



PLANNING COMMISSION

Meeting Agenda

Monday – May 9, 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

1. **CALL TO ORDER**
 - *Invocation and Pledge of Allegiance*
2. **CITIZEN INPUT ON NON-AGENDA ITEMS**
3. **MINUTES**
 - *3-14-16 and 3-28-16 PC Minutes*
4. **PUBLIC HEARING**
 - *Consider a request for a Site & Design Review for the proposed Sequoia Grove Industrial Park (DR 16-02)*
 - *Consider a request for Annexation & Zone Map amendment for 1.85 acres located at 1850 & 1794 N Redwood Street. (ANN/ZC 16-01)*
 - *Consider a request for Annexation & Zone Map amendment for 4.57 acres located at 1212, 1234 & 1176 N Redwood Street. (ANN/ZC 16-02)*
 - *Consider a request for Annexation & Zone Map amendment for 31.83 acres located at 22881 S Hwy 99E, 1650, 1612, 1548, 1440, 1758, 1586, 1608, & 1594 N Redwood Street. (ANN/ZC 16-03)*
5. **NEW BUSINESS**
 - *None*
6. **FINAL DECISIONS (Note: These are final, written findings of previous oral decisions. No public testimony.)**
 - *DR 16-02 Sequoia Grove Industrial Park*
 - *ANN 16-01 - 1850 & 1794 N Redwood Street (Ryan Oliver)*
 - *ANN 16-02 - 1212, 1234 & 1176 N Redwood Street (Allen Manuel)*
 - *ANN 16-03 - 22881 S Hwy 99E, 1650, 1612, 1548, 1440, 1758, 1586, 1608, & 1594 N Redwood Street (Ethan Manuel)*
7. **ITEMS OF INTEREST/REPORT FROM STAFF**
 - *Next Regular Planning Commission meeting scheduled for Monday, May 23, 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 CTV Channel 5. For a schedule of the playback times, please call 503-263-6287.

PUBLIC HEARING FORMAT

The public hearing will be conducted as follows:

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

All interested persons in attendance shall be heard on the matter. If you wish to testify on this matter, please step forward when the Chair calls for Proponents if you favor the application; or Opponents if you are opposed to the application; to the microphone, state your name address, and interest in the matter. You will also need to sign the Testimony sheet and while at the microphone, please say your name and address prior to testifying. You may be limited by time for your statement, depending upon how many people wish to testify.

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

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

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

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

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

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

MINUTES
CANBY PLANNING COMMISSION
7:00 PM – March 14, 2016
City Council Chambers – 155 NW 2nd Avenue

PRESENT: Commissioners John Savory, Larry Boatwright, Shawn Hensley, John Serlet, Kris Rocha and Derrick Mottern

ABSENT: Tyler Smith

STAFF: Bryan Brown, Planning Director, and Laney Fouse, Planning Staff

OTHERS: Pat Sisul, Ralph Netter, and Clint Coleman, Council liaison

1. CALL TO ORDER

Chair Savory called the meeting to order at 7:00 pm.

2. CITIZEN INPUT – None

3. MINUTES

- a. January 11, 2016 Planning Commission Minutes

Motion: A motion was made by Commissioner Rocha and seconded by Commissioner Serlet to approve the January 11, 2016, Planning Commission minutes. Motion passed 6/0.

4. PUBLIC HEARING

- a. Consider a request to subdivide 8.86 acres, located east of 1866 SE 13th Avenue, into 36 lots, over 3 phases. (SUB 16-01 Ralph Netter, Faist 7, 8, 9 Subdivision)

Chair Savory opened the public hearing and read the public hearing format.

Bryan Brown, Planning Director, entered his staff report into the record. Mr. Brown said this is a multi-phase subdivision and there is a preliminary plat showing how it would be divided into three phases. It would take many years before it was built out. He explained the site location, development concept plan, subdivision design, street extensions, and public utility extensions. The City was using SDCs for the sewer lift station needed to serve the next two phases. The applicant would be contributing SDCs for parks rather than dedicating land. The initial phase would be developed immediately and the next phases would not happen until the lift station was in place and they could secure additional right-of-way for the extension of 10th Place from the adjacent school property. One of the conditions of approval was dedicating the right-of-way along SE 13th Avenue to bring it up to an arterial standard. He discussed the streets that would connect to SE 13th Avenue and the spacing separation requirements. The proposed streets were slightly closer together than met the standard, but it was the best and most suitable arrangement and fit in with the other street spacing along 13th Avenue. New underground injection wells

would be built and a stormwater analysis with DEQ would need to be done. He then discussed the conditions of approval. He suggested modifying Condition #17, ending the sentence with “the applicant shall construct DEQ approved drywells” or the condition could be deleted. For Condition #24, instead of saying subdivision final plat for Phase 1, it should say subdivision final plan for the first phase. Condition #28 should say first phase rather than Phase 1 as well. Staff recommended approval of the application.

Applicant: Pat Sisul, Sisul Engineering, represented the applicant, Ralph Netter. Mr. Netter had owned this property for ten years. He planned to build the subdivision over time, continuing with the 7, 8, 9 Faist additions. The whole area had been master planned so the streets would align and be built in a logical manner. There would be two points of access to SE 13th Avenue, which was a requirement for the density vs. access section of the Code. Phase 1 would be development of six lots and continuation of 11th Avenue. All of the utilities to serve the lots were available, and they would be able to use gravity sewer from 11th Avenue. He had discussed developing more lots and bringing the sewer in on the property lines, but staff said it would be difficult to maintain and they settled with developing only the six lots for now and the future lots would drain east to the pump station once it was available. Water and storm drainage was available for the six lots as well as other franchise utilities. The applicant would also dedicate right-of-way along 13th Avenue. The six lots was phase 7, and he explained the proposed phase 8 development, road extensions and improvements, and water line extension. That phase would be contingent on sewer being available. He then explained the proposed phase 9 development and the two contingencies before the development happened which included availability of sewer and additional right-of-way from the School District to allow two way traffic on 10th Place. He explained how the rest of the streets were planned in the concept plan area. There was a one acre park proposed nearby, which was why no park land needed to be dedicated for this subdivision. There were other park areas, the school property, and a bike trail in the area as well. There were two options for the sanitary sewer from Sequoia Parkway, one was to secure easements from the neighbors to bring a sewer line down following the street pattern and the other was to bring the sewer out to 13th Avenue and connect to the City installed sewer. The developer would be responsible to bring the sewer from the project to the City main in Sequoia Parkway and the City would continue the main from Sequoia down to the pump station. His preference was to go through the private easements, but if they could not get the easements it would go through 13th Avenue.

There was discussion regarding the options for the sewer connection.

Mr. Sisul said the pump station would be up and operational in 18-24 months. He showed on the subdivision map where the other utilities were available. The area had been shadow platted and he anticipated with future development of tax lot 800, there could be an additional six lots that

could be developed. The applicant had worked through the development concept plan and this proposal was consistent with the plan.

Proponent, Opponent, and Neutral Testimony: None.

Chair Savory closed the public hearing.

Motion: A motion was made by Commissioner Hensley and seconded by Commissioner Serlet to approve SUB 16-01, eliminating Condition #17 and amending Conditions #24 and #28 as recommended by staff. Motion passed 6/0.

5. NEW BUSINESS – None

6. FINAL DECISIONS

- a. SUB 16-01 Ralph Netter, Faist 7, 8, 9 Subdivision

Motion: A motion was made by Commissioner Hensley and seconded by Commissioner Rocha to approve the final decisions for SUB 16-01 with the same changes as the previous motion. Motion passed 6/0.

7. ITEMS OF INTEREST / REPORT FROM STAFF

- a. Next regular Planning Commission meeting scheduled for Monday, March 28, 2016
b. Staff is preparing the budget for next fiscal year which is due on Friday, March 25, 2016

Mr. Brown said there would be a meeting on March 28 to discuss a Historic Review Board membership change. Staff was finalizing next fiscal year's budget.

8. ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION – None

ADJOURNMENT

Motion: Commissioner Hensley moved for adjournment, Commissioner Rocha seconded. Motion passed 6/0. Meeting adjourned at 7:54 pm.

The undersigned certify the March 14, 2016 Planning Commission minutes were presented to and APPROVED by the Planning Commission of the City of Canby.

DATED this 9th day of May, 2016

Bryan Brown, Planning Director

Laney Fouse, Meeting Recorder

Assisted with Preparation of Minutes – Susan Wood

MINUTES
CANBY PLANNING COMMISSION
7:00 PM – March 28, 2016
City Council Chambers – 155 NW 2nd Avenue

PRESENT: Commissioners John Savory, Larry Boatwright, Shawn Hensley, John Serlet, and Derrick Mottern

ABSENT: Kris Rocha and Tyler Smith

STAFF: Bryan Brown, Planning Director, Laney Fouse, Planning Staff, and Jamie Stickel, Main Street Manager

OTHERS: Carol Palmer, Canby Historic Review Board Chair

1. CALL TO ORDER

Chair Savory called the meeting to order at 7:00 pm.

2. CITIZEN INPUT – None

3. MINUTES – None

4. PUBLIC HEARING

- a. Consider a request for a text amendment to increase the membership size of the Historic Review Board (TA 16-01)

Chair Savory opened the public hearing and read the public hearing format. He asked if anyone on the Commission had a conflict of interest to declare.

Commissioner Serlet said he was a member of the Historic Review Board and would abstain from voting on this matter.

Bryan Brown, Planning Director, said the proposed change was in the land development and planning ordinance and was required to go through the land use process with a recommendation from the Planning Commission to the City Council. The request was initiated by City staff at the request of the Historic Review Board. The request was to increase the membership of the HRB from five to seven members which would enhance the effectiveness of the board and increase community involvement. He suggested the wording be “three to five or seven” so that if in the future it was difficult to fill the seats, they could go back down in membership.

Commissioner Hensley did not think a floating number was needed.

Mr. Brown discussed how in the past a quorum was set on the number of the then appointed members if the committee did not have full membership.

Proponents: Carol Palmer, HRB Chair, said the HRB wanted to make the change for several reasons. It was harder to work with a smaller board, especially when there were members absent at meetings. They had five members currently. They wanted to increase the cultural and educational environment in the City and there were some important groups that needed to be at the table. She planned to recruit someone from the School District and someone from the Hispanic community to be on the Board.

There was discussion regarding the requirements to be on the Board. Ms. Palmer clarified she would be recruiting in those areas, but the applicants would go through the standard process.

Opponent and Neutral Testimony: None.

Chair Savory closed the public hearing.

Commissioner Hensley thought the language should say seven members to make it consistent with the other City committees.

Motion: A motion was made by Commissioner Hensley and seconded by Commissioner Mottern to recommend approval of TA 16-01, striking the references of 3 to 5 or 7 members and making it 7 members and striking the end of the sentence “with membership based on community interest”. Motion passed 4/0/1 with Commissioner Serlet abstaining.

5. NEW BUSINESS – None

6. FINAL DECISIONS

- a. TA 16-01 Historic Review Board Membership Size

Motion: A motion was made by Commissioner Hensley and seconded by Commissioner Boatwright to approve the final decisions for TA 16-01 as amended in the previous motion. Motion passed 5/0.

7. ITEMS OF INTEREST / REPORT FROM STAFF

- a. Next regular Planning Commission meeting scheduled for Monday, April 11, 2016

Mr. Brown would send the last bi-monthly report to the Commission. He discussed the upcoming Sequoia Grove Apartment and Sequoia Grove Industrial Park projects.

8. ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION – None

9. ADJOURNMENT

Motion: Commissioner Mottern moved for adjournment, Commissioner Serlet seconded. Motion passed 6/0. Meeting adjourned at 7:31 pm.

The undersigned certify the March 28, 2016 Planning Commission minutes were presented to and APPROVED by the Planning Commission of the City of Canby.

DATED this 9th day of May, 2016

Bryan Brown, Planning Director

Laney Fouse, Meeting Recorder

Assisted with Preparation of Minutes – Susan Wood



City of Canby

STAFF REPORT

**SITE AND DESIGN REVIEW, FILE #: DR 16-02, SEQUOIA GROVE INDUSTRIAL PARK
PREPARED FOR THE MAY 9, 2016 PLANNING COMMISSION MEETING**

PREPARED BY: BRYAN BROWN, PLANNING DIRECTOR

LOCATION: 279 S Sequoia Parkway

TAX LOT: 31E34C04900 (property bordered in red on map below)



LOT SIZE: 5.02 acre parcel

ZONING: M-2 Heavy Industrial Zone subject to Canby Industrial Overlay (I-O)

OWNER: Investment Development Management, LLC (Jeff Gordon)

APPLICANT: VLMK Engineering + Design (Jennifer Kimura)

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

CITY FILE NUMBER: DR 16-02

APPLICANT'S REQUEST:

The applicant is seeking site and design approval to construct a new multi-3 building industrial park to be completed in two phases. Phase I is proposed to consist of Building 'B' (19,600 sq. ft.) and Building 'C' (16,800 sq. ft.). Phase II development will contain building 'A' (39,000 sq. ft.).

The buildings are designed to accommodate warehouse or manufacturing uses with office support areas. The buildings can be demised into several separate tenant spaces with separate private entries or contain one large tenant.

The building construction will consist of concrete tilt-up walls with a built-up insulated roof over a structural steel frame and concrete slab on grade floors.

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-2, Heavy Industrial Zone (Rezone Restriction to M-1 Light Industrial uses)
- 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
- 16.89 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 part of two existing legal lots of record whose boundaries have been approved for adjustment to match the proposed parcel size indicated for this development. As a condition of approval the implementation of the approved lot line adjustment must be recorded as a replat of a portion of the prior recorded subdivision prior to a building permit being issued for this development.

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 very southern tip of the lot on the south end of Building B around an outdoor storage yard. The fencing meets standards.

16.08.150 Traffic Impact Study (TIS)

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

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

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

1. Changes in land use designation, zoning designation, or development standard.
2. Changes in use or intensity of use.
3. Projected increase in trip generation.
4. Potential impacts to residential areas and local streets.
5. Potential impacts to priority pedestrian and bicycle routes, including, but not limited to school routes and multimodal street improvements identified in the TSP.
6. Potential impacts to intersection level of service (LOS).

Findings: A traffic study was determined to be necessary for this development project and the adjacent apartment project and they shared a joint traffic study commissioned by DKS & Associates which was completed on March 3, 2016 and submitted with the application and made a part of the record. The findings and recommendation reached by the traffic study are as follows:

- All nearby intersections except S Sequoia Parkway/SE Hazel

Hazel Dell Way would meet mobility targets during the p.m. peak hour. The excepted intersection that operates poorly at this time is planned for a future traffic signal installation but does not warrant a traffic signal at this time. The rezone of the property associated with the adjacent apartments contained a condition of approval to contribute a proportional share toward the erection of the future signal.

- Table 4-3 of the study indicated that the vehicular queue is expected to exceed the available storage for the left hand turn bay on 99E onto Sequoia Parkway. ODOT recommended that a proportionate share of the cost of extending the length of the left turn bay through restriping be borne by Sequoia Grove Apartment and Industrial Park projects. A condition of approval was made with the Sequoia Grove Apartment project to collect this contribution, but the amount could be divided between the two developments since they have the same ownership and both contribute to the need to correct the existing deficiency.
- The study recommended that the site designer/engineer verify the turn templates for the proposed design vehicle to ensure adequate on-site circulation on the industrial portion of the site and that the site driveway be kept clear of visual obstructions that could potentially limit vehicle sight distance.

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:

Findings: The parking provided as indicated on the submitted plan and as described in the applicant's narrative meet the standard for estimating the required parking for a project designed as a speculative shell building without an exact known use. Staff accepts the applicant's findings and agrees the 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 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 22 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 with a total of 6 spaces, 2 being provided outside of each building.

16.32 M-2 (Heavy Industrial Zone)

Findings: The zoning of the property is M-2 (Heavy Industrial). However, by condition of approval of the rezone of a portion of the subject property to R-2 to accommodate the adjacent apartment project the remaining portion of the property retaining the M-2 zoning was required by zoning condition to record a deed restriction on the site proposed for this development to limit the allowed uses to those indicated to be "outright permitted" as indicated in the current of future M-1 Light Industrial zone within the Canby Planning and Zoning Ordinance without option for uses otherwise listed in the same ordinance in both the M-1 and M-2 zone as allowed by Conditional Use. By continuation of this previous condition with the added time specification that it be recorded prior to issuance of a building permit this criterion will be assured. The planned uses are for tenant supporting offices with a combination of light manufacturing and warehouse uses.

16.32.030 Development standards

The following subsections indicate the required development standards of the M-2 zone:

- A. Minimum lot area: five thousand square feet;
- B. Minimum width and frontage: fifty feet;
- C. Minimum yard requirements:
 - 1. Street yard: none, except twenty feet where abutting a residential zone;
 - 2. Interior yard: none, except twenty 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. 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 16.34.030 A-F. Based on available information in the file, the proposal meets the above criteria where applicable for the M-2 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 I-O Overlay Zone does not alter the otherwise allowed “outright permitted” uses as allowed in the M-1 zone as restricted by adjacent apartment property

rezone condition of approval to record a deed restriction applicable to the subject property limiting uses as indicated above.

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 may be applicable to this case include number 1. The speculative nature of the use of the buildings make it impossible to know at this time whether this development will achieve the desired minimum of 12 employees per developed acre or 60 total employees upon buildout of both phases. This standard has become aspirational by direct application of an interpretation by the City Council, so a corresponding conditional use application has not been required with this request. If known for certain not to meet the standard, a conditional use permit approval would be the appropriate avenue to pursue. An acknowledgement by the Planning Commission of the difficulty of enforcing this requirement up front on speculative buildings and after new uses has moved into the development can be appreciated.**

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 potential for compliance with the minimum 12 employees per developed acre by this development, but recognize that this standard has become merely aspirational by policy so recommend that we**

consider this standard to have been met, and recognize that the planned uses for light industrial manufacturing and warehouse uses with ancillary office uses are almost certain meet the review criteria indicated above for a conditional use in the I-O zone.

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 applicable criterion in this section.

16.35.60 Design Guidelines

16.35.70 I-O Design Review Matrix

Findings: Staff finds that the following sections of the Design Review Matrix are not applicable to this development: the first item under Transportation/Circulation and the entire Tree Retention/Open Space conservation and Trail Connections section. Otherwise we concur with the Matrix points indicated to be earned and therefore find the standards to have been met.

16.42.040 Signs

Findings: The applicant has reserved a location to the right of their driveway as you exit the site for a future monument sign on Sheet C1.0 labeled Note #20. It must be located outside of the 15 X 15' driveway sight distance triangle and appears to do so. A City sign permit and Clackamas County building permit is required for all signage.

16.43 Outdoor Lighting Standards

Findings: The applicant submitted a photometric lighting plan that indicates good lighting on-site around the front of the building and parking and drive areas and that the lighting will be shielded as needed to avoid light trespass across the adjacent property lines and to prevent glare toward the street. A note indicates the construction plans are to provide lighting documentation to show lumens for the

light fixtures are in accordance with the maximum allowed in the LZ-2 zone in Table 17.43.070.

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 shared driveway meets the I-O spacing standard.

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 development. Because the property is located in the I-O Zone, the table referenced above is 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 adjacent to the share driveway and at the far end of the public street frontage as well. 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 which indicated an overall site landscaping percentage of 17.9%. Based on the information provided, including the completed detailed “Landscape Calculation Worksheet” contained as part of the Site & Design Review application, the proposed landscaping meets necessary requirements for the site as a whole and facilitates Low Impact Development (LID) techniques with use of on-site water quality swales for storm water control. A complete irrigation system for all plant material will be provided as a design build contract by the Landscape contractor. As a condition of approval, an automatic irrigation system shall be installed by the landscape contractor prior to occupancy of the buildings. Street trees are already installed and shall either be protected, replanted, or replaced by the applicant’s landscape contractor except for the two indicated to be removed where the new driveway is to be installed.

16.89 Application and Review Procedures

16.89.020 Description and Summary of Processes

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

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

Finding: The proposed project is subject to a Type III Site and Design Review procedure. The required land use application process has been followed. A pre-application meeting was held and a formal neighborhood meeting was waived due to the similar meeting held for the adjacent apartment complex where interested adjacent business owners were present and because of the similar surrounding industrial uses. Meeting notes for the pre-application meeting were included with the applicant submittal. This standard is met.

16.120 Parks, Open Space, and Recreation Land

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

SECTION III COMMENTS & REFERRALS:

Public Comments:

Staff has not received any form of public input concerning this application at the time of completion of this staff report. Input subsequently received will be shared at the public hearing.

Agency Comments:

Memorandum from Curran-McLeod Consulting City Engineers from Hassan Ibrahim dated December 17, 2015 indicated 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 C1.0) generally reflects this requirement by scale.
4. The existing street trees along the street frontage shall be protected and transplanted in coordination with the City with exception of the two to be removed where the driveway is to be extended.
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 Traffic Study performed by DKS Associates has confirmed that adequate sight distances are provided at the shared driveway approach.
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. A sanitary sewer 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. As a condition of approval, this standard will be met.
8. The applicant needs to coordinate with Canby Utility regarding the water system requirements. As a condition of approval, this standard will be met.
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 full development of the property. 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 and complete a Street Opening Permit. 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 the Zoning Ordinance, and the pending required recordation of a use deed restriction for this property. 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 provisions to the site are available or can be made available through required improvements. The Planning Director recommends **approval** of DR 16-02 subject to the following final notes and conditions of approval listed in Section V.

- Note 1: 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 16-02, including all conditions of approval, shall first require an approved modification in conformance with the relevant sections of the Canby Municipal Code.
- Note 2: An industrial driveway approach will be required at the access location with Sequoia Parkway consisting of 8" concrete thickness with reinforcements. Sequoia Parkway is on the list of the streets to be overlaid in July 2016. We recommend that the driveway approach or any additional utilities that are needed be constructed prior to the paving date in July if possible. The City will fully cooperate with the developer to facilitate this work.
- Note 3: There are two (2) existing 8' sanitary sewer pipes stubbed out of the existing man-holes to serve this property. The most easterly stub appears to be utilized as part of Canby Grove Apartment Development. We recommend this 8" stub be designed to be used jointly with this industrial parcel.
- Note 4: An 8' water service is also stubbed out to serve this property and is located slightly north of the proposed shared access and recommend it be shared with Canby Grove Apartment Development. The submitted plans show the water service/FCA close to the easterly property line where no water stub is available. If a new connection is needed, we encourage the developer to make the connection and extend it outside the paved street surface prior to July 2016 when Sequoia Parkway will receive an asphalt overlay application.

Notes: The recommendations of the City Engineer for this project contained in his Memorandum dated 4.18.16 and made part of the record are included as conditions of approval below.

SECTION V CONDITIONS OF APPROVAL:

Conditions Unique to this Proposal

1. The implementation of the approved lot line adjustment must be recorded prior to a building permit being issued for this development.
2. The owner shall record a deed restriction on this development property prior to issuance of a building permit to restrict the allowed uses to those indicated to be “outright permitted” as indicated in the current or future M-1 Light Industrial zone within the Canby Planning and Zoning Ordinance without option for uses otherwise listed in the same ordinance in both the M-1 and M-2 zone as permitted by Conditional Use.
3. The maximum industrial two-lane drive-way width is 36’ within the Public Works Design Standards which were intended to supersede and replace the conflicting 40’ wide maximum standard allowed within Chapter 16 of the City Municipal Code. The final construction plans shall reflect a maximum industrial driveway width of 36 feet at the property line.
4. A 6-foot wide concrete sidewalk will be required along the entire site frontage with Sequoia Parkway separated from the curb by 5-foot planter strip.
5. The existing streets along Sequoia Parkway shall be protected. If any of the trees conflict with the access point or during construction, the transplantation of such trees must be coordinated with the City.
6. There shall be no on-street parking along Sequoia Parkway.
7. A monitoring sanitary sewer manhole will be required to be constructed in the ROW or in a public utility easement on-site to allow the City to monitor the sewer flow leaving the site.
8. The sight distance area as defined by City Code at the driveway entrance to the public street shall be kept clear of visual obstructions that could potentially limit vehicular sight distance.

9. Prior to any excavation in the ROW, the applicant must coordinate with the City Public Works Department and complete a Street Opening Permit.
10. The site design engineer shall verify with use of turn templates that the expected on-site turning circulation areas are adequate for the anticipated design vehicle.
11. The applicant shall submit lighting documentation with the construction plans to providing lumen output for the light fixtures in accordance with the maximum allowed in the LZ-2 zone in Table 17.43.070.
12. 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

13. All on-site storm drainage runoff shall be discharged on-site in accordance with Chapter 4 of the City of Canby Public Works Design Standards dated June 2012. As part of the final design along with construction plan approval a detailed storm drainage analysis report shall be submitted to the City for review and approval. An on-site percolation test will be needed to demonstrate the infiltration design rates. All classified UIC systems must be rule authorized by the Department of Environmental Quality (DEQ).
14. A Sediment and Erosion Control and Grading Permit will be required from the City prior to commencing any site work.
15. 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.
16. Construction plans shall be designed and stamped by a Professional Engineer registered in the State of Oregon.
17. Clackamas County will provide structural, mechanical, grading, and review of Fire & Life Safety, Plumbing, and Electrical permits for this project.

18. The proposed monument sign near the driveway entrance shall secure City sign ordinance conformance review and approval and associated building permit prior installation.
19. Prior to occupancy of each phase of the development, all associated landscaping plant material indicated on the submitted landscape plan shall either be installed with a fully automatic irrigation system or with sufficient security (bonding, escrow, etc.) pursuant to the provisions of CMC 16.49.100 (B) for later seasonal completion of the landscaping installation.

Section V Attachments

1. Application
2. Applicant's Written Narrative
3. Design Review Plan Set
4. Partial Elevations of Building A, B & C
5. Transportation Impact Analysis, March 20100 2016
2016
6. Geotechnical Report
7. Pre-application Meeting Minutes



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: VLMK Engineering + Design Phone: 503.222.4453
Jennifer Kimura Email: jenniferk@vlmk.com
 Address: 3933 SW Kelly Ave
 City/State: Portland, Oregon Zip: 97239

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

Property Owner Name: IDM, LLC - Jeff Gordon Phone: 360.567.0201
 Signature: 
 Address: 4200 SE Columbia Way Suite F Email: jeffg@columbiatechcenter.com
 City/State: Vancouver, Washington Zip: 98661

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

- 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.
- 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.
- 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:

279 S. Sequoia Parkway 5.02 acres 31E34C04900
 Street Address or Location of Subject Property Total Size of Property Assessor Tax Lot Numbers

Vacant M-2
 Existing Use, Structures, Other Improvements on Site Zoning Comp Plan Designation

Proposed construction of (3) speculative buildings - Phase 1 to include Bldgs B (19,600 sf) and C (16,800 and associated site work. Phase 2 to include Bldg A (39,000 sf) and associated site work

Describe the Proposed Development or Use of Subject Property

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



PROJECT NARRATIVE

<i>Site:</i>	279 S Sequoia Parkway – A portion of Tax Lots 31E34C04900	<i>Date:</i>	March 2, 2016
<i>Location:</i>	279 S Sequoia Parkway, Canby, Clackamas County	<i>Applicant:</i>	VLMK Engineering + Design, Jennifer Kimura
<i>Proposal:</i>	New Multi-Building / Use Industrial Park to be completed in Two Phases	<i>Owner:</i>	Investment Development Management, LLC
<i>Zoning:</i>	M-2 Heavy Industrial Zone / I-O Overlay Zone	<i>Project Number:</i>	20150608

Type Three Design Review submittal
City of Canby, Oregon - Pre-Application number (PRA 15-10)

OVERVIEW

The applicant is proposing to construct three (3) speculative lease buildings on a 5.02 acre site of what is to become known as 'Sequoia Grove Industrial Park'. The project is to be completed in two phases and when completed will consist of Buildings 'A' (39,000 sq. ft.), Building 'B' (19,600 sq. ft.) and Building 'C' (16,800 sq. ft.).Phase I will develop 132,081 sq. ft. of the site and contain Buildings 'B' and 'C' also included in the first phase will be the rough grading of the Phase II area. Phase II will develop the remaining site area of 86,500 sq. ft. and contain Building 'A'.

SITE CONDITION

This 5.02 acre site is zoned M-2 (Heavy Industrial) is currently vacant and in a natural state with a down slope across the property from east to west of approximately five feet. The site is located on the south side of Sequoia Parkway.

VEHICLE ACCESS

Primary vehicle access will be from S Sequoia Parkway by way of a 40 foot wide shared access drive with what will become Canby Commons Apartments to the west.

BUILDING USE

The buildings are designed to accommodate warehouse or manufacturing uses with office support areas. The buildings can be demised into several separate tenant spaces with separate private entries or contain one large tenant depending upon the tenant needs.

CONSTRUCTION MATERIALS

Building 'A' is will have a 34 foot wall height with an inside clear height of 26 feet while Buildings 'B' and 'C' will be constructed with a 23 foot wall height and a 18 foot clear height inside. Construction

will consist of concrete tilt-up walls with a built-up insulated roof over a structural steel frame and concrete slab on grade floors. Storefront glazing will be used to take advantage of natural light at office areas and recessed storefront entrances will be used to provide protection from the weather at private entries. Walls have been designed with maximum articulation using offset and stacked tilt-up panels with both vertical and horizontal reveals cast in them to capture shadow and create interest. A pleasant and multi color paint scheme will finish the walls which will include metal copings along their top edges. Rooftop equipment will be screened from the public way.

SITE UTILITIES

Storm:

- Runoff from roof areas will be discharged directly to infiltration trenches or a drywell system.
- Stormwater will be piped into a water quality /detention swales where it will percolate into the soil.

Sanitary:

- Sanitary sewer is available in Sequoia Parkway and will need to be stbbed into the property.

Domestic Water:

- Domestic water is to be installed from the existing line in Sequoia Parkway.

Fire Water:

- Fire water will also come from Sequoia Parkway and be looped through the site for fire sprinkler protection in each.

Lighting:

- On-site lighting will be provided for security purposes and in compliance with design standards.

Misc. Utilities:

- The site will also be served with gas, electric, cable, and phone.

PUBLIC WORKS

This project will include the completion of sidewalk along Sequoia Parkway from the Lots on both the east and west side. No street work is required.

The following is a written response to the city code sections that apply to this project as outlined in the Pre-Application notes. Each section has been copied from the city website and is followed by our response in ***Bold Italics***:

DIVISION III. – ZONING
Chapter 16.08
GENERAL PROVISIONS

After review of Chapter 16.08, the following sections apply to this project and have responses as noted below:

16.8.90 *SIDEWALKS REQUIRED.*

- 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.

Response:

New sidewalks are proposed both at the public way and throughout the site for egress to the public way. Curbs are also proposed around all landscaped areas.

16.8.110 *FENCES.*

- A. Fences not more than three and one-half feet in height may be constructed within the street setbacks of any R-1, R-1.5, R-2 or C-1 zone. Fences not more than six feet in height may be constructed in any interior yard, rear yard, or street yard along an alley; provided, however, that in no case shall a fence be constructed in violation of the requirements of a vision clearance area.
- B. On corner lots, the 3.5-foot height limit will apply within the required setback along both street-facing yards.
- C. Arbors that are added to a fence that is constructed of proper design (height and setbacks) and in accordance with this section (16.08.110), are allowed with the following limitations:
 - 1. The arbor shall not exceed eight (8) feet in height (including the fence and vegetation);
 - 2. The arbor, or any part of the arbor, shall not obstruct the view of drivers or pedestrians navigating the streets and/or sidewalks in the area;
 - 3. Vegetation on the arbor shall not be allowed to grow solid at any time, creating a solid barrier that blocks visibility;

4. If the vegetation becomes too full or too high, the owner is financially responsible to rectify the situation, and to maintain the vegetation, fence, and arbor;
 5. Color, construction, and design must be consistent with other like arbors/fences in the immediate area;
 6. The arbor shall not block, or in any way impede any present significant vistas enjoyed by neighboring homes and/or other points of interest existing at the time of the building of the fence or arbor;
 7. The primary purpose of the arbor is to support and sustain foliage/vegetation.
- D. No more than one row of fencing is allowed within a required street yard setback.
- E. The Planning Commission may require sight-blocking or noise mitigating fences for any development it reviews.
- 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.
- G. No fence/wall shall be constructed throughout a subdivision, planned unit development or be part of a project that is/was subject to site and design review approval where the effect or purpose is to wall said project off from the rest of the community unless reviewed and approved by the Planning Commission. (Ord. 890 section 8, 1993; Ord. 740 section 10.3.05(K), 1984; Ord. 955 section 2, 1996; Ord. 981 section 43, 1997)
- H. In all zones, private fences along a public pedestrian/bicycle pathway shall comply with the following in order to provide security and visibility for pathway users while maintaining privacy for the residence.
1. Fencing installed as part of a new subdivision shall comply with either (a) or (b) below.
 2. Fencing installed by a property owner on an individual lot shall comply with either (a), (b), or (c) below.
 - a. Solid fencing shall be no greater than four (4) feet in height; or
 - b. Fencing shall be constructed with black open wire material, wooden slats, or some other material that allows visual access between the pathway and adjacent uses; or
 - c. Solid fencing shall be set back at least three (3) feet from the property line that abuts the pathway. (Ord 1338, 2010)

Response: A 6 foot Chain link fence is proposed to the south of Building 'B' and will comply with this criteria.

16.8.150 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).
- D. TIS General Provisions
1. All transportation impact studies, including neighborhood through-trip and access studies, shall be prepared and certified by a registered Traffic or Civil Engineer in the State of Oregon.
 2. Prior to TIS scope preparation and review, the applicant shall pay to the city the fees and deposits associated with TIS scope preparation and review in accordance with the adopted fee schedule. The city's costs associated with TIS scope preparation and review will be charged against the respective deposits. Additional funds may be required if actual costs

exceed deposit amounts. Any unused deposit funds will be refunded to the applicant upon final billing.

3. For preparation of the TIS, the applicant may choose one of the following:
 - a. The applicant may hire a registered Oregon Traffic or Civil Engineer to prepare the TIS for submittal to the city. The city Traffic Engineer will then review the TIS and the applicant will be required to pay to the city any fees associated with the TIS review; or
 - b. The applicant may request that the city Traffic Engineer prepare the TIS. The applicant will pay to the city any fees associated with preparation of the TIS by the city Traffic Engineer.
4. The TIS shall be submitted with a concurrent land use application and associated with application materials. The city will not accept a land use application for process if it does not include the required TIS.
5. The city may require a TIS review conference with the applicant to discuss the information provided in the TIS once it is complete. This conference would be in addition to any required pre-application conference. If such a conference is required, the city will not accept the land use application for processing until the conference has taken place. The applicant shall pay the TIS review conference fee at the time of conference scheduling, in accordance with the adopted fee schedule.
6. A TIS determination is not a land use action and may not be appealed.

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.

1. The study area will generally comprise an area within a ½-mile radius of the development site. If the city determines that development impacts may extend more than ½ mile from the development site, a larger study area may be required. Required study intersections will generally include (in addition to the primary access points) collector/collector and above intersections with an anticipated peak hour traffic increase of five-percent from the proposed project.
2. If notice to ODOT or other agency is required pursuant to noticing requirements in Chapter 16.89, the city will coordinate with those agencies to provide a comprehensive TIS scope. ODOT may also require a TIS directly to support an OR 99E approach permit application.

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.

1. Introduction and Summary. This section shall include existing and projected trip generation including vehicular trips and mitigation of approved development not built to date; existing level and proposed level of service standard for city and county streets and volume to capacity for state roads; project build year and average growth in traffic between traffic count year and build year; summary of transportation operations; traffic queuing and delays at study area intersections; and proposed mitigation(s).
2. Existing Conditions. This section shall include a study area description, including information about existing study intersection level of service.
3. Impacts. This section should include the proposed site plan, evaluation of the proposed site plan, and a project-related trip analysis. A figure showing the assumed future year roadway network (number and type of lanes at each intersection) also shall be provided. For subdivision and other developments, the future analysis shall be for the year of proposed site build-out. For proposed comprehensive plan and/or zoning map amendments, the future analysis year shall be 20 years from the date of the City's adopted TSP, or 15 years, whichever is greater.
4. Mitigation. This section shall include proposed site and area-wide specific mitigation measures. Mitigation measures shall be roughly proportional to potential impacts. See Subsection K below for rough proportionality determination.
5. Appendix. This section shall include traffic counts, capacity calculations, warrant analysis, and any other information necessary to convey a complete understanding of the technical adequacy of the TIS.

G. TIS Methodology. The City will include the required TIS methodology with the TIS scope.

H. Neighborhood Through-Trip Study. Any development projected to add more than 30 through-vehicles in a peak hour or 300 through-vehicle per day to an adjacent residential local street or neighborhood route will be require assessment and mitigation of residential street impacts. Through-trips are defined as those to and from a proposed development that have neither an origin nor a destination in the neighborhood. The through-trip study may be required as a component of the TIS or may be a stand-alone study, depending on the level of study required in the scoping checklist. The through-trip study shall include all of the following:

1. Existing number of through-trips per day on adjacent residential local streets or neighborhood routes.
2. Projected number of through-trips per day on adjacent residential local streets or neighborhood routes that will be added by the proposed development.
3. Traffic management strategies to mitigate for the impacts of projected through- trip consistent.

If a residential street is significantly impacted, mitigation shall be required. Thresholds used to determine if residential streets are significantly impacted are:

1. Local residential street volumes should not increase above 1,200 average daily trips
 2. Local residential street speeds should not exceed 28 miles per hour (85th percentile speed).
- I. Mitigation. Transportation impacts shall be mitigated at the time of development when the TIS identifies an increase in demand for vehicular, pedestrian, bicycle, or transit transportation facilities within the study area. Mitigation measures may be suggested by the applicant or recommended by ODOT or Clackamas County in circumstances where a state or county facility will be impacted by a proposed development. The city shall determine if the proposed mitigation measures are adequate and feasible. ODOT must be consulted to determine if improvements proposed for OR 99E comply with ODOT standards and are supported by ODOT. The following measures may be used to meet mitigation requirements:
1. On-and off-site improvements beyond required standard frontage improvements.
 2. Development of a transportation demand management program.
 3. Payment of a fee in lieu of construction, if construction is not feasible.
 4. Correction of off-site transportation deficiencies within the study area that are substantially exacerbated by development impacts.
 5. Construction of on-site facilities or facilities located within the right-of-way adjoining the development site that exceed minimum required standards and that have a transportation benefit to the public.
- J. Conditions of Approval. The city may deny, approve, or approve with appropriate conditions a development proposal in order to minimize impacts and protect transportation facilities.
1. Where the existing transportation system will be impacted by the proposed development, dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or accessways may be required to ensure that the transportation system is adequate to handle the additional burden caused by the proposed use.
 2. Where the existing transportation system is shown to be burdened by the proposed use, improvements such as paving, curbing, installation or contribution to traffic signals, traffic channelization, construction of sidewalks, bikeways, accessways, paths, or street that serve the proposed use may be required.
 3. The city may require the development to grant a cross-over access easement(s) to adjacent parcel(s) to address access spacing standards on arterials and collector roadways or site-specific safety concerns. Construction of shared access may be required at the time of development if feasible, given existing adjacent land use. The access easement must be established by deed.
- K. Rough Proportionality Determination. Improvements to mitigate impacts identified in the TIS shall be provided in rough proportion to the transportation impacts of the proposed development.

1. The TIS shall include information regarding how the proportional share of improvements was calculated, using the ratio of development trips to growth trips and the anticipated cost of the full Canby Transportation System Plan. The calculation is provided below:

Proportionate Share Contribution = [Net New Trips/(Planning Period Trips-Existing Trips)] X Estimated Construction Cost

- a. Net new trips means the estimated number of new trips that will be created by the proposed development within the study area.
- b. Planning period trips means the estimated number of total trips within the study area within the planning period identified in the TSP.
- c. Existing trips means the estimated number of existing trips within the study area at the time of TIS preparation.
- d. Estimated construction cost means the estimated total cost of construction of identified improvements in the TSP.
(Ord 1340, 2011)

Response: A traffic study is attached with this submittal to comply with this criteria.

