TBG
ARCHITECTS
+PLANNERS

November 13, 2024

City of Harrisburg
Planning and Building Department
PO Box 378
Harrisburg, Oregon 97446

RE: OCCU Harrisburg ITM Kiosk (202228/1.3)
Type II Land Use Application – Cover Letter

Assessor's Map:	15S04W16AA
Tax Lots:	11700
Property Address:	Not yet assigned but adjacent to 375 South 3rd Street
Property Owner:	Gibson & Gibson, LLC 125 East 6th Street Junction City, Oregon 97448 541.998.2388 Contact: Kurt Straube kstraube@darimart.com
Applicant:	Oregon Community Credit Union 2880 Chad Drive Eugene, Oregon 97470 541.681.6401 Contact: Matt Wilson, Vice President MWilson@myoccu.org
Applicant's Representative:	TBG Architects + Planners 375 West 4th Avenue, Suite 204 Eugene, Oregon 97401 541.687.1010 Contact: Zach Galloway or Kristen Taylor zgalloway@tbg-arch.com or ktaylor@tbg-arch.com

On behalf of the applicant, Oregon Community Credit Union, enclosed is a Type II Land Use Application for a new, proposed drive-through Interactive Teller Machine (ITM) Kiosk located at 375 South 3rd Street. In accordance with the City submittal requirements, the following attachments are provided for review by the City staff.

Type II Land Use Application Form – 1 Copy

Site Plan (8½" x 11") – 1 Copy

Attachments – 1 Copy
Written Statement
ATTACHMENT A Tax Assessor's Map

ATTACHMENT B	Property Description
ATTACHMENT C	FIRM panels 41043C1118G
ATTACHMENT D	Technical Memo: Trip Generation Estimate and Site Circulation Evaluation– OCCU ITM Harrisburg, prepared by Kelly Sandow, PE, Sandow Engineering LLC, dated November 11, 2024
ATTACHMENT E	Site lighting specifications sheets

Plan Sets – 1 Copy

T1	Title Sheet
	Survey
C1.0	Demolition Plan
C2.0	Utilities & Grading Plan
A1.1	Site Plan
A2.1	Partial Enlarged Site Plan & Exterior Elevations
LA.1	Landscape Plan
SL-1	Photometric Plan

If you have any questions, please do not hesitate to call me at your convenience. Thank you for your time and consideration of this proposal.

Sincerely,

Zach Galloway, AICP
Senior Planner

ZG/KT

cc: Matt Wilson, Vice President, *Oregon Community Credit Union*
Kurt Straube, *Gibson & Gibson, LLC*
Anna Backus, PE, *KPFF Consulting Engineers*
Kelly Sandow, PE, *Sandow Engineering*
David Dougherty, ASLA, *Dougherty Landscape Architects*

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City of Harrisburg
120 Smith Street
Harrisburg, OR 97446
Phone (541) 995-6655
www.ci.harrisburg.or.us/planning

LAND USE APPLICATION

STAFF USE ONLY			
File Number:		Date Received:	
Fee Amount:			

APPLICATION TYPE

☐ Annexation*	☐ Property Line Adjustment
☐ Comprehensive Plan Amendment*	☐ Partition/Replat* Minor Major
☐ Conditional Use Permit*	☒ Site Plan Review* *[Per City staff, Type II Application]*
☐ Historic Permit*	☐ Site Plan Review – Parking Only
☐ Resource Alteration	☐ Subdivision/Replat*
☐ Resource Demolition	☐ Vacation of street, alley or easement
☐ Historic Review – District	☐ Variance*
☐ Legal Lot Determination	☐ Zone Map Change*
*A Pre-Application Conference with City Staff is Required	☐ Zoning Ordinance Text Amendment*

PLEASE PROVIDE A BRIEF SUMMARY OF THE PROPOSAL

Project Description	The present request is for Type II application approval of a proposed project for a drive-through ITM (interactive teller machine) kiosk with associated parking, landscaping, and site infrastructure on an existing parking lot located at 375 South 3rd Street.
Project Name	OCCU Harrisburg ITM Kiosk

PRIMARY CONTACT AND OWNER INFORMATION

Applicant's Name: Oregon Community Credit Union (Contact: Matt Wilson)

Phone: 541.681.6401 Email: MWilson@myoccu.org

Mailing Address: 2880 Chad Drive, Eugene, Oregon 97408

Applicant's Signature: Matthew W. Wilson

Date: 11/12/2024

Property Owner Name: Gibson & Gibson, LLC (Contact: Kurt Straube)

Phone: Email: kstraube@darimart.com

Mailing Address: 125 E. 6th Street, Junction City, Oregon 97448

Owner Signature:

Date:

*If more than one property owner is involved, provide a separate attachment listing each owner or legal representative and their signature.

PROPERTY DESCRIPTION
(general vicinity, side of street, distance to intersection, etc.)

Street Address: 375 South 3rd Street

General Location Description: northeast corner lot at South 3rd St and Kesling St

Assessor's Map Number(s)
Map #: 15S04W16AA

Related Tax Lot(s)
Tax Lot(s) #: 11700

The Assessor's Map Number (Township, Section and Range) and the Tax Lot Number (parcel) can be found on your tax statement, at the Linn County Assessor's Office, or online at http://linn-web.co.linn.or.us/propertywebquerypublic/

Lot Area: 0.23 AC (9,879 SF) *[Project site area applies to 11700 only]*

PRIMARY CONTACT AND OWNER INFORMATION

Applicant's Name: Oregon Community Credit Union (Contact: Matt Wilson)

Phone: 541.681.6401 Email: MWilson@myoccu.org

Mailing Address: 2880 Chad Drive, Eugene, Oregon 97408

Applicant's Signature: _____ Date: _____

Property Owner Name: Gibson & Gibson, LLC (Contact: Kurt Straube)

Phone: _____ Email: kstraube@darimart.com

Mailing Address: 125 E. 6th Street, Junction City, Oregon 97448

Owner Signature: _____ Date: 11-13-24

*If more than one property owner is involved, provide a separate attachment listing each owner or legal representative and their signature.

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(general vicinity, side of street, distance to intersection, etc.)

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Lot Area: 0.23 AC (9,879 SF)

LAND USE AND OVERLAY ZONES

Existing Zone(s): C-1 Commercial

Existing Comprehensive Plan Designation(s): Commercial

Please select any of the following zone overlays or natural areas that apply to the subject site:

- [ ] Historic Overlay
- [ ] Willamette River Greenway
- [ ] Floodplain
- [ ] Riparian Corridors
- [ ] Wetlands

*Please include a discussion in the project narrative indicating how these overlays affect your proposal. For more information about any of these overlays, please contact the City Planner at (541) 995-6655.

CHECK THE BOX NEXT TO INCLUDED EXHIBITS

- [X] Narrative* (address all applicable HMC review criteria)
- [X] Assessor's Map with Applicable Tax Lots Highlighted
- [X] Site Plan *[24"x36" (Arch D) sheet]*
- [ ] Survey / ALTA
- [ ] Aerial Photograph / Existing Land Use(s) Map
- [ ] Zoning Map (if applicable, show proposed change(s))
- [ ] Comprehensive Plan Map(s) (if applicable, show proposed changes))
- [ ] Subdivision or Partition Plat
- [X] Architectural Elevations
- [ ] Architectural Floor Plans
- [X] Utilities Plan
- [ ] Geotechnical Report/Site
- [ ] Assessment
- [X] Electronic Versions of Exhibits
- [X] Application Fee
- [ ] Other

*A written narrative is required for all application types. Typical drawings sizes are 24"X36", 11"X17", or 8.5"X11". Sizes of required drawings will depend on the type and scope of applications involved. Contact the City Planner to verify requirements. On your plans, include the following: property lines, points of access for vehicles, pedestrians, and bicycles, water courses, any natural features (wetlands, floodplain, etc.), existing and proposed streets and driveways, parking areas, utilities, pedestrian and bike paths, and existing easements. Please note there are additional specific graphic and narrative requirements for each application type. Refer to the Harrisburg Municipal Code for more information.

A Pre-application Conference is Required with City Staff prior to turning in your land use application. Please contact the City Administrator, or City Recorder/Assistant City Administrator to make an appointment. Date of Appointment: April 24, 2023.

PLEASE TELL US MORE ABOUT THE PROPOSAL AND ITS SITE

1. Are there existing structures on the site? (●) Yes ( ) No If yes, please explain

The site includes an existing drive-through coffee shop of approximately 135 square feet.

2. Indicate the uses proposed and describe the intended activities:

The proposed project retains the existing drive through coffee shop, and adds a drive-through ITM kiosk.

3. How will open space, common areas and recreational facilities be maintained?

The proposed project provides landscaped area in excess of the minimum 15 percent. Existing landscaped areas are currently maintained by the private owner. There are no proposed changes to the current maintenance responsibility.

4. Are there previous land use approvals on the development site? (●) Yes ( ) No
If yes, please include a discussion in the project narrative describing how the prior approvals impact your proposal.

The City approved the existing 135-square foot, drive-through coffee shop in 2006.

5. Have you reviewed the Oregon Fire Code Applications Guide in relation to your land use request? (●) Yes ( ) No Do you have questions about any element of these requirements? If yes, please explain:

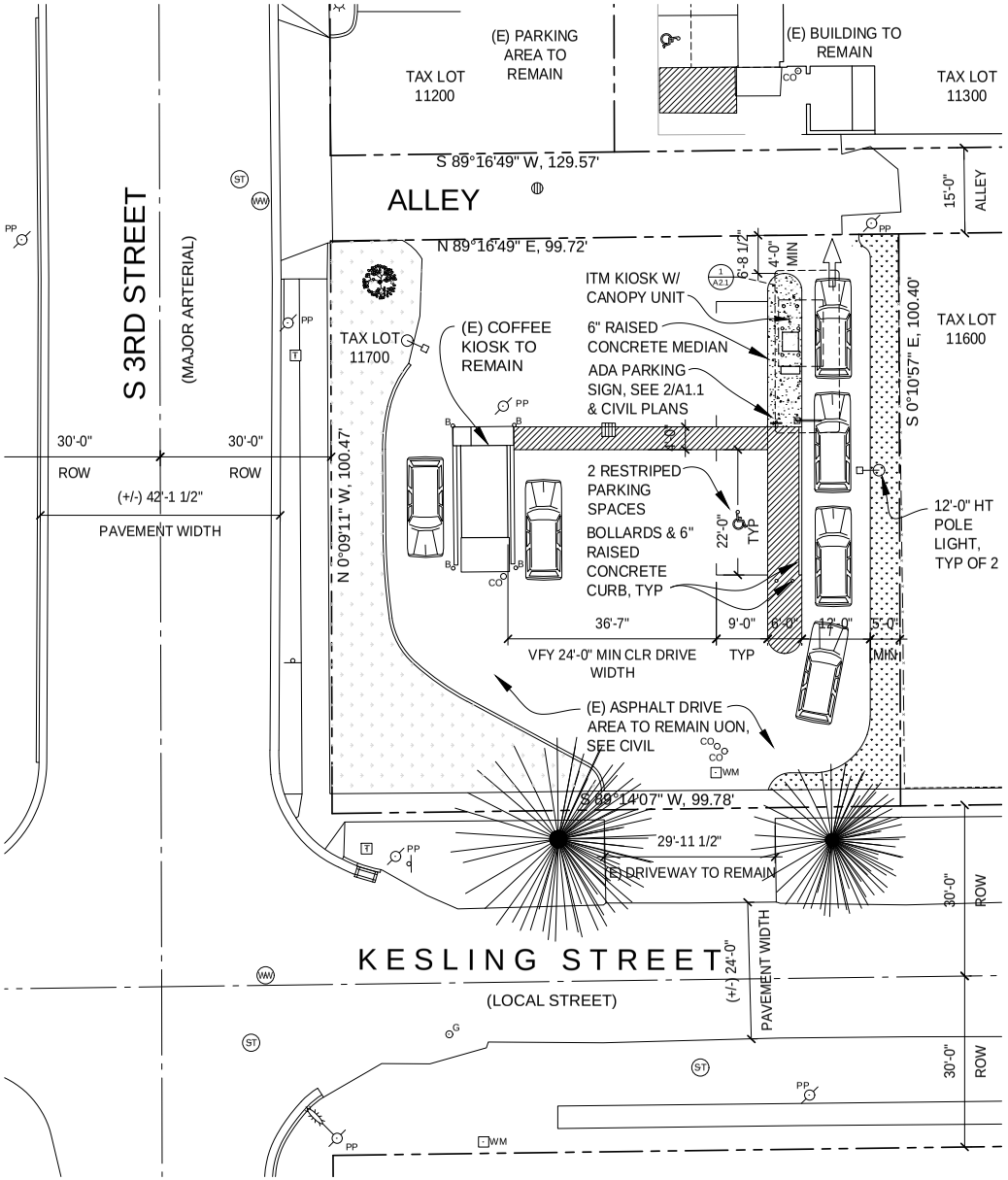
N/A

AUTHORIZATION FOR STAFF & DECISION MAKERS TO ENTER LAND

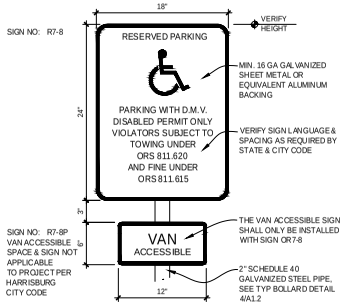
City staff, Planning Commissioners, and City Councilors are encouraged to visit the sites of proposed developments as part of their review of specific land use applications. Decision maker site visits are disclosed through the public hearing process. Please indicate below whether you authorize City staff and decision makers to enter onto the property(-ies) associated with this application as part of their site visits.

[ ] I authorize City staff and decision makers to enter onto the property(-ies) associated with this application.

[X] I do not authorize City decision makers to enter onto the property(-ies) associated with this application.



1 A1.1 SITE PLAN
1" = 10'-0"



2 A1.1 TYP ADA PARKING SIGN
1-1/2"=1'-0"

GENERAL NOTES

1. ALL PUBLIC IMPROVEMENTS AS REQUIRED WILL BE PRIVATELY CONSTRUCTED AND SHALL CONFORM TO THE 2017 OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION AS ISSUED BY THE OREGON DEPARTMENT OF TRANSPORTATION.
2. OUTDOOR LIGHTING WILL COMPLY WITH CITY STANDARDS AT THE TIME OF BUILDING PERMIT SUBMITTAL AND BUILDING OCCUPANCY. EXACT OUTDOOR LIGHTING SPECIFICATIONS WILL BE SUBMITTED AT THE TIME OF THE BUILDING PERMIT APPLICATION.

PARKING CALCULATIONS

VEHICLE PARKING

VEHICLE PARKING CALCULATIONS ARE PROVIDED FOR THE DEVELOPMENT SITE

VEHICLE PARKING SPACES REQUIRED (HMC TABLE 18.80.030.3.1)	
EXISTING RESTAURANT USE	
1: 200 SF GROSS FLOOR AREA	
135 SF/200 SF	1 SPACE
PROPOSED ITM BANK USE	
(EQUIPMENT/NOT HABITABLE SPACE BUT PARKING PROVIDED CONSERVATIVELY FOR MAINTENANCE PROVIDER)	
1 : 300 SF	
10 SF/300 SF	1 SPACE
TOTAL VEHICLE PARKING SPACES REQUIRED	2 SPACES
TOTAL VEHICLE PARKING PROPOSED	2 SPACES
2 PARALLEL SPACES TO BE RESTRIPED	
STANDARD	
(9'-0" X 19'-0")	1 SPACE
ACCESSIBLE	
(9'-0" X 22'-0" W/ 6'-0" ACCESS AISLE)	1 SPACE

BICYCLE PARKING

THE PROPOSED ITM BANK KIOSK IS A VEHICLE CENTERED USE WITHOUT A BUILDING SO BICYCLE PARKING IS NOT REQUIRED.

