBY ELECTRIC
  - CANBY WATER
  - WWTP - Darwin Trammel
  - WWTP - Jeff Crowther
  - CITY ENGINEER
  - CTA
  - NW NATURAL
  - WILLAMETTE BROADBAND
  - CANBY DISPOSAL
  - CITY ATTORNEY
  - BIKE AND PEDESTRIAN COMM.
  - PGE
  - CANBY AREA TRANSIT
  - CANBY POST OFFICE
  - CLACKAMAS COUNTY ASSESSOR
  - CLACKAMAS COUNTY 911
  - CLACKAMAS COUNTY TRANSPORTATION
  - TRAFFIC SAFETY COMMITTEE
  - CLACKAMAS COUNTY
  - CANBY SCHOOL DISTRICT
  - OREGON DEPT. TRANSPORTATION
  - ODOT/REGION 1/DIST 2B
  - STATE OF OREGON/REVENUE
  - CANBY BUSINESS REVITALIZATION
  - PARKS AND RECREATION
  - CITY TRANSPORTATION ENGINEER
  - BUILDING OFFICIAL
  - OTHER \_\_\_\_\_
  - OTHER \_\_\_\_\_

The City has received DR 07-06, an application from RHL Design Group, Inc requesting a site and design review to build a Rite Aid Drug Store. The property is zoned C-2 (Highway Commercial). The property is located on a 1.74 acre site known as tax lot 800 of tax lot 31E33DA.

Please review the enclosed application and return comments to Matilda Deas by Wednesday, July 27, 2007. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

**Comments or Proposed Conditions:**

ANY W.S.'s SERVING THE ABOVE PROPERTIES AND NOT INTENDED FOR USE WILL NEED TO BE REMOVED.  
DETAILED FIRE & DOMESTIC WATER CONNECTION PLANS NEEDED.

Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature: *Patrick J. [Signature]* Date: 7/10/07

Title: Wtr. Dept. Foreman Agency: Canby Utility

CANBY PLANNING DEPARTMENT  
REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

ATE: July 5, 2007

- TO:
- FIRE
  - POLICE
  - PUBLIC WORKS
  - CANBY ELECTRIC
  - CANBY WATER
  - WWTP - Darwin Trammel
  - WWTP - Jeff Crowther
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  - CANBY AREA TRANSIT
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  - CLACKAMAS COUNTY 911
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  - TRAFFIC SAFETY COMMITTEE
  - CLACKAMAS COUNTY
  - CANBY SCHOOL DISTRICT
  - OREGON DEPT. TRANSPORTATION
  - ODOT/REGION 1/DIST 2B
  - STATE OF OREGON/REVENUE
  - CANBY BUSINESS REVITALIZATION
  - PARKS AND RECREATION
  - CITY TRANSPORTATION ENGINEER
  - BUILDING OFFICIAL
  - OTHER \_\_\_\_\_
  - OTHER \_\_\_\_\_

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**Comments or Proposed Conditions:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature:  Date: 07/06/07

Title: POLICE CHIEF Agency: CANBY POLICE

GREG KROELLEN

# CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

(503) 266-7001

FAX 266-1574

DATE: July 5, 2007

- TO:
- |                                                   |                                                          |
|---------------------------------------------------|----------------------------------------------------------|
| <input type="checkbox"/> FIRE                     | <input type="checkbox"/> CANBY POST OFFICE               |
| <input type="checkbox"/> POLICE                   | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR       |
| <input type="checkbox"/> PUBLIC WORKS             | <input type="checkbox"/> CLACKAMAS COUNTY 911            |
| <input type="checkbox"/> CANBY ELECTRIC           | <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION |
| <input type="checkbox"/> CANBY WATER              | <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE        |
| <input type="checkbox"/> WWTP - Darwin Trammel    | <input type="checkbox"/> CLACKAMAS COUNTY                |
| <input type="checkbox"/> WWTP - Jeff Crowther     | <input type="checkbox"/> CANBY SCHOOL DISTRICT           |
| <input type="checkbox"/> CITY ENGINEER            | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION     |
| <input type="checkbox"/> CTA                      | <input type="checkbox"/> ODOT/REGION 1/DIST 2B           |
| <input type="checkbox"/> NW NATURAL               | <input type="checkbox"/> STATE OF OREGON/REVENUE         |
| <input type="checkbox"/> WILLAMETTE BROADBAND     | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION   |
| <input type="checkbox"/> CANBY DISPOSAL           | <input type="checkbox"/> PARKS AND RECREATION            |
| <input type="checkbox"/> CITY ATTORNEY            | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER    |
| <input type="checkbox"/> BIKE AND PEDESTRIAN COMM | <input type="checkbox"/> BUILDING OFFICIAL               |
| <input type="checkbox"/> PGE                      | <input type="checkbox"/> OTHER _____                     |
| <input type="checkbox"/> CANBY AREA TRANSIT       | <input type="checkbox"/> OTHER _____                     |

The City has received DR 07-06, an application from RHL Design Group, Inc requesting a site and design review to build a Rite Aid Drug Store. The property is zoned C-2 (Highway Commercial). The property is located on a 1.74 acre site known as tax lot 800 of tax lot 31E33DA.

Please review the enclosed application and return comments to Matilda Deas by Wednesday, July 27, 2007. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

**Comments or Proposed Conditions:**

*Planning is making a big mistake by not getting more right of way at RADIAS on 99-E & S. PINE. We need to add a LEFT TURN Lane on S. PINE at 99-E. If you don't get it now you will never get a LEFT TURN Lane later. I TOLD JOHN W. & CURT W. we needed this. Planners are supposed to Plan for Future. Don't you E?*

Please check one box and sign below:

- Adequate Public Services (of your agency) are available *LOOK AT PAGE C-101*
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature: *Ray Hester* Date: *25 July 07*  
 Title: *P.W. SUPERVISOR* Agency: *City of Canby*

### CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

DATE: July 5, 2007

- |     |                                                   |                                                          |
|-----|---------------------------------------------------|----------------------------------------------------------|
| TO: | <input type="checkbox"/> FIRE                     | <input type="checkbox"/> CANBY POST OFFICE               |
|     | <input type="checkbox"/> POLICE                   | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR       |
|     | <input type="checkbox"/> PUBLIC WORKS             | <input type="checkbox"/> CLACKAMAS COUNTY 911            |
|     | <input type="checkbox"/> CANBY ELECTRIC           | <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION |
|     | <input type="checkbox"/> CANBY WATER              | <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE        |
|     | <input type="checkbox"/> WWTP - Darvin Trammel    | <input type="checkbox"/> CLACKAMAS COUNTY                |
|     | <input type="checkbox"/> WWTP - Jeff Crowther     | <input type="checkbox"/> CANBY SCHOOL DISTRICT           |
|     | <input type="checkbox"/> CITY ENGINEER            | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION     |
|     | <input type="checkbox"/> CTA                      | <input type="checkbox"/> ODOT/REGION 1/DIST 2B           |
|     | <input type="checkbox"/> NW NATURAL               | <input type="checkbox"/> STATE OF OREGON/REVENUE         |
|     | <input type="checkbox"/> WILLAMETTE BROADBAND     | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION   |
|     | <input type="checkbox"/> CANBY DISPOSAL           | <input type="checkbox"/> PARKS AND RECREATION            |
|     | <input type="checkbox"/> CITY ATTORNEY            | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER    |
|     | <input type="checkbox"/> BIKE AND PEDESTRIAN COMM | <input type="checkbox"/> BUILDING OFFICIAL               |
|     | <input type="checkbox"/> PGE                      | <input type="checkbox"/> OTHER _____                     |
|     | <input type="checkbox"/> CANBY AREA TRANSIT       | <input type="checkbox"/> OTHER _____                     |

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Please review the enclosed application and return comments to Matilda Deas by Wednesday, July 27, 2007. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

**Comments or Proposed Conditions:**

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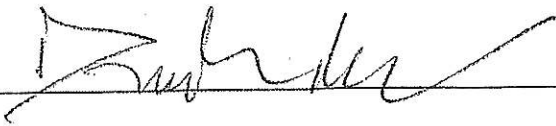
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Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature:  Date: 7-26-07

Title: ASSOCIATE ENGR. Agency: CANBY TELCOM



Comments from Canby Telcom for Rite Aid Drug Store:

- The Developer/Owner is required to provide all trenches for placing telephone service facilities to new building. Canby Telcom will provide all necessary materials to bring services to building.
- CT will follow the power design as much as possible to minimize trenching. ; however, additional trenches may be required for communication services.
- If the D-marc is required to be placed in a communication / power room, the requirements are :
  - 1- 4" schedule 40 PVC from the telephone connection point outside, into the communication / power room with a 36" sweep (minimum).
  - 2- Minimum of 4'x4' 3/4" plywood backboard.
  - 3- #6 stranded ground (MGN) provided at the backboard.
  - 4- One 15 Amp electrical outlet located next to / or on backboard.
- There is no development fee.
- Fees for relocating existing facilities are billed at our hourly rate of \$65.00 per hour for labor, plus the cost of materials. The requestor is required to complete and sign a Request to Relocate Facilities form.
- For temporary service (job shack), contact our Customer Care Center to place an order.

Contact Information:

Engineering Manager	Dave Hill	503-266-8204
Associate Engineer	Dinh Vu	503-266-8201
Construction Inspector	Ron Stenger	503-266-8290
Customer care center		503-266-8111

# CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

ATE: July 5, 2007

JUL 09 2007

- TO:
- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

The City has received DR 07-06, an application from RHL Design Group, Inc requesting a site and design review to build a Rite Aid Drug Store. The property is zoned C-2 (Highway Commercial). The property is located on a 1.74 acre site known as tax lot 800 of tax lot 31E33DA.

Please review the enclosed application and return comments to Matilda Deas by Wednesday, July 27, 2007. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

**Comments or Proposed Conditions:**

SEE ATTACHED MEMORANDUM DATED JULY 17, 2007

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Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature:  Date: July 17, 2007


Title: PROJECT ENGINEER Agency: CURRAN-MCLEOD, INC



July 17, 2007

**MEMORANDUM**

**TO:** Ms. Matilda Deas

**FROM:** Hassan Ibrahim, PE 

**RE:** **CITY OF CANBY**  
**RITE AID DRUG STORE (DR 07-06)**

We have reviewed the submitted application pertaining to the above mentioned project and have the following comments:

1. As part of this development, the developer should dedicate adequate right-of-way and public utility easement along the entire site frontage with S. Pine Street to allow for future modifications to the signalized intersection/ street widening. The future improvements on S. Pine Street should include 2-12-foot wide travel lanes, 14-foot turn lane, 2-5-foot bike lanes and 5-foot sidewalks. The face of the future curb should be placed at 48 feet from the existing curb at the median island on S. Pine Street.
2. The developer should not be required to construct any street improvements at this time except at the approved access locations.



## CITY OF CANBY - COMMENT FORM

If you are not able to attend the Planning Commission hearing, you may submit written comments on this form or in a letter to the Planning Commission.

Please send comments to the City of Canby Planning Department.

By mail: Planning Department, PO Box 930, Canby, OR 97013  
In person: Planning Department at 170 NW Second Street  
E-mail: [deasm@ci.canby.or.us](mailto:deasm@ci.canby.or.us)

Written comments must be received prior to the hearing at 7:00 PM Oct 8, 2007.

APPLICATION: Site and Design Review  
APPLICANT: Carl R Nelson – Rite Aid Drug Store  
CITY FILE #: DR 07-06

COMMENTS:

I have concerns re: off street parking, access off Hwy 99E and also the traffic increase on Pine St - (south) Around 5:00 pm each day there is always a long line of cars from the business employees getting off work. I hope this will be addressed.

YOUR NAME: Jerry Patterson

ORGANIZATION or BUSINESS (if any): \_\_\_\_\_

ADDRESS: 9414 S Alder Creek Lane, Canby, OR

PHONE # (optional): 503-266-9001

DATE: Sept 24, 2007

Thank you!

GROUP  
MACKENZIE

July 20, 2007

City of Canby Planning Department  
Attention: Matilda Deas  
170 NW Second Avenue  
Canby, Oregon 97013

Re: **Rite Aid Canby**  
*Response to TIA Review Letter*  
Project Number 2060053.00

Dear Ms. Deas:

We have prepared this response to Lancaster Engineering's June 22, 2007 memorandum regarding review of our Traffic Study for the Rite Aid project.

### BUS STOP PULL OUT

Canby Area Transit (CAT) Route 1 travels between Canby and Oregon City on Highway 99E every half hour on weekdays and approximately every hour on Saturdays. The stop in question is located on Highway 99E at Pine Street. According to CAT, buses typically stop before the existing gas station driveway and not right at the intersection.

We spoke with Nancy Muller at CAT, who indicated they would be interested in a bus pull out on Highway 99E at the Pine Street stop. We have some concerns about the operation of a near-side bus pull out and the need for a pull out based on the number of stops. Typically, transit agencies do not place bus pull outs at the near side of an intersection because vehicles may queue at a signal while the bus is stopped, making it difficult for the bus to pull back into traffic. Highway 99E is a five-lane section, which allows other vehicles to use the other through lane to pass a stopped bus. At most, the bus would stop twice during the peak hours. CAT will provide information on the frequency of stops and number of boardings at this stop. Our analysis indicated the intersection of 99E with Pine Street operates at 80% or less of capacity. The small amount of additional delay caused by the bus stop would have a limited impact on traffic flow or intersection capacity.

If it is decided that a bus pull out will be provided along the Rite Aid frontage, we will work with the City, CAT and ODOT to design and construct a pull out that works for all parties.

### ACCESS SPACING

In the TIA we referenced the Pine Street access spacing as 65 feet south of the lumber store driveway and 150 feet north of 2<sup>nd</sup> Avenue. These distances were measured between the center of the driveway or street. According to Lancaster Engineering, the City's standards are measured between the near edge of a roadway or driveway. Based on this standard and

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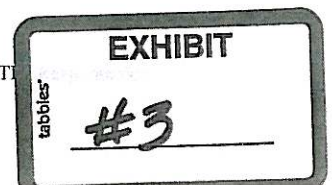
Group  
Mackenzie,  
Incorporated

Architecture  
Interiors  
Structural  
Engineering  
Civil Engineering  
Land Use Planning  
Transportation  
Planning  
Landscape  
Architecture

**Locations:**

Portland, Oregon  
Seattle, Washington  
Vancouver, Washington

H:\PROJECTS\206005300\WPALTR\070720-T



City of Canby Planning Department  
Rite Aid Canby  
Project Number 2060053.00  
July 20, 2007  
Page 2

the proposed site plan, the access to Pine Street is located approximately 30 feet south of the lumber store driveway, 90 feet north of 2<sup>nd</sup> Avenue and Fire Station driveway.

### **PINE STREET ACCESS OPERATION**

The original traffic analysis addressed operation of the proposed Pine Street access, but the City's consultant has asked that we address the potential for conflicts with a three-lane section on Pine Street.

The driveway has been located behind the standing queues anticipated on Pine Street from the Highway 99E signal, and as far north from 2<sup>nd</sup> Avenue as practical. A shared access with the fire station driveway would place the driveway further south, such that vehicles would enter the site essentially behind the Rite Aid building. Locating the driveway further north to align with the lumber store driveway would be within the standing queues from the signal.

The offset from the lumber supply store does not create left-turn conflicts into the driveways. Vehicles turning left out of the driveways at the same time would be able to see the other vehicles. During the peak PM time period, only 8 vehicles turn left from the lumber store driveway, while 54 vehicles are expected to turn left from the Rite Aid driveway. The low volume of left turns from the lumber store makes the potential for conflict small. Left turns from the lumber store would also need to wait for queues to clear from Pine Street.

The planned three-lane section on Pine Street would provide a left-turn lane, a through lane, and keep the right-turn lane at the Highway 99E intersection. The left-turn lane would need to provide for 150 feet queues, while the through lane would have queues of up to 200 feet (Table 6B). Approximately 320 feet are available for back-to-back left-turn queues between the stop bar at Highway 99E and 2<sup>nd</sup> Avenue. A center left-turn lane of up to 120 feet could then be provided between the left-turn lane at Highway 99E and 2<sup>nd</sup> Avenue. Within this distance, only 80 feet would be available for back-to-back left turns to the proposed driveway and 2<sup>nd</sup> Avenue. This distance does not provide for a full storage and transition area for left turns. The volume of left turns during the peak AM period is only 5 left turns to the Rite Aid driveway and 25 left turns to 2<sup>nd</sup> Avenue.

The proposed Rite Aid driveway is located behind the standing queues on Pine Street, and the potential for conflicts with left turns out of the site driveway and lumber store driveway are low. The greatest safety concern would be the back-to-back left turns between the Rite Aid driveway and 2<sup>nd</sup> Avenue. In order to address this concern, two options are available. One would be to stripe a left-turn lane on Pine Street southbound at 2<sup>nd</sup> Avenue. This would require left turns to Rite Aid turn from the through lane. The second would be to stripe a longer left-turn lane on Pine Street northbound at 99E, so along with a transition, it extends back to 2<sup>nd</sup> Avenue. This would require left turns to 2<sup>nd</sup> Avenue turn from the through lane.

We request the City approve the access to Pine Street at the location proposed. This will allow the access to operate as full movement.

City of Canby Planning Department  
Rite Aid Canby  
Project Number 2060053.00  
July 20, 2007  
Page 3

Sincerely,

A handwritten signature in black ink, appearing to read "Brent Ahrend". The signature is fluid and cursive, with a long horizontal stroke at the end.

Brent Ahrend, PE  
Traffic Engineer

c:     Catriona Sumrain – Lancaster Engineering  
       Jon Hummelt  
       Richard Dugie – RHL

G R O U P

MACKENZIE

TRANSPORTATION  
IMPACT ANALYSIS

**RITE-AID**

Canby, Oregon

**Prepared For**  
Hummelt  
Development  
Company

**Completed On**  
May 7, 2007

**Submittal To**  
City of Canby

**Project Number**  
2070053.00

GROUP MACKENZIE  
Since 1960

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10. New Trip Distribution and Traffic Assignment
11. Pass-By Trip Distribution and Traffic Assignment
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16. Reroute and 2012 Total Traffic – Without Hwy 99E Access

## I. EXECUTIVE SUMMARY

This transportation impact analysis has been prepared for the proposed 17,339 SF Rite-Aid pharmacy in Canby, Oregon. The existing property is approximately 1.75 acres in size and includes an existing gas station with a convenient market and a single-family home. The property is zoned Highway Commercial (HC).

The site has an existing deeded full movement access to Highway 99E that is proposed to be relocated to the south along the highway and limited to right turns. An access to Pine Street is proposed at the south end of the site, between an existing building supply driveway and 2<sup>nd</sup> Avenue.

The Rite-Aid pharmacy is estimated to generate an additional 17 AM peak hour trips and 102 PM peak hour trips over the existing site conditions. Trips for the pharmacy are based on rates published in ITE's *Trip Generation*, while existing site trips are from driveway counts. Approximately 45% of the additional trips are pass-by trips.

Analysis was completed for existing traffic conditions, future 2008 conditions both with and without the project, and 2012 conditions with the project, as required by ODOT. In addition, analysis was prepared without the proposed Highway 99E access for both the 2008 and 2012 traffic conditions. The 2012 conditions assume construction of the City of Canby's planned improvement to provide a separate left turn lane from Pine Street to Highway 99E.

Sidewalks are currently provided along the south side of Highway 99E and both sides of Pine Street, including the site frontage. Bicycle lanes are provided on Pine Street south of Highway 99E. Canby Area Transit (CAT) is a public transportation agency that provides system services in Canby with links to other cities. Crash data for the intersection of Highway 99E with Pine Street was obtained from ODOT for January 2001 through December 2005. The crash rate was found to be 0.33 crashes per million entering vehicles, well below the threshold of 1.0/mev. The intersection has been on ODOT's top 10% SPIS list, likely due to a fatality prior to 2001.

Although the Pine Street access is located between a building supply store driveway and 2nd Street, left turn conflicts are not anticipated to be a concern. The location allows for vehicles to enter Pine Street outside of future standing queues from the signal at Highway 99E. The minimum AASHTO recommended sight distances of 280 feet can be provided.

The proposed right turn access to Highway 99E is a relocation of an existing deeded access. Restrictions on the left turn movements and relocation further away from the signal at Pine Street will result in improved operation and safety over existing conditions. Conflicts are not anticipated with the nearby manufactured home park driveway. The minimum AASHTO recommended sight distances of 335 can be provided.

Based on the analysis findings, no mitigation measures are needed to meet City of Canby or ODOT operational or safety standards.



## II. INTRODUCTION

This transportation impact analysis has been prepared for the proposed Rite-Aid pharmacy in Canby, Oregon. The property is located on the south side of Highway 99E at the intersection with Pine Street. Figure 1 is a vicinity map indicating property location.

### PROJECT DESCRIPTION

The site includes one parcel (tax lot 800) with an existing fuel station with a convenient market and a single-family home. The 17,339 SF pharmacy will include two drive-thru lanes. Access is proposed at two locations. A full movement access is proposed on Pine Street near the south end of the site frontage. A right in/right out access is proposed to Highway 99E, approximately 210 feet from the intersection with Pine Street. Figure 2 presents the proposed site plan for the Rite-Aid pharmacy.

### SCOPE OF REPORT

This analysis conforms to the City of Canby and ODOT Standards for a traffic study. The analysis addresses project impacts for the City of Canby development review and access operation for the ODOT approach permit. For development review, the analysis addresses operation of the study area intersections and access points, crash history, and sight distance review. The study area includes the following intersections as discussed with City of Canby and ODOT staff:

- Highway 99E / Site Access
- Highway 99E / Pine Street
- Pine Street / Site Access
- Pine Street / 2<sup>nd</sup> Avenue

The lane configuration and traffic control for the study intersections are presented in Figure 3.

Analysis was conducted for the following development scenarios, including two future analysis years in accordance with ODOT standards. Occupancy is anticipated in 2008, and a five year analysis is required based on the anticipated trip generation.

- 2007 Existing (with adjusted volumes)
- 2008 Pre-Development
- 2008 Post-Development
- 2012 Post-Development

### III. EXISTING CONDITIONS

#### SITE CONDITIONS

The existing property (tax lot 800) is approximately 1.75 acres in size. The site includes an existing gas station with a convenient market and a single-family home. Access is currently provided to Highway 99E and Pine Street for the gas station and convenience market. The access to Highway 99E is a deeded full movement access at station 165+20 (MP 20.64). An access to Pine Street is provided to the existing home. The property is zoned Highway Commercial (HC).

Adjacent land uses include a fire station to the south, along Pine Street a manufactured home park and driveway access to the west, along Highway 99E and small commercial buildings just west of the manufactured home park driveway.

#### EXISTING TRAFFIC COUNTS

Existing traffic turning movement count data were collected by Quality Counts on Thursday February 8, 2007 between 7:00 – 9:00 AM and 4:00 – 6:00 PM. The peak hours were found to be 7:00 to 8:00 AM and 4:30 to 5:30 PM. Figure 4A and 4B present the existing AM and PM peak hours for the study intersections and driveways. Figure 4C presents the average daily traffic volumes and truck percentages. ADT for highway 99E was taken from ODOT’s volume tables and for Pine Street and Fourth Avenue was estimated at 10 times the PM peak hour volume.

Per ODOT design standards, seasonal adjustment must be considered in determining the 30<sup>th</sup> Hourly Volume. ODOT’s 2005 Seasonal Trend Table was used for this adjustment. The adjustment for August 15, 2005 is 1.0993 for Commuter Routes, indicating this is the peak volume. The seasonal factor was applied to the existing counts and is presented in figures 5A and 5B for the AM and PM peak hours. A summary of the adjustments is included in the appendix.

#### TRANSPORTATION FACILITIES

The following summarizes the study area roadway classifications and descriptions as identified by Group Mackenzie and City of Canby/ODOT staff:

Roadway	City Classification	Posted Speed	Travel Lanes	Bike Lanes	On-Street Parking	Sidewalks
Highway 99E	Regional Urban Highway	35 mph	4	no	no	yes
Pine Street	Collector	25 mph	2	yes	no	yes

The intersection of Highway 99E with Pine Street is controlled by a traffic signal. Left turns from the highway are provided with a protected green phase. Traffic on Pine Street and 4<sup>th</sup> Avenue (north approach) are provided with a common green phase, requiring left turns to yield to oncoming traffic.

The local street intersections and driveways are stop-controlled for the minor approaches.

PLANNED IMPROVEMENTS

The City of Canby has plans to improve the intersection of Highway 99E and Pine Street to provide a separate left turn lane on Pine. Currently, the left and through traffic shares a lane. As suggested by the City’s traffic consultant, this improvement is included in the 2012 long-term analysis, but not in the site buildout scenario.

The City’s Capital Improvement Plan identifies no other planned improvements in the study area.

PEDESTRIAN AND BICYCLE FACILITIES

Sidewalks are currently provided along the south side of Highway 99E and both sides of Pine Street, including the site frontage. Bicycle lanes are provided on Pine Street south of Highway 99E.

TRANSIT SERVICE

Canby Area Transit (CAT) is a public transportation agency that provides system services in Canby with links to other cities. Riding CAT is free to riders. The nearest stop is located approximately half mile from the site at the Township Road/Pine Street intersection. Buses on Route 2 run every hour from 7:00 AM to 8:00 PM on the weekdays and 9:00 AM to 5:00 PM on Saturday.

CRASH ANALYSIS

When evaluating the relative safety of an intersection, consideration is not only given to the total number and types of crashes occurring, but also the number of vehicles entering the intersection. This leads to the concept known as “crash rate,” which is usually expressed in terms of the number of crashes occurring per one million vehicles entering the intersection (mev). Intersections having a crash rate less than 1.0/mev are generally considered relatively safe. At crash rates higher than 1.0/mev, consideration may be given to correcting operational problems.

Crash data for the intersection of Highway 99E with Pine Street was obtained from ODOT for January 2001 through December 2005. The following table represents the calculated crash rate for the five-year data period. Annual traffic entering the intersection was estimated by multiplying the average annual daily traffic (AADT) entering the intersection by 365.

TABLE 2 – INTERSECTION CRASH RATES								
Intersection	2001	2002	2003	2004	2005	Total	AADT	Rate
Highway 99E / Pine Street	4	3	2	3	4	16	26,820	0.33

The crash rate at the Highway 99E / Pine Street intersections is below the threshold rate of 1.0/mev. Seven (7) of the 16 crashes are reported as rear end collisions. Most of the other crashes involved left turns from Pine Street and Fourth Avenue, which is not uncommon for permitted left turns from shared lanes. Crash data and calculations are located within the appendix.

The intersection of Highway 99E with Pine Street shows up on ODOT's 2001 top SPIS list. The intersection most likely was in the top 10% because of a fatality that occurred prior to 2001. The more recent data indicates this intersection is not a high crash location.

#### IV. PRE-DEVELOPMENT CONDITIONS

Traffic volumes prior to site development have been estimated with existing traffic volumes, background growth and in-process traffic. The existing traffic volumes used in this estimate include the ODOT adjustment factors.

##### BACKGROUND TRAFFIC GROWTH

Background growth is general growth in traffic not related to specific projects. Consistent with recent traffic impact analyses in the area, a growth rate of 3% per year was applied to existing traffic volumes. This growth rate was applied to the adjusted traffic volumes at the study area intersections to determine 2008 (build-out year) and 2012 (future year) traffic volumes. Figures 6A and 6B presents the build-out year and figures 12A and 12B presents future year for the AM and PM peak hours respectively.

##### IN-PROCESS TRAFFIC

In-process traffic will be generated by approved projects not yet completed at the time of this analysis. City of Canby staff identified Perman Health Village as the only in-process development anticipated to impact intersections within the study area. Figures 7A and 7B illustrate the in-process traffic.

##### PRE-DEVELOPMENT TRAFFIC

Pre-development traffic is the sum of 2007 adjusted traffic, in-process traffic and background growth without the proposed development. The 2008 Pre-Development intersection volumes are presented in figures 8A and 8B.

## V. SITE DEVELOPMENT

### TRIP GENERATION

Trip generation for the project has been estimated by subtracting the existing use trips from the proposed pharmacy trips. The pharmacy will be 17,339 SF with a drive-up window. The existing uses include the gas station with convenience market and single family home.

#### *Total Trips*

The total trips are simply the number of vehicle trips to each development use during the time period. This is comprised of all trip types, including shared, diverted link, pass-by and new trips. For this analysis, only new and pass-by trips are considered.

Trip generation for the pharmacy was estimated using rates from the Institute of Transportation Engineers *Trip Generation, Seventh Edition* for Land Use Code 881 – Pharmacy with Drive-Thru.

Driveway volumes observed at the Space Age Gasoline Station driveways are used for existing site trip generation. Trips from the existing house are estimated using Land Use Code 210 for Single Family Homes.

#### *Pass-by Trips*

Pass-by trips are those trips to the site that are already driving by on the adjacent roadways. These trips do not increase the total traffic volumes on the roadways, but do add to turning movement volumes at the site accesses. Generally, pass-by trips enter and exit the site from the same driveway in the direction they were traveling before turning into the site.

The percentage of pass-by trips for both the pharmacy and existing gas station were obtained from surveys presented in the Second Edition of ITE's *Trip Generation Handbook*. Only the pass-by percentage for PM peak hour was available for the pharmacy. That same percentage was assumed to apply to the daily and AM peak hour trips for this analysis.

#### *New Trips*

New trips are the remaining trips after pass-by trip reductions are taken.

For purposes of this analysis, all trips generated by this development are assumed to be automobile trips.

The following table presents the estimated pharmacy trips and the existing use trips. The additional trips generated by the pharmacy are calculated by subtracting existing trips from the pharmacy new and pass-by trips.

TABLE 3 – AM AND PM PEAK HOUR TRIP GENERATION							
Source	USE	Size	ADT	AM		PM	
				Enter	Exit	Enter	Exit
ITE 881	Pharmacy w/Drive-Thru	17.339 KSF	1529	26	20	73	76
	Pass-By Trips (49%)		749	12	12	36	36
	New Trips		780	14	8	37	40
Existing/ ITE 210	Gas Station + Residential			15	14	24	23
	Pass-By Trips (56%)			8	8	13	13
	New Trips			7	6	11	10
Additional	New Trips			7	2	26	30
	Pass-By Trips			4	4	23	23

### TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution is based upon evaluation of existing traffic patterns at the study area intersections and the recent Perman Health Village traffic study prepared by Lancaster Engineering. Pass-by trip distribution assumes half of the trips will come from the westbound Highway 99E traffic, and half from the eastbound traffic. New trip distribution was approximately 40% to and from the west on Highway 99E, 40% to and from the east on Highway 99E, and 10% to and from the north on 4<sup>th</sup> and 10% to and from the south on Pine Street.

A reroute of existing trips is presented in Figures 9A and 9B. This includes the proposed limitation of the access to Highway 99E as right in/right out only and relocation of the Pine Street access south of the building supply store driveway.

Figures 10A and 10B illustrate the new trip distribution and assignment for the AM and PM peak hours

Figures 11A and 11B illustrate the pass-by trip distribution and assignment for the AM and PM peak hours.

### POST-DEVELOPMENT TRAFFIC

2008 Post-Development traffic is the sum of 2008 Pre-Development traffic and site traffic. Figures 12A and 12B illustrate 2008 Post-Development traffic for the AM and PM peak hours volumes.

A future 5-year analysis was used based on Table 3.3.1 of ODOT's 2005 Development Review Guidelines for single-phase projects that generate 1,000 to 2,999 daily trips. 2012 Post-Development traffic is the sum of 2008 Post-Development traffic and 4 additional years of background growth. Figures 13A and 13B illustrate 2012 Post-Development traffic for the AM and PM peak hours volumes.

## ACCESS ANALYSIS

Access is proposed to both Pine Street and Highway 99E. Pine Street access is under City of Canby jurisdiction. Highway 99E access is under the jurisdiction of the Oregon Department of Transportation.

The Pine Street access is proposed to be full movement. It is located approximately 65 feet south of the driveway for a building supply store and 150 feet north of 2<sup>nd</sup> Street and a fire station driveway. The location of the driveway at the south end of the site frontage was chosen to maximize the spacing from Highway 99E and allow for truck access. City of Canby staff noted at the pre-application conference that a shared access with the fire station would not be requested.

Vehicle queues on Pine Street from Highway 99E are expected to extend up to 225 ft with the current Pine Street lane configuration, and 200 feet in the future with an additional left turn lane at Highway 99E. Approximately 200 feet is available for queuing on Pine Street from Highway 99E. Left turning conflicts have also been considered. Pine Street does not have a center turn lane, so left turn conflicts from Pine Street to the site driveway and 2<sup>nd</sup> Street are not expected. Left turn volumes from the building supply driveway are low, with up to 6 vehicles per hour. Little conflict is anticipated with left turns from both driveways. The location of the proposed driveway to Pine Street, while not aligned with nearby driveways, will be located outside of future standing queues from the signal at Highway 99E and will not result in significant left turn conflicts.

The site currently has a full movement deeded access to Highway 99E. This driveway is located approximately 140 feet from the Pine Street intersection, and is currently used by the gas station and convenience market.

With the project, the Highway 99E access is proposed to be relocated 69 feet to the south and limited to right turns. An application for approach has been submitted to ODOT along with an application for indenture of access. The proposed access is anticipated to operate more safely than the existing access with the prohibition of left turns to and from the highway and increased spacing from the intersection of Pine Street. The nearest access is an existing driveway for the adjacent manufactured home park. It is located 135 feet to the south and is full movement. A driveway for a commercial building is located just to the south of the manufactured home park. Although ODOT's spacing standards for this section of highway are not met the proposed access relocation and limitation will result in improved operation and safety over existing conditions. No conflicts are anticipated with the adjacent driveways for the commercial building and manufactured home park. Vehicle queues at the traffic signal with Pine Street are anticipated to be up to 225 feet in the peak hours, which will extend beyond the access. Approximately 140 feet is of queuing is available between the stop bar at Pine Street and the access. Right turns to Highway 99E can either enter the queue or wait for the queue to clear before entering the roadway. Queues for the left turn lane from Highway 99E to 4<sup>th</sup> Street are expected to be up to 150 feet in the peak hour.

## SIGHT DISTANCE ANALYSIS

Sight distances at the proposed driveways were evaluated in accordance with AASHTO standards. Highway 99E is posted for a speed of 35 mph, with a recommended minimum 335 feet of sight distance for right turns. Sight distance in excess of 335 feet is available from the proposed driveway to Highway 99E. Pine Street is posted for 25 mph, with



recommended sight distances of 240 feet for right turns and 280 feet for left turns. Sight distance is available to the north to the intersection with Highway 99E, approximately 280 feet away. Sight distance to the south is available to the curve in Pine Street, approximately 350 feet away. The minimum AASHTO recommended sight distances can be provided at the proposed driveways.

**CAPACITY ANALYSIS**

Intersection capacity calculations were conducted using the methodologies presented in the *2000 Highway Capacity Manual*. Synchro Software was used to prepare the capacity and level-of-service calculations. Copies of the calculations are also included in the appendix.

According to the *Oregon Highway Plan* (OHP) the maximum volume to capacity (v/c) ratio specified for Highway 99E is 0.85. Driveway access locations on Highway 99E are limited to a maximum v/c ratio of 0.80.

Operation analysis was performed for the weekday AM and PM peak hour at the two study area intersections and two driveways for four different scenarios as follows:

- 2007 Existing (with 30<sup>th</sup> HV)
- 2008 Pre-Development
- 2008 Post-Development
- 2012 Post-Development

Signal timing for the intersection of Highway 99E with Pine Street was obtained from ODOT. During the peak hours, the signal runs on an interconnected system with a cycle length of 100 seconds. This timing was used in all scenarios.

The planned left turn lane on Pine Street at Highway 99E was included in the 2012 Post-Development scenario.

The following table summarizes the capacity calculation results. As required by ODOT standards, stop control results are reported for the high approach v/c. The site access locations are “T” intersections so the results are reported for that approach. At the intersection of Pine Street with 2<sup>nd</sup> Avenue and the fire station access, Pine Street is the critical approach.

TABLE 4 – INTERSECTION OPERATION ANALYSIS													
Intersection	Time Period	2007 Existing			2008 Pre-Development			2008 Post-Development			2012 Post-Development		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Highway 99E / Site Access	AM	0.02	16.7	C	0.03	17.8	C	0.02	10.8	B	0.03	11.2	B
	PM	0.08	54.6	F	0.10	64.2	F	0.05	12.2	B	0.05	12.8	B
Highway 99E / Pine Street	AM	0.57	21.6	C	0.60	22.1	C	0.62	23.0	C	0.64	25.1	C
	PM	0.69	27.4	C	0.74	29.8	C	0.81	32.3	C	0.73	32.3	C
Pine Street / Site Access	AM	0.01	11.1	B	0.01	11.5	B	0.03	11.9	B	0.03	12.6	B
	PM	0.04	12.3	B	0.04	13.2	B	0.15	14.6	B	0.16	15.6	C
Pine Street / 2 <sup>nd</sup> Avenue	AM	0.04	12.1	B	0.04	12.6	B	0.04	12.6	B	0.06	13.4	B
	PM	0.07	11.2	B	0.08	12.0	B	0.08	12.0	B	0.10	12.6	B

Capacity analysis was also conducted without the Highway 99E access, in accordance with ODOT's request. The results indicate additional delay would occur at the intersection of Highway 99E with Pine Street if the only access for the site was located on Pine Street. Table 5 summarizes those results.

Intersection	Time Period	With 99E Access						Without 99E Access					
		2008 Post-Development			2012 Post-Development			2008 Post-Development			2012 Post-Development		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Highway 99E / Site Access	AM	0.02	10.8	B	0.03	11.2	B	NA	NA	NA	NA	NA	NA
	PM	0.05	12.2	B	0.05	12.8	B	NA	NA	NA	NA	NA	NA
Highway 99E / Pine Street	AM	0.62	23.0	C	0.64	25.1	C	0.62	23.0	C	0.64	25.2	C
	PM	0.81	32.3	C	0.73	32.3	C	0.82	32.5	C	0.73	32.5	C
Pine Street / Site Access	AM	0.03	11.9	B	0.03	12.6	B	0.04	12.4	B	0.04	13.0	B
	PM	0.15	14.6	B	0.16	15.6	C	0.19	15.4	C	0.21	16.7	C
Pine Street / 2 <sup>nd</sup> Avenue	AM	0.04	12.6	B	0.06	13.4	B	0.04	12.6	B	0.06	13.4	B
	PM	0.08	12.0	B	0.10	12.6	B	0.08	12.0	B	0.10	12.6	B

The study area intersections are anticipated to operate at the City of Canby and ODOT standards for two-way stop controlled and signalized intersections in all analysis scenarios. The summary sheets of the capacity calculations are located within the appendix.

## QUEUING ANALYSIS

Analyses were performed at the study intersections to determine the existing and anticipated 95<sup>th</sup> percentile queue lengths during the peak hours. Synchro software was used with a queue storage assumption of 25 feet per vehicle. Queuing calculation worksheets are located within the appendix. The existing and anticipated queue lengths at the Highway 99E/Pine Street intersection and site access approaches for the AM and PM peak hour are listed in the tables below.

TABLE 6A – QUEUE LENGTHS (FEET) – AM PEAK HOUR						
Intersection	Lane Group	Movement	2007 Existing	2008 Pre-Development	2008 Post-Development	2012 Post-Development
Highway 99E / Pine Street	EB	Lt	50	75	100	75
		Th	150	150	225	225
		Rt				
	WB	Lt	75	75	100	100
		Th	250	250	250	300
		Rt				
	NB	Lt	50	50	200	125
		Th				150
		Rt	50	50	125	100
	SB	Lt	125	125	125	100
		Th				
		Rt	100	100	100	125
Hwy 99E / Access	NB	Rt	NA	NA	25	25
Pine Street / Access	EB	Lt/Rt	NA	NA	25	25

TABLE 6B – QUEUE LENGTHS (FEET) – PM PEAK HOUR						
Intersection	Lane Group	Movement	2007 Existing	2008 Pre-Development	2008 Post-Development	2012 Post-Development
Highway 99E / Pine Street	EB	Lt	125	125	150	150
		Th	150	150	225	200
		Rt				
	WB	Lt	125	150	150	225
		Th	350	375	375	375
		Rt				
	NB	Lt	50	50	225	150
		Th				200
		Rt	50	50	150	125
	SB	Lt	175	175	175	150
		Th				
		Rt	125	125	150	150
Hwy 99E/ Access	NB	Rt	NA	NA	50	50
Pine Street/ Access	EB	Lt/Rt	NA	NA	50	50

Queues from the signal are anticipated to extend beyond the proposed site access to Highway 99E during the peak hours. Peak queues on Pine Street will extend just beyond the site access with the existing lane configuration on Pine Street at Highway 99E. With the planned left turn lane, the queues would reduce to 200 feet, and would not extend to the access. A diagram is included in the appendix showing the extent of the peak 95<sup>th</sup> percentile queues.

## VI. SUMMARY

This transportation impact analysis has been prepared for the proposed 17,339 SF Rite-Aid pharmacy in Canby, Oregon. Access is proposed with a full movement on Pine Street near the south end of the site frontage and a right in/right out access to Highway 99E.

The existing property is approximately 1.75 acres in size and includes an existing gas station with a convenient market and a single-family home. Access is currently provided to Highway 99E and Pine Street for the gas station and convenience market. The access to Highway 99E is a deeded full movement access. An access to Pine Street is provided to the existing home. The property is zoned Highway Commercial (HC).

The City of Canby has plans to improve the intersection of Highway 99E and Pine Street to provide a separate left turn lane on Pine. Currently, the left and through traffic shares a lane. This improvement is included in the 2012 long-term analysis, but not in the site buildout scenario.

Sidewalks are currently provided along the south side of Highway 99E and both sides of Pine Street, including the site frontage. Bicycle lanes are provided on Pine Street south of Highway 99E. Canby Area Transit (CAT) is a public transportation agency that provides system services in Canby with links to other cities.

Crash data for the intersection of Highway 99E with Pine Street was obtained from ODOT for January 2001 through December 2005. The crash rate was found to be 0.33 crashes per million entering vehicles, well below the threshold of 1.0/mev.

Traffic volume projections include existing traffic volumes adjusted to the design hour volume per ODOT standards, 3% per year background growth and trips from the proposed Perman Health Village.

The Rite-Aid pharmacy is estimated to generate an additional 17 AM peak hour trips and 102 PM peak hour trips over the existing site conditions. Trips for the pharmacy are based on rates published in ITE's *Trip Generation*, while existing site trips are from driveway counts. Approximately 45% of the additional trips are pass-by trips.

The Pine Street access is located approximately 65 feet south of the driveway for a building supply store and 150 feet north of 2<sup>nd</sup> Street and a fire station driveway. The location of the driveway at the south end of the site frontage was chosen to maximize the spacing from Highway 99E and allow for truck access. The location of the proposed driveway to Pine Street, while not aligned with nearby driveways, will be located outside of future standing queues from the signal at Highway 99E and will not result in significant left turn conflicts.

The site currently has a full movement deeded access to Highway 99E, located approximately 140 feet from the Pine Street intersection. With the project, the access is proposed to be relocated 69 feet to the south and limited to right turns. An application for approach has been submitted to ODOT along with an application for indenture of access. The proposed access is anticipated to operate more safely than the existing access with the prohibition of left turns to and from the highway and increased spacing from the intersection of Pine Street. No conflicts are anticipated with the adjacent driveways for the commercial building and manufactured home park.

