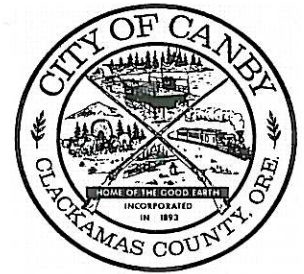


PLANNING COMMISSION AGENDA

Monday – July 9, 2007

7:00 PM - Regular Meeting

City Council Chambers - 155 NW 2nd Avenue



Chairman Jim Brown, Vice Chair Dan Ewert

Commissioners John Molamphy, Janet Milne, Bruce Holte, and Jared Taylor

I. CITIZEN INPUT ON NON-AGENDA ITEMS

II. PUBLIC HEARINGS

DR 07-04 – American Steel – An application requesting Site and Design Review for approval for a 190,585 sq ft building with a screened yard to the south to accommodate the operations of American Steel. The site is located on 10.34 acres immediately north of the Southern Pacific railroad, south of Township Road, east of the existing BBC facility, and west of the proposed Sequoia Parkway extension (Walnut Street) in Canby.

Page 2

III. NEW BUSINESS

Approval of Planning Commission for light industrial use in Commercial Manufacturing Zone

Page 105

IV. FINDINGS

Note: these are the final, written versions of previous oral decisions. No public testimony.

None

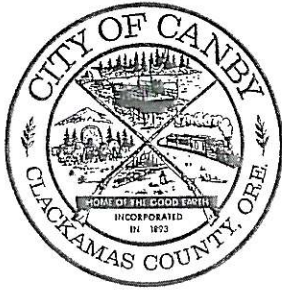
V. MINUTES

June 25, 2007

Page 109

VI. DIRECTOR'S REPORT

VII. ADJOURNMENT



STAFF REPORT

APPLICANT:

VLMK Consulting Engineers
3933 SW Kelly Avenue
Portland, OR 97239
(representing American Steel, LLC)

OWNER:

Diana Boyer
2001 SE Township Road
Canby, OR 97013

LEGAL DESCRIPTION:

Tax Lot 01001 of map 41E03

LOCATION:

South side of Township Road,
Just east of BBC Steel and south of cemetery

COMP. PLAN DESIGNATION:

Light Industrial (M-1)

FILE NO.:

DR 07-04
(American Steel)

STAFF:

John R. Williams
Community Dev. & Planning Dir.

DATE OF REPORT:

June 29, 2007

DATE OF HEARING:

July 9, 2007

ZONING DESIGNATION:

Light Industrial (M-1)

I. APPLICANT'S REQUEST:

The applicant is proposing to construct a 190,585 square foot tilt-up concrete building on 10.34 acres. The building will house American Steel, a processor and distributor of general carbon steel products.

II. APPLICABLE REGULATIONS**City of Canby General Ordinances:**

- 16.10 Off-Street Parking and Loading
- 16.32 M-1 Light Industrial Zone
- 16.35 Canby Industrial Area Overlay (I-O) Zone
- 16.42 Signs
- 16.49 Site and Design Review

III. MAJOR APPROVAL CRITERIA

16.49.040 Site and Design Review Criteria and standards.

1. The Board shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the following:

- 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.
- D. The Board shall, in making its determination of compliance with subsections B and C above, use the following matrix to determine "compatibility." An application is considered to be "compatible," in regards to subsections B and C above, if a minimum of 65% of the total possible number of points (not including bonuses) are accumulated for the whole development.
- E. 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.

2. The Board shall, in making its determination of compliance with the above requirements, be guided by the objectives and standards set forth in this section. 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 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.

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 Section 12.20.080 of the City Tree Ordinance. The granting or denial of said application will be based on the criteria in Chapter 12.20 of the City Tree Ordinance. 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.

16.35.070 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.

DESIGN REVIEW MATRIX

Table 16.35.040 I-O Design review matrix.	
Parking	
<i>Criteria</i>	<i>Possible Scores</i>
Parking areas located to the side or rear of buildings as viewed from public right-of-way: <50% of parking spaces = 0; 50%-75% = 1; 100% = 2.	0 1 2
Increase minimum interior parking lot landscape over the base 15%: 15%-18% = 0; 18%-22% = 1; >22% = 2.	0 1 2
Increase the number of trees planted within buffers and/or within the parking area: 100%-105% of base requirement* = 0; 105%-110% of base requirement = 1; >110% = 2. *The base requirement is determined based on total parking area/number of spaces, and parking setback perimeter, see Chapter 16.49.120.	0 1 2
Number of parking spaces (% of required minimum): >110% = 0; 110%-105% = 1; 105%-100% = 2.	0 1 2
Minimum Acceptable Score	4 points
Transportation/Circulation	
<i>Criteria</i>	<i>Possible Scores</i>
Proposed local street alignments: street not proposed = 0; street(s) proposed with some modifications to master plan = 1; proposed street(s) approximate recommended alignments = 2. Note: the planned parkway and collector streets are required elements, except as indicated by the Industrial Area Master Plan.	0 1 2
Design of all pedestrian ways (private, on-ste pathways): six feet wide, raised concrete with painted crosswalks ("standard")=0; standard with brick or similar pavers for pathways and crosswalks=1; greater than 6 feet wide (inclusive of curb) and use of brick or similar pavers for pathways and crosswalks=2.	0 1 2
Number of pedestrian connections between the street sidewalk and internal circulation system: one connection=0; two connections=1.	0 1 2
Minimum Acceptable Score (some provisions may not apply)	3 points

Tree Retention, Open Space Conservation, and Trail Connections	
<i>Criteria</i>	<i>Possible Scores</i>
Preserves trees as recommended by arborist or City Planning Department: <50% of recommended trees preserved=0; 50%-75%=1; 75%-100%=2	0 1 2
Replaces trees that were recommended for retention: No=0; Yes=1. Mitigation based on reasonable tree replacement ratio.	0 1
When site includes designated open space, park or trail connection: proposal does not dedicate or establish easement for designated open space/park or trail connection=0; dedicated or establishes easement=1; dedicated land/right-of-way and constructs improvements=2.	0 1 2
Minimum Acceptable Score (some provisions may not apply)	3 points

Landscaping	
<i>Criteria</i>	<i>Possible Scores</i>
Trees installed at 3 inch caliper: <25% of trees=0; 25%-50%=1; 50%-100%=2.	0 1 2
Usable outdoor amenity provided with development (e.g., water features, plazas, seating areas, and similar features): no=0; yes=1; yes and public access provided (i.e., through an easement)=2.	0 1 2
Amount of grass or other plantings used for ground cover treatment: <75%=0; 75%-90%=1; 90%-100%=2.	0 1 2
Minimum Acceptable Score	3 points

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

IV. FINDINGS:

A. Background and Relationships:

The applicant proposes to develop a 190,585 square foot concrete tilt-up building on a 10.34 acre site in the Canby Pioneer Industrial Park. The site is located on Township Road, just east of BBC Steel and across Township Road from the Zion Memorial Park. The southwest side of the property faces the rail line and the City's Logging Road Trail. The subject property was annexed to the City of Canby in 2003 as part of a 151-acre industrial park annexation. The Weygandt property to the east was annexed in November 2006. BBC Steel and the City cemetery remain unannexed.

American Steel is currently located in Portland on NW Yeon Avenue, and all functions will be relocated to Canby. Their operations include distribution and processing of general carbon steel products (more information available on-line at <http://www.american-steel.com>, or Google "American Steel Portland").

The proposed use is permitted outright in the M-1 and I/O zone per CMC 16.32.010 and CMC 16.35. Section 16.35.030(A)(1) requires a Conditional Use Permit if the use will result in less than 12 employees per developed acre. The use is expected to employ 100 people at startup with an expansion to 120, or over 12 per acre, within several years. The Municipal Code does not specify at what point the employment requirement must be met and for this reason, a Conditional Use Permit is not required.

The Urban Renewal District will be constructing an extension of S. Sequoia Parkway to serve the site. The roadway extension will replace the existing section of S. Walnut Street from 4th Avenue to Township Road, and will construct new roadway south from Township Road approximately 680'. This project includes all needed utilities. Roadway construction is planned for early spring 2008 and will be timed to match American Steel's construction schedule. Sequoia Parkway will only be extended just south of American Steel's southern driveway at this time. Future roadway development will extend the road, via a bridge, over the railroad tracks to 13th Avenue. Those improvements are not expected for a number of years.

The site includes rail access from the west. The railroad will be constructing a 500' "drill track" (used for switching) and a spur line to the property. The spur line will run into the building, allowing indoor loading and unloading. Construction and design of rail facilities is not part of the City's review of this application (per Federal Law), except insofar as it affects other items such as drive aisles and building design.

The proposed project would be the largest construction to date in the Canby Pioneer Industrial Park and would be exceeded only by Johnson Controls as the largest building in Canby. The property is outside of the Urban Renewal District boundaries and therefore tax revenues from the facility will go to the standard tax entities rather than the URD.

Some of the submitted sheets indicate a future building expansion area but the applicant indicates that this was an early concept that is not likely to be implemented.

B. Evaluation Regarding Site and Design Review Approval Criteria

Design Review Matrix Analysis & related code requirements

1. Parking

The City's standard parking requirement for this building is 205 spaces as follows:

15,485 s.f of office at 3.5 spaces per 1,000 s.f. = 54 spaces

151,106 s.f. of manufacturing/warehouse at 1 space/1,000 s.f. = 151 spaces.

(Note this area calculation does not include interior areas occupied by the drive-through loading bays for trucks and rail, per CMC 16.10.020A)

The applicant has only proposed 117 standard-size spaces, or 57% of the City's requirement. A memo submitted by VLMK on June 26 explains the rationale for this proposed reduction (included in Exhibit 2). American Steel will have a total employment of 120 at full employment, but this is broken into three shifts with the largest (day) shift totaling approximately 70 employees. To accommodate parking for this shift plus the next shift of 30 employees, 100 spaces would be needed at the maximum overlap time. 17 spaces would remain for other users/visitors/etc. There is no "retail" or walk-in traffic associated with this use. Therefore staff believes that site parking will be adequate to handle American Steel's operation.

The City should ensure that the site will be functional long-term as well. Since the property is surrounded on three sides by ROW and on the fourth by an existing business, there is no room to expand the site in the future. However, an additional 67 spaces for tractor trailer parking (20 for tractors and 47 for trailers) are proposed in the current plan. Canby's parking code does not allow truck parking spaces to be counted towards the total (CMC 16.10.030E), which is why these were not counted above. Should the use or of the building ever change, these spaces and the central area marked as "return skid storage" could be converted to additional parking. Staff recommends Condition 33, which requires a parking review upon any change of use affecting parking.

The applicant proposes, and staff supports, similar logic for the bicycle parking. 25 spaces are required for this site but only 12 are proposed (six indoor and six outdoor by the NW or employee entrance). Staff does believe an additional rack should be required at the front entrance as noted in Condition 21.

2. Traffic/Access

Three full-access driveways are proposed, two on S. Sequoia Parkway and one on S. Township Road. Trucks will use the driveway on S. Township, load/unload using two drive-through bays, and exit onto S. Sequoia Parkway. All proposed accesses meet the City's spacing standards.

S. Sequoia Parkway must be extended in order for the American Steel project to happen because both utilities and traffic flow will be handled by Sequoia. The intersection of Township and Sequoia is still undergoing final design and review. It will likely include left turn lanes on each roadway and stop signs on Sequoia.

S. Township Road past Baker Prairie School is not a designated truck route and should not be used by heavy trucks due to the school zone and other traffic conflicts; condition 32 will prevent heavy trucks from heading in that direction.