LEGEND

- (E) BUILDING FOOTPRINT
- EXISTING PROPERTY LINE
- (E) LANDSCAPE AREA TO REMAIN, SEE LANDSCAPE
- LANDSCAPE AREA, SEE LANDSCAPE
- ON-SITE PEDESTRIAN CROSSWALK STRIPING
- RAISED CONCRETE ISLAND, UON
- (E) TREE TO REMAIN, SEE SURVEY
- (E) STREET TREE TO REMAIN, SEE SURVEY
- SLB SLP — FOR ALL UTILITY INFORMATION SEE THE SURVEY, DEMO PLAN, AND CIVIL DRAWINGS

TBG ARCHITECTS + PLANNERS
132 East Broadway, Suite 200
Eugene, Oregon 97401
p: 541.687.1010
f: 541.687.0625
REGISTERED ARCHITECT ALBERSON EUGENE, OREGON STATE OF OREGON

HARRISBURG ITM KIOSK
OREGON COMMUNITY CREDIT UNION
TYPE II LAND USE APPLICATION
SOUTH 3RD STREET & KESLING STREET
HARRISBURG, OREGON 97446

SITE PLAN

PROJECT #	202228
DRAWN	BR/KGT
CHECKED	KT
DATE	11.12.2024
SHEET	A1.1

November 13, 2024

City of Harrisburg
Planning and Building Department
PO Box 378
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RE: OCCU Harrisburg ITM Kiosk (202228/1.3)
Type II Land Use Application – Written Statement

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Tax Lots:	11700
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Applicant's Representative:	TBG Architects + Planners 375 West 4th Avenue, Suite 204 Eugene, Oregon 97401 541.687.1010 Contact: Zach Galloway or Kristen Taylor zgalloway@tbg-arch.com or ktaylor@tbg-arch.com

WRITTEN STATEMENT

I. SUMMARY

In accordance with the Type II land use application submittal requirements, this written statement describes the proposed Oregon Community Credit Union (OCCU) development and demonstrates that the proposal complies with the criteria under Harrisburg Municipal Code (HMC) 18.45. The proposal is subject to the Type II application review process per HMC 19.10.030.

The present request is for Type II application approval of a proposed project for a drive-through ITM (interactive teller machine) kiosk and canopy with associated parking, landscaping, and site infrastructure located adjacent to 375 South 3rd Street. The site is currently developed with a drive-through coffee kiosk and parking lot with about 10 vehicle parking spaces. The coffee kiosk is proposed to remain, and the 10 existing parking spaces are proposed to be removed as part of the project. Two vehicle parking spaces (including an ADA parking space) will be relocated parallel to the ITM drive-through. The parcel is zoned Commercial (C-1) and per HMC Table 18.45.030, drive-through services are Permitted With Special Use Standards (S).

Additional details regarding this proposal are provided on the plan set, this written statement, and the associated attachments.

II. SITE INFORMATION

Location and Site Context: The proposed project is located at the northeast corner of the intersection of South 3rd Street and Kesling Street. Refer to the attached Site Plan. The site is relatively flat and is currently developed with an asphalt parking lot and an existing drive-through coffee kiosk. There are two existing street trees located in the Kesling Street public right-of-way and one tree in the planting bed located between the coffee kiosk and the public sidewalk on South 3rd Street, which are proposed to remain. The two smaller trees located in the existing planting bed along the east side of the site are proposed to be removed and replaced with new landscaping. This existing landscape bed is proposed to be slightly narrowed with new landscaping to accommodate the ITM drive-through located along the east side of the site. Refer to the Survey and Landscape Plan for more information.

Tax Lot: Public records identify the site as Tax Lot 11700 of Linn County Assessor's Map 15S04W16AA. Refer to the attached Tax Assessor's Map.

Legal Description: Refer to the attached Property Description.

Site Area: The site totals 0.23 acres, or 9,879 square feet according to the County Assessment and Taxation records.

Address: The ITM kiosk does not have an address yet, but it is located adjacent to the coffee kiosk on the same site with the address 375 South 3rd Street, Harrisburg, Oregon 97446.

Ownership: The site is owned by Gibson & Gibson, LLC. OCCU is the applicant developing the drive-through ITM kiosk on the site.

Plan Land Use Designation: The parcel is designated Commercial in the Harrisburg Comprehensive Plan. The parcel is located within the Harrisburg Urban Growth Boundary (UGB) and City limits.

Zoning: The parcel is zoned Commercial (C-1). Properties to the west (across South 3rd Street), north, and south are also zoned Commercial (C-1). Property to the east is zoned Medium Density Residential (R-2).

Environmental: Per the Flood Insurance Rate Map (FIRM), the site is located in area X, which is determined to be outside of the 500-year flood area. Refer to the attached Flood Insurance Rate Map 41043C1118G.

Surrounding Land Uses/Access: The site is located within the Harrisburg Urban Growth Boundary on the east side of South 3rd Street and north of Kesling Street.

There is a commercial building (Key Bank) located northwest of the site on the west side of South 3rd Street. A single-family dwelling is directly across South 3rd Steet from the site. Although zoned Commercial, there is a residential dwelling on the parcel directly south of the site across Kesling Street. The property to the north is developed with a Dari Mart, which is under the same ownership as the project site.

There is an alley along the north side of the site with access to South 3rd Street and parcels to the east. The site has two existing access connections that are both proposed to remain: a driveway to Kesling Street on the south and an access connection to the alley on the north. The primary entrance to the proposed drive-through will be via the existing driveway on Kesling Street. Drivers exiting the drive-through facility use the alley to reach South 3rd Street.

III. BACKGROUND

In 2006, the site was developed with an asphalt parking lot and a 135-square foot coffee kiosk. Per available public records, there are no other applicable land use applications or development permits for the site.

IV. TYPE II APPLICATION APPROVAL CRITERIA

This section is organized by outlining the applicable Type II Land Use Application standards and approval criteria in ***bold italics***, followed by proposed findings in normal text.

HMC Chapter 18.45 ZONING DISTRICT REGULATIONS

18.45.030 Allowed uses.

1. ***Uses Allowed in Base Zones. Allowed uses include those that are permitted (P) outright, those that are permitted subject to meeting special use standards or requirements (S), and those that are allowed subject to approval of a conditional use permit (CU) (as identified by Table 18.45.030). Allowed uses fall into four general categories: residential, public and institutional, commercial, and industrial. Where Table 18.45.030 does not list a specific use, and Chapter 19.55 HMC, Definitions, does***

not identify the use or include it as an example of an allowed use, the City may find that use is allowed, or is not allowed, following the code interpretations of this title. Uses not listed in Table 18.45.030 and not found to be similar to an allowed use are prohibited.

2. Permitted Uses and Uses Permitted Subject to Special Use Standards. Uses listed as "Permitted Use (P)" are allowed provided they conform to relevant lot and development standards. Uses listed as "Permitted With Special Use Standards (S)" are allowed, provided they conform to Chapter 18.50 HMC, Special Use Standards. Uses listed as "Not Allowed (N)" are prohibited. Uses not listed but similar to those allowed may be permitted following the code interpretations of this title.

Findings: Per HMC 19.55.030, the City defines "Drive-through/drive-up facility" as follows:

> *"a facility or structure that is designed to allow drivers to remain in their vehicles before and during an activity on the site. Drive-through facilities may serve the primary use of the site or may serve accessory uses. Examples are drive-up windows; automatic teller machines; coffee kiosks and similar vendors; menu boards; order boards or boxes; gas pump islands; car wash facilities; auto service facilities, such as air compressors, water, and windshield washing stations; quick-lube or quick oil change facilities; and drive-in theaters. All driveway queuing and waiting areas associated with a drive- through/drive-up facility are similarly regulated as part of such facility."*

The proposed drive-through ITM kiosk use, an interactive teller machine that allows users to speak with a remote off-site teller is consistent with this definition. According to HMC Table 18.45.030, a drive-through service use is permitted with special use standards. Per HMC 18.50.030, the proposed use is subject to the Type II administrative review process, as described below. The use and procedural requirements are met.

18.45.040 Lot and development standards.

…

5. Lot and Development Standards for Nonresidential Districts. The development standards in Table 18.45.040.5 apply to all new development as of the date of adoption of this chapter in the City's nonresidential zones.

Findings: The proposed ITM kiosk is less than 10 square feet, has no entrance or windows, and is not a building (i.e., it is a piece of equipment), therefore, the building standards do not apply. During the Pre-Application meeting, City staff clarified that they consider the ITM a "structure," not a building. The proposed ITM kiosk structure has a height of approximately 16'-2", which complies with the maximum 60-feet height standard in the C-1 zone.

The proposed drive-through ITM kiosk and existing drive-through coffee kiosk cover approximately 145 square feet – 1.4 percent of the total site – which is far below the maximum 90-percent lot coverage. The existing landscaped area covers approximately 1,997 square feet of the site, which is about 20 percent of the total site area. The existing landscape bed width along the east side of the site along the ITM drive-

through lane is being narrowed from about 10'-0" to 5'-0". With this proposed change, the proposed landscape area on the site totals 1,579 square feet, which is about 16 percent. This exceeds the 15 percent minimum landscape area requirement. Next, the existing fence on the east property line is proposed to remain. It has a height of approximately 6-feet, which complies with the maximum 10-feet height limit for fences in the rear yard.

The C-1 zone has 0-feet setbacks on the front and street-side property lines. There is a minimum 3-feet setback from the public alley on the north property line. The proposed ITM kiosk meet or exceed the applicable setback standards. These development standards are met.

> ***18.50.030 Review process for "S" special review for C-1 and M-1 zones. The Type II administrative review process is used for permitting special uses in the C-1 and M1 zones, except that the City Administrator may directly refer a special use application to the Planning Commission for a Type III process or require the applicant to use the site plan review process, as in accordance with Chapter 19.15 HMC.***

Findings: As noted above, HMC Table 18.45.030 identifies Drive-through services as Permitted With Special Use Standards (S) in a C-1 zone. Therefore, this application is subject to a Type II administrative review process.

> ***18.50.200 Special use standards in the C-1 zone.***
>
> ***…***
>
> ***2. Applicability. These standards are required to be met by all "S" rated uses for the C-1 zone.***

Findings: The site is zoned C-1, and per HMC Table 18.45.030, the proposed drive-through use is an "S" rated use. The standards apply.

> ***3. Standards.***
> ***a. Traffic. The traffic generated by the proposed use shall not exceed the greater of twice that of a 1,500-square-foot convenience store or equal to a 1,000-square-foot fast food restaurant.***
> ***b. All other City development and building standards as per HMC 18.45.040(5) must be met.***
> ***c. Parking. "S" rated uses in the commercial zones must provide adequate off-street parking to demonstrate compatibility with existing uses. Parking in excess of two times that of a 1,000- square-foot convenience store must be provided on site.***
> ***d. Total site area, including structures, parking and landscaping, cannot exceed two acres.***

Findings: The proposed ITM kiosk drive-through generates 125 average daily trips, well below the anticipated trip generation of a convenience store or fast-food restaurant. See the attached analysis prepared by Sandow Engineering.

As described above and incorporated here by reference, the proposed project complies with the development standards of HMC 18.45.040(5).

The proposed project provides two parallel parking spaces along the ITM kiosk median and the center drive aisle. The proposed parking spaces comply with the standards at HMC Table 18.80.030.1, and the two spaces are adequate to support the proposed and existing uses. The existing restaurant use (drive-through coffee kiosk) requires one parking space per 200 square feet. At about 135 square feet, the existing coffee kiosk must provide one parking space. The approximately 10 square foot ITM kiosk is a piece of equipment and not a habitable structure. A non-habitable structure is not required to provide a minimum number of parking spaces. However, one spot is proposed to accommodate a future maintenance/service provider.

According to the Linn County Assessment and Taxation records, Tax Lot 11700 is about 0.23 acres, or 9,879 square feet. The project site area does not exceed two acres.

Based on these findings, the criteria are met.

e. Uses may not begin prior to 6:00 a.m. nor continue after 10:00 p.m.
f. Noise generation may not exceed a measured average of 75 dB.

Findings: The drive-through ITM kiosk will have no permanent on-site staff. According to City staff in the Pre-Application meeting, because there will be no permanent on-site staff, HMC 18.50.200(3)(e) does not apply. Despite this code interpretation, the Applicant anticipates that the ITM audio service will operate from between 7:30 am and 6:00 pm, which is consistent with criterion (e).

Noise generated by the ITM will not exceed 75 dB. According to the ITM manufacturer, the average acoustic level is 65 dB and the average maximum for the mechanical fan is 75 dB, both of which comply with the City standard.

Based on these findings, the criteria are met.

Chapter 18.60 DESIGN STANDARDS ADMINISTRATION

18.60.020 Applicability. These provisions apply to permits and approvals granted under this code, and other City actions, as summarized in Table 18.60.020. The Planning Commission or City Council for Type III or IV decisions, and the City Administrator for Type I or II decisions, may reduce design standards or requirements by up to 25 percent where the proposed development meets the definition of affordable housing or provides five or more FTE jobs that meet the requirements of the Harrisburg extended enterprise zone benefit.

Findings: Per HMC 18.60.020, the design standards listed below are applicable. The proposed project does not meet the definition of affordable housing and will not provide five or more FTE jobs. Therefore, the application is subject to the full design standards.

Chapter 18.65 BUILDING ORIENTATION AND DESIGN

18.65.020 General applicability. This chapter applies to all new buildings in the residential, commercial, and public use zones and major exterior alterations (defined as more than 25 percent of existing exterior or floor space) to existing buildings ... [text removed for brevity].

Findings: The proposed drive-through ITM kiosk is considered a structure. City staff has confirmed it is not a building. The proposed structure is approximately 10-square feet and does not have an entrance, windows, or interior space. It is not habitable. Therefore, these development standards are not applicable.

Chapter 18.70 ACCESS AND CIRCULATION

18.70.020 Applicability.
This chapter applies to new development or changes in land use necessitating a new or modified street or highway connection. … This chapter also applies to internal circulation requirements for all projects subject to the site plan review process.

Findings: The proposed new development includes two existing access connections to public rights-of-way, Kesling Street, and a public alley along the north property line. There are no new or modified street or highway connections. The proposed project makes changes to the internal circulation. Therefore, these development standards are applicable.

18.70.030 Vehicular access and circulation.

…

3. Traffic Study Requirements. The City, in reviewing a development proposal or other action requiring an approach permit, may require a traffic impact analysis or other traffic engineering analysis, pursuant to HMC 18.85.020, to determine compliance with this code.

Findings: Following the City staff request in the Pre-Application meeting, the City's Engineer verified that a Traffic Impact Analysis is not required for the development, and a technical memorandum is provided (see attached) to demonstrate consistency with relevant requirements for trip generation, access, site circulation and queuing length. Per Harrisburg Municipal Code 18.85.020.1.d(1)(c), a Traffic Impact Analysis is required where a development would result in an increase of 300 average daily trips. As shown in the attachments, the proposed development is forecast to generate 125 daily trips, which is well below the standard. Therefore, a Traffic Impact Analysis is not required, which is consistent with the City's Engineer. The standard is met.

