

**PLANNING COMMISSION
Meeting Agenda
Monday – November 23, 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 Derrick Mottern

Commissioner Tyler Smith

- 1. CALL TO ORDER**
 - a. *Pledge of Allegiance and Invocation*
 - b. *Introduction of New Planning Commissioner, Derrick Mottern*
- 2. CITIZEN INPUT ON NON-AGENDA ITEMS**
- 3. MINUTES**
 - a. *Planning Commission Minutes, September 28, 2015*
- 4. PUBLIC HEARING**
 - a. *Consider a site and design and conditional use approval to construct a new self-storage facility. (Canby Self-Storage DR 15-06/CUP 15-03)*
- 5. NEW BUSINESS**
- 6. FINAL DECISIONS**

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

 - a. *Canby Self-Storage Findings (DR 15-06/CUP 15-03)*
- 7. ITEMS OF INTEREST/REPORT FROM STAFF**
 - a. *Next Regular Planning Commission meeting scheduled for Monday, December 14, 2015*
- 8. ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION**
- 9. ADJOURNMENT**

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for person with disabilities should be made at least 48 hours before the meeting at 503-266-7001.

A copy of this agenda can be found on the City's web page at www.ci.canby.or.us City Council and Planning Commission Meetings are broadcast live and can be viewed on OCTS Channel 5. For a schedule of the playback times, please call 503-263-6287.

PUBLIC HEARING FORMAT

The public hearing will be conducted as follows:

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

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

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

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

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

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

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

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

MINUTES
CANBY PLANNING COMMISSION
7:00 PM – September 28, 2015
City Council Chambers – 155 NW 2nd Avenue

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

ABSENT: Tyler Smith

STAFF: Bryan Brown, Planning Director, and Matilda Deas, Senior Planner

OTHERS: Ethan Manuel, Allen Manuel, Jim Boyle, Sharon Weaver, and Marty Moretty

1. CALL TO ORDER

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

2. CITIZEN INPUT – None

3. MINUTES

a. August 24, 2015 Planning Commission Minutes

Motion: A motion was made by Commissioner Hensley and seconded by Commissioner Serlet to approve the August 24, 2015 minutes as written. Motion passed 5/0.

4. PUBLIC HEARING

a. Consider a legislative and quasi-judicial amendment application to adopt The North Redwood Development Concept Plan (NRDCP), update the Comprehensive Plan text, and modifications to multiple sections of the Land Development and Planning Ordinance in order to implement the NRDCP (**CPA 15-02/TA 15-01**).

Chair Savory read the public hearing format and opened the public hearing. He asked if any Commissioner had a conflict of interest or ex parte contact to declare.

Commissioner Serlet visited the site and attended some of the public hearings on the matter.

Commissioners Hensley and Rocha also attended some of the public hearings.

Matilda Deas, Senior Planner, entered the staff report into the record. She clarified this was not an annexation or development, but would help the property owners develop a concept plan that was required by City Code prior to an annexation request. There had been a lot of attempts in the past to come up with a concept plan for this area. Because it was a large area

with numerous property owners and challenges with natural resources and abutting a collector street, it had been difficult for City staff and property owners to put it together. The City was able to get some grant funding in order to hire experts in the field to bring it forward. The property was 66 acres split in low, medium, and high density residential. No zone changes were being proposed. She discussed how it would be consistent with the Comprehensive Plan regarding protecting the natural resources of Willow Creek and wetlands. This would become a park area in the future. The purpose of the plan was to provide the efficient and effective public facilities and infrastructure for new development. There had been a lot of public involvement in the project with a stakeholder advisory committee, technical advisory committee, several public meetings, and one on one interviews with property owners. Staff thought this plan was consistent with the policies of the Comprehensive Plan. She then explained the Text Amendment criteria and how the application met the criteria. The proposed Code amendments implemented the draft plan. There were new provisions in the Comprehensive Plan to address infrastructure for newly annexed areas. For the text amendment, a North Redwood Plan District was created and another section was created as a placeholder for future plan districts. Some changes were made to the low density and medium density development standards. One change was that public park land being dedicated could be included in the lot size averaging calculation. Some of the properties had a lot of park and creek land on them and some had nothing. This would allow the lots that could not be fully developed to increase the number of houses on the remaining area to recoup the investment in their property but still provide the park and wetlands protection. They would be allowed smaller lot sizes, but no smaller than 5,000 square feet for low density residential and 4,000 square feet for medium density residential. There was also a provision if in the future there was a request to change the zoning that it had to be compatible.

Ken Pirie, Walker Macy, introduced Matt Hastie of Angelo Planning Group and Andy Parks of Leland Consulting. He summarized the project including the process so far, description of the study area, and criteria used in developing the concept plan. He then discussed the environmental areas, zoning, recommended concept, access points for the properties, pedestrian connections, housing choices, conceptual lot layout, streets, and parks.

There was discussion regarding maintenance of the park area.

Mr. Pirie continued to discuss water, sewer, and stormwater services and how the concept plan met the criteria.

Mr. Hastie discussed infrastructure and how it would be paid for. Other than parks, all of the infrastructure would be local and the responsibility of the developer. The parks would be paid

for through a combination of SDCs and land dedications. There would also be a density bonus for unbuildable land contributed as parks. The developers or property owners would pay for the local roads, sanitary sewer, and water improvements at the time of development. He then discussed the flexible elements in the plan if the essential elements were met.

There was discussion regarding the use of SDCs.

Mr. Parks explained how the Concept Plan would be implemented. The goal was to be consistent with future zoning and development standards. Any change to the zoning would require a Comprehensive Plan amendment. There were a number of essential plan elements that would become development approval criteria within this plan district and he reviewed the plan elements. He discussed the Development Code amendments which allowed for a transfer of density between constrained and unconstrained areas of a given property.

There was discussion regarding access and to and parking for the park.

Proponents: Ethan Manuel, Canby resident, was in support of the concept plan. It was an important step for the City to take. There had been a number of attempts, and all had failed in the past. It was a requirement for annexation of this area. He suggested the street on the east side from Teakwood should be put in by the City and the property owners reimburse the City as it developed or that the City take a leadership role to help make it happen. If not, the properties would have to develop one after the other and it could take a long time to get to the end of the street. This was a good plan that provided a flexible infrastructure while meeting the needs of the community.

Allen Manuel, Canby resident, was in support of the plan. The plan needed to move forward. He had been working on annexing into the City for 15 years, but he would not be able to annex until this plan was passed. In fairness to the property owners in this area, it was incumbent to pass a plan as the property had been sitting there for a long time unused.

Opponents: None

Neutral: Sharon Weaver, Canby resident, said her property bordered this area and she was concerned about the traffic through Willow Creek Estates and what would happen to Willow Creek. Not all of the property owners wanted to develop, and she was unclear how that would work with infrastructure going through and if they would have to pay for part of the roads as well. She wanted to know if the park plan had to be done before anyone could develop. Would

the developers pick which lots would be 5,000 square feet in size, and would there be no change in taxes for the properties?

Rebuttal: Mr. Hastie said the properties would be reassessed at the time of development and there would be an increase in property taxes. Regarding local road funding, the developers would pay it. Whether or not there would be reimbursement agreements, it would be done at the request of the developers. The roads could be built piecemeal or at one time. It depended on what the City required and what the property owners worked out.

Ms. Deas stated the park master plan did not have to be done before development occurred. After the land was dedicated, the City would then determine the design.

Mr. Parks said there was nothing in the Code that required the 5,000 square foot lots be next to the park. It would be the developer's choice for the lot layout and they had to show how it was consistent with the plan.

Chair Savory closed the public hearing.

Commissioner Serlet thought there was a potential traffic problem at the north end of Redwood and thought a light or flashing yellow should be installed. Ms. Deas said the traffic was analyzed and it did not merit anything there.

In answer to several questions from Commissioner Serlet, Mr. Pirie said there could be 213 to 289 units on the property with potential of 500 to 600 people at full build out. Mr. Parks thought the development would provide more parks and trails for current Canby residents. Mr. Pirie said there would also be more housing choices provided to residents. Ms. Deas explained how the wetlands area was being worked on through grants and school projects. Mr. Pirie said there was a range of options for stormwater treatment and use of pervious pavement was up to the developer.

Commissioner Hensley was concerned about the shrinking of the lot sizes. Mr. Parks said it depended on how much park land was being dedicated, and not every lot on that property would be able to go down to that size. Ms. Deas said six of the 23 parcels would have the ability to reduce lot sizes.

Motion: A motion was made by Commissioner Hensley and seconded by Commissioner Rocha to approve CPA 15-02/TA 15-01 and to adopt the North Redwood Development Concept Plan. Motion passed 4/1 with Commissioner Serlet opposed.

5. NEW BUSINESS – None

6. FINAL DECISIONS

- a. North Redwood Development Concept Plan Findings as Recommended (**CPA 15-02/TA 15-01**)

Motion: A motion was made by Commissioner Rocha and seconded by Commissioner Hensley to approve the final findings for CPA 15-02/TA 15-01 as written. Motion passed 5/0.

7. ITEMS OF INTEREST / REPORT FROM STAFF

- a. Next regular Planning Commission meeting scheduled for Monday, October 12, 2015

Mr. Brown said it was possible the meeting on October 12 would be canceled.

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

9. ADJOURNMENT

Motion: Commissioner Hensley moved for adjournment, Commissioner Serlet seconded. Motion passed 5/0. Meeting adjourned at 8:51 pm.

The undersigned certify the September 28, 2015 Planning Commission minutes were presented to and APPROVED by the Planning Commission of the City of Canby.

DATED this 11th day of November, 2015

Bryan Brown, Planning Director

Laney Fouse, Meeting Recorder

Assisted with Preparation of Minutes – Susan Wood

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City of Canby

**SITE AND DESIGN REVIEW/CONDITIONAL USE PERMIT STAFF REPORT
FILE #: DR 15-06/CUP 15-03, CANBY SELF-STORAGE
PREPARED FOR THE NOVEMBER 23, 2015 PLANNING COMMISSION MEETING**

LOCATION: 1753 SE 1st Avenue

TAXLOT: 31E3403600 (property bordered in red on map below)



LOT SIZE: 2.57 acre parcel

ZONING: M-1 Light Industrial/C-M Heavy Commercial Manufacturing Zone

OWNER: Scott Salisbury and Jason Phillips

APPLICANT: Scott Salisbury and Jason Phillips

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

CITY FILE NUMBER: DR 15-06/CUP 15-03

APPLICANT'S REQUEST:

The applicant is seeking site and design and conditional use approval to construct a new mini-storage facility consisting of four separate buildings that will total 46,940 square foot of building area. Construction is intended in two phases beginning with Buildings “A” and “B” and Building “C” and “D” will be completed at a later date. Building “A” will contain a small office of 280 square feet. The applicant also filed a Conditional Use Application to allow less than 12 employees per acre and to establish a commercial type use that is not supportive of the primary industrial use of Pioneer Industrial Park. Landscaping and additional parking will be included as part of the project.

The “flag” portion of the property is zoned C-M, while the buildable remainder of the lot is zoned M-1. A driveway and sidewalk will be developed on the C-M zoned portion of the property. Since the use is located on the M-1 portion of the lot, it is appropriate to address the M-1 Zone criteria in this report. However, the applicant has proposed that a monument sign be placed in the C-M Zone portion of the property, and subsequently, the sign must conform to sign standards for the underlying C-M and I-O Zones.

SECTION I APPLICABLE REVIEW CRITERIA:

City of Canby Land Development and Planning Ordinance Chapters:

- 16.08 General Provisions**
- 16.10 Off-Street Parking and Loading**
- 16.32 M-1, Light Industrial Zone**
- 16.35 I-O Industrial Overlay Zone**
- 16.42 Signs**
- 16.43 Outdoor Lighting Standards**
- 16.46 Access Limitations**
- 16.49 Site and Design Review**
- 16.50 Conditional Uses**
- 16.89 Application and Review Procedures**
- 16.120 Parks, Open Space, and Recreation Land**

SECTION II REVIEW FOR CONFORMANCE WITH APPLICABLE APPROVAL CRITERIA:

- 16.08 General Provisions:**
- 16.08.070 Illegally Created Lots**

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

Findings: Based on a review of Clackamas County Assessor's and Survey information, staff determined that the property is a legal lot created as Lot 1, Burden No. 2 Subdivision.

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 applicant shall extend the existing sidewalk along SE 1st Avenue to the driveway improvements at the property boundary. Additionally, sidewalks shall extend from the right-of-way of SE 1st Avenue to within the property. The applicant agrees to proceed with these improvements.

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 available information, it was determined that a TIS was needed for the project. In response to the proposal, DKS performed a study for the type of use in relation to its location and issued a memo dated October 1, 2015 to address concerns. The DKS conclusion established five findings and recommendations as follows:

- All SE 1st Avenue frontage improvements shall be constructed in conjunction with the first phase of development.
- The increase in vehicle trips associated with the proposed project (9 trips during the AM peak hour and 9 trips during the PM peak hour) would not significantly impact traffic operations along the surrounding transportation network.
- The site driveway will need to meet American Association of State Highway and Transportation Officials (AASHTO) sight distance requirements. This includes providing adequate sight triangles at the driveway that are clear of objects (on-street parking, buildings, landscaping, etc.) that could potentially limit vehicle sight distance. This may require coordination with the adjacent property owner to the east to trim vegetation. Prior to occupancy, sight distance at the new access point will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.
- Sidewalks throughout the site and along the project frontage on SE 1st Avenue should meet the City's current design standards in compliance with ADA requirements.
- Truck turning template analysis should be conducted by the project sponsor's engineer to ensure adequate space for maneuvering trucks and emergency vehicles on site.
- Guide signage to OR 99E should be provided that direct vehicles to the east

- Remove existing crosswalk marking along SE 1st Avenue

Findings: The applicant shall comply with applicable DKS recommendations.

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: There is no designation for self-storage or mini storage facilities listed in the Canby Zone Code. Warehousing listed in the M-1 Zone is the closest to the proposed use at this time. In this particular case, the applicant is proposing a use that can be allowed in the zone and is situated near other similar uses in the area. Uses not allowed in the zone will not occupy the structure and parking needs will be provided for the office space proposed with the development.

16.10.050 Parking standards designated

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

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

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 proposal consists of a new self-storage warehouse facility that will eventually total 46,940 square foot. A small office space is included in Building “A” of the facility. The applicant stated that a small staff of one full time and two part time employees will work at the site. Customers will load and unload and leave the site. The Institute of Traffic Engineers, *Parking Generation, 4th Edition*, recommend 7 parking spaces for a mine-storage facility of this size. In this particular case, the Planning Director agrees that the minimum of five parking spaces listed above is appropriate given the nature of the proposed business. The applicant will provide six spaces.

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, two loading berths are required for the use. However, as previously mentioned, this type of use is not consistent with industrial uses that require loading berths for heavy trucks and deliveries. In this particular case non-dedicated loading spaces can be provided in the drive aisles with space for vehicles to pass around the space. The applicant will set aside the required two berths, meeting the size requirements, with 12 feet of passing space.

16.10.070 Parking lots and access

16.10.100 Bicycle Parking

Findings: Staff finds that the applicant’s information adequately addresses this criterion. The Planning Director determined that because of the nature of the self-storage business, two bicycle stalls are required, and the applicant will provide a bicycle rack in the NW corner of Building “A.” The submitted plans and narrative indicate that the provisions for bicycle parking 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 will be serviced by a proposed access that extends down the “flag” portion of the lot.

16.32 M-1 (Light Industrial Zone)

Findings: The zoning of the buildable portion of the property is M-1 (Light Industrial). Section *16.32.010 lists manufacturing, fabrication, etc., and warehousing as permitted outright in the zone.* Because self-storage facilities are not defined as a separate use in the Canby Zone Code, the Planning Director determined that the most similar use listed is warehousing. Subsequently, the use proposed by the applicant is permitted in the zone.

16.32.030 Development standards

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

- A. Minimum lot area: five thousand square feet;
- B. Minimum width and frontage: fifty feet;
- C. Minimum yard requirements:
 - 1. Street yard: twenty feet where abutting Highway 99-E and S. Ivy Street. Gas station canopies shall be exempted from the twenty foot setback requirements. Remaining property none, except ten feet where abutting a residential zone. Sign setbacks along Highway 99-E and S. Ivy Street are to be measured from the face of the curb rather than

the lot line. Where no curb exists, the setback shall be measured from the property line. Other than signs which are nonconforming structures and street banners which have been approved per the requirements of the Uniform Sign Code, no signs will be allowed to be located within, or to project over, a street right-of-way.

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

D. Maximum building height:

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

E. Maximum lot coverage: no limit.

F. Other regulations:

1. Vision clearance distances shall be fifteen feet from any alley or driveway and thirty feet from any other street or railroad.
2. All setbacks to be measured from the foundation line of the building. Overhangs shall not exceed two feet.
3. Prior to issuance of a building permit, wireless/cellular towers require written certification of approval/compliance from the Federal Communications Commission, Federal Aviation Administration and the Oregon Department of Transportation (Department of Aeronautics). (Ord. 890 section 33, 1993; Ord. 830 section 11, 12, 1989; Ord. 740 section 10.3.31(C), 1984; Ord. 955 section 12, 1996; Ord. 981 section 51, 1997; Ord. 1237, 2007)
4. Outside storage areas abutting a residential zone shall be screened from view by a site-blocking fence, landscaping, or berm and shall be of such material and design as will not detract from adjacent residences.

Findings: Based on available information in the file, the proposal meets the above criteria for the M-1 Zone

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

16.35.30 Uses Permitted Outright

Findings: Although not defined as self-storage or mini-storage in the zone code, warehousing is an allowed use. The proposed use is permitted outright in the M-1 zone and subsequently in the I-0 as allowed under Section 16.35.30.

16.35.040 Conditional Uses

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

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

6. In any M-1 or M-2 zoning overlain by I-O zoning, any retail or commercial use not related to or supportive of the primary industrial use of the park;

Findings: The criteria listed in this section under “A” that are applicable to this case are numbers 1 and 6. The applicant stated that one full time and two part time employees will work at the site. As previously mentioned, the uniqueness of this type of warehousing allows for special consideration because the use does not require numerous employees to function as a successful enterprise. In this particular case to allow fewer employees than the desired minimum of 12 per acre is reasonable if the use is to be allowed in the I-O Zone.

Although the applicant did not address number 6 above, it should be reviewed as part of this case because of the nature of the business. Self-storage or mini-storage is listed in the NAICS (North American Industrial Classification System) and classified under “Lessors of Mini-warehouses and Self-Storage Units” while other warehouse uses such as general warehousing and other specific warehousing is listed under “Transportation and Warehousing,” which is a different classification. The proposed use has aspects that are more commercial or retail in nature instead of manufacturing or related industrial warehousing. However, because of the type of business, it could be supportive of the industrial park by fulfilling a storage need for industrial businesses within the park and providing convenient additional storage for equipment and materials for other nearby uses. By our code this use is more closely related to warehousing and not necessarily a commercial or retail use. Staff can support the applicant’s proposal for conditional use approval.

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

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

Findings: The storage facility is a low-profile business that should not interfere with the industrial activities of the park. The TIS report noted that traffic increase associated with the business would not significantly impact surrounding traffic operations. There is no evidence that the proposed use would pose a threat to public health and safety. The use

provides storage space for the citizens of Canby and helps benefit the economic diversity of the area by providing a service for local residents and businesses. The proposal meets criteria in “B” above.

16.35.50 Development Standards

Findings: The proposal is to develop a “flag” lot that results in a building site that sets back from the roadway approximately 140 feet. The standards listed in this section focus mostly on the orientation of the building to the roadway and property lines and covers access, right-of-way plantings, lighting, and the type of buildings. The applicant submitted a detailed site plan, landscape plan and lighting plan and adequately addressed criteria in this section.

However, 16.35.050(J) addresses metal building exteriors. The buildings for this project are constructed of fiber-cement panels but with metal roll-up doors and metal trim. Although the proposal meets criteria in the section, metal construction materials such as the metal doors and trim should be discussed and approved by the Planning Commission.

16.35.60 Design Guidelines

16.35.70 I-O Design Review Matrix

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

16.42.040 Signs

Findings: The applicant is proposing a monument sign in the C-M zoned “flag” portion of the property that will measure 30’ tall with 150 square feet of sign face. Based on information submitted to the file, the proposed sign meets standards listed in the code for the C-M Zone and can be approved with a required Sign Permit at time of construction.

16.43 Outdoor Lighting Standards

Findings: The applicant submitted a lighting plan that meets provisions stated in the code and also provided lighting information in their narrative. Based on the information provided, lighting criteria listed in Section 16.43 will be met.

16.46 Access Limitations on Project Density

Findings: Ingress and egress for the project will be from the “flag” portion of the lot that extends 137.30 feet to SE 1st Avenue. The “flag” is 52.43 feet wide and will be developed with a 25 foot access to City of Canby standards and meeting criteria listed in this section. Traffic from the proposed use, by condition of approval, will be directed by signage to turn right from the driveway and proceed east toward Hazel Dell Way.

16.49.030 Site and design review plan approval required.

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

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

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

Findings: A Site and Design Review Application is required under 16.49.030(A)(1) above.

16.49.040 Site and Design Review - Criteria and Standards

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

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

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

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

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

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

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

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

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

16.49.065 Bicycle and pedestrian facilities

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

Findings: The proposal extends a sidewalk to connect with the sidewalk along the public right-of-way of SE 1st Avenue, and there is no development adjacent to the parcel except across SE 1st Avenue. Considering the type and location of the business proposed, reasonable pedestrian and bicycle connection is accomplished for the site. The submitted site plan and narrative demonstrated that the proposal meets these criteria.

16.49.070 Landscaping provisions, Authority and intent

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

16.49.080 General provisions for landscaping

Findings: The applicant provided a scaled landscape plan and detailed landscaping calculation to address planting and landscape provisions listed in this section. Based on the information provided, the proposed landscaping meets necessary requirements and facilitates Low Impact Development (LID) techniques.

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.

16.89.050 Type III Decision

Findings: Requirements under this section are included in the application materials. The Pre-application meeting was held on April 14, 2015, and the neighborhood meeting was held on September 8, 2015.

16.120 Parks, Open Space, and Recreation Land

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

CONDITIONAL USE:

16.50.010 Authorization to grant or deny conditional uses.

A conditional use listed in this title shall be permitted, altered, or denied in accordance with the standards and procedures of this chapter. In the case of a use existing prior to the effective date of the ordinance codified in this title as a conditional use, a change in the use, or reduction in lot area, or an alteration of the structure, shall require the prior issuance of a conditional use permit. In judging whether or not a conditional use permit

shall be approved or denied, the Planning Commission shall weigh the proposal's positive and negative features that would result from authorizing the particular development at the location proposed and to approve such use, shall find that the following criteria are either met, can be met by observance of conditions, or are not applicable.

- A.** The proposal will be consistent with the policies of the Comprehensive Plan and the requirements of this title and other applicable policies of the city;
- B.** The characteristics of the site are suitable for the proposed use considering size, shape, design, location, topography, existence of improvements and natural features;
- C.** All required public facilities and services exist to adequately meet the needs of the proposed development;
- D.** The proposed use will not alter the character of the surrounding areas in a manner which substantially limits, or precludes the use of surrounding properties for the uses listed as permitted in the zone. (Ord. 740 section 10.3.75 (A), 1984)

Findings: In addition to the criteria listed in Section 16.35.040 for conditional uses in the I-O zone, the above criteria should also be addressed for items not consistent with the zone. The applicant did not respond to the above criteria. However, staff reviewed the proposed use and the two criteria in 16.35.040 that resulted in the necessity for a Conditional Use Application against the above criteria. Staff determined that:

There are no policies in the Canby Comprehensive Plan or other policies that would be inconsistent with the applicant's proposed use or request for exceptions.

The location and shape of the site is advantageous to the use because it is a "flag" lot and should be a low impact business and not conflict with future or current industrial uses in the industrial park.

Based on comments from City agencies at the Pre-Application Conference, all public utilities are available and adequate for the site.

As previous mentioned, the proposed use and applicant's requests will occur on a "flag" lot and should not impact surrounding uses and not limit surrounding existing or future uses.

Public Comments:

Any public comments received concerning the proposal are available in the file.

Agency Comments:

Curran-McLeod Consulting Engineers commented:

1. The developer will be required to extend the gravity sanitary sewer along SE 1st Ave from the terminus manhole near Hazel Dell Pump Station location (approximately 435 lineal feet) to the westerly property line of this site.
2. City Municipal Code Chapter 4.12.080 allows the developer to apply for Advanced Financing Reimbursement prior to construction the sanitary sewer extension on SE 1st Ave in order to recover some of the added cost from the adjoining benefiting properties.
3. SE 1st Avenue has been downgraded from a collector street to a local street now. A traffic study will be needed as part of this development to advise the City if the planned roundabout is still needed.
4. A half street improvements will be required on SE 1st Avenue to local street standards as per section 2.207 of the Public Works design Standards, dated June 2012. The improvements include 20 feet minimum paved surface, curbs (17 feet from centerline), sidewalks, planter strip, street lights, franchise utilities, street trees and landscaping. Sidewalk repair to the deteriorated sidewalk at the connection point is needed
5. We have reviewed the preliminary drainage report and it complies with the City storm water requirements for disposing the storm water on-site.

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

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. The Planning Director recommends **approval** of DR 15-06/CUP 15-03 subject to the following conditions of approval.

Approval of this application is based on submitted application materials. Approval is strictly limited to the submitted proposal and is not extended to any other development of the property. Any modification of development plans not in conformance with the approval of application file DR 15-06/CUP 15-03, 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. Prior to occupancy, the project must be in conformance with the applicable findings and recommendations in the DKS Traffic Analysis.
2. Prior to occupancy, the project must be in conformance with the applicable findings of the City Engineer's comments dated November 2, 2015.
3. The use of metal doors and metal trim should be discussed and specifically integrated to comply with the metal building exteriors provisions within the industrial park; allowing metal elements as accents.

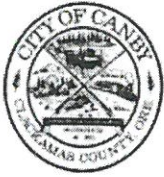
Procedural Conditions

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

4. 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.
5. A Sediment and Erosion Control Permit will be required from the City prior to commencing site work.
6. 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.
7. Construction plans shall be designed and stamped by a Professional Engineer registered in the State of Oregon.
8. 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
2. Written Narrative
3. Pre-app Meeting Minutes
4. AKS Memo
5. Preliminary Plan Set
6. Landscaping Plan



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

LAND USE APPLICATION

SITE AND DESIGN REVIEW

General Type III

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

Applicant Name: Scott Salisbury & Jason Phillips Phone: 503-515-1596, 503-830-6360
 Address: Canby Self Storage, P.O. Box 323 Email: dirtwurks@gmail.com
 City/State: Beavercreek, OR Zip: 97004 west1homes@gmail.com

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

Property Owner Name: Scott Salisbury Phone: 503-515-1596
 Signature:
 Address: Po Box 323 Beavercreek Or 97004 Email: dirtwurks@gmail.com
 City/State: _____ Zip: _____

Property Owner Name: Jason Phillips Phone: 503-830-6360
 Signature:
 Address: _____ Email: west1homes@gmail.com
 City/State: _____ Zip: _____

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

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

PROPERTY & PROJECT INFORMATION:

<u>Tax Lot 3600, S.E. First Ave., Canby OR.</u>	<u>2.56 acres</u>	<u>Map 3 1E 34, Tax Lot 3600</u>
Street Address or Location of Subject Property	Total Size of Property	Assessor Tax Lot Numbers
<u>Vacant Lot</u>	<u>CM / M-1</u>	<u>Same</u>
Existing Use, Structures, Other Improvements on Site	Zoning	Comp Plan Designation

Mini-Storage facility
 Describe the Proposed Development or Use of Subject Property

STAFF USE ONLY				
DR 15-06	10-22-15	BB		
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, with the following general information:
 - Layout and dimensions of all proposed areas of landscaping;
 - Proposed irrigation system;
 - Types, sizes, and location of all plants to be used in the landscaping (can be a "palette" of possible plants to be used in specific areas for landscaping);
 - Identification of any non-vegetative ground cover proposed, and dimensions of non-vegetative landscaped areas;
 - Location and description of all existing trees on-site, and identification of each tree proposed for preservation and each tree proposed for removal;
 - Location and description of all existing street trees in the street right-of-way abutting the property, and identification of each street tree proposed for preservation and each tree proposed for removal.
- Elevations Plan
The following general information shall be included on the elevations plan:
 - Profile elevations of all buildings and other proposed structures;
 - Profile of proposed screening for garbage containers and exterior storage areas;
 - Profile of proposed fencing.
- Sign Plan.
 - Location and profile drawings of all proposed exterior signage.
- Color and Materials Plan.
 - Colors and materials proposed for all buildings and other significant structures.

