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**CITY OF CONDON
WORK SESSION AGENDA
PLANNING COMMISSION 11-17-2020
Tuesday, November 17, 2020, 5:30 PM
CONDON CITY HALL**

1. Location & Zoom Link

- 1.1. Meeting will be held at the Veteran's Memorial Hall - 120 S. Main Street**

Join Zoom Meeting

<https://us02web.zoom.us/j/84957254946?pwd=bXlKQkEyeXA5UVhIVWJLR2kvNEtLQT09>

Meeting ID: 849 5725 4946

Passcode: 107893

2. Call the Meeting to Order & Roll Call

3. Review & Approve the August 18, 2020 Planning Commission Meeting

- 3.1. August 18-2020 Minutes**

4. Public Hearing - Condon School District Site Plan & Variance. Application #602

- 4.1. Open Hearing**
- 4.2. Hearing Disclosure Statement**
- 4.3. Declare Actual or Potential Conflicts of Interest, Ex Parte Contact or Personal Bias**
- 4.4. Staff Report**
- 4.5. Applicant Testimony**
- 4.6. Others Members of the Audience who Wish to Speak on the Application**
- 4.7. Other Public Agency Reports**
- 4.8. Close Hearing**
- 4.9. Planning Commission Decision**

5. Other

6. Adjourn

Work Session agenda distributed November 10, 2020

UNITED STATE OF AMERICA, }
STATE OF OREGON, }
COUNTY OF GILLIAM }

I, Derek Hiser, do solemnly swear that I will support the Constitution of the United States, Laws of the State of Oregon, and the Ordinances of the City of Condon and that I will, to the best of my ability, faithfully perform the duties of the office of Planning Commissioner for the City of Condon during my continuance therein, so help me God.

Derek Hiser

Subscribed and sworn to before me this 17th day of November 2020.

Kathryn Greiner, City Administrator



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**CITY OF CONDON
PLANNING COMMISSION 8-18-2020
Tuesday, August 18, 2020, 5:30 PM
CONDON CITY HALL**

1. Call the Meeting to Order & Note Members Present

Planning Commission Chair called the meeting to order at 5:30.

Present: Planning Commissioners Vernon Grey, Cody Bettencourt and Haylee Potter; Staff - City Administrator Kathryn Greiner and Planning Consultant Kirk Fatland.

Absent: Planning Commissioner Rachel Weinstein.

2. Review and Approve Minutes

2.1. Review and Approve July 21, 2020 Planning Commission Minutes

Commissioner Potter noted that Kamerrer was misspelled in the July 21 minutes.

A motion was made by Commissioner Bettencourt to approve the July 21, 2020 Planning Commission Minutes with correction. The motion was seconded by Commissioner Potter and approved unanimously.

3. Discuss ADA Curb Ramp Project

3.1. Updated Plans of ADA Curbs

CA Greiner updated the Planning Commission on the proposed ADA ramps that ODOT is required to do in the City. She stated that since they are proposing changes in the Historic District that it must come before them and it is scheduled to be at the September 15 meeting. Commissioner Grey was concerned with the bump-outs on the corners that there may be visibility issues. Commissioner Potter asked if there was more directions of Historic District requirements in the code. CA Greiner stated that the bump outs were an option over handrails and other issues at the corners and that the Historic District requirements are quite vague but did specify some materials. Commissioners have some leeway of what can go into the Historic District, but ODOT has to make these accommodations due to a lawsuit and this is a way to make sure it does not discombobulate the look of Main Street. CA Greiner anticipates that the plans will come to her by the end of the month so she can have Fatland do the staff report and meet the notice requirements for the hearing in September.

4. Discuss Zoning and Planning Ordinance

4.1. Barn'diminimums and Cargo Containers

Commissioner Potter brought several examples of cargo containers that had flat roofs instead of pitched roofs that she suggested should be allowed and to allow cargo units to be a conditional use to review plans. Commissioner Bettencourt stated that flat roofs posed problems with snow and excessive moisture. Barn'diminimums were discussed to allow with certain design features that would allow them to be more attractive, such as window design elements to be met. Planner Fatland suggested that the two - cargo and barn'diminimums be separated and Commissioner Potter thought that they should be removed from the code. Consensus of the Commission to have Fatland put together a list of design features for the cargo units and bring back for review at the September meeting.

Commissioner Potter also asked about "living roofs" which Commissioner Grey stated would require additional structure work.

4.2. Mobile Home and RV Parks



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The Commission received the City of Arlington and Condon's Mobile Home ordinances. Discussion was the requirements, or lack of requirements to place trailers and mobile homes in these parks. CA Greiner that further review, the City of Condon's mobile home requirement allowed the city to inspect any new placements of mobile homes. Due to research, the City is limited to any requirements of placement of mobile homes when it comes to year, condition and there are no requirements if the homes placed fall into disrepair. Commissioner Potter asked if they could require the spacing between units. Commissioner Bettencourt asked if there could be a limit on number of people living in one home.

Fatland was asked to see if a site plan must be required if the mobile home park is sold, if another "check-in" can be required to make sure the rules are followed and if there could be a space requirement added.

5. Other

Briefly discussed investigating affordable housing options.

5.1. Update on School Housing Project/Master Plan

5.2. Miscellaneous Planning Update

None.

6. Adjourn

Commissioner Grey adjourned the meeting at 6:28 p.m.

Planning Commission Chair

City Administrator

Date: _____

Date: _____



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November 12, 2020

City Planning Commission

City of Condon

128 South Main Street

Condon, Oregon 97823

Reference: Condon Grade School Site Plan Review Staff Report

Project Description

Condon School District 25J is proposing the construction of a new K-6 Grade School to be located behind the current high school at 210 E. Bayard Street. This project is the result of a bond measure passed by the community in 2019. The new building will replace the current K-8 Grade School on S. East Street and will share certain resources with the high school creating a combined campus.

Applications have been submitted by the School District to complete two land use actions. The first being a Site Plan Review and the second, a Variance to allow limited parking in front of the proposed building. A site plan and supporting documents have been prepared by Steele Associates Architects and are included with this report.

The Site Plan Review process can be an administrative process or can be elevated to the Planning Commission. Because of the nature and scope of the project, City staff believe this proposal is best considered before the Planning Commission. The public hearing will address the Site Plan as well as the Variance. A notice has been published in the newspaper and mailed to property owners within 250 of the proposed development.

The Site Plan Review Public Hearing will allow public participation and comment in the case of a large important project to the Community. The purpose of the review process is to determine "how" the project will be built, not whether or not it can be built. The Zoning Ordinance already designates a School as a permitted use. However, if the Site Plan presented does not conform to the City adopted standards or fails to address on and off-site issues, the Site Plan may be denied or the necessary changes can be listed as Conditions of Approval to ensure all issues for the development of the Site are addressed. Such is the case with this particular Site Plan. There are several issues that need to be addressed, some just minor corrections or clarifications on the Site Plan and some issues that will require some careful consideration before an approval can be given. These issues primarily involve transportation routing for both automobile/bus traffic and pedestrian/student traffic on and off the site. Staff will attempt to explain these issues with sufficient clarity so that the Planning Commission can understand and respond by asking the applicants and the staff questions to further explain the thinking of the site design.

City staff have reviewed the site plan and supporting materials, the findings are what follows. There are a number of questions and issues primarily around transportation, access points and pedestrian pathways that staff would like to see addressed by the applicant. This is a major project on a difficult site, and for additional clarity, a separate staff report from the City Engineer is included with this staff report.

Site Plan Basics from the Condon Zoning Ordinance

152.412 SITE PLAN APPROVAL.

(1) PURPOSE. The purpose of the site plan approval process is to provide the city with a detailed drawing or drawings of a proposed land use. A site plan shall be provided for all proposed uses other than single-family or duplex residential uses and/or accessory structures. Where the proposed use is an outright permitted use within the zone in which the proposal is located, a site plan may be approved by the city staff, provided a proposal with a significant change in trip generation has been reviewed by ODOT and it is determined that the proposed use will not impose an undue burden on the transportation system. However, at the discretion of the city staff, such site plans may be referred to the Planning Commission in either an administrative or quasi-judicial process such as a conditional use proceeding. Site plans for proposed conditional uses will become an integral part of the record and provide the basis for City staff reports, and the basis of final review and approval by the Planning Commission or governing body. If an administrative review is undertaken, the process outlined in ' 152.804 shall be followed.

(2) A site plan shall be drawn to scale and indicate the following:

(A) Dimensions and orientation of the parcel.

Finding: The dimensions and orientation of the parcel are included.

(B) Locations and heights of buildings and structures, both existing and proposed (scaled elevation drawings or photographs may be required).

Finding: All details are included and show the proposed structure to stand at 28 feet above the base elevation.

(C) Location and layout of vehicle and bicycle parking and loading facilities.

Finding: Vehicle parking is clearly defined. No bike parking is being proposed.

(D) Location of points of entry and exit for pedestrians, motor vehicles and internal circulation patterns, including bikeways and walkways.

Finding: Vehicle and pedestrian flow are shown generally. This Staff report will discuss several issues regarding the traffic flow. Also, please see the attached City Engineer's report.

(E) Location of existing and proposed walls and fences and indication of their height and materials.

Finding: All fences are included in the drawings and will all be six feet or under in height.

(F) Proposed location and size of exterior lighting.

Finding: All exterior lighting locations and size are included in the Site Plan.

(G) Proposed location and size of exterior signs.

Finding: Exterior signs' size and location are included in the Site Plan.

(H) Site specific landscape plan including percentage of total net area.

Finding: A landscape plan has been submitted including 22% of the site landscaped and 13% of the parking area landscaped. See questions regarding landscaping in the existing high school parking lot in the points of clarification section.

(I) Location and species of trees greater than six inches in diameter when measured four feet above the ground and an indication of which trees to be removed.

Finding: No trees will be removed. Four Common Hackberry trees are proposed to be planted in the parking lots. It is unclear how these trees will be irrigated.

(J) Contours mapped at two-foot intervals. (Five-foot contours may be allowed on steep slopes.)

Finding: The Grading and Drainage Plan shows the contours of the site. The City would also like to receive a copy of the topographic survey.

(K) Natural drainage.

Finding: The southeastern corner of the project lies within a flood plain and is addressed below. See remaining questions in the points of clarification and City Engineer's report.

(L) Other significant natural features.

Finding: There are no other significant natural features identified.

(M) Legal description of the lot.

Finding: The proposed development is on tax lot 04S21E10DC-0900. The property also includes tax lots 04S21E10DC-0100, 04S21E10DC-0021, 04S21E10DC-0200, and 04S21E10DC-1000.

(N) Percentage of the lot covered by any and all proposed and remaining structures to include asphalt concrete and Portland Cement concrete.

Finding: 71,350 square feet equaling 60.1% of the site will be impervious surfaces.

(O) Locations and dimensions of all easements and nature of the easements.

Finding: All relevant easements are noted on the Site Plan.

(P) Service areas for uses such as loading and delivery.

Finding: It is unclear where loading and delivery will occur. See specific questions in points of clarification.

(Q) Grading and drainage plan.

Finding: A grading plan is included with the Site Plan. See remaining concerns about drainage in the additional requirements below.

(R) Other site elements which will assist in the evaluation of site development.

Finding: Adequate supporting documents were submitted to evaluate the proposed development however there are some clarifications that will be necessary.

(S) A statement of operations shall accompany the site plan. A brief narrative on the nature of the activity, including:

1. Number of employees.

Finding: “The new elementary school will have approximately 15 employees”

2. Method of import and export.

Finding: “The site has been designed to utilize the natural grade of the existing land, while maintaining accessible paths, drive aisles, and associated features for future users. The County has offered to donate excess fill material that is available. The fill would be brought to the site by truck by construction personnel. The goal of the site design is to minimize export material. If export is required, the construction personnel will remove export material by truck and place at an approved, suitable off-site location.”

3. Hours of operation including peak times.

Finding: “Hours of operation for the school is 7:30am-4:00pm.” No hours of operation for the construction period have been provided, see additional comments in the points of clarification section.

4. Plans for future expansion.

Finding: “The site plan is showing potential expansion area to the south, showing an additional four classrooms in the future, if required. This appears to be a good option to not affect the playground on the west side of the school.”

(T) Distances to neighboring constructed access points, median openings, traffic signals, intersections and other transportation features on both sides of the property.

Finding: Relationships to transportation features are shown in documents included with the application. The access to the main parking lot would be from E. Bayard Street through the gravel parking area above the pool, this would become a one-way only. The proposed front parking lot includes an entrance and exit on S. Washington Street. No new traffic signals are being proposed. The existing gravel road leading behind around the track and connecting with Main Street will remain unpaved. See staff concerns in the points of clarification and City Engineer’s report.

(U) Number and direction of lanes to be constructed on the driveway, plus striping plans.

Finding: A striping plan has not been included.

(V) All planned transportation features (lanes, signals, bikeways, sidewalks, crosswalks, etc.)

Finding: Transportation features are included in the Site Plan. See points of clarification section and City Engineer’s report for questions and concerns.

(W) Internal pedestrian and bicycle facilities connect with external or planned facilities or system.

Finding: Pedestrian facilities are included in the Site Plan. See the points of clarification section for additional questions.

(X) Trip generation data or appropriate traffic studies.

Finding: A document addressing City and State transportation requirements has been provided by Transight Consulting LLC and is included with the application documents. They determined that with expected attendance at around 80 students “there are 67 trips anticipated in the morning arrival period and 37 trips during the afternoon peak dismissal period of the site.” The impact of traffic from the high school will also need to be included to adequately address this criterion. The Dalles ODOT Office has been notified but has not yet responded.

(Y) Plat map showing property lines, rights-of-way, and ownership of abutting properties; and

Finding: A plat map showing all properties, rights of way, and vacations will need to be submitted. See concerns about the expansion of S. Washington Street to the east in the City Engineer’s report.

(Z) A detailed description of any requested variance.

Finding: A Variance application has been submitted to allow limited parking in the front of the proposed building. The applicant is requesting a Variance to requirement 152.412 (3).4. which states: *Parking areas shall be located behind the building on one or both sides.* The applicant would like to site ADA parking, visitor parking and a drop off lane in front of the proposed school facing S. Washington Street. The specifics of the Variance and necessary findings are presented later in this Staff Report.

Site Plan Review

(3) SITE PLAN REVIEW CRITERIA. The following criteria shall be used in evaluation proposals.

(A) Natural Features. Where existing natural or topographic features are present, they shall be used to enhance the development; (i.e., the use of small streams in the landscaping design, rather than culvert and fill).

Finding: This site has no significant natural features that could be used to enhance the development.

(B) Trees. Existing trees shall be left standing except where necessary for building placement, sun exposure safety or other valid purpose. Vegetative buffers should be left along major streets or highways, or to separate adjacent uses.

Finding: Ornamental plantings are proposed between the development and S. Washington Street as well as between the high school parking lot and S. Washington and E. Bayard Streets. Deciduous trees are proposed to be planted in the parking lot as well.

(C) Grading. The grading and contouring of the site shall take place and on-site surface drainage and on-site storage of surface water facilities are constructed when necessary, so there is no adverse effect on neighboring properties, public rights-of-way, or the public storm drainage system. Graded areas shall be replanted as soon as possible after construction to prevent erosion. A construction erosion control plan may be required.

Finding: The City Engineer notes the use of drywells for stormwater storage may not work well in the Condon area. Further, such wells cannot be placed in the City's street right of way. The City will not be responsible for the permitting, operation, or maintenance of these wells.

(D) Public Facilities. Adequate capacity of public facilities for water, sanitary sewers, storm drainage, fire protection, streets, and sidewalks shall be provided to the subject parcel. Development of on-site and offsite public facilities necessary to serve the proposed use shall be consistent with the Comprehensive Plan and any adopted public facilities plan(s). Underground utilities may be required. On-site detention or treatment of stormwater may be required.

Finding: The Site Plan provides most of this information, but there are a number of questions regarding specifics of the utility design. These questions and concerns are included in the City Engineer's report, attached.

(E) Traffic. The following traffic standards shall be applicable to all proposals. When evaluating traffic issues, consideration shall be given to the proposed usage (i.e., employees, customers, freight, service) and to the potential types of traffic (i.e., vehicles, pedestrians, bicycles).

- 1. On-site traffic circulation shall be designed according to accepted engineering guidelines to be safe and efficient.*
- 2. The access point(s) between the subject property and the public street shall be reasonably safe. Minimal factors to be considered in evaluating the proposed access points include the average speed of the traffic on the public street(s), the proposed usage of the access points, the distance between the existing and proposed access points, vision clearance, and the pre-existing location of the access point(s) on the subject property.*
- 3. Access to all state highways will require a permit from ODOT. Access spacing and location shall address the Access Management Policies and standards of the 1999 Oregon Highway Plan. Frontage improvements, such as curb and sidewalk to ADA standards, may be required by ODOT as a condition to access.*
- 4. The applicant may be required to provide a traffic impact report prepared by an Oregon licensed traffic engineer.*

The proposed use shall not impose an undue burden on the public transportation system. For developments that are likely to generate more than 400 average daily motor vehicle trips (ADT=s), the applicant shall provide adequate information, such as a traffic impact

study or traffic counts, to demonstrate the level of impact to the surrounding street system. The developer shall be required to mitigate impacts attributable to the project.

The determination of impact or effect and the scope of the impact study should be coordinated with the provider of the affected transportation facility.

Dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or accessways shall be required where the existing transportation system will be impacted by or is inadequate to handle the additional burden caused by the proposed use.

Improvements such as paving, curbing, installation or contribution to traffic signals, construction of sidewalks, bikeways, accessways, paths, or streets that serve the proposed use shall be required where the existing transportation system may be burdened by the proposed use.

Every effort will be made to inform the applicant within 20 days of receiving a completed application whether a traffic impact report and/or a determination of the level of service will be required. Unforeseen circumstances could result in a delayed request for this information.

5. All proposed roads shall follow the natural topography and preserve natural features of the site as much as possible. Alignments shall be planned to minimize grading.

6. Access shall be properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access.

7. The road system shall provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection.

8. An internal pedestrian system of sidewalks or paths shall provide connections to parking areas, entrances to the development, and open space, recreational and other community facilities associated with the development. Streets shall have sidewalks on both sides. Pedestrian linkages shall also be provided to the peripheral street system.

9. Access shall be consistent with typical access management standards.

Finding: The City anticipates that ODOT will have specific requests of the applicant regarding traffic. The City will be better equipped to evaluate these criteria once ODOT has submitted comments.

(F) Storage. All outdoor storage areas and garbage collection areas shall be screened through the use of vegetative materials or appropriate fencing.

Finding: It is unclear where the garbage collection area is proposed to be.

(G) Equipment Storage. Design attention shall be given to the placement or storage of mechanical equipment so as to be screened from view and that an adequate sound buffer will be provided to meet at a minimum the requirements of this Code of Ordinances relative to noise, if any.

Finding: No equipment storage is being proposed.

(H) The following criteria shall be applied to the maximum extent possible without causing significant adverse impacts on the operating efficiency of the proposed use:

1. Compatibility. The height, bulk and scale of buildings shall be compatible with the site and the buildings in the vicinity. Use of materials shall promote harmony with surrounding structures and sites.

Finding: The building size is compatible with the high school. The front of the building is proposed to be “metal panel siding” and the remaining exterior to be “fiber cement lap siding.”

2. Design. Monotony design in single or multiple projects shall be avoided. Variety of detail, form and siting shall be used to provide visual interest.

Finding: The proposed building will provide visual interest by varying in exterior material from the adjacent high school.

3. Orientation. Buildings shall have their orientation toward the street rather than the parking area. A main entrance shall be oriented to the street. For lots with more than two front yards, the buildings shall be oriented to the two busiest streets.

Finding: The building is proposed to face S. Washington Street.

4. Parking. Parking areas shall be located behind the buildings or on one or both sides.

Finding: The applicants are seeking a Variance to address this criterion. The Variance criteria are addressed below.

Variance Approval Criteria

The applicant is requesting a variance to requirement 152.412 (3).4. which states: *Parking areas shall be located behind the building on one or both sides.* The applicant would like to site ADA parking, visitor parking and a drop off lane in front of the proposed school facing S. Washington Street.

152.606 CIRCUMSTANCES FOR GRANTING A VARIANCE.

A variance may be granted only in the event that all of the following circumstances exist:

(1) Exceptional or extraordinary circumstances apply to the property which do not apply generally to other properties in the same zone or vicinity, and result from lot size or shape, topography or other circumstances over which the owners of property since enactment of this chapter have had no control.

Finding: This standard is in place to encourage people-scaled design that prioritizing the pedestrian over the vehicle. Buildings built up to the property line as on Main Street are designed to be experienced on foot and have visual impact unobscured by a parking lot. The applicant believes the circumstances to be exceptional in that this restriction should not apply to schools. It is the applicant’s position that providing limited parking in front of the building would allow for greater safety and efficient traffic flow.

(2) The variance is necessary for the preservation of a property right of the applicant substantially the same as owners of other property in the same zone or vicinity possess.

Finding: The applicant has proposed to locate the parking lot in front to limit traffic disruptions to other property owners along S. Washington Street. There would be 13 total parking spaces including two ADA accessible spaces in this area. One-way traffic would enter from S. Washington Street at the south end of the parking lot and use the same exit as traffic from the main parking lot at the north end.

(3) The variance would not be materially detrimental to the purposes of this chapter, or to property in the same zone or vicinity in which the property is located, or otherwise conflict with the objectives of any city plan or policy.

Finding: The proposed Variance would not be detrimental to other properties in the zone nor conflict with City plans or objectives.

(4) The variance requested is the minimum variance which would alleviate the hardship.

Finding: The requested Variance is a minimal departure from the City's design standards.

Flood plain:

152.306 FLOOD PLAIN OVERLAY ZONE - FP.

(1) PURPOSE. It is the purpose of this chapter to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas by provisions designed:

(A) To protect human life and health;

(B) To minimize expenditure of public money and costly flood control projects;

(C) To minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;

(D) To minimize prolonged business interruptions;

(E) To minimize damage to public facilities and utilities such as water and gas mains, electric, telephone and sewer lines, streets, and bridges located in areas of special flood hazard;

(F) To help maintain a stable tax base by providing for the sound use and development of areas of special flood hazard; and,

(G) To ensure that those who occupy the areas of special flood hazard assume responsibility for their actions.

(2) METHODS OF REDUCING FLOOD LOSSES. In order to accomplish its purposes, this chapter includes methods and provisions for:

(A) Restricting or prohibiting uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or in flood heights or velocities;

(B) Requiring that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;

(C) Controlling the alternation of natural flood plains, stream channels, and natural protective barriers, which help accommodate or channel flood waters;

(D) Controlling filling, grading, dredging, and other development which may increase flood damage; and

(E) Preventing or regulating the construction of flood barriers which will unnaturally divert flood waters or may increase flood hazards in other areas.

Finding: The south eastern most corner of the proposed parking lot is within the FEMA designated flood plain. This includes the one-way entrance into the front parking lot. There are no habitable structures or storage structures in this designated flood plain. It is unclear however, how the increase in impervious surfaces on site may affect properties below. Please see the request for a stormwater management plan below.

Off-Street Parking

152.411 OFF-STREET PARKING AND LOADING.

(1) OFF-STREET PARKING REQUIREMENTS. At the time of construction, reconstruction or enlargement of a structure, or at the time a use is changed in any zone, off-street parking spaces shall be provided as follows unless greater requirements are otherwise established. Where square feet of the structure or use are specified as the basis for the requirements, the area measured shall be the gross floor area primary to the functioning of the particular use of the property. When the requirements are based on the number of employees, the number counted shall be those working on the premises during the largest shift at peak season. Fractional space requirements shall be counted as a whole space.