Chapter 16.10

OFF-STREET PARKING AND LOADING

SECTIONS

- 16.10.010 OFF-STREET PARKING REQUIRED – EXCEPTIONS.**
- 16.10.020 DEFINITIONS.**
- 16.10.030 GENERAL REQUIREMENTS.**
- 16.10.040 PROHIBITED NEAR INTERSECTIONS.**
- 16.10.050 PARKING STANDARDS DESIGNATED.**
- 16.10.060 OFF-STREET LOADING FACILITIES.**
- 16.10.070 PARKING LOTS AND ACCESS.**
- 16.10.080 STREETS.**
- 16.10.090 DRIVE-UP USES.**
- 16.10.100 BICYCLE PARKING.**

16.10.10 OFF-STREET PARKING REQUIRED – EXCEPTIONS.

- A. At the time of establishment of a new structure or use, change in use, or change in use of an existing structure, within any planning district of the city, off-street parking spaces and off-street loading berths shall be as provided in this and following sections, unless greater requirements are otherwise established by the conditional use permit or the site and design review process, based upon clear and objective findings that a greater number of spaces are necessary at that location for protection of public health, safety and welfare. A lesser number of spaces may be permitted by the Planning Commission based on clear and objective findings that a lesser number of parking spaces will be sufficient to carry out the objective of this section.
- B. No off-street parking shall be required for any use permitted outright within the C-1 zone in the rectangular area bounded by N. Ivy Street on the east, NW First Avenue on the south, N. Elm Street on the west, and NW Third Avenue on the north.
- C. At the time of enlargement of an existing structure or use, the provisions of this section shall apply to the enlarged structure or use only. (Ord. 1304, 2009; Ord. 1237, 2007; Ord. 890 section 9, 1993; Ord. 872, 1992; Ord. 854 section 2, 1991; Ord. 848, Part V, section 1, 16.10.010(A)(B), 1990)

16.10.20 DEFINITIONS.

- A. Floor Area. Except where otherwise specified, the floor area measured shall be the gross floor area of the building primary to the function of the particular use of the property other than space devoted to off-street parking or loading.

- B. Employees. Where employees are specified, the term shall apply to all persons, including proprietors, working on the premises during the peak shift. (Ord. 854 section 2, 1991; Ord. 848, Part V, section 1, 16.10.020(A)(B), 1990)

16.10.30 GENERAL REQUIREMENTS.

- A. Should the owner or occupant of a structure change the use to which the building is put, thereby increasing parking or loading requirements, the increased parking/loading area shall be provided prior to commencement of the new use.
- B. Parking and loading requirements for structures not specifically listed herein shall be determined by the City Planner, based upon requirements of comparable uses listed.
- C. In the event several uses occupy a single structure, the total requirements for off- street parking shall be the sum of the requirements of the several uses computed separately. If the applicant can demonstrate that the uses do not have overlapping parking needs (based on days and hours of operation) and can share parking, the total requirement for combined uses may be reduced by up to 60 percent.
- D. Off-street parking spaces for dwellings shall be located on the same lot, or adjacent lot, with the dwelling. Parking spaces located within an on-site garage shall count toward the minimum parking requirement for residential uses. Other required parking spaces may be located on a separate parcel, provided the parcel is not greater than five hundred (500) feet from the entrance to the building to be served, measured along the shortest pedestrian route to the building. The applicant must prove that the parking located on another parcel is functionally located and that there is safe vehicular and pedestrian access to and from the site.
- E. Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business.
- F. Institution of on-street parking shall not be allowed for off-street parking, where none is previously provided, and shall not be done solely for the purpose of relieving crowded parking lots in commercial or industrial planning districts.
- G. Parking facilities may be shared by users on adjacent parcels if all of the following standards are met, or the Planning Commission determines a lesser combination meets the intent of the ordinance:
 - 1. One of the parcels has excess parking spaces, considering the present use of the property; and the other parcel lacks sufficient area for required parking spaces. Excess parking spaces can be determined by considering when the uses need the parking spaces, such as time of day or day of week.
 - 2. The total number of parking spaces meets the standards for the sum of the number of spaces that would be separately required for each use. If the applicant can demonstrate that the uses do not have overlapping parking needs (based on days and hours of operation) and

can share parking, the total requirement for combined uses may be reduced by up to 60 percent.

3. Legal documentation, to the satisfaction of the City Attorney, shall be submitted verifying present use of the excess parking area on one lot by patrons of the uses deficient in required parking areas.
 4. Physical access between adjoining lots shall be such that functional and reasonable access is provided to uses on the parcel deficient in parking spaces.
 5. Adequate directional signs shall be installed specifying the joint parking arrangement.
- H. The number of vehicular spaces required in Table 16.10.050 may be reduced by up to 10% if one of the following is demonstrated to the satisfaction of the Planning Director or Planning Commission:
1. Residential densities greater than nine units per gross acre (limit parking to no less than one space per unit for multi-family structures); or
 2. The proposed development is pedestrian-oriented by virtue of a location which is within convenient walking distance of existing or planned neighborhood activities (such as schools, parks, shopping, etc.) and the development provides additional pedestrian amenities not required by the code which, when taken together, significantly contribute to making walking convenient (e.g., wider sidewalks, pedestrian plazas, pedestrian scale lighting, benches, etc.). (Ord. 890 section 10, 1993; Ord. 854 section 2 [part], 1991; Ord. 848, Part V, section 16.10.030, 1990; Ord. 1043 section 3, 2000; Ord. 1338, 2010)

16.10.040 PROHIBITED NEAR INTERSECTIONS.

In no case will off-street parking be allowed within a vision clearance area of an intersection. (Ord. 740 section 10.3.10(D), 1984)

16.10.050 PARKING STANDARDS DESIGNATED.

The parking standards set out in Table 16.10.050 shall be observed. (Ord. 854 section 2, [part], 1991; Ord. 848 section 1, 16.10.050, 1990; Ord. 740 section 10.3.10(E), 1984; Ord. 981 section 20, 1997)

TABLE 16.10.050

Off-street Parking Provisions - The following are the minimum standards for off-street vehicle parking:

<i>Use</i>	<i>Parking Requirement</i>
<i>Residential Uses:</i>	
a. Single-family dwellings	2.00 spaces per dwelling unit for new construction. (Existing single-family dwellings having only a single parking space shall not be considered to be nonconforming.)
b. Two-family dwellings	2.00 spaces per dwelling unit.
c. Multi-family dwellings in complexes with private internal driveways	One space per studio or 1-bedroom unit. 2.00 spaces per 2-bedroom or larger unit. One additional guest parking space shall be provided for every five units for each development often or more units.
d. Retirement/assisted living	1.0 spaces per unit
e. Residential day care facility and	1.00 space per employee
<i>Institutions:</i>	
a. Convalescent home, nursing home or sanitarium	1.00 spaces per two beds for patients or residents, plus 1.00 space per employee
b. Hospital	4.00 spaces per two beds
<i>Places of Public Assembly:</i>	
a. Library, reading room	1.00 space per 400 square feet of public area
b. Nursery, primary/elementary, or junior high school	2.00 spaces per employee
c. Senior high school	1.00 space per classroom, plus 1.00 space per six students
d. Other places of public assembly, including churches	1.00 space per four seats or eight feet of bench length
<i>Commercial Amusement:</i>	
a. Theater	1.00 per six seats
b. Bowling alley	3.0 spaces per 1,000 square feet of floor area
c. Dance hall, skating rink	3.0 spaces per 1,000 square feet of floor area
d. Racquet courts, health clubs	3.0 spaces per 1,000 square feet of floor area
<i>Commercial:</i>	
a. Retail shops (under 100,000 sq. ft.)	2.00 spaces per 1,000 square feet of floor area
b. Retail store handling exclusively bulky merchandise such as furniture, automobile and service repair shops	1.00 space per 1,000 square feet of sales floor area

c. Shopping center (over 100,000 square feet of gross leasable area)	3.00 spaces per 1,000 square feet of gross leasable area
d. Banks/savings and loans	2.00 spaces per 1,000 gross square feet of floor area
e. Medical/dental offices	3.00 spaces per 1,000 gross square feet of floor area
f. General offices	2.00 spaces per 1,000 gross square feet of floor area
g. Real estate offices	2.00 spaces per 1,000 gross square feet of floor area
h. Government offices	3.50 spaces per 1,000 gross square feet of floor area
i. Restaurant	8.00 spaces per 1,000 gross square feet of floor area
j. Take-out restaurant	8.00 spaces per 1,000 gross square feet of floor area
k. Motel	0.75 spaces per rentable room
l. Residential hotel, rooming house,	0.75 spaces per rentable room
m. Hotel	0.75 spaces per rentable room
n. Club or lodge	1.00 space per 200 square feet of floor area
o. Day care , adult or child care; does not include Family Daycare (12 or fewer children) under ORS 657A.250	1.00 space per 500 square feet of floor area
p. All others	1.00 space per 550 square feet
q. Wireless telecommunication systems	1.00 space per site
<i>Industrial:</i>	
a. Manufacturing	2.00 spaces per 1,000 gross square feet of office space, plus 1.00 space per 1,000 gross square feet of non-office manufacturing space. Minimum of 5 parking spaces overall.
b. Warehousing	2.00 spaces per 1,000 gross square feet of office space, plus 1.00 space per 1,000 gross square feet of non-office warehousing space. Minimum of 5 parking spaces overall.
c. Wholesale establishments	2.00 spaces per 1,000 gross square feet of office space, plus 1.50

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

Response: The project is designed as a speculative Shell buildings. We have used the above highlighted standards for the estimated use as follows: 8,800 sq. ft. of tenant

offices (2/1000) and the remaining 66,600 sq. ft. based on manufacturing or warehouse (1/1000). With the above numbers we are required to have a minimum of 88 spaces and we are providing 108 spaces to comply with this criteria.

OFF-STREET LOADING FACILITIES

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

<i>Square Feet Of Floor Area</i>	<i>Number Of Berths</i>
Less than 5,000	0
5000 – 25,000	1
25,000 – 60,000	2
60,000 and over	3

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’.

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.

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

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.

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.

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. (Ord. 854 section 2[part], 1991; Ord. 848, Part V, section 1, 16.10.060, 1990; Ord. 1237, 2007)

Response: Three berths are required for this project. Twenty two (22) loading berths are provided to comply with this criteria.

16.10.70 PARKING LOTS AND ACCESS.

- A. Parking Lots. A parking lot, whether as accessory or principal use, intended for the parking of automobiles or trucks, shall comply with the following:
1. Parking lot design shall comply with the dimensional standards set forth in Figure 1 of this section.
 2. Parking stalls of eight (8) feet in width and sixteen (16) feet in length for compact vehicles may comprise up to a maximum of thirty (30) percent of the total number of parking stalls. Such parking stalls shall be marked "Compact Parking only" either on the parking surface or on a sign in front of the parking stalls.
 3. Areas used for standing or maneuvering of vehicles shall have paved asphalt, concrete, solid concrete paver surfaces, or paved "tire track" strips maintained adequately for all weather use and so drained as to avoid the flow of water across sidewalks or into public streets, with the following exception:
 - a. The Planning Director or Planning Commission may approve the use of an engineered aggregate system for outdoor storage and/or non-required parking areas provided that the applicant can demonstrate that City Standards related to:
 - i. minimizing dust generation,
 - ii. minimizing transportation of aggregate to city streets, and
 - iii. minimizing infiltration of environmental contaminants including, but not limited to, motor oils, fuels, volatile organic compounds (e.g. benzene, toluene, ethylbenzene, xylene), and ethylene glycol are met.

The decision maker may impose conditions as necessary to meet City Standards.

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

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.
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.
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.
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.
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: All parking areas are to be paved. The new parking spaces are designed to meet the city standards for size, count and maximum allowed spaces between landscape islands. The new parking lot new landscaping will reduce dust and provide a neat clean appearance. Pedestrian access is separated from vehicle traffic thru the use of raised sidewalks.

B. Access.

1. The provision and maintenance of vehicular and pedestrian ingress and egress from private property to the public streets as stipulated in this ordinance are continuing requirements for the use of any structure or parcel of real property in the City of Canby. No building permit or other permits shall be issued until scale plans are presented that show how the ingress and egress requirement is to be fulfilled. Should the owner or occupant of a lot or building change the use to which the lot or building is put, thereby increasing ingress and egress requirements, it shall be unlawful and a violation of this ordinance to begin or maintain such altered use until the required increase in ingress and egress is provided.
2. The City of Canby encourages joint/shared access. Owners of two (2) or more uses, structures, or parcels of land may agree to, or may be required by the City to, utilized

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

3. All ingress and egress shall connect directly with public streets.
4. Vehicular access for residential uses shall be brought to within fifty (50) feet of the ground floor entrances or the ground floor landing of a stairway, ramp or elevator leading to dwelling units.
5. Required sidewalks shall extend from the ground floor entrances or the ground floor landing of a stairs, ramps or elevators to the sidewalk or curb of the public street or streets that provide the required access and egress.
6. To afford safe pedestrian access and egress for properties within the city, a sidewalk shall be constructed along all street frontages, prior to use or occupancy of the building or structure proposed for said property. The sidewalks required by this section shall be constructed to city standards except in the case of streets with inadequate right-of-way width or where the final street design and grade have not been established, in which case the sidewalks shall be constructed to a design, and in a manner approved by the Site and Design Review Board. Sidewalks approved by Board may include temporary sidewalks and sidewalks constructed on private property; provided, however, that such sidewalks shall provide continuity with sidewalks of adjoining commercial developments existing or proposed. When a sidewalk is to adjoin a future street improvement, the sidewalk construction shall include construction of the curb and gutter section to grade and alignment established by the Site and Design Review Board.
7. The standards set forth in this ordinance are minimum standards for access and egress, and may be increased through the site and design review process in any particular instance where the standards provided herein are deemed insufficient to protect the public health, safety and general welfare. (Ord. 890 section 12, 1993; Ord. 1237, 2007; Ord. 1338, 2010)

Minimum Access Requirements

16.10.070(B)(8): Minimum access requirements for residential uses - ingress and egress for residential uses shall not be less than the following (except that in the case of flag lots, section 16.64.0400) shall apply):

<i>Dwelling Units</i>	<i>Minimum Number Of Accesses Required</i>	<i>Minimum Access Width</i>	<i>Sidewalks & Curbs (In Addition To Driveways)</i>
1 or 2	1	12 feet	none required

3-19	1	20 feet	Minimum of one sidewalk connection to residences and parking areas; curb required if sidewalk adjacent to driveway.
20-49	Option A: 1 access	20 feet	Minimum of one sidewalk connection to residences and parking areas; curb required if sidewalk adjacent to driveway.
	OR Option B: 2 accesses	12 feet	
50-499	Option A: 1 access	30 feet	Curbs required; Minimum of one sidewalk connection to residences and parking areas
	OR Option B: 2 accesses	20 feet	
Over 500	As required by Site and Design Review Board		As required by Public Works Director

16.10.070(B)(9): MINIMUM ACCESS REQUIREMENTS FOR COMMERCIAL OR INSTITUTIONAL USES - INGRESS AND EGRESS FOR COMMERCIAL USES SHALL NOT BE LESS THAN THE FOLLOWING:

<i>Parking Spaces Required</i>	<i>Minimum Number Of Accesses Required</i>	<i>Minimum Access Width</i>	<i>Sidewalks & Curbs (In Addition To Driveways)</i>
1-4	1	12 feet	None required
5-99	1	20 feet	Curbs required; sidewalk on one side minimum
100-249	2	20 feet	Curbs required; sidewalk on one side minimum
Over 250	As required by Site and Design Review Board		As required by Public Works Director

16.10.070(B)(10): Minimum access requirements for industrial uses - ingress and egress for industrial uses shall not be less than the following:

Parking spaces required	Minimum number of accesses required	Minimum access width	Sidewalks & curbs (in addition to driveways)
1-250	1	24 feet	Curbs required; sidewalks on one side minimum
Over 250	As required by Public Works Director		

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.

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.

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.

Response: Project complies - Access into the site is provided off of Sequoia Parkway using one shared driveway with the property to the west. Sidewalks provide access to and along the public way.

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. (Ord. 1019 section 1, 1999; Ord. 1076, 2001)

TABLE 16.10.100 BICYCLE PARKING STANDARD

<i>Land Use Category</i>	<i>Minimum Required Bicycle Parking Spaces</i>
Industrial Industrial Park	2, or .1 space per 1000 ft ² , whichever is greater
Warehouse	2, or .1 space per 1000 ft ² , whichever is greater
Manufacturing, etc.	2, or .15 space per 1000 ft ² , whichever is greater

Response: Per table 16.10.100, Six spaces are required. Two spaces and have been provided outside of each of the buildings to comply with this criteria.

Chapter 16.32

M-1 LIGHT INDUSTRIAL ZONE

SECTIONS:

16.32.010 USES PERMITTED OUTRIGHT.

16.32.020 CONDITIONAL USES.

16.32.030 DEVELOPMENT STANDARDS.

16.32.10 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;
- B. Automobile body shop, or heavy repair shop;
- C. Contractor's equipment or storage yard;
- D. Dwelling for watchman or caretaker working on the property;
- E. Food processing plant;
- F. Fuel distribution, wholesale or retail;
- G. Ice or cold storage plant;
- H. Laundry or dry-cleaning plant;
- I. Lumber yard;
- J. Machinery, farm equipment or implement sales, service or rent;
- K. Motor or rail freight terminal;
- L. Railroad trackage and related facilities;
- M. Restaurant, when related and incidental to primary industrial uses of the area;

- N. Service station, when related and incidental to primary industrial uses of the area;
- O. Stone, marble, or granite cutting;
- P. Tire retreading or recapping;
- Q. Transfer and storage company;
- R. Utility storage or service yard;
- S. Veterinarian's office or animal hospital;
- T. Warehouse
- U. Wholesale distribution, including warehousing and storage;
- V. Wireless or cellular communications facility/tower;
- W. Other light industrial uses as determined by the Planning Commission;
- X. Business or professional office, when related and incidental to primary industrial uses of the area;
- Y. Public building or uses such as fire station, or park or playground.
- Z. Attached WTS facilities (see 16.08.120).

Chapter 16.34
M-2 HEAVY INDUSTRIAL ZONE

SECTIONS:

16.34.010 USES PERMITTED OUTRIGHT.

16.34.020 CONDITIONAL USES.

16.34.030 DEVELOPMENT STANDARDS.

16.34.10 USES PERMITTED OUTRIGHT.

Uses permitted outright in the M-2 zone shall be as follows:

- A. A use permitted outright in an M-1 zone. (Ord. 740 section 10.3.33(A), 1984)

16.34.20 CONDITIONAL USES.

Conditional uses in the M-2 zone shall be as follows:

- A. Aggregate removal operations;
- B. All other uses when evaluated on the standards and criteria specified in Chapter 16.50 and the point system set out in Table 16.34.020 for evaluating heavy industrial development proposals.
- C. Detached WTS facilities (monopole), equal to or over 100 feet in height and less than 660 feet from the nearest land zoned or planned for residential use or Highway 99E (see 16.08.120).
- D. Detached WTS facilities (lattice tower), equal to or over 150 feet in height and at least 660 feet from the nearest land zoned or planned for residential use or Highway 99E (see 16.08.120). (Ord. 740 section 10.3.33(B), 1984; Ord. 981 section 33, 1997)

16.34.30 DEVELOPMENT STANDARDS.

The following subsections indicate the required development standards of the M-2 zone:

- A. Minimum lot area: five thousand square feet; Proposed = 218,581 sq. ft.
- B. Minimum width and frontage: fifty feet. Proposed = approximately 220 feet
- C. Minimum yard requirements:
 - 1. Street yard: none, except twenty feet where abutting a residential zone; Complies
 - 2. Interior yard: none, except twenty feet where abutting a residential zone. Complies
- D. Maximum building height:
 - 1. Freestanding signs: thirty feet; Project Complies
 - 2. All other structures: forty-five feet. Project Complies Tallest Building = 34 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;
30 foot vision triangles are shown on the plans

2. Outside storage abutting or facing a lot in a residential zone shall be enclosed by a site-blocking fence or berm. The fence or berm shall be so designed as to screen the storage from view from the residential zone and shall be of such material and design as will not detract from adjacent residences. (Ord. 890 section 34, 1993; Ord. 740 section 10.3.33(C), 1984; Ord 1237, 2007)

Project Complies

Response: Project complies with uses for warehouse or manufacturing use allowed. For all development standards see Site Plan Sheet C1.0.

Chapter 16.35

CANBY INDUSTRIAL AREA OVERLAY (I-O) ZONE

SECTIONS:

- 16.35.010 PURPOSE.**
- 16.35.020 APPLICABILITY.**
- 16.35.025 PRE-APPLICATION REVIEW AND CONDITIONS OF APPROVAL.**
- 16.35.030 USES PERMITTED OUTRIGHT.**
- 16.35.040 CONDITIONAL USES.**
- 16.35.045 PROHIBITED USES.**
- 16.35.050 DEVELOPMENT STANDARDS.**
- 16.35.060 DESIGN GUIDELINES.**
- 16.35.070 I-O DESIGN REVIEW MATRIX.**

16.35.10 PURPOSE.

The purpose of the Canby Industrial Area Overlay (I-O) zone is to implement the design guidelines and standards of the Canby Industrial Area Master Plan (Master Plan):

- A. Provide efficient circulation and access;
- B. Allow flexibility in siting development, including a range of industrial and commercial/industrial land uses;
- C. Provide visual continuity for streetscapes and developments;
- D. Encourage durable, high quality building materials.

The zone is intended to ensure high-quality industrial development with a mix of employment types and uses. (Ord. 1008 section 1 [part], 1998; Ord. 1057 section 2 [part], 2000)

16.35.20 APPLICABILITY.

It is the policy of the City of Canby to apply the I-O zone to all lands within the Master Plan area and other areas determined by the City, upon annexation or prior to application for development permit. The Master Plan area generally includes the area bound by Highway 99E and 1st Avenue to the north, Mulino Road to the east, SE 13th Avenue to the south, and Molalla Western Railroad to the west. The I-O zone has the following affect with regard to other chapters of this ordinance:

- A. Incorporates the Canby Industrial Area Master Plan into Title 16. The Master Plans design guidelines, standards, and plan maps are hereby incorporated by reference.
- B. Permits land uses which are permitted by the underlying zone districts (C-M, M- 1, M-2), with some exceptions.

- C. Replaces selected development standards contained in the C-M, M-1, and M-2 zones, for continuity and quality of site design within the Master Plan area.
- D. Utilizes the City's processes for development review, including land divisions, conditional uses, and design reviews. Provides a design review matrix (i.e., replacing the table in Chapter 16.49) which is tailored to the Master Plan area.
- E. Provides additional conditional use standards to ensure development compatibility.
- F. Lists uses that are prohibited outright due to incompatibility with the goals for the area. (Ord. 1008 section 1 [part], 1998; Ord. 1057 section 2 [part], 2000)

16.35.25 PRE-APPLICATION REVIEW AND CONDITIONS OF APPROVAL

- G. 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.
- H. 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.
- I. The Planning Commission or City Council may impose conditions to protect public health and safety on any discretionary land use application. (Ord. 1057 section 2 [part], 2000; Ord. 1237, 2007)

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. (Ord. 1008 section 1 [part], 1998; Ord. 1057 section 2 [part], 2000)

16.35.40 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;
 2. More than 60 acres total in I-O zoning that is occupied by a single use or business. For the purposes of this section, businesses classified in the same NAICS industry group (four-digit code) are considered to be in the same use. This section is intended to apply cumulatively to all properties in the zone;
 3. Utilization of any public service or utility to such an extent that the utility would not be able to supply all other uses projected in its current long-range plans;
 4. Uses requiring an H occupancy under the Oregon Structural Specialty Code;
 5. In any C-M zoning overlain by I-O zoning, any retail or commercial use with a building footprint exceeding 50,000 square feet;
 6. In any M-1 or M-2 zoning overlain by I-O zoning, any retail or commercial use not related to or supportive of the primary industrial use of the park; or
 7. In any M-1 or M-2 zoning overlain by I-O zoning, retail areas occupying more than 15% of the building footprint or more than 3,000 square feet.
- 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.

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. (Ord 1008 section 1 [part], 1998, Ord. 1057 section 2 [part], 2000; Ord. 1237, 2007).

Response: None Needed.

16.35.45 PROHIBITED USES.

The following uses are prohibited in the I-O zone:

- A. Slaughter house;

- B. Rendering, reduction, or distillation of, or manufacturing from, animals, fish and their by-products;
- C. Auto, truck or motorcycle race track;
- D. Auto, truck, or motorcycle wrecking or salvage yard;
- E. Scrap metal storage and sales;
- F. Reclamation or manufacturing of steel barrels or drums;
- G. Dump or landfill, including rubbish, slag, organic materials, offal, or garbage in general;
- H. Livestock feeding pen, other than those associated with existing agricultural uses;
- I. Fireworks manufacturing or the manufacturing of ammunition or explosives;
- J. Nuclear power plant or similar use;
- K. Curing and storage of hides;
- L. Incinerator, smelter, blast furnace, or coke oven;
- M. Manufacture of oils, gasoline, or products made directly from petroleum, other oils, or tar products;
- N. Fertilizer production;
- O. Creosote production;
- P. Insecticide production;
- Q. Tire manufacturing;
- R. Saw, shingle, or lumber mill; and
- S. In any M-1 or M-2 zoning overlain by I-O zoning, commercial or retail uses over 50,000 square feet are prohibited.

This list should not be used to imply that any other use is permitted. (Ord. 1057 section 2 [part], 2000)

Response: Not Applicable.

16.35.50 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: Complies.

B. Minimum lot width and frontage: none.

Response: Complies.

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.

Response: Complies - Parking at 20 feet.

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: Complies - Buildings at 10 feet.

D. Maximum building height: 45 feet. Response: Complies - Buildings height = 34 feet.

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

Response: Complies - Buildings Coverage = 34%.

F. Street access (curb cuts) spacing shall be a minimum of 200 feet on designated parkway and collector streets. Response: Not Applicable.

G. Street right-of-way improvements shall be made in accordance with the circulation plan, and streetscape/street section standards of the Industrial Area Master Plan.

Response: Complies - Sidewalk being installed

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: Complies - Entrances face street and connection is provided.

2. Developments within the C-M zone shall provide continuous, straight-line pedestrian connections between the street(s), buildings, and parking areas.

Response: Complies - As allowed connections are provided.

- 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: Complies - Street trees to be provided.

- 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: Not Applicable.

- 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: Complies - attached lighting plan.

- 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: Complies - Using Shared Access

- M. All landscaped areas shall be irrigated.

Response: Complies - Landscape to be irrigated

- 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. (Ord. 1008 section 1 [part], 1998; Ord. 1237, 2007; Ord. 1299, 2008)

16.35.60 DESIGN GUIDELINES.

The Industrial Area Master Plan provides design guidelines for reviewing development applications. The guidelines, which are incorporated into Table 16.35.000, 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. (Ord. 1008, section 1 [part], 1998)

16.35.70 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.

Table 16.35.040

CRITERIA	POSSIBLE SCOREs		
<i>Parking</i>			
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; 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 number of trees planted within buffers and/or within the parking area: 100%-105% of base requirement*=0; 105%-110% of base requirement=1; >110%=2. *The base requirement is determined based on total parking area/number of spaces, and parking setback perimeter, see Chapter 16.49.120.	0	1	2
Number of parking spaces (% of required minimum): >110%=0; 110%-105%=1; 105%-100%=2.	0	1	2
Minimum Acceptable Score <i>4 points</i>	<u>4</u>		
<i>Transportation/Circulation</i>			
Proposed local street alignments: Street not proposed = 0; Street(s) proposed with some modification to master plane = 1; proposed street(s) approximate recommended alignments = 2. <i>Note: the Planned Parkway and collector streets are required elements, except as indicated by the Industrial Area Master Plan</i>	0	1	2

Design of all pedestrian ways (private, on-site pathways): six feet wide, raised concrete with painted crosswalks (standard) = 0; standard with brick or similar pavers for pathways and crosswalks = 1; greater than 6 feet wide (inclusive of curb) and use of brick or similar pavers for pathways and crosswalks = 2	0	1	2
Number of pedestrian connections between the street sidewalk and internal circulation system: One connection = 0 Two connections = 1	0	1	2
Minimum Acceptable Score (some provisions may not apply) 3 points		3	
Tree Retention, Open Space conservation and Trail Connections			
Preserves trees as recommended by arborist or City Planning Department: <50% of recommended trees preserved=0; 50%-75%=1; 75%-100%=2	0	1	2
Replaces trees that were recommended for retention: No=0; Yes=1. Mitigation based on reasonable tree replacement ratio.	0	1	
When site includes designated open space, park or trail connection: proposal does not dedicate or establish easement for designated open space/park or trail connection=0; dedicated or establishes easement=1; dedicated land/right-of-way and constructs improvements=2.	0	1	2
Minimum Acceptable Score (some provisions may not apply) 3 points			
Landscaping			
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 public access provided (i.e., through an easement)=2.	0	1	2
Amount of grass or other plantings used for ground cover treatment: <75%=0; 75%-90%=1; 90%-100%=2.	0	1	2
Minimum Acceptable Score 3 points		3	
Building Appearance and Orientation			
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 similar	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		4	

Chapter 16.43

OUTDOOR LIGHTING STANDARDS

SECTIONS:

16.43.010	PURPOSE.
16.43.020	DEFINITIONS.
16.43.030	APPLICABILITY.
16.43.040	LIGHTING ZONES.
16.43.050	EXEMPT LIGHTING.
16.43.060	PROHIBITED LIGHT AND LIGHTING.
16.43.070	LUMINAIRE LAMP LUMENS, SHIELDING, AND INSTALLATION REQUIREMENTS.
16.43.080	HEIGHT LIMITS.
16.43.090	LIGHTING CONTROLS.
16.43.100	EXCEPTIONS TO STANDARDS.
16.43.110	LIGHTING PLAN REQUIRED.

16.43.10 PURPOSE.

The purpose of this section is to provide regulations for outdoor lighting that will:

- A. Regulate uses of outdoor lighting for nighttime safety, utility, security, productivity, enjoyment and commerce.
- B. Minimize glare, particularly in and around public rights-of-way.
- C. Minimize light trespass, so that each owner of property does not cause unreasonable light spillover to other property.
- D. Preserve the night sky for astronomy and enjoyment.
- E. Conserve energy and resources to the greatest extent possible.

16.43.30 APPLICABILITY.

The outdoor lighting standards in this section apply to the following:

- A. New uses, buildings, and major additions or modifications:
 - 1. For all proposed new land uses, developments, buildings, and structures that require a building permit, all outdoor lighting fixtures shall meet the requirements of this Code.
 - 2. All building additions or modifications of fifty (50) percent or greater in terms of additional dwelling units, gross floor area, or parking spaces, either with a single addition

or cumulative additions, shall meet the requirements of this Code for the entire property, including previously installed and any new outdoor lighting.

Response: Building and site lighting has been designed to comply with the above standards. See sheet C6.0 for the site lighting plan and details.

Chapter 16.46

ACCESS LIMITATIONS ON PROJECT DENSITY

16.46.40 JOINT AND CROSS ACCESS.

Any developments requiring site plan review that do not meet access spacing requirements are subject to these requirements. In these cases, the following information shall be shown on the site plan.

- A. Adjacent commercial or office properties classified as major traffic generators (e.g. shopping plazas, office parks), shall provide a cross access drive and pedestrian access to allow circulation between sites.
- B. A system of joint use driveways and cross access easements shall be established wherever feasible and shall incorporate the following:
 1. A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards;
 2. A design speed of 10 mph and a minimum width of 20 feet to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles;
 3. Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive;
 4. A unified access and circulation system plan for coordinated or shared parking areas is encouraged.
- C. Shared parking areas may be permitted a reduction in required parking spaces if peak demands do not occur at the same time periods.
- D. Pursuant to this section, property owners shall:
 1. Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;

2. Record an easement with the deed that remaining access rights along the roadway will be dedicated to the city and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;
 3. Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.
- E. The City may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:
1. Joint access driveways and cross access easements are provided in accordance with this section.
 2. The site plan incorporates a unified access and circulation system in accordance with this section.

Response: A joint access drive is proposed with this development and a easement is to be recorded.

Chapter 16.49

SITE AND DESIGN REVIEW

16.49.30 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.

- B. The following are exempt from site and design review (but still may require a site plan review and/or building permit):
1. Signs that are not a part of a reviewable development project. Signs that are a part of a reviewable development project, and that are proposed more than two (2) years beyond the final occupancy of the reviewed development.
 2. Alterations or remodeling that do not change the exterior of the building.
 3. Temporary public structures which will be removed within two (2) years of placement.
 4. Commercial and industrial accessory structures under 500 square feet.
 5. Temporary commercial tent/canopy structures, which meet the Uniform building or Fire Code, and which will be removed within thirty (30) days of placement.
 6. Temporary Vendor activity permitted pursuant to Section 16.08.140.
 7. Parking lot or paving projects. If no buildings or structures are involved, paving or parking lot development in excess of 2,500 square feet of impervious surface is exempted from a Type III site and design review. However, parking lot and paving projects in excess of 2,500 square feet of impervious surface require Type I site plan review. All new paved areas and parking lots in excess of 2,500 square feet must meet the requirements of Section 16.49.150.
 8. Single family or two-family dwellings and their accessory structures, and any alterations or remodeling thereof.
 9. Minor public facilities.
 10. Approved Public Art Murals as defined in CMC Chapter 2.80.020.
- C. Construction, site development and landscaping shall be carried out in substantial accord with the approved site and design review plan. Review of the proposed site and design review plan and any changes thereto shall be conducted in accordance with site and design review procedures.
- D. No fence/wall shall be constructed throughout a project that is/was subject to site and design review approval where the effect or purpose is to wall said project off from the rest of the community unless reviewed and approved by the Planning Commission. (Ord. 1315, 2009; Ord. 1237, 2007; Ord. 1080, 2001; Ord. 1019 section 2, 1999; Ord. 981 sections 52&53, 1997; Ord. 955 section 23, 1996; Ord. 890 section 43, 1993; Ord. 848, Part III, section 1, 1991; Ord. 1341, 2011)

Response: Building area is greater than 5,000 sq. ft. therefore we are submitting for Design Review.

16.49.35 APPLICATION FOR SITE AND DESIGN REVIEW

- A. For site and design review projects in the Downtown Canby Overlay Zone, 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 and 16.49; the applicant shall submit a Type II application for approval pursuant to the approval criteria set forth in 16.49.040; 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, the applicant shall submit a Type III application for approval

pursuant to the approval criteria set forth in 16.49.040. The applicant must still meet all applicable requirements of Chapter 16.49.
- B. All other projects subject to site and design review approval pursuant to Section 16.49.030 are subject to the Type III procedural requirements set forth in Chapter 16.89. The applicant shall submit a Type III application for approval pursuant to the approval criteria set forth in 16.49.040. (Ord 1296, 2008)

Response: We are submitting for a Type III Design Review.

16.49.40 CRITERIA AND STANDARDS.

- A. 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 stormwater 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 16.49.40 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).
- B. In review of a Type II Site and Design Review Application described in Section 16.49.035.A.1, the Planning Director shall, in exercising his powers, duties or functions, determine whether there is compliance with the DCO site and design review standards.
- C. 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.
- D. The Board shall, in making its determination of compliance with the above requirements, be guided by the objectives and standards set forth in this Ordinance. It must be demonstrated that all required public facilities and services are available, or will become available through the development, to adequately meet the needs of the proposed development. If the site and design review plan includes utility facilities or public utility facility, then the City Planner shall determine whether those aspects of the proposed plan comply with applicable standards..
- E. The Board shall, in making its determination of compliance with the requirements set forth, consider the effect of its action on the availability and cost of needed housing. The Board shall not use the requirements of this section to exclude needed housing types. However, consideration of these factors shall not prevent the Board from imposing conditions of approval necessary to meet the requirements of this section. The costs of such conditions shall not unduly increase the cost of housing beyond the minimum necessary to achieve the purposes of this ordinance.
- F. 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. (Ord. 848, Part III, section 2, 1991; Ord. 955 section 24 & 25, 1996; Ord 1237, 2007, Ord 1296, 2008)

Response: This development has been designed to comply with the general INTENT of the city code. The s project three buildings are to be of similar design and color

with landscaping designed to support and compliment them. Adjacent Industrial developments are of similar construction.

Please note:

- 1) The proposed Buildings meet the site requirements of setbacks, heights, landscaping , parking and access.**
- 2) The proposed Buildings meet the building requirements of height, access, conformance with surrounding developments and general layout.**
- 3) A 10",12" and 60" fir tree will be removed however non are in the public right-of -way.**

Table 16.49.040 Site Design Review Menu
Not Applicable - Please see I-O Design Matrix 16.35.70 above

16.49.80 GENERAL PROVISIONS FOR LANDSCAPING.

- A. The standards set forth in this section are minimum standards for landscaping.
- B. The purpose of these landscaping standards is to provide uniform standards for the development and maintenance of the landscaping of private property and public rights-of-way. The purpose of landscaping is to improve the livability of residential neighborhoods, enhance the customer attraction of commercial areas, increase property values, improve the compatibility of adjacent uses, provide visual separation and physical buffers between incompatible adjacent land uses, provide visual relief from the expanse of parking lots, screen undesirable views, contribute to the image and appeal of the overall community, and mitigate air and noise pollution.

These standards are also intended to facilitate Low Impact Development (LID) techniques through the retention of existing native vegetation and mature, healthy trees, to the extent feasible. Additional LID related goals of this chapter are to: reduce erosion and storm water runoff; preserve and promote urban wildlife habitats; reduce the amount of carbon dioxide in the air; shade and reduce the temperature of adjacent waterways; and enhance the streetscapes along the city's public rights-of- way with an emphasis on trees and LID stormwater facilities.

- C. The minimum area requirement for landscaping for developments coming under design review shall be the percentage of the total land area to be developed as follows. Parking lot landscaping area is included in calculating the following landscape areas:
 1. Fifteen (15) percent for all industrial and commercial zones (except the Downtown-Commercial zone, but including the Commercial-Residential zone).
 2. Seven and one-half (7.5) percent for the Downtown-Commercial zone.
 3. Thirty (30) percent for all residential zones.

Response: Complies - See sheet L1.0 (landscape Plan) that is designed to meet the city requirements for quantity (15% min.) and design (plant types, location, etc.).

Screening of the parking lots is as shown on the Landscape plan sheet L1.0 by use of evergreen planting (Japanese Holly/Rhododendron).

16.49.120 PARKING LOT LANDSCAPING STANDARDS.

- A. General Provisions. In addition to the objectives stated in section 2 of this ordinance, goals of parking lot standards are to create shaded areas in parking lots to reduce glare, enhance the visual environment, and encourage the use of LID practices. The design of the parking area shall be the responsibility of the developer and should consider visibility of signage, traffic circulation, comfortable pedestrian access, and aesthetics. Trees shall not be cited as a reason for applying for or granting a variance on placement of signs.
- 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.
- 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.
 - 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.
- 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
- 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: Complies - See sheet L1.0 (landscape Plan). 15% of parking lot area has been landscaped. Landscape islands are provided at eight parking spaces max and are provided with trees. All landscaping is irrigated.

Chapter 16.89

APPLICATION AND REVIEW PROCEDURES

SECTIONS:

- 16.89.010 PURPOSE.**
- 16.89.020 DESCRIPTION AND SUMMARY OF PROCESSES.**
- 16.89.030 TYPE I PROCEDURE.**
- 16.89.040 TYPE II PROCEDURE.**
- 16.89.050 TYPE III PROCEDURE.**
- 16.89.060 TYPE IV PROCEDURE.**
- 16.89.070 NEIGHBORHOOD MEETINGS.**
- 16.89.080 APPLICATION REQUIREMENTS AND COMPLETENESS.**
- 16.89.090 MODIFICATIONS.**

16.89.010 PURPOSE.

The purpose of this chapter is to establish standard decision-making procedures that will enable the City, the applicant, and the public to review applications and participate in the decision-making process in a timely and effective way. (Ord. 1080, 2001)

16.89.20 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.

- A. Type I Procedure (Ministerial). Type I decisions are made by the Planning Director without public notice and without a public hearing. The Type I procedure is used when there are clear and objective approval criteria and applying those criteria requires no use of discretion.
- B. Type II Procedure (Administrative). Type II decisions are made by the Planning Director with public notice and an opportunity for a public hearing. The appeal of a Type II decision is heard by the Planning Commission.

