



PLANNING COMMISSION

Meeting Agenda

Monday – June 8, 2015

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 Tyler Smith

Commissioner (Vacant)

1. CALL TO ORDER

a. *Pledge of Allegiance and Invocation*

2. CITIZEN INPUT ON NON-AGENDA ITEMS

3. MINUTES

a. *April 13, 2015 and April 27, 2015 Planning Commission Minutes*

4. NEW BUSINESS

5. PUBLIC HEARING

- a. *Consider a Subdivision application to develop an 18 lot subdivision for single family homes. (Franz Meadow SUB 15-02)*
- b. *Consider a Site and Design Review application to develop a 20,000 plus square foot building for RV storage and office space. (Western Storage DR 15-01)*

6. FINAL DECISIONS

(Note: These are final, written versions of previous oral decisions. No public testimony.)

- a. *Franz Meadow Subdivision (SUB 15-02)*
- b. *Western Storage Site and Design Review (DR 15-01)*

7. ITEMS OF INTEREST/REPORT FROM STAFF

- a. *Next Planning Commission Meeting June 22, 2015 – Hope Village Duplexes (DR 15-02)*

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
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For a schedule of the playback times, please call 503-263-6287.*

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MINUTES
CANBY PLANNING COMMISSION
7:00 PM – April 13, 2015
City Council Chambers – 155 NW 2nd Avenue

PRESENT: Commissioners Shawn Hensley, John Savory, John Serlet, Larry Boatright, and Kristene Rocha

ABSENT: Tyler Smith

STAFF: Bryan Brown, Planning Director

OTHERS: Clint Coleman, Councilor and Planning Commission Liaison

CALL TO ORDER

Vice Chair Savory called the meeting to order at 7 pm.

1. CITIZEN INPUT – *None*

2. MINUTES

a. *Planning Commission Minutes, March 23, 2015.*

Motion: A motion was made by Commissioner Serlet and seconded by Commissioner Hensley to approve the March 23, 2015 minutes as written. Motion passed 5/0.

3. PUBLIC HEARING – *None*

4. NEW BUSINESS

a. Introduction of New Planning Commissioner Kristene Rocha

Vice Chair Savory introduced new Planning Commissioner Kristene Rocha.

b. Appointment of New Planning Commission Officers – Chair and Vice Chair

Motion: A motion was made by Commissioner Savory and seconded by Commissioner Boatwright to nominate Commissioner Hensley as Vice Chair. Motion passed 5/0.

Motion: A motion was made by Commissioner Hensley and seconded by Commissioner Boatwright to nominate Commissioner Savory as Chair. Motion passed 5/0.

c. Continue Review and Recommendations for Amendments to Street Tree Regulations Ordinance No. 1385 (CMC 12.32), City of Canby Tree Planting & Maintenance Policy, Street Tree List

Bryan Brown, Planning Director, discussed the tree requirements in the Code. Regarding saving trees during new development, there was less emphasis on saving trees and more on new plantings as the trees that were saved often died or were in the way of where sidewalks and parking lots should go and the new landscaping focused on returning the canopy to what it was.

There was discussion regarding examples from recent developments.

Mr. Brown discussed the exceptions. There was consensus to approve the exceptions with removing “and whose species was on the official street tree list” from the last sentence in #4.

There was discussion regarding the lack of a City Forester and that the Planning Commission was also the Site and Design Review Committee and Tree Committee. Mr. Brown said they could change the reference to City Forester to City Administrator or his/her designee.

Commissioner Serlet was concerned about the tree replacement policy. Mr. Brown explained for replacement of street trees, sometimes the new tree could not be put in the same place as the

old one, and people were asked to put it in another location on their property or donate one to be planted in a City park. It was an administrative policy and could be added to the Code.

Chair Savory thought it should remain flexible and not put in the Code.

Commissioner Hensley suggested some changes. One was for property owner notification, they should not include putting it in the *Canby Herald*. He asked for clarification on the provision to protect public and private property from diseased or hazardous trees by removing them. Mr. Brown said he could look into wording that would emphasize the purpose was that private property hazardous or dead or dying trees that might risk the City's tree canopy was the reason the City would remove them. If the City did perform the work, a lien would be put on the property for repayment.

Mr. Brown discussed the process for a text amendment to adopt these changes.

There was consensus to direct staff to prepare a text amendment.

5. FINAL FINDINGS – None

6. ITEMS OF INTEREST / REPORT FROM STAFF

a. Next regular Planning Commission meeting scheduled for Monday, April 27, 2015

1. CUP 15-01 – Detached Garage with an accessory dwelling unit above

Mr. Brown said the Council invited the Commission to the next Council meeting where the N Redwood Concept Plan would be discussed. He then described upcoming applications and reported on the possible sale and development proposals for City property downtown.

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

8. ADJOURNMENT

Motion: Commissioner Hensley moved for adjournment, Commissioner Boatwright seconded. Motion passed 5/0. Meeting adjourned at 7:55 pm.

The undersigned certify the April 13, 2015 Planning Commission minutes were presented to and APPROVED by the Planning Commission of the City of Canby.

DATED this 8th day of June, 2015

Bryan Brown, Planning Director

Laney Fouse, Minutes Taker

Assisted with Preparation of Minutes – Susan Wood

MINUTES
CANBY PLANNING COMMISSION
7:00 PM – April 27, 2015
City Council Chambers – 155 NW 2nd Avenue

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

ABSENT: Tyler Smith

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

OTHERS: Clint Coleman, Councilor and Planning Commission Liaison, Lee Wiegand, Kim Wiegand, and Jenny Wiegand

1. CALL TO ORDER

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

2. CITIZEN INPUT – *None*

3. MINUTES – *None*

4. NEW BUSINESS – *None*

5. PUBLIC HEARING

a. Consider a Conditional Use Permit application from Lee P. Wiegand to allow construction of a detached garage with an accessory dwelling unit above, located in the rear yard of 613 N Holly St. **(CUP 15-01)**

Chair Savory opened the public hearing and read the hearing statement. No Commissioner had any conflicts of interest or ex parte contacts to declare.

Bryan Brown, Planning Director, entered the staff report into the record. This was a Conditional Use application in a low density residential zone for constructing an accessory dwelling unit above a new detached garage. The applicants worked hard to make sure the unit did not exceed the 800 square foot maximum size and height of the unit would not exceed the 22 foot maximum. Staff would like the Commission to consider finding an exception to the other standard that the height was slightly over 2 feet taller than the existing home when it should not exceed the height of the principal structure. The City encouraged setting structures 4 additional feet back from an alleyway for adequate space for vehicles to back out. The applicant had done so voluntarily. This was a large lot and there was room for the unit. The existing home was historic and they did not want to do an addition which could have been by right, but to add a detached accessory dwelling instead. The applicant planned to match the exterior character of the existing home. The roof could be lowered to not exceed the existing home height to comply, but it would create a nearly flat roof which would not be considered suitable or compatible with the neighborhood. The large lot helps assure that the ADU will not pose an incompatible use with the surrounding properties. He suggested changing the Code to make both attached and detached accessory dwellings outright permitted uses in order to encourage these types of units in low density districts to prevent urban sprawl. They satisfied the one additional parking space requirement by building a garage underneath. There was no adverse impact on utility services. There was a letter from a citizen concerned about this becoming a separate rental unit in the future, however the applicant's intent was to house family members. It could be used as a rental unless the Planning Commission places a specific condition to prohibit it. The other written testimony received was in support of the application. Staff recommended approval with conditions.

Applicant: Lee Wiegand, resident of Canby, was the applicant along with his wife, Kim, and daughter, Jenny. His house was built in 1926 and was made from terra cotta. It could not be torn into to include an addition. His father had lived in the house, he bought the house from him, and he intended to pass it on to his children. He would like the height to be as proposed in the application. He thought it would be complicated to condition it for a non-rental use.

Kim Wiegand said they planned to tie in the utilities to the existing house. Mr. Wiegand explained how water and power would be brought to the new unit.

Proponents: None

Opponents: None

Rebuttal: None

Chair Savory closed the public hearing.

Deliberation:

There was discussion regarding the suggested findings for the height exception.

Commissioner Serlet thought it made sense due to the historical nature of the house, pitch of the roof, and a flatter roof would go against the architecture.

Mr. Wiegand said there were two chimneys that were two feet above the existing roof.

Commissioner Savory did not have a problem with the height or with it becoming a rental in the future.

Motion: A motion was made by Commissioner Hensley and seconded by Commissioner Boatwright to approve CUP 15-01 as stated by staff with the findings for the height exception to be the pitch of the roof, a flat roof would not be compatible, and the existing chimneys would match the height of the accessory dwelling. Motion passed 5/0.

6. FINAL DECISIONS – None

7. ITEMS OF INTEREST / REPORT FROM STAFF

- a. Next regular Planning Commission meeting scheduled for Monday, May 11, 2015

Mr. Brown reported on the meetings for the N Redwood Concept Plan.

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

9. ADJOURNMENT

Motion: Commissioner Serlet moved for adjournment, Commissioner Hensley seconded. Motion passed 5/0. Meeting adjourned at 7:40 pm.

The undersigned certify the April 27, 2015 Planning Commission minutes were presented to and APPROVED by the Planning Commission of the City of Canby.

DATED this 8th day of June, 2015

Bryan Brown, Planning Director

Laney Fouse, Minutes Taker

Assisted with Preparation of Minutes – Susan Wood



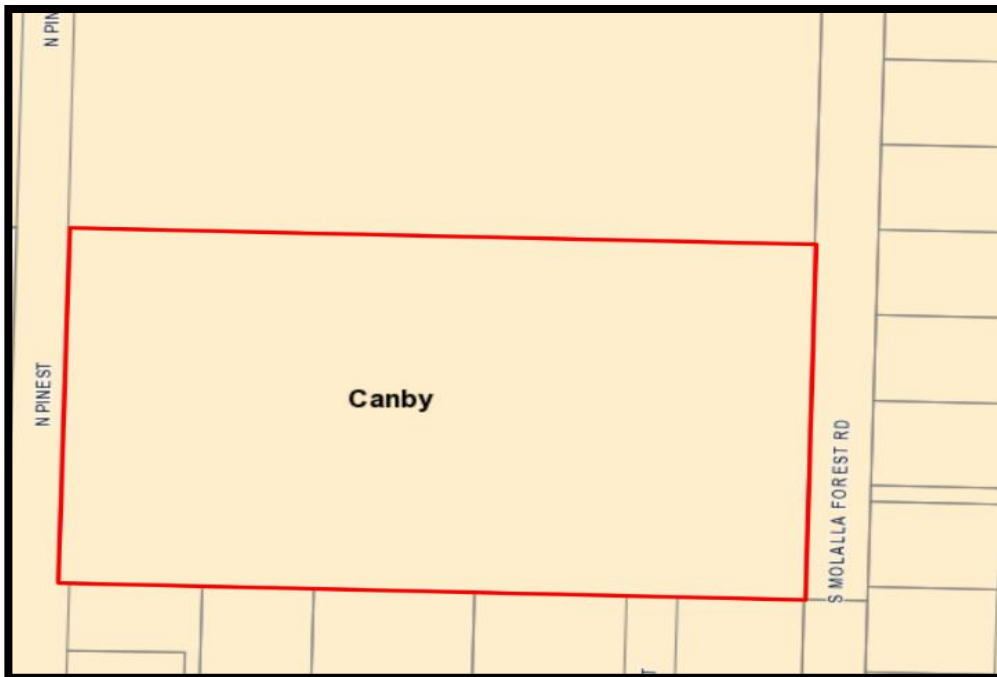
City of Canby

FRANZ MEADOW SUBDIVISION STAFF REPORT

FILE #: SUB 15-02

Prepared for the June 8, 2015 Planning Commission Meeting

LOCATION: 1546 N Pine Street
ZONING: R-1 Low Density Residential
TAX LOTS: 31E27C 02600 (Red-bordered property in map below)



LOT SIZE: 4.47 acres

OWNER: Franz-Vicker Joint Revocable Trust/
Franz Revocable Living Trust

APPLICANT: Stafford Development Company, LLC

REPRESENTATIVE: Sisul Engineering

APPLICATION TYPE: Subdivision (Type III)

CITY FILE NUMBER: SUB 15-02 – Franz Meadow Subdivision

I. PROJECT OVERVIEW & EXISTING CONDITIONS

The property was annexed into the City of Canby under ANN/ZC 14-01 and is zoned R-1 (Single Family Residential) and is correspondingly designated Low Density Residential in the City of Canby Comprehensive Plan. The applicants propose to divide the existing 4.47 acre parcel into an 18 lot subdivision. The parcel is located on the east side of N. Pine Street approximately 200 feet north of 15th Avenue and extends east to border on Logging Road Trail. An existing single-family home will be removed from the property prior to development. The proposal will extend the existing portion of N. Plum Court north through the property to connect with a parcel to the north that is being developed at this time. Proposed NE 16th Avenue will extend east to west through the proposed subdivision and connect N. Pine Street and N. Plum Court.

II. ATTACHMENTS

- A. Application form
- B. Application narrative
- C. Traffic Study (by DKS Associates – March 5, 2014)
- D. Pre-application meeting minutes
- E. Neighborhood meeting notice, notes, and attendance sheet
- F. Record of Survey
- G. Storm Drainage Report
- H. Vicinity Map
- I. Assessor Map
- J. Sheet 1 – Site Plan (Tentative Plat)
- K. Sheet 2 – Existing Conditions
- L. Sheet 3 – Waterline Plan
- M. Sheet 4 – Sanitary Sewer Plan
- N. Sheet 5 – Street & Storm Drain Plan
- O. Sheet 6 – Street & Grading Plan
- P. Sheet 7 – Street Profile
- Q. Sheet 8 – Street Profile
- R. Shadow Plat
- S. Agency Comments

III. APPLICABLE CRITERIA & FINDINGS

Applicable criteria used in evaluating this application are listed in the following sections of the *City of Canby's Land Development and Planning Ordinance*:

- 16.08 General Provisions
- 16.10 Off-street Parking and Loading
- 16.16 R-1 Low Density Residential Zone
- 16.21 Residential Design Standards
- 16.43 Outdoor Lighting Standards
- 16.46 Access Limitations on Project Density
- 16.56 Land Division General Provisions
- 16.62 Subdivisions-Applications
- 16.64 Subdivisions-Design Standards
- 16.86 Street Alignments
- 16.88 General Standards & Procedures

- 16.89 Application and Review Procedures
- 16.120 Parks, Open Space, and Recreation Land General Provisions

Findings:

Under Section 16.08.150 CMC (Canby Municipal Code), the City implements Section 660-012-0045(2)(b) of the State Transportation Planning Rule (TPR). The City determined that a traffic study was required for development of the parcel as required in Section 16.08.150(C). The submitted Traffic Impact Study (TIS) was conducted by DKS Associates prior to annexation of the subject parcel and assumed later development of a concept plan for single-family residential use within the future R-1 zone. The Traffic Study for the 18 lot subdivision addressed provisions in Section 16.10 and concluded that the construction of NE 16th Avenue for the development would meet the City's access spacing standards and intersection site distance. Additionally, N. Pine Street needs to be improved to collector street standards. The study found that based on trip modeling in the 2010 Canby Transportation System Plan (TSP), the TRP requirements are met. Prior to occupation, site distance at the new project access point will need to be verified, documented, and stamped by a registered professional Civil engineer. New roadway intersections should be provided with appropriate traffic control. The TSP calls for the placement of bike lanes within the adjacent Pine Street, and in this instance a bike lane will be established within the road improvements fronting the new subdivision. Striping of the bike lane will be incorporated in the required Street Striping Plan.

The existing right-of-way width for N. Pine is 40 feet, and the required R.O.W. ranges from 50 to 60 feet. As a condition of approval, the applicant shall show on the final subdivision plat the appropriate R.O.W. width dedication of 10 feet to assure a 60 foot R.O.W. width on N. Pine Street for the full length of the subject property. The east side of N. Pine is developed with curbs and sidewalks at the southwest corner of the parcel as a result of previous subdivision development. Half street improvements are required and shall include 20 foot paved surface street width, curbs, six foot curb tight sidewalks, streetlights, and utilities. Sidewalks and planter strips are planned to be installed within the proposed internal local street right-of-way. With completion of these provisions, the access requirements for street connections under 16.46.010(A)(2) and other provisions of 16.46.will be met as well as appropriate criteria listed in Chapter 16.86.

According to the applicant's site plan, Lot 6 of the subdivision will be developed as a 6,137 square foot lot, and the minimum lot size in the R-1 zone is 7000 square feet established in Section 16.16.030(A). **Under Section 16.16.030(B), the Planning Commission may approve an exception to the minimum lot size if the proposal meets applicable standards listed in 16.16.030(B)(1)&(2). The applicable standards include:**

B. Lot area exceptions:

1. The Planning Commission may approve an exception to the minimum and maximum lot area standards in subsection [16.16.030.A](#) as part of a subdivision or partition application when all of the following standards are met:

- a. The average area of all lots created through the subject land division, excluding required public park land dedications, surface water management facilities and similar public use areas, shall be no less than seven thousand square feet and no greater than ten thousand square feet. Non-required significant natural resource areas shall be included in the average lot size calculation to enable a transfer of density onto buildable portions of the site. Required areas include identified parks, wetland areas, riparian corridors, and other areas in which building is not permitted under local, state, or federal laws or regulations;
 - b. No lot shall be created that contains less than six thousand square feet;
 - c. The lot area standards for two-family dwellings, as provided in Sections [16.16.010](#) and [16.16.020](#), shall be met; and
 - d. As a condition of granting the exception, the city will require the owner to record a deed restriction with the final plat that prevents the re-division of over-sized lots (e.g., ten thousand square feet and larger), when such re-division would violate the average lot area provision in subsection [16.16.030.B.1.a](#). All lots approved for use by more than one dwelling shall be so designated on the final plat.
2. A public benefit must be demonstrated in order to allow more than ten percent of the lots to be outside of the minimum and maximum lot areas in subsection [16.16.030\(A\)](#).

The Planning Commission must make a finding in order to allow the creation of a sub-standard lot in the proposed subdivision.

Based on the information submitted by the applicant, the proposal meets standards and criteria listed in Section 16.62.020 for subdivision applications and the design standards provisions listed for subdivisions in Chapter 16.64.

As a condition of approval, street tree fees must be paid prior to release of the final plat, and the developer has the option to submit a street tree plan or utilize the 1 tree per 30' of linear street frontage as a basis for the fee due.

The City prefers a fee in lieu of Park SDC payments rather than designation of open park space.

The applicant shall pay 0.4% of the contract cost of all public improvements at the time of the construction plan approval to cover the City's engineering public plan review fee.

It appears that the new homes proposed in the subdivision will not meet the definition for "infill Homes" listed in Section 16.04.255. Subsequently, the applicant need not address criteria listed in Section 15.21.050 for "infill homes."

Staff has reviewed the applicant's narrative and submitted material and finds that this subdivision application conforms to the applicable review criteria and standards, subject to the conditions of approval noted in *Section V* of the staff report.

IV. PUBLIC TESTIMONY/AGENCY COMMENTS

Notice of this application and opportunity to provide comment was mailed to owners and residents of lots within 500 feet of the subject property and to all applicable public agencies. All citizen and agency comments/written testimony received to date is attached and will be

presented to the Planning Commission.

V.

CONCLUSION AND CONDITIONS OF APPROVAL

Staff concludes that the application conforms to the applicable standards and criteria subject to the following conditions of approval:

General Public Improvement Conditions:

1. Prior to the start of any public improvement work, the applicant must schedule a pre-construction conference with the city and obtain construction plan sign-off from applicable agencies.
2. The development shall comply with all applicable City of Canby Public Works Design Standards.
3. The final construction design plans shall conform to the comments provided by the City Engineer in his memorandum dated April 16, 2015.

Fees/Assurances:

4. All public improvements are normally installed prior to the recordation of the final plat. If the applicant wishes to forgo construction of any portion of the public improvements until after the recordation of the final plat, then the applicant shall provide the City with appropriate performance security (subdivision performance bond or cash escrow) in the amount of 110% of the cost of the remaining public improvements to be installed.
5. If the applicant chooses to provide a subdivision performance bond for some or all of the required public improvements, the applicant shall obtain a certificate from the city engineer that states:
 - a. The applicant has complied with the requirements for bonding or otherwise assured completion of required public improvements.
 - b. The total cost or estimate of the total cost for the development of the subdivision. This is to be accompanied by a final bid estimate of the subdivider's contractor, if there is a contractor engaged to perform the work, and the certificate of the total cost estimate must be approved by the city engineer.
6. The applicant must a 1 year guarantee or warranty within their construction contract with their contractor for all public improvement work installed or provide the City with a 1 year subdivision maintenance bond in accordance with 16.64.070(P).
7. The applicant must pay the city Master Fee authorized engineering plan review fee equal to 0.4% of public improvement costs prior to the construction of public improvements (with approval of construction plans).

Streets, Signage & Striping:

8. The street improvement plans for N. Pine Street frontage and the interior streets shall conform to the TSP and Public Works standards as indicated by the city engineer.
9. The applicant shall file a Development Permit with Clackamas County for access and frontage improvements on N. Pine Street since the County has jurisdiction over this road.
10. A roadway striping plan shall be submitted by the applicant and shall be approved by the city contract engineer and by the Public Works street department prior to the construction of public improvements. The striping plan shall include bike lanes along the frontage of N. Pine Street.
11. A roadway signage plan shall be submitted by the applicant and shall be approved by the city engineer and by the Public Works street department prior to the construction of public improvements.

12. The applicant shall be responsible for installing all required street signage and striping at the time of construction of public improvements, unless other arrangements are agreed to by the City.

Sewer:

13. The applicant shall submit documentation of DEQ approval of the sewer plans to the City Engineer prior to the construction of this public improvement.

Stormwater:

14. Stormwater systems shall be designed in compliance with the Canby Public Works Design Standards as determined by the City Engineer.

Grading/Erosion Control:

15. The applicant shall submit grading and erosion control plans for approval by Canby Public Works in conjunction with construction plan approval prior to the installation of public improvements and start of grading.
16. The applicant shall grade all areas of the site, including the proposed lots, to minimize the amount of soil to be removed or brought in for home construction.

Final plat conditions:

General Final Plat Conditions:

17. A subdivision final plat prepared in substantial conformance with the approved tentative plat must be submitted to the City for approval within one year of approval of the tentative plat or formally request an extension of up to 6-months with a finding of good cause. The applicant shall apply for final plat approval at the city and pay any applicable city fees to gain approval of the final subdivision plat. Prior to the recordation of the final plat at Clackamas County, it must be approved by the city and all other applicable agencies. The city will distribute the final plat to applicable agencies for comment prior to signing off on the final plat if deemed necessary.
18. All public improvements or submittal of necessary performance security assurance shall be made prior to the signing and release of the final plat for filing of record.
19. The final plat shall conform to the necessary information requirements of CMC 16.68.030, 16.68.040(B), and 16.68.050. The city engineer or county surveyor shall verify that these standards are met prior to the recordation of the subdivision plat.
20. All "as-builts" of public improvements, including: curbing and sidewalks; planter strips; streets; street striping; storm; sewer; and water/fire hydrants shall be filed at the Canby Public Works Department within sixty days of the completion of improvements and prior to issuance of building permits.
21. Clackamas County Surveying reviews pending subdivision plat documents for Oregon Statutes and county requirements.
22. The applicant shall record the final plat at Clackamas County within 6 months of the date of the signature of the Planning Director.
23. The applicant shall assure that the city is provided with a copy of the final plat in a timely manner after it is recorded at Clackamas County, including any CC&Rs recorded in conjunction with the final plat.
24. The City shall assign addresses for each newly created subdivision lot and distribute that to the developer, and other agencies that have an interest after the plat is recorded.

Dedications

25. The applicant shall show on the final plat the appropriate R.O.W. width dedication of 10 feet to assure an eventual 60-foot total R.O.W. width on N. Pine Street for the full frontage of the subject property.

Easements

26. A 12 foot utility easement along all of the lot’s street frontages shall be noted on the final plat. This easement may be combined with other easements and shall be measured from the property boundary.

Street Trees

27. Street Tree fee must be paid prior to release of the final plat. The developer has the option to submit a Street Tree Plan or utilize the 1 tree per 30’ of total lineal street frontage on both sides of all internal streets and the adjacent side of external streets for determining the fee due. The plan will allow the city to establish street trees per the Tree Regulation standards in Chapter 12.32 of the Canby Municipal Code.

Monumentation/Survey Accuracy Conditions

28. The county surveyor and/or city engineer shall verify that the lot, street, and perimeter monumentation shall meet the requirements set forth in Oregon Revised Statutes and conform with the additional survey and monumentation standards of 16.64.070(M)(1-3) prior to recordation of the final plat.

Residential Building Permits Conditions:

- 29. Construction of all required public improvements and recordation of the final subdivision plat must be completed prior to the construction of any homes.
- 30. The homebuilder shall apply for a City of Canby Site Plan Permit and County Building Permit for each home.
- 31. The homebuilder shall apply for a City of Canby Erosion Control Permit.
- 32. All residential construction shall be in accordance with applicable Public Works Design Standards.
- 33. On-site stormwater management shall be designed in compliance with the Canby Public Works Design Standards.
- 34. Clackamas County Building Codes Division will provide structural, electrical, plumbing, and mechanical plan review and inspection services for home construction per contract with the City. The applicable county building permits are required prior to construction of each home.
- 35. Per the Canby Public Works Design Standards, minimum residential driveway widths at the inside edge of the sidewalk shall be 12 feet and the maximum residential driveways widths shall be 24 feet with an allowed exception for 28 feet for a home with 3 or more garages.
- 36. Sidewalks and planter strips, where required, shall be constructed by the homebuilder as shown on the approved tentative plat.
- 37. All usual system development fees shall be collected with each home within this development at the time of securing a building permit.

VI. Decision

Based on the application submitted and the facts, findings, and conclusions of this report, staff recommends that the Planning Commission **approve** Subdivision 15-02 pursuant to the Conditions of Approval presented in Section V.

Application for Subdivision

Franz Meadow subdivision

Applicant:

Stafford Development Company, LLC

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 - b. Assessor Map
 - c. Aerial
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 - i. Sheet 6 – Street and Grading Plan
 - j. Sheet 7 – Street Profiles and Typical Sections
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- Loose
 - Mailing Labels
 - Large Plan Sheets

I. Application Forms



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

LAND USE APPLICATION

SUBDIVISION

Process Type III

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

Applicant Name: Stafford Development Company, LLC Phone: (503) 939-3902 (503) 305-7647

Address: 485 South State Street Email: Morgan Will, Project Manager

City/State: Lake Oswego, OR Zip: 97034 Email: morgan@staffordlandcompany.com

Representative Name: Pat Sisul, Sisul Engineering Phone: (503) 657-0188

Address: 375 Portland Avenue Email: patsisul@sisulengineering.com

City/State: Gladstone, OR Zip: 97027

Property Owner Name: Ray N. Franz, Trustee Phone: (503) 678-5769

Signature: *Ray N Franz*

Address: 10921 Martin Lane NE Email: rayfranz@centurytel.net

City/State: Aurora, OR Zip: 97002

Property Owner Name: Connie E. Vicker, Trustee Phone: (503) 678-5769

Signature: *Connie E Vicker*

Address: 10921 Martin Lane NE Email: connievicker@centurytel.net

City/State: Aurora, OR Zip: 97002

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

- ① All property owners represent they have full legal capacity to and hereby do authorize the filing of this application and certify that the information and exhibits herewith submitted are true and correct.
- ② All property owners understand that they must meet all applicable Canby Municipal Code (CMC) regulations, including but not limited to CMC Chapter 16.49 Site and Design Review standards.
- ③ All property owners hereby grant consent to the City of Canby and its officers, agents, employees, and/or independent contractors to enter the property identified herein to conduct any and all inspections that are considered appropriate by the City to process this application.

PROPERTY & PROJECT INFORMATION:

<u>1546 N Pine Street</u>	<u>4.47 Ac</u>	<u>2600 Map 3 1E 27C</u>
Street Address or Location of Subject Property	Total Size of Property	Assessor Tax Lot Numbers
<u>One single family residence w/ multiple structures</u>	<u>R-1</u>	<u>LDR Low Density Residential</u>
Existing Use, Structures, Other Improvements on Site	Zoning	Comp Plan Designation

Development of an 18 lot subdivision consistent with R-1 zoning requirements.
 Describe the Proposed Development or Use of Subject Property

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



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

LAND USE APPLICATION

SUBDIVISION

Process Type III

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

Applicant Name: Stafford Development Company, LLC Phone: (503) 939-3902 (503) 305-7647
 Address: 485 South State Street Email: Morgan Will, Project Manager
 City/State: Lake Oswego, OR Zip: 97034 morgan@staffordlandcompany.com

Representative Name: Pat Sisul, Sisul Engineering Phone: (503) 657-0188
 Address: 375 Portland Avenue Email: patsisul@sisulengineering.com
 City/State: Gladstone, OR Zip: 97027

Property Owner Name: Jerry E. Franz, Trustee Phone: (503) 266-3988
 Signature: Jerry E Franz
 Address: 22840 S. Haines Road Email: _____
 City/State: Canby, OR Zip: 97013

Property Owner Name: Connie A. Franz, Trustee Phone: (503) 266-3988
 Signature: Connie A. Franz
 Address: 22840 S. Haines Road Email: _____
 City/State: Canby, OR Zip: 97013

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

- ① All property owners represent they have full legal capacity to and hereby do authorize the filing of this application and certify that the information and exhibits herewith submitted are true and correct.
- ② All property owners understand that they must meet all applicable Canby Municipal Code (CMC) regulations, including but not limited to CMC Chapter 16.49 Site and Design Review standards.
- ③ All property owners hereby grant consent to the City of Canby and its officers, agents, employees, and/or independent contractors to enter the property identified herein to conduct any and all inspections that are considered appropriate by the City to process this application.

PROPERTY & PROJECT INFORMATION:

1546 N Pine Street 4.47 Ac. 2600 Map 3 1E 27C
 Street Address or Location of Subject Property Total Size of Property Assessor Tax Lot Numbers

One single family residence w/ multiple structures R-1 LDR Low Density Residential
 Existing Use, Structures, Other Improvements on Site Zoning Comp Plan Designation

Development of an 18 lot subdivision consistent with R-1 zoning requirements.
 Describe the Proposed Development or Use of Subject Property

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

II. Written Narrative

Application for Subdivision

Property Owner: Ray N. Franz and Connie E. Vicker, Trustees of the
Franz-Vicker Joint Revocable Living Trust
10921 Martin Lane NE
Aurora, OR 97002
Phone (503) 678-5769

Jerry E. Franz and Connie A. Franz, Trustees of the
Jerry E. Franz and Connie A. Franz Revocable Living Trust
22840 S Haines Road
Canby, OR 97013
Phone (503) 266-3988

Applicant: Stafford Development Company, LLC
485 South State Street
Lake Oswego, OR 97034
Morgan Will, Project Manager
Office: (503) 305-7647

Representative Sisul Engineering
375 Portland Avenue
Gladstone, OR 97027
Pat Sisul, Project Manager
Office: (503) 657-0188

Location 1546 N. Pine Street
Canby, OR 97013
South of Territorial Road, east of N. Pine Street and west of the
Logging Road Trail

Legal Description Tax Lot 2600, Sec. 27, T3S R1E WM
(Assessor Map 3 1E 27C)

Zoning R-1 (Low Density Residential Zone)

Site Size 4.47 Acres

Proposal To develop an 18 lot subdivision, with all lots suitable for
detached single family dwellings, consistent with R-1 zoning
standards.

SITE DESCRIPTION

The site is south of NE Territorial Road and east of N Pine Street. It is part of a remnant of County land forming an island surrounded by the City of Canby.

The site has frontage on N. Pine Street and on the former Molalla Logging Road, which is now a multi-purpose use trail. To the north of the site is the 19-lot Pine Meadow subdivision (aka Beck subdivision) which is under construction. North of the Pine Meadow subdivision is the Willamette Grove Apartment complex and other residential properties. East of the site, across the Logging Road Trail, are new homes located in the Postlewait Estates subdivision and to the south is the North Pine Addition No. 2 subdivision. West of the site, and across N Pine Street are several large parcels of land that have yet to be to be annexed into the City thus are not yet developed as urban subdivisions.

The site is presently occupied by a single residence and associated out buildings located near N Pine Street in the southwest corner of the property. A mowed yard, with landscaping and several trees, is located in the portion of the property around the home. The remainder of the property is pasture.

The high point of the site is the home in the southwest corner located at an elevation of 118 feet. The northwest corner is at 114 feet and the property falls east toward the Logging Road Trail. The northeast and southeast corners are at 104 feet and the lowest point onsite is located in the center of the east line, at 101 feet. The property has no identified significant natural resources or physical hazards.

Public sewer is available to the site in N Plum Court and in the Logging Road Trail. Public water is available in both N Pine Street and in N Plum Court. Public storm drainage is available through a connection to the North Redwood Storm Drain, Advanced Financing District, located in the Logging Road Trail right of way. Power, gas and communications facilities are available to serve the site in N Pine Street and N Plum Court.

PROPOSAL

An 18 lot subdivision, with all lots intended to be suitable for R-1 zoned detached single family residences, is proposed.

The site area is 4.47 acres. Dedications for N Pine Street and N Plum Court will account for 1.05 acres, leaving 148,981 square feet available for development. The net density for the overall site is one dwelling for each 8,277 square feet or 5.26 dwellings per net acre.

N Pine Street will be constructed to Collector street standards consisting of a 20-foot wide $\frac{1}{2}$ street improvement from centerline to curblin and a 6-foot wide curb-tight sidewalk along the east side of the street. A 10-foot right-of-way dedication along the project frontage will make the eastern $\frac{1}{2}$ right-of-way 30 feet wide, allowing for a total right-of-way of 60 feet when property on the west side of Pine Street is subdivided and dedicates right-of-way in a similar manner. The development will extend N Plum Court through the property in a north-south direction to connect two segments of N Plum Court together, the existing segment to the south and the segment being built as part of Pine Meadow (Beck) subdivision to the north. The project also proposes to create a new intersection of N Pine Street and NE 16th Avenue through construction of NE 16th Avenue as a new local street. NE 16th Avenue will extend east from N Pine Street to an intersection with the new segment of N Plum Court. The NE 16th Avenue right-of-way is proposed as 57 feet wide with 4.5-foot wide planter strips and 6-foot wide sidewalks on both sides. The N Plum Court right-of-way is proposed as 52.5 feet wide, with a 6-foot wide curb-tight sidewalk on the west side and a 4.5-foot wide planter strip and 6-foot wide sidewalk on the east side. Internal local streets will consist of 34-feet of pavement width from curb to curb.

Public sanitary sewer is available in N Plum Court and the Logging Road Trail. Due to the fall of the site from west to east, the project proposes to connect to the sanitary sewer line in N Plum Court. Sanitary sewer would be extended west through the site to N Pine Street so that it could be extended with future development of property west of N Pine Street. Domestic water is available in N Pine Street. The project will install a new public water main in N Pine Street (along the project frontage) and in the internal streets. The site is located in the North Redwood Storm Drain Advanced Financing District. Storm water will be collected in catch basins and piped into the North Redwood Storm Drain System in the Logging Road Trail and the development will pay the applicable fee to the City of Canby at the time of connection.

A pre application conference with the City occurred on December 17, 2014. No issues of concern were identified, beyond usual and expected considerations of Code compliance. A traffic impact study was completed for the development by DKS Associates when the property was annexed in 2014. A new traffic study has been deemed not necessary.

APPLICABLE CRITERIA AND STANDARDS

Identification of Applicable Criteria and Standards

The following sections of the City of Canby Land Development and Planning Ordinance apply to this application:

- 16.10 Off-Street Parking and Loading
- 16.16 R-1 Low Density Residential Zone
- 16.46 Access Limitations on Project Density
- 16.56 Land Division General Provisions
- 16.64 Subdivisions – Design Standards
- 16.86 Street Alignments
- 16.88 General Standards & Procedures
- 16.89 Application and Review Procedures
- 16.120 Park, Open Space and Recreation Land General Provisions

LAND USE AND DEVELOPMENT ORDINANCE

Chapter 16.10 Off-Street Parking and Loading

Response: The parking requirement for single family dwellings is two spaces per dwelling unit (Table 16.10.050). The lots are of sufficient size to accommodate two off-street parking spaces. This requirement can be satisfied when building plans are submitted for each lot.

Chapter 16.16 R-1 Low Density Residential Zone

Response: The proposed subdivision will create 18 new lots for detached single family dwellings. The proposed residential use is allowed outright in the zone (16.16.010.A). New lots in the R-1 Zone are required to meet the development standards specified in Sec. 16.16.030. Development standards for structures can be verified when plans for building permits are submitted. The following table lists requirements and how the application proposes to satisfy each standard:

Section 16.16.030 R-1 Zone Dimensional Standards

Requirement	Proposed
16.16.030.A Minimum and maximum lot area: 7,000 sq. ft. and 10,000 sq. ft.	Lots proposed = 18 Min. lot area = 6,137 sq. ft. Max. lot area = 9,849 sq. ft. Average lot area = 8,277 sq. ft.
16.16.030.B Lot Area Exceptions	Lot 6 is proposed to be less than 7,000 sq. ft. At 6,137 sq. ft., it will be larger than the 6,000 sq. ft.

Planning Commission may allow flexibility as long as average lot size remains between 7,000 & 10,000 sf.	minimum permissible with Planning Commission approval. The average lot size is 8,277 sq. ft.
16.16.030.C Minimum width and frontage: 60 feet	All lots have a minimum width and frontage of at least 64 feet.
16.18.030.D Minimum yard requirements: Street yard, 20 feet for side w/dwy Other street yards, 15 feet Rear yard, 20 feet for two story building, 15 feet for one story Interior yard: 7 feet, or zero lot line	These requirements will be satisfied when building plans are submitted for structures on each proposed lot. Proposed lot widths and depths are sufficient to allow these yard requirements to be met.
16.16.030.E Maximum building height: 35 feet	This requirement will be satisfied when building plans are submitted for structures on each proposed lot.
16.16.030.F Maximum amount of impervious surface: 60 percent	This requirement will be satisfied when building plans are submitted for structures on each proposed lot.
16.16.30.G Other regulations.	These requirements will be satisfied when building plans are submitted for structures on each proposed lot.

16.46.010 Number of Units in Residential Development

Response: The development proposes to create detached single family residences on individual lots, therefore Sec. 16.46.010A is the appropriate standard.

The development will construct N Plum Court through the project to connect two segments of N Plum Court that currently dead end with street stubs at the northern and southern boundaries of the site. The applicant will also create a new street, NE 16th Avenue, between N Plum Court and N Pine Street. Three street connections will serve the 18 lots in this development.

Looking at the broader neighborhood, at the completion of the Franz Meadow subdivision, there will also be three points of access from the North Pine Addition No. 2, Franz Meadow, and Pine Meadow subdivisions to N Pine Street. These three streets include NE 15th Avenue, NE 16th Avenue and NE 17th Avenue. Using the City's formula in 16.46.010.A.2, three street connections would permit up to 207 residential units. In total, 52 lots in the three subdivisions will use the three streets to access N Pine Street; 15 lots in North Pine Addition No. 2, 18 lots in Franz Meadow, and 19 lots in Pine Meadow. Therefore, access will be sufficient to meet the standards of this section.

NE 16th Avenue, a new street, is proposed to be located approximately 383 feet north of NE 15th Avenue and approximately 321 feet south of NE 17th Avenue. A Shadow Plat has been submitted to show how NE 16th Avenue could be extended west of N Pine

Street in the future when properties on the west side of N Pine Street are developed as urban subdivisions.

NE 16th Avenue and N Plum Court are proposed as public streets with 34 feet of pavement. Sidewalks will comply with the current 6-foot wide sidewalk standard and planter strips will be 4.5 feet wide from back of curb to back of sidewalk. The sidewalk along N Pine Street will be 6 feet wide and curb tight, as other sidewalks to the north and south along N Pine Street are also located curb tight. The sidewalk on the west side of N Plum Court is also proposed to be curb tight in order to keep all of the sidewalks along the local streets within the street right-of-way and remain consistent with the street and sidewalk plan approved in the Pine Meadow subdivision. The proposed measures are sufficient to satisfy the requirements in Sec. 16.46.010.A for roadway and pavement width, number of access points, and number of dwelling units.

16.46.030 Access Connection

Response: The applicant proposes one new street connection to the perimeter of the development, a connection of NE 16th Avenue to N Pine Street. N Pine Street is a designated collector street in the City of Canby's Transportation Plan. Table 16.46.30, Access Management Guidelines for City Streets, limits typical intersection spacing on collector roadways to between 250 and 600 feet.

NE 16th Avenue, a new street, is proposed to be located approximately 383 feet north of NE 15th Avenue and approximately 321 feet south of NE 17th Avenue. The proposed intersection spacing complies with the Access Management Guidelines for City Streets, Table 16.46.30.

16.46.070 Exception Standards

Response: With the applicant's current submittal, all intersections conform to the Access Management Guidelines for City Streets, Table 16.46.30 and no exceptions are necessary.

Chapter 16.49 Site & Design Review

Response: Site and Design Review is required for all new development, except for single family and two-family dwellings (16.49.030).

Dwellings in the proposed subdivision are single family, thus will not require site and design review.

Division IV Land Division Regulations

Chapter 16.62 Subdivisions-Applications

Response: An application that satisfies the filing procedures and information required in Sec. 16.62.010 has been submitted.

Standards and criteria for approval of a subdivision are set forth in Sec. 16.62.020, as follows:

A. Conformance with other applicable requirements of the Land Development and Planning Ordinance;

Response: Applicable requirements of other sections of the Land Development and Planning Ordinance are discussed in other sections of this narrative and on the maps included with the application, demonstrating that the proposed land division conforms to applicable criteria.

B. The overall design and arrangement of lots shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the subject property without unduly hindering the use or development of adjacent properties;

Response: The design and layout of the site provides for functional and desirable building sites. All lots meet or exceed the minimum lot area standards for the R-1 Zone, or permitted exceptions thereto, and each lot has access to a public street and has easy connectivity to nearby collector and arterial streets. The proposed layout completes the build out of the neighborhood on the east side of N Pine Street and allows for future street connections on the west side of N Pine Street. Public utilities such as sewer, water, communications, and power will be extended through the development site so that these services can be used by undeveloped neighboring properties to the west. Development of the site will not hinder the use or development of any adjacent properties.

C. Subdivision design and layout shall incorporate Low Impact Development techniques where possible to achieve the following:

1. Manage stormwater through a land development strategy that emphasizes conservation and use of onsite natural features integrated with engineered stormwater controls to more closely mimic predevelopment hydrologic conditions.

2. Encourage creative and coordinated site planning, the conservation of natural conditions and features, the use of appropriate new technologies and techniques, and the efficient layout of open space, streets, utility networks and other public improvements.

3. Minimize impervious surfaces.

4. Encourage the creation or preservation of native vegetation and permanent open space.

5. Clustering of residential dwellings where appropriate to achieve (1-4) above. The arrangement of clustered dwellings shall be designed to avoid linear development patterns.

Response: The site is located in the North Redwood Storm Drain Advanced Financing District, one of the few areas in the City of Canby where the soils do not allow for underground stormwater injection. Through payment of the appropriate fee and accrued interest, the development can connect to the North Redwood Storm Drain System without onsite water quantity or water quality improvements. Although the Code encourages Low Impact Development techniques, other provisions of the Code, such as minimum width requirements for public streets and minimum lot size requirements, make it difficult to achieve Low Impact Development within a low density residential subdivision.

The proposed layout will provide large lots that will allow adequate space to create or preserve vegetation. The street system is double loaded, which provides for a more economical design and less impervious surfacing than single loaded streets. Although the streets are developed in a gridded pattern, the street lengths are short and therefore an extended pattern of linear development is avoided while providing a street system that fits with the existing street system and provides adequate and logical connections for future development of surrounding properties.

D. 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 land division.

Response: Necessary facilities and services are available for the proposed development at the proposed R-1 zoning designation. Public water is located in N Pine Street and in N Plum Court to the north and south of the development. Completion of the development will create new loops in the public water system that will provide for better water quality and higher fire flows than the current dead end mains. Public sewer is available in N Plum Court and in the Logging Road Trail right-of-way. Public storm drainage is available through a connection to the North Redwood Storm Drain Advanced Financing District system. Power, gas and communications facilities are available in N Pine Street and garbage and recycling collection are available in the neighborhood.

Fire protection for the area is provided by Canby Fire District, which serves all of the City of Canby and the surrounding area. Service to this site would come from existing fire facilities within the City. Canby Fire has indicated that it can serve the property if the property is developed consistent with adopted standards. Police protection is provided by Canby Police Department. All public services are available or will become available for the subdivision at the time of development. Extension of N Plum Court through the property will eliminate the temporary dead end streets to the north and south of the site.

E. The layout of subdivision streets, sidewalks, and pedestrian ways supports the objectives of the Safe Routes to Schools Program by providing safe and efficient walking and bicycling routes within the subdivision and between the subdivision and all schools within a one-mile radius. During review of a subdivision application, city staff will coordinate with the appropriate school district representative to ensure safe routes to schools are incorporated into the subdivision design to the greatest extent possible.

(Ord. 890 section 53, 1993; Ord. 740 section 10.4.40(B), 1984; Ord. 1338, 2010)

Response: Although no schools are located near the proposed subdivision in northeast Canby, sidewalks on all new streets will support the objectives of the Safe Routes to Schools Program. Existing pedestrian connections to the Logging Road Trail are located in the North Pine Addition No. 2 and Pine Meadow subdivisions to the south and north of the site, respectively, that provide for adequate connections from the neighborhood to the Logging Road Trail.

F. A Traffic Impact Study (TIS) may be required in accordance with Section 16.08.150. (Ord. 1340, 2011)

Response: A Traffic Impact Study was commissioned by the property owners, through the City of Canby, when the property was annexed into the City of Canby in 2014. The City Development Services Department indicated that no further traffic study was needed for the subdivision application.

Chapter 16.64 Subdivisions Design Standards

Section 16.64.010 Streets

Response: The proposed interior street system will be designed and constructed with a pavement width of 34 feet from curb to curb. Street right-of-way widths on NE 16th Avenue and N Plum Court will be wider than typical in order to accommodate the entire public sidewalk inside the public street right-of-way, similar to the Pine Meadow subdivision. Although it is not currently a city standard, working toward standards that require the public sidewalks to be located inside the public right-of-way has been mentioned as a goal of the City Development Services Department on numerous occasions. Where proposed, planter strips separating the curb from the sidewalk will measure 4.5 feet. Sidewalks will be constructed to the City standard width of 6 feet.

N Pine Street is a designated collector. Ten feet of additional right-of-way dedication is proposed along the east side of N Pine Street in order to bring the east ½ right-of-way width to 30 feet from centerline. Collectors are required to have a right-of-way width of 50-80 feet and the dedication will bring the street into conformance with this right-of-way standard and will make the right-of-way consistent with the Pine Meadow and North Pine Addition No. 2 subdivisions to the north and south respectively.

Collectors are required to have pavement widths of between 34 and 50 feet. The pavement width of N Pine Street is proposed as 20 feet from centerline to curblin which will provide a 40-foot wide street that will be in conformance with the standard when both sides of N Pine Street are developed. The 20 foot width from centerline to curb will match other curb improvements to the north along the Willamette Grove Apartment complex, Pine Meadow and North Pine Addition No 2 subdivisions.

Proposed street names include “NE 16th Avenue”, a new street and “N Plum Court”, an extension of existing streets.

Section 16.64.015 Access

No connection to a State Highway is proposed, therefore the project does not have to be reviewed for conformance with state access management standards.

The public road system is designed to connect two existing segments of N Plum Court that currently dead end at the site boundaries. A new roadway, NE 16th Avenue will connect N Plum Court to N Pine Street thereby creating a new intersection on N Pine Street that will allow for a future roadway extension to the west. The proposed road network allows for convenient access for residents, visitors, deliveries, emergency vehicles, and garbage collection.

New horizontal street alignments are proposed to continue the gridded street pattern developed in this area. NE 16th Avenue will be constructed at a right angles to both N Pine Street and N Plum Court. N Plum Court will generally parallel the Logging Road Trail and will connect to two existing segments of N Plum Court to the north and south. NE 16th Avenue will have a vertical profile that will fall from N. Pine Street toward N Plum Court, while N. Plum Court will generally fall to the south, both consistent with the natural terrain.

New local streets will have sidewalks on both sides while N Pine Street will be constructed with a sidewalk along the east side of the street. Sidewalks along local streets will be constructed when homes and driveway aprons are constructed, while the sidewalk along N Pine Street will be constructed with development of the subdivision. Lot access and driveway locations will be reviewed by the City at the time of building permits.

Section 16.64.020 Blocks

The City requires subdivisions to be designed to accommodate blocks that provide lots of suitable size and access in multiple directions. Generally, block lengths in residential zones are limited to 400 feet. This project builds upon the block widths and grid pattern established by previous subdivisions located between N. Pine Street and the Logging Road Trail. In the east-west direction, the NE 16th Avenue block will measure 436 feet from N Pine Street to N Plum Court, slightly over the standard limit. The extra length is necessary to align N Plum Court with the existing segments of N Plum Court to the north and south to provide for street connectivity. Along the eastern boundary of the

property is the Logging Road Trail, a multi-use trail which is a barrier for all streets located between Highway 99E and NE Territorial Road. Existing pedestrian walkways are located approximately 560 feet apart to the north and south of this property in Pine Meadow and North Pine Addition No. 2 subdivisions. Due to the proximity of these two existing pedestrian walkways, it was determined that another pedestrian walkway is not warranted.

In the north-south direction, the block length from NE 15th Avenue to NE 16th Avenue will measure 330 feet at N Pine Street and slightly less at N Plum Court due to a slight curve in NE 15th Avenue. The block from NE 16th Avenue to NE 17th Avenue will measure approximately 264 feet at both N Pine Street and at N Plum Court.

Section 16.64.030 Easements

Easements for utility lines will be provided as necessary to satisfy requirements of the City and the public service providers. An existing 15-foot wide public storm drain easement is located along the property line common to Lots 9 and 10 that accommodates a public storm drain line installed with the Pine Meadow subdivision. No easements for sidewalks or pedestrian connections are required with this development as the sidewalks will be located completely within the public right-of-way.

Section 16.64.040 Lots

(16.64.040.A & B) Lot sizes and shapes comply with dimensional requirements for the R-1 Zone, as previously discussed in this narrative and as shown on the proposed site plan.

(16.64.040.C) All R-1 lots have at least 64 feet of frontage on a public street.

(16.64.040.D) No double frontage lots are being created by this development. Lots 8 through 11 will front on N. Plum Court and back up to the Logging Road Trail, but because vehicular access is not permitted on the Logging Road Trail, these lots are not technically double frontage lots. Lots 1, 7, 13 and 18 are corner lots that are also not considered to be double frontage lots.

(16.64.040.E) Lot side lines are generally at right angles to the fronting streets.

(16.64.040.F) No lots in the subdivision can be re-divided.

(16.64.040.H) No hazardous situation related to flooding or soil instability has been identified on the site. The site will dispose of storm drain runoff through a connection to the North Redwood Storm Drain Advanced Financing District storm drain system.

(16.64.040.I) No flag lots are proposed.

(16.64.040.J) If constructed in a timely manner, none of the lots within the proposed development will meet the definition of an “Infill home”.

Section 16.64.050 Parks and Recreation.