4. Approach and Driveway Development and Circulation Standards. Approaches and driveways shall conform to all of the following development standards:

a. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.

Findings: The site has an existing access connection to Kesling Street and another connection to the public alley along the north property line. No new connections are proposed. Vehicles can enter from Kesling Street and exit the site via the public alley to the existing access connection to South 3rd Street (Highway 99). The access connections to lower classification streets and on-site circulation utilize existing approaches and access connections, thereby minimizing the number of approaches. The standard is met.

b. Approaches shall conform to the spacing standards of subsections (4)(e) and (f) of this section, and shall conform to minimum sight distance and channelization standards of the roadway authority.

Findings: The site has an existing access connection to Kesling Street and another connection to the public alley along the north property line. There are no new or modified approaches proposed as part of this project. This standard is not applicable.

c. Driveways shall be paved and meet applicable construction standards.

Findings: The site has existing access connections. There are no new or modified approaches proposed as part of this project. The existing driveways are paved. This standard is not applicable.

e. The City Engineer may limit the number or location of connections to a street, or limit directional travel at an approach to one-way, right-turn only, or other restrictions, where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.

f. Where the spacing standards of the roadway authority limit the number or location of connections to a street or highway, the City Engineer or authorized City representative may require that a driveway extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City Engineer or authorized City representative may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).

g. Where applicable codes require emergency vehicle access, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City Engineer or authorized City representative may restrict parking, require signage,

or require other public safety improvements pursuant to the recommendations of an emergency service provider.

h. As applicable, approaches and driveways shall be designed and constructed to accommodate truck/trailer turning movements.

Findings: As described above, the site has two existing paved access connections that were developed to applicable construction standards at the time they were established. Both existing access connections are proposed to remain. The existing access connections conform to the spacing standards and conform to minimum sight channelization standards of the roadway authority. The existing access connections exceed 30-feet in width and are constructed to accommodate emergency vehicle apparatus and truck/trailer movements. These widths conform to the applicable fire protection requirements. See the attached Survey and Site Plan.

The City's Engineer did not indicate any need for restrictions on or alterations to the existing access connections during the Pre-Application meeting. The above criteria are met.

i. Driveways shall accommodate all projected vehicular traffic on site without vehicles stacking or backing up onto a street.

Findings: The primary entrance to the proposed drive-through ITM kiosk is via the existing driveway from Kesling Street, and the exit is via the public alley on the north side of the site. The proposed drive-through lane allows for a stacking length of four vehicles. City staff agreed in the Pre-Application meeting that the proposed project provides adequate stacking length to ensure that vehicles will not back up into or obstruct any public right-of-way. As described in the attached technical memorandum by Sandow Engineering, this assertion was verified and the associated analysis determined that the AM and PM peak traffic generation is 2 and 3 vehicles, respectively. The proposed 4-vehicle queuing length is sufficient to meet demand without allowing vehicles to back onto a street. See the attached technical memorandum for reference. The criterion is met.

j. Driveways shall be designed so that vehicle areas, including, but not limited to, drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.

k. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements and shall be designed to minimize crossing distances for pedestrians.

l. As it deems necessary for pedestrian safety, the City Engineer or authorized representative, in consultation with the roadway authority, as applicable, may require that traffic-calming features, such as speed tables, textured driveway surfaces (e.g., pavers or similar devices), curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site as a condition of development approval.

m. Construction of approaches along acceleration or deceleration lanes, and along tapered (reduced width) portions of a roadway, shall be avoided; except where no reasonable alternative exists, and the approach does not create safety or traffic operations concern.

n. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.

o. Where sidewalks or walkways occur adjacent to a roadway, driveway aprons constructed of concrete shall be installed between the driveway and roadway edge. The roadway authority may require the driveway apron be installed outside the required sidewalk or walkway surface, consistent with Americans with Disabilities Act (ADA) requirements, and to manage surface water runoff and protect the roadway surface.

p. Where an accessible route is required pursuant to ADA, approaches and driveways shall meet accessibility requirements where they coincide with an accessible route.

q. The City Engineer or authorized representative may require changes to the proposed configuration and design of an approach, including the number of drive aisles or lanes, surfacing, traffic calming features, allowable turning movements, and other changes or mitigation, to ensure traffic safety and operations.

r. Where a new approach onto a State highway or a change of use adjacent to a State highway requires ODOT approval, the applicant is responsible for obtaining ODOT approval. The City Engineer may approve a development conditionally, requiring the applicant first obtain required ODOT permit(s) before commencing development, in which case the City will work cooperatively with the applicant and ODOT to avoid unnecessary delays.

Findings: The proposed project is a drive-through ITM kiosk constructed in an area of the site that is currently developed with existing paved parking spaces. As described above, the site has multiple existing access connections. There are no proposed changes to the existing access connections. The proposed project does not include a new approach onto a State highway or new access connections to the abutting public rights-of-way. The existing site with the proposed project is designed to accommodate vehicle access and circulation. All public frontages are improved with sidewalks. In the Pre-Application meeting, the City Engineer did not indicate the need for any additional features or measures. Refer to the attached technical memorandum demonstrating consistency with the applicable requirements for trip generation, access, site circulation, and stacking length, as previously described. The criteria are met.

v. Development that increases impervious surface area shall conform to the storm drainage and surface water management requirements of HMC 18.85.050.

Findings: The proposed project is a redevelopment of an existing paved parking area. There is an increase of about 418 square feet proposed increase in impervious surface area. Although there is a slight increase, during the Pre-Application meeting, staff confirmed that the standards at HMC 18.85.050 are not applicable.

8. Vision Clearance. No visual obstruction (e.g., sign, structure, solid fence, or shrub vegetation) between three feet and eight feet in height shall be placed in "vision clearance areas" at street intersections, as illustrated. The minimum vision clearance area may be modified by the City Engineer through a Type I procedure, upon finding that more or less sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.). Placement of light poles, utility poles, and tree trunks should be avoided within vision clearance areas.

Findings: The site has existing access connections to a public street and an alley. There are two existing street trees located on either side of the driveway connection to Kesling Street and one at the northwest corner of the site that are proposed to remain. There are no obstructions proposed within the vision clearance area. The standard is met.

Chapter 18.75 LANDSCAPING, FENCES AND WALLS, OUTDOOR LIGHTING

18.75.020 Applicability.

1. HMC 18.75.030 establishes design standards for landscaping and screening. Projects requiring site design review or land division approval shall meet the applicable landscape standards, including the standards in Tables 18.45.040.4 and 18.45.040.5 and any special use requirements under Chapter 18.55 HMC, and the requirements of this chapter. Property owners are required to maintain landscaping and screening pursuant to HMC 18.75.030(7).

Findings: As noted above, Table 18.45.030 identifies Drive-through services as Permitted With Special Use Standards (S) in a C-1 zone. This application is subject to a Type II administrative review process. The site is subject to the standards in HMC Table 18.45.040.5. The criteria of HMC 18.75.020 apply.

2. HMC 18.75.040 establishes design standards for when a fence or a wall not attached to a building is to be erected, extended, or otherwise altered. It also applies to situations where this code requires screening or buffering (e.g., outdoor or unenclosed storage uses). The standards of HMC 18.75.040 supplement the development standards in Tables 18.45.040.4 and 18.45.040.5 and any applicable special use requirements under Chapter 18.55 HMC.

Findings: The proposed project does not erect, extend, or otherwise alter a new or existing fence or wall. The standards are not applicable.

3. HMC 18.75.050, Outdoor lighting, applies to all new outdoor lighting, i.e., located in new developments that require site design review approval.

Findings: New lighting associated with the drive-through ITM kiosk is attached to the kiosk canopy and structure, and two parking and drive area pole lights are proposed for security. Findings for these standards are provided below.

18.75.030 Landscaping and screening.

1. General Landscape Standard. All portions of a lot not otherwise developed with buildings, accessory structures, vehicle maneuvering areas, or parking shall be landscaped as required by Table 18.45.040.5. All developments requiring site plan review, subdivisions, or partitions shall include a formal landscape plan as part of their application.

Findings: The proposed project is a redevelopment of an existing paved parking area. The existing landscape bed along South 3rd and Kesling Streets is proposed to remain. The redeveloped landscape bed located along the east property line along the ITM kiosk drive-through lane is improved with new landscaping. The attached Landscape Plan demonstrates consistency with the standards. The standard is met.

2. Minimum Landscape Area. All lots shall conform to the minimum landscape area standards of the applicable zoning district, as contained in Tables 18.45.040.4 and 18.45.040.5. The City Administrator, consistent with the purposes in HMC 18.75.010, may allow credit toward the minimum landscape area for existing vegetation that is retained in the development. The City Administrator may apply landscaping credits for features such as patios, large rocks, barked or mulched areas, decorative concrete, etc.

Findings: Per HMC Table 18.45.040.5, a landscaped area of a minimum 15 percent of the site is required. The existing landscaped area covers approximately 1,997 square feet of the site, which is about 20 percent of the total site area. The existing landscape bed width along the east side of the site along the ITM drive-through lane is being narrowed from about 10’-0” to 5’-0”. With this proposed change, the proposed landscape area on the site totals 1,579 square feet, which is about 16 percent. This exceeds the 15 percent minimum landscape area requirement. The standard is met.

3. Plant Selection. A combination of deciduous and evergreen trees, shrubs, and ground covers shall be used for all planted areas, the selection of which shall be based on local climate, exposure, water availability, and drainage conditions, among other factors. When new vegetation is planted, soils shall be amended, and necessary irrigation shall be provided to allow for healthy plant growth. The selection of plants shall be based on all of the following standards and guidelines:

Findings: The proposed project includes the addition of evergreen plants to provide additional screening on the east side of the site between the proposed drive-through lane and the existing sight-obscuring fence. The planting will adhere to landscape best practices and local standards to achieve spacing that provides the intended screening within two years of planting. See the attached Landscape Plan for more details. The standards are met.

5. Parking Lot Landscaping. All of the following standards shall be met for parking lots in excess of 5,000 square feet.

Findings: The site is approximately 9,879 square feet. The proposed parking area includes only 2 vehicle parking spaces and drive aisles for circulation, all of which are less than 5,000 square feet. Therefore, the parking lot landscaping standards are not applicable.

6. Screening Requirements. Screening is required for outdoor storage areas, unenclosed uses, and parking lots in the C-1 and PUZ zones and may be required in other situations as determined by the City Administrator. Landscaping shall be provided pursuant to the standards of subsections (6)(a) through (c) of this section:

a. Outdoor Storage and Unenclosed Uses. All areas of a site containing or proposed to contain outdoor storage of goods, materials, equipment, and vehicles (other than required parking lots and service and delivery areas, per site design review), and areas containing junk, salvage materials, or similar contents, shall be screened from view from adjacent rights-of-way and residential uses by a sight-obscuring fence, wall, landscape screen, or combination of screening methods. See also HMC 18.75.040 for related fence and wall standards.

b. Parking Lots. The edges of parking lots shall be screened to minimize vehicle headlights shining into adjacent rights-of-way and residential yards. Parking lots abutting a sidewalk or walkway shall be screened using a low-growing hedge or low garden wall to a height of between three feet and four feet.

c. Other Uses Requiring Screening. The City Administrator may require screening in other situations as authorized by this code, including, but not limited to, outdoor storage areas, blank walls, accessory dwelling units, special uses pursuant to Chapter 18.55 HMC, and as mitigation where an applicant has requested an adjustment pursuant to Chapter 19.40 HMC.

Findings: The proposed project is an unenclosed use that includes 2 on-site parallel parking spaces located along the center drive aisle. The vehicular parking spaces do not abut the residential zone to the east. The proposed ITM kiosk is not enclosed within a building. Therefore, the screening standards are applicable.

An existing 6-foot-high sight-obscuring fence runs along the east property line between the site and the abutting residentially zoned parcel. The existing fence is proposed to remain. New landscaping is proposed in the landscape bed in the rear yard setback area between the existing fence and proposed drive-through lane.

The two existing street trees on the southern street frontage provide screening from the Kesling Street right-of-way. The existing landscaping, tree at the northwest corner if the site, and drive-through coffee kiosk sufficiently screen the proposed project from the South 3rd Street (Highway 99) right-of-way. The proposed project includes a northward facing drive-through lane that directs vehicular headlights onto the adjacent C-1 zoned parcel and the southern façade of the Dari Mart building, which is a solid wall. Screening along the north side is not necessary between the same zones and compatible commercial uses.

The criteria are met.

18.75.040 Fences and walls.

2. Applicability. This section applies to all fences, and walls that are not part of a building, including modifications to existing fences and walls. This section supplements the development standards of Tables 18.45.040.4 and 18.45.040.5.

3. Height

…

b. Nonresidential Zones. Fences and freestanding walls (i.e., exclusive of building walls) for nonresidential uses shall not exceed the following height above grade, where grade is measured from the base of the subject fence or wall:

…

(2) Within an interior side or rear yard setback: eight feet; except the fence or wall height, as applicable, shall not exceed the distance from the fence or wall line to the nearest primary structure on an adjacent property.

c. All Zones. Fences and walls shall comply with the vision clearance standards of HMC 18.70.030.

Findings: The existing fence located along the east property boundary is proposed to remain. There are no proposed modifications to the fence. The existing fence is located in the rear yard and is about 6-feet in height. The existing fence does not encroach on the vision clearance areas adjacent to the driveway connections to the surrounding streets. The criteria are met.

18.75.050 Outdoor lighting.

…

2. Applicability. All outdoor lighting shall comply with the standards of this section.

Findings: Outdoor lighting is proposed attached to the drive-through ITM kiosk and canopy structure and in the ITM kiosk and coffee kiosk drive aisles (two pole lights) for security.

3. Standards.

a. Light poles, except as required by a roadway authority or public safety agency, shall not exceed a height of 20 feet. Pedestal or bollard-style lighting is the preferred method illuminating walkways. This limitation does not apply to flag poles, utility poles, and streetlights.

b. Where a light standard is placed over a sidewalk or walkway, a minimum vertical clearance of eight feet shall be maintained.

c. Outdoor lighting levels shall be subject to review and approval as part of the site design review, subdivisions, or a Type II commercial or industrial application. Lighting levels shall be sufficient to provide for pedestrian safety, property or business identification, and crime prevention. (See also the City of Harrisburg Sign Code, Chapter 18.90 HMC.)

d. Except as provided for up-lighting of flags and permitted building-mounted signs, all outdoor light fixtures shall be directed downward, and have full cutoff and full shielding to preserve views of the night sky and to minimize excessive light spillover onto adjacent properties.

e. Lighting shall be installed where it will not obstruct public ways, driveways, or walkways.

f. Where a light standard is placed within a walkway, an unobstructed pedestrian through zone not less than 36 inches wide shall be maintained.

g. Lighting subject to this section shall consist of materials approved for outdoor use and shall be installed according to the manufacturer's specifications.

Findings: The proposed project includes site lighting to illuminate the ITM kiosk drive-through lane and drive aisle and pedestrian connection from the ADA parking to the coffee kiosk for security purposes. The proposed light poles are about 12-feet in height, which is well below the allowed 20 feet. As shown in the attached Photometric Plan, the light fixtures are directed downward with side and back shields as applicable to minimum light trespass. The proposed light poles do not obstruct public ways, driveways, and walkways. In addition to the proposed light poles, the canopy above the ITM includes a light. It is directed downward to illuminate the user and ITM facility. These criteria are met.

