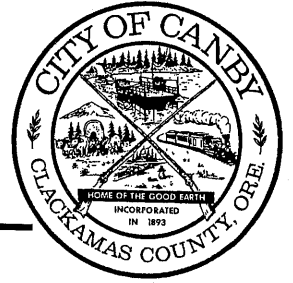


PLANNING COMMISSION AGENDA

September 26, 2005

7:00 PM - Regular Meeting

City Council Chambers - 155 NW 2nd Avenue



I. ROLL CALL

II. CITIZEN INPUT ON NON-AGENDA ITEMS

III. PUBLIC HEARINGS

MLP 05-07 (Dream House Construction LLC). The applicant is seeking approval to partition one 0.45 acre parcel into three separate tax lots. Parcel #1 would retain the existing single family dwelling along N Maple Lane and parcels 2 & 3 would each have a new two-unit townhome. The partition request is contingent upon the outcome of a simultaneous zone change request being reviewed under separate application (File # ZC 05-01).

DR 05-05 (Canby Place) An application by Sterling Development Corporation to develop a 85,348 sq. ft. CM zoned parcel located at the southwest corner of Hwy 99E and Berg Parkway, with three buildings totaling 18,180 sq. ft. (21% lot coverage). Building A will be a 3,280 sq. ft. drive-through restaurant. Building B will be 3,070 sq. ft. with a drive-through. Building C will be a 11,830 sq. ft. multi-tenant retail building.

SUB 05-11 (Lee) The applicant is seeking approval to subdivide a 39,865 sq. ft. (0.915 acres) parcel located on the south side of Territorial between N. Maple and N. Laurelwood, into a 14 lot subdivision consisting of 13 townhouses and one single family residence. The townhouses would consist of three triplex buildings and two duplex buildings.

MLP 05-09/ZC 05-02 (BRJM) The applicant is seeking approval to partition one 0.29 acre parcel into two separate tax lots. Parcel #1 would retain the existing single family dwelling along Knights Bridge Road. Parcel #2 is proposed to be a flag lot containing a duplex building. Access for the flag lot would be off of Knights Bridge Road. The partition request is contingent upon the outcome of a simultaneous zone change request from low to high density residential.

IV. NEW BUSINESS

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

MLP 05-10 (Bowers)

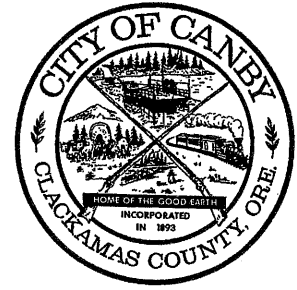
DR 05-06 (Grigg)

VI. MINUTES

VII. DIRECTOR'S REPORT

VIII. ADJOURNMENT

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Carla Ahl at 503-266-9404



- STAFF REPORT -

APPLICANT:

Dream House Construction LLC
19596 SW Edy Rd
Sherwood, OR 97140

FILE NO.:

ZC 05-01
(Dream House Construction)

OWNER:

Jason Wilson
8595 Miami St
Wilsonville, OR 97070

STAFF:

Kevin Cook
Associate Planner

LEGAL DESCRIPTION:

Tax Lot 500 of Tax Map 3-1E-33AC

DATE OF REPORT:

August 9, 2005

LOCATION:

919 N Maple Lane on the west side of
Maple Lane south of 10th Avenue.

DATE OF HEARING:

August 22, 2005

COMP. PLAN DESIGNATION:

R-1.5 Medium Density Residential

ZONING DESIGNATION:

R-1 Low Density Residential

I. APPLICANT'S REQUEST:

The applicant is seeking to change the zoning designation for a .45 acre tax lot at 919 N Maple Lane. Current zoning on the subject parcel is R-1 Low Density Residential. The applicant proposes to amend zoning to reflect the Comprehensive Plan designation of R-1.5 Medium Density Residential. Surrounding lots are also currently zoned R-1 and have a Comprehensive Plan designation of R-1.5. The applicant seeks to create a 3-lot partition. Parcel #1 would retain the existing single family dwelling along N Maple Lane

and parcels 2 & 3 would feature a new duplex building with the boundary running through the common wall. The proposal to partition the parcel is contingent on the outcome of this request for a zone change; the partition request is being reviewed under a separate application (File # MLP 05-07).

II. APPLICABLE REGULATIONS

City of Canby General Ordinances:

- 16.16 R-1 Low Density Residential
- 16.18 R-1.5 Medium Density Residential
- 16.54 Amendments to Zoning Map
- 16.88 General Standards

III. MAJOR APPROVAL CRITERIA

16.54.040 - Amendments to the Zoning Map - Standards and Criteria

In judging whether or not the zoning map should be amended or changed, the Planning Commission and City Council shall consider:

- A. The Comprehensive Plan of the City, and the plans and policies of the County, state and local districts in order to preserve functions and local aspects of land conservation and development;
- B. Whether all required public facilities and services exist or will be provided concurrent with development to adequately meet the needs of any use or development which would be permitted by the new zoning designation.

IV. FINDINGS

A. Background and Relationships

The subject parcel contains 0.45 acres zoned R-1 Low Density Residential. The proposed Zone Change would amend zoning on the parcel from R-1 to R-1.5. The applicant hopes to construct a new duplex building in addition to the existing single family dwelling. Proposed lot 1 would retain the existing dwelling and proposed lots 2 and 3 would contain one single duplex building with the property

line between lots 2 and 3 running through the common wall of the duplex.

B. Comprehensive Plan Consistency Analysis

ii. URBAN GROWTH ELEMENT

- GOAL:**
- 1) TO PRESERVE AND MAINTAIN DESIGNATED AGRICULTURAL AND FOREST LANDS BY PROTECTING THEM FROM URBANIZATION.**
 - 2) TO PROVIDE ADEQUATE URBANIZABLE AREA FOR THE GROWTH OF THE CITY, WITHIN THE FRAMEWORK OF AN EFFICIENT SYSTEM FOR THE TRANSITION FROM RURAL TO URBAN LAND USE.**

iii. LAND USE ELEMENT

GOAL: TO GUIDE THE DEVELOPMENT AND USES OF LAND SO THAT THEY ARE ORDERLY, EFFICIENT, AESTHETICALLY PLEASING AND SUITABLY RELATED TO ONE ANOTHER.

Policy #1 Canby shall guide the course of growth and development so as to separate conflicting or incompatible uses, while grouping compatible uses.

ANALYSIS: *The proposed zone change will allow more density by allowing two new housing units (by way of a single duplex building) in addition to the existing single family dwelling. Because no other lots in the surrounding area have undergone rezoning to medium density, the potential exists for conflict between the proposed medium density and the current low density development pattern of the surrounding lots. The Comprehensive Plan does however designate the majority of the lots directly north of County Fairgrounds and south of NW 10th Avenue as*

medium density. Thus, there is nothing precluding other lots in this area from applying for a zone change and developing to medium density as well. In terms of the Comprehensive Plan, there is no apparent conflict. In terms of the transition from low density to medium density, conflicts will likely arise as different parcels develop to higher densities over time.

Policy #2 Canby shall encourage a general increase in the intensity and density of permitted development as a means of minimizing urban sprawl.

ANALYSIS: *The proposed zone change directly supports the policy of increasing residential density over encouraging sprawl.*

iv. **ENVIRONMENTAL CONCERNS ELEMENT**

GOALS: TO PROTECT IDENTIFIED NATURAL AND HISTORIC RESOURCES.

TO PREVENT AIR, WATER, LAND, AND NOISE POLLUTION.

TO PROTECT LIVES AND PROPERTY FROM NATURAL HAZARDS.

ANALYSIS: *There are no known natural or historic resources affected by the proposed use; nor are there any known outstanding natural hazards affecting the site.*

While pollution is invariably associated with residential development, it is widely recognized that increased density is more favorable than sprawl in terms of cumulative environmental impacts.

vi. **PUBLIC FACILITIES AND SERVICES**

GOAL: TO ASSURE THE PROVISION OF A FULL RANGE

OF PUBLIC FACILITIES AND SERVICES TO MEET THE NEEDS OF THE RESIDENTS AND PROPERTY OWNERS OF CANBY.

Policy #1: Canby shall work closely and cooperate with all entities and agencies providing public facilities and services.

***ANALYSIS:** All needed public facility and service providers were sent a "Request for Comments" form regarding the proposed Zone Change and partition. Positive Comments were received from Police, Canby Utility, Water, and Canby Telephone. All responses to the Request for Comments indicate that services are available or will become available through development. The City Engineer requests sidewalk along the entire property frontage along N. Maple Lane. The City Traffic Engineer had no concerns with the proposed access for proposed parcels 2 & 3.*

ix. ENERGY CONSERVATION ELEMENT

GOAL: TO CONSERVE ENERGY AND ENCOURAGE THE USE OF RENEWABLE RESOURCES IN PLACE OF NON-RENEWABLE RESOURCES.

Policy #4: Canby shall attempt to reduce wasteful patterns of energy consumption in transportation systems.

***ANALYSIS:** Compared with urban sprawl, increased residential density reduces overall vehicle miles traveled and thus an energy savings is realized.*

Energy efficiency standards will be applied through the building permit process at the time of development or expansion.

Conclusion Regarding Consistency with the Policies of the Canby Comprehensive Plan:

Staff concludes that the proposed Zone Change is consistent with the policies of the Comprehensive Plan. The subject parcel is currently zoned R-1 but the Comprehensive Plan designation recommends eventual R-1.5 zoning as is proposed.

V. CONCLUSION

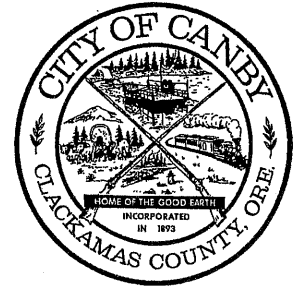
This proposal to amend the Current Zoning map is appropriate in light of the Goals and Policies of the Comprehensive Plan. All public facilities and services exist or will be provided concurrent with the development of the property.

VI. RECOMMENDATION

Based on the findings and conclusions presented in this report, and without benefit of a public hearing, staff recommends that the Planning Commission recommend approval of ZC 05-01 to the City Council.

Exhibits:

1. Applicant's packet
2. Responses to Request for Comments



-STAFF REPORT-

APPLICANT:

Dream House Construction LLC
19596 SW Edy Rd
Sherwood, OR 97140

OWNER:

Jason Wilson
8595 Miami St
Wilsonville, OR 97070

LEGAL DESCRIPTION:

Tax Lot 500 of Tax Map 3-1E-33AC

COMPREHENSIVE PLAN DESIGNATION:

R-1.5 Medium Density Residential

FILE NO.:

MLP 05-07
(Dream House Construction)

STAFF:

Kevin Cook
Associate Planner

DATE OF REPORT:

August 10, 2005

ZONING DESIGNATION:

R-1 Low Density Residential

I. APPLICANT'S REQUEST:

The applicant is seeking approval to partition one 0.45 acre parcel into three separate tax lots. Parcel #1 would retain the existing single family dwelling along N Maple Lane and parcels 2 & 3 would feature a new duplex building with the boundary running through the common wall. The partition request is contingent upon the outcome of a simultaneous zone change request being reviewed under separate application (File # ZC 05-01).

The proposed lot sizes are as follows:

Parcel 1: 8,887 sq. ft.
Parcel 2: 5,303 sq. ft.
Parcel 3: 5,299 sq. ft.

II. APPLICABLE CRITERIA:

1. In judging whether a Minor Partition should be approved, the Planning Commission must consider the following standards and criteria (Ord. 16.60.030):
 - A. Conformance with the text and the applicable maps of the Comprehensive Plan;
 - B. Conformance with all other applicable requirements of the Land Development and Planning Ordinance;
 - C. The overall design and arrangement of parcels shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the subject property without unduly hindering the use or development of adjacent properties;
 - D. No minor partitioning shall be allowed where the sole means of access is by private road, unless it is found that adequate assurance has been provided for year-round maintenance sufficient to allow for unhindered use by emergency vehicles, and unless it is found that the construction of a street to city standards is not necessary to insure safe and efficient access to the parcels;
 - 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 land division.

2. Other Applicable Criteria:
 - A. 16.10 Off-Street Parking and Loading
 - B. 16.18 R-1.5 Medium Density Residential Zone
 - C. 16.56 General Provisions (Land Division Regulations)
 - D. 16.60 Major or Minor Partitions
 - E. 16.64 Subdivisions - Design Standards

III. FINDINGS:

1. Location and Background

The subject parcel contains 0.45 acres zoned R-1 Low Density Residential. The applicant hopes to construct a new duplex building in addition to the existing single family dwelling. Proposed

lot 1 would retain the existing dwelling and proposed lots 2 and 3 would contain one single duplex building with the property line between lots 2 and 3 running through the common wall of the duplex. The lot is currently zoned R-1 Low Density Residential but is designated as R-1.5 Medium Density Residential in the Comprehensive Plan. The surrounding properties are also zoned R-1 with an R-1.5 Comprehensive Plan designation. The applicant has applied for a zone change to R-1.5 because the density proposed would not be allowed under the current zoning.

2. Comprehensive Plan Consistency Analysis

LAND USE ELEMENT

GOAL: TO GUIDE THE DEVELOPMENT AND USES OF LAND SO THAT THEY ARE ORDERLY, EFFICIENT, AESTHETICALLY PLEASING AND SUITABLY RELATED TO ONE ANOTHER.

Applicable Policies:

Policy #1: Canby shall guide the course of growth and development so as to separate conflicting or incompatible uses, while grouping compatible uses.

Analysis: The proposed development is a permitted use under the R-1.5 zoning district. Approval of this application is contingent upon approval of the zone change application being reviewed concurrently through File ZC 05-01 (see condition #1). New residences may be required to comply with Infill Home Standards through the building permit approval process.

Policy #2: Canby shall encourage a general increase in the intensity and density of permitted development as a means of minimizing urban sprawl.

Analysis: This application will permit additional development of the subject parcel and will help to maximize the efficient use of the property. The applicant is proposing a duplex unit in addition to the existing single family residence which would be allowed under the proposed R 1.5 zoning district.

Policy #3: Canby shall discourage any development which will result in overburdening any of the community's public facilities or services.

Analysis: A "Request for Comments" has been sent to all public facility and service providers (please see discussion under Public Services Element).

ENVIRONMENTAL CONCERNS ELEMENT

GOALS: TO PROTECT IDENTIFIED NATURAL AND HISTORICAL RESOURCES.

TO PREVENT AIR, WATER, LAND, AND NOISE POLLUTION.

TO PROTECT LIVES AND PROPERTY FROM NATURAL HAZARDS.

There are no known natural or historic resources affected by the proposed use; nor are there any known outstanding natural hazards affecting the site.

While pollution is invariably associated with residential development, it is widely recognized that increased density is more favorable than sprawl in terms of cumulative environmental impacts.

Policy #3-R: Canby shall require that all existing and future development activities meet the prescribed standards for air, water and land pollution.

Analysis: The proposed partition must meet storm water management approval from DEQ and Canby Public Works prior to issuance of building permits (see Condition #9).

TRANSPORTATION ELEMENT

GOAL: TO DEVELOP AND MAINTAIN A TRANSPORTATION SYSTEM WHICH IS SAFE, CONVENIENT AND ECONOMICAL.

Applicable Policies:

Policy #1: Canby shall provide the necessary improvements to city streets...in an effort to keep pace with growth.

Analysis: Existing street and utility improvements are sufficient to support development of the proposed partition. An approved curb cut and apron are required to provide drive access to Parcels 2 & 3 (See Condition 13).

Policy #4: Canby shall work to provide an adequate sidewalk and pedestrian pathway system to serve all residents.

Analysis: The City Engineer requests sidewalk along the entire property frontage along N. Maple Lane. Since there are no sidewalks on either side of this section of Maple Lane, staff believes that a Waiver of Remonstrance, consenting to future street improvements and a future Local Improvement District, is a reasonable alternative to requiring sidewalk at this time (See Condition 14).

Policy #6: Canby shall continue in its efforts to assure that all new developments provide adequate access for emergency response vehicles and for the safety and convenience of the general public.

Analysis: The Canby Police Department and Canby Fire District received notice of the proposed partition. Neither agency expressed concern with access to the site.

PUBLIC FACILITIES AND SERVICES ELEMENT

GOAL: TO ASSURE THE PROVISION OF A FULL RANGE OF PUBLIC FACILITIES AND SERVICES TO MEET THE NEEDS OF THE RESIDENTS AND PROPERTY OWNERS OF CANBY.

Applicable Policies:

Policy #1: Canby shall work closely and cooperate with all entities and agencies providing public facilities and services.

Analysis: All needed public facility and service providers were sent a "Request for Comments" form regarding the proposed Zone Change and partition. Positive Comments were received from Police, Canby Utility, Water, and Canby Telephone. All responses to the Request for Comments indicate that services are available or will become available through development. The City

Traffic Engineer had no concerns with the proposed access for proposed parcels 2 & 3.

Neighborhood Comments:

As of the date of this report one neighbor comment was received in opposition to the project.

CONCLUSION REGARDING CONSISTENCY WITH THE POLICIES OF THE CANBY COMPREHENSIVE PLAN:

Review of the goals, policies, and implementation measures of the Comprehensive Plan indicates that the proposed partition, with recommended conditions of approval, is consistent with Canby's Comprehensive Plan. Development of the parcels shall comply with applicable provisions of the City of Canby Land Development and Planning Ordinance, Building Codes, and other County and State regulations.

3. Evaluation Regarding Minor Land Partition Approval Criteria

- A. Conformance with the text and with the applicable maps of the Comprehensive Plan.
See discussion in part III.2, above.
- B. Conformance with all other requirements of the Land Development and Planning Ordinance.
With recommended conditions, the partition will comply with the requirements of the Land Development and Planning Ordinance, including lot sizes, frontage, access, and coverage requirements.
- C. The overall design and arrangement of parcels shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the subject property without unduly hindering the use or development of adjacent properties.
With recommended conditions, the proposed partition will be functional and will provide building sites, necessary utility easements, and access facilities. Proposed parcels meet lot size and coverage requirements of the R-1.5 zone.
- D. No minor partitioning shall be allowed where the sole means of access is by private road, unless it is found that adequate assurance has been provided for year-round maintenance sufficient to allow for unhindered use by emergency vehicles, and unless it is found that the construction of a street to city standards is not necessary to insure safe and efficient access to the parcels.

No private roads will be created by this partition and parking shall be prohibited in the private access drive. The drive shall be maintained for continuous, unhindered access for emergency vehicles and shall be paved for the entire width (see Condition 13).

- 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 land division.

Public services and facilities are available to adequately meet the needs of this land division. See discussion in part III.2, above.

IV. CONCLUSION

1. Staff concludes that the partition request, with appropriate conditions, is considered to be in conformance with the Comprehensive Plan and the Municipal Code.
2. Staff concludes that, with appropriate conditions, the overall design and arrangement of the proposed parcels are functional; utility easements and access facilities necessary for development of the subject property can be provided without unduly hindering the use or development of adjacent properties.
3. No private roads will be created.
4. Staff concludes that all necessary public services will become available through the development of the property to adequately meet the needs of the proposed partition.

V. RECOMMENDATION

Based on the application and drawings submitted and based on the facts, findings and conclusions of this report, and without benefit of a public hearing, staff recommends that the Planning Commission approve MLP 05-07 with the following conditions:

For the Final Plat:

1. This approval is tied to the approval of the associated zone change request, File ZC 05-01. The partition request is approved upon the final approval of the zone change request to R 1.5 (Medium Density Residential). If the final outcome for the zone change request is a denial, the approval for the partition plat will become automatically void. The final partition plat shall not be recorded until final approval of the zone change.

2. A final partition plat illustrating the conditions of approval shall be submitted to the City Planner for review and approval. The final partition plat shall reference this land use application: City of Canby File Number ZC 05-01/MLP 05-07
3. The final partition plat shall be a surveyed plat map meeting all of the specifications required by the Clackamas County Surveyor. The partition map shall be recorded with the Clackamas County Surveyor and with the Clackamas County Clerk; a final copy of the signed and recorded map shall be provided to the Canby Planning Department upon completion.
4. A new deed and legal description for the proposed parcels shall be prepared and recorded with the Clackamas County Clerk. A copy of the new deeds shall be provided to the Canby Planning Department.
5. All monumentation and recording fees shall be borne by the applicant.
6. Twelve (12) foot utility easements shall be provided along street lot lines. Ten (10) foot utility easements shall be provided along non-street exterior lot lines unless adjacent lots have recorded utility easements of four (4) or more feet, in which case the non-street exterior lot lines shall have six (6) foot utility easements. All interior lot lines shall have six (6) foot utility easements.

Notes:

7. The final plat must be recorded with the Clackamas County Surveyor within one (1) year of the preliminary plat approval in accordance with Canby Ordinance 16.60.060. Mylar copies of the final plat must be signed by the City Planning Director prior to recording the plat with Clackamas County.
8. House numbers shall be visible from the street but numbers painted on the curb shall not be the primary method of meeting this requirement.

Prior to Construction:

9. A stormwater permit shall be obtained from the State of Oregon (DEQ) prior to issuance of a building permit. An acceptable stormwater system plan shall be approved by the State of Oregon - DEQ and the Canby Public Works Department.
10. Prior to permit, the applicant shall demonstrate compliance with offstreet parking requirements as listed in Chapter 16.10 of the CMC.

During Construction:

11. The applicant is responsible for all costs associated with the relocation of utilities.
12. Any new sewer main and/or new laterals shall be installed by the applicant at the time of development. Location and construction of the sewer main and/or laterals shall be approved by the Public Works Supervisor *prior to excavation*.
13. The applicant shall construct an approved curb cut, approach apron and sidewalk ramps at each drive entrance to the parcels. The private access drive shall be paved for the entire length and width. Access improvements shall be inspected and approved by Canby Public Works prior to installation.
14. A five (5) foot sidewalk inclusive of curb shall be constructed for the full frontage of the parent parcel along N Maple Lane. Where mailboxes, fire hydrants or other obstructions are located at the curb, sidewalks shall swing away from the curb in order to remain unobstructed for a full five-foot width **OR** the applicant may sign a Waiver of Remonstrance consenting to future street improvements and the future formation of a Local Improvement District.

Exhibits:

1. Applicant's Packet (narrative and proposed partition plan)
2. Responses to the Request for Comments

ZC 05.01

ZONE MAP CHANGE APPLICATION

Fee \$2,640

OWNER

APPLICANT*

Name Jason Wilson

Name Dream Home Court, LLC

Address 8595 Miami St

Address 19596 S.W. Edy Rd

City Wilsonville State OR Zip 97070

City Sherwood State OR Zip 97140

Owners's Signature [Signature]

Phone 503-781-1308

DESCRIPTION OF PROPERTY

Address 919 W. Maple Lane, City

Tax Map 31E33AC00500 Tax Lot(s) 00500 Lot Size _____ (Acres/Sq. Ft)

PROPERTY OWNER LIST

Attach a list of the names and addresses of the owners of properties located within 500 feet of the subject property (if the address of the property owner is different from the situs, a label for the situs must also be prepared and addressed to "occupant"). Lists of property owners may be obtained from any title insurance company or from the County Assessor. If the property ownership list is incomplete, this may be cause for postponing the hearing. The names and addresses are to be typed onto an 8-1/2" x 11" sheet of mailing labels (1" x 2-5/8"), just as you would address an envelope.

Existing Use Residential - One Home

Proposed Use Medium Density Residential - 3 Homes

Existing Structures 1 single family Ho.

PROJECT DESCRIPTION Division of Property into 3 lots with two new lots. Building two townhomes on each new lot

Zoning R-1 Comprehensive Plan Designation R-1.5

Previous Land Use Action (if any) _____

FOR CITY USE ONLY	
File #	<u>ZC 05-01</u>
Date Received _____	By _____
Completeness Date _____	
Pre-App Meeting _____	

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

MLP 05-07

MINOR LAND PARTITION APPLICATION

FEE \$1,280
PROCESS TYPE III

OWNER

Name Jason Wilson

Address 8595 Miami St

City Wilsonville State OR Zip 97070

OWNER'S SIGNATURE Jason Wilson

APPLICANT*

Name Dream Home Const LLC

Address 19596 S.W. Edy Rd

City Sherwood State OR Zip 97140

PHONE 503-781-1308

DESCRIPTION OF PROPERTY:

Address 919 N. Maple Lane Canby

Tax Map 31E33AC Tax Lot(s) 00500 Lot Size _____
(Acres/Sq. Ft.)

PROPERTY OWNER LIST

Attach a list of the names and addresses of the owners of properties located within 200 feet of the subject property (if the address of the property owner is different from the situs, a label for the situs must also be prepared and addressed to ("Occupant"). Lists of property owners may be obtained from any title insurance company or from the County Assessor. If the property ownership list is incomplete, this may be cause for postponing the hearing. The names and addresses are to be typed onto an 8-1/2" x 11" sheet of mailing labels (1" x 2-5/8"), just as you would address an envelope.

Existing Use Single Family

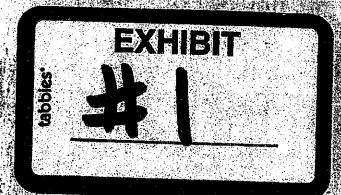
Proposed Use 1 Single family - 2 multi family

Existing Structures 1 single family home

ZONING R-1 COMPREHENSIVE PLAN DESIGNATION R-1.5

PREVIOUS ACTION (If Any) _____

FOR CITY USE ONLY	
File #	<u>MLP 05-07</u>
Date Received	_____ By _____
Completeness Date	_____
Pre-App Meeting	_____



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



Dreamhouse Construction

19596 SW EDY RD
SHERWOOD, OREGON
503-504-5212

July 14, 2005

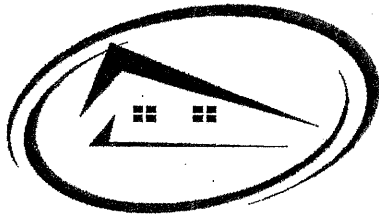
To Whom It May Concern:

The property located at 919 N Maple lane is the subject of the application for zone change. The current use of the property is one single family residence. We propose to change the existing zoning to comply with the cities master plan of medium density. With the change in zoning we propose to construct two town homes (duplex's) on the new lots that are being applied for concurrently with this application. The zoning change request complies with all requirements outlined by the city planner. Included in the packet are the results of the meeting with utilities representatives and the proposed layout and construction requirements.

Thank you for consideration in this matter.

Sincerely,

Frank Funk
Dreamhouse Construction, LLC.
503-504-5212



Dreamhouse Construction

19596 SW EDY RD
SHERWOOD, OREGON
503-504-5212

July 14, 2005

To Whom It May Concern:

The proposed partition is located at 919 N. Maple Lane. With the submitted application for the zone change we also are submitting an application for a minor land partition. The application is to conform to the applied for zone change and will create two new lots and the current home and lot. The two new proposed lots will conform to the new zoning lot sizes. With the approval of the minor land partition we will be constructing two common wall or "Town home" style buildings. The proposed partition meets the cities requirements for lot size and density as outlined in the master plan.

We have had our preliminary meeting with all of the utility departments and know what will be required during the construction phase. Included with the packet is a layout of the required utility package and location for said utilities.

Thank you for your consideration in this matter.

Sincerely,

Frank Funk
Dreamhouse Construction, LLC.
503-504-5212

PARCEL 3

PARCEL 2

0.1991

Telephone

Powerpole

Electric Supply

To Be Removed

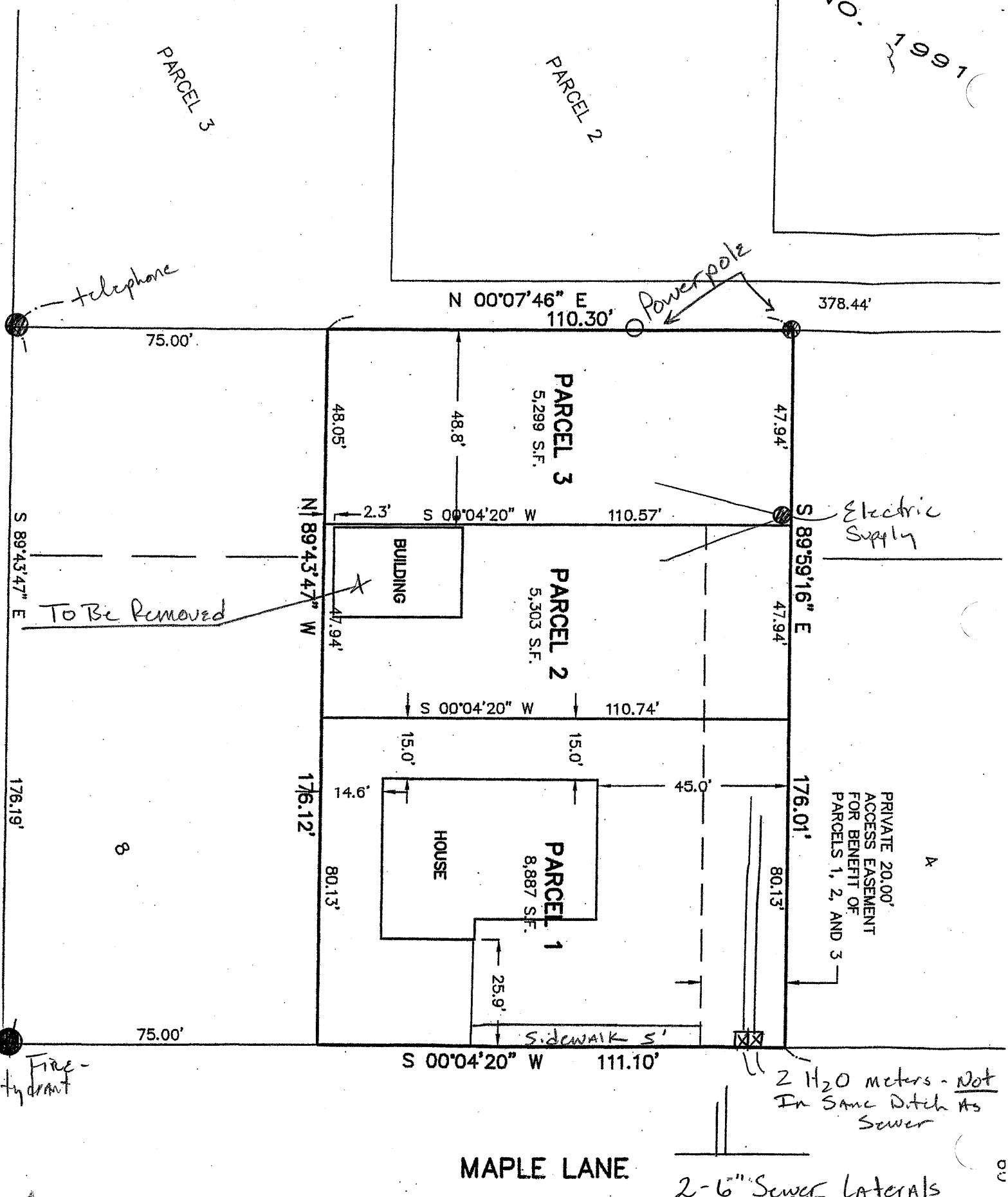
PRIVATE 20.00' ACCESS EASEMENT FOR BENEFIT OF PARCELS 1, 2, AND 3

Fire Hydrant

2 H₂O meters - Not In Same Ditch As Sewer

2-6" Sewer Laterals

POWER - Working on w/ Carry Power

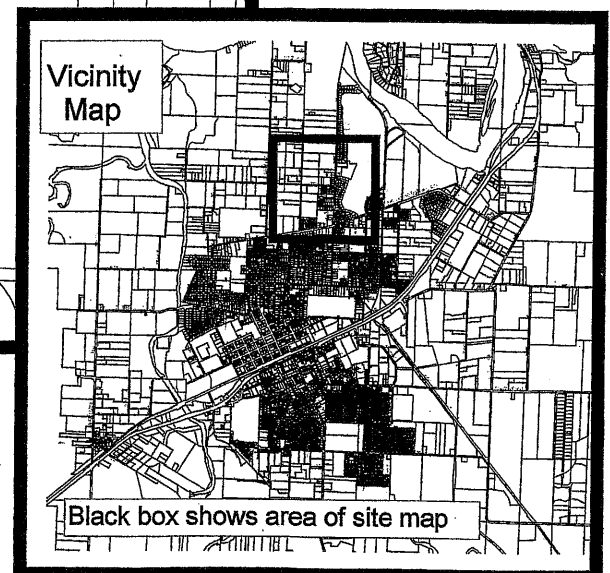
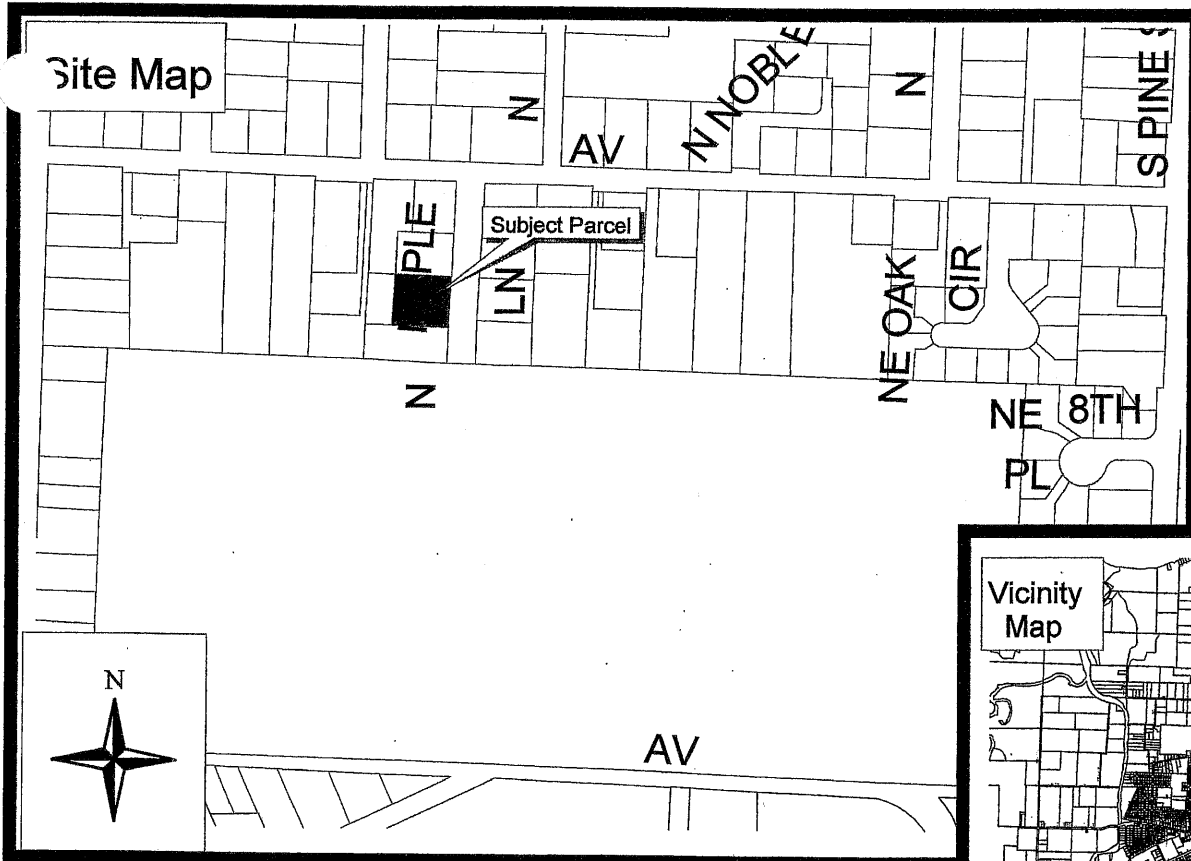


MAPLE LANE

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DETAILS ON THE HEARING PROCESS

- The approval criteria for this application are in Sections 16.16, 16.18, 16.54, & 16.60 of the Canby Municipal Code. All testimony and evidence must be directed to applicable criteria. Copies of the criteria are available from the Planning Department, located at 182 N. Holly St., at \$.10 per page.
- Anyone wishing to comment on an application may do so by submitting written or oral testimony. Failure to raise an issue in writing or at a hearing, accompanied by statements or evidence of sufficient specificity to afford the Planning Commission an opportunity to respond to the issue, precludes appeal of that issue to the Land Use Board of Appeals.
- A copy of the application and all documents and evidence submitted by or on behalf of the applicant are available for inspection, at no cost, in the office of the Canby Planning Department from 8 AM to 5 PM weekdays, and at the Canby Public Library. Copies will be provided at \$.10 per page at the Canby Planning Department.
- Copies of this notice have been mailed to property owners and residents within 500 feet of the subject property, and will be published in the Canby Herald, and will be posted at City Hall, the Post Office, and the Public Library.



Site and Vicinity Maps

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: August 1, 2005

- 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 checked="" type="checkbox"/> TRAFFIC SAFETY COMMITTEE |
| <input type="checkbox"/> WWTP | <input type="checkbox"/> CLACKAMAS COUNTY |
| <input type="checkbox"/> CITY ENGINEER | <input type="checkbox"/> CANBY SCHOOL DISTRICT |
| <input type="checkbox"/> CTA | <input type="checkbox"/> TRANSPORTATION ENGINEER |
| <input type="checkbox"/> NW NATURAL | <input type="checkbox"/> ODOT/REGION 1/DIST 2B |
| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> STATE OF OREGON/REVENUE |
| <input type="checkbox"/> CANBY DISPOSAL | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION |
| <input type="checkbox"/> CITY ATTORNEY | <input type="checkbox"/> BIKE AND PEDESTRIAN COMMITTEE |

The City has received MLP 05-07 / ZC 05-01, an application by Dream House Construction LLC, to change the underlying zoning district from Low Density Residential (R-1) to Medium Density Residential (R-1.5) and to partition one parcel into 3 residential lots consisting of the existing residence and two attached townhouse units. The Comprehensive Plan designation for the property is Medium Density Residential. The subject property is Tax Lot 500 of Tax Map 3 1E 33 AC. The property is located at 919 N Maple Lane on the west side of Maple Lane south of 10th Avenue.

Please review the enclosed application and return comments to **Kevin Cook** by **Wednesday, August 7, 2005**. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

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: Marlene Elmer **Date:** 8-11-05

Title: Chairman **Agency:** Traffic Safety Comm



CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS

7. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

RECEIVED

AUG 03 2005

DATE: August 1, 2005

- TO:
- | | |
|---|--|
| <input type="checkbox"/> FIRE | <input type="checkbox"/> CANBY POST OFFICE |
| <input type="checkbox"/> POLICE | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR |
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Please review the enclosed application and return comments to Kevin Cook by Wednesday, August 7, 2005. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

- ① Construct sidewalk along the entire frontage with N. Maple Lane.
- ② Services are available on N. Maple Lane

Please check one box and sign below:

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Signature: *Kevin Cook* Date: August 4, 2005

Title: Project Engineer Agency: Curran McLeod, Inc

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: August 1, 2005

- TO:**
- | | |
|---|--|
| <input type="checkbox"/> FIRE | <input type="checkbox"/> CANBY POST OFFICE |
| <input checked="" type="checkbox"/> POLICE | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR |
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Signature: Van Pagano **Date:** 8-4-05

Title: Chief **Agency:** Police

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: August 1, 2005

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- | | |
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Comments or Proposed Conditions:

Perimeter easements will be needed to serve this project

Please check one box and sign below:

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Signature: *Libe Foreman* Date: 8-8-05

Title: Libe Foreman Agency: Canby Utility Elect.

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: August 1, 2005

- TO:
- | | |
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Signature: Neil Kohut Date: 8-3-05

Title: President Agency: Canby Disposal

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: August 1, 2005

- TO:
- | | |
|---|--|
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Comments or Proposed Conditions:

Service would be from Maple Ln. Space provided to accommodate meter boxes @ driveway.

Services would be \$725⁰⁰ for 5/8 x 3/4" meter
 \$2630⁰⁰ for Residential S.D.C.
 totaling \$3355⁰⁰ for each service.

Please check one box and sign below:

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Signature: *Patrick [unclear]* Date: 8/5/05

Title: Water Dept Foreman Agency: Canby Utility

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: August 1, 2005

- | | |
|--|---|
| <p>TO:</p> <ul style="list-style-type: none"> <input type="checkbox"/> FIRE <input type="checkbox"/> POLICE <input type="checkbox"/> PUBLIC WORKS <input type="checkbox"/> CANBY ELECTRIC <input type="checkbox"/> CANBY WATER <input type="checkbox"/> WWTP <input type="checkbox"/> CITY ENGINEER <input checked="" type="checkbox"/> CTA <input type="checkbox"/> NW NATURAL <input type="checkbox"/> WILLAMETTE BROADBAND <input type="checkbox"/> CANBY DISPOSAL <input type="checkbox"/> CITY ATTORNEY | <ul style="list-style-type: none"> <input type="checkbox"/> CANBY POST OFFICE <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR <input type="checkbox"/> CLACKAMAS COUNTY 911 <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE <input type="checkbox"/> CLACKAMAS COUNTY <input type="checkbox"/> CANBY SCHOOL DISTRICT <input type="checkbox"/> TRANSPORTATION ENGINEER <input type="checkbox"/> ODOT/REGION 1/DIST 2B <input type="checkbox"/> STATE OF OREGON/REVENUE <input type="checkbox"/> CANBY BUSINESS REVITALIZATION <input type="checkbox"/> BIKE AND PEDESTRIAN COMMITTEE |
|--|---|

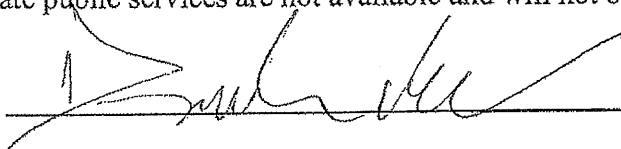
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Signature:  Date: 8-8-05

Title: ASSOCIATE ENG. Agency: CTA

Power - Working on w/ Century Power

MAPLE LANE

2-6" Sewer Laterals

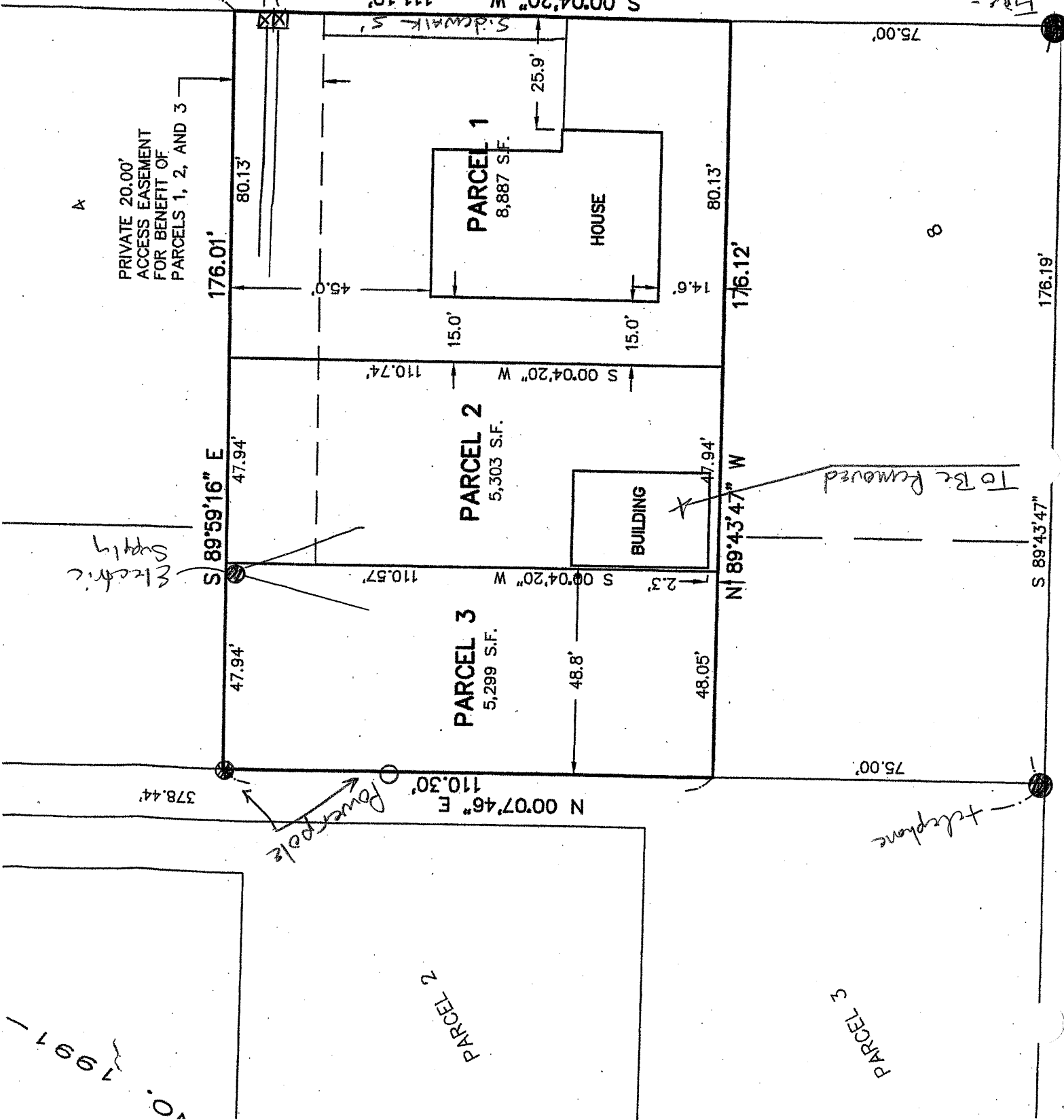
2 H₂O meters - Not in same ditch as sewer

Hydramat

PRIVATE 20.00' ACCESS EASEMENT FOR BENEFIT OF PARCELS 1, 2, AND 3

A

B



1997

PARCEL 2

PARCEL 3

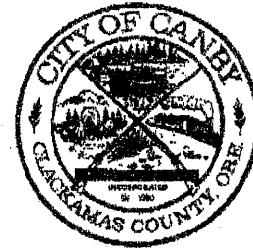
Telephone

To Be Removed

Electric supply

Power pole

Memorandum



To: Frank Funk
Dreamhouse Construction, LLC

Fax: 503-925-9831

From: Ronda Rozzell
City of Canby Planning Department

Date: February 22, 2005

Subject: Preapplication Conference

A Preapplication Conference for 919 N Maple Lane – Minor Land Partition has been scheduled for ~~Wednesday, March 9, 2005 at 10:30 am~~ located at the City Shops Conference room 1470 NE Territorial Road, Canby, Oregon.

PLEASE NOTIFY ANY OF YOUR PEOPLE THAT NEED TO ATTEND.

The following are the service providers that have been notified and received the prints you provided.

Canby Fire District, Ron Yarbrough	503-266-5851	CUB, Water, Pat Thurston	503-266-1156
Canby Planning, Darren Nichols	503-266-9404	CUB, Electric, Gary Stockwell	503-266-1156
Canby Public Works, Roy Hester	503-266-4021	CUB, AGM, Karl Hansen	503-266-1156
Canby Telephone, Dinh Vu	503-266-8201	Curran-McLeod, Curt McLeod	503-684-3478
NW Natural Gas, Lee Larson	503-585-6611 X 8142	Building Inspector, Bob Godon	503-266-9404
Willamette Broadband, Lynn Tussing	503-982-1253	Parks Dept., Jeff Synder	503-266-4021
Lancaster Engineering, Cat Sumrain	503-248-0313	Canby Planning, Matilda Deas	503-266-9404

If you have any questions, you can contact me at the City of Canby, Phone 266-4021 ext. 298.

John Williams

City of Canby Pre-Application Meeting Notice

PO Box 930, Canby, OR 97013
City Shops 1470 NE Territorial Road

503-266-4021 ext.: 298
503-266-7238

TO:	Canby Planning, Darren Nichols	503-266-9404	Canby Public Works, Roy Hester	503-266-4021 x 259
	CUB Water Dist., Pat Thurston	503-263-4309	Canby Telephone, Dinh Vu	503-266-8201
	CUB Electric Dept., Gary Stockwell	503-263-4307	NW Natural Gas, Lee Larson	503-583-6611 x8142
	CUB, AGM, Karl Hansen	503-266-1156	Curran-McLeod, Curt McLeod	503-684-3478
	Fire District #62, Ron Yarbrough	503-266-5851	Canby Building Inspector, Bob Odon	503-266-9404
	Willamette Broadband, Lynn Tussing	503-982-1253	Cat Surrain, Lancaster Engineering	503-248-0313
	Parks Department, Jeff Snyder	503-266-4021	Canby Planning, Matilda Deas	503-266-9404
cc:	Steve Mayes, Oregonian	503-294-5915		
	Donna Becquet, Canby Utility	503-266-1156		

From: Planning Department, Ronda Rozzell

Date: February 22, 2005

Subject: Pre-Application Meeting for a Minor Land Partition - 919 N Maple Lane

Attached is a request for a pre-application meeting.

A meeting with the applicant has been scheduled for Wednesday, March 9, 2005 at 10:30 am at the City Shops Conference Room, 1470 NE Territorial Road, Canby.

Please come prepared to discuss any issues that the applicant will need to address when submitting a site and design review application.

If you are unable to attend the meeting, but have comments please submit them in writing or call Ronda at 266-4021 ext. 298. They will be forwarded to the applicant.

Comments: No existing service to property.
Site of service to be established.
is fire protection a possibility

[Signature]
 Signature
WALTER DEER, Foreman
 Title

2/22/05
 Date
Canby Utility
 Company

City of Canby Pre-Application Meeting Notice

PO Box 930, Canby, OR 97013
City Shops 1470 NE Territorial Road

503-266-4021 ext.: 298
503-266-7238

TO:	Canby Planning, Darren Nichols	503-266-9404	Canby Public Works, Roy Hester	503-266-4021 x 259
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	Fire District #62, Ron Yarbrough	503-266-5851	Canby Building Inspector, Bob Godon	503-266-9404
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Comments: - BUILDING ON PARCEL #2 TO BE REMOVED
OR APPLY FOR BUILDING PERMITS FOR RECID FIREMAN
CONSTRUCTION
- A DEMOLITION PERMIT IS REQ'D IF REMOVED.

R. O.
 Signature
Ronda Rozzell
 Title

2.22.05
 Date
 Company

City of Canby Pre-Application Meeting Notice

PO Box 939, Canby, OR 97013
City Shops 1470 NE Territorial Road

503-266-4021 ext. 298
503-266-7238

TO:	Canby Planning, Derran Nichols	503-266-9404	Canby Public Works, Roy Heiser	503-266-4021 x 239
	CUB Water Dist., Pat Thurston	503-263-4308	Canby Telephone, Dinh Vu	503-266-8201
	CUB Electric Dept., Gary Blackwell	503-263-4307	NW Natural Gas, Lee Larson	503-585-6611 x8142
	CUB, AOM, Karl Hansen	503-266-1156	Curran-McLeod, Curt McLeod	503-684-3478
	Firs District #62, Ron Yarbrough	503-266-8851	Canby Building Inspector, Bob Gedon	503-266-9404
	Willamette Broadband, Lynn Tuning	503-982-1253	City Surrain, Lancaster Engineering	503-248-0313
	Parks Department, Jeff Snyder	503-266-4021	Canby Planning, Matilda Geet	503-266-9404
cc:	Steve Mayes, Oregonian	503-294-5915		
	Donna Bequet, Canby Utility	503-266-1156		

From: Planning Department, Ronda Rozzell

Date: February 22, 2005

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Comments:

THERE IS NOT APPEAR TO BE ANY ISSUES WITH EITHER THE NEIGHBORLY LOCATION OR TRAFFIC. I HAVE NO COMMENTS

[Signature]
Signature
ENGINEERING TECHNICIAN
Title

2/23/05
Date
LANCASTER ENGINEERING
Company

City of Canby Pre-Application Meeting Notice

PO Box 930, Canby, OR 97013
City Shops 1470 NE Territorial Road

503-266-4021 ext.: 298
503-266-7239

<p>TO: Canby Planning, Darron Nichols 503-266-9404 CUB Water Dist., Pat Thurston 503-263-4309 CUB Electric Dept., Gary Stockwell 503-263-4307 CUB, AGM, Karl Hansch 503-266-1156 Fire District #65, Ron Yarbrough 503-266-5851 Willamette Broadband, Lynn Tussing 503-982-1253 Parks Department, Jeff Snyder 503-266-4021</p> <p>cc: Steve Mayes, Oregonian 503-294-5915 Donna Bequet, Canby Utility 503-266-1156</p>	<p>Canby Public Works, Roy Hester 503-266-4021 x 259 Canby Telephone, Dinh Vu 503-266-8201 NW Natural Gas, Lee Larson 503-585-6611 x8142 Curran-McLeod, Curt McLeod 503-684-3478 Canby Building Inspector, Bob Godon 503-266-9404 Cat Sumatin, Lancaster Engineering 503-248-0313 Canby Planning, Matilda Deas 503-266-9404</p>
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From: Planning Department, Ronda Rozzell

Date: February 22, 2005

Subject: Pre-Application Meeting for a Minor Land Partition -- 919 N Maple Lane

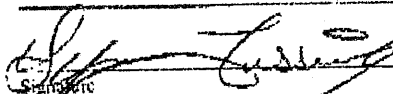
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Please come prepared to discuss any issues that the applicant will need to address when submitting a site and design review application.

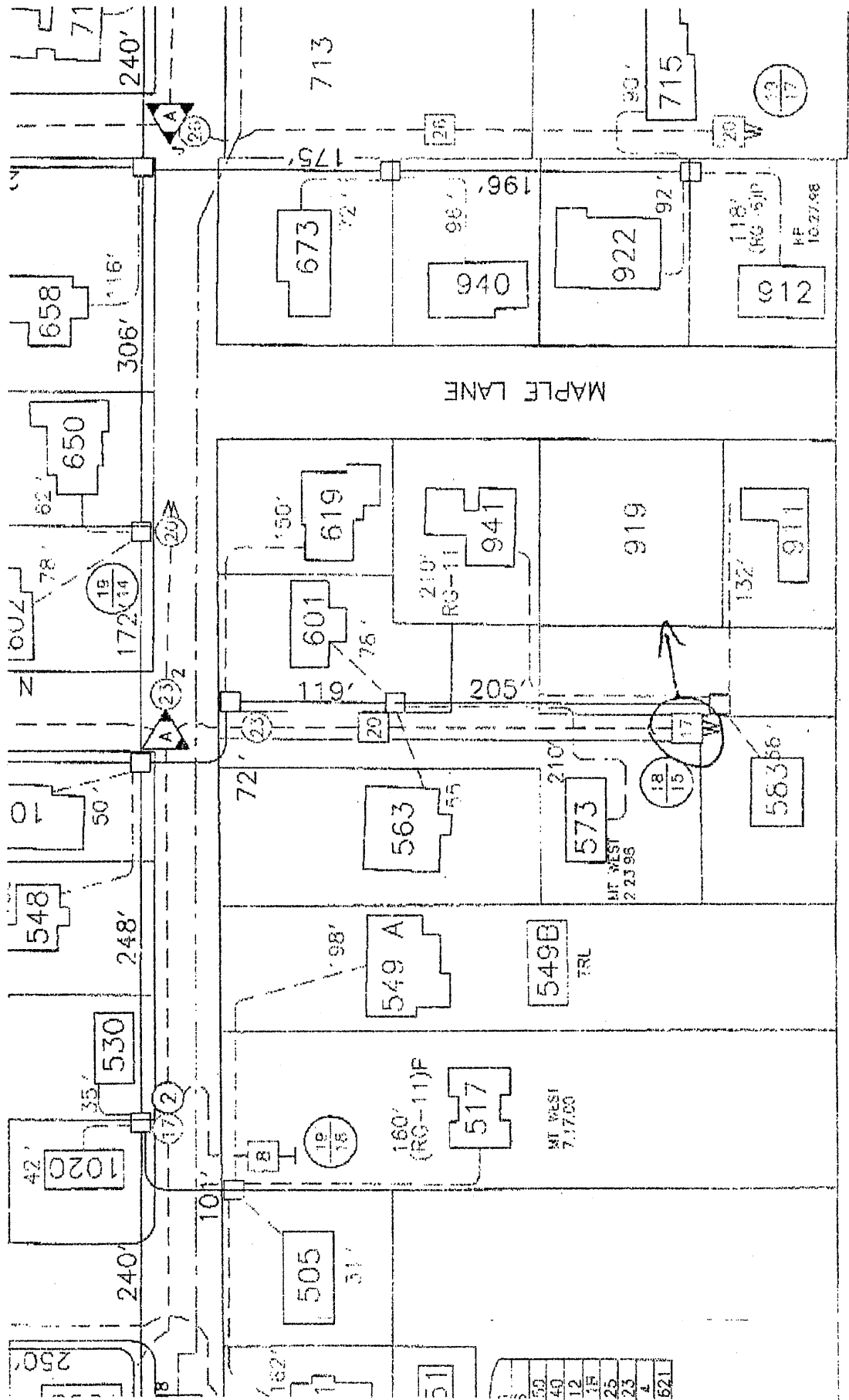
If you are unable to attend the meeting, but have comments please submit them in writing or call Ronda at 266-4021 ext. 298. They will be forwarded to the applicant.

Comments: ADEQUATE SERVICES ARE PRESENT
PLEASE CALL IF ANY QUESTIONS
503-982-1253



 CONSTRUCTION MAJOR
 Title

3-9-05
 Date
 WILLAMETTE BROADBAND
 Company



City of Canby Pre-Application Meeting Notice

PO Box 930, Canby, OR 97013
City Shops 1470 NE Territorial Road

503-266-4021 ext. 298
503-266-7333

TO:	Canby Planning, Darren Nichols	503-266-9404	Canby Public Works, Roy Haster	503-266-4621 x 259
	CUB Water Dist., Pat Thurston	503-266-4309	Canby Telephone, Dink Vu	503-266-8201
	CUB Blooms Dept., Gary Stockwell	503-266-4367	NW Natural Gas, Lee Larson	503-585-6611 x8142
	CUB, AQM, Karl Hansen	503-266-1156	Curran-McLeod, Curt McLeod	503-684-3478
	Fire District #62, Ron Yarbrough	503-266-5851	Canby Building Inspector, Bob Ocdon	503-266-9404
	Willamette Broadband, Lynn Tussing	503-982-1253	Get Sunren, Lancaster Engineering	503-248-0313
	Parks Department, Jeff Snyder	503-266-4021	Canby Planning, Melissa Deas	503-266-9404
cc:	Steve Mayes, Oregonian	503-294-3915		
	Donna Bequet, Canby Utility	503-266-1156		

From: Planning Department, Ronda Rozzell

Date: February 22, 2005

Subject: Pre-Application Meeting for a Minor Land Partition - 919 N Maple Lane

Attached is a request for a pre-application meeting.

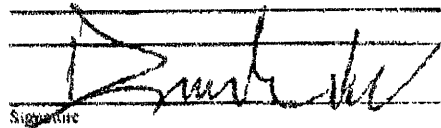
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Comments:

1. CTA WILL PROVIDE SERVICE AS REQD.
2. PLEASE SEE ATTACHMENT FOR DEVELOPMENT FEES



Signature
ASSOCIATE ENG.

2-24-05

Date
CTA
Company

Canby Telephone ASSOCIATION

DEVELOPMENT/CONSTRUCTION FEES

On January 1, 2001 Canby Telephone implemented development fees. Development fees are charged on a per address basis and are to be paid by the developer prior to the commencement of work. Single family homes and duplexes are charged at \$120.00 per address and multiple dwelling units are billed at \$60.00 per address.

Payment of development fees can be made at our office at 190 S.E. 2nd Street, Canby or mailed to P.O. Box 880, Canby, Or 97013.

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

To avoid delays, it is important to contact Canby Telephone as soon as possible.

Inquiries or questions should be referred to:

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

City of Canby Pre-Application Meeting Notice

PO Box 930, Canby, OR 97013
City Shops 1470 NE Territorial Road

503-266-4021 ext.: 298
503-266-7238

TO:	Canby Planning, Darren Nichols	503-266-9404	Canby Public Works, Roy Hester	503-266-4021 x 259
	CUB Water Dist., Pat Thurston	503-263-4309	Canby Telephone, Dinh Vu	503-266-8201
	CUB Electric Dept., Gary Stookwell	503-263-4307	NW Natural Gas, Lee Larson	503-585-6611 x8142
	CUB, AGM, Karl Hansen	503-266-1156	Curran-McLeod, Curt McLeod	503-684-3478
	Fire District #62, Ron Yarbrough	503-266-5851	Canby Building Inspector, Bob Godon	503-266-9404
	Williamette Broadband, Lynn Tussing	503-982-1253	Cat Sumrain, Lancaster Engineering	503-248-0313
	Parks Department, Jeff Snyder	503-266-4021	Canby Planning, Matilda Deas	503-266-9404
cc:	Steve Mayes, Oregonian	503-294-5915		
	Donna Bequet, Canby Utility	503-266-1156		

From: Planning Department, Ronda Rozzell

Date: February 22, 2005

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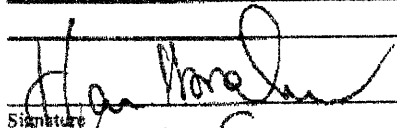
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Comments: SERVICES SHOULD BE AVAILABLE ON N. MAPLE LANE.

IMPROVE SIDEWALK IMPROVEMENTS SHOULD BE CONSTRUCTED ALONG SITE FRONTAGE.



Signature
Project Engineer

Title

February 28, 2005

Date
Curran McLeod, Inc

Company

City of Canby Pre-Application Meeting Notice

PO Box 930, Canby, OR 97013
City Shops 1470 NE Territorial Road

503-266-4021 ext.: 298
503-266-7238

TO:	Canby Planning, Darren Nichols	503-266-9404	Canby Public Works, Roy Hester	503-266-4021 x 259
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	Parks Department, Jeff Snyder	503-266-4021	Canby Planning, Matilde Deas	503-266-9404
cc:	Steve Mayes, Oregonian	503-294-5915		
	Donna Becquet, Canby Utility	503-266-1156		

From: Planning Department, Ronda Rozzell

Date: February 22, 2005

Subject: Pre-Application Meeting for a Minor Land Partition – 919 N Maple Lane

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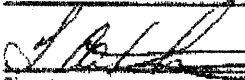
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Comments:

THERE DO NOT APPEAR TO BE ANY ISSUES WITH EITHER THE DRIVEWAY LOCATION OR TRAFFIC. I HAVE NO COMMENTS.



Signature

2/23/05

Date

ENGINEERING TECHNICIAN

Title

LANCASTER ENGINEERING

Company

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: August 1, 2005

- 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 | <input type="checkbox"/> CLACKAMAS COUNTY |
| <input type="checkbox"/> CITY ENGINEER | <input type="checkbox"/> CANBY SCHOOL DISTRICT |
| <input type="checkbox"/> CTA | <input type="checkbox"/> TRANSPORTATION ENGINEER |
| <input type="checkbox"/> NW NATURAL | <input type="checkbox"/> ODOT/REGION 1/DIST 2B |
| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> STATE OF OREGON/REVENUE |
| <input type="checkbox"/> CANBY DISPOSAL | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION |
| <input type="checkbox"/> CITY ATTORNEY | <input checked="" type="checkbox"/> BIKE AND PEDESTRIAN COMMITTEE |

The City has received MLP 05-07 / ZC 05-01, an application by Dream House Construction LLC, to change the underlying zoning district from Low Density Residential (R-1) to Medium Density Residential (R-1.5) and to partition one parcel into 3 residential lots consisting of the existing residence and two attached townhouse units. The Comprehensive Plan designation for the property is Medium Density Residential. The subject property is Tax Lot 500 of Tax Map 3 1E 33 AC. The property is located at 919 N Maple Lane on the west side of Maple Lane south of 10th Avenue.

Please review the enclosed application and return comments to **Kevin Cook** by **Wednesday, August 7, 2005**. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

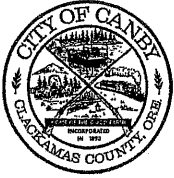
Comments or Proposed Conditions:

Please check one box and sign below:

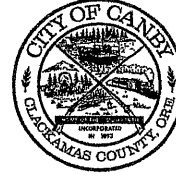
- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development - *sidewalks.*
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature: *Robi Kurth* Date: *8/16/05*

Title: *Chair* Agency: *Bike + Ped Committee*



CITY OF CANBY COMMENT FORM



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

Please send comments:

By mail: Planning Department, PO Box 930, Canby, OR 97013
In person: Planning Department at 170 NW 2nd Avenue
E-mail: cookk@ci.canby.or.us

APPLICATION: A zone change from Low Density Residential (R-1) to Medium Density Residential (R-1.5) and a partition one 0.45 acre parcel into 3 residential lots consisting of the existing residence and two attached townhouse units.

APPLICANT: Dream House Construction LLC.

CITY FILE #: MLP 05-07 / ZC 05-01

COMMENTS: We do not want this
change of zoning. There is enough
housing for people, and traffic is
busy already on 10th.

YOUR NAME: Kathy Bidnick

ORGANIZATION/BUSINESS (if any): _____

ADDRESS: 505 NE 10th Ave

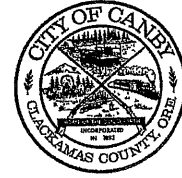
PHONE # (optional): _____

DATE: 8-8-05

Thank You.



CITY OF CANBY COMMENT FORM



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

Please send comments:

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In person: Planning Department at 170 NW 2nd Avenue
E-mail: cookk@ci.canby.or.us

APPLICATION: A zone change from Low Density Residential (R-1) to Medium Density Residential (R-1.5) and a partition one 0.45 acre parcel into 3 residential lots consisting of the existing residence and two attached townhouse units.

APPLICANT: Dream House Construction LLC.

CITY FILE #: MLP 05-07 / ZC 05-01

COMMENTS: We oppose the zone change request. If this request is allowed, it will set a precedent that will probably change the demographics of our neighborhood; changes that would be of a negative nature. Increase traffic patterns and concerns would be number one. Property values would also change as well as "live-a-bility".

There are places in Canby that are zoned 1.5 and that is fine. Changing entire neighborhoods because of the desire of one individual (developer) is NOT fine.

Again, we strongly oppose this request. Allowing this change based on increased tax revenues to the city would be short-sighted and very disappointing.

YOUR NAME: BRIAN & LYNN OLSON

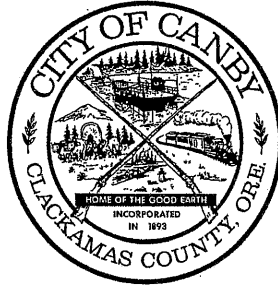
ORGANIZATION/BUSINESS (if any): _____

ADDRESS: 549 NE 10th Canby

PHONE # (optional): 503-263-6391

DATE: 8-9-05

Thank You.



- STAFF REPORT -

APPLICANT:

Sterling Development Corporation
3252 Holiday Court, Suite 224
La Jolla, CA 92037

FILE NO.:

DR 05-05
(Canby Place)

OWNER:

Plantore
PO Box 400
Canby, OR 97013

STAFF:

Kevin C. Cook
Associate Planner

LEGAL DESCRIPTION:

Tax Lot 400
Currently includes portions
of lots 500, 600, 601, and 602
all of Tax Map 4-1E-05A
(pending final plat recordation
of City File ZC 04-02)

DATE OF REPORT:

September 12, 2005

LOCATION:

At the southwest corner of
Highway 99 & Berg Parkway

DATE OF HEARING:

September 26, 2005

COMP. PLAN DESIGNATION:

Heavy Commercial/Manufacturing (C-M)

ZONING DESIGNATION:

Heavy Commercial/Manufacturing (C-M)

I. APPLICANT'S REQUEST:

The City has received DR 03-05, an application by Sterling Development Corporation to develop a 85,348 sq. ft. CM zoned parcel with three buildings totaling 18,180 sq. ft. (21% lot coverage). Building A will be a 3,280 sq. ft. KFC/A&W drive-through

restaurant; the design elevations for this building have not been submitted. The applicant plans to submit the design of Building A for Design Review at a later date, but has requested that parking, landscaping and all other site concerns be addressed as a part of this review. Staff has agreed to the request and parking calculations are based on the assumption that the building will be a restaurant. Building B will be a 3,070 sq. ft. tenant with a drive-through. Building C will be a 11,830 sq. ft. multi-tenant retail building; the majority of this building will be reserved for an anchor tenant.

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

Parking			
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

Signs			
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	

Traffic			
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	0	1	2

Building Appearance			
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	

bldg / No more than one undesignated crossing of access drive and no need to traverse length of access drive]				
---	--	--	--	--

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 southwest corner of Berg Parkway between Highway 99E and was originally part of the SR Smith manufacturing facility. The property was recently part of lot line adjustment and zone change (application CPA 04-01/LLA 04-01/ZC 04-02); the subject parcel as shown on the site plan reflects a slightly modified version of what was approved by application CPA 04-01/LLA 04-01/ZC 04-02). The applicant has applied for a modification to the original zone change and lot line adjustment (file # MOD 05-06).

Condition #11 requires approval of file # MOD 05-06 prior to obtaining any building permits.

Land surrounding the subject parcel, comprised of the SR Smith site, is zoned M-2 Heavy Industrial. The land across Highway 99E is zoned M-1 Light Industrial. The land across Berg Parkway is zoned C-2 Highway Commercial and is the site of the Safeway Retail Center.

B. Evaluation Regarding Site and Design Review Approval Criteria

Design Review Matrix Analysis

1. Parking

The 3,280 square foot KFC/A&W restaurant building will utilize 32 parking spaces, which is the minimum required. The 3,070 square foot 'drive-through' building will utilize approximately 35 parking spaces; 30 would be required. The remaining 50 spaces will serve the retail building; 48 is the number of spaces required for this building. Four bicycle parking spaces are shown for the retail building; which is the amount required. No Bicycle parking is shown for either of the other two buildings; the requirement is for a minimum of 3 spaces for each building (see Condition 21) The parking lot will have hooded lights and meets our parking lot landscaping requirements.

2. Traffic/Access

The applicant has applied for a permit from ODOT for access off of Highway 99 E. ODOT has not yet made a determination for the permit. ODOT has indicated that they would like to see inter-parcel circulation and/or shared access with the S.R. Smith property, which is in the preliminary planning stages of making changes to facilities and internal circulation. Minimizing the number and maximizing the spacing of accesses onto Hwy 99 E is of primary concern to ODOT. As of the writing of this report, discussions between ODOT and Plantore LLC, the current owner of the subject parcel and the S.R. Smith property, were continuing. It is unclear at this point in time how the discussions might affect the applicants desire to have direct access to Hwy. 99E. Staff recognizes the importance of direct access to the Highway to the future businesses on the site. Staff supports the right-in, right-out striped turn-lane option into the site; this option is also supported by the City Engineer, the City Traffic Engineer, the City Traffic Safety Committee, and has tacit support from ODOT at this time.

ODOT recommends frontage improvements along Hwy 99 E. to include sidewalks, curb with drainage inlets, bike lane, and right turn lane striping. Installation of street trees may require an application for an ODOT design exception. Additional right of way dedication may be necessary to accommodate the highway improvements, however, the exact amount has not yet been determined by ODOT. A survey may be needed to determine the amount of right of way. ODOT is recommending the

following conditions which are incorporated into the conditions of approval at the end of this report:

1. Curb, sidewalk and bike lane shall be constructed consistent with the City Transportation System Plan and related development code and roadway standards to provide pedestrian and bicycle access to the site and safely accommodate traffic operations. ODOT/ADA minimum design standards must also be met.
2. Right of way dedication as necessary to accommodate the highway improvements shall be provided through deed to the Oregon Department of Transportation, and demarcated on the final County plat.
3. An ODOT Approach Road Permit must be obtained for access to OR 99E for the proposed use.
4. An ODOT Miscellaneous Permit is required for all work in the highway right of way.
5. 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 is usually required by ODOT if:

1. Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; or
2. The improvements create an increase of the impervious surface area greater than 10,758 square feet.

The applicants have provided a traffic study conducted by Group Mackenzie. The study finds that the proposed development will meet the projected capacity issues. The City Traffic Engineer has reviewed the submitted traffic study and finds that the results of the study are acceptable.

3. Signs

The site is allowed a **total of 764 square feet** of signage. This calculation breaks down as follows:

Building A, the KFC/A&W is allowed 150 sq. ft. based on the proposed building size. A 60% bonus is allowed because the site has double frontage; thus, the total allowed is **240 sq. ft.**

Building B, the drive-through building is allowed 150 sq. ft. based on the proposed building size. The 60% double frontage bonus applies, so the total is **240 sq. ft.**

Building C, the multi-tenant building is allowed 150 sq. ft. for the first 10,000 sq. ft. of building and 15 sq. ft. additional sign area for every 1,000 sq. ft. The 60% double frontage bonus applies, so the total for this building would be **284 sq. ft.**

The applicant has submitted a sign plan and as proposed the total signage area for the site would equal 316 sq. ft. Therefore, **a balance of 448 sq. ft. remains** for future signage, such as buildings signs, if desired. Sign color will be compatible with building color. Actual signage will have to meet the area requirements through a sign permit application.

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 16,663 square feet of landscaped area, (19%) 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 A3.1B and A3.1C for buildings B and C. Building A will be review through a future Design Review application. Buildings B and C will use stucco and stone columns, which will compliment nearby commercial development. The buildings will provide an attractive improvement to the southern gateway into the City. Materials and colors are shown on the elevations.