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

One (1) copy of a completed Design Review Matrix (see page 6)

SITE AND DESIGN REVIEW APPLICATION: LANDSCAPING CALCULATION FORM

Site Areas

1. Building area	46,940	- Square footage of building footprints
2. Parking/hardscape	47,873	- Square footage of all sidewalks, parking, & maneuvering areas
3. Landscaped area	16,810	- Square footage of all landscaped areas
4. Total developed area	111,623	- Add lines 1, 2 and 3
5. Undeveloped area	0	- Square footage of any part of the site to be left undeveloped.
6. Total site area	111,623	- 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	16,743	- Multiply line 4 and line 7
9. Proposed square footage of landscaping	16,810	- Fill in value from line 3

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

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

10. Zone	C-M & M-1	- Fill in the Appropriate Zone and Percentage: C-1 Zone: 5%; Core Commercial sub-area of the Downtown Canby Overlay: 10%, except for parking lots with 10 or more spaces and two or more drive aisles: 50 square feet per parking space; All other zones: 15%.
11. Percent of required landscaping	15%	
12. Area of parking lot & hardscape	47,873	- 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	n.a.	- 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	7,181	- 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	9,543	- Calculate the amount of landscaping proposed within 10 feet of all parking and maneuvering areas.

Parking Lot Tree Calculation

16. Number of parking spaces	6	- Total number of vehicle parking spaces
17. Area of parking lot & hardscape	47,873	- Area from line 12
18. Number of parking spaces (line 16) divided by 8	1	- Round up to the nearest whole number
19. Area of parking lot area (line 17) divided by 2,800	18	- Round up to the nearest whole number
20. Number of required trees in parking lot	18	- Fill in the larger of row 18 and row 19
21. Number of trees provided within 10 feet of parking lot	26	- Fill in the number of proposed trees within 10 feet of parking and maneuvering areas.

SITE AND DESIGN REVIEW APPLICATION: DESIGN REVIEW MATRIX

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

Table 16.49.040 Site Design Review Menu

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

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

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

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

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

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

SEE INDUSTRIAL OVERLAY MATRIX

SITE AND DESIGN REVIEW – TYPE III: APPLICATION PROCESS

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

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

1. The Planning Commission shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the following A through D, and with Criteria 4, 5, and 6 below:
 - A. The proposed site development, including the site plan, architecture, landscaping and graphic design, is in conformance with the standards of this and other applicable City ordinances insofar as the location, height and appearance of the proposed development are involved; and
 - B. The proposed design of the development is compatible with the design of other developments in the same general vicinity; and
 - C. The location, design, size, color and materials of the exterior of all structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity; and
 - D. The Planning Commission shall, in making its determination of compliance with subsections B and C above, use the applicable matrix [pages 8-12] to determine “compatibility”.
2. The Planning Commission shall, in making its determination of compliance with the above requirements, be guided by the objectives and standards set forth in this section. It must be demonstrated that all required public facilities and services are available, or will become available through the development, to adequately meet the needs of the proposed development. If the site and design review plan includes utility facilities or public utility facility, then the City Planner shall determine whether those aspects of the proposed plan comply with applicable standards.
3. The Planning Commission shall, in making its determination of compliance with the requirements set forth, consider the effect of its action on the availability and cost of needed housing. The Planning Commission shall not use the requirements of this section to exclude needed housing types. However, consideration of these factors shall not prevent the Planning Commission from imposing conditions of approval necessary to meet the requirements of this section. The costs of such conditions shall not unduly increase the cost of housing beyond the minimum necessary to achieve the purposes of this ordinance.
4. As part of the site and design review, the property owner may apply for approval to cut trees in addition to those allowed in Chapter 12.32, the City Tree Ordinance. The granting or denial of said application will be based on the criteria in Chapter 12.32. The cutting of trees does not in and of itself constitute change in the appearance of the property which would necessitate application for site and design review.



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

LAND USE APPLICATION

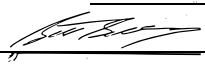
SITE AND DESIGN REVIEW

Conditional Use Type III

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

Applicant Name: Canby Self Storage Phone: _____
 Address: _____ Email: _____
 City/State: _____ Zip: _____

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

Property Owner Name: Scott Salisbury Phone: _____
 Signature:  _____
 Address: po box 323 Beaver Creek Or 97004 Email: Dirtwurks@gmail.com
 City/State: _____ Zip: _____

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

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

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

PROPERTY & PROJECT INFORMATION:

<u>1st Ave</u>	<u>2.5 Acres</u>	
Street Address or Location of Subject Property	Total Size of Property	Assessor Tax Lot Numbers
<u>NA</u>	<u>M1/CM</u>	
Existing Use, Structures, Other Improvements on Site	Zoning	Comp Plan Designation

Build a self storage facility
 Describe the Proposed Development or Use of Subject Property

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

CONDITIONAL USE PERMIT APPLICATION – TYPE III – INSTRUCTIONS

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

Applicant City
Check Check

- One (1) copy of this application packet. The City may request further information at any time before deeming the application complete.
- Payment of appropriate fees – cash or check only. For a Conditional Use Permit application, fee is \$2,040. Checks should be made out to the *City of Canby*.
- Mailing labels (1" x 2-5/8") for all property owners and all residents within 500 feet of the subject property. **If the address of a property owner is different from the address of a site, a label for each unit on the site must also be prepared and addressed to "occupant."** A list of property owners may be obtained from a title insurance company or from the County Assessor.
- One (1) copy of a written statement describing the Conditional Use Permit request, and detailing how your request meets the approval criteria (*see page 5 of this packet*).

- One copy of either the recorded plat or the recorded deeds or land sales contracts that demonstrates how and when legal property lines were established and where the boundaries of the legal lot(s) of record are located. If the property is a lot or parcel created by plat, a copy of the recorded plat may be obtained from the Clackamas County Surveyor's office. If the property is a legal lot of record created by recorded deed or land sales contract at a time when it was legal to configure property lines by deed or contract, then those recorded deeds may be obtained from the Clackamas County Office of the Clerk, or a Title Company can also assist you in researching and obtaining deeds.
- If the development is located in a Hazard ("H") Overlay Zone, submit one (1) copy of an affidavit signed by a licensed professional engineer that the proposed development will not result in significant impacts to fish, wildlife and open space resources of the community. If major site grading is proposed, or removal of any trees having trunks greater than six inches in diameter is proposed, then submit one (1) copy of a grading plan and/or tree-cutting plan.
- Ten (10) paper copies of the proposed plans, printed to scale no smaller than 1"=50'. The plans shall include the following information:
 - Vicinity Map. Vicinity map at a scale of 1"=400' showing the relationship of the project site to the existing street or road pattern.
 - Site Plan-the following general information shall be included on the site plan:
 - Date, north arrow, and scale of drawing;
 - Name and address of the developer, engineer, architect, or other individual(s) who prepared the site plan;
 - Property lines (legal lot of record boundaries);
 - Location, width, and names of all existing or planned streets, other public ways, and easements within or adjacent to the property, and other important features;
 - Location of all jurisdictional wetlands or watercourses on or abutting the property;

- Finished grading contour lines of site and abutting public ways;
- Location of all existing structures, and whether or not they are to be retained with the proposed development;
- Layout of all proposed structures, such as buildings, fences, signs, solid waste collection containers, mailboxes, exterior storage areas, and exterior mechanical and utility equipment;
- Location of all proposed hardscape, including driveways, parking lots, compact cars and handicapped spaces, loading areas, bicycle paths, bicycle parking, sidewalks, and pedestrian ways;
- Callouts to identify dimensions and distances between structures and other significant features, including property lines, yards and setbacks, building area, building height, lot area, impervious surface area, lot densities and parking areas;
- Location of vision clearance areas at all proposed driveways and streets.

Landscape Plan

The following general information shall be included on the landscape plan:

- Layout and dimensions of all proposed areas of landscaping;
- Proposed irrigation system;
- Types, sizes, and location of all plants to be used in the landscaping (can be a "palette" of possible plants to be used in specific areas for landscaping);
- Identification of any non-vegetative ground cover proposed, and dimensions of non-vegetative landscaped areas;
- Location and description of all existing trees on-site, and identification of each tree proposed for preservation and each tree proposed for removal;
- Location and description of all existing street trees in the street right-of-way abutting the property, and identification of each street tree proposed for preservation and each tree proposed for removal.

Elevations Plan

The following general information shall be included on the elevations plan:

- Profile elevations of all buildings and other proposed structures;
- Profile of proposed screening for garbage containers and exterior storage areas;
- Profile of proposed fencing.

Sign Plan.

- Location and profile drawings of all proposed exterior signage.

Color and Materials Plan.

- Colors and materials proposed for all buildings and other significant structures.

CONDITIONAL USE – TYPE III: APPLICATION PROCESS

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

CONDITIONAL USE PERMIT – TYPE III: STANDARDS AND CRITERIA

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

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

Site and Design Review Project Narrative for

New Commercial Buildings for Canby Self Storage

Applicants:

Scott Salisbury & Jason Phillips
Canby Self Storage
P.O. Box 323
Beavercreek, OR 97004
Phone 503-515-1596

Owner:

Canby Self Storage
P.O. Box 323
Beavercreek, OR 97004
Phone 503-515-1596

Property Address:

Tax Lot 3600, S.E. First Avenue, 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 34, Tax Lot 3600

Lot Area:

2.56 Acres (all phases)

Zoning:

C-M, Commercial Manufacturing & M-1, Light Industrial
Located in the Canby Pioneer Industrial Park Overlay Zone.

Architectural Consultant:

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

Civil Engineering Consultant:

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

Landscape Consultant:

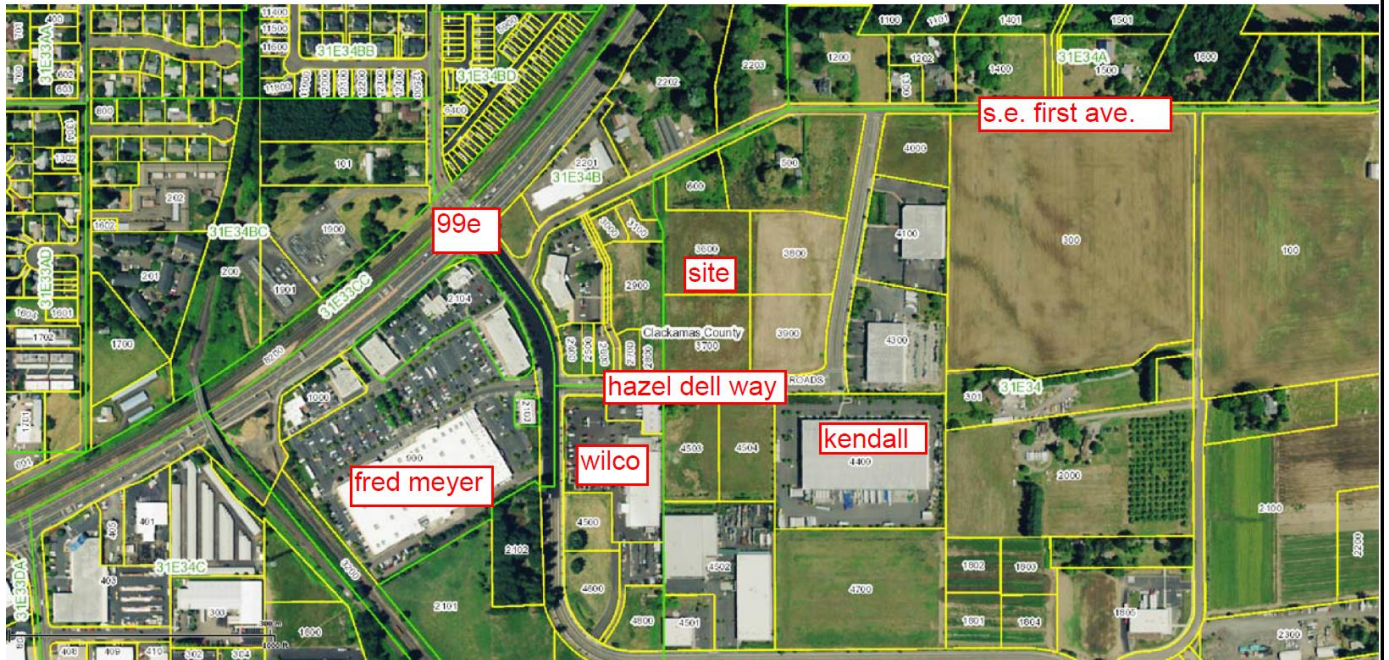
Aurora Landscape, Zander Prideaux
22333 Boones Ferry Rd. NE
Aurora, OR 97002
(503) 678-1234

Property Description:

The proposed Canby Self Storage project is located on a 2.56 acre vacant site East of the Providence Canby Emergency Healthcare Center. The site is a vacant flag lot centered in a series of other vacant parcels bordered by S.E. First Avenue to the North, S Sequoia Parkway to the West and Hazel Dell Way to the South and East. Access to the site occurs through a 52 foot wide flag shaped access to S. E. First Avenue.

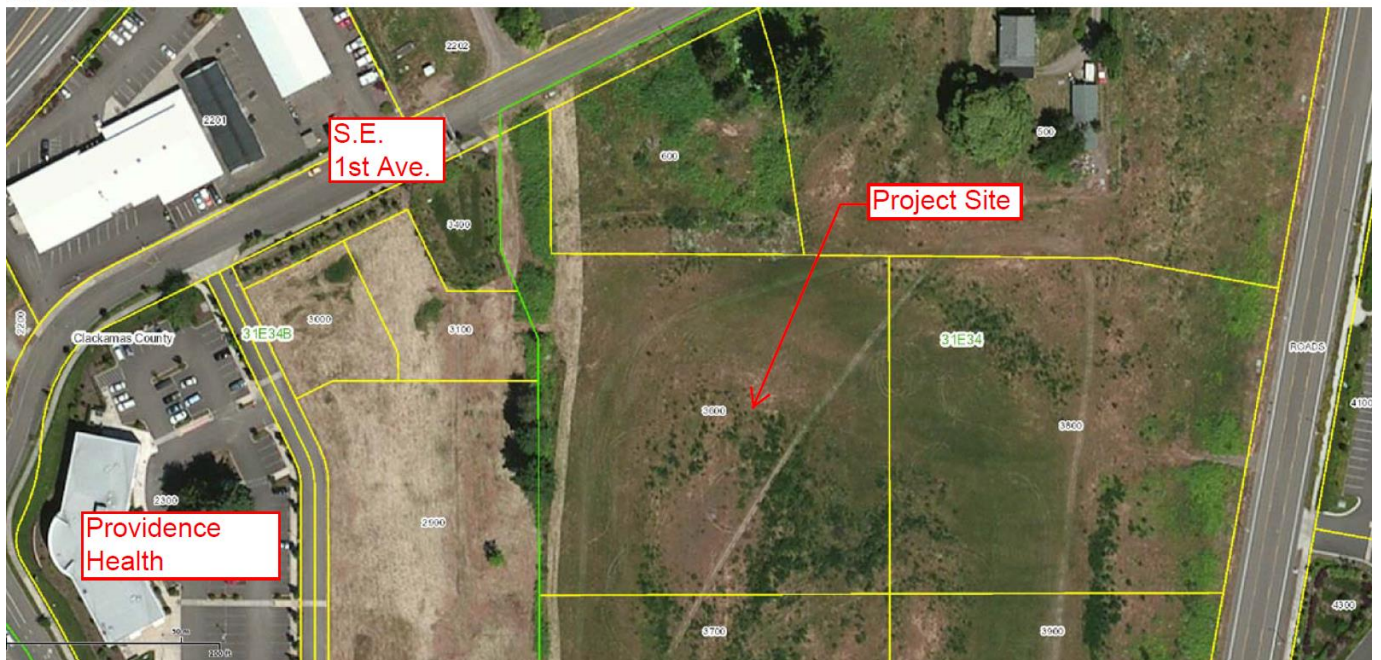
Canby Self Storage

Lot 3600 Aerial

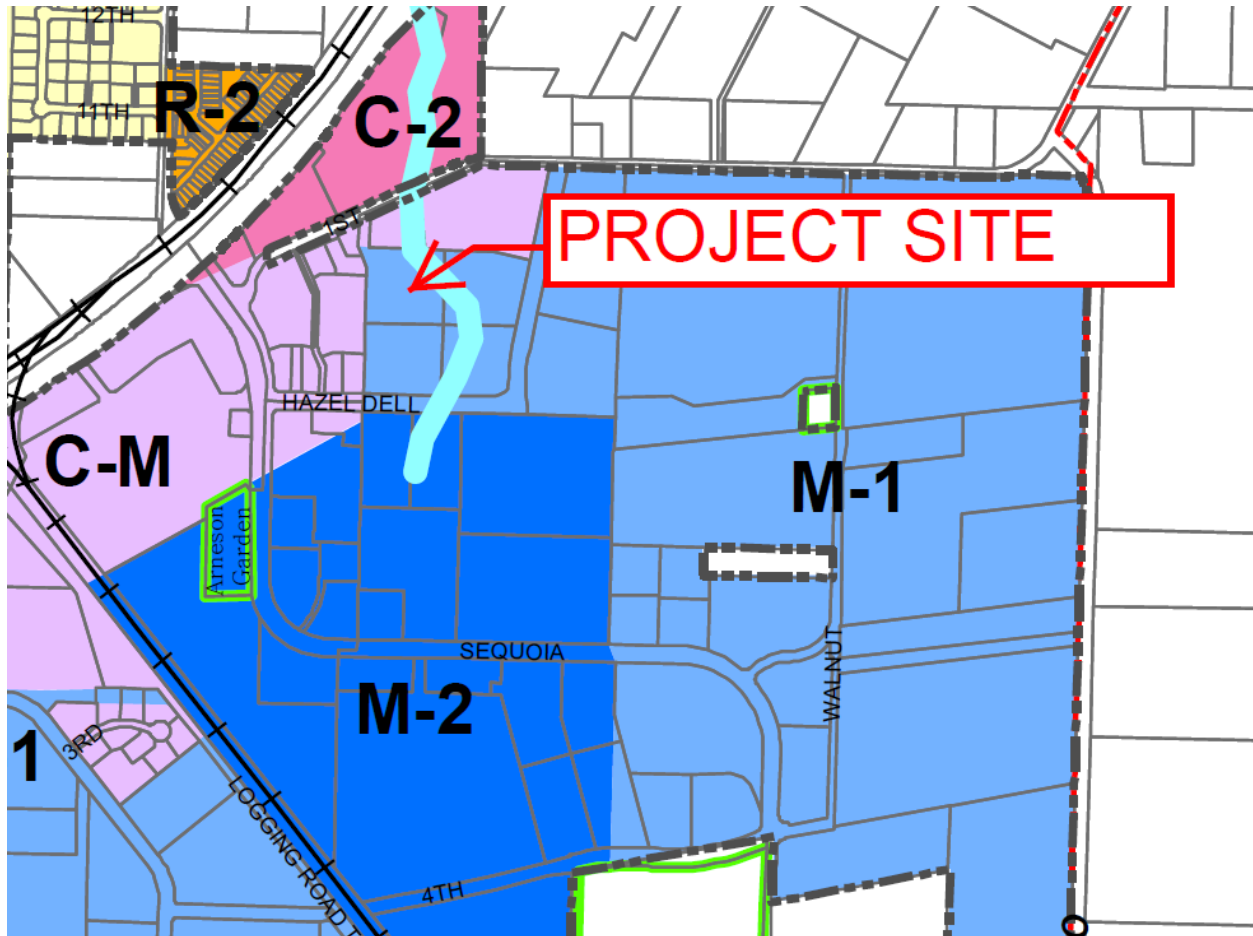


Close-up Aerial of Site

Tax Lot 3600



The site is zoned both CM, Commercial Manufacturing and M-1, Light Industrial and is located in the Canby Pioneer Industrial Park Overlay zone. Adjoining properties to the South and East are zoned M-1 and parcels to the North and East are zoned CM-Commercial Manufacturing. The property is generally square shaped having parallel boundaries with the exception of the flag access portion. The site is gentle sloping from South to North and is covered by grass with no trees.



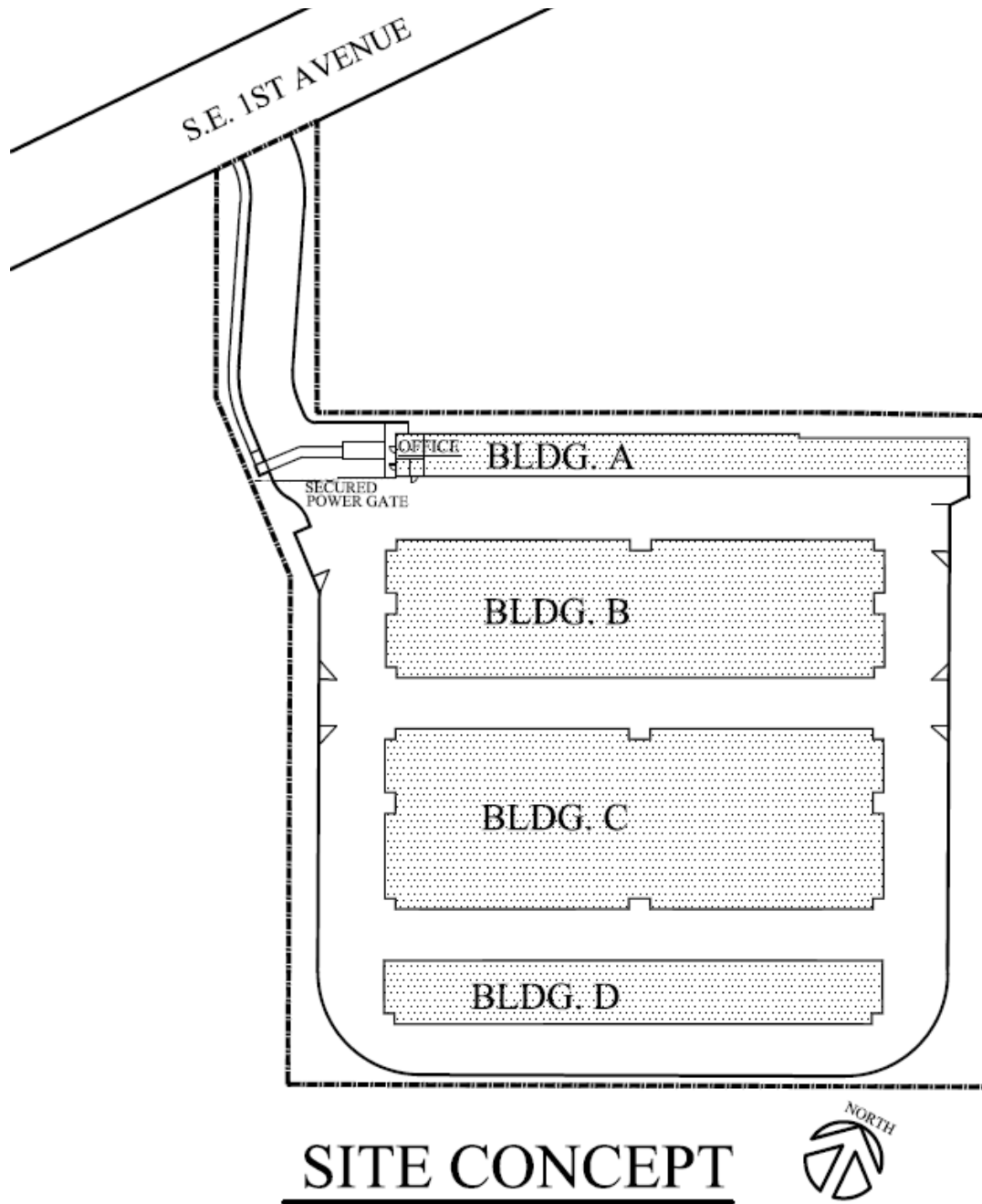
Proposed Development:

The applicant proposes to develop a Mini-Storage Self Storage facility with associated parking and landscaping areas. The project will consist of four separate buildings:

- Building A: 5,240 square feet with dimensions of 20 feet x 270 feet.
- Building B: 15,025 square feet with dimensions of 65 feet x 235 feet.
- Building C: 19,675 square feet with dimensions of 85 feet x 235 feet.
- Building D: 7,000 square feet with dimensions of 30 feet x 235 feet.
- Total Area: 46,940 square feet total combined.

The buildings will be constructed of Fiber-cement wall panels, metal doors and trim and metal roofing panels. The building interiors will be divided into multiple storage bays of varying sizes from 5 feet x 5 feet up to 10 feet x 20 feet. Office space will be located on the West end of Building A along with an Interior Electronic Kiosk and restroom facilities. All buildings will be occupied by storage space used for storage of materials, products, small recreational vehicles,

boats, etc. Vehicular site access to the site will be secured by a power operated gate linked to an electronically monitored entry keypad.



It is the Applicant's intent to construct the project in two phases. Buildings A and B would be constructed initially, followed by Buildings C and D at a later date. All site grading and paving will occur with the Phase I development.

Utility and Service Requirements:

Water service: A single water meter will supply domestic water to Building A. for restrooms and janitorial. An irrigation service will be provided 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: Building A will have water service while the other buildings will not. Wastewater will be typical of commercial office space. One private sewer lateral will be provided to plumb the office space. The private sewer lateral will drain to a private grinder pump station located near SE 1st Avenue from where the sewage will be pumped to a public manhole located west of the site in SE 1st Avenue.

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

Natural Gas: The building will not use natural gas.

Phone / cable: Telephone and cable will be needed for security of each building.

Storm drainage: Storm water runoff from the new buildings and new pavement surfaces will be managed through construction of underground storm drain infiltration chambers. All site generated runoff associated with storms up to the 10-year storm event will be infiltrated onsite. Storm drain channels will be constructed along the east and west property lines for the purpose of managing run-on storm drain flow from properties and streets to the south that could potentially impact this site during extreme storm events.

Garbage: Portable garbage and recycling cans will be utilized in association with the Office and Restroom facilities. Large dumpsters will not be utilized on-site to discourage dumping by Tenants.

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.

Industrial:	
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 development will have a small office space and non-office mini-storage. Although the site is zoned M-1, there is no listed use that closely resembles the proposed use.

The Planning Director has asked that the project conform to the minimum of 5 parking spaces overall. The parking requirements are therefore as follows:

5 stalls required for office and mini-storage.

6 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
25,000 – 60,000	2

The proposed buildings total nearly 47,000 s.f., however the use is not associated with typical deliveries expected at a commercial or industrial use.

The Planning Director has asked that the site accommodate space for non- dedicated loading within the drive aisles while allowing for one-way passing to the side of a loading space. (2) two loading berths are required per the table above. The project proposes space for (2) two loading berth with a minimum 12 foot wide passing lane 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 spaces are located on the eastern and western sides of the project where they will be hidden from S.E. First Avenue. In addition, proposed fencing and landscaping will screen the loading spaces from adjacent properties to the West, South and East. 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.

Proposed parking stalls are 8'-6" x 20'-0" for 90 degree stalls and 8'-0" x 22'-0" for parallel stalls. No compact stalls are provided, therefore this section is met.

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

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

- i. minimizing dust generation,
- ii. minimizing transportation of aggregate to city streets, and

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

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

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

Onsite soil conditions are favorable for permeable paving, however, permeable asphalt does not typically hold up well under the heavy loads and tight turns associated with inexperienced moving van drivers inside mini-storage facilities. Tight turns tend to cause the truck tires to grab ahold of the aggregate in permeable pavement and loosen it, more so than with conventional asphalt. This is due to permeable pavement having fewer fines holding the aggregate in place, thereby allowing it to be more permeable. The loosening of the aggregate in the pavement tends to turn the pavement into a gravel-like material over a relatively short period of time. Because of this, the applicant proposes to use regular asphaltic concrete paving rather than permeable paving.