The intersection of Sequoia and Township will actually be slightly east of that shown on the site plan, so the actual layout will include slightly more landscaping between the building and sidewalk. Condition 13 reflects this design requirement.

Right-of-way and public utility easements for S. Sequoia Parkway are guaranteed by an existing Memorandum of Understanding with the property owners. Condition 13 requires these dedications to take place as part of construction.

Township Road is under Clackamas County jurisdiction at this time, although it will likely come under City jurisdiction as far as Mulino Road at some point in the future. The applicant will need to obtain County permits for road and driveway construction, and follow all County requirements (see Conditions 9, 11). A shared driveway has been proposed with BBC Steel; this driveway has been approved by the County. The applicant must demonstrate that all needed easements and maintenance agreements have been signed and recorded prior to issuance of a building permit (Condition 4).

Seventeen feet of right-of-way plus a public utility easement is required on S. Township Road to meet future roadway dimensions and serve the property. This is required by Condition 10.

Lancaster Engineering's traffic study is attached to this staff report as an exhibit. The report concludes that studied intersections and driveways will operate with acceptable levels of delay through development of the site, and that no mitigation is required. As noted above, American Steel runs three shifts including evening and overnight hours. Many of American Steel's delivery trucks load and depart by 4:30 am, which will minimize conflicts with residential and school traffic on Township Road on the site's frontage.

American Steel will be required to install sidewalks, planter strips, and street trees along the full north and east sides of their site (Conditions 11, 14). The one exception is the site frontage that Sequoia Parkway will not extend past at this time; in this area American Steel will be required to either bond for the improvements or provide the City with a cash equivalent towards future construction (Condition 15).

The proposed site plan includes pedestrian connections to both office areas on the north side of the building. No sidewalks are proposed running along the parking areas. CMC 16.35.050I(1) requires a direct pedestrian connection between the primary building entrance and public sidewalk; staff believes a shorter path must be provided to meet this requirement (Condition 19).

The rail spur line terminates at a stop point ("bumping post") located east of the building. One rail car can be pushed out in this direction, but the applicant indicates this would happen rarely and for short periods. However, since access to the southern part of the site could feasibly be completely blocked by rail cars on the east and west sides of the building, the Canby Fire District has requested an emergency entrance off Sequoia south of the rail spur. This is required under Condition 18.

Canby Area Transit (CAT) does not currently run on S. Sequoia Parkway but is expected to do so in the future. Currently, Canby has no requirements for bus infrastructure to be built along

with development (we are looking at this issues as part of our Transportation System Plan update). CAT did return a list of eight suggestions related to facilitating usage of alternative modes of transportation (see Request for Comments section). We would like to work with American Steel to develop a site that will work for a future bus shelter, but do not have the authority to require one at this time.

3. Signs

The site is allowed a total of 960 square feet of signage. Monument signs in the M-1 zone may not exceed 32 square feet per sign face and shall not exceed 6 feet in height. One monument sign is proposed at the corner of Township and Sequoia and shall comply with this standard (Condition 22). Additional signage is proposed on the building entry and corners, but specifics of design and size have not been submitted and must be reviewed later (Condition 22).

4. Lot Landscaping standards and Tree Retention

Exhibit 1 includes a summary of the landscaping calculations for this site, showing that all required landscaping standards have been met. Almost 1.5 acres (65,698 s.f.) of landscaping will be provided. Shrubs surround the building and lawn areas extends from the shrubs to the sidewalks. Almost 200 trees are proposed on site, including 53 Leyland Cypress along the Logging Road frontage and decorative flowering trees around the building. Automatic irrigation is proposed for all landscaped areas and is required by Condition 3.

The landscape plan calls for “Street Trees and Groundcover by others” in the planter strip, but that work is required of the applicant according to municipal code and the memorandum of understanding with the property owners. Conditions 11 and 14 require the applicant to plant street trees with species and spacing approved by the City in the planter strip, and to plant grass with automatic irrigation. Street trees will be large deciduous trees such as maples or oaks to match previous phases of Sequoia Parkway.

There are no existing trees on the property so no arborist report was needed and the Tree Retention component of the matrix does not apply. The three large firs along the railroad tracks are on railroad property and it appears that these will need to be removed to build the drill track.

Storm water will be treated onsite by a two-stage facility located at the south end of the property. This area will be surrounded by an 8' cyclone fence with black PVC slats, so should present no attractive nuisance hazards despite the proximity to the public trail.

5. Building Appearance

Building elevations are shown on the last two sheets of the applicant's packet. The last sheet provides an illustration of the proposed color scheme: basically, a very large beige expanse. The building has concrete tilt-up perimeter walls supporting a hybrid wood/steel roof. The main walls of the building are 40' high and the office areas have 24' walls. The office areas are called out with tinted storefront glazing, a darker shade of beige paint, and signage with blue accents. The main entry on Sequoia Parkway has a slightly raised cornice, an extra panel

for added depth, and a rounded metal canopy overhead. The proposal is compatible with surrounding development and with the Industrial Area Master Plan.

East and west elevations contain several rolling overhead doors for truck and rail access. There is a small patio for employee use on the west side of the building near the office. The west side of the building also will have a few external tanks and a hopper, and a screened storage area on the south side contains compressors. Trash and recycling storage will be located inside the building.

The operation yard and storm water treatment areas will be screened from both Sequoia Parkway and the railroad/ Logging Road path by an 8' cyclone fence with black PVC slats.

The site is lit by a combination of wall packs and light poles; illumination levels are shown on figure LT 1. The public parking areas achieve at least 0.25 foot-candles (FC) with most areas above 1 FC. The enclosed storage yard is lit as well, generally at 0.25 FC and above. Street lights will be installed as part of road construction and will add to these lighting levels. Condition 27 requires hooded or cutoff fixtures to minimize light pollution.

No visible mechanical units are proposed on the rooftop. At 40' this building comes close to the zone's maximum allowed height of 45' (buildings can go higher with a conditional use permit).

Compatibility Matrix

The proposed development is compatible with the Site and Design Review requirements for development in the M-1 Light Industrial zone and with the Industrial Overlay (I-O) zone. See Design Review Matrix above and scoring below.

<u>CRITERIA</u>	<u>PTS/ POSS</u>	<u>NOTES</u>
Parking		
Location of parking	1/2	Depends on vantage point.
Parking lot landscaping	2/2	34% interior landscape.
Parking lot trees	2/2	4 extra trees proposed.
Number of parking spaces	2/2	Proposed less than 100%.
Minimum Score = 4 points	7	Minimum score met
Transportation/Circulation		
Local street alignment	0/0	N/A.
Pedestrian access ways	1/2	Six foot sidewalks and red-stained concrete for crosswalks.
Number of pedestrian connections	1/1	Two connections to building.
Minimum Score = 3 points if all apply	3	2/3 acceptable
Tree Retention, Open Space Conservation and Trail Connections		
Trees preserved as recommended	0/0	N/A
Trees replaced as recommended	0/0	N/A
Dedication of open space/trails connections	0/0	N/A
Minimum Score = 3 points	0	Not applicable

Landscaping

Tree installed at 3" caliper	0/2	Less than 25% 3" caliper.
Usable outdoor amenity	1/2	Two patios, no public access.
Lawn/Groundcover Area	2/2	Majority groundcover is grass.
Minimum Score = 3 points	3	Minimum score met.

Building Appearance and Orientation

Orientation to street	2/2	Township façade at setback line.
Building entrances visible from the street	1/1	Main entrance faces Sequoia Pkwy.
Material	1/2	Concrete tilt up.
Articulation & detailing	2/2	Entrances articulated.
Minimum Score = 4 points	6	Minimum score met.

6. Availability of Adequate Public Facilities and Services

Service provider comments are shown in exhibit 2. Some have been addressed above. Following is a summary of the comments received from each provider along with staff's analysis of the issue.

City Engineer/ Canby Public Works Department

The City Engineer's comments include some advisory notes for the applicants' benefit. Remaining comments match to conditions as follows:

- #3 - Sequoia Parkway alignment to be adjusted to match City plan; Condition 13.
- #4 - Construction of sidewalks; Conditions 11 and 14.
- #5 - Township Road ROW dedication and improvements; Conditions 10 and 11.
- #6 - Turning radii; Condition 17.
- #8 - Comply with Traffic Study conclusions; no condition needed.
- #9 - Public storm drainage requires DEQ approval; Condition 26.

Wastewater Treatment Plant

In order to serve the proposed facility Conditions 34-38 are required.

Storm water provision

- City Erosion Control permits required – Condition 7.
- Trash/recycling enclosures that are exposed to rainfall may not have a direct connection to the storm drain system – Condition 29.
- Any proposed connection of storm water flow to the sanitary sewer requires written authorization by the City. Additional SDCs and monthly charges may be assessed. Condition 39.
- On-site storm water disposal must be approved by DEQ. Documentation of DEQ approval and UIC registration, if any, must be provided to the City prior to approval of a final inspection for the building. Condition 26.

Canby Utility – Electric

Services will become available along with development. Standard utility conditions will apply. No special conditions requested.

Canby Utility – Water

Questioned size of private fire protection line. This will be addressed during the preconstruction process and our standard utility conditions. No special conditions requested.

Canby Telcom

Standard comments apply, no special conditions requested.

NW Natural, Willamette Broadband

No comments received. We expect these services would become available through the construction of S. Sequoia Parkway.

Traffic Safety Committee

Requested analysis of S. Township Road at S. Redwood Street. Lancaster Engineering's traffic study did not find capacity problems at any affected intersections. S. Township at S. Redwood may need to become a four-way stop at some point, but the City can make this change when warrants are met (they are not currently). Heavy trucks will not be allowed to use this intersection.

Canby Area Transit

See discussion above under traffic/access.

Canby Police Department

Adequate public services are available. No conditions requested.

Canby Parks Department

No comments received. The site is fully fenced facing the City's Logging Road Trail, so staff believes any potential conflicts will be minimized.

Canby Fire District

The Fire District has been working with the applicant to coordinate service provision. Aside from the discussion above regarding access to the south side of the property (Condition 18), staff is not aware of any Fire District concerns regarding the property. We do not have written comments from the Fire District as of the date of this report but hope to prior to the public hearing.

Clackamas County Transportation

Provided comments at the preapplication meeting, but has not yet filed a set of comments for this staff report. Preapplication comments are included along with a later email communication. The County's main concern focuses on truck turning movements at the site driveway on S. Township Road. Condition 17 requires a 40' radius for all driveways unless turning movement diagrams demonstrate a smaller radius will work. Conditions 9,10, and 11 ensure that the application comply with all relevant county standards and permit processes for improvements on S. Township Road.

7. Development Standards

CMC 16.35.050 addresses development standards for this project as follows:

ITEM	STANDARD	ANALYSIS
(A) Lot Area	None	Met
(B) Lot Width/Frontage	None	Met
(C) Setbacks	10'/20'/35' depending on wall height and which yard	Met
(D) Building Height	45'	Met
(E) Lot Coverage	None in M-1 zone	Met
(F) Driveway spacing	200'	Met
(G) ROW improvement design	Per Master Plan	Met
(H) Signs	See analysis above	Met with condition
(I) Building Orientation	Entrance facing street with direct connection to sidewalk	Met with condition
(J) ROW plantings	Street trees/groundcover only	Met
(K) Metal building exterior	Detailing only	Met
(L) Lighting	Required/plans provided	Met
(M) Shared access	For land division only	N/A
(N) Irrigate landscaping		Met
(O) Other standards:		
Vision clearance	30'	Met
Storage screening	Facing residential zone	Met
Setback overhangs	2'	Met
Cell tower	Approval process details	N/A

8. Neighborhood Meeting

The applicant held a public meeting June 4, 2007 at the Canby Adult Center. Owners of several neighboring properties attended and asked questions about traffic generation and road alignment. Meeting minutes are included in Exhibit 2.