- 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.
- D. Type IV procedure (Council Decision). Type IV decisions generally apply to legislative matters, but include certain other applications as well. Legislative matters involve the creation, revision, or large-scale implementation of public policy (e.g., adoption of land use regulations, zone changes, and comprehensive plan amendments that apply to entire districts). Type IV matters are considered initially by the Planning Commission with final decisions made by the City Council. Annexations and certain quasi-judicial applications are also processed under the Type IV process. (Ord. 1080, 2001; Ord 1237, 2007)

Response: This project is submitting for Type III Design Review and understand that the process requires a meeting with the city Planning Commission.

16.89.50 TYPE III DECISION.

- A. Pre-application conference. A pre-application conference may be required by the Planning Director for Type III applications.
- B. Neighborhood meetings. As directed in Table 16.89.020, the applicant may be required to present their development proposal at a neighborhood meeting before the City accepts the application as complete. See Section 16.89.070.
- C. Application requirements. Type III applications shall be made on forms provided by the Planning Director. The application shall be accompanied by all required information and fees.
- D. Public notice.
 - 1. At least 20 days prior to a public hearing on a Type III decision or a Type II appeal decision, the Planning Director shall mail notice meeting the requirements of state law to:
 - a. All owners of real property and, if the owner’s address is different from the site address, all residents of property, within the distance prescribed in Table 16.89.020;
 - b. The appointed chair of any neighborhood association whose boundaries include the subject property;
 - c. Any person who submits a written request to receive notice; and
 - d. Any governmental agency which is entitled to notice under an intergovernmental agreement entered into with the City.
 - e. For appeals, the appellant and all persons who provided testimony.
 - 2. Notice of any proposal that includes a new transportation facility or improvement, and where these facilities or improvements included or may impact a collector or arterial street, will be sent to the ODOT and Clackamas County or any special interest transportation groups as appropriate. Special interest transportation groups could include trucking

organizations, bicycle and pedestrian interest groups, and interest groups for people with disabilities. Information that should be conveyed with the notice includes the following:

- a. Project location
 - b. Proposed land use action
 - c. Location of project access point(s)
3. The City shall prepare an affidavit of mailing for the public notice and make the affidavit part of the application file. Failure of any individual to receive notice as prescribed in this section does not invalidate the proceedings.
 4. Written notice shall be published in a newspaper of general circulation in Canby once in either of the two consecutive weeks prior to the hearing.
 5. At least ten (10) days before the hearing, written notice shall be posted at City Hall and such other conspicuous locations as the Council may determine to be appropriate.
 6. At least ten (10) days before the hearing, the applicant shall post notice of the hearing on the property as directed by the Planning Director.
 7. The Planning Director may expand the notice area or take other steps to assure that affected property owners or residents are made aware of the pending public hearing.
 8. Any application that involves access to the state highway system must be provided to the Oregon Department of Transportation for their review and comment regarding conformance with state access management standards and requirements.

E. Conduct of public hearing.

1. In all evidentiary hearings required by this title the following procedures shall be followed:
 - a. All interested persons in attendance shall be heard on the matter of hearing, and this fact shall be communicated to those in attendance;
 - b. A summary of the application or other matter for hearing shall be given by the presiding officer or their designee;
 - c. The staff report shall be made followed by questions, if any, of the staff by the hearings body;
 - d. The public hearing shall be opened and testimony shall be received in the following order:
 - i. Applicant;
 - ii. Proponents;
 - iii. Opponents; and
 - iv. Rebuttal by proponents or applicant;
 - e. Close public hearing;

- f. Questions and discussion by hearing body;
 - g. Decision by the hearing body except that further discussions, decision, or reopening of the public hearing may be postponed to another meeting, the time, date, and place of which shall be announced before adjournment.
2. All persons who speak at the hearing shall identify themselves by name, address, and interest in the matter. Attorneys or other agents shall be allowed to speak on behalf of all participants.
 3. Physical evidence in the form of written documents, photographs, or other exhibits may be accepted by the hearing body if deemed to be pertinent.
 4. A record made at any prior evidentiary hearing may be accepted, considered, and used by the hearing body at any subsequent hearing, and said body, by majority vote of a quorum present, may deny to accept or hear any repetitious matter.
 5. The hearing body may recess a hearing in order to obtain additional information or to serve further notice upon other property owners or persons it decides may be interested. Upon recessing for these purposes, the hearing body shall announce the time and date when the hearing will be resumed.
 6. Before the conclusion of the initial evidentiary hearing, any participant may ask the hearings body for an opportunity to present additional relevant evidence or testimony that is within the scope of the hearing. The hearings body shall grant the request by scheduling a date to finish the hearing as follows:
 - a. If the hearings body grants a continuance, the completion of the hearing shall be continued to a date, time, and place at least seven days after the date of the first evidentiary hearing. An opportunity shall be provided at the second hearing for persons to present and respond to new written evidence and oral testimony. If new written evidence is submitted at the second hearing, any person may request, before the conclusion of the second hearing, that the record be left open for at least seven days, so that they can submit additional written evidence or testimony in response to the new written evidence; or
 - b. If the hearings body leaves the record open for additional written evidence or testimony, the record shall be left open for at least seven days after the hearing. Any participant may ask the City in writing for an opportunity to respond to new evidence submitted during the period the record was left open. If such a request is filed, the hearings body shall reopen the record as follows:
 - i. When the hearings body re-opens the record to admit new evidence or testimony, any person may raise new issues which relate to that new evidence or testimony.

- ii. An extension of the hearing or record granted pursuant to this subsection is subject to the limitations of ORS 227.178 (120-day rule), unless the continuance or extension is requested or agreed to by the applicant.
- iii. If requested by the applicant, the City shall allow the applicant at least seven days after the record is closed to all other persons to submit final written arguments in support of the application, unless the applicant expressly waives this right. The applicant's final submittal shall be part of the record but shall not include any new evidence.

F. Decision process.

1. Approval or denial of a Type III decision or appeal of a Type II decision shall be based on standards and criteria located in the code.
2. The hearings body shall issue a final written order containing findings and conclusions that approve, approve with conditions, or deny the application.
3. The written decision shall explain the relevant criteria and standards, state the facts relied upon in rendering the decision, and justify the decision according to the criteria, standards, and facts.
4. In cases involving attorneys, the prevailing attorney shall prepare the findings, conclusions, and final order. Staff shall review and, if necessary, revise, these materials prior to submittal to the hearings body.

G. Notice of Decision.

1. The written findings shall be sent to:
 - a. Any person who submits a written request to receive notice, provides written comments during the application review period, or provides written or oral testimony in the public hearing;
 - b. The applicant and owner of the subject property;
 - c. Any governmental agency which is entitled to notice under an intergovernmental agreement entered into with the City.
2. The written findings shall include information on the application, the City's decision, and a statement explaining how an appeal of the decision may be filed.

H. Effective Date. A Type III decision is final for purposes of appeal when it is mailed by the City.

- I. Appeal. The Planning Commission's decision on a Type III decision or Type II appeal may be appealed to the City Council as follows:

1. The following have legal standing to appeal:
 - a. The applicant;
 - b. Any person who was mailed notice of the decision;
 - c. Any other person who participated in the proceeding by testifying or submitting written comments; and
 - d. The City Council, on its own motion.

 2. Procedure.
 - a. A Notice of Appeal shall be filed in writing, on forms provided for the purpose by the Planning Director, within 10 days of the date the Notice of Decision was mailed.
 - b. The Notice of Appeal shall be accompanied by all required information and fees.
 - c. The appeal shall be limited to the specific issues raised during the comment period and public hearing process unless the hearings body allows additional evidence or testimony concerning any other relevant issue. The hearings body may allow additional evidence if it determines that such evidence is necessary to resolve the case. The purpose of this requirement is to limit the scope of appeals by encouraging persons to be involved in the public hearing. Only in extraordinary circumstances should new issues be considered by the hearings body on an appeal.

 3. The City Council shall overturn the decision of the Planning Commission only when one or more of the following findings is made:
 - a. That the Commission did not correctly interpret the requirements of this title, the Comprehensive Plan, or other requirements of law;
 - b. That the Commission did not observe the precepts of good planning as interpreted by the Council; or
 - c. That the Commission did not adequately consider all of the information which was pertinent to the case.

 4. The Council's action on an appeal shall be governed by the same general regulations, standards, and criteria as apply to the Commission in the original consideration of the application.
- J. Any decision of the Planning Commission may be appealed to the City Council unless otherwise specified in this Title. Such appeals will be processed using the Type III procedures unless otherwise specified in this Title.

Response: Please note the following:

- 1) A Pre-Application was held.**
- 2) All other application requirements are included in this submittal package.**

Division XI. – PARKS, OPEN SPACE AND RECREATION LAND

Chapter 16.120

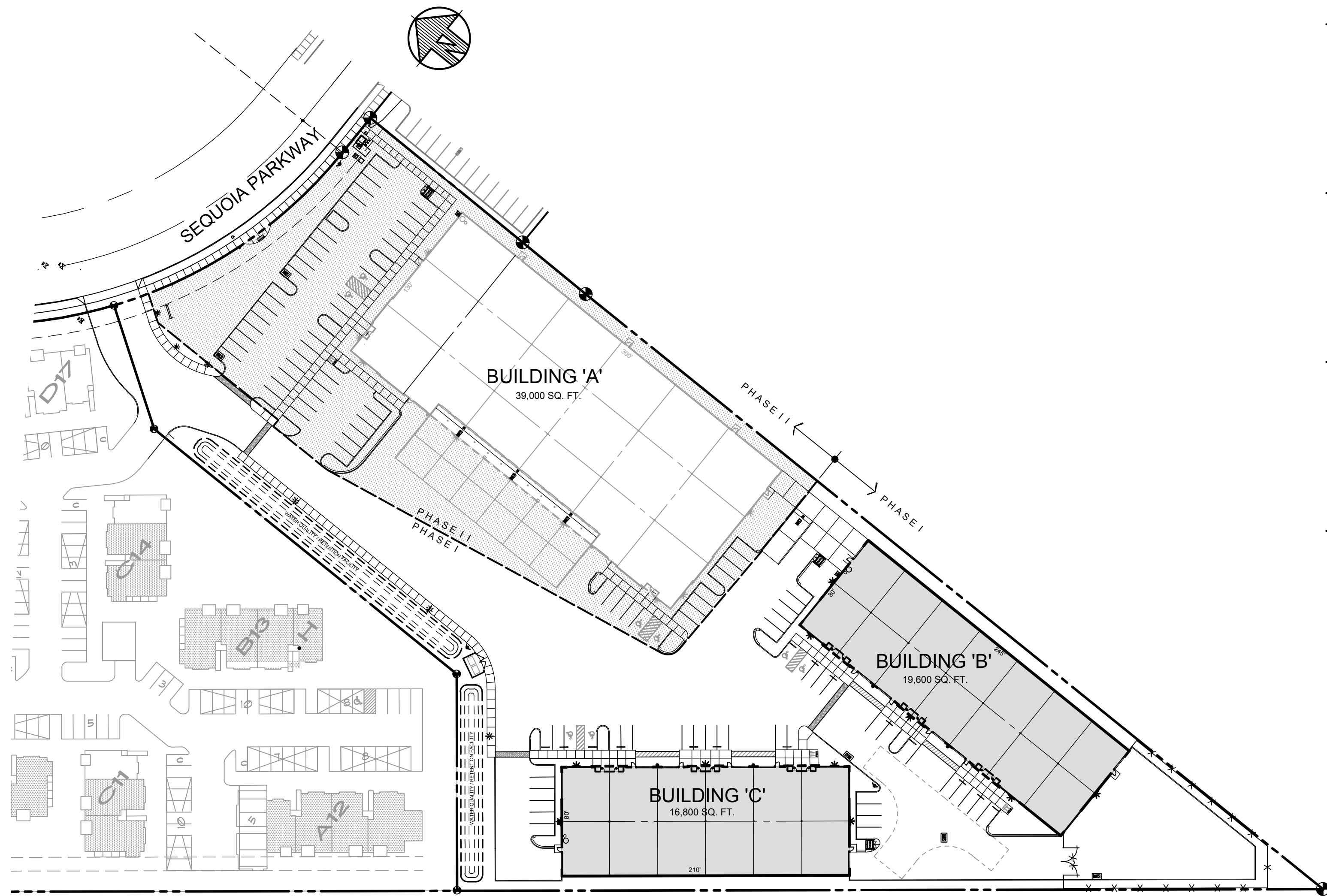
Not Applicable

Sequoia Grove Industrial Park

Buildings 'A', 'B' and 'C'
 279 SOUTH SEQUOIA PARKWAY
 CANBY, OREGON 97013

Schematic Site / Phased Plan:

1" = 60.0'



SIS OF BEARINGS)
 (BASIS OF BEARINGS)

Project Directory:

Owner:

IDM, LLC
 4200 Southeast Columbia Way
 Vancouver, Washington 98661
 Phone: (360) 567-0201
 Contact: Jeff Gordon

Engineer:

VLMK Engineering + Design
 3933 Southwest Kelly Avenue
 Portland, Oregon 97239
 Phone: (503) 222-4453
 Contact: Greg Blefen

Landscape Architect:

Otten and Associates
 3933 Southwest Kelly Ave., Suite B
 Portland, Oregon 97239
 Phone: (503) 972-0311
 Contact: Janet Otten

Site Surveyor:

Minister - Glaeser Surveying, Inc.
 220 East Evergreen Boulevard
 Vancouver, Washington 98661
 Phone: (360) 694-3313
 Contact: Craig Calvin

Vicinity Map:



Schedule of Drawings:

REVISIONS											
Description of Sets: →											
SHEET	TITLE	DATE: 03/21/16									
-	COVER SHEET	●									
C1.0	SITE PLAN	●									
C2.0	SITE GRADING PLAN	●									
C3.0	SITE UTILITY PLAN	●									
C4.0	SITE EROSION CONTROL PLAN	●									
C4.1	SITE EROSION CONTROL DETAILS	●									
C5.0	SITE DETAILS	●									
C5.1	SITE DETAILS	●									
C6.0	SITE LIGHTING PLAN	●									
C7.0	UTILITY DETAILS	●									
-	SITE SURVEY	●									
L1.0	SITE LANDSCAPE PLAN	●									
L2.0	SITE LANDSCAPE SPECIFICATIONS AND DETAILS	●									
A0.0	CODE REVIEW	●									
A1.0	FLOOR PLAN - BUILDING 'A'	●									
A1.1	FLOOR PLAN - BUILDING 'B'	●									
A1.2	FLOOR PLAN - BUILDING 'C'	●									
A2.0	EXTERIOR ELEVATIONS - BUILDING 'A'	●									
A2.1	EXTERIOR ELEVATIONS - BUILDING 'B'	●									
A2.2	EXTERIOR ELEVATIONS - BUILDING 'C'	●									
A3.0	WALL SECTIONS	●									
A3.1	WALL SECTIONS	●									
A4.0	ROOF PLAN AND DETAILS	●									
A5.0	SPECIFICATIONS	●									
A5.1	SPECIFICATIONS	●									
S1.0	FOUNDATION PLAN	●									
S2.0	FOUNDATION DETAILS	●									
S3.0	FLOOR FRAMING PLAN	●									
S4.0	FLOOR FRAMING DETAILS	●									
S5.0	ROOF FRAMING PLAN	●									
S6.0	ROOF FRAMING DETAILS	●									
S7.0	PANEL ELEVATIONS AND DETAILS	●									
-	CIVIL CALCULATIONS	●									
-	STRUCTURAL CALCULATIONS	●									

Notes: REMOVE AND REPLACE ALL PREVIOUS PRINTS UPON RECEIPT OF REVISED DRAWINGS. REPLACED DRAWINGS WITH REDLINES OR COMMENTS SHALL BE SAVED FOR RECORD.

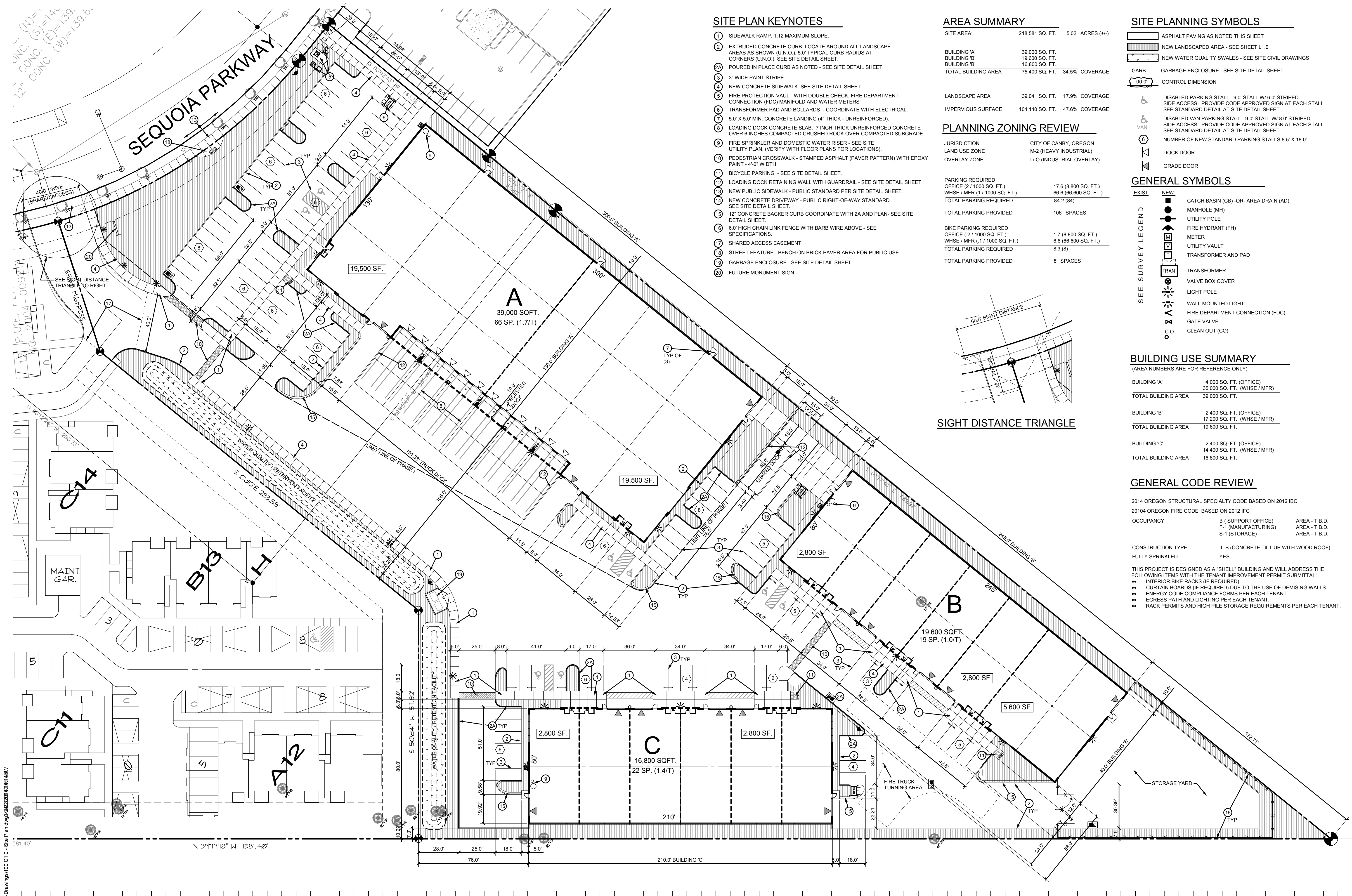
- FIRST RELEASE OF DRAWING(S) AS NOTED UNDER 'DESCRIPTION OF SET'
- RE-ISSUED WITH NO CHANGES
- ⊙ PRELIMINARY/PROGRESS DRAWING
- ⊗ DELETED DRAWING
- Ⓜ REVISED DRAWING
- Ⓞ CALCULATIONS - 8 1/2" X 11" BOUND SEPARATE

Project Permits:

DESCRIPTION	PERMIT/APP. NO.	SUBMITTED	APPROVED	COMMENTS
PRE-APPLICATION	PRA 15-10	11 / 10 / 15	N/A	

PROGRESS SET	<input type="checkbox"/>	PROJECT:	SEQUOIA GROVE INDUSTRIAL PARK
BID SET	<input type="checkbox"/>	VLMK PROJECT #:	20150608
DESIGN REVIEW SET	<input checked="" type="checkbox"/>	DATE:	FEBRUARY, 2016
PERMIT SET	<input type="checkbox"/>		
CONSTRUCTION SET	<input type="checkbox"/>		

COVER SHEET



SITE PLAN KEYNOTES

- (1) SIDEWALK RAMP: 1:12 MAXIMUM SLOPE.
- (2) EXTRUDED CONCRETE CURB. LOCATE AROUND ALL LANDSCAPE AREAS AS SHOWN (U.N.O.), 5.0' TYPICAL CURB RADIUS AT CORNERS (U.N.O.). SEE SITE DETAIL SHEET.
- (3) POURED IN PLACE CURB AS NOTED - SEE SITE DETAIL SHEET
- (4) 3" WIDE PAINT STRIPE.
- (5) NEW CONCRETE SIDEWALK. SEE SITE DETAIL SHEET.
- (6) FIRE PROTECTION VAULT WITH DOUBLE CHECK, FIRE DEPARTMENT CONNECTION (FDC) MANIFOLD AND WATER METERS
- (7) TRANSFORMER PAD AND BOLLARDS - COORDINATE WITH ELECTRICAL.
- (8) 5.0' X 5.0' MIN. CONCRETE LANDING (4" THICK - UNREINFORCED).
- (9) LOADING DOCK CONCRETE SLAB. 7 INCH THICK UNREINFORCED CONCRETE OVER 6 INCHES COMPACTED CRUSHED ROCK OVER COMPACTED SUBGRADE.
- (10) FIRE SPRINKLER AND DOMESTIC WATER RISER - SEE SITE UTILITY PLAN. (VERIFY WITH FLOOR PLANS FOR LOCATIONS).
- (11) PEDESTRIAN CROSSWALK - STAMPED ASPHALT (PAVER PATTERN) WITH EPOXY PAINT - 4'-0" WIDTH
- (12) BICYCLE PARKING - SEE SITE DETAIL SHEET.
- (13) LOADING DOCK RETAINING WALL WITH GUARDRAIL - SEE SITE DETAIL SHEET.
- (14) NEW PUBLIC SIDEWALK - PUBLIC STANDARD PER SITE DETAIL SHEET.
- (15) NEW CONCRETE DRIVEWAY - PUBLIC RIGHT-OF-WAY STANDARD SEE SITE DETAIL SHEET.
- (16) 12" CONCRETE BACKER CURB COORDINATE WITH 2A AND PLAN- SEE SITE DETAIL SHEET.
- (17) 6.0' HIGH CHAIN LINK FENCE WITH BARB WIRE ABOVE - SEE SPECIFICATIONS.
- (18) SHARED ACCESS EASEMENT
- (19) STREET FEATURE - BENCH ON BRICK PAVER AREA FOR PUBLIC USE
- (20) GARBAGE ENCLOSURE - SEE SITE DETAIL SHEET
- (21) FUTURE MONUMENT SIGN

AREA SUMMARY

SITE AREA:	218,581 SQ. FT.	5.02 ACRES (+/-)
BUILDING 'A'	39,000 SQ. FT.	
BUILDING 'B'	19,600 SQ. FT.	
BUILDING 'C'	16,800 SQ. FT.	
TOTAL BUILDING AREA	75,400 SQ. FT.	34.5% COVERAGE
LANDSCAPE AREA	39,041 SQ. FT.	17.9% COVERAGE
IMPERVIOUS SURFACE	104,140 SQ. FT.	47.6% COVERAGE

PLANNING ZONING REVIEW

JURISDICTION	CITY OF CANBY, OREGON
LAND USE ZONE	M-2 (HEAVY INDUSTRIAL)
OVERLAY ZONE	I/O (INDUSTRIAL OVERLAY)

PARKING REQUIRED OFFICE (2 / 1000 SQ. FT.)	17.6 (8,800 SQ. FT.)
WHSE / MFR (1 / 1000 SQ. FT.)	66.6 (66,600 SQ. FT.)
TOTAL PARKING REQUIRED	84.2 (84)
TOTAL PARKING PROVIDED	106 SPACES
BIKE PARKING REQUIRED OFFICE (2 / 1000 SQ. FT.)	1.7 (8,800 SQ. FT.)
WHSE / MFR (1 / 1000 SQ. FT.)	6.6 (66,600 SQ. FT.)
TOTAL PARKING REQUIRED	8.3 (8)
TOTAL PARKING PROVIDED	8 SPACES

SITE PLANNING SYMBOLS

- ASPHALT PAVING AS NOTED THIS SHEET
- NEW LANDSCAPED AREA - SEE SHEET L1.0
- NEW WATER QUALITY SWALES - SEE SITE CIVIL DRAWINGS
- GARB. GARBAGE ENCLOSURE - SEE SITE DETAIL SHEET.
- CONTROL DIMENSION
- DISABLED PARKING STALL: 9.0' STALL W/ 6.0' STRIPED SIDE ACCESS. PROVIDE CODE APPROVED SIGN AT EACH STALL SEE STANDARD DETAIL AT SITE DETAIL SHEET.
- DISABLED VAN PARKING STALL: 9.0' STALL W/ 8.0' STRIPED SIDE ACCESS. PROVIDE CODE APPROVED SIGN AT EACH STALL SEE STANDARD DETAIL AT SITE DETAIL SHEET.
- NUMBER OF NEW STANDARD PARKING STALLS 8.5' X 18.0'
- DOCK DOOR
- GRADE DOOR

GENERAL SYMBOLS

- CATCH BASIN (CB) -OR- AREA DRAIN (AD)
- MANHOLE (MH)
- UTILITY POLE
- FIRE HYDRANT (FH)
- METER
- UTILITY VAULT
- TRANSFORMER AND PAD
- TRANSFORMER
- VALVE BOX COVER
- LIGHT POLE
- WALL MOUNTED LIGHT
- FIRE DEPARTMENT CONNECTION (FDC)
- GATE VALVE
- CLEAN OUT (CO)

BUILDING USE SUMMARY

(AREA NUMBERS ARE FOR REFERENCE ONLY)	
BUILDING 'A'	4,000 SQ. FT. (OFFICE)
	35,000 SQ. FT. (WHSE / MFR)
TOTAL BUILDING AREA	39,000 SQ. FT.
BUILDING 'B'	2,400 SQ. FT. (OFFICE)
	17,200 SQ. FT. (WHSE / MFR)
TOTAL BUILDING AREA	19,600 SQ. FT.
BUILDING 'C'	2,400 SQ. FT. (OFFICE)
	14,400 SQ. FT. (WHSE / MFR)
TOTAL BUILDING AREA	16,800 SQ. FT.

GENERAL CODE REVIEW

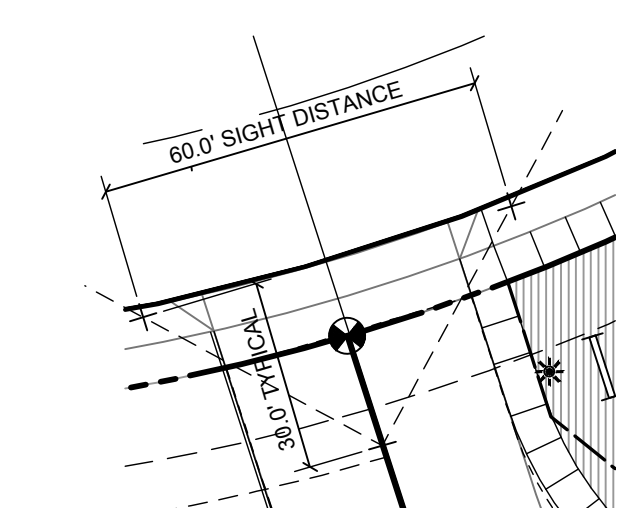
2014 OREGON STRUCTURAL SPECIALTY CODE BASED ON 2012 IBC
 2014 OREGON FIRE CODE BASED ON 2012 IFC

OCCUPANCY	B (SUPPORT OFFICE)	AREA - T.B.D.
	F-1 (MANUFACTURING)	AREA - T.B.D.
	S-1 (STORAGE)	AREA - T.B.D.

CONSTRUCTION TYPE III-B (CONCRETE TILT-UP WITH WOOD ROOF)
 FULLY SPRINKLED YES

THIS PROJECT IS DESIGNED AS A "SHELL" BUILDING AND WILL ADDRESS THE FOLLOWING ITEMS WITH THE TENANT IMPROVEMENT PERMIT SUBMITTAL:

- INTERIOR BIKE RACKS (IF REQUIRED).
- CURTAIN BOARDS (IF REQUIRED) DUE TO THE USE OF DEMISING WALLS.
- ENERGY CODE COMPLIANCE FORMS PER EACH TENANT.
- EGRESS PATH AND LIGHTING PER EACH TENANT.
- RACK PERMITS AND HIGH PILE STORAGE REQUIREMENTS PER EACH TENANT.



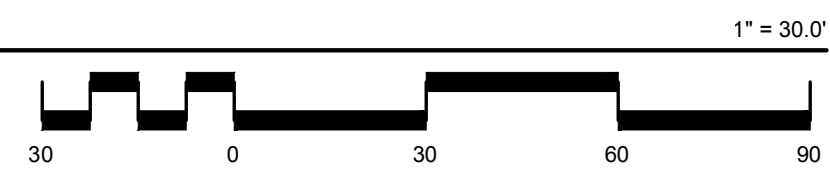
SIGHT DISTANCE TRIANGLE

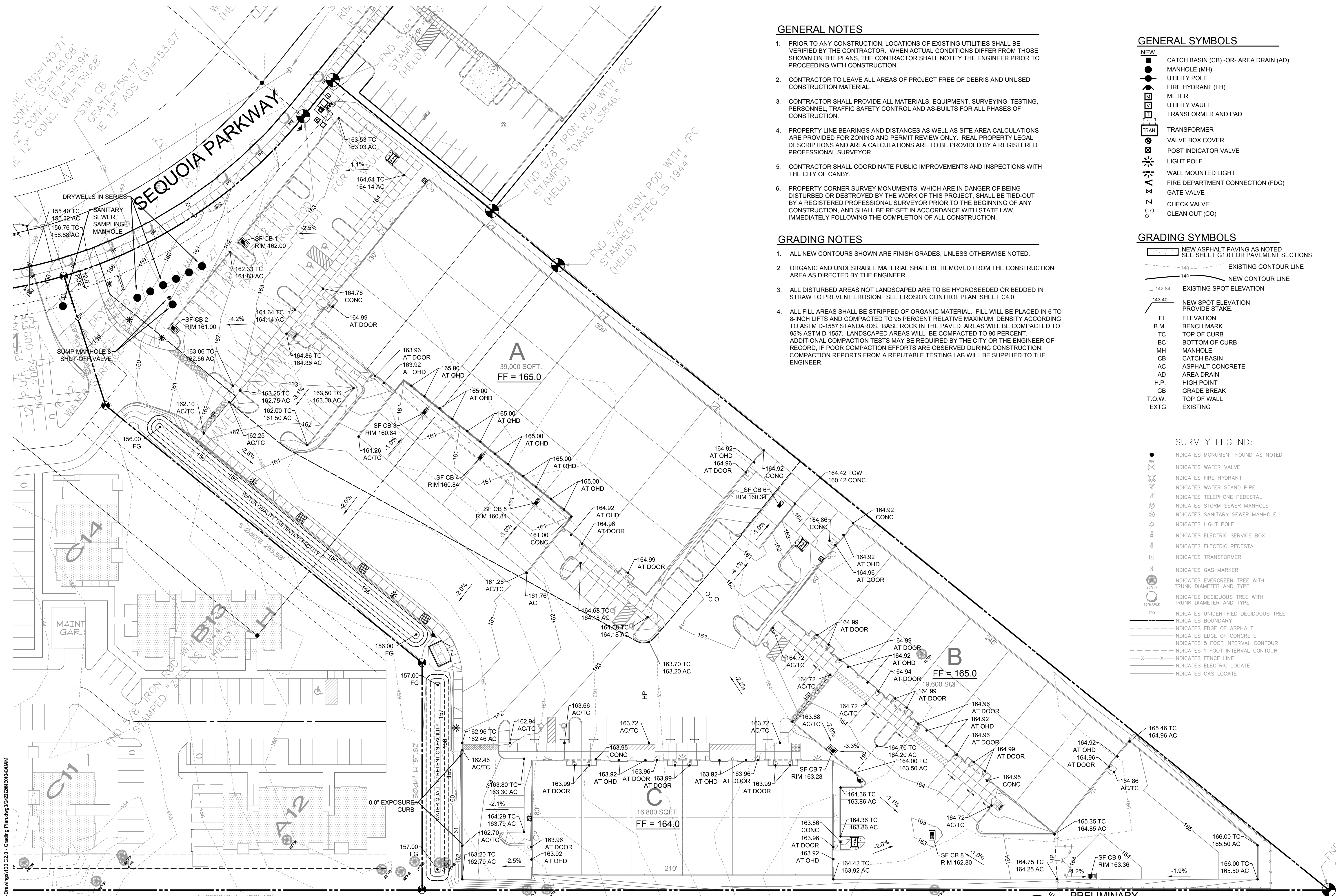
MOLLALA BRANCH-SOUTHERN PACIFIC RAILROAD

SITE PLAN

GENERAL NOTES:

- PROPERTY LINE BEARINGS AND DISTANCES AS WELL AS SITE AREA CALCULATIONS ARE PROVIDED FOR ZONING AND PERMIT REVIEW ONLY. REAL PROPERTY LEGAL DESCRIPTIONS AND AREA CALCULATIONS ARE TO BE PROVIDED BY A REGISTERED PROFESSIONAL SURVEYOR.





GENERAL NOTES

- PRIOR TO ANY CONSTRUCTION, LOCATIONS OF EXISTING UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR. WHEN ACTUAL CONDITIONS DIFFER FROM THOSE SHOWN ON THE PLANS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION.
- CONTRACTOR TO LEAVE ALL AREAS OF PROJECT FREE OF DEBRIS AND UNUSED CONSTRUCTION MATERIAL.
- CONTRACTOR SHALL PROVIDE ALL MATERIALS, EQUIPMENT, SURVEYING, TESTING, PERSONNEL, TRAFFIC SAFETY CONTROL AND AS-BUILTS FOR ALL PHASES OF CONSTRUCTION.
- PROPERTY LINE BEARINGS AND DISTANCES AS WELL AS SITE AREA CALCULATIONS ARE PROVIDED FOR ZONING AND PERMIT REVIEW ONLY. REAL PROPERTY LEGAL DESCRIPTIONS AND AREA CALCULATIONS ARE TO BE PROVIDED BY A REGISTERED PROFESSIONAL SURVEYOR.
- CONTRACTOR SHALL COORDINATE PUBLIC IMPROVEMENTS AND INSPECTIONS WITH THE CITY OF CANBY.
- PROPERTY CORNER SURVEY MONUMENTS, WHICH ARE IN DANGER OF BEING DISTURBED OR DESTROYED BY THE WORK OF THIS PROJECT, SHALL BE TIED-OUT BY A REGISTERED PROFESSIONAL SURVEYOR PRIOR TO THE BEGINNING OF ANY CONSTRUCTION, AND SHALL BE RE-SET IN ACCORDANCE WITH STATE LAW, IMMEDIATELY FOLLOWING THE COMPLETION OF ALL CONSTRUCTION.

GRADING NOTES

- ALL NEW CONTOURS SHOWN ARE FINISH GRADES, UNLESS OTHERWISE NOTED.
- ORGANIC AND UNDESIRABLE MATERIAL SHALL BE REMOVED FROM THE CONSTRUCTION AREA AS DIRECTED BY THE ENGINEER.
- ALL DISTURBED AREAS NOT LANDSCAPED ARE TO BE HYDROSEED OR BEDDED IN STRAW TO PREVENT EROSION. SEE EROSION CONTROL PLAN, SHEET C4.0
- ALL FILL AREAS SHALL BE STRIPPED OF ORGANIC MATERIAL. FILL WILL BE PLACED IN 6 TO 8-INCH LIFTS AND COMPACTED TO 95 PERCENT RELATIVE MAXIMUM DENSITY ACCORDING TO ASTM D-1557 STANDARDS. BASE ROCK IN THE PAVED AREAS WILL BE COMPACTED TO 95% ASTM D-1557. LANDSCAPED AREAS WILL BE COMPACTED TO 90 PERCENT. ADDITIONAL COMPACTION TESTS MAY BE REQUIRED BY THE CITY OR THE ENGINEER OF RECORD, IF POOR COMPACTION EFFORTS ARE OBSERVED DURING CONSTRUCTION. COMPACTION REPORTS FROM A REPUTABLE TESTING LAB WILL BE SUPPLIED TO THE ENGINEER.

GENERAL SYMBOLS

NEW

- CATCH BASIN (CB) -OR- AREA DRAIN (AD)
- MANHOLE (MH)
- UTILITY POLE
- ◆ FIRE HYDRANT (FH)
- ⊞ METER
- ⊞ UTILITY VAULT
- ⊞ TRANSFORMER AND PAD
- ⊞ TRANSFORMER
- ⊞ VALVE BOX COVER
- ⊞ POST INDICATOR VALVE
- ⊞ LIGHT POLE
- ⊞ WALL MOUNTED LIGHT
- ⊞ FIRE DEPARTMENT CONNECTION (FDC)
- ⊞ GATE VALVE
- ⊞ CHECK VALVE
- CLEAN OUT (CO)

GRADING SYMBOLS

- NEW ASPHALT PAVING AS NOTED SEE SHEET G1.0 FOR PAVEMENT SECTIONS
- EXISTING CONTOUR LINE
- NEW CONTOUR LINE
- EXISTING SPOT ELEVATION
- NEW SPOT ELEVATION PROVIDE STAKE
- EL** ELEVATION
- B.M.** BENCH MARK
- TC** TOP OF CURB
- BC** BOTTOM OF CURB
- MH** MANHOLE
- CB** CATCH BASIN
- AC** ASPHALT CONCRETE
- AD** AREA DRAIN
- H.P.** HIGH POINT
- GB** GRADE BREAK
- T.O.W.** TOP OF WALL
- EXTG** EXISTING

SURVEY LEGEND:

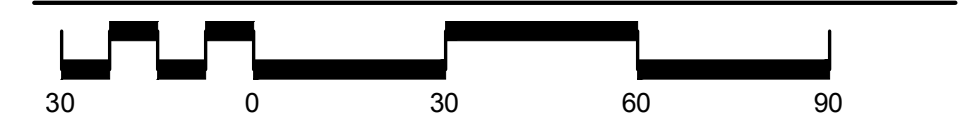
- INDICATES MONUMENT FOUND AS NOTED
- ⊞ INDICATES WATER VALVE
- ⊞ INDICATES FIRE HYDRANT
- ⊞ INDICATES WATER STAND PIPE
- ⊞ INDICATES TELEPHONE PEDESTAL
- ⊞ INDICATES STORM SEWER MANHOLE
- ⊞ INDICATES SANITARY SEWER MANHOLE
- ⊞ INDICATES LIGHT POLE
- ⊞ INDICATES ELECTRIC SERVICE BOX
- ⊞ INDICATES ELECTRIC PEDESTAL
- ⊞ INDICATES TRANSFORMER
- ⊞ INDICATES GAS MARKER
- ⊞ INDICATES EVERGREEN TREE WITH TRUNK DIAMETER AND TYPE
- ⊞ INDICATES DECIDUOUS TREE WITH TRUNK DIAMETER AND TYPE
- ⊞ INDICATES UNIDENTIFIED DECIDUOUS TREE
- INDICATES BOUNDARY
- - - INDICATES EDGE OF ASPHALT
- - - INDICATES EDGE OF CONCRETE
- - - INDICATES 5 FOOT INTERVAL CONTOUR
- - - INDICATES 1 FOOT INTERVAL CONTOUR
- X - X - INDICATES FENCE LINE
- - - INDICATES ELECTRIC LOCATE
- INDICATES GAS LOCATE

SITE INFORMATION

SURVEY INFORMATION FROM BOUNDARY & TOPOGRAPHIC SURVEY FROM TOPOGRAPHIC SURVEY OF "CANBY INDUSTRIAL PARK" SITE, LOCATED IN A PORTION OF THE SW QUARTER OF SECTION 34, T3S., R1E., W. M., CITY OF CANBY CLACKAMAS COUNTY, OREGON. PROVIDED BY: MINISTER-GLAESER SURVEYING, INC. 2200 E. EVERGREEN BLDY. VANCOUVER WASHINGTON 98661, PHONE: (360) 694-3313, JOB #15-409.