The minimum AASHTO recommended sight distances of 335 on Highway 99E and 280 feet on Pine Street can be provided at the proposed driveways.

Intersection capacity calculations were conducted using the methodologies presented in the 2000 Highway Capacity Manual using Synchro Software. All intersections are anticipated to operate at ODOT and City of Canby standards with the project.

Queues from the signal at Highway 99E and Pine Street are anticipated to extend beyond the proposed site access to Highway 99E during the peak hours. Peak queues on Pine Street will extend just beyond the site access with the existing lane configuration on Pine Street at Highway 99E. With the planned left turn lane, the queues would reduce to 200 ft, and would not extend to the access.

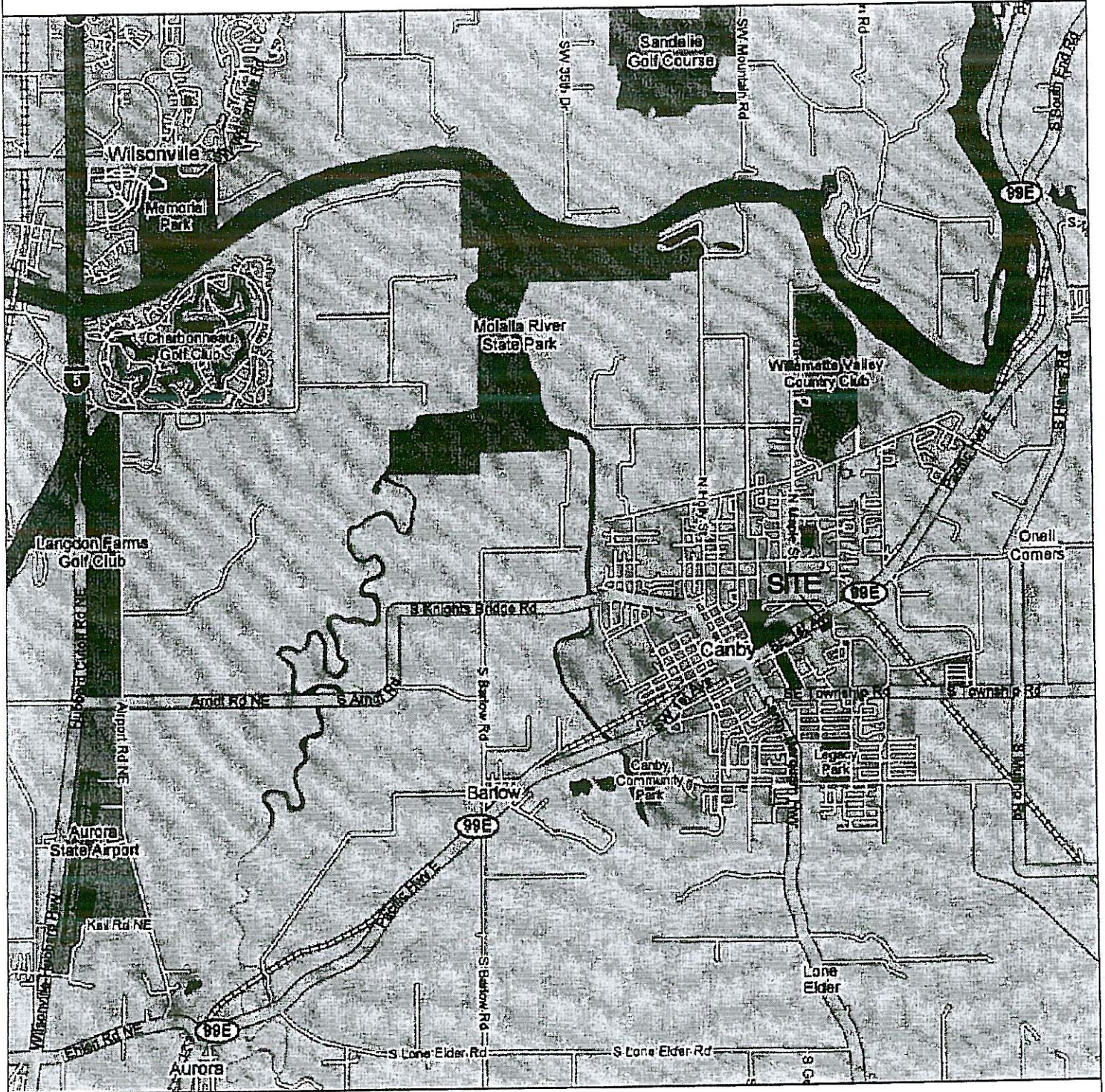
Based on the findings of this analysis, no additional mitigation measures are recommended. The development as proposed will not have a significant impact on the study area roadways and intersections, and all driveways and intersections will operate at acceptable levels.

## VII. APPENDIX

- A. Figures
- B. Traffic Count Summary
- C. Transit Routes
- D. Crash Data
- E. In Process Traffic
- F. Trip Generation
- G. Capacity Calculations
- H. Queuing Calculations
- I. Turn Lane Warrants
- J. Study Scope

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APPENDIX A  
Figures



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2070053.00

VICINITY MAP

RITE-AID  
 CANBY, OREGON

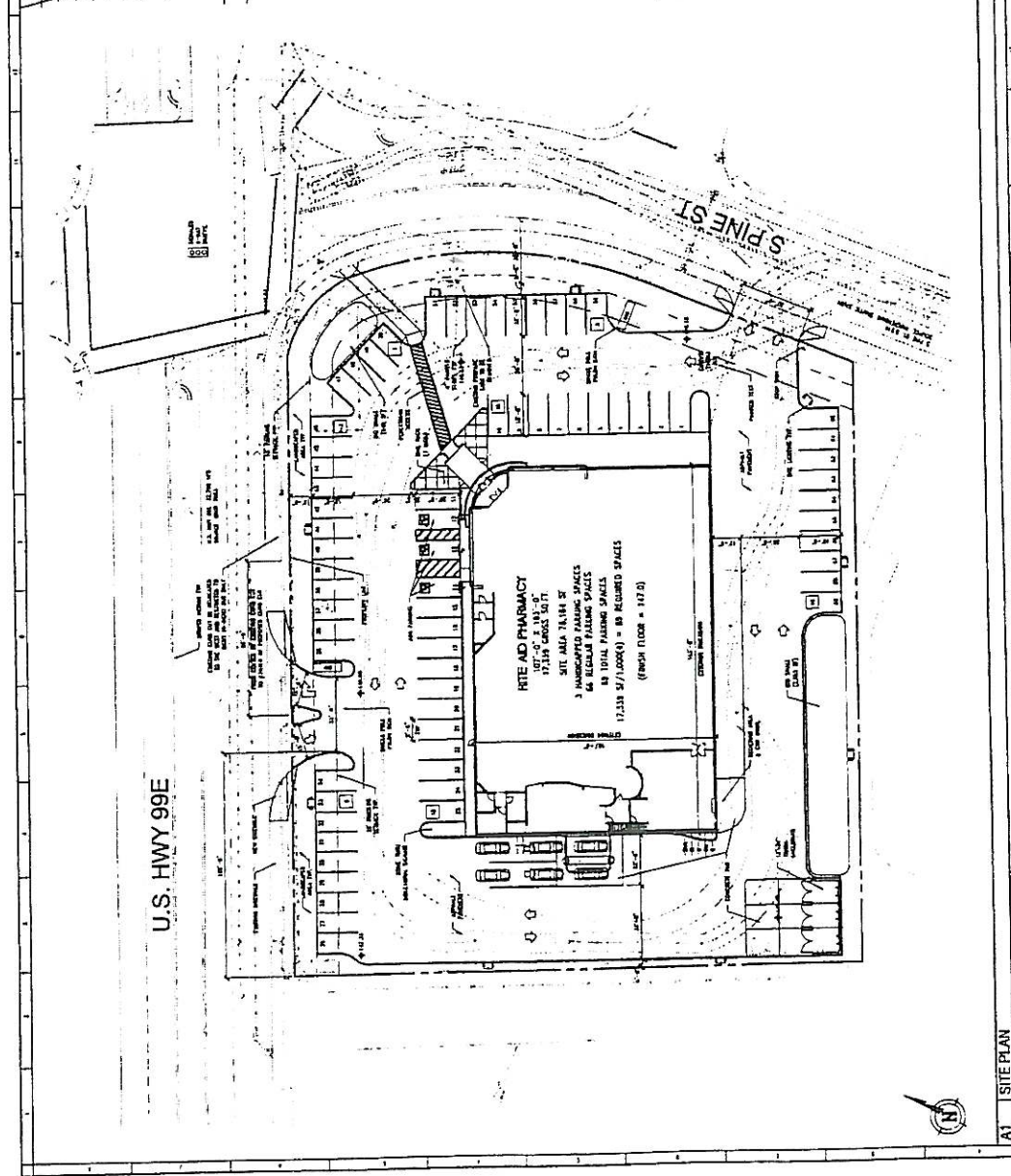
FIGURE

1



PLAN APPROVAL DATE: 5.2.07 DRAWN BY: WSB CHECKED BY: BTA JOB NO: 2070053.00	RITE AID STORE #5326 SMC HWY 99 & S PINES ST CANBY, OR	ARCHITECTIVE ENGINEERING GROUP, INC. 1234 12TH AVE. SE SUITE 120 SEASIDE, OR 97138 P. (503) 744-4477 F. (503) 744-4477 CONTACT: MICHAEL DODGE	REC SUB PLAN CP-1
-----------------------------------------------------------------------------------------	-----------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------

<b>SITE &amp; PLANNING DATA</b> PROJECT NAME: RITE AID STORE #5326 PROJECT ADDRESS: SMC HWY 99 & S PINES ST PROJECT CITY: CANBY, OR PROJECT COUNTY: CLATSOP PROJECT ZIP: 97105 PROJECT OWNER: RITE AID PROJECT ARCHITECT: ARCHITECTIVE ENGINEERING GROUP, INC. PROJECT ENGINEER: MICHAEL DODGE PROJECT DATE: 5.2.07 PROJECT SCALE: 1/8" = 1'-0"	<b>ARCHITECT</b> ARCHITECT: ARCHITECTIVE ENGINEERING GROUP, INC. 1234 12TH AVE. SE SUITE 120 SEASIDE, OR 97138 P. (503) 744-4477 F. (503) 744-4477 CONTACT: MICHAEL DODGE	<b>VICINITY MAP</b> A map showing the project location relative to surrounding streets and landmarks.
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------



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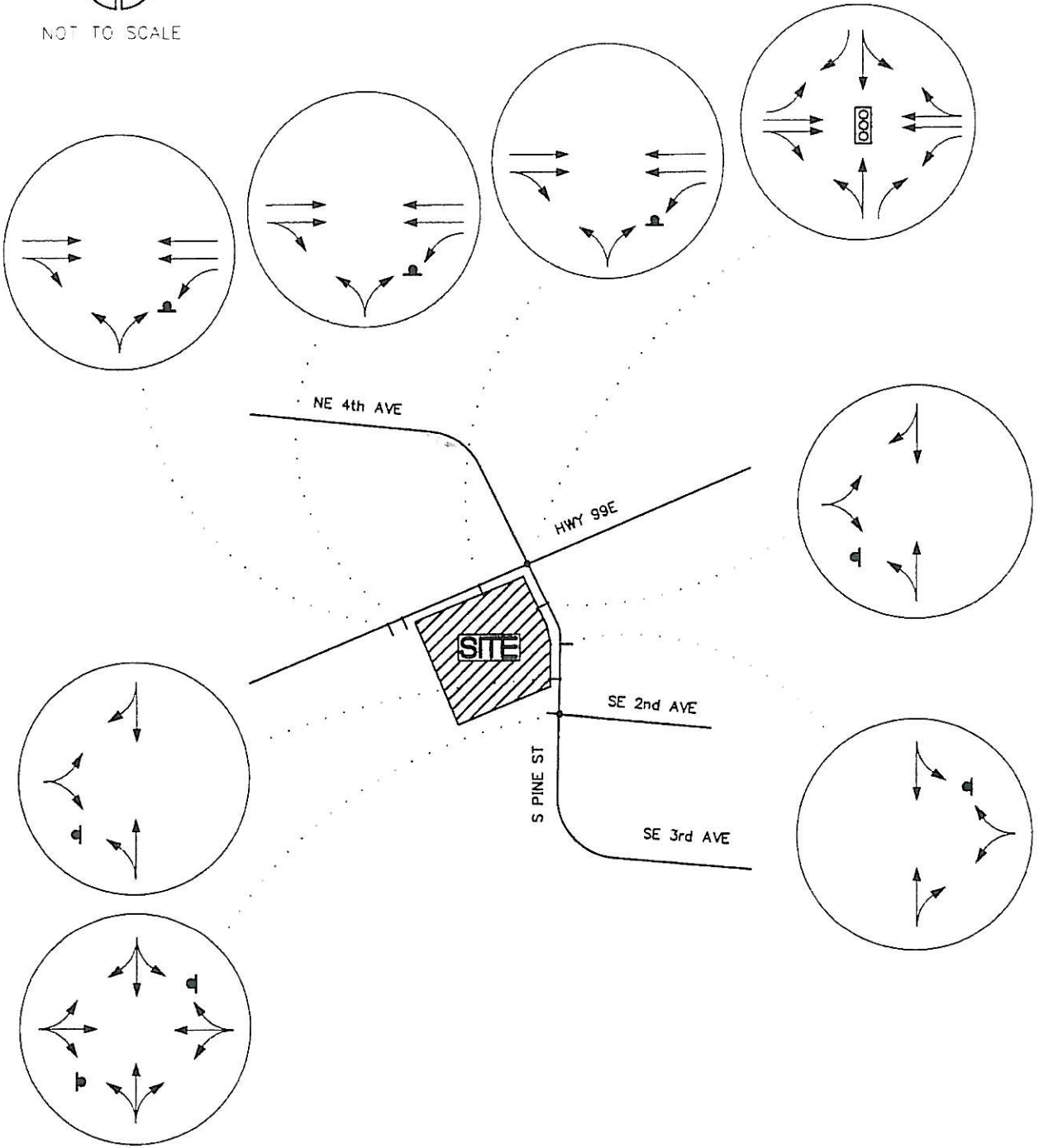
**SITE PLAN**

RITE AID  
 CANBY, OREGON

FIGURE  
**2**



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EXISTING LANE CONFIGURATION  
 AND TRAFFIC CONTROL

RITE-AID  
 CANBY, OREGON

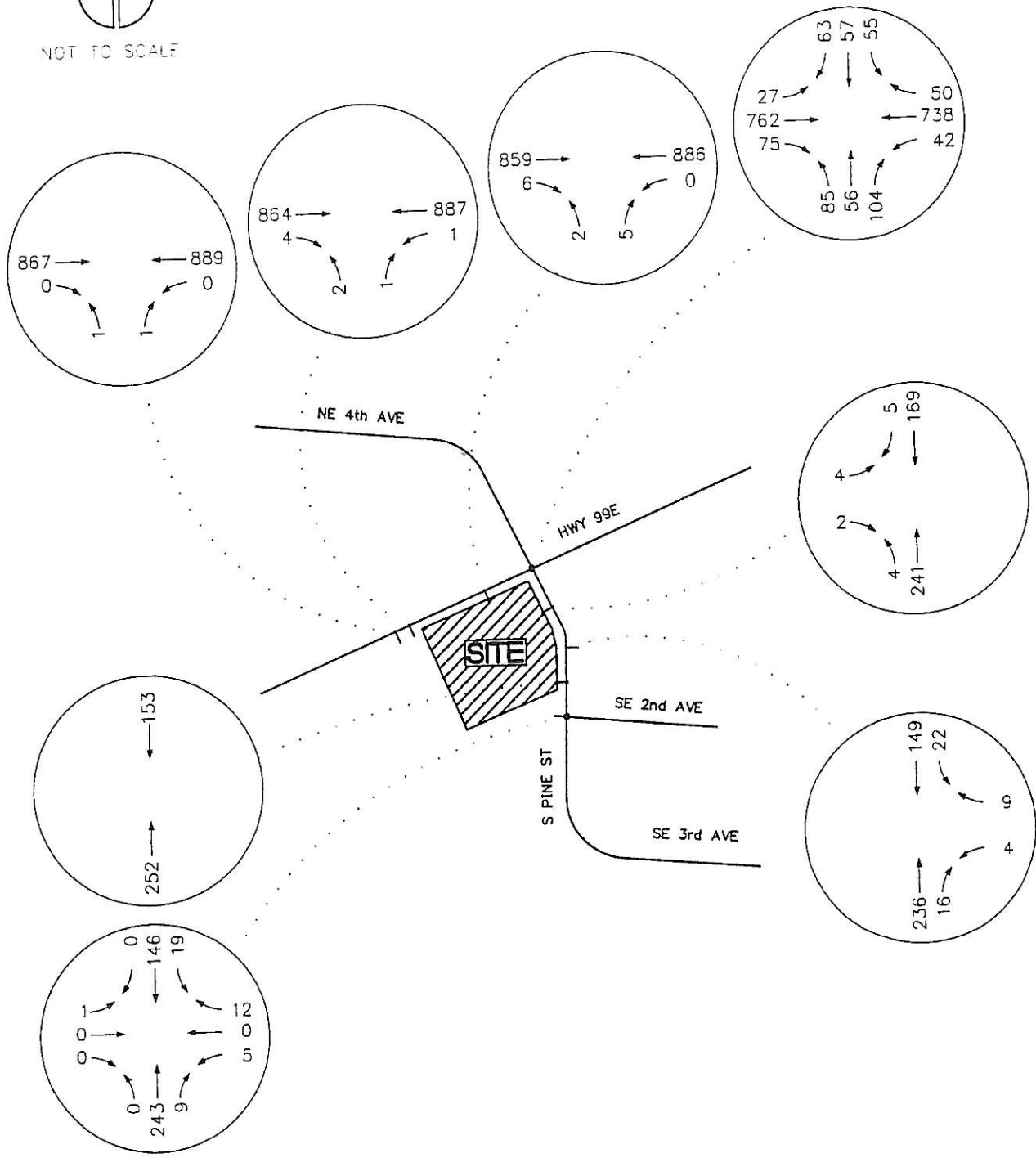
FIGURE

3

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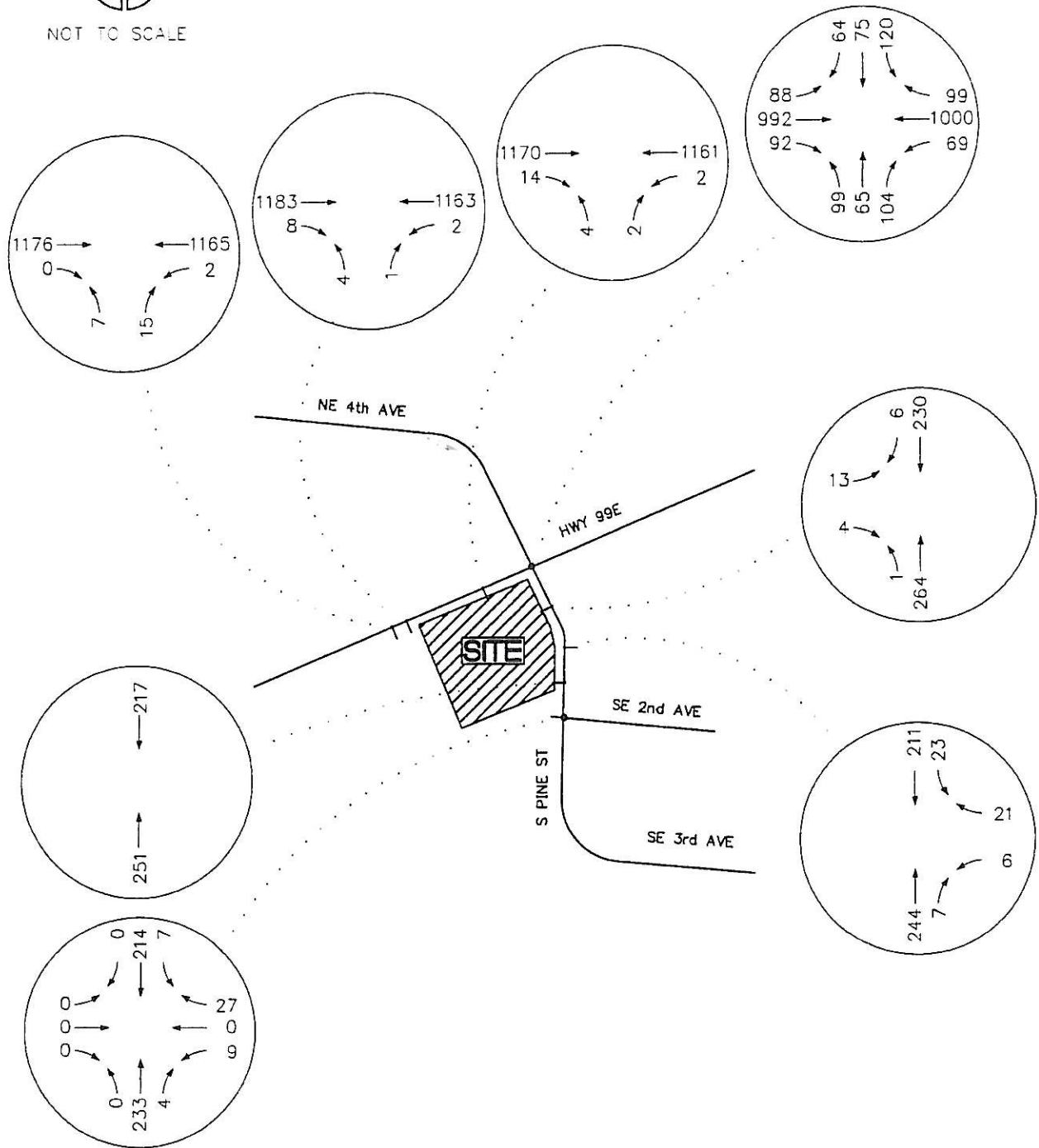
INTERSECTION VOLUMES  
 WEEKDAY AM PEAK HOUR

RITE-AID  
 CANBY, OREGON

FIGURE  
**4A**



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**INTERSECTION VOLUMES**  
**WEEKDAY PM PEAK HOUR**

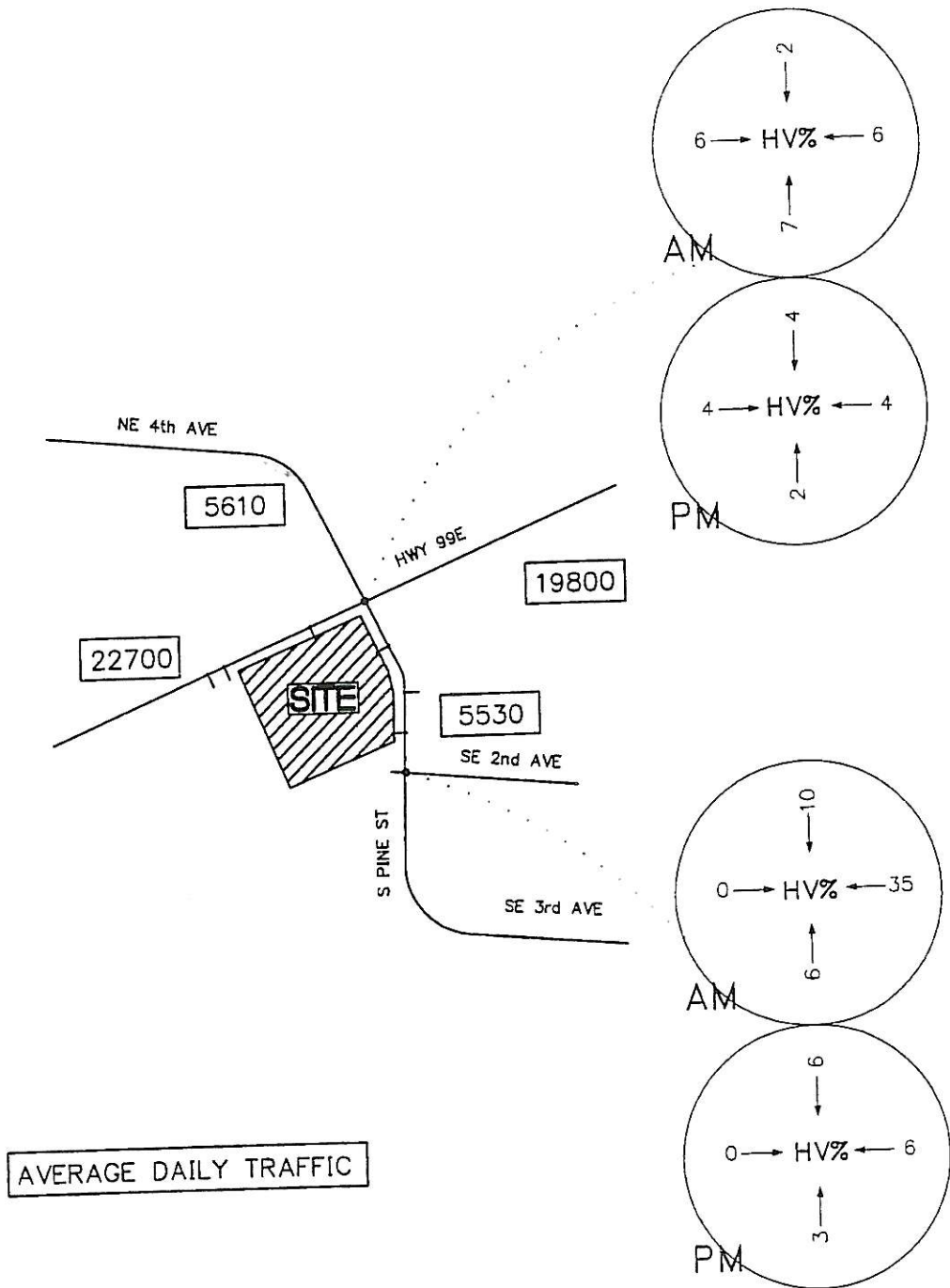
**RITE-AID**  
**CANBY, OREGON**

**FIGURE**

**4B**



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HEAVEY VEHICLE AND  
AVERAGE DAILY TRAFFIC

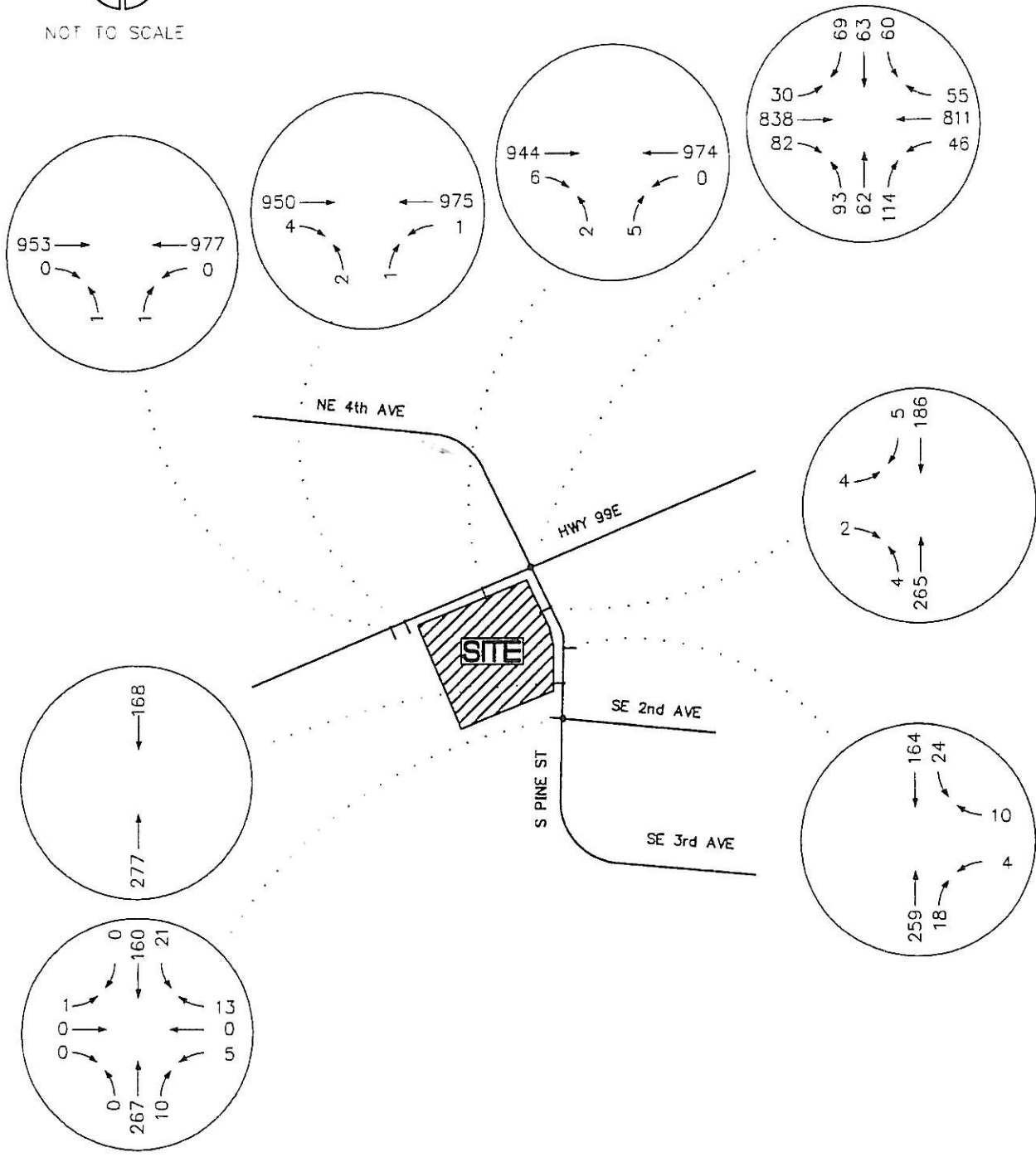
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FIGURE

**4C**



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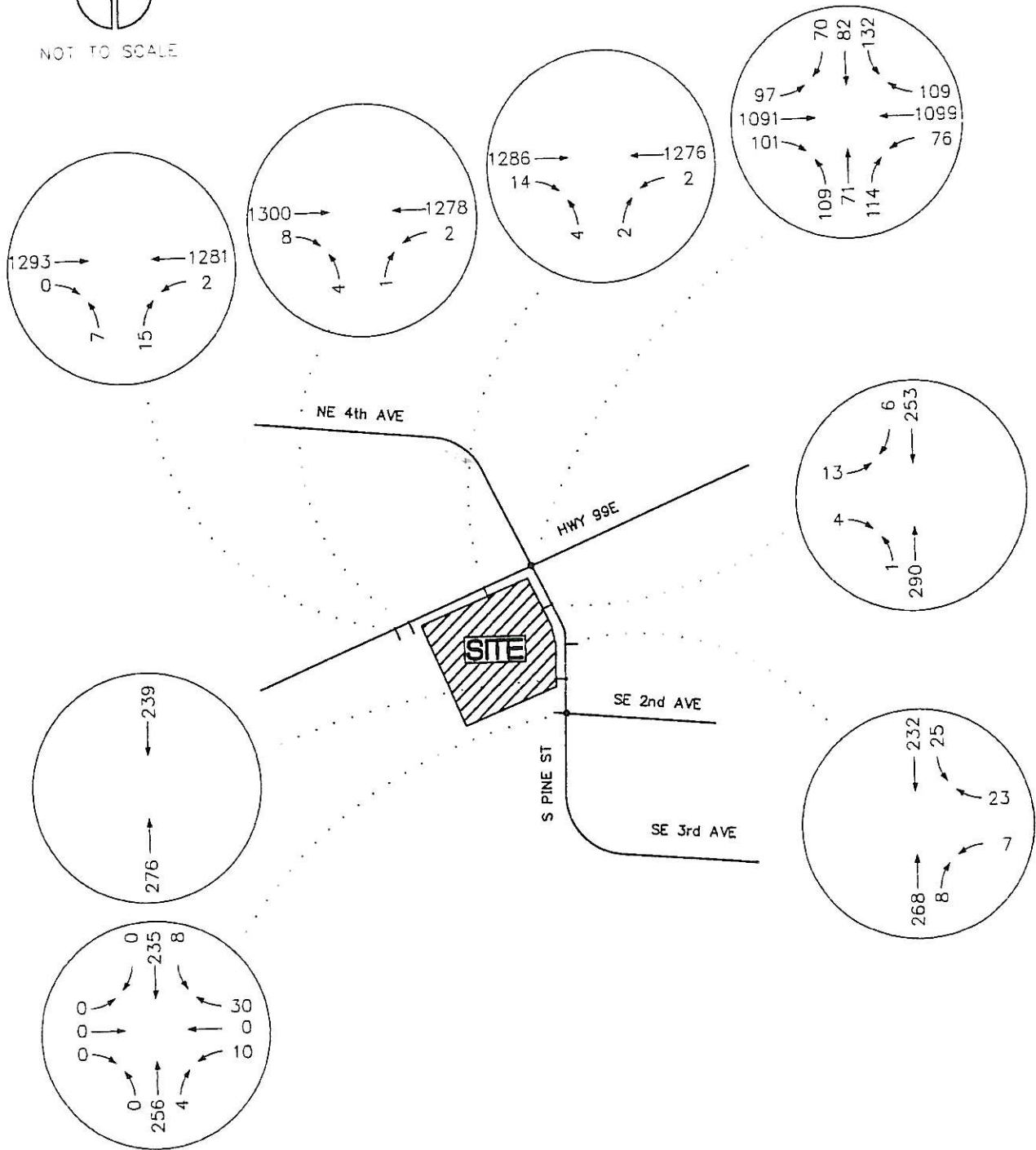
ADJUSTED VOLUMES  
 WEEKDAY AM PEAK HOUR

RITE-AID  
 CANBY, OREGON

FIGURE  
**5A**



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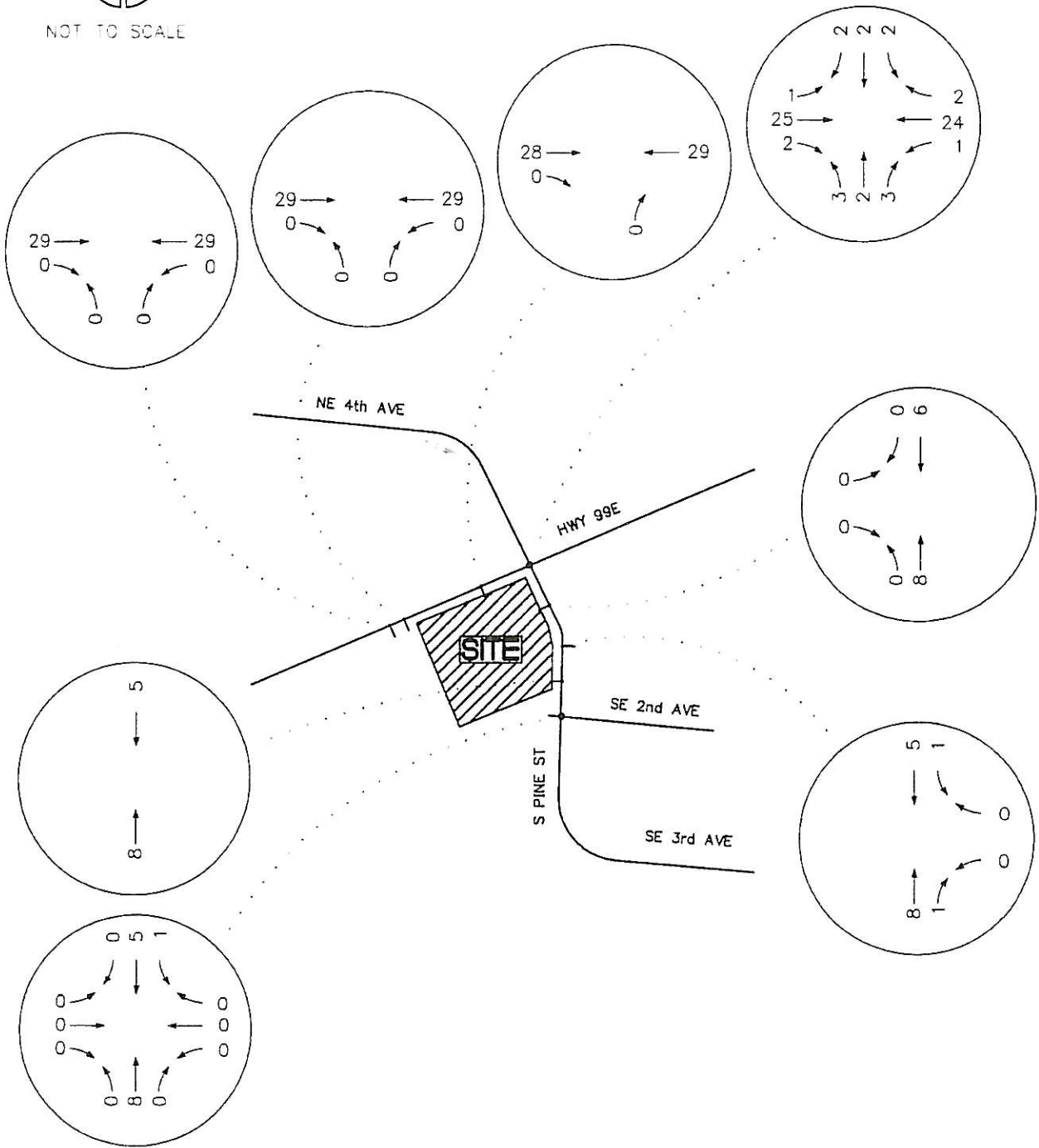
ADJUSTED VOLUMES  
 WEEKDAY PM PEAK HOUR

RITE-AID  
 CANBY, OREGON

FIGURE  
**5B**



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BACKGROUND GROWTH 3%  
 WEEKDAY AM PEAK HOUR

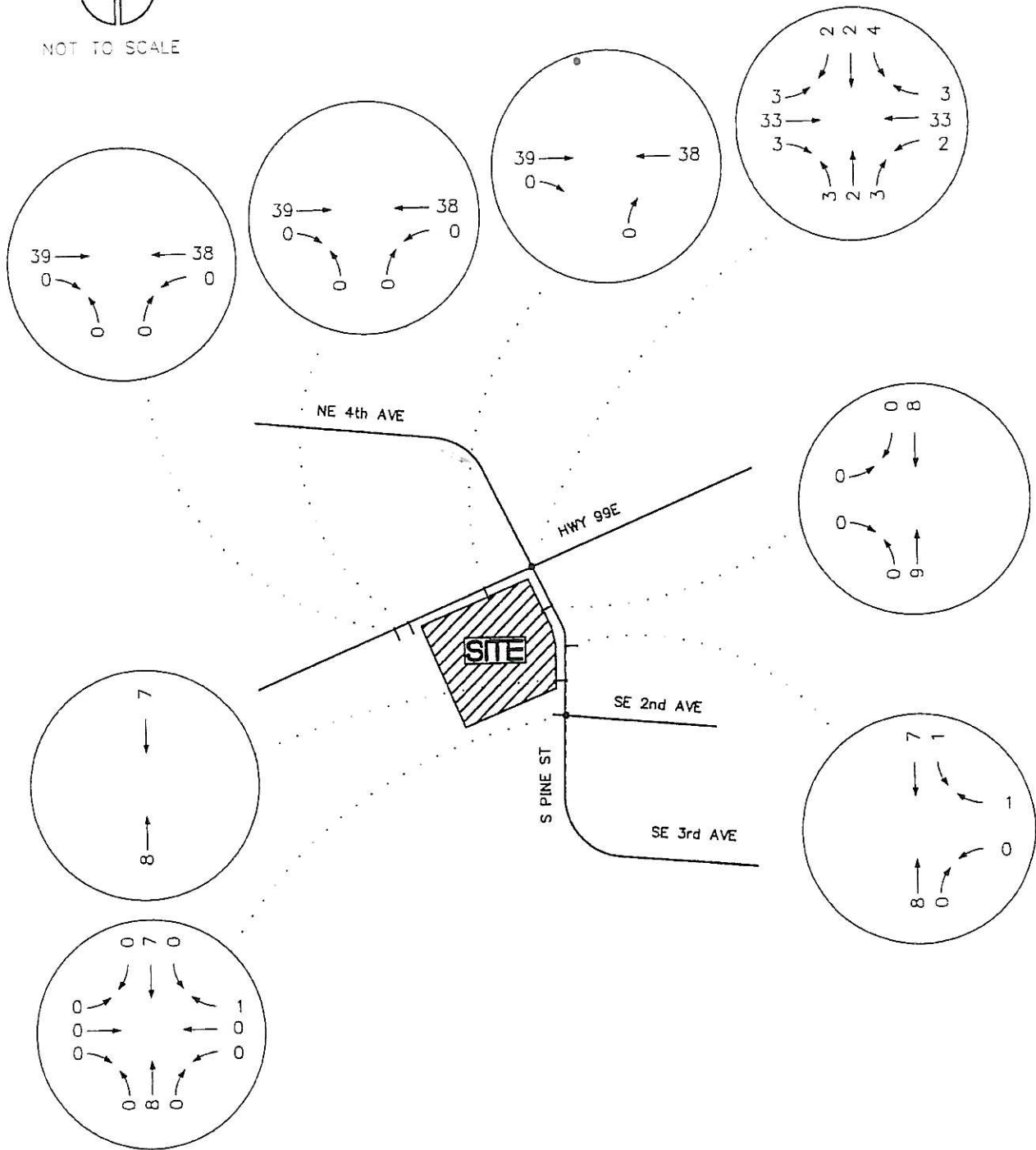
RITE-AID  
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FIGURE  
**6A**





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BACKGROUND GROWTH 3%  
WEEKDAY PM PEAK HOUR