9. Public comments

No public comments have been received as of the date of this staff report.

V. CONCLUSION

Staff concludes that, with conditions, the application will meet the requirements for site and design review approval. In direct response to the criteria for site and design review, staff has concluded the following:

- 1A. The proposed development of the site is consistent with the applicable standards and requirements of the Canby Municipal Code and other applicable City ordinances insofar as the location, height and appearance of the proposed development are involved; and

- 1B. The proposed design of the development is compatible with the design of other development in the vicinity; and
- 1C. The location, design, size, color, and materials of the exteriors of structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity; and
- 1D. The proposal is deemed compatible given that the application exceeds the minimum points needed for Design Review Approval; and
- 1E. All required public facilities and services exist or can be made available to adequately meet the needs of the proposed development.
- 2. Public utility and service providers have indicated that the existing proposal can be made to comply with applicable standards.
- 3. The proposed development will not increase the cost of housing in Canby.
- 4. The property owner is not applying to remove street trees.

VI. RECOMMENDATION:

Based upon the application, elevations, the site plan received by the City, the facts, findings and conclusions of this report, and without the benefit of a public hearing, staff recommends that the Planning Commission approve DR 07-04 with the following conditions:

- 1. The building permit application shall include a revised set of all full size development plans (including site plan, landscape plan, elevations, etc.) which depicts each of the written conditions to the satisfaction of the City Planning Department. All written conditions must be met prior to final occupancy of the building unless otherwise noted.
- 2. A detailed landscape construction plan shall be submitted with the building permit application. The detailed landscape plan shall show: the number of plants, plant spacing/location of planting, the type of plants, the size of plants, the schedule of planting, and irrigation plans. The landscape plan shall reflect the approved landscape plan submitted with the Design Review application.
- 3. Landscaping shall be planted at such a density so as to provide a minimum of 95% coverage of the landscape areas with vegetation within a 3-year time period. Bark mulch and similar material shall consist of not more than 5% of the total landscape area after the 3-year period. Trees are to be a minimum of 2" caliper. Automatic irrigation is required for all landscaped areas.
- 4. Prior to issuance of a building permit, a copy of a recorded permanent reciprocal access and maintenance agreement for the shared access driveway off Township Road shall be provided to the City.
- 5. Prior to the issuance of a building permit, installation of public 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. 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 provision is subject to approval by the appropriate utility/service provider. The City of Canby's preconstruction process procedures shall be followed.

6. Construction plans shall be designed and stamped by a Professional Engineer registered in the State of Oregon.
7. An erosion control permit is required, and approval of erosion/sediment control plans is required prior to issuance of a building permit. All City erosion control regulations shall be followed during construction as specified by the Canby Municipal Code.
8. Clackamas County will provide review of Fire & Life Safety, Plumbing, and Electrical permits for this project. Fire & Life Safety approval must be obtained prior to issuance of a City building permit.
9. Clackamas County's approval is required for improvements on S. Township Road. All conditions imposed by Clackamas County shall be adhered to, including but not limited to obtaining a Street Construction and Encroachment Permit.
10. An additional 17 feet of right-of-way plus a 12 foot public utility easement shall be dedicated to the public on the site's entire S. Township Road frontage. Right-of-way and easements shall be dedicated prior to final building occupancy is approved.
11. The applicant is responsible for half street improvements meeting City and County standards must be constructed on the site's entire S. Township Road frontage including street trees, grass, automatic irrigation, street lighting, driveway, sidewalks, and ADA ramps. Curbs shall be located 25 feet from the existing centerline. Improvements shall be completed prior to final building occupancy is approved.
12. Prior to construction of public utility and street improvements, the applicant shall provide an Engineer's cost estimate to the City to be reviewed and approved, for the asphalt concrete, aggregates, curbs, driveways, sidewalks, ADA ramps and any other required public improvement. A performance bond for an amount determined from the cost estimate is required to insure the construction of required public improvements and must be in place before construction begins.
13. The north end of Sequoia Parkway on the site frontage shall be adjusted so that the face of the west curb line is located at the centerline of the existing 30 foot right-of-way of S. Walnut Street. A 22 foot right-of-way dedication plus a 12 foot public utility easement shall be dedicated to the public on the site's entire S. Sequoia Parkway frontage unless otherwise approved by the City.
14. The applicant is responsible for the following improvements meeting City standards on the site's entire S. Sequoia Parkway frontage (except as noted in Condition 15): street trees, grass, automatic irrigation, driveways, sidewalks, and ADA ramps. Improvements shall be completed prior to final building occupancy is approved. The

Canby Urban Renewal District is responsible for construction of the traveled roadway, curbs, and public utility improvements.

15. Frontage improvements on S. Sequoia Parkway south of the terminus of the Sequoia Parkway Stage 6 project are not required at this time. Prior to final occupancy of the building, the applicant shall provide the City with a cash payment or a bond for the full value of any remaining improvements, to ensure they will be completed at a later date.
16. Wheel stops shall not be required in areas where sidewalks are at least 8 feet in width and in areas where landscaping within 2 feet of the curb is limited to ground cover and will not be damaged by vehicle overhangs. Wheel stops shall be provided for all parking spaces located adjacent to landscaping or walkways that do not meet the above criteria. The wheel stops shall be placed 2 feet in front of the end of the parking space.
17. 40 foot curb radii on S. Township Road and S. Sequoia Parkway shall be provided to allow for truck turning movements, unless otherwise approved by the City and County after review of turning diagrams.
18. A 25 foot wide emergency access route from Sequoia Parkway into the site located south of the rail line is required to ensure adequate emergency service access. The access and any gate must meet all requirements of the Canby Fire District related to design, construction, and maintenance. This access shall be shown on preconstruction plans.
19. A direct sidewalk connection (“shortest path”) from Sequoia Parkway to the main building entrance shall be constructed.
20. All interior sidewalks and access ways shall be a minimum of 6 feet in width as proposed.
21. In addition to the 12 proposed bicycle parking spaces, one “staple” type bicycle rack shall be provided at the Sequoia Parkway entrance of the proposed building. All bicycle parking shall meet the installation requirements of CMC 16.10.100.
22. Monument signs may not exceed 32 square feet per face and shall not exceed 6 feet in height. Details of sign dimensions, coloring, and mounting techniques shall be shown on the building permit submittal or on a subsequent sign permit application.
23. The applicant shall install fire hydrants as required by the Canby Fire District.
24. Commercial driveway approaches shall be installed at the entrances from S. Township Road and S. Sequoia Parkway. Access improvements shall be inspected and approved by Clackamas County and/or Canby Public Works prior to installation.
25. Any relocation of existing utilities required due to construction of the development shall be done at the expense of the applicant.

26. All storm water shall be disposed of on-site. The design of storm water facilities shall be approved by the City Engineer and Public Works Supervisor. The applicant is responsible for obtaining approval from DEQ, if necessary, for private storm water facilities. Any drywells or UIC systems must meet DEQ criteria and be registered with DEQ. DEQ approval for all facilities shall be provided to the City prior to construction.
27. All site lighting shall be "hooded" or "cutoff" so as not to direct light skyward.
28. Traffic control devices on private property located where private driveways intersect public roads shall be installed and maintained by the applicant, and shall meet standards set forth in the *Manual on Uniform Traffic Control Devices* and relevant Oregon supplements.
29. No exterior trash or recycling receptacles/dumpsters are proposed, but any installed in the future shall be screened from public streets and shall not have a direct connection to the storm drain or sanitary sewer systems if uncovered.
30. This property is subject to Economic Improvement District (EID) charges which will commence upon issuance of a certificate of occupancy.
31. Approval of this application is based on the submitted site plan, elevations, and other relevant application materials and submitted testimony. Approval is strictly limited to the submitted proposal and is not extended to any other use of the property. Modification of the approved site plan and elevations with regards to building height, sign size and design, colors, materials, landscaping, building placement, setbacks, or any other approved elements, shall require an approved modification in conformance with the relevant sections of the Canby Municipal Code.
32. Heavy truck traffic to and from the subject property shall not utilize S. Township Road through the school zone unless required to by road closures or similar issues.
33. If the use of the property changes in the future in such a way to affect parking demand, as determined by the City, a parking analysis of the new use shall be submitted for review by the City prior to approval of a business license for the new use. The new use shall provide parking spaces meeting the requirements of Canby Municipal Code unless otherwise approved by the City. This condition applies to both automobile/truck and bicycle parking.
34. A non-residential wastewater survey must be submitted for review and approval prior to final building occupancy.
35. If trucks will be washed on site, an approved wash rack and pretreatment system shall be installed prior to discharge into the City's sanitary sewer system. Any truck washing facility shall have an oil-water separator/interceptor installed prior to the pretreatment system.

36. Any proposed discharge of manufacturing areas with oily wastes or metal sediment will be required to pass through an oil-water separator or sediment trap of sufficient size to capture pollutants prior to discharge into the City's sanitary sewer system.
37. Any floor drains to be installed in the building shall be routed to an oil-water separator or sedimentation trap, with the exception of floor drains located in restrooms.
38. The batch discharge from the cutting tables with sequencing baths shall have an oil-water separator to remove oil and sediment. Discharge from the separator will be required to meet the City of Canby local limits stated in Resolution 765 or as otherwise superseded in the future. Local limits are noted in the June 26, 2007 memo from Darwin Tramel.
39. Any proposed connection of storm water flow to the City's sanitary sewer system requires written authorization by the City. Additional System Development Charges and monthly rates may apply.

Exhibits:

1. Application, narrative, landscaping calculations.
2. Materials received later from applicant: June 4 neighborhood meeting minutes; June 26 letter regarding vehicle/bicycle parking
3. Development plans (note: oversized plans available at Planning Department)
4. Responses to request for comments
5. May 2007 Traffic Impact Study, prepared by Lancaster Engineering

SITE AND DESIGN REVIEW APPLICATION

FEE *See Fee Schedule Below
Process Type III

OWNERS

APPLICANT**

Name Diana Boyer

Name VLMK Consulting Engineers/Jennifer Kimura

Address 2001 SE Township

Address 3933 SW Kelly Avenue

City Canby State OR Zip 97013

City Portland State OR Zip 97239

Phone (503) 263-6343
6174

Fax (503) 266

Phone (503) 222-4453
9263

Fax (503) 248-

E-mail _____

E-mail jenniferk@vlmk.com

Please indicate who is to receive correspondence (i.e. staff reports etc) and what format they are to be sent

- | | | | | | | | |
|-------------------------------------|-----------|-------------------------------------|-------|--------------------------|-----------|-------------------------------------|-----|
| <input type="checkbox"/> | Owner | <input type="checkbox"/> | Email | <input type="checkbox"/> | US Postal | <input type="checkbox"/> | Fax |
| <input checked="" type="checkbox"/> | Applicant | <input checked="" type="checkbox"/> | Email | <input type="checkbox"/> | US Postal | <input checked="" type="checkbox"/> | Fax |

OWNER'S SIGNATURE _____

Diana C. Boyer

DESCRIPTION OF PROPERTY

Address _____

Tax Map 41E03 01001

Tax Lot(s) 1001

Lot Size 9.69 Acres
(Acres/Sq.Ft.)

