PLANNING COMMISSION
Meeting Agenda
Monday, June 25, 2018
7:00 PM
City Council Chambers – 222 NE 2nd Avenue

Commissioner John Savory (Chair)

Commissioner Larry Boatright (Vice Chair) | **Commissioner John Serlet**
Commissioner Derrick Mottern | **Commissioner Tyler Hall**
Commissioner Shawn Varwig | **Commissioner Andrey Chernishov**

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1. CALL TO ORDER
a. Invocation and Pledge of Allegiance

2. CITIZEN INPUT ON NON-AGENDA ITEMS
(This is an opportunity for audience members to address the Planning Commission on items not on the agenda. Each person will be given 3 minutes to speak. You are first required to fill out a testimony/comment card prior to speaking and hand it to the Recording Secretary. These forms are available by the sign-in podium. Staff and the Planning Commission will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter.

3. MINUTES
a. Approval of Planning Commission Minutes for June 11, 2018

4. NEW BUSINESS

5. PUBLIC HEARING
(To testify, please fill out a testimony/comment card and give to the Recording Secretary.)

a. Consider a request for a Site and Design Review for approval to construct a 9,420 SF multi-tenant industrial building at the northeast corner of S Pine St. and SE 3rd Ave in a M-1 Light Industrial Zone. (**DR 18-04 Patterson Multi-Tenant**)

***6.* FINAL DECISIONS**
(Note: These are final, written versions of previous oral decisions. No public testimony.)
a. Final Findings (**DR 18-04 Patterson Multi-Tenant**)

***7.* ITEMS OF INTEREST/REPORT FROM PLANNING STAFF**
a. Next regularly scheduled Planning Commission meeting is Monday, July 9, 2018.

8. ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION

9. ADJOURNMENT

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for person with disabilities should be made at least 48 hours before the meeting at 503-266-7001. A copy of this agenda can be found on the City's web page at www.canbyoregon.gov . City Council and Planning Commission Meetings are broadcast live and can be viewed on OCTS Channel 5. For a schedule of the playback times, please call 503-263-6287.

PUBLIC HEARING FORMAT

The public hearing will be conducted as follows:

- **STAFF REPORT**
- **QUESTIONS** (If any, by the Planning Commission or staff)
- **OPEN PUBLIC HEARING FOR TESTIMONY**:
  - **APPLICANT** (Not more than 15 minutes)
  - **PROPONENTS** (Persons in favor of application) (Not more than 5 minutes per person)
  - **OPPONENTS** (Persons opposed to application) (Not more than 5 minutes per person)
  - **NEUTRAL** (Persons with no opinion) (Not more than 5 minutes per person)
  - **REBUTTAL** (By applicant, not more than 10 minutes)
- **CLOSE PUBLIC HEARING** (No further public testimony allowed)
- **QUESTIONS** (If any by the Planning Commission)
- **DISCUSSION** (By the Planning Commission)
- **DECISION** (By the Planning Commission)

- All interested persons in attendance shall be heard on the matter. If you wish to testify on this matter, please be sure to complete a Testimony Card and hand it to the Recording Secretary. When the Chair calls for Proponents, if you favor the application; or Opponents if you are opposed to the application please come forward and take a seat, speak into the microphone so the viewing public may hear you, and state your name, address, and interest in the matter. You may be limited by time for your statement, depending upon how many people wish to testify.

EVERYONE PRESENT IS ENCOURAGED TO TESTIFY, EVEN IF IT IS ONLY TO CONCUR WITH PREVIOUS TESTIMONY. All questions must be directed through the Chair. Any evidence to be considered must be submitted to the hearing body for public access.

Testimony and evidence must be directed toward the applicable review criteria contained in the staff report, the Comprehensive Plan, or other land use regulations which the person believes to apply to the decision.

Failure to raise an issue accompanied by statements or evidence sufficient to afford the decision-maker and interested parties an opportunity to respond to the issue, may preclude appeal to the City Council and the Land Use Board of Appeals based on that issue.

Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the local government to respond to the issue may preclude an action for damages in circuit court.

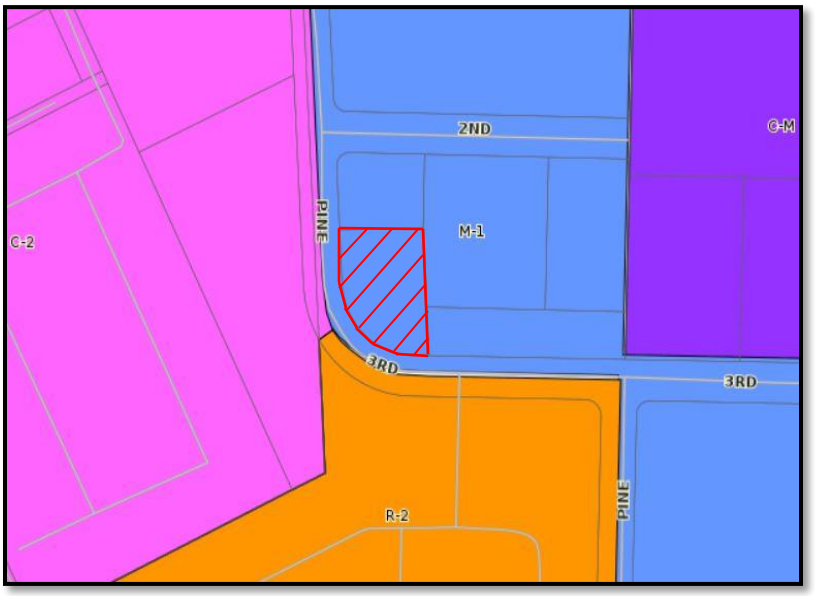
Before the conclusion of the initial evidentiary hearing, any participant may ask the hearings body for an opportunity to present additional relevant evidence or testimony that is within the scope of the hearing. The Planning Commission shall grant such requests by continuing the public hearing or leaving the record open for additional written evidence or testimony. Any such continuance of extension shall be subject to the limitations of the 120-day rule, unless the continuance or extension is requested or agreed to by the applicant.

If additional documents or evidence are provided by any party, the Planning Commission may, if requested, allow a continuance or leave the record open to allow the parties a reasonable opportunity to respond. Any such continuance or extension of the record requested by an applicant shall result in a corresponding extension of the 120-day time period.

City of Canby

SITE AND DESIGN REVIEW STAFF REPORT
FILE #: DR 18-04
Prepared for the June 25, 2018 Planning Commission Hearing

LOCATION: 254 S. Pine Street
TAX LOT: 31E34C00500 (Bordered in map below)
LOT SIZE: 0.50 acres
ZONING: M-1 Light Industrial Zone
OWNER: Michael Erich Patterson



APPLICANT: Michael Patterson
REPRESENTATIVE: Michael Patterson
APPLICATION TYPE: Site & Design Review (Type III)
CITY FILE NUMBER: DR 18-04

APPLICANT'S REQUEST:

The subject parcel is located at the northeast corner of S. Pine Street and SE 3rd Avenue. The applicant is seeking site and design approval to construct a 9,420 square foot building for multi-tenant industrial space that will include various industrial uses permitted in the M-1 zone. The parcel is not located within Canby Industrial Area Overlay or the Downtown Canby Overlay zone. The structure is designed as a one-story building with pre-engineered steel construction with factory finished metal roof and

wall panels. The two street facing facades of the building will have a four foot high masonry wainscoting and stained natural wood grove wall paneling around the two public entrances. The building will be painted in earth tones. The parcel is situated in the apex of a curve that sweeps around the property and transitions S. Pine Street into SE 3rd Avenue. The access will center in the curve and was determined by DKS Traffic Engineers, based on safe site distance, as part of the traffic study. An existing building will be removed from the property. The subject parcel is zoned M-1, Light Industrial, and is correspondingly designated Light Industrial in the Canby Comprehensive Plan. The property is bordered on the north by the M-1 zone, east by the C-M zone, west by the C-2 zone, and on the south by the R-2 zone. Surrounding uses include, industrial, Canby fire station, and residential to the south.

SECTION I APPLICABLE REVIEW CRITERIA:

City of Canby Land Development and Planning Ordinance Chapters:

16.08 General Provisions

16.10 Off-Street Parking and Loading

16.32 M-1 Light Industrial Zone

16.43 Outdoor Lighting Standards

16.46 Access Limitations

16.49 Site and Design Review

16.89 Application and Review Procedures

16.120 Parks, Open Space, and Recreational Land

SECTION II REVIEW FOR CONFORMANCE WITH APPLICABLE APPROVAL CRITERIA:

16.08 General Provisions:

16.08.070 Illegally Created Lots

In no case shall a lot which has been created in violation of state statute or city ordinance be considered as a lot of record for development purposes, until such violation has been legally remedied. (Ord. 740 section 10.3.05(G), 1984)

Findings: Based on available information, and without deed research, it appears that the property is a residual parcel from partition and subdivision of surrounding properties. The subject property can be considered a legal lot for land use purposes.

16.08.090 Sidewalks Requirements

A. In all commercially zoned areas, the construction of sidewalks and curbs (with appropriate ramps for the handicapped on each corner lot) shall be required as a condition of the issuance of a building permit for new construction or substantial remodeling, where such work is estimated to exceed a valuation of twenty thousand dollars, as determined by the building code. Where multiple permits are issued for construction on the same site, this requirement shall be imposed when the total valuation exceeds twenty thousand dollars in any calendar year.

B. The Planning Commission may impose appropriate sidewalk and curbing requirements as a condition of approving any discretionary application it reviews. (Ord. 740 section 10.3.05(I), 1984)

Findings: **The project is a redevelopment of the lot. Sidewalks and curbs on the street frontage could be improved to Canby Public Works standards if required by the City Engineer. Improvements could include new sidewalks 6 foot wide and curb tight. All sidewalks within the development area must meet required standards.**

16.08.150 Traffic Impact Study (TIS)

A. Purpose. The purpose of this section of the code is to implement Section 660-012-0045(2)(b) of the State Transportation Planning Rule, which requires the city to adopt a process to apply conditions to development proposals in order to minimize adverse impacts to and protect transportation facilities. This section establishes the standards to determine when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Study must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities: what information must be included in a Traffic Impact Study; and who is qualified to prepare the Study.

B. Initial Scoping. During the pre-application conference, the city will review existing transportation data to determine whether a proposed development will have impacts on the transportation system. It is the responsibility of the applicant to provide enough detailed information for the city to make a determination. If the city cannot properly evaluate a proposed development's impacts without a more detailed study, a transportation impact study (TIS) will be required to evaluate the adequacy of the transportation system to serve the proposed development and determine proportionate mitigation of impacts. If a TIS is required, the city will provide the applicant with a "scoping checklist" to be used when preparing the TIS.

C. Determination. Based on information provided by the applicant about the proposed development, the city will determine when a TIS is required and will consider the following when making that determination.

1. Changes in land use designation, zoning designation, or development standard.
2. Changes in use or intensity of use.

3. Projected increase in trip generation.
4. Potential impacts to residential areas and local streets.
5. Potential impacts to priority pedestrian and bicycle routes, including, but not limited to school routes and multimodal street improvements identified in the TSP.
6. Potential impacts to intersection level of service (LOS).

Findings: **Based on criteria listed in *16.08.150 (C)* above, staff determined that a TIS is required for this particular proposal. Subsequently, a TIS was performed by DKS, and their study concluded that the proposal would generate an additional 29 net new daily trips, the morning peak period would generate 5 net and 5 in the evening peak period. A single acceptable location for the driveway at the apex of the street curve radius was recommended. The study also stated six recommendations that shall be listed as conditions of approval.**

16.10 Off Street Parking

16.10.030 General requirements

A. Should the owner or occupant of a structure change the use to which the building is put, thereby increasing parking or loading requirements, the increased parking/loading area shall be provided prior to commencement of the new use.

C. In the event several uses occupy a single structure, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately. If the applicant can demonstrate that the uses do not have overlapping parking needs (based on days and hours of operation) and can share parking, the total requirement for combined uses may be reduced by up to 60 percent.

Findings: **In this particular case, the applicant is not changing the existing use on the property but building on a vacant parcel after removal of an existing structure. All uses that will occupy the structures in the future must be consistent with uses permitted in the M-1 zone and meet appropriate standards in the M-1 zone.**

16.10.050 Parking standards designated

Parking for the proposed building can be calculated with the standard for industrial buildings listed in *Table 16.10.050*. This standard states the following:

Warehousing and Manufacturing: 2*.00 spaces per 1,000 gross square feet of office space, plus 1.00 space per 1.000 gross square feet of non-office warehousing space. Minimum of 5 parking spaces overall.*

Findings: **The applicant referred to the table in 16.10.050 to include parking information in the submitted narrative that calculated the square footage of the two buildings and the number of proposed parking spaces based on the same formula. The applicant stated a square footage of 8,920 square feet for warehouse/manufacturing use and 1,000 square feet of office space that results in a calculation of parking spaces for**

warehouse/manufacturing area and space for office use that totals 11 parking spaces required for both uses. The applicant stated that a total of 11 spaces would be provided for the project. Staff concurs with these numbers.

16.10.060 Off-street loading facilities

A. The minimum number of off-street loading berths for commercial and industrial uses is calculated using the table listed in 16.10.060(A).

Findings: **Based on the table and total square footage of the proposed building, one loading berth is required for the proposed use. As shown on the submitted site plan and discussed in applicant's narrative, the size of the proposed building, the configuration of the lot, and the required location of the proposed driveway, loading berths creates a setting that does not allow for a loading berth. Subsequently, the applicant is proposing to draft an easement agreement to allow loading and unloading of trucks on the adjacent property to the east for transfer of material onto the subject parcel. The access onto the adjacent property for loading and unloading will be from SE 2nd Avenue to the north. The agreement shall be recorded with the Clackamas County Recorder and remain with the adjacent parcel (tax lot 31E34C00409).**

16.10.070 Parking lots and access
16.10.100 Bicycle Parking

Findings: Staff finds that applicant's response adequately addresses this criterion. The submitted narrative indicates that the provisions for bicycle parking listed in *16.10.100* can be met. The applicant delineates the location of the bicycle parking spaces on the submitted site plan. The information provided addressed provisions for parking space size, number, and type listed in 16.10.070 and other requirements for parking lot and access standards. Site accesses will be developed during the construction process. The proposal must meet the driveway spacing distance of 100 foot driveway separation listed in the Public Works Design Standards for a collector street.

16.32 M-1 (Light Industrial Zone)

Findings: The zoning of the property is M-1. The property is not located within the DCO (Downtown Canby Overlay Zone), the (OHC) Outer Highway Commercial sub-area, or situated in the I-O Canby Industrial Area Overlay zone (Pioneer Industrial Park). The M-1 Zone states in *16.32.010 t*hat uses permitted outright in the M-1 Zone includes (A) "Manufacturing," (T) "Warehouse," and (X) "Business or Professional Office, When Related and Incidental to the Primary Industrial Uses of the Area." Staff concludes that the proposal meets the uses permitted outright in the zone and the development standards of 16.32.030.

16.42.040 Signs

Findings: **The applicant is not proposing a new sign at this time. Any future signs will be reviewed with submittal of a Sign Permit Application at the time of construction and must be placed outside any vison clearance area. Due to the sight line restriction on the property caused by the curve in the street, the applicant indicated only wall sign would be proposed at the site.**

16.43 Outdoor Lighting Standards

Findings: **The applicant states that all lighting for this project will be constructed to meet requirements listed in this section and submitted a detailed description and Site Lighting Plan with the application material that supports their conclusion.**

16.46 Access Limitations on Project Density

Findings: **As previously mentioned, ingress and egress for the project is from S. Pine Street. Based on available information, the proposed driveway will meet spacing standards listed in the Section but must be reviewed with the filing of a driveway opening permit with Canby Public Works prior to construction.**

16.49.040 Site and Design Review - Criteria and Standards

B. In review of a Type III Site and Design Review Application, the Board shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the following:

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

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

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

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

5. The Board shall, in making its determination of compliance with this Ordinances, shall use the matrix in Table 16.49.040 to determine compatibility unless this matrix is superseded by another matrix applicable to a specific zone or zones under this title. An

application is considered to be compatible with the standards of Table 16.49.040 if the following conditions are met:

a. The development accumulates a minimum of 60 percent of the total possible number of points from the list of design criteria in Table 16.49.040; and

b. At least 10 percent of the points used to comply with (a) above must be from the list of LID Elements in Table 16.49.040. (Ord. 1338, 2010).

D. In review of a Type III Site and Design Review Application, the Board shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the INTENT of the design review standards set forth in this ordinance.

Findings: The applicant filed a Type III application, and provided a detailed response to Table 16.49.040 to demonstrate compliance with the total point menu matrix and meets criterion in "B" above. Information provided to the file established that the proposal meets the above criteria.

16.49.065 Bicycle and pedestrian facilities

Developments coming under design review shall meet standards listed in this section.

Findings: Staff concludes that the applicant adequately addressed this criterion. The facilities are discussed in the narrative and delineated on the tentative site plan.

16.49.070 Landscaping provisions, Authority and intent

The purpose of this section is to establish standards for landscaping within the City of Canby in order to enhance the environmental and aesthetic quality of the city

16.49.080 General provisions for landscaping

Findings: The applicant provided scaled landscape plans and comments to address planting and landscape provisions listed in this section. The information contained specifics on LID storm water management, controls during construction, specification of tree and plant materials and other information required in this section and contained in the landscape calculation form provided with the application. After a review of all information provided, staff concluded that the project meets these standards.

16.89 Application and Review Procedures

16.89.020 Description and Summary of Processes

All land use and development applications shall be decided by using the procedures contained in this Chapter. Specific procedures for each type of permit are contained in Sections 16.89.030 through 16.89.060. The procedure type assigned to each permit governs the decision-making process for that permit. Additional requirements may be

found in the individual chapters governing each permit type. The four types of procedure are described below. Table 16.89.020 lists the City's land use and development applications and their required procedures.

C. Type III Procedure (Quasi-Judicial/Legislative). Type III decisions are made by the Planning Commission after a public hearing, with appeals reviewed by the City Council. Type III procedures generally use discretionary approval criteria.

Finding: **The proposed project is subject to a Type III Site and Design Review procedure. The required land use application process has been followed. Both a pre-application meeting and a neighborhood meeting were held prior to formal public hearing application. Meeting notes for both meetings were included with the applicant submittal. The proposed project is subject to a Type III Site and Design Review procedure as set forth in Chapter 16.89 and subject to criteria and standards in the appropriate Sections of the CMC. Therefore, this proposal is subject to Planning Commission review and decision.**

16.89.050 Type III Decision

Findings: **Requirements under this section are included in the application materials. The Pre-application was held on October 31, 2017. The neighborhood meeting was held December 15, 2017.**

16.120 Parks, Open Space, and Recreation Land

Findings: **The applicant accepts the application of a parks SDC fee prior to issuance of a building permit in lieu of park land dedication with this development project. This standard is met.**

Public Comments:

No public comments were received at the time this staff report was written.

Agency Comments:

No comments concerning the proposal were received from service providers beyond input from the pre-application meeting.

City Engineer provided comments in a memo dated .

SECTION III STAFF CONCLUSION/RECOMMENDATION:

Staff concludes that the use is in conformance with the City's Comprehensive Plan and the Zoning Ordinance. Additionally, the relevant site and design standards and minimum acceptable compatibility scores are met, and the site can accommodate the proposed use. The public service and utility provision to the site is available or can be made available

through future improvements. Staff recommends **approval** of DR 18-04 subject to meeting the conditions of approval listed below.

Approval of this application is based on submitted application materials. Approval is strictly limited to the submitted proposal and is not extended to any other development of the property. Any modification of development plans not in conformance with the approval of application DR 18-04 including all conditions of approval, shall first require an approved modification in conformance with the relevant sections of the Canby Municipal Code.

SECTION IV CONDITIONS OF APPROVAL:

Conditions Unique to this Proposal

1. The applicant shall file a sign permit for any future planned signs that shall be limited to the size and height standards applicable to wall signs only for the M-1 (Light Industrial Zone) as indicated in Section 16.42.050, Table 2, of the sign ordinance. The proposed signs, after been found to conform to the sign ordinance, must secure a building permit from Clackamas County Building Inspection prior to their installation.

2. **The project must be in conformance with the applicable findings and recommendations outlined by the City Engineer in his memorandum dated June 14, 2018.**

3. The applicant shall record an Easement Agreement with the Clackamas County Recorder's Office that guarantees the right of the building on the subject property to use a loading berth as well as driveway access onto SE 2nd Avenue that is located on the adjacent parcel to the east identified as tax lot 31E34C00409.

4. The proposal must meet the recommendations stated in the TIS Report dated December 18, 2017.

5. A Demolition Permit from Clackamas County is required along with a Site Plan Review Application (Type I) from the City of Canby prior to demolition of the existing structure on the property.

Procedural Conditions

Prior to Issuance of a Building Permit the following must be completed:

6. The design engineer shall submit to the City of Canby for review and approval at the time of final construction plan approval a storm drainage analysis and report applicable to the defined development area detailing how storm water disposal from both the building and the parking areas is being handled. Any drainage plan shall conform to an acceptable methodology for meeting adopted storm drainage design standards as indicated in the Public Works design standards.

7. A Sediment and Erosion Control Permit will be required from the City prior to commencing site work.

8. Prior to the issuance of a building permit, the installation of public or private utilities, or

any other site work other than rough site grading, construction plans must be approved and signed by the City and all other utility/service providers. A Pre-Construction Conference with sign-off on all final construction plans is required. The design, location, and planned installation of all roadway improvements and utilities including but not limited to water, electric, sanitary sewer, natural gas, telephone, storm water, cable television, and emergency service provisions is subject to approval by the appropriate utility/service provider. The City of Canby's preconstruction process procedures shall be followed.

9. Construction plans shall be designed and stamped by a Professional Engineer registered in the State of Oregon.
10. Clackamas County will provide structural, mechanical, grading, and review of Fire & Life Safety, Plumbing, and Electrical permits for this project.

Prior to Occupancy of the Facility:

11. Prior to occupancy of the facility, all landscaping plant material indicated on the submitted landscape plan as drought- resistant plants shall be installed on the site. Hose faucets bibs shall be placed within 150 feet of the landscaped area. Or sufficient security (bonding, escrow, etc.) shall be provided pursuant to the provisions of CMC 16.49.100 (B).

Section V Attachments/Exhibits:

1. Application
2. Applicant narrative
3. Proposed Site Plan
4. Combined Plan Set
5. Neighborhood Meeting Comments
6. Pre-application Conference Summary
7. Storm Drainage Report
8. Traffic Impact Statement
9. Agency/Public Comments

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

LAND USE APPLICATION

SITE AND DESIGN REVIEW
Downtown Canby Overlay - Type III

APPLICANT INFORMATION: *(Check ONE box below for designated contact person regarding this application)*

■ Applicant Name: Mike Patterson Phone: 503-310-8708
Address: 1101 S.E. Second Ave. Email: omwmike@canby.com
City/State: Canby, OR Zip: 97013

☐ Representative Name: _____ Phone: _____
Address: _____ Email: _____
City/State: _____ Zip: _____

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

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

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

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

PROPERTY & PROJECT INFORMATION:

254 S.E. Pine Ste	0.49	31e34c, tl500
Street Address or Location of Subject Property	Total Size of Property	Assessor Tax Lot Numbers
Light Industrical	M-1	M-1
Existing Use, Structures, Other Improvements on Site	Zoning	Comp Plan Designation

See Project Narrative
Describe the Proposed Development or Use of Subject Property

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

SITE AND DESIGN REVIEW APPLICATION – TYPE III–INSTRUCTIONS

All required application submittals detailed below must also be submitted in electronic format on a CD, flash drive or via email to: PlanningApps@canbyoregon.gov

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

significant impacts to fish, wildlife and open space resources of the community. If major site grading is proposed, or removal of any trees having trunks greater than six inches in diameter is proposed, then submit one (1) copy of a grading plan and/or tree-cutting plan.

Applicant Check	City Check	
☒	☐	Two (2) paper copies of the proposed plans, printed to scale no smaller than 1"=50'. The plans shall include the following information:

- ☐ Vicinity Map. Vicinity map at a scale of 1"=400' showing the relationship of the project site to the existing street or road pattern.
- ☐ Site Plan-the following general information shall be included on the site plan:
  - ☐ Date, north arrow, and scale of drawing;
  - ☐ Name and address of the developer, engineer, architect, or other individual(s) who prepared the site plan;
  - ☐ Property lines (legal lot of record boundaries);
  - ☐ Location, width, and names of all existing or planned streets, other public ways, and easements within or adjacent to the property, and other important features;
  - ☐ Location of all jurisdictional wetlands or watercourses on or abutting the property;
  - ☐ Finished grading contour lines of site and abutting public ways;
  - ☐ Location of all existing structures, and whether or not they are to be retained with the proposed development;
  - ☐ Layout of all proposed structures, such as buildings, fences, signs, solid waste collection containers, mailboxes, exterior storage areas, and exterior mechanical and utility equipment;
  - ☐ Location of all proposed hardscape, including driveways, parking lots, compact cars and handicapped spaces, loading areas, bicycle paths, bicycle parking, sidewalks, and pedestrian ways;
  - ☐ Callouts to identify dimensions and distances between structures and other significant features, including property lines, yards and setbacks, building area, building height, lot area, impervious surface area, lot densities and parking areas;
  - ☐ Location of vision clearance areas at all proposed driveways and streets.
- ☐ Landscape Plan
  The following general information shall be included on the landscape plan:
  - ☐ Layout and dimensions of all proposed areas of landscaping;
  - ☐ Proposed irrigation system;
  - ☐ Types, sizes, and location of all plants to be used in the landscaping (can be a "palette" of possible plants to be used in specific areas for landscaping);
  - ☐ Identification of any non-vegetative ground cover proposed, and dimensions of non-vegetative landscaped areas;
  - ☐ Location and description of all existing trees on-site, and identification of each tree proposed for preservation and each tree proposed for removal;
  - ☐ Location and description of all existing street trees in the street right-of-way abutting the property, and identification of each street tree proposed for preservation and each tree proposed for removal.
  - ☐ Elevations Plan
    The following general information shall be included on the elevations plan:
  - ☐ Profile elevations of all buildings and other proposed structures;
  - ☐ Profile of proposed screening for garbage containers and exterior storage areas;
  - ☐ Profile of proposed fencing.
- ☐ Sign Plan.
  - ☐ Location and profile drawings of all proposed exterior signage.
- ☐ Color and Materials Plan.
  - ☐ Colors and materials proposed for all buildings and other significant structures.

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

SITE AND DESIGN REVIEW APPLICATION: LANDSCAPING CALCULATION FORM

Site Areas

1. Building area	9420	***- Square footage of building footprints***
2. Parking/hardscape	9020	***- Square footage of all sidewalks, parking, & maneuvering areas***
3. Landscaped area	3308	***- Square footage of all landscaped areas***
4. Total developed area	21748	***- Add lines 1, 2 and 3***
5. Undeveloped area	0	***- Square footage of any part of the site to be left undeveloped.***
6. Total site area	21748	***- Total square footage of site***

Required Site Landscaping (Code 16.49.080)

7. Percent of landscaping required in Zoning District	15	***- Fill in the Appropriate Percentage:*** *R-1, R-1.5, R-2 Zones: 30%; C-2, C-M, C-R, M-1, M-2 Zones: 15%; C-1 Zone: 7.5%*
8. Required minimum square footage of landscaping	3262	***- Multiply line 4 and line 7***
9. Proposed square footage of landscaping	3308	***- Fill in value from line 3***

Required Landscaping within a Parking Lot (Code 16.49.120)

Note: This section and the next apply only to projects with more than 10 parking spaces or 3,500 square feet of parking area

10. Zone	M-1	***- Fill in the Appropriate Zone and Percentage:*** *C-1 Zone: 5%; Core Commercial sub-area of the Downtown Canby Overlay: 10%, except for parking lots with 10 or more spaces and two or more drive aisles: 50 square feet per parking space; All other zones: 15%.*
11. Percent of required landscaping	15	
12. Area of parking lot & hardscape	8861	*- Fill in area of parking and maneuvering areas plus all paved surface within ten (10) feet of those areas.*
13. Number of vehicle parking spaces	11	*- For Core Commercial sub-area in the Downtown Canby Overlay only, fill in the total # of parking spaces on-site.*
14. Required square footage of landscaping within 10 feet of parking lot	1299	*- Multiply area of parking lot (line 12) by percent of required landscaping (line 11) -OR- for the CC sub-area in the Downtown Canby Overlay multiply line 13 by 50 square feet.*
15. Proposed square footage of Landscaping within 10 feet of parking lot	1479	*- Calculate the amount of landscaping proposed within 10 feet of all parking and maneuvering areas.*

Parking Lot Tree Calculation

16. Number of parking spaces	11	*- Total number of vehicle parking spaces*
17. Area of parking lot & hardscape	8661	*- Area from line 12*
18. Number of parking spaces (line 16) divided by 8	2	*- Round **up** to the nearest whole number*

19. Area of parking lot area (line 17) divided by 2,800	3	*- Round **up** to the nearest whole number*
20. Number of required trees in parking lot	3	*- Fill in the **larger** of row 18 and row 19*
21. Number of trees provided within 10 feet of parking lot	3	*- Fill in the number of proposed trees within 10 feet of parking and maneuvering areas.*

SITE AND DESIGN REVIEW APPLICATION: DESIGN REVIEW MATRIX

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

SEE ATTACHED MATRIX

Table 16.49.040 Site Design Review Menu

As part of Site and Design Review, the following menu shall be used as part of the review. In order to "pass" this table 60% of total possible points shall be earned, 10% of the total possible points must be from LID elements

Design Criteria	Possible Points				
Parking	**0**	**1**	**2**	**3**	**4**
Screening of parking and/or loading facilities from public right-of-way	Not screened	Partially screened	Fully screened	-	-
Parking lot lighting provided	No	Yes	-	-	-
Parking location (behind building is best)	Front	Side	Behind	-	-
Number of parking spaces provided (% of minimum required)	>120%	101-120%	100%	-	-
Screening of Storage Areas and Utility Boxes	**0**	**1**	**2**	**3**	**4**
Trash storage is screened from view by solid wood fence, masonry wall or landscaping.	No	Yes	-	-	-
Trash storage is located away from adjacent property lines.	0 - 10 feet from adjacent property	11 - 25 feet from adjacent property	>25 feet from adjacent property	-	-
Utility equipment, including rooftop equipment, is screened from view.	Not screened	Partially screened	Fully screened	-	-
Access	**0**	**1**	**2**	**3**	**4**
Distance of access to nearest intersection.	≤70 feet	71 - 100 feet	>100 feet	-	-

254 PINE ST. INDUSTRIAL BLDG.

Table 16.49.040 Site Design Review Menu

As part of Site and Design Review, the following menu shall be used as part of the review. In Ord.er to "pass" this table 60% of total possible points shall be earned,
10% of the total possible points must be from LID elements

Design Criteria	Possible Points					
Parking	**0**	**1**	**2**	**3**	**4**	
Screening of parking and/or loading facilities from public right-of-way	Not screened	Partially screened	Fully screened	-	-	1
Parking lot lighting provided	No	Yes	-	-	-	1
Parking location (behind building is best)	Front	Side	Behind	-	-	0
Number of parking spaces provided (% of minimum required)	>120%	101-120%	100%	-	-	2
Screening of Storage Areas and Utility Boxes	**0**	**1**	**2**	**3**	**4**	
Trash storage is screened from view by solid wood fence, masonry wall or landscaping.	No	Yes	-	-	-	1
Trash storage is located away from adjacent property lines.	0 - 10 feet from adjacent property	11 - 25 feet from adjacent property	>25 feet from adjacent property	-	-	0
Utility equipment, including rooftop equipment, is screened from view.	Not screened	Partially screened	Fully screened	-	-	2
Access	**0**	**1**	**2**	**3**	**4**	
Distance of access to nearest intersection.	≤70 feet	71 - 100 feet	>100 feet	-	-	2
Pedestrian walkways from public street/sidewalks to building entrances.	One entrance connected.	-	Walkways connecting all public streets/ sidewalks to building entrances.	-	-	2
Pedestrian walkways from parking lot to building entrance.	No walkways	Walkway next to building only	Walkways connecting all parking areas to building entrances		.	2

landscape screening of trash cans stored on rear of blsg.

total this pg.= 13

Design Criteria	Possible Points					
Tree Retention	**0**	**1**	**2**	**3**	**4**	
Percentage of trees retained	<10%	10-50%	51-75%	>75%	-	0
Replacement of trees removed	<50%	≥50%	-	-	-	1
Signs	**0**	**1**	**2**	**3**	**4**	
Dimensional size of sign (% of maximum permitted)	>75%	50-75%	<50% no site sign on project			n.a
Similarity of sign color to building color	Not similar	Somewhat similar	Similar	-	-	n.a
Pole sign used	Yes	No	-	-	-	n.a
Building Appearance	**0**	**1**	**2**	**3**	**4**	
Style (similar to surroundings)	Not similar	Somewhat similar (1 or 2 points possible depending on level of similarity)		-	-	2
Color (subdued and similar to surroundings is better)	Neither	Similar or subdued	Both	-	-	2
Material (concrete, wood and brick are best)	Either 1 or 2 points may assigned at the discretion of the Site and Design Review Board					0.5
Size of building (smaller is better)	>20,000 square feet	≤20,000 square feet	-	-	-	1
Provision of public art (i.e. murals, statues, fountains, decorative bike racks, etc.)	No	-	deco. bike rack -	-	Yes	4
Landscaping	**0**	**1**	**2**	**3**	**4**	
Number of non-required trees provided	-	At least one tree per 500 square feet of landscaping.	(7) trees required= (7) trees provided			1
Amount of grass (less grass is better) (% of total landscaped area)	>50%	25-50%	<25%	-	-	2
Low Impact Development (LID)	**0**	**1**	**2**	**3**	**4**	
Use of pervious paving materials (% of total paved area)	<10%	-	10-50%	51-75%	>75%	0
Provision of park or open space area	None	-	Open space (Generally not for public use)	-	Park (public or privately owned for public use)	2

(-5) pts. from possible due to n.a.

masonry wainscot

picnic table

total this pg.= 15.5

Design Criteria	Possible Points					
Use of drought tolerant species in landscaping (% of total plants)	<25% drought tolerant	-	25-50% drought tolerant	51-75% drought tolerant	>75% drought tolerant	4
Provision of additional interior parking lot landscaping (% of minimum required)	100%	101-110%	111-120%	>120%	-	2
Provision of an eco-roof or rooftop garden (% of total roof area)	<10%	-	-	10-50%	>50%	0
Parking integrated within building footprint (below-grade, structured parking, or tuck-under parking) (% of total on-site parking)	<10%	not applicable for industrial building -	-	10-50%	>50%	n.a.
Disconnecting downspouts from city stormwater facilities	None	Some downspouts disconnected	All downspouts disconnected	-	-	2
Shared parking with adjacent uses or public parking structure (% of total required parking spaces)	None	<50%	≥50%	-	-	0
Provision of rain gardens/bioretention areas for stormwater runoff (% of total landscaped area)	None	-	10-50%	51-75%	>75%	2
	Total Possible Points = 71, 60%=42.6 points, 10%=7.1 points					

(-4) pts. from possible due to n.a.