Elementary or junior high school requires:

1 space per classroom plus 1 space per administrative employee or 1 space per 4 seats or 8 feet of bench length in the auditorium or assembly room whichever is greater.

(2) OFF-STREET PARKING AND LOADING. Buildings or structures to be built or substantially altered which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths in sufficient number and size to handle adequately the needs of the particular use. Off-street parking areas used to fulfill the requirements of this section shall not be used for loading and unloading operations except during periods of the day when not required to care for parking needs. General provisions are as follows:

(A) The provision and maintenance of off-street parking and loading space is a continuing obligation of the property owner. Should the owner or occupant of any lot or building change the use to which the lot or building is put, thereby increasing off-street parking and loading requirements, it shall be a violation of this chapter to begin or maintain such altered use until such time as the increased off-street parking or loading requirements are complied with.

(B) In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately.

(C) Owners of two or more uses or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap, provided that satisfactory legal evidence is presented to the city in the form of deeds, leases or contracts to establish the joint use.

(D) Off-street parking spaces for dwellings shall be located on the same parcel with the dwelling. Other required parking spaces for commercial uses shall be located not farther than 500 feet from the building or use they are required to serve, measured in a straight line from the building.

(3) DESIGN AND IMPROVEMENT STANDARDS FOR PARKING LOTS.

(A) Areas used for parking for more than two vehicles shall have durable and dustless surfaces adequately maintained.

(B) Except for parking in connection with a single-family residential dwelling, parking and loading areas adjacent to or within a residential zone or adjacent to a dwelling shall be designed to minimize disturbances to residents by the erection between the uses of a sight-obscuring fence or planted screen of not less than six feet in height except where vision clearance is required.

(C) Parking spaces along the outer boundaries of a parking lot shall be contained by a bumper rail or by a curb which is at least four inches high and which is set back a minimum of one and one-half feet from the property line.

(D) Artificial lighting which may be provided shall not shine or create glare in any residential zone or any adjacent dwelling.

(E) Except for single-family and duplex dwellings, groups of more than two parking spaces shall be so located and served by a driveway that their uses will require no backing movements or other maneuvering with a street right of way other than an alley.

(F) The standards set forth in the table shown below shall be the minimum for parking lots approved under this chapter (all figures are in feet except as noted); The recommended measurements for a standard American automobile parking space shall be 10 feet wide by 20 feet long. Proposals using less than that for parking spaces must be supported by data justifying the reduced spatial area.

Finding: Between the two parking lots being constructed to serve the new grade school, a total of 64 parking stalls are proposed. The front visitor parking lot: 13 parking stalls (including two ADA), rear parking lot: 51 parking stalls. Oregon State requires three ADA parking spaces for a project providing between 51-75 total spaces. The applicant will need to include one more ADA parking stall to satisfy this requirement. As new parking will serve both the schools and the number of parking spaces at the high school will be reduced, the applicant should include both schools when calculating necessary parking spaces. In the application only the grade school classrooms and gym seats were included in the calculation.

Points of clarification

City staff recognize the particular challenges of this site and request more information on the points below to better clarify how the School District plans to address these challenges.

- Will the existing high school parking lot continue to be accessible from E. Bayard Street or have a singular entrance/exit on S. Washington Street? Some sheets presented show the entrance to become a landscape strip while others show it remaining open. ODOT is planning to make these curbs ADA accessible, these plans are included with this document. Will alterations to this area follow ODOT's plans?
- The parking area at the south east corner of the high school is currently flush with the pavement on S. Washington Street. Would this continue to be the case, or will there be a curb and sidewalk preventing cars from accessing this?
- The parking lot west of the high school currently serves the municipal swimming pool and high school. Please clarify how vehicles will maneuver in this space. In particular it is unclear if there will continue to be parking in this area and if it will be one lane traffic or two way.
- The exit of the new front parking lot has a radius corner on the south curb but not on the north. Will there be significant clearance for buses turning left out of the parking lot?
- Oregon State requires three ADA parking spaces if the project provides between 51-75 total spaces. Currently 64 total including 2 ADA parking spaces are proposed. Will the District be able to incorporate an additional ADA parking space into the Site Plan?

Additional requirements

- Currently there is no bike parking in the Site Plan. Condon is a small town that is bikeable throughout most of the year. It makes sense to encourage youth to use this option by providing bike parking.
- The City will not be responsible for maintenance of catch basins and drywells proposed to be in the City ROW. It would be best to have these located on School District property.
- A signage and striping plan for adjacent roads will need to be provided.
- The required storm drainage plan will need to include existing drainage from the high school. The plan will also need to address the capacity of the storm drainage system to handle the increase of runoff resulting from the added square footage of impervious surfaces.
- As noted in the City Engineer's report, improving E. Pennoyer Street to a 24-foot wide paved road section between S. Washington and S. Jefferson Streets is necessary to accommodate increased traffic in the neighborhood. To avoid the possibility of increased traffic on E. Trimble it is recommended that S. Washington Street be barricaded and become a dead end at E. Trimble Street.
- The City is not able to successfully write grants if there is nothing written in an adopted plan. To be able to assist in securing funding, the City would like to see infrastructure upgrades to City streets in the Site Plan. These upgrades do not currently exist in the

Transportation Plan because there was no plan to build a school in this location previously.

- The Site Plan does not show a pedestrian path from the new rear parking lot to either school. The City would like to see a safer and easier route for pedestrians after they park their vehicles.
- S. Washington Street right of way is shown in the Site Plan to extend into the yard of the house across the street from the new building. Would it not make more sense to extend the right of way into the School District's property instead of their neighbor's? See attached figure from the City Engineer. In either case a survey will be required to ensure accuracy.
- This project is within the City but will serve all South Gilliam County. If the School District were to accept the County's offer of support, it would alleviate some of the financial pressure from the District.

Respectfully submitted,

Kirk Fatland
Staff Planner

Dan Meader
Senior Planner

City of Condon, Oregon
Grade School Site Plan Review Submittal
City Engineer Report
November 12, 2020

General

City Engineer comments are focused on Sheets C1 through C4 of the submitted site plans.

Civil sheet reference with associated comments

- C1 The callouts on the Drawing and key notes should be reconciled (i.e., some key notes do not match what is being pointed to).
- C1 The full existing sewer alignment needs to be shown northeast of the existing manhole.
- C2 Storm drainage calculations are to be provided for review.
- C2 Proposed storm drain drywells may not function well with high bedrock levels in Condon. Drywells also require an Oregon Department of Environmental Quality (DEQ) permit and annual report. The City of Condon will not accept responsibility for permitting or maintenance of drywells to receive storm drainage from City right-of-way (ROW).
- C2 City standards require a 3-inch minimum depth of asphalt and potential need for geotechnical fabric under road aggregate base. The designer should provide pavement design showing adequacy of existing road section to accommodate existing and proposed traffic.
- C2 Gravel with chip seal is not an acceptable City road surface per City standards. Remove the reference to chip seal in the City ROW.
- C2 The proposed road termination on S. Washington Street is a concern. Will fire trucks, delivery trucks, etc., be able to turn around and head back north through the parking lot? In coordination with the City, we believe it may be best to close access to E. Trimble Street via S. Washington Street via semi-permanent ecology block barricades with reflective striping.
- C2 A 24-foot wide paved road section on E. Pennoyer Street is recommended to improve traffic circulation from the new grade school to S. Jefferson Street.
- C2 The proposed narrowing of the one-way parking lot off E. Bayard Street may require modification of existing state highway sidewalks and curbs as well as gravel parking access to the adjacent swimming pool. Clarify the intent of this improvement.
- C2 Clarify the proposed usage of the existing high school parking lot and the use of the existing connection to E. Bayard Street. The Oregon Department of Transportation (ODOT) is preparing to make Americans with Disabilities Act (ADA) improvements in this area, but no improvements to replace the existing parking lot driveway access are included in ODOT's plans. The school will need to address sidewalk and curb improvements if the existing parking lot access is abandoned.
- C2 Clarify how existing high school accesses (i.e., sidewalks, parking, entryways, etc.) are to be maintained east of the gymnasium.
- C2 Clarify how irrigation water service is to have backflow prevention provided and metered. Typically, the building service, in addition to the City system, needs backflow prevention from the irrigation service.
- C2 More details of proposed City utilities, connections, piping, etc., are anticipated with the permit set Drawings. Also, provide details on the water line thrust restraint with connections to the City water main.
- C3 Add reference to City Public Works Standards for water, sewer, roads, storm drain, and utility requirements.

- C3 Verify that a 2-inch service connection and a 1-inch water meter have adequate capacity for domestic irrigation demands. The proposed service and meter sizes are smaller than either the existing grade school or high school.
- C3 A means of quantifying water volume used via the fire flow line is required for City water conservation and use reporting purposes. A flowmeter or other means of quantifying water volume use is requested.
- C3 Provide verification that the existing 6-inch dead-end water main has adequate capacity to serve the proposed school fire protection system and the additional proposed fire hydrant. Fire flow testing was conducted on the 10-inch water main in E. Bayard Street, so corrections for the flow and pressure loss in the existing 6-inch water main in S. Washington Street need to be made.
- C3 City staff will provide the standard water service meter setter and meter once the Contractor has installed the service line and meter box per City standards.
- C3 The proposed 6-inch sanitary cleanout in the City ROW, at a bend in the sewer line, should be replaced with a manhole for maintenance access purposes, as required by DEQ guidelines.
- C3 Provide more detailed information on installation of a watertight connection to the existing sewer manhole.
- C3 Have existing sewer inverts been confirmed relative to the proposed sewer line? DEQ guidelines require an interior drop manhole assembly be installed at the connection to the existing manhole if the drop inside the manhole exceeds 24 inches.
- C3 Any proposed ADA ramps in City ROW need to be detailed to conform with ADA requirements.
- C3 Verify no restrooms are to be connected to the grease interceptor.
- C3 The 20-foot commercial driveway apron from the bus drop-off zone to S. Washington Street appears narrow. Confirm turning radii for buses, garbage trucks, and/or delivery trucks are provided.

Miscellaneous Sheets with general comments

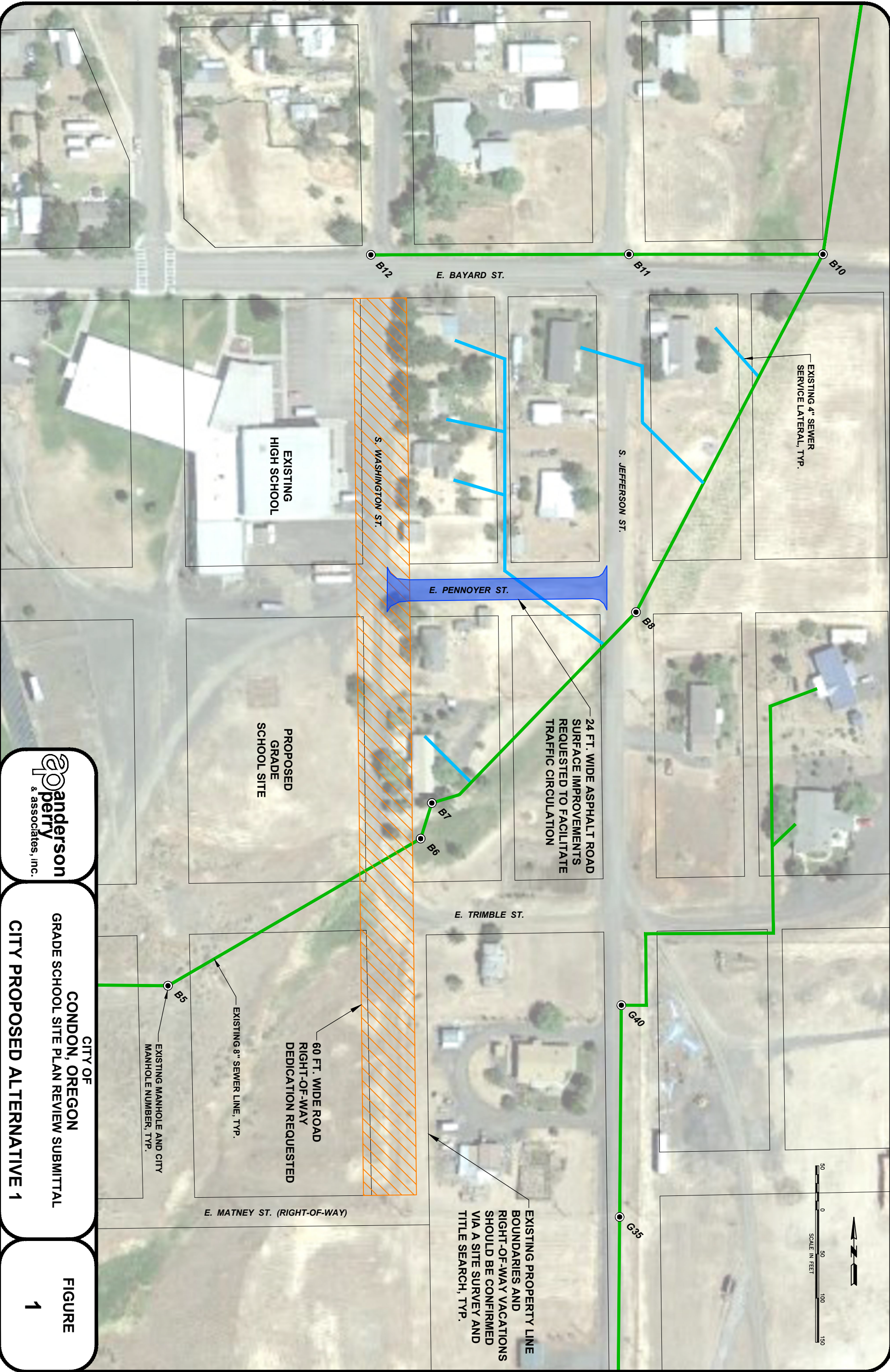
- A020 The paved road width noted on Sheet A020 does not appear to match the Civil Drawings.
- E102 Move proposed luminaire in City ROW to private property and out of the sidewalk.

Traffic Impact Analysis comments

It does not appear that the high school student count has been included in the traffic count data. As this is proposed to be a joint use site, it appears both schools should be included in the traffic analysis. In addition, peak traffic loads with high school games do not appear to be accounted for.

Recommended signage and striping are to be shown on the Civil Drawings.

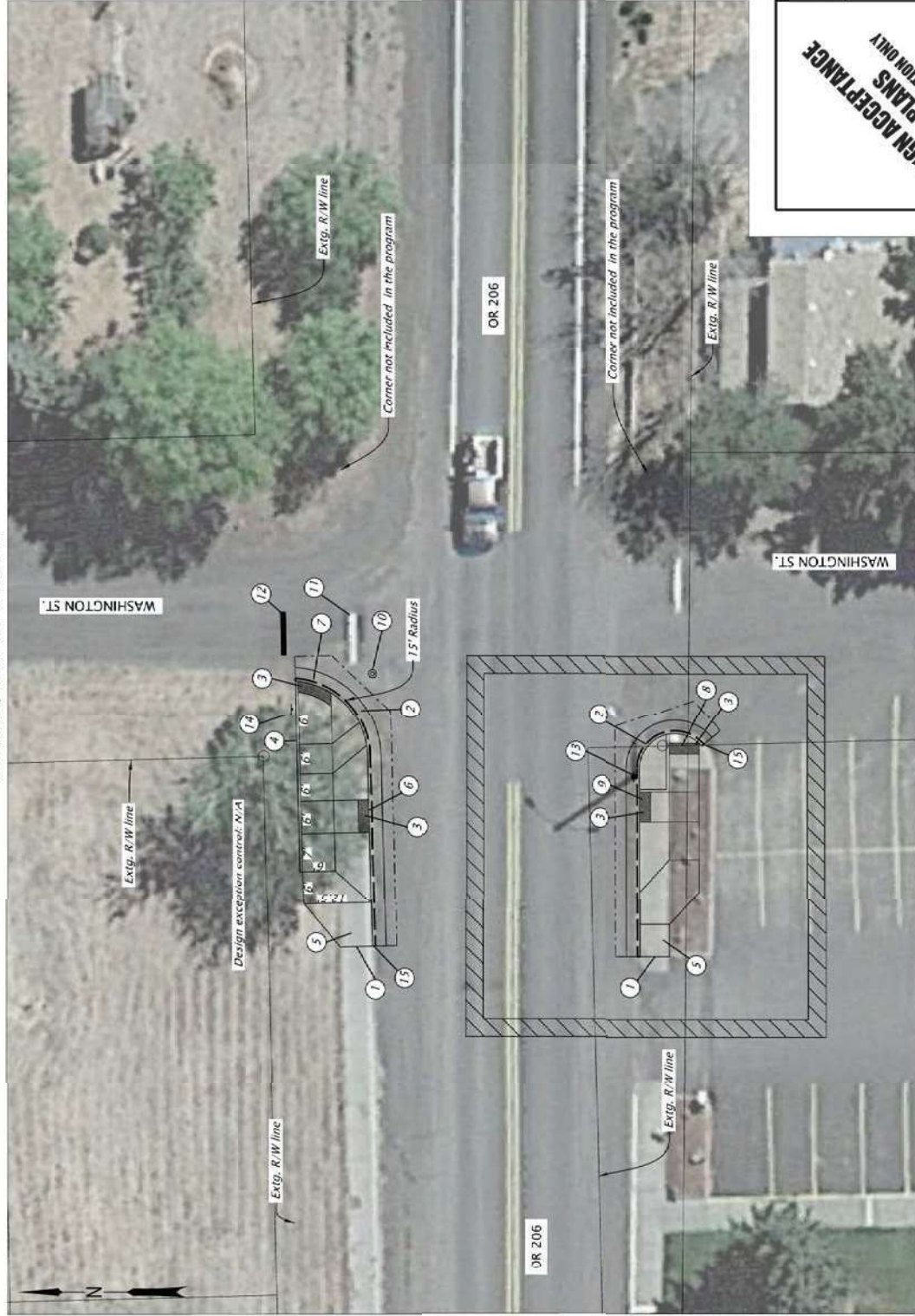
ODOT concurrence on the proposed traffic routing modifications is needed.



OR 206; POTTER ST TO WASHINGTON ST
WASCO-HEPPNER HWY # 300
CONDEN, GILLIAM COUNTY

??V-???

- 1 Connect to extg. walk
- 2 Const. conc. curb and gutter
(See drg. no. RD700)
- 3 Install truncated domes - 49 sq. ft.
(See drg. nos. RD758 and RD759)
- 4 Const. standard curb
(See drg. no. RD700)
- 5 Const. P.C. conc. sidewalk
(See drg. no. RD721)
- 6 Const. perpendicular conc. curb ramp
(See drg. no. RD755)
- 7 Const. combination conc. curb ramp
(See drg. no. RD755)
- 8 Const. combination conc. curb ramp
(For details, see sht. BC414)
- 9 Const. perpendicular conc. curb ramp
(For details, see sht. BC414)
- 10 Maintain & protect extg. MH
- 11 Remove extg. stop bar
- 12 Install stop bar
(See drg. nos. TM503, TM530)
- 13 Relocate extg. utility pole. (by others)
- 14 Maintain & protect extg. sign
- 15 Connect to extg. curb



DESIGN ACCEPTANCE
INFORMATION ONLY



HDR ENGINEERING, INC
404 SW COLUMBIA ST., SUITE 240
BEND, OR 97702



CONTRACTOR MAY NOT WORK IN THIS AREA
SHOWN THUS, PRIOR TO XX.XX.XXXX

CENTRAL OREGON CURB RAMPS
VARIOUS HWY
VARIOUS COUNTY

Designer: Justin Henney
Checker: Stephanie Tester

Reviewer: Buddy Evans
Checker: Jose Bonafina

SHEET NO.
C406

GENERAL CONSTRUCTION NOTES

Rotation: 0.0039° Scale: 1"=20'

ADA CURB RAMP PILOT PROGRAM PROJECT

R_K21493_pl_07 - BC406 3/16/2020 3:43:56 PM STTEETER

NOVEMBER 2, 2020



DRAWING INDEX:

CIVIL

- | | |
|----|---|
| C1 | EXISTING CONDITIONS AND DEMOLITION PLAN |
| C2 | OVERALL SITE PLAN |
| C3 | COMPOSITE SITE PLAN |
| C4 | GRADING AND DRAINAGE PLAN |

LANDSCAPE

- | | |
|-------|-------------------|
| L1.00 | LANDSCAPE PLAN |
| L2.00 | LANDSCAPE DETAILS |
| L2.01 | LANDSCAPE DETAILS |
| L3.00 | PLANTING DETAILS |

ARCHITECTURAL

- | | |
|------|---------------------|
| A020 | SITE PLAN |
| A101 | FLOOR PLAN |
| A201 | EXTERIOR ELEVATIONS |

ELECTRICAL

- | | |
|------|-------------------------|
| E002 | LUMINAIRE SCHEDULE |
| E102 | SITE PLAN - POWER |
| E201 | LEVEL 1 PLAN - LIGHTING |

PROJECT TEAM

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Condon, OR 97823
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NEW CONDUIN GRADE SCHOOL
xxxx S. Washington Street

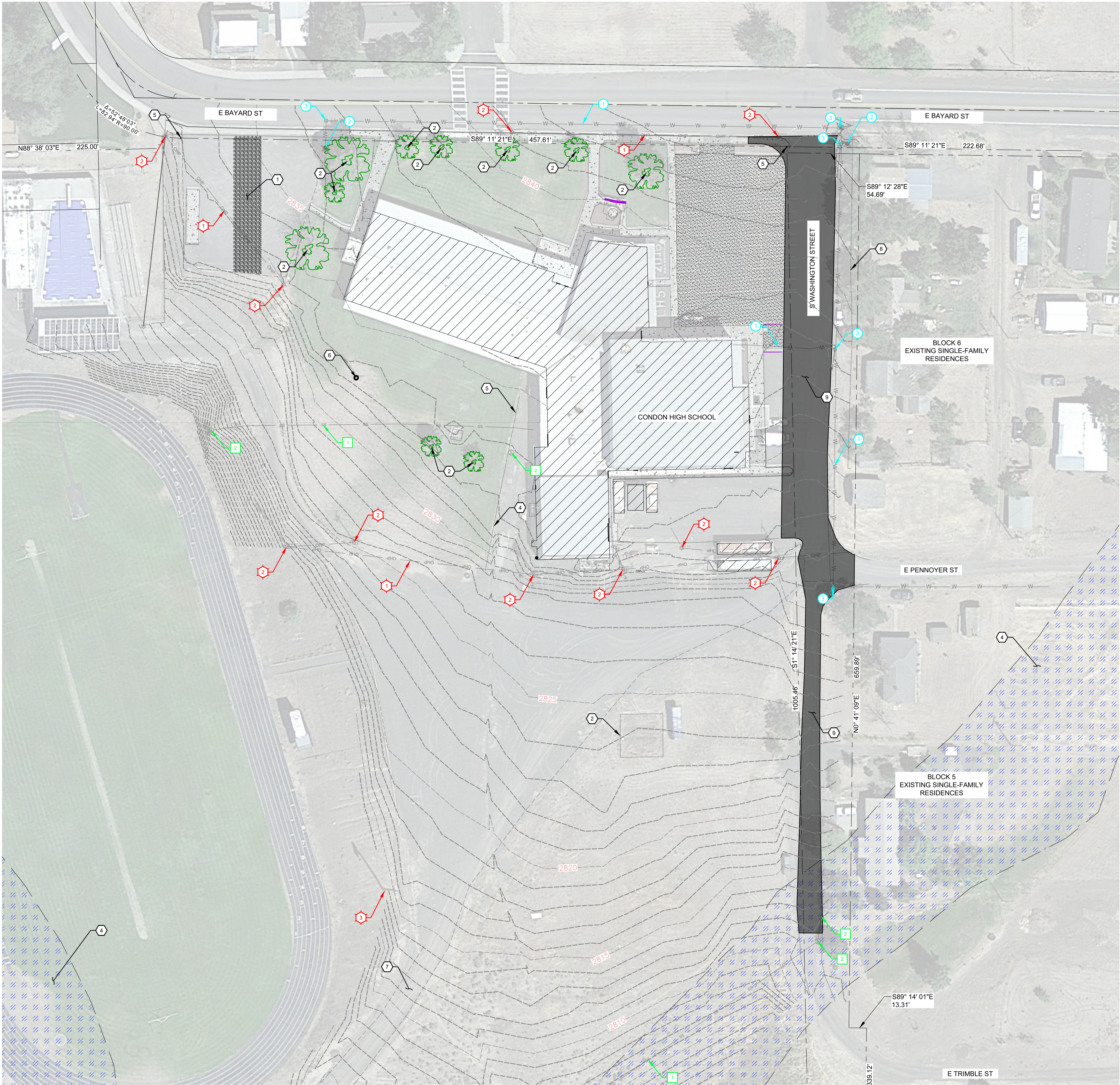
Donor	ORE
DON	ORE

COVER SHEET

20120.01	
10/27/20	
BY hor	CHECKED BY Checker
DATE	DESCRIPTION

[illegible]