Compatibility Matrix

Five of the six sections of the Design Review Matrix apply to this application. The proposed application receives, in staff's determination, a total of 27 points out of a total possible of 31 points, or 87% percent. The applicant achieves a score of 90% when the earned bonus points are 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>
Parking		
Screening of loading facilities	N/A	
Parking lot landscaping	1/1	Landscaping softens asphalt.
Parking lot lighting	1/1	Hooded lights.
Location of parking	1/2	Parking behind "front" of building.
Number of parking spaces	1/2	100 % of requirement provided.
Traffic		
Distance of access to intersection	1/2	Accesses are less than 300 feet from intersections.
Access drive width	1/1	Accesses width exceeds the minimum required.
Pedestrian access from public sidewalk	2/2	Entrances are connected.

Pedestrian access from parking lot to building	2/2	No need to traverse access drive.
Signs		
Dimensional size of sign	2/2	Area suggested is 41% less than allowed.
Similarity of sign to building	1/2	Signs somewhat match buildings, stone columns and/or base would create better match.
Pole sign	1/1	No pole signs are proposed
Location of sign	1/1	Signs will be within 25' of entrance
Tree Retention		
Tree retention	n/a	No trees exist on site
Replacement of trees	n/a	
Building Appearance		
Style	2/2	Similar to nearby development.
Color	2/2	The colors are similar and subdued.
Material	1/1	Stucco and Stone.
Size	1/1	Buildings are all under 20,000 square feet.
Types of Landscaping		
# of non-required trees	1/1	1-or more trees per 500 square feet of landscaping.
Amount of grass	0/2	Less than 25% lawn proposed.
Location of Shrubs	1/1	Shrubs mostly in background.
Automatic Irrigation	4/4	Automatic irrigation provided
Bonus Points		
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. CTA, Canby Utility (electric and water), the Wastewater Treatment Plant, The Police Department, The Fire Department, and The Parks and Recreation Department 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 90% 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 05-05 with the following conditions:

Prior to the issuance of a Building Permit:

1. No building permits shall be issued until City application number MOD 05-06 receives final approval in order to match property lines and zoning boundaries to what has been proposed on the site plans.
2. 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.
3. A pre-construction conference shall be held prior to construction and issuance of any building permit. Twelve 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.

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.

For the Building Permit Application:

5. 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, and any modifications that might be required in order to compensate for any reductions in landscaping that occur due to ODOT right-of-way incursion into the proposed landscaped areas.
6. 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.
7. Wheel stops are required for all parking spaces. The wheel stops shall be placed two (2) feet in front of the end of each space.
8. All interior sidewalks and access-ways shall be a minimum of five (5) feet in width.
9. Bicycle parking shall be provided per the requirements of CMC 16.10.100.
10. Details of sign dimensions and mounting techniques shall be shown on the building permit submittal or on a subsequent sign permit application.

Prior to Issuance of a Building Permit

11. The proposed access onto Highway 99E shall be right-in and right-out only, and shall be striped in accordance with ODOT requirements. The applicant shall acquire a road approach permit for highway access and a miscellaneous permit for frontage improvements from ODOT.
12. Curb, sidewalk and bike lane shall be constructed consistent with the City Transportation System Plan and related development code and roadway standards to provide pedestrian and bicycle access to the site and safely accommodate traffic operations. ODOT/ADA minimum design standards must also be met.

13. Right of way dedication as necessary to accommodate the highway improvements shall be provided through deed to the Oregon Department of Transportation, and demarcated on the final County plat.
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. Site lighting shall be "hooded" to project light downward.
20. Frontage improvements shall be constructed as required by the Public Works Supervisor. Eight foot sidewalks, inclusive of curbs, are required on Highway 99E and Berg Parkway, as per CMC 16.08.090.
21. "Staple type" bicycle racks shall be provided at the front of all proposed buildings. The racks shall accommodate a minimum of three bicycles per each building frontage.
22. Raised crosswalk connections shall be provided between all three buildings; plans to be reviewed and approved by the Planning Department.

Exhibits:

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

3. Traffic Study

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: September 6, 2005

- TO:**
- | | |
|---|--|
| <input type="checkbox"/> FIRE | <input type="checkbox"/> CANBY POST OFFICE |
| <input type="checkbox"/> POLICE | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR |
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| <input type="checkbox"/> CITY ATTORNEY | <input type="checkbox"/> PARKS AND RECREATION |
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| <input type="checkbox"/> PGE | <input type="checkbox"/> OTHER _____ |

The City has received DR 05-05 (Canby Place Retail Development), an application from Group Mackenzie requesting a site and design review application for three buildings totaling 18,180 square feet. The property is zoned CM (Heavy Commercial/Manufacturing). The property is located at Highway 99E and Berg Parkway.

Please review the enclosed application and return comments to **Kevin Cook** by **Wednesday, September 14, 2005**. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

The developer may need to have NW Natural service stub relocated. It appears that the driveway may be cutting into the stub location.

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: Ben Van Scoybe **Date:** 9-8-05

title: NW N Supervisor **Agency:** NW Natural

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[503] 266-9404

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Signature: Darwin Janel **Date:** 9/12/05

Title: Supervisor **Agency:** WWTP

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Comments or Proposed Conditions:

Please check one box and sign below:

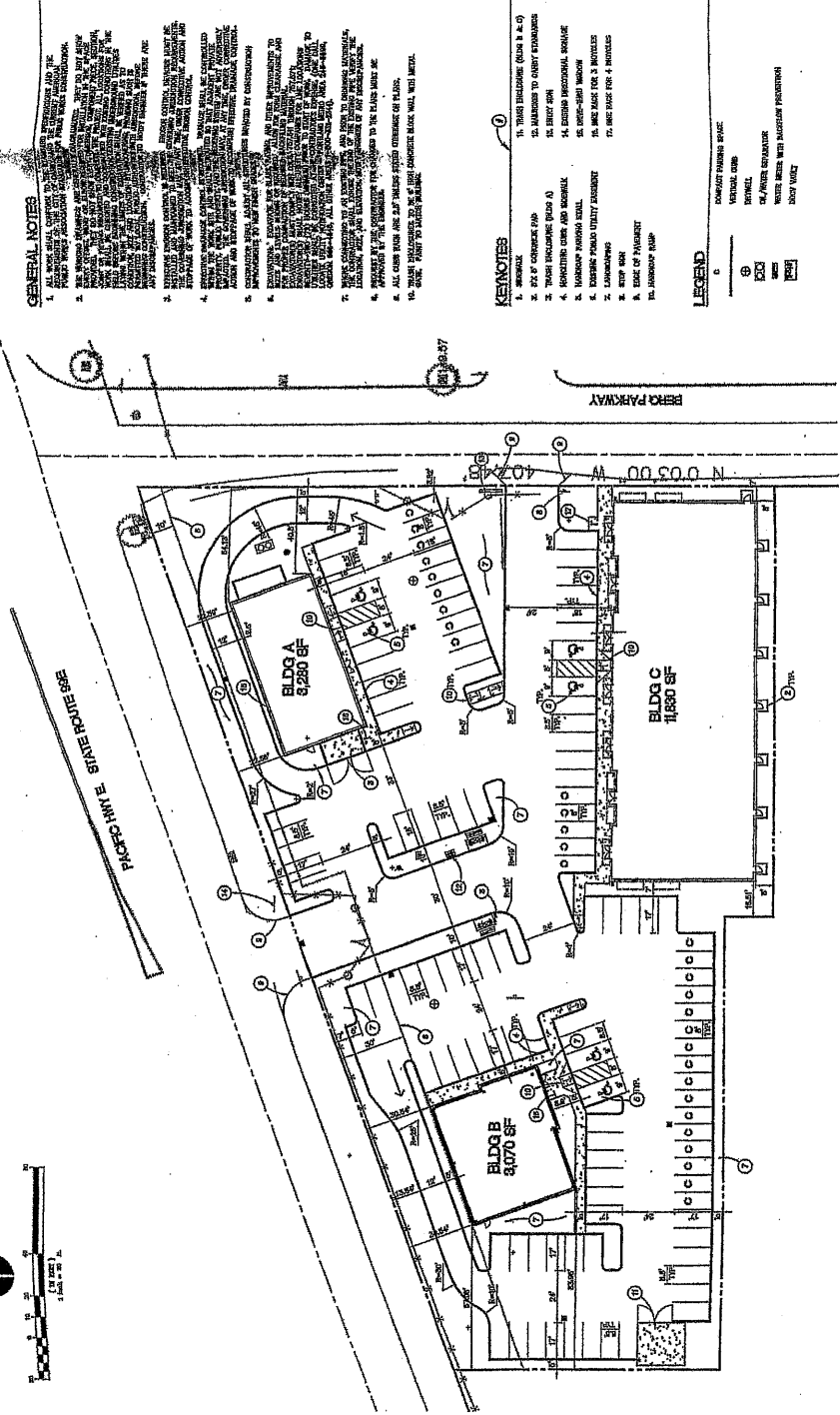
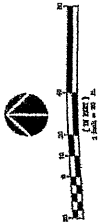
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- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature: _____

Date: 09/16/05

Title: OPERATIONS LIEUTENANT

Agency: CANBY POLICE



GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE VIRGINIA CONSTRUCTION CODES AND SPECIFICATIONS.
2. THE PROPOSED WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE VIRGINIA CONSTRUCTION CODES AND SPECIFICATIONS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
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10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

KEYNOTES

1. SEE PLAN FOR LOCATION OF CURB AND GUTTER.
2. SEE PLAN FOR LOCATION OF DRIVE AISLES.
3. SEE PLAN FOR LOCATION OF SIDEWALKS.
4. SEE PLAN FOR LOCATION OF UTILITY MARKERS.
5. SEE PLAN FOR LOCATION OF TREE PROTECTION BARRIERS.
6. SEE PLAN FOR LOCATION OF SIGNAGE.
7. SEE PLAN FOR LOCATION OF LIGHT FIXTURES.
8. SEE PLAN FOR LOCATION OF LANDSCAPE PLANTINGS.
9. SEE PLAN FOR LOCATION OF FENCE.
10. SEE PLAN FOR LOCATION OF DRIVEWAY.

LEGEND

- CONCRETE FINISH GRADE
- VERTICAL CURB
- DRIVEWAY
- DRIVEWAY WITH CURB
- DRIVEWAY WITH SIDEWALK
- DRIVEWAY WITH SIDEWALK AND CURB
- DRIVEWAY WITH SIDEWALK AND CURB AND GUTTER
- DRIVEWAY WITH SIDEWALK AND CURB AND GUTTER AND SIGNAGE
- DRIVEWAY WITH SIDEWALK AND CURB AND GUTTER AND SIGNAGE AND LIGHT FIXTURES
- DRIVEWAY WITH SIDEWALK AND CURB AND GUTTER AND SIGNAGE AND LIGHT FIXTURES AND LANDSCAPE PLANTINGS
- DRIVEWAY WITH SIDEWALK AND CURB AND GUTTER AND SIGNAGE AND LIGHT FIXTURES AND LANDSCAPE PLANTINGS AND FENCE
- DRIVEWAY WITH SIDEWALK AND CURB AND GUTTER AND SIGNAGE AND LIGHT FIXTURES AND LANDSCAPE PLANTINGS AND FENCE AND DRIVEWAY

SITE DATA

SITE AREA	10.00 AC
CONCRETE AREA	10.00 AC
ASPHALT FOOTPRINT	10.00 AC
PARKING SPACES	10.00 AC
ESTIMATED	10.00 AC
CONTRACT	10.00 AC
TOTAL	10.00 AC

C2

DESIGN REVIEW SUBMITTAL - AUGUST 5, 2005

MACKENZ
 R. H. L. P.
 Architect
 1000 West 10th Street
 Suite 100
 Annapolis, MD 21401
 Phone: (410) 293-1000
 Fax: (410) 293-1001
 Website: www.mackenz.com

S
 SPECIALTY SIGNAGE
 1000 West 10th Street
 Suite 100
 Annapolis, MD 21401
 Phone: (410) 293-1000
 Fax: (410) 293-1001
 Website: www.mackenz.com

GENERAL CONTRACTOR
 1000 West 10th Street
 Suite 100
 Annapolis, MD 21401
 Phone: (410) 293-1000
 Fax: (410) 293-1001
 Website: www.mackenz.com

ENGINEER
 1000 West 10th Street
 Suite 100
 Annapolis, MD 21401
 Phone: (410) 293-1000
 Fax: (410) 293-1001
 Website: www.mackenz.com

ARCHITECT
 1000 West 10th Street
 Suite 100
 Annapolis, MD 21401
 Phone: (410) 293-1000
 Fax: (410) 293-1001
 Website: www.mackenz.com

DATE
 10/10/05
SCALE
 1/8" = 1'-0"

PROJECT
 1000 West 10th Street
 Suite 100
 Annapolis, MD 21401
 Phone: (410) 293-1000
 Fax: (410) 293-1001
 Website: www.mackenz.com

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

1503] 266-9404

FAX 266-1574

DATE: September 6, 2005

- TO:
- | | |
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| <input type="checkbox"/> FIRE | <input type="checkbox"/> CANBY POST OFFICE |
| <input type="checkbox"/> POLICE | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR |
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Please review the enclosed application and return comments to Kevin Cook by Wednesday, September 14, 2005. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

FIRE SERVICE & DOMESTIC SERVICE ARE ACCESSED FROM BERG PKWY. SR Smith should ANTICIPATE UPDATING FIRE SERVICE. Would like to see PRELIMINARY water service plan?

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: *Daniel Phurata* Date: 9/16/05

Title: Foreman Water Dept. Agency: Canby Utility

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

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DATE: September 6, 2005

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 - CANBY DISPOSAL
 - CITY ATTORNEY
 - BIKE AND PEDESTRIAN COMM
 - PGE

Gary Kordenat
Canby Electric
City Shops

OFFICE
COUNTY ASSESSOR

- CLACKAMAS COUNTY 911
- CLACKAMAS COUNTY TRANSPORTATION
- TRAFFIC SAFETY COMMITTEE
- CLACKAMAS COUNTY
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Comments or Proposed Conditions:

Any modification or relocation of existing utilities found
in conflict will be at developer's expense

Please check one box and sign below:

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Signature: *Gary Stockwell* Date: 9-14-05

Title: Line Foreman Agency: Canby Utility Elect.

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

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Signature: _____ Date: 9.15.05

Title: ASSOCIATE ENG. Agency: CTA

**CANBY PLANNING DEPARTMENT
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Comments or Proposed Conditions:

Can not use on site Hydrant for fire protection use.

Please check one box and sign below:

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Signature: *Tom Gans* **Date:** 9-14-05

Title: DFM **Agency:** Canby Fire

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| | <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 | <input type="checkbox"/> CLACKAMAS COUNTY |
| | <input type="checkbox"/> CITY ENGINEER | <input type="checkbox"/> CANBY SCHOOL DISTRICT |
| | <input type="checkbox"/> CTA | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION |
| | <input type="checkbox"/> NW NATURAL | <input type="checkbox"/> ODOT/REGION 1/DIST 2B |
| | <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> STATE OF OREGON/REVENUE |
| | <input type="checkbox"/> CANBY DISPOSAL | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION |
| | <input type="checkbox"/> CITY ATTORNEY | <input type="checkbox"/> PARKS AND RECREATION |
| | <input type="checkbox"/> BIKE AND PEDESTRIAN COMM | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER |
| | <input type="checkbox"/> PGE | <input type="checkbox"/> OTHER _____ |

The City has received DR 05-05 (Canby Place Retail Development), an application from Group Mackenzie requesting a site and design review application for three buildings totaling 18,180 square feet. The property is zoned CM (Heavy Commercial/Manufacturing). The property is located at Highway 99E and Berg Parkway.

Please review the enclosed application and return comments to Kevin Cook by Wednesday, September 14, 2005. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

APPROVAL OF LAND DIVISION MUST PRECEED THIS
DEVELOPMENT APP. IN REZONE/LAND DIVISION APP.
ADDITIONAL ROW IS NEEDED FOR BERG PARKWAY
AND POTENTIALLY FOR 99E. FRONTAGE IMPROVEMENTS
ARE NEEDED ON 99E. RT IN/RT OUT CONFLICTS WITH
PLAN FOR DEDICATED 99E RT TURN LANE.

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

RECEIVED
SEP 9 2005
CURRAN-MCLEOD

Signature:  Date: 9.16.05

Title: CITY ENGINEER Agency: CURRAN-MCLEOD, INC.

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: September 6, 2005

- 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 |
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Please review the enclosed application and return comments to **Kevin Cook** by **Wednesday, September 14, 2005**. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

This committee strongly recommends that all traffic enter 99E from Berg Parkway. If 99E exit has to be used we recommend that Right Turn only be permitted when exiting on to 99E

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:** 9-14-05

Title: Chairman **Agency:** Traffic Safety

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: September 6, 2005

- TO:**
- | | |
|---|--|
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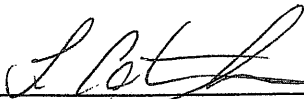
Comments or Proposed Conditions:

COMMENTS ARE ATTACHED

Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
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Signature:



Date:

8 SEPT 2005

Title: ENGINEERING TECHNICIAN

Agency: LANCASTER ENGINEERING



MEMORANDUM

To: Kevin Cook
From: Catriona Sumrain *CS*
Date: September 8, 2005
Subject: Canby Place Traffic Study Review

Kevin:

I have reviewed the traffic study and the addendum letter provided by Group MacKenzie for the Canby Place retail project. My comments are as follows:

The study uses generally acceptable methods and practices for traffic engineering studies as given in the *AASHTO Green Book*, *Trip Generation*, and *Trip Generation Handbook*.

A revised trip generation was requested to clarify discrepancies found in the traffic study. The revised trip generation is attached.

There are two methods to calculate pass-by trips for a shopping center. There is an average pass-by rate, which is the resultant average of several pass-by studies and does not take into account the size of the development. There is also a pass-by equation, which is based on the size of the shopping center. Each method produces a different number of pass-by trips. The average pass-by rate is typically used for the trip generation rather than the pass-by equation, although the equation still falls within the acceptable range for pass-by trips. Using the pass-by equation reports a higher number of pass-by trips than the average rate, but revising the study for the lower rate would not affect the results of the study.

Therefore, it is our conclusion that although the traffic study uses a non-conservative approach for pass-by trips, the results of the study are acceptable.

CS

GROUP
MACKENZIE

August 31, 2005

Lancaster Engineering
 Attention: Catriona Sumrain
 800 NW 6th Avenue
 Portland OR 97209

Re: **Canby Place**
Sterling Development Corporation
 Project Number 2040320.02

Dear Ms. Sumrain:

Group Mackenzie is providing supplemental information regarding the Canby Place commercial development as requested in your email dated August 25, 2005. This letter is specifically in reference to the trip generation of the development, and the sight distance calculation for the proposed driveway to the Berg Parkway.

While the capacity analysis did use the correct trip generation, the table on page 8 of the transportation impact analysis was not updated with respect to the ADT and total size of the shopping center. The revised table below presents the trip generation characteristics for the 3,280 SF fast food restaurant with drive-through and 14,570 SF Shopping Center.

Canby Place - Trip Generation Characteristics						
Land Use/ Trip Reduction	Square Feet/ (% Reduction)	ADT	AM Enter	AM Exit	PM Enter	PM Exit
Fast Food with Drive-Through	3,280	1627	89	85	59	55
Shared Trips	9%/16%	488	4	6	12	11
Pass-by	49%/50%	569	41	40	24	22
Net New Trips		569	43	40	24	22
Shopping Center	14,570	1942	30	19	84	91
Shared Trips	9%/16%	488	6	4	11	12
Pass-By	67%	974	16	10	49	53
Net New Trips		480	8	5	24	26
Total New Trips		1049	51	45	48	48

The intersection capacity and level of service analysis table on page 12 of the study and within Appendix "F" reflect the correct trip generation rates shown above.

0690 SW Bancroft St | PO Box 69039 | Portland, OR 97239-0039
 Tel: 503.224.9560 Web: www.grpmack.com Fax: 503.228.1285

Group
**Mackenzie,
 Incorporated**
 Architecture
 Interiors
 Land Use Planning

Group
**Mackenzie
 Engineering,
 Incorporated**

Civil/Structural
 Engineering
 Transportation
 Planning

Locations:
 Portland, Oregon
 Tacoma, Washington
 Vancouver, Washington

Lancaster Engineering
Canby Place
Project Number 2040320.02
August 31, 2005
Page 2

The sight distance analysis in Table 3 reflects current AASHTO and ODOT intersection sight distance recommendations. The value of 240 feet represents a car turning right onto a 25 mph design speed road. So for a car making a right turn onto Berg Parkway, the driver would be looking north for oncoming traffic. The 240 feet is found in exhibit 9-58 in the 2001 AASHTO *A Policy on Geometric Design of Highways and Streets*.

Please contact us if you have any additional questions or if we can provide more information.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sean Morrison".

Sean Morrison, P.E.
Traffic Engineer



Oregon

Theodore R. Kulongoski, Governor

Oregon Department of Transportation

ODOT Region 1
123 NW Flanders St
Portland, OR 97209
Telephone (503)731-8200
FAX (503)731-8259

File code:

September 14, 2005

PLA9-2B -81
ODOT Case No: 2207

City of Canby
Planning Department
PO Box 930
Canby, OR 97013

Attn: Kevin Cook, Assoc. Planner

Re: **DR 05-05: Canby Place Retail**
OR 99E at Berg Parkway

Dear Mr. Cook,

We have reviewed the applicant's proposal to develop three retail buildings including a 3,280 sf KFC/A&W restaurant drive-through, 3,070 SF retail drivethrough, and a 11,830 sf multi-tenant retail building. The site is adjacent to OR 99E at Berg Parkway. ODOT has permitting authority for this highway¹ and an interest in ensuring that the proposed land use is compatible with its safe and efficient operation.

ODOT Standards

According to the Oregon Highway Plan (1999), OR 99E is classified a Regional Urban highway. The posted speed in this section is 45 miles per hour. Based on speed and classification, the access spacing standard is 750 ft. The mobility standard is 0.75 volume to capacity (v/c) ratio.

Highway Approach

An application for a highway approach is currently under review at ODOT. We have not yet made a determination regarding approval or potential turn restrictions at the approach.

It has come to our attention that both the subject property and the parcel to the southeast on Berg Parkway are under the same ownership. There may be options to provide inter-parcel circulation and/or shared access to Berg Parkway which could potentially eliminate the need for direct access to OR 99E.

¹ OAR 734-051 website: http://arcweb.sos.state.or.us/rules/OARS_700/OAR_734/734_051.html

OR 99E Improvements.

We recommend the City require the applicant to provide improvements along the site's OR 99E frontage to include sidewalk and curb with drainage inlets, bike lane, and right turn lane striping. City may also require a landscape strip with street trees. (Installation of street trees may require an ODOT *design exception*).

There exists a wide shoulder on OR 99E which is used by vehicles as an informal right turn lane onto Berg Parkway. The City engineer, Curt McLeod, has informed us of the City's interest in having this right turn lane striped, which ODOT supports.

ODOT *Highway Design Manual* minimum standards for the lane widths, corner turning radius and sidewalk will need to be addressed; City standards back of curb may exceed ODOT standards.

Additional right of way dedication may be necessary to accommodate the highway improvements, however, the exact amount cannot be determined until roadway construction plans are completed by the applicant. They may need to perform a survey to accurately determine the available right of way.

Recommendation

ODOT staff will attend a pre-application conference scheduled for the adjacent parcel on September 21, 2005, at which time we hope to explore site circulation and access options for both parcels. ODOT will provide additional comments to the City following that meeting.

At this time, ODOT recommends the City include the following conditions of approval to ensure compliance with our permitting requirements:

1. Curb, sidewalk and bike lane shall be constructed consistent with the City Transportation System Plan and related development code and roadway standards to provide pedestrian and bicycle access to the site and safely accommodate traffic operations. ODOT/ADA minimum design standards must also be met.
2. Right of way dedication as necessary to accommodate the highway improvements shall be provided through deed to the Oregon Department of Transportation, and demarcated on the final County plat.
3. An ODOT Approach Road Permit must be obtained for access to OR 99E for the proposed use.
4. An ODOT Miscellaneous Permit is required for all work in the highway right of way.
5. 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 is usually required by ODOT if:

1. Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; or
2. The improvements create an increase of the impervious surface area greater than 10,758 square feet.

If you have any questions regarding this matter, please contact me at 503.731.8282. I would appreciate receiving a copy of the staff report and the decision with findings when they have been issued (e-mail preferred). Thank you.

Sincerely,

Sonya Kazen
Development Review

C: Loretta Kieffer, ODOT District 2B
Joseph Auth, Traffic Unit, ODOT Region 1
Marty Jensvold, Traffic Unit, ODOT Region 1



FEATURES & SPECIFICATIONS

INTENDED USE — Outdoor storage areas, warehouse and factory perimeters and loading docks.

CONSTRUCTION — Rugged, corrosion-resistant, die-cast aluminum. Corrosion-resistant external hardware includes slotted hex-head fasteners.

FINISH — Standard finish is electrostatically-applied, oven-cured, dark bronze (DDB) corrosion-resistant polyester powder paint.

OPTICAL SYSTEM — Reflector is specular anodized aluminum. Refractor is prismatic borosilicate glass which is sealed and gasketed to inhibit the entrance of outside contaminants.

ELECTRICAL SYSTEM — High power factor, constant-wattage autotransformer. Ballast is copper-wound and 100% factory-tested. Meets ANSI standards and is UL listed. Electrical components are mounted in hinged front cover that includes primary and secondary electrical disconnect. (For 50 hertz availability, consult factory).

Porcelain, horizontally-oriented, medium base socket for 100-150W and mogul-base socket for 175W and above, with copper alloy, nickel-plated screw shell and center contact. UL listed 1500W, 600V.

INSTALLATION — Back housing is separated from front housing, eliminating ballast weight and promoting easy handling. Top 3/4" threaded wiring access. Back access through removable 3/4" knockout. Feed-thru wiring can be achieved by using a conulet tee. Mount on any vertical surface. **Not recommended** in applications where a sprayed stream of water can come in direct contact with glass lens.

LISTING — UL Listed (standard). CSA or NOM Certified (see Options). UL listed suitable for wet locations. IP65 rated (250 watt and below) or IP54 rated (400 watt) in accordance with IEC Standard 529.

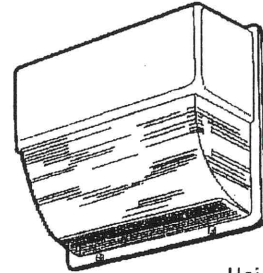
Catalog Number	
Notes	Type

Wall-Paks

TWH

METAL HALIDE

100W, 150W, 175W, 200W, 250W, 320W, 350W, 400W
8' to 25' Mounting



Height: 15-3/4" (40cm)
Width: 16-1/4" (42.6cm)
Depth: 8" (20.3cm)
Weight: 26-42 lbs. (12-19 kg)

ORDERING INFORMATION

Example: TWH 175M 120 LPI

Choose the boldface catalog nomenclature that best suits your needs and write it on the appropriate line. Order accessories as separate catalog numbers (shipped separately).

Series	Wattage /lamp	Voltage	Options	
TWH	100M ^{1,14}	120	Shipped Installed in Fixture	NOM NOM Certified (consult factory)
	150M ^{2,14}	208 ⁵	SF Single fuse (120, 277, 347V) ⁷	Architectural Colors (optional)
	175M	240 ⁵	DF Double fuse (208, 240, 480V) ⁷	DNA Natural aluminum
	200M ²	277	EC Emergency circuit ^{8,9}	DBL Black
	250M ²	347	ORS Quartz restrike system ^{8,9}	DSB Steel blue
	320M ³	480 ⁵	CR Enhanced corrosion resistance	DMB Medium bronze
	350M ³	TB ⁶	CRT Non-stick protective coating ¹⁰	DGC Charcoal gray
	400M ^{2,14}	TB ⁶	PE Photoelectric cell - button type ^{1,7}	DTG Tennis green
		TBV ¹³	PER NEMA twist-lock receptacle ¹¹	DBR Bright red
			LPI Lamp included as standard	DSS Sandstone
			L/LP Less lamp	DWH White
			LS Lamp support (mogul socket only)	
			TP Tamper proof latches	
			FS Full shield	
			WG Wireguard ¹² (shipped separately)	
			VG Vandal guard ¹² (shipped separately)	
			SCWA Super SCWA Pulse Start Ballast	
			CSA CSA Certified ¹⁴	

NOTES:

- Not available 480V & TB.
- May be ordered with SCWA.
- Must be ordered with SCWA.
- Requires T-15, ED or BT28 reduced jacket lamp.
- Not available in Canada.
- Optional multi-tap ballast (120, 208, 240, 277V). (120, 277, 347V in Canada).
- Not available with multi-tap ballast.
- Lamp not included.
- Quartz lamp wattage not to exceed ballast wattage rating.
- Black finish only.
- Photocell not included.
- Requires modification.
- Optional 5-tap ballast (120, 208, 240, 277, 480V)
- Not available with TBV.

Accessories

Order as separate catalog number.

- RK1 PEB1** Photoelectric control kit (120V, button type)
- RK1 PEB2** Photoelectric control kit (120V, button type)
- RK1 PEB3** Photoelectric control kit (347V, button type)
- PE1** NEMA twist-lock photocontrol (120V/208V/240V)
- PE3** NEMA twist-lock photocontrol (347V)
- PE4** NEMA twist-lock photocontrol (480V)
- PE7** NEMA twist-lock photocontrol (277V)

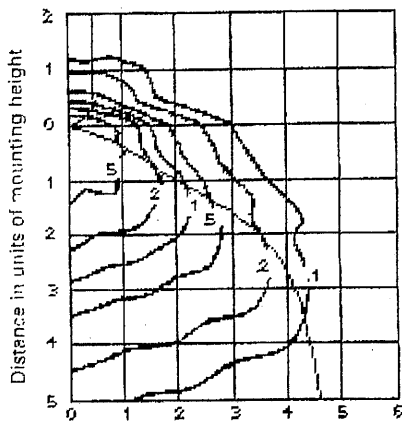
Presented to Planning Commission 9-17-05

TWH Metal Halide Wall-Paks

Coefficient of Utilization _____
 Initial Footcandles _____

TWH 175M Test report no. 94121101

Coefficients of utilization

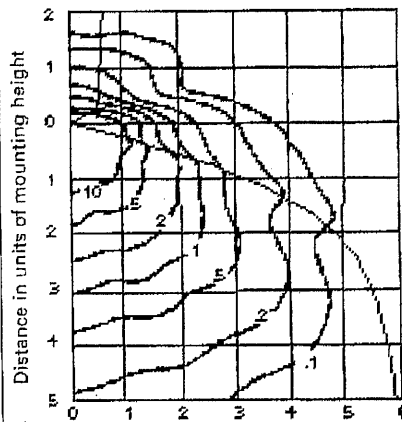


Distance in units of mounting height

175W, metal halide lamp, horizontal lamp orientation, 12' mounting height, 14,000 rated lumens. **Total fixture efficiency: 60.6%**

TWH 250M Test report no. 95011902

Coefficients of utilization

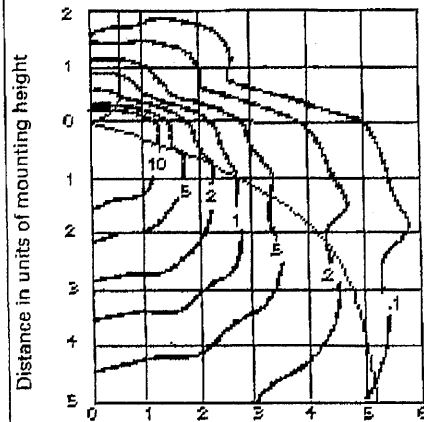


Distance in units of mounting height

250W, metal halide lamp, horizontal lamp orientation, 12' mounting height, 20,500 rated lumens. **Total fixture efficiency: 76.9%**

TWH 400M Test report no. 94112102

Coefficients of utilization



Distance in units of mounting height

400W, metal halide, E-18 lamp, horizontal lamp orientation, 12' mounting height, 36,000 rated lumens. **Total fixture efficiency: 70%**

Note:
 1 Photometric data for other distributions can be accessed from the Lithonia Lighting website. (www.lithonia.com)

Mounting Height Correction Factor

(Multiply the fc level by the correction factor)

- 15 ft. = .64
- 20 ft. = .36
- 25 ft. = .23

$$\left(\frac{\text{Existing Mounting Height}}{\text{New Mounting Height}} \right)^2 = \text{Correction Factor}$$



CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: September 6, 2005

- | | |
|---|---|
| <p>TO:</p> <ul style="list-style-type: none"> <input type="checkbox"/> FIRE <input type="checkbox"/> POLICE <input type="checkbox"/> PUBLIC WORKS <input type="checkbox"/> CANBY ELECTRIC <input type="checkbox"/> CANBY WATER <input type="checkbox"/> WWTP <input type="checkbox"/> CITY ENGINEER <input type="checkbox"/> CTA <input type="checkbox"/> NW NATURAL <input type="checkbox"/> WILLAMETTE BROADBAND <input type="checkbox"/> CANBY DISPOSAL <input type="checkbox"/> CITY ATTORNEY <input type="checkbox"/> BIKE AND PEDESTRIAN COMM <input type="checkbox"/> PGE | <ul style="list-style-type: none"> <input type="checkbox"/> CANBY POST OFFICE <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR <input type="checkbox"/> CLACKAMAS COUNTY 911 <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE <input type="checkbox"/> CLACKAMAS COUNTY <input type="checkbox"/> CANBY SCHOOL DISTRICT <input type="checkbox"/> OREGON DEPT. TRANSPORTATION <input type="checkbox"/> ODOT/REGION 1/DIST 2B <input type="checkbox"/> STATE OF OREGON/REVENUE <input type="checkbox"/> CANBY BUSINESS REVITALIZATION <input type="checkbox"/> PARKS AND RECREATION <input type="checkbox"/> CITY TRANSPORTATION ENGINEER <input type="checkbox"/> OTHER _____ |
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Please review the enclosed application and return comments to **Kevin Cook** by **Wednesday, September 14, 2005**. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

The developer may need to have NW Natural service stub relocated. It appears that the driveway may be cutting into the stub location.

Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
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Signature: *Russ Van Schoonbeek* **Date:** *9-8-05*

title: *NW N Supervisor* **Agency:** *NW Natural*

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

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[503] 266-9404

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Signature: Darwin Janel **Date:** 9/12/05

Title: Supervisor **Agency:** WWTP

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

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| <input type="checkbox"/> CITY ENGINEER | <input type="checkbox"/> CANBY SCHOOL DISTRICT |
| <input type="checkbox"/> CTA | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION |
| <input type="checkbox"/> NW NATURAL | <input type="checkbox"/> ODOT/REGION 1/DIST 2B |
| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> STATE OF OREGON/REVENUE |
| <input type="checkbox"/> CANBY DISPOSAL | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION |
| <input type="checkbox"/> CITY ATTORNEY | <input type="checkbox"/> PARKS AND RECREATION |
| <input type="checkbox"/> BIKE AND PEDESTRIAN COMM | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER |
| <input type="checkbox"/> PGE | <input type="checkbox"/> OTHER _____ |


The City has received DR 05-05 (Canby Place Retail Development), an application from Group Mackenzie requesting a site and design review application for three buildings totaling 18,180 square feet. The property is zoned CM (Heavy Commercial/Manufacturing). The property is located at Highway 99E and Berg Parkway.

Please review the enclosed application and return comments to **Kevin Cook** by **Wednesday, September 14, 2005**. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

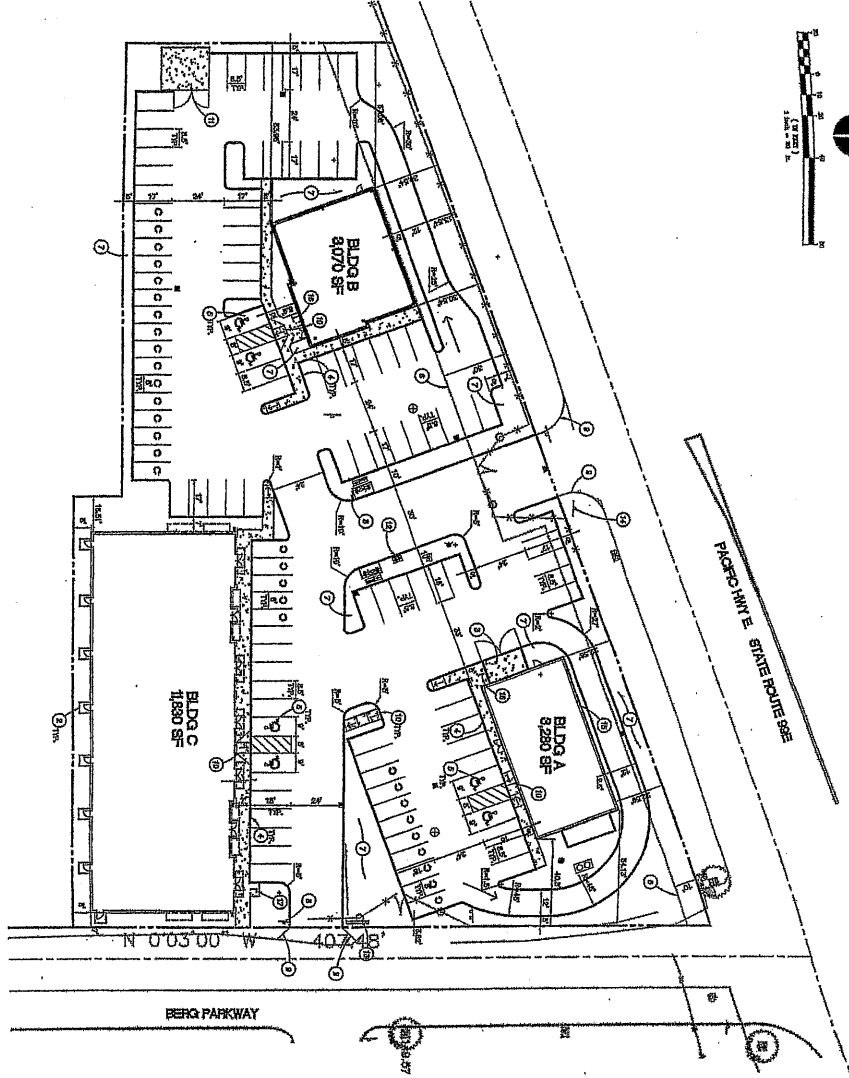
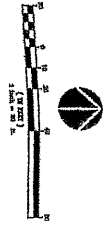
Comments or Proposed Conditions:

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: 09/16/05

Title: OPERATIONS LIEUTENANT Agency: CANBY POLICE



GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC, AS APPLICABLE.
2. THE WORKMAN SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL JURISDICTIONS.
3. THE WORKMAN SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL JURISDICTIONS.
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10. THE WORKMAN SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL JURISDICTIONS.

KEYNOTES

1. SEE NOTE 1.
2. SEE NOTE 2.
3. SEE NOTE 3.
4. SEE NOTE 4.
5. SEE NOTE 5.
6. SEE NOTE 6.
7. SEE NOTE 7.
8. SEE NOTE 8.
9. SEE NOTE 9.
10. SEE NOTE 10.

LEGEND

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SITE DATA

ITEM	DESCRIPTION	QUANTITY	UNIT
1	CONCRETE	100	YD
2	STEEL	50	TON
3	WOOD	20	CU YD
4	PAINT	10	QUART
5	GLASS	5	CU YD
6	INSULATION	10	CU YD
7	MECHANICAL	10	CU YD
8	ELECTRICAL	10	CU YD
9	PLUMBING	10	CU YD
10	LANDSCAPE	10	CU YD
11	ASPHALT	10	CU YD
12	GRAVEL	10	CU YD
13	CEMENT	10	CU YD
14	SAND	10	CU YD
15	WATER	10	CU YD
16	SOIL	10	CU YD
17	ROCK	10	CU YD
18	BRICK	10	CU YD
19	TILE	10	CU YD
20	GLASS	10	CU YD
21	MECHANICAL	10	CU YD
22	ELECTRICAL	10	CU YD
23	PLUMBING	10	CU YD
24	LANDSCAPE	10	CU YD
25	ASPHALT	10	CU YD
26	GRAVEL	10	CU YD
27	CEMENT	10	CU YD
28	SAND	10	CU YD
29	WATER	10	CU YD
30	SOIL	10	CU YD
31	ROCK	10	CU YD
32	BRICK	10	CU YD
33	TILE	10	CU YD
34	GLASS	10	CU YD
35	MECHANICAL	10	CU YD
36	ELECTRICAL	10	CU YD
37	PLUMBING	10	CU YD
38	LANDSCAPE	10	CU YD
39	ASPHALT	10	CU YD
40	GRAVEL	10	CU YD
41	CEMENT	10	CU YD
42	SAND	10	CU YD
43	WATER	10	CU YD
44	SOIL	10	CU YD
45	ROCK	10	CU YD
46	BRICK	10	CU YD
47	TILE	10	CU YD
48	GLASS	10	CU YD
49	MECHANICAL	10	CU YD
50	ELECTRICAL	10	CU YD

MACKENZIE
 Civil Engineering
 Structural Engineering
 Transportation Planning
 Land Use Planning
 Portland, OR 97204-9900
 Vancouver, WA 98666-7879
 Seattle, WA 98144-8558

SE
 Structural Engineering
 TRANSPORTATION PLANNING
 LAND USE PLANNING

PROJECT: CENTER PLACE DEVELOPMENT

DATE: 10/15/03
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO.: 204030002

REVISIONS

NO.	DATE	DESCRIPTION
1	10/15/03	ISSUED FOR PERMIT
2	10/15/03	ISSUED FOR PERMIT
3	10/15/03	ISSUED FOR PERMIT
4	10/15/03	ISSUED FOR PERMIT
5	10/15/03	ISSUED FOR PERMIT
6	10/15/03	ISSUED FOR PERMIT
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49	10/15/03	ISSUED FOR PERMIT
50	10/15/03	ISSUED FOR PERMIT

DESKON REVIEW SUBMITTAL - AUGUST 5, 2005

C2

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

1503J 266-9404

FAX 266-1574

DATE: September 6, 2005

- TO:
- FIRE
 - POLICE
 - PUBLIC WORKS
 - CANBY ELECTRIC
 - CANBY WATER
 - WWTP
 - CITY ENGINEER
 - CTA
 - NW NATURAL
 - WILLAMETTE BROADBAND
 - CANBY DISPOSAL
 - CITY ATTORNEY
 - BIKE AND PEDESTRIAN COMM
 - PGE
 - 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
 - OTHER _____

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Please review the enclosed application and return comments to Kevin Cook by Wednesday, September 14, 2005. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

FIRE SERVICE & DOMESTIC SERVICE ARE ACCESSED FROM BERG
PKWY. SR Smith should ANTICIPATE UPDATING FIRE SERVICE.
Would like to see PRELIMINARY water service plan?

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: *Daniel Johnson* Date: 9/16/05

Title: Foreman Water Dept. Agency: Canby Utility

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: September 6, 2005

Gary Kordenat
Canby Electric
City Shops

- TO:
- FIRE
 - POLICE
 - PUBLIC WORKS
 - CANBY ELECTRIC
 - CANBY WATER
 - WWTP
 - CITY ENGINEER
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Comments or Proposed Conditions:

Any modification or relocation of existing utilities found
in conflict will be at developer's expense

Please check one box and sign below:

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Signature: *Gary Stochwell* Date: 9-14-05

Title: Line Foreman Agency: Canby Utility Elect.

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: September 6, 2005

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| 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 |
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Signature:  Date: 9.15.05

Title: ASSOCIATE ENG. Agency: CTA

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: September 6, 2005

- TO:**
- | | |
|---|--|
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Comments or Proposed Conditions:

Can not use on site Hydrant for fire protection use.

Please check one box and sign below:

- Adequate Public Services (of your agency) are available
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Signature: _____

JM Goss

Date: _____

9-14-05

Title: _____

DFM

Agency: _____

Canby Fire

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: September 6, 2005

- | | | |
|-----|---|--|
| TO: | <input type="checkbox"/> FIRE | <input type="checkbox"/> CANBY POST OFFICE |
| | <input type="checkbox"/> POLICE | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR |
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Comments or Proposed Conditions:

APPROVAL OF LAND DIVISION MUST PRECEED THIS DEVELOPMENT APP. IN REZONE/LAND DIVISION APP. ADDITIONAL ROW IS NEEDED FOR BERG PARKWAY AND POTENTIALLY FOR 99E. FRONTAGE IMPROVEMENTS ARE NEEDED ON 99E. RT IN/RT OUT CONFLICTS WITH PLAN FOR DEDICATED 99E RT TURN LANE.

Please check one box and sign below:

- Adequate Public Services (of your agency) are available
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- Conditions are needed, as indicated
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RECEIVED
SEP 6 2005
CURRAN-MCLEOD

Signature: Kevin Cook Date: 9.16.05

Title: CITY ENGINEER Agency: CURRAN-MCLEOD, INC.

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: September 6, 2005

- 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 checked="" type="checkbox"/> <u>TRAFFIC SAFETY COMMITTEE</u> |
| <input type="checkbox"/> WWTP | <input type="checkbox"/> CLACKAMAS COUNTY |
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Comments or Proposed Conditions:

This committee strongly recommends that all traffic enter 99E from Berg Parkway. If 99E exit has to be used we recommend that Right Turn only be permitted when exiting on to 99E

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
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Signature: Maureen Elmore **Date:** 9-14-05

Title: Chairman **Agency:** Traffic Safety

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: September 6, 2005

- TO:**
- | | |
|---|--|
| <input type="checkbox"/> FIRE | <input type="checkbox"/> CANBY POST OFFICE |
| <input type="checkbox"/> POLICE | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR |
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Comments or Proposed Conditions:

COMMENTS ARE ATTACHED

Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
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Signature: *[Signature]* **Date:** 8 SEPT 2005

Title: ENGINEERING TECHNICIAN **Agency:** LANCASTER ENGINEERING



MEMORANDUM

To: Kevin Cook
From: Catriona Sumrain *CS*
Date: September 8, 2005
Subject: Canby Place Traffic Study Review

Kevin:

I have reviewed the traffic study and the addendum letter provided by Group MacKenzie for the Canby Place retail project. My comments are as follows:

The study uses generally acceptable methods and practices for traffic engineering studies as given in the *AASHTO Green Book*, *Trip Generation*, and *Trip Generation Handbook*.

A revised trip generation was requested to clarify discrepancies found in the traffic study. The revised trip generation is attached.

There are two methods to calculate pass-by trips for a shopping center. There is an average pass-by rate, which is the resultant average of several pass-by studies and does not take into account the size of the development. There is also a pass-by equation, which is based on the size of the shopping center. Each method produces a different number of pass-by trips. The average pass-by rate is typically used for the trip generation rather than the pass-by equation, although the equation still falls within the acceptable range for pass-by trips. Using the pass-by equation reports a higher number of pass-by trips than the average rate, but revising the study for the lower rate would not affect the results of the study.

Therefore, it is our conclusion that although the traffic study uses a non-conservative approach for pass-by trips, the results of the study are acceptable.

CS

G R O U P

MACKENZIE

August 31, 2005

Lancaster Engineering
 Attention: Catriona Sumrain
 800 NW 6th Avenue
 Portland OR 97209

Re: **Canby Place**
Sterling Development Corporation
 Project Number 2040320.02

Dear Ms. Sumrain:

Group Mackenzie is providing supplemental information regarding the Canby Place commercial development as requested in your email dated August 25, 2005. This letter is specifically in reference to the trip generation of the development, and the sight distance calculation for the proposed driveway to the Berg Parkway.

While the capacity analysis did use the correct trip generation, the table on page 8 of the transportation impact analysis was not updated with respect to the ADT and total size of the shopping center. The revised table below presents the trip generation characteristics for the 3,280 SF fast food restaurant with drive-through and 14,570 SF Shopping Center.

Canby Place – Trip Generation Characteristics						
Land Use/ Trip Reduction	Square Feet/ (% Reduction)	ADT	AM Enter	AM Exit	PM Enter	PM Exit
Fast Food with Drive-Through	3,280	1627	89	85	59	55
Shared Trips	9%/16%	488	4	6	12	11
Pass-by	49%/50%	569	41	40	24	22
Net New Trips		569	43	40	24	22
Shopping Center	14,570	1942	30	19	84	91
Shared Trips	9%/16%	488	6	4	11	12
Pass-By	67%	974	16	10	49	53
Net New Trips		480	8	5	24	26
Total New Trips		1049	51	45	48	48

The intersection capacity and level of service analysis table on page 12 of the study and within Appendix "F" reflect the correct trip generation rates shown above.

0690 SW Bancroft St | PO Box 69039 | Portland, OR 97239-0039

Tel: 503.224.9560 Web: www.grpmack.com Fax: 503.228.1285

Group Mackenzie, Incorporated
 Architecture
 Interiors
 Land Use Planning

Group Mackenzie Engineering, Incorporated

Civil/Structural Engineering
 Transportation Planning

Locations:
 Portland, Oregon
 Tacoma, Washington
 Vancouver, Washington

Lancaster Engineering
Canby Place
Project Number 2040320.02
August 31, 2005
Page 2

The sight distance analysis in Table 3 reflects current AASHTO and ODOT intersection sight distance recommendations. The value of 240 feet represents a car turning right onto a 25 mph design speed road. So for a car making a right turn onto Berg Parkway, the driver would be looking north for oncoming traffic. The 240 feet is found in exhibit 9-58 in the 2001 AASHTO *A Policy on Geometric Design of Highways and Streets*.

Please contact us if you have any additional questions or if we can provide more information.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean Morrison". The signature is written in a cursive style with a long, sweeping underline.

Sean Morrison, P.E.
Traffic Engineer



Oregon

Theodore R. Kulongoski, Governor

Oregon Department of Transportation

ODOT Region 1
123 NW Flanders St
Portland, OR 97209
Telephone (503)731-8200
FAX (503)731-8259

File code:

September 14, 2005

PLA9-2B -81
ODOT Case No: 2207

City of Canby
Planning Department
PO Box 930
Canby, OR 97013

Attn: Kevin Cook, Assoc. Planner

Re: **DR 05-05: Canby Place Retail**
OR 99E at Berg Parkway

Dear Mr. Cook,

We have reviewed the applicant's proposal to develop three retail buildings including a 3,280 sf KFC/A&W restaurant drive-through, 3,070 SF retail drivethrough, and a 11,830 sf multi-tenant retail building. The site is adjacent to OR 99E at Berg Parkway. ODOT has permitting authority for this highway¹ and an interest in ensuring that the proposed land use is compatible with its safe and efficient operation.

ODOT Standards

According to the Oregon Highway Plan (1999), OR 99E is classified a Regional Urban highway. The posted speed in this section is 45 miles per hour. Based on speed and classification, the access spacing standard is 750 ft. The mobility standard is 0.75 volume to capacity (v/c) ratio.

Highway Approach

An application for a highway approach is currently under review at ODOT. We have not yet made a determination regarding approval or potential turn restrictions at the approach.

It has come to our attention that both the subject property and the parcel to the southeast on Berg Parkway are under the same ownership. There may be options to provide inter-parcel circulation and/or shared access to Berg Parkway which could potentially eliminate the need for direct access to OR 99E.

¹ OAR 734-051 website: http://arcweb.sos.state.or.us/rules/OARS_700/OAR_734/734_051.html

OR 99E Improvements.

We recommend the City require the applicant to provide improvements along the site's OR 99E frontage to include sidewalk and curb with drainage inlets, bike lane, and right turn lane striping. City may also require a landscape strip with street trees. (Installation of street trees may require an ODOT *design exception*).

There exists a wide shoulder on OR 99E which is used by vehicles as an informal right turn lane onto Berg Parkway. The City engineer, Curt McLeod, has informed us of the City's interest in having this right turn lane striped, which ODOT supports.

ODOT *Highway Design Manual* minimum standards for the lane widths, corner turning radius and sidewalk will need to be addressed; City standards back of curb may exceed ODOT standards.

Additional right of way dedication may be necessary to accommodate the highway improvements, however, the exact amount cannot be determined until roadway construction plans are completed by the applicant. They may need to perform a survey to accurately determine the available right of way.

Recommendation

ODOT staff will attend a pre-application conference scheduled for the adjacent parcel on September 21, 2005, at which time we hope to explore site circulation and access options for both parcels. ODOT will provide additional comments to the City following that meeting.

At this time, ODOT recommends the City include the following conditions of approval to ensure compliance with our permitting requirements:

1. Curb, sidewalk and bike lane shall be constructed consistent with the City Transportation System Plan and related development code and roadway standards to provide pedestrian and bicycle access to the site and safely accommodate traffic operations. ODOT/ADA minimum design standards must also be met.
2. Right of way dedication as necessary to accommodate the highway improvements shall be provided through deed to the Oregon Department of Transportation, and demarcated on the final County plat.
3. An ODOT Approach Road Permit must be obtained for access to OR 99E for the proposed use.
4. An ODOT Miscellaneous Permit is required for all work in the highway right of way.
5. 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 is usually required by ODOT if:

1. Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; or
2. The improvements create an increase of the impervious surface area greater than 10,758 square feet.

If you have any questions regarding this matter, please contact me at 503.731.8282. I would appreciate receiving a copy of the staff report and the decision with findings when they have been issued (e-mail preferred). Thank you.

Sincerely,

Sonya Kazen
Development Review

C: Loretta Kieffer, ODOT District 2B
Joseph Auth, Traffic Unit, ODOT Region 1
Marty Jensvold, Traffic Unit, ODOT Region 1

- STAFF REPORT -

APPLICANT:

Mel Lee
15746 S. Hattan Road
Oregon City, OR 97045

FILE NO.:

SUB 05-11
(Territorial Road Townhomes)

OWNER:

Mel Lee
15746 S. Hattan Road
Oregon City, OR 97013

STAFF:

Kevin Cook
Associate Planner

LEGAL DESCRIPTION:

Tax Lot 1401 of
Tax Map 3-1E-28DC

DATE OF REPORT:

September 14, 2005

LOCATION:

605 NE Territorial Road
On the south side of Territorial Rd.
between N Maple St. and N Laurelwood
Lp. The property is also located at
the terminus of N. Manzanita St.

DATE OF HEARING:

September 26, 2005

COMP. PLAN DESIGNATION:

High Density Residential (R-2)

ZONING DESIGNATION:

High Density Residential (R-2)

I. APPLICANT'S REQUEST:

The applicant is seeking approval to subdivide a 39,865 sq. ft. (0.915 acres) parcel into a 14 lot subdivision consisting of 13 townhouses and one single family residence. The townhouses would consist of three triplex buildings and two duplex buildings. The site is located at 605 NE Territorial Road at the terminus of N. Manzanita St. and on the south side of Territorial Road. This application conforms to the standards for the R-2 zone. An application for a Minor Variance to allow up to a 10 % reduction in the required setbacks for the proposed eastern lots

will be separately administratively reviewed.

II. APPLICABLE CRITERIA:

1. SUBDIVISIONS - 16.62.020

This is a quasi-judicial land use application. Applications for a subdivision shall be evaluated based upon the following standards and criteria:

- i. Conformance with the text and applicable maps of the Comprehensive Plan.
- ii. Conformance with other applicable requirements of the land development and planning ordinance.
- iii. The overall design and arrangement of lots shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the subject property without unduly hindering the use or development of adjacent properties.
- iv. 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 land division.

2. **Other Applicable Policies and Regulations:**

City of Canby General Ordinances:

- 16.10 Off Street Parking/Loading
- 16.20 R-2 High Density Residential Zone
- 16.62 Subdivision - Applications
- 16.64 Subdivisions - Design Standards
- 16.66 Subdivisions - Planning Commission Action
- 16.68 Subdivisions - Final Procedures and Recordation
- 16.86 Street Alignment
- 16.95 Solar Access Standards for New Development

III. FINDINGS:

1. **Location and Background**

The subject property is currently zoned R-2, high density residential. The applicant is requesting a minor variance to allow 19-foot front yard and 18-foot rear yard setbacks for the east townhouse units. The parcel currently contains two single-family dwellings, which are to be removed. The applicant proposes to

extend N. Manzanita through to NE Territorial Rd. via a private road connection. The private road will have a 20 foot wide width and will feature sidewalk on the west side. The surrounding properties are also zoned R-2 High Density Residential and are developed. Only the property to the east is developed to the R-2 zoning district at this time. The applicant is proposing a private road that will extend N. Manzanita Rd. with NE Territorial Rd. The private road will have a 20 foot road width and sidewalk on the west side. Because of the way the public portion of N. Manzanita lines up with the property and the relative narrowness of the lot, a full width street connection would render about half of the lot undevelopable in terms of housing. Staff supports the narrower road width because it should provide a level of traffic calming, and there are already primary connections onto NE Territorial off of N Locust to the west and N. Maple to the east.

2. Comprehensive Plan Consistency Analysis

URBAN GROWTH ELEMENT

- GOALS:**
- 1) **TO PRESERVE AND MAINTAIN DESIGNATED AGRICULTURAL AND FOREST LANDS BY PROTECTING THEM FROM URBANIZATION.**
 - 2) **TO PROVIDE ADEQUATE URBANIZABLE AREA FOR THE GROWTH OF THE CITY, WITHIN THE FRAMEWORK OF AN EFFICIENT SYSTEM FOR THE TRANSITION FROM RURAL TO URBAN LAND USE.**

Applicable Policy:

Policy #1: Canby shall coordinate its growth and development plans with Clackamas County.

Analysis: *The subject property is entirely within City limits and the Urban Growth Boundary.*

LAND USE ELEMENT

GOAL: TO GUIDE THE DEVELOPMENT AND USES OF LAND SO THAT THEY ARE ORDERLY, EFFICIENT, AESTHETICALLY PLEASING AND SUITABLY RELATED TO ONE ANOTHER.

Applicable Policies:

Policy #1: Canby shall guide the course of growth and development so as to separate conflicting or incompatible uses, while

grouping compatible uses.

Analysis: All properties in the area are designated for residential use.

Policy #2: Canby shall encourage a general increase in the intensity and density of permitted development as a means of minimizing urban sprawl.

Analysis: The R-2 zone requires a minimum density of 14 units per net acre. Accounting for the land needed for the extension of N. Manzanita, the minimum required number units for this property is 11 units. The applicant proposes 14 units.

Policy #3: Canby shall discourage any development which will result in overburdening any of the community's public facilities or services.

Analysis: Request for comments have been sent to all public facility and service providers (see discussion under Public Services Element).

Policy #4: Canby shall limit development in areas identified as having an unacceptable level of risk because of natural hazards.

Analysis: No natural hazards have been identified on the subject property.

Policy #5: Canby shall utilize the land use map as the basis of zoning and other planning or public facility decisions.

Analysis: The proposed subdivision will be consistent with the land use map. The applicant will be building in accordance with the allowed density for the R-2 zone.

ENVIRONMENTAL CONCERNS ELEMENT

GOALS: TO PROTECT IDENTIFIED NATURAL AND HISTORICAL RESOURCES.

TO PREVENT AIR, WATER, LAND, AND NOISE POLLUTION.

TO PROTECT LIVES AND PROPERTY FROM NATURAL HAZARDS.

The subject property has no known steep slopes, historic resources, or wetlands, and is not located on a flood plain.

Applicable Policies:

Policy #4-R: Canby shall seek to mitigate, wherever possible, noise pollution generated from new proposals or existing activities.

Analysis: Noise will be expected as a result of residential construction. Once the subdivision is developed, noise generation should be insignificant. Residential construction noise is regulated by the City's Noise Ordinance.

Policy #7-R: Canby shall seek to improve the overall scenic and aesthetic qualities of the City.

Analysis: The subject area has been designated for residential use and this is the use being proposed. All new utilities (telephone, cable, electricity, gas, water, and sewer) will be placed underground, with only street lights and ground-placed pedestals being above ground.

Policy #8-R: Canby shall seek to preserve and maintain open space where appropriate, and where compatible with other land uses.

Analysis: There are no parks required in the area by the Canby Parks Master Plan.

TRANSPORTATION ELEMENT

GOAL: TO DEVELOP AND MAINTAIN A TRANSPORTATION SYSTEM WHICH IS SAFE, CONVENIENT AND ECONOMICAL.

Applicable Policies:

Policy #1: Canby shall provide the necessary improvement to City streets, and will encourage the County to make the same commitment to local County roads, in an effort to keep pace with growth.

Analysis:

Sidewalks and bike lanes should be continued along NE Territorial Road as recommended by the City Engineer (see Condition #12). The City Engineer has suggested the half street improvements and recommends that lot 5 gain access

off of the private road instead of from Manzanita Street to the south. The City Engineer suggests a tapering of the city owned portion of Manzanita Road from the 50 foot width down to the 20 foot width proposed for the private road. Staff agrees with the recommendations made by the City Engineer because the proposed arrangement would clearly present a conflict between cars entering and departing lot 5 and through traffic traveling along N. Manzanita St. (See Condition 14). Public Works requests concrete approaches on both ends of the private road extension of N. Manzanita (See Condition 11). Public works also requests signage at both entrances to the private road that read "Private Road"

Policy #3: Canby shall attempt to improve its problem intersections in keeping with its policies for upgrading or new construction of roads.

Analysis: As of the writing of this report, the City Traffic Engineer has not identified any site distance concerns for the project.

Policy #4: Canby shall work to provide an adequate sidewalk and pedestrian pathway system to serve all residents.

Analysis: Sidewalks are proposed for the west side of N. Manzanita and are to be constructed along the south side of NE Territorial Road adjacent to the subject parcel (Condition #12).

Policy #6: Canby shall continue in its efforts to assure that all new developments provide adequate access for emergency response vehicles and for the safety and convenience of the general public.

Analysis: The Police Department has signed off on the project as proposed. The Fire District has indicated that the access, as proposed, is adequate provided parking is enforced (Conditions 5 & 12).

Policy #7: Canby shall provide appropriate facilities for bicycles and, if found to be needed, for other slow moving, energy efficient vehicles.

Analysis: The Traffic Engineer recommends maintaining the existing bike lane on the south side of Territorial Road along the property's frontage.

PUBLIC FACILITIES AND SERVICES ELEMENT

GOAL: TO ASSURE THE PROVISION OF A FULL RANGE OF PUBLIC FACILITIES AND SERVICES TO MEET THE NEEDS OF THE RESIDENTS AND PROPERTY OWNERS OF CANBY.

Applicable Policies:

Policy #1: Canby shall work closely and cooperate with all entities and agencies providing public facilities and services.

Analysis: All needed public facility and service providers were asked to comment on this application. Returned comment forms are shown in Exhibit 2. Canby Utility Water and Electric, Canby Telephone, and all stated that service provision was available or would become available through development. Following is a summary of provider comments:

City Engineer: *Sidewalk should be constructed along the street frontage with NE Territorial (see Condition 12). Suggest tapering curb along N. Manzanita down to the proposed curb on the private road (see Condition 14).*

Fire Dept: *Adequate public facilities of the Fire Dept. are available.*

Water Dept: *Waterline and meter plan may need adjustment prior to construction. Size of water meter to be established.*

Canby Electric: *A power plan will be developed after plat approval; this may require undergrounding existing overhead power lines.*

Police: *Adequate public facilities of the Police Dept. are available.*

School Dist: *Adequate public facilities of the School District are available. District boundaries are still being determined.*

Canby Telephone: *Adequate public services will become available through the development.*

From the pre-application meeting of May 10, 2005:

Public Works: Provide concrete approaches on NE Territorial and N. Manzanita (Condition 10) and signs that read private drive (Condition 7). Sewer line is located on N. Manzanita St. – may need to back up to the manhole to hook up because of depth. City will maintain the 8” sewer main and you can use either 4” or 6” laterals, placing a cleanout for each lateral at the property line (Conditions 6 & 14). Homeowner to be responsible for their portion of the line to the house. Each unit will have its own line (Conditions 6 & 14). City will not provide any maintenance on the private road. Do all street improvements along NE Territorial. Existing septic tank will need to be drained, capped and removed.

Fire Dept: We will need a fire hydrant on NE Territorial at the entrance to the subdivision (Condition 12). Fire Dept. will require ‘No Parking’ signs and rolled curbs because to the private drive width (Condition 12).

Neighbor Comments:

One letter in opposition to the project was received.

Policy #5: Canby shall assure that adequate sites are provided for public schools and recreation facilities.

Analysis: No schools are planned for this area.

ECONOMIC ELEMENT

GOAL: TO DIVERSIFY AND IMPROVE THE ECONOMY OF THE CITY OF CANBY.

The proposed subdivision is not located on commercial or industrial land; it will contribute to the City’s economy by providing consumers and providing employment for local builders and contractors.

HOUSING ELEMENT

GOAL: TO PROVIDE FOR THE HOUSING NEEDS OF THE CITIZENS OF CANBY.

Applicable Policies:

Policy #2: Canby shall encourage a gradual increase in housing density as a response to the increase in housing costs and the need for more rental housing.

Analysis: The proposed subdivision is located on property zoned for high density residential development.

Policy #4: Canby shall encourage the development of housing for low income persons and the integration of that housing into a variety of residential areas within the City.

Analysis: The type of housing proposed is typically more affordable than individual single-family homes.

ENERGY CONSERVATION ELEMENT

GOAL: TO CONSERVE ENERGY AND ENCOURAGE THE USE OF RENEWABLE RESOURCES IN PLACE OF NON-RENEWABLE RESOURCES.

Applicable Policies:

Policy #1: Canby shall encourage energy conservation and efficiency measures in construction practices.

Analysis: Energy conservation and efficiency measures will be reviewed through the building permit process.

Policy #2: Canby shall encourage development projects which take advantage of wind and solar orientation and utilization.

Analysis: Solar access is difficult on the site due to the north-south orientation of the lot and the overall density of the lot.

CONCLUSION REGARDING CONSISTENCY WITH THE POLICIES OF THE CANBY COMPREHENSIVE PLAN:

Review of the goals, policies, and implementation measures of the Comprehensive Plan indicates that the proposed subdivision, with the recommended conditions of approval, is consistent with Canby's Comprehensive Plan. Development of the lots will need to comply with all applicable provisions of the City of Canby Land Development and Planning Ordinance, Building Codes, and other County and State Codes and Regulations.

3. Evaluation Regarding Subdivision Approval Criteria

A. Conformance with the text and the applicable maps of the Comprehensive Plan.

With the recommended conditions, the application will be in conformance with the Comprehensive Plan (see discussion in part III.2, above.)

- B. Conformance with all other requirements of the Land Development and Planning Ordinance.

Analysis: Section 16.10.050 requires a minimum of 2 off-street parking spaces per dwelling unit. In past decisions, the Commission has allowed 'stacked parking' in which a single car is parked in the garage and a single car is parked in the driveway in front of the garage. This has generally been allowed in cases where the applicant has provided additional guest/overflow parking within the development. The submitted design does not provide any additional parking. Staff is concerned that the limited parking as proposed would lead to a parking problem on the private portion of Manzanita in violation of emergency access requirements. Staff believes that a minimum number of additional spaces acceptable would be one additional space for every two units for a total of 7 spaces. Staff is requesting the applicant to identify additional off-street parking for the development (see Condition 1).

With the recommended conditions, the application will be in conformance with all other applicable requirements of the Land Development and Planning Ordinance, including subdivision design standards for streets, easements, lots, and improvements.

- C. The overall design and arrangement of parcels shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the subject property without unduly hindering the use or development of the adjacent properties.

With the conditions below, the proposed subdivision meets these requirements for design, arrangement, and access to lots.

- D. 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 land division.

All required public facilities are available or will become available through development. (See discussion in part III.2, above.)

IV. CONCLUSION

1. Staff concludes that the subdivision, with appropriate conditions, is considered to be in conformance with the Comprehensive Plan;
2. Staff concludes that the subdivision, with appropriate conditions, is considered to be in conformance with other applicable requirements of the Land Development and Planning Ordinance;

3. Staff concludes that, with the recommended conditions, the overall design and arrangement of the proposed parcels will be functional and will adequately provide building sites, utility easements, and access facilities which are necessary for the development of the subject property without unduly hindering the use or development of adjacent properties; and
4. Staff concludes that, with the exception of schools, all necessary public services will become available through the development of the property, to adequately meet the needs of the proposed land division.

VI. RECOMMENDATION

Based upon the application and drawings submitted, facts, findings and conclusions of this report, and without benefit of a public hearing, staff recommends that the Planning Commission approve SUB 05-11 with the following conditions:

For the Final Plat:

1. Applicant shall identify a minimum of 7 guest/overflow off-street parking spaces for the development; to be reviewed and approved by the City Planning Department.
2. The final plat shall reference these land use applications (City of Canby, File No. SUB 05-11 and shall be registered with the Clackamas County Surveyor's Office and recorded with the Clackamas County Clerk's Office. Evidence of this shall be provided to the City of Canby Planning Department prior to the issuance of building permits.
3. The final plat mylars must contain, in the form specified, all information necessary to satisfy all matters of concern to the County Surveyor, or the Surveyor's authorized Deputy, including, but not necessarily limited to, various matters related to land surveying, land title, plat security, and plat recordation.
4. Easements shall be provided as follows for the parent parcel:
 - Five (5) foot wide public utility easements along all interior lot lines except for common wall boundaries.
 - Ten (10) foot wide public utility easements along non-street exterior property lines.
 - Twelve (12) foot wide public utility and tree planting easements along all street frontages.
 - A public easement for use of the private road and associated sidewalk.
 - Easements for public utilities shall be provided as required by utility providers.
5. The 10-feet of additional right-of-way along the property's frontage with NE

Territorial Rd. shall be dedicated to the City as proposed.

Prior to the signing of the Final Plat:

6. The land divider shall follow the provisions of Section 16.64.070 Improvements, in particular, but not limited to, subparagraph (O) Bonds, which requires a surety bond, personal bond, or cash bond for subdivision improvements for any improvement not completed prior to the signing of the final plat. The bond shall provide for the City to complete the required improvements and recover the full cost of the improvements.

6. A copy of the CC&Rs that will be filed with the subdivision shall be submitted to the City Planning Department, prior to the signing of the final plat, and shall include, at a minimum, the following:
 - Land which is not intended for physical development, such as building or street uses, is required to remain in open space usage perpetually. Maintenance of such open space areas shall remain the responsibility of the individual owner or owners' association, in a manner outlined in the by-laws of such association.
 - The manner in which any open space, park and recreational area, and parking areas are to be maintained shall be presented along with the preliminary copy of the proposed owners' association by-laws and contractual agreements shall be submitted with the preliminary subdivision.
 - A statement notifying home owners of their responsibilities to provide and maintain one street tree per lot frontage.

Prior to construction:

7. Applicant shall coordinate with the Canby Public works Department for the location and installation of all sewer connections. 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. Final approval of site and utility plans is required prior to the issuance of any building permit. To facilitate this, twelve (12) copies of pre-construction plans shall be given to the City to be reviewed and approved by the Canby Utility Board, the Canby Telephone Association, the City, and other required utility providers prior to the pre-construction conference. The construction plans shall include the street design, storm water, sewer, water, electric, telephone, gas, street lights, mail boxes and street trees. Utilities shall be separated from one unit to the next.

As a part of construction:

8. Traffic control signs shall be provided at the developer's expense as required by the Director of Public Works. A sign that reads "End of City Maintained Street" or

similar wording shall be placed at the entrances to the development.

9. Street lighting shall be provided by the developer as necessary and shall be provided for all private streets to meet City street lighting standards.
10. An erosion control permit is required. All City erosion control regulations shall be followed during construction as specified by the Canby Municipal Code.
11. The applicant shall construct an approved curb cut and approach apron at the drive entrance to each parcel. Concrete approaches shall be installed at both ends of the private road. Access improvements and sidewalks and paving shall be inspected and approved by Canby Public Works prior to installation.
12. Five (5) foot sidewalks shall be constructed along all street frontages. Where mailboxes, fire hydrants or other obstructions must be located at the curb, sidewalks shall swing away from the curb such that the walkway remains unobstructed for a full five-foot width. Sidewalk along N. Manzanita shall be curb-tight. Street improvements shall be installed as required by the Canby Public Works Department. Sidewalk and bicycle lanes shall be constructed along NE Territorial Road and shall line up with existing sidewalk and bike lanes to the east and west. Bicycle lanes shall also be maintained to the specifications of Canby's Transportation System Plan as part of street improvements along N.E. Territorial Road.
13. No parking signs and/or painted curbs indicating no parking shall be placed in front of all areas not intended for parking on the approved site plan.
14. The curb and sidewalk along the public portion of N. Manzanita St. shall extend north in such a manner that the public street will taper down to the 20- foot width of the private portion of N. Manzanita St. Reflectors shall be installed behind the curb in the transition area in order to guide drivers in poor visibility conditions. Access to proposed lot 5 shall be from the private road only; no additional accesses are allowed onto the public portion of N. Manzanita St.
15. Street improvements shall be constructed to City standards and shall be approved by the City Engineer and Canby Public Works prior to construction.

After construction:

16. "As-built" drawings of all public improvements shall be submitted to the City within sixty (60) days of completion. A copy of the "as-built" drawings shall be submitted on a computer disk in an AutoCAD

Notes:

17. The final plats must be submitted to the City within one (1) year of the approval

of the preliminary plat according to Section 16.68.020.