No area is proposed for dedication for public open space on this site. The City Development Services Department has indicated that they would prefer that a fee in lieu payment be provided by at the time of building permit submittal for lots in this subdivision.

Section 16.64.060 Grading of Building Sites

Minor grading will be accomplished on the site to create suitable building sites. Along the eastern edge of the site, where the site is located below the level of the adjacent Logging Road Trail, Lots 8 through 11 will be raised with engineered fill closer to the level of the Logging Road Trail and the proposed extension of N Plum Court.

Section 16.64.070 Improvements

Improvements for the subdivision will be accomplished as required by this section. Plans have been submitted as part of this application to show the arrangement of streets and sidewalks, public utilities, and other improvements necessary to provide for the convenience, health, and safety of future residents of this community and of the City. Please refer to specific plans for details. Following approval of the preliminary plan, more detailed construction plans will be submitted to the City for review. At the same time the detailed construction plans will also be submitted to private utility service providers such as the gas and communications companies so that they may design their system improvements to serve the subdivision.

Streets within the development and the east side of N Pine Street will be constructed to the City's standard structural section. N Pine Street will be widened and curb and sidewalk will be installed on the east side of the street. Street lighting, street signage and the sidewalk along N Pine Street will be installed with the street improvements. Driveway approaches, interior sidewalks and street trees will be installed as homes are constructed throughout the development.

Stormwater will be managed through a connection to the North Redwood Storm Drain Advanced Finance District system. The North Redwood/Willow Creek Storm Drain pipe was installed in NE Territorial Road, N Redwood Street and in the Logging Road Trail right-of-way in the 1990's because the underlying soils in the area of N Redwood Street and the Logging Road Trail were not suitable for injection of stormwater. In the 1990's the City of Canby created the North Redwood Storm Drain Advanced Financing District for the purpose of installing a storm drain conveyance system to serve this area of Canby. The proposed subdivision is located on one of the lots in the Advance Financing District and the development will be required to reimburse the City of Canby for its share of the cost of that storm drain system at the time of connection to the system.

LID stormwater approaches such as green roofs, pervious pavements and roadside swale often are not good fits for residential subdivisions. Green roofs tend to work best on flat roofs and are not as good of a fit for the pitched roof architecture seen in residential subdivisions. Pervious pavements tend to function better in mature subdivisions where there isn't a lot of ground disturbing activity taking place. The home building, landscaping, and fence building activities common in new subdivisions tend to deposit soil and other landscaping material onto the surface of the roadway, often clogging it, and preventing it from functioning as intended. Once material works its way down into the pores of the porous pavement, it becomes nearly sealed and it functions like standard pavement. Roadside swales can be problematic in residential subdivisions as the swales make it difficult to get out of cars parked against the curblin, as the planter strip is often soggy or under an inch or more of water.

Because this property was included in the North Redwood Storm Drain Advanced Financing District by the City in the 1990's, the City identified this property as a property where infiltration was not appropriate. By payment of the pre-determined Advanced Financing District fee, plus the accrued interest, the project will be able to connect to the existing storm drain system and the project will utilize all LID stormwater devices on the public storm drain system downstream from the development.

A public storm drain pipe was installed through this site in 2015 to serve the Pine Meadow subdivision. The Franz Meadow subdivision will connect to this pipe in N Plum Court.

Sanitary sewer will be provided through a connection to the sanitary sewer main in N Plum Court at the northern property line. This sewer main will be extended south in N Plum Court and west in NE 16th Avenue to N Pine Street where it will be available to serve future development on the west side of N Pine Street.

New public water mains will connect to existing water mains in N Pine Street and N Plum Court and will be constructed along new streets in the development. Installation of the new water mains will provide new loops in the water system, improving water quality and increasing available fire flows over the current dead end main lines. New fire hydrants will be provided at the two new street intersections.

Section 16.64.080 Low Impact Development Incentives

The project does not plan to increase density or building heights allowed through the incentives offered in this section.

Chapter 16.86 Street Alignments

This chapter is intended to insure that adequate space is provided in appropriate locations for the planned expansion, extension, or realignment of public streets and it is further intended to allow for the safe utilization of streets once developed.

N Pine Street is proposed to be constructed to its full and final width on the east side of the street. N Pine Street is a collector and an additional 10 feet of right-of-way will be dedicated by this project to bring the ½ street right-of-way to 30 feet. The 30 feet of width will allow for the street to be widened and a curb tight sidewalk to be installed in the right-of-way that will align with other existing improvements on the east side of N Pine Street to the north and south.

N Plum Court will connect two existing street segments that currently terminate at the northern and southern property boundaries. NE 16th Avenue is a new street that will be created to link N Pine Street to N Plum Court. A Shadow Plat has been submitted to show how NE 16th Avenue could be extended west in the future to serve undeveloped parcels on the west side of N Pine Street.

Street pavement widths will be consistent with current City standards. Right-of-way widths for the local streets are proposed to be larger than current City standards in order to include the entire public sidewalk within the right-of-way.

Chapter 16.88 General Standards and Procedures

The general standards and procedures set out in this chapter apply to the regulations of all sections of this title, except as may be specifically noted. The application has been submitted to the City by the property owner and the appropriate fees have been paid (Sec. 16.88.030).

Chapter 16.89 Application and Review Procedures

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.

This application is a Type III procedure. A Pre-application meeting was held with City and utility company representatives on December 17, 2014. No issues of concern were identified, beyond usual and expected considerations of Code compliance. A Neighborhood meeting with the Northeast Canby Neighborhood Association was held on January 8, 2014. Neighborhood concerns were minimal (see Neighborhood meeting Notes attached with this application).

Chapter 16.120 Parks Open Space and Recreation Land

The City of Canby shall require park land dedication or a fee in lieu of park land dedication in the form of a system development charge. The City has indicated that it would prefer that lots in this subdivision pay a system development charge rather than dedicate park land.

CONCLUSION

The foregoing narrative and accompanying plans and documents, together demonstrate that the proposed subdivision generally conforms with the applicable criteria and standards of the City's Land Development and Planning Ordinance. Therefore, the applicant requests that the Planning Commission approve the application.

III. Pre-application Meeting Minutes



Pre-Application Meeting

**Franz Meadow Subdivision
December 17, 2014
10:30 am**

Attended by:

Dan Mickelsen, Erosion Control, 503-266-0698

Pat Sisul, Sisul Engineering, 503-657-0188

Hassan Ibrahim, Curran-McLeod Engineering, 503-684-3478

Bryan Brown, Planning Department, 503-266-0702

Gary Stockwell, Canby Utility, Electric Dept., 503-263-4307

Morgan Will, SLC, 503-305-7647

Levi Levasa, SLC, 503-605-7647

Jerry Nelzen, Public Works, 503-266-0759

Doug Quan Canby Utility, Water Dept., 971-563-6314

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

SISUL ENGINEERING, Pat Sisul

- We are here today to discuss Franz Meadow subdivision, which is just south of Pine Meadow now under construction. This subdivision will have 18 lots with most above 7,000 sqft except for lot 6, proposed to be under 7,000 sqft.
- The storm drains will be connected to the logging road's North Redwood Storm Drainage system.
- Sanitary and water would be continuations of what is being developed in Pine Meadow.
- I would also like to mention the connection to Plum Court and Pine Meadow on the east side of the street we have a planter strip and sidewalk in the right-of-ways and we propose to continue it on the east side of N Plum Court and on the west side we have a curb tight sidewalk and we proposed to extend the curb tight sidewalk through the development. Both sidewalks on N Plum Court are curb tight. Bryan said by doing the curb tight on the west side of N Plum Court you end up with a street tree easement on the private property. Morgan stated with N Plum Court being curb tight we are extending the curb tight to the corner and both ways will extend to the corner, but on this side since there is no corner we felt it was more logical to extend the better product rather than extend the curb tight.
- Bryan asked Pat what the curb radius were and Pat said at N Pine Street it is 30 feet which is the standard and on N Plum Court at NE 16 and 17 Avenues are at 25 feet since they are local to local street. Hassan said as long as they are in accordance with the fire code and talk to Todd Gary to confirm the radii. Morgan said we will put "No Parking" signs along this area for the function of the fire turn around and whether we can remove the signs will be up us to discuss them with the Fire Department. We will be doing a neighborhood meeting in January and we can get more comments from Todd prior to submittal.

STAFFORD LAND COMPANY, Morgan Will

- This project will connect the street networks for the subdivisions and connect to N Plum Court and align NE 16th Avenue for future extension. Bryan said you might want to point out the 10 foot difference at NE 16th Avenue. The alignment to the intersection is perfectly

aligned, but on the west side of N Pine Street it will be 10 feet off. Pat presented a map of the area of N Pine Street showing the transitions from NE 16th Avenue and N Oak to the proposed Franz Subdivision. This is a conceptual plan for the neighborhood meeting and how this area possibly could be developed.

- During the applications for Pine Meadow we discussed the accesses to the forest trail. We believe spacing was sufficient with one off of N Plum Court and one here between lot 10 and 11 in Pine Meadow and I do not think we need another access. Bryan said I think we agreed, but you did have a neighbor come to your Pine Meadow neighborhood meeting and was asking for an access when Franz Meadow is developed. This person may come to the Planning Commission meeting and Bryan said I think we have enough justification not to place another access.
- Morgan said the other issue brought up by Mr. Walker at the Neighborhood meeting was the pavement width of N Plum Court is more than the current standard and we had made Pine Meadow subdivision be the standard width along with Franz Meadow. We are going to do a taper between the older subdivision as it approaches and it will happen in front of lots 11 and 12. Pat said the street width for N Plum Court is 36 feet and we are proposing it to be 28 feet to have a planter strip on both sides, but Mr. Walker was very vocal against it and Gordon said we will make the width at 34 feet and work with the surrounding community. Hassan asked where are you going to start your transition and Morgan said right away. Pat said we would do it at 10 feet on both sides at a 1 foot transition. Morgan asked if we wanted the centerline or crown to match and discussion ensued. It was determined to have the crown of the street match the new to the existing on N Plum Court.
- Morgan said he talked to Pat about the how the sidewalks used to be half in the public right-of-way and half on the homeowner's property. We are offering to put the sidewalks fully into the public right-of-way and does having those cleanouts in the middle of the sidewalk a tradition because they used to be at the end of the right-of-way. We can place them behind the sidewalk and Jerry stated no, we want them in the center of the sidewalk. Hassan said the issue was to separate public from private. Morgan said we can do that and it will be two cleanouts per lot and the answer was yes, one for storm and one for sewer. Pat asked if they wanted a minimum distance between the two cleanouts and Jerry said yes, put them at a spacing of 4 feet between joints.

CURRAN-MCLEOD ENGINEERING, Hassan Ibrahim

- N Pine Street does not have much there, but we have a curb and you will be building half street improvements, 20 feet from center line. Pat said we will be building 10 feet on the west side on N Pine Street along with the half street improvements because we know it will not hold up. It makes it a lot easier with the county to rebuild the whole thing and Bryan said you will end up with 30 feet of roadway and Pat said yes.
- The right-of-way dedication will be 40 feet and you are dedicating 10 feet on N Pine Street and Morgan said yes on the east side of N Pine Street.
- We talked about the curb tight sidewalks and we are all in agreement that it is acceptable.
- The sanitary sewer will be extended to here (N Pine Street and NE 16th Avenue) and you will not need to build the extension of sewer main from the intersection of N Pine Street and NE 17th Avenue. We want to see a stub out on the sewer manhole at the intersection of NE 16th

Avenue and N Pine Street out past the 10 feet of the new proposed roadway. We do not want to have to dig up the roadway if the land on the west side of N Pine Street decided to develop. Bryan asked if they were bringing the sewer main down N Pine Street and Hassan said no, they will cross at the intersections of NE 16th and NE 17th Avenues and connect to N Plum Court as long as they are at 8 to 10 feet in depth. Pat asked if the sewer manhole at NE 16th Avenue and N Pine Street be pulled back towards NE 16th Avenue and the sewer main run will be 500 feet instead of 510 feet and Hassan said as long as we stub past the 10 feet on the other side of N Pine Street it will be fine.

- Hassan asked if Jerry wanted a manhole or cleanout at the transition of N Plum Court and Jerry stated as long as the sewer main is 6 feet deep he is okay with a cleanout, but if it is under 6 feet I want a manhole installed and put in a sanitary “Y” with a stub so the Collections crew will know to stop.
- Hassan asked if they were going to tear down the existing house and Morgan said the demolition plan will show the clearing of all structures. Hassan inquired if the City has a demo permit and the answer was yes, but they also need to get a demo permit from Clackamas County. Discussion ensued about the criteria of having two demo permits.
- There is a water well and a septic tank on the property and they need to be decommissioned according to WES regulations of Clackamas County. The water well decommissioning has an ordinance you have to comply with (OAR 690-220-0030) along with the certification and decommissioning and submit all documents to the City. You will also need to send the decommission certification for the septic tank to the City.
- The storm drainage for this job is no different than the other phase (Pine Meadow) there is a fee to be added and it will be less than what you paid for Pine Meadow. I do not know the amount and Bryan said he contacted the City’s Finance Department, but unfortunately I did not get the fee information. I will forward it to you (Morgan) and Hassan once I receive it. Hassan said you will need to have it paid before the connection is made to the main line. How do you plan on hooking up to the storm system and Pat said through a 4 inch diameter lateral pipes. We will be doing the same as Pine Meadow. I want to also mention these taps were shown on our plans for Pine Meadow because this storm is being built and we are going to have to note it with Scott (contractor) not to put those taps in on the ductile iron main sections. Jerry asked if it was all ductile and Pat said it is just ductile iron here between lots 9 and 10 because it is fairly shallow. They will be filling in on the lots adjacent to the Molalla Forest Road.
- You mentioned on filling in lots 8 through 11 and make sure in your grading plans you do not have any deviation. The reason I am stating this, is we do not want any future problems to the adjoining properties. Pat said the grading plan will be permitted through Clackamas County and the City and Hassan said we want to see the grading plan in relation to the adjoining property and Pat said okay.

CITY OF CANBY, PUBLIC WORKS DEPARTMENT, Jerry Nelzen

- Jerry asked is there a reason for the two ADA’s on N Pine Street and Pat said because it is a collector arterial standard.
- Jerry asked about doing the inspections on the sewer and storm lines. We would like to witness the mandrel pulls on both storm and sewer. Hassan said we need to witness the

mandrel pull, air and TV the sewer mains and for the storm we need to witness the mandrel and TV. Pat asked we need to mandrel the storm and Hassan said yes, if the pipe is plastic just TV. We also need to have the manholes vacuum tested. Pat said we certify to DEQ the mains and manholes passed their tests. Jerry said we need to be there when the tests are being performed and I would like you to contact us, either Ronda or myself.

- Jerry asked what size of storm mains were going in between lots 9 and 10 and they thought it was 18 inch ductile iron.
- Public Works Department will do the street signage and invoice you the costs.
- Pat told Jerry they will be putting in a new sewer manhole and running a culvert next to the access road. Jerry said we are having a problem getting the sewer enough cover in this area and as you can see the manholes are high alongside the road and if you put the storm culvert in and fill the ditch in, it will reduce any problems in the future.

CANBY UTILITY, WATER DEPARTMENT, Doug Quan

- We need to watch the separation between water and sewer when it gets shallow. By the time this goes in the standard will be changed. If you are within 18 inch distance above or below you will need a solid stick of PVE for the sewer line from cleanout to main. Minimum 4 feet separation between any water and sewer lines, so we can work on our water lines.
- Restrain all joints and follow the material specifications and standards.
- Morgan asked why the water meters are doubled, is it something preferred. We would like to have singles not doubles. Doug said the standards put the water meters at the property corners, most of the time you will end up with doubles in some places. It is cheaper for installation because you are digging one trench and setting two meters. You will not be able to get away with single meters. Morgan asked about the water lines squiggling on the conceptual utility plan and Pat said in reality it will not squiggle, the trench line will be straight. Doug said the standard distance for a tap is a minimum of 1 foot apart, you can go 6 inches apart on opposite sides of the pipe. Morgan asked if during construction when a contractor would like to have a water service moved because of the driveway can it be done and Doug stated we are trying to make everything uniform and standard and having the meter boxes on property lines it makes it easier to locating. Discussion ensued on movement of the utilities. Doug said if the water and sewer lines are at the same elevation you will need to be 10 feet away and you can go within 5 feet if there is enough vertical separation. Dan stated the driveway cannot be within 5 feet of the property line.
- Pat said they had two of the blow-off stations located at Pine Meadow's subdivision and if we had subdivision approval through the Planning Commission before Pine Meadow is complete and we are moving forward for the next phase, do we need new blow-off stations? Doug said as long as it gets built in a reasonable time frame, no. Pat said he wanted to make sure and Doug said he understood, it is a hug expense, so as long as you get your approvals and the new subdivision (Franz Meadow) is going in, but if there is a stall or long delay and it does not get built they have to go in.

CANBY UTILITY, ELECTRIC DEPARTMENT, Gary Stockwell

- I have not really taken the time to look at it yet, I need to make sure this is the way the plat map will look like before I design it. Pat said we are proposing the lots as shown and have

not heard from Bryan, the neighborhood or the Planning Commission. Gary said when I know for sure the placement of the lots I will do a power design and send it to you.

- Jerry asked how Gary was planning on doing the street lighting and Gary said he would match the spacing we did for Pine Meadow subdivision just north of this site. I will be tying into N Plum Court just south of this site. Jerry stated the same street lights as you placed in at Northwoods and Gary said yes, the same specs we are doing for Pine Meadow. It will be the 24 foot aluminum pole with the 4 foot mast and LED light.
- There is a buyout fee from PGE and they will figure out what the cost will be and send it to us. Morgan asked how it relates to the developer and Gary said the process is changing, but PGE basically bills Canby Utility and we pass the fee to the developer. The Public Utility Commission has to approve the cost and once it is completed, it will be passed onto you.
- Gary asked Jerry if in the future you might want power to the Logging Bridge Road and would you want conduit stubbed to it and Jerry said yes that would be a great idea. Morgan asked who would be paying for it and Jerry said the cost would be charged to Public Works.

CITY OF CANBY, EROSION CONTROL, Dan Mickelsen

- I noticed you have a 4 inch cleanout for the storm and a 6 inch cleanout for the sewer in the sidewalk, whose storm line is it? Jerry said we will treat it like everything else in the right-of-way, to the main will be ours and everything from the cleanout into the property will be private. Dan said you are doubling the cleanouts in the sidewalks and Jerry said he told them he wanted a 4 inch storm cleanout and a 6 inch cleanout so there will not be any confusion in the lines. Everyone on the Public Works crew knows if it is a 4 inch lateral it will send red flags if the contractor is trying to hook up to the sewer.
- Dan said if the storm line is at 500 feet here on NE 16th Avenue can we not put another catch basin in and Pat explained they placed a catch basin here on N Pine for the Land Use Application and will see if we need it. Bryan asked what they planned on putting into the storm line and Pat said it would be the street runoff from N Pine Street, NE 16th Avenue and all the rain drains from the lots. Discussion ensued. Dan and Jerry want to have two catch basins added mid-block on NE 16th Avenue.
- You will need to submit an Erosion Control application and plans.
- Dan said you would need to have the driveways placed on the uphill side of the lot and when there are problems years later, we get the complaints, so do not build the homes higher as the houses are built. Morgan said the utility placement controls the placement of the driveways whether they are built on the uphill or downhill side.

CITY OF CANBY, PLANNING DEPARTMENT, Bryan Brown

- You should evaluate whether by our definition of 16.21 in-fill lots by the adjacent lots south. It would be any lot that would have two homes within 25 feet of your lot boundary and there would be different requirements, like a step-up height standard on the homes you will be building on those lots and it could impact them. When you submit your Land Use Application you need to state you do not have any in-fill homes.
- I calculated your subdivision for 18 lots and it figures to \$3,240.00.
- We have a public improvement plan review fee of 0.4% of the total contracted estimated cost of all public improvements you will be installing.

- I will get you the information about the North Redwood Storm Drainage fee as soon as I get it from the Finance Department.
- Prior to the plat being filed of record you will pay your Street Tree fee and it is calculated by the total lineal feet of lot frontage and divide by 30 and it is \$200 per tree. Do not anticipate you will have that many trees planted it is just the standard we adopted. The City will contract to have the trees put in and they will be placed at a reasonable spacing not to conflict with utilities, street lights, fire hydrants and driveways. Just to let you know there will probably not be a street tree every 30 lineal feet.
- Morgan asked Bryan if there would be a park fee and Bryan said it is in the memorandum I gave you. The City has the ability to dictate whether you do a park dedication or if you pay a fee in lieu, which is the system development charge (SDC). Morgan said it will be paid by the home builder and Bryan said yes and it is about \$5,000 per home. The City has their SDC's and Canby Utility has theirs when you connect to the system.
- The annexation had a traffic study and we are not going to make you do another one.
- The Planning Commission is the only ones who have the authority approval for your lot less than 7,000 sqft that the ordinance provides in this provision and I cannot imagine there would be a concern.

IV. Neighborhood Meeting Notes

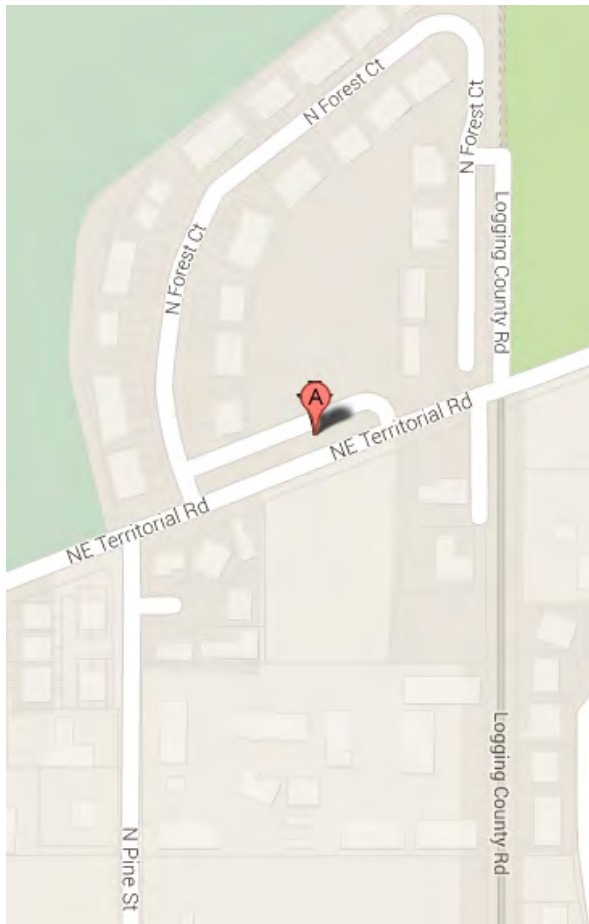
Stafford Land Company, Inc.
485 S State St
Lake Oswego, OR 97229
December 22, 2014

Dear Neighbor,

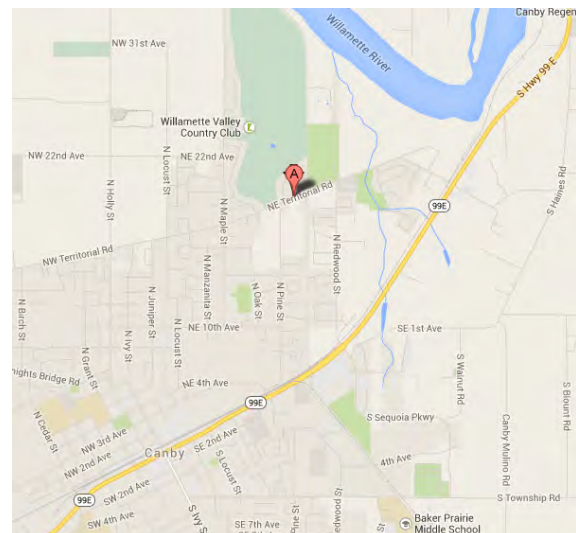
We invite you to a Neighborhood Meeting where we will be presenting our plans for an 18-Lot Subdivision of 1546 N Pine St, Canby, OR. The details of this meeting are as follows:

Meet at: Willamette Green Homeowners Association Clubhouse
Located at: 1200 NE Territorial Rd, Canby, OR 97013
On: January 8, 2015 at 7:00PM

A copy of the proposed plan is on the back of this letter. Below is a location map for the meeting.



Project features include extension of Plum Ct north from its existing terminus through the site to the segment currently under construction at the Pine Meadow subdivision site creating a through street. A new 16th Ave street segment will be built through the site to connect Pine St to Plum Ct. Internal lots are proposed to be 64 feet wide, while corner lots are shown as 72 feet wide which will allow a fifty feet wide house plan on all lots with standard setbacks.



Sincerely,

Morgan Will, Project Manager

REVISIONS	BY

FRANZ MEADOW
STAFFORD LAND CO.

Conceptual Plan

SISUL ENGINEERING
376 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188
DRAWN: JWM/PS
SCALE: 1" = 30'
DATE: DEC. 2014
JOB: SGL14-080
SHEET: 1
OF 2 SHEETS



Name	Phone	Email	Address
Morgan Will	503-305-7647	morgan@staffordlandcompany.com	485 S State St Lake Oswego, OR 97034
Gordon Stadelman	503-979-1050	GDEG@CEREXLEASE.COM	1763 N Ponderosa St
Andrew Rivinus	503-263-8091	andrew@rivinus.us	1675 N Ponderosa St.
Dan Leischner	971-221-9772		1241 N. Maple
Pat Barr			Willamette Green
Dan Morford	503-209-9631	BINKAME@HOTMAIL.COM	1787 N. PINE
John M. Sandurek	503-935-6043	clarkhorseghm@yahoo.com	N Pine

Neighborhood Meeting Summary
For
Proposed 18-Lot
Franz Meadow Subdivision
At
1546 N Pine Street, Canby, OR 97013
Held
January 8, 2015, 7:00 pm
At
Willamette Green Homeowners Association Clubhouse

NE Canby Neighborhood Association Chair Mr. Leischner and eight other local residents attended the meeting along with Mr. Will representing the Applicant, Stafford Land Company, Inc., and the two Principals of the company. A sign in sheet is attached.

The meeting began at 7:00 P.M. with opening remarks from NECNA Chair Mr. Leischner on transportation topics of interest to the community. There were no late arrivals, so following his overview he introduced Mr. Will to discuss the proposed development.

After brief introductions Mr. Will gave an overview of the development process and the purpose of the neighborhood meeting. He outlined that this was an opportunity for public input into the project and that there would be more opportunity for public comment after the application is submitted to the City for review and approval.

Mr. Will oriented the audience to the project using a poster sized plan of the site pinned to a board and placed on an easel as a visual aid. The poster showed the subject property and the concept site plan for the project. It also showed portions of the adjacent properties to provide context and a reference point.

Mr. Will discussed the proposed number, dimensions and orientation of lots. He discussed the existing street network, including the new street currently under construction to the north, and how the proposed project would complete part of the local street network to provide improved general circulation and emergency vehicle access. The proposed width of the street was discussed as well as the width of the right-of-way which allows sidewalks fully in the right-of-way.

Mr. Will highlighted the existing off-site pedestrian connection south of the site to the off-street path in the old logging road and the new connection being constructed to the path in the Pine Meadow Subdivision currently under construction to the north of the site, and discussed how the on-site sidewalks will connect to sidewalks leading to these pedestrian connections to the path which will improve pedestrian circulation in the area and will provide new residents of the proposed development access to recreation. Public comment was that the improved pedestrian connectivity was great.

Mr. Will discussed proposed improvements to provide the property with needed utilities, including storm water sewer alignment and sanitary sewer alignment.

Mr. Will discussed possible impacts to neighborhood traffic during future site construction.

Mr. Will shared an approximate timeline of project approval and subsequent site development and construction.

Below is a summary of questions and other topics that were discussed concerning the proposed project:

- Is this the site currently under construction or is it the site with a horse pasture?
 - Horse pasture land
- Is this Phase 2 of (Beck) Pine Meadow or a new Project?
 - New Project
- Are there plans in the works for development on the west side of N. Pine St?
 - No
- Will your company be building the homes?
 - Likely many, although sales are also made to other homebuilders
- Are there plans in the works for development on the west side of N. Pine St?
 - Not by this company

The presentation ended with surprisingly few questions or comments. The attendees were thanked for coming. Small discussions continued with individuals and the Applicant after the meeting, topics included where the neighbor's property was in relation to the site, how one can buy a home in Pine Meadow north of this site.

The meeting ended at approximately 8:00 PM.
Notes prepared by Morgan Will, Stafford Land Company, Inc.

V. Traffic Study (by DKS Associates)

MEMORANDUM

DATE: March 5, 2014

TO: Bryan Brown, City of Canby

FROM: Chris Maciejewski, PE, PTOE
Steve Boice, PE
Kate Drennan



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

SUBJECT: Canby N Pine Street Annexation Transportation Impact Analysis

P#11010-033-000

This memorandum evaluates the transportation impacts associated with the proposed annexation and land use rezone of a five acre site along N Pine Street in Canby, Oregon. The site is located at 1546 N Pine Street (tax lot 2600) just north of NE 15th Avenue and currently features a single family home. The site is located within the Urban Growth Boundary (UGB), but outside the current Canby city limits. It is currently zoned RRFF-5 (Rural Residential Farm Forest) by Clackamas County. The proposed land use action is to annex the site into the City of Canby, and rezone the site from RRFF-5 to R-1 (Low Density Residential). This change in zoning is consistent with the City's Comprehensive Map designation of this area as LDR (Low Density Residential).

Our understanding is that the applicant does not intend to obtain land use development approval for a specific development at this time. Therefore this Transportation Impact Analysis (TIA) is focused on satisfying Oregon Transportation Planning Rule (TPR) requirements (OAR 660-12-0060) and ensuring that there are adequate transportation facilities to accommodate the development of the site.

Although N Pine Street is under the jurisdiction of Clackamas County, the City's standards have been applied for this analysis since it is likely that the City may take over jurisdiction of N Pine Street in the future³.

³ Phone conversation with Bryan Brown, City of Canby, February 19, 2014.

Project Site

The project site consists of a five acre parcel in the north-east portion of Canby. A proposal for the site development can be found attached to this memorandum. The land is currently undeveloped except for a single family home in the southwest corner. It is bordered on the east by Logging County Road, a paved multiuse trail, and on the west by N Pine Street. North of the parcel is the "Beck Property", and a single family housing development borders the parcel on the south perimeter. Clackamas County has designated the parcel as RFFF-5, but the City of Canby has more recently designated the area as low density residential according to their Comprehensive Plan Map, seen in Figure 1.

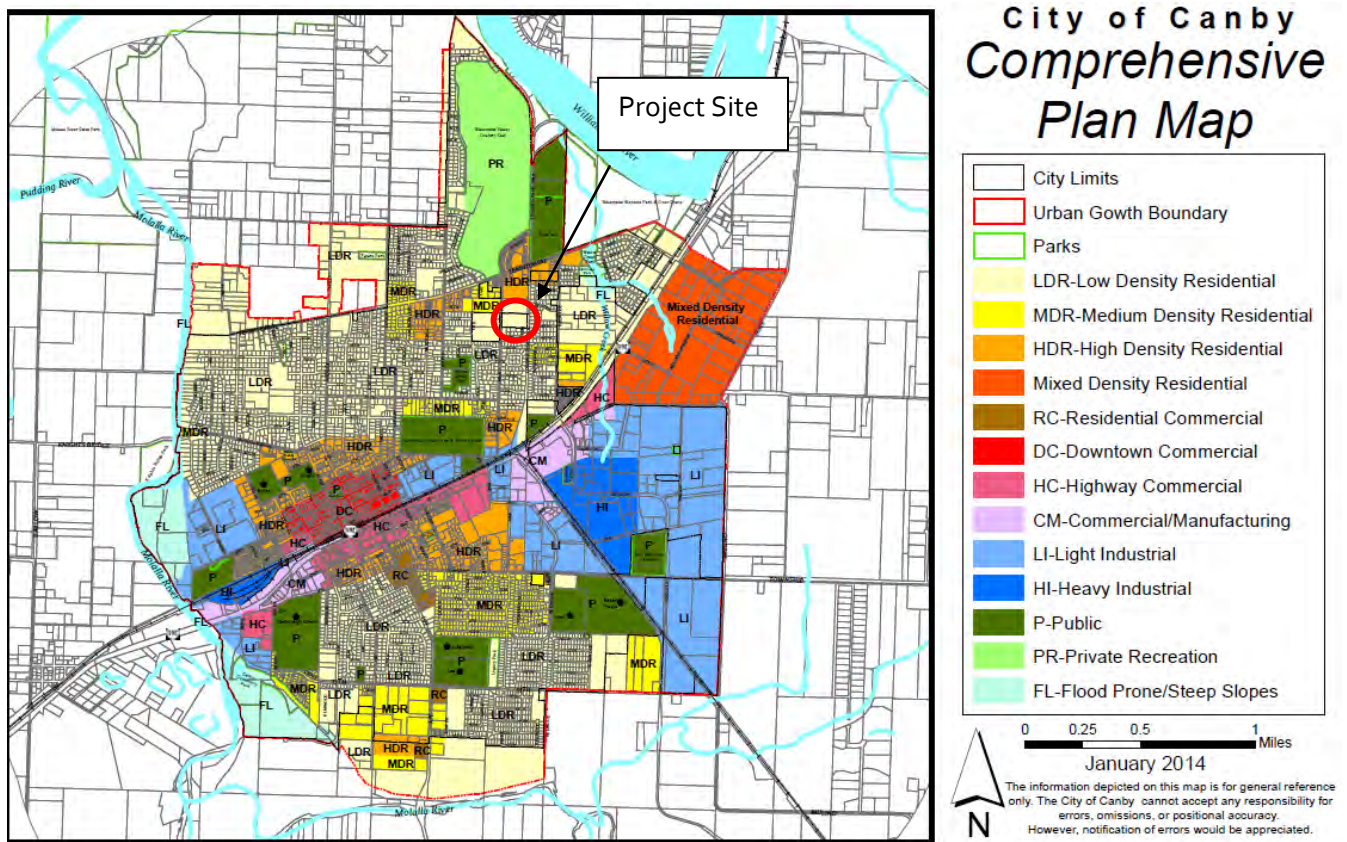


Figure 1: Canby Comprehensive Plan Map

Site Access and Connectivity

N Pine Street along the project site frontage is classified as a collector by the City of Canby. The road is not striped and the paved width varies between 20 to 22 feet. The portion of roadway fronting the site does not have any shoulder, sidewalk, or bike lane. The posted speed of N Pine Street is 25 miles-per-hour (mph).

The following sections summarize site access to the property, intersection sight distance, and multi-modal connectivity to the project site to determine the adequacy of public facilities serving the site.

Site Access

The proposed site plan has two proposed access points via two new local roads. The first is NE 16th Avenue, connecting the interior of the site with N Pine Street at the west perimeter. The second is an extension of N Plum Court, which currently terminates at the southeast corner of the site. Both streets are proposed to have 50 foot cross-sections, with a curb to curb width of 34 feet. This is consistent with City local street standards.

The City retains access standards based upon the functional classification of its streets. The primary access point is NE 16th Avenue which Canby classifies as a collector. This encourages shared driveways and a minimum spacing of 250 feet between roadways and 100 feet between driveways as shown in Table 1. There is an existing driveway to the site for a single family household located approximately 230 feet north of NE 15th Avenue. The proposed construction of NE 16th Avenue for ingress and egress to the site would meet the City's access spacing standards. This roadway would be located approximately 370 feet north of NE 15th Avenue and 140 feet north of the existing driveway.

Table 1: Access Spacing Standards for City Street Facilities²

Street Facility	Minimum Spacing of Roadways	Minimum Spacing of Driveways	Minimum Spacing of Roadway to Driveway
Arterial	660 feet	330 feet or combine	330 feet
Collector	250 feet	100 feet or combine	100 feet
Neighborhood Route/ Local	150 feet	10 feet	50 feet

² City of Canby TSP, 2010, Table 7-2

Intersection Sight Distance

Intersection sight distance was reviewed in the field to ensure adequate safety at site access points³. The measurements are provided in Table 2 and are compared to the American Association of State Highway and Transportation Officials (AASHTO) requirements based on the posted speed of 25 mph along N Pine Street⁴.

Table 2: Intersection Sight Distance Summary for Proposed Access Point - NE 16th Avenue/N Pine Street

Criteria	Intersection Sight Distance	
	Looking North	Looking South
Field Measurement (feet)	>300 ft	>300 ft
AASHTO Standard (feet)	240 ft	280 ft
Standard Met?	YES	YES

As indicated in the table and illustrated in Figure 2, intersection sight distance would be met at the access point at the proposed NE 16th Avenue to N Pine Street.



Figure 2: Intersection Sight Distance (Looking North and South from Proposed NE 16th Avenue)

³ Site visit conducted by DKS Associates, February 20, 2014.

⁴ *A Policy on Geometric Design of Highways and Streets*, American Association of State Highway and Transportation Officials, Table 9-6: Decision Intersection Sight Distance and Table 9-8: Design Intersection Sight Distance, 2011.

Multi-Modal Connectivity

There are currently no sidewalks on N Pine Street directly adjacent to the site. There is a four and half foot sidewalk on the east side of N Pine Street which terminates at the southern perimeter of the site. The sidewalk resumes on the east side of N Pine Street approximately 335 feet from the northern perimeter of the site.

To meet the City's collector standards, the roadway would need to be widened and rebuilt. Collector standards call for a six foot bike lane, eight foot parking lane, an optional landscaping strip, and a six to eight foot sidewalk on each side of the road. Along the site's west frontage to N Pine Street, it is recommended that the development provide half-street roadway improvements including curb, sidewalks, and appropriate set-back for bike lanes in the future. These improvements should be coordinated with City staff, and may include half-street improvements to County standards. Internal connectivity should be provided when the site develops, and external connections to the existing N Pine Street sidewalk network would allow for good pedestrian connectivity.

There is currently poor bicycle connectivity to the site due to N Pine Street's narrow roadway width and no shoulders or bicycle lanes. If the roadway is rebuilt to collector standards, the street's bicycle lanes would create connectivity with the nearest major roadway at NE Territorial Road, which currently has bicycle lanes. Additionally, the Logging County Road is a multi-use trail bordering the eastern perimeter of the site. There is an existing connection to this facility located just south of the site along N Plum Court. Additionally it is our understanding that a new trail connection would be provided with the future development of the property to the north thus providing two direct access points within 300 feet. The Logging Country Road provides a stress-free walking and bicycling link to nearby NE Territorial Road, as well as a grade separated crossing of Hwy 99E for north-south travel throughout Canby.

While the TSP does not propose improvements for N Pine Street in the immediate vicinity of the site, any internal circulation or improvement adjacent to the development should be done in coordination with the City of Canby.

Transportation Planning Rule

The intent of the TPR (OAR 660-12-0060) is to ensure that future land use and traffic growth is consistent with transportation system planning, and does not create a significant impact on the surrounding transportation system beyond currently allowed uses. The TPR allows a change in land use zoning in the event that a zone change would make the designation consistent with both the Comprehensive Plan and the Transportation System Plan (TSP). The allowance (found in Section 9) was added to the TPR in December 2011 and fits the circumstances of the project parcel. Specifically, section 9 states:

"If a proposed rezoning is consistent with the existing comprehensive plan map designation, and consistent with the acknowledged transportation system plan, then it can be approved without considering the effect on the transportation system. Special provisions in subsection (c) apply if the area was added to the urban growth boundary (UGB)."

Since the site is already within the UGB, provisions from subsection (c) would not apply. The Parcel located at N Pine Street meets this allowance because the site is designated as low density residential in the City's

Comprehensive Plan. Additionally, in the most recent TSP, the traffic modeling forecasted growth to 2030 and the traffic analysis zone for this area assumed LDR land use and found the surrounding transportation system would meet operating standards.⁵

Findings

Based upon the analysis presented in this memorandum, the following items are recommended for the annexation of the of the 5-acre site along N Pine Street (consisting of tax lot 2600) to ensure consistency with City standards.

- The site was designated as Low Density Residential in the Comprehensive Plan and the change in land use was assumed for trip modeling in the 2010 Canby Transportation System Plan. Therefore, TPR requirements are met.
- The concept plan for the site would meet access spacing standards and intersection sight distance requirements. Any new trees, fences, or retaining walls should be set back to maintain adequate visibility. Prior to occupation of the site, sight distance at the new project access point will need to be verified, documented, and stamped by a registered professional Civil Engineer licensed in the State of Oregon.
- The parcel would have multimodal connectivity through nearby access to the County Logging Road multimodal trail north and south of the site and through recommended frontage improvements, including half street improvements along N Pine Street to City's collector street standards. Because the current street does not meet the collector standard for cross-section, the developer should maintain proper setback for future right-of-way.
- The concept plan proposes to construct NE 16th Avenue and N Plum Court to the City's local road standards, including required right-of-way and sidewalks. Appropriate intersection traffic control should be provided where new roadways intersect.

⁵ Future Needs Report, Travel Demand and Land Use, Canby Transportation System Plan, 2010

”BECK PROPERTY”



Logging County Rd

N PLUM CT.

N Pine St

N PINE ST.

PLAN A SITE PLAN 12-23-13

VI. Record of Survey & Topo Survey



Harper
Houf Peterson
Righellis Inc.

Exhibit "A"

LEGAL DESCRIPTION

VICKERS – SXE-09

LEGAL DESCRIPTION FOR ANNEXATION

January 24, 2014

Page 1 OF 1

LEGAL DESCRIPTION FOR ANNEXATION (VICKERS):

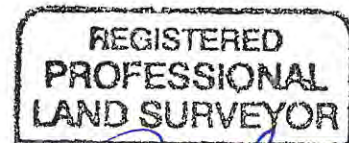
A PORTION OF LOT 76, CANBY GARDENS, PLAT NO. 230, IN THE SOUTHWEST ONE QUARTER OF SECTION 27, T3S, R1E, W.M., CITY OF CANBY, STATE OF OREGON MORE PARTICULARLY DESCRIBED AS FOLLOWS.

BEGINNING AT A POINT ON THE SOUTH LINE OF LOT 76, CANBY GARDENS AND THE WEST RIGHT-OF-WAY LINE OF THE MOLALLA FOREST ROAD, 50 FEET WEST OF THE SOUTHEAST CORNER OF SAID LOT 76; THENCE ALONG THE SOUTH LINE OF THE SAID LOT, NORTH 89°56'10" WEST 589.98 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF NORTH PINE STREET, COUNTY ROAD NO. 2580; THENCE ALONG THE SAID RIGHT OF WAY LINE, NORTH 00°01'33" WEST 329.82 FEET TO A POINT ON THE NORTH LINE OF LOT 76; THENCE ALONG THE SAID NORTH LINE, SOUTH 89°56'45" EAST 589.96 FEET TO A POINT ON THE SAID WEST RIGHT-OF-WAY OF THE MOLALLA FOREST ROAD; THENCE ALONG THE SAID WEST RIGHT OF WAY LINE, SOUTH 00°01'43" EAST 329.92 FEET TO THE POINT OF BEGINNING. CONTAINING 4.47 ACRES MORE OR LESS.

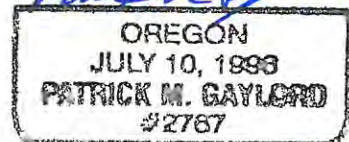
TOGETHER WITH THE EAST ONE HALF OF NORTH PINE STREET, COUNTY ROAD NO. 2580, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH LINE OF LOT 76, CANBY GARDENS AND THE WEST RIGHT-OF-WAY LINE OF THE MOLALLA FOREST ROAD, 50 FEET WEST OF THE SOUTHEAST CORNER OF SAID LOT 76; THENCE ALONG THE SOUTH LINE OF THE SAID LOT, NORTH 89°56'10" WEST 589.98 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF NORTH PINE STREET, COUNTY ROAD NO. 2580 AND THE TRUE POINT OF BEGINNING; THENCE NORTH 89°56'10" WEST 20.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 76, BEING ALSO A POINT ON THE CENTERLINE OF NORTH PINE STREET; THENCE ALONG THE WEST LINE OF THE SAID LOT AND THE SAID STREET CENTERLINE, NORTH 00°01'33" WEST 329.81 FEET TO THE NORTHWEST CORNER OF THE SAID LOT; THENCE ALONG THE NORTH LINE OF SAID LOT 76, SOUTH 89°56'45" EAST 20.00 FEET TO THE NORTHWEST CORNER OF THE HEREIN ABOVE DESCRIBED TRACT OF LAND; THENCE LEAVING THE NORTH LINE OF LOT 76 ALONG THE EAST RIGHT-OF-WAY LINE OF NORTH PINE STREET SOUTH 00°01'33" EAST 329.82 FEET TO THE TRUE POINT OF BEGINNING. CONTAINING 0.15 ACRES MORE OR LESS.

THE COMBINED AREAS TALLING 4.62 ACRES MORE OR LESS.



Patrick M. Gaylord



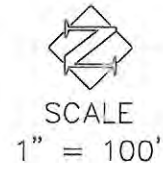
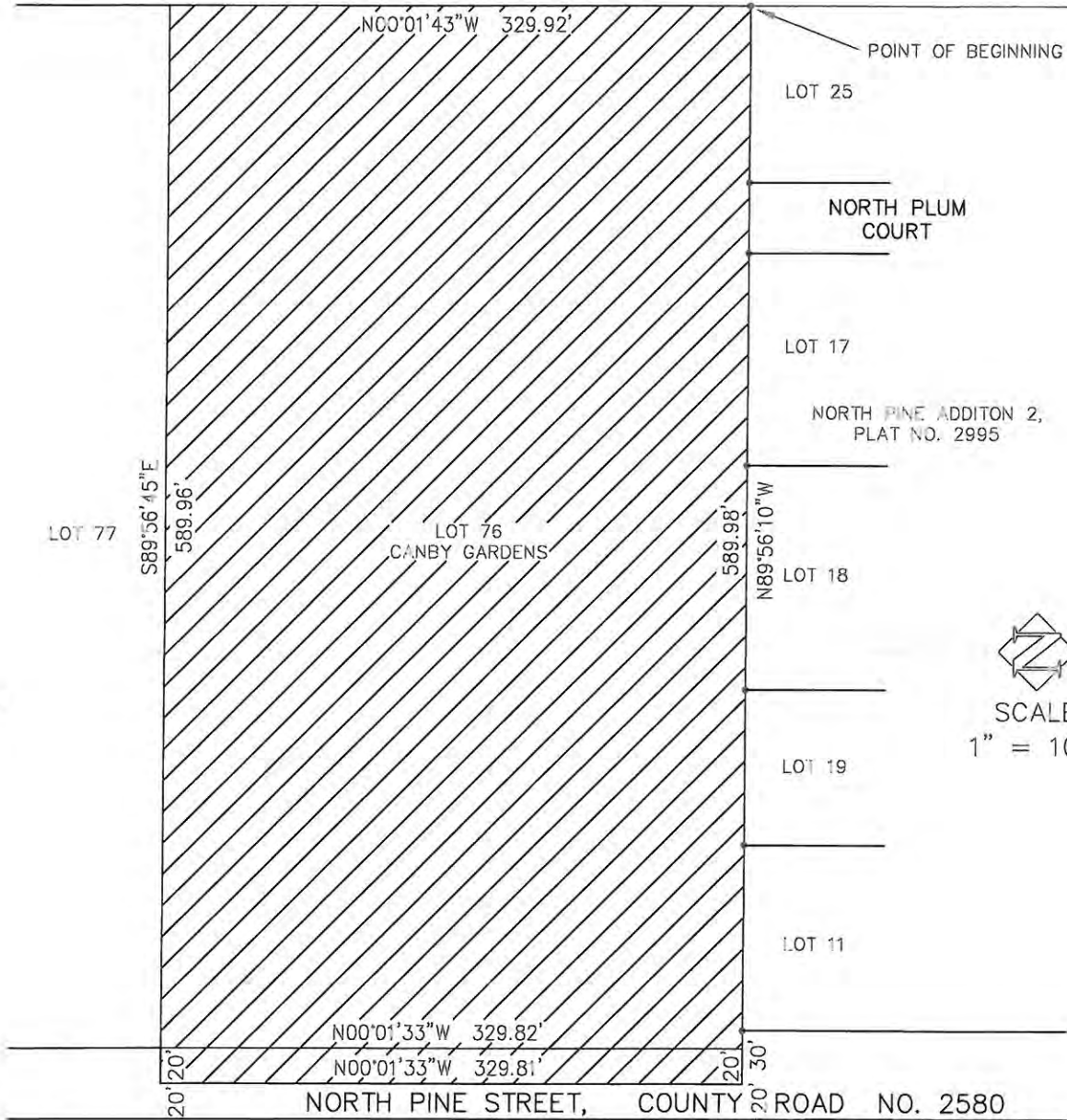
Renewed through 6/30/2015

EXHIBIT "B"
VICKERS ANNEXATION

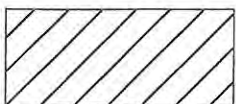
POSTLEWAIT ESTATES,
PHASE 2

POSTLEWAIT ESTATES

50 MOLLALA FOREST ROAD



LEGEND



PROPOSED ANNEXATION
± 4.62 ACRES

SEE ATTACHED
LEGAL DESCRIPTION



**Harper
Houf Peterson
Righellis Inc.**

ENGINEERS PLANNERS
LANDSCAPE ARCHITECTS SURVEYORS
205 SE Spokane Street, Suite 200, Portland, OR 97202
phone: 503.221.1131 www.hhpr.com fax: 503.221.1171
SXE-09 JTH 01/21/2014 PAGE 1 OF 1

TOPOGRAPHIC LEGEND:

- | | | |
|-------|---|--|
| STM | STORM SEWER LINE | EXISTING CONCRETE SURFACE |
| SAN | SANITARY SEWER LINE | EXISTING ASPHALT SURFACE |
| W | WATER LINE | EXISTING GRAVEL SURFACE |
| OW | OVERHEAD WIRE | SHRUB / BUSH LINE |
| X | FENCE LINE, TYPE AS NOTED | UTILITY MANHOLE (APPROXIMATE DIAMETER) |
| T | TELEPHONE LINE | BREAST HIGH AS NOTED |
| FO | FIBER OPTIC LINE | 12X2= TWO 12" TREES |
| E | ELECTRIC LINE | UTILITY POLE |
| C | CABLE TELEVISION LINE | SNK. AUTHORIZED VEHICLES ONLY |
| TV | BUILDING LINE | POWER METER |
| | UTILITY LINE IS BELIEVED TO CONTINUE CONNECTION NOT LOCATED OR UNKNOWN | |
| | MAJOR CONTOUR - 5' INTERVALS | |
| | MINOR CONTOUR - 1' INTERVALS | |
| (SS) | SANITARY SEWER MANHOLE | |
| (S) | STORM SEWER MANHOLE | |
| (CB) | CATCH BASIN | |
| (WV) | WATER VALVE | |
| (FH) | FIRE HYDRANT | |
| (WSP) | WATER STAND PIPE | |
| (GP) | GATE POST | |
| (MR) | MAIL-BOX | |
| (PR) | POWER RISER/CABINET/TRANSFORMER | |
| (CR) | CABLE TELEVISION RISER | |
| (T) | TELEPHONE MANHOLE | |
| (U) | UTILITY MANHOLE | |
| (M) | FOUND 5/8" IRON ROD WITH YELLOW PLASTIC CAP MARKED "WILHELM ENG. OR. LS 2413" | |

STORM SEWER NOTES

- (2380) STORM MANHOLE
RM= 105.22'
E 12' CP(E)= 102.21'
STANDING WATER=101.72
7.5' OF SILL
BOTTOM= 93.82'
- (2410) STORM CATCH BASIN
RM= 104.95'
E 15' (N)= 102.54'
SUMP= 101.56'
- (2474) STORM CATCH BASIN
RM= 104.39'
E 17' (N)= 102.08'
SUMP= 101.38'

SANITARY SEWER NOTES

- (2375) SANITARY MANHOLE
RM= 105.54'
E 8' PVC(N)= 99.83'
E 8' PVC(S)= 99.79'
E 8' PVC(E)= 99.77'
- (2477) SANITARY MANHOLE
RM= 104.43'
E 15' (N)= 98.86'
E 15' (S)= 98.85'
E 8' PVC(N)= 89.22'
- (2478) SANITARY MANHOLE
RM= 102.87'
E 18' (N)= 95.56'
E 18' (S)= 85.63'
- (2501) SANITARY MANHOLE
RM= 104.38'
E 18' (N)= 96.83'
E 15' (S)= 98.69'

VERTICAL DATUM:

CITY OF CANBY SANITARY SEWER DATUM

UTILITY STATEMENT:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM LOCATE PAINT MARKERS AND/OR EXISTING RECORD DRAWINGS. THIS SURVEY DOES NOT SHOW ANY PAINT MARKERS PROVIDED AFTER THE FIELD SURVEY WAS COMPLETED. AS-BUILT DRAWING INFORMATION THAT WAS NOT PROVIDED IS NOT REFLECTED ON THIS SURVEY. AS-BUILT INFORMATION, IF PROVIDED, WAS USED TO IDENTIFY UNDERGROUND PIPE SIZE AND TYPE (IF SHOWN, AND NOT OTHERWISE NOTED). UNDERGROUND PIPE SIZE AND TYPE (IF SHOWN, AND NOT OTHERWISE NOTED) PAINT MARKINGS WERE PROVIDED, AS-BUILT INFORMATION WAS USED TO HORIZONTALLY LOCATE THE UNDERGROUND UTILITIES.