All pavement areas and roofs will drain into a hard pipe storm drain system that will direct the stormwater runoff into permeable underground infiltration chambers. The chambers will allow for 100% infiltration of the stormwater (for the design storm event). One benefit to designing the infiltration system in this manner is that it allows for some water quality treatment to be provided through the use of trapped catch basins, pollution control manholes and a fabric lines Isolator Row on the infiltration chamber system, all of which will allow for the removal of sediments, oils, and metals. Another benefit is that it allows for maintenance of the stormwater system, unlike many permeable pavements, which are prone to clogging over time and don't allow for easy cleaning once the pavement has become clogged.

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

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

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

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

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

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

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

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

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

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

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

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

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

B. 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.

A single access point to the site is proposed located along at the north property line where the flag portion of the site meets SE 1st Avenue. The access will include a pedestrian sidewalk connection between the public right of way and the main building entry. This access will be improved per the proposed site engineering drawings and is consistent with the Traffic Impact findings. The criteria of this section are met.

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

The shape of the tax lot requires that the site access occur as proposed. The flag lot was intentionally created to provide a distinct and separate access.

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

The proposed ingress and egress will be via a curb cut to SE 1st 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.

New sidewalks are proposed to connect the Main Building to the public sidewalks along SE 1st Avenue. The proposed sidewalks satisfy the requirement of this section.

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

New sidewalks are proposed along the site's street frontage on SE 1st Avenue. 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 a new paved accessway along the northern property line of the site measuring 25 feet wide. The access driveway will be curbed on both sides

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 main building and leading back to the public sidewalk to the north to provide and uninterrupted sidewalk/pathway network leading back to SE 1st 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.

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

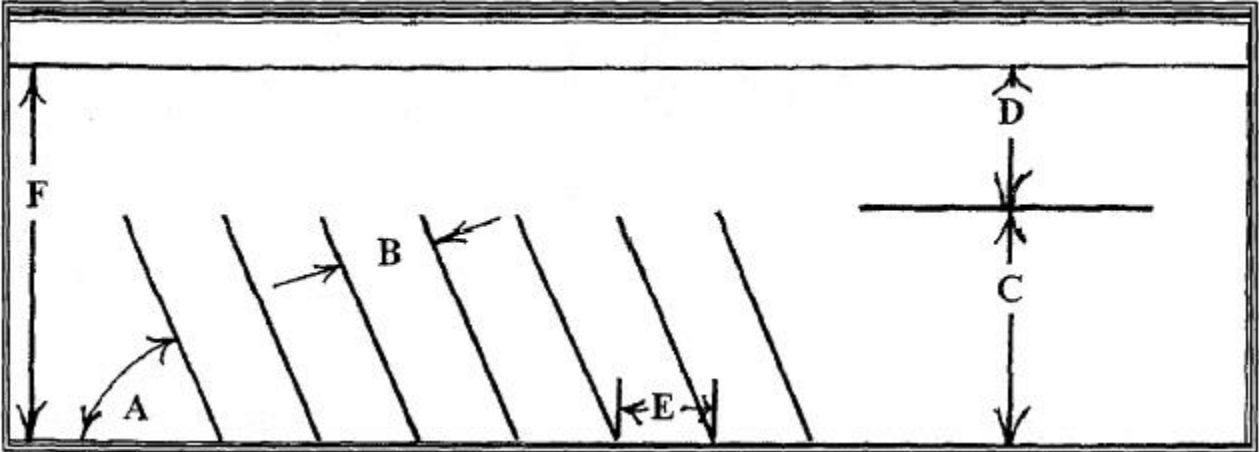
13. Distance Between Driveways and Intersections- Except for single-family dwellings [see subsection (f) below] the minimum distance between driveways and intersections shall be as provided below. Distances listed shall be measured from the stop bar at the intersection:

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

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

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

TABLE 16.10.070					
Minimum dimensional Standard for Parking					
This table and Figure 16.10.070 provide the minimum dimensional standards for parking areas and spaces. A = Parking angle in degrees D = Minimum clear aisle width B = Minimum stall width E = Minimum clear stall distance at bay side C = Minimum stall depth F = Minimum clear bay width					
A	B	C	D	E	F
0 (parallel)	8'0"	-	12'0"	22'0"	20'0"
30	8'6"	16'4"	12'0"	17'0"	28'4"
45	8'6"	18'9"	12'6"	12'0"	31'3"
60	8'6"	19'10"	18'0"	9'10"	37'10"
90	8'6"	18'0"	24'0"	8'6"	42'0"



All proposed parking stalls are 0 or 90 degrees. All proposed parking stalls meet or exceed the minimum requirements of this section.

16.10.100 Bicycle Parking.

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

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

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

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

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

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

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

Office space: 1.0 space per 1,000 s.f. x 270 s.f. = 0.27 spaces required.

Mini Storage: Has no specific bicycle parking requirement listed in the standards and this use will not require the number of employees typically associated with an Industrial Warehouse. In addition the Tenants of the Mini Storage are not expected to commute to the site by bicycle due to the nature of the use.

The Planning Director has asked that the project conform to the minimum of 2 bicycle parking spaces overall. The bicycle parking requirements are therefore as follows:

2 stalls required for office and mini-storage.

2 stalls are proposed, meeting the minimum requirement

The Site Plan indicates a bike rack, at the NW corner of the proposed building "A" adjacent to the office accommodating 2 bicycles. The rack will be less than 50 feet from a building entrance and will be lit to the level the adjacent parking lot. The requirements of this section have been met.

16.32 M-1 LIGHT INDUSTRIAL ZONE

16.32.010 Uses permitted outright.

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

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

The M-1 zone allows outright any Warehouse which is extended by the Planning Director to include Mini-Storage Warehouse.

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

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

16.32.030 Development standards.

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

- A.** Minimum lot area: five thousand square feet.
- B.** Minimum width and frontage: fifty feet.
- C.** Minimum yard requirements:

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

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

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

D. Maximum building height:

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

The proposed building height is less than forty five feet. Freestanding signs are proposed within the maximum height limits. The maximum building height requirements of the M-1 zone are met.

E. Maximum lot coverage: no limit.

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

F. Other regulations:

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

The vision clearance requirement at the existing driveway to SE 1st^d 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. All setbacks to be measured from the foundation line of the building. Overhangs shall not exceed two feet.

The required minimum setbacks are met.

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

No towers are proposed. This requirement is met.

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

No outside storage is proposed and no residential zones abut the site. This requirement is met.

16.35 I-O INDUSTRIAL OVERLAY ZONE

16.35.030 Uses permitted outright.

Unless limited by sections 16.35.040 or 16.35.045, uses permitted outright in the C-M zone, M-1 zone, and M-2 zone are permitted outright in the I-O zone, subject to the respective zone district boundaries. (Ord. 1008 section 1 [part], 1998; Ord. 1057 section 2 [part], 2000)

16.35.040 Conditional uses.

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

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

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

The Mini-Storage Project will not provide 12 employees per acre. Due to the nature of the use the Applicant expects to employ 1 full time and 2 part time employees. Justification for approval of this Conditional Use is mentioned below.

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

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

The Mini-Storage use is quite compatible with the other uses in the Industrial Park and will provide a service that can benefit other businesses in the Park for short term storage needs. The number of jobs created will have no negative impact upon the surrounding properties.

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

The proposed Mini-Storage use poses no threat to health or safety, therefore this condition is met.

3. The proposed use is beneficial to the overall economic diversity and vitality of the City. These criteria are in addition to those provided in Section 16.50.010. In all other aspects, the conditional use process shall be as specified in Chapter 16.50. (Ord 1008 section 1 [part], 1998, Ord. 1057 section 2 [part], 2000; Ord. 1237, 2007).

The proposed Mini-Storage use will enhance the Cities economy and vitality by creating a place to safely store items in a single location within a covered enclosed environment. This may encourage citizens to purchase items they might otherwise avoid due to lack of storage and will reduce clutter associated with outdoor residential storage. This condition is therefore met.

16.35.050 Development standards.

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

A. Minimum lot area: none.

This requirement is met.

B. Minimum lot width and frontage: none.

This requirement is met.

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

1. Street yards(s): 20 feet for buildings up to 25 feet in height; 35 feet for buildings between 25 feet and 45 feet in height. Parking and internal drives (except curb cuts and entrance drives) are prohibited within the required 20 foot street yard.

Due to the nature of this flag lot site there is no front yard abutting a street right of way. This requirement is met.

2. Interior yard: 10 feet, except 20 feet where abutting a residential zone. Commonwall lot lines (attached buildings), and development which provide shared parking and circulation with abutting developments, are exempt from interior yard standards.

Proposed Interior yard building setbacks are 10 feet minimum. This requirement is met.

D. Maximum building height: 45 feet.

Proposed maximum building height is less than 20 feet above lowest grade. This requirement is met.

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

The proposed lot coverage is 41.5%. This requirement is met.

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

The portion of S.E. First Avenue is not a parkway or collector. This requirement is met.

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

The proposed entry drive and sidewalk improvements at the street right of way will conform to these standards per the Civil Engineer's drawings. This requirement is met.

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

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

Due to the nature of this flag lot site there is no front yard abutting a street right of way. The main entrance to the Office should however be visible from the street. In addition an accessible pedestrian walkway is proposed between the Office entry and the public sidewalk. These requirements are met.

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

Proposed Street trees and plantings are shown on the landscape plan and conform to these standards. This requirement is met.

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

The building exterior wall materials include painted stucco-like fiber-cement panels with recessed shadow reveal lines and panels with surface battens. Metal roll-up doors are essential to this type of project. Pre-finished metal door jambs and headers are also proposed as a durable and visually attractive material. These metal door jambs will create shadow lines and read as architectural "pilasters" between the doors and in combination, the headers and pilasters offer honest visual clues to the buildings' structure. The intent of prohibiting metal is to eliminate the appearance of an agricultural or industrial "pole building" appearance. The Applicant is requesting approval for the metal doors, metal pilasters and metal headers. See photo examples and Building Exterior Elevations.



Photo Example of fiber-cement siding with reveal panel joints



Photo Example of metal doors, metal door jamb "pilasters" and metal headers.

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

Proposed site lighting is indicated on the Site Lighting Plan. Photometric lighting levels are included. This requirement is met.

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

Shared access was not a condition of approval when this lot was created. This requirement is met.

M. All landscaped areas shall be irrigated.

All landscape areas indicated on the Landscape Consultant's drawing will be irrigated. This requirement is met.

N. Other regulations: The C-M zone, M-1 zone, and M-2 zone provide other applicable regulations related to vision clearance, Highway 99E sidewalk width, setback measurement, outside storage, and wireless/cellular tower certification. (Ord. 1008 section 1[part], 1998; Ord. 1237, 2007; Ord. 1299, 2008)

These requirements are either not applicable or have been met as mentioned in other portions of the Development Code.

16.35.060 Design guidelines.

The Industrial Area Master Plan provides design guidelines for reviewing development applications. The guidelines, which are incorporated into Table 16.35.000, encourage:

A. Flexibility to align local streets based on parcelization and development requirements;

Driveway location is established due to flag lot. This requirement is met.

B. Tree retention, planting of large (3-inch) caliper trees, and use of lawn/ground cover planting in front yard setbacks;

No existing trees on site. Some 3" caliper trees are proposed on the Landscape plan and ground cover is proposed in the front yard portion adjacent to the driveway. These requirements are met.

C. Placement of buildings at or near the setback line;

This requirement is not applicable due to the flag lot shape.

D. Placement of parking areas to the side or rear of buildings;

All parking is proposed to occur on the sides of the buildings. This requirement is met.

- E. Placement of smaller commercial buildings at or near the street;

This requirement is not applicable due to the flag lot shape.

- F. Building entries visible from the street with direct pedestrian connections;

Due to the nature of this flag lot site there is no front yard abutting a street right of way. The main entrance to the Office should however be visible from the street. In addition an accessible pedestrian walkway is proposed between the Office entry and the public sidewalk. These requirements are met.

- G. Use of quality building materials;

All building materials proposed on the exterior elevation drawings are of good quality. Many materials will have factory finish for colorfastness, durability and clean ability. This requirement is met.

- H. Architectural detail to break up and articulate large surfaces and volumes, and to accentuate building entries; and

The proposed building architecture shown on the exterior elevation drawings indicates detail features, wall offsets, recessed doorways and color changes to accentuate the building entrances and break up the buildings masses into smaller discernable forms. This requirement is met.

- I. Open space retention and trail connections, as designated by the Master Plan. (Ord. 1008, section 1[part], 1998)

This requirement is not applicable to this site.

16.35.070 I-O Design review matrix.

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

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

**Industrial Overlay Design Review Matrix
Table 16.35.040**

CRITERIA	Possible Scores
<u>Parking</u>	
Parking areas located to the side or rear of buildings as viewed from public right-of-way: <50% of parking spaces=0; 50%-75%=1; <u>75%-100%=2.</u>	0 1 2
Increase minimum interior parking lot landscape over the base 15%: <u>15%-18%=0; 18%-22%=1; >22%=2.</u>	0 1 2
Increase the base number of trees required by 16.49.120 (all landscape islands must contain 1 tree, 1 tree for every 40' along the required setback): 100%-105% of base requirement=0; <u>105%-110% of base requirement=1; >110%=2;</u> (# of trees proposed/# of trees required x100=% of base requirement)	0 1 2
Number of parking spaces provided: (% of required minimum): >110%=0; 110%-105%=1; <u>105%-100%=2.</u> See Table 16.10.050 for required parking. (# of spaces proposed/# of spaces required x100=% of required minimum)	0 1 2
Minimum Acceptable Score 4 points	6 pts., O.K.

<u>Transportation/Circulation</u>	
Design private, on-site pedestrian pathways: 6' painted ways=0; 6' <u>brick/paver ways=1; 6' brick/paver & raised concrete ways=2</u>	0 1 2
N.A. Number of pedestrian connections between the street sidewalk and internal circulation system: One connection = 0 Two or more connections = 1	0 1 2 N.A.
Minimum Acceptable Score (some provisions may not apply) 2points-	
Minimum score = 1 point possible due to flag lot & no employee parking.	1 pt., O.K.

<u>Landscaping</u>	
Trees installed at 3 inch caliper: <25% of trees=0; 25%-50%=1; 50%-100%=2.	0 1 2
Usable outdoor amenity provided with development (e.g., water features, plazas, seating areas, and similar features): no=0; yes=1; yes and for public use =2. picnic table proposed @ outdoor seating area	0 1 2
Amount of grass (less grass is better) (% of total landscaped area)>50%=0; 25%-50%=1; <u><25%=2</u>	0 1 2
Minimum Acceptable Score 3 points	4 pts., O.K.

Building Appearance and Orientation			
N.A. flag lot	Building orientation at or near the street: parking or drive separates building from street=0; at least 20% of elevation within 5 feet of minimum setback=1; at least 20% of elevation is at minimum setback=2.	0 1 2	N.A.
N.A. flag lot	Building entrances visible from the street: no=0; yes=1.	0 1	N.A.
	Buildings use quality materials: concrete, wood, or wood siding=0; concrete masonry, <u>stucco, or similar material</u> =1; brick or stone=2.	0 (1) 2	
	Articulation and/or detailing to break up large building surfaces and accentuate the building entrance(s): no=0; <u>yes=2.</u>	0 (2)	
	Minimum Acceptable Score	4 points	3 pts., O.K.
4 minimum / 7 possible = 57%; 0.57 x 4 = 2.28 pts. min. of applicable points due to flag lot.			

The proposed Site and building yield a total of 14 points relative to an applicable minimum score of 10.28 points. The requirements of the matrix are therefore met.

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.


16.42.050 Size, type, and location of signs permitted by zoning district and use.

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


Table 7 Canby Industrial Area Overlay Zone (I-O)


A. Where the standards in a base zoning district conflict with the standards in an overlay district, the standards in the overlay district prevail.

B. Where the standards in the Canby Industrial Area Overlay (I-O) district conflict with the standards in another overlay district, the standards in the Canby Industrial Area Overlay(I-O) district prevail.

Table 7. Canby Industrial Area Overlay Zone (I-O)		
Monument Sign		
A. Use on site: all uses in the M-1 zone or M-2 zone.		
Size: may not exceed 32 square feet per sign face, or 64 square feet total.	Maximum Height: 6 feet.	Location/Number: One sign.
B. Use on site: all uses in the C-M zone.		
Size: may not exceed 150 square feet per sign face, or 300 square feet total.	Maximum Height: 30 feet.	Location/Number: One monument sign is allowed for a site up to 10 acres in size. Sites over 10 acres in size may be permitted a maximum of 2 signs, provided that only one

The proposed free standing signage is limited to a monument sign as pole signs are not allowed in the Industrial Area Overlay Zone (I-O) per Table 7. The monument sign will be setback from the front property line well beyond the minimum of 17.5 feet which is 50% of the required 35 foot front yard setback for structures between 25 feet and 45 feet in height. A single monument sign 30 feet in height, with a single sign graphic face area of 150 square feet is proposed. See the Site Plan for location. The Monument sign will have a base, middle and top as required. The monument sign design requirements are met.

Table 7. Canby Industrial Area Overlay Zone (I-O)		
		sign per street frontage is allowed.
Pole Sign		
A. Use on site: all uses.		
Size: not allowed.	Maximum Height: n/a.	Location/Number: n/a.

Wall Sign		
A. Use on site: all uses.		
<p>Size: The maximum sign face area of all wall signage allowed on a primary building frontage is 8 percent of the building elevation area of the primary building frontage. Each sign is limited to a maximum of 300 square feet.</p> <p>The maximum sign face area of all wall signage allowed on a secondary building frontage is 6 percent of the building elevation area of the secondary building frontage. Each sign is limited to a maximum of 190 square feet.</p>	<p>Maximum Height: shall not project above the roof line or top of the parapet wall, whichever is higher.</p>	<p>Location/Number: Painted wall signs are prohibited. Internally illuminated box-style signs, also called can signs, are prohibited.</p> <p>For other types of wall signs, one sign is permitted per building frontage for each business license on file with the City at that location.</p>

No building wall signage is proposed at this time.

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 Phillips wall luminaires are submitted with the application.

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

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

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

16.43.070 Luminaire Lamp Wattage, Shielding, and Installation Requirements.

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

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

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

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

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

Table 16.43.070 - Luminaire Maximum Lumens and Required Shielding

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

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

16.43.080 Height Limits.

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

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

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

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

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

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

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

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

Table 16.43.080 - Maximum Lighting Mounting Height in Feet

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

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

16.43.110 Lighting Plan Required

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

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

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

16.49 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 outside the Downtown Canby Overlay Zone, but is located within the **Canby Industrial Area Overlay Zone (I-O)** The project is subject to a Type III approval process and the design review standards in applicant is requesting a waiver from the applicable site and design review standards in Chapters 16.35. 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 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).

*The project is located within the **Canby Industrial Area Overlay Zone (I-O) per 16.35.070 the I-O Design review matrix substitutes for the general design review matrix provided in Chapter 16.49. See the I-O matrix on pages 20 and 21.***

The proposed Site and building design yield a total of 14 points relative to an applicable minimum score of 10.28 points in the modified I-O Matrix. The requirements of the matrix are therefore met.

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.

16.49.065 Bicycle and pedestrian facilities.

Developments coming under design review shall meet the following standards:

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

The internal walkway system is being provided only to connect this development to the public street. Currently no other development is existing or proposed on adjacent sites. The provisions of this section are met.

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

The provisions of this section do not apply to a single Light Industrial 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.

The project is Light Industrial. All sidewalks are proposed to be at least 5 feet wide, and link the main office to the public sidewalk on S,E, First Avenue. The public sidewalk will provide a pedestrian connection to the neighborhood. Onsite sidewalks will generally be located raised 6" above pavement grade to the main office and will contrast in color to the roadway paving. 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. Although the onsite sidewalks are not proposed to be permeable, the sidewalks will drain back toward the private accessway that drains into underground storage chambers. The permeable underground storage chambers will allow for the runoff from the sidewalks to percolate into underground soils, consistent with the requirement of this section. The requirements of this section are met.

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

This site does not abut Molalla Forest Road.

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.

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.

Landscape areas along the east and west of the site are stormwater management facilities, however they are being created to allow for stormwater drainage movement from properties to the south during periods of extreme rainfall, and not for bioretention. Some bioretention of offsite stormwater is likely to occur in these areas, but no bioretention areas are proposed with the landscaped areas included in the landscape area calculation.

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

No trees are located on the site. 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.

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

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

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

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

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

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

16.49.120 Parking lot landscaping standards.

- C.** Landscaping Within a Parking Lot.

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

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

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

No landscape Islands are proposed due to the fact that all parking is located along the perimeter of the site. Where practical, the perimeter landscaping has been widened to include the ends of parking stalls. 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.

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

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

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

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

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

The parking areas landscaping does not include landscape islands as no rows of parking exceed 8 contiguous stalls. This requirement is not applicable..

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

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

2. Cast moderate to dense shade in summer.

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

4. Do well in an urban environment:

- a. Be pollution tolerant; and

- b. Be tolerant of direct and reflected heat.

5. Require little maintenance:

- a. Be mechanically strong;

- b. Be insect and disease resistant; and

- c. Require little pruning.

6. Be resistant to drought conditions.

7. Be barren of fruit production.

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

G. Perimeter of Parking and Loading Areas:

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

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

Screening of the parking 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.

16.50.010 Authorization to grant or deny conditional uses.

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

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

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

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

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

*The Mini-Storage Project will not provide 12 employees per acre. Due to the nature of the use the Applicant expects to employ 1 full time and 2 part time employees. Justification for approval of this Conditional Use is discussed in reference to **16.35.040** on pages 14 and 15 of this Narrative.*

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

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 14, 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.

A neighborhood meeting was held on September 8, 2015.

- 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 was held on September 8, 2015.

Chapter 16.120 PARKS, OPEN SPACE, AND RECREATION LAND

16.120.010 Purpose

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

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

16.120.040 Cash in lieu of dedication of land

B. Options for Meeting System Development Charge Requirements

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

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

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

CONCLUSION

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

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

<i>Applicant</i>	<i>Scott Salisbury, Canby Self Storage</i>	<i>(503) 515-1596 dirtwurks@gmail.com</i>
	<i>Jason Phillips, Canby Self Storage</i>	<i>(503) 830-6360 west1homes@gmail.com</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>

Canby Self Storage Neighborhood Meeting Meeting Minutes

September 8, 2015

I. Attendees:

Charles Burden

Doug Bowen

Susan Myers

Jon Betts (and guest who did not sign the attendance sheet)

Scott Beck

Scott Salisbury, Owner Member

Jason Phillips, Owner Member

II. Call to order

Jason Phillips and Scott Salisbury called to order the neighborhood meeting of the proposed Canby Self Storage facility at 10:00 am on September 8, 2015 at 221 S Pine Street, Canby, Oregon 97013.

III. Discussion:

- a) Purpose: Scott and Jason began the meeting by discussing the purpose of purchasing the land on SE 1st Avenue in Canby to build approximately 400 self storage units, within 4 buildings on the 2.4 acre parcel with access off SE 1st Avenue. They reviewed with the attendees that they have already completed one pre-application meeting and other meetings with city staff to form the layout for the best fire, life and safety format.
- b) Zoning: This property is already zoned light industrial with permitted use. There is one adjacent property which is zoned “CG – Commercial”, but all other adjacent properties are zoned light industrial. During the meeting it was discussed that there is a section of property behind Fred Meyer, which is currently zoned industrial, however there is a section of this that a group is trying to re-zone as multi-family.
- c) Building Plan: Most units will be well insulated, with the ability to add heat and cool in the future. There was discussion that the center rooms within the building may have some cooling abilities, due to air flow. All buildings will have cement board siding elements, with building A and the office being 100% cement board with height/elevation change and architectural features to make it appealing from the street view.
- d) Fire Walls: It was brought up the question and concern of fire walls. The plan for fire walls is to meet all local and state requirements. There will 3 fire hydrants accessible for the fire department, and a hose layout has already been completed. In addition, the fire department has already determined that the building locations on the property will make it fire truck accessible.

- e) Construction Plan/Timing: The plan for the construction of these buildings will be in 2 phases. Scott and Jason discussed that they are planning on completing all site development at the start, then begin the construction of 2 buildings. When the 2 buildings are nearly filled, the construction for the last 2 buildings will begin. They do not have plans to extend the construction through an indefinite time frame, but rather complete the project quickly. Construction is slated to start Spring/Summer 2016, depending on the weather. Exterior vehicle/RV storage is not planned at this time..
- f) Exterior/Site Conditions: Within the exterior and site conditions, many items were brought up.
1. Services: Utilities (water, sewer, electricity) will be brought down to the site from the 50' street access portion of the property, which will also be used as the driveway and access road to the buildings.
 2. Topography/Height Change: It was brought to the attention, that the property currently has a slight slope, and how was the topography of the property going to change. Currently there is 8-9' grade change from being high in the back of the property to lower in the front. The plan is to complete a 2 ½' – 3' cut and fill with a gradual slope within the property to account for this change.
 3. Site Drainage/Storm Water Drain: The rain and storm water drainage was brought up several times as a very concerning issue among the attendees. The owner/builders are planning on creating a water retention plan with site drains, swales along the outside perimeter of the property and oversize pipes either between buildings or underground, utilizing an 18" storm line to go directly into a detention pond. Any overflow from the detention pond will be piped to the street. The plan is to take care of most of the water onsite, and not redirect the water outside of the property. In addition, the raindrains from the buildings will be split to different areas to help contain the storm water. At this time they are still in the planning phase of the site drainage, and are putting their trust into Sisul Engineering, and their local knowledge of the area, to determine the best overall way to handle any excess water.
 4. Landscaping: At this time, there is a 15% landscape requirement, which will also incorporate the water detention. They will be completing at least the 15% landscaping on the property, along with a fence around the outside perimeter and a gate at the front entrance for security. The sidewalk on SE 1st will be tied into the current sidewalks on either side, along with the driveway approach. Also, a sidewalk will be constructed from the street up to the main office for safety of any pedestrians.
 5. Lighting: There are many restriction from the city for lighting, which they will account for in their lighting plan, which is still in the planning phase. At this time, the drive access will be lighted, perhaps utilizing LED lights, but will keep within the city's required height and illumination requirements.

- g) City Requirements: It was brought up what type of street improvements will be required. It was discussed that they will be completing ½ street improvements, and 50' front street access, which they will extend the approach and tie in the sidewalks to either side. In addition, the builders are contracting with the city's recommended traffic engineer.
- h) Contact: Several times throughout the meeting, personal contact information for both Scott and Jason was announced and they had business cards available for all attendees to take and contact at any time with further questions or concerns.

IV. Adjournment

Jason Phillips and Scott Salisbury adjourned the meeting at 11:30 am. (Although please note that the first visitor left at 11:00 am)

Minutes submitted by: Natalie Lindland

Minutes approved by: [Name]



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MEMORANDUM

DATE: October 29, 2015
TO: Bryan Brown, City of Canby
FROM: Julie Sosnovske, PE
Christopher S. Maciejewski, PE, PTOE
SUBJECT: Canby Self-Storage Trip Generation Analysis

P#11010-055-000

This memorandum summarizes the transportation impacts associated with the proposed Self-Storage building in Canby, Oregon. The proposed project would include about 440 units in 46,940 square feet of self-storage building space.

The project site (Tax Lot: 31E3403600) is located along the south side of SE 1st Avenue approximately 330 feet east of the existing Providence Canby Health Center Driveway. The 2.57 acre site is currently undeveloped. The majority of the site, with the exception of a portion of the proposed driveway entrance (flag lot), is zoned Light Industrial (M-1). The driveway entrance is within the Commercial Manufacturing (C-M) land use zoning. The entire project site is located within the Canby Industrial Area Overlay (I-O); therefore is subject to design guidelines, standards, and conditions of approval identified as part of the Canby Industrial Area Master Plan¹.