18. The approval of this application will be null and void if the final plat is not submitted to the County within six (6) months after signing of the plat by the chairman of the Planning Commission (Section 16.68.070).
19. Any relocation of existing utilities required due to construction of the development shall be done at the expense of the applicant.
20. Sanitary system and storm drainage plans shall be approved by DEQ prior to construction.
21. The site approval as acted upon by the Commission shall be binding upon the developer and variations from the plan shall be subject to approval by the Commission.

Exhibits: Shared with VAR 05-02

1. Applicant's packet (including site plans and narrative)
2. Responses to request for comments
3. Traffic Study
4. Minutes of the pre-application meeting

City of Canby
SUBDIVISION APPLICATION
 Fee See the Last Page

OWNERS

APPLICANT*

Name: Mel Lee

Name: Mel Lee

Address: 15746 S. Hattan Road

Address: 15746 S. Hattan Road

City: Ore. City State: OR Zip: 97045

City: Oregon City State: OR Zip: 97045

Phone: 503 936-1492 cel Fax:: 503 631-2459

Phone: 503 936-1492 cell Fax: 503 631-2459

Owners Signature: *Mel Lee*

DESCRIPTION OF PROPERTY:

Address: 605 NE Territorial Road

Tax Map: T3S-R1E-28DC Tax Lot(s): 1401 Lot Size: 39,865 Sq.Ft.

USE OF PROPERTY

Existing Use: Single-Family Home

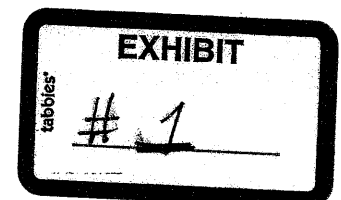
Proposed Use: Nine attached single-family, two duplexes, one single-family

Existing Structures: One dwelling

Zoning: R2, High Density Comprehensive Plan Designation: HDR, High Density Residential

Previous Land Use Action (if any): none

FOR CITY USE ONLY	
File #:	SUB 05-11 / VAR 05-02
Date Received:	7-18-05 By: <i>CJA</i>
Completeness:	
Pre-App Meeting:	
Hearing Date:	





LOCUST

22ND

MAPLE

COUNTRY CLUB

TERRITORIAL

X



12-Lot Townhouse Subdivision (Territorial RD)

Mel Lee, Compass #5887

Site Address: 605 NE Territorial Rd., Canby
Assessor Map: T3S-R1E-28DC, TL 1401
Zoning: R2 **Plan:** HDR **Area:** 39,865 Square Feet

Applicant & Contract Purchaser

Mel Lee Office 503 631-2459
Lee Custom Homes Fax 503 631-2459
15746 S. Hattan Road Mobile 503 936-1492
Oregon City, OR 97045

Past Owner

Raymond Brown
605 NE Territorial Rd
Canby, OR 97013

Consultant & Representative

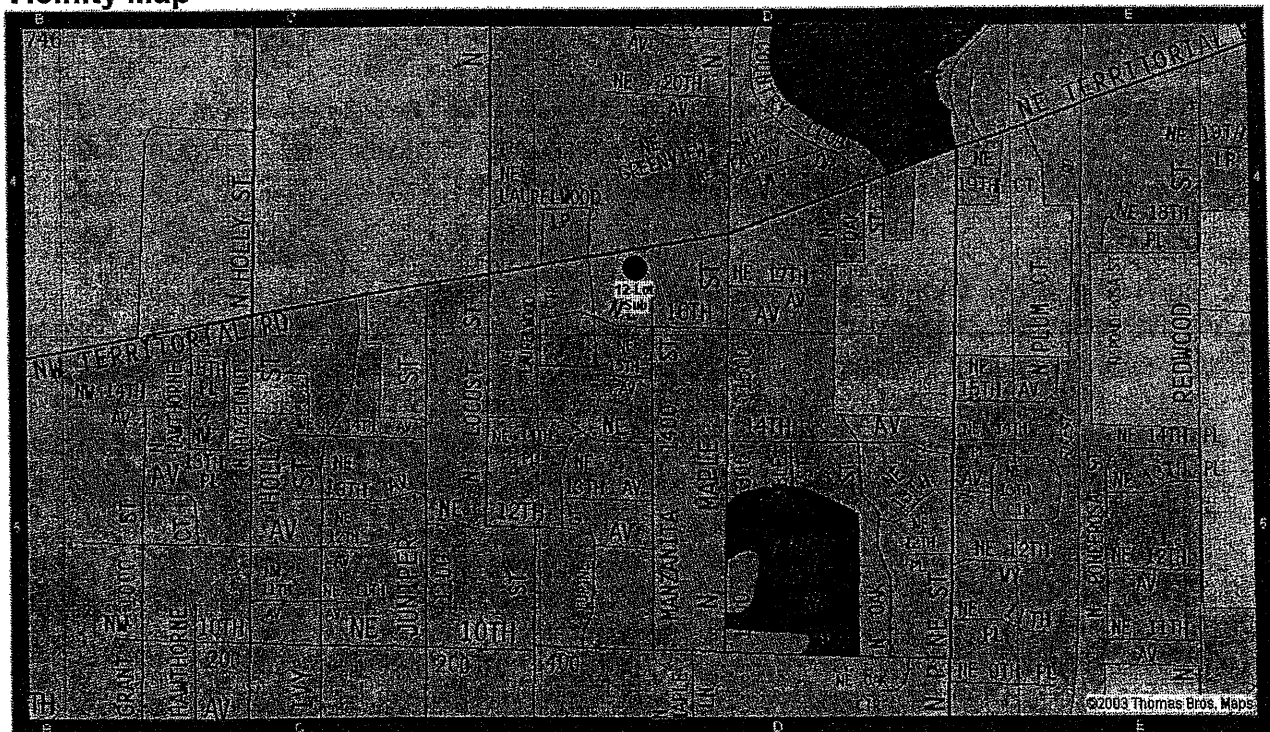
Karl Mawson AICP, Compass Engineering
6564 SE Lake Road, Milwaukie, Oregon 97222
Tel: (503) 653-9093, Fax: (503) 653-9095
Email: karlm@compass-engineering
Job #5887

Jurisdiction: City of Canby. Pre-application meeting was held on May 10, 2005 and was attended by Thurston, Vu, Mawson, Meredith, Hester, Yarbrough, Stockwell, Mickelsen, Lee, and Deas.

Project

12 Lot Townhouse Subdivision, 14 Units

Vicinity Map



Narration

SUBDIVISION: STANDARDS AND CRITERIA

Under Section 16.62.020 of Canby's Municipal Code, applications for a subdivision shall be evaluated based upon the following standards and criteria.

A. Conformance with the text and applicable maps of the Comprehensive Plan.

The Comprehensive Plan shows this as High Density Residential, and the plan designation is carried over to the zoning classification. In the Comprehensive Plan, high density zoning is noted as being important to meet population and density goals. Because during the last plan update little additional land was designated as high density it is important to utilize the existing high density areas to obtain both density and housing diversity objectives. Infill development is projected to result in 929 duplex and multiple-family units. The site 39,865 is square foot site. After removing the private street and the Territorial Road dedication, there is a net area of 33,375. Based on a minimum required density of 14 units per acre, 11 or more units are required for this property. Fourteen units are proposed, three units greater than the minimum. This is a relatively low number for the high density zone, but it reflects the applicants desire to create single lot dwellings. A standard apartment complex could create more units, and provide many more units.

B. Conformance with other applicable requirements of the Land Development and Planning Ordinance.

Below is information addressing the applicable sections of the Land Development Code. The subdivision submittal criteria are intended to address a number of standards, or ensure the submittal information indicates whether the code is being met.

16.64.010 Streets.

As much as possible, the new private street is lined up with NE Manzanita. There is not adequate site width to have a standard public local street go north/south through the lot. (Such a design would have approximately 30% of the site used for right-of-way). Also there is not a need to have NE Manzanita provide improved direct access from Territorial Street to this particular neighborhood. A narrow private street limits traffic volume while still providing north and south access to this development and a water line loop session. The street will remain open to the public.

16.64.015 Access.

The access design does provide connectivity, increased fire safety with two access points, and close to a 90 degree alignment with Territorial Road

16.64.020 Blocks.

At roughly 250 feet in length, the block length is well within the Canby standards for block length.

16.64.030 Easements.

Due to the short block length, lack of watercourses, and the poor solar orientation, pedestrian, watercourse, and pedestrian easements are not required. The project will provide utility easements as required by City staff.

16.64.040 Lots.

Although there is not a minimum lot area requirement, there is a width and frontage requirement met by this design. The width of the site results in relatively short lot depths. The lot layout regarding such things as orientation with the street meet code standards.

16.64.050 Public open spaces.

Public spaces are not required or proposed for this project.

16.64.060 Grading of building sites.

This site is very flat, and little grading is required. The site is so flat that some grading and fill work will occur to raise the private street such that the water runs both ways.

16.64.070 Improvements.

The type of improvements, as well as the timing and construction of those improvements will meet City standards. The private street and sidewalk will be constructed to City standards for permanent street construction. Along with additional right-of-way dedication along Territorial Road, sidewalks, curbs, and any required street improvements will be constructed. Initial review of the traffic generation and the capacity and current traffic volumes of Territorial Road indicate this project can be easily accommodated with the current street system. Survey and monumentation standards will be met as part of the final plat and construction process.

As much as possible the surface and storm water improvements will be done on-site. The sanitary sewer will come from the south. (The current line does not extend to the south property line of this site, so the line will need to be extended.) An eight inch water line will be looped from Territorial to Manzanita. A fire hydrant will be installed off the NE Territorial entrance. As part of this project the overhead electrical line that runs along the south side of the property will be eliminated. Public Utility Easements will be placed where needed. All survey standards and requirements shall be met.

C. The overall design and arrangement of lots shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the subject property without unduly hindering the use or development of adjacent properties.

This design does create a street connecting Territorial Road and Manzanita, provides typical lot sizes for medium sized town houses. There is a very large single family home to the west and an apartment complex to the east. This development does not hinder the development of any adjacent property.

D. 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 land division.

All required services are available in Territorial Road, although some services to the south will be used as well. Because this is an infill development, other services are available such as police and fire.

16.46.010 Access and Number of units in residential development.

This site is difficult to obtain the minimum density because of the narrowness of the lot. It is an infill development, surrounded by existing development. Our approach is to utilize a private street with no parking on the private street. With two access points and 14 units, the development easily meets the standard. The two duplexes would require private joint access agreements if those units were to be sold.

A. Chapter 16.64, Subdivisions - Design Standards;
Have been addressed above.

C. Chapter 16.95, Solar Access Standards for New Development.

The street runs north and south on this narrow property, which limits solar access. On the west side of the new street the two duplexes and one single family home have adequate spacing to provide some solar access. The north duplex is separated by roughly 55 feet from nearest structure to the south across paved driveways. The single family home should have good solar access as well as it lines up with a right-of-way to the south.

The remainder of the units require the exception for on-site shading as the density and north-south running street precludes good solar access. In addition, this project at 14 units, is close to the minimum density for the site. Meeting more of the solar access requirement reduces the density to the minimum. (The distance between the north and south 3-unit townhouses is approximately 93 feet, such that a single-family unit would still not meet a 70 foot solar access standard. But completely removing one 3-unit townhouse results in only one additional unit meeting solar access standards.

16.53.010 Minor Variances.

A. The following variances shall be reviewed using a Type II procedure (see Chapter 16.89), using the approval criteria in subsection B, below. Applications shall be made on forms provided by the Planning Department.

1. Setbacks: up to a ten percent (10%) reduction to the setbacks required in the zone.

There are two minor variances being requested as part of this development application. Both variances relate to the townhouse units on the east side of the proposed private street. The request for a front yard variance from 20 to 19 feet results in a 5% reduction. The request for a rear yard variance if from 20 to 18 feet, or a 10% variance. Both meet the maximum reduction of 10%.

B. A minor variance may be granted if the applicant demonstrates compliance with all of the following criteria, if applicable:

1. The variance is required due to the lot configuration or other physical conditions of the site;

The most important characteristic of the site is the width of the parcel and the north and south access. Providing ownership lots works best if a private street is placed approximately in the center of the parcel. (If the street was placed on one side, the lots would be very long, and the number of lots would be 115 in length. This length is appropriate for larger lot sizes, but even if the lots were 30 feet in width only 8 lots could be obtained. This is well under the anticipated density for this zone.) A multiple-family development with multiple units in a single structure private access that does not go through the site would not require any minor variances, but would be less compatible with the surrounding dwellings to the north and west.

The elimination of the two minor variances could be accommodated by reducing the depth of the proposed townhouses from 36 to 33 feet. That changes does two things. First, it makes it harder to find or modify structure design. More importantly it results in a reduction in the size of the units that can be constructed. We believe the larger units better reflect both what people are will to purchase, and also is more compatible with other dwellings in the area.

2. The variance is proposed in order to preserve trees or will not result in the removal of significant natural resources, including trees;

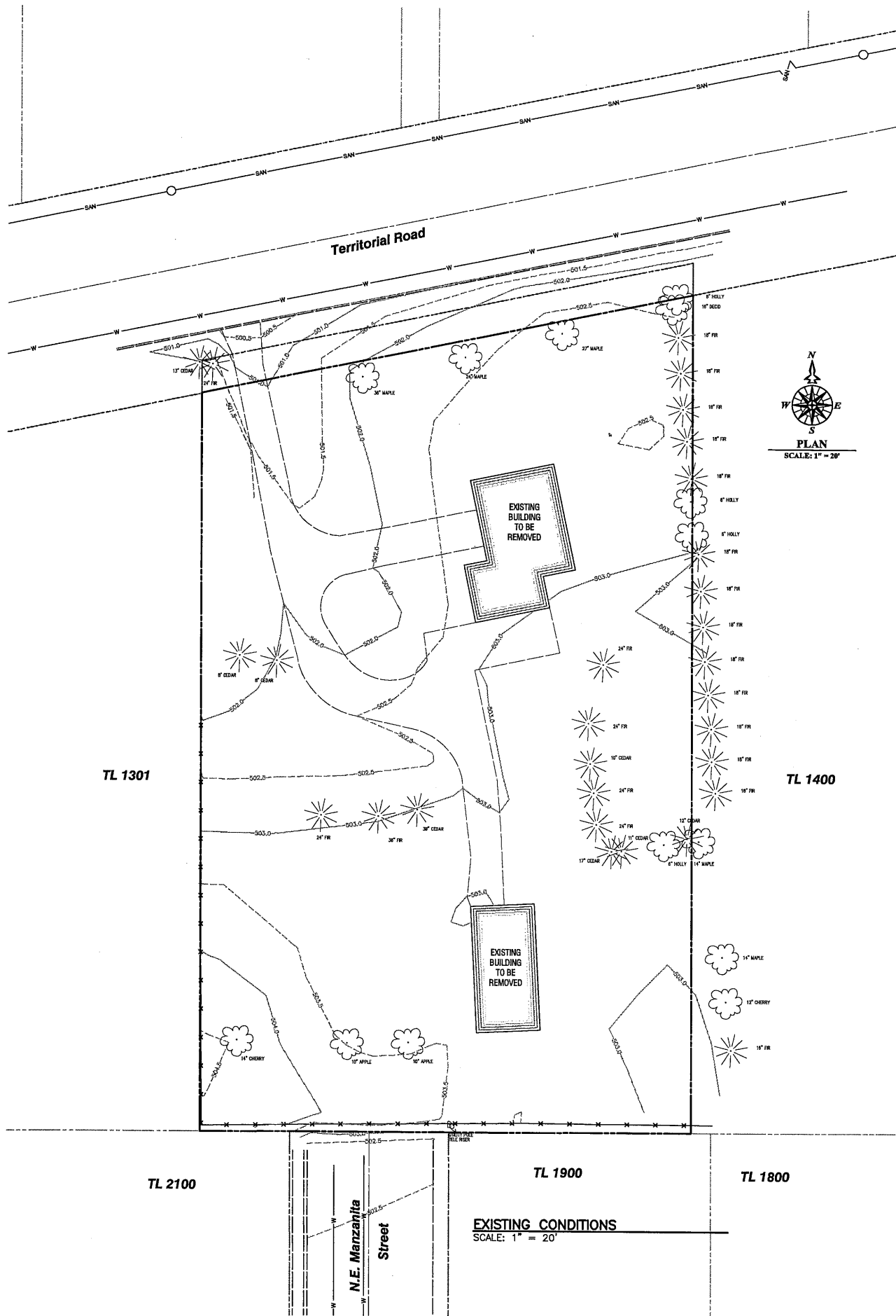
The proposed variance does not affect the number of trees removed or protected under this townhouse design, so criteria 2 is probably not applicable to these two minor variance request. We are attempting to save the trees along Territorial Road, and a reduction in depth makes it easier to reduce width, allowing some shifting of units to the south.

3. The variance will not reduce allowable lot size, violate landscaping requirements, or result in a violation of other chapters or sections of this ordinance; and

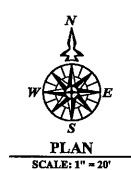
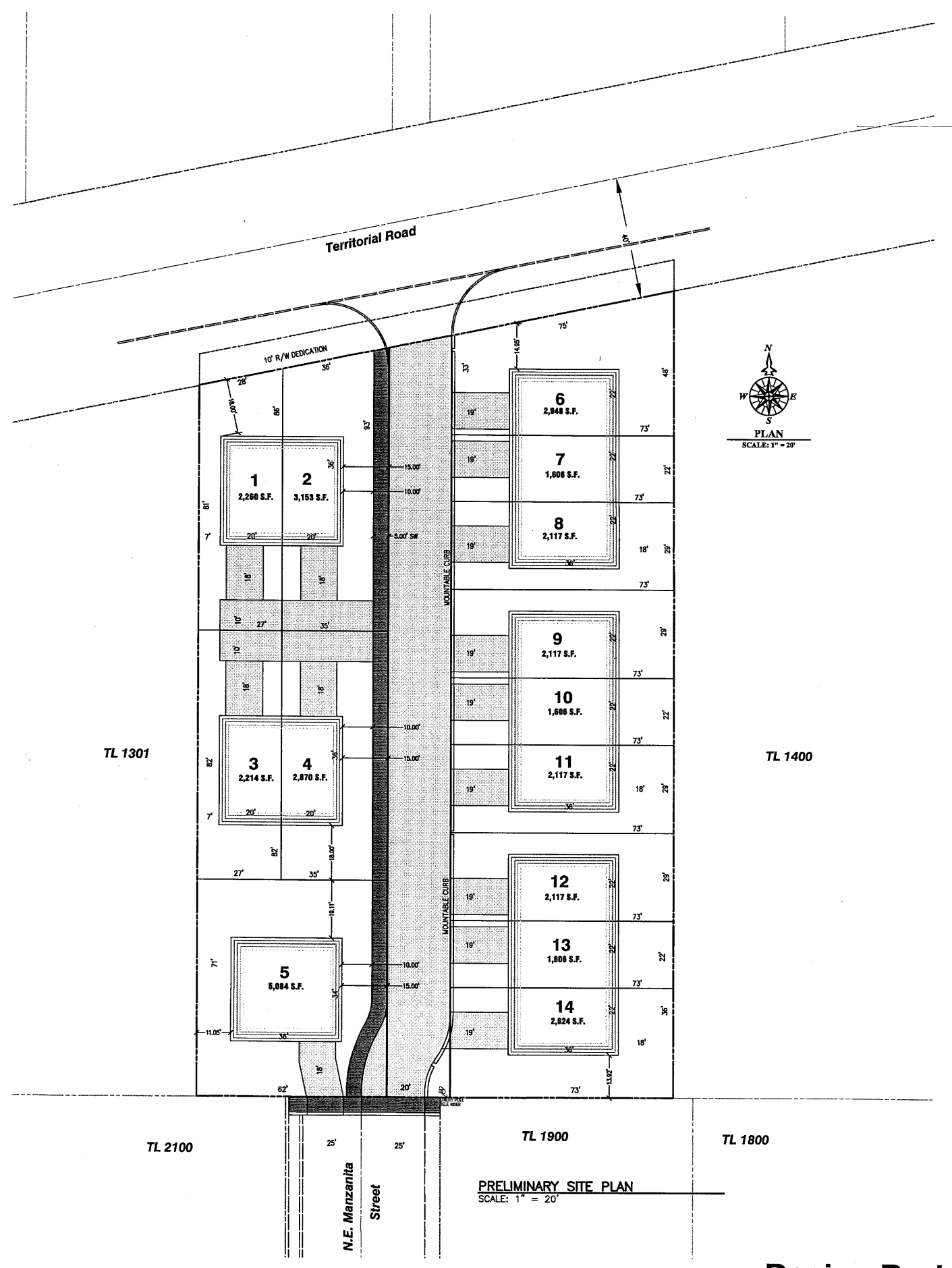
This request does not violate other sections of this ordinance. A 19 foot parking area is an adequate parking space, allows front yard tree planting, and complies with other sections of the ordinance.

4. The variance will not be materially detrimental to other property within the same vicinity.(Ord. 1080, 2000)

The rear yard minor variance from 20 to 18 feet will result in the dwellings being located 2 feet closer to the east property line (and to the inhabitants of that property). It is unlikely that 2 foot reduction will be discernable to the adjacent apartment dwellers, especially when that view is partially obscured with existing and future trees.



EXISTING CONDITIONS
SCALE: 1" = 20'



PRELIMINARY SITE PLAN
SCALE: 1" = 20'

Design Review

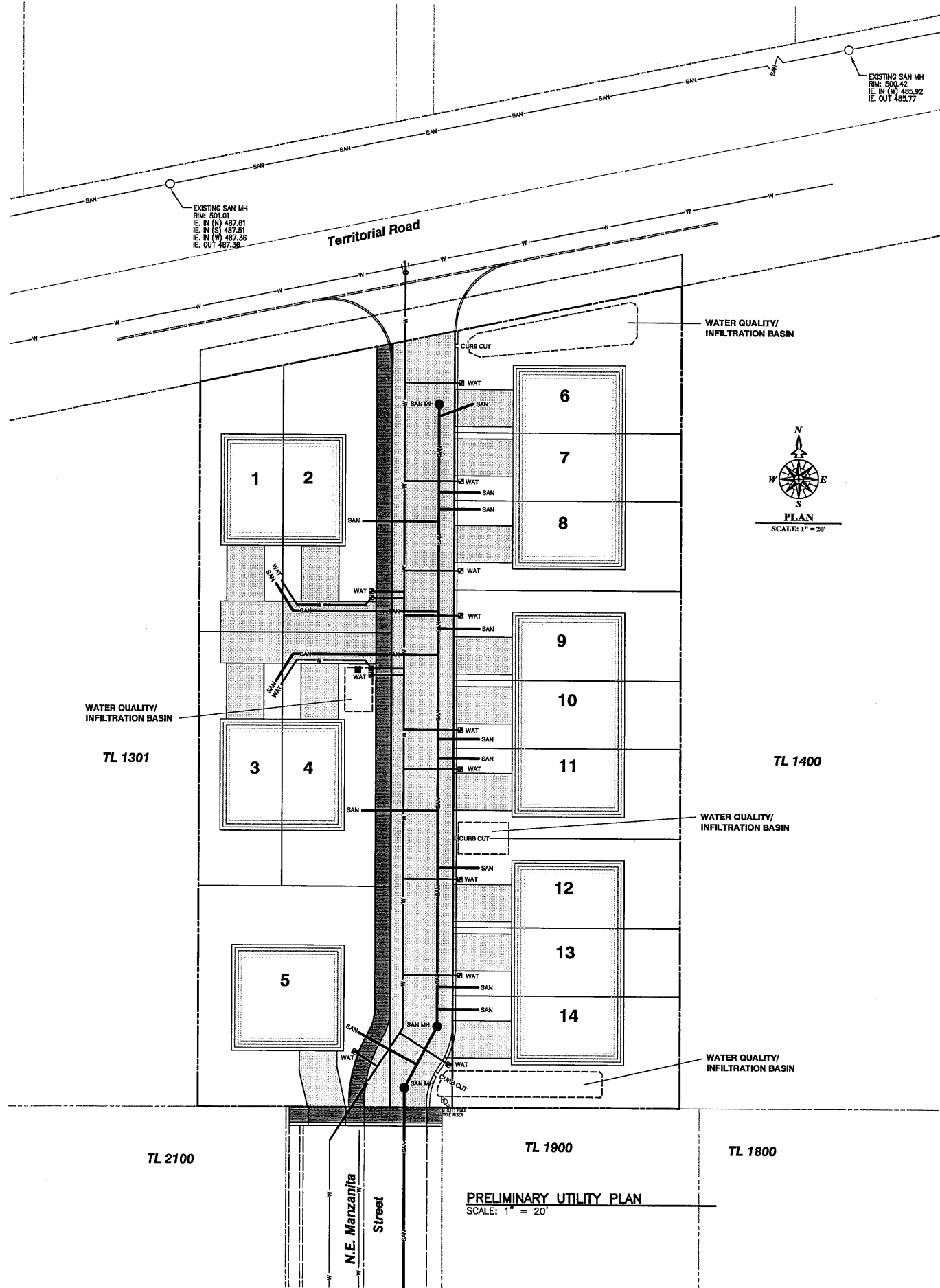
DRAWN	BJS	DESIGNED	KHM	CHECKED	TRK
SCALE	1" = 20'	DATE	July, 2005		
PLAN	05-5887-2880		5887 Des.Rev. 2		
DATE	NO.	REVISION			



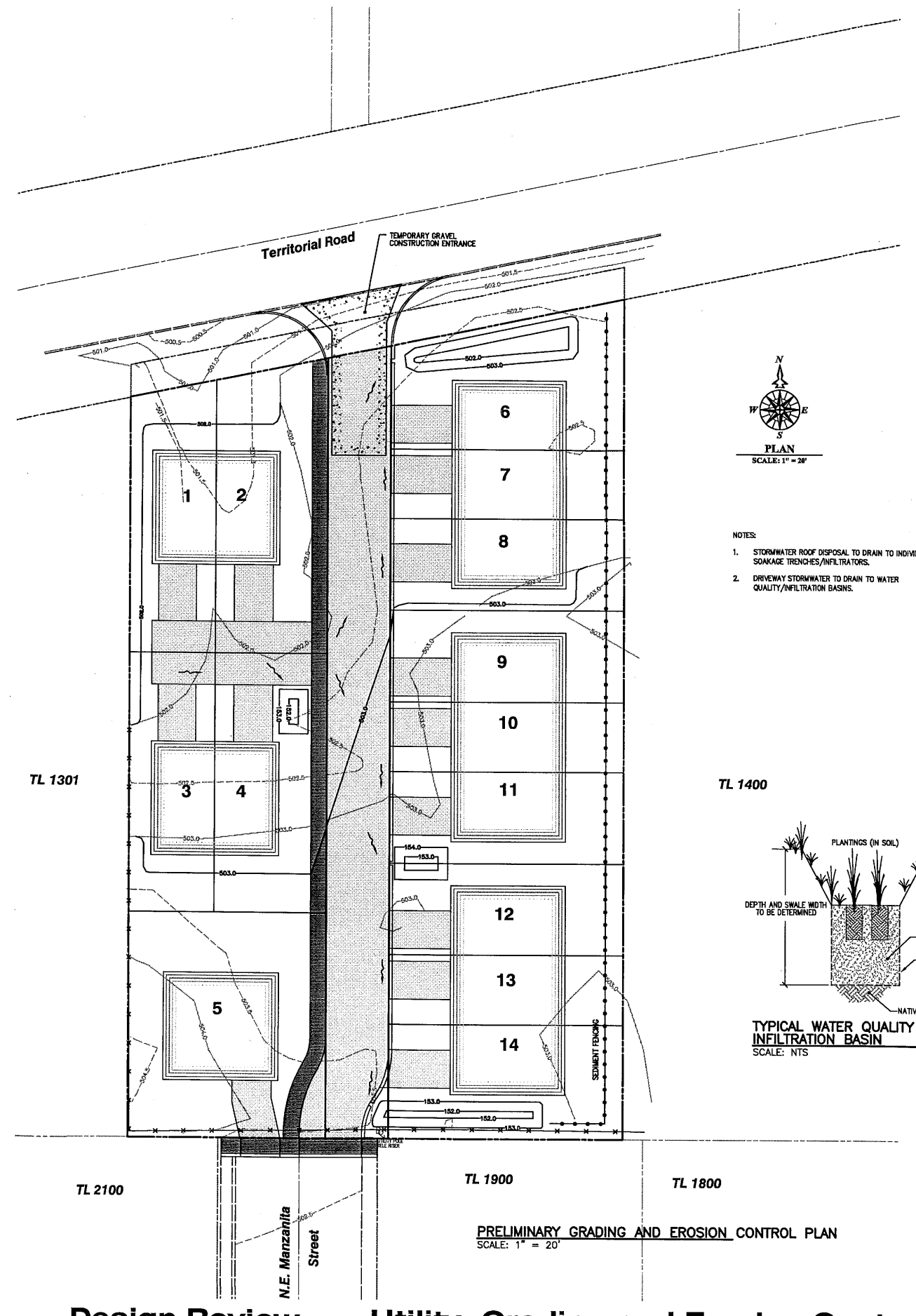
COMPASS ENGINEERING
ENGINEERING ★ SURVEYING ★ PLANNING
6604 S.E. LAKE ROAD
MELWAUKIE, OREGON 97222
(503) 653-9088 PHONE
(503) 653-9066 FAX
www.compass-engineering.com

Lee Custom Homes
15746 S. Hattan Rd.
Oregon City, OR 97045
503-631-2459

Territorial Road Townhouses
605 NE Territorial Road, Canby Oregon
T3S-R1E-28DC, TL 1401



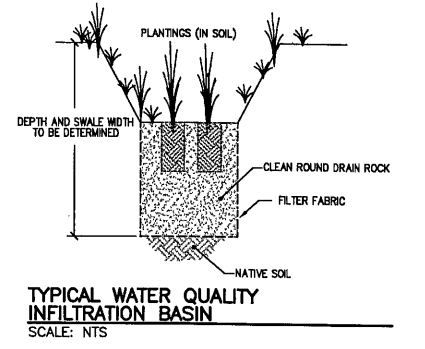
PRELIMINARY UTILITY PLAN
SCALE: 1" = 20'



PRELIMINARY GRADING AND EROSION CONTROL PLAN
SCALE: 1" = 20'



- NOTES:
1. STORMWATER ROOF DISPOSAL TO DRAIN TO INDIVIDUAL SOAKAGE TRENCHES/INFILTRATORS.
 2. DRIVEWAY STORMWATER TO DRAIN TO WATER QUALITY/INFILTRATION BASINS.



Design Review - Utility, Grading and Erosion Control Plan

DATE	NO.	REVISION	DRAWN BJS	DESIGNED KHM	CHECKED TRK
			SCALE 1" = 20'	DATE July, 2005	
			PLAN 05-5887-2880	5887 Des. Rev. 3	



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503-631-2459

Territorial Road Townhouses
605 NE Territorial Road, Canby Oregon
T3S-R1E-28DC, TL 1401

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: September 6, 2005

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| <input type="checkbox"/> BIKE AND PEDESTRIAN COMM | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER |
| <input type="checkbox"/> PGE | <input type="checkbox"/> OTHER _____ |

The City has received ZC 05-02 / MLP 05-09, an application from William C Reif, BRJM, LLC requesting a zone change from R-1 to R-2 and a minor land partition to add a single family residence on the newly created flag lot. The existing single family residence would remain. The property is located at 535 Knight's Bridge Road.

Please review the enclosed application and return comments to Kevin Cook by Wednesday, September 14, 2005. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

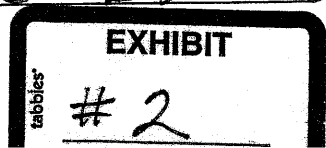
Comments or Proposed Conditions:

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: *John Cook* Date: 9-13-05

Title: DFM Agency: Canby Fire Dist #62



**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: August 29, 2005

- TO:**
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The City has received SUB 05-11 / VAR 05-02, an application from Mel Lee requesting a subdivision for a 14 lot subdivision to develop a single family residence and request a variance to allow a 10% reduction to the setbacks allowed in the R-1 residential subdivision. The property is located at 605 NE Territorial Road.

Please review the enclosed application and return comments to **Kevin Cook** by **Wednesday, Sep 13, 2005**. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

*All conditions were met from Pre-Application Meeting
for Utility providers*

Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
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Signature: Roy Bester **Date:** 9 Sept 05

Title: P.W. Supervisor **Agency:** City

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: August 29, 2005

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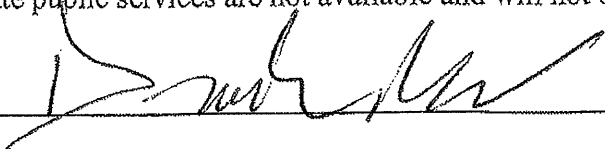
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Comments or Proposed Conditions:

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Signature:  Date: 9.9.05

Title: ASSOCIATE ENG. Agency: CTA

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DATE: August 29, 2005

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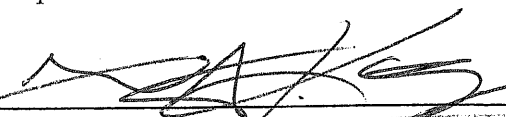
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Signature:  **Date:** 09/16/05

Title: OPERATIONS LIEUTENANT **Agency:** CANBY POLICE

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: August 29, 2005

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Comments or Proposed Conditions:

- ① Sidewalk should be constructed along the entire site frontage (TERRITORIAL RD).
- ② We suggest the access to lot 5 be revised to the new street and the new curb on the west side taper to meet the existing curb on NE Manzanita St.

Please check one box and sign below:

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- Adequate public services are not available and will not become available

RECEIVED
SEP 08 2005
CURRAN-MCLEOD

Signature: *Alan Morala* Date: 9/9/05

Title: Project Engineer Agency: Curran-McLeod, Inc

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

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Signature: Kevin Samuel **Date:** 9/12/05

Title: Supervisor **Agency:** WWTP

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

(503) 266-9404

FAX 266-1574

DATE: August 29, 2005

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| <input type="checkbox"/> CITY ENGINEER | <input type="checkbox"/> CANBY SCHOOL DISTRICT |
| <input type="checkbox"/> CTA | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION |
| <input type="checkbox"/> NW NATURAL | <input type="checkbox"/> ODOT/REGION 1/DIST 2B |
| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> STATE OF OREGON/REVENUE |
| <input type="checkbox"/> CANBY DISPOSAL | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION |
| <input type="checkbox"/> CITY ATTORNEY | <input type="checkbox"/> PARKS AND RECREATION |
| <input type="checkbox"/> BIKE AND PEDESTRIAN COMM | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER |
| <input type="checkbox"/> PGE | <input type="checkbox"/> OTHER _____ |

The City has received SUB 05-11 / VAR 05-02, an application from Mel Lee requesting a subdivision for a 14 lot subdivision to develop a single family residence and request a variance to allow a 10% reduction to the setbacks allowed in the R-1 residential subdivision. The property is located at 605 NE Territorial Road.

Please review the enclosed application and return comments to Kevin Cook by Wednesday, Sep 13, 2005. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

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: Fred A Kohut Date: 9-8-05

Title: President Agency: Canby Hospital

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: August 29, 2005

- 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 |
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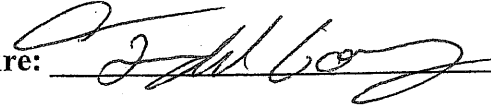
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Signature:  Date: 9-14-05

Title: DFM Agency: Canby Fire

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

(503) 266-9404

FAX 266-1574

DATE: August 29, 2005

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- | | |
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Comments or Proposed Conditions:

Waterline and meter plan may need adjustment
 prior to construction.
 Size of water meters needs to be established.
 Bldg's to be sprinkled.

Please check one box and sign below:

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Signature: Robert J. [Signature] Date: 9/16/05

Title: Foreman, Water Dept. Agency: Canby Utility

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

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Comments or Proposed Conditions:

A power plan will be developed after plat approval

this may require undergrounding existin overhead power lines
at developers expense

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Signature: [Signature] Date: 9-14-05

Title: Line Foreman Agency: Canby Utility Elect.

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: August 29, 2005

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Comments or Proposed Conditions:

see attached

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Signature: _____

Deborah L. Leonard

Date: _____

9/8/05

Title: *Superintendent*

Agency: *Canby School District*

Canby School District

Attachment to Request for Comments

The property under consideration is in the Knight Elementary School attendance area, which currently is near capacity and expected to exceed capacity by the fall of 2005. As you know, the District is legally obligated to educate all children who are in an attendance area, as well as to provide sufficient classroom space.

School district patrons approved a bond in November 2004 to build a new middle school to alleviate the pressure on Ackerman Middle School and reopen the Lee campus of AMS into an elementary school. A boundary committee will convene in September 2005 to determine the elementary school boundaries. It is unknown at this time which elementary school will ultimately be impacted by the annexation of this application.

From: louis scott <cscott3346@yahoo.com>
To: <cookk@ci.canby.or.us>, <cscott@msn.com>
Date: 9/7/05 6:21PM
Subject: SUB 05-11 / VAR 05-02

At the present we have many apartments in the local area. When questioned about new apartments going onto Territorial, we were told that we are required by law to have a certain number of apartments (high density) with the city limits. Where are the apartments in the south section in the Trost area? Why are all the apartments in the north eastern section; where are the apartments in the north western section? I say we should not have any more apartments in the North East Section of Canby until the rest of Canby is similarly populated. I had my house evaluated for price and once it was done, 10% was deducted because of the apartments (by Century 21). I do not believe the city is watching out for its citizens when all the high density is put only in one section.

Louis J Scott, Jr
730 N.E. 16th
Canby, OR 97013-2318

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>



September 20, 2005

Kevin Cook
City of Canby
172 NW 2nd Avenue
Canby, OR 97013

RE: *Manzanita Townhouses*

Dear Kevin:



We have reviewed the site plan for the proposed development between Territorial Road and Manzanita Street. We have the following comments regarding the project.

The site is located between N Manzanita Street and NE Territorial Road and is proposed to be developed with a total of one single-family home, two duplex buildings, and nine townhouses. There is an existing home on the property, which will be replaced with development for a total new development scenario of two duplex units and nine townhouses.

Manzanita Street is classified as a Local Street by the City of Canby. The pavement width on Manzanita Street is about 40 feet with curbs, sidewalks and on-street parking on the road. The site is too narrow to extend the existing public street; the access to the site will be a narrow private road between the terminus of Manzanita Street and Territorial Road. This private road is proposed to have a pavement width of 20 feet. The remainder of the public road width is shown in the site plan as a driveway access for lot 3.

To determine the number of trips generated by the proposed development, trip rates from *TRIP GENERATION, Seventh Edition*, were used. The rates from land-use code 230, *Residential Condominium/Townhouse*, were used for the townhouse portion of the project and rates from land-use code 224, *Rental Townhouse*, were used for the duplex units. The trip generation for land-use code 224 does not include rates for the weekday trips, so the weekday trips were derived from a comparison with weekday rates for land-use code 230. The trip generation assumed nine townhouses and four rental townhouse units.

Development of the site is expected to result in an additional seven trips during the morning peak hour, eight trips during the evening peak hour, and 86 trips during an average



Kevin Cook
September 20, 2005
Page 2 of 4

weekday. The results of the trip generation are shown in the table below and the trip generation worksheets are included in the attached technical appendix.

TRIP GENERATION SUMMARY			
Manzanita Townhouses			
	<u>Entering Trips</u>	<u>Exiting Trips</u>	<u>Total Trips</u>
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AM Peak Hour	1	3	4
PM Peak Hour	3	2	5
Weekday	26	26	52
<i>Rental Townhouse (4 units)</i>			
AM Peak Hour	1	2	3
PM Peak Hour	2	1	3
Weekday	17	17	34
<i>Total Site Trips</i>			
AM Peak Hour	2	5	7
PM Peak Hour	5	3	8
Weekday	43	43	86

Since the conditions in the vicinity of the site resemble the conditions for a previous project, Burbank Estates, the trip distribution for Burbank Estates, shown in the traffic study prepared by Lancaster Engineering in April 2004, was used to determine the distribution of site trips.



Kevin Cook
September 20, 2005
Page 3 of 4

Site Access

Based on the site plan, the proposed access road will be aligned with a driveway to a church on the north side of Territorial Road. With an aligned intersection, there will be no conflicts between site traffic and church traffic. Site access to Territorial Road is adequate as shown in the site plan.

The site plan shows access to the single-family home directly from Manzanita Street at the location where the private road abuts the existing public street. There is the potential for conflicts between vehicles exiting the home and vehicles exiting the site, although these conflicts are expected to be rare since neither the site nor the home will generate much traffic. It would be preferable for the home to access the private road and barricade the section of Manzanita Street that is not to be used.

Pedestrian and Bicycle Facilities

Territorial Road is discussed in the City's Transportation System Plan as a three-lane section with bike lanes. There are bike lanes to the east and west of the site. These bike lanes should be continued along the frontage to extend the bicycle facilities.

Sight Distance

Sight distance was examined at the proposed location of site access onto Territorial Road. Sight distance was measured at a point 15 feet from the edge of the travel lane from a driver's eye height of 3.5 feet to an oncoming driver's eye height of 3.5 feet. The posted speed on Territorial Road at the site is 35 mph, requiring at least 390 feet of sight distance in either direction.

There are numerous trees and other vegetation on the site, although it was assumed this vegetation would be removed to provide the sidewalk facilities along the frontage. With the removal of the trees and vegetation, sight distance will be in excess of 390 feet in both directions and will be adequate for site traffic.



Kevin Cook
September 20, 2005
Page 4 of 4

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

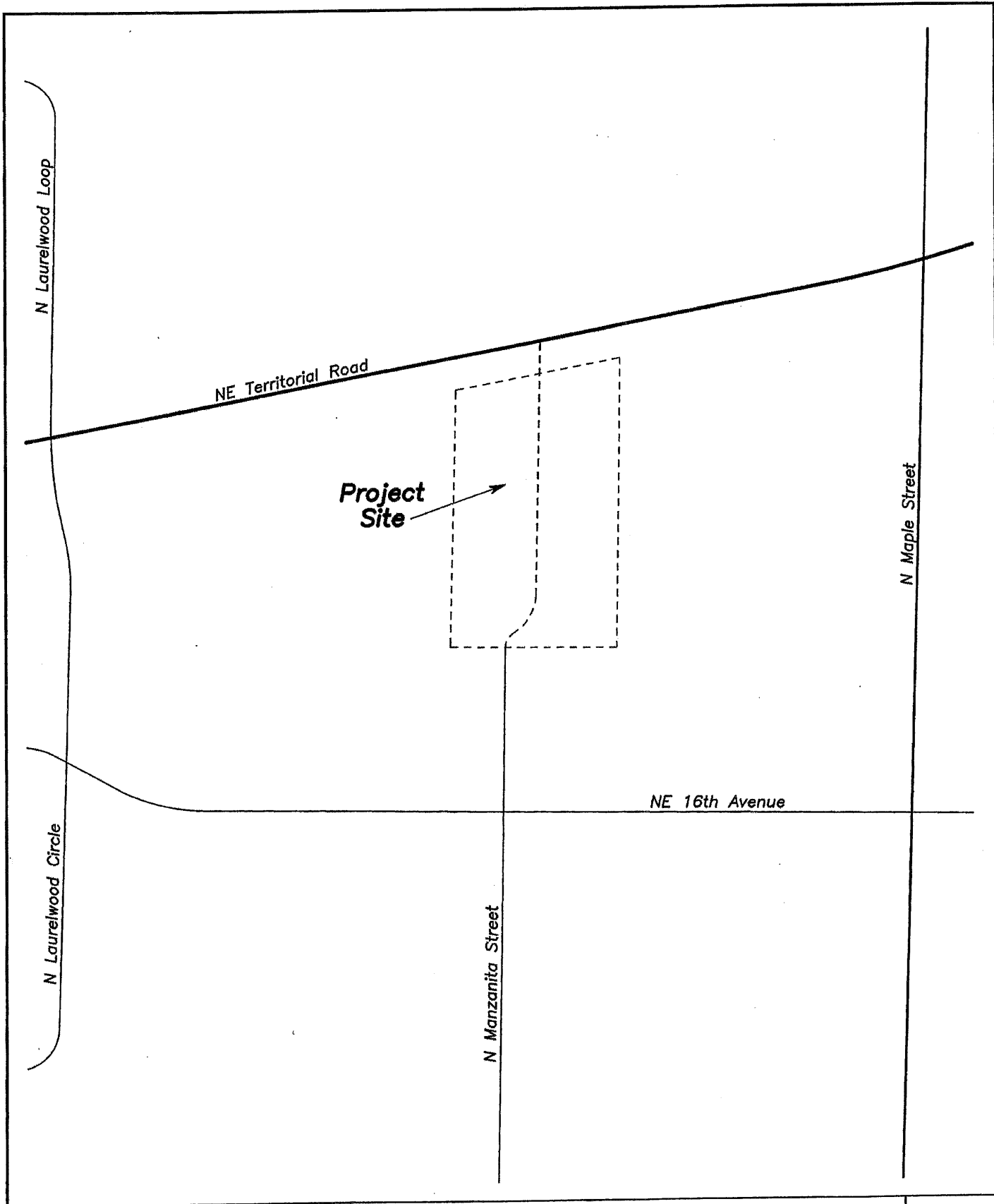
Yours truly,

Catriona Sumrain
Engineering Technician

attachment: Technical Appendix



TECHNICAL APPENDIX



VICINITY MAP
Existing Lane Configurations
& Traffic Control Devices



- no - scale

FIGURE
1

APPENDIX



TRIP GENERATION CALCULATIONS

Land Use: Residential Condominium/Townhouse
Land Use Code: 230
Variable: Dwelling Units
Variable Value: 9

AM PEAK HOUR

Trip Rate: 0.44

	Enter	Exit	Total
Directional Distribution	17%	83%	
Trip Ends	1	3	4

PM PEAK HOUR

Trip Rate: 0.52

	Enter	Exit	Total
Directional Distribution	67%	33%	
Trip Ends	3	2	5

WEEKDAY

Trip Rate: 5.86

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	26	26	52

SATURDAY

Trip Rate: 5.67

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	26	26	52



TRIP GENERATION CALCULATIONS

Land Use: Rental Townhouse
Land Use Code: 224
Variable: Dwelling Units
Variable Value: 4

AM PEAK HOUR

Trip Rate: 0.7

	Enter	Exit	Total
Directional Distribution	33%	67%	
Trip Ends	1	2	3

PM PEAK HOUR

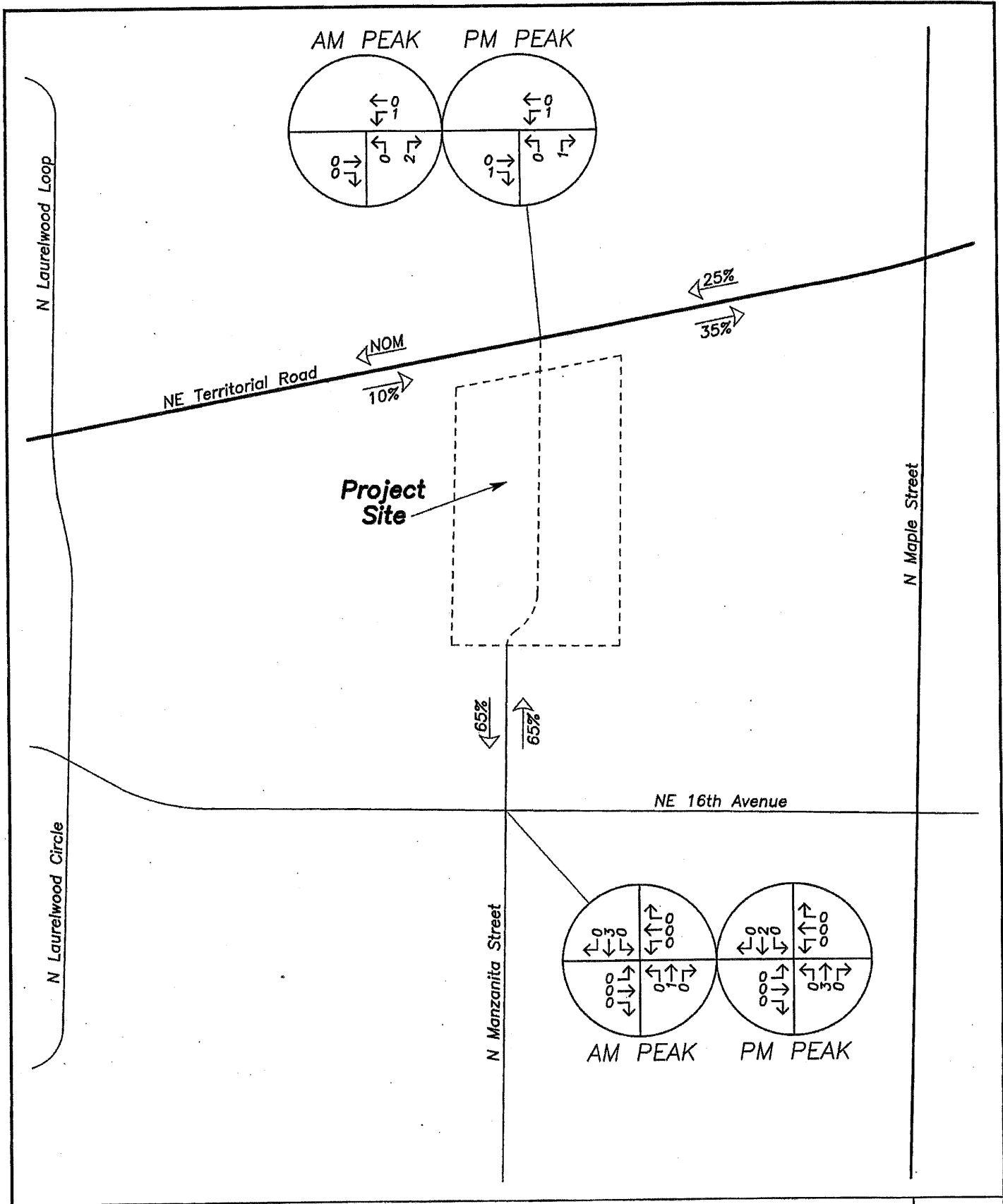
Trip Rate: 0.72

	Enter	Exit	Total
Directional Distribution	51%	49%	
Trip Ends	2	1	3

WEEKDAY (EST.)

Trip Rate: 8.72

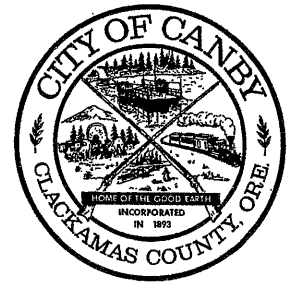
	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	17	17	34



2

SITE TRIP DISTRIBUTION & ASSIGNMENT
 Inbound and Outbound Percentages & Site Trips
 AM & PM Peak Hours





Pre-Application Meeting

605 NE Territorial Road
May 10, 2005
10:30 am

Attended by:

Pat Thurston, CU Water Distribution Dept, 503-263-4309
Dihn Vu, Canby Telephone Association, 503-266-8201
Karl Mawson, Compass Engineering, 503-653-9093
John Meredith, Developer/Owner, 503-789-5668
Roy Hester, Public Works Dept., 503-266-4021
Ron Yarbrough, Canby Fire Dept., 503-266-5851

Gary Stockwell, CU Electric Dept, 503-263-4307
Dan Mickelsen, Public Works Dept, 503-266-4021
Karl Mawson, Compass Engineering, 503-653-9093
Mel Lee, Developer/Owner, 503-936-1492
Matilda Deas, Planning Dept., 503-266-9404

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

COMPASS ENGINEERING, Karl Mawson

This is a subdivision with (3) triplex condos, (2) duplex condos, and (1) single family home located between N Manzanita and NE Territorial Road. The existing house will be demolished and we are planning for the road to be private with a tapered entry from N Manzanita.

PUBLIC WORKS DEPARTMENT, Roy Hester

- We want concrete approaches on NE Territorial and N Manzanita at the entrances along with signs stating "Private Drive".
- The sewer line does not go to the end of N Manzanita; it is approximately ½ way down on tax lot 1900. You might need to back to the manhole to hook up because of the depth.
- The City will maintain the 8" sewer main and you can use either 4" or 6" laterals, placing a cleanout for each lateral at the property line. The homeowner's responsibility of the lateral line is from the property line to the house. Each duplex/home will have its own sewer lateral.
- We will not provide any maintenance on the private road.
- On NE Territorial Road you will need to do all sidewalks, curbs and any other street improvements required.
- The septic tank will need to be drained, capped and removed.

CANBY UTILITY, ELECTRIC DEPARTMENT, Gary Stockwell

- During the course of the your construction we will be eliminating the section of overhead line due to safety concerns especially when you are putting in truss, etc. This line is located on the south side of the property. The transformer on the east property line may be our tie in and trenching could be a possibility around this area. The major concern is getting the overhead line removed.
- Developer will supply all trenching, grading, staking and backfill.
- The development fees for the triplex townhomes are \$375 a unit; duplexes and single family homes are \$950. Secondary hook up fee is \$800 per unit.
- I will discuss with Roy the street light issues on NE Territorial and N Manzanita. If you want street lights on the interior of the subdivision they will have to be leased lights or you can put your own lights in. If you do your own private street lighting, I will need to know where to place the meter and whom to bill.
- Easements will be required where I am running power lines.

CANBY TELEPHONE ASSOCIATION, Dinh Vu

- Our development fees are \$120 per unit.
- We will follow the power as much as we can. If we need to go in another direction you will need to provide us trenching.
- The only concern I have is in the back of your property where we have a 50 pair line and pedestal, if it needs to be moved we will charge you for the movement, but if you provide us trenching we will not charge you.
- Once the final design is complete we will know if we need to move the pedestal and discuss it at that time.

CANBY UTILITY, WATER DISTRIBUTION DEPARTMENT, Pat Thurston

- Canby Utility would like to have the water line connect between N Manzanita and NE Territorial. The water line will be an 8" Class 52 ductile iron and be individually metered for each residence (each house number). Should any of these meters boxes end up in concrete you will need to get a concrete traffic rated meter box and lid. We would prefer if you did not have any meters in concrete, but I know there are always exceptions.
- Your development fees per residences is \$1,656.00 or a total of \$21, 528 with a \$100 drop in fee per meter for \$1,500 for a grand total of \$22,828 for water service besides the 8" line you put in.
- Our water line is on the south side of NE Territorial and you will only need to go as far as the bike lane to reach our main. I believe the water line is on the west side of N Manzanita and your proposed water line does not lineup with the water main therefore you will need to adjust it and we can discuss this issue as time draws near.

CANBY FIRE DISTRICT #62, FIRE MARSHALL, Ron Yarbrough

- We will need to have a fire hydrant off NE Territorial entrance of the proposed subdivision.
- Canby Fire Department will require "No Parking" signs and rolled curbs because of the width of the private street and fire equipment issues. The "No Parking" has to be posted with signs or painted on the street.

CITY OF CANBY, PLANNING DEPARTMENT, Matilda Deas

- Minor variances can be done at the Planning Department level.
- You need to have a traffic impact analysis completed.
- You are required to have a neighborhood meeting and based on that meeting you will know if you meet the traffic concerns.

CITY OF CANBY, PUBLIC WORK DEPARTMENT, Dan Mickelsen

- If you were going to use some kind of decking instead of concrete it would alleviate some of your hard surface water problems. You may also have some problems in the backyards when you dig up the yard to place the concrete decks because of the tree roots.
- Your roof drains can go into seepage trenches.
- Dan discussed different ways (swales, pervious concrete) of dispersing the hard surface water from the driveways and road.
- DEQ may require you to get a 1200C permit because you are close to the one-acre mark.



September 20, 2005

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September 20, 2005
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The site plan shows access to the single-family home directly from Manzanita Street at the location where the private road abuts the existing public street. There is the potential for conflicts between vehicles exiting the home and vehicles exiting the site, although these conflicts are expected to be rare since neither the site nor the home will generate much traffic. It would be preferable for the home to access the private road and barricade the section of Manzanita Street that is not to be used.

Pedestrian and Bicycle Facilities

Territorial Road is discussed in the City's Transportation System Plan as a three-lane section with bike lanes. There are bike lanes to the east and west of the site. These bike lanes should be continued along the frontage to extend the bicycle facilities.

Sight Distance

Sight distance was examined at the proposed location of site access onto Territorial Road. Sight distance was measured at a point 15 feet from the edge of the travel lane from a driver's eye height of 3.5 feet to an oncoming driver's eye height of 3.5 feet. The posted speed on Territorial Road at the site is 35 mph, requiring at least 390 feet of sight distance in either direction.

There are numerous trees and other vegetation on the site, although it was assumed this vegetation would be removed to provide the sidewalk facilities along the frontage. With the removal of the trees and vegetation, sight distance will be in excess of 390 feet in both directions and will be adequate for site traffic.



Kevin Cook
September 20, 2005
Page 4 of 4

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

Yours truly,

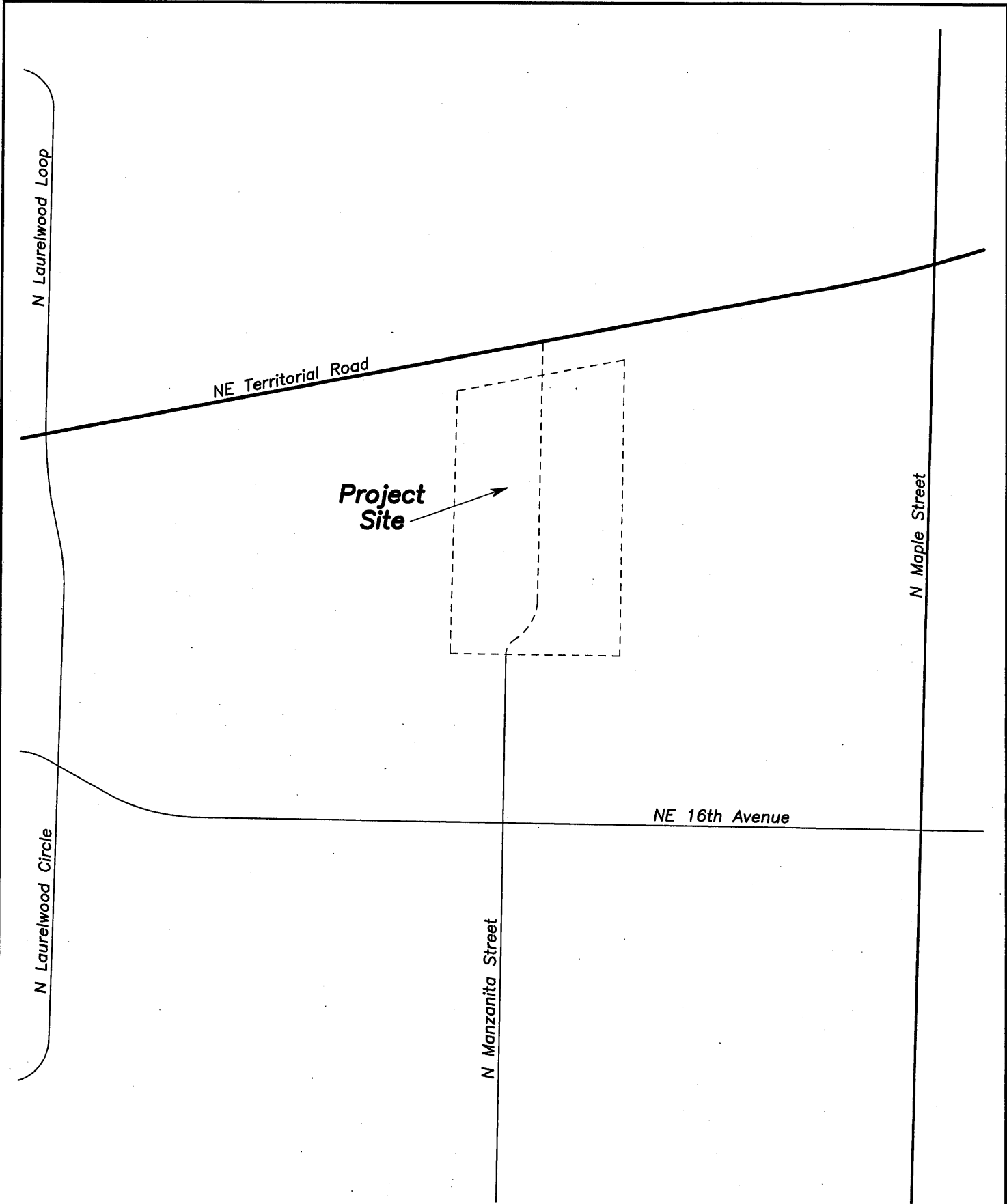
A handwritten signature in black ink, appearing to read 'Catriona Sumrain'. The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Catriona Sumrain
Engineering Technician

attachment: Technical Appendix



TECHNICAL APPENDIX



16

VICINITY MAP
Existing Lane Configurations
& Traffic Control Devices



FIGURE
1
APPENDIX



TRIP GENERATION CALCULATIONS

Land Use: Residential Condominium/Townhouse
Land Use Code: 230
Variable: Dwelling Units
Variable Value: 9

AM PEAK HOUR

Trip Rate: 0.44

	Enter	Exit	Total
Directional Distribution	17%	83%	
Trip Ends	1	3	4

PM PEAK HOUR

Trip Rate: 0.52

	Enter	Exit	Total
Directional Distribution	67%	33%	
Trip Ends	3	2	5

WEEKDAY

Trip Rate: 5.86

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	26	26	52

SATURDAY

Trip Rate: 5.67

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	26	26	52



TRIP GENERATION CALCULATIONS

Land Use: Rental Townhouse
Land Use Code: 224
Variable: Dwelling Units
Variable Value: 4

AM PEAK HOUR

Trip Rate: 0.7

	Enter	Exit	Total
Directional Distribution	33%	67%	
Trip Ends	1	2	3

PM PEAK HOUR

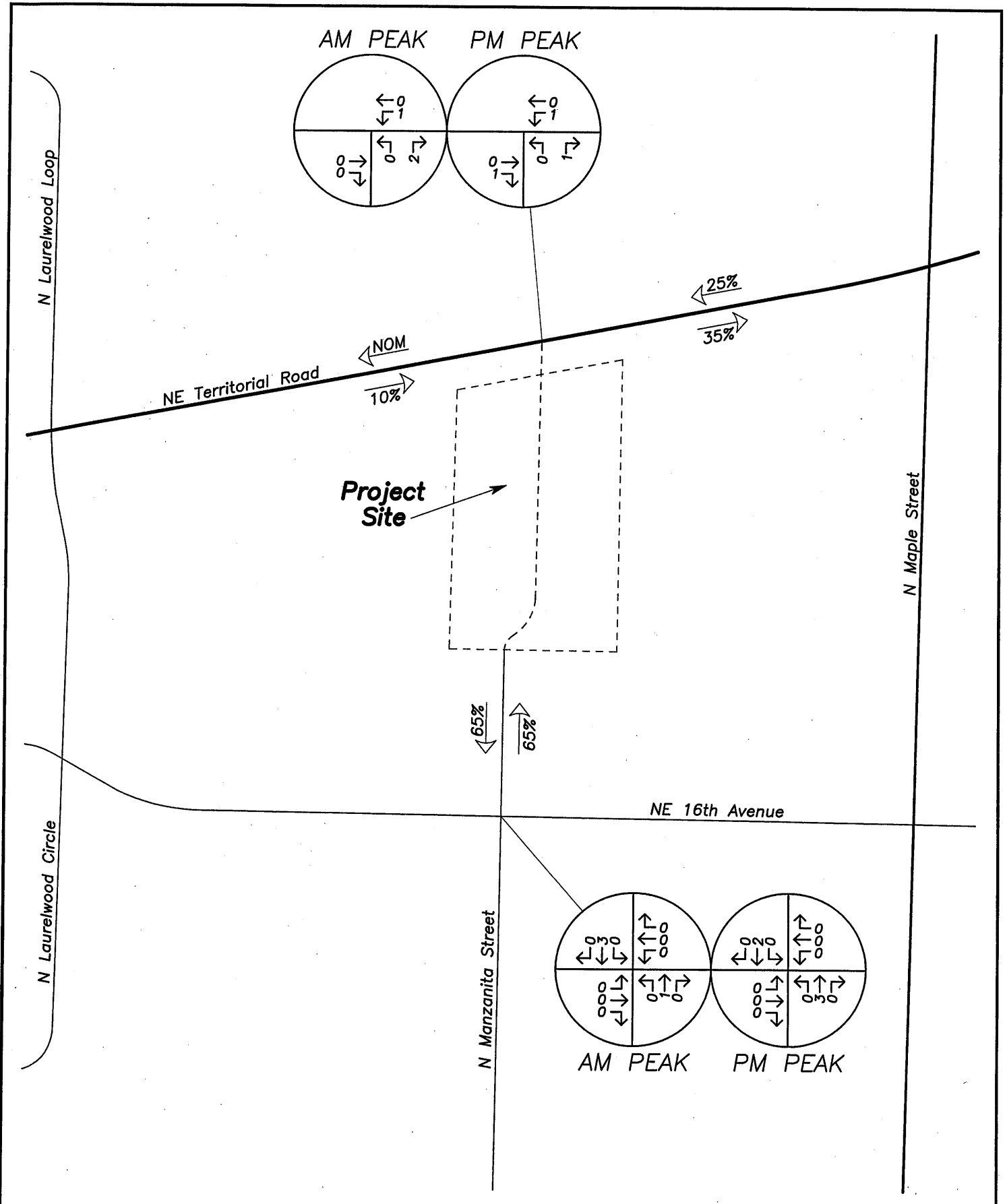
Trip Rate: 0.72

	Enter	Exit	Total
Directional Distribution	51%	49%	
Trip Ends	2	1	3

WEEKDAY (EST.)

Trip Rate: 8.72

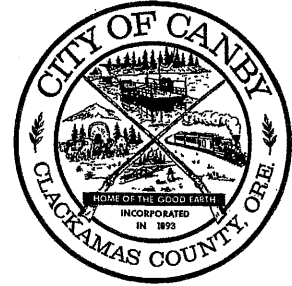
	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	17	17	34



16

SITE TRIP DISTRIBUTION & ASSIGNMENT
 Inbound and Outbound Percentages & Site Trips
 AM & PM Peak Hours





- STAFF REPORT -

APPLICANT:
BRJM LLC
2225 N Baker Dr
Canby, OR 97013

FILE NO.:
ZC 05-02
(BRJM LLC)

OWNER:
BRJM LLC
2225 N Baker Dr
Canby, OR 97013

STAFF:
Kevin Cook
Associate Planner

LEGAL DESCRIPTION:
Tax Lot 3000 of Tax Map 3-1E-33CB

DATE OF REPORT:
September 9, 2005

LOCATION:
535 Knights Bridge Road

DATE OF HEARING:
September 26, 2005

COMP. PLAN DESIGNATION:
R-2 High Density Residential

ZONING DESIGNATION:
R-1 Low Density Residential

I. APPLICANT'S REQUEST:

The applicant is seeking to change the zoning designation for a .29 acre tax lot at 535 Knights Bridge Road. Current zoning on the subject parcel is R-1 Low Density Residential. The applicant proposes to amend the zoning to reflect the Comprehensive Plan designation of R-2 High Density Residential. The lots to the north, east, and west are currently zoned R-1 Low Density Residential. The lots to the south are currently zoned R-2 High Density Residential. The Comprehensive Plan designation for the lots east, west, and south is for High Density Residential. The lots to the north, across

Knights Bridge Rd., have a Comp. Plan Designation of Low Density Residential. The applicant seeks to create a 2-lot partition. Parcel #1 would retain the existing single family dwelling along Knights Bridge Rd. and parcel 2 would feature a new duplex building. The proposal to partition the parcel is contingent on the outcome of this request for a zone change; the partition request is being reviewed under a separate application (File # MLP 05-09).

II. APPLICABLE REGULATIONS

City of Canby General Ordinances:

- 16.16 R-1 Low Density Residential
- 16.20 R-2 High Density Residential
- 16.54 Amendments to Zoning Map
- 16.88 General Standards

III. MAJOR APPROVAL CRITERIA

16.54.040 - Amendments to the Zoning Map - Standards and Criteria

In judging whether or not the zoning map should be amended or changed, the Planning Commission and City Council shall consider:

- A. The Comprehensive Plan of the city, giving special attention to Policy 6 of the land use element and implementation measures therefore, and the plans and policies of the county, state and local districts in order to preserve functions and local aspects of land conservation and development;
- B. Whether all required public facilities and services exist or will be provided concurrent with development to adequately meet the needs of any use or development which would be permitted by the new zoning designation.

IV. FINDINGS

A. Background and Relationships

The subject parcel contains 0.29 acres zoned R-1 Low Density Residential. The proposed zone change would amend zoning on the parcel from R-1 to R-2 High

Density Residential. The applicant hopes to construct a new duplex building in addition to the existing single family dwelling.

B. Comprehensive Plan Consistency Analysis

ii. URBAN GROWTH ELEMENT

- GOAL:**
- 1) **TO PRESERVE AND MAINTAIN DESIGNATED AGRICULTURAL AND FOREST LANDS BY PROTECTING THEM FROM URBANIZATION.**
 - 2) **TO PROVIDE ADEQUATE URBANIZABLE AREA FOR THE GROWTH OF THE CITY, WITHIN THE FRAMEWORK OF AN EFFICIENT SYSTEM FOR THE TRANSITION FROM RURAL TO URBAN LAND USE.**

iii. LAND USE ELEMENT

GOAL: **TO GUIDE THE DEVELOPMENT AND USES OF LAND SO THAT THEY ARE ORDERLY, EFFICIENT, AESTHETICALLY PLEASING AND SUITABLY RELATED TO ONE ANOTHER.**

Policy #1 Canby shall guide the course of growth and development so as to separate conflicting or incompatible uses, while grouping compatible uses.

ANALYSIS: *The proposed zone change will allow more density by allowing two new housing units (by way of a single duplex building) in addition to the existing single family dwelling. All of the lots to the south are currently zoned R-2 High Density Residential and the lots to the east and west have a Comprehensive Plan designation of High Density Residential. Only the lots to the north, across Knights Bridge Rd., have a Comp. Plan designation of Low Density Residential. Staff does not anticipate conflicts arising from the proposed zone change.*

Policy #2 Canby shall encourage a general increase in the intensity and density of permitted development as a means of minimizing urban sprawl.

***ANALYSIS:** The proposed zone change directly supports the policy of increasing residential density over encouraging sprawl.*

iv. **ENVIRONMENTAL CONCERNS ELEMENT**

GOALS: TO PROTECT IDENTIFIED NATURAL AND HISTORIC RESOURCES.

TO PREVENT AIR, WATER, LAND, AND NOISE POLLUTION.

TO PROTECT LIVES AND PROPERTY FROM NATURAL HAZARDS.

***ANALYSIS:** There are no known natural or historic resources affected by the proposed use; nor are there any known outstanding natural hazards affecting the site.*

While pollution is invariably associated with residential development, it is widely recognized that increased density is more favorable than sprawl in terms of cumulative environmental impacts.

vi. **PUBLIC FACILITIES AND SERVICES**

GOAL: TO ASSURE THE PROVISION OF A FULL RANGE OF PUBLIC FACILITIES AND SERVICES TO MEET THE NEEDS OF THE RESIDENTS AND PROPERTY OWNERS OF CANBY.

Policy #1: Canby shall work closely and cooperate with all entities and agencies providing public facilities and services.

ANALYSIS: *All needed public facility and service providers were sent a "Request for Comments" form regarding the proposed Zone Change and partition. All responses to the Request for Comments indicate that services are available or will become available through development. The City Engineer requests sidewalk along the entire property frontage along Knights Bridge Road. The City Traffic Engineer suggests combined access with the existing lot if possible; this is due to Knights Bridge Road's classification as an arterial in the City's Transportation System Plan.*

ix. ENERGY CONSERVATION ELEMENT

GOAL: TO CONSERVE ENERGY AND ENCOURAGE THE USE OF RENEWABLE RESOURCES IN PLACE OF NON-RENEWABLE RESOURCES.

Policy #4: Canby shall attempt to reduce wasteful patterns of energy consumption in transportation systems.

ANALYSIS: *Compared with urban sprawl, increased residential density reduces overall vehicle miles traveled and thus an energy savings is realized.*

Energy efficiency standards will be applied through the building permit process at the time of development or expansion.

Conclusion Regarding Consistency with the Policies of the Canby Comprehensive Plan:

Staff concludes that the proposed Zone Change is consistent with the policies of the Comprehensive Plan. The subject parcel is currently zoned R-1 but the Comprehensive Plan designation recommends eventual R-2 zoning as is proposed.

V. CONCLUSION

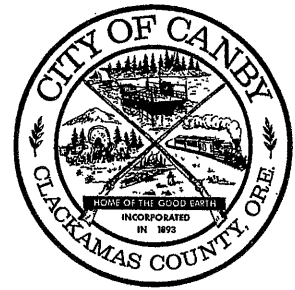
This proposal to amend the Current Zoning map is appropriate in light of the Goals and Policies of the Comprehensive Plan. All public facilities and services exist or will be provided concurrent with the development of the property.

VI. RECOMMENDATION

Based on the findings and conclusions presented in this report, and without benefit of a public hearing, staff recommends that the Planning Commission recommend approval of ZC 05-02 to the City Council.