(Ord. 1296, 2008; Ord. 1338, 2010)

total this pg.= 10

16.49.050 Conditions placed on site and design review approvals.

A. A site and design review approval may include restrictions and conditions. These restrictions and conditions shall be reasonably conceived to:

1. Protect the public from the potentially deleterious effects of the proposal; and/or

2. Fulfill the need for services created, increased or in part attributable to the proposal; and/or

3. Further the implementation of the requirements of the Canby Municipal Code.

71 pts. possible - 9 pts. n.a. =62pts
62x.60 = 37.2 pts. required min.

total score all pgs. = 38.5 points

LID score all pgs.= 12 points
>7.1 pts. req'd., O.K.

38.5 pts.provided > 37.2 pts. req'd., O.K.

Site and Design Review Project Narrative for

New Light Industrial Re-Development

Applicant and Owner:
Mike Patterson
1101 S.E. 2nd Ave, Suite 'A'
Canby, OR 97013
Phone 503-310-8708

Property Address:
254 S.E. Pine Street, Canby Oregon 97013

Legal & Assessor's Map:
Located in the SW ¼ of Section 34, T3S, R1E, Willamette Meridian
City of Canby, Clackamas County, Oregon
Assessor Map: 3 1E 34C, Tax Lot 500

Lot Area:
21,748 S.F.; (0.49 acres).

Zoning:
M-1, Light Industrial
No Overlay Zone.

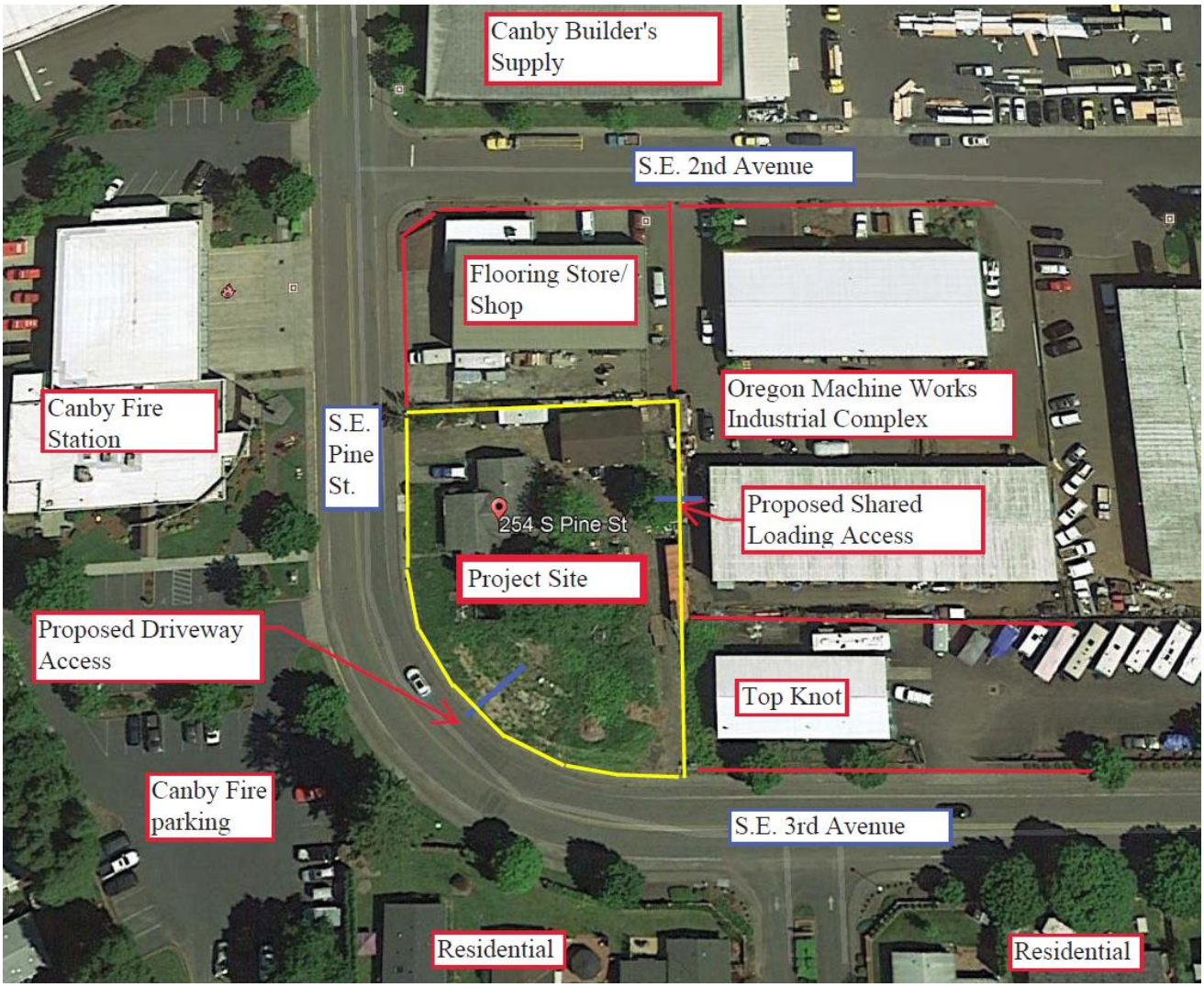
Architectural Consultant:
Scott Beck Architect
361 N.E. Third Avenue
Canby, OR 97013
(503) 266-9270

Civil Engineering Consultant:
Sisul Engineering, Pat Sisul P.E.
375 Portland Avenue
Gladstone, OR 97027
(503) 657-0188

Landscape Consultant:
Aurora Landscape, Zander Prideaux
22333 Boones Ferry Rd. NE
Aurora, OR 97002
(503) 678-1234

Property Description:

The proposed Light Industrial Re-Development is at 254 S.E. Pine St., directly across the street from the existing Canby Fire Station. The subject parcel is currently occupied by two older buildings which will be demolished. The most recent property land use of the site was for an Industrial Die manufacturing business. The existing topography of the site is generally flat with a few existing trees of poor quality. The proposed redevelopment of the site will clean up an otherwise unsightly group existing buildings and site vegetation.

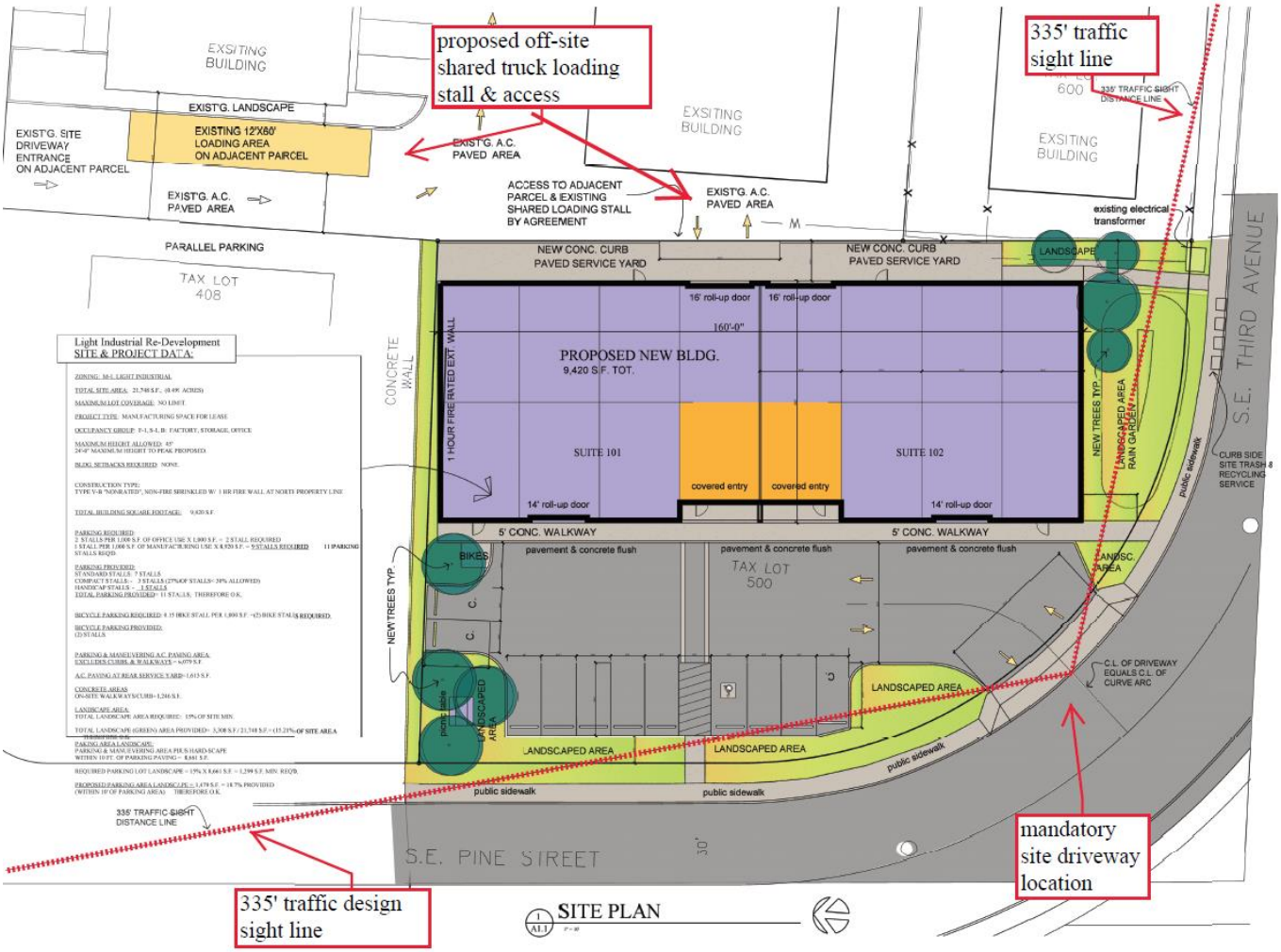


Site Zoning:

The site is zoned M-1 Light Industrial and is surrounded on two sides by M-1 zoned land with the Fire Station to the west zoned C-2 Highway Commercial and Residential uses to the south zoned R-2 High Density Residential, both across S.E. Pine Street. The Project site is situated on a ½ acre corner lot located on a large sweeping arc where S.E. Pine Streets turns 90 degrees East into S.E. Third Avenue

Proposed Development:

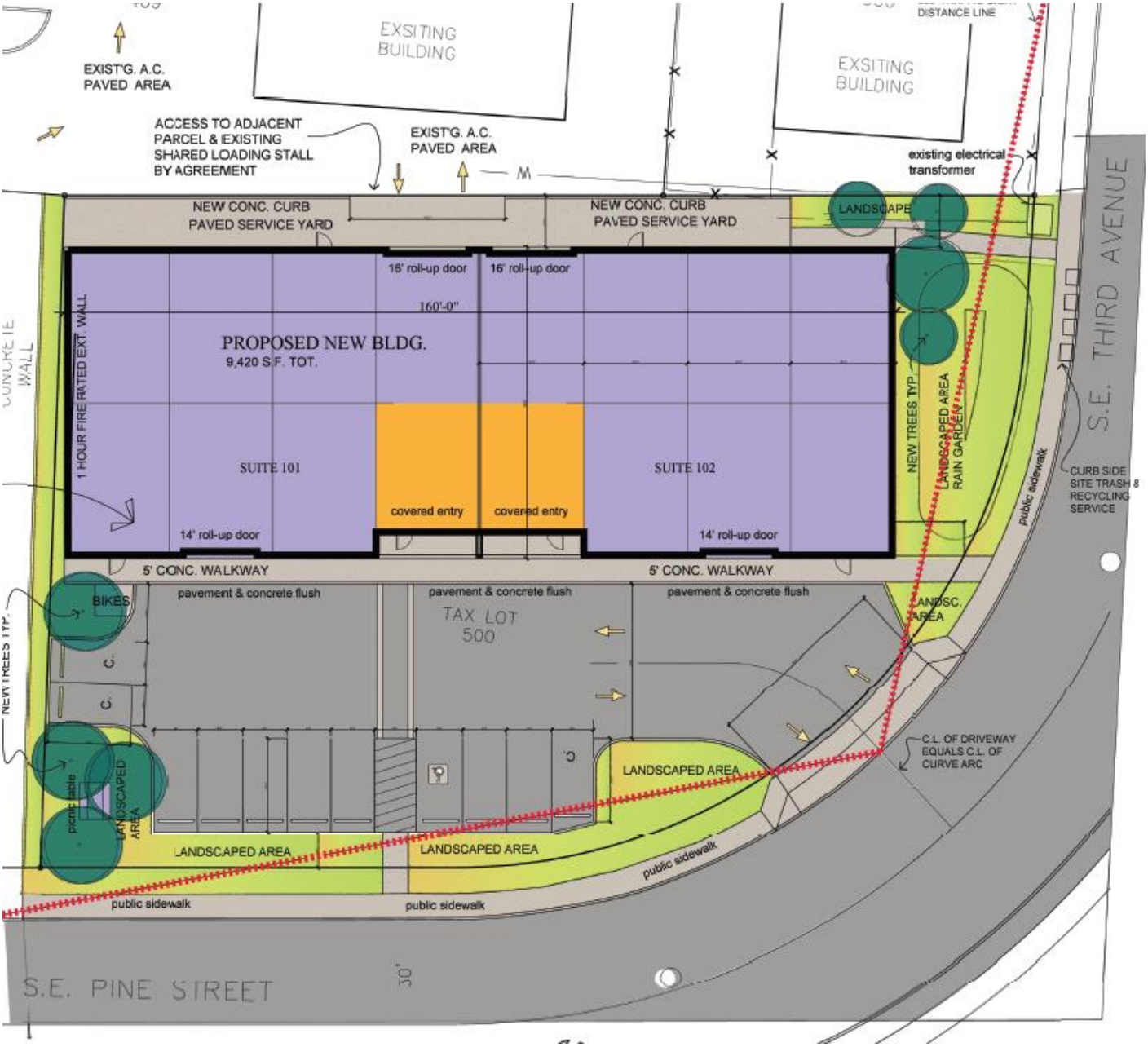
The applicant proposes to develop a Light Industrial Multi-Tenant Building with associated On-site vehicle parking, pedestrian walkways and landscaped areas. The proposed building is to be 9,420 square feet in gross floor area with overall dimensions of 160'x60'.



Site Access:
The proposed vehicle driveway access location has been dictated by D.K.S. Traffic Consultants to occur at the center apex of the sweeping curve on S.E. Pine Street. This specific location was selected based upon specific site line distances from north and south bound traffic directions. No other driveway access is allowed to this site per the traffic study findings and recommendations. With only one driveway access into the site, drive through parking flow is not a site design option. The single driveway also makes Truck delivery traffic nearly impossible to achieve without backing movements into the site from S.E. Pine Street.

Truck-Loading Alternative:
The Applicant, Mr. Patterson is also the Owner of the adjacent Oregon Machine Works development property abutting this site to the east. The Applicant proposes a shared Truck-loading and loading access agreement between the two parcels of land.

The agreement will be drafted by an Attorney with sufficient language to satisfy the City of Canby Planning Director that loading stall and access rights will be granted from Tax Lot 409 (Oregon Machine Works) to Tax lot 500 (Project Site).



Granting approval of the shared off-site loading and loading access agreement gets the trucks off of S.E. Pine Street to a location where it is safer and better screened from public view. This approach to site design promotes the opportunity to maximize site density and the use of limited developable Industrial land within the Urban Growth Boundaries.

Building and Site Design:

The Architecture of the proposed building consists of a single story pre-engineered steel building with factory finished metal roof and wall panels. All colors will be “Earthtones”.

The two street facing facades along S.E. Pine and S.E. Third Streets will have a 4’ tall split face masonry wainscoting the will create an overall wall base to the building.

The S.E. Pine Street Elevation will have two recessed covered entries at the center of the building to break up the building mass and provide easy recognition of each business public entrance. These storefront entrance doors and windows are inset 5' into under the primary roof and are framed by the masonry wainscoting and richly stained natural wood 'v'-groove wall paneling. The building will have pre-finished metal rollup service doors and painted metal man-doors on the front and rear elevations. The south end of the building will have a landscaped "rain-garden" storm swale to treat a portion of the roof drainage and provide a visually pleasing buffer between the public sidewalk and the building. The traffic study specifically establishes a 335 ft. sight line in each direction across the S.W. corner of the site. This Design requirement essentially prohibits any free standing monument signs, street trees or landscape much over 30" tall be located outside of the sight line area. The proposed site design therefore has no street trees or monument sign due to this design restriction. All new trees will be located on the parcel side of traffic sight line with only low growing plantings proposed along the street frontages. Signage on the project will be limited to wall signs only.

Landscaping:
The proposed landscaping design exceeds the requirements of the City of Canby landscape standards.
Total proposed landscaping = 3,308 s.f., this represents 15.21% of the total site area exceeding the 15% minimum required for Industrial projects. Total parking lot landscaping = 1,479 s.f. of landscaping or 17 % of the tributary area within 10 feet of parking areas, exceeding the 15% required. Nearly all landscaping will be drought tolerant to conserve water resources.

Utility and Service Requirements:

Water service: A single water meter will supply domestic water to the building. An irrigation service is not planned. Hose bibs will be installed on building to provide initial watering of landscaping.

Fire Suppression: Several fire hydrants are located near the site to provide fire suppression water to the proposed building. The building will not have a commercial fire sprinkler system.

Sanitary sewer: Wastewater will be typical for office use. One private sewer lateral will be provided to serve all restrooms. The sewer laterals will drain into an existing stub to the South end of the site.

Electrical: A single electrical disconnect will be installed on the building with individual metering for each separate tenant.

Natural Gas: will not be used on-site.

Phone / cable: Telephone and cable will be installed for internet, phone, t.v. to tenant.

Storm drainage: Storm drain runoff will be managed by collection of storm water runoff from paved surfaces in downspouts, catch basins, bio swales, and disposal of storm water runoff through above or below ground infiltration.

Garbage: Portable garbage and recycling cans will be utilized for weekly curb-side pick-up.

US Mail: Mail box units will be installed on-site as directed by the U.S. Postal Service.

Municipal Code Conformity Title 16

The following text includes all applicable sections of the current City of Canby Title 16 Planning and Zoning Code, followed by a written statement in *highlighted italic text* explaining how the proposed project conforms to the given requirement.

16.10 OFF-STREET PARKING AND LOADING

16.10.050 Parking standards designated

Off-street Parking Provisions – The parking standards identified in Table 16.10.050 are the minimum standards for off-street vehicle parking in the City of Canby. The standards below apply to this development.

Industrial:	
a. Manufacturing	2.00 spaces per 1,000 gross square feet of office space, plus 1.00 space per 1,000 gross square feet of non-office manufacturing space. Minimum of 5 parking spaces overall.
b. Warehousing	2.00 spaces per 1,000 gross square feet of office space, plus 1.00 space per 1,000 gross square feet of non-office warehousing space. Minimum of 5 parking spaces overall.
c. Wholesale establishments	2.00 spaces per 1,000 gross square feet of office space, plus 1.50 spaces per 1,000 gross square feet of non-office wholesale space. Minimum of 5 parking spaces overall.

The proposed development will include may include Manufacturing or Warehousing and some Office.

The required parking for this project is calculated as follows:

1 stall /1,000 s.f. Manufacturing x 8,920 s.f. = *9 stalls required*
2 stalls / 1,000 s.f. Office x 1,000 s.f. = *2 stalls required*
Total Parking required = ***11 stalls***

Total proposed On-site parking is as follows:
7 standard stalls
3 compact stalls (27% of total)
1 handicap accessible stall
11 parking stalls proposed. Meets the minimum parking code requirement.

16.10.060 Off-Street loading facilities

A. The minimum number of off-street loading berth for commercial and industrial uses is as follows:

SQUARE FEET OF FLOOR AREA	NUMBER OF BERTHS
Less than 5,000	0
5000 – 25,000	1
25,000 – 60,000	2

The proposed building area is 9,420 s.f. industrial use. ***This requires (1) Loading Berth 13'x35'x14' tall.***

On-Site Loading is not feasible for this Development based upon the configuration of the site and limitations on approved driveway placement allowed by the Traffic Study. The Applicant proposes to create a legal document for Shared Truck Loading and Loading access for the benefit of this Project Site. Truck loading will be provided on the adjacent site of Oregon Machine Works and accessed via S.E. 2nd Avenue.

Loading and loading access will be provided to the rear of the proposed Building.

The agreement will be drafted by an Attorney with sufficient language to satisfy the City of Canby Planning Director that loading stall and access rights will be granted from Tax Lot 409 (Oregon Machine Works) to Tax lot 500 (Project Site).

The project proposes on the Adjacent Tax lot 500 Oregon Machine Works, space for ***(1) one loading berth*** *with a minimum 12 foot wide passing lane. This loading provision therefore meets the requirement.*

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

1. Commercial Uses – 13' x 35'
3. Berths shall have an unobstructed minimum height of 14 feet.

The proposed loading stall on the adjacent parcel meets the minimum size for a commercial use loading berth and has unobstructed height. The requirements of this section are met.

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

The proposed loading berth spaces is located inside the site of Oregon Machine Works which is accessed from S.E. 2nd Ave. where it is fairly well hidden from public view. This requirements is met.

16.10.070 Parking lots and access.

A. Parking Lots. A parking lot, whether as accessory or principal use, intended for the parking of automobiles or trucks, shall comply with the following:

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

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

Proposed parking stalls are 8'-6" x 18'-0" for 90 degree stalls and 8'-0" x 16'-0" for compact stalls. The handicap accessible stall is 9'-0" wide with an 8'-0" wide access aisle, therefore this section is met.

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

a. The Planning Commission may approve the use of an engineered aggregate system for outdoor storage and/or non-required parking areas as part of a Conditional Use Permit provided that the applicant can demonstrate that City Standards related to:

i. minimizing dust generation,
ii. minimizing transportation of aggregate to city streets, and
iii. minimizing infiltration of environmental contaminants including, but not limited to, motor oils, fuels, volatile organic compounds (e.g. benzene, toluene, ethylbenzene, xylene), and ethylene glycol are met.

The Planning Commission may impose conditions as necessary to meet City Standards.

b. Use of permeable surfacing materials for parking lots and driveways is encouraged whenever site and soil conditions make permeable surfacing feasible. Permeable surfacing includes, but is not limited to: paving blocks, turf block, pervious concrete, and porous asphalt. All permeable surfacing shall be designed, constructed, and maintained in accordance with the Canby Public Works Design Standards and the manufacturer's recommendations.

Onsite soils located above approximately 9 feet below grade do not infiltrate very well. Soils deeper than 9 feet have a much higher capacity for infiltration. Due to the slow infiltration rate at the surface, above ground infiltration facilities are not feasible for storm water disposal. A surface facility will be used for water quality treatment, and some limited infiltration, with the majority of the storm water being disposed if in an onsite drywell.

The proposed storm water system meets the intent of this section. The requirements of this section have been met.

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

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

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

The driveway will be fully and completely paved, therefore meeting this requirement.

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

The project does not require backing into any street right of way. Therefore, this requirement is met.

7. Off-street parking areas, and the accesses to them, shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress and the maximum safety of pedestrian and vehicular traffic on the site and in adjacent roadways. The Planning Director or Planning Commission may require engineering analysis and/or truck turning diagrams to ensure safe and efficient traffic flow based on the number and type of vehicles using the site, the classification of the public roadway, and the design of the parking lot and access drives.

The proposed parking and maneuvering layout of the site meet this requirement.

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

Parking bumpers and curbs are proposed to prevent cars from encroaching into adjacent landscape areas and pedestrian walkways. The provisions of this section are met.

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

One accessible parking stalls are proposed. All will be striped and signed as required.

B. <u>Access.</u>

1. The provision and maintenance of vehicular and pedestrian ingress and egress from private property to the public streets as stipulated in this ordinance are continuing requirements for the use of any structure or parcel of real property in the City of Canby. No building permit or other permits shall be issued until scale plans are presented that show how the ingress and egress requirement is to be fulfilled. Should the owner or occupant of a lot or building change the use to which the lot or building is put, thereby increasing ingress and egress requirements, it shall be unlawful and a violation of this ordinance to begin or maintain such altered use until the required increase in ingress and egress is provided.

A single access point to the site is proposed located along at the apex of the corner of the arc along S.E. Pine Street. The access will include a pedestrian sidewalk connection between the public right of way and the main building entry. This access will be improved per the proposed site engineering drawings and is consistent with the Traffic Impact findings. The criteria of this section are met.

2. The City of Canby encourages joint/shared access. Owners of two (2) or more uses, structures, or parcels of land may agree to, or may be required by the City to, utilized jointly the same ingress and egress when the combined ingress and egress of both uses, structures, or

parcels of land satisfies their combined requirements as designed in this ordinance, provided that satisfactory legal evidence is presented to the City Attorney in the form of deeds, easements, leases or contracts shall be placed on permanent files with the city recorder.

The site access is dictated by the Traffic Study recommendations. No other shared access is feasible as all adjacent sites have existing access.

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

The proposed ingress and egress will be via a curb cut to SE Pine Street, a public street. The requirement of this section is met.

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

New sidewalks are proposed to connect the Building to the public sidewalks along S.E. Pine Street and S.E. Third Avenue. The proposed sidewalks satisfy the requirement of this section.

6. To afford safe pedestrian access and egress for properties within the city, a sidewalk shall be constructed along all street frontages, prior to use or occupancy of the building or structure proposed for said property. The sidewalks required by this section shall be constructed to city standards except in the case of streets with inadequate right-of-way width or where the final street design and grade have not been established, in which case the sidewalks shall be constructed to a design, and in a manner approved by the Site and Design Review Board. Sidewalks approved by Board may include temporary sidewalks and sidewalks constructed on private property; provided, however, that such sidewalks shall provide continuity with sidewalks of adjoining commercial developments existing or proposed. When a sidewalk is to adjoin a future street improvement, the sidewalk construction shall include construction of the curb and gutter section to grade and alignment established by the Site & Design Review Board.

Existing sidewalks occur along the site's street frontage on SE Pine Street. Some repair is proposed. This requirement is met.

7. The standards set forth in this ordinance are minimum standards for access and egress, and may be increased through the site and design review process in any particular instance where the standards provided herein are deemed insufficient to protect the public health, safety and general welfare.

16.10.070(B)(9): Minimum access requirements for commercial or institutional uses - ingress and egress for commercial uses shall not be less than the following:			
Parking spaces required	*Minimum number of accesses required*	*Minimum access width*	*Sidewalks & curbs (in addition to driveways)*
5-99	1	20 feet	Curbs required; sidewalk on one side minimum

The project will utilize a new paved driveway access measuring 35 feet wide. The access driveway will be curbed on both sides

Internal driveways will have a minimum access width of 29 feet, exceeding the minimum access width requirements. Sidewalks will be constructed adjacent to the proposed building and leading back to the public sidewalk along the adjacent streets.

The requirements of this section have been met.

12. Maximum driveway widths and other requirements except for single-family dwellings [see subsection (d) below]:

a. Unless otherwise herein provided, maximum driveway widths shall not exceed forty (40) feet.

b. No driveways shall be constructed within five (5) feet of an adjacent property line, except when two (2) adjacent property owners elect to provide joint access to their respective properties as provided by subsection 2.

c. There shall be a minimum distance of forty (40) feet between any two (2) adjacent driveways on a single property.

The proposed driveway connection extending to the public street meets these standards. The requirements of this section have been met.

13. Distance Between Driveways and Intersections- Except for single-family dwellings [see subsection (f) below] the minimum distance between driveways and intersections shall be as provided below. Distances listed shall be measured from the stop bar at the intersection:

a. At the intersection of any collector or arterial streets, driveways shall be located a minimum of fifty (50) feet from the intersection.

b. At the intersection of two (2) local streets, driveways shall be located a minimum of thirty (30) feet from the intersection as provided, the driveway shall be constructed as far from the intersection as possible, while still maintaining the five (5) foot setback between the driveway and property line.

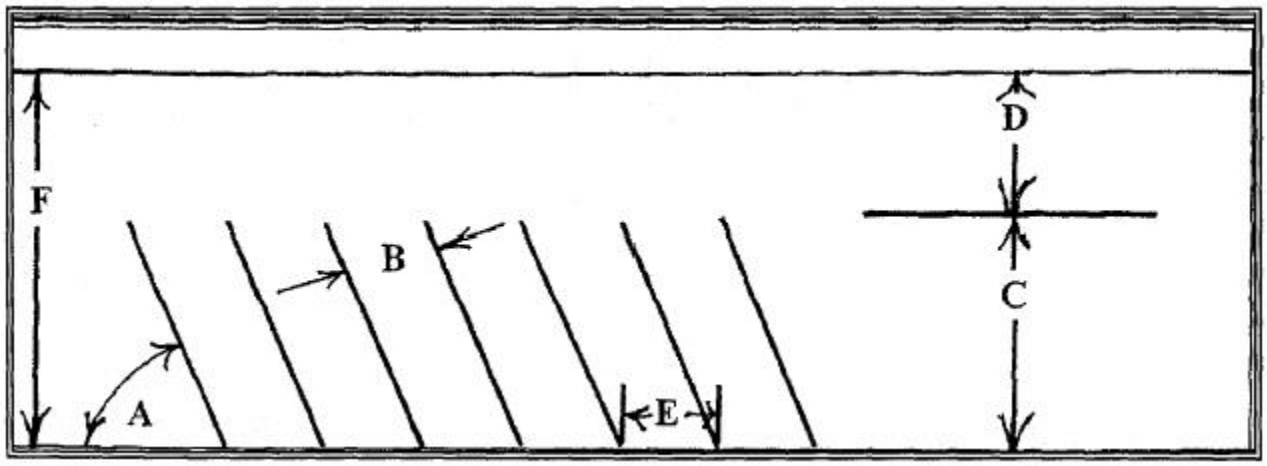
The proposed driveway extending to the public street meets these standards. The requirements of this section have been met.

TABLE 16.10.070
Minimum dimensional Standard for Parking

This table and Figure 16.10.070 provide the minimum dimensional standards for parking areas and spaces.
A = Parking angle in degrees D = Minimum clear aisle width
B = Minimum stall width E = Minimum clear stall distance at bay side
C = Minimum stall depth F = Minimum clear bay width

A	B	C	D	E	F
0 (parallel)	8'0"	-	12'0"	22'0"	20'0"
30	8'6"	16'4"	12'0"	17'0"	28'4"
45	8'6"	18'9"	12'6"	12'0"	31'3"

60	8'6"	19'10"	18'0"	9'10"	37'10"
90	8'6"	18'0"	24'0"	8'6"	42'0"



All proposed parking stalls are 90 degrees. All proposed parking stalls meet or exceed the minimum requirements of this section.

16.10.100 Bicycle Parking.

Bicycle parking shall be provided for all multi-family residential, institutional, commercial, and industrial uses.

A. Dimensions and characteristics: Bicycle parking spaces shall be a minimum of six (6) feet long and two (2) feet wide, and overhead clearance in covered spaces shall be a minimum of seven (7) feet. A minimum five (5) foot aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking. Bicycle racks located on a sidewalk shall provide a minimum of two (2) feet between the rack and a wall or other obstacle, and between the rack and curb face. Bicycle racks or lockers shall be securely anchored to the surface or a structure. Bicycle racks located in the Downtown Commercial Zone shall be of the inverted U style (a.k.a. staple racks). See Figure 20 of the Canby Downtown Plan for correct rack placement.