Chapter 18.80 PARKING AND LOADING

18.80.020 Applicability and general regulations.

1. Where the Regulations Apply. The regulations of this chapter apply to all parking areas in all zones, at all times, whether a parking area is required by this code or created for the convenience of property owners or users.

Findings: The proposed project replaces 10 existing on-site vehicular parking spaces with a drive-through ITM kiosk and 2 parallel parking spaces. The standards apply.

> ***2. Occupancy. All required parking areas must be developed in accordance with the requirements of this code prior to occupancy of any structure on the subject site. Where landscaping, screening or other improvements are required pursuant to this code, all such improvements must be installed and approved by the City Administrator prior to occupancy.***

Findings: The proposed project includes two parallel parking spaces. One space is required for the existing drive-through coffee shop, and the other space is provided voluntarily. One of the two spaces is ADA accessible. The proposed ITM kiosk is a structure; it is not a habitable building. As such, the parking requirements are not applicable. The criterion is met.

> ***18.80.030 Automobile parking.***
> ***1. Minimum Number of Off-Street Automobile Parking Spaces. Except as provided by this subsection, or as required for Americans with Disabilities Act compliance under subsection (6) of this section, off-street parking shall be provided pursuant to one of the following three standards:***
> ***a. Standards in Table 18.80.030.1;***
> ***b. A standard from Table 18.80.030.1 for a use that the City Administrator determines is similar to the proposed use; or***
> ***c. Subsection (2) of this section, Exceptions and Reductions to Off-Street Parking, which includes a parking demand analysis option.***

Findings: The proposed project is a drive-through ITM kiosk. The proposed ITM kiosk is a structure; it is not a habitable building. As such, the parking requirements are not applicable. Per HMC Table 18.80.030(1), the existing restaurant use (drive-through coffee kiosk) requires 1 parking space per 200 square feet. At approximately 135 square feet, the existing drive-through coffee kiosk must provide one parking space. The proposed two parallel parking spaces, including one that is ADA accessible, meet the requirements to provide adequate off-street parking. The standards are met.

> ***4. Parking Stall Design and Minimum Dimensions. Where a new off-street parking area is proposed, or an existing off-street parking area is proposed for expansion, the entire parking area shall be improved in conformance with this code. At a minimum the parking spaces and drive aisles shall be paved with asphalt, concrete, or other City approved materials, provided the Americans with Disabilities Act requirements are met, and shall conform to the minimum dimensions in Table 18.80.030.5 and the figures below.***
>
> ***…***

b. All off-street parking areas shall contain wheel stops, perimeter curbing, bollards, or other edging as required to prevent vehicles from damaging buildings or encroaching into walkways, landscapes, or the public right-of-way. Parking areas shall also provide for surface water management, pursuant to HMC 18.85.050.

Findings: The proposed project provides two parallel parking spaces, including one ADA accessible parking space, striped pedestrian access to the coffee kiosk, and a center drive aisle to allow for access to parking and on-site circulation. The proposed curb length for each vehicle parking space is 22 feet and the proposed width is 9-feet, which adheres to the minimum dimensions of HMC Table 18.80.030.5. The proposed standard parallel parking space includes a standard 6" raised median on the on the east side of the space. The parallel ADA parking space includes a minimum 4 feet wide striped ADA access aisle with a 6" curb on the east side of the space and two bollards on the south side of the ADA access aisle. This access aisle connects to the required striped accessible path to the coffee kiosk, as applicable. The striped area with a 6" raised curb and two bollards and the raised concrete median are part of an interior island that separates the parking spaces from the proposed drive-through lane. The standards are met.

6. Americans with Disabilities Act (ADA). Parking shall be provided consistent with ADA requirements, including, but not limited to, the minimum number of spaces for automobiles, van accessible spaces, location of spaces relative to building entrances, accessible routes between parking areas and building entrances, identification signs, lighting, and other design and construction requirements.

Findings: The proposed project includes two parallel parking spaces, one of which is an ADA parking space. The accessible space also includes the requisite 6-foot-wide access aisle adjacent to the space and a striped crossing to the existing drive-through coffee shop. The parallel ADA parking space includes a minimum 4 feet wide striped ADA access aisle with a 6" curb on the east side of the space and two bollards on the south side of the ADA access aisle. This access aisle connects to the required striped accessible path to the coffee kiosk, as applicable. There are no obstacles that would impede overhead clearance. The proposed ADA parking space includes standard ADA signage and pavement marking. The standards are met.

Chapter 18.85 Public Facilities
18.85.010 Purpose and applicability.

…

2. Applicability. This chapter applies to developments subject to land division (subdivision or partition) approval and developments subject to site design review where public facility improvements are required. All public facility improvements within the City shall occur in accordance with the standards and procedures of this chapter.

Findings: The proposed project does not include public facility improvements. The proposed ITM kiosk does not connect to local water or sewer facilities. There is an increase of about 418 square feet proposed increase in impervious surface area. Although there is a slight increase in impervious area, during the Pre-Application meeting, staff confirmed that the standards at HMC 18.85.050 are not applicable. Therefore, the criteria of Chapter 18.85 are not applicable.

18.85.050 Storm drainage and surface water management facilities.

1. General Provisions. The City shall issue a development permit only where adequate provisions for storm water runoff have been made in conformance with a 25-year storm plan. All applications for developments that increase impervious surface must submit a specific storm water plan with their application unless waived by the City Engineer.

Findings: There is an increase of about 418 square feet proposed increase in impervious surface area. As confirmed by the City staff in the Pre-Application meeting, the storm drainage and surface water management criteria do not apply.

18.85.060 Utilities. The following standards apply to new development where extension of electric power, natural gas or communication lines is required:

1. General Provision. The developer of a property is responsible for coordinating the development plan with the applicable utility providers and paying for the extension and installation of utilities not otherwise available to the subject property.

2. Underground Utilities.

a. General Requirement. The requirements of the utility service provider shall be met. All utility lines in new subdivisions, including, but not limited to, those required for electric, communication, lighting, and related facilities, shall be placed underground, except where the City Administrator or Planning Commission determines that placing utilities underground would adversely impact adjacent land uses. The City Administrator or Planning Commission may require screening and buffering of aboveground facilities to protect the public health, safety, or welfare.

Findings: The proposed project will involve the extension of electric power and data communication lines to the ITM kiosk. The Applicant understands that they assume responsibility for coordinating the development plan with the applicable utility providers and adhere to the requirements of the service provider. The standards are met.

Chapter 18.90 SIGNS FOR COMMERCIAL, INDUSTRIAL, AND HOME OCCUPATION USES
18.90.010 General requirements.

1. Permit required, except as provided by HMC 18.90.020, Exempt signs. All home businesses, commercial and industrial businesses shall obtain a City of Harrisburg sign permit prior to erecting, placing, replacing or changing a business sign, as defined herein.

18.90.030 Allowed signs by zone.

…

2. Commercial and Industrial Zones.

a. One illuminated sign not to exceed 32 square feet and not more than 10 feet in height.

b. One nonilluminated sign not to exceed 64 square feet and not more than 12 feet in height.

Findings: The proposed project does not include independent freestanding signage on the adjacent street frontage. Instead, an illuminated integrated sign on the east side of ITM enclosure facing the drive-through is proposed at about 7 feet at the top of the sign from the asphalt drive-through lane, which is less than the allowed 10 feet. A nonilluminated sign is placed on the west side of the ITM enclosure, which faces South 3rd Street. This sign is also about 7 feet at the top of the sign, which is well below the maximum 12 feet height limit. Both are less than the maximum square footage per subparts (2)(a) and (b). In addition, two illuminated signs are proposed to be mounted on the north and south side of the ITM kiosk tower element, which are shown on the Exterior Elevations sheet for reference only.

Per HMC 18.90.030(2), the sign code limits commercial signage to one illuminated sign not to exceed 10-feet in height and one nonilluminated sign that is not to exceed 12-feet in height. The two illuminated signs on the ITM kiosk tower element are proposed at 15'-3", which exceeds the 10-feet height limit. The requested additional signs and height will be addressed in a separate Variance application that will be submitted separate from this application. As separate, non-concurrent applications, the Applicant proposes the following condition of approval that allows the Type II application to be approved and move into building permitting while the Variance application advances through the Type III application review process.

Proposed Condition of Approval

- The Applicant shall adhere to the codified sign standards per HMC Chapter 18.90 unless otherwise modified and approved through a Variance application; in which case, the on-site sign shall be consistent with the approved Variance.

V. Conclusion

Based on the information and findings contained in this written statement, associated attachments and drawings, the proposed Type II application meets the criteria of approval contained in the Harrisburg Municipal Code. Therefore, the Applicant requests that the City Administrator approve the proposed project as presented. Both the applicant and the applicant's representative are available for questions, as necessary.

If you have any questions about the above application, please do not hesitate to contact TBG Architects + Planners at 541.687.1010.

ZG/KT

cc: Matt Wilson, Vice President, *Oregon Community Credit Union*
Kurt Straube, *Gibson & Gibson, LLC*
Anna Backus, PE, *KPFF Consulting Engineers*
Kelly Sandow, PE, *Sandow Engineering*
David Dougherty, ASLA, *Dougherty Landscape Architects*

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Attachment Contents

ATTACHMENT A

Tax Assessor's Map

15S04W16AA


FOR ASSESSMENT AND TAXATION ONLY
N
N.E.1/4 N.E.1/4 SEC.16 T.15S. R.4W. W.M.
Linn County
1" = 100'
15S04W16AA
HARRISBURG
SEE MAP 15 4W 9DD
TERRITORIAL ST
C.S. 1053A
C.S. 26599
P.P. 2019 -14
PARCEL 1
Cancelled Nos.
700
4000
4100
4200
501
9700
9200
9760
1301
10200
MCCULLY'S ADDITION
MONROE ST
SMITH ST
MOORE ST
MACY ST
KESLING ST
FIRST ST
SECOND ST
THIRD ST
FOURTH ST
O.E.R.R.
7-1
7-8
C.S. 1732
C.S. 7063
C.S. 3054
C.S. 6922
C.S. 3880
C.S. 6798
C.S. 915
C.S. 1951
C.S. 6408
C.S. 3619
C.S. 26527
C.S. 3055
C.S. 26636
C.S. 3861
C.S. 911
WILLAMETTE RIVER
WATER EDGE MAY 1961 AIR PHOTO PROJECTION
TOP OF BANK
NOTE: ORIGINAL PLATS SPECIFY LOTS TO BE 50'x 100' SURVEYS INDICATE DISCREPENCIES DIMENSIONS ARE SHOWN WHERE AVAILABLE FROM SURVEYS OR DESCRIPTIONS
S.W. COR. HARRISBURG
C.S. 3619
P.P. 2019 -40
SEE MAP 15 4W 16AD
SEE MAP 15 4W 15BB
15S04W16AA
HARRISBURG
10/31/2022

ATTACHMENT B

Property Description

Property Description

Lots 2 and 3, Block 9, CITY OF HARRISBURG, LINN COUNTY, OREGON.

ATTACHMENT C

FIRM Panel 41043C1118G

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) Report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS Report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study Report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study Report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Oregon State Plane North Zone (FIPS zone 3601). The **horizontal datum** was NAD 83, GRS 1980 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242**, or visit its website at http://www.ngs.noaa.gov.

Base map information shown on this FIRM was derived from multiple sources. Base map files were provided in digital format by the State of Oregon and the U.S. Fish and Wildlife Service. This information was compiled from Oregon Water Resources Department (2006), OR/WA Bureau of Land Management (2000), U.S. Fish and Wildlife Service (2008), Oregon Parks and Recreation Department (2008), National Geodetic Survey (2007), the City of Albany (2006), the U.S. Census Bureau (2007), and the Linn County GIS Department (2005) at a scale of 1:24,000.

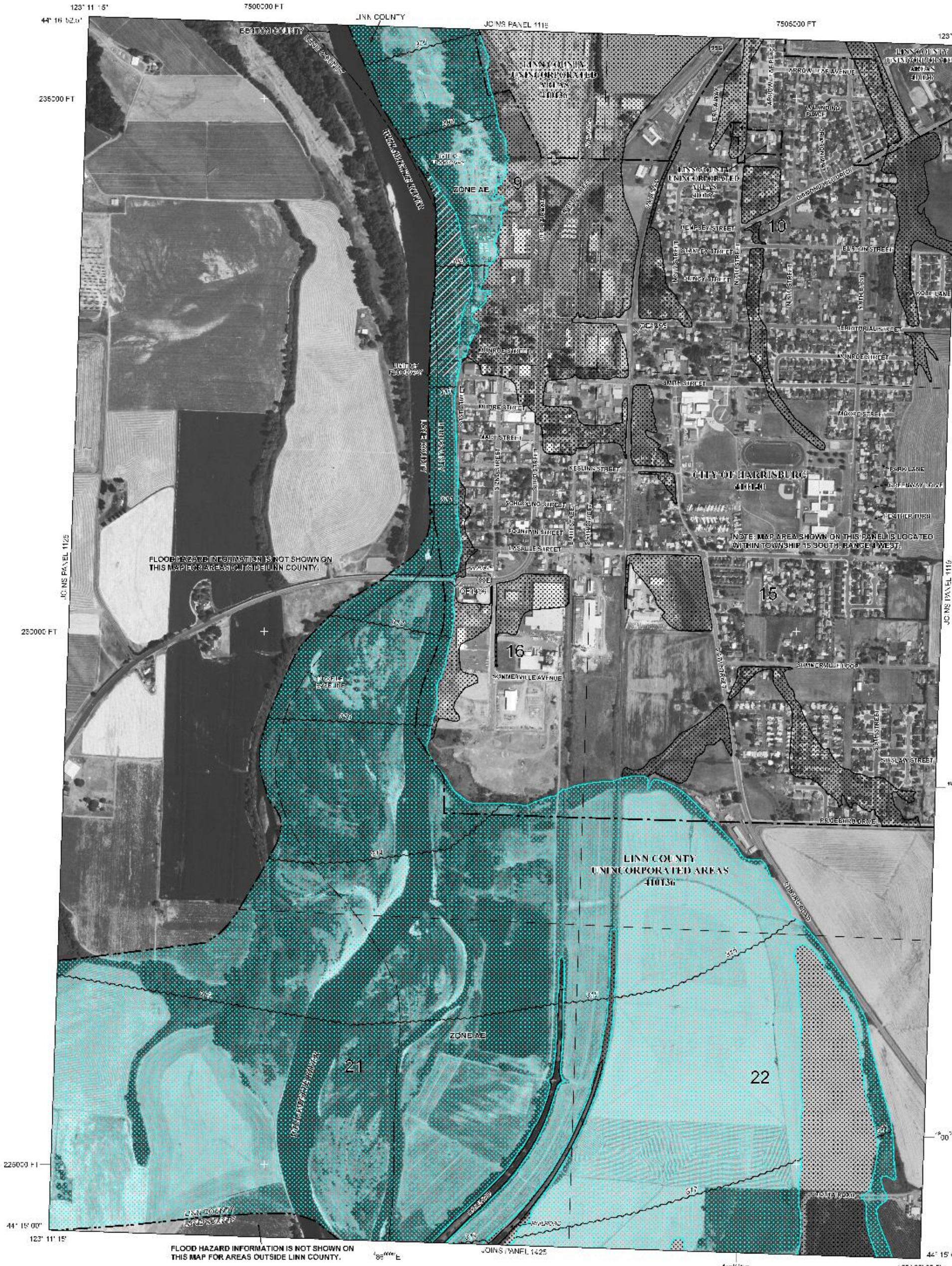
The **profile baselines** depicted on this map represent the hydraulic modeling baselines that match the flood profiles in the FIS report. As a result of improved topographic data, the **profile baseline**, in some cases, may deviate significantly from the channel centerline or appear outside the SFHA.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at http://msc.fema.gov.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1-877-FEMA MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/business/nfip/.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% Annual Chance Floodplain Boundary
0.2% Annual Chance Floodplain Boundary
Floodway boundary
Zone D boundary
CBRS and OPA boundary
Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