The site is planned to be developed in two phases, with the office and approximately half of the units constructed in the first phase and the remaining units constructed in a second phase. Overall, a total warehouse building space of 46,940 square feet is planned, of which approximately 900 square feet will be utilized as office space, with a rest room, that may house a caretaker. Approximately 385-440 storage units are planned, in total. It should be noted that there is a 50,000 square foot cap on warehousing in M-1 zoning.²

Access to the site will be provided by SE 1st Avenue which is classified as a local street by the City of Canby. The proposed project is located within City limits. The proposed expansion would not generate enough traffic to warrant an off-site transportation impact analysis, therefore estimated project trip generation and a review of site access and circulation are documented below.

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

² Per Pre-Application Meeting notes, April 14, 2015.



Project Trip Generation

The amount of new vehicle trips generated, assuming the maximum of 440 storage units, was estimated using the ITE Trip Generation Manual for similar land use types³. Trip generation estimates for the proposed expansion are provided for daily, morning and evening peak hours and are summarized in Table 1. Trip generation was not determined separately for each phase since the number of units planned for each phase was not provided and the project is expected to have relatively low trip generation. Since the additional morning and evening peak hour trip generation is relatively low (9 trips during each peak hour), no off-site impacts were evaluated.

Table 1: Proposed Vehicle Project Trip Generation Estimate

Land Use (ITE Code)	Quantity	Time Period	Trip Generation Rate	Peak Hour Trips			Daily Trips
				In	Out	Total	
Mini Warehouse	440 Storage Units	AM Peak	0.02 trips/unit	5	4	9	110
		PM Peak	0.02 trips/unit	4	5	9	

The following sections discuss the evaluation of intersection sight distance, access spacing, site circulation, safety and parking.

Site Access and Circulation Review

Access to the site is proposed via SE 1st Avenue. A new access is proposed on the south side of the roadway, approximately 650 feet east of Sequoia Parkway. SE 1st Avenue is one-way eastbound for approximately the first 300 feet east of Sequoia Parkway. Visitors unfamiliar with the area may be tempted to exit SE 1st Avenue to the west using the fire lane to the east of the Providence Canby Medical Plaza, on private property. Public street access for those exiting the site toward OR 99W or downtown Canby would be via SE 1st Avenue to the east, south on SE Hazel Dell Way and north on Sequoia Parkway. This route causes significant out-of-direction travel (3,350 feet or 0.65 mile versus 650 feet via SE 1st Avenue, if it were open to westbound traffic). SE 1st Avenue is likely closed to westbound travel due to the intersection of SE 1st Avenue/Sequoia Parkway being too close to the Sequoia Parkway/OR 99E intersection (approximately 250 feet). Signage should be provided at the site egress, indicating that access to OR 99E is to the right.

SE 1st Avenue is classified as a local street and includes sidewalks adjacent to developed properties. SE 1st Avenue is improved immediately to the west to the City's local industrial roadway standards (40 foot paved width) and unimproved (22 foot paved width) to the east of the site. However, pedestrian curb extensions are provided immediately to the west of the site, defining an on-street parking area and reducing the available 40 foot paved width. The posted speed is 25 miles per hour. A half-street improvement consistent with the City's local industrial

³ Trip Generation Manual, Institute of Transportation Engineers, 9th Edition.



street cross-section, plus 10 feet on the other side, should be constructed, and the project driveway should be constructed per City’s local industrial street cross-section.⁴ The roadway to the east is unimproved and does not provide facilities for pedestrians or bicycles. Since customers will be required to exit to the east, they will be traveling along this unimproved roadway section.

There is an existing marked crosswalk across SE 1st Avenue just west of the proposed project driveway. The crosswalk striping is faint, but should not be restriped, since it leads to an unimproved frontage.

Intersection Sight Distance

Intersection sight distance to the east is currently limited at the proposed project accesses on SE 1st Avenue. Based on a posted speed of 25 mph, American Association of State Highway and Transportation Officials (AASHTO) sight distance requirements specify that 240 feet and 280 feet for right and left turning vehicles, respectively, should be provided.⁵ The existing available sight distance is summarized in Table 1. Vegetation obstructs sight distance to the east for left-turning vehicles by about 20 feet short of the required sight distance, as shown in Figure 1. Sight distance could be improved beyond what was measured if vegetation to the east of the site were trimmed. Sight triangles at project accesses should be kept clear of objects (e.g. on-street parking, landscaping, fencing, etc.). The project sponsor may need to work with the adjacent property owner to ensure vegetation is trimmed.



Figure 1: Sight distance to east

Table 2: Intersection Sight Distance at Proposed Project Access

<i>Access</i>	<i>Posted Speed</i>	<i>Turning</i>	<i>Sight Distance Required⁶</i>	<i>Available Sight Distance</i>	<i>Sight Distance Adequate?</i>
Proposed Project Access/SE 1st Avenue	25 mph	Left	280 ft.	260 ft.	No
	25 mph	Right	240 ft.	350 ft.+	Yes

⁴ Per Pre-Application Meeting notes, April 14, 2015.

⁵ A Policy on Geometric Design of Highways and Streets, AASHTO, 2011.

⁶ A Policy on Geometric Design of Highways and Streets, AASHTO, 2011, Intersection Sight Distance, based on posted speed of 25 mph.



Access Spacing

Per the City of Canby access spacing standards, the minimum spacing “driveway to driveway” as measured from centerline to centerline on both sides of the street is 10 feet for local streets.⁷ There is one existing access on the north side of SE 1st Avenue that will likely be about 30 feet (centerline to centerline) from the proposed project access. This spacing meets the City’s standard, is an existing access, and appears to be a relatively low volume driveway. Therefore, this does not appear to be a significant conflict.

Site Circulation Review

Internal motor vehicle circulation was reviewed to ensure that adequate accessibility and circulation routes are provided. Drive aisles measuring 24 to 31 feet wide are provided throughout the site. These drive aisles should be adequate, especially since a maximum of a few storage units are expected to have customers at a time. Truck turning template analysis should be conducted by the project sponsor’s engineer to ensure adequate space for maneuvering trucks on site.

The preliminary site plan includes good pedestrian connectivity from the public street to the main project site entrance/office building. Sidewalks are not required on site since most customers will drive to their assigned unit. Drive aisles are paved and traffic volumes are expected to be low, so pedestrians can use these aisles to access storage units.

Safety

The previous three years of crash records (2012-2014) were reviewed near the project accesses to screen for any safety related deficiencies. No crashes were reported along SE 1st Avenue in the vicinity of the proposed project site.

Parking

The City’s parking standards⁸ were reviewed for the proposed use. The “warehouse” use listed would be the most similar to self-storage, however, based on that use, approximately 94 parking stalls would be required, which would not be reasonable for this use. The City’s standards also require a minimum of 5 parking spaces overall for industrial uses. This standard would be more reasonable for this use. The Institute of Transportation Engineers *Parking Generation*⁹ provides parking generation rates based on surveys of similar facilities. The estimated parking demand based on ITE’s *Parking Generation*, is summarized in Table 2. Based on this, the provided on-site parking would be one stall short of the demand.

⁷ Access Spacing Standards for City Street Facilities, Table 7-2, Canby Transportation System Plan, December 2010.

⁸ City of Canby Municipal Code, Section 16.10.050 Parking standards designated.

⁹ Institute of Transportation Engineers, *Parking Generation*, 4th Edition, Code 151.



Table 2: Parking Requirements for Proposed Self-Storage

Land Use (ITE Code)	Quantity ^a	Parking Demand	Estimated Parking Demand (ITE)	Parking Provided	Parking Demand Met?
Mini-Warehouse (Code 151)	Phase 1: 20.2 KSF	0.14 spaces/KSF	3 stalls		
	Phase 2: 26.7 KSF	0.14 spaces/KSF	4 stalls		
Site Total	46.9 KSF		7 stalls	6 stalls	No

^a KSF = Thousand Square Feet

Findings

- All SE 1st Avenue frontage improvements shall be constructed in conjunction with the first phase of development.
- The increase in vehicle trips associated with the proposed project (9 trips during the AM peak hour and 9 trips during the PM peak hour) would not significantly impact traffic operations along the surrounding transportation network.
- The site driveway will need to meet American Association of State Highway and Transportation Officials (AASHTO) sight distance requirements.¹⁰ This includes providing adequate sight triangles at the driveway that are clear of objects (on-street parking, buildings, landscaping, etc.) that could potentially limit vehicle sight distance. This may require coordination with the adjacent property owner to the east to trim vegetation. Prior to occupancy, sight distance at the new access point will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.
- Sidewalks throughout the site and along the project frontage on SE 1st Avenue should meet the City’s current design standards¹¹ in compliance with ADA requirements.¹²
- Truck turning template analysis should be conducted by the project sponsor’s engineer to ensure adequate space for maneuvering trucks on site.
- Guide signage to OR 99E should be provided that direct vehicles to the east
- Remove existing crosswalk marking along SE 1st Avenue

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

¹⁰ Geometric Design of Highways and Streets, AASHTO, 2011.

¹¹ Local Street/Alley Standard Cross Sections, Figure 7-6, City of Canby Transportation System Plan, December 2010.

¹² ADA Standards for Accessible Design, United States Department of Justice, September 2010.

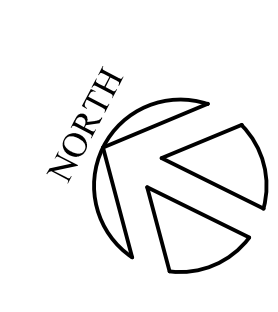
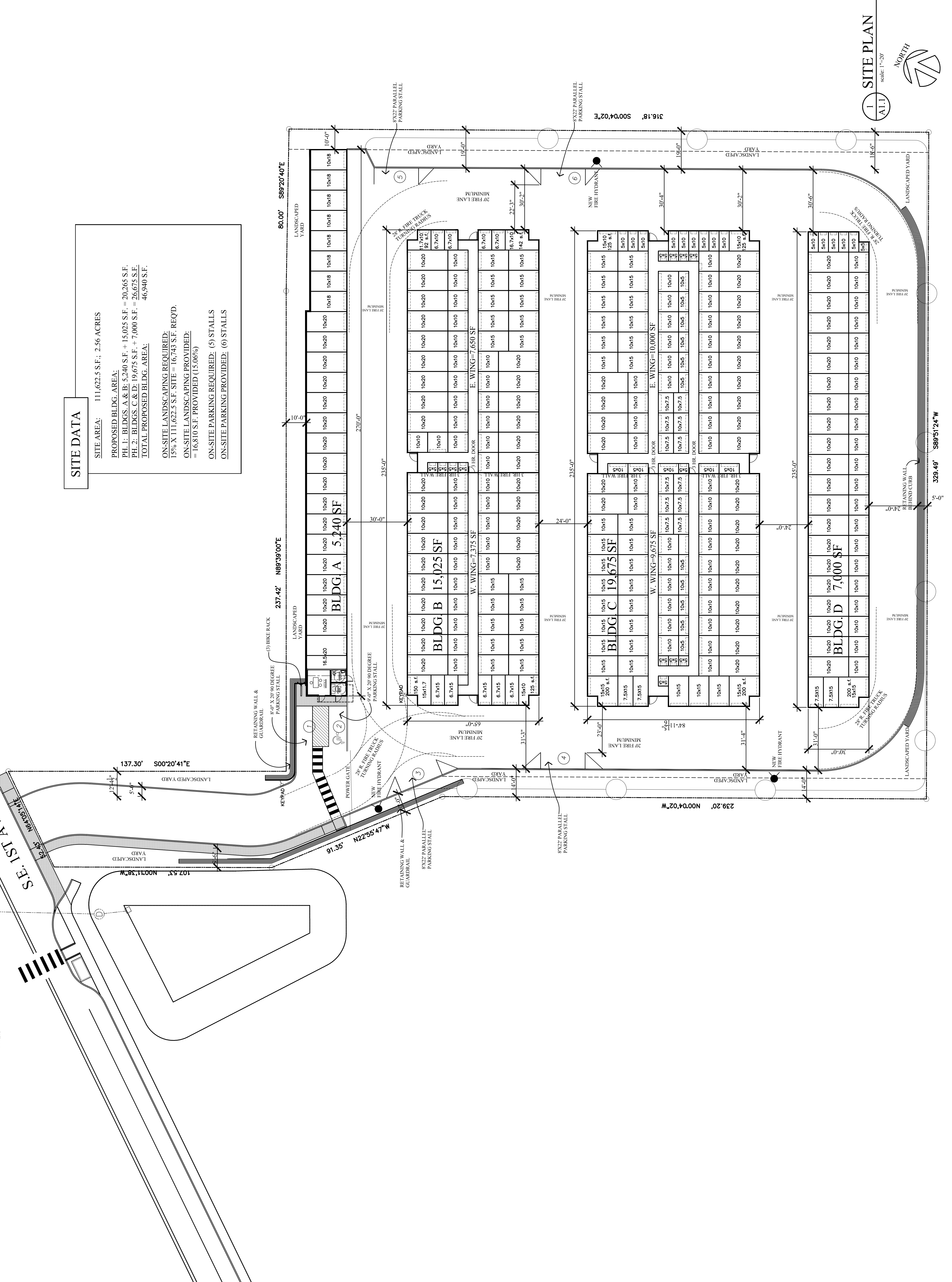
SCOTT R. BECK
ARCHITECT
361 N.E. Third Avenue
Canby, Oregon 97013
(503) 266-9270

Mini Storage Facility
CANYBY SELF STORAGE
SALISBURY CONSTRUCTION
1485 S. HAWTHORNE CT.
OREGON CITY, OR 97013
(503) 515-1596

SITE PLAN
revisions:
date: 8/26/2015
scale: 1"=20'
drawn: SRB
job no: 1513
A1.1

SITE DATA

SITE AREA: 111,622.5 S.F.; 2.56 ACRES
PROPOSED BLDG. AREA:
PH. 1: BLDGS. A & B: 5,240 S.F. + 15,025 S.F. = 20,265 S.F.
PH. 2: BLDGS. C & D: 19,675 S.F. + 7,000 S.F. = 26,675 S.F.
TOTAL PROPOSED BLDG. AREA: 46,940 S.F.
ON-SITE LANDSCAPING REQUIRED:
15% X 111,622.5 S.F. SITE = 16,743 S.F. REQ'D.
ON-SITE LANDSCAPING PROVIDED:
= 16,810 S.F. PROVIDED (15.06%)
ON-SITE PARKING REQUIRED: (5) STALLS
ON-SITE PARKING PROVIDED: (6) STALLS



1 SITE PLAN
A1.1 scale: 1"=20'

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 Mini Storage Facility
 SALISBURY CONSTRUCTION
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 OREGON CITY, OR 97013
 S.E. FIRST AVE.
 CANBY, OR 97013
 (503) 515-1596