THIS SURVEY MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE OF ALL SUCH UTILITIES IN THE AREA. THE UNDERGROUND UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY DATA. THE INFORMATION PROVIDED IS AS ACCURATE AS POSSIBLE FROM THE INFORMATION PROVIDED. MANHOLES OTHER THAN SANITARY AND STORM SEWER WERE IDENTIFIED BY MANHOLE LIDS AND MAY NOT BE LABELED CORRECTLY.

UTILITY LOCATIONS MUST BE VERIFIED BY THE STATE UTILITY NOTIFICATION CENTER IMMEDIATELY PRIOR TO ANY EXCAVATION.

UTILITY LOCATES WERE REQUESTED 12/24/2013 UNDER TICKET NUMBER 13272821

- FOLLOWING IS A LIST OF UTILITY PROVIDERS NOTIFIED:
- CITY OF CANBY (503)266-0788
 - CLACKAMAS CITY D.O.T. (503)722-6301
 - CANBY TELEPHONE (503)266-8245
 - CLACKAMAS CITY BOARD (503)266-8245
 - NW NATURAL (503)229-2445
 - PORTLAND GENERAL ELECTRIC (503)255-4634
 - WAVE BROADBAND (503)255-4634

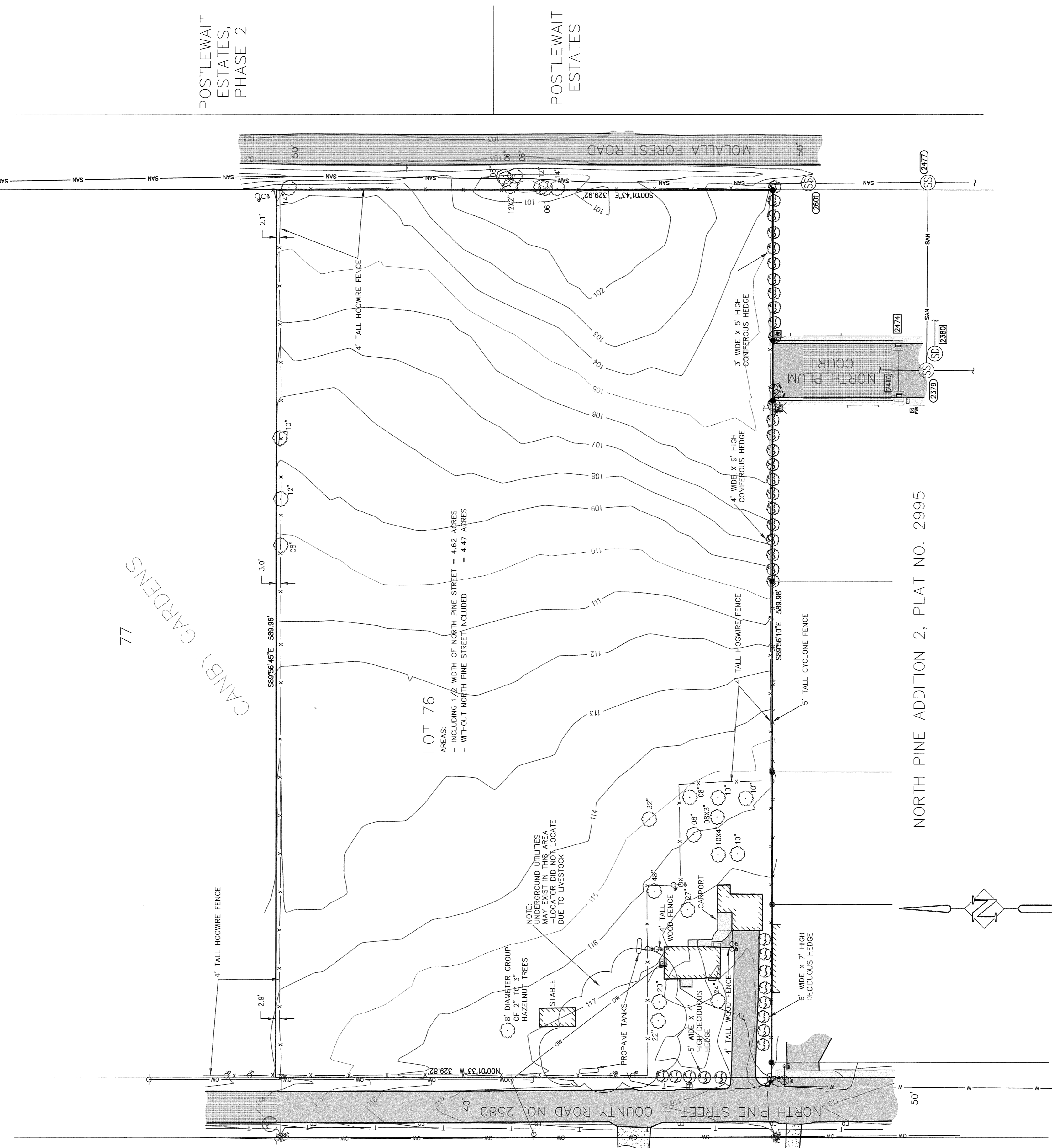
MANHOLE LOCATION INFORMATION:

DUE TO THE HAZARDOUS NATURE AND APPLICABLE OSHA REQUIREMENTS REGARDING CONFINED SPACES, IT IS COMPANY POLICY TO NOT SEND OUR FIELD STAFF INTO UTILITY MANHOLES TO RETRIEVE DEPTH AND SIZE INFORMATION (PIPE SIZES AND DEPTHS ARE OBTAINED THROUGH ABOVE GROUND METHODS). THEREFORE, ANY MANHOLE ELEVATION INFORMATION SHOWN ON THIS SURVEY IS AN ESTIMATE. THE DEPTHS AND CONSTRUCTION OF MANHOLE OR GREATER (DEPENDENT ON DEPTH, SIZE, FLOW, AND CONSTRUCTION OF MANHOLE). MANHOLE PIPE SIZES ARE ALSO SUBJECT TO AN UNCERTAINTY OF TWO INCHES OR MORE (DEPENDENT ON DEPTH, SIZE, FLOW, AND CONSTRUCTION OF MANHOLE). IF A MANHOLE IS IDENTIFIED AS A UTILITY MANHOLE, THE ELEVATION AND PERSONNEL WILL BE REQUIRED TO ENTER THE MANHOLE AND RETRIEVE SAID INFORMATION.

MANHOLE LOCATIONS SHOWN ARE TO CENTER OF LID, NOT CENTER OF STRUCTURE.

FIELD WORK DATES: 1/02/2013 TO 1/07/2013

LOCATED IN THE SOUTHWEST ONE-QUARTER OF SECTION 27,
TOWNSHIP 3 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
CITY OF CANBY, CLACKAMAS COUNTY, OREGON



POSTLEWAIT
ESTATES,
PHASE 2

VICKERS
TOPOGRAPHIC SURVEY
CANBY, OREGON

POSTLEWAIT
ESTATES

CANBY GARDENS
77

LOT 76
AREAS:
- INCLUDING 1/2 WIDTH OF NORTH PINE STREET = 4.62 ACRES
- WITHOUT NORTH PINE STREET INCLUDED = 4.47 ACRES

NOTE:
UNDERGROUND UTILITIES
LOCATOR DID NOT LOCATE
DUE TO LIVESTOCK

8' DIAMETER GROUP
OF 2-10, 3"
HAZELNUT TREES

STABLE

PROpane TANKS

5' WIDE X 4'
DECIDUOUS
HEDGE

4' TALL WOOD FENCE

5' WIDE X 7' HIGH
DECIDUOUS HEDGE

4' TALL CYCLOPE FENCE

5' TALL CYCLOPE FENCE

4' WIDE X 9' HIGH
CONIFEROUS HEDGE

4' TALL HOOGWIRE FENCE

4' TALL HOOGWIRE FENCE

3' WIDE X 5' HIGH
CONIFEROUS HEDGE

4' WIDE X 5' HIGH
CONIFEROUS HEDGE

4' WIDE X 5' HIGH
CONIFEROUS HEDGE

4' WIDE X 5' HIGH
CONIFEROUS HEDGE

4' WIDE X 5' HIGH
CONIFEROUS HEDGE

4' WIDE X 5' HIGH
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4' WIDE X 5' HIGH
CONIFEROUS HEDGE

4' WIDE X 5' HIGH
CONIFEROUS HEDGE

4' WIDE X 5' HIGH
CONIFEROUS HEDGE

<p>REGISTERED PROFESSIONAL LAND SURVEYOR</p> <p>OREGON JANUARY 1988 PATRICK M. GAYLORD 2287</p>		<p>DESIGNED: JTH</p> <p>CHECKED: PMG</p> <p>DATE: 01/21/2014</p> <p>RENEWAL DATE 6-30-2015</p>
<p>ENGINEERS+PLANNERS LANDSCAPE ARCHITECTS+SURVEYORS</p> <p>Righellis Inc. Harper Righellis Inc.</p> <p>505 Spokane Street, Suite 200, Portland, OR 97202 Phone: 503.221.1131 www.hpr.com Fax: 503.221.1171</p>		<p>DATE: 01/21/2014</p> <p>CHECKED: PMG</p> <p>DATE: 01/21/2014</p>
<p>TOPOGRAPHIC SURVEY VICKERS CANBY, OREGON</p>		<p>DESCRIPTION</p> <p>NO.</p> <p>DATE</p>
<p>SHEET NO. 1 OF 1</p> <p>JOB NO. SXE-09</p>		<p>REVISIONS</p>

VII. Storm Drain Report

**Franz Meadow Subdivision
1546 N Pine Street
Canby, OR 97013**

J.O. SGL 14-080

March 2, 2015

**PRELIMINARY STORM DRAINAGE
REPORT FOR SUBDIVISION
APPLICATION**

SISUL ENGINEERING

A Division of Sisul Enterprises, Inc.

375 PORTLAND AVE.

Gladstone, OR 97027

phone: (503) 657-0188

fax: (503) 657-5779



EXPIRES: 4/30/16

DATED: 3/2/15

Franz Meadow Subdivision:

THE SITE: The Franz Meadow Subdivision (aka Pine Meadow #2) is located in northeast Canby, east of N. Pine Street and west of the Logging Road Trail. Postlewait Estates is located to the east, the Pine Meadow subdivision (aka Beck property) is currently under construction to the north and farther north is the Willamette Grove Apartments and NE Territorial Road. To the south is the North Pine Addition No. 2 subdivision. This property is identified as Tax Lot 2600, Map 3 1E Section 27.

The streets within the local subdivisions are owned by the City of Canby. N Pine Street is owned by Clackamas County and maintained jointly by Clackamas County and the City of Canby.

The subdivision site has elevations ranging from a high of 118 MSL at the SW corner of the site at N Pine Street to a low of 101 MSL near the Logging Road Trail. The Willamette River is located approximately 3,900 feet northeast of the NE corner of the site. Willow Creek is located approximately 1,750 to 1,900 feet east of the east property line of the site. The general contour of the terrain is a fall from west to east, toward the Logging Road Trail, with the Logging Road Trail located 1-foot to 2.5 feet above the adjacent site. Street grades are very nearly flat in most cases, with all surrounding streets having a grade of less than 5 percent.

The site is currently developed with one single family home with several other buildings. The property around the home (in the SW corner of the site) is a maintained yard. Most of the site is pasture and horses have grazed on this site for many years.

STORM DRAINAGE SYSTEMS: This property is located in the North Redwood Storm Drain Advanced Finance District. The end of the existing pipe is currently located near the southeast corner of the site in the Logging Road Trail right-of-way where the walkway from N. Plum Court connects to the Logging Road Trail. The manhole in the Logging Road Trail has an 18" HDPE outlet pipe to the south and a 12" HDPE pipe in from the west (N Plum Court). The Pine Meadows subdivision will soon be making a new connection to this manhole and extending the storm drain system through the Franz Meadow subdivision site into the Pine Meadow subdivision to serve the new homes and streets in Pine Meadow. When Franz Meadow is developed, it will also drain into this same system.

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

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

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

CALCULATING STORMWATER FLOWS: Stormwater flows will be calculated using the Santa Barbara Urban Hydrograph (SBUH) method using a Type 1A SCS storm.

SOIL: Per the Soil Survey of Clackamas County Area, Oregon, prepared by the USDA, the soils underlying the property include Canderly sandy loam 12A, on the western 4/5 of the site and Latourell loam, 53A, on the eastern 1/5 of the site. Both soils are listed as hydrologic group “B” and both are well drained soils. See the Web Soil Survey, attached at the rear of this report.

CONTRIBUTING AREA: It is assumed that the entirety of the entirety of the property will drain to the North Redwood storm drain system and will include the eastern ½ of the N Pine Street right-of-way. We will also look at the Pine Meadow subdivision flows that drain through the site.

Franz Meadow subdivision:

Paved streets (to back of curb)	34,834 sf
Sidewalks	8,620 sf
Driveways area between sidewalks & curbs 18 * (4.5' x 25') =	2,025 sf
Impervious area per lot (2640 sf/lot * 18 lots) 18 * (2,640 sf) =	47,520 sf
<hr/>	
Total Impervious area =	92,999 sf = 2.135 Ac.
Lawn, good condition & Planter strip	108,252 sf
<hr/>	
Total pervious area =	108,252 sf = 2.463 Ac

Pine Meadow subdivision:

Paved streets (to back of curb)	29,216 sf
Sidewalks & accessway to Logging Road Trail	10,912 sf
Flag Lot Driveway	1,800 sf
Driveways area between sidewalks & curbs 17 * (4.5' x 25') =	1,913 sf
Impervious area per lot (2640 sf/lot * 19 lots) 19 * (2,640 sf) =	50,160 sf
<hr/>	
Total impervious area =	94,001 sf = 2.158 Ac
Lawn, good condition & Planter strip	107,270 sf
<hr/>	
Total pervious area =	107,270 sf = 2.463 Ac

Franz Meadow and Pine Meadow combined:

Total impervious area =	187,000 sf = 4.29 Ac
Total pervious area =	215,522 sf = 4.95 Ac

RUNOFF CURVE NUMBERS: Paved streets, Sidewalks, Driveway CN = 98
 Planter strips, Tract B (lawn, good condition) CN = 80

TIME OF CONCENTRATION:

Forty-six percent of the drainage basin is impervious surface, the remainder is assumed to be lawn or well landscaped yards. The time of concentration will be a combination of sheet flow across lawns, gutter flow and pipe flow. The hydraulically-most-distant point in the subdivision will occur in the SW corner of Lot 19 in Pine Meadow, where the rainfall will sheet flow across the lot to NE 17th Avenue, then east along the gutter of NE 17th Avenue and into the storm drain inlet at the knuckle.

The fall across Lot 19 from the SW corner to the NE corner is 2 feet over 142 feet, or 1.42 percent. Sheet flow will follow this slope. The sheet flow length will be assumed the depth of the lot, 128 feet.

s = 0.0142
 n = 0.15 (lawns)
 L = 128 feet
 P2 (2-year, 24-hour rainfall) = 2.5 inches

$$T = \frac{0.42(n*L)^{0.8}}{(P2)^{0.5} * (s)^{0.4}} = \frac{4.466}{0.288} = 15.5 \text{ minutes}$$

Gutter fall to the east will be approximately 350 feet at an avg. slope of 0.02.

V = k(slope) ^{0.5}	V = velocity, s = 0.02, k = 27 (pavement)	V = 3.8 ft/sec
T = L / V	T = travel time, L = length = 350, V = velocity	T = 1.5 minutes

Pipe flow to the Storm Drain manhole 1-3 where the line turns east toward the Logging Road Trail.

Catch basin lead	47 LF @ 0.50% slope	
V = k(slope) ^{0.5}	V = velocity, s = 0.0050, k = 42 (concrete pipe)	V = 3.0 ft/sec
T = L / V	T = travel time, L = length = 47 LF, V = velocity	T = 0.26 minute

Main line segment 1	168 LF @ 0.35% slope	
V = k(slope) ^{0.5}	V = velocity, s = 0.0035, k = 42 (concrete pipe)	V = 2.5 ft/sec
T = L / V	T = travel time, L = length = 168 LF, V = velocity	T = 1.13 minute

Main line segment 2	153 LF @ 0.35% slope	
V = k(slope) ^{0.5}	V = velocity, s = 0.0035, k = 42 (concrete pipe)	V = 2.5 ft/sec
T = L / V	T = travel time, L = length = 153 LF, V = velocity	T = 1.03 minute

Time of Concentration = Sum of Travel times = (15.5 + 1.5 + 0.3 + 1.1 + 1.0) minutes = 19.4 minutes.
--

KING COUNTY HYDROGRAPH PROGRAMS INPUT VALUES: Flow from Franz Meadow & Pine Meadow

Required data: Area (perv), CN (perv), Area (imperv), CN (imperv), time of concentration

Pervious Area, Area (perv) = 4.95 Acres, CN (perv) = 80

Impervious Area, Area (imperv) = 4.29, CN (perv) = 98

Time of concentration = 19.4 minutes

KING COUNTY SBUH COMPUTATIONS FOR 10 YEAR, 24-HOUR STORM:

FRANZ MEADOW & PINE MEADOW SUBDIVISIONS COMBINED

Surface Water Management Division

HYDROGRAPH PROGRAMS
Version 4.20

- 1 - INFO ON THIS PROGRAM
- 2 - SBUHYD
- 3 - ROUTE
- 4 - ROUTE2
- 5 - ADDHYD
- 6 - BASEFLOW
- 7 - PLOTHYD
- 8 - DATA
- 9 - RDFAC
- 10 - RETURN TO DOS

STORM OPTIONS:

- 1 - S.C.S. TYPE-1A
- 2 - 7-DAY DESIGN STORM
- 3 - STORM DATA FILE

SPECIFY STORM OPTION:

1

S.C.S. TYPE-1A RAINFALL DISTRIBUTION

ENTER: FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)

10,24,3.5

***** S.C.S. TYPE-1A DISTRIBUTION *****
***** 10-YEAR 24-HOUR STORM ***** 3.50" TOTAL PRECIP. *****

ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO. 1

4.95,80,4.29,98,19.4

DATA PRINT-OUT:

AREA (ACRES)	PERVIOUS		IMPERVIOUS		TC (MINUTES)
	A	CN	A	CN	
9.2	4.9	80.0	4.3	98.0	19.4

PEAK-Q (CFS)	T-PEAK (HRS)	VOL (CU-FT)
4.58	7.83	79989

← 10 YR PEAK FLOW

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

14-80-10.hyd

CONVEYANCE PIPING CALCULATIONS:

Conveyance piping shall be able to carry the 10 year storm event without surcharge. Per Section 4.206 of the City of Canby Public Works Design Standards, the Santa Barbara Urban Hydrograph (SBUH) method will be acceptable for estimating the peak runoff rates to be used in sizing storm drainage conveyance improvements. As determined earlier, using the SBUH method, the peak 10-year flow for the Franz & Pine Meadow subdivisions combined is 4.58 cfs.

According to Section 4.301(b) of the City of Canby Public Works Design Standards: all storm drains shall be on a grade which produces a mean velocity, when flowing full, of at least three (3') feet per second.

The storm drain pipe installed with the Pine Meadow subdivision downstream from Storm Drain MH 1-3 to the existing storm drain pipe in the Logging Road Trail is 18-inch diameter pipe laid at a minimum slope of 0.0035. The pipe material is ductile iron and PVC, both smooth wall materials. We will use a Manning's n of 0.013.

Haestad Methods FlowMaster I version 3.13

Circular Channel: Manning's Equation - Pine Meadows Subdivision

Comment: Franz & Pine Meadow subs: MH 1-3 to MH 1-1

Solve For.....Full Flow Capacity

Diameter.....	1.50 ft	Velocity.....	3.52 fps
Slope.....	0.0035 ft/ft	Flow Area.....	1.77 sf
Manning's n....	0.013	Critical Slope	0.0063 ft/ft
Discharge.....	6.21 cfs	Critical Depth	0.96 ft
Depth.....	1.50 ft	Percent Full..	100.00 %
		Froude Number.	FULL
		Full Capacity.	6.21 cfs
		QMAX @.94D....	6.68 cfs

An 18" pipe laid at 0.35 percent is capable of carrying 6.21 cfs, well above the 10-year peak flow of 4.58 cfs. The velocity in an 18-inch pipe at 0.0035 percent would produce a velocity of 3.52 fps, well over the 3.0 fps minimum mean velocity requirement when flowing full or half full.

DOWNSTREAM CONVEYANCE PIPING:

Downstream of Manhole 1-1, the North Redwood Storm Drain Pipe system is pre-existing. The system was originally analyzed by Curran-McLeod, Inc. in the mid 1990's and it was designed to accommodate the Pine Meadow and Franz Meadow subdivision sites when they were developed as low density residential subdivisions. Both of these site will be required to pay the fees that are owed into the North Redwood Advanced Financing District when the subdivisions are developed and connect to the system, as intended.

City of Canby Storm Drain piping, including the North Redwood Storm Drain System was again recently analyzed by Kennedy/Jenks Consultants with their update of the City of Canby Storm Drain Master Plan (September 23, 2013). The following Guiding Principle is excerpted from the Storm Drain Master Plan.

4.4 Guiding Principles

The following guiding principles are to be applied to the development of stormwater solutions and to the development of the overall master plan for the City of Canby:

- For the City of Canby's stormwater conveyance system, follow Public Works design guidelines and provide capacity to pass the 10-year storm events without surcharge, and provide capacity to pass a 25-year storm event with surcharge, but keeping the hydraulic grade line below the manhole lids.

The Guiding Principle above is consistent with the Design Storm identified on Page 2 of these calculations.

The area downstream from the site was modeled by Kennedy/Jenks in the Master Plan and discussed as follows:

5.4.1.9 Redwood/Willow Creek

This system drains N Redwood St and adjacent side streets from NE Territorial Rd to Hwy 99E, a portion of the Molalla Forest Rd, some of the residential streets on the east side of N Pine St and NE Territorial Rd from N Maple St to Willow Creek. The modeled existing drainage basin is 22.2 acres. This system's outfall is to Willow Creek on the north side of NE Territorial Rd where it combines with flow from the main stem of Willow Creek and flows onto the Fish Eddy property. No issues were identified in the modeling of this system and it appears to be adequately sized.

5.4.1.10 N 10th Ave and N Pine St to NE Territorial Rd plus Redwood/Willow Creek

This model adds basins, manhole junctions and pipes to represent development of N 10th Ave and N Pine St and decommissioning of one UIC in the area. The additional basin area is 9.3 acres. Flows are piped along N Pine St to Territorial Rd. The model shows the existing system has adequate capacity for the new flows that are proposed to be added to the existing pipe along NE Territorial Rd.

5.4.1.11 Redwood/Willow Creek plus N Pine St and N Redwood Rd New Development

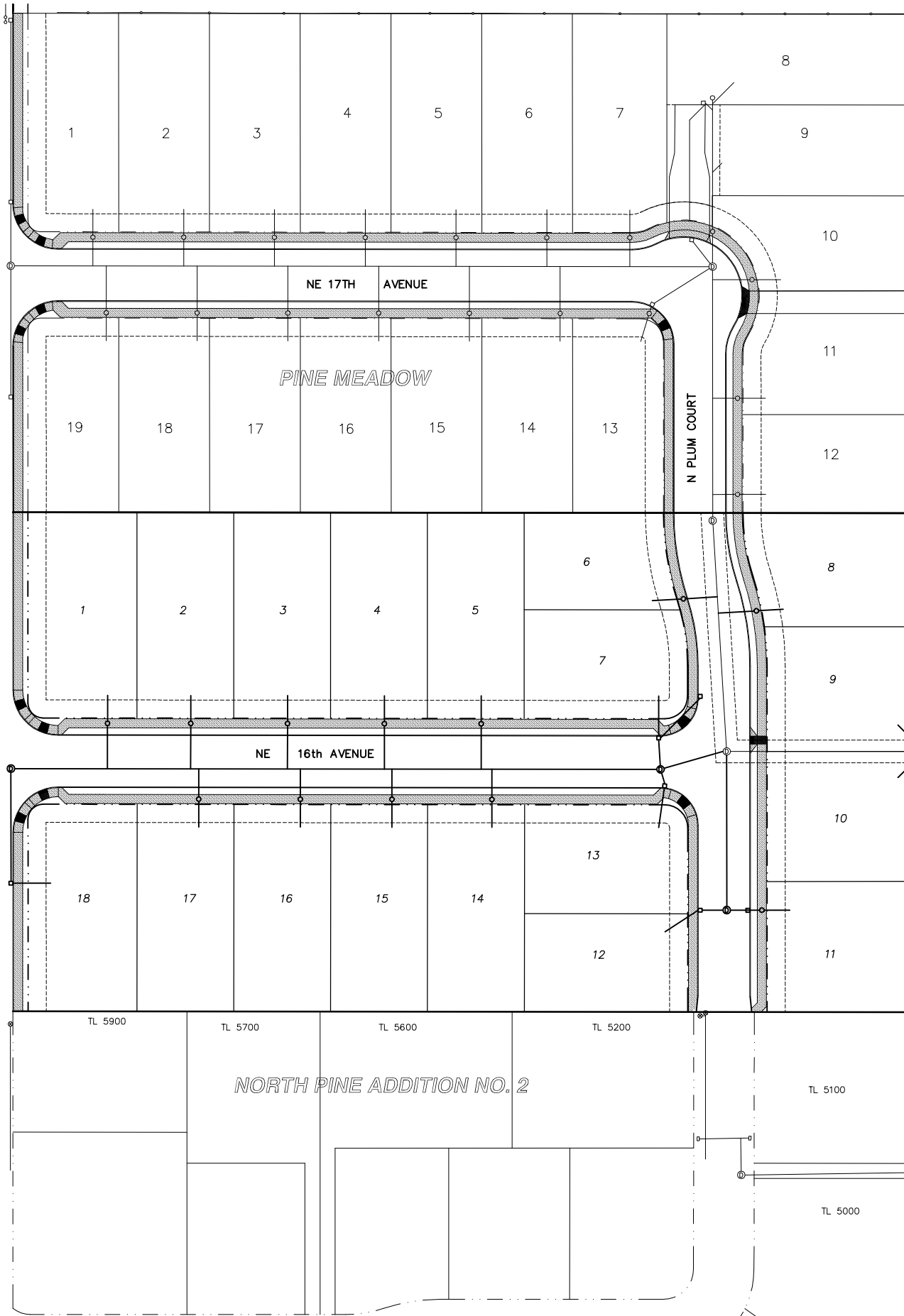
This model adds conceptual basins to account for runoff from potential future development. Pipes are added along N Pine St to connect to NE Territorial Rd and new connections are added along Redwood Rd from the basins to the east. The additional drainage area is 11.7 acres and the model shows the system has adequate capacity for the additional runoff.

The decommissioning of the one UIC on N Pine Street, mentioned in 5.4.1.10 above, does not occur in the area of the Franz or Pine Meadow subdivisions. The UIC to be decommissioned is located farther south on N Pine Street in the vicinity of NE 14th Place. Based upon our conversations with the City Engineer Curt McLeod, the Master Plan assumed that the N Pine Street runoff along the frontage of these two subdivisions would enter the storm drain system for these subdivisions and be piped into the North Redwood Storm Drain system as we have assumed with these calculations.

CONVEYANCE PIPING CONCLUSION:

An 18-inch diameter pipe laid at 0.0035 ft/ft is adequate to carry the anticipated 10 year peak flow from the Franz and Pine Meadow subdivisions. No downstream conveyance deficiencies were noted in the September 2013 City of Canby Storm Drain Master Plan.

N PINE STREET



LOGGING ROAD TRAIL

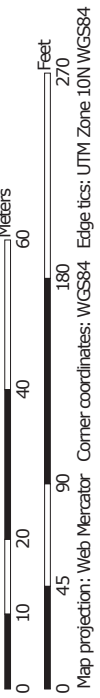
POSTLEWAIT ESTATES 2

POSTLEWAIT ESTATES

Soil Map—Clackamas County Area, Oregon
(Franz Meadow)








































Map Scale: 1:1,010 if printed on A landscape (11" x 8.5") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84



MAP LEGEND

 Area of Interest (AOI)	 Spoil Area
 Soil Map Unit Polygons	 Stony Spot
 Soil Map Unit Lines	 Very Stony Spot
 Soil Map Unit Points	 Wet Spot
 Special Point Features	 Other
 Blowout	 Special Line Features
 Borrow Pit	Water Features
 Clay Spot	 Streams and Canals
 Closed Depression	Transportation
 Gravel Pit	 Rails
 Gravelly Spot	 Interstate Highways
 Landfill	 US Routes
 Lava Flow	 Major Roads
 Marsh or swamp	 Local Roads
 Mine or Quarry	Background
 Miscellaneous Water	 Aerial Photography
 Perennial Water	
 Rock Outcrop	
 Saline Spot	
 Sandy Spot	
 Severely Eroded Spot	
 Sinkhole	
 Slide or Slip	
 Sodic Spot	

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Clackamas County Area, Oregon
 Survey Area Data: Version 9, Sep 19, 2014

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 8, 2010—Sep 4, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

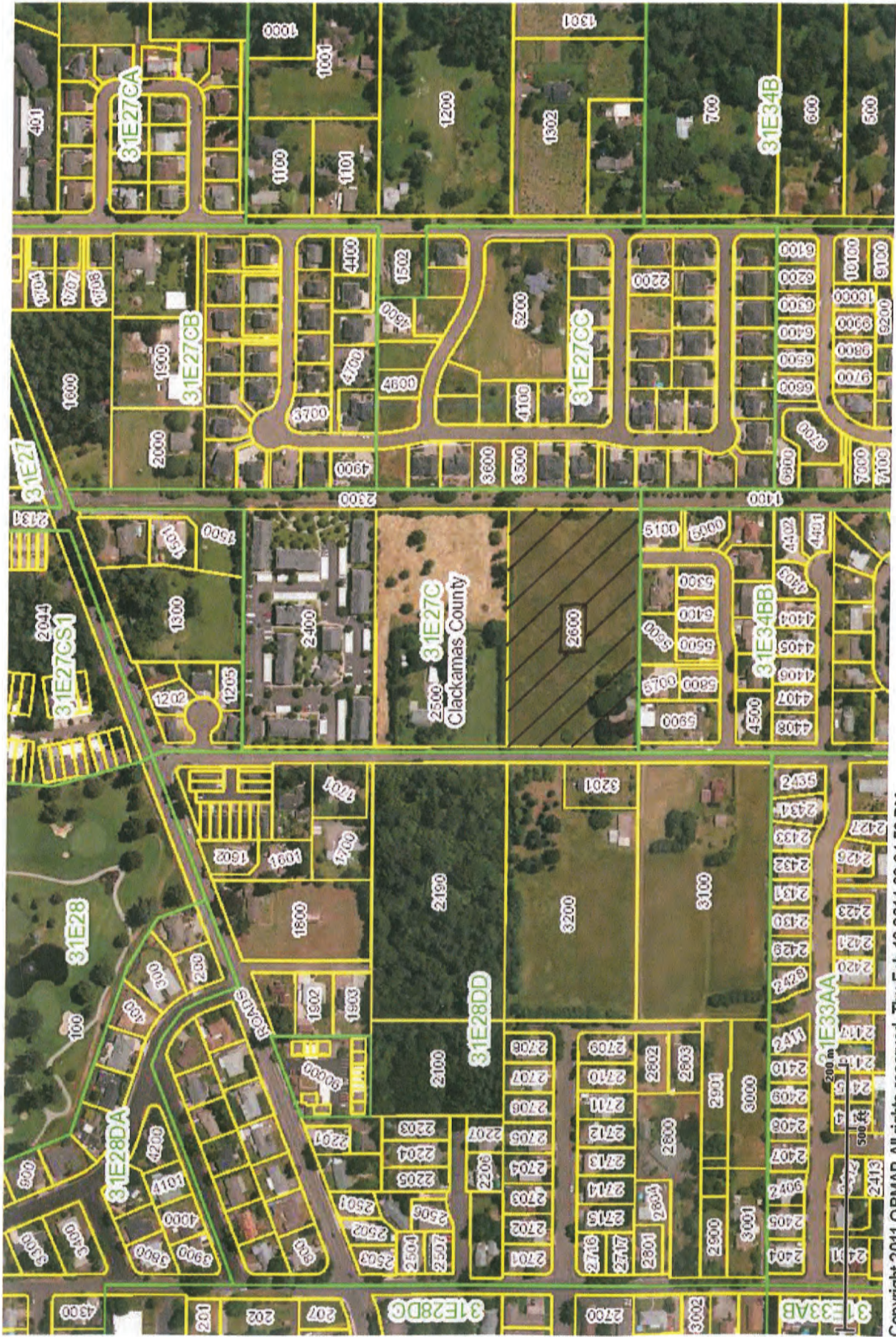
Map Unit Legend

Clackamas County Area, Oregon (OR610)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
12A	Candery sandy loam, 0 to 3 percent slopes	3.9	87.2%
53A	Latourell loam, 0 to 3 percent slopes	0.6	12.8%
Totals for Area of Interest		4.5	100.0%

VIII. Maps

- a. Vicinity Map
- b. Assessor Map
- c. Aerial
- d. Sheet 1 – Site Plan
- e. Sheet 2 – Existing Conditions
- f. Sheet 3 – Waterline Plan
- g. Sheet 4 – Sanitary Sewer Plan
- h. Sheet 5 – Storm Drain Plan
- i. Sheet 6 – Street & Grading Plan
- j. Sheet 7 – Street Profiles & Typical Sections
- k. Sheet 8 – Street Profiles & Typical Sections
- l. Sheet 8 – Shadow Plat

1546 N Pine Street



Copyright 2011 ORMAP. All rights reserved. Thu Feb 13 2014 02:04:50 PM.

3 1 E 27C
CANBY

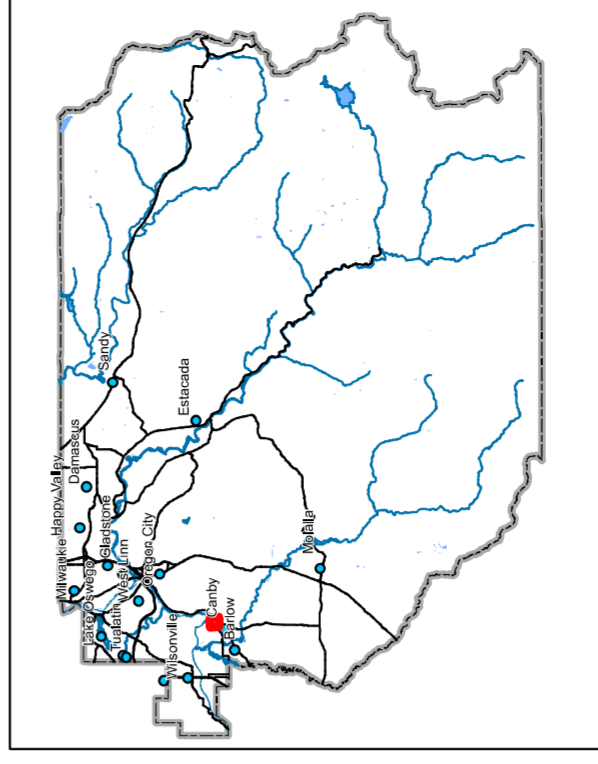
S.W.1/4 SEC.27 T.3S. R.1E. W.M.
CLACKAMAS COUNTY
1" = 200'

D. L. C.
WALTER FISH NO. 45

Cancelled Taxlots

2001
2000
302
1603
1604
1605
1700
1800
2100
1602
1501
1502
1503
703
801
901
2200
2201
2202
701
702
703
800
900
100
100
1600
1601
1400
1401
1500

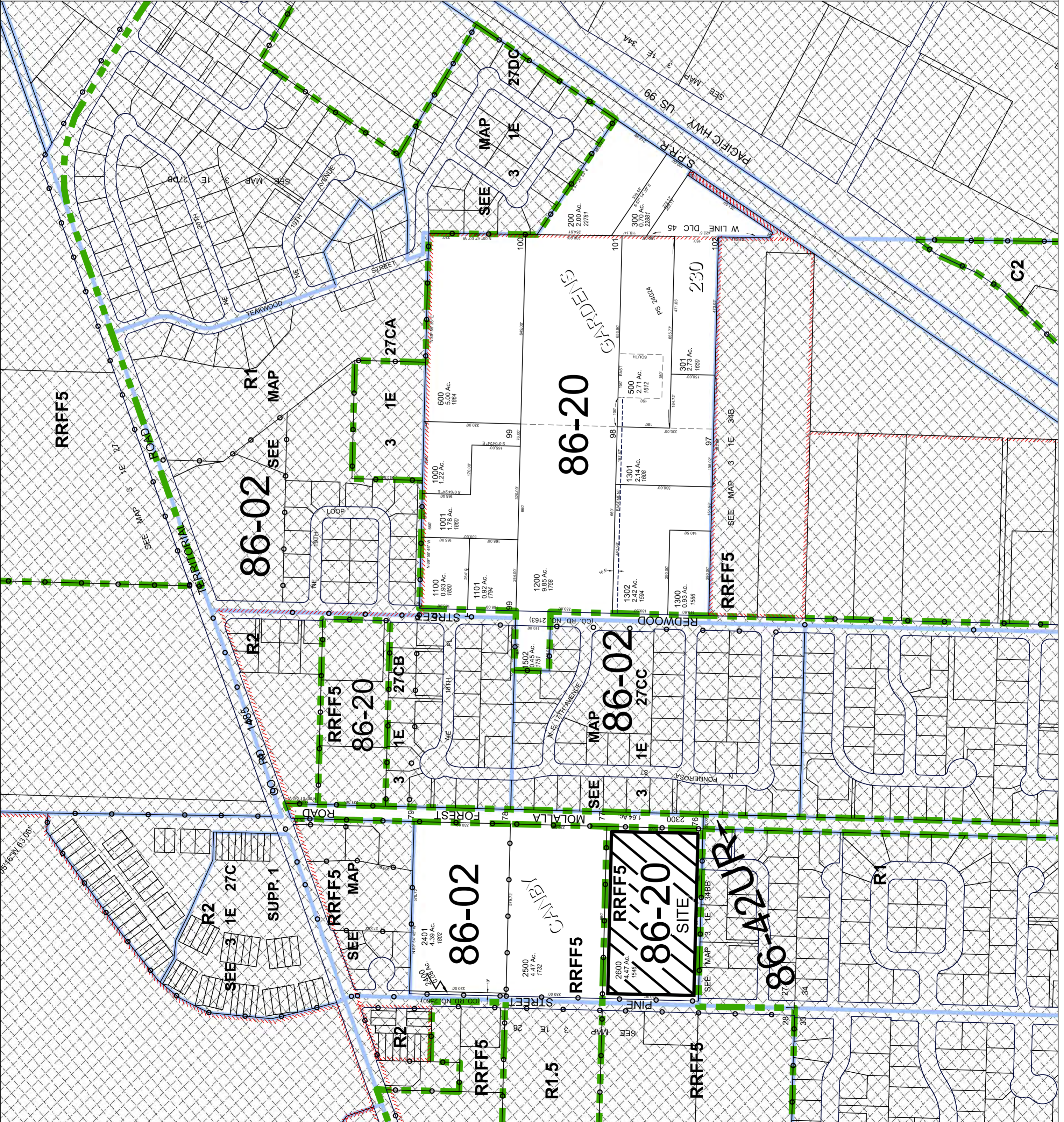
- Parcel Boundary
- Private Road ROW
- Historical Boundary
- Railroad Centerline
- TaxCodeLines
- Map Index
- WaterLines
- Land Use Zoning
- Plats
- Water
- Corner
- Section Corner
- 1/16th Line
- Govt Lot Line
- DLC Line
- Meander Line
- PLSS Section Line
- Historic Corridor 40'
- Historic Corridor 20'

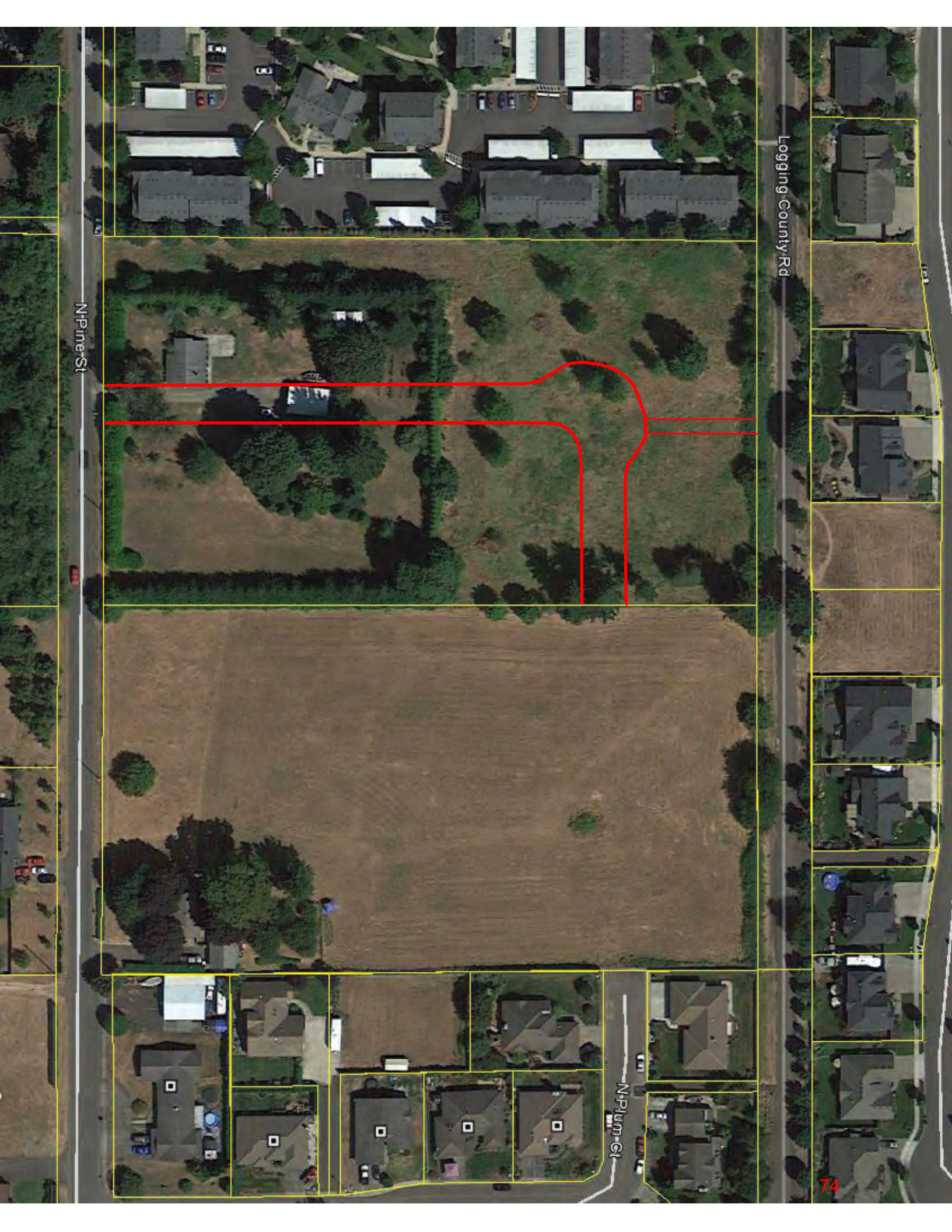


THIS MAP IS FOR ASSESSMENT
PURPOSES ONLY

3 1 E 27C
CANBY

10/29/2013





Logging County Rd

N Pine St

N Plum Ct

OWNER: THE JERRY AND CONNIE FRANZ TRUST
AND THE FRANZ-VICKER TRUST
10921 MARTIN LANE NE
AURORA, OR 97002

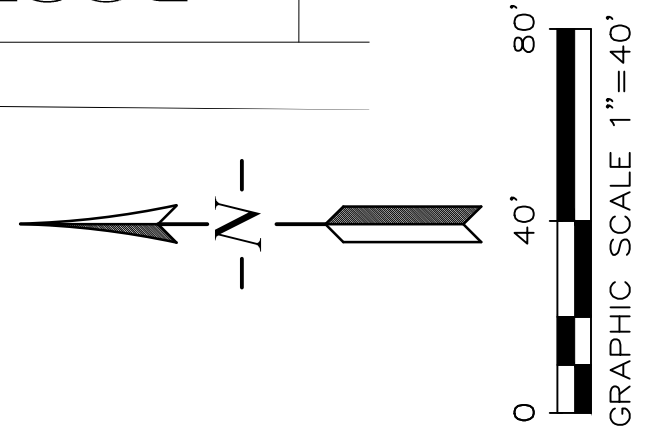
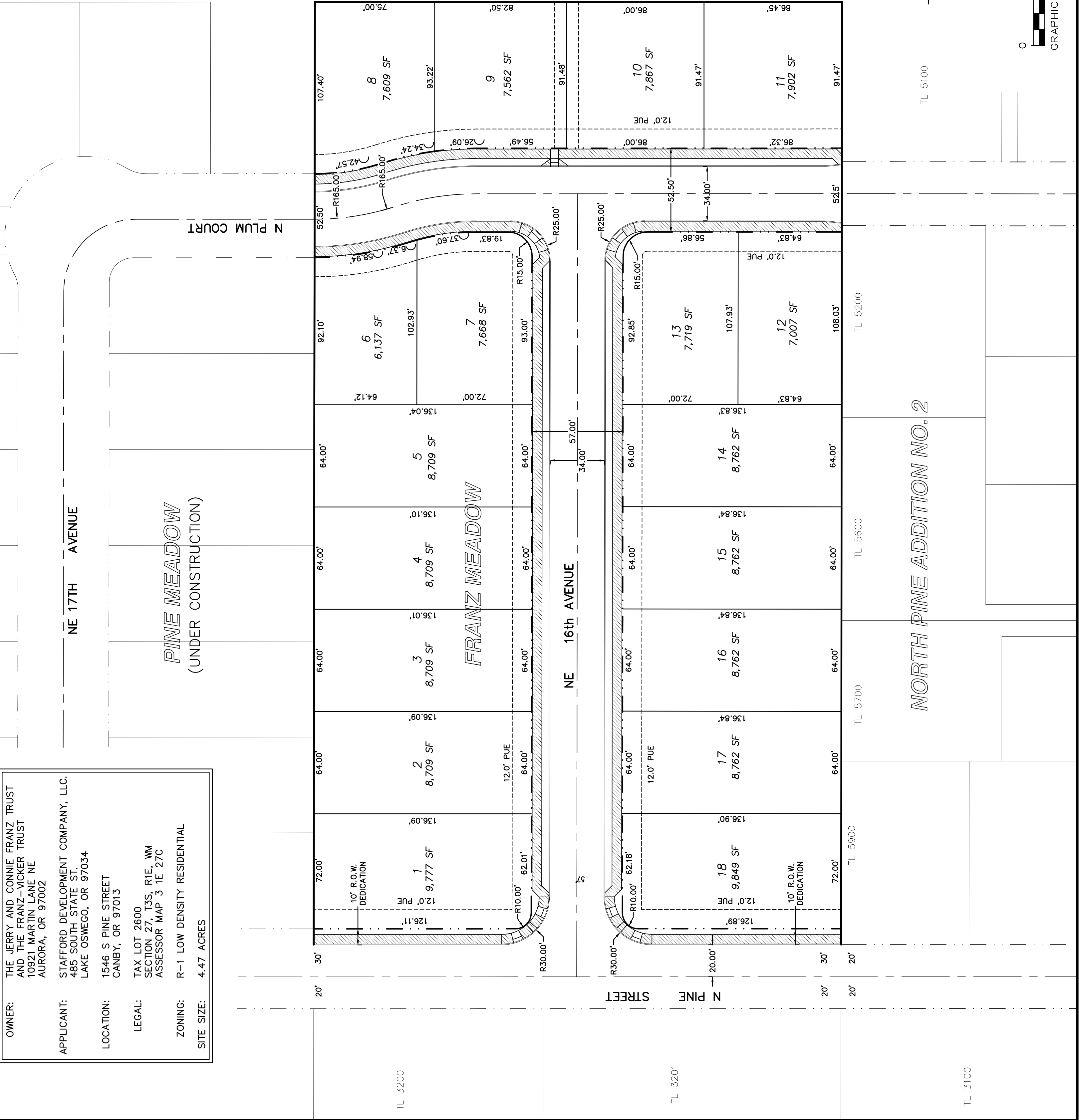
APPLICANT: STAFFORD DEVELOPMENT COMPANY, LLC.
485 SOUTH STATE ST.
LAKE OSWEGO, OR 97034

LOCATION: 1546 S PINE STREET
CANBY, OR 97013

LEGAL: TAX LOT 2600
SECTION 27, T3S, R1E, WM
ASSESSOR MAP 3 1E 27C

ZONING: R-1 LOW DENSITY RESIDENTIAL

SITE SIZE: 4.47 ACRES



REVISIONS	BY

STAFFORD DEVELOPMENT CO., LLC.
Franz Meadow
Site Plan

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

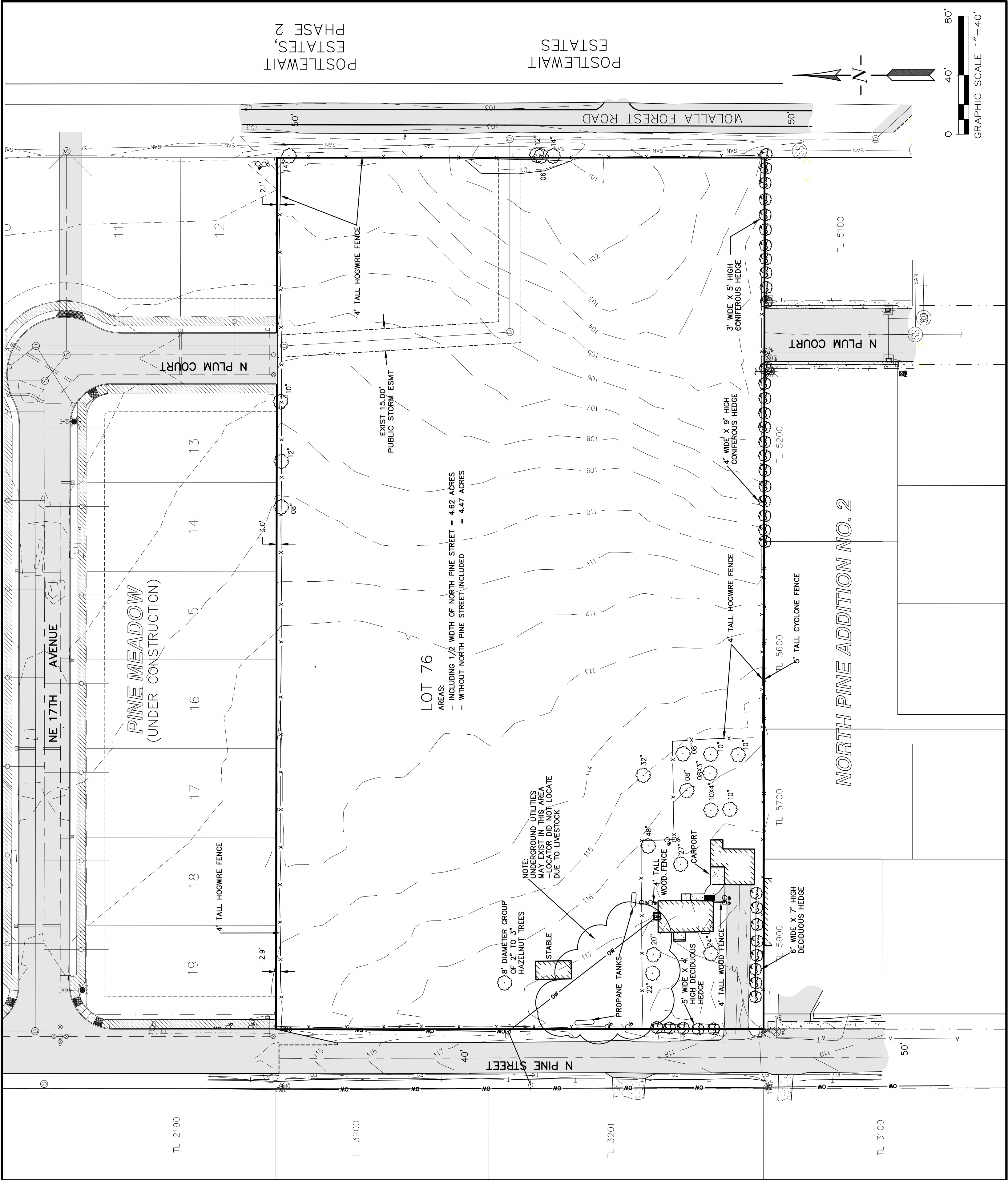
DATE Feb. 2015
SCALE 1" = 40'
DRAWN JMF/PS
JOB SGL14-080
SHEET 1
OF 9 SHEETS

REVISIONS	BY

STAFFORD DEVELOPMENT CO., LLC.
 Franz Meadow
 Exist Conditions

376 PORTLAND AVENUE
 GLADSTONE, OREGON 97027
 (503) 657-0188

SISUL ENGINEERING
 DATE Feb. 2015
 SCALE 1" = 40'
 DRAWN JMF/PS
 JOB SGL14-080
 SHEET **2**
 OF 9 SHEETS



REVISIONS	BY

STAFFORD DEVELOPMENT CO., LLC.

