

PLANNING COMMISSION
Meeting Agenda
Monday – January 11, 2016
7:00 PM
City Council Chambers – 155 NW 2nd Avenue

Commissioner John Savory (Chair)

Commissioner Shawn Hensley (Vice Chair)

Commissioner John Serlet

Commissioner Larry Boatright

Commissioner Kristene Rocha

Commissioner Derrick Mottern

Commissioner Tyler Smith

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

 - 2. CITIZEN INPUT ON NON-AGENDA ITEMS**

 - 3. MINUTES**
 - a. Planning Commission Minutes, December 14, 2015*
 - b. Planning Commission Minutes, December 28, 2015*

 - 4. PUBLIC HEARING**
 - a. Consider a request from Premier Gear for a Site and Design Review and Conditional Use Permit for new industrial development located at 387 S Sequoia Parkway (DR 15-07/CUP 15-04).*

 - 5. NEW BUSINESS**
 - a. Northwood Investment Partnership request for 1-year extension of Northwood Estates Development Agreement and Conceptual Plan to Expire February 24, 2017*

 - 6. FINAL DECISIONS (Note: These are final, written findings of previous oral decisions. No public testimony.)**
 - a. DR 15-07/CUP 15-04 – Premier Gear*

 - 7. ITEMS OF INTEREST/REPORT FROM STAFF**
 - a. Next Regular Planning Commission meeting scheduled for Monday, January 25, 2016*

 - 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.ci.canby.or.us City Council and Planning Commission Meetings are broadcast live and can be viewed on CTV5. For a schedule of the playback times, please call 503-263-6287.

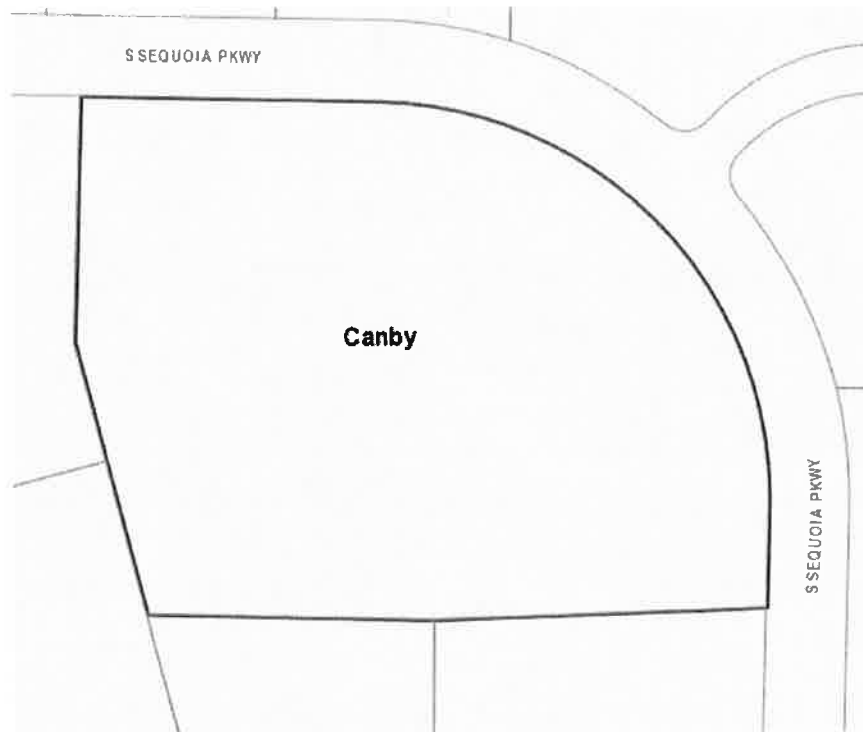


City of Canby

SITE AND DESIGN REVIEW/CONDITIONAL USE PERMIT STAFF REPORT
FILE #: DR 15-07/CUP 15-04, PREMIER GEAR
PREPARED FOR THE JANUARY 11, 2015 PLANNING COMMISSION MEETING

LOCATION: 387 S Sequoia Parkway

TAXLOT: 31E3401707 (property bordered in red on map below)



LOT SIZE: 5.94 acre parcel

ZONING: M-1 Light Industrial Zone subject to Canby Industrial Overlay (I-O)

OWNER: Canby Urban Renewal Agency; Option to purchase by Premier Gear

APPLICANT: Stratus Real Estate Developers, LLC. (Mike Wells)

APPLICATION TYPE: Site & Design Review (Type III)/ Conditional Use Permit

CITY FILE NUMBER: DR 15-07/CUP 15-04

CITY OF CANBY - STAFF REPORT

DR 15-07/CUP 15-04 – Premier Gear

PAGE 1 OF 16

APPLICANT'S REQUEST:

The applicant is seeking site and design and conditional use approval to construct a new manufacturing and corporate office to serve Premier Gear and Machine Works. They proposed to develop a 60,240 square foot building at this time and are showing where a possible 20,250 square foot addition could be accommodated in the future on this site. The applicant has filed for approval of a Site and Design Review application along with a Conditional Use Permit based on a recognition that their expected employment density per developed acre will fall short of the outright permitted Industrial Overlay (I-O) standard of 12 employees per acre. Site Review evaluates the site layout, parking and loading, access points, design and development standards including building elevations and appearance, signs, lighting, landscaping, drainage, and mobility connections and traffic impact on adjacent public streets.

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**
- 16.35 I-O Industrial Overlay Zone**
- 16.42 Signs**
- 16.43 Outdoor Lighting Standards**
- 16.46 Access Limitations**
- 16.49 Site and Design Review**
- 16.50 Conditional Uses**
- 16.89 Application and Review Procedures**
- 16.120 Parks, Open Space, and Recreation 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 a review of Clackamas County Assessor’s and Survey information, staff determined that the property is a legal lot of record for building permit purposes most recently created as Parcel 1 of Partition Plat 2012-62.

16.08.090-110 Sidewalk & Fencing Requirements

.090 (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)

.110 (F). The Planning Commission may require fences of up to eight feet in height for any development in C-2, C-M, M-1 or M-2, or Planned Unit Development zones.

Findings: The applicant proposes to extend a six-foot sidewalk along the site’s frontage of S Sequoia Parkway as shown on the development plan. Additionally, 2 sidewalks shall extend from the right-of-way of S Sequoia Parkway within the property through the employee parking area to the corporate office. Following the Site Plan meets this standard.

The applicant is fencing the rear portion of the yard and truck loading area to provide a secure area with 2 large swing gates and the use of 6’ high chain-link fence with black powder coated framing and black vinyl coated fabric. A similar chain-link fence is indicated to be installed around the 2 water quality/storm detention facilities as well. This yard fencing is considered appropriate for screening the “outdoor yard” area. This standard is met.

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 available information, it was determined that a Traffic Scoping was needed for the project. The applicant submitted the required deposit with the City and staff worked with DKS & Associates - our traffic engineering firm - to determine the scope of work necessary for a Traffic Impact Study provided in a DKS Memorandum dated October 22, 2015 which is part of the file record. The applicant hired Mackenzie to complete the necessary TIS which was submitted on November 16, 2015. DKS provided a review of the study for the City on December 14, 2015 in a memorandum. Mackenzie provided a response to a couple of questions raised about the study on December 15, 2015 which are all part of the record. The findings and recommendation reached by the traffic study are as follows:

- The development is estimated to have 31 PM peak hour trips, and 213 daily trips.
- Traffic impact to the nearest off-site intersections were found to be less than 5% of existing, therefore not requiring an off-site intersection analysis.
- The driveway proposed at the northwest corner of the site will be located 272 feet east of the existing driveway on Sequoia Parkway and 499 feet west of the Walnut Street intersection with Sequoia Parkway. The southeastern proposed driveway will be located 227 feet north of the existing driveway on Sequoia Parkway and 154 feet south of an existing curb cut on the east side of S Sequoia Parkway. It has been determined that the intent of the Pioneer Industrial Master Plan driveway 200-foot separation requirement was to apply to driveways on the same side of the street. The driveway separation standard is met for driveways on the same side of the street.

The site driveways will need to meet American Association of State Highway and Transportation Officials (AASHTO) sight distance requirements. This includes providing adequate sight triangles at the driveway that are clear of objects (on-street parking, buildings, landscaping, etc.) that could potentially limit vehicle sight distance. The recommended intersection sight distances are met at both driveway locations.

- Sidewalks along the project frontage on S Sequoia Parkway are proposed, as well as access from this sidewalk internally to the office in two locations. Bicycle lanes are currently provided along S Sequoia Parkway.
- Truck turning template analysis should be conducted by the project sponsor's engineer to ensure adequate space for maneuvering trucks and emergency vehicles on site. The traffic study prepared by McKenzie indicates adequate room to make truck turning movements in the loading zone has been provided.
- There does not appear to be any safety-related deficiencies along S Sequoia Parkway based on traffic crash data for the past 3 years.
- The 67 proposed parking spaces meet the minimum standard called for by City code.

16.10 Off Street Parking and Loading

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:

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.

Findings: The parking provided as indicated on the submitted plan and as described in the applicant's narrative meet the standard for the initial building to be constructed. Additional parking will be required and provided in the event that the expansion area indicated is constructed in the future.

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 square footage of the proposed building, three loading berths meeting dimensional requirements are required for the use, and the applicant is providing four meeting the standard.

16.10.070 Parking lots and access

Findings: Staff accepts the applicant’s narrative and submitted Plans as having met all standards.

16.10.100 Bicycle Parking

Findings: Staff finds that the applicant’s information adequately addresses this criterion. The applicant will provide 14 bicycle parking spaces near the northwest corner of office area meeting the standard for both office and manufacturing space requirements. The information provided addresses provisions for parking space size, number, and type listed in 16.10.070 and other requirements for parking lot and access standards.

16.32 M-1 (Light Industrial Zone)

Findings: The zoning of the property is M-1 (Light Industrial). Section 16.32.010 lists *manufacturing, fabrication, etc., and warehousing as permitted outright in the 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.
- D. Maximum building height:
 - 1. Freestanding signs: thirty feet;
 - 2. All other structures: forty-five feet.
- E. Maximum lot coverage: no limit.
- 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.
2. All setbacks to be measured from the foundation line of the building. Overhangs shall not exceed two feet.
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)
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.

Findings: The site is within the Industrial Overlay (I-O) zone; therefore, the development standards of 16.35 supersede 16.32.030 A-E. Based on available information in the file, the proposal meets the above criteria for the M-1 Zone

16.35 Canby Industrial Overlay Zone (I-0) - Applicable Criteria:

16.35.25 Pre-application review and conditions of approval

Findings: A pre-application meeting was held and the meeting notes are included with this application.

16.35.30 Uses Permitted Outright

Findings: The proposed use is permitted outright in the M-1 zone and subsequently in the I-0 as allowed under Section 16.35.30.

16.35.040 Conditional Uses

A. Any proposed site development, change in use, land division, or other action that results in any of the following requires conditional use approval in the I-O zone:

1. Less than 12 employees per developed acre. For the purposes of this section only, "developed" means all areas used for buildings, landscaping, vehicle maneuvering and parking areas, outdoor storage, and other areas occupied by the use. For the purposes of this section only, employees mean full-time equivalents unless the City specifically allows other interpretations;

Findings: The criteria listed in this section under "A" that are applicable to this case are numbers 1. Because the proposal does not meet the 12 employees per developed acre, the proposed use requires conditional use review and approval. Approval of a conditional

use permit is necessary if a use resulting in fewer than 12 employees per acre is to be allowed in the I-O zone.

B. To approve a conditional use in the I-O zone, the Planning Commission shall find that each of the following additional criteria are either met, or can be met by observance of conditions, unless it is not applicable:

- 1. The proposed use is compatible with the industrial nature of the park and will have minimal negative impact on the development and use of surrounding properties;**
- 2. The proposed use does not pose a threat to public health or safety; and**
- 3. The proposed use is beneficial to the overall economic diversity and vitality of the City.**

Findings: Staff is supportive of the applicant's findings with regard to the above I-O zone conditional use permit criteria and find they are satisfied.

16.35.50 Development Standards

Findings: The standards listed in this section focus mostly on the orientation of the building to the roadway and property lines and covers access, right-of-way plantings, lighting, and the type of buildings. The applicant submitted a detailed site plan, landscape plan and lighting plan and adequately addressed conformance with all criteria in this section.

16.35.60 Design Guidelines

16.35.70 I-O Design Review Matrix

Findings: Criteria for this building, such as building setbacks, placement of new parking spaces, building materials and architectural detail was discussed in the applicant's narrative and design matrix, and staff concludes that the new development meets design criteria.

16.42.040 Signs

Findings: The applicant is proposing a concrete monument sign near the northwest driveway entrance. It is just outside of the sight vision clearance area and conforms to size allowances. It provides some distinction or definition to define a base, middle, and top through indentations between segments and the use of deferring coloring. A 17.5 foot minimum setback is required based on the height of the overall building and 23 feet is provided. The standard for the monument sign is met.

Two wall signs are proposed, one for the north facing building elevation and one for the east facing building elevation. Both building elevations are greater than 5,000 sf thus qualify for the exception allowing a wall sign of up to 190 sf on both frontages. The north elevation sign is to be 145 sf and the east facing elevation is to be 170 sf. By

condition of approval, all proposed signs must obtain a building permit prior to their erection.

16.43 Outdoor Lighting Standards

Findings: The applicant submitted a photometric lighting plan that indicates lighting will be shielded to avoid light trespass across the adjacent property lines and to prevent glare toward the street. Based on the information provided in the lighting cut sheets, lighting criteria listed in Section 16.43 will be met, including the perimeter pole mounted lighting and the building façade lighting.

16.46 Access Limitations on Project Density

Findings: The I-O zone increases the driveway to driveway spacing standard on collector streets to 200 feet rather than the standard 100 foot separation indicated in Table 16.46.30. The Industrial Master Plan 200 foot spacing standard has been interpreted to apply only to driveways on the same side of the street while the Table 16.46.30 standard applies to both sides of the street. The proposed driveways meet these standards.

16.49.030 Site and design review plan approval required.

A. The following projects require site and design review approval, except as exempted in B below:

1. All new buildings.
2. All new mobile home parks.
3. Major building remodeling above 60% of value.
4. Addition of more than 5,000 square feet of additional gross floor area in a one year period.
5. Construction activity which causes a decrease in pervious area in excess of 2,500 square feet in a one year period.

None of the above shall occur, and no building permit for such activity shall be issued, and no sign permit shall be issued until the site and design review plan, as required by this Ordinance, has been reviewed and approved by the Board and their designees for conformity with applicable criteria

Findings: A Site and Design Review Type III Application is required under 16.49.030(A)(1) above and has been submitted for review.

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 Ordinance, 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 addressed the above criteria, and staff reviewed the information submitted to the file and determined that the proposal meets criteria appropriate to this case. Because the property is located in the I-O Zone, the table referenced above can be superseded by the matrix in Section 16.35.070 that was successfully addressed by the applicant.

16.49.065 Bicycle and pedestrian facilities

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

Findings: The proposal extends a sidewalk to connect with the sidewalk along the public right-of-way of S Sequoia Parkway. The other provisions of this section are not applicable to this use and the surrounding industrial uses. The submitted site plan and narrative demonstrated that the proposal meets these criteria.

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 a scaled landscape plan and detailed landscaping calculation to address planting and landscape provisions listed in this section. Based on the information provided, the proposed landscaping meets necessary requirements for the initial development and with the possible future expansion and facilitates Low Impact Development (LID) techniques with drought tolerant plant species choice, retaining some existing trees, efficient irrigation system planned, and use of landscaped storm water quality and detention facilities. As a condition of approval, an irrigation plan shall be submitted as part of the City approval process for the contract ready construction plans. The proposed Raywood Ash Street trees are included on the City's Street Tree list and staff finds it most efficient and cost effective to permit the applicant to install the City street trees in conjunction with the on-site landscaping installation in accordance with the landscape planting plan submitted.

16.50 Conditional Uses

16.50.010 Authorization to grant or deny conditional uses.

A conditional use listed in this title shall be permitted, altered, or denied in accordance with the standards and procedures of this chapter. In the case of a use existing prior to the effective date of the ordinance codified in this title as a conditional use, a change in the use, or reduction in lot area, or an alteration of the structure, shall require the prior issuance of a conditional use permit. In judging whether or not a conditional use permit shall be approved or denied, the Planning Commission shall weigh the proposal's positive and negative features that would result from authorizing the particular development at the location proposed and to approve such use, shall find that the following criteria are either met, can be met by observance of conditions, or are not applicable.

A. The proposal will be consistent with the policies of the Comprehensive Plan and the requirements of this title and other applicable policies of the city;

B. The characteristics of the site are suitable for the proposed use considering size, shape, design, location, topography, existence of improvements and natural features;

C. All required public facilities and services exist to adequately meet the needs of the proposed development;

D. The proposed use will not alter the character of the surrounding areas in a manner which substantially limits, or precludes the use of surrounding properties for the uses listed as permitted in the zone. (Ord. 740 section 10.3.75 (A), 1984)

Findings: In addition to the criteria listed in Section 16.35.040 for conditional uses in the I-O zone, the above criteria should also be addressed to assure consistency of the use within the zone based on the employment density factor. Staff has reviewed the proposed use and the criteria in 16.35.040 that resulted in the necessity for a Conditional Use Application against the above criteria. Staff determined that:

There are no policies in the Canby Comprehensive Plan or other policies that would be inconsistent with the applicant's proposed use or request for an exception to the outright permitted minimum employment density.

The site is eminently suitable for this proposed business use which will offer solid good paying manufacturing wages for 25 employees, with possible future growth which will further enhance the economic benefit to Canby and bring the investment and use closer to the employment density desired in the Pioneer Industrial Park. The use proposed does not conflict with future or current industrial uses in the industrial park, but clearly enhances the "metals related cluster of manufacturing uses" that the City has been focusing our economic development recruitment efforts on.

Based on comments from City agencies at the Pre-Application Conference, all public utilities are available and adequate to serve this proposed use on this site.

The proposed initial employment density of approximately 4.5 employees per developed acre should not adversely impact surrounding uses not limit or preclude the use of surrounding properties for the uses listed as permitted outright in the zone.

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 along with a Conditional Use Permit to approve an employment density per acre which is less than what is permitted outright within the Industrial Overlay zone. 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. This standard is met.

16.120 Parks, Open Space, and Recreation Land

Findings: The applicant requested that in lieu of land dedication, a parks SDC fee assessment prior to issuance of a building permit. The City agrees to payment of SDC fees. This standard is met.

SECTION III COMMENTS & REFERRALS:

Public Comments:

At the neighborhood meeting held by the applicant on November 17, 2015 the public asked about the number of employees Premier Gear had at their current operation (26), whether the operation would generate any noise (yes, but it would be contained within the building, when their application would be heard by the Planning Commission (sometime in January), and there planned construction date and move in date (March/April 2016 to begin construction and first quarter of 2017 target opening date).

Staff has received no other form of public input concerning this application to date.

Agency Comments:

Memorandum from Curran-McLeod Consulting City Engineers from Hassan Ibrahim dated December 17, 2015 suggested that:

1. The 200' driveway spacing per the Industrial Area Master Plan be confirmed. Planning staff reviewed the Limited Traffic Impact Study which provided documentation that the proposed driveway spacing with 200' separation has been met on the same side of Sequoia Parkway and that the Public Works Design Standards and standard city code spacing separation of 100' for collector streets has also been met.

2. Industrial driveway approaches shall consist of 8" concrete thickness with reinforcements. Planning staff verified that the maximum industrial two-lane in/out drive-way width is 36' within the Public Works Design Standards which were intended to supersede and replace the conflicting 40' wide standard within Chapter 16 of the City Municipal Code. By recommended condition of approval, the final construction plans shall reflect a maximum industrial driveway width of 36 feet at the property line.
3. A 6-foot wide concrete sidewalk will be required along the entire site frontage with a 5-foot wide planter strip. The submitted site plan (Sheet C2.1) reflects this requirement.
4. If any street trees exist along the street frontage, they shall be protected and transplanted in coordination with the City. The landscape plan proposes the planting of street trees assuming that no street trees exist. Staff will confirm that none currently exist prior to the public hearing.
5. The design engineer will be required to demonstrate or provide documentation that the sight distance from the proposed access points are adequate in both directions along Sequoia Parkway. Planning staff has determined that The Limited Traffic Study performed by Mackenzie has confirmed that adequate sight distances are provided.
6. An erosion control permit will be required from the City of Canby prior to any on-site disturbance. As a condition of approval, this standard will be met.
7. Upon choosing one of the four existing 8' sanitary sewer pipes that have been stubbed out to serve the property, a monitoring manhole will be required to be constructed in the ROW or in a public utility easement to allow the City to monitor the flow leaving the site. All the remaining sewer pipes not used must terminate by installing a cleanout and cap or be plugged. The cleanout shall have a concrete collar flush with the finish surface. As a condition of approval, this standard will be met.
8. Three existing 8' water services are stubbed out to serve this property. The applicant needs to coordinate with Canby Utility regarding the water system requirements. As a condition of approval, this standard will be met.
9. The City is still exploring an interest in the underlying water rights related to two existing irrigation wells on this property. The applicant has indicated on the site plan a location where new water wells would be permissible to be relocated if possible. The City's decision with regard to whether we will be pursuing the relocation of the existing water wells to the acceptable new location indicated on the site plan will be decided and confirmed as part of the sale of the property.
10. A storm drainage analysis shall be submitted to the City for review and approval during the final design phase at the time of construction plan approval. The analysis

shall meet Chapter 4 of the City of Canby Public Works Design Standards dated June 2012. All runoff discharges must be disposed on-site. Runoff will not be allowed to leave the site and enter the public ROW. If drywells are used they must be rule authorized by the Dept. of Environmental Quality. All storm water facilities should be designed to have adequate capacity to convey the future possible building expansion. The applicant has indicated the proposed storm water facilities are to be sized to meet the future expansion. By condition of approval, this standard will be met.

11. Prior to any excavation in the ROW, the applicant must coordinate with the City Public Works Department on locating the existing storm water infiltration facilities to ensure they are protected, remain functional and make any needed modifications. By condition of approval, this requirement shall be met.

Any additional agency comments received after this report was written will be made available in the file and will be presented by staff at the hearing.

SECTION IV 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 matrix scores are met, and the site can accommodate the proposed use. The public service and utility provision to the site are available or can be made available through future improvements. The Planning Director recommends **approval** of DR 15-07/CUP 15-04 subject to the following note and conditions of approval.

Note: 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 file DR 15-07/CUP 15-04, including all conditions of approval, shall first require an approved modification in conformance with the relevant sections of the Canby Municipal Code.

SECTION V CONDITIONS OF APPROVAL:

Conditions Unique to this Proposal

1. The project must be in conformance with the applicable findings and suggestions outlined by the City Engineer in his memorandum dated December 17, 2015.
2. The final construction plans shall reflect a maximum industrial driveway width of 36 feet as measured at the property line as indicated in the public works design standards.

Procedural Conditions

Prior to Issuance of Building Permit:

3. 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.
4. A Sediment and Erosion Control Permit will be required from the City prior to commencing any site work.
5. 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.
6. Construction plans shall be designed and stamped by a Professional Engineer registered in the State of Oregon.
7. 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:

8. The proposed signs which have been found to conform to the sign ordinance, must secure a building permit prior to their installation.
9. Prior to occupancy of the facility, all landscaping plant material indicated on the submitted landscape plan shall either be installed and irrigated with a fully automatic design/build irrigation system as proposed, or with sufficient security (bonding, escrow, etc.) pursuant to the provisions of CMC 16.49.100 (B).

Section V Attachments

1. Application
2. Written Narrative
3. Pre-app Meeting Minutes
4. AKS Memo
5. Preliminary Plan Set
6. Landscaping Plan



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

LAND USE APPLICATION

SITE AND DESIGN REVIEW General Type III

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

Applicant Name: Stratus Real Estate Developers, LLC Phone: 503-720-0036
 Address: 9450 Gemini Drive #31339 Email: mike@stratusdevelopers.com
 City/State: Beaverton, OR Zip: 97008 Mike Wells

Representative Name: Mackenzie - Mark Person Phone: 503-224-9560
 Address: 1515 SE Water Avenue, Suite 100 Email: mperson@mcknze.com
 City/State: Portland, OR Zip: 97214

Property Owner Name: Canby Urban Renewal Agency Phone: 503-266-4021
 Signature: *Amanda Zerbe*
 Address: 182 N Holly Street Email: robinsonr@ci.canby.or.us
 City/State: Canby, OR Zip: 97013

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

- ① 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.
- ② 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.
- ③ 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:

387 S Sequoia Parkway 5.94 Acres 31E 34 1707
 Street Address or Location of Subject Property Total Size of Property Assessor Tax Lot Numbers

None, site is vacant M-1 Light Industrial (LI)
 Existing Use, Structures, Other Improvements on Site Zoning Comp Plan Designation

New industrial development for Premier Gear, see attached 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. Required application submittals include the following:

Applicant City
Check Check

- | | | |
|-------------------------------------|--------------------------|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | One (1) copy of this application packet. The City may request further information at any time before deeming the application complete. |
|-------------------------------------|--------------------------|--|
- | | | |
|-------------------------------------|--------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 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 <i>City of Canby</i> . |
|-------------------------------------|--------------------------|---|
- | | | |
|-------------------------------------|--------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Mailing labels (1" x 2-5/8") 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, a label for each unit on the site must also be prepared and addressed to “occupant.” A list of property owners may be obtained from a title insurance company or from the County Assessor. |
|-------------------------------------|--------------------------|---|
- | | | |
|-------------------------------------|--------------------------|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 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. <u>Ask staff for applicable Municipal Code chapters and approval criteria.</u>
Applicable Code Criteria for this application includes:
Chapter 16.08, 16.10, 16.32, 16.35, 16.42, 16.43, 16.49, 16.89 and 16.120.
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| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 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 (<u>payment must be received by the City before the traffic engineer will conduct or review a traffic impact study.</u>
Ask staff to determine if a TIS is required. |
|-------------------------------------|--------------------------|---|
- | | | |
|-------------------------------------|--------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 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. |
|-------------------------------------|--------------------------|---|
- | | | |
|-------------------------------------|--------------------------|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | One (1) copy in written format of the minutes of the pre-application meeting |
|-------------------------------------|--------------------------|--|
- | | | |
|-------------------------------------|--------------------------|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | One copy of either the recorded plat or the recorded deeds or land sales contracts that demonstrates how and when 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. |
|-------------------------------------|--------------------------|--|
- | | | |
|-------------------------------------|--------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 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 City
 Check Check

Ten (10) 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, with the following general information:
 - 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.

One (1) copy of a completed landscaping calculation form (see page 5)

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	60,240 SF	- Square footage of building footprints
2. Parking/hardscape	119,670 SF	- Square footage of all sidewalks, parking, & maneuvering areas
3. Landscaped area	78,715 SF	- Square footage of all landscaped areas
4. Total developed area	258,625 SF	- Add lines 1, 2 and 3
5. Undeveloped area	0 SF	- Square footage of any part of the site to be left undeveloped.
6. Total site area	258,625 SF	- 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	38,794 SF	- Multiply line 4 and line 7
9. Proposed square footage of landscaping	78,715 SF	- Fill in value from line 3

Required Landscaping within a Parking Lot (Code 16.49.120(4))

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

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	27,710 SF	- 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	67	- 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	4,157 SF	- 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	6,462 SF	- Calculate the amount of landscaping proposed within 10 feet of all parking and maneuvering areas.

Parking Lot Tree Calculation

16. Number of parking spaces	67	- Total number of vehicle parking spaces
17. Area of parking lot & hardscape	27,710 SF	- Area from line 12
18. Number of parking spaces (line 16) divided by 8	9	- Round up to the nearest whole number
19. Area of parking lot area (line 17) divided by 2,800	10	- Round up to the nearest whole number
20. Number of required trees in parking lot	10	- Fill in the larger of row 18 and row 19
21. Number of trees provided within 10 feet of parking lot	16	- 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 to your project and compute the total and percentages at the end of the table.

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				
	0	1	2	3	4
Parking					
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	-	-
Pedestrian walkways from public street/sidewalks to building entrances	One entrance connected.	-	Walkways connecting all public streets/sidewalks to building entrances.	-	-
Pedestrian walkways from parking lot to building entrance.	No walkways	Walkway next to building only	Walkways connecting all parking areas to building entrances	-	-

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

Design Criteria	Possible Points				
	<25% drought tolerant	-	25-50% drought tolerant	51-75% drought tolerant	>75% drought tolerant
Use of drought tolerant species in landscaping (% of total plants)	<25% drought tolerant	-	25-50% drought tolerant	51-75% drought tolerant	>75% drought tolerant
Provision of additional interior parking lot landscaping (% of minimum required)	100%	101-110%	111-120%	>120%	-
Provision of an eco-roof or rooftop garden (% of total roof area)	<10%	-	-	10-50%	>50%
Parking integrated within building footprint (below-grade, structured parking, or tuck-under parking) (% of total on-site parking)	<10%	-	-	10-50%	>50%
Disconnecting downspouts from city stormwater facilities	None	Some downspouts disconnected	All downspouts disconnected	-	-
Shared parking with adjacent uses or public parking structure (% of total required parking spaces)	None	<50%	≥50%	-	-
Provision of rain gardens/bioretention areas for stormwater runoff (% of total landscaped area)	None	-	10-50%	51-75%	>75%
Total Possible Points = 71, 60%=42.6 points, 10%=7.1 points					

Total Points Earned: _____ (42.6 points required for 60%)

Total LID Points Earned: _____ (7.1 required for 10%)

SUPERSEDED BY THE I-O MATRIX, ATTACHED

SITE AND DESIGN REVIEW – TYPE III: APPLICATION PROCESS

1. Prior to submitting an application, all applicants are encouraged to request a pre-application meeting with the City -or- the Planning Director may determine that a pre-application meeting is required prior to submitting an application. To schedule a pre-application meeting, an applicant must submit a completed pre-application form and set of preliminary plans to the City Planner, and after receiving the Planner's initials, must then make and take (3) copies of the pre-application materials to the Canby Public Works Department to schedule the pre-application meeting. The amount of the fee for a pre-application meeting is based on whether the application involves a public hearing or not.
2. Prior to submitting an application, applicants may be required to hold a neighborhood meeting with surrounding property owners and any recognized neighborhood association representative, pursuant to the procedures described in Canby Municipal Code Section 16.89.070. In certain situations, the Planning Director may waive the neighborhood meeting requirement.
3. At the time an application is submitted to the City, payment of all required application processing fees is required. An application will not be accepted without payment of fees. City Staff can provide you with information concerning application fees.
4. Staff will check the application, making sure that it is complete and all fees are paid. Copies of the application materials are routed to various City/State/County departments, as applicable, for their comments. The application is reviewed for completeness; the City Planner will accept or return the application with a written list of omissions within thirty (30) calendar days of the submittal.
5. Staff investigates the application, writes a staff report, issues public notice, notifies surrounding property owners, and makes all facts relating to the request available to the Planning Commission and all interested parties.
6. Prior to the public hearing, the City will prepare notice materials for posting on the subject property. This material must be posted **by the applicant** at least ten (10) days before the public hearing.
7. The staff report will be available to all interested parties seven (7) days prior to the hearing.
8. The Planning Commission holds a public hearing. The staff report is presented to the Commission. Testimony is presented by the applicant, proponents and opponents, followed by rebuttal from the applicant.
9. The Commission then issues findings of fact which support approval, modification, or denial of the application. A decision may be appealed to the City Council.
10. If an approval or a denial is appealed, City Council holds a public hearing. The staff report is presented and testimony taken, as at the original hearing(s). Unless the City Council decides to hear the appeal de novo, only testimony regarding items already in the record is permitted, and no new information may be entered. In the case of an appeal, the Council may affirm, revise or reverse the action of the Planning Commission in all or in part. The Council may also remand the matter back to the hearing body for further consideration.
11. Prior to construction of the project, a preconstruction meeting is held with the City and all applicable utility and service providers. If required, this meeting must be held and approval of Plan set by all agencies, and payment of Canby System Development Charge (SDC) and construction excise tax to the City before issuance of any building permits for the project(s) by Clackamas County.

SITE AND DESIGN REVIEW – TYPE III: REVIEW CRITERIA (*Code 16.49.040*)

1. The Planning Commission shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the following A through D, and with Criteria 4, 5, and 6 below:
 - A. The proposed site development, including the site plan, architecture, landscaping and graphic design, is in conformance with the standards of this and other applicable City ordinances insofar as the location, height and appearance of the proposed development are involved; and
 - B. The proposed design of the development is compatible with the design of other developments in the same general vicinity; and
 - C. The location, design, size, color and materials of the exterior of all structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity; and
 - D. The Planning Commission shall, in making its determination of compliance with subsections B and C above, use the applicable matrix [*pages 8-12*] to determine “compatibility”.
2. The Planning Commission shall, in making its determination of compliance with the above requirements, be guided by the objectives and standards set forth in this section. 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.
3. The Planning Commission 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 Planning Commission shall not use the requirements of this section to exclude needed housing types. However, consideration of these factors shall not prevent the Planning Commission from imposing conditions of approval necessary to meet the requirements of this section. The costs of such conditions shall not unduly increase the cost of housing beyond the minimum necessary to achieve the purposes of this ordinance.
4. As part of the site and design review, the property owner may apply for approval to cut trees in addition to those allowed in 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.

**Industrial Overlay Design Review Matrix
Table 16.35.040**

CRITERIA	Possible Scores
<u>Parking</u>	
Parking areas located to the side or rear of buildings as viewed from public right-of-way: <50% of parking spaces=0; 50%-75%=1; 75%-100%=2.	0 1 2
Increase minimum interior parking lot landscape over the base 15%: 15%-18%=0; 18%-22%=1; >22%=2.	0 1 2
Increase the base number of trees required by 16.49.120 (all landscape islands must contain 1 tree, 1 tree for every 40' along the required setback): 100%-105% of base requirement=0; 105%-110% of base requirement=1;>110%=2; (# of trees proposed/# of trees required x100=% of base requirement)	0 1 2
Number of parking spaces provided: (% of required minimum): >110%=0; 110%-105%=1; 105%-100%=2. See Table 16.10.050 for required parking. (# of spaces proposed/# of spaces required x100=% of required minimum)	0 1 2
Minimum Acceptable Score 4 points	SCORE = 4

<u>Transportation/Circulation</u>	
Design private, on-site pedestrian pathways: 6' painted ways=0; 6' brick/paver ways=1; 6' brick/paver & raised concrete ways=2	0 1 2
Number of pedestrian connections between the street sidewalk and internal circulation system: One connection = 0 Two or more connections = 1	0 1 2
Minimum Acceptable Score (some provisions may not apply) 2points	SCORE = 3

<u>Landscaping</u>	
Trees installed at 3 inch caliper: <25% of trees=0; 25%-50%=1; 50%-	

100%=2.	0 1 2
Usable outdoor amenity provided with development (e.g., water features, plazas, seating areas, and similar features): no=0; yes=1; yes and for public use =2.	0 1 2
Amount of grass (less grass is better) (% of total landscaped area)>50%=0; 25%-50%=1; <25%=2	0 1 2
Minimum Acceptable Score 3 points	SCORE = 3

<u>Building Appearance and Orientation</u>	
Building orientation at or near the street: parking or drive separates building from street=0; at least 20% of elevation within 5 feet of minimum setback=1; at least 20% of elevation is at minimum setback=2.	0 1 2
Building entrances visible from the street: no=0; yes=1.	0 1
Buildings use quality materials: concrete, wood, or wood siding=0; concrete masonry, stucco, or similar material=1; brick or stone=2.	0 1 2
Articulation and/or detailing to break up large building surfaces and accentuate the building entrance(s): no=0; yes=2.	0 2
Minimum Acceptable Score 4 points	SCORE = 4



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

LAND USE APPLICATION

Conditional Use Process Type III

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

Applicant Name: Stratus Real Estate Developers, LLC. (Mike Wells) Phone: (503) 720-0036
 Address: 9450 Gemini Drive, Unit 31339 Email: mike@stratusdevelopers.com
 City/State: Beaverton, OR Zip: 97008

Representative Name: Mark Person, Mackenzie Phone: (360) 695-7879, Extension 225
 Address: 500 Broadway St., Ste. 460, Vancouver, WA Email: MPerson@mcknze.com
 City/State: Beaverton, OR Zip: 97008

Property Owner Name: Canby Urban Renewal Agency Phone: (503) 266-4021
 Signature: Signature on file
 Address: 182 N Holly Street Email: robinsonr@ci.canby.or.us
 City/State: Canby, OR Zip: 97013

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

- ① 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.
- ② 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.
- ③ 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:

<u>387 S Sequoia Parkway</u>	<u>5.94 Acres</u>	<u>31E 34 1707</u>
Street Address or Location of Subject Property	Total Size of Property	Assessor Tax Lot Numbers
<u>None (site is vacant)</u>	<u>M-1</u>	<u>Light Industrial (LI)</u>
Existing Use, Structures, Other Improvements on Site	Zoning	Comp Plan Designation

New industrial development for Premier Gear; see land use planning narrative.
 Describe the Proposed Development or Use of Subject Property

STAFF USE ONLY				
<u>CMP 15-04</u>	<u>12/7</u>	<u>18</u>		
FILE #	DATE RECEIVED	RECEIVED BY	RECEIPT #	DATE APP COMPLETE

CONDITIONAL USE PERMIT 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. Required application submittals include the following:

Applicant City
 Check Check

- One (1) copy of this application packet. The City may request further information at any time before deeming the application complete.
 - 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*.
 - Mailing labels (1" x 2-5/8") 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, a label for each unit on the site must also be prepared and addressed to “occupant.”** A list of property owners may be obtained from a title insurance company or from the County Assessor.
 - One (1) copy of a written statement describing the Conditional Use Permit request, and detailing how your request meets the approval criteria (*see page 5 of this packet*).
-
-
-
- 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.
 - 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.
 - Ten (10) 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;

Applicant City
Check Check

- 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.