~~ 513 ~~~	Base Flood Elevation line and value; elevation in feet*
(EL 987)	Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988

(A)——(A)	Cross section line
(23)- - - -(23)	Transect line
45° 02' 08", 93° 02' 12"	Geographic coordinates referenced to the North American Datum of 1983 (NAD 83) Western Hemisphere
3100000 FT	5000-foot ticks: Oregon State Plane North Zone (FIPS Zone 3601), Lambert Conformal Conic projection
4989000 N	1000-meter Universal Transverse Mercator grid values, zone 10N
DX5510 ×	Bench mark (see explanation in Notes to Users section of this FIRM panel)
• M1.5	River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index
EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
September 29, 2010
EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

250 0 500 1000 FEET
150 0 150 300 METERS

NFIP
NATIONAL FLOOD INSURANCE PROGRAM

PANEL 1118G

FIRM
FLOOD INSURANCE RATE MAP
LINN COUNTY, OREGON
AND INCORPORATED AREAS

PANEL 1118 OF 1575
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS

COMMUNITY	NUMBER	PANEL	SUFFIX
HARRISBURG, CITY OF	410140	1118	G
LINN COUNTY	410136	1118	G

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
41043C1118G
EFFECTIVE DATE
September 29, 2010

Federal Emergency Management Agency

ATTACHMENT D

Technical Memo: Trip Generation Estimate and Site Circulation Evaluation
OCCU ITM Harrisburg
Kelly Sandow, PE, Sandow Engineering LLC
November 11, 2024

SANDOWENGINEERING
160 MADISON STREET SUITE A • EUGENE, OREGON 97402 • 541.513.3376

DATE: November 11, 2024

TO: Kristen Taylor
TBG Architects & Planners

FROM: Kelly Sandow, PE
Sandow Engineering

REGISTERED PROFESSIONAL ENGINEER 77929PE OREGON JAN. 4, 2011 KELLY R. SANDOW
RENEWAL 06/30/26

RE: Trip Generation Estimate and Site Circulation Evaluation- OCCU ITM Harrisburg

The following memorandum provides a trip generation estimate and site circulation evaluation for the proposed Oregon Community Credit Union (OCCU) ITM Kiosk located in Harrisburg, Oregon.

Development Proposal

The development site is located at the northeast corner of South 3rd Street and Kesling Street in Harrisburg, Oregon. The site currently contains an asphalt parking lot and a drive-through coffee kiosk. The applicant is proposing the construction of an Interactive Teller Machine (ITM) with one drive-through lane. An ITM allows virtual interfacing with a live, off-site teller and expanded ATM services during normal business hours and regular ATM functionality outside of normal business hours. The site plan is attached.

Trip Generation

The weekday AM peak hour, weekday PM peak hour, and weekday daily trips are estimated using the ITE Trip Generation Manual 11th edition. The ITE Manual does not provide a trip generation rate specifically for ITMs. The most closely related land use is 912- Drive-In Bank. This land use provides a trip rate based on the number of drive-in lanes. Therefore, this land use is determined to be appropriate using the number of drive-in lanes as the independent variable.

Table 1 provides the trip generation estimate.

TABLE 1: TRIP GENERATION

Land Use	Size (ksf)	Rate	Trips	In	Out
AM Peak Hour					
912- Drive-In Bank	1	8.54	8	5	3
PM Peak Hour					
912- Drive- In Bank	1	27.01	27	13	14
Daily					
912- Drive-In Bank	1	125.03	125	63	62

Site Circulation and Queuing

As demonstrated above, the site is anticipated to have an average of 5 vehicles entering the site during the AM peak hour and 13 vehicles entering the site during the PM peak hour. The average service time for transactions is 2-3 minutes, with some transactions taking 5-7 minutes. The average queue for vehicles is anticipated at:

- AM Peak Hour
  - Average= 1 vehicle
  - 95th percentile= 2 vehicles
- PM Peak Hour
  - Average= 1 vehicle
  - 95th percentile= 3 vehicles

The drive-through is designed for 4 vehicles, meeting the anticipated queuing demand.

Sandow Engineering reviewed the site for circulation and safety. In general, the site conforms to industry standards for providing safe access and circulation.

ATTACHMENT E

Site lighting specifications sheets

D-Series Size 1
LED Area Luminaire

Catalog Number

Notes

Type

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

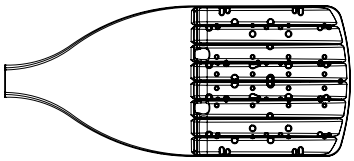
Introduction

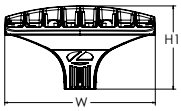
The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Specifications

EPA:	0.69 ft² (0.06 m²)
Length:	32.71" (83.1 cm)
Width:	14.26" (36.2 cm)
Height H1:	7.88" (20.0 cm)
Height H2:	2.73" (6.9 cm)
Weight:	34 lbs (15.4 kg)





Design Select options indicated by this color background.

design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

Ordering Information

EXAMPLE: DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

Series	LEDs	Color temperature[2]	Color Rendering Index[2]	Distribution		Voltage	Mounting
DSX1 LED	**Forward optics** P1 P6 P2 P7 P3 P8 P4 P9 P5 **Rotated optics** P10[1] P12[1] P11[1] P13[1]	(this section 70CRI only) 30K 3000K 40K 4000K 50K 5000K (this section 80CRI only, extended lead times apply) 27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	70CRI 70CRI 70CRI 80CRI 80CRI 80CRI 80CRI 80CRI	AFR Automotive front row T1S Type I short T2M Type II medium T3M Type III medium T3LG Type III low glare[3] T4M Type IV medium T4LG Type IV low glare[3] TFTM Forward throw medium	T5M Type V medium T5LG Type V low glare T5W Type V wide BLC3 Type III backlight control[3] BLC4 Type IV backlight control[3] LCCO Left corner cutoff[3] RCCO Right corner cutoff[3]	MVOLT (120V-277V)[4] HVOLT (347V-480V)[5,6] XVOLT (277V - 480V)[7,8] 120[16,26] 208[16,26] 240[16,26] 277[16,26] 347[16,26] 480[16,26]	**Shipped included** SPA Square pole mounting (#8 drilling) RPA Round pole mounting (#8 drilling) SPA5 Square pole mounting #5 drilling[9] RPA5 Round pole mounting #5 drilling[9] SPA8N Square narrow pole mounting #8 drilling WBA Wall bracket[10] MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)

Control options

Shipped installed

NLTAIR2 PIRHN	nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc.[11,12,20,21]
PIR	High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc[13,20,21]
PER	NEMA twist-lock receptacle only (controls ordered separate)[14]
PER5	Five-pin receptacle only (controls ordered separate)[14,21]
PER7	Seven-pin receptacle only (controls ordered separate)[14,21]
FAO	Field adjustable output[15,21]
BL30	Bi-level switched dimming, 30%[16,21]
BL50	Bi-level switched dimming, 50%[16,21]
DMG	0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)[17]
DS	Dual switching[18,19,21]

Other options

Shipped installed

SPD20KV	20KV surge protection
HS	Houseside shield (black finish standard)[22]
L90	Left rotated optics[1]
R90	Right rotated optics[1]
CCE	Coastal Construction[23]
HA	50°C ambient operation[24]
BAA	Buy America(n) Act and/or Build America Buy America Qualified
SF	Single fuse (120, 277, 347V)[26]
DF	Double fuse (208, 240, 480V)[26]

Shipped separately

EGSR	External Glare Shield (reversible, field install required, matches housing finish)
BSDB	Bird Spikes (field install required)

Finish *(required)*

DDBXD	Dark Bronze
DBLXD	Black
DNAXD	Natural Aluminum
DWHXD	White
DDBTXD	Textured dark bronze
DBLBXD	Textured black
DNATXD	Textured natural aluminum
DWHGXD	Textured white

Ordering Information

Accessories

Ordered and shipped separately.

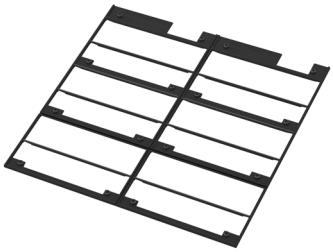
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) [25]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) [25]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) [25]
DSHORT SBK	Shorting cap [25]
DSX1HS P#	House-side shield (enter package number 1-13 in place of #)
DSXRPA (FINISH)	Round pole adapter (#8 drilling, specify finish)
DSXSPA5 (FINISH)	Square pole adapter #5 drilling (specify finish)
DSXRPA5 (FINISH)	Round pole adapter #5 drilling (specify finish)
DSX1EGSR (FINISH)	External glare shield (specify finish)
DSX1BSDB (FINISH)	Bird spike deterrent bracket (specify finish)

NOTES

1 Rotated optics available with packages P10, P11, P12 and P13. Must be combined with option L90 or R90.
2 30K, 40K, and 50K available in 70CRI and 80CRI. 27K and 35K only available with 80CRI. Contact Technical Support for other possible combinations.
3 T3LG, T4LG, BLC3, BLC4, LCCO, RCCO not available with option HS.
4 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
5 HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
6 HVOLT not available with package P1 and P10 when combined with option NLTAIR2 PIRHN or option PIR.
7 XVOLT operates with any voltage between 277V and 480V (50/60 Hz).
8 XVOLT not available in packages P1 or P10. XVOLT not available with fusing (SF or DF).
9 SPA5 and RPA5 for use with #5 drilling only (Not for use with #8 drilling).
10 WBA cannot be combined with Type 5 distributions plus photocell (PER).
11 NLTAIR2 and PIRHN must be ordered together. For more information on nLight AIR2 visit this link
12 NLTAIR2 PIRHN not available with other controls including PIR, PER, PER5, PER7, FAO, BL30, BL50, DMG and DS. NLTAIR2 PIRHN not available with P1 and P10 using HVOLT. NLTAIR2 PIRHN not available with P1 and P10 using XVOLT.
13 PIR not available with NLTAIR2 PIRHN, PER, PER5, PER7, FAO BL30, BL50, DMG and DS. PIR not available with P1 and P10 using HVOLT. PIR not available with P1 and P10 using XVOLT.
14 PER/PER5/PER7 not available with NLTAIR2 PIRHN, PIR, BL30, BL50, FAO, DMG and DS. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
15 FAO not available with other dimming control options NLTAIR2 PIRHN, PIR, PER5, PER7, BL30, BL50, DMG and DS.
16 BL30 and BL50 are not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, FAO, DMG and DS. BL30 or BL50 must specify 120, 277 or 347V. Consult tech support for 208, 240 or 480V.
17 DMG not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50, FAO and DS.
18 DS not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50, FAO and DMG.
19 DS requires (2) separately switched circuits. DS provides 50/50 fixture operation via (2) different sets of leads using (2) drivers. DS only available with packages P8, P9, P10, P11, P12 and P13.
20 Reference Motion Sensor Default Settings table on page 4 to see functionality.
21 Reference Controls Options table on page 4.
22 HS not available with T3LG, T4LG, BLC3, BLC4, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
23 CCE option not available with option BS and EGSR. Contact Technical Support for availability.
24 Option HA not available with performance packages P4, P5, P7, P8, P9 and P13.
25 Requires luminaire to be specified with PER, PER5 or PER7 option. See Controls Table on page 4.
26 Single fuse (SF) requires 120V, 277V, or 347V. Double fuse (DF) requires 208V, 240V or 480V. XVOLT not available with fusing (SF or DF).

Shield Accessories

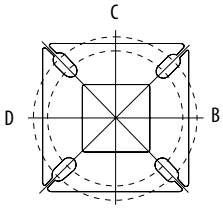
External Glare Shield (EGSR)

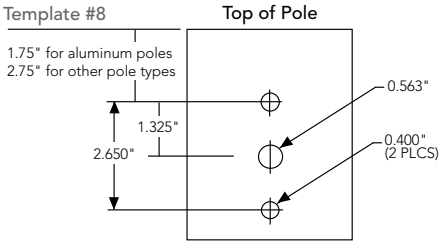


House Side Shield (HS)

Drilling

HANDHOLE ORIENTATION





Tenon Mounting Slipfitter

Tenon O.D.	Mounting	Single Unit	2 @ 180	2 @ 90	3 @ 90	3 @120	4 @ 90
2-3/8"	RPA	AS3-5 190	AS3-5 280	AS3-5 290	AS3-5 390	AS3-5 320	AS3-5 490
2-7/8"	RPA	AST25-190	AST25-280	AST25-290	AST25-390	AST25-320	AST25-490
4"	RPA	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	3.5"	3.5"	3.5"	3.5"		3.5"
RPA	#8	3"	3"	3"	3"	3"	3"
SPA5	#5	3"	3"	3"	3"		3"
RPA5	#5	3"	3"	3"	3"	3"	3"
SPA8N	#8	3"	3"	3"	3"		3"

DSX1 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						
DSX1 with SPA	0.69	1.38	1.23	1.54	---	1.58
DSX1 with SPA5, SPA8N	0.70	1.40	1.30	1.66	---	1.68
DSX1 with RPA, RPA5	0.70	1.40	1.30	1.66	1.60	1.68
DSX1 with MA	0.83	1.66	1.50	2.09	2.09	2.09

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's homepage.

Isofootcandle plots for the DSX1 LED P9 40K 70CRI. Distances are in units of mounting height (25').

One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com

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	50°F	1.02
20°C	68°F	1.01
25°C	**77°C**	**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
0	1.00
25,000	0.95
50,000	0.90
100,000	0.81

FAO Dimming Settings

FAO Position	% Wattage	% Lumen Output
8	100%	100%
7	93%	95%
6	80%	85%
5	66%	73%
4	54%	61%
3	41%	49%
2	29%	36%
1	15%	20%

*Note: Calculated values are based on original performance package data. When calculating new values for given FAO position, use maximum published values by package listed on specification sheet (input watts and lumens by optic type).