SITE PLAN
 A1.1
 date: 10/20/2015
 scale: 1"=20'
 drawn: SRB
 job no: 1513

SITE DATA

SITE AREA: 111,622.5 S.F.; 2.56 ACRES

ZONING: CM - COMMERCIAL MANUFACTURING
 M-1 LIGHT INDUSTRIAL BOTH WITH
 I-O INDUSTRIAL OVERLAY

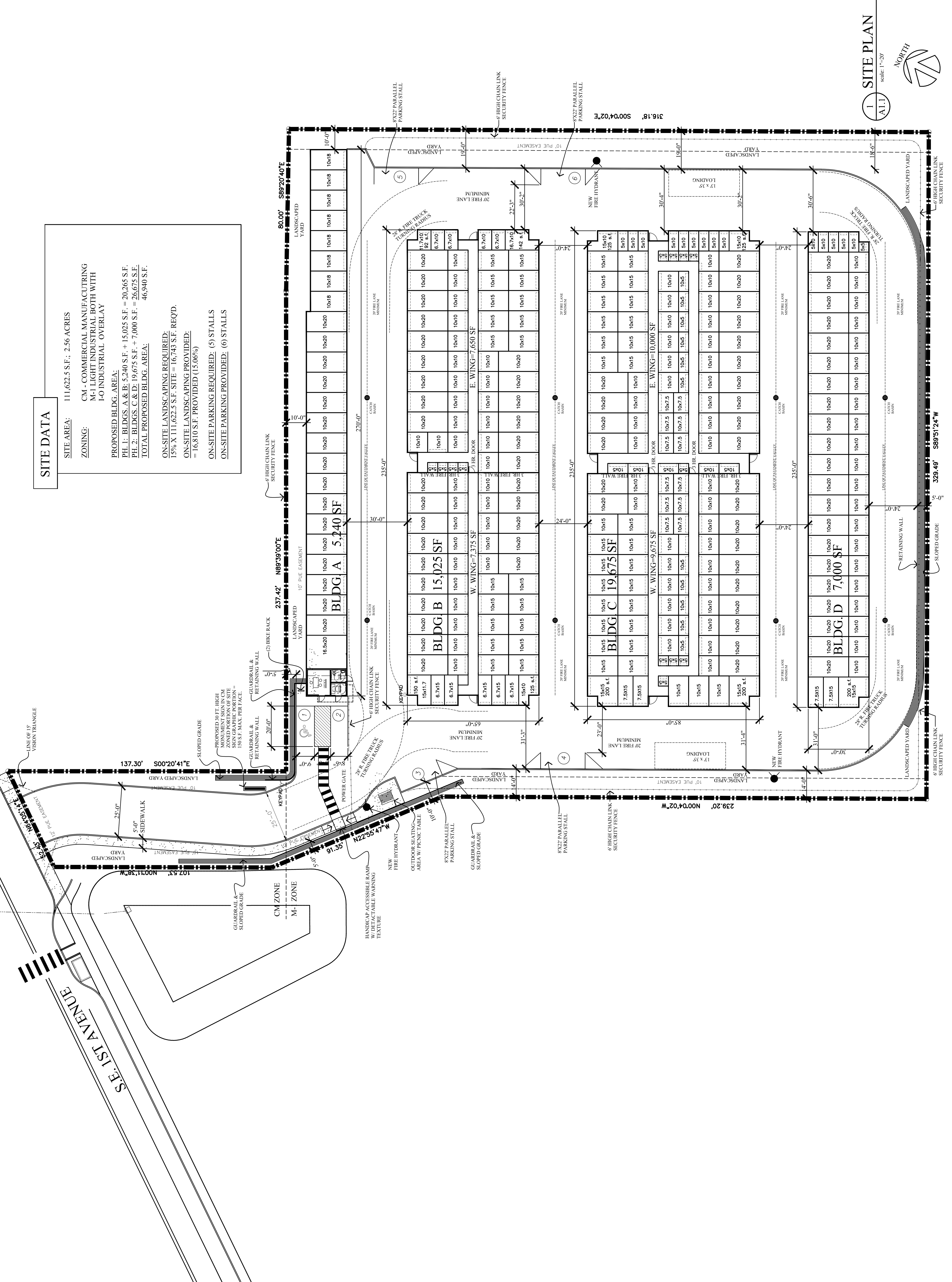
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 PH. 1: BLDGS. A & B: 5,240 S.F. + 15,025 S.F. = 20,265 S.F.
 PH. 2: BLDGS. C & D: 19,675 S.F. + 7,000 S.F. = 26,675 S.F.
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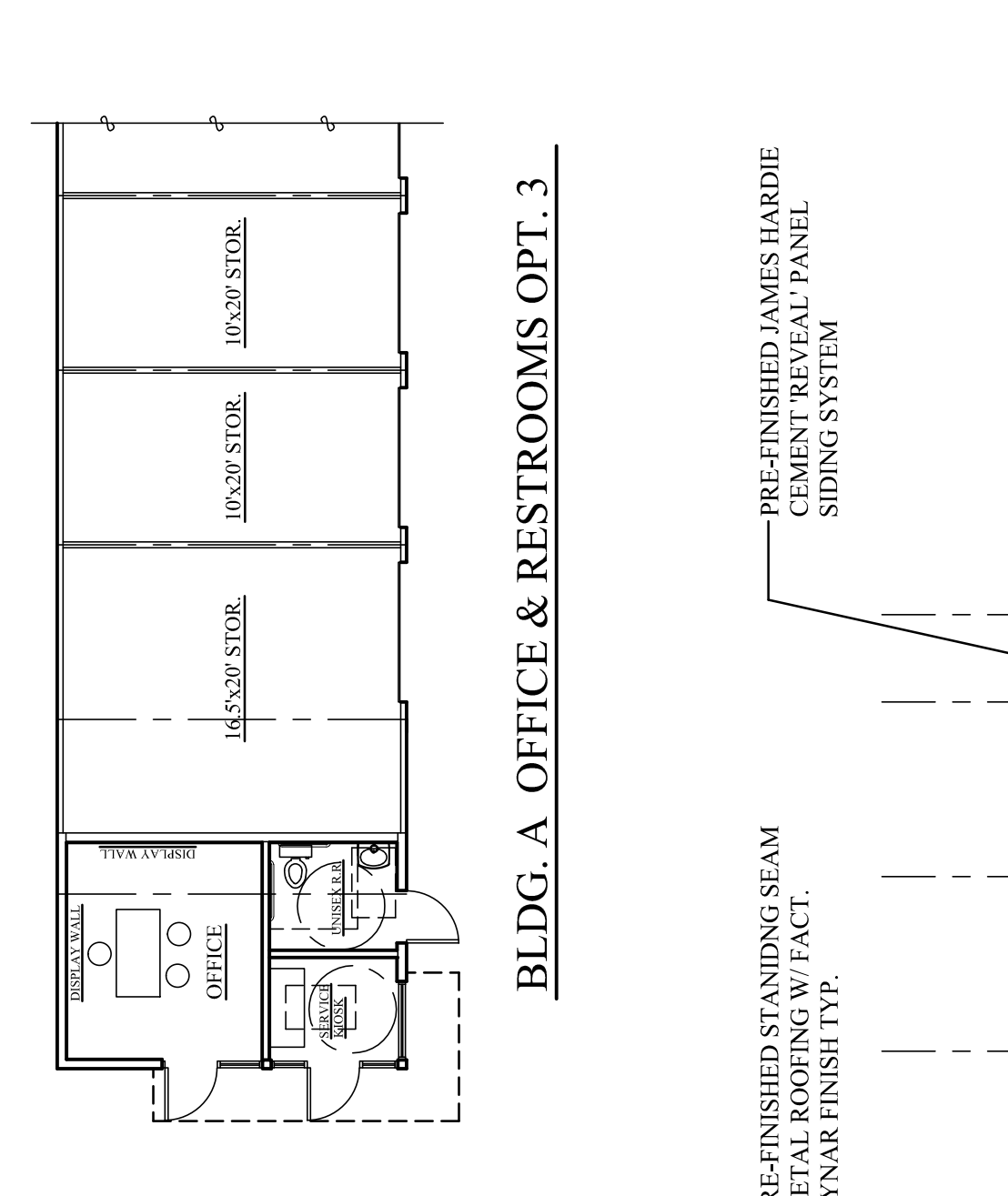
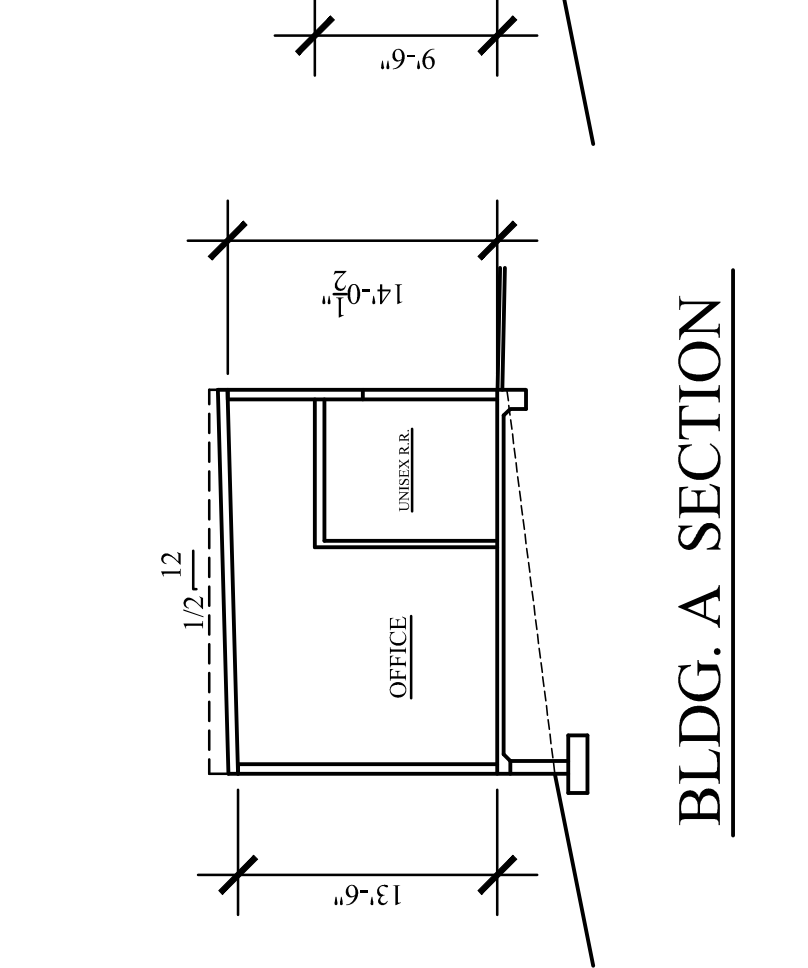
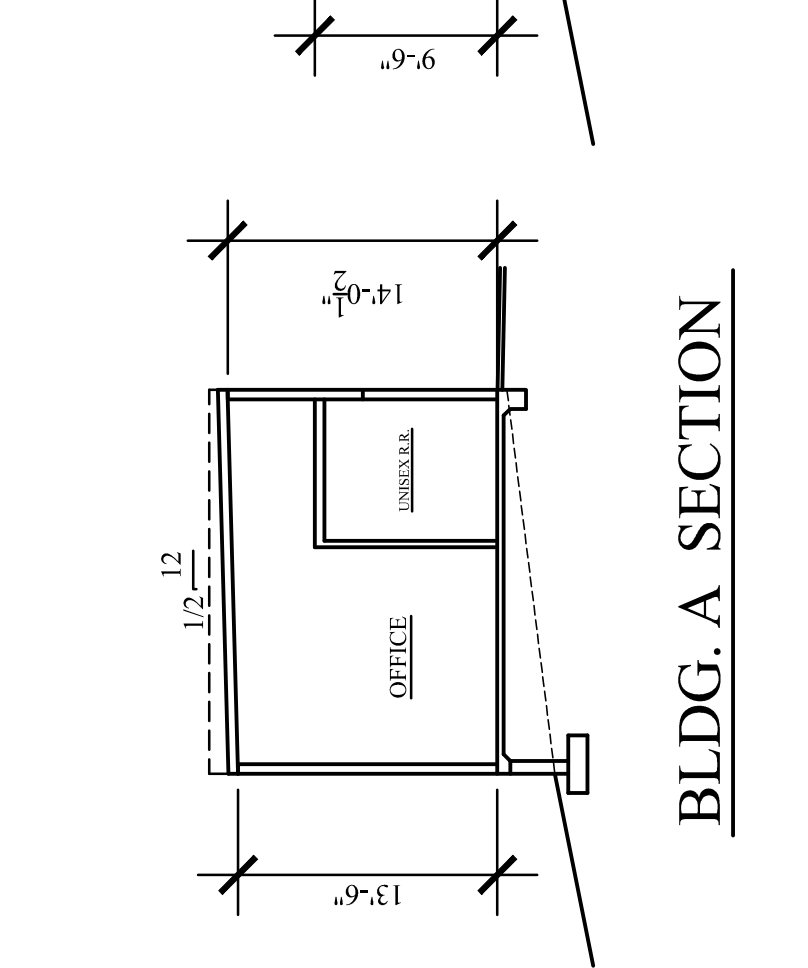
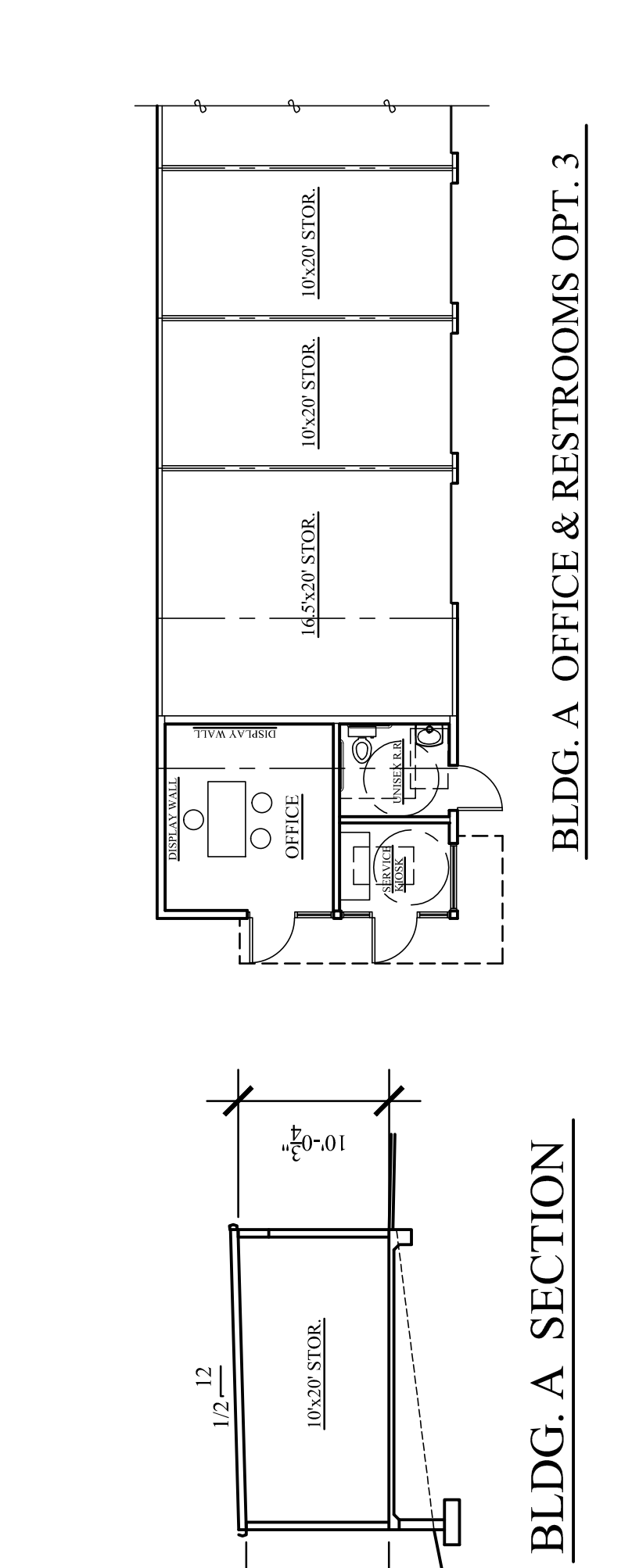
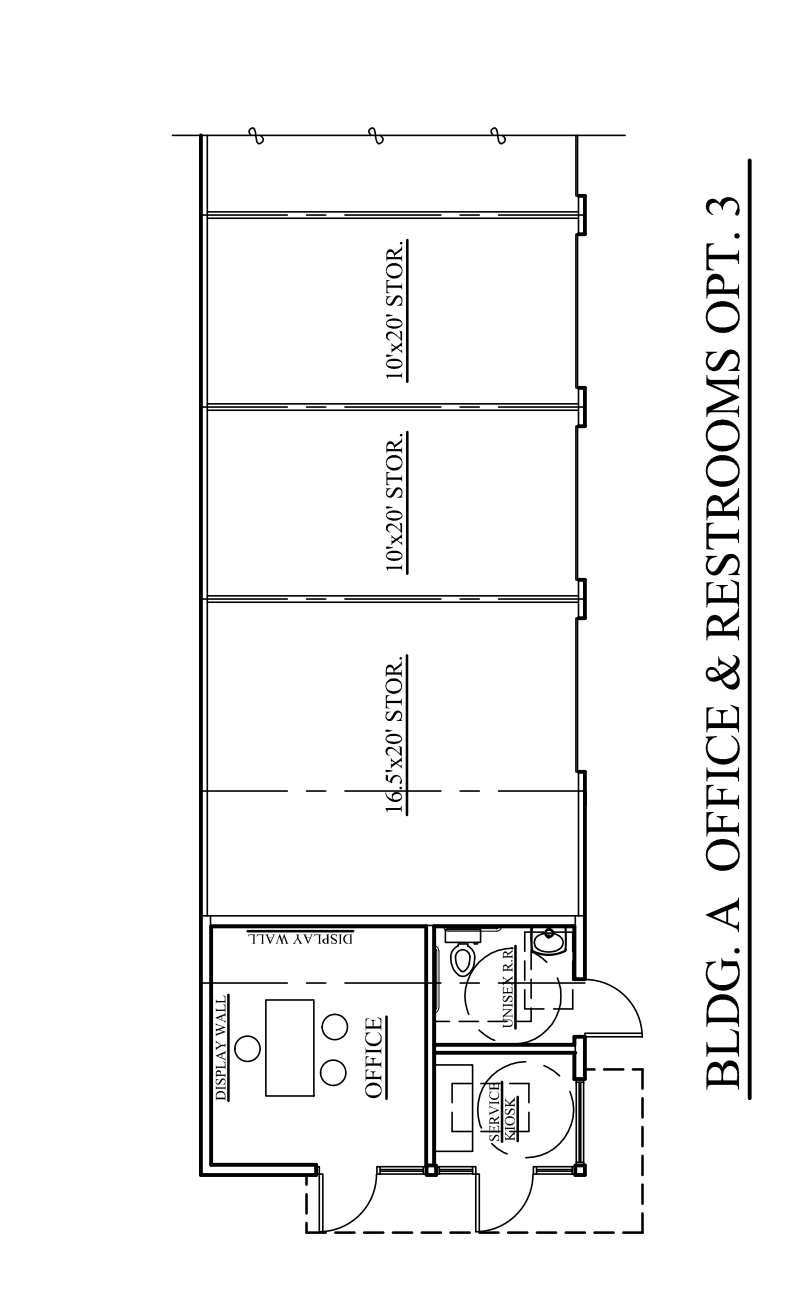
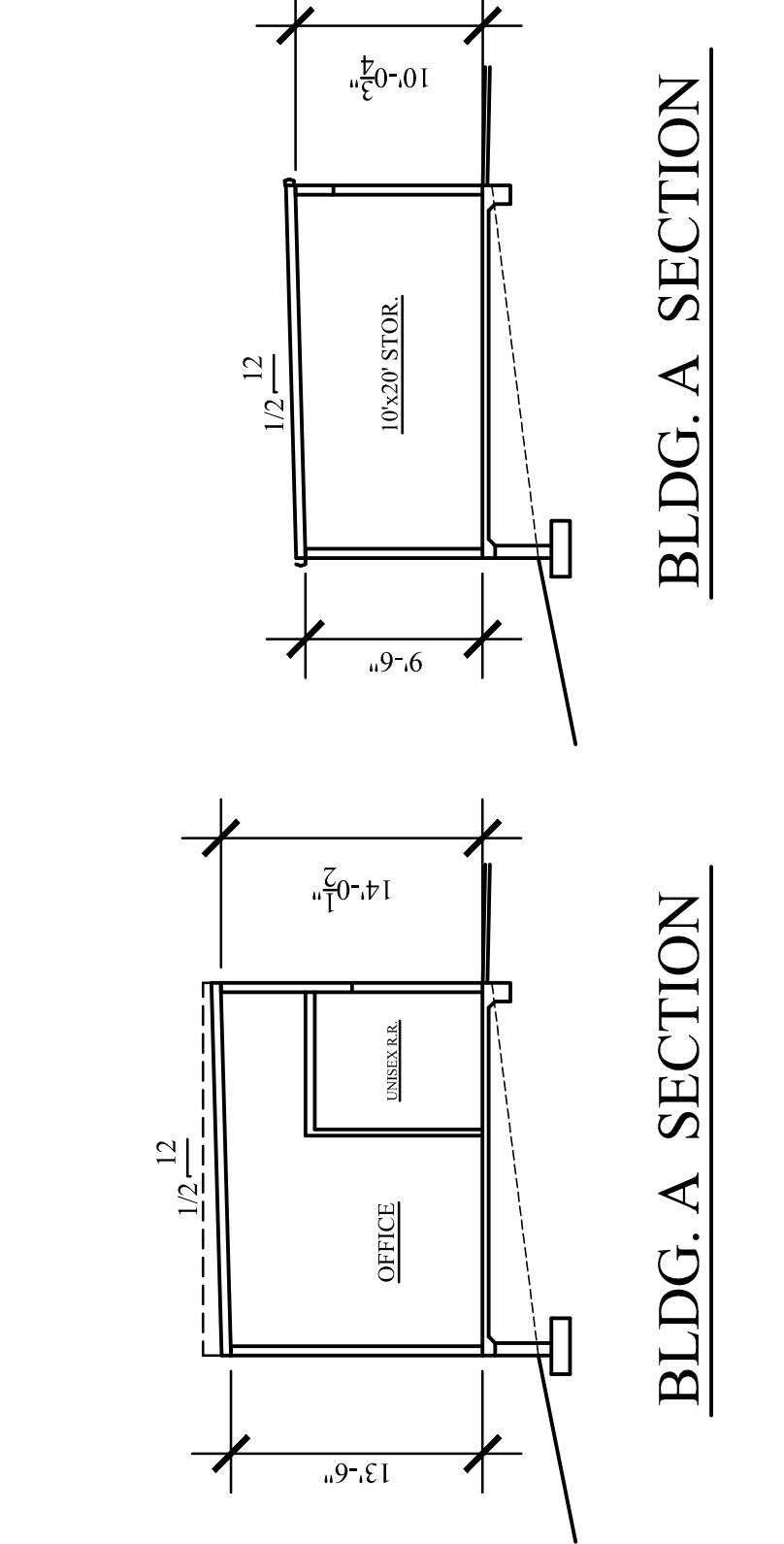
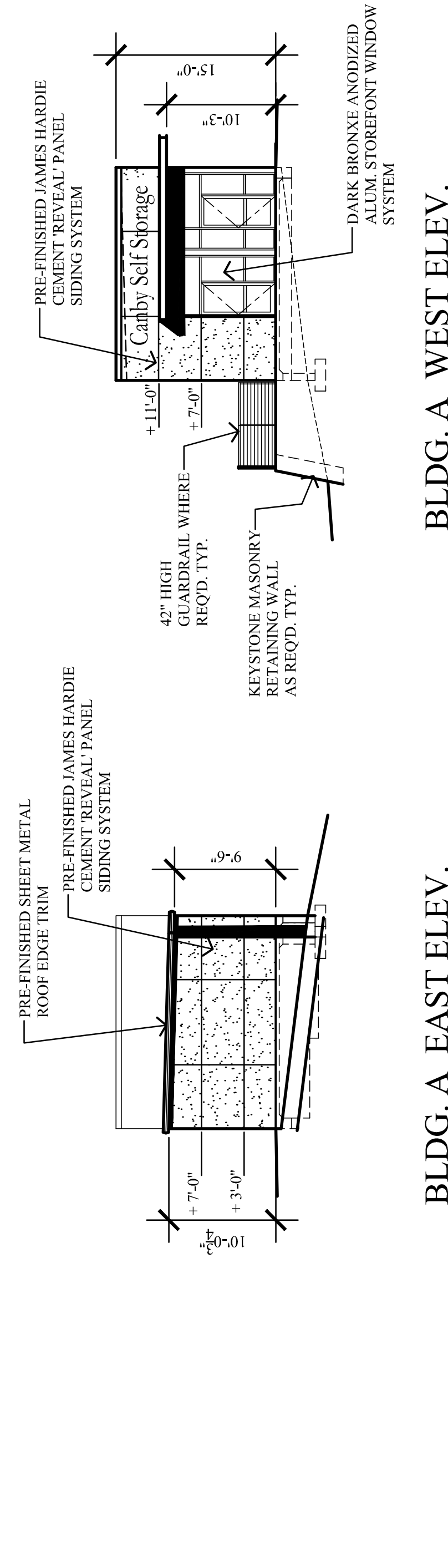
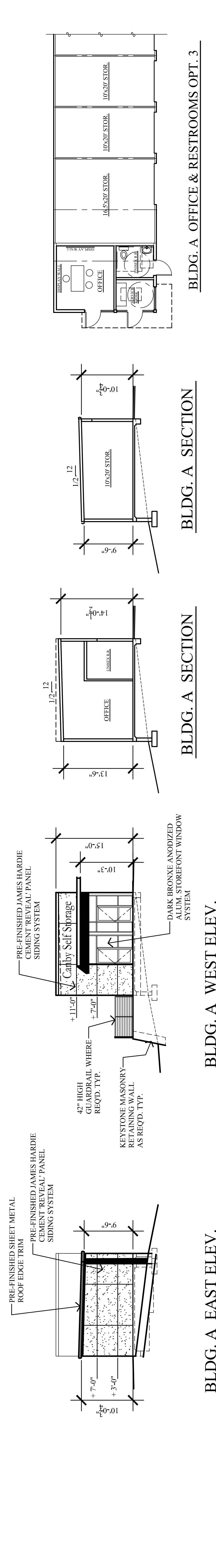
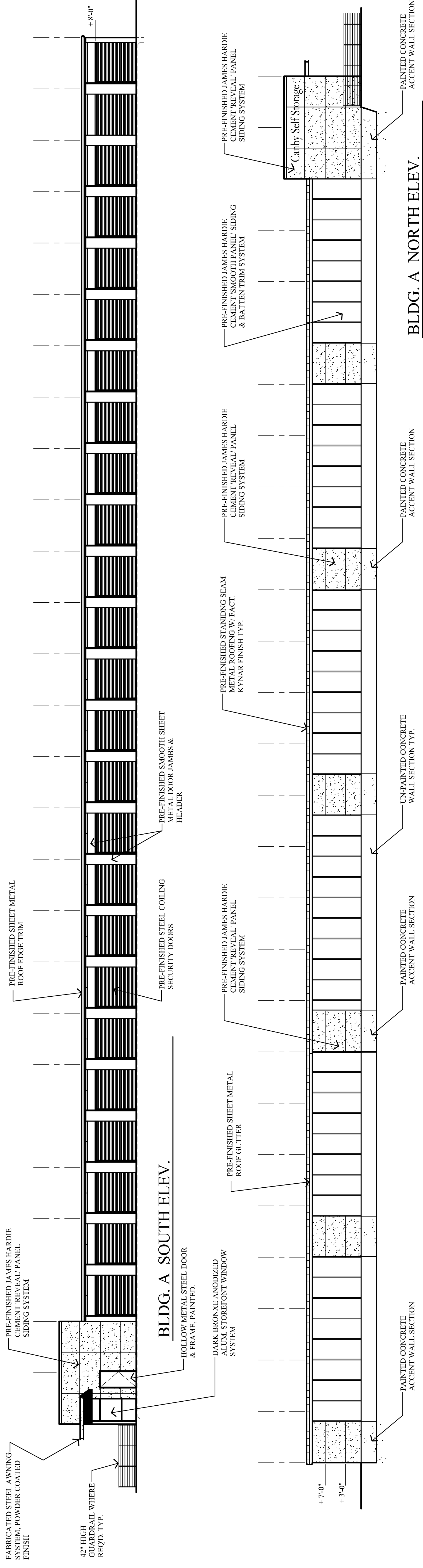
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ON-SITE LANDSCAPING PROVIDED:
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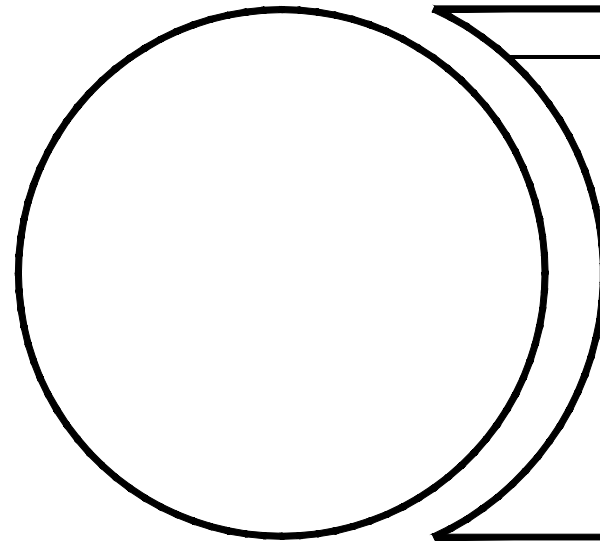




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 Mini Storage Facility
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 CANBY, OR 97013
 P.O. BOX 323
 BEAVERCREEK, OR 97004
 (503) 515-1596

BUILDING ELEVATIONS
 revisions:
 date: 10/20/2015
 scale: 1"=10'
 drawn: SRB
 job no.: 1513
 A2.1



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(503) 515-1596

BUILDING
ELEVATIONS

revisions:

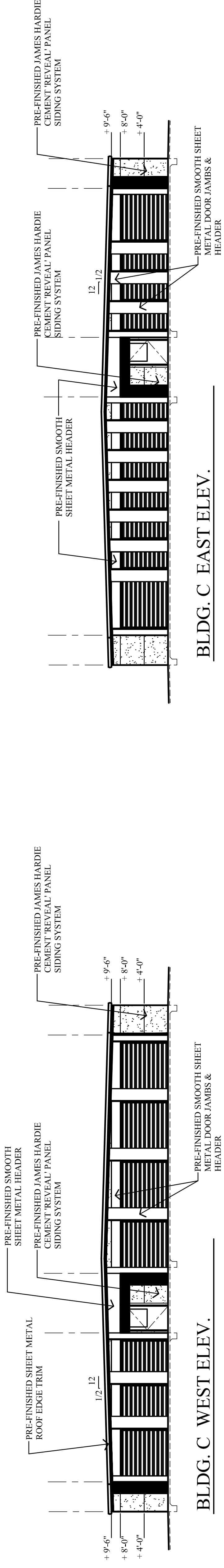
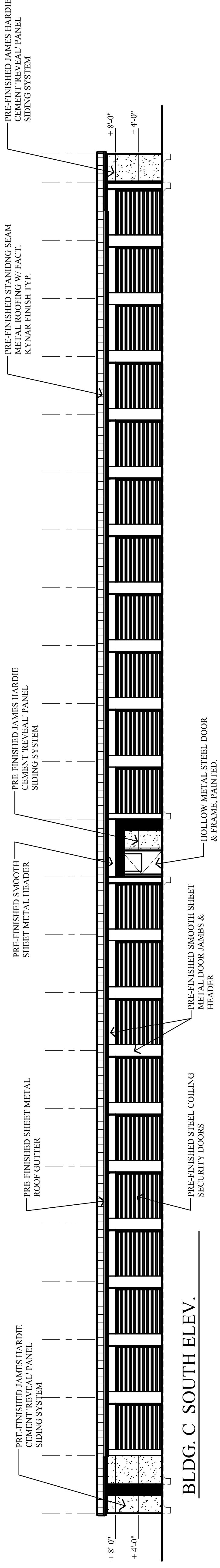
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scale: 1"=10'

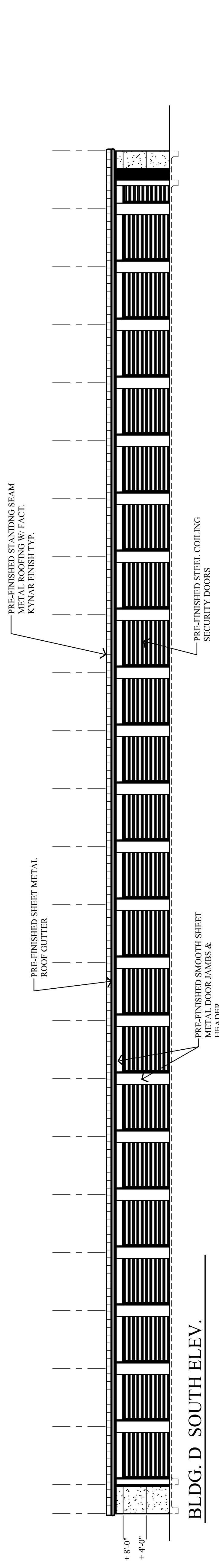
drawn: SRB

job no: 1513

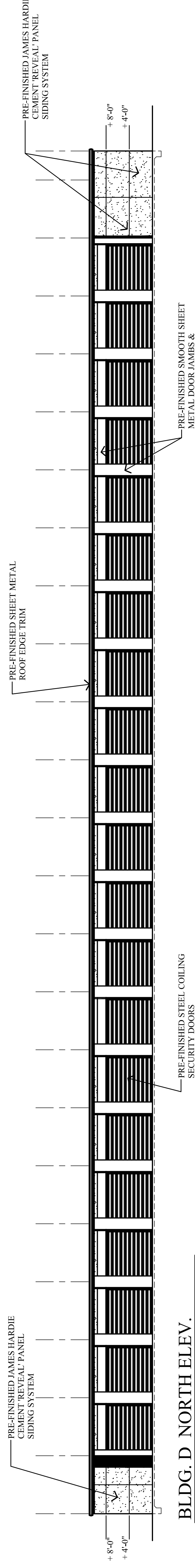
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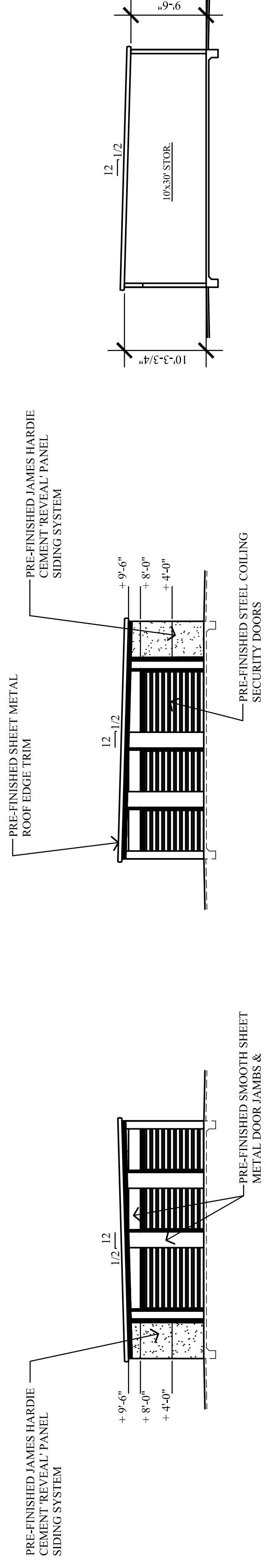
BLDG. C EAST ELEV.



BLDG. D SOUTH ELEV.



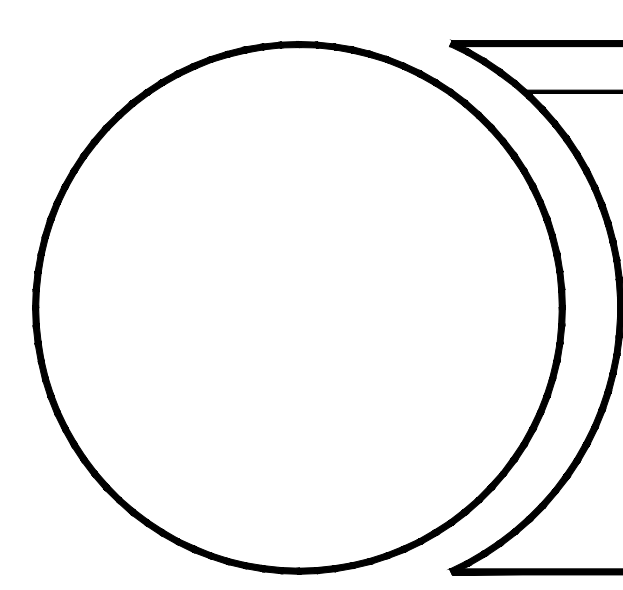
BLDG. D NORTH ELEV.



BLDG. D EAST ELEV.

BLDG. D WEST ELEV.

BLDG. D CROSS SECTION



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OREGON CITY, OR 97013
(503) 515-1596

LANDSCAPING PLAN

revisions: 10-12-15
Aurora Landscaping
22333 Boones Ferry Rd. NE
Aurora, OR 97002

date: 10/2015
scale: 1"=20'
drawn: JMM
job no: SGL15-066

L1.1

LANDSCAPING PLAN
L1.1 scale: 1"=20'

1

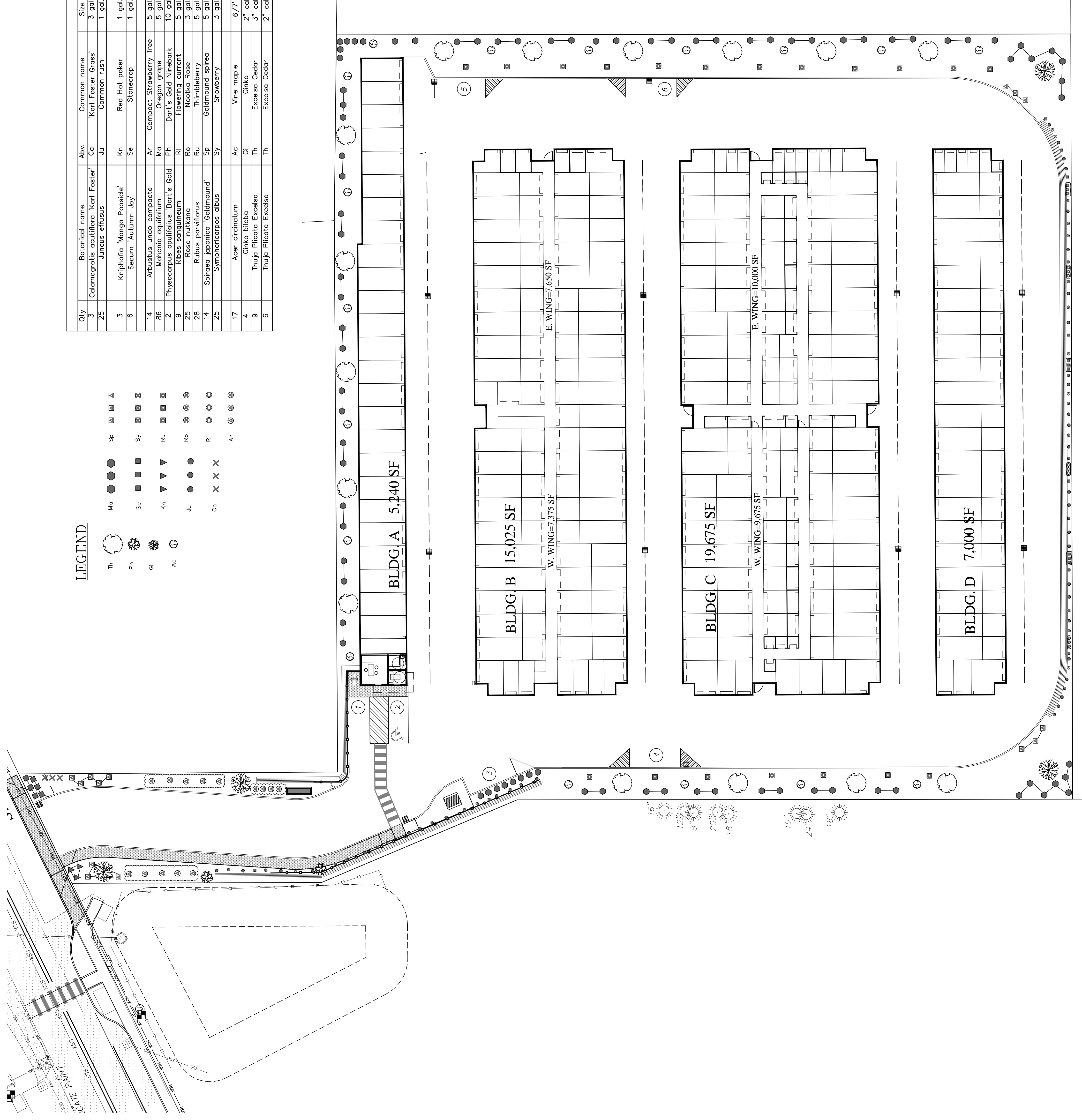
NORTH

Qty	Botanical name	Abv.	Common name	Size	Type
3	Calamagrostis acutiflora 'Karl Foster'	Ca	'Karl Foster' Grass	3 gal.	Grass
25	Juncus effusus	Ju	Common rush	1 gal.	Grass
3	Kripholia 'Mango Popsicle'	Kn	Red Hot poker	1 gal.	Perennial
6	Sedum 'Autumn Joy'	Se	Stonecrop	1 gal.	Perennial
14	Abutilon undulatum compacta	Ar	Compact Strawberry Tree	5 gal.	Shrub
86	Mariania aquilifolium	Ma	Oregon grape	5 gal.	Shrub
2	Physocarpus opulifolius 'Dart's Gold'	Ph	Dart's Gold Ninebark	10 gal.	Shrub
9	Ribes sanguineum	Ri	Flowering currant	5 gal.	Shrub
25	Rosa nutkana	Ro	Nootka Rose	3 gal.	Shrub
28	Rubus parviflorus	Ru	Thimbleberry	5 gal.	Shrub
14	Spiraea japonica 'Goldmound'	Sp	Goldmound spirea	5 gal.	Shrub
25	Symphoricarpos albus	Sy	Snowberry	3 gal.	Shrub
17	Acer circinatum	Ac	Vine maple	6/7'	Tree
4	Ginkgo biloba	Gi	Ginkgo	2" cal.	Tree
9	Thuja Plpicata Excelsa	Th	Excelsa Cedar	3" cal.	Tree
6	Thuja Plpicata Excelsa	Th	Excelsa Cedar	2" cal.	Tree

25% OF TOTAL # OF TREES = 3" CALIPER

LEGEND

- Th
- Ph
- Gi
- Ac
- Ma
- Sp
- Se
- Sy
- Ru
- Ro
- Ca
- Ar



PHILIPS
Stonco

Wall mount

LytePro LED Sconce

LPW16



Project: _____

Location: _____

Cat.No: _____

Type: _____

Quantity: _____

Notes: _____

The Philips Stonco LytePro LED Small Wall Sconce LPW16 features outstanding value in a compact, architectural design. This wall sconce features state-of-the-art, long-life and maintenance savings, in a combined discreet LED package with high precision over-optic design. This powerful and precise combination offers outstanding energy savings with excellent photometric performance. LPW16 is ideal for entryways and corridors in addition to wall lighting applications requiring strong lateral spacing and forward pattern projection.