BENCHMARK: NGS VERTICAL BENCHMARK DISK STAMPED "A 14 1920 ELEV 152.674" IN SECOND CONCRETE STEP AT SE ENTRANCE TO BUILDING AT 302 SW 151ST AVE., CANBY OR ELEVATION = 156.54', NAVD 88 DATUM

PRELIMINARY SITE GRADING PLAN



REVISIONS

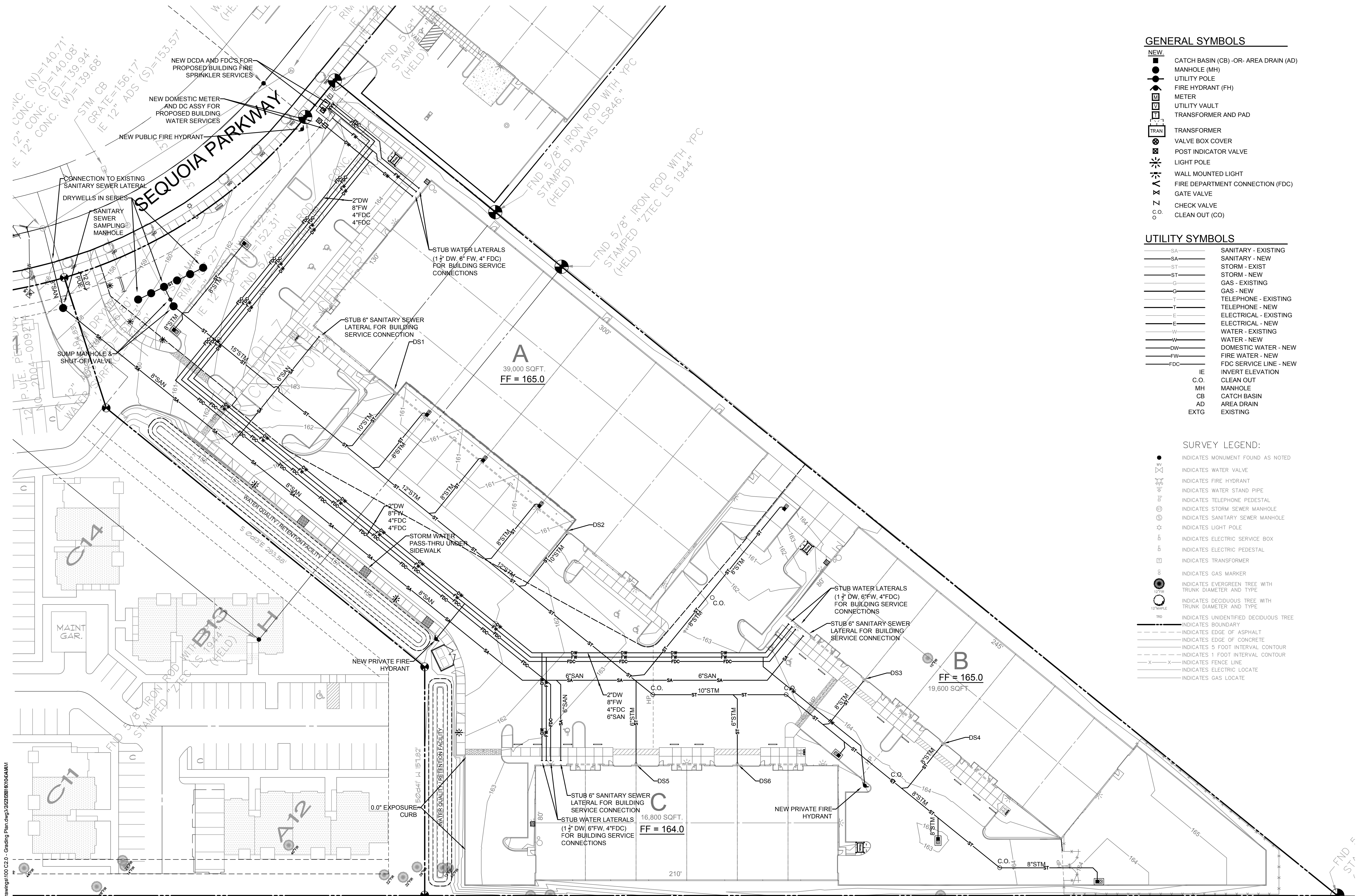
DATE	DESCRIPTION

DATE	FEBRUARY, 2016
SCALE	AS NOTED
DRAWN	PSH
PROJ. NO.	20150608
CHECKED	GLB

SITE GRADING PLAN

BEARINGS)

N 39°19'18" W 1591.40'
(BASIS OF BEARINGS)



- GENERAL SYMBOLS**
- NEW
 - CATCH BASIN (CB) -OR- AREA DRAIN (AD)
 - MANHOLE (MH)
 - ⊕ UTILITY POLE
 - ⊙ FIRE HYDRANT (FH)
 - ⊘ METER
 - ⊘ UTILITY VAULT
 - ⊘ TRANSFORMER AND PAD
 - ⊘ TRANSFORMER
 - ⊘ VALVE BOX COVER
 - ⊘ POST INDICATOR VALVE
 - ⊘ LIGHT POLE
 - ⊘ WALL MOUNTED LIGHT
 - ⊘ FIRE DEPARTMENT CONNECTION (FDC)
 - ⊘ GATE VALVE
 - ⊘ CHECK VALVE
 - ⊘ CLEAN OUT (CO)

- UTILITY SYMBOLS**
- SA SANITARY - EXISTING
 - SA SANITARY - NEW
 - ST STORM - EXIST
 - ST STORM - NEW
 - G GAS - EXISTING
 - G GAS - NEW
 - T TELEPHONE - EXISTING
 - T TELEPHONE - NEW
 - E ELECTRICAL - EXISTING
 - E ELECTRICAL - NEW
 - W WATER - EXISTING
 - W WATER - NEW
 - DW DOMESTIC WATER - NEW
 - FW FIRE WATER - NEW
 - FDC FDC SERVICE LINE - NEW
 - IE INVERT ELEVATION
 - C.O. CLEAN OUT
 - MH MANHOLE
 - CB CATCH BASIN
 - AD AREA DRAIN
 - EXTG EXISTING

- SURVEY LEGEND:**
- INDICATES MONUMENT FOUND AS NOTED
 - ⊕ INDICATES WATER VALVE
 - ⊙ INDICATES FIRE HYDRANT
 - ⊙ INDICATES WATER STAND PIPE
 - ⊙ INDICATES TELEPHONE PEDESTAL
 - ⊙ INDICATES STORM SEWER MANHOLE
 - ⊙ INDICATES SANITARY SEWER MANHOLE
 - ⊙ INDICATES LIGHT POLE
 - ⊙ INDICATES ELECTRIC SERVICE BOX
 - ⊙ INDICATES ELECTRIC PEDESTAL
 - ⊙ INDICATES TRANSFORMER
 - ⊙ INDICATES GAS MARKER
 - ⊙ INDICATES EVERGREEN TREE WITH TRUNK DIAMETER AND TYPE
 - ⊙ INDICATES DECIDUOUS TREE WITH TRUNK DIAMETER AND TYPE
 - ⊙ INDICATES UNIDENTIFIED DECIDUOUS TREE
 - INDICATES BOUNDARY
 - - - INDICATES EDGE OF ASPHALT
 - - - INDICATES EDGE OF CONCRETE
 - - - INDICATES 5 FOOT INTERVAL CONTOUR
 - - - INDICATES 1 FOOT INTERVAL CONTOUR
 - - - X - - - INDICATES FENCE LINE
 - - - X - - - INDICATES ELECTRIC LOCATE
 - - - INDICATES GAS LOCATE

PROJECT NAME
SEQUOIA GROVE INDUSTRIAL PARK

279 S. SEQUOIA PARKWAY
CANBY, OR
97013

REVISIONS

NO.	DATE	DESCRIPTION

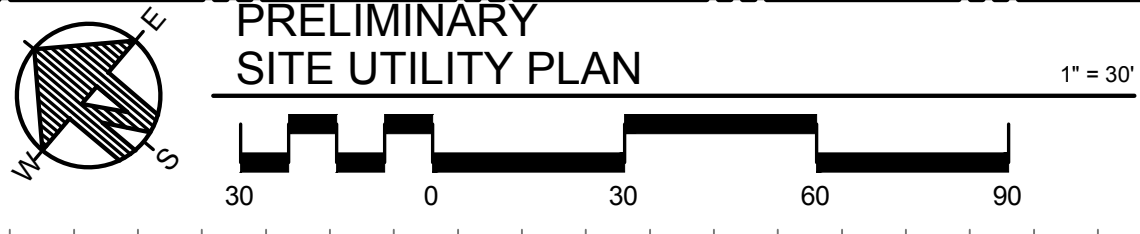
DATE	DESCRIPTION
FEBRUARY, 2016	
SCALE AS NOTED	PROJ. NO. 20150608
DRAWN PSH	CHECKED GLB

SITE UTILITY PLAN

SITE INFORMATION

SURVEY INFORMATION FROM BOUNDARY & TOPOGRAPHIC SURVEY FROM TOPOGRAPHIC SURVEY OF "CANBY INDUSTRIAL PARK" SITE, LOCATED IN A PORTION OF THE SW QUARTER OF SECTION 34, T3S., R1E., W. M., CITY OF CANBY CLACKAMAS COUNTY, OREGON. PROVIDED BY: MINISTER-GLAESER SURVEYING, INC. 2200 E. EVERGREEN BLVD., VANCOUVER WASHINGTON 98661, PHONE: (360) 694-3313, JOB #15-409.

BENCHMARK:
NGS VERTICAL BENCHMARK DISK STAMPED "A 14 1920 ELEV 152.674" IN SECOND CONCRETE STEP AT SE ENTRANCE TO BUILDING AT 302 SW 161ST AVE., CANBY OR
ELEVATION = 156.54', NAVD 88 DATUM



C:\Users\2150150608\OneDrive\Drawings\100 C20 - Grading Plan.dwg(3/2/2016) 6:10:04 AM

BEARINGS)
N 39°19'18" W 1581.40'
(BASIS OF BEARINGS)

MOLLALA BRANCH-SOUTHERN PACIFIC RAILROAD

REVISIONS

NO.	DATE	DESCRIPTION

DATE	FEBRUARY, 2016
SCALE	AS NOTED
PROJ. NO.	20150608
DRAWN	PSH
CHECKED	GLB

EROSION & SEDIMENT CONTROL PLAN

NOTE:
 THE PUBLIC RIGHT OF WAY SHALL NOT BE UTILIZED FOR CONSTRUCTION STAGING OF VEHICLES OR MATERIALS UNLESS A CONSTRUCTION STAGING PLAN IS DEVELOPED AND SUBMITTED TO THE CITY OF CANBY FOR REVIEW AND APPROVAL.

NOTE:
 ALL CHANGES/MODIFICATIONS TO THIS PLAN REQUIRE FILING OF AN "ACTION PLAN" PER THE DEQ 1200-C PERMIT FOR THIS PROJECT. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR FILING ANY ACTION PLANS.

PRE-CONSTRUCTION, CLEARING, AND DEMOLITION NOTES:

- ALL BASE ESC MEASURES (INLET PROTECTION, PERIMETER SEDIMENT CONTROL, GRAVEL CONSTRUCTION ENTRANCES, ETC.) MUST BE IN PLACE, FUNCTIONAL, AND APPROVED IN AN INITIAL INSPECTION, PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES.
- SEDIMENT BARRIERS APPROVED FOR USE INCLUDE SEDIMENT FENCE, BERMS CONSTRUCTED OUT OF MULCH, CHIPPINGS, OR OTHER SUITABLE MATERIAL, STRAW WATTLES, OR OTHER APPROVED MATERIALS.
- SENSITIVE RESOURCES INCLUDING, BUT NOT LIMITED TO, TREES, WETLANDS, AND RIPARIAN PROTECTION AREAS SHALL BE CLEARLY DELINEATED WITH ORANGE CONSTRUCTION FENCING OR CHAIN LINK FENCING IN A MANNER THAT IS CLEARLY VISIBLE TO ANYONE IN THE AREA. NO ACTIVITIES ARE PERMITTED TO OCCUR BEYOND THE CONSTRUCTION BARRIER.
- CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES INCLUDING, BUT NOT LIMITED TO, STREET SWEEPING, AND VACUUMING, MAY BE REQUIRED TO INSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.
- RUN-ON AND RUN-OFF CONTROLS SHALL BE IN PLACE AND FUNCTIONING PRIOR TO BEGINNING SUBSTANTIAL CONSTRUCTION ACTIVITIES. RUN-ON AND RUN-OFF CONTROL MEASURES INCLUDE: SLOPE DRAINS (WITH OUTLET PROTECTION), CHECK DAMS, SURFACE ROUGHENING, AND BANK STABILIZATION.

VLMK RECOMMENDED BMP'S:

REDUCING **EROSION** ONSITE USING EXISTING SITE FEATURES IS EFFECTIVE AND ECONOMICAL. SCHEDULING CONSTRUCTION SEQUENCES TO MINIMIZE **EROSION** AS RECOMMENDED BELOW CAN REDUCE COSTS ON MATERIALS, LABOR, MAINTENANCE, AND DISPOSAL OF TRADITIONAL BMP'S USED TO TRAP **SEDIMENT**.

VEGETATED BUFFER AREAS (VBA)
 WHERE POSSIBLE, CREATE VBAS. LET CONSTRUCTION RUNOFF SHEET FLOW TO VBA SO THAT SEDIMENT CAN SETTLE OUT OF THE RUNOFF BEFORE IT CAN LEAVE THE SITE. SCHEDULE STRIPPING AND GRADING OF THE VBA IMMEDIATELY PRIOR TO FINAL LANDSCAPING.

SAWCUTTING
 ALL SAWCUTTING ACTIVITIES SHALL BE SWEEPED OR VACUUMED. SAWCUTTING DISCHARGES SHALL NOT BE ALLOWED TO ENTER THE UNDERGROUND STORM WATER SYSTEM OR SURFACE INFILTRATION FACILITIES.

STRIPPINGS STOCKPILE
 EARLY AND FREQUENT WATERING OF STRIPPINGS STOCKPILES WILL ENCOURAGE GROWTH AND REDUCE THE NEED TO COVER WITH PLASTIC OR OTHER STABILIZATION BMP'S.

GENERAL
 THE PROJECT FOREMAN AND ON-SITE CESCL SHOULD COORDINATE TO MINIMIZE EXPOSURE AND RISK OF SEDIMENT RELEASES OFF SITE. THE CESCL IS ENCOURAGED TO REVISE THE ESC PLAN AND SUBMIT AN ACTION PLAN AS NECESSARY TO IMPROVE THE ENGINEER'S DESIGN, BASED ON FIELD CONDITIONS. FOR EXAMPLE, MOVING THE CONSTRUCTION ENTRANCE TO MINIMIZE ONSITE TRAVEL ROUTES AND REDUCE MUD PICK-UP.

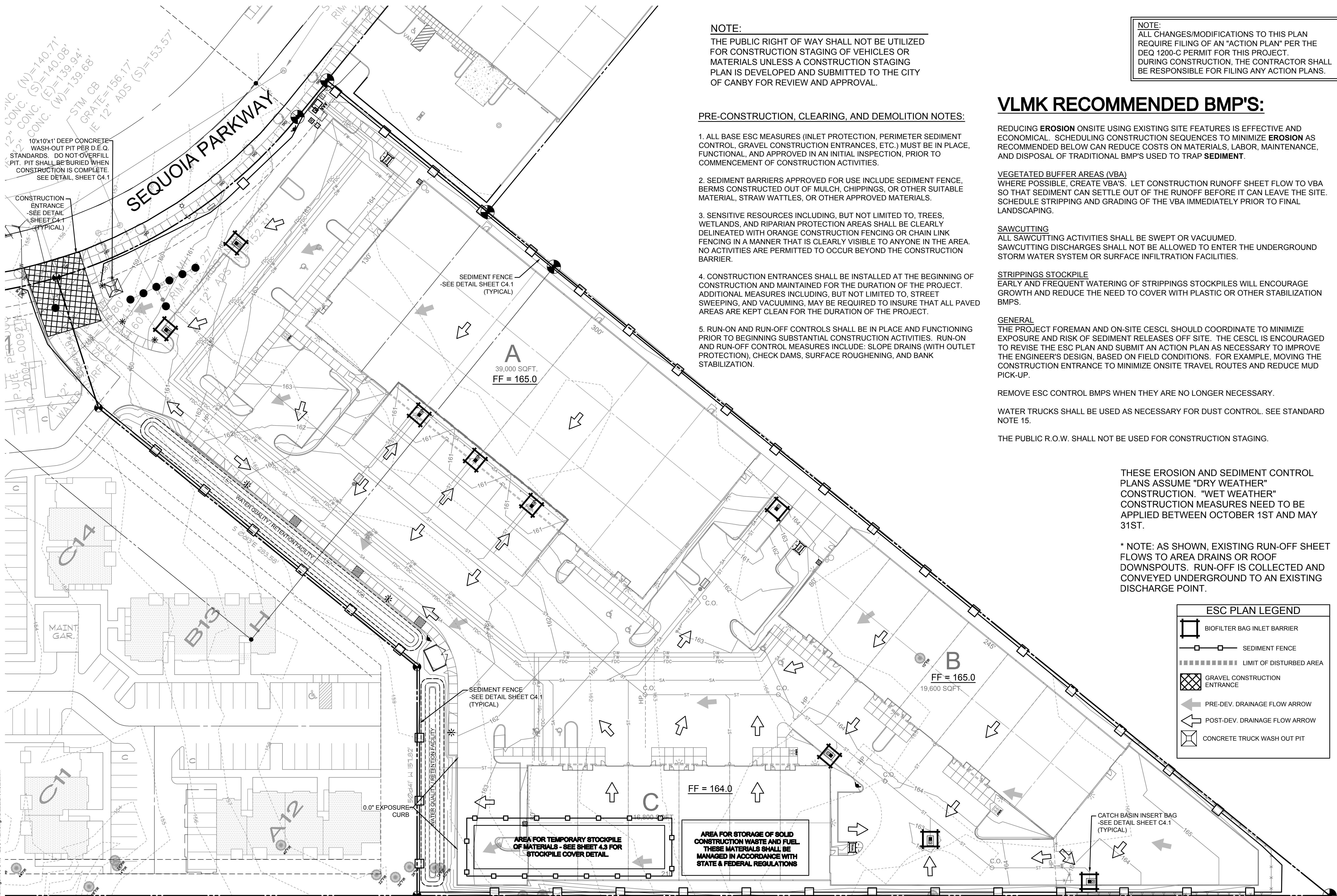
REMOVE ESC CONTROL BMP'S WHEN THEY ARE NO LONGER NECESSARY.

WATER TRUCKS SHALL BE USED AS NECESSARY FOR DUST CONTROL. SEE STANDARD NOTE 15.

THE PUBLIC R.O.W. SHALL NOT BE USED FOR CONSTRUCTION STAGING.

THESE EROSION AND SEDIMENT CONTROL PLANS ASSUME "DRY WEATHER" CONSTRUCTION. "WET WEATHER" CONSTRUCTION MEASURES NEED TO BE APPLIED BETWEEN OCTOBER 1ST AND MAY 31ST.

* NOTE: AS SHOWN, EXISTING RUN-OFF SHEET FLOWS TO AREA DRAINS OR ROOF DOWNSPOUTS. RUN-OFF IS COLLECTED AND CONVEYED UNDERGROUND TO AN EXISTING DISCHARGE POINT.



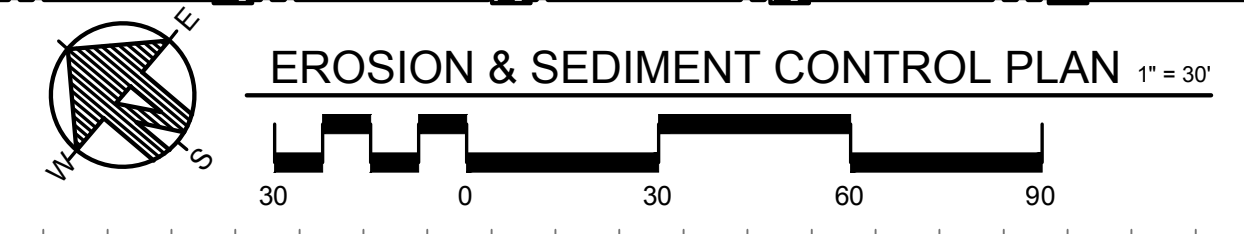
ESC PLAN LEGEND

- BIOTILTER BAG INLET BARRIER
- SEDIMENT FENCE
- LIMIT OF DISTURBED AREA
- GRAVEL CONSTRUCTION ENTRANCE
- PRE-DEV. DRAINAGE FLOW ARROW
- POST-DEV. DRAINAGE FLOW ARROW
- CONCRETE TRUCK WASH OUT PIT

SITE INFORMATION

SURVEY INFORMATION FROM BOUNDARY & TOPOGRAPHIC SURVEY FROM TOPOGRAPHIC SURVEY OF "CANBY INDUSTRIAL PARK" SITE, LOCATED IN A PORTION OF THE SW QUARTER OF SECTION 34, T3S., R1E., W. M., CITY OF CANBY CLACKAMAS COUNTY, OREGON. PROVIDED BY: MINISTER-GLAESER SURVEYING, INC. 2200 E. EVERGREEN BLVD, VANCOUVER WASHINGTON 98661, PHONE: (360) 694-3313, JOB #15-409.

BENCHMARK:
 NGS VERTICAL BENCHMARK DISK STAMPED "A 14 1920 ELEV 152.674" IN SECOND CONCRETE STEP AT SE ENTRANCE TO BUILDING AT 302 SW 151ST AVE., CANBY OR
 ELEVATION = 156.54', NAVD 88 DATUM



12" CONC. (N)=140.71'
 12" CONC. (S)=140.08'
 12" CONC. (E)=139.94'
 12" CONC. (W)=139.68'
 10'x10'x1' DEEP CONCRETE WASH-OUT PIT PER D.E.Q. STANDARDS. DO NOT OVERFILL PIT. PIT SHALL BE BURIED WHEN CONSTRUCTION IS COMPLETE. SEE DETAIL, SHEET C4.1

CONSTRUCTION ENTRANCE -SEE DETAIL SHEET C4.1 (TYPICAL)

SEDIMENT FENCE -SEE DETAIL SHEET C4.1 (TYPICAL)

A
 39,000 SQFT.
 FF = 165.0

B
 19,600 SQFT.
 FF = 165.0

C
 FF = 164.0

AREA FOR TEMPORARY STOCKPILE OF MATERIALS - SEE SHEET 4.3 FOR STOCKPILE COVER DETAIL

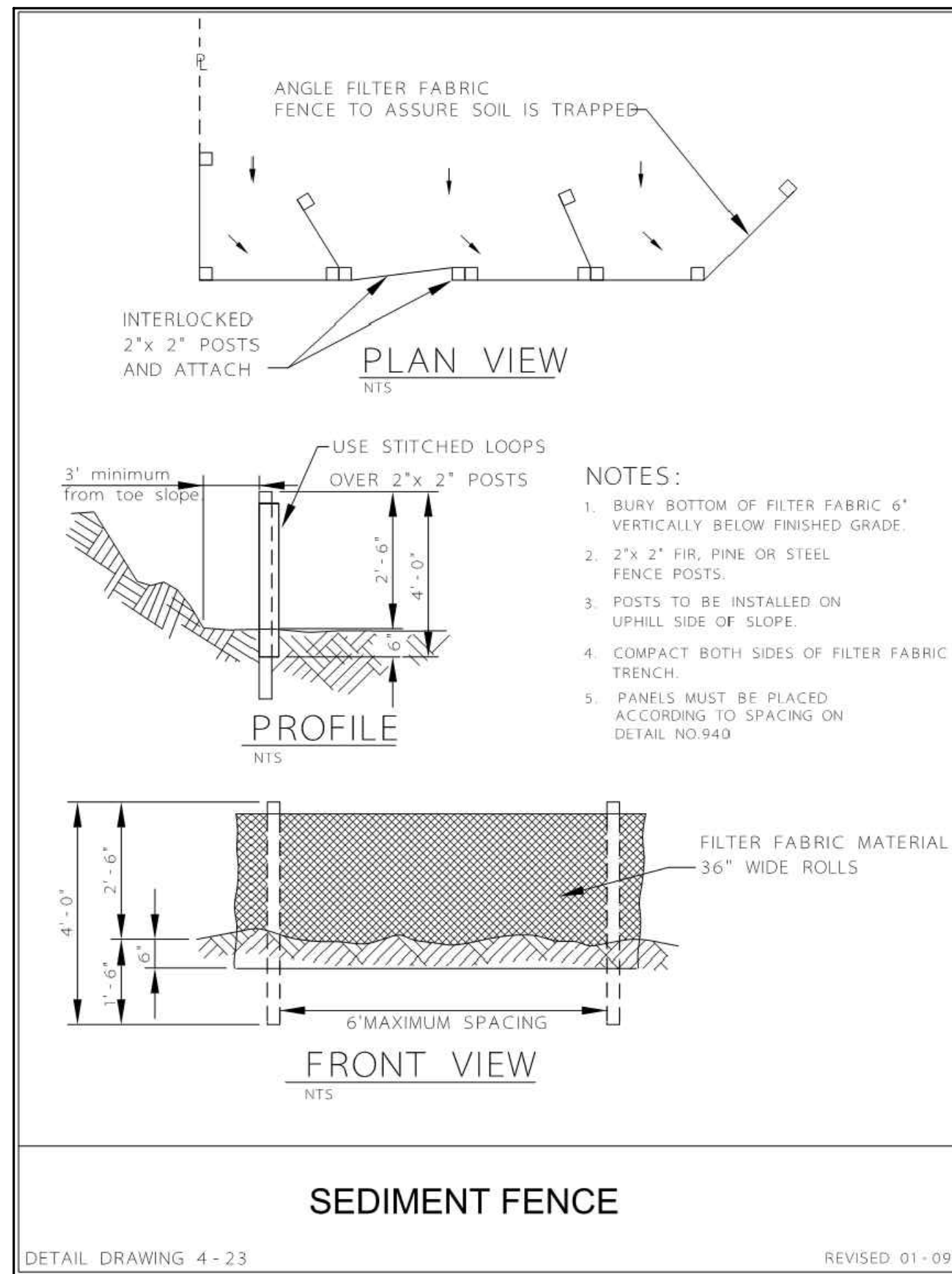
AREA FOR STORAGE OF SOLID CONSTRUCTION WASTE AND FUEL. THESE MATERIALS SHALL BE MANAGED IN ACCORDANCE WITH STATE & FEDERAL REGULATIONS

(BEARINGS)

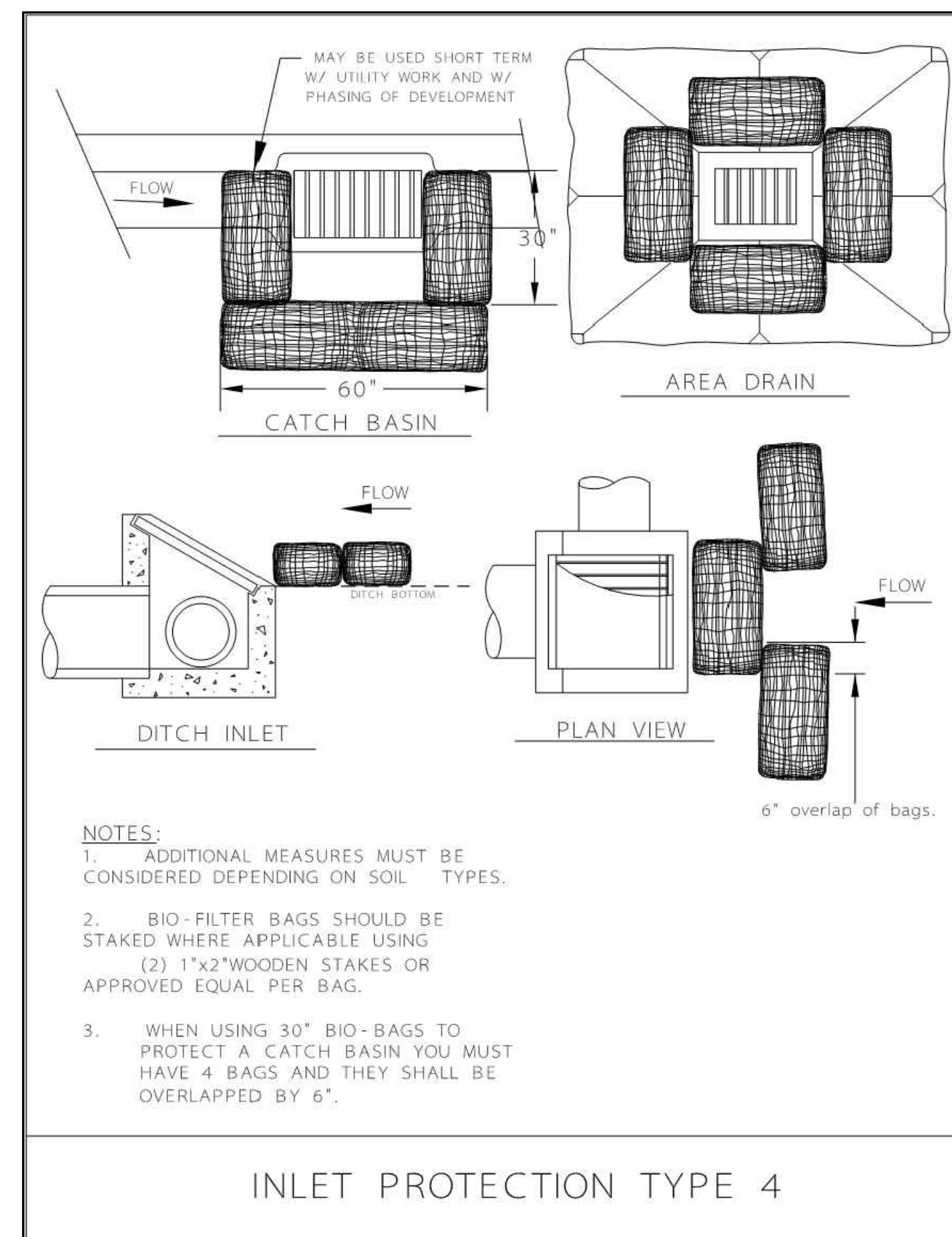
N 39°19'18" W 1581.40'
 (BASIS OF BEARINGS)

MOLLALA BRANCH-SOUTHERN PACIFIC RAILROAD

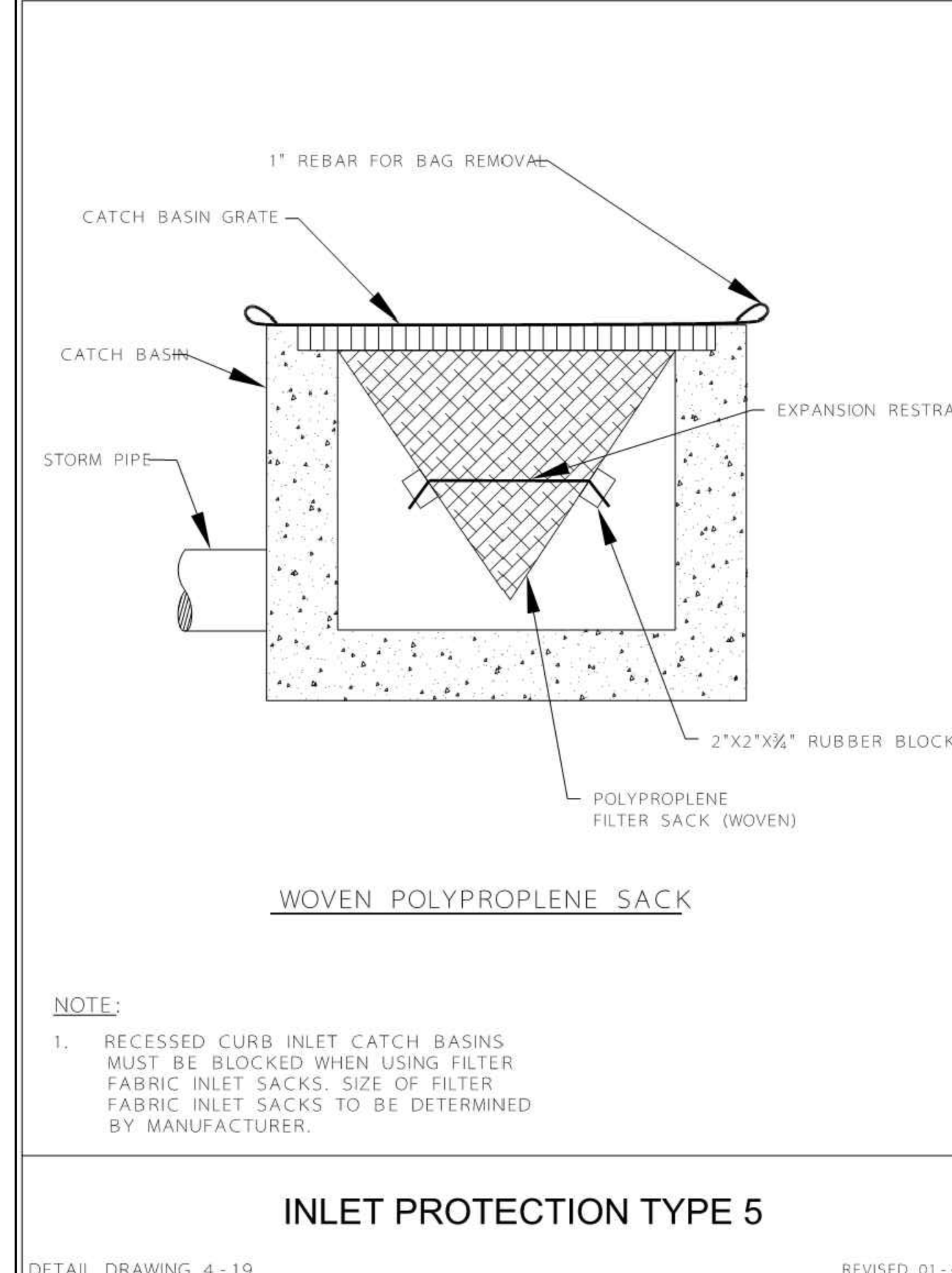
C:\Users\201506080\OneDrive\Drawings\100 C4.0 - ESC Plan.dwg 3/2/2016 10:00:00 AM



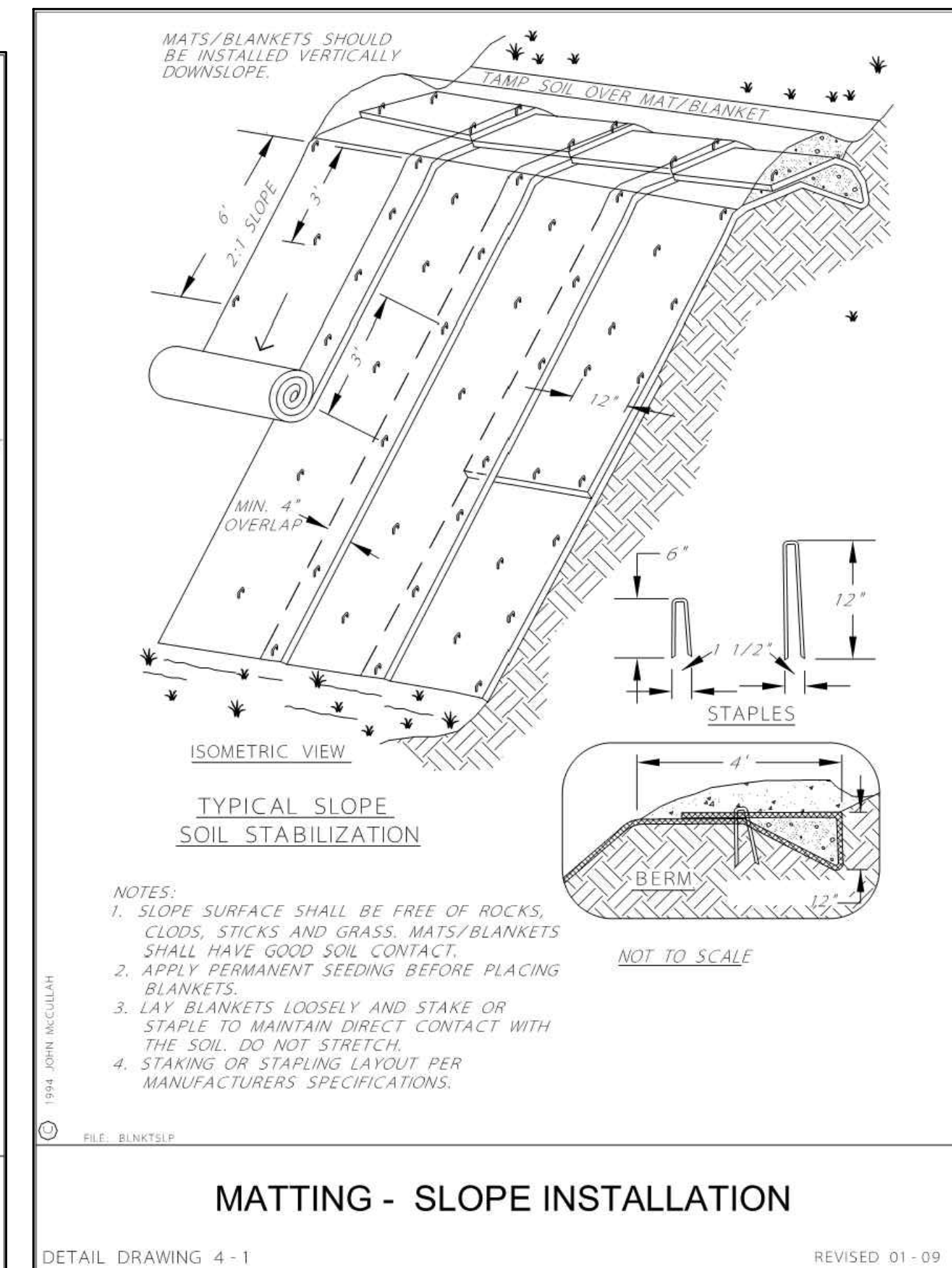
1 SEDIMENT FENCE
C4.1 N.T.S.



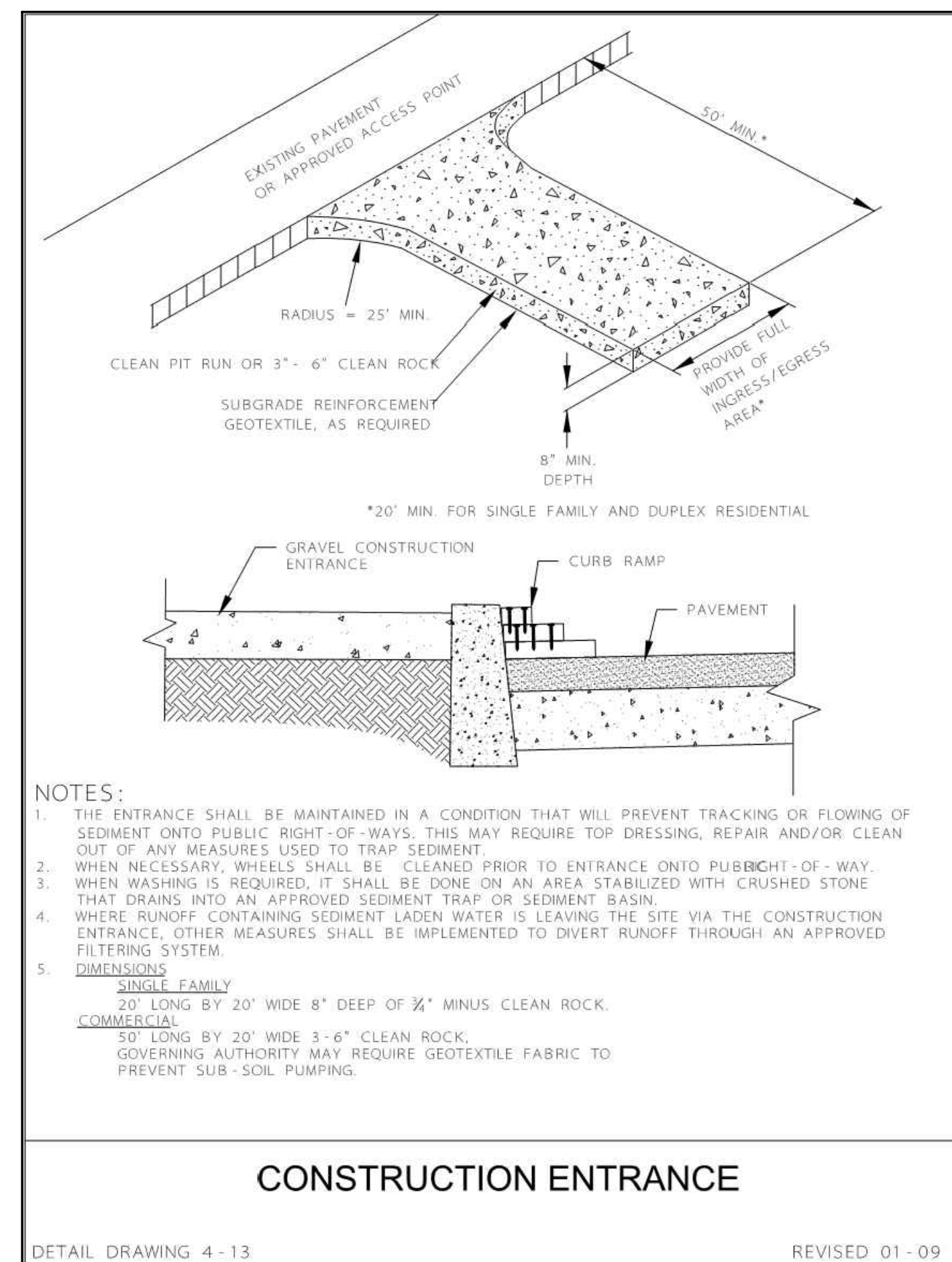
2 BIOFILTER BAG INLET BARRIER
C4.1 N.T.S.