Exhibits:

1. Applicant's packet
2. Responses to Request for Comments
3. Responses to Request for Comments from the pre-application meeting of May 10, 2005
4. Minutes from the neighborhood meeting of August 24, 2005



- STAFF REPORT -

APPLICANT:

BRJM LLC
2225 N Baker Dr
Canby, OR 97013

FILE NO.:

MLP 05-09
(BRJM LLC)

OWNER:

BRJM LLC
2225 N Baker Dr
Canby, OR 97013

STAFF:

Kevin Cook
Associate Planner

LEGAL DESCRIPTION:

Tax Lot 3000 of Tax Map 3-1E-33CB

DATE OF REPORT:

September 9, 2005

LOCATION

535 Knights Bridge Road

DATE OF HEARING:

September 26, 2005

COMPREHENSIVE PLAN DESIGNATION:

R-2 High Density Residential

ZONING DESIGNATION:

R-1 Low Density Residential

I. APPLICANT'S REQUEST:

The applicant is seeking approval to partition one 0.29 acre parcel into two separate tax lots. Parcel #1 would retain the existing single family dwelling along Knights Bridge Road. Parcel #2 is proposed to be a flag lot containing a duplex building. Access for the flag lot would be off of Knights Bridge Road. The width of the flag strip is proposed at just 8 feet wide. The applicant proposes to make the access legal through a 4 foot wide access easement to be dedicated by tax lot 3000 to the west; this has been agreed to in writing by the owners of tax lot 3000. Condition 2 requires the easement be recorded prior to the signing of the final plat. The partition request is contingent upon the outcome of a simultaneous zone change request being reviewed under separate application (File # ZC 05-02).

The proposed lot sizes are as follows:

Parcel 1: 7,100 sq. ft.

Parcel 2: 4,996 sq. ft.

II. APPLICABLE CRITERIA:

1. In judging whether a Minor Partition should be approved, the Planning Commission must consider the following standards and criteria (Ord. 16.60.030):
 - A. Conformance with the text and the applicable maps of the Comprehensive Plan;
 - B. Conformance with all other applicable requirements of the Land Development and Planning Ordinance;
 - C. The overall design and arrangement of parcels shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the subject property without unduly hindering the use or development of adjacent properties;
 - D. No minor partitioning shall be allowed where the sole means of access is by private road, unless it is found that adequate assurance has been provided for year-round maintenance sufficient to allow for unhindered use by emergency vehicles, and unless it is found that the construction of a street to city standards is not necessary to insure safe and efficient access to the parcels;
 - 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 land division.
2. Other Applicable Criteria:
 - A. 16.10 Off-Street Parking and Loading
 - B. 16.20 R-2 High Density Residential Zone
 - C. 16.56 General Provisions (Land Division Regulations)
 - D. 16.60 Major or Minor Partitions
 - E. 16.64 Subdivisions - Design Standards

III. FINDINGS:

1. Location and Background

The subject parcel contains 0.29 acres zoned R-1 Low Density Residential. The applicant hopes to construct a new duplex building in addition to the existing single family dwelling. Parcel #1 would retain the existing single family dwelling along Knights Bridge Road. Parcel #2 is

proposed to be a flag lot containing a duplex building. The subject lot is currently zoned R-1 Low Density Residential but is designated as R-2 High Density Residential in the Comprehensive Plan. The lots to the north, east, and west are currently zoned R-1 Low Density Residential. The lots to the south are currently zoned R-2 High Density Residential. The Comprehensive Plan designation for the lots east, west, and south is for High Density Residential. The lots to the north, across Knights Bridge Rd., have a Comp. Plan Designation of Low Density Residential. The applicant has applied for a zone change to R-2 because the proposed density and lot size would not be allowed under the current zoning.

2. Comprehensive Plan Consistency Analysis

LAND USE ELEMENT

GOAL: TO GUIDE THE DEVELOPMENT AND USES OF LAND SO THAT THEY ARE ORDERLY, EFFICIENT, AESTHETICALLY PLEASING AND SUITABLY RELATED TO ONE ANOTHER.

Applicable Policies:

Policy #1: Canby shall guide the course of growth and development so as to separate conflicting or incompatible uses, while grouping compatible uses.

Analysis: *The proposed development is a permitted use under the R-2 zoning district. Approval of this application is contingent upon approval of the zone change application being reviewed concurrently through File ZC 05-02 (see condition #1). New residences may be required to comply with Infill Home Standards through the building permit approval process.*

Policy #2: Canby shall encourage a general increase in the intensity and density of permitted development as a means of minimizing urban sprawl.

Analysis: *This application will permit additional development of the subject parcel and will help to maximize the efficient use of the property. The applicant is proposing a duplex unit in addition to the existing single family residence which would be allowed under the proposed R -2 zoning district.*

Policy #3: Canby shall discourage any development which will result

in overburdening any of the community's public facilities or services.

Analysis: A "Request for Comments" has been sent to all public facility and service providers (please see discussion under Public Services Element).

ENVIRONMENTAL CONCERNS ELEMENT

GOALS: TO PROTECT IDENTIFIED NATURAL AND HISTORICAL RESOURCES.

TO PREVENT AIR, WATER, LAND, AND NOISE POLLUTION.

TO PROTECT LIVES AND PROPERTY FROM NATURAL HAZARDS.

There are no known natural or historic resources affected by the proposed use; nor are there any known outstanding natural hazards affecting the site.

While pollution is invariably associated with residential development, it is widely recognized that increased density is more favorable than sprawl in terms of cumulative environmental impacts.

Policy #3-R: Canby shall require that all existing and future development activities meet the prescribed standards for air, water and land pollution.

Analysis: The proposed partition must meet storm water management approval from DEQ and Canby Public Works prior to issuance of building permits (see Condition #10).

TRANSPORTATION ELEMENT

GOAL: TO DEVELOP AND MAINTAIN A TRANSPORTATION SYSTEM WHICH IS SAFE, CONVENIENT AND ECONOMICAL.

Applicable Policies:

Policy #1: Canby shall provide the necessary improvements to city streets...in an effort to keep pace with growth.

Analysis: Existing street and utility improvements are sufficient to support development of the proposed partition. An approved curb cut and apron are required to provide drive access to Parcels 2 (See Condition 15).

Policy #4: Canby shall work to provide an adequate sidewalk and pedestrian pathway system to serve all residents.

Analysis: The City Engineer requests sidewalk along the entire property frontage along Knights Bridge Road. (See Condition 16).

Policy #6: Canby shall continue in its efforts to assure that all new developments provide adequate access for emergency response vehicles and for the safety and convenience of the general public.

Analysis: The Canby Police Department and Canby Fire District received notice of the proposed partition. The Police Department did not express concern with the proposed access. The Fire Dept. responded to a request for comments for the pre-application meeting and indicated that they are OK with a 12' width but they would like to see an unobstructed width of 20' (see Condition 15).

PUBLIC FACILITIES AND SERVICES ELEMENT

GOAL: TO ASSURE THE PROVISION OF A FULL RANGE OF PUBLIC FACILITIES AND SERVICES TO MEET THE NEEDS OF THE RESIDENTS AND PROPERTY OWNERS OF CANBY.

Applicable Policies:

Policy #1: Canby shall work closely and cooperate with all entities and agencies providing public facilities and services.

Analysis: All needed public facility and service providers were sent a "Request for Comments" form regarding the proposed Zone Change and partition. All responses to the Request for Comments indicate that services are available or will become available through

development. Comments are summarized below:

Canby Public Works Dept: Sewer service to the existing home will need to be relocated. If the elevation works for the new home, the existing lateral, located in the proposed driveway, could be used (see Condition 14). Will need to remove all trees on the west side of the subject parcel. Street frontage improvements are required (see Condition 16).

Canby Water Dept: Water service would be located on the east side of the driveway next to properly staked and established property corners and established driveway approach.

Canby Electric: A power plan will be developed after plat approval. –Adequate public services will become available through the development.

Canby Telephone: Adequate public services will become available through the development.

Waste Water Treatment Plant: Adequate public services will become available through the development.

Canby School Dist: Adequate public services of the School District are available. School district boundaries are still being determined.

Police Dept.: Adequate public services of the Police Dept. are available.

Postal Service: Adequate public services will become available through the development.

City Engineer: Sidewalk should be constructed along the entire site frontage of Knights Bridge Road.

City Traffic Engineer: The street system can handle the additional traffic anticipated from the development. There is some concern regarding the spacing of driveways on Knights Bridge Rd., which is an arterial. The problem of too many driveways on Knights Bridge will become more acute as Canby continues to grow. If it is feasible, combined access with the existing house at the east

property line, instead of the west, would solve the problem of creating additional access onto Knights Bridge Rd.; this scenario remains a suggestion at this time because the feasibility has not been determined. [ANALYSIS: Shared access along the eastern boundary is not feasible due to the location of the existing house relative to the existing house and driveway of the house to the east.

Neighborhood Meeting: A neighborhood meeting was held on August 24th. According to the minutes of the meeting, the only concern raised related to maintaining privacy for the town-homes bordering the rear of the property to the south. The applicants agreed to plant a community arborvitae hedge on the south side of the property and to minimize windows on the south side of any future construction (see Condition 17).

CONCLUSION REGARDING CONSISTENCY WITH THE POLICIES OF THE CANBY COMPREHENSIVE PLAN:

Review of the goals, policies, and implementation measures of the Comprehensive Plan indicates that the proposed partition, with recommended conditions of approval, is consistent with Canby's Comprehensive Plan. Development of the parcels shall comply with applicable provisions of the City of Canby Land Development and Planning Ordinance, Building Codes, and other County and State regulations.

3. Evaluation Regarding Minor Land Partition Approval Criteria

- A. Conformance with the text and with the applicable maps of the Comprehensive Plan.

See discussion in part III.2, above.

- B. Conformance with all other requirements of the Land Development and Planning Ordinance.

Section 16.46.030 of the CMC requires minimum spacing of 300 feet for access points along an arterial street. Knights Bridge Road is classified as an Arterial in the City's Transportation System Plan. The proposed access drive would be located approximately 115 feet from the next driveway to the west and 65 feet from the driveway serving the existing dwelling on the site.

Per 16.46.030, "...proposed developments or land use actions that do not comply with these standards will be required to obtain conditional access approval from the City of Canby. This conditional approval applies to

properties that have no reasonable access or cannot obtain reasonable alternative access to the public street system (Ord. 1043 section 3, 2000; Ord. 1076, 2001)”

Section 16.46.060 (Amount of access points) states: “In the interest of promoting unified access and circulation systems, the number of access points permitted shall be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage. All necessary easements, agreements, and stipulations shall be met. This shall also apply to phased development plans. The owner and all lessees within the affected area are responsible for compliance with the requirements of this ordinance and both shall be cited for any violation. (Ord 1043 section 3, 2000)”

Analysis: Staff believes that the applicant does not have a reasonable alternative to the proposed access location.

Per section 16.46.070:

A. An exception may be allowed from the access spacing standards on City facilities if the applicant can provide proof of unique or special conditions that make strict application of the provisions impractical. Applicants shall include proof that:

1. Indirect or restricted access cannot be obtained;

Analysis: No other alternatives have been identified.

2. No engineering or construction solutions can be reasonably applied to mitigate the condition; and

Analysis: No engineering or construction solutions have been identified.

3. No alternative access is available from a street with a lower functional classification than the primary roadway.

Analysis: Alternative access has not been identified.

B. The granting of the exception shall be in harmony with the purpose and intent of these regulations and shall not be considered until every feasible option for meeting access standards is explored.

Analysis: Staff believes that the current plan, with conditions, is consistent with the area plan goals desired by the Commission.

- C. *No exception shall be granted where such hardship is self-created.
(Ord. 1043 section 3, 2000)*

Analysis: The applicant did not create the conditions which cause the hardship today.

Staff believes that an exception to the spacing standards should be granted based upon the above findings.

With the recommended conditions, the partition will comply with the requirements of the Land Development and Planning Ordinance, including lot sizes, frontage, access, and coverage requirements.

- C. The overall design and arrangement of parcels shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the subject property without unduly hindering the use or development of adjacent properties.
With recommended conditions, the proposed partition will be functional and will provide building sites, necessary utility easements, and access facilities. Proposed parcels meet lot size and coverage requirements of the R-2 zone.

- D. No minor partitioning shall be allowed where the sole means of access is by private road, unless it is found that adequate assurance has been provided for year-round maintenance sufficient to allow for unhindered use by emergency vehicles, and unless it is found that the construction of a street to city standards is not necessary to insure safe and efficient access to the parcels.

No private roads will be created by this partition and parking shall be prohibited in the private access drive. The drive shall be maintained for continuous, unhindered access for emergency vehicles and shall be paved for the entire width (see Condition 15).

- 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 land division.

Public services and facilities are available to adequately meet the needs of this land division. See discussion in part III.2, above.

IV. CONCLUSION

1. Staff concludes that the partition request, with appropriate conditions, is considered to be in conformance with the Comprehensive Plan and the Municipal Code.

2. Staff concludes that, with appropriate conditions, the overall design and arrangement of the proposed parcels are functional; utility easements and access facilities necessary for development of the subject property can be provided without unduly hindering the use or development of adjacent properties.
3. No private roads will be created.
4. Staff concludes that all necessary public services will become available through the development of the property to adequately meet the needs of the proposed partition.

V. RECOMMENDATION

Based on the application and drawings submitted and based on the facts, findings and conclusions of this report, and without benefit of a public hearing, staff recommends that the Planning Commission approve MLP 05-09 with the following conditions:

For the Final Plat:

1. This approval is tied to the approval of the associated zone change request, File ZC 05-02. The partition request is approved upon the final approval of the zone change request to R-2 (High Density Residential). If the final outcome for the zone change request is a denial, the approval for the partition plat will become automatically void. The final partition plat shall not be recorded until final approval of the zone change.
2. A 12 foot wide driveway is required to serve the rear lot. The proposed access easement on lot 3000 must be recorded prior to the signing of the final partition plat.
3. A final partition plat illustrating the conditions of approval shall be submitted to the City Planner for review and approval. The final partition plat shall reference this land use application: *City of Canby File Number ZC 05-02/MLP 05-09*
4. The final partition plat shall be a surveyed plat map meeting all of the specifications required by the Clackamas County Surveyor. The partition map shall be recorded with the Clackamas County Surveyor and with the Clackamas County Clerk; a final copy of the signed and recorded map shall be provided to the Canby Planning Department upon completion.
5. A new deed and legal description for the proposed parcels shall be prepared and recorded with the Clackamas County Clerk. A copy of the new deeds shall be provided to the Canby Planning Department.
6. All monumentation and recording fees shall be borne by the applicant.

7. Twelve (12) foot utility easements shall be provided along street lot lines. Ten (10) foot utility easements shall be provided along non-street exterior lot lines unless adjacent lots have recorded utility easements of four (4) or more feet, in which case the non-street exterior lot lines shall have six (6) foot utility easements. All interior lot lines shall have six (6) foot utility easements.

Notes:

8. The final plat must be recorded with the Clackamas County Surveyor within one (1) year of the preliminary plat approval in accordance with Canby Ordinance 16.60.060. Mylar copies of the final plat must be signed by the City Planning Director prior to recording the plat with Clackamas County.
9. House numbers shall be visible from the street but numbers painted on the curb shall not be the primary method of meeting this requirement.

Prior to Construction:

10. If required, a stormwater permit shall be obtained from the State of Oregon (DEQ) prior to issuance of a building permit. An acceptable stormwater system plan shall be approved by the State of Oregon - DEQ and the Canby Public Works Department.
11. Prior to permit, the applicant shall demonstrate compliance with offstreet parking requirements as listed in Chapter 16.10 of the CMC.
12. 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. Final approval of site and utility plans is required prior to the issuance of any building permit. To facilitate this fifteen (15) copies of pre-construction plans shall be given to the City to be reviewed and approved by the Canby Utility Board, the Canby Telephone Association, the City and other required utility provider prior to the pre-construction conference. The construction plans shall include the street design, storm water, sewer, water, electric, telephone, gas, street lights, mail boxes and street trees.

During Construction:

13. The applicant is responsible for all costs associated with the relocation of utilities.
14. Any new sewer main and/or new laterals shall be installed by the applicant at the time of development. Location and construction of the sewer main and/or laterals shall be approved by the Public Works Supervisor *prior to excavation*.

15. The applicant shall construct an approved curb cut, approach apron and sidewalk ramps at each drive entrance to the flag lot. The private access drive shall be paved for the entire length and width. There shall be no parking allowed at anytime within the the access drive. In addition to the 12 foot paved surface, an unobstructed width of 20 feet shall be maintained. Access improvements shall be inspected and approved by Canby Public Works prior to installation.
16. A five (5) foot sidewalk inclusive of curb shall be constructed for the full frontage of the parent parcel along Knights Bridge Road. Where mailboxes, fire hydrants or other obstructions are located at the curb, sidewalks shall swing away from the curb in order to remain unobstructed for a full five-foot width.
17. The applicant shall plant an arborvitae hedge on the south side of the property as a privacy screen between properties.

Exhibits:

1. Applicant's Packet (narrative and proposed partition plan)
2. Responses to the Request for Comments

ZONE MAP CHANGE APPLICATION

Fee \$2,640

OWNERS

APPLICANT*

Name: BRJM LLC
Address: 2225 N Baker Dr
City: Canby State: OR Zip: 97013

Name: BRJM LLC
Address: 2225 N Baker Dr
City: Canby State: OR Zip: 97013

OWNERS SIGNATURE

William C. Ruff

Phone: 503 799-5668

DESCRIPTION OF PROPERTY:

Address: 535 Knightsbridge Road, Canby OR

Tax Map: T3S-R1E-33CB

Tax Lot(s): 3000

Lot Size: .29 Acres
(Acres/Sq.Ft.)

PROPERTY OWNER LIST

Attach a list of the names and addresses of the owners of properties located within 200 feet of the subject property (if the address of the property owner is different from the situs, a label for the situs must also be prepared and addressed to "Occupant"). Lists of property owners may be obtained from any title insurance company or from the County Assessor. If the property ownership list is incomplete, this may be cause for postponing the hearing. The names and addresses are to be **typed onto an 8-1/2" x 11" sheet of labels**, just as you would address an envelope.

USE OF PROPERTY

Existing Use: Residential, One Single-Family Home

Proposed Use: Two Single-Family Dwellings

Existing Structures: One Home

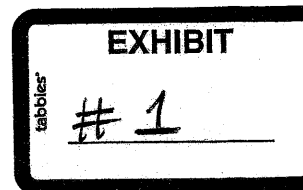
Project Description: A zone change to allow two dwellings on the property

Zoning: R1

Comprehensive Plan Designation: LDR

Previous Land Use Action (if any): None

FOR CITY USE ONLY	
File #:	MLP 05-09 / ZC 05-02
Date Received:	By:
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.

MINOR LAND PARTITION APPLICATION

FEE \$1,280.00
PROCESS TYPE III

OWNERS

APPLICANT*

Name: BRJM LLC

Name: BRJM LLC

Address: 2225 N Baker Dr

Address: 2225 N Baker Dr

City: Canby State: OR Zip: 97013

City: Canby State: OR Zip: 97013

Owners Signature: *William C. King*

Phone: 503 799-5668

DESCRIPTION OF PROPERTY:

Tax Map: T3S-R1E-33CB Tax Lot(s): 3000 Lot Size: .29 Acres (Acres/Sq.Ft.)

PROPERTY OWNERS LIST

Attach a list of the names and addresses of the owners of properties located within 200 feet of the subject property (if the address of the property owner is different from the situs, a label for the situs must also be prepared and addressed to "Occupant"). Lists of property owners may be obtained from any title insurance company or from the County Assessor. If the property ownership list is incomplete, this may be cause for postponing the hearing. The names and addresses are to be **typed onto an 8-1/2" x 11" sheet of labels**, just as you would address an envelope.

USE OF PROPERTY

Existing Use:

Proposed Use:

Existing Structures:

Zoning: Comprehensive Plan Designation:

Previous Land Use Action (if any):

FOR CITY USE ONLY	
File # :	MLP 05-09/ZC 05-02
Date Received:	7 8 -29-05 By: <i>Yra</i>
Completeness:	
Pre-App Meeting:	
Hearing Date:	

*If the applicant is not the property owner, he must attach documentary evidence of his authority to act as agent in making application.

MINOR LAND PARTITION: INSTRUCTIONS TO APPLICANTS

1. The applicant may request a pre-application conference, or the City Planner may determine that a pre-application conference is necessary after the application has been discussed, or upon receipt of the application by the City.
2. If a pre-application conference is necessary, the applicant completes and returns a completed pre-application form to the City and a conference is scheduled.
3. Any application for a land partition, on forms prescribed for the purpose, shall be filed with the City Planner, typed or printed, and accompanied by the following:

Applicant Check	City Check	
--------------------	---------------	--

- | | | |
|-------------------------------------|--------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | One (1) copy of pages 1, 2, and 3 of this application. The checklist on pages 2 and 3 should be included in the application with all relevant items checked by the applicant in the "applicant" column. If any items are considered to be not applicable, the omissions should be explained in the narrative. The City may request further information at any time before deeming the application complete. |
| <input type="checkbox"/> | <input type="checkbox"/> | Payment of \$\$1,280, cash or checks only. Checks should be made out to the City of Canby. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | A list of property owners within 200 feet of the subject property, on mailing labels (1" x 2-5/8"). If the address of a property owner is different from the address of a site, a label for each unit on the site must also be prepared and addressed to "occupant." A list of property owners may be obtained from a title insurance company or from the County Assessor. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Twenty-five (25) copies of a written statement, on 8-1/2" x 11" paper, describing the proposed partition and explaining how the proposal meets the approval criteria (page 4) and is compatible with surrounding land use patterns. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Ten (10) copies of a traffic impact analysis, conducted or reviewed by a traffic engineer that is contracted by the City and paid for by the applicant (through the City), including an accident report for the adjacent roads and nearby intersections, for any project that results in any one of the following: <ol style="list-style-type: none"> A. More than one access onto any collector or arterial street (such streets being designated by the City of Canby Transportation System Plan); B. More than six (6) residential units that enter onto any collector or arterial street; C. Any multiple family dwellings (apartments, condominiums, townhouses, etc.) with more than six (6) units; or D. Industrial or commercial enterprises which generate more than one hundred (100) vehicles per day. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Twenty-five (25) copies of the tentative partition map, drawn to scale on paper no less than 8.5" x 11". The map shall include the following information: |

- A. Vicinity map of the property;
- B. The date, north point, scale, and sufficient description to define the location and boundaries of the tract to be partitioned;
- C. Name and address of the owner and the person who prepared the tentative map;
- D. Size of each parcel involved in the partitioning;
- E. Outline, location, and description of all existing buildings, showing those to remain in place and setbacks to proposed property lines;
- F. For land adjacent to and within the tract to be partitioned, the location, names, and existing right-of-way and pavement widths of streets, location, width, and purpose of any existing easements; and location and size of all utilities, including sewer, water, electric, telephone, and natural gas lines and power poles;
- G. Proposed parcel layout, showing sizes, dimensions, and relationships to existing or proposed streets and utility easements;
- H. Location of any forested areas, wetlands as delineated by the Division of State Lands, or other significant natural features;
- NA I. If the applicant is a corporation, a certificate of good standing from the State Corporation Commission shall be filed. The name of the individual authorized to act as the registered agent of the corporation shall also be provided; and
- NA J. If the development is located in an area designed by the Hazard ("H") Overlay Zone, one (1) copy of an affidavit signed by a licensed professional engineer that the development will not result in any undue hazard for the occupants or users of the development, nor in any unusual public expense in the event of flooding, landslide, or other natural disaster.

4. Staff will check the application, making sure that it is complete and all fees are paid. Copies of the application materials are routed to various City/State/County departments, as applicable, for their comments. Along with the comments received from others, the application is reviewed for completeness. The City Planner will accept or return the application with a written list of omissions within thirty (30) calendar days of the submittal.
5. Staff investigates the request, writes a staff report, places a public notice in the newspaper, notifies surrounding property owners, and makes all facts relating to the request available to the Planning Commission and all interested parties.
6. The staff report will be available seven (7) days prior to the hearing.
7. The Planning Commission then issues findings of fact which support approval, modification or denial of the application. A decision may be appealed to the City Council.
8. If an approval or a denial has been appealed, City Council holds a public hearing. The staff report is presented and testimony taken, as at the original hearing(s). However, only testimony regarding items already in the record is permitted, and no new information may be entered. In the case of an appeal, the Council may affirm, revise or reverse the action of the Planning Commission in all or in part. The Council may also remand the matter back to the hearing body for further consideration.

Lynda Hines
617 Knights Bridge Rd.
Canby, OR 97013

03/09/05

Dear Lynda,

This agreement is for an access and utility easement four feet wide along the entire length of the east property line of your property at 617 N Knights Bridge Rd. Legal description is Section 33 Township 3S Range 1E Quarter CB Tax Lot 03100. This easement will be used to serve a future lot behind 535 Knights Bridge Rd. Also utility conduit will be installed at the same time to serve one unit for the future at 617 Knights bridge Rd.

The exact width of the easement is 4.5 Feet

John Meredith
8-14-05
Lynda Hines
8-14-05

Lynda Hines
Lynda Hines,
617 Knights Bridge Rd 4-4-05
Canby, OR 97013

John Meredith
John Meredith,
535 Knights Bridge Rd 03/09/05
Canby, OR 97013

Zone Change & 2-Lot Minor Partition

John Meredith, Compass Engineering Job #5922

Site Address: 535 Knightsbridge Road., Canby
Assessor Map: T3S-R1E-33CB, TL 3000
Zoning: R1 **Plan:** HDR **Area:** .29 Acres

Applicant & Contract Owner

BRJM LLC
2225 N Baker Dr.
Canby, OR 97013
503 799-5668, Fax 503 236-3510

Consultant & Representative

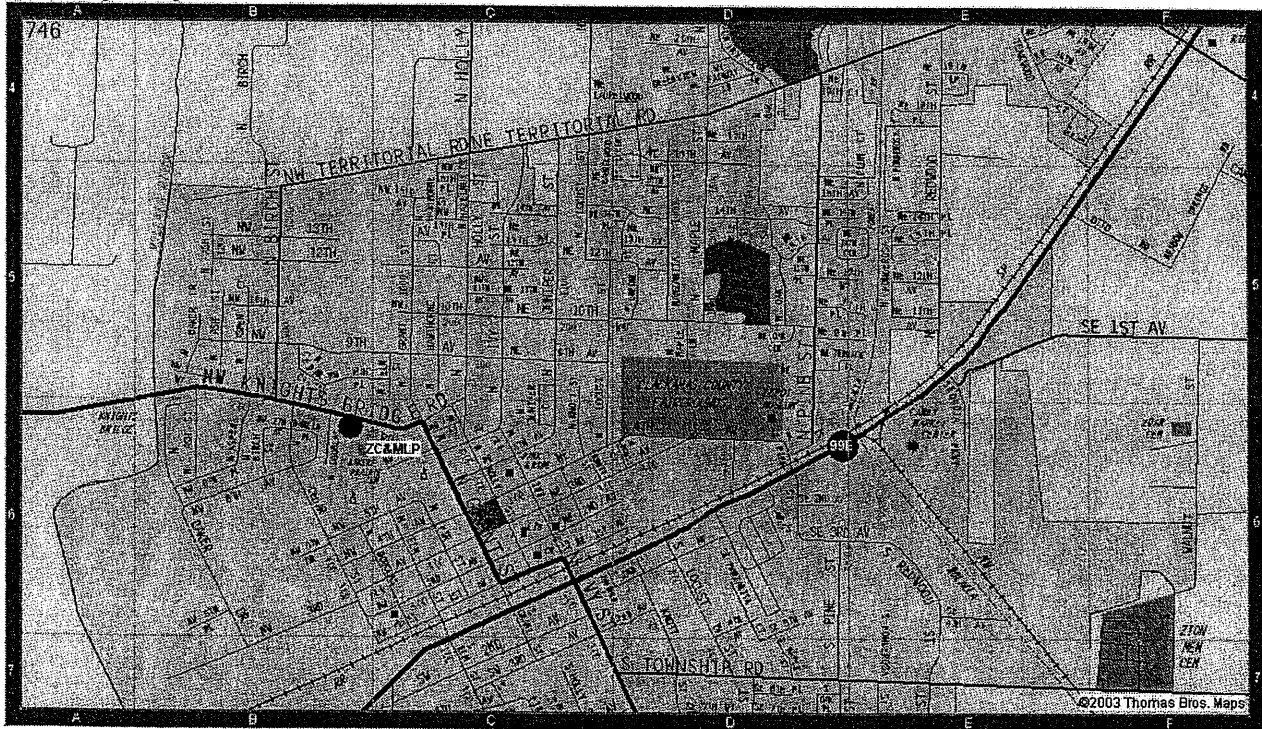
Karl Mawson AICP, Compass Engineering
6564 SE Lake Road, Milwaukie, Oregon 97222
Tel: (503) 653-9093, Fax: (503) 653-9095
Email: karlm@compass-engineering
Job #5887

Jurisdiction: City of Canby. Comment forms, returned by May 10, 2005, were sent and returned by Telephone, Water, Electric, Building, Fire, Gas, Sanitary.

Project

Zone Change & 2 lot Partition

Vicinity Map



Narration

Background

This site has a plan designation of High Density Residential, but is zone for R1. It is adjacent to property zoned and developed as high density – multiple-family units. An existing single-family home is on the site. The site has very little slope. There are a couple of larger trees on the property, and a row of trees on the adjacent property to the west.

The Comprehensive Plan shows a Low Density Residential designation on the north side of Knights Bridge Road, and High Density on the South side. This proposal is to change the zone such that a flag pole lot could be created and an additional dwelling unit constructed on that back portion.

Zone Change

16.54.040 Standards and criteria.

In judging whether or not the zoning map should be amended or changed, the Planning Commission and city council shall consider:

- A. The Comprehensive Plan of the city, giving special attention to Policy 6 of the land use element and implementation measures therefor, and the plans and policies of the county, state and local districts in order to preserve functions and local aspects of land conservation and development;**

The Canby Comprehensive Plan shows this area as High Density Residential (HDR). Maps show the dividing line to be on the south side of Knights Bridge Road. The zone change make the zoning more in conformance with the Comprehensive Plan. Also because the property to the south is both zoned and developed to R2 standards, this zone change is a logical step in making the zoning more compatible with the Comprehensive Plan.

- B. Whether all required public facilities and services exist or will be provided concurrent with development to adequately meet the needs of any use or development which would be permitted by the new zoning designation. (Ord. 749 section 1(B), 1984; Ord.740 section 10.3.85(D), 1984)**

This zone change results in one additional lot, and one additional single-family house. All utilities (water, sanitary sewer, power, etc.) are available in Knights Bridge Road. Because this is infill development all utilities have been provided to the property.

Minor Land Partition

16.60.030 Minor partitions.

Application for a minor partition shall be evaluated based upon the following standards and criteria:

A. Conformance with the text and applicable maps of the Comprehensive Plan;

As discussed above, the partition is in conjunction with a zone change bringing the zoning in conformance with the Comprehensive Plan.

B. Conformance with all other applicable requirements of the Land Development and Planning Ordinance;

This proposal was routed to City of Canby and public utilities in late April, 2005. Either the design met with agency standards, or the design could be easily modified to address listed concerns. Based partly on that information, we don't believe any Variance requests are required.

C. The overall design and arrangement of parcels shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the subject property without unduly hindering the use or development of adjacent properties;

The flag pole design provides access to the proposed dwelling for both vehicular access and utilities. If required, an additional easement could be created along the east property line for electrical power. There appears to be an adjacent pedestrian easement. Although that easement lines up with the flag "pole" of the partition, there is access to Knights Bridge Road via sidewalks roughly 100 feet both to the west and east. The existing pedestrian routes are more than adequate. An additional pedestrian way (with the issues of lighting and security) is not needed.

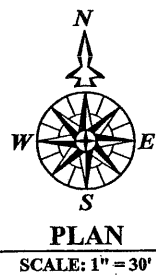
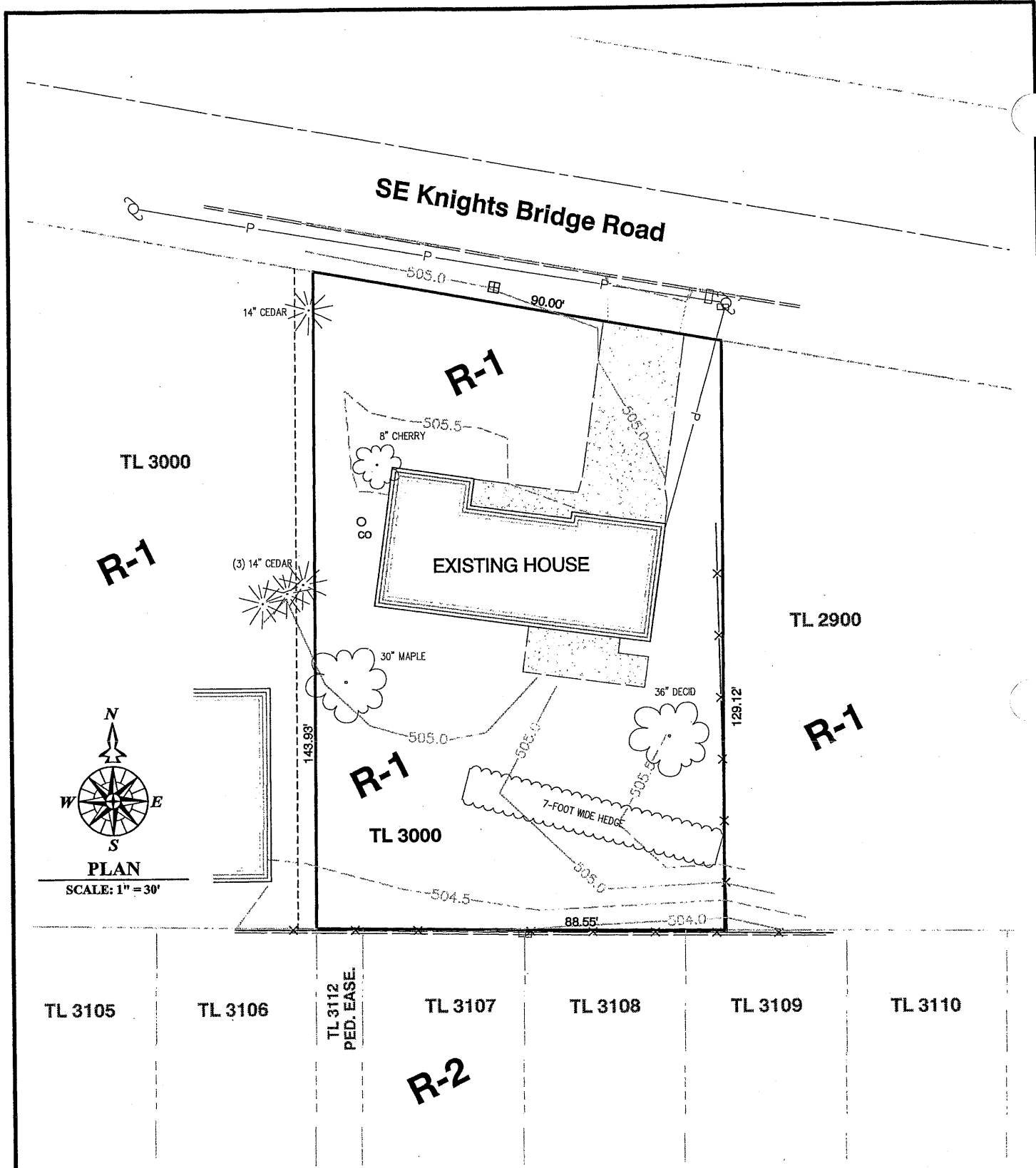
D. No minor partitioning shall be allowed where the sole means of access is by private road, unless it is found that adequate assurance has been provided for year-round maintenance sufficient to allow for unhindered use by emergency vehicles, and unless it is found that the construction of a street to city standards is not necessary to insure safe and efficient access to the parcels;

The parcel created has direct access to Knights Bridge Road. The proposed access will be reviewed by the Fire Marshall, and modifications made if required.

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 land division. (Ord. 740 section 10.4.30 (B)(1), 1984)

As discussed above, required public facilities and services are available.

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PLAN
SCALE: 1" = 30'

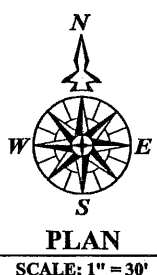
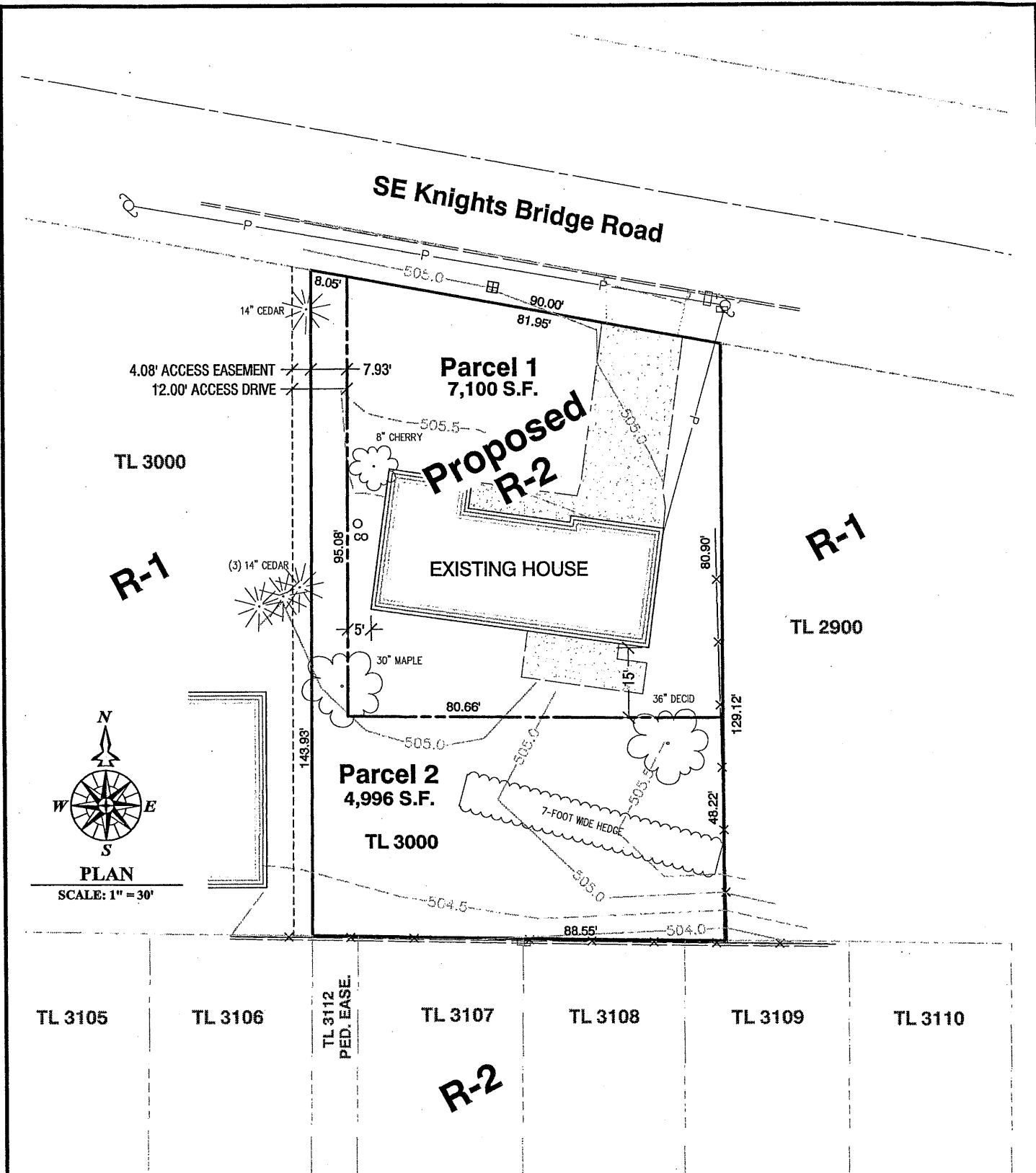
John Meredith
1800 N. Ponderosa
Canby, OR 97013
503-263-3510

Existing Conditions

COMPASS ENGINEERING
ENGINEERING ★ SURVEYING ★ PLANNING
6564 S.E. LAKE ROAD (503) 653-9093 PHONE
MILWAUKIE, OREGON 97222 (503) 653-9095 FAX
compass@compass-engineering.com

535 Knights Bridge road
T.1S., R.1E., Section 33CB, TL 3000
Canby, Oregon

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John Meredith
 1800 N. Ponderosa
 Canby, OR 97013
 503-263-3510

Proposed Zone Change and Partition

COMPASS ENGINEERING
 ENGINEERING ★ SURVEYING ★ PLANNING
 6564 S.E. LAKE ROAD (503) 653-9093 PHONE
 MILWAUKIE, OREGON 97222 (503) 653-9095 FAX
 compass@compass-engineering.com

535 Knights Bridge road
 T.1S., R.1E., Section 33CB, TL 3000
 Canby, Oregon

2
 2

CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: September 6, 2005

- 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 | <input type="checkbox"/> CLACKAMAS COUNTY |
| <input type="checkbox"/> CITY ENGINEER | <input type="checkbox"/> CANBY SCHOOL DISTRICT |
| <input type="checkbox"/> CTA | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION |
| <input type="checkbox"/> NW NATURAL | <input type="checkbox"/> ODOT/REGION 1/DIST 2B |
| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> STATE OF OREGON/REVENUE |
| <input type="checkbox"/> CANBY DISPOSAL | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION |
| <input type="checkbox"/> CITY ATTORNEY | <input type="checkbox"/> PARKS AND RECREATION |
| <input type="checkbox"/> BIKE AND PEDESTRIAN COMM | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER |
| <input type="checkbox"/> PGE | <input type="checkbox"/> OTHER _____ |

The City has received ZC 05-02 / MLP 05-09, an application from William C Reif, BRJM, LLC requesting a zone change from R-1 to R-2 and a minor land partition to add a single family residence on the newly created flag lot. The existing single family residence would remain. The property is located at 535 Knight's Bridge Road.

Please review the enclosed application and return comments to Kevin Cook by Wednesday, September 14, 2005. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

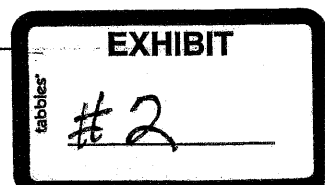
Sewer Service To Existing Home will need to be Relocated.
IF Elevation works FOR New Home Existing Lateral which
is in Proposed driveway could be used.
Remove All Trees on West side OF 535 Knight's Bridge Rd.
Building on TL-3000 check set backs for New Lot Line.
Frontage improvements are Required FOR Existing House & New Home.

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: Ray Hester Date: 9 Sept 05

Title: PW Supervisor Agency: City



CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

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| <input type="checkbox"/> CITY ATTORNEY | <input type="checkbox"/> PARKS AND RECREATION |
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| <input type="checkbox"/> PGE | <input type="checkbox"/> OTHER _____ |

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Comments or Proposed Conditions:

WATER SERVICE would be located on the East side of
the driveway next to property staked & ESTABLISHED
PROPERTY CORNERS AND ESTABLISHED DRIVEWAY APPROACH.

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 Phinney Date: 9/16/05

Title: FORUM; WATER DEPT. Agency: CANBY Utilities

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: September 6, 2005

Gary Kordenat
Canby Electric
City Shops

- TO:
- FIRE
 - POLICE
 - PUBLIC WORK
 - CANBY ELECTRIC
 - CANBY WATER
 - WWTP
 - CITY ENGINEER
 - CTA
 - NW NATURAL
 - WILLAMETTE BROADBAND
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 - PGE

- T OFFICE
- AS COUNTY ASSESSOR
- AS COUNTY 911
- CLACKAMAS COUNTY TRANSPORTATION
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- CLACKAMAS COUNTY
- CANBY SCHOOL DISTRICT
- OREGON DEPT. TRANSPORTATION
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- CITY TRANSPORTATION ENGINEER
- OTHER _____

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Comments or Proposed Conditions:

A power plan will be developed after Plat Approval

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: *Gary Kordenat* Date: 9-14-05

Title: Line Foreman Agency: Canby Utility Elect

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: September 6, 2005

- | | |
|--|---|
| <p>TO:</p> <ul style="list-style-type: none"> <input type="checkbox"/> FIRE <input type="checkbox"/> POLICE <input type="checkbox"/> PUBLIC WORKS <input type="checkbox"/> CANBY ELECTRIC <input type="checkbox"/> CANBY WATER <input type="checkbox"/> WWTP <input type="checkbox"/> CITY ENGINEER <input type="checkbox"/> CTA <input type="checkbox"/> NW NATURAL <input type="checkbox"/> WILLAMETTE BROADBAND <input type="checkbox"/> CANBY DISPOSAL <input type="checkbox"/> CITY ATTORNEY <input type="checkbox"/> BIKE AND PEDESTRIAN COMM <input type="checkbox"/> PGE | <ul style="list-style-type: none"> <input type="checkbox"/> CANBY POST OFFICE <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR <input type="checkbox"/> CLACKAMAS COUNTY 911 <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE <input type="checkbox"/> CLACKAMAS COUNTY <input type="checkbox"/> CANBY SCHOOL DISTRICT <input type="checkbox"/> OREGON DEPT. TRANSPORTATION <input type="checkbox"/> ODOT/REGION 1/DIST 2B <input type="checkbox"/> STATE OF OREGON/REVENUE <input type="checkbox"/> CANBY BUSINESS REVITALIZATION <input type="checkbox"/> PARKS AND RECREATION <input type="checkbox"/> CITY TRANSPORTATION ENGINEER <input type="checkbox"/> OTHER _____ |
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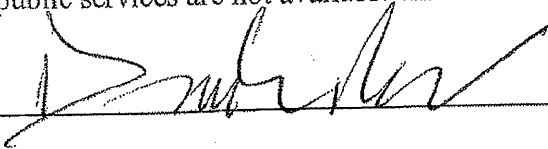
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Comments or Proposed Conditions:

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Signature:  Date: 9-9-05

Title: ASSOCIATE GENL Agency: CTA

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: September 6, 2005

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|---|--|
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| <input type="checkbox"/> PGE | <input type="checkbox"/> OTHER _____ |

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Signature: Darin James **Date:** 9/12/05

Title: Supervisor **Agency:** WWTP

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

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FAX 266-1574

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| <input type="checkbox"/> CITY ENGINEER | <input type="checkbox"/> CANBY SCHOOL DISTRICT |
| <input type="checkbox"/> CTA | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION |
| <input type="checkbox"/> NW NATURAL | <input type="checkbox"/> ODOT/REGION 1/DIST 2B |
| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> STATE OF OREGON/REVENUE |
| <input type="checkbox"/> CANBY DISPOSAL | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION |
| <input type="checkbox"/> CITY ATTORNEY | <input type="checkbox"/> PARKS AND RECREATION |
| <input type="checkbox"/> BIKE AND PEDESTRIAN COMM | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER |
| <input type="checkbox"/> PGE | <input type="checkbox"/> OTHER _____ |

The City has received ZC 05-02 / MLP 05-09, an application from William C Reif, BRJM, LLC requesting a zone change from R-1 to R-2 and a minor land partition to add a single family residence on the newly created flag lot. The existing single family residence would remain. The property is located at 535 Knight's Bridge Road.

Please review the enclosed application and return comments to **Kevin Cook** by **Wednesday, September 14, 2005**. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

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: _____

Title: _____

Agency: _____

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: September 6, 2005

- 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 | <input type="checkbox"/> CLACKAMAS COUNTY |
| <input type="checkbox"/> CITY ENGINEER | <input type="checkbox"/> CANBY SCHOOL DISTRICT |
| <input type="checkbox"/> CTA | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION |
| <input type="checkbox"/> NW NATURAL | <input type="checkbox"/> ODOT/REGION 1/DIST 2B |
| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> STATE OF OREGON/REVENUE |
| <input type="checkbox"/> CANBY DISPOSAL | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION |
| <input type="checkbox"/> CITY ATTORNEY | <input type="checkbox"/> PARKS AND RECREATION |
| <input type="checkbox"/> BIKE AND PEDESTRIAN COMM | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER |
| <input type="checkbox"/> PGE | <input type="checkbox"/> OTHER _____ |

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Comments or Proposed Conditions:

THE MAIL BOX WOULD BE LOCATED ON KNIGHTS BRIDGE RD SE, SO IF ALL POSSIBLE THE FLAG LOT HAVE A KNIGHTS BRIDGE ADDRESS.

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: *Kevin Cook* **Date:** *9/7/05*

Title: *Postmaster* **Agency:** *Post Office*

CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS

RECEIVED

SEP 07 2005
[503] 266-9400 FAX 2005 74

P.O. Box 930, Canby, OR 97013

CURRAN-MCLEOD

DATE: September 6, 2005

- TO:
- FIRE
 - POLICE
 - PUBLIC WORKS
 - CANBY ELECTRIC
 - CANBY WATER
 - WWTP
 - CITY ENGINEER
 - CTA
 - NW NATURAL
 - WILLAMETTE BROADBAND
 - CANBY DISPOSAL
 - CITY ATTORNEY
 - BIKE AND PEDESTRIAN COMM
 - PGE
 - 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
 - OTHER _____

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Comments or Proposed Conditions:

Sidewalk should be constructed along the entire site frontage (SE Knight's Bridge Road).

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: *Alan Ibrahim* Date: 9/9/05

Title: Project Engineer Agency: Curran-McLeod, Inc

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: September 6, 2005

- 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 | <input type="checkbox"/> CLACKAMAS COUNTY |
| <input type="checkbox"/> CITY ENGINEER | <input type="checkbox"/> CANBY SCHOOL DISTRICT |
| <input type="checkbox"/> CTA | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION |
| <input type="checkbox"/> NW NATURAL | <input type="checkbox"/> ODOT/REGION 1/DIST 2B |
| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> STATE OF OREGON/REVENUE |
| <input type="checkbox"/> CANBY DISPOSAL | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION |
| <input type="checkbox"/> CITY ATTORNEY | <input type="checkbox"/> PARKS AND RECREATION |
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Comments or Proposed Conditions:

see attached

Please check one box and sign below:

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- 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: _____

Title: _____

Agency: _____

Superintendent

Canby School District

Canby School District

Attachment to Request for Comments

The property under consideration is in the Eccles Elementary School attendance area. School district patrons approved a bond in November 2004 to build a new middle school to alleviate the pressure on Ackerman Middle School and reopen the Lee campus of AMS into an elementary school. A boundary committee will convene in September 2005 to determine the elementary school boundaries. It is unknown at this time which elementary school will ultimately be impacted by the annexation of this application.

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: September 6, 2005

- 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 |
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| <input type="checkbox"/> CITY ATTORNEY | <input type="checkbox"/> PARKS AND RECREATION |
| <input type="checkbox"/> BIKE AND PEDESTRIAN COMM | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER |
| <input type="checkbox"/> PGE | <input type="checkbox"/> OTHER _____ |

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Please review the enclosed application and return comments to **Kevin Cook** by **Wednesday, September 14, 2005**. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

COMMENTS ARE ATTACHED

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: *[Signature]* **Date:** 7 SEPT 2005

Title: ENGINEERING TECHNICIAN **Agency:** LANCASTER ENGINEERING



MEMORANDUM

To: Kevin Cook
From: Catriona Sumrain 
Date: September 7, 2005
Subject: ZC 05-02/MLP 05-09 Transportation Comments

Kevin:

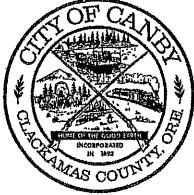
I have reviewed the proposed zone change at 535 Knights Bridge Road and have the following comments. The zone change would generate only one additional trip during the peak hour and approximately five trips during the day and the street system will support the increase in trips.

The site plan, as shown, would increase the number of driveways onto Knights Bridge Road. Knights Bridge Road is classified as an Arterial roadway and serves as the major route between Canby and Portland, carrying a high number of vehicles during the day. Traffic on Knights Bridge Road is expected to increase as development continues in the City.

To ensure the adequacy of the system, the function of Knights Bridge Road will need to be maintained. Keeping the number of access points onto the road to a minimum is one method of preserving the function of the road since increasing the number of driveways on Knights Bridge Road will eventually increase the delay on the road.

If the proposed driveway shown in the application for this zone change project is relocated to the eastern site boundary, there is the potential for sharing access with the existing driveway. Shared access will at least maintain the existing number of driveways onto Knights Bridge Road. The feasibility of an eastern location has not been determined; therefore, this remains a suggestion, not a recommendation.

CS



CITY OF CANBY COMMENT FORM

If you are not able to attend the Planning Commission hearing of this application, 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: cookk@ci.canby.or.us

Written comments must be received prior to the hearing at 7:00 PM September 26, 2005.

APPLICATION: Minor Land Partition (Request to create 1 flag lot) and zone change

APPLICANT: William C Reif, BRJM, LLC

CITY FILE #: ZC 05-02 / MLP 05-09

COMMENTS: "Cram 'em, jam 'em" typifies the attitude of city officials at the expense of inhabitants. This is an absurd proposal for a lot that demands a neighbors' land for a driveway and no turn-around will allow 2 cars to pass. Backing out onto Knights Bridge Road already presents a nightmare for existing residents. A play area for kids is also negated.

Attending your meetings wastes time for everyone!

YOUR NAME: _____

ORGANIZATION or BUSINESS (if any): _____

ADDRESS: _____

PHONE # (optional): _____

DATE: _____

Thank you!

From: "Isano" <Isano@web-ster.com>
To: <cookk@ci.canby.or.us>
Date: 9/12/05 1:24PM
Subject: file # zc 05-02 / mlp 05/09

try to live the good life, redoos don't exist

Dear Mr. Cook,

I feel it is disingenuous to submit an applicaation for a single family residence while requesting a zone change which would allow a multiple family residence when the plan along was to construct a multiple family residence namely, a duplex. Why would the applicants obscure their plans to the planning commission? This plan to construct a duplex was clearly stated at the 08/24/05 interested parties meeting.

Respectively,
Lawrence N. Sano

City of Canby
PLEASE RETURN THIS COMMENT FORM
To Ronda Rozzell, City Shops by Tuesday, May 10, 2005

PO Box 930, Canby, OR 97013

1470 Territorial Road

Date: April 26, 2005

503-266-4021 ext. 298

503-266-7238

TO: Canby Planning, Matilda Deas
CU, Water, Pat Thurston
CU, Asst Gen. Mgr, Karl Hansen
CU, Electric, Gary Stockwell
Willamette Broadband, Lynn Tussing

NW Natural Gas, Lee Larson
Canby Fire District, Ron Yarbrough
Curren-McLeod, Curt McLeod
Canby Building, Bob Godon
Lancaster Eng., Cat Sumrain

Canby Public Works, Roy Hester
Canby Telephone, Dinh Vu
Parks Dept, Jeff Snyder

Subject: 2-Lot Minor Partition at 535 Knightsbridge Road

The City is trying to improve and coordinate the preapplication process.
The goal is to assure that the developer is building from *Approved Construction Plans* and are acceptable to the utilities.

- Please review the attached plans and provide any necessary comments and corrections to Ronda Rozzell by Tuesday, May 10, 2005

Please check one box:

The plans meet with the approval of this agency. There are no additional concerns.

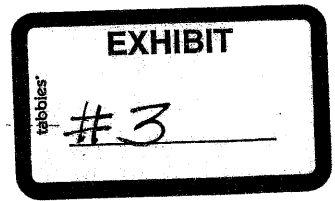
The plans require correction (please explain below and attach corrected blue prints if necessary).

Comments or concerns: 16" SIL LINE ACROSS KNIGHTS BRIDGE Rd.
#725²⁴ 2366⁴⁰

Signature: [Handwritten Signature] Date: 4/27/05

Title: WATER DEPART. FOREMAN Agency: CANBY UTILITY Phone: 263-4309

Sign and return this form with your comments or needed drawing changes to Ronda Rozzell at the City Shop Office, 1470 NE Territorial Rd (City of Canby, P O Box 930, Canby 97013) by Tuesday, May 10, 2005



City of Canby
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To Ronda Rozzell, City Shops by Tuesday, May 10, 2005

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1470 Territorial Road

503-266-4021 ext. 298
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CU, Water, Pat Thurston	Canby Fire District, Ron Yarbrough	Canby Telephone, Dinh Vu
CU, Asst Gen. Mgr, Karl Hansen	Curren-McLeod, Curt McLeod	Parks Dept, Jeff Snyder
CU, Electric, Gary Stockwell	Canby Building, Bob Godon	
Willamette Broadband, Lynn Tussing	Lancaster Eng., Cat Sumrain	

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Please check one box:

- The plans meet with the approval of this agency. There are no additional concerns.
- The plans require correction (please explain below and attach corrected blue prints if necessary).
 Comments or concerns: _____

Signature: R. Godon Date: 4.26

Title: Building official Agency: city Phone: _____

Sign and return this form with your comments or needed drawing changes to Ronda Rozzell at the City Shop Office, 1470 NE Territorial Rd (City of Canby, P O Box 930, Canby 97013) by Tuesday, May 10, 2005

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To Ronda Rozzell, City Shops by Tuesday, May 10, 2005

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CU, Electric, Gary Stockwell	Canby Building, Bob Godon	
Willamette Broadband, Lynn Tussing	Lancaster Eng., Cat Sumrain	

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Please check one box:

- The plans meet with the approval of this agency. There are no additional concerns.
- The plans require correction (please explain below and attach corrected blue prints if necessary).

Comments or concerns: DRIVING SURFACE MAYBE 12', WITH UNOBSTRUCTED WIDTH SHALL BE 20'.
"OFC-MCC FIRE APPLICATION GUIDE - FIRE APPARATUS ACCESS ROADS -
[REDACTED]

Signature: Ron Yarbrough Date: 5-2-05
 Title: Fire Marshal Agency: CFD #62 Phone: 266-5851

Sign and return this form with your comments or needed drawing changes to Ronda Rozzell at the City Shop Office, 1470 NE Territorial Rd (City of Canby, P O Box 930, Canby 97013) by Tuesday, May 10, 2005

City of Canby
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To Ronda Rozzell, City Shops by Tuesday, May 10, 2005

PO Box 930, Canby, OR 97013
1470 Territorial Road

503-236-4021 ext. 298
503-266-7238

Date: April 26, 2005

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CU, Water, Pat Thurston	Canby Fire District, Ron Yarbrough	Canby Telephone, Dinh Vu
CU, Asst Gen. Mgr, Karl Hansen	Curren-McLeod, Curt McLeod	Parks Dept, Jeff Snyder
CU, Electric, Gary Stockwell	Canby Building, Bob Godon	
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The goal is to assure that the developer is building from *Approved Construction Plans* and are acceptable to the utilities.

- Please review the attached plans and provide any necessary comments and corrections to Ronda Rozzell by Tuesday, May 10, 2005

Please check one box:

The plans meet with the approval of this agency. There are no additional concerns.

The plans require correction (please explain below and attach corrected blue prints if necessary).

Comments or concerns: ① Accurate depth on the sanitary sewer is not available
Engineer/Developer need to verify sanitary sewer depth on Knights Bridge Rd.

② Storm water disposal will be subject to DEQ approval.

③ FINAL PLANS WERE NOT SUBMITTED AS PART OF THIS SUBMITAL.

Signature: [Handwritten Signature] Date: 5/9/05

Title: Project Engineer Agency: Curren McLeod, Inc Phone: 503 684 3478

Sign and return this form with your comments or needed drawing changes to Ronda Rozzell at the City Shop Office, 1470 NE Territorial Rd (City of Canby, P O Box 930, Canby 97013) by Tuesday, May 10, 2005

Minutes from the neighborhood meeting held at the Canby Methodist Church, on August 24th, at 6:00 p.m., in regards to the proposed lot partition, at 535 Knight Bridge Road.

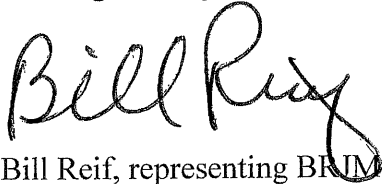
In attendance were Jeanie Sweet and another neighbor, representing the 8 townhouse owners to the south.

Bill Reif and John Meredith, representing BRJM, LLC, owners of the property, hosted the meeting.

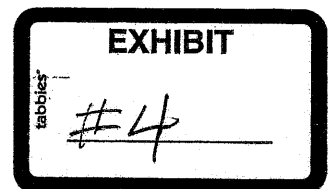
The only concern was the privacy issue in regards to their townhouses.

We cooperatively agreed that we would plant a community Arborvitae hedge on the south side of the property and minimize windows on the south side of any future construction on the proposed partition lot at 535 Knights Bridge Road.

Meeting was adjourned at 6:45 p.m.



Bill Reif, representing BRJM, LLC



9-19-05

To: Canby Planning Dept

RE: Dream Home Construction LLC - Zone Change

City File # = MCR 05-07 / ZC 05-01

I am in favor of the zone change for the

above mentioned business Dream Home Construction, &

near the property next door to 919 N. Maple Lane Canby OR

my property 911 N. Maple Lane Canby OR next to

the property was purchased in 1983 and I lived

in it till 1995. In 1995 I started renting the

property out to tenants, with no opposition from any

neighbors, & always went to families and check

them out extensively. I have never had any

complaints from any neighbors ever."

I see all our town people building in their

back yards a flag pole, so I think it is time to change

the zoning on this side of town, it is past time to do so.

Again I am in favor of changing the zone to

Medium Density.

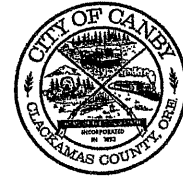
Thank you for your time on this matter.

Jesse Roost - owner
911 N. Maple Lane

Canby OR 97013



CITY OF CANBY COMMENT FORM



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

Please send comments:

By mail: Planning Department, PO Box 930, Canby, OR 97013
In person: Planning Department at 170 NW 2nd Avenue
E-mail: cookk@ci.canby.or.us

APPLICATION: A zone change from Low Density Residential (R-1) to Medium Density Residential (R-1.5) and a partition one 0.45 acre parcel into 3 residential lots consisting of the existing residence and two attached townhouse units.

APPLICANT: Dream House Construction LLC.

CITY FILE #: MLP 05-07 / ZC 05-01

COMMENTS: I am in Favor of Zone Change For
Dream House Construction LLC. I see all over Canby
people building on Flag lots in there own backyards -
It is time to Change zone to Medium Density on
This side of Town. I have owned my property since
1983 and lived there till 1995 when we moved to
a small farm outside of Canby 4mi - We then made
our property at 911 N. Maple Ln a Rental with no
opposition from any neighbors. We have never had any
complaints from any neighbors at any time. They neighbors
that are complaining the most have already built behind there
existing house. I recommend that the City Council approve
the Zone Change.

YOUR NAME: Judee Pellett

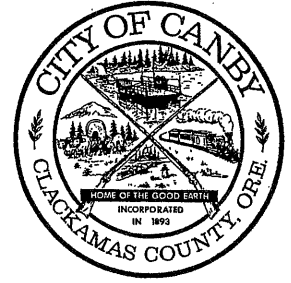
ORGANIZATION/BUSINESS (if any): Rental Homeowner of 911 N. Maple Ln Canby OR

ADDRESS: 23805 S. Pondwic Dr. Canby OR 97013

PHONE # (optional): 503-263-8633

DATE: 9-17-05

Thank You.



**BEFORE THE PLANNING COMMISSION
OF THE
CITY OF CANBY**

AN APPLICATION TO)	FINDINGS, CONCLUSIONS & FINAL ORDER
PARTITION ONE 14,810 SQUARE)	MLP 05-10
FOOT RESIDENTIAL PARCEL)	(Bowers)
INTO TWO PARCELS)	

NATURE OF APPLICATION

The applicant is seeking approval to partition one 14,810 square foot parcel into 2 separate tax lots. The northern parcel would contain approximately 7,640 sq. ft. The southern parcel would contain approximately 7,170 sq. ft. Under the R-1 zoning district, each parcel would be allowed to contain one single-family residence. The existing lot is currently vacant. The applicant proposes to provide access to the northern lot off of Knights Bridge Road and Access to the southern lot off of N. Aspen Street. The application meets current zoning and comprehensive plan designations of R-1 Low Density Residential.

HEARINGS

The Planning Commission held a public hearing to consider this application on September 12, 2005.

CRITERIA AND STANDARDS

This is a quasi-judicial land use application. In judging whether a Minor Land Partition should be approved, the Planning Commission must consider the following standards:

- A. Conformance with the text and the applicable maps of the Comprehensive Plan;
- B. Conformance with all other requirements of the Land Development and Planning Ordinance;
- C. The overall design and arrangement of parcels shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the subject property without unduly hindering the use or development of the adjacent properties;
- D. In no case shall the use of a private road be approved for the partitioning unless it is found that adequate assurance has been provided for year-round maintenance sufficient to allow for unhindered use by emergency vehicles, and unless it is found that the construction of a street to City standards is not necessary to insure safe and efficient access to the parcels; and
- 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 land division.

FINDINGS AND REASONS

The Planning Commission deliberated on all testimony presented at the September 12, 2005 public hearing, including the August 29, 2005 staff report. The Planning Commission hereby accepts and incorporates the findings in the August 29, 2005 staff report.

CONCLUSION

Based on the Staff Report and Commission deliberation, the Planning Commission concludes that:

1. The partition request, with appropriate conditions, is considered to be in conformance with the Comprehensive Plan;
2. The partition request is in conformance with the applicable requirements of the Municipal Code regarding access to the site and hindrance of developing adjacent parcels;
3. The overall design and arrangement of parcels shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the subject property without unduly hindering the use or development of the adjacent properties;
4. No private streets are proposed; and
5. Necessary public services are available or will become available through the development of the property to adequately meet the needs of the proposed partition.

ORDER

IT IS ORDERED by the Planning Commission of the City of Canby that **MLP 05-10** is **APPROVED** subject to the following conditions:

For the Final Plat:

1. A final partition plat illustrating the conditions of approval shall be submitted to the City Planner for review and approval. The final partition plat shall reference this land use application: *City of Canby File Number MLP 05-10*
2. The final partition plat shall be a surveyed plat map meeting all of the specifications required by the Clackamas County Surveyor. The partition map shall be recorded with the Clackamas County Surveyor and with the Clackamas County Clerk; a final copy of the signed and recorded map shall be provided to the Canby Planning Department upon completion.
3. A new deed and legal description for the proposed parcels shall be prepared and recorded with the Clackamas County Clerk. A copy of the new deeds shall be provided to the Canby Planning Department.
4. All monumentation and recording fees shall be borne by the applicant.
5. Twelve (12) foot utility easements shall be provided along street lot lines. Ten (10) foot utility easements shall be provided along non-street exterior lot lines unless adjacent lots have recorded utility easements of four (4) or more feet, in which case the non-street exterior lot lines shall have six (6) foot utility easements. All interior lot lines shall have six (6) foot utility easements. An easement in favor of proposed lot 3 for the purpose of retaining existing sewer line access shall be recorded over any new lots where the sewer line servicing the existing residence is found to exist.

Notes:

6. The final plat must be recorded with the Clackamas County Surveyor within one (1) year of the preliminary plat approval in accordance with Canby Ordinance 16.60.060. Mylar copies of the final plat must be signed by the City Planning Director prior to recording the plat with Clackamas County.
7. House numbers shall be visible from the street but numbers painted on the curb shall not be the primary method of meeting this requirement.

Findings, Conclusion and Final Order
MLP 05-10
Page 3 of 5

Prior to Construction:

8. If required, a DEQ stormwater permit shall be obtained from the State of Oregon prior to issuance of a building permit. An acceptable stormwater system plan shall be approved by the Canby Public Works Department.
9. Prior to permit, the applicant shall demonstrate compliance with offstreet parking requirements as listed in Chapter 16.10 of the CMC.

During Construction:

10. The applicant is responsible for all costs associated with the relocation of utilities.
11. Any new sewer main and/or new laterals shall be installed by the applicant at the time of development. Location and construction of the sewer main and/or laterals shall be approved by the Public Works Supervisor *prior to excavation*.
12. The applicant shall construct an approved curb cut, approach apron and sidewalk ramps at each drive entrance to the parcels. Access improvements shall be inspected and approved by Canby Public Works prior to installation.
13. The applicant shall plant a minimum of one street tree per street frontage for each lot. Street trees shall be placed 11' behind the back of sidewalk.
14. A five (5) foot sidewalk inclusive of curb shall be constructed for the full frontage of the parent parcel along N. Aspen St. and Knights Bridge Rd. Where mailboxes, fire hydrants or other obstructions are located at the curb, sidewalks shall swing away from the curb in order to remain unobstructed for a full five-foot width. An ADA ramp shall be constructed at the southeast corner of the intersection of Knights Bridge Rd. and N. Aspen St.
15. Access for both lots shall be off of N. Aspen St. No access shall be permitted off of Knights Bridge Road.

I CERTIFY THAT THIS ORDER approving **MLP 05-10** was presented to and **APPROVED** by the Planning Commission of the City of Canby.

DATED this 26th day of September, 2005.

Jim Brown
Chairman, Canby Planning Commission

Kevin C. Cook
Associate Planner

ATTEST:

ORAL DECISION – September 12, 2005

AYES: Brown, Helbling, Ewert, Molamphy, Manley, Lucas

NOES: None

ABSTAIN: Tessman

ABSENT: None

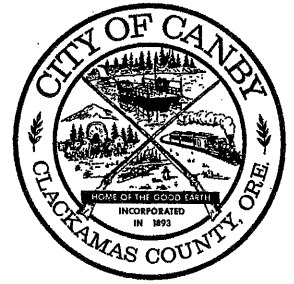
WRITTEN DECISION – September 26, 2005

AYES:

NOES:

ABSTAIN:

ABSENT:



**BEFORE THE PLANNING COMMISSION
OF THE
CITY OF CANBY**

A REQUEST FOR SITE AND DESIGN) FINDINGS, CONCLUSION & FINAL ORDER
REVIEW APPROVAL FOR A NEW) DR 05-06
INDUSTRIAL BUILDING) (WW Grigg)

NATURE OF APPLICATION

The applicant requests approval to construct one 11,240 square foot industrial building in the Pioneer Industrial Park, on the north side of SE 4th Avenue. The building would be the new home of W.W. Grigg, a manufacturer of recreational fishing products. The building would contain warehouse and office space; most of the product is manufactured overseas.

HEARING

The Planning Commission held a public hearing to consider this application on September 12, 2005.

CRITERIA AND STANDARDS

In judging whether or not a Site and Design Review application shall be approved, the Planning Commission shall weigh the proposal's positive and negative features that would result from authorizing the particular development at the proposed location and, to approve such use, shall find that the following criteria are either met, can be met by the application of conditions, or are not applicable:

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 Design Review matrix to determine "compatibility". An application is considered to be "compatible", regarding subsections B and C above, if a minimum of 65% of the total possible 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.

FINDINGS AND REASONS

The Planning Commission, after holding a public hearing on September 12, 2005 and considering the September 2, 2005 staff report deliberated and reached a decision approving the applicant's request for design review. The Commission adopted the findings and conclusions contained in the August 18, 2005 staff report with the following exception:

1. The Commission also discussed the need for adequate lighting in the parking areas and found that lighting shall be provided in order to assure safety on the site. Condition 16 was modified to ensure adequate lighting this will be constructed.

CONCLUSION

The Planning Commission concludes that, with the application of certain conditions:

- 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 minimum or higher number of points per category on the design review matrix; 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 trees on the site other than nursery stock and certain street trees in the area of the proposed driveways.

ORDER

IT IS ORDERED BY THE PLANNING COMMISSION of the City of Canby that **DR 05-06** is **APPROVED**, subject to the following conditions:

Prior to construction:

1. A pre-construction conference shall be held prior to the issuance of building permits. Thirteen copies of the pre-construction plans shall be given to the City Planner's Office to be reviewed and approved by the required utility providers *prior to the pre-construction conference*.
2. A revised, full-sized set of **all** submitted development plans (including site plan, utility plan, etc.) shall be provided, depicting each of the written conditions to the satisfaction of the City Planning Department. The approval of this application requires all elements drawn or proposed by the applicant to be constructed unless otherwise approved by the City.
3. 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. Any relocation of existing utilities shall be performed at the expense of the applicant. All utility services shall be provided through existing service laterals without requiring cutting SE 4th Avenue, unless

otherwise approved by the Public Works Supervisor.

4. If necessary, recorded easements on the property shall be approved for vacation by appropriate utility providers and new easements recorded to utility providers' specifications.

For the Building Permit Application:

5. 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 and location of planting, the type and size of plant materials, a planting schedule and irrigation plans. The final landscape plan shall reflect the approved landscape plan submitted with the Site and Design Review application and any modifications conditioned.
6. Landscape materials shall be planted 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 said 3-year period. At least 50% of all trees planted must be a minimum 3" caliper in order to meet the Design Review standards. Remaining trees are to be a minimum of 2" caliper. Street trees must be planted in keeping with the streetscape plan for SE 4th Avenue. These shall also be minimum 2" caliper, of a compatible species as approved by the Planning Department.
7. Parking shall be provided as shown on the site plan. Wheel stops shall be required in areas where abutting sidewalks are less than 8 feet in width and in areas where landscaping within 2 feet of the curb is not limited to lawn and groundcover or could be damaged by vehicle overhangs. For parking spaces that do not meet the above criteria, wheel stops shall be placed two (2) feet in front of the end of the space.
8. All interior sidewalks and accessways shall be constructed as proposed. Any additional walkways shall be a minimum of five feet in width.
9. "Staple-type" bicycle parking racks shall be provided for the building as per requirements of CMC 16.10.100.
10. The applicant shall landscape and irrigate the planter strip between the sidewalk and street.