Existing Use MFG

Proposed Use MFG

Existing Structures 1

Zoning M1

Comprehensive Plan Designation _____

Previous Land Use Action (If any) Pre-app

<p>Total Fee = Size Component (based on acreage) Public Improvement Component</p> <p>Size Component</p> <p>\$1,500 first 0.5 acres</p> <p>\$100 for each additional 0.1 acres from 0.5 acres up to 2.5 acres</p> <p>\$100 for each additional 0.5 acres from 2.5 acres up to 8.0 acres</p> <p>\$100 for each additional 1.0 acres from 8.0 acres up to 13 acres</p> <p>\$5,000 Maximum for 13 acres and above</p> <p>Public Improvements Component</p> <p>0.3% of total estimated public improvement cost (to be submitted with design review application). No Cap on cost</p>
--

FOR CITY USE ONLY

File # _____

Date Received _____ By _____

Completeness _____

Pre-App Meeting _____

Hearing Date _____

**If the applicant is not the property owner, they must attach documentary evidence of their authority to act as agent in making this application.



SITE AND DESIGN REVIEW APPLICATION: LANDSCAPING CALCULATIONS

Site Areas

1. Building area	190,585	7 Square footage of building footprint
2. Parking/hardscape	165,825	7 Square footage of all sidewalks, parking, & maneuvering areas
3. Landscaped area	65,698	7 Square footage of all landscaped area
4. Total developed area	422,108	7 Add lines 1, 2 and 3
5. Undeveloped area	ϕ	7 Square footage of any part of the site to be left undeveloped.
6. Total site area	422,108	7 Total square footage of site

Required Site Landscaping (Code 16.49.080)

7. Zone	M1 100%	7 Fill in the Appropriate Zone and Percentages: 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. Percent of required landscaping	15%	
9. Total developed area	422,108	7 Fill in value from line 4
10. Required square footage of landscaping	63,316	7 Multiply developed area by % of required landscaping
11. Proposed square footage of landscaping	65,698	7 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

12. Zone	M1 LIGHT INDUSTRIAL	7 Fill in the Appropriate Zone and Percentages: R-1, R-1.5, R-2, C-2, C-M, C-R, (M-1) M-2 Zones: 15% C-1 Zone: 5%
13. Percent of required landscaping	15%	
14. Area of parking lot & hardscape	28,283	7 Fill in area of parking and maneuvering areas plus all paved surface within ten (10) feet of those areas.
15. Required square footage of landscaping within 10 feet of parking lot	4,258	7 Multiply area of parking lot (line 14) by percent of required landscaping (line 13)
16. Proposed square footage of Landscaping within 10 feet of parking lot	9,670	7 Calculate the amount of landscaping proposed within 10 feet of all parking and maneuvering areas.

SITE AND DESIGN REVIEW APPLICATION: LANDSCAPING CALCULATIONS

17. Number of parking spaces	72	7 Total number of parking spaces IN LANDSCAPED SITE (OUTSIDE OF FENCE)
18. Area of parking lot & hardscape	28,283	7 Area from line 14
19. Number of parking spaces (line 17) divided by 8	9	7 Round up to the nearest whole number
20. Area of parking lot (line 18) divided by 2,800	11	7 Round up to the nearest whole number
21. Number of required trees in parking lot	11	7 Take the larger of the previous two rows
22. Number of trees provided within 10 feet of parking lot	15	7 Count the number of proposed trees within 10 feet of parking and maneuvering areas.

20

American Steel
Site Design Review Narrative

City of Canby
Planning Department
170 NW 2nd Avenue
Canby, Oregon 97013

American Steel
Site Design Review Narrative
May 16, 2007

The applicant is proposing to develop the 10.34 acre site known as tax lot 1001 within the Canby Industrial Park. This site is located immediately north of the Mollala Western (Southern Pacific) railroad, south of Township Road, east of the existing BBC facility, and west of the proposed Sequoia Parkway extension (Walnut Street). The development will include an approximate 190,585 sq. ft. building with a screened yard to the south to accommodate the operations of American Steel.

American Steel will be consolidating and relocating their current Portland operations into this Canby facility. Their operations include distribution and processing of general carbon steel products. American Steel will operate the facility in 3 continuous shifts 5 days a week with occasional Saturday overtime shifts. The current staff of 100 employees could expand to 120 within the next few years.

The Parcel is zoned M-1 (Light Industrial) with an I-O (Industrial Area Overlay) Overlay zone. The proposed development meets or exceeds the minimum development requirements listed for both the M-1/I-O Design Standards and conforms to the City of Canby's Comprehensive Plan and Municipal Code. Please refer to the attached Design Review Matrix for substantiation of compatibility with the referenced standards.

The applicant participated in a Pre-Application Conference with the City of Canby on August 9th, 2006. Please refer to the attached Pre-Application Meeting Minutes for a summary of discussions at this meeting. Subsequent to our conversations with the City of Canby planning department, the neighborhood meeting will be held within the next two to three weeks.

As the property immediately west of the subject parcel is zoned Exclusive Farm Use (EFU) and is within the Clackamas County jurisdiction, the applicant was required to pursue a conditional use approval for rail service to the building. This conditional use application was submitted to the County on April 10, 2007. The public hearing for this application is scheduled for July 5, 2007. I have included a copy of the Completeness Notice and Conditional Use application herein.

The building is designed with concrete tilt-up perimeter walls supporting a hybrid wood/steel roof structure. The corporate, branch, and operation offices occur at the northeast and northwest corners of the building. These office appendages include an expanse of tinted storefront glazing with substantive architectural relief provided by vertical and horizontal reveals, a stacked panel with cornice at the entry, a radiused canopy, and a multi-toned paint scheme.

The facility will be served by three access drives, two of which will occur along Sequoia Parkway and one which will be shared with the neighboring property owner to the west (BBC). Trucks will circulate counterclockwise through the building with primary access occurring at the shared access drive off of Township Road. Employee parking is positioned around the perimeter of the building with the majority occurring at the primary parking lot adjacent to Sequoia Parkway. The operation yard which occurs on the south and west side of the building will be screened from both right-of-ways and the adjacent properties with an 8 ft. cyclone fence with black PVC slats.

As discussed in the Pre-Application Meeting and subsequent correspondence with the City of Canby Planning Department, Sequoia Parkway will be designed and constructed with urban renewal funding. The funding for the roadway has been formalized for inclusion in the 2007-2008 urban renewal budget. The alignment of the road has been confirmed by the agency and the City's engineering consultant, Curran McCleod, who has provided design guidelines for the right-of-way. This roadway will require 22 ft. of right-of-way dedication along the east property line of this subject parcel. The applicant will be required to construct a partial half-street improvement along the southern right-of-way for Township Road. This will necessitate an 11 ft. dedication from the subject parcel.

The facility will be served with new utilities constructed with the extension of Sequoia Parkway. The City planning department has assured American Steel that these utilities will be designed and constructed to accommodate the construction schedule for this development.

Storm water runoff from this site will be collected and conveyed to an onsite water quality treatment and retention facility. This facility is located at the very southeast corner of the property. The geotechnical investigation revealed excellent infiltration rates for these soils.

A total of 117 vehicle and 12 bicycle (6 interior and 6 exterior) parking spaces have been provided. These parking counts do not reflect the excessive requirements outlined in the City's ordinance but will more than accommodate the current and future staffing requirements.

Please refer to the attached plans and related documents for further clarification on this proposed development for American Steel.



3933 SW Kelly Avenue • Portland • Oregon 97239-4393

P 503.222.4453
F 503.248.9263
E vlmk@vlmk.com
W www.vlmk.com

American Steel

Neighborhood Meeting Minutes

DATE
Date: June 4, 2007

VLMK Job No: 206395
Address: Canby Adult Center
1250 S Ivy St
Canby, OR 97013

FILE COPY

THESE MINUTES REFLECT OUR UNDERSTANDING OF THE TOPICS DISCUSSED DURING THE MEETING. THEY WILL STAND AS WRITTEN UNLESS QUESTIONED AND AMENDED WITHIN THREE (3) DAYS OF DISTRIBUTION.

Present at Meeting:

See Attached: Sign-In Sheet

Introduction:

Greg Blefgen, VLMK Consulting Engineers moderated the meeting as the Design consultant for American Steel. Steve Mickels represented American Steel at this meeting.

The proposed development includes an approximate 190,585 sq ft steel manufacturing and warehouse facility. The 10 acre project site is tax lot 1001 which is bounded to the North by Township road, to the South by the Molalla Railroad, to the West by the existing BBC property, and to the East by the Weygandt Property.

The City of Canby will be extending Sequoia Parkway to serve the development. The funding and the alignment of this extension have been approved by the City of Canby's urban renewal committee.

The site will be served with three access drives, two of which are located along the Sequoia Parkway frontage. The primary truck access occurs off Township road and will be shared with the neighboring property to the West, BBC Steel. Employee parking is situated around the entire building.

A majority of the exterior yard will be screened with an 8 foot-cyclone fence with PVC slats. American Steel will store trucks, trailers, and other related operational elements in the south yard of the building.

The facility will be operational twenty-four hours a day at least five days a week. There may also be some overtime shifts requiring operation on Saturday's.

EXHIBIT
#2 23

American Steel

Neighborhood Meeting Minutes

The proposed development will necessitate half street improvements to Township road. These improvements will consist of 11ft of right of way dedication, extension of the paved road way, curb and gutter system, landscape planter strip, sidewalk, and associated street trees and street lights.

The building will be served by a Rail Spur extending off the Molalla Railroad. This Spur will cut across the southeast corner of the BBC property to the West. This Rail extension requires a conditional use approval through Clackamas County. The public hearing for this conditional use application is set for July 5th 2007.

Infrastructure to serve the sight will be extended to the property with the Sequoia Parkway construction. This will include sanitary, water, power, and natural gas. Storm water for the property will be collected treated, and retained on site within a storm water quality retention facility located at the SE corner of the site.

The design review application for the project was submitted to the City of Canby on May 16, 2007. Construction is schedule to commence around September 1, 2007 with a completion scheduled for July 1, 2008.

Comments / Questions :

Buzz Weygandt voiced some concern about traffic at the intersection of Township and Sequoia Parkway. His concerns were related to the amount of right-of-away being requested along the Townships frontage. He questioned whether or not additional right-of-way should be required to accommodate a future turn lane for east bound traffic on Township road turning onto southbound Sequoia Parkway. He was also concerned about the adequacy of the proposed road ways to accommodate truck traffic.

Leighton Perkins questioned the alignment of Sequoia Parkway from Walnut to Township.

I responded to both Buzz & Leighton advising them that the City of Canby commissioned Lancaster Engineering to prepare a Traffic Impact Analysis for the proposed development. I also advised them that Clackamas County provided design criteria for the right-of-way dedication and road improvements, along Township road. The City of Canby is working with their Consultant, Curran McCleod to complete the design of the Sequoia Parkway extension.

I advised Mr. Perkins that we were informed by the Canby Planning Dept. that the alignment of Sequoia Parkway had been approved. We assumed that the right-of-way acquisitions had already been addressed.

I suggested that Mr. Weygandt and Mr. Perkins voice their concerns directly to the City of Canby Planning Department.

I advised Mr. Weygandt that the Traffic Impact Analysis included an examination of the subject intersection and access drives to determine if additional turn lanes would be

American Steel
Neighborhood Meeting Minutes

necessitated with the proposed development. The study concluded that turn lanes warrants were not met. As the Township road is currently within the counties jurisdiction, they will be making the final determination.

Conclusion:

Attendees at the meeting were invited to review the full scale site plan and floor plan for the building. A half size copy of the design review drawings were also available for review.

No further comments or questions were raised and the meeting was adjourned at 7:30pm.