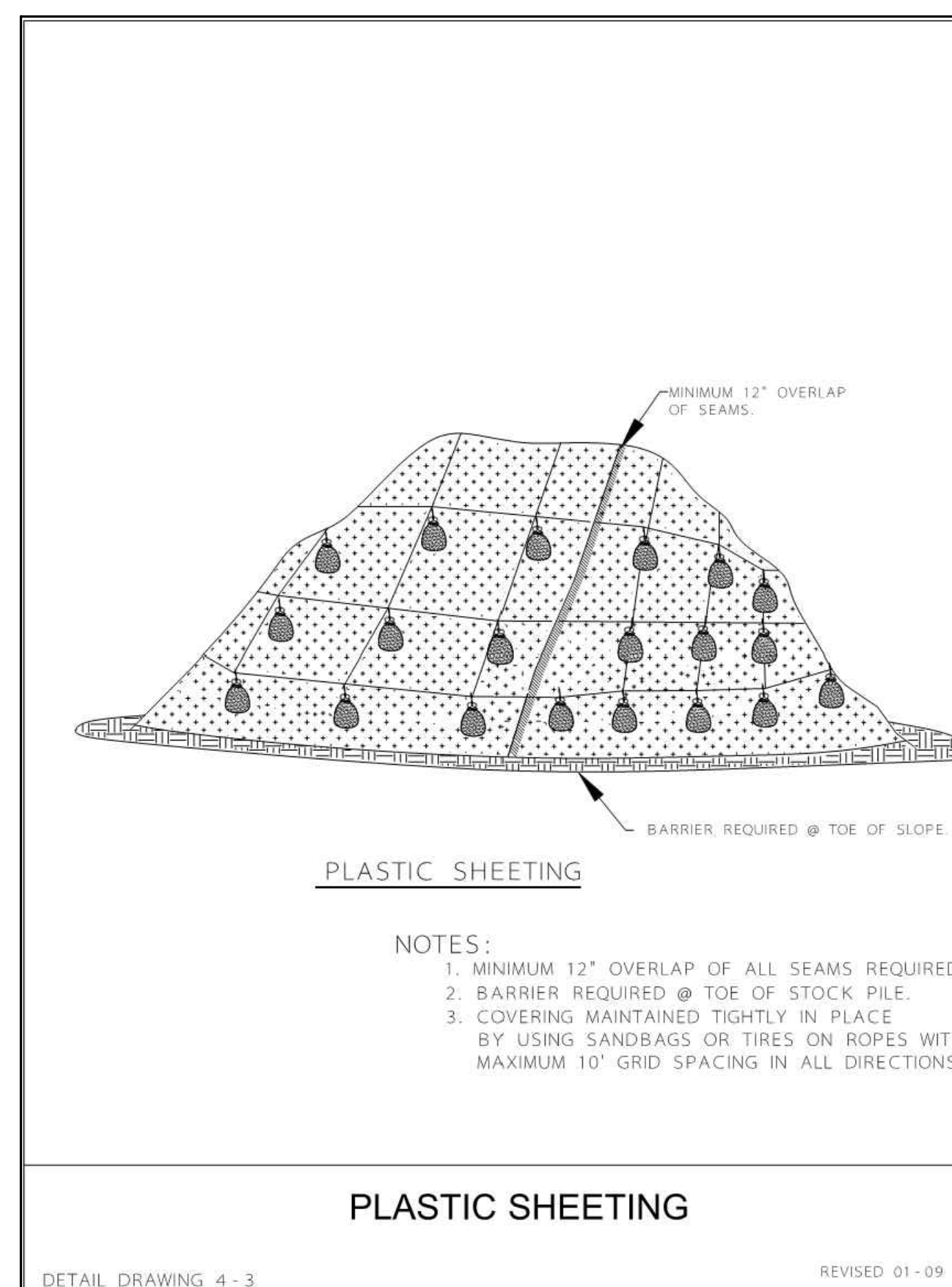
3 CATCH BASIN INSERT BAG
C4.1 N.T.S.



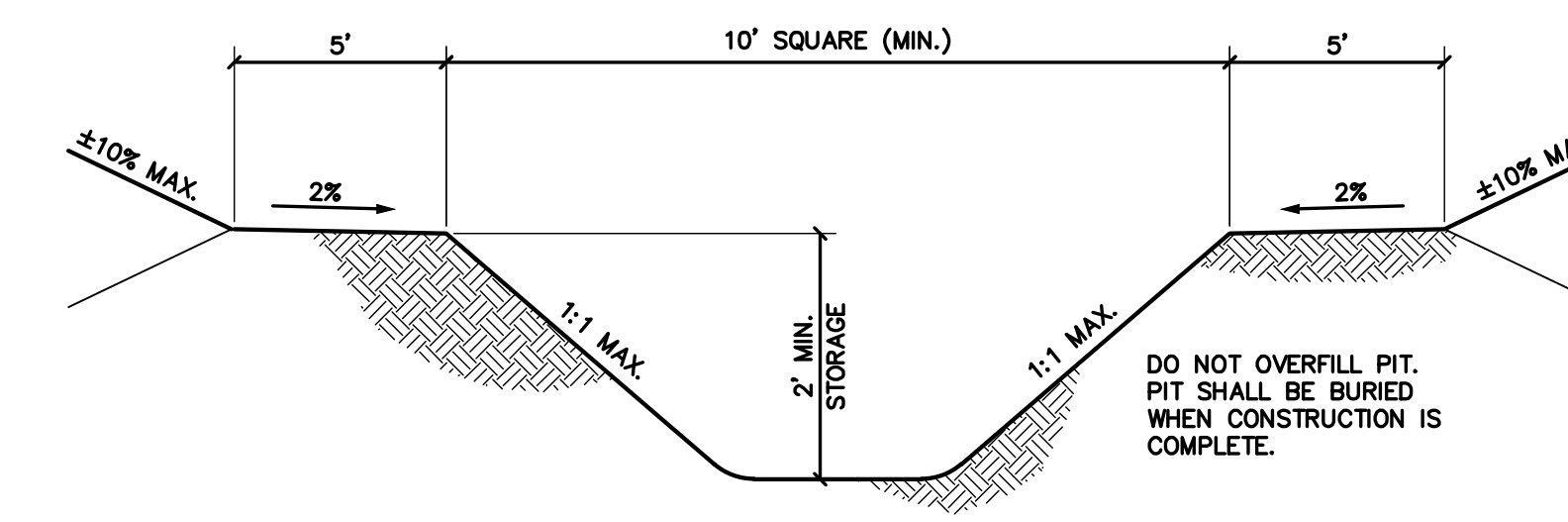
4 POND MATTING
C4.1 N.T.S.



5 GRAVEL CONSTRUCTION ENTRANCE
C4.1 N.T.S.



6 STOCKPILE COVER
C4.1 N.T.S.



7 CONCRETE WASH-OUT PIT
C4.1 N.T.S.

REVISIONS

DATE	DESCRIPTION

DATE: FEBRUARY, 2016

SCALE	PROJ. NO.
AS NOTED	20150608

DRAWN: PSH CHECKED: GLB

EROSION & SEDIMENT CONTROL DETAILS

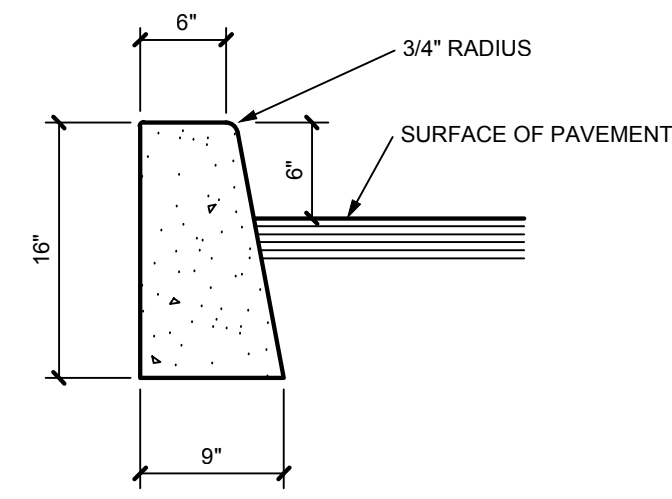
G:\Acad\2015\0150608\04\Drawings\100_C4.0 - ESC Plan.dwg 3/27/2016 2:57PM

REVISIONS

DATE	DESCRIPTION

DATE	FEBRUARY, 2016
SCALE	AS NOTED
PROJ. NO.	20150608
DRAWN	PSH
CHECKED	GJB

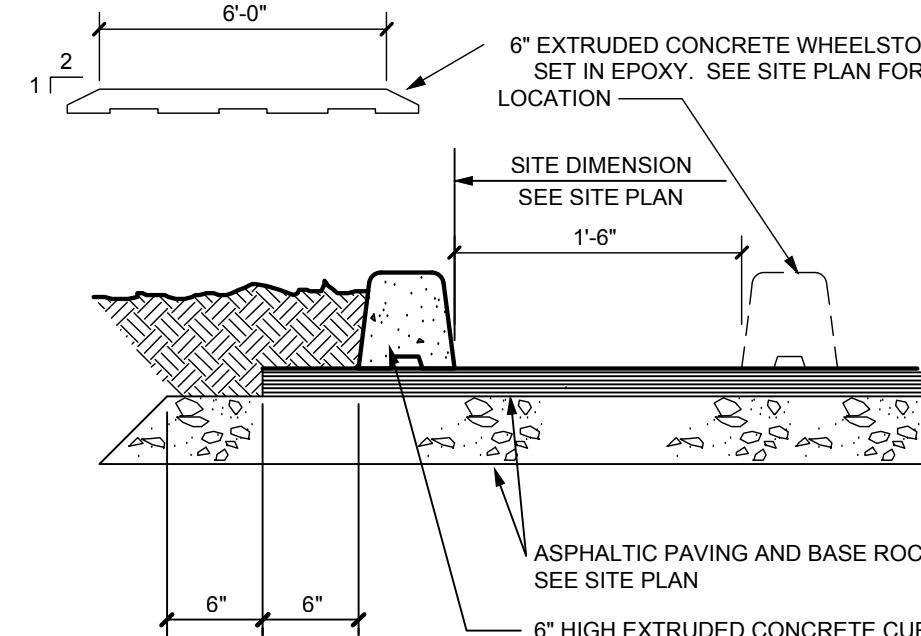
SITE DETAILS



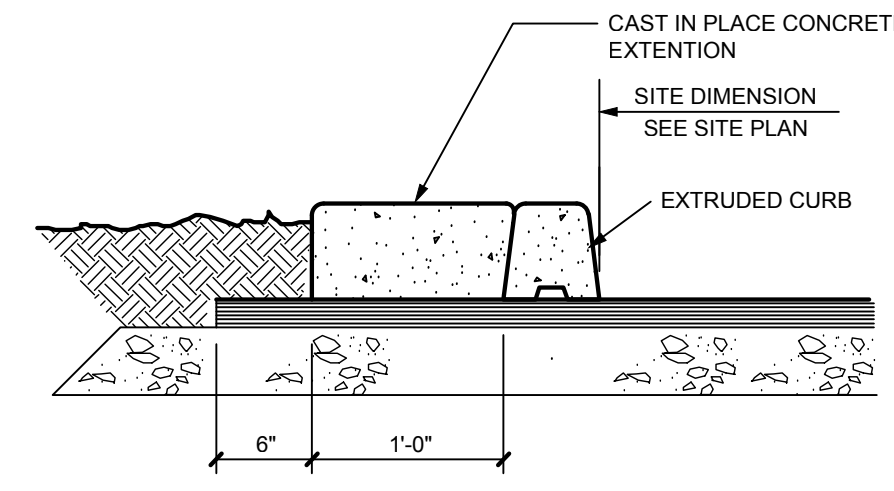
CURB NOTES:

- FACE BATTER NORMAL AS SHOWN FOR CURB TYPE.
- JOINT SPACING:
EXPANSION: 45" MAXIMUM AND AT ALL POINTS OF TANGENCY, COLD JOINTS AND STRUCTURES. EXPANSION JOINT TO BE 1/2" PRE-MOLDED, ASPHALT IMPREGNATED, NON-EXTRUDING MATERIAL OF SAME DIMENSION AS CURB.
CONTRACTION: 15" MAXIMUM. CONTRACTION JOINTS TO BE 1" DEEP TOOLED OR FORMED AROUND PERIMETER AT CURB.
- TOPS OF CURBS SHALL SLOPE TOWARD THE ROADWAY 1/8" IN 6".
- USE 3,000 PSI CONCRETE, MAXIMUM 4" SLUMP.

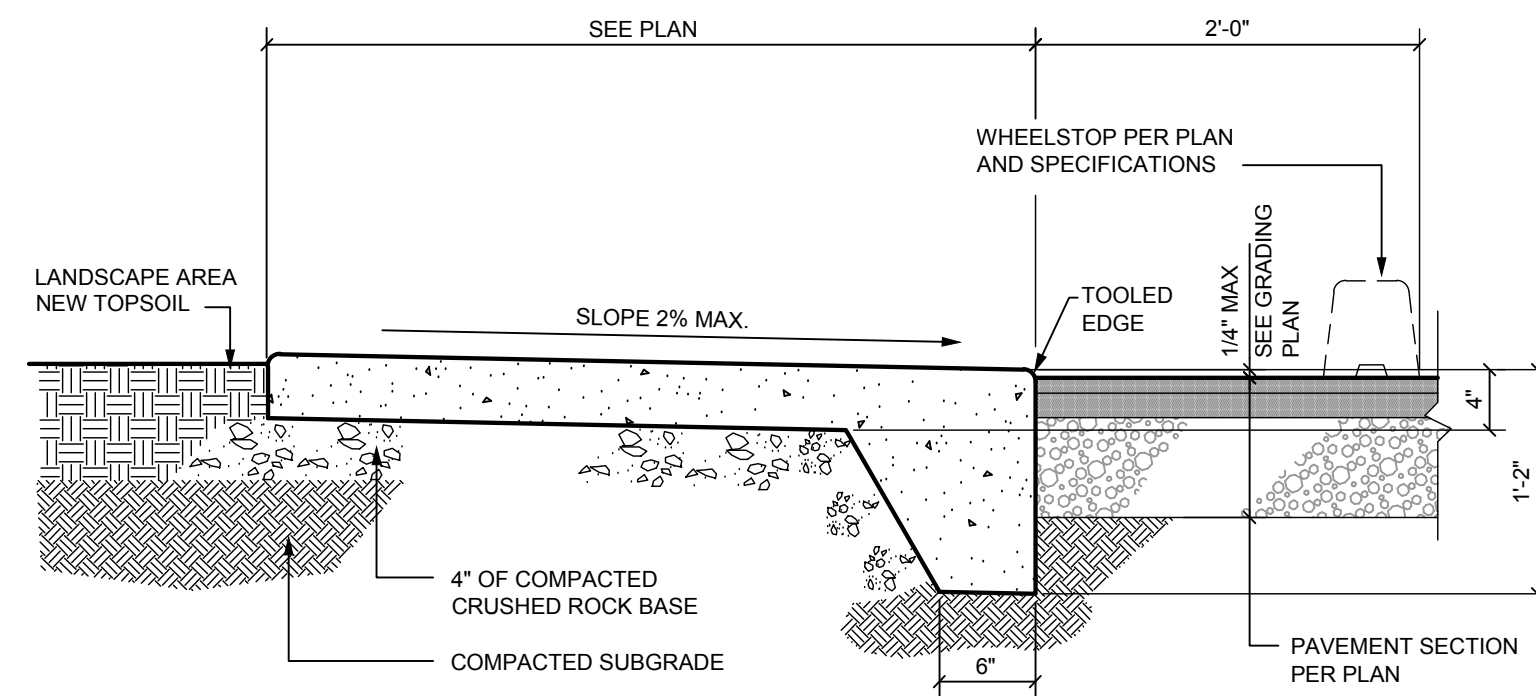
1 SECTION AT CURB
C5.0 GS101.dwg 1" = 1'-0"



2 TYPICAL CURB SECTION
C5.0 GS100.dwg 1" = 1'-0"

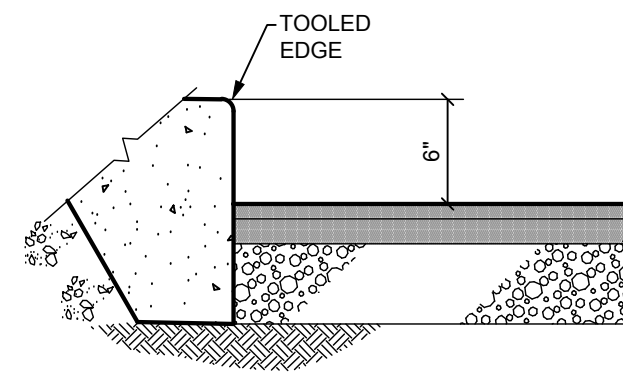


3 REINFORCED CURB FOR TRUCKS
C5.0 GS102.dwg 1" = 1'-0"



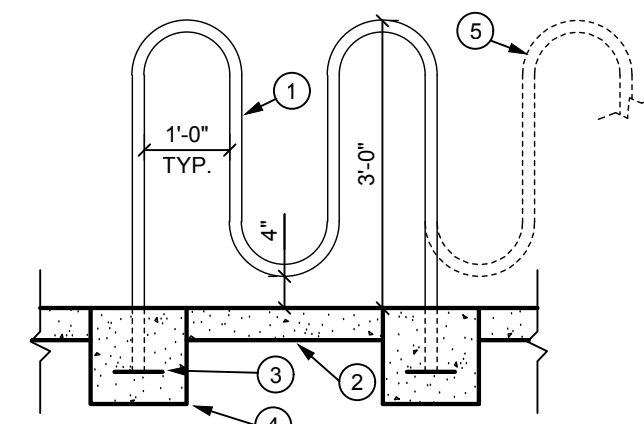
- NOTES:
1) PROVIDE NEATLY TOOLED CONTROL JOINTS AT 5'-0" ON CENTER.

AT ADA PARKING



AT TYP AUTO PARKING

4 TYPICAL SIDEWALK SECTION
C5.0 GS103.dwg 1" = 1'-0"

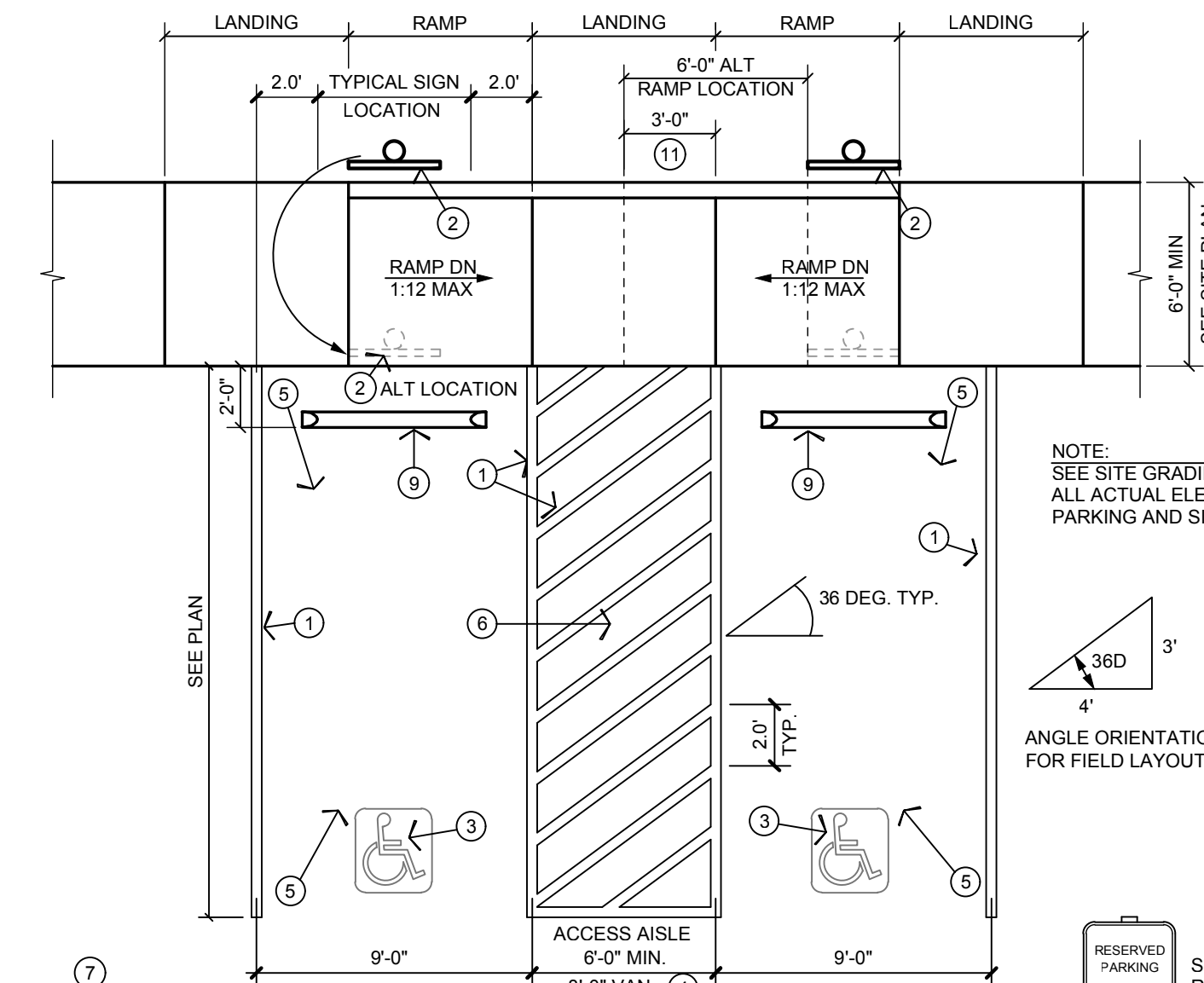


BIKE RACK FOR 5 BICYCLES

KEYNOTES THIS DETAIL:

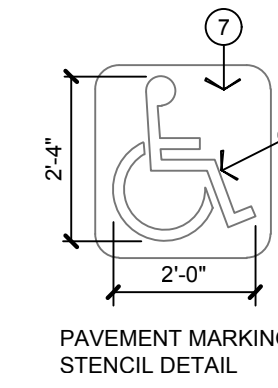
- 1 1/2" DIA STD PIPE. SHOP PRIME WITH ZINK OXIDE PRIMER. PAINT AFTER INSTALLATION WITH OIL BASED ENAMEL. COLOR PER OWNER.
- STANDARD 4" CONCRETE SIDEWALK.
- 1/4" X 6" X 6" STEEL BASE PLATE WELDED TO PIPE ENDS.
- SET PIPE ENDS IN 12" SQUARE X 12" DEEP CONCRETE FOOTING.
- EXTEND RACK TO ACCOMMODATE REQUIRED NUMBER OF SPACES. EACH ADDITIONAL LOOP ADDS 2 SPACES

5 BIKE RACK DETAIL
C5.0 GS109.dwg 1/2" = 1'-0"

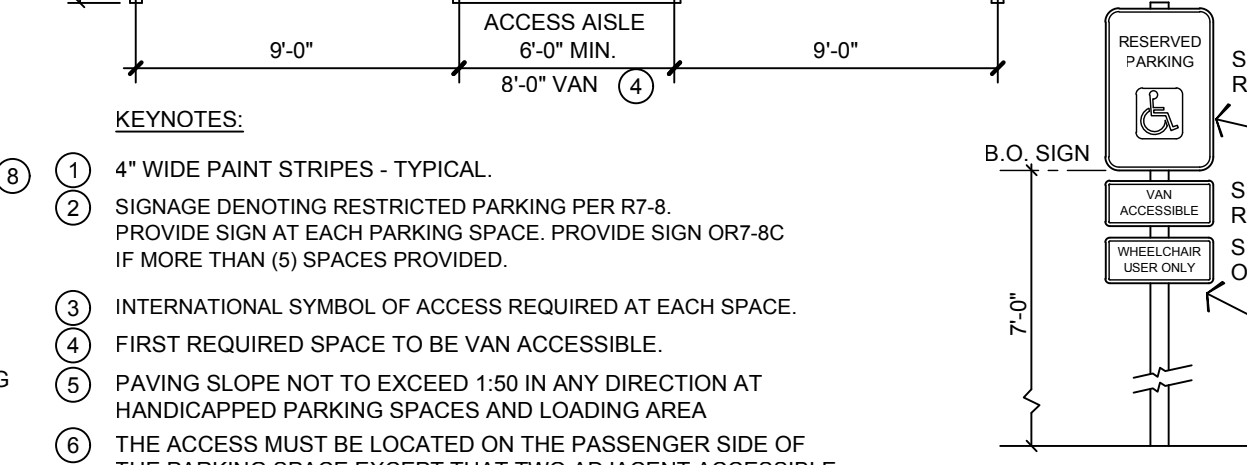


KEYNOTES:

- 4" WIDE PAINT STRIPES - TYPICAL.
- SIGNAGE DENOTING RESTRICTED PARKING PER R7-8. PROVIDE SIGN AT EACH PARKING SPACE. PROVIDE SIGN OR7-8C IF MORE THAN (5) SPACES PROVIDED.
- INTERNATIONAL SYMBOL OF ACCESS REQUIRED AT EACH SPACE.
- FIRST REQUIRED SPACE TO BE VAN ACCESSIBLE.
- PAVING SLOPE NOT TO EXCEED 1:50 IN ANY DIRECTION AT HANDICAPPED PARKING SPACES AND LOADING AREA.
- THE ACCESS MUST BE LOCATED ON THE PASSENGER SIDE OF THE PARKING SPACE EXCEPT THAT TWO ADJACENT ACCESSIBLE PARKING SPACES MAY SHARE A COMMON ACCESS AISLE.
- BACKGROUND (RETRO-REFLECTIVE BLUE).
- PAINT STROKE (3" WIDE RETRO-REFLECTIVE WHITE).
- CONCRETE WHEELSTOP - SEE SITE DETAIL SHEET.
- WHEELCHAIR SIGNAGE REQUIRED WHERE FIVE (5) OR MORE DISABLED PARKING SPACES ARE REQUIRED. POST SIGN IN SPACE DESIGNATED "VAN" ACCESSIBLE AS SHOWN.
- LANDING MUST HAVE MINIMUM THREE FEET OF WIDTH IN THE ACCESS ISLE



PAVEMENT MARKING STENCIL DETAIL



B.O. SIGN

NOTE: SEE SITE GRADING PLAN FOR ALL ACTUAL ELEVATIONS AT PARKING AND SIDEWALK

ANGLE ORIENTATION FOR FIELD LAYOUT

RESERVED PARKING

SIGN R7-8

SIGN R7-8P

SIGN OR7-8C

WHEELCHAIR USER ONLY

SEE NOTE BELOW FOR FOOTING SIZES TYP. FOR FENCE AND GATES.

SEE SITE PLAN AND SPECIFICATIONS

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

INTERIOR OF SITE

INTERIOR OF SITE

2' MAXIMUM GAP

FINISH GRADE

CONCRETE

CONCRETE

FIXED ARM WITH 3 STRANDS BARBED WIRE

TOP RAIL

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

POSTS AT 10'-0" O.C. MAX.

BOTTOM RAIL OR TENSION WIRE

CONCRETE

FINISH GRADE

CONCRETE

POST CAP PER FENCE SUPPLIER

INTERIOR OF SITE

INTERIOR OF SITE

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

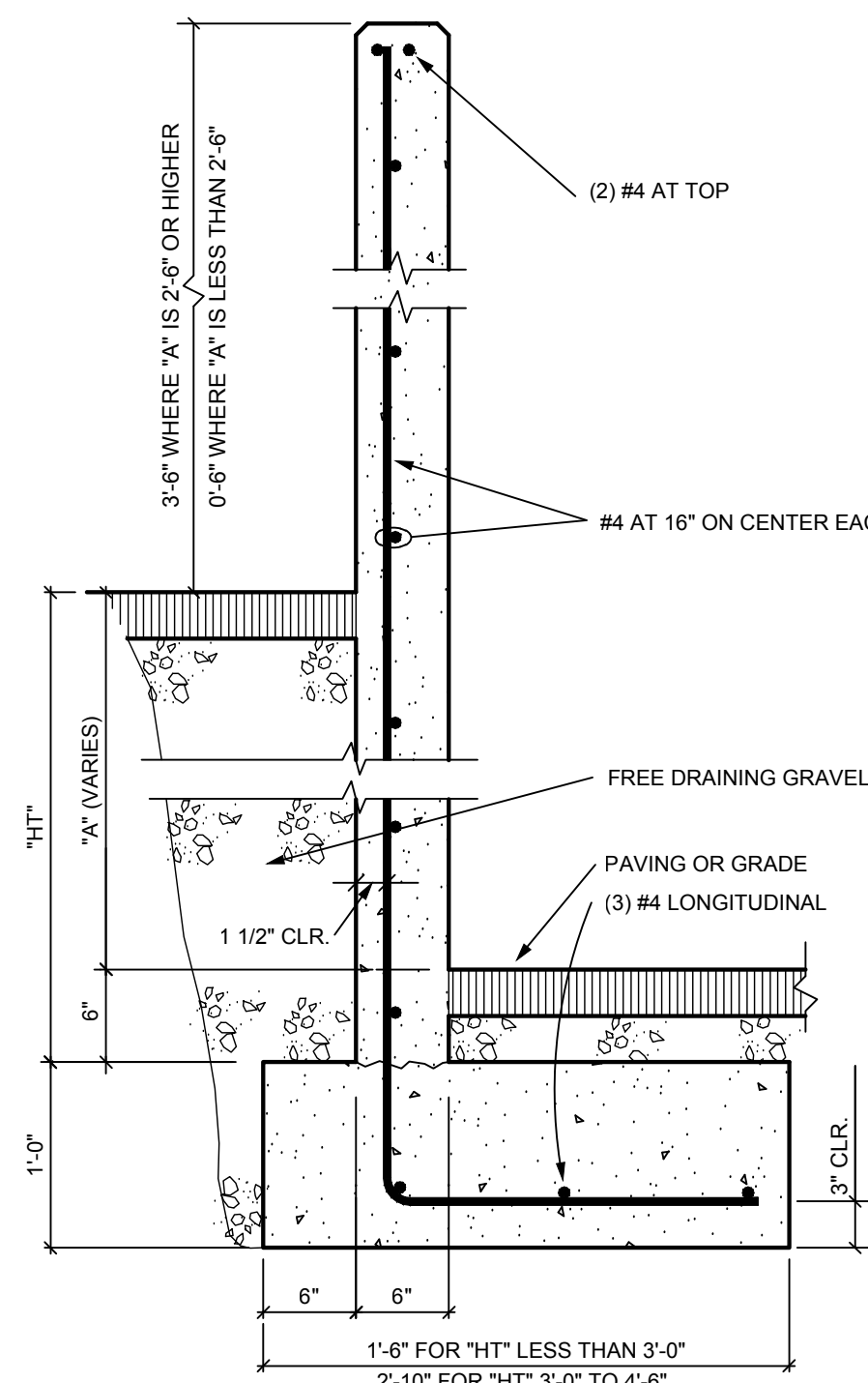
PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

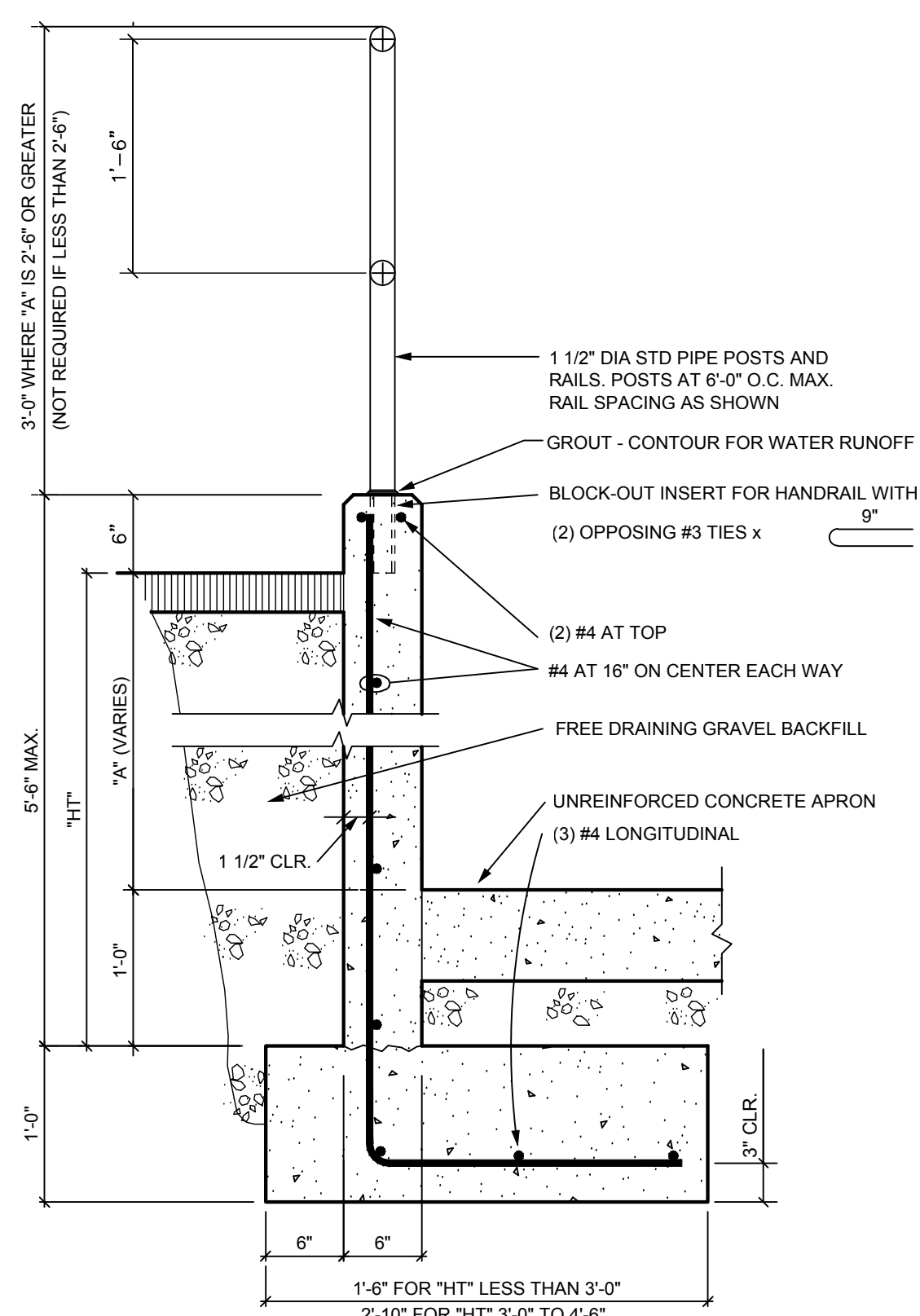
PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN

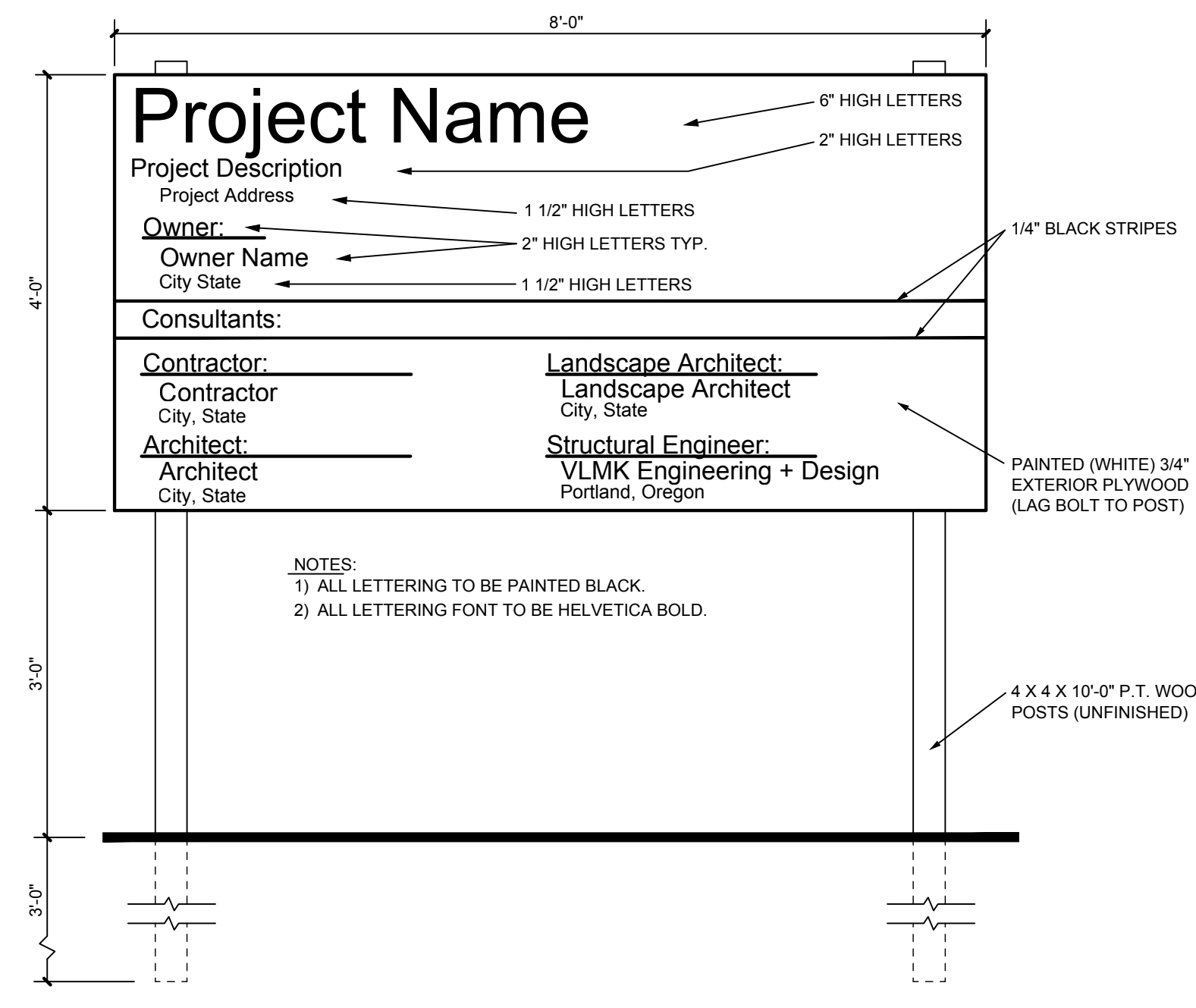
PROPERTY LINE OR EDGE OF SIDEWALK PER PLAN



7 LOADING DOCK WALL - TYPE 1
C5.0 (BUILDING 'A' DOCK) GS118.dwg 1" = 1'-0"

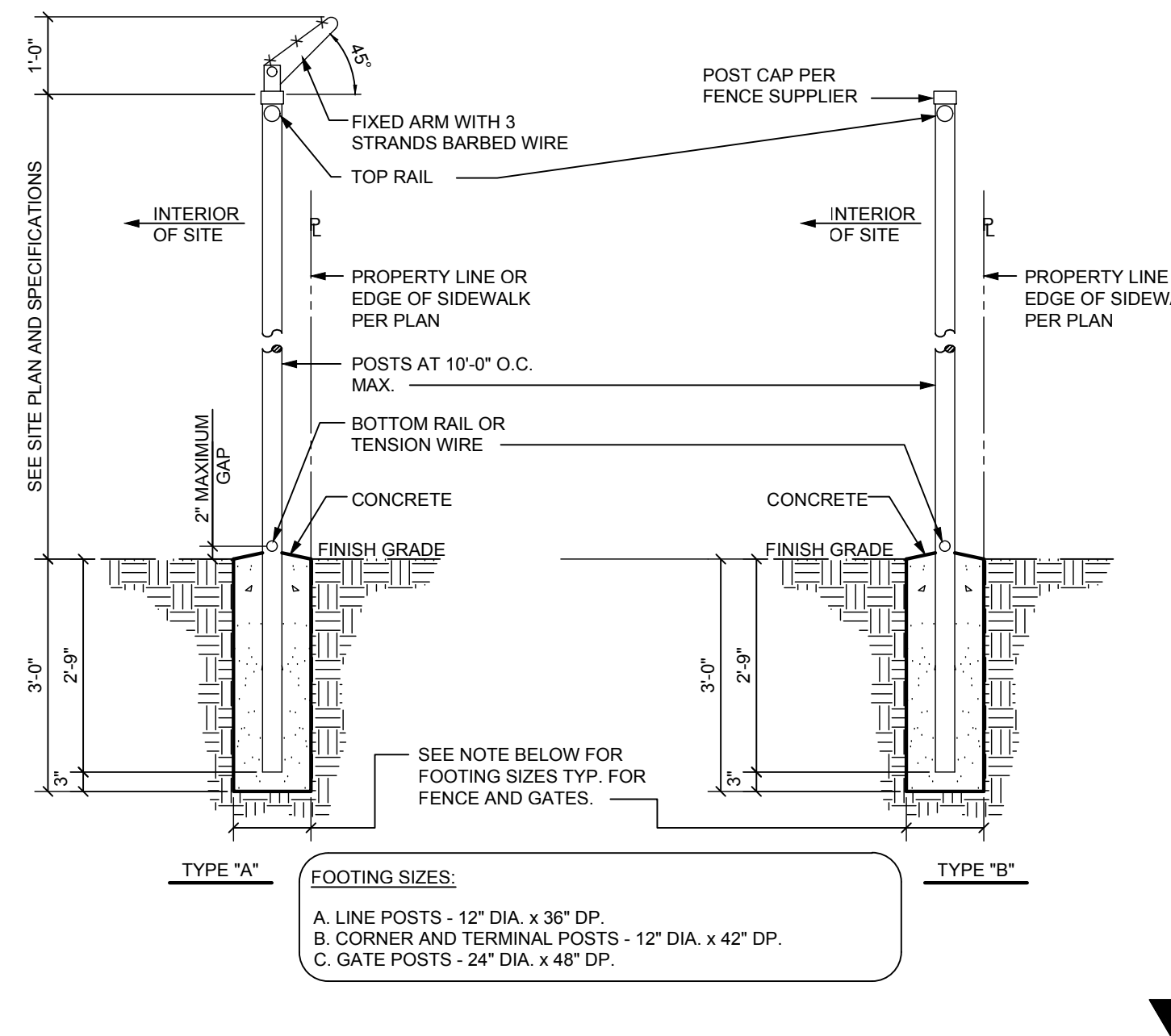


8 LOADING DOCK WALL TYPE 2
C5.0 (COMMON DOCK) GS118.dwg 1" = 1'-0"



- NOTES:
1) ALL LETTERING TO BE PAINTED BLACK.
2) ALL LETTERING FONT TO BE HELVETICA BOLD.