CONDITIONAL USE – TYPE III: APPLICATION PROCESS

1. Prior to submitting an application, all applicants are encouraged to request a pre-application meeting with the City, or the City Planner may determine that a pre-application meeting is necessary after an application has been discussed or upon receipt of an application by the City. To schedule a pre-application meeting, an applicant must submit a completed pre-application form and set of preliminary plans to the City Planner, and after receiving the Planner's initials, must then make and take 16 copies of the pre-application materials to the Canby Public Works Department to schedule the pre-application meeting. The City does not charge a fee for a pre-application meeting.
2. At the time an application is submitted to the City, payment of all required application processing fees is required. An application will not be accepted without payment of fees. City Staff can provide you with information concerning application fees.
3. Staff will check the application, making sure that it is complete and all fees are paid. Copies of the application materials are also routed to various City/State/County departments, as applicable, for their comments. The City Planner will accept or return the application with a written list of omissions within thirty (30) calendar days of the submittal.
4. Staff investigates the application, writes a staff report, issues public notice, notifies surrounding property owners, and makes all facts relating to the request available to the Planning Commission and all interested parties.
5. Prior to the public hearing, the City will prepare notice materials for posting on the subject property. This material must be posted **by the applicant** at least ten (10) days before the public hearing.
6. The staff report will be available to all interested parties seven (7) days prior to the hearing.
7. The Planning Commission holds a public hearing. The staff report is presented to the Commission. Testimony is presented by the applicant, proponents and opponents, followed by rebuttal from the applicant.
8. The Commission then issues findings of fact which support approval, approval with conditions, or denial of the application. A decision may be appealed to the City Council.
9. If the Planning Commission decision is appealed, City Council holds a public hearing. The staff report is presented and testimony taken, as at the original hearing(s). Unless the City Council decides to hear the appeal de novo, only testimony regarding items already in the record is permitted, and no new information may be entered. In the case of an appeal, the Council may affirm, revise, or reverse the decision of the Planning Commission in all or in part. The Council may also remand the matter back to the hearing body for further consideration.

CONDITIONAL USE PERMIT – TYPE III: STANDARDS AND CRITERIA

Under Section 16.50.010 of the Canby Municipal Code, an application for CONDITIONAL USE PERMIT approval shall be evaluated based on the following standards and criteria:

- A. The proposal will be consistent with the policies of the Comprehensive Plan and the requirements of this title and other applicable policies of the city; and
- B. The characteristics of the site are suitable for the proposed use considering size, shape, design, location, topography, existence of improvements and natural features; and
- C. All required public facilities and services exist to adequately meet the needs of the proposed development; and
- D. The proposed use will not alter the character of the surrounding areas in a manner which substantially limits, or precludes the use of surrounding properties for the uses listed as permitted in the zone.

MACKENZIE.

DESIGN DRIVEN | CLIENT FOCUSED

SITE AND DESIGN REVIEW

To
City of Canby

For
Stratus Developers
Premier Gear

Submitted
November 16, 2015

Project Number
2150442.00

TABLE OF CONTENTS

I. PROJECT SUMMARY 1

II. INTRODUCTION 2

 Description of Request 2

 Existing Site and Surrounding Land Use 2

 Description of Proposed Development 2

 Building 2

 Landscaping 3

 Utilities 3

 Aerial Image – Project Site 4

III. NARRATIVE & COMPLIANCE 5

 16.08 General Provisions 5

 16.10 Off-Street Parking and Loading 6

 16.10.050 Parking standards designated 6

 16.10.060 Off-street loading facilities 6

 16.10.070 Parking lots and access. 7

 16.10.100 Bicycle Parking. 9

 16.32 M-1 Light Industrial Zone 10

 16.32.010 Uses permitted outright. 10

 16.32.020 Conditional uses. 10

 16.32.030 Development standards 10

 16.35 Canby Industrial Area Overlay 11

 16.35.25 Pre-application review and conditions of approval 11

 16.35.030 Uses permitted outright. 11

 16.35.040 Conditional uses. 11

 16.35.045 Prohibited uses. 12

 16.35.050 Development standards 12

 16.35.060 Design guidelines. 14

 16.35.070 I-O Design review matrix 15

 16.42 Signs 15

 16.43 Outdoor Lighting Standards 17

 16.43.040 Lighting Zones. 17

 16.43.060 Prohibited Light and Lighting. 17

 16.43.070 Luminaire Lamp Lumens, Shielding, and Installation Requirements 18

 16.43.080 Height Limits. 18

 16.43.090 Lighting Controls 19

 16.43.110 Lighting Plan Required 19

 16.46 Access Limitations on Project Density 19

 16.46.030 Access connection 19

 16.49 Site and Design Review Approval Criteria 20

 16.49.035 Application for Site and Design Review 20

 16.49.040 Criteria and standards 20

 16.49.065 Bicycle and pedestrian facilities 21

 16.49.080 General provisions for landscaping. 21

16.49.090 Specifications for tree and plant materials..... 24

16.49.120 Parking lot landscaping standards 24

16.50 Conditional Uses 26

16.50.010 Authorization to grant or deny conditional uses..... 26

16.50.03 Public hearing required..... 26

16.50.060 Standards governing conditional uses..... 27

16.89 Application and Review Procedures. 27

16.89.020 Description and Summary of Processes..... 27

16.89.070 Neighborhood Meetings..... 27

16.120 General Provision 28

IV. CONCLUSION..... 29

ATTACHMENTS

1. Land Use Application – Site and Design Review and I-O Matrix
2. Site Aerial/Zoning Map
3. Pre-Application Notes
4. Tax Map and Short Plat
5. Plan Set
6. Light Cut Sheets
7. Color Elevation
8. Traffic Scoping Letter
9. Traffic Impact Study
10. Neighborhood Meeting Information

I. PROJECT SUMMARY

Applicant: Stratus Developers
Attn: Mike Wells
9450 Gemini Drive, Suite 31339
Beaverton, OR 97008
503-720-0036
mike@stratusdevelopers.com

Premier Gear
Attn: Russ Cole
1700 NW Thurman Street
Portland, OR 97209
503-227-3514
r.cole@premier-gear.com

Owner: Canby Urban Renewal Agency
182 North Holly Street
Canby, OR 97013

Site Address: 387 South Sequoia Parkway

Assessor Site Acreage: 5.94 Acres

Zoning: Light Industrial (M-1) within the Industrial Overlay (I-O) Zone

Comprehensive Plan: Light Industrial (LI)

Adjacent Zoning: Adjacent zoning is industrial, M-1 to the south, east, and north, M-2 to the west

Existing Structures: None, site is vacant

Request: Site and Design Review and Conditional Use in the I-O Zone for employment density to construct a 60,240 SF industrial building for manufacturing, warehouse, and office for Premier Gear.

Project Contact: Mackenzie
Attn: Mark Person
1515 SE Water Avenue, Suite 100
Portland, OR 97214
503-224-9560
mperson@mcknze.com

II. INTRODUCTION

Description of Request

Premier Gear and Machine Works (PGW) was established in 1923 and manufactures custom gear components ranging in size from one inch to twenty feet. In the last 50 years, PGW has spread to international markets, and their customers now span over twenty-four countries. Currently located in NW Portland, PGW is interested in updating and expanding their headquarters in Canby, Oregon. Working in collaboration with Canby's Urban Renewal Agency, a development site has been identified within an existing industrial park off Sequoia Parkway. Premier Gear and Stratus Developers propose to develop a 60,240 SF building to encompass PGW's manufacturing and corporate office. The nearly six-acre site will be developed with the proposed building, parking and maneuvering, and landscape areas as shown on the development plans included with this request. This narrative and associated application material address the relevant sections of the Canby Municipal Code, Chapter 16, Planning and Zoning.

Existing Site and Surrounding Land Use

The site is located east of downtown Canby, within an industrial park. The parcel is located off of South Sequoia Parkway, near the intersection of South Walnut Road. South Sequoia Parkway fronts the site to the north and east with adjacent developed parcels to the west and south. The subject site is zoned M-1, Light Industrial, and is within the Industrial Area Overlay (I-O) zone. Adjacent zoning to the south, east, and north is M-1. Zoning to the west is M-2. There are no structures on the site, and vegetation consists of grasses and a number of trees. South Sequoia Parkway is improved with bike lanes, curbs, and street lights along the frontage of the site. A mix of agricultural and industrial uses and vacant properties surround the site as shown on the aerial image below.

Description of Proposed Development

This application is for Site and Design Review for a proposed building for Premier Gear and Machine Works (PGW). The total 60,240 SF building includes 6,240 SF of office and 54,000 SF of manufacturing. While not proposed at this time, a 20,250 SF expansion area is identified on the south side of the proposed building. In the future, if the expansion area is constructed, the total building would be 80,490 SF in size. The office area will front South Sequoia Parkway to the north, adjacent to the main passenger vehicle parking area. Two driveways are proposed for access to South Sequoia Parkway; one driveway is located at the northwestern corner of the site, and the other driveway is located at the southeastern corner of the site.

The development includes 67 parking spaces, landscaping, and other onsite improvements as described in this application. A six-foot sidewalk will be constructed along the site's frontage of South Sequoia Parkway as shown on the development plans. A pre-application meeting for this development was held with City of Canby on October 22, 2015. A copy of the pre-application meeting notes is included with this application as Exhibit 3.

Building

The proposed building will utilize concrete tilt-up construction with architectural reveals for elevations facing South Sequoia Parkway, and storefront windows to emphasize the office area as shown in the building elevations included with this application as Exhibit 5. The storefront windows will be located on

the office portion of the building to emphasize the main entrance. A stepped parapet and single-story office provide architectural relief to break up the scale of the building.

Landscaping

The proposed landscaping exceeds City of Canby landscape standards. The proposed development exceeds the minimum percentages for both site and parking lot landscaping. All plantings will be irrigated with a high-efficiency system to conserve water resources. The planting design is also coordinated with the circulation area and site utilities. The plan includes 78,833 SF of landscaping, 30.48 percent of the lot area. The parking area includes 6,580 SF of landscaping or 23.85 percent of the parking area.

Utilities

Stormwater from impervious areas will be collected, treated, and infiltrated on site. Two water quality/infiltration plans are proposed, one at the northeast corner of the site and another at the southeast corner of the site as shown on the development plans included with this narrative (Exhibit 5). The ponds are sized to accommodate the proposed development and future expansion area. Sanitary sewer for the development will be provided by connecting to an existing lateral within South Sequoia Parkway to the north. A sampling manhole will be included to meet City of Canby requirements. A 2-inch tap is proposed connecting to an 8-inch existing line. There are two existing fire hydrants along the site's frontage of South Sequoia Parkway as shown on the utility plan included with this application.

There are two existing wells located in the southwestern quarter of the site. These wells are located within the footprint of the future expansion area. The applicant is coordinating with City of Canby on the relocation of these wells.

Aerial Image – Project Site



III. NARRATIVE & COMPLIANCE

16.08 General Provisions

16.08.110 Fences.

B. *On corner lots, the 3.5-foot height limit will apply within the required setback along both street-facing yards.*

Response: No fences are proposed within the required setback along South Sequoia Parkway. This standard is not applicable.

F. *The Planning Commission may require fences of up to eight feet in height for any development in C-2, C--M, M-1 or M-2, or Planned Unit Development zones.*

Response: A fence is proposed around the yard to the west of the building with swing gates at the northwest and southwest corners of the site as shown on Sheet C2.1. This standard is met.

16.08.150 Traffic Impact Study (TIS).

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.*

Response: A scoping letter was requested by the applicant and provided by the City of Canby on October 22, 2015. A copy of the scoping letter is included with this application as Exhibit 8. This standard is met.

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.*

Response: As indicated in the scoping letter, a limited TIS is required showing project trip generation and site access and circulation review. This standard is met.

D. *TIS General Provisions*

Response: A TIS has been prepared by a registered civil engineer in the State of Oregon in accordance with the scoping letter and is included with this application as Exhibit 9. This standard is met.

E. *TIS Scope. The city shall determine the study area, study intersections, trip rates, traffic distribution, and required content of the TIS based on information provided by the applicant about the proposed development.*

Response: As indicated in the scoping letter, a limited TIS is required showing project trip generation and site access and circulation review. This standard is met.

F. *TIS Content. A project-specific TIS checklist will be provided to the applicant by the city once the city has determined the TIS scope. A TIS shall include all of the following elements, unless waived by the city.*

Response: The TIS included with this application (Exhibit 9) includes the required elements of this section. The limited scope traffic study includes trip generation and site access and circulation review per the scope. The proposed development is estimated to have 20 AM peak hour trips, 31 PM peak hour trips, and 213 daily trips. This standard is met.

16.10 Off-Street Parking and Loading

16.10.050 Parking standards designated.

The parking standards set out in Table 16.10.050 shall be observed.

Response: The proposed development includes 6,240 square feet of office space and 54,000 square feet of manufacturing. Based on the parking requirement of 2 spaces per 1,000 square feet of office space plus 1 space per 1,000 gross square feet of non-office manufacturing space, 67 total spaces are required. The proposed development includes 67 parking spaces, 57 in the main area near the office on the north side of the site and an additional 10 on the eastern side of the building. In the event that the future expansion is constructed, additional parking will be provided to meet these requirements. This standard is met.

16.10.060 Off-street loading facilities

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

Response: The proposed building is 60,240 SF; per the above requirement, three loading berths are required. As shown on the site plan included with this submittal, four loading berths are provided on the western side of the building. This standard is met.

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

1. *Commercial uses – 13' x 35'*
2. *Industrial uses – 12' x 60'*
3. *Berths shall have an unobstructed minimum height of 14'.*

Response: The proposed industrial loading berths meet the dimensional requirements of 12 feet wide by 60 feet long. This standard is 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.*

Response: The proposed industrial loading berths are internal to the site and are screened from public view and adjacent properties by sight-obscuring landscaping and fencing. This standard is met.

D. *Required loading facilities shall be installed prior to final building inspection and shall be permanently maintained as a condition of use.*

Response: The loading facilities will be installed prior to building inspection and maintained per this requirement.

E. *A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children shall be located on the site of a school or day care center having a capacity greater than twenty-five (25) students.*

Response: The proposed industrial building is not a school or day care center; this standard is not applicable.

- F. *The off-street loading facilities shall, in all cases, be on the same lot or parcel as the structure they are intended to serve. In no case shall the required off-street loading spaces be part of the area used to satisfy the off-street parking requirement.*

Response: The off-street loading berths are located on the same lot as the structure they serve, on the west side of the proposed building, and are not part of the area used for off-street parking. This standard is met.

- G. *The Planning Commission may exempt a building from the loading berth requirement, or delay the requirement, based on findings that loading berths are not needed for a particular building or business.*

Response: The proposed development includes loading berths; no exemption is requested at this time.

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.*

Response: The parking lot design complies with the dimensional standards for minimum stall width and depth, minimum clear aisle width, minimum clear stall distance at bay side, and minimum clear bay width as shown on the development plans included with this application. This standard is met.

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.*

Response: Proposed parking spaces are a minimum of 9 feet wide and 18 feet in length, exceeding the minimum standard. Three compact parking spaces are proposed; these spaces are 9 feet wide by 16 feet in length. This standard 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:*

Response: The parking and maneuvering area will be paved with asphalt as shown on the development plans. This standard is 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.*

Response: The proposed driveways will be fully paved. This standard is met.

5. *Except for parking to serve residential uses, parking areas adjacent to or within residential planning districts or adjacent to residential uses shall be designed to minimize disturbance of residents. Artificial lighting, which may be provided, shall be so deflected as not to shine or create glare in any residential planning district or on any adjacent dwelling, or any street right-of-way in such a manner as to impair the use of such way.*

Response: The proposed parking areas are not adjacent to or within a residential planning district, surrounding land uses are industrial. A lighting plan is provided showing that light or glare will not trespass to South Sequoia Parkway and impair any use. This standard is met.

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.*

Response: The proposed development includes groups of more than four parking spaces. The parking and maneuvering area has been designed and will be constructed so no backing movements within a street or alley right-of-way are required. This standard 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.*

Response: The off-street parking area is designed and will be constructed to facilitate the flow of traffic and provide maximum safety for pedestrians. A concrete sidewalk is proposed adjacent to the parking area, and where the sidewalk crosses the parking area it will be raised for pedestrian safety. This standard is met.

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.*

Response: Parking spaces include curbing to prevent cars from encroaching within the street right-of-ways and adjacent landscape areas. Parking spaces adjacent to pedestrian walkways either include wheel stops or wider walkways to allow for safe pedestrian movement. This standard is 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.*

Response: The proposed parking and maneuvering area includes three accessible stalls in accordance with ORS 447.233. This standard is met.

B. *Access.*

8. *One-Way Ingress or Egress – Way Ingress or Egress – When approved through the site and design review process, one-way ingress or egress may be used to satisfy the requirements of subsection (H), (I) and (J). However, the hard surfaced pavement of one-way drives shall not be less than twelve (12) feet for multi-family residential, commercial or industrial uses.*

Response: No one-way ingress or egress is proposed as part of this development; all drives will be two-way. This standard is not applicable.

9. *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.*
- d. *The minimum distance between two driveways on one single-family residential lot shall be thirty (30) feet. There is no minimum setback distance between a driveway and the property line for driveways on single-family residential lots.*

Response: Proposed driveways are 40 feet in width, in conformance with the maximum driveway width. The driveways are 20 feet or more from adjacent property lines and exceed the minimum distance required of 40 feet between any two adjacent driveways. These standards are met.

10. *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.*
- c. *If the subject property is not of sufficient width to allow for the separation between driveway and 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.*
- d. *In the case of existing flag lots, it shall be at the discretion of the Site and Design Review Board to determine the best location for driveways.*
- e. *When considering a public facilities plan that has been submitted as part of site and design review plan in accordance with this ordinance, the city Public Works Supervisor may approve the location of a driveway closer than fifty (50) feet from the intersection of collector or arterial streets, based on written findings of fact in support of the decision. Said written approval shall be incorporated into the recommended decision of the City Planner for the site and design review plan under the process set forth.*
- f. *The minimum distance between driveways for single-family residential houses and an intersection shall be thirty (30) feet. The distance shall be measured from the curb intersection point [as measured for vision clearance area (16.04.670)].*

Response: Access to the site will be provided via two driveways along South Sequoia Parkway. The northern driveway will be located 272 feet east of an existing driveway on Sequoia Parkway. The southern driveway will be located approximately 227 feet north of an existing driveway on Sequoia Parkway. All measurements are estimated centerline to centerline. The proposed location of both driveways is consistent with the City's standard of a 200-foot separation between access points. These standards are met.

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.*

Response: Bicycle parking spaces will be provided near the main entrance of the manufacturing space at the northwest corner of the building, identified by Keynote 18 on sheet C2.1. Office uses require 1 space per 1,000 square feet and manufacturing requires 0.15 space per 1,000 square feet. Six spaces will be provided for the office and eight spaces for the manufacturing for 14 total spaces. This standard is 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:

A. *Manufacturing, fabricating, processing, compounding, assembling or packaging of products made from previously prepared materials such as cloth, plastic, paper, metal, wood (but not including sawmills or lumber mills), the operation of which will not result in*

1. *The dissemination of dusts, gas, smoke, fumes, odors, atmospheric pollutants or noise which exceed Oregon Department of Environmental Quality standards*
2. *Danger by reason of fire, explosion or other physical hazard;*
3. *Unusual traffic hazards;*

Response: Premier Gear manufactures gears and tooling as described within this narrative. Manufacturing is an allowed use in the M-1 Industrial Zone. This standard is met.

16.32.020 Conditional uses.

Response: No conditional uses in the M-1 zone are proposed as part of this application. This standard is not applicable.

16.32.030 Development standards.

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

Response: The site is within the Industrial Overlay (I-O) zone; therefore, the development standards of 16.35 supersede 16.32.030 A-E. Dimensional requirements of the I-O zone are addressed within this narrative.

F. *Other regulations:*

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

Response: Vision clearance distances exceed fifteen feet for the proposed driveways as shown on Sheet C2.1 (Keynote 21) of development plans included with this application. This standard is met.

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

Response: Setbacks are measured from the foundation line, and overhangs do not exceed two feet. The setback standards of the I-O zone are exceeded as detailed within 16.35 of this narrative. This standard is met.

3. *Prior to issuance of a building permit, wireless/cellular towers...*

Response: No wireless or cellular towers are proposed; this standard is not applicable.

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.*

Response: The site does not abut a residential zone: all adjacent properties are either zoned M-1 or M-2. This standard is not applicable.

16.35 Canby Industrial Area Overlay

16.35.25 Pre-application review and conditions of approval

A. *A pre-application meeting with utility and service providers is required prior to any land use application, building permit application, or business license application in the I-O zone, unless this requirement is waived by the City Planner. The City Planner shall provide application forms for this purpose indicating all required information. The pre-application meeting shall allow utility and service providers to make a detailed assessment of the proposed use prior to forming a recommendation on approval. In addition, this meeting will allow the City to evaluate whether a Conditional Use Permit will be required.*

Response: A pre-application meeting with utility and service providers was held on October 22, 2015. A copy of the pre-application meeting notes is included with this application as Exhibit 3.

B. *At the pre-application meeting, the City shall determine the need for a Hazardous Materials Management Plan. If required by the City, the applicant shall prepare a plan meeting the relevant sections of the Oregon Fire Code as determined by the City. The Plan shall allow utility and service providers to review the health and safety impacts of any proposed use and ensure an adequate plan will be in place to address those impacts prior to forming a recommendation on approval.*

Response: Premier Gear does not work with hazardous materials. No hazardous materials management plan is required. This standard is not applicable.

16.35.030 Uses permitted outright.

Unless limited by sections 16.35.040 or 16.35.045, uses permitted outright in the C-M zone, M-1 zone, and M-2 zone are permitted outright in the I-O zone, subject to the respective zone district boundaries.

Response: Premier Gear is a manufacturing use, allowed outright in the M-1 zone. This standard is met.

16.35.040 Conditional uses.

Unless limited by subsection A below or section 16.35.045, conditional uses permitted in the C-M zone, M-1 zone, and M-2 zone are permitted as conditional uses in the I-O zone, subject to the respective zone district boundaries.

A. *Any proposed site development, change in use, land division, or other action that results in any of the following requires conditional use approval in the I-O zone:*

1. *Less than 12 employees per developed acre. For the purposes of this section only, "developed" means all areas used for buildings, landscaping, vehicle maneuvering and*

parking areas, outdoor storage, and other areas occupied by the use. For the purposes of this section only, employees means full-time equivalents unless the City specifically allows other interpretations;

Response: The development site is 5.94 acres in size. To meet the employment density outright, Premier Gear would need to employ 71.3 people. Premier Gear plans to employ 25 individuals in the proposed Canby location. With the future expansion, additional employees will be added. Because the proposal does not meet the 12 employees per developed acre, the proposed use requires conditional use review and approval. The conditional use standards are addressed below.

B. *To approve a conditional use in the I-O zone, the Planning Commission shall find that each of the following additional criteria are either met, or can be met by observance of conditions, unless it is not applicable:*

1. *The proposed use is compatible with the industrial nature of the park and will have minimal negative impact on the development and use of surrounding properties;*

Response: The proposed use, Premier Gear, is compatible with the industrial nature of the park. As stated within this narrative, Premier Gear was established in 1923 and manufactures custom gear components ranging in size from one inch to twenty feet and lathes, chargers, and related components. The industrial manufacturing use is compatible with adjacent uses (Pioneer Pump, Pumptech, Shimadzu, and Kendal Floral) and will have little to no negative impacts on the development and use of surrounding properties.

2. *The proposed use does not pose a threat to public health or safety; and*

Response: The proposed use does not pose a threat to public health or safety. The site will be developed in accordance with Canby Title 16 – Planning and Zoning. The development will increase public health and safety by completing sidewalk improvements along the site’s frontage of South Sequoia Parkway. This standard is met.

3. *The proposed use is beneficial to the overall economic diversity and vitality of the City.*

Response: Premier Gear is currently conducting its operations in northwest Portland. The proposed relocation will add new manufacturing jobs to the Canby economy. These jobs are family-wage jobs and will have a multiplier effect on other businesses in the area. Metals and machinery manufacturing was identified as a targeted business in Clackamas County’s 2012 study on emerging trends and strategies. In addition, manufacturing of metals and machinery was identified as a key cluster in this report with growth potential over the next 5-10 years. This standard is met.

These criteria are in addition to those provided in Section 16.50.010. In all other aspects, the conditional use process shall be as specified in Chapter 16.50.

Response: The conditional use criteria are addressed within Section 16.50 of this narrative. This standard is met.

16.35.045 Prohibited uses.

Response: No prohibited uses are proposed. This standard is not applicable.

16.35.050 Development standards.

The following subsections indicate the required development standards of the I-O zone. These standards replace the standards of the C-M zone, M-1 zone, and M-2 zone, as follows:

A. *Minimum lot area: none.*

Response: The lot is 5.94 acres in size or 258,625 square feet. This standard is met.

B. *Minimum lot width and frontage: none.*

Response: The lot is approximately 550 feet in width and has over 700 feet of frontage along South Sequoia Parkway. This standard is met.

C. *Minimum yard requirements (measured from building foundation to right-of-way line):*

1. *Street yards(s): 20 feet for buildings up to 25 feet in height; 35 feet for buildings between 25 feet and 45 feet in height. Parking and internal drives (except curb cuts and entrance drives) are prohibited within the required 20 foot street yard.*
2. *Interior yard: 10 feet, except 20 feet where abutting a residential zone. Common-wall lot lines (attached buildings), and development which provide shared parking and circulation with abutting developments, are exempt from interior yard standards.*

Response: The proposed building will be a maximum of 38 feet in height. The required street yard is 35 feet per the above standard. The northeast corner of the building will be closest to South Sequoia Parkway and will be set back over 81 feet. Parking and internal drives (except curb cuts and entrance drives) are set back 20 feet per this standard. Interior yards are in excess of 10 feet as shown on the plans included with this application. The site does not abut a residential zone. These standards are met.

D. *Maximum building height: 45 feet.*

Response: As shown on the elevations included with this application, the proposed building will be 38 feet in height to the top of the parapet. This standard is met.

E. *Maximum lot coverage: 60 percent in the C-M zone; none in the M-1 and M-2 zones.*

Response: The proposed building will cover 23.3 percent of the site as proposed and 31.1 percent of the site if the future expansion is constructed. This standard is met.

F. *Street access (curb cuts) spacing shall be a minimum of 200 feet on designated parkway and collector streets.*

G. *Street right-of-way improvements shall be made in accordance with the Canby Transportation System Plan (TSP).*

Response: South Sequoia Parkway is currently improved with bicycle lanes, curbs, and streetlights. A six-foot sidewalk will be constructed along the frontage of the site in accordance with the Canby TSP. This standard is met.

H. *Building orientation standards. The following standards are intended to ensure direct, clear, and convenient pedestrian access:*

1. *Development in the M-1 zone and M-2 zone shall provide at least one public entrance facing the street. A direct pedestrian connection shall be provided between the primary building entrance and public sidewalk.*

Response: The office portion of the building will face South Sequoia Parkway on the north side of the building. Two direct pedestrian connections to South Sequoia Parkway are proposed as shown on Sheet C2.1 of the development plans. This standard is met.

I. *Right-of-way plantings: Street trees and ground cover plantings shall be installed with development, as approved by the City. Shrubs are prohibited within the public right-of-way.*

Response: Street trees will be planted within the South Sequoia Parkway right-of-way as shown on the landscaping plan included with this application. No shrubs are proposed within the public right-of-way. This standard is met.

J. *Metal building exteriors are prohibited, except that the Planning Commission may approve architectural metal elements that accent and enhance the aesthetics of building entrances and office areas.*

Response: The proposed building will be constructed of tilt-up concrete materials as shown on the elevations included with this application. This standard is met.

K. *Lighting shall be required for all streets, sidewalks, and pedestrian ways. Applications for land division approval and site plan review shall include photometric plans.*

Response: Lighting will be provided for all sidewalks, parking and maneuvering areas, and pedestrian ways as shown on the photometric plan included with this application. This standard is met.

L. *Shared access: The City may require the provision of shared access drives through the land division review process. Shared access drives are intended to maintain adequate driveway spacing and circulation along the designated Parkway and Collector streets.*

Response: No shared access is proposed. This standard is not applicable.

M. *All landscaped areas shall be irrigated unless drought tolerant plants are installed and watered until well established and replaced in event of failure.*

Response: Landscape areas will be irrigated, and drought tolerant plants will be installed per the landscape plan included with this application. This standard is met.

N. *Other regulations: The C-M zone, M-1 zone, and M-2 zone provide other applicable regulations related to vision clearance, Highway 99E sidewalk width, setback measurement, outside storage, and wireless/cellular tower certification.*

Response: The other regulations cited above are addressed within the M-1 zone of this narrative. This standard is met.

16.35.060 Design guidelines.

The Industrial Area Master Plan provides design guidelines for reviewing development applications. The guidelines, which are incorporated into Table 16.35.040, encourage:

- A. *Flexibility to align local streets based on parcelization and development requirements;*
- B. *Tree retention, planting of large (3-inch) caliper trees, and use of lawn/ground cover planting in front yard setbacks;*
- C. *Placement of buildings at or near the setback line;*
- D. *Placement of parking areas to the side or rear of buildings;*
- E. *Placement of smaller commercial buildings at or near the street;*
- F. *Building entries visible from the street with direct pedestrian connections;*
- G. *Use of quality building materials;*
- H. *Architectural detail to break up and articulate large surfaces and volumes, and to accentuate building entries; and*
- I. *Open space retention and trail connections, as designated by the Master Plan.*

Response: The proposed industrial development meets the Industrial Area Master Plan design guidelines as detailed in this narrative and shown on the development plans included with this application. The development will front on South Sequoia Parkway, an existing collector road; no additional parcelization of the site is proposed or anticipated. There are a number of trees on the site that will be retained as shown on the landscaping plans included in the development plans. The site is located at the curve of South Sequoia Parkway and is essentially a corner lot; this makes the placement of parking areas to the side or rear of the building impractical. Loading and yard areas will be located internally to the site as shown on the development plans. The proposed development is for industrial manufacturing, a new headquarters for Premier Gear. The office portion of the building will be located to the north, and the entry will be visible from the street and have direct pedestrian connection to South Sequoia Parkway. The building will be constructed of tilt-up concrete walls with architectural reveals on

elevations facing the street and entry canopies as shown on the elevations included with this application. The office portion of the building will step down, and architectural reveals and a parapet wall will be used to break up the building and accentuate entries. No open space or trails are proposed; a sidewalk will be constructed along the site's frontage of South Sequoia Parkway to increase connectivity in the area. These guidelines are met.

16.35.070 I-O Design review matrix.

The City uses the following matrix to evaluate compliance with the I-O design guidelines. The matrix substitutes for the general design review matrix provided in Chapter 16.49. Design review applications must comply with all other applicable provisions of Chapter 16.49, and achieve scores equal to or greater than the minimum acceptable scores in the matrix. (See Master Plan for illustrations.)

- A. *Exception: The City may reduce the minimum acceptable score(s) upon finding that certain provisions do not apply to a proposed development.*

Industrial Overlay Design Review Matrix (Table 16.35.040):

Response: The Industrial Overlay Design Review Matrix is included with this application as Exhibit 1.

16.42 Signs

16.42.040 Design standards for signs.

The following standards apply to signs in all zone districts.

- A. *Setbacks. Signs are required to meet the setback requirements of the applicable zone district, except however the street yard setback for signs may be reduced to fifty (50) percent of that required for other structures in the zone. Signs shall not obstruct a vision clearance area required in the applicable zone district.*

Response: The site is within the Industrial Overlay zone, where the street yard setback is 20 feet. The proposed monument sign is set back approximately 23 feet from South Sequoia Parkway near the northwest driveway as shown on the site plan included with this application. This standard is met.

- B. *Illumination.*

1. *External illumination is allowed. The external illumination may be either "direct" or "indirect", provided that the source of light (e.g., bulb) is shielded such that it is not directly seen by the public. External light sources shall be carefully located, directed, and shielded in order to avoid direct illumination of any off-site object or property.*
2. *Internal illumination is allowed.*
3. *External or internal sign illumination shall not result in glare onto neighboring properties or onto public right-of-way, such that due to level of brightness, lack of shielding, or high contrast with surrounding light levels, the sign illumination results in discomfort or visual disability for persons.*
4. *Sign illumination shall not appear to flash, undulate, pulse, or portray explosions, fireworks, flashes of light, or blinking or chasing lights.*

Response: The monument sign will include external illumination. The illumination will not result in glare onto neighboring properties or onto the public right-of-way. This standard is met.

- C. *Monument signs.*

1. *Monument signs shall have a distinct base, middle, and top. These elements of the sign shall vary from one another in terms of their thickness, materials, or color.*

Response: The proposed monument sign has a distinct base, middle, and top as shown the sign detail included with the development plan. The base will be dark painted concrete, the middle includes a painted concrete accent panel and change of color, and the top will include a reveal, accents, and letters with aluminum facing. This standard is met.

2. *Monument signs shall incorporate the following materials, unless otherwise approved pursuant to subsection 4 of this section.*
 - a. *The base and top shall be constructed of stone, brick, or wood.*
 - b. *The middle shall be constructed of stone, brick, wood, metal with a matte/non-reflective finish, vinyl, or other materials as noted in subsection c.*
 - c. *Other materials may be used for bulletin board or electronic message board components in the middle portion of a monument sign, as needed to allow the bulletin board or electronic message board to function.*

Response: The monument sign will be constructed of painted concrete and will have a distinct base, middle, and top as detailed above. This standard is met.

3. *Monument signs shall provide street addresses when street addresses are not visible from the street.*

Response: The proposed monument sign includes the address of the site as shown on the development plans included with this application. This standard is met.

4. *A monument sign which does not meet one or more of the standards detailed above in subsections 1 through 3, may be approved by the Planning Director pursuant to the Type II land use application procedures set forth in Chapter 16.89. A discretionary monument sign application may be approved if the applicant demonstrates compliance with all of the following criteria:*
 - a. *The overall design of the sign exhibits a sense of structure; and*
 - b. *Timeless materials, similar to stone, brick, or wood are used; and*
 - c. *The proposed sign is in conformance with all other applicable city ordinances concerning it's location, construction, and design.*

Response: The proposed monument sign meets the standard C 1-3 as detailed above. This standard is not applicable.