Prior to Issuance of a Building Permit

11. All storm water shall be disposed of on-site. The design of stormwater facilities shall be approved by the City Engineer and Public Works Supervisor. The applicant is responsible for obtaining approval from DEQ, if necessary, for stormwater management permit approval.

12. An Erosion Control permit is required. Approved erosion control measures shall be in place during construction and shall conform to the City of Canby's Erosion Control Ordinance.

During Construction

13. All grading and fill on the site shall comply with State, City and County regulations.
14. Any relocation of existing utilities required due to construction of the development shall be performed at the expense of the applicant.
15. ADA Ramps shall be provided as required by the Public Works Supervisor.
16. All site lighting shall be "hooded" to project light downward. The parking area must be lit at a minimum of 2 foot-candles by hooded lights.
17. The applicant is responsible for frontage improvements which shall be constructed as required by the Public Works Supervisor, including but not limited to, sidewalks, curbs, ADA ramps, lighting, etc.
18. Any exterior trash receptacles (dumpsters) shall be screened from the public street.

Notes

19. Any additional signs to be constructed within two years of final occupancy of the structures will need to be reviewed by the Planning Commission as a new business item.
20. This property is subject to Advanced Financing District (AFD) charges which are payable upon issuance of a building permit per property. In addition, the property is subject to Economic Improvement District (EID) charges which will commence upon issuance of a certificate of occupancy.
21. Approval of this application is based on the submitted site plan, elevations, and other relevant application materials and submitted testimony. Approval is strictly limited to the submitted proposal and is not extended to any other use of the property. Modification of the approved site plan and elevations with regards to building height, sign size and design, colors, materials, landscaping, building placement, setbacks, or any other approved elements, shall require an approved modification in conformance with the relevant sections of the Canby Municipal Code.
22. Upon change of use, loading docks will be required unless exempted by the Planning Commission.

I CERTIFY THAT THIS ORDER approving **DR 05-06** was presented to and **APPROVED** by the Planning Commission of the City of Canby.

DATED this 26th day of September, 2005.

James R. Brown, Chair
Canby Planning Commission

John R. Williams
Community Development & Planning Director

ATTEST:

ORAL DECISION – September 12, 2005

AYES: Brown, Tessman, Helbling, Molamphy, Ewert, Lucas

NOES: None

ABSTAIN: None

ABSENT: Manley

WRITTEN FINDINGS – September 26, 2005

AYES:

NOES:

ABSTAIN:

ABSENT:

To: City of Canby Planning Commission

From: Ken and Joan Perinchief, Opponents

583 NE 10th Ave.

Canby, OR. 97013 503-266-7588

Re:MLP-05-07 zone change application by Dream House Construction, LLC

Reason #1 – There is no need to piecemeal R-1.5 zoning in Canby. If Garden Crossing at Redwood St. and the railroad plus the Apollo subdivision in the land depression west of the post office does not satisfy the requirement of adequate housing inventory, the city cannot hope to meet those needs by rezoning individual parcels.

Reason #2 – The entire northeast quadrant of Canby in this neighborhood, is composed predominantly of single family, one-level ranch houses. Allowing multi-family units with a height restriction of 35 feet would change the architectural unity. The shadow of a building that tall would have an adverse effect on the Canby Gardens' neighboring gardens and landscaping.

Reason #3 – To allow a zone change for this property would set a precedent that the city might welcome and the neighborhood abhor. There are a few large lots east and west of this property that fall within the Comprehensive Plan that might allow future partitions. When my wife and I created a minor partition in 1991, we did not want medium density on those lots, and chose to create our two additional lots retaining the R-1 designation. We have not changed our minds in 14 years.

Reason #4 – We are fully aware that the City of Canby endorses as much “in-fill” as possible for tax revenues. We submit that rezoning individual parcels such as this is not the appropriate way of achieving that goal. If this petition is granted, you can be sure that in the near future other large parcels in the vicinity will follow as dominoes. Were this to occur, property values, traffic patterns, and owner vs. non-owner occupancy demographics would be negatively affected.

Reason #5 – Surveys of contiguous properties have been completed over the years, starting at three different corner stakes. Disputes over the results were settled amicably when my wife and I created our partition. Monetary settlements made arguments go away. (See attached maps.) Will the applicant's survey honor existing boundary lines or create new conflict?

Questions yet unanswered: Where shall the footprint of the dwelling be placed on the property? What are the setbacks? Where will the utility easement lie?

Our opposition is limited to the zone change. If the applicant wished to create a building lot for a single-family residence under present R-1 zoning, we would not be here, especially if it were a one-level dwelling.

Thank you for our hearing.

08/16/05

Canby Planning Commission
Re: MLP 05-08 (Thomsen – Township Rd)

While we are unable to attend this meeting it is our hope that our comments will be given due consideration as if we were in attendance. Our property at 378 SE 7th Way is to the South of the proposed triplex development. We would like to make the following points with reference to the Staff Report dated August 10, 2005.

Section II Application Criteria

Section 1D states in part "...development of the subject property without unduly hindering the use or development of adjacent properties." We feel the proposed triplex development is unsuitable for this location because of the impact it will have on neighboring properties for the following reasons.

1. Properties bordering the driveway will be subject to traffic noise. Assuming occupants of the triplex have two vehicles each, and go in and out 3 times per day that is 18 trips per day. Assuming that 18 is a conservative number and that visitors are not counted in that figure, it is not hard to imagine 20, 30 or more trips night and day. I believe that is too much traffic and will hinder the livability of the adjacent properties.
2. All of the properties surrounding the development are single family residence dwellings and the proposed triplex does not fit with the neighborhood.
3. A triplex development can affect the livability of the neighborhood to the point of affecting property values.

Section III Findings

Section 1. Location and Background

In this section the staff reports that the driveway location does not comply with the minimum spacing standard of 150 feet as required by the Canby Municipal Code. It also mentions that the desire was to use the Township Trial project drive to gain access however the owners of lot 4400 are unwilling at this time allow any use of their property for development.

1. If this development is given approval for a driveway as proposed and at a later date the owners of lot 4400 want to develop the back of

their property, the possibility of creating a continuous loop from the Township Trial project, through lot 4400 and this project exists. This is also alluded to in the section "Public Facilities and Services Element" under Canby Water Dept where it talks about looping the water line and in other areas of the report. This would essentially be creating a through street that we do not believe would meet the standards for a street. This would also create more traffic and further affect the livability of the existing neighborhood.

Section 2. Comprehensive Plan Consistency Analysis

Policy #1 states that "Canby shall guide the course of growth and development so as to separate conflicting or incompatible uses, while grouping compatible uses.

1. We do not feel that a triplex at this location meets compatible use of this property considering that the property is immediately surrounded by single family residences. Even the Township Trial project consists of single family residences.

Environmental Concerns Element

Policy #3-R concerning air, land, and water pollution.

1. Storm water from a triplex development may create a water pollution problem if the runoff is not controlled adequately. If the State of Oregon or Canby Public Works finds that the current system is inadequate and that the development will need a storm water retention pond, will the property be able to accommodate this and the triplex development?

Evaluation Regarding Minor Land Partition Approval Criteria

Section B

This section again outlines how the proposed driveway does not meet standards and recommends approval in part because "staff has observed a large number of accesses that also do not meet the spacing standard along S. Territorial Road and believes that the larger issue relates to the overall number of access that should be allowed off of this collector street."

1. Because there a "large number" of current accesses that do not meet the standard, is not a reason to make an exception for this development. When do we start following the guidelines in place? S. Territorial Road is only going to become busier as the new Baker Prairie Middle school opens. The number of accesses to this road

does need to be controlled to maximize the safety and well being of traffic and school children being transported to and from the schools.

- 2 Staff has recommended approval of the proposed project "...with the condition that the existing access to the existing dwelling be abandoned in favor of shared access between the existing dwelling and the proposed triplex development." The existing residence has a driveway leading to their garage. What good will there garage be with no access to it? This will also add to the traffic congestion and noise for adjacent neighbors by putting more cars on the proposed driveway.

2. "C. No exception shall be granted where such hardship is self-created. This is indeed a self created hardship because they want to create a flag lot with non conforming access. The existing curb cut provided access to the back of the lot to allow access for maintenance and such. Just because there is a curb cut for a driveway is not enough reason to say that this is not a self-created hardship. Curb cuts can be placed anywhere and should not be considered as binding for locating a driveway. The applicant has been denied the desired access through lot 4400 and therefore this application does not conform to standards.

For the reasons stated, we believe this flag lot does not conform to standards and should be denied at this time. Thank you for your time and consideration.

John and Linda Calvert
378 SE 7th Way
Canby, OR 97013

To: Canby Planning Commission

Re: Jon Thomsen, Wild Hare Rentals, LLC

City File# MLP 05-08

Application requesting minor land partition (Request to create 1 flag lot)* for a tri-plex
Hearing at 7:00 PM Monday, August 22, 2005

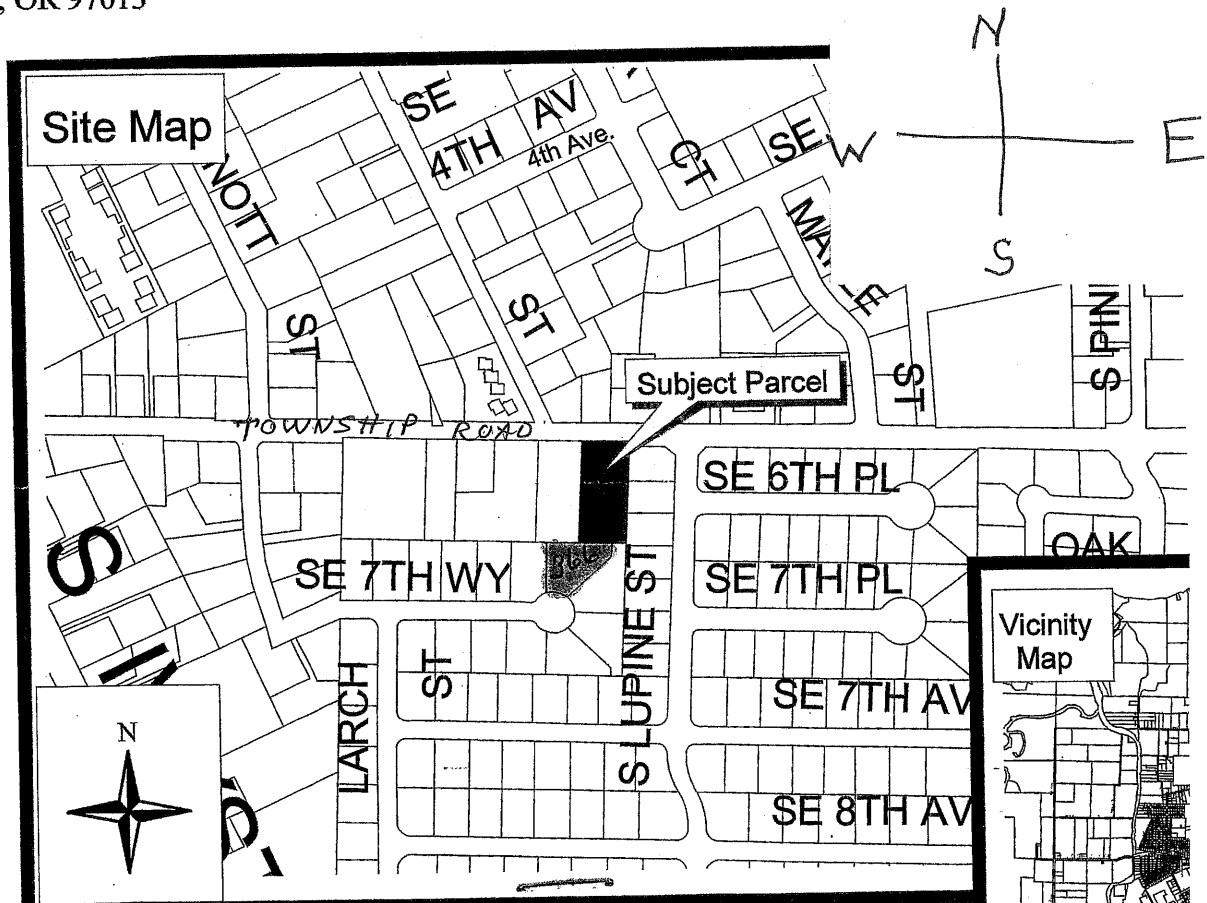
I appreciate the opportunity to voice comments re: the above application. Thank you!

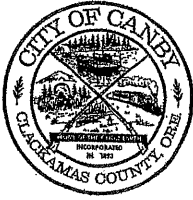
My name is Grace Bighouse. My home address is 366 S. E. 7th Way. According to the map that was sent to me, my home property shares $\frac{3}{4}$ of the rear, south property line of the above proposed flag lot, which is about $\frac{1}{2}$ of my north property line. Because of the "pie-shaped" lot I live on, my home was built facing east. The proposed tri-plex would be directly visible from my dining room and living room windows, as well as my patio, garden and backyard. I am concerned esthetically for my view, (ie. how tall the tri-plex will be? and how close?, the roof line?) I am also concerned for privacy, and about noise coming from the occupants and their vehicles. I would hope that parking would be on the Township Road side of the tri-plex. I was relieved to hear that the proposed driveway access would be along the east side of the flag lot.

My recommendations are that the builder meet with the neighbors to find out their concerns before he starts building. I would also suggest a screening of plants along the property lines to soften visual impact and noise. Thank you for your attention.

Sincerely, *Grace L. Bighouse*

Grace Bighouse, homeowner
366 S E 7th Way
Canby, OR 97013





CITY OF CANBY COMMENT FORM

If you are not able to attend the Planning Commission hearing of this application, 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: cookk@ci.canby.or.us

Written comments must be received prior to the hearing at 7:00 PM August 22, 2005.

APPLICATION: Minor Land Partition (Request to create 1 flag lot)

APPLICANT: Jon Thomsen, Wild Hare Rentals, LLC

CITY FILE #: MLP 05-08

COMMENTS: Please Count Betty & myself
as a NO on The Vote Count.

YOUR NAME: Betty & John Cox

ORGANIZATION or BUSINESS (if any): _____

ADDRESS: 22900 So Penman rd Oregon City 97045

PHONE # (optional): 266 9167

DATE: Aug 11 2005

Thank you! & like wise To you.

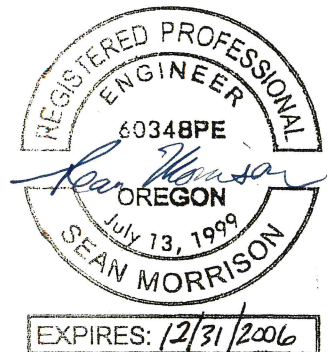
GROUP

MACKENZIE

TRANSPORTATION
IMPACT ANALYSIS

CANBY PLACE

Canby Oregon



Prepared For
Sterling Development
Corporation
Jeffrey Rasak

Completed On
August 1, 2005

Submittal To
City of Canby

Project Number
2040320.02

GROUP MACKENZIE
Since 1960

0690 SW Bancroft Street PO Box 69039 Portland, OR 97239-0039
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I. EXECUTIVE SUMMARY

This transportation impact analysis has been prepared for the Canby Place commercial development in Canby Oregon. The subject parcel is bounded by Highway 99E to the north, Berg Parkway to the east, and light industrial uses to the south and west. Ancillary storage buildings currently occupy the site for S.R. Smith, a manufacturer of swimming pool accessories. In 2003 the site was rezoned from M1 – Light Industrial to CM – Heavy Commercial, allowing retail uses. Proposed development will include a total of 17,330 SF of commercial uses including 3,280 SF of Fast Food Restaurant with drive-through.

Access for the site consists of a full movement access to Berg Parkway aligned with the Canby Square driveway. An existing right-turn-only access is proposed to remain on Highway 99E subject to approval of an ODOT Approach Permit. Both of the access locations have sight distances that exceed AASHTO standards.

Crash data for the study area intersections and roadways were obtained from the Oregon Department of Transportation staff for the years 2000 – 2004. Crash rates for the study area intersection are less than 0.1, below the 1.0 threshold for a high-risk intersection.

Future traffic volumes were estimated by adding background growth and in-process traffic. City of Canby planning staff provided a background growth rate of 3% per year. Two years of background growth were assumed for a 2007 build out year. City of Canby transportation consultants identified two in-process projects. In-process project generated traffic has been added to existing volumes.

Intersection capacity calculations found that all study area intersections can operate at acceptable levels of service with the proposed development. With development of the site, the Highway 99E intersection is expected to operate at a v/c of 0.55 or better during the PM peak hour, meeting ODOT standards for this segment of State Highway. The driveway accesses will operate at a level of service “B” or better.

Queuing at the Highway 99E/Berg Parkway intersection may extend past the proposed right turn only driveway to Highway 99E during the peak hour. It is not anticipated to produce an unsafe situation.

Right-of-way dedication of 3 feet is recommended to accommodate a City of Canby capital improvement project to construct and extend Berg Parkway for bicycle lanes and sidewalks. No frontage improvements beyond the City project are needed with this development.

The following recommendations are made to meet City and ODOT requirements to maintain efficient operation of the intersections within the study area:

1. Provide 3 feet of right-of-way dedication to the City of Canby along the Berg Parkway frontage to accommodate 44 feet of pavement curb to curb and a 5-foot-wide sidewalk along the site Berg Parkway frontage.
2. Approve request for Approach Permit to maintain the existing right-turn-only driveway access to Highway 99E.

II. INTRODUCTION

This transportation impact analysis has been prepared for the proposed Canby Place retail center located on the southwest corner of the intersection of Berg Parkway with State Highway 99E. The subject parcel is bounded by Berg Parkway to the east, industrial uses to the south and west, and Highway 99E to the north. Figure 1 is a vicinity map indicating the development's location.

PROJECT DESCRIPTION

Development of Canby Place will include a total of 17,330 SF of retail uses with 105 parking stalls. The site will have an access to Berg Parkway that aligns with an existing access to the Canby Square Shopping Center. Pending ODOT approval, the site will also have a right-in/right-out access to State Highway 99E. The driveway to Highway 99E is an existing access and will need an ODOT Approach Permit for the change in use.

SCOPE OF REPORT

This analysis conforms to City of Canby and ODOT requirements for a traffic study including a review of local intersection impact analysis, sight distance review, crash history and pedestrian and bicycle facilities. After review of the applicable standards and a discussion with Canby and ODOT staff, the study area for this analysis includes the following intersections.

- Berg Parkway and Pacific Highway (State Route 99E)
- Site Access and Highway 99E
- Site Access and Berg Parkway

Analysis was conducted for the 2005 existing and 2007 future volumes during the weekday AM and PM peak hours.

III. EXISTING CONDITIONS

EXISTING SITE CONDITIONS

The existing site provides parking and maneuvering and ancillary structures for the adjacent industrial use. In 2003 the site was rezoned from M1 – Light Industrial to CM – Heavy Commercial (City of Canby projects #CPA 04-01, ZC 04-02 Plantore Rezone).

EXISTING TRAFFIC COUNTS

Existing traffic turning movement counts were conducted by Traf-Stats on Tuesday, July 12, 2005 between 6:30 – 8:30 a.m. and 4:00 – 6:00 p.m. The weekday AM and PM peak hour volumes are presented in Figure 3. Count worksheets may be found in the appendix.

Daily traffic volumes on Highway 99E were obtained from the ODOT Traffic Data website (<http://www.oregon.gov/ODOT/TD/TDATA/tsm/tvt.shtml>).

TRANSPORTATION FACILITIES

The following is a summary of the study area roadway classifications and descriptions as identified by Group Mackenzie and City of Canby consultant staff:

<u>Roadway</u>	<u># Lanes</u>	<u>Classification</u>	<u>Posted Speed</u>
Berg Parkway	2 – 3	Arterial	Not posted
Pacific Highway – SR 99E	5	State Highway	45 mph

Berg Parkway has two travel lanes and center left-turn lanes at the intersection of 99E. It transitions to a two-lane local street south of the Canby Square shopping center. The speed limit is not posted but due to the nature and quality of the existing conditions, a 25 mph speed is assumed. Figure 4 presents the existing roadway traffic control at the study area intersections.

PLANNED IMPROVEMENTS

The City of Canby Transportation System Plan (TSP) and Capital Improvement Plan (CIP) identify the extension of Berg Parkway from Highway 99E to the west end of 13th Avenue. Subject to a successful grant award from ODOT, the project is scheduled to begin construction in 2006. The ultimate configuration of Berg will be a three-lane section with bicycle lanes and sidewalks. The build-out year of the Berg Parkway extension will occur after the site build-out; therefore, the new circulation was not considered in the analysis.

No planned improvements in this area were shown on the Clackamas County Five-Year Transportation Capital Improvement Program (CIP) list. The CIP list prioritizes over 50 transportation improvement projects being completed during the current year, 2003/04, and scheduled for construction between FY 2004/2005 and FY 2008/2009.

PEDESTRIAN AND BICYCLE FACILITIES

Sidewalks will be provided along Highway 99E and Berg Parkway along the site frontage with development. Currently, sidewalks are located across Berg Parkway along the Canby Square shopping center frontage and across Highway 99E in front of the new gas station. Currently, no bicycle lanes are present; however, along the Highway 99E frontage there is a shoulder for bicyclists.

TRANSIT SERVICE

Transit service in the area is provided by Canby Area Transit (CAT). The nearest route, South Canby – Route 2, travels along Highway 99E between Locust Street and SW 5th Avenue. The nearest stop is located at Canby Square, the retail development approximately 1/4 mile to the east. Buses run every hour Monday through Saturday between 7:00 AM and 8:30 PM. Sidewalks exist along Highway 99E allowing patrons and employees of the proposed retail center to use transit. Transit service information is located in the appendix.

CRASH ANALYSIS

Crash data for the study area intersections and roadways was obtained from ODOT staff for January 2000 through December 2004. Crash rates were calculated in accordance with standard guidelines and average daily traffic volumes estimated from ODOT's AADT traffic counts found on the ODOT website.

Most jurisdictions consider three to five years of crash data a sufficient sample of current conditions. Beyond five years, traffic volumes and road conditions may have been different than existing conditions.

The minimum threshold for a high crash risk intersection is 1.0 crashes per million vehicles entering the intersection. Crash rates for the study area intersections are listed below in crashes per million vehicles entering the intersection.

Table 1 – Crash Summary								
Intersection	2000	2001	2002	2003	2004	Total	ADT	Rate
Highway 99E/Berg Parkway	0	0	1	0	0	1	23,700	0.002

One (1) crash was reported in 2002, which resulted in property damage only. The crash rate is well below the minimum threshold for a high crash risk intersection of 1.0.

All crash data and calculations are in the appendix.

IV. BASE CONDITIONS

BACKGROUND GROWTH

Background growth is general growth in traffic not related to traffic from specific projects. Based on discussions with City of Canby planning staff, a traffic growth rate of 3% per year is anticipated. Two years of growth at this rate were applied to existing traffic volumes to project traffic volumes at the 2007 build-out year. Background growth for study area intersections is presented in Figure 5 for the AM and PM peak hours.

IN-PROCESS TRAFFIC DEVELOPMENTS

In-process traffic is traffic that will be generated by approved projects that have not been completed at the time of analysis. Discussions with City of Canby consultant staff have identified two in-process sites that may impact intersections within the study area: Apollo Homes, a 16-unit townhouse development located at NW 3rd Avenue and N. Cedar Street, and the Westwood Commercial Development located on the northeast corner of the intersection of Highway 99E and Berg Parkway. Trips generated by each site were estimated from their respective traffic studies. Trip generation and distribution for each site are included in the appendix. Figure 6 summarizes the AM and PM peak hour trip assignment for the in-process traffic.

BASE TRAFFIC VOLUMES

Base traffic, the summation of existing volumes, background growth and in-process traffic, is the estimated future traffic without the proposed development. Figure 7 illustrates 2007 AM and PM peak hour base traffic.

V. SITE DEVELOPMENT

TRIP GENERATION

Trip generation calculations were prepared utilizing the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, Seventh Edition. For the shopping center, the fitted curve equation was used for calculating trip generation because it is a more accurate representation of trips generated than the average ITE rate. The table below presents the trip generation characteristics for the 3,280 SF fast food restaurant with drive-through and 14,050 SF Shopping Center.

Land Use/ Trip Reduction	Square Feet/ (% Reduction)	ADT	AM Enter	AM Exit	PM Enter	PM Exit
Fast Food w/ Drive Through	3,280	1627	89	85	59	55
Shared Trips	20%	488	4	6	12	11
Pass-by	49%/50%	569	41	40	24	22
Net New Trips		569	43	40	24	22
Shopping Center	14,050	2173	33	21	95	102
Shared Trips	20%	488	6	4	11	12
Pass-By	67%	943	13	12	51	51
Net New Trips		465	8	5	23	25
Total New Trips		1034	51	45	47	47

Total Trips

The total trips are simply the number of vehicle trips to each development use during the time period. This is the information provided by the rates published in ITE's *Trip Generation Manual* and is composed of shared, pass-by trips and new trips.

Shared Trip Reduction

A development such as Canby Place has a variety of services that many customers will take advantage of in a single trip. The total trips and number of customers to each store do not change, but the site driveway counts are lower. A reduction in the total trips was assumed to be 20%, based on the ITE *Trip Generation Handbook* Second Edition guidelines, meaning 20% of the trips to Canby Place will visit both the fast food restaurant and the retail use. For the AM peak hour, no data for shared trips is available in the ITE *Trip Generation Handbook*. For consistency, the PM peak hour rate of 20% was used. This number of trips is low, however, because the retail AM peak hour trip generation rate is small. Shared trip worksheets are in the appendix. According to the ITE *Trip Generation Handbook*, the percentage for average daily shared trips between retail uses is 30%.

While no additional reduction of trips was assumed in this analysis, it is expected that there will be shared trips to this development from Canby Square via the aligned driveways on Berg Parkway.

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.

Pass-by percentages for shopping centers and fast food restaurants with drive-throughs were obtained from information published in the *ITE Trip Generation Handbook – Second Edition*. A shopping center of this size is projected to have 67% pass-by trips in the AM peak and PM peak hours. For the fast food restaurant with drive-through, the pass-by rates assumed were 49% in the AM peak hour and 50% in the PM peak hour.

New Trips

New trips are the remaining trips after shared and pass-by trip reductions are taken. These trips are reported in the Table 2 above.

For purposes of this analysis, all trips generated by this development are assumed to be automobile trips. Low transit use is anticipated due to the distance to the nearest bus stop.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution is based upon evaluation of existing traffic patterns at the study area intersections. Approximately 40% of existing traffic travels to/from the west in the direction of Barlow. 60% of traffic travels to/from the east towards downtown Canby and Oregon City. Figure 8 illustrates the trip distribution for the AM peak and PM peak hours as well as the corresponding trip assignments.

Because site build-out will occur prior to the completion of construction of the Berg Parkway extension, no modification of distribution and assignment was made. As a result, this analysis will provide a 'worst-case' impact scenario of the site development on the Highway 99E/Berg Parkway intersection since all site trips will pass through the intersection.

TOTAL TRAFFIC

Total traffic is base traffic volumes plus site traffic. Figure 9 illustrates 2004 total traffic volumes.

ACCESS ANALYSIS

One driveway will access Berg Parkway. It will align with the existing Canby Square shopping center. The other access proposed is the existing right-in/right-out driveway to Highway 99E. This access requires an approach permit granted by ODOT. Based on the traffic distribution on the adjacent roadways, it is estimated that 70% and 30% will use the Berg and 99E driveways, respectively. Analysis has been done for both scenarios with and without the Highway 99E access.

SPACING STANDARDS

ODOT access management requirements for the state highway identify a minimum spacing standard of 990 feet between access points. The proposed retention of the right-in/right-out driveway requires a deviation from these standards. Presently, the distance between the driveway and Berg Parkway, measured from inside distance between intersections, is 190 feet. Due to the extreme grade change between property and highway right-of-way, the driveway location cannot be shifted further away from the Berg Parkway intersection. A concurrent application to ODOT for this access permit is in process.

The proposed right-in/right-out driveway to Highway 99E meets the approval criteria of ODOT for the approach permit. While the existing location does not meet the ODOT specified spacing standard of 990 feet, adherence to the spacing standard would create a safety problem if the driveway were relocated. Moving the driveway further west is not feasible because, as the road extends west of the Berg Parkway intersection, the highway grade falls toward the Molalla River bridge while the site remains relatively flat. The grade difference makes a relocated driveway to the west unsafe and impractical. To relocate the driveway to the east would decrease the distance to the existing signalized intersection and is unfavorable to traffic operations.

The approach onto the highway is also needed for site circulation. The proposed commercial development lot dimensions preclude the ability for truck turn-around movements. Access and circulation patterns for deliveries were evaluated using AutoTurn software. A 40-foot tractor-trailer was assumed and laid out on the site plan. Turning movement simulations are shown in Figures 10 and 11. From the figures it is clear that the right-in/right-out movements are necessary for the safe and efficient circulation of delivery trucks. It is also noted that the need for the access is not a result of a self-created hardship. No alternate layout of commercial buildings on-site could provide enough area to eliminate the need for the right-in/right-out approach on Highway 99E.

More traffic will utilize Berg Parkway when it extends to 12th Street. This will result in more delay for left turns into the Canby Square shopping center as drivers wait for gaps in oncoming traffic. As a result, left turns out of the site will also experience delay. Maintaining the right turn only driveway on Highway 99E will minimize the impacts of the Berg extension, lessen delays leaving the site, and reduce potential back-to-back left-turn queuing conflicts.

SIGHT DISTANCE ANALYSIS

ODOT’s *Highway Design Manual (Section 5.2.3 Intersection Sight Distance)* requires that the sight distance provided at intersections conform to the 2001 AASHTO “*A Policy on Geometric Design of Highways and Streets-2001*”. Sight distance standards presented in that edition were evaluated. The recommended sight distances for minor street left and right turns are based on the vehicular speed as described in AASHTO Exhibits 9-55 and 9-58, respectively. The sight distance recommendations provide sufficient time for the minor-road vehicle to accelerate from a stop and complete a turn without unduly interfering with major-road traffic operations. Vehicular speeds were assumed to be the posted speeds. A speed study was not conducted in this area.

The following table summarizes the sight distance availability and AASHTO recommendations.

Table 3 – Sight Distance Analysis					
Vehicle Turning	Speed, Lanes	Direction	Recommended		Existing Available
			ODOT	AASHTO 2001	
From Site Access To Hwy. 99E	45 mph, 5 lanes	To east	N/A	N/A	N/A
		To west	430 feet	430 feet	>2,000 feet
From Site Access To Berg Parkway	25 mph, 2 lanes	To north	240 feet	240 feet	300 feet
		To south	280 feet	280 feet	>400 feet

Sight distances at the study area intersections were measured in accordance with AASHTO standards to be in excess of the recommended distances in both directions.

VI. INTERSECTION AND ROADWAY ANALYSIS

INTERSECTION CAPACITY AND LEVEL OF SERVICE

Intersection capacity calculations were conducted utilizing the methodologies presented in the *2000 Highway Capacity Manual*. A summary of the methodology is included in the appendix. Synchro software was used to evaluate capacity for the signalized intersection of Highway 99E and Berg Parkway. No modifications were made to the signal timing data provided by ODOT. Highway Capacity Software (HCS) was used to prepare the capacity and level of service calculations for the unsignalized access locations. Copies of the calculations are also included in the appendix.

ODOT uses the Volume to Capacity (v/c) ratio to measure performance of its highways. For this section of the Pacific Highway State Route 99E, ODOT requires a v/c no greater than 0.70 during the design hour. Mitigation is required if the project traffic impacts cause the v/c to exceed this standard.

The capacity calculations address 2005 existing traffic conditions and 2007 future volumes with and without development of the site. The calculations also address future volumes without site access to Highway 99E. The following table summarizes the capacity and level of service calculations for all conditions.

Intersection		Peak	2005 Existing	2007 Base	2007 Total No 99E d/w	2007 Total
A	Highway 99E/ Berg Parkway	AM	0.37-3.3-A	0.40-3.5-A	0.45-8.2-A	0.45-7.8-A
		PM	0.44-6.1-A	0.47-6.7-A	0.54-11.6-B	0.55-11.3-B
B	Site Access/ Highway 99E	AM	0.00-10.2-B	0.00-10.4-B		0.05-10.7-B
		PM	0.00-12.5-B	0.00-13.0-B		0.09-13.9-B
C	Site Access/ Berg Parkway	AM	0.01-8.5-A	0.01-8.5-A	0.14-10.4-B	0.09-9.9-A
		PM	0.06-8.8-A	0.06-8.8-A	0.19-12.0-B	0.13-11.2-B

Signalized: v/c-Delay(seconds)-LOS

Unsignalized: Reserve Capacity-Delay(seconds)-LOS

With or without the proposed access to Highway 99E, no movements or overall intersection v/c ratios exceed the minimum standard established by ODOT. Based on the impacts of this proposed development, no mitigation of the intersection is necessary.

QUEUING ANALYSIS

Queuing calculations were prepared for the Highway 99E/Berg Parkway intersection. Unsignalized queuing calculations were obtained from the HCS unsignalized intersection calculations. The queue length is based on an HCM probability distribution, which considers volume and capacity during the peak 15-minute period. Signalized queuing calculations were prepared in accordance with the "red time formula." Both methodologies calculate queue length based upon a 95% probability. The existing and anticipated future storage lengths needed at the study area intersections are listed in the table below. Queuing calculations are located in the appendix.

Table 5 – Queuing Analysis Summary (feet)					
Intersection	Movement	2005 Existing	2007 Base	2007 Total	2007 w/o 99E Access
Highway 99E/ Berg Parkway	EBThru	200	200	300	300
	EBRT	25	25	25	50
	NBLT	100	100	150	150
	NB Thru/Rt	75	100	100	150
	WBLT	25	25	100	100
Site Access/ Berg Parkway	EBLT			25	25

With development of the site, the queue lengths for the eastbound through movement increase with the project from 200 feet to 300 feet. This is due to a decrease in the effective green time for the through movement and not due to added eastbound traffic generated by the site. This queue may extend past the existing right-in/right-out driveway proposed to remain. Relocation of the driveway to the west is not possible due to the highway grade. Past the existing driveway the road falls off sharply towards the river creating a large grade separation. The grade difference between the existing site and the highway 100 feet to the west of the driveway is approximately 12-feet.

For the northbound left-turn, there is an existing 80 feet of left-turn storage. By 2007 the need will exceed the available storage with or without the project. With the construction of the Berg Parkway extension, additional left turn storage will be necessary and the extension and striping of the left turn lane will be completed by the City of Canby's Capital Improvement project.

Adequate storage for the westbound left turn lane is available for the 2007 build out year with or without the project.

SIGNAL WARRANTS

Guidelines for installation of traffic signals are presented in the Millennium Edition of the *Manual on Uniform Traffic Control Devices* (MUTCD). These guidelines are referred to as "signal warrants." The MUTCD identifies eight signal warrants that present criteria for consideration of a traffic signal. The ODOT Transportation Planning Analysis Unit (TPAU) uses Signal Warrants 1, Case A and Case B, which deal primarily with high volumes on the intersecting minor street, and high volumes on the major-street. Meeting preliminary signal warrants does not guarantee that a signal will be installed. Before a signal can be installed a field warrant analysis is conducted by the Region. If warrants are met, the ODOT Traffic Management Section will make the final decision on the installation of a signal.

Based on a preliminary review of the data, the traffic volumes from the minor legs at the proposed site intersections do not meet the MUTCD peak hour warrant.

VII. CONCLUSIONS AND RECOMMENDATIONS

Canby Place is located on the southwest corner of the Highway 99E and Berg Parkway intersection. In 2003 the site was rezoned from M1 – Light Industrial to CM – Heavy Commercial, allowing retail uses. Proposed development will include a total of 17,330 SF of commercial uses including 3,280 SF of Fast Food Restaurant with drive-through.

Access for the site consists of a full movement access to Berg Parkway aligned with the Canby Square driveway. An existing right turn only access is proposed to remain on Highway 99E subject to approval of an ODOT Approach Permit for the change in use. Both of the access locations have sight distances that exceed AASHTO standards.

The proposed shopping center and fast food with drive-through uses is expected to generate 1,034 new daily trips with 96 new trips in the AM peak hour and 96 trips in the PM peak hour. Pass-by and shared trips were factored into the new trip calculations based on ITE data.

The development traffic impacts were evaluated at the Berg Parkway and Highway 99E intersection and the site accesses with and without the proposed right turn only access to Highway 99E. With development of the site, the Highway 99E intersection is expected to operate at a v/c of 0.55 or better during the PM peak hour, meeting ODOT standards for this segment of State Highway. The driveway accesses will operate at a level of service “B” or better.

Queuing at the Highway 99E/Berg Parkway intersection may extend past the proposed right turn only driveway to Highway 99E during the PM peak hour. However, while delay for exiting vehicles will increase during the PM peak hour, it is not anticipated to produce an unsafe situation. Queuing needs for the northbound vehicles will be addressed by a future City of Canby project to improve Berg Parkway.

Three feet of right-of-way dedication is recommended to accommodate a City of Canby capital improvement project to construct and extend Berg Parkway for bicycle lanes and sidewalks. No frontage improvements beyond the City project are needed with this development.

The following recommendations are made to meet City and ODOT requirements to maintain efficient operation of the intersections within the study area:

1. Provide 3 feet of right-of-way dedication to the City of Canby along the Berg Parkway frontage to accommodate 44 feet of pavement curb to curb and a 5-foot-wide sidewalk along the site Berg Parkway frontage.
2. Approve request for Approach Permit to maintain the existing right-turn-only driveway access to Highway 99E.

VIII. APPENDIX

- A. Figures
- B. Traffic Count Summaries
- C. Transit Routes
- D. Crash Data
- E. In-Process Traffic
- F. Capacity Calculations
- G. Trip Generation
- H. Queuing Calculations
- I. ODOT/City Scope

V. SITE DEVELOPMENT

TRIP GENERATION

Trip generation calculations were prepared utilizing the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, Seventh Edition. For the shopping center, the equation was used for calculating trip generation because it is a more accurate representation of trips generated than the average ITE rate. The table below presents the trip generation characteristics for the 3,280 SF fast food restaurant with drive-through and 14,050 SF Shopping Center.

Table 2 – Trip Generation Characteristics						
Land Use/ Trip Reduction	Square Feet/ (% Reduction)	ADT	AM Enter	AM Exit	PM Enter	PM Exit
Fast Food w/ Drive Through	3,280	1627	89	85	59	55
Shared Trips	20%	488	4	6	12	11
Pass-by	49%/50%	569	41	40	24	22
Net New Trips		569	43	40	24	22
Shopping Center	14,050	2173	33	21	95	102
Shared Trips	20%	488	6	4	11	12
Pass-By	67%	943	13	12	51	51
Net New Trips		465	8	5	23	25
Total New Trips		1034	51	45	47	47

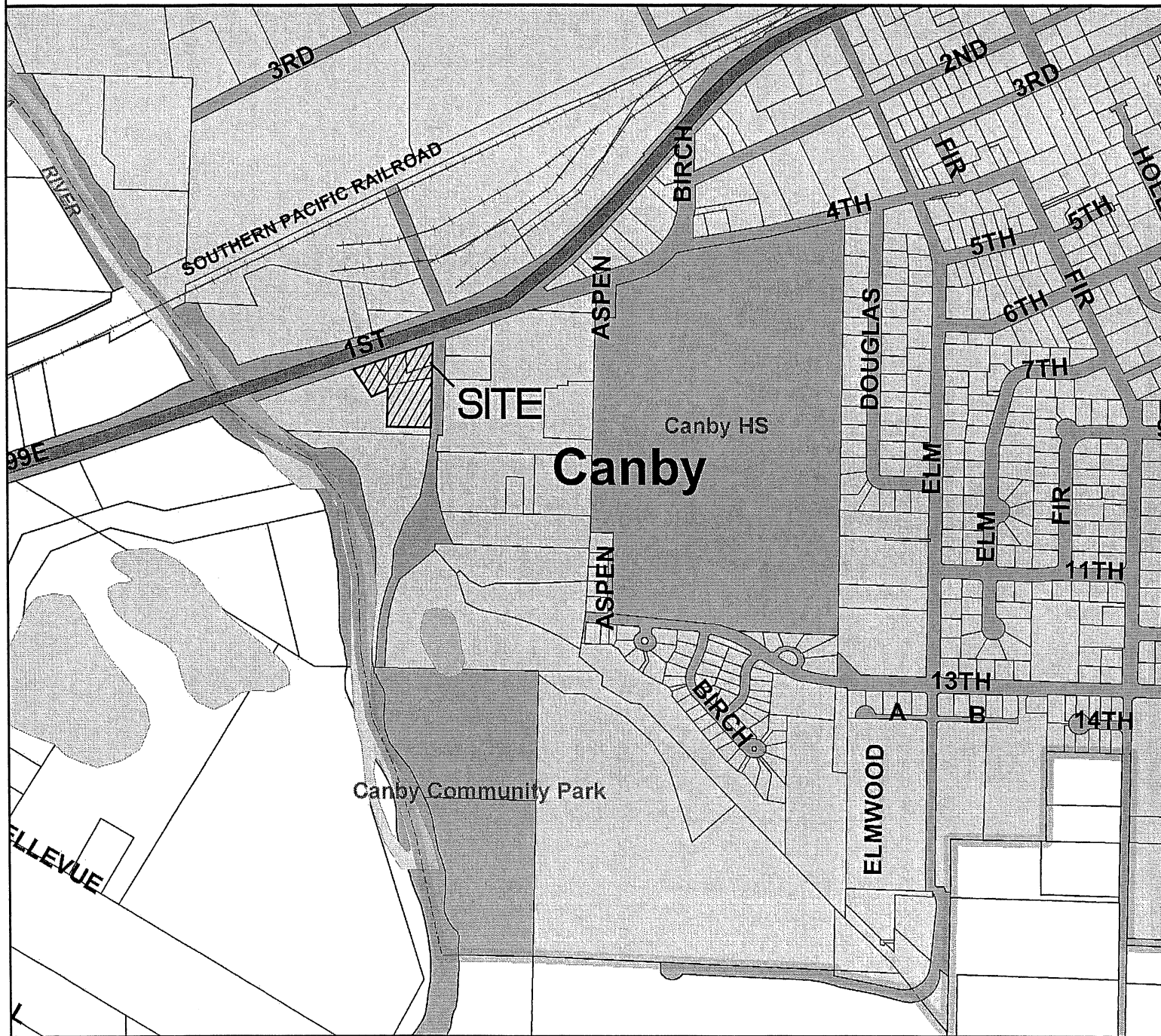
Total Trips

The total trips are simply the number of vehicle trips to each development use during the time period. This is the information provided by the rates published in ITE's *Trip Generation Manual* and is composed of shared, pass-by trips and new trips.

Shared Trip Reduction

A development such as Canby Place has ~~different~~ a variety of services that many customers will take advantage of in a single trip. The total trips and number of customers to each store do not change, but the site driveway counts are lower. A reduction in the total trips was assumed to be 20%, based on the ITE *Trip Generation Handbook* Second Edition guidelines, meaning 20% of the trips to Canby Place will visit both the fast food restaurant and the retail use. For the AM peak hour, no data for shared trips is available in the ITE *Trip Generation Handbook*. For consistency, the PM peak hour rate of 20% was used. This number of trips is low, however, because the retail AM peak hour trip generation rate is small. Shared trip worksheets are in the appendix. According to the ITE *Trip Generation Handbook*, the percentage for average daily shared trips between retail uses is 30%.

APPENDIX A
Figures



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Vicinity Map

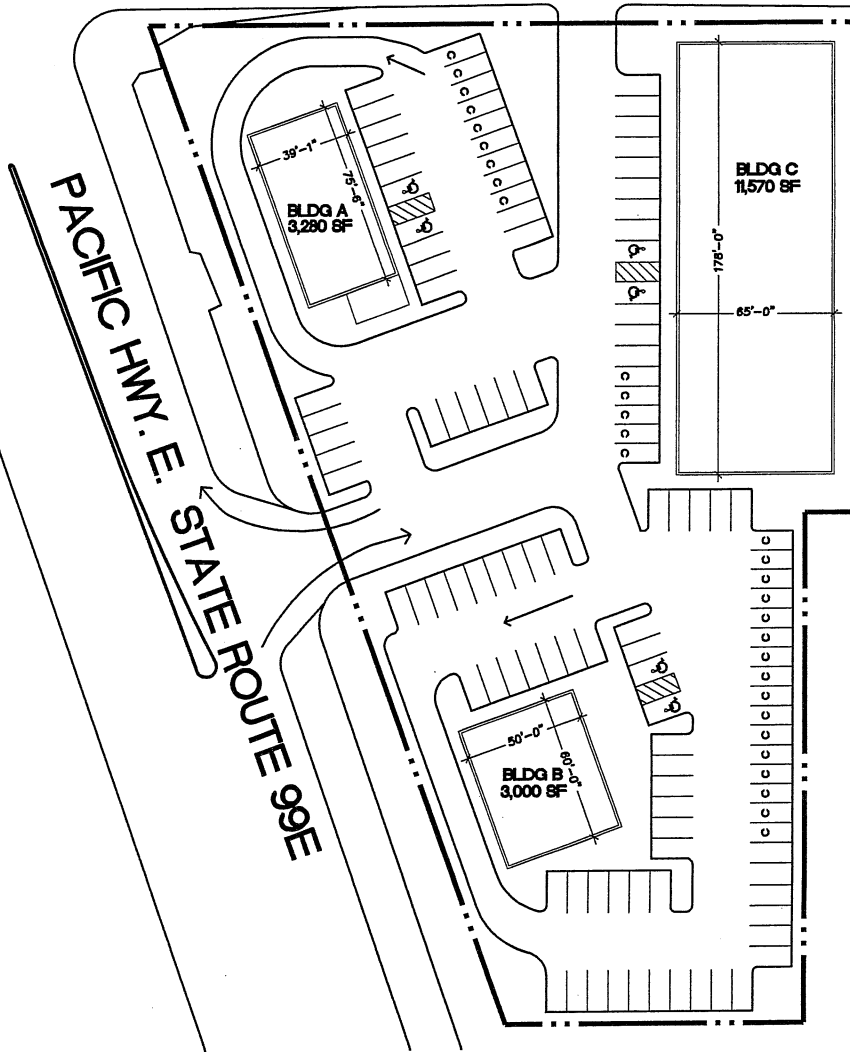
Sterling Development
Canby, Oregon

FIGURE

1

CANBY SQUARE
(SAFEWAY / RITE AID / ACE HARDWARE / DOLLAR TREE)

BERG PARKWAY

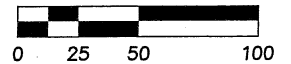


CANBY RETAIL SITE PLAN
OPTION B
6/10/05

BLDG A KFC	3,280 SF PARKING: 22 STALLS (6 COMPACT)
BLDG B	3,000 SF
BLDG C	11,570 SF PARKING: 65 STALLS (21 COMPACT)

TOTAL SF:	17,850 SF
TOTAL PARKING:	17 STALLS (30 COMPACT)

NOTE:
STANDARD PARKING STALL: 6'-0"X10'-0"
STANDARD DRIVE AISLE: 24'-0"
STANDARD SETBACK AT PACIFIC HWY AND
BERG PARKWAY: 5'-0"



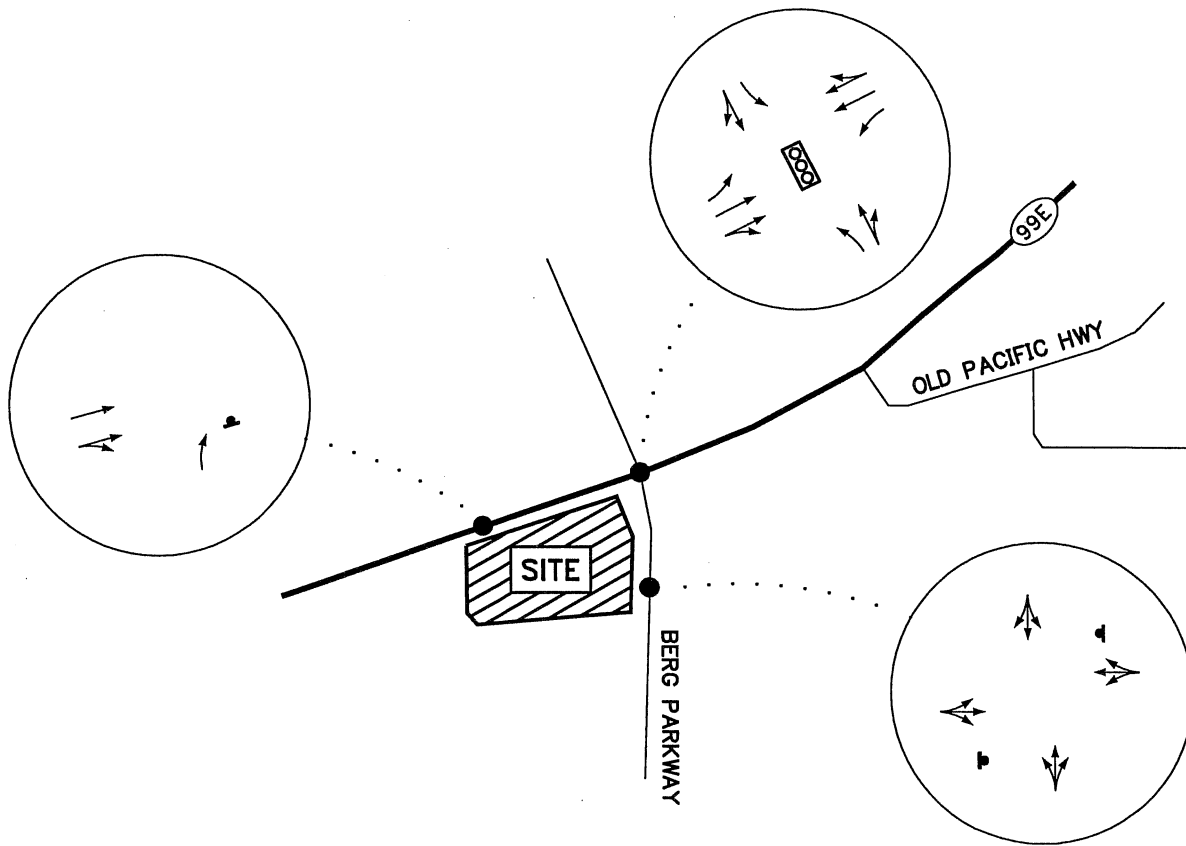
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Figure 2



NOT TO SCALE



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Existing Lane Configuration and
 Traffic Control Devices

Sterling Development
 Canby, Oregon

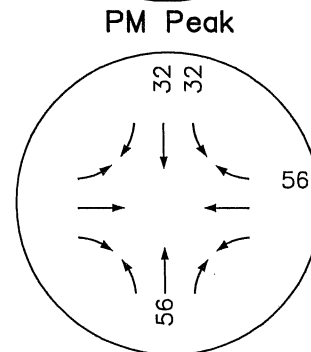
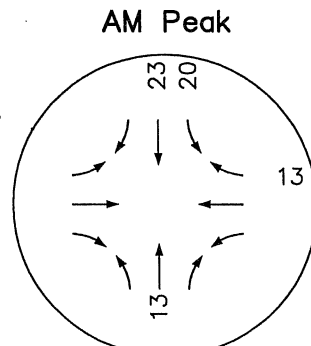
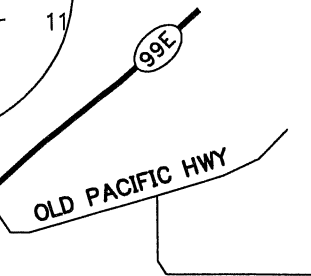
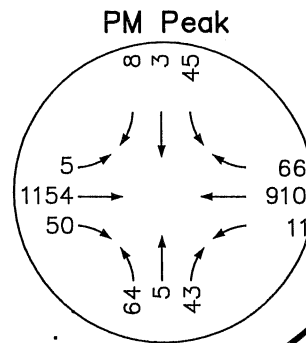
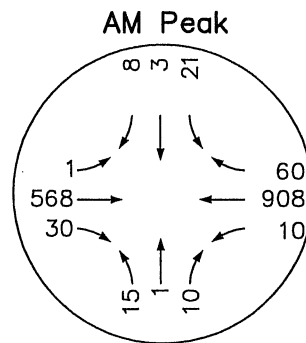
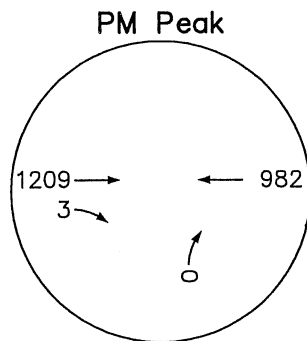
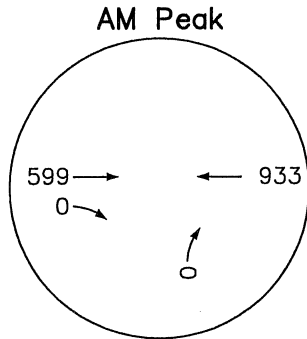
FIGURE

3

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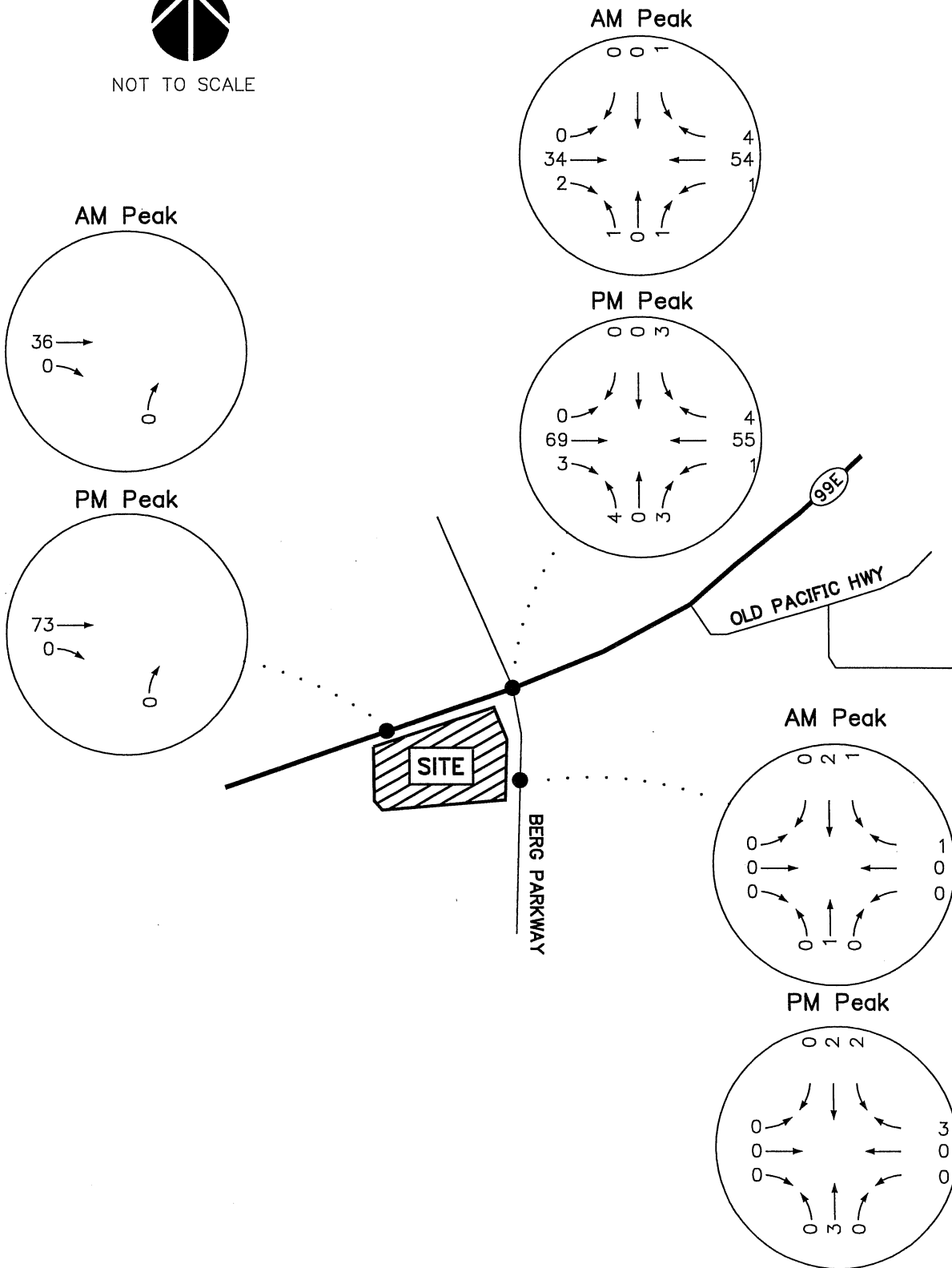
2005 Existing Intersection Volumes
Weekday Peak Hour
 Sterling Development
 Canby, Oregon

FIGURE
4

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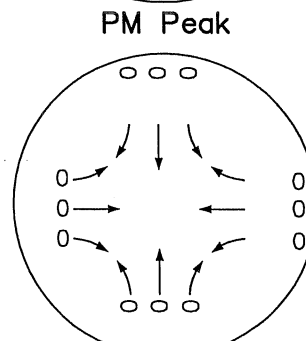
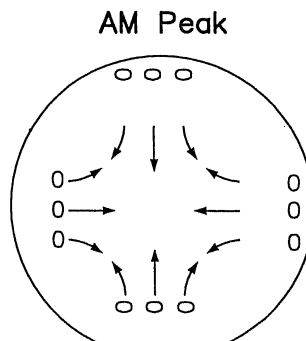
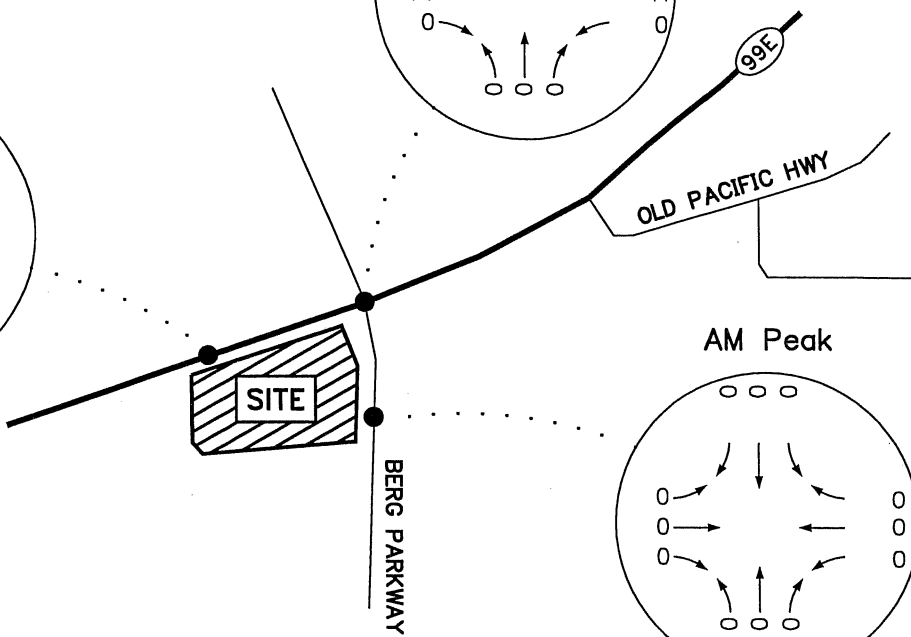
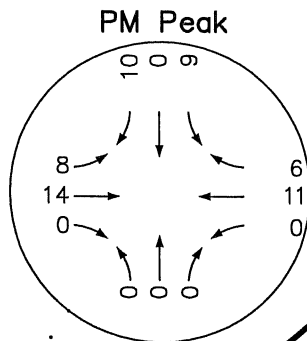
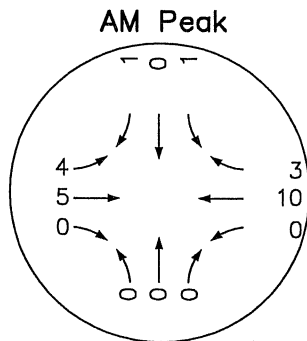
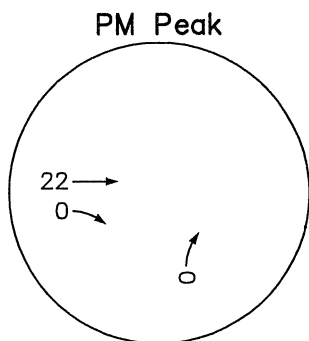
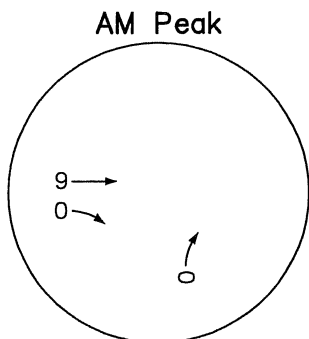
Background Traffic Growth
Weekday Peak Hour
 Sterling Development
 Canby, Oregon

FIGURE
5

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503.224.9560 360.895.7878 253.471.0551 208.749.9893

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DATE: 07.25.05

DRAWN BY: NB

CHECKED BY: SM

JOB NO:
2040320.02

In-Process Traffic
Weekday Peak Hour

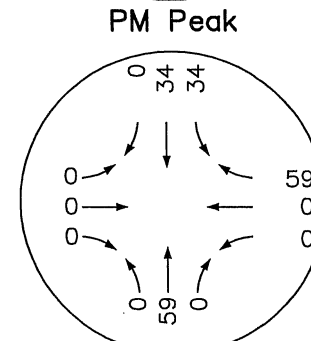
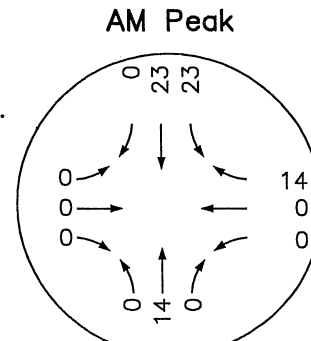
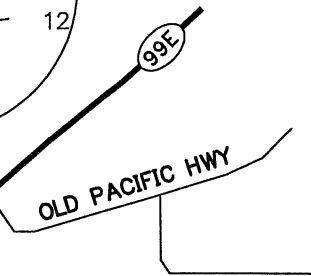
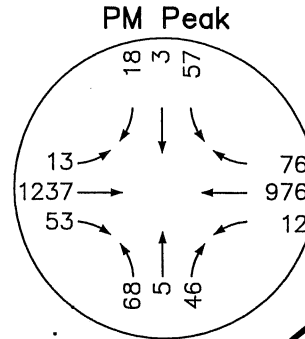
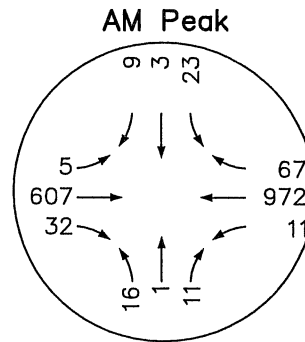
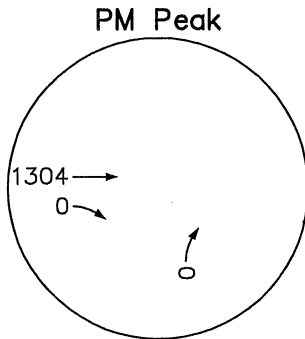
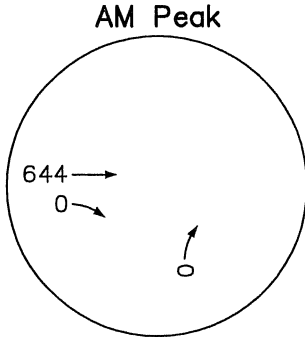
Sterling Development
Canby, Oregon

FIGURE

6



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CHECKED BY: SM

JOB NO:
2040320.02

**2007 Base Intersection Volumes
Weekday Peak Hour**

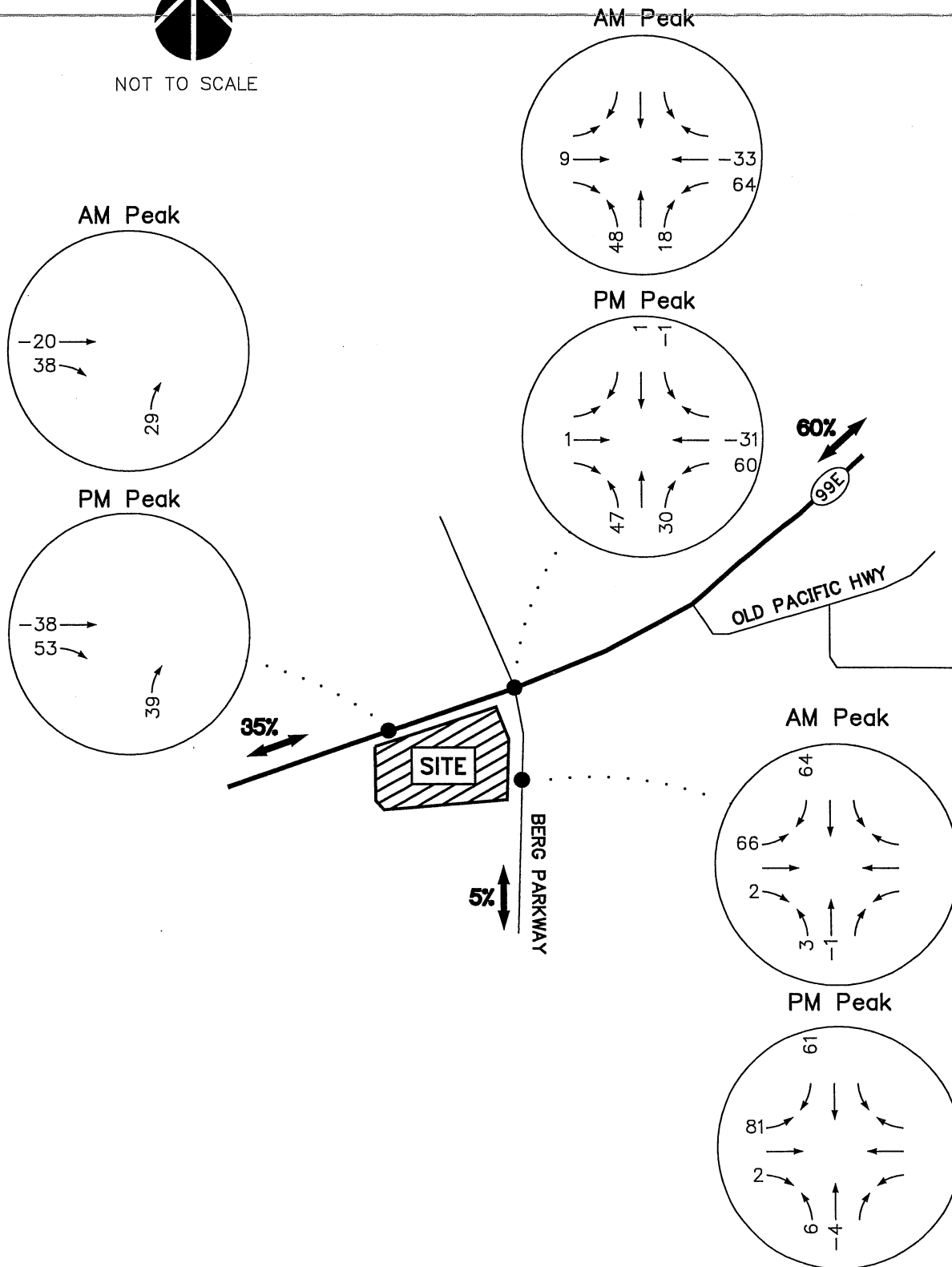
**Sterling Development
Canby, Oregon**

FIGURE

7



NOT TO SCALE



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503.224.9560 360.895.7879 253.471.0551 206.749.9993

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DATE: 07.25.05

DRAWN BY: NB

CHECKED BY: SM

JOB NO:

2040320.02

Trip Distribution and Trip Assignment
Access to 99E

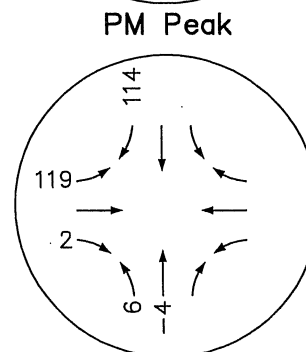
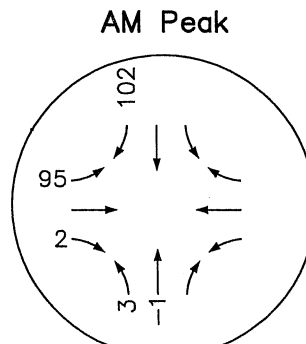
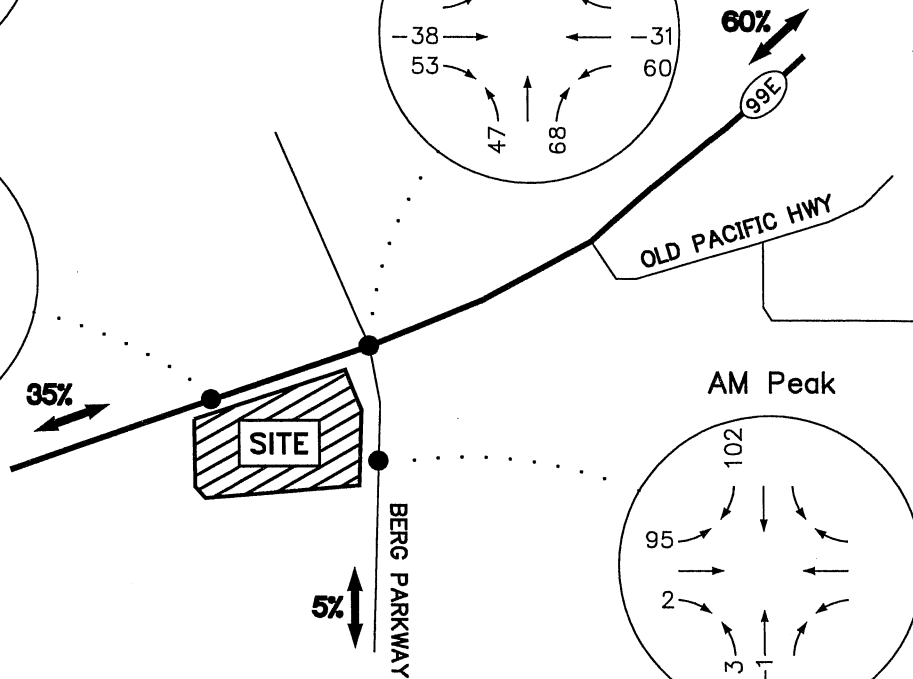
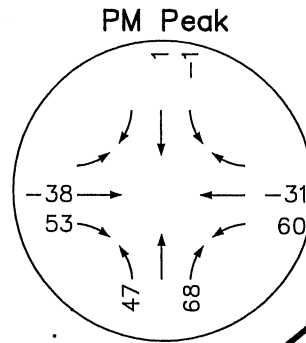
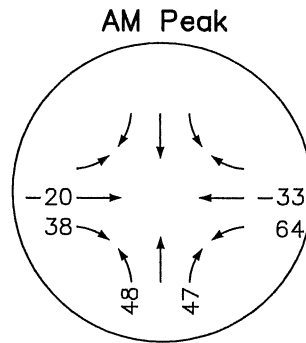
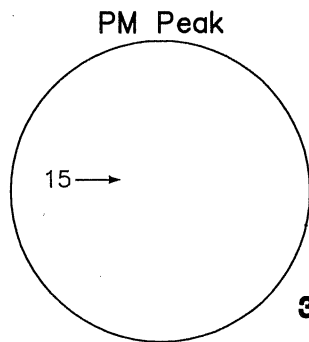
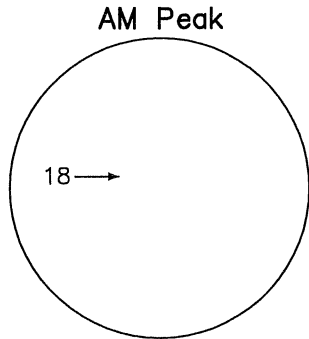
Sterling Development
Canby, Oregon

FIGURE

8



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 503.224.9560 360.695.7878 253.471.0551 206.749.9993

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DATE: 07.25.05

DRAWN BY: NB

CHECKED BY: SM

JOB NO:

2040320.02

Trip Distribution and Trip Assignment
 Without Access to 99E

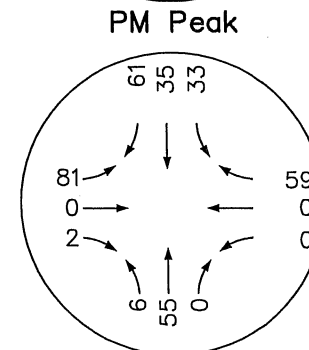
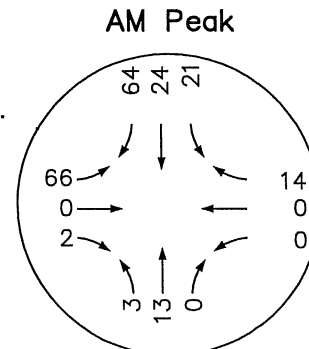
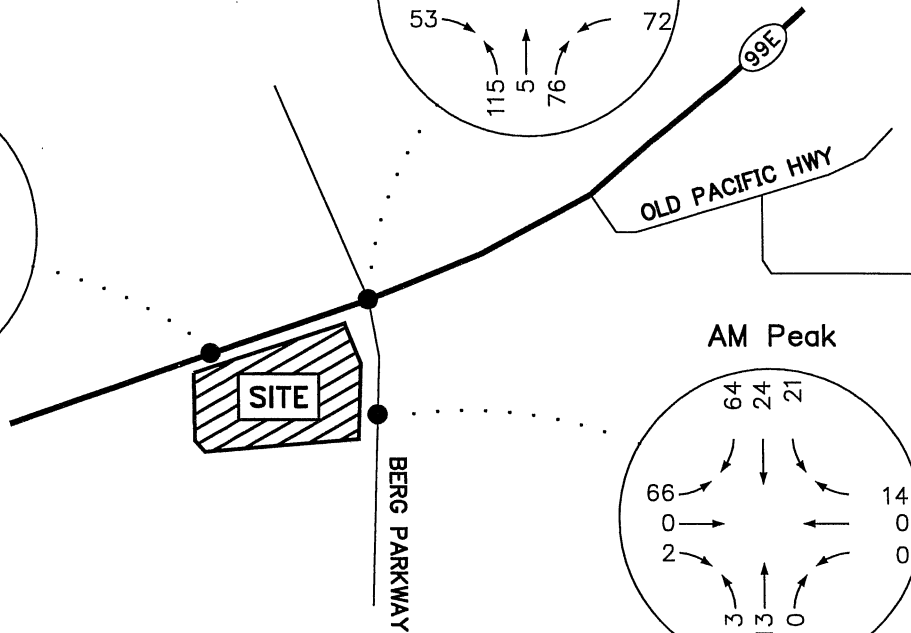
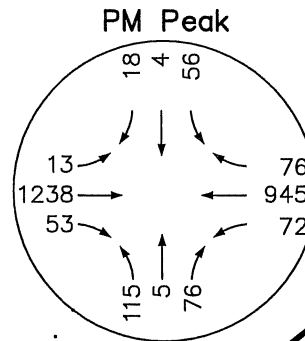
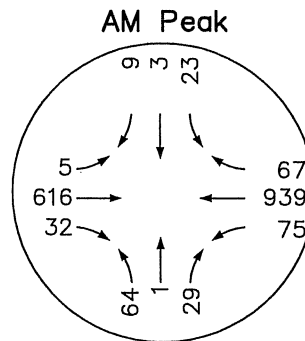
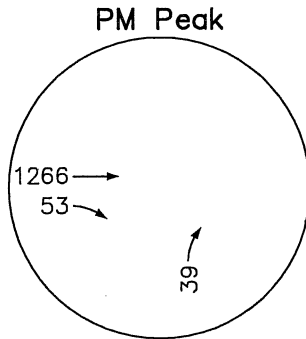
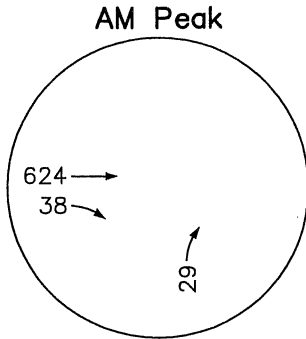
Sterling Development
 Canby, Oregon

FIGURE

9



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DATE: 07.25.05

DRAWN BY: NB

CHECKED BY: SM

JOB NO:
2040320.02

Total Intersection Volumes With
Access to 99E - Weekday Peak Hour

Sterling Development
Canby, Oregon

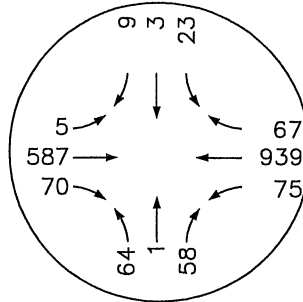
FIGURE

10A

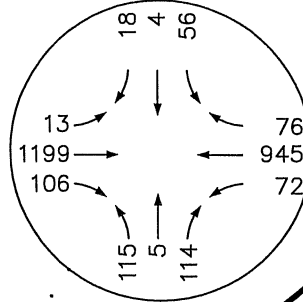


NOT TO SCALE

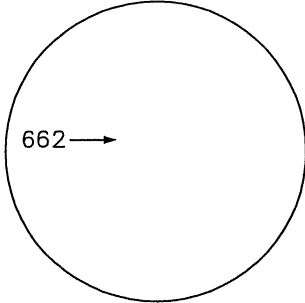
AM Peak



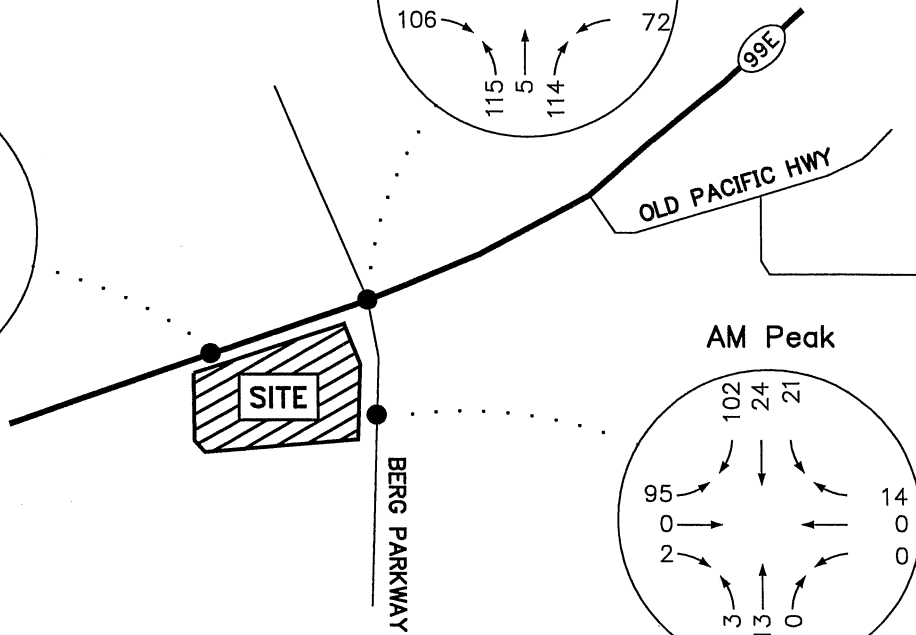
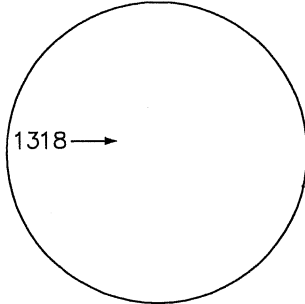
PM Peak



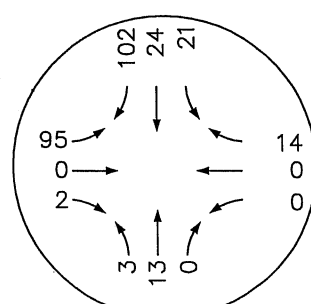
AM Peak



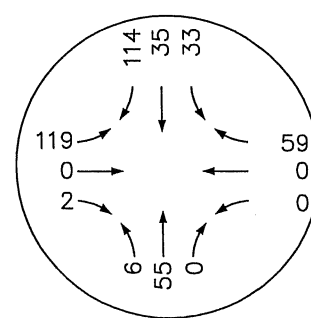
PM Peak



AM Peak



PM Peak



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JOB NO:

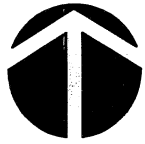
2040320.02

Total Intersection Volumes Without
Access to 99E - Weekday Peak Hour

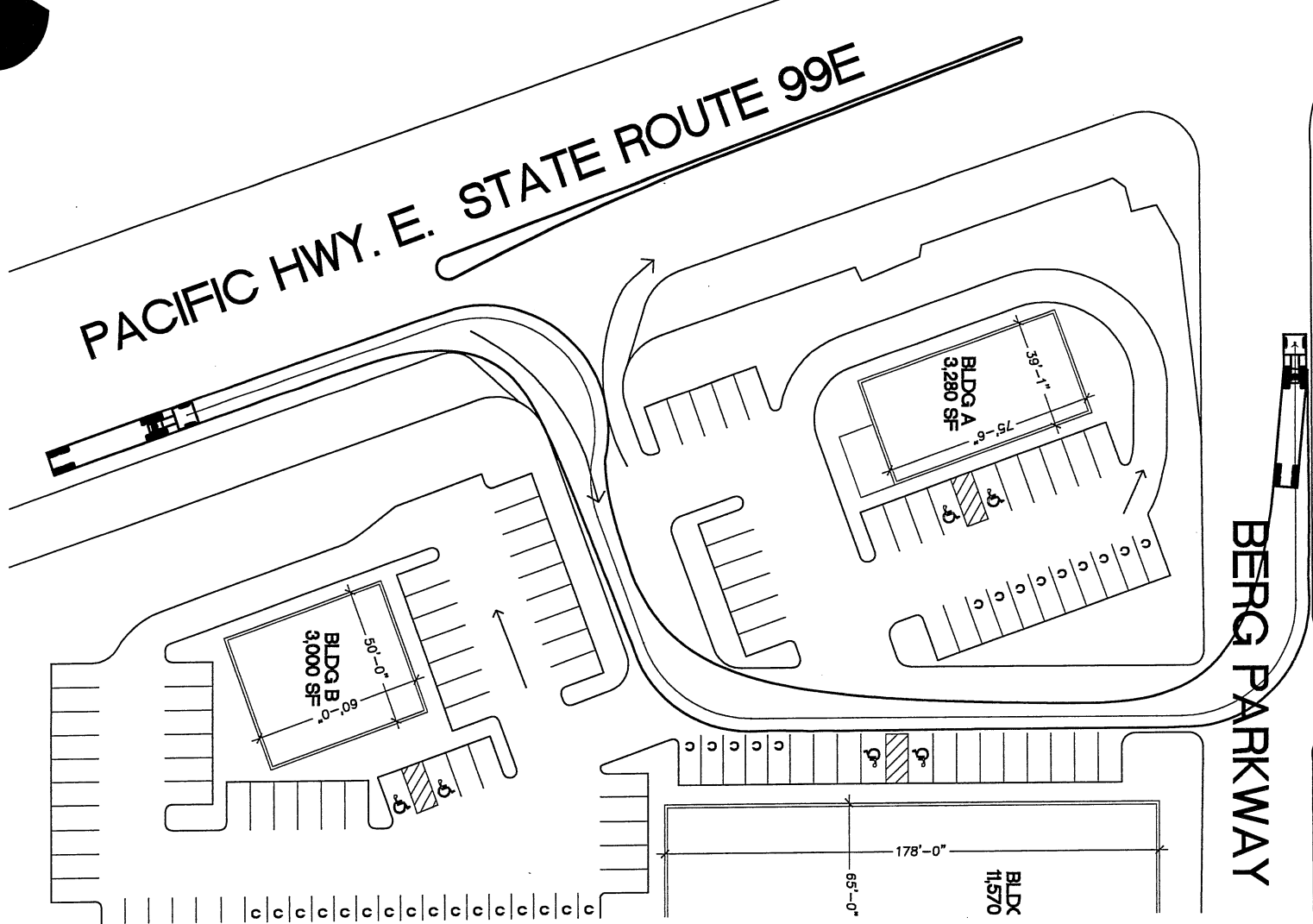
Sterling Development
Canby, Oregon

FIGURE

10B

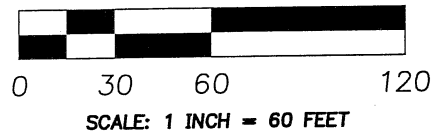


PACIFIC HWY. E. STATE ROUTE 99E



CANBY SQUARE
(SAFEWAY / RITE AID / ACE HARDWARE / DX)

BERG PARKWAY



GROUP
MACKENZIE

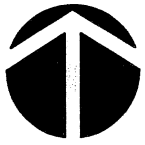
Portland OR Vancouver WA Tacoma WA Seattle WA
503.224.9560 360.895.7879 253.471.0551 206.749.9993

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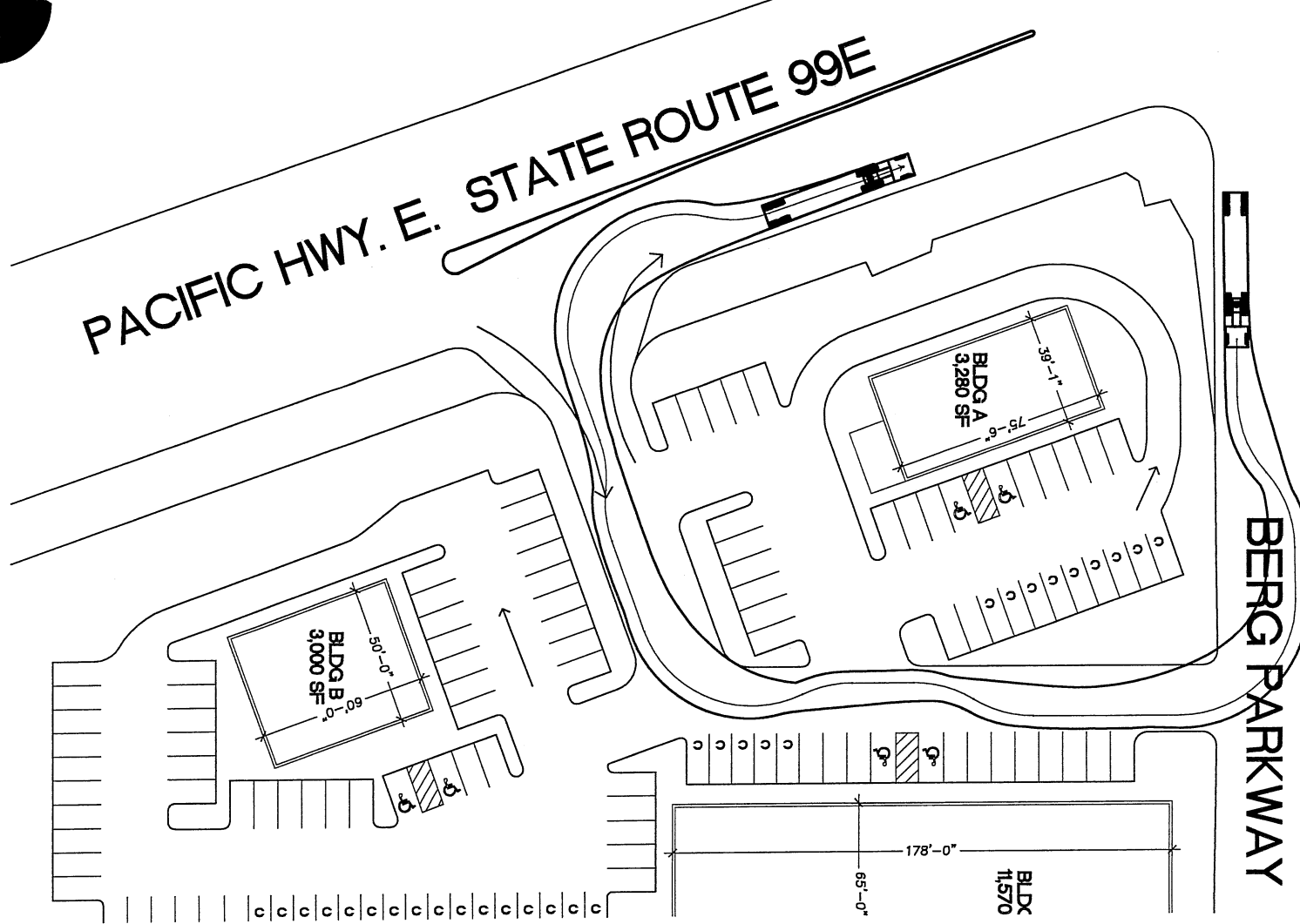
DATE: 07.25.05
DRAWN BY: NB
CHECKED BY: SM
JOB NO:
2040320.02

Auto-Turn Truck Template
Right-In From State Route 99E
Sterling Development
Canby, Oregon

FIGURE
11

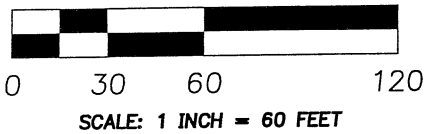


PACIFIC HWY. E. STATE ROUTE 99E



CANBY SQUARE
(SAFEWAY / RITE AID / ACE HARDWARE / DK

BERG PARKWAY



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DATE: 07.25.05

DRAWN BY: NB

CHECKED BY: SM

JOB NO:
2040320.02

Auto-Turn Truck Template
Right-Out to State Route 99E

Sterling Development
Canby, Oregon

FIGURE
12

APPENDIX B
**Traffic Count
Summaries**

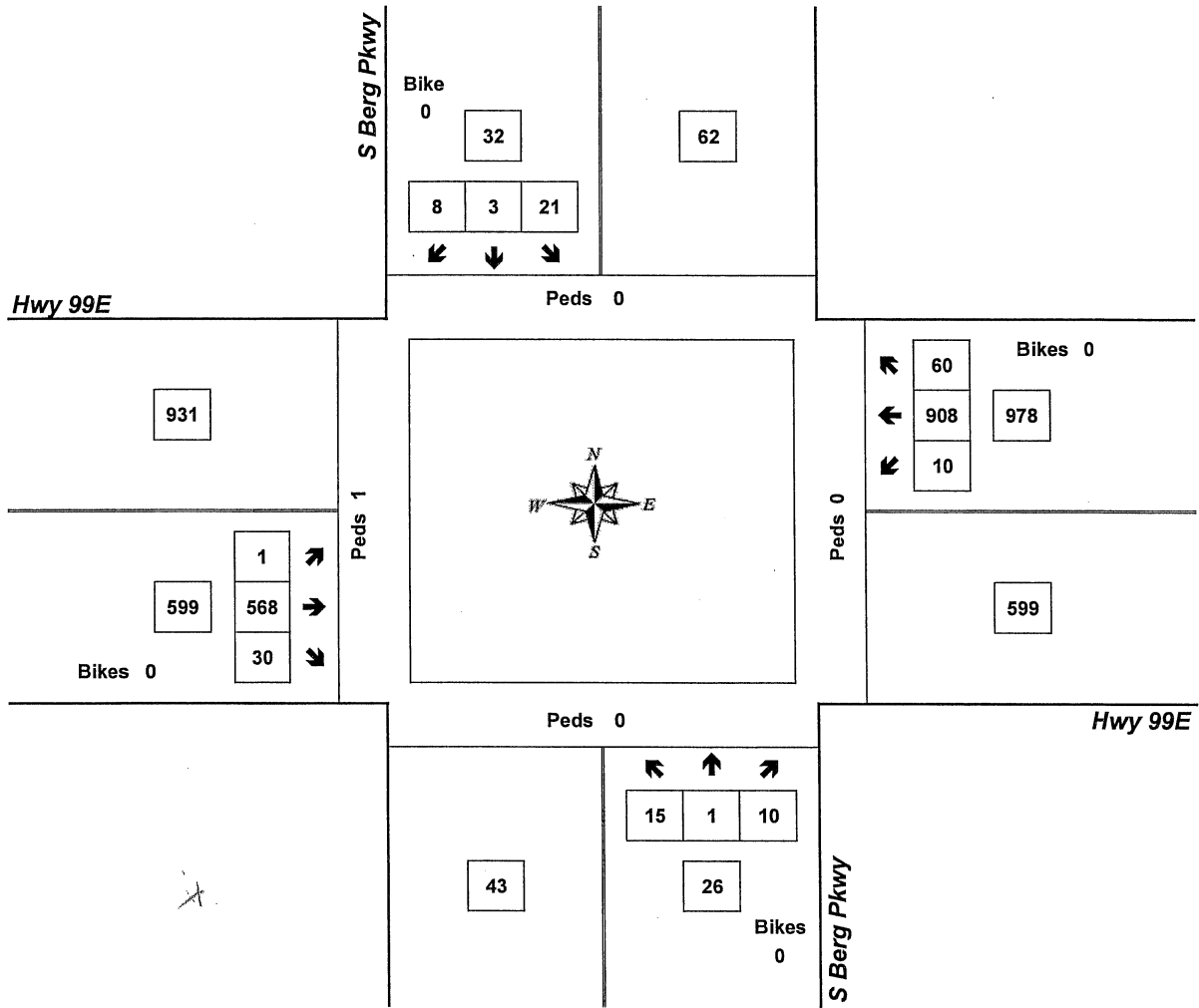
Peak Hour Summary



Clay Carney
(503) 833-2740

S Berg Pkwy & Hwy 99E

7:05 AM to 8:05 AM
Thursday, July 14, 2005



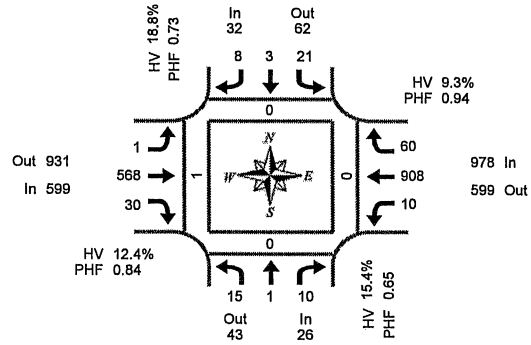
Approach	PHF	HV%	Volume
EB	0.84	12.4%	599
WB	0.94	9.3%	978
NB	0.65	15.4%	26
SB	0.73	18.8%	32
Intersection	0.92	10.7%	1,635

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Clay Carney
(503) 833-2740



Peak Hour Summary
7:05 AM to 8:05 AM

S Berg Pkwy & Hwy 99E

Thursday, July 14, 2005
7:00 AM to 9:00 AM

5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound S Berg Pkwy				Southbound S Berg Pkwy				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
07:00	0	1	2	0	2	1	0	0	0	32	2	0	1	51	4	0	96	0	0	0	0
07:05	1	0	0	0	4	0	0	0	0	40	0	0	0	70	7	0	122	0	0	0	1
07:10	1	0	0	0	2	0	1	0	0	36	5	0	0	70	7	0	122	0	0	0	0
07:15	1	1	2	0	1	0	0	0	0	41	2	0	1	73	6	0	128	0	0	0	0
07:20	0	0	0	0	1	0	1	0	0	51	7	0	2	76	4	0	142	0	0	0	0
07:25	1	0	0	0	1	1	1	0	0	56	2	0	1	93	4	0	160	0	0	0	0
07:30	1	0	1	0	1	0	0	0	0	59	3	0	0	60	2	0	127	0	0	0	0
07:35	1	0	2	0	0	0	0	0	0	40	2	0	0	81	7	0	133	0	0	0	0
07:40	2	0	1	0	3	0	1	0	0	44	0	0	0	78	2	0	131	0	0	0	0
07:45	3	0	1	0	3	0	1	0	0	50	2	0	3	81	7	0	151	0	0	0	0
07:50	1	0	0	0	0	0	1	0	1	44	2	0	0	85	5	0	139	0	0	0	0
07:55	1	0	3	0	5	0	1	0	0	65	3	0	0	66	9	0	153	0	0	0	0
08:00	2	0	0	0	0	2	1	0	0	42	2	0	3	75	0	0	127	0	0	0	0
08:05	0	0	1	0	2	2	0	0	0	47	3	0	1	46	2	0	104	0	0	0	0
08:10	1	0	3	0	0	0	0	0	0	51	1	0	2	56	1	0	115	0	0	0	0
08:15	3	0	0	0	0	1	0	0	0	36	0	0	1	63	6	0	111	0	0	0	0
08:20	1	0	0	0	0	0	1	0	0	52	1	0	1	73	1	0	130	0	0	0	1
08:25	3	0	1	0	3	0	1	0	0	53	0	0	0	50	3	0	114	0	0	0	1
08:30	0	0	0	0	3	0	0	0	0	51	3	0	1	60	1	0	120	0	0	0	0
08:35	0	1	3	0	1	0	0	0	0	44	2	0	0	35	4	0	91	0	0	0	0
08:40	0	0	1	0	6	1	0	0	0	30	2	0	0	45	3	0	88	0	0	0	0
08:45	1	0	3	0	1	0	0	0	0	45	1	0	1	54	3	0	109	0	0	0	0
08:50	2	0	1	0	0	0	0	0	0	49	3	0	0	43	5	0	103	0	0	0	0
08:55	2	1	2	0	0	0	0	0	1	52	3	0	1	44	2	0	108	0	0	0	0
Total Survey	28	4	27	0	39	8	10	0	5	1,110	51	0	19	1,528	95	0	2,924	0	0	0	3

15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound S Berg Pkwy				Southbound S Berg Pkwy				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
07:00	2	1	2	0	8	1	1	0	0	108	7	0	1	191	18	0	340	0	0	0	1
07:15	2	1	2	0	3	1	2	0	0	148	11	0	4	242	14	0	430	0	0	0	0
07:30	4	0	4	0	4	0	1	0	0	143	5	0	0	219	11	0	391	0	0	0	0
07:45	5	0	4	0	8	0	3	0	1	159	7	0	3	232	21	0	443	0	0	0	0
08:00	3	0	4	0	2	4	1	0	0	140	6	0	6	177	3	0	346	0	0	0	0
08:15	7	0	1	0	3	1	2	0	1	141	1	0	2	186	10	0	355	0	0	0	2
08:30	0	1	4	0	10	1	0	0	2	125	7	0	1	140	8	0	299	0	0	0	0
08:45	5	1	6	0	1	0	0	0	1	146	7	0	2	141	10	0	320	0	0	0	0
Total Survey	28	4	27	0	39	8	10	0	5	1,110	51	0	19	1,528	95	0	2,924	0	0	0	3

Peak Hour Summary

7:05 AM to 8:05 AM

By Approach	Northbound S Berg Pkwy				Southbound S Berg Pkwy				Eastbound Hwy 99E				Westbound Hwy 99E				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	26	43	69	0	32	62	94	0	599	931	1,530	0	978	599	1,577	0	1,635	0	0	0	1
%HV	15.4%				18.8%				12.4%				9.3%				10.7%				
PHF	0.65				0.73				0.84				0.94				0.92				

By Movement	Northbound S Berg Pkwy				Southbound S Berg Pkwy				Eastbound Hwy 99E				Westbound Hwy 99E				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	15	1	10	26	21	3	8	32	1	568	30	599	10	908	60	978	1,635
%HV	13.3%	0.0%	20.0%	15.4%	23.8%	33.3%	0.0%	18.8%	0.0%	12.7%	6.7%	12.4%	20.0%	9.4%	6.7%	9.3%	10.7%
PHF	0.63	0.25	0.63	0.65	0.66	0.38	0.67	0.73	0.25	0.86	0.54	0.84	0.63	0.93	0.71	0.94	0.92

Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound S Berg Pkwy				Southbound S Berg Pkwy				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
07:00	13	2	12	0	23	2	7	0	1	558	30	0	8	884	64	0	1,604	0	0	0	1
07:15	14	1	14	0	17	5	7	0	1	590	29	0	13	870	49	0	1,610	0	0	0	0
07:30	19	0	13	0	17	5	7	0	2	583	19	0	11	814	45	0	1,535	0	0	0	2
07:45	15	1	13	0	23	6	6	0	4	565	21	0	12	735	42	0	1,443	0	0	0	2

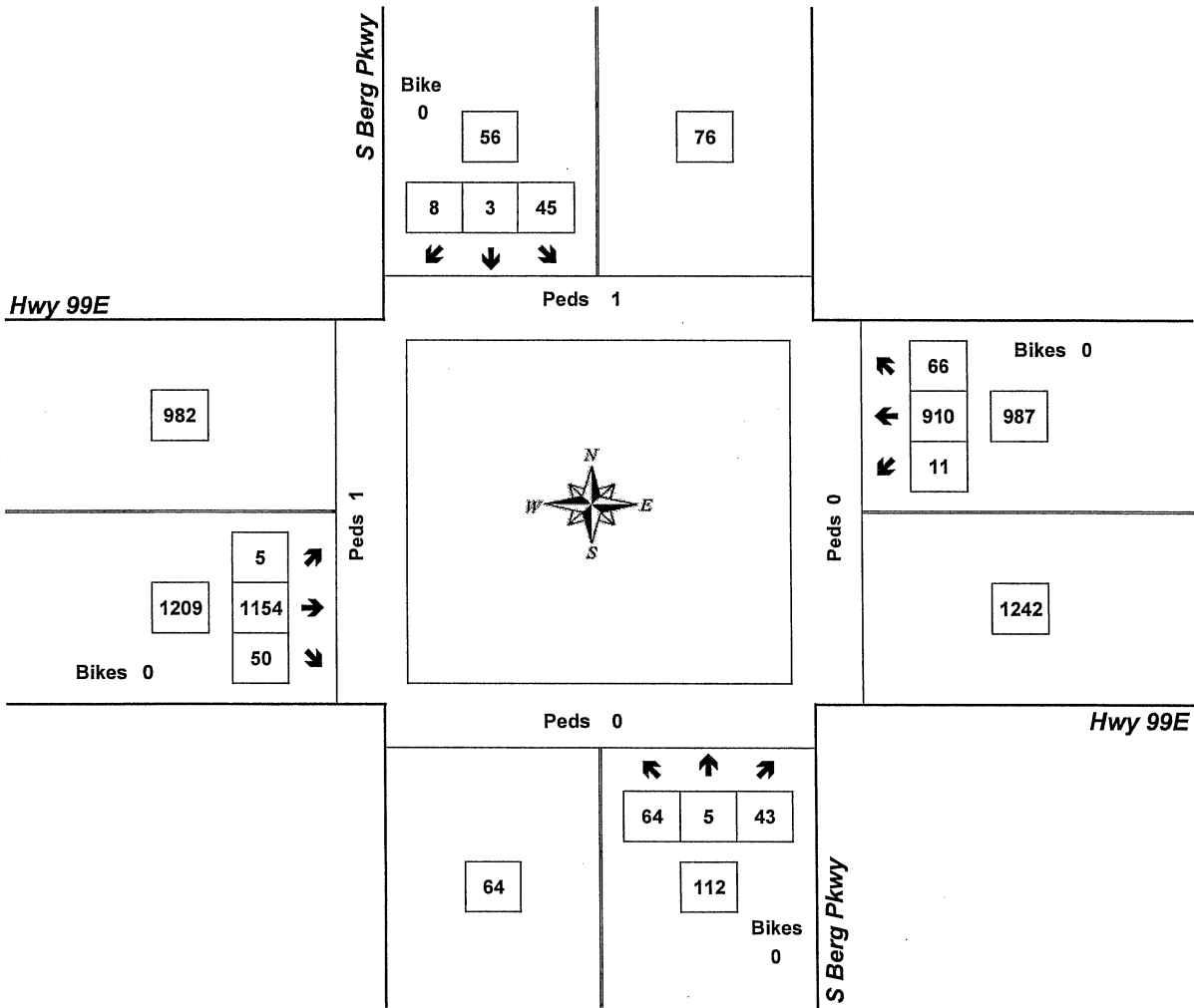
Peak Hour Summary



Clay Carney
(503) 833-2740

S Berg Pkwy & Hwy 99E

4:45 PM to 5:45 PM
Thursday, July 14, 2005



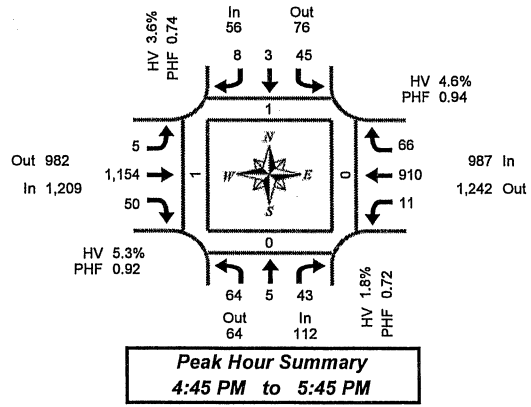
Approach	PHF	HV%	Volume
EB	0.92	5.3%	1,209
WB	0.94	4.6%	987
NB	0.72	1.8%	112
SB	0.74	3.6%	56
Intersection	0.97	4.8%	2,364

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Clay Carney
(503) 833-2740



S Berg Pkwy & Hwy 99E

Thursday, July 14, 2005
4:00 PM to 6:00 PM

5-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound S Berg Pkwy				Southbound S Berg Pkwy				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
16:00	5	2	3	0	4	0	1	0	2	78	6	0	3	64	5	0	173	0	0	0	0
16:05	4	0	3	0	5	0	0	0	0	78	8	0	0	72	7	0	177	0	0	0	0
16:10	4	1	1	0	2	1	0	0	2	98	4	0	3	70	5	0	191	0	0	1	0
16:15	8	0	2	0	5	0	2	0	0	89	0	0	0	71	9	0	186	0	0	0	0
16:20	8	0	5	0	2	0	3	0	3	80	3	0	0	70	4	0	178	0	0	0	0
16:25	5	0	3	0	4	0	1	0	0	76	6	0	2	70	4	0	171	0	0	0	0
16:30	5	0	3	0	4	0	0	0	1	84	3	0	1	61	3	0	165	0	0	0	0
16:35	7	1	1	0	3	0	1	0	2	107	4	0	2	67	4	0	199	0	0	0	0
16:40	5	1	2	0	4	0	1	0	1	81	4	0	2	62	5	0	168	0	0	0	0
16:45	9	0	6	0	3	1	0	0	1	93	10	0	0	76	5	0	204	0	0	0	0
16:50	3	0	3	0	5	0	1	0	1	85	6	0	1	70	7	0	182	0	0	0	0
16:55	3	0	2	0	4	1	0	0	1	111	2	0	1	89	3	0	217	0	0	0	0
17:00	6	3	5	0	7	1	0	0	0	82	3	0	1	75	5	0	188	0	0	0	0
17:05	7	0	7	0	1	0	1	0	0	84	3	0	0	75	7	0	185	0	0	0	0
17:10	8	0	3	0	3	0	0	0	1	111	6	0	0	71	11	0	214	0	0	0	0
17:15	4	0	1	0	4	0	3	0	0	99	3	0	2	95	1	0	212	0	0	0	0
17:20	5	0	2	0	2	0	2	0	0	108	1	0	3	58	4	0	185	0	0	0	0
17:25	2	1	4	0	3	0	1	0	0	93	4	0	2	86	3	0	199	1	0	0	0
17:30	7	0	2	0	2	0	0	0	0	96	2	0	1	75	11	0	196	0	0	0	0
17:35	3	0	4	0	5	0	0	0	0	102	3	0	0	68	5	0	190	0	0	0	0
17:40	7	1	4	0	6	0	0	0	1	90	7	0	0	72	4	0	192	0	0	0	1
17:45	5	0	0	0	3	0	1	0	0	82	5	0	1	94	2	0	193	0	0	0	0
17:50	10	1	4	0	2	0	1	0	0	82	3	0	0	83	5	0	191	0	0	0	1
17:55	6	0	2	0	0	0	1	0	1	80	5	0	1	63	6	0	165	0	0	0	0
Total Survey	136	11	72	0	83	4	20	0	17	2,169	101	0	26	1,757	125	0	4,521	1	0	1	2

15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound S Berg Pkwy				Southbound S Berg Pkwy				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
16:00	13	3	7	0	11	1	1	0	4	254	18	0	6	206	17	0	541	0	0	1	0
16:15	21	0	10	0	11	0	6	0	3	245	9	0	2	211	17	0	535	0	0	0	0
16:30	17	2	6	0	11	0	2	0	4	272	11	0	5	190	12	0	532	0	0	0	0
16:45	15	0	11	0	12	2	1	0	3	289	18	0	2	235	15	0	603	0	0	0	0
17:00	21	3	15	0	11	1	1	0	1	277	12	0	1	221	23	0	587	0	0	0	0
17:15	11	1	7	0	9	0	6	0	0	300	8	0	7	239	8	0	596	1	0	0	0
17:30	17	1	10	0	13	0	0	0	1	288	12	0	1	215	20	0	578	0	0	0	1
17:45	21	1	6	0	5	0	3	0	1	244	13	0	2	240	13	0	549	0	0	0	1
Total Survey	136	11	72	0	83	4	20	0	17	2,169	101	0	26	1,757	125	0	4,521	1	0	1	2

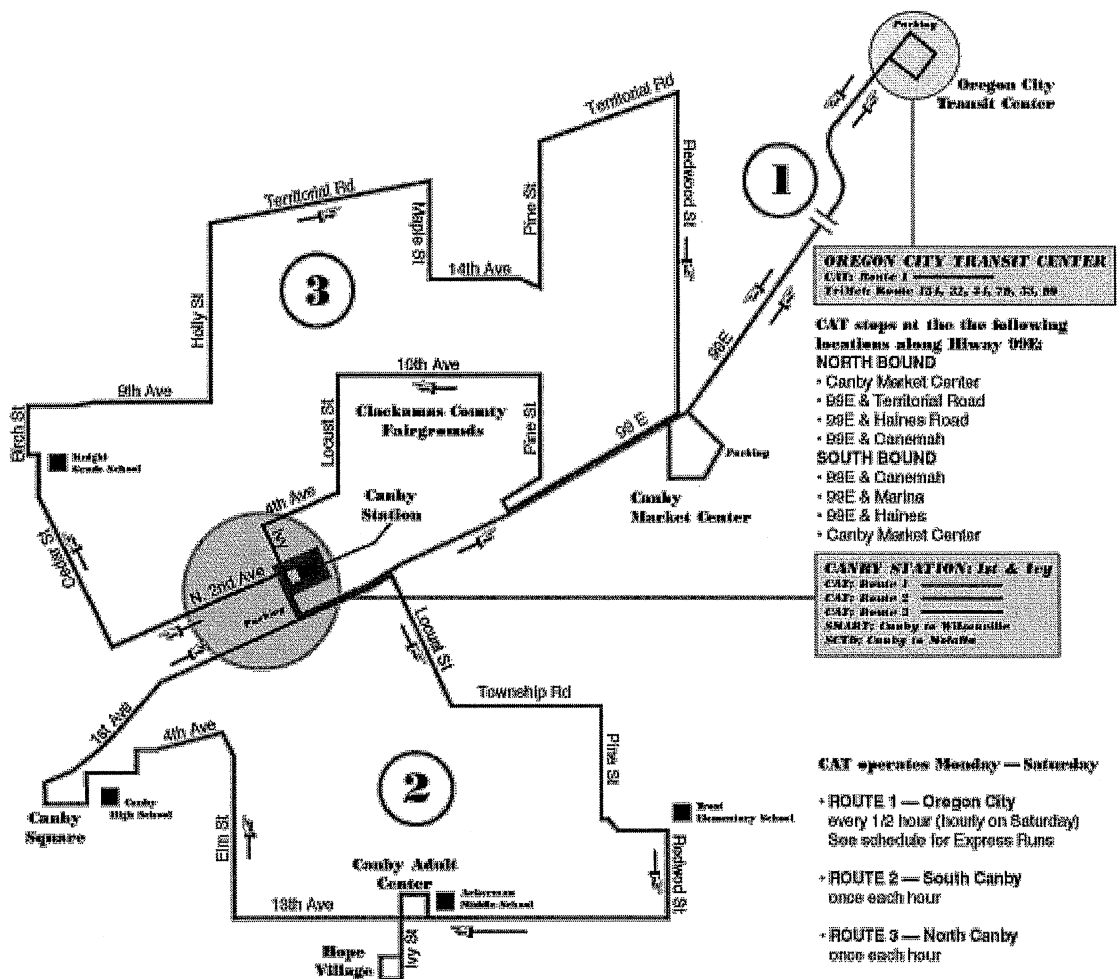
Peak Hour Summary 4:45 PM to 5:45 PM

By Approach	Northbound S Berg Pkwy				Southbound S Berg Pkwy				Eastbound Hwy 99E				Westbound Hwy 99E				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	112	64	176	0	56	76	132	0	1,209	982	2,191	0	987	1,242	2,229	0	2,364	1	0	0	1
%HV	1.8%				3.6%				5.3%				4.6%				4.8%				
PHF	0.72				0.74				0.92				0.94				0.97				

By Movement	Northbound S Berg Pkwy				Southbound S Berg Pkwy				Eastbound Hwy 99E				Westbound Hwy 99E				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	64	5	43	112	45	3	8	56	5	1,154	50	1,209	11	910	66	987	2,364
%HV	1.6%	0.0%	2.3%	1.8%	4.4%	0.0%	0.0%	3.6%	20.0%	5.4%	2.0%	5.3%	9.1%	4.4%	6.1%	4.6%	4.8%
PHF	0.76	0.42	0.72	0.72	0.70	0.38	0.33	0.74	0.42	0.91	0.69	0.92	0.39	0.94	0.72	0.94	0.97

Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound S Berg Pkwy				Southbound S Berg Pkwy				Eastbound Hwy 99E				Westbound Hwy 99E				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
16:00	66	5	34	0	45	3	10	0	14	1,060	56	0	15	842	61	0	2,211	0	0	1	0
16:15	74	5	42	0	45	3	10	0	11	1,083	50	0	10	857	67	0	2,257	0	0	0	0
16:30	64	6	39	0	43	3	10	0	8	1,138	49	0	15	885	58	0	2,318	1	0	0	0
16:45	64	5	43	0	45	3	8	0	5	1,154	50	0	11	910	66	0	2,364	1	0	0	1



2. South Canby

NOTE: Driver may be flagged to stop at any point that it is safe to stop along Routes 2 & 3.

Canby Station (1st & Ivy)	Township Rd & S Pine	SE 10th & Redwood	Canby Adult Center	Hope Village Cascade House	SW 13th & Elm	Canby Square	Canby Station (1st & Ivy)
7:00	7:05	7:07	7:10	7:14	7:17	7:21	7:30
8:00	8:05	8:07	8:10	8:14	8:17	8:21	8:30
9:00	9:05	9:07	9:10	9:14	9:17	9:21	9:30
10:00	10:05	10:07	10:10	10:14	10:17	10:21	10:30
11:00	11:05	11:07	11:10	11:14	11:17	11:21	11:30
12:00	12:05	12:07	12:10	12:14	12:17	12:21	12:30
1:00	1:05	1:07	1:10	1:14	1:17	1:21	1:30
2:00	2:05	2:07	2:10	2:14	2:17	2:21	2:30
3:00	3:05	3:07	3:10	3:14	3:17	3:21	3:30
4:00	4:05	4:07	4:10	4:14	4:17	4:21	4:30
5:00	5:05	5:07	5:10	5:14	5:17	5:21	5:30
6:00	6:05	6:07	6:10	6:14	6:17	6:21	6:30
7:00	7:05	7:07	7:10	7:14	7:17	7:21	7:30
8:00	8:05	8:07	8:10	8:14	8:17	8:21	8:30

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Berg Parkway at Hwy 99E (Route 99E, Hwy 81) in Canby
 2000 - 2004

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2002														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2002 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0

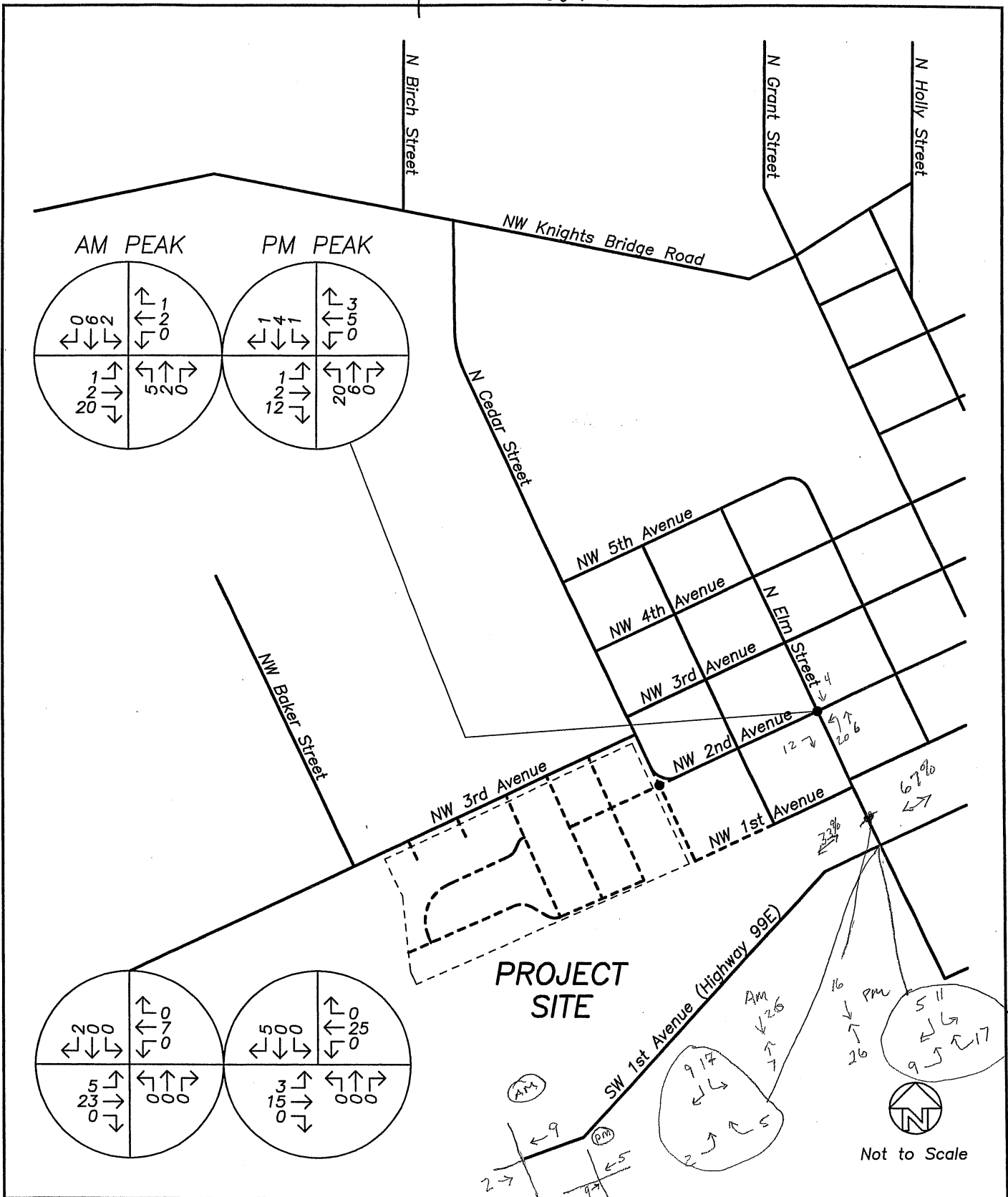
OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CONTINUOUS SYSTEM CRASH LISTING
 Berg Parkway at Hwy 99E (Route 99E, Hwy 81) in Canby
 2000 - 2004

081 PACIFIC HIGHWAY EAST

SER#	INVEST	E D C	L S L	H R K	G O DATE	CITY	COUNTY	CLASS MLG TYP	CONN #	RD CHAR DIRECT	INT-TYP (MEDIAN) LEGS	INT-REL TRAF- CNTL	OFFRD RNDET	WTHR SURF LIGHT	CRASH COLL SVRTY	VEHICLE USE-TRLR OWNER	MOVE FROM TO	PRTC P#	INJ SVRTY	A S G E LICNS E X RES	PED LOC	ERROR	ACT EVENT	CAUSE	
																									COMPNT
05949	NONE	N	N	N	N	10/16/2002	CLACKAMAS	14		INTER	3-LEG	N	N	CLR	S-1STOP	1	NONE	0	STRGHT					013	07
					Wed	CANBY		0	SW BERG PKY	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E W					000		
					4P	CANBY UA		0	21.86 PACIFIC HY 99E	06	0		N	DAY	PDO		PSNGR CA		1	DRV	NONE	78 M OR-Y OR>25	026		
																2	NONE	0	STOP					011	
																	PRVTE	E W							
																	PSNGR CA		1	DRV	NONE	64 F OR-Y OR<25	000		
																3	NONE	0	STOP					011	
																	PRVTE	E W							
																	PSNGR CA		1	DRV	NONE	30 M OR-Y OR>25	000		

Milepoint	2004 AADT All Vehicles	Location Description
PACIFIC HIGHWAY EAST NO. 1E (Continued)		
<i>On McLoughlin Boulevard</i>		
1.38	55600	0.10 mile north of Ross Island Bridge
1.60	55500	0.12 mile south of Ross Island Bridge
2.72	47100	0.01 mile north of S.E. 17th Avenue
3.06	50600	0.01 mile north of S.E. Harold Street
4.35	50400	0.01 mile north of S.E. Tacoma Street
4.59	52500	South city limits of Portland, north city limits of Milwaukie
5.10	50100	0.10 mile north of Milport Road
5.21	50700	0.25 mile north of Clackamas Highway (OR 224)
5.71	26900	0.01 mile north of S.E. Harrison Street
5.89	41000	0.01 mile south of Jefferson Street
6.54	36900	South city limits of Milwaukie, 0.24 mile south of River Road
7.40	38300	0.01 mile north of Courtney Road
7.42	36900	0.01 mile south of Courtney Road
8.43	36600	0.01 mile south of Concord Road
10.51	35800	North city limits of Gladstone, 0.24 mile north of Gloucester Street
11.01	35500	0.01 mile north of River Road
11.20	36300	South city limits of Gladstone, north city limits of Oregon City, Clackamas River
11.93	40100	0.20 mile south of East Portland Freeway (I-205)
12.18	29100	0.01 mile north of 10th Street
12.20	25100	0.01 mile south of 10th Street
12.34	21700	0.01 mile south of 8th Street
12.55	18900	0.01 mile northwest of Main Street (OR 43)
12.57	23500	0.01 mile southeast of Main Street (OR 43)
13.05	18400	0.01 mile south of S. 2nd Street
13.75	17300	South city limits of Oregon City, 0.15 mile south of Apperson Street
20.56	16900	East city limits of Canby, 0.04 mile east of Neff Street
21.13	22800	0.01 mile north of Canby-Marquam Road
21.43	22300	0.01 mile south of S.W. Elm Street
22.03	23700	West city limits of Canby, Molalla River
22.88	19600	0.01 mile north of Barlow-Monitor Road
22.90	11500	0.01 mile south of Barlow-Monitor Road
24.83	14600	East city limits of Aurora
25.02	9500	0.01 mile south of Main Street
25.70	8100	South city limits of Aurora, 0.14 mile south of Ottoway Road
27.76	15900	0.50 mile south of Wilsonville-Hubbard Highway
28.86	16900	North city limits of Hubbard, 0.25 mile north of "A" Street
29.40	15700	0.01 mile north of "G" Street
<i>South city limits of Hubbard</i>		
30.88	16600	North city limits of Woodburn, 0.01 mile south of Carl Road N.E.
31.69	18600	0.01 mile north of Woodburn-Estacada Highway (OR 211) and Hillsboro-Silverton Highway (OR 214)
<i>MP 31.70 to MP 32.87 common with Hillsboro-Silverton Highway (ORE214)</i>		
31.71	22600	0.01 mile south of Woodburn-Estacada Highway (OR 211)
32.42	24700	0.01 mile south of E. Lincoln Street
32.86	23100	0.01 mile north of Young Street
32.88	16400	0.01 mile south of Hillsboro-Silverton Highway (OR 214)
<i>South city limits of Woodburn</i>		
34.30	10800	* Woodburn Automatic Traffic Recorder, Sta. 24-001, 1.11 miles south of Woodburn
36.21	11600	0.01 mile north of Mt. Angel-Gervais Road N.E.

APOLLO TOWNHOMES



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TRAFFIC VOLUMES
Site Trips
AM & PM Peak Hours



TRIP GENERATION CALCULATIONS

Land Use: Residential Condominium/Townhouse
Land Use Code: 230
Variable: Dwelling Units
Variable Value: 16

AM PEAK HOUR

Trip Rate: 0.44

	Enter	Exit	Total
Directional Distribution	17%	83%	
Trip Ends	1	6	7

PM PEAK HOUR

Trip Rate: 0.54

	Enter	Exit	Total
Directional Distribution	67%	33%	
Trip Ends	6	3	9

WEEKDAY

Trip Rate: 5.86

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	47	47	94

SATURDAY

Trip Rate: 5.67

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	45	46	91



TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 112

AM PEAK HOUR

Trip Rate: $T = 0.700(X) + 9.477$

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	22	66	88

PM PEAK HOUR

Trip Rate: $\ln(T) = 0.901 \ln(X) + 0.527$

	Enter	Exit	Total
Directional Distribution	64%	36%	
Trip Ends	76	43	119

WEEKDAY

Trip Rate: $\ln(T) = 0.920 \ln(X) + 2.707$

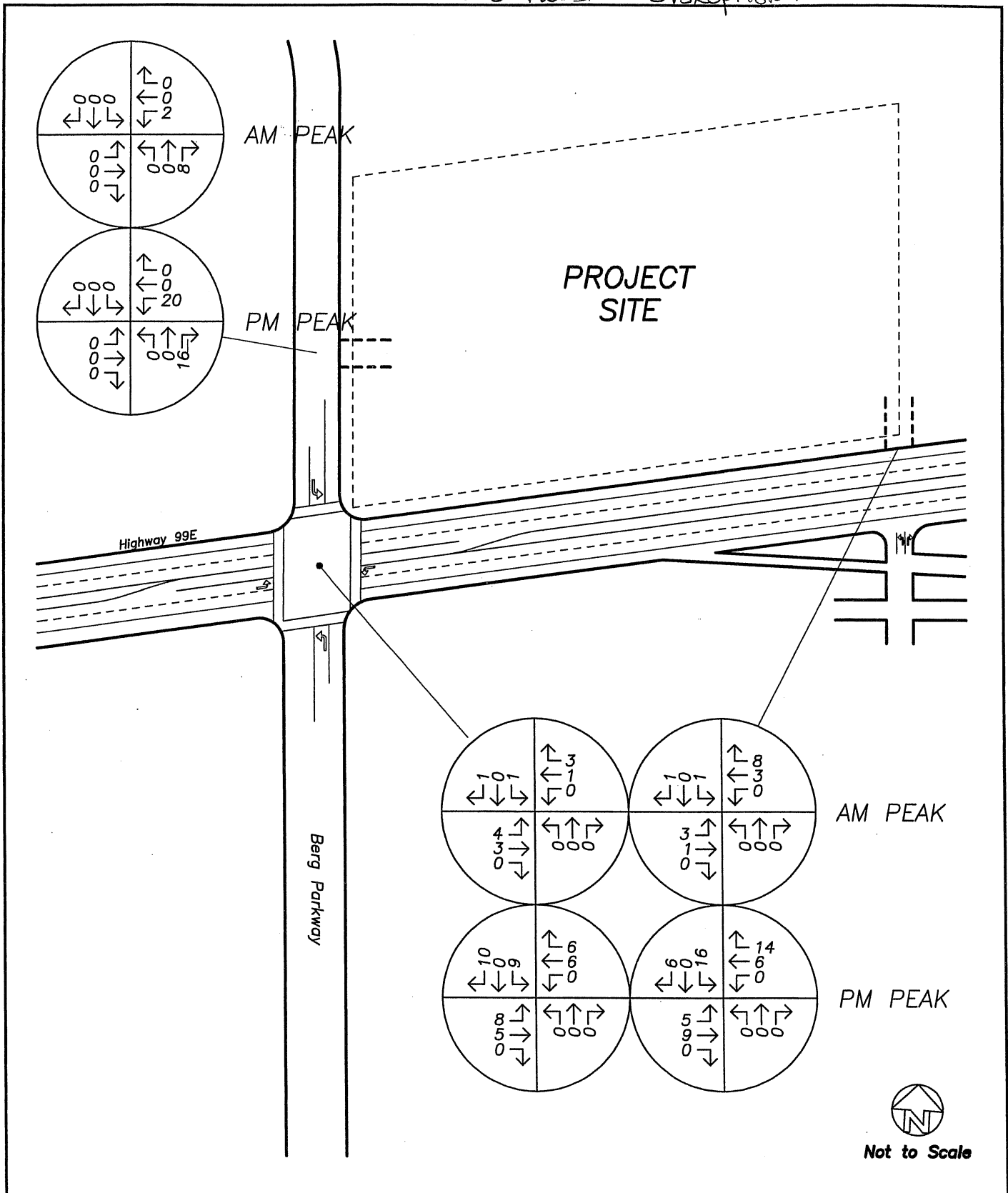
	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	575	576	1151

SATURDAY

Trip Rate: $T = 0.886(X) + 11.065$

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	55	55	110

WESTWOOD DEVELOPMENT



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TRAFFIC VOLUMES
 Primary Site Trips (Full Movement Access)
 AM & PM Peak Hours

APPENDIX F
**Capacity
Calculations**

HCM Signalized Intersection Capacity Analysis
7/18/2005

6: Hwy 99E & Berg Pkwy
2005 Existing Conditions AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑	↗	↙	↑↑		↙	↑		↙	↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.86		1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1626	3252	1455	1626	3222		1626	1476		1626	1519	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.75	1.00		0.75	1.00	
Satd. Flow (perm)	1626	3252	1455	1626	3222		1283	1476		1283	1519	
Volume (vph)	1	568	30	10	908	60	15	1	10	21	3	8
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	617	33	11	987	65	16	1	11	23	3	9
RTOR Reduction (vph)	0	0	6	0	2	0	0	10	0	0	8	0
Lane Group Flow (vph)	1	617	27	11	1050	0	16	2	0	23	4	0
Heavy Vehicles (%)	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%
Turn Type	Prot		Perm	Prot			Perm			Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6				4			8		
Actuated Green, G (s)	1.2	75.7	75.7	1.5	76.0		4.8	4.8		4.8	4.8	
Effective Green, g (s)	2.2	77.7	77.7	2.5	78.0		5.8	5.8		5.8	5.8	
Actuated g/C Ratio	0.02	0.82	0.82	0.03	0.82		0.06	0.06		0.06	0.06	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	38	2660	1190	43	2645		78	90		78	93	
v/s Ratio Prot	0.00	0.19		c0.01	c0.33			0.00			0.00	
v/s Ratio Perm			0.02				0.01			c0.02		
v/c Ratio	0.03	0.23	0.02	0.26	0.40		0.21	0.02		0.29	0.04	
Uniform Delay, d1	45.4	1.9	1.6	45.3	2.3		42.4	41.9		42.6	42.0	
Progression Factor	1.00	1.00	1.00	0.96	0.32		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.2	0.0	2.6	0.4		1.3	0.1		2.1	0.2	
Delay (s)	45.6	2.1	1.6	46.1	1.1		43.7	42.0		44.8	42.1	
Level of Service	D	A	A	D	A		D	D		D	D	
Approach Delay (s)		2.2			1.6			43.0			43.9	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM Average Control Delay	3.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
7/18/2005

6: Hwy 99E & Berg Pkwy
2005 Existing Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr't	1.00	1.00	0.85	1.00	0.99	1.00	1.00	0.87	1.00	0.89	1.00	0.89
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1719	3438	1538	1719	3403	1719	1566	1566	1719	1612	1719	1612
Flt Permitted	0.95	1.00	1.00	0.95	1.00	0.75	1.00	1.00	0.73	1.00	0.73	1.00
Satd. Flow (perm)	1719	3438	1538	1719	3403	1358	1566	1566	1312	1612	1312	1612
Volume (vph)	5	1154	50	11	910	66	64	5	43	45	3	8
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	5	1190	52	11	938	68	66	5	44	46	3	8
RTOR Reduction (vph)	0	0	6	0	2	0	0	40	0	0	7	0
Lane Group Flow (vph)	5	1190	46	11	1004	0	66	9	0	46	4	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot		Perm	Prot		Perm		Perm		Perm		Perm
Protected Phases	1	6		5	2			4				8
Permitted Phases			6				4			8		
Actuated Green, G (s)	1.3	76.9	76.9	1.5	77.1		8.6	8.6		8.6		8.6
Effective Green, g (s)	2.3	78.9	78.9	2.5	79.1		9.6	9.6		9.6		9.6
Actuated g/C Ratio	0.02	0.79	0.79	0.02	0.79		0.10	0.10		0.10		0.10
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	4.0		4.0		4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0		3.0
Lane Grp Cap (vph)	40	2713	1213	43	2692		130	150		126		155
v/s Ratio Prot	0.00	c0.35		c0.01	0.29			0.01				0.00
v/s Ratio Perm			0.03				c0.05			0.04		
v/c Ratio	0.12	0.44	0.04	0.26	0.37		0.51	0.06		0.37		0.02
Uniform Delay, d1	47.9	3.4	2.3	47.8	3.1		43.0	41.1		42.3		41.0
Progression Factor	1.00	1.00	1.00	0.97	0.48		1.00	1.00		1.00		1.00
Incremental Delay, d2	1.4	0.5	0.1	2.3	0.3		3.1	0.2		1.8		0.1
Delay (s)	49.3	3.9	2.4	48.5	1.8		46.1	41.3		44.1		41.0
Level of Service	D	A	A	D	A		D	D		D		D
Approach Delay (s)		4.0			2.3			44.0				43.5
Approach LOS		A			A			D				D

Intersection Summary			
HCM Average Control Delay	6.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SM	Intersection	Highway 99E & Site driveway
Agency/Co.	Group Mackenzie	Jurisdiction	ODOT
Date Performed	7/19/2005	Analysis Year	2005 Existing volumes
Analysis Time Period	AM Peak		
Project Description 2040320.02 Canby Place			
East/West Street: Highway 99E		North/South Street: Site Access	
Intersection Orientation: East-West		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	598	1	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	0	649	1	0	0	0
Proportion of heavy vehicles, P _{HV}	0	--	--	0	--	--
Median type	Raised curb					
RT Channelized?			0			0
Lanes	0	2	0	0	0	0
Configuration		T	TR			
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	1	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	0	0	1	0	0	0
Proportion of heavy vehicles, P _{HV}	0	0	11	0	0	0
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	0	1	0	0	0
Configuration			R			

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
Volume, v (vph)					1			
Capacity, c _m (vph)					696			
v/c ratio					0.00			
Queue length (95%)					0.00			
Control Delay (s/veh)					10.2			
LOS					B			
Approach delay (s/veh)	--	--	10.2					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SM	Intersection	Highway 99E & Site driveway
Agency/Co.	Group Mackenzie	Jurisdiction	ODOT
Date Performed	7/19/2005	Analysis Year	2005 Existing volumes
Analysis Time Period	PM Peak		
Project Description 2040320.02 Canby Place			
East/West Street: Highway 99E		North/South Street: Site Access	
Intersection Orientation: East-West		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	1207	2	0	0	0
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate (veh/h)	0	1244	2	0	0	0
Proportion of heavy vehicles, P _{HV}	0	--	--	0	--	--
Median type	Raised curb					
RT Channelized?			0			0
Lanes	0	2	0	0	0	0
Configuration		T	TR			
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	2	0	0	0
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate (veh/h)	0	0	2	0	0	0
Proportion of heavy vehicles, P _{HV}	0	0	5	0	0	0
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	0	1	0	0	0
Configuration			R			

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
Volume, v (vph)					2			
Capacity, c _m (vph)					481			
v/c ratio					0.00			
Queue length (95%)					0.01			
Control Delay (s/veh)					12.5			
LOS					B			
Approach delay (s/veh)	--	--	12.5					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SM	Intersection	Site Access/Berg Parkway
Agency/Co.	Group Mackenzie	Jurisdiction	City of Canby
Date Performed	7/19/2005	Analysis Year	2005 Existing volumes
Analysis Time Period	AM Peak		
Project Description 2040320.02 Canby Place			
East/West Street: Site Access		North/South Street: Berg Parkway	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	13	0	20	23	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	14	0	21	24	0
Percent Heavy Vehicles	11	--	--	11	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	13	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	14	0	0	0
Percent Heavy Vehicles	11	11	11	11	11	11
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (vph)	0	21		14			0	
C (m) (vph)	1534	1547		1040				
v/c	0.00	0.01		0.01				
95% queue length	0.00	0.04		0.04				
Control Delay	7.3	7.4		8.5				
LOS	A	A		A				
Approach Delay	--	--	8.5					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SM	Intersection	Site Access/Berg Parkway
Agency/Co.	Group Mackenzie	Jurisdiction	City of Canby
Date Performed	7/19/2005	Analysis Year	2005 Existing volumes
Analysis Time Period	PM Peak		
Project Description 2040320.02 Canby Place			
East/West Street: Site Access		North/South Street: Berg Parkway	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	59	0	31	33	0
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate, HFR	0	60	0	31	34	0
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	56	0	0	0
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate, HFR	0	0	57	0	0	0
Percent Heavy Vehicles	5	0	0	5	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (vph)	0	31		57			0	
C (m) (vph)	1558	1525		1011				
v/c	0.00	0.02		0.06				
95% queue length	0.00	0.06		0.18				
Control Delay	7.3	7.4		8.8				
LOS	A	A		A				
Approach Delay	--	--		8.8				
Approach LOS	--	--		A				

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HCM Signalized Intersection Capacity Analysis
7/18/2005

6: Hwy 99E & Berg Pkwy
2007 Base AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕	↘	↙	↕		↙	↕		↙	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frts	1.00	1.00	0.85	1.00	0.99		1.00	0.86		1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1626	3252	1455	1626	3221		1626	1475		1626	1514	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.75	1.00		0.75	1.00	
Satd. Flow (perm)	1626	3252	1455	1626	3221		1282	1475		1282	1514	
Volume (vph)	5	607	32	11	972	67	16	1	11	23	3	9
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	660	35	12	1057	73	17	1	12	25	3	10
RTOR Reduction (vph)	0	0	6	0	2	0	0	11	0	0	9	0
Lane Group Flow (vph)	5	660	29	12	1128	0	17	2	0	25	4	0
Heavy Vehicles (%)	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%
Turn Type	Prot		Perm	Prot			Perm			Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6				4			8		
Actuated Green, G (s)	1.3	75.6	75.6	1.5	75.8		4.9	4.9		4.9	4.9	
Effective Green, g (s)	2.3	77.6	77.6	2.5	77.8		5.9	5.9		5.9	5.9	
Actuated g/C Ratio	0.02	0.82	0.82	0.03	0.82		0.06	0.06		0.06	0.06	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	39	2656	1189	43	2638		80	92		80	94	
v/s Ratio Prot	0.00	0.20		c0.01	c0.35			0.00			0.00	
v/s Ratio Perm			0.02				0.01			c0.02		
v/c Ratio	0.13	0.25	0.02	0.28	0.43		0.21	0.02		0.31	0.04	
Uniform Delay, d1	45.4	2.0	1.6	45.4	2.4		42.3	41.8		42.6	41.9	
Progression Factor	1.00	1.00	1.00	0.96	0.32		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	0.2	0.0	3.0	0.4		1.3	0.1		2.2	0.2	
Delay (s)	46.9	2.2	1.7	46.4	1.2		43.7	41.9		44.8	42.1	
Level of Service	D	A	A	D	A		D	D		D	D	
Approach Delay (s)		2.5			1.7			42.9			43.9	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM Average Control Delay	3.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	43.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
7/18/2005

6: Hwy 99E & Berg Pkwy
2007 Base Conditions PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↗		↘	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.86		1.00	0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	3438	1538	1719	3401		1719	1564		1719	1575	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.74	1.00		0.72	1.00	
Satd. Flow (perm)	1719	3438	1538	1719	3401		1344	1564		1308	1575	
Volume (vph)	13	1237	53	12	976	76	68	5	46	57	3	18
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	13	1275	55	12	1006	78	70	5	47	59	3	19
RTOR Reduction (vph)	0	0	6	0	2	0	0	42	0	0	17	0
Lane Group Flow (vph)	13	1275	49	12	1082	0	70	10	0	59	5	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot		Perm	Prot			Perm			Perm		
Protected Phases	1	6		5	2			4				8
Permitted Phases			6				4			8		
Actuated Green, G (s)	1.5	76.6	76.6	1.5	76.6		8.9	8.9		8.9	8.9	
Effective Green, g (s)	2.5	78.6	78.6	2.5	78.6		9.9	9.9		9.9	9.9	
Actuated g/C Ratio	0.02	0.79	0.79	0.02	0.79		0.10	0.10		0.10	0.10	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	43	2702	1209	43	2673		133	155		129	156	
v/s Ratio Prot	c0.01	c0.37		0.01	0.32			0.01			0.00	
v/s Ratio Perm			0.03				c0.05			0.05		
v/c Ratio	0.30	0.47	0.04	0.28	0.40		0.53	0.06		0.46	0.03	
Uniform Delay, d1	47.9	3.6	2.4	47.9	3.4		42.8	40.8		42.5	40.7	
Progression Factor	1.00	1.00	1.00	0.97	0.46		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.9	0.6	0.1	2.5	0.3		3.7	0.2		2.6	0.1	
Delay (s)	51.8	4.2	2.4	49.1	1.9		46.5	41.0		45.1	40.8	
Level of Service	D	A	A	D	A		D	D		D	D	
Approach Delay (s)		4.6			2.4			44.2			43.9	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM Average Control Delay	6.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SM	Intersection	Highway 99E & Site driveway
Agency/Co.	Group Mackenzie	Jurisdiction	ODOT
Date Performed	7/19/2005	Analysis Year	2007 Base volumes
Analysis Time Period	AM Peak		
Project Description 2040320.02 Canby Place			
East/West Street: Highway 99E		North/South Street: Site Access	
Intersection Orientation: East-West		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	624	38	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	0	678	41	0	0	0
Proportion of heavy vehicles, P _{HV}	0	--	--	0	--	--
Median type	Raised curb					
RT Channelized?			0			0
Lanes	0	2	0	0	0	0
Configuration		T	TR			
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	29	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	0	0	31	0	0	0
Proportion of heavy vehicles, P _{HV}	0	0	11	0	0	0
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	0	1	0	0	0
Configuration			R			

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
Volume, v (vph)					31			
Capacity, c _m (vph)					665			
v/c ratio					0.05			
Queue length (95%)					0.15			
Control Delay (s/veh)					10.7			
LOS					B			
Approach delay (s/veh)	--	--	10.7					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>SM</i>	Intersection	<i>Highway 99E & Site driveway</i>
Agency/Co.	<i>Group Mackenzie</i>	Jurisdiction	<i>ODOT</i>
Date Performed	<i>7/19/2005</i>	Analysis Year	<i>2007 Base volumes</i>
Analysis Time Period	<i>PM Peak</i>		
Project Description <i>2040320.02 Canby Place</i>			
East/West Street: <i>Highway 99E</i>		North/South Street: <i>Site Access</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	<i>0</i>	<i>1304</i>	<i>2</i>	<i>0</i>	<i>0</i>	<i>0</i>
Peak-hour factor, PHF	<i>0.97</i>	<i>0.97</i>	<i>0.97</i>	<i>0.97</i>	<i>0.97</i>	<i>0.97</i>
Hourly Flow Rate (veh/h)	<i>0</i>	<i>1344</i>	<i>2</i>	<i>0</i>	<i>0</i>	<i>0</i>
Proportion of heavy vehicles, P _{HV}	<i>0</i>	--	--	<i>0</i>	--	--
Median type	<i>Raised curb</i>					
RT Channelized?			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>2</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Configuration		<i>T</i>	<i>TR</i>			
Upstream Signal		<i>0</i>			<i>0</i>	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	<i>0</i>	<i>0</i>	<i>2</i>	<i>0</i>	<i>0</i>	<i>0</i>
Peak-hour factor, PHF	<i>0.97</i>	<i>0.97</i>	<i>0.97</i>	<i>0.97</i>	<i>0.97</i>	<i>0.97</i>
Hourly Flow Rate (veh/h)	<i>0</i>	<i>0</i>	<i>2</i>	<i>0</i>	<i>0</i>	<i>0</i>
Proportion of heavy vehicles, P _{HV}	<i>0</i>	<i>0</i>	<i>5</i>	<i>0</i>	<i>0</i>	<i>0</i>
Percent grade (%)	<i>0</i>			<i>0</i>		
Flared approach		<i>N</i>			<i>N</i>	
Storage		<i>0</i>			<i>0</i>	
RT Channelized?			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>0</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>0</i>
Configuration			<i>R</i>			

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					<i>R</i>			
Volume, v (vph)					<i>2</i>			
Capacity, c _m (vph)					<i>450</i>			
v/c ratio					<i>0.00</i>			
Queue length (95%)					<i>0.01</i>			
Control Delay (s/veh)					<i>13.0</i>			
LOS					<i>B</i>			
Approach delay (s/veh)	--	--	<i>13.0</i>					
Approach LOS	--	--	<i>B</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SM	Intersection	Site Access/Berg Parkway
Agency/Co.	Group Mackenzie	Jurisdiction	City of Canby
Date Performed	7/19/2005	Analysis Year	2007 Base volumes
Analysis Time Period	AM Peak		
Project Description 2040320.02 Canby Place			
East/West Street: Site Access		North/South Street: Berg Parkway	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	14	0	21	24	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	15	0	22	26	0
Percent Heavy Vehicles	11	--	--	11	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes		1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	14	0	0	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	15	0	0	0
Percent Heavy Vehicles	11	11	11	11	11	11
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR		LTR			LTR		
v (vph)	0	22		15			0	
C (m) (vph)	1532	1546		1039				
v/c	0.00	0.01		0.01				
95% queue length	0.00	0.04		0.04				
Control Delay	7.3	7.4		8.5				
LOS	A	A		A				
Approach Delay	--	--	8.5					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SM	Intersection	Site Access/Berg Parkway
Agency/Co.	Group Mackenzie	Jurisdiction	City of Canby
Date Performed	7/19/2005	Analysis Year	2007 Base volumes
Analysis Time Period	PM Peak		
Project Description 2040320.02 Canby Place			
East/West Street: Site Access		North/South Street: Berg Parkway	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	59	0	33	35	0
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate, HFR	0	60	0	34	36	0
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	59	0	0	0
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate, HFR	0	0	60	0	0	0
Percent Heavy Vehicles	5	0	0	5	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (vph)	0	34		60			0	
C (m) (vph)	1556	1525		1011				
v/c	0.00	0.02		0.06				
95% queue length	0.00	0.07		0.19				
Control Delay	7.3	7.4		8.8				
LOS	A	A		A				
Approach Delay	--	--		8.8				
Approach LOS	--	--		A				