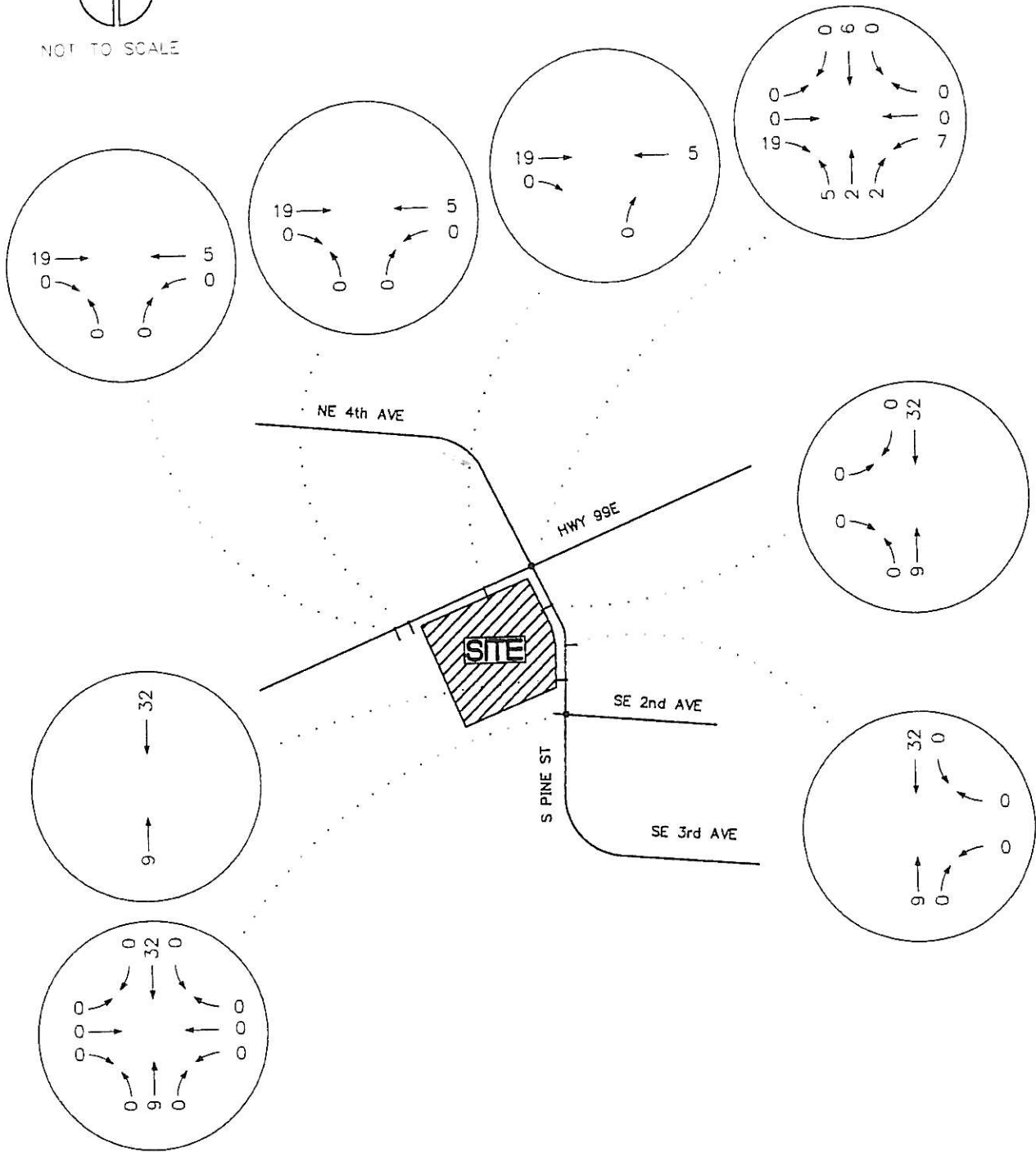
RITE-AID  
CANBY, OREGON

FIGURE

**6A**



NOT TO SCALE



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DATE: 5.2.07

DRAWN BY: WSB

CHECKED BY: BTA

JOB NO:  
2070053.00

IN-PROCESS TRAFFIC  
WEEKDAY AM PEAK HOUR

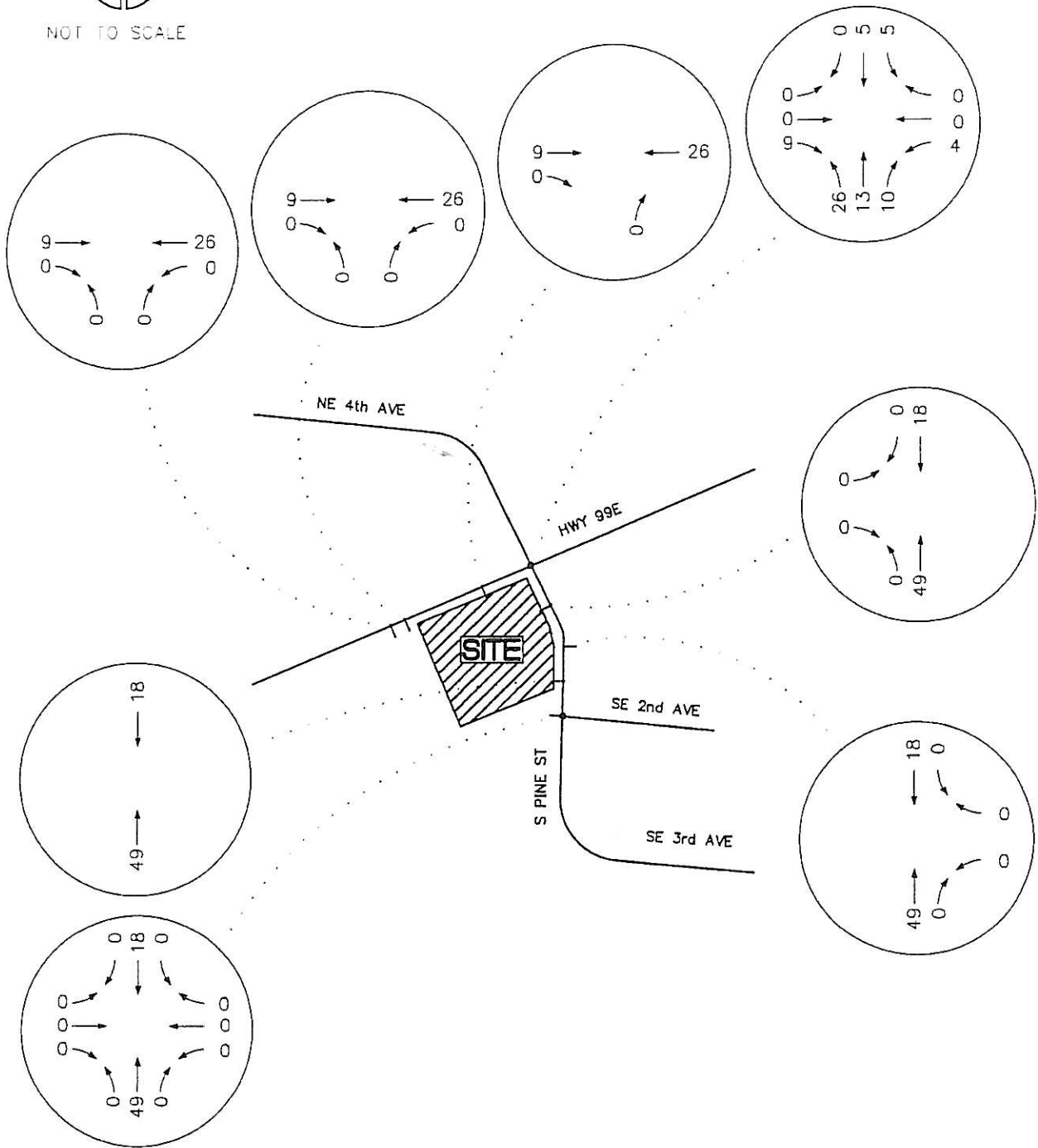
RITE-AID  
CANBY, OREGON

FIGURE

**7A**



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JOB NO:  
2070053.00

IN-PROCESS TRAFFIC  
WEEKDAY PM PEAK HOUR

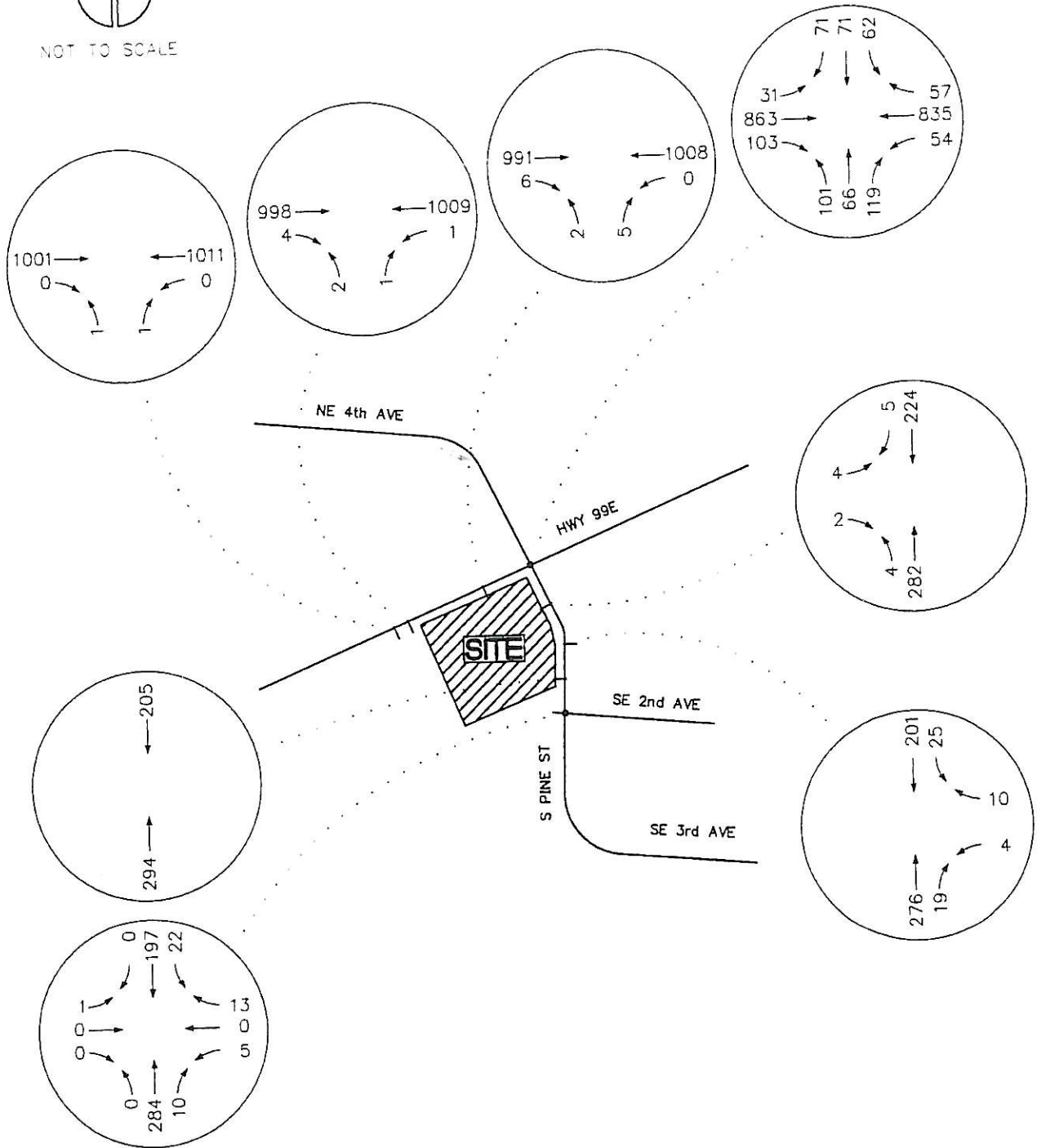
RITE-AID  
CANBY, OREGON

FIGURE

**7B**



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JOB NO:  
 2070053.00

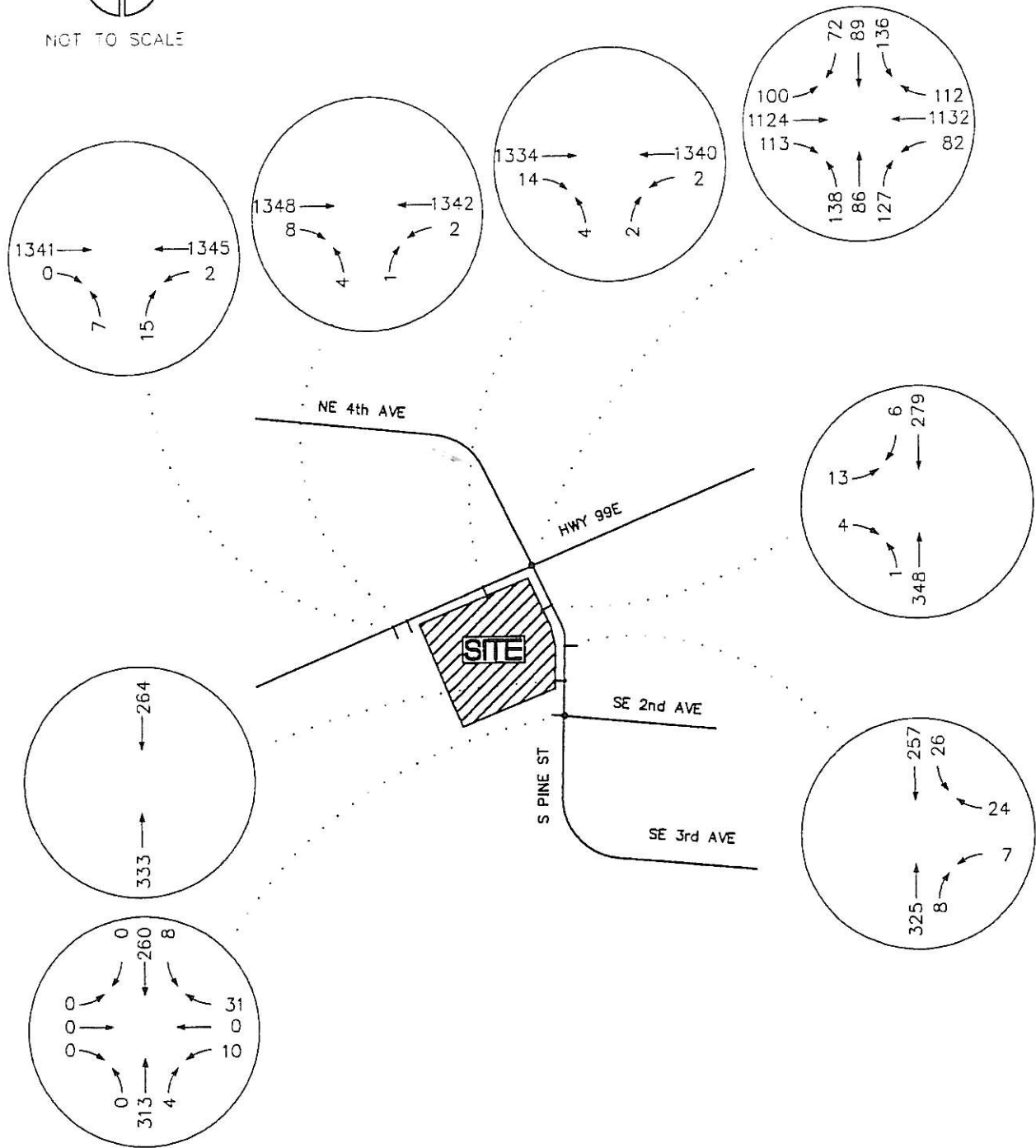
2008 PRE-DEVELOPMENT  
 WEEKDAY AM PEAK HOUR

RITE-AID  
 CANBY, OREGON

FIGURE  
**8A**



NOT TO SCALE



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2070053.00

2008 PRE-DEVELOPMENT  
WEEKDAY PM PEAK HOUR

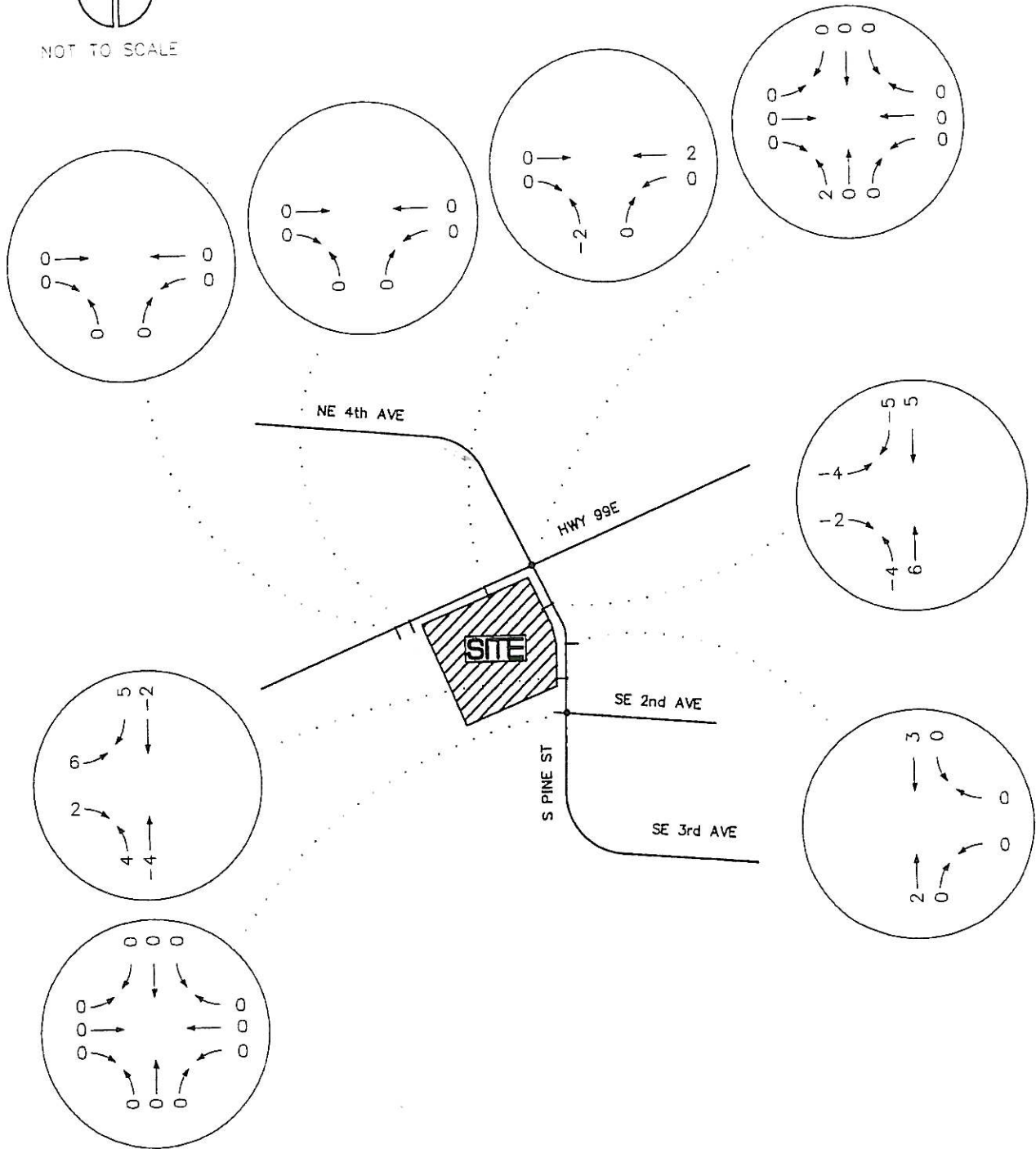
RITE-AID  
CANBY, OREGON

FIGURE

**8B**



NOT TO SCALE



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 Seattle WA 206.749.9993

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 2070053.00

RE-ROUTE TRAFFIC (AM)

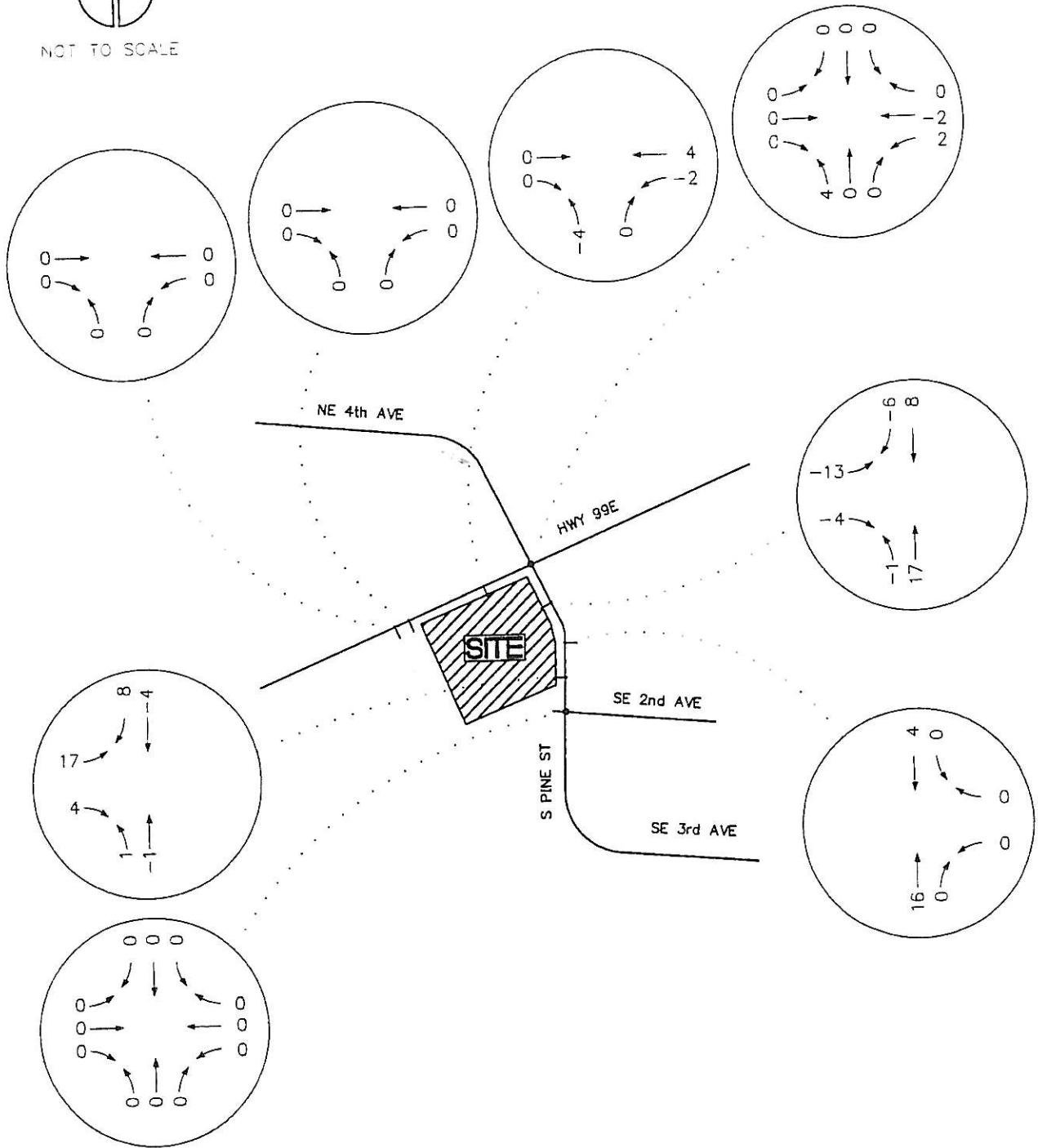
RITE-AID  
 CANBY, OREGON

FIGURE  
**9A**

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 JOB NO:  
 2070053.00

RE-ROUTE TRAFFIC (PM)

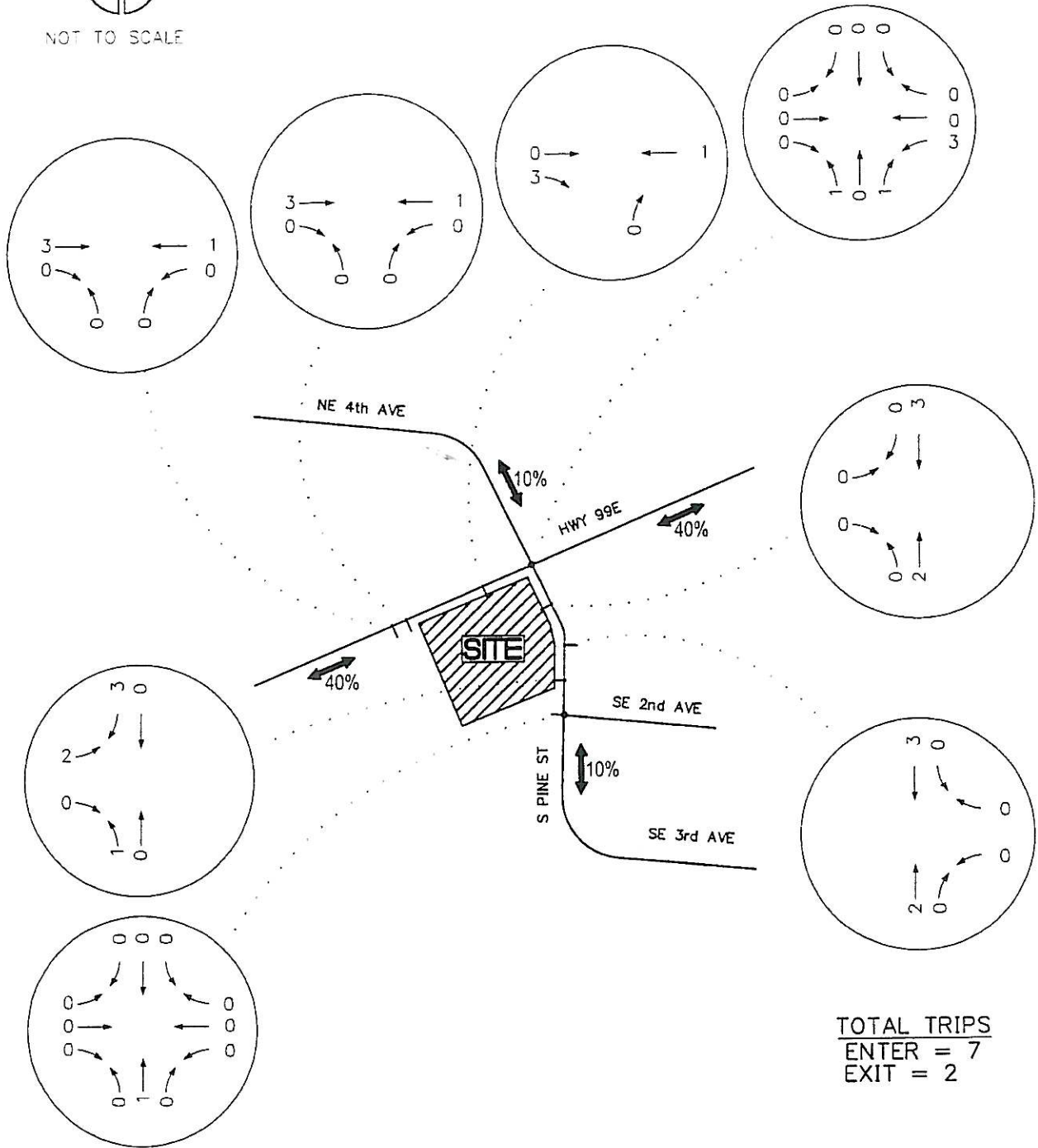
RITE-AID  
 CANBY, OREGON

FIGURE  
**9B**

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JOB NO:  
2070053.00

NEW TRIP DISTRIBUTION  
AND ASSIGNMENT (AM)

RITE-AID  
CANBY, OREGON

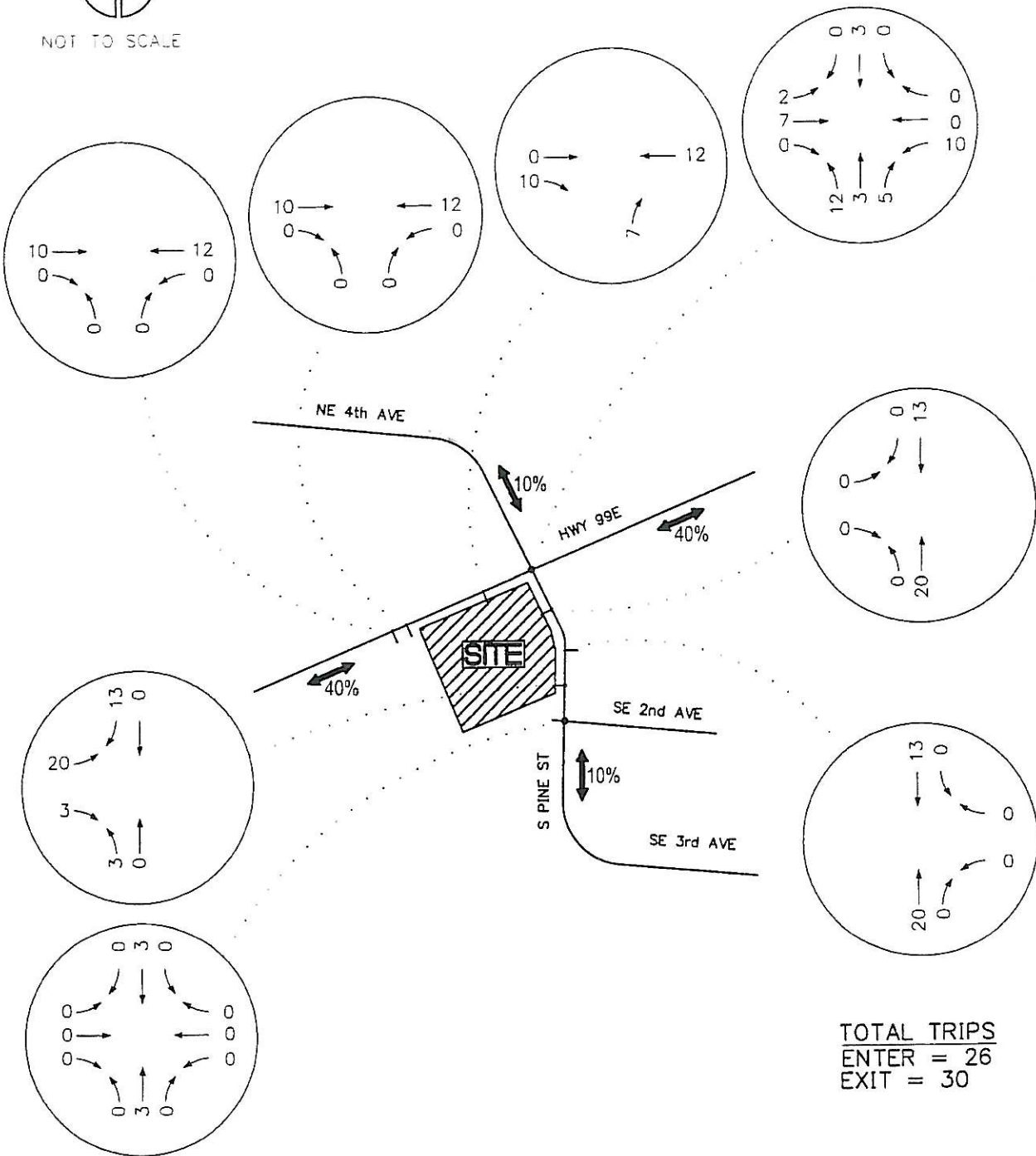
FIGURE

**10A**





NOT TO SCALE



TOTAL TRIPS  
 ENTER = 26  
 EXIT = 30

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JOB NO:  
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NEW TRIP DISTRIBUTION  
 AND ASSIGNMENT (PM)

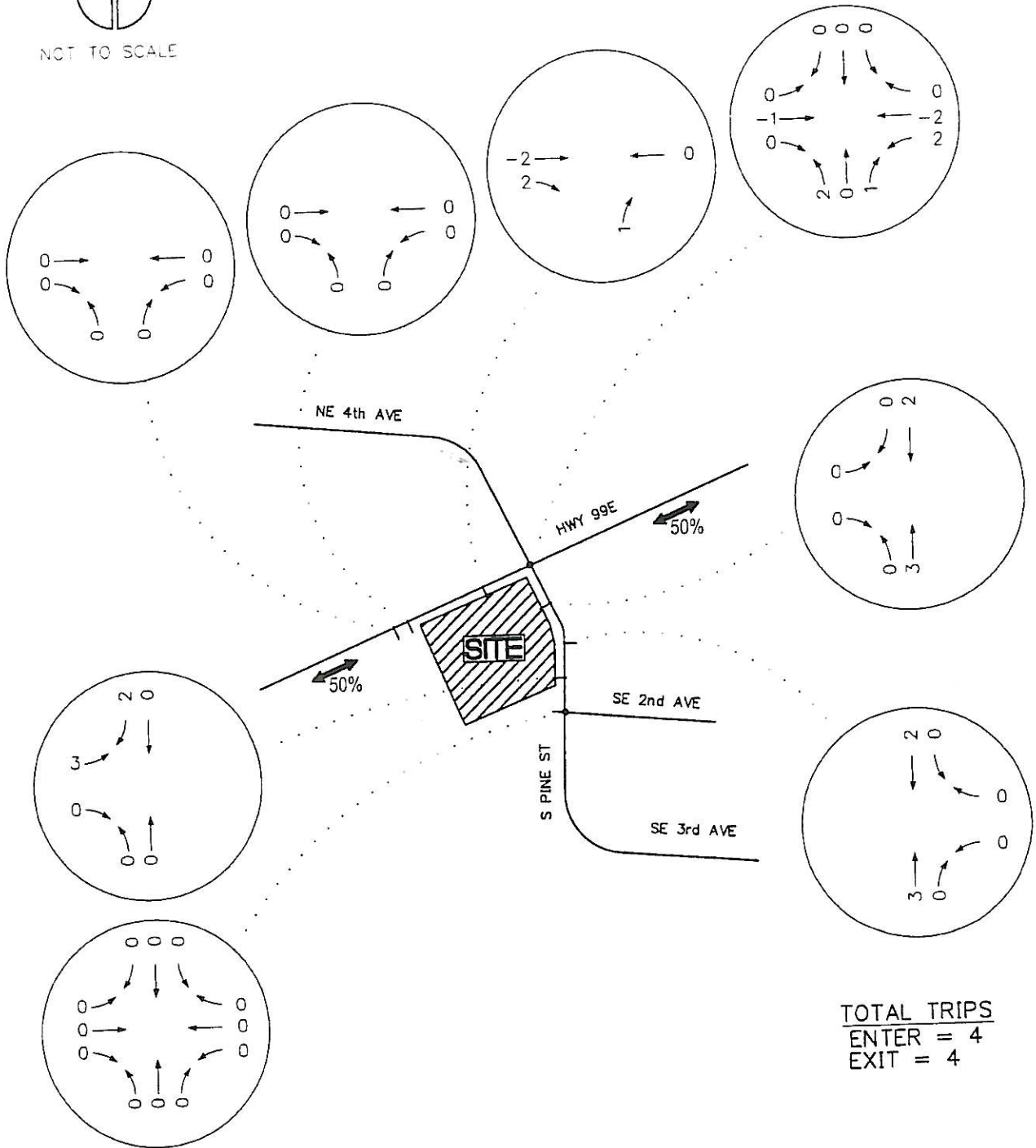
RITE-AID  
 SANDY CREEK

FIGURE

**10B**



NOT TO SCALE



TOTAL TRIPS  
 ENTER = 4  
 EXIT = 4

GROUP  
**MACKENZIE**

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DRAWN BY: WSB

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JOB NO:  
 2070053.00

PASS-BY TRIP DISTRIBUTION  
 AND ASSIGNMENT (AM)

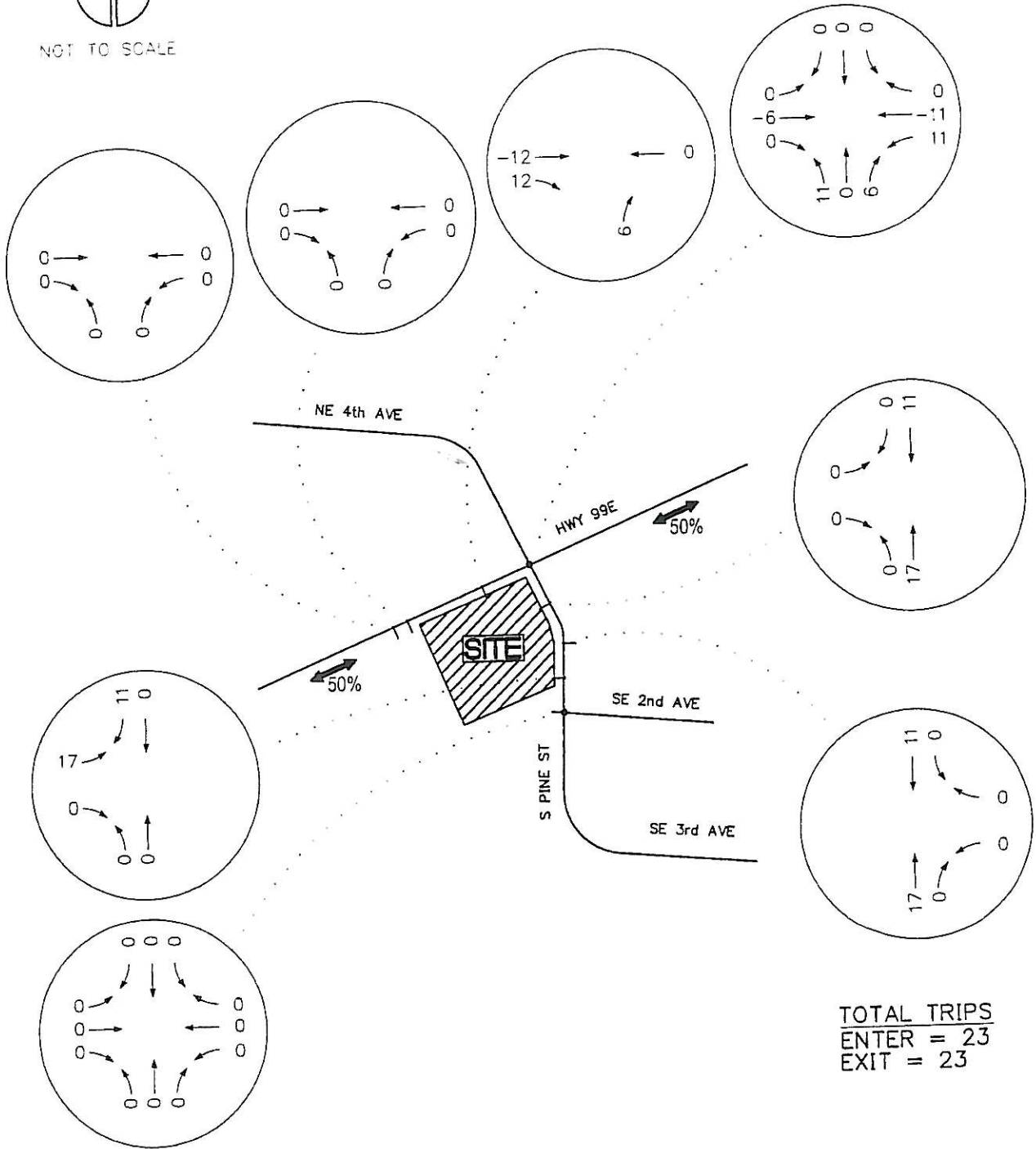
RITE-AID  
 CANBY, OREGON

FIGURE  
**11A**

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DATE: 5.2.07  
 DRAWN BY: WSB  
 CHECKED BY: BTA  
 JOB NO:  
 2070053.00