NO.
A001
COVER SHEET



EXISTING CONDITIONS
SCALE: 1"=30'

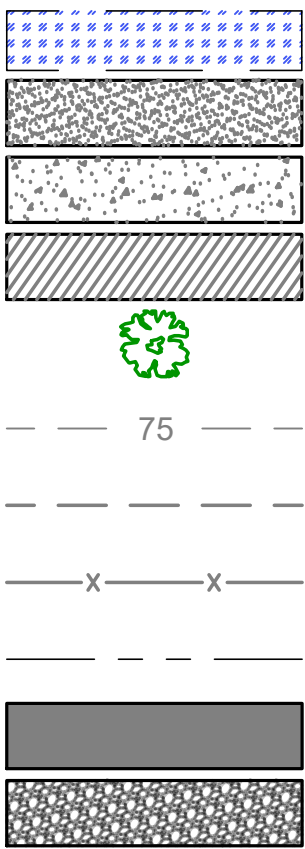
SCALE OF FEET
SCALE: 1"=30'

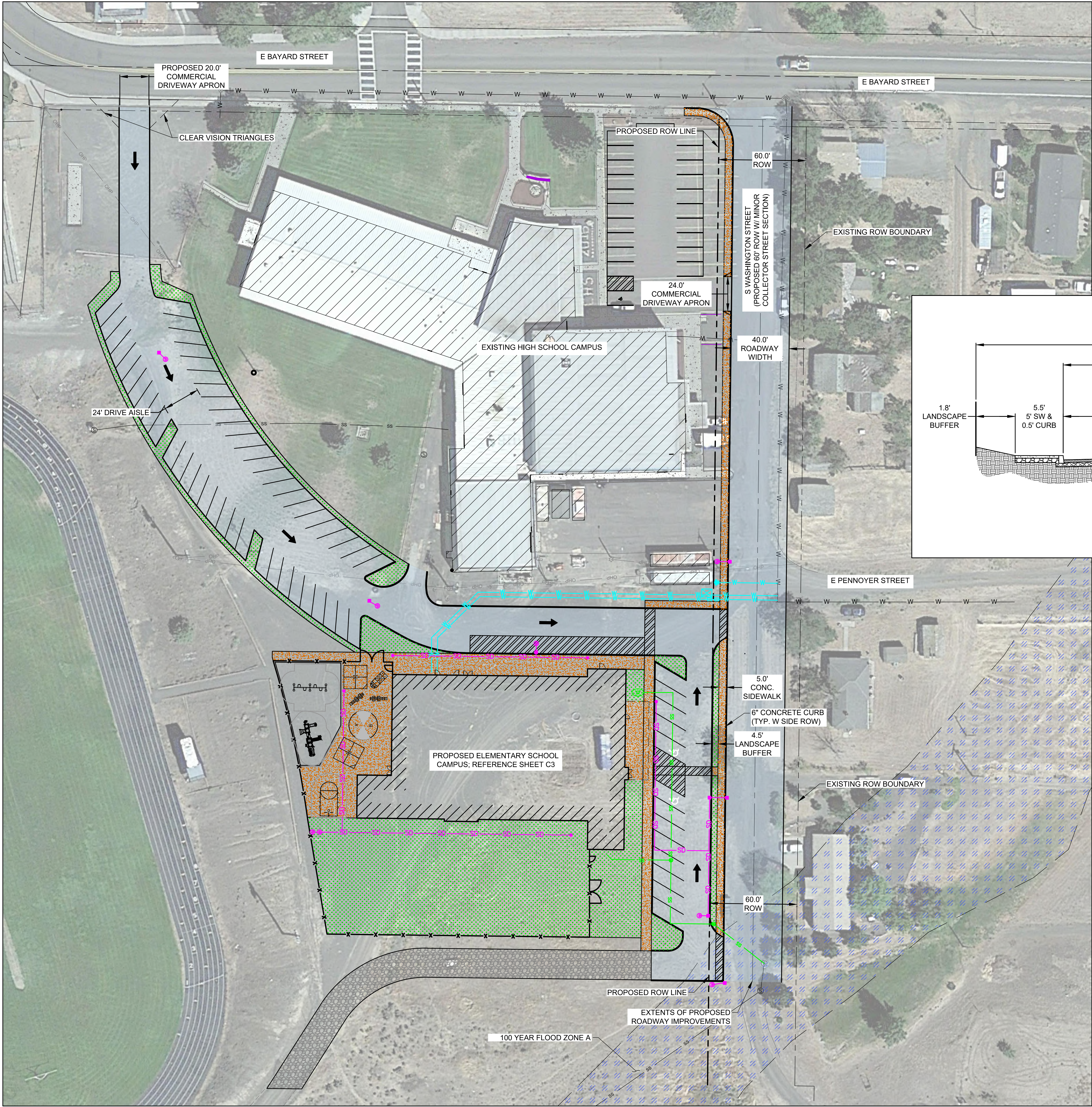
KEYNOTES:

- 1 DEMO EXISTING GRAVEL PARKING
- 2 DEMO EXISTING FENCE
- 3 EXISTING TREES
- 4 100-YEAR FLOOD, ZONE A, PER FEMA FIRM #410072 0005 B, SEPT. 24, 1987
- 5 EXISTING MONUMENT
- 6 EXISTING WEATHER STATION
- 7 EXISTING GRAVEL ROAD
- 8 EXISTING FENCE
- 9 STRIP/REMOVE EXISTING ROADWAY SURFACING FOR PROPOSED STREET SECTION
- 1 EXISTING WATER SERVICE LINE
- 2 EXISTING FIRE HYDRANT
- 3 EXISTING WATER VALVE
- 1 EXISTING SANITARY SEWER LINE
- 2 EXISTING SANITARY SEWER MANHOLE
- 1 EXISTING POWER LINE
- 2 EXISTING POWER POLE
- 3 EXISTING LIGHT POLE

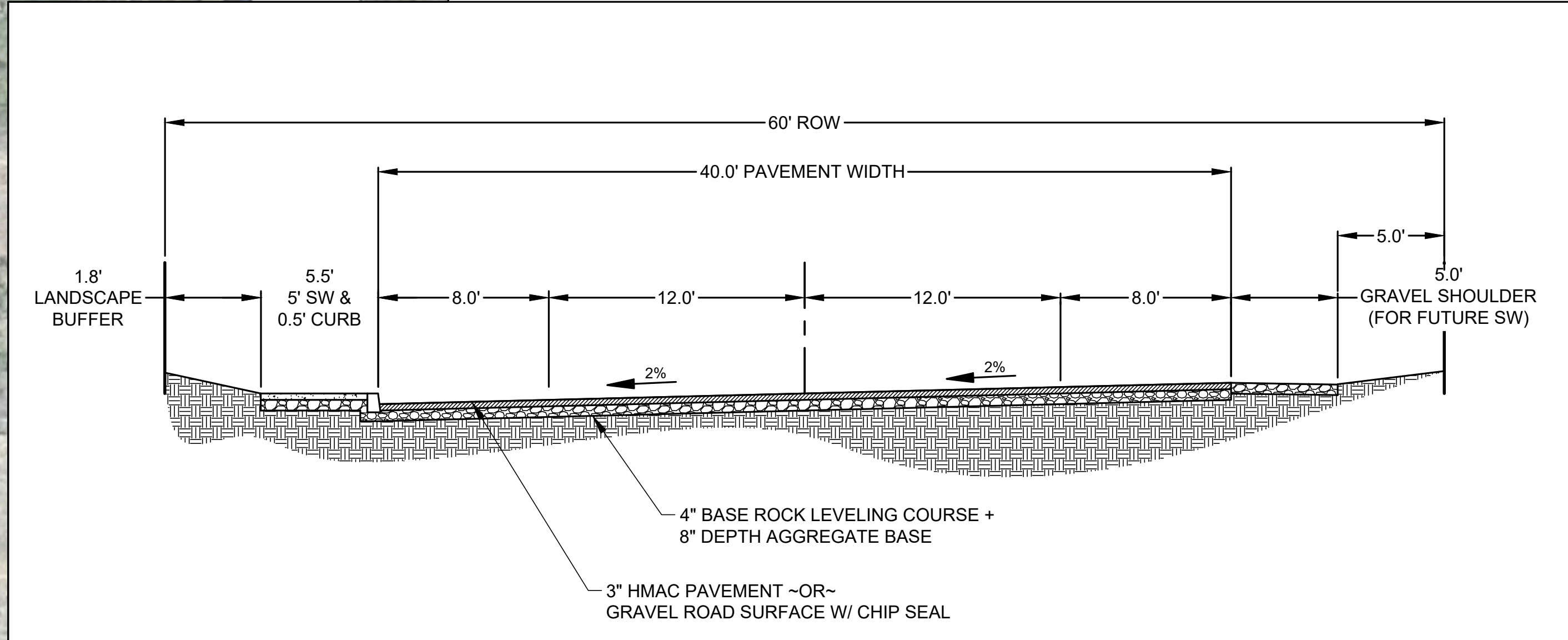
LEGEND:

- 100 YEAR FLOOD, ZONE A
- EXISTING PAVEMENT
- EXISTING CONCRETE
- EXISTING BUILDINGS
- EXISTING TREES
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING FENCE
- EXISTING PROPERTY BOUNDARY
- STRIP/REMOVE EXISTING ROADWAY
- DEMO EXISTING GRAVEL





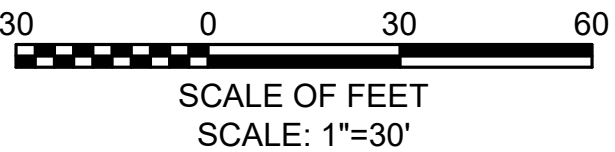
- LEGEND
- 100 YEAR FLOOD, ZONE A
 - CONCRETE PAVEMENT
 - ASPHALT PAVEMENT OR GRAVEL CHIPSEAL
 - LANDSCAPING
 - AGGREGATE ROADWAY
 - WATER LINE
 - WATER METER
 - FIRE HYDRANT
 - SANITARY SEWER LINE
 - SANITARY MANHOLE
 - SANITARY CLEANOUT
 - STORM DRAIN LINE
 - CATCH BASIN
 - DRYWELL



S WASHINGTON STREET - 60' ROW CROSS SECTION
SCALE: 1"=5'

OVERALL SITE PLAN
SCALE: 1"=30'

1
C2



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REGISTERED PROFESSIONAL
ENGINEER
NO. 33836
CORRECTION
11.2018
CORRETT J. DOW
RENEW: 12-31-2021

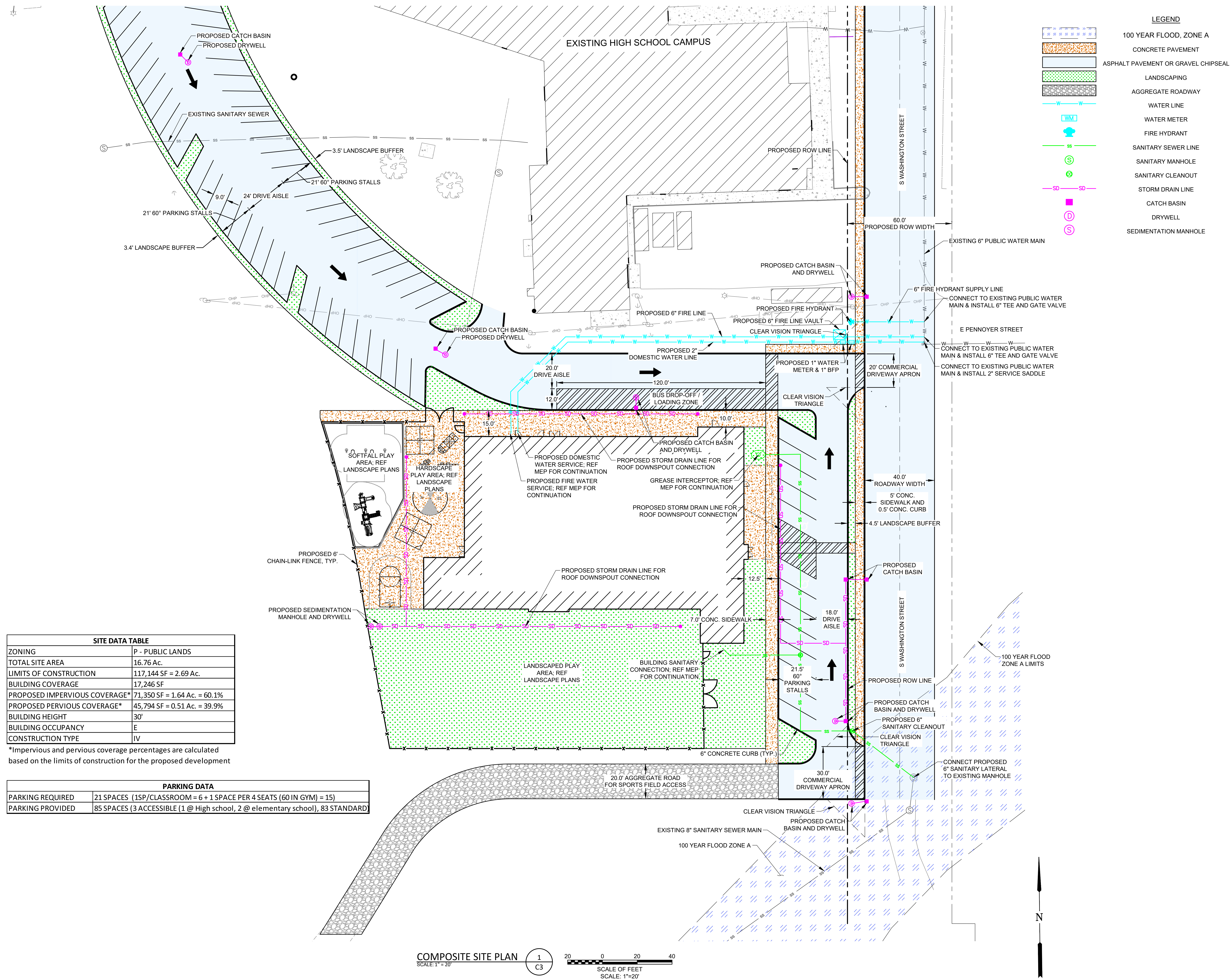
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www.steele-arch.com

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www.steele-arch.com

NEW CONDON GRADE SCHOOL
XXXX S. WASHINGTON STREET
CONDON, OR 97823
OVERALL SITE PLAN

JOB NO. 20120.01
DATE 11.02.2020
DRAWN BY JSD
CHECKED BY JJD
REV. DATE DESCRIPTION

C2



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CERRETT J DAW
RENEWS: 12-31-2021



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XXXX S. WASHINGTON STREET
CONDON, OR 97823

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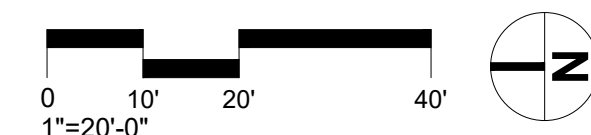
C3

SITE PLAN REVIEW SUBMITTAL

xxxxx S. Washington Street
CONDON OREGON

LANDSCAPE PLAN

SITE PLAN REVIEW SUBMITTAL



- 1) ALL FENCE HARDWARE SHALL BE PRESSED STEEL. ALL FENCE TIES SHALL BE STEEL TIES.
- 2) ALL FENCE FABRIC SHALL BE BROWN VINYL COAT. ALL FENCE ACCESSORIES SHALL BE PAINTED TO MATCH.



1
L2.00



2
L2.00



3
L2.00

- COLOR #:
WHITE = 100
BLACK = 134
YELLOW = 131
GREEN = 1452-133
BLUE = 135
RED = 132

GENERAL STRIPING NOTES

4
L2.00



HOPSCOTCH STRIPING

$$\frac{5}{1200}$$


HOPSCOTCH STRIPING

FOUR SQUARE STRIPING

6
1200

1. PAINT COLORS INSIDE WHITE LINES AS DETAILED. REPAINT WHITE LINES AFTER COLOR COAT IS APPLIED. TWO COATS MINIMUM.
2. APPLY TWO COATS OF COLORED PAINT MINIMUM OR AS REQUIRED TO ACHIEVE FULL COVERAGE.
3. FINAL COAT OF ALL LINES AND FIELD PAINT TO BE SLIP AND SKID RESISTANT. BONDEX SKID-TEX OR EQ. TO BE USED.
4. ALL PLAY LINES ARE 2" IN WIDTH, COLOR WHITE.

COLOR #:
WHITE = 100



7
L2.00



8
1200

OREGO
CONDON

L2.00

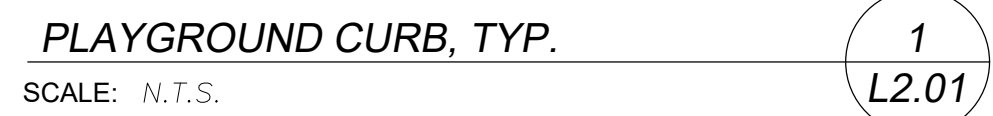
PROVIDE EXPANSION JOINTS AT CURVES, TANGENTS, AND CORNERS.

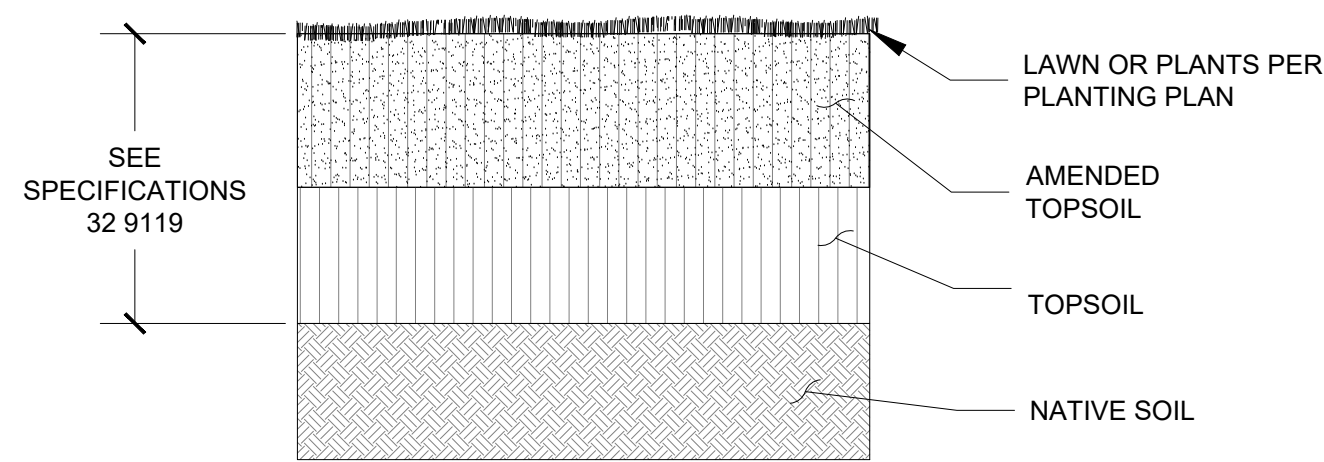
BASE OF CURB TO REST ON COMPACTED FILL AS SHOWN.

CONCRETE COMPRESSIVE STRENGTH SHALL BE 3000 PSI MIN.

PROVIDE SMOOTH AND FLUSH CONNECTIONS TO ALL ADJOINING CURBS AND PAVING, TYPICAL.

ALL WORK SHALL BE COMPLETED IN COORDINATION WITH PLAY EQUIPMENT AND SOFT FALL MATERIAL SUPPLIER / INSTALLER





NOTE:
IF TREES ARE CONTAINED IN BURLAP THEN REMOVE BURLAP AND TWINE FROM TOP 1/3 OF BALL AFTER STAKING AND REMOVE ALL TWINE AROUND BASE OF TREE TRUNK.



DECIDUOUS TREE PLANTING
SCALE: N.T.S.

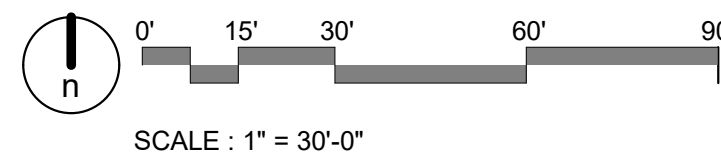
SEEDED LAWN - PREMIUM THREE-WAY PERENNIAL RYE GRASS BLEND. INSTALL PER MANUFACTURERS RECOMMENDATIONS.

REVEGETATION SEED MIX: TYPE #1

'COVAR' SHEEP FESCUE 100%

REVEGETATION SEED MIX, TYPE #1 @ SEED RATE OF 5 LBS / 1000 SQ. FT.
***OVERSEED WITH ANNUAL RYE @ SEED RATE OF 2 LBS / 1000 SQ. F.T

NOTE:
ALL SEEDED AREAS SHALL BE APPLIED WITH HYDROMULCH AND TACKIFIER PER
MANUFACTURE'S SPECIFICATIONS.