- F. *Wall signs. A wall sign shall not project more than 18 inches from the wall to which it is attached (or 12 inches from a wall directly abutting an alley). Wall signs which extend over the public right-of-way are subject to the standards of 16.42.045.*

Response: The proposed wall sign will not project more than 18 inches from the wall and will not extend over the public right-of-way as shown on the development plans included with this application. This standard is met.

TABLE 2. INDUSTRIAL ZONES AND HEAVY COMMERCIAL MANUFACTURING ZONE (M-1, M-2, C-M)		
Monument Sign		
E. Use on site: all uses on a site greater than 5 acres.		
Size: Maximum 150 square feet per sign face (up to two faces).	Maximum Height: 9 feet.	Location/Number: One sign; except on a site 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.

Wall Sign		
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.	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.

Response: The proposed monument sign is 4.5 feet wide and 6 feet high, within the maximum height limit of 9 feet. Each face will be approximately 27 square feet in size or 54 square feet total, within the size limitations for monument signs in industrial zones. This standard is met.

Two wall signs are proposed, one on the north building face and one on the east building face, as shown on the elevations included with this application. The wall sign facing north will be approximately 145 square feet in size, within the allowed 8 percent of the north building elevation area of 821 square feet. The wall sign facing east will be 170 square feet in size, within the allowed 8 percent of the east elevation area of 608 square feet. The wall signs will not project above the roofline or parapet. Two signs are proposed one on each frontage of South Sequoia Parkway. This standard is 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.

Response: The proposed development is located within an M-1 zone; therefore, the LZ 2 Lighting Zone requirements apply.

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. However, the applicant is permitted to have some unshielded lighting if lumens are within the limits of Table 16.43.070 below.
- 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 5200 lumens.

Response: All outdoor light sources will be shielded so 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. Aerial lasers, "searchlight" style lights, or other very intense lighting are not proposed. This standard is met.

16.43.070 Luminaire Lamp Lumens, 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, lighting plan, 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.
- E. Landscape features shall be used to block vehicle headlight trespass while vehicles are at an external point of service (i.e. drive-thru aisle).
- F. All facade lighting must be restricted to the facade surface. The margins of the facade shall not be illuminated. Light trespass is prohibited.

Response: The proposed development will be in compliance with the above lighting standards. Included with this application is a photometric plan and lighting cut sheets (see Exhibit 5 and 6). This standard is met.

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:
 - 1. Lighting for residential sports courts and pools shall not exceed 15 feet above court or pool deck surface.
 - 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.
 - 4. Landscape lighting installed in a tree. See the Definitions section.
 - 5. Street and bicycle path lights.
- 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.*
4. *The top exterior deck of parking garages should be treated as normal pole mounted lighting rather than as lights mounted to buildings. The lights on the outside edges of such a deck must be side shielded to the property line.*

Response: The proposed development will be in compliance with the above lighting standards. Included with this application is a photometric plan and lighting cut sheets (see Exhibit 5 and 6). Eight pole-mounted fixtures are proposed at the site perimeter; these poles will be 32 feet in height. Seventeen wall-mounted fixtures are proposed. The wall-mounted fixtures will be 12 feet high at the office and 23 feet high on the manufacturing/warehouse portion of the building. This standard is met.

16.43.090 Lighting Controls

The city strongly recommends the use of timers and/or motion detectors on outdoor lighting, and that motion detectors be set to minimize unnecessary activation. For example, motion detectors for entryway or driveway lights should not activate for off-site pedestrians or cars.

Response: The proposed development does not include lighting with timers and/or motion detectors on outdoor fixtures. This standard does not apply.

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 lumens 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.*

Response: The proposed development will be in compliance with the above lighting standards. Sheet IL1.0 of the development plans shows the location of the building and height, parking, and pedestrian areas. The luminaire schedule at the lower left of Sheet IL1.0 provides the height and lumens. Included with this application are lighting cut sheets (Exhibit 6) that detail cutoff information and control descriptions. This standard is met.

16.46 Access Limitations on Project Density

16.46.030 Access connection

Response: South Sequoia Parkway is classified as a Collector on the City's TSP. The proposed driveways are more than 100 feet from adjacent driveways on either side of South Sequoia Parkway as shown on the driveway exhibit included with this application. The driveway exhibit is included with the Limited Scope Traffic Impact Study, Exhibit 9 of this application. This standard is met.

16.49 Site and Design Review Approval Criteria

16.49.035 Application for Site and Design Review

- A. For site and design review projects in the Downtown Canby Overlay Zone (DCO), applicants may choose one of the following two processes:
1. Type II – If the applicant meets all applicable site and design review standards set forth in Chapters 16.41(Downtown Canby Overlay Zone) and 16.49; the applicant shall submit a Type II application for approval pursuant to the approval criteria set forth in 16.49.040.A; or
 2. Type III – If the applicant proposes the use of alternative methods or materials to meet the intent of the site and design review standards set forth in Chapter 16.41.070, the applicant shall submit a Type III application for approval pursuant to the approval criteria set forth in 16.49.040.B. The applicant must still meet all applicable requirements of Chapter 16.49.

Response: The proposed development is outside the Downtown Canby Overlay Zone. The site is located off South Sequoia Parkway, within the M-1 zone. This application will be submitted and processed as a Type III. This standard is met.

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
Response: As addressed in 16.32 and 16.35 of this narrative and as shown on the development plans, the proposed development is in conformance with the development standards of the M-1 zone and the I-O overlay. This standard is met.
 2. The proposed design of the development is compatible with the design of other developments in the same general vicinity; and
Response: The proposed design, as shown on the attached elevations and site plan, is compatible with other industrial development in the area. This standard is met.
 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.
Response: The proposed building meets the required setbacks and dimensional requirements as demonstrated in this narrative. The proposed building will be constructed of concrete, similar in character to other structures in the area. This standard is met.
 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 stormwater management facilities, and retaining native vegetation.
Response: The proposed development incorporates LID, where feasible. Stormwater will be collected, treated, and infiltrated onsite, and existing trees are retained as shown on the landscape plans included with this application. This standard is met.

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:
- 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
 - 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).

Response: The site is within the I-O overlay and was designed in accordance with the I-O matrix to ensure compliance with the I-O zone. The standards of the I-O zone are addressed in detail within this narrative. The I-O matrix is included with this application as Exhibit 1. This standard is met.

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.

Response: The site is within the I-O overlay, which supersedes the M-1 zone standards and matrix. The project has been designed in accordance with the I-O matrix to ensure compliance with the I-O zone. The I-O development standards are addressed within this narrative, and the I-O matrix is included with this application as Exhibit 1.

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...*

Response: The development is for an industrial manufacturing use; therefore, this standard does not apply. The internal walkways included with the proposed development are intended to provide safe employee access for Premier Gear's use. The connection crosses the access drive and parking area and is proposed to be raised and constructed of concrete. This standard is 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 accessways.*

Response: The proposed development is for industrial manufacturing; therefore, this standard does not apply.

- C. *For new office parks and commercial development:*

Response: The proposed development is for industrial manufacturing; therefore, this standard does not apply.

16.49.080 General provisions for landscaping.

- 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.

Response: The proposed development is for industrial manufacturing; 15 percent of the total land area is required to be landscaped. The site is 258,625 square feet in size, therefore, 38,794 square feet of landscaping is required. The proposed plan includes 78,715 square feet of landscaping, 30.44 percent as proposed and 53,574 square feet, 20.71 percent if the future expansion is constructed. This standard is met.

D. *LID stormwater management facilities, such as rain gardens and bioretention 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 stormwater 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.*

Response: The proposed development includes two water quality infiltration ponds. These LID stormwater management facilities will be located on the site, not within the right-of-way. Landscaping will be integrated into the stormwater facility as shown on the landscape plans included with this application in accordance with the Canby Public Works Design Standards. This standard is met.

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.*

Response: The site contains a number of existing trees. Where feasible, these trees are retained as shown on the landscape plan included with this application. This standard is met.

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.*

Response: The above standards will be followed during the construction process as noted on the landscape plans included with this application. This standard is met.

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

Response: Landscaping under preserved trees is compatible with the retention and health of the tree as shown on the landscaping plans included with this application. This standard is met.

- 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.*

Response: In the event that a preserved tree needs to be removed, the area that surrounded that tree will be maintained and replanted with trees consistent with the approved landscape plan. This standard is met.

- 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.*

Response: Required landscape areas have been designed and will be constructed, installed, and maintained to achieve coverage within three years as shown on the landscape plan included with this application. This standard is met.

- 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.*

Response: Trees and plant materials to be planted will be healthy and meet the requirements of this section. This standard is met.

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

Response: A landscape plan prepared by a licensed landscape architect is included with this application. The landscape methods used are best management practices, and materials have been chosen appropriately for the region. This standard is met.

- 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.*

Response: A landscape plan prepared by a licensed landscape architect is included with this application. Drought-resistant species and soil type, depth, spacing, and other variables have been considered. This standard is met.

- 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.*

Response: The landscaped areas will be maintained according the landscape schedule and approvals. Premier Gear will maintain the site in a professional manner to not interfere with pedestrian or vehicular travel and solar access considerations. This standard is met.

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.*

Response: A landscape plan prepared by a licensed landscape architect is included with this application. The landscape plan includes notes for the restoration of topsoil. This standard is met.

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

Response: All planting areas will be graded to provide positive drainage as shown on the grading and landscape plans. This standard is met.

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

Response: The site will be graded and erosion control measures will be provided to ensure materials will not wash across roadways or walkways. This standard is met.

16.49.090 Specifications for tree and plant materials.

A. *Deciduous Trees. Deciduous shade and ornamental trees shall be a minimum of two inch (2") caliper, measured six inches (6") above ground, balled and burlapped. Bareroot trees will be acceptable to plant during their dormant season. Trees shall be well branched and characteristically shaped specimen.*

B. *Coniferous Trees. Coniferous trees shall be a minimum five feet (5') in height above ground, balled and burlapped. Trees shall be well branched and characteristically shaped specimen.*

C. *Evergreen and Deciduous Shrubs. Evergreen and deciduous shrubs shall be at least one (1) to five (5) gallon size. Shrubs shall be characteristically branched. Side of shrub with best foliage shall be oriented to public view.*

D. *Ground covers. Ground covers shall be fully rooted and shall be well branched or leafed.*

E. *Lawns. Lawns shall consist of grasses, including sod, or seeds of acceptable mix within the local landscape industry. Lawns shall be 100 percent coverage and weed free.*

Response: A landscape plan prepared by a licensed landscape architect is included with this application. The landscape plan meets the above standards for deciduous trees, coniferous trees, shrubs, groundcover, and lawn. This standard is met.

16.49.120 Parking lot landscaping standards.

B. *Application. Parking lot landscaping standards shall apply to any surface passenger vehicle parking area of ten (10) spaces or more, or to any paved vehicular use area 3,500 square feet or larger on the same tax lot or on contiguous tax lots under common ownership. Any paved vehicular area which is used specifically as a utility storage lot or a truck loading area shall be exempt from landscaping requirements within a parking lot.*

Response: The proposed parking area contains 67 spaces total. The requirements of this section apply and are addressed in detail below.

C. *Landscaping Within a Parking Lot.*

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

Response: Areas shown on the site plans for landscaping include the parking lot as well as any area within ten feet of any exterior face of curb surrounding the paved parking and maneuvering area in accordance with this standard.

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

Response: No permeable surfaces are proposed as part of the parking and maneuvering area. Stormwater management facilities have been integrated into the landscape area as shown on the development plans included with this application (Exhibit 5).

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*
2. *Five (5) percent for the Downtown-Commercial Zone for any off-street parking spaces provided.*
3. *Ten (10) percent for the Core Commercial (CC) sub-area of the Downtown Canby Overlay Zone for any off-street parking spaces provided.*

Response: The proposed development is industrial; 15 percent landscaping is required within the parking area. As shown on Sheet C2.1, 23.32 percent of the parking lot will be landscaped. This standard is 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 section (F) below.*
3. *Landscape islands may be counted toward the minimum parking lot landscaping requirements.*

Response: The parking area to the north of the building includes more than 16 spaces. Landscape islands are proposed within the parking area; these islands are a minimum of 96 square feet with a minimum width of six feet and contain a minimum of one tree. This standard is met.

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

Response: A landscape plan prepared by a licensed landscape architect is included with this application. The trees in the proposed parking lot have been designed to meet the above standards as shown on the landscape plan. This standard is met.

G. *Perimeter of Parking and Loading Areas:*

Response: A landscape plan prepared by a licensed landscape architect is included with this application. The perimeter of parking and loading area has been designed to meet the above standards as shown on the landscape plan. This standard is 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 approximately 150 feet of all plant materials to be maintained.*

Response: The site will be irrigated as shown on the development plans included with this submittal. This standard is met.

16.50 Conditional Uses

16.50.010 Authorization to grant or deny conditional uses.

A conditional use listed in this title shall be permitted, altered, or denied in accordance with the standards and procedures of this chapter. In the case of a use existing prior to the effective date of the ordinance codified in this title as a conditional use, a change in the use, or reduction in lot area, or an alteration of the structure, shall require the prior issuance of a conditional use permit. In judging whether or not a conditional use permit shall be approved or denied, the Planning Commission shall weigh the proposal's positive and negative features that would result from authorizing the particular development at the location proposed and to approve such use, shall find that the following criteria are either met, can be met by observance of conditions, or are not applicable.

- A. *The proposal will be consistent with the policies of the Comprehensive Plan and the requirements of this title and other applicable policies of the city;*

Response: The proposed development is consistent with the policies of the Comprehensive plan as governed by the Canby Municipal Code, Chapter 16, addressed in this narrative. This standard is met.

- B. *The characteristics of the site are suitable for the proposed use considering size, shape, design, location, topography, existence of improvements and natural features;*

Response: The site is located within an industrial park and is zoned M-1 for industrial use. The site is sized, shaped, and has been designed for industrial development. There are no improvements or natural features identified on the site. As described throughout this narrative, the proposed development meets the standards of the zone. This standard is met.

- C. *All required public facilities and services exist to adequately meet the needs of the proposed development;*

Response: Required public facilities are available with South Sequoia Parkway to the north and east of the site. Adequate water and sewer services are available as shown on the utility plan included with this submittal. Water quality facilities are proposed onsite to clean and infiltrate stormwater from the proposed development. This standard is met.

- D. *The proposed use will not alter the character of the surrounding areas in a manner which substantially limits, or precludes the use of surrounding properties for the uses listed as permitted in the zone. (Ord. 740 section 10.3.75 (A), 1984)*

Response: The proposed development will not alter the character of the surrounding area. The development will fill in a vacant parcel of an industrial lot and provide a more continuous development pattern. The development of this parcel will not limit or preclude the use of surrounding properties for the uses listed as permitted in the M-1 zone. This standard is met.

16.50.03 Public hearing required.

Each properly filed application for a conditional use permit shall be considered by the Planning Commission following a public hearing advertised and conducted in the manner prescribed in Division VIII.

Response: This land use application is for site and design review in addition to a conditional use. These Type III applications will be heard before the Canby Planning Commission. This standard is met.

16.50.060 Standards governing conditional uses.

A conditional use shall ordinarily comply with the standards of the zone for uses permitted outright, except as specifically modified by the Planning Commission in granting the conditional use permit, or as otherwise provided as follows:

Response: The proposed industrial development complies with the standards of the M-1 zone as detailed within this narrative and as shown on the development plans included with this application. This standard is met.

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.*

Response: This land use application is for site and design review in addition to a conditional use. These Type III applications will be heard before the Canby Planning Commission. This standard is met.

16.89.070 Neighborhood Meetings.

- A. *Applicants are encouraged to meet with adjacent property owners and neighborhood representatives prior to submitting their application in order to solicit input, identify issues, and exchange information about the proposed meeting.*
- B. *The Planning Commission or Planning Director may require an applicant to hold a meeting in the neighborhood prior to accepting an application as complete. A neighborhood meeting is required for some application types, as shown in Table 16.89.020, unless this requirement is waived by the Planning Director.*
- C. *At least two weeks prior to the neighborhood meeting, the applicant shall mail notice of the meeting to:*
1. *The appointed chair and all active members of any neighborhood association in whose boundaries the application lies; and*
 2. *All of those who would receive notice of the application's public hearing before the Planning Commission.*
- D. *The meeting shall be held in a fully accessible location approved by the City.*
- E. *Following a required neighborhood meeting, applicants shall prepare a written summary of pertinent issues raised and shall prepare a detailed response to each issue. This material shall be submitted to the Planning Department in electronic format at least two weeks before the initial public hearing.*
- F. *Applicants or attendees may make audio or video recordings of the neighborhood meeting if desired.*

Response: A neighborhood meeting was held on November 16, 2015 for this development. Notice was mailed to property owners and occupants within 500 feet of the site on October 30, 2015. The meeting was held at the Canby Fire station District 62. Neighborhood meeting notes are included with this application as Exhibit 10.

16.120 General Provision

Response: No park, open space, or recreational sites are proposed as part of this development. The applicant will pay the parks system development charge (SDC) in lieu of land dedication. This standard is met.

IV. CONCLUSION

The proposed development meets the applicable site and design review requirements and the conditional approval requirements. The development will be compatible with existing surrounding uses and is designed to comply with the requirements of the M-1 and I-O zone as demonstrated by this narrative and associated attachments. This application complies with City requirements, will result in economic growth for the area, and merits approval as requested.



MEMORANDUM

TO: Stratus Developers – Mike Wells -Applicant
RE: PRA 15-09, Pre-Application Conference for Premier Gear Manufacturing Building
FROM: Bryan Brown, Planning Director
DATE: October 22, 2015

APPLICANT: Stratus Developers- Mike Wells
TAX LOT: 31E340 1707
LOCATION: 387 S Sequoia Parkway (New Address)

ZONING: M-1 Light Industrial
PROPOSAL: New Manufacturing Building

APPLICATION REQUIRED:

- Submit a Design Review Type III Application which requires approval by the Planning Commission after a public hearing is held.

ZONING STANDARDS APPLICABLE TO THIS APPLICATION

Applications are reviewed on the basis of criteria in *Title 16: Land Development and Planning Ordinance* of the *Canby Municipal Code*. *Title 16* is available on the City's website or may be emailed upon request. The applicant must address compliance with this ordinance in order to be approved in the land use and planning process. Staff has determined that the following Chapters may apply to the proposed development. This is a preliminary list; during a more extensive review, staff may encounter additional standards applicable to the proposal:

- **Chapter 16.08: General Provisions**
 - Contains standards for Fences, sidewalks, etc.
 - Contains standards regarding Traffic Impact Study requirements
- **Chapter 16.10: Off Street Parking**
 - Parking & loading standards
 - Parking lot and access standards
 - Bicycle parking standards
- **Chapter 16.32 M-1 Light Industrial Zone**
- **Chapter 16.35 I-O Industrial Overlay Zone**
 - Design matrix for the I-O Zone supersedes the general design review matrix in 16.49
- **Chapter 16.42: Signs**
 - If any signs are proposed they must comply with this chapter. The location and design of free standing monument signs is encouraged during Site Design Review.
- **Chapter 16.43: Outdoor Lighting Standards**
 - If exterior lighting is proposed applicant must submit a lighting plan that conforms to the standards in this chapter lumen standard is not exceeded based on light shielding provided and that light trespass across adjacent property lines does not occur.
- **Chapter 16.46: Access Limitations**
 - Access standards
- **Chapter 16.49 Design Review**
 - Review criteria are indicated in 16.49.040 (B) (1-5); Conditions of approval that may be considered are indicated in 16.49.050; Landscaping provisions are provided in 16.49.080

- **Chapter 16.89: Application and Review Procedures**
 - Procedural steps to process application
- **Chapter 16.120: Parks, Open Space, and Recreation Land**
 - Provisions regarding parkland dedication or Park SDC requirements

FEES

The following is a list of possible fees that may be incurred for this project. See the City Master Fee Schedule on-line for fee amounts:

- **Public Works Fees**
 - Plan Review, Inspections, and Witnessing for Construction Projects (\$60/hr. if specialized review required or requested)
 - Street excavation (construction) permit fee (\$100 if you need to cut or trench the street to connect utilities) payable prior to building permit release
 - Driveway Return, Street Curb and/or Sidewalk Construction Inspection Fee (\$100) payable prior to building permit release
 - Street Tree Fees for New Development (\$200/tree based on a street tree plan or 1/every 30 linear feet of public street frontage) payable prior to building permit release
 - Erosion Control Fee (\$770 for a 6 acre tract) payable prior to building permit release
 - Sewer tap fee (\$100) payable prior to building permit release
 - Advanced Financing District fees-planning will look into this to see if they are applicable to this development
- **System Development Charges (An estimate based on the building square footage and uses provide has been attached for the four SDC's listed below that the City collects prior to issuance of a building permit)**
 - Storm water
 - Transportation
 - Wastewater
 - Parks
 - Water: Inquire with CUB for rates which are payable prior to actual connection
- **Planning Fees**
 - Site and Design Review Type III (\$1,500 base fee for 0.5 acre site, plus \$2,000 based on \$100/0.1 acre up to 2.5 acres, plus \$600 based on \$100/0.5 acre up to the 5.94 acre parcel size = \$4,100 total)
 - Private On-Site Engineering Plan Review Fee (0.2% of total private on-site construction cost exclusive of building structure capped at \$3,000 with a \$300 minimum payable with approval of contract ready construction plans or prior to building permit release)
 - Traffic Impact Study (TIS):
 - Scoping: \$500 to \$1,000 deposit (payment to the Planning Department starts the scoping process) The applicant submitted a \$500 scoping deposit and staff provided our traffic engineering consultant notice to proceed with preparing a traffic scope of work on October 9, 2015.
 - Study: Varies generally from \$1,000 to 15,000; Scoping indicates the extent of analysis required and cost of the study which is to be paid with a deposit

prior to study initiation if the City's traffic consultant is chosen to complete the study.

- o Building Permit Site Plan review application (Required by the City when submitting an application to Clackamas County for a building permit to trigger preparation of a release letter and final City
- o Preconstruction conference
- o Sign Permit fee

*Check with Clackamas County for building fees associated with structural, plumbing, electrical, mechanical, fire & life safety, and grading reviews

ANSWERS TO QUESTIONS

Applicability of 45-foot height limit. The zoning ordinance definition for height of building is: The vertical distance from the grade to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitch or hip roof.

There is no mention of parapet walls in the definition. Technically, is the top of a parapet has a coping on it; it would be included in the height calculations. If only the parapet is above the 45' height limit it is not likely to be a concern. An averaging argument could be made along with the reason you desire the 46' foot height with a description of the portion of the building that would have the excessive height. How much of the building frontage would appear at 46' versus less?

VALIDITY

The information in this pre-application conference is valid for one year. Information given in the pre-application conference is preliminary; during a more extensive review, staff may encounter additional standards and fees applicable to the proposal.

CITY OF CANBY BUILDING PERMIT PAYMENT CALCULATION WORKSHEET

ESTIMATE - 10.21.15

INCLUDES: SYSTEM DEVELOPMENT CHARGES, AND A VARIETY OF OTHER APPLICABLE CITY DEVELOPMENT RELATED FEES COLLECTED PRIOR TO RELEASE OF A BUILDING PERMIT

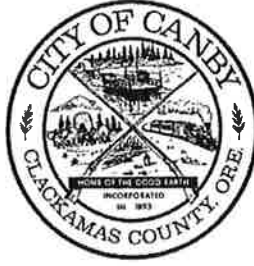
Name: Premier Gear Manufacturing			Type: New Construction	
Address: 387 S Sequoia Parkway				
File #: PRA 15-09, Tax Lot# 31E34 1707			Office - 6,240 sf, Manufacturing - 54,000 sf	
Unit Rate			Total	
Stormwater SDC		9,479.97		
<i>Notes: Type of Development: Non-Residential - Industrial</i>				
<i>Notes: 60,240 (size of bldg.sf)/1,000 = 60.24 X 157.37 (highway use rate per 1,000 s.f.) = \$9,479.97</i>				
Improvement Fee (210-004-355-0400)	100%	\$9,479.97		\$9,479.97
Wastewater SDC		\$8,952.65		
<i>Notes: SDC required with new sanitary sewer connection to public main and is based on size of domestic water meter requested</i>				
<i>Notes: Applicant indicated 1 inch domestic water meter = \$8,952.65</i>				
Improvement (210-000-355-0200)	24%	\$2,148.64	Amount Due:	\$2,148.64
Reimbursement Cost (306-004-355-0300)	76%	\$6,804.01	Amount Due:	\$6,804.01
Parks SDC		\$70,664.86		
<i>Notes: Parks SDC \$422.30/empty. Use Categories - Fabricated Metals(420)/Machinery Equipment(300) Average = (360 sf per employee)</i>				
<i>Notes: 60,240 (bldg. size s.f.)/360 (empty. density factor per sf) = 167.33 (empty. equivalent) X \$422.30 (per empty. SDC rate) = \$70,664.86</i>				
Improvement Fee (210-000-355-0100)	100%	\$70,664.86	Amount Due: \$	70,664.86
Transportation SDC		\$48,794.66		
<i>Notes: SDC based on General Office (\$3,589.57/sf) & General Heavy Industrial (\$488.81/sf) use categories</i>				
<i>Notes: 6,240 sf (office bldg. size)/1,000 = 6.24 X \$3,589.57 (General Office SDC /1,000 sf) = \$22,398.92</i>				
<i>Notes: 54,000 sf (Heavy Industrial bldg. Size)/1,000 = 54 X \$488.81 (Heavy Industrial SDC /1,000 sf) = \$26,395.74</i>				
Compliance Cost (100-000-340-0200)	2%	\$975.89	Amount Due:	\$975.89
Improvement Fee (210-000-355-0600)	82%	\$40,011.62	Amount Due:	\$40,011.62
Reimbursement Cost (202-000-355-0700)	16%	\$7,807.15	Amount Due:	\$7,807.15
			Total SDC:	\$137,892.14
Planning Site Plan Check/Building Permit Release Fee (\$210/50,000 sf & \$1/each 500 sf)				\$230.00
Erosion Control Fee (ESPC Certification Assumed for lot up to 5.94 acres in size)				\$695.00
Driveway Return, Street Curb, or Public Sidewalk Construction Inspection Fee				\$100.00
Sanitary Sewer Tap Connection Fee				\$100.00
Street Excavation Fee (Assumes street cut for sewer lateral installation)				\$100.00
Engineering Construction Plan Review Fee (0.2% of On-Site Costs Exclusive of Bldg.)				Unknown
Advanced Financing District (Has been paid off - no longer collecting)				N/A
			Amount Due:	\$139,117.14

*Parks SDC based on Metro 1999 Employment Density Study Observed Building Densities for SIC Industry Grouping Categories

*Refer to City of Canby Master Fee Schedule for adopted fees (Updated 8/19/2015)

*All Building Permit Fees are collected by Clackamas County Building Codes Division

* Water System Development Charges are levied by Canby Utility Board at time of connection to water system (503-266-1156)



Pre-Application Meeting

**Premier Gear
October 22, 2015
10:30 am**

Attended by:

Hassan Ibrahim, Curran-McLeod Engineering 503-684-2737
Dale Poppe, Mackenzie, 503-224-9560
Mark Person, Mackenzie, 503-224-9560
Russ Cole, Premier Gear, 503-227-3514
Gary Stockwell, Canby Utility, Electric, 503-263-4307
Mike Wells, Stratus Development, 503-720-0036
Dirk Otis, Stratus Development, 503-913-7463
Renate Mengelberg, Economic Development, 503-266-0701
Isaac Quintero, Magellan Broker, 503-351-4585

Ralph Henderson, Mackenzie, 503-224-9560
Brent Ahrend, Mackenzie, 503-224-9560
Bob Thompson, Mackenzie, 503-224-9560
Jerry Nelzen, Public Works, 971-253-9173
Dan Mickelsen, Erosion Control, 503-266-0698
Boe Teasdale, NW Natural, 503-931-3858
Doug Quan, Canby Utility, Water, 971-563-6314
Bryan Brown, Planning Department, 503-266-0702

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

MACKENZIE, Dale Poppe

- The parcel of land is located next to Sequoia Parkway and Premier Gear is proposing to build a new facility in Canby. The proposed building will be approximately 60,000 sq ft and will be a concrete tilt-up structure similar to the other buildings in the industrial park. The office will be 6,200 sq ft on the front part of the property with the manufacturing area in the back part of the lot. They will have truck traffic bringing product in and out as it is manufactured or repaired. It will be set up as a drive-through type building and we will have a lane around the outside to accommodate fire access. One side of this site will be secured with fencing and we will have gates for entry and exit. Future expansion on this site is proposed where they can get an additional 20,000 sq ft at the back of the property. We have 67 parking spaces shown out front to accommodate the parking requirements. All the site grading goes down to the north and we placed the water quality pond on the low side of the property. We have included a secondary infiltration pond on the site to take additional storm water if needed.

PREMIER GEAR, Russ Cole

- We are a general machine shop, specialty gear manufacturer and we manufacture some products for the plywood products industry. We build veneer lathes that peel the logs and we also do process control systems for veneer plants. Our gear capabilities are from 1/2 inch in diameter up to 24 feet in diameter and we do a lot of gears for the spillway gates/locks for dams on the Columbia River.
- There will not be a lot of truck traffic coming in and out of the building, we do have full semi type trailers approximately three times a day and smaller pick up traffic for dropping off and picking up parts.

- We have 14 employees in the shop and 10 to 11 employees in the office. Bob said we have two parking places for each employee and it should be sufficient for the Planning Departments requirements.
- Most fabricating companies use an outside storage yard and we do not. Everything we use needs to be clean and not out in the rain and we store everything inside as well as our trucks and flatbeds.

CURRAN-MCLEOD ENGINEERING, Hassan Ibrahim

- The master plan for the Pioneer Industrial Park calls for 200 foot spacing between driveways and I am not sure how far the driveway is from Trend Development in relation to the first driveway you are showing, we need to verify it. The second driveway we also need to verify in relation to the driveways for the homes and the land at the intersection of Sequoia Parkway and SE 4th Avenue. There could be a conflict and we need to make sure there is not. A representative asked if the adjacent streets that make a difference and Hassan said on the same side of the street, center line to center line of the driveways that needs to be at a 200 foot separation.
- You will be required to build a 6 foot sidewalk with a 5 foot planter strip and the sidewalk needs to be 1/2 foot inside the public right-of-way. We should have 12 feet from face of curb to the public right-of-way.
- The driveways need to be commercial/industrial driveways meeting the 8 inch reinforced concrete thickness.
- The retention ponds on your site plan may be encroaching into the public right-of-way and you will need to discuss this with the utility providers. Ralph asked what size is the public utility easement and Hassan stated a 12 foot wide easement. Gary said we do not want the depth of our utilities compromised in the area.
- There are multiple utilities provided for this site, I can count three to four sanitary sewer and water services and they are all 8 inch stubs. Ralph said we did not get that on the survey and Hassan said he did not know if the markers are still in the field, but if there is a valve there is a lateral. Hassan handed Ralph the as-builts for this section of Sequoia Parkway. I do not know how many of these services you are going to utilize and Ralph said one each. Hassan asked what they planned on doing with the rest and asked Jerry if he wanted cleanouts at the ends. Jerry said they need to do sampling manhole and Hassan said certainly where they will be using the service. Bob said they were not envisioning any floor drains or any process and Jerry said it might not be for you, but if you sold it in the future we need to have this in place. Bob asked if they could avoid putting in the sampling manhole at this time and if we sold the property can the new owners of the site put it in? Hassan said we have not allowed it in the past. Ralph said we will only use one and the three services and Hassan said we will be asking you to put cleanouts on them. Most of them are extended beyond the 12 foot public utility easement.
- When you designed the water quality and retention ponds you will have to take in account the future expansion and Ralph said yes they did.
- You identify two water wells on site and are these going to be left alone for now and Ralph said that is one of our questions, they are currently outside the current building footprints and we would like to know if they are still needed. It was asked who owns the wells and Mike

said in the purchase agreement with the Urban Renewal Agency it speaks to the buyer will cooperate in looking on how we might help the city to use them in future. Our concern is the area of the future expansion and the wells will be in the way and we also have the mixed ownership issue. The question we have is whether the city may be inclined to move them out here (between the ponds, closer to Sequoia Parkway) and then we could create a separate ownership for those wells and an easement for access. Renate said there was made mention for the opportunity to access that water well since it has pretty high volume and it is healthy. As an example we have been approached by the fire district in the past to be able to access it on an emergency basis, if the buyer is willing to work with us on that we would like to partner or retain the rights to the water, if it can be arranged. Discussion ensued on where the placement of the well. Rick said our overall objective is to have access to the underlying water rights and a location on the site from which we can pump. If that means we need to abandon the particular well site and at a later time have the opportunity to establish a new well location on the property with easement it will satisfy us. Mike said if we move it to the perimeter next to the pond area we could create a separate parcel of land for it. This would work well for everyone involved because we would be separate from the water rights and ownership and include an easement for trucks to fill up without blocking traffic. Bob asked how they wanted to facilitate this and Rick stated the city would hire a land use attorney and together we can work our way through it. In the final purchase agreement the underline water rights are to the city and we can establish a separate parcel where we would be able to drop the well with the easement and would simply be a condition as we move forward. Mike asked Bryan if they could create an easement where the well will be located after we build our facilities and have an adjustment later? Rick and Bryan said it would work better for us. Mike said he would write a letter to the city with bullet points on how this can be accomplished and have the attorneys finalize it.

- Hassan asked if the property site been adjusted and Mike said yes, the property had a bird's beak on it and we adjusted the plat and it went to the adjacent property owners. This was not a part of this project, but there is a paper trail showing it.
- Dale stated they had a GEO Tech survey done on the property and the percolation rate was poor and they will need to dig the infiltration pond deeper and Jerry said they completed some work in the PUE and the good percolation is down 14 feet. Ralph said he would let GEO Design know the tests they are planning at 11 feet need to go deeper and Jerry said from where we are at there is at least 5 feet of elevation change I would say go to 20 feet. Hassan said you will need to fence the detention ponds and the representatives said yes. Bryan said we follow the Clean Water Services and if they state a fence needs to be around it then yes it will be a requirement. Ralph said since the water quality pond will be next to the sidewalk it would be preferable to have it fenced.
- Hassan said there is a criteria for distance between a drinking well and a drywell, which is 267 feet apart. If the drywell falls within the 267 feet of the drinking well it will be problematic and DEQ will not be sign off on it. Ralph said let us check on it and verify the distance. Jerry said the entire west side of Sequoia Parkway is an injection system and if the well goes where you are discussing we will have to move the entire UIC's. Discussion ensued on a place for the water wells and access if a fence is installed. Doug stated if you re-drill the well you can change it to municipal standards, but there are rules for a municipal

well and it has to have a 100 foot restrictive circumference easement around the well. It is a well head protection issue as far as contaminants getting down into the aquifer. Mike said we need to make it a non-potable well. Jerry asked if they could move the well to the cemetery and Rick said it will have to stay on this foot print somewhere, we cannot relocate it because the water deed goes with the property. Our hopes are we can do something that will allow us to preserve these water rights for our beneficial use and we prefer we would be able to create a potable water system. We would like this to be one of the systems Canby Utility has access to and incorporate into their system. This is not a deal breaker, it is desirable and at the end of the day if we have irrigation water it would benefit us in other uses. Jerry said if you want we can pump the storm water away from the area and put the water well in and Rick said we can look at that possibility if there is that much value in the water, it would be in the best usage to incorporate it in the city's domestic water system working with Canby Utility. If there are ancillary costs associated with it we can still accomplish it with an adaptation by putting it out here as initially proposed we would certainly be willing to do it, even recognizing that there are costs we would have to bear to achieve it. Mike said the first thing we need to do is research whether we can locate it in this proximity, avoid the distance issue and it could preserve the ability to make it a drinking water well. Hassan said we have a water rights specialist at the office and I can ask him some questions or start this conversion and have him contact Rick and Canby Utility.