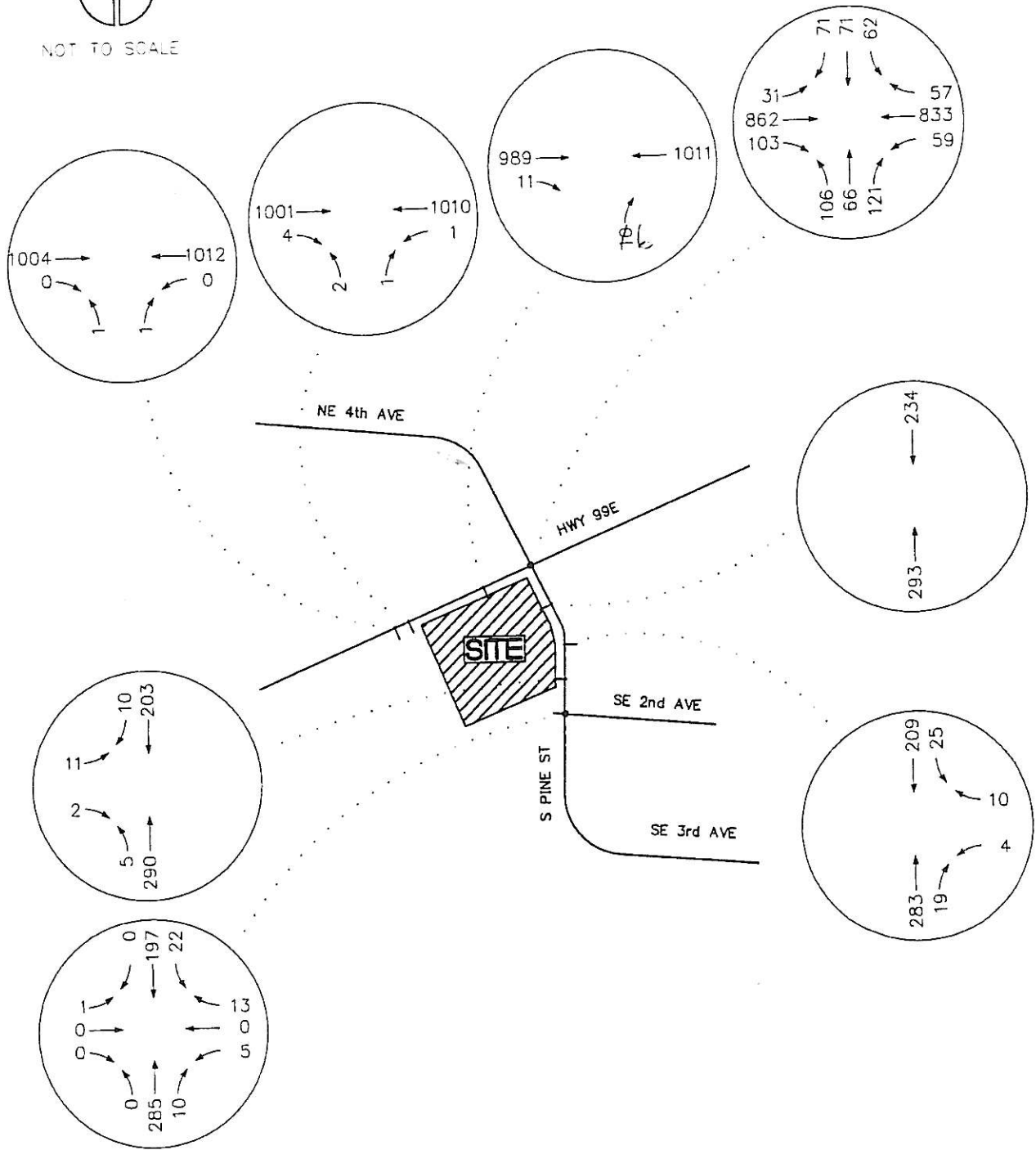
PASS-BY TRIP DISTRIBUTION  
 AND ASSIGNMENT (PM)  
 RITE-AID  
 CANBY, OREGON

FIGURE  
**11B**

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JOB NO:  
2070053.00

2008 POST-DEVELOPMENT  
WEEKDAY AM PEAK HOUR

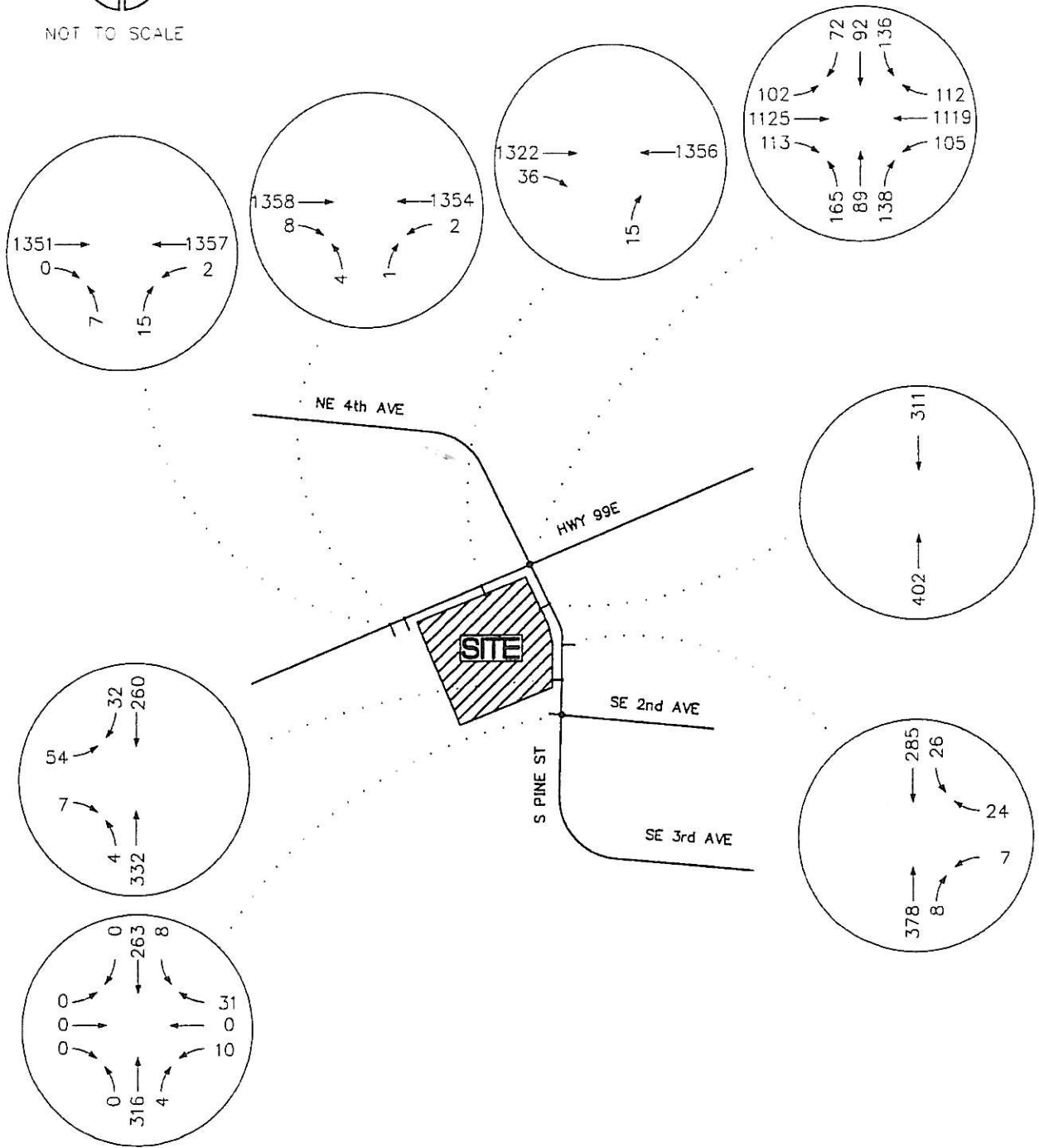
RITE-AID  
CANBY, OREGON

FIGURE

**12A**



NOT TO SCALE



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DRAWN BY: WSB

CHECKED BY: BTA

JOB NO:  
2070053.00

2008 POST-DEVELOPMENT  
WEEKDAY PM PEAK HOUR

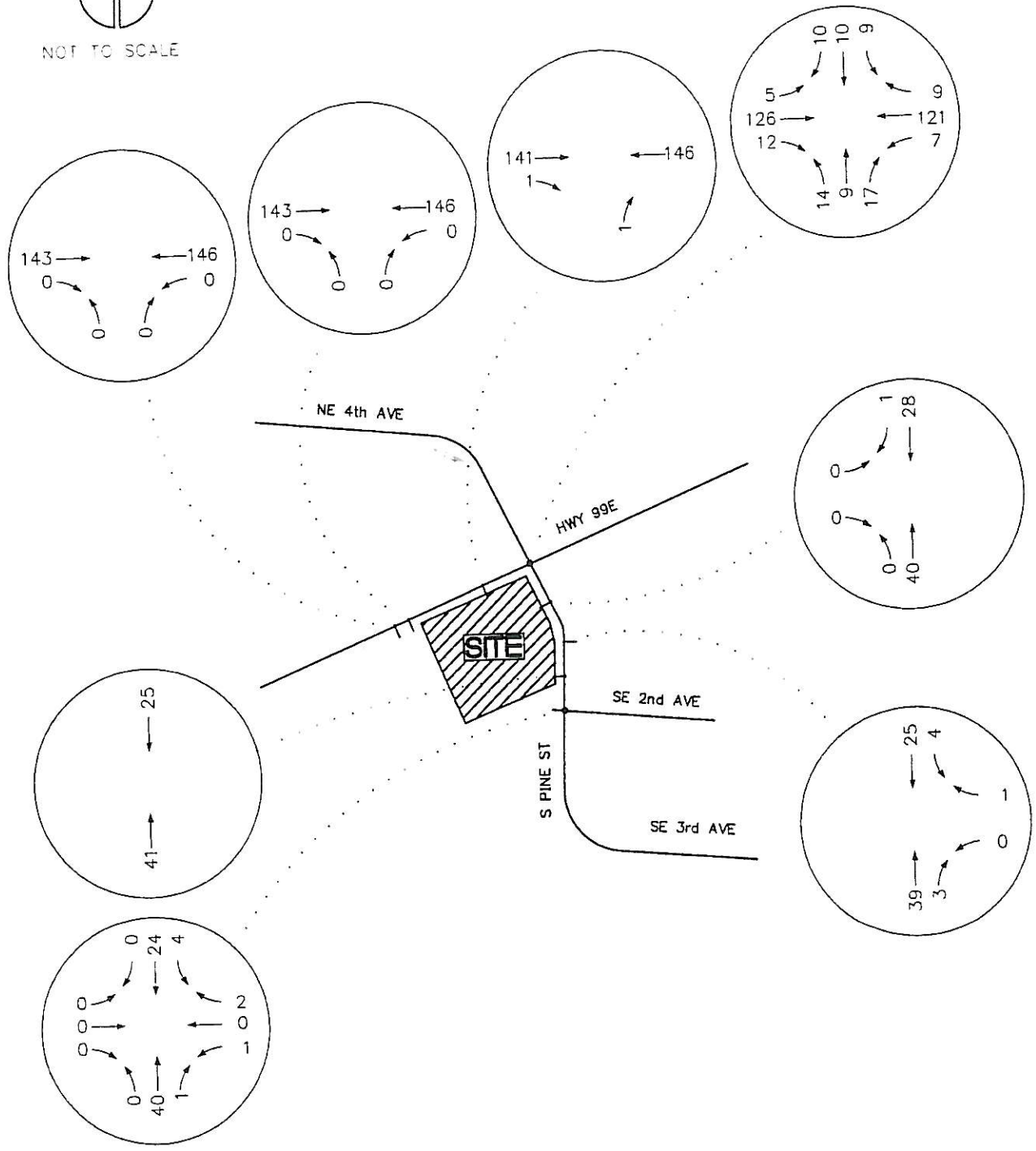
RITE-AID  
CANBY, OREGON

FIGURE

**12B**



NOT TO SCALE



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JOB NO:  
 2070053.00

BACKGROUND GROWTH 15%  
 WEEKDAY AM PEAK HOUR

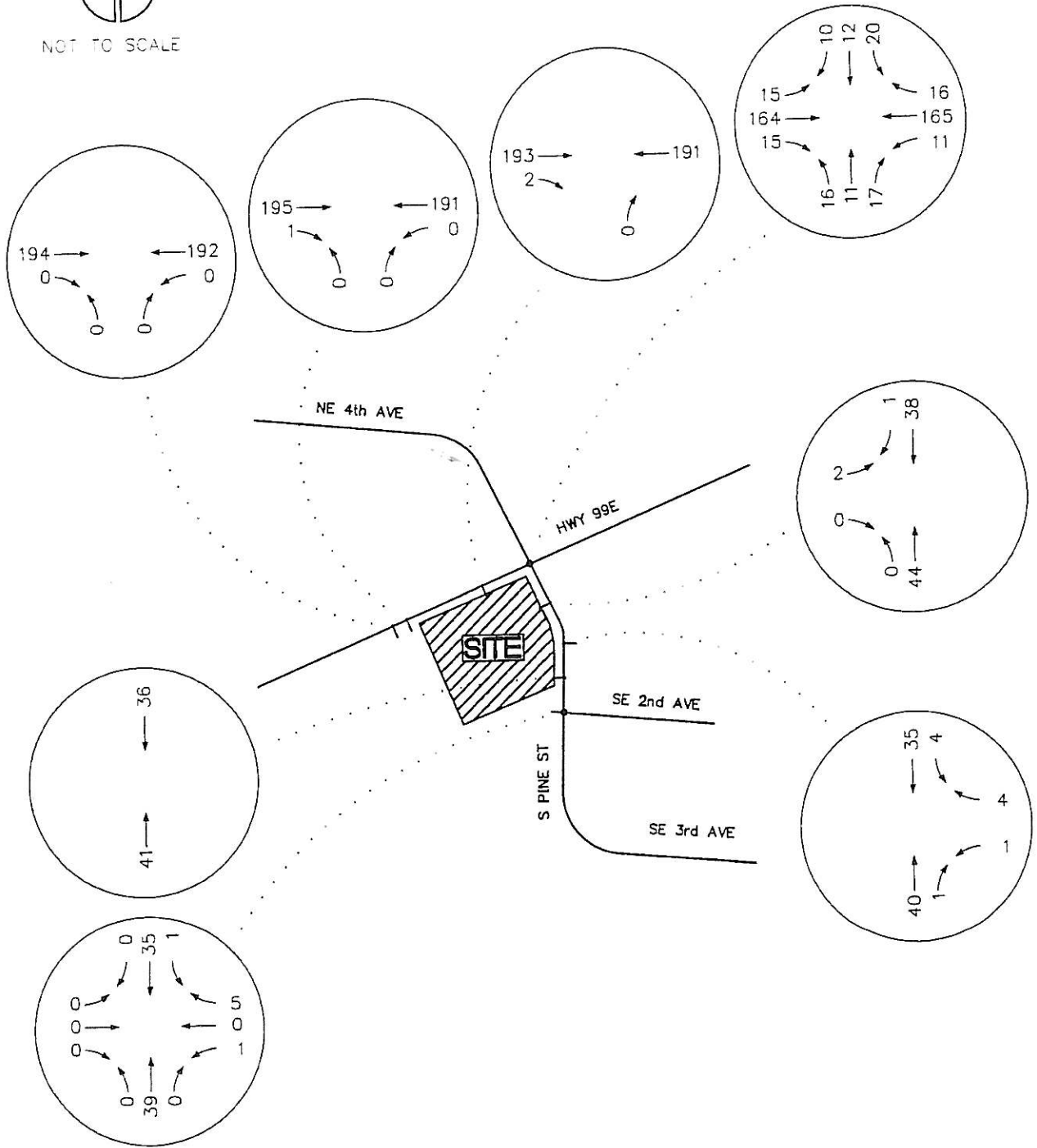
RITE-AID  
 CANBY, OREGON

FIGURE

13A



NOT TO SCALE



GROUP  
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DATE: 5.2.07  
 DRAWN BY: WSB  
 CHECKED BY: BTA

JOB NO:  
 2070053.00

BACKGROUND GROWTH 15%  
 WEEKDAY PM PEAK HOUR

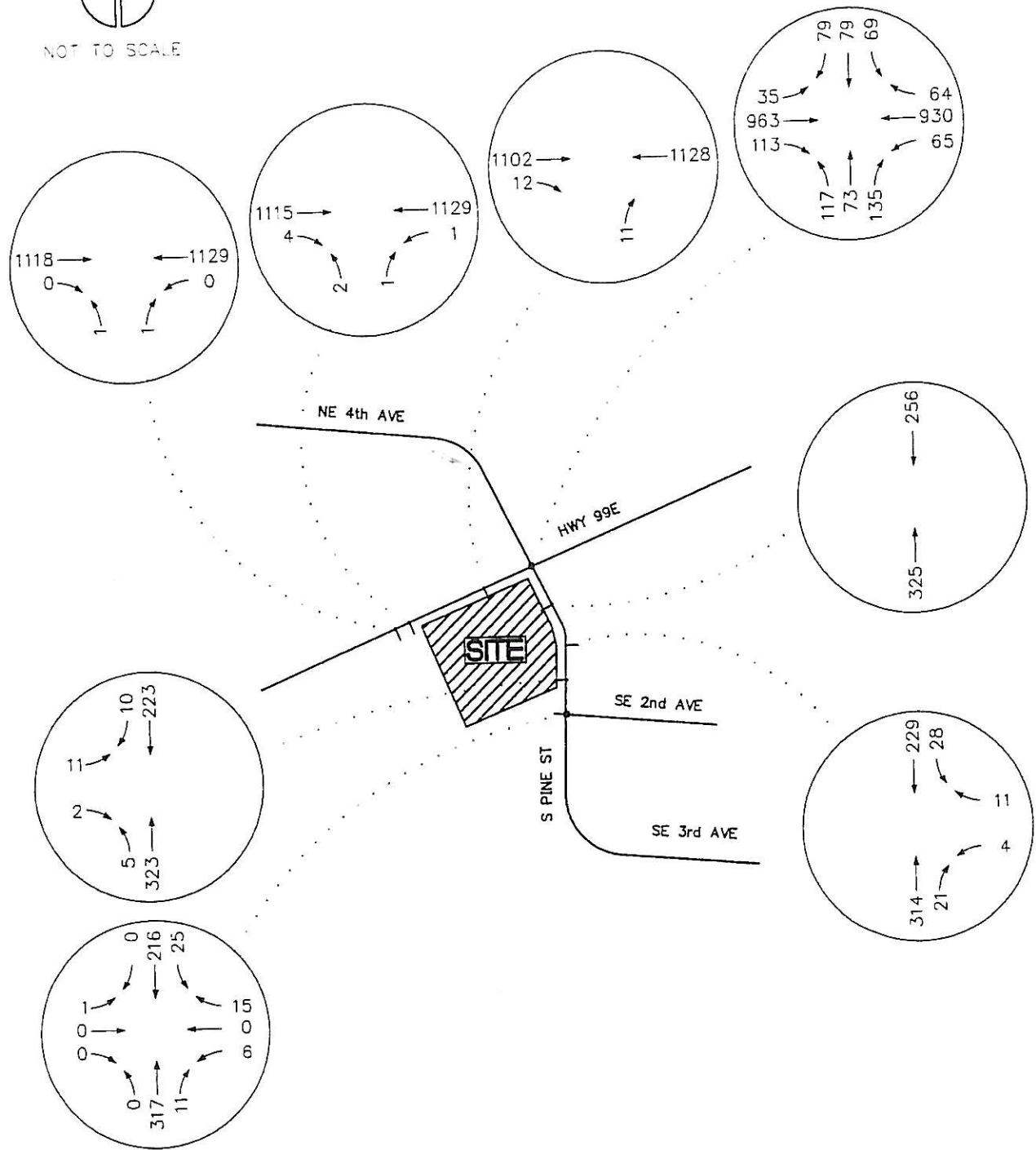
RITE-AID  
 CANBY, OREGON

FIGURE  
**13B**

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 DRAWN BY: WSB  
 CHECKED BY: BTA  
 JOB NO:  
 2070053.00

2012 POST-DEVELOPMENT  
 WEEKDAY AM PEAK HOUR

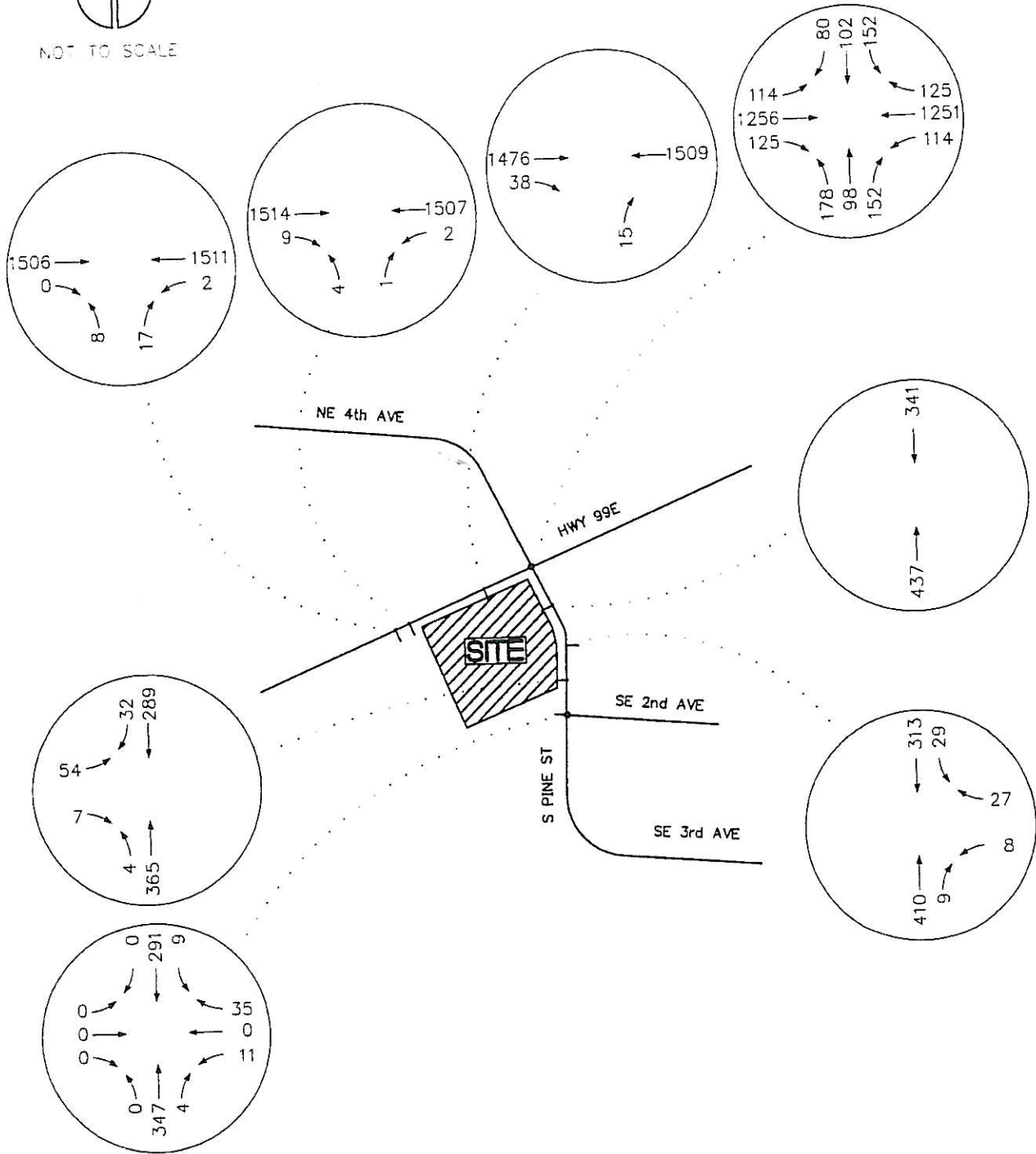
RITE-AID  
 CANBY, OREGON

FIGURE  
**14A**





NOT TO SCALE



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JOB NO:  
 2070053.00

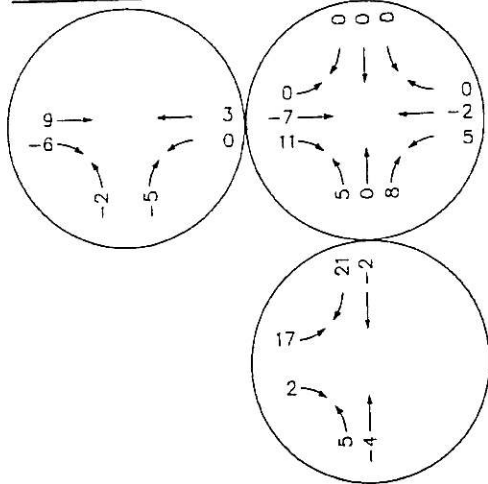
2012 POST-DEVELOPMENT  
 WEEKDAY PM PEAK HOUR

RITE-AID  
 CANBY, OREGON

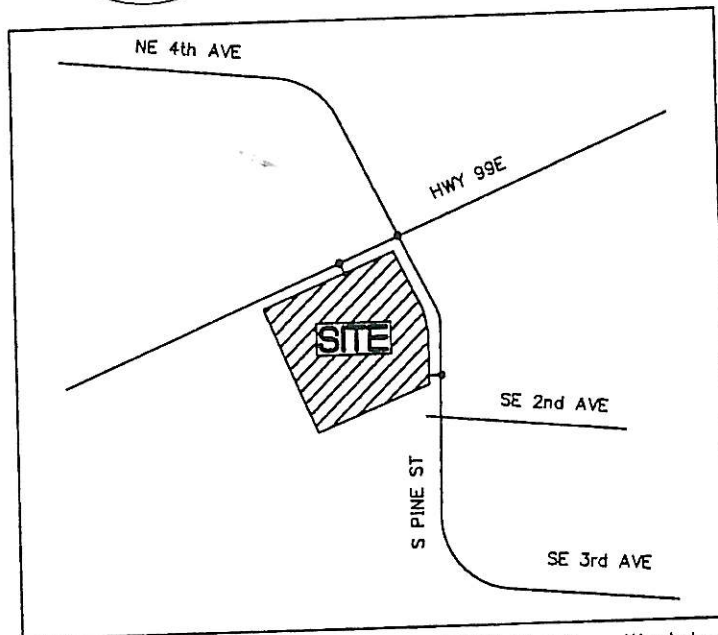
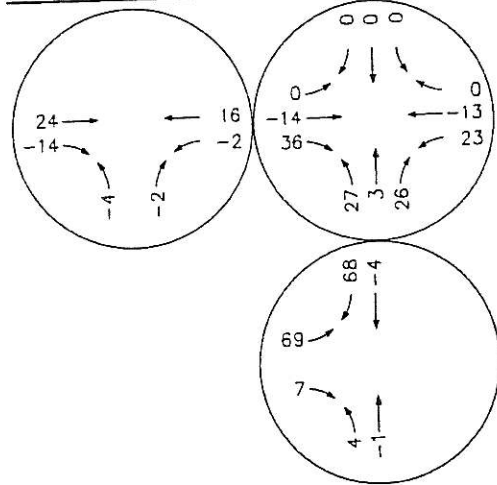
FIGURE  
**14B**

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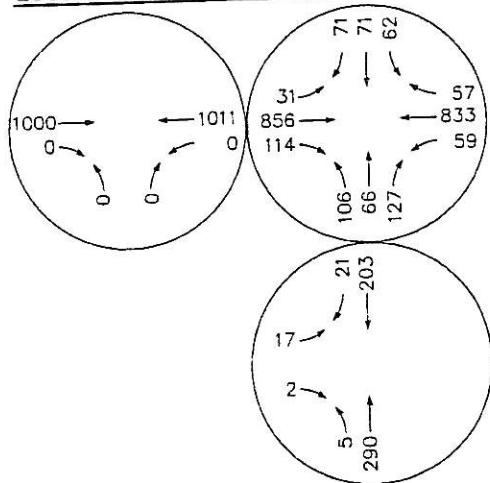
Reroute - Weekday AM Peak Hour



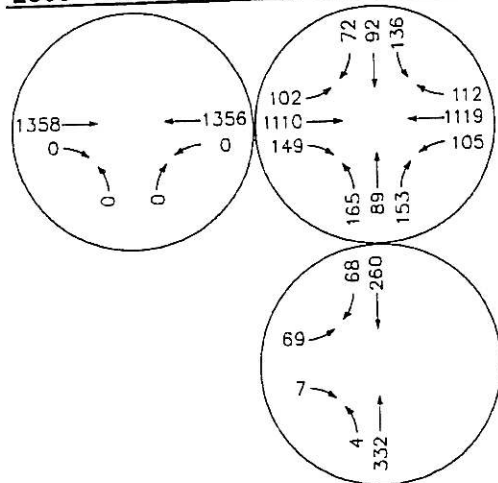
Reroute - Weekday PM Peak Hour



2008 Total - Weekday AM Peak Hour



2008 Total - Weekday PM Peak Hour



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DATE: 5.2.07  
DRAWN BY: WSB  
CHECKED BY: BTA  
JOB NO:  
2070053.00

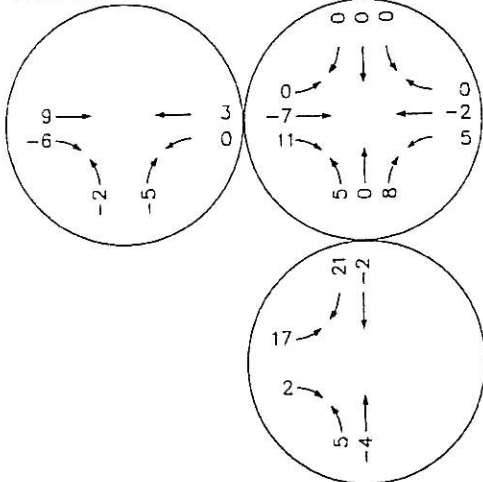
REROUTE AND 2008 TOTAL TRAFFIC  
WITHOUT HWY 99E ACCESS

RITE-AID  
CANBY, OREGON

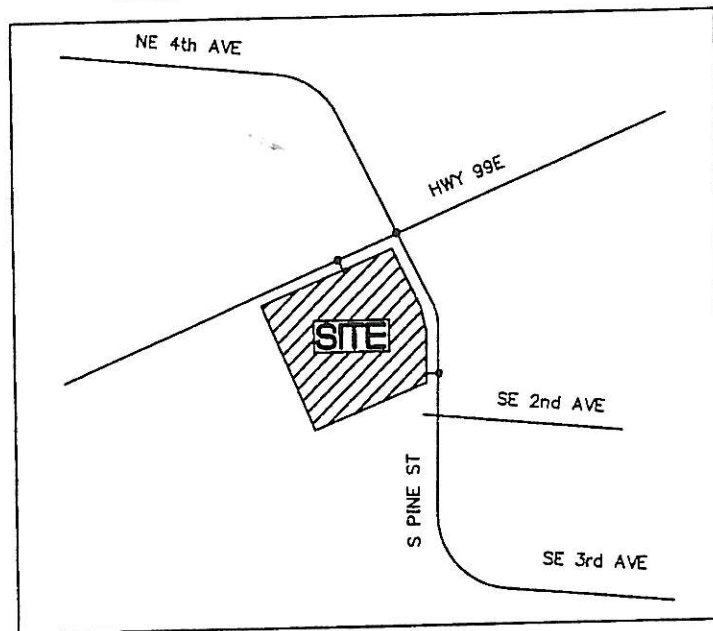
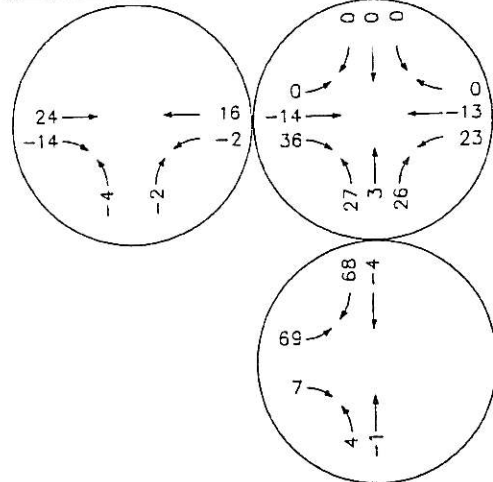
FIGURE  
**15**

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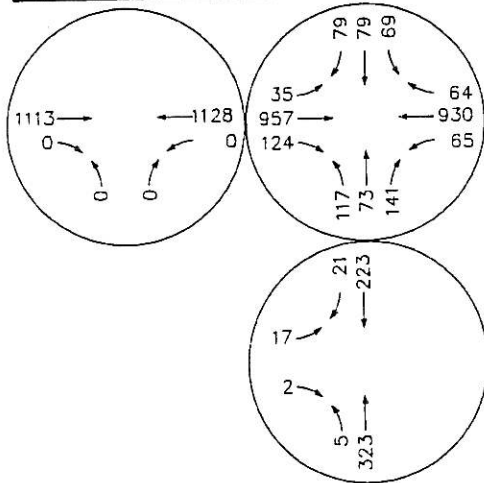
Reroute - Weekday AM Peak Hour



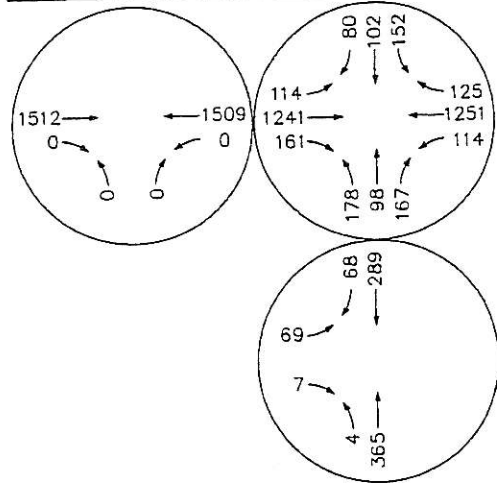
Reroute - Weekday PM Peak Hour



2012 Total - Weekday AM Peak Hour



2012 Total - Weekday PM Peak Hour



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DATE: 5.2.07

DRAWN BY: WSB

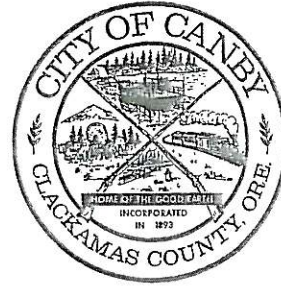
CHECKED BY: BTA

JOB NO:  
2070053.00

REROUTE AND 2012 TOTAL TRAFFIC  
WITHOUT HWY 99E ACCESS

RITE-AID  
CANBY, OREGON

FIGURE  
**16**



## ***- STAFF REPORT -***

***APPLICANT:***

Carter and Burgess, Inc  
1420 W Mockingbird Ln. Suite #420  
Dallas, TX 75247

***FILE NO.:***

DR 07-07  
(Panda Express)

***OWNER:***

Panda Restaurant Group PMB 415  
1901 NE 162nd Ave Ste 105  
Vancouver, WA 98684

***STAFF:***

Matilda Deas, AICP  
Project Planner

***LEGAL DESCRIPTION:***

Tax Lot 1201  
4-1E-05

***DATE OF REPORT:***

September 26, 2007

***LOCATION:***

Northeast corner of Berg Pkwy  
and Hwy. 99E (adjacent to Walgreen's)

***DATE OF HEARING:***

October 8, 2007

***COMP. PLAN DESIGNATION:***

Heavy Commercial/Manufacturing (C-M)

***ZONING DESIGNATION:***

Heavy Commercial/Manufacturing  
(CM)

***I. APPLICANT'S REQUEST:***

The City has received DR 07-07, an application request to develop a 38,761 sq. ft. CM zoned parcel with a 2,380 sq. ft. Panda Express restaurant with a drive through. Access to the site will be off of Berg Parkway and directly onto Highway 99E. Both access drives will be shared with Walgreen's.

## II. APPLICABLE REGULATIONS

### City of Canby General Ordinances:

- 16.10 Off-Street Parking and Loading
- 16.30 C-M Heavy Commercial/Manufacturing
- 16.42 Signs
- 16.49 Site and Design Review

## III. MAJOR APPROVAL CRITERIA

### 16.49.040 Site and Design Review Criteria and standards.

1. The Board shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the following:

- A. The proposed site development, including the site plan, architecture, landscaping and graphic design, is in conformance with the standards of this and other applicable City ordinances insofar as the location, height and appearance of the proposed development are involved; and
- B. The proposed design of the development is compatible with the design of other developments in the same general vicinity; and
- C. The location, design, size, color and materials of the exterior of all structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity.
- D. The Board shall, in making its determination of compliance with subsections B and C above, use the following matrix to determine "compatibility." An application is considered to be "compatible," in regards to subsections B and C above, if a minimum of 65% of the total possible number of points (not including bonuses) are accumulated for the whole development.
- E. It must be demonstrated that all required public facilities and services are available, or will become available through the development, to adequately meet the needs of the proposed development.

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.

**DESIGN REVIEW MATRIX**

<b>Parking</b>			
Screening of loading facilities from public ROW [not screened /partially screened / full screening]	0	1	2
Landscaping (breaking up of expanse of asphalt)	0	1	
Parking lot lighting [no / yes]	0	1	
Location (behind the building is best)[front / side / behind]	0	1	2
Number of parking spaces (% of min.) [x>120% / 100%-120% / x=100%]	0	1	2

<b>Signs</b>			
Dimensional size of sign (% of maximum permitted) [x>75% / 50% - 75% / x<50%]	0	1	2
Similarity of sign color to building color [no / some / yes]	0	1	2
Pole sign [yes / no]	0	1	
Location of sign [x>25' from driveway entrance / within 25' of entrance]	0	1	

<b>Traffic</b>			
Distance of access to intersection [x<70' / 70'-100' / x>100']	0	1	2
Access drive width (% of minimum) [x<120% or x>150% / 120%-150%]	0	1	
Pedestrian access from public sidewalk to bldg. [1 entrance connected / all entrances connected]	0		2
Pedestrian access from parking lot to building [No walkways / Walkway next to bldg / No more than one undesignated crossing of access drive and no need to traverse length of access drive]	0	1	2

<b>Building Appearance</b>			
Style (architecture) [not similar - similar to surrounding]	0	1	2
Color (subdued and similar is better) [neither/similar or subdued/similar & subdued]	0	1	2
Material [concrete or wood or brick is better]	0	1	
Size (smaller is better) [over 20,000 s.f. / under 20,000 s.f.]	0	1	

Tree Retention				
For trees outside of the building footprint and parking/access areas (3 or more trees) [No arborist report / follows <50% of arborist recommendation / follows 50%-75% of arborist rec. / follows 75% of arborist rec.]	0	1	2	3
Replacement of trees removed that were recommended for retention [x<50% / x>50%]	0	1		

Types of Landscaping			
# of non-required trees [x<1 per 500 sf of landscaping / 1 or more per 500 sf of landscaping]	0	1	
Amount of Grass [ <25% / 25% - 50% / x>50%]	0	1	2
Location of shrubs [foreground / background]	0	1	
Automatic Irrigation) [no / yes]	0		4

Bonus Points		
2 or more trees at least 3" in caliper	1	2
Park/open space retention for public use	1	2
Trash receptacle screening	1	

#### IV. FINDINGS:

##### A. Background and Relationships:

The property is located at the eastern parcel of the two parcel retail development that includes Walgreen's, located at the northeast corner of Berg Parkway and Hwy 99E. The application is for a Panda Express restaurant with a drive-through. The site is 38,762 square feet. Although a traffic study was done for the Walgreen's development in 2003, the study assumed the remaining parcel would be developed as general retail. Thus, an additional study was required to assure compliance with ODOT standards.

##### B. Evaluation Regarding Site and Design Review Approval Criteria

###### *Design Review Matrix Analysis*

###### 1. Parking

The 2,380 square foot building will utilize 29 parking spaces, two of which will be ADA accessible. The minimum required for this development is 23. A minimum of two bicycle parking spaces are required as per CMC 16.10.100 (see condition #18).

## 2. Traffic/Access

A Trip Generation Study for the Hwy 99E driveway was conducted by the City traffic engineer. The study indicates that trips generated are within ODOT's trip cap for the Hwy 99E driveway. The study is currently being reviewed by ODOT. The applicant must obtain ODOT's approval of the proposed access driveways as a condition of Site and Design Review approval (see condition # 11).

## 3. Signs

The site is allowed a **total of 150 square feet** of signage. Signs will be reviewed under a separate sign permit application (see condition #4).

## 4. Lot Landscaping standards and Tree Retention

Exhibit 1 includes a summary of the landscaping calculations for this site, showing that all required landscaping standards have been met. The site will include 9,466 square feet of landscaped area, (22%) including trees, shrubs, and groundcover. Sheet L1 of Exhibit 1 illustrates the proposed plan. The landscaped areas will be watered by an automatic irrigation system.

## 5. Building Appearance

Building elevations are shown on sheets A2, A2.1 and the color renderings included in the applicant's packet. The building will primarily feature painted exterior cement plaster with ceramic tile accents. The colors are rich, subdued earth tones.

### Compatibility Matrix

The proposed application receives, in staff's determination, a total of 20 points out of a total possible of 27 applicable points, or 74% percent. The applicant achieves a score of 77% when the earned bonus point is included in the calculation. The minimum percentage required to be considered "compatible" is 65 percent, so this proposal is considered to be compatible. Following is staff's determination of the point totals.

<u>CRITERIA</u>	<u>PTS/ POSS</u>	<u>NOTES</u>
<b>Parking</b>		
Screening of loading facilities	N/A	
Parking lot landscaping	1/1	Landscaping softens asphalt.
Parking lot lighting	1/1	Hooded lights.
Location of parking	0/2	Parking in front and side of building.
Number of parking spaces	2/2	100 % of requirement provided.
<b>Traffic</b>		
Distance of access to intersection	1/2	Berg access is less than 300 feet from intersection.
Access drive width	1/1	Access width exceeds the minimum required.
Pedestrian access from public sidewalk	1/2	Access through Walgreen's only.
Pedestrian access from parking lot to building	1/2	Walkway is adjacent to building.



<b>Signs</b>		
Dimensional size of sign	N/A	Sign dimensions to be reviewed through sign permit application.
Similarity of sign to building	N/A	
Pole sign	N/A	
Location of sign	N/A	
<b>Tree Retention</b>		
Tree retention	N/A	No trees exist on site
Replacement of trees	N/A	
<b>Building Appearance</b>		
Style	2/2	Similar to nearby development.
Color	2/2	The colors are similar and subdued.
Material	1/1	Painted cement plaster with ceramic accents.
Size	1/1	Building is under 20,000 square feet.
<b>Types of Landscaping</b>		
# of non-required trees	1/1	Greater than one additional tree per 500 square feet of landscaping.
Amount of grass	0/2	Less than 25% lawn proposed.
Location of Shrubs	1/1	Shrubs all around.
Automatic Irrigation	4/4	Automatic irrigation provided.
<b>Bonus Points</b>		
2 or more trees 3" or more	0/2	None
Trash Receptacle Screening	1/1	The trash receptacle is screened.
Park/Open Space	0/2	No open space provided.

#### 6. Availability of Adequate Public Facilities and Services

Service provider comments are shown in exhibit 2. Canby Utility (water), The Police Department, and NW Natural indicated that adequate public services are available, or will become available through the development. ODOT's comments were discussed in the traffic section.

#### 7. Development Standards

There are no lot size, minimum width, or frontage requirements in the C-M zone. The 20 foot setback on Highway 99E has been met, and is the only setback requirement on this lot. Maximum lot coverage, building height, and vision clearance requirements have been met.

V. *CONCLUSION*

Staff concludes that, with conditions, the application will meet the requirements for site and design review approval. In direct response to the criteria for site and design review, staff has concluded the following:

- 1A. The proposed development of the site is consistent with the applicable standards and requirements of the Canby Municipal Code and other applicable City ordinances insofar as the location, height and appearance of the proposed development are involved; and
- 1B. The proposed design of the development is compatible with the design of other development in the vicinity; and
- 1C. The location, design, size, color, and materials of the exteriors of structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity; and
- 1D. The proposal is deemed compatible given that staff allocated a percentage of 77% on the design review matrix when 65% is considered compatible; and
- 1E. All required public facilities and services exist or can be made available to adequately meet the needs of the proposed development.
2. Public utility and service providers have indicated that the existing proposal can be made to comply with applicable standards.
3. The proposed development will not increase the cost of housing in Canby.
4. The property owner is not applying to remove street trees.

VI. *RECOMMENDATION:*

Based upon the application, elevations, the site plan received by the City, the facts, findings and conclusions of this report, and without the benefit of a public hearing, staff recommends that the Planning Commission approve DR 07-07 with the following conditions:

**Prior to the issuance of a Building Permit:**

1. The design, location, and planned installation of all utilities, including but not limited to water, electric, sanitary sewer, natural gas, telephone, and cable television shall be approved by the appropriate utility provider.
2. A pre-construction conference shall be held prior to construction and issuance of any building permit. Seventeen copies of the pre-construction plans shall be given to the City for review and approval by Canby Utility, Canby Telephone, Willamette Broadband, the City, and other required utility providers prior to the pre-construction conference. The construction plans shall include, as appropriate,

the plans for street design, storm water, sewer, water, fire hydrants, electric, cable, telephone, natural gas, street lights, and mail boxes.

3. A revised set of all full size development plans (including site plan, landscape plan, elevation, etc.) shall be submitted which depicts each of the written conditions to the satisfaction of the City Planning Department.

**For the Building Permit Application:**

4. The site is allowed a total of 150 square feet of signage including building signs, pylon signs, and monument signs. A sign permit application shall be submitted for all proposed signs.
5. Exterior lighting is required to provide a minimum of 0.5 footcandles with a 4:1 uniformity ratio on the pavement in the parking and sidewalk areas. All site lighting shall be "hooded" or "cutoff" so as not to direct light skyward.
6. A detailed landscape construction plan shall be submitted with the building permit application. The detailed landscape plan shall show: the number of plants, plant spacing/location of planting, the type of plants, the size of plants, the schedule of planting, and irrigation plans. The landscape plan shall reflect the approved landscape plan submitted with the Design Review application.
7. The landscaping shall be planted at such a density so as to provide a minimum of 95% coverage of the landscape areas with vegetation, within a 3-year time period. Bark mulch and similar material shall consist of not more than 5% of the total landscape area after the 3-year period. The plant spacing and starting plant sizes shall meet the ODOT plant spacing/starting size standards. Trees are to be a minimum of 2" caliper.
8. Wheel stops shall not be required in areas where sidewalks are at least 8 feet in width and in areas where landscaping within 2 feet of the curb is limited to ground cover and will not be damaged by vehicle overhangs. Wheel stops shall be provided for all parking spaces located adjacent to landscaping or walkways that do not meet the above criteria. The wheel stops shall be placed 2 feet in front of the end space.
9. All interior sidewalks and access-ways shall be a minimum of five (5) feet in width.
10. Bicycle parking shall be provided per the requirements of CMC 16.10.100.

**Prior to Issuance of a Building Permit**

11. Applicant must obtain ODOT's approval of the proposed access driveways.

12. An ODOT Miscellaneous Permit is required for all work in the highway right of way.
13. An ODOT Drainage Permit is required for connection to state highway drainage facilities. Connection will only be considered if the site's drainage naturally enters ODOT right of way. The applicant must provide ODOT District with a preliminary drainage plan showing impacts to the highway right of way. A drainage study prepared by an Oregon Registered Professional Engineer may be required by ODOT if:
  - A. Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; **OR**
  - B. The improvements create an increase of the impervious surface area greater than 10,758 square feet.

### **During Construction**

14. An erosion control permit is required. All City erosion control regulations shall be followed during construction as specified by the Canby Municipal Code
15. Any relocation of existing utilities required due to construction of the development shall be done at the expense of the applicant.
16. All storm water shall be disposed of on-site unless ODOT imposes additional drainage requirements. The design of storm water facilities shall be approved by the City Engineer and Public Works Supervisor. The applicant is responsible for obtaining approval from DEQ, if necessary, for private drywells.
17. ADA Ramps shall be provided as required by the Public Works Supervisor.
18. "Staple" type bicycle racks shall be provided at the front of the proposed building. The racks shall accommodate a minimum of 2 bicycles. Bicycle parking shall be located in a well-lit, secure location within 50 feet of the main entrance per CMC 16.10.100. Bicycle parking shall meet all other applicable criteria.