Submitted By:

VLMK Consulting Engineers



cc:

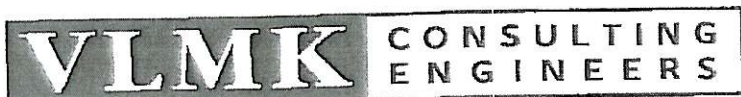
Tom Krause, American Steel
Steve Mickels, American Steel
City of Canby Planning Department

Attach: Sign-In Sheet

25

American Steel Neighborhood Meeting Sign-In Sheet

<u>Name</u>	<u>Address</u>	<u>Phone Number</u>
GARY RANDALL	200 S W WALKER ST PORT, OR 97201	(503) 279-1721
TODD BOYER	2001 SE TOWNSHIP RD	503 263 6343
DIANA BOYER	" "	LS
STEVE MICKELS	4033 NW YOUNG FDX	503-727-7359
Buzz Weygandt	24401 S MULINO RD.	503-266-8870
Leighton Perkins	446 S. Walnut	266-3521



3933 SW Kelly Avenue • Portland • Oregon 97239-4393

P 503.222.4453
F 503.248.9263
E vlmk@vlmk.com
W www.vlmk.com

American Steel

June 26, 2007

City of Canby Planning Department
170 NW 2nd Ave
Canby, OR 97013
503-226-6404 ext. 202
503-266-1574 Fax

Attn: John Williams
Re: American Steel, Canby OR
Subject: Vehicle & Bicycle Parking Analysis

Dear John:

In follow up to our discussions, this letter will address the vehicle & bicycle parking for the referenced development. This letter will accompany our site plan review package as submitted on May 16, 2007.

The proposed American Steel facility includes an approximate 190,585 sq.ft. industrial building. The facility will be used primarily for the distribution and processing of general carbon steel products. American Steel will operate the facility with three continuous shifts, five days a week with occasional Saturday overtime shifts. The current staff of 100 employees could expand to 120 within the next few years. The largest shift occurs during the day and includes approximately 60 people where as the swing shift and the graveyard shift has approximately 25 and 15 employees respectively.

Table 16.10.050 of the City of Canby municipal code provides minimum standards for off street parking. For industrial/manufacturing use's, the minimum off street parking requirement is 3.5 spaces per 1,000 gross sq.ft. of office space plus one space per 1,000 gross sq. ft. of non-office manufacturing space. In accordance with the "floor area" definition (16.10.020 A), the floor area measured should be the gross floor area of the building primary to the function of the particular use of the property other than space devoted to off street parking or loading. The following summarizes the calculations used to determine the minimum parking requirements.

American Steel

Parking Calculation:

Office area	15,485 sq.ft.
Required parking for office	54 Spaces
Manufacturing area (excluding the loading bays)	151,106 sq.ft.
<u>Required parking for manufacturing area</u>	<u>151 Spaces</u>
 Total Parking Required	 205 Spaces

The current site plan includes 117 employee parking spaces located around the perimeter of the building. Additional parking has been provided in the rear yard to accommodate American Steel's operations fleet of tractor trailers. The primary parking need for the facility is employee parking as the operations do not cater to the general public. The outside sales employees (6-10 people) travel and are frequently out of the office. The office and manufacturing shifts are staggered which reduces the parking needs even further.

Table 16.10.100 of the City of Canby municipal code outlines the requirements for bicycle parking. A total of 0.15 spaces per 1,000 sq.ft. are required for industrial/manufacturing facilities. This equated to a requirement of 25 bicycle parking spaces or approximately 0.5 bicycle parking spaces per employee on the largest shift. The current plan illustrates a total of 12 bicycle spaces which provides approximately 0.25 bicycle parking spaces per employee on the largest shift (one bike parking space per every four employees). Half of the bicycle parking spaces are located within the building, where as the other half are located adjacent to the patio area near the operations office.

We have not included the 47 trailer and 20 tractor parking spaces illustrated in the rear yard with the 117 vehicle parking count. Additional parking could be provided in this expansive yard should future use necessitate.

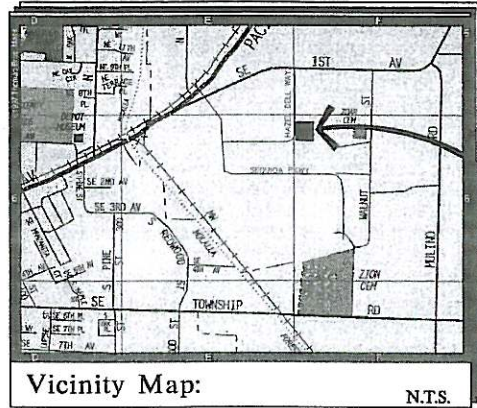
Based upon this parking analysis, we respectfully request a reduction to the vehicle and bicycle parking counts required by the City of Canby municipal code. Should you need clarification and/or additional documentation to justify this request, please call me to discuss.

Sincerely,

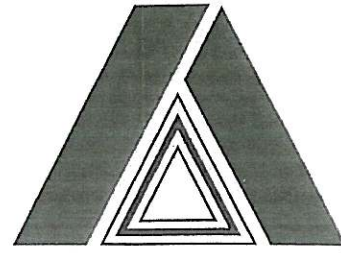


Greg Blefgen, P.E., S.E.
Principal

CC: Craig Schwartz, American Steel
Tom Kraus, American Steel



SITE
Township Road At Walnut Street



AMERICAN STEEL L.L.C.

Proposed New Production Facility
Township Road At Walnut Street
In the City of Canby, within Clackamas County and the State of Oregon

Project Directory:

Owner:

American Steel
19022 80th Ave South
Kent, Washington 98302
Phone: (425) 251-8222
Contact: Tom Kraus

Engineer:

VLMK Consulting Engineers
3933 Southwest Kelly Avenue
Portland, Oregon 97239
Phone: (503) 222-4453
Fax: (503) 248-9263
Contact: Havlin Kemp P.E.

Site Surveyor:

ZTEC ENGINEERS, INC.
3737 SE 8TH AVE.
PORTLAND, OREGON 97202
Phone: (503) 235-8795
Fax: (503) 233-7889
Contact: CHRIS FISCHBORN

Landscape Architect:

Otten Landscape Architects, Inc.
3933 Southwest Kelly Street, Suite B
Portland, Oregon 97239
Phone: (503) 972-0311
Fax: (503) 972-0314
Contact: Janet Otten

Geotechnical Engineer:

Geo Designs
15575 Southwest Sequoia Parkway, Suite 100
Portland, Oregon 97224
Phone: (503) 968-8787
Fax: (503) 968-3068
Contact: Scott McDevitt

Special Inspection:

CODE REQUIRED SPECIAL INSPECTION AND MATERIALS TESTING PROGRAM			
FOUNDATIONS AND SOILS:	COMMENTS	DURATION	INSPECTION AGENCY
Grading and Subgrade Compaction	Ref. Project Specifications	P	Geotechnical
Footing Excavation and Compaction		P	Geotechnical
Footing Form work and Reinforcement		P	Testing Lab/Engineer
CONCRETE:			
Placement of Reinforcing Steel for Slab-on-Grade		P	Testing Lab/Engineer
Placement of Reinforcing Steel for Elevated Floor Slabs		P	Testing Lab/Engineer
Placement of Reinforcing Steel for Reinforced Wall Panels		P	Testing Lab/Engineer
Placement of Concrete for Reinforced Slab-on-Grade	See Note 6, Item A	C	Testing Lab
Placement of Concrete for Elevated Floor Slabs	See Note 6, Item A	C	Testing Lab
Placement of Concrete for Reinforced Wall Panels	See Note 6, Item A	C	Testing Lab
Prior to and During Concrete Placement for Cast Anchor Bolts and Embedment Plates		C	Testing Lab
Placement of Pre-stressing Tendons		C	Testing Lab
Stressing and Grouting of Pre-stressed Concrete Tendons		C	Testing Lab
Special Moment Resisting Frames (Zone 3 & 4)		C	Testing Lab
Drilled-in Adhesive Anchors, Rods and Dowels Shall be continuously inspected during installation	per ICBO Evaluation Report	C	Testing Lab
Drilled-in Expansion/Wedge Anchors in Concrete (U.O.s. noted on Drawings)	per ICBO Evaluation Report	C	Testing Lab
Placement and Installation of Coupled Reinforcing Steel	per ICBO Evaluation Report	C	Testing Lab
STRUCTURAL WELDING AND HIGH-STRENGTH BOLTING:			
Single Pass Fillet Welds 5/16" and smaller		P	Testing Lab
Fillet Welds larger than 5/16"		C	Testing Lab
Ultrasonic Testing Full-Penetration Welds at Moment-Frame and Brace-Frame Connections, and Field Welded Applications	Nondestructive Testing per IBC 1708.4 AWS D11	C	Testing Lab
Metal Deck Welding and Welded Stud Installation		P	Testing Lab
Welding of Structural Light Gauge Metal Stud Framing		C	Testing Lab
Welding of Reinforcing Steel per I.B.C. 1903.5.2		C	Testing Lab
Welding A706 Reinforcing Steel for Embed Plates Bar Larger than #6		C	Testing Lab
Welding A706 Reinforcing Steel for Embed Plates Bar #6 and Smaller		P	Testing Lab
High Strength A325C and A490C Bolt Installation (Torque Verification)		P	Testing Lab
High Strength A325N and A490N Bolt Installation	Verify all bolts installed to "Snug Tight" Condition	P	Testing Lab
APPROVED FABRICATORS:			
Certificate of Compliance must be Submitted to the Architect or Engineer of Record, for all off site Fabrication both on Structural Steel, Open Web Steel Joists and Girders, Diaphragms, and Fire-cast Concrete, Etcetera.		P	Testing Lab
OTHER INSPECTION REQUIREMENTS:			
VERTICAL AND HORIZONTAL SHEAR DIAPHRAGMS:			
Placement of Sheathing and Nail Spacing for Vertical Wood and Metal Stud Shear Walls		P	Testing Lab/Engineer
Placement of Roof Sheathing and Nail Spacing		P	Testing Lab/Engineer
STRUCTURAL OBSERVATION:			
FOOTING REINFORCEMENT		P	Engineer
SUBSTANTIAL COMPLETION OF STRUCTURAL STEEL ERECTION		P	Engineer
AT COMPLETION OF ROOF DIAPHRAGM NAILING (INCLUDING WALL ANCHORAGE CONNECTIONS)		P	Engineer
AT COMPLETION OF THE LATERAL FORCE RESISTING SYSTEM		P	Engineer

SPECIAL INSPECTION PROGRAM NOTES:

- DURATION REFERRED TIME AND FREQUENCY OF INSPECTION FOR THE PORTIONS OF WORK INDICATED ABOVE.
C = CONTINUOUS INSPECTION IN WHICH THE SPECIAL INSPECTOR IS ON SITE AT ALL TIMES OBSERVING THE WORK REQUIRING SPECIAL INSPECTION.
P = PERIODIC INSPECTION IN WHICH THE SPECIAL INSPECTOR IS ON SITE AT TIME INTERVALS NECESSARY TO CONFIRM THAT THE WORK REQUIRING SPECIAL INSPECTION IS IN CONFORMANCE WITH APPROVED PERMIT DRAWINGS AND SPECIFICATIONS.
- THE INSPECTION AGENCIES ARE AS FOLLOWS:
ENGINEER - VLMK ENGINEERS
GEOTECHNICAL ENGINEER -
TESTING LAB - TO BE DETERMINED
TESTING LAB SHALL PERFORM INSPECTIONS OF ALL PORTIONS OF WORK DESIGNATED IN THE PROGRAM. THE SELECTED INSPECTION AGENCY SHALL BE AN ACCREDITED, APPROVED SPECIAL INSPECTION AGENCY EMPLOYED BY THE OWNER OR OWNER'S AGENT, NOT THE CONTRACTOR OR SUB CONTRACTOR, PER I.B.C. SECTION 1703. THE SPECIAL INSPECTOR'S DUTIES REGARDING THE PORTIONS OF WORK ARE DESCRIBED IN I.B.C. SECTIONS 1703 AND 1704. THE SPECIAL INSPECTOR SHALL BE A QUALIFIED PERSON WHO SHALL DEMONSTRATE COMPETENCE TO THE SATISFACTION OF THE BUILDING OFFICIAL. PRIOR TO THE BEGINNING OF CONSTRUCTION THE ARCHITECT (OR ENGINEER) SHALL CALL A PRE-CONSTRUCTION MEETING WITH THE ARCHITECT, ENGINEER, BUILDING OFFICIAL, CONTRACTOR AND SPECIAL INSPECTORS TO REVIEW THE SPECIAL INSPECTION REQUIREMENTS. THE STRUCTURAL OBSERVATION REQUIREMENTS SHALL ALSO BE DISCUSSED DURING THIS MEETING.
DUTIES OF THE SPECIAL INSPECTOR TO INCLUDE, BUT ARE NOT LIMITED TO:
A. ACKNOWLEDGE THE SPECIAL INSPECTION PROGRAM AND THE SPECIAL INSPECTION AND TESTING AGREEMENT, PROVIDED BY THE LOCAL JURISDICTION.
B. THE SPECIAL INSPECTOR SHALL OBSERVE THE WORK FOR CONFORMANCE WITH THE APPROVED PERMIT DRAWINGS AND SPECIFICATIONS. ALL DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION, THEN, IF UNCORRECTED, TO THE ENGINEER AND TO THE BUILDING OFFICIAL.
C. THE SPECIAL INSPECTOR SHALL FURNISH INSPECTION REPORTS FOR EACH INSPECTION TO THE BUILDING OFFICIAL, ARCHITECT, ENGINEER, CONTRACTOR AND (OTHER DESIGNATED PARTIES), IN A TIMELY MANNER, AS ESTABLISHED AT THE PRE-CONSTRUCTION MEETING.
D. THE SPECIAL INSPECTOR SHALL SUBMIT A FINAL REPORT STATING WHETHER THE WORK REQUIRING SPECIAL INSPECTION WAS INSPECTED, AND WHETHER THE WORK IS IN GENERAL CONFORMANCE WITH THE APPROVED PERMIT DRAWINGS AND SPECIFICATIONS AND THE APPLICABLE WORKMANSHIP PROVISIONS OF THE INTERNATIONAL BUILDING CODE.
- DUTIES OF THE CONTRACTOR INCLUDE BUT ARE NOT LIMITED TO:
A. NOTIFY THE SPECIAL INSPECTOR THAT THE WORK IS READY FOR INSPECTION AT LEAST 24 HOURS BEFORE SUCH INSPECTION.
B. ALL WORK REQUIRING SPECIAL INSPECTION SHALL REMAIN ACCESSIBLE AND EXPOSED UNTIL IT HAS BEEN OBSERVED AND INDICATED TO BE IN CONFORMANCE BY THE SPECIAL INSPECTOR AND APPROVED BY THE BUILDING OFFICIAL.
C. PROVIDE THE SPECIAL INSPECTOR WITH ACCESS TO APPROVED PERMIT DRAWINGS AND SPECIFICATIONS AT THE JOB SITE.
D. MAINTAIN AT THE JOB SITE, COPIES OF ALL REPORTS SUBMITTED BY THE SPECIAL INSPECTOR.

OTHER INSPECTION REQUIREMENTS:

- THE FOLLOWING INSPECTIONS AND TESTING REQUIREMENTS SHALL BE PERFORMED IN ADDITION TO THOSE REQUIRED BY I.B.C. SECTION 1704.4:
A. CONCRETE INSPECTION AND TESTING REQUIREMENTS ARE AS FOLLOWS:
1) CONTINUOUS OBSERVATION OF SLAB ON GRADE AND TILT WALL PANEL CONCRETE PLACEMENT IS REQUIRED.
2) OBTAIN (4) TEST CYLINDERS FOR EACH 100 CUBIC YARDS PLACED (OR PORTION THEREOF IF LESS THAN 100 CUBIC YARDS ARE PLACED). BREAK (1) CYLINDER AT 7 DAYS AND (2) CYLINDERS AT 28 DAYS. (OF THE FIRST 28 DAY CYLINDER BREAK IS LESS THAN REQUIRED STRENGTH, HOLD (2) CYLINDERS FOR 56 DAY BREAK). HOLD 4TH CYLINDER FOR 56 DAY BREAK. BREAK 4TH CYLINDER ONLY IF REQUIRED STRENGTH IS NOT MET WITH (2) CYLINDERS AT 28 DAYS.
3) VERIFY THAT THE APPROVED MIX DESIGNS ARE BEING DELIVERED TO THE SITE. BATCH TICKETS SHOULD BE CHECKED FOR ALL TRUCKS ENTERING THE SITE.
B. DRILLED EXPANSION ANCHORS INSPECTION REQUIREMENTS ARE AS FOLLOWS:
1) VERIFY EXPANSION ANCHORS TO BE INSTALLED ARE PER THE DRAWINGS AND SPECIFICATIONS.
2) BOLTS AT TENSION TIES - CONTINUOUS INSPECTION OF INSTALLATION IS REQUIRED UNLESS SPECIFICALLY NOTED OTHERWISE ON THE DRAWINGS.
3) LEDGERS - PERIODIC INSPECTION REQUIRED. VERIFY INSTALLATION PROCEDURES ARE FOLLOWED AT BEGINNING OF INSTALLATION UPON COMPLETION OF ALL DRILLED ANCHOR BOLTS. THE SPECIAL INSPECTOR SHALL TORQUE TEST 20% OF THE BOLTS.
C. BUILT-UP ROOFING INSTALLATION
D. MOISTURE TESTS PRIOR TO INSULATION
E. ELASTOMERIC PAINT
F. STOREFRONT GLAZING SYSTEM - WATER TEST

STRUCTURAL OBSERVATION NOTES:

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE ENGINEER OF RECORD A MINIMUM OF 24 HOURS IN ADVANCE OF REQUIRED OBSERVATION. APPROVAL BY THE MUNICIPAL INSPECTOR DOES NOT PRECLUDE OBSERVATION BY THE ENGINEER OF RECORD AND APPROVAL BY THE MUNICIPAL INSPECTOR AND ANY OTHER CODE REQUIREMENTS FOR INSPECTION.
- UPON COMPLETION OF WORK THE STRUCTURAL OBSERVER SHALL SUBMIT A REPORT TO OWNER AND BUILDING OFFICIAL WITH NEAT STAMP AND SIGNATURE ATTESTING TO THE VISUAL OBSERVATIONS MADE. THE REPORT SHALL IDENTIFY ANY REPORTED DEFICIENCIES WHICH HAVE NOT BEEN RESOLVED.

Deferred Submittals: (Bidder Design)

Open - Web Steel Joists and Girders	
Fire Protection Systems	
Mechanical / Electrical / Plumbing Systems	
Landscape Irrigation	

NOTE:
SUBMITTAL DOCUMENTS FOR DEFERRED SUBMITTAL ITEMS SHALL BE SUBMITTED TO THE ARCHITECT OR ENGINEER OF RECORD, AFTER REVIEW AND SUBJECT TO BEING IN GENERAL CONFORMANCE WITH THE CONTRACT DOCUMENTS. THE ENGINEER WILL RETURN THE SUBMITTAL TO THE CONTRACTOR. THE CONTRACTOR SHALL THEN FORWARD THE SUBMITTAL TO THE BUILDING DEPARTMENT. THE DEFERRED SUBMITTAL ITEMS SHALL NOT BE INSTALLED UNTIL THEIR DESIGN AND SUBMITTAL DOCUMENTS HAVE BEEN APPROVED BY THE BUILDING OFFICIAL.

Schedule of Drawings:

DRAWING SETS/COPIES TO OWNER	2		
DRAWING SETS/COPIES TO CITY	20		
DRAWING SETS/COPIES TO CONTRACTOR	-		
REVISIONS			
Description of Sets:			
SHEET	TITLE	DATE	DESIGN REVIEW
-	COVER SHEET	5/15/07	
CR1.0 CODE REVIEW SHEET			
G1.0	SITE PLAN		
G2.0	SITE GRADING PLAN		
G3.0	SITE UTILITY PLAN		
G4.0	SITE EROSION CONTROL PLAN		
G4.1	EROSION CONTROL DETAILS		
G5.0	SITE DETAILS		
SITE SURVEY			
LT1.0 SITE LIGHTING PLAN			
L1.0 SITE LANDSCAPE PLAN			
A1.0	FLOOR PLAN		
A1.1	ENLARGED FLOOR PLANS		
A2.0	BUILDING ELEVATIONS AND SECTION		
A3.0	STOREFRONT PLANS AND DETAILS		
A4.0	WALL SECTIONS		
A5.0	WALL SECTIONS		
A6.0	ARCHITECTURAL DETAILS		
A7.0	ROOF PLAN AND DETAILS		
A8.0	SPECIFICATIONS		
A9.0	SPECIFICATIONS		
S1.0 FOUNDATION PLAN			
S2.0 FOUNDATION DETAILS			
S3.0 ROOF FRAMING PLAN			
S4.0 ROOF FRAMING DETAILS			
S5.0 PANEL ELEVATIONS AND DETAILS			
STRUCTURAL CALCULATIONS			
CIVIL CALCULATIONS			
NUMBER OF ORIGINALS IN SET		12	

Notes: REMOVE AND REPLACE ALL PREVIOUS PRINTS UPON RECEIPT OF REVISED DRAWINGS. SAVE DRAWINGS WITH REDLINES OR COMMENTS FOR PROJECT RECORDS.

FIRST ISSUE DRAWING
 RE-ISSUED WITH NO CHANGES
 PRELIMINARY/PROGRESS DRAWING
 DELETED DRAWING
 REVISED DRAWING
 CALCULATIONS