CITY OF CANBY, PUBLIC WORKS, Jerry Nelzen

- Jerry asked how they planned on doing the water quality/infiltration pond and Ralph said there are a couple of different ways to do it. We are planning on having a rock layer underneath the pond and connect to a rock layer around the drywell. It would infiltrate down through the 8 inches of top soil in the pond and once it filtrates through the top soil and rock it can either go into the ground or into the drywell. Jerry asked if they would be putting in a drywell and Ralph stated we are almost definitely going to need to put in a drywell unless this get unfeasibly large. Jerry stated we have had flooding issues in this section of Sequoia Parkway and I just want to make sure none of your storm water makes it to our street.
- We are planning on putting a manhole right where your proposed driveway will be and do you have a problem with us placing it there. Ralph said we do not have a problem with it in the driveway as long as you put the manhole in the flat part rather than the slope part. Jerry said he would put the manhole a little low and you guys can adjust it and Ralph said okay and they do not have a concern. Bob said if you need to clean it will you let us know and Jerry said he would schedule with them before they closed the driveway. We will be filling it with drain rock to the top so you will have compaction.
- If you decide to use one of the other sewer services let me know so we can confirm where it is at.

CANBY UTILITY, ELECTRIC DEPARTMENT, Gary Stockwell

- I worked with you through emails and Mike said since then we have an electrical engineer on board and he has been at the facility putting together a spreadsheet with all the equipment and varies loads. His initial size would probably be about 1,000 amp service, but we will look at it more closely and calculate how much head room we will need to have. Gary said

we would use the demand numbers you supply and use them conservatively and as I understand you have four separate meters currently and assuming they are all at a high demand at the same time running you to 225 with no room for growth. We would place a 300 kVA transformer giving you some room for growth. It would be the initial transformer, if you choose a 1,000 amp gear the sub-structures, so in the future if load was added it can be easily upgraded. Larry Hepler gave you a number of \$20,000 and the cost estimate I will be giving you will be right in that range. It will include the conduits, vaults, transformers and wires to within 5 feet of the building. Canby Utility provides and installs all of this in the trench you provide. It was asked who pulled the permits and Gary stated the owner or general contractor.

- You will have the choice of whether you want your gear inside and we do allow it on an exterior wall, but it has to be in a limited access mechanical room. We will put a knox box on the wall and our preference would be on the NE corner of the proposed manufacturing building.
- Mike asked if the transformer needs to be increased in the future do we bear the cost or does Canby Utility. Gary said if you show me there is a need for a larger transformer we will look at the demands and if you are at the top and wanting to add another piece of equipment, we would put the transformer in. You would have to endure a shut down in order to do this and we would supply the transformer.
- Mike asked if you could send them a rate schedule with respect to power factor because we will be looking at putting in capacitors and Gary said he will have our office send you the information.

NW NATURAL, Boe Teasdale

- Do you plan on utilizing gas and the answer was yes. Heat only and/or equipment? They said heat only. We have plenty of gas supply to facilitate you. I understand from the discussions we just had about all the water treatments being done on site, I just want to make sure water is not going to be in the PUE and Ralph stated we will keep the water out of the PUE.
- You will need to contact our office and complete an application and we can get started providing you gas service.
- You will need to provide us a trench from the edge of the right-of-way to the meter location.

CANBY UTILITY, WATER DEPARTMENT, Doug Quan

- You are asking for a 1 inch domestic service and that will be easy to accommodate you. There are at least three services stubbed to your site.
- The standard charges for a 1 inch install can be found on-line at our website.
- The double check for the fire service goes on the property side of the PUE in a vault and we will plumb to it. You will need to pick one of the 8 inch stubs plumbed into the property and there is a 2 inch gate valve at the end of the stub which goes up to a riser. All you will need to do is remove the cap and plug it in and basically tie your vault in and have the double check back into the system.
- Is any of your equipment going to be plumbed or use water for coolant and the answer was no, purely bathroom type use. We will have circulating coolants and it will go into a 5 gallon

bucket and dumped back into a reservoir in the machine. Doug said perfect and we will not have a back flow issue on the equipment.

- I do not see where we will charge you for a fire service because the stub is already in there, which I believe the stub extends beyond the PUE. Basically the fire system will be installed with a double check and run from there.
- Mike asked Doug if they needed a separate meter for landscaping and Doug said you can tap off the domestic for landscaping. If you want to have a separate irrigation meter for the landscaping we can supply it, but it will be more expensive than the domestic.
- There are drawings for specifications on our Canby Utility's website and if you want to put any of our drawings in the plans that would be fine by us. You will have to check with the fire department on the fire protection concerns and see if they want private water hydrants on site. You will need to talk to Todd Gary and Ralph said he sent us an email and we can discuss any issues he may have.

CITY OF CANBY, EROSION CONTROL, Dan Mickelsen

- On the site plan you have it written a proposed building of 60,240 sq ft and also a 54,000 sq ft of manufacturing, is this minus the 60,000 sq ft or added all together. Mike stated the 60,000 is made up of the 54,000 sq ft manufacturing and the 6,240 sq ft of the office.
- Is your future expansion going to be hard surface for now or will it be grass and the answer was it will be a field. Dan asked if the asphalt will still go around and the answer was yes.
- Will the area around the infiltration ponds be grass and the answer was yes. Dan said I am a little concerned because it is at an 8 foot elevation.
- I am assuming somewhere on the parking lot there will be a catch basin and it will not be surface run off and they said it will be a sheet flow and Ralph said there are some catch basins, but the thought is there will be some swales to catch the water. We plan on sheet flowing the water closest to the pond to a swale and Dan said this area will be swales and the answer was yes. Dan said perfect, once the plans are ready for signature put an erosion sheet showing the construction schedule and I would also like to see where the concrete washout will be.
- If you can have employee/subcontractors parking somewhere on site instead on Sequoia Parkway, it may cause problems for us with traffic flow in the area.
- It was asked if the Canby has their own erosion control permit and Bryan said Dan is the person who will be checking all the provisions of erosion control measures. There is a separate application you will need to submit. Mike asked if they submit to DEQ separately and the answer was yes and Dan said we will need a copy of your 1200c permit on file. On the 1200c you will need to make sure they understand you are not discharging into any of the state's waterways.

CITY OF CANBY, PLANNING DEPARTMENT, Bryan Brown

- Bryan handed out his memorandum for the development site.
- You had a question about the height limit of the building and looking at the elevations and Bob said we have alleviated the height problem and lowered the building under 45 feet.
- The application you will need to submit will be a Type III, Site and Design Review. This process normally takes two months and it could stretch a little bit more if you included the

appeal period after the decision was made. Bob said our schedule was envisioned starting around November 20 and with the holidays finishing early February and it will be a little over two months.

- This memo has the basic criteria you should try to address in your narrative you will submit with the application. If you touch on some of these aspects for these sections it may or may not be applicable.
- I made an estimate on the fees for this project and the only thing you might want to provide additional information to us on two categories we utilize, one is fabricated metals and the other is machinery equipment. I averaged the two together to determine what your fee was and if there was some way you were able to tell me which of the two categories are more applicable by percentage then doing a 50/50 average between the two rates. Discussion ensued on which type of category they fall under. Bob said they will review the criteria and get back to Bryan.
- We will need to discuss signage for your company and just for your information pole signage is prohibited in the industrial park. Bob said they just started discussing the signage on the facades and Bryan said they will all require a building permit and you will need a release letter to give to Clackamas County to get the building permit. We encourage you if you have separate free standing signs to let us know where they will be located. Bob asked when you say signs on the wall, is that a painted type and Bryan said the wall signs can be painted, channel lettered, they can be anything attached to the wall. We have to classify every type of sign you do and directional signage is exempt as long as they are fairly small.
- The industrial overlay is the only development standards you need to be aware of besides the underline M-1 zone that you are subjected to. There is a chapter in our code which details the development standards and one of the standards we try to encourage you to have are 12 employees per acre. We shoot for this as a minimum for the industrial overlay district and we have some flexibility with it, but it is something you might want to think about and supply us with your information. The code reads if you are positive you will not be able to meet the minimum standard of employees you will need to submit your application with a Conditional Use Permit to go along with it.
- On October 9th you submitted the scoping and we were hoping to have it done before this meeting and I have not heard from DKS engineers. The traffic study can take up to three to four weeks and if you are really in a rush you can hire your own firm, but we have our consultants review the work.
- Ralph asked if Canby has changed their storm standards and if yes, what storm standards do you currently use and Bryan said in 2012 we adopted new Public Works Standards and it is on-line and it refers to Clean Water Services and we will refer you to use their manual for solutions.
- Bryan said in 2011 we contracted all of our building's inspection and program to Clackamas County. We are still in control for what happens in Canby and therefore we have to know about every permit made with the county and you have to apply with the city as well. All we need is a site plan and it will trigger us to calculate your fees, which I just gave you an estimate and make sure you went through the proper Planning Commission process. Bob said we give you the site plan and a copy of the application and we actually take the building permit directly to Clackamas County and fill out their forms. Bryan said when you complete

Pre-Application Meeting
Premier Gear
October 22, 2015
Page 8

it, do not forget you need a release letter from the city before we can issue anything. All of our fees are indicated on the sheet.



M1

S Sequoia Pkwy

S Sequoia Pkwy

SE 4th Ave

SE 4th Ave

S Sequoia Pkwy

S Sequoia Pkwy

M2

SECTION 34 T.3S. R.1E. W.M.
CLACKAMAS COUNTY
1" = 400'

D. L. C.
PHILANDER LEE NO. 56
WALTER FISH NO. 45

Cancelled Taxlots

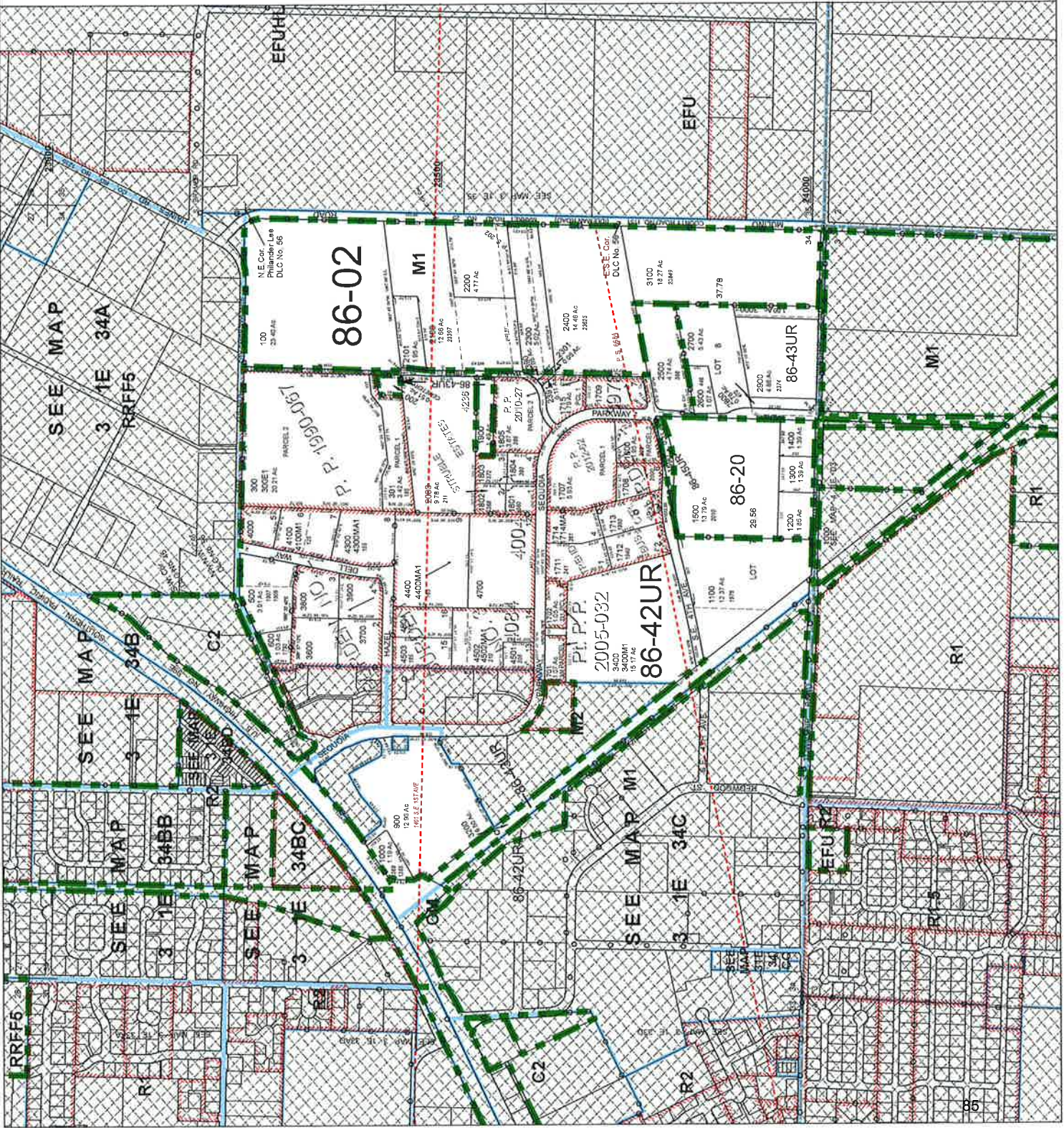
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- Parcel Boundary
- Private Road ROW
- Historical Boundary
- Railroad Centrelines
- TaxCode Lines
- Map Index
- Water Lines
- Land Use Zoning
- Plats
- Water
- Corner
- Section Corner
- 1/8th Line
- Govt Lot Line
- DLC Line
- Meadow Line
- PLSS Section Line
- Historic Corridor 40'
- Historic Corridor 20'



THIS MAP IS FOR ASSESSMENT
PURPOSES ONLY

2/22/2015



PARTITION PLAT

A REPLAT OF LOT 5, OF THE PLAT OF "BURDEN" (PLAT NO. 3973) AND THE PLATTING OF THAT TRACT OF LAND DESCRIBED IN THAT DEED RECORDING AS DOCUMENT NO. 2005-066412, LOCATED IN THE SOUTHEAST 1/4 OF SECTION 34, T.3S., R.1E., W.M., IN THE CITY OF CANBY, CLACKAMAS COUNTY, OREGON

ZTEC ENGINEERS INC.

3737 S.E. 8TH AVENUE, PORTLAND, OREGON 97202
 PH: (503) 235-8795 FAX: (503) 233-7889
 JOB NO. V3937-1 DATE SURVEYED: 9-5-12

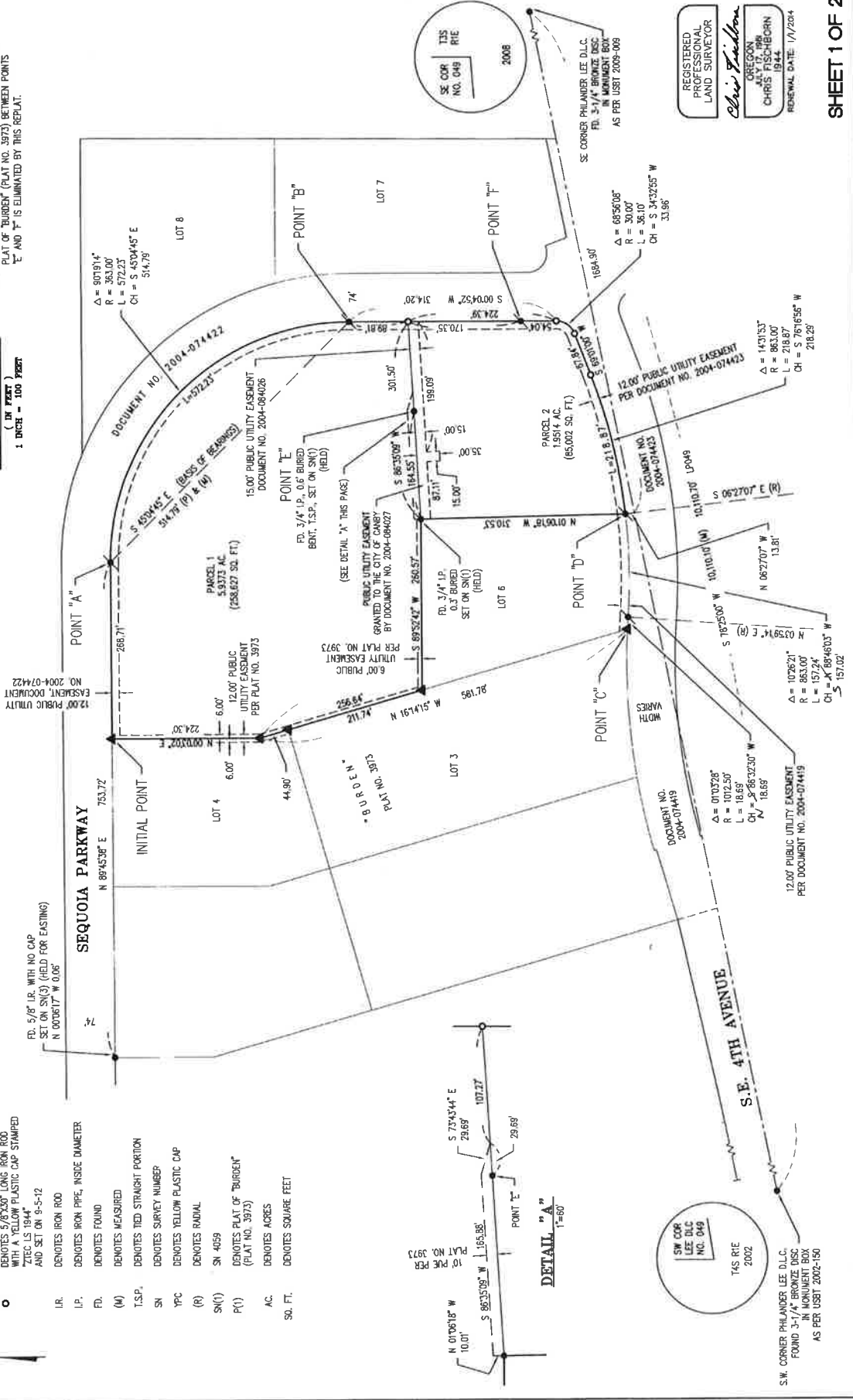
LEGEND:

- DENOTES MONUMENTS FOUND AS NOTED
- DENOTES 5/8" IRON ROD WITH A YELLOW PLASTIC CAP STAMPED
- ▲ DENOTES 5/8" IRON ROD WITH A YELLOW PLASTIC CAP STAMPED
- DENOTES 5/8" X 20" LONG IRON ROD WITH A YELLOW PLASTIC CAP STAMPED
- DENOTES IRON ROD
- DENOTES IRON PIPE, INSIDE DIAMETER
- DENOTES FOUND
- DENOTES TIED STRAIGHT PORTION
- DENOTES SURVEY NUMBER
- DENOTES YELLOW PLASTIC CAP
- DENOTES RADIAL
- SN 4059
- DENOTES PLAT OF "BURDEN" (PLAT NO. 3973)
- DENOTES ACRES
- SO. FT. DENOTES SQUARE FEET

NOTES:

1. THIS PARTITION PLAT IS SUBJECT TO CONDITIONS OF APPROVAL CITY OF CANBY CASE FILE NO. 11A-12-01.
2. THE 10 FOOT PUBLIC UTILITY EASEMENT SHOWN ON THE PLAT OF "BURDEN" (PLAT NO. 3973) BETWEEN POINTS "E" AND "F" IS ELIMINATED BY THIS REPLAT.

GRAPHIC SCALE
 0 50 100 200
 (IN FEET)
 1 INCH = 100 FEET



REGISTERED PROFESSIONAL LAND SURVEYOR
Chris Fishburn
 OREGON
 JULY 17, 1998
 CHRIS FISCHBORN
 1944
 RENEWAL DATE: 1/1/2014

PARTITION PLAT

A REPLAT OF LOT 5, OF THE PLAT OF "BURDEN" (PLAT NO. 3973), AND THE PLATTING OF THAT TRACT OF LAND DESCRIBED IN THAT DEED RECORDING AS DOCUMENT NO. 2005-066412, LOCATED IN THE SOUTHEAST 1/4 OF SECTION 34, T.3S., R.1E., W.M., IN THE CITY OF CANBY, CLACKAMAS COUNTY, OREGON

ZTEC ENGINEERS INC.
 3737 S.E. 8TH AVENUE, PORTLAND, OREGON 97202
 PH: (503) 235-8785 FAX: (503) 233-7889
 JOB NO. V3937-1 DATE SURVEYED: 9-5-12

SURVEYOR'S CERTIFICATE:

I, CHRIS FISCHBORN, HEREBY CERTIFY THAT I HAVE CORRECTLY SURVEYED AND MARKED WITH PROPER MONUMENTS, THE LANDS REPRESENTED ON THE ATTACHED PARTITION PLAT BEING A REPLAT OF LOT 5, OF THE PLAT OF "BURDEN" (PLAT NO. 3973), AND ALSO BEING ALL OF THAT TRACT OF LAND DESCRIBED IN THAT DEED RECORDING AS DOCUMENT NO. 2005-066412, CLACKAMAS COUNTY DEED RECORDS, EXCEPTING THOSE PORTIONS DEDICATED FOR ROAD PURPOSES IN DOCUMENT NOS. 2004-074422 AND DOCUMENT NO. 2004-074219, LOCATED IN THE SOUTHEAST ONE-QUARTER OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 1 EAST, OF THE WILLAMETTE MERIDIAN, IN THE CITY OF CANBY, CLACKAMAS COUNTY, OREGON. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 5/8 INCH IRON ROD WITH A YELLOW PLASTIC CAP STAMPED "ZTEC LS 1944" FOUND AT THE NORTHWEST CORNER OF SAID LOT 5; SAID POINT BEING ON THE SOUTH RIGHT OF WAY LINE OF SEQUOIA PARKWAY; THENCE ALONG SAID SOUTH RIGHT OF WAY LINE THE FOLLOWING 3 COURSES: NORTH 89°45'39" EAST A DISTANCE OF 288.71 FEET TO A 5/8 INCH IRON ROD WITH A YELLOW PLASTIC CAP STAMPED "ZTEC LS 1944" FOUND AT A POINT OF CURVE; THENCE ALONG A 363.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 90°19'14", AN ARC DISTANCE OF 574.23 FEET (THE LONG CHORD OF SAID CURVE BEARS SOUTH 45°04'45" EAST A DISTANCE OF 514.79 FEET) TO A 5/8 INCH IRON ROD WITH A YELLOW PLASTIC CAP STAMPED "ZTEC LS 1944" FOUND AT A POINT OF TANGENCY; THENCE SOUTH 0°00'42" WEST A DISTANCE OF 314.20 FEET TO A POINT OF CURVE; THENCE ALONG A 30.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 68°58'08", AN ARC DISTANCE OF 36.10 FEET (THE LONG CHORD OF SAID CURVE BEARS SOUTH 34°25'55" WEST A DISTANCE OF 33.96 FEET) TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF S.E. 4TH AVENUE; THENCE ALONG SAID NORTHERLY RIGHT OF WAY LINE, SOUTH 89°01'00" WEST A DISTANCE OF 67.84 FEET TO A POINT OF CURVE; THENCE ALONG A 863.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 143°53'33", AN ARC DISTANCE OF 218.87 FEET (THE LONG CHORD OF SAID CURVE BEARS SOUTH 76°16'56" WEST A DISTANCE OF 161.29 FEET) TO A 5/8 INCH IRON ROD WITH A YELLOW PLASTIC CAP STAMPED "ZTEC LS 1944"; THENCE NORTH 0°06'18" WEST A DISTANCE OF 310.53 FEET TO A 5/8 INCH IRON ROD WITH A YELLOW PLASTIC CAP STAMPED "ZTEC LS 1944"; THENCE SOUTH 89°52'42" WEST A DISTANCE OF 260.57 FEET TO A 5/8 INCH IRON ROD WITH A YELLOW PLASTIC CAP STAMPED "ZTEC LS 1944" FOUND AT THE SOUTHWEST CORNER OF SAID LOT 5; THENCE NORTH 16°41'15" WEST, ALONG THE WEST LINE OF SAID LOT 5; A DISTANCE OF 258.64 FEET TO A 5/8 INCH IRON ROD WITH A YELLOW PLASTIC CAP STAMPED "ZTEC LS 1944" FOUND AT AN ANGLE POINT IN SAID WEST LINE; THENCE CONTINUING ALONG SAID WEST LINE, NORTH 00°03'02" EAST A DISTANCE OF 224.30 FEET TO THE INITIAL POINT.

SAID TRACT OF LAND CONTAINS AN AREA OF 7.8886 ACRES MORE OR LESS.

NARRATIVE:

BASIS OF BEARINGS: SOUTH 45°04'45" EAST BETWEEN THE 5/8 INCH IRON RODS FOUND AT POINTS "A" & "B", AS PER THE PLAT OF "BURDEN".
 PURPOSE OF SURVEY: TO REPLAT A PORTION OF THE PROPERTY LINE BETWEEN LOT 5 OF THE PLAT OF "BURDEN" AND THAT TRACT OF LAND DESCRIBED IN THAT DEED RECORDING AS DOCUMENT NO. 2005-066412, CLACKAMAS COUNTY DEED RECORDS.
 SEQUOIA PARKWAY: HELD THE 4 IRON RODS FOUND ALONG THE SOUTHERLY AND WESTERLY RIGHT OF WAY LINE OF THE ROAD PER THE PLAT OF "BURDEN".
 S.E. 4TH AVE.: HELD THE 5/8 INCH IRON ROD FOUND AT POINT "C" AND THEN HELD THE DATA FROM DOCUMENT NO. 2004-074423 FOR THE NORTHERLY RIGHT OF WAY OF THE ROAD.
 LOT 5 WEST BOUNDARY LINE: HELD THE 5/8 INCH IRON RODS FOUND ALONG THE WEST LINE OF LOT 5 AS PER THE PLAT OF "BURDEN".
 WEST LINE OF DOCUMENT NO. 2005-066412: HELD THE 5/8 INCH IRON RODS FOUND AT THE NORTH AND SOUTH ENDS OF THIS LINE AS PER THE PLAT OF "BURDEN".

DECLARATION:

KNOW ALL PEOPLE BY THESE PRESENTS THAT THE URBAN REVENUE AGENCY OF THE CITY OF CANBY, OREGON AND FITZPATRICK AND SON LLC, AN OREGON LIMITED LIABILITY COMPANY, THE OWNERS OF THE LAND REPRESENTED ON THE ATTACHED MAP, DO HEREBY MAKE, ESTABLISH AND DECLARE THE ANNEXED MAP AS DESCRIBED IN THIS PARTITION PLAT BEING TRUE AND CORRECT MAP AND PLAT THEREOF. ALL PARCELS BEING OF THE URBAN REVENUE AGENCY OF THE CITY OF CANBY, OREGON AND FITZPATRICK AND SON LLC, AN OREGON LIMITED LIABILITY COMPANY, AS SHOWN OR NOTED, OR SAID MAP UNDER THE PROVISIONS OF CHAPTER 92 OF THE OREGON REASSED STATUTES AND DO EITHER STATE THAT THIS PLAT IS SUBJECT TO THE RESTRICTIONS SHOWN OR NOTED HEREON. THIS PLAT IS SUBJECT TO THE CITY OF CANBY CONDITIONS OF APPROVAL, FILE NO. LA-12-01.

Richard Ares
 URBAN REVENUE AGENCY OF THE CITY OF CANBY,
 RICHARD ARES, CHAIRMAN

Donna Fitzpatrick
 DONNA FITZPATRICK
 MEMBER OF FITZPATRICK & SON LLC, AN OREGON LIMITED LIABILITY COMPANY

ACKNOWLEDGMENT:

STATE OF OREGON)
 COUNTY OF CLACKAMAS) S.S.
 THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON December 19, 2012 BY RICHARD ARES, CHAIRMAN OF THE URBAN REVENUE AGENCY OF THE CITY OF CANBY, OREGON.

Erin E. Burchard
 NOTARY SIGNATURE
 ERIN E. BURCHARD
 NOTARY PUBLIC
 MY COMMISSION NO. 453499
 MY COMMISSION EXPIRES: 10/31/2014

ACKNOWLEDGMENT:

STATE OF OREGON)
 COUNTY OF CLACKAMAS) S.S.
 THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON December 19, 2012 BY THOMAS F. FITZPATRICK, MEMBER OF FITZPATRICK AND SON, LLC, AN OREGON LIMITED LIABILITY COMPANY, AND DONNA FITZPATRICK, MEMBER OF FITZPATRICK AND SON, LLC, AN OREGON LIMITED LIABILITY COMPANY.

Erin E. Burchard
 NOTARY SIGNATURE
 ERIN E. BURCHARD
 NOTARY PUBLIC
 MY COMMISSION NO. 453492
 MY COMMISSION EXPIRES: 10/31/2014

APPROVALS:

APPROVED THIS 11th DAY OF December, 2012
Deag Ellis
 CITY CLERK

STATE OF OREGON
 COUNTY OF CLACKAMAS SS

I DO HEREBY CERTIFY THAT THE ATTACHED PLAT WAS RECEIVED FOR RECORD ON THE 24 DAY OF December, 2012, AT 12:26 O'CLOCK P.M. AS PLAT NO. 2012-062 DOCUMENT NO. 2012-074405

SHERRY HALL, CLACKAMAS COUNTY CLERK
 BY: *Sherry Hall*
 DEPUTY

APPROVED THIS 20th DAY OF December, 2012
Carl R. Spate
 CLACKAMAS COUNTY SURVEYOR

ALL TAXES, FEES, ASSESSMENTS OR OTHER CHARGES AS PROVIDED BY ORS 92.095 HAVE BEEN PAID THROUGH JUNE 30, 2013

APPROVED THIS 24 DAY OF December, 2012.
 CLACKAMAS COUNTY ASSESSOR & TAX COLLECTOR

BY: *Sherry Hall*
 DEPUTY

REGISTERED
 PROFESSIONAL
 LAND SURVEYOR
Chris Fischborn
 OREGON
 CHRIS FISCHBORN
 1944

RENEWAL DATE: 1/1/204



Mackenzie
Architecture - Interiors
Planning - Engineering

Portland, OR
503.259.9660
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Project: **SEQUOIA CLEAR**
387 S. SEQUOIA
PARKWAY
CANBY, OR 97009



SEAL
Professional Engineer
No. 100010000
State of Oregon
Exp. 12/31/2016

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SITE INFORMATION
TOTAL SITE AREA: 258,622 SF (3.84 AC)
TOTAL PROPOSED BUILDING AREA: 6,240 SF
TOTAL PROPOSED MANUFACTURING AREA: 54,000 SF
TOTAL PROPOSED PARKING AREA: 20,250 SF
TOTAL PROPOSED LANDSCAPE AREA: 118,870 SF
TOTAL PROPOSED IMPERVIOUS AREA: 33,326 SF
TOTAL PROPOSED PAVEMENT AREA: 31,126 SF

FUTURE ADDITIONAL BUILDING AREA: 20,250 SF
FUTURE ADDITIONAL MANUFACTURING AREA: 54,000 SF
FUTURE ADDITIONAL PARKING AREA: 20,250 SF
FUTURE ADDITIONAL LANDSCAPE AREA: 118,870 SF
FUTURE ADDITIONAL IMPERVIOUS AREA: 33,326 SF
FUTURE ADDITIONAL PAVEMENT AREA: 31,126 SF

% OF BUILDING COVERAGES:
FUTURE % OF BUILDING COVERAGES: 33.326%
FUTURE % OF BUILDING COVERAGES: 31.126%

IMPERVIOUS AREA (EXCLUDING BUILDING FOOTPRINT AREAS): 118,870 SF
LANDSCAPE AREA: 48,276 SF
LANDSCAPE AREA: 78,715 SF (30.44%)
LANDSCAPE AREA: 53,574 SF (20.71%)

PARKING: ENCLOSED 61, EXPOSED 3, TOTAL 64
STANDARD STALLS: 31
COMPACT STALLS: 33
TOTAL: 64

PARKING LOT LANDSCAPE AREA: 27,741 SF
PARKING & IMPERVIOUS AREA: 2,442 SF
TOTAL: 30,183 SF
% OF PARKING AREA: 23.32%

LEGEND
DRIVE-IN DOORS
CONCRETE SIDEWALK
TRUCK AC PAVING
AUTOMOBILE AC PAVING
RIP RAP
GRAVEL PATH
PROPERTY LINE
EASEMENT
SAWTOOTH LINE
SECURITY FENCE
EXISTING FIRE HYDRANT
FIRE HYDRANT ASSEMBLY
EMERGENCY MANHOLE
BUILDING
COMPACT PARKING STALL
DRYWELL
PROPOSED LIGHTPOLE
EXISTING LIGHTPOLE
CATCH BASIN
BUILDING LIGHT
TREE TO REMAIN

1. VERTICAL CURB
2. ADA RAMP
3. ACCESSIBLE PARKING SPACE
4. VAN ACCESSIBLE PARKING SPACE
5. 4" WHITE PARKING STRIPE
6. CONCRETE SIDEWALK
7. CURB BREAK WITH ROCK STORM DISPATER SEE C2.2
8. 2" HIGH ROCK RETAINING WALL
9. WATER QUALITY/INFILTRATION POND WITH 4" HIGH POND FENCE
10. SLOPE
11. LANDSCAPE AREA SEE LANDSCAPE PLANS
12. 8" THICK CONCRETE DRIVEWAY SEE DETAIL 1/23.0
13. PUBLIC SIDEWALK PER CITY STANDARDS

14. WELL TO BE RELOCATED
15. (2) 25 FT SWING GATES
16. (2) 15 FT SWING GATES
17. 3" RAISED CONCRETE CROSSWALK
18. BICYCLE PARKING FOR 14 BIKES
19. CURB BREAK WITH CONCRETE CHANNEL
20. RECALCATE 30 MPH SIGN
21. VISION CLEARANCE AREA
22. 45" HIGH GALVANNEK FENCE W/ BLACK POWDER COATED FRAMING & BLACK VINYL COATED FABRIC
23. PROPOSED TRANSFORMER PAD LOCATION
24. ENTRANCE SIGN SEE DETAIL 5 ON C81
25. (2) 6 FT SWING GATES

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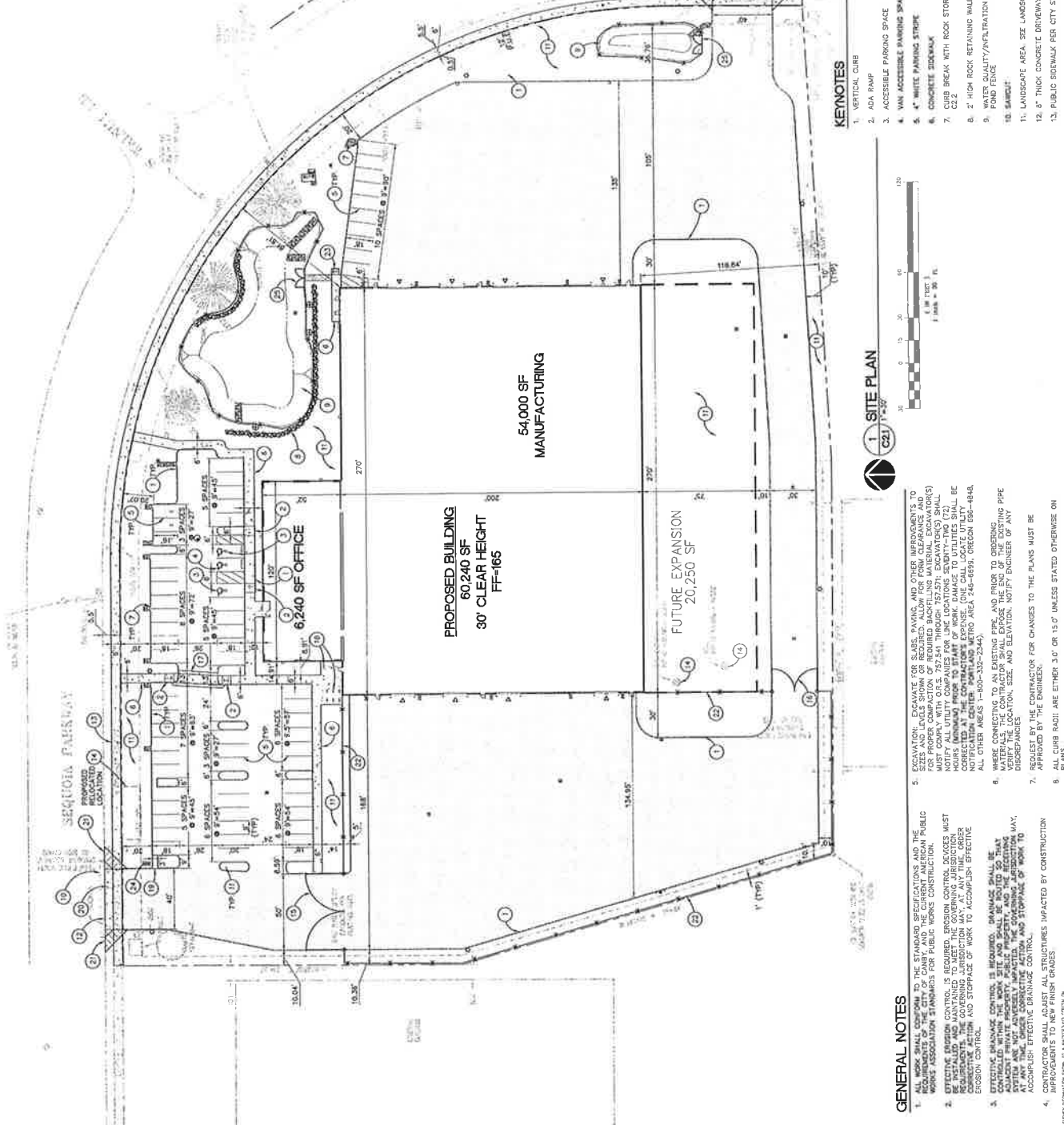
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GENERAL NOTES
1. ALL WORK SHALL COMPLY WITH THE STANDARD SPECIFICATIONS AND THE WORKS ASSOCIATION STANDARDS FOR PUBLIC WORKS CONSTRUCTION.
2. EFFECTIVE EROSION CONTROL IS REQUIRED. EROSION CONTROL DEVICES MUST BE INSTALLED AND MAINTAINED THROUGHOUT CONSTRUCTION AND SHALL BE REMOVED ONLY UPON THE ORDER OF THE CONTRACTOR.
3. EROSION CONTROL SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND SHALL BE INSTALLED AND MAINTAINED THROUGHOUT CONSTRUCTION AND SHALL BE REMOVED ONLY UPON THE ORDER OF THE CONTRACTOR.
4. CONTRACTOR SHALL ADJUST ALL STRUCTURES IMPACTED BY CONSTRUCTION TO BE IN ACCORDANCE WITH THE CITY STANDARDS.
5. VERIFY THE LOCATION, SIZE, AND ELEVATION. NOTIFY ENGINEER OF ANY DISCREPANCIES.
6. REQUEST BY THE CONTRACTOR FOR CHANGES TO THE PLANS MUST BE APPROVED BY THE ENGINEER.
7. ALL CURB RADI ARE EITHER 30' OR 15' UNLESS STATED OTHERWISE ON PLANS.