### Exhibits:

1. Applicant's packet
2. Responses to request for comments
3. Traffic Study



**SITE AND DESIGN REVIEW APPLICATION**

FEE \*See Fee Schedule Below  
Process Type III

**OWNERS**

**APPLICANT\*\***

Name Panda Restaurant Group PMB 415  
Attn: Jerald Earl

Name Carter & Burgess, Inc.  
Judy Langford

Address 1901 NE 162<sup>nd</sup> Ave D ste. 105

Address 1420 W Mockingbird Ln Ste #420

City Vancouver State WA Zip 98684

City Dallas State TX Zip 75247

Phone 360-936-2482 Fax 626-372-8865

Phone 214-920-8100 Fax 214-688-0618

E-mail Jerald.Earl@PandaRG.com

E-mail Judy.Langford@c-b.com

Please indicate who is to receive correspondence (i.e. staff reports etc) and what format they are to be sent

<input type="checkbox"/>	Owner	<input type="checkbox"/>	Email	<input type="checkbox"/>	US Postal	<input type="checkbox"/>	Fax
<input checked="" type="checkbox"/>	Applicant	<input checked="" type="checkbox"/>	Email	<input type="checkbox"/>	US Postal	<input type="checkbox"/>	Fax

OWNER'S SIGNATURE

**DESCRIPTION OF PROPERTY**

Address HWY 99 E & BERG PARKWAY.

Tax Map. 41E05 Tax Lot(s) 1201 (4) Lot Size .89 ACRES/38,761 SQ./FT.

(Acres/Sq.Ft.)

Existing Use NONE

Proposed Use PANDA EXPRESS RESTAURANT

Existing Structures NONE

Zoning CM Comprehensive Plan Designation \_\_\_\_\_

Previous Land Use Action (If any) \_\_\_\_\_

**Total Fee = Size Component (based on acreage) Public Improvement Component**

**Size Component**

\$1,500 first 0.5 acres

\$100 for each additional 0.1 acres from 0.5 acres up to 2.5 acres

\$100 for each additional 0.5 acres from 2.5 acres up to 8.0 acres

\$100 for each additional 1.0 acres from 8.0 acres up to 13 acres

\$5,000 Maximum for 13 acres and above

**Public Improvements Component**

0.3% of total estimated public improvement cost (to be submitted with design review application). No Cap on cost

**FOR CITY USE ONLY**

File # DR 07-07

Date Received 6/29/07 By CE

Completeness \_\_\_\_\_

Pre-App Meeting \_\_\_\_\_

Hearing Date \_\_\_\_\_

\*\*If the applicant is not the property owner, they must attach documentary evidence of their agent in making this application.



# SITE AND DESIGN REVIEW APPLICATION: LANDSCAPING CALCULATIONS

## Site Areas

1. Building area	2427	7 Square footage of building footprint
2. Parking/hardscape		7 Square footage of all sidewalks, parking, & maneuvering areas
3. Landscaped area		7 Square footage of all landscaped area
4. Total developed area	2427	7 Add lines 1, 2 and 3
5. Undeveloped area		7 Square footage of any part of the site to be left undeveloped.
6. Total site area		7 Total square footage of site

## Required Site Landscaping (Code 16.49.080)

7. Zone		7 Fill in the Appropriate Zone and Percentages: 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. Percent of required landscaping		
9. Total developed area	42,327	7 Fill in value from line 4
10. Required square footage of landscaping	2249	7 Multiply developed area by % of required landscaping
11. Proposed square footage of landscaping	3961	7 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

12. Zone		7 Fill in the Appropriate Zone and Percentages: R-1, R-1.5, R-2, C-2, C-M, C-R, M-1, M-2 Zones: 15% C-1 Zone: 5%
13. Percent of required landscaping		
14. Area of parking lot & hardscape		7 Fill in area of parking and maneuvering areas plus all paved surface within ten (10) feet of those areas.
15. Required square footage of landscaping within 10 feet of parking lot		7 Multiply area of parking lot (line 14) by percent of required landscaping (line 13)
16. Proposed square footage of Landscaping within 10 feet of parking lot		7 Calculate the amount of landscaping proposed within 10 feet of all parking and maneuvering areas.

## SITE AND DESIGN REVIEW APPLICATION: LANDSCAPING CALCULATIONS

17. Number of parking spaces	22	7 Total number of parking spaces
18. Area of parking lot & hardscape	11,114	7 Area from line 14
19. Number of parking spaces (line 17) divided by 8	4	7 Round up to the nearest whole number
20. Area of parking lot (line 18) divided by 2,800	11	7 Round up to the nearest whole number
21. Number of required trees in parking lot	11	7 Take the larger of the previous two rows
22. Number of trees provided within 10 feet of parking lot	14	7 Count the number of proposed trees within 10 feet of parking and maneuvering areas.

**Panda Express  
Project Narrative Description  
August 2, 2007**

**General Description**

This proposed new Panda Express restaurant will be located on the easterly parcel of the two parcels located at the northeast corner of Berg Parkway and Highway 99 in Canby, Oregon. The site is located on Tax Lot 1201 and is within Sec 5, Township 4S, Range 1E, W.M. The site is an 0.89 acre site. The site is fairly flat and generally slopes toward the north. The site is east of the new Walgreens and will share driveways with Walgreens.

The proposed building will consist of a new one story restaurant with a drive through on the west side and an outside eating area and parking on the east side. A landscape island separates the parking from the easterly access drive to Highway 99. The building footprint as proposed would be roughly 68 x 35 feet. The site will provide 27 parking spaces adjacent to the building and two handicap spaces.

**Site Utilities**

Water Supply

Municipal water is available from the city water supply which is a 12" public line located near the site along the Hwy 99 frontage. One water tap with a 1.5" meter will provide domestic water supply. A branch off the the domestic line with a backflow preventer will be provided for irrigation. No building fire sprinkler system is proposed. Refer to Dwg. C5.1, Utility Plan, for further information.

Sanitary Disposal

A 6" sanitary lateral will serve the restaurant. The tap will be made into the public sewer line located within the landscaped strip of the public right of way on Hwy 99. The 6" lateral will extend along the west side of the restaurant and will have one connection each for the building's waste system and the restaurant's grease interceptor (located outside the restaurant on the north side).

Stormwater Disposal

The site stormwater is designed to utilize the existing drainage components provided by Walgreens and also to comply with the requirements of the Oregon Department of Environmental Quality. An existing storm stubout exists on site. This stubout is connected to a drywell located at the easterly driveway to the site near Hwy 99. Due to the proximity to a water well (located northeast of the site), no pavement runoff may be discharged below ground. Therefore, the existing storm stubout and drywell will be used for the disposal of all roof runoff from the site. Pavement and parking runoff will be discharged into landscaped infiltration planters in islands on the east side of the site and at the drive through. Surface infiltration will not require a UIC permit per the requirements of the Oregon Department of Environmental Quality. The existing infiltration rate is very high and disposal of runoff for this small quantity of water will not be a problem.

Stormwater Objectives

Developments creating impervious surfaces shall employ sustainable development practices wherever feasible. Many recent developments in drainage technology have provided techniques for collecting, treating, and disposing of stormwater runoff in a manner that reduces impact on the environment. Roof runoff collection, biofiltration, vegetated swales, porous paving, drainage



planters, surface or subsurface infiltration facilities are all designed to reduce, recycle, recharge and better utilize the natural **hydrologic** cycle.

The infiltration **planters** for the pavement runoff and the **drywells** for the roof runoff are sustainable methods of disposing of runoff as they both recharge the **groundwater** and in the case of the infiltration planters, the runoff is treated biologically with the plantings.

### Grading

Site grading has been designed to substantially conform to the existing topography, to match the existing **Walgreens'** grades and the Hwy 99 landscape and driveway. The parking areas have also been graded to accommodate drainage to the infiltration planters located in the parking lot and drive through area.  
fills.

### Parking Areas

Pavement in **the** parking spaces will consist of 3" of asphalt over 6" of rock. The drive aisles should be paved with 3" ~~of~~ asphalt over 8" of **rock**.

### CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

DATE: September 18, 2007

- TO:
- |                                                   |                                                          |
|---------------------------------------------------|----------------------------------------------------------|
| <input type="checkbox"/> FIRE                     | <input type="checkbox"/> CANBY POST OFFICE               |
| <input type="checkbox"/> POLICE                   | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR       |
| <input type="checkbox"/> PUBLIC WORKS             | <input type="checkbox"/> CLACKAMAS COUNTY 911            |
| <input type="checkbox"/> CANBY ELECTRIC           | <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION |
| <input type="checkbox"/> CANBY WATER              | <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE        |
| <input type="checkbox"/> WWTP - Darwin Trammel    | <input type="checkbox"/> CLACKAMAS COUNTY                |
| <input type="checkbox"/> WWTP - Jeff Crowther     | <input type="checkbox"/> CANBY SCHOOL DISTRICT           |
| <input type="checkbox"/> CITY ENGINEER            | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION     |
| <input type="checkbox"/> CTA                      | <input type="checkbox"/> ODOT/REGION 1/DIST 2B           |
| <input type="checkbox"/> NW NATURAL               | <input type="checkbox"/> STATE OF OREGON/REVENUE         |
| <input type="checkbox"/> WILLAMETTE BROADBAND     | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION   |
| <input type="checkbox"/> CANBY DISPOSAL           | <input type="checkbox"/> PARKS AND RECREATION            |
| <input type="checkbox"/> CITY ATTORNEY            | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER    |
| <input type="checkbox"/> BIKE AND PEDESTRIAN COMM | <input type="checkbox"/> BUILDING OFFICIAL               |
| <input type="checkbox"/> PGE                      | <input type="checkbox"/> OTHER _____                     |
| <input type="checkbox"/> CANBY AREA TRANSIT       | <input type="checkbox"/> OTHER _____                     |

The City has received DR 07-07, an application from Panda Restaurant Group requesting a site and design review to build a restaurant. The property is zoned C-2 (Highway Commercial). The property is located on a .89 acre site known as tax lot 406 of tax lot 41E05 adjacent to the Walgreen's site.

Please review the enclosed application and return comments to Matilda Deas by Tuesday, September 25 2007. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

**Comments or Proposed Conditions:**

No problems noted at this time

Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature: [Handwritten Signature] Date: 9/25/07

Title: Water Dept Foreman Agency: \_\_\_\_\_

Canby Water  
CUB

**EXHIBIT**

**# 2**

CANBY PLANNING DEPARTMENT  
REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

DATE: September 18, 2007

- TO:
- |                                                   |                                                          |
|---------------------------------------------------|----------------------------------------------------------|
| <input type="checkbox"/> FIRE                     | <input type="checkbox"/> CANBY POST OFFICE               |
| <input type="checkbox"/> POLICE                   | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR       |
| <input type="checkbox"/> PUBLIC WORKS             | <input type="checkbox"/> CLACKAMAS COUNTY 911            |
| <input type="checkbox"/> CANBY ELECTRIC           | <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION |
| <input type="checkbox"/> CANBY WATER              | <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE        |
| <input type="checkbox"/> WWTP - Darwin Trammel    | <input type="checkbox"/> CLACKAMAS COUNTY                |
| <input type="checkbox"/> WWTP - Jeff Crowther     | <input type="checkbox"/> CANBY SCHOOL DISTRICT           |
| <input type="checkbox"/> CITY ENGINEER            | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION     |
| <input type="checkbox"/> CTA                      | <input type="checkbox"/> ODOT/REGION 1/DIST 2B           |
| <input type="checkbox"/> NW NATURAL               | <input type="checkbox"/> STATE OF OREGON/REVENUE         |
| <input type="checkbox"/> WILLAMETTE BROADBAND     | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION   |
| <input type="checkbox"/> CANBY DISPOSAL           | <input type="checkbox"/> PARKS AND RECREATION            |
| <input type="checkbox"/> CITY ATTORNEY            | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER    |
| <input type="checkbox"/> BIKE AND PEDESTRIAN COMM | <input type="checkbox"/> BUILDING OFFICIAL               |
| <input type="checkbox"/> PGE                      | <input type="checkbox"/> OTHER _____                     |
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Comments or Proposed Conditions:

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Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature:  Date: 09-18-07

Title: POLICE CHIEF Agency: CANBY POLICE

Greg Kroefzin

CANBY PLANNING DEPARTMENT  
REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

ATE: September 18, 2007

- TO:
- |                                                   |                                                          |
|---------------------------------------------------|----------------------------------------------------------|
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| <input type="checkbox"/> CANBY WATER              | <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE        |
| <input type="checkbox"/> WWTP - Darvin Trammel    | <input type="checkbox"/> CLACKAMAS COUNTY                |
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| <input type="checkbox"/> CITY ATTORNEY            | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER    |
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Comments or Proposed Conditions:

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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

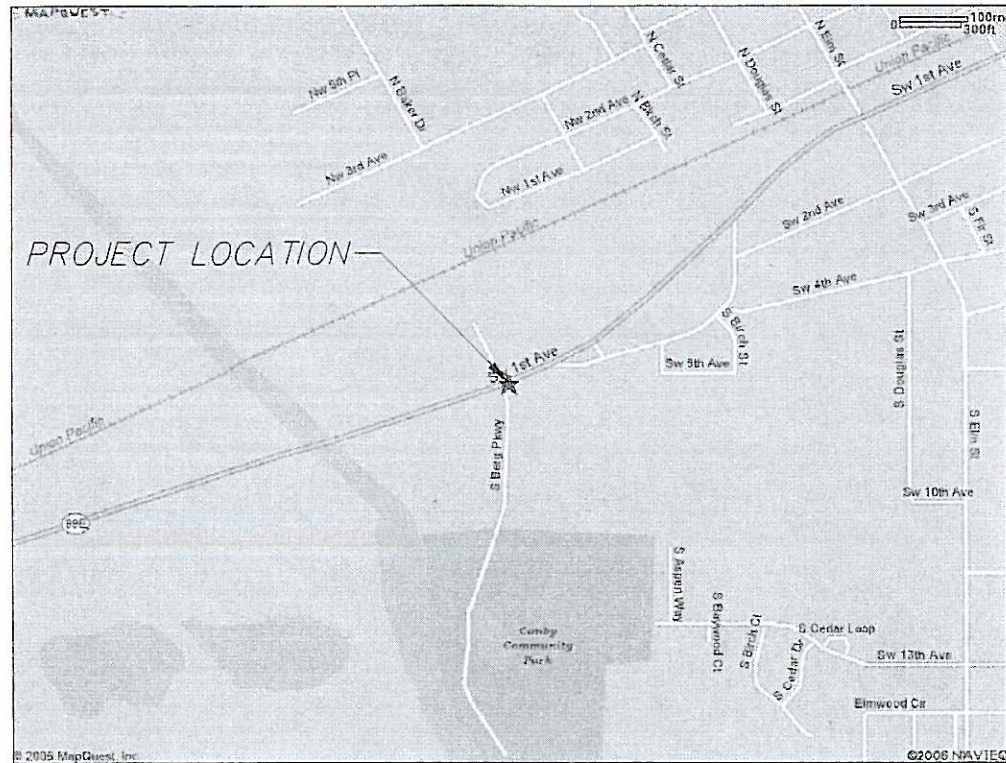
Signature: Brian Van Schoonbeek Date: 9-20-07

Title: District Engineer Agency: NW Natural

XREF LIST  
 Ltscale: 7  
 PstScale: 1  
 -----  
 Reso: 2  
 BAY00: X55  
 CB000: 01  
 CB000: 00  
 -----  
 Unres: 0  
 BAY00: X70  
 :B000: UTILITYCONNECT

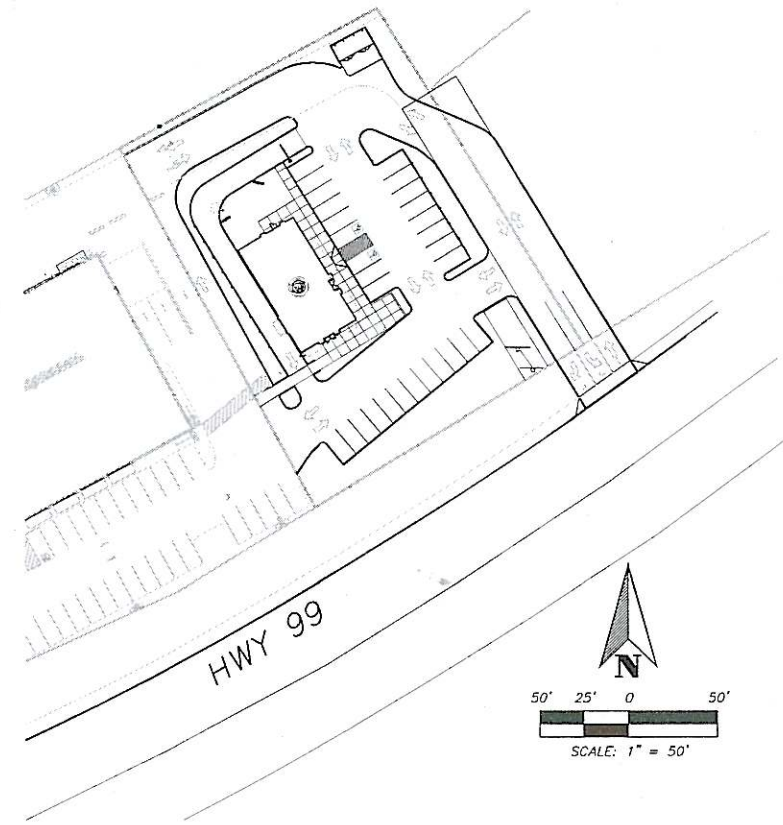
# PANDA EXPRESS

## CANBY, OREGON



VICINITY MAP

1" = 600'



SITE MAP

SCALE: 1" = 50'



PANDA RESTAURANT GROUP INC.

1683 Walnut Grove Ave.  
Rosemead, California  
91770

Telephone: 626.799.9898  
Facsimile: 626.372.8288

All ideas, designs, arrangement and plans indicated or represented by this drawing are the property of Panda Express Inc. and were created for use on this specific project. None of these ideas, designs, arrangements or plans may be used by or disclosed to any person, firm, or corporation without the written permission of Panda Express Inc.

REVISIONS:


ISSUE DATE:

1ST	Planning Review	03.19.07
2ND		
3RD		
4TH		
5TH		
6TH		

DRAWN BY:

PANDA PROJECT #: S8-07-D1329  
ARCH PROJECT #: 444003

ARCHITECT:

### Carter & Burgess

Carter & Burgess, Inc.  
4 Hutton Centre Drive, Suite 800  
Santa Ana, CA 92707  
Tel: (714) 327-1600  
Fax: (714) 327-1601

STAMP:



9045 SW Barbur Blvd.  
Suite 101  
Portland, OR 97219  
(503) 225-1679

### PANDA EXPRESS

HWY 99 EAST AND BERG PKWY.  
CANBY, OR (ZIP CODE)

COVER SHEET

AS SHOWN

HW

6-15-2007

GID

C0.0

### GENERAL NOTES

- ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT STANDARDS AND SPECIFICATIONS FOR THE CITY OF CANBY, THE CONDITIONS OF APPROVAL FOR THE PROJECT, THE UNIFORM BUILDING CODE APPENDIX, CHAPTER 33 EXCAVATION AND GRADING, AND THE AGREEMENT ALLOWING THE DEVELOPER TO CONSTRUCT PUBLIC IMPROVEMENTS. SEE SPECIFICATIONS PROVIDED.
- THE EXCAVATOR MUST COMPLY WITH ALL PROVISIONS OF ORS 757.541 TO 757.571, INCLUDING NOTIFICATION OF ALL OWNERS OF UNDERGROUND FACILITIES AT LEAST 48 HOURS, BUT NOT MORE THAN 10 BUSINESS DAYS, BEFORE COMMENCING ANY EXCAVATION.
- THE CONTRACTOR IS RESPONSIBLE FOR CONTROLLING SEDIMENT TRANSPORT WITHIN THE PROJECT LIMITS, USING RECOGNIZED METHODS FOR EROSION CONTROL AS APPROVED BY THE CITY OF CANBY.
- THE CONTRACTOR IS TO LEAVE THE PROJECT FREE OF DEBRIS AND UNUSED MATERIALS UPON COMPLETION.
- THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF THE UTILITY SYSTEMS SUCH AS POWER, TELEPHONE, GAS, CABLE TV, ETC., WITH EACH INDIVIDUAL UTILITY COMPANY, PRIOR TO FINAL INSTALLATION OF THE SYSTEMS.
- THE CONTRACTOR SHALL MAINTAIN AND PROTECT EXISTING PUBLIC AND PRIVATE UTILITY LINES AND OTHER PUBLIC UTILITY STRUCTURES. THE CONTRACTOR SHALL RESTORE ALL PUBLIC PROPERTY TO ITS ORIGINAL CONDITION UPON COMPLETION OF WORK.
- TEMPORARY EROSION CONTROL METHODS MUST REMAIN IN PLACE AND BE MAINTAINED UNTIL PERMANENT EROSION CONTROL METHODS ARE IN PLACE AND OPERATIONAL.
- ALL AREAS TO RECEIVE FILL SHALL BE STRIPPED OF ALL VEGETATION AND OTHER DELETERIOUS MATERIALS. ALL SUCH MATERIALS SHALL BE REMOVED FROM SITE AT THE CONTRACTOR'S EXPENSE.
- ALL NONMETALLIC SANITARY AND STORM SEWER SERVICE LATERAL PIPING SHALL HAVE AN ELECTRICALLY CONDUCTIVE INSULATED 12 GA. GREEN COPPER TRACER WIRE THE FULL LENGTH OF THE INSTALLED PIPE.
- NO MATERIAL SUBSTITUTIONS OR DESIGN CHANGES SHALL BE MADE WITHOUT PRIOR PERMISSION OF THE ENGINEER AND THE CITY ENGINEER.
- A FULL SET OF THE APPROVED PLANS WITH ALL CURRENT REVISIONS AND AMENDMENTS SHALL BE MAINTAINED ON THE SITE AT ALL TIMES DURING CONSTRUCTION.

### ABBREVIATIONS

AC	ASPHALT CONCRETE
BC	BOTTOM OF CURB
BS	BOTTOM OF STEP
BW	BOTTOM OF WALL
CB	CATCH BASIN
CF	CUBIC FEET
CONC	CONCRETE
COP	CITY OF PORTLAND
DI	DUCTILE IRON PIPE
EG	EXISTING GRADE
ELEC	ELECTRIC
EX	EXISTING
FG	FINISH GRADE
FH	FIRE HYDRANT
FT	FEET
HDPE	HIGH DENSITY POLYETHYLENE
IE	INVERT ELEVATION
LF	LINEAL FEET
MAX	MAXIMUM
MB	MAILBOX
MH	MANHOLE
MIN	MINIMUM
NON-PERF	NON-PERFORATED
OH	OVERHEAD
PERF	PERFORATED
PROP	PROPOSED
PVC	POLYVINYL CHLORIDE
S	SLOPE
SD	STORM DRAIN
SF	SQUARE FEET
SS	SANITARY SEWER
STD	STANDARD
TC	TOP OF CURB
TS	TOP OF STEP
TYP	TYPICAL
WM	WATER METER

### SHEET INDEX

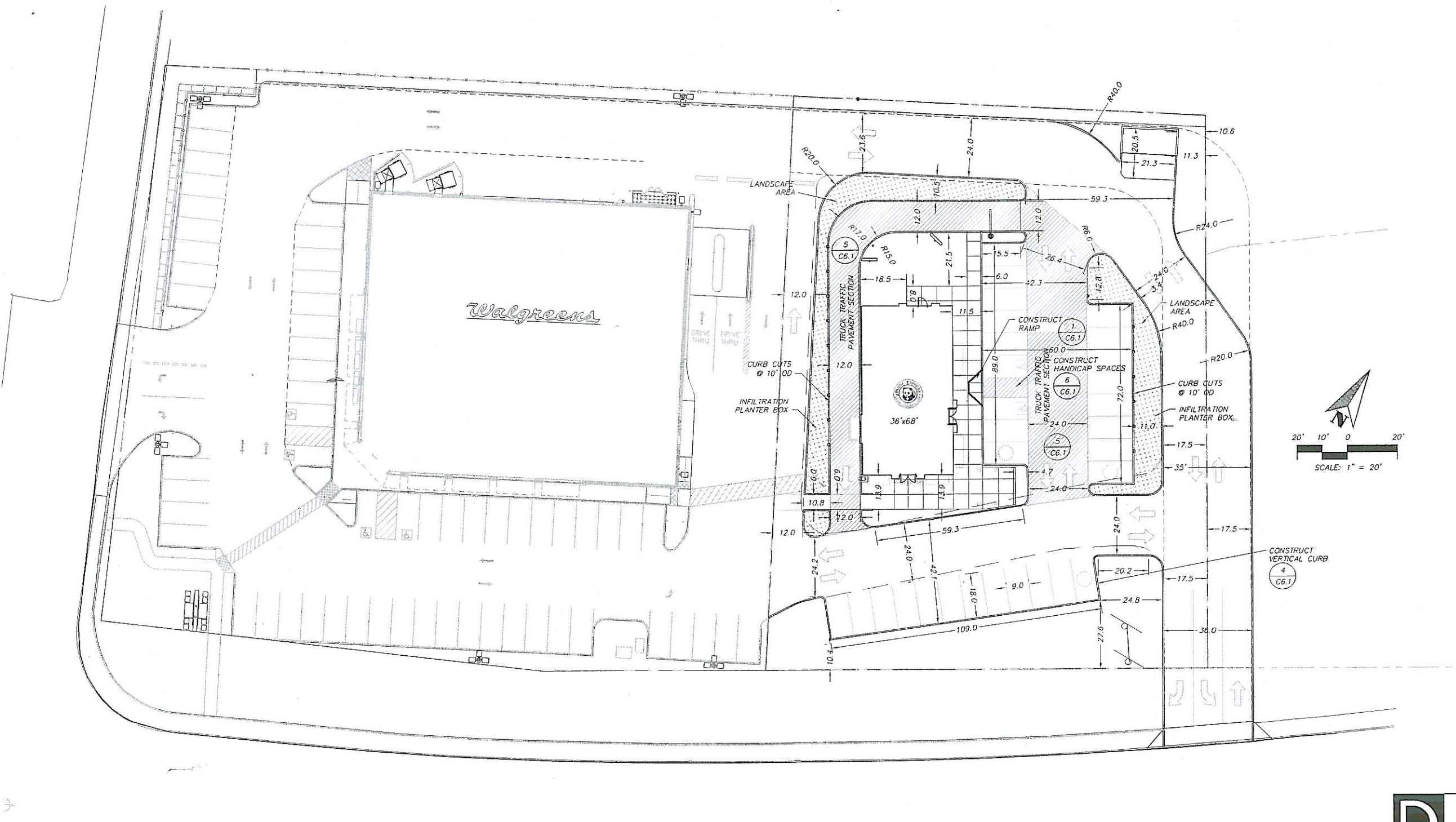
- C0.0 COVER SHEET
- C1.1 EXISTING CONDITIONS PLAN
- C2.1 SITE PLAN
- C3.1 PRELIMINARY GRADING PLAN
- C3.2 EROSION CONTROL NOTES & DETAILS
- C4.1 STORMWATER PLAN
- C5.1 WATER & SEWER PLAN
- C6.1 SITE DETAILS
- C6.2 STORM SEWER DETAILS
- C6.3 WATER DETAILS
- A2.0 EXTERIOR ELEVATIONS
- A2.1 EXTERIOR ELEVATIONS
- L1.1 IRRIGATION PLAN
- L1.2 PLANTING PLAN
- L1.3 DETAILS AND SPECS.

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 Petisco  
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 CB007 F0  
 CB007 E0  
 Unresolved  
 BAY00 X70  
 B001 F0



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**SITE PLAN**  
 1" = 20'



**PANDA RESTAURANT GROUP INC.**  
 1683 Walnut Grove Ave.  
 Rosemead, California 91770  
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 Facsimile: 626.372.8288

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5TH		
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DRAWN BY:  
 PANDA PROJECT #: S8-07-D1329  
 ARCH PROJECT #: 444003

ARCHITECT:  
**Carter & Burgess**  
 Carter & Burgess, Inc.  
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 Fax: (714) 327-1601

**DL**  
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**PANDA EXPRESS**

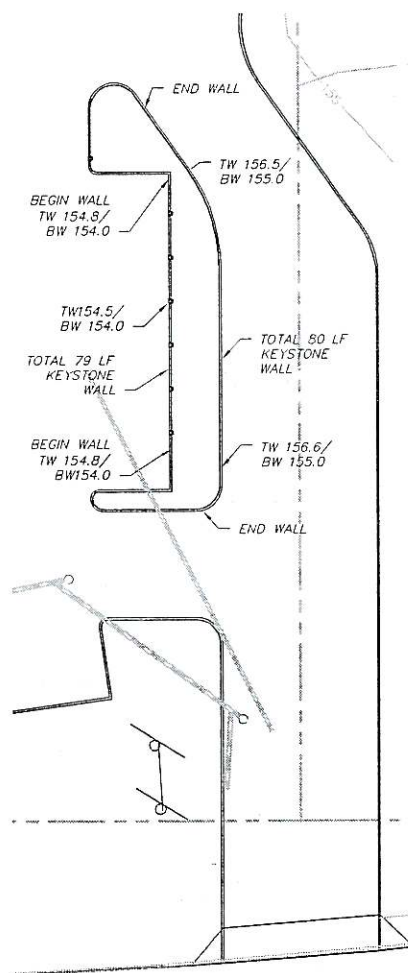
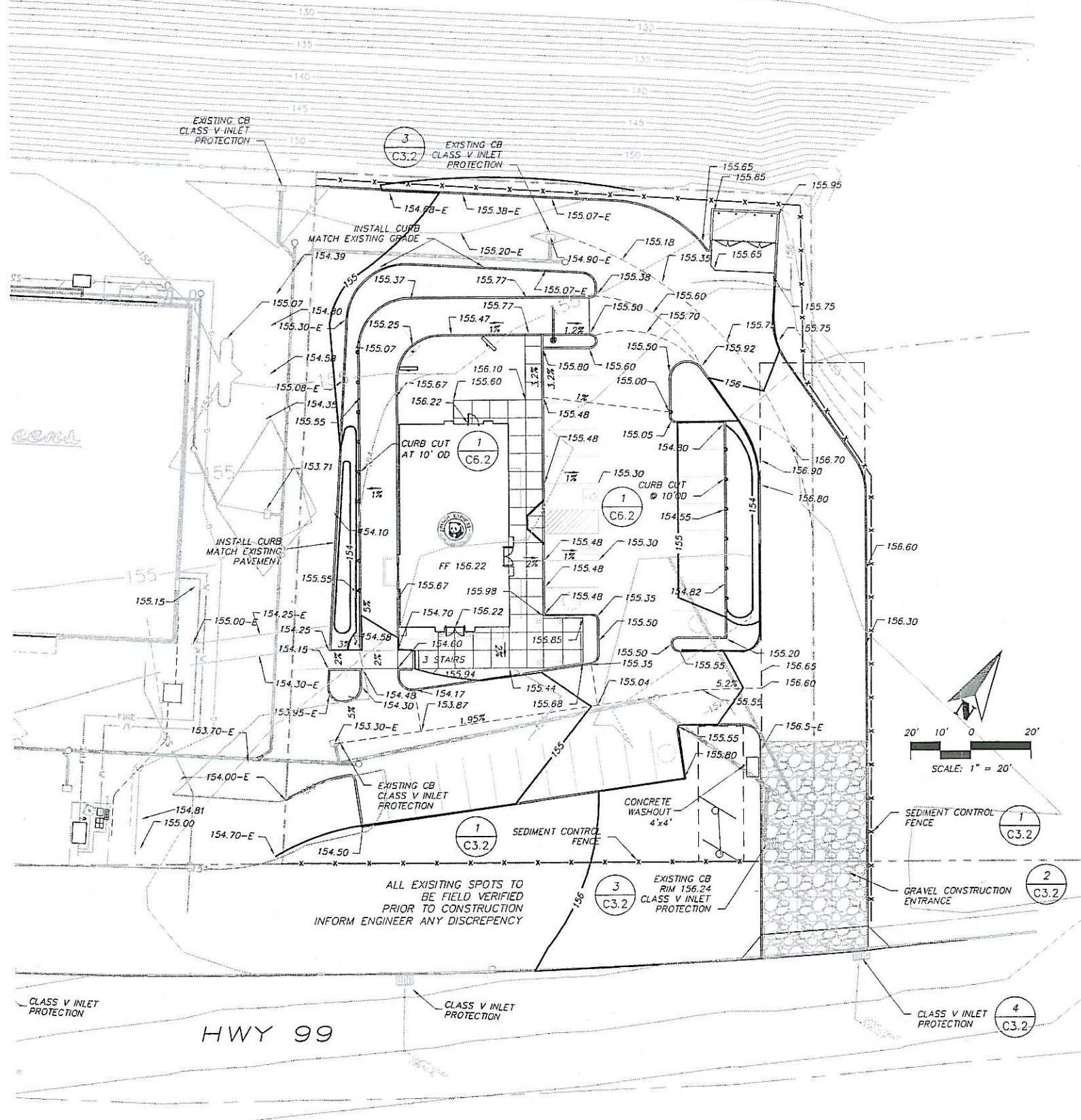
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SITE PLAN  
 AS SHOWN  
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 GID

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OWNER REVIEW 03.15.07

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 Paltsc: 1  
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 CB001 D0  
 CB001 D0  
 CB001 D0  
 CB001 D0  
 Unresolved:  
 BAY00 X50  
 BAY00 X70  
 BLDG  
 CB001 UTILITYCONNECT



WALL DETAILS

GRADING NOTES

1. ALL WORK SHALL BE IN COMPLIANCE WITH THE REQUIREMENTS OF THE CITY OF CANBY AND PANDA EXPRESS.
2. SUBMIT COMPACTION TEST RESULTS TO THE CITY AND ENGINEER FOR ALL STRUCTURAL FILL PLACED.
3. SEED ALL DISTURBED AREAS IMMEDIATELY AFTER CONSTRUCTION IN ACCORDANCE WITH EROSION CONTROL NOTES (THIS SHEET)
4. ALL SPOT ELEVATIONS SHOWN FOR IMPROVEMENTS ARE FOR TOP OF PAVEMENT UNLESS NOTED OTHERWISE.
5. DO NOT PLACE FILL OR COMPACT SOIL WITHIN ROOT ZONES OF ANY TREES TO REMAIN.
6. ALL CHUTES, DRUMS AND PUMPS TO BE WASHED OUT IN A POSTED AND DESIGNATED AREA.



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 Rosemead, California  
 91770  
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PANDA EXPRESS

HWY 99 EAST AND BERG PKWY. CANBY, OR (ZIP CODE)

GRADING PLAN  
 AS SHOWN  
 IML  
 6-15-2007  
 GID

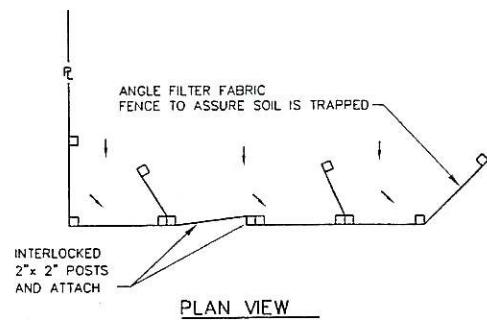
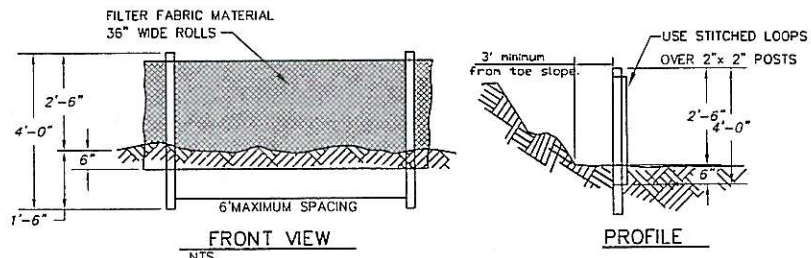
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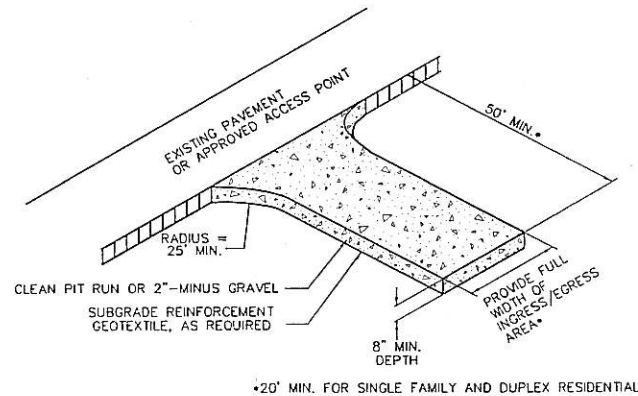


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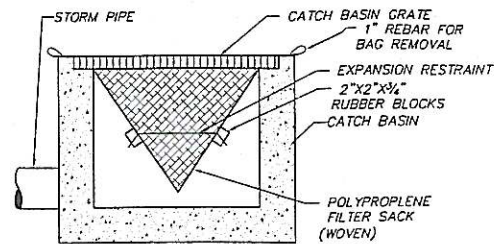


- NOTES:
1. BURY BOTTOM OF FILTER FABRIC 6" VERTICALLY BELOW FINISHED GRADE.
  2. 2" x 2" FIR, PINE OR STEEL FENCE POSTS.
  3. POSTS TO BE INSTALLED ON UPHILL SIDE OF SLOPE.
  4. COMPACT BOTH SIDES OF FILTER FABRIC TRENCH.
  5. PANELS MUST BE PLACED ACCORDING TO SPACING TABLE 4-7.

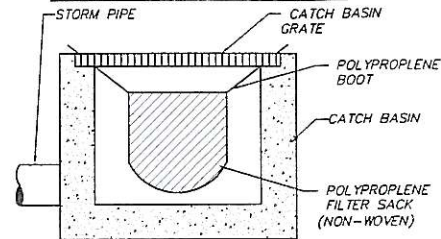
1 SEDIMENT FENCE  
 C3.2 NTS



2 GRAVEL CONSTRUCTION ENTRANCE  
 C3.2



WOVEN POLYPROPYLENE SACK



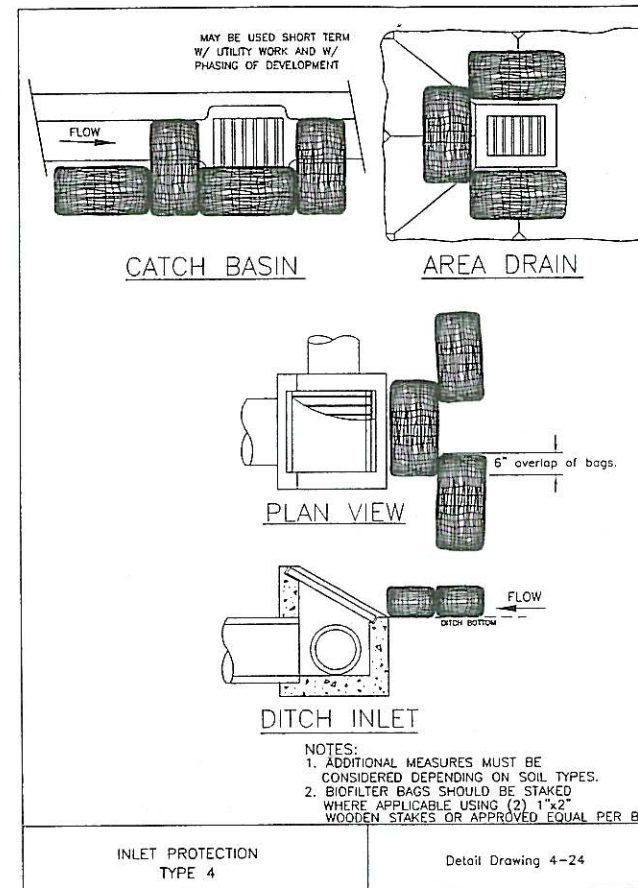
NON-WOVEN POLYPROPYLENE SACK

- NOTES:
1. RECESSED CURB INLET CATCH BASINS MUST BE BLOCKED WHEN USING FILTER FABRIC INLET SACKS. SIZE OF FILTER FABRIC INLET SACKS TO BE DETERMINED BY MANUFACTURER.
  2. INSERTS WITHOUT OVERFLOWS ARE PREFERABLE.

3 CLASS V INLET PROTECTION  
 C3.2 NTS

EROSION CONTROL NOTES

1. OWNER OR DESIGNATED PERSON SHALL BE RESPONSIBLE FOR PROPER INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL (ESC) MEASURES, IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS.
2. THE IMPLEMENTATION OF THESE ESC PLANS AND CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED BY THE LOCAL JURISDICTION, AND VEGETATION/LANDSCAPING IS ESTABLISHED. THE DEVELOPER SHALL BE RESPONSIBLE FOR MAINTENANCE AFTER THE PROJECT IS APPROVED UNTIL THE LOTS ARE SOLD.
3. THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN SHALL BE CLEARLY MARKED IN THE FIELD PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE BEYOND THE CLEARING LIMITS SHALL BE PERMITTED. THE MARKINGS SHALL BE MAINTAINED BY THE APPLICANT/CONTRACTOR FOR THE DURATION OF CONSTRUCTION.
4. THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO INSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DOES NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS.
5. THE ESC FACILITIES SHOWN ON THIS PLAN ARE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO INSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DOES NOT LEAVE THE SITE.
6. THE ESC FACILITIES SHALL BE INSPECTED DAILY BY THE APPLICANT/CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING.
7. AT NO TIME SHALL SEDIMENT BE ALLOWED TO ACCUMULATE MORE THAN 1/3 THE BARRIER HEIGHT. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATIONS SHALL NOT FLUSH SEDIMENT-LADEN WATER INTO THE DOWNSTREAM SYSTEM.
8. STABILIZED GRAVEL ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES MAY BE REQUIRED TO INSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.
9. STORM DRAIN INLETS, BASINS, AND AREA DRAINS SHALL BE PROTECTED UNTIL PAVEMENT SURFACES ARE COMPLETED AND/OR VEGETATION IS RE-ESTABLISHED.
10. PAVEMENT SURFACES AND VEGETATION ARE TO BE PLACED AS RAPIDLY AS POSSIBLE.
11. SEEDING SHALL BE PERFORMED NO LATER THAN SEPTEMBER 1 FOR EACH PHASE OF CONSTRUCTION.
12. IF THERE ARE EXPOSED SOILS OR SOILS NOT FULLY ESTABLISHED FROM OCTOBER 1 THROUGH 30, THE WET WEATHER EROSION PREVENTION MEASURES WILL BE IN EFFECT. SEE EROSION PREVENTION AND SEDIMENT CONTROL PLANNING AND DESIGN MANUAL (CHAPTER 4) FOR REQUIREMENTS.
13. THE DEVELOPER SHALL REMOVE ESC MEASURES WHEN VEGETATION IS FULLY ESTABLISHED.