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

C. Number of spaces: The bicycle parking standards set out in Table 16.10.100 shall be observed.

TABLE 16.10.100 BICYCLE PARKING STANDARD	
LAND USE CATEGORY	MINIMUM REQUIRED BICYCLE PARKING SPACES

Commercial	
Offices	2, or 1 space per 1000 ft^2 , whichever is greater
Industrial	
Warehouse	2 or .1 space per 1000 ft^2 , whichever is greater

Per the uses listed above in Table 16.10.100, the office and mini-storage portions of the site should be looked at separately. A minimum of 2 bicycle spaces will be required.

Manufacturing Warehouse space: 0.1 space per 1,000 s.f. x 9,420 s.f. = 2 minimum bike spaces required.

The Site Plan indicates a bike rack at the NW corner of the proposed building accommodating (3) bicycles. The rack will be less than 50 feet from a building entrance and will be lit to the level the adjacent parking lot. The requirements of this section have been met.

16.32 M-1 LIGHT INDUSTRIAL ZONE

16.32.010 Uses permitted outright.

Uses permitted outright in the M-1 zone shall be as follows:

T. A use permitted outright in an M-1 zone include Warehouse.

The M-1 zone allows outright any Warehousing or Manufacturing.

Office space is allowed outright in the M-1 zone (Section 16.32.010.X);

Therefore, the proposed uses are permitted outright in the M-1 zone.

16.32.030 Development standards.

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

A. Minimum lot area: five thousand square feet.

B. Minimum width and frontage: fifty feet.

C. Minimum yard requirements:

1. Street yard: twenty feet where abutting Highway 99-E and S. Ivy Street. Gas station canopies shall be exempted from the twenty foot setback requirements. Remaining property none, except ten feet where abutting a residential zone. Sign setbacks along Highway 99-E and S. Ivy Street are to be measured from the face of the curb rather than the lot line. Where no curb exists, the setback shall be measured from the property line. Other than signs which are nonconforming structures and street banners which have been approved per the requirements of the Uniform Sign Code, no signs will be allowed to be located within, or to project over, a street right-of-way.

2. Interior yard: none, except ten feet where abutting a residential zone.

The site does not abut Highway 99E, S. Ivy Street or a residential zone. No pole signs are proposed. The minimum yard requirements of the M-1 zone are met.

D. Maximum building height:

1. Freestanding signs: thirty feet;
2. All other structures: forty-five feet.

The proposed building height is less than forty five feet. Freestanding signs are not proposed. The maximum building height requirements of the M-1 zone are met.

E. Maximum lot coverage: no limit.

The maximum lot coverage standards of the M-1 zone are met with the proposed buildings.

F. Other regulations:

1. Vision clearance distances shall be fifteen feet from any alley or driveway and thirty feet from any other street or railroad.

The vision clearance requirements at the proposed driveway to SE Pine Street is 15 feet. The proposed driveway exceeds the minimum requirement. A traffic study has been conducted by DKS Associates and paid for by the applicant.

2. All setbacks to be measured from the foundation line of the building. Overhangs shall not exceed two feet.

The required minimum setbacks are met.

3. Prior to issuance of a building permit, wireless/cellular towers require written certification of approval/compliance from the Federal Communications Commission, Federal Aviation Administration and the Oregon Department of Transportation (Department of Aeronautics). (Ord. 890 section 33, 1993; Ord. 830 section 11, 12, 1989; Ord. 740 section 10.3.31(C), 1984; Ord. 955 section 12, 1996; Ord. 981 section 51, 1997; Ord. 1237, 2007)

No towers are proposed. This requirement is met.

4. Outside storage areas abutting a residential zone shall be screened from view by a site blocking fence, landscaping, or berm and shall be of such material and design as will not detract from adjacent residences**.**

No outside storage is proposed abutting a residential zones. This requirement is met.

16.42 SIGNS

16.42.050 Size, type, and location of signs permitted by zoning district and use. In addition to the design standards for signs in Section 16.42.040, Table 16.42.050 sets forth standards for type, size, and location of permanent signs that are allowed in specific zoning districts. The table is arranged by section as follows:

TABLE 16.42.050

Table 2. Industrial Zones and Heavy Commercial Manufacturing Zone (M-1, M-2, C-M)

Monument Sign		
A. Use on site: Church, school, or public facility.		
Size: maximum 48 square feet per sign face (up to two faces).	Maximum Height: 9 feet.	Location/Number: One sign may be located adjacent each street frontage.
B. Use on site: Minor business complex.		
Size: maximum 100 square	Maximum Height: 9	Location/Number: One sign; except on a site

Table 2. Industrial Zones and Heavy Commercial Manufacturing Zone (M-1, M-2, C-M)		
feet per sign face (up to two faces).	feet.	abutting a collector or arterial street one sign may be located adjacent each collector/arterial street frontage; except on a site larger than 10 acres a total of two signs are allowed.
C. Use on site: Major business complex.		

Wall Sign	
A. Use on site: All uses.	

Size: The maximum sign face area of all wall signage allowed on a primary building frontage is 8 percent of the building elevation area of the primary building frontage. Except as allowed below, each sign is limited to a maximum of 120 square feet. The maximum sign face area of all wall signage allowed on a secondary building frontage is 6 percent of the building elevation area of the secondary building frontage. Except as allowed below, each sign is limited to a maximum of 60 square feet. If the building elevation area of	Maximum Height: shall not project above the roof line or top of the parapet wall, whichever is higher.	Location/Number: One sign per building frontage for each business license on file with the City at that location.
a primary or secondary building frontage exceeds 5,000 square feet, the maximum sign face area of each sign allowed on that frontage is 190 square feet.		

No monument sign is proposed due to traffic sight line restrictions.

Wall signs will be expected for Tenants above their respective storefront entrances as illustrated on the submitted Exterior Building Elevations. A final design is not available as part of this Design Review Application.

Two tenants minimum are expected to occupy the building. Each tenant is allowed (1) sign per building frontage. The primary frontage wall area = 2,560 x.08= 204.8 s.f. allowed, or 102 .s.f. of sign per tenant.

The sign area depicted on the building elevation is roughly 30 s.f. per tenant, well below allowed area.

The secondary building frontage is allowed 6% of wall area or 60 s.f. maximum. The south wall area is 1,110 s.f. x .06 = 66 s.f. The proposed sign is expected to be 35 s.f., again well below the allowed area.

The requirements for signage area and height are expected to occur well within the allowable design parameters. The sign code will be met.

16.43 OUTDOOR LIGHTING STANDARDS

16.43.040 Lighting Zones.

A. Zoning districts designated for residential uses (R-1, R-1.5 and R-2) are designated Lighting Zone One (LZ 1). All other zoning districts are designated Lighting Zone Two (LZ 2).

B. The designated Lighting Zone of a parcel or project shall determine the limitations for lighting as specified in this ordinance.

Table 16.43.040 Lighting Zone descriptions

Zone	Ambient Illumination	Representative Locations
LZ 1	Low	Rural areas, low-density urban neighbor-hoods and districts, residential historic districts. This zone is intended to be the default for residential areas.
LZ 2	Medium	High-density urban neighborhoods, shopping and commercial districts, industrial parks and districts. This zone is intended to be the default condition for commercial and industrial districts in urban areas.

This Industrial use will be in the LZ (Lighting Zone) 2.

16.43.060 Prohibited Light and Lighting.

A. All outdoor light sources, except street lights, shall be shielded or installed so that there is no direct line of sight between the light source or its reflection at a point 3 feet or higher above the ground at the property line of the source. Light that does not meet this requirement constitutes light trespass. Streetlights shall be fully shielded.

Lighting will be installed to meet the requirements of this section. Cut sheets for proposed Phillips wall luminaires are submitted with the application.

B. The following lighting systems are prohibited from being installed or used except by special use permit:

1. Aerial Lasers.
2. "Searchlight" style lights.
3. Other very intense lighting, defined as having a light source exceeding 300 watts.

None of the above lighting systems are proposed, the provisions of this section are met.

16.43.070 Luminaire Lamp Wattage, Shielding, and Installation Requirements.

A. All outdoor lighting shall comply with the limits to lamp wattage and the shielding requirements in Table 16.43.070 per the applicable Lighting Zone. These limits are the upper limits. Good lighting design will usually result in lower limits.

B. The city may accept a photometric test report, demonstration or sample, or other satisfactory confirmation that the luminaire meets the requirements of the shielding classification.

C. Such shielded fixtures must be constructed and installed in such a manner that all light emitted by the fixture complies with the specification given. This includes all the light emitted by the fixture, either directly from the lamp or by a diffusing element, or indirectly by reflection or refraction from any part of the fixture. Any structural part of the fixture providing this shielding must be permanently affixed.

D. All canopy lighting must be fully shielded. However, indirect upward light is permitted under an opaque canopy provided that no lamp or vertical element of a lens or diffuser is visible from beyond the canopy and such that no direct upward light is emitted beyond the opaque canopy. Landscape features shall be used to block vehicle headlight trespass while vehicles are at an external point of service (i.e. drive-thru aisle).

E. All facade lighting must be restricted to the facade surface. The margins of the facade shall not be illuminated. Light trespass is prohibited. The sides of commercial buildings without a customer entrance shall not be lit.

Table 16.43.070 - Luminaire Maximum Lumens and Required Shielding

Lighting Zone	Fully Shielded	Shielded	Partly Shielded	Unshielded (Shielding is highly encouraged. Light trespass is prohibited.)
LZ 2	7800 lumens or less	1600 lumens or less	800 lumens Or less	Landscape and facade lighting 1600 lumens or less; ornamental lights of 800 lumens or less.

Cut sheets for proposed lighting fixtures are included with the application. The applicant will install lighting to meet the requirements of this Code.

16.43.080 Height Limits.

Pole and surface-mounted luminaires under this section must conform with Section 16.43.070.

A. Lighting mounted onto poles or any structures intended primarily for mounting of lighting shall not exceed a mounting height of 40% of the horizontal distance of the light pole from the property line, nor a maximum height according to Table 16.43.080, whichever is lower. The following exceptions apply:

2. Lights specifically for driveways, and then only at the intersection of the road providing access to the site, may be mounted at any distance relative to the property line, but may not exceed the mounting height listed in Table 16.43.080.

3. Mounting heights greater than 40% of the horizontal distance to the property line but no greater than permitted by Table 16.43.080 may be used provided that the luminaire is side-shielded toward the property line.

B. Lighting mounted onto buildings or other structures shall not exceed a mounting height greater than 4 feet higher than the tallest part of the building or structure at the place where the lighting is installed, nor higher than 40% of the horizontal distance of the light from the property line, whichever is less. The following exceptions apply:

1. Lighting attached to single family residences shall not exceed the height of the eave. Lighting for driveways shall conform to Table 16.43.080.

2. Lighting for facades may be mounted at any height equal to or less than the total height of the structure being illuminated regardless of horizontal distance to property line.

3. For buildings less than 40 feet to the property line, including canopies or overhangs onto the sidewalk or public right of way, luminaires may be mounted to the vertical facade or the underside of canopies at 16 feet or less.

Table 16.43.080 - Maximum Lighting Mounting Height in Feet

Lighting Zone	Lighting for Driveways, Parking and Transit	Lighting for Walkways, Plazas and other Pedestrian Areas	All Other Lighting
LZ 2	37.5	18.0	15.0

Exterior light fixtures will be mounted at the elevations shown on the Architectural Elevations. The applicant will install the outdoor lighting as required to meet the provisions of this section.

16.43.110 Lighting Plan Required

A lighting plan shall be submitted with the development or building permit application and shall include:

A. A site plan showing the location of all buildings and building heights, parking, and pedestrian areas.

B. The location and height (above grade) of all proposed and existing luminaires on the subject property.

C. Luminaire details including type and wattage of each lamp, shielding and cutoff information, and a copy of the manufacturer's specification sheet for each luminaire.

D. Control descriptions including type of control (time, motion sensor, etc.), the luminaire to be controlled by each control type, and the control schedule when applicable.

E. Any additional information necessary to demonstrate compliance with the standards in this section.

A Site Lighting Plan, is submitted with the development application, meeting the requirements of this section.

16.46 ACCESS LIMITATIONS ON PROJECT DENSITY

16.46.030 Access connection.

A. Spacing of accesses on City streets. The number and spacing of accesses on City streets shall be as specified in Table 16.46.030. Proposed developments or land use actions that do not comply with these standards will be required to obtain an access spacing exception and address the joint and cross access requirements of this Chapter. (Ord. 1043 section 3, 2000; Ord. 1076, 2001; Ord. 1237, 2007)

TABLE 16.46.30
Access Management Guidelines for City Streets*

Street Facility	Maximum spacing** of roadways	Minimum spacing** of roadways	Minimum spacing** of roadway to driveway***	Minimum Spacing** driveway to driveway***
Arterial	1,000 feet	660 feet	330 feet	330 feet or combine
Collector	600 feet	250 feet	100 feet	100 feet or combine
Neighborhood/Local	600 feet	150 feet	50 feet****	10 feet

S. E. Pine Street is classified as a Collector on the City's TSP. The proposed driveway and emergency access are more than 100 feet to adjacent roadways and driveways.

This standard is met.

16.49 SITE AND DESIGN REVIEW

16.49.035 Application for Site and Design Review

B. All other projects subject to site and design review approval pursuant to Section

16.49.030 are subject to the Type III procedural requirements set forth in Chapter 16.89. The applicant shall submit a Type III application for approval pursuant to the approval criteria set forth in 16.49.040. (Ord.1296, 2008)

This project is subject to a Type III approval process and the design review standards in applicant is requesting a waiver from the applicable site and design review standards in Chapters 16.21 and 16.50. The application shall be a Type III process.

16.49.040 Criteria and standards.

B. In review of a Type III Site and Design Review Application, the Board shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the following:

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

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

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

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

5. The Board shall, in making its determination of compliance with this Ordinances, shall use the matrix in Table 16.49.040 to determine compatibility unless this matrix is superseded by another matrix applicable to a specific zone or zones under this title. An application is considered to be compatible with the standards of Table 16.49.040 if the following conditions are met:

a. The development accumulates a minimum of 60 percent of the total possible number of points from the list of design criteria in Table 16.49.040; and

b. At least 10 percent of the points used to comply with (a) above must be from the list of LID Elements in Table 16.49.040. (Ord. 1338, 2010).

D. In review of a Type III Site and Design Review Application, the Board shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the INTENT of the design review standards set forth in this ordinance.

E. The Board shall, in making its determination of compliance with the above requirements, be guided by the objectives and standards set forth in this ordinance. It must be demonstrated that all required public facilities and services are available, or will become available through the development, to adequately meet the needs of the proposed development. If the site and design review plan includes utility facilities or public utility facility, then the City Planner shall determine whether those aspects of the proposed plan comply with applicable standards.

F. The Board shall, in making its determination of compliance with the requirements set forth, consider the effect of its action on the availability and cost of needed housing. The Board shall

not use the requirements of this section to exclude needed housing types. However, consideration of these factors shall not prevent the Board from imposing conditions of approval necessary to meet the requirements of this section. The costs of such conditions shall not unduly increase the cost of housing beyond the minimum necessary to achieve the purposes of this ordinance.

G. As part of the site and design review, the property owner may apply for approval to cut trees in addition to those allowed in Chapter 12.32, the city Tree ordinance. The granting or denial of said application will be based on the criteria in Chapter 12.32. The cutting of trees does not in and of itself constitute change in the appearance of the property which would necessitate application for site and design review.

*The project is located within the **M-1 Zone***

See the Type III application and the following
16.49.040 Site Design Review Menu , Matrix

The proposed Site and building design yield an excess of points including those for LID. The requirements of the matrix are therefore met.

254 PINE ST. INDUSTRIAL BLDG.

Table 16.49.040 Site Design Review Menu

As part of Site and Design Review, the following menu shall be used as part of the review. In Ord.er to "pass" this table 60% of total possible points shall be earned,
10% of the total possible points must be from LID elements

Design Criteria	Possible Points					
Parking	0	1	2	3	4	
Screening of parking and/or loading facilities from public right-of-way	Not screened	Partially screened	Fully screened	-	-	1
Parking lot lighting provided	No	Yes	-	-	-	1
Parking location (behind building is best)	Front	Side	Behind	-	-	0
Number of parking spaces provided (% of minimum required)	>120%	101-120%	100%	-	-	2
Screening of Storage Areas and Utility Boxes	0	1	2	3	4	
Trash storage is screened from view by solid wood fence, masonry wall or landscaping.	No	Yes	-	-	-	1
Trash storage is located away from adjacent property lines.	0 - 10 feet from adjacent property	11 - 25 feet from adjacent property	>25 feet from adjacent property	-	-	0
Utility equipment, including rooftop equipment, is screened from view.	Not screened	Partially screened	Fully screened	-	-	2
Access	0	1	2	3	4	
Distance of access to nearest intersection.	≤70 feet	71 - 100 feet	>100 feet	-	-	2
Pedestrian walkways from public street/sidewalks to building entrances.	One entrance connected.	-	Walkways connecting all public streets/ sidewalks to building entrances.	-	-	2
Pedestrian walkways from parking lot to building entrance.	No walkways	Walkway next to building only	Walkways connecting all parking areas to building entrances		-	2

landscape screening of trash cans stored on rear of blsg.

total this pg.= 13

Design Criteria	Possible Points					
Tree Retention	**0**	**1**	**2**	**3**	**4**	
Percentage of trees retained	<10%	10-50%	51-75%	>75%	-	0
Replacement of trees removed	<50%	≥50%	-	-	-	1
Signs	**0**	**1**	**2**	**3**	**4**	
Dimensional size of sign (% of maximum permitted)	>75%	50-75%	<50% no site sign on project			n.a
Similarity of sign color to building color	Not similar	Somewhat similar	Similar	-	-	n.a
Pole sign used	Yes	No	-	-	-	n.a
Building Appearance	**0**	**1**	**2**	**3**	**4**	
Style (similar to surroundings)	Not similar	Somewhat similar (1 or 2 points possible depending on level of similarity)		-	-	2
Color (subdued and similar to surroundings is better)	Neither	Similar or subdued	Both	-	-	2
Material (concrete, wood and brick are best)	Either 1 or 2 points may assigned at the discretion of the Site and Design Review Board					0.5
Size of building (smaller is better)	>20,000 square feet	≤20,000 square feet	-	-	-	1
Provision of public art (i.e. murals, statues, fountains, decorative bike racks, etc.)	No	-	deco. bike rack -	-	Yes	4
Landscaping	**0**	**1**	**2**	**3**	**4**	
Number of non-required trees provided	-	At least one tree per 500 square feet of landscaping.	(7) trees required= (7) trees provided			1
Amount of grass (less grass is better) (% of total landscaped area)	>50%	25-50%	<25%	-	-	2
Low Impact Development (LID)	**0**	**1**	**2**	**3**	**4**	
Use of pervious paving materials (% of total paved area)	<10%	-	10-50%	51-75%	>75%	0
Provision of park or open space area	None	-	Open space (Generally not for public use)	-	Park (public or privately owned for public use)	2

(-5) pts. from possible due to n.a.

masonry wainscot

picnic table

total this pg.= 15.5

Design Criteria	Possible Points					
Use of drought tolerant species in landscaping (% of total plants)	<25% drought tolerant	-	25-50% drought tolerant	51-75% drought tolerant	>75% drought tolerant	4
Provision of additional interior parking lot landscaping (% of minimum required)	100%	101-110%	111-120%	>120%	-	2
Provision of an eco-roof or rooftop garden (% of total roof area)	<10%	-	-	10-50%	>50%	0
Parking integrated within building footprint (below-grade, structured parking, or tuck-under parking) (% of total on-site parking)	<10%	not applicable for industrial building -	-	10-50%	>50%	n.a.
Disconnecting downspouts from city stormwater facilities	None	Some downspouts disconnected	All downspouts disconnected	-	-	2
Shared parking with adjacent uses or public parking structure (% of total required parking spaces)	None	<50%	≥50%	-	-	0
Provision of rain gardens/bioretention areas for stormwater runoff (% of total landscaped area)	None	-	10-50%	51-75%	>75%	2
	Total Possible Points = 71, 60%=42.6 points, 10%=7.1 points					

(-4) pts. from possible due to n.a.

(Ord. 1296, 2008; Ord. 1338, 2010)

total this pg.= 10

16.49.050 Conditions placed on site and design review approvals.

A. A site and design review approval may include restrictions and conditions. These restrictions and conditions shall be reasonably conceived to:

1. Protect the public from the potentially deleterious effects of the proposal; and/or

2. Fulfill the need for services created, increased or in part attributable to the proposal; and/or

3. Further the implementation of the requirements of the Canby Municipal Code.

71 pts. possible - 9 pts. n.a. =62pts
62x.60 = 37.2 pts. required min.

total score all pgs. = 38.5 points

LID score all pgs.= 12 points
>7.1 pts. req'd., O.K.

38.5 pts.provided > 37.2 pts. req'd., O.K.

16.49.065 Bicycle and pedestrian facilities.

Developments coming under design review shall meet the following standards:

A. The internal walkway system shall be extended to the boundaries of the property to adjoining properties developed or zoned for commercial, public, or multi-family uses. The walkway shall connect to an existing walkway system on adjoining property or be located so as to provide for development of a logical connection in the future when the adjoining property is developed or redeveloped.

The internal walkway system is being provided to connect this development to the public street. Adjacent developments also have connections to public walkways so no additional internal connections are proposed to adjacent sites. The provisions of this section are met.

B. On-site facilities shall be provided to accommodate safe and convenient pedestrian and bicycle access within new subdivisions, multi-family developments, planned development, shopping centers, and commercial districts, and connecting to adjacent residential areas and neighborhood activity centers. Residential developments shall include streets with sidewalks and access ways.

The provisions of this section have been met to the extent practical with new walkways being provided within the development.

C. For new office parks and commercial development:

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

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

3. Walkways shall be direct with minimal driveway crossings.

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

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

The provisions of this requirement are met.

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

All walkways are proposed to be concrete. The sidewalks will drain to water quality manholes and drywells and into bio filtration. No permeable compacted gravels are proposed.

E. Developments that abut the Molalla Forest Road multi-use path shall provide a pedestrian/bicycle access to the path. The city may determine the development to be exempt from this standard if there is an existing or planned access to the path within 300 feet of the development. (Ord.1340, 2011)

This site does abut Molalla Forest Road and a compacted gravel path is proposed.

16.49.080 General provisions for landscaping.

A. The standards set forth in this section are minimum standards for landscaping.

B. The purpose of these landscaping standards is to provide uniform standards for the development and maintenance of the landscaping of private property and public rights-of-way. The purpose of landscaping is to improve the livability of residential neighborhoods, enhance the customer attraction of commercial areas, increase property values, improve the compatibility of adjacent uses, provide visual separation and physical buffers between incompatible adjacent land uses, provide visual relief from the expanse of parking lots, screen undesirable views, contribute to the image and appeal of the overall community, and mitigate air and noise pollution. These standards are also intended to facilitate Low Impact Development (LID) techniques through the retention of existing native vegetation and mature, healthy trees, to the extent feasible. Additional LID related goals of this chapter are to: reduce erosion and storm water runoff; preserve and promote urban wildlife habitats; reduce the amount of carbon dioxide in the air; shade and reduce the temperature of adjacent waterways; and enhance the streetscapes along the city's public rights-of-way with an emphasis on trees and LID storm water facilities.

C. The minimum area requirement for landscaping for developments coming under design review shall be the percentage of the total land area to be developed as follows. Parking lot landscaping area is included in calculating the following landscape areas:

1. **Fifteen (15) percent for all industrial** and commercial zones (except the Downtown-Commercial zone, but including the Commercial-Residential zone).

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

3. Thirty (30) percent for all residential zones.

The minimum landscaping requirement of fifteen (15) percent of the site area has been met.

D. LID storm water management facilities, such as rain gardens and bio retention areas, may be counted toward the minimum landscaping requirement when they are located on private property. LID facilities in the public right-of-way cannot be counted toward the minimum landscaping requirement. The integration of LID storm water management facilities within required landscaping must be approved by the city and shall comply with the design and construction standards set forth in the Canby Public Works Design Standards.

Landscape areas of the site will be subject to storm water drainage movement, some bio-retention areas are proposed with landscaped areas included in the landscape area calculation.
.

E. Trees and other plant materials to be retained shall be identified on the landscape plan. The Site and Design Review Board encourages the retention, to the extent practicable, of existing healthy trees and vegetation.

Existing trees will not be retained due to poor quality. The remaining vegetation onsite consists of grass and brush and it will also be removed.

F. During the construction process:

1. The owner or the owner's agent shall provide above and below ground protection for existing trees and plant materials identified to remain.

2. Trees and plant materials identified for preservation shall be protected by chain link fencing placed around the tree, at the drip line.

3. If it is necessary to fence within the drip line, such fencing shall be specified by a qualified arborist, nurseryman or landscape architect.

4. Neither top soil storage nor construction material storage shall be located within the drip line of trees designated to be preserved.

5. Where site conditions make necessary grading, building, paving, trenching, boring, digging, or other similar encroachment upon a preserved tree's drip line area, such grading, paving, trenching, boring, digging or similar encroachment shall only be permitted under the direction of a qualified arborist, nurseryman or landscape architect. Such direction must assure that the health needs of trees within the preserved area can be met.

6. Tree root ends shall not remain exposed.

Existing trees will not be preserved.

G. Landscaping under preserved trees shall be compatible with the retention and health of said trees.

Existing trees are in poor health and will be removed.

H. When it is necessary for a preserved tree to be moved in accordance with the Tree Ordinance, the landscaped area surrounding said tree or trees shall be maintained and replanted with trees which relate to the present landscape plan, or if there is no landscaping plan, then trees which are complimentary with existing, nearby landscape materials.

Existing trees are in poor health and will be removed.

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

A Landscaping Plan, meeting the requirements of this section, has been submitted with the application.

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

A Landscaping Plan, meeting the requirements of this section, has been prepared by Aurora Landscape and submitted with the application.

K. Landscaping methods should be guided by the provisions of the most recent edition of the Sunset Western Garden Book or similar publication.

A Landscaping Plan, meeting the requirements of this section, has been prepared by Aurora Landscape and submitted with the application.

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

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

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

A Landscaping Plan, meeting the requirements of this section, has been prepared by Aurora Landscape and submitted with the application.

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

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

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

3. It will not hinder solar access considerations.

Site landscaping will be professionally maintained.

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

Once grading is complete, a sufficient amount of topsoil will be placed on landscaping areas to provide for a suitable base for landscaping.

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

Planting areas will be graded away from the building to provide suitable drainage.

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

Landscape areas adjacent to walkways and driveways are generally curbed to prevent the material from washing.

16.49.120 Parking lot landscaping standards.

C. Landscaping Within a Parking Lot.

1. Area within a parking lot shall include the paved parking and maneuvering area, as well as any paved area within ten (10) feet of any exterior face of curb surrounding the paved parking and maneuvering area.

The landscaped area within 10 feet of any exterior face of curb or paving/maneuvering area, is proposed to be landscaped.

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

All landscape Islands proposed conform to this parameter. The design meets this requirement.

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

LID storm water management facilities are integrated into the landscaping areas as appropriate to site grades and landscape design.

D. Computing Minimum Area Required to be Landscaped Within a Parking Lot. Minimum area required to be landscaped within a parking lot shall be as follows:

1. Fifteen (15) percent for all residential, industrial, and commercial zones.

More than fifteen percent (15%) of the parking area will be landscaped, all in the area surrounding the parking lot. The provisions of this section have been met.

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

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

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

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

The parking area is less than 16 stalls therefore these requirements are not applicable.

F. Criteria for Trees in Parking Lots. Deciduous, evergreen and/or shade trees shall meet the following criteria:

1. Reach a mature height of forty (40) feet. Trees must be at least three-inch (3") caliper at the time of planting..

2. Cast moderate to dense shade in summer.

3. Be long lived, i.e., over sixty (60) years.

4. Do well in an urban environment:

a. Be pollution tolerant; and

b. Be tolerant of direct and reflected heat.

5. Require little maintenance:

a. Be mechanically strong;

b. Be insect and disease resistant; and

c. Require little pruning.

6. Be resistant to drought conditions.

7. Be barren of fruit production.

The trees proposed on the Landscaping Plan meet the requirements of this section.

G. Perimeter of Parking and Loading Areas:

1. Screening of parking and loading areas is required. Within three (3) years of planting, screening shall be of such height and density as to shield vehicle headlights from head-on visibility.

2. In addition, one (1) deciduous, evergreen and/or shade tree shall be planted every forty (40) feet, minimum, along the required setback of the vehicular use area.

Screening of the parking area is proposed, including the use of shade trees located where allowed by traffic sight lines within the setbacks surrounding the vehicular use area. The requirements of this section have been met.

H. Irrigation System or Available Water Supply Required. Landscaped areas shall be provided with automatic irrigation systems or a readily available water supply with at least one (1) outlet located within 150 feet of all plant materials to be maintained.

Irrigation will not be provided, however a hose bibs are proposed on the building within 150 feet of all plant materials meeting the requirements of this section.

Chapter 16.89 APPLICATION AND REVIEW PROCEDURES

16.89.020 Description and Summary of Processes.

All land use and development applications shall be decided by using the procedures contained in this Chapter. Specific procedures for each type of permit are contained in Sections 16.89.030 through 16.89.060. The procedure type assigned to each permit governs the decision-making process for that permit. Additional requirements may be found in the individual chapters governing each permit type. The four types of procedure are described below. Table 16.89.020 lists the City's land use and development applications and their required procedures.

C. Type III Procedure (Quasi-Judicial/Legislative). Type III decisions are made by the Planning Commission after a public hearing, with appeals reviewed by the City Council. Type III procedures generally use discretionary approval criteria.

The applicant intends to have the application processed as a Type III Procedure.

C. Application requirements. Type III applications shall be made on forms provided by the Planning Director. The application shall be accompanied by all required information and fees.

An application form has been provided for this project. The application form, the required fees and accompanying information were submitted to City of Canby Planning and Building. The requirements of this section have been

TABLE 16.89.020
Land Use and Development Application Procedures

Application Type	**Process Type**	Notice Radius (Feet)	Neighborhood Meeting Required
Site and Design Review – Type III	III	500	Yes

16.89.050 Type III Decision.

A. Pre-application conference. A pre-application conference may be required by the Planning Director for Type III applications.

Pre-application conferences for this project were held on 10-31-2018. The requirements of this section have been met.

B. Neighborhood meetings. As directed in Table 16.89.020, the applicant may be required to present their development proposal at a neighborhood meeting before the City accepts the application as complete. See Section 16.89.070.

A neighborhood meeting was held on 12-15-2018.and minutes will be submitted to the Planning Director.

D. Application requirements. Type III applications shall be made on forms provided by the Planning Director. The application shall be accompanied by all required information and fees.

An application form has been provided for this project. The application form, the required fees and accompanying information were submitted to City of Canby Planning and Building. The requirements of this section have been met.

Chapter 16.120 PARKS, OPEN SPACE, AND RECREATION LAND

16.120.010 Purpose

The availability of park, open space, and recreation land is an important element in determining the character of a developing neighboring city to the metropolitan area, such as City of Canby. Land which substitutes trees, grass, and vegetation for structures, paving, and other urban features provides not only an aesthetically pleasing landscape with striking views of Mt. Hood, but also buffers incompatible uses, and preserves sensitive environmental features and important resources. Parks, open space, natural parks and trail recreation lands, together with support facilities, also help to meet the active and passive recreational needs of the population of Canby; therefore, concurrent development of support facilities is equally important. This chapter implements policies of Goal 8 of the Comprehensive Plan, the Park and Recreation Master Plan, and Park and Open Space Acquisition Plan by outlining provisions for parks, open space and recreational facilities in the City of Canby.

2. The City shall require land dedication or payment of the system development charge (SDC) in lieu of land dedication (Section 4.20.170). In addition, the City may credit private on-site park, open space and recreation area(s) and facilities (Section 16.120.060). The City may approve any combination of these elements. Prior to parkland dedication, a Level I Environmental Assessment of the lands proposed for dedication shall be performed by the applicant as part of the site plan approval for the project.

16.120.040 Cash in lieu of dedication of land

B. Options for Meeting System Development Charge Requirements

.

If no parkland dedication is required or requested by the city, the full amount of the park system development charge will be assessed and is due and payable at the time the first building permit(s) is/are issued.

a. Cash charged in lieu of land dedication shall be based on the City's System Development Charge for parkland, as provided by the Systems Development Charge ordinance.

This site will is subject to SDC parks fees in-lieu of dedication. The fees will be paid at issuance of the first building permit..

CONCLUSION

Through the preparation of this narrative and the other documents included with the Site and Design Review Application, the applicant has demonstrated compliance with the intent and requirements of the applicable Chapters of the City of Canby Land Development and Planning Ordinance. Therefore, the project should be approved.