Stocked luminaires – Ordering guide¹

Catalog Number	Description	Master Pack, Qty	UPC Code
LPW16-58BZ	LPW16, 30W, 530mA, 4000K, 120-277V, Bronze textured paint	6	786034960540
LPW16-51BZPCB	LPW16, 30W, 530mA, 4000K, 120V, Bronze textured paint, w/button photocell	6	786034960557
LPW16-78BZ	LPW16, 40W, 700mA, 4000K, 120-277V, Bronze textured paint	6	786034960502
LPW16-78DGY	LPW16, 40W, 700mA, 4000K, 120-277V, Dark gray textured paint	6	786034960489
LPW16-71BZPCB	LPW16, 40W, 700mA, 4000K, 120V, Bronze textured paint, w/button photocell	6	786034960519

Stocked accessories - Ordering guide (Must be ordered separately)

Catalog Number	Description	Master Pack, Qty	UPC Code
LPWCVRPLT-BZ	LPW Universal wall cover mounting plate, Bronze textured paint	(none)	786034960618

Description of catalog codes

Family	Drive current	Voltage	Finish	Options
LPW16 = LytePro 16 LED Small Wall Sconce	5 = 530mA drive current 7 = 700mA drive current	8 = 120-277V 1 = 120V	BZ = Bronze textured paint DGY = Dark gray textured paint	PCB = Button photocontrol

1. Color availability and options vary by model; consult stock luminaires ordering guide above.

LPW16 LytePro LED Small Wall Sconce

Features

LPW16 wall sconce delivers 3,374 lumens at 36W, with an efficacy of 93 lumens per watt. Other wattages available per charts noted below--.

- LP16W-5, 30W LED may effectively replace 70-100W HID luminaires²
- LP16W-7, 40W LED may effectively replace 100-150W HID luminaires¹
- 4000K neutral white at 70 CRI (minimum) is standard
- LPW16 offers two in-stock colors on standard units
- Button photocell available in 120V, bronze luminaires only
- 5-year limited warranty, see philips.com/warranties for specific details

Performance/Specifications (LP16W-7)

Distribution	Type 3
Initial Lumens	3,374
Average Wattage	36
Lumens/Watt	93
BUG Rating*	B1/U0/G1
Luminaire Weight	~6lbs (2.7Kg)

Performance/Specifications (LP16W-5)

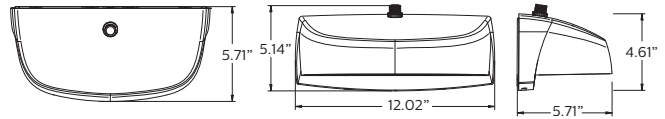
Distribution	Type 3
Initial Lumens	2,698
Average Wattage	28
Lumens/Watt	96
BUG Rating	B1/U0/G1
Luminaire Weight	~6lbs (2.7Kg)

Ratings/Approbations/Certifications

Ingress Protection	IP65 Optical
DLC Listed	DLC QPL
cETLus	Certified for use in wet locations
Rated Ambient Temperature	-40°C (-40°F) to 40°C (104°F)

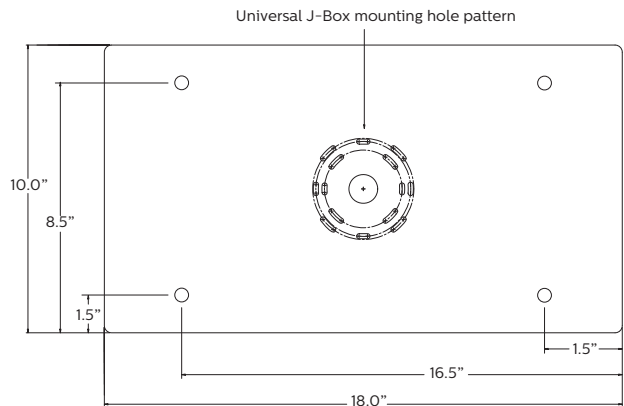
2. Comparable equivalency to HID and other lamp sources depends on multiple criteria including mounting height, fixture spacing, efficiency, performance and classification of the luminaire being replaced and application lighting criteria required for the given project.
3. PCB shown for placement only, available on specific models only (see ordering guide).

Fixture Dimensions³



Accessory Dimensions (ordered separately)

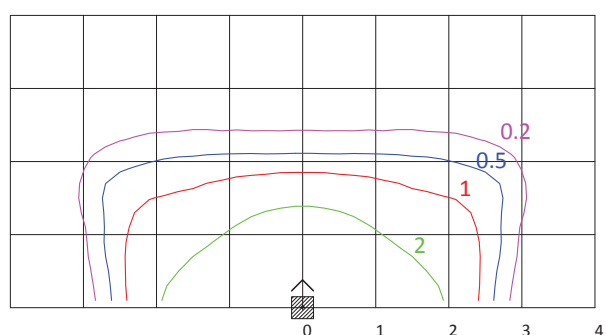
LPWCVRPLT-BZ LPW Universal wall cover mounting plate, 0.08" aluminum, bronze textured paint (used to cover larger pre-existing opening or surfaces, field installed). Offers same J-Box pattern as luminaire or may lagged to wall using (4) knockouts.



Distribution Pattern

LPW16-7 10' MOUNTING HEIGHT			
MOUNTING HEIGHT	8'	10'	12'
MULTIPLIER	1.60	1.0	0.70

- Isolines shown at 2.0, 1.0, 0.5, & 0.2 FC.
- Choose mounting height. Use MULTIPLIER (X) EXISTING FC VALUE = NEW FC VALUE.
- FC values are based on initial lumen output.
- Gridline spacing is in units of chosen mounting height
- For LPW16-5 configuration, scale down by 29%.



LPW16 LytePro LED Small Wall Sconce

General Description

The Philips Stonco LytePro LED Small Wall Sconce LPW16 combines excellent performance, design and value to meet the needs of the energy and budget conscious. The LPW16 is available for use in downward facing, surface wall mount applications, over recessed j-boxes or where power can be directly fed through back surface, whereby connections splices can be made inside the luminaire housing. Five SKU's are available as in-stock configurations (2-day quick ship).

40W Model: Two standard units are available in two different finishes. 120V button photocell is available in bronze only. 30W Model: Standard units available in bronze only, with and without photocell. 30W model is California Title 24 compliant.

Housing

Die-cast housing houses both the LED and driver assemblies. Design incorporates an integrated heat sink to maximize thermal performance and reliability. Backplate is corrosion free, composite polycarbonate, with built-in level bubble, offers integral interlocking hook and mount design for easy installation.

Mounting

Easy interlocking hook and mount housing/backplate design for easy installation. Mounts over 3.5", 4" octagonal j-boxes and single gang switch boxes or can be directly lagged to surface. Ensure proper steps for gasket/sealing luminaire to surface.

IP Rating

Optical compartment is IP65 rated.

LED Board and Array

Provides up to 93 lm/W in LPW16-7 and 96 lm/W in LPW16-5 at the system level. Standard color temp is 4000K +/- 250K, minimum 70 CRI.

Electrical

Driver efficiency (>90% standard). 120-277V. Temp range: -40°C (-40°F) to 40°C (104°F). Open/short circuit protection. Inherent surge protection up to (4KVA). RoHS compliant.

Listings

Product is cETLus listed suitable for Wet Locations. Suitable for use in ambients from -40°C to 40°C (-40°F to 104°F). DesignLights Consortium® qualified. Stocked SKUs of the LPW family are made in China.

Finish

Each luminaire receives a fade and abrasion resistant, electrostatically applied, thermally cured, triglycidal isocyanurate (TGIC) textured polyester powdercoat finish. Two standard colors are available: Dark Grey, and Bronze. Specific options are only available in bronze.

Warranty

LPW16 luminaires, the LED arrays, and the drivers are all covered by a 5-year limited warranty. See philips.com/warranties for details.

LED Performance:

PREDICTED LUMEN DEPRECIATION DATA^{4,6}

Ambient Temp. °C	Calculated L70 hrs ⁵	Reported L70 Per TM-21 ^{5,6}	Calculated Lumen Maint. % @60,000 hrs
up to 40°C	>200,000 hrs	>60,000 hrs	94.0%

4. Calculated performance derived from LED manufacturer's data and engineering design estimates, based on IESNA LM-80 methodology. Actual experience may vary due to field application conditions.

5. L70 is the predicted time when LED performance depreciates to 70% of initial lumen output.

6. Reported per IESNA TM21-11. Published L70 hours limited to 6 times actual LED test hours.



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Philips Lighting North America Corporation
200 Franklin Square Drive, Somerset, NJ 08873
Tel. 855-486-2216

Imported by: Philips Lighting,
A division of Philips Electronics Ltd.
281 Hillmount Rd, Markham, ON, Canada L6C 2S3
Tel. 800-668-9008

PHILIPS
Stonco

Wall mount

LytePro LED Sconce

LPW7



Project:

Location:

Cat.No:

Type:

Quantity:

Notes:

The Philips Stonco LytePro LED Small Wall Sconce LPW7 features outstanding value in a compact, architectural design. This wall sconce offers chip-on-board (COB) LED technology for outstanding energy savings with good photometric performance. LPW7 is ideal for entryways, corridors, facade and other wall/surface lighting applications.

Stocked luminaires – Ordering guide¹

Catalog Number	Description	Master Pack, Qty	UPC Code
LPW7-8BZ	LPW7, 14W COB LED, 350mA, 4000K, 120-277V, Bronze textured paint	6	786034960441
LPW7-8DGY	LPW7, 14W COB LED, 350mA, 4000K, 120-277V, Dark gray textured paint	6	786034960458
LPW7-1BZPCB	LPW7, 14W COB LED, 350mA, 4000K, 120V, Bronze textured paint, w/button photocell	6	786034960472

Stocked accessories – Ordering guide (Must be ordered separately)

Catalog Number	Description	Master Pack, Qty	UPC Code
LPWCVRPLT-BZ	LPW Universal wall cover mounting plate, Bronze textured paint	(none)	786034960618

Description of catalog codes

Family	Drive current	Voltage	Finish	Options
LPW7 - LytePro 7 LED Small Wall Sconce	(Blank - standard 350mA drive current)	8 = 120-277V 1 = 120V	BZ = Bronze textured paint DGY = Dark gray textured paint	PCB = Button photocontrol

1. Color availability and options vary by model; consult stock luminaires ordering guide above.

LPW7 LytePro LED Small Wall Sconce

Features

- LPW7 wall sconce delivers 1,154 lumens at 14W, with an efficacy of 82 lumens per watt.
- 14W LED may effectively replace 60-200W incandescent, 26-42W compact fluorescent and 35-39W HID luminaires.²
- 4000K neutral white at 70 CRI (minimum) is standard.
- Offers two in-stock colors on standard units.*
- 5-year limited warranty; see philips.com/warranties for specific details.

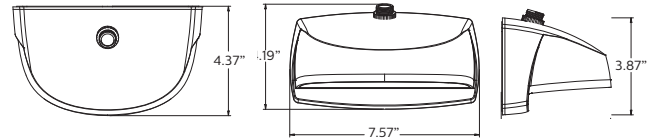
Performance/Specifications

Distribution	Type 2
Initial Lumens (4000K)*	1,154
Average Wattage*	14
Lumens/Watt	82
BUG Rating*	B1/U0/G1
Luminaire Weight	~4lbs (1.8Kg)

Ratings/Approbations/Certifications

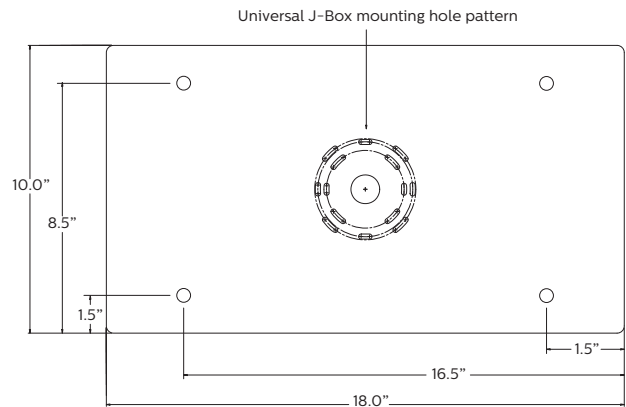
Ingress Protection	IP65 Optical
DLC Listed	DLC QPL
cETLus	Certified for use in wet locations
Rated Ambient Temperature	-30°C (-22°F) to 40°C (104°F)

Fixture Dimensions³



Accessory Dimensions (ordered separately)

LPWCVRPLT-BZ LPW Universal wall cover mounting plate, 0.08" aluminum, bronze textured paint (used to cover larger pre-existing opening or surfaces, field installed). Offers same J-Box pattern as luminaire or may lagged to wall using (4) knockouts.



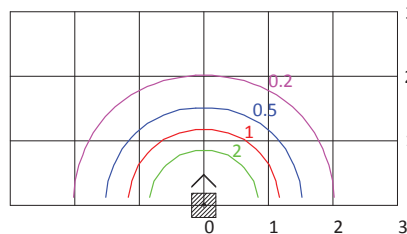
2. Comparable equivalency to HID and other lamp sources depends on multiple criteria including mounting height, fixture spacing, efficiency, performance and classification of the luminaire being replaced and application lighting criteria required for the given project.
3. PCB shown for placement only, available on specific models only (see ordering guide).

Distribution Pattern

LPW7 - 8' MOUNTING HEIGHT

MOUNTING HEIGHT	6'	8'	10'
MULTIPLIER	1.78	1.0	0.64

- 4. Isolines shown at 2.0, 1.0, 0.5, & 0.2 FC.
- 5. Choose mounting height. Use MULTIPLIER (X) EXISTING FC VALUE = NEW FC VALUE.
- 6. FC values are based on initial lumen output.
- 7. Gridline spacing is in units of chosen mounting height.



LPW7 LytePro LED Small Wall Sconce

General Description

The Philips Stonco LytePro LED Small Wall Sconce LPW7 combines excellent performance, design and value to meet the needs of the energy and budget conscious. The LPW7 is available for use in downward facing, surface wall mount applications, over recessed j-boxes or where power can be directly fed through back surface, whereby connections splices can be made inside the luminaire housing. Three SKU's are available as in-stock configurations (2-day quick ship). Two standard finishes. 120V button photocell is available in bronze only.

Housing

Die-cast housing houses both the LED and driver assemblies. Design incorporates an integrated heat sink to maximize thermal performance and reliability. Backplate is corrosion free, composite polycarbonate, with built-in level bubble, offers integral interlocking hook and mount design for easy installation.

Mounting

Easy interlocking hook and mount housing/backplate design for easy installation. Mounts over 3.5", 4" octagonal j-boxes and single gang switch boxes (mounted horizontally) or can be directly lagged to surface. Ensure proper steps for gasket/sealing luminaire to surface.

IP Rating

Optical compartment is IP65 rated.

LED Board and Array

Provides up to 82 lm/W at the system level. Standard color temp is 4000K +/- 250K, minimum 70 CRI.

Electrical

Driver efficiency (>90% standard). 120-277V. Temp range: -30°C (-22°F) to 40°C (104°F). Open/short circuit protection. RoHS compliant.

Listings

Product is cETLus listed suitable for Wet Locations. Suitable for use in ambients from -30°C to 40°C (-22°F to 104°F). DesignLights Consortium® qualified. Stocked SKUs of the LPW family are made in China.

Finish

Each luminaire receives a fade and abrasion resistant, electrostatically applied, thermally cured, triglycidal isocyanurate (TGIC) textured polyester powdercoat finish. Two standard colors are available: Dark Grey, and Bronze. Specific options are only available in bronze.

Warranty

LPW7 luminaires, the LED arrays, and the drivers are all covered by a 5-year limited warranty. See philips.com/warranties for details.

LED Performance:

PREDICTED LUMEN DEPRECIATION DATA^{4,6}

Ambient Temp. °C	Calculated L70 hrs ⁵	Reported L70 Per TM-21 ^{5,6}	Calculated Lumen Maint. % @60,000 hrs
up to 40°C	>200,000 hrs	>36,000 hrs	97%

4. Calculated performance derived from LED manufacturer's data and engineering design estimates, based on IESNA LM-80 methodology. Actual experience may vary due to field application conditions.

5. L70 is the predicted time when LED performance depreciates to 70% of initial lumen output.

6. Reported per IESNA TM21-11. Published L70 hours limited to 6 times actual LED test hours.



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Project: _____
 Location: _____
 Cat.No: _____
 Type: _____
 Lamps: _____ Qty: _____
 Notes: _____

The Philips Lumec RoadFocus LED Cobra Head luminaires feature a sleek design that provides seamless replacement of existing HID luminaires. RoadFocus is available in three sizes, offers multiple lumen packages, and a complete array of optical distributions, making it an outstanding solution for all types of roadway applications.

Ordering guide

example: RFM-72W32LED4K-T-R2S-UNIV-DMG-AST-FAWS-RCD-SP2-PH8XL-GY3

Luminaire	LED Module	Optical System	Voltage	Driver and Dimming	Wattage Switch	Twist-Lock Receptacle	Surge Protection	Luminaire Options	Finish
RFM									
RFM RoadFocus Medium	72W32LED4K-T or 108W32LED4K-T^{2,4} or 108W48LED4K-T or 160W48LED4K-T^{2,4}	R2S Type II Short R2M Type II Medium R3S Type III Short R3M Type III Medium 5 Type V	UNIV 120-277VAC HVU 347-480VAC	<i>Standard:</i> DMG^{1,6} Dimmable driver 0-10V <i>Optional:</i> AMPD^{2,4,5,6} Amplight Dimming Dynadimmer Economy Profile CDMGE25^{2,4,5,6} CDMGE50^{2,4,5,6} CDMGE75^{2,4,5,6} Median Profile CDMGM25^{2,4,5,6} CDMGM50^{2,4,5,6} CDMGM75^{2,4,5,6} Safety Profile CDMGS25^{2,4,5,6} CDMGS50^{2,4,5,6} CDMGS75^{2,4,5,6} DALI^{2,4,5,6} Digitally Addressable Lighting Interface DMG-AST^{*2,4} Adjustable Startup Time DMG-CLO^{*2,4,5} Constant Light Output DMG-OTL^{*2,4} Over The Life <i>*Includes 0-10v dimming</i>	None (leave blank) FAWS⁵ Field Adjustable Wattage Selector (optional)	<i>Standard:</i> RCD^{1,3,7} Receptacle for twist-lock photocell or shorting cap, 5-pin (standard) <i>Optional:</i> RCD7^{3,7} Receptacle for twist-lock photocell or shorting cap, 7-pin (optional)	SP2⁸ 20kV / 20kA Surge Protector (optional)	HS House side shield, 1 per 16 LED light engine PH8³ Twist-lock Photoelectric Cell, UNIV (120-277VAC) PH8/347³ Twist-lock Photoelectric Cell, HVU (347VAC) PH8/480³ Twist-lock Photoelectric Cell, HVU (480VAC) PH8XL³ Twist-lock Photoelectric Cell, extended life, UNIV (120-277VAC) PH9³ Shorting cap	BK Black finish BR Bronze finish GY3 Gray finish WH White finish

1. Please note these integrated features come standard with RoadFocus luminaires.
 2. Denotes programmable driver option. Not available with HVU (347-480volt).
 Not available with 1050 mA versions (108W32LED, 160W48LED).
 3. Use of photoelectric cell or shorting cap is required to ensure proper illumination.
 4. Not available with HVU (347-480volt).
 5. FAWS not available with AMPD, CDMG options, DALI or CLO.
 6. Dimming choices: Select either DMG or AMPD or one of the CDMG options or DALI.
 7. When RCD7 option is selected you will get 7-pin instead of standard RCD 5-pin.
 8. When SP2 option is selected you will get SP2 instead of standard SP1.

RFM RoadFocus

Medium, LED Cobrahead: 72, 108, and 160W

Accessories (must be ordered as separate line items - quickly and easily installed in the field)

ACC-RFS-RFM-RFL-UNIV-SPC^{1,2}

Starsense twist-lock photoelectric cell and antenna node, UNIV (120-277VAC).

ACC-RFM-RFL-HVU-SPC^{1,2}

Starsense twist-lock photoelectric cell and antenna node, HVU (347-480VAC).

ACC-RFS-RFM-RFL-UNIV-SPCD^{1,2}

Starsense dimmable twist-lock photoelectric cell and antenna node, UNIV (120-277VAC).

1. Use of photoelectric cell or shorting cap is required to ensure proper illumination.
2. Please note that more hardware as well as software are required.
Please contact the quotations department for help with putting together the entire control system.

LED Wattage and Lumen Values

LED = Philips Lumileds LUXEON T, CRI = 70, CCT = 4000K (+/- 350K)
System (LED + driver) rated life = 100,000 hrs¹

LED Module	Typical Delivered Lumens	Typical System Wattage (W) ²	LED Current (mA)	Typical System Current (A) @						Efficacy (Lm/W)	BUG Rating
				120V	208V	240V	277V	347V	480V		
72W32LED4K-T-R2S	8,330	73	700	0.62	0.36	0.31	0.28	0.21	0.15	114	B2-U0-G1
72W32LED4K-T-R2M	8,140	73	700	0.62	0.36	0.31	0.28	0.21	0.15	112	B2-U0-G2
72W32LED4K-T-R3S	8,085	73	700	0.62	0.36	0.31	0.28	0.21	0.15	111	B1-U0-G2
72W32LED4K-T-R3M	8,178	73	700	0.62	0.36	0.31	0.28	0.21	0.15	112	B2-U0-G2
72W32LED4K-T-5	7,496	73	700	0.62	0.36	0.31	0.28	0.21	0.15	103	B3-U0-G2
108W32LED4K-T-R2S	11,169	108	1050	0.91	0.53	0.47	0.41	N/A		103	B2-U0-G2
108W32LED4K-T-R2M	10,914	108	1050	0.91	0.53	0.47	0.41			101	B2-U0-G2
108W32LED4K-T-R3S	10,841	108	1050	0.91	0.53	0.47	0.41			100	B1-U0-G2
108W32LED4K-T-R3M	10,965	108	1050	0.91	0.53	0.47	0.41			102	B2-U0-G2
108W32LED4K-T-5	10,050	108	1050	0.91	0.53	0.47	0.41			93	B3-U0-G2
108W48LED4K-T-R2S	12,507	106	700	0.93	0.53	0.46	0.40	0.32	0.23	118	B3-U0-G2
108W48LED4K-T-R2M	12,222	106	700	0.93	0.53	0.46	0.40	0.32	0.23	115	B2-U0-G2
108W48LED4K-T-R3S	12,140	106	700	0.93	0.53	0.46	0.40	0.32	0.23	115	B2-U0-G2
108W48LED4K-T-R3M	12,279	106	700	0.93	0.53	0.46	0.40	0.32	0.23	116	B2-U0-G2
108W48LED4K-T-5	11,255	106	700	0.93	0.53	0.46	0.40	0.32	0.23	107	B4-U0-G2
160W48LED4K-T-R2S	16,778	161	1050	1.34	0.76	0.66	0.58	N/A		104	B3-U0-G2
160W48LED4K-T-R2M	16,396	161	1050	1.34	0.76	0.66	0.58			102	B3-U0-G3
160W48LED4K-T-R3S	16,285	161	1050	1.34	0.76	0.66	0.58			101	B2-U0-G3
160W48LED4K-T-R3M	16,472	161	1050	1.34	0.76	0.66	0.58			102	B3-U0-G3
160W48LED4K-T-5	15,098	161	1050	1.34	0.76	0.66	0.58			94	B4-U0-G2

1. L₇₀ >100,000 hrs (at ambient temperature = 25°C).
2. System wattage or total luminaire wattage includes the LED module and the LED driver.
Note: Due to rapid and continuous advances in LED technology, LED luminaire data is subject to change without notice and at the discretion of Philips.

RFM RoadFocus

Medium, LED Cobrahead: 72, 108, and 160W

Field Adjustable Wattage (FAWS) Multiplier Chart

72W32LED4K-T or 108W48LED4K-T (700 mA)

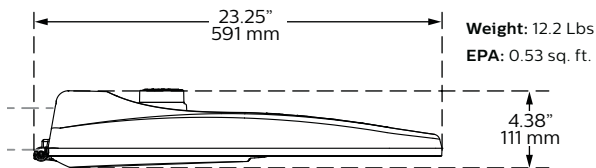
FAWS Position	Typical Delivered Lumens Multiplier	Typical System wattage and typical current
1	0.37	0.29
2	0.55	0.50
3	0.62	0.58
4	0.71	0.69
5	0.77	0.75
6	0.81	0.81
7	0.84	0.87
8	0.94	0.91
9	0.98	0.96
10	1.00	1.00

108W32LED4K-T OR 160W48LED4K-T (1050mA)

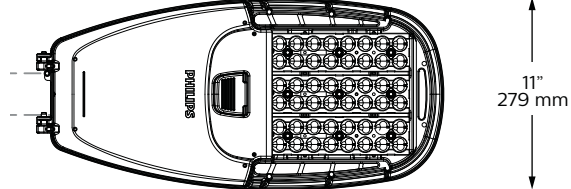
FAWS Position	Typical Delivered Lumens Multiplier	Typical System wattage and typical current
1	0.33	0.27
2	0.56	0.48
3	0.64	0.57
4	0.71	0.65
5	0.79	0.74
6	0.84	0.79
7	0.89	0.85
8	0.92	0.90
9	0.96	0.95
10	1.00	1.00

Dimensions

Side View



Bottom View



Predicted Lumen Depreciation Data

Predicted performance derived from LED manufacturer's data and engineering design estimates, based on IESNA LM-80 methodology. Actual experience may vary due to field application conditions. L70 is the predicted time when LED performance depreciates to 70% of initial lumen output. Calculated per IESNA TM21-11. Published L70 hours limited to 6 times actual LED test hours

Ambient Temperature °C	Driver mA	Calculated L70 Hours	L70 per TM-21	Lumen Maintenance % at 60,000 hrs
25°C	up to 1050 mA	>100,000 hours	>60,000 hours	>96%

Specifications

Housing

Made of a low copper die cast Aluminum alloy (A360), 0.100" (2.5mm) minimum thickness. Fits on a 1.66" (42mm) O.D. (1.25" NPS), 1.9" (48mm) O.D. (1.5" NPS) or 2 3/8" (60mm) O.D. (2" NPS) by 5 1/2" (140mm) minimum long tenon. Comes with a zinc plated clamp fixed by 2 zinc plated hexagonal bolts 3/8 16 UNC for ease of installation. Provides an easy step adjustment of +/- 5° tilt in 2.5° increments. Includes integral bubble level standard (always included). A quick release, tool less entry, single latch, hinged, removable door opens downward to provide access to electronic components and to a terminal block. Door is secured to prevent accidental dropping or disengagement. A clearance of 13" (330mm) at the rear is required in order to remove the door. Complete with a bird guard protecting against birds and similar intruders and an ANSI label to identify

wattage and source (both included in box). Housing (including electrical compartment) rated IP54 per ANSI C136.37.