9 PROJECT SIGN
C5.0 GS120.dwg 3/4" = 1'-0"



- FOOTING SIZES:
A. LINE POSTS - 12" DIA. x 36" DP.
B. CORNER AND TERMINAL POSTS - 12" DIA. x 42" DP.
C. GATE POSTS - 24" DIA. x 48" DP.

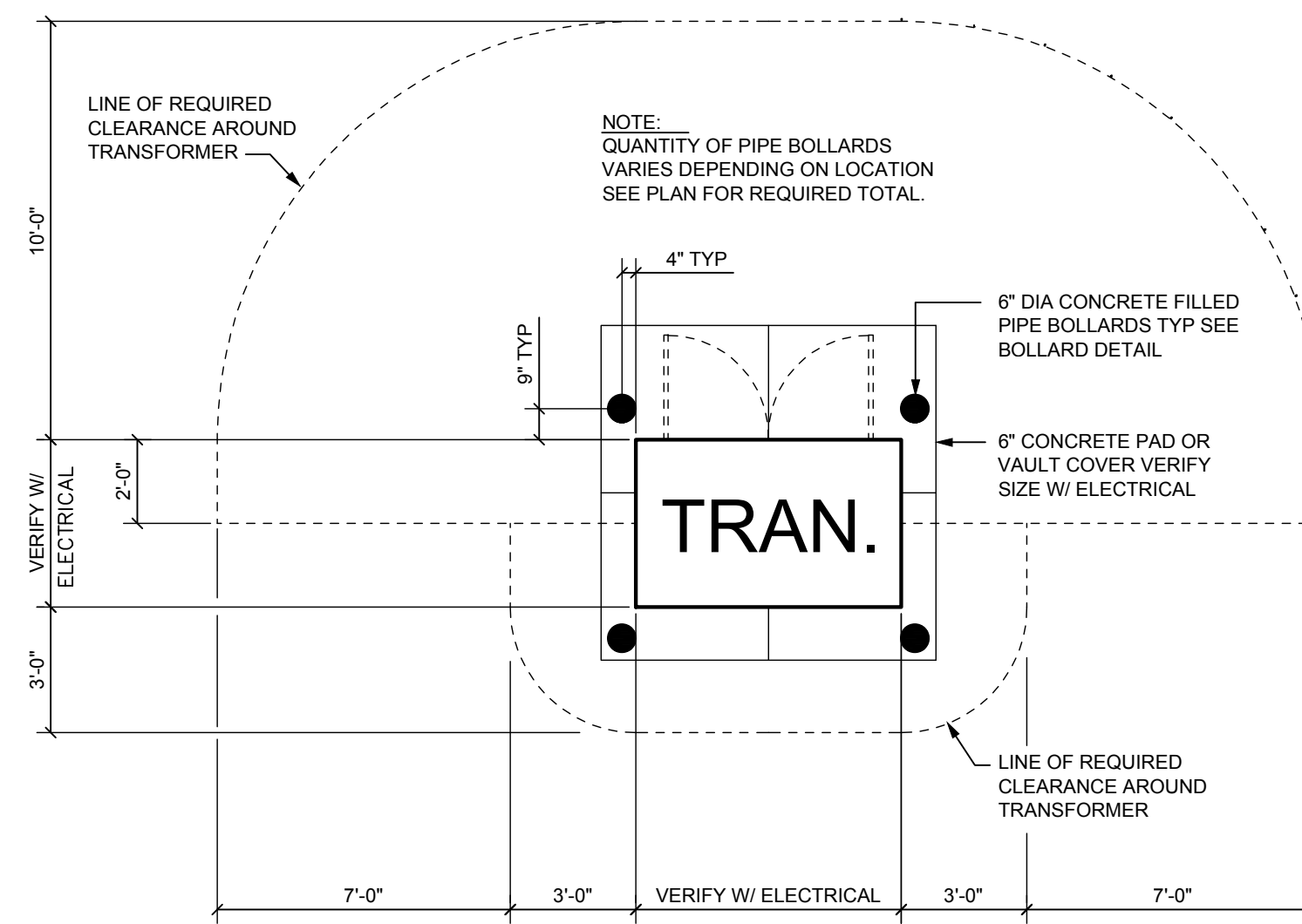
10 FENCE DETAIL
C5.0 GS104.dwg 1/2" = 1'-0"

7 LOADING DOCK WALL - TYPE 1
C5.0 (BUILDING 'A' DOCK) GS118.dwg 1" = 1'-0"

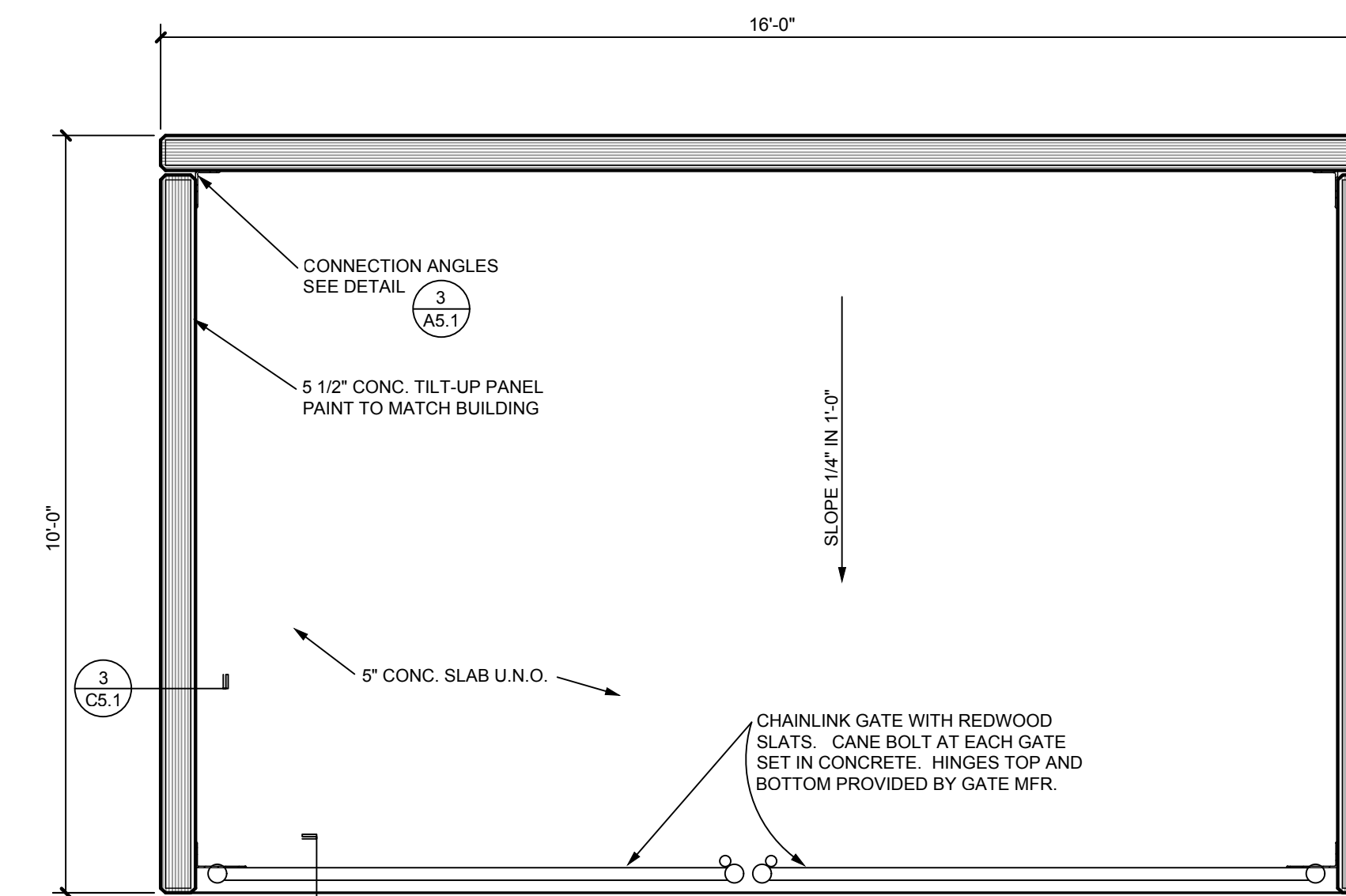
8 LOADING DOCK WALL TYPE 2
C5.0 (COMMON DOCK) GS118.dwg 1" = 1'-0"

9 PROJECT SIGN
C5.0 GS120.dwg 3/4" = 1'-0"

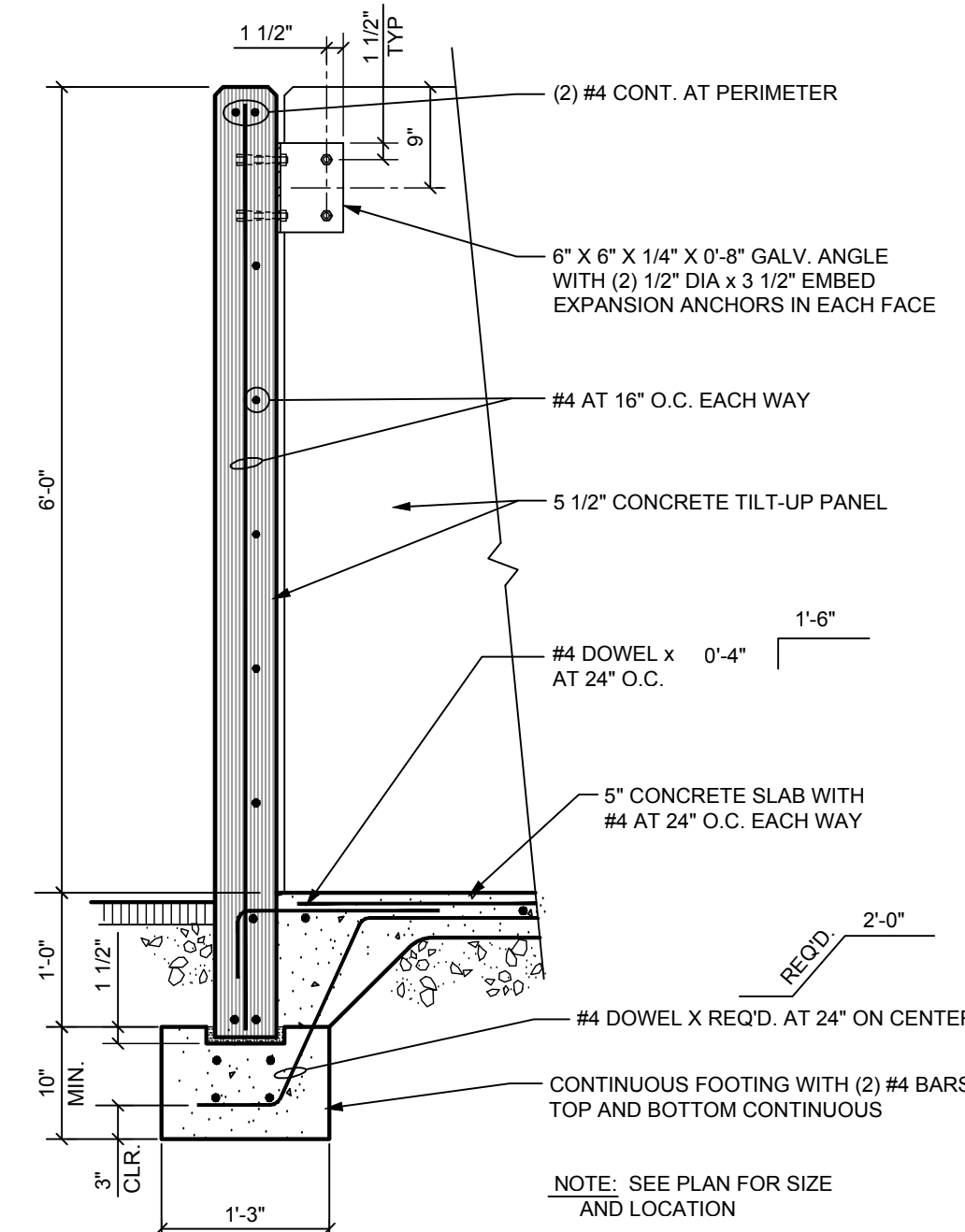
10 FENCE DETAIL
C5.0 GS104.dwg 1/2" = 1'-0"



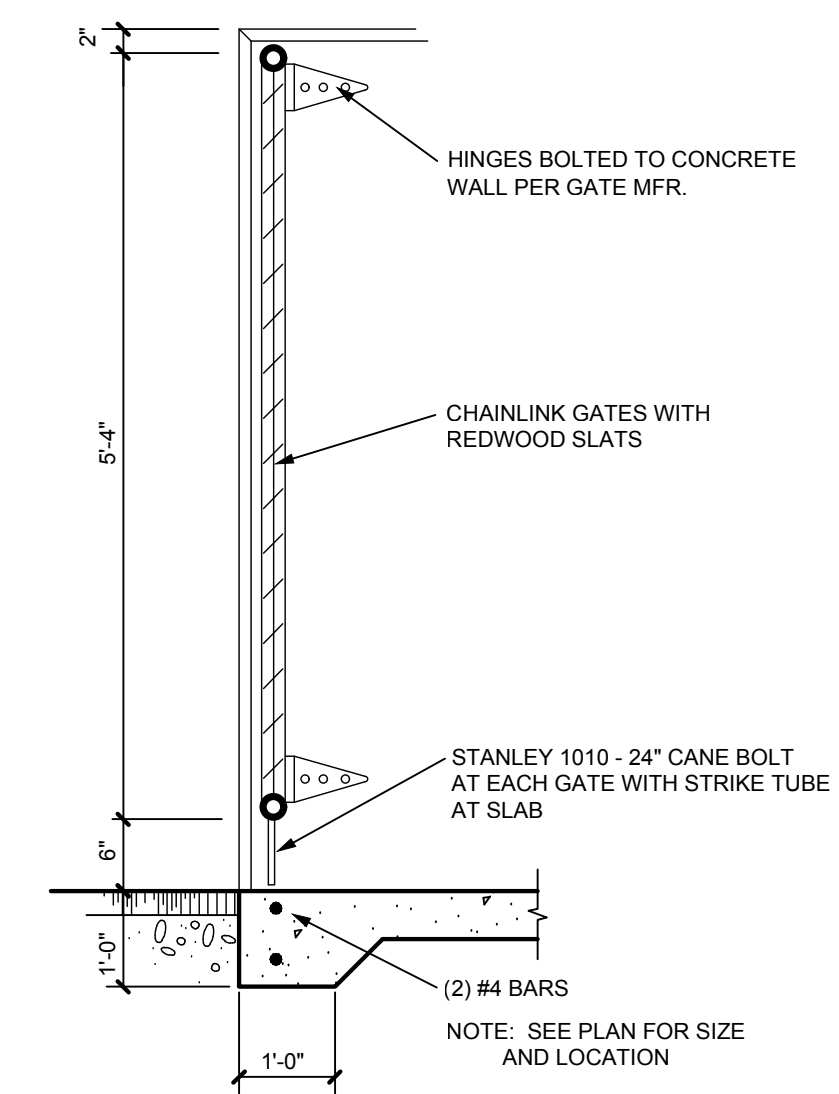
1
C5.1 TRANSFORMER CLEARANCES
TRAN-LAYOUT 1/4\"/>



2
C5.1 GARBAGE ENCLOSURE PLAN
GS112.dwg 1/2\"/>



3
C5.1 GARBAGE ENCLOSURE WALL SECTION
GS115.dwg 3/4\"/>



4
C5.1 GARBAGE ENCLOSURE GATE SECTION
GS114.dwg 3/4\"/>

REVISIONS	DATE	DESCRIPTION

DATE	FEBRUARY, 2016
SCALE	AS NOTED
PROJ. NO.	20150608
DRAWN	PSH
CHECKED	GJB

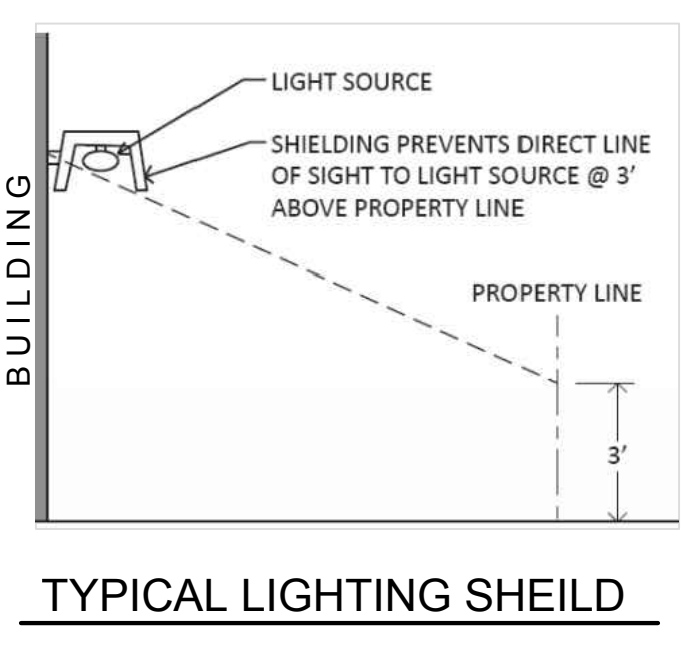
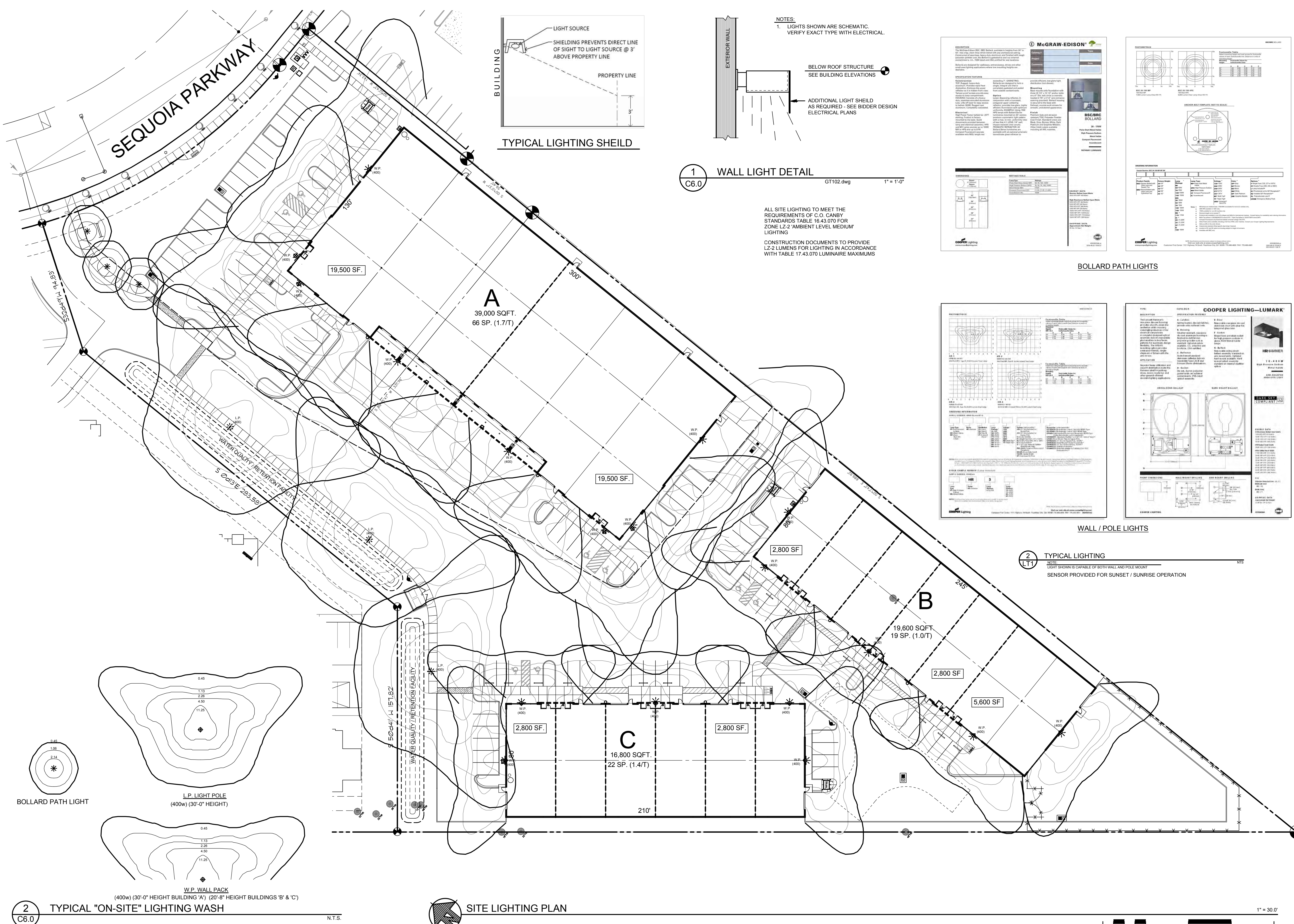
SITE DETAILS

G:\kard2015\20150608\03-Drawing\gs1100-C5.1 - Site Details.dwg, 3/28/2016 6:11:55AM

C:\Users\2015\2015\06\06\01\Drawings\100\C6.0 - Site Lighting Plan.dwg 3/28/2016 10:02:47 AM

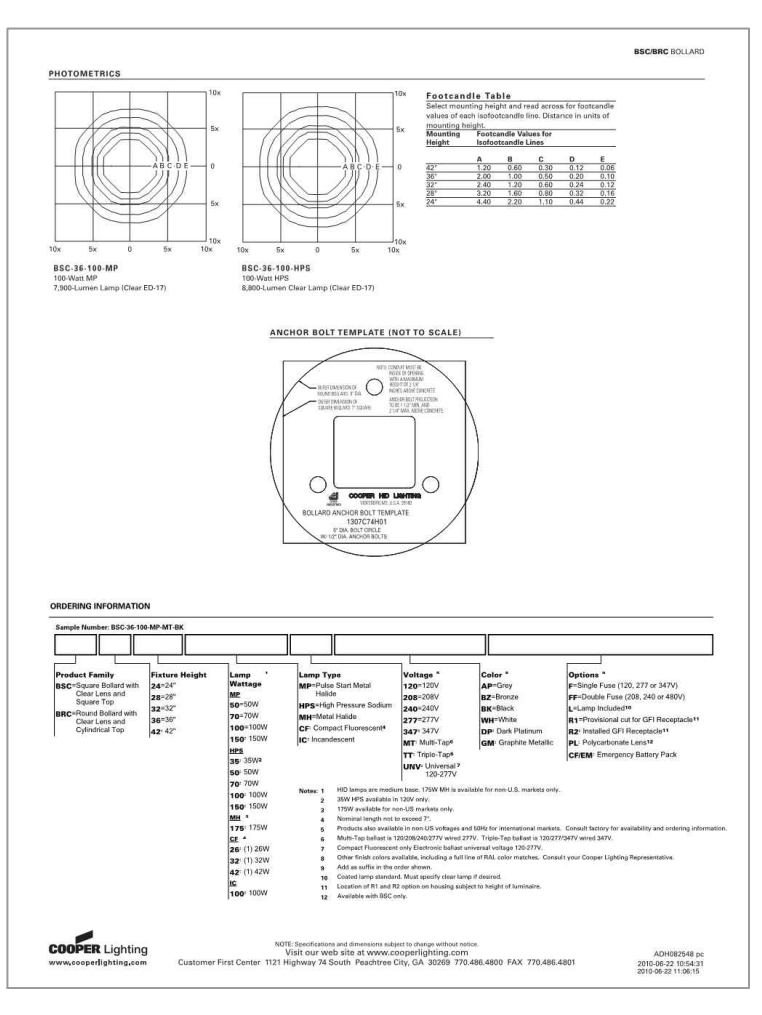
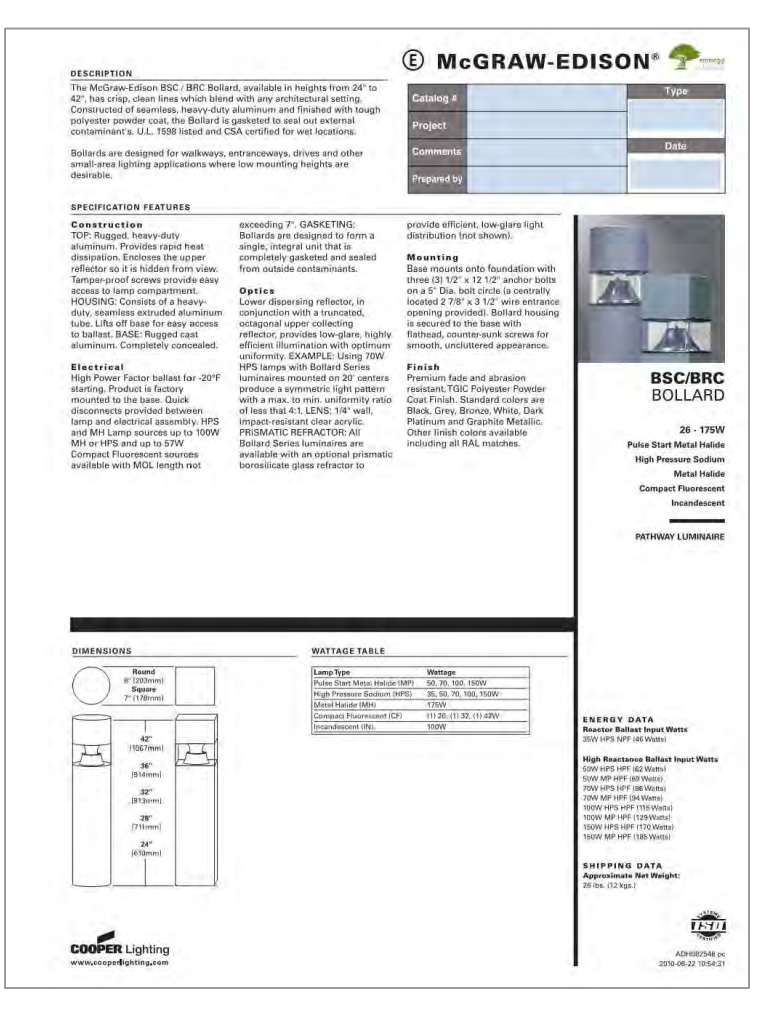
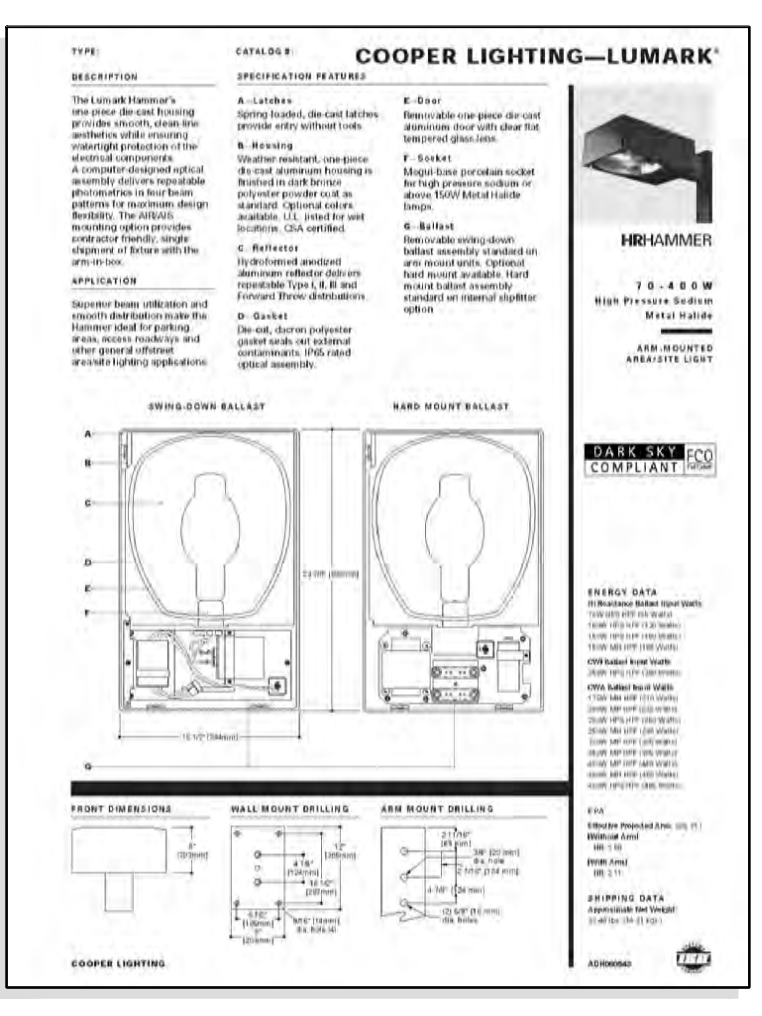
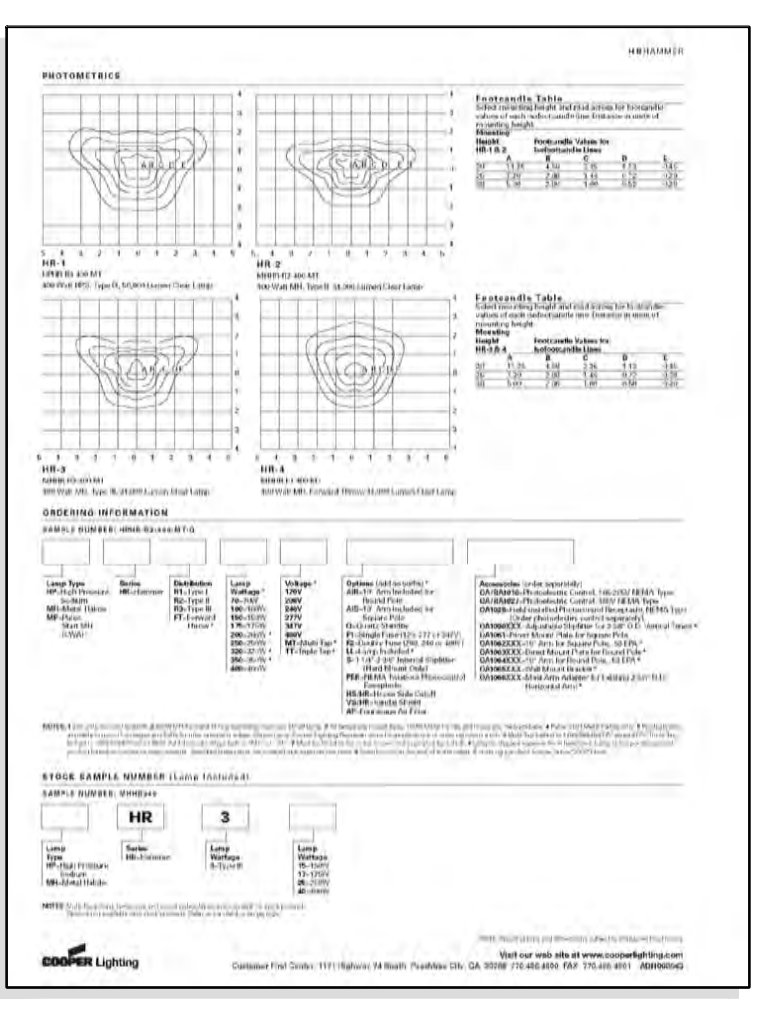
REVISIONS	
DATE	DESCRIPTION

DATE	FEBRUARY, 2016
SCALE	AS NOTED
PROJ. NO.	20150608
DRAWN	PSH
CHECKED	GLB

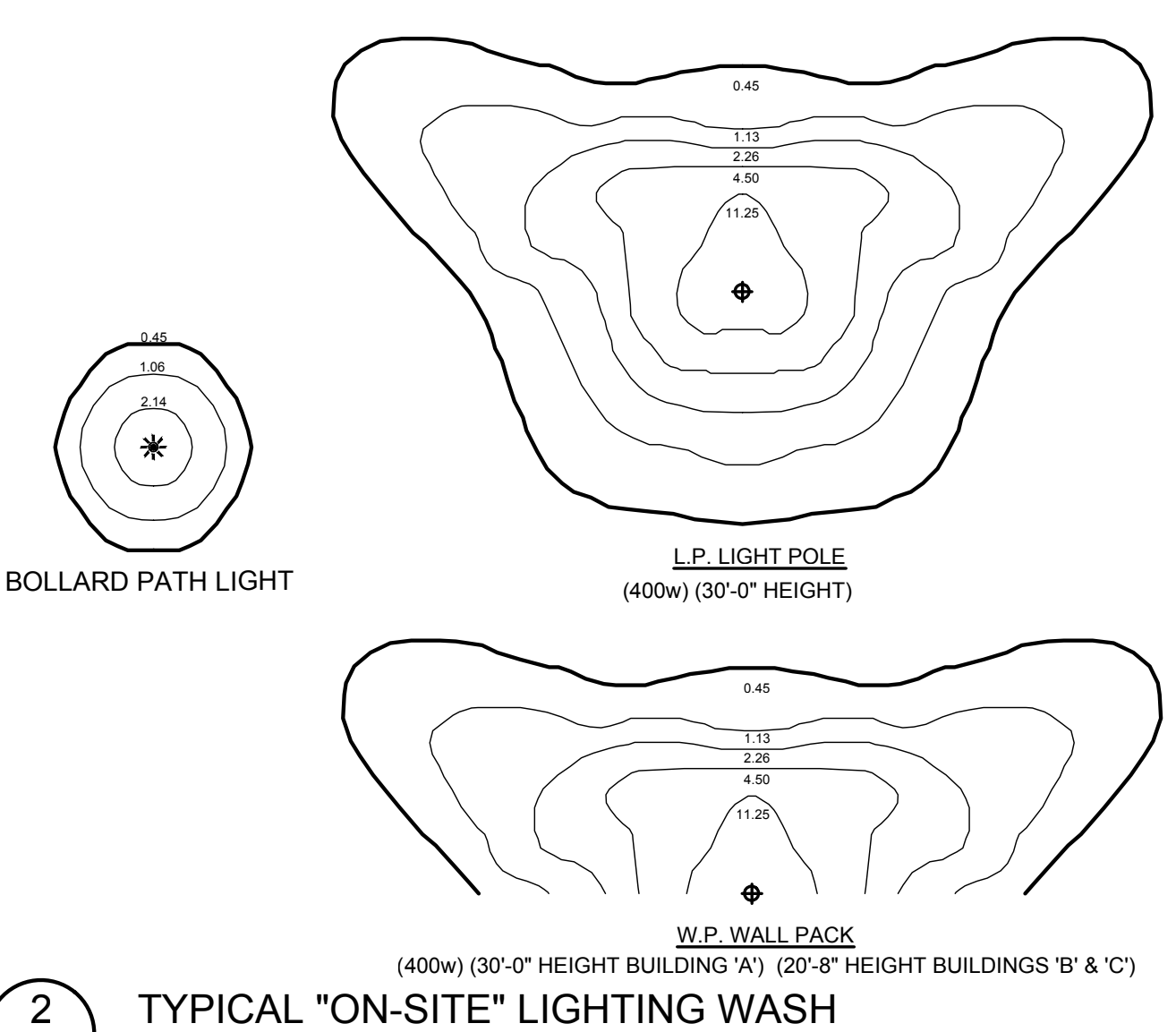
SITE LIGHTING PLAN

1
C6.0
WALL LIGHT DETAIL
GT102.dwg 1" = 1'-0"

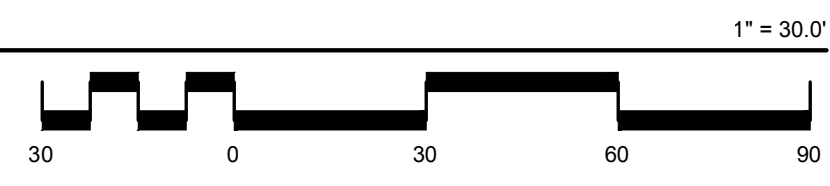
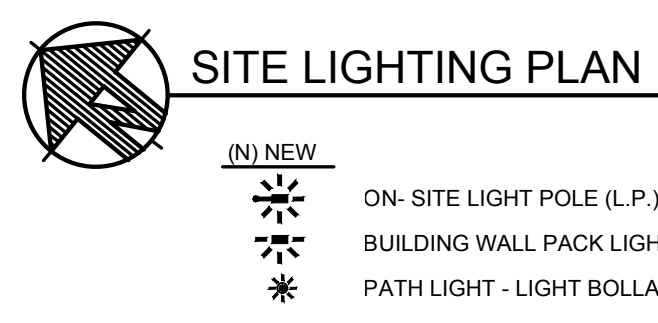
ALL SITE LIGHTING TO MEET THE REQUIREMENTS OF C.O. CANBY STANDARDS TABLE 16.43.070 FOR ZONE LZ-2 'AMBIENT LEVEL MEDIUM' LIGHTING
CONSTRUCTION DOCUMENTS TO PROVIDE LZ-2 LUMENS FOR LIGHTING IN ACCORDANCE WITH TABLE 17.43.070 LUMINAIRE MAXIMUMS

**BOLLARD PATH LIGHTS****WALL / POLE LIGHTS**

2
LT1
TYPICAL LIGHTING
NOTE: LIGHT SHOWN IS CAPABLE OF BOTH WALL AND POLE MOUNT
SENSOR PROVIDED FOR SUNSET / SUNRISE OPERATION
NTS



2
C6.0
TYPICAL "ON-SITE" LIGHTING WASH
N.T.S.



EXISTING CONDITIONS SURVEY

FOR THE PROPOSED
 "CANBY INDUSTRIAL PARK" SITE,
 LOCATED IN A PORTION OF THE
 SW QUARTER OF SECTION 34,
 T. 3 S., R. 1 E., W. M.,
 CITY OF CANBY
 CLACKAMAS COUNTY, OREGON

JOB NO.: 15-409
 DATA COLLECT: 10-12-15 THRU 10-19-15
 DRAWING DATE: 10-20-15
 SHEET 1 OF 1

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 89°44'22" E	32.47'
L2	N 86°19'39" E	11.79'
L3	N 00°12'17" W	53.78'

CURVE TABLE					
CURVE	RADIUS	DELTA	ARC DIST.	CHORD BEARING	CHORD DIST.
C1	337.00'	62°57'12"	370.28'	S 58°47'02" E	351.93'
C2	337.00'	12°35'46"	74.09'	S 21°00'33" E	73.94'
C3	300.00'	90°03'14"	471.52'	S 45°14'01" E	424.46'
C4	263.00'	90°03'14"	413.37'	S 45°14'01" E	372.11'



- LEGEND:**
- INDICATES MONUMENT FOUND AS NOTED
 - ⊗ INDICATES WATER VALVE
 - ⊕ INDICATES FIRE HYDRANT
 - ⊕ INDICATES WATER STAND PIPE
 - ⊕ INDICATES TELEPHONE PEDESTAL
 - ⊕ INDICATES STORM SEWER MANHOLE
 - ⊕ INDICATES SANITARY SEWER MANHOLE
 - ⊕ INDICATES LIGHT POLE
 - ⊕ INDICATES ELECTRIC SERVICE BOX
 - ⊕ INDICATES ELECTRIC PEDESTAL
 - ⊕ INDICATES TRANSFORMER
 - ⊕ INDICATES GAS MARKER
 - ⊕ INDICATES EVERGREEN TREE WITH TRUNK DIAMETER AND TYPE
 - ⊕ INDICATES DECIDUOUS TREE WITH TRUNK DIAMETER AND TYPE
 - ⊕ INDICATES UNIDENTIFIED DECIDUOUS TREE
 - INDICATES BOUNDARY
 - - - INDICATES EDGE OF ASPHALT
 - INDICATES EDGE OF CONCRETE
 - - - INDICATES 5 FOOT INTERVAL CONTOUR
 - - - INDICATES 1 FOOT INTERVAL CONTOUR
 - - - INDICATES FENCE LINE
 - - - INDICATES ELECTRIC LOCATE
 - - - INDICATES GAS LOCATE

REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

OREGON
 JULY 8, 2008
 CRAIG A. GALVIN
 72829

Expires 06-30-2017

SCALE 1 INCH = 60 FEET

BENCH MARK:
 NGS VERTICAL BENCHMARK DISK STAMPED "A 14 1920 ELEV 152.674" IN SECOND CONCRETE STEP AT SE ENTRANCE TO BUILDING AT 302 SW 1ST AVE., CANBY OR ELEVATION = 156.54', NAVD 88 DATUM

NOTE:
 A UTILITY LOCATE WAS CALLED FOR ON 10-12-15 UNDER TICKET NUMBER 15245677. THE UNDERGROUND UTILITIES AS SHOWN HEREON ARE AS MARKED AT THE TIME OF THIS SURVEY. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY. UNDERGROUND CONNECTIONS ARE SHOWN AS STRAIGHT LINES BETWEEN SURFACE LOCATIONS BUT MAY CONTAIN BENDS OR CURVES NOT SHOWN. SOME UNDERGROUND LOCATIONS HEREON MAY HAVE BEEN TAKEN FROM PUBLIC RECORDS. M.G.S. ASSUMES NO LIABILITY FOR THE ACCURACY OF PUBLIC RECORDS.