PROGRESS SET

BID SET

DESIGN REVIEW SET

PERMIT SET

CONSTRUCTION SET

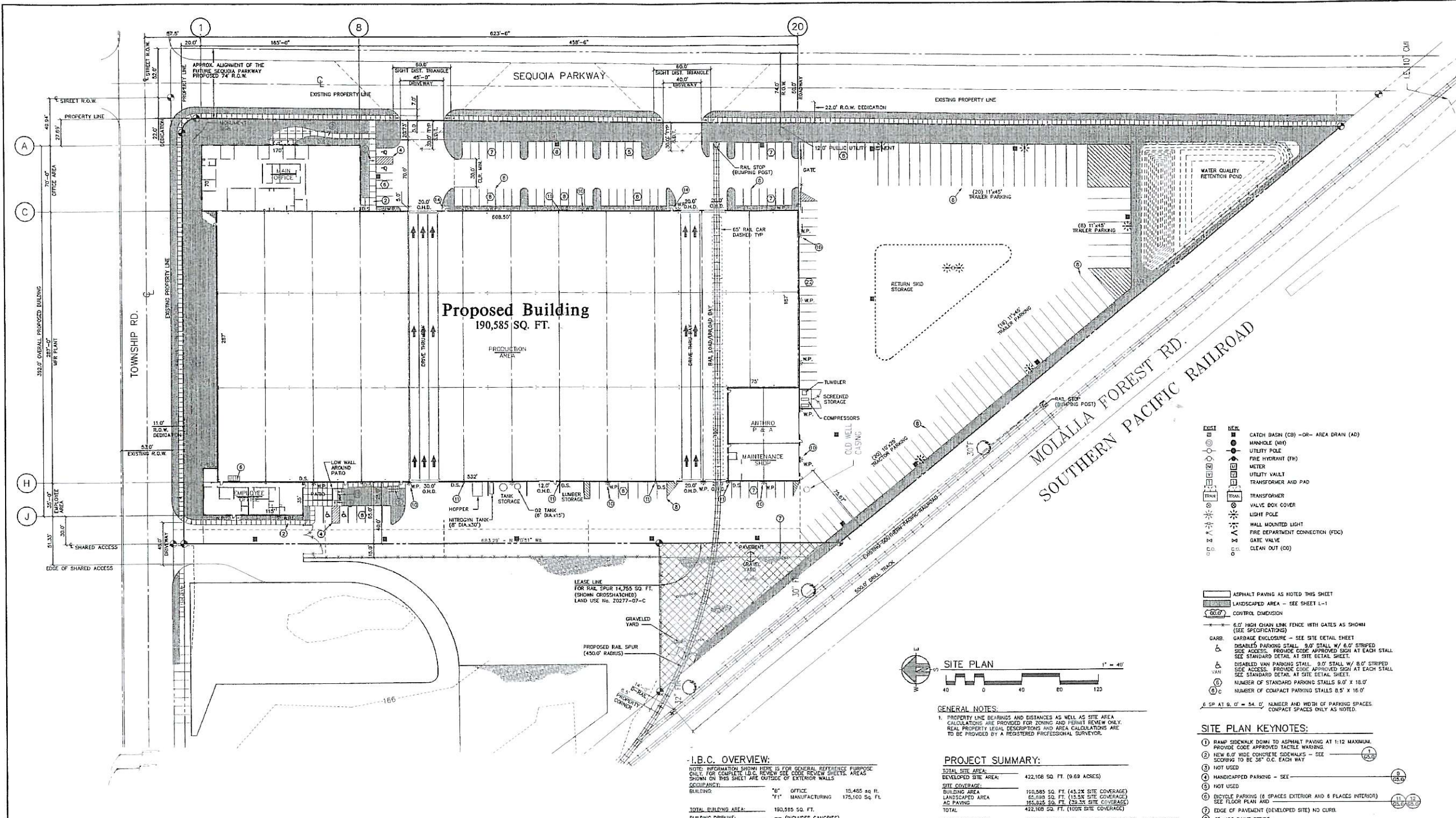
VLMK CONSULTING ENGINEERS
3933 SW Kelly Avenue - Portland - Oregon 97239-4322
503.222.4453
503.248.9263
vlnk@vlnk.com
www.vlnk.com

DATE: MAY 2007
SCALE: NONE
DRAWN: PSH
CHECKED: GJB

COVER
AMERICAN STEEL

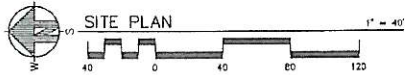
EXHIBIT

3 29



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

- ASPHALT PAVING AS NOTED THIS SHEET
- LANDSCAPED AREA - SEE SHEET L-1
- CONTROL DIMENSION
- 6.0' HIGH CHAIN LINK FENCE WITH GATES AS SHOWN (SEE SPECIFICATIONS)
- GARB. GARDAGE ENCLOSURE - SEE SITE DETAIL SHEET
- DISABLED PARKING STALL, 9.0' STALL W/ 6.0' STRIPPED SIDE ACCESS. PROVIDE CODE APPROVED SIGN AT EACH STALL. SEE STANDARD DETAIL AT SITE DETAIL SHEET.
- DISABLED VAN PARKING STALL, 9.0' STALL W/ 8.0' STRIPPED SIDE ACCESS. PROVIDE CODE APPROVED SIGN AT EACH STALL. SEE STANDARD DETAIL AT SITE DETAIL SHEET.
- NUMBER OF STANDARD PARKING STALLS 8.0' X 16.0'
- NUMBER OF COMPACT PARKING STALLS 5.5' X 16.0'
- SP AT 9.0' = 54.0' NUMBER AND WIDTH OF PARKING SPACES. COMPACT SPACES ONLY AS NOTED.



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

PROJECT SUMMARY:

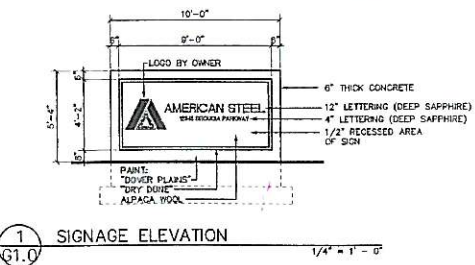
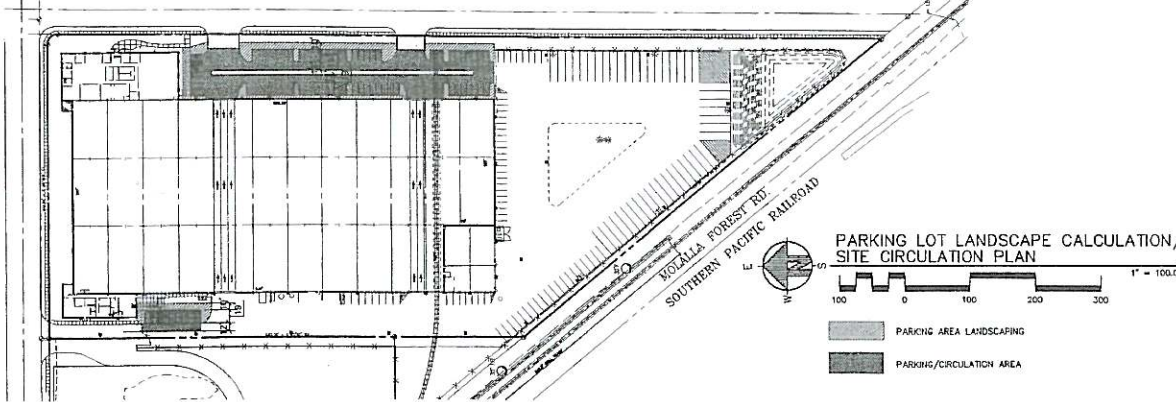
TOTAL SITE AREA:	422,108 SQ. FT. (9.69 ACRES)
DEVELOPED SITE AREA:	150,585 SQ. FT. (3.43 ACRES)
BUILDING AREA:	190,585 SQ. FT. (43.2% SITE COVERAGE)
LANDSCAPED AREA:	62,000 SQ. FT. (14.7% SITE COVERAGE)
AC PAVING:	155,925 SQ. FT. (37.2% SITE COVERAGE)
TOTAL:	422,108 SQ. FT. (100% SITE COVERAGE)
PARKING REQUIRED:	OFFICE 3.5/1000 SQ. FT. AT 15,485 SQ. FT. = 56 SPACES MFG/MISC 1/1000 SQ. FT. AT 175,100 SQ. FT. = 175 SPACES TOTAL = 232 SPACES
PARKING PROVIDED:	117 SPACES (113 STANDARD 4 HC)
LANDSCAPING REQUIRED:	15% OF "DEVELOPED" SITE AREA = 422,108 SQ. FT. = 23,326 SQ. FT. REQUIRED
LANDSCAPING PROVIDED:	65,690 SQ. FT. (15.5%)
PARKING L.S. REQUIRED:	15% OF "PARKING AREA" = 28,353 (PARKING AREA) = 4,258 SQ. FT. REQUIRED
PARKING L.S. PROVIDED:	9,670 SQ. FT. SEE PLAN AT LEFT
ZONING:	M-1 LIGHT INDUSTRIAL
OVERLAY ZONE:	I-O INDUSTRIAL OVERLAY
LEGAL DESCRIPTION:	SECTION NW 1/4 SECTION 3 TOWNSHIP 4S RANGE 1E TAX LOTS 1501 CITY OF CANBY CLATSOP COUNTY STATE OF OREGON

-I.B.C. OVERVIEW:
NOTE: INFORMATION SHOWN HERE IS FOR GENERAL REFERENCE PURPOSE ONLY. FOR COMPLETE I.B.C. REVIEW SEE CODE REVIEW SHEETS. AREAS SHOWN ON THIS SHEET ARE OUTSIDE OF EXTERIOR WALLS.

OFFICE:	16" OFFICE	15,485 sq. ft.
MANUFACTURING:	7" MANUFACTURING	175,100 sq. ft.
TOTAL BUILDING AREA:		190,585 SQ. FT.
BUILDING PERIMETER:		114-D FULLY SPRINKLED
CONSTRUCTION TYPES:		60 FT. SIDE YARDS ALL (4) SIDES UNLIMITED AREA WITH FULLY SPRINKLED BUILDING

PAVEMENT SECTIONS

- CAR PARKING - 2 1/2" A.C. PAVING OVER 6" CRUSHED ROCK OVER COMPACTED SUBGRADE. SEE GEOTECH REPORT
- HEAVY TRUCK MANEUVERING - 3" A.C. PAVING OVER 6" CRUSHED ROCK OVER COMPACTED SUBGRADE. SEE GEOTECH REPORT



RECORDS
NO. DATE

VLMK CONSULTING ENGINEERS
3933 SW Kelly Avenue • Portland • Oregon 97239-4373
www.vlmk.com

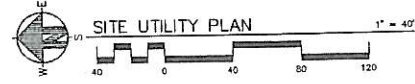
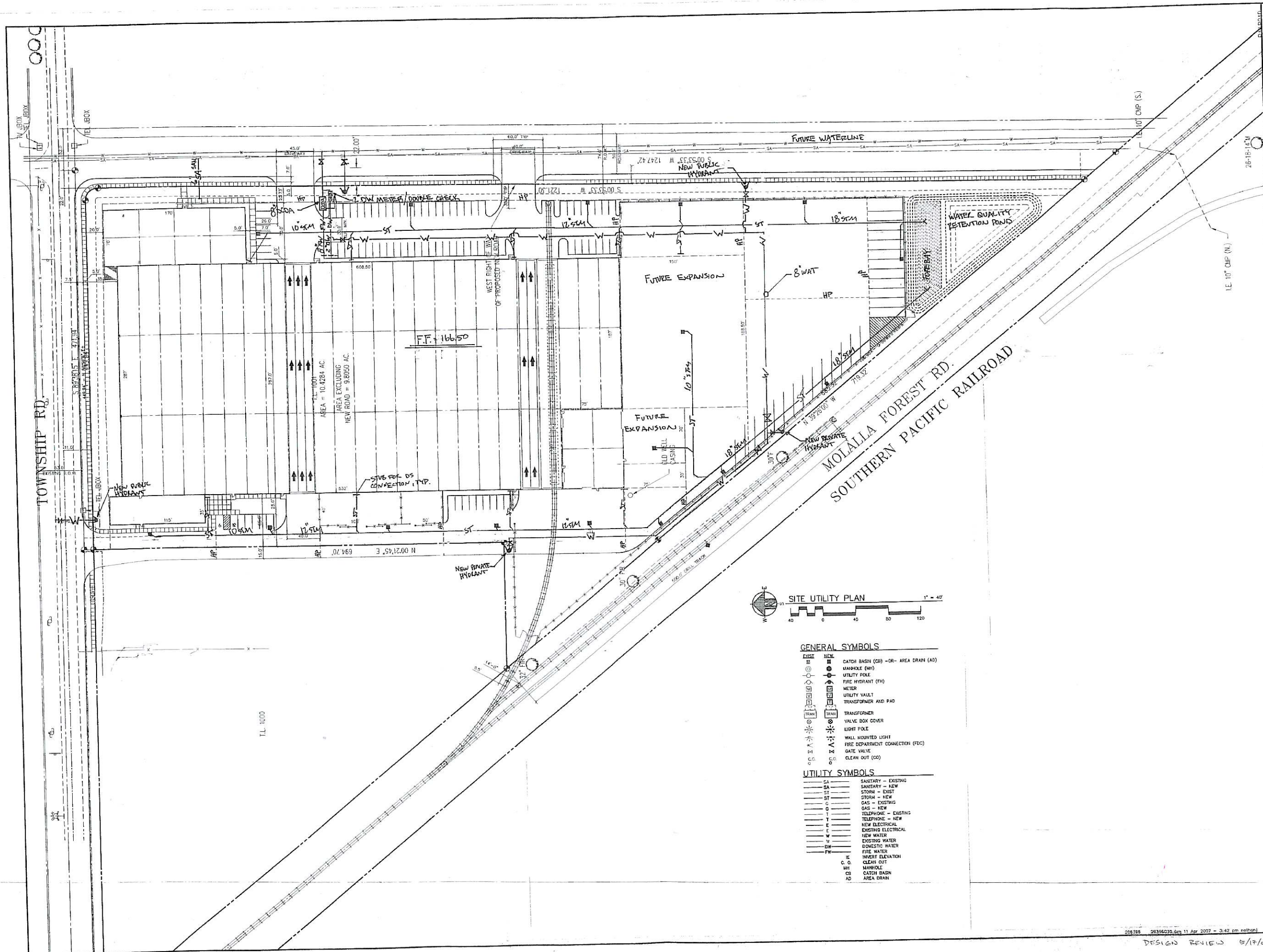
AMERICAN STEEL L.L.C.
NEW PRODUCTION FACILITY
TOWNSHIP ROAD AT WALNUT STREET
CANBY, OREGON 97013

SITE PLAN

DATE:	MARCH 2007
SCALE:	PROJ. NO.
NOTED:	200355
DRAWN:	CHEKED:
PSH	GBL
CHEET NO.	