Light Engine

Composed of 4 main components: LED Module / Optical System / Heat Sink / Driver.

Electrical components are RoHS compliant, IP66 sealed light engine equipped with Philips Lumileds LUXEON T LEDs. LEDs tested by ISO 17025-2005 accredited lab in accordance with IESNA LM-80 guidelines in compliance with EPA ENERGY STAR, extrapolations in accordance with IESNA TM-21. Metal core board ensures greater heat transfer and longer lifespan.

LED Module: (Included), LED type Philips Lumileds LUXEON T. Composed of high performance white LEDs. Color temperature as per ANSI bin 4000 Kelvin nominal (3985K +/- 275K), CRI 70 Min. 75 Typical.

Optical System: Composed of high performance UV stabilized optical grade polymer refractor lenses to achieve desired distribution optimized to get maximum spacing, target lumens and a superior lighting uniformity. System is rated IP66. Performance shall be tested per LM-63, LM-79 and TM-15 (IESNA) certifying its photometric performance. Dark Sky compliant with 0% uplight and U0 per IESNA TM-15.

Heat Sink: Built in the housing, designed to ensure high efficacy and superior cooling by natural vertical convection air flow pattern always close to LEDs and driver optimising their efficiency and life. Product does not use any cooling device with moving parts (only passive cooling). Wide openings enable natural cleaning and removal of dirt and debris. Entire luminaire is rated for operation in ambient temperature of -40°C / -40°F up to +40°C / +104°F.

Driver: High power factor of 90% min. Electronic driver, operating range 50/60 Hz. Auto adjusting universal voltage input from 120 to 277 or 347 to 480 VAC rated for both application line to line or line to neutral Class I, THD of 20% max.

RFM RoadFocus

Medium, LED Cobrahead: 72, 108, and 160W

Specifications (continued)

Light Engine (continued)

DMG: Dimming compatible 0-10 volts. The current supplying the LEDs will be reduced by the driver if the driver experiences internal overheating as a protection to the LEDs and the electrical components. Output is protected from short circuits, voltage overload and current overload. Automatic recovery after correction. Standard built in driver surge protection of 2.5kV (min).

Integrated Features

DMG: Dimmable driver 0-10V.

RCD*: Receptacle with 5 pins enabling dimming, can be used with a twist lock Starsense or photoelectric cell or a shorting cap.

SP1: Surge protection device tested in accordance with ANSI/IEEE C62.45 per ANSI/IEEE C62.41.2 Scenario I Category C High Exposure 10kV/10kA waveforms for Line-Ground, Line-Neutral and Neutral-Ground, and in accordance with DOE MSSLC Model Specification for LED Roadway Luminaires Appendix D Electrical Immunity High test level 10kV/10kA.

Please note that these integrated features always come with RoadFocus luminaire.

** Use of photoelectric cell or shorting cap is required to ensure proper illumination.*

Driver and Luminaire Options

AMPD*: Driver pre-programmed for compatibility with Amflight control system.

AST*: Pre-set driver for progressive start-up of the LED module(s) to optimize energy management and enhance visual comfort at start-up.

CLO*: Pre-set driver to manage the lumen depreciation by adjusting the power given to the LEDs offering the same lighting intensity during the entire lifespan of the LED module.

DALI*: Pre-set driver compatible with the DALI control system.

OTL*: Pre-set driver to signal end of life of the LED module(s) for better fixture management.

CDMG*: Dynadimmer standard dimming functionalities including pre-programmed scenarios to suit many applications and needs from safety to maximum energy savings.

Safety Mode:

CDMG525: 4 hours, 25% power dimming
CDMG550: 4 hours 50% power dimming
CDMG575: 4 hours 75% power dimming

Median Mode:

CDMG25: 6 hours 25% power dimming
CDMG50: 6 hours 50% power dimming
CDMG75: 6 hours 75% power dimming

Economy Mode:

CDMG25: 8 hours 25% power dimming
CDMG50: 8 hours 50% power dimming
CDMG75: 8 hours 75% power dimming

** Not available with HVU (347-480V)*

FAWS: Field Adjustable Wattage Selector, pre-set to the highest position, can be easily switched in the field to the required position. This reduces total luminaire wattage consumption and reduces the light level – see the FAWS multiplier chart for more details.

Note: It is not recommended to use FAWS with other dimming or controls; if you do, set the switch to position 10 (maximum output) to enable the other dimming or controls. Switching FAWS to any position other than 10 will disable the other dimming or controls.

SP2: 20kV / 20kA surge protection device that provides extra protection beyond the SP1 10kV/10kA level.

RCD7*: Receptacle with 7 pins enabling dimming and additional functionality (to be determined), can be used with a twist lock Starsense node or photoelectric cell or a shorting cap.

Please note: Additional hardware will be required to utilize the additional 2 pins on this receptacle.

HS: House side shield, 1 per 16 LED light engine.

PH8*: Twist-lock Photoelectric Cell, UNIV (120-277VAC).

PH8/347*: Twist-lock Photoelectric Cell, HVU (347VAC).

PH8/480*: Twist-lock Photoelectric Cell, HVU (480VAC).

PH8XL*: Twist-lock Photoelectric Cell, extended life, UNIV (120-277VAC).

PH9*: Shorting cap.

** Use of photoelectric cell or shorting cap is required to ensure proper illumination.*

Luminaire Useful Life

Refer to IES files for energy consumption and delivered lumens for each option. Based on ISTMT in situ thermal testing in accordance with UL1598 and UL8750, Philips System Reliability Tool, Philips Advance data and Philips Lumileds LM-80/TM-21 data, expected to reach 100,000 + hours (72W32LED and 108W48LED at 700mA) or 94,500 hours (108W32LED and 160W48LED at 1050mA) with >L70 lumen maintenance @ 25°C. Luminaire Useful Life accounts for LED lumen maintenance AND all of these additional factors including: LED life, driver life, PCB substrate, solder joints, on/off cycles, burning hours and corrosion.

Wiring

The connection of the luminaire is done using a terminal block connector 600V, 85A for use with #2 14 AWG. wires from the primary circuit, located inside the housing. Due to the inrush current that occurs with electronic drivers, recommend using a 10Amp time-delay fuse to avoid unwanted fuse blowing (false tripping) that can occur with normal or fast acting fuses.

Hardware

All exposed screws shall be complete with Ceramic primer seal to reduce seizing of the parts, also offers a high resistance to corrosion. All seals and sealing devices are made and/or lined with EPDM and/or silicone and/or rubber.

Finish

Color in accordance with the AAMA 2603 standard. Application of polyester powder coat paint (4 mils/100 microns) with ± 1 mils/24 microns of tolerance. The Thermosetting resins provides a discoloration resistant finish in accordance with the ASTM D2244 standard, as well as luster retention in keeping with the ASTM D523 standard and humidity proof in accordance with the ASTM D2247 standard.

The surface treatment achieves a minimum of 3000 hours for salt spray resistant finish in accordance with testing performed and per ASTM B117 standard.

LED products manufacturing standard

The electronic components sensitive to electrostatic discharge (ESD) such as light emitting diodes (LEDs) are assembled in compliance with IEC61340-5-1 and ANSI/ESD S20.20 standards so as to eliminate ESD events that could decrease the useful life of the product.

Vibration Resistance

The RFM meets the ANSI C136.31, American National Standard for Roadway Luminaire Vibration specifications for Bridge/overpass applications. (Tested for 3G over 100,000 cycles by independent lab)

Certifications and Compliance

cULus Listed for Canada and USA. Luminaire meets DOE and MSSLC Model Specification for LED Roadway Luminaires. RoadFocus LED Cobrahead luminaires are DesignLights Consortium qualified. Luminaire complies with or exceeds the following ANSI C136 standards: .2, .3, .10, .14, .15, .22, .25, .31, .37, .41.

Limited Warranty

10-year limited warranty.
See philips.com/warranties for details and restrictions.

Brackets/Arms

For brackets / arms available with this luminaire, see Lumec 3D for details.

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philips.com/roadfocus



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PHILIPS
Stonco

Wall mount

LytePro LED Sconce

LPW32



Project:

Location:

Cat.No:

Type:

Quantity:

Notes:

The Philips Stonco LytePro LED Small Wall Sconce LPW32 features outstanding value in a compact, architectural design. This wall sconce features state-of-the-art, long-life and maintenance savings, in a combined discreet LED package with high precision over-optic design. This powerful and precise combination offers outstanding energy savings with excellent photometric performance. LPW32 is ideal for building perimeters and corridors in addition to wall lighting applications requiring strong lateral spacing and forward pattern projection.

Stocked luminaires – Ordering guide¹

Catalog Number	Description	UPC Code
LPW32-78DGY	LPW32, 71W, 700mA, 4000K, 120-277V, Dark gray textured paint	786034960564
LPW32-78WH	LPW32, 71W, 700mA, 4000K, 120-277V, White textured Paint	786034960571
LPW32-78BZ	LPW32, 71W, 700mA, 4000K, 120-277V, Bronze textured paint	786034960588
LPW32-71BZPCB	LPW32, 71W, 700mA, 4000K, 120V, Bronze textured paint, w/button photocell	786034960595
LPW32-7DTBZMR	LPW32, 71W, 700mA, 4000K, 120 or 277V, Bronze textured paint, w/motion response	786034960601

Stocked accessories - Ordering guide (Must be ordered separately)

Catalog Number	Description	UPC Code
LPWCVRPLT-BZ	LPW Universal wall cover mounting plate, Bronze textured paint	786034960618

Description of catalog codes

Family	Drive current	Voltage	Finish	Options
LPW32 = LytePro 32 LED Small Wall Sconce	7 = 700mA drive current	8 = 120-277V 1 = 120V DT = Dual Tap, 120V or 277V	BZ = Bronze textured paint DGY = Dark gray textured paint WH = White textured paint	PCB = Button photocontrol MR = Motion response

1. Color availability and options vary by model; consult stock luminaires ordering guide above.

LPW32 LytePro LED Small Wall Sconce

Features

LPW32 wall sconce delivers 6,913 lumens at 71W, with an efficacy of 98 lumens per watt.

- LP32W-7, 71W LED may effectively replace 150-250W HID luminaires²
- 4000K neutral white at 70 CRI (minimum) is standard
- LPW32 offers three in-stock colors on standard units
- Button photocell available in 120V, bronze luminaires only
- Motion sensor available in bronze luminaires only, operates on 120V or 277V input only. After 10 minutes, dims down to 25% of full light output if no occupancy is detected
- 5-year limited warranty, see philips.com/warranties for specific details

Performance/Specifications

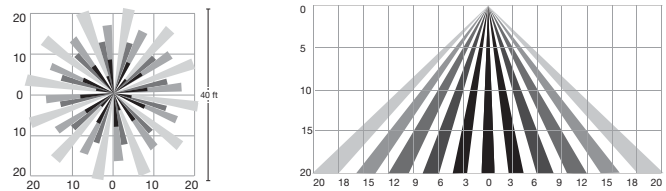
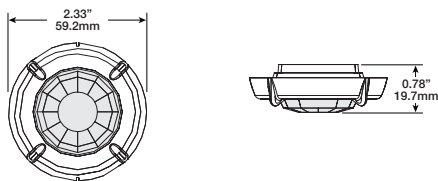
Distribution	Type 3
Initial Lumens	6,913
Average Wattage	71
Lumens/Watt	98
BUG Rating*	B1/U0/G1
Luminaire Weight	~11 lbs (5Kg)

Ratings/Approbations/Certifications

Ingress Protection	IP65 Optical
DLC Listed	DLC QPL
cETLus	Certified for use in wet locations
Rated Ambient Temperature	-40°C (-40°F) to 40°C (104°F)

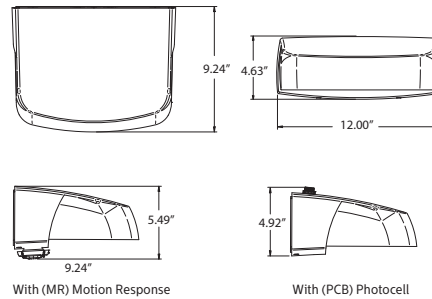
Occupancy Sensor

WattStopper[®] FSP-Lx Lens Modules for FSP-211 PIR Occupancy Sensor.



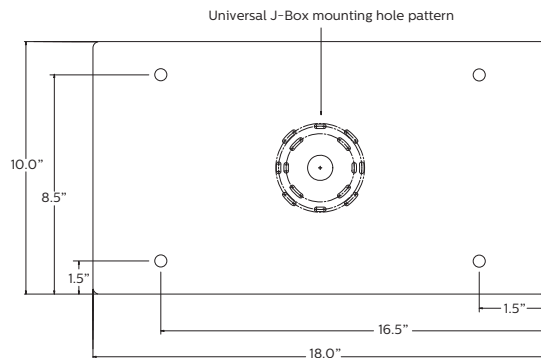
2. Comparable equivalency to HID and other lamp sources depends on multiple criteria including mounting height, fixture spacing, efficiency, performance and classification of the luminaire being replaced and application lighting criteria required for the given project.
3. PCB and MR shown for placement only, available on specific models only (see ordering guide).

Fixture Dimensions³



Accessory Dimensions (ordered separately)

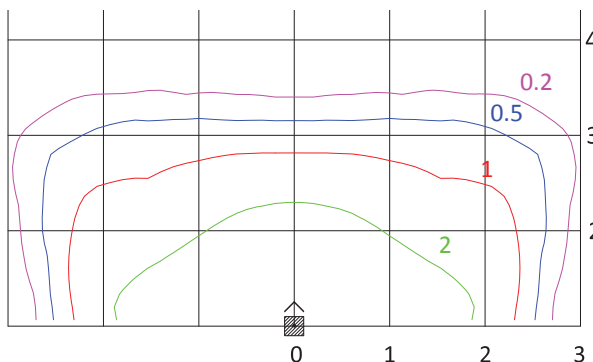
LPWCVRPLT-BZ LPW Universal wall cover mounting plate, 0.08" aluminum, bronze textured paint (used to cover larger pre-existing opening or surfaces, field installed). Offers same J-Box pattern as luminaire or may lagged to wall using (4) knockouts.



Distribution Pattern

LPW32 15' MOUNTING HEIGHT			
MOUNTING HEIGHT	12'	15'	18'
MULTIPLIER	1.56	1.0	0.67

- Isolines shown at 2.0, 1.0, 0.5, & 0.2 FC.
- Choose mounting height. Use MULTIPLIER (X) EXISTING FC VALUE = NEW FC VALUE.
- FC values are based on initial lumen output.
- Gridline spacing is in units of chosen mounting height



LPW32 LytePro LED Small Wall Sconce

General Description

The Philips Stonco LytePro LED Medium Wall Sconce LPW32 combines excellent performance, design and value to meet the needs of the energy and budget conscious. The LPW32 is available for use in downward facing, surface wall mount applications, over recessed j-boxes or where power can be directly fed through back surface, whereby connections splices can be made inside the luminaire housing. Five SKU's are available as in-stock configurations (2-day quick ship).

Three standard units are available in three different finishes. A button photocell is available in 120V in bronze finish only. Motion response with occupancy sensor is available in bronze finish only and is California Title 24 compliant.

Housing

Die-cast housing houses both the LED and driver assemblies. Design incorporates an integrated heat sink to maximize thermal performance and reliability. Backplate is corrosion free, composite polycarbonate, with built-in level bubble, offers integral interlocking hook and mount design for easy installation.

Mounting

Easy interlocking hook and mount housing/backplate design for easy installation. Mounts over 3.5", 4" octagonal j-boxes and single gang switch boxes or can be directly lagged to surface. Ensure proper steps for gasket/sealing luminaire to surface.

IP Rating

Optical compartment is IP65 rated.

LED Board and Array

Provides up to 98 lm/W in LPW32 at the system level. Standard color temp is 4000K +/- 250K, minimum 70 CRI.

Electrical

Driver efficiency (>90% standard). 120-277V. Temp range: -40°C (-40°F) to 40°C (104°F). Open/short circuit protection. Inherent surge protection up to (4KVA). RoHS compliant.

Listings

Product is cETLus listed suitable for Wet Locations. Suitable for use in ambients from -40°C to 40°C (-40°F to 104°F). DesignLights Consortium® qualified. Stocked SKUs of the LPW family are made in China.

Finish

Each luminaire receives a fade and abrasion resistant, electrostatically applied, thermally cured, triglycidal isocyanurate (TGIC) textured polyester powdercoat finish. Two standard colors are available: Dark Grey, Bronze and White. Specific options are only available in bronze.

Motion Response (MR)

LPW32 luminaires with option "MR" include a passive infrared (PIR) motion sensor (WattStopper® FSP-211 equipped with an FS-L3W lens) capable of detecting motion within 15 feet of the sensor around the luminaire, when placed at an 15 foot mounting height. Available in 120V or 277V input only. Motion sensor off state power is 0.0 watts. When no motion is detected for 10 minutes, the Motion Response system reduces the wattage by 75%, to 25% of the normal constant wattage reducing the light level accordingly. When motion is detected by the PIR sensor, the luminaire returns to full power and full light output. Dimming on low is factory set to 75% with 10 minute default in "full power" prior to dimming back to 25%. Reprogramming of the sensor is possible through the Wattstopper FS1R-100 remote handheld programming tool (sold separately). More information on the FS1R-100 is available at www.wattstopper.com or contact Philips Technical Support.

Warranty

LPW32 luminaires, the LED arrays, and the drivers are all covered by a 5-year limited warranty. See philips.com/warranties for details.

LED Performance:

PREDICTED LUMEN DEPRECIATION DATA^{4,6}

Ambient Temp. °C	Calculated L70 hrs ⁵	Reported L70 Per TM-21 ^{5,6}	Calculated Lumen Maint. % @60,000 hrs
up to 40°C	>200,000 hrs	>60,000 hrs	94.0%

4. Calculated performance derived from LED manufacturer's data and engineering design estimates, based on IESNA LM-80 methodology. Actual experience may vary due to field application conditions.

5. L70 is the predicted time when LED performance depreciates to 70% of initial lumen output.

6. Reported per IESNA TM21-11. Published L70 hours limited to 6 times actual LED test hours.



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LPW16 09/15 page 3 of 3



Planning Commission

Philips Lighting North America Corporation
200 Franklin Square Drive, Somerset, NJ 08873
Tel. 855-486-2216

Imported by: Philips Lighting,
A division of Philips Electronics Ltd.
281 Hillmount Rd, Markham, ON, Canada L6C 2S3
Tel. 800-668-9008

PHILIPS
Stonco

Wall mount

LytePro LED Sconce

LPW32



Project:

Location:

Cat.No:

Type:

Quantity:

Notes:

The Philips Stonco LytePro LED Small Wall Sconce LPW32 features outstanding value in a compact, architectural design. This wall sconce features state-of-the-art, long-life and maintenance savings, in a combined discreet LED package with high precision over-optic design. This powerful and precise combination offers outstanding energy savings with excellent photometric performance. LPW32 is ideal for building perimeters and corridors in addition to wall lighting applications requiring strong lateral spacing and forward pattern projection.

Stocked luminaires – Ordering guide¹

Catalog Number	Description	UPC Code
LPW32-78DGY	LPW32, 71W, 700mA, 4000K, 120-277V, Dark gray textured paint	786034960564
LPW32-78WH	LPW32, 71W, 700mA, 4000K, 120-277V, White textured Paint	786034960571
LPW32-78BZ	LPW32, 71W, 700mA, 4000K, 120-277V, Bronze textured paint	786034960588
LPW32-71BZPCB	LPW32, 71W, 700mA, 4000K, 120V, Bronze textured paint, w/button photocell	786034960595
LPW32-7DTBZMR	LPW32, 71W, 700mA, 4000K, 120 or 277V, Bronze textured paint, w/motion response	786034960601

Stocked accessories - Ordering guide (Must be ordered separately)

Catalog Number	Description	UPC Code
LPWCVRPLT-BZ	LPW Universal wall cover mounting plate, Bronze textured paint	786034960618

Description of catalog codes

Family	Drive current	Voltage	Finish	Options
LPW32 = LytePro 32 LED Small Wall Sconce	7 = 700mA drive current	8 = 120-277V 1 = 120V DT = Dual Tap, 120V or 277V	BZ = Bronze textured paint DGY = Dark gray textured paint WH = White textured paint	PCB = Button photocontrol MR = Motion response

1. Color availability and options vary by model; consult stock luminaires ordering guide above.

LPW32 LytePro LED Small Wall Sconce

Features

LPW32 wall sconce delivers 6,913 lumens at 71W, with an efficacy of 98 lumens per watt.

- LP32W-7, 71W LED may effectively replace 150-250W HID luminaires²
- 4000K neutral white at 70 CRI (minimum) is standard
- LPW32 offers three in-stock colors on standard units
- Button photocell available in 120V, bronze luminaires only
- Motion sensor available in bronze luminaires only, operates on 120V or 277V input only. After 10 minutes, dims down to 25% of full light output if no occupancy is detected
- 5-year limited warranty, see philips.com/warranties for specific details

Performance/Specifications

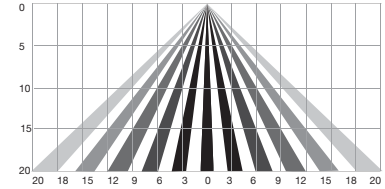
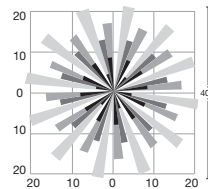
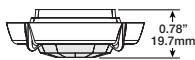
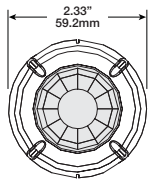
Distribution	Type 3
Initial Lumens	6,913
Average Wattage	71
Lumens/Watt	98
BUG Rating*	B1/U0/G1
Luminaire Weight	~11 lbs (5Kg)

Ratings/Approbations/Certifications

Ingress Protection	IP65 Optical
DLC Listed	DLC QPL
cETLus	Certified for use in wet locations
Rated Ambient Temperature	-40°C (-40°F) to 40°C (104°F)

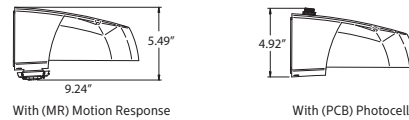
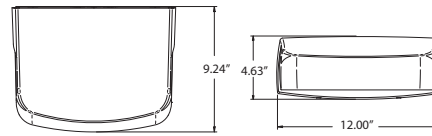
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WattStopper[®] FSP-Lx Lens Modules for FSP-211 PIR Occupancy Sensor.



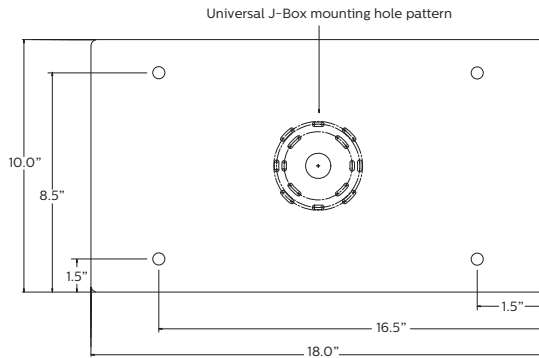
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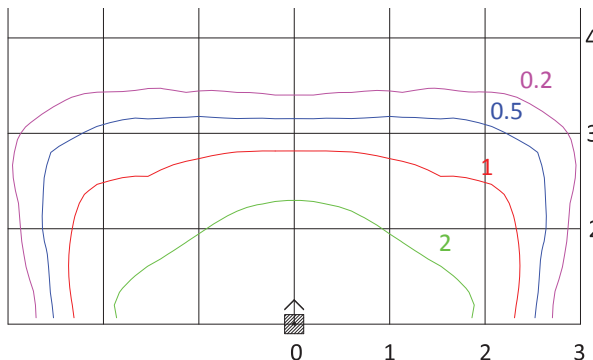


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Housing

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IP Rating

Optical compartment is IP65 rated.

LED Board and Array

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Driver efficiency (>90% standard). 120-277V. Temp range: -40°C (-40°F) to 40°C (104°F). Open/short circuit protection. Inherent surge protection up to (4KVA). RoHS compliant.

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LPW16 09/15 page 3 of 3



Planning Commission

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200 Franklin Square Drive, Somerset, NJ 08873
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Imported by: Philips Lighting,
A division of Philips Electronics Ltd.
281 Hillmount Rd, Markham, ON, Canada L6C 2S3
Tel. 800-668-9008

color chart

DOORS



JANUS
INTERNATIONAL

Standard Colors



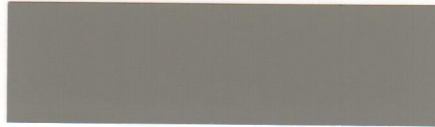
White



Glossy White



Dark Teal



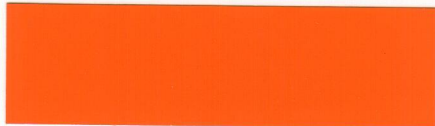
Silhouette Gray



Buckskin



Teal



Sunset Orange



Desert Tan



Royal Blue



Cedar Red



Continental Brown



Forest Green



Light Stone



Safety Yellow



Sandstone



Evergreen



Bronze



Maroon



Fern Green



Valentine Red



Patriot Red



Polar Blue



Tangerine

First generation doors used polyester paint, and second generation doors used a siliconized polyester. Now there's a more flexible, longer warranty alternative: Super Durable Polyester (SDP) paint. Only at Janus International.

SDP paint offers greater flexibility, corrosion resistance and hardness... all important features when you consider the daily wear and tear your steel doors receive.

Our coil coating color selections are available for 26 gauge materials, such as our sheet doors and filler panels and components.

All colors here are stocked and backed by a 40 year film integrity warranty, guaranteed to hold up against peeling, cracking, blistering, flaking, splitting or delaminating. In addition, these colors are guaranteed not to fade or change color for 25 years. Refer to the complete official warranty in this brochure.

Specialty colors are priced slightly higher than Standard colors due to pigmentation processes and other factors. Extra Green, Safety Yellow and Light Stone (not shown) also considered Specialty colors. Custom colors may be available and require a minimum order, additional charges and/or extended lead times. Contact a sales representative for details. *Models 850 and 3400 available in white only.*

Color chart is for representation only and should not be used for exact color match. Please contact 770.562.2850 or marketing@janusintl.com for actual steel color samples.

While color names listed here may be identical to other companies, Janus does not guarantee an exact color match with them.

revised 4/12/13

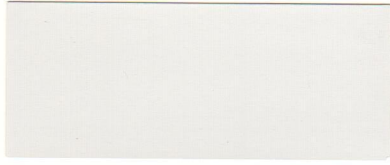


Roof / Buildings / Trim

MAKO STEEL INC.
MAKO STRUCTURES INC.