MINISTER-GLAESER
 SURVEYING INC.
 2200 E. EVERETT BLVD.
 VANCOUVER, WA 98661
 (360) 694-3313

OUTLINE SPECIFICATIONS PLANTING AND SEEDING:

GENERAL: All plants shall conform to all applicable standards of the latest edition of the "American Association of Nurserymen Standards", A.N.S.I. Z60.1 – 1973. Meet or exceed the regulations and laws of Federal, State, and County regulations, regarding the inspection of plant materials, certified as free from hazardous insects, disease, and noxious weeds, and certified fit for sale in Oregon.

The apparent silence of the Specifications and Plans as to any detail, or the apparent omission from them of a detailed description concerning any point, shall be regarded as meaning that only the best general practice is to prevail and that only material and workmanship of first quality are to be used. All interpretations of these Specifications shall be made upon the basis above stated.

Landscape contractor shall perform a site visit prior to bidding to view existing conditions.

PERFORMANCE QUALITY ASSURANCE: Use adequate numbers of skilled workmen who are thoroughly trained and experienced in the necessary horticultural practices and who are completely familiar with the specified requirements and methods needed for the proper performance of the work of this section.

NOTIFICATION: Give Landscape Architect minimum of 2 days advance notice of times for inspections. Inspections at growing site does not preclude Landscape Architect's right of rejection of deficient materials at project site. Each plant failing to meet the above mentioned "Standards" or otherwise failing to meet the specified requirements as set forth shall be rejected and removed immediately from the premises by the Contractor and at his expense, and replaced with satisfactory plants or trees conforming to the specified requirements.

SUBSTITUTIONS: Only as approved by the Landscape Architect or the Owner's Representative.

GUARANTEE AND REPLACEMENT: All plant material shall be guaranteed from final acceptance for one full growing season or one year, whichever is longer. During this period the Contractor shall replace any plant material that is not in good condition and producing new growth (except that material damaged by severe weather conditions, due to Owner's negligence, normally unforeseen peculiarities of the planting site, or lost due to vandalism). Guarantee to replace, at no cost to Owner, unacceptable plant materials with plants of same variety, age, size and quality as plant originally specified. Conditions of guarantee on replacement plant shall be same as for original plant.

Landscape Contractor shall keep on site for Owner's Representative's inspection, all receipts for soil amendment and topsoil deliveries.

PROTECTION: Protect existing roads, sidewalks, and curbs, landscaping, and other features remaining as final work. Verify location of underground utilities prior to doing work. Repair and make good any damage to service lines, existing features, etc. caused by landscaping installation.

PLANT QUALITY ASSURANCE: Deliver direct from nursery. Maintain and protect roots of plant material from drying or other possible injury. Store plants in shade and protect them from weather immediately upon delivery, if not to be planted within four hours.

Nursery stock shall be healthy, well branched and rooted, formed true to variety and species, full foliated, free of disease, injury, defects, insects, weeds, and weed roots. Trees shall have straight trunks, symmetrical tips, and have an intact single leader. Any trees with double leaders will be rejected upon inspection. All Plants: True to name, with one of each bundle or lot tagged with the common and botanical name and size of the plants in accordance with standards of practice of the American Association of Nurserymen, and shall conform to the Standardized Plant Names, 1942 Edition.

Container grown stock: Small container-grown plants, furnished in removable containers, shall be well rooted to ensure healthy growth. **Grow container plants in containers a minimum of one year** prior to delivery, with roots filling container but not root bound. Bare root stock: Roots well-branched and fibrous. Balled and burlapped (B&B): Ball shall be of natural size to ensure healthy growth. Ball shall be firm and the burlap sound. No loose or made ball will be acceptable.

TOPSOIL AND FINAL GRADES: Landscape Contractor is to verify with the General Contractor if the on site topsoil is or is not conducive to proper plant growth. Supply alternate bid for imported topsoil.

Landscape Contractor is to supply and place 12" of topsoil in planting beds and 6" in lawn areas. If topsoil stockpiled on site is not conducive to proper plant growth, the Landscape Contractor shall import the required amount. Landscape Contractor is to submit samples of the imported soil and/or soil amendments to the Landscape Architect. The topsoil shall be a sandy loam, free of all weeds and debris inimical to lawn or plant growth.

Landscape Contractor shall include finished grades and even distribution of topsoil to meet planting requirements. Grades and slopes shall be as indicated. Planting bed grades shall be approximately 3" below adjacent walks, paving, finished grade lines, etc., to allow for bark application. Finish grading shall remove all depressions or low areas to provide positive drainage throughout the area.

PLANTING SPECIFICATIONS:

HERBICIDES: Prior to soil preparation, all areas showing any undesirable weed or grass growth shall be treated with Round-up in strict accordance with the manufacturer's instructions.

SOIL PREPARATION: Work all areas by rototilling to a minimum depth of 8". Remove all stones (over 1 1/2" size), sticks, mortar, large clumps of vegetation, roots, debris, or extraneous matter turned up in working. Soil shall be of a homogeneous fine texture. Level, smooth and lightly compact area to plus or minus .10 of required grades.

In groundcover areas add 2" of compost (or as approved) and till in to the top 6" of soil.

PLANTING HOLE: Lay out all plant locations and excavate all soils from planting holes to 2 1/2 times the root ball or root system width. Loosen soil inside bottom of plant hole. Dispose of any "subsoil" or debris from excavation. Check drainage of planting hole with water, and adjust any area showing drainage problems.

SOIL MIX: Prepare soil mix in each planting hole by mixing:
2 part native topsoil (no subsoil)
1 part compost (as approved)

Thoroughly mix in planting hole and add fertilizers at the following rates:
Small shrubs - 1/8 lb./plant
Shrubs - 1/3 to 1/2 lb./plant
Trees - 1/3 to 1 lb./plant

FERTILIZER: For trees and shrubs use Commercial Fertilizer "A" Inorganic (5-4-3) with micro-nutrients and 50% slow releasing nitrogen. For initial application in fine seed lawn areas use Commercial Fertilizer "B" (8-16-8) with micro-nutrients and 50% slow-releasing nitrogen. For lawn maintenance use Commercial Fertilizer "C" (22-16-8) with micro-nutrients and 50% slow-releasing nitrogen. DO NOT apply fertilizer to Water Quality Swale.

PLANTING TREES AND SHRUBS: Plant upright and face to give best appearance or relationship to adjacent plants and structures. Place 6" minimum, lightly compacted layer of prepared planting soil under root system. Loosen and remove twine binding and burlap from top 1/2 of root balls. Cut off cleanly all broken or frayed roots, and spread roots out. Stagger Plants in rows. Backfill planting hole with soil mix while working each layer to eliminate voids.

When approximately 2/3 full, water thoroughly, then allow water to soak away. Place remaining backfill and dish surface around plant to hold water. Final grade should keep root ball slightly above surrounding grade, not to exceed 1". Water again until no more water is absorbed. Initial watering by irrigation system is not allowed.

STAKING OF TREES: Stake or guy all trees. Stakes shall be 2" x 2" (nom.) quality tree stakes with point. They shall be of Douglas Fir, clear and sturdy. Stake to be minimum 2/3 the height of the tree, not to exceed 8'-0". Drive stake firmly 1'-6" below the planting hole. Tree ties for deciduous trees shall be "Chainlock" (or better). For Evergreen trees use "Gro-Strait" Tree Ties (or a reinforced rubber hose and guy wires) with guy wires of a minimum 2 strand twisted 12 ga. wire. Staking and guying shall be loose enough to allow movement of tree while holding tree upright.

MULCHING OF PLANTINGS: Mulch planting areas with dark, aged, medium grind fir or hemlock bark (aged at least 6 months) to a depth of 2" in ground cover areas and 2 1/2" in shrub beds. Apply evenly, not higher than grade of plant as it came from the nursery, and rake to a smooth finish. Water thoroughly, then hose down planting area with fine spray to wash leaves of plants.

FINE LAWN AREAS: In fine lawn area apply Commercial Fertilizer Mix "B" at 4.5 lbs. Per 1,000 sq.ft. and rake into soil surface. Establish an even, fine textured seedbed meeting grades, surfaces and texture. Sow seed with a mechanical spreader at the uniform rates as noted below. Rake seed lightly to provide cover.

ROUGH SEED AREA: In rough seeded area, establish an evenly graded seedbed. Sow seed with a mechanical spreader at the uniform rates as noted below. Rake seed lightly to provide cover.

SEED: Bluetag grass seed conforming to applicable State laws. No noxious weed seeds. Submit Guaranteed analysis.
Fine Lawn Seed Mix: To contain 50% Top Hat Perennial Ryegrass, 30% Derby Supreme Ryegrass, 20% Longfellow Chewings Fescue (Hobbs and Hopkins Pro-Time 303 Lawn Mix or as approved) Sow Seed at 5 lbs. / 1000 sq. ft.
Rough Seed Mix: To Contain: 60% Perennial Ryegrass, 15% Eureka Hard Fescue, and 20% Herbaceous Plants and Clover (Hobbs and Hopkins Pro-Time 705 PDX, or approved equal). Sow at 2 lbs. Per 1,000 sq.ft.

MAINTENANCE OF SEEDING AREAS:
Fine Lawn Areas: The lawn areas shall be maintained by watering, mowing, reseeding, and weeding for a minimum of 60 days after seeding. After 30 days, or after the second mowing, apply Commercial Fertilizer Mix "C" at 5 lbs. per 1,000 sq. ft. Mow and keep at 1 1/2" to 2" in height. Remove clippings and dispose of off site.

GENERAL MAINTENANCE: Protect and maintain work described in these specifications against all defects of materials and workmanship, through final acceptance. Replace plants not in normal healthy condition at the end of this period. Water, weed, cultivate, mulch, reset plants to proper grade or upright position, remove dead wood and do necessary standard maintenance operations. Irrigate when necessary to avoid drying out of plant materials, and to promote healthy growth.

CLEAN-UP: At completion of each division of work all extra material, supplies, equipment, etc., shall be removed from the site. All walks, paving, or other surfaces shall be swept clean, mulch areas shall have debris removed and any soil cleared from surface. All areas of the project shall be kept clean, orderly and complete.

WATER QUALITY SPECIFICATIONS :

SITE PREPARATIONS: Unwanted vegetation in the facility area shall be removed during site preparation with equipment appropriate for the type of material encountered and site conditions. All construction and other debris shall be removed before topsoil is placed. After the facility is cleared and graded, all disturbed subsoil shall be tilled before capping with 12" of compost-amended topsoil. After tilling is completed, no other construction traffic shall be allowed in the area, except for planting and related work. Landscape contractor to be responsible for final grading and for ensuring that surface and stormwater runoff flows are functioning as designed.

TIMING: Plantings should be installed between February 1 and May 1 or between October 1 and November 15. Bare root stock shall be installed only from December 15 through April 15. When plantings must be installed outside these times, additional measures may be needed to assure survival.

EROSION CONTROL: Grading, soil preparation, and seeding shall be performed during optimal weather conditions and at low flow levels to minimize sediment impacts. Site disturbance shall be minimized and desirable vegetation retained, where possible. Slopes shall be graded to support the establishment of vegetation. Other erosion control methods must be in accordance with the City of Portland Erosion Control Manual. See Civil sheets for additional grading information.

HERBICIDES: If necessary, excessive weed growth may be treated with Rodeo or Garlon 3-A (or approved equals) in strict accordance with the manufacturer's instructions.

FERTILIZER: Do not apply fertilizer to any plantings within the Water Quality Swales or Infiltration Planters.

PLANTING TREES AND SHRUBS: Plant upright and face to give best appearance or relationship to adjacent plants and structures. Loosen and remove twine binding and burlap from top one-half of root balls. Cut off cleanly all broken or frayed roots, and spread roots out. Stagger Plants in rows. Backfill planting hole with soil mix while working each layer to eliminate voids.

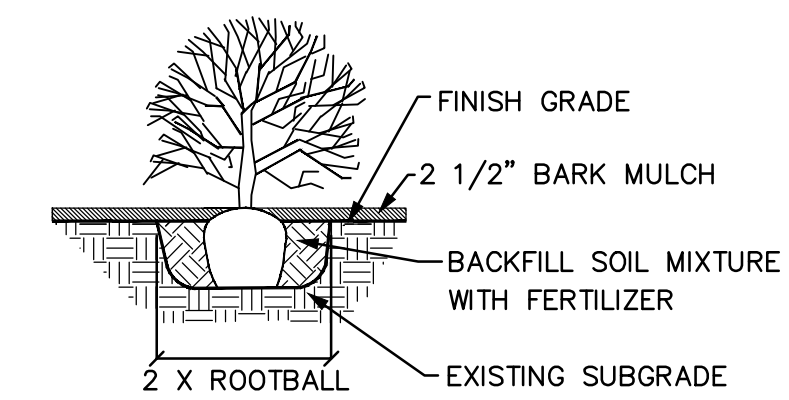
MULCHING: Approved mulching materials and practices include organic materials such as compost, bark mulch, leaves, sawdust, straw, or wood shavings, as well as small river gravel, pumice, or other inert materials, applied in a 1' radius (measured from the center of the plant) around upland trees and shrubs. For ground cover plantings, the mulch shall be applied to cover all soil between plants to retain moisture and discourage weed growth around newly installed plant material. Mulch shall be weed-free and not chemically treated. Care should be exercised to use the appropriate amount of mulch. Over-use can cause impacts including the leaching of tannins and nutrients, and the migration of mulch into waterways. Manure mulching and high-fertilizer hydroseeding are prohibited in a facility area during and after construction.

SEED: Bluetag grass seed conforming to applicable State laws. No noxious weed seeds. Submit Guaranteed analysis.
Freeboard Groundcover Seed: To contain 60% Blue Wildrye, 30% Meadow Barley and 10% Native California Brome (Hobbs & Hopkins ProTime 400 Native Grass Mix or approved equal). Apply at a rate of 1-2 lbs. / 1000 sq.ft.

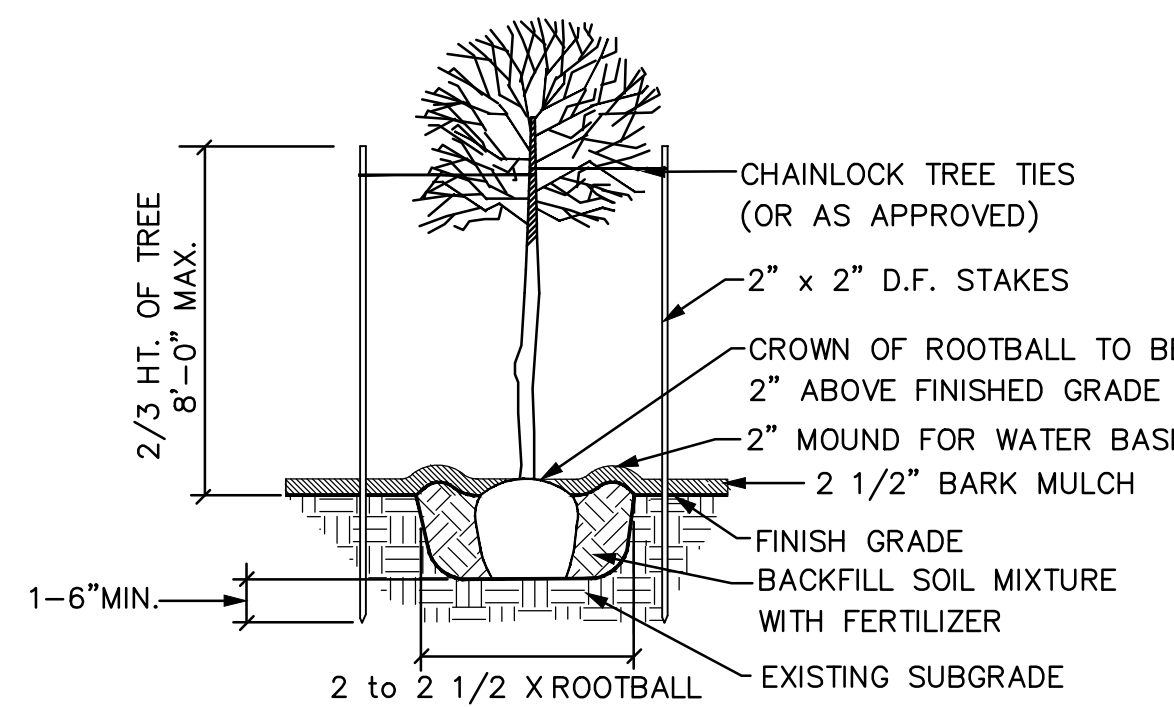
IRRIGATION: Project is to be irrigated by a temporary, automatic, above ground system, which will provide full coverage for all plant material. System is to be design/build by landscape contractor. Guarantee system for a minimum period of two years.

MAINTENANCE: All stormwater management must be properly operated and maintained for the life of the facility. City staff has the right to inspect facilities to assure they are being properly operated and maintained.

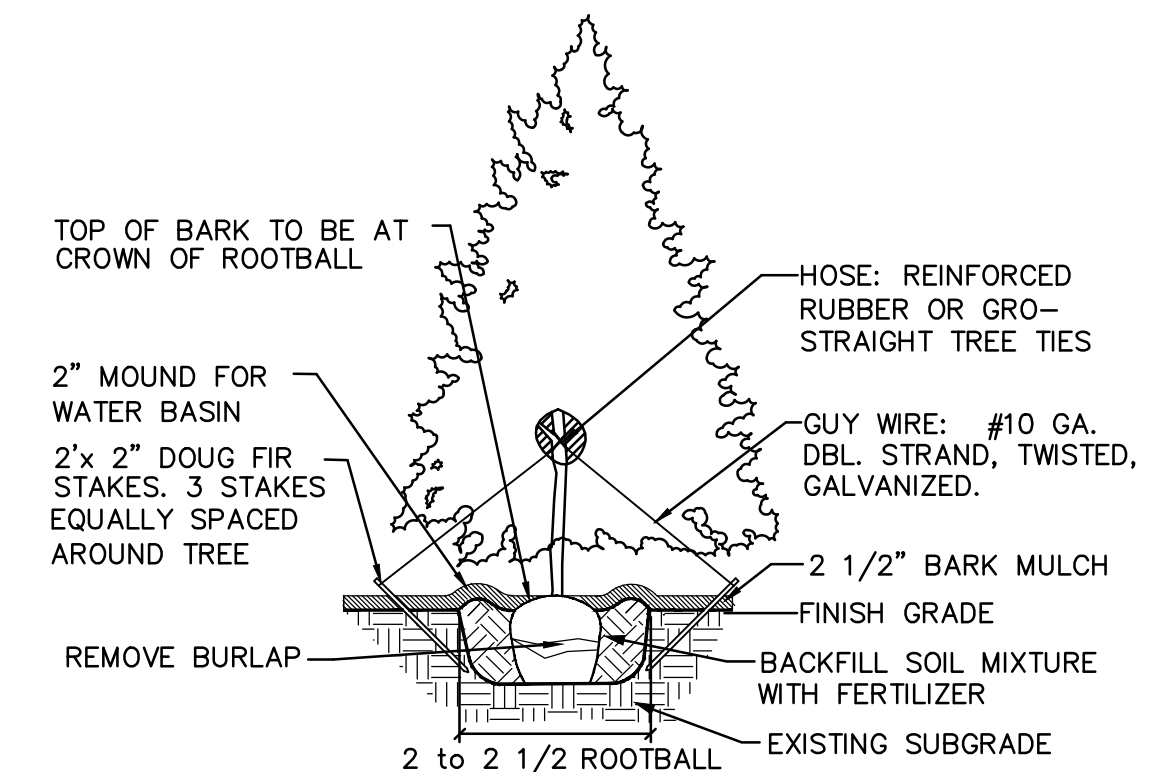
CLEAN-UP: At completion of each division of work all extra material, supplies, equipment, etc., shall be removed from the site. All walks, paving, or other surfaces shall be swept clean, mulch areas shall have debris removed and any soil cleared from surface. All areas of the project shall be kept clean, orderly and complete.



SHRUB PLANTING DETAIL
NOT TO SCALE



DECIDUOUS TREE PLANTING DETAIL
NOT TO SCALE



EVERGREEN TREE STAKING DETAIL
NOT TO SCALE

REVISIONS

DATE	DESCRIPTION

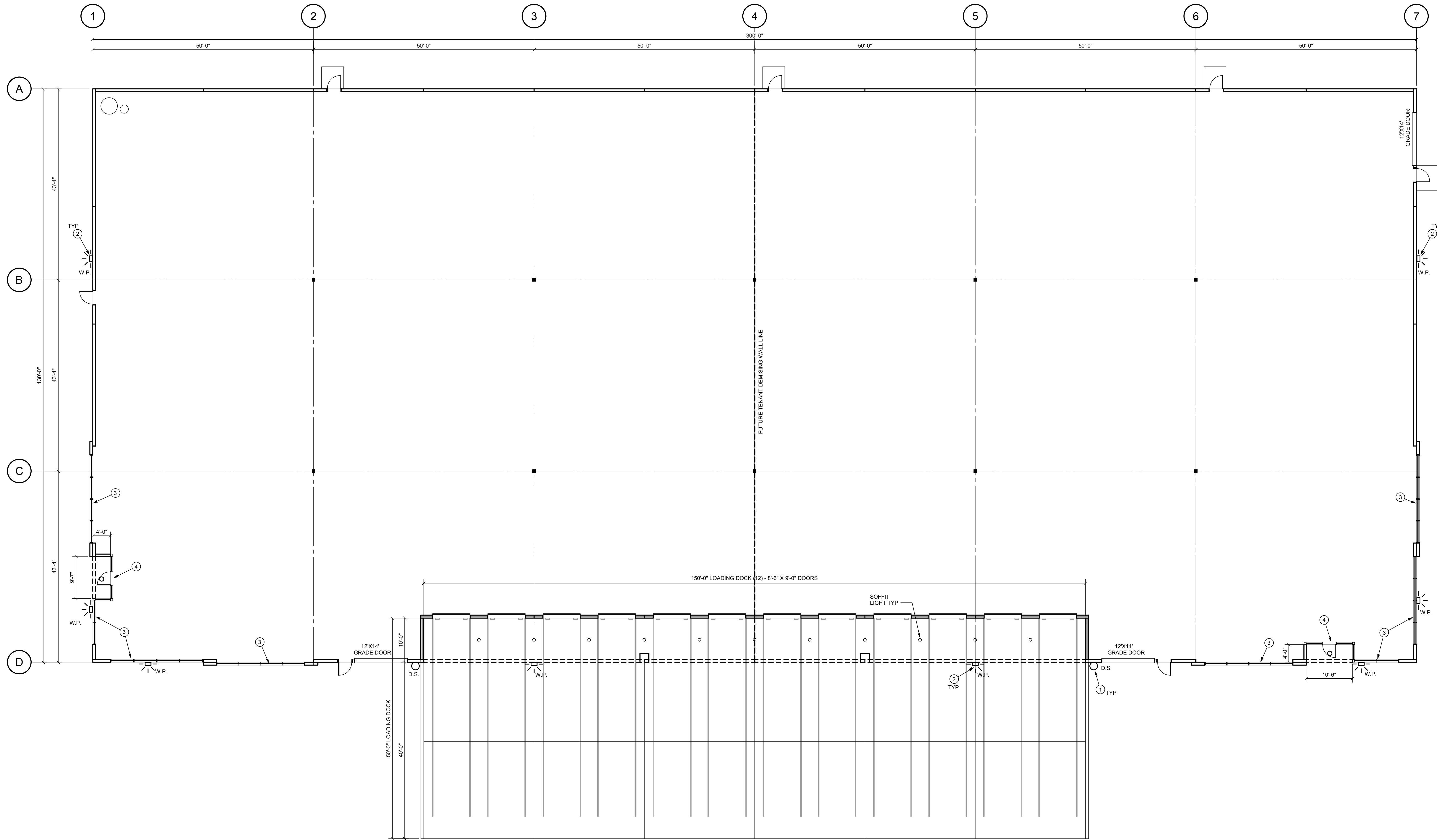
DATE	FEBRUARY, 2016
SCALE	AS NOTED
PROJ. NO.	20150608
DRAWN	CHECKED

REVISIONS

DATE	DESCRIPTION

DATE	FEBRUARY, 2016
SCALE	AS NOTED
PROJ. NO.	20150608
DRAWN	PSH
CHECKED	GJB

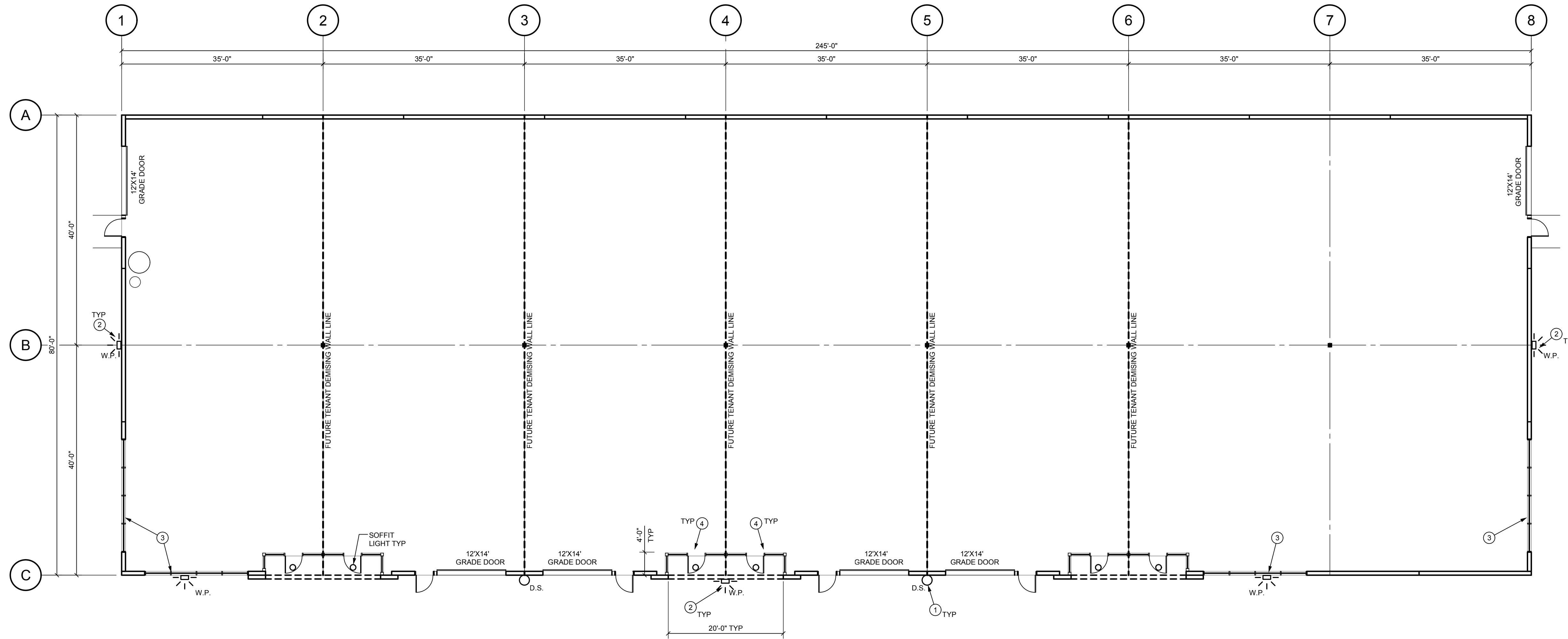
**BUILDING 'A'
FLOOR PLAN**



BUILDING 'A' FLOOR PLAN
39,000 SQ. FT.
26'-0" CLEAR HEIGHT TO STRUCTURE

- KEY NOTES:**
- 1 DOWNSPOUTS (D.S.) 6" DIA. TYP. (U.N.O.) - SEE ROOF PLAN DETAILS. ALSO SEE UTILITY PLAN (G3.0) FOR STORM TIE IN.
 - 2 WALL PACK LIGHTS (W.P.) - PER ELECTRICAL (BIDDER DESIGN). SEE EXTERIOR ELEVATIONS FOR ALL LOCATIONS.
 - 3 ALUMINUM STOREFRONT WINDOWS PER DETAILS AND SPECIFICATIONS.
 - 4 RECESSED ALUMINUM STOREFRONT ENTRANCE PER DETAILS AND SPECIFICATIONS.

3/32" = 1' - 0"



BUILDING 'B' FLOOR PLAN
19,600 SQ. FT.
18'-0" CLEAR HEIGHT TO STRUCTURE

3/32" = 1'-0"

KEY NOTES:

- ① DOWNSPOUTS (D.S.) 6" DIA. TYP. (U.N.O.) - SEE ROOF PLAN DETAILS. ALSO SEE UTILITY PLAN (G3.0) FOR STORM TIE IN.
- ② WALL PACK LIGHTS (W.P.) - PER ELECTRICAL (BIDDER DESIGN). SEE EXTERIOR ELEVATIONS FOR ALL LOCATIONS.
- ③ ALUMINUM STOREFRONT WINDOWS PER DETAILS AND SPECIFICATIONS.
- ④ RECESSED ALUMINUM STOREFRONT ENTRANCE PER DETAILS AND SPECIFICATIONS.

PROJECT NAME
SEQUOIA GROVE INDUSTRIAL PARK

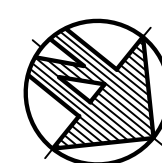
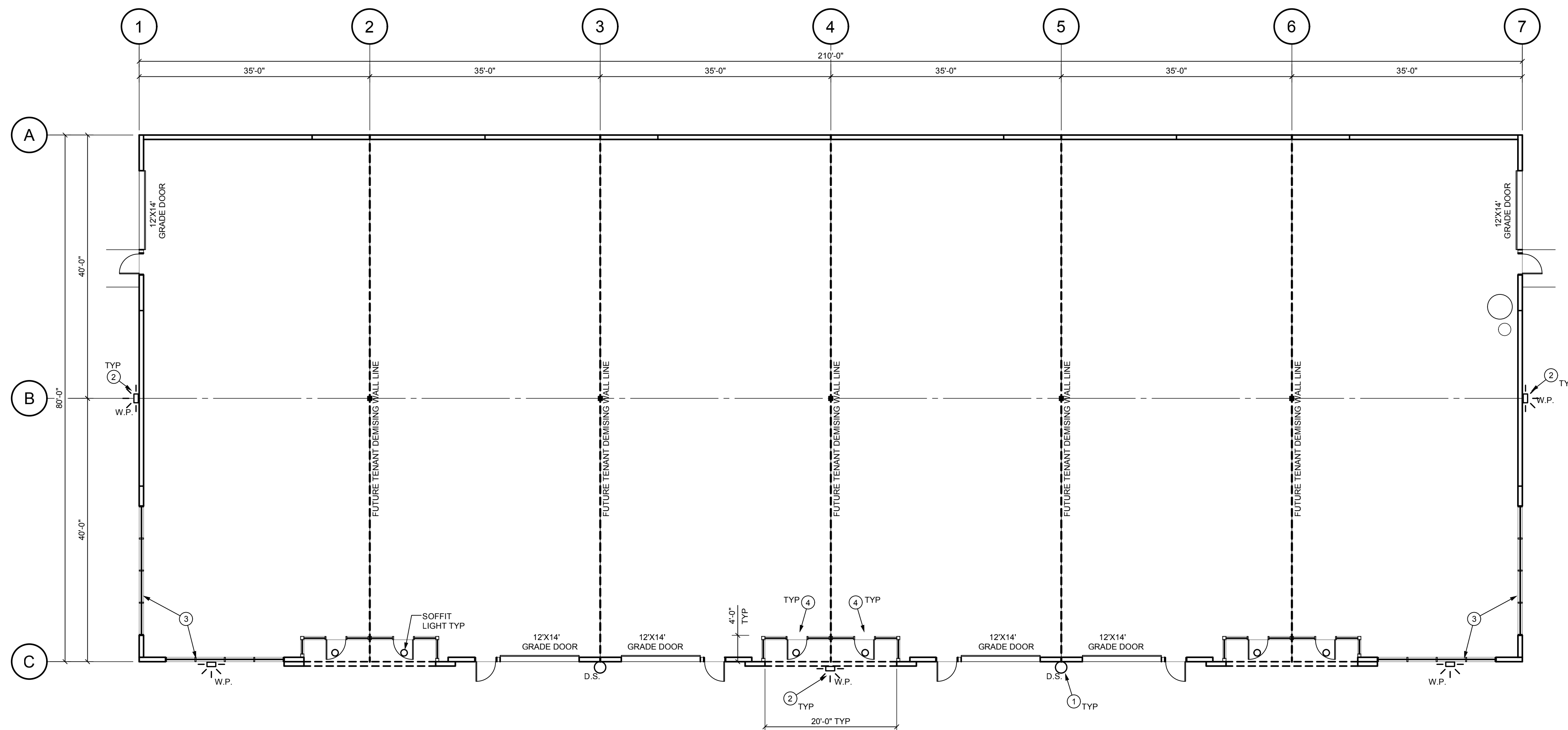
279 S. SEQUOIA PARKWAY
CANBY, OR
97013

REVISIONS

△	DATE	DESCRIPTION

DATE FEBRUARY, 2016	
SCALE AS NOTED	PROJ. NO. 20150608
DRAWN PSH	CHECKED GJB

**BUILDING 'B'
FLOOR PLAN**



BUILDING 'C' FLOOR PLAN

16,800 SQ. FT.
18'-0" CLEAR HEIGHT TO STRUCTURE

3/32" = 1' - 0"

KEY NOTES:

- ① DOWNSPOUTS (D.S.) 6" DIA. TYP. (U.N.O.) - SEE ROOF PLAN DETAILS. ALSO SEE UTILITY PLAN (G3.0) FOR STORM TIE IN.
- ② WALL PACK LIGHTS (W.P.) - PER ELECTRICAL (BIDDER DESIGN). SEE EXTERIOR ELEVATIONS FOR ALL LOCATIONS.
- ③ ALUMINUM STOREFRONT WINDOWS PER DETAILS AND SPECIFICATIONS.
- ④ RECESSED ALUMINUM STOREFRONT ENTRANCE PER DETAILS AND SPECIFICATIONS.