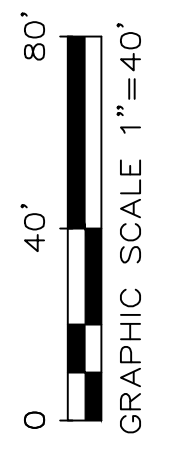
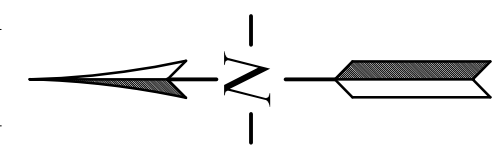
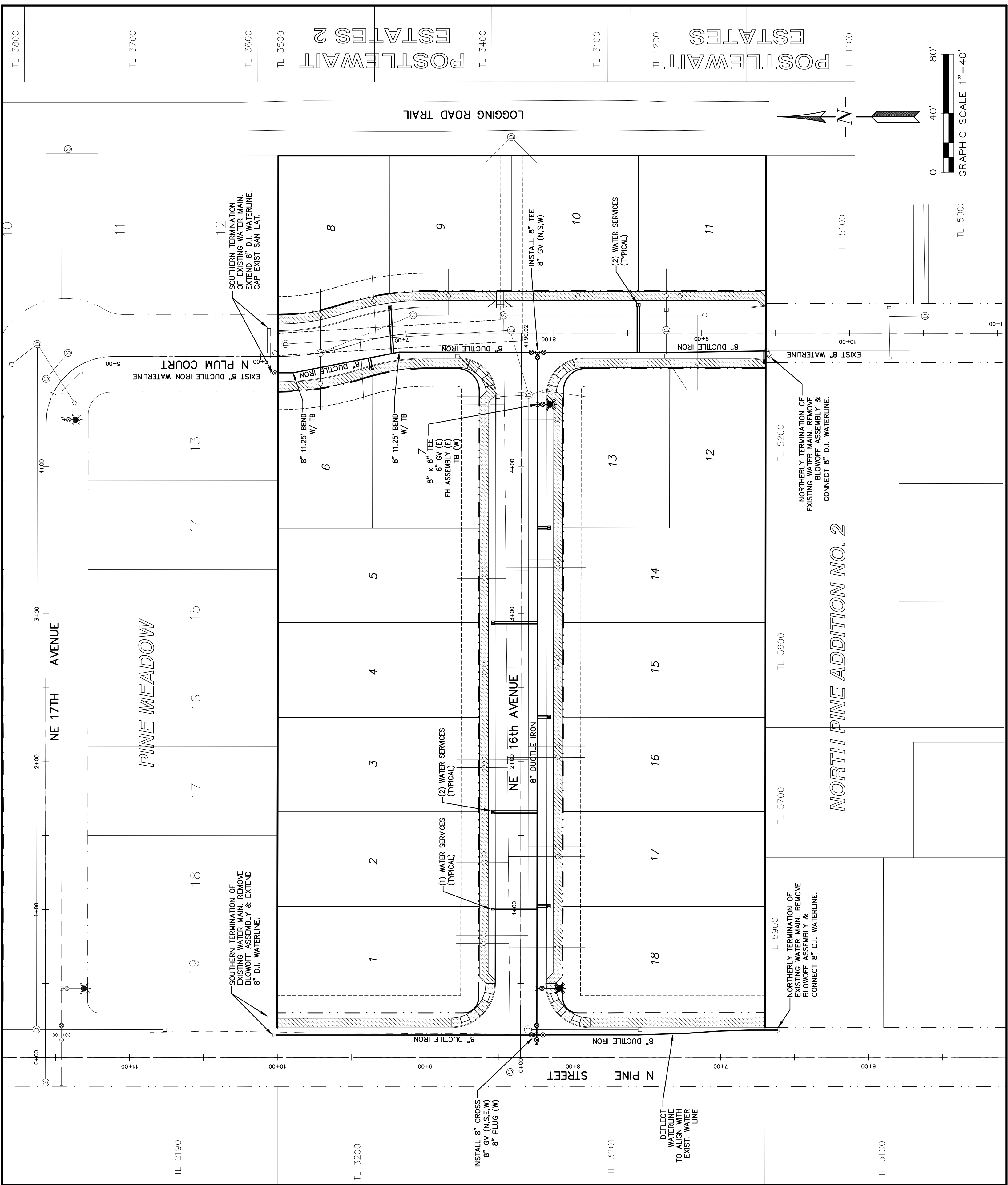
Franz Meadow

Waterline Plan

SISUL ENGINEERING

376 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 657-0188

DATE	Feb. 2015
SCALE	1" = 40'
DRAWN	JMF/PS
JOB	SGL14-080
SHEET	3
OF	8 SHEETS



TL 3800
TL 3700
TL 3600
TL 3500
ESTATES 2
TL 3400
TL 3100
ESTATES
TL 1200
POSTLEWAIT
TL 1100

TL 2190
TL 3200
TL 3201
TL 3100

NE 17TH AVENUE
PINE MEADOW
NE 16TH AVENUE
N PINE STREET
LOGGING ROAD TRAIL

1
2
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19

EXIST 8" DUCTILE IRON WATERLINE
SOUTHERN TERMINATION OF EXISTING WATER MAIN. REMOVE BLOWOFF ASSEMBLY & EXTEND 8" D.I. WATERLINE.
NORTHERLY TERMINATION OF EXISTING WATER MAIN. REMOVE BLOWOFF ASSEMBLY & CONNECT 8" D.I. WATERLINE.
INSTALL 8" CROSS 8" G.V. (N.S.E.W) 8" PLUG (W)
DEFLECT WATERLINE TO ALIGN WITH EXIST. WATER LINE
8" DUCTILE IRON
8" x 6" TEE 8" G.V. (E) FH ASSEMBLY (E) TB (W)
8" 11.25" BEND W/ TB
(1) WATER SERVICES (TYPICAL)
(2) WATER SERVICES (TYPICAL)
NORTHERLY TERMINATION OF EXISTING WATER MAIN. REMOVE BLOWOFF ASSEMBLY & CONNECT 8" D.I. WATERLINE.
EXIST 8" WATERLINE
8" DUCTILE IRON
INSTALL 8" TEE 8" G.V. (N.S.W)
(2) WATER SERVICES (TYPICAL)

TL 5900
TL 5700
TL 5600
TL 5200
TL 5100

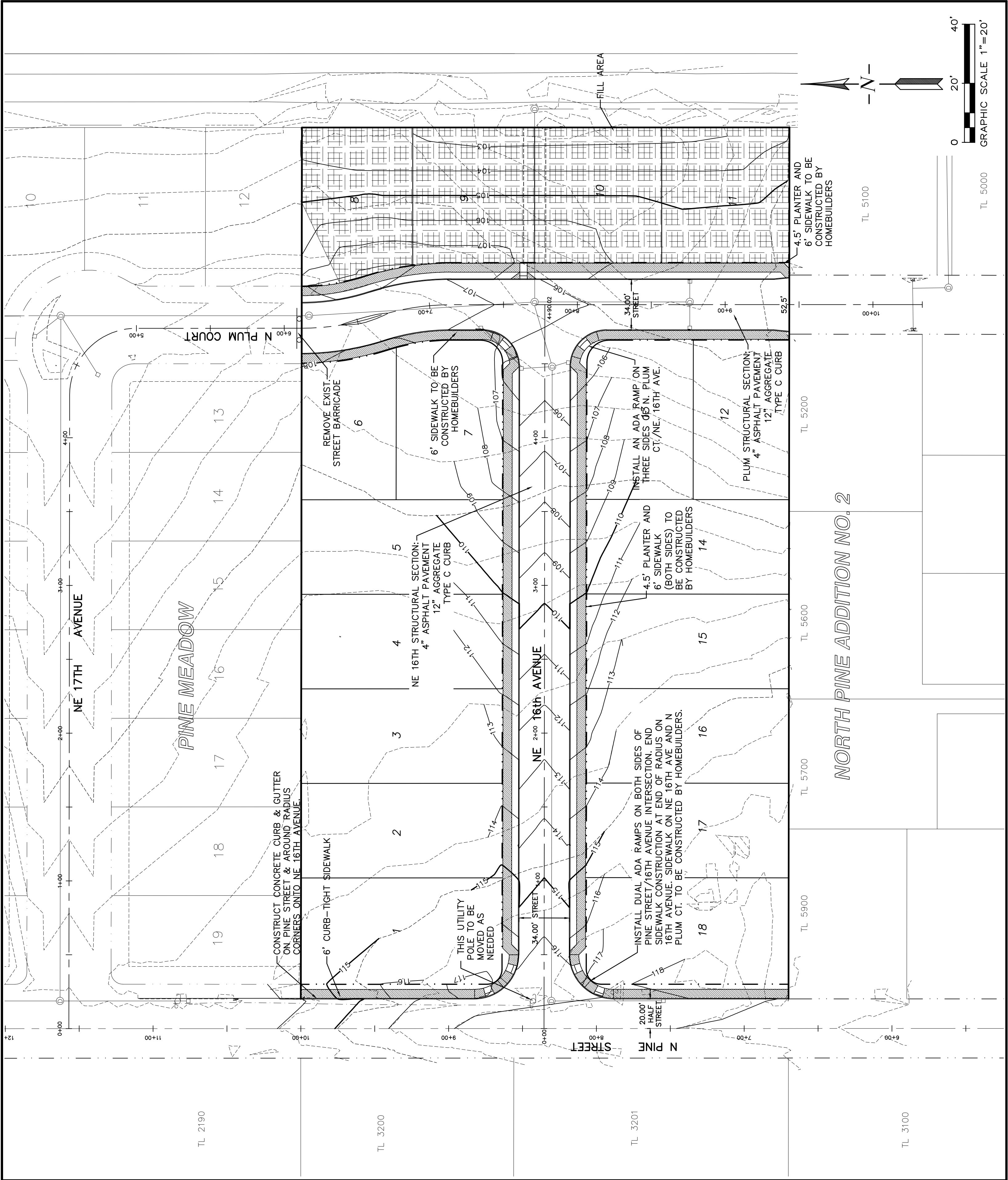
NORTH PINE ADDITION NO. 2

REVISIONS	BY

Franz Meadow
 Preliminary Plat
 Street & Grading Plan STAFFORD DEVELOPMENT CO., LLC.

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

DATE Feb. 2015
 SCALE 1" = 40'
 DRAWN JMF/PS
 JOB SGL14-080
 SHEET **6**
 OF 9 SHEETS

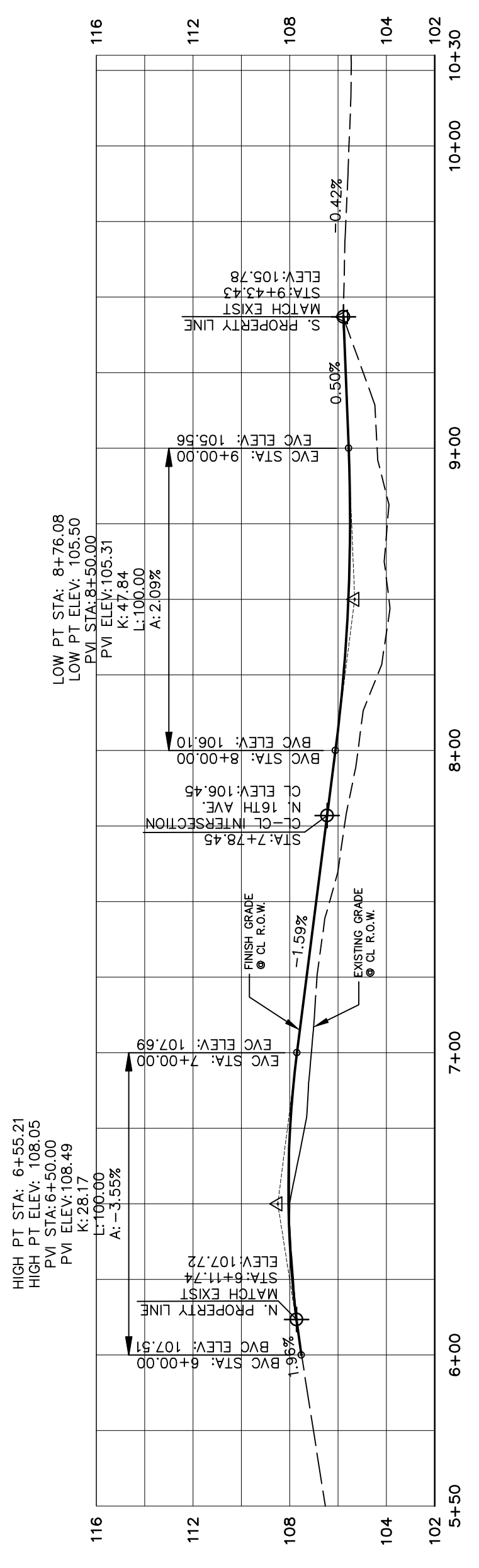


REVISIONS	BY

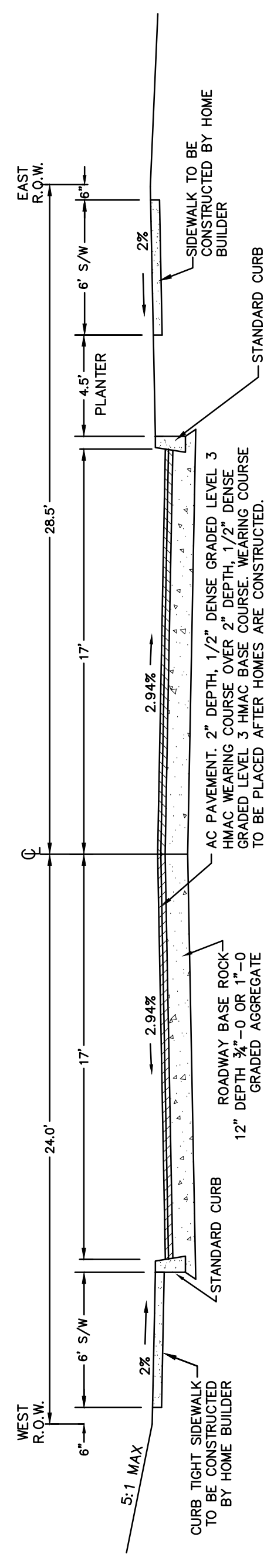
Franz Meadow
& Typical Section STAFFORD DEVELOPMENT CO., LLC.

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

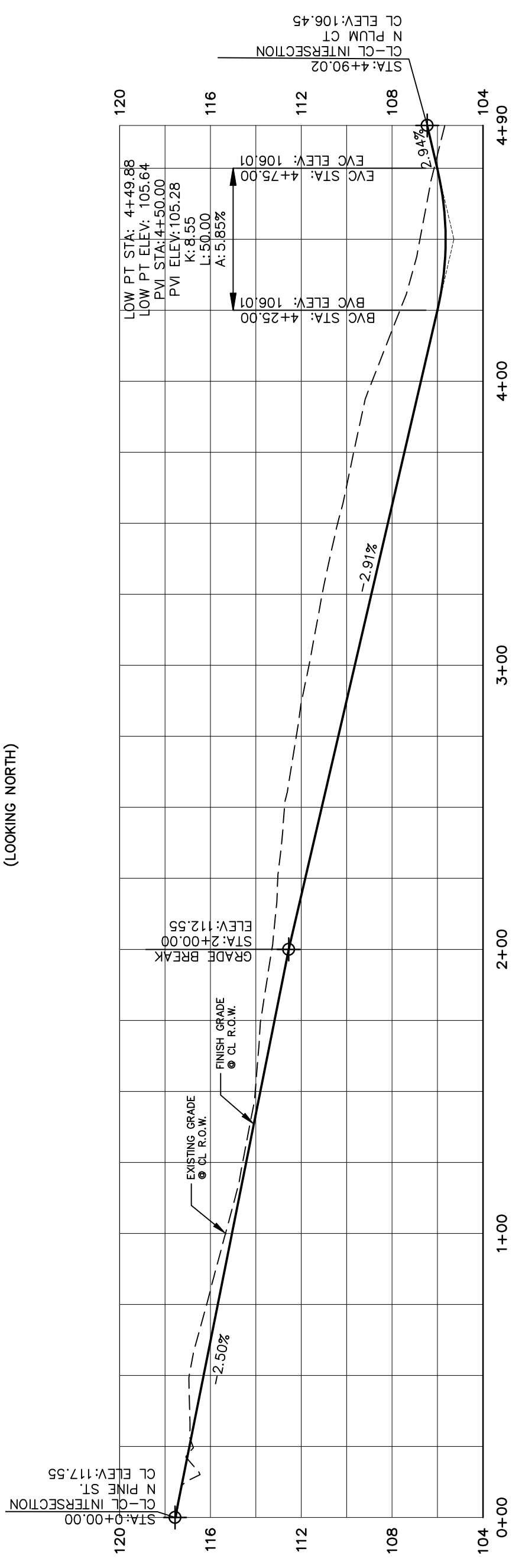
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SCALE: AS NOTED
DRAWN: JMF/PS
JOB: SGL14-080
SHEET: **7**
OF 9 SHEETS



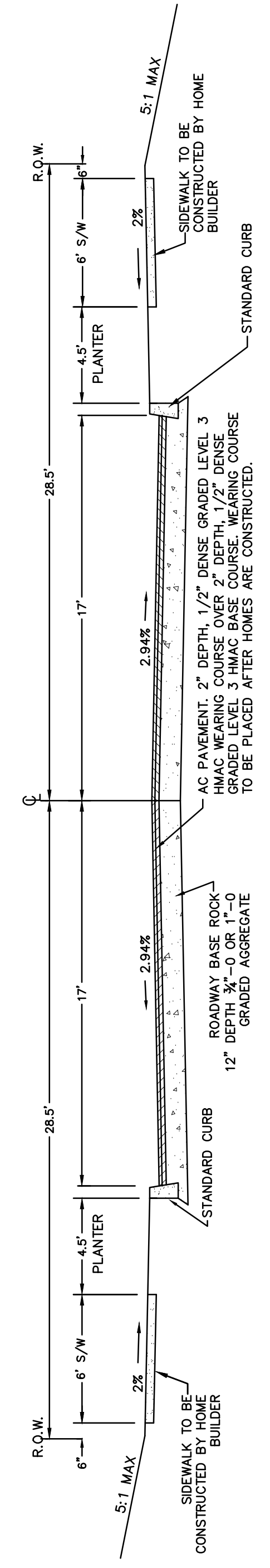
N PLUM CT
HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=5'



N PLUM COURT STREET SECTION
(LOOKING NORTH)



NE 16TH AVE.
HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=5'



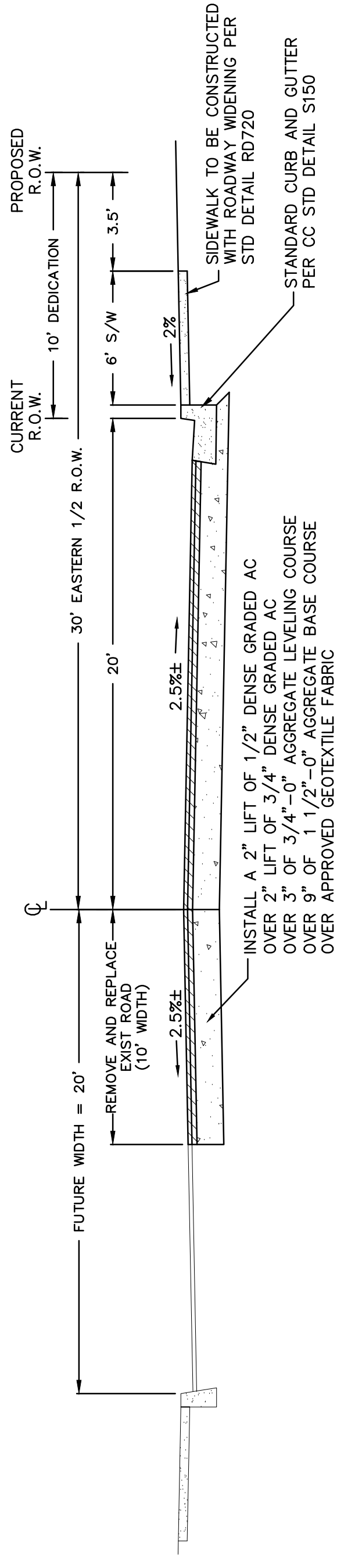
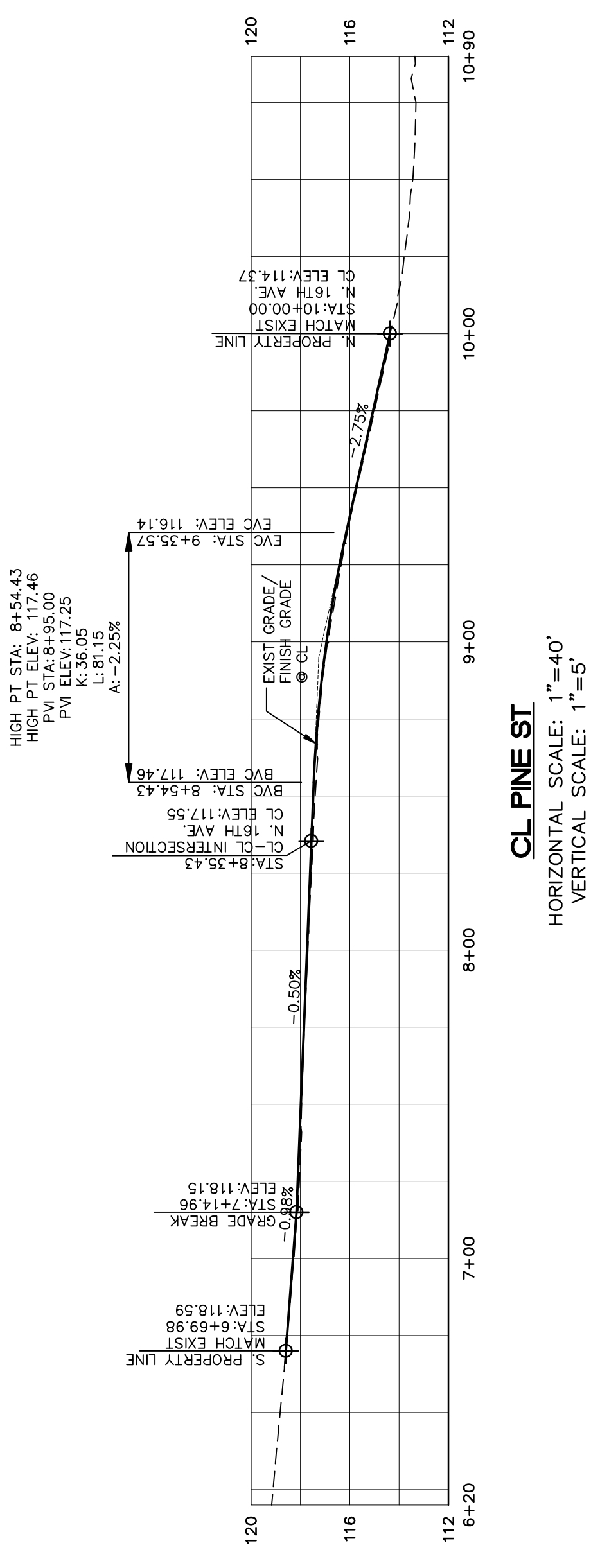
NE 16TH AVENUE STREET SECTION

REVISIONS	BY

Street Profiles
& Typical Section
Franz Meadow
STAFFORD DEVELOPMENT CO., LLC.

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

DATE	Feb. 2015
SCALE	AS NOTED
DRAWN	JMF/PS
JOB	SGL14-080
SHEET	8
OF	9 SHEETS



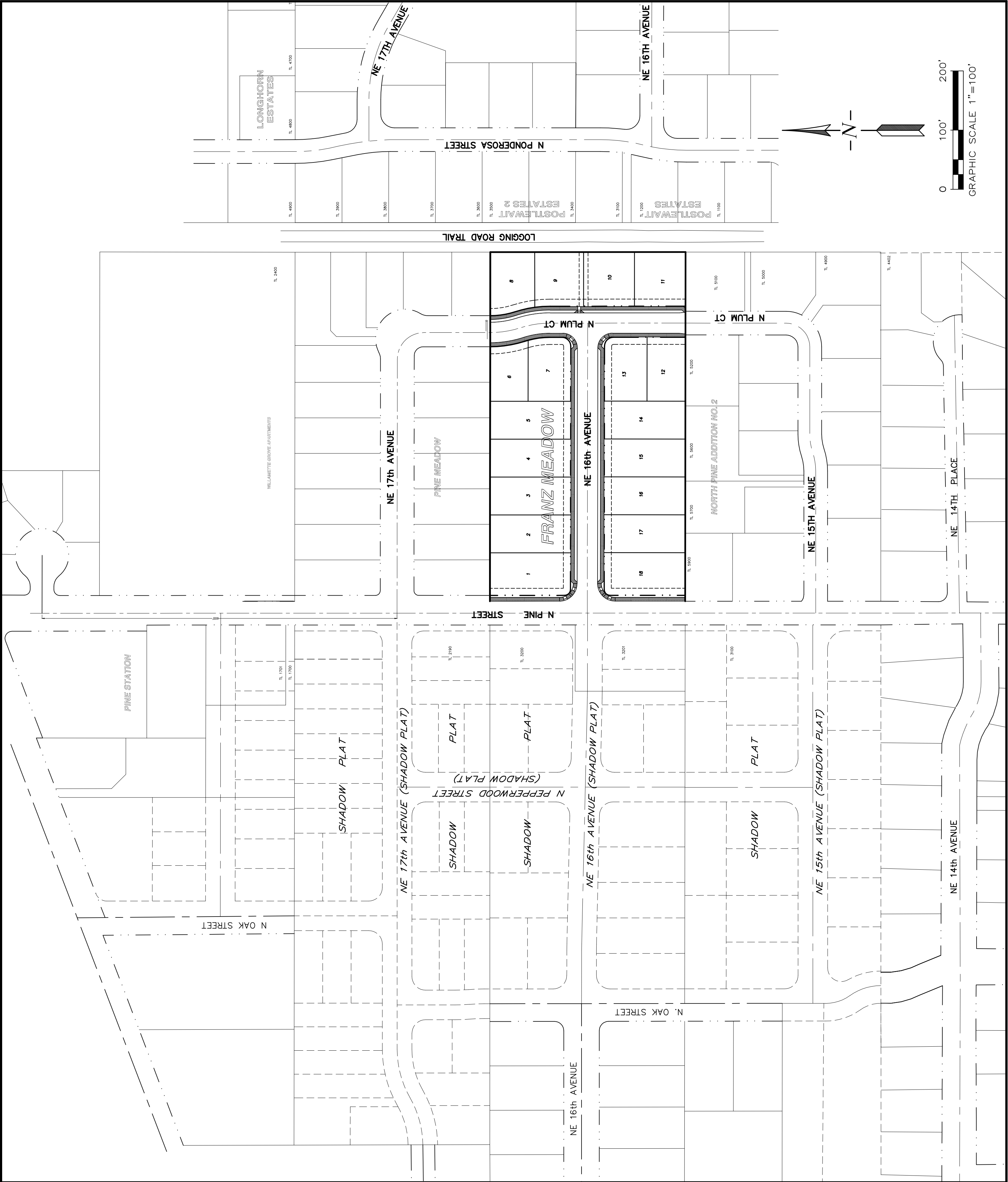
N PINE STREET SECTION
 NTS

REVISIONS	BY

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

Shadow Plat
Franz Meadow
of Offsite Properties STAFFORD DEVELOPMENT CO., LLC.

DATE Feb. 2015
 SCALE 1" = 100'
 DRAWN JMF/PS
 JOB SGL14-080
 SHEET **9**
 OF 9 SHEETS



CURRAN-McLEOD, INC.
CONSULTING ENGINEERS

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

April 16, 2015

MEMORANDUM

TO: Mr. Bryan Brown
City of Canby

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

**RE: CITY OF CANBY
FRANZ SUBDIVISION (SUB 15-02)**

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

1. N Pine Street is a County road and classified in the City Transportation System Plan as a collector road, the total existing right-of-way (ROW) width is 40', the required ROW ranges between 50-foot and 60-foot. The developer proposes to dedicate an additional 10-foot of ROW on one side of the roadway meeting the required ROW width of 30 feet for the half street improvements. The half street improvements shall be built to City Standards with a 20-foot paved street width measured from the centerline ROW and matching the existing street width to the north. An asphalt tapers at the rate of 10:1 shall be constructed to match existing asphalt surface at the south end of the street. The improvements shall also include curbs, 6-foot curb tight concrete sidewalks, street lights and utilities in conformance with section 2.207 of the City of Canby Public Works Design Standards dated June 2012. Clackamas County approval will be needed for those improvements.
2. All interior shall be designed to City local street standards with 34-foot paved width, curbs, planters, 6' sidewalks, streets lights and utilities. Curb tight sidewalk along the west side of N. Plum Ct is acceptable to match the existing sidewalks to the north and south.
3. All street names and traffic signs shall be installed by the developer as part of this development.
4. The sanitary sewer and waterline shall be extended past the half street improvements on N. Pine Street to provide future services to TL 3201 and avoid cutting the paved street surface.

Mr. Bryan Brown
April 16, 2015
Page 2

5. An erosion control permit will be required from the City of Canby prior to any on-site disturbance.
6. A demolition permit will be required from the City of Canby prior to demoing of the existing house.
7. A storm drainage analysis shall be submitted to the City or review and approval during the final design phase. The analysis shall meet Chapter 4 of the City of Canby Public Works Design Standards dated June 2012.
8. Advanced Financing District for connecting to North Redwood Storm Drainage Improvements was formed by the City and approved by the City Council approved ordinance #688 on December 1, 1999. The developer will be required to pay their share of the cost prior to connecting to the existing storm drain system.
9. Any existing domestic or irrigation wells shall be abandoned in conformance with OAR 690-220-0030. A copy of WRD abandonment shall be submitted to the City.
10. Any existing on-site sewage disposal system shall be abandoned in conformance with Clackamas County WES regulations. A copy of the septic tank removal certificate shall be submitted to the City.

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



Campbell M. Gilmour
Director

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SUNNYBROOK SERVICE CENTER
9101 SE SUNNYBROOK BLVD. CLACKAMAS, OR 97015

MEMORANDUM

TO: David Epling, City of Canby
FROM: Kenneth Kent, Land Use Review Coordinator
DATE: May 4, 2015
RE: SUB 15-02
31E27C 02600

This office has the following comments pertaining to this proposal:

FACTS AND FINDINGS

1. The proposed land use application for an 18-lot subdivision is located within the City of Canby and subject to city land use regulations. The site fronts on N Pine Street, which is under the jurisdiction of Clackamas County. The applicant is subject to City of Canby standards and requirements for the on-site development and will require approval of a Development Permit from Clackamas County for access and frontage improvements on N Pine Street.
2. The project site has approximately 330 feet of frontage on the east side of N Pine Street. N Pine Street is classified as a collector roadway by Clackamas County. Clackamas County has adopted roadway standards that pertain to the structural section, construction characteristics, minimum required right-of-way widths and access standards for collector roads. The right-of-way width of N Pine Street appears to 40 feet along the project site frontage, according to the Clackamas County Assessor's Map. The minimum right-of-way width for a collector roadway is 60 feet. Subdivision applications are required to dedicate up to one half of the standard right-of-way width at the time of development. The applicant will be required to dedicate approximately 10 of additional right-of-way along the entire site frontage so there is a minimum 30-foot one half right-of-way width.
3. The minimum improvements on the N Pine Street frontage consistent with the Clackamas County Roadway Standards include, but are not necessarily limited to, up to a one half-street improvement, with a pavement width of 18 feet from the centerline of the right-of-way, standard 6-inch wide curb and a 6-foot wide unobstructed, curb-tight sidewalk.. However, in this case the one half road width for N Pine Street has been established at 20 feet, as approved with the Pine Meadows Subdivision immediately to the north.
4. *Clackamas County's Roadway Standards* indicate that collector roadways shall have an 8-foot wide public easement for sign, slope, and public utilities on each side of the roadway.
5. The proposal must be in conformance with the rules and regulations of the District and Clackamas County Zoning and Development Ordinance Section 1008. Positive drainage

must be provided to an existing storm drainage system capable of accommodating the estimated contribution.

CONCLUSION

Although the County does not have land use jurisdiction over the proposed subdivision, the County does have jurisdiction over access and improvements along the N Pine Street frontages. However, the following recommended conditions reflect the County's minimum recommended standards for the City's consideration. Where the City's standards differ and are more stringent, the County will defer to the City's standards.

If the City of Canby approves the request, the following conditions of approval are recommended. If the applicant is advised to or chooses to modify the proposal in terms of access location and/or design following the preparation of these comments, this office requests an opportunity to review and comment on such changes prior to a decision being made.

1. All required street, street frontage and related improvements shall comply with the standards and requirements of the Clackamas County Zoning and Development Ordinance and the Clackamas County Roadway Standards unless otherwise noted herein.
2. The applicant shall dedicate approximately 10 feet of right-of-way along the entire site frontage on N Pine Street and verify by a professional survey that a 30-foot wide, one-half right-of-way width exists.
3. The applicant shall grant an 8-foot wide public easement for sign, slope and public utilities along the entire frontage of N Pine Street.
4. The applicant shall design and construct improvements along the entire site frontage of N Pine Street to collector roadway standards, per Clackamas County Roadway Standards, Standard Drawing C130. These improvements shall consist of:
 - a. A one half-street improvement with a minimum paved width of 20 feet from the centerline of the right-of-way. The structural section shall be designed and constructed per Standard Drawing C100 for a collector roadway.
 - b. Inbound and outbound tapers shall be provided per Section 250.6.4 of the Clackamas County Roadway Standards.
 - c. Standard curb, or curb and gutter if curblin slope is less than one percent, with the curb face located 20 feet from the centerline of the right-of-way.
 - d. A 6-foot wide unobstructed, curb-tight sidewalk along the entire site frontage. The applicant shall relocate mailboxes, fire hydrants, utility poles, etc, when they are located within the limits of the sidewalk or construct an eyebrow so that the full width of the sidewalk is provided around the obstruction. Mailboxes shall be relocated or replaced in accordance with standards established by the local Post Office. Additional easement, as necessary, shall be granted to provide for any sidewalk eyebrows.
 - e. Curb ramps shall be provided at the proposed intersection of NE 16th Avenue with N Pine Street, constructed per Standard Drawing S930.
 - f. Storm drainage facilities in conformance with *Clackamas County Roadway Standards* Chapter 4.

5. Utility Placement Permit shall be required for any utility work required within the right-of-way of N Pine Street.
6. The applicant shall submit an Engineer's cost estimate to be approved by Clackamas County Engineering for the asphalt concrete, aggregates, and any other required public improvement in the Leland Road right-of-way.
7. Prior to commencement of site work and recording of the plat the applicant shall obtain a Development Permit from this office for design and construction of required improvements to Leland Road. To obtain the Permit, the applicant shall submit plans prepared and stamped by an Engineer registered in the State of Oregon, provide a Performance Guarantee, and pay an Inspection Fee. The Performance Guarantee is 125% of the approved Engineer's cost estimate for the required improvements.

SUB 15-02 Franz Meadow C&D KK 5-4-15

From: Michael Hemelstrand [<mailto:mike.hemelstrand@gmail.com>]
Sent: Tuesday, May 05, 2015 10:17 AM
To: PlanningApps
Subject: Franz Meadow Comment

The narrative for this development states that:

"N Pine Street will be constructed to Collector street standards consisting of a 20-foot wide ½ street improvement from centerline to curblin and a 6-foot wide curb-tight sidewalk along the east side of the street. A 10-foot right-of-way dedication along the project frontage will make the eastern ½ right-of-way 30 feet wide, allowing for a total right-of-way of 60 feet when property on the west side of Pine Street is subdivided..."

Questions:

- 1) Are bike lanes planned for N Pine street?
- 2) Will the developer provide bike lane striping for the east side of Pine Street?
- 3) In looking at the TSP fig #7-5 (attached), I see no mention of curb tight sidewalks. How is it that they are being proposed for this development?

Thank you for considering my questions,

Mike Hemelstrand
Canby Bicycle and Pedestrian Advisory Committee



City of Canby

SITE AND DESIGN REVIEW STAFF REPORT

FILE #: DR 15-01

Prepared for the June 8, 2015 Planning Commission Meeting

LOCATION: 300 S. Redwood Street

TAXLOT: 31E34C01800 & 31E34C00200 (Both properties bordered in red on map below)



LOT SIZE: 1.4 ac portion of a 4.21 ac parcel

ZONING: C-M Commercial/Manufacturing & OHC-Outer Highway Commercial Overlay Zone

OWNER: Anderson Properties, LLC – Kim Ragain

APPLICANT: Pat Sisul Engineering, Kim Ragain, Western Storage, LLC

APPLICATION TYPE: Site & Design Review (Type III)

CITY FILE NUMBER: DR 15-01

APPLICANT'S REQUEST:

The applicant is seeking site and design approval to construct a 20,160 square foot metal commercial storage building with four office spaces on a 1.4 acre portion of a 4.21 acre parcel. The proposal consists of a Phase 3 development of an existing warehouse storage facility that was previously developed with two storage buildings toward the front of the property. The location of the new building is proposed to the north of the pre-existing structures and approximately 300 feet from Redwood Street. This phase of the project includes a total of 2,520 square feet of office space and 17,640 square feet of covered recreational vehicle (RV) storage area.

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**
- 16.30 C-M Heavy Commercial/Manufacturing Zone**
- 16.41 Downtown Canby 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**

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 Assessor’s information and previous land use cases approved by the City, staff determined that the property consists of two legally created lots.

16.08.090 Sidewalks Requirements

A. In all commercially zoned areas, the construction of sidewalks and curbs (with appropriate ramps for the handicapped on each corner lot) shall be required as a

condition of the issuance of a building permit for new construction or substantial remodeling, where such work is estimated to exceed a valuation of twenty thousand dollars, as determined by the building code. Where multiple permits are issued for construction on the same site, this requirement shall be imposed when the total valuation exceeds twenty thousand dollars in any calendar year.

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

Findings: The project is a phased development of a previously developed site. Sidewalks and curbs on street frontages are previously developed and adequate for this proposal. All sidewalks within the development area meet required standards.

16.08.050 Traffic Impact Study (TIS)

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

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

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

1. Changes in land use designation, zoning designation, or development standard.
2. Changes in use or intensity of use.
3. Projected increase in trip generation.

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

Findings: Based on criteria listed in *16.08.150 (C)* above, staff determined that a TIS is required for this particular proposal. However, as part of the review process, it was determined that a trip generation estimate performed by DKS and Associates is sufficient to satisfy TIS standards in this case. The proposal is an expansion of an existing use that has been in place since at least 2002 after it received City approval under DR01-06. An assessment of traffic impacts for the expansion project can be addressed through the trip generation estimate. The estimate determined that the project would add to the transportation network 6 vehicle trips during the a.m., 9 during the peak hours of the p.m. and 72 daily trips. The estimate determined that the "... increase in vehicle trips will not significantly impact traffic operations along the surrounding transportation network and will not trigger the need for evaluation of off-site impacts at surrounding intersections based on operations standards."

16.10 Off Street Parking

16.10.030 General requirements

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

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

Findings: In this particular case, the applicant is not changing the existing use on the property but expanding a storage facility. Other uses will not occupy the structure and the office space and RV storage are consistent with current development on the site. Additional parking is proposed for the proposed expansion.

16.10.050 Parking standards designated

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

Warehousing: 2.00 spaces per 1,000 gross square feet of office space, plus 1.00 space per 1.000 gross square feet of non-office warehousing space. Minimum of 5 parking spaces overall.

Findings: The applicant provided a response to the table and calculated the square footage of building and the total number of spaces required for the site. Based on these calculations, the applicant noted the total number of spaces necessary amounts to 23 parking spaces, and the total number that will be available are 23. Based on available information, staff concurs with the applicant that this criterion 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, one loading berth is required and one is provided according to the applicant's calculations. The proposal meets this standard as well as size and screening requirements.

16.10.070 Parking lots and access

16.10.100 Bicycle Parking

Findings: Staff finds that applicant's information adequately addresses this criterion. The submitted plans and narrative indicate that the provisions for bicycle parking listed in 16.10.100 can be met. The information provided addressed provisions for parking space size, number, and type listed in 16.10.070 and other requirements for parking lot and access standards. The project is serviced by the existing site accesses.

16.30 C-M (Heavy Commercial Manufacturing Zone)

Findings: The underlying zoning of the property is C-M. The property is also located within the DCO (Downtown Canby Overlay Zone), and is situated in the (OHC) Outer Highway Commercial sub-area. The DOC (Chapter 16.41) is the superseding development chapter for this proposal. Section 16.41.030 states: *"Unless modified pursuant to the following Subsection, uses permitted outright in the underlying base zones are permitted outright in the DCO zone, subject to the respective zone district boundaries...."* The C-M zone states in 16.28.010(A) that uses permitted outright in the C-2 Zone includes uses permitted outright in a C-1 zone. Office space is allowed outright in the C-1 zone. Recreation vehicle storage is not listed as a use in any zone or the definitions section of the code. However, truck storage is permitted under Section 16.28.010(C) of the C-2 zone. Staff concludes that the use is similar enough to meet the intent of the zone code. Subsequently, the uses proposed by the applicant are permitted uses in the C-M Zone. All other development standards are contained in the DCO (Chapter 16.41)

16.41.010 Downtown Canby Overlay Zone (DCO)/ Outer Highway Commercial Sub-Area (OHC)

Purpose

The purpose of the DCO Sub-Area OHC is to provide an auto-oriented commercial area that maintains a visual connection with the street by establishing buildings and landscaping close to street frontage

16.41.050 Development standards (OHC) Tables 1, 2, 3

(1) Street Setback: 10' min. 0' max.

(b) At least 40% of the length of each lot frontage shall be developed with a building(s) built at the minimum setback from the street lot line.

(c) Where feasible, building should be located at one or both street-facing corners of a lot.

(2) FAR (Floor Area Ratio): 0.25

Findings: The project is located in Outer Highway Commercial Sub-Area that was established to ensure an automobile-oriented area. The proposed building is situated on the north side of South Redwood Street approximately 1/3 of a mile from Highway 99E where S. Pine Street curves east and turns into SE 3rd Avenue and then turns into S. Redwood Street at the subject property. The shortest distance between the building site and Highway 99E in a straight line measures approximately 750 feet. The site is screened from the Highway 99E by the berm along Logging Road Trail and buildings of the Northwest Self Storage facility. Although the subject property is located within the OHC sub-area, most of the design review guidelines would not apply to the project because of the unique setting and placement of the proposed building. The building site is approximately 300 feet from the roadway frontage of S. Redwood and behind two existing buildings of the Western Storage facility. According to the submitted plans, the building will be located behind two existing buildings approximately 300 feet from S. Redwood Street and approximately 750 feet from Highway 99E. The proposed project is not visible from Highway 99E.

In this particular case, *16.41.050(1)(b)* and *(2)* listed above are not met. The building is built entirely outside the 10 foot minimum setbacks, and the FAR could only be calculated at 0.19 using the defined development area of 20,160 square feet. Lack of compliance is primarily a result of the original layout of the Western Storage facility which was designed in a way to allow further development only on the back portion of the complex and the location of the property in relation to Highway 99E. Staff suggests that the intent of the OHC provisions is met as much as possible considering the design and location of the existing facility and the proposed expansion request. The original storage was approved and developed in 2001 prior to the current DCO which was adopted in 2008 (ORD 1296). The property cannot be further developed and meet all the current development standards listed in 16.41.050 above.

The applicant stated that the Planning Commission will be asked to waive these standards at the Public Hearing.

A site and design review is required for all new buildings. In this case the applicant's proposal does not meet standards listed in Section 16.41.050 that states that buildings shall have a 10 foot minimum setback from the property line and at least 40% of the building be developed at the minimum setback along the length of each street lot frontage, and a FAR of .25%. The Board must make a determination that the project meets the intent of the design review standards.

16.41.060 B(1)(b) Applicability

b. Design standards apply only to the following: (1) new developments; (2) remodels which represent 60 percent tax assessed or more of the value of the existing building; (3) façade improvements that would alter the exterior structure of the building.

16.41.060 B(2)(c) DCO Site and Design Review Guidelines

Outer Highway Commercial Sub-Area (OHC) The design focus in this area is less about creating a high-quality pedestrian experience, and more about ensuring that automobile-oriented design is built to the highest standard possible. While this goal will be largely accomplished through the development standards (i.e., locating parking lots next to and behind building and the street, requiring high quality landscaping, particularly in front setbacks and around parking areas, and requiring that buildings orient to walkways), architectural design standards will also aid in this effort. The result will be automobile-oriented highway uses that demonstrate high-quality design and that evoke a sense of permanence

14.41.070 DCO site and design review standards

Applicable design criteria: The following are the primary standards to be considered; these include:

- Visible transmittance.
- Primary Street facing façade- primary façade.
- Building entries and doors Orientation.
- Planning Comment: Satisfied by the proposal.
- Transparency.
- Additional architectural standards/elements: Bays, awnings etc.
- Rooftop structures.
- Parking
- Parking and Maneuvering Landscaping
- Overall Site Landscaping

Findings: Staff submits that under 16.41.060 B(1)(b) above, the design standards in 16.41.060 and 070 would not apply to the case. The applicability provision in (b) above states that the

design standards apply to new development, and this project is not a new development but is a Phase III development of a project approved in 2001 prior to adoption of the DCO zone that occurred October 15, 2008 (ORD 1296). Provisions for building materials such as metal siding and roofs that is not permitted in the current DCO Zone, could be allowed for this project if the design standards do not apply as indicated in Section 16.41.060 above. The metal building material is consistent with the existing Phase I and II buildings in the storage facility.

16.42.040 Signs

Findings: The applicant is not proposing any new signage at the time of this application.

16.43 Outdoor Lighting Standards

Findings: The applicant states that all lighting for this project will be constructed to meet requirements listed in this Section and submitted a Site Lighting Plan with the application material.

16.46 Access Limitations on Project Density

Findings: Ingress and egress for the project is from the existing private roadway easement for the existing storage development.

16.49.035 Application for Site and Design Review

- A. For 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*, applicant shall submit a Type II application for approval pursuant to the approval criteria set forth in *16.49.040.A*; or
 - 2. Type III - If the applicant proposes the use of alternative methods or materials to meet the intent of the site and design review standards set forth in Section *16.41.070*, the applicant shall submit a Type III application for approval pursuant to the approval criteria set forth in *16.49.040.B*. The applicant must still meet all applicable requirements of Chapter 16.49.

Findings: The applicant filed a Type III application, and asks the Planning Commission to waive development standards listed in *16.41.050* for setbacks and FAR.

16.49.040 Site and Design Review - Criteria and Standards

- B. In review of a Type III Site and Design Review Application, the Board shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the following:
1. The proposed site development, including the site plan, architecture, landscaping and graphic design, is in conformance with the standards of this and other applicable city ordinances insofar as the location, height and appearance of the proposed development are involved; and
 2. The proposed design of the development is compatible with the design of other developments in the same general vicinity; and
 3. The location, design, size, color and materials of the exterior of all structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity.
 4. The proposed development incorporates the use of LID best management practices whenever feasible based on site and soil conditions. LID best management practices include, but are not limited to, minimizing impervious surfaces, designing on-site LID storm water management facilities, and retaining native vegetation.
 5. The Board shall, in making its determination of compliance with this Ordinances, shall use the matrix in Table 16.49.040 to determine compatibility unless this matrix is superseded by another matrix applicable to a specific zone or zones under this title. An application is considered to be compatible with the standards of Table 16.49.040 if the following conditions are met:
 - a. The development accumulates a minimum of 60 percent of the total possible number of points from the list of design criteria in Table 16.49.040; and
 - b. At least 10 percent of the points used to comply with (a) above must be from the list of LID Elements in Table 16.49.040. (Ord. 1338, 2010).
- D. In review of a Type III Site and Design Review Application, the Board shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the INTENT of the design review standards set forth in this ordinance.