Electrical Load

	Performance Package	LED Count	Drive Current (mA)	Wattage	Current (A) 120V	208V	240V	277V	347V	480V
Forward Optics (Non-Rotated)	P1	30	530	51	0.42	0.24	0.21	0.18	0.15	0.11
	P2	30	700	68	0.56	0.33	0.28	0.24	0.20	0.14
	P3	30	1050	104	0.85	0.49	0.43	0.37	0.29	0.21
	P4	30	1250	125	1.03	0.60	0.52	0.45	0.36	0.26
	P5	30	1400	142	1.15	0.66	0.58	0.50	0.40	0.29
	P6	40	1250	167	1.38	0.79	0.69	0.60	0.48	0.34
	P7	40	1400	188	1.54	0.89	0.77	0.67	0.53	0.38
	P8	60	1100	216	1.80	1.04	0.90	0.78	0.62	0.45
	P9	60	1400	279	2.31	1.33	1.15	1.00	0.80	0.58
Rotated Optics (Requires L90 or R90)	P10	60	530	101	0.84	0.49	0.42	0.37	0.29	0.21
	P11	60	700	135	1.12	0.65	0.56	0.49	0.39	0.28
	P12	60	1050	206	1.72	0.99	0.86	0.74	0.59	0.43
	P13	60	1400	279	2.30	1.33	1.15	1.00	0.79	0.57

LED Color Temperature / Color Rendering Multipliers

	70 CRI		80CRI		90CRI	
	Lumen Multiplier	Availability	Lumen Multiplier	Availability	Lumen Multiplier	Availability
5000K	102%	Standard	92%	Extended lead-time	71%	(see note)
4000K	100%	Standard	92%	Extended lead-time	67%	(see note)
3500K	100%	(see note)	90%	Extended lead-time	63%	(see note)
3000K	96%	Standard	87%	Extended lead-time	61%	(see note)
2700K	94%	(see note)	85%	Extended lead-time	57%	(see note)

Note: Some LED types are available as per special request. Contact Technical Support for more information.

Motion Sensor Default Settings

Option	Unoccupied Dimmed Level	High Level (when occupied)	Phototcell Operation	Dwell Time	Ramp-up Time	Dimming Fade Rate
PIR	30%	100%	Enabled @ 2FC	7.5 min	3 sec	5 min
NLTAIR2 PIRHN	30%	100%	Enabled @ 2FC	7.5 min	3 sec	5 min

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 (not available on DSX0)	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.
PER5 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. Cannot be used with other controls options that need the 0-10V leads.
PIR	Motion sensor with integral photocell. Sensor suitable for 8' to 40' mounting height.	Luminaires dim when no occupancy is detected.	Acuity Controls rSBG	Cannot be used with other controls options that need the 0-10V leads.
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 Eclypse.	nLight Air rSBG	nLight AIR sensors can be programmed and commissioned from the ground using the CIAIRity Pro app. Cannot be used with other controls options that need the 0-10V leads.
BL30 or BL50	Integrated bi-level device that allows a second control circuit to switch all light engines to either 30% or 50% light output	BLC device provides input to 0-10V dimming leads on all drivers providing either 100% or dimmed (30% or 50%) control by a secondary circuit	BLC UVOLT1	BLC device is powered off the 0-10V dimming leads, thus can be used with any input voltage from 120 to 480V

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 configurations shown within the tolerances described within LM-79.
Contact factory for performance data on any configurations not shown here.

Forward Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P1	51W	30	530	T1S	7,776	1	0	2	153	8,104	1	0	2	159	8,262	1	0	2	162
				T2M	7,203	1	0	3	142	7,507	2	0	3	147	7,653	2	0	3	150
				T3M	7,287	1	0	3	143	7,594	1	0	3	149	7,742	1	0	3	152
				T3LG	6,509	1	0	1	128	6,783	1	0	1	133	6,916	1	0	1	136
				T4M	7,395	1	0	3	145	7,707	1	0	3	151	7,857	1	0	3	154
				T4LG	6,726	1	0	1	132	7,010	1	0	1	138	7,146	1	0	1	140
				TFTM	7,446	1	0	3	146	7,760	1	0	3	152	7,912	1	0	3	155
				T5M	7,609	3	0	2	149	7,930	3	0	2	156	8,084	3	0	2	159
				T5W	7,732	3	0	2	152	8,058	4	0	2	158	8,215	4	0	2	161
				T5LG	7,631	3	0	1	150	7,953	3	0	1	156	8,108	3	0	1	159
				BLC3	5,300	0	0	2	104	5,524	0	0	2	109	5,631	0	0	2	111
				BLC4	5,474	0	0	3	108	5,705	0	0	3	112	5,816	0	0	3	114
				RCCO	5,348	0	0	2	105	5,573	0	0	2	109	5,682	0	0	2	112
				LCCO	5,348	0	0	2	105	5,573	0	0	2	109	5,682	0	0	2	112
				AFR	7,776	1	0	2	153	8,104	1	0	2	159	8,262	1	0	2	162
P2	68W	30	700	T1S	9,997	1	0	2	147	10,418	1	0	2	154	10,621	1	0	2	157
				T2M	9,260	2	0	3	137	9,651	2	0	3	142	9,839	2	0	3	145
				T3M	9,368	2	0	3	138	9,763	2	0	3	144	9,953	2	0	3	147
				T3LG	8,368	1	0	2	123	8,721	1	0	2	129	8,891	1	0	2	131
				T4M	9,507	2	0	3	140	9,909	2	0	3	146	10,102	2	0	3	149
				T4LG	8,647	1	0	2	128	9,012	1	0	2	133	9,187	1	0	2	136
				TFTM	9,573	2	0	3	141	9,977	2	0	3	147	10,172	2	0	3	150
				T5M	9,782	4	0	2	144	10,195	4	0	2	150	10,393	4	0	2	153
				T5W	9,940	4	0	2	147	10,360	4	0	2	153	10,562	4	0	2	156
				T5LG	9,810	3	0	1	145	10,224	3	0	1	151	10,423	3	0	1	154
				BLC3	6,814	0	0	2	101	7,101	0	0	2	105	7,240	0	0	2	107
				BLC4	7,038	0	0	3	104	7,334	0	0	3	108	7,477	0	0	3	110
				RCCO	6,875	1	0	2	101	7,165	1	0	2	106	7,305	1	0	2	108
				LCCO	6,875	1	0	2	101	7,165	1	0	2	106	7,305	1	0	2	108
				AFR	9,997	1	0	2	147	10,418	1	0	2	154	10,621	1	0	2	157
P3	102W	30	1050	T1S	14,093	2	0	2	138	14,687	2	0	2	144	14,973	2	0	2	147
				T2M	13,055	2	0	3	128	13,605	2	0	3	133	13,871	2	0	3	136
				T3M	13,206	2	0	4	129	13,763	2	0	4	135	14,031	2	0	4	137
				T3LG	11,797	2	0	2	115	12,294	2	0	2	120	12,534	2	0	2	123
				T4M	13,403	2	0	4	131	13,968	2	0	4	137	14,241	2	0	4	139
				T4LG	12,190	2	0	2	119	12,704	2	0	2	124	12,952	2	0	2	127
				TFTM	13,496	2	0	4	132	14,065	2	0	4	138	14,339	2	0	4	140
				T5M	13,790	4	0	2	135	14,371	4	0	2	141	14,652	4	0	2	143
				T5W	14,013	4	0	3	137	14,605	4	0	3	143	14,889	4	0	3	146
				T5LG	13,830	3	0	2	135	14,413	3	0	2	141	14,694	3	0	2	144
				BLC3	9,606	0	0	2	94	10,011	0	0	2	98	10,206	0	0	2	100
				BLC4	9,921	0	0	3	97	10,340	0	0	3	101	10,541	0	0	3	103
				RCCO	9,692	1	0	2	95	10,101	1	0	2	99	10,298	1	0	2	101
				LCCO	9,692	1	0	2	95	10,101	1	0	2	99	10,298	1	0	2	101
				AFR	14,093	2	0	2	138	14,687	2	0	2	144	14,973	2	0	2	147

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 configurations shown within the tolerances described within LM-79.
Contact factory for performance data on any configurations not shown here.

Forward Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P4	124W	30	1250	T1S	16,416	2	0	3	132	17,109	2	0	3	138	17,442	2	0	3	141
				T2M	15,207	3	0	4	123	15,849	3	0	4	128	16,158	3	0	4	130
				T3M	15,383	2	0	4	124	16,032	2	0	4	129	16,345	2	0	4	132
				T3LG	13,742	2	0	2	111	14,321	2	0	2	116	14,600	2	0	2	118
				T4M	15,613	2	0	4	126	16,272	2	0	4	131	16,589	2	0	4	134
				T4LG	14,200	2	0	2	115	14,799	2	0	2	119	15,087	2	0	2	122
				TFTM	15,721	2	0	4	127	16,384	2	0	4	132	16,703	2	0	4	135
				T5M	16,063	4	0	2	130	16,741	4	0	2	135	17,067	4	0	2	138
				T5W	16,324	5	0	3	132	17,013	5	0	3	137	17,344	5	0	3	140
				T5LG	16,110	3	0	2	130	16,790	4	0	2	135	17,117	4	0	2	138
				BLC3	11,190	0	0	3	90	11,662	0	0	3	94	11,889	0	0	3	96
				BLC4	11,557	0	0	3	93	12,044	0	0	3	97	12,279	0	0	4	99
				RCCO	11,291	1	0	3	91	11,767	1	0	3	95	11,996	1	0	3	97
				LCCO	11,291	1	0	3	91	11,767	1	0	3	95	11,996	1	0	3	97
				AFR	16,416	2	0	3	132	17,109	2	0	3	138	17,442	2	0	3	141
P5	138W	30	1400	T1S	18,052	2	0	3	131	18,814	2	0	3	136	19,180	2	0	3	139
				T2M	16,723	3	0	4	121	17,428	3	0	4	126	17,768	3	0	4	129
				T3M	16,917	3	0	4	122	17,630	3	0	4	128	17,974	3	0	4	130
				T3LG	15,111	2	0	2	109	15,749	2	0	2	114	16,055	2	0	2	116
				T4M	17,169	3	0	5	124	17,893	3	0	5	130	18,242	3	0	5	132
				T4LG	15,615	2	0	2	113	16,274	2	0	2	118	16,591	2	0	2	120
				TFTM	17,288	2	0	4	125	18,017	2	0	5	130	18,368	3	0	5	133
				T5M	17,664	5	0	3	128	18,410	5	0	3	133	18,768	5	0	3	136
				T5W	17,951	5	0	3	130	18,708	5	0	3	135	19,073	5	0	3	138
				T5LG	17,716	4	0	2	128	18,463	4	0	2	134	18,823	4	0	2	136
				BLC3	12,305	0	0	3	89	12,824	0	0	3	93	13,074	0	0	3	95
				BLC4	12,709	0	0	4	92	13,245	0	0	4	96	13,503	0	0	4	98
				RCCO	12,416	1	0	3	90	12,940	1	0	3	94	13,192	1	0	3	95
				LCCO	12,416	1	0	3	90	12,940	1	0	3	94	13,192	1	0	3	95
				AFR	18,052	2	0	3	131	18,814	2	0	3	136	19,180	2	0	3	139
P6	165W	40	1250	T1S	21,031	2	0	3	127	21,918	2	0	3	133	22,345	2	0	3	135
				T2M	19,482	3	0	4	118	20,303	3	0	4	123	20,699	3	0	4	125
				T3M	19,708	3	0	5	119	20,539	3	0	5	124	20,939	3	0	5	127
				T3LG	17,604	2	0	2	107	18,347	2	0	2	111	18,704	2	0	2	113
				T4M	20,001	3	0	5	121	20,845	3	0	5	126	21,251	3	0	5	129
				T4LG	18,191	2	0	2	110	18,959	2	0	2	115	19,328	2	0	2	117
				TFTM	20,140	3	0	5	122	20,989	3	0	5	127	21,398	3	0	5	129
				T5M	20,579	5	0	3	125	21,447	5	0	3	130	21,865	5	0	3	132
				T5W	20,912	5	0	3	127	21,795	5	0	3	132	22,219	5	0	3	134
				T5LG	20,638	4	0	2	125	21,509	4	0	2	130	21,928	4	0	2	133
				BLC3	14,335	0	0	3	87	14,940	0	0	3	90	15,231	0	0	3	92
				BLC4	14,805	0	0	4	90	15,430	0	0	4	93	15,731	0	0	4	95
				RCCO	14,464	1	0	3	88	15,074	1	0	3	91	15,368	1	0	3	93
				LCCO	14,464	1	0	3	88	15,074	1	0	3	91	15,368	1	0	3	93
				AFR	21,031	2	0	3	127	21,918	2	0	3	133	22,345	2	0	3	135

Performance Data

Lumen Output

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Contact factory for performance data on any configurations not shown here.

Forward Optics

Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P7	184W	40	1400	T1S	22,741	2	0	3	123	23,700	2	0	3	129	24,162	3	0	3	131
				T2M	21,066	3	0	4	114	21,955	3	0	4	119	22,383	3	0	4	121
				T3M	21,311	3	0	5	116	22,210	3	0	5	120	22,642	3	0	5	123
				T3LG	19,036	2	0	2	103	19,839	2	0	3	108	20,226	2	0	3	110
				T4M	21,628	3	0	5	117	22,541	3	0	5	122	22,980	3	0	5	125
				T4LG	19,671	2	0	2	107	20,501	2	0	3	111	20,900	2	0	3	113
				TFTM	21,778	3	0	5	118	22,697	3	0	5	123	23,139	3	0	5	125
				T5M	22,252	5	0	3	121	23,191	5	0	3	126	23,643	5	0	3	128
				T5W	22,613	5	0	3	123	23,567	5	0	4	128	24,027	5	0	4	130
				T5LG	22,317	4	0	2	121	23,258	4	0	2	126	23,712	4	0	2	129
				BLC3	15,501	0	0	3	84	16,155	0	0	4	88	16,470	0	0	4	89
				BLC4	16,010	0	0	4	87	16,685	0	0	4	90	17,010	0	0	4	92
				RCCO	15,641	1	0	3	85	16,301	1	0	3	89	16,619	1	0	3	90
				LCCO	15,641	1	0	3	85	16,301	1	0	3	89	16,619	1	0	3	90
				AFR	22,741	2	0	3	123	23,700	2	0	3	129	24,162	3	0	3	131
P8	216W	60	1100	T1S	28,701	3	0	3	133	29,912	3	0	4	139	30,495	3	0	4	141
				T2M	26,587	3	0	5	123	27,709	3	0	5	128	28,249	3	0	5	131
				T3M	26,895	3	0	5	125	28,030	3	0	5	130	28,576	3	0	5	132
				T3LG	24,025	3	0	3	111	25,038	3	0	3	116	25,526	3	0	3	118
				T4M	27,296	3	0	5	127	28,448	3	0	5	132	29,002	3	0	5	134
				T4LG	24,826	3	0	3	115	25,873	3	0	3	120	26,378	3	0	3	122
				TFTM	27,485	3	0	5	127	28,645	3	0	5	133	29,203	3	0	5	135
				T5M	28,084	5	0	4	130	29,269	5	0	4	136	29,839	5	0	4	138
				T5W	28,539	5	0	4	132	29,743	5	0	4	138	30,323	5	0	4	141
				T5LG	28,165	4	0	2	131	29,354	4	0	2	136	29,926	4	0	2	139
				BLC3	19,563	0	0	4	91	20,388	0	0	4	94	20,786	0	0	4	96
				BLC4	20,205	0	0	5	94	21,057	0	0	5	98	21,468	0	0	5	99
				RCCO	19,740	1	0	4	91	20,572	1	0	4	95	20,973	1	0	4	97
				LCCO	19,740	1	0	4	91	20,572	1	0	4	95	20,973	1	0	4	97
				AFR	28,701	3	0	3	133	29,912	3	0	4	139	30,495	3	0	4	141
P9	277W	60	1400	T1S	34,819	3	0	4	126	36,288	3	0	4	131	36,996	3	0	4	134
				T2M	32,255	3	0	5	116	33,616	3	0	5	121	34,271	3	0	5	124
				T3M	32,629	3	0	5	118	34,006	3	0	5	123	34,668	3	0	5	125
				T3LG	29,146	3	0	3	105	30,376	3	0	4	110	30,968	3	0	4	112
				T4M	33,116	3	0	5	120	34,513	3	0	5	125	35,185	3	0	5	127
				T4LG	30,119	3	0	3	109	31,389	3	0	4	113	32,001	3	0	4	116
				TFTM	33,345	3	0	5	120	34,751	3	0	5	125	35,429	3	0	5	128
				T5M	34,071	5	0	4	123	35,509	5	0	4	128	36,201	5	0	4	131
				T5W	34,624	5	0	4	125	36,084	5	0	4	130	36,788	5	0	4	133
				T5LG	34,170	5	0	3	123	35,612	5	0	3	129	36,306	5	0	3	131
				BLC3	23,734	0	0	4	86	24,735	0	0	4	89	25,217	0	0	4	91
				BLC4	24,513	0	0	5	88	25,547	0	0	5	92	26,045	0	0	5	94
				RCCO	23,948	1	0	4	86	24,958	1	0	4	90	25,445	1	0	4	92
				LCCO	23,948	1	0	4	86	24,958	1	0	4	90	25,445	1	0	4	92
				AFR	34,819	3	0	4	126	36,288	3	0	4	131	36,996	3	0	4	134

Performance Data

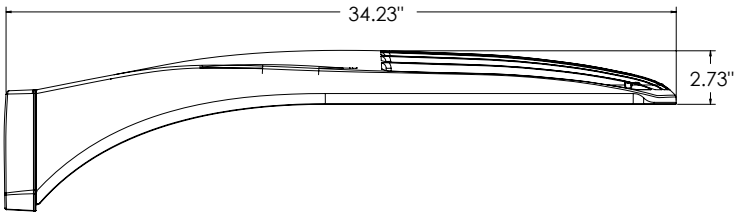
Lumen Output

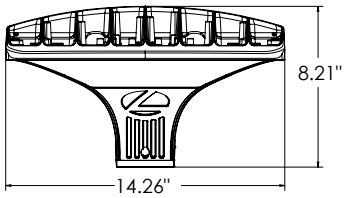
Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79.
Contact factory for performance data on any configurations not shown here.