4 INLET PROTECTION  
 C3.2 NTS



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 ARCH PROJECT #: 444003

ARCHITECT:

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PANDA EXPRESS

HWY 99 EAST AND BERG PKWY.  
 CANBY, OR (ZIP CODE)

EROSION CONTROL DETAILS

AS SHOWN

IML  
 6-15-2007

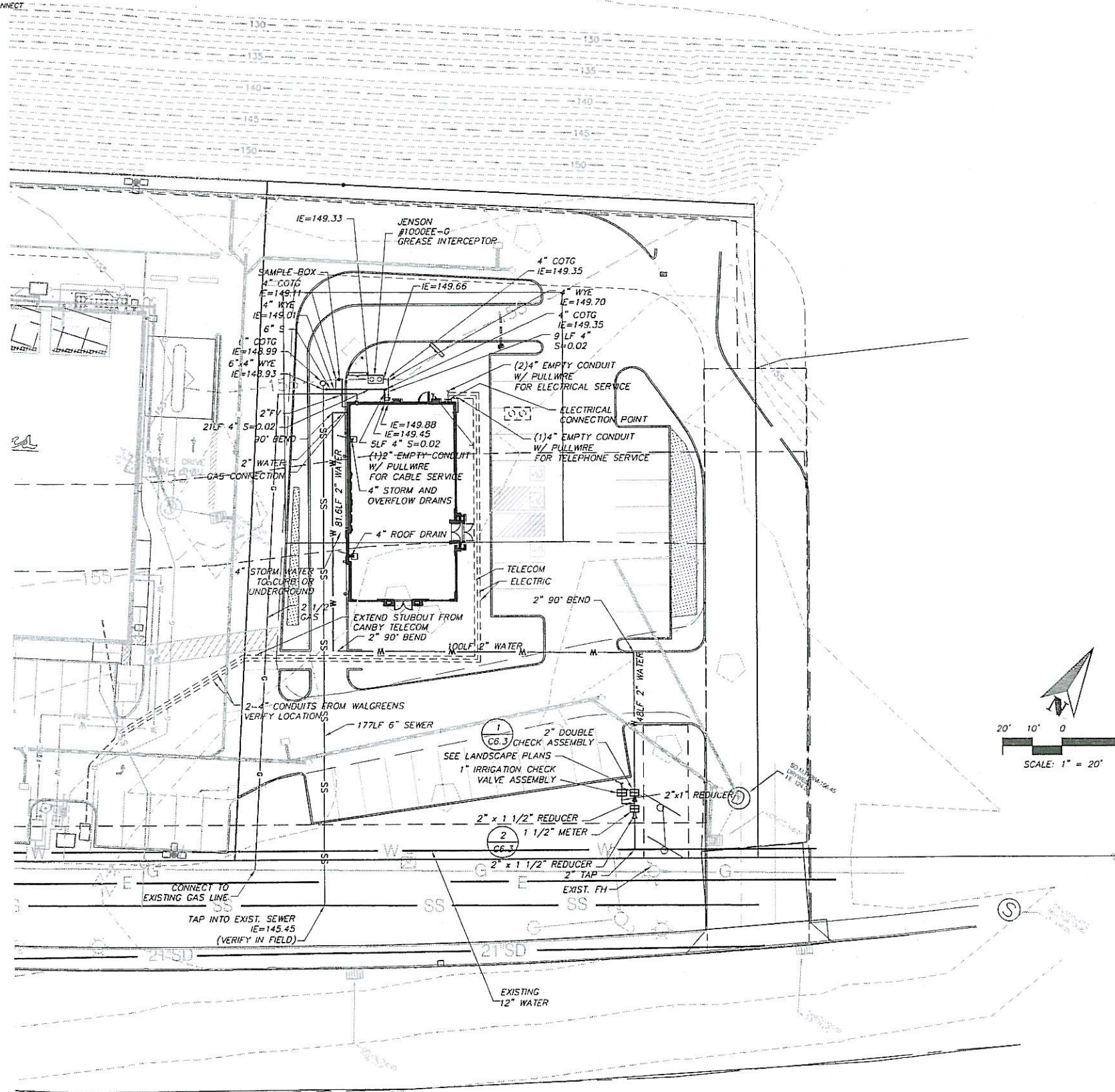
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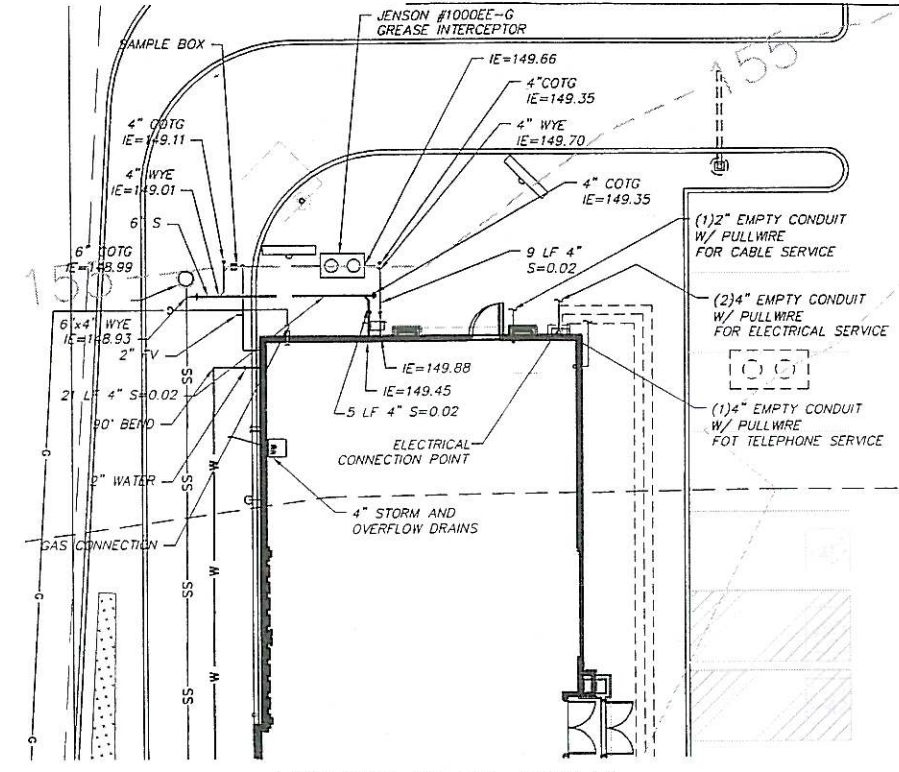
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XREF LIST  
 1. Utility  
 2. Electrical  
 3. Mechanical  
 4. Civil  
 5. Landscape  
 6. Structural  
 7. Foundation  
 8. Site  
 9. Survey  
 10. Other



**UTILITY PLAN**  
 1" = 20'



**UTILITY PLAN DETAIL**  
 1" = 10'

**SANITARY SEWER NOTES**

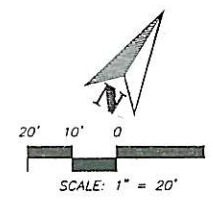
- ALL MATERIALS, INSTALLATION, TESTS AND INSPECTIONS SHALL BE IN ACCORDANCE WITH THE CITY OF CANBY.
- BACK FILL THE TRENCH ABOVE THE PIPE ZONE WITH GRAVEL FOR TRENCH BACKFILL IN LIFTS NOT EXCEEDING 8-INCH LOOSE DEPTH, AND COMPACT EACH LIFT TO A MINIMUM OF 91 PERCENT RELATIVE COMPACTION. BACKFILL MATERIALS SHALL BE MOISTURE CONDITIONED TO NEAR OPTIMUM MOISTURE CONTENT PRIOR TO PLACEMENT IN THE TRENCH. USE MECHANICAL VIBRATING OR IMPACT TAMPERS. MAXIMUM DENSITY OF THE BACKFILL MATERIAL SHALL BE DETERMINED BY AASHTO T 180.
- VERTICAL AND HORIZONTAL ALIGNMENT FOR SERVICE LATERALS SHALL BE ESTABLISHED AND MAINTAINED IN A MANNER CONSISTENT WITH THE INSTALLATION OF MAINLINES. LATERALS WITHIN R.O.W. SHALL BE GREEN IN COLOR.
- SANITARY SEWER PIPE SHALL BE POLYVINYL CHLORIDE PIPE (PVC) TYPE; ASTM D3034 SDR 35, MAINS AND LATERALS UNLESS NOTED OTHERWISE.

**WATER NOTES**

- ALL MATERIALS, INSTALLATION, TESTS AND INSPECTIONS SHALL BE IN ACCORDANCE WITH THE CITY OF CANBY STANDARDS AND SPECIFICATIONS.
- ALL PIPE MATERIAL SHALL BE IN CONFORMANCE WITH THE PLANS, CANBY UTILITY, AND WITH THE UNIFORM PLUMBING CODE.
- ALL TRENCH BACK FILL IN ROADWAYS SHALL BE CLASS "D" GRANULAR, PLACED IN 8 INCH LIFTS AND COMPACTED TO 91% RELATIVE MAXIMUM DENSITY AS DETERMINED BY AASHTO T 180.
- MINIMUM HORIZONTAL DISTANCE BETWEEN SANITARY SEWER AND WATER LINES SHALL BE 10 FEET. MINIMUM VERTICAL SEPARATION SHALL BE 18 INCHES. MINIMUM COVER SHALL BE 36" ABOVE WATER LINES.
- WATER SERVICE LATERAL SIZES SHALL BE SPECIFIED ON THE PLANS AND SHALL CONFORM TO ASTM BBB.
- ALL MENTION OF COMBINATION AIR RELEASE VALVES SHALL REFER TO AIR AND VACUUM RELEASE VALVES.
- ALL WATERLINES SHALL BE SUCCESSFULLY DISINFECTED AND PRESSURE TESTED IN ACCORDANCE WITH AWWA STANDARDS AS ADOPTED BY THE CITY OF CANBY PRIOR TO FINAL ACCEPTANCE.
- THRUST RESTRAINTS SHALL BE MECHANICAL AND SHALL BE INSTALLED AT LOCATIONS SHOWN ON PLANS AND/OR AS DIRECTED IN THE FIELD. P.C.C. THRUST BLOCKS MAY BE USED IN COMBINATION WITH MECHANICAL RESTRAINTS WHEN APPROVED.

**LEGEND**

- STORM PIPE
- SS — SANITARY SEWER LINE
- W — WATER LINE
- ☐ CATCH BASIN
- ⊙ AREA DRAIN
- ⊙(S) STORM DRAIN MANHOLE
- ⊙(SD) STORM DRAIN CLEANOUT
- ⊙(SS) SANITARY SEWER MANHOLE
- ⊙(SS) SANITARY SEWER CLEANOUT
- ⊙(W) WATER METER
- ⊙(B) BLOW-OFF VALVE
- ⊙(F) FIRE HYDRANT
- ⊙(D) DOWNSPOUT



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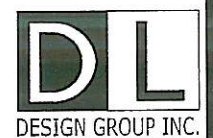
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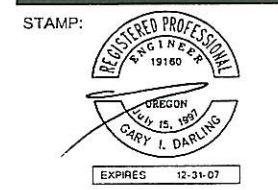
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HWY 99 EAST AND BERG PKWY.  
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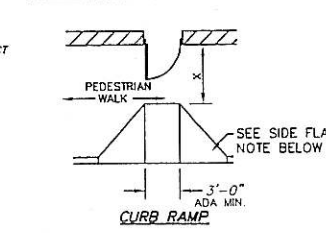
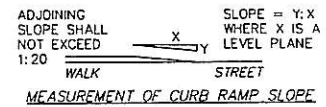
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 AS SHOWN  
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 6-15-2007  
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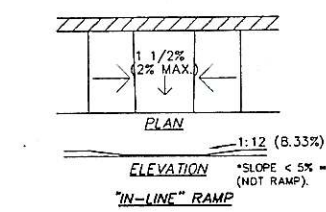
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 Resol: 1  
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 BLDG: 0  
 CB000: 0  
 CB000: 0  
 CB000: 0  
 CB000: 0  
 UTILITYCONNECT  
 Unres: 0  
 BAY00 X70



"X" IS 60" MIN. AT AN OUT SWING DOOR WITH A SLOPE OF 1:50 (2%) MAXIMUM. LEVEL SURFACE IS PREFERRED.

**SIDE FLARE NOTE:** (SEE REFERENCE DIAGRAM ABOVE). SIDE FLARES SHALL HAVE A MAXIMUM SLOPE OF 1:10 (10%). WHERE "X" IS LESS THAN 48", SIDE FLARE SLOPE SHALL BE 1:12 (8.33%) MAXIMUM. WHERE "X" IS LESS THAN 36".



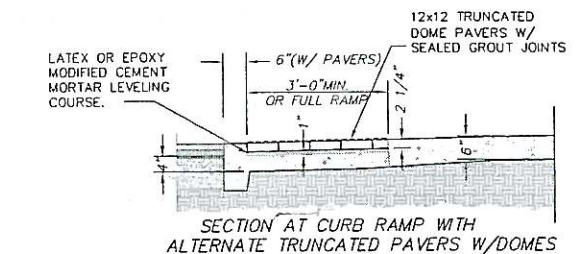
NOTES: A CURB RAMP(S) MUST BE PROVIDED ALONG AN ACCESSIBLE PATH FROM THE PARKING LOT TO WALGREENS CURBED SIDEWALK.

A CURB RAMP(S) MUST ALSO BE PROVIDED IN THE PARKING LOT AT ALL INTERMEDIATE AND PERIMETER CURBS ALONG THE ACCESSIBLE ROUTE CONNECTING TO PUBLIC SIDEWALKS.

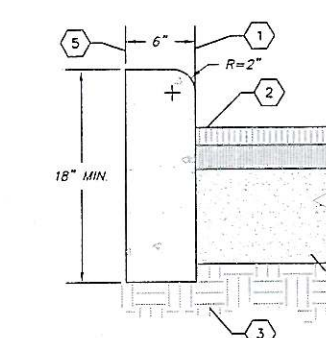
A RAMP IS ANY SLOPE GREATER THAN 1:20 (5%) AND SHALL HAVE A MAXIMUM SLOPE OF 1:12 (8.33%). THE MAXIMUM SLOPE IS 1" OF RISE PER FOOT OF DISTANCE TRAVELED. ALL DETECTABLE WARNING AREAS OF THE RAMP ARE TO HAVE AN INTEGRAL RED COLOR.

THE CLEAR WIDTH OF ANY RAMP IS A MINIMUM OF 36".

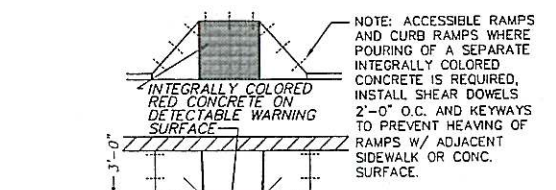
CURB RAMP(S) MUST HAVE A MAXIMUM RISE OF 6" AND DO NOT REQUIRE HANDRAILS. ANY RAMP WITH GREATER THAN A 6" RISE SHALL HAVE HANDRAILS ON BOTH SIDES AND CURBED EDGE PROTECTION ON BOTH SIDES. EDGE PROTECTION CONSISTS OF CURBS, WALLS, RAILINGS, OR PROJECTING SURFACES THAT PREVENT PEOPLE FROM SLIPPING OFF THE RAMP. HANDRAIL DETAILS SHALL FOLLOW ACCESSIBLE GUIDELINES.



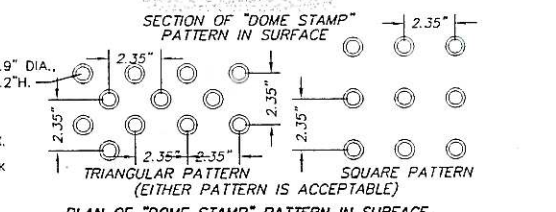
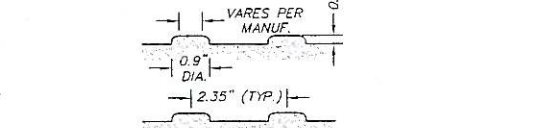
1 CURB RAMPS AND OTHER RAMPS  
 C6.1



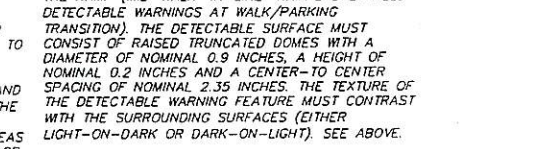
4 VERTICAL CURB (ALLOWED WHERE STORM WATER DOES NOT DRAIN AGAINST FACE OF CURB)  
 CO.0 1 1/2" = 1'-0"



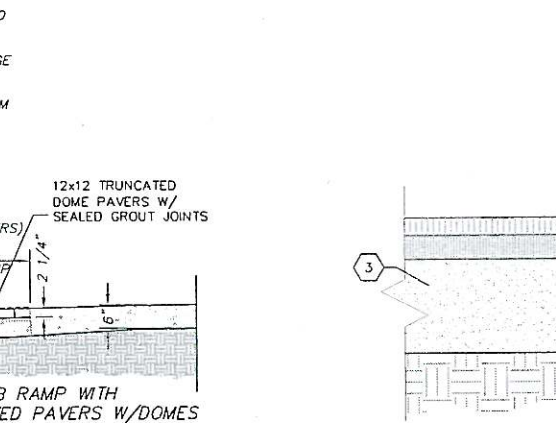
NOTE: ACCESSIBLE RAMPS AND CURB RAMPS WHERE POURING OF A SEPARATE INTEGRALLY COLORED CONCRETE IS REQUIRED, INSTALL SHEAR DOWELS 2'-0" O.C. AND KEYWAYS TO PREVENT HEAVING OF RAMPS W/ ADJACENT SIDEWALK OR CONC. SURFACE.



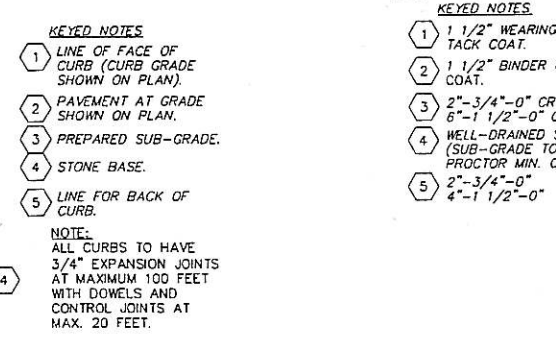
CURB RAMPS MUST HAVE A DETECTABLE WARNING FEATURE EXTENDING THE FULL WIDTH AND DEPTH OF THE RAMP (MID-WALK "IN-LINE" RAMPS ONLY NEED DETECTABLE WARNINGS AT WALK/PARKING TRANSITION). THE DETECTABLE SURFACE MUST CONSIST OF RAISED TRUNCATED DOMES WITH A DIAMETER OF NOMINAL 0.9 INCHES, A HEIGHT OF NOMINAL 0.2 INCHES AND A CENTER-TO-CENTER SPACING OF NOMINAL 2.35 INCHES. THE TEXTURE OF THE DETECTABLE WARNING FEATURE MUST CONTRAST WITH THE SURROUNDING SURFACES (EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT). SEE ABOVE.



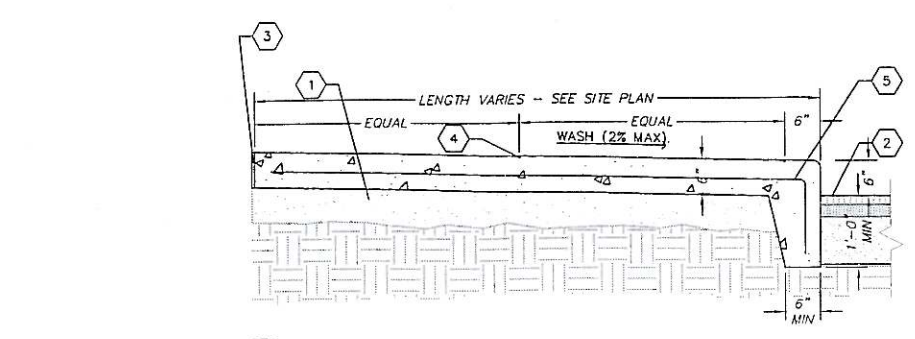
NOTE: THIS PAVEMENT SECTION DETAIL REFLECTS MINIMUM REQUIREMENTS.



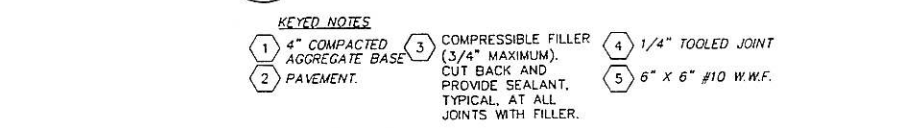
5 PAVEMENT SECTION DETAIL  
 C6.1 1 1/2" = 1'-0"



6 ACCESSIBLE PARKING-SIZE AND MARKINGS  
 C6.1



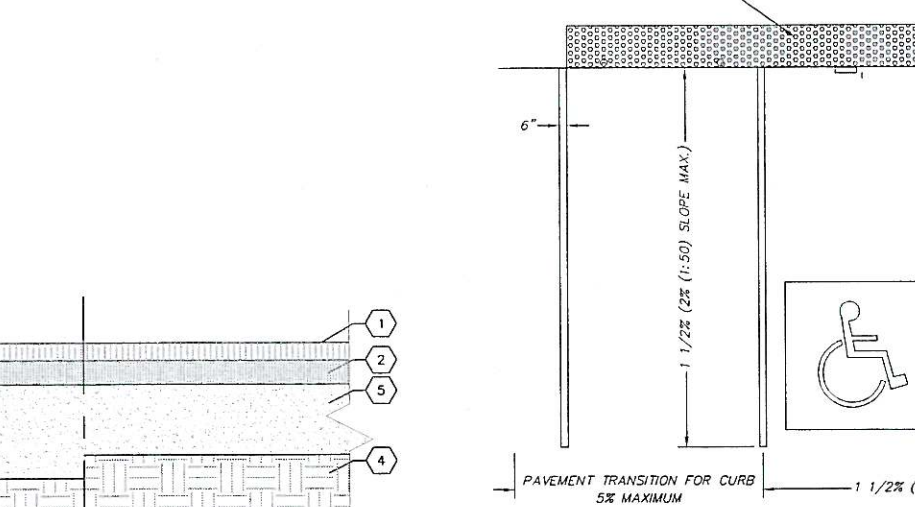
2 TYPICAL PERIMETER SIDEWALK  
 C6.1 3/4" = 1'-0"



KEYED NOTES:  
 1 4" COMPACTED AGGREGATE BASE  
 2 PAVEMENT  
 3 COMPRESSIBLE FILLER (3/4" MAXIMUM)  
 4 1/4" TOOLED JOINT  
 5 6" X 6" #10 W.W.F.



3 ACCESSIBILITY SIGNAGE  
 C6.1



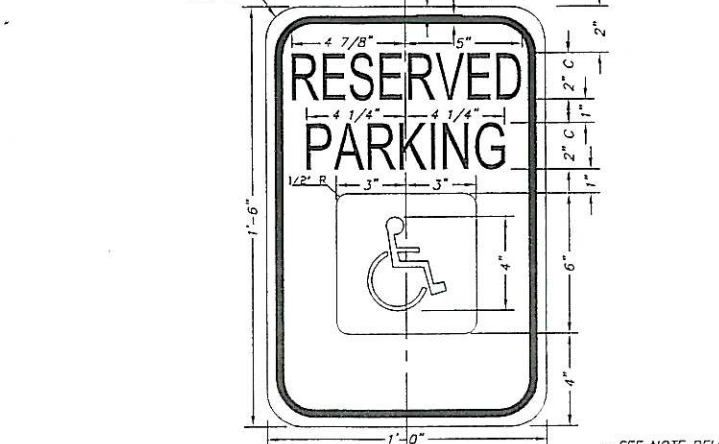
STANDARD ACCESSIBLE DIMENSIONING  
 A U.S. DEPARTMENT OF TRANSPORTATION R7-B (RESERVED PARKING) AND SUPPLEMENTAL SIGNS AS NOTED ABOVE MUST BE MOUNTED ON A PERMANENT POST NO LOWER THAN FOUR FEET FROM THE PAVEMENT. THE POST MUST BE MOUNTED IN THE CENTER OF THE 8 FOOT WIDE ACCESSIBLE PARKING SPACE, NO MORE THAN 5 FEET FROM THE FRONT OF THE PARKING SPACE. SEE ILLUSTRATION ABOVE.

NOTES:  
 EACH ACCESSIBLE PARKING SPACE IS TO BE A MINIMUM OF 8 FEET WIDE AND HAVE A 96" MINIMUM ACCESS AISLE FOR VANS OR 60" ACCESS AISLE FOR CARS ADJACENT TO THE SPACE. THE ACCESS AISLE MAY BE ON EITHER THE DRIVER'S SIDE OR THE PASSENGER'S SIDE OF THE ACCESSIBLE SPACE. THIS APPLIES TO 45, 60, AND 90° PARKING.  
 ACCESSIBLE PARKING SPACES ARE TO BE LOCATED AS CLOSE TO THE STORE ENTRANCE AS POSSIBLE AND SHALL BE IDENTIFIED WITH A SIGN.  
 ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL BE LEVEL WITH A SLOPE OF 1 1/2% (2% MAXIMUM) (EXAMPLE: 1.92 INCHES MAX. VERTICAL IN 8 FEET HORIZONTAL) OR 1:50 IN ALL DIRECTIONS. THIS INCLUDES BOTH "RUNNING SLOPES" AND "CROSS SLOPES."  
 EACH PARKING SPACE ACCESS AISLE MUST CONNECT TO A COMMON LEVEL WITH AN ACCESSIBLE ROUTE...I.E., EACH ACCESS AISLE NEXT TO A PARKING SPACE MUST HAVE A CURB RAMP AT THE STOREFRONT SIDEWALK OR BLEND TO A LEVEL WALKWAY LEADING TO THE ENTRANCE.

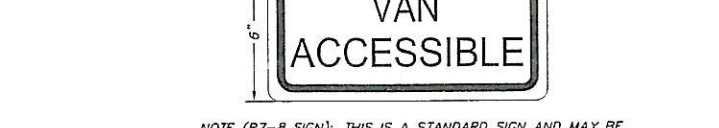
ACCESSIBLE PARKING ACCESS AISLES SHALL BE PART OF AN ACCESSIBLE ROUTE TO THE STORE ENTRANCE.  
 THE ACCESS AISLE SHALL BE DESIGNATED WITH HIGH QUALITY YELLOW DIAGONAL SURFACE PAINT STRIPING.  
 RAMPS MUST NOT EXTEND OUT FROM THE CURB INTO THE ACCESS AISLE OF ANY ACCESS PARKING SPACE.  
 ADA ALLOWS TWO PARKING SPACES TO SHARE AN ACCESS AISLE.

WALGREENS STANDARD ACCESSIBLE PARKING SIGN AND POST. SEE DTL 4/CO.1.  
 4" X 36" H CONC. FILLED STEEL BOLLARD W/ GRAY COLORED POLYETHYLENE COVER SLEEVE 5'-4" CLEAR MAX., 3'-0" MIN. CLEAR  
 24" WIDE DETECTABLE WARNING STRIP  
 8'-0" (ADA MIN. IS 5'-0")  
 8'-0"  
 1 1/2% (2% (1:50) SLOPE MAX. CROSS SLOPE)  
 PAVEMENT TRANSITION FOR CURB 5% MAXIMUM

6 ACCESSIBLE PARKING-SIZE AND MARKINGS  
 C6.1

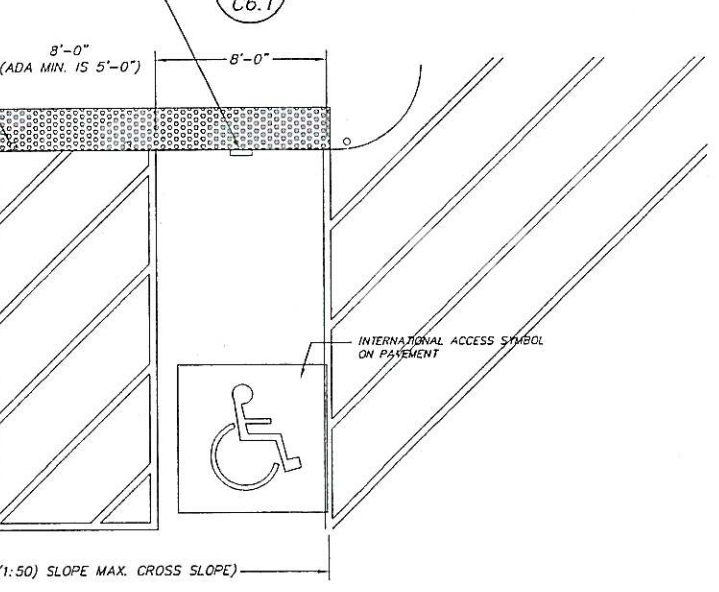


3 ACCESSIBILITY SIGNAGE  
 C6.1



NOTE (R7-B SIGN): THIS IS A STANDARD SIGN AND MAY BE ORDERED FROM ANY TRAFFIC SIGN SUPPLIER BY NUMBER. THE SIGN MUST BE SUPPLEMENTED WITH A "VAN ACCESSIBLE" SIGN AS APPLICABLE AND/OR AMOUNT OF THE FINE FOR ILLEGALLY PARKING IN THE RESERVED SPACE(S) A MUNICIPALITY MAY IMPOSE. CONFIRM WITH LOCAL REGULATIONS.

3 ACCESSIBILITY SIGNAGE  
 C6.1



6 ACCESSIBLE PARKING-SIZE AND MARKINGS  
 C6.1



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1ST	Planning Review	03.19.07
2ND		
3RD		
4TH		
5TH		
6TH		

DRAWN BY:  
 PANDA PROJECT #: S8-07-D1329  
 ARCH PROJECT #: 444003

ARCHITECT:  
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 Portland, OR 97219  
 (503) 225-1679



PANDA EXPRESS

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 CANBY, OR (ZIP CODE)

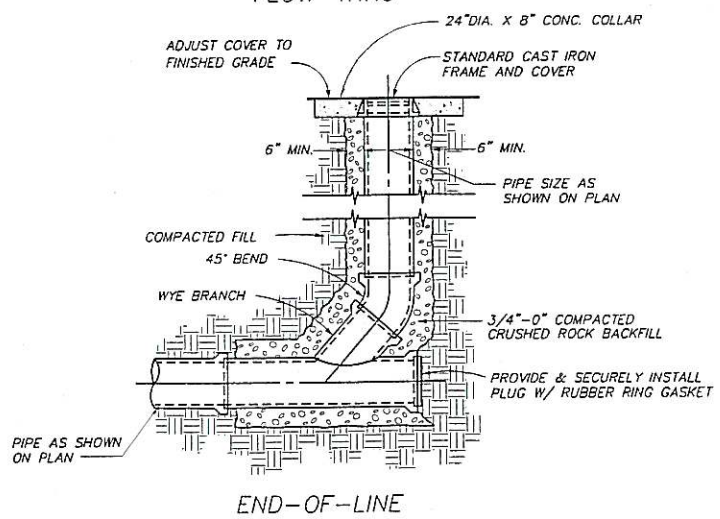
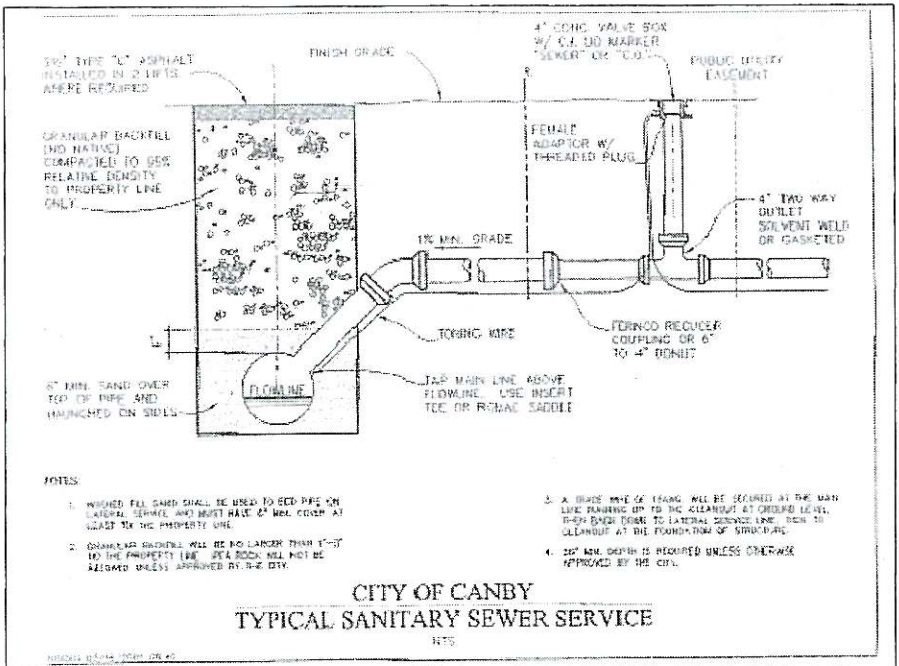
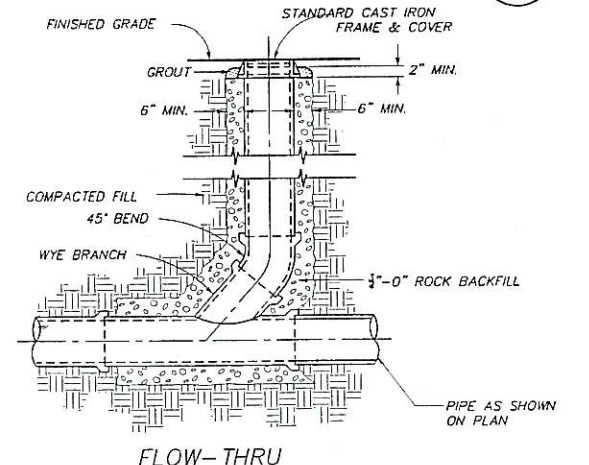
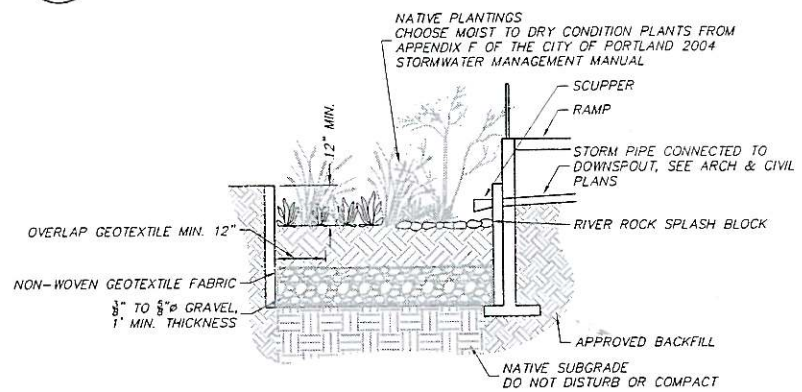
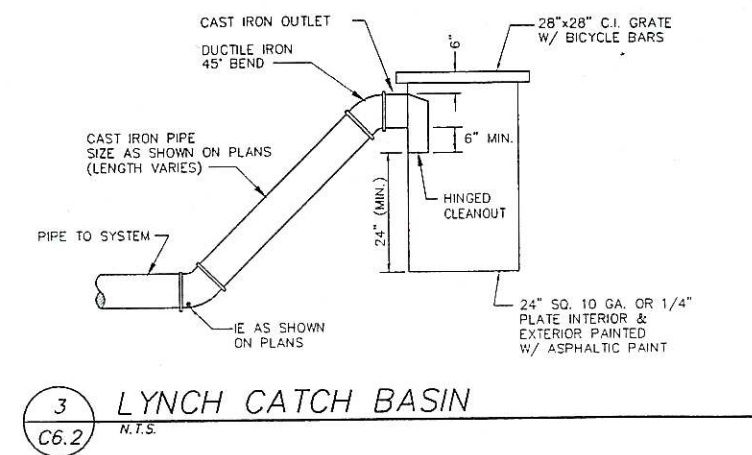
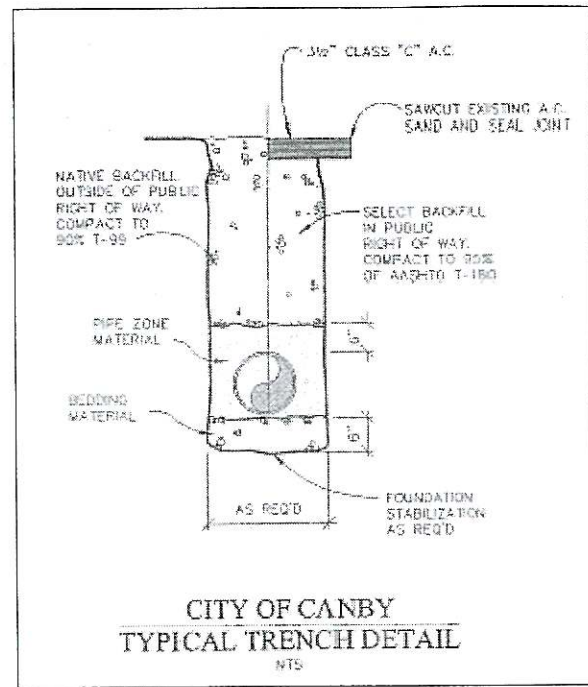
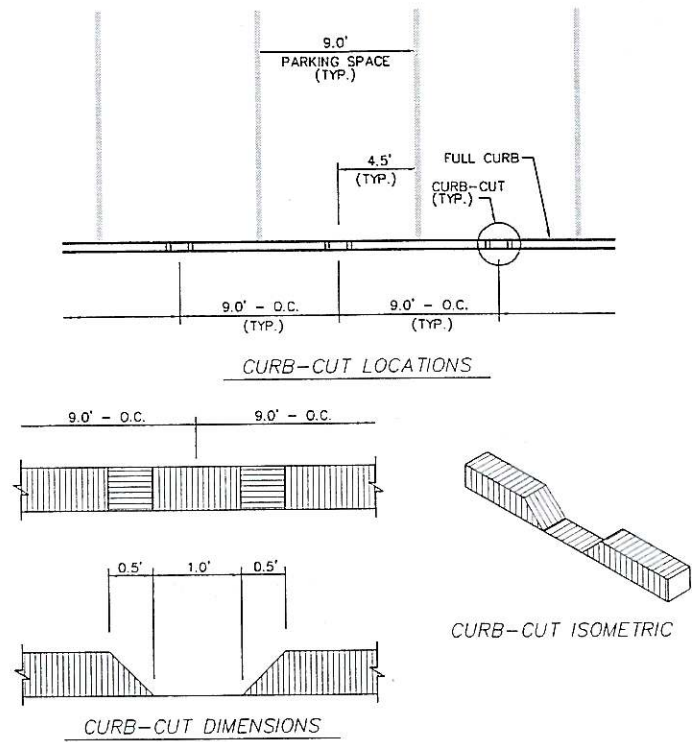
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 6-15-2007  
 GID

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OWNER REVIEW 03.15.07

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REF LIST  
 List of references including codes like C6.2, C6.1, etc.