Findings: Concerning Section 16.49.040(4) above, it should be noted that a Storm Drain Infiltration Facility is to be located on the tax lot to the north (Tax Lot 200) and is tied into approval of this development. The storm drain project was proposed with approval of the original project in 2001 and has never been developed in any previous phases of construction on the site. Although tax lot 200 is currently owned by the applicant, ownerships can change and staff recommends a condition of approval to either combine tax lot 200 to the parcel to the south (tax lot 1800) where development is occurring, or the applicant should create provisions establishing an easement for the Storm Drain Infiltration Facility. The condition requires recorded documentation of the lot combination or drainage easement.

The applicant provided a detailed response to Table 16.49.040 and demonstrated compliance with the total point menu and meets criterion in “B” above.

16.49.065 Bicycle and pedestrian facilities.

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

Findings: Staff concludes that the applicant adequately addressed this criterion.

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 comments to address planting and landscape provisions listed in this section. The information contained specifics on LID storm water management, controls during construction, specification of tree and plant materials and other information required in this section. After a review of all information provided, staff concluded that the project meets these standards. Staff has asked for clarification on what species are proposed with the shorthand specified on the landscape plan.

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. A Type III decision is triggered because the proposed site layout does not meet the minimum building setback and the minimum FAR established under the DCO overlay zone and requires confirmation the design review standards are technically not applicable.. Therefore, this proposal is subject to Planning Commission review and decision.

16.89.050 Type III Decision

Findings: Requirements under this section are included in the application materials. The Pre-application was held on April 2, 2015. The Planning Director determined that the neighborhood meeting would be waived for this particular case because of its location and similar surrounding uses.

Public Comments:

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

Agency Comments:

Comments concerning the proposal were received from the following agencies and included as attachments.

1. Canby Utility

SECTION III STAFF CONCLUSION/RECOMMENDATION:

Staff concludes that the use is in conformance with the City's Comprehensive Plan and the Zoning Ordinance. Additionally, the relevant site and design standards and minimum acceptable compatibility scores are met, and the site can accommodate the proposed use. The public service and utility provision to the site is available or can be made available through future improvements. Staff recommends **approval** of DR 15-01 subject to **Planning Commission findings waiving the development standards not met, acknowledging the inapplicability of the design review standards limiting use of metal buildings, and meeting the following conditions of approval. The Commission should make findings on the following:**

1. Prior to any approval the applicant shall meet the 10 foot minimum setback from the property line and at least 40% of the building shall be developed at the minimum setback along the length of each street lot frontage unless the specific development standards are waived and the proposed modifications are approved by the Commission.

2. The applicant shall construct the building to meet the FAR of 0.25 unless the proposed modifications are approved by the Commission.

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 no. DR15-01, including all conditions of approval, shall first require an approved modification in conformance with the relevant sections of the Canby Municipal Code.

SECTION IV CONDITIONS OF APPROVAL:

Conditions Unique to this Proposal

1. The applicant shall provide copies of recorded documentation that either combines tax lot 200 with the subject property (tax lot 1800) or provides a recorded easement for the proposed Storm Drain Infiltration Facility located on tax lot 200.

Procedural Conditions

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

2. The design engineer shall submit to the City of Canby for review and approval at the time of final construction plan approval a storm drainage analysis and report applicable to the defined development area detailing how storm water disposal from both the building and the parking areas is being handled. Any drainage plan shall conform to an acceptable methodology for meeting adopted storm drainage design standards as indicated in the Public Works design standards.
3. A Sediment and Erosion Control Permit will be required from the City prior to commencing site work.
4. 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.
5. Construction plans shall be designed and stamped by a Professional Engineer registered in the State of Oregon.
6. Clackamas County will provide structural, mechanical, grading, and review of Fire & Life Safety, Plumbing, and Electrical permits for this project.

Section V Attachments

- | | |
|-------------------------------|---------------------------------|
| 1. Application | 9. Building Exterior Elevations |
| 2. Written Narrative | 10. Site Plan |
| 3. Pre-app Meeting Minutes | 11. Utility Plan |
| 4. Trip Generation Letter | 12. Grading Plan |
| 5. Storm Drainage Report | 13. Site Lighting Plan |
| 6. Lighting Fixture Cut Sheet | 14. Landscaping Plan |
| 7. Maps | 15. Agency Comments |
| 8. Building Floor Plan | |

Site and Design Review Application for

New Commercial Building for Western Storage, LLC

Applicant:

Kim Ragain
Western Storage, LLC
P.O. Box 904
Canby, OR 97013
Phone 503-841-8002

Owner:

Anderson Properties, LLC
P.O. Box 904
Canby, OR 97013
Phone 503-841-8002

Property Address:

300 S. Redwood Street, Canby Oregon 97013

Legal & Assessor's Map:

Located in the SW ¼ of Section 34, T3S, R1E, Willamette Meridian
City of Canby, Clackamas County, Oregon
Assessor Map: 3 1E 34C, Tax Lot 1800

Lot Area:

4.21 Acres (all phases)

Zoning:

C-M, Commercial Manufacturing, &
Located in the Outer Highway Commercial Area of the Downtown Canby Overlay Zone.

Architectural Consultant:

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

Civil Engineering Consultant:

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

Landscape Consultant:

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

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III.	Pre-Application Meeting Minutes
IV.	Trip Generation Letter (by DKS Associates)
V.	Storm Drainage Report
VI.	Lighting Fixture Cut Sheet
VII.	Maps
	Vicinity Map
	Assessor Map
	Record of Survey
	Aerial
	A2.1 Building Floor Plan
	A3.1 Building Exterior Elevations
	C1.1 Site Plan
	C2.1 Utility Plan
	C3.1 Grading Plan
	C4.1 Site Lighting Plan
	L1.1 Landscaping Plan
Loose	Mailing Labels
	Large Plan Sheets

I. Application Form



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

Downtown Canby Overlay - Type III

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

Applicant Name: Western Storage, LLC - Kim Ragain Phone: 503-841-8002
 Address: P.O. Box 904 Email: kragain@canby.com
 City/State: Canby, OR Zip: 97013

Representative Name: Sisul Engineering - Pat Sisul Phone: 503-657-0188
 Address: 375 Portland Avenue Email: patsisul@sisulengineering.com
 City/State: Gladstone, OR Zip: 97027

Property Owner Name: Anderson Properties, LLC Phone: 503-841-8002
 Signature: Kim Ragain
 Address: P. O. Box 904 Email: kragain@canby.com
 City/State: Canby, OR Zip: 97013

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

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

- ① All property owners represent they have full legal capacity to and hereby do authorize the filing of this application and certify that the information and exhibits herewith submitted are true and correct.
- ② All property owners understand that they must meet all applicable Canby Municipal Code (CMC) regulations, including but not limited to CMC Chapter 16.49 Site and Design Review standards.
- ③ All property owners hereby grant consent to the City of Canby and its officers, agents, employees, and/or independent contractors to enter the property identified herein to conduct any and all inspections that are considered appropriate by the City to process this application.

PROPERTY & PROJECT INFORMATION:

<u>300 S. Redwood Street</u>	<u>4.21 Ac.</u>	<u>3 1E 34C, Tax Lot 1800</u>
Street Address or Location of Subject Property	Total Size of Property	Assessor Tax Lot Numbers
<u>Canby Business Center & Western Storage LLC</u>	<u>CM</u>	<u>CM-Commercial/Manufacturing</u>
Existing Use, Structures, Other Improvements on Site	Zoning	Comp Plan Designation

Construction of a new 20,160 sf metal building for office and storage use with associated site & utility improvements
 Describe the Proposed Development or Use of Subject Property

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

SITE AND DESIGN REVIEW APPLICATION – TYPE III–INSTRUCTIONS

All required application submittals detailed below must also be submitted in electronic format on a CD, flash drive or via email. Required application submittals include the following:

Applicant City
Check Check

- One (1) copy of this application packet. The City may request further information at any time before deeming the application complete.
- Payment of appropriate fees – cash or check only. Refer to the city’s Master Fee Schedule for current fees. Checks should be made out to the *City of Canby*.
- Mailing labels (1" x 2-5/8") for all property owners and all residents within 500 feet of the subject property. **If the address of a property owner is different from the address of a site, a label for each unit on the site must also be prepared and addressed to “occupant.”** A list of property owners may be obtained from a title insurance company or from the County Assessor.
- One (1) copy of a written, narrative statement describing the proposed development and detailing how it conforms with the Municipal Code and to the approval criteria, including the applicable Design Review Matrix, and availability and adequacy of public facilities and services. **Ask staff for applicable Municipal Code chapters and approval criteria.**
 Applicable Code Criteria for this application includes:

- Three (3) copies of a Traffic Impact Study (TIS), conducted or reviewed by a traffic engineer that is contracted by the City and paid for by the applicant (payment must be received by the City before the traffic engineer will conduct or review a traffic impact study.
 Ask staff to determine if a TIS is required.
- One (1) copy in written format of the minutes of the neighborhood meeting as required by Municipal Code 16.89.020 and 16.89.070. The minutes shall include the date of the meeting and a list of attendees.
- One (1) copy in written format of the minutes of the pre-application meeting
- One copy of either the recorded plat or the recorded deeds or land sales contracts that demonstrates how and when legal property lines were established and where the boundaries of the legal lot(s) of record are located. If the property is a lot or parcel created by plat, a copy of the recorded plat may be obtained from the Clackamas County Surveyor’s office. If the property is a legal lot of record created by recorded deed or land sales contract at a time when it was legal to configure property lines by deed or contract, then those recorded deeds may be obtained from the Clackamas County Office of the Clerk, or a Title Company can also assist you in researching and obtaining deeds.
- If the development is located in a Hazard (“H”) Overlay Zone, submit one (1) copy of an affidavit signed by a licensed professional engineer that the proposed development will not result in significant impacts to fish, wildlife and open space resources of the community. If major site

grading is proposed, or removal of any trees having trunks greater than six inches in diameter is proposed, then submit one (1) copy of a grading plan and/or tree-cutting plan.

Applicant City
Check Check

Ten (10) paper copies of the proposed plans, printed to scale no smaller than 1"=50'. The plans shall include the following information:

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

Applicant City
 Check Check

- One (1) copy of a completed landscaping calculation form (see page 5)
- One (1) copy of a completed Design Review Matrix (see page 6)

SITE AND DESIGN REVIEW APPLICATION: LANDSCAPING CALCULATION FORM

Site Areas

1. Building area	20,160 sf	- Square footage of building footprints
2. Parking/hardscape	31,784 sf	- Square footage of all sidewalks, parking, & maneuvering areas
3. Landscaped area	9,550 sf	- Square footage of all landscaped areas
4. Total developed area	61,494 sf	- Add lines 1, 2 and 3
5. Undeveloped area	0 sf	- Square footage of any part of the site to be left undeveloped.
6. Total site area	61,494 sf	- Total square footage of site

Required Site Landscaping (Code 16.49.080)

7. Percent of landscaping required in Zoning District	15	- Fill in the Appropriate Percentage: R-1, R-1.5, R-2 Zones: 30%; C-2, C-M, C-R, M-1, M-2 Zones: 15%; C-1 Zone: 7.5%
8. Required minimum square footage of landscaping	9224 sf	- Multiply line 4 and line 7
9. Proposed square footage of landscaping	9,550 sf	- Fill in value from line 3

Required Landscaping within a Parking Lot (Code 16.49.120)

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

10. Zone	CM	- Fill in the Appropriate Zone and Percentage: C-1 Zone: 5%; Core Commercial sub-area of the Downtown Canby Overlay: 10%, except for parking lots with 10 or more spaces and two or more drive aisles: 50 square feet per parking space; All other zones: 15%.
11. Percent of required landscaping	15%	
12. Area of parking lot & hardscape	31784 sf	- Fill in area of parking and maneuvering areas plus all paved surface within ten (10) feet of those areas.
13. Number of vehicle parking spaces		- For Core Commercial sub-area in the Downtown Canby Overlay only, fill in the total # of parking spaces on-site.
14. Required square footage of landscaping within 10 feet of parking lot	4768 sf	- Multiply area of parking lot (line 12) by percent of required landscaping (line 11) -OR- for the CC sub-area in the Downtown Canby Overlay multiply line 13 by 50 square feet.
15. Proposed square footage of Landscaping within 10 feet of parking lot	7,461 sf	- Calculate the amount of landscaping proposed within 10 feet of all parking and maneuvering areas.

Parking Lot Tree Calculation

16. Number of parking spaces	23	- Total number of vehicle parking spaces
17. Area of parking lot & hardscape	31784	- Area from line 12
18. Number of parking spaces (line 16) divided by 8	3	- Round up to the nearest whole number
19. Area of parking lot area (line 17) divided by 2,800	12	- Round up to the nearest whole number

20. Number of required trees in parking lot	12	- Fill in the larger of row 18 and row 19
21. Number of trees provided within 10 feet of parking lot	20	- Fill in the number of proposed trees within 10 feet of parking and maneuvering areas.

SITE AND DESIGN REVIEW APPLICATION: DESIGN REVIEW MATRIX

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

Table 16.49.040 Site Design Review Menu

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

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

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

Design Criteria	Possible Points				
	0	1	2	3	4
Tree Retention					
Percentage of trees retained	<10%	10-50%	51-75%	>75%	-
Replacement of trees removed	<50%	≥50%	-	-	-
Signs	0	1	2	3	4
Dimensional size of sign (% of maximum permitted)	>75%	50-75%	<50%	-	-
Similarity of sign color to building color	Not similar	Somewhat similar	Similar	-	-
Pole sign used	Yes	No	-	-	-
Building Appearance	0	1	2	3	4
Style (similar to surroundings)	Not similar	Somewhat similar (1 or 2 points possible depending on level of similarity) ②		-	-
Color (subdued and similar to surroundings is better)	Neither	Similar or subdued	Both	-	-
Material (concrete, wood and brick are best)	Either 1 or 2 points may assigned at the discretion of the Site and Design Review Board ①				
Size of building (smaller is better)	>20,000 square feet	≤20,000 square feet	-	-	-
Provision of public art (i.e. murals, statues, fountains, decorative bike racks, etc.)	No	-	-	-	Yes

Landscaping	0	1	2	3	4
Number of non-required trees provided	-	At least one tree per 500 square feet of landscaping.	-	-	-
Amount of grass (less grass is better) (% of total landscaped area)	>50%	25-50%	<25%	-	-
Low Impact Development (LID)	0	1	2	3	4
Use of pervious paving materials (% of total paved area)	<10%	-	10-50%	51-75%	>75%
Provision of park or open space area	None	-	Open space (Generally not for public use)	-	Park (public or privately owned for public use)

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

Provision of rain gardens/bioretention areas for stormwater runoff (% of total landscaped area)	None	-	10-50%	51-75%	<u>>75%</u>
Total Possible Points = 71, 60%=42.6 points, 10%=7.1 points					

Total Points Earned: 41 / 66 (42.6 required for 60%) 62%

Total LID Points Earned: 11 (7.1 required for 10%)

II. Written Narrative

Site and Design Review Project Narrative for

New Commercial Building for Western Storage, LLC

Applicant:

Kim Ragain
Western Storage, LLC
P.O. Box 904
Canby, OR 97013
Phone 503-841-8002

Owner:

Anderson Properties, LLC
P.O. Box 904
Canby, OR 97013
Phone 503-841-8002

Property Address:

300 S. Redwood Street, Canby Oregon 97013

Legal & Assessor's Map:

Located in the SW ¼ of Section 34, T3S, R1E, Willamette Meridian
City of Canby, Clackamas County, Oregon
Assessor Map: 3 1E 34C, Tax Lot 1800

Lot Area:

4.21 Acres (all phases)

Zoning:

C-M, Commercial Manufacturing, &
Located in the Outer Highway Commercial Area of the Downtown Canby Overlay Zone.

Architectural Consultant:

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

Civil Engineering Consultant:

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

Landscape Consultant:

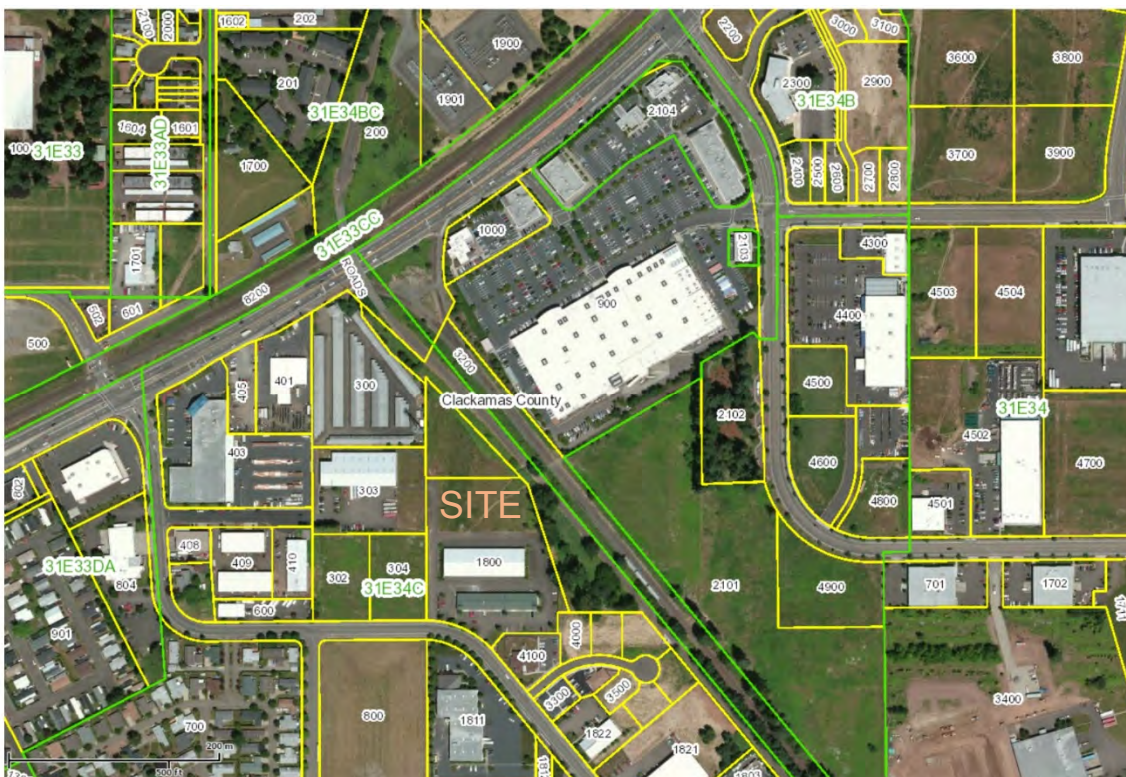
Aurora Landscape, Zander Prideaux
22333 Boones Ferry Rd. NE
Aurora, OR 97002
(503) 678-1234

Property Description:

Western Storage LLC shares a 4.21 acre parcel located on S. Redwood Street with the Canby Business Center. The site is bordered by the Logging Road trail to the east, and light industrial/commercial uses to the north, south and west. There are two existing buildings located on the site. The Canby Business Center, a commercial building located nearest to S Redwood Street constructed in 1996 is the original building, a 12,000 sf building constructed of broken face block exterior and a metal roof. Businesses located in the Canby Business Center include an Oregonian distributor, a veterinary clinic, a church, a drywall company, a commercial HVAC company and other tenants. The Western Storage Building, located to the north of the Canby Business Center is a 21,420 sf single metal clad and steel frame structure. There are (18) 14' x 48' bays, (17) 14' x 37' bays, and (1) 14' x 37' bay built out with an office, restroom and electric utility space.

The site is zoned C-M, Commercial-Manufacturing and is located in the Outer Highway Commercial Area portion of the Downtown Canby Overlay zone. The property is irregularly shaped having northerly, westerly and southerly property lines located at right angles to each other and a skewed easterly property line. The site has frontage on SE 3rd Avenue/S. Redwood Street and on the Logging Road pedestrian/bike trail. The site is relatively flat, and the undeveloped portion of the site is covered mostly by grass and few trees. The developed southern portion of the site is covered by asphalt pavement, concrete walkways and landscaping in addition to the two buildings.

To the north of the site there is a vacant parcel, Tax Lot 200, owned by the applicant. A storm water infiltration facility is planned for that parcel. Vacant land that is part of the Logging Road Trail property owned by the City of Canby is to the east and a vacant parcel is also west of the site. A cell tower and Northwest Self Storage is to the northwest. West of the proposed building is Pro-Active Sports, east across the Logging Road Trail and the railroad tracks is Fred Meyer and south, across SE 3rd Avenue, is Spectrum Woodworking.



Proposed Development:

The applicant proposes to develop a 20,160 square foot building with dimensions of 90 feet x 224 feet with associated parking and landscaping areas. The building will be constructed of a metal exterior siding exterior with metal roofing. The building interior will be divided into multiple bays measuring 14 or 28 feet wide and 40 or 50 feet deep. Office space will be located on each corner of the building while the remainder of the space will be warehouse storage space used for storage of materials, products, recreational vehicles, boats, etc. Tenants for the space are not known at this time.

Utility and Service Requirements:

Water service: A single water meter will supply domestic water to the new building. Water will be needed for restrooms in each office space. An irrigation service will provided irrigation for landscaping.

Fire Suppression: Several fire hydrants are located onsite to provide fire suppression water to the proposed building. The building will not be constructed with a fire sprinkler system.

Sanitary sewer: The offices will have water service while the warehouse space will not. Wastewater will be typical of commercial office space. One private sewer lateral will be provided to plumb the office space into. The sewer lateral will drain into a public manhole located in the private driveway west of the building.

Electrical: A single electrical meter will be used for the building.

Natural Gas: The building will not use natural gas.

Phone / cable: Telephone and cable will be needed for each office bay.

Storm drainage: Storm water from the new building and new pavement surfaces will be managed through construction of a storm drain infiltration basin on Tax Lot 200 to the north of the proposed building. The drainage facility will be fenced with chain link fencing as a safety precaution.

Garbage: A garbage and recycling facility will be constructed along the eastern property line of the site.

US Mail: A new mail box unit will be constructed along the private driveway on the western side of the site or as directed by the U.S. Postal Service.

Municipal Code Conformity Title 16

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

16.10 OFF-STREET PARKING AND LOADING

16.10.050 Parking standards designated

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

<i>Industrial:</i>	
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

The proposed building will have a combination of office space and non-office warehousing space. Although the site is zoned C-M, the listed use that most closely resembles the proposed building is an industrial warehousing use with office space. The parking requirements are as follows:

Office space: 2.0 spaces per 1,000 s.f. x 2,520 s.f. = 5.04 stalls required.

Warehouse space: 1.0 space per 1,000 s.f. x 17,640 s.f. = 17.64 stalls required

5.04 stalls + 17.64 stalls = 22.68 stalls required => 23 stalls required

23 parking stalls are proposed, meeting the minimum requirement.

16.10.060 Off-Street loading facilities

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

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

The proposed building is 20,160 s.f., therefore (1) loading berth is required per the table above. The project proposes one loading berth and therefore meets the requirement.

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

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

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

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

The proposed loading berth is located on the eastern side of the project where it will be hidden behind the Phase 2 building and the new proposed building. The loading berth will be hidden from public view from S Redwood St. by the existing structures and it will be screened from the Logging Road trail by the existing vegetation located between this site and the trail on Tax Lot 100. The requirements of this section are met.

16.10.070 Parking lots and access.

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

1. Parking lot design shall comply with the dimensional standards set forth in Figure 1 of this section.
2. Parking stalls of eight (8) feet in width and sixteen (16) feet in length for compact vehicles may comprise up to a maximum of thirty (30) percent of the total number of parking stalls. Such parking stalls shall be marked "Compact Parking only" either on the parking surface or on a sign in front of the parking stalls.

Two compact stalls are provided, comprising 8.7 percent of the total number of stalls, therefore this section is met.

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

- a. The Planning Commission may approve the use of an engineered aggregate system for outdoor storage and/or non-required parking areas as part of a Conditional Use Permit provided that the applicant can demonstrate that City Standards related to:
 - i. minimizing dust generation,
 - ii. minimizing transportation of aggregate to city streets, and
 - iii. minimizing infiltration of environmental contaminants including, but not limited to, motor oils, fuels, volatile organic compounds (e.g. benzene, toluene, ethylbenzene, xylene), and ethylene glycol are met.

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

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

The project geotechnical engineer recommended against using permeable surfacing due to the nature of the surficial soils onsite, therefore the applicant proposes to use asphaltic concrete paving. Parking areas will drain into permeable vegetated infiltration facility that will provide stormwater treatment prior to infiltration. The requirements of this section are met.

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

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

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

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

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

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

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

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

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

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

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

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

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.

Two existing driveway access points into the site are located along the southern property line where SE 3rd Avenue becomes S Redwood Street. The western driveway accesses SE 3rd Avenue while the eastern driveway accesses S Redwood. Ingress and egress for the new building could occur via either driveway, but is anticipated to generally be via the western driveway access. No access modifications are required to the public streets to serve this proposed development. The criteria of this section are met.

2. The City of Canby encourages joint/shared access. Owners of two (2) or more uses, structures, or parcels of land may agree to, or may be required by the City to, utilized jointly the same ingress and egress when the combined ingress and egress of both uses, structures, or parcels of land satisfies their combined requirements as designed in this ordinance, provided that satisfactory legal evidence is presented to the City Attorney in the form of deeds, easements, leases or contracts shall be placed on permanent files with the city recorder.

The new building will be the third building onsite and will jointly share the two access points.

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

The proposed ingress and egress will be via a curb cut to SE 3rd Avenue, a public street. The requirement of this section is met.

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

Sidewalks are proposed along 3 sides of the building leading from the ground floor entrances to parking stalls located around the building. New sidewalks will also be constructed partially along the existing Western Storage building to the south to provide uninterrupted access from the new building to the public street. The proposed sidewalks satisfy the requirement of this section.

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

Existing sidewalks are located along the site's street frontage on SE 3rd Avenue/S Redwood Street. This requirement is met.

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

16.10.070(B)(9): Minimum access requirements for commercial or institutional uses - ingress and egress for commercial uses shall not be less than the following:			
<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>
5-99	1	20 feet	Curbs required; sidewalk on one side minimum

The project will utilize an existing paved accessway along the western property line of the site measuring over 26 feet wide. The existing access driveway is curbed on east side of the project, but has been left uncurbed on the west side of the project to allow for future access with development of Tax Lot 304 to the west. Internal driveways will have a minimum access width of 24 feet, exceeding the minimum access width requirements. Sidewalks will be constructed adjacent to the proposed building and leading back to the existing sidewalk to the south to provide an uninterrupted sidewalk/pathway network leading back to SE 3rd Avenue. The requirements of this section have been met.

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

- a. Unless otherwise herein provided, maximum driveway widths shall not exceed forty (40) feet.
- b. No driveways shall be constructed within five (5) feet of an adjacent property line, except when two (2) adjacent property owners elect to provide joint access to their respective properties as provided by subsection 2.
- c. There shall be a minimum distance of forty (40) feet between any two (2) adjacent driveways on a single property.

No new driveways to public streets are proposed, the standards of this section do not apply.

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

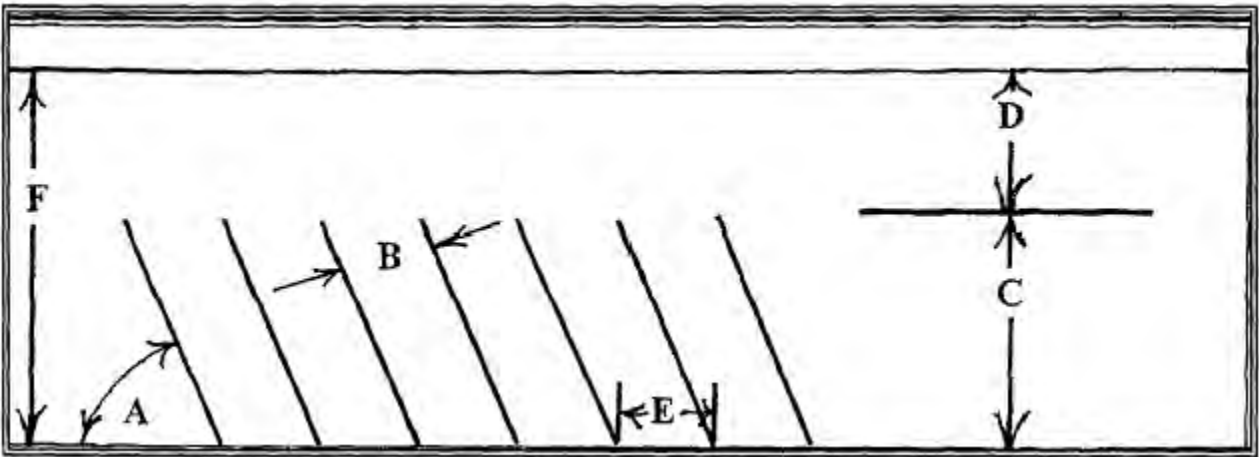
- a. At the intersection of any collector or arterial streets, driveways shall be located a minimum of fifty (50) feet from the intersection.
- b. At the intersection of two (2) local streets, driveways shall be located a minimum of thirty (30) feet from the intersection as provided, the driveway shall be constructed as far from the intersection as possible, while still maintaining the five (5) foot setback between the driveway and property line.

No new driveways onto a public street are proposed, the standards of this section do not apply.

TABLE 16.10.070
Minimum dimensional Standard for Parking

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

A	B	C	D	E	F
0 (parallel)	8'0"	-	12'0"	22'0"	20'0"
30	8'6"	16'4"	12'0"	17'0"	28'4"
45	8'6"	18'9"	12'6"	12'0"	31'3"
60	8'6"	19'10"	18'0"	9'10"	37'10"
90	8'6"	18'0"	24'0"	8'6"	42'0"



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

16.10.100 Bicycle Parking.

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

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

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

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

TABLE 16.10.100 BICYCLE PARKING STANDARD	
LAND USE CATEGORY	MINIMUM REQUIRED BICYCLE PARKING SPACES
Commercial	
Offices	2, or 1 space per 1000 ft ² , whichever is greater
Industrial	
Warehouse	2 or .1 space per 1000 ft ² , whichever is greater

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

Office space: 1.0 space per 1,000 s.f. x 2,520 s.f. = 2.52 spaces required.

Warehouse space: 0.1 spaces per 1,000 s.f. x 17,640 s.f. = 1.76 spaces required

2.52 spaces + 1.76 spaces = 4.28 spaces required

6 bicycle parking spaces are proposed, meeting the minimum requirement.

The Site Plan indicates three locations for bike racks, one each located at the NW, SW, and SE corners of the proposed building with each bike rack accommodating 2 bicycles. Each rack will be less than 50 feet from a building entrance and will be lit to the level of the adjacent parking lot. The requirements of this section have been met.

16.30 C-M HEAVY COMMERCIAL/MANUFACTURING ZONE

16.30.010 Uses permitted outright.

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

- A. A use permitted outright in a C-2 zone, other than dwelling units;

The C-M zone allows outright any use permitted in the C-2 zone (other than residential); and the C-2 zone allows outright any use permitted in a C-1 zone (Section 16.28.010.A);

Office space is allowed outright in the C-1 zone (Section 16.22.010.X); Automobile, motorcycle, boat or truck sales, service, repair, rental, storage or parking are allowed by the C-2 zone (Section 16.28.10.C) and the C-2 zone also allows similar commercial uses as determined by the Planning Commission (Section 16.28.10.Q).

Transfer or storage is permitted outright in the C-M zone (Section 16.30.010.J).

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

16.30.030 Development standards.

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

- A. Minimum lot area: none.
B. Minimum width and frontage: none.
C. Minimum yard requirements:

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

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

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

- D. Maximum building height:
1. Freestanding signs: thirty feet;
2. All other structures: forty-five feet.

The proposed building height is less than forty five feet. No freestanding signs are proposed. The maximum building height requirements of the C-M zone are met.

- E. Maximum lot coverage: sixty percent.

The Code does not define lot coverage, but it is typically taken as the building area divided by the site area. The proposed building is 20,160 s.f., while the two existing buildings measure 21,420 s.f. and 12,000 s.f. for a total building area of 53,580 s.f. The site area measures 4.21 acres (183,388 s.f.) for a lot coverage of 29 percent. The maximum lot coverage standards of the C-M zone are met with the proposed building.

F. Other regulations:

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

The vision clearance requirement at the existing driveway to SE 3rd Avenue is 15 feet. The existing driveway exceeds the minimum requirement. A traffic study has been conducted by DKS Associates and paid for by the applicant.

2. Except in cases where existing building locations or street width necessitate a more narrow design, sidewalks eight feet in width shall be required:

- a.** In those locations where angle parking is permitted abutting the curb, and
- b.** For property frontage along Highway 99-E.

90 degree parking will be used throughout the site and the property is not located along Highway 99E. Sidewalks eight feet in width are therefore not required.

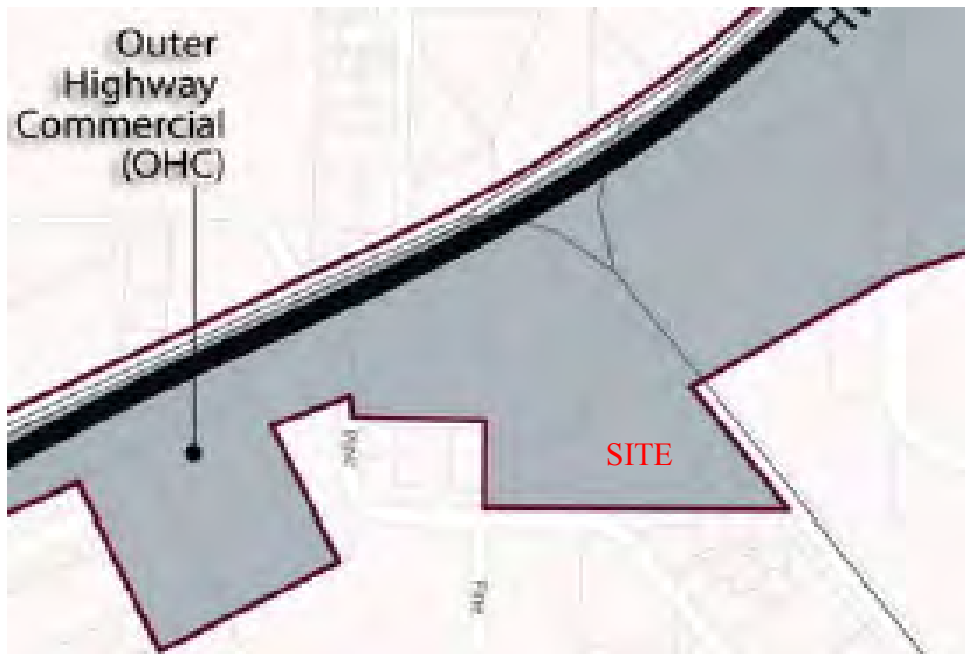
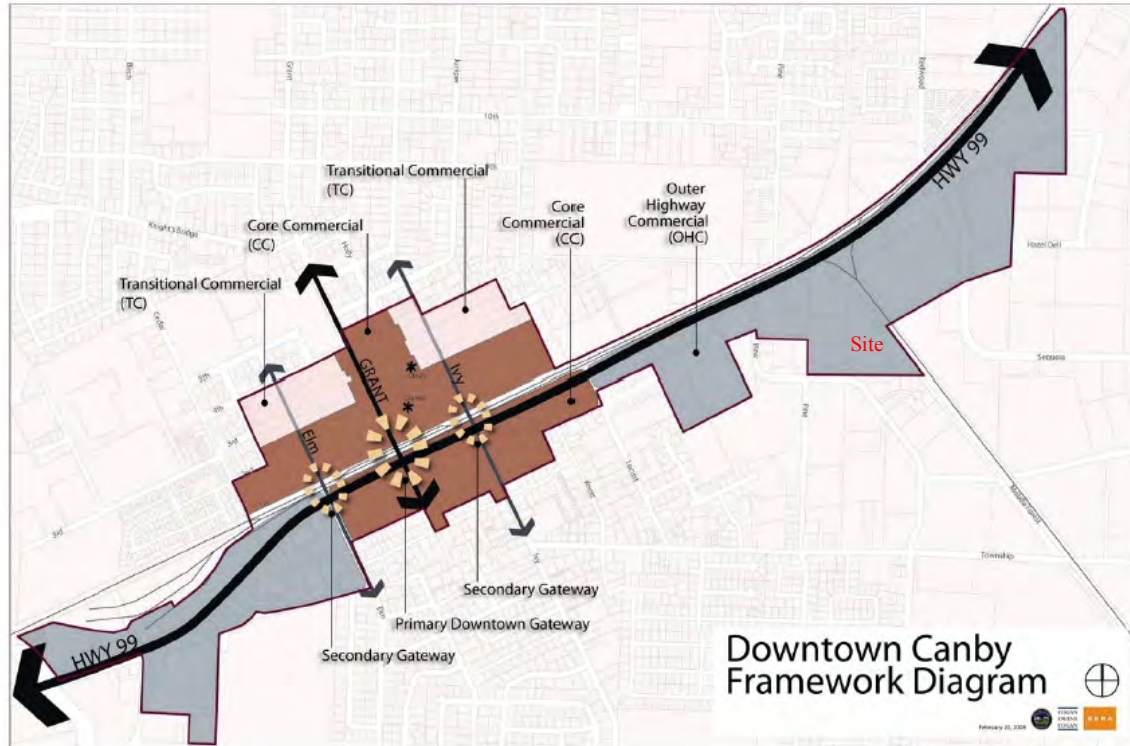
3. All setbacks to be measured from the foundation line of the building. Overhangs shall not exceed two feet.

Building setbacks indicated on the Site Plan are from the property line to the foundation line.

16.41 DOWNTOWN CANBY OVERLAY ZONE

Figure 11

Downtown Canby Framework Diagram and Downtown Canby Overlay Zone



The site is located south of Highway 99E in the Outer Highway Commercial zone of the Downtown Canby Overlay Zone. The site is located on SE 3rd Avenue and S Redwood Street however, with no frontage on Highway 99-E, and no access or visibility from Highway 99-E.

16.41.010 Purpose.

The purpose of the Downtown Canby Overlay (DCO) zone is to:

A. Encourage more intense development in the Core Commercial area and allow for more intensive development in the Transitional Commercial area over time. Intensity of development and the relationship between setbacks, lot coverage and floor area ratio address this objective. Floor area ratios (FAR) are intended to work with building height and setback standards to control the overall bulk of the building. The proposed FAR in conjunction with the maximum lot coverage ensures that the development will be a minimum of two floors along the street in the C-1 portion of the Core Commercial area.

B. Create a pedestrian friendly environment in the Core Commercial and Transitional Commercial areas while allowing for a more auto-oriented focus in the Outer Highway Commercial area. A comfortable pedestrian-oriented environment and limited setbacks are important in the Core Commercial and Transitional Commercial areas. In the Outer Highway Commercial area, a portion of development should be closer to the road to provide visual connection and signal that drivers are entering an urban area. Larger setbacks in the Outer Highway Commercial area also allows for more landscaping, access and other improvements between buildings and street.

C. Ensure that building sizes reflect desired uses in the Core Commercial and Transitional Commercial areas. Requirements limit the size of the building footprint to 40,000 square feet in these areas. For the purpose of understanding the scale of development, the proposed maximum allows for the creation of a high end grocery store (e.g., New Seasons, Whole Foods or Zupans). The proposed maximum differentiates developments in this area from those in the Outer Highway Commercial area. Maximum building footprints are much larger in the Outer Highway Commercial area.

D. Ensure compatibility among adjacent uses within the Transitional Commercial area as it changes over time. Requirements for massing and form will help ensure compatibility if uses in this area increase over time, while allowing for a broader range of building sizes than currently exists.

E. Maintain an attractive, visually pleasing environment that is relatively free of structures or activities that detract from it. Most buildings have areas devoted to services and equipment. These uses can be noisy, noxious and unsightly. Screening requirements reduce the impact of these structures and activities. Placement on an alley also may be an option. Furthermore, limitations on exterior storage and display will help reduce visual clutter while allowing flexibility for retail merchants and eating and drinking establishments.

F. Ensure adequate accessibility to and within sites by a variety of travel modes, along with attractively designed parking and loading areas. Parking standards for automobiles and bicycles are intended to allow for ready access to commercial uses by all modes and create attractive “green” sites that enhance human and environmental health. (Ord 1296, 2008)

The site is located in the Outer Highway Commercial Area of the Downtown Canby Overlay Zone, an area that allows for a “more auto-oriented focus” per Section B, above. The proposed building will not be visible from Highway 99-E and it will not take access from Highway 99-E. The site takes access from SE 3rd Avenue and S Redwood Street. The new building will be the

third building on the site with the Canby Business Center and the existing Western Storage building built located in the 280 feet between the new building and SE 3rd Avenue.

With the new building being located 280 feet from SE 3rd Avenue and with it being hidden behind the two existing buildings onsite, the ability of the building to catch the drivers' attention and signal to them that they are entering an urban area would likely be no greater than it currently is with the two existing buildings.

The proposed building size is 20,160 sf, far below the maximum size permitted in the OHC area, but similar in size to the existing Western Storage building onsite and smaller than the Pro-Active Sports building located to the west of the site.

The proposal is to construct a new a visually pleasing structure that is similar in size, scale and appearance to the nearest adjacent buildings located onsite and offsite. The new building will have an upgraded appearance from the existing building onsite with windows and lap siding or rock under the windows. New and existing landscaping will be used to screen equipment, parking and trash facilities.

The site will predominantly be served by vehicular traffic, similar to neighboring sites, however, provisions for bicycles and pedestrian access are being accommodated through the construction of new sidewalks and the installation of bicycle racks.

Although the proposed structure and site improvements are consistent with the Purposes identified in Section 16.41.010, due to its remote location and being hidden from view from Highway 99-E, the new building will not fulfill all intended purposes of new buildings in the OHC area, as a hidden building cannot provide a visual connection or a signal to drivers that they are entering a more urban zone.

16.41.020 Applicability.

A. It is the policy of the City of Canby to apply the DCO zone to all lands located within the boundaries illustrated on the Downtown Canby Framework Diagram; the boundaries of the overlay district, and boundaries of the three sub-areas, are as shown in this chapter, Figure 11. The three sub-areas are established as follows:

1. Core Commercial Area. This area straddles Highway 99E and includes portions of both the C-1 and C-2 zones and forms the densest commercial area of the city, as well as the city's primary community facilities – city hall, police station, library, etc.

2. Transitional Commercial Area. This is the transitional area that lies between the more intense Downtown Core Commercial area and the established single-family neighborhoods to the north and northeast. The two Transitional Commercial nodes are tucked between 3rd and 4th and Fir and Douglas on the west side of Downtown, and 3rd and 4th and Holly and Knott on the east side.

3. Outer Highway Commercial Area. The Outer Highway Commercial area extends along Highway 99E both south of Elm Street and north of Locust Street. This area is quite different from the Core Commercial and Transitional Commercial areas, by nature of its highway access and orientation. The design focus in this area is less about creating a high-quality pedestrian experience, and more about ensuring that automobile-oriented design is built to the highest standard possible.

The site is located within the Outer Highway Commercial Area. Although Section 16.41.020.3 describes the OHC as extending "along Highway 99E both south of Elm Street and north of

Locust Street” the OHC zone juts out around this site (see maps on page 13) located along SE 3rd Avenue / S Redwood Street with no visibility from Highway 99-E.

Section 16.41.020.3 states that the OHC area “is quite different from the Core Commercial and Transitional Commercial area, by nature of its highway access and orientation”. However, this particular site has neither highway access nor highway orientation and none of the buildings on this site, including the proposed building, can be seen from Highway 99-E.

The photograph below shows the view to the north of the site. Highway 99-E is completely obscured by Northwest Self Storage and the berm where the Logging Road Trail rises up to cross over the highway. The site has no highway orientation, highway access or highway view.



Looking north at Northwest Self Storage and berm along Logging Road Trail

B. The DCO zone has the following effect with regard to other chapters of this ordinance:

1. Permits land uses which are permitted by the underlying zone districts, with some exceptions, as set forth in Sections 16.41.030 and 16.41.040.

2. Replaces selected development standards in the underlying zone districts, as set forth in Section 16.41.050.

3. Sets forth alternative design review standards and criteria tailored to implement the goals of the overlay zone, as set forth in Section 16.41.060. (Ord. 1296, 2008)

C. The DCO does not apply to approved Public Art Murals as defined in CMC Chapter 2.80.020. (Ord. 1341, 2011)

As determined earlier in this narrative offices and storage are permitted uses in the C-M zone, the underlying base zone, therefore the use is also permitted outright in the DCO zone.

Due to its lack of Highway 99-E orientation, access and visibility, the applicant is requesting a waiver of the Downtown Canby Overlay zone development standards set forth in Section 16.41.050.

16.41.030 Uses permitted outright.

Unless modified pursuant to the following Subsection, uses permitted outright in the underlying base zones are permitted outright in the DCO zone, subject to the respective zone district boundaries.

A. Uses permitted in the C-1 zone are permitted in the DCO zone, except in the Transitional Commercial (TC) sub-area, the following residential uses are also permitted, provided they meet all R-2 development standards in [Chapter 16.20](#):

As determined earlier in this narrative, offices and storage facilities are permitted in the C-M zone, the underlying base zone. Therefore the use is also permitted outright in the DCO zone.

16.41.050 Development standards.

The following subsections indicate development standards required in the DCO zone. These standards supplement, and in some cases replace, the development standards in the underlying base zones. Where the standards set forth in the following subsections conflict with standards in the underlying base zone, the DCO development standards set forth below supersede the base zone standards.

The site is located in the Outer Highway Commercial Area of the Downtown Canby Overlay Zone. Due to the secluded location of the proposed building, its lack of visibility from Highway 99-E and its lack of access from Highway 99-E the new building cannot fulfill all of the stated intentions for new structures located in the OHC area, which is to “provide a visual connection and signal to drivers that they are entering an urban area.”

The proposed building will take access from SE 3rd Avenue and will be the third building located on this site. The proposed building will be located 280 feet from SE 3rd Avenue and will be hidden behind the Canby Business Center and the existing Western Storage building already located on the site with only the western side of the building and the southwest corner being visible from SE 2nd Street and SE 3rd Avenue.

Existing buildings located nearest in proximity to the proposed building, include the existing Western Storage building and the Canby Business Center building located on this site to the south, the Pro-Active Sports building located to the west, and a cell tower with associated utility buildings and the Northwest Self Storage storage buildings located to the northwest. Several of these buildings pre-dated the creation of the Downtown Canby Overlay Area and none of the buildings were constructed to the standards of the OHC area of the Downtown Canby Overlay Area.



Existing Western Storage building located to the south



Existing Western Storage building located to the south

The existing Western Storage building to the south of the proposed building has metal siding and roofing. The northern and southern elevations consist mostly metal roll-up doors with vertical metal siding above the doors, while the eastern and western elevations consist mainly of vertical metal siding. The structure has no windows.



Pro-Active Sports building, cell tower and Northwest Self Storage located to the west & northwest

The new Pro-Active Sports building addition located to the west of the proposed building consists of metal siding over a concrete stemwall. Roofing material is also metal. The southern and eastern (the side facing the proposed Western Storage building) elevations of the Pro-Active Sports addition are both void of windows. Doors are located along the southern and eastern walls of the addition for pedestrian access. Pro-Active Sports takes access from S Second Avenue.

A cell tower and Northwest Self Storage are located to the north of Pro-Active Sports and to the northwest of the proposed Western Storage building. Northwest Self Storage consists of 7 single story buildings of wood construction with roll-up doors. The buildings have vertical wooden siding and composition roofs. Northwest Self Storage is located along Highway-99E, has visual exposure to Highway 99-E and takes access from Highway 99-E. A cell tower is located in the southeast corner of the Northwest Self Storage site and is separated from the majority of the site by chain-link fencing. Two small utility buildings are located adjacent to the cell tower that contain equipment to support the tower. A photograph of the Northwest Self Storage buildings and the cell tower are located on the following page.

With the lack of Highway 99-E orientation, visibility, and access and with Section 16.41.020.3 describing the OHC as extending “along Highway 99E both south of Elm Street and north of Locust Street” it appears as though this site was included in the Outer Highway Commercial area of the Downtown Canby Overlay Zone in error. Since the proposed building will be barely visible from any public street, because none of the other nearby buildings have been constructed to the standards of the Downtown Canby Overlay Zone, including the new Pro-Active Sports building addition constructed in 2014, and for the other reasons stated above, the applicant is requesting a complete waiver for the Downtown Canby Overlay zone development standards of Section 16.41.050.



Cell tower and Northwest Self Storage located to the northwest

Northwest Self Storage is located adjacent to Highway 99-E. The buildings are single story wood construction with metal roll-up doors. A cell tower with associated utility buildings is located in the fenced SE corner of the site.

16.42 SIGNS

16.42.040 Design standards for signs.

The following standards apply to signs in all zone districts.

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

No signs are proposed with this application. Any signage requested by future tenants will have to be approved by a separate process.

16.43 OUTDOOR LIGHTING STANDARDS

16.43.040 Lighting Zones.

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

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

Table 16.43.040 Lighting Zone descriptions

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

This commercial usage will be in the LZ (Lighting Zone) 2.

16.43.060 Prohibited Light and Lighting.

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

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

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

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

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

16.43.070 Luminaire Lamp Wattage, Shielding, and Installation Requirements.

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

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

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

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

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

Table 16.43.070 - Luminaire Maximum Wattage and Required Shielding

Lighting Zone	Fully Shielded	Shielded	Partly Shielded	Unshielded (Shielding is highly encouraged. Light trespass is prohibited.)
LZ 2	450	100	60	Landscape and facade lighting 100 watts or less; ornamental lights of 60 watts or less.

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

16.43.080 Height Limits.

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

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

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

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

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

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

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

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

Table 16.43.080 - Maximum Lighting Mounting Height in Feet

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

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

16.43.110 Lighting Plan Required

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

- A. A site plan showing the location of all buildings and building heights, parking, and pedestrian areas.
- B. The location and height (above grade) of all proposed and existing luminaires on the subject property.
- C. Luminaire details including type and wattage of each lamp, shielding and cutoff information, and a copy of the manufacturer's specification sheet for each luminaire.
- D. Control descriptions including type of control (time, motion sensor, etc.), the luminaire to be controlled by each control type, and the control schedule when applicable.
- E. Any additional information necessary to demonstrate compliance with the standards in this section.

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

16.49 SITE AND DESIGN REVIEW

16.49.035 Application for Site and Design Review

A. For 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, applicant shall submit a Type II application for approval pursuant to the approval criteria set forth in 16.49.040.5; 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 Section 16.41.070, the applicant shall submit a Type III application for approval pursuant to the approval criteria set forth in 16.49.040.6. The applicant must still meet all applicable requirements of Chapter 16.49.

The project is located in the Downtown Canby Overlay Zone. The applicant is requesting a waiver from the applicable site and design review standards in Chapters 16.41. The application shall be a Type III process.