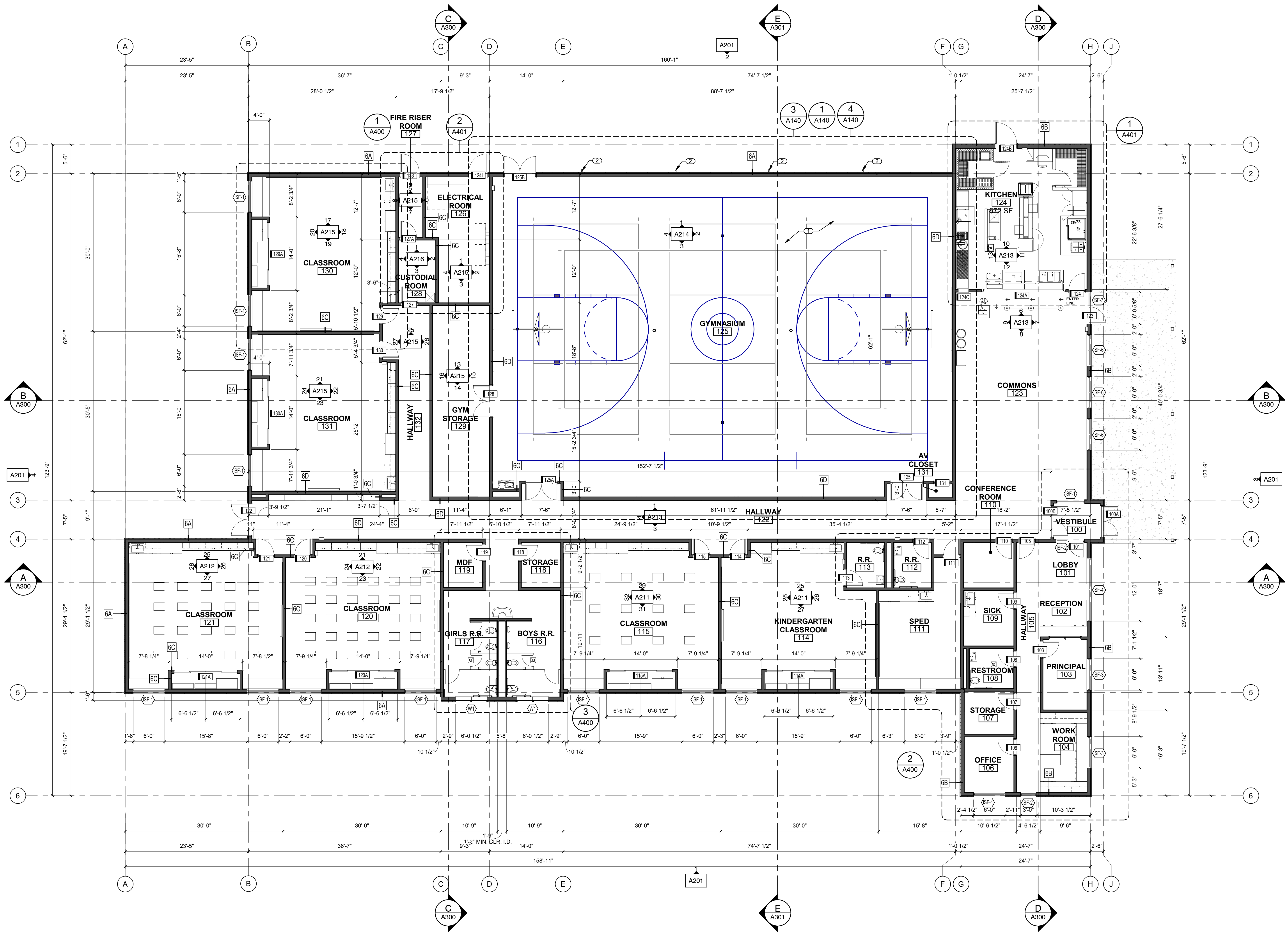


PARKING DATA

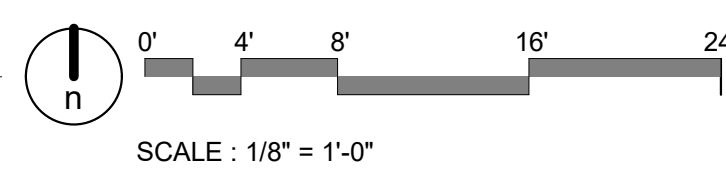
PARKING REQUIRED: 21 SPACES (1SP/CR = 6 + 1 SP PER 4 SEATS IN GYM
(60 IN GYM) = 15)

PARKING PROVIDED: 85 SPACES (3 ACCESSIBLE / 82 STANDARD)
(13 AT NEW SCHOOL, 21 AT HIGH SCHOOL AND 51
OVERFLOW SPACES)

[illegible]



1 LEVEL 1 - PLAN
1/8" = 1'-0"



GENERAL NOTES:

- REFER TO SPECIFICATION SECTION 08 7100 AND SHEET A601 FOR HARDWARE GROUPS. COORDINATE HARDWARE GROUPS WITH DOOR PROFILE, SIZE AND CONSTRUCTION.
- ALL GLAZING IN DOORS AND SIDELIGHTS TO BE IG-2 CLEAR SAFETY GLAZING CONFORMING TO THE REQUIREMENTS OF OSSC 2406. SEE SPEC SECTION 08 8000.
- PAINT ALL HOLLOW METAL DOORS AND FRAMES PER SPECIFICATION SECTION 09 9113 (EXTERIOR PAINT) AND 09 9123 (INTERIOR PAINT). FINISH SCHEDULE AS INDICATED ON ELEVATIONS.
- PROVIDE ASPHALTIC EMULSION COATING TO INTERIOR SURFACES OF HOLLOW METAL FRAMES. GROUTED OR UN-GROUTED, PER SPEC SECTION 08 1113.
- ALL EXTERIOR HOLLOW METAL FRAMES ARE TO BE GROUTED SOLID WITH MASONRY GROUT WHEN ADJACENT TO OR WITHIN CONCRETE WALLS. GROUT FRAMES WITH "STRUCT-O-LITE" GROUT AT EXTERIOR HOLLOW METAL FRAMES WITHIN FRAMED WALLS.
- FULLY GROUT ALL HOLLOW METAL FRAMES AT INTERIOR CONCRETE OR CMU WALLS TO MATCH EXTERIOR HM DOORS.
- DIMENSIONS LISTED ARE NOMINAL DIMENSIONS OF DOOR LEAF. COORDINATE ACTUAL ROUGH OPENING DIMENSIONS WITH DOOR FRAME AND ROUGH OPENING.
- GLAZED INTERIOR DOORS TO RECEIVE SURFACE MOUNTED MANUAL ROLLER SHADE AT ROOM INTERIOR, UNLESS NOTED OTHERWISE. SEE FINISH SCHEDULE FOR TYPES.
- ALL DOOR FRAMES TO BE PAINTED TO MATCH ADJACENT WALL. PAINT COLOR WITH SEMI-GLOSS SHEEN. SEE ROOM FINISH SCHEDULE.
- VISION LITES SHALL HAVE THE BOTTOM OF THE PANEL 43" MAXIMUM ABOVE FINISHED FLOOR PER ANSI A117.1 SECTION 404.2.10.
- HANDLES, PULLS, LATCHES, LOCKS AND OTHER OPERABLE PARTS ON ACCESSIBLE DOORS SHALL HAVE A SHAPE THAT IS EASY TO GRASP WITH ONE HAND AND DOES NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST TO OPERATE. OPERABLE PARTS OF SUCH HARDWARE SHALL BE 34 INCHES MINIMUM AND 48 INCHES MAXIMUM ABOVE THE FLOOR.
- THE FORCE FOR PUSHING OR PULLING OPEN DOORS OTHER THAN FIRE DOORS SHALL BE AS FOLLOWS:
 - INTERIOR HINGED DOOR: 5.0 POUNDS MAX.
 - SLIDING OR FOLDING DOOR: 5.0 POUNDS MAX.
 - EXTERIOR STOREFRONT DOORS BASIS OF DESIGN KAWNEER "500" 2.25" THERMALLY BROKEN DOOR, TYP.
- ROOM NUMBERS INDICATED IN DOOR SCHEDULE ARE SUBJECT TO CHANGE. CONFIRM ROOM NAMES & NUMBERS WITH SCHOOL DISTRICT PRIOR TO FABRICATION. SEE 10 400.
- CONDUCT MEETING WITH OWNER, DOOR HARDWARE SPECIALIST, AND ITS TECHNICIANS TO CONFIRM WHICH DOORS ARE TO RECEIVE ACCESS CONTROL SYSTEMS.
- PREPARE WRITTEN NARRATIVE FOR PROGRAM REQUIREMENTS AT FRONT ENTRIES TO VERIFY EXPECTED OPERATION OF ALL SECURITY RELATED DOORS.
- PROVIDE BOXES, CONDUIT, WIRE, AND PULL CORDS FOR FUTURE CARD READERS AT ALL EXTERIOR DOORS IDENTIFIED TO RECEIVE FUTURE CARD READERS, AND AT INTERIOR MD/IDR ROOMS.
- PROVIDE POWERED ACCESS MECHANISM AND ACTUATOR AT ONE EXTERIOR AND ONE INTERIOR MAIN ENTRY VESTIBULE DOORS.
- INTERIOR MAIN ENTRY DOORS TO BE WIRED FOR LOCKDOWN DURING SCHOOL HOURS. INTENT IS TO FORCE VISITORS TO ENTER THROUGH THE MAIN OFFICE.
- PROVIDE CLASSROOM HARDWARE SETS WITH PUSH-BUTTON LOCKS, NOT KEYED BOTH SIDES. PERSONS WITHOUT KEYS NEED TO BE ABLE TO EXIT THE ROOM. IN A LOCKDOWN CONDITION, STUDENTS WOULD NEED TO BE ABLE TO LOCK THE DOOR SHOULD THE TEACHER BE ABSENT FROM THE ROOM. THIS WILL FORCE THE TEACHER TO CARRY THEIR KEYS WITH THEM WHEN THEY LEAVE THE ROOM.
- PROVIDE DISTRICT APPROVED ROOM NUMBERS ON INTERIOR FACE OF CLASSROOM AND OFFICE DOORS.
- REFER TO SHEET A570 FOR TYPICAL DOOR DETAILS.
- SEE GLAZING TYPE NOTE ON SHEET A610.

LEGEND:

- | | |
|---|---|
| W-1 | WALL WITH TAG - SEE WALL ASSEMBLY TYPES ON SHEET A5.00 |
| EXISTING WALL | EXISTING WALL |
| LOCKERS | LOCKERS |
| TILE FLOOR - SEE FLOOR FINISH PLANS ON SHEETS A6.11 AND A6.12 | TILE FLOOR - SEE FLOOR FINISH PLANS ON SHEETS A6.11 AND A6.12 |
| WALK OFF MATS | WALK OFF MATS |
| V1 | WINDOW TAG - SEE A7.11 FOR WINDOW SCHEDULE |
| 100 | DOOR TAG - SEE A7.11 FOR DOOR SCHEDULE |
| (Mark) | CASEWORK TAG - SEE A7.13 FOR CASEWORK SCHEDULE |
| FL.1 | FLOOR TAG - SEE SHEET A5.01 |

KEYED NOTES:

- WOOD ATHLETIC FLOORING 09 64 66 OR RESILIENT ATHLETIC FLOORING 09 65 66. REFER TO SPECIFICATION SECTION 01 23 00 ALTERNATIVES.
- PAINTED MTL. DOWNSPOUT.

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BEND, OR 97703
541.382.9807 FAX 541.385.5816 www.steele-arch.com

NEW CONDON GRADE SCHOOL

xxxx S. Washington Street

CONDON

OREGON

FLOOR PLAN

JOB NO.
20120.01
DATE
issue date

DRAWN BY
Author

CHECKED BY
Checker

REVISION
DATE

DESCRIPTION

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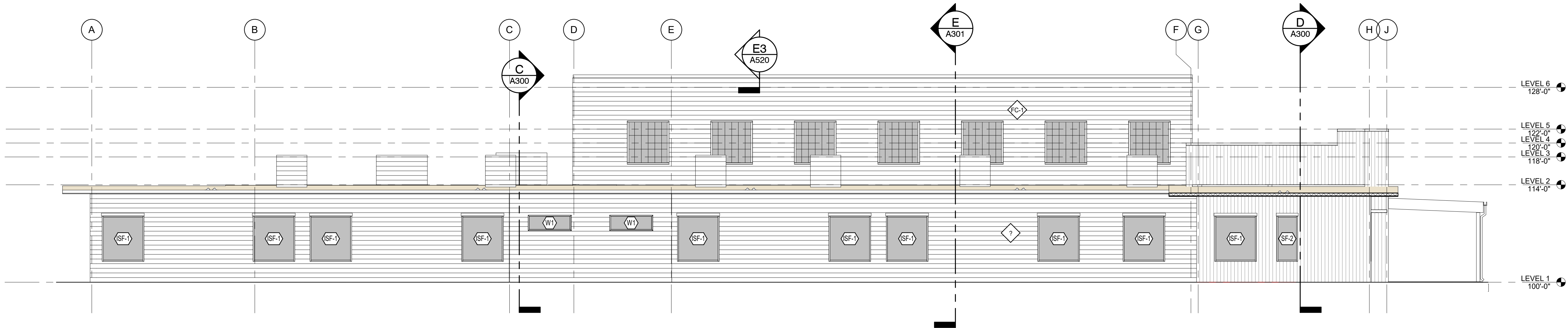
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REVISION

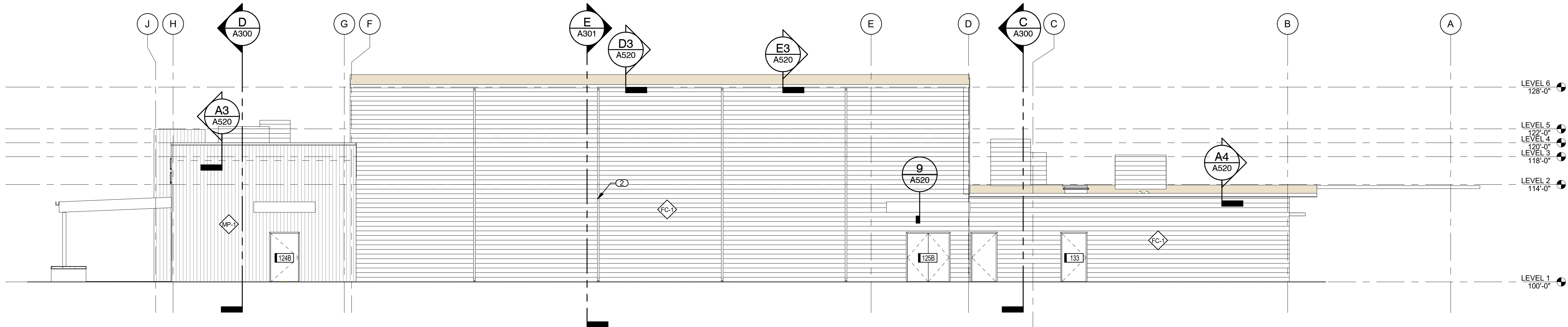
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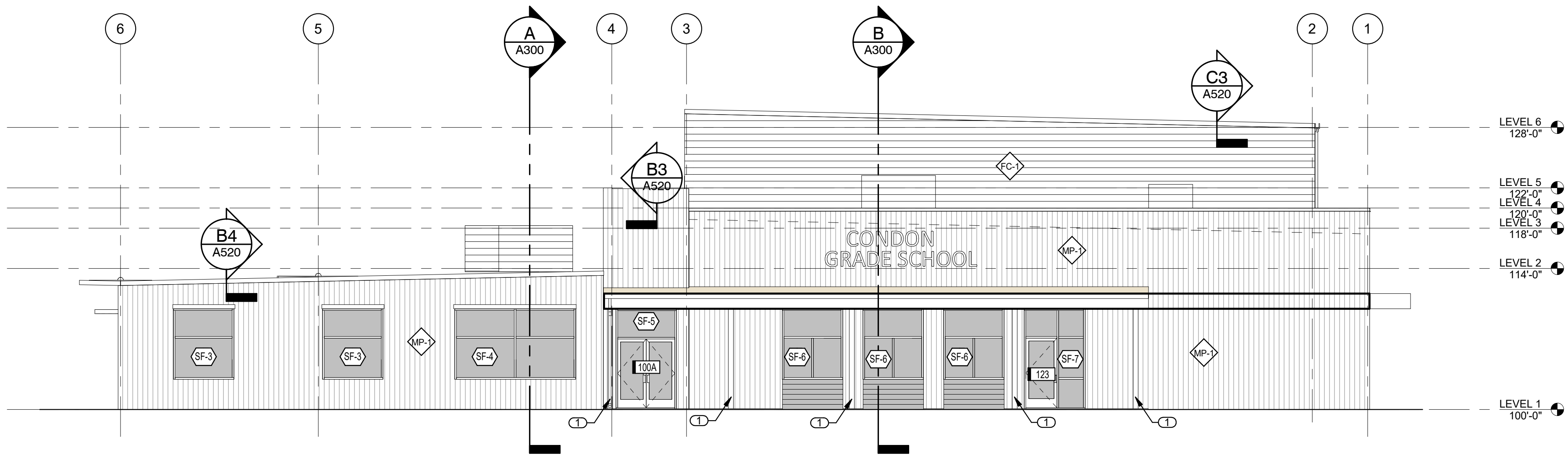
A101
FLOOR PLAN



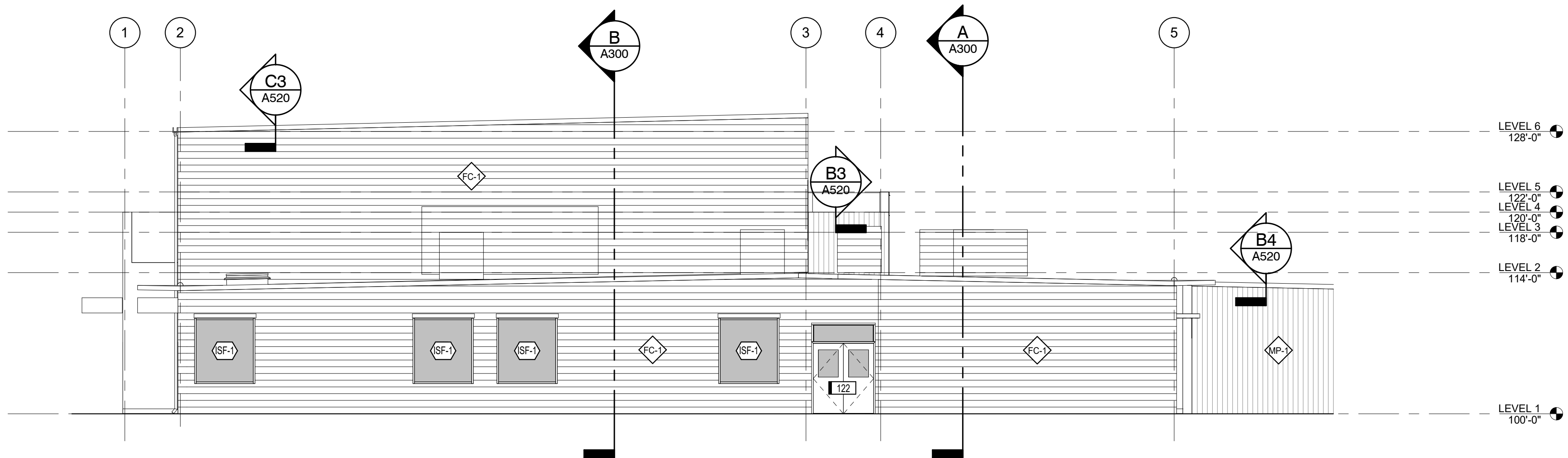
1 SOUTH ELEVATION
1/8" = 1'-0"



2 NORTH ELEVATION
1/8" = 1'-0"



3 EAST ELEVATION
1/8" = 1'-0"



4 WEST ELEVATION
1/8" = 1'-0"

GENERAL NOTES:

- REFER TO GENERAL NOTES ON SHEET G002.
- REFER TO FLOOR PLANS FOR HORIZONTAL CONTROLS AND ADDITIONAL INFORMATION.
- REFER TO BUILDING SECTIONS FOR ADDITIONAL ASSEMBLY INFORMATION.
- REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION ON MATERIALS INDICATED ON ELEVATIONS.
- REFER TO ELECTRICAL DRAWINGS FOR EXTERIOR FIXTURES.
- CONTRACTOR SHALL MAKE ALL ROOF AND WALL PENETRATIONS WATER PROOF AND WEATHER PROOF.
- REFER TO MECHANICAL DRAWINGS FOR EXTERIOR MECHANICAL EQUIPMENT.

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LEGEND:

SYMB.	MATERIAL	DESCRIPTION
	FIBER CEMENT LAP SIDING	COLOR:
	METAL PANEL SIDING	COLOR:
	SINGLE PLY MEMBRANE ROOFING	COLOR: SPEC #
	FASCIA/TRIM	COLOR: ?

KEYED NOTES:

- T.S. COLUMNS, PAINT PT-X
- PAINTED MTL DOWNSPOUT.