Rotated Optics

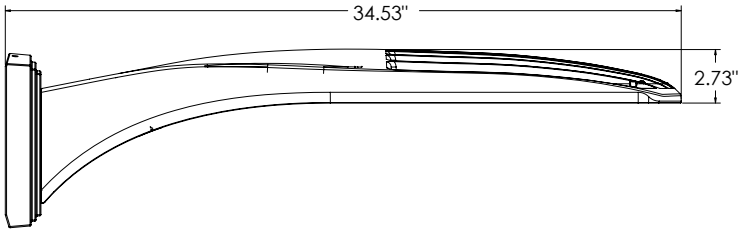
Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type	30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P10	101W	60	530	T1S	15,164	3	0	3	150	15,803	3	0	3	156	16,112	3	0	3	159
				T2M	14,047	4	0	4	139	14,640	4	0	4	145	14,925	4	0	4	147
				T3M	14,208	4	0	4	140	14,807	4	0	4	146	15,096	4	0	4	149
				T3LG	12,693	3	0	3	125	13,229	3	0	3	131	13,487	3	0	3	133
				T4M	14,420	4	0	4	142	15,028	4	0	4	148	15,321	4	0	4	151
				T4LG	13,115	3	0	3	129	13,668	3	0	3	135	13,934	3	0	3	138
				TFTM	14,522	4	0	4	143	15,134	4	0	4	149	15,429	4	0	4	152
				T5M	14,836	4	0	2	146	15,462	4	0	2	153	15,763	4	0	2	156
				T5W	15,076	4	0	3	149	15,712	5	0	3	155	16,019	5	0	3	158
				T5LG	14,879	3	0	2	147	15,507	3	0	2	153	15,809	3	0	2	156
				BLC3	10,335	3	0	3	102	10,771	4	0	4	106	10,981	4	0	4	108
				BLC4	10,674	4	0	4	105	11,124	4	0	4	110	11,341	4	0	4	112
				RCCO	10,429	1	0	2	103	10,869	1	0	2	107	11,080	1	0	2	109
				LCCO	10,429	1	0	2	103	10,869	1	0	2	107	11,080	1	0	2	109
				AFR	15,164	3	0	3	150	15,803	3	0	3	156	16,112	3	0	3	159
P11	135W	60	700	T1S	19,437	4	0	4	144	20,257	4	0	4	150	20,651	4	0	4	153
				T2M	18,005	4	0	4	133	18,765	4	0	4	139	19,131	4	0	4	142
				T3M	18,211	4	0	4	135	18,980	4	0	4	141	19,350	4	0	4	143
				T3LG	16,270	3	0	3	121	16,957	3	0	3	126	17,287	4	0	4	128
				T4M	18,483	4	0	4	137	19,263	5	0	5	143	19,638	5	0	5	146
				T4LG	16,810	3	0	3	125	17,519	3	0	3	130	17,861	3	0	3	132
				TFTM	18,614	4	0	4	138	19,399	4	0	4	144	19,777	5	0	5	147
				T5M	19,017	5	0	3	141	19,819	5	0	3	147	20,205	5	0	3	150
				T5W	19,325	5	0	3	143	20,140	5	0	3	149	20,533	5	0	3	152
				T5LG	19,072	4	0	2	141	19,876	4	0	2	147	20,264	4	0	2	150
				BLC3	13,247	4	0	4	98	13,806	4	0	4	102	14,075	4	0	4	104
				BLC4	13,682	4	0	4	101	14,259	4	0	4	106	14,537	4	0	4	108
				RCCO	13,367	1	0	3	99	13,931	1	0	3	103	14,203	1	0	3	105
				LCCO	13,367	1	0	3	99	13,931	1	0	3	103	14,203	1	0	3	105
				AFR	19,437	4	0	4	144	20,257	4	0	4	150	20,651	4	0	4	153
P12	206W	60	1050	T1S	27,457	4	0	4	133	28,616	4	0	4	139	29,174	4	0	4	142
				T2M	25,436	5	0	5	124	26,509	5	0	5	129	27,025	5	0	5	131
				T3M	25,727	5	0	5	125	26,812	5	0	5	130	27,335	5	0	5	133
				T3LG	22,984	4	0	4	112	23,954	4	0	4	116	24,421	4	0	4	119
				T4M	26,110	5	0	5	127	27,212	5	0	5	132	27,742	5	0	5	135
				T4LG	23,747	4	0	4	115	24,749	4	0	4	120	25,231	4	0	4	123
				TFTM	26,295	5	0	5	128	27,404	5	0	5	133	27,938	5	0	5	136
				T5M	26,864	5	0	4	130	27,997	5	0	4	136	28,543	5	0	4	139
				T5W	27,299	5	0	4	133	28,451	5	0	4	138	29,006	5	0	4	141
				T5LG	26,942	4	0	2	131	28,078	4	0	2	136	28,626	4	0	2	139
				BLC3	18,714	4	0	4	91	19,504	4	0	4	95	19,884	4	0	4	97
				BLC4	19,327	5	0	5	94	20,143	5	0	5	98	20,535	5	0	5	100
				RCCO	18,883	1	0	4	92	19,680	1	0	4	96	20,064	1	0	4	97
				LCCO	18,883	1	0	4	92	19,680	1	0	4	96	20,064	1	0	4	97
				AFR	27,457	4	0	4	133	28,616	4	0	4	139	29,174	4	0	4	142
P13	276W	60	1400	T1S	34,436	5	0	5	125	35,889	5	0	5	130	36,588	5	0	5	133
				T2M	31,900	5	0	5	116	33,246	5	0	5	121	33,894	5	0	5	123
				T3M	32,265	5	0	5	117	33,626	5	0	5	122	34,282	5	0	5	124
				T3LG	28,826	4	0	4	105	30,042	4	0	4	109	30,628	4	0	4	111
				T4M	32,746	5	0	5	119	34,128	5	0	5	124	34,793	5	0	5	126
				T4LG	29,782	4	0	4	108	31,039	4	0	4	113	31,644	5	0	4	115
				TFTM	32,978	5	0	5	120	34,369	5	0	5	125	35,039	5	0	5	127
				T5M	33,692	5	0	4	122	35,113	5	0	4	127	35,797	5	0	4	130
				T5W	34,238	5	0	4	124	35,682	5	0	4	129	36,378	5	0	4	132
				T5LG	33,789	5	0	3	122	35,215	5	0	3	128	35,901	5	0	3	130
				BLC3	23,471	5	0	5	85	24,461	5	0	5	89	24,937	5	0	5	90
				BLC4	24,240	5	0	5	88	25,262	5	0	5	92	25,755	5	0	5	93
				RCCO	23,683	1	0	4	86	24,682	1	0	4	89	25,163	1	0	4	91
				LCCO	23,683	1	0	4	86	24,682	1	0	4	89	25,163	1	0	4	91
				AFR	34,436	5	0	5	125	35,889	5	0	5	130	36,588	5	0	5	133

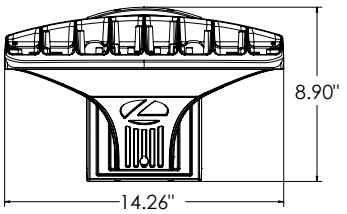
Dimensions



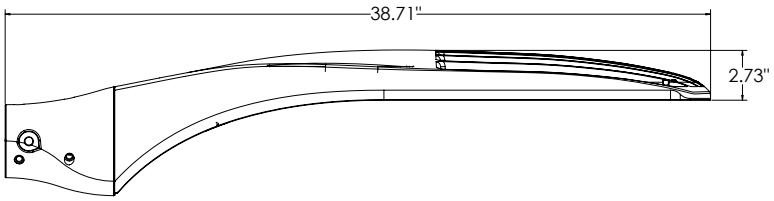


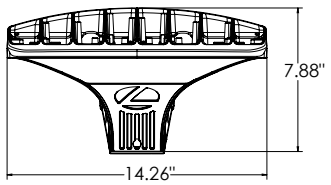
DSX1 with RPA, RPA5, SPA5, SPA8N mount
Weight: 36 lbs





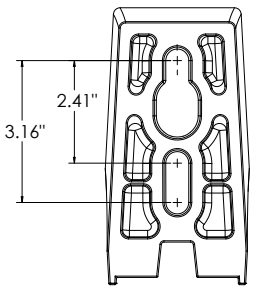
DSX1 with WBA mount
Weight: 38 lbs



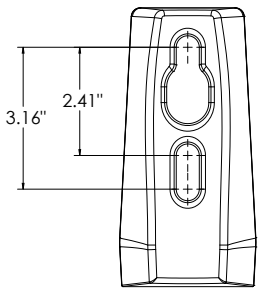


DSX1 with MA mount
Weight: 39 lbs

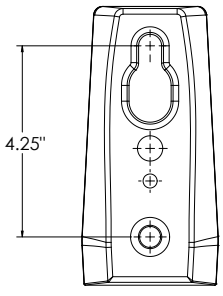
SPA (STANDARD ARM)



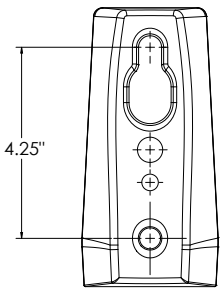
RPA



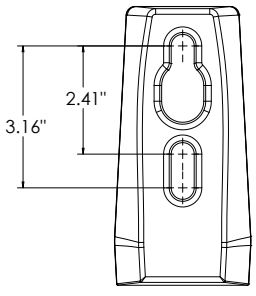
SPA5



RPA5



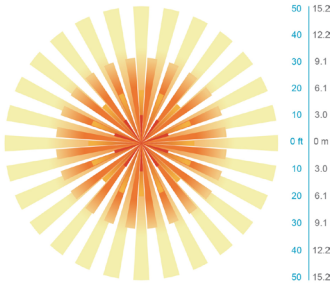
SPA8N



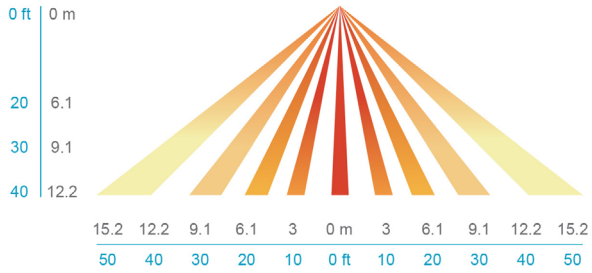
nLight Control - Sensor Coverage and Settings

nLight Sensor Coverage Pattern

NLTAIR2 PIRHN



Top



Side

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 1 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

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 drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing driver compartment is completely sealed against moisture and environmental contaminants (IP66). Vibration rated per ANSI C136.31 for 3G for SPA and MA. 1.5G for mountings RPA, RPA5, SPA5 and SPA8N. Low EPA (0.69 ft^2) 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.

Coastal Construction (CCE)

Optional corrosion resistant construction is engineered with added corrosion protection in materials and/or pre-treatment of base material under super durable paint. Provides additional corrosion protection for applications near coastal areas. Finish is salt spray tested to over 5,000 hours per ASTM B117 with scribe rating of 10. Additional lead-times may apply.

OPTICS

Precision-molded proprietary silicone lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 3000 K, 4000 K and 5000 K (70 CRI) configurations. 80CRI configurations are also available. The D-Series Size 1 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 configurations consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L81/100,000 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 DSX1 LED area luminaire has a number of control options. DSX Size 1, comes standard with 0-10V dimming drivers. Dusk to dawn controls can be utilized via optional NEMA twist-lock photocell receptacles. Integrated motion sensor with on-board photocells feature field-adjustable programing and are suitable for mounting heights up to 40 feet. Control option BL features a bi-level device that allows a second control circuit to switch all light engines to either 30% or 50% light output.

nLIGHT AIR CONTROLS

The DSX1 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 luminaries 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 Eclypse. Additional information about nLight Air can be found here.

INSTALLATION

Integral mounting arm allows for fast mounting using Lithonia standard #8 drilling and accommodates pole drilling's from 2.41 to 3.12" on center. The standard "SPA" option for square poles and the "RPA" option for round poles use the #8 drilling. For #5 pole drillings, use SPA5 or RPA5. Additional mountings are available including a wall bracket (WBA) and mast arm (MA) option that allows luminaire attachment to a 2 3/8" horizontal mast arm.

LISTINGS

UL listed to meet U.S. and Canadian standards. UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP66 rated. Rated for -40ºC 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 3000K color temperature only.

GOVERNMENT PROCUREMENT

BAA – Buy America(n) Act: Product with the BAA option qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product with the BAA option also qualifies as manufactured in the United States under DOT Buy America regulations.
BABA – Build America Buy America: Product with the BAA option also qualifies as produced in the United States under the definitions of the Build America, Buy America Act.
Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY

5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/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.

Catalog # : _____ Project : _____ Type : _____

Prepared By : _____ Date : _____

Scottsdale® (SCM)

Petroleum Canopy Series

OVERVIEW	
Lumen Package (lm)	7,000 - 20,000
Wattage Range (W)	56 - 147
Efficacy Range (LPW)	122 - 153
Weight lbs (kg)	17.5 (7.9)
Controls	ALBMR, ALBCS, IMSBTxL

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction

- Rugged low-profile die-cast aluminum housing.
- Low profile 2" luminaire height and lightweight design target a broad range of applications and allow for easy installations.
- Below canopy access to optical chamber and driver housing for serviceability
- Fixtures are finished with a polyester powder coat to withstand extreme weather changes without cracking or peeling.
- Shipping weight: 17.5 lbs in carton.
- Suitable for wet locations.