Feel free to contact the following members of the Design Team if you have questions regarding the submittal

Applicant	*Mike Patterson,*	*(503) 310-8708* *omwmike@canby.com*
Architect	*Scott Beck, Architect*	*(503) 266-9270* *beck-arch@web-ster.com*
Civil Engineer	*Pat Sisul,* *Sisul Engineering*	*(503) 657-0188* *patsisul@sisulengineering.com*
Landscaper	*Zander Prideaux* *Aurora Landscape NW*	*(503) 678-1234* *zander@auroralandscapenw.com*

EXSITING BUILDING

TAX LOT 409

EXSITING BUILDING

TAX LOT 600

EXSITING BUILDING

335' TRAFFIC SIGHT DISTANCE LINE

EXIST'G. LANDSCAPE

5'-0"

EXIST'G. SITE DRIVEWAY ENTRANCE ON ADJACENT PARCEL

EXISTING 12'X60' LOADING AREA ON ADJACENT PARCEL

31'-6"

EXIST'G. A.C. PAVED AREA

EXIST'G. A.C. PAVED AREA

ACCESS TO ADJACENT PARCEL & EXISTING SHARED LOADING STALL BY AGREEMENT

EXIST'G. A.C. PAVED AREA

existing electrical transformer

14'-6"

PARALLEL PARKING

TAX LOT 408

NEW CONC. CURB PAVED SERVICE YARD

30'-0"

10'-1"

NEW CONC. CURB PAVED SERVICE YARD

LANDSCAPE

10'-1"

16' roll-up door

16' roll-up door

160'-0"

PROPOSED NEW BLDG.
9,420 S.F. TOT.

20'-0" 20'-0" 20'-0" 20'-0"

60'-0"

1 HOUR FIRE RATED EXT. WALL

SUITE 101

SUITE 102

NEW TREES TYP.

LANDSCAPED AREA RAIN GARDEN

S.E. THIRD AVENUE

public sidewalk

CURB SIDE SITE TRASH & RECYCLING SERVICE

covered entry

covered entry

14'-0"

14' roll-up door

14' roll-up door

5' CONC. WALKWAY

5' CONC. WALKWAY

pavement & concrete flush

pavement & concrete flush

pavement & concrete flush

BIKES

TAX LOT 500

LANDSC. AREA

11'-0"

8'-0"

8'-0"

29'-6"

35'-5"

NEW TREES TYP.

8'-6" 8'-6" 8'-6" 8'-6" 8'-6" 8'-0" 9'-0" 8'-6" 8'-6" 8'-0"

16'-0"

picnic table

LANDSCAPED AREA

18'-0"

LANDSCAPED AREA

LANDSCAPED AREA

6'-6"

LANDSCAPED AREA

C.L. OF DRIVEWAY EQUALS C.L. OF CURVE ARC

public sidewalk

public sidewalk

public sidewalk

335' TRAFFIC SIGHT DISTANCE LINE

S.E. PINE STREET

30'

CONCRETE WALL

Light Industrial Re-Development SITE & PROJECT DATA:

ZONING: M-1, LIGHT INDUSTRIAL

TOTAL SITE AREA: 21,748 S.F., (0.499 ACRES)

MAXIMUM LOT COVERAGE: NO LIMIT.

PROJECT TYPE: MANUFACTURING SPACE FOR LEASE

OCCUPANCY GROUP: F-1, S-1, B: FACTORY, STORAGE, OFFICE

MAXIMUM HEIGHT ALLOWED: 45'
24'-0" MAXIMUM HEIGHT TO PEAK PROPOSED.

BLDG. SETBACKS REQUIRED: NONE.

CONSTRUCTION TYPE:
TYPE V-B "NONRATED", NON-FIRE SPRINKLED W/ 1 HR FIRE WALL AT NORTH PROPERTY LINE

TOTAL BUILDING SQUARE FOOTAGE: 9,420 S.F.

PARKING REQUIRED:
2 STALLS PER 1,000 S.F. OF OFFICE USE X 1,000 S.F. = 2 STALL REQUIRED
1 STALL PER 1,000 S.F. OF MANUFACTURING USE X 8,920 S.F. = 9 STALLS REQUIRED
11 PARKING STALLS REQ'D.

PARKING PROVIDED:
STANDARD STALLS: 7 STALLS
COMPACT STALLS: - 3 STALLS (27% OF STALLS< 30% ALLOWED)
HANDICAP STALLS: - 1 STALLS
TOTAL PARKING PROVIDED= 11 STALLS; THEREFORE O.K.

BICYCLE PARKING REQUIRED: 0.15 BIKE STALL PER 1,000 S.F. =(2) BIKE STALLS REQUIRED.

BICYCLE PARKING PROVIDED:
(2) STALLS.

PARKING & MANEUVERING A.C. PAVING AREA:
EXCLUDES CURBS, & WALKWAYS = 6,079 S.F.

A.C. PAVING AT REAR SERVICE YARD= 1,613 S.F.

CONCRETE AREAS
ON-SITE WALKWAYS/CURB= 1,246 S.F.

LANDSCAPE AREA:
TOTAL LANDSCAPE AREA REQUIRED: 15% OF SITE MIN.

TOTAL LANDSCAPE (GREEN) AREA PROVIDED= 3,308 S.F./ 21,748 S.F.= (15.21%) OF SITE AREA
THEREFORE O.K.

PAKING AREA LANDSCAPE:
PARKING & MANUEVERING AREA PLUS HARD-SCAPE
WITHIN 10 FT. OF PARKING PAVING = 8,661 S.F.

REQUIRED PARKING LOT LANDSCAPE = 15% X 8,661 S.F. = 1,299 S.F. MIN. REQ'D.

PROPOSED PARKING AREA LANDSCAPE = 1,479 S.F. = 17.0% PROVIDED
(WITHIN 10' OF PARKING AREA) THEREFORE O.K.

1 / A1.1 SITE PLAN
1" = 10'

PRELIMINARY NOT FOR CONSTRUCTION

SCOTT R. BECK
ARCHITECT
361 N.E. Third Avenue
Canby, Oregon 97013
(503) 266-9270

Light Industrial Re-Development

254 S. PINE STREET
CANBY, OR 97013

DEVELOPER:
MIKE PATTERSON
1101 S.E. SECOND AVE., SUITE 'A'
CANBY, OR 97013
(503) 310-8708

SITE PLAN

revisions:

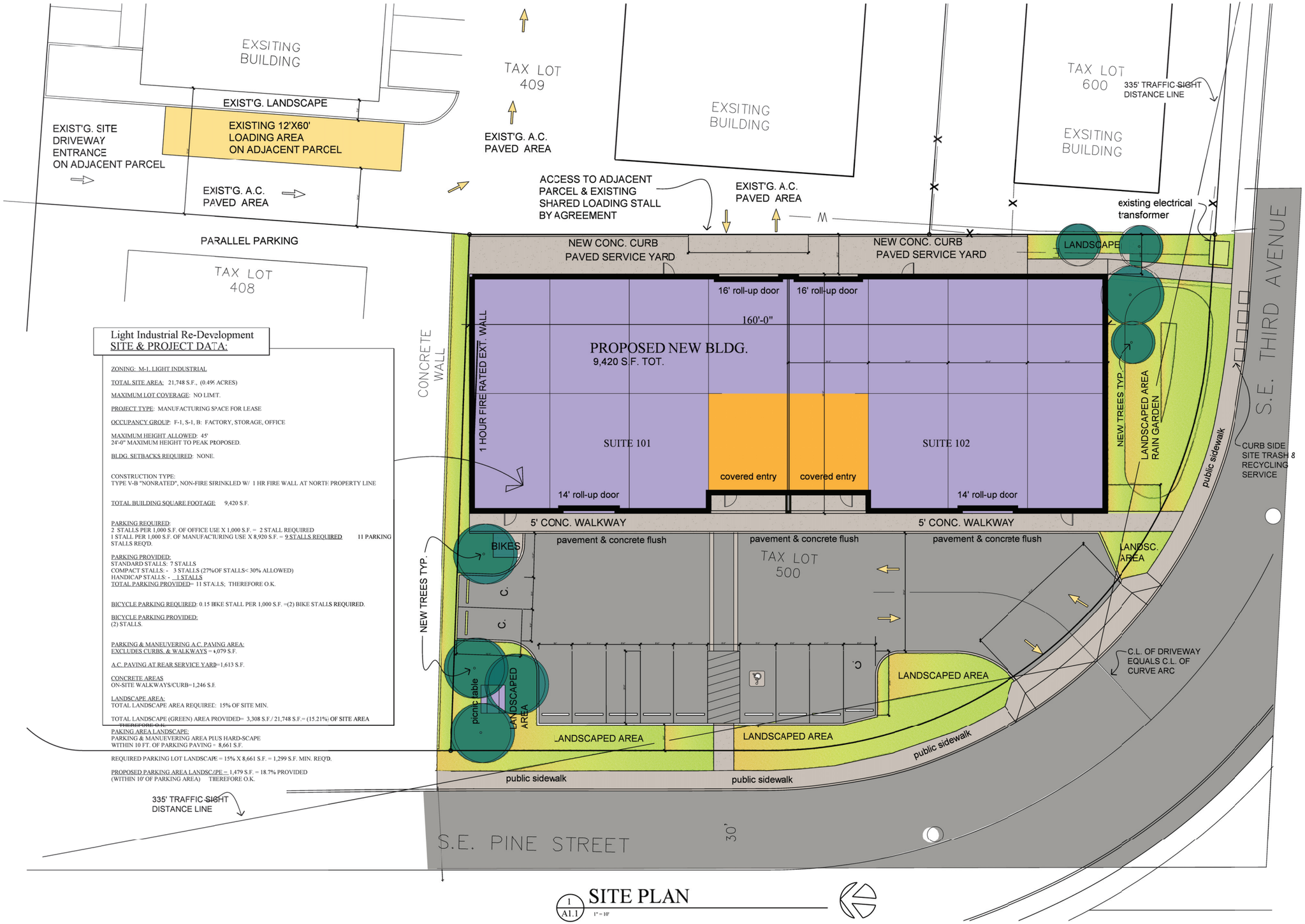
date: 5/29/2018

scale: 1"=10'

drawn: SRB

job no: 1806

A1.1



Light Industrial Re-Development
SITE & PROJECT DATA:

ZONING: M-1, LIGHT INDUSTRIAL

TOTAL SITE AREA: 21,748 S.F., (0.495 ACRES)

MAXIMUM LOT COVERAGE: NO LIMT.

PROJECT TYPE: MANUFACTURING SPACE FOR LEASE

OCCUPANCY GROUP: F-1, S-1, B: FACTORY, STORAGE, OFFICE

MAXIMUM HEIGHT ALLOWED: 45'
24'-0" MAXIMUM HEIGHT TO PEAK PROPOSED.

BLDG. SETBACKS REQUIRED: NONE.

CONSTRUCTION TYPE:
TYPE V-B "NONRATED", NON-FIRE SPRINKLED W/ 1 HR FIRE WALL AT NORTH PROPERTY LINE

TOTAL BUILDING SQUARE FOOTAGE: 9,420 S.F.

PARKING REQUIRED:
2 STALLS PER 1,000 S.F. OF OFFICE USE X 1,000 S.F. = 2 STALL REQUIRED
1 STALL PER 1,000 S.F. OF MANUFACTURING USE X 8,920 S.F. = 9 STALLS REQUIRED 11 PARKING STALLS REQ'D.

PARKING PROVIDED:
STANDARD STALLS: 7 STALLS
COMPACT STALLS: - 3 STALLS (27%OF STALLS< 30% ALLOWED)
HANDICAP STALLS: - 1 STALLS
TOTAL PARKING PROVIDED= 11 STALLS; THEREFORE O.K.

BICYCLE PARKING REQUIRED: 0.15 BIKE STALL PER 1,000 S.F. =(2) BIKE STALLS REQUIRED.

BICYCLE PARKING PROVIDED:
(2) STALLS.

PARKING & MANEUVERING A.C. PAVING AREA:
EXCLUDES CURBS, & WALKWAYS = 8,079 S.F.

A.C. PAVING AT REAR SERVICE YARD=1,613 S.F.

CONCRETE AREAS
ON-SITE WALKWAYS/CURB=1,246 S.F.

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TOTAL LANDSCAPE AREA REQUIREE: 15% OF SITE MIN.

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~~THEREFORE O.K.~~

PAKING AREA LANDSCAPE:
PARKING & MANUEVERING AREA PIUS HARD-SCAPE
WITHIN 10 FT. OF PARKING PAVING = 8,661 S.F.

REQUIRED PARKING LOT LANDSCAPE = 15% X 8,661 S.F. = 1,299 S.F. MIN. REQ'D.

PROPOSED PARKING AREA LANDSC/PE = 1,479 S.F. = 18.7% PROVIDED
(WITHIN 10' OF PARKING AREA) THEREFORE O.K.

1 / A1.1 SITE PLAN
1" = 10'

PRELIMINARY NOT FOR CONSTRUCTION

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DEVELOPER:
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CANBY, OR 97013
(503) 310-8708

revisions:

date: 5/7/2018
scale: 1/8"=1'-0"
drawn: SRB
job no: 1806

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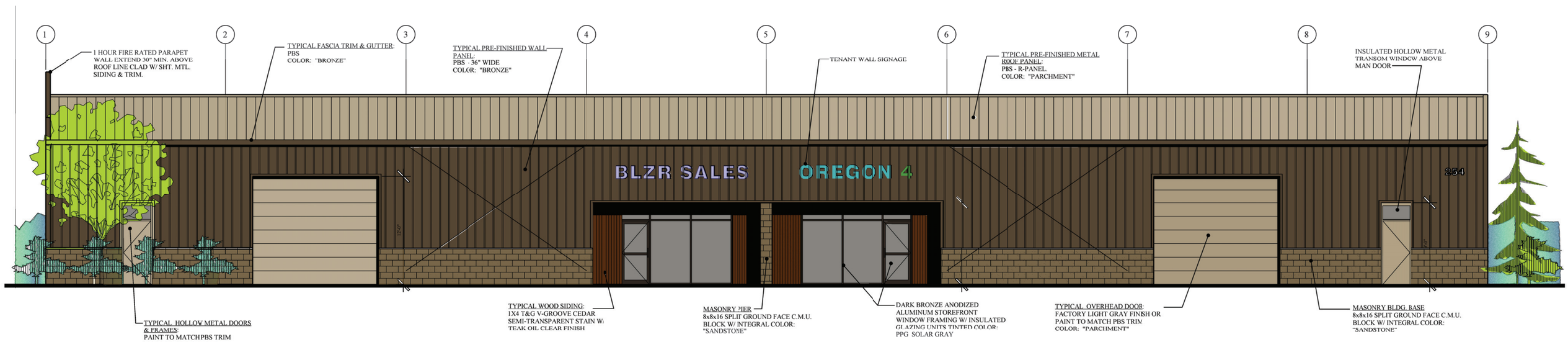
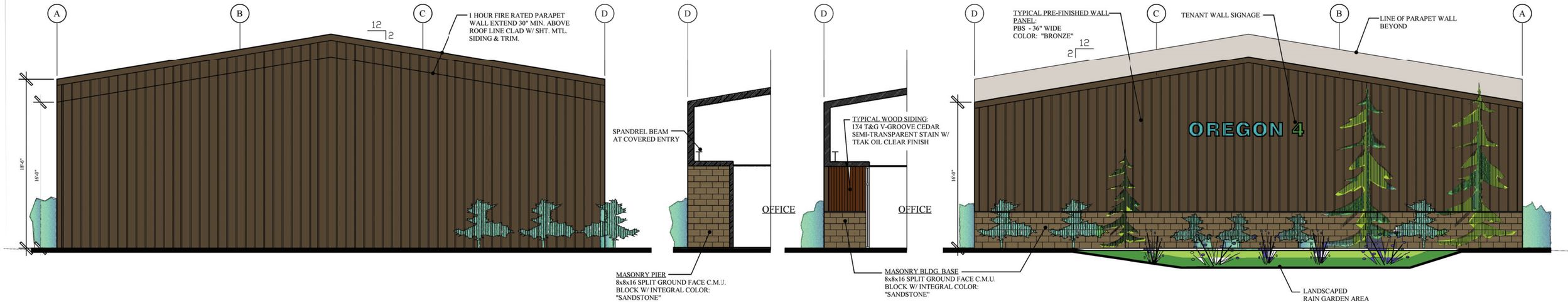


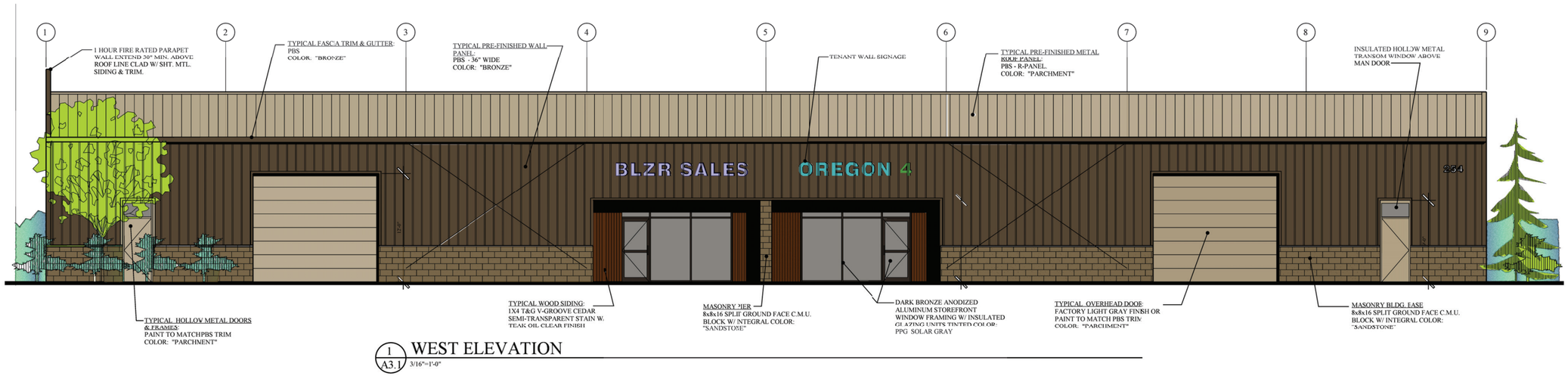
1 A3.1 WEST ELEVATION
3/16"=1'-0"



2 A3.1 NORTH ELEVATION
3/16"=1'-0"

3 A3.1 COVERED ENTRY ELEVATIONS
3/16"=1'-0"

4 A3.1 SOUTH ELEVATION
3/16"=1'-0"



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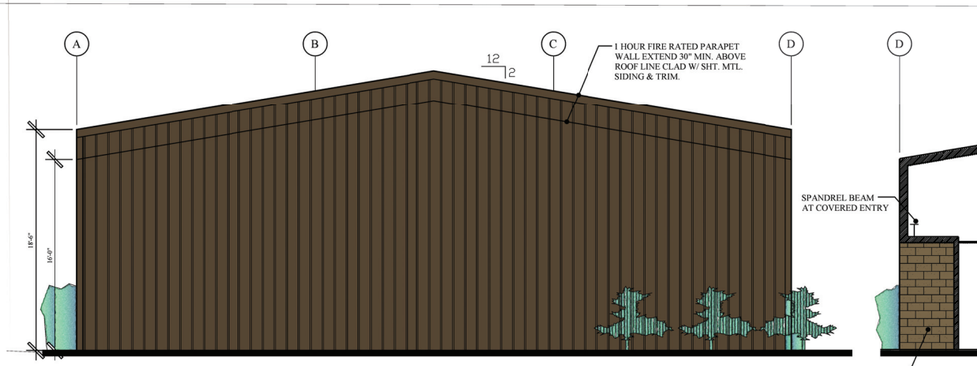

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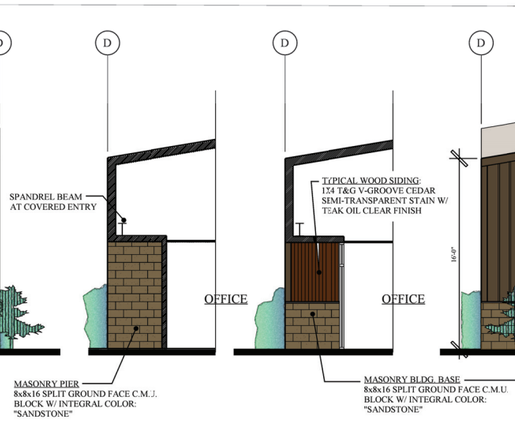

3 A3.1 COVERED ENTRY ELEVATIONS
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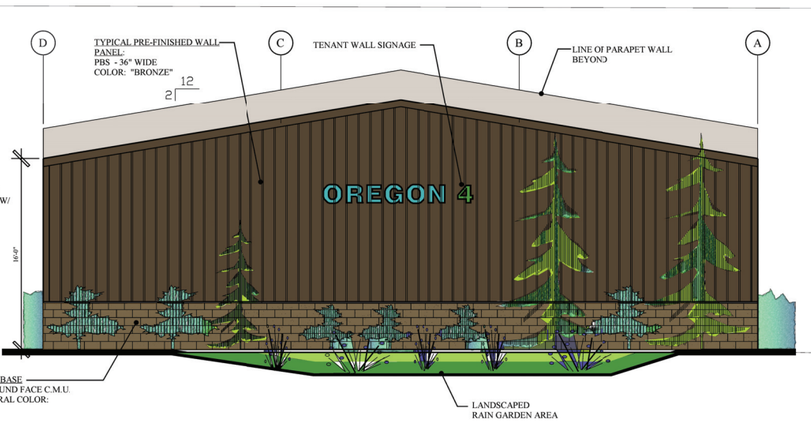
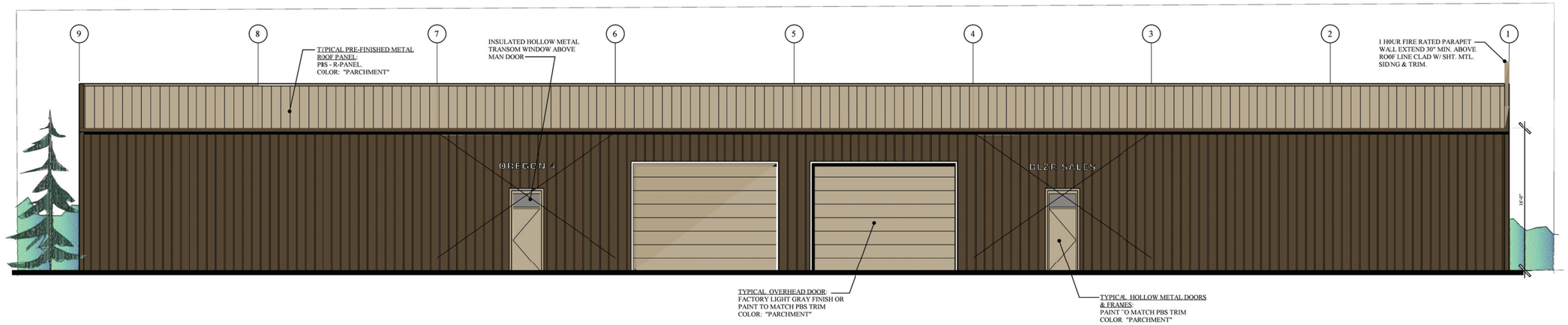


4 A3.1 SOUTH ELEVATION
3/16"=1'-0"



5 A3.1 EAST ELEVATION
3/16"=1'-0"

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DEVELOPER:
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revisions:

date: 5/7/2018

scale: 3/16"=1'-0"

drawn: SRB

job no: 1806

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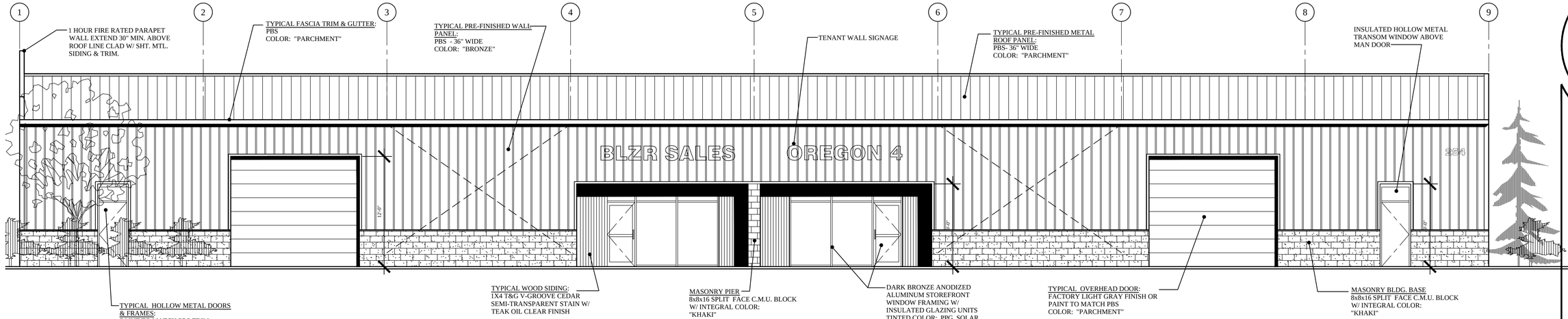

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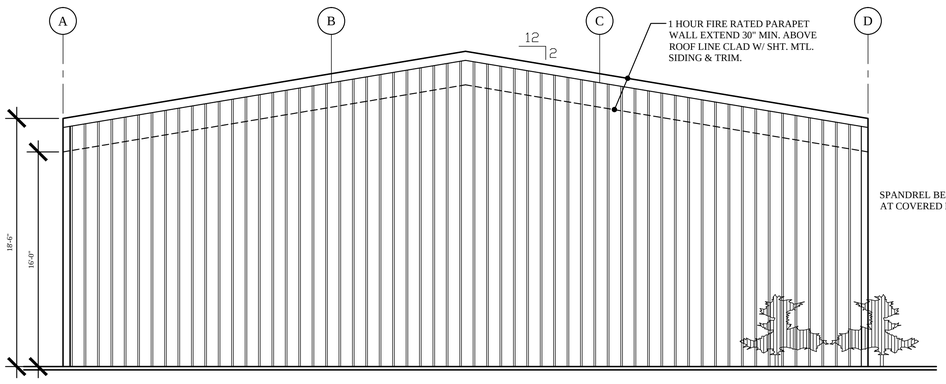
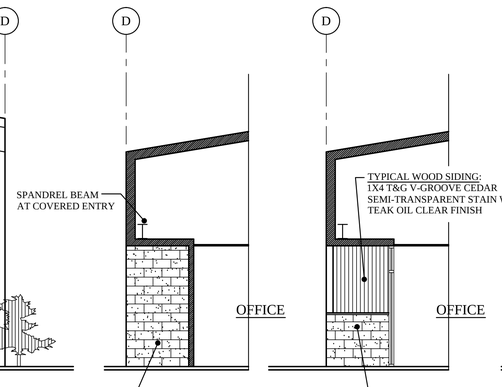
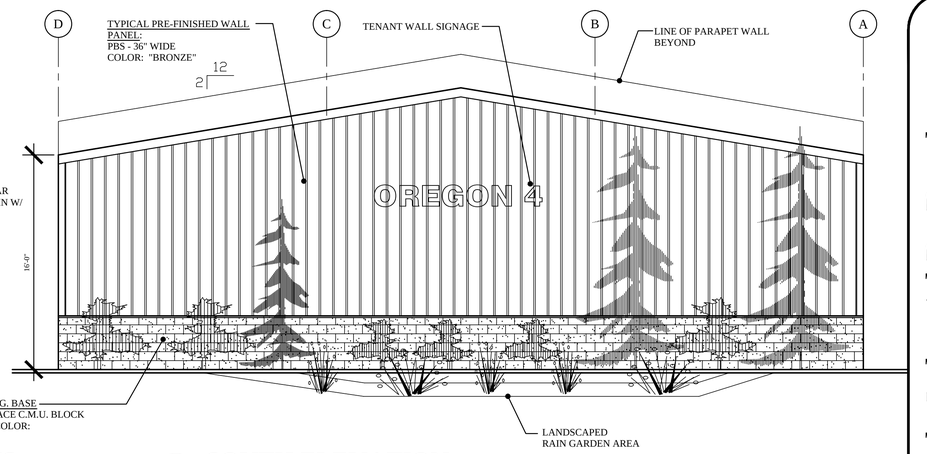


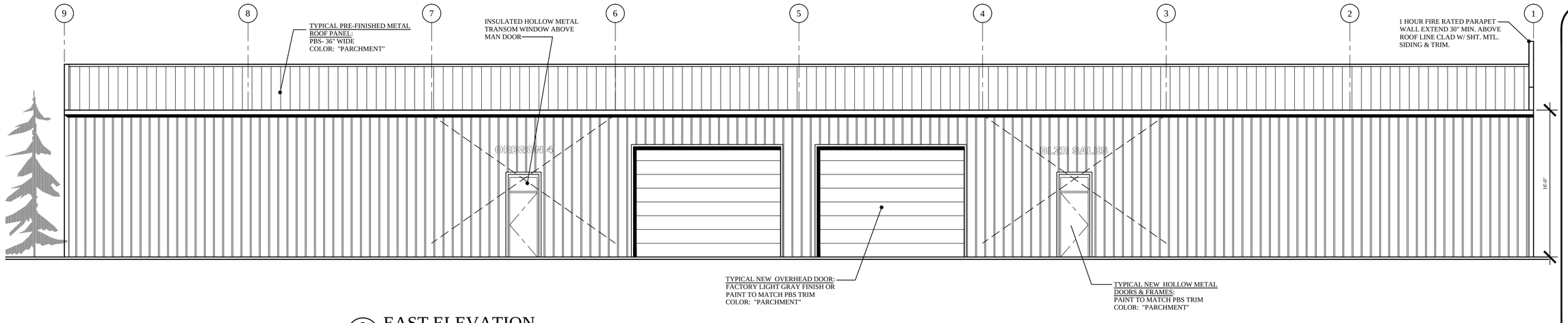
2 A3.1 NORTH ELEVATION
3/16"=1'-0"



3 A3.1 COVERED ENTRY ELEVATIONS
3/16"=1'-0"



4 A3.1 SOUTH ELEVATION
3/16"=1'-0"



5 A3.1 EAST ELEVATION
3/16"=1'-0"

PRELIMINARY NOT FOR CONSTRUCTION

SCOTT R. BECK
ARCHITECT
361 N.E. Third Avenue
Canby, Oregon 97013
(503) 266-9270

Light Industrial Re-Development

254 S. PINE STREET
CANBY, OR 97013

DEVELOPER:
MIKE PATTERSON
1101 S.E. SECOND AVE., SUITE 'A'
CANBY, OR 97013
(503) 310-8708

EXTERIOR ELEVATIONS

revisions:

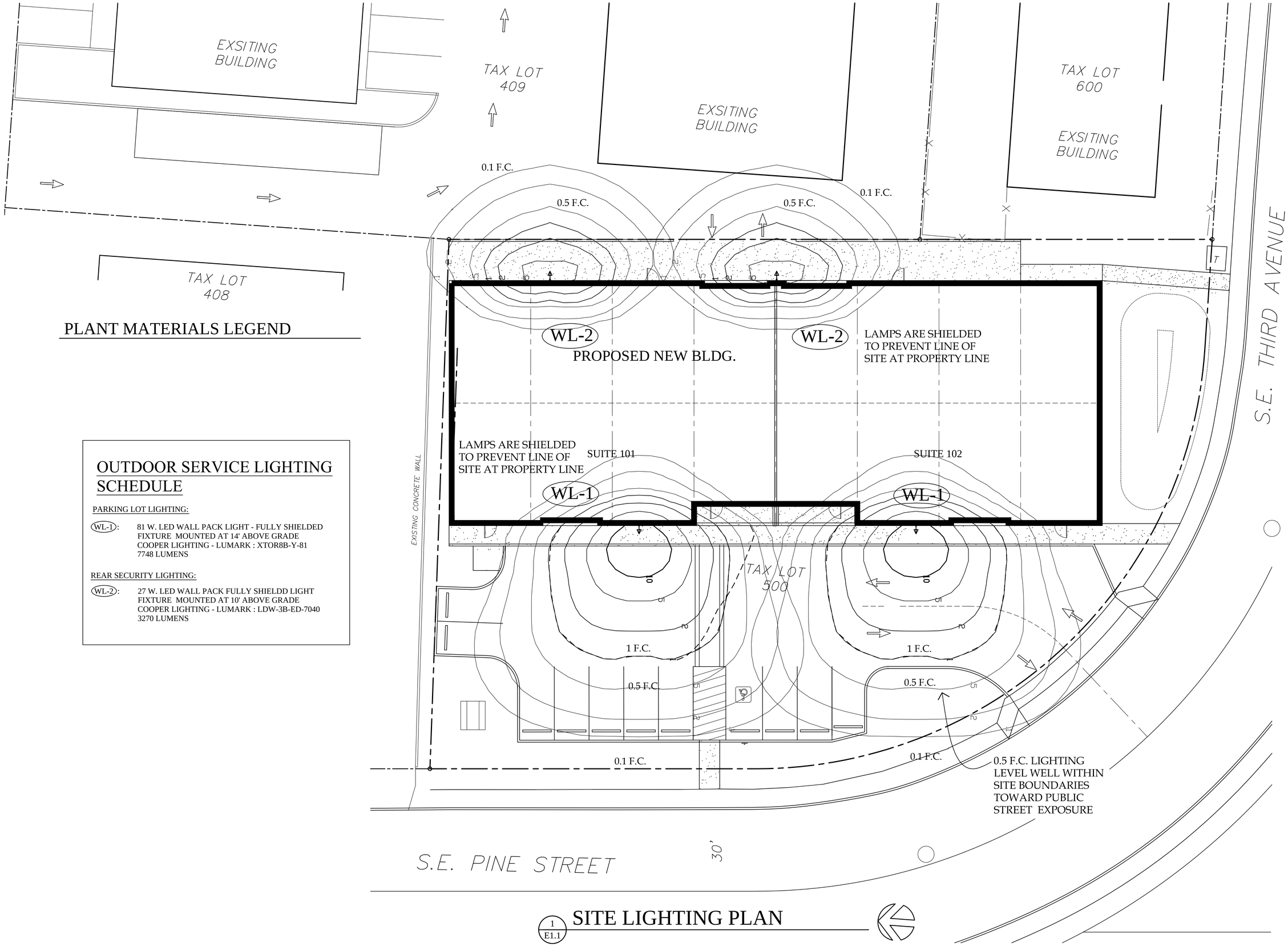
date: 5/29/2018

scale: 3/16"=1'-0"

drawn: SRB

job no: 1806

A3.1



PLANT MATERIALS LEGEND

OUTDOOR SERVICE LIGHTING SCHEDULE

PARKING LOT LIGHTING:

(WL-1): 81 W. LED WALL PACK LIGHT - FULLY SHIELDED
FIXTURE MOUNTED AT 14' ABOVE GRADE
COOPER LIGHTING - LUMARK : XTOR8B-Y-81
7748 LUMENS

REAR SECURITY LIGHTING:

(WL-2): 27 W. LED WALL PACK FULLY SHIELDD LIGHT
FIXTURE MOUNTED AT 10' ABOVE GRADE
COOPER LIGHTING - LUMARK : LDW-3B-ED-7040
3270 LUMENS

1 / E1.1 SITE LIGHTING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

SCOTT R. BECK
ARCHITECT
361 N.E. Third Avenue
Canby, Oregon 97013
(503) 266-9270

Light Industrial Re-Development

254 S. PINE STREET
CANBY, OR 97013

DEVELOPER:
MIKE PATTERSON
1101 S.E. SECOND AVE., SUITE 'A'
CANBY, OR 97013
(503) 310-8708

SITE
LIGHTING PLAN

revisions:

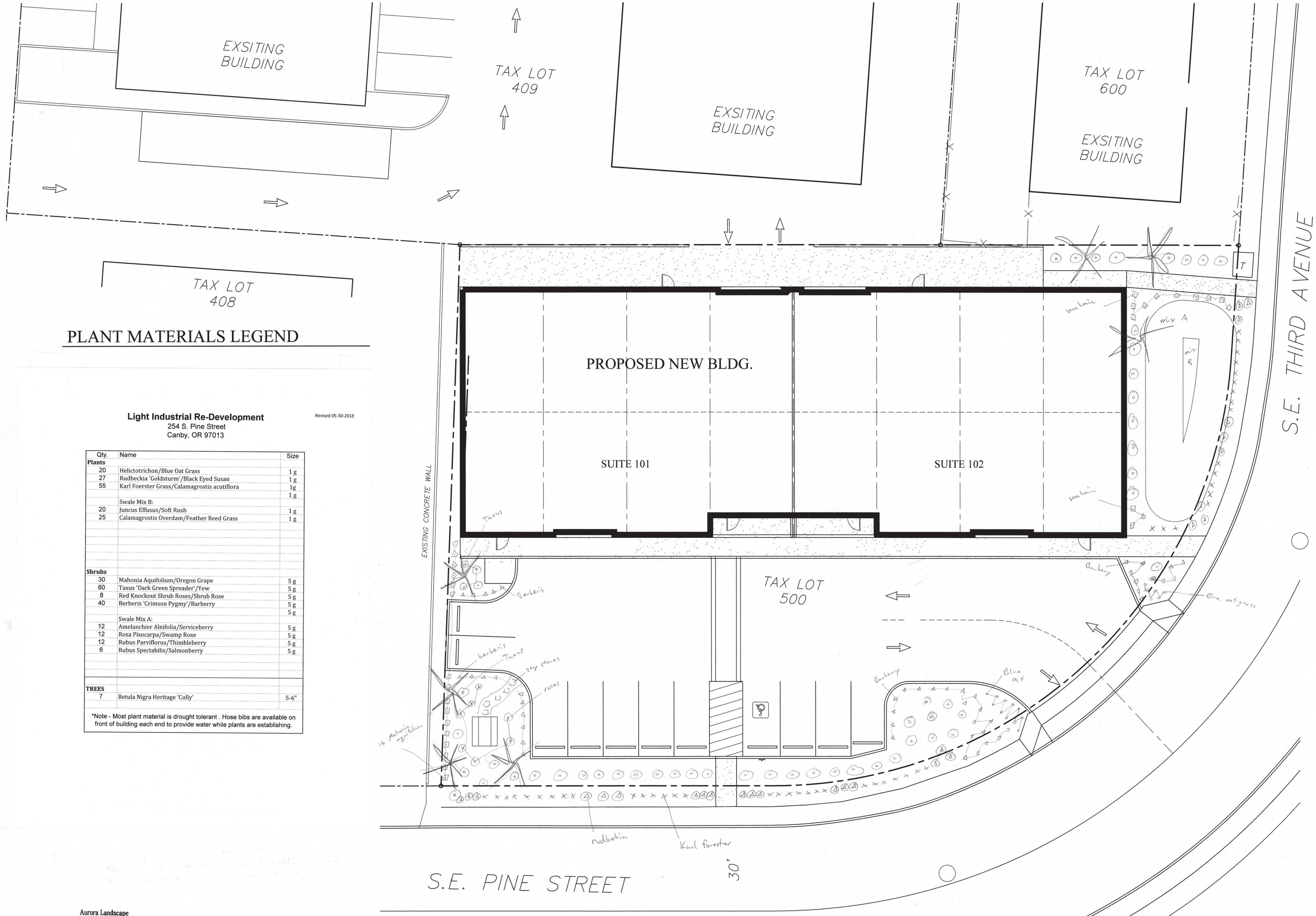
date: 5/29/2018

scale: 1"=10'

drawn:

job no: 1806

E1.1



PLANT MATERIALS LEGEND

Light Industrial Re-Development
254 S. Pine Street
Canby, OR 97013

Revised 05-30-2018

Qty.	Name	Size
Plants		
20	Helictotrichon/Blue Oat Grass	1 g
27	Rudbeckia 'Goldsturm'/Black Eyed Susan	1 g
55	Karl Foerster Grass/Calamagrostis acutiflora	1g
		1 g
	Swale Mix B:	
20	Juncus Effusus/Soft Rush	1 g
25	Calamagrostis Overdam/Feather Reed Grass	1 g
Shrubs		
30	Mahonia Aquifolium/Oregon Grape	5 g
60	Taxus 'Dark Green Spreader'/Yew	5 g
8	Red Knockout Shrub Roses/Shrub Rose	5 g
40	Berberis 'Crimson Pygmy'/Barberry	5 g
		5 g
	Swale Mix A:	
12	Amelanchier Alnifolia/Serviceberry	5 g
12	Rosa Pisocarpa/Swamp Rose	5 g
12	Rubus Parviflorus/Thimbleberry	5 g
6	Rubus Spectabilis/Salmonberry	5 g
TREES		
7	Betula Nigra Heritage 'Cully'	5-6"

*Note - Most plant material is drought tolerant . Hose bibs are available on front of building each end to provide water while plants are establishing.

Aurora Landscape
22333 Boones Ferry Rd. NE
Aurora, OR 97002
503-678-1234

1
A1.1

LANDSCAPE PLANTING PLAN

Light Industrial Re-Development

254 S. PINE STREET
CANBY, OR 97013

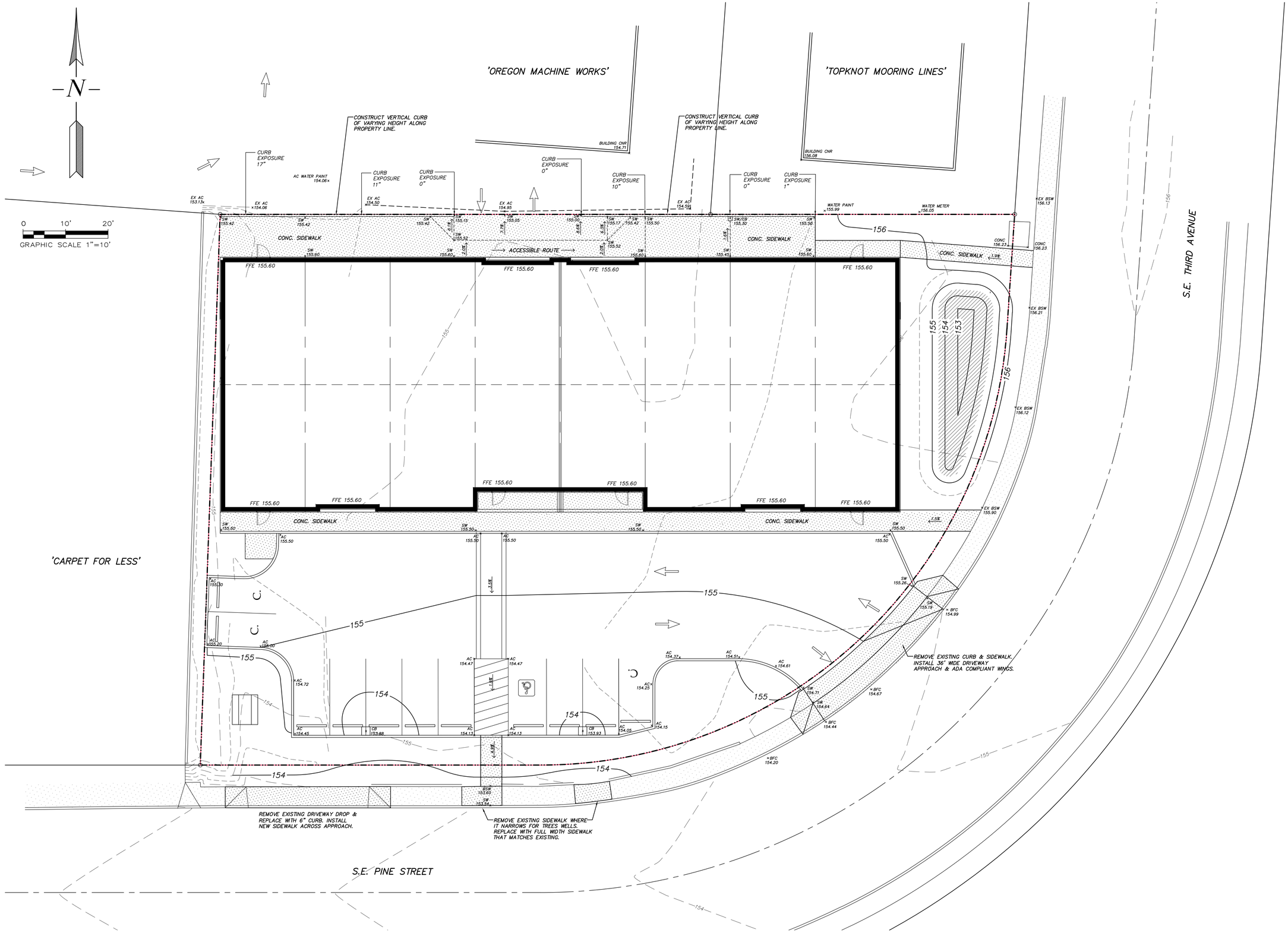
DEVELOPER:
MIKE PATTERSON
1101 S.E. SECOND AVE., SUITE 'A'
CANBY, OR 97013
(503) 310-8708

SITE LANDSCAPE PLANTING PLAN

revisions: 5-14-18

date:
scale: 1"=10'
drawn:
job no: 1806

L1.1



REVISIONS	BY

254 S. Pine Street
Mike Patterson

Preliminary Grading Plan

SISUL ENGINEERING
375 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188

DATE	APRIL, 2018
SCALE	1" = 10'
DRAWN	PS
JOB	SGL18-038
SHEET	C1
OF	2 SHEETS

'OREGON MACHINE WORKS'

'TOPKNOT MOORING LINES'

'CARPET FOR LESS'

S.E. THIRD AVENUE

S.E. PINE STREET

GRAPHIC SCALE 1"=10'

SD CLEANOUT
RIM 155.60
3" IE 154.90

3" DUCTILE IRON PIPE

SANITARY CLEANOUT
RIM TO GRADE

(PRIVATE) 6" PVC 3034, L=75', S=0.01 MIN.

12" AREA DRAIN
AT LOW POINT

4" PVC 3034

SD CLEANOUT
RIM 155.60
3" IE 153.90
4" IE 153.82

SANITARY CLEANOUT
RIM TO GRADE

(PRIVATE) 6" PVC 3034, L=45', S=0.01 MIN

UTILITY
CABINET

4" PVC
3034 SD DRAIN

4" OUTFALL
4" IE 153.02

EXISTING SANITARY
LATERAL. INSTALL
CLEANOUT TO MARK END
OF PUBLIC MAINTENANCE.

3" PVC DWV
SD PIPE

MAXIMUM WATER SURFACE
BEFORE OVERFLOW
ELEV 154.5

OVERFLOW INLET
ELEV 154.5
8" IE 151.6 (NW)

DOUBLE COMBINATION WYE &
1/8th BEND, W/ SD CLEANOUT
RIM 155.60, 4" IE 152.0

SD CLEANOUT
RIM 155.60
3" IE 153.0

SD CLEANOUT
RIM 155.60
3" IE 153.0

3" PVC SCHEDULE 40 DWV

3" PVC SCHEDULE 40 DWV

EXISTING SANITARY
SEWER MAIN

WATER SERVICE

4" PVC 3034

WO MH
RIM 154.42
10" IE OUT 151.00 (S)

DRYWELL
RIM 154.50
10" IE IN 150.50 (N)
8" IE IN 150.90 (SE)
SUMP 129.5

8" PVC 3034 OVERFLOW TO DRYWELL

6" PVC 3034
L=51', S=0.01 MIN

10" PVC 3034

6" PVC 3034
L=20', S=0.01 MIN

6" PVC 3034
L=20', S=0.01 MIN

CB
RIM 153.85
6" IE 152.35 (E)

CB
RIM 153.90
6" IE 152.40 (E)

EXISTING WATER SERVICE
REPLACE FROM METER
BOX TO NEW BUILDING

EXISTING SANITARY
SEWER MAIN

SAN

REVISIONS	BY

254 S. Pine Street
Mike Patterson

Preliminary Utility Plan

SISUL ENGINEERING
375 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188

DATE	APRIL, 2018
SCALE	1" = 10'
DRAWN	PS
JOB	SGL18-038
SHEET	C2
OF	2 SHEETS

WALL LIGHT WL-1

Lumark

Catalog #		**Type**	
Project			
Comments		**Date**	
Prepared by			

DESCRIPTION

The patented Lumark Crosstour™ MAXX LED wall pack series of luminaries provides low-profile architectural style with super bright, energy-efficient LEDs. The rugged die-cast aluminum construction, back box with secure lock hinges, stainless steel hardware along with a sealed and gasketed optical compartment make Crosstour impervious to contaminants. The Crosstour MAXX wall luminaire is ideal for wall/surface, inverted mount for facade/canopy illumination, perimeter and site lighting. Typical applications include pedestrian walkways, building entrances, multi-use facilities, industrial facilities, perimeter parking areas, storage facilities, institutions, schools and loading docks.

SPECIFICATION FEATURES

Construction
Low-profile LED design with rugged one-piece, die-cast aluminum back box and hinged removable door. Matching housing styles incorporate both a full cutoff and refractive lens design. Full cutoff and refractive lens models are available in 58W, 81W and 102W. Patent pending secure lock hinge feature allows for safe and easy tool-less electrical connections with the supplied push-in connectors. Back box includes four 1/2" NPT threaded conduit entry points. The back box is secured by four lag bolts (supplied by others). External fin design extracts heat from the fixture surface. One-piece silicone gasket seals door and back box. Not recommended for car wash applications.

Optical
Silicone sealed optical LED chamber incorporates a custom engineered reflector providing high-efficiency illumination. Full cutoff models integrate an impact-resistant molded refractive prism optical lens assembly meeting requirements for Dark Sky compliance. Refractive lens models incorporate a molded lens assembly designed for maximum forward throw. Solid state LED Crosstour MAXX luminaries are thermally optimized with eight lumen packages in cool 5000K, neutral 4000K, or warm 3000K LED color temperature (CCT).

Electrical
LED driver is mounted to the die-cast aluminum housing for optimal heat sinking. LED thermal management system incorporates both conduction and natural convection to transfer heat rapidly away from the LED source. 58W, 81W and 102W models operate in -40°C to 40°C [-40°F to 104°F]. High ambient 50°C [122°F] models available in 58W and 81W models only. Crosstour MAXX luminaires maintain greater than 89% of initial light output after 72,000 hours of operation. Four half-inch NPT threaded conduit entry points allow for thru-branch wiring. Back box is an authorized electrical wiring compartment. Integral LED electronic driver incorporates surge protection. 120-277V 50/60Hz, 480V 60Hz, or 347V 60Hz electrical operation. 480V is compatible for use with 480V Wye systems only.

Emergency Egress
Optional integral cold weather battery emergency egress includes emergency operation test switch (available in 58W and 81W models only), an AC-ON indicator light and a premium extended rated sealed maintenance-free nickel-metal hydride battery pack. The separate emergency lighting LEDs are wired to provide redundant emergency lighting. Listed to UL Standard 924, Emergency Lighting.

Area and Site Pole Mounting
Optional extruded aluminum 6-1/2" arm features internal bolt guides for supplied twin support rods, allowing for easy positioning of the fixture during installation to pole. Supplied with round plate adapter plate. Optional tenon adapter fits 2-3/8" or 3-1/2" O.D. Tenon.

Finish
Crosstour MAXX is protected with a super TGIC carbon bronze or summit white polyester powder coat paint. Super TGIC powder coat paint finishes withstand extreme climate conditions while providing optimal color and gloss retention of the installed life.

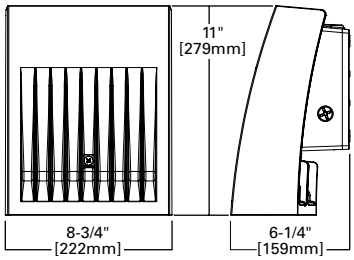
Warranty
Five-year warranty.

XTOR
CROSSTOUR
MAXX LED

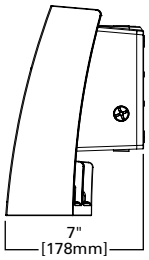
APPLICATIONS:
WALL / SURFACE
INVERTED
SITE LIGHTING

DIMENSIONS

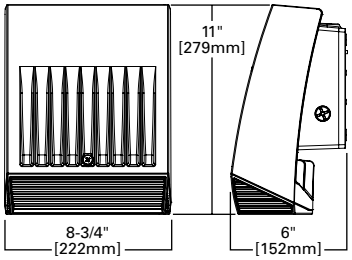
FULL CUTOFF



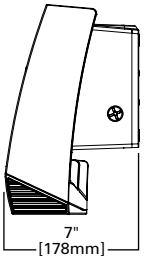
DEEP BACK BOX



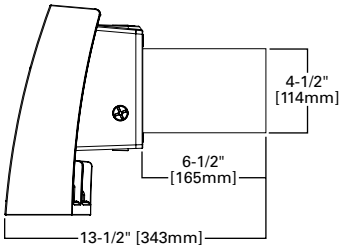
REFRACTIVE LENS



DEEP BACK BOX

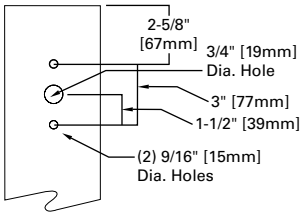


OPTIONAL POLE MOUNT ARM

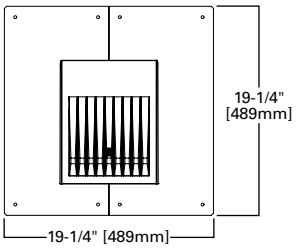


ARM DRILLING

TYPE "C"



ESCUTCHEON PLATES



CERTIFICATION DATA
UL/cUL Wet Location Listed
LM79 / LM80 Compliant
ROHS Compliant
NOM Compliant Models
3G Vibration Tested
UL924 Listed (CBP Models)
IP66 Rated
DesignLights Consortium® Qualified*

TECHNICAL DATA
40°C Ambient Temperature
External Supply Wiring 90°C Minimum

EPA
Effective Projected Area (Sq. Ft.):
XTOR6B, XTOR8B, XTOR12B=0.54
With Pole Mount Arm=0.98

SHIPPING DATA:
Approximate Net Weight:
12-15 lbs. [5.4-6.8 kgs.]

*www.designlights.org

Powering Business Worldwide

TD544005EN
April 18, 2018 8:58 AM

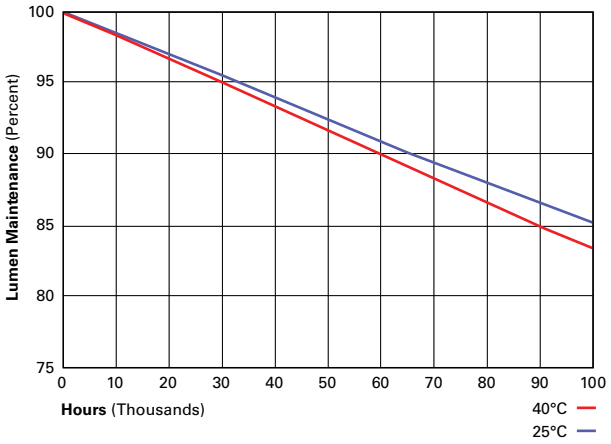
POWER AND LUMENS BY FIXTURE MODEL

58W Series						
LED Information	**XTOR6B**	**XTOR6BRL**	**XTOR6B-W**	**XTOR6BRL-W**	**XTOR6B-Y**	**XTOR6BRL-Y**
Delivered Lumens	6,129	6,225	6,038	6,133	5,611	5,826
B.U.G. Rating	B1-U0-G1	B2-U4-G3	B1-U0-G1	B2-U4-G3	B1-U0-G1	B2-U4-G3
CCT (Kelvin)	5000K	5000K	4000K	4000K	3000K	3000K
CRI (Color Rendering Index)	70	70	70	70	70	70
Power Consumption (Watts)	58W	58W	58W	58W	58W	58W
81W Series						
LED Information	**XTOR8B**	**XTOR8BRL**	**XTOR8B-W**	**XTOR8BRL-W**	**XTOR8B-Y**	**XTOR8BRL-Y**
Delivered Lumens	8,502	8,635	8,373	8,504	7,748	8,079
B.U.G. Rating	B2-U0-G1	B2-U4-G3	B2-U0-G1	B2-U4-G3	B2-U0-G1	B2-U4-G3
CCT (Kelvin)	5000K	5000K	4000K	4000K	3000K	3000K
CRI (Color Rendering Index)	70	70	70	70	70	70
Power Consumption (Watts)	81W	81W	81W	81W	81W	81W
102W Series						
LED Information	**XTOR12B**	**XTOR12BRL**	**XTOR12B-W**	**XTOR12BRL-W**	**XTOR12B-Y**	**XTOR12BRL-Y**
Delivered Lumens	12,728	13,458	12,539	13,258	11,861	12,595
B.U.G. Rating	B2-U0-G1	B2-U4-G3	B2-U0-G1	B2-U4-G3	B2-U0-G1	B2-U4-G3
CCT (Kelvin)	5000K	5000K	4000K	4000K	3000K	3000K
CRI (Color Rendering Index)	70	70	70	70	70	70
Power Consumption (Watts)	102W	102W	102W	102W	102W	102W

EGRESS Information	**XTOR6B, XTOR8B and XTOR12B Full Cutoff CBP Egress LED**	**XTOR6B, XTOR8B and XTOR12B Refractive Lens CBP Egress LED**
Delivered Lumens	509	468
B.U.G. Rating	N.A.	N.A.
CCT (Kelvin)	4000K	4000K
CRI (Color Rendering Index)	65	65
Power Consumption (Watts)	1.8W	1.8W

LUMEN MAINTENANCE

Ambient Temperature	**TM-21 Lumen Maintenance** (72,000 Hours)	**Theoretical L70** (Hours)
XTOR6B Model		
25°C	> 90%	246,000
40°C	> 88%	217,000
50°C	> 88%	201,000
XTOR8B Model		
25°C	> 89%	219,000
40°C	> 87%	195,000
50°C	> 86%	181,000
XTOR12B Model		
25°C	> 89%	222,000
40°C	> 87%	198,000



CURRENT DRAW

Voltage	**Model Series**				
	XTOR6B	**XTOR8B**	**XTOR12B**	**XTOR6B-CBP (Fixture/Battery)**	**XTOR8B-CBP (Fixture/Battery)**
120V	0.51	0.71	0.94	0.60/0.25	0.92/0.25
208V	0.25	0.39	0.52	- -	- -
240V	0.25	0.35	0.45	- -	- -
277V	0.22	0.31	0.39	0.36/0.21	0.50/0.21
347V	0.19	0.25	0.33		- -
480V	0.14	0.19	0.24		- -

ORDERING INFORMATION

Sample Number: XTOR6B-W-WT-PC1

Series [1]	**LED Kelvin Color**	**Housing Color**	**Options** (Add as Suffix)
Full Cutoff **XTOR6B**=58W **XTOR8B**=81W **XTOR12B**=102W **Refractive Lens** **XTOR6BRL**=58W **XTOR8BRL**=81W **XTOR12BRL**=102W	**[Blank]**=Bright White (Standard) 5000K **W**=Neutral, 4000K **Y**=Warm, 3000K	**[Blank]**=Carbon Bronze (Standard) **WT**=Summit White **BK**=Black **BZ**=Bronze **AP**=Grey **GM**=Graphite Metallic **DP**=Dark Platinum	**347V**=347V [2, 3, 4, 5] **480V**=480V [2, 3, 4, 5, 6] **PC1**=Photocontrol 120V [7] **PC2**=Photocontrol 208-277V [7, 8] **PMA**=Pole Mount Arm (C Drilling) with Round Adapter [3, 9] **MS-L20**=Motion Sensor for ON/OFF Operation [2, 3, 10, 11] **MS/DIM-L20**=Motion Sensor for Dimming Operation [2, 3, 10, 11, 12, 13, 14] **CBP**=Cold Weather Battery Pack [2, 3, 15, 16, 17] **HA**=50°C High Ambient [17]

Accessories (Order Separately)	
WG-XTORMX=Crosstour MAXX Wire Guard **PB120V**=Field Installed 120V Photocontrol **PB277V BUTTON PC**=Field Installed 208-277V Photocontrol [8] **VA1040-XX**=Single Tenon Adapter for 3-1/2" O.D. Tenon [18] **VA1041-XX**=2@180° Tenon Adapter for 3-1/2" O.D. Tenon [18] **VA1042-XX**=3@120° Tenon Adapter for 3-1/2" O.D. Tenon [18] **VA1043-XX**=4@90° Tenon Adapter for 3-1/2" O.D. Tenon [18] **VA1044-XX**=2@90° Tenon Adapter for 3-1/2" O.D. Tenon [18] **VA1045-XX**=3@90° Tenon Adapter for 3-1/2" O.D. Tenon [18] **VA1046-XX**=2@120° Tenon Adapter for 3-1/2" O.D. Tenon [18]	**VA1033-XX**=Single Tenon Adapter for 2-3/8" O.D. Tenon [18] **VA1034-XX**=2@180° Tenon Adapter for 2-3/8" O.D. Tenon [18] **VA1035-XX**=3@120° Tenon Adapter for 2-3/8" O.D. Tenon [18] **VA1036-XX**=4@90° Tenon Adapter for 2-3/8" O.D. Tenon [18] **VA1037-XX**=2@90° Tenon Adapter for 2-3/8" O.D. Tenon [18] **VA1038-XX**=3@90° Tenon Adapter for 2-3/8" O.D. Tenon [18] **VA1039-XX**=2@120° Tenon Adapter for 2-3/8" O.D. Tenon [18] **EWP/XTORMX**=Escutcheon Wall Plate, Carbon Bronze **EWP/XTORMX-WT**=Escutcheon Wall Plate, Summit White **FSIR-100**=Wireless Configuration Tool for Occupancy Sensor [14]

NOTES:

1. DesignLights Consortium® Qualified and classified for both DLC Standard and DLC Premium, refer to www.designlights.org for details.
2. Not available with HA option.
3. Deep back box is standard for 347V, 480V, CBP, PMA, MS-L20 and MS/DIM-L20.
4. Not available with CBP option.
5. Thru-branch wiring not available with HA option or with 347V.
6. Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems).
7. Not available with MS-L20 and MS/DIM-L20 options.
8. Use PC2 with 347V or 480V option for photocontrol. Factory wired to 208-277V lead.
9. Customer is responsible for engineering analysis to confirm pole and fixture compatibility for all applications. Refer to our white paper WP513001EN for additional support information.
10. For use in downlight orientation only. Optimal coverage at mounting heights of 9'-20'.
11. 120V thru 277V only.
12. Factory set to 50% power reduction after 15-minutes of inactivity. Dimming driver included.
13. Includes integral photo sensor.
14. The FSIR-100 configuration tool is required to adjust parameters including high and low modes, sensitivity, time delay, cutoff, and more. Consult your lighting representative at Eaton for more information.
15. 120V or 277V operation only.
16. Operating temperatures -20°C to 25°C.
17. Not available in XTOR12B or XTOR12BRL models.
18. Replace XX with housing color.

STOCK ORDERING INFORMATION

58W Series	**81W Series**	**102W Series**
Full Cutoff		
XTOR6B=58W, 5000K, Carbon Bronze	**XTOR8B**=81W, 5000K, Carbon Bronze	**XTOR12B**=102W, 5000K, Carbon Bronze
XTOR6B-PC1=58W, 5000K, 120V PC, Carbon Bronze	**XTOR8B-PC1**=81W, 5000K, 120V PC, Carbon Bronze	**XTOR12B-PC1**=102W, 5000K, 120V PC, Carbon Bronze
XTOR6B-WT= 58W, 5000K, Summit White	**XTOR8B-WT**=81W, 5000K, Summit White	**XTOR12B-WT**=102W, 5000K, Summit White
XTOR6B-W=58W, 4000K, Carbon Bronze	**XTOR8B-PC2**=81W, 5000K, 208-277V PC, Carbon Bronze	**XTOR12B-PC2**=102W, 5000K, 208-277V PC, Carbon Bronze
XTOR6B-PMA= 58W, 5000K, Pole Mount Arm, Carbon Bronze	**XTOR8B-PMA**=81W, 5000K, Pole Mount Arm, Carbon Bronze	**XTOR12B-PMA**=102W, 5000K, Pole Mount Arm, Carbon Bronze
XTOR6B-W-PMA=58W, 4000K, Pole Mount Arm, Carbon Bronze	**XTOR8B-W**=81W, 4000K, Carbon Bronze	**XTOR12B-W**=102W, 4000K, Carbon Bronze
XTOR6B-PC2= 58W, 5000K, 208-277V PC, Carbon Bronze	**XTOR8B-W-PC1**=81W, 4000K, 120V PC, Carbon Bronze	**XTOR12B-W-PC1**=102W, 4000K, 120V PC, Carbon Bronze
XTOR6B-W-PC2=58W, 4000K, 208-277V PC, Carbon Bronze	**XTOR8B-W-PC2**=81W, 4000K, 208-277V PC, Carbon Bronze	**XTOR12B-W-PC2**=102W, 4000K, 208-277V PC, Carbon Bronze
XTOR6B-W-PC1=58W, 4000K, 120V PC, Carbon Bronze	**XTOR8B-W-PMA**=81W,4000K, Pole Mount Arm, Carbon Bronze	**XTOR12B-W-PMA**=102W,4000K, Pole Mount Arm, Carbon Bronze
Refractive Lens		
XTOR6BRL=58W, 5000K, Refractive Lens, Carbon Bronze	**XTOR8BRL**=81W, 5000K, Refractive Lens, Carbon Bronze	**XTOR12BRL**=102W, 5000K, Refractive Lens, Carbon Bronze
XTOR6BRL-PC1=58W, 5000K, Refractive Lens, 120V PC, Carbon Bronze	**XTOR8BRL-PC1**=81W, 5000K, Refractive Lens, 120V PC, Carbon Bronze	**XTOR12BRL-PC1**=102W, 5000K, Refractive Lens, 120V PC, Carbon Bronze
XTOR6BRL-WT=58W, 5000K, Refractive Lens, Summit White	**XTOR8BRL-WT**=81W, 5000K, Refractive Lens, Summit White	**XTOR2BRL-WT**=102W, 5000K, Refractive Lens, Summit White
XTOR6BRL-W=58W, 4000K, Refractive Lens, Carbon Bronze	**XTOR8BRL-PC2**=81W, 5000K, Refractive Lens, 208-277V PC, Carbon Bronze	**XTOR12BRL-PC2**=102W, 5000K, Refractive Lens, 208-277V PC, Carbon Bronze
XTOR6BRL-PMA=58W, 5000K, Refractive Lens, Pole Mount Arm, Carbon Bronze	**XTOR8BRL-PMA**=81W, 5000K, Refractive Lens, Pole Mount Arm, Carbon Bronze	**XTOR12BRL-PMA**=102W, 5000K, Refractive Lens, Pole Mount Arm, Carbon Bronze
XTOR6BRL-W-PMA=58W,4000K, Refractive Lens, Pole Mount Arm, Carbon Bronze	**XTOR8BRL-W**=81W, 4000K, Refractive Lens, Carbon Bronze	**XTOR12BRL-W**=102W, 4000K, Refractive Lens, Carbon Bronze
XTOR6BRL-PC2=58W, 5000K, Refractive Lens, 208-277V PC, Carbon Bronze	**XTOR8BRL-W-PC1**=81W, 4000K, Refractive Lens, 120V PC, Carbon Bronze	**XTOR12BRL-W-PC1**=102W, 4000K, Refractive Lens, 120V PC, Carbon Bronze
XTOR6BRL-W-PC2=58W, 4000K, Refractive Lens, 208-277V PC, Carbon Bronze	**XTOR8BRL-W-PC2**=81W, 4000K, Refractive Lens, 208-277V PC, Carbon Bronze	**XTOR12BRL-W-PC2**=102W, 4000K, Refractive Lens, 208-277V PC, Carbon Bronze
XTOR6BRL-W-PC1=58W, 4000K, Refractive Lens, 120V PC, Carbon Bronze	**XTOR8BRL-W-PMA**=81W,4000K, Refractive Lens, Pole Mount Arm, Carbon Bronze	**XTOR12BRL-W-PMA**=102W,4000K, Refractive Lens, Pole Mount Arm, Carbon Bronze

WALL LIGHT WL-2

Lumark

DESCRIPTION

The Lumark Wal-Pak wall luminaire provides traditional architectural style with high performance energy efficient illumination. Rugged die-cast aluminum construction, stainless steel hardware along with a sealed and gasketed optical compartment make the Wal-Pak virtually impenetrable to contaminants. IP66 Rated. Three available lamp sources including patented energy efficient LED, pulse start metal halide and high pressure sodium. UL/cUL wet location listed. The Wal-Pak wall luminaire is ideal for pathway illumination, building entrances, vehicle ramps, schools, tunnels, stairways and loading docks.