16.49.040 Criteria and standards.

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

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

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

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

4. The proposed development incorporates the use of LID best management practices whenever feasible based on site and soil conditions. LID best management practices include, but are not limited to, minimizing impervious surfaces, designing on-site LID 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 16.49.040 if the following conditions are met:

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

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

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

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

F. The Board shall, in making its determination of compliance with the requirements set forth, consider the effect of its action on the availability and cost of needed housing. The Board shall not use the requirements of this section to exclude needed housing types. However, consideration of these factors shall not prevent the Board from imposing conditions of approval necessary to meet the requirements of this section. The costs of such conditions shall not unduly increase the cost of housing beyond the minimum necessary to achieve the purposes of this ordinance.

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

Table 16.49.040 Site Design Review Menu

Required for approval: 60% of total possible points & 10% of LID elements must be earned

Design Criteria	Possible Points				
	0	1	2	3	4
Parking					
Screening of parking and/or loading facilities from public right-of-way	Not screened	Partially screened	Fully screened	-	-
Parking lot lighting provided	No	Yes	-	-	-
Parking location (behind building is best)	Front	Side	Behind	-	-
Number of parking spaces provided (% of minimum required)	>120%	101-120%	100%	-	-
Total Points					6/7
Screening of Storage Areas and Utility Boxes	0	1	2	3	4
Trash storage is screened from view by solid wood fence, masonry wall or landscaping.	No	Yes	-	-	-
Trash storage is located away from adjacent property lines.	0 – 10 feet from adjacent property line	11 – 25 feet from adjacent property line	>25 feet from adjacent property line	-	-
Utility equipment, including rooftop equipment, is screened from view.	Not screened	Partially screened	Fully screened	-	-
Total Points					4/5
Access	0	1	2	3	4
Distance of access to nearest intersection.	< 70 feet	71 - 100 feet	>100 feet	-	-
Pedestrian walkways from public streets/sidewalks to building entrances.	One entrance connected.	-	Walkways connecting all public streets/sidewalks to building entrances..	-	-
Pedestrian walkways from parking lot to building entrance.	No walkways	Walkway next to building	Walkways connecting all parking areas to building entrances.		
Total Points					6/6

Tree Retention	0	1	2	3	4
Percentage of trees retained	<10%	10-50%	51-75%	>75%	-
Replacement of trees removed	<50%	≥50%	-	-	-
Total Points					1/4
Signs	0	1	2	3	4
Dimensional size of sign (% of maximum permitted)	>75%	50-75%	<50%	-	-
Similarity of sign color to building color	Not similar	Somewhat similar	Similar	-	-
Pole sign used	Yes	No	-	-	-
Total Points					5/5
Building Appearance	0	1	2	3	4
Style (similar to surroundings)	Not similar	Somewhat similar (1 or 2 points possible depending on level of similarity) Assume 2 points		-	-
Color (subdued and similar to surroundings is better)	Neither	Similar or subdued	Both	-	-
Material (concrete, wood and brick are best)	-	Either 1 or 2 points may assigned at the discretion of the Site and Design Review Board Assume 1 point		-	-
Size of building (smaller is better)	>20,000 square feet	<20,000 square feet	-	-	-
Provision of public art (i.e. murals, statues, fountains, decorative bike racks, etc.)	No	-	-	-	Yes
Total Points					5/11
Landscaping	0	1	2	3	4
Number of non-required trees provided	-	At least one tree per 500 square feet of landscaping.	-	-	-
Amount of grass (less grass is better) (% of total landscaped area)	>50%	25-50%	<25%	-	-
Total Points					3/3

Low Impact Development (LID)	0	1	2	3	4
Use of pervious paving materials (% of total paved area)	<10%	-	10-50%	51-75%	>75%
Provision of park or open space area	None	-	Open space (Generally not for public use)	-	Park (public or public use)
Use of drought tolerant species in landscaping (% of total plants)	<25% drought tolerant	-	25-50% drought tolerant	51-75% drought tolerant	>75% drought tolerant
Provision of additional interior parking lot landscaping (% of minimum required)	100%	101-110%	111-120%	>120%	-
Provision of an eco-roof or rooftop garden (% of total roof area)	<10%	-	-	10-50%	>50%
Parking integrated within building footprint (below-grade, structured parking, or tuck-under parking) (% of total on-site parking)	<10%	-	-	10-50%	>50%
Disconnecting downspouts from city stormwater facilities (existing buildings only)	None	Some downspouts disconnected	All downspouts disconnected	-	-
Shared parking with adjacent uses or public parking structure (% of total required parking spaces)	None	<50%	≥50%	-	-
Provision of rain gardens/bioretention areas for stormwater runoff (% of total landscaped area)	None	-	10-50%	51-75%	≥75%
Total Points					11/25

Explanation of Use of Pervious Paving Materials: According to the project geotechnical engineer, Don Rondema, PE of Geotech Solutions, the upper soils on the site consist of medium stiff dark brown silts having low permeability. He has recommended against using pervious paving materials on this site and has recommended the use of footing drains around the building perimeter to protect against water intrusion. So as not to count against the project, Use of Pervious Paving Materials has been removed from the calculation.

Explanation of Disconnection of downspouts: Due to there not being an existing building located onsite, points in this category are not possible. So as not to count against the project, Disconnecting downspouts from existing facilities has been removed from the calculation.

Total Points Possible = 66, Total Points Achieved = 41, 41 / 66 = 62%

The project is able to earn 62% of the total points achievable and 11 of 25 points (44%) came from the LID category. The requirements of the Site Design Review Matrix have been met.

16.49.065 Bicycle and pedestrian facilities.

Developments coming under design review shall meet the following standards:

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

The internal walkway system is being extended from the new building to the existing internal sidewalk / walkway located along the existing Western Storage building south of the proposed building. The existing sidewalk / walkway system leads to the public sidewalk located along SE 3rd Avenue. A sidewalk connection is also provided to the west to allow for connectivity to the sidewalk along the southern wall of the Pro-Active Sports addition. The provisions of this section are met.

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

The provisions of this section do not apply to a single commercial parcel. To the extent practicable new walkways have been provided within the development.

C. For new office parks and commercial development:

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

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

3. Walkways shall be direct with minimal driveway crossings.

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

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

All sidewalks are proposed to be at least 5 feet wide, linked to the internal circulation of the building and with minimal driveway crossings per the requirements of this section. One sidewalk connection is proposed between the proposed building and the sidewalk located on the Pro-Active Sports site. Onsite sidewalks will generally be located at pavement grade due to the access that is needed across the walkways and into the storage units, however, the walkways will be concrete and visually different from the paved parking lot. The provisions of this section are met.

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

All walkways are proposed to be concrete. The geotechnical engineer found that the top several feet of the site consist of silty soils and cemented silty sands. He has recommended against using pervious pavements as the permeability of the upper few feet of the soil is slow.

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

The eastern side of the site abuts the Molalla Forest Road multi-use path, also referred to in this narrative as the Logging Road Trail. There is an existing connection to the multi-use path near the southeastern corner of the site.

Near the proposed building, the elevation of the pathway is 11 feet above the elevation of the site, making a second pedestrian connection difficult in the area of the new building without construction of a stairway. Because one connection exists adjacent to the site, a second connection is not required. The provisions of this section have been met.

16.49.080 General provisions for landscaping.

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

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

The minimum landscaping requirement of fifteen (15) percent of the site area has been met. The site area used in the calculation is newly developed and redeveloped portion of the site located near the proposed building.

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

As the stormwater management facility for the site will be located on Tax Lot 200 to the north of the site that the building is located on. Because the stormwater management facility is located on a separate tax lot, it was not included in the landscaping area calculation.

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

One tree is located on the portion of the site being developed, and it will be removed in order to allow for the extension of the eastern driveway. The remaining vegetation onsite consists of grass and brush and it will also be removed.

F. During the construction process:

1. The owner or the owner's agent shall provide above and below ground protection for existing trees and plant materials identified to remain.
2. Trees and plant materials identified for preservation shall be protected by chain link fencing placed around the tree, at the drip line.
3. If it is necessary to fence within the drip line, such fencing shall be specified by a qualified arborist, nurseryman or landscape architect.
4. Neither top soil storage nor construction material storage shall be located within the drip line of trees designated to be preserved.
5. Where site conditions make necessary grading, building, paving, trenching, boring, digging, or other similar encroachment upon a preserved tree's drip line area, such grading, paving, trenching, boring, digging or similar encroachment shall only be permitted under the direction of a qualified arborist, nurseryman or landscape architect. Such direction must assure that the health needs of trees within the preserved area can be met.
6. Tree root ends shall not remain exposed.

No existing trees are proposed to be preserved. The provisions of this section do not apply.

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

No existing trees are proposed to be preserved. The provisions of this section do not apply.

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

No existing trees are proposed to be preserved and moved. The provisions of this section do not apply.

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

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

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

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

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

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

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

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

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

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

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

1. It will not interfere with designated pedestrian or vehicular access; and
2. It will not constitute a traffic hazard because of reduced visibility.
3. It will not hinder solar access considerations.

Site landscaping will be professionally maintained, as is the rest of the Western Storage site.

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

Grading will be minimal, but a sufficient amount of topsoil will be placed on landscaping areas to provide for a suitable base for landscaping.

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

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

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

Landscape areas adjacent to walkways and driveways are generally curbed to prevent the material from washing. The exception to this is the landscaping area adjacent to the northern property line. Because the site to the north will likely be developed in the future, installing the curb would be a waste of resources. This landscape area will be sloped north away from the driveway and runoff will flow overland into the stormwater facility.

16.49.120 Parking lot landscaping standards.

C. Landscaping Within a Parking Lot.

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

The landscaped area within 10 feet of any exterior face of curb or paving/maneuvering area, was determined to be 7,461 sf.

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

All landscape islands are 6 feet wide or more, the design meets this requirement.

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

LID stormwater management facilities are not integrated into the landscaping areas of the site as the geotechnical engineer has recommended against it due to cemented surface soils. A deeper stormwater management facility has been placed offsite.

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 (except as provided below in subsections B and C).

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

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

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

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

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

The parking areas and landscape islands meet the requirements of this section.

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

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

2. Cast moderate to dense shade in summer.

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

4. Do well in an urban environment:

a. Be pollution tolerant; and

b. Be tolerant of direct and reflected heat.

5. Require little maintenance:

- a. Be mechanically strong;
 - b. Be insect and disease resistant; and
 - c. Require little pruning.
- 6. Be resistant to drought conditions.
 - 7. Be barren of fruit production.

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

G. Perimeter of Parking and Loading Areas:

- 1. Screening of parking and loading areas is required. Within three (3) years of planting, screening shall be of such height and density as to shield vehicle headlights from head-on visibility.
- 2. In addition, one (1) deciduous, evergreen and/or shade tree shall be planted every forty (40) feet, minimum, along the required setback of the vehicular use area.

Screening of the parking and loading areas is proposed, including the use of shade trees located within the setbacks surrounding the vehicular use area. The requirements of this section have been met.

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

Irrigation will be provided meeting the requirements of this section.

Chapter 16.89 APPLICATION AND REVIEW PROCEDURES

16.89.020 Description and Summary of Processes.

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

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

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

**TABLE 16.89.020
Land Use and Development Application Procedures**

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

Site and Design Review – Although, Type III Site and Design Review applications generally require a Neighborhood Meeting, the Planning Director determined that the need for a neighborhood meeting could be waived for this application.

16.89.050 Type III Decision.

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

Pre-application conferences for this project were held on April 2, 2015. The requirements of this section have been met.

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

The Planning Director waived the requirement for a neighborhood meeting as is his authority under Section 16.89.070.B.

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

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

16.89.070 Neighborhood Meetings.

A. Applicants are encouraged to meet with adjacent property owners and neighborhood representatives prior to submitting their application in order to solicit input, identify issues, and exchange information about the proposed meeting.

B. The Planning Commission or Planning Director may require an applicant to hold a meeting in the neighborhood prior to accepting an application as complete. A neighborhood meeting is required for some application types, as shown in Table 16.89.020, unless this requirement is waived by the Planning Director.

A neighborhood meeting, although normally required, was waived for this application by the Planning Director, as is his authority per Section 16.89.070.B.

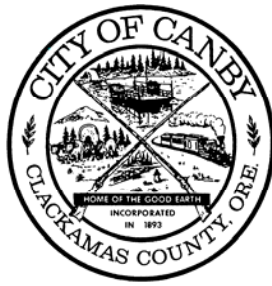
CONCLUSION

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

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

<i>Applicant</i>	<i>Kim Ragain, Western Storage, LLC</i>	<i>(503) 841-8002 kragain@canby.com</i>
<i>Contractor</i>	<i>Darren Monen</i>	<i>(503) 970-4065 monend@canby.k12.or.us</i>
<i>Civil Engineer</i>	<i>Pat Sisul, Sisul Engineering</i>	<i>(503) 657-0188 patsisul@sisulengineering.com</i>
<i>Architect</i>	<i>Scott Beck, Architect</i>	<i>(503) 266-9270 Beck-arch@web-ster.com</i>
<i>Landscaper</i>	<i>Zander Prideaux Aurora Landscape NW</i>	<i>(503) 678-1234 zander@auroralandscapenw.com</i>

III. Pre-application Meeting Minutes



Pre-Application Meeting

Western Storage Phase III April 2, 2015 10:30 am

Attended by:

Kim Regain, Western Storage, 503-841-8002

Gary Stockwell, Canby Utility Electric, 503-263-4307

Hassan Ibrahim, Curran-McLeod Engineering, 503-684-3478

Pat Sisul, Sisul Engineering, 503-657-0188

Bryan Brown, Planning Department, 503-266-0702

Scott Beck, Scott Beck Architect, 503-266-9270

Dan Mickelsen, Erosion Control, 503-266-0698

Jerry Nelzen, Public Works, 503-266-0759

Boe Teasdale, NW Natural, 503-91-3850

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

SCOTT BECK ARCHITECT, Scott Beck

- This will be phase 3 of a three building complex located on SE 3rd Avenue and S Redwood Street. The new structure will be approximately 18,900 square feet, single story and the occupancy will be office buildings on each end cap and RV storage bays in the center of the building. Basically expanding on existing asphalt pavements, traffic patterns around the building and new landscape. We are here to discuss our design and what parameters could affect our review process.
- The only thing we have not covered is fire flow and the fire department is not here today. By not looping the water line it might affect fire flow and there are a lot of hydrants nearby and I do not think it is an issue, but from a building code standpoint we need to prove 2,700 gpm for two hours. I can talk to Canby Fire Department directly and the answer was yes. Pat said we can discuss with Todd the turning radius and fire flow after the meeting.

SISUL ENGINEERING, Pat Sisul

- Pat said Doug Quan, Canby Utility Water Department called him this morning and stated he would not be able to attend this meeting. Canby Utility is interested in having this water line, which loops around the site turned into a private water line. It is a PVC line and very shallow and they would like us to put in a backflow device over in this area and then come down to the end of phase one, dig it up and cut it off at that point so it does not loop any more. I told Doug I did not know what that presents as far as fire flow issues for phase 1 and 2 and it would be something we need to discuss with fire department and make sure it does not create any problems. He did not know why it was looped and I do not know why it was looped either, but do any of you have knowledge why. The answer was no. I wanted to share this information with all of you.
- I do not see anything in the standards on how fast the water has to drain out and with this swale being so deep it can hold (3) 25 year storms, but I do not see anything in Canby's code to specify a certain amount of time to drain. Hassan said he did not know if it follows standards or private. Bryan asked if they looked at the Clean Water Services standards in

their manual for detection facilities and Pat said Clean Water does. Bryan said we follow Clean Water Services and Hassan said we can email you what we have in the book as far as the detention duration and what we need to design for.

CURRAN-MCLEOD ENGINEERING, Hassan Ibrahim

- Are you asking for sanitary sewer service? Pat said there is service in the driveway and there looks like a stub coming out of the manhole and we can either tap a new one or come off this stub and bring it over. Dan mentioned the sewer main line going up the roadway and made a recommendation for them to stub out laterals for future phases. We discussed with Pro-active Sports on placing a stub out on the manhole do alleviate them in the future digging up their parking lot and Pat asked if he thought they were hooked up to this sanitary sewer line. Dan said there is a stub and he did not know if they were connected and thought you had sanitary coming in from somewhere else. This main is public and Pat agreed. Hassan said we will get clarification on this line to make sure it is public or private.
- The storm drainage is all private and we just need to review it. Pat said he did not know if you saw this sheet and what we are proposing is a swale approximately in the 6 to 8 foot range to get into the better percolating soils for the GEO technical investigations. Dan asked how far off will you be from the logging road and Pat said from the topographical map it looks like about 10 feet off the toe, but with the blackberries in there I cannot be sure of it.
- I do not know if we can ask of you to redo the driveway approaches because they are not ADA complaint. Pat asked which driveway approach and Hassan stated the long driveway that goes to the back of the property. Kim asked what he meant and Hassan stated the rules are if you have curb tight sidewalks you have the wings on each side of the driveway bottom and means you have to go 6 feet on each side from the bottom to make it in compliance with the ADA slopes. Pat said you are not saying it has to be changed and Hassan said he could not find anything in the standards or rules to make them change it. Bryan said he will check into it and if this was all on the same tax lot and Kim said yes it is the same lot. Hassan asked if there was anything in the code to stipulate them to change the approach and Bryan said it is under our discretion and an argument can be made for the first two phases we did not have them update the approach. I will think about this issue and get back to you.

CITY OF CANBY, PUBLIC WORK, Jerry Nelzen

- Jerry said if it is an 8 inch main it will be our sewer main to maintain and where did you plan on tying into? Pat said there was a stub coming out of the manhole and we figured we would bring it over to the building and then we would not have to tap a new line. Jerry said it would be all private from the manhole to the building and Pat said yes. Jerry said he would call if there are any concerns. Discussion ensued on the sewer main line. The approximate depth of the sewer main is 4 feet.

CITY OF CANBY, EROSION CONTROL, Dan Mickelsen

- I wanted to mention that Doug was having problems with the water main on this driveway/roadway because the line is very shallow.
- You will need an Erosion Control application.
- The swale will need to be fenced because of the depth.

- Where does the roof drains and asphalt sheeting go, I did not see any catch basins? Pat said they are around the side and we will be picking up the roof drains and part of the asphalt at the catch basins and the other section of the asphalt closest to the swale sheeted to it.

CANBY UTILITY, ELECTRIC DEPARTMENT, Gary Stockwell

- You showed me the newest of the electric design and it gives me more information than I had. Your choice of voltage is exactly what was planned ahead of time and is 122/08 volt transformer, adjacent. There is a 4 inch PVC stubbed up to the proposed meter base, however with your choice of the 1,000 amp panel, our practices are to build the substructures to meet your panel demands. We install and we will do some deductions on your connective load calculations and figure out what conductor you will need and I do not see replacing the existing transformer.
- We may require you to dig all the way back to the existing transformer for us to run (3) 4 inch conduits to comply with your 1,000 amp request. Pat said the transformer you are talking about is on the NW corner of building 2 and Gary said yes. I think we can for go digging all the way back to the transformer until such time you show us the loads are going to require. Scott asked Gary if he wanted to put the service on the west side of the building and Gary said yes.
- We may need to word some phrases in the construction documents stating we will be doing some good faith load estimate and it is already known if I miss calculated and I need to change the transformer after the fact I will do it at our expense.
- Your service costs are based on actual fact. I will get the costs together and if you can send me an email for the electrical contacts and Scott said he would do it. Scott said it was my understanding this is the worst case and it could be less and Gary said yes.

NW NATURAL, Boe Teasdale

- Boe asked why they did not show the gas line to the site and Pat said there is a line of utilities coming right up the driveway in a joint trench. Boe stated his records showed the trench line was established in 1997 and Gary said it is a joint trench line. Boe said the foot print of the proposed building was close for our separation and Pat asked how much separation do you need. Boe stated at least 5 feet away from face of building with the main line. Pat said looking at the site plan the parking spaces will be 18 feet deep stalls and it should be approximately 8 to 9 feet for separation.
- Boe asked if you plan on utilizing gas and Kim said no. There is gas to the front building and Boe said there is also lines to the second building. Scott said the office will need heat and you can do that electrically, but it is your preference. Kim said she will think about it. Boe asked if building two had offices in them and Kim said no. Boe said you have meters on both sides of building two, but they are not hooked up. Scott said they were put in but never used.

CITY OF CANBY, PLANNING DEPARTMENT, Bryan Brown

- Bryan said he was going to try to figure out if there was an easy way for your processing and during this meeting I realized I am not comfortable with it. Your property is in the Downtown Outer Highway Overlay and because of it you will not meet all the standards and only the Planning Commission can waive the standards. You will have to have a public

hearing for a type III Site and Design Review application due to the Downtown Outer Highway Overlay. You will have to use the provisions, in review of the requirements determine if the compliance would be intent and all through those design guidelines you will have to make statements that these are not applicable and should not apply and you are trying to match. The basic Site and Design Review criteria in Chapter 16.49 is what you will be following and most of those you will meet because it is compatibility with the surrounding development and what is already there, rather than trying to design against the Downtown Overlay and the deciding guidelines.

- Scott asked Bryan how far the Planning Commission's hearing dates are out and Bryan said the 1st meeting in June.
- Scott asked if they needed to have a neighborhood meeting and Bryan said he did not think so because it usually is the residents that care about the neighborhood meetings and Scott said there are not any residences within 500 feet. Bryan said we can do without it.
- If you need any further assistance on the exact sections of the code, I can still send you something that would help make it clear because you still have to go through and say something about parking standards.
- We talked about the landscaping and if you want to define this area and not get into evaluating the entire site. Scott said we came to the conclusion it would make more sense and start over and call this phase its own project, self-parking, self-landscaping and Bryan said you are probably meeting this area on its own parking.
- Pat told Bryan about a foot traffic to and from the logging bridge trail that goes through the site and Kim said she would like it to go away. Discussion ensued about the logging bridge trail access. The consensus was it was not a formal pathway and the best effort would be to fence the property. Bryan said he had not thought about connections to the logging bridge road for the industrial area and I will have to think about it.

IV. Trip Generation Letter (by DKS Associates)



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

MEMORANDUM

DATE: April 28, 2015
TO: Bryan Brown, City of Canby
FROM: Steve Boice, P.E., PTOE

SUBJECT: Canby Western Storage Phase 3 Expansion Trip Generation P#11010-049

This memorandum summarizes the trip generation estimate for the proposed expansion of the Western Storage facility located along the north side SE 3rd Avenue between S Pine Street and SE 3rd Court. This is the third phase (or third building) to be built on the property located at 1380 SE 3rd Avenue. Access to the site is currently provided by a private road, which intersects SE 3rd Avenue where it begins to turn south to become S Redwood Street. Intersection sight distance was evaluated at this access as part of the Pro Active Warehouse study¹ and was found to meet sight distance requirements based on the posted speed of 25 miles-per-hour. No additional evaluation of this existing access is recommended with the proposed project.

The project is to construct a new 20,160 square foot single story building of which will feature 2,520 square of office space and 17,640 square feet of covered recreational vehicle (RV) storage space. The property has Commercial Manufacturing (CM-M) zoning and the use is permitted outright.

Project Trip Generation

The amount of new vehicle trips generated by the proposed development was estimated using trip generation estimates published in the ITE Trip Generation Manual for similar land use type². Trip generation estimates for the proposed development for daily, a.m. peak hour, and the p.m. peak hour are summarized in Table 1.

¹ Canby Pro-Active Warehouse Expansion Traffic Analysis, DKS Associates, April 2013

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



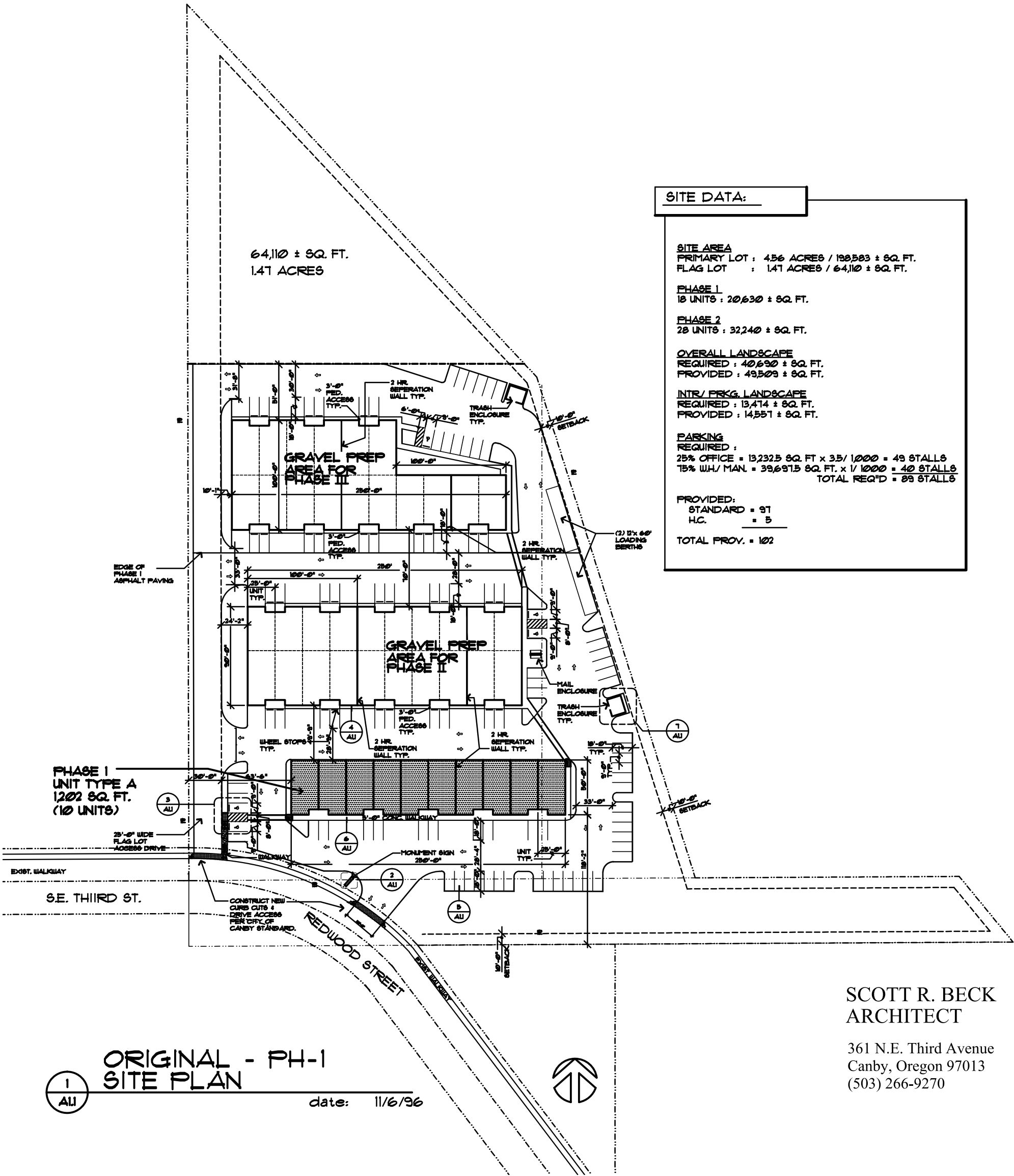
Table 1: Proposed Project Vehicle Trip Generation Estimate

Land Use (ITE Code)	Square Footage	Time Period	Trip Generation Rate	Peak Hour Trips			Daily Trips
				In	Out	Total	
Mini-Warehouse (151)	17,640	AM Peak	0.14 trips/KSF	1	1	2	44
		PM Peak	0.26 trips/KSF	3	2	5	
General Office Building (710)	2,520	AM Peak	1.56 trips/KSF	4	0	4	28
		PM Peak	1.49 trips/KSF	1	3	4	
Total				9	6	15	72
KSF = 1,000 Square Feet							

Since RV storage is a unique use, there are no published trip generation estimates for this particular use. Instead, trip generation estimates for mini-warehouse (building in which storage units or vaults are rented for storage of goods) were used which represents a worst-case scenario. While the proposed use is expected to have similar trip characteristics as a mini-warehouse, it is anticipated that activity for the RV storage space of the site will occur primarily on weekends and will be seasonal.

As listed, the project would add approximately 6 vehicle trips to the existing transportation network during the a.m. peak hour, 9 vehicle trips during the p.m. peak hour, and 72 daily vehicle trips. This increase in vehicle trips will not significantly impact traffic operations along the surrounding transportation network and will not trigger the need for evaluation of off-site impacts at surrounding intersections based on operations standards.

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



64,110 ± SQ. FT.
1.47 ACRES

SITE DATA:	
SITE AREA	
PRIMARY LOT :	4.56 ACRES / 198,503 ± SQ. FT.
FLAG LOT :	1.47 ACRES / 64,110 ± SQ. FT.
PHASE 1	
18 UNITS :	20,630 ± SQ. FT.
PHASE 2	
28 UNITS :	32,240 ± SQ. FT.
OVERALL LANDSCAPE	
REQUIRED :	40,630 ± SQ. FT.
PROVIDED :	49,509 ± SQ. FT.
INTR. / PRKG. LANDSCAPE	
REQUIRED :	13,474 ± SQ. FT.
PROVIDED :	14,557 ± SQ. FT.
PARKING	
REQUIRED :	
25% OFFICE =	13,232.5 SQ. FT. x 3.5 / 1,000 = 49 STALLS
75% WH/ MAN. =	39,691.5 SQ. FT. x 1 / 1,000 = 40 STALLS
	TOTAL REQ'D = 89 STALLS
PROVIDED:	
STANDARD =	97
H.C. =	5
TOTAL PROV. =	102

ORIGINAL - PH-I
SITE PLAN
date: 11/6/96

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

V. Storm Drain Report

Western Storage LLC

Building 3

J.O. SGL 15-018

May 4, 2015

STORM DRAINAGE REPORT

SISUL ENGINEERING

A Division of Sisul Enterprises, Inc.

375 PORTLAND AVE.

Gladstone, OR 97027

phone: (503) 657-0188

fax: (503) 657-5779



EXPIRES: 6/30/16

PRELIMINARY

Western Storage LLC Phase 3 Building:

THE SITE: The Western Storage site is located in Southeast Canby, south of Highway 99E, north of SE 3rd Avenue, east of Pine Street and west of the Logging Road multi-use trail. Two buildings are located onsite, the Canby Business Center located on the southern portion of the site, near where SE 3rd Avenue turns into S Redwood Street and a Western Storage Building is located in the middle of the site, north of the Canby Business Center and south of the proposed building.

Surrounding the site are other commercial/industrial type uses, including Fred Meyer across the railroad tracks to the northeast, Northwest Self Storage and a cell tower to the northwest, Pro-Active Sports to the west, and Spectrum Woodworking across SE 3rd Avenue to the south.

The site is located approximately at elevation 150. The site is very nearly flat, with a very slight fall to the northeast, toward the Logging Road Trail. At the edge of the Logging Road Trail right-of-way the terrain rises at a near 2:1 slope up to the grade of the trail. The elevation of the trail is approximately 155-165. Driveway grades onsite are all less than 5 percent with most less than 2 percent.

STORM DRAINAGE SYSTEM: This area of Canby is not served by a conveyance pipe storm drain system that will carry runoff to a stream or river. Canby has very few storm drain pipe networks and has typically relied on drywell infiltration as the preferred method of stormwater disposal.

GeoTech Solutions, Inc., the geotechnical engineer for the project, has performed infiltration testing onsite and has determined the following:

Infiltration Design -

Based on the results of our testing and analyses infiltration rates in the fine sand unit where silt content is less than 20% is significantly higher than in the upper silt unit or cemented cobble unit below it, but is still low. This sand unit was encountered at depths spanning generally 6 to 10 feet. We recommend using a design infiltration rate of 0.4 in³/hour per in² on the sides of infiltration systems in the fine sand unit where silt content is less than 20%. For purposes of design, a unit thickness of 4 feet can be assumed. This will require our close observation of the sand unit depth and silt content in the field during installation as well as some design flexibility built into the depths and lengths of the system. It is possible that higher infiltration rates (or lower) could be encountered deeper within the cemented cobble unit, which would require a large excavator and further testing to evaluate.

Confirmation Testing and Maintenance -

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

In addition to the preceding, for systems protected by upstream sedimentation capture, the base area of infiltration galleries or ponds could also be used for application of the provided design infiltration rate in the sand unit. A pond embedment partially into the sand unit would allow for base infiltration, as well as side infiltration area for the portion in the sand unit. Based on our test pits, a pond depth of 8 feet would address this, although actual depths must be confirmed by exposed soils during construction.

The Western Storage site proposes to use an 8-foot depth infiltration basin for stormwater storage and infiltration. A sedimentation manhole will be located upstream of the facility to protect the facility from high sediment loads.

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

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

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

CALCULATING STORMWATER FLOWS: Stormwater flows will be calculated using the Santa Barbara Urban Hydrograph (SBUH) method using a Type 1A SCS storm.

SOIL: Per the Soil Survey of Clackamas County Area, Oregon, prepared by the USDA, the soils underlying Western Storage site and the surrounding area are, 53A Latourell loam, hydrologic group "B".

CONTRIBUTING AREA: The area draining to the storm drain basin includes the following estimated area:

Impervious area: buildings, sidewalks, pavement	76,100 sf
Pervious area:	3,533 sf

RUNOFF CURVE NUMBERS: Impervious areas CN = 98
Pervious areas (well maintained landscaping, no grass) CN = 90

TIME OF CONCENTRATION:

The majority of the area in the drainage basin is impervious surface. We will assume no sheet flow will occur. The time of concentration will be a combination of gutter flow and pipe flow. The minimum time of concentration of 5 minutes will be used.

Time of Concentration = 5 minutes

KING COUNTY HYDROGRAPH PROGRAMS INPUT VALUES:

Required data: Area (perv), CN (perv), Area (imperv), CN (imperv), time of concentration

Input data: 0.08 Ac., 90, 1.75 Ac., 98, 5 minutes

KING COUNTY SBUH COMPUTATIONS FOR 10 YEAR, 24-HOUR STORM:

KING COUNTY DEPARTMENT OF PUBLIC WORKS
Surface Water Management Division

HYDROGRAPH PROGRAMS
Version 4.20

- 1 - INFO ON THIS PROGRAM
- 2 - SBUHYD
- 3 - ROUTE
- 4 - ROUTE2
- 5 - ADDHYD
- 6 - BASEFLOW
- 7 - PLOTHYD
- 8 - DATA
- 9 - RDFAC
- 10 - RETURN TO DOS

ENTER OPTION: 2

SBUH/SCS METHOD FOR COMPUTING RUNOFF HYDROGRAPH

STORM OPTIONS:

- 1 - S.C.S. TYPE-1A
- 2 - 7-DAY DESIGN STORM
- 3 - STORM DATA FILE

SPECIFY STORM OPTION: 1

S.C.S. TYPE-1A RAINFALL DISTRIBUTION

ENTER: FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)
10,24,3.5

 ***** S.C.S. TYPE-1A DISTRIBUTION *****
 ***** 10-YEAR 24-HOUR STORM ***** 3.50" TOTAL PRECIP. *****

ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO. 1
0.08,90,1.75,98,5.0

DATA PRINT-OUT:

AREA (ACRES)	PERVIOUS		IMPERVIOUS		TC (MINUTES)
	A	CN	A	CN	
1.8	.1	90.0	1.8	98.0	5.0
PEAK-Q (CFS)	T-PEAK (HRS)		VOL (CU-FT)		
1.65	7.67		21461		← 10 Year Peak Flow

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
15-18-10.pre

INFILTRATION BASIN DESIGN, 10 YEAR, 24 HOUR STORM EVENT:

Geotech Solutions, Inc. has recommended the following:

- *This sand unit was encountered at depths spanning generally 6 to 10 feet.*
- *We recommend using a design infiltration rate of 0.4 in³/hour per in² on the sides of infiltration systems in the fine sand unit where silt content is less than 20%.*
- *For purposes of design, a unit thickness of 4 feet can be assumed.*
- *It is possible that higher infiltration rates (or lower) could be encountered deeper within the cemented cobble unit, which would require a large excavator and further testing to evaluate.*
- *Testing of infiltration systems is required to confirm the design infiltration rate as actual subsurface conditions and infiltration rates can vary widely.*
- *Flexibility for adaptation and expansion of infiltration systems must be incorporated into the design and construction, with contingencies included in the project budget and schedule. Infiltration systems need to be maintained free of debris and silt in order to function properly.*
- *In addition to the preceding, for systems protected by upstream sedimentation capture, the base area of infiltration galleries or ponds could also be used for application of the provided design infiltration rate in the sand unit.*
- *A pond embedment partially into the sand unit would allow for base infiltration, as well as side infiltration area for the portion in the sand unit.*
- *Based on our test pits, a pond depth of 8 feet would address this, although actual depths must be confirmed by exposed soils during construction.*

The preliminary design of the facility is for an 8-foot deep infiltration basin that measures 46 feet wide at the top and roughly 330 feet long. The bottom of the facility would be at elevation 141.0 and the top would be at 149.0. It is assumed that the bottom of the facility will be two feet into the sand unit, allowing for infiltration from the bottom of the facility and two feet up the sides. Above the sand unit, it is assumed that no infiltration will occur. Infiltration area and pond storage by elevation is as follows:

Elevation	Area (sf)	Storage (cu. ft.)	Infiltration Area (sf)
141.0	4,146	0	4,146
142.0	5,387	4,767	5,387
143.0	6,653	10,787	6,653
144.0	7,944	18,085	6,653
145.0	9,261	26,688	6,653
146.0	10,602	36,619	6,653
147.0	11,969	47,905	6,653
148.0	13,361	60,570	6,653
149.0	14,778	74,639	6,653

The infiltration rate of the sand unit is assumed to be 0.4 in³/hour per in², as recommended by GeoTech Solutions, Inc. The infiltration rate above the sand unit is assumed to be zero. This is likely a conservative assumption as although the infiltration rate will be slow, it will likely be greater than zero.

The City of Canby Storm Drain Master Plan identifies the seasonal high ground water elevation under this site to be between 25 and 30 feet below the surface. An eight foot deep facility would provide for approximately 13 feet of soil between the bottom of the facility and the high seasonal groundwater elevation. The groundwater depth is adequate beneath the proposed facility. ✓

ENTER OPTION: 3

RESERVOIR ROUTING INFLOW/OUTFLOW ROUTINE

SPECIFY [d:][path]filename[.ext] OF ROUTING DATA 15-018.dat
DISPLAY ROUTING DATA (Y or N)? y

ROUTING DATA:

STAGE (FT)	DISCHARGE (CFS)	STORAGE (CU-FT)	PERM-AREA (SQ-FT)
.00	.00	.0	4146.0
1.00	.00	4767.0	5387.0
2.00	.00	10787.0	6653.0
3.00	.00	18065.0	6653.0
4.00	.00	26688.0	6653.0
5.00	.00	36619.0	6653.0
6.00	.00	47905.0	6653.0
7.00	.00	60570.0	6653.0
8.00	.00	74639.0	6653.0

AVERAGE PERM-RATE: 150.0 MINUTES/INCH

SATURATED PERM-RATE: 150.0 MINUTES/INCH

GROUND STORAGE BEFORE SATURATION: .00 CU-FT/SQ-FT

ENTER [d:][path]filename[.ext] OF COMPUTED HYDROGRAPH:
15-18-10.pre

INFLOW/OUTFLOW ANALYSIS:

PEAK-INFLOW(CFS)	PEAK-OUTFLOW(CFS)	OUTFLOW-VOL (CU-FT)
1.65	.00	-29

INITIAL-STAGE (FT)	TIME-OF-PEAK (HRS)	PEAK-STAGE-ELEV (FT)
141.00	24.00	143.82

PEAK STORAGE: 16720 CU-FT

INFILTRATED VOLUME: 17024 CU-FT

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
15-18-10.rte

The peak water level is 143.82 feet, far below the top of the basin, elevation 149.0

The peak storage is 16,720 cubic feet, 22% of the available storage of 74,639 cu. ft. at elevation 149.0

The basin is adequately sized. ✓

On the following page, we examine the time that it takes to draw down the 10 year event in the basin.

INFLOW/OUTFLOW DATA PRINT-OUT: QO (CFS) = SUBSURFACE FLOW

T (HRS)	QI (CFS)	QO (CFS)	EL (FT)	T (HRS)	QI (CFS)	QO (CFS)	EL (FT)
.00	.00	.00	141.00	42.00	.00	.06	143.27
1.00	.05	.04	141.00	43.00	.00	.06	143.24
2.00	.12	.04	141.03	44.00	.00	.06	143.21
3.00	.18	.04	141.11	45.00	.00	.06	143.18
4.00	.23	.04	141.23	46.00	.00	.06	143.15
5.00	.29	.04	141.39	47.00	.00	.06	143.12
6.00	.34	.05	141.59	48.00	.00	.06	143.09
7.00	.50	.05	141.85	49.00	.00	.06	143.06
8.00	.85	.06	142.46	50.00	.00	.06	143.03
9.00	.34	.06	142.72	51.00	.00	.06	143.00
10.00	.34	.06	142.89	52.00	.00	.06	142.96
11.00	.28	.06	143.03	53.00	.00	.06	142.92
12.00	.28	.06	143.14	54.00	.00	.06	142.89
13.00	.22	.06	143.24	55.00	.00	.06	142.85
14.00	.22	.06	143.32	56.00	.00	.06	142.82
15.00	.19	.06	143.39	57.00	.00	.06	142.78
16.00	.19	.06	143.46	58.00	.00	.06	142.74
17.00	.15	.06	143.51	59.00	.00	.06	142.71
18.00	.15	.06	143.56	60.00	.00	.06	142.68
19.00	.15	.06	143.60	61.00	.00	.06	142.64
20.00	.15	.06	143.64	62.00	.00	.06	142.61
21.00	.15	.06	143.69	63.00	.00	.06	142.57
22.00	.15	.06	143.73	64.00	.00	.06	142.54
23.00	.15	.06	143.78	65.00	.00	.06	142.51
24.00	.08	.06	143.82	66.00	.00	.06	142.47
25.00	.00	.06	143.79	67.00	.00	.06	142.44
26.00	.00	.06	143.76	68.00	.00	.05	142.41
27.00	.00	.06	143.73	69.00	.00	.05	142.37
28.00	.00	.06	143.70	70.00	.00	.05	142.34
29.00	.00	.06	143.67	71.00	.00	.05	142.31
30.00	.00	.06	143.64	72.00	.00	.05	142.28
31.00	.00	.06	143.61	73.00	.00	.05	142.25
32.00	.00	.06	143.58	74.00	.00	.05	142.21
33.00	.00	.06	143.55	75.00	.00	.05	142.18
34.00	.00	.06	143.51	76.00	.00	.05	142.15
35.00	.00	.06	143.48	77.00	.00	.05	142.12
36.00	.00	.06	143.45	78.00	.00	.05	142.09
37.00	.00	.06	143.42	79.00	.00	.05	142.06
38.00	.00	.06	143.39	80.00	.00	.05	142.03
39.00	.00	.06	143.36	81.00	.00	.05	142.00
40.00	.00	.06	143.33	82.00	.00	.05	141.96
41.00	.00	.06	143.30	83.00	.00	.05	141.93

SPECIFY: C - CONTINUE, N - NEWJOB, P - PRINT, S - STOP, R - REVISE

Due to program limitations, the output ends prior to the water level in the basin being totally drawn down. From time 73.00 to time 83.00, the water level drops from 142.25 to 141.93, a drop of 0.32 feet. Therefore, it would take approximately 30 additional hours for the water level to drop from 141.93 to 141.00.

Because the rainfall event ends at 24.00 hours, the total drawdown time from when the rainfall ends to when the infiltration basin would be dry would be $(83.0 + 30.0) - 24.0 = 89$ hours, 3.7 days. The facility will be fenced due to the anticipated water level and the draw down time necessary to fully empty the basin.

The volume of the infiltration basin is large enough that it to accommodate nearly 3.5 10-year storm events at a single time. However, the basin needs to be oversized in order to provide for a large footprint in the sand unit that provides moderately higher infiltration rates than the shallower soils. The location of the facility will provide for flexibility during construction in case varying infiltration rates are found. The basin size is adequate. ✓

FLOOD EVENT, 100 YEAR, 24 HOUR STORM:

For the 100 year, 24 hour storm event, it should be verified that the infiltration basin can accommodate the storm without overtopping, as there is no emergency escape route for the stormwater to leave the site. 1973 NOAA Atlas 2, Volume X and U.S. Department of Agriculture Isolpluvials for 24 hour storms in Oregon identify the 100 year, 24 hour storm event for Canby as having less than 4.5 inches of precipitation. The Regional Precipitation-Frequency Analysis and Spatial Mapping of 24-Hour Precipitation for Oregon performed for the Oregon Department of Transportation Research Unit (Final Report dated January, 2008) identifies a 100 year storm for this area as having 24-hour precipitation totaling 4.0-4.5 inches. We will use a 100 year storm with total rainfall of 4.5 inches for our analysis.

ENTER OPTION: 2

SBUH/SCS METHOD FOR COMPUTING RUNOFF HYDROGRAPH

STORM OPTIONS:

- 1 - S.C.S. TYPE-1A
- 2 - 7-DAY DESIGN STORM
- 3 - STORM DATA FILE

SPECIFY STORM OPTION: 1

S.C.S. TYPE-1A RAINFALL DISTRIBUTION

ENTER: FREQ (YEAR), DURATION (HOUR), PRECIP (INCHES)

100, 24, 4.5

 ***** S.C.S. TYPE-1A DISTRIBUTION *****
 ***** 100-YEAR 24-HOUR STORM ***** 4.50" TOTAL PRECIP. *****

ENTER: A (PERV), CN (PERV), A (IMPERV), CN (IMPERV), TC FOR BASIN NO. 1

0.08, 90, 1.75, 98, 5

DATA PRINT-OUT:

AREA (ACRES)	PERVIOUS		IMPERVIOUS		TC (MINUTES)
	A	CN	A	CN	
1.8	.1	90.0	1.8	98.0	5.0

PEAK-Q (CFS)	T-PEAK (HRS)	VOL (CU-FT)
2.15	7.67	28073

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1518-100.pre

The volume of the 100 year storm event is 28,073 cubic feet, far below the capacity of the infiltration basin.
We will route the 100 year storm through the facility though to confirm the anticipated maximum water level.

ENTER OPTION: 3

RESERVOIR ROUTING INFLOW/OUTFLOW ROUTINE

SPECIFY [d:][path]filename[.ext] OF ROUTING DATA
15-018.dat

DISPLAY ROUTING DATA (Y or N)? y

ROUTING DATA:

STAGE (FT)	DISCHARGE (CFS)	STORAGE (CU-FT)	PERM-AREA (SQ-FT)
.00	.00	.0	4146.0
1.00	.00	4767.0	5387.0
2.00	.00	10787.0	6653.0
3.00	.00	18065.0	6653.0
4.00	.00	26688.0	6653.0
5.00	.00	36619.0	6653.0
6.00	.00	47905.0	6653.0
7.00	.00	60570.0	6653.0
8.00	.00	74639.0	6653.0

AVERAGE PERM-RATE: 150.0 MINUTES/INCH

SATURATED PERM-RATE: 150.0 MINUTES/INCH

GROUND STORAGE BEFORE SATURATION: .00 CU-FT/SQ-FT

ENTER [d:][path]filename[.ext] OF COMPUTED HYDROGRAPH:
1518-100.pre

INFLOW/OUTFLOW ANALYSIS:

PEAK-INFLOW(CFS)	PEAK-OUTFLOW(CFS)	OUTFLOW-VOL (CU-FT)
2.15	.00	-36

INITIAL-STAGE (FT)	TIME-OF-PEAK (HRS)	PEAK-STAGE-ELEV (FT)
141.00	24.00	144.61

PEAK STORAGE: 23340 CU-FT

INFILTRATED VOLUME: 17873 CU-FT

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
1518-100.rte

The peak water level in the 100 year, 24 hour storm is anticipated to be 144.61 feet, far below the 149.0 elevation at the top of the infiltration basin. ✓

SEDIMENT TREATMENT:

Pollution control sump requirements will be sized based on Clean Water Services standards. Per CWS Drawing No. 240, 20 cu. ft. of sump volume is required per 1.0 cfs flow. Per the calculations above, the peak 10-year flow is 1.65 cfs, which would require a sump volume of 20 cu. ft./cfs x 1.65 cfs = 33.0 cu. ft.

Typical minimum sump depths are 3 feet. A 60-inch diameter manhole having a sump depth of 3 feet would provide a sump volume of 58.9 cu. ft.

A 3-foot deep sump is adequate for sediment collection. ✓

CONVEYANCE PIPING CALCULATIONS:

Conveyance piping shall be able to carry the 10 year storm event without surcharge. Per Section 4.206 of the City of Canby Public Works Design Standards, the Santa Barbara Urban Hydrograph (SBUH) method will be acceptable for estimating the peak runoff rates to be used in sizing storm drainage conveyance improvements. As determined earlier, using the SBUH method, the peak 10-year flow is 1.65 cfs.

According to Section 4.301(b) of the City of Canby Public Works Design Standards: all storm drains shall be on a grade which produces a mean velocity, when flowing full, of at least three (3') feet per second. The minimum pipe grade used in this project is 0.5%.

Haestad Methods FlowMaster I version 3.13

```

Circular Channel: Manning's Equation - Western Storage

Comment: Peak flow for 10-year storm

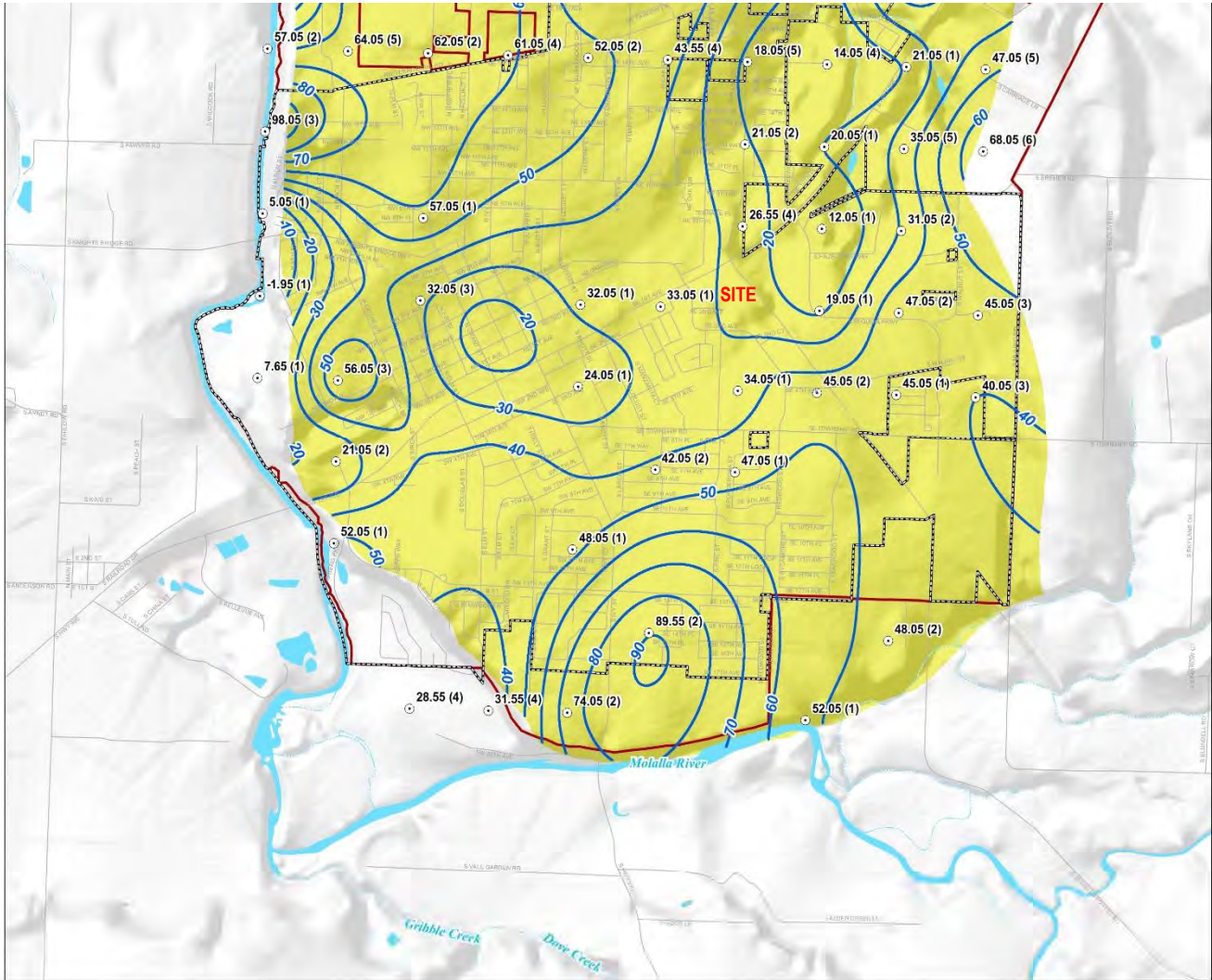
Solve For.....Full Flow Capacity

Diameter..... 1.00 ft          Velocity..... 3.21 fps
Slope..... 0.0050 ft/ft      Flow Area..... 0.79 sf
Manning's n.... 0.013        Critical Slope 0.0077 ft/ft
Discharge..... 2.52 cfs      Critical Depth 0.68 ft
Depth..... 1.00 ft          Percent Full.. 100.00 %
Froude Number. FULL
Full Capacity. 2.52 cfs
QMAX @.94D.... 2.71 cfs

```

A 12" pipe laid at 0.50 percent would produce a velocity of 3.21 fps when flowing full (or 1/2 full). A 12" diameter pipe is adequate.