STEELE
architecture interiors planning
541.382.9867
ASSOCIATES ARCHITECTS LLC
888 NW FORK DRIVE SUITE 200
BEND, OR 97703
541.382.9807 FAX 541.385.8816 www.steele-arch.com

NEW CONDON GRADE SCHOOL

xxxx S. Washington Street

OREGON

CONDON

EXTERIOR ELEVATIONS

JOB NO. 20120.01
DATE issue date

DRAWN BY CHECKED BY
REV. DATE Checker

DESCRIPTION

SHEET NO. A201
EXTERIOR ELEVATIONS

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REGISTERED PROFESSIONAL ARCHITECT
NOT FOR CONSTRUCTION
JUN 06, 2008
VH T. PHUONG
EXPIRES: 12/31/20



PROJECT 2020-0209
CONTACT Nolan Murray/Deborah Rain
100 SW Main Street, Suite 1600
Portland, OR 97204
TEL 503.382.2266
www.interfaceengineering.com

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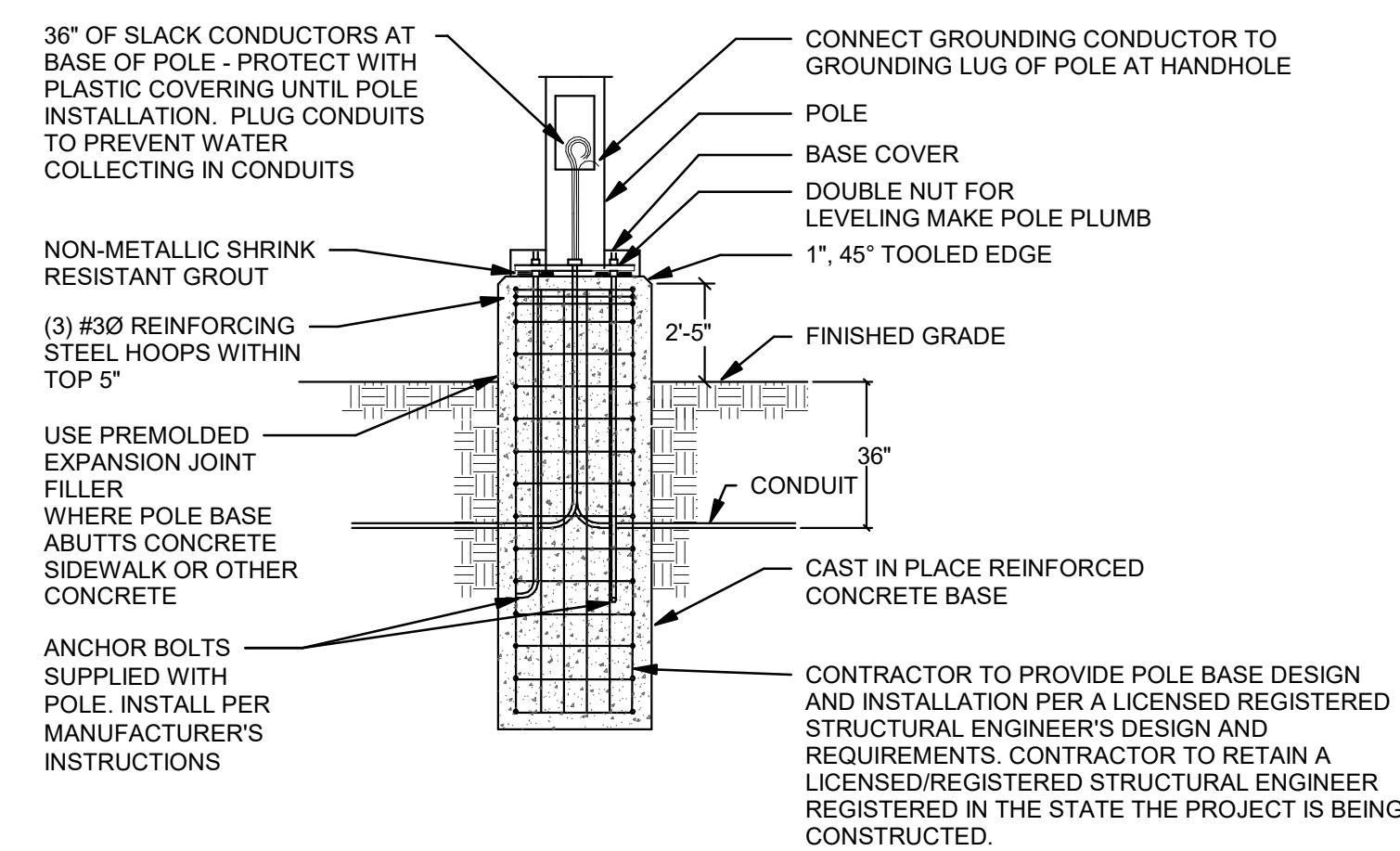
xxxxx S. Washington Street

GILLIAM COUNTY

LUMINAIRE SCHEDULE

[illegible]

SHEET NO.
E002
LUMINAIRE SCHEDULE

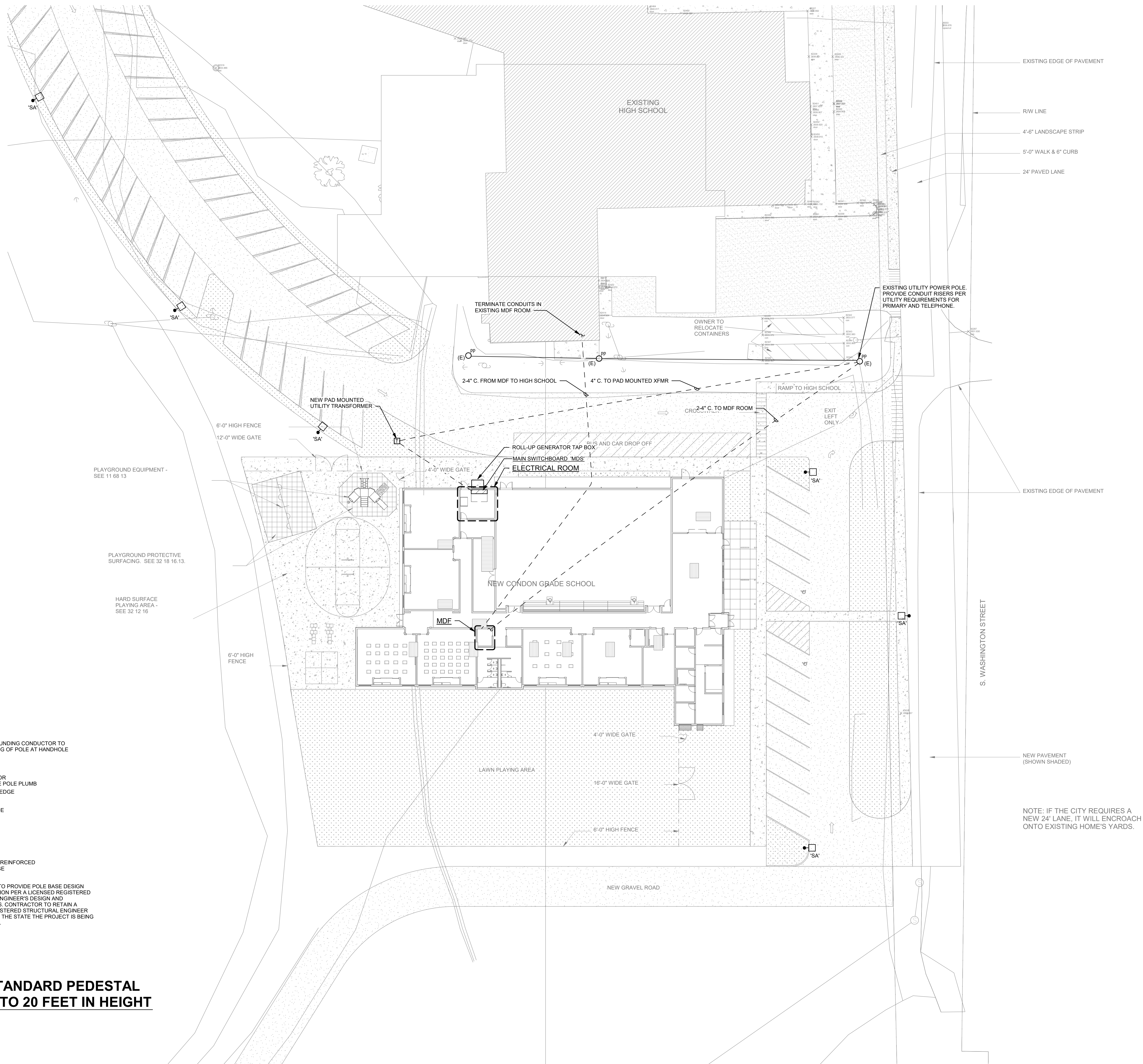
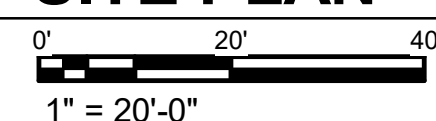


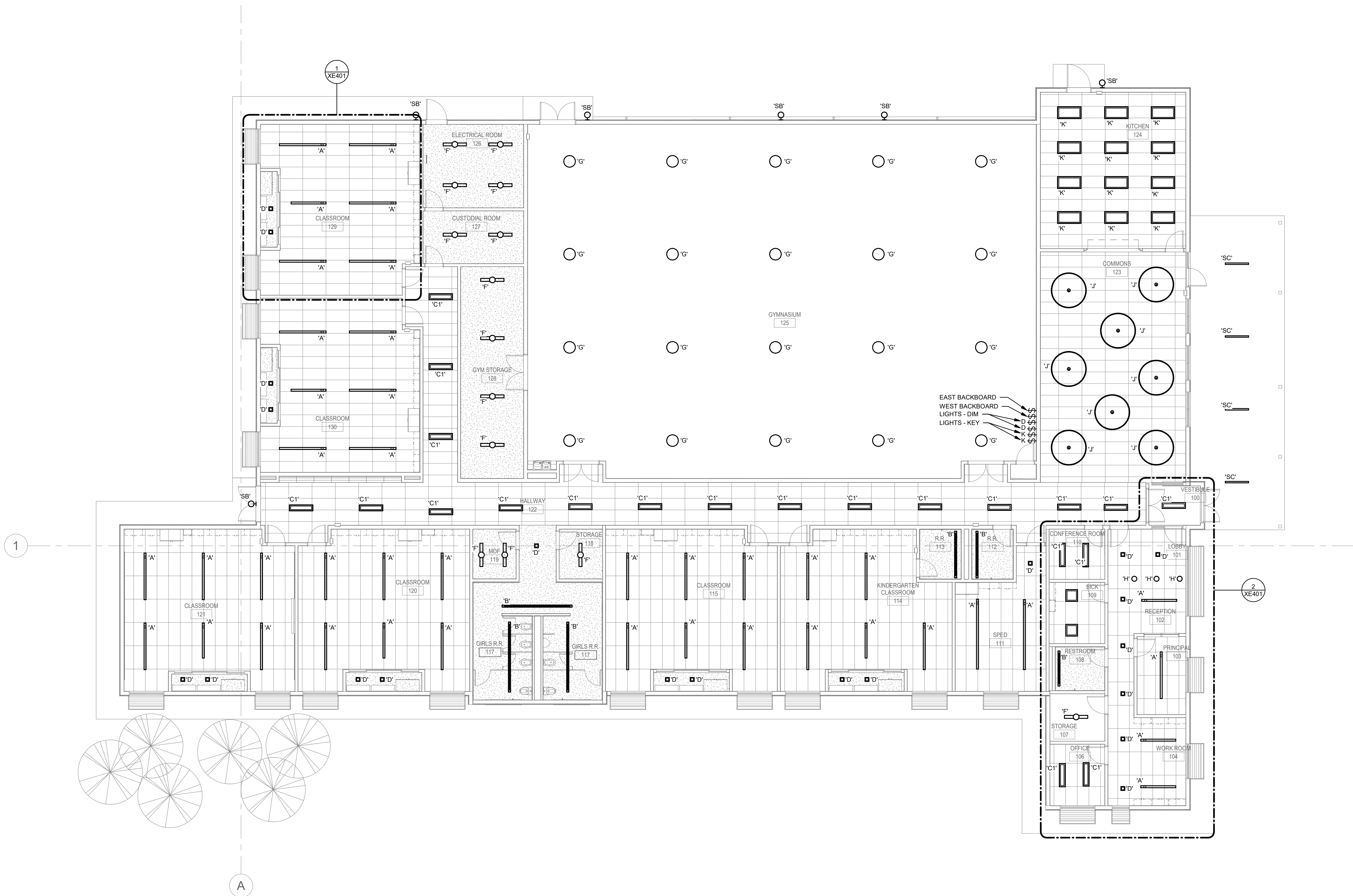
- GENERAL DETAIL NOTES:**
1. CONDUCTORS THROUGH POLE TO LUMINAIRE TO BE RATED 90° C
 2. SEE LUMINAIRE SCHEDULE FOR POLE HEIGHT.

**SECTION - AREA LUMINAIRE STANDARD PEDESTAL
2 ANCHOR BASE FOR POLES UP TO 20 FEET IN HEIGHT**

NO SCALE

1 SITE PLAN - POWER





1 LEVEL 1 PLAN - LIGHTING



D-Series Size 0 LED Area Luminaire



Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment. The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 400W metal halide with typical energy savings of 70% and expected service life of over 100,000 hours.

Specifications

EPA: 0.95 ft²
(.09 m²)

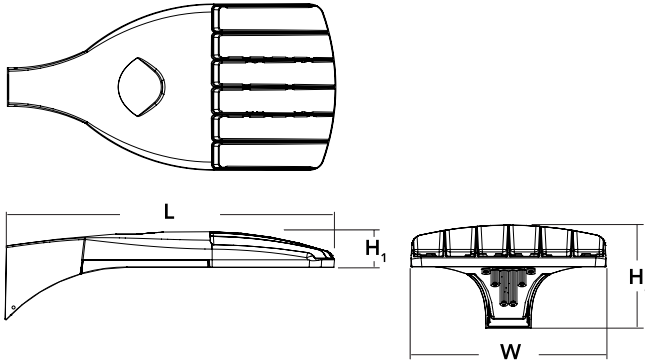
Length: 26"
(66.0 cm)

Width: 13"
(33.0 cm)

Height₁: 3"
(7.62 cm)

Height₂: 7"
(17.8 cm)

Weight (max): 16 lbs
(7.25 kg)



Ordering Information

EXAMPLE: DSX0 LED P6 40K T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX0 LED					
Series	LEDs	Color temperature	Distribution	Voltage	Mounting
DSX0 LED	Forward optics P1 P4 ¹ P7 ¹ P2 P5 P3 P6 Rotated optics P10 ² P12 ² P11 ² P13 ^{1,2}	30K 3000 K 40K 4000 K 50K 5000 K	T1S Type I short (Automotive) T2S Type II short T2M Type II medium T3S Type III short T3M Type III medium T4M Type IV medium TFTM Forward throw medium T5VS Type V very short ³	T5S Type V short ³ T5M Type V medium ³ T5W Type V wide ³ BLC Backlight control ⁴ LCCO Left corner cutoff ⁴ RCCO Right corner cutoff ⁴	MVOLT ^{5,6} 120 ⁶ 208 ⁶ 240 ⁶ 277 ⁶ 347 ⁶ 480 ⁶
				Shipped included SPA Square pole mounting RPA Round pole mounting ⁷ WBA Wall bracket ³ SPUMBA Square pole universal mounting adaptor ⁸ RPUMBA Round pole universal mounting adaptor ⁸ Shipped separately KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁹	

Control options	Other options	Finish (required)
Shipped installed NLTAIR2 nLight AIR generation 2 enabled ^{10,11} PIRHN Network, high/low motion/ambient sensor ¹² PER NEMA twist-lock receptacle only (control ordered separate) ¹³ PER5 Five-pin receptacle only (control ordered separate) ^{13,14} PER7 Seven-pin receptacle only (leads exit fixture) (control ordered separate) ^{13,14} DMG 0-10V dimming extend out back of housing for external control (control ordered separate) ¹⁵	PIR High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc ^{16,17} PIRHN High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc ^{16,17} PIR1FC3V High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ^{16,17} PIRHN1FC3V High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ^{16,17} FAO Field adjustable output ¹⁸	Shipped installed HS House-side shield ¹⁹ SF Single fuse (120, 277, 347V) ⁶ DF Double fuse (208, 240, 480V) ⁶ L90 Left rotated optics ² R90 Right rotated optics ² DDL Diffused drop lens ¹⁹ HA 50°C ambient operations ¹ Shipped separately BS Bird spikes ²⁰ EGS External glare shield
		DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white



COMMERCIAL OUTDOOR

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DSX0-LED
Rev. 07/30/20
Page 1 of 8

Ordering Information

Accessories

Ordered and shipped separately.

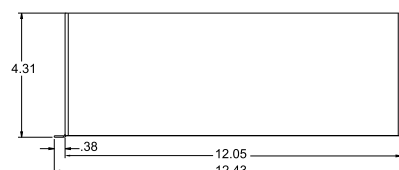
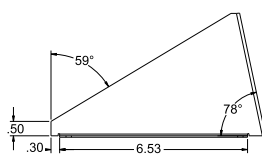
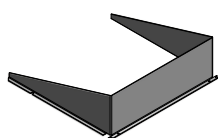
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ²¹
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ²¹
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ²¹
DSHORT SBK U	Shorting cap ²¹
DSX0HS 20C U	House-side shield for P1,P2,P3 and P4 ¹⁹
DSX0HS 30C U	House-side shield for P10,P11,P12 and P13 ¹⁹
DSX0HS 40C U	House-side shield for P5,P6 and P7 ¹⁹
DSX0DDL U	Diffused drop lens (polycarbonate) ¹⁹
PUMBA DDBXD U*	Square and round pole universal mounting bracket adaptor (specify finish) ²²
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) ¹⁹
DSX0EGS (FINISH) U	External glare shield

For more control options, visit [DTL](#) and [ROAM](#) online.
Link to [nLight Air 2](#)

NOTES

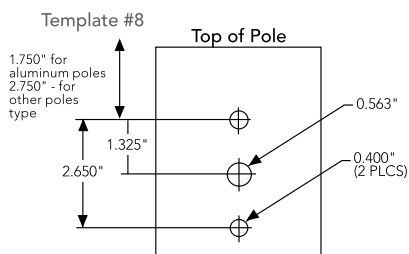
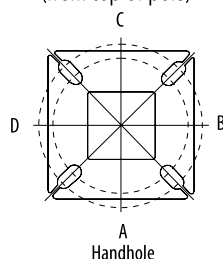
- HA not available with P4, P7, and P13.
- P10, P11, P12 and P13 and rotated options (L90 or R90) only available together.
- Any Type 5 distribution with photocell, is not available with WBA.
- Not available with HS or DDL.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- Suitable for mounting to round poles between 3.5" and 12" diameter.
- Universal mounting brackets intended for retrofit on existing pre-drilled poles only. 1.5 G vibration load rating per ANCI C136.31. Only usable when pole's drill pattern is NOT Lithonia template #8.
- Must order fixture with SPA mounting. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" diameter mast arm (not included).
- Must be ordered with PIRHN.
- Sensor cover available only in dark bronze, black, white and natural aluminum colors.
- Must be ordered with NLTAIR2. For more information on nLight Air 2 visit [this link](#).
- Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
- If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Shorting Cap included.
- DMG not available with PIRHN, PER5, PER7, PIR, PIRH, PIR1FC3V or PIRH1FC3V, FAO.
- Reference Controls Options table on page 4.
- Reference Motion Sensor Default Table on page 4 to see functionality.
- Not available with other dimming controls options.
- Not available with BLC, LCCO and RCCO distribution.
- Must be ordered with fixture for factory pre-drilling.
- Requires luminaire to be specified with PER, PER5 or PER7 option. See Controls Table on page 4.
- For retrofit use only. Only usable when pole's drill pattern is NOT Lithonia template #8

EGS – External Glare Shield



Drilling

HANDHOLE ORIENTATION (from top of pole)



Tenon Mounting Slipfitter

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 90°	3 at 120°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-390	AST20-320	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-390	AST25-320	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-390	AST35-320	AST35-490

Mounting Option	Drilling Template	Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS
Minimum Acceptable Outside Pole Dimension							
SPA	#8	2-7/8"	2-7/8"	3.5"	3.5"		3.5"
RPA	#8	2-7/8"	2-7/8"	3.5"	3.5"	3"	3.5"
SPUMBA	#5	2-7/8"	3"	4"	4"		4"
RPUMBA	#5	2-7/8"	3.5"	5"	5"	3.5"	5"

DSX0 Area Luminaire - EPA

*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

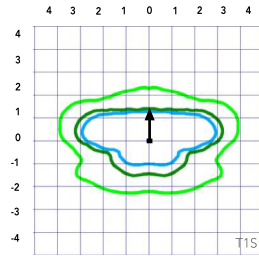
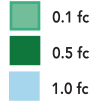
Fixture Quantity & Mounting Configuration	Single DM19	2 @ 180 DM28	2 @ 90 DM29	3 @ 90 DM39	3 @ 120 DM32	4 @ 90 DM49
Mounting Type						
DSX0 LED	0.950	1.900	1.830	2.850	2.850	3.544

Photometric Diagrams

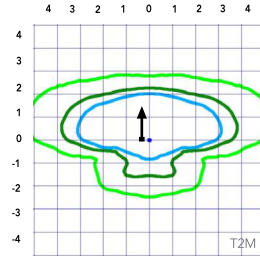
To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Area Size 0 homepage](#).

Isofootcandle plots for the DSX0 LED 40C 1000 40K. Distances are in units of mounting height (20').

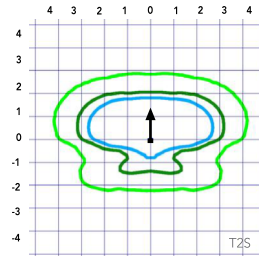
LEGEND



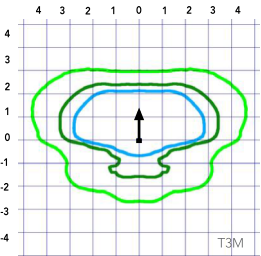
Test No.



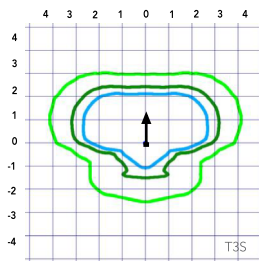
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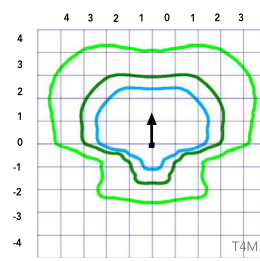
Test No. LTL23457P25 tested in accordance with IESNA LM-79-08.



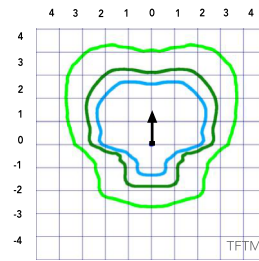
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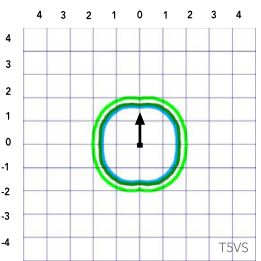
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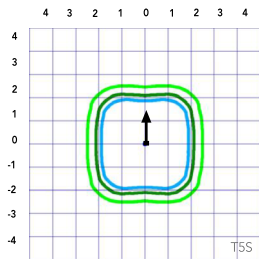
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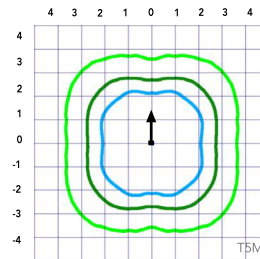
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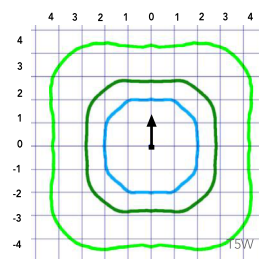
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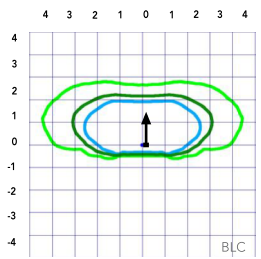
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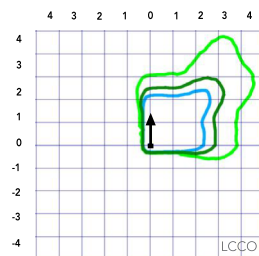
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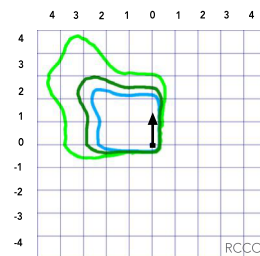
Test No. LTL23451P25 tested in accordance with IESNA LM-79-08.



Test No.



Test No.



Test No.

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.04
5°C	41°F	1.04
10°C	50°F	1.03
15°C	59°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	Lumen Maintenance Factor
25,000	0.96
50,000	0.92
100,000	0.85

Motion Sensor Default Settings						
Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*for use with separate Dusk to Dawn or timer.

Electrical Load

					Current (A)					
	Performance Package	LED Count	Drive Current	Wattage	120	208	240	277	347	480
Forward Optics (Non-Rotated)	P1	20	530	38	0.32	0.18	0.15	0.15	0.10	0.08
	P2	20	700	49	0.41	0.23	0.20	0.19	0.14	0.11
	P3	20	1050	71	0.60	0.37	0.32	0.27	0.21	0.15
	P4	20	1400	92	0.77	0.45	0.39	0.35	0.28	0.20
	P5	40	700	89	0.74	0.43	0.38	0.34	0.26	0.20
	P6	40	1050	134	1.13	0.65	0.55	0.48	0.39	0.29
	P7	40	1300	166	1.38	0.80	0.69	0.60	0.50	0.37
Rotated Optics (Requires L90 or R90)	P10	30	530	53	0.45	0.26	0.23	0.21	0.16	0.12
	P11	30	700	72	0.60	0.35	0.30	0.27	0.20	0.16
	P12	30	1050	104	0.88	0.50	0.44	0.39	0.31	0.23
	P13	30	1300	128	1.08	0.62	0.54	0.48	0.37	0.27

Controls Options

Nomenclature	Description	Functionality	Primary control device	Notes
FAO	Field adjustable output device installed inside the luminaire; wired to the driver dimming leads.	Allows the luminaire to be manually dimmed, effectively trimming the light output.	FAO device	Cannot be used with other controls options that need the 0-10V leads
DS	Drivers wired independently for 50/50 luminaire operation	The luminaire is wired to two separate circuits, allowing for 50/50 operation.	Independently wired drivers	Requires two separately switched circuits. Consider nLight AIR as a more cost effective alternative.
PERS or PER7	Twist-lock photocell receptacle	Compatible with standard twist-lock photocells for dusk to dawn operation, or advanced control nodes that provide 0-10V dimming signals.	Twist-lock photocells such as DLL Elite or advanced control nodes such as ROAM.	Pins 4 & 5 to dimming leads on driver, Pins 6 & 7 are capped inside luminaire
PIR or PIRH	Motion sensors with integral photocell. PIR for 8-15' mounting; PIRH for 15-30' mounting	Luminaires dim when no occupancy is detected.	Acuity Controls SBGR	Also available with PIRH1FC3V when the sensor photocell is used for dusk-to-dawn operation.
NLTAIR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	Motion and ambient light sensing with group response. Scheduled dimming with motion sensor over-ride when wirelessly connected to the nLight Eclipse.	nLight Air rSDGR	nLight AIR sensors can be programmed and commissioned from the ground using the CIAIRity Pro app.