Catalog #		Type
Project		
Comments		Date
Prepared by		

SPECIFICATION FEATURES

Housing
Rugged one-piece die-cast aluminum housing and hinged, removable die-cast aluminum door. One-piece silicone gasket seals the optical chamber. UL 1598 wet location listed and IP66 ingress protection rated.

Electrical
Ballasts, LED driver and related electrical components are hard mounted to the die-cast housing for optimal heat sinking and operating efficiency. Wiring is extended through a silicone gasket at the back of the housing. Three 1/2" threaded conduit entry points allow for thru-branch wiring. LED thermal management system incorporates both conduction and natural convection to transfer heat rapidly away from LED source. Integral LED electronic driver incorporates internal fusing designed to withstand a 6kV surge test and is Class 2 rated for 120-277V with an operating temperature of -40° to 55°C. Wal-Pak LED systems maintain greater than 93% of the initial light output after 72,000 hours of operation. UL listed HID high power factor ballasts are Class H insulation rated (high pressure sodium: 250, 400W [-40°C / -40°F]. High efficiency HID ballasts are available in 120, 208, 240, 277, 347 and 480V.

Optical
Highly reflective anodized aluminum reflectors provide high efficiency illumination. Optical assemblies include impact resistant borosilicate refractive glass, and full cutoff IESNA compliant configurations. Patented, solid state LED luminaires are thermally optimized with three lumen packages. HID models are offered in horizontal medium or mogul-based metal halide [MP] or high pressure sodium [HP] lamps.

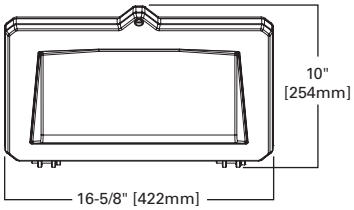
Door Assembly
Single point, captive stainless steel hardware secures the removable hinged door allowing for ease of installation and maintenance. Door assembly is hinged at the bottom for easy removal, installation and re-lamping.

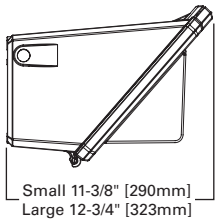
Finish
Finished in five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard color is bronze. Additional colors available in white, grey, bronze, black, dark platinum and graphite metallic. Consult your lighting representitive at Eaton for a complete selection of standard colors.

Efficiency Standards Notice
Select luminaires are manufactured to USA and California efficiency regulations.

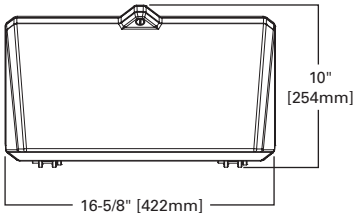
DIMENSIONS

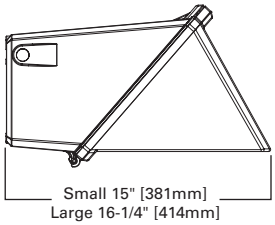
BOROSILICATE GLASS DOOR (GL)





FULL CUTOFF DOOR (FC)





WP WAL-PAK

27, 32 and 46W
LED
250 - 400W
Pulse Start Metal Halide
250 - 400W
High Pressure Sodium

WALL MOUNT LUMINAIRE

TECHNICAL DATA

UL/cUL Wet Location Listed
IP66 Rated
40°C Maximum Ambient Temperature
External Supply Wiring 90°C Minimum
EISA Ⓔ, ARRA, Title 20 Compliant
LM79 / LM80 Compliant
DesignLights Consortium® Qualified*

ENERGY DATA

CWA Ballast Input Watts
200W HPS HPF (250 Watts)
250W MP HPF (283 Watts) Ⓔ
400W HPS HPF (465 Watts)
400W MP HPF (452 Watts) Ⓔ

SHIPPING DATA

Approximate Net Weight:
32-42 lbs. (15-19 kgs.)

*www.designlights.org

POWER AND LUMENS

Catalog Number	Lumens	Power Consumption (Watts)	B.U.G. Rating	Correlated Color Temperature CCT (Kelvin)	Color Rendering Index (CRI)
Borosilicate Glass Door (GL)					
LDWP-GL-3B-ED-7040	3,270	27W	B1-U3-G1	4000K	73
LDWP-GL-4B-ED-7040	4,160	32W	B1-U3-G2	4000K	73
LDWP-GL-6B-ED-7040	5,828	46W	B1-U4-G4	4000K	73
LDWP-GL-3B-ED	3,333	27W	B1-U3-G1	5000K	72
LDWP-GL-4B-ED	4,199	32W	B1-U3-G3	5000K	73
LDWP-GL-6B-ED	5,883	46W	B1-U4-G4	5000K	73
Full Cutoff Door (FC)					
LDWP-FC-3B-ED-7040	1,884	27W	B1-U0-G1	4000K	72
LDWP-FC-4B-ED7040	2,239	32W	B1-U0-G1	4000K	73
LDWP-FC-6B-ED-7040	3,137	47W	B1-U0-G1	4000K	73
LDWP-FC-3B-ED	1,912	27W	B1-U0-G1	5000K	72
LDWP-FC-4B-ED	2,279	32W	B1-U0-G1	5000K	73
LDWP-FC-6B-ED	3,192	46W	B1-U0-G1	5000K	73

CURRENT DRAW

Light Engine	3B	4B	6B
Nominal Power (Watts)	27W	32W	46W
Input Current @ 120V (A)	0.24	0.28	0.40
Input Current @ 208V (A)	0.14	0.16	0.23
Input Current @ 240V (A)	0.13	0.15	0.20
Input Current @ 277V (A)	0.11	0.13	0.18
Input Current @ 347V (A)	0.09	0.11	0.15
Input Current @ 480V (A)	0.10	0.12	0.14

LUMEN MAINTENANCE

Ambient Temperature	TM-21 Lumen Maintenance (72,000 Hours)*	Theoretical L70 (Hours)
25°C	> 93%	> 340,000
40°C	> 92%	> 316,000

* Per TM-21 data.

LUMEN MULTIPLIER

Ambient Temperature	Lumen Multiplier
10°C	1.07
15°C	1.04
25°C	1.00
40°C	0.94

ORDERING INFORMATION

Sample Number: LDWP-FC-4B-120V

Lamp Type	Product Family [3]	Door Type [4]	Lamp Wattage [5]	Voltage [6]
LD=Solid State Light-Emitting Diodes (LED) [1, 2] **HP**=High Pressure Sodium **MP**=Pulse Start Metal Halide	**WP**=Wal-Pak	**GL**=Borosilicate Glass Door **FC**=Full Cutoff Door	**LED** **3B**=(3 Package), 27W **4B**=(4 Package), 32W **6B**=(6 Package), 46W **HP** **250**=250W **400**=400W **MP** **250**=250W **400**=400W	**120V**=120V **208V**=208V **240V**=240V **277V**=277V **347V**=347V [7] **480V**=480V [7] **DT**=Dual-Tap **MT**=Multi-Tap **TT**=Tri-Tap **ED**=Electronic LED Driver

Options (Add as Suffix) [8]	**Accessories** (Order Separately)
F1=Single Fuse (Must Specify Voltage. 120, 277 or 347V) **PE**=Button Type Photocontrol (Must Specify Voltage. 120, 208, 240 or 277V) **LL**=Lamp Included **Q**=Quartz Restrike T4 Lamp [9] **EM**=Emergency Quartz Restrike T4 Lamp with Time Delay Relay [9] **EMLED-CD**=LED Battery Backup Cold Temperature [10] **7040**=72 CRI / 4000K CCT **AP**=Grey **BK**=Black **DP**=Dark Platinum **GM**=Graphite Metallic **WH**=White	**WG/WPGL**=Wire Guard Borosilicate Glass Lens Door **WG/WPFC**=Wire Guard Full Cutoff Door **TR/WP**=Tamper-resistant Screw and Bit **VS/WPGL**=Polycarbonate Vandal Shield for Borosilicate Glass Lens Door

NOTES:
1. DesignLights Consortium® Qualified and classified for DLC Standard and DLC Premium, refer to www.designlights.org for details.
2. Five-year warranty.
3. Fixture color is standard bronze unless optional color is specified.
4. Small housing offered for LED models. Large housing for 250W-400W. Clear glass is standard for full cutoff door types except for LD. LD full cutoff door is standard with Solite® glass.
5. LED packages based on 70 CRI / 5000K package at 25°C ambient.
6. See voltage chart for descriptions. 105°C Rated wire required for thru-branch wiring for units above 250W. Thru-branch wiring is rated for 40°C for LD. Higher wattage thru-branch wiring is rated for use in 25°C ambient operating environments.
7. Not available with thru-branch wiring. LED will be supplied with integral step down transformer.
8. Not all options can be combined. Only one emergency or battery back-up option available within the fixture. LD models utilize EMLED-CD options only for battery back-up.
9. Q or EM not available with LD or E electronic ballast.
10. EMLED-CD available with B models only. For use in 25°C ambient operating temperature environments. Specify 120V or 277V. EMLED-CD minimum -20°C/-4°F. Battery pack is a UL recognized component.

STOCK ORDERING INFORMATION - LAMP INCLUDED

Sample Number: WPL4BC

Product Family	Lamp Type	Lamp Wattage	Door/Glass Type
WP=Wal-Pak	**L**=LED [1, 2] **P**=Pulse Start Metal Halide **S**=High Pressure Sodium	**LED** **3B**=27W **4B**=32W **6B**=46W **Pulse Start Metal Halide** **25**=250W **40**=400W **High Pressure Sodium** **25**=250W **40**=400W	**[Blank]**=Standard **C**=Full Cutoff Door

NOTE: 1 Five-year warranty. **2.** DesignLights Consortium® Qualified and classified for DLC Standard and DLC Premium, refer to www.designlights.org for details.

VOLTAGE CHART

MT=Multi-Tap	120, 208, 240, 277V (Wired 277V)
TT=Triple-Tap	120, 277, 347V (Wired 347V)
ED=Electronic LED Driver	120-277V (Universal - 50-60Hz)

Neighborhood Meeting- 254 S. Pine St. | MINUTES

Meeting date | time *12/15/2017* | *6:00pm* | Meeting location *221 S. Pine St., Canby, OR*

Meeting called by	Mike Patterson
Type of meeting	Neighborhood Meeting- Proposed Residential Development
Facilitator	Mike Patterson
Note taker	Shelby Patterson
Timekeeper	Shelby Patterson

Attendees _____

Attendees _____

No persons attended the scheduled meeting regarding the development of 254 S. Pine Street. Both the Facilitator and Note Taker remained present at the meeting location until 7pm.

AGENDA TOPICS

Time allotted | *6:00pm* | Agenda topic *Residential Development* | Presenter *Mike Patterson*

Discussion Conversation	N/A	No Attendees
Conclusion Closing	N/A	No Attendees

Action items	Person responsible	Deadline
Proposed destruction and development of 254 S. Pine St.	Mike Patterson	12/15/2017 6:00pm
Topic 2	Presenter Name	Date	time

Time allotted | *Time* | Agenda topic *Topic* | Presenter *Name*

Discussion Conversation

Conclusion Closing

Action items	Person responsible	Deadline
Topic 1	Presenter Name	Date	time
Topic 2	Presenter Name	Date	time

Time allotted | *Time* | Agenda topic *Topic* | Presenter *Name*

Discussion Conversation

Conclusion Closing

Pre-application Meeting

254 S Pine Street – Warehouse/Industrial
October 31, 2017
10:30 am

Attended by:

Hassan Ibrahim, Curran-McLeod Engineering, 503-684-3478
Matt Grainer, Developer, 503-866-4281
Jim Stuart, Canby Utility, 971-563-1375
Bryan Brown, Planning Dept, 503-266-0702
Tim Gettel, Wave Broadband, 503-307-0029
Jerry Nelzen, Public Works, 971-253-9173
Mike Patterson, 503-310-8708
Gary Stockwell, Canby Utility, Electric, 503-263-4307

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

DEVELOPER, Matt Greiner

- The site is located at 254 S Pine Street and has a home with a detached garage and the plan is to demo the existing home and garage and build a 9,600 sq ft commercial building with 469 sq ft of office space.
- Create 10 parking spaces for employees and patrons.
- We are planning on doing 3,244 sq ft of landscaping, which is the 15 percent requirement of the 21,631 sq ft lot.

CURRAN-MCLEOD ENGINEERING, Hassan Ibrahim

- This site is on S Pine and SE 3rd Avenue and has curb and sidewalk along the frontage. There were some trees at some time on the lot and they bumped the curb and it needs to be repaired along with pushing the block wall back.
- If you are tearing the house down you will need a demo permit before you take any action. You will need to apply to both the city and the county for a demo permit. Bryan said the reason for both demo permits is the city will notify utility providers to have all disconnects completed before destruction. Mike said the fire department would like to use the house and garage as a controlled training burn and do we need the same permit for the fire department and Bryan said we can send them a copy of your demo permit and it would be between you and them.
- I believe the house has a sewer line and do you know if it is a 4 or 6 inch line and they stated they did not know. Ronda talked to the previous renter and they said there was a box and lid over the sewer line stub off of SE 3rd Avenue and the home was on septic. Hassan said if they are on septic it will have to be abandoned and decommissioned per Clackamas County requirements. We will need a copy of the decommission certificate. If you want to use this sewer stub we need to determine what size it is and typically we require a 6 inch stub. Jerry said when you have the sewer line exposed call me and we can TV the line and verify the pipe size.

- Do you know if the site is on well water for potable water? The answer was potable water.
- The maximum driveway approach for a commercial driveway is 40 ft with reinforcement. Matt asked about an addition driveway approach off of SE 3rd Avenue and Bryan said we will need to have a traffic study to determine if you want to press for the additional driveway approach. Hassan said the problem would be site distance issue.
- All stormwater will be discharged on site and Matt said they were leaning towards an injection well and Hassan said it would be fine and it has to be rule authorized by DEQ and the city would need a copy. Mike said they have two drywells on the adjoining property that are mine and can I tie into them? Hassan asked if they were rule authorized and also demonstrate if they have enough capacity. Your engineer would have to show they have adequate capacity, the problem with this idea is if you decide to sell the property later you would have to do a storm line easement. Mike said we have three buildings using the two drywells and Hassan said we would need an analysis from your civil engineer to determine if you have adequate capacity for the two existing drywells plus you would need a storm drainage crossover easement, if this is your plans. You said these existing two drywells are rule authorized with DEQ and Mike said he did not put them in and he assumed so and Hassan said there are a lot of illegal drywells in the city and Matt said we would have to check with DEQ.
- Jerry said our erosion control inspector Shane Hester could not make it and Mike said he talked to him before the meeting. Jerry said you need to keep everything on site, do a rocked construction entrance, etc. When are you planning on breaking ground and Mike said they were looking at February 2018.

CANBY UTILITY, ELECTRIC DEPARTMENT, Gary Stockwell

- Last time we spoke I told you the transformer would not need to be upgraded or do anything with it, it is the neighbor's transformer. The transformer serving your property is a 122/08 and it is a perfectly viable transformer, 75kVA. Depending on what and how you want to approach this, you had mentioned a service for each building and Mike said 400 amp to each bay. Gary said if you wanted to save money up front and keep the 75 kVA transformer and build it for a 400 amp service on each side's connected load. If your load dictates more in the future then we can spend money on a bigger transformer and I can discuss this later when you get your electrician on board.
- I envision the services on the south end of the building and Mike said he had not thought about it and he would defer to you.
- There is a single phase service for the house and when you are getting ready to demo or the fire department's training fire, call us and we will disconnect the service and pull the wire.

CANBY UTILITY, WATER DEPARTMENT, Jim Stuart

- There is an existing water service to the site and we have an 8 inch main in S Pine Street.
- There should not be any issues with the supply.
- Mike asked what would determine the meter size and Jim said it would be determined by the fixtures and if you are required to sprinkle the building. The existing meter is a 5/8 x 3/4 inch meter, which is a typical residential. Mike said is this what we would use and Jim stated if that was all you had you would probably need a 1 inch service, however you will probably

have fire protection in the building. Whoever does your design will let us know what size you need and no matter what if you have a fire protection system the minimum would be a 1 inch service.

- We will do the tap off the main and bring the water line into the site and set the meter, everything after the meter will be your responsibility.

WAVE BROADBAND, Tim Gettel

- Looking at my map we should have a pedestal on the northwest corner of the property and when you have a utility trench open let us know and we can drop in some conduit.

CITY OF CANBY, PLANNING DEPARTMENT, Bryan Brown

- I have not completed a calculation for the system development charges (SDC) yet. One of the items we need is an estimate of your waste water discharge into our sanitary sewer system from the two office areas. It makes it a little difficult not knowing what the occupants will be. Mike agreed. Bryan said it might be possible your estimate may come out to be equal to a single family home and if so, we will need that information. We do the formula based on every 155 gallons of discharge in an average day of a residential house. This is likely to be similar unless you have a heavy water user.
- The storm water SDC will be based on the type of tenants, whether it is a warehouse or manufacturing and can make a difference in your transportation SDC's also. I might have to do half warehouse and half manufacture in order to calculate what is due. It is a little odd to try to collect later after it is built and partly occupied because it turned out to be a warehouse than a manufacturer. Hassan said if it does happen to be a manufacturer the Waste Water Treatment Plant may require a grease trap inside the building and you should contact them to discuss it. Mike said he would not allow any type of business doing it because you would be asking for future trouble, no painters, etc. Bryan asked Mike to send him an email in regards to the type of businesses he would want to occupy the space to help in considering the SDC fees.
- The traffic study will need to have an evaluation done for the site distance around the curve of the property. The one thing I want this to tell us is if this point of the building is sticking out will it be a particular problem based upon the speed limit of the street and the next driveway over. If you wanted to propose a driveway here what would it do at that location and if someone pulls out will the vehicles driving the speed limit see them in time if they are turning left. The other thing they will do is a traffic generation and we have some idea of a building this size might generate. I doubt it will warrant any offsite study of the intersection at the highway, but I cannot say for sure and the consultant helps us look at those things. The process is you give us $500.00 to do a scope of work and the scope may end at that point stating an actual detail study is not necessary or if it warrants a study it is approximately $1,000.00 to $1,500.00 to get the analysis of the site distance and the traffic generation complete. If it is more extensive and they have to study the intersection of the highway because of the traffic you are contributing, I do not think it will be a part of it because the highway intersection is not particularly bad. It takes about 3 weeks to get the scope completed and at that point it will tell you if a study is necessary or not. You have a choice of hiring your own traffic engineer to do the study of the tasks we deem necessary or you can

have DKS Traffic Engineers do the study. It will take approximately 6 weeks to do the traffic analysis if there is a study.

- You are not part of an overlay zone and therefore there are no design standards for your building. Since it is a new building you will have to go through the city's Site and Design Review type 3 application process. It will be a public hearing in front of the planning commission and it takes you approximately 1-1/2 months to go through the process and having a completed traffic study is usually a requirement, but if we know it is in progress and it will be done in a couple weeks we can go ahead with scheduling the public hearing. Matt asked when are the design reviews scheduled and Bryan said your design review application can be submitted at any time and the hearings for the planning commission are twice a month, the second and fourth Monday of each month. There is only one meeting in the month of December around the 6th. Matt asked what is required and Bryan said we like to see an elevation of the building, but it is not critical because we do not have any design standards. You will need to get a Site and Design type 3 application and it will tell you what the review criteria is in the code like landscaping, parking standards, etc. If you have questions you can contact me.
- We will need a narrative responding to all of the criteria and it is your responsibility to demonstrate your project meets those standards. Matt asked if there are any incentives for developing the properties and Bryan said he could not think of any. You can call Renate Mengelberg, Economical Development Director and she can tell you if there are any incentives available in your area.
- It will take 1-1/2 months to get through your public hearing and Site and Design Review and Mike said before we can get our building permits and Bryan said yes. You can be prepared and have you building permits submitted if you want to take that risk because a Site and Design review does not change the location or the size of your building. The only thing I am worried about is the point/corner of the building.
- Matt asked if they would need a civil engineer for this project and Hassan stated yes, at least for the storm drainage and the site distance issue and they will need to demonstrate. The driveway approach has to be commercial and reinforced and they would have to show the detail.
- When you pay your SDC fees we will give you a release letter to take to the county and they will issue building permits.
- We contract with Clackamas County to deal with all building related permits and our process involves making sure your final construction plans have been stamped and approved and they are usually produced by a civil engineer. It may only be a half dozen sheets including a site plan, utility plan, grading and erosion, landscaping and storm. We also have an erosion control application needing to be completed before you move any dirt. The storm water takes a separate analysis for the pre and post quantity because every time you develop a site you are increasing runoff over what is there today. This storm analysis has to be done to the city's standards, which you can find in the Public Works Design Standards, Chapter 4 for Drainage. Our standards basically refer to the Clean Water Services Standards.

254 S Pine St. Industrial Building, Mike Patterson

J.O. SGL 18-038

April 17, 2018

PRELIMINARY STORM DRAINAGE REPORT

SISUL ENGINEERING

A Division of Sisul Enterprises, Inc.

375 PORTLAND AVE.

Gladstone, OR 97027

phone: (503) 657-0188

fax: (503) 657-5779

254 S Pine Street Industrial Building:

THE SITE: The 0.50 acre site is located southeast of Highway 99E in Canby across S Pine Street from the Canby Fire Department. The project will consist of one 60' x 160' light industrial building with hard surfaced driveway, parking and sidewalks. Site grades are less than 3 percent, except behind the Pine Street sidewalk where a retaining wall approximately 18-24 high was constructed when the roadway was built.

PUBLIC STORM DRAINAGE SYSTEM: Most of Canby is not served by a conveyance pipe storm drain system that carries runoff to a stream or river. S Pine Street is served by drywells and the system is not capable of accommodating the runoff from this site.

ONSITE STORM WATER DESIGN: The onsite storm drain system for 254 S Pine Building will include one catch basin on the east side of the building, a biofiltration basin on the south side of the building, and two catch basins, a water quality manhole, and a drywell on the west side of the building. Overflow from the biofiltration basin will drain to the onsite drywell.

DESIGN STORM: The table in Section 4.301.a of the City of Canby Public Works Design Standards (June 2012) identifies that UIC facilities shall be designed using a design storm having a minimum recurrence interval of 10 years. The table also identifies that the following facilities shall be designed using a design storm having the following recurrence intervals:

LID facilities for infiltration systems	10 years
Minor: Streets, curbs, gutters, inlets, catch basin & connector drains	10 years
Major: Laterals (collectors) <250 tributary acres	10 years

1973 NOAA Atlas 2, Volume X and U.S. Department of Agriculture Isolpluvials for 24-hour storms in Oregon identify the 10-year, 24-hour storm event for Canby as having less than 3.5 inches of precipitation. The Regional Precipitation-Frequency Analysis and Spatial Mapping of 24-Hour Precipitation for Oregon performed for the Oregon Department of Transportation Research Unit (Final Report dated January, 2008) identifies a 10-year storm for this area as having 24-hour precipitation totaling 3.0-3.5 inches. We will use a 10-year storm with total rainfall of 3.5 inches for our analysis.

The Master Plan also states that, "The disposal capacity of dry wells must be based upon the percolation rate of the native soils at the disposal levels. Typically, this capacity is adequate for disposal of as much as one to two acres of impermeable area with the infiltration rates found in the Canby area, although this varies greatly with the underlying soil material encountered.

SOIL & INFILTRATION RATE: Geotech Solutions Inc. performed a site investigation and prepared a report with recommendations. Per the report, seasonal high ground water is mapped at depths of 30 feet. Based on the results of their testing and analyses, infiltration rates in the native soils below depths where silt become trace (roughly 10 feet) are moderate with an unfactored rate measured at 36 cubic inches/hour per square inch. Geotech Solutions Inc recommended using a design infiltration rate of 18 cubic inches/hour per square inch applied to the portion of drywells embedded within gravels and cobbles, neglecting any layers containing more than 10% fines. This is anticipated to occur below roughly 10 feet.

CALCULATION OF STORMWATER FLOWS: Stormwater flow from the completed site will be calculated using the Santa Barbara Urban Hydrograph (SBUH) method using a Type 1A SCS storm.

RUNOFF CURVE NUMBERS:

Pavement, roofs & sidewalks	CN = 98

CONTRIBUTING DEVELOPMENT AREA: Drainage basin areas include two basins, Basin A and Basin B. Basin A includes the east ½ of the roof area and the portion of the eastern access area that drains to the area drain on the east side of the building. Basin B includes the western ½ of the roof, the driveway and parking area, and the sidewalk on the west side of the building.

Basin A includes an impervious area of 5,206 sq ft, while Basin B has an impervious area of 11,390 sq ft.

Basin A will drain to the biofiltration basin on the south side of the building. The biofiltration basin has 18 inches of storage capacity for 355 cubic feet of storage. Once the depth reaches 1.5 feet overflow to the drywell will occur. Basin B will drain to a treatment manhole and then to the drywell. The biofiltration area is assumed to have an infiltration rate of 2 inches per hour.

BASIN A RUNOFF:

```
S.C.S. TYPE-1A RAINFALL DISTRIBUTION
ENTER: FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)
25,24,3.5
------------------------------------------------------------------------
******************** S.C.S. TYPE-1A DISTRIBUTION ********************
*********  25-YEAR  24-HOUR STORM  ****  3.50" TOTAL PRECIP. *********
------------------------------------------------------------------------
ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO.  1
0,0,0.12,98,5

DATA PRINT-OUT:

  AREA(ACRES)     PERVIOUS     IMPERVIOUS    TC(MINUTES)
                  A     CN     A     CN
        .1         .0    .0     .1  98.0         5.0

  PEAK-Q(CFS)    T-PEAK(HRS)     VOL(CU-FT)
       .11           7.67            1422

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
OMWA.hyd

------------------------------------------------------------------------
```

BASIN B RUNOFF:

```
ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO.  2
0,0,0.26,98,5

DATA PRINT-OUT:

  AREA(ACRES)     PERVIOUS     IMPERVIOUS    TC(MINUTES)
                  A     CN     A     CN
        .3         .0    .0     .3  98.0         5.0

  PEAK-Q(CFS)    T-PEAK(HRS)     VOL(CU-FT)
       .24           7.67            3082

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
OMWB.hyd

------------------------------------------------------------------------
```

BASIN A BIOFILTRATION AREA:

```
RESERVOIR ROUTING INFLOW/OUTFLOW ROUTINE

SPECIFY [d:][path]filename[.ext] OF ROUTING DATA
OMWA.dat
 DISPLAY ROUTING DATA (Y or N)? y

ROUTING DATA:

STAGE(FT)    DISCHARGE(CFS)    STORAGE(CU-FT)    PERM-AREA(SQ-FT)
    .00             .00               .0              61.0
   1.00             .00             175.0             289.0
   1.50             .00             355.0             433.0
   2.00            2.00             611.0             591.0

AVERAGE PERM-RATE:  30.0 MINUTES/INCH
SATURATED PERM-RATE:   30.0 MINUTES/INCH
GROUND STORAGE BEFORE SATURATION: 10.00 CU-FT/SQ-FT

ENTER [d:][path]filename[.ext] OF COMPUTED HYDROGRAPH:
OMWA.hyd

INFLOW/OUTFLOW ANALYSIS:

  PEAK-INFLOW(CFS)    PEAK-OUTFLOW(CFS)    OUTFLOW-VOL(CU-FT)
         .11                 .04                   47

  INITIAL-STAGE(FT)  TIME-OF-PEAK(HRS)   PEAK-STAGE-ELEV(FT)
      153.00               8.17               154.51

  PEAK STORAGE:       350 CU-FT

  INFILTRATED VOLUME:      1278 CU-FT

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
OMWA-OF.hyd
```

Outflow from the Basin A Biofiltration Area will overflow to the drywell. This flow must be added to the Basin B flow to determine the combined flow into the drywell.

COMBINE OVERFLOW FROM BASIN A TO RUNOFF FROM BASIN B:

```
ROUTINE FOR ADDING HYDROGRAPHS

ENTER: [d:][path]filename[.ext] OF HYDROGRAPH 1
OMWA-OF.hyd

ENTER: TRAVEL TIME (MINUTES) OF HYDROGRAPH 1
0

ENTER: [d:][path]filename[.ext] OF HYDROGRAPH 2
OMWB.hyd

ENTER: TRAVEL TIME (MINUTES) OF HYDROGRAPH 2
0

DATA PRINT-OUT:

  HYDROGRAPH 1: PEAK-Q=     .04 CFS   T-PEAK=  8.17 HRS   TT=  0 MINUTES
  HYDROGRAPH 2: PEAK-Q=     .24 CFS   T-PEAK=  7.67 HRS   TT=  0 MINUTES

HYDROGRAPH SUM: PEAK-Q=     .24 CFS   T-PEAK=  7.67 HRS

  TOTAL VOLUME:      3102CU-FT

SPECIFY: C - CONTINUE, N - NEWJOB, F - FILE, P - PRINT, S - STOP
f

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
OMWTOT.hyd
```

ROUTE FLOW THROUGH DRYWELL:

```
RESERVOIR ROUTING INFLOW/OUTFLOW ROUTINE

SPECIFY [d:][path]filename[.ext] OF ROUTING DATA
OMW-DW.dat
 DISPLAY ROUTING DATA (Y or N)?
y

ROUTING DATA:

STAGE(FT)    DISCHARGE(CFS)    STORAGE(CU-FT)    PERM-AREA(SQ-FT)
    .00             .02               .0                .0
   1.00             .02              18.2               .0
   2.00             .03              36.4               .0
   3.00             .04              54.6               .0
   4.00             .05              72.8               .0
   5.00             .06              91.1               .0
   6.00             .06             109.3               .0
   7.00             .07             127.5               .0
   8.00             .08             145.7               .0
   9.00             .09             163.9               .0
  10.00             .09             182.1               .0
  11.00             .10             200.0               .0
  12.00             .11             218.5               .0
  13.00             .12             236.8               .0
  14.00             .13             255.0               .0
  15.00             .13             273.2               .0
  16.00             .13             291.4               .0
  17.00             .13             309.6               .0
  18.00             .13             327.8               .0
  19.00             .13             346.0               .0
  20.00             .13             364.2               .0
  21.00             .13             382.5               .0
  22.00             .13             400.7               .0
  23.00             .13             418.9               .0
  24.00             .13             437.1               .0
  25.00             .13             455.3               .0

AVERAGE PERM-RATE:    .0 MINUTES/INCH

ENTER [d:][path]filename[.ext] OF COMPUTED HYDROGRAPH:
OMWTOT.hyd

INFLOW/OUTFLOW ANALYSIS:

  PEAK-INFLOW(CFS)    PEAK-OUTFLOW(CFS)    OUTFLOW-VOL(CU-FT)
         .24                 .13                  3509

  INITIAL-STAGE(FT)   TIME-OF-PEAK(HRS)    PEAK-STAGE-ELEV(FT)
      129.50               8.00                 145.94

  PEAK STORAGE:       290 CU-FT

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
OMWDW.hyd
```

One 25' deep drywell is adequate to infiltrate a 24-hour, 3.5-inch rainfall event.