MACKENZIE
 Architecture - Interiors
 Planning - Engineering
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 200 NE Oregon Street
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 Portland, OR 97232
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STRATUS
 CONSULTANTS
 Project:
**FREEMER GEAR
 MANUFACTURING FACILITY
 PARKWAY
 CANBY, OR 97103**



Professional Engineer
 State of Oregon
 License No. 12345
 Date of Issuance: 01/01/2010
 Expiration Date: 12/31/2020

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	01/15/2020
2	REVISED PER COMMENTS	02/01/2020
3	REVISED PER COMMENTS	02/15/2020
4	REVISED PER COMMENTS	03/01/2020
5	REVISED PER COMMENTS	03/15/2020
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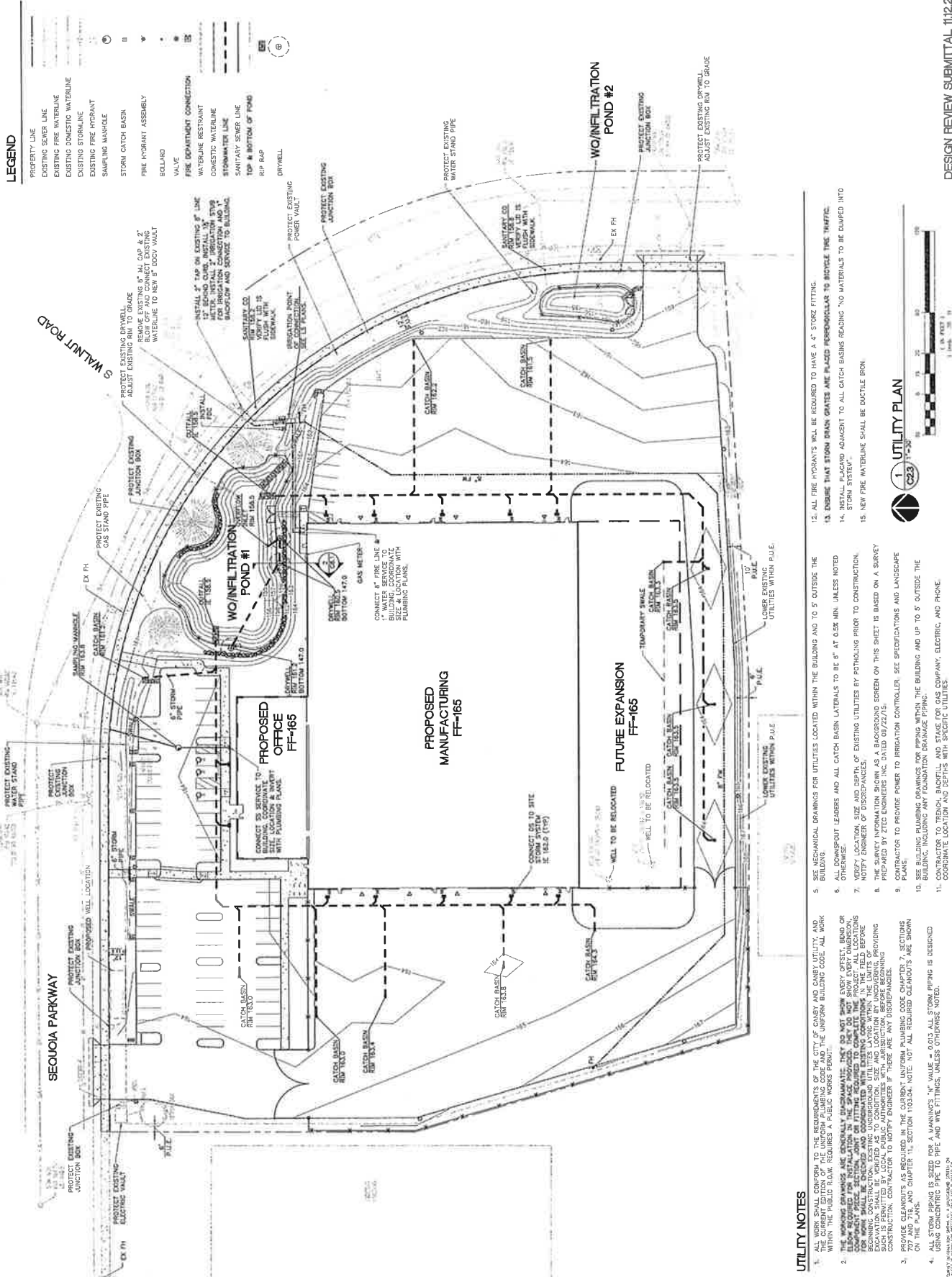
UTILITY PLAN

DATE: 11/12/2015
 SHEET: C2.3
 DRAWN BY: MCL
 CHECKED BY: RJA
 SCALE: AS SHOWN

C2.3

PROJECT NO: 2150442.00

DESIGN REVIEW SUBMITTAL 11/12/2015

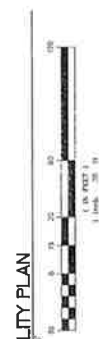


LEGEND

- PROPERTY LINE
- EXISTING SEWER LINE
- EXISTING FIRE WATERLINE
- EXISTING DOMESTIC WATERLINE
- EXISTING STORMLINE
- EXISTING FIRE HYDRANT
- SAMPLING MANHOLE
- STORM CATCH BASIN
- FIRE HYDRANT ASSEMBLY
- BELLHOLE
- VALVE
- FIRE DEPARTMENT CONNECTION
- WATERLINE RESTRAINT
- DOMESTIC WATERLINE
- STORMWATER LINE
- SANITARY SEWER LINE
- TOP & BOTTOM OF POND
- ROP RAP
- DRYWELL

UTILITY NOTES

1. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF CANBY AND CANBY UTILITY, AND THE CURRENT EDITION OF THE UNIFORM PLUMBING CODE AND THE UNIFORM BUILDING CODE. ALL WORK WITHIN THE PUBLIC ROW REQUIRES A PUBLIC WORKS PERMIT.
2. THE WORKING DRAWINGS ARE GENERALLY DIMENSIONAL. THEY DO NOT SHOW EXISTING UTILITIES OR EXISTING PIPING. CONTRACTORS SHALL VERIFY ALL UTILITIES AND PIPING PRIOR TO CONSTRUCTION. CONTRACTORS SHALL VERIFY THE LOCATION, SIZE AND DEPTH OF EXISTING UTILITIES BY POT-HOLING PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF DISCREPANCIES.
3. PROVIDE CLEARNOTES AS REQUIRED IN THE CURRENT UNIFORM PLUMBING CODE CHAPTER 7, SECTIONS 701.0 AND 701.1. SECTION 701.0.4. NOTE: NOT ALL REQUIRED CLEARNOTES ARE SHOWN ON THE PLANS.
4. ALL STORM PIPING IS SIZED PER A MANHOLE'S "C" VALUE = 0.013. ALL STORM PIPING IS DESIGNED USING CONCENTRIC PIPE TO PIPE AND WYE FITTINGS, UNLESS OTHERWISE NOTED.
5. SEE MECHANICAL DRAWINGS FOR UTILITIES LOCATED WITHIN THE BUILDING AND TO 5' OUTSIDE THE BUILDING.
6. ALL DOWNSPOUT LEADERS AND ALL CATCH BASIN LATERALS TO BE 5" AT 0.5X MIN. UNLESS NOTED OTHERWISE.
7. VERIFY LOCATION, SIZE AND DEPTH OF EXISTING UTILITIES BY POT-HOLING PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF DISCREPANCIES.
8. THE SURVEY INFORMATION SHOWN, AS A BACKGROUND SCREEN ON THIS SHEET IS BASED ON A SURVEY CONDUCTED BY MACKENZIE CONSULTANTS, INC. CONTRACTOR SHALL VERIFY ALL UTILITIES AND PIPING PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF DISCREPANCIES.
9. CONTRACTOR TO PROVIDE POWER TO IRRIGATION CONTROLLER. SEE SPECIFICATIONS AND LANDSCAPE PLANS.
10. SEE BUILDING PLUMBING DRAWINGS FOR PIPING WITHIN THE BUILDING AND UP TO 5' OUTSIDE THE BUILDING, INCLUDING ANY FOUNDATION DRAINAGE PIPING.
11. CONTRACTOR TO TRENCH, BACKFILL, AND STAKE FOR GAS COMPANY, ELECTRIC, AND PHONE. COORDINATE LOCATION AND DEPTHS WITH SPECIFIC UTILITIES.
12. ALL FIRE HYDRANTS WILL BE REQUIRED TO HAVE A 4" STORZ FITTING.
13. ENSURE THAT STORM DRAIN GRATES ARE PLACED PERPENDICULAR TO BICYCLE TRAFFIC.
14. INSTALL STORM DRAIN GRATES ADJACENT TO ALL CATCH BASINS READING "NO MATERIALS TO BE DUMPED INTO".
15. NEW FIRE WATERLINE SHALL BE DUCTILE IRON.



UTILITY PLAN
 C2.3



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Portland, OR
503.224.8650
2000 NE Oregon Street
200, Suite 300
SEASIDE, WA
509.460.2255
www.mackenzie.com

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Project:
CITY OF CANBY
380 S. SEQUOIA
PARKWAY
CANBY, OR 97019



ALLEN & HENNINGSON
ARCHITECTS
1000 NE Oregon Street
200, Suite 300
SEASIDE, WA
509.460.2255

REVISIONS:
1. 11/15/16
2. 11/15/16
3. 11/15/16

NO.	DATE	DESCRIPTION
1	11/15/16	ISSUED FOR PERMITS
2	11/15/16	ISSUED FOR PERMITS
3	11/15/16	ISSUED FOR PERMITS

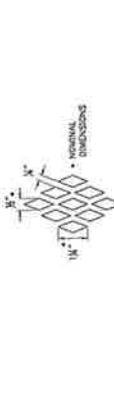
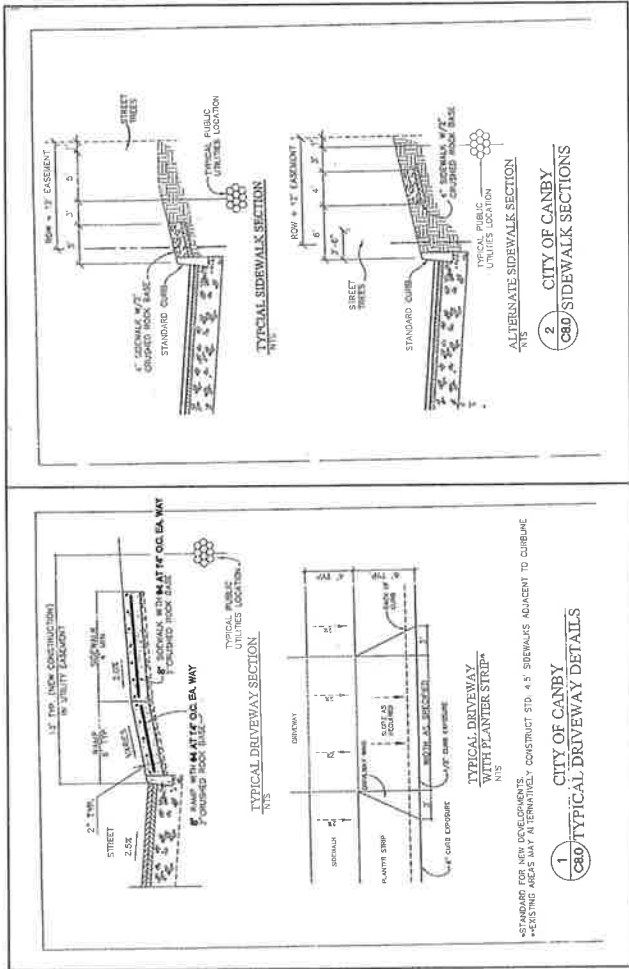
PROJECT TITLE:
CONSTRUCTION
DETAILS

DRAWN BY: NKL
CHECKED BY: BAK
SHEET:

C8.0

JOB NO. 2150442.00

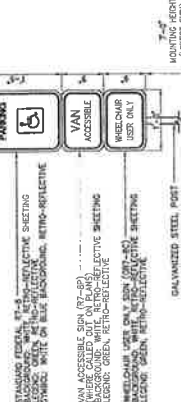
DESIGN REVIEW SUBMITTAL 11:12.2015



NOTES:
1. TEXTURING IS TO BE DONE WITH AN EXPANDED METAL GRATE PLACED AND REMOVED
LOOKING DOWN THE SIDEWALK. THE SIDEWALK SHALL BE PARALLEL TO THE CURB. BRICKS SHALL BE THE
DOWNSIDE OF THE SIDEWALK.
2. THE SIDEWALK SHALL BE PARALLEL TO THE CURB. BRICKS SHALL BE THE
DOWNSIDE OF THE SIDEWALK.

3 ADA COMPLIANT PARKING SYMBOL
C8.0 N.T.S.

4 TACTILE WARNING SURFACE
C8.0 N.T.S.



5 PRECAST CURB STOP
C8.0 N.T.S.



6 ADA COMPLIANT PARKING SIGN
C8.0 N.T.S.



7 ADA COMPLIANT PARKING STALL
C8.0 N.T.S. WITH SQUARE WING RAMP



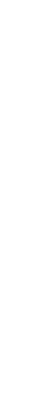
8 AC PAVEMENT SECTION
C8.0 N.T.S.



9 ALTERNATE AC PAVEMENT SECTION
C8.0 N.T.S.

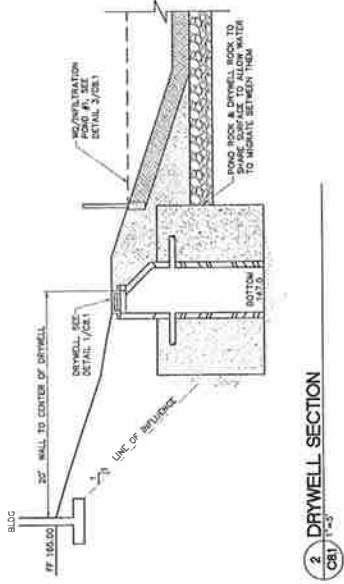


10 CONCRETE VERTICAL CURB
C8.0 N.T.S.

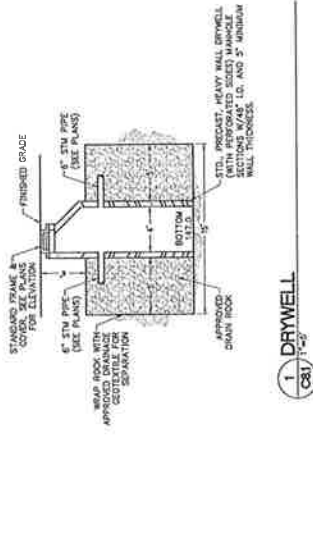


11 CONCRETE CURB BREAK
C8.0 N.T.S.

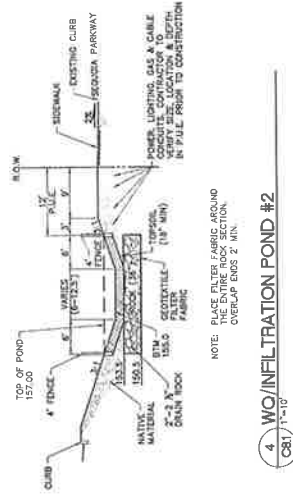




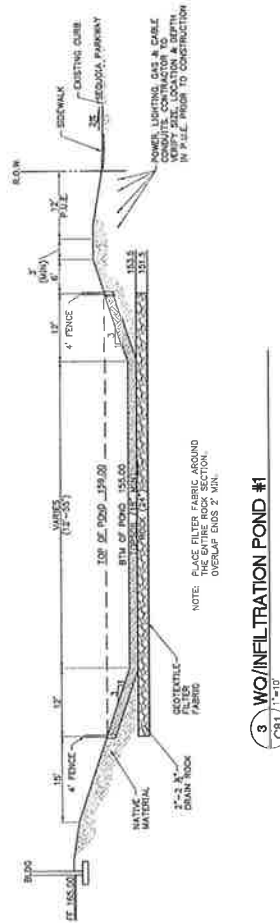
2 DRYWELL SECTION
C8.1 1/2"



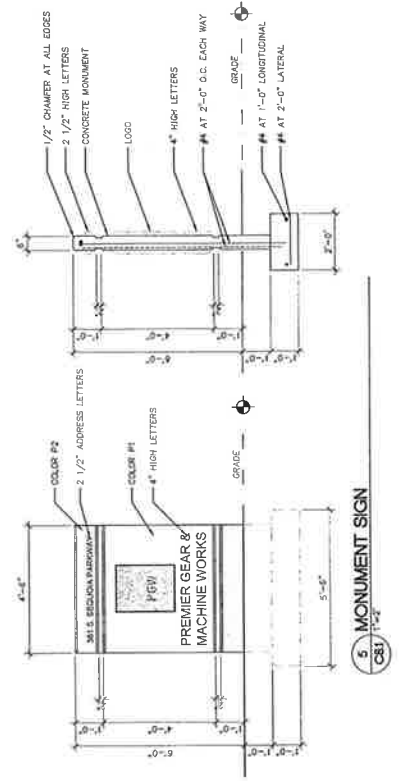
1 DRYWELL
C8.1 1/2"



4 WO INFILTRATION POND #2
C8.1 1/2"



3 WO INFILTRATION POND #1
C8.1 1/2"



5 MONUMENT SIGN
C8.1 1/2"



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REVISIONS
1. DATE: 11/11/2015
BY: [Signature]
DESCRIPTION: [Signature]

DATE: 11/11/2015
PHOTOMETRIC ANALYSIS

DRAWN BY: BMR
CHECKED BY: BMR
SHEET:

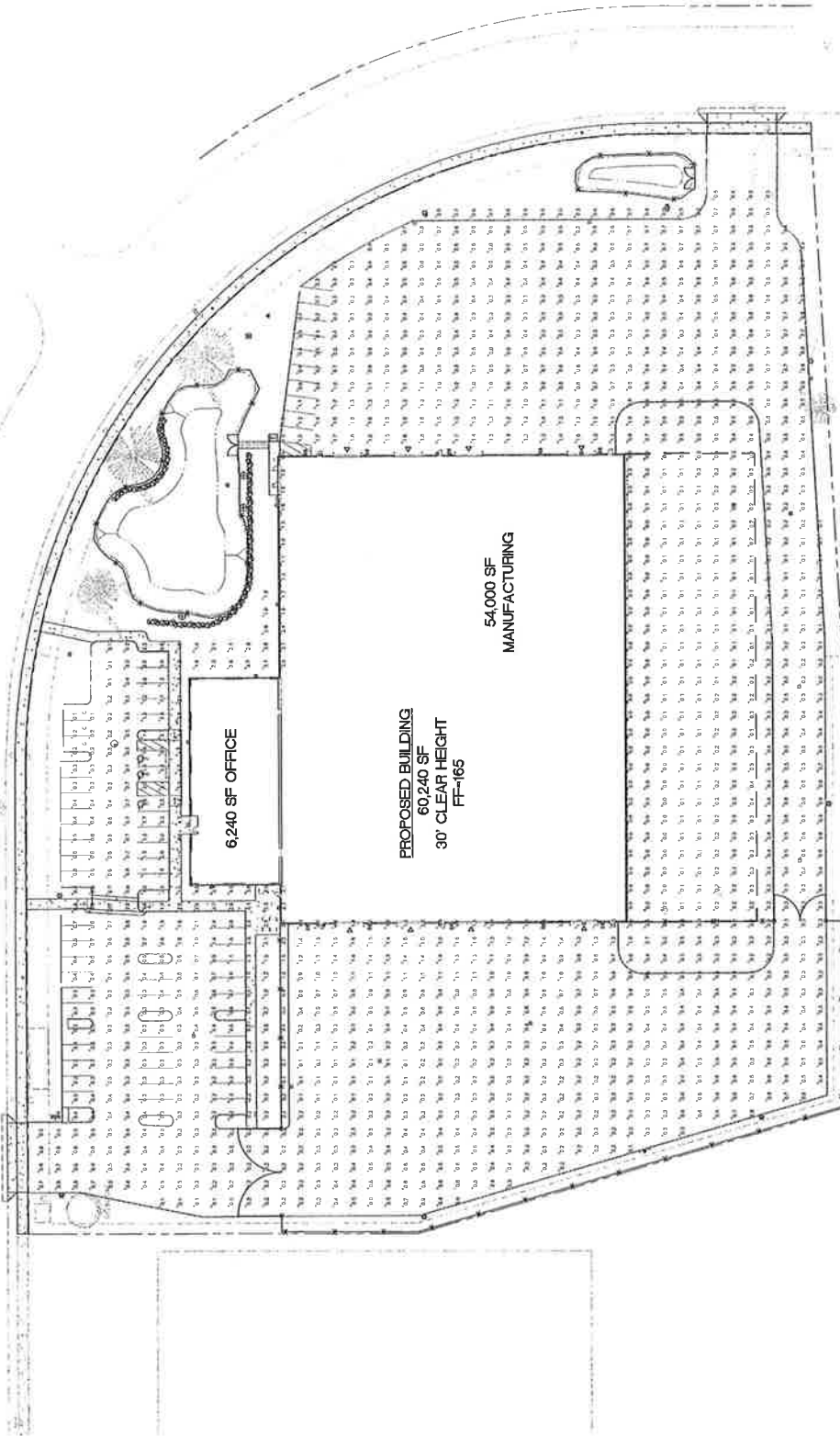
IL10

JOB NO. 2150442.00

DESIGN REVIEW SUBMITTAL 11.12.2015



SEQUOIA PARKWAY



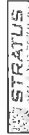
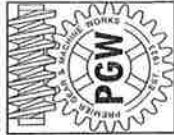
1. PHOTOMETRIC ANALYSIS
IL10 1'-x-30'

GENERAL NOTES

- PHOTOMETRICS IN FOOT-CANDLES.
- LUMINAIRES AND POLES MUST HAVE DECORATIVE FINISH (NO GLASS).
- FIXTURES MUST BE SHIELDED TO PREVENT LIGHT TRESPASS.

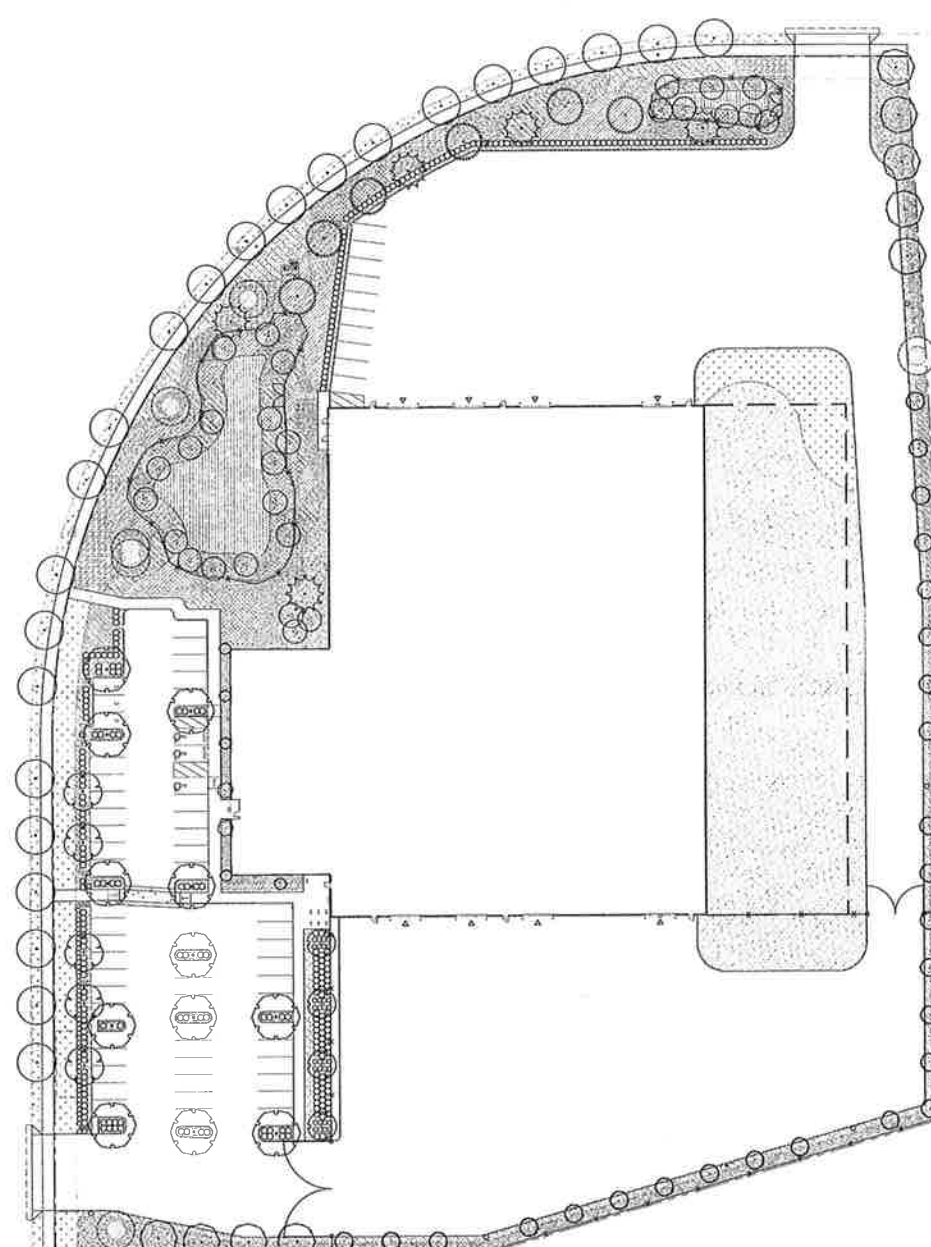
LUMINAIRE SCHEDULE	QTY	MANUFACTURER	CATALOG #	DISTRIBUTION	LUMENS	VOLTAJE	HEIGHT	CONFIGURATION
□ 4		LITHONIA	K40-LED-300-700-30K-R3-IVOLT PRINTED3 DBLX2	R3	6647	UNIVERSAL (120-277 V)	12 FT	WALL MOUNT
□ 9		LITHONIA	K40-LED-300-700-30K-R3-IVOLT PRINTED3 DBLX2	R3	6647	UNIVERSAL (120-277 V)	23 FT	WALL MOUNT
□ 8		LITHONIA	K40-LED-300-700-30K-R3-IVOLT PRINTED3 DBLX2	R3	6647	UNIVERSAL (120-277V)	32 FT	SINGLE

MANUFACTURER'S DATA
CALCULATED
AVERAGE = 2.6
N/A
-CALCULATIONS BASED ON PAVED AREA LIGHTING

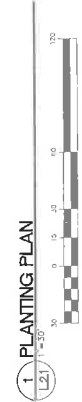


PLANT SCHEDULE	SYMBOL	PLANT NAME	COMMON NAME	HEIGHT	SPACING
1	(Symbol)	ACER	RED BARK	20' - 25'	10' x 10'
2	(Symbol)	DOGWOOD	RED BARK	20' - 25'	10' x 10'
3	(Symbol)	DOGWOOD	RED BARK	20' - 25'	10' x 10'
4	(Symbol)	DOGWOOD	RED BARK	20' - 25'	10' x 10'
5	(Symbol)	DOGWOOD	RED BARK	20' - 25'	10' x 10'
6	(Symbol)	DOGWOOD	RED BARK	20' - 25'	10' x 10'
7	(Symbol)	DOGWOOD	RED BARK	20' - 25'	10' x 10'
8	(Symbol)	DOGWOOD	RED BARK	20' - 25'	10' x 10'
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18	(Symbol)	DOGWOOD	RED BARK	20' - 25'	10' x 10'
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99	(Symbol)	DOGWOOD	RED BARK	20' - 25'	10' x 10'
100	(Symbol)	DOGWOOD	RED BARK	20' - 25'	10' x 10'

SITE INFORMATION
LANDSCAPE AREA: 78,933 SF (30.4% OF SITE)
TOTAL LAND AREA: 6,739 SF (8.6% OF LANDSCAPE AREA)



- NOTES**
1. THE OWNER OR 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 DRAIN LINE.
 3. IF NECESSARY TO PROTECT EXISTING TREES, SUCH FENCING SHALL BE DESIGNED BY A QUALIFIED ARBORIST, NURSERYMAN, OR LANDSCAPE ARCHITECT.
 4. NEITHER TOP SOIL NOR CONSTRUCTION MATERIAL SHALL BE LOCATED WITHIN THE DRIP LINE OF TREES DESIGNATED TO BE PRESERVED.
 5. PRESERVATION OF EXISTING TREES AND PLANT MATERIALS SHALL BE PRESERVED. TREE'S DRIP LINE AREA, SUCH AS GRASS, PAVING, TREEMING, UNDER THE DIRECTION OF A QUALIFIED ARBORIST, NURSERYMAN OR LANDSCAPE ARCHITECT. PRESERVATION OF THE HEALTH AND WELL-BEING OF EXISTING TREES AND PLANT MATERIALS SHALL BE THE RESPONSIBILITY OF THE OWNER.
 6. TREE ROOT DNS SHALL NOT REMAIN EXPOSED.
 7. DESIGN/INSTALL IRRIGATION SYSTEM.



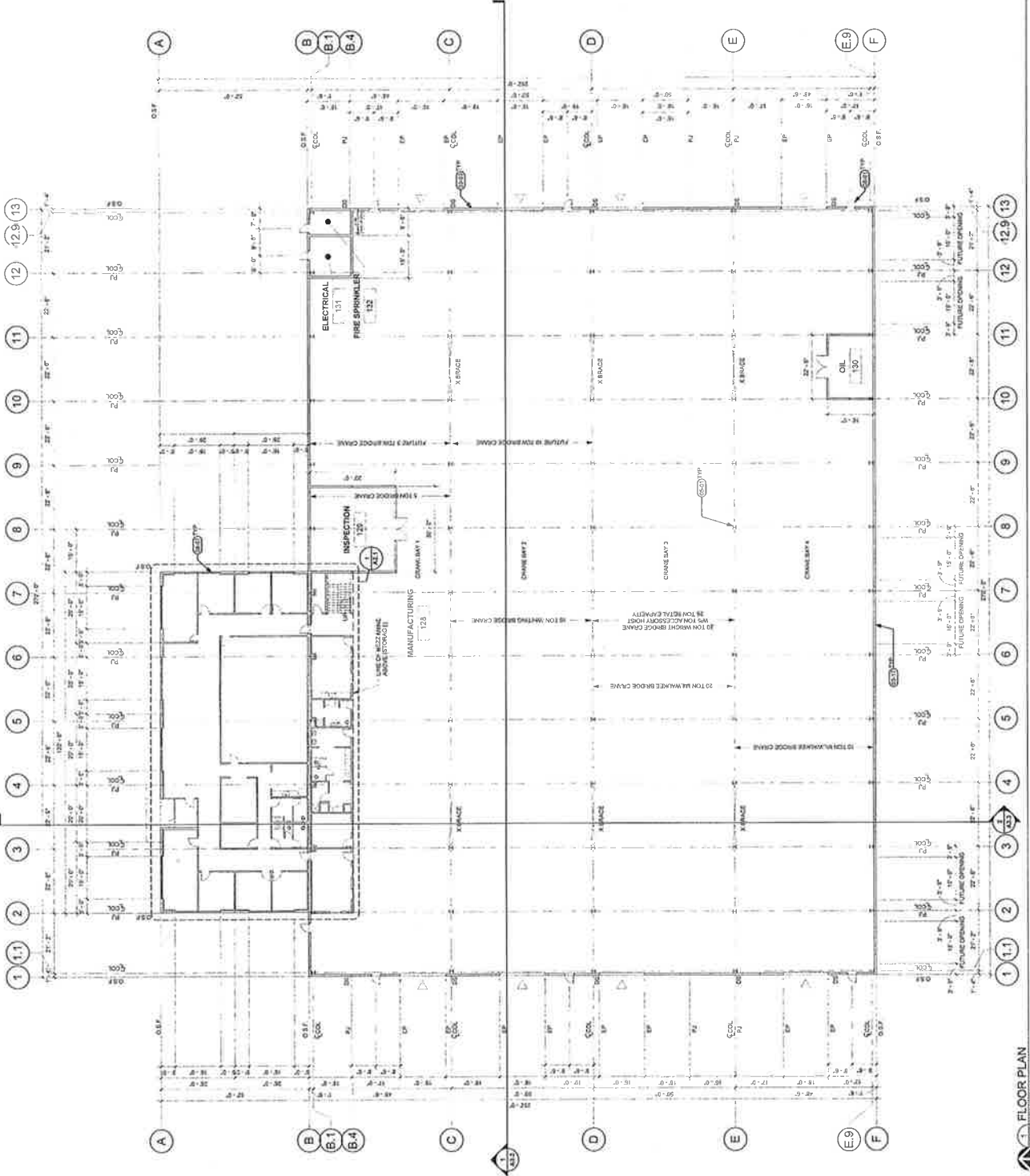


- GENERAL NOTES**
- BUILDING IS DESIGNED WITH AN ESFR SPRINKLER SYSTEM. ALL CONCRETE SHALL BE FINISHED TO THE FINISH FLOOR TO ALLOW FOR PROTECTION TO BE INSTALLED. FIRE PROTECTIVE COATING SHALL BE APPLIED TO ALL STRUCTURAL MEMBERS, ELECTRICAL, PIPING, MECHANICAL, AND PLUMBING PENETRATIONS THROUGH SLABS AND CEILING. SEE SHEET A1.1 FOR SLAB FINISH CONDITIONS. NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO THE START OF CONSTRUCTION. FOR ADDITIONAL INFORMATION SEE STRUCTURAL AND MECHANICAL DRAWINGS. VERIFY AND CORRECT ALL DIMENSIONS PRIOR TO START OF CONSTRUCTION. NOTIFY ARCHITECT OF ANY DISCREPANCIES.