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

Power Package	LED Count	Drive Current	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P1	20	530	38W	T1S	4,369	1	0	1	115	4,706	1	0	1	124	4,766	1	0	1	125
				T2S	4,364	1	0	1	115	4,701	1	0	1	124	4,761	1	0	1	125
				T2M	4,387	1	0	1	115	4,726	1	0	1	124	4,785	1	0	1	126
				T3S	4,248	1	0	1	112	4,577	1	0	1	120	4,634	1	0	1	122
				T3M	4,376	1	0	1	115	4,714	1	0	1	124	4,774	1	0	1	126
				T4M	4,281	1	0	1	113	4,612	1	0	2	121	4,670	1	0	2	123
				TFTM	4,373	1	0	1	115	4,711	1	0	2	124	4,771	1	0	2	126
				TSVS	4,548	2	0	0	120	4,900	2	0	0	129	4,962	2	0	0	131
				TSS	4,552	2	0	0	120	4,904	2	0	0	129	4,966	2	0	0	131
				TSM	4,541	3	0	1	120	4,891	3	0	1	129	4,953	3	0	1	130
				TSW	4,576	3	0	2	120	4,929	3	0	2	130	4,992	3	0	2	131
				BLC	3,586	1	0	1	94	3,863	1	0	1	102	3,912	1	0	1	103
				LCCO	2,668	1	0	1	70	2,874	1	0	2	76	2,911	1	0	2	77
				RCCO	2,668	1	0	1	70	2,874	1	0	2	76	2,911	1	0	2	77
P2	20	700	49W	T1S	5,570	1	0	1	114	6,001	1	0	1	122	6,077	2	0	2	124
				T2S	5,564	1	0	2	114	5,994	1	0	2	122	6,070	2	0	2	124
				T2M	5,593	1	0	1	114	6,025	1	0	1	123	6,102	1	0	1	125
				T3S	5,417	1	0	2	111	5,835	1	0	2	119	5,909	2	0	2	121
				T3M	5,580	1	0	2	114	6,011	1	0	2	123	6,087	1	0	2	124
				T4M	5,458	1	0	2	111	5,880	1	0	2	120	5,955	1	0	2	122
				TFTM	5,576	1	0	2	114	6,007	1	0	2	123	6,083	1	0	2	124
				TSVS	5,799	2	0	0	118	6,247	2	0	0	127	6,327	2	0	0	129
				TSS	5,804	2	0	0	118	6,252	2	0	0	128	6,332	2	0	1	129
				TSM	5,789	3	0	1	118	6,237	3	0	1	127	6,316	3	0	1	129
				TSW	5,834	3	0	2	119	6,285	3	0	2	128	6,364	3	0	2	130
				BLC	4,572	1	0	1	93	4,925	1	0	1	101	4,987	1	0	1	102
				LCCO	3,402	1	0	2	69	3,665	1	0	2	75	3,711	1	0	2	76
				RCCO	3,402	1	0	2	69	3,665	1	0	2	75	3,711	1	0	2	76
P3	20	1050	71W	T1S	7,833	2	0	2	110	8,438	2	0	2	119	8,545	2	0	2	120
				T2S	7,825	2	0	2	110	8,429	2	0	2	119	8,536	2	0	2	120
				T2M	7,865	2	0	2	111	8,473	2	0	2	119	8,580	2	0	2	121
				T3S	7,617	2	0	2	107	8,205	2	0	2	116	8,309	2	0	2	117
				T3M	7,846	2	0	2	111	8,452	2	0	2	119	8,559	2	0	2	121
				T4M	7,675	2	0	2	108	8,269	2	0	2	116	8,373	2	0	2	118
				TFTM	7,841	2	0	2	110	8,447	2	0	2	119	8,554	2	0	2	120
				TSVS	8,155	3	0	0	115	8,785	3	0	0	124	8,896	3	0	0	125
				TSS	8,162	3	0	1	115	8,792	3	0	1	124	8,904	3	0	1	125
				TSM	8,141	3	0	2	115	8,770	3	0	2	124	8,881	3	0	2	125
				TSW	8,204	3	0	2	116	8,838	4	0	2	124	8,950	4	0	2	126
				BLC	6,429	1	0	2	91	6,926	1	0	2	98	7,013	1	0	2	99
				LCCO	4,784	1	0	2	67	5,153	1	0	2	73	5,218	1	0	2	73
				RCCO	4,784	1	0	2	67	5,153	1	0	2	73	5,218	1	0	2	73
P4	20	1400	92W	T1S	9,791	2	0	2	106	10,547	2	0	2	115	10,681	2	0	2	116
				T2S	9,780	2	0	2	106	10,536	2	0	2	115	10,669	2	0	2	116
				T2M	9,831	2	0	2	107	10,590	2	0	2	115	10,724	2	0	2	117
				T3S	9,521	2	0	2	103	10,256	2	0	2	111	10,386	2	0	2	113
				T3M	9,807	2	0	2	107	10,565	2	0	2	115	10,698	2	0	2	116
				T4M	9,594	2	0	2	104	10,335	2	0	3	112	10,466	2	0	3	114
				TFTM	9,801	2	0	2	107	10,558	2	0	2	115	10,692	2	0	2	116
				TSVS	10,193	3	0	1	111	10,981	3	0	1	119	11,120	3	0	1	121
				TSS	10,201	3	0	1	111	10,990	3	0	1	119	11,129	3	0	1	121
				TSM	10,176	4	0	2	111	10,962	4	0	2	119	11,101	4	0	2	121
				TSW	10,254	4	0	3	111	11,047	4	0	3	120	11,186	4	0	3	122
				BLC	8,036	1	0	2	87	8,656	1	0	2	94	8,766	1	0	2	95
				LCCO	5,979	1	0	2	65	6,441	1	0	2	70	6,523	1	0	3	71
				RCCO	5,979	1	0	2	65	6,441	1	0	2	70	6,523	1	0	3	71

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

Power Package	LED Count	Drive Current	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P5	40	700	89W	T1S	10,831	2	0	2	122	11,668	2	0	2	131	11,816	2	0	2	133
				T2S	10,820	2	0	2	122	11,656	2	0	2	131	11,803	2	0	2	133
				T2M	10,876	2	0	2	122	11,716	2	0	2	132	11,864	2	0	2	133
				T3S	10,532	2	0	2	118	11,346	2	0	2	127	11,490	2	0	2	129
				T3M	10,849	2	0	2	122	11,687	2	0	2	131	11,835	2	0	2	133
				T4M	10,613	2	0	3	119	11,434	2	0	3	128	11,578	2	0	3	130
				TFTM	10,842	2	0	2	122	11,680	2	0	2	131	11,828	2	0	2	133
				TSVS	11,276	3	0	1	127	12,148	3	0	1	136	12,302	3	0	1	138
				TSS	11,286	3	0	1	127	12,158	3	0	1	137	12,312	3	0	1	138
				TSM	11,257	4	0	2	126	12,127	4	0	2	136	12,280	4	0	2	138
				TSW	11,344	4	0	3	127	12,221	4	0	3	137	12,375	4	0	3	139
				BLC	8,890	1	0	2	100	9,576	1	0	2	108	9,698	1	0	2	109
				LCCO	6,615	1	0	3	74	7,126	1	0	3	80	7,216	1	0	3	81
				RCCO	6,615	1	0	3	74	7,126	1	0	3	80	7,216	1	0	3	81
P6	40	1050	134W	T1S	14,805	3	0	3	110	15,949	3	0	3	119	16,151	3	0	3	121
				T2S	14,789	3	0	3	110	15,932	3	0	3	119	16,134	3	0	3	120
				T2M	14,865	3	0	3	111	16,014	3	0	3	120	16,217	3	0	3	121
				T3S	14,396	3	0	3	107	15,509	3	0	3	116	15,705	3	0	3	117
				T3M	14,829	2	0	3	111	15,975	3	0	3	119	16,177	3	0	3	121
				T4M	14,507	2	0	3	108	15,628	3	0	3	117	15,826	3	0	3	118
				TFTM	14,820	2	0	3	111	15,965	3	0	3	119	16,167	3	0	3	121
				TSVS	15,413	4	0	1	115	16,604	4	0	1	124	16,815	4	0	1	125
				TSS	15,426	3	0	1	115	16,618	4	0	1	124	16,828	4	0	1	126
				TSM	15,387	4	0	2	115	16,576	4	0	2	124	16,786	4	0	2	125
				TSW	15,506	4	0	3	116	16,704	4	0	3	125	16,915	4	0	3	126
				BLC	12,151	1	0	2	91	13,090	1	0	2	98	13,255	1	0	2	99
				LCCO	9,041	1	0	3	67	9,740	1	0	3	73	9,863	1	0	3	74
				RCCO	9,041	1	0	3	67	9,740	1	0	3	73	9,863	1	0	3	74
P7	40	1300	166W	T1S	17,023	3	0	3	103	18,338	3	0	3	110	18,570	3	0	3	112
				T2S	17,005	3	0	3	102	18,319	3	0	3	110	18,551	3	0	3	112
				T2M	17,092	3	0	3	103	18,413	3	0	3	111	18,646	3	0	3	112
				T3S	16,553	3	0	3	100	17,832	3	0	3	107	18,058	3	0	3	109
				T3M	17,051	3	0	3	103	18,369	3	0	3	111	18,601	3	0	3	112
				T4M	16,681	3	0	3	100	17,969	3	0	3	108	18,197	3	0	3	110
				TFTM	17,040	3	0	3	103	18,357	3	0	4	111	18,590	3	0	4	112
				TSVS	17,723	4	0	1	107	19,092	4	0	1	115	19,334	4	0	1	116
				TSS	17,737	4	0	2	107	19,108	4	0	2	115	19,349	4	0	2	117
				TSM	17,692	4	0	2	107	19,059	4	0	2	115	19,301	4	0	2	116
				TSW	17,829	5	0	3	107	19,207	5	0	3	116	19,450	5	0	3	117
				BLC	13,971	2	0	2	84	15,051	2	0	2	91	15,241	2	0	2	92
				LCCO	10,396	1	0	3	63	11,199	1	0	3	67	11,341	1	0	3	68
				RCCO	10,396	1	0	3	63	11,199	1	0	3	67	11,341	1	0	3	68

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Rotated Optics

Power Package	LED Count	Drive Current	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P10	30	530	53W	T1S	6,727	2	0	2	127	7,247	3	0	3	137	7,339	3	0	3	138
				T2S	6,689	3	0	3	126	7,205	3	0	3	136	7,297	3	0	3	138
				T2M	6,809	3	0	3	128	7,336	3	0	3	138	7,428	3	0	3	140
				T3S	6,585	3	0	3	124	7,094	3	0	3	134	7,183	3	0	3	136
				T3M	6,805	3	0	3	128	7,331	3	0	3	138	7,424	3	0	3	140
				T4M	6,677	3	0	3	126	7,193	3	0	3	136	7,284	3	0	3	137
				TFTM	6,850	3	0	3	129	7,379	3	0	3	139	7,472	3	0	3	141
				TSVS	6,898	3	0	0	130	7,431	3	0	0	140	7,525	3	0	0	142
				TSS	6,840	2	0	1	129	7,368	2	0	1	139	7,461	2	0	1	141
				TSM	6,838	3	0	1	129	7,366	3	0	2	139	7,460	3	0	2	141
				TSW	6,777	3	0	2	128	7,300	3	0	2	138	7,393	3	0	2	139
				BLC	5,626	2	0	2	106	6,060	2	0	2	114	6,137	2	0	2	116
				LCCO	4,018	1	0	2	76	4,328	1	0	2	82	4,383	1	0	2	83
				RCCO	4,013	3	0	3	76	4,323	3	0	3	82	4,377	3	0	3	83
P11	30	700	72W	T1S	8,594	3	0	3	119	9,258	3	0	3	129	9,376	3	0	3	130
				T2S	8,545	3	0	3	119	9,205	3	0	3	128	9,322	3	0	3	129
				T2M	8,699	3	0	3	121	9,371	3	0	3	130	9,490	3	0	3	132
				T3S	8,412	3	0	3	117	9,062	3	0	3	126	9,177	3	0	3	127
				T3M	8,694	3	0	3	121	9,366	3	0	3	130	9,484	3	0	3	132
				T4M	8,530	3	0	3	118	9,189	3	0	3	128	9,305	3	0	3	129
				TFTM	8,750	3	0	3	122	9,427	3	0	3	131	9,546	3	0	3	133
				TSVS	8,812	3	0	0	122	9,493	3	0	0	132	9,613	3	0	0	134
				TSS	8,738	3	0	1	121	9,413	3	0	1	131	9,532	3	0	1	132
				TSM	8,736	3	0	2	121	9,411	3	0	2	131	9,530	3	0	2	132
				TSW	8,657	4	0	2	120	9,326	4	0	2	130	9,444	4	0	2	131
				BLC	7,187	3	0	3	100	7,742	3	0	3	108	7,840	3	0	3	109
				LCCO	5,133	1	0	2	71	5,529	1	0	2	77	5,599	1	0	2	78
				RCCO	5,126	3	0	3	71	5,522	3	0	3	77	5,592	3	0	3	78
P12	30	1050	104W	T1S	12,149	3	0	3	117	13,088	3	0	3	126	13,253	3	0	3	127
				T2S	12,079	4	0	4	116	13,012	4	0	4	125	13,177	4	0	4	127
				T2M	12,297	3	0	3	118	13,247	3	0	3	127	13,415	3	0	3	129
				T3S	11,891	4	0	4	114	12,810	4	0	4	123	12,972	4	0	4	125
				T3M	12,290	3	0	3	118	13,239	4	0	4	127	13,407	4	0	4	129
				T4M	12,058	4	0	4	116	12,990	4	0	4	125	13,154	4	0	4	126
				TFTM	12,369	4	0	4	119	13,325	4	0	4	128	13,494	4	0	4	130
				TSVS	12,456	3	0	1	120	13,419	3	0	1	129	13,589	4	0	1	131
				TSS	12,351	3	0	1	119	13,306	3	0	1	128	13,474	3	0	1	130
				TSM	12,349	4	0	2	119	13,303	4	0	2	128	13,471	4	0	2	130
				TSW	12,238	4	0	3	118	13,183	4	0	3	127	13,350	4	0	3	128
				BLC	10,159	3	0	3	98	10,944	3	0	3	105	11,083	3	0	3	107
				LCCO	7,256	1	0	3	70	7,816	1	0	3	75	7,915	1	0	3	76
				RCCO	7,246	3	0	3	70	7,806	4	0	4	75	7,905	4	0	4	76
P13	30	1300	128W	T1S	14,438	3	0	3	113	15,554	3	0	3	122	15,751	3	0	3	123
				T2S	14,355	4	0	4	112	15,465	4	0	4	121	15,660	4	0	4	122
				T2M	14,614	3	0	3	114	15,744	4	0	4	123	15,943	4	0	4	125
				T3S	14,132	4	0	4	110	15,224	4	0	4	119	15,417	4	0	4	120
				T3M	14,606	4	0	4	114	15,735	4	0	4	123	15,934	4	0	4	124
				T4M	14,330	4	0	4	112	15,438	4	0	4	121	15,633	4	0	4	122
				TFTM	14,701	4	0	4	115	15,836	4	0	4	124	16,037	4	0	4	125
				TSVS	14,804	4	0	1	116	15,948	4	0	1	125	16,150	4	0	1	126
				TSS	14,679	3	0	1	115	15,814	3	0	1	124	16,014	3	0	1	125
				TSM	14,676	4	0	2	115	15,810	4	0	2	124	16,010	4	0	2	125
				TSW	14,544	4	0	3	114	15,668	4	0	3	122	15,866	4	0	3	124
				BLC	7919	3	0	3	62	8531	3	0	3	67	8639	3	0	3	67
				LCCO	5145	1	0	2	40	5543	1	0	2	43	5613	1	0	2	44
				RCCO	5139	3	0	3	40	5536	3	0	3	43	5606	3	0	3	44

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 0 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and pedestrian areas.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED driver is mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (0.95 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in 3000 K, 4000 K or 5000 K (70 CRI) configurations. The D-Series Size 0 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine(s) configurations consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L85/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

STANDARD CONTROLS

The DSX0 LED area luminaire has a number of control options. DSX Size 0, comes standard with 0-10V dimming driver. Dusk to dawn controls can be utilized via optional NEMA twist-lock photocell receptacles. Integrated motion sensors with on-board photocells feature field-adjustable programming and are suitable for mounting heights up to 30 feet.

nLIGHT AIR CONTROLS

The DSX0 LED area luminaire is also available with nLight® AIR for the ultimate in wireless control. This powerful controls platform provides out-of-the-box basic motion sensing and photocontrol functionality and is suitable for mounting heights up to 40 feet. Once commissioned using a smartphone and the easy-to-use CLAIRITY app, nLight AIR equipped luminaires can be grouped, resulting in motion sensor and photocell group response without the need for additional equipment. Scheduled dimming with motion sensor over-ride can be achieved when used with the nLight Eclipse. Additional information about nLight Air can be found [here](#).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 0 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 0 utilizes the AERIS™ series pole drilling pattern (template #8). Optional terminal block and NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C to 50°C ambient with HA option. U.S. Patent No. D672,492 S. International patent pending.

DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

WARRANTY

5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/support/customer-support/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application.

All values are design or typical values, measured under laboratory conditions at 25 °C.

Specifications subject to change without notice.





WDGE1 LED

Architectural Wall Sconce



Catalog
Number

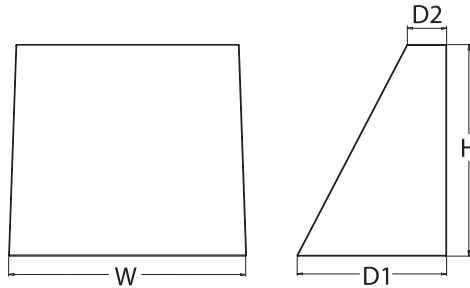
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

Depth (D1): 5.5"
Depth (D2): 1.5"
Height: 8"
Width: 9"
Weight: 9 lbs
 (without options)



Introduction

The WDGE1 LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing true site-wide solution.

WDGE1 delivers up to 2,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. The compact size of WDGE1, with its integrated emergency battery backup option, makes it an ideal over-the-door wall-mounted lighting solution.

WDGE LED Family Overview

Luminaire	Standard EM, 0°C	Cold EM, -20°C	Sensor	Lumens (4000K)					
				P1	P2	P3	P4	P5	P6
WDGE1 LED	4W	--	--	1,200	2,000	--	--	--	--
WDGE2 LED	10W	18W	Standalone / nLight	1,200	2,000	3,000	4,500	6,000	--
WDGE3 LED	15W	18W	Standalone / nLight	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	--	--	Standalone / nLight	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE1 LED P2 40K 80CRI VF MVOLT SRM PE DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE1 LED	P1	27K 2700K	80CRI	VF Visual comfort forward throw	MVOLT 347 ²	Shipped included SRM Surface mounting bracket ICW Indirect Canopy/Ceiling Washer bracket (dry/damp locations only) ⁵ Shipped separately AWS 3/8inch Architectural wall spacer BBW Surface-mounted back box PBBW Premium surface-mounted back box (top, left, right conduit entry)
	P2	30K 3000K	90CRI	VW Visual comfort wide		
		35K 3500K				
		40K 4000K				
		50K ¹ 5000K				

Options	Finish
E4WH ³ Emergency battery backup, CEC compliant (4W, 0°C min)	DDBXD Dark bronze
PE ⁴ Photocell, Button Type	DBLXD Black
DS Dual switching (comes with 2 drivers and 2 light engines; see page 3 for details)	DNAXD Natural aluminum
DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)	DWHXD White
BCE Bottom conduit entry for premium back box (PBBW). Total of 4 entry points.	DSSXD Sandstone
	DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone

Accessories

Ordered and shipped separately.

WDGEAWS DDBXD U	WDGE 3/8inch Architectural Wall Spacer (specify finish)
WDGE1PBBW DDBXD U	WDGE1 Premium surface-mounted back box (specify finish)
WSBBW DDBXD U	Surface - mounted back box (specify finish)

NOTES

- 50K not available in 90CRI.
- 347V not available with E4WH, DS or PE.
- E4WH not available with PE or DS.
- PE not available with DS.
- Not qualified for DLC. Not available with E4WH.



COMMERCIAL OUTDOOR

One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com
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WDGE1 LED
 Rev. 04/15/20

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Performance Package	System Watts	Dist. Type	27K (2700K, 80 CRI)					30K (3000K, 80 CRI)					35K (3500K, 80 CRI)					40K (4000K, 80 CRI)					50K (5000K, 80 CRI)				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P1	10W	VF	1,120	112	0	0	0	1,161	116	0	0	0	1,194	119	0	0	0	1,227	123	0	0	0	1,235	123	0	0	0
		VW	1,122	112	0	0	0	1,163	116	0	0	0	1,196	120	0	0	0	1,229	123	0	0	0	1,237	124	0	0	0
P2	15W	VF	1,806	120	1	0	0	1,872	125	1	0	0	1,925	128	1	0	0	1,978	132	1	0	0	1,992	133	1	0	0
		VW	1,809	120	1	0	0	1,876	125	1	0	0	1,929	128	1	0	0	1,982	132	1	0	0	1,996	133	1	0	0

Electrical Load

Performance Package	System Watts	Current (A)				
		120V	208V	240V	277V	347V
P1	10W	0.082	0.049	0.043	0.038	--
	13W	--	--	--	--	0.046
P2	15W	0.132	0.081	0.072	0.064	--
	18W	--	--	--	--	0.056

Lumen Multiplier for 90CRI

CCT	Multiplier
27K	0.845
30K	0.867
35K	0.845
40K	0.885
50K	0.898

Lumen Output in Emergency Mode (4000K, 80 CRI)

Option	Dist. Type	Lumens
E4WH	VF	646
	VW	647

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.98

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

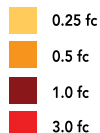
Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	>0.96	>0.95	>0.91



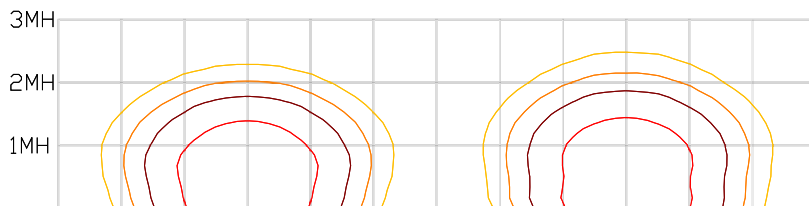
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit the Lithonia Lighting WDGE LED homepage. Tested in accordance with IESNA LM-79 and LM-80 standards.