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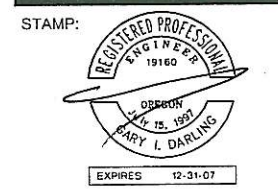

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6th		

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 PANDA PROJECT #: S8-07-D1329  
 ARCH PROJECT #: 444003

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**PANDA EXPRESS**

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 CANBY, OR (ZIP CODE)

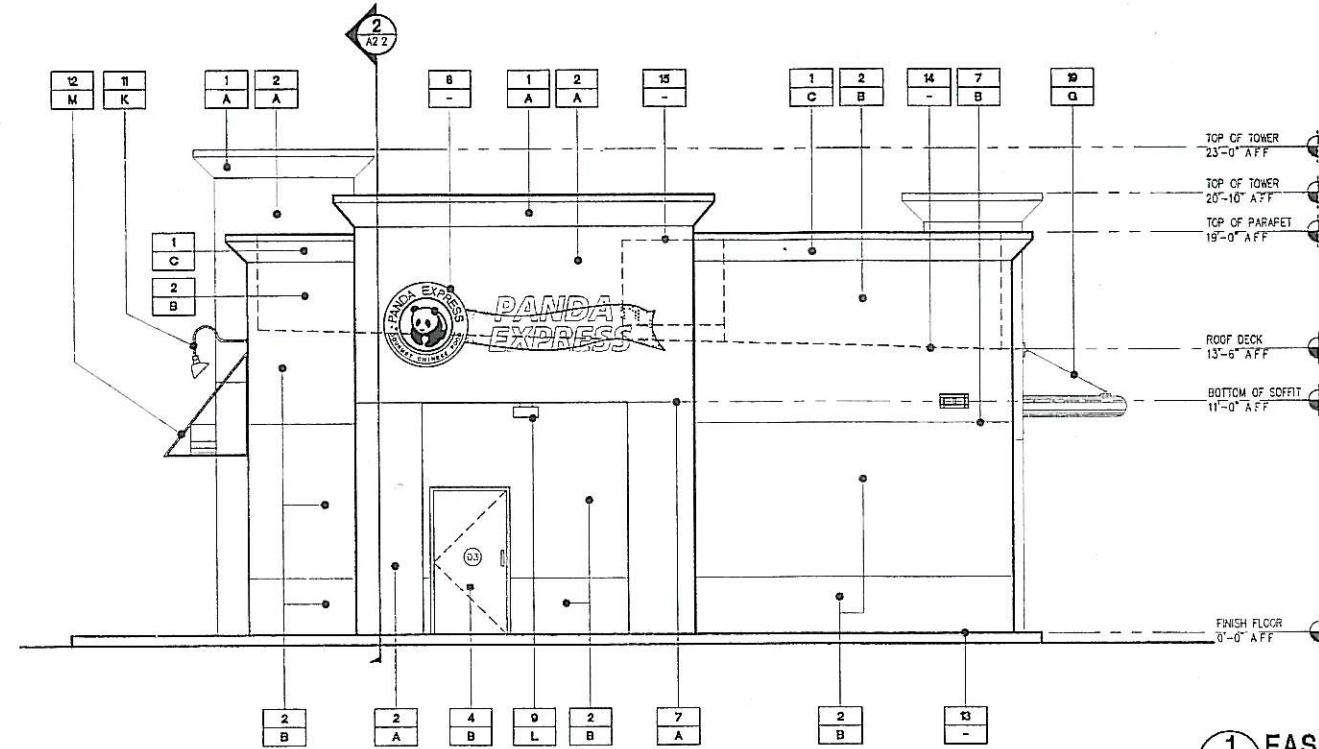
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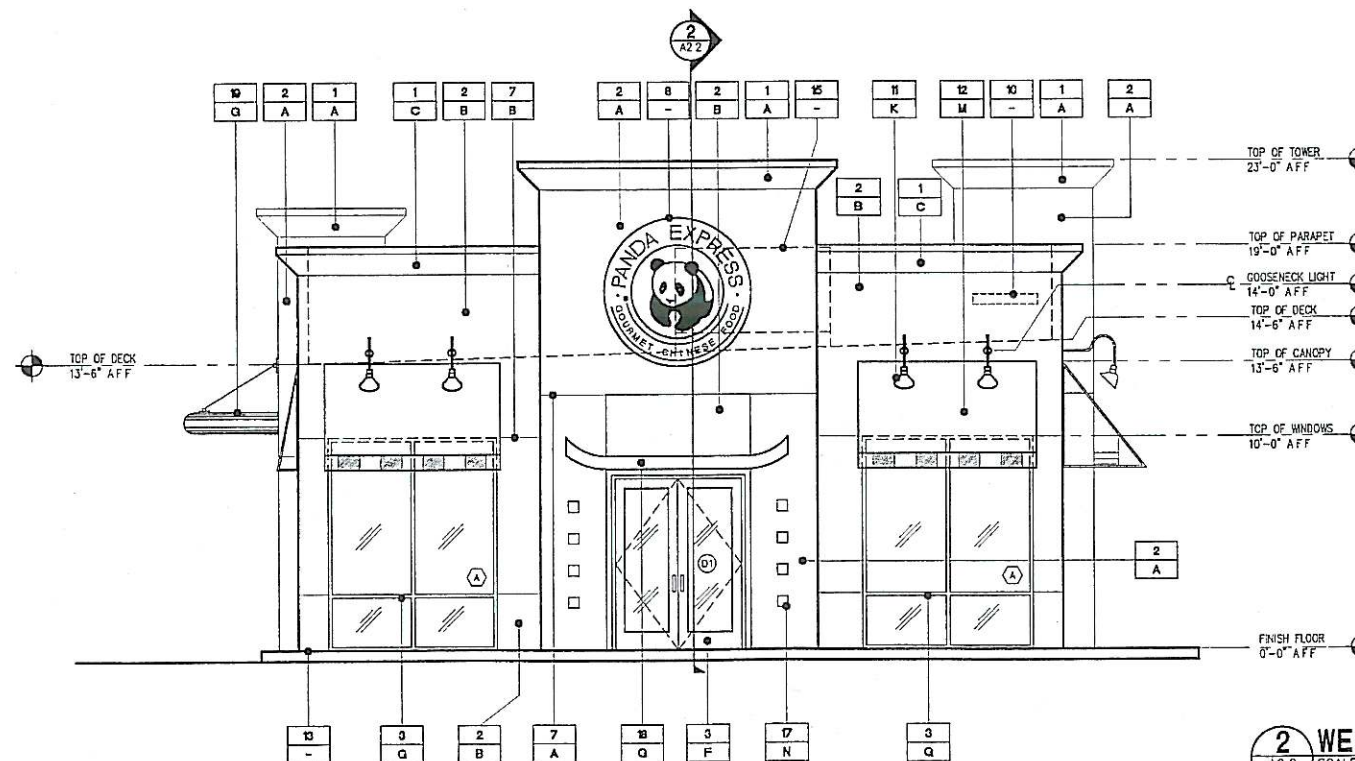
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**1 EAST ELEVATION**  
A2.0 SCALE 1/4"=1'-0"



**2 WEST ELEVATION**  
A2.0 SCALE 1/4"=1'-0"

**MATERIAL AND FINISH :**

- 1 EIFS CORNICE WITH EXT PLASTER FINISH COAT - SAND FINISH
- 2 EXTERIOR CEMENT PLASTER - MEDIUM DASH FINISH
- 3 ALUMINUM STOREFRONT SYSTEM - DBL PANE IN WINDOWS AND TEMPERED IN DOORS
- 4 EXTERIOR METAL DOOR AND FRAME
- 5 CULTURED STONE VENEER AND 'CHISELED' WATER TABLE SILL
- 6 DECORATIVE WALL SCOFF - SEE ELEC DRAWINGS
- 7 METAL EXPANSION JOINT, PAINT TO MATCH ADJACENT SURFACE
- 8 BUILDING SIGNAGE (N/C)
- 9 WALL PACK - SEE ELEC DRAWINGS
- 10 ADDRESS NUMBERS SHALL BE A MIN 12" HIGH AND ILLUMINATED
- 11 DECORATIVE GOOSENECK WALL LIGHT - SEE ELEC, DRWG'S
- 12 FABRIC AWNING REF 11/A3.0
- 13 CONCRETE CURB
- 14 ROOF SLOPE BEYOND
- 15 MECHANICAL UNIT BEYOND
- 16 REVERSED ARCH FASCIA
- 17 CERAMIC TILE ACCENT
- 18 REVERSED ARCH FASCIA
- 19 DRIVE THRU CANOPY
- 20 PIPE BOLLARD
- 21 METAL FRAVED TRELIS

**COLOR :**

- PAINT TO MATCH - BENJAMIN MOORE "MYSTICAL GRAPE" (PURPLE) 2071-30
- PAINT TO MATCH - ICI "COLORADO RUST" (TAN) 267
- PAINT TO MATCH - BENJAMIN MOORE "ORANGE BLOSSOM" 2168-30
- PAINT TO MATCH - DUNN EDWARDS "SICILIAN VILLA" DE 5241
- PAINT TO MATCH - DUNN EDWARDS "SHAGGY BARKED" DEC 771
- PAINT TO MATCH - BENJAMIN MOORE "NEON RED" 2087-10
- ANODIZED CLEAR ALUMINUM
- CORONADO STONE - EASTERN MTN LEDGE "CARMEL MOUNTAIN"
- INVUE BY COOPER LIGHTING "MODEL-ENV-64-CF-120-120-EB-CFO-AL-LOR-L"
- AWNING LIGHT BY AD 200 "32CFL-120-GWT-LD595WL-GB"
- SECURITY LIGHT - EXCELUNE - "GEOSCAPES SERIES 2 GS-2-D-5-1-MA-L-6"
- JOHN BOYLE - SIGNMASTER SUPREME "RED SUPREME" NO. 604 - WITH BLACK AND WHITE BANDS AT BOTTOM
- COUNTRY FLOOR - ALCHEMY LINE "COPPER"
- SAFETY YELLOW

**PANDA RESTAURANT GROUP INC**  
1883 Walnut Grove Ave  
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Facsimile 626 372 8288

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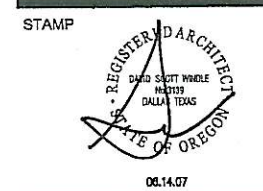
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ARCH PROJECT # 024246 005

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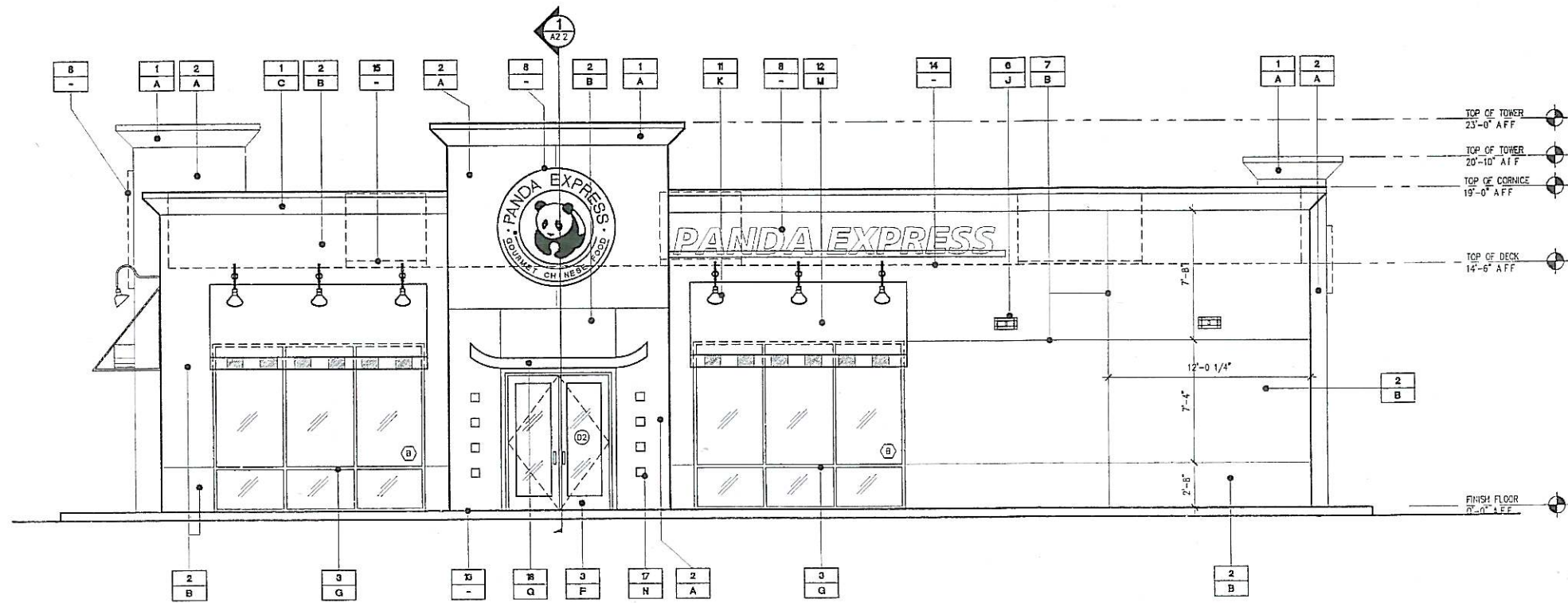
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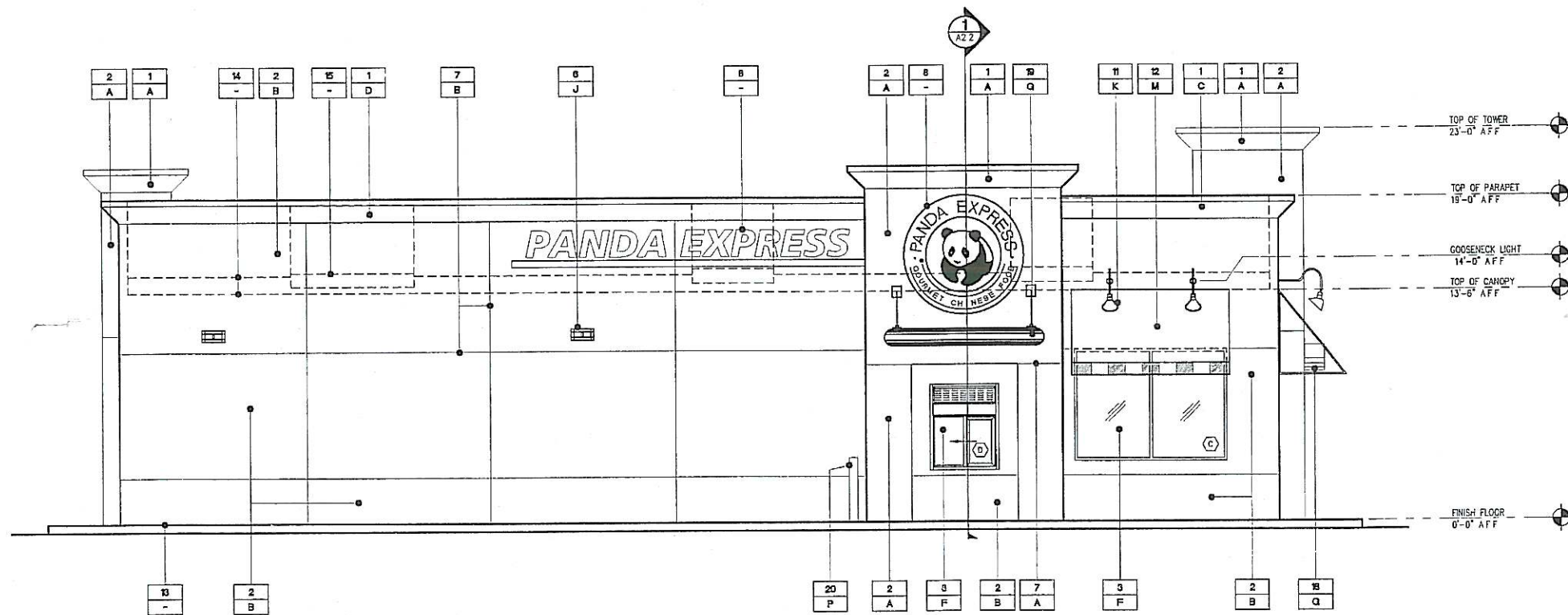
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EXTERIOR ELEVATIONS

PERMIT ISSUE 06.13.07



**1 SOUTH ELEVATION**  
A21 SCALE 1/4"=1'-0"



**2 NORTH ELEVATION**  
A21 SCALE 1/4"=1'-0"

- MATERIAL AND FINISH**
- 1 EIFS CORNICE WITH EXT PLASTER FINISH COAT - SAND FINISH
  - 2 EXTERIOR CEMENT PLASTER - MEDIUM DASH FINISH
  - 3 ALUMINUM STOREFRONT SYSTEM - DBL PANE IN WINDOWS AND TEMPERED IN DOORS
  - 4 EXTERIOR METAL DOOR AND FRAME
  - 5 CULTURED STONE VENEER AND "CHISELED" WATER TABLE SILL
  - 6 DECORATIVE WALL SCIENCE - SEE ELEC DRAWINGS
  - 7 METAL EXPANSION JOINT, PAINT TO MATCH ADJACENT SURFACE
  - 8 BUILDING SIGNAGE (N/C)
  - 9 WALL PACK - SEE ELEC DRAWINGS
  - 10 ADDRESS NUMBERS SHALL BE A MIN 12" HIGH AND ILLUMINATED
  - 11 DECORATIVE GOOSENECK WALL LIGHT - SEE ELEC DRAWINGS
  - 12 FABRIC AWNING REF 11/A30
  - 13 CONCRETE CURB
  - 14 ROOF SLOPE BEYOND
  - 15 MECHANICAL UNIT BEYOND
  - 16 REVERSED ARCH FASCIA
  - 17 CERAMIC TILE ACCENT
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  - ANODIZED CLEAR ALUMINUM
  - CORNHADO STONE - EASTERN MTH LEDGE "CARMEL MOUNTAIN"
  - INVUE BY COPPER LIGHTING "MODEL-ENV-64-CF-120-120-EB-CFD-AL-LGR-L"
  - AWNING LIGHT BY AD 200 "32CF1-120-GWT-LDS6WL-66"
  - SECURITY LIGHT - EXCELINE - "GEOSCOPES SERIES 2" GS-2-D-3-1-MA-L-6"
  - JOHN BOYLE - SIGNMASTER SUPREME "RED SUPREME" NO 604 - WITH BLACK AND WHITE BANDS AT BOTTOM
  - COUNTRY FLOOR - ALCHEMY LINE "COPPER"
  - SAFETY YELLOW



**PANDA RESTAURANT GROUP INC**  
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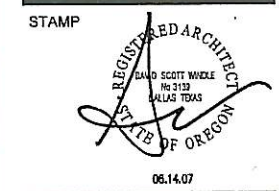
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**PANDA PROJECT #** S8-07-D1329  
**ARCH PROJECT #** 024246 005

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Fax (214) 688-0618



**PANDA EXPRESS**

HWY 99 E & BERG PARKWAY  
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**A2.1**

EXTERIOR ELEVATIONS

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PANDA PROJECT #: S8-07-D1329  
ARCH PROJECT #: 024246.005

ARCHITECT:

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Fax: (714) 327-1601



PANDA EXPRESS

SW 1st AVE  
CANBY, OR 97013

L-1.1

IRRIGATION PLAN

PROJECT LOCATION

### GENERAL KEY

- == CLASS 200 SLEEVES - AS NOTED - BY LAND. CONTR.
- SCHEDULE 40 P.V.C. - WATER TIGHT- BY LAND. CONTR.
- CLASS 200 P.V.C. PIPE FOR LATERALS & SCH. 40 MAINLINE
- (M) POINT OF CONNECTION (P.O.C.) - PROVIDED BY OTHERS
- (DCV) 1.5" DOUBLE CHECK VALVE - PROVIDED BY OTHERS
- (MIV) MAINLINE ISOLATION VALVE - SAME SIZE AS PIPE
- (QCV) 3/4" QUICK-COUPLING VALVE W/ LOCKING LID
- (MDV) MANUAL DRAIN VALVE
- (PEB) RB PEB ELECTRIC VALVE
- (C) CONTROL VALVE WIRING - #14 GA.
- (6) CONTROL VALVE NUMBER
- (R) CONTROLLER - RAINBIRD - ESP-LXM MODULAR SERIES (12) WALL MOUNT

### HEAD KEY

HEAD	COMPANY & CAT. NO.	RADIUS	G.P.M.	P.S.I.
(R5)	RAINBIRD 5 SERIES	5	10-20	30
(R8)	RAINBIRD 8-FLT SERIES	10	.39-1.57	30
(R10)	RAINBIRD 10 SERIES	8	.89-1.57	30
(R12)	RAINBIRD 12 SERIES	12	.65-2.6	30
(R15)	RAINBIRD 15 SERIES	15	.93-3.7	30
(V)	DENOTES VARIABLE ARC NOZZLE OF SERIES SHOWN			
(R15SST)	RAINBIRD 15 SST	STRIP	1.2	30
(MP2000)	MP ROTATOR 2000	ADJ.	.40-.74	40
(MP3000)	MP ROTATOR 3000	ADJ.	.66-1.82	40

### VALVE KEY

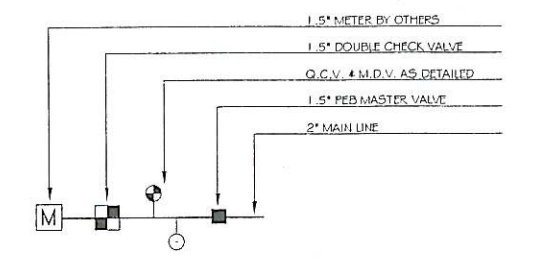
CONTROL VALVE NO.	1T	2T	3S	4S	5S	6S	7S	8S	9S
G.P.M.	11	11	19	19	11	14	13	23	16
CONTROL VALVE SIZE	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

### GENERAL NOTES

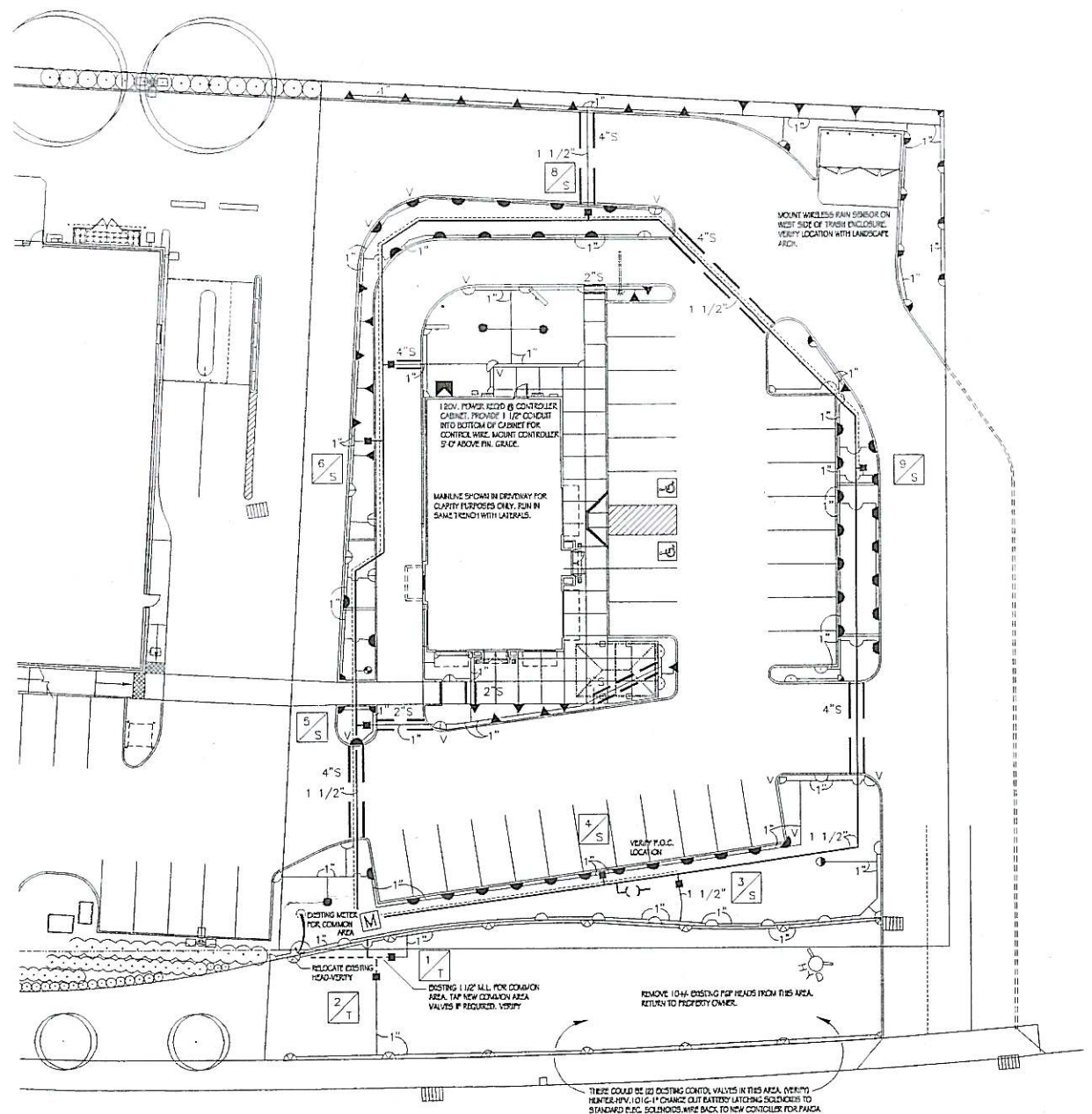
- \*LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR ALL SLEEVING UNDER ALL HARD SURFACES / COORDINATE INSTALLATION WITH GEN. CONTR.
- \*REMOVE A.C. PAVING AS REQUIRED TO PLACE HEADS 1" FROM CURBS.
- \*RAINBIRD SERIES BODIES TO BE #1806-SAM-PRS FOR SPRAY HEADS ONLY. 1806-SAM FOR MP ROTATORS.
- \*INSTALL VALVE BOXES PERPENDICULAR TO WALLS, WALKS AND CURBS.
- \*INSTALL PIPING IN SAME TRENCH WHEN POSSIBLE.
- \*INSTALL HEADS PERPENDICULAR TO SLOPES OF FINISH GRADE.
- \*PLACE TWO (2) VALVES IN SAME VALVE BOX WHEN POSSIBLE.
- \*INSTALL HEADS FLUSH WITH TOP OF WALLS, WALKS AND CURBS.
- \*INSTALL HEADS A MIN. OF 4" AWAY FROM WALLS AND WALKS.
- \*WHERE O.C.V. ARE SHOWN ADJACENT TO CONTROL VALVE, INSTALL IN VALVE BOX WITH CONTROL VALVE.

### DESIGN CRITERIA

\*THE DESIGN OF THE IRRIGATION SYSTEM IS BASED ON 70 P.S.I. @ 50 G.P.M.



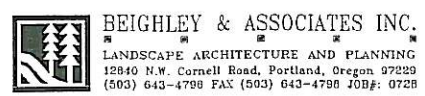
POINT OF CONNECTION DETAIL



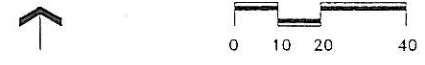
U.S. HIGHWAY NO. 99E

### IRRIGATION PLAN 1

SCALE: 1"=20'



IRRIGATION PLAN





Approximate Landscape Areas:

Turf Area (Existing): 5,300 sq.ft.  
 Planting Area: 8,300 sq.ft.  
 Infiltration Planters: 570 sq.ft.

Plant Materials Listing:

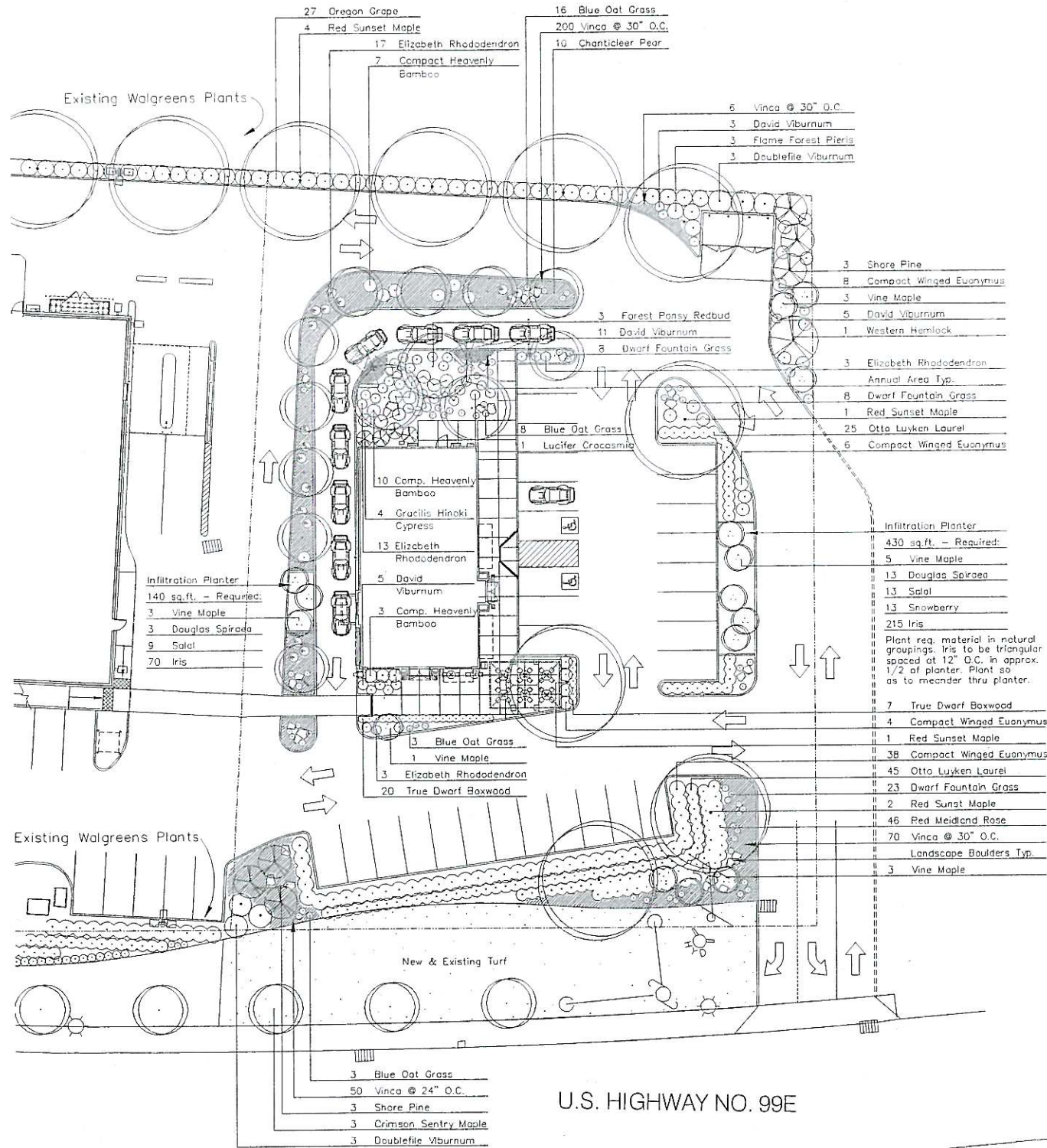
BOTANICAL NAME COMMON NAME	QTY.	SIZE	CONDITION	REMARKS
<b>TREES</b>				
Acer circinatum Vine Maple	7	4-5'	B&B	3 Trunk Min.
Acer platanoides "Crimson Sentry" Crimson Sentry Maple	3	2" Cal.	B&B	
Acer rubrum "Frank's Red" Red Sunset Maple	8	2" Cal.	B&B	
Cercis canadensis "Forest Pansy" Forest Pansy Redbud	3	1 1/2" Cal.	B&B	
Chamaecyparis obtusa "Gracilis" Gracilis Hinoki Cypress	4	4-5'	B&B	
Pinus contorta Shore Pine	6	5-6'	B&B	
Pyrus calleryana "Chanticleer" Chanticleer Pear	10	2" Cal.	B&B	
Tsuga heterophylla Western Hemlock	1	8-9'	B&B	

BOTANICAL NAME COMMON NAME	QTY.	SIZE	CONDITION	REMARKS
<b>SHRUBS</b>				
Buxus sempervirens "Suffruticosa" True Dwarf Boxwood	27	1 Gal.	Can	10-12"
Crocosmia Lucifer Crocosmia	1	1 Gal.	Can	10-12"
Euonymus alatus "Compacta" Compact Winged Euonymus	56	5 Gal.	Can	18-24"
Helictotrichon sempervirens Blue Oat Grass	30	1 Gal.	Can	10-12"
Mahonia aquifolium Oregon Grape	27	5 Gal.	Can	18-24"
Nandina domestica "Compacta" Compact Heavenly Bamboo	20	5 Gal.	Can	18-24"
Pennisetum atopocarioides "Hamel" Dwarf Fountain Grass	39	1 Gal.	Can	10-12"
Pieris japonica "Flame Forest" Flame Forest Pieris	3	5 Gal.	Can	18-24"
Prunus laurocerasus "Otto Luyken" Otto Luyken Laurel	70	15-18"	B&B	
Rhododendron varieties: Elizabeth	36	15-18"	B&B	
Rosa Meiland varieties: Red Meiland Rose	46	2 Gal.	Can	12-15"
Viburnum davidii David Viburnum	11	2 Gal.	Can	12-15"
Viburnum plicatum tomentosum Doublefile Viburnum	6	5 Gal.	Can	18-24"

BOTANICAL NAME COMMON NAME	QTY.	SIZE	CONDITION	REMARKS
<b>GROUND COVER &amp; WINES</b>				
Vinca minor Vinca	326	4"	Pots	
Landscape Rock to be Native Basalt 2-5 cu.ft.	29 shown			

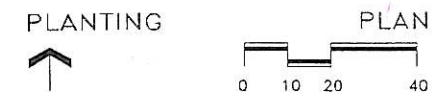
Plant Materials Listing for Infiltration Planters:

BOTANICAL NAME COMMON NAME	QTY.	SIZE	CONDITION	REMARKS
<b>LARGE SHRUBS</b>				
Acer circinatum Vine Maple	8	3 gallon	Can	3 Trunk Min.
Spiraea douglasii Douglas spiraea	16	3 gallon	Can	15-18"
<b>SHRUBS</b>				
Gaultheria shallon Salal	22	1 Gal.	Can	10-12"
Symphoricarpos albus Snowberry	13	1 Gal.	Can	10-12"
<b>GROUND COVER / GRASSLIKE PLANTS</b>				
Iris terax Iris	285	12" O.C. Triangular Spacing		



PLANTING PLAN  
SCALE: 1"=20'

BEIGHLEY & ASSOCIATES INC.  
 LANDSCAPE ARCHITECTURE AND PLANNING  
 12840 N.W. Cornell Road, Portland, Oregon 97229  
 (503) 643-4766 FAX (503) 643-4768 JOB#: 0728



PANDA RESTAURANT GROUP INC.  
 1683 Walnut Grove Ave.  
 Rosemead, California 91770  
 Telephone: 626.799.9898  
 Facsimile: 626.372.8288

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REVISIONS:

1		
2		
3		
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ISSUE DATE:

1st	Permit Issue	06.14.07
2nd		
3rd		
4th		
5th		
6th		

DRAWN BY: AMM

PANDA PROJECT #: S8-07-D1329  
 ARCH PROJECT #: 024246.005

ARCHITECT:  
**Carter Burgess**

Carter & Burgess, Inc.  
 4 Hutton Centre Drive, Suite 800  
 Santa Ana, CA 92707  
 Tel: (714) 327-1600  
 Fax: (714) 327-1601



PANDA EXPRESS

SW 1st AVE  
 CANBY, OR 97013

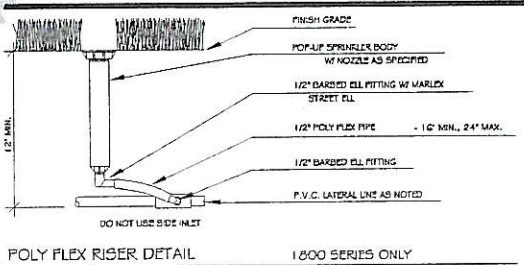
L-1.2

PLANTING PLAN

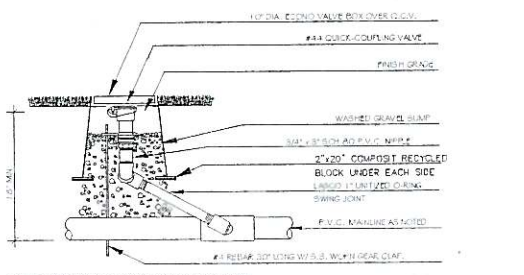
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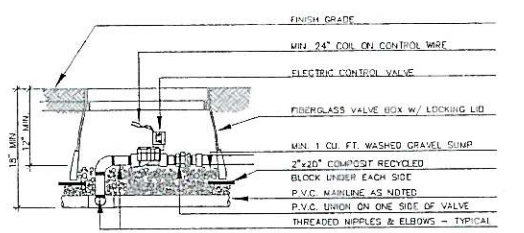
IRRIGATION DETAILS



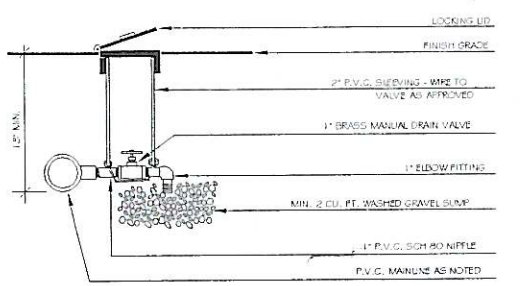
POLY FLEX RISER DETAIL 1800 SERIES ONLY



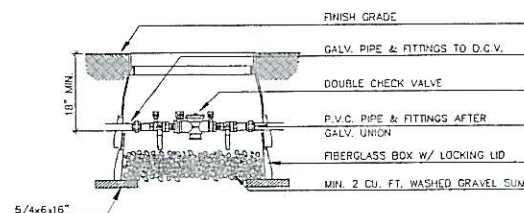
QUICK-COUPLING VALVE DETAIL (3/4")



CONTROL VALVE & BOX DETAIL



MANUAL DRAIN VALVE DETAIL

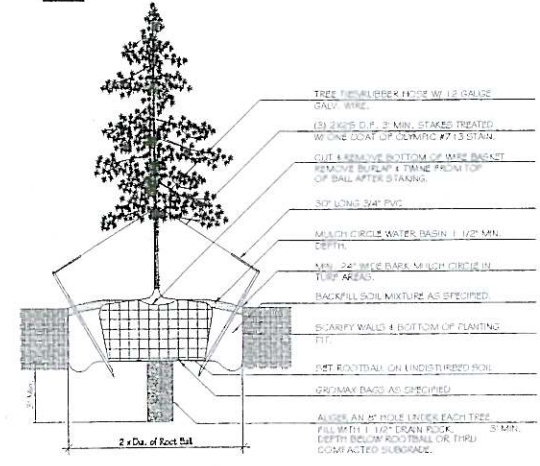
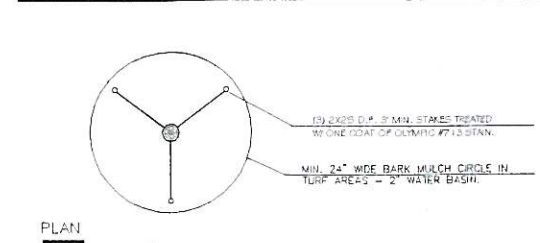


DOUBLE CHECK BACKFLOW PREVENTER DETAIL

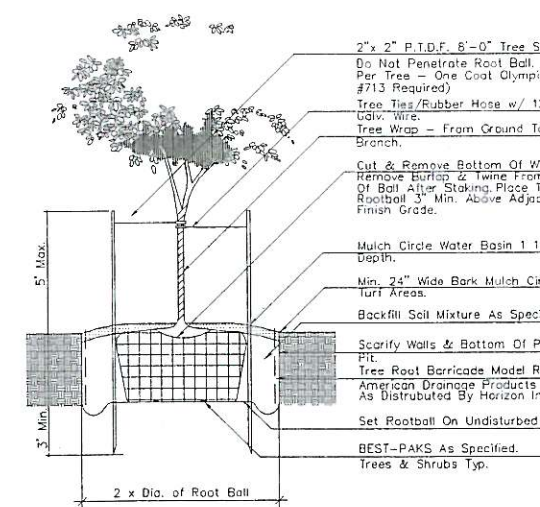
IRRIGATION SPECIFICATIONS

- 1. LANDSCAPE CONTRACTOR: The Landscape Contractor must have an Oregon Landscape Contractor's license...
2. DESIGN AND PLAN: The layout of the irrigation system is schematic...
3. VERIFICATION OF DIMENSIONS: Before proceeding with the installation...
4. PROTECTION OF UNFINISHED WORK: Provide protection at all times...
5. ENVIRONMENTAL CONDITIONS: In freezing weather, do not solvent weld...
6. UTILITIES: Protect active utilities encountered...
7. GUARANTEE: Guarantee the irrigation system, or any part thereof...
8. PRODUCTS: A. GENERAL: Materials and equipment shall be new...
9. WORKMANSHIP: A. Highest quality in all respects...
10. EXCAVATION AND BACKFILL: A. Pipe trenches straight, or "snaked" slightly...
11. INSTALLATION: A. Control valves and Backflow Device: Provide as shown...
12. FLUSHING AND TESTING: A. Flush mainline before installing control valves...
13. ADJUSTING AND BALANCING: Adjust and balance irrigation system...
14. CLEAN UP: Keep premises reasonably free from accumulation of debris...
15. MAINTENANCE: During first year guarantee period, shut down and winterize system...

PLANTING DETAILS



CONIFER PLANTING DETAIL



TREE PLANTING DETAIL - SHRUB PLANTING SIMILAR

NOTES

- 1. B&B STOCK MAY BE SUBSTITUTED WITH CONTAINER STOCK OF EQUAL GRADE...
2. CONTAINER STOCK MAY BE SUBSTITUTED WITH B&B STOCK OF EQUAL GRADE...
3. PLANT MATERIAL SHALL CONFORM WITH AMERICAN STANDARD FOR NURSERY STOCK...
4. ALL TREES SHALL BE BRANCHED...
5. MULCH ALL PLANTING BEDS WITH 3" MIN. LAYER OF SPECIFIED MULCH...
6. IN THE EVENT OF A DISCREPANCY BETWEEN THE MATERIAL LISTING AND THE DRAWINGS...
7. IN THE EVENT OF QUESTION OR LACK OF CLARITY ON DRAWINGS...
8. LANDSCAPE CONTRACTOR IS TO NOTIFY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF PLANT MATERIAL...
9. ADJUST PLANT LAYOUT AS REQUIRED TO FIT IRRIGATION COVERAGE PATTERN.

PLANTING DETAILS

- 1. LANDSCAPE CONTRACTOR: The Landscape Contractor must have an Oregon Landscape Contractor's license...
2. SCOPE: Furnish labor, materials, equipment and supervision necessary to complete all work shown...
3. GUARANTEE AND REPLACEMENT: Guarantee all new plant material after final acceptance...
4. GRADES: Final rough grade will be established by the General Contractor...
5. TOPSOIL: Landscape Contractor to verify with Owner and General Contractor...
6. FERTILIZERS: A. General: Approved brands meeting requirements of applicable state fertilizer laws...
7. TEXTURAL SOIL AMENDMENTS: Garden Core Compost, as provided by North American Soils, Inc...
8. TREE, SHRUB AND STAKING MATERIALS: Refer to detail on Drawings...
9. MULCH MATERIALS: Free from noxious weed seed and all foreign material...
10. EXECUTION: Remove stones, mortar, concrete, rubbish, debris and any material harmful to plant life...
11. SOIL PREPARATION AND PLANTING TREES, SHRUBS AND GROUNDCOVER: Broadcast the following materials evenly over topsoil placed in each planting area...
12. PLANTING TREES AND SHRUBS: Plant upright and face to give best appearance...
13. PLANTING BED GRADES: Grades and slopes in accordance with rough-finish grades...
14. USE OF HERBICIDES: Applications of herbicides to all planting areas should be done prior to mulching...
15. MULCHING OF PLANTING BEDS: Mulch shrub planting beds with 2 inch minimum layer of specified bark...
16. MAINTENANCE: Begin maintenance immediately after each shrub and tree are planted...

CORNER CUTS & BURGESS



PANDA RESTAURANT GROUP INC. 1683 Walnut Grove Ave. Rosemead, California 91770

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REVISIONS:

Table with 3 columns: No., Description, Date. Contains 6 revision entries.