Carlsbad, CA • Jacksonville, FL • Washington, DC • Vancouver, WA
 800-383-4932 • www.makosteel.com • info@makosteel.com

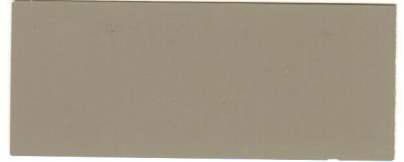
KYNAR 500®/HYLAR 5000™ FLUROPON® COLORS



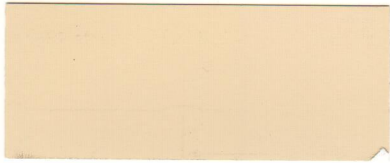
REGAL WHITE*



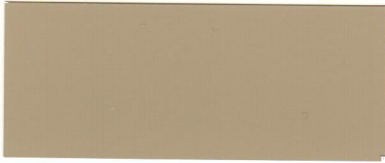
ROMAN BLUE*



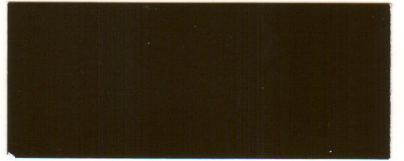
CLAY*



IVORY*



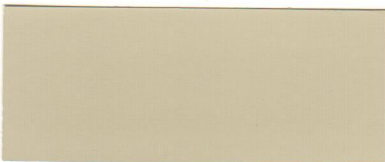
SURREY BEIGE*



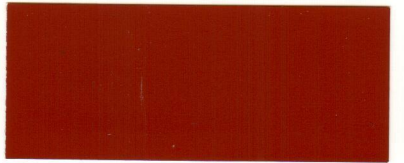
PATRICIAN BRONZE*



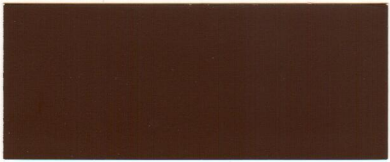
ASH GRAY*



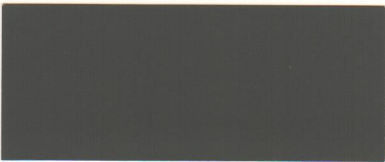
LIGHT STONE*



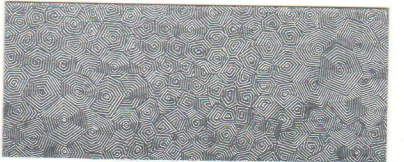
AUTUMN RED*



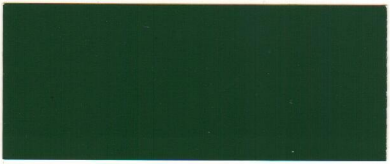
TUDOR BROWN*



CHARCOAL*



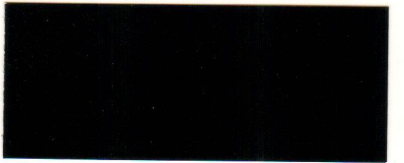
GALVALUME PLUS*



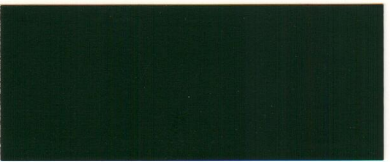
EVERGREEN*



*** PATINA GREEN**



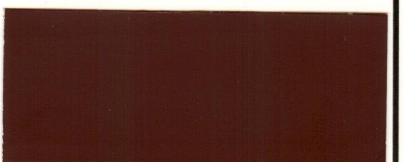
*** MATTE BLACK**



*** HARTFORD GREEN**



*** REGAL BLUE**



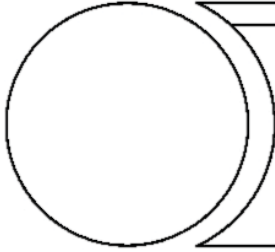
*** BRANDYWINE**

Premium colors. Additional cost will apply.

* Denotes inventoried in 26 gauge Multi-Rib.

* Allow additional lead time.

Fluropon is manufactured by Valspar Corporation



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

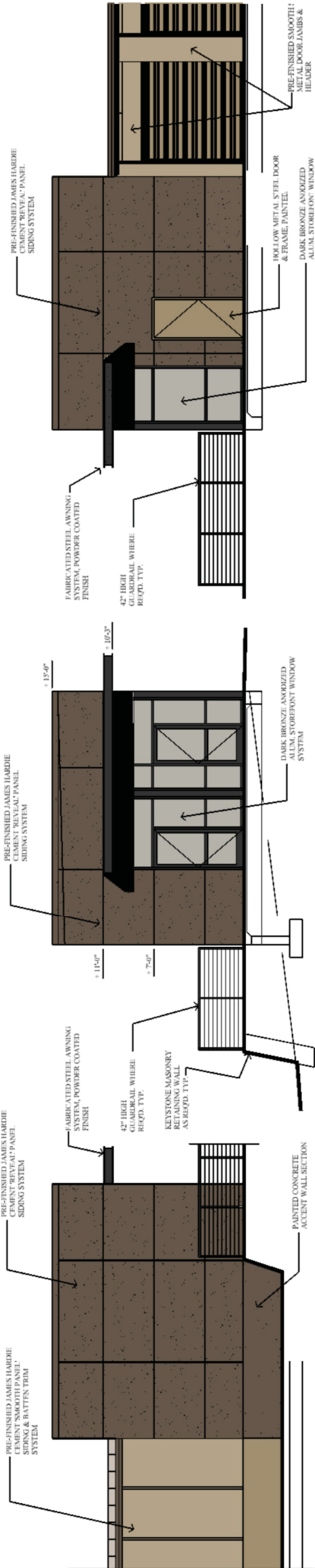
Canby Self Storage
 MINI STORAGE FACILITY
 56 FIRST AVENUE
 CANBY, OREGON 97013
 OWNER:
 CANBY SELF STORAGE
 P.O. BOX 323, BEAVERCREEK, OR 97004
 (503) 515-1596

EXTERIOR
 ELEVATIONS

REVISIONS:

date: 10/19/2013
 scale: AS NOTED
 drawn: S.R.B.
 job no: 1513

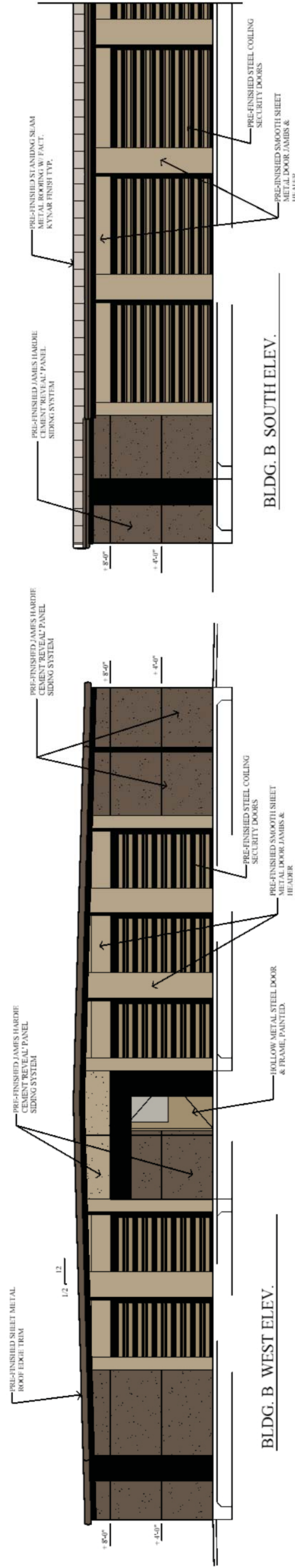
A3.1



BLDG. A NORTH ELEV.

BLDG. A WEST ELEV.

BLDG. A SOUTH ELEV.



BLDG. B WEST ELEV.

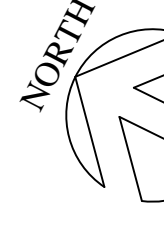
BLDG. B SOUTH ELEV.

CANBY SELF STORAGE
Mini Storage Facility
 S.E. FIRST AVE.
 CANBY, OR 97013
 SALTSBURY CONSTRUCTION
 1438 S. HAWTHORNE CT.
 OREGON CITY, OR 97013
 (503) 515-1596

UTILITY PLAN

revisions:

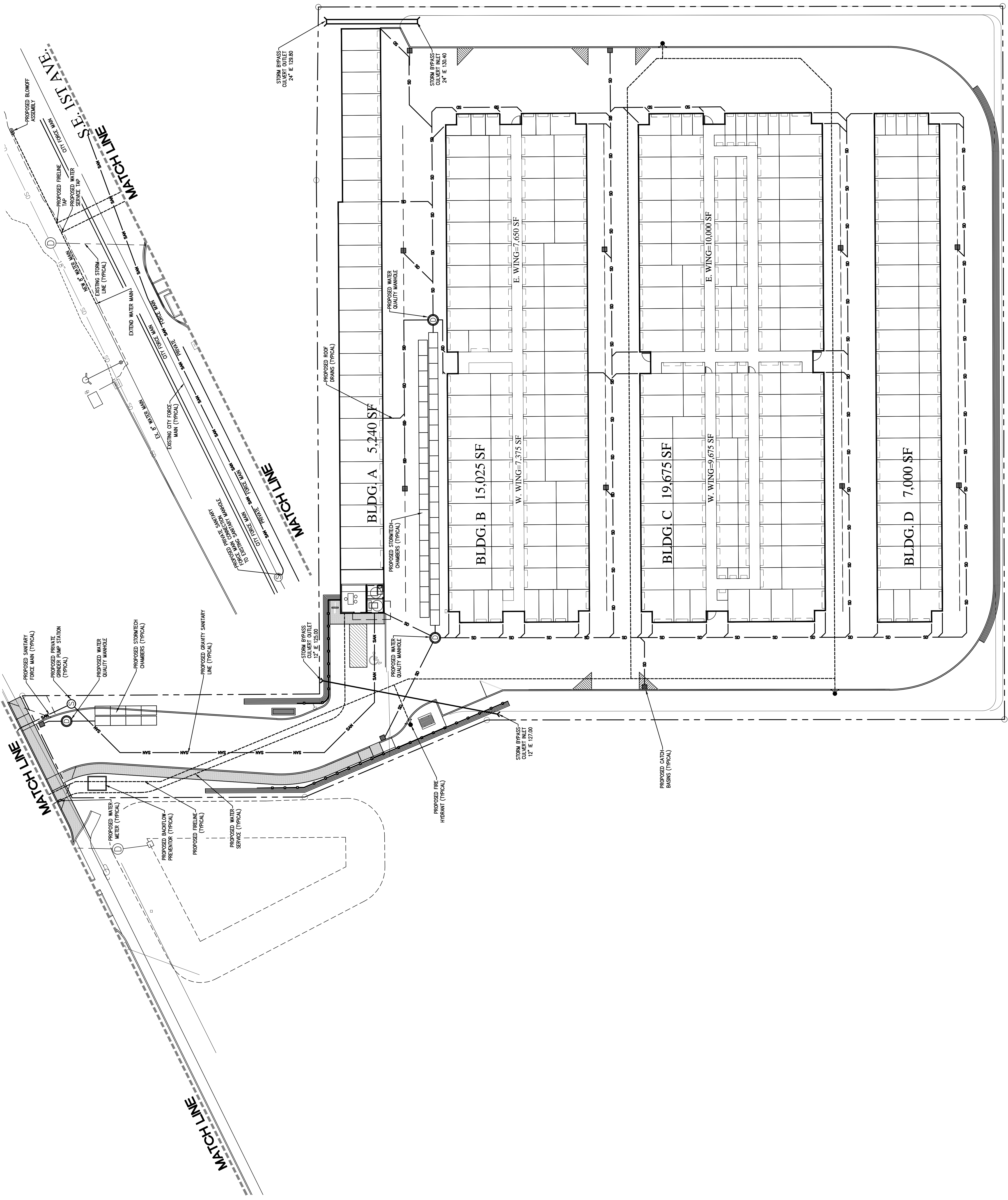
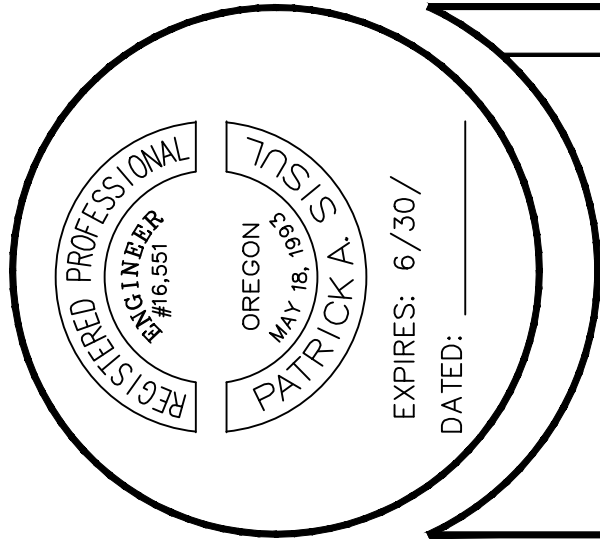
C1.1



1
 UTILITY PLAN
 scale: 1"=20'

SISUL ENGINEERING
 376 PORTLAND AVENUE
 GLADSTONE, OREGON 97027
 (503) 657-0188
 DRAWING: Utility Plan.dwg

EXPIRES: 6/30/
 DATED: _____





Plan View
 Scale 1" = 80'

Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
	A	46	LPW16-5	LytePro 16 LED Small Wall Sconce	16 NW Lumiled Luxeon R LEDs	LPW16-5.IES	Absolute 0.95	0.95	28.1
	A1	7	LPW32-7	LytePro 32 LED Medium Wall Sconce CAST GRAY ENAMEL ALUMINUM AND PLASTIC HOUSING, CLEAR GLASS ENCLOSURE	32 WHITE LEDS WITH CLEAR PLASTIC OPTICS BELOW EACH	LPW32-7.IES	Absolute 0.95	0.95	70.5
	B	7	LPW7	LytePro 7 LED Small Wall Sconce Cast aluminum housing, frosted plastic enclosure	(1) WHITE COB LED	LPW7.IES	Absolute 0.95	0.95	14
	C	3	RFM-72W32LED4K-T-R2M	Roadfocus	(2 Clusters of 16 LXH7-FW40 LED's) White 72W SSL c/w Advance Driver LEDINTA0700C21ODO @ 120.00V (S1410105m).i	RFM-72W32LED4K-T-R2M	Absolute 0.95	0.95	73

STATISTICS						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	2.6 fc	9.2 fc	0.0 fc	N / A	N / A

S.E. 1ST AVENUE

SITE DATA

SITE AREA: 111,622.5 SF.; 2.56 ACRES

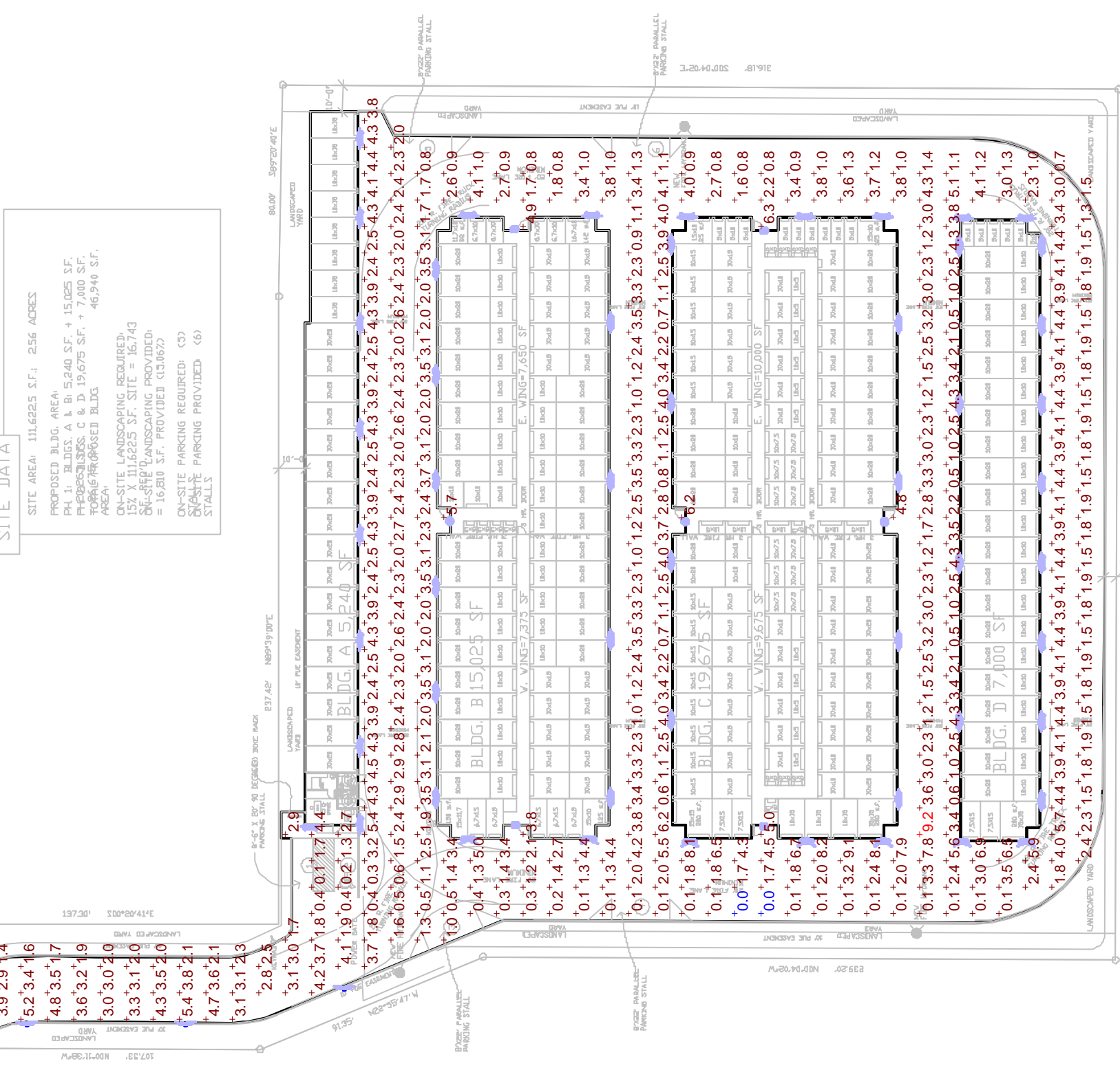
PROPOSED BLDG. AREA:
 PH 1, BLDGS. A & B: 5,240 SF. + 15,025 SF.
 PROPOSED BLDGS. C & D: 19,675 SF. + 7,000 SF.
 TOTAL PROPOSED BLDG. AREA:

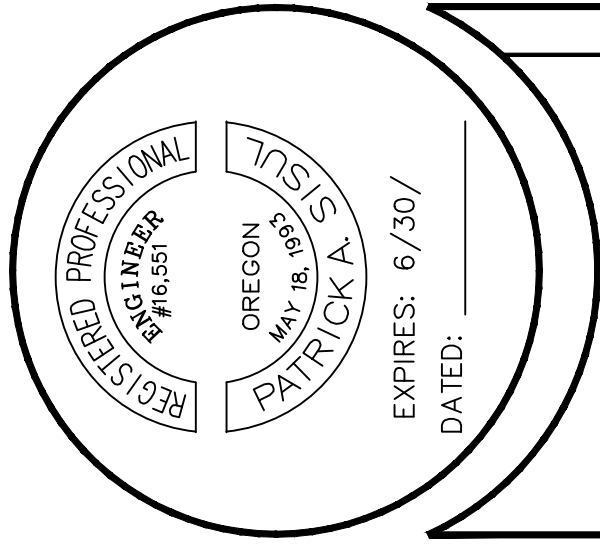
ON-SITE LANDSCAPING REQUIRED:
 15% X 111,622.5 SF. SITE = 16,743
 ON-SITE LANDSCAPING PROVIDED:
 = 16,810 SF. PROVIDED (13,067)

ON-SITE PARKING REQUIRED: (3)

ON-SITE PARKING PROVIDED: (6)

STALLS





SISUL ENGINEERING
376 PORTLAND AVENUE
GLADSTONE, OREGON 97027
(503) 667-0188

EXPIRES: 6/30/
DATED: _____

CANBY SELF STORAGE
Mini Storage Facility

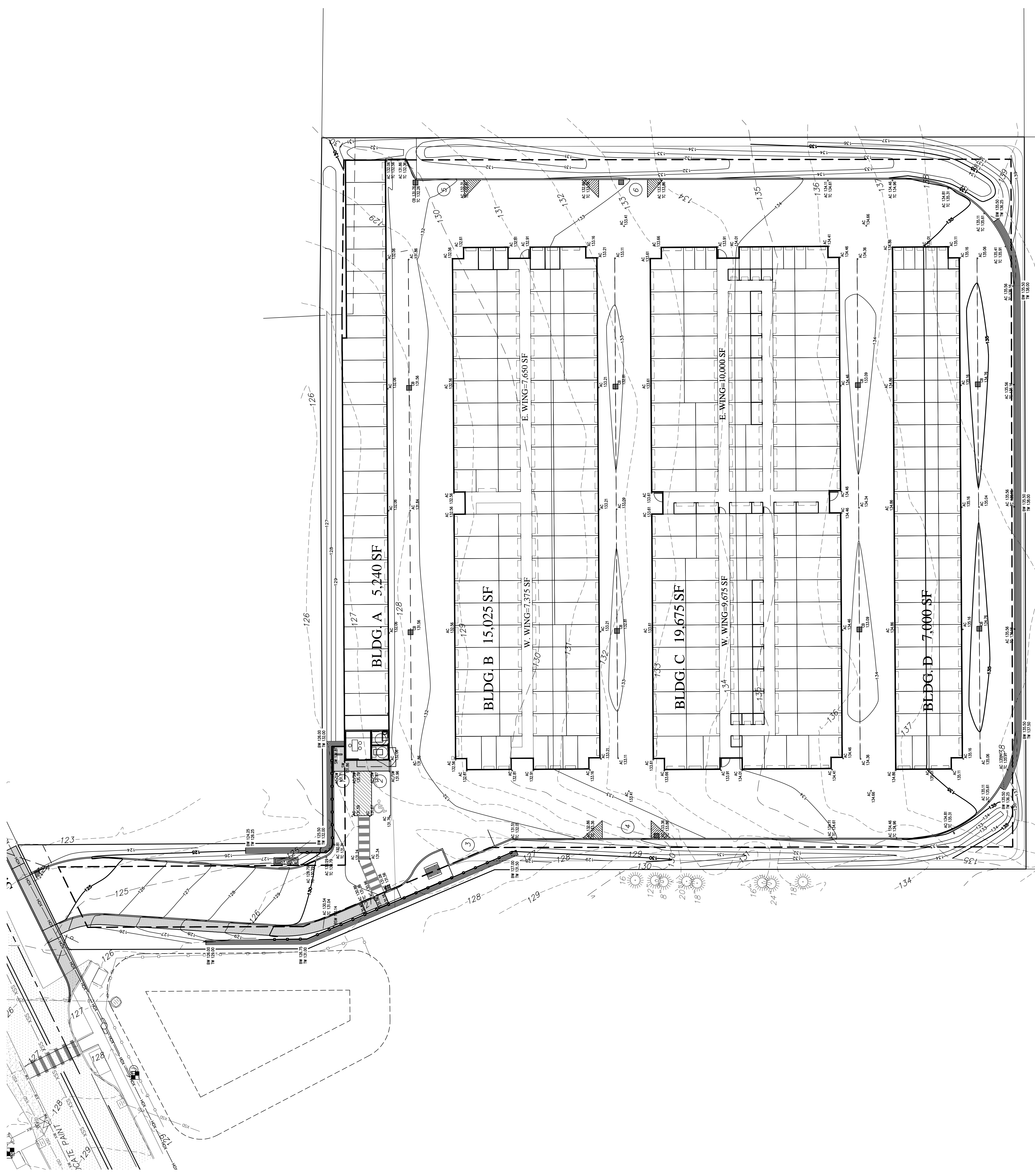
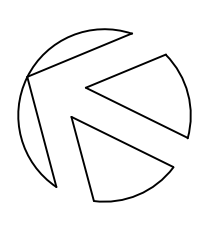
SALSIBURY CONSTRUCTION
1438 S. HAWTHORNE CT.
OREGON CITY, OR 97013
CANBY, OR 97013
(503) 515-1596

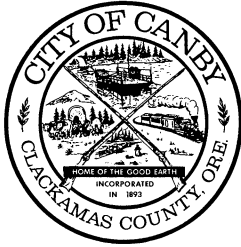
GRADING PLAN

REVISIONS:	
DATE: 10/20/15	
SCALE: 1"=20'	
DRAWN: JMM	
JOB NO: SCL15-006	

C1.2

GRADING PLAN
scale: 1"=20'





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

A REQUEST FOR SITE AND DESIGN)	FINDINGS, CONCLUSION & FINAL ORDER
REVIEW AND CONDITIONAL USE)	DR 15-06/CUP 15-03
PERMIT FOR A SELF-STORAGE FACILITY)	CANBY SELF-STORAGE
AT 1753 SE 1ST AVENUE)	

NATURE OF THE APPLICATION

The Applicant has sought an approval for a Site and Design Review (DR 15-06) for the construction of a mini-storage (self-storage) facility consisting of two phases of construction of four buildings to total 46,940 square feet of building space and a Conditional Use Permit (CUP 15-03) to allow less than 12 employees per acre and to establish a commercial type use that is not supportive of the primary industrial use of Pioneer Industrial Park and located at 1753 SE 1st Avenue, otherwise described as Map and Tax Lot 31E3403600, City of Canby, Clackamas County, Oregon. The property is zoned M-1 Light Industrial/C-M Heavy Commercial Manufacturing and also situated within the I-O Industrial Overlay Zone and designated Light Industrial and Commercial/Manufacturing in the Canby Comprehensive Plan.

HEARINGS

The Planning Commission considered application DR 15-06/CUP 15-03 after the duly noticed hearing on November 23, 2015 during which the Planning Commission by a 6-0 vote approved DR 15-06/CUP 15-03. These findings are entered to document the specifics of the approval.

CRITERIA AND STANDARDS

In judging whether or not a Site and Design Review/Conditional Use Permit application shall be approved, the Planning Commission determines whether criteria from the Code are met, or can be met by observance of conditions, in accordance with Chapter 16.49.040 Site and Design Review and 16.50.010 and other applicable code criteria and standards reviewed in the Staff Report prepared for the November 23, 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/Conditional Use Permit application (prior to and without benefit of the public hearing) along with Conditions of Approval in order to ensure that the proposed development will meet all required *City of Canby Land Development and Planning Ordinance* approval criteria.

After holding the public hearing where written and oral testimony was received from the applicant, 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/conditional use proposal is compatible with the intent of the design review and conditional use standards set forth in the Ordinance.

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/Conditional Use Permit application meets all applicable approval criteria, and recommended that File DR 15-06/CUP 15-03 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/Conditional Use approval. Therefore, **IT IS ORDERED BY THE PLANNING COMMISSION** of the City of Canby that **DR 15-06/CUP 15-03** is approved, subject to the following conditions of approval:

CONDITIONS OF APPROVAL:

Conditions Unique to this Proposal

1. Prior to occupancy, the project must be in conformance with the applicable findings and recommendations in the DKS Traffic Analysis.
2. Prior to occupancy, the project must be in conformance with the applicable findings of the City Engineer's comments dated November 2, 2015.
3. The use of metal doors and metal trim should be discussed and specifically integrated to comply with the metal building exteriors provisions within the industrial park; allowing metal elements as accents.

Procedural Conditions

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

4. 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.

5. A Sediment and Erosion Control Permit will be required from the City prior to commencing site work.
6. 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.
7. Construction plans shall be designed and stamped by a Professional Engineer registered in the State of Oregon.
8. 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 15-06/CUP 15-03 Canby Self-Storage** was presented to and **APPROVED** by the Planning Commission of the City of Canby.

DATED this 23rd day of November, 2015

 John Savory
 Planning Commission Chair

 Bryan Brown
 Planning Director

 Laney Fouse (Attest)

ORAL DECISION: November 23, 2015

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

WRITTEN DECISION: November 23, 2015

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