LEGEND



MH = 8ft
Grid = 8ft x 8ft



WDGE1 LED P2 40K 80CRI VW

WDGE1 LED P2 40K 80CRI VF

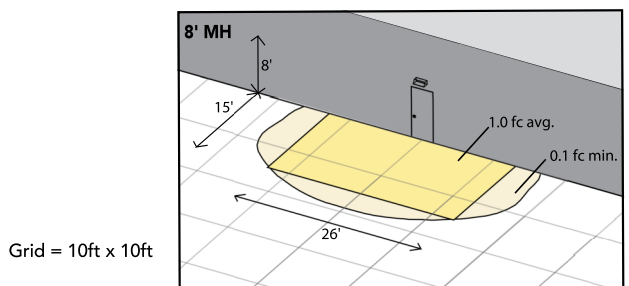
Emergency Egress Options

Emergency Battery Backup

The emergency battery backup is integral to the luminaire — no external housing required! This design provides reliable emergency operation while maintaining the aesthetics of the product. All emergency battery backup configurations include an independent secondary driver with an integral relay to immediately detect loss of normal power and automatically energize the luminaire. The emergency battery will power the luminaire for a minimum duration of 90 minutes (maximum duration of three hours) from the time normal power is lost and maintain a minimum of 60% of the light output at the end of 90 minutes.

Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9

The example below shows illuminance of 1 fc average and 0.1 fc minimum in emergency mode with E4WH and VF distribution.

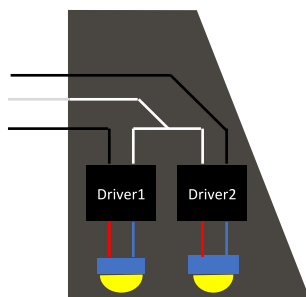


WDGE1 LED xx 40K 80CRI VF MVOLT E4WH

Dual Switching (DS) Option

The dual switching option offers operational redundancy that certain codes require. With this option the luminaire comes integrated with two drivers and two light engines. These work completely independent to each other so that a failure of any individual component does not cause the whole luminaire to go dark. This option is typically used with a back generator or inverter providing emergency power.

Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9





E4WH – 4W Emergency Battery Backup

D = 5.5"

H = 8"

W = 9"



PBBW – Premium Back Box

D = 1.75"

H = 8"

W = 9"



BBW – Standard Back Box

D = 1.5"

H = 4"

W = 5.5"



AWS – 3/8inch Architectural Wall Spacer

D = 0.38"

H = 4.4"

W = 7.5"

FEATURES & SPECIFICATIONS

INTENDED USE

Common architectural look, with clean rectilinear shape, of the WDGE LED was designed to blend with any type of construction, whether it be tilt-up, frame or brick. Applications include commercial offices, warehouses, hospitals, schools, malls, restaurants, and other commercial buildings.

CONSTRUCTION

The single-piece die-cast aluminum housing integrates secondary heat sinks to optimize thermal transfer from the internal light engine heat sinks and promote long life. The driver is mounted in direct contact with the casting for a low operating temperature and long life. The die-cast door frame is fully gasketed with a one-piece solid silicone gasket to keep out moisture and dust, providing an IP66 rating for the luminaire.

FINISH

Exterior painted parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Standard Super Durable colors include dark bronze, black, natural aluminum, sandstone and white. Available in textured and non-textured finishes.

OPTICS

Well crafted reflector optics allow the light engine to be recessed within the luminaire, providing visual comfort, superior distribution, uniformity, and spacing in wall-mount applications. The WDGE LED has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine consists of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L91/100,000 hours at 25°C). The electronic driver has a power factor of >90%, THD <20%. Luminaire comes with built in 6kV surge protection, which meets a minimum Category C low exposure (per ANSI/IEEE C62.41.2).

INSTALLATION

A universal mounting plate with integral mounting support arms allows the fixture to hinge down for easy access while making wiring connections. The 3/8" Architectural Wall Spacer (AWS) can be used to create a floating appearance or to accommodate small imperfections in the wall surface. The ICW option can be used to mount the luminaire inverted for indirect lighting in dry and damp locations. Design can withstand up to a 1.5 G vibration load rating per ANSI C136.31.

LISTINGS

CSA certified to U.S. and Canadian standards. Luminaire is IP66 rated. PIR options are rated for wet location. Rated for -40°C minimum ambient. DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified. International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 2700K and 3000K color temperature only and SRM mounting only.

WARRANTY

5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/support/customer-support/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

VIA WET LED

SURFACE



LUMENWERX
WWW.LUMENWERX.COM



DESCRIPTION

Via Wet offers architectural lighting for wet locations in both exterior and interior applications. With a simple 3¾" high by 4½" wide profile of extruded aluminum, Via Wet can be installed in recessed, ceiling, wall, or pendant mounting.

Fully sealed, Via Wet is suitable for extreme weather condition, -20°C/-4°F to 40°C/104°F.

A choice of output options provides up to 1000 lumens per foot section.

PROJECT: _____

TYPE: _____

NOTES: _____

ORDER GUIDE

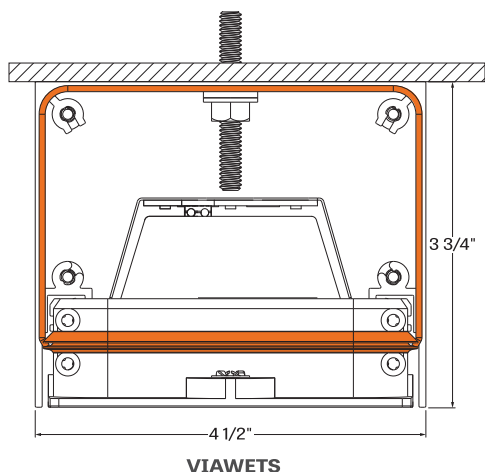
IMPORTANT: Fixture must be installed with lens facing down.

VIAWETS			LED			
LUMINAIRE ID	PROTECTIVE OPTICS	OPTICS	LIGHT SOURCE	CRI	LUMEN PACKAGES	COLOR TEMP.
VIAWETS - via wet surface	TMG - Tempered Clear Glass PYC - Clear Polycarbonated	HLO - High-Efficiency Lambertian Optic PMO - Precision Micro-Prism Optic	LED - high performance LED	80 - 80CRI 90 - 90CRI	500 - min. low output 500lm/ft 750 - medium output 750lm/ft 1000 - max. high output 1000lm/ft #### - other required lm/ft	27 - 2700k 30 - 3000k 35 - 3500k 40 - 4000k 50 - 5000k

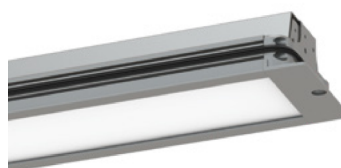
				GSM		
LUMINAIRE LENGTH	VOLTAGE	DRIVER	ELECTRICAL	MOUNTING	POWER FEED	FINISH
Standard sections - 3', 4' For all other specify length #FT - nominal length in feet Continuous Run - 4' sections joint together	120 - 120V 277 - 277V UNV - 120V-277V 347 - 347V	D1 - 1% dimming 0-10V DA - Dali	1 - 1 circuit +EM - emergency light circuit +NL - night light circuit +GTD### - generator transfer device, 120V or 277V	GSM - Gasketed surface mount	EF - end feed TF - top feed	W - matte white AL - aluminum CF# - custom finish specify RAL#

See page 2 for ordering code detailed information

CROSS SECTION



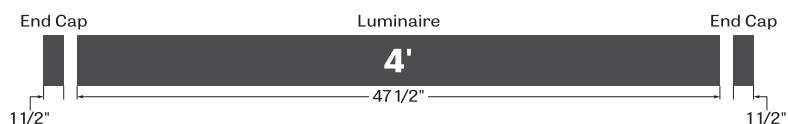
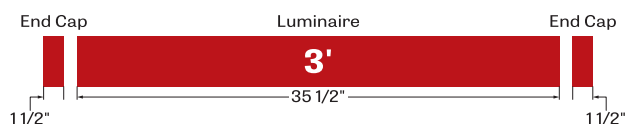
OPTICS AND PROTECTIVE OPTICS



TMG + HLO - Tempered Clear Glass with High Efficiency Lambertian Optic

ROW CONFIGURATIONS AND MOUNTING SPACING

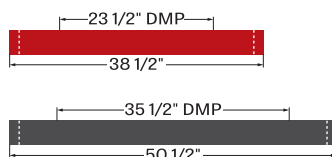
LUMINAIRE LENGTHS AND ENDCAPS



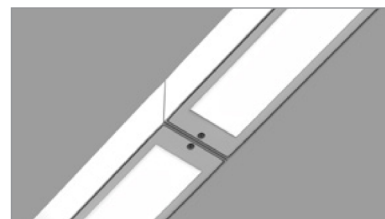
ROW CONFIGURATIONS AND MOUNTING SPACING

SECTIONS		TOTAL LENGTH	
3ft	4ft	Nominal	Actual
1X		3'	38 1/2"
	1X	4'	50 1/2"

DMP = Distance between Mounting Points



3D LUMINAIRE JOINING SECTION



2X		6'	77 1/16"	23 1/2" DMP 23 1/2" DMP 38 1/2" 38 1/2"
1X	1X	7'	89 1/16"	23 1/2" DMP 35 1/2" DMP 38 1/2" 50 1/2"
	2X	8'	101 1/16"	35 1/2" DMP 35 1/2" DMP 50 1/2" 50 1/2"
3X		9'	115 5/8"	23 1/2" DMP 23 1/2" DMP 23 1/2" DMP 38 1/2" 38 1/2" 38 1/2"
2X	1X	10'	127 5/8"	23 1/2" DMP 35 1/2" DMP 23 1/2" DMP 38 1/2" 50 1/2" 38 1/2"
1X	2X	11'	139 5/8"	35 1/2" DMP 23 1/2" DMP 35 1/2" DMP 50 1/2" 38 1/2" 50 1/2"
	3X	12'	151 5/8"	35 1/2" DMP 35 1/2" DMP 35 1/2" DMP 50 1/2" 50 1/2" 50 1/2"

For longer run please use the same logic

OPTICS AND PROTECTIVE OPTICS

Via Wet is available with a clear tempered glass (**TMG**) or a clear, UV stabilized polycarbonate (**PYC**) protective enclosure, which are installed outside of the luminaire optic itself.

The Precision Micro Optic (**PMO**) option utilizes a special catadioptric lens with a two-dimensional array of prisms designed to eliminate glare while maintaining high efficiency and clean luminous appearance. The High efficiency Lambertian Optic (**HLO**) option uses a diffuser that combines 88% transmission with good source obscuration.

LIGHT SOURCE - LED

Custom linear array of mid-flux LED's are cartridge-mounted with quick-connect wiring to facilitate service and thermal management. Available in 3000K, 3500K and 4000K with a minimum 80 CRI and an option for 90 CRI with elevated R9 value. Color consistency maintained to within 3 SDCM. LEDs operated at reduced drive current to optimize efficacy and lumen maintenance.

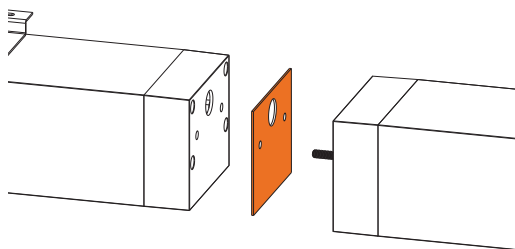
All LEDs have been tested in accordance with IESNA LM-80-08 and the results have shown L80 lumen maintenance greater than 60,000 hours. Absolute product photometry is measured and presented in accordance with IESNA LM-79, unless otherwise indicated.

PERFORMANCE PER 4' AT 4000K

LED output	Color Temp	Watts	Nominal Delivered Lumens	Efficacy LPW
low output	4000K	22	2000	92
medium output	4000K	33.5	3000	90
high output	4000K	45.5	4000	88

LUMINAIRE LENGTH

Via Wet is made up of standard 3, and 4 foot sections that can be joined cleanly and securely for continuous runs in all configurations.

Joining system

All individual sections are joined together onsite using the 1/4"-20 screws and nuts provided. The joint between 2 adjacent individual sections is sealed by a silicone gasket attached to one of the 2 sections. The electrical connection between sections is made through the holes provided in the end-caps.

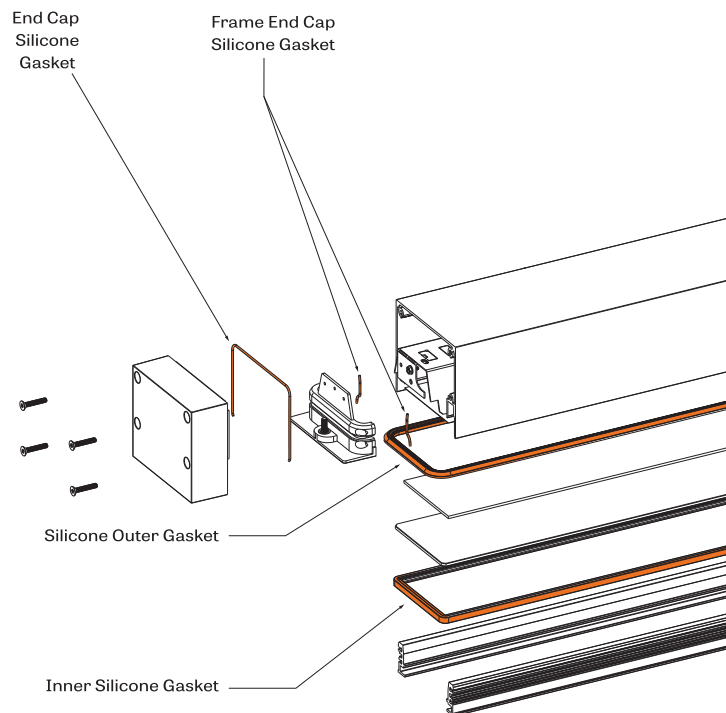
ELECTRICAL

Factory-set adjustable output current electronic driver with universal (120-277VAC) input. Dimmable from 100% to 1% with 0-10V dimming control. Rated life (90% survivorship) of 50,000 hours at -20°C min. and 40°C max. ambient (and 70°C max. case) temperature. At maximum driver load: Efficiency > 84%, PF > 0.9, THD < 20%. DMX (RDM compatible) and DALI protocol drivers are also available. Low-temperature, -40°C rated, 0-10V (10% minimum) dimming drivers are also available upon request. Power grommet for cable diameter between 0.276" and 0.512" (7-13mm). All of our standard 0-10V drivers are NEMA 410 compliant.

MOUNTING OPTIONS

Fixtures can be mounted directly to hard surface ceilings, hardware supplied by others.

GASKETTED FIXTURE MOUNTING OPTIONS



Lens and enclosure are sealed with inner and outer silicone gaskets

FINISH

Interior - 95%, reflective matte powder coated white paint

Exterior - matte white or aluminum powder coating.

Custom finishes are also available.

CONSTRUCTION

Housing - Extruded Aluminum (0.095" nominal) up to 90% Recycled Content

Side frame extrusions - Extruded Aluminum (0.125" nominal) up to 90% Recycled Content

Interior brackets - Die formed cold rolled sheet steel 16 gauge thick

Joining system - 2 x 1/4" - 20 screws + nuts accessible from inside the fixture + one silicone gasket attached to one of the end-caps.

Reflectors - Flat rolled Aluminum sheet 0.040" thick precisely die formed, 95% reflective matte white painted

End Cap - Aluminum Die Cast

Tempered Clear Glass - clear, 1/8" thickness, fully tempered optics.

Polycarbonated - clear, 1/8" thickness, UV protected optics.

Gaskets - Fixture lens unit and end-caps are fully sealed using silicone gaskets.

Power grommet - EPDM rubber rated IP67.

WEIGHT

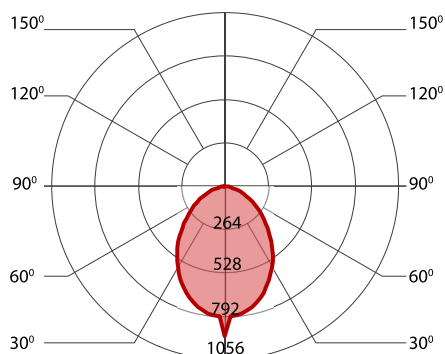
Via Wet 4ft - 18.2lbs - 8.27kg

CERTIFICATIONS

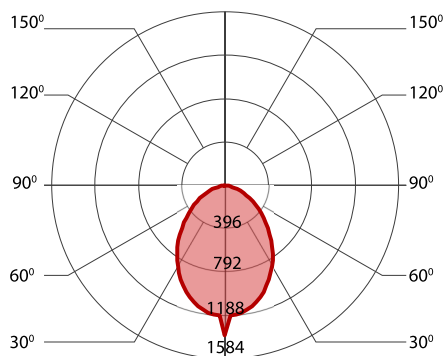
ETL - Rated for Wet location. Conforms to UL Standard 1598 and certified to CAN/CSA Standard C22.2 No. 250.0.

WARRANTY

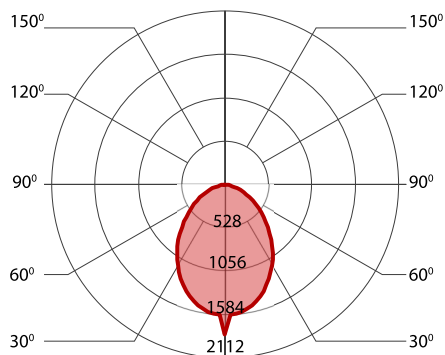
LumenWerx provides a three-year limited warranty of electrical and mechanical performance of the luminaires, including the LED boards, drivers, and auxiliary electronics. LumenWerx will repair or replace defective luminaires or components at our discretion, provided they have been installed and operated in accordance with our specifications. Other limitations apply, please refer to the full warranty on our website.

500 LUMEN AT 80CRI - LOW OUTPUT

PERFORMANCE PER 4'

LED output	Color Temp	Watts	Nominal Delivered Lumens	Efficacy LPW
low output	3000K	23	2000	86
low output	3500K	22.5	2000	89
low output	4000K	22	2000	92
low output	5000K	21	2000	96

750 LUMEN AT 80CRI - MEDIUM OUTPUT

PERFORMANCE PER 4'

LED output	Color Temp	Watts	Nominal Delivered Lumens	Efficacy LPW
medium output	3000K	35.5	3000	84
medium output	3500K	34.5	3000	87
medium output	4000K	33.5	3000	90
medium output	5000K	32	3000	94

1000 LUMEN AT 80CRI - HIGH OUTPUT

PERFORMANCE PER 4'

LED output	Color Temp	Watts	Nominal Delivered Lumens	Efficacy LPW
high output	3000K	49	4000	82
high output	3500K	47	4000	85
high output	4000K	45.5	4000	88
high output	5000K	43.5	4000	92



Date:	November 2, 2020
To:	Scott Steele, AIA, NCARB
From:	Joe Bessman, PE
Project Reference No.:	1504
Project Name:	Condon Elementary School



The purpose of this letter is to address the City of Condon and ODOT transportation review requirements for a proposed elementary school that will be located adjacent to the Condon High School. My understanding is that the co-location of the elementary and high school will provide cost-saving efficiencies for the district in terms of land costs, shared use of fields, busing efficiencies, and consolidated maintenance.

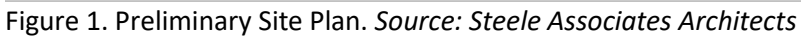
Per the October 21, 2020 letter from the City's consultant engineer, Tenneson Engineering Corporation, the City is requesting additional transportation information to support the land use submittal. Comments from the City included a desire to ensure a safe and efficient circulation system for buses, parents, and students regardless of travel mode, and to improve adjacent roads surrounding the site. These comments, along with specific City Development Code review criteria and ODOT requirements, are summarized below.

PROPOSED DEVELOPMENT PLAN

The proposed elementary school is planned to include 17,246 square-feet of overall building space. This new facility will support Kindergarten through 6th grade, with the adjacent High School serving 7th and 8th grade as well as its current high school courses. The new elementary school building footprint will be situated south of Condon High School in an undeveloped portion of the site immediately east of the track. The preliminary plans from Steele Associates Architects show that the primary parking will be provided as angled parking with access from Washington Street or a new connection to Bayard Street between the high school and track, as shown in Figure 1. This will maintain a separate parking and loading area for each of the schools.

In addition, with the angled parking provided, ingress will occur from the north at Bayard Street continuing south and east to Washington Street. The Washington Street parking layout shown will require access from the southernmost entrance to the north.

The current attendance is expected to include about 80 students, with capacity for up to 100 students to support growth throughout Gilliam County. Actual survey data provided by the school indicates that of the 60 survey respondents 16 students walk (27%), 23 take the bus (38%), and parents drop off 21 students (35%). The school also includes 12 staff members, all of which will drive.



PROPOSED SITE CIRCULATION

The proposed building will be situated south of the high school and east of the fields, as shown in Figure 1. A new one-way southbound-only drive aisle is proposed to connect to Bayard Street, with angled parking on both sides of the drive aisle. This drive aisle will connect to S Washington Street, allowing circulation back north from Washington Street onto Bayard Street.

Separate visitor and accessible parking is provided along the east side of the building, also with an angled configuration that is separate from the drop-off loop. "One-Way" arrows will support a right-turn back towards S Washington Street from this parking area.

The elementary and high school have six shared buses. With the limited number of buses these will remain mixed with the vehicular traffic and will use the new one-way entrance from Bayard Street. This reflects an improvement from the current curbside parking and loading that occurs along the highway, with a crosswalk allowing students exiting the buses to access the high school or travel directly to the elementary school.

No changes are proposed to the gravel access around the south side of the track connecting W Trimble Street to E Pennoyer Street. This informal gravel route will be reconnected south of the elementary school. With the one-way southbound direction of the angled parking from the entrance this will not provide access to the new parking area, minimizing its use.

A variance has been submitted by the team under separate application for the configuration of the parking along S Washington Street. The purpose of this variance is to allow parking along the east side of the new elementary school building facing Washington Street. This variance is requested given the unique circulation and loading characteristics of a school that vary from those of other typical commercial/residential uses. The layout of a school typically seeks to separate drop-off trips, visitors, and buses to the extent possible. With the small size of the school and low volume roads that surround it the design provides an appropriate layout to meet these objectives, particularly given the current layout of the high school building.

CITY OF CONDON DEVELOPMENT CODE

City of Condon Development Code specifies the criteria for when a formal Transportation Impact Analysis will be required. This criterion states the following:

The proposed use shall not impose an undue burden on the public transportation system. For developments that are likely to generate more than 400 average daily motor vehicle trips. The applicant shall provide adequate information, such as a traffic impact study or traffic counts, to demonstrate the level of impact to the surrounding street system. The developer shall be required to mitigate impacts attributable to the project.

To assess whether this criterion is exceeded and a formal Transportation Impact Analysis is required, trip generation estimates were prepared using the industry-standard reference *Trip Generation, 10th Edition*, published by the Institute of Transportation Engineers (ITE). This manual contains a collection of cordon-area traffic counts at isolated sites in suburban locations throughout the US. For schools, trip rates are best correlated to the number of *Students*. As these rates are based on actual counts of other schools, use of this metric accounts for faculty, administration, buses, maintenance, parents, visitors, and deliveries, sporting events, as well as any other typical school trips.

The proposed elementary school site is planned to support up to 100 students. Currently there are 35 students at the high school and 98 within the kindergarten through 8th grade. With the new building the grades will be split, shifting about 20 7th and 8th grade students into the high school. Accordingly, this reflects added capacity for about 20 more students within the elementary school along with a shift in the school location. While attendance at the high school will also increase, this is within the previously approved capacity of the building.