- SYMBOLS**
- KEYNOTE**
- 0: 0:00
 - 1: 1:00
 - 2: 2:00
 - 3: 3:00
 - 4: 4:00
 - 5: 5:00
 - 6: 6:00
 - 7: 7:00
 - 8: 8:00
 - 9: 9:00
 - 10: 10:00
 - 11: 11:00
 - 12: 12:00
 - 13: 13:00

- KEYNOTES**
- 03-33: 8" CONCRETE SLAB ON GRADE OVER 8" CRUSHED ROCK, SEE 03-33 FUTURE OPENING, SEE PLAN, PROVIDE REINFORCING FOR DETAIL.
 - 03-37: 8" CONCRETE SLAB ON GRADE OVER 8" CRUSHED ROCK, SEE 03-37 FUTURE OPENING, SEE PLAN, PROVIDE REINFORCING FOR DETAIL.
 - 03-41: 8" CONCRETE SLAB ON GRADE OVER 8" CRUSHED ROCK, SEE 03-41 FUTURE OPENING, SEE PLAN, PROVIDE REINFORCING FOR DETAIL.
 - 03-45: 8" CONCRETE SLAB ON GRADE OVER 8" CRUSHED ROCK, SEE 03-45 FUTURE OPENING, SEE PLAN, PROVIDE REINFORCING FOR DETAIL.
 - 03-49: 8" CONCRETE SLAB ON GRADE OVER 8" CRUSHED ROCK, SEE 03-49 FUTURE OPENING, SEE PLAN, PROVIDE REINFORCING FOR DETAIL.

- NOTES**
- 1: 1:00: 8" CONCRETE SLAB ON GRADE OVER 8" CRUSHED ROCK, SEE 1: 1:00 FUTURE OPENING, SEE PLAN, PROVIDE REINFORCING FOR DETAIL.
 - 2: 2:00: 8" CONCRETE SLAB ON GRADE OVER 8" CRUSHED ROCK, SEE 2: 2:00 FUTURE OPENING, SEE PLAN, PROVIDE REINFORCING FOR DETAIL.
 - 3: 3:00: 8" CONCRETE SLAB ON GRADE OVER 8" CRUSHED ROCK, SEE 3: 3:00 FUTURE OPENING, SEE PLAN, PROVIDE REINFORCING FOR DETAIL.
 - 4: 4:00: 8" CONCRETE SLAB ON GRADE OVER 8" CRUSHED ROCK, SEE 4: 4:00 FUTURE OPENING, SEE PLAN, PROVIDE REINFORCING FOR DETAIL.
 - 5: 5:00: 8" CONCRETE SLAB ON GRADE OVER 8" CRUSHED ROCK, SEE 5: 5:00 FUTURE OPENING, SEE PLAN, PROVIDE REINFORCING FOR DETAIL.



1 FLOOR PLAN
11/12/2015



PERKINS, OR
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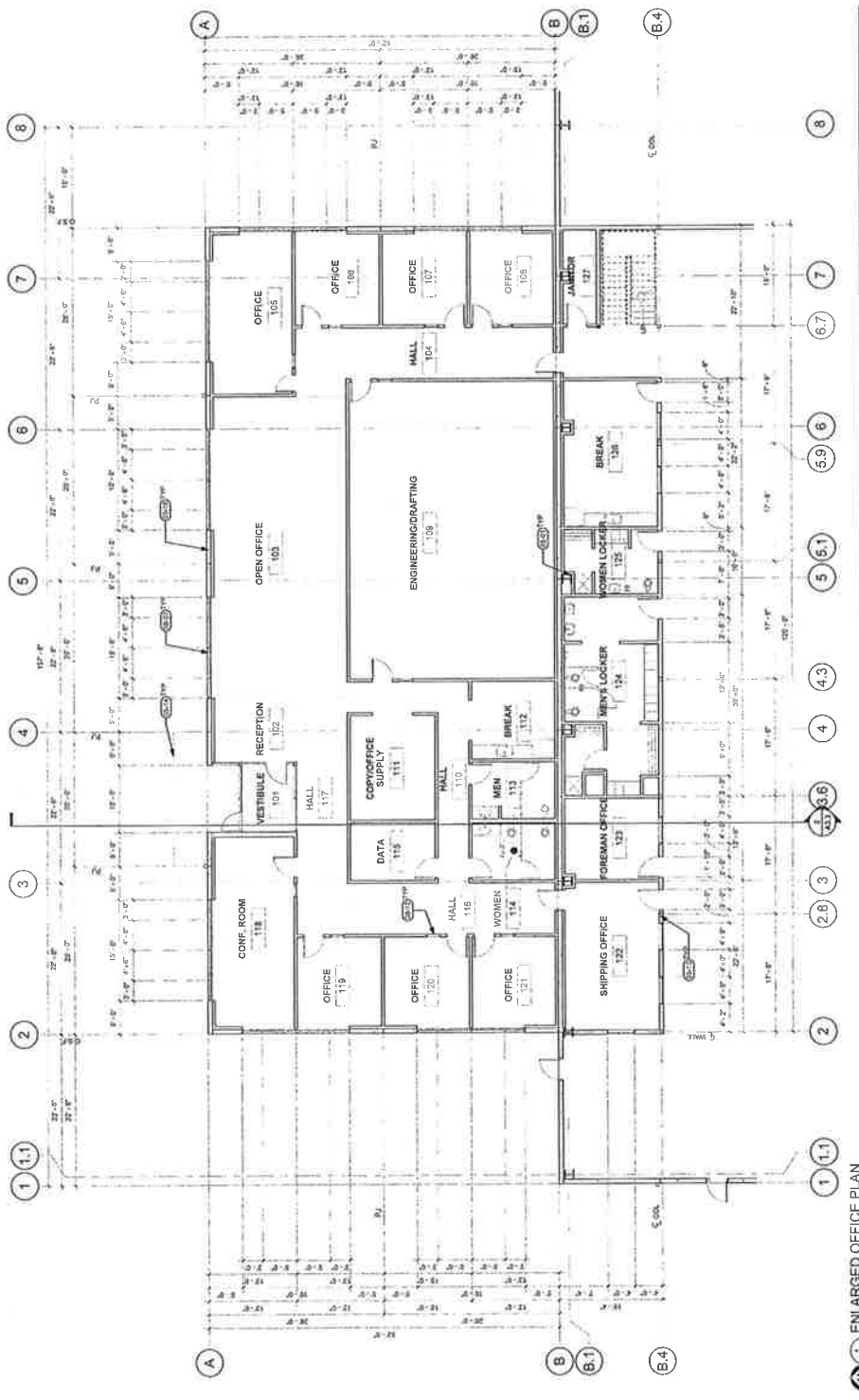


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THE WRITTEN PERMISSION OF
THE ARCHITECT.

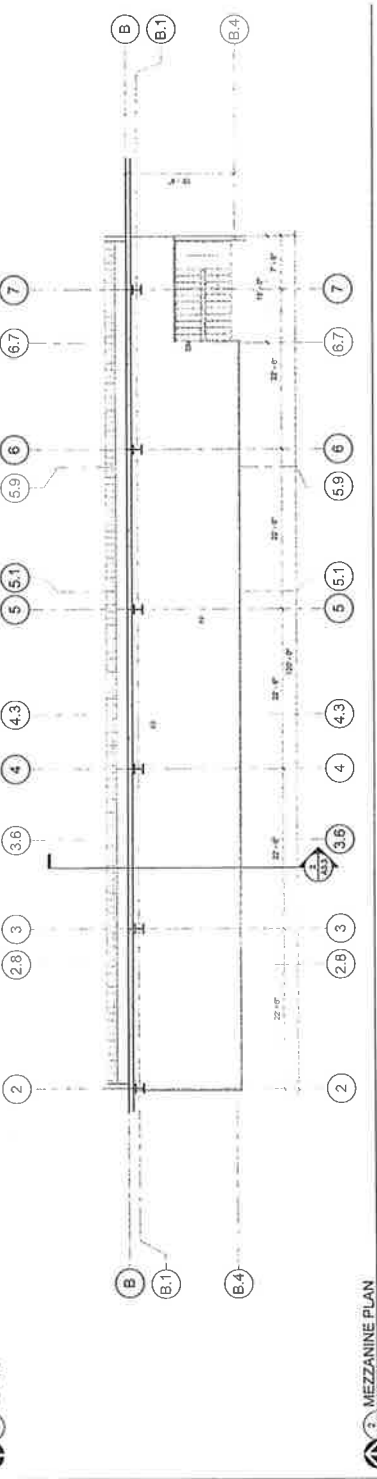
- GENERAL NOTES**
- A. SEE GENERAL NOTES FOR ALL INFORMATION.
 - B. FOR ALL DIMENSIONS UNLESS OTHERWISE NOTED, DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
 - C. ALL FINISHES TO BE AS NOTED OR AS SHOWN ON FINISH SCHEDULE.
 - D. ALL WORK TO BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES AND STANDARDS.
 - E. ALL WORK TO BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES AND STANDARDS.
 - F. ALL WORK TO BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES AND STANDARDS.
 - G. ALL WORK TO BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES AND STANDARDS.
 - H. ALL WORK TO BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES AND STANDARDS.

- SYMBOLS**
- 0: FINISH LINE
 - 1: DOOR HIGH OVERHEAD DOOR
 - 2: DRIVE IN OVERHEAD DOOR
 - 3: FUTURE OPENING
 - 4: DOOR CALLOUT
 - 5: PANEL NUMBER, SEE STRUCTURAL
 - 6: CENTERLINE
 - 7: HANG JOINT
 - 8: EXTERIOR FACE
 - 9: CLEAN CUT
 - 10: CONSTRUCTION LINE
 - 11: SANITARY LINE
 - 12: SINKING LINE
 - 13: COMBING WATER
 - 14: FLOOR DRAIN
 - 15: VAPOR BARRIER AT FUTURE OFFICE LOCATION
 - 16: SLAB INSULATION (R-15 FOR R7)
 - 17: CONSTRUCTION JOINT
 - 18: POWER STRIP

- KEYNOTES**
- 1: 12" CONCRETE WALL, SEE STRUCTURAL
 - 2: 8" x 8" WOOD COLUMN, SEE STRUCTURAL
 - 3: 6" x 6" WOOD COLUMN, SEE STRUCTURAL
 - 4: 4" x 4" WOOD COLUMN, SEE STRUCTURAL
 - 5: 2" WIDE RITE, ALIGN WITH TOP OF DOOR FRAME



ENLARGED OFFICE PLAN
1/8" = 1'-0"



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

Sheet Title:
**ENLARGED
OFFICE PLAN**

DATE: 11/12/2015

DESIGNED BY:
CHECKED BY:
SCALE:

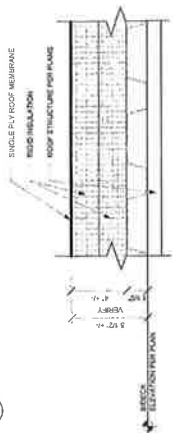
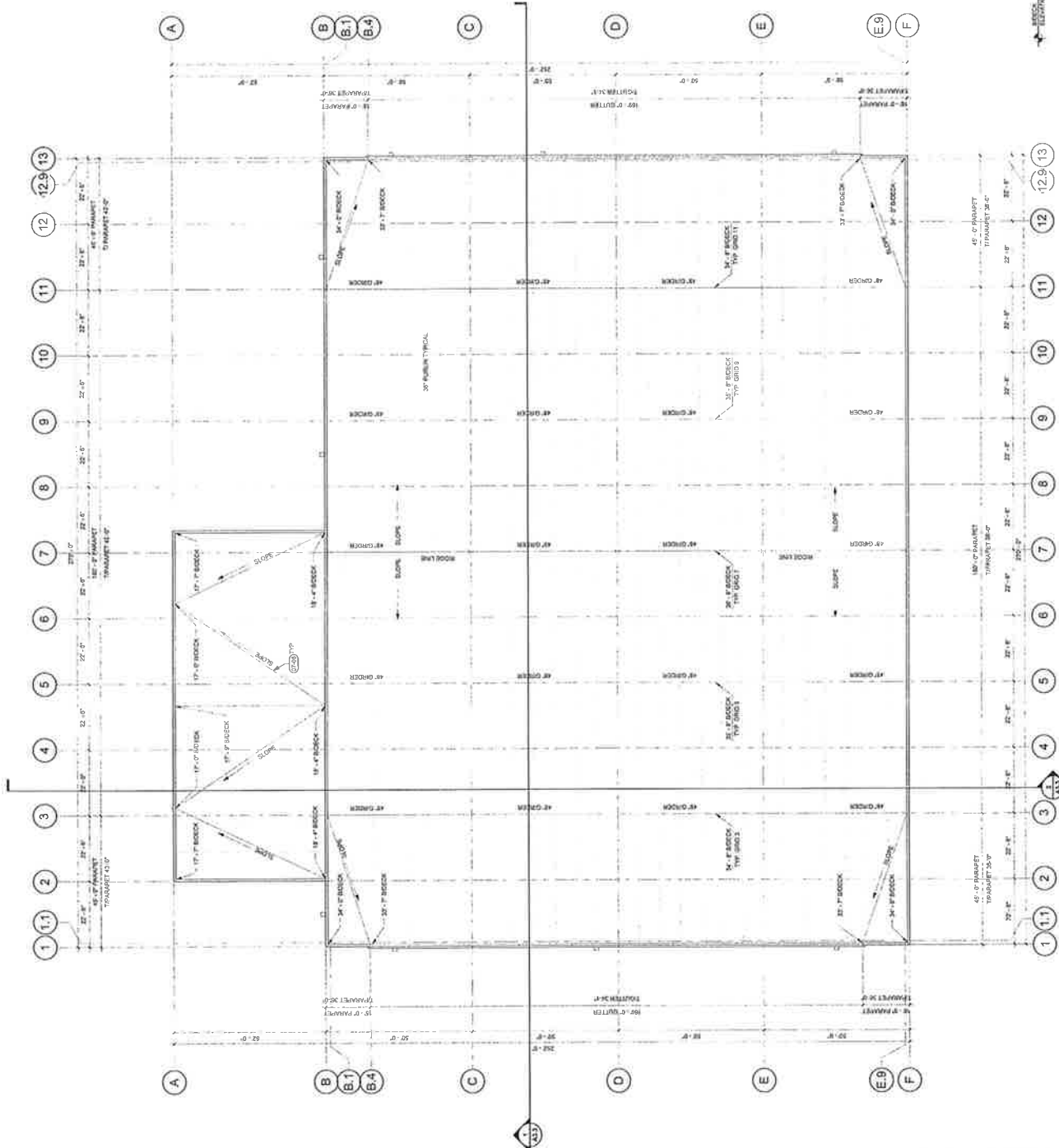
A2.1

JOB NO: 2150442.00

- GENERAL NOTES**
1. BUILDING IS DESIGNED AS FULLY SPRINKLERED. SEE ARCHITECTURE DRAWINGS FOR ALL STRUCTURAL REQUIREMENTS FOR CLEAR HEIGHTS TO ALL STRUCTURAL MEMBERS AND ALL STRUCTURAL MEMBERS. ALL STRUCTURAL MEMBERS SHALL BE CONCRETE OR STEEL. ALL STRUCTURAL MEMBERS SHALL BE CONCRETE OR STEEL. ALL STRUCTURAL MEMBERS SHALL BE CONCRETE OR STEEL.
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- SYMBOLS**
- KEYNOTE
- GRIDLINE
- CENTERLINE
- PANEL JOINT
- OUTSIDE FACE
- SKYLIGHT

- NOTES**
- BUILDING CLEAR HEIGHT: 30'-0" CLEAR BOTTOM OF ROOF STRUCTURE (SEE SECTION A-A)
- CONCRETE FLOOR: 20" (SEE SECTION B-B)



1 TYPICAL ROOF ASSEMBLY
DESIGN REVIEW SUBMITTAL 11-12-2015
SCALE: 3/8" = 1'-0"

1 ROOF PLAN BIDECK
SCALE: 1/8" = 1'-0"



GENERAL NOTES

1. VERIFY AND CORRECT ALL DIMENSIONS AND CONDITIONS NOT BY ARCHITECT (IF ANY) PRIOR TO CONSTRUCTION. NOTIFY ARCHITECT IMMEDIATELY BY PHONE AND IN WRITING OF ANY DISCREPANCY. DO NOT PROCEED WITH CONSTRUCTION UNTIL DISCREPANCY IS RESOLVED. DO NOT SCALE DRAWINGS FOR THE TOLERANCE REQUIRED PER CODE.

SYMBOLS

KEYNOTE

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PAINT SCHEDULE

P-1 MILLER PAINT "SEA RESIST" ANTIWAX

P-2 MILLER PAINT "COLORAL BULL" ANTIWAX

SEE DWG SET FOR PAINT SCHEDULE AND COLORS

KEYNOTES

DD-18 1/2" TOP CONCRETE WALL SEE STRUCTURAL

DD-19 1/2" TOP CONCRETE WALL SEE STRUCTURAL

DD-20 1/2" TOP CONCRETE WALL SEE STRUCTURAL

DD-21 1/2" TOP CONCRETE WALL SEE STRUCTURAL

DD-22 1/2" TOP CONCRETE WALL SEE STRUCTURAL

DD-23 1/2" TOP CONCRETE WALL SEE STRUCTURAL

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DD-94 1/2" TOP CONCRETE WALL SEE STRUCTURAL

DD-95 1/2" TOP CONCRETE WALL SEE STRUCTURAL

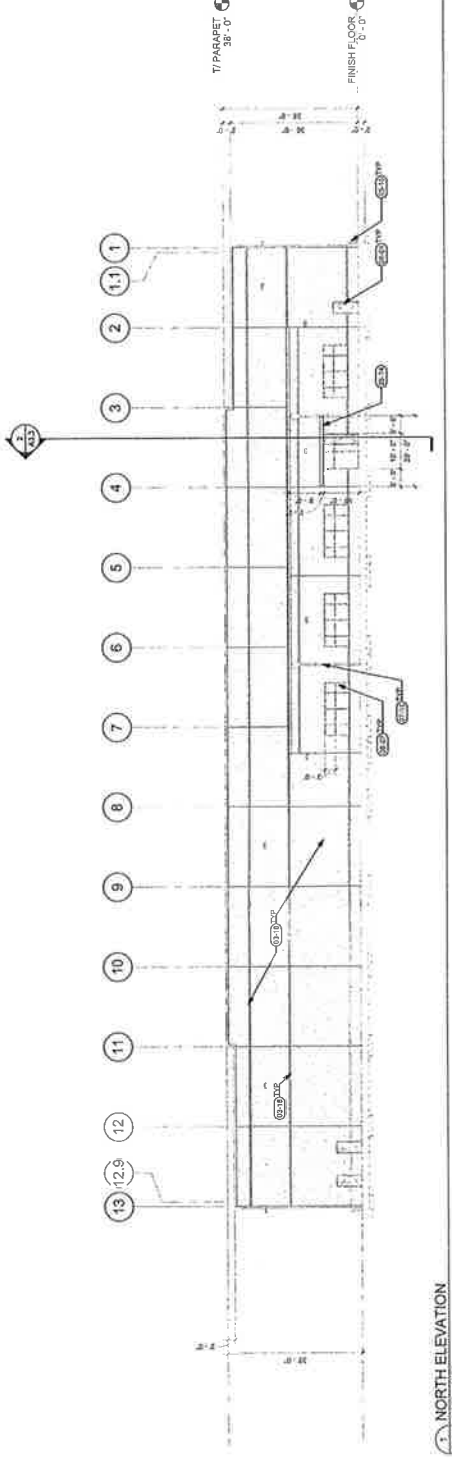
DD-96 1/2" TOP CONCRETE WALL SEE STRUCTURAL

DD-97 1/2" TOP CONCRETE WALL SEE STRUCTURAL

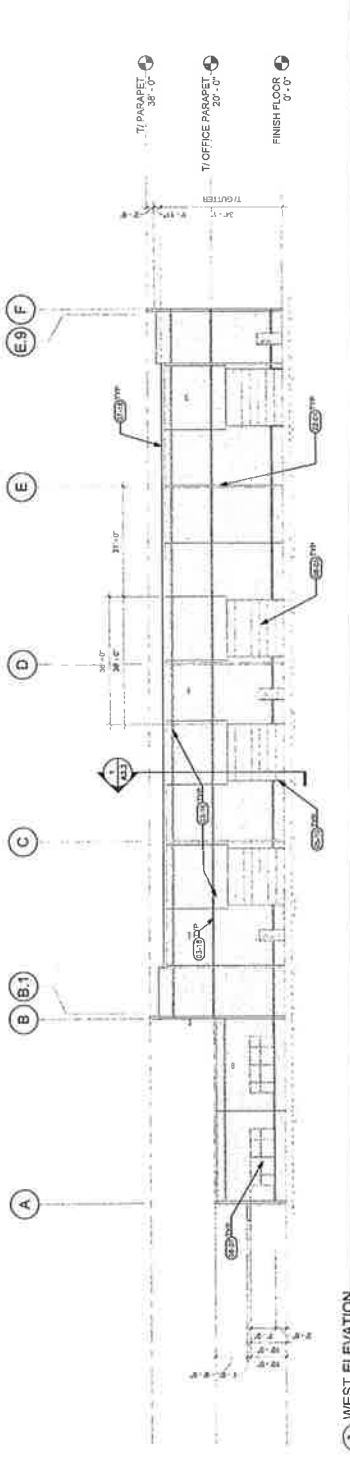
DD-98 1/2" TOP CONCRETE WALL SEE STRUCTURAL

DD-99 1/2" TOP CONCRETE WALL SEE STRUCTURAL

DD-100 1/2" TOP CONCRETE WALL SEE STRUCTURAL



1. NORTH ELEVATION
1/16" = 1'-0"



2. WEST ELEVATION
1/16" = 1'-0"



Project

PREMIER GEAR
SECUDIA PARKWAY
CANBY, OR 97013



UNLICENSED
ALL INFORMATION CONTAINED
HEREIN IS THE PROPERTY OF
RESPECTED ARCHITECTS AND IS TO BE
USED ONLY FOR THE PROJECT AND
DATE SPECIFIED HEREIN.
Revision Schedule
Revision 001 - 1/20/15

PREMIER GEAR
BUILDING
ELEVATIONS

DRAWN BY: J. L. ...
CHECKED BY: ...
SHEET

A3.2

JOB NO 2150442.00

DESIGN REVIEW SUBMITTAL 11.12.2015

GENERAL NOTES

- VERIFY AND CORRECT ALL DIMENSIONS AND LOCATIONS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
- ALL WALLS SHALL BE FINISHED WITH THE FINISH MATERIALS AND COLORS AS SHOWN.
- CURTAINS SHALL BE PROVIDED BY THE TRIMM AS REQUIRED PER CODE.

SYMBOLS

KEYNOTE
CORNER
FUTURE CORNER
WINDOW TYPE: SEE A.3.1
FUTURE CORNER

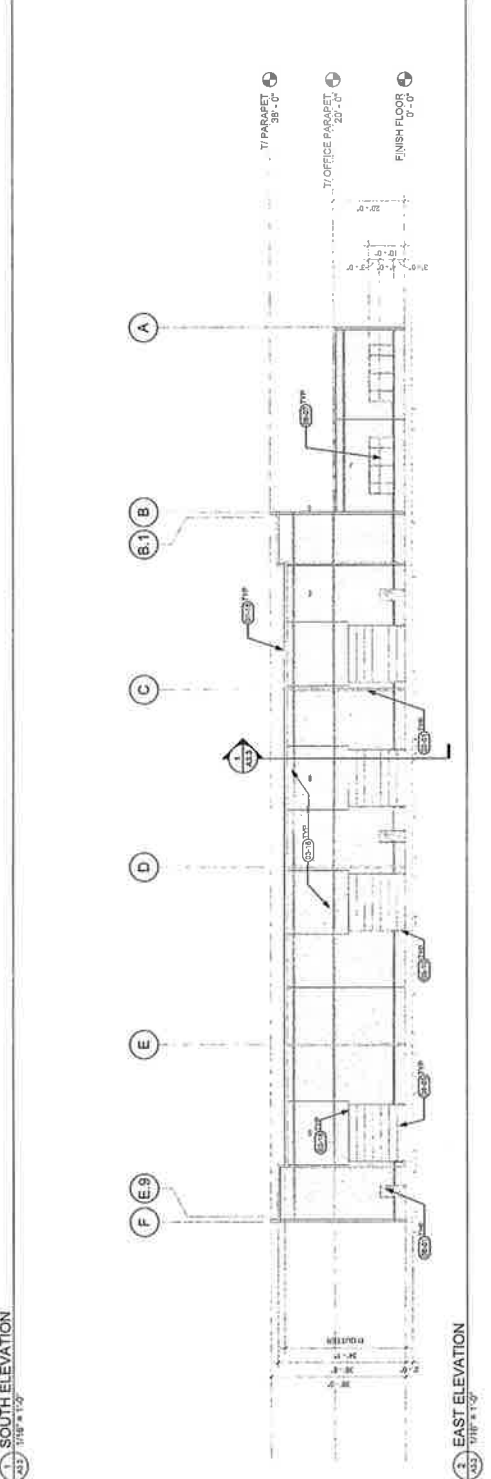
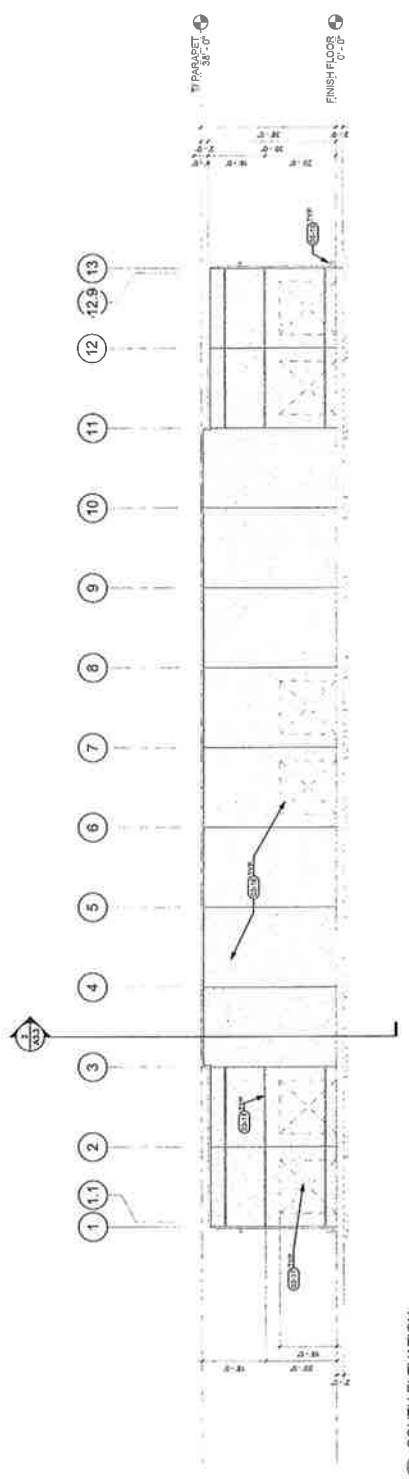
PAINT SCHEDULE

P-1: MILLER PAINT "SEA BREEZE" ANTI-MOLD
P-2: MILLER PAINT "COLDWATER BLUE" ANTI-MOLD

SEE EXHIBIT FOR PAINT SCHEDULE AND COLORS

KEYNOTES

0-14: 1" x 1" x 1/4" CONCRETE WALL, SEE STRUCTURAL
0-15: FUTURE CORNER, SEE PLAN, PROVIDE REINFORCING PER DETAIL
0-16: 1" x 1" x 1/4" CONCRETE WALL, SEE STRUCTURAL
0-17: 1" x 1" x 1/4" CONCRETE WALL, SEE STRUCTURAL
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0-99: 1" x 1" x 1/4" CONCRETE WALL, SEE STRUCTURAL
0-100: 1" x 1" x 1/4" CONCRETE WALL, SEE STRUCTURAL



GENERAL NOTES

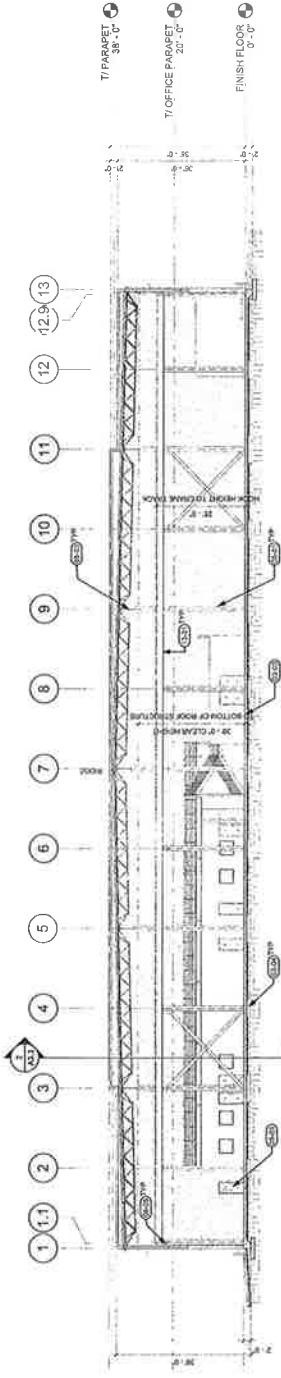
- A VERIFY AND CONFIRM ALL DIMENSIONS AND CONDITIONS
- B THE STATE OF CONSTRUCTION CHANGES PRIOR TO
- C ADDRESS ELECTRICAL, MECHANICAL, PLUMBING, AND
- D AND FIRE SPRINKLER LINES

SYMBOLS

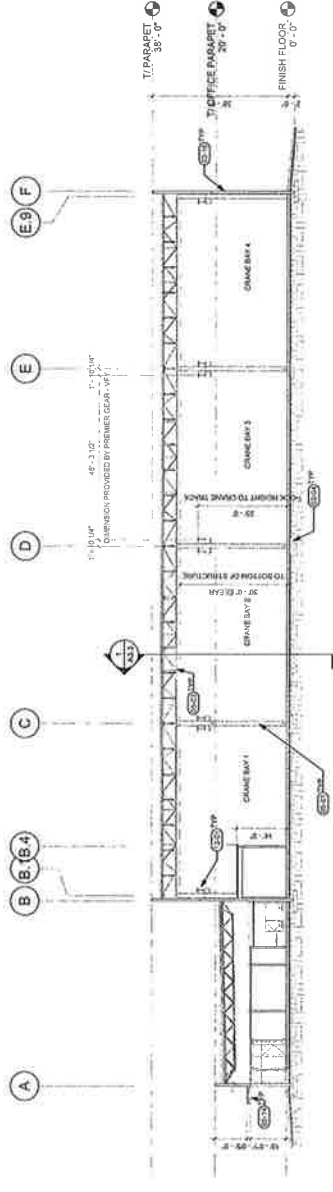
- REINFORCE**
- OPENING**
- PAVILION NUMBER SEE STRUCTURAL**
- WINDCHUTE TYPE SEE S.E.I.**
- FUTURE OPENING**

KEYNOTES

- 01 CONCRETE SLAB ON GANES OVER 4" CRUSHED ROCK
- 02 CONCRETE FLOORING, SEE STRUCTURAL
- 03 WIDE FLANGED COLUMN, SEE STRUCTURAL
- 04 STEEL COLUMN, SEE STRUCTURAL
- 05 STEEL ENTRY CANOPY, SEE STRUCTURAL
- 06 REINFORCED CONCRETE DRIVE-IN DOOR
- 07 4" ALU-2 HIGH LIFT CHD INSULATED DRIVE-IN DOOR
- 08 CRANE BEAM ASSEMBLY, ASSUME ROUGHLY 2 FOOT
- 09 20" DIA. INSULATED PIPE



1. BUILDING SECTION E/W
1/8" = 1'-0"



2. BUILDING SECTION N/S
1/8" = 1'-0"



KAD LED

LED Area Luminaire



Catalog
Number

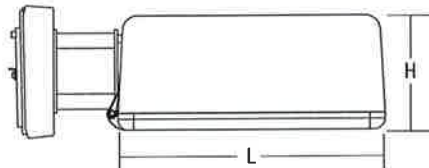
Notes

Type

Fill in the Tab key or mouse over the page to see different views/alignments.

Specifications

EPA:	1.2 ft ² (0.11 m ²)
Length:	17-1/2" (44.5 cm)
Width:	17-1/2" (44.5 cm)
Height:	7-1/8" (18.1 cm)
Weight (max):	36 lbs. (16.4 kg)



Introduction

The Contour® Series luminaires offer traditional square dayforms with softened edges for a versatile look that complements many applications. The KAD LED combines the latest in LED technology with the familiar aesthetic of the Contour® Series for stylish, high-performance illumination that lasts. It is ideal for replacing 100- 400W metal halide in area lighting applications with typical energy savings of 70% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: KAD LED 40C 1000 40K R5 MVOLT PUMBAK04 DDBXD

KAD LED

Series	LEDs	Drive current	CCT	Distribution	Voltage	Mounting ²
KAD LED	20C 20 LEDs	530 530 mA	30K 3000 K	R2 Type II	MVOLT 277 ¹	Shipped included PUMBAK__ Universal mounting adaptor ³ SPD__ Square pole RPD__ Round pole WBD__ Wall bracket WWD__ Wood pole or wall Shipped separately 04 4" arm 06 6" arm 09 9" arm 12 12" arm DAD12P Degree arm (pole) DAD12WB Degree arm (wall)
	30C 30 LEDs	700 700 mA	40K 4000 K	R3 Type III	120 ¹ 347	
	40C 40 LEDs	1000 1000 mA	50K 5000 K	R4 Type IV	208 ¹ 480	
	60C 60 LEDs			R5 Type V	240 ¹	

Options						Finish (required)					
Shipped installed						Shipped separately⁸					
PER7	NEMA twist-lock receptacle only (no controls)	PIRH	Motion sensor, 15-30' mounting height ^{4,5}	PNMTDD3	Part night, dim till dawn ^{5,6}	WG	Wire guard	DDBXD	Dark bronze	DDBTXD	Textured dark bronze
SF	Single fuse (120, 277, 347V) ¹	BL30	Bi-level switched dimming, 30% ^{5,6,7}	PNMT5D3	Part night, dim 5 hrs ^{5,6}	KMA	Mast arm external fitter	DBLXD	Black	DBLBXD	Textured black
DF	Double fuse (208, 240, 480V) ¹	BL50	Bi-level switched dimming, 50% ^{5,6,7}	PNMT6D3	Part night, dim 6 hrs ^{5,6}			DNAXD	Natural aluminum	DNATXD	Textured natural aluminum
PIR	Motion sensor, 8-15' mounting height ^{4,5}			PNMT7D3	Part night, dim 7 hrs ^{5,6}			DWHXD	White	DWHGXD	Textured white
				HS	Houseside shield ⁷						

Stock configurations are offered for shorter lead times:

Standard Part Number	Stock Part Number
KAD LED 30C 1000 40K R3 MVOLT PUMBAK09 DDBXD	KADL 30C 40K R3
KAD LED 30C 1000 40K R5 MVOLT PUMBAK09 DDBXD	KADL 30C 40K R5
KAD LED 40C 1000 40K R3 MVOLT PUMBAK09 DDBXD	KADL 40C 40K R3
KAD LED 40C 1000 40K R5 MVOLT PUMBAK09 DDBXD	KADL 40C 40K R5
KAD LED 30C 1000 40K R3 MVOLT PUMBAK09 PIRH DDBXD	KADL 30C 40K R3 PIRH
KAD LED 30C 1000 40K R5 MVOLT PUMBAK09 PIRH DDBXD	KADL 30C 40K R5 PIRH
KAD LED 40C 1000 40K R3 MVOLT PUMBAK09 PIRH DDBXD	KADL 40C 40K R3 PIRH
KAD LED 40C 1000 40K R5 MVOLT PUMBAK09 PIRH DDBXD	KADL 40C 40K R5 PIRH

Accessories

Ordered and shipped separately.