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕	↘	↙	↕	↘	↙	↕	↘	↙	↕	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr't	1.00	1.00	0.85	1.00	0.99	1.00	1.00	0.85	1.00	1.00	0.88	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1626	3252	1455	1626	3220	1626	1626	1463	1626	1626	1514	1514
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.75	1.00	1.00	0.74	1.00	1.00
Satd. Flow (perm)	1626	3252	1455	1626	3220	1626	1282	1463	1626	1259	1514	1514
Volume (vph)	5	616	32	75	939	67	64	1	29	23	3	9
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	670	35	82	1021	73	70	1	32	25	3	10
RTOR Reduction (vph)	0	0	11	0	2	0	0	29	0	0	9	0
Lane Group Flow (vph)	5	670	24	82	1092	0	70	4	0	25	4	0
Heavy Vehicles (%)	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%
Turn Type	Prot		Perm	Prot		Perm		Perm		Perm		Perm
Protected Phases	1	6		5	2			4				8
Permitted Phases			6				4			8		
Actuated Green, G (s)	1.3	64.1	64.1	9.0	71.8		8.9	8.9		8.9		8.9
Effective Green, g (s)	2.3	66.1	66.1	10.0	73.8		9.9	9.9		9.9		9.9
Actuated g/C Ratio	0.02	0.70	0.70	0.11	0.78		0.10	0.10		0.10		0.10
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	4.0		4.0		4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0		3.0
Lane Grp Cap (vph)	39	2263	1012	171	2501		134	152		131		158
v/s Ratio Prot	0.00	0.21		c0.05	c0.34			0.00				0.00
v/s Ratio Perm			0.02				c0.05			0.02		
v/c Ratio	0.13	0.30	0.02	0.48	0.44		0.52	0.03		0.19		0.03
Uniform Delay, d1	45.4	5.5	4.5	40.0	3.6		40.3	38.2		38.9		38.2
Progression Factor	1.00	1.00	1.00	1.09	0.35		1.00	1.00		1.00		1.00
Incremental Delay, d2	1.5	0.3	0.0	1.8	0.5		3.6	0.1		0.7		0.1
Delay (s)	46.9	5.9	4.5	45.4	1.7		44.0	38.3		39.6		38.3
Level of Service	D	A	A	D	A		D	D		D		D
Approach Delay (s)		6.1			4.8			42.1				39.2
Approach LOS		A			A			D				D

Intersection Summary			
HCM Average Control Delay	7.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
7/18/2005

6: Hwy 99E & Berg Pkwy
2007 Total PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↗	↖	↕	↗	↖	↕	↗	↖	↕	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.86		1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	3438	1538	1719	3400		1719	1554		1719	1585	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.74	1.00		0.65	1.00	
Satd. Flow (perm)	1719	3438	1538	1719	3400		1343	1554		1173	1585	
Volume (vph)	13	1238	53	72	945	76	115	5	76	56	4	18
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	13	1276	55	74	974	78	119	5	78	58	4	19
RTOR Reduction (vph)	0	0	10	0	3	0	0	67	0	0	16	0
Lane Group Flow (vph)	13	1276	45	74	1049	0	119	16	0	58	7	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot		Perm	Prot			Perm			Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6				4			8		
Actuated Green, G (s)	1.5	65.0	65.0	8.5	72.0		13.5	13.5		13.5	13.5	
Effective Green, g (s)	2.5	67.0	67.0	9.5	74.0		14.5	14.5		14.5	14.5	
Actuated g/C Ratio	0.02	0.67	0.67	0.10	0.74		0.14	0.14		0.14	0.14	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	43	2303	1030	163	2516		195	225		170	230	
v/s Ratio Prot	0.01	c0.37		c0.04	0.31			0.01			0.00	
v/s Ratio Perm			0.03				c0.09			0.05		
v/c Ratio	0.30	0.55	0.04	0.45	0.42		0.61	0.07		0.34	0.03	
Uniform Delay, d1	47.9	8.7	5.6	42.8	4.9		40.1	36.9		38.5	36.7	
Progression Factor	1.00	1.00	1.00	1.08	0.45		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.9	1.0	0.1	1.4	0.4		5.5	0.1		1.2	0.1	
Delay (s)	51.8	9.6	5.7	47.9	2.6		45.6	37.1		39.7	36.8	
Level of Service	D	A	A	D	A		D	D		D	D	
Approach Delay (s)		9.9			5.6			42.1			38.8	
Approach LOS		A			A			D			D	

Intersection Summary

HCM Average Control Delay	11.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SM	Intersection	Highway 99E & Site driveway
Agency/Co.	Group Mackenzie	Jurisdiction	ODOT
Date Performed	7/19/2005	Analysis Year	2007 Total volumes
Analysis Time Period	AM Peak		

Project Description 2040320.02 Canby Place	
East/West Street: Highway 99E	North/South Street: Site Access
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	624	38	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	0	678	41	0	0	0
Proportion of heavy vehicles, P _{HV}	0	--	--	0	--	--
Median type	Raised curb					
RT Channelized?			0			0
Lanes	0	2	0	0	0	0
Configuration		T	TR			
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	29	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate (veh/h)	0	0	31	0	0	0
Proportion of heavy vehicles, P _{HV}	0	0	11	0	0	0
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	0	1	0	0	0
Configuration			R			

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
Volume, v (vph)					31			
Capacity, c _m (vph)					665			
v/c ratio					0.05			
Queue length (95%)					0.15			
Control Delay (s/veh)					10.7			
LOS					B			
Approach delay (s/veh)	--	--	10.7					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SM	Intersection	Highway 99E & Site driveway
Agency/Co.	Group Mackenzie	Jurisdiction	ODOT
Date Performed	7/19/2005	Analysis Year	2007 Total volumes
Analysis Time Period	PM Peak		
Project Description 2040320.02 Canby Place			
East/West Street: Highway 99E		North/South Street: Site Access	
Intersection Orientation: East-West		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	1266	53	0	0	0
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate (veh/h)	0	1305	54	0	0	0
Proportion of heavy vehicles, P _{HV}	0	--	--	0	--	--
Median type	Raised curb					
RT Channelized?			0			0
Lanes	0	2	0	0	0	0
Configuration		T	TR			
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	39	0	0	0
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate (veh/h)	0	0	40	0	0	0
Proportion of heavy vehicles, P _{HV}	0	0	5	0	0	0
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	0	1	0	0	0
Configuration			R			

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
Volume, v (vph)					40			
Capacity, c _m (vph)					446			
v/c ratio					0.09			
Queue length (95%)					0.29			
Control Delay (s/veh)					13.9			
LOS					B			
Approach delay (s/veh)	--	--	13.9					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SM	Intersection	Site Access/Berg Parkway
Agency/Co.	Group Mackenzie	Jurisdiction	City of Canby
Date Performed	7/19/2005	Analysis Year	2007 Total volumes
Analysis Time Period	AM Peak		
Project Description 2040320.02 Canby Place			
East/West Street: Site Access		North/South Street: Berg Parkway	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	3	13	0	21	24	64
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	3	14	0	22	26	69
Percent Heavy Vehicles	11	--	--	11	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	14	66	0	2
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	15	71	0	2
Percent Heavy Vehicles	11	0	0	11	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (vph)	3	22		15			73	
C (m) (vph)	1444	1547		1072			803	
v/c	0.00	0.01		0.01			0.09	
95% queue length	0.01	0.04		0.04			0.30	
Control Delay	7.5	7.4		8.4			9.9	
LOS	A	A		A			A	
Approach Delay	--	--		8.4			9.9	
Approach LOS	--	--		A			A	

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TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information		
Analyst	SM	Intersection	Site Access/Berg Parkway		
Agency/Co.	Group Mackenzie	Jurisdiction	City of Canby		
Date Performed	7/19/2005	Analysis Year	2007 Total volumes		
Analysis Time Period	PM Peak				
Project Description 2040320.02 Canby Place					
East/West Street: Site Access			North/South Street: Berg Parkway		
Intersection Orientation: North-South			Study Period (hrs): 0.25		

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	6	55	0	33	35	61
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate, HFR	6	56	0	34	36	62
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	59	81	0	2
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate, HFR	0	0	60	83	0	2
Percent Heavy Vehicles	5	0	0	5	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (vph)	6	34		60			85	
C (m) (vph)	1476	1530		1016			664	
v/c	0.00	0.02		0.06			0.13	
95% queue length	0.01	0.07		0.19			0.44	
Control Delay	7.4	7.4		8.8			11.2	
LOS	A	A		A			B	
Approach Delay	--	--	8.8			11.2		
Approach LOS	--	--	A			B		

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HCM Signalized Intersection Capacity Analysis
7/19/2005

6: Hwy 99E & Berg Pkwy
2007 AM Peak no Access to Hwy 99E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕	↘	↙	↕		↙	↕		↙	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frst	1.00	1.00	0.85	1.00	0.99		1.00	0.85		1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1626	3252	1455	1626	3220		1626	1459		1626	1514	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.75	1.00		0.71	1.00	
Satd. Flow (perm)	1626	3252	1455	1626	3220		1282	1459		1207	1514	
Volume (vph)	5	587	70	75	939	67	64	1	58	23	3	9
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	638	76	82	1021	73	70	1	63	25	3	10
RTOR Reduction (vph)	0	0	23	0	2	0	0	56	0	0	9	0
Lane Group Flow (vph)	5	638	53	82	1092	0	70	8	0	25	4	0
Heavy Vehicles (%)	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%
Turn Type	Prot		Perm	Prot			Perm			Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6				4			8		
Actuated Green, G (s)	1.3	64.1	64.1	9.0	71.8		8.9	8.9		8.9	8.9	
Effective Green, g (s)	2.3	66.1	66.1	10.0	73.8		9.9	9.9		9.9	9.9	
Actuated g/C Ratio	0.02	0.70	0.70	0.11	0.78		0.10	0.10		0.10	0.10	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	39	2263	1012	171	2501		134	152		126	158	
v/s Ratio Prot	0.00	0.20		c0.05	c0.34			0.01			0.00	
v/s Ratio Perm			0.04				c0.05			0.02		
v/c Ratio	0.13	0.28	0.05	0.48	0.44		0.52	0.05		0.20	0.03	
Uniform Delay, d1	45.4	5.5	4.6	40.0	3.6		40.3	38.3		38.9	38.2	
Progression Factor	1.00	1.00	1.00	1.09	0.35		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	0.3	0.1	1.8	0.5		3.6	0.1		0.8	0.1	
Delay (s)	46.9	5.8	4.7	45.4	1.7		44.0	38.5		39.7	38.3	
Level of Service	D	A	A	D	A		D	D		D	D	
Approach Delay (s)		5.9			4.8			41.3			39.2	
Approach LOS		A			A			D			D	
Intersection Summary												
HCM Average Control Delay			8.2			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			95.0			Sum of lost time (s)				6.0		
Intersection Capacity Utilization			51.6%			ICU Level of Service				A		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
7/19/2005

6: Hwy 99E & Berg Pkwy
2007 PM Peak no Access to Hwy 99E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Fr _t	1.00	1.00	0.85	1.00	0.99		1.00	0.86		1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	3438	1538	1719	3400		1719	1549		1719	1585	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.74	1.00		0.53	1.00	
Satd. Flow (perm)	1719	3438	1538	1719	3400		1343	1549		950	1585	
Volume (vph)	13	1199	106	72	945	76	115	5	114	56	4	18
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	13	1236	109	74	974	78	119	5	118	58	4	19
RTOR Reduction (vph)	0	0	20	0	3	0	0	101	0	0	16	0
Lane Group Flow (vph)	13	1236	89	74	1049	0	119	22	0	58	7	0
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot		Perm	Prot			Perm			Perm		
Protected Phases	1	6		5	2			4				8
Permitted Phases			6				4			8		
Actuated Green, G (s)	1.5	65.0	65.0	8.5	72.0		13.5	13.5		13.5	13.5	
Effective Green, g (s)	2.5	67.0	67.0	9.5	74.0		14.5	14.5		14.5	14.5	
Actuated g/C Ratio	0.02	0.67	0.67	0.10	0.74		0.14	0.14		0.14	0.14	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	43	2303	1030	163	2516		195	225		138	230	
v/s Ratio Prot	0.01	c0.36		c0.04	0.31			0.01			0.00	
v/s Ratio Perm			0.06				c0.09			0.06		
v/c Ratio	0.30	0.54	0.09	0.45	0.42		0.61	0.10		0.42	0.03	
Uniform Delay, d ₁	47.9	8.5	5.8	42.8	4.9		40.1	37.1		38.9	36.7	
Progression Factor	1.00	1.00	1.00	1.08	0.45		1.00	1.00		1.00	1.00	
Incremental Delay, d ₂	3.9	0.9	0.2	1.4	0.4		5.5	0.2		2.1	0.1	
Delay (s)	51.8	9.4	5.9	47.9	2.6		45.6	37.3		41.0	36.8	
Level of Service	D	A	A	D	A		D	D		D	D	
Approach Delay (s)		9.5			5.6			41.4			39.8	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM Average Control Delay	11.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SM	Intersection	Site Access/Berg Parkway
Agency/Co.	Group Mackenzie	Jurisdiction	City of Canby
Date Performed	7/19/2005	Analysis Year	2007 Total w/No 99E Access
Analysis Time Period	AM Peak		
Project Description 2040320.02 Canby Place			
East/West Street: Site Access		North/South Street: Berg Parkway	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	3	13	0	21	24	102
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	3	14	0	22	26	110
Percent Heavy Vehicles	11	--	--	11	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	14	95	0	2
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	15	103	0	2
Percent Heavy Vehicles	11	11	11	11	11	11
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (vph)	3	22		15			105	
C (m) (vph)	1394	1547		1040			775	
v/c	0.00	0.01		0.01			0.14	
95% queue length	0.01	0.04		0.04			0.47	
Control Delay	7.6	7.4		8.5			10.4	
LOS	A	A		A			B	
Approach Delay	--	--		8.5			10.4	
Approach LOS	--	--		A			B	

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SM	Intersection	Site Access/Berg Parkway
Agency/Co.	Group Mackenzie	Jurisdiction	City of Canby
Date Performed	7/19/2005	Analysis Year	2007 Total w/No 99E Access
Analysis Time Period	PM Peak		
Project Description 2040320.02 Canby Place			
East/West Street: Site Access		North/South Street: Berg Parkway	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	6	55	0	33	35	114
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate, HFR	6	56	0	34	36	117
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	59	119	0	2
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate, HFR	0	0	60	122	0	2
Percent Heavy Vehicles	5	0	0	5	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (vph)	6	34		60			124	
C (m) (vph)	1409	1530		1016			636	
v/c	0.00	0.02		0.06			0.19	
95% queue length	0.01	0.07		0.19			0.72	
Control Delay	7.6	7.4		8.8			12.0	
LOS	A	A		A			B	
Approach Delay	--	--		8.8			12.0	
Approach LOS	--	--		A			B	

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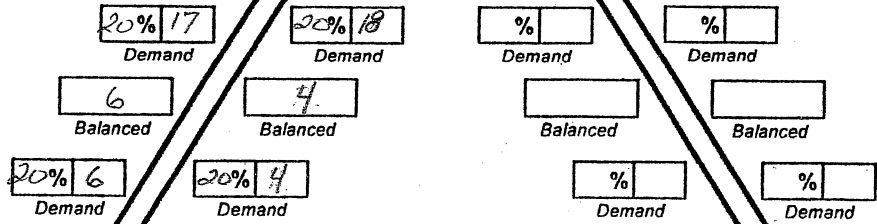
Analyst SM
Date 7/7/05

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt CANBY PLACE
Time Period AM PEAK

LAND USE A Fast Food

ITE LU Code <u>934</u>			
Size <u>3.28 KSF</u>			
Exit to External	<u>79</u>		
←		Total	Internal
Enter from External	<u>85</u>	Enter	Exit
→		<u>89</u>	<u>4</u>
		Exit	<u>85</u>
		Total	<u>6</u>
		%	<u>79</u>



LAND USE B Shopping Ctr

ITE LU Code <u>820</u>			
Size <u>14.05</u>			
Exit to External	<u>15</u>		
←		Total	Internal
Enter from External	<u>23</u>	Enter	Exit
→		<u>29</u>	<u>6</u>
		Exit	<u>19</u>
		Total	<u>4</u>
		%	<u>15</u>

LAND USE C

ITE LU Code _____			
Size _____			
Enter from External	_____		
←		Total	Internal
Exit to External	_____	Enter	Exit
→		_____	_____
		Total	_____
		%	_____

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter				
Exit				
Total				
Single-Use Trip Gen. Est.				

Source: Kaku Associates, Inc.

INTERNAL CAPTURE

Trip Generation Handbook Chapter 7

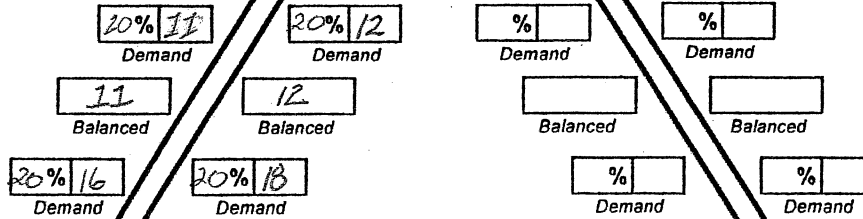
Analyst SM
Date _____

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt Conby Place
Time Period PM PEAK

LAND USE A *Fast Food*

ITE LU Code <u>934</u>			
Size <u>3.28 kSF</u>			
Exit to External	44		
Enter from External	47		
	Total	Internal	External
Enter	59	12	47
Exit	55	11	44
Total	114	23	91
%	100%	20%	80%



LAND USE B *Shopping Ctr*

ITE LU Code <u>820</u>			
Size <u>14.05 kSF</u>			
Exit to External	77		
Enter from External	71		
	Total	Internal	External
Enter	82	11	71
Exit	89	12	77
Total	171	23	148
%	100%	13%	87%

LAND USE C _____

ITE LU Code _____			
Size _____			
Exit to External			
Enter from External			
	Total	Internal	External
Enter			
Exit			
Total			
%			

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter				
Exit				
Total				
Single-Use Trip Gen. Est.				

Source: Kaku Associates, Inc.

INTERNAL CAPTURE

Trip Generation Worksheet, Chapter 7 ■ ITE 400

7	934	Fast Food w/drive Internal trip capture gross trip generation	KSF	3.28	1627	89	85	59	55
					488	4	6	12	11
					<u>1139</u>	<u>85</u>	<u>79</u>	<u>47</u>	<u>44</u>
		Pass-by trips (AM 49%) (PM 50%)			569	42	39	24	22
	934	Net new trips			569	43	40	24	22
7	820	Shopping Center internal trip capture gross trip generation	KSF	14.05	1896	29	19	82	89
					488	6	4	11	12
					<u>1408</u>	<u>23</u>	<u>15</u>	<u>71</u>	<u>77</u>
		Pass-by trips (67%)			943	15	10	48	52
	820	Net new trips			465	8	5	23	25

RED-TIME QUEUING FORMULA

$$\frac{(\text{VOL}) \times (\text{LANE FACTOR})}{(\# \text{ of lanes}) \times \left(\frac{3600}{\text{cycle length}}\right)} \left(1 - \frac{\text{green time}}{\text{cycle length}}\right) \times 2.0_{\text{surge factor}} \times 25' = \text{QUEUE LENGTH}$$

EB Thru 200⁷ PM PEAK (Total)

$$\frac{(1238_{\text{veh}})(1.05)}{(2 \text{ lanes}) \times \left(\frac{3600}{100\text{s}}\right)} \left(1 - \frac{67.0\text{s}}{100\text{s}}\right) \times 50 = 298 \quad \boxed{300'}$$

2005 EXISTING (PM)

$$\frac{(1154)(1.05)}{(2)(36)} \left(\frac{1 - \frac{78.9}{100}}{16.5}\right) \times 50 = 177.5 \quad \boxed{300'} \quad 200'$$

2007 BASE (PM)

$$\frac{(1237)(1.05)}{72} \left(\frac{1 - \frac{78.6}{100}}{16.5}\right) \times 50 = 193.0 \quad \boxed{300'} \quad \boxed{200'}$$

2007 Total (No 99E Access)

$$\frac{1199(1.05)}{72} \left(1 - \frac{67.0}{100}\right) \times 50 = 288.5 \quad \boxed{300'}$$

By SM

Date 7/20/2005

Job # 2040320.02

Sht. 1 of 4

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EBRT 2007 Total (PM)

$$\frac{(53)(1.0)}{1\left(\frac{3600}{100}\right)} \left(1 - \frac{67.0}{100}\right) \times 50 = 24.3 \quad \boxed{25'}$$

(2005 existing and 2007 BASE will be shorter)

EBRT (No 99E Access)

~~EBRT~~

$$\frac{(106)(1.0)}{1\left(\frac{3600}{100}\right)} \left(1 - \frac{67.0}{100}\right) \times 50 = 48.6 \quad \boxed{50'}$$

NBLT 2007 Total (PM)

$$\frac{(115)(1.00)}{\left(\frac{3600}{100}\right)} \left(1 - \frac{14.5}{100}\right) \times 50 = 136.6 \quad \boxed{150'}$$

NBLT 2007 BASE (PM)

$$\frac{(68)}{36} \left(1 - \frac{9.9}{100}\right) \times 50 = 85 \quad \boxed{100'}$$

NBLT 2005 Gxty (PM)

$$\frac{64}{36} \left(1 - \frac{9.6}{100}\right) \times 50 = 80.4 \quad \boxed{100'}$$

NBLT 2007 (No 99E Access)

$$\frac{(115)}{36} \left(1 - \frac{14.5}{100}\right) \times 50 = 136.6 \quad \boxed{150'}$$

NB Thru/RT

2007 Total PM Peak

$$\frac{81}{360/100} \left(1 - \frac{14.5}{100}\right) \times 50 = 96.2 \quad \boxed{100'}$$

2007 Total PM (No 99E Access)

$$\frac{119}{36} \left(1 - \frac{14.5}{100}\right) \times 50 = 141.3 \quad \boxed{150'}$$

2005 Existing
~~2007 Base~~ (PM)

$$\frac{47}{36} \left(1 - \frac{9.6}{100}\right) \times 50 = 59.0 \quad \boxed{75'}$$

2007 Base
~~2005 Existing~~ (PM)

$$\frac{73}{36} \left(1 - \frac{9.9}{100}\right) \times 50 = 91.4 \quad \boxed{100'}$$

WBLT PM PEAK 99E @ Berg Prwy.

2007 Total

$$\frac{72}{1 \times \frac{3600}{100}} \left(1 - \frac{9.5}{100}\right) \times 50 = 90.5 \quad \boxed{100'}$$

2007 Total w/ NO 99E ACCESS

$$\frac{72}{36} \left(1 - \frac{9.5}{100}\right) \times 50 = 90.5 \quad \boxed{100'}$$

2005 Existing COND

$$\frac{11}{36} \left(1 - \frac{2.5}{100}\right) \times 50 = 14.9' \quad \boxed{25'}$$

2007 Base Cond

$$\frac{12}{36} \left(1 - \frac{2.5}{100}\right) \times 50 = \quad \boxed{25'}$$

GROUP

MACKENZIE

APPENDIX I
Canby/ODOT
Scope

From: <Joseph.T.AUTH@odot.state.or.us>
To: <smorrison@grpmack.com>
Date: 7/6/2005 1:55:14 PM
Subject: RE: OR 99E / Berg Pkwy Commercial Site Scope of Work

Sean -

After our telephone conversation and reviewing the ITE Trip Generation, I agree with using the ITE Code 820 regression curve (aka fitted curve equation) for the portion of the development that is not a "fast-food restaurant with drive-through window." Based on the Oregon Administrative Rule 734.051, our office needs to have the "fast-food restaurant with drive-through window" as a separate trip generator due to the chances of the proposed fast-food business you mentioned changing into a fast-food business with a high AM trip generation. You could use pass-by rates and internal capture rates for the site in the TIS analysis.

For Cat, I have attached the scope of work I previously sent you.

-Joseph

<<OR99E-BergPkwy_Approach-SOW.pdf>>
> -----Original Message-----
> From: AUTH Joseph T
> Sent: Wednesday, July 06, 2005 1:13 PM
> To: 'smorrison@grpmack.com'
> Subject: FW: OR 99E / Berg Pkwy Commercial Site Scope of Work
>
> Sean,
>
> I have attached ODOT's Synchro files of the traffic signal timing for the
> OR 99E Corridor in Canby. Please do not use the counts listed in the
> Synchro files. The Application of Oregon Highway Plan Mobility Standards
> (see attachment) requires land use and approach applications to use ODOT's
> existing traffic signal in the TIS analysis.
>
> I need more information about the development proposal before I can say I
> support using the ITE Code 820 in deriving the trip generation. The
> "Fast-Food Restaurant with Drive-Through Window" should use a separate ITE
> Code (934) since the restaurant trips would have a higher AM peak
> generation than ITE Code 820. If ITE Code 820 is used, I do support the
> 67% pass-by rate for the PM peak. The "Fast-Food Restaurant with
> Drive-Through Window" (ITE 934) should use a 49% pass-by rate for the AM
> peak and 50% pass-by rate for the PM peak.
>
> -Joseph
>
> << File: Canby PM.sy6 >> << File: Canby AM.sy6 >> << File: Final White
> Paper 2004 10.pdf >> << File: Canby MID.sy6 >>
>
> -----Original Message-----
> From: CHI Nelson
> Sent: Wednesday, July 06, 2005 11:34 AM
> To: AUTH Joseph T
> Subject: RE: OR 99E / Berg Pkwy Commercial Site Scope of Work
> Importance: High

>
> No timing change since the new coordinated timing plans were put in
> 3/3/00.
> Timing and Synchros are attached.
>
> -----Original Message-----
> From: AUTH Joseph T
> Sent: Wednesday, July 06, 2005 11:14 AM
> To: CHI Nelson
> Subject: FW: OR 99E / Berg Pkwy Commercial Site Scope of Work
>
>
> Nelson - Have you updated your traffic signal timing at the OR 99E / Berg
> Pkwy intersection since March 2004? If so, can you please send me the
> most recent Synchro files for this corridor? Thank you. - Joseph
>
> -----Original Message-----
> From: Sean Morrison [mailto:seanmorrison@grp Mack.com
> <mailto:seanmorrison@grp Mack.com>]
> Sent: Wednesday, July 06, 2005 11:03 AM
> To: AUTH Joseph T
> Subject: Re: OR 99E / Berg Pkwy Commercial Site Scope of Work
>
>
> Joseph,
>
> Thank you for the information regarding ODOT requirements for the TIA.
> I have a couple of follow up questions for you.
>
> 1. For the trip generation assumptions we are using ITE 7th edition
> rates for a shopping center (equation not average). We believe that
> this is most appropriate since the tenants have not been identified
> (except for the fast food pad) and the shopping center rate assumes a
> mix of uses (including fast food). We assume the corresponding pass-by
> rate from the pass-by equation in the ITE Trip Generation Handbook
> (67%). While we could also consider diverted-link and shared trips
> (from the adjacent Canby Square shopping center) we are not proposing to
> do so.
>
> 2. Could you please direct me to a resource to acquire the ODOT
> existing traffic signal timing for OR 99E/Berg?
>
> Please confirm the trip generation assumptions for me and send along
> the ODOT signal timing contact person.
>
> Thank you for your help.
>
> Sincerely,
>
> Sean Morrison
>
> Sean J. Morrison
>
> Group Mackenzie
> 0690 SW Bancroft Street | PO Box 69039 | Portland, OR 97239-0039
> T: 503.224.9560 | F: 503.228.1285 | www.groupmackenzie.com



Oregon

Theodore R. Kulongoski, Governor

Oregon Department of Transportation

ODOT Region 1

123 NW Flanders St

Portland, OR 97209

Telephone (503)731-8200

FAX (503)731-8259

July 5, 2005

Group MacKenzie
0690 SW Bancroft Street
Portland, OR 97239-0039

Re: Preliminary Scope of Work for Approach Permit Application
OR 99E west of Berg Parkway

Dear Mr. Sean Morrison:

ODOT Region 1 Traffic was contacted by you to provide a preliminary scope of work for a proposed commercial site's approach permit application. The proposed site is located on the southwest corner of Pacific Highway E (OR 99E) / Berg Parkway intersection. You have mentioned the proposed land use would be a 17,000 square foot commercial site. This scope of work might be altered when our office receives more information about the land use proposal or if the applicant modifies the land use proposal.

Through the application process, the proposed approach would be classified as a private approach in an urban area and on a statewide highway. The proposed approach on OR 99E would function as a right-in / right-out (RIRO) approach due to a separator on the highway. This proposed approach does not meet ODOT's access management spacing standards of 990 feet (OAR 734-051-0115) and would require a deviation to our spacing standards.

Since the proposed site has alternate access onto Berg Parkway, the applicant must meet Oregon Administrative Rule (OAR) 734-051-0080 Section (4) or (5) for our office to consider the proposed approach. Our office requests that the applicant submits a transportation impact study (TIS) that provides this information in order for ODOT to address the required findings in Sections (4) and (5)

If the applicant's intent is to keep the existing approach on OR 99E, the applicant needs to show in the TIS:

1. Adherence to the spacing standard creates a safety or traffic operation problem either at the location of the approach or at a different location along the highway;
2. The other site driveway/s do not provide "reasonable alternate access," as defined in OAR 734-051-0080 (8), for this type of development; and/or
3. An approach onto the highway is needed for site circulation that is not caused by self-created hardship.

To demonstrate the need for the OR 99E approach, the applicant must provide AM and PM peak hour safety and operational analyses for the OR 99E / Berg Parkway intersection as well as any proposed or existing approaches to the site on OR 99E and Berg Parkway. AM peak hour analyses need to be performed due to the proposed development having a fast-food restaurant with a drive-through. In order to show a

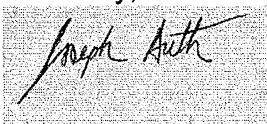
need for the OR 99E approach, two scenarios need to be done for each analysis under both peak hours: a scenario with the RIRO approach onto OR 99E and a scenario without the RIRO approach onto OR 99E.

The TIS shall provide the following information:

- The proposed development description with site plan. Vehicle turning templates could be provided in the site plan to demonstrate the site's ability for circulation.
- Existing traffic counts for the OR 99E / Berg Parkway intersection and any existing approaches to the site on OR 99E and Berg Parkway. The traffic counts shall not be more than a year old from the date the TIS is prepared. Counts should not be taken within a week of state or federal holidays. Counts on the weekday shall be conducted either on a Tuesday, Wednesday, or Thursday. The presence of schools in the area should be considered when determining the date of counts. It is preferable to count when schools are in session.
- Intersection sight distance (ISD) measurement for the OR 99E approach to ensure that the driveway adheres to the 610 feet ISD standard.
- An accident analysis with raw collision data (minimum of the three most recent years) and an assessment of this raw data. This assessment must show any trend of collisions along OR 99E and Berg Parkway around the site boundaries including the signalized intersection. If any trend of collisions occurs, the TIS shall state whether any reasonable actions can mitigate these trends.
- Trip generation for the expansion portion should be derived using the *7th Edition of the ITE Trip Generation Manual* and the *ITE Trip Generation Handbook*.
- The safety and operational analyses shall use the existing traffic signal timing provided by ODOT for the OR 99E / Berg Parkway intersection.
- A volume-to-capacity ratio (v/c) and level-of-service (LOS) calculation for all roadway and driveway intersections listed in the TIS. The Oregon Highway Plan mobility standards requires the OR 99E / Berg Parkway intersection to have a v/c no greater than 0.70 and the proposed approach v/c no greater than 0.80. The TIS must provide a background and total traffic (background plus development) scenario in order for office to determine the traffic impact from the proposed development.
- A 95th percentile queue analysis shall be conducted for all controlled points that contrast the background queues versus the total traffic queues for all movements. In this analysis, the TIS shall provide the length of storage lanes and distance from other intersections. The queue analysis shall consider three different types of queues: overflow, spillback, and storage blocking queues.

To provide better consistency in review comments, our office recommends the City's land use application and ODOT's approach permit application process both occur concurrently. To obtain an approach permit application, contact Loretta Kieffer, District 2B Access Coordinator, at (503) 353-8975.

Sincerely,



Joseph Auth
Region 1 Senior Access Coordinator

From: <Catriona546@aol.com>
To: <seanmorrison@grpmack.com>
Date: 6/28/2005 1:59:12 PM
Subject: Re: Canby project

Sean:

Okay, take two. First, I do want to apologize for the first letter. I can sound awfully pedantic, if I don't think beforehand.

For the trip generation and pass-by trips, your explanation is reasonable, but you may use anything you feel is appropriate.

I have recently discovered a ten-percent rule of thumb for pass-by trips. It essentially says that pass-by trips should not exceed ten percent of the volumes on the adjacent roadway. I read the chapter on pass-by trips in the Trip Generation Handbook and there is no mention of exceeding ten percent of the adjacent-street volumes. So, this appears to be a rule of thumb, rather than hard practice. If you do find anything more about this, would you let me know?

And last, about using diverted-linked trips. Again, you may use what you think is suitable, but in reading the Trip Generation Handbook, it sounds like diverted-linked trips are not applicable considering the scope of your project.

I realize this may not necessarily answer your specific questions. When I review a traffic study, I typically look for standard engineering practices used throughout the study. But, this is not to say you can't go outside standard practice, if you feel that it is appropriate.

Catriona Sumrain
Engineering Technician
Lancaster Engineering
(503) 248-0313 voice
(503) 248-9251 fax
catriona@lancasterengineering.com



APPLICATION FOR
SITE AND DESIGN
REVIEW

To
City of Canby

For
Canby Place Retail
Development

Submitted
August 5, 2005

Project Number
2040320.02

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1. PROJECT SUMMARY

Applicant: Sterling Development Corporation
3252 Holiday Court, Suite 224
La Jolla, CA 92037

Property Owner: Plantore
P.O. Box 400
1017 SW Berg Parkway
Canby, OR 97031

Location: Highway 99E and Berg Parkway

Legal: 1.96-acre portion of tax lots 400, 500, 600, 601, 602 (consolidated per LLA 04-01)

Zoning: CM – Heavy Commercial/Manufacturing Zone (per ZC 04-02)

Requests: Site and Design Review

Project Team: **Architecture/Civil Engineer/Land Use Planning**
Group Mackenzie
0690 SW Bancroft
Portland, OR 97239
503-224-9560
Wendell Mueller, Architect
Ralph Henderson, PE
Geraldene Moyle, AICP – Applicant's Contact
Rhys Konrad, Assistant Planner

Landscape Architect
Viridian Environmental Design, Inc.
813 SW Alder, Mezzanine B
Portland, OR 97205
503-222-1639
Mike O'Brien, LLA

2. INTRODUCTION

SITE DESCRIPTION

Sterling Development Corporation proposes to develop a new commercial development at the southwest corner of Berg Parkway and Highway 99E. The site area totals 1.96 acres and includes tax lots 400, 500, 600, 601 and 602 of map 41E05A. The development will consist of three separate buildings occupied by various tenants. The site recently underwent a lot consolidation and zone map change in order to allow the proposed commercial use in the area. The site is zoned CM, Heavy Commercial/Manufacturing Zone, which permits a wide variety of commercial uses. There is a total site area of 85,348 SF (1.96 acres), with 16,663 SF (19.5%) landscaped, and 39,741 SF (47%) used for parking area, which includes parking stalls, associated drive isles, and landscaped islands.

Three buildings are proposed, totaling 18,180 SF (21%) of the total site area. The associated parking and landscaping will be developed in accordance with the City of Canby Municipal Code. Building A will be 3,280 SF and is intended for KFC/A&W as the tenant with a drive-through aisle. 32 parking stalls are associated with building A. Building B will be 3,070 SF and is intended for a tenant with a drive-through need. Building C will total 11,830 SF and is intended for retail uses. It is the largest building in the development, and will be a multi-tenant building with a majority of the building occupied by an anchor tenant.

The proposed commercial project is compatible with the surrounding development and with traditional elements used throughout the City of Canby. The three buildings are designed to use stucco and stone columns to compliment the existing commercial project across Berg Parkway. The scale of the development, 18,180 SF in three buildings, also responds to the size, shape and height of surrounding commercial and industrial development. The buildings have also been designed to incorporate northwest elements.

This application requests Site and Design Review approval for the commercial development.

3. SITE AND DESIGN REVIEW

APPROVAL CRITERIA

The following addresses how the proposed development meets the applicable section of the Municipal Code.

Section 16.49.040 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*

Response: The proposed development is zoned CM – Heavy Commercial/ Manufacturing Zone. The restaurant and heavy commercial uses proposed in this application are permitted outright in this zone. Since there are no minimum width and frontage requirements, these standards do not apply. However, the average setback for this development at Highway 99E and Berg Parkway is 5 feet. The proposed development does not abut the intersection of Highway 99E and S. Ivy Street and has no additional yard requirements to meet. The tallest building proposed reaches 25 feet in height, which complies with the height requirement for the zone. The lot area consists of approximately 1.96 acres and 21% of the total area is covered with 18,180 SF of buildings.

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

Response: The compatibility and function of the proposed commercial development is designed to encourage interaction for users, both pedestrian and auto-related, between this development and adjoining uses.

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.*

Response: All components of the design were chosen to be compatible with the traditional elements found in the City of Canby. Stucco and awnings were used for the exterior elements as well as stone columns. In addition, natural elements from the northwest region influenced the decision of materials for the exterior of the buildings as seen in the green color of the awnings, and the type of stone used for the columns.

D. *The C-1 and I-O zones have their own design standards, as shown in the matrices for those zones.*

Response: The proposed development is not within a C-1 or I-O zone.

E. *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, C, and D above, if a minimum of 65 percent of the total possible number of points (not including bonuses) are accumulated for the whole development.*

Response: Decisions for the development were made in accordance with the matrix in order to make sure the development will proceed as planned, and also

to ensure that the development is compatible with surrounding structures. An initial calculation was completed by the project team and the development scored a 31 out of a total 44, which translates to approximately 70% of the total possible points.

F. 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.

Response: An 8" water line and a 6" sanitary sewer line, both connecting to main lines in Berg Parkway, serve the site. The storm sewer system is currently disposed on site by dry wells. The existing facilities are sufficient for the proposed development.

Section 16.49.065 Bicycle and Pedestrian Facilities

1. *Developments coming under design review shall meet the following standards:*

A. The internal walkway system shall be extended to the boundaries of the property to adjoining properties developed or zoned for commercial, public, or multi-family uses . . .

Response: The internal walkways included with the proposed development are intended to provide safe pedestrian access through the site. There will be connections between buildings A, B and C. In addition, pedestrian pathways to Berg Parkway and Highway 99E provide a connection to the existing street system and sidewalks.

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

Response: Internal walkways and bicycle parking areas provide pedestrians with convenient access within the site.

C. For new office parks and commercial development:

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

Response: The commercial center across Berg Parkway is not abutting the proposed development. The site has 314 lineal feet of frontage, and therefore walkways are provided to Berg Parkway and Highway 99E. All walkways are linked to the circulation of buildings A, B and C and are as direct to their destination as possible to increase the efficiency of pedestrian traffic as well as to conserve as much site area as possible for landscaping.

Section 16.49.080 General Provisions for Landscaping

1. *The standards set forth in this section are minimum standards for landscaping.*
2. *The minimum area requirement for landscaping for developments coming under design review shall be the percentage of the total land area to be developed as follows:*
 - A. *Fifteen (15) percent for all industrial and commercial zones (except the Downtown-Commercial zone, but including the Commercial-Residential zone).*
 - B. *Seven and one-half (7.5) percent for the Downtown-Commercial zone.*
 - C. *Thirty (30) percent for all residential zones.*

Response: This site is in a commercial zone and therefore is subject to 15% of the total land area to be landscaped. As shown on the site plan the proposed project has 16,663 SF or 19% of the total site area landscaped, which exceeds the requirement.

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

Response: The proposed development site was previously used for industrial purposes and has no existing trees or vegetation.

4. *During the construction process:*
 - A. *The owner or the owner's agent shall provide above and below ground protection for existing trees and plant materials identified to remain.*
 - B. *Trees and plant materials identified for preservation shall be protected by chain link fencing placed around the tree, at the drip line.*
 - C. *If it is necessary to fence within the drip line, such fencing shall be specified by a qualified arborists, nurseryman or landscape architect.*
 - D. *Neither top soil storage nor construction material storage shall be located within the drip line of trees designated to be preserved.*
 - E. *Where site conditions make necessary grading, building, paving, trenching, boring, digging, or other similar encroachment upon a preserved tree's drip line area, such grading, building, paving, trenching, boring, digging, or other similar encroachment shall only be permitted under the direction of a qualified arborist, nurseryman or landscape architect. Such direction must assure that the health needs of trees within the preserved area can be met.*
 - F. *Tree root ends shall not remain exposed.*

Response: The proposed development site was previously used for industrial purposes and has no existing trees or vegetation.

5. *Landscaping under preserved trees shall be compatible with the retention and health of said trees.*

Response: There are no existing trees located on the site, therefore no trees will be preserved.

6. *When it is necessary for a preserved tree to be moved in accordance with the Tree Ordinance, the landscaped area surrounding said tree or trees shall be maintained and replanted with trees which relate to the present landscape plan, or if there is no landscaping plan, then trees which are complimentary with existing, nearby landscape materials.*

Response: No preserved trees are proposed to be moved.

7. *Any required landscaped area shall be designed, constructed, installed and maintained so that within three (3) years, the ground shall be covered by living grass or other plant material. . .*

Response: All required and proposed landscaping will be in place within the maximum timeframe of three years. As shown on the landscape plan, various materials are proposed for the landscaping of this development to ensure that maximum percentages are not exceeded for materials used in the development.

8. *All trees and plant materials shall be healthy, disease-free, damage-free, well-branched stock, characteristic of the species.*

Response: All trees chosen for the landscaping are specified to comply with this section's requirements.

9. *Landscaping shall be installed in accordance with the provisions of Sunset New Western Garden Book, 1979 edition, Lane Publishing Company, Menlo Park, California.*

Response: All landscaping to be installed will follow the provisions of the Sunset New Western Garden Book.

10. *The following guidelines are suggested to insure the longevity and continued vigor of plant materials:*
- A. *Select and site permanent landscape materials in such a manner as to produce a hardy and drought-resistant landscaped area.*
 - B. *Consider soil type and depth, spacing, exposure to sun and wind, slope and contours of the site, building walls and overhangs, and compatibility with existing native vegetation preserved on the site or in the vicinity.*

Response: The existing site conditions, including soil types and exposure to natural elements, were taken into consideration when deciding which species to include to ensure a long-lasting landscape.

11. *All plant growth in landscaped areas of developments shall be controlled by pruning, trimming or otherwise, so that:*
- A. *It will not interfere with designated pedestrian or vehicular access; and*
 - B. *It will not constitute a traffic hazard because of reduced visibility.*
 - C. *It will not hinder solar access considerations.*

Response: The landscaped elements were selected to be compatible with commercial uses. Maintenance will occur in a manner that will not negatively affect pedestrian or vehicular access.

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

Response: There is minimal grading associated with the site preparation for the proposed development. Any grading including the removing of soil will be adequately replaced with topsoil to provide the landscaping with a suitable base.

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

Response: As shown on the grading plan, the proposed planting areas are graded in order to provide positive drainage.

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

Response: Maintenance of the property will ensure the spread of the above elements are not foreseen to be a problem with the proposed development.

Section 16.49.100 Landscaping Installation and Maintenance

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

Response: All landscaping and other elements associated with the site and design review will be in place before the occupancy of the buildings.

2. *A temporary certificate of occupancy may be issued prior to the complete installation of all required landscaping and exterior improvements if security equal to 110 percent of the cost of the landscaping and exterior improvements . . .*

Response: It is not anticipated that a temporary occupancy permit will be required. However, if necessary, the requirements of this section will be met.

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

Response: The landscaping that is approved with this application will continue to be maintained. Parking lot landscaping is designed to enhance the visual environment of the parking area by breaking up large areas of asphalt, and providing shade and relief from large heat islands.

Section 16.49.120 Parking Lot Landscaping Standards

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

Response: Larger trees are proposed to be located at various locations throughout the site, which will provide shaded areas for the automobile parking. Smaller shrubs and landscaping materials are specified in order to make signage visible and pedestrian access safe within the site.

2. *Application. Parking lot landscaping standards shall apply to any surface passenger vehicle parking area of ten (10) spaces or more, or to any paved vehicular use area 3,500 square feet or larger on the same tax lot or on contiguous tax lots under common ownership. Any paved vehicular area which is used specifically as a utility storage lot or a truck loading area shall be exempt from landscaping requirements within a parking lot.*

Response: Landscaping standards apply to this site.

3. *Landscaping Within a Parking Lot. Area within a parking lot shall include the paved parking and maneuvering area, as well as any paved area within ten (10) feet of any exterior face of curb surrounding the paved parking and maneuvering area.*

Response: In calculating the minimum landscaping requirement, the requirements of this section were considered.

4. *Computing Minimum Area Required to be Landscaped Within a Parking Lot.*

- A. *Fifteen (15) percent for all residential, industrial, and commercial zones (except the Downtown-Commercial Zone, but including the Commercial-Residential Zone).*

Response: 39,741 SF of parking lot is associated with the proposed site. As shown on the site plan a total of 16,663 SF of landscaping is provided which is 19% of the total site area.

5. *Trees Required Within Parking Lots. Deciduous, evergreen and/or shade trees shall be planted within all parking lots and shall be distributed on the basis of one (1) tree for each eight (8) parking spaces or 2,800 square feet of paved vehicular-use area, whichever is greater. The Site and Design Review Board explicitly encourages the use of planter islands with trees for landscaping parking lots.*

Response: As shown on the landscape plan, a mixture of deciduous and evergreen tree species were chosen that will provide shade on the parking areas, as well as keep the landscaping looking natural all year long. The design of the site plan includes the use of planter islands in the parking areas.

6. *Criteria for Trees in Parking Lots. Deciduous, evergreen and /or shade trees shall meet the following criteria:*
- A. *Reach a mature height of twenty (20) to thirty (30) feet.*
 - B. *Cast moderate to dense shade in summer.*
 - C. *Long lived, i.e., over sixty (60) years*
 - D. *Do well in an urban environment:*
 - i. *pollution tolerant; and*
 - ii. *tolerant of direct and reflected heat.*
 - E. *Require little maintenance:*
 - i. *mechanically strong;*
 - ii. *insect and disease resistant; and*
 - iii. *require little pruning.*
 - F. *Be resistant to drought condition.*
 - G. *Be barren of fruit production.*

Response: All trees included with the proposed development comply with the standards listed above.

7. *Size of Landscape Planter Islands:*
- A. *Landscape planter islands containing trees shall have a minimum planting area or twenty-five (25) square feet; shall have a minimum width of forty-eight (48) inches measured from back of curb; and shall be designed so as to prevent vehicular damage to trees. (Curb height to be six (6) inches minimum.)*
 - B. *Sidewalks shall not encroach upon the minimum planting width.*

Response: While the size of the landscape planter islands that contain trees as shown on the site plan vary, all planter islands meet the minimum standards listed above.

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

Response: The use of trees and other landscaping is proposed to screen all parking areas on the site. There is a landscape tree located every forty (40) feet along vehicle areas.

9. *Irrigation System or Available Water Supply Required. Landscaped areas shall be provided with automatic irrigation systems or a readily available water supply with at least one (1) outlet located within 150 feet of all plant materials to be maintained.*

Response: An automatic irrigation system is proposed to be installed with the landscaping to encourage the longevity and health of all landscape materials areas.

Section 16.49.150 Parking Lots or Paving Projects

All new paving or parking lot projects which create over 2,500 square feet of impervious surface and any new paving added to existing paving areas which creates a total of more than 2,500 square feet of impervious surface must meet City storm drainage requirements, parking lot landscaping standards and the drainage and access standards of the Oregon Department of Transportation (if applicable).

Response: The proposed project redevelops an existing paved site previously used as an industrial site. As shown on the enclosed plans, the drainage system has been designed to meet City storm drainage requirements and parking lot landscaping standards.

4. CONCLUSION

The information that has been presented and discussed in this written statement and the attached supporting plans and documents concludes that the proposed commercial development meets the development standards and criteria for approval of the requested Site and Design Review.

SITE AND DESIGN REVIEW APPLICATION

FEE *See Fee Schedule Below
Process Type III

OWNER

Name Plantore, LLC
P.O. Box 400
Address 1017 SW Berg Pkwy
City Canby State OR Zip 97013
Phone 503-266-2231 Fax 503-266-4334

APPLICANT**

Name Sterling Development Corp.
Address 3252 Holiday Court, Suite 224
City La Jolla State CA Zip 92037
Phone 858-546-8841 Fax 858-546-8807

OWNERS SIGNATURE see attached form

DESCRIPTION OF PROPERTY:

Address Berg Parkway & Hwy 99E
Tax Map 41E05A Tax Lot(s) 400, 500, 600, 601, 602 Lot Size 1.96
(Consolidated per LLA 04-01) (Acres/Sq/Ft.)
Existing Use Industrial
Proposed Use Commercial / Retail uses
Existing Structures To be demolished
ZONING CM (per ZC 04-02) COMPREHENSIVE PLAN DESIGNATION Commercial (per CPA 04-01)
PREVIOUS LAND USE ACTION (if any) _____

<p>Total Fee = Size Component (based on acreage) + Public Improvement Component</p> <p>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</p> <p>Public Improvements Component 0.3% of total estimated public improvement cost (to be submitted with design review)</p>

<p>FOR CITY USE ONLY</p> <p>File # _____</p> <p>Receipt # _____</p> <p>Date Received _____ By _____</p> <p>Completeness Date _____</p> <p>Pre-Ap Meeting _____</p> <p>Hearing Date _____</p>

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

SITE AND DESIGN REVIEW: INSTRUCTIONS TO APPLICANTS

1. The applicant may request a pre-application conference, or the City Planner may determine that a pre-application conference is necessary after the application has been discussed or upon receipt of the application by the City. A pre-application conference is strongly recommended prior to submitting an application.
2. The applicant will be required to hold a neighborhood meeting with adjacent property owners and neighborhood representatives prior to submitting their application, unless this requirement is waived by the City.
3. Afterwards, the applicant files a complete application with the City, which includes the following information:

Applicant Check	City Check
<input checked="" type="checkbox"/>	<input type="checkbox"/> ^{CR} One (1) copy of pages 1, 2, 3, and 4 of this application. Pages 2 and 3 include a checklist; this checklist should be included in the application with all relevant items checked by the applicant in the "applicant" column. If any items are considered to be not applicable, the omissions should be explained on a separate sheet. The City may request further information at any time before deeming the application complete.
<input checked="" type="checkbox"/>	<input type="checkbox"/> ^{CR} Payment of appropriate fees, cash or checks only. Checks should be made out to the City of Canby.
<input checked="" type="checkbox"/>	<input type="checkbox"/> ^{CR} A list of property owners within 500 feet of the subject property, on mailing labels (1" x 2-5/8"). If the address of a property owner is different from the address of a site, a label for each unit on the site must also be prepared and addressed to "occupant." A list of property owners may be obtained from a title insurance company or from the County Assessor.
<input checked="" type="checkbox"/>	<input type="checkbox"/> ^{CR} Twenty-five (25) copies of a written statement, on 8-1/2" x 11" paper, describing the proposed development and including supportive documentation regarding the particular design in terms of its conformance with the Comprehensive Plan, Municipal Code, and Design Review Matrix (page 7), and availability and adequacy of public facilities and services.
<input checked="" type="checkbox"/>	<input type="checkbox"/> ^{CR} Ten (10) copies of a traffic impact analysis, conducted or reviewed by a traffic engineer that is contracted by the City and paid for by the applicant (through the City), including an accident report for the adjacent roads and nearby intersections, for any project that results in any one of the following: <ol style="list-style-type: none"> A. More than one access onto any collector or arterial street (such streets being designated by the City of Canby Transportation System Plan); B. More than six (6) residential units that enter onto any collector or arterial street; C. Any multiple family dwellings (apartments, condominiums, townhouses, etc.) with more than six (6) units; or D. Industrial or commercial enterprises which generate more than one hundred (100) vehicles per day.

SITE AND DESIGN REVIEW: INSTRUCTIONS TO APPLICANTS

- If the development is located in an area designed by the Hazard ("H") Overlay Zone, one (1) copy of an affidavit signed by a licensed professional engineer that the development will not result in any undue hazard for the occupants or users of the development, nor in any unusual public expense in the event of flooding, landslide, or other natural disaster.
- Twenty-five (25) copies of the site plan. The site plan shall include the following information:
 - A. Vicinity Map. Vicinity map at a scale of 1"=400' showing the relationship of the plat to the existing street or road pattern.
 - B. Detailed Site Plan. The site plan and landscape plan shall be drawn at a scale no smaller than 1"=50'.
 - C. General Information. The following general information shall be shown on the site plan and/or landscape plan:
 1. Name of the development;
 2. Date, north arrow, and scale of drawing;
 3. Appropriate identification of the drawing as a site plan and/or landscape plan;
 4. Property lines in relation to the development;
 5. Names and addresses of the owner or owners, and developer, engineer, architect, or other individual(s) who prepared the site plan and/or landscape plan;
 6. The location, widths, and names of all existing or planned streets, other public ways and easements within or adjacent to the lot, and other important features;
 7. Contour lines having the following minimum intervals:
 - a. One-foot contour intervals for areas containing wetlands, or areas located within a 500-year flood plain;
 - b. Two-foot contour intervals for ground slopes between five and ten percent;
 - c. Five-foot contour intervals for ground slopes exceeding ten percent;
 8. Location and direction of all watercourses on and abutting the tract. Approximate location of areas subject to inundation, stormwater overflow or standing water. Base flood data showing elevations of all property subject to inundation in the event of a one-hundred-year flood shall be shown;
 9. Natural features, such as rock outcroppings, marshes or wetlands (as delineated by the State Division of Lands), wooded areas, isolated preservable trees (trees with trunks over 6" in diameter as measured 4 feet above the ground), and significant areas of vegetation;
 10. A plan for grading in areas that have wetlands, natural drainage areas or areas that are located within a 500-year flood plain;
 11. Location of all existing structures, and whether or not any of them are to be retained with the development;
 12. Location of all proposed structures, showing exterior doors;
 13. Profile elevations of the buildings, including color and material.
 14. Bicycle paths, bicycle parking areas, sidewalks and other pedestrian

- | | | | |
|-------------------------------------|--------------------------|-----|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 15. | ways; |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 15. | Landscaping areas and water systems for landscaped areas; |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 16. | Types, sizes, and location of plants to be used in the landscaping (can be a "palette" of possible plants to be used in specific areas for landscaping); |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 17. | Completed landscaping calculation form (see page 4); |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 18. | Parking layout, including specially designated areas for compact cars and handicapped spaces. The patterns of vehicular traffic shall be shown, including ingress and egress points onto adjacent streets; |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 19. | Locations and types of traffic control signs; |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 20. | Distances between structures and other significant features, including property lines; |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 21. | Planned exterior lighting arrangement; |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 22. | Method of screening garbage cans and exterior storage areas from view; |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 23. | Locations, sizes and types of fences to be used; |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 24. | Vision clearance areas; |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 25. | Storm drainage plans; |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 26. | Locations and general size and nature of utility lines, pipelines, standpipes, hydrants, etc.; |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 27. | Arrangement and location of mailboxes; and |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 28. | Size, color, profile, and location of all signage proposed for the development. |

PLANTORE, LLC

THOMAS M. MASTERSON
President

Mailing Address:

P.O. Box 183
Wynnewood, PA 19096

DIRECT DIAL: 201-556-1180
DIRECT FAX: 201-556-1181

E-mail: tmasterson@srsmith.com

March 12, 2004

City of Canby
Community Development and Planning
182 N. Holly Street
Canby, OR 97013

Re: Plantore Rezone
1017 S.W. Berg Parkway

To: City of Canby Planning Staff

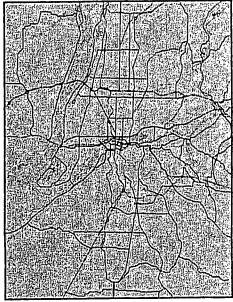
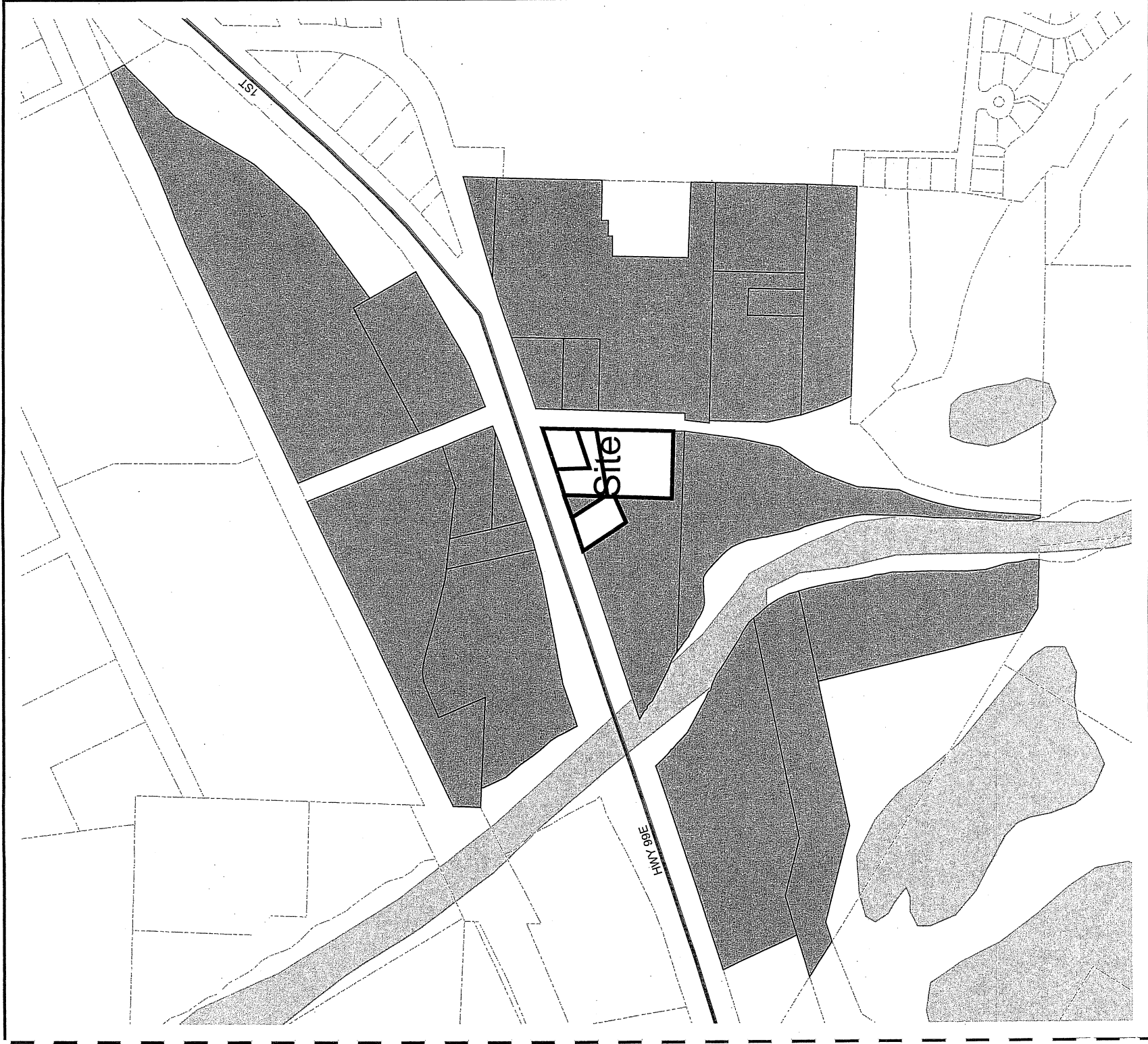
Please consider this letter as authorization appointing Group Mackenzie to represent Plantore, LLC for purposes of making land use applications, including a Comprehensive Plan Amendment, Zone Change and Property Line Adjustment to the City of Canby.

Very truly yours,



Thomas M. Masterson
President

cc: Catie Fernandez, Group Mackenzie



ADJACENT PROPERTY OWNERSHIP NOTIFICATION

ADJACENT PROPERTIES WITHIN 500 FT OF SITE

DISCLAIMER: This property ownership information is derived from Metro's Regional Land Information System (RLIS-File). Metro's RLIS-File is based on publicly available information. As such, this information may not be the most current. Metro's subscription to this information was as of May 2005. No liability is assumed for any errors in this report.



GRAVE
MACKENZIE
 6669 SW Bancroft Street | PO Box 68209 | Portland, OR 97228
 www.gravemackenzie.com | info@gravemackenzie.com
 T: 503.254.2567 | F: 503.254.2571 | P: 503.254.2572

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 ALL RIGHTS RESERVED

Date: 05/10/05 | Map Created by: BK
 File: property_ownership_notification | Project No.: 20050202

LOCATION MAP

41E05 00407
ADRIAN FISHER
30218 S APPALOOSA DR
MOLALLA OR 97038

41E05 00406
WESTWOOD DEVELOPMENT CORP
8900 SW CITIZENS DR
WILSONVILLE OR 97070

41E05 00302
JARBOE HOLDING CO LLC
1335 NE TERRITORIAL RD
CANBY OR 97013

41E05 00404
CLEAR CHANNEL WORLDWIDE
PO BOX 607
GRESHAM OR 97030

41E05 00300
JARBOE HOLDING CO LLC
1335 NE TERRITORIAL RD
CANBY OR 97013

41E05 00301
JAMES PLISKA
PO BOX 607
GRESHAM OR 97030

41E05A 00100
PAN PACIFIC PROPERTIES INC
PO BOX 3165
HARRISBURG PA 17105

41E05A 00101
PAN PACIFIC PROPERTIES INC
PO BOX 3165
HARRISBURG PA 17105

41E05A 00102
PAN PACIFIC PROPERTIES INC
PO BOX 3165
HARRISBURG PA 17105

41E05A 00601
PLANTORE LLC
PO BOX 400
CANBY OR 97013

41E05A 00700
ENG FAMILY RIVERSIDE LLC
3490 RIVERKNOLL WAY
WEST LINN OR 97068

41E05A 00300
PLANTORE LLC
PO BOX 400
CANBY OR 97013

41E05A 00200
TRACY T & MELODY P BOYCE
PO BOX 759
CANBY OR 97013

41E05A 00104
OBC NORTHWEST INC
PO BOX 759
CANBY OR 97013

41E05A 00201
TRACY T & MELODY P BOYCE
PO BOX 759
CANBY OR 97013

41E05A 00800
CANBY SAND&GRAVEL CO
1105 ABERNETHY RD
OREGON CITY OR 97045

41E05A 00990
CANBY SAND&GRAVEL CO
1105 ABERNETHY RD
OREGON CITY OR 97045

41E04BB02100
JEANNE C REIF TRUSTEE
2360 E MADRONA LN
CANBY OR 97013

41E04B 00902
BEKO FAMILY LLC
PO BOX 1075
CANBY OR 97013

41E05 00300
OCCUPANT
1190 SW 1ST AVE
CANBY OR 97013

41E05 00301
OCCUPANT
1120 SW 1ST AVE
CANBY OR 97013

41E05A 00100
OCCUPANT
1051 SW 1ST AVE
CANBY OR 97013

41E05A 00101
OCCUPANT
1075 SW 1ST AVE
CANBY OR 97013

41E05A 00102
OCCUPANT
1069 SW 1ST AVE
CANBY OR 97013

41E05A 00601
OCCUPANT
1191 SW 1ST AVE
CANBY OR 97013

41E05A 00700
OCCUPANT
24310 S HWY 99E
CANBY OR 97013

41E05A 00300
OCCUPANT
1017 S BERG PKWY
CANBY OR 97013

41E05A 00200
OCCUPANT
1076 S BERG PKWY
CANBY OR 97013

41E05A 00201
OCCUPANT
1076 S BERG PKWY
CANBY OR 97013

41E04BB02100
OCCUPANT
925 SW 4TH AVE
CANBY OR 97013

SITE AND DESIGN REVIEW APPLICATION: LANDSCAPING CALCULATIONS

Site Areas

1. Building area	18,180	☞ Square footage of building footprint
2. Parking/hardscape	50,505	☞ Square footage of all sidewalks, parking, & maneuvering areas
3. Landscaped area	16,663	☞ Square footage of all landscaped area
4. Total developed area	85,348	☞ Add lines 1, 2 and 3
5. Undeveloped area	0	☞ Square footage of any part of the site to be left undeveloped.
6. Total site area	85,348	☞ Total square footage of site

Required Site Landscaping (Code 16.49.080)

7. Zone	CM	☞ 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	15%	
9. Total developed area	85,348	☞ Fill in value from line 4
10. Required square footage of landscaping	12,802	☞ Multiply developed area by % of required landscaping
11. Proposed square footage of landscaping	16,663	☞ 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	CM	☞ 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	50,505	☞ 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	7,576	☞ 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	16,663	☞ 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	117	☞ Total number of parking spaces
18. Area of parking lot & hardscape	50,505	☞ Area from line 14
19. Number of parking spaces (line 17) divided by 8	15	☞ Round up to the nearest whole number
20. Area of parking lot (line 18) divided by 2,800	18	☞ Round up to the nearest whole number
21. Number of required trees in parking lot	18	☞ Take the larger of the previous two rows
22. Number of trees provided within 10 feet of parking lot	47	☞ Count the number of proposed trees within 10 feet of parking and maneuvering areas.

CANBY PLACE RETAIL DEVELOPMENT

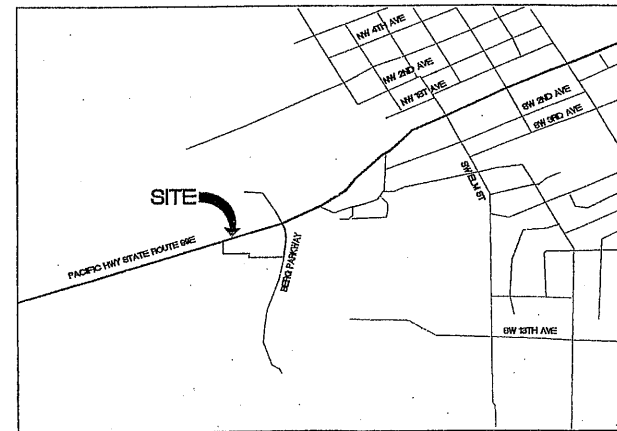
PACIFIC HWY 99E AND BERG PARKWAY
CANBY, OR

DESIGN DEVELOPMENT -- 5 AUGUST 2005

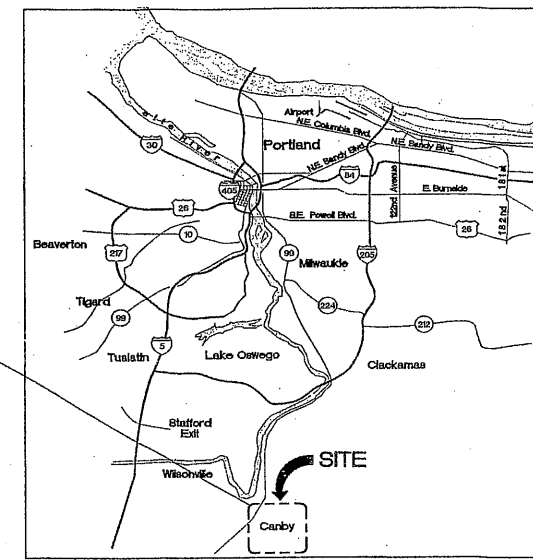
ARCHITECT GROUP MACKENZIE, INC.

CIVIL AND STRUCTURAL ENGINEERING
MECHANICAL, ELECTRICAL
AND PLUMBING ENGINEERING
LANDSCAPE ARCHITECT
TENANT IMPROVEMENT DESIGN

GROUP MACKENZIE ENGINEERING, INC.
INTERFACE ENGINEERING
ATLAS LANDSCAPE ARCHITECTS
TI DESIGN GROUP



SITE AREA MAP
N.T.S.



VICINITY MAP
N.T.S.