Table 1 summarizes the resultant trip generation estimates for the school on a weekday and weekday p.m. peak hour basis based on maximum enrollment within the new building. While not summarized in Table 1, there are 67 trips anticipated in the morning arrival period and 37 trips during the afternoon peak dismissal period of the site.

Table 1. Trip Generation Estimates and Comparison (General Urban/Suburban Area Classification)

Land Use	ITE Code	Size (Units)	Weekday Daily Trips	Weekday PM Peak Hour Trips		
				Total	In	Out
Assumed Trip Generation						
Elementary School	520	100 students	189 <i>1.89/Student</i>	17 <i>0.17/student</i>	8 <i>48%</i>	9 <i>52%</i>

As shown in Table 1, the weekday daily trip generation is less than half of the threshold to require a formal Transportation Impact Analysis. However, as further detailed below even if this threshold were met the information in the TSP indicates that area intersections operate well within their carrying capacity.

CITY OF CONDON TRANSPORTATION SYSTEM PLAN

The City's Transportation System Plan was adopted in October 2015 in collaboration with transportation system plans for the City of Arlington and Gilliam County. Review of the City's functional classification system shows that the only classified roads within the City include Main Street (OR 19, shown as a *Minor Arterial*) and Bayard Street (OR 206, shown as a *Major Collector*). Within the Oregon Highway Plan Main Street (OR 19) is classified as a *Regional Highway* and Bayard Street (OR 206) is classified as a *District Highway* (the lowest classification ODOT facility).

By default, all other streets within the City are designated as *local streets*. Figure 2 illustrates the City's adopted functional classification system.

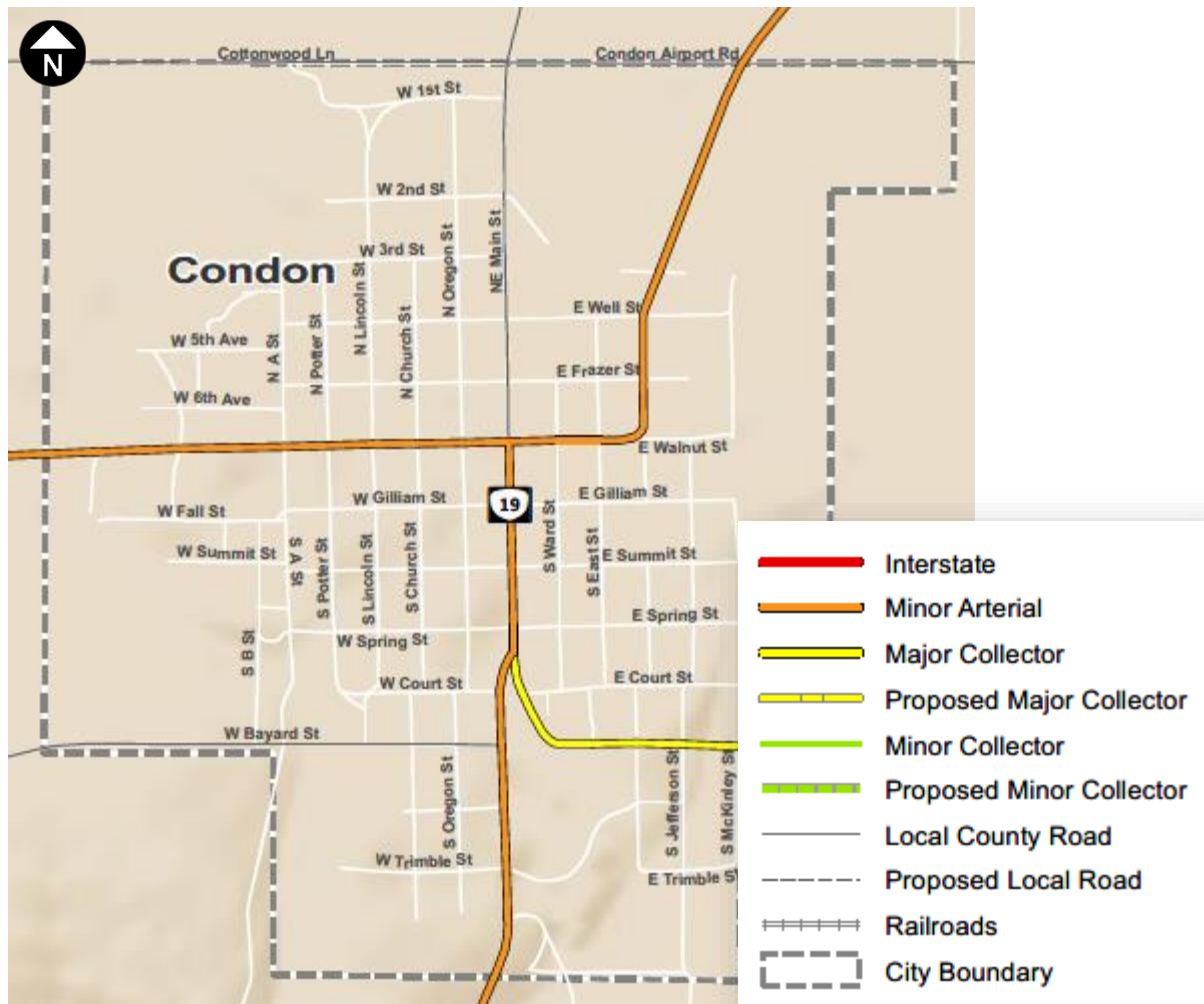


Figure 2. City of Condon functional classification map.

The TSP identified operational conditions at the nearby intersection of E Bayard Street/Main Street, segment capacity along E Bayard Street, and Citywide review of historical safety data. Overall, this shows that the City of Condon provides very good traffic operations and safety, with only a single injury crash along Bayard Street (OR 206) within the 2009 to 2013 analysis period. The TSP does note an intersection sight distance deficiency at the Bayard Street/Main Street intersection in Condon (one of the City's two intersections of classified streets) due to the sharp skew angle. While acceptable long-term operations are forecast at the Main Street/Bayard Street intersection, the City does identify a long-term project (S-5) to reconfigure the intersection to two-way stop-control to address this alignment and sight line issue, with an estimated cost of \$106,000. This project is identified for funding through ODOT and the City (not private sources) and is identified as a mid/long-term project.

The traffic operations analysis within the TSP shows a forecast Level of Service "B" or better throughout the locations assessed in 2035. In addition, the Bayard corridor east of Main Street (OR 19) is shown to

operate at only 3% of its capacity in 2014¹, and remains at 3% in the 2035 forecast. Accordingly, the needs at the Main Street/Bayard Street intersection are limited to sight distance and geometric improvements, and are not a function of conflicting traffic volumes.

Roadway cross-sections for the City of Condon are not contained within the Transportation System Plan, and are instead separately identified within the City's Public Works standards. These materials were not located on the City's Public Works website.

The City's TSP also provides access standards for classified streets. This includes a 300-foot minimum spacing for public streets along Collectors, and 150-feet for driveways. No information is provided in the body of the TSP for arterials (the only arterial is Main Street, likely as this is part of the State system and subject to ODOT's access spacing requirements), but a separate table within the appendices (Appendix "G") shows that OR 19 within the City of Condon is subject to a 150-foot private driveway corner clearance standard. It is unclear if this is also intended as a lesser access spacing standard than otherwise allowed within Appendix C of the Oregon Highway Plan (OHP). The OHP shows that in City's with a population of less than 5,000 persons the access spacing standard on a *District Highway* is 250 feet with the posted speed of 30 miles per hour.

Pedestrian connectivity needs are also addressed within the City's plan. The connectivity needs will remain the same within the plan for the existing high school as they will for the addition of the elementary school. This includes a sidewalk gaps along Main Street between Court Street and Spring Street (Project A-14). This project is shown with an estimated improvement cost of \$25,000, with funding of this project identified for "State" and "Cities" (not private sources). This project is included as a long-term project and it is understood that no funding is currently available or programmed within the next five years.

APPLICABILITY OF TSP TO PROPOSED SITE

Materials within the Transportation System Plan identify mid- and long-term improvement plans within the City of Condon to address pedestrian connectivity issues from Bayard Street to Main Street and modify the junction of these two highways. These projects are identified as mid/long-term priorities as there are no current safety or operational deficiencies. The funding for these projects along State highways is identified as a combination of State and local agency contributions rather than private, as this is a current need that is not attributable to growth.

With the relocation of the elementary school the prioritization of these needs should be reviewed to determine whether the sidewalk connectivity and sight distance issues should be advanced ahead of other higher-priority needs within Gilliam County and the City of Condon. As both of the facilities are under the jurisdiction of ODOT there may be opportunities to pursue various types of funding sources (Safe Routes to School or other "quick fix" funding), particularly as the issues total approximately \$131,000 in overall costs and reflect a single combined improvement project.

¹ 2015 Transportation System Plan Table 4-3: *Roadway Segment Operations Analysis* and Table 5-1: *2035 Roadway Segment Operations*.

Other interim improvements could also be considered, particularly at the Main Street/Bayard Street intersection. With the skewed approaches this low-volume intersection would also be an ideal candidate for conversion to all-way stop-control, which would not only improve the ability for pedestrians to cross Main Street but would fully address the sight line constraints. Conversion to all-way stop-control would be warranted based on sight distance needs.

HISTORICAL CRASH DATA REVIEW

ODOT maintains a crash database of all reported crashes throughout the State. The department of motor vehicles requires that crashes resulting in \$1,500 or more in property damage (increased to \$2,500 in 2018), result in any level of person injury, and involve at least one motor vehicle be reported. The Transportation System Plan reviewed crashes throughout the City using this database between 2009 and 2013. More current safety data was reviewed between 2014 and 2018 on the ODOT TransGIS site. This review showed that there were no reported crashes along the OR 19 or the OR 206 frontage, nor within the adjacent neighborhoods during this review period. Accordingly, there were no safety deficiencies or crash patterns identified that would require safety mitigation based on historical data.

WASHINGTON STREET IMPROVEMENTS

The October 21, 2020 letter provided by Tenneson Engineers has requested that the City construct S Washington Street as a *Minor Collector* from Bayard south to Trimble, as shown in Figure 3. As shown above, it is unclear what the basis of this request is, as the adopted Transportation System Plan does not identify this street as a *Minor Collector* nor does it contemplate a change in its classification. While volume thresholds for various classes of facilities are not provided within the TSP, the additional 189 weekday daily trips (that are divided among various routes with about half this volume expected to impact Washington Street) is not expected to change the functional classification of this facility.

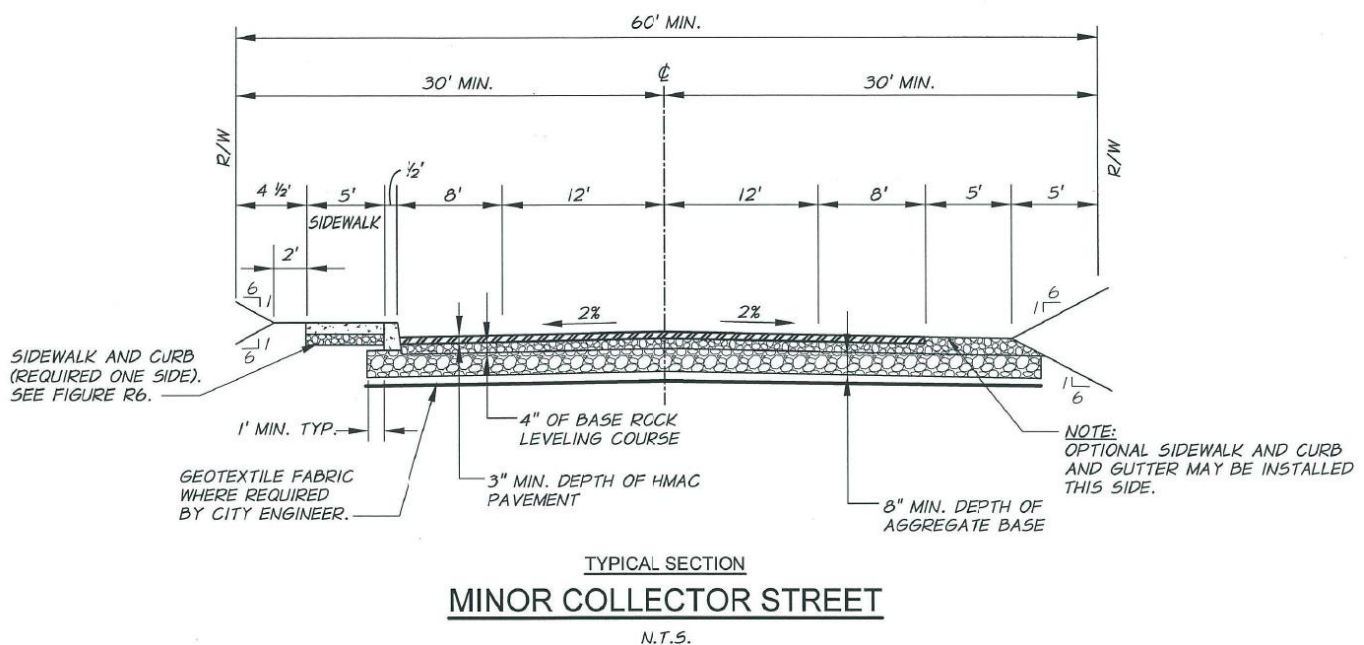


Figure 3. City of Condon standard *Minor Collector* section.

The report cites the reason for upgrading the functional classification of this facility is to better support school bus trips due to their loading characteristics. However, modification of the local street design (if necessary) would be a more appropriate approach than changing the functional classification of the facility. I will further defer to the project civil engineer on the adequacy of the standard local street structural section to accommodate the volume of buses.

PENNOYER STREET IMPROVEMENTS

City staff have requested that improvements also be provided along Pennoyer Street due to concerns with turn-around maneuvers and circulation. Comments from Tenneson Engineering indicate that Washington Street is inadequate for the two-way travel mixed with buses turning around and traveling in both directions. It is my understanding that S Washington Street is not intended for two-way bus travel, but that all six of the district's buses will use the new Bayard access, returning to Washington Street to exit toward the north. This would eliminate the bi-directional conflicts between buses on S Washington Street. With only six bus drivers this directional circulation pattern could be easily enforced.

With the limited overall number of vehicles accessing the campus it is unclear why improvements to Pennoyer Street would be necessary. S Washington Street will provide ample capacity to serve the campus, and maintaining Pennoyer Street as a gravel road will help to prevent higher-speed cut-through trips from using this route. If roadway improvements are provided this will become a more attractive route and experience higher volumes. The improvements planned along S Washington Street will make this a more ideal school route with less impacts to neighbors.

In terms of traffic congestion or circulation needs, with the current enrollment of the campus expected to only be 133 students in kindergarten through 12th grade, and with a 35 percent parent drop-off rate this equates to up to 47 total vehicles and six buses entering and exiting the campus during the peak arrival/departure times, conservatively (and erroneously) assuming that each vehicle is carrying only a single student. This level of trips should require approximately 10 minutes to complete either the arrival or dismissal operations. If more congestion does occur, operational changes such as a slight staggering of the start and end times could help regulate the peaking.

ODOT ACCESS REQUIREMENTS

The proposed site plan includes a new one-way inbound connection from E Bayard Street (OR 206), which is a District Highway managed by ODOT. This new connection does not meet ODOT's standard access spacing requirements for this classification of highway, but it appears that these may have been modified within the TSP for a driveway spacing of 150 feet (which is met). Further, as an inbound-only connection this access does not create the same types of conflicts that would be present with a full access driveway. Operationally, the spacing from S East Street to this new connection provides adequate room for drivers to assess potential conflicts within the two-lane section of E Bayard Street.

The new inbound connection is proposed at an existing and wider driveway entrance to a gravel parking area for the track and swimming pool, and plans will include narrowing of this driveway width. This existing access will require coordination with ODOT's access management section to confirm the specific process required, but it appears that if it is a modification of the existing driveway it may only require a Change of Use assessment (which is unlikely to be met given the trip rates shown in Table 1, low heavy truck volume of a school, and lack of existing safety issues).



Figure 4. View along Bayard Street looking towards the east. *Photo date October 29, 2020.*



Figure 5. View along Bayard Street looking towards the west. *Photo date October 29, 2020.*

Regardless of the outcome, a permit will be required from ODOT to construct any changes within the ODOT right-of-way, and further coordination will be necessary to determine the status and requirements for this access.

RECOMMENDATIONS

Based on this review, the following is recommended to support the proposed elementary school location:

- Coordination will be required with ODOT access management staff to confirm that the Bayard Street access does not constitute a change of use and to identify any necessary access processes required to support the new southbound only connection. At a minimum, ODOT right-of-way permits will be required for any construction within the highway right-of-way.
- Directional arrows and signage should be provided along the one-way drop-off loop to prevent wrong-way maneuvers. Visitor signage would also be beneficial along S Washington Street.
- The City and School District should discuss potential “quick fix” funding options with ODOT to address the existing sight line needs and missing sidewalks at the S Main Street/S Bayard Street intersection. Low-cost interim changes could be considered at this location as well (such as conversion to all-way stop-control) until a long-term solution can be implemented.
- Improvements are proposed along S Washington Street to improve this facility to the City’s *local street* standards consistent with the Transportation System Plan. Discussions of increasing the pavement thickness to better support the school district’s buses will be deferred to the project civil engineer.

- No improvements are proposed along the S Main Street highway frontage as this is not a key walking route for the schools. Orientation of the buildings and the loading areas should help direct students toward E Bayard Street. Extension of sidewalks along S Main Street could be part of a separate Safe Routes to Schools application but would have a lower priority than the Main Street/Bayard Street project.
- No improvements are proposed along Pennoyer Street. This gravel street is unlikely to serve in a primary role for the campus and improvements would be more likely to add higher-speed cut-through trips if improved. Washington Street provides adequate capacity to support the school circulation needs, particularly with the separate inbound access that is proposed.

NEXT STEPS

I trust that this memorandum provides adequate information to assist the City and development team in the review of the land use application for the proposed elementary school. I recommend that in addition to coordination with ODOT access management staff that coordination also occur to identify what types of funding or other forms of assistance (other than Safe Routes to School, which I understand is already being explored) could be leveraged to help provide the needed improvements at the Main Street/Bayard Street intersection. This new elementary school represents a significant project for the City of Condon, and there may be an opportunity to simultaneously improve the currently deficient highway infrastructure within this area to the mutual benefit of the schools, community, and State highway system. Thank you for the opportunity to provide this review information, please let me know if you have any questions at (503) 997-4473 or via email at joe@transightconsulting.com.

City of Condon Development Permit Application

CITY OF CONDON

Community Development Department

128 S. Main Street

P. O. Box 445

Condon, OR 97823

PH: (541) 384-2711 FX: (541) 384-2700 E-mail: admin@cityofcondon.com

Date Issued _____

Building Permit Log # _____

TYPE OF LAND USE ACTION OR DECISION

☐ Building Permit ☒ Variance ☐ Conditional Use Permit ☐ Site Plan Review
☐ Comprehensive Plan/Zoning Map Amendment ☐ Other

APPLICANT

Steele Associates Architects LLC
Name Scott Steele, President

Address 686 NW York Drive
Bend OR 97701

Telephone # 541-382-9867

LEGAL OWNER (If Different than Applicant)

Name Condon School District 25J

Address 210 E. Bayard Street
Condon OR 97823

Telephone # 541-980-9573

PROPERTY INFORMATION

Address 210 E. Bayard Street, Condon OR 97823

Map & Tax Lot 900

Zone District/Overlay OS-Open Space / Public Facilities

Oregon State Highway access ☒ Yes ☐ No

If yes, property owner must obtain appropriate Permits from Oregon Dept. of Transportation.

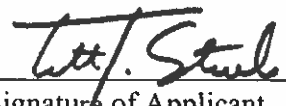
GENERAL INFORMATION

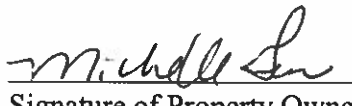
Describe current use of the property The subject property is currently used for K-12 school activities. The high school is currently located on the property.

Describe how proposal will change use of property Proposed project will add a new elementary school parking and associated play fields. Requesting a Variance on the location of elementary school parking lot at the front of the building.

INFORMATION REQUIRED
For
Development Permit Application Review

- ☐ 1 and 2 family residential development: *Scaled plot plan indicating property boundaries, setbacks, building location(s) with orientation(s), garage/carport/parking location and surface material Height of structures, street address, utility locations if known, and other information as required by Ordinance.*
- ☐ Multi-family, Conditional Use, Commercial or Industrial Development: *Detailed site plan, utilities, drainage, off street parking, landscaping, building footprints, outside lighting, proposed signs, and other information as required by Ordinance.*
- ☒ Other: Variance for parking location at the front of the elementary school.

 10-27-2020
Signature of Applicant Date

 10/27/20
Signature of Property Owner* Date

*Notarized Owner Consent Letter may substitute for signature of property owner

STAFF REVIEW:

ZONE DISTRICT: _____ GEOHAZARD ZONE: _____

HISTORIC DISTRICT/STRUCTURE: YES/NO

FLOOD DESIGNATION: _____

PREVIOUS PLANNING ACTIONS: _____

ARE THERE EROSION CONTROL ISSUES? ACCESS ISSUES? DOES THE PROPERTY HAVE ALL UTILITIES AND PUBLIC IMPROVEMENTS SUCH AS SIDEWALKS, SEWER AND WATER? ARE THERE ANY OTHER ITEMS THAT NEED ATTENTION?

DATE OF THE SITE VISIT: _____ PLANNER: _____

PLANNING APPROVAL: _____

PUBLIC WORKS APPROVAL: _____



128 S Main St.
PO Box 445
Condon, OR 97823
P: 541-384-2711
F: 541-384-2700

NOTICE TO PROPERTY OWNERS

The Condon Planning Commission will conduct a Public Hearing beginning at 5:30 p.m. on November 17, 2020 in the Memorial Hall at 120 S. Main Street. The purpose of the Hearing is to consider a Site Plan and Variance for the new Condon Grade School proposed to be located behind the Condon High School. The building is proposed to be sited on tax lot 04S21E10DC-0900. The property also includes tax lots 04S21E10DC-0100, 04S21E10DC-0021, 04S21E10DC-0200, and 04S21E10DC-1000. The Property is planned and Zoned Open Space/Public Facilities. The Variance is requested to allow the parking lot to be positioned in front of instead of behind the proposed building.

The specific substantive criteria relied on by the City in rendering decisions on the proposed Site Plan and Variance are contained within the Zoning Ordinance in Section 152.412 - Site Plan Approval and 152.606 - Circumstances for Granting a Variance.

Failure to raise a specific issue during the local public hearing process will preclude an appeal to the Condon City Council, based upon that issue.

A copy of the application and all other information related to this proposal is available for review at no cost at the Condon City Hall, and copies of the application and all other information concerning the application, can be supplied at a reasonable cost. If a staff report is prepared, it will be available for review seven days before the hearing and can be supplied at a reasonable cost. The public hearing process begins with the staff report, followed by testimony from the applicants and any other supporters of the application. This will be followed by testimony from opponents to the application. Finally, a rebuttal by the applicant will be allowed. The public hearing for a portion of the procedure will then be closed and the Planning Commission will consider the information and testimony received and may render a decision. Written testimony will be received until 3 p.m., November 17, 2020, at the Condon City Hall. Oral testimony will be received during the hearing. All interested are urged to attend.

If you have any questions, please contact Kathryn Greiner at (541) 384-2711.

Kirk Fatland

Contract Planner