SUPPORTING DOCUMENTATION:



LEGEND

- Well Location (centroid of 1/4 1/4 section)
 - Number represents depth to groundwater
 - Number in parenthesis represents number of observations
- Static Depth to Water Contours
- All Other Features**
 - Qfc - Catastrophic flood deposits, coarse grained facies
 - Canby City Limits
 - Canby Urban Growth Boundary
 - Streets
 - Watercourses
 - Waterbodies

MAP NOTES:
 Date: August 28, 2013
 Data Sources: OWRD, USGS, METRO RLIS, OGIC.
 Elevation data based on NGVD 1927 vertical datum

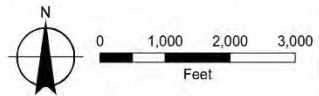
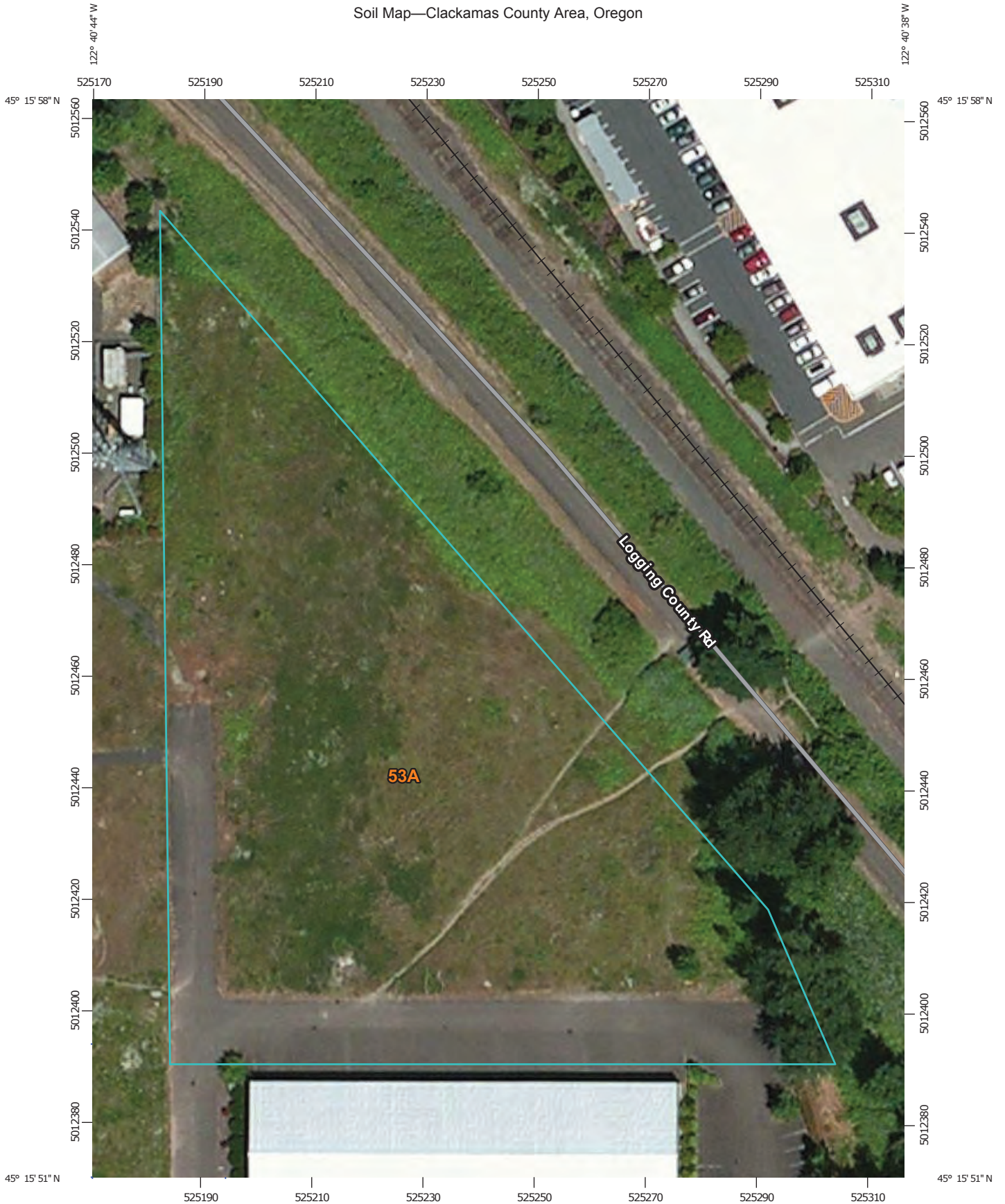


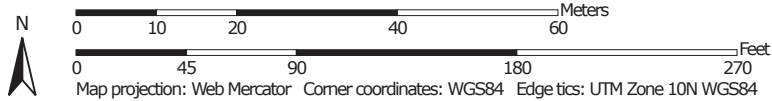
FIGURE 4
Depth to Seasonal High Groundwater
 City of Canby
 Groundwater Protectiveness Demonstration



Soil Map—Clackamas County Area, Oregon




Map Scale: 1:941 if printed on A portrait (8.5" x 11") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

MAP LEGEND


Area of Interest (AOI)

 Area of Interest (AOI)




















Soils







 Soil Map Unit Polygons

 Soil Map Unit Lines


 Soil Map Unit Points

Special Point Features






-  Blowout
-  Borrow Pit
-  Clay Spot
-  Closed Depression
-  Gravel Pit
-  Gravelly Spot
-  Landfill
-  Lava Flow
-  Marsh or swamp
-  Mine or Quarry
-  Miscellaneous Water
-  Perennial Water
-  Rock Outcrop
-  Saline Spot
-  Sandy Spot
-  Severely Eroded Spot
-  Sinkhole
-  Slide or Slip
-  Sodic Spot

-  Spoil Area
-  Stony Spot
-  Very Stony Spot
-  Wet Spot
-  Other
-  Special Line Features


Water Features

 Streams and Canals

Transportation

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI are:

Warning: Soil Map may not be valid at this scale. Enlargement of maps beyond the scale may cause a misunderstanding of the detail of mapping and placement. The maps do not show the soil map units that could have been shown at a larger scale.

Please rely on the bar scale on each map for distance measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL: <http://websoilsurvey.sc.egov.usda.gov>
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on a map projection, which preserves direction and distance and area. A projection that preserves distance and area is the Albers equal-area conic projection, shown on the map. Calculations of distance or area are required.

This product is generated from the USDA National Cooperative Soil Survey, the version date(s) listed below.

Soil Survey Area: Clackamas County
 Survey Area Data: Version 9, Sep 1998

Soil map units are labeled (as space allows) with the soil name or larger.

Date(s) aerial images were photographed: 2011

The orthophoto or other base map on which this map is compiled and digitized probably differs slightly from the imagery displayed on these maps. As a result, some of map unit boundaries may be evident.

Map Unit Legend

Clackamas County Area, Oregon (OR610)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
53A	Latourell loam, 0 to 3 percent slopes	2.5	100.0%
Totals for Area of Interest		2.5	100.0%

U.S. DEPARTMENT OF AGRICULTURE

OREGON

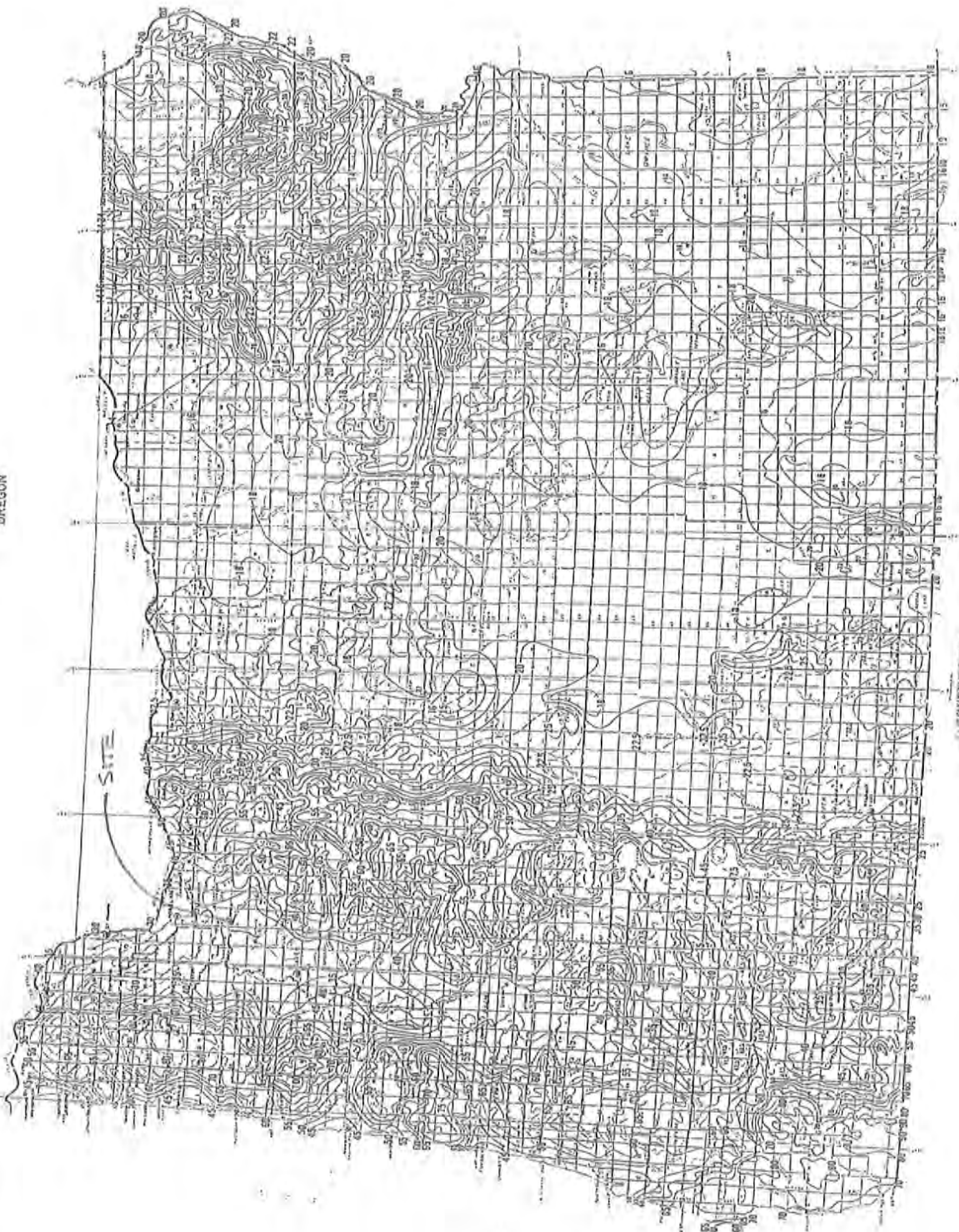
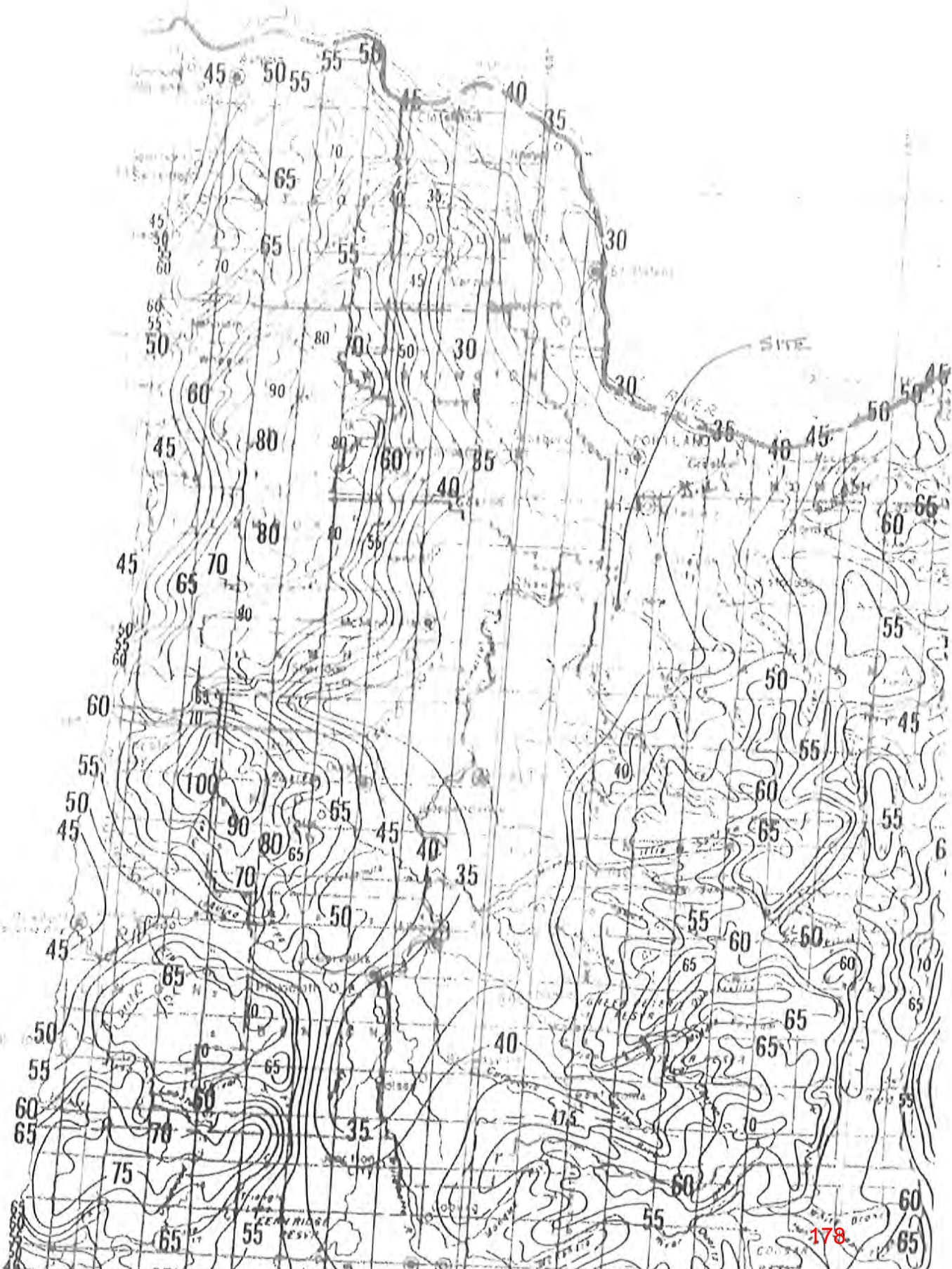


EXHIBIT 243
10-YEAR 24-HOUR PRECIPITATION
—1— ISOPHYALS OF 10-YEAR 24-HOUR
PRECIPITATION IN TERMS OF AN INCH
ANNUAL

OREGON

DEPARTMENT OF AGRICULTURE



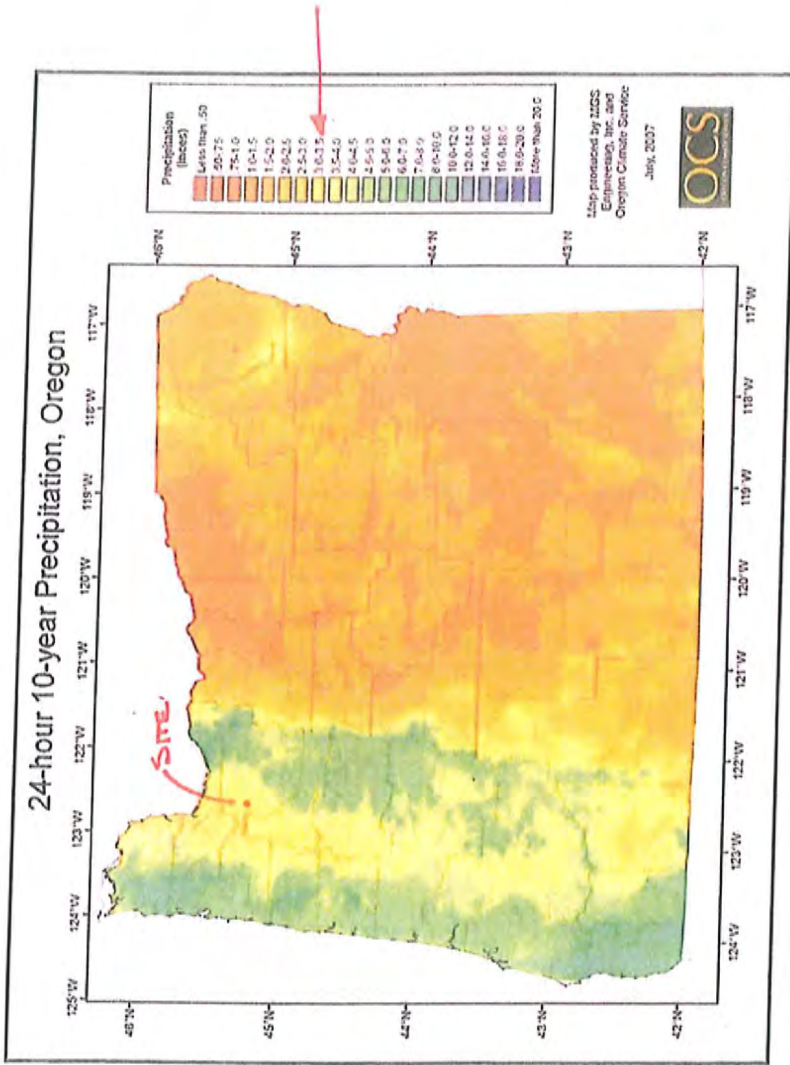


Figure B.3: Isopleth Map of 24-Hour Precipitation for 10-Year Recurrence Interval for Oregon State.

B-2

VI. Lighting Fixture Cut Sheet

FEATURES & SPECIFICATIONS

INTENDED USE — For building- and wall-mounted applications.

CONSTRUCTION — Rugged, die-cast, single-piece aluminum housing. Die-cast doorframe has impact-resistant, tempered, glass lens. Doorframe is fully sealed with one-piece closed silicone gasket.

Finish: Standard finish is textured dark bronze (**DBBT**) polyester powder finish, with other architectural colors available.

OPTICS — High-performance segmented reflectors provide superior uniformity and control. Specialty anodized aluminum spot and grazer optics are also available. Reflectors are interchangeable and have field degree aiming capability up to 10° without tools. Reflectors allow for tool-less access to electrical components. All optics meet IESNA full cutoff criteria in lens down orientation.

ELECTRICAL — Ballast: Constant wattage autotransformer. Metal Halide: Super CWA (pulse start ballast), 88% efficient and EISA legislation compliant, is required for 175-400W (SCWA option) for US shipments only. CSA, NOM or INTL required for probe start shipments outside of the US. Pulse-start ballast (SCWA) required for 200W, 320W, or 350W. Ballast is 100% factory-tested. Quick-disconnect plugs easily disconnect reflector from ballast.

Socket: Porcelain, mogul-base socket with copper alloy, nickel-plated screw shell and center contact.

INSTALLATION — Universal mounting plate with integral mounting bolts supports the fixture for easy one person installation.

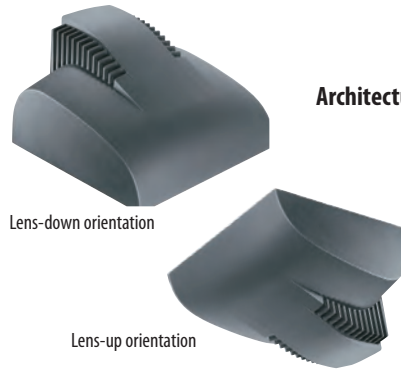
LISTINGS — UL listed suitable for wet locations in up or down orientation. UL Listed to US and Canadian safety standards (see Options). NOM Certified (see Options). **IP65 rated**. US Patent No. D500,569. Canadian Patent No. 107561.

WARRANTY — 1-year limited warranty. Complete warranty terms located at

www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Specifications subject to change without notice.

Catalog Number
Notes
Type



AERIS™

Architectural Area & Roadway Luminaires

ASW2

METAL HALIDE
HIGH PRESSURE SODIUM

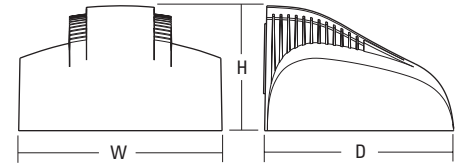
Specifications

Length: 20-1/4 (51.4)

Depth: 18-3/4 (47.6)

Overall Height: 12- 1/2 (31.8)

*Max. Weight: 49lbs (22.23kg)



All dimensions are inches (centimeters) unless otherwise indicated.

*Weight as configured in example below.

ORDERING INFORMATION

For shortest lead times, configure products using **standard options (shown in bold)**.

Example: ASW2 400M SR3 120 SCWA LPI

ASW2	Series	Wattage	Distribution	Voltage	Ballast	Mounting	Options	Finish ¹⁶	Lamp ¹⁷
	ASW2	Metal halide 175M ¹ 200M ² 250M¹ 320M ² 350M ^{1,2} 400M^{3,4} High pressure sodium ⁵ 200S 250S 400S	SR2 Segmented type II, roadway SR3 Segmented type III, asymmetric SR4SC Segmented type IV, forward throw, sharp cutoff SR4W Segmented type IV, forward throw, sharp cutoff GZ Wall grazing SP Tight spot ^{6,7}	120 208 ⁸ 240 ⁸ 277 347 480 ⁸ TB⁹ 23050HZ ¹⁰	(blank) Magnetic ballast CWI Constant wattage isolated Pulse Start SCWA Super CWA pulse start ballast	Shipped installed (blank) Surface mount Shipped separately ^{11,12} BBW Surface mount back box	Shipped installed in fixture SF Single fuse (120, 277, 347V n/a TB) DF Double fuse (208, 240, 480V n/a TB) EC Emergency circuit ^{6,13} QRS Quartz restrike system ^{6,13} QRSTD QRS time delay ^{6,13} PE Photoelectric cell-button type (n/a TB or 480V) ¹⁴ HS Houseside shield ¹⁵ CSA CSA certified NOM NOM certified ¹⁰ INTL Available for MH probe start shipping outside the U.S. REGC1 California Title20 effective 1/1/2020 Shipped separately ¹¹ WG Wire guard ¹² VG Vandal guard	(blank) Dark bronze, textured DSST Sandstone, textured DNAT Natural aluminum, textured DWHG White, textured DBLB Black, textured CRT Non-stick protective coating (black only) Super Durable Finishes DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white	LPI Lamp included L/LP Less lamp

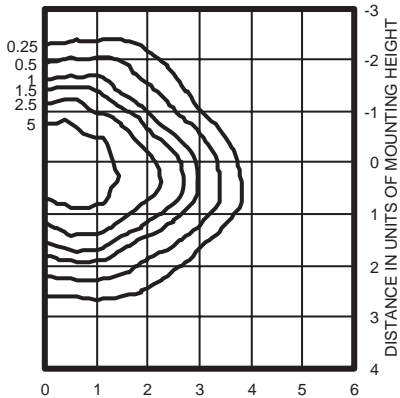
NOTES:

- These wattages do not comply with California Title 20 regulations.
- Must be ordered with SCWA.
- Requires ED28 reduced jacket lamp.
- These wattages require the REGC1 option to be chosen for shipments into California for Title 20 compliance.
- Not available with SCWA.
- QRS, QRSTD, EC or SP optic cannot be ordered together.
- Not available with HPS.
- Must specify CWI ballast for use in Canada.
- Optional multi-tap ballast (120, 208, 240, 277V). In Canada: 120,

- 277, 347V; ships as 120/347.
- Consult factory for available wattages.
- May be ordered as an accessory. Prefix with ASW2.
- Must specify finish when ordered as an accessory.
- Maximum allowable wattage lamp included.
- Must be ordered with fixture; cannot be field installed.
- Available only with SR2, SR3 and SR4W distributions.
- See www.lithonia.com/archcolors for additional color options.
- Must be specified.

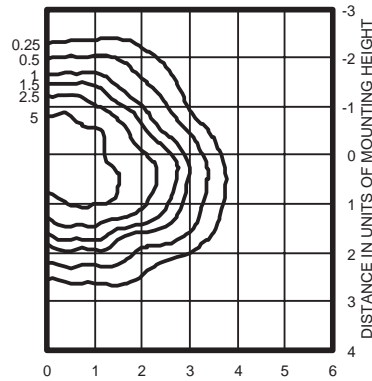
ASW2 Metal Halide, High Pressure Sodium Wall Mounted

TEST NO. LTL 13852P ASW2 400M SR2
ISOILLUMINANCE PLOT (Footcandle)



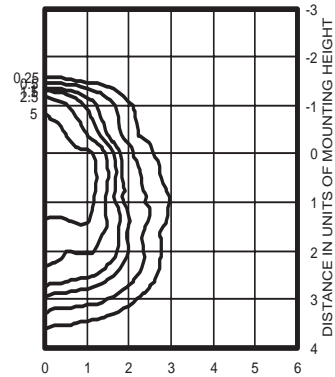
400W pulse start metal halide lamp, rated 38000 lumens. Footcandle values based on 20' mounting height.
Classification: Type II, Short, Full Cutoff

TEST NO: LTL13854P ASW2 400M SR3
ISOILLUMINANCE PLOT (Footcandle)



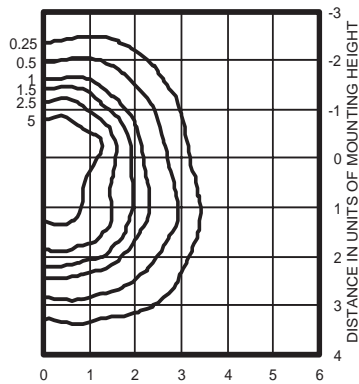
400W pulse start metal halide lamp, rated 38000 lumens. Footcandle values based on 20' mounting height.
Classification: Type II, Medium, Full Cutoff

TEST NO: LTL13856P ASW2 400M SR4SC
ISOILLUMINANCE PLOT (Footcandle)



400W pulse start metal halide lamp, rated 38000 lumens. Footcandle values based on 20' mounting height.
Classification: Unclassified (Type IV, Very Short), Full Cutoff

TEST NO: LTL13858P ASW2 400M SR4W
ISOILLUMINANCE PLOT (Footcandle)



400W pulse start metal halide lamp, rated 38000 lumens. Footcandle values based on 20' mounting height.
Classification: Type IV, Short, Full Cutoff

Mounting Height Correction Factor

(Multiply the fc level by the correction factor)

- 10 ft. = 4
- 15 ft. = 1.78
- 30 ft. = .44
- 40ft. = .25

$$\left(\frac{\text{Existing Mounting Height}}{\text{New Mounting Height}} \right)^2 = \text{Correction Factor}$$

Notes

- 1 Photometric data for other distributions can be accessed from the Lithonia Lighting web site (www.lithonia.com).
- 2 For electrical characteristics consult outdoor technical data specification sheets on www.lithonia.com.
- 3 Tested to current IESNA and NEMA standards under stabilized laboratory conditions. Various operating factors can cause differences between laboratory and actual field measurements. Dimensions and specifications are based on the most current data and are subject to change.

VII. Maps

Vicinity Map

Assessor Map

Record of Survey

Aerial

A2.1 – Building Floor Plan

A3.1 – Building Exterior Elevations

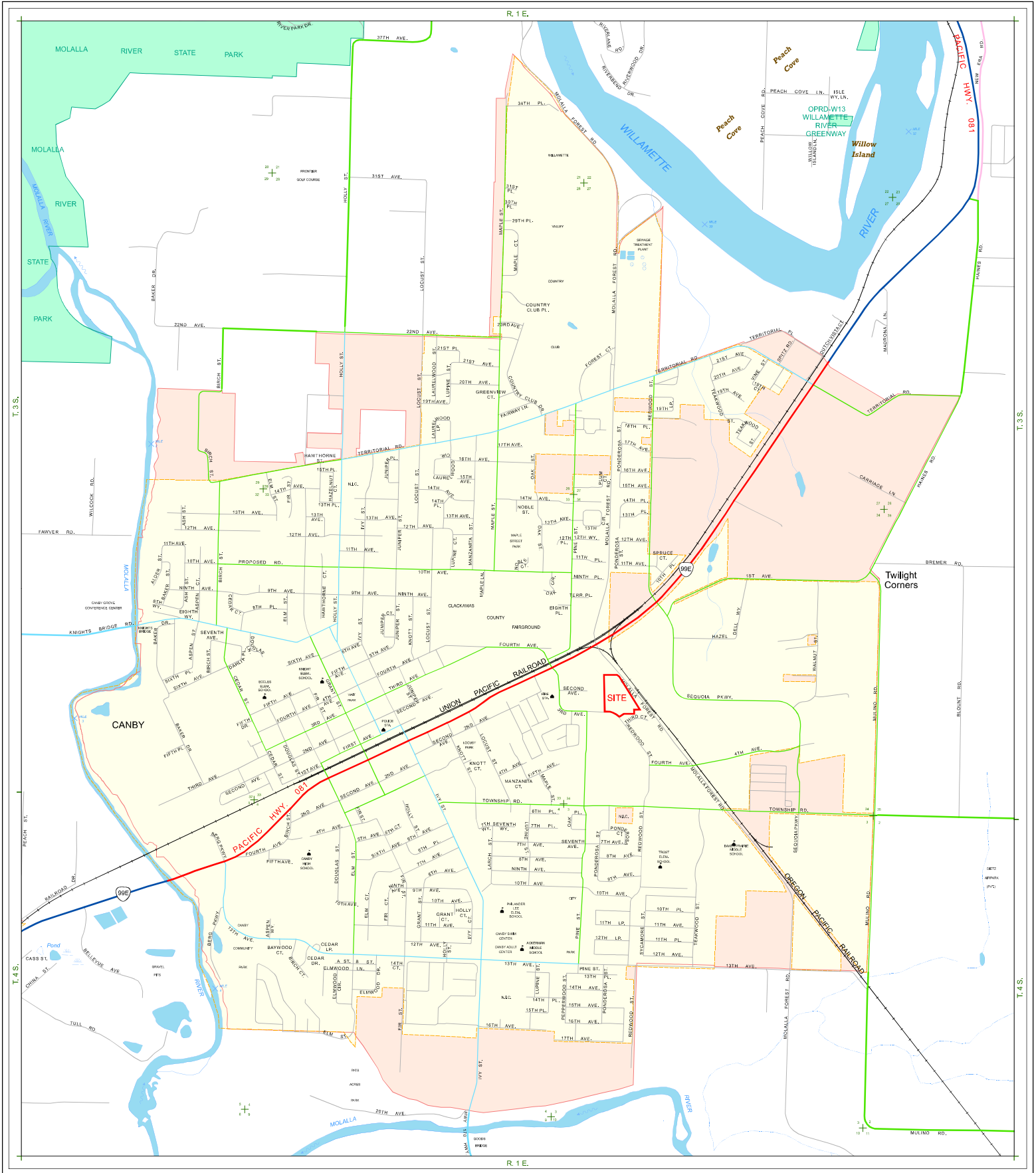
C1.1 – Site Plan

C2.1 – Utility Plan

C3.1 – Grading Plan

C4.1 – Site Lighting Plan

L1.1 – Landscape Plan



LEGEND

FOR FURTHER FUNCTIONAL CLASSIFICATION INFORMATION, CONTACT ODOT REGION OFFICE.

- FUNCTIONAL CLASSIFICATION:**
 - STATE HIGHWAY
 - OTHER HIGHWAY
 - INTERSTATE
 - PRINCIPAL ARTERIAL
 - MINOR ARTERIAL
 - URBAN COLLECTOR RURAL MAJOR COLLECTOR
 - MINOR COLLECTOR
 - LOCAL ROAD
- OTHER:**
 - INTERSTATE - US, ROUTE - ORE. ROUTE
 - NATIONAL HIGHWAY SYSTEM ROUTE
 - CITY LIMIT
 - URBAN GROWTH BOUNDARY
 - RAILROAD - AMTRAK PASSENGER STATION
 - GRAVEL PIT, QUARRY - ODOT STOCKPILE
 - ODOT MAINTENANCE STATION
 - PUBLIC BUILDING
 - COURTHOUSE
 - HOSPITAL
 - CITY HALL
 - ARMORY
 - POST OFFICE
 - SCHOOL
 - LIBRARY
 - SAFETY REST AREA
 - WEIGH STATION
 - PARK & RIDE LOCATION
 - INTERCITY - CITY TRANSIT
 - COMMERCIAL - GENERAL AVIATION
 - PORT FACILITY

Published by **T GIS**

Prepared originally by the OREGON DEPARTMENT OF TRANSPORTATION IN COOPERATION WITH THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

NORTH

SCALE

0 650 1,300 2,600 Feet

0 195 390 780 Meters

"This product is for informational purposes and may not have been prepared for or be suitable for legal engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information."

CANBY
POPULATION 15,910

T. 3-4 S. R. 1 E. W.M.

OREGON TRANSPORTATION MAP

Showing Federal Functional Classification of Roads
City of

CANBY

CLACKAMAS COUNTY
2013 Edition

184

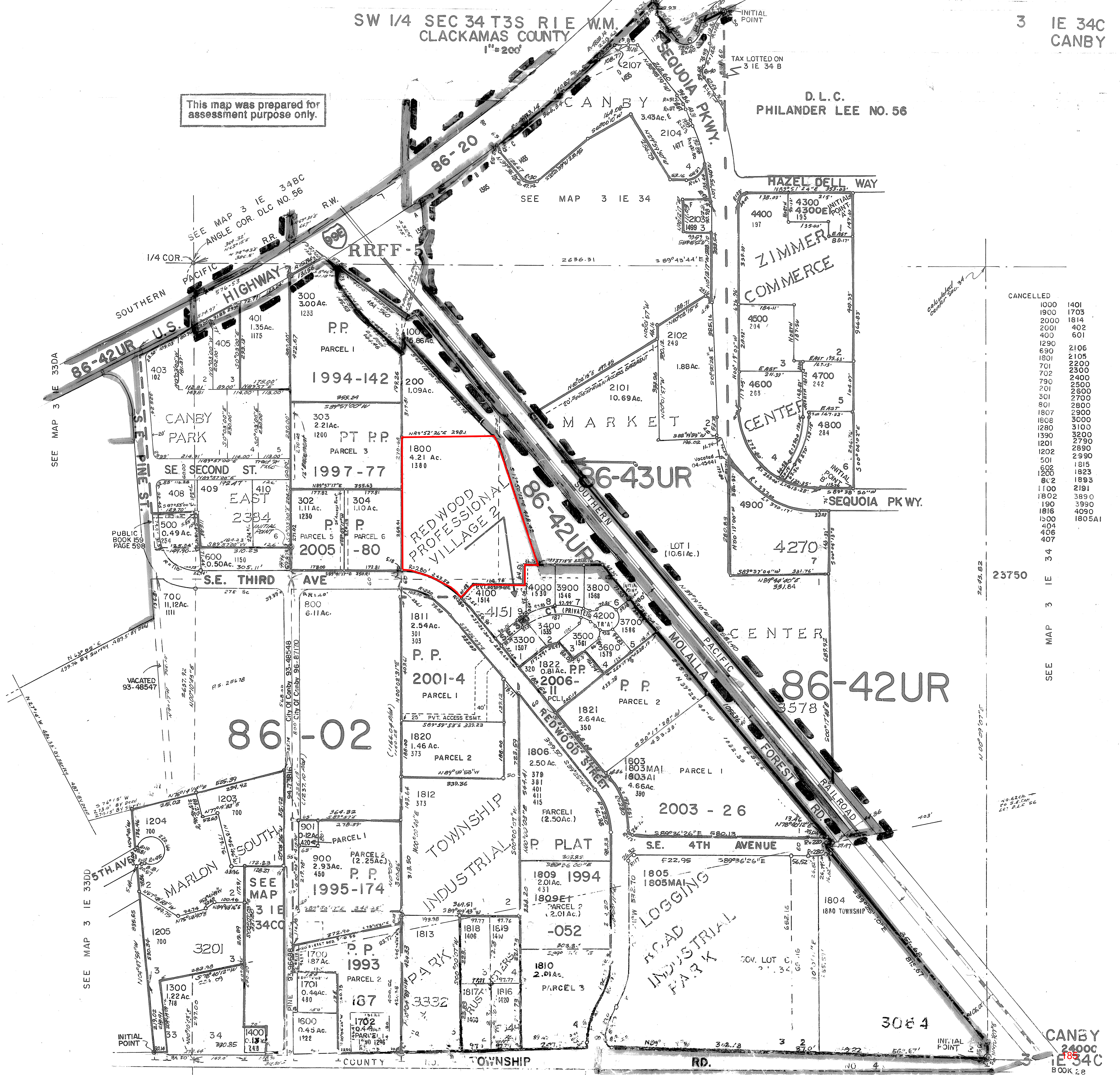
PORT AIRPORT COMM. AIR

AVAILABLE TRANSPORTATION SERVICES SHOWN WITH YELLOW BACKGROUND

Copies Available: From the Oregon Department of Transportation, Geographic Information Services Unit, 118 Cook Office Building, 555 13th St., NE, Salem, Oregon 97301, (503) 886-1154. <http://www.oregon.gov/ODOT/IDOT/Data/Maps/legends.aspx>
Population numbers are based on current Oregon Population Report, Office of Urban and Public Affairs, Portland State University, <http://pub.usda.gov>

This map was prepared for
assessment purpose only.

D.L.C.
PHILANDER LEE NO. 56



CANCELLED

1000	1401
1900	1703
2000	1814
2001	402
400	601
1290	2106
690	2105
1801	2200
701	2300
702	2400
790	2500
201	2600
301	2700
801	2800
1807	3000
1808	3100
1280	3100
1390	3200
1201	2790
1202	2890
501	2990
1508	1815
1200	1823
802	1893
1100	2191
1802	3890
190	3990
1816	1500
1500	404
406	407

23750

SEE MAP 3 IE 34

CLACKAMAS COUNTY SURVEYOR
 RECEIVED: 5-14-07
 ACCEPTED FOR FILING: 5-15-07
 SURVEY NUMBER: SN2007-163

**PROPERTY LINE ADJUSTMENT FOR DON PERMAN
 IN THE SW 1/4 OF SECTION 34, T3S, R1E, W.M.
 CITY OF CANBY, CLACKAMAS COUNTY, OREGON**

SCALE 1" = 60' MAY 11, 2007

GAYLORD LAND SURVEYING, INC.
 2910 S.E. OAK GROVE BLVD.
 MILWAUKIE, OREGON 97267
 (503)654-1492

REGISTERED
 PROFESSIONAL
 LAND SURVEYOR
 OREGON
 JULY 10, 1996
 PATRICK M. GAYLORD
 2767
 RENEWED THRU 06/30/07

REFERENCES

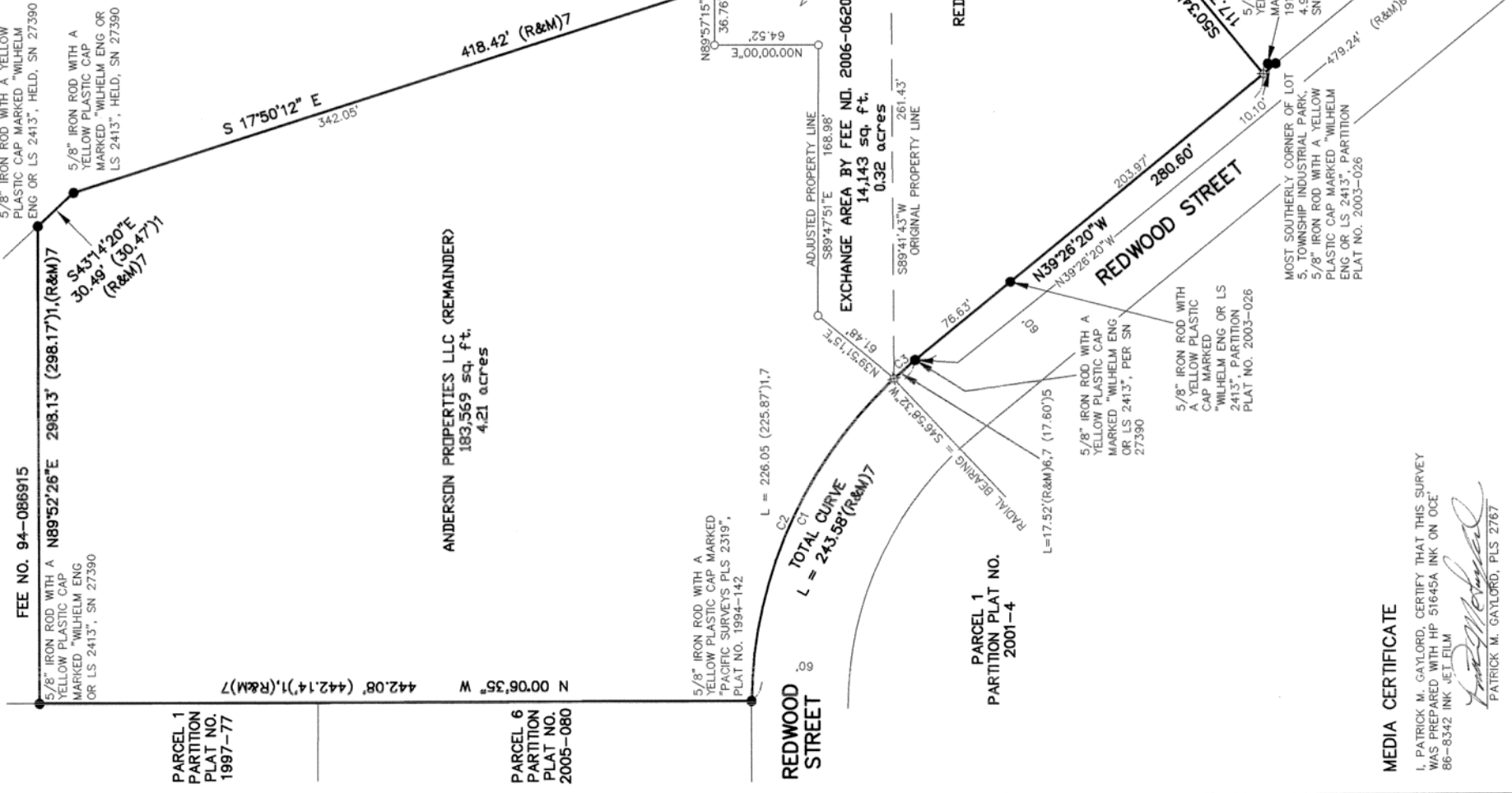
- SN 6012
- SN 27390
- SN 27046
- SN 2006-064
- LOGGING ROAD INDUSTRIAL PARK, PLAT NO. 3064
- PARTITION PLAT NO. 2003-026
- PARTITION PLAT NO. 2006-011
- TOWNSHIP INDUSTRIAL PARK, PLAT NO. 3332
- REDWOOD PROFESSIONAL VILLAGE, PLAT NO. 4043 (VOID)

ANDERSON PROPERTIES LLC (REMAINDER)
 183,569 sq. ft.
 4.21 acres

CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
C1	280.00'	243.58'	130.10'	235.97'	N65°21'37"W	49°50'34"
C2	280.00'	226.05'	119.60'	219.97'	N65°09'11"W	46°15'26"
C3	280.00'	17.52'	8.76'	17.52'	N41°13'54"W	3°35'09"

NOTES & LEGEND

- ⊗ = FOUND 5/8"x30" IRON ROD WITH YELLOW PLASTIC CAP MARKED "GAYLORD LAND SURVEYING, INC.", PARTITION PLAT NO. 2006-011
- ⊙ = FOUND 5/8"x30" IRON ROD WITH YELLOW PLASTIC CAP MARKED "GAYLORD LAND SURVEYING, INC.", SN 2006-064
- = FOUND 5/8" IRON ROD WITH YELLOW PLASTIC CAP MARKED "GAYLORD LAND SURVEYING, INC.", PER REDWOOD MEDICAL VILLAGE, PLAT NO. 4043 (VOID)
- = MONUMENT FOUND AS NOTED
- ALL PIPE DIAMETERS ARE INSIDE MEASUREMENT
- BASIS OF BEARINGS - S50°17'14"W ALONG THE SOUTH LINE OF PARCEL 1, PARTITION PLAT NO. 2006-011
- (RECORD)1 = SN 27390
- (RECORD)2 = LOGGING ROAD INDUSTRIAL PARK, PLAT NO. 3064
- (RECORD)3 = SN 27046
- (RECORD)4 = PARTITION PLAT NO. 2003-026
- (RECORD)5 = TOWNSHIP INDUSTRIAL PARK, PLAT NO. 3332
- (RECORD)6 = PARTITION PLAT NO. 2006-011
- (RECORD)7 = SN 2006-064
- (R&M) = RECORD AND MEASURED DISTANCE
- SN = SURVEY NUMBER, CLACKAMAS COUNTY SURVEYOR'S OFFICE



NARRATIVE
 THE PURPOSE OF THIS SURVEY IS TO FORMALIZE A PROPERTY LINE ADJUSTMENT EXECUTED BY FEE NO. 2006-062001, CLACKAMAS COUNTY DEED RECORDS, AFTER THE PLAT OF REDWOOD MEDICAL VILLAGE WAS COMPLETED AND BEFORE IT WAS SUBSEQUENTLY VOIDED. ALL MONUMENTATION AND BOUNDARIES SHOWN HEREON ARE IDENTICAL TO THE SAID PLAT.

MEDIA CERTIFICATE
 I, PATRICK M. GAYLORD, CERTIFY THAT THIS SURVEY WAS PREPARED WITH HP 51645A INK ON OCE 86-8342 INK JET FILM
 Patrick M. Gaylord
 PATRICK M. GAYLORD, PLS 2767

PLAT NO.