Drywell Calculations

SGL 18-038

Mike Patterson, 254 S. Pine St - One drywell

Manhole Inside Diameter (ft) =		4.0		Inf. Rate =	0.007854
Manhole Outside Diameter (ft) =		5.0		per 1' side	
Rock Thickness (ft) =		1.0		(cfs)	
Ult. Infiltration Rate (in/hr) =		36.0000		Inf. Rate =	0.016035
Infiltration Rate (ft/sec) =		0.00083		(bottom)	
Factor of Safety =		2		(cfs)	

Water Depth (ft)	Qout (cfs)	Drywell Storage Volume (cu. ft.)	Rock Layer Storage Volume (cu. ft.)	Total Storage Volume (cu. ft.)
0	0.02	0	0	0.0
1	0.02	12.56	5.652	18.2
2	0.03	25.12	11.304	36.4
3	0.04	37.68	16.956	54.6
4	0.05	50.24	22.608	72.8
5	0.06	62.8	28.26	91.1
6	0.06	75.36	33.912	109.3
7	0.07	87.92	39.564	127.5
8	0.08	100.48	45.216	145.7
9	0.09	113.04	50.868	163.9
10	0.09	125.6	56.52	182.1
11	0.10	138.16	62.172	200.3
12	0.11	150.72	67.824	218.5
13	0.12	163.28	73.476	236.8
14	0.13	175.84	79.128	255.0
15	0.13	188.4	84.78	273.2
16	0.13	200.96	90.432	291.4
17	0.13	213.52	96.084	309.6
18	0.13	226.08	101.736	327.8
19	0.13	238.64	107.388	346.0
20	0.13	251.2	113.04	364.2
21	0.13	263.76	118.692	382.5
22	0.13	276.32	124.344	400.7
23	0.13	288.88	129.996	418.9
24	0.13	301.44	135.648	437.1
25	0.13	314	141.3	455.3

REPORT OF GEOTECHNICAL ENGINEERING SERVICES

S Pine Street Facility
Canby, Oregon

Geotech Solutions Inc.

March 16, 2018

GSI Project: sisul-18-3-gi

Geotech Solutions Inc.

March 16, 2018 *sisul-18-3-gi*

Mike Patterson
PO Box 387
Canby OR 97013-0387
omwmike@canby.com

Cc: pat@sisulengineering.com

REPORT OF GEOTECHNICAL ENGINEERING SERVICES
Light Industrial Development
S Pine Street and SE Third Avenue – Canby, Oregon

We appreciate the opportunity to present this report of geotechnical engineering services for the proposed light industrial facility located northeast of the curve of S Pine Street and SE 3rd Avenue in Canby, Oregon. We have assumed building loads will be less than 6 kips per foot for walls, 150 kips for columns, and 500 psf for floors, and that grading will be limited to cuts and fills less than 10 feet, with deeper dry wells for infiltration. The purpose of our services was to provide geotechnical engineering recommendations for design. Our specific scope included the following:

- Provide principal level geotechnical project management including management of field and subcontracted services, report writing, analyses, and invoicing.
- Review geologic maps and vicinity geotechnical information available in our files as indicators of subsurface conditions.
- Complete a site reconnaissance to observe surface features relevant to geotechnical issues, such as topography, vegetation, presence and condition of springs, exposed soils, and evidence of previous grading.
- Observe excavation of up to 2 test pits to depths of up to 16 feet or refusal using an owner provided track mounted excavator and owner provided utility locates.
- Classify and sample the materials encountered and maintain a detailed log of the explorations.
- Determine the moisture content of selected samples obtained from the explorations, and complete soil classification testing as necessary.
- Complete infiltration testing in one test pit and provide an infiltration rate for others use in design.
- Provide recommendations for earthwork including seasonal material usage, suitability of on-site fill for reuse, stabilization of upper fills, use of granular working pads, cut and fill slopes, and the need for subsurface drainage.
- Provide recommendations for support of shallow foundations, including setbacks, an allowable bearing pressure and related settlement estimates, sliding coefficients, passive lateral earth pressures, a seismic coefficient, embedment depths, perimeter drainage, and foundation subgrade preparation.
- Provide recommendations for pavement subgrade preparation as well as the need for stabilization and/or geosynthetics, as well as base rock and asphalt concrete materials, thicknesses, and installation criteria based traffic information provided by others.
- Provide a written report summarizing the results of our geotechnical evaluation.

1112 7th Street, Oregon City, OR 97045 *ph 503.657.3487 fax 503.722.9946*

SITE OBSERVATIONS AND CONDITIONS

Surface Conditions

The site is located immediately northeast of the curve of S Pine Street and SE Third Avenue as shown on the attached ***Site Plan***. The site is bordered by commercial-industrial property with residential property to the south. The existing site topography is relatively flat, with evidence of some low fill berms to the south. A residence and outbuilding are present on site, with several trees and surface gravel fill at drives, as shown on the attached ***Site Plan***.

Subsurface Conditions

General – Subsurface conditions at the site were explored on March 5, 2018 by completing 2 test pits to depths up to 13 feet below the existing ground surface (bgs) using a track mounted excavator. Approximate exploration locations are shown on the attached ***Site Plan.*** Specific subsurface conditions observed at each exploration are described in the attached ***Test Pit Logs.*** In general, subsurface conditions include a surficial topsoil/fill zone ranging in thickness from 1 to 1.5 feet. The topsoil/fill zone soils generally consist of soft dark brown silt with trace fine sand and organics. Occasional tree roots up to 3 inches in diameter were observed.

The topsoil/fill zone soils are underlain by brown silt with trace fine sand. The silt is generally medium stiff increasing to stiff at depths of 4.5 to 5.5 feet where some cementation was observed. The silt unit transitions to impacted boulders in a dense matrix of sand and silt at depths of 5 to 6 feet. A small excavator first met refusal in TP-1 at a depth of 6 feet, and we used a larger excavator to continue (albeit with some effort to remove boulders up to 2.5 feet in dimension). Beneath the impacted boulders soils transitioned to dense gravels and cobbles and boulders with trace to some silt.

Site Geology

We reviewed the Geologic Map of the Canby and Oregon City Quadrangles (DOGAMI, Bulletin 99) as part of our evaluation. The site is located in an area of mapped Lacustrine sediments including the Willamette Silt formation (Qws) and deltaic deposits (Qdg) of sand, gravel, and boulders 'up to 8 feet in diameter'. Subsurface conditions encountered in our explorations are consistent with the mapped site geology.

Laboratory Testing – Laboratory testing resulted in moisture contents of 26 to 31 percent in the silt unit. Results of moisture content testing are provided in the attached ***Moisture Contents***.

Groundwater – We did not observe groundwater seepage to the depths. Due to the presence of silty near surface soils, perched ground water conditions could exist during extended periods of wet weather. Ground water is mapped (GSI Water Solutions, 2013) near elevation 120 feet in the site area, with a depth to seasonal high ground water of roughly 30 feet.

Infiltration Testing – We completed open hole infiltration tests at depths of 9 and 13 feet in TP-1. Rates were relatively slow at 9 feet and the test was terminated. At a depth of 10 feet silt content reduced to trace. The average head during the test was approximately 6 inches. Geotechnical recommendations for infiltration rate and system construction are provided in the ***Infiltration*** section of this report.

CONCLUSIONS AND RECOMMENDATIONS

General

Based on the results of our explorations, laboratory testing, and engineering analyses, it is our opinion that the site can be developed as proposed following the recommendations contained herein. Key geotechnical issues include possible difficult excavation due boulders below depths of 5 to 6 feet below existing grades, and moisture sensitivity of the upper silts to wet season grading. The proposed structure, with the anticipated structural loads as previously stated, can be supported on shallow spread footings as recommended herein. Specific geotechnical recommendations are provided in the following sections.

Boulders were encountered at depth in all explorations. Based on available geologic information and our experience in the site vicinity, boulders may exceed 8 feet in diameter. If utilities extend below boulder elevations, special excavation techniques and enlarged excavations may be required. Project budgets and schedules must include a contingency for rock/boulder excavation and increased backfill volumes.

Site Preparation

General - Prior to earthwork construction, the site should be prepared by removing any existing structures, utilities, pavement and any loose surficial or undocumented fill. Any excavation resulting from the aforementioned preparation should be brought back to grade with structural fill. Site preparation for earthwork will also require the removal of the root zone and topsoil/fill zone soils, from all pavement, building, and new fill areas. Deeper stripping depths may be required in areas near trees or shrubs.

Root balls from trees and shrubs may extend several feet and grubbing operations can cause considerable subgrade disturbance. All disturbed material should be removed to undisturbed subgrade and backfilled with structural fill. In general, roots greater than one-inch in diameter should be removed as well as areas of concentrated smaller roots.

Stabilization and Soft Areas - After stripping, we must be contacted to evaluate the exposed subgrade. This evaluation can be done by proof rolling in dry conditions or probing during wet conditions. Soft areas will require over-excavation and backfilling with well graded, angular crushed rock compacted as structural fill, overlying a separation geosynthetic such as a Propex Geotex 601 or equivalent. A geogrid may also be required in particularly soft areas, such as a Tensar BSXQ2020 or equivalent punched and drawn biaxial geogrid.

Working Blankets and Haul Roads - Construction equipment must not operate directly on the subgrade, as it is susceptible to disturbance and softening. Any remaining site pavement can be used for this. Rock working blankets and haul roads placed over a geosynthetic in a thickened advancing pad can be used to protect silt subgrades. We recommend that sound, angular, pit run or crushed basalt with no more than 6 percent passing a #200 sieve be used to construct haul roads and working blankets, overlying the preceding separation geosynthetic. Working blankets must be at least 10 inches thick, and haul roads at least 14 inches thick.

1112 7th Street, Oregon City, OR 97045 *ph 503.657.3487 fax 503.722.9946*

The preceding rock and amendment thicknesses are the minimum recommended. Subgrade protection is the responsibility of the contractor and thicker sections may be required based on subgrade conditions during construction and type and frequency of construction equipment.

Earthwork

Fill – The on-site fine grained near surface fill, and native gravel and cobbles soils, can be used for structural fill if properly moisture conditioned and if all debris and deleterious materials are removed. Use of material with more than roughly 6% silt will not be feasible during wet conditions. Once moisture contents are within 3 percent of optimum, the material must be compacted to at least 92 percent relative to ASTM D1557 (modified proctor) using a tamping foot type compactor. Fill must be placed in lifts no greater than 10 inches in loose thickness. In addition to meeting density specifications, fill will also need to pass a proof roll using a loaded dump truck, water truck, or similar size equipment.

In wet conditions, fill must be imported granular soil with less than 6 percent fines, such as clean crushed or pit run rock. This material must also be compacted to 95 percent relative to ASTM D1557.

Trenches – Utility trenches may encounter perched ground water seepage and moderate to severe caving must be expected where seepage is present or in the gravels. Flowing soil conditions can occur in the sand or gravel units where seepage is present. We did not encounter seepage in our March test pits. Shoring of utility trenches will be required for depths greater than 4 feet and where groundwater seepage is present. We recommend that the type and design of the shoring system be the responsibility of the contractor, who is in the best position to choose a system that fits the overall plan of operation.

Our explorations encountered occasional boulders at the depths noted on the attached ***Test Pit Logs***. Difficult and large excavations and/or special excavation techniques will be required if trenches extend below depths where boulders are present. Project budgets and schedules must include a contingency for rock/boulder excavation and increased backfill volumes.

Depending on the excavation depth and amount of groundwater seepage, dewatering may be necessary for construction of underground utilities. Flow rates for dewatering are likely to vary depending on location, soil type, and the season during which the excavation occurs. The dewatering systems, if necessary, must be capable of adapting to variable flows.

Pipe bedding must be installed in accordance with the pipe manufacturers' recommendations. If groundwater is present in the base of the utility trench excavation, we recommend overexcavating the trench by 12 to 18 inches and placing trench stabilization material in the base. Trench stabilization material must consist of well-graded, crushed rock or crushed gravel with a maximum particle size of 4 inches and be free of deleterious materials. The percent passing the U.S. Standard No. 200 Sieve must be less than 5 percent by weight when tested in accordance with ASTM C 117.

Trench backfill above the pipe zone must consist of well graded, angular crushed rock or sand fill with no more than 7 percent passing a #200 sieve. Trench backfill must be compacted to 92 percent relative to ASTM D-1557, and construction of hard surfaces, such as sidewalks or pavement, must not occur within one week of backfilling.

Slopes – Permanent slopes should be inclined no steeper than 2H:1V for slopes up to 5 feet high. The face of fill slopes should be cut back into compacted materials with a smooth bucket excavator. If steeper fill slopes are desired, we should be consulted to evaluate use of amended soils or grid reinforcement. Erosion control is critical to maintaining fill slopes, and should be as described for cut slopes. Drainage should be routed away from slope faces.

Infiltration

General - Site soils are amenable to dry well disposal of storm water at depths below the boulder zone in gravels and cobbles with trace fines. Due to caving concerns, dry wells should be installed prior to building foundations, in which case dry wells or trenches can be within 5 feet of footings. Otherwise they must be 10 feet away and at least 1.5 times their depth away, from footings. The following paragraphs provide geotechnical recommendations for dry wells or trenches. Actual system design will be completed by the project civil engineer based on storm water volumes and rates.

Seasonal high ground water is mapped at depths of 30 feet. Based on the results of our testing and analyses, infiltration rates in the native gravels and cobbles below depths where silt becomes trace (roughly 10 feet in TP-1) are moderate with an unfactored rate measured at 36 in^3/hour per in^2. This rate requires fines contents of less than 10%, which we must evaluate during system excavation. We recommend using a reduced design infiltration rate of 18 in^3/hour per in^2 applied to the portion of the sides of the dry wells that are embedded within gravels and cobbles neglecting any layers containing more than 10% fines. Again, this is expected to begin at depths below roughly 10 feet. This accommodates variations in gradation typical of this soil unit and our experience. This rate can also be used for the base of drywells that are protected by upstream sediment capture. Clean gravel or cobble fill with less than 2% fines can be used for filling trenches or the perimeter of dry wells in the perforated zone. Care must be taken to design any drywell or pipe perforations and fill to avoid loss of backfill into the dry well or pipe. If geosynthetics are used over perforations, flow rates of the geosynthetic must exceed the design flows by a factor of 3. Clean, well graded, angular crushed rock or pit run rock should be used overlying the perforation zone fill. All backfill must be compacted until well keyed as structural fill.

We must be contacted during infiltration system construction to confirm that exposed conditions are consistent with those observed during our infiltration testing. Systems should be sized by the civil engineer according to design storm water volumes and rates. Minimum embedment should also be specified by the civil engineer.

Confirmation Testing and Maintenance - Testing of infiltration systems is required to confirm the design infiltration rate as actual subsurface conditions and infiltration rates can vary widely. Flexibility for adaptation and expansion of infiltration systems should be incorporated into the design and construction, with contingencies included in the project budget and schedule. Infiltration systems need to be maintained free of debris and silt in order to function properly.

Seismic Design

General - In accordance with the International Building Code (IBC) as adapted by State of Oregon Structural Specialty Code (SOSSC) and based on our explorations and experience in the site vicinity, the subject project should be evaluated using the parameters associated with Site Class D.

Liquefaction - Liquefaction occurs in loose, saturated, granular soils. Strong shaking, such as that experienced during earthquakes, causes the densification and the subsequent settlement of these soils. Given the generally flat topography, unsaturated near surface conditions, and the soil type and consistency encountered in our explorations, the risk of liquefaction related structurally-damaging deformations in proposed building areas is low.

Shallow Foundations

Based on the provided information regarding building type and anticipated structural loads as previously stated, the proposed structure can be supported on shallow spread foundations bearing in the native medium stiff or stiffer silt or medium dense gravels or on properly constructed structural fill bearing on these units. Footings should be embedded at least 18 inches below the lowest adjacent, exterior grade. Footings can be designed for an allowable net bearing pressure of 2,500 psf when founded on medium stiff or better undisturbed native silt. The preceding bearing pressure can be increased to 5,000 psf for temporary wind and seismic loads.

Continuous footings should be no less than 18 inches wide, and pad footings should be no less than 24 inches wide. Resistance to lateral loads can be obtained by a passive equivalent fluid pressure of 300 pcf against suitable footings, ignoring the top 12 inches of embedment, and by a footing base friction coefficient of 0.35. Properly founded footings are expected to settle less than a total of 1 inch, with less than ½ inch differentially. Footings adjacent to slopes up to 2H:1V should have a minimum horizontal setback of 5 feet from the face of the slope.

If footing construction is to occur in wet conditions, a few inches of crushed rock should be placed at the base of footings to reduce subgrade disturbance and softening during construction. Granular soils loosed by footing excavation could be "re-seated" during compaction of the crushed rock protection layer.

Slabs

Floor slab loads up to 500 psf are expected to induce less than one inch of settlement. A minimum of six inches of clean, angular crushed rock with no more than 5 percent passing a #200 sieve is recommended for underslab rock. Prior to slab rock placement the subgrade will need to be evaluated by us by probing or observing a proof rolling using a fully loaded truck. Underslab rock should be compacted to 92 percent compaction relative to ASTM D1557, and should be proof rolled as well. In addition, any areas contaminated with fines must be removed and replaced with clean rock. If the base rock is saturated or trapping water, this water must be removed prior to slab placement.

Some flooring manufacturers require specific slab moisture levels and/or vapor barriers to validate the warranties on their products. A properly installed and protected vapor flow retardant can reduce slab moistures. If moisture sensitive floor coverings or operations are planned, we recommend a vapor barrier be used. Typically a reinforced product or thicker product (such as a 15 mil STEGO wrap) can be used. Experienced contractors using special concrete mix design and placement have been successful placing concrete directly over the vapor barrier which overlies the rock. This avoids the issue of water trapped in the rock between the slab and vapor barrier, which otherwise requires removal. In either case, slab moisture should be tested/monitored until it meets floor covering manufacturer's recommendations.

Retaining Walls

General - The following recommendations are based on the assumptions that: (1) Wall backfill consists of level, drained, angular, granular material, (2) Walls are concrete cantilever-type walls and are less than 5 feet in height, and (3) No surcharges such as stockpiled soil, equipment, or footings are located within 10 feet of the wall.

Walls restrained against rotation should be designed using an equivalent fluid pressure of 52 pcf. Walls not restrained against rotation should be design using an equivalent fluid pressure of 32 pcf. These forces can be resisted by passive pressure at the toe of the wall using an equivalent fluid pressure of 350 pcf (this should exclude the top 12 inches of embedment) and friction along the base using a friction coefficient of 0.35.

Footings for retaining walls should be designed as recommended in the ***Shallow Foundations*** section of this report. Footings and floor slabs located above retaining walls and within a zone defined by a plane extending upward at 1H:1V from the bottom of the wall will increase lateral pressures on the wall. We must be consulted for lateral pressure and footing support issues if footings or other surcharge loads are located within this zone.

Backfill - Retaining walls should be backfilled with clean, imported, granular soil with less than 6 percent fines, such as clean sand or rock. This material should also be compacted to a minimum of 92 percent relative to ASTM D1557 (modified proctor). Within 3 feet of the wall, backfill should be compacted to not more than 90 percent relative to ASTM D1557 using hand-operated equipment.

Retaining structures typically rotate and displace roughly 1 percent of the wall height during development of active pressures behind the wall. We therefore recommend that construction of improvements adjacent to the top of the walls greater than 5 feet high be delayed until approximately two weeks after wall construction.

Drainage

General - We recommend installing perimeter foundation drains around all exterior foundations. The surface around building perimeters should be sloped to drain away from the buildings. As stated previously, our retaining wall recommendations are based on drained conditions. All retaining walls should include a drain constructed as described in the following section.

Foundation and Wall Drains - Foundation and retaining wall drains should consist of a two-foot wide zone of drain rock encompassing a 4-inch diameter perforated pipe, all enclosed with a non-woven filter fabric. The drain rock should have no more than 2 percent passing a #200 sieve and should extend to within one foot of the ground surface. The geosynthetic should have an AOS of a #70 sieve, a minimum permittivity of 1.0 sec^{-1}, and a minimum puncture resistance of 80 pounds (such as Propex Geotex 601 or equivalent). One foot of low permeability soil (such as the on-site silt) should be placed over the fabric at the top of the drain to isolate the drain from surface runoff.

Pavement

Asphalt Concrete – At the time of this report we did not have specific information regarding the type and frequency of expected traffic. We therefore developed asphalt concrete pavement thicknesses for areas exposed to passenger vehicles only and areas exposed to up to 5 trucks per day based on a 20-

year design life and a truck factor of 0.6. We assumed that the average truck will consist of a panel-type delivery truck. Traffic volumes can be revised if specific data is available.

Our pavement analyses is based on AASHTO methods and subgrade of structural fill or undisturbed medium stiff or better native silt having a resilient modulus of 6,000 psi and prepared as recommended herein. We have also assumed that roadway construction will be completed during an extended period of dry weather. The results of our analyses based on these parameters are provided in the table below.

Traffic	ESAL's	AC (inches)	CR (inches)
Passenger Vehicle Only	-	2.5	6
Up to 5 Trucks Per Day	24,300	3	8

The thicknesses listed in the above table are the minimum acceptable for construction during an extended period of dry weather. Increased rock thicknesses will be required for construction during wet conditions. Crushed rock should conform to ODOT base rock standards and have less than 6 percent passing the #200 sieve. Asphalt concrete should be compacted to a minimum of 91 percent of a Rice Density.

Portland Cement Concrete - We developed PCC pavement thicknesses at the site for the assumed one-way traffic levels as shown in the table below. Each of these sections is based on AASHTO methods with no reduction for wander and a composite modulus of subgrade reaction of 350 pci (AASHTO Figure 3.3 with M_r = 6,000 psi and 6 inches crushed rock base). Other parameters include 4,000 psi compressive strength portland cement concrete (PCC), and plain jointed concrete ***without*** load transfer devices or tied concrete shoulders. PCC pavements over trench backfill should not be placed within one week of fill installation unless survey data indicates that settlement of the backfill is complete.

Traffic	ESALS	PCC (inches)	CRB (inches)
Up to 5 Trucks Per Day	24,300	5.5	6

Subgrade Preparation - The pavement subgrade must be prepared in accordance with the ***Earthwork*** *and* ***Site Preparation*** recommendations presented in this report. All pavement subgrades must pass a wheel roll with a loaded dump truck or equivalent prior to paving. Soft areas must be repaired per the preceding ***Stabilization*** section.

LIMITATIONS AND OBSERVATION DURING CONSTRUCTION

We have prepared this report for use by Mike Patterson and the design and construction teams for this project only. The information herein could be used for bidding or estimating purposes but must not be construed as a warranty of subsurface conditions. We have made observations only at the aforementioned locations and only to the stated depths. These observations do not reflect soil types, strata thicknesses, water levels or seepage that may exist between observations. We must be consulted to observe all foundation bearing surfaces, subgrade stabilization, proof rolling of slab and pavement subgrades, installation of structural fill, subsurface drainage, and cut and fill slopes. We must be consulted to review final design and specifications in order to see that our recommendations are suitably followed. If any changes are made to the anticipated locations, loads, configurations, or

construction timing, our recommendations may not be applicable, and we must be consulted. The preceding recommendations must be considered preliminary, as actual soil conditions may vary. In order for our recommendations to be final, we must be retained to observe actual subsurface conditions encountered. Our observations will allow us to interpret actual conditions and adapt our recommendations if needed.

Within the limitations of scope, schedule and budget, our services have been executed in accordance with the generally accepted practices in this area at the time this report was prepared. No warranty, expressed or implied, is given.

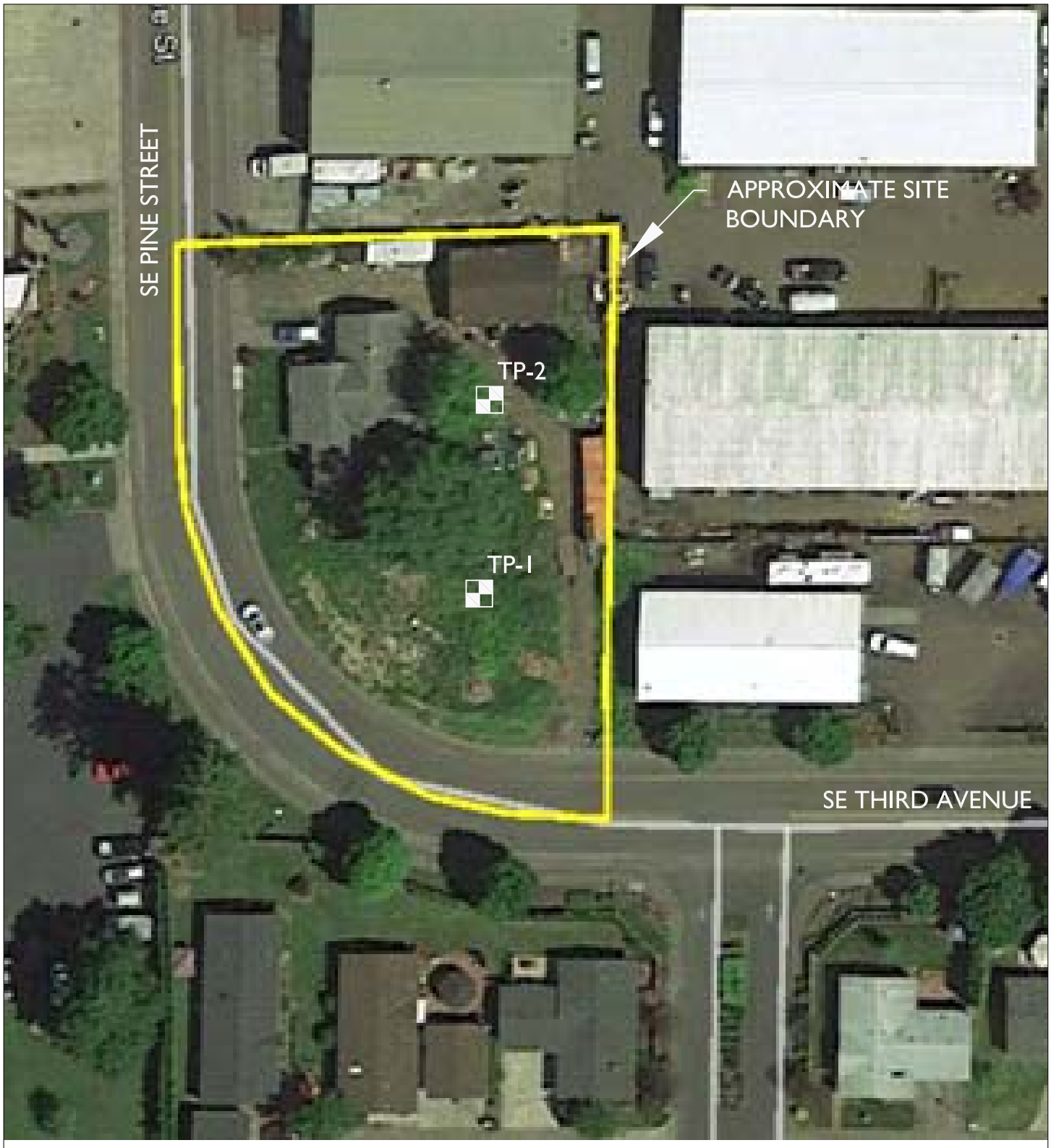
We appreciate the opportunity to work with you on this project and look forward to our continued involvement. Please call if you have any questions.

Sincerely,

Don Rondema, MS, PE, GE
Principal

Attachments:
Site Plan, Guidelines for Classification of Soil, Test Pit Logs, Moisture Contents.

1112 7th Street, Oregon City, OR 97045 *ph 503.657.3487 fax 503.722.9946*



DRAWING NOT TO SCALE

BASE PHOTO FROM GOOGLE EARTH (2017)

Geotech Solutions Inc.

SITE PLAN

SISUL-18-3-gi

GUIDELINES FOR CLASSIFICATION OF SOIL

Description of Relative Density for Granular Soil	
Relative Density	**Standard Penetration Resistance (N-values) blows per foot**
very loose	0 - 4
loose	4 - 10
medium dense	10 - 30
dense	30 - 50
very dense	over 50

Description of Consistency for Fine-Grained (Cohesive) Soils		
Consistency	**Standard Penetration Resistance (N-values) blows per foot**	**Torvane Undrained Shear Strength, tsf**
very soft	0 - 2	less than 0.125
soft	2 - 4	0.125 - 0.25
medium stiff	4 - 8	0.25 - 0.50
stiff	8 - 15	0.50 - 1.0
very stiff	15 - 30	1.0 - 2.0
hard	over 30	over 2.0

Grain-Size Classification	
Description	**Size**
Boulders	12 - 36 in.
Cobbles	3 - 12 in.
Gravel	¼ - ¾ in. (fine)
	¾ - 3 in. (coarse)
Sand	No. 200 - No. 40 Sieve (fine)
	No. 40 - No. 10 sieve (medium)
	No. 10 - No. 4 sieve (coarse)
Silt/Clay	Pass No. 200 sieve

Modifier for Subclassification	
Adjective	**Percentage of Other Material In Total Sample**
Clean/Occasional	0 - 2
Trace	2 - 10
Some	10 - 30
Sandy, Silty, Clayey, etc.	30 - 50

Test Pit #	Depth (ft)	Soil Description

Explorations completed on March 5, 2018 with a track mounted excavator (Approx. 30,000 pounds).

TP-1		**Location:** Southern portion of site south of east fence edge
		Surface conditions: weeds, long grass, fill.
	0 - 1	Medium stiff, rooty, brown SILT FILL; moist.
	1 - 6	Soft brown SILT with trace fine sand and roots; moist.
		2 ft becomes medium stiff with occasional roots.
		5.5 ft becomes stiff and slightly cemented with some sand
	6 - 13	Very dense subangular GRAVELS, COBBLES, and BOULDERS with trace to some sand and silt; moist. (boulders to 2.5 feet in dimension).
		7 ft – original refusal with small excavator
		10 ft becomes dense, with some boulders
		Infiltration test at 10 ft (slow) and 13 ft (moderate)
		Minor caving to 1 ft. No seepage
TP-10		**Location:** Central portion of site near trees east of house.
		Surface conditions: weeds, long grass.
	0 - 4.5	Soft, rooty, brown SILT with trace fine sand; moist (topsoil).
		1.5 ft becomes medium stiff with occasional roots
		4.5 ft becomes stiff, sandy.
	5-6	Dense GRAVEL, COBBLES, and BOULDERS with some some sand and silt.
		Minor caving to 1.5 ft. No seepage.

Exploration	Depth, ft	Moisture Content
TP-1	2.0	26%
TP-1	4.0	28%
TP-1	6.5	26%
TP-2	4.0	31%

MEMORANDUM

DATE: December 18, 2017

TO: Bryan Brown, City of Canby

FROM: Chris Maciejewski, PE, PTOE
Jordin Kelly, EIT

SUBJECT: **Canby Greiner's Industrial Trip Generation and Site Safety Memorandum** P#11010-092

This memorandum describes the evaluation of the transportation impacts associated with the proposed Greiner's Industrial manufacturing building located at 254 S Pine Street in Canby, Oregon. The proposed project includes demolishing the existing single family dwelling on the site and constructing a new building which includes 9,600 square feet of manufacturing space.

The proposed development was determined during study scoping to not likely generate enough traffic to warrant an off-site transportation impact analysis. Therefore, the following sections describe the limited transportation impact analysis focused on documenting estimated project trip generation and a review of the proposed site access (spacing and sight distance).

Project Trip Generation

The amount of new vehicle trips generated by the proposed land use was estimated using trip generation estimates published in the ITE Trip Generation Manual for a similar land use.[1] Trip generation estimates for the proposed development are provided for daily, morning, and evening peak hours, and are summarized in Table 1. Since the additional morning and evening peak hour trip generation is relatively low, no off-site impacts were evaluated.

As shown in Table 1, the proposed development would generate an additional 29 net new daily trips, 5 net new morning peak period trips, and 5 net new evening peak period trips.

[1] *Trip Generation Manual, Institute of Transportation Engineers, 10th Edition.*

Table 1: Vehicle Trip Generation Estimate

Land Use (ITE Code)	Size	Trip Generation Rate[1]		AM Trips			PM Trips			Daily Trips
		AM Peak	*PM Peak*	*In*	*Out*	***Total***	*In*	*Out*	***Total***	
Existing Use										
Single Family Housing (xxx)	1 DU[2]	*0.74*	*0.99*	0	1	1	1	0	1	9
Proposed Use										
Manufacturing (140)	9.6 KSF[3]	*0.62*	*0.67*	2	4	6	4	2	6	38
TOTAL (Proposed – Existing)				**2**	**3**	**5**	**3**	**2**	**5**	**29**

[1] Trip Generation Rate based on the ITE Trip Generation 10th Edition Equation Rates
[2] DU = Dwelling Unit
[3] KSF = 1,000 Square Feet

Site Access and Internal Circulation

Access to the site is proposed on the northwest corner of the site on S Pine Street, which is classified as a collector roadway.

S Pine Street currently meets the City's cross-section requirements for standard collector streets (34-50 feet paved with 50-80 feet of ROW) and should safely accommodate additional vehicle, pedestrian, and bicycle traffic. The pedestrian and bicycle improvement plans provided in the City's TSP[2] do not identify any pedestrian or bicycle projects in the immediate site vicinity. The proposed on-site pedestrian facilities and their connection to facilities along S Pine Street appear to be adequate.