Optical System

- Symmetrical distribution directs uniform light through a clear tempered glass lens with a diamond pattern on one side and smooth on the other for a soft focus effect.
- Available in 5000K, 4000K and 3000K color temperatures per ANSI C78.377.
- Minimum CRI of 70.

Electrical

- High-performance factory programmable driver features over-voltage, under voltage, short-circuit and over temperature protection with integral 6kV surge protection that meets IEEE C62.41.2 and ANSI C82.77 -5 Location Category C Low standards. Optional 10kV surge protection meets Category C Medium location as per IEEE C62.41.2.
- 0-10 volt dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480V).
- LM80 Calculated Life: >100k Hours (See Lumen Maintenance chart)
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F) when mounted to Steel/ Aluminum surfaces. If mounted to a non-metallic surface, reduce ambient by 10°C.
- Power factor: >0.90
- Input power stays constant over life.
- High-efficacy LEDs with integrated circuit board mount to the housing to maximize heat dissipation and promote long life.
- Driver components are fully encased in potting material for moisture resistance. Driver complies with FCC standards.
- Hazardous Location
- Designed for lighter than air fuel applications. Product is suitable for Class 1, Division 2 with all lumen packages and distributions only when properly installed per LSI installation instructions. Models with optional controls are not approved for Class 1, Division 2 applications.
  - Gas Groups A, B, C and D - Group A: Acetylene / Group B: Hydrogen / Group: Propane and Ethylene / Group D: Benzene, Butane, Methane and Propane.
- T5 Temperature Classification - The surface temperature of this product will not rise above 100°C., within a 40°C ambient.

Installation (Standard)

- Installs in a 12" or 16" deck pan.
- Deck penetration consists of a minimum 3" hole and four suitable fasteners, creating a simple installation. Four fasteners are provided with the fixture for use in single deck, metallic canopy substrates only when classified as suitable for use by installing professional. Otherwise, suitable fasteners should be provided by others.
- Unit is designed to quickly retrofit into existing Scottsdale (4") hole.
- Aluminum locking collar, stem kit and gasket are included and required for complete seal and support of canopy deck.
- Retrofit panels are available for existing Encore, Richmond, 2x2 Universal, and more (see accessories section).

Installation (REDiMount)

- Patent pending 3 piece quick mounting system; components include collar, capsule and connector.
- Designed to reduce canopy penetrations and increase installation efficiency.
- Installs in 12" or 16" deck pan.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsicorp.com/resources/terms-conditions-warranty/ for more information.

Listing

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- IP66 Rated Luminaire
- State of California Title 24 Compliant with IMSBT option.
- DesignLights Consortium® (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

Scottsdale® (SCM) Petroleum Canopy Series

Type : _____

Have questions? Call us at (800) 436-7800

ORDERING GUIDE

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TYPICAL ORDER EXAMPLE: SCM LED 13L SC UNV DIM 50 WHT ALBCS1 REDI

Prefix	Light Source	Lumen Package	Distribution	Voltage	Driver	Color Temperature	Finish	Options	Mounting
SCM - Petroleum Canopy Series	**LED**	**8L** - 8,000 **13L** - 13,000 **15L** - 15,000 **20L** - 20,000	**SC** - Standard Symmetric	**UNV** - Universal Voltage (120-277VAC) **HV** - High Voltage (347-480V)[1]	**DIM** - 0-10V Dimming[2]	**30** - 3000K **40** - 4000K **50** - 5000K	**WHT** - White **BLK** - Black **BRZ** - Bronze	**Blank** - None **ALBMR1** - AirLink Blue Multi Range Motion and Photo Sensor (8-15' mounting height) **ALBCS2** - AirLink Blue Wireless Motion & Photo Sensor (16-40' mounting height) **IMSBT1L** - Integral Bluetooth™ Motion and Photocell Sensor (8-24' mounting height)[3] **IMSBT2L** - Integral Bluetooth™ Motion and Photocell Sensor (25-40' mounting height)[3] **SP1** - Surge Protection 10kV **HL** - Hazardous Location Class 1 Div 2 For a car wash solution see SCM SE Car Wash Series spec sheet	**Blank** - None **REDI** - REDiMount integrated junction box system[4]

Need more information?
Click here for our glossary

Have additional questions?
Call us at (800) 436-7800

ACCESSORY ORDERING INFORMATION

Part Number	Description
731039	Retrofit Panel Kit - EC / ECTA / SCF to SCM, for 16" Deck Panel with larger openings[5]
731040	Retrofit Panel Kit - EC / ECTA / SCF to SCM, for 12" Deck Panel with larger openings[6]
731041	Retrofit Panel Kit - RECU Richmond to SCM
731042	Retrofit Panel Kit - UNV Universal 2x2 to SCM
357282	Retrofit 2x2 Cover Panel Blank (no holes)
354702	Retrofit RIC Cover Panel Blank (no holes)

Part Number	Description
687461	Junction Box
1320540	Kit - Hole Plugs and Sealant (enough for 25 retrofits)
564160WHT	26" X 32" Beauty Plate Kit (with 4" Center hole)
557193WHT	26" X 26" Beauty Plate Kit (with 4" Center hole)
731044WHT	Rectangular Hole Kit (includes top plate and sealant)
731043	Surface Mount Box

PERFORMANCE

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Delivered Lumens[7]

Lumen Package	Distribution	3000K			4000K			5000K			Wattage
		Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
8L	SC	7,010	125	B2-U0-G1	7,983	145	B3-U0-G1	7,983	145	B3-U0-G1	56
13L	SC	11,758	137	B3-U0-G1	13,039	153	B3-U0-G1	13,039	153	B3-U0-G1	86
15L	SC	13,927	125	B3-U0-G1	15,630	141	B3-U0-G1	15,630	141	B3-U0-G1	111
20L	SC	17,968	122	B4-U0-G1	19,989	137	B4-U0-G2	19,989	137	B4-U0-G2	147

Electrical Data - Current Draw AMPS[8]

Lumen Package	Wattage	120V	208V	240V	277V	347V	480V
8L	56	0.47	0.27	0.23	0.20	0.16	0.12
13L	86	0.72	0.41	0.36	0.31	0.25	0.18
15L	111	0.93	0.53	0.46	0.40	0.32	0.23
20L	147	1.23	0.71	0.61	0.53	0.42	0.31

Recommended Lumen Maintenance - SCM 20L[9]

Ambient Temperature	Initial[10]	25K hrs.[10]	50K hrs.[10]	75K hrs.[11]	100K hrs.[11]
25	100%	95%	90%	85%	80%
30	100%	95%	89%	84%	79%
35	100%	94%	89%	83%	78%
40	100%	94%	88%	83%	77%
45	100%	94%	87%	82%	76%
50	100%	93%	87%	81%	75%

1 HL not compatible with AirLink, IMSBT, 3000K, or REDiMount.
2 0-10 low voltage wired dimming not available with REDiMount.
3 IMSBT is field configurable via the LSI app that can be downloaded from your smartphone's native app store. IMSBT not available in Hazardous Locations.
4 Light fixture engine ships with REDiMount attached.
5 Ideal for 9" to 12" openings.
6 Ideal for 9" openings.
7 LED Chips are frequently updated therefore values are nominal.
8 Electrical data at 25°C (77°F). Actual wattage may differ by +/-10%.
9 Lumen maintenance values at 25 ° C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing.
10 In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing (DUT) i.e. the packaged LED chip).
11 Lumen maintenance values at 25°C are calculated per TM-21 based on LM-80 data and in-situ testing times the IESNA LM-80-08 total test duration for the device under testing.

PHOTOMETRICS

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Luminaire photometry has been conducted by a NVLAP accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

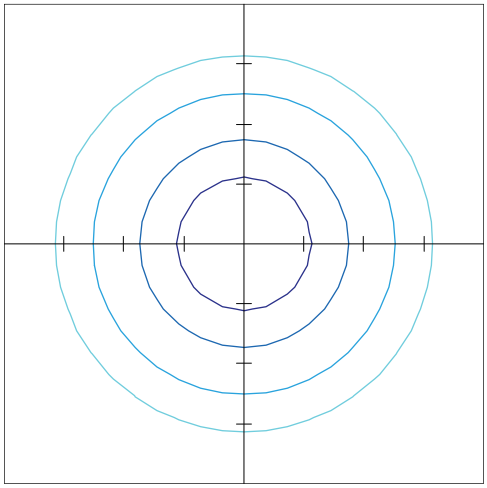
See the individual product page on https://www.lsicorp.com/ for detailed photometric data.

SCM-LED-13L-SC-50

Luminaire Data	
Wide Distribution	
Description	5,000 Kelvin, 70 CRI
Delivered Lumens	13,039
Watts	84.7
Efficacy	154
IES Type	Type VS - Very Short
BUG Rating	B3-U0-G1

Zonal Lumen Summary		
Zone	**Lumens**	**% Luminaire**
Low (0-30°)	3,479.6	26.7%
Medium (30-60°)	7,109.8	54.5%
High (60-80°)	2,334.8	17.9%
Very High (80-90°)	114.4	0.9%
Uplight (90-180°)	0.0	0.0%
Total Flux	13,038.6	100%

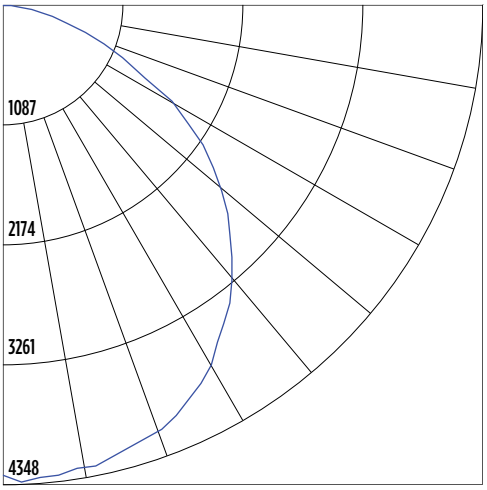
ISO Footcandle



20' Mounting Height / 10' Grid Spacing

10 FC 5 FC 2 FC 1 FC

Polar Curve



Vertical Plane

1 IMSBT is field configurable via the LSI app that can be downloaded from your smartphone's native app store. IMSBT not available in Hazardous Locations.

PRODUCT DIMENSIONS

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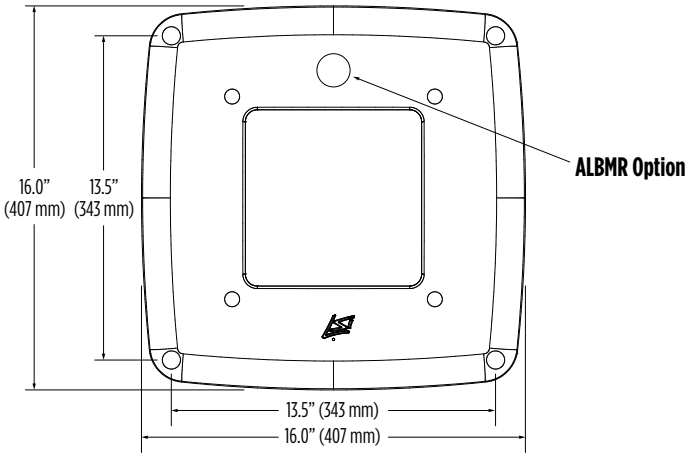

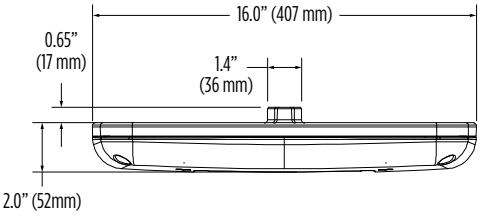

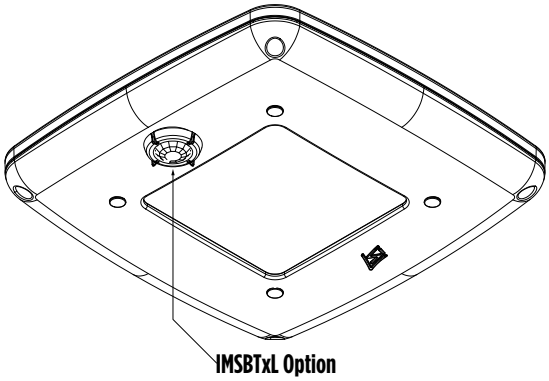

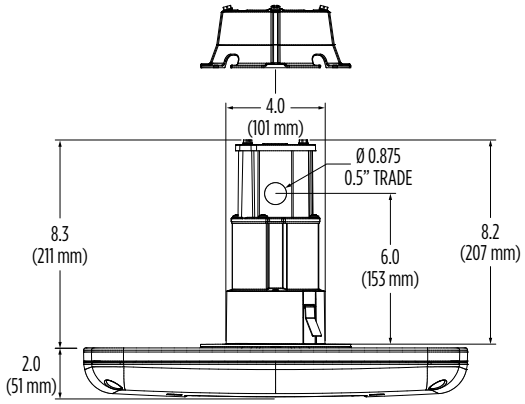

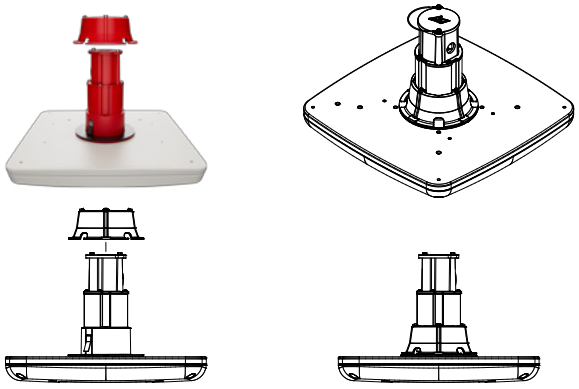

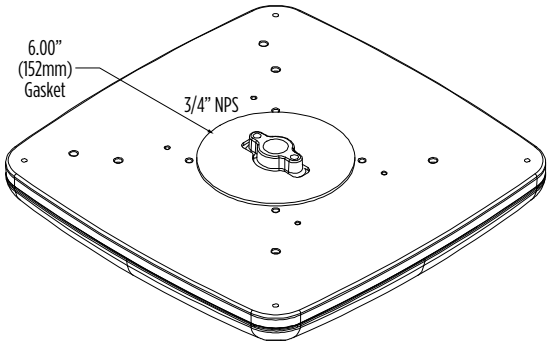

CONTROLS

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Integral Bluetooth™ Motion and Photocell Sensor (IMSBT1L, IMSBT2L)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is rated for cold and wet locations (-30° C to 70° C). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

Click here to learn more details about IMSBT

AirLink Blue (ALBMR1, ALBCS1, ALBCS2)

Wireless Bluetooth Mesh Lighting Control System that provides energy savings, code compliance and enhanced safety/security. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an App. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into luminaires.

Click here to learn more details about AirLink Blue

RETROFIT KITS

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LSI Industries offers a full line of Retrofit Kits for existing Encore, Richmond, 2x2 Universal and many more older canopy luminaires.

Click here to learn more details on all our Retrofit Kits