DL1127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ⁹
DL1347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ⁹
DL1480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ⁹
SC U	Shorting cap ⁹
KADLEDHS 20C U	Houseside shield for 20 LED unit
KADLEDHS 30C U	Houseside shield for 30 LED unit
KADLEDHS 40C U	Houseside shield for 40 LED unit
KADLEDHS 60C U	Houseside shield for 60 LED unit
KMA DDBXD U	Mast arm adapter (specify finish)
KADWG U	Wire guard accessory
PUMBAK DDBXD U*	Square and round pole universal mounting bracket adaptor (specify finish)

For more control options, visit [DTL](#) and [ROAM](#) online.
*Round pole top must be 3.25" O.D. minimum.

NOTES

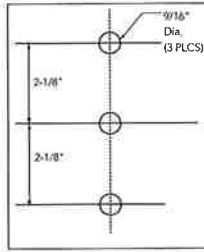
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
- 9" or 12" arm is required when two or more luminaires are oriented on a 90° drilling pattern.
- Available as a separate combination accessory: PUMBAK (finish) U.
- PIR specifies the [SensorSwitch SBGR-10-ODP](#) control; PIRH specifies the [SensorSwitch SBGR-4-ODP](#) control; see [Motion Sensor Guide](#) for details. Dimming driver standard.
- Maximum ambient temperature with 347V or 480V is 30°C.
- Requires an additional switched circuit with same phase as main luminaire power. Supply circuit and control circuit are required to be in the same phase.
- Dimming driver standard. MVOLT only.
- Also available as a separate accessory; see Accessories information at left.
- Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item.



Drilling

Template #5

Top of Pole



Tenon Mounting Slipfitter**

Tenon O.D.	Single Unit	2 at 180°	2 at 90°†	3 at 120°	3 at 90°†	4 at 90°†
2-3/8"	T20-190	T20-280	T20-290	T20-320†	T20-390	T20-490
2-7/8"	T25-190	T25-280	T25-290	T25-320	T25-390	T25-490
4"	T35-190	T35-280	T35-290	T35-320	T35-390	T35-490

** For round pole mounting (RPDXX) only. † Requires 9" or 12" arm.

Performance Data

Lumen Output

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

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3500 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	
20C (20 LEDs)	530 mA	35W	R2	3,615	1	0	1	95	3,846	1	0	1	101	3,860	1	0	1	102	
			R3	3,600	1	0	1	95	3,830	1	0	1	101	3,844	1	0	1	101	
			R4	3,605	1	0	1	95	3,835	1	0	1	101	3,849	1	0	1	101	
			R5	3,826	2	0	1	101	4,070	3	0	1	107	4,084	3	0	1	107	
			R2	4,537	1	0	1	95	4,827	1	0	1	101	4,844	1	0	2	101	
	700 mA	46W	R3	4,519	1	0	2	94	4,807	1	0	2	100	4,825	1	0	2	101	
			R4	4,524	1	0	2	94	4,813	1	0	2	100	4,830	1	0	2	101	
			R5	4,802	3	0	1	100	5,108	3	0	1	106	5,126	3	0	1	107	
			R2	6,203	1	0	2	86	6,598	2	0	2	92	6,622	2	0	2	92	
			R3	6,177	1	0	2	86	6,571	1	0	2	91	6,595	1	0	2	92	
	1000 mA	73W	R4	6,185	1	0	2	86	6,579	1	0	2	91	6,603	1	0	2	92	
			R5	6,564	3	0	1	91	6,983	3	0	1	97	7,008	3	0	1	97	
R2			5,328	1	0	2	99	5,669	1	0	2	105	5,689	1	0	2	105		
R3			5,307	1	0	2	98	5,645	1	0	2	105	5,666	1	0	2	105		
R4			5,313	1	0	2	98	5,652	1	0	2	105	5,672	1	0	2	105		
30C (30 LEDs)	530 mA	53W	R5	5,639	3	0	1	104	5,999	3	0	1	111	6,020	3	0	1	111	
			R2	6,674	2	0	2	95	7,100	2	0	2	101	7,126	2	0	2	102	
			R3	6,647	1	0	2	95	7,071	2	0	2	101	7,097	2	0	2	101	
			R4	6,655	1	0	2	95	7,080	1	0	2	101	7,105	1	0	2	102	
			R5	7,063	3	0	2	101	7,514	3	0	2	107	7,541	3	0	2	108	
	700 mA	69W	R2	8,881	2	0	2	84	9,448	2	0	2	89	9,482	2	0	2	89	
			R3	8,844	2	0	2	83	9,409	2	0	2	89	9,443	2	0	2	89	
			R4	8,855	2	0	2	84	9,420	2	0	2	89	9,454	2	0	2	89	
			R5	9,398	3	0	2	89	9,998	4	0	2	94	10,034	4	0	2	95	
			R2	7,034	2	0	2	102	7,483	2	0	2	108	7,510	2	0	2	109	
	40C (40 LEDs)	530 mA	71W	R3	7,005	2	0	2	102	7,453	2	0	2	108	7,479	2	0	2	108
				R4	7,014	1	0	2	102	7,462	1	0	2	108	7,488	1	0	2	109
R5				7,444	3	0	2	108	7,919	3	0	2	115	7,947	3	0	2	115	
R2				8,737	2	0	2	96	9,295	2	0	2	102	9,329	2	0	2	103	
R3				8,701	2	0	2	96	9,257	2	0	2	102	9,290	2	0	2	102	
700 mA		94W	R4	8,712	2	0	2	96	9,268	2	0	2	102	9,301	2	0	2	102	
			R5	9,246	3	0	2	102	9,836	4	0	2	108	9,871	4	0	2	108	
			R2	11,537	2	0	2	82	12,273	2	0	2	88	12,322	2	0	2	88	
			R3	11,489	2	0	3	82	12,223	2	0	3	87	12,272	2	0	3	88	
			R4	11,503	2	0	3	82	12,237	2	0	3	87	12,286	2	0	3	88	
1000 mA		141W	R5	12,208	4	0	2	87	12,988	4	0	2	93	13,039	4	0	2	93	
			R2	10,334	2	0	2	102	10,993	2	0	2	109	11,033	2	0	2	109	
	R3		10,291	2	0	2	102	10,948	2	0	2	108	10,988	2	0	2	109		
	R4		10,304	2	0	2	102	10,961	2	0	2	109	11,001	2	0	2	109		
	R5		10,935	4	0	2	108	11,633	4	0	2	115	11,675	4	0	2	116		
60C (60 LEDs)	530 mA	103W	R2	12,871	2	0	2	96	13,692	3	0	3	102	13,742	3	0	3	103	
			R3	12,818	2	0	3	96	13,636	2	0	3	102	13,685	2	0	3	102	
			R4	12,833	2	0	3	96	13,653	2	0	3	102	13,702	2	0	3	102	
			R5	13,620	4	0	2	102	14,489	4	0	2	108	14,541	4	0	2	109	
			R2	16,336	3	0	3	76	17,379	3	0	3	80	17,440	3	0	3	81	
	700 mA	137W	R3	16,268	3	0	3	75	17,307	3	0	4	80	17,368	3	0	4	80	
			R4	16,288	3	0	3	75	17,328	3	0	4	80	17,389	3	0	4	81	
			R5	17,286	4	0	2	80	18,390	4	0	2	85	18,455	4	0	2	85	



One Lithonia Way • Conyers, Georgia 30012 • Phone: 800.279.8041 • Fax: 770.918.1209 • www.lithonia.com
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KAD-LED
 Rev. 05/06/15

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

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

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

Projected LED Lumen Maintenance

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

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

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	KAD LED 60C 1000			
	1.0	0.91	0.86	0.76
	KAD LED 40C 1000			
	1.0	0.93	0.88	0.79
	KAD LED 60C 700			
	1.0	0.98	0.97	0.94

Electrical Load

Number of LEDs	Rated Current (mA)	Specimen (Watts)	Current (A)					
			120	208	240	277	347	480
20	530	35	0.30	0.18	0.16	0.15	-	-
	700	46	0.39	0.23	0.20	0.18	0.15	0.12
	1000	73	0.61	0.35	0.31	0.27	0.22	0.17
30	530	53	0.44	0.26	0.23	0.20	-	-
	700	69	0.58	0.34	0.29	0.26	0.21	0.16
	1000	108	0.90	0.52	0.46	0.40	0.32	0.24
40	530	71	0.60	0.35	0.32	0.29	0.21	0.16
	700	94	0.79	0.46	0.41	0.36	0.27	0.20
	1000	141	1.18	0.68	0.59	0.52	0.42	0.30
60	530	103	0.87	0.50	0.44	0.39	0.29	0.22
	700	137	1.15	0.66	0.58	0.51	0.40	0.29
	1000	216	1.81	1.04	0.92	0.81	0.63	0.47

NOTE: All ratings in this table are for a nominal system operated at 25°C ambient temperature. Current and power specifications in this table do not include branch circuit derating specified in the National Electrical Code. Please observe all applicable electrical codes and ratings.

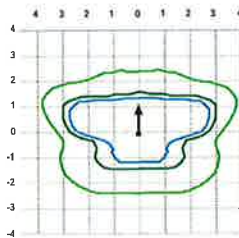
Photometric Diagrams

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

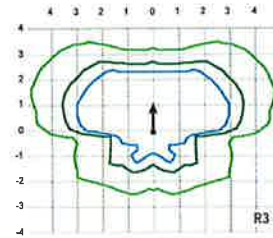
Isocandela plots for the KAD LED 60C 1000 40K. Distances are in units of mounting height (20').

LEGEND

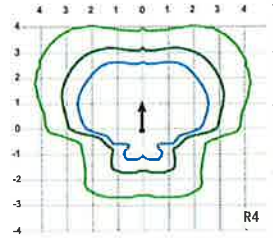
0.1 fc
0.5 fc
1.0 fc



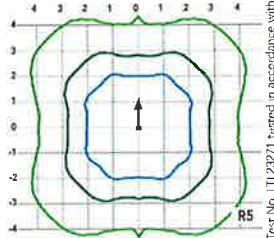
Test No. LT12321 tested in accordance with IESNA LM-79-08



Test No. LT12316AB tested in accordance with IESNA LM-79-08



Test No. LT12322 tested in accordance with IESNA LM-79-08



Test No. LT12321 tested in accordance with IESNA LM-79-08

FEATURES & SPECIFICATIONS

INTENDED USE

The energy savings and long life of the KAD LED area luminaire make it a reliable choice for illuminating streets, walkways, parking lots, and surrounding areas.

CONSTRUCTION

Single-piece die-cast, aluminum housing with contoured edges has a 0.12" nominal wall thickness. Die-cast door frame has an impact-resistant, tempered glass lens that is fully gasketed with one piece tubular silicone.

FINISH

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

OPTICS

Precision-molded refractive acrylic lenses are available in four distributions. Light engines are available in standard 4000K, 3000K or 5000K (70 CRI) configurations.

ELECTRICAL

Light engine consists of high-efficiency LEDs mounted to a metal-core circuit board and aluminum heat sink, ensuring optimal thermal management and long life. Class 1 electronic driver has a power factor >90%, THD <20%, and has an expected life of 100,000 hours with <1% failure rate. Easily-serviceable surge protection device meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

INSTALLATION

Included universal mounting block and extruded aluminum arm facilitate quick and easy installation using nearly any existing drilling pattern. Stainless steel bolts fasten the luminaire to the mounting block securing it to poles or walls. The KAD LED can withstand up to a 1.5 G vibration load rating per ANSI C136.31. The KAD LED also utilizes the standard K-Series (Template #5) for pole drilling.

LISTINGS

CSA certified to U.S. and Canadian standards. Luminaire is IP65 rated. Rated for -40°C minimum ambient. DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

5-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.asp.

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





720 SW Washington St.
Suite 500
Portland, OR 97205
503.243.3500
www.dksassociates.com

MEMORANDUM

DATE: October 22, 2015
TO: Bryan Brown, City of Canby
FROM: Julie Sosnovske, P.E.
Chris Maciejewski, P.E., PTOE

SUBJECT: Canby Premier Gear Manufacturing Facility Traffic Study Scope of Services P#11010-056

This memorandum describes the scope of services to evaluate the transportation impacts associated with the proposed development of a manufacturing facility in Canby, Oregon. The project site (Tax Lot: 1707) is located along the southwest side of SE Sequoia Parkway at its intersection with S Walnut Road. The 5.94 acre site is currently undeveloped. The site is zoned Light Industrial (M-1), and is located within with the Canby Industrial Area Overlay (I-O); therefore is subject to design guidelines, standards, and conditions of approval identified as part of the Canby Industrial Area Master Plan¹.

A manufacturing building space of 60,240 square feet is planned, of which approximately 54,000 is dedicated to manufacturing space and 6,240 square feet will be utilized as office space. In addition, a future expansion of 20,250 square feet is planned.

Task 1: Project Trip Generation

Based upon our preliminary review of the proposed project, the proposed manufacturing facility would not result in an increase in site trip generation significant enough to warrant an on off-site impact evaluation. To confirm this, the amount of new vehicle trips generated by the proposed development will be estimated using trip generation estimates published in the ITE Trip Generation Manual for similar land use type². Trip generation estimates for the proposed development will be provided for daily, morning, and the evening peak hour for each project phase, and will be summarized in a table. If trip generation estimates are less than 5% of the total entering volume at any collector or above intersections, no intersection analysis will be required.

Task 2: Site Access and Circulation Review

Access to the site will be provided by SE Sequoia Parkway, which is classified as a collector roadway by the City of Canby. This facility is improved to City collector/neighborhood route roadway standards (50 foot paved width) in the vicinity of the project site.

¹ Canby Municipal Code, Chapter 16.35, Canby Industrial Area Overlay (I-O) Zone

² Trip Generation Manual, Institute of Transportation Engineers, 9th Edition.



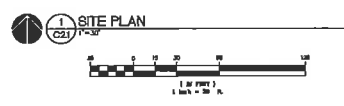
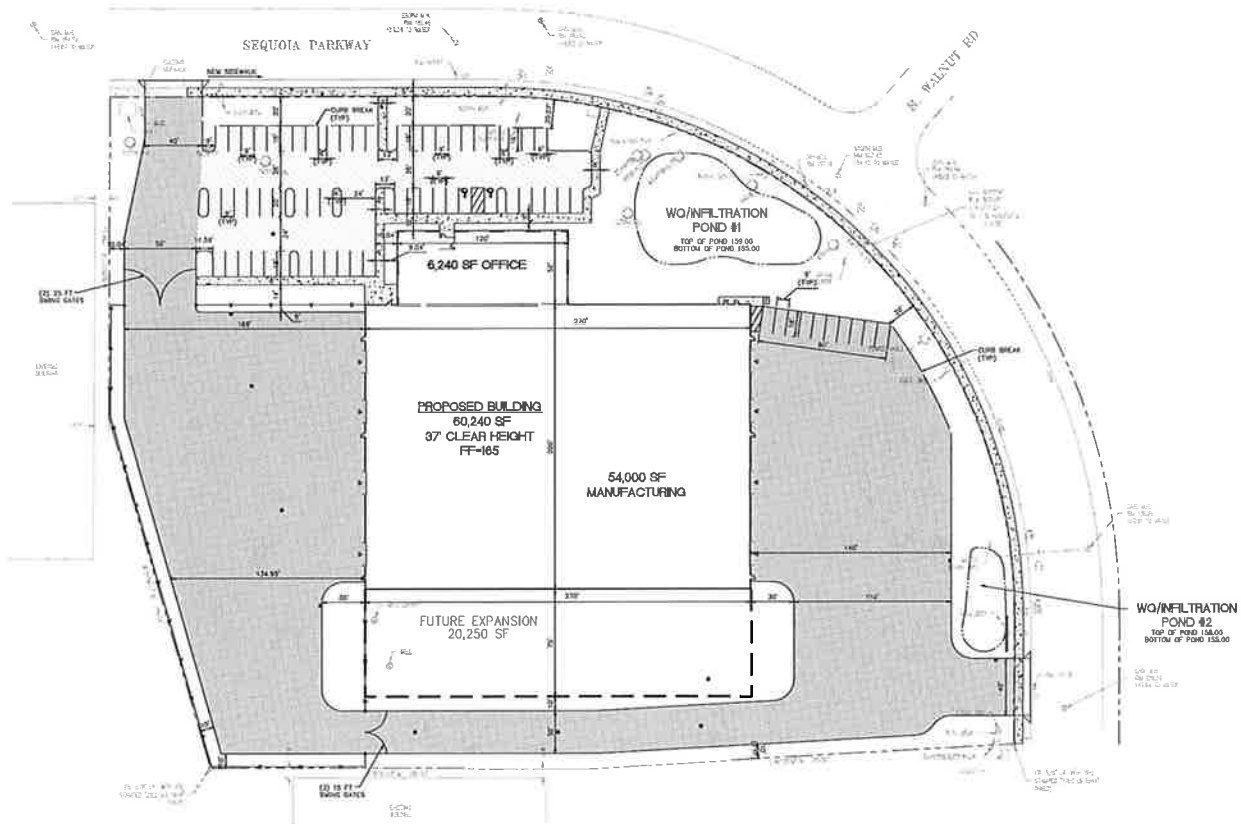
Intersection sight distance will be evaluated at the two proposed site accesses to ensure sight triangles are clear from any obstructions. Access spacing will also be reviewed to ensure compliance with City standards. The project accesses should be sited in locations that maximize sight distance in both directions.

The previous three years of crash records will be reviewed near the project access point to screen for any safety related deficiencies. Additionally, parking supply and demand will be reviewed for the proposed use along with on-site circulation for motor vehicles, trucks, and pedestrians.

BUDGET

In consideration of the performance of these services, DKS Associates will be compensated on a time and materials basis in accordance with the hourly billing rates set forth in the attached fee schedule, subject to revision January 1, 2016, for a maximum fee of \$3,000. This fee is based upon the scope of services and level of effort presented above.

If the applicant chooses to utilize another consultant to complete this task, our review with written response of the applicant's traffic study would be approximately \$750.



SITE INFORMATION

TOTAL SITE AREA:	356,835 SF (8.14 AC)
TOTAL PROPOSED BUILDING AREA:	54,240 SF
FUTURE ADDITION:	20,250 SF
TOTAL FUTURE BUILDING AREA:	80,490 SF
% OF BUILDING COVERAGE:	23.20%
FUTURE % OF BUILDING COVERAGE:	21.72%
LANDSCAPE AREA:	78,878 SF (18.18 AC)
FUTURE LANDSCAPE AREA:	53,893 SF (12.28 AC)
PARKING:	
STANDARD STALLS	62
COMPACT STALLS	2
ADA STALLS	2
TOTAL:	67 (141,000 SF)

LEGEND

ORV-IN DOORS	A
CONCRETE SIDEWALK	1:1.2:2
MEANS RE PAVING	[Symbol]
AUTOMOBILE AC PAVING	[Symbol]



Portland, OR
 Vancouver, WA
 Seattle, WA
 www.mackenzie.com

MACKENZIE



STRATUS

Project
FEMER GEAR
 SEQUOIA PARKWAY
 CANYON, OR 97038

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 REVISIONS:

NO.	DATE	DESCRIPTION
1	10/2/2015	ISSUED FOR PERMIT

SHEET TITLE:
SITE PLAN

DRAWN BY: [Name]
 CHECKED BY: [Name]
 SHEET:

C2.1

JOB NO. **2150442.00**

REVIEW SET 10.2.2015



Fee Schedule

Effective January 1, 2015 through December 31, 2015

<i>ENGINEERS and PLANNERS</i>				<i>TECHNICIANS and SUPPORT STAFF</i>	
Grade	Hourly Rate	Grade	Hourly Rate	Tech Level	Hourly Rate
Grade 1	\$ 55.00	Grade 20	\$ 150.00	Tech Level A	\$ 35.00
Grade 2	60.00	Grade 21	155.00	Tech Level B	40.00
Grade 3	65.00	Grade 22	160.00	Tech Level C	45.00
Grade 4	70.00	Grade 23	165.00	Tech Level D	50.00
Grade 5	75.00	Grade 24	170.00	Tech Level E	55.00
Grade 6	80.00	Grade 25	175.00	Tech Level F	60.00
Grade 7	85.00	Grade 26	180.00	Tech Level G	65.00
Grade 8	90.00	Grade 27	185.00	Tech Level H	70.00
Grade 9	95.00	Grade 28	190.00	Tech Level I	75.00
Grade 10	100.00	Grade 29	195.00	Tech Level J	80.00
Grade 11	105.00	Grade 30	200.00	Tech Level K	85.00
Grade 12	110.00	Grade 31	205.00	Tech Level L	90.00
Grade 13	115.00	Grade 32	210.00	Tech Level M	95.00
Grade 14	120.00	Grade 33	215.00	Tech Level N	100.00
Grade 15	125.00	Grade 34	220.00	Tech Level O	105.00
Grade 16	130.00	Grade 35	225.00	Tech Level P	110.00
Grade 17	135.00	Grade 36	230.00	Tech Level Q	115.00
Grade 18	140.00	Grade 37	235.00	Tech Level R	120.00
Grade 19	145.00	Grade 38	240.00	Tech Level S	125.00

- Project expenses will be billed at *cost plus ten percent* for service and handling. Project expenses include project-related costs such as reproduction through outside services, transportation, subsistence, delivery/postage and subcontractor services.
- All invoices are due and payable within 30 days of date of invoice. Invoices outstanding over 30 days will be assessed a 1 1/4 percent service charge, compounded, for each 30 days outstanding beyond the initial payment period. Service charges are not included in any agreement for maximum charges.
- Reimbursable costs are billed as follows:
 - 8-1/2 x 11 B/W, at cost, up to \$0.10 per page
 - 11 x 17 B/W bond, at cost, up to \$0.50 per page
 - 24 x 36 B/W bond, at cost, up to \$1.00 per page
 - 11 x 17 B/W mylar, at cost, up to \$ 3.50 per page
 - 24 x 36 B/W mylar, at cost, up to \$ 7.00 per page
 - 8-1/2 x 11 color, at cost, up to \$ 0.90 per page
 - 11 x 17 color, at cost, up to \$ 1.75 per page

MACKENZIE.

DESIGN DRIVEN | CLIENT FOCUSED

November 16, 2015

City of Canby
 Attention: Bryan Brown, Planning Director
 111 NW 2nd Avenue | PO Box 930
 Canby, OR 97013

Re: **Canby Premier Gear Manufacturing Facility**
Limited Scope Traffic Study
 Project Number 2150442.00

Dear Mr. Brown:

Mackenzie has prepared this letter to address the traffic study requirements in support of the proposed Premier Gear Manufacturing Facility, as presented in DKS and Associates’ letter dated October 22, 2015.

The proposed manufacturing facility will comprise of 54,000 square feet of manufacturing and 6,240 square feet of office. The facility is anticipated to have approximately 11 office employees and 14 manufacturing employees. A future expansion of approximately 20,000 square feet of manufacturing space is planned, but is not included in this analysis. The project site is located at the southwest corner of the South Sequoia Parkway/South Walnut Road intersection and is identified as parcel number 05012618. The 5.94-acre site is currently undeveloped and zoned Light Industrial (M-1) with an Industrial Area Overlay Zone (I-O). The proposed site plan for this manufacturing facility is attached to this letter.

TRIP GENERATION

The Institute of Transportation Engineers’ *Trip Generation Manual, 9th Edition*, was used to develop trip generation estimates for the proposed manufacturing facility. Since the “Manufacturing” land use in the *Trip Generation Manual* describes the manufacturing facilities surveyed as including office, this land use was used to estimate trip generation for the entire 60,240 square foot facility.

The estimated trip generation for the facility is presented in Table 1, below.

TABLE 1 – PROPOSED TRIP GENERATION									
ITE Code	Land Use	Size	AM Peak Hour			PM Peak Hour			Daily
			Enter	Exit	Total	Enter	Exit	Total	Total
140	Manufacturing	60,240 sq. ft.	16	4	20	11	20	31	213

It should be noted that estimating trips based on the anticipated 25 employees results in a PM peak hour generation of 13 trips. The 31 PM peak hour trips presented in the table above is a conservative estimate of the anticipated trip generation, and would likely cover trips associated with the future expansion.



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 Portland, Oregon ▪ Vancouver, Washington ▪ Seattle, Washington

In order to assess the off-site impact evaluation needs, a review of the percent impact was conducted for the nearby collector or above intersections. Where impacts are less than 5%, no intersection analysis is required.

Trip distribution for the site was estimated to be 60% to the north and 40% to the south along Sequoia Parkway, similar to the distribution of trips in the *Canby Commons Apartments Transportation Impact Study*, dated April 8, 2015. This same TIA reported 800 trips currently entering the South Sequoia Parkway/SE Hazeldell Way intersection and 492 trips entering the South Sequoia Parkway/South Township Road intersection during the PM peak hour. The site is anticipated to add 19 trips the Hazeldell Way intersection and 12 trips to the Township Road intersection, resulting in 3% and 2% impacts respectively. Based on the impact being less than 5% of the total entering volume at either intersection, no intersection analysis is needed. An excerpt of the Canby Commons TIA is attached for reference.

SITE ACCESS AND CIRCULATION REVIEW

South Sequoia Parkway is classified as a Collector in the City of Canby's *Transportation System Plan*, dated December 2010. The posted speed limit on South Sequoia Parkway is currently 35 mph.

Access Spacing

Access to the site will be provided via two driveways along South Sequoia Parkway. The northern driveway will be located 272 feet east of the existing driveway on Sequoia Parkway and approximately 499 feet west of South Walnut Road. The southern driveway will be located approximately 227 feet north of the existing driveway on Sequoia Parkway and approximately 154 feet south of an existing curb cut on the east side of Sequoia Parkway. All measurements were estimated from centerline to centerline. The proposed location of both driveways is consistent with the City's standard of a 100-foot separation between access points, as measured from centerline to centerline. A driveway spacing exhibit is attached to this letter.

In addition to meeting the City's spacing standard, no conflict is anticipated with left-turning vehicles into the site's southern driveway and the nearby existing curb cut. The offset is such that left turns will not occupy the same area in the center left-turn lane.

Intersection Sight Distance

The two proposed driveways on South Sequoia Parkway were evaluated for intersection sight distance using AASHTO's *A Policy on Highway Design of Highways and Streets, 6th Edition*. Both driveways are proposed to be stop-controlled. Based on the posted speed, the recommended intersection sight distance for a left turn from stop is 390 feet and corresponds to the recommended sight distance to the east and south. The recommended intersection sight distance for a right turn from stop is 335 feet, which corresponds to the recommended sight distance to the west and north.

At the northern driveway, the available intersection sight distance to the east is approximately 400 feet, and the available intersection sight distance to the west is approximately 410 feet.

At the southern driveway, the available intersection sight distance to the south is approximately 460 feet, and the available intersection sight distance to the north is approximately 385 feet.

Site distance to the south of the southern driveway extends beyond the Sequoia Parkway/4th Avenue intersection, which is all-way stop-controlled. Vehicles traveling northbound from this intersection will be traveling at a lower speed

than 35 mph following a complete stop. As a result of the all-way stop, vehicles exiting the site's southern driveway will be given an adequate gap in traffic to safely complete a left turn.

The recommended intersection sight distances are met at both driveways.

Intersection Crash Analysis

Crash data was obtained for the most complete recent three years of data on South Sequoia Parkway from ODOT's online Crash Data System. Between January 1, 2011, and December 31, 2013, no crashes were reported near the proposed driveways for the Premier Gear manufacturing facility. One crash was reported in 2013 at the South Sequoia Parkway/SE Hazeldell Way intersection, and another crash was reported in 2011 at the Highway 99E/South Sequoia Parkway intersection. Based upon the reported crash data there do not appear to be any safety-related deficiencies along South Sequoia Parkway. The crash data for the most recent three years is attached.

Parking Supply and Demand

The parking requirements for a manufacturing facility per the City of Canby's Municipal Code, Section 16.10.050, are two spaces per 1,000 gross square feet of office space, plus one space per 1,000 gross square feet of non-office manufacturing space. Based on this requirement, the minimum number of required parking spaces for the proposed manufacturing facility is 67 parking spaces.

The proposed parking includes 62 standard parking stalls, 3 compact vehicle parking stalls, and 2 ADA compliant parking stalls, meeting the minimum 67 spaces.

Site Circulation

The site will be accessible to vehicles via two driveways on South Sequoia Parkway. Trucks will have adequate room to make turning movements in the loading zones, with an approximate width of 135 feet west of the building and 140 feet east of the building. Pedestrians will have access along the site frontage using the proposed sidewalk on South Sequoia Parkway. Internal pedestrian circulation will be provided via sidewalk connections bordering the parking lot and the west and north faces of the office building. Bicycle lanes are currently present along the site's frontage.

If you have any questions regarding this limited scope traffic study, please do not hesitate to contact me.

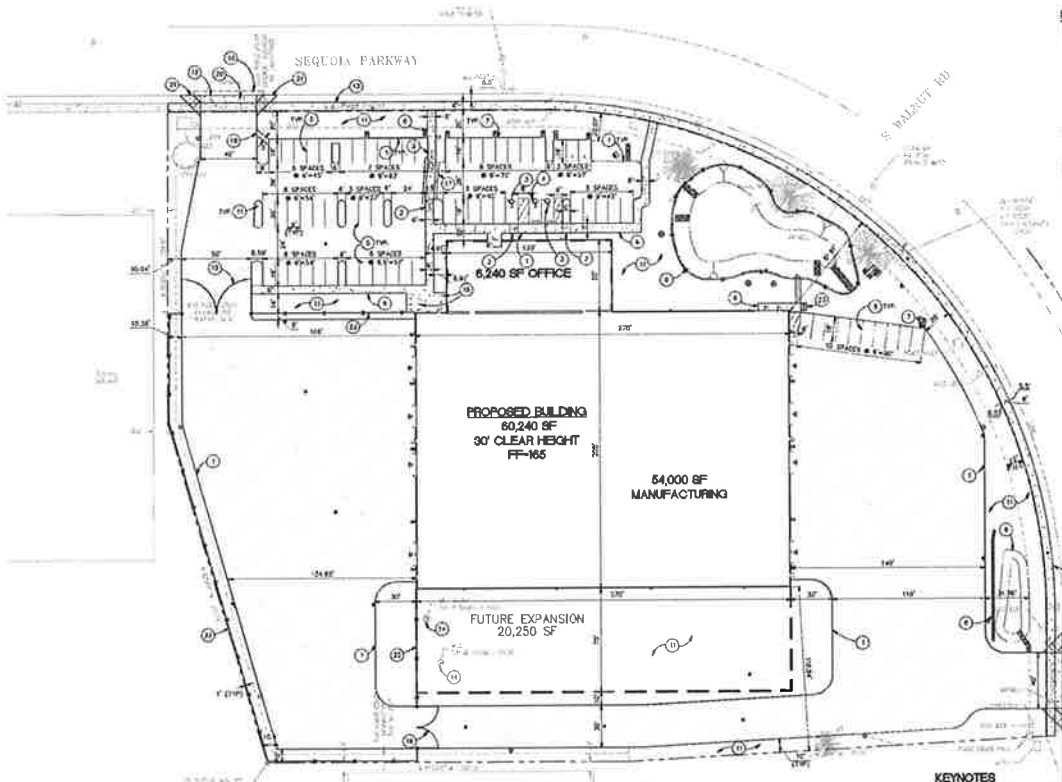
Sincerely,



Brent Ahrend
Senior Associate | Traffic Engineer

Enclosure(s): Site plan
2015 existing volumes
Crash data
Driveway spacing exhibit

c: Mark Person, Ralph Henderson, Janet Jones – Mackenzie



SITE INFORMATION

TOTAL SITE AREA	28,435 SF (0.64 AC)
TOTAL PROPOSED BUILDING AREA	6,240 SF
OFFICE AREA	6,240 SF
MANUFACTURING AREA	54,000 SF
TOTAL PROPOSED BUILDING AREA	60,240 SF
FUTURE ADDITION	20,250 SF
TOTAL FUTURE BUILDING AREA	80,490 SF
% OF BUILDING COVERAGE	33.30%
FUTURE % OF BUILDING COVERAGE	34.12%
IMPervious AREA (EXCLUDING BUILDING FOOTPRINT AREAS)	116,878 SF
% OF IMPERVIOUS AREA	46.37%
LANDSCAPE AREA	28,715 SF (0.64 AC)
FUTURE LANDSCAPE AREA	33,514 SF (0.76 AC)
PARKING	
STANDARD STALLS	61
COMPACT STALLS	1
ADA STALLS	1
TOTAL	63 (17,000 SF MINIMUM) (27,000 SF OFFICE)
PARKING LOT LANDSCAPE AREA	27,110 SF
PARKING ISLANDScape AREA	1,403 SF
% OF PARKING AREA	13.26%

LEGEND

DRIVE-IN DOORS	▲
CONCRETE DRIVEWAY	▭
TURF GRASS	▨
ACCESSIBLE AC PAVING	▧
ADA PAIR	▩
GRAVEL PATH	▪
PROPERTY LINE	—
EASEMENT	—
LANDLINE	—
SECURITY FENCE	—
EXISTING PIPE W/GRANT	—
PIPE INCIDENT ASSEMBLY	—
EXPOSED WELDED	—
VALVES	—
COMPACT PAVING STALL	—
DETRELL	—
HANDICAPPED LIGHTPOLE	—
EXISTING LIGHTPOLE	—
CATCH BASIN	—
BUILDING LIGHT	—
TREE TO REMAIN	—

KEYNOTES

- VERTICAL CURVE
- ADA RAMP
- ACCESSIBLE PARKING SPACE
- ADA ACCESSIBLE PARKING SPACE
- 4" WHITE PARKING STRIPE
- CONCRETE SIDEWALK
- CURB BREAK WITH BOOB STOP/INTEGRATED, SEE C12
- 2" MESH MODULAR BLOCK RETAINING WALL
- BETTER QUALITY/COMPLETION POND WITH 4" HIGH POND FENCE
- BARBUT
- LANDSCAPE AREA, SEE LANDSCAPE PLANS
- 6" THICK CONCRETE OPENWAY, SEE DETAIL 1004
- PUBLIC SIDEWALK PER CITY STANDARDS
- WELL TO BE RELOCATED, LOCATION TO BE DETERMINED
- 24" 15 FT WING GATES
- 18" 15 FT WING GATES
- 12" BRICK CONCRETE CHASSISWALL
- 16" BICYCLE PARKING FOR 14 BIKES
- 18" CURB BREAK WITH CONCRETE CHANNEL
- 36" RELOCATE TO 10' MIN SIGN
- MINOR EXCAVATION AREA
- 6" OF HIGH QUALITY/COMPLETION FENCE BY BLOCK POWER COATED FRAMING 8" BLOCK, VINYL COATED FINISH
- PROPOSED TRANSFORMED PAD LOCATION

GENERAL NOTES

- ALL WORK SHALL COMPLY TO THE STANDARD SPECIFICATIONS AND THE REQUIREMENTS OF THE CITY OF COLUMBUS AND THE CURRENT AMERICAN PUBLIC WORKS ASSOCIATION STANDARDS FOR PUBLIC WORKS CONSTRUCTION.
- EFFECTIVE EROSION CONTROL IS REQUIRED. EROSION CONTROL MEASURES MUST BE INSTALLED AND MAINTAINED TO MEET THE CONTROLLING JURISDICTION REQUIREMENTS. THE SOFTENING JURISDICTION MAY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACHIEVE AN EFFECTIVE EROSION CONTROL.
- STREETSIDE SIDEWALKS IN REQUIRED. SIDEWALKS SHALL BE CONSTRUCTED WITHIN THE WORK SITE AND SHALL BE ROUTED TO EXISTING SIDEWALKS, PUBLIC PROPERTY, AND THE DISTANCE BETWEEN THE SIDEWALKS SHALL BE MAINTAINED TO MEET THE CONTROLLING JURISDICTION REQUIREMENTS. THE SOFTENING JURISDICTION MAY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACHIEVE AN EFFECTIVE EROSION CONTROL.
- CONTRACTOR SHALL MAINTAIN ALL STRUCTURES IMPACTED BY CONSTRUCTION IMPROVEMENTS TO AN MINOR GRADES.
- EXCAVATION: EXCAVATE FOR SLABS, FOUNDS, AND OTHER IMPROVEMENTS TO BE SET IN LEVEL FORM OR FORMS. ALLOW FOR FORM SHRINKAGE AND FOR PROPER COMPACTION OF REQUIRED BACKFILLING MATERIAL. EXCAVATIONS MUST BE COMPLETED WITHIN 10 DAYS THROUGH PERMITS. EXCAVATIONS SHALL BE COVERED WITH SAFETY GRATES OR OTHER SAFETY MEASURES. SAFETY GRATES SHALL BE INSTALLED WITHIN 10 DAYS OF EXCAVATION. SAFETY GRATES SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. THE FINAL LIGHTS SHALL BE INSPECTED AND APPROVED BY THE CITY OF COLUMBUS. SEE PERMITS, ALL OTHER AREAS 1-800-281-2345.
- WORK DEMONSTRATING TO THE DISTRICT SHALL BE COMPLETED WITHIN 10 DAYS OF EXCAVATION. CONTRACTOR SHALL COVER THE END OF THE EXCAVATION WITH THE EXCAVATION, WALL, AND EXCAVATION WITHIN 10 DAYS OF EXCAVATION.
- REQUEST BY THE CONTRACTOR FOR CHANGES TO THE PLANS MUST BE APPROVED BY THE ENGINEER.
- ALL CURB RAMP ARE EITHER 3.0" OR 15.0" UNLESS STATED OTHERWISE ON PLANS.