It is recommended that turning templates be provided for the proposed design vehicle to ensure internal circulation is sufficient to make all necessary movements.

Sight Distance

All site driveways on the Greiner's Industrial site will need to meet American Association of State Highway and Transportation Officials (AASHTO) sight distance requirements.[3] This includes providing adequate sight triangles at driveway that are clear of objects (large signs, landscaping, parked cars, etc.) that could potentially limit vehicle sight distance.

[2] *Canby Transportation System Plan (TSP)*, December 2010; Figure 5-1 (Pedestrian Improvements) and Figure 6-1 (Bicycle Improvements).
[3] *Geometric Design of Highways and Streets,* AASHTO, 2011.

Based on a design speed of 30 mph (posted speed of 25 mph), the American Association of State Highway and Transportation Officials (AASHTO) sight distance requirements specify that 335 feet of unobstructed sight distance should be provided.[4] Prior to occupancy, sight distance at any existing access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.

The following sections document preliminary sight distance evaluation based on the proposed location of the 9,600 square foot manufacturing building shown in Figure 1 below.

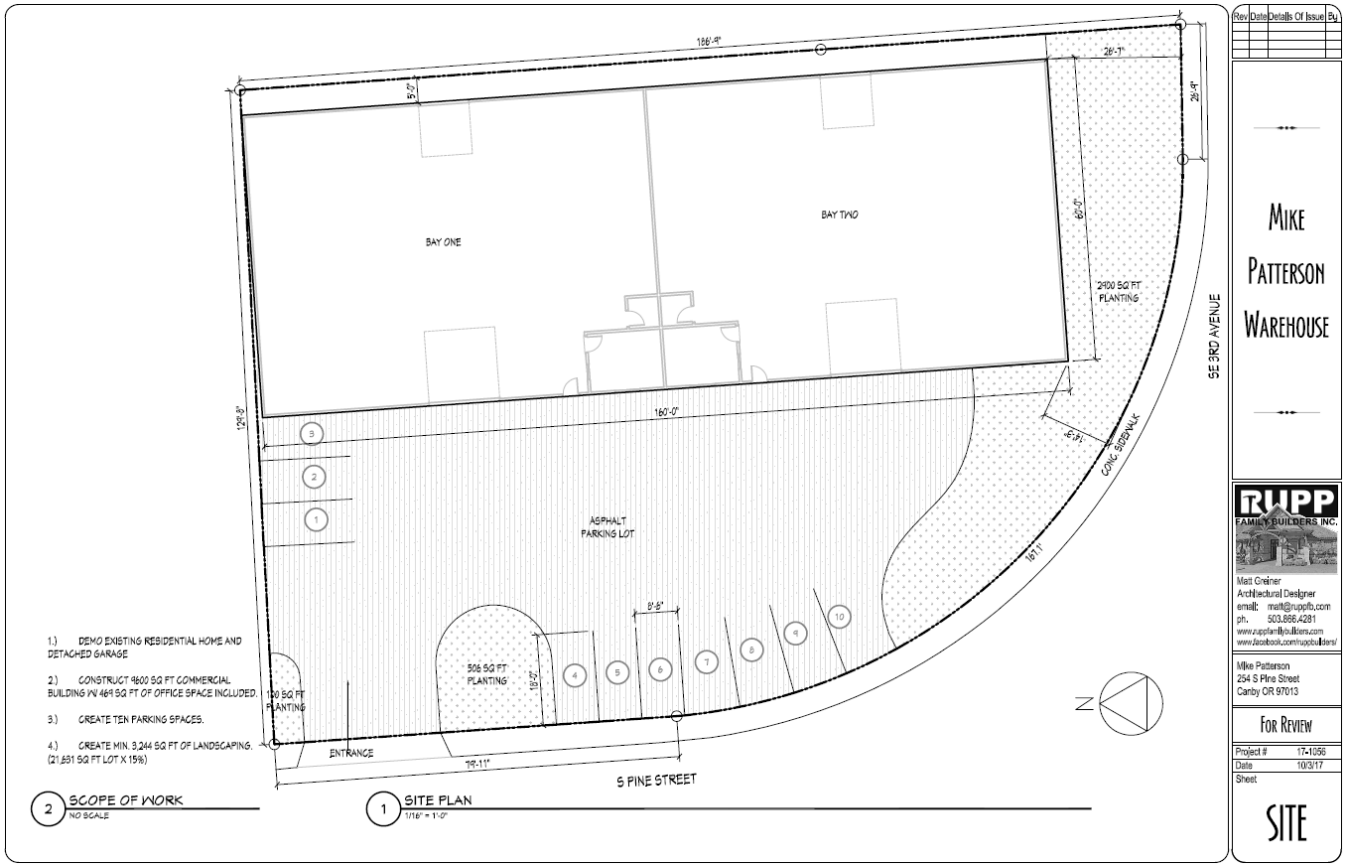


Figure 1: Greiner's Industrial Site Plan

[4] *AASHTO – Geometric Design of Highways and Streets, 2004. Exhibit 9-55. Design Intersection Sight Distance – Case B1 – Left Turn from Stop, and Exhibit 9-58. Design Intersection Sight Distance – Case B2 – Right Turn from Stop and Case B3 – Crossing Maneuver.*

Proposed Site Access

Access to the site is proposed on the northwest corner off S Pine Street. Due to the location of the proposed building, preliminary sight distance evaluation indicates that the southwest corner of the proposed building will block the sight line for exiting vehicles. Since adequate sight distance will not be provided, this access location is not recommended without modification of the proposed building layout.

See Figure 2 for a sketch of the required and provided sight distance at this driveway given the proposed location of the building.

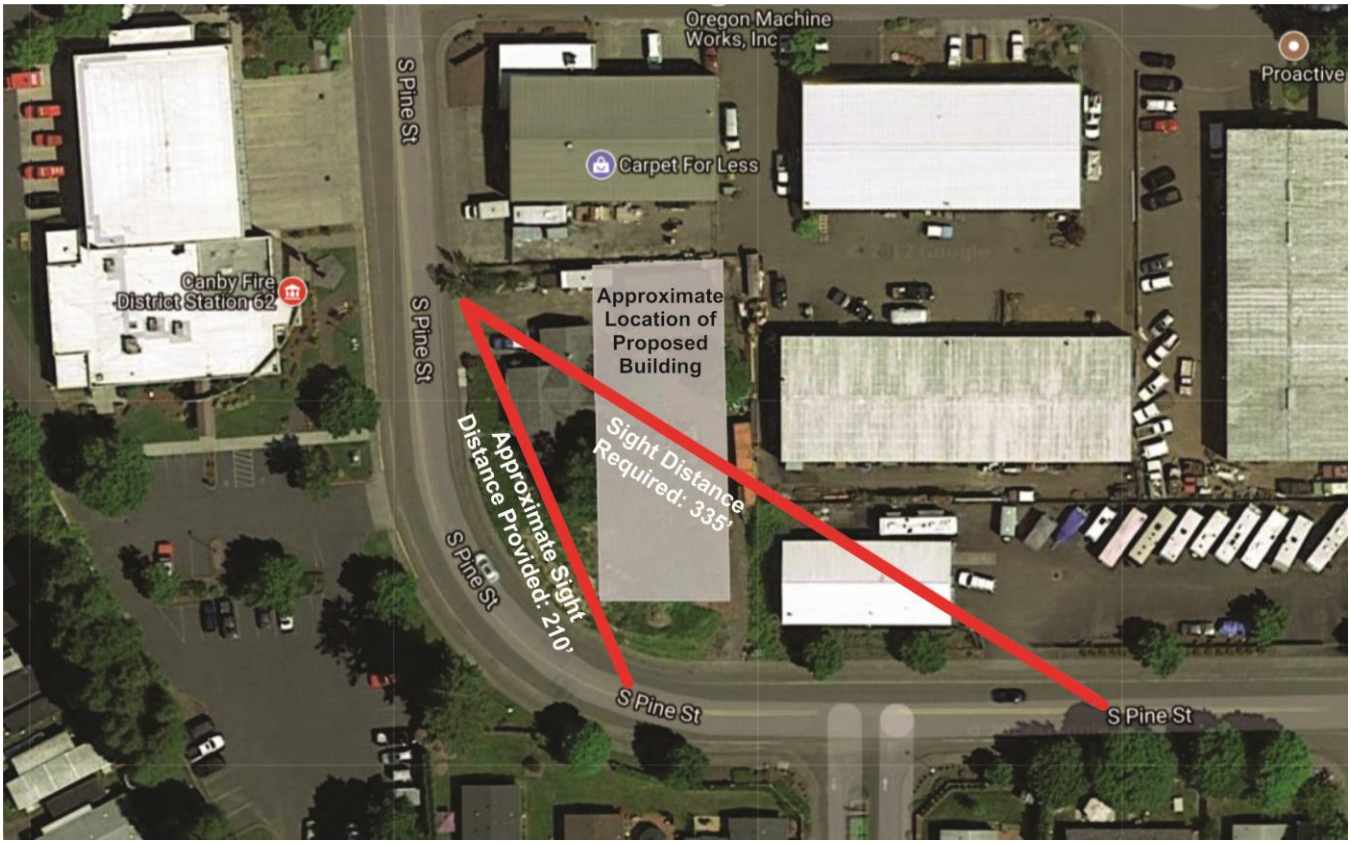


Figure 2: Preliminary Sight Distance Evaluation at the Proposed Access

Site Access on the Southeast Corner of Site

Another option for site access is on the southeast corner of the site. However, the location of the proposed building will block the sight line for exiting vehicles for this access as well. Since adequate sight distance will not be provided, this access location is not recommended without modification of the proposed building layout.

See Figure 3 for a sketch of the required and provided sight distance at this driveway given the proposed location of the building.

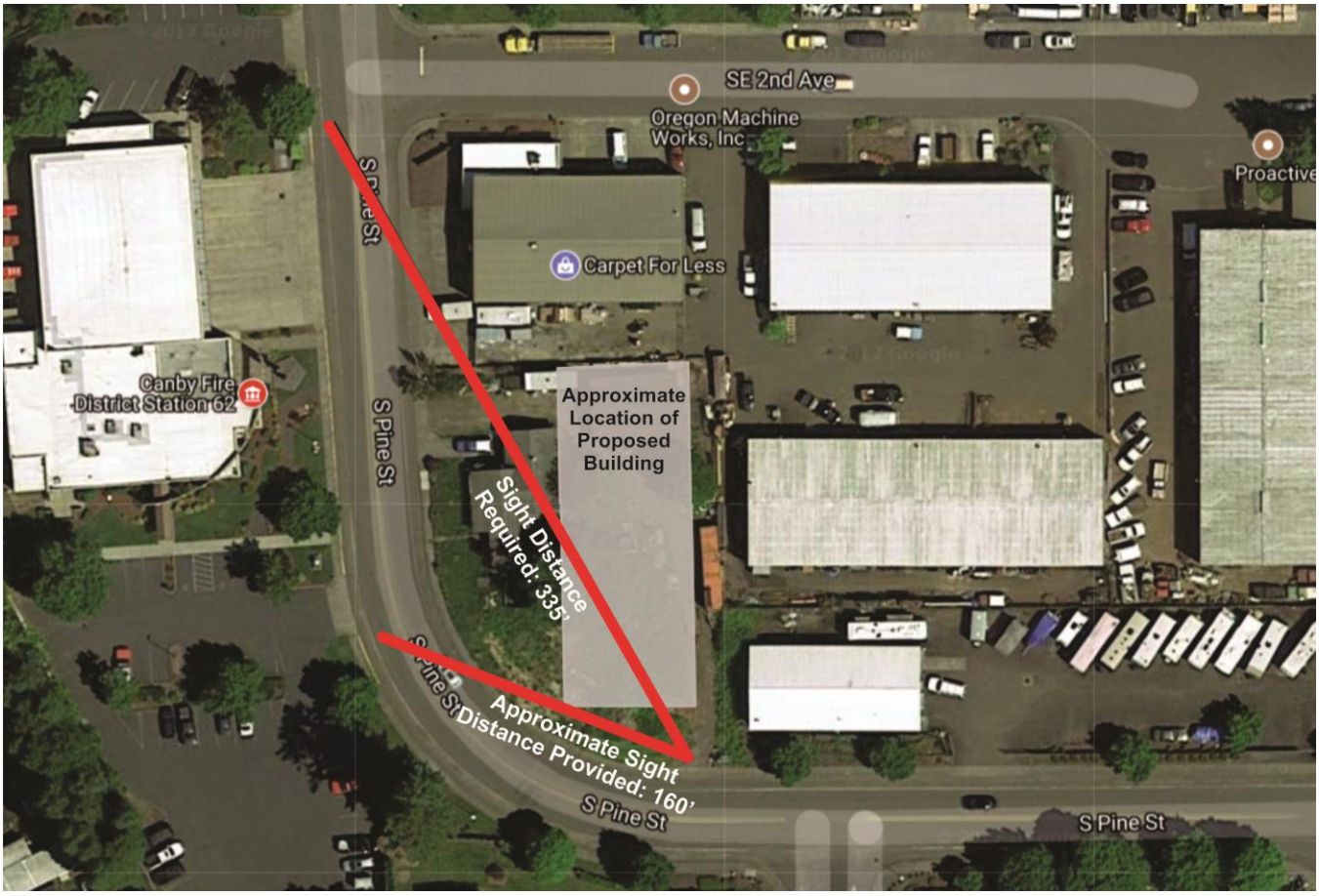


Figure 3: Preliminary Sight Distance Evaluation for an Access on the Southeast Corner of the Site

Recommended Site Access

Neither the proposed access in the northwest corner of the site or the site access option on the southeast corner of the site will meet sight distance requirements due to the location of the building. Therefore, it is recommended to reconfigure the layout of the proposed building, or provide access to the site in the middle of the curve (on the southwest corner of the site).

Preliminary sight distance evaluation indicates that an access at this location will meet sight distance requirements. See Figure 4 for a sketch of the required and provided sight distance at this driveway given the proposed location of the building.

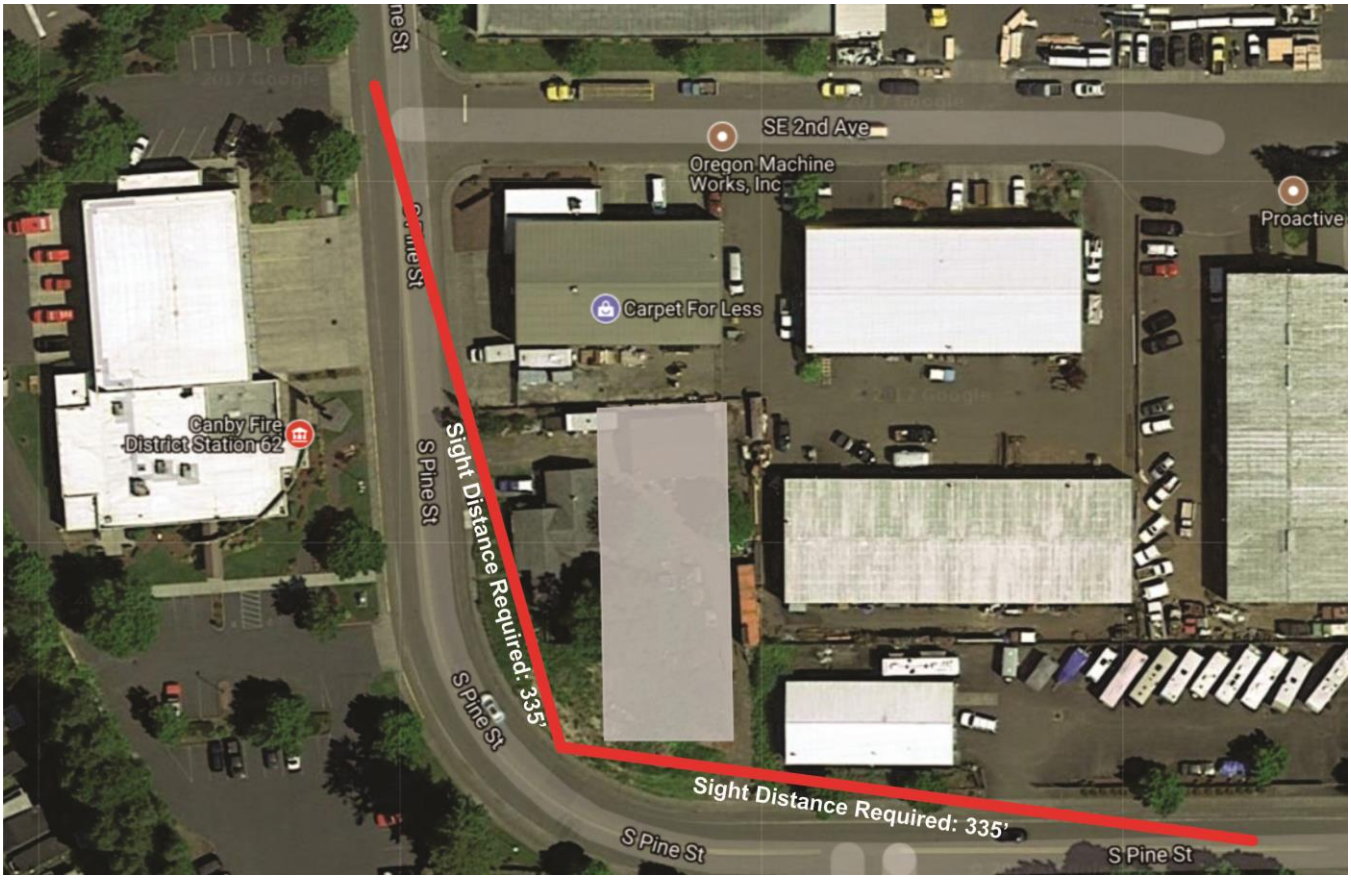


Figure 4: Preliminary Sight Distance Evaluation at the Recommended Access Location

Preliminary Sight Distance Evaluation of Neighboring Development

The parcel (tax lot number 31E34C 00600) located just east of the Greiner's Industrial property has an existing driveway on 3rd Street that may be impacted by the location of the Greiner's Industrial proposed manufacturing building as well.

Currently, the existing building on tax lot 31E34C 00600 blocks the sight distance of vehicles exiting their driveway. However, if the building were to be removed in the future, the location of the proposed Greiner's Industrial building would block the sight distance for the existing driveway serving tax lot 31E34C 00600. Therefore, it is recommended to modify the layout of the proposed Greiner's Industrial building to better accommodate the existing driveway serving tax lot 31E34C 00600 should the existing building be removed.

See Figure 5 for a sketch of the required and provided sight distance at this driveway given the proposed location of the building.

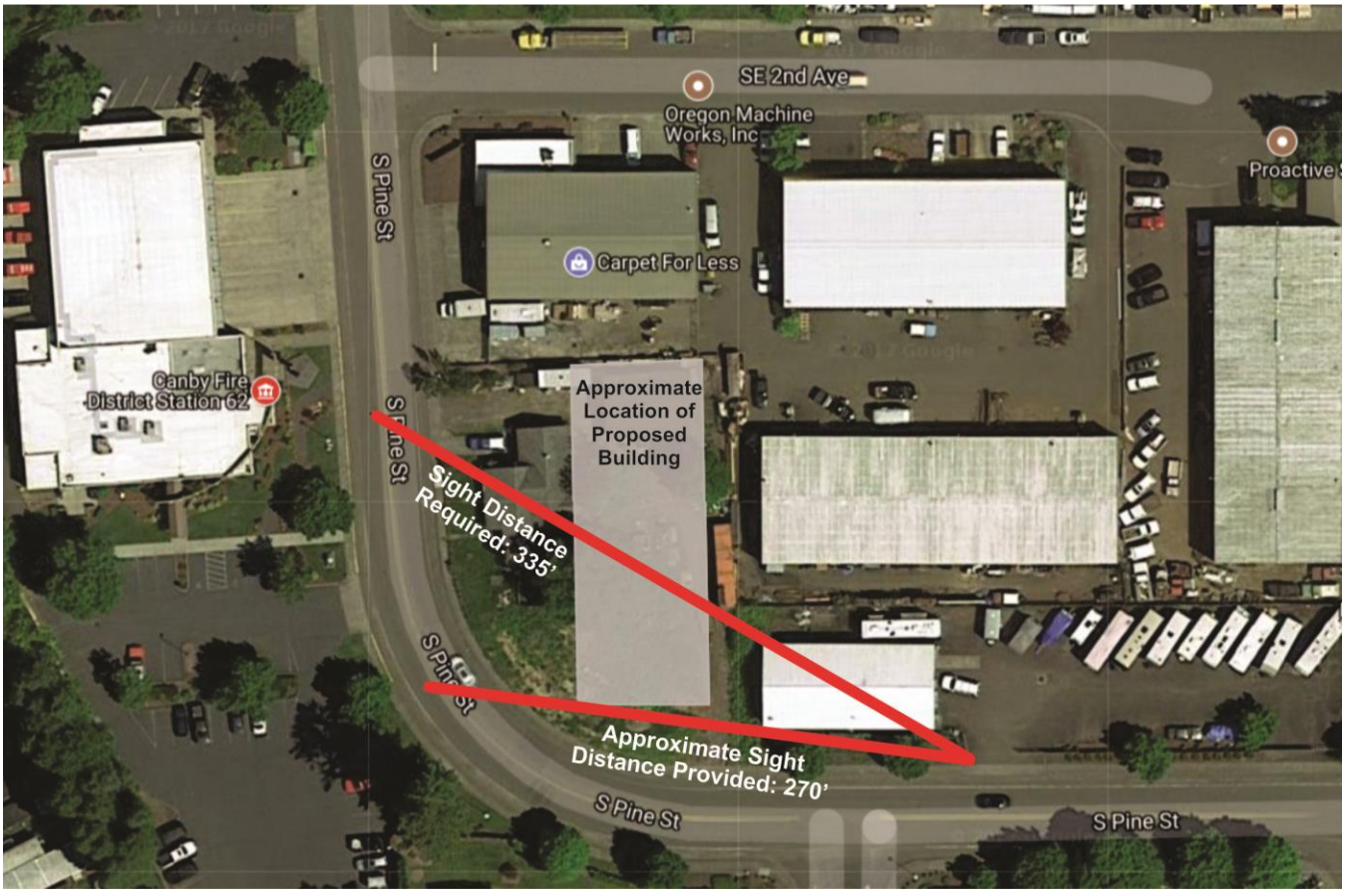


Figure 5: Preliminary Sight Distance Evaluation at the Adjacent Property's Existing Driveway

It should be noted that the sight distance requirement for a design speed of 25 mph (the posted speed), is 280 feet. Considering the approximate sight distance provided from this driveway with the proposed building is estimated to be 270 feet, a design speed closer to 25 mph (and sight distance requirement closer to 280 feet)

would significantly reduce the amount of modifications needed to the proposed building to accommodate the existing driveway for tax lot 31E34C 00600.

A 24-hour speed study on S Pine Street would provide more accurate speed data that could potentially reduce the sight distance requirement (if the prevailing speed is shown to be less than 30 mph). It is recommended that the applicant coordinate with the City regarding proposed building layout and the 24-hour speed study if desired.

FINDINGS

Below is a summary of the findings of this report:

- The proposed development would generate an additional 29 net new daily trips, 5 net new morning peak period trips, and 5 net new evening peak period trips.
- It is recommended that turning templates be provided for the proposed design vehicle to ensure internal circulation is sufficient to make all necessary movements.
- Prior to occupancy, sight distance at any site access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.
- Adequate sight distance will not be provided at the proposed access as well as an access on the southeast corner of the site. Therefore, these access locations are not recommended.
- Given the site geometric limitations, including the location of the proposed building, it is recommended to provide access to the site in the middle of the curve (on the southwest corner of the site).
- It is recommended to modify the layout of the proposed Greiner's Industrial building to better accommodate the existing driveway serving tax lot 31E34C 00600 should the existing building be removed.
- A 24-hour speed study on S Pine Street would provide more accurate speed data that could potentially reduce the sight distance requirement from the existing driveway serving tax lot 31E34C 00600 (if the prevailing speed is shown to be less than 30 mph).

If you have any questions, please feel free to call or email.

Laney Fouse

From: David Epling
Sent: Friday, June 15, 2018 9:59 AM
To: Laney Fouse
Subject: FW: DR 18-04

From: Hassan Ibrahim [mailto:hai@curran-mcleod.com]
Sent: Thursday, June 14, 2018 11:10 AM
To: David Epling <EplingD@canbyoregon.gov>
Cc: Bryan Brown <BrownB@canbyoregon.gov>; Jerry Nelzen <nelzenj@canbyoregon.gov>
Subject: RE: DR 18-04

Hi David,

Laney sent me the preliminary plans and the comments shown below should be applicable.

Should you need anything else, please let me know!

Hassan Ibrahim, P.E.
CURRAN-McLEOD, INC.
6655 SW Hampton St, Ste. 210
Portland, OR 97223
Tel: 503-684-3478
Fax: 503-624-8247
Cell: 503-807-2737
email: hai@curran-mcleod.com

From: Hassan Ibrahim
Sent: Thursday, June 14, 2018 10:39 AM
To: David Epling <EplingD@canbyoregon.gov>
Cc: Bryan Brown <BrownB@canbyoregon.gov>; Jerry Nelzen <nelzenj@canbyoregon.gov>
Subject: RE: DR 18-04

Hi David,

I don't believe I have seen anything from the City.

Here are my comments from the Pre-application meeting:

1. Curb and sidewalks exist along S. Pine Street, no improvements are needed except where the new access will be located, a commercial driveway approach will be required meeting ADA guidelines.
2. Existing block wall may be encroaching into the public RW and may require relocation where it is in conflict with the new work.
3. Existing sanitary sewer exist to this site, need to be located, examined and TV'd by the City and to determine if it's current condition is adequate and can be used to serve this site (need to coordinate with Jerry Nelzen).

4. Demolition permit will be required prior to demoing the existing house.
5. The maximum allowable driveway width shall be 40 feet. Sight distance need to be examined and demonstrated by a professional engineer.
6. Existing septic tank needs to be decommissioned in accordance of WES and DEQ requirements. A copy of the abandonment shall be submitted to the City.
7. Private stormwater shall be disposed on-site.

I hope this helps!

Hassan Ibrahim, P.E.
CURRAN-McLEOD, INC.
6655 SW Hampton St, Ste. 210
Portland, OR 97223
Tel: 503-684-3478
Fax: 503-624-8247
Cell: 503-807-2737
email: hai@curran-mcleod.com

From: David Epling <EplingD@canbyoregon.gov>
Sent: Wednesday, June 13, 2018 2:22 PM
To: Hassan Ibrahim <hai@curran-mcleod.com>
Cc: Bryan Brown <BrownB@canbyoregon.gov>
Subject: DR 18-04

Hi Hassan,
Did you have any comments on sidewalk improves for the new building at 254 S. Pine? I hope you received our request for comments.

David Epling
Associate Planner
503-266-0686
eplingd@ci.canby.or.us

PUBLIC RECORDS LEGAL DISCLOSURE

This email is a public record of the City of Canby, Oregon, and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

PUBLIC RECORDS LEGAL DISCLOSURE

BEFORE THE PLANNING COMMISSION
OF THE CITY OF CANBY

A REQUEST FOR SITE AND DESIGN	**)**	**FINDINGS, CONCLUSION & FINAL ORDER**
REVIEW FOR PATTERSON	**)**	**DR 18-04**
INDUSTRIAL/FLEX SPACE FACILITY	**)**	
254 S. PINE STREET	**)**	

NATURE OF THE APPLICATION

The Applicant has sought an approval for a Site and Design Review DR 18-04 to construct a 9,420 square foot industrial Buildings for a flex space type facility to provide work space for various industrial businesses on property addressed as 254 S. Pine Street otherwise described as Tax Lot 31E34C00500, City of Canby, Clackamas County, Oregon. The property is zoned Light Industrial (M-1) Zone under the Canby Municipal Code ("CMC").

HEARINGS

The Planning Commission considered application **DR 18-04** after the duly noticed hearing on June 25, 2018 during which the Planning Commission by a __/__ vote approved **DR 18-04.** These findings are entered to document the specifics of the approval.

CRITERIA AND STANDARDS

In judging whether or not a Site and Design Review and Conditional Use Permit application shall be approved, the Planning Commission determines whether criteria from the Code are met, or can be met by observance of conditions, in accordance with Chapter 16.49.040 Site and Design Review and other applicable code criteria and standards reviewed in the Staff Report prepared for and presented at the June 25, 2018 meeting of the Canby Planning Commission.

FINDINGS AND REASONS

The Staff Report was presented by staff with a recommendation for approval of the Site and Design Review application (without benefit of the public hearing) along with Conditions of Approval in order to ensure that the proposed development will meet all required City of Canby Land Development and Planning Ordinance approval criteria.

After holding the public hearing where written and oral testimony was received from the applicant, other proponents, those who were neutral, and opponents in attendance; the Planning Commission closed the public hearing and moved into deliberation where they utilized the findings and conditions listed in the staff report along with the overall presentation record at the public hearing to make the following findings beyond those contained in the staff report to arrive at their decision and support their recommended conditions of approval and the exact wording thereof:

-

CONCLUSION

In summary, the Planning Commission adopted the findings contained in the Staff Report along with the modifications indicated above, concluded that the Site and Design Review application meets all applicable approval criteria, and recommended that File DR 18-04 be approved with the Conditions of Approval stated below. The Planning Commission decision is reflected in the written Order below.

ORDER

The Planning Commission concludes that based on the record on file including testimony of the applicant and public at the public hearing, that the application will meet the requirements for Site and Design Review approval. Therefore, **IT IS ORDERED BY THE PLANNING COMMISSION** of the City of Canby that **DR 18-04** is approved, subject to the following conditions of approval:

Conditions of Approval

Staff concludes that, with conditions, the application will meet the requirements for site and design review approval. The city will not approve the building permit until all applicable conditions of approval are either met or shown to be met on the final construction plans. Staff has concluded the following conditions of approval are appropriate to assure conformance with applicable review criterion:

Conditions Unique to this Proposal

1. The applicant shall file a sign permit for any future planned signs that shall be limited to the size and height standards applicable to wall signs only for the M-1 (Light Industrial Zone) as indicated in Section 16.42.050, Table 2, of the sign ordinance. The proposed signs, after been found to conform to the sign ordinance, must secure a building permit from Clackamas County Building Inspection prior to their installation.

2. The project must be in conformance with the applicable findings and recommendations outlined by the City Engineer in his memorandum dated June 14, 2018.
3. The applicant shall record an Easement Agreement with the Clackamas County Recorder's Office that guarantees the right of the building on the subject property to use a loading berth as well as driveway access onto SE 2nd Avenue that is located on the adjacent parcel to the east identified as tax lot 31E34C00409.
4. The proposal must meet the recommendations stated in the TIS Report dated December 18, 2017.
5. A Demolition Permit from Clackamas County is required along with a Site Plan Review Application (Type I) from the City of Canby prior to demolition of the existing structure on the property.

Procedural Conditions

Prior to Issuance of a Building Permit the following must be completed:

6. The design engineer shall submit to the City of Canby for review and approval at the time of final construction plan approval a storm drainage analysis and report applicable to the defined development area detailing how storm water disposal from both the building and the parking areas is being handled. Any drainage plan shall conform to an acceptable methodology for

meeting adopted storm drainage design standards as indicated in the Public Works design standards.

7. A Sediment and Erosion Control Permit will be required from the City prior to commencing site work.
8. Prior to the issuance of a building permit, the installation of public or private utilities, or any other site work other than rough site grading, construction plans must be approved and signed by the City and all other utility/service providers. A Pre-Construction Conference with sign-off on all final construction plans is required. The design, location, and planned installation of all roadway improvements and utilities including but not limited to water, electric, sanitary sewer, natural gas, telephone, storm water, cable television, and emergency service provisions is subject to approval by the appropriate utility/service provider. The City of Canby's preconstruction process procedures shall be followed.
9. Construction plans shall be designed and stamped by a Professional Engineer registered in the State of Oregon.
10. Clackamas County will provide structural, mechanical, grading, and review of Fire & Life Safety, Plumbing, and Electrical permits for this project.

Prior to Occupancy of the Facility:

11. Prior to occupancy of the facility, all landscaping plant material indicated on the submitted landscape plan as drought- resistant plants shall be installed on the site. Hose faucets bibs shall be placed within 150 feet of the landscaped area. Or sufficient security (bonding, escrow, etc.) shall be provided pursuant to the provisions of CMC 16.49.100 (B).

I CERTIFY THAT THIS ORDER approving **DR 18-04 PATTERSON MULTI-TENANT BULDING** which was presented to and **APPROVED** by the Planning Commission of the City of Canby.
DATED this 25th day of June, 2018.

_____
John Savory
Planning Commission Chair

_____
Bryan Brown
Planning Director

_____
Laney Fouse, Attest
Recording Secretary

ORAL DECISION: June 25, 2018

Name	*Aye*	*No*	*Abstain*	*Absent*
John Savory				
John Serlet				
Larry Boatright				
Derrick Mottern				
Tyler Hall				
Shawn Varwig				
Andrey Chernishov				

WRITTEN DECISION: June 25, 2018

Name	*Aye*	*No*	*Abstain*	*Absent*
John Savory				
John Serlet				
Larry Boatright				
Derrick Mottern				
Tyler Hall				
Shawn Varwig				
Andrey Chernishov				