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

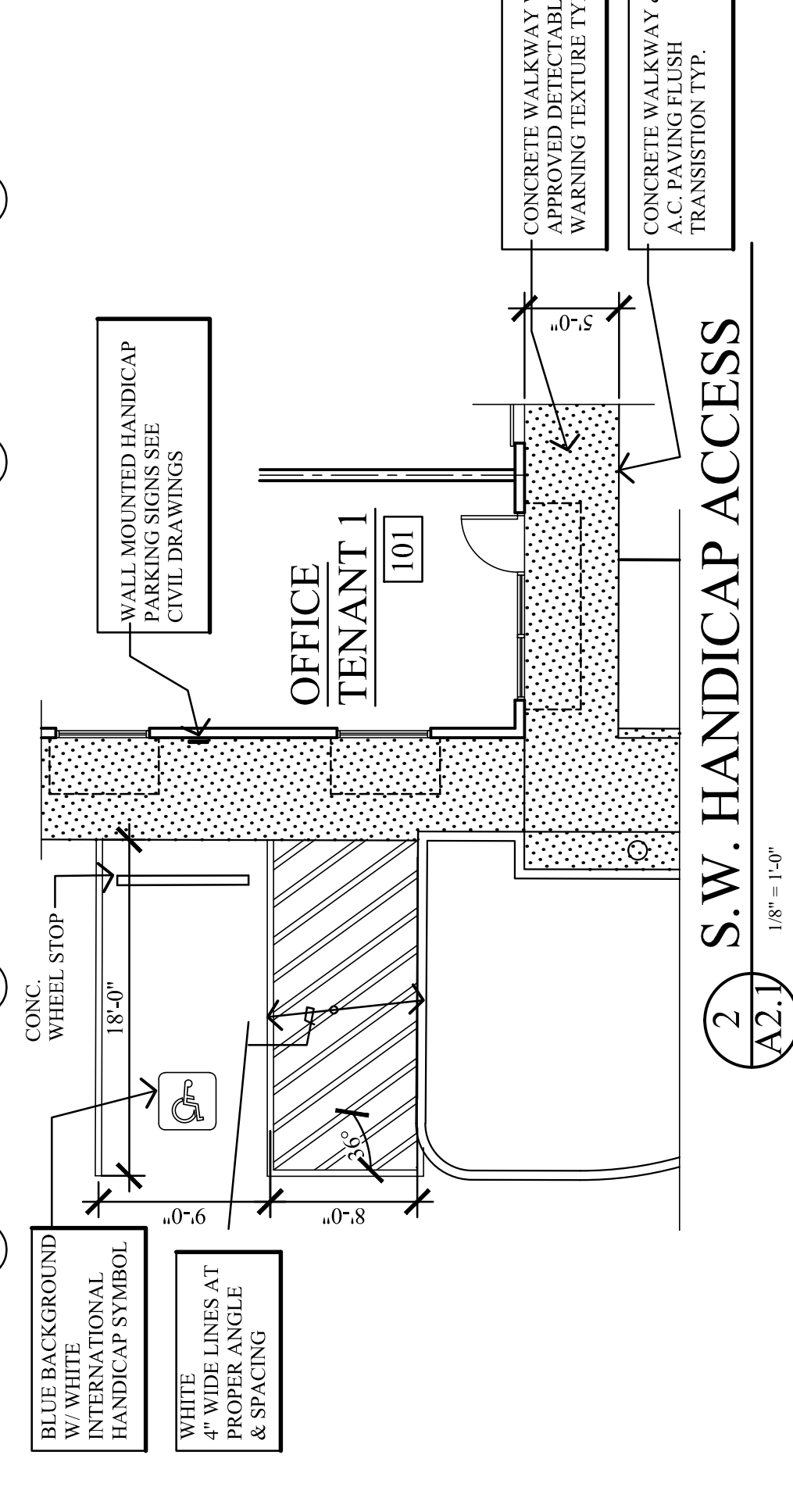
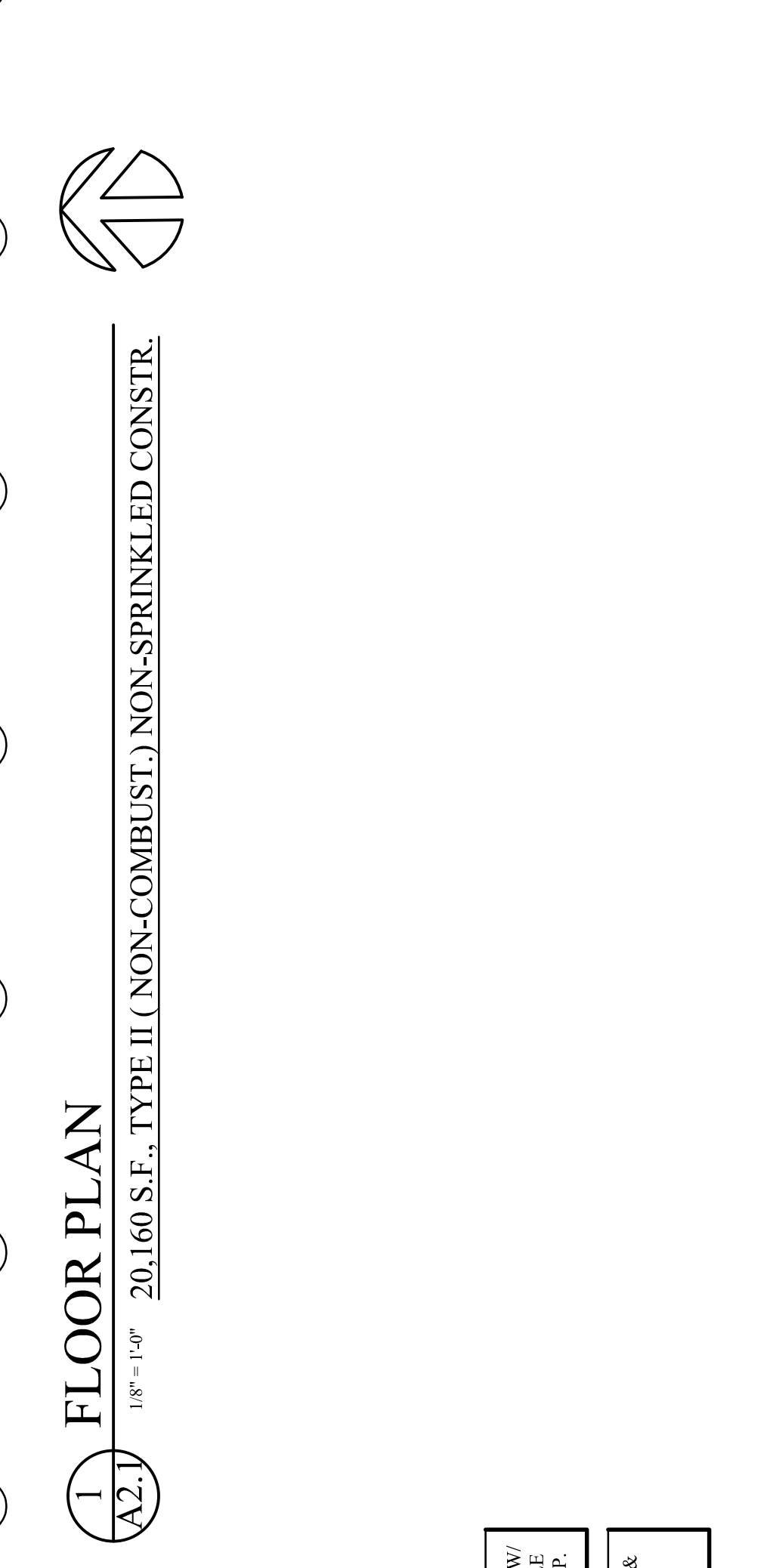
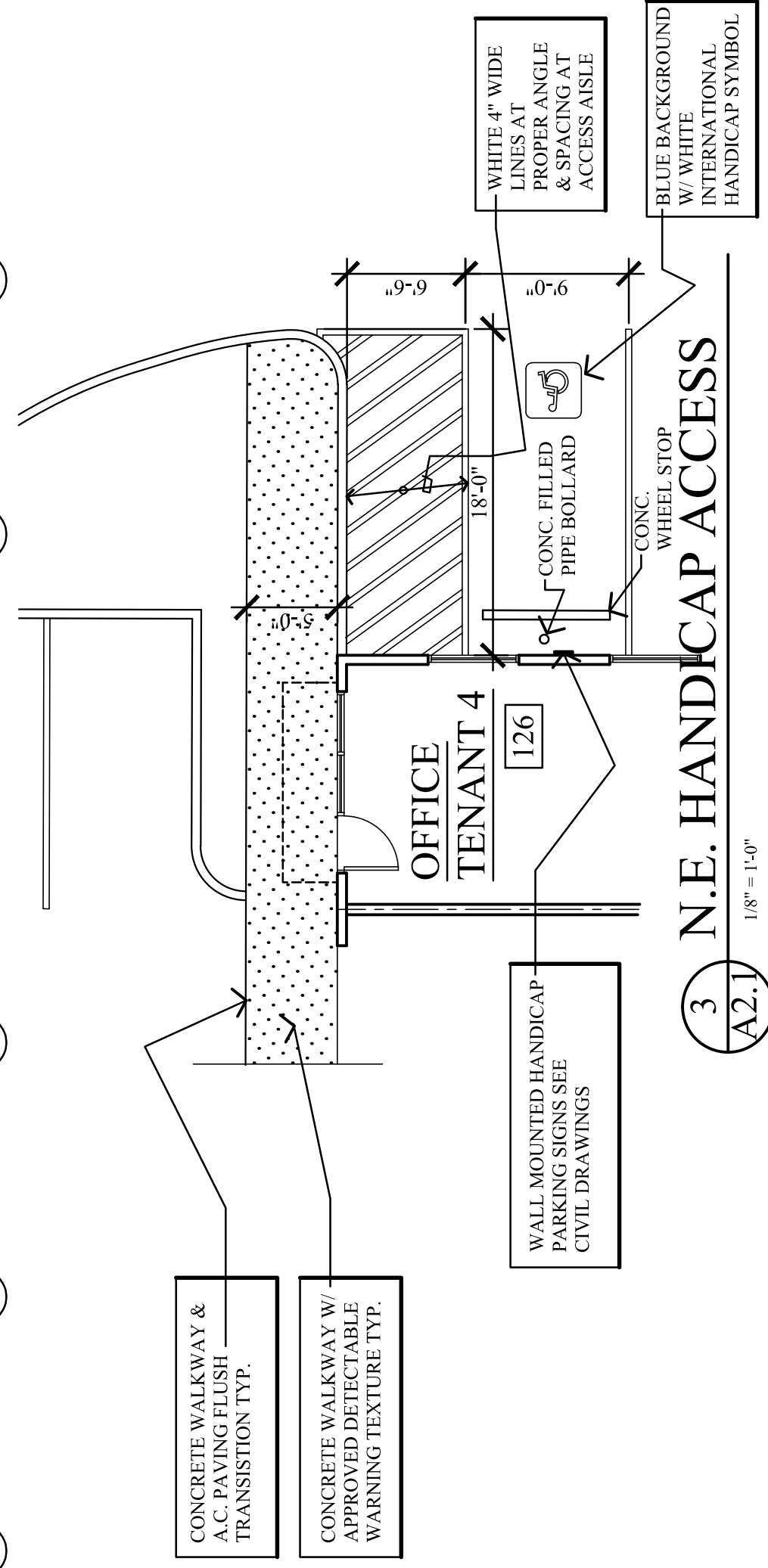
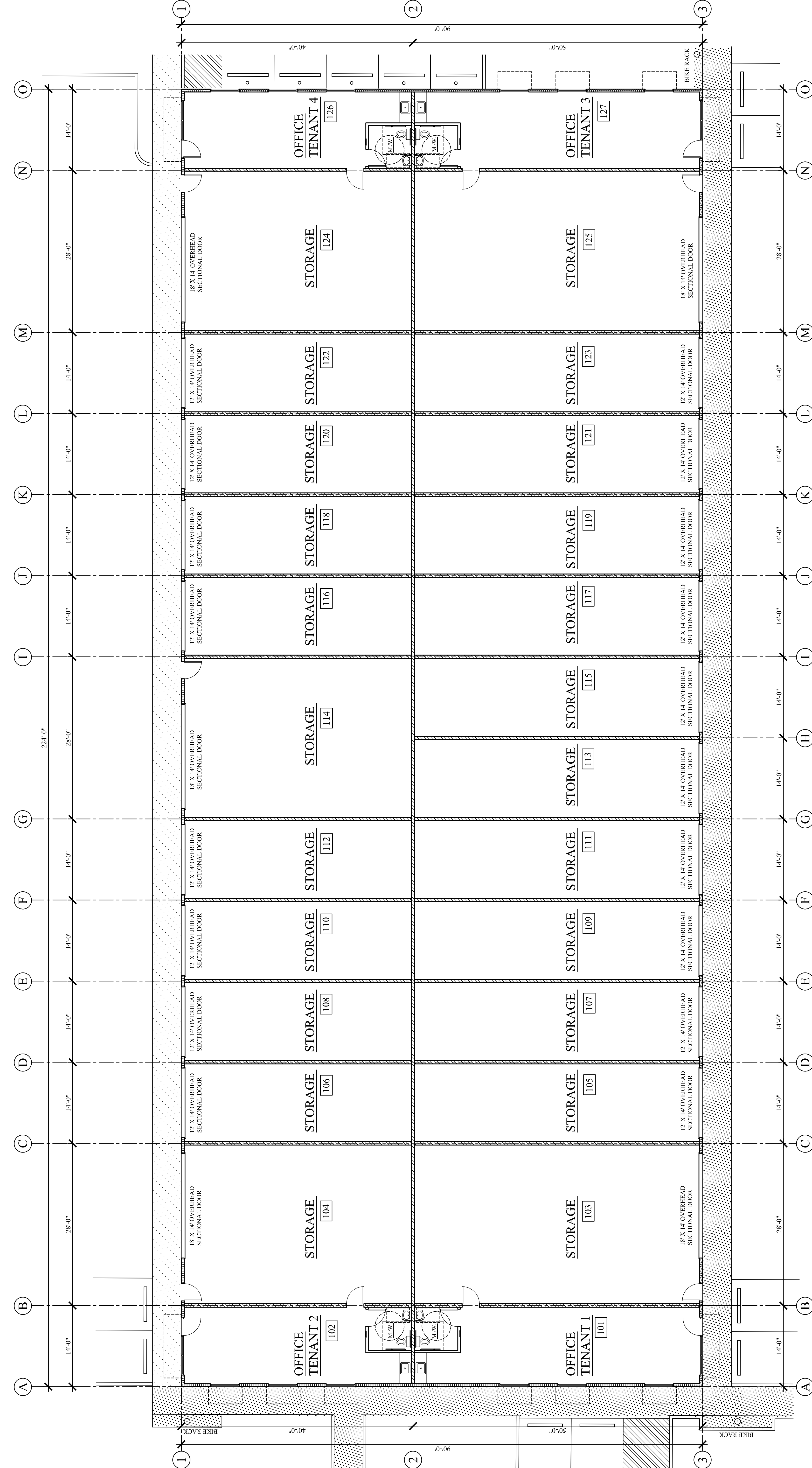
WESTERN STORAGE, PHASE 3
 1380 S.E. THIRD AVENUE, CANBY, OR 97013
 WESTERN STORAGE
 P.O. BOX 904
 CANBY, OR 97013
 MONEN CONSTRUCTION
 2363 S. RONDEAU DRIVE
 CANBY, OREGON 97032
 (503) 970-4065

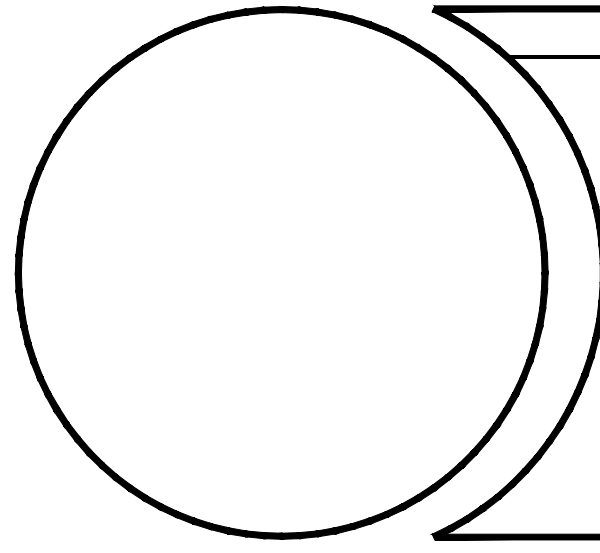
BLDG. FLOOR PLAN

revisions:

date: 5/14/2015
 scale: 1/8" = 1'-0"
 drawn: SRB
 job no: 1506

A2.1





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

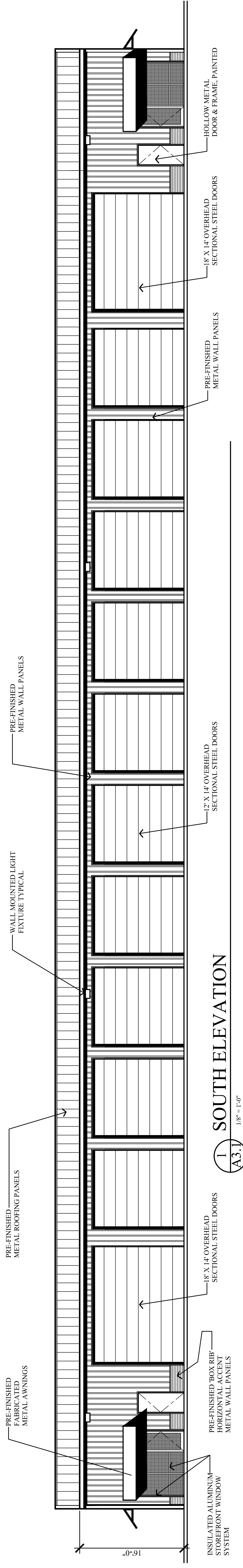
WESTERN STORAGE, PHASE 3
1380 S.E. THIRD AVENUE, CANBY, OR 97013
WESTERN STORAGE
P.O. BOX 904
CANBY, OR 97013
MONEN CONSTRUCTION
2363 S. RONDEVIC DRIVE
CANBY, OREGON 97032
(503) 970-4065

BLDG.
ELEVATIONS

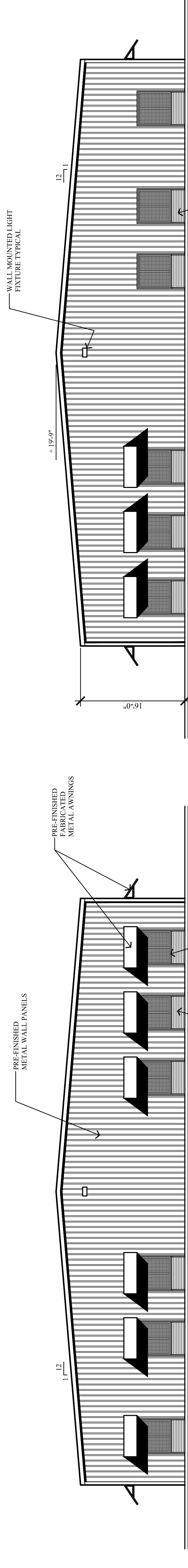
revisions:

date: 5/14/2015
scale: 1/8"=1'-0"
drawn: SRB
job no: 1506

A3.1

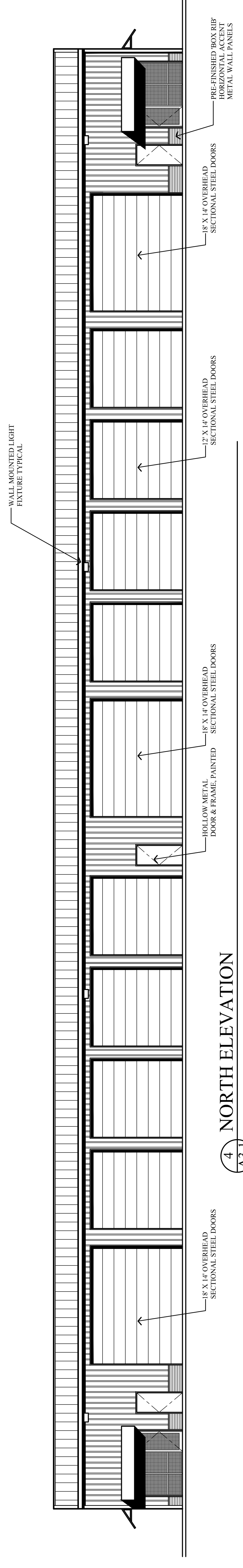


1 SOUTH ELEVATION
A3.1 1/8" = 1'-0"

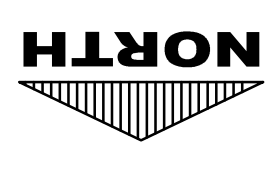
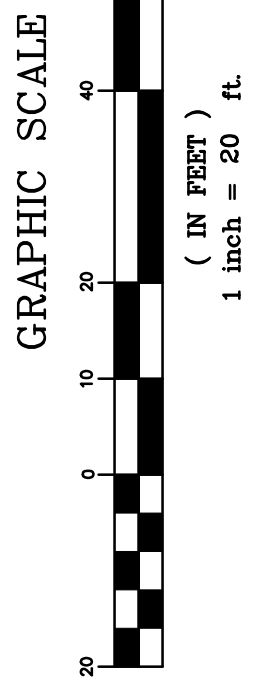


2 WEST ELEVATION
A3.1 1/8" = 1'-0"

3 EAST ELEVATION
A3.1 1/8" = 1'-0"



4 NORTH ELEVATION
A3.1 1/8" = 1'-0"



PROPOSED WESTERN STORAGE PHASE 3 BUILDING
 APPLICANT/OWNER:
 KIM RAGAN
 WESTERN STORAGE LLC
 P.O. BOX 904
 CANBY, OR 97013
 PROPERTY ADDRESS:
 300 S. REDWOOD STREET
 CANBY, OR 97013
 PROPERTY LOCATION:
 IN THE SW ¼ OF SECTION 34
 TOWNSHIP 35, RANGE 1E, WILLAMETTE MERIDIAN
 ASSESSOR'S MAP:
 3 IE 34C, TAX LOT 1800
 TOTAL LOT AREA (ALL PHASES):
 4.21 ACRES
 STORM DRAIN FACILITY:
 3 IE 34C, TAX LOT 200

PARKING REQUIRED:
 OFFICE SPACE: 2.00 SPACES PER 1,000 S.F. = 2.00 SPACES x 2,520 SF / 1,000 SF = 5.04 SPACES
 WAREHOUSE SPACE: 1.00 SPACES PER 1,000 S.F. = 1.00 SPACES x 17,640 SF / 1,000 SF = 17.64 SPACES
 TOTAL PARKING REQUIRED: 5.04 SPACES + 17.64 SPACES = 22.68 SPACES => 23 SPACES

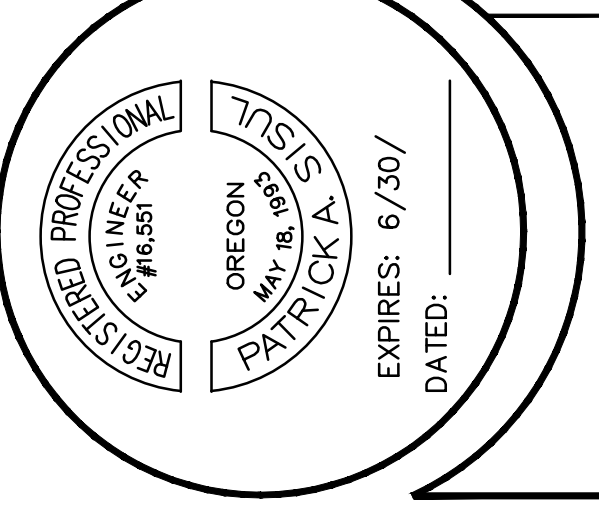
PARKING PROVIDED:
 23 SPACES

PHASE 3 AREAS:
 SITE AREA: 61,494 SF
 LANDSCAPE AREA: 9,550 SF (15.5%)
 PARKING LOT AREA: 27,925 SF
 LANDSCAPE IN PARKING LOT: 7,461 SF (26.7%)



Western Storage LLC
 Phase 3 Expansion
 WESTERN STORAGE LLC
 P.O. BOX 904
 CANBY, OREGON 97013
 503 841-8002

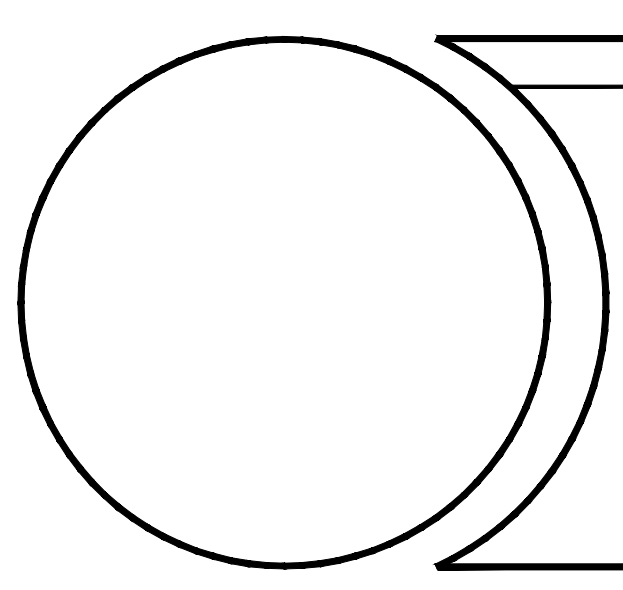
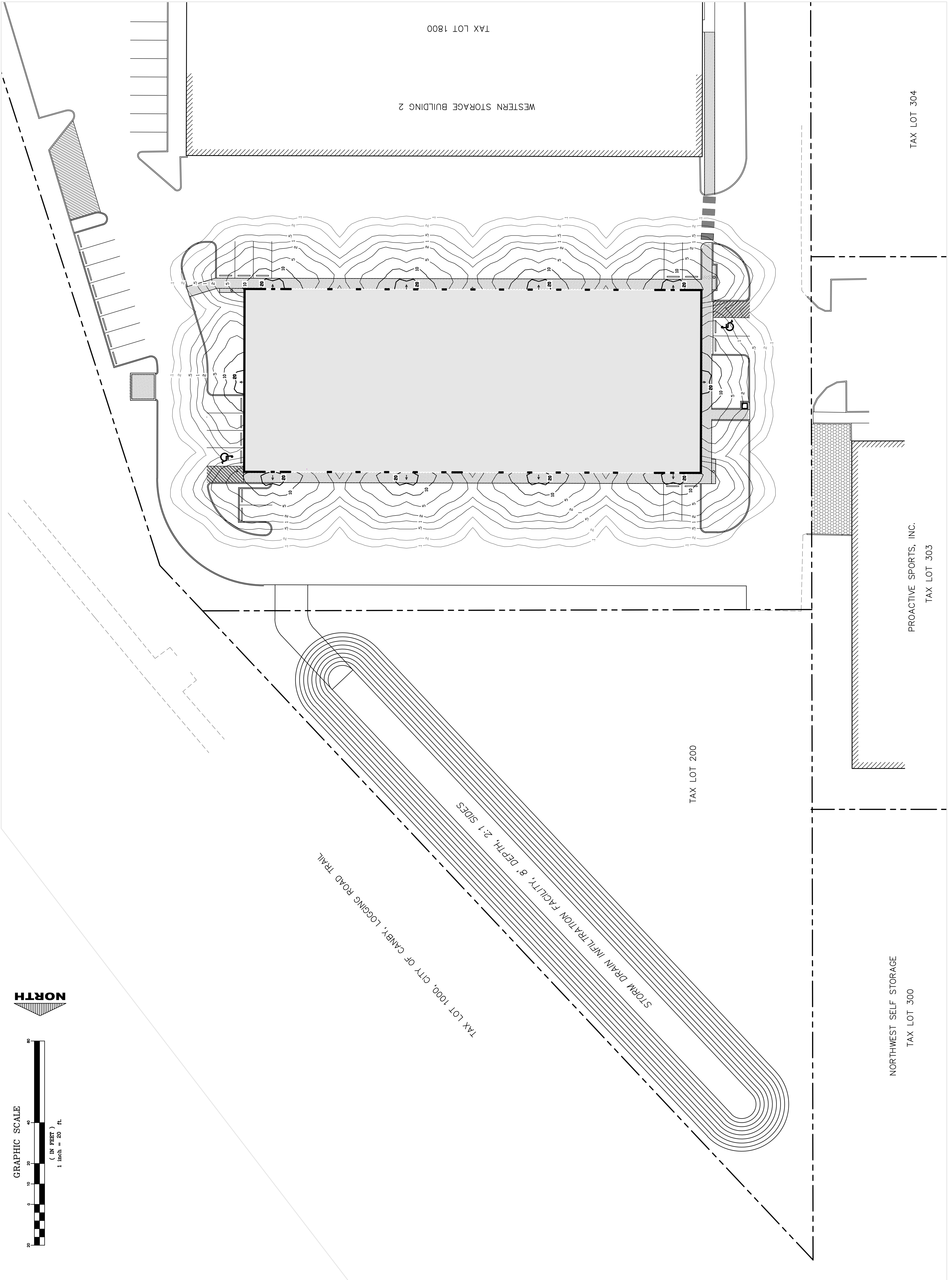
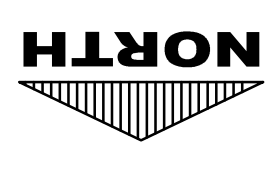
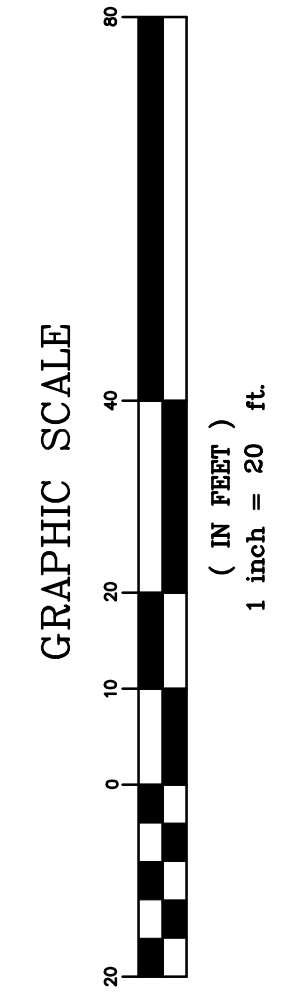
SISUL ENGINEERING
 375 PORTLAND AVENUE
 GLADSTONE, OREGON 97027
 (503) 657-0188



SITE PLAN

date: 5/13/2015
 scale: 1"=20'
 drawn: PS
 job no.: SCL 15-018

C1.1



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

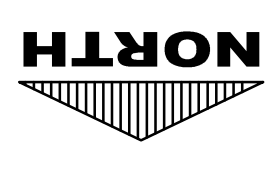
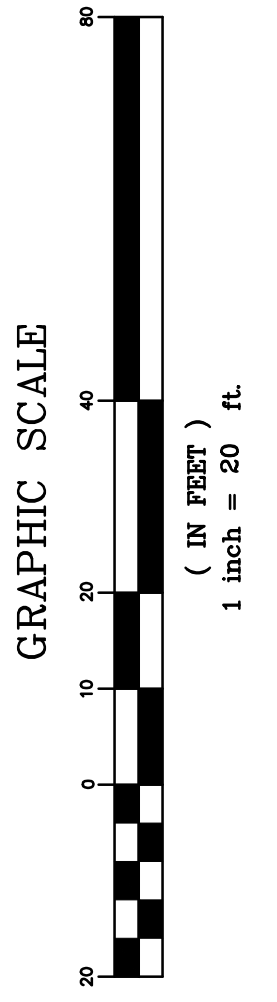
Western Storage LLC
Phase 3 Expansion
WESTERN STORAGE LLC
P.O. BOX 904
CANBY, OREGON 97013
503 841-8002

SITE LIGHTING

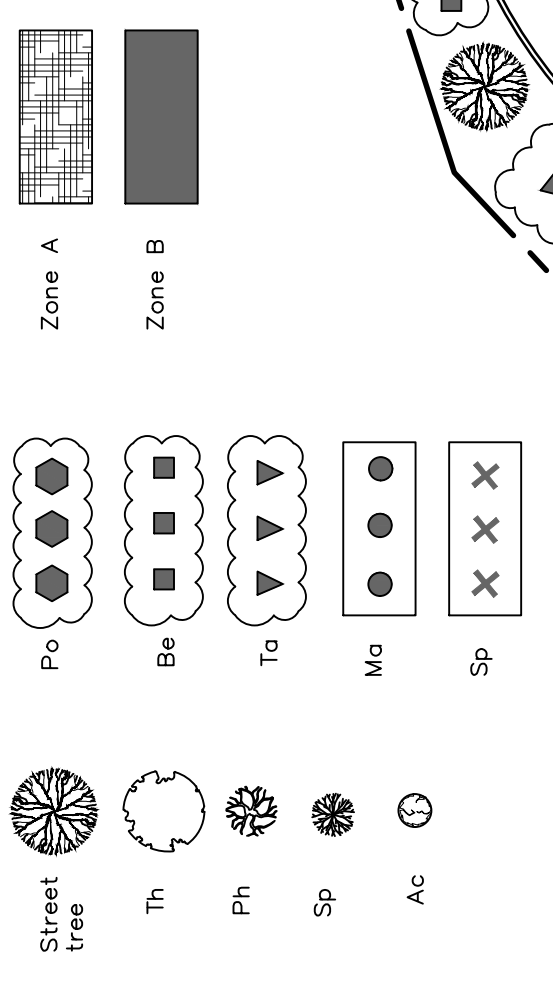
revisions:

date: 5/13/2015
scale: 1"=20'
drawn: PS
job no: SGL 15-018

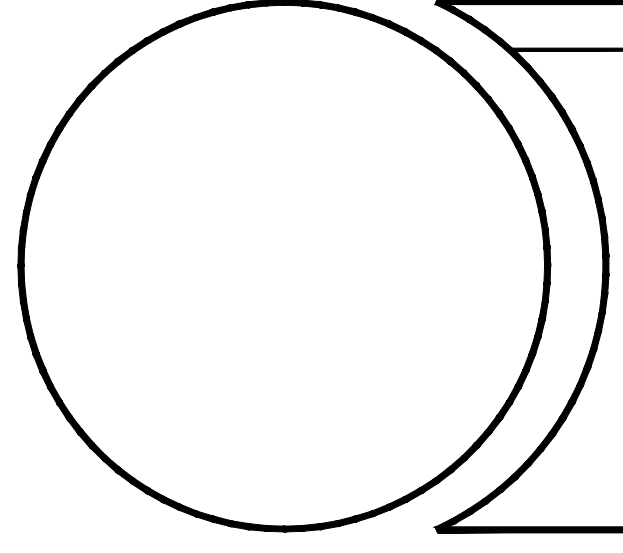
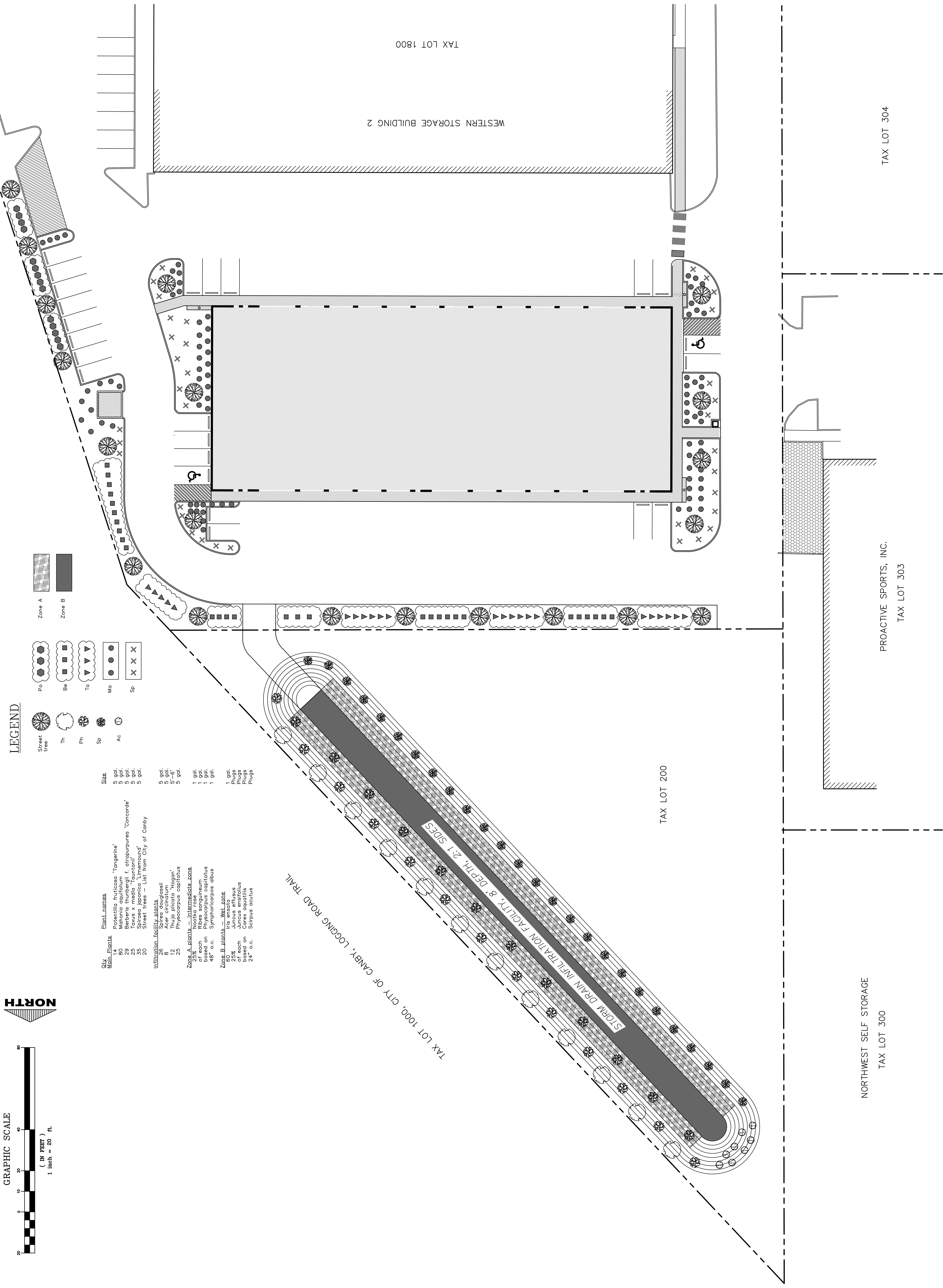
C4.1



LEGEND



Qty	Main Plants	Plant Names	Size
80	Pestisilia fulvicosa 'Tangerine'		5 gal.
29	Wanonia cauliflorum		5 gal.
25	Berberis thunbergii f. atropurpurea 'Concorde'		5 gal.
25	Toxus x media 'Laurtonii'		5 gal.
20	Spiraea japonica 'Limemound'		5 gal.
Street trees — List from City of Canby			
Infiltration Facility Plants			
8	Acer circinatum		5 gal.
12	Thuja plicata 'Hogan'		5 gal.
25	Physocarpus capitatus		5 gal.
Zone A plants — Intermediate zone			
25%	Nootka rose		1 gal.
each	Physocarpus opulifolius		1 gal.
48" o.c.	Symphoricarpos abrus		1 gal.
Zone B plants — Wet areas			
60	Iris ensata		1 gal.
25%	Juncus effusus		Plugs
each	Juncus ensifolius		Plugs
based on	Scirpus acutus		Plugs
24" o.c.			



Serving Portland, Oregon and Surrounding Areas
Complete Landscape Services

Western Storage LLC
Phase 3 Expansion

WESTERN STORAGE LLC
P.O. BOX 904
CANBY, OREGON 97013
503 841-8002

LANDSCAPE PLAN

revisions:

date: 5/13/2015
scale: 1"=20'
drawn: JM
job no: SGL15-018

L1.1

TAX LOT 304

PROACTIVE SPORTS, INC.
TAX LOT 303

NORTHWEST SELF STORAGE
TAX LOT 300

If you need additional information or documents please contact the Planning office at 503-266-7001.

CITY OF CANBY – AGENCY COMMENTS FORM

Application: <u>Site & Design Review – Downtown Canby Overlay</u>
Applicant: <u>Pat Sisul/Kim Ragain</u>

Please indicate any conditions of approval you wish the Planning Commission to consider:

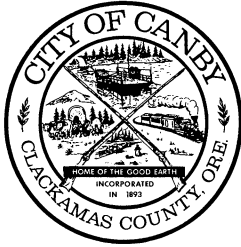
INSTALL Double Check and VAULT FOR FIRE LINE
NORTH OF THE DRIVEWAY ENTRANCE TO PROACTIVE SPORTS.
CUT AND CAP FIRE LINE AFTER LAST HYDRANT.
Substandard Main installation by contractor

Please check one box and fill in your Name/Agency/Date below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

NAME: Douglas R. Quan
AGENCY: Canby Utility
DATE: 5-18-15

Thank you!



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

A REQUEST FOR A SUBDIVISION) FINDINGS, CONCLUSION & FINAL ORDER SUB 15-02
1546 N. Pine Street) FRANZ-VICKER JOINT REVOCABLE TRUST

NATURE OF THE APPLICATION

The Applicant has sought approval for a Subdivision Application (SUB 15-02) creating an 18 lot subdivision on property located at 1546 N. Pine Street described as Tax Map/Lot 31E27C 02600, Clackamas County, Oregon. The property is zoned Low Density Residential (R-1) under the Canby Municipal Code (CMC).

HEARINGS

The Planning Commission considered application SUB 15-02 after the duly noticed hearing on June 8, 2015 during which the Planning Commission approved SUB 15-02. These findings are entered to document the approval.

CRITERIA AND STANDARDS

In judging whether or not a Subdivision application shall be approved, the Planning Commission determines whether criteria from the *City of Canby Land Development and Planning Ordinance* are met, or can be met by observance of conditions. Applicable code criteria and standards were reviewed in the Staff Report dated May 29, 2015 and presented at the June 8, 2015 meeting of the Canby Planning Commission.

FINDINGS AND REASONS

The Staff Report was presented, and written and oral testimony was received at the public hearing. Staff recommended approval of the Subdivision Application and applied 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 accepting public testimony, the Planning Commission closed the public hearing and made the following additional findings beyond those contained in the staff report to arrive at their decision and support their recommended Conditions of Approval and the exact wording thereof:

- The Planning Commission made a finding concerning a proposed substandard lot within the subdivision and approved an exception to the minimum lot size of 7000 square feet and permitted a 6,137 square foot lot as allowed under Section 16.16.030(B)(1).

CONCLUSION

In summary, the Planning Commission adopted the findings contained in the Staff Report along with the additional findings concluded at the public hearing and noted herein, concluding that the residential Subdivision application meets all applicable approval criteria, and recommending that File #SUB 15-02 be approved with the Conditions of Approval reflected in the written Order below.

ORDER

The Planning Commission concludes that, with the following conditions, the application meets the requirements for Minor Land Partition/Subdivision approval. Therefore, **IT IS ORDERED BY THE PLANNING COMMISSION** of the City of Canby that **SUB 15-02** is approved, subject to the following conditions:

General Public Improvement Conditions:

1. Prior to the start of any public improvement work, the applicant must schedule a pre-construction conference with the city and obtain construction plan sign-off from applicable agencies.
2. The development shall comply with all applicable City of Canby Public Works Design Standards.
3. The final construction design plans shall conform to the comments provided by the City Engineer in his memorandum dated April 16, 2015.

Fees/Assurances:

4. All public improvements are normally installed prior to the recordation of the final plat. If the applicant wishes to forgo construction of any portion of the public improvements until after the recordation of the final plat, then the applicant shall provide the City with appropriate performance security (subdivision performance bond or cash escrow) in the amount of 110% of the cost of the remaining public improvements to be installed.
5. If the applicant chooses to provide a subdivision performance bond for some or all of the required public improvements, the applicant shall obtain a certificate from the city engineer that states:
 - a. The applicant has complied with the requirements for bonding or otherwise assured completion of required public improvements.
 - b. The total cost or estimate of the total cost for the development of the subdivision. This is to be accompanied by a final bid estimate of the subdivider's contractor, if there is a contractor engaged to perform the work, and the certificate of the total cost estimate must be approved by the city engineer.
6. The applicant must a 1 year guarantee or warranty within their construction contract with their contractor for all public improvement work installed or provide the City with a 1 year subdivision maintenance bond in accordance with 16.64.070(P).
7. The applicant must pay the city Master Fee authorized engineering plan review fee equal to 0.4% of public improvement costs prior to the construction of public improvements (with approval of construction plans).

Streets, Signage & Striping:

8. The street improvement plans for N. Pine Street frontage and the interior streets shall conform to the TSP and Public Works standards as indicated by the

city engineer.

9. The applicant shall file a Development Permit with Clackamas County for access and frontage improvements on N. Pine Street since the County has jurisdiction over this road.
10. A roadway striping plan shall be submitted by the applicant and shall be approved by the city contract engineer and by the Public Works street department prior to the construction of public improvements. The striping plan shall include bike lanes along the frontage of N. Pine Street.
11. A roadway signage plan shall be submitted by the applicant and shall be approved by the city engineer and by the Public Works street department prior to the construction of public improvements.
12. The applicant shall be responsible for installing all required street signage and striping at the time of construction of public improvements, unless other arrangements are agreed to by the City.

Sewer:

13. The applicant shall submit documentation of DEQ approval of the sewer plans to the City Engineer prior to the construction of this public improvement.

Stormwater:

14. Stormwater systems shall be designed in compliance with the Canby Public Works Design Standards as determined by the City Engineer.

Grading/Erosion Control:

15. The applicant shall submit grading and erosion control plans for approval by Canby Public Works in conjunction with construction plan approval prior to the installation of public improvements and start of grading.
16. The applicant shall grade all areas of the site, including the proposed lots, to minimize the amount of soil to be removed or brought in for home construction.

Final plat conditions:

General Final Plat Conditions:

17. **A subdivision final plat prepared in substantial conformance with the approved tentative plat must be submitted to the City for approval** within one year of approval of the tentative plat or formally request an extension of up to 6-months with a finding of good cause. The applicant shall apply for final plat approval at the city and pay any applicable city fees to gain approval of the final subdivision plat. Prior to the recordation of the final plat at Clackamas County, it must be approved by the city and all other applicable agencies. The city will distribute the final plat to applicable agencies for comment prior to signing off on the final plat if deemed necessary.
18. All public improvements or submittal of necessary performance security assurance shall be made prior to the signing and release of the final plat for filing of record.
19. The final plat shall conform to the necessary information requirements of CMC 16.68.030, 16.68.040(B), and 16.68.050. The city engineer or county surveyor shall verify that these standards are met prior to the recordation of the subdivision plat.
20. All "as-builts" of public improvements, including: curbing and sidewalks; planter strips; streets; street striping; storm; sewer; and water/fire hydrants shall be filed at the Canby Public Works Department within sixty days of the completion of improvements and prior to issuance of building permits.
21. Clackamas County Surveying reviews **pending subdivision plat documents for Oregon Statutes and county requirements.**
22. The applicant shall record the final plat at Clackamas County within 6 months of the

date of the signature of the Planning Director.

23. The applicant shall assure that the city is provided with a copy of the final plat in a timely manner after it is recorded at Clackamas County, including any CC&Rs recorded in conjunction with the final plat.
24. The City shall assign addresses for each newly created subdivision lot and distribute that to the developer, and other agencies that have an interest after the plat is recorded.

Dedications

25. The applicant shall show on the final plat the appropriate R.O.W. width dedication of 10 feet to assure an eventual 60-foot total R.O.W. width on N. Pine Street for the full frontage of the subject property.

Easements

26. A 12 foot utility easement along all of the lot's street frontages shall be noted on the final plat. This easement may be combined with other easements and shall be measured from the property boundary.

Street Trees

27. Street Tree fee must be paid prior to release of the final plat. The developer has the option to submit a Street Tree Plan or utilize the 1 tree per 30' of total lineal street frontage on both sides of all internal streets and the adjacent side of external streets for determining the fee due. The plan will allow the city to establish street trees per the Tree Regulation standards in Chapter 12.32 of the Canby Municipal Code.

Monumentation/Survey Accuracy Conditions

28. The county surveyor and/or city engineer shall verify that the lot, street, and perimeter monumentation shall meet the requirements set forth in Oregon Revised Statutes and conform with the additional survey and monumentation standards of 16.64.070(M)(1-3) prior to recordation of the final plat.

Residential Building Permits Conditions:

29. Construction of all required public improvements and recordation of the final subdivision plat must be completed prior to the construction of any homes.
30. The homebuilder shall apply for a City of Canby Site Plan Permit and County Building Permit for each home.
31. The homebuilder shall apply for a City of Canby Erosion Control Permit.
32. All residential construction shall be in accordance with applicable Public Works Design Standards.
33. On-site stormwater management shall be designed in compliance with the Canby Public Works Design Standards.
34. Clackamas County Building Codes Division will provide structural, electrical, plumbing, and mechanical plan review and inspection services for home construction per contract with the City. The applicable county building permits are required prior to construction of each home.
35. Per the Canby Public Works Design Standards, minimum residential driveway widths at the inside edge of the sidewalk shall be 12 feet and the maximum residential driveway widths shall be 24 feet with an allowed exception for 28 feet for a home with 3 or more garages.
36. Sidewalks and planter strips, where required, shall be constructed by the homebuilder as shown on the approved tentative plat. All usual system development fees shall be collected with each home within this development at the time of securing a building permit.

I CERTIFY THAT THIS ORDER approving **SUB 15-02** was presented to and **APPROVED** by the Planning Commission of the City of Canby.

DATED this 8th day of June, 2015

 Tyler Smith
 Planning Commission Chair

 Bryan Brown
 Planning Director

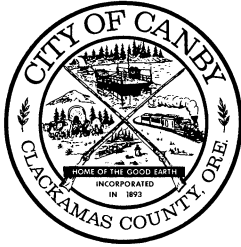
 Attest

ORAL DECISION: June 8, 2015

<i>Name</i>	<i>Aye</i>	<i>No</i>	<i>Abstain</i>	<i>Absent</i>
<i>Tyler Smith</i>	✓			
<i>John Savory</i>	✓			
<i>Shawn Hensley</i>	✓			
<i>John Serlet</i>	✓			
<i>Larry Boatright</i>	✓			
<i>Vacant</i>				
<i>Vacant</i>				

WRITTEN DECISION: , 2015

<i>Name</i>	<i>Aye</i>	<i>No</i>	<i>Abstain</i>	<i>Absent</i>
<i>Tyler Smith</i>	✓			
<i>John Savory</i>	✓			
<i>Shawn Hensley</i>	✓			
<i>John Serlet</i>	✓			
<i>Larry Boatright</i>	✓			
<i>Vacant</i>				
<i>Vacant</i>				



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

**A REQUEST FOR SITE AND DESIGN)
REVIEW FOR WESTERN STORAGE)
AT 300 S REDWOOD STREET)** **FINDINGS, CONCLUSION & FINAL ORDER
DR 15-01
WESTERN STORAGE**

NATURE OF THE APPLICATION

The Applicant has sought an approval for a Site and Design Review #DR 15-01 for the construction of a new 20,160 square foot RV storage building with four office spaces at 300 S. Redwood Street otherwise described as Tax Lots 31E34C01800 & 31E34C00200, City of Canby, Clackamas County, Oregon. The property is zoned C-M Commercial/Manufacturing and subject to the Outer Highway Commercial (OHC) subarea of the Downtown Canby Overlay (DCO) within the Canby Municipal Code (CMC).

HEARINGS

The Planning Commission considered application DR 15-01 after the duly noticed hearing on June 8, 2015 during which the Planning Commission by a 5-0 vote approved DR 15-01. 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 Chapter 16.49.040 Site & Design Review and other applicable code criteria and standards reviewed in the Staff Report dated May 27, 2015 and presented at the June 8, 2015 meeting of the Canby Planning Commission.

FINDINGS AND REASONS

The Staff Report was presented by staff with a recommendation for approval of the Site and Design Review application (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:

Commission Findings and Approval for Modifications of Standards

1. The Commission finds that the site design proposal is compatible with the intent of the design review standards set forth in the Ordinance and determines under Section 16.49.040(D) to approve modifications to allow the building to be placed outside the minimum 10 foot setback requirement and to allow construction of the building outside of the 40% requirement for building frontage at the minimum setback along each street lot frontage. It was reasoned that due to location and existing approved use of the property, these standards are waived.
2. The Commission finds that under 16.41.060 B(1)(b) (CMC), the design standards in 16.41.060 and 070 would not apply to the case. The applicability provision in (b) above states that the design standards apply to new development, and this project is not a new development but is a Phase III development of a project approved in 2001 prior to adoption of the DCO zone that occurred October 15, 2008 (ORD 1296). Provisions for building materials such as metal siding and roofs that is not permitted in the current DCO Zone, could be allowed for this project if the design standards do not apply as indicated in Section 16.41.060 above. The metal building material is consistent with the existing Phase I and II buildings in the storage facility.

CONCLUSION

In summary, the Planning Commission adopted the findings contained in the Staff Report along with the additional findings indicated above, concluded that the Site and Design Review application meets all applicable approval criteria, and recommended that File #DR 15-01 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 Site and Design Review approval. Therefore, **IT IS ORDERED BY THE PLANNING COMMISSION** of the City of Canby that **DR 15-01** is approved, subject to the following conditions of approval:

Conditions Unique to this Proposal

1. The applicant shall provide copies of recorded documentation that either combines tax lot 200 with the subject property (tax lot 1800) or provides a recorded easement for the proposed Storm Drain Infiltration Facility located on tax lot 200.

Procedural Conditions

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

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

Public Works design standards.

3. A Sediment and Erosion Control Permit will be required from the City prior to commencing site work.
4. 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.
5. Construction plans shall be designed and stamped by a Professional Engineer registered in the State of Oregon.
6. Clackamas County will provide structural, mechanical, grading, and review of Fire & Life Safety, Plumbing, and Electrical permits for this project.

I CERTIFY THAT THIS ORDER approving DR 15-01 Western Storage was presented to and APPROVED by the Planning Commission of the City of Canby.

DATED this 8th day of June, 2015

 John Savory
 Planning Commission Chair

 Bryan Brown
 Planning Director

 Laney Fouse (Attest)

ORAL DECISION: June 8, 2015

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

WRITTEN DECISION: June 8, 2015

<i>Name</i>	<i>Aye</i>	<i>No</i>	<i>Abstain</i>	<i>Absent</i>
<i>John Savory</i>				
<i>Shawn Hensley</i>				
<i>John Serlet</i>				
<i>Larry Boatright</i>				
<i>Kristene Rochas</i>				
<i>Tyler Smith</i>				
<i>Vacant</i>				