PROJECT NAME
**SEQUOIA GROVE
INDUSTRIAL PARK**

279 S. SEQUOIA PARKWAY
CANBY, OR
97013

REVISIONS	
DATE	DESCRIPTION

DATE	
FEBRUARY, 2016	
SCALE	PROJ. NO.
AS NOTED	20150608
DRAWN	CHECKED
PSH	GJB

**BUILDING 'C'
FLOOR PLAN**

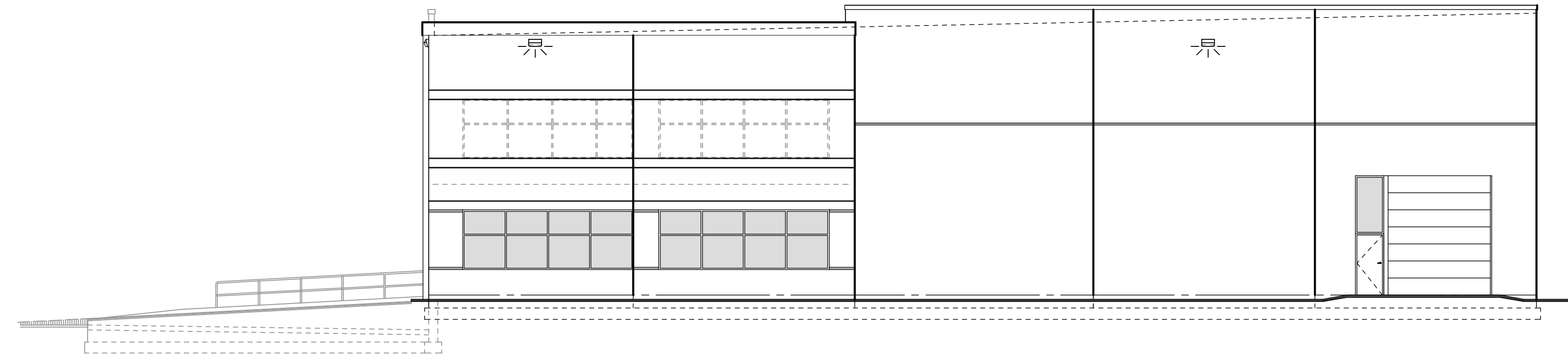
REVISIONS

DATE	DESCRIPTION

DATE	FEBRUARY, 2016
SCALE	AS NOTED
PROJ. NO.	20150608
DRAWN	PSH
CHECKED	GJB

**BUILDING 'A'
ELEVATIONS**

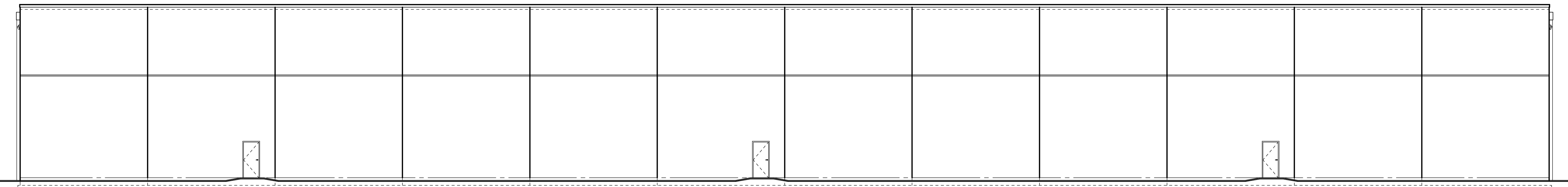
D C B A



SOUTH ELEVATION
BUILDING 'A'

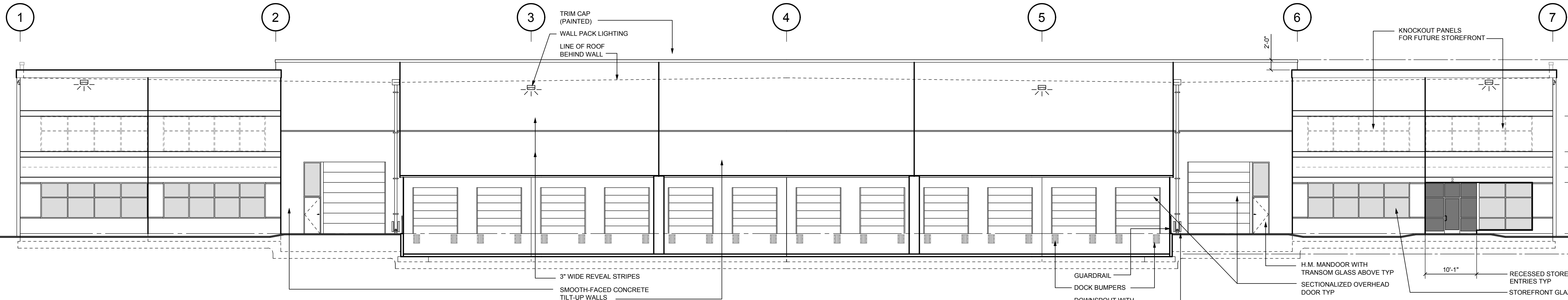
3/32" = 1' - 0"

7 6 5 4 3 2 1



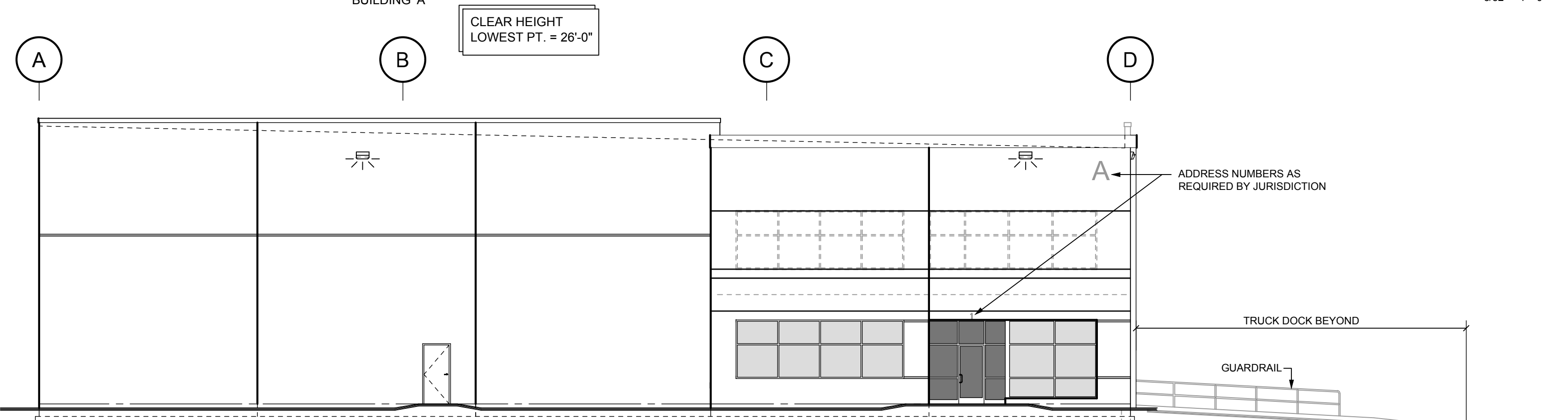
EAST ELEVATION
BUILDING 'A'

3/32" = 1' - 0"



WEST ELEVATION
BUILDING 'A'

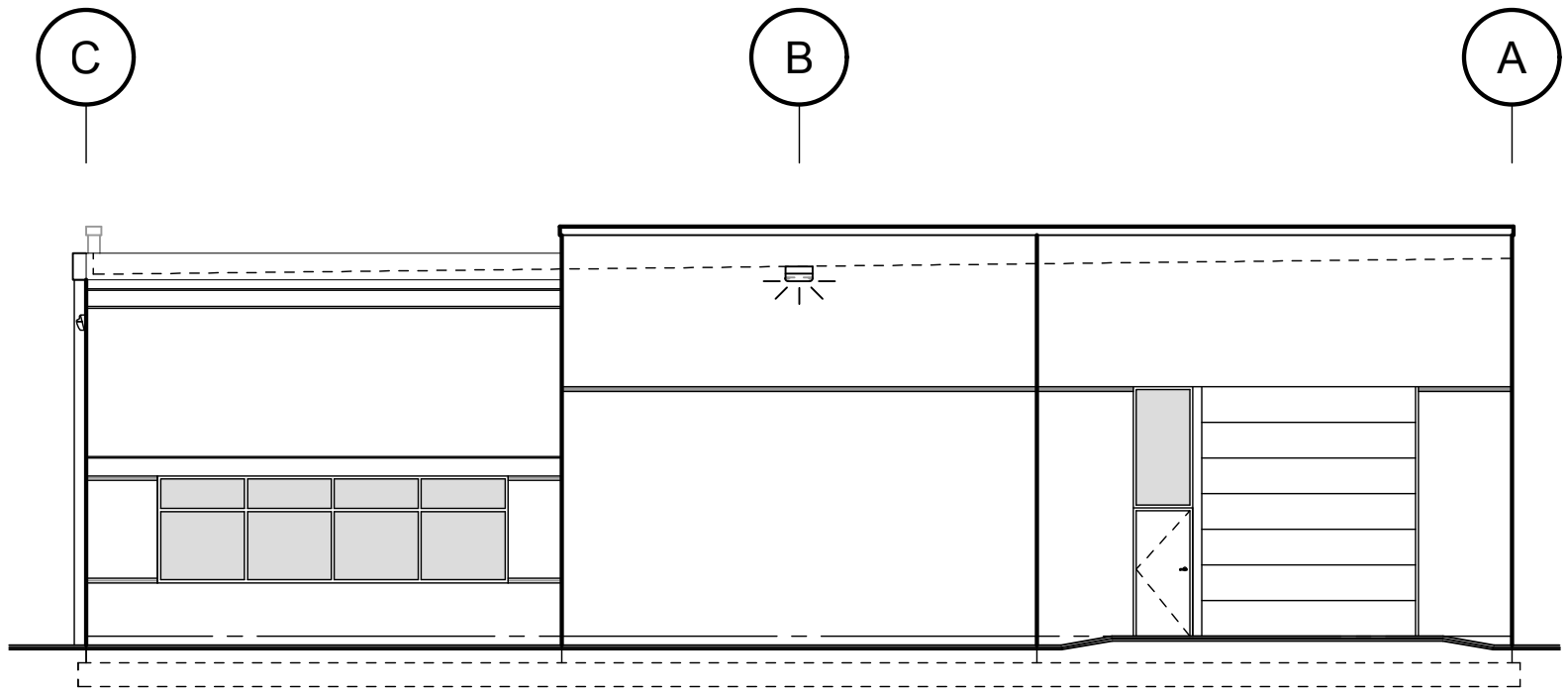
3/32" = 1' - 0"



NORTH ELEVATION
BUILDING 'A'

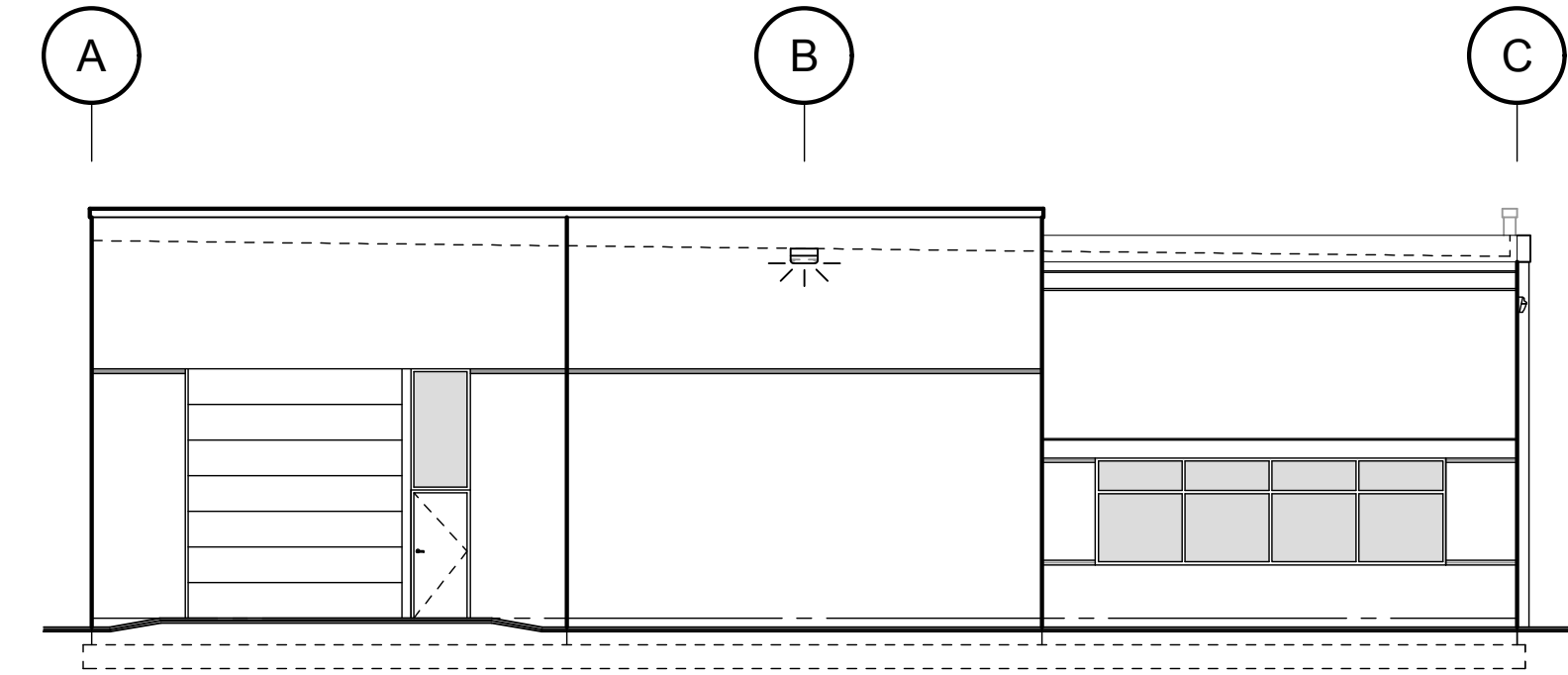
3/32" = 1' - 0"

G:\acad\2015\06\08\00-Drawing\3200 A2.0 - Building Elevations.dwg:3/28/2016 10:20:49 AM



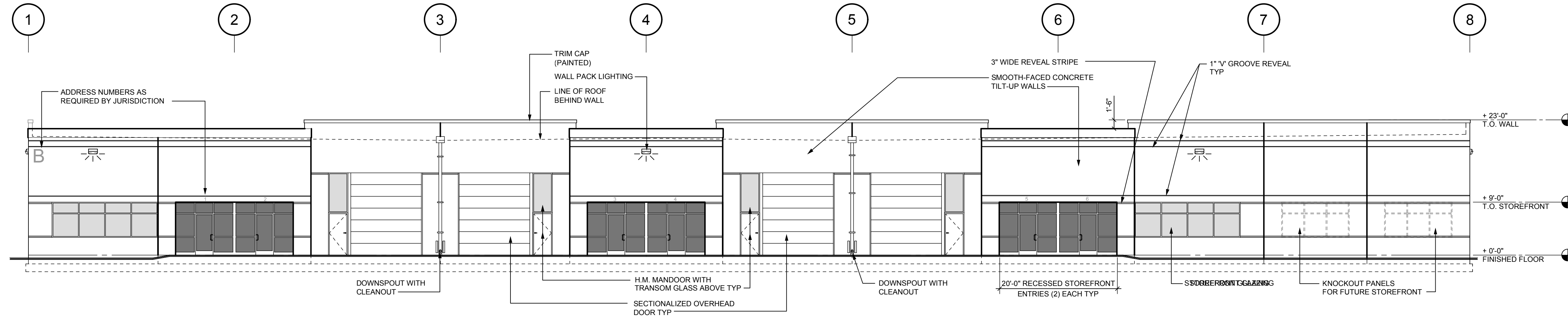
SOUTH ELEVATION
BUILDING 'B'

3/32" = 1' - 0"



NORTH ELEVATION
BUILDING 'B'

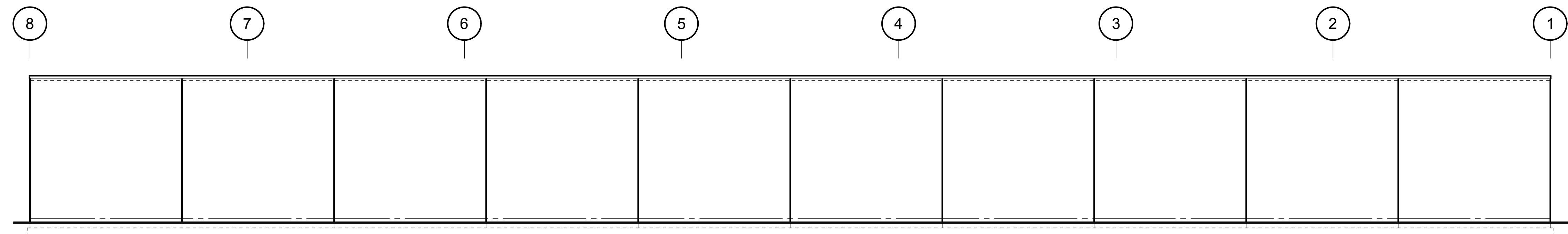
3/32" = 1' - 0"



WEST ELEVATION
BUILDING 'B'

3/32" = 1' - 0"

CLEAR HEIGHT
LOWEST PT. = 18'-0"



EAST ELEVATION
BUILDING 'B'

3/32" = 1' - 0"

PROJECT NAME
**SEQUOIA GROVE
INDUSTRIAL PARK**

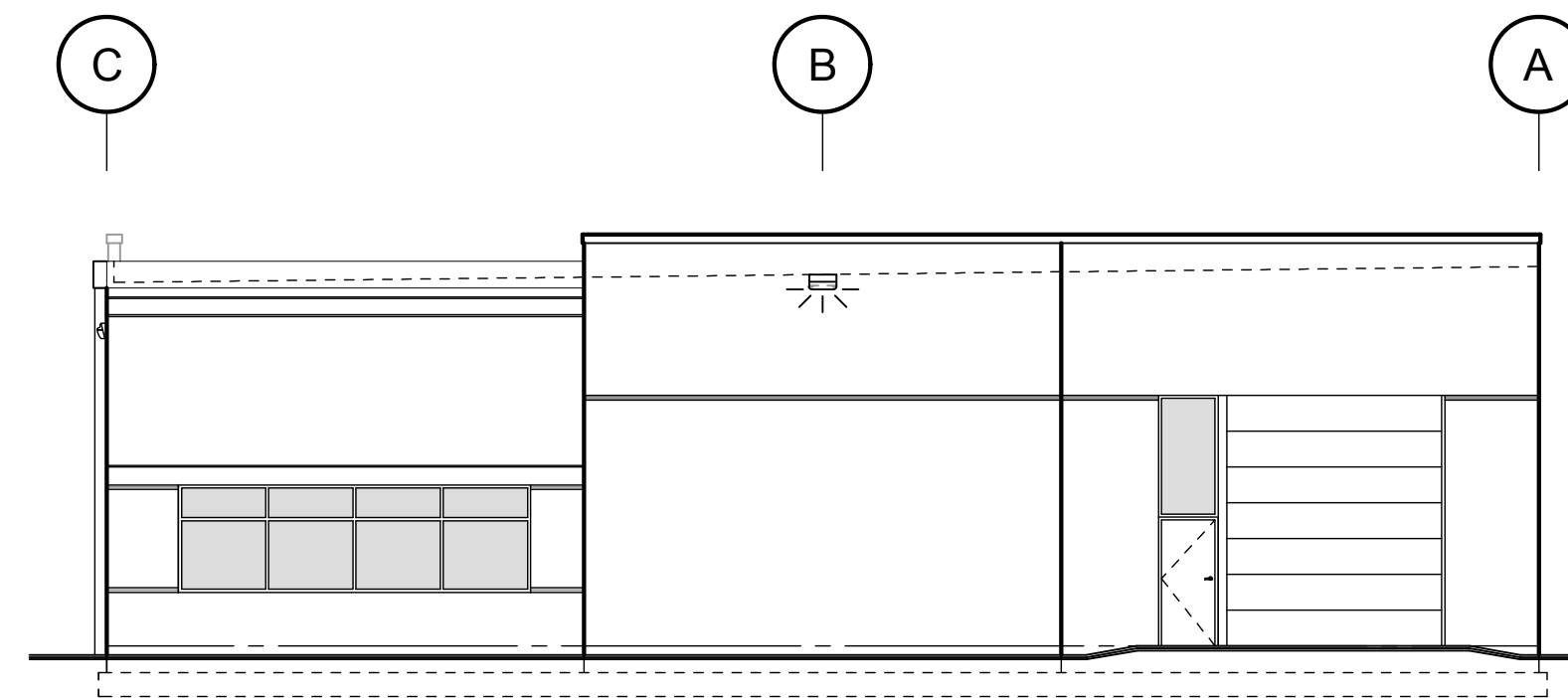
279 S. SEQUOIA PARKWAY
CANBY, OR
97013

REVISIONS

NO.	DATE	DESCRIPTION

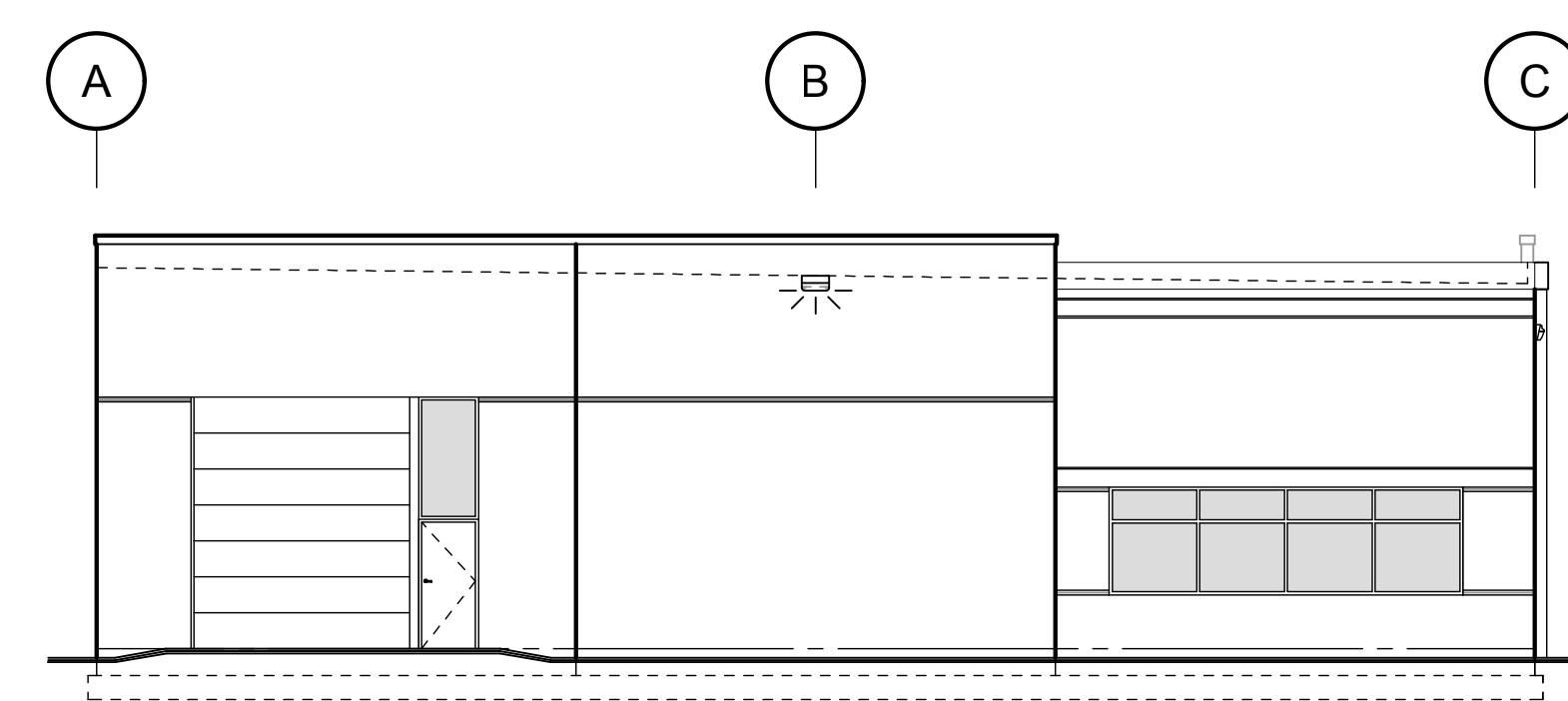
DATE	FEBRUARY, 2016	
SCALE	AS NOTED	PROJ. NO. 20150608
DRAWN	PSH	CHECKED GJB

**BUILDING 'B'
ELEVATIONS**



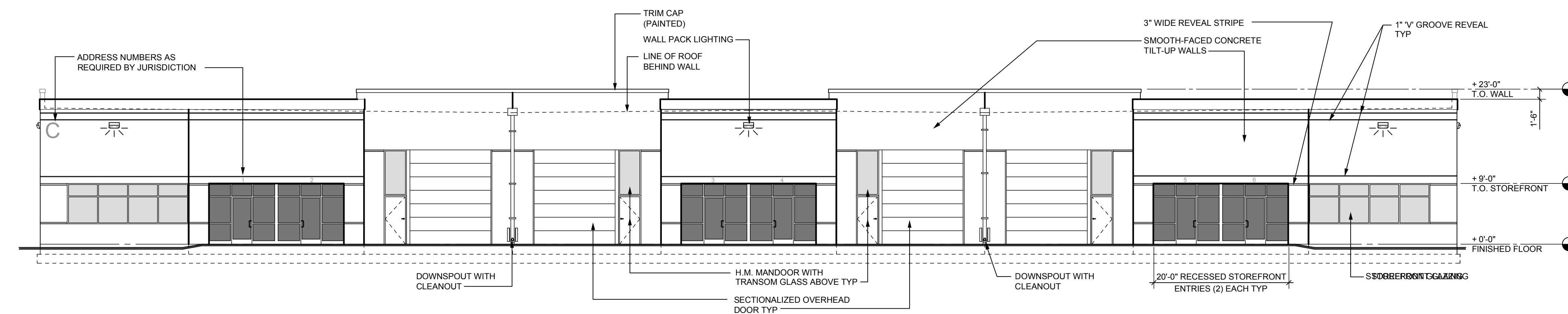
WEST ELEVATION
BUILDING 'C'

3/32" = 1' - 0"



EAST ELEVATION
BUILDING 'C'

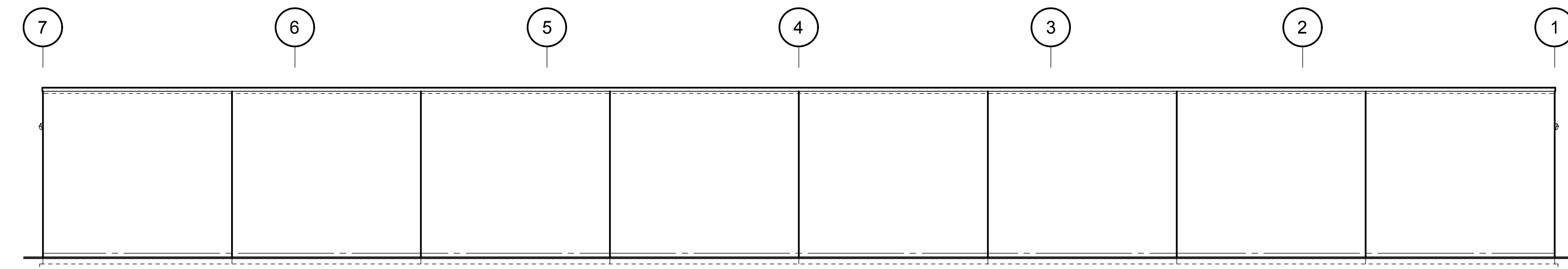
3/32" = 1' - 0"



NORTH ELEVATION
BUILDING 'C'

3/32" = 1' - 0"

CLEAR HEIGHT
LOWEST PT. = 18'-0"



SOUTH ELEVATION
BUILDING 'C'

3/32" = 1' - 0"

PROJECT NAME
**SEQUOIA GROVE
INDUSTRIAL PARK**

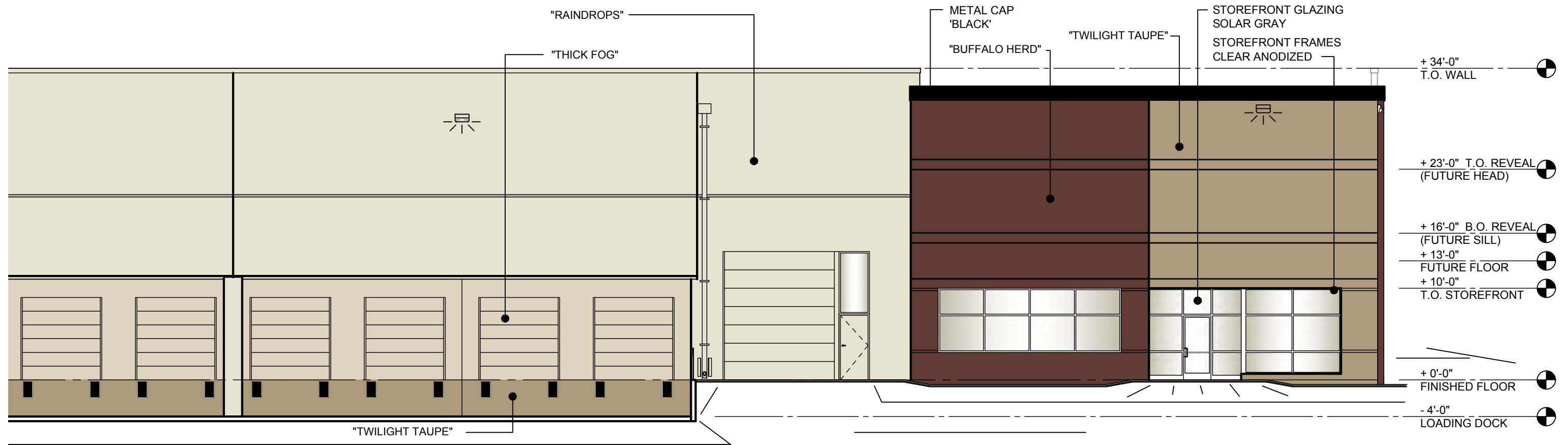
279 S. SEQUOIA PARKWAY
CANBY, OR
97013

REVISIONS

DATE	DESCRIPTION

DATE	FEBRUARY, 2016
SCALE	AS NOTED
PROJ. NO.	20150608
DRAWN	PSH
CHECKED	GJB

**BUILDING 'C'
ELEVATIONS**



PARTIAL WEST ELEVATION - BUILDING 'A'

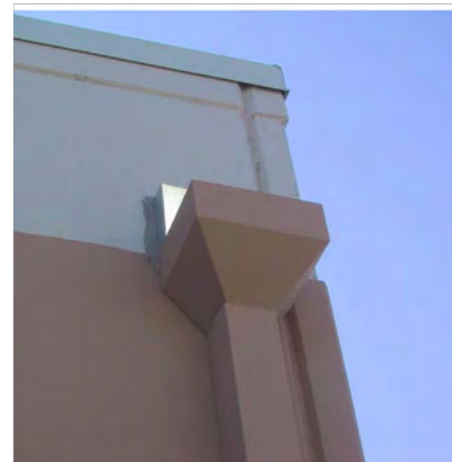
3/32" = 1' - 0"



STOREFRONT WITH RECESS



TILT-UP WALL CONSTRUCTION



METAL FLASHINGS



Dunn-Edwards
"RAINDROPS" LRV 73



Dunn-Edwards
"THICK FOG" LRV 61



Dunn-Edwards
"TWILIGHT TAUPE" LRV 31



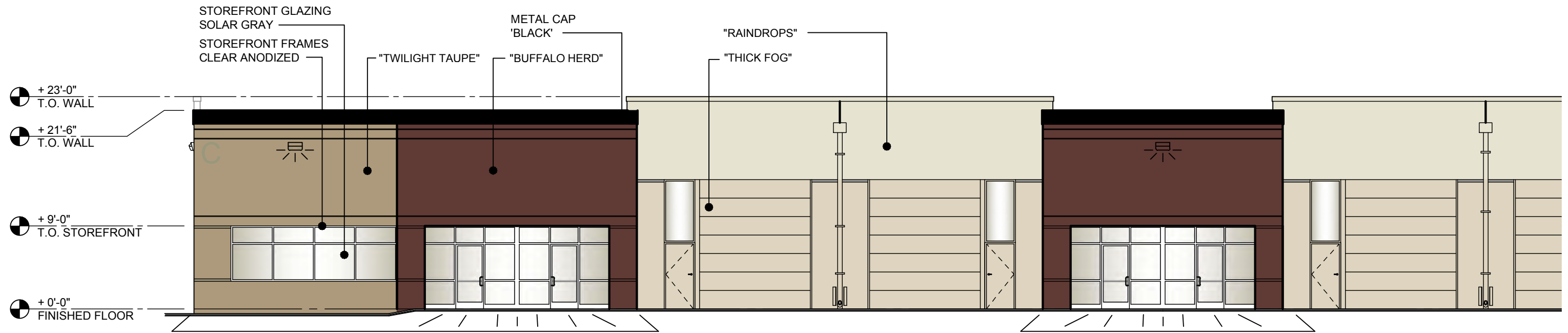
Dunn-Edwards
"BUFFALO HERD" LRV 9

Sequoia Grove Industrial Park

MARCH 21, 2016



Investment Development Management, LLC



PARTIAL WEST ELEVATION BUILDING 'B'
 PARTIAL NORTH ELEVATION BUILDING 'C' (SIM)

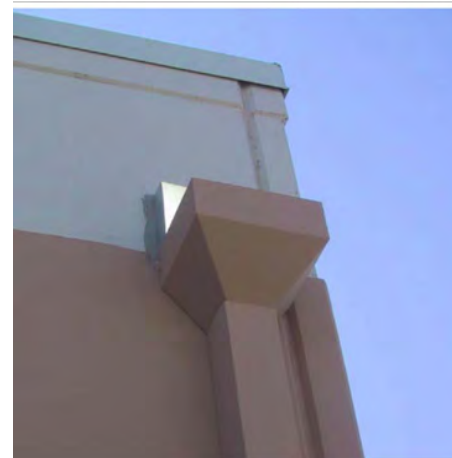
3/32" = 1' - 0"



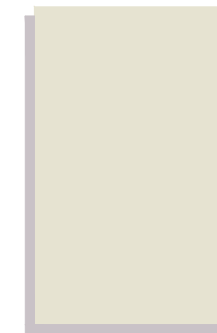
STOREFRONT WITH RECESS



TILT-UP WALL CONSTRUCTION



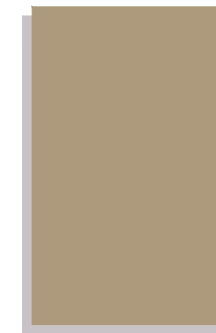
METAL FLASHINGS



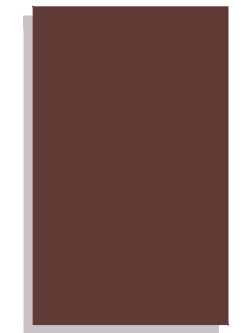
Dunn-Edwards
"RAINDROPS" LRV 73



Dunn-Edwards
"THICK FOG" LRV 61



Dunn-Edwards
"TWILIGHT TAUPE" LRV 31



Dunn-Edwards
"BUFFALO HERD" LRV 9

Sequoia Grove Industrial Park

MARCH 21, 2016

April 18, 2016

MEMORANDUM

TO: Mr. Bryan Brown
City of Canby

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

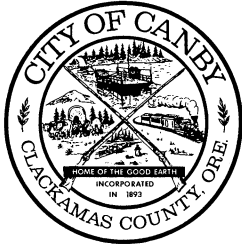
**RE: CITY OF CANBY
279 S SEQUOIA PKWY INDUSTRIAL SITE (DR 16-02)**

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

1. The shared access driveway with Canby Grove Apartments at the shown location appears to meet the 200-foot minimum access spacing along Sequoia Parkway as per the Industrial Area Master Plan prepared by OTAK, dated October 1998. This requirement is met.
2. An industrial driveway approach will be required at the access location with Sequoia Parkway consisting of 8" concrete thickness with reinforcements. Sequoia Parkway is on the list of the street to be overlaid in July 2016, we recommend that the driveway approach or any additional utilities that are needed be constructed prior to the paving date in July. The City will fully cooperate with the developer to facilitate this work.
3. A 6-foot wide concrete sidewalk will be required along the entire site frontage with Sequoia Parkway separated from the curb by 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. There shall be no on-street parking along Sequoia Parkway.
6. An erosion control and a grading permit will be required from the City of Canby prior to any on-site disturbance.

7. There are two (2) existing 8” sanitary sewer pipes stubbed out of the existing manholes to serve this property. The most easterly stub appears to be utilized as part of Canby Grove Apartments Development. We recommend this 8” stub be designed to be used jointly with this industrial parcel. 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.
8. An 8” water service is also stubbed out to serve this property and is located slightly north of the proposed shared access and recommend it be shared with Canby Grove Apartments Development. The submitted plans show the water service/ FCA close to the easterly property line where no water stub is available. If a new connection is needed, we encourage the developer to make the connection and extend outside the paved street surface prior to July 2016 when Sequoia Parkway will receive an asphalt overlay application.
9. All on-site storm drainage runoff shall be discharged on-site in accordance with Chapter 4 of the City of Canby Public Works Design Standards dated June 2012. As part of the final design a detailed storm drainage analysis report shall be submitted to the City for review and approval. An on-site percolation test will be needed to demonstrate the infiltration design rates. All classified UIC systems must be rule authorized by the Department of Environmental Quality (DEQ).

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 & DESIGN REVIEW)
INDUSTRIAL PARK)
AT 279 S SEQUOIA PARKWAY)

FINDINGS, CONCLUSIONS & FINAL ORDER
DR 16-02
SEQUOIA GROVE INDUSTRIAL PARK

NATURE OF THE APPLICATION

The applicant is seeking site and design approval to construct a new multi-3 building industrial park to be completed in two phases. Phase I is proposed to consist of Building 'B' (19,600 sq. ft.) and Building 'C' (16,800 sq. ft.). Phase II development will contain building 'A' (39,000 sq. ft)

HEARINGS

The Planning Commission considered application **DR 16-02** after the duly noticed hearing on May 9, 2016 during which the Planning Commission by a ___/___ vote approved **DR 16-02**. These findings are entered to document the specifics of the approval.

CRITERIA AND STANDARDS

In judging whether or not a Site and Design Review 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 Chapters 16.49 Site and Design Review and other applicable code criteria and standards reviewed in the Staff Report dated May 9, 2016 and presented at the May 9, 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 and Variance applications (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, other proponents, those who were neutral, and opponents in attendance; the Planning Commission closed the public hearing and moved into deliberation where they utilized the findings and conditions listed in the staff report along with the overall presentation record at the public hearing to make the following findings beyond those contained in the staff report to arrive at their decision and support their recommended conditions of approval:

CONCLUSION

In summary, the Planning Commission adopted the findings contained in the Staff Report along with the additional findings indicated above, concluded that the applications submitted meets all applicable approval criteria, and recommended that File **#DR 16-02 Sequoia Grove Industrial Park** be approved with the Conditions of Approval stated below. The Planning Commission decision is reflected in the written Order below.

ORDER

The Planning Commission concludes that based on the record on file including testimony of the applicant and public at the public hearing, and findings of the Planning Commission that the application will meet the requirements for approval. Therefore, **IT IS ORDERED BY THE PLANNING COMMISSION** of the City of Canby that **DR 16-02 Sequoia Grove Industrial Park** is approved, subject to the following conditions of approval:

Conditions of Approval

1. The implementation of the approved lot line adjustment must be recorded prior to a building permit being issued for this development.
2. The owner shall record a deed restriction on this development property prior to issuance of a building permit to restrict the allowed uses to those indicated to be “outright permitted” as indicated in the current or future M-1 Light Industrial zone within the Canby Planning and Zoning Ordinance without option for uses otherwise listed in the same ordinance in both the M-1 and M-2 zone as permitted by Conditional Use.
3. The maximum industrial two-lane drive-way width is 36’ within the Public Works Design Standards which were intended to supersede and replace the conflicting 40’ wide maximum standard allowed within Chapter 16 of the City Municipal Code. The final construction plans shall reflect a maximum industrial driveway width of 36 feet at the property line.
4. A 6-foot wide concrete sidewalk will be required along the entire site frontage with Sequoia Parkway separated from the curb by 5-foot planter strip.
5. The existing streets along Sequoia Parkway shall be protected. If any of the trees conflict with the access point or during construction, the transplantation of such trees must be coordinated with the City.
6. There shall be no on-street parking along Sequoia Parkway.
7. A monitoring sanitary sewer manhole will be required to be constructed in the ROW or in a public utility easement on-site to allow the City to monitor the sewer flow leaving the site.
8. The sight distance area as defined by City Code at the driveway entrance to the public street shall be kept clear of visual obstructions that could potentially limit vehicular sight distance.
9. Prior to any excavation in the ROW, the applicant must coordinate with the City Public Works Department and complete a Street Opening Permit.
10. The site design engineer shall verify with use of turn templates that the expected on-site turning circulation areas are adequate for the anticipated design vehicle.
11. The applicant shall submit lighting documentation with the construction plans to providing lumen output for the light fixtures in accordance with the maximum allowed in the LZ-2 zone in Table 17.43.070.
12. 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.