ABBREVIATIONS

A	ACCENT PAINT	FLR	FLOOR	OD	OUTSIDE DIAMETER	CSK	COUNTERSINK	INSUL	INSULATION	SS	STAINLESS STEEL
AB	ANCHOR BOLT	FOC	FACE OF CONCRETE	OH	OVERHEAD DOOR	CSP	CONCRETE SEWER PIPE	INT	INTERIOR	ST	STONE
AC	ASPHALTIC CONCRETE	FM	FACTORY MUTUAL	OHD	OVERHEAD DOOR	CTOP	COUNTERTOP	JNT	JOINT	STA PT	STATION POINT
AD	ADJUST / ADJUST	FND	FOUNDATION	OPNG	OPENING	CW	CONCRETE WALL	JST	JOIST	STAGG	STAGGERED
ADA	AMERICAN DISABILITY ACT	FOC	FACE OF CONCRETE	OPP	OPPOSITE	DBA	PENNY (NAILS)	L	ANGLE	STD	STANDARD
ADD.	ADDITIONAL	FOF	FACE OF FINISH	O/S	OUTSIDE	DBL	DOUBLE	LAM	LAMINATE	STL	STEEL
ADJ.	ADJUSTMENT	FOIC	FURNISH BY OWNER	O/S/FACE	OUTSIDE FACE	DET/DTL	DETAIL	LAV	LAVATORY	STLCT	STRUCTURAL
AF	ALUMINUM ENTRANCE GRILLE	FOM	FACE OF MASONRY	OSSC	OREGON STRUCTURAL SPECIALTY CODE	DF	DRAINING FOUNTAIN / DOUBLE FLR	LB	LAG BOLT	SUSP	SUSPENDED
ALT	ALTERNATE	FOS	FACE OF STUD	OTS	OPEN TO STRUCTURE	DIA	DIAMETER	LL	LIVE LOAD	SVC	SHEET VINYL COVERED
APPROX	APPROXIMATE	FW	FACE OF WALL	PB	PARTICLE BOARD	DIAH	DIAPHRAGM	LLV	LONG LEG VERTICAL LONGITUDINAL	T&B	TOP AND BOTTOM
ARCH	ARCHITECTURAL	FT	FEET/FOOT / FIRE TREATED	PDA	PONDER DRIVEN ANCHORS	DM	DIMENSION	LP	LOW POINT	TEMP	TEMPERATURE / TEMPORARY
B	BOTTOM OF	FTG	FOOTING	PJ	PANEL JOINT	DL	DEAD LOAD	LWC	LIGHTWEIGHT CONCRETE	TRK	THICKNESS
BATT	BATTEN INSULATION	FWC	FABRIC WALL COVERING	PLB	PLYWOOD	DN	DOWN	M	MIRROR	TL	TOTAL LOAD
BD	BOARD	GA	GAUGE	PLW	PLYWOOD	DP	DEEP	M/E/P	MECHANICAL/ELECTRICAL/PLUMBING OR PROCESS	TOE NAIL	TOE NAIL
BTWN	BETWEEN	GB	GRAB BAR	PNL	PANEL	DPFS	DATA PROCESSING FLOOR SYSTEM	MAF	MASONRY	TO	TOP OF
BLDG	BUILDING	GALV	GALVANIZED	PR	PAIR	DR	DOOR	MATL	MATERIAL	TOP OF FOOTING	TOP OF FOOTING
BLK	BLOCK	GEN	GENERAL	PS	POUR STRIP	DS	DOWNSPUT	MAX	MAXIMUM	TOS	TOP OF STEEL
BLKG	BLOCKING	GLB	GLU-LAM BEAM	PSF	POUNDS PER SQUARE FEET	DWG	DRAWING	MB	MACHINE BOLT	TOW	TOP OF WALL
BM	BENCH MARK / BEAM	GR	GRADE	PSI	POUNDS PER SQUARE INCH	DWLS	DOWELS	MDF	MEDIUM DENSITY FIBERBOARD	TRANSV	TRANSVERSE
BN	BOUNDARY NAIL	GRD	GRID ONLY	PT	PRESSURE TREATED / PORCELAIN TILE	EA/EF	EACH FACE EXTERIOR INSULATION FINISH SYSTEM	MDO	MEDIUM DENSITY OVERLAY	TU	TUBE STEEL
BOTT	BOTTOM	GSA	U.S. GENERAL SERVICES ADMINISTRATION	PVC	POLYVINYL CHLORIDE PAVEMENT	EIFS	EXTERIOR INSULATION FINISH SYSTEM	MECH	MECHANICAL	TYP	TYPICAL
BRG	BEARING PLATE	HB	HOSE BIBB	R	RADIUS	ELEV	ELEVATION	MFR	MANUFACTURER	U/S	UNDERSIDE
BSMT	BASEMENT	HC	HOLLOW CORE / HANDICAP	RAD	RADIAL	ELECT	ELECTRICAL	MFG	MANUFACTURING	UNDER COUNTER	UNDER COUNTER
BTWN	BETWEEN	HDP	HIGH DENSITY POLYETHYLENE	RCP	REFLECTED CEILING PLAN	ENGR	ENGINEER	MGR	MANAGER	UL	UNDERWRITERS LABORATORIES
CAB	CABINET	HDR	HEADER	REF	REFERENCE / REFRIGERATOR	ED	EDGE OF PANEL	MN	MINIMUM	UNO	UNLESS NOTED OTHERWISE
CATCH BASIN	CATCH BASIN	HDWR	HARDWARE	REF	REFERENCE / REFRIGERATOR	EPDM	ETHYLENE PROPYLENE DIENE MONOMER	MISG	MISCELLANEOUS	USG	UNITED STATES GYPSUM UNDERSIDE
CAST IRON	CAST IRON	HGR	HANGER	REIN	REINFORCING	EQ	EQUAL	MR	MARK	VERT	VERTICAL
CAST IRON JOINT	CAST IRON JOINT	HMK	HOLLOW METAL KNOCKDOWN	REQ'D	REQUIRED	ETC	EPOXY TRAFFIC COATING / ETCETERA	M/LP	METAL LINEAR PANEL	VEST	VESTIBULE
CEILING LINE	CEILING LINE	HMR	HOLLOW METAL WELDED	REV	REVISION	EW	EPOXY TRAFFIC COATING / ETCETERA	MO	MASONRY OPENING	WET	WET
CEILING	CEILING	HRS(S)	HOURS(S)	RF	RESILIENT FLOORING	EXP JT	EXPANSION JOINT	MTL	METAL PANEL	W/CRC	WITH COATING W/CHEMICAL RESISTANCE
CEILING LINE	CEILING LINE	HS	HEADED STUD	RM	ROOM	EXT	EXTERIOR	NFPA	NATIONAL FIRE PROTECTION AGENCY	W/O	WITHOUT
CEILING LINE	CEILING LINE	HSB	HIGH STRENGTH BOLT	ROW	RIGHT OF WAY	F/	FACE OF	NIC	NOT IN CONTRACT	WB	WOOD BASE
CEILING LINE	CEILING LINE	HTG	HEATING	SCHED	SCHEDULE	FB	FLAT BAR	ND/#	NUMBER	WD	WOOD
CEILING LINE	CEILING LINE	HTG	HEATING	SCH	STRUCTURAL CLAY MASONRY	FC	FACE OF CURB	NR	NON-RATED	WF	WIDE FLANGE BEAM
CEILING LINE	CEILING LINE	HWAC	HEATING, VENTILATION AND AIR CONDITIONING	SF	SQUARE FEET	FD	FLOOR DRAIN	NS	NEAR SIDE(D)	WH	WATER HEATER
CEILING LINE	CEILING LINE	HWS	HEADED WELD STUD	SHTG	SHEATHING	FE	FIRE DEPARTMENT CONNECTION	NTE	NOT TO EXCEED	WP	WATER PROOF / WOOD PANELING
CEILING LINE	CEILING LINE	IBC	INTERNATIONAL BUILDING CODE	SIM	SIMILAR	FIE	FIRE EXTINGUISHER	NTS	NOT TO SCALE	WR	WATER RESISTANT
CEILING LINE	CEILING LINE	IFC	INTERNATIONAL FIRE CODE	SLEC	SELF LEVELING EPOXY COATING	FTE	FINISH FLOOR ELEVATION	OC	OVERALL ON CENTER	WRF	WELDED REINFORCED
CEILING LINE	CEILING LINE	IMC	INTERNATIONAL MECHANICAL CODE	SLEV	SHEET LEVEL VERTICAL	FL	FLUSH			WVF	WELDED WIRE FABRIC
CEILING LINE	CEILING LINE	IPC	INTERNATIONAL PLUMBING CODE	SMS	SHEET METAL SCREW					WWR	WELDED WIRE MESH
CEILING LINE	CEILING LINE	ID	INSIDE DIMENSION	SP	SPACE(D)						
CEILING LINE	CEILING LINE	IE	INVERT ELEVATION	SP(S)	SPECIFICATION(S)						
CEILING LINE	CEILING LINE	IF	INSIDE FACE	SO	SQUARE						
CEILING LINE	CEILING LINE	INFO	INFORMATION								

INDEX OF DRAWINGS

C1	TITLE SHEET AND INDEX OF DRAWINGS
C2	SITE PLAN
C3	GRADING PLAN
C4	UTILITY PLAN
L1.0	PLANTING PLAN
A2.1B	FLOOR PLAN BUILDING B
A2.2B	ROOF PLAN BUILDING B
A3.1B	ELEVATIONS BUILDING B
A4.1B	SECTIONS BUILDING B
A2.1C	FLOOR PLAN BUILDING C
A2.2C	ROOF PLAN BUILDING C
A3.1C	ELEVATIONS BUILDING C
A4.1C	SECTIONS BUILDING C
E1.0	SITE PLAN - ELECTRICAL

DRAWING CRITERIA

ALL DRAWINGS ARE IDENTIFIED BY TWO DIGITS AS FOLLOWS:

A. CATEGORY LETTER REFERRING TO THE DISCIPLINE OR MAJOR DIVISION.

T. TITLE SHEET
C. CIVIL - SITE DEVELOPMENT
L. LANDSCAPE
A. ARCHITECTURAL
S. STRUCTURAL
P. PLUMBING
M. MECHANICAL
E. ELECTRICAL

B. SUB-CATEGORY NUMBER REFERRING TO TYPE OF DRAWING OR GROUPING.

1. GENERAL
2. PLANS
3. EXTERIOR ELEVATIONS/BUILDING SECTIONS
4. WALL SECTIONS
5. INTERIOR ELEVATIONS
6. REFLECTED CEILING PLANS
7. STAIR SECTIONS, PLANS, AND DETAILS
8. DETAILS
9. SCHEDULES

SITE INFORMATION

LEGAL DESCRIPTION
TAX LOTS:
1.96 ACRE PORTION OF TAX LOTS, 400,500,600,601,602

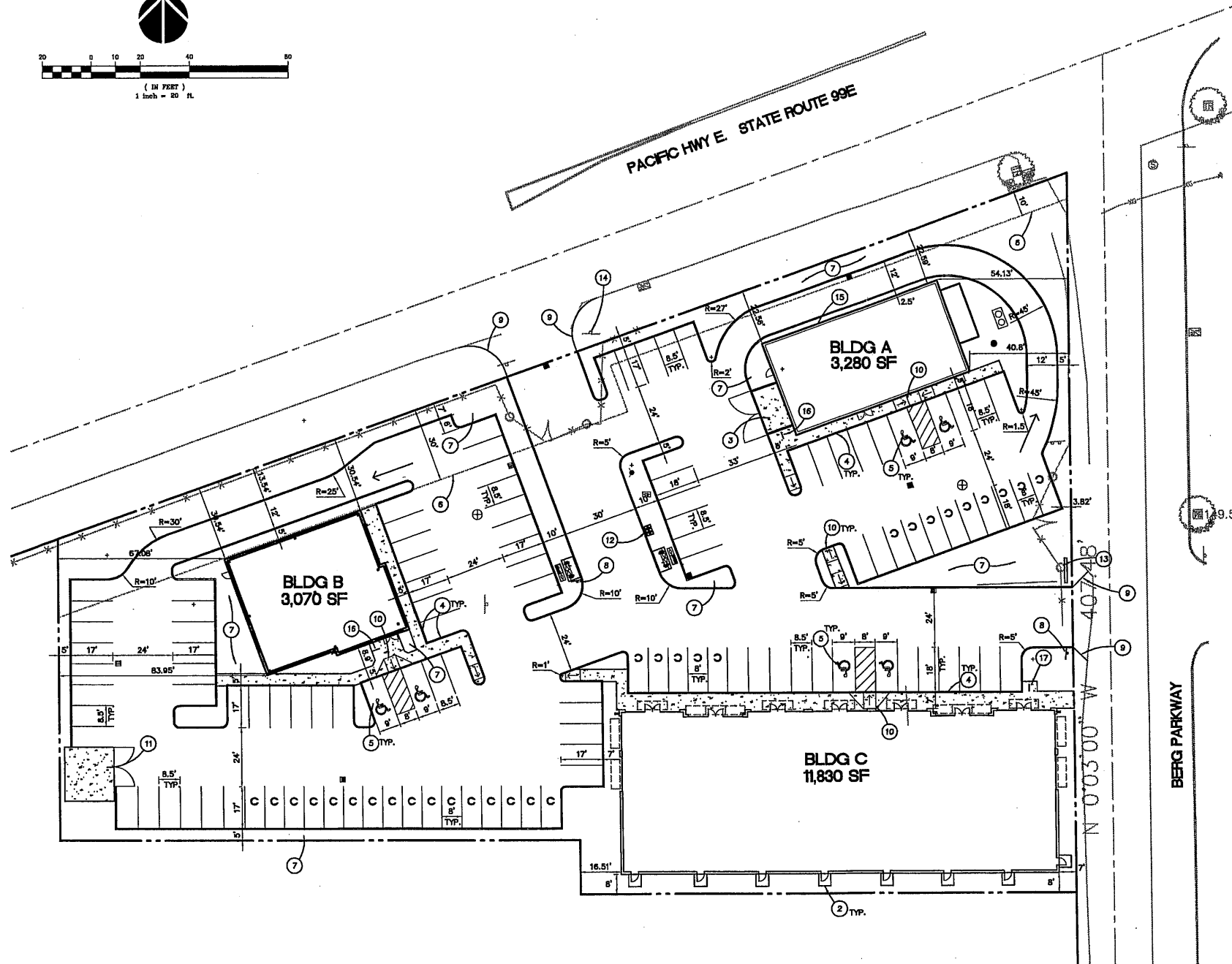
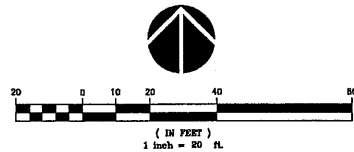
SYMBOLS AND REFERENCES

BUILDING SECTION KEY MARKS	1 103.5	SHEET # SUB-CATEGORY CATEGORY	DETAIL REFERENCE MARKS	12 A7.2	DETAIL # SHEET # SUB-CATEGORY CATEGORY
SECTION KEY MARKS	2 A3.3	SECTION # SHEET # SUB-CATEGORY CATEGORY	ROOM/SPACE IDENTIFICATION	101	ROOM NAME
ELEVATION KEY MARKS	3 103.5	SECTION # SHEET # SUB-CATEGORY CATEGORY	DOOR SYMBOL NUMBER	101A	ROOM #
			WINDOW TYPE	(A)	
			REVISION MARK	Δ	REVISION DELTA

SHEET TITLE:
TITLE SHEET AND INDEX OF DRAWINGS

DRAWN BY: JEC
CHECKED BY: BKA
SHEET

C1
JOB NO. 204032C



GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND THE REQUIREMENTS OF THE CITY OF GANDY, AND THE CURRENT AMERICAN PUBLIC WORKS ASSOCIATION STANDARDS FOR PUBLIC WORKS CONSTRUCTION.
2. THE WORKING DRAWINGS ARE GENERALLY DIAGRAMMATIC. THEY DO NOT SHOW EVERY OFFSET, BEND OR ELBOW REQUIRED FOR INSTALLATION IN THE SPACE PROVIDED. THEY DO NOT SHOW EVERY DIMENSION, COMPONENT PIECE, SECTION, JOINT OR FITTING REQUIRED TO COMPLETE THE PROJECT. ALL LOCATIONS FOR WORK SHALL BE CHECKED AND COORDINATED WITH EXISTING CONDITIONS IN THE FIELD BEFORE BEGINNING CONSTRUCTION. EXISTING UNDERGROUND UTILITIES LAYING WITHIN THE LIMITS OF EXCAVATION SHALL BE VERIFIED AS TO CONDITION, SIZE AND LOCATION BY UNCOVERING, PROVIDING SUCH IS PERMITTED BY LOCAL PUBLIC AUTHORITIES WITH JURISDICTION, BEFORE BEGINNING CONSTRUCTION. CONTRACTOR TO NOTIFY ENGINEER IF THERE ARE ANY DISCREPANCIES.
3. EFFECTIVE EROSION CONTROL IS REQUIRED. EROSION CONTROL DEVICES MUST BE INSTALLED AND MAINTAINED TO MEET THE GOVERNING JURISDICTION REQUIREMENTS. THE GOVERNING JURISDICTION MAY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE EROSION CONTROL.
4. EFFECTIVE DRAINAGE CONTROL IS REQUIRED. DRAINAGE SHALL BE CONTROLLED WITHIN THE WORK SITE AND SHALL BE ROUTED SO THAT ADJACENT PRIVATE PROPERTY, PUBLIC PROPERTY, AND THE RECEIVING SYSTEM ARE NOT ADVERSELY IMPACTED. THE GOVERNING JURISDICTION MAY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE DRAINAGE CONTROL.
5. CONTRACTOR SHALL ADJUST ALL STRUCTURES IMPACTED BY CONSTRUCTION IMPROVEMENTS TO NEW FINISH GRADES.
6. EXCAVATION: EXCAVATE FOR SLABS, PAVING, AND OTHER IMPROVEMENTS TO SIZES AND LEVELS SHOWN OR REQUIRED. ALLOW FOR FORM CLEARANCE AND FOR PROPER COMPACTION OF REQUIRED BACKFILLING MATERIAL. EXCAVATOR(S) MUST COMPLY WITH O.R.S. 707.041 THROUGH 707.071. EXCAVATOR(S) SHALL NOTIFY ALL UTILITY COMPANIES FOR LINE LOCATIONS SEVENTY-TWO (72) HOURS (MINIMUM) PRIOR TO START OF WORK. DAMAGE TO UTILITIES SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE. (ONE CALL, LOCATE UTILITY NOTIFICATION CENTER - PORTLAND METRO AREA 248-6589, OREGON 888-4848, ALL OTHER AREAS 1-800-332-2344).
7. WHERE CONNECTING TO AN EXISTING PIPE, AND PRIOR TO ORDERING MATERIALS, THE CONTRACTOR SHALL EXPOSE THE END OF THE EXISTING PIPE VERIFY THE LOCATION, SIZE, AND ELEVATION. NOTIFY ENGINEER OF ANY DISCREPANCIES.
8. REQUEST BY THE CONTRACTOR FOR CHANGES TO THE PLANS MUST BE APPROVED BY THE ENGINEER.
9. ALL CURB RADI ARE 2.5' UNLESS STATED OTHERWISE ON PLANS.
10. TRASH ENCLOSURES TO BE 6' HIGH CONCRETE BLOCK WALL WITH METAL GATE. PAINT TO MATCH BUILDING.

KEYNOTES

1. SIDEWALK
2. 5'X 5' CONCRETE PAD
3. TRASH ENCLOSURE (BLDG A)
4. MONOLITHIC CURB AND SIDEWALK
5. HANDICAP PARKING STALL
6. EXISTING PUBLIC UTILITY EASEMENT
7. LANDSCAPING
8. STOP SIGN
9. EDGE OF PAVEMENT
10. HANDICAP RAMP
11. TRASH ENCLOSURE (BLDG B & C)
12. MAILBOXES TO CANBY STANDARDS
13. ENTRY SIGN
14. EXISTING DIRECTIONAL SIGNAGE
15. DRIVE-THRU WINDOW
16. BIKE RACK FOR 3 BICYCLES
17. BIKE RACK FOR 4 BICYCLES

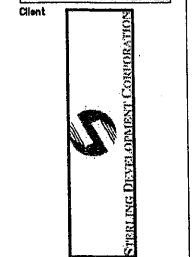
LEGEND

- C COMPACT PARKING SPACE
- VERTICAL CURB
- ⊕ DRYWELL
- OIL/WATER SEPARATOR
- ⊞ WATER METER WITH BACKFLOW PREVENTION
- ⊞ DDCV VAULT

SITE DATA

SITE AREA	85,348 SF
LANDSCAPE AREA	16,883 SF
BUILDING FOOTPRINT	18,180 SF
PARKING SPACES	
STANDARD	81
COMPACT	30
HANDICAP	6
TOTAL	117

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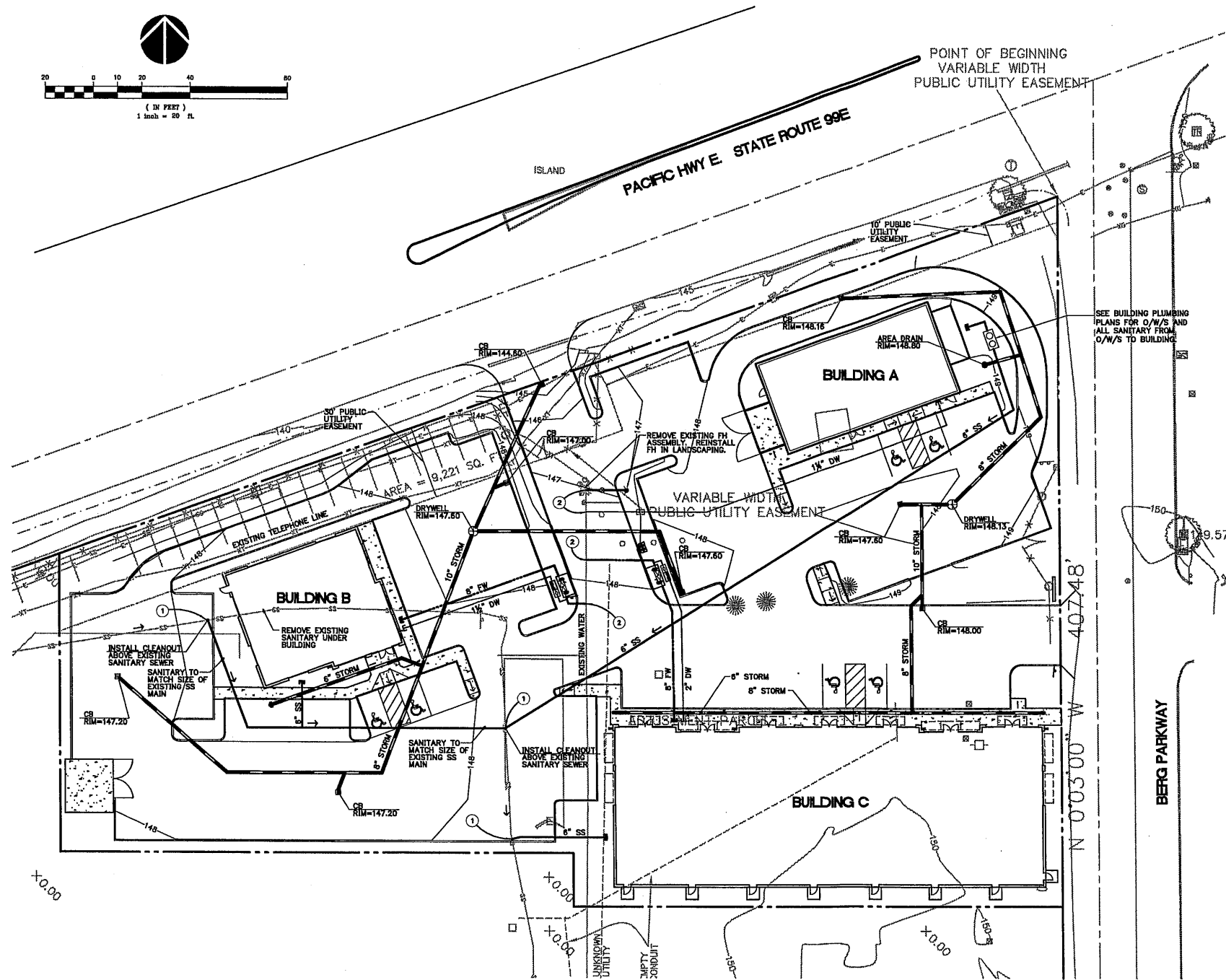
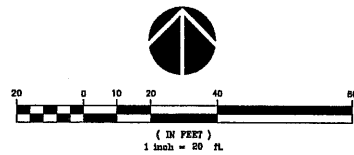
NO.	REVISION	DATE	BY	DATE

SHEET TITLE:
SITE PLAN

DRAWN BY: R.J.H.
 CHECKED BY: R.J.H.
 SHEET

C2

JOB NO. **2040320.02**



UTILITY NOTES

1. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF CANBY, AND THE CURRENT EDITION OF THE UNIFORM PLUMBING CODE AND THE UNIFORM BUILDING CODE. ALL WORK WITHIN THE PUBLIC U.O.W. REQUIRES A PUBLIC WORKS PERMIT.
2. THE WORKING DRAWINGS ARE GENERALLY DIAGRAMMATIC. THEY DO NOT SHOW EVERY OFFSET, BEND OR ELBOW REQUIRED FOR INSTALLATION IN THE SPACE PROVIDED. THEY DO NOT SHOW EVERY DIMENSION, COMPONENT PIECE, SECTION, JOINT OR FITTING REQUIRED TO COMPLETE THE PROJECT. ALL LOCATIONS FOR WORK SHALL BE CHECKED AND COORDINATED WITH EXISTING CONDITIONS IN THE FIELD BEFORE BEGINNING CONSTRUCTION. EXISTING UNDERGROUND UTILITIES LAYING WITHIN THE LIMITS OF EXCAVATION SHALL BE VERIFIED AS TO CONDITION, SIZE AND LOCATION BY UNCOVERING, PROVIDING SUCH IS PERMITTED BY LOCAL PUBLIC AUTHORITIES WITH JURISDICTION, BEFORE BEGINNING CONSTRUCTION. CONTRACTOR TO NOTIFY ENGINEER IF THERE ARE ANY DISCREPANCIES.
3. PROVIDE CLEANOUTS AS REQUIRED IN THE CURRENT UNIFORM PLUMBING CODE CHAPTER 7, SECTIONS 707 AND 710, AND CHAPTER 11, SECTION 1103.04. NOTE: NOT ALL REQUIRED CLEANOUTS ARE SHOWN ON THE PLANS.
4. ALL STORM PIPING IS SIZED FOR A MANNING'S "N" VALUE = 0.013. ALL STORM PIPING IS DESIGNED USING CONCENTRIC PIPE TO PIPE AND WYE FITTINGS, UNLESS OTHERWISE NOTED.
5. SEE MECHANICAL DRAWINGS FOR UTILITIES LOCATED WITHIN THE BUILDING AND TO 5' OUTSIDE THE BUILDING.
6. ALL DOWNSPOUT LEADERS TO BE 6" AT 2.0% MIN. UNLESS NOTED OTHERWISE.
7. VERIFY LOCATION, SIZE AND DEPTH OF EXISTING UTILITIES BY POT-HOLING PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF DISCREPANCIES.
8. PROVIDE 2" PVC DRAIN LINE FROM DOMESTIC WATER METER VAULT AND BACKFLOW PREVENTER VAULT TO THE DOUBLE DETECTOR CHECK VALVE (FIRE) VAULT. PROVIDE 1/3 HP SUMP PUMP AT BASE OF FIRE VAULT AND INSTALL 2" PVC DRAIN LINE WITH BACKFLOW VALVE FROM SUMP PUMP TO DAYLIGHT AT NEAREST CURB. FURNISH 1/2" DIAMETER CONDUIT FROM BUILDING ELECTRICAL ROOM TO FIRE VAULT FOR SUMP PUMP ELECTRICAL SERVICE. NOTE: COORDINATE WITH FIRE PROTECTION CONTRACTOR FOR FLOW SENSOR INSTALLATION AND CONDUIT REQUIREMENTS.
9. THE SURVEY INFORMATION SHOWN AS A BACKGROUND SCREEN ON THIS SHEET IS BASED ON A SURVEY PREPARED BY ALPHA COMMUNITY DEVELOPMENT, DATED 7/28/05.
10. CONTRACTOR TO PROVIDE POWER TO IRRIGATION CONTROLLER. SEE SPECIFICATIONS AND LANDSCAPE PLANS.
11. SEE BUILDING PLUMBING DRAWINGS FOR PIPING WITHIN THE BUILDING AND UP TO 5' OUTSIDE THE BUILDING, INCLUDING ANY FOUNDATION DRAINAGE PIPING.
12. ALL STORM PIPES FROM CATCH BASINS AND ROOF DRAINS TO BE 6" @ 2% MINIMUM SLOPE UNLESS OTHERWISE SPECIFIED.

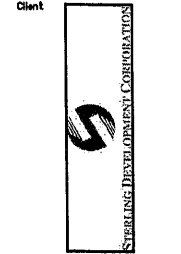
UTILITY KEYNOTES

1. VERIFY SIZE, LOCATION, AND DEPTH OF EXISTING SANITARY SEWER PRIOR TO START OF CONSTRUCTION.
2. CONNECT TO EXISTING WATER LINE. VERIFY SIZE, LOCATION, AND DEPTH OF EXISTING WATER LINE PRIOR TO START OF CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES.

LEGEND

SANITARY SEWER	———
WATERLINE (FIRE PROTECTION)	———
WATERLINE (DOMESTIC)	———
STORM LINE	———
FIRE HYDRANT	⊕
DOMESTIC WATER METER	⊕
CATCH BASIN	⊕
DRYWELL	⊕
DOCK VAULT	⊕

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NO.	REVISION	DATE

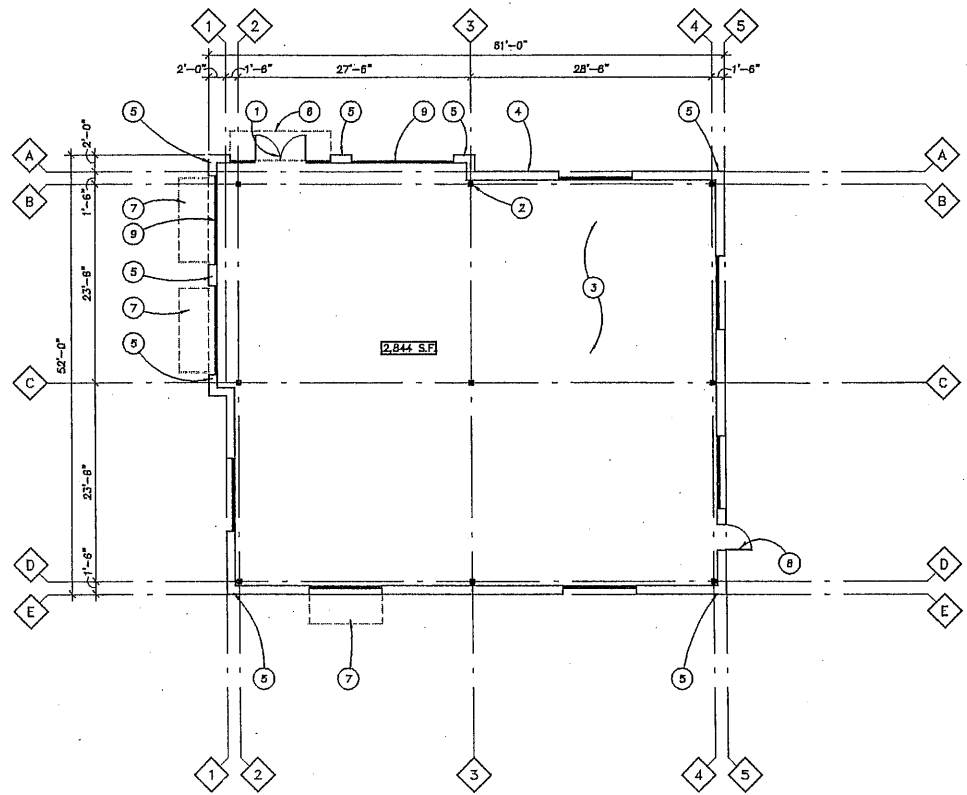
SHEET TITLE:
UTILITY PLAN

DRAWN BY: R.M.
 CHECKED BY: R.M.
 SHEET

C4

JOB NO. **2040320.02**

THE SURVEY INFORMATION SHOWN AS A BACKGROUND SCREEN ON THIS SHEET IS BASED ON A SURVEY PREPARED BY ALPHA COMMUNITY DEVELOPMENT, DATED 7/28/05.



1 FLOOR PLAN - BUILDING B 2,844 S.F. BUILDING AREA TOTAL
 A2.1B 1/8"=1'-0"

KEYNOTES

1. STOREFRONT ENTRY SYSTEM, 3'-0"x8'-0" DOOR, PAIR
2. TUBE STEEL COLUMN, TYP. SEE STRUCTURAL
3. 13' CLEAR HEIGHT TYPICAL, EXPOSED TO STRUCTURE
4. METAL FRAME EXTERIOR WALL WITH STUCCO FINISH
5. PLASTER WITH CULTURED STONE VENEER: SHALE, COUNTRY LEDGESTONE SEE DETAIL ---/---
6. METAL CANOPY ABOVE, PAINT BLACK
7. CANVAS AWNING ABOVE, GREEN
8. HM MAN DOOR, 3'-0"x7'-0"
9. STOREFRONT WINDOW SYSTEM, BLACK ANODIZED FRAMES

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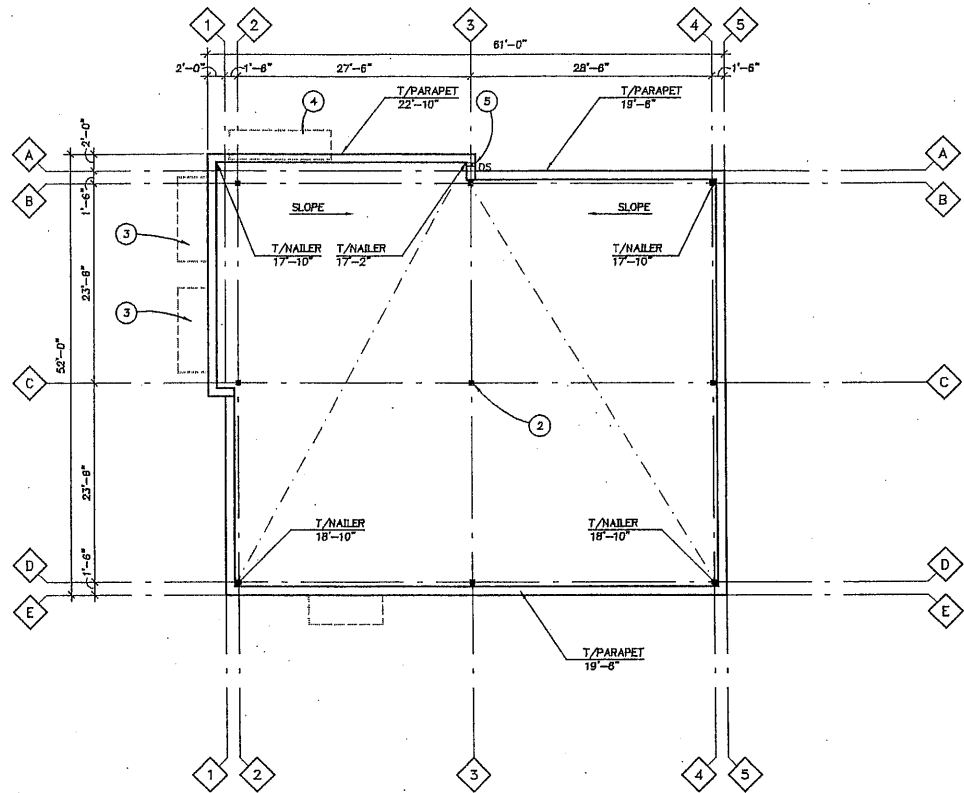
NO.	REVISION	REVISION DATE	CLOSING DATE

SHEET TITLE:
BUILDING B
FLOOR
PLAN

DRAWN BY:
 CHECKED BY:
 SHEET

A2.1B

JOB NO. 2040320.02



1 ROOF PLAN - BUILDING B
A2.2B 1/8"=1'-0"

GENERAL NOTES

A. SEE STRUCTURAL FOR TUBE SIZES

KEYNOTES

1. ROOF HATCH, PROVIDE CRICKET AT HIGH SIDE WITH 3/4" PER FOOT SLOPE, SEE DETAIL ---/---
2. TS COLUMN BELOW, SEE STRUCTURAL
3. CANVAS AWNING BELOW
4. METAL CANOPY BELOW, SEE DETAIL ---/---
5. SCUPPER W/ DOWNSPOUT SEE DETAIL ---/---

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REVISIONS:

NO.	REVISION	DATE

SHEET TITLE:
BUILDING B
ROOF
PLAN

DRAWN BY:
 CHECKED BY:
 SHEET

A2.2B

JOB NO. 2040320.02

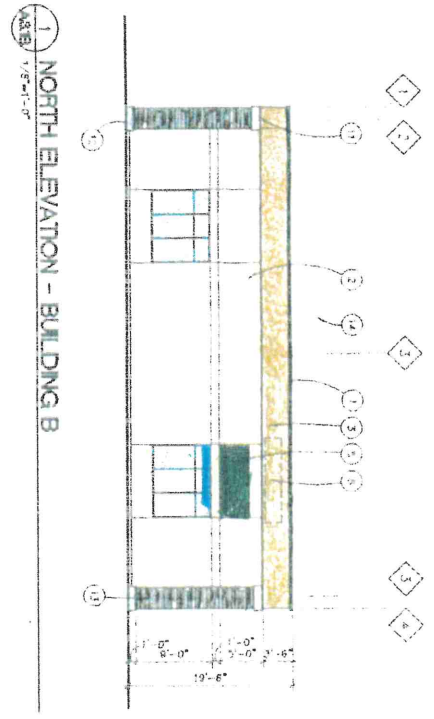
- KEYNOTES**
1. WALL CLADDING - POLYURETHANE
 2. BRICK CLADDING - 100MM BURNED BRICK
 3. BRICK CLADDING - 100MM BURNED BRICK WITH POLYURETHANE POINTING
 4. BRICK CLADDING - 100MM BURNED BRICK WITH POLYURETHANE POINTING AND POLYURETHANE COATING
 5. BRICK CLADDING - 100MM BURNED BRICK WITH POLYURETHANE POINTING AND POLYURETHANE COATING AND POLYURETHANE COATING
 6. BRICK CLADDING - 100MM BURNED BRICK WITH POLYURETHANE POINTING AND POLYURETHANE COATING AND POLYURETHANE COATING AND POLYURETHANE COATING
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 10. BRICK CLADDING - 100MM BURNED BRICK WITH POLYURETHANE POINTING AND POLYURETHANE COATING AND POLYURETHANE COATING AND POLYURETHANE COATING AND POLYURETHANE COATING AND POLYURETHANE COATING AND POLYURETHANE COATING AND POLYURETHANE COATING

GROUP
MACKENZIE

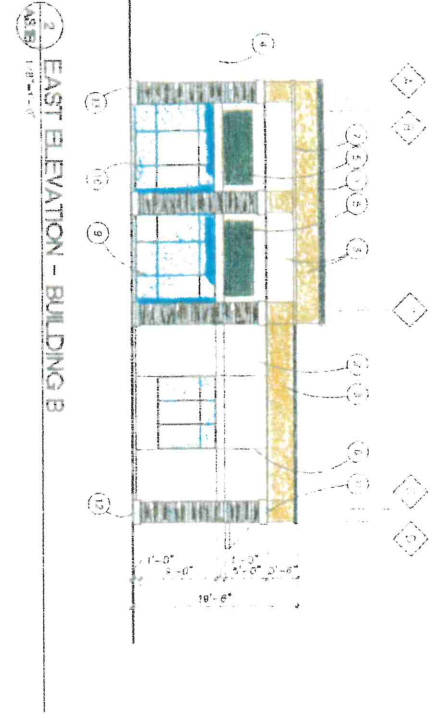
Civil Engineering
Structural Engineering
Transportation Planning

Architecture
Interior Design
Land Use Planning

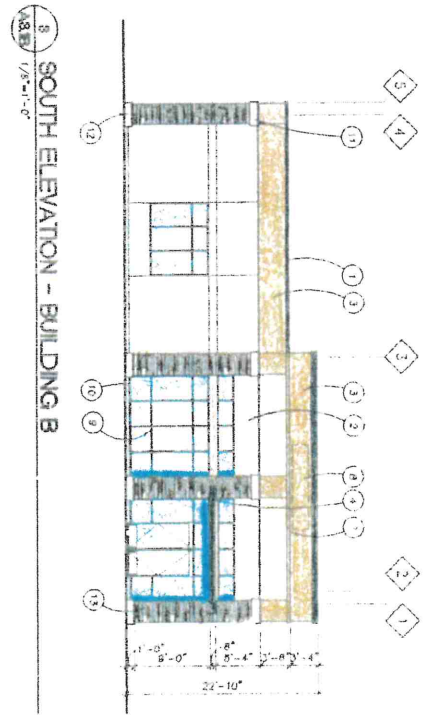
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Sydney NSW 2000
Melbourne VIC 3000



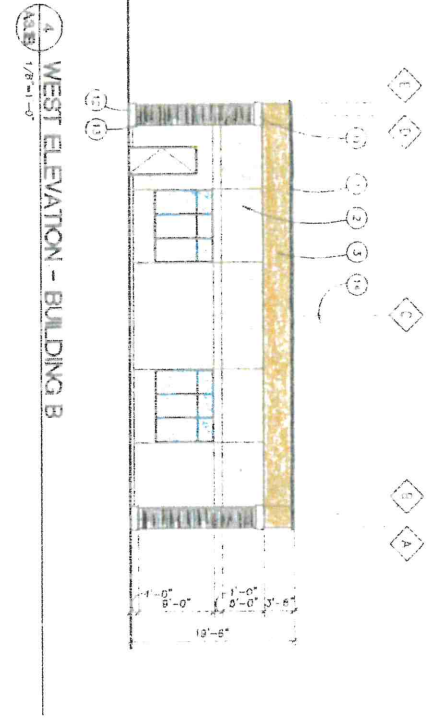
1 NORTH ELEVATION - BUILDING B
1/8" = 1'-0"



2 EAST ELEVATION - BUILDING B
1/8" = 1'-0"



3 SOUTH ELEVATION - BUILDING B
1/8" = 1'-0"



4 WEST ELEVATION - BUILDING B
1/8" = 1'-0"

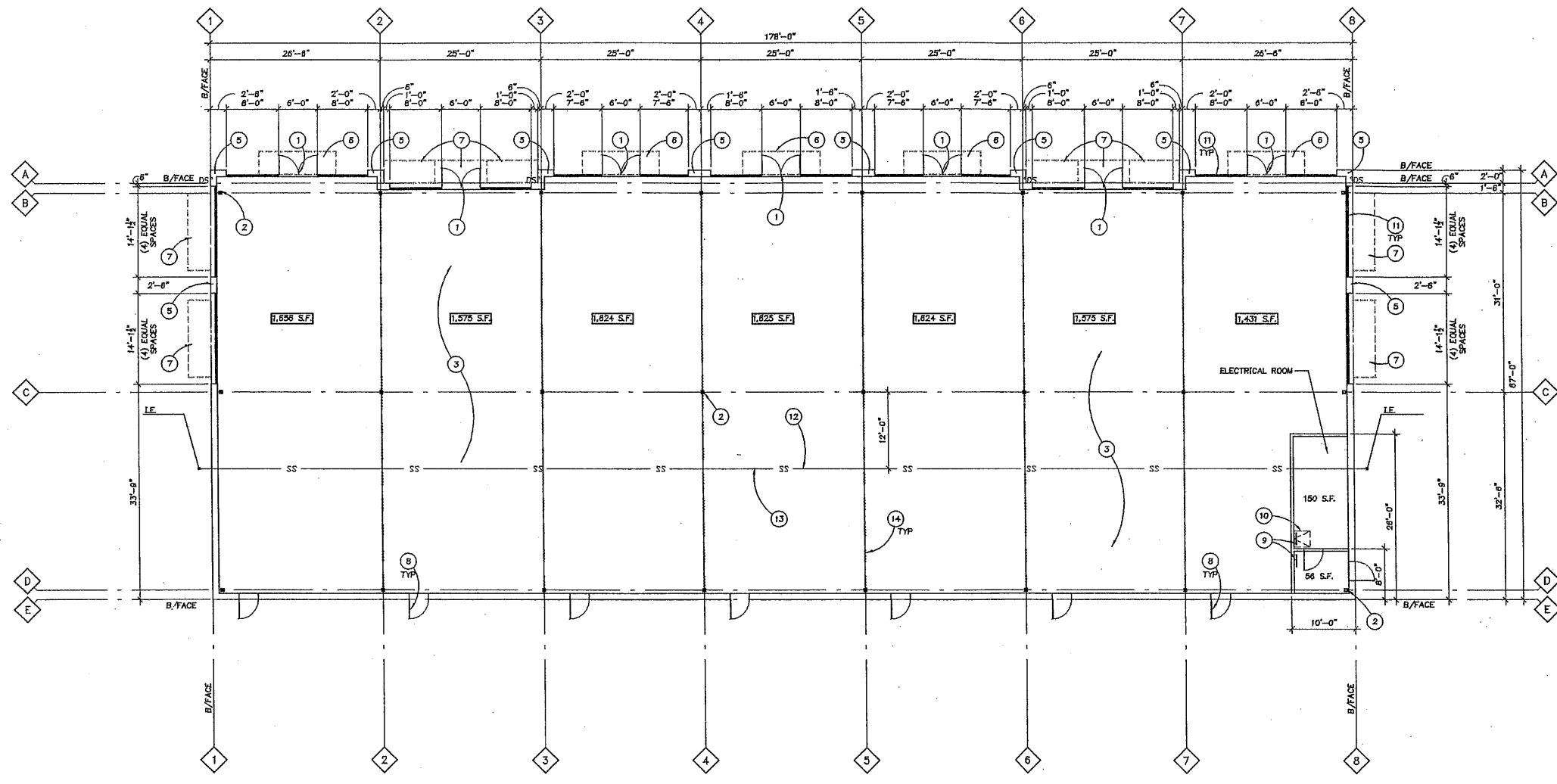
GROUP
MACKENZIE

SHEET TITLE
BUILDING B
ELEVATIONS

A3.1B

KEYNOTES

1. STOREFRONT ENTRY SYSTEM, 3'-0"x6'-0" DOOR PAIR
2. TUBE STEEL COLUMN, TYP SEE STRUCTURAL
3. 13' CLEAR HEIGHT TYPICAL, EXPOSED TO STRUCTURE
4. METAL FRAME EXTERIOR WALL WITH STUCCO FINISH
5. PILASTER WITH CULTURED STONE VENEER:
 SHALE, COUNTRY LEDGESTONE, SEE DETAIL ---
6. METAL CANOPY ABOVE, PAINT BLACK
7. CANVAS AWNING ABOVE, GREEN
8. HM MAN DOOR, 3'-0"x7'-0"
9. ROOF ACCESS LADDER, SEE DETAIL ---
10. ROOF ACCESS HATCH, SEE DETAIL ---
11. STOREFRONT WINDOW SYSTEM, BLACK ANODIZED FRAMES
12. 6" SANITARY SEWER LINE, SEE CIVIL FOR CONTINUATION
13. 2" INSULATED DOMESTIC WATERLINE ABOVE, ALIGN ABOVE
 SANITARY SEWER
14. FUTURE TENANT DEMISING WALL, ALIGN W/ TS COLUMNS.



1 FLOOR PLAN - BUILDING C 11,316 S.F. BUILDING AREA TOTAL
 A2.1C 1/8"=1'-0"

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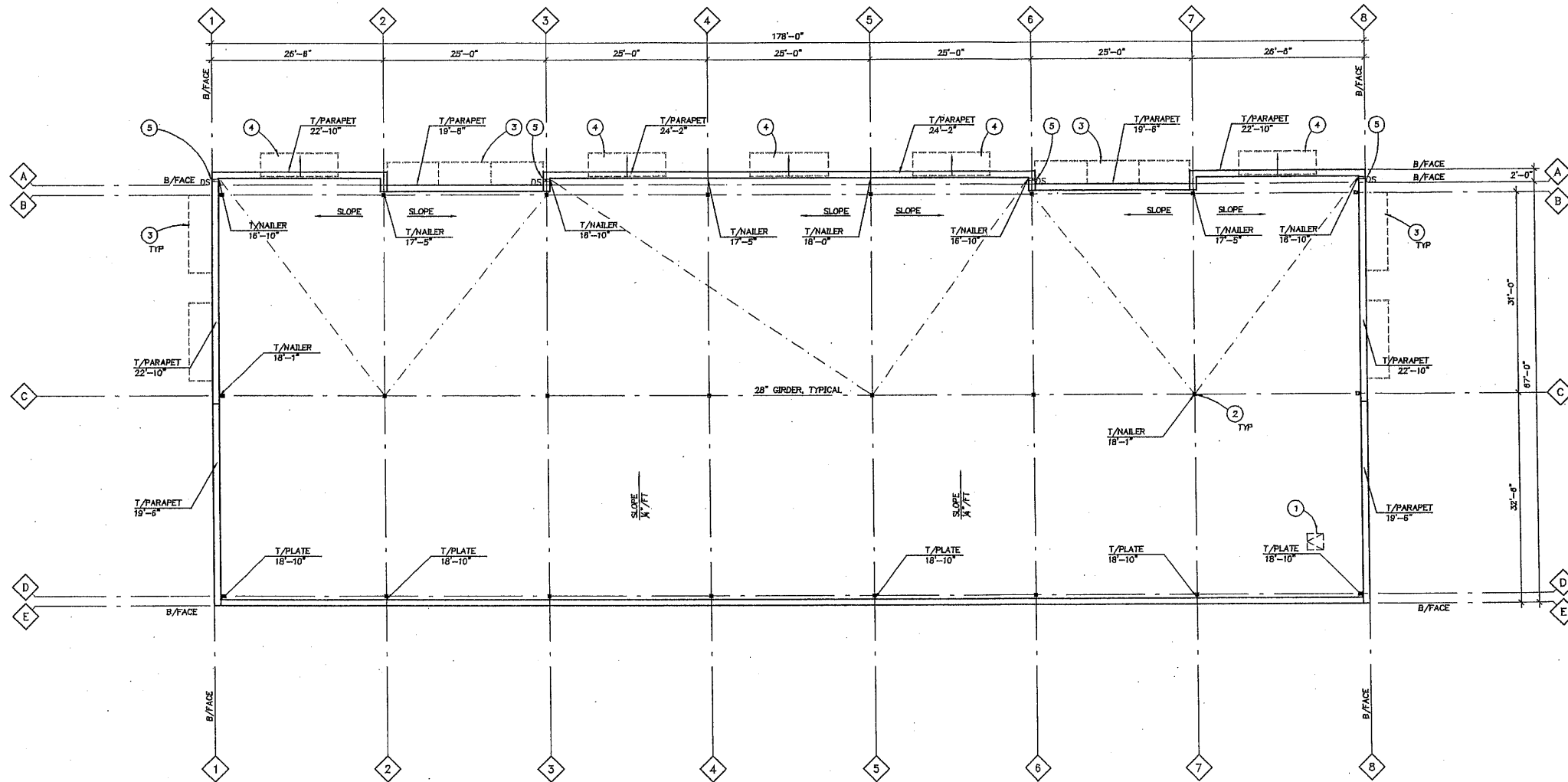
NO.	REVISION	DATE

SHEET TITLE:
**BUILDING C
 FLOOR
 PLAN**

DRAWN BY:
 CHECKED BY:
 SHEET

A2.1C

JOB NO. 2040320.02



1 ROOF PLAN - BUILDING C
 A2.2C 1/8"=1'-0"

GENERAL NOTES

A. SEE STRUCTURAL FOR TUBE SIZES

KEYNOTES

1. ROOF HATCH, PROVIDE CRICKET AT HIGH SIDE WITH 1/4" PER FOOT SLOPE, SEE DETAIL ---/---
2. TS COLUMN BELOW, SEE STRUCTURAL
3. CANVAS AWNING BELOW
4. METAL CANOPY BELOW, SEE DETAIL ---/---
5. SCUPPER W/ DOWNSPOUT SEE DETAIL ---/---

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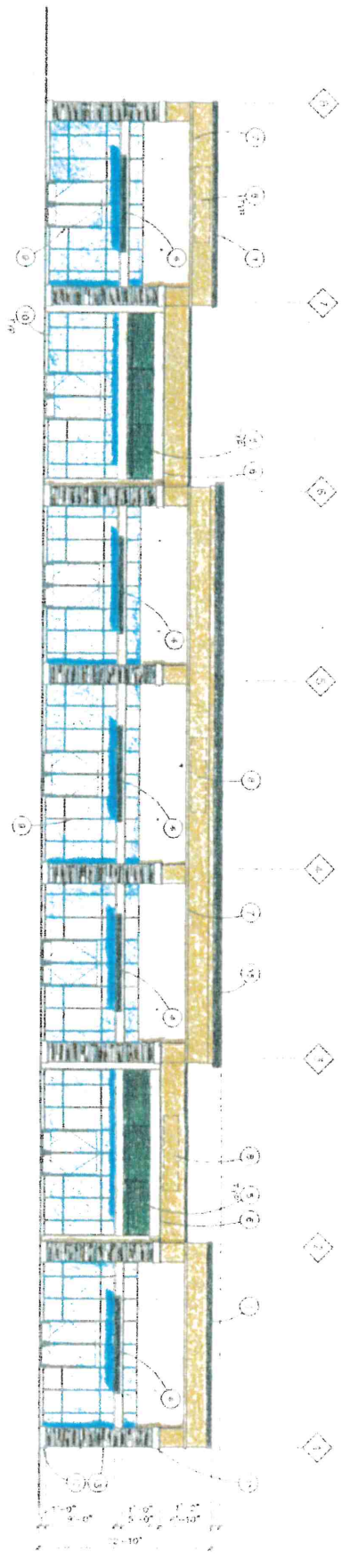
NO.	REVISION	REVISION DATE

SHEET TITLE:
**BUILDING C
 ROOF
 PLAN**

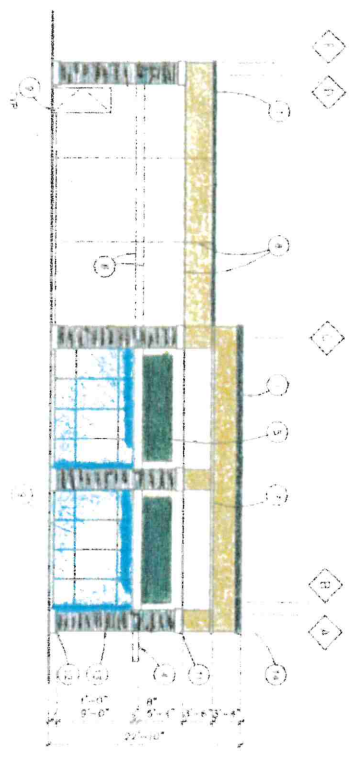
DRAWN BY:
 CHECKED BY:
 SHEET

A2.2C

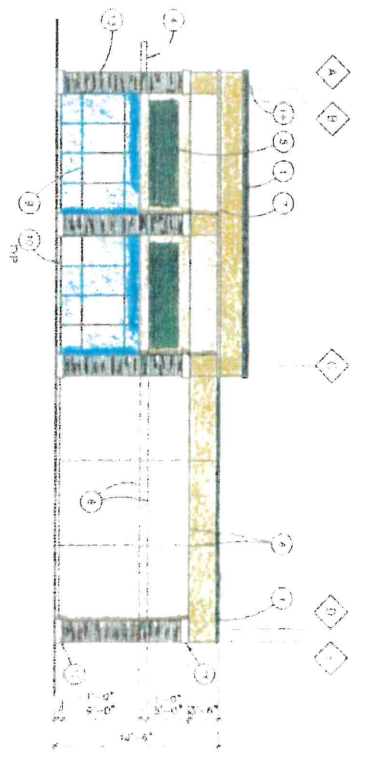
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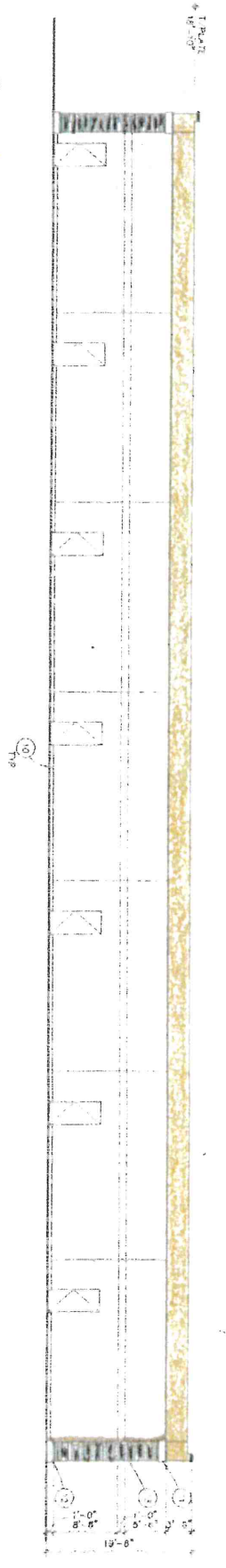
1 NORTH ELEVATION - BUILDING C



2 EAST ELEVATION - BUILDING C



3 WEST ELEVATION - BUILDING C



4 SOUTH ELEVATION - BUILDING C

KENNOTES

1. SEE KENNOTES SHEET 01 FOR WINDOW SCHEDULE
2. EXTERIOR WALL FINISH SHALL BE 1/2" GYP BOARD OVER 1/2" INSULATION OVER 2" CMU BLOCK
3. EXTERIOR WALL FINISH SHALL BE 1/2" GYP BOARD OVER 1/2" INSULATION OVER 2" CMU BLOCK
4. EXTERIOR WALL FINISH SHALL BE 1/2" GYP BOARD OVER 1/2" INSULATION OVER 2" CMU BLOCK
5. EXTERIOR WALL FINISH SHALL BE 1/2" GYP BOARD OVER 1/2" INSULATION OVER 2" CMU BLOCK
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15. EXTERIOR WALL FINISH SHALL BE 1/2" GYP BOARD OVER 1/2" INSULATION OVER 2" CMU BLOCK
16. EXTERIOR WALL FINISH SHALL BE 1/2" GYP BOARD OVER 1/2" INSULATION OVER 2" CMU BLOCK

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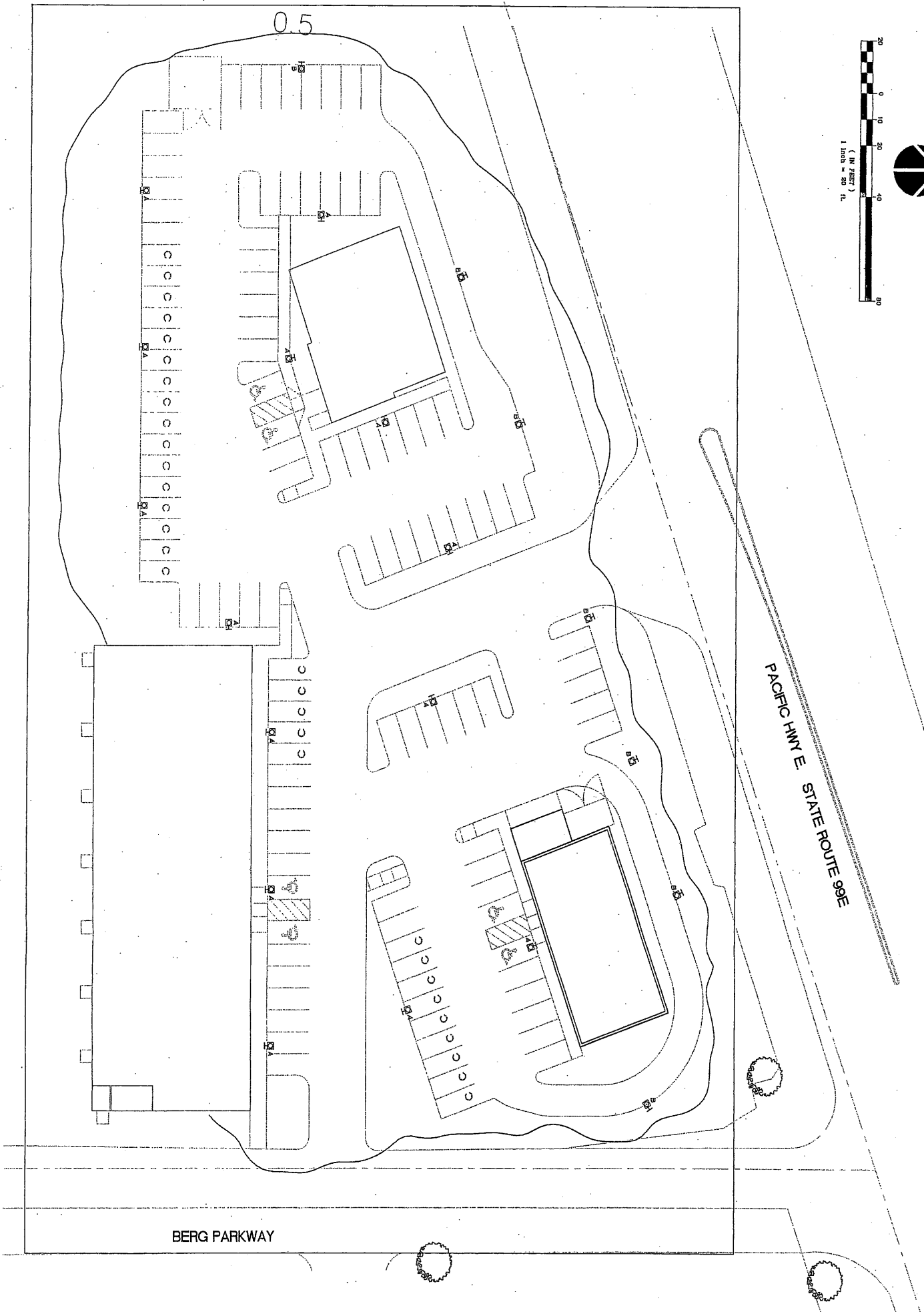
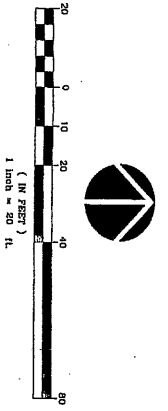
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PROJECT NO. 20-000-00012
DATE 10/15/2020
PROJECT NAME CANBY PLACE RETAIL DEVELOPMENT
PROJECT ADDRESS 1200 4th Avenue, Suite 200, Portland, OR 97202
PROJECT OWNER 1200 4th Avenue, Suite 200, Portland, OR 97202
PROJECT CONTACT 1200 4th Avenue, Suite 200, Portland, OR 97202

A31C

10/15/2020 10:15:00 AM



1 SITE LIGHTING PLAN
A10 1" = 20'-0"

GROUP MACKENZIE

Civil Engineering	Architecture
Structural Engineering	Interior Design
Transportation Planning	Land Use Planning

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LA JOLLA CORPORATE CENTER
3822 HOLLYDAY COURT
LA JOLLA, CA 92037

Project:
CANBY RETAIL

Medical/Electrical/Plumbing
SYSTEM DESIGN CONSULTANTS INC.
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Portland, Oregon 97208
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Landscape Architect

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REVISIONS:

NO.	DATE	REVISION
1	08/05/05	ISSUED FOR PERMITS

SHEET TITLE:
SITE LIGHTING PLAN

DRAWN BY: DFN
CHECKED BY: DFN
SHEET

E10

SITE DESIGN REVIEW: 08/05/05

JOB NO. 2040320.02
SJC: JLN: NLT: GJM/MSV



FEATURES & SPECIFICATIONS

INTENDED USE — Use for parking lots, streets and surrounding areas.

CONSTRUCTION — Heavy-gauge, spun aluminum housing is fabricated using a computer-controlled, numeric spinning process. Integral structural support plate for mounting arm and electrical components ensures rigidity and strength. Hinged aluminum door frame incorporates stainless steel hardware. Continuous silicone gasketing surrounds lens for weather-tight seal. Optional tool-less hardware is available to maximize installation and maintenance ease. Thermal shock-resistant, tempered drop glass lens.

FINISH — Standard finish is dark bronze electrostatically applied powder paint. Linear embossed accent reveals are standard.

OPTICS — Vertical-lamp reflectors are one-piece spun and formed anodized aluminum. Specialized distributions for flat glass lens. Reflectors are independently designed to optimize light output for the lens type. Anodized, hydroformed aluminum reflectors or high-performance segmented aluminum reflectors also are available for use with horizontal lamps. Mogul-base porcelain socket with copper alloy, nickel-plated screw shell and center contact. Vertically oriented for types VFA, SYM, and ASY distributions. Horizontal position-oriented for types R2, R3 and R4. UL listed 1500W-600V, 4kV pulse rated. Reflectors are rotatable and interchangeable.

ELECTRICAL SYSTEM — All electrical components are mounted to a heavy-gauge plate to maximize heat dissipation and ensure structural integrity for optimal component life. Constant wattage autotransformer ballasts are copper wound and 100% factory tested. Super CWA pulse-start ballasts are required for 320 and 350 watt (must order SCWA option).

INSTALLATION — Extruded aluminum arm with integral splice compartment. Standard arm is 9" in length (12" arm is required for fixtures mounted at 90°). Arms are available for use with multiple poles, wall mounting and unique configurations.

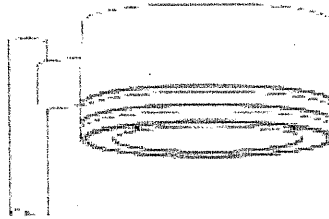
LISTING — UL Listed to US and Canadian safety standards (see Options). NOM Certified (see Options). UL listed for wet locations. Optical chamber is rated IP certified for ingress protection per IEC529 international standards.

Catalog Number	
Notes	Type A

Architectural Round Area Full Cutoff Lighting

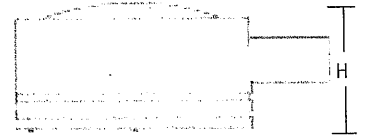
KVR2

METAL HALIDE
175W, 250W, 320W, 350W,
400W,
20' to 40' Mounting



Specifications

EPA: 1.60 ft² (.49m²) (includes arm)
Diameter: 25.9 (65.7)
Height: 14 (35.5)
Arm length: 9 (22.8)
Weight: 56 lbs (25 kg)



All dimensions are inches (centimeters) unless otherwise specified.

Mounting Option Drilling Template

SPDxx,RPDxx,	5
WBDxx	6
WWDxx	7

ORDERING INFORMATION

Choose the boldface catalog nomenclature that best suits your needs and write it in the appropriate blank.

Example: **KVR2 400M SYMFL 120 SPD09 SF DNA LPI**

250M ;R4WFI		20' POLE		Options	
Series	Voltage	Mounting ¹		Shipped Installed in Fixture	
KVR2 175M	120	SPD04	Square pole (4" arm)	LPI	Lamp (standard)
KVR2 250M	208 ¹	RPD04	Round pole (4" arm)	TLS	Tool-less Access
KVR2 320M	240 ¹	SPD09	Square pole (9" arm) ⁴	L/LP	Less Lamp
KVR2 350M	277	RPD09	Round pole (9" arm) ⁴	SF	Single fuse (120, 277, 347V; not avail. with TB)
KVR2 400M	347	SPD12	Square pole (12" arm)	DF	Double fuse (208, 240, 480V; not avail. with TB)
	480 ¹	RPD12	Round pole (12" arm)	PER	NEMA twist-lock receptacle only (photocontrol not included)
	TB ²	WWD09	Wood pole or wall (9")	QRS	Quartz restrike system (250W max, lamp not included)
		WWD12	Wood pole or wall (12" arm)	QRST	QRS time delay (250W max, lamp not included)
		WBD09	Wall bracket (9" arm)	KW1	KiloWatch® 120V control relay ⁵
		WBD12	Wall bracket (12" arm)	KW4	KiloWatch 277V control relay ⁵
		KVA	Mast Arm (external fitter)	CR	Corrosion resistant
				EHS	External houseside shield (matches fixture finish, included in the carton)
				EHSB	External houseside shield black (painted black to maximize light control, included in the carton)
				CSA	Listed and labeled to comply with Canadian Standards
				SCWA	Super CWA Pulse Start Ballast ¹⁰
				NOM	NOM Certified (consult factory)
				Shipped Separately ⁶	
				PE1	NEMA twist-lock PE (120, 208, 240V)
				PE3	NEMA twist-lock PE (347V)
				PE4	NEMA twist-lock PE (480V)
				PE7	NEMA twist-lock PE (277V)
					SC Shorting cap
					KVR2VG Vandal guard
					KVR2EHS External Houseside shield ⁷ (specify color)
					Architectural Colors (powder finish) ⁸
					Standard Colors
					DDB Dark bronze (standard)
					DWH White
					DBL Black
					Classic Colors
					DMB Medium bronze
					DNA Natural aluminum
					DSS Sandstone
					DGC Charcoal gray
					DTG Tennis green
					DBR Bright red
					DSB Steel blue
					Striping
					SDDB Dark bronze
					SDWH White
					SDBL Black
					SDNA Natural alum.
					SDTG Tennis green
					SDBR Bright red
					SDBJA Dark blue
					SDGYM Gray
					SDYLB Yellow
					Accessories: Tenon Mounting Slipfitter ⁹
					Number of fixtures
					Tenon O.D. One Two@180° Two@90° Three@120° Three@90° Four@90°
					2-3/8" (6) T20-190 T20-280 T20-290 T20-320 T20-390 T20-490
					2-7/8" (7.3) T25-190 T25-280 T25-290 T25-320 T25-390 T25-490
					4" (10.2) T30-190 T30-280 T30-290 T30-320 T30-390 T30-490

NOTES:

- Consult factory for availability in Canada.
- Optional multi-tap ballast (120, 208, 240, 277V), (120, 277, 347V in Canada.)
- For arm mounting, refer to technical data section in the Outdoor binder for drilling template.
- SPD12 or RPD12 must be used when two or more luminaires are oriented on a 90° drilling pattern.
- For specific ordering info., consult factory.
- May be ordered as accessory.
- Use KVR2EHS SR for segmented reflectors.
- Additional architectural colors available; please see Architectural Colors Brochure on www.lithonia.com.
- Order as separate line item. Important with this accessory, a RPD12 mounting arm must be ordered on the fixture.
- N/A with 175M Hz Distributions.



FEATURES & SPECIFICATIONS

INTENDED USE — Use for parking lots, streets and surrounding areas.

CONSTRUCTION — Heavy-gauge, spun aluminum housing is fabricated using a computer-controlled, numeric spinning process. Integral structural support plate for mounting arm and electrical components ensures rigidity and strength. Hinged aluminum door frame incorporates stainless steel hardware. Continuous silicone gasketing surrounds lens for weather-tight seal. Optional tool-less hardware is available to maximize installation and maintenance ease. Thermal shock-resistant, tempered drop glass lens.

FINISH — Standard finish is dark bronze electrostatically applied powder paint. Linear embossed accent reveals are standard.

OPTICS — Vertical-lamp reflectors are one-piece spun and formed anodized aluminum. Specialized distributions for flat glass lens. Reflectors are independently designed to optimize light output for the lens type. Anodized, hydroformed aluminum reflectors or high-performance segmented aluminum reflectors also are available for use with horizontal lamps. Mogul-base porcelain socket with copper alloy, nickel-plated screw shell and center contact. Vertically oriented for types VFA, SYM, and ASY distributions. Horizontal position-oriented for types R2, R3 and R4. UL listed 1500W-600V, 4kV pulse rated. Reflectors are rotatable and interchangeable.

ELECTRICAL SYSTEM — All electrical components are mounted to a heavy-gauge plate to maximize heat dissipation and ensure structural integrity for optimal component life. Constant wattage autotransformer ballasts are copper wound and 100% factory tested. Super CWA pulse-start ballasts are required for 320 and 350 watt (must order SCWA option).

INSTALLATION — Extruded aluminum arm with integral splice compartment. Standard arm is 9" in length (12" arm is required for fixtures mounted at 90°). Arms are available for use with multiple poles, wall mounting and unique configurations.

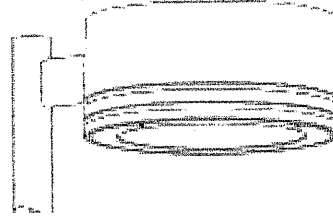
LISTING — UL Listed to US and Canadian safety standards (see Options). NOM Certified (see Options). UL listed for wet locations. Optical chamber is rated IP certified for ingress protection per IEC529 international standards.

Catalog Number	
Notes	Type B

Architectural Round Area Full Cutoff Lighting

KVR2

METAL HALIDE
175W, 250W, 320W, 350W,
400W,
20' to 40' Mounting



Specifications

EPA: 1.60 ft² (.49m²) (includes arm)
Diameter: 25.9 (65.7)
Height: 14 (35.5)
Arm length: 9 (22.8)
Weight: 56 lbs (25 kg)

All dimensions are inches (centimeters) unless otherwise specified.



Mounting Option Drilling Template

SPDxx,RPDxx,	5
WBDxx	6
VWDxx	7

ORDERING INFORMATION

Choose the boldface catalog nomenclature that best suits your needs and write it in the appropriate blank.

Example: **KVR2 400M SYMFL 120 SPD09 SF DNA LPI**

250M		SR4SC	20' POLE		Options	
Series	Voltage		Mounting ²	Shipped Installed In Fixture		
KVR2 175M	120		SPD04 Square pole (4" arm)	LPI Lamp (standard)	SC Shorting cap	
KVR2 250M	208 ¹		RPD04 Round pole (4" arm)	TLS Tool-less Access	KVR2VG Vandal guard	
KVR2 320M	240 ¹		SPD09 Square pole (9" arm) ⁴	L/LP Less Lamp	KVR2EHS External Houseside shield ⁵ (specify color)	
KVR2 350M	277		RPD09 Round pole (9" arm) ⁴	SF Single fuse (120, 277, 347V; not avail. with TB)	Architectural Colors (powder finish) ⁸	
KVR2 400M	347		SPD12 Square pole (12" arm)	DF Double fuse (208, 240, 480V; not avail. with TB)	Standard Colors	
	480 ¹		RPD12 Round pole (12" arm)	PER NEMA twist-lock receptacle only (photocontrol not included)	DOB Dark bronze (standard)	
	TB ²		WWD09 Wood pole or wall (9")	QRS Quartz restrike system (250W max, lamp not included)	DWH White	
			WWD12 Wood pole or wall (12" arm)	QRST QRS time delay (250W max, lamp not included)	DBL Black	
			WBD09 Wall bracket (9" arm)	KW1 KiloWatch [®] 120V control relay ⁵	Classic Colors	
			WBD12 Wall bracket (12" arm)	KW4 KiloWatch [®] 277V control relay ⁵	DVB Medium bronze	
			KMA Mast Arm (external fitter)	CR Corrosion resistant	DNA Natural aluminum	
Distribution				EHS External houseside shield (matches fixture finish, included in the carton)	DSS Sandstone	
Vertical Lamp Distributions:			High-performance horizontal segmented reflectors:	EHSB External houseside shield black (painted black to maximize light control, included in the carton)	DGC Charcoal gray	
SYMFL Symmetric square, flat lens			(square aperture)	CSA Listed and labeled to comply with Canadian Standards	DTG Tennis green	
ASYFL Asymmetric, flat lens			SR2FL Seg. Type II Roadway, flat lens	SCWA Super CWA Pulse Start Ballast ¹⁰	DBR Bright red	
VFAFL Vert. forward throw automotive, flat lens			SR3FL Seg. Type III Asymmetric, flat lens	NOM NOM Certified (consult factory)	DSB Steel blue	
Horizontal Lamp Distributions:			SR4SCFL Seg. Type IV For. throw sharp cutoff, flat lens	Shipped Separately ⁶	Stripping	
R2FL Type II Roadway, flat lens			SR4WFL Seg. Type IV For. throw wide, flat lens	PE1 NEMA twist-lock PE (120, 208, 240V)	SDDB Dark bronze	
R3FL Type III Asymmetric, flat lens				PE3 NEMA twist-lock PE (347V)	SDWH White	
				PE4 NEMA twist-lock PE (480V)	SDBL Black	
				PE7 NEMA twist-lock PE (277V)	SDNA Natural alum.	
					SDTG Tennis green	
					SDBR Bright red	
					SDBUA Dark blue	
					SDGYM Gray	
					SDYLB Yellow	

NOTES:

- Consult factory for availability in Canada.
- Optional multi-tap ballast (120, 208, 240, 277V), (120, 277, 347V in Canada.)
- For arm mounting, refer to technical data section in the Outdoor binder for drilling template.
- SPD12 or RPD12 must be used when two or more luminaires are oriented on a 90° drilling pattern.
- For specific ordering info., consult factory.
- May be ordered as accessory.
- Use KVR2EHS SR for segmented reflectors.
- Additional architectural colors available; please see Architectural Colors Brochure on www.lithonia.com.
- Order as separate line item. Important with this accessory, a RPD12 mounting arm must be ordered on the fixture.
- N/A with 175M Hz Distributions.

Accessories: Tenon Mounting Slipfitter⁹

Tenon O.D.	Number of fixtures					
	One	Two@180°	Two@90°	Three@120°	Three@90°	Four@90°
2-3/8" (6)	T20-190	T20-280	T20-290	T20-320	T20-390	T20-490
2-7/8" (7.3)	T25-190	T25-280	T25-290	T25-320	T25-390	T25-490
4" (10.2)	T30-190	T30-280	T30-290	T30-320	T30-390	T30-490