ISSUE DATE:

Table with 3 columns: No., Description, Date. Contains 1 entry: 1st Permit Issue 06.14.07

DRAWN BY: AMM

PANDA PROJECT #: S8-07-D1329 ARCH PROJECT #: 024246.005

ARCHITECT:

Carter & Burgess

Carter & Burgess, Inc. 4 Hutton Centre Drive, Suite 800 Santa Ana, CA 92707

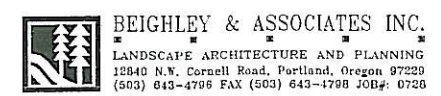


PANDA EXPRESS

SW 1st AVE CANBY, OR 97013

L-1.3

DETAILS AND SPECS



BEIGHLEY & ASSOCIATES INC. LANDSCAPE ARCHITECTURE AND PLANNING 12840 N.W. Cornell Road, Portland, Oregon 97229

DETAILS & SPECIFICATIONS

PERMIT ISSUE 06 13 07



**PANDA RESTAURANT GROUP INC.**  
 1663 Walnut Grove Ave.  
 Rosemead, California  
 91770  
 Telephone: 626.799.8898  
 Facsimile: 626.372.8288

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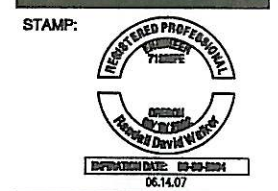
**REVISIONS:**


**ISSUE DATE:**

1ST	PERMIT ISSUE	06.14.07
2ND		
3RD		
4TH		
5TH		
6TH		

**DRAWN BY:** [Signature]  
**PANDA PROJECT #:** S6-07-D1329  
**ARCH PROJECT #:** 024246.005

**ARCHITECT/ENGINEER:**  
**Carter Burgess**  
 CARTER & BURGESS ARCHITECTS/ENGINEERS, P.C.  
 1420 W. MOCKINGBIRD LANE  
 DALLAS, TEXAS 75247  
 Tel: (214) 920-8100  
 Fax: (214) 688-0518



**PANDA EXPRESS**  
 SW 1ST AVE  
 CANBY, OR 97013

**E6.0**  
 SITE, POWER AND EXTERIOR LIGHTING PLAN

**SHEET NOTES:**

- COORDINATE ALL UNDERGROUND UTILITY CONDUITS, MANHOLES, AND PULL BOXES REQUIREMENTS WITH CORRESPONDING UTILITY PRIOR TO INSTALLATION. OBTAIN COPIES OF UTILITY PLANS, REQUIREMENTS AND INSTALLATION DETAILS. CONTRACTOR SHALL BE UTILITY CERTIFIED IF REQUIRED.
- COORDINATE WITH OTHER UTILITY CONTRACTORS (WATER, GAS, SEWAGE, IRRIGATION, ETC.) PRIOR TO INSTALLING ELECTRICAL AND COMMUNICATIONS UNDERGROUND UTILITIES. MAINTAIN A MINIMUM OF 12" SEPARATION VERTICALLY AND HORIZONTALLY BETWEEN OTHER UTILITY CONDUITS (ELECTRIC, TELEPHONE, WATER, SEWAGE, ETC.).
- ALL U/S CONDUIT SHALL BE PVC SCHEDULE 40 AND SHALL BE BURIED A MINIMUM 30" BELOW FINISHED GRADE. PROVIDE 3" SAND AROUND ALL CONDUITS AND BACK FILL WITH CLEAN DIRT FREE OF ROCKS AND DEBRIS. MAINTAIN MINIMUM 12"-0" SWEEPS FOR POWER CONDUITS AND 4"-0" SWEEPS FOR COMMUNICATIONS CONDUITS. SEE CIVIL SPECIFICATIONS FOR COMPACTION REQUIREMENTS.
- REFER TO ARCHITECTURAL AND LANDSCAPE PLANS FOR LIMITS OF CONSTRUCTION AND EXACT SITE EQUIPMENT LOCATION. PROVIDE SAW CUTTING, TRENCHING, EXCAVATION, BACKFILL AND REPLACEMENT OF HARDSCAPE & SOFTSCAPE AS REQUIRED TO COMPLETE WORK SHOWN.
- SITE CIRCUITS SHOWN ARE MINIMUM 1" WITH MINIMUM #10 AWG CONDUCTORS (NUMBER OF CONDUCTORS AS INDICATED WITH HASH MARKS, NO HASH MARKS INDICATES TWO CONDUCTORS, UNO) & MINIMUM 1/10 AWG GROUND, UNLESS NOTED OTHERWISE. PROVIDE LARGER CONDUIT SIZES TO ACCOMMODATE REQUIRED NUMBER AND SIZE OF CONDUCTORS. PROVIDE REQUIRED HARDWARE FOR CONNECTION TO DEVICES WHICH LUGS DO NOT ACCEPT OVERSIZED CONDUCTORS.
- SITE CIRCUITS ARE CONTROLLED VIA LIGHTING CONTACTOR PANEL(S). UNO. SEE LIGHTING CONTROL DETAILS ON SHEET E-5.0 AND PROVIDE CONTROL EQUIPMENT AS REQUIRED PER SITE CONDITIONS. SEE BUILDING PLANS FOR ELECTRICAL EQUIPMENT LOCATED INSIDE THE BUILDING.
- PROVIDE EQUIPMENT, DEVICES, BOXES, CONDUITS AND WIRE AS SHOWN ON PLAN. PROVIDE PULL ROPES FOR ALL CONDUITS ONLY. CAP CONDUIT STUB-UPS TO PREVENT FOREIGN MATTER ENTRY.
- PROVIDE UNDERGROUND CONDUITS FROM UTILITY COMPANY TRANSFORMER TO THE BUILDING ELECTRICAL EQUIPMENT AS REQUIRED PER FIELD CONDITIONS AND AS DIRECTED BY THE UTILITY COMPANY. COORDINATE WITH UTILITY COMPANY FOR NUMBER OF CONDUITS AND CONDUIT SIZE. DO NOT RUN CONDUITS UNDER LOADING DOCK.
- SITE SURFACE MOUNTED WEATHERPROOF, GFCI RECEPTACLES SHALL BE PROVIDED WITH "TAYMAC" ENCLOSURE OR APPROVED EQUAL TO MEET NEC 406.8(B). PROVIDE UNSTRUT SUPPORT AS REQUIRED.
- SEE BUILDING PLANS FOR WALL MOUNTED EXTERIOR LIGHTING FIXTURES CIRCULATING AND ELECTRICAL EQUIPMENT LOCATED INSIDE THE BUILDINGS.
- REFER TO LIGHTING FIXTURE SCHEDULE ON SHEET E-1.0 FOR LIGHTING FIXTURE TYPES.
- PROVIDE DEDICATED NEUTRAL AND GROUND FOR ALL SIGNS.
- DISCONNECTING MEANS, PROVIDED BY MANUFACTURER, REQUIRED FOR EACH SIGN AND OUTLINE LIGHTING SYSTEM. DISCONNECTING MEANS REQUIRED TO BE READILY ACCESSIBLE OR CAPABLE OF BEING LOCKED IN OPEN POSITION IF NOT WITHIN SIGHT. MUST COMPLY WITH ART. 600.6 GROUNDING OF SIGNS AND METAL EQUIPMENT. MUST COMPLY WITH ART. 600.7. BRANCH CIRCUIT RATINGS. MUST COMPLY WITH ART. 600.5.B.

**KEY NOTES:**

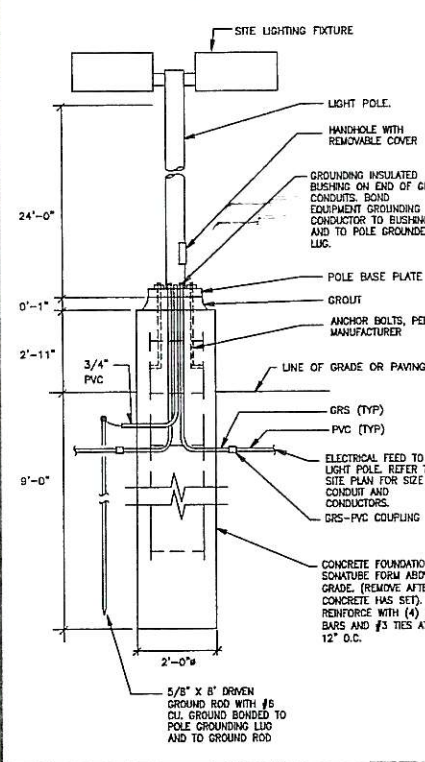
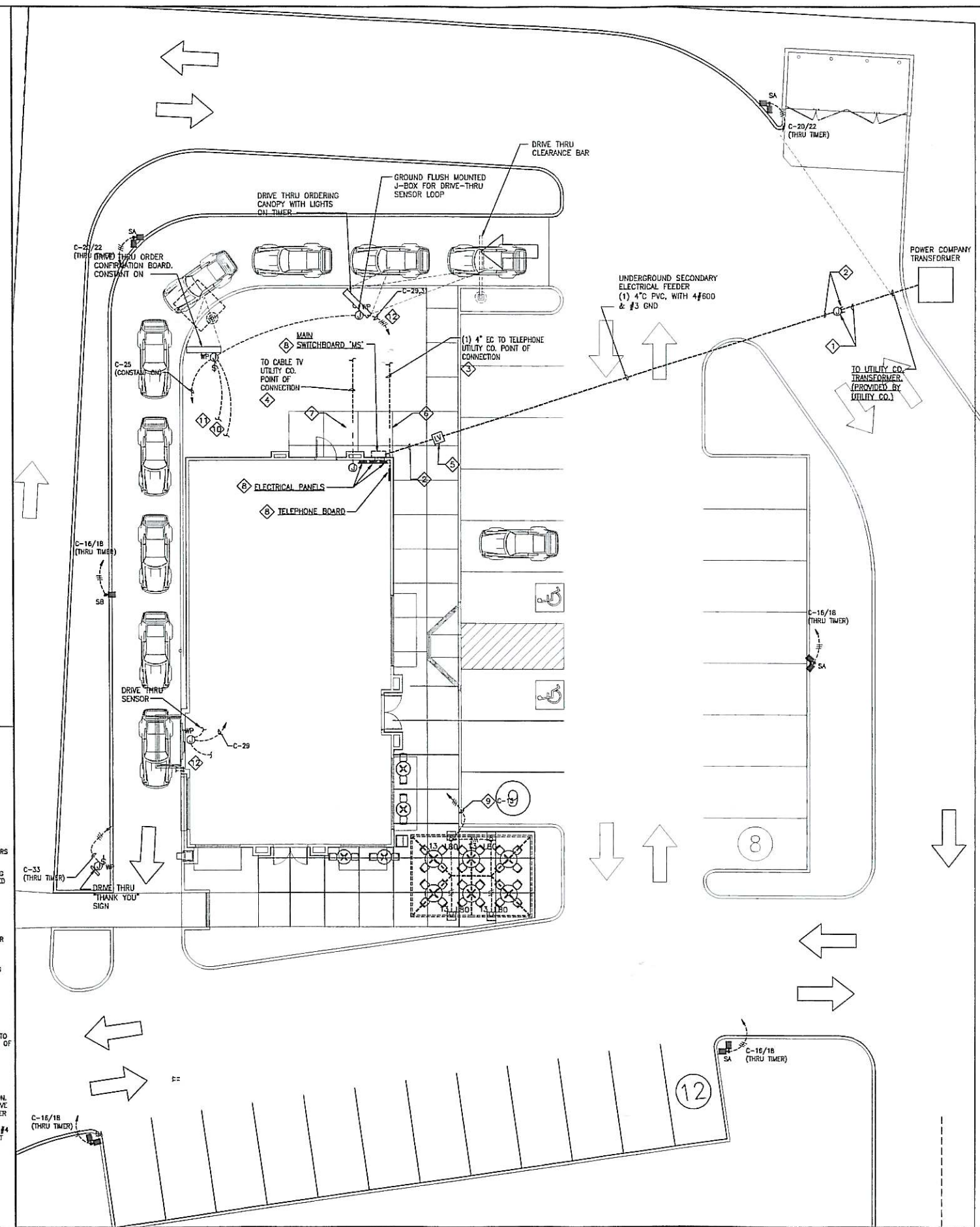
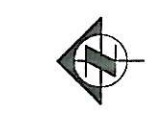
- EXISTING UNDERGROUND CONDUITS FROM UTILITY COMPANY TRANSFORMER, STUBBED, CAPPED AND STAKED. FIELD VERIFY FOR NUMBER OF CONDUITS, CONDUIT SIZE AND EXACT STUB-UP LOCATION.
- INTERCEPT EXISTING UNDERGROUND CONDUIT(S) FROM POWER UTILITY COMPANY TRANSFORMER AND EXTEND TO BUILDING ELECTRICAL ROOM EQUIPMENT AS SHOWN. COORDINATE WITH UTILITY COMPANY FOR NUMBER OF CONDUITS AND CONDUIT SIZE. CONDUIT ROUTING IS SHOWN FOR REFERENCE ONLY, SHALL BE FIELD VERIFIED, COORDINATED WITH UTILITY COMPANY AND ADJUSTED AS NECESSARY.
- PROVIDE UNDERGROUND CONDUITS FROM COMMUNICATIONS UTILITY COMPANY POINT OF CONNECTION TO BUILDING MAIN TELEPHONE BOARD AS SHOWN. COORDINATE WITH UTILITY COMPANY FOR NUMBER OF CONDUITS AND CONDUIT SIZE. CONDUIT ROUTING IS SHOWN FOR REFERENCE ONLY, SHALL BE FIELD VERIFIED AND COORDINATED WITH UTILITY COMPANY.
- PROVIDE UNDERGROUND CONDUITS FROM CABLE TV UTILITY COMPANY POINT OF CONNECTION TO BUILDING MAIN TELEPHONE ROOM AS SHOWN. COORDINATE WITH UTILITY COMPANY FOR NUMBER OF CONDUITS AND CONDUIT SIZE. CONDUIT ROUTING IS SHOWN FOR REFERENCE ONLY, SHALL BE FIELD VERIFIED AND COORDINATED WITH UTILITY COMPANY.
- PROVIDE 4'x5'x4" DEEP LOW VOLTAGE CONCRETE PULL BOX WITH HEAVY DUTY COVER RATED FOR VEHICULAR TRAFFIC. ADJUST BOX SIZE AND TYPE PER POWER UTILITY COMPANY REQUIREMENTS.
- PROVIDE 3'x5'x4" DEEP CONCRETE PULL BOX WITH HEAVY DUTY COVER RATED FOR VEHICULAR TRAFFIC. ADJUST BOX SIZE AND TYPE PER COMMUNICATIONS UTILITY COMPANY REQUIREMENTS.
- PROVIDE 24" x 18" x 18" DEEP CONCRETE PULL BOX WITH HEAVY DUTY COVER RATED FOR VEHICULAR TRAFFIC. ADJUST BOX SIZE AND TYPE PER CABLE TV UTILITY COMPANY REQUIREMENTS.
- SEE BUILDING PLANS FOR DETAILS.
- LIGHTING SHALL BE CONTROLLED VIA LIGHTING CONTACTOR AS SHOWN ON LIGHTING CONTROL DIAGRAM DETAILS ON SHEET E-5.0.
- REFER TO KEY NOTE 21 ON E-1.0.
- REFER TO KEY NOTE 22 ON E-1.0.
- REFER TO KEY NOTE 23 ON E-1.0.

**NOTE:**  
 COORDINATE WITH ARCHITECTURAL DRAWINGS FOR EXACT LOCATION OF DRIVE THROUGH SIGNS AND EQUIPMENT PRIOR TO ROUGH-IN. MAKE PROPER ADJUSTMENTS.

**UTILITY INFORMATION:**

<b>ELECTRICAL</b> CANBY UTILITY CANBY, OR. 97013 CONTACT: GARY STOCKWELL PHONE: 503-263-4307	<b>TELEPHONE</b> CANBY TELECOM 190 S.E. 2nd STREET CANBY, OR. 97013 CONTACT: DANH VU PHONE: 503-266-8201	<b>CABLE TV</b> CANBY TELECOM 190 S.E. 2nd STREET CANBY, OR. 97013 CONTACT: DANH VU PHONE: 503-266-8201
----------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------

**Underground Service Alert**  
 Call: TOLL FREE  
 1-800-422-4133  
 TWO WORKING DAYS BEFORE YOU DIG



**2 POLE BASE DETAIL**  
 E6.0 SCALE: NTS

**1 SITE POWER AND EXTERIOR PLAN**  
 E6.0 SCALE: 1"=10'-0"



September 18, 2007

Matilda Deas  
City of Canby Planning  
170 NW 2<sup>nd</sup> Avenue  
Canby, OR 97013

*RE: Panda Express - Driveway Analysis*

Dear Matilda:

We have reviewed the proposed Panda Express development at Berg Parkway and Highway 99E. The results of our analysis are reported in this letter, with supporting data attached at the end.

The proposed project is located in the northeast quadrant of the Berg Parkway/ Highway 99E intersection. A previous traffic study for the site was prepared for the parcel in August 2003. The previous study assumed a general retail development for the site.

The site will have direct access to Highway 99E. Based on the results of the previous traffic study, ODOT has established a trip cap of 62 AM trips, 204 PM trips and 2,280 daily trips for the driveway access in order to maintain adequate performance for the highway.

A Walgreens was recently developed on the property. Traffic counts were taken at the Highway 99E driveway to determine the actual number of trips that were used by the Walgreens development.

The Walgreens store opened on August 15, 2007, but the traffic counts were not taken until August 28, 2007 to allow the trips to normalize somewhat. The results of the traffic counts showed that there were two morning trips and eight evening trips at the Highway 99E driveway.

A Panda Express restaurant does not fit the ITE description of a fast-food restaurant. A typical fast-food restaurant generates the highest number of trips during the morning. A Panda Express restaurant primarily serves lunch, so would be expected to generate a higher number of trips during the afternoon peak period. However, since there are no data for





Matilda Deas  
September 18, 2007  
Page 2 of 2

press restaurant, the ITE trip rates for a typical fast-food restaurant were used to determine the trip generation.

Based on the trip rates for ITE Land-use code 934, *Fast-Food Restaurant with Drive-Through*, the proposed Panda Express restaurant would generate approximately 126 trips during the morning peak hour, 82 trips during the evening peak hour, and 1,180 trips during the weekday.

Of these trips, some will use the driveway onto Berg Parkway. Distributing the primary and pass-by trips through the driveways leads to a total of 55 morning peak hour trips and 37 evening peak hour trips that are forecast to use the driveway onto Highway 99E. Approximately 524 of the weekday trips are expected to use the driveway as well.

Adding the existing Walgreens trips leads to a total of 57 trips during the morning peak hour and 45 trips during the evening peak hour. This number of trips is within ODOT's trip cap for the Highway 99E driveway.

If you have any questions about this letter, please don't hesitate to call me.

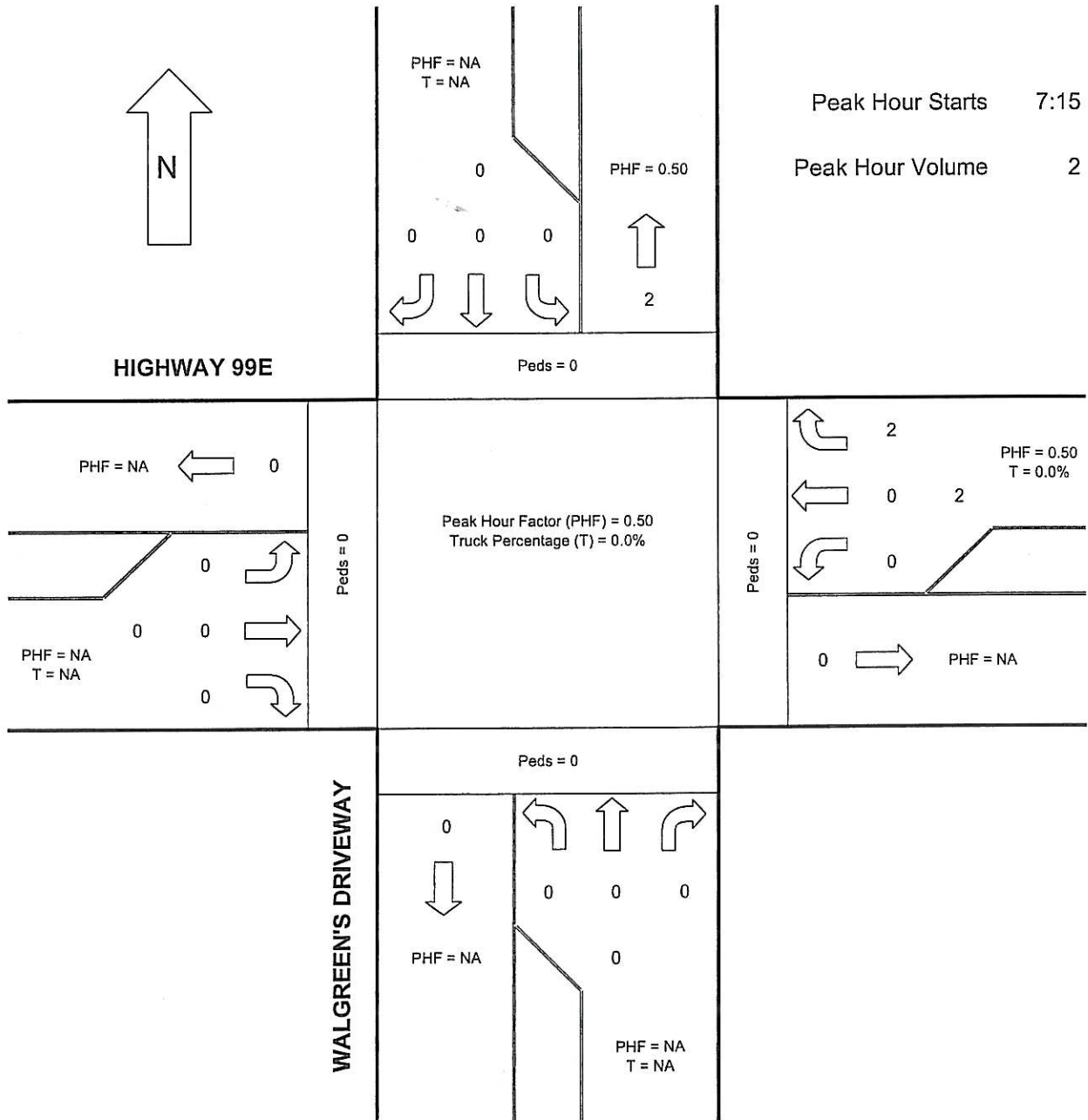
Yours truly,

Catriona Sumrain, TOPS  
Transportation Analyst



## Intersection Turning Movement Peak Hour Diagram

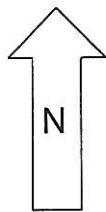
**Location** HIGHWAY 99E AT WALGREEN'S DRIVEWAY  
**Date** 8/28/2007  
**Day of Week** Tuesday  
**Time Begin** 7:00  
**Reviewed By:** DE



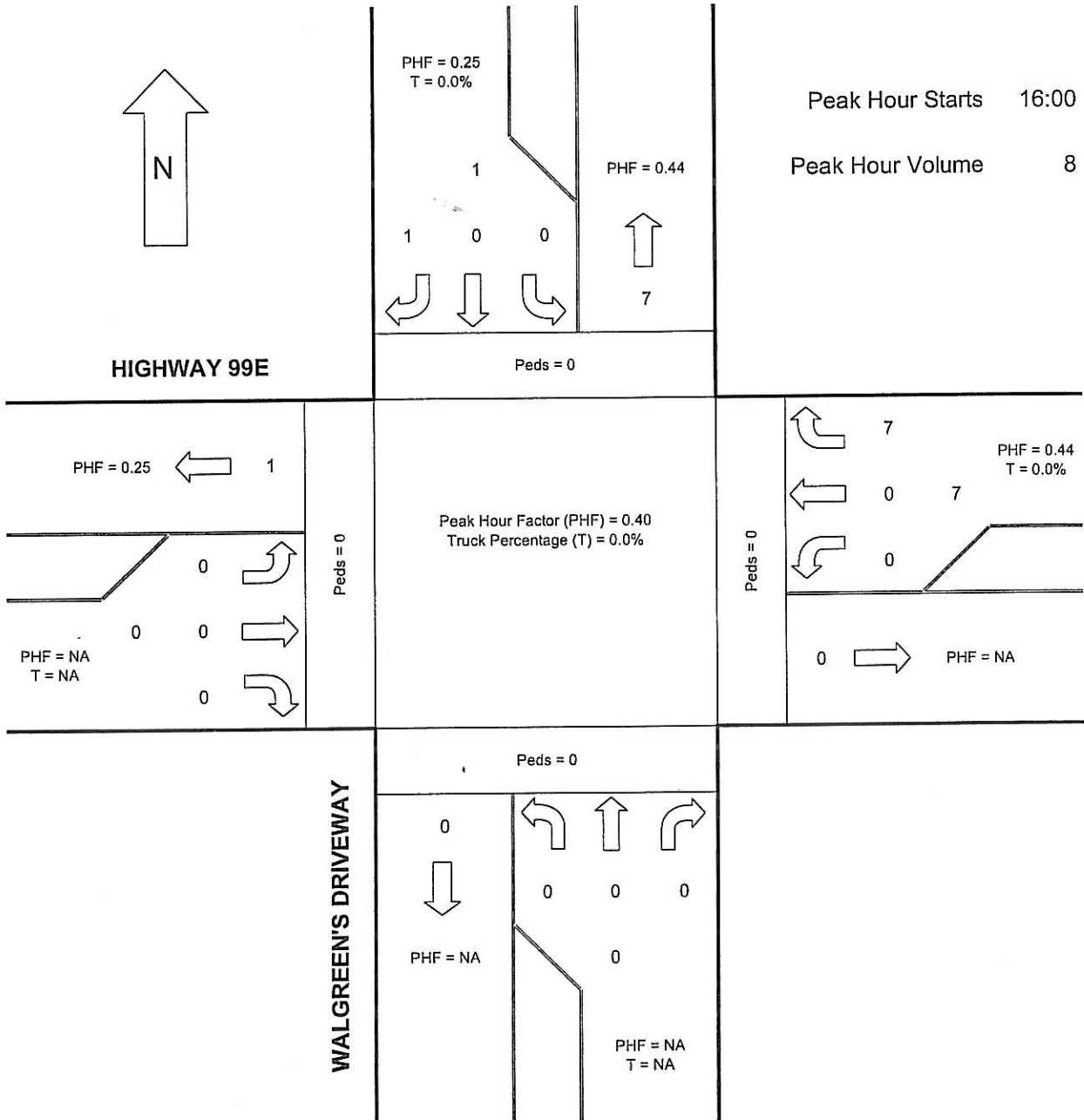


## Intersection Turning Movement Peak Hour Diagram

**Location** HIGHWAY 99E AT WALGREEN'S DRIVEWAY  
**Date** 8/28/2007  
**Day of Week** Tuesday  
**Time Begin** 16:00  
**Reviewed By:** DE



Peak Hour Starts 16:00  
 Peak Hour Volume 8







## TRIP GENERATION CALCULATIONS

*Land Use:* Fast Food Restaurant with Drive-Through Window  
*Land Use Code:* 934  
*Variable:* 1000 Sq Ft Gross Floor Area  
*Variable Quantity:* 2.38

### AM PEAK HOUR

*Trip Rate:* 53.11

	Enter	Exit	Total
Directional Distribution	51 %	49 %	
Trip Ends	64	62	126

### PM PEAK HOUR

*Trip Rate:* 34.64

	Enter	Exit	Total
Directional Distribution	52 %	48 %	
Trip Ends	43	39	82

### WEEKDAY

*Trip Rate:* 496.12

	Enter	Exit	Total
Directional Distribution	50 %	50 %	
Trip Ends	590	590	1,180

### PM PEAK HOUR OF GENERATOR

*Trip Rate:* 46.68

	Enter	Exit	Total
Directional Distribution	52 %	48 %	
Trip Ends	58	53	111

### AM PEAK HOUR

			0	0	0		
			0%	0%	0%		
			3	2	20		
0	0%	2			39	2%	1
14	44%	712		31	766	48%	15
1	1%	20			17	1%	0
			17	2	7		
			0	0	0		
			0	0	0		
			0	0	0		

TEV = 1607

Pass-By Trips

In: 31

Out: 31

Total: 62

### PM PEAK HOUR

			0	0	0		
			0%	0%	0%		
			7	1	50		
0	0%	4			46	2%	1
9	47%	1028		20	821	38%	8
1	2%	44			7	0%	0
			114	3	43		
			1	0	0		
			0	0	0		
			0	0	0		

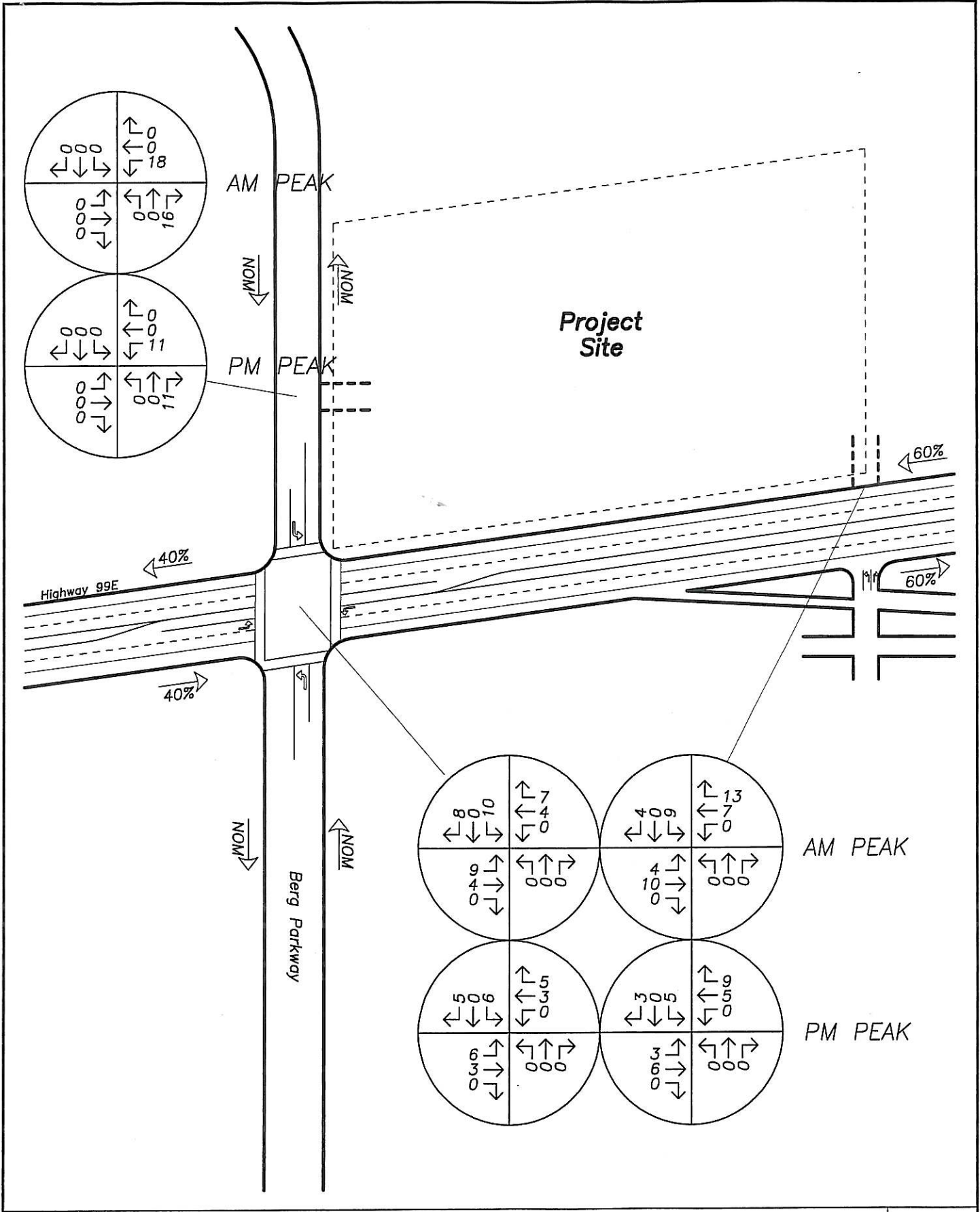
TEV = 2168

Pass-By Trips

In: 20

Out: 20

Total: 40

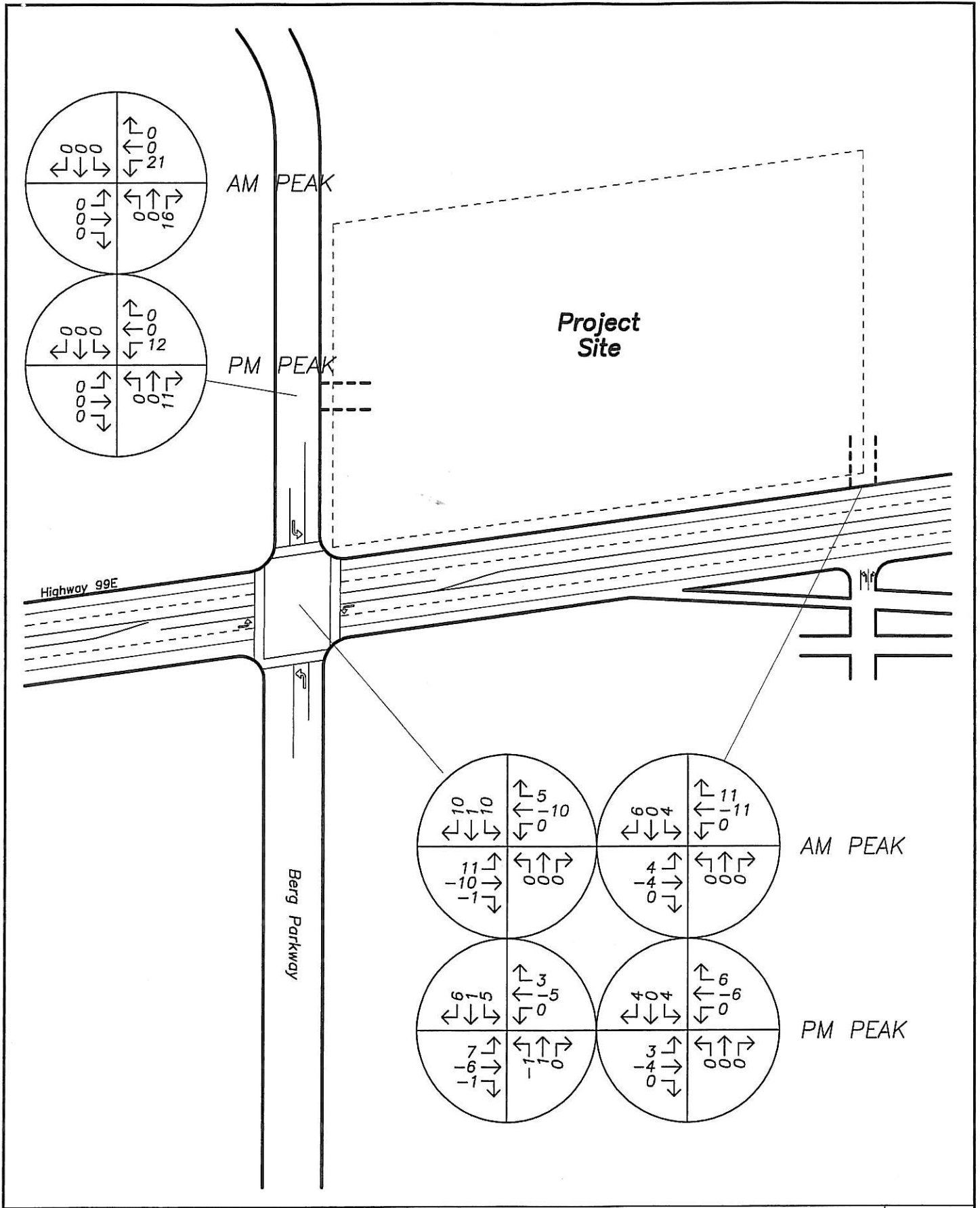


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**SITE-GENERATED TRAFFIC**  
**Primary Trips**  
**AM & PM Peak Hours**



**FIGURE 1**  
**APPENDIX**

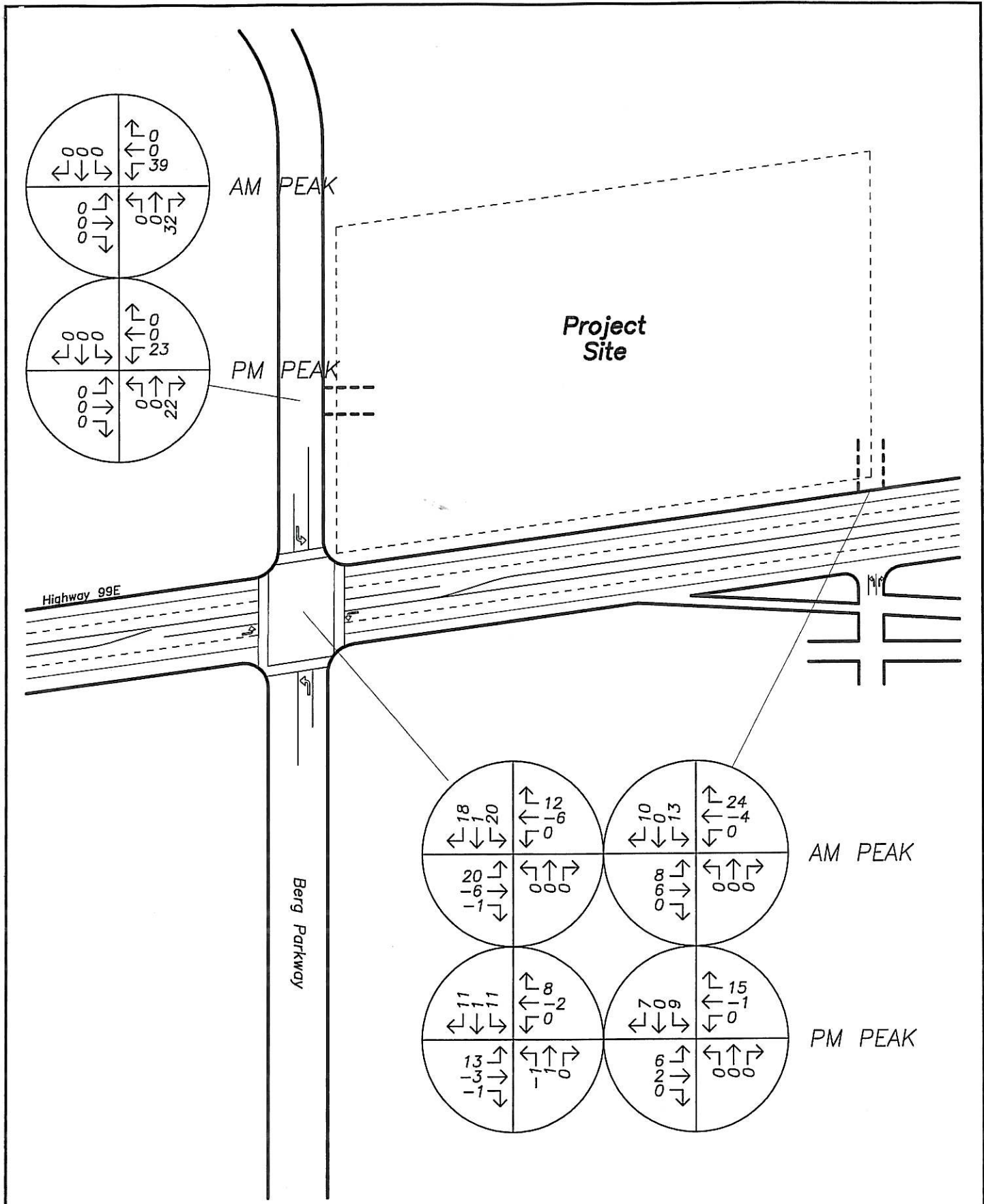


16

SITE-GENERATED TRAFFIC  
 Pass-By Trips  
 AM & PM Peak Hours



FIGURE  
 2  
 APPENDIX



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SITE-GENERATED TRAFFIC  
 Proposed Development Plan  
 AM & PM Peak Hours



FIGURE  
 3

APPENDIX

**MINUTES**  
**CANBY PLANNING COMMISSION**  
7:00 PM – September 10, 2007  
City Council Chambers – 155 NW 2<sup>nd</sup> Avenue

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**PRESENT:** Chair Jim Brown, Commissioners Bruce Holte, John Molamphy, Janet Milne, Misty Slagle and Jared Taylor

**ABSENT:** Dan Ewert

**STAFF:** John Williams, Community Development and Planning Director; Carla Ahl, Planning Technician; and Jill Thorn, Planning Staff

**OTHERS PRESENT:** Pat Sisul

**I. CITIZEN INPUT** None

**II. PUBLIC HEARINGS**

**MLP 07-06 – McCollum – 645 N Ivy Street** - The applicant is requesting approval to partition one vacant 24,082 square foot parcel zoned R-1 (Low Density Residential) into three separate parcels. Parcel 1 would contain 7,881 sq ft, parcel 2 would contain 7,891 sq ft and parcel 3 would contain 8,310 sq ft.

Chair Brown read the public hearing format. When asked if any Commissioner had a conflict of interest, none was expressed. When asked if any Commissioner had ex-parte contact, none was stated. No questions were asked of the Commissioners.

Carla Ahl presented the staff report. The subject property is located at 645 N. Ivy Street. The parcel is zoned R-1 (LDR) with a Comprehensive Plan designation of R-2 (HDR). Surrounding properties are zoned R-1 (LDR) except for the property to the west which is zoned R-2 (HDR). All surrounding properties have a Comprehensive Plan designation of R-2 (HDR).

There are two driveway accesses located on the property. The applicant has proposed to close the northern driveway and consolidating all three accesses into the driveway on the south side of the property, creating 2 flag lots. Access spacing standards are met because no new driveways will be created. A 30' reciprocal access easement shall be recorded with the deed to provide access to parcels # 1 and # 2.

There are two existing sanitary services located on N. Ivy St. one will serve parcel #3 and the other will be abandoned. Service for parcels # 1 and #2 will come from N. Holly St. Water service for parcels #2 and #3 are existing on N. Ivy, two new services will be established to serve parcel #1 and for the future development of tax lot #5000. Storm water will be managed on site as necessary to comply with City of Canby and DEQ standards.

The property is zoned R-1 (Low Density Residential) with a Comprehensive Plan designation of R-2 (High Density Residential). Adjacent property to the south, east and north is currently zoned R-1 (LDR), the property to the west is zoned R-2 (HDR). The Comprehensive Plan designation for all surrounding property is R-2 (HDR). The R-1 designation requires a minimum of 7,000 sq ft; this application would meet that requirement.

There are existing curbs and sidewalks along the frontage of N. Ivy St, the applicant have proposed removing the northern driveway and consolidating the accesses to the south. This would require the curb and sidewalk to be repaired as necessary.

On May 8, 2006 the Planning Commission heard an application by Cutsforth Real Estate LP to change the R-1 (Low Density Residential) designation to the Comprehensive Plan designation of R-2 (High Density Residential). After hearing the staff report and testimony from neighbors, the Planning Commission voted to recommend denial of the zone change to the City Council. Prior to the June 7, 2006 hearing by the City Council the application was withdrawn and no further action was taken by the City.

Chair Brown asked about the fire turn around. Mr. Williams responded that was the reason for Condition 13.

Chair Brown asked if it was the intent the driveway to become a private street. Mr. Williams said the applicant should be able to respond to that question.

**Applicant:** Pat Sisul of Sisul Engineering representing the applicant. Mr. Sisul said that the fire department standard was the fire truck could go up a driveway 150 feet and had 150 feet of hose. If the house was farther than that, then the house would have to have fire sprinklers.

He said the design of the driveway was not intended to go through and there would probably be a fence at the end to carry out that intent.

Mr. Sisul had several conditions that he felt there should be modifications. Condition 14 was too open ended and doesn't state what needs to be done. He would like to see it re-worded.

Condition 17 makes sense to have the home face Ivy, but needed clarification.

Condition 4 needed to have parcel 3 added.

Condition 7 needed clarification that it was the public portion.

Conditions 18 and 22 should be dropped as they were the same as Conditions 13 and 15.

Mr. Sisul stated that water service for the site was needed and they would be looking at several options.

**Proponents:** None

**Opponents:** None

**Rebuttal:** None

Chair Brown closed the public hearing.

Chair Brown summarized the request for changes on the conditions as follows:

Condition 4 – add parcel 3

Condition 7 – after public sidewalk add “along N Ivy Street”  
Condition 14 – remove “approved by” and replace with “the applicant demonstrates to the City of Canby that all reasonable alternatives have been exhausted”  
And add Condition 14 “The City’s approval shall not be unreasonably withheld” at the request of Commissioner Taylor.  
Condition 17 – add an additional sentence: “Alternative front yard setbacks apply on N Ivy Street frontage.”  
Delete Condition 18 and 22.

Commissioner Taylor asked if there should be a condition regarding a fence to prevent traffic from cutting through the site.

Commissioner Slagle felt it could be handled when the adjoining property develops.

It was moved by Commissioner Milne to approve MLP 07-06 as amended on Conditions 4, 7, 14 and 17 and deleting Conditions 18 and 22. It was seconded by Commissioner Holte. Motion carried 6-0.

### III. NEW BUSINESS

### IV. FINDINGS

**MLP 07-06 – McCollum** - Commissioner Holte moved to approve the findings for MLP 07-06 as presented. Motion seconded by Commissioner Milne. Mr. Williams restated the changes to the conditions from the previous motion to approve the application. The motion passed 6-0.

### V. MINUTES

**August 27, 2007** - Commissioner Molamphy moved to approve minutes of August 27, 2007 as presented. Motion seconded by Commissioner Taylor and passed 5-0-1 with Commissioner Holte abstaining.

### VI. DIRECTOR’S REPORT

Mr. Williams reported that the Street Maintenance task force would present a final draft on September 24 and there would be a public involvement piece in October before the report was presented to the City Council.

Mr. Williams announced the Design Standards task force would make presentations to property owners on October 11 and there would probably be a workshop for the Planning Commission at the second meeting in October.

Mr. Williams reported that the 13<sup>th</sup> Avenue traffic project will change traffic patterns. Traffic calming devices will be installed at four intersections.

### VII. ADJOURNMENT