MACKENZIE
Architects + Engineers
10000 W. 10th Ave.
Suite 100
Denver, CO 80202
www.mackenzie.com



STRATUS
THE CONCRETE EXPERTS

Project: **PREMIER CREDIT**
877 S. BECKLAW
COLUMBUS, OH 43208

REVISIONS

NO.	DATE	DESCRIPTION

C21
DESIGN REVIEW 11.10.2015

MEMORANDUM

DATE: April 8, 2015

TO: Bryan Brown, City of Canby
Avi Tayar, ODOT

FROM: Steve Boice, P.E., PTOE
Ray Delahanty, AICP

SUBJECT: Canby Commons Apartments
Transportation Impact Study



720 SW Washington St.
Suite 500
Portland, OR 97205
503.243.3500
www.dksassociates.com

P#P11010-041

The purpose of this memorandum is to evaluate the transportation impacts of the proposed Canby Commons Apartments development, which will require amending comprehensive plan and zoning designations for approximately 7.6 acres of land in Canby, Oregon. The two subject parcels are located on the west side of S Sequoia Parkway approximately 400 feet south of SE Hazeldell Way (see attached site plan).

This evaluation addresses the Transportation Planning Rule (TPR) requirements for amending the City's adopted plans. The following sections include an overview of the TPR requirements, an assessment of site trip generation and distribution, capacity analysis of study intersections with existing and proposed zoning, and potential mitigations necessary to address any deficiencies triggered by the proposed project.

Land use approval for a specific use would be addressed through subsequent applications and may require additional traffic impact evaluation depending on the proposed use and its unique site plan.

PROJECT DESCRIPTION

The Canby Commons Apartments proposal includes 136 apartments consisting of one, two, and three bedroom units. The two subject tax lots are listed below, with the location shown in Figure 1.

- 31E34C 04900 - 10.67 acres
- 31E34C 02101 - 1.85 acres

The two tax lots are undeveloped at this time, zoned M-2 (Heavy Industrial), and designated HI (Heavy Industrial) in the City's Comprehensive Plan. The proposed land use action is to rezone 7.6 acres of the two lots from M-2 to R-2 (High Density Residential) and amend the comprehensive plan zoning from HI to HDR (High Density Residential). The remaining portion of the lots would remain the current M-2 zoning and HI comprehensive plan designation. With the proposed rezone, adjustments to the tax lot boundaries would be needed.

Volume Development

The traffic analysis presented below is based on traffic counts collected on Thursday, January 20, 2015. Considering the potential impact area of the trip generation changes listed in Table 1, the following were identified as study intersections:

1. Highway 99E/S Sequoia Parkway
2. S Sequoia Parkway/SE Hazeldell Way
3. S Sequoia Parkway/S Township Road

DKS used seasonal factoring, per ODOT methodology,² to reflect 30th highest hour conditions in the base year analysis. These seasonally factored volumes were also used as the basis for forecasting future 2030 conditions.

DKS used the City of Canby Travel Forecast Tool to help estimate 2030 traffic volumes. The tool includes both base year (2009) and future year (2030) travel demand models that estimate vehicular demands on the transportation network in the City of Canby. DKS used a 15-year portion of the growth increment between the 2009 and 2030 models to layer onto the 2015 volumes, creating a 2030 p.m. peak hour forecast under Comprehensive Plan conditions.

The Travel Forecast Tool was also used to estimate the routing of the 50 new inbound trips generated by the “reasonable worst case” analysis described above. A total of 30 trips are estimated to come from north of the development, and 20 from the south, as shown in Figure 2.

2015 and 2030 p.m. peak hour volumes for this study are shown in Figures 3 through 5 with discussion of traffic operations under each year and land use scenario in the next section.



Figure 2: Canby Commons Trip Distribution

² Seasonal adjustment was based on methodology in ODOT’s *Analysis Procedures Manual*. DKS used the Commuter trend at the Highway 99E/S Sequoia Parkway intersection, which factored the January counts up by 16% to reflect 30th highest hour conditions.

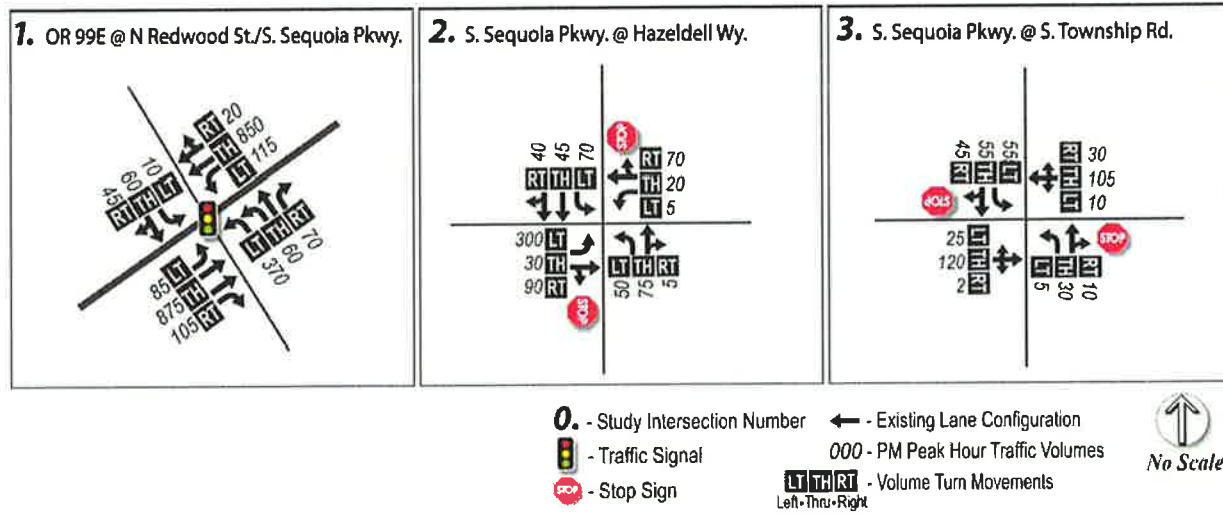


Figure 3: Existing PM Peak Hour Volumes

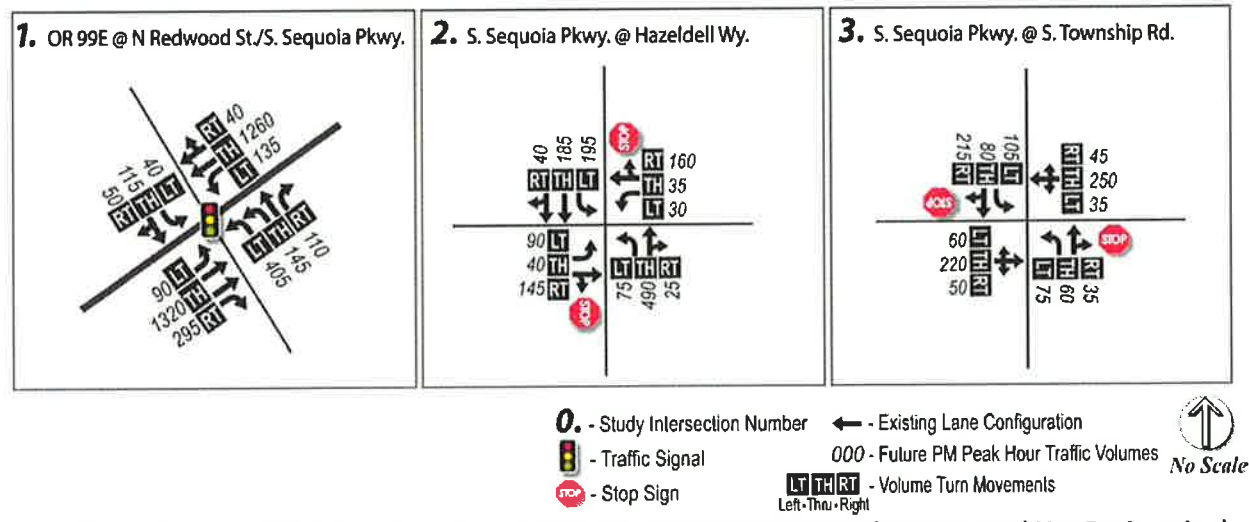


Figure 4: Future 2030 Financially Constrained PM Peak Hour Volumes (Current Land Use Designation)

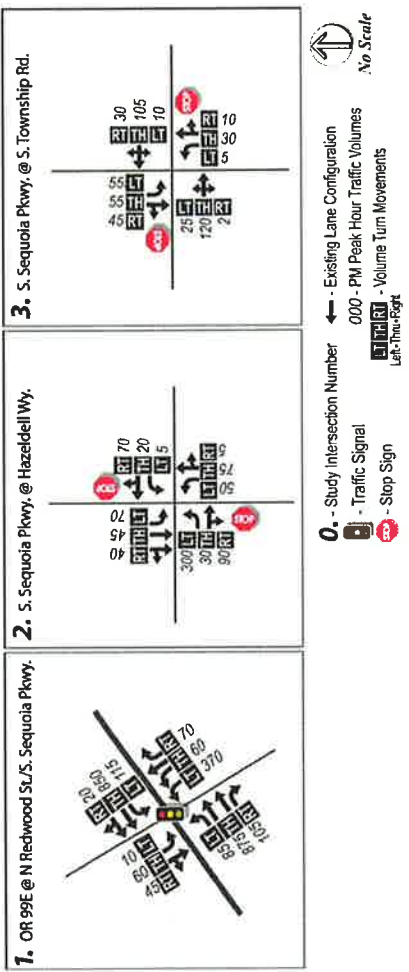


Figure 3: Existing PM Peak Hour Volumes

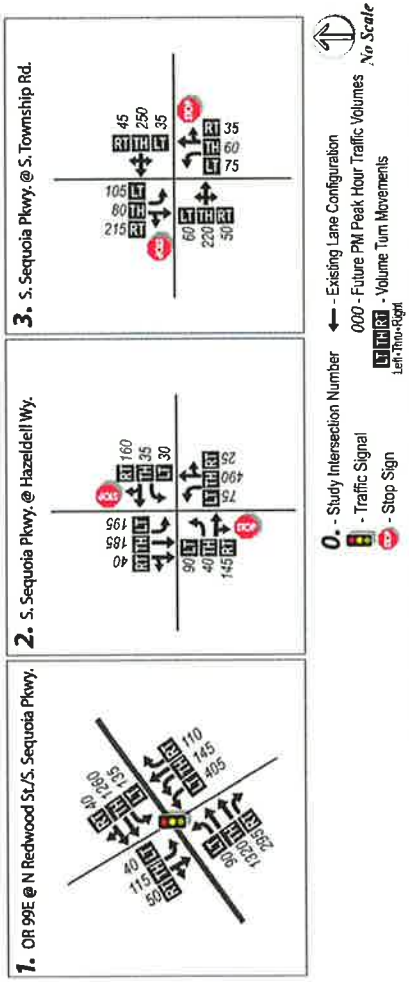


Figure 4: Future 2030 Financially Constrained PM Peak Hour Volumes (Current Land Use Designation)

CDS380
10/28/2015

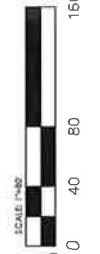
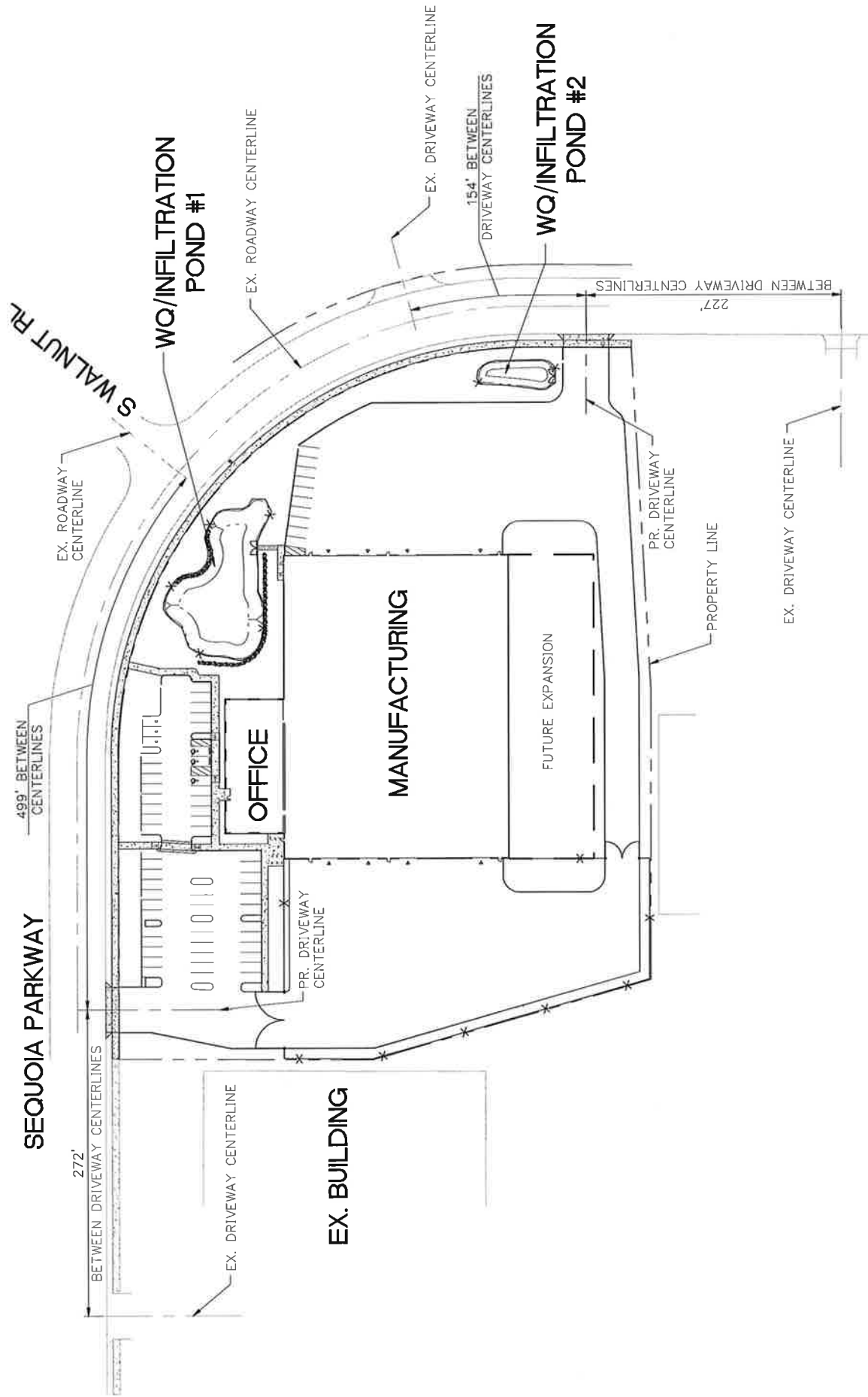
OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

SEQUOIA PKY and Intersectional Crashes at SEQUOIA PKY, City of Canby, Clackamas County, 01/01/2011 to 12/31/2013
Total crash records: 2

CITY OF CANBY, CLACKAMAS COUNTY

S P E S E I N V E S T I G A T I O N N U M B E R	C I T Y	C L A S S	C I T Y S T R E E T	R D C H A R	I N T - T Y P E (M E D I A N)	I N T - R E L	O F F E D	W T H C R A S H	S E C I O N	M O V E	S E C I O N U S E	D R I V E R T Y P E	D R I V E R N U M B E R	D R I V E R S E X	D R I V E R A G E	D R I V E R O C C U R R E N C E	D R I V E R L I C E N S E N U M B E R	D R I V E R L I C E N S E E X P I R I E N C E	D R I V E R L I C E N S E C A T E G O R Y	C A U S E	
																					W H E R E C R A S H O C C U R R E D
00624	N	17	SE HEZDELDI WAY SECOND STREET	INTER	3-LEG	N	STOP SIGN	N	DRY	TURN	02 NONE	01	DRVR	NONE	33	F	OR-Y	000	000	000	02
			SE SEQUOIA PKY	CN	0	STOP SIGN	Y	DRY	TURN	M-E	PRVTE	01	DRVR	NONE	028	OR<25	018	000	000	00	
											PSNGR CAR										02
											PRVTE										00
											PSNGR CAR										00
											TURN-L										00
											S-W										00
											PSNGR CAR										00
01721	N	14	PACIFIC HW 99E SEQUOIA PKY	INTER	CROSS	N	TRF SIGNAL	N	CLR	S-1STOP	01 NONE	01	DRVR	NONE	20	M	OR-Y	000	000	000	07
											PRVTE										00
											PSNGR CAR										07
											PSNGR CAR										07
											02 NONE										00
											PRVTE										00
											PSNGR CAR										00

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 814.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submission of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.



NOV 16, 2015
JOB # 211040506



**PREMIER GEAR - CANBY, OR
DRIVEWAY SPACING EXHIBIT**



720 SW Washington St.
 Suite 500
 Portland, OR 97205
 503.243.3500
 www.dksassociates.com



MEMORANDUM

DATE: December 14, 2015
TO: Bryan Brown, City of Canby
FROM: Julie Sosnovske, PE
SUBJECT: Canby Premier Gear Transportation Analysis Review

P#11010-057

Per your request, we have reviewed the limited scope traffic study submitted for the proposed Canby Premier Gear Manufacturing Facility¹, to determine if the study provides adequate information to comply with the required transportation impact study scope². Based upon our review, we find that the study adequately addresses the required scope items for the proposed development.

We agree with the findings of the study that the trip levels generated by the proposed project would not trigger analysis to be conducted at any nearby intersections based on the City's and ODOT's intersection analysis evaluation guidelines.

We have the following comments regarding the study:

- The trip generation provided appears to be based on the equation, rather than the average rate for the proposed use (ITE Code 140 – Manufacturing). The average rate would be more appropriate given the size of the proposed facility, which is much smaller than the average for the data set. Although this would alter the trip generation results, it would not modify the findings that no off-site impact analysis is required.
- It is not clear which rate is used for the "per employee" calculation reported. The statement that the site would generate 13 trips during the p.m. peak hour, based on 25 employees, appears to be inaccurate, based on the land uses stated, and should be clarified or corrected.

If you have any questions, please call me.

¹ Canby Premier Gear Manufacturing Facility: Limited Scope Traffic Study, Mackenzie, November 16, 2015.

² Canby Premier Gear Manufacturing Facility Traffic Study Scope of Services, DKS Associates, October 22, 2015.

MACKENZIE.

DESIGN DRIVEN | CLIENT FOCUSED

December 15, 2015

City of Canby
Attention: Bryan Brown, Planning Director
111 NW 2nd Avenue | PO Box 930
Canby, OR 97013

Re: **Canby Premier Gear Manufacturing Facility**
Limited Scope Traffic Study Responses
Project Number 2150442.00

Dear Mr. Brown:

Mackenzie provided a limited scope traffic study for the proposed Premier Gear manufacturing facility in Canby, Oregon, dated November 16, 2015. A review dated December 14, 2015, was conducted by DKS; we have addressed the items below, with our responses following the comments provided.

1. *The trip generation provided appears to be based on the equation, rather than the average rate for the proposed use (ITE Code 140 – Manufacturing). The average rate would be more appropriate given the size of the proposed facility, which is much smaller than the average for the data set. Although this would alter the trip generation results, it would not modify the findings that no off-site impact analysis is required.*

Response: The ITE methodology requires that the equation be used if 1) more than 20 studies have been reported; or 2) the R² value is greater than or equal to 0.75% and the standard deviation is equal to or greater than 55%. For all three time periods, more than 20 studies have been conducted. Therefore, the equation was used for all three time periods. Additionally, the cluster of data points is closest to the y-axis, which is in range with the proposed facility's size.

2. *It is not clear which rate is used for the "per employee" calculation reported. The statement that the site would generate 13 trips during the p.m. peak hour, based on 25 employees, appears to be inaccurate, based on the land uses stated, and should be clarified or corrected.*

Response: The PM peak hour trips based on the number of employees was calculated using the equation. However, it appears a transposition error was made resulting in the "13 PM peak hour trips." As noted by DKS, the reported number of PM peak hour trips based on employees was incorrect, and should be corrected to 20. This is still less than the number of trips reported per 1,000 SF, and will therefore not change the findings that a full traffic analysis will not be required.

Please contact me if you have any questions.

Sincerely,



Brent Ahrend, P.E.
Senior Associate | Traffic Engineer

c: Julie Sosnovske – DKS
Mike Wells - Stratus Real Estate Developers, LLC
Dirk Otis – Macadam Forbes
Bob Thompson, Dale Poppe, Janet Jones - Mackenzie



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MACKENZIE.

DESIGN DRIVEN | CLIENT FOCUSED

November 17, 2015

City of Canby Development Services
Attention: Bryan Brown
111 NW 2nd Avenue
Canby, OR 97013

Re: **Premier Gear**
Neighborhood Meeting Notes
Project Number 2150442.00

Dear Bryan:

Please find the summary of the neighborhood meeting for Premier Gear detailed within this letter. The meeting was held on November 16, 2015, at Canby Fire District Station 62 located at 221 South Pine Street, Canby, OR 97013.

Mr. Person started the meeting shortly after 5 PM by introducing the development team and asked attendees to introduce themselves as well. Mr. Person and Mr. Poppe described the proposed development as a site plan and design review for a new manufacturing and office building for Premier Gear. Russ Cole from Premier Gear provided some background on the company and their history in the area.

A neighbor asked about the timing of the application. Mr. Person replied that the application would go before the Canby Planning Commission, most likely sometime in January. After approval by the Planning Commission, construction drawings would be submitted, and the applicant hoped to begin construction in March or April of 2016 with a target opening date during the first quarter of 2017.

A neighbor asked about the number of employees that Premier Gear has at their current operation. Mr. Cole replied that they have 26 employees.

A neighbor asked about noise levels from the manufacturing operation. Mr. Cole replied that there is some noise generated during their processes but that it will be contained within the building.

A neighbor asked when the application would be heard at Planning Commission. Mr. Person responded that it would most likely be in January and that everyone that was noticed for the neighborhood meeting would be noticed for Planning Commission and could provide comment at the hearing.

The meeting ended at approximately 6:05 PM.

Sincerely,



Mark Person, AICP
Land Use Planner

Enclosure(s): Meeting Sign-in sheet

c: Dirk Otis, Mike Wells – Stratus
Russ Cole – Premier Gear
Bob Thompson, Dale Poppe, Ralph Henderson, Brent Ahrend – Mackenzie



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Portland, Oregon • Vancouver, Washington • Seattle, Washington

MACKENZIE - SIGN-IN SHEET

DESIGN DRIVEN | CLIENT FOCUSED

PROJECT NUMBER: 2150442.00

PROJECT NAME: Premier Gear

SUBJECT: (Neighborhood Meeting / November 16, 2015)

Name	Address	Email	Representing
Quinn Stabile	2865 Reservoir Dr V-14 RATON	stabile14@gmail.com	BB Estator LLC
Russ Cole	1700 NW Thurman St 1445 Fry #1201	premier-gear.com gardenhome@caibx.com	PREMIER GEAR
Buzz Weygandt	1441 S. MEETING	weygandt@shimadzu.com	Weygandt LLC
Jim Osweil	1900 SE 4th Ave Candy, OR 97013	j.osweil@shimadzu.com	Shimadzu
Charles Burden	23230 S. Hwy 99E 97223	chaseburden@trsv.com	Listening by Kathy Kelley
Scott McCormack	7190 SW Sandburg St. Tigard OR	SCOTT@MCCORMACKPROP.COM	Trewo Business Center
Dick Otis		dick@streetusdevelopers.com	Streetus developers
Carla Hagan	9875 SW Griffin Drive Suite 300 Bainbridge	cayh@adengy.com	Kathy Polley
Dale Pope	1515 SE Water Hill Road Bainbridge	dpoppe@ckme.com	MACKENZIE
Rena Meyerberg	11111 NW 2nd Ave Bainbridge	meyerberg@cityofcory.com	City of Cory

5. New Business

a. Northwood Investment Partnership
Request

CURRAN-McLEOD, INC.
CONSULTING ENGINEERS

6655 S.W. HAMPTON STREET, SUITE 210
PORTLAND, OREGON 97223

December 16, 2015

Mr. Bryan Brown
City of Canby, Planning Director
170 NW 2nd Ave
Canby, OR 97013

**RE: CITY OF CANBY
NORTWOOD ESTATES (SUB 05-12), PHASES 3 & 4**

Dear Bryan:

On February 9, 2015, the City of Canby Planning Commission has granted the developers of this development a period of one year to develop the remaining two phases of this project. It also permits an unlimited number of extensions not to exceed one-year apiece.

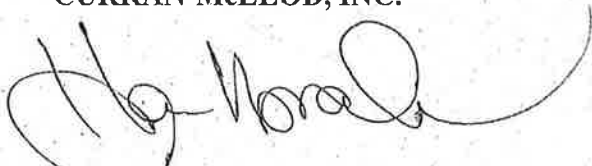
“Northwood’s Estates Development Agreement”, dated January 11, 2007 recorded between the City of Canby and Northwood Investment Partnership (Clackamas County Record # 2007-007387) and “Northwood Estates Conceptual Plan”, dated December 29, 2005 were extended until February 24, 2016 by the Canby Planning Commission at their regular meeting on February 9, 2015 (copy attached).

On behalf of the developers (Northwood Investment Partnership), we are requesting the approval of the Planning Commission for a one (1) year extension to this agreement until February 24, 2017.

Should you have any questions, please feel free to contact our office.

Very truly yours,

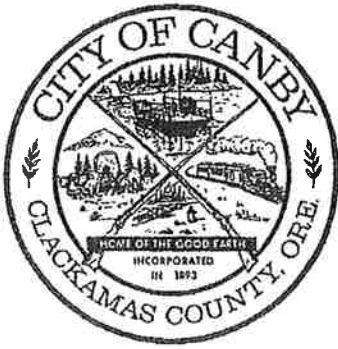
CURRAN-McLEOD, INC.



Hassan A. Ibrahim, P.E.

cc: Northwood Investment Partnership

C:\HA\Projects\1391 Northwood Estates\Northwood Estates Phase III\DA Extension ltr phases 3 & 4.vpd



City of Canby

Planning & Development

Curt McLeod
Northwood Investment Partnership
6655 SW Hampton St, Suite 110
Portland, OR 97223
(Sent Via Email)

Re: Approval of Request from Northwood Investment Partnership to Extend
Northwood Estates (SUB 05-12) Phases 3 & 4

Dear Curt:

At the February 9, 2015 Planning Commission meeting, the Planning Commission extended for one year the approval of the following documents associated with the Northwood Estates Subdivision:

- *Northwood's Estates Development Agreement, dated January 11, 2007 (Clackamas County Record #2007-007387)*
- *"Northwood Estates, Canby OR Conceptual Development Plan", dated December 29, 2005*

This extension will expire on February 24, 2016. Please notify the City prior to this expiration date if you wish to have the approval of the above documents extended for an additional year.

Sincerely,

Bryan Brown
City of Canby
Planning & Development Director

cc:
Ron Tatone
Northwood Investment Partnership
1127 NW 12th Ave
Canby, OR 97013
(Sent Via Email)


CURRAN-McLEOD, INC.
CONSULTING ENGINEERS

6655 S.W. HAMPTON STREET, SUITE 210
PORTLAND, OREGON 97223

December 17, 2015

MEMORANDUM

TO: Mr. Bryan Brown
City of Canby

FROM: Hassan Ibrahim, P.E. 
Curran-McLeod, Inc.

RE: **CITY OF CANBY**
PREMIER GEAR (DR-15-07/CUP 15-04)

We have reviewed the submitted preliminary plans on the above mentioned project and have the following comments:

1. The proposed driveways shall be located at a minimum of 200-foot access spacing from any existing driveway or street on the same side along Sequoia Parkway as per the Industrial Area Master Plan prepared by OTAK, dated October 1998. The applicant needs to submit to the City a plan showing the nearest adjoining existing access points in order to demonstrate that this requirement is met.
2. All the access points with Sequoia Parkway shall have an industrial driveway approach consisting of 8" concrete thickness with reinforcements.
3. A 6-foot wide concrete sidewalk will be required along the entire site frontage with Sequoia Parkway with 5-foot planter strip.
4. The existing streets along Sequoia Parkway shall be protected. If any of the trees conflict with the access point or construction, the transplantation of such trees must be coordinated with the City.
5. The design engineer will be required to demonstrate or provide documentation that the sight distance from the proposed access points are adequate in both directions along Sequoia Parkway.
6. An erosion control permit will be required from the City of Canby prior to any on-site disturbance.

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Mr. Bryan Brown
December 17, 2015
Page 2

7. There are four (4) existing 8" sanitary sewer pipes that have been stubbed out to serve this property. A monitoring manhole will be required to be constructed in the right-of-way or in the public utility easement to allow the City to monitor the flow leaving the site. All of the other existing sewer pipes that will not be used must terminate by installing a cleanout and capped or plugged. The cleanout shall have a concrete collar flushed with the finish surface.
8. Three (3) existing 8" water services are also stubbed out to serve this property. The applicant needs to coordinate with Canby Utility regarding the water system.
9. The City is interested in the underlying water rights of the two existing irrigation wells on this property. On November 25, 2015, our office has addressed the issue and made recommendations to the City for their consideration as they move forward with the sale of the property. Attached is a copy of the e-mail.
10. A storm drainage analysis shall be submitted to the City for review and approval during the final design phase. The analysis shall meet Chapter 4 of the City of Canby Public Works Design Standards dated June 2012. All runoff discharges must be disposed on-site. Runoff will not be allowed to leave the site and enter the public right-of-way. If drywells are used they must be rule authorized by the Department of Environmental Quality (DEQ). We recommend that all of the drywells/ retention/ detention, etc... stormwater facilities are designed to have adequate capacity to convey the future building extensions.
11. Prior to any excavation in the public right-of ways, the applicant must coordinate with the City Public Works Department on locating the existing stormwater infiltration facilities to ensure they are protected, remain functional and make any needed modifications.

Should you have any questions or need additional information, please let me know.



**BEFORE THE PLANNING COMMISSION
OF THE CITY OF CANBY**

**A REQUEST FOR SITE AND DESIGN)
REVIEW AND CONDITIONAL USE)
PERMIT TO CONSTRUCT ADDITIONAL)
BUILDINGS ON PROPERTY)
AT 387 S. SEQUOIA PARKWAY)**

**FINDINGS, CONCLUSION & FINAL ORDER
DR 15-07/CUP 15-04
STRATUS REAL ESTATE DEVELOPERS, LLC
(PREMIER GEAR)**

NATURE OF THE APPLICATION

The applicant is seeking site and design and conditional use approval to construct a new manufacturing and corporate office to serve Premier Gear and Machine Works. They proposed to develop a 60,240 square foot building at this time and are showing where a possible 20,250 square foot addition could be accommodated in the future on this site. The applicant has filed for approval of a Site and Design Review application along with a Conditional Use Permit based on a recognition that their expected employment density per developed acre will fall short of the outright permitted Industrial Overlay (I-O) standard of 12 employees per acre. Site Review evaluates the site layout, parking and loading, access points, design and development standards including building elevations and appearance, signs, lighting, landscaping, drainage, and mobility connections and traffic impact on adjacent public streets.

HEARINGS

The Planning Commission considered application DR 15-07/CUP 15-04 after the duly noticed hearing on January 11, 2016 during which the Planning Commission approved DR 15-07/CUP 15-04. These findings are entered to document the specifics of the approval.

CRITERIA AND STANDARDS

In judging whether or not a Site and Design Review/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 16.50.010 and other applicable code criteria and standards reviewed in the Staff Report dated January 11, 2016 and presented at the January 11, 2016 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/Conditional Use Permit application (prior to and 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,

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.

6. Construction plans shall be designed and stamped by a Professional Engineer registered in the State of Oregon.
7. 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:

8. The proposed signs which have been found to conform to the sign ordinance, must secure a building permit prior to their installation.
9. Prior to occupancy of the facility, all landscaping plant material indicated on the submitted landscape plan shall either be installed and irrigated with a fully automatic design/build irrigation system as proposed, or with sufficient security (bonding, escrow, etc.) pursuant to the provisions of CMC 16.49.100 (B).

Section V Attachments

1. Application
2. Written Narrative
3. Pre-app Meeting Minutes
4. AKS Memo
5. Preliminary Plan Set
6. Landscaping Plan

I CERTIFY THAT THIS ORDER approving DR 15-07/CUP 15-04 Premier Gear was presented to and APPROVED by the Planning Commission of the City of Canby.

DATED this 11 day of January, 2016

 John Savory
 Planning Commission Chair

 Bryan Brown
 Planning Director

 (Attest)

ORAL DECISION: January 11, 2015

<i>Name</i>	<i>Aye</i>	<i>No</i>	<i>Abstain</i>	<i>Absent</i>
<i>Tyler Smith</i>				
<i>John Savory</i>				
<i>Shawn Hensley</i>				
<i>John Serlet</i>				
<i>Larry Boatright</i>				
<i>Derrick Mottern</i>				
<i>Kristene Rocha</i>				

WRITTEN DECISION: January 11, 2015

<i>Name</i>	<i>Aye</i>	<i>No</i>	<i>Abstain</i>	<i>Absent</i>
<i>Tyler Smith</i>				
<i>John Savory</i>				
<i>Shawn Hensley</i>				
<i>John Serlet</i>				
<i>Larry Boatright</i>				
<i>Derrick Mottern</i>				
<i>Kristene Rocha</i>				