G1.0

DATE: MARCH 2007
SCALE: PROJ. NO.
NOTED: 200355
DRAWN: PSH
CHECKED: GBL
SHEET NO.



GENERAL SYMBOLS

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

UTILITY SYMBOLS

- | | |
|------|----------------------|
| SA | SANITARY - EXISTING |
| SA | SANITARY - NEW |
| ST | STORM - EXIST |
| ST | STORM - NEW |
| G | GAS - EXISTING |
| G | GAS - NEW |
| T | TELEPHONE - EXISTING |
| T | TELEPHONE - NEW |
| E | NEW ELECTRICAL |
| E | EXISTING ELECTRICAL |
| W | NEW WATER |
| W | EXISTING WATER |
| DW | DOMESTIC WATER |
| FW | FIRE WATER |
| E | INVERT ELEVATION |
| C.O. | CLEAN OUT |
| MH | MANHOLE |
| CB | CATCH BASIN |
| AD | AREA DRAIN |

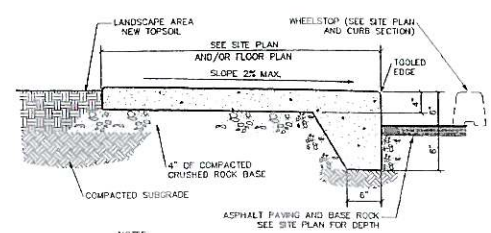
VLMKS CONSULTING ENGINEERS
 503.272.4653
 3933 SW Kelly Avenue - Portland - Oregon 97239-4893
 www.vlmks.com

**AMERICAN STEEL
 NEW PRODUCTION FACILITY**
 TOWNSHIP ROAD AT WALNUT STREET
 CLATSOP COUNTY, OREGON 97131

UTILITY PLAN

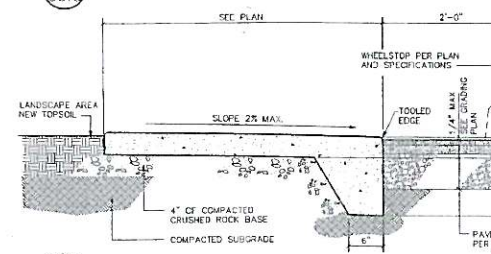
DATE	MARCH 2007
SCALE	PRGM. NO.
NOTED	296395
DRAWN	CHEKED
C.M.	B.M.
SHEET NO.	

G3.0



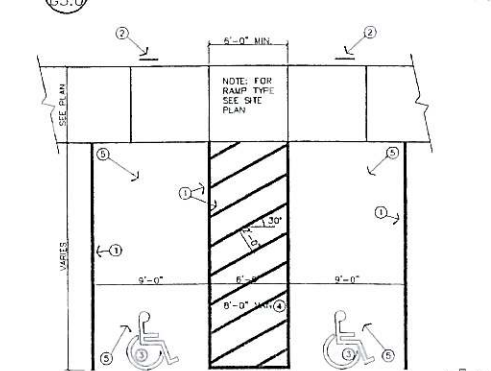
NOTES:
1) PROVIDE NEARLY TOOLED CONTROL JOINTS AT 5'-0" ON CENTER.

1 TYPICAL SIDEWALK SECTION 1" = 1'-0"



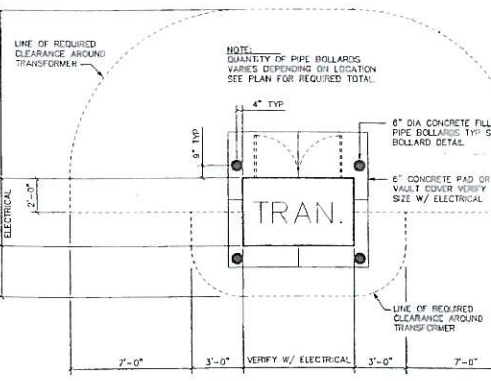
NOTES:
1) PROVIDE NEARLY TOOLED CONTROL JOINTS AT 5'-0" ON CENTER.

5 TYPICAL SIDEWALK SECTION 1" = 1'-0"

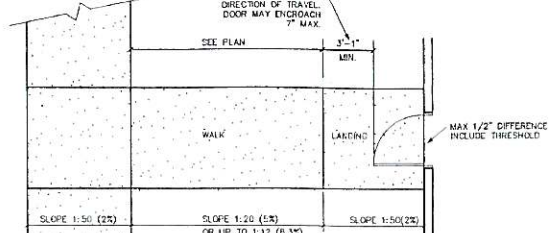


KEYNOTES:
1) 3" WIDE PAINT STRIPES - TYPICAL.
2) SIGNAGE DENOTING RESTRICTED PARKING PER OR20-60 AND OR20-60. PROVIDE SIGN W/ INTERNATIONAL SYMBOL OF ACCESS AND THE PHOENIX "STATE DISABLED PARKING PERMIT REQUIRED".
3) INTERNATIONAL SYMBOL OF ACCESSIBILITY REQUIRED AT EACH SPACE.
4) FIRST REQUIRED SPACE TO BE VAN ACCESSIBLE.
5) PAVING SLOPE NOT TO EXCEED 4:50 IN ANY DIRECTION AT HANDICAPPED PARKING SPACES & LOADING AREA.

9 ACCESSIBLE PARKING 3/16" = 1'-0"

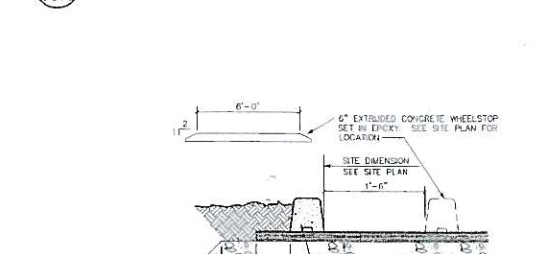


13 TYPICAL TRANSFORMER CLEARANCES 1/4" = 1'-0"

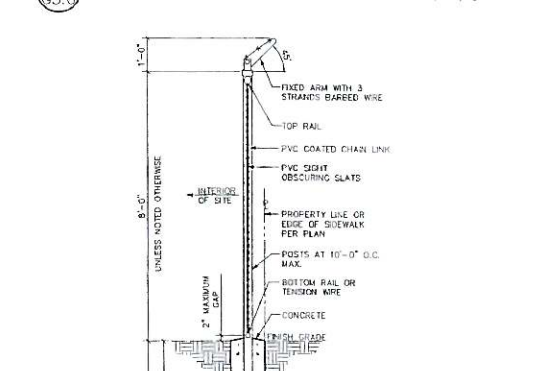


NOTES:
1. ALL SIDEWALKS (5/10) AND RAMPS TO MEET CURRENT A.B.A.A.G. REQUIREMENTS.
2. SEE FLOOR PLANS FOR ALL DIMENSIONS OF SIDEWALKS AROUND BUILDING TYP.
3. FOR ALL A.D.A. RAMP LOCATIONS AND TYP. SEE SITE PLAN TYP.

2 GRADING AT ENTRY DOOR 1/4" = 1'-0"

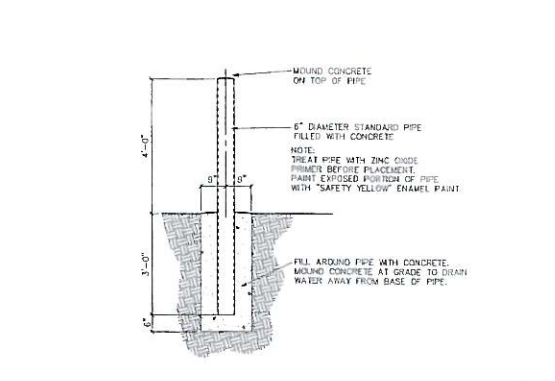


6 TYPICAL CURB SECTION - TYPE "A" 1" = 1'-0"

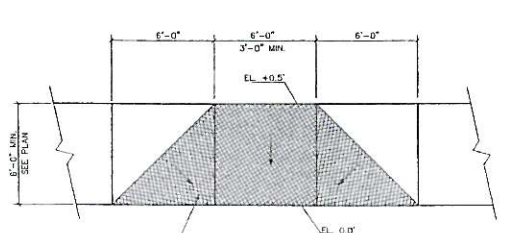


FOOTING SIZES:
A. LINE POSTS - 12" DIA. x 36" DP.
B. CORNER AND TERMINAL POSTS - 12" DIA. x 42" DP.
C. GATE POSTS - 24" DIA. x 48" DP.

10 INDOOR BIKE RACK 1" = 1'-0"

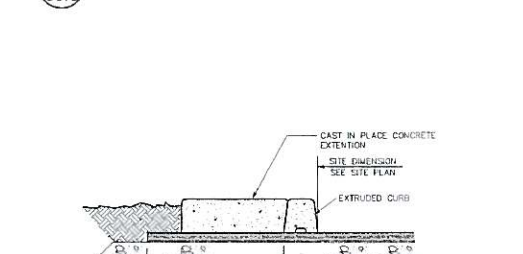


14 TYPICAL BOLLARD 1/2" = 1'-0"



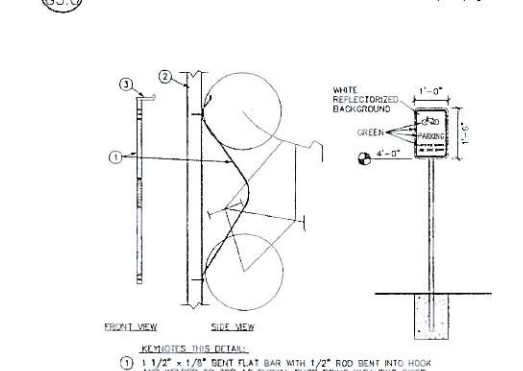
NOTES:
1. ALL SIDEWALKS (5/10) AND RAMPS TO MEET CURRENT A.B.A.A.G. REQUIREMENTS.
2. SEE FLOOR PLANS FOR ALL DIMENSIONS OF SIDEWALKS AROUND BUILDING TYP.
3. FOR ALL A.D.A. RAMP LOCATIONS AND TYP. SEE SITE PLAN TYP.

3 SIDEWALK RAMP PLAN (FLARED) 1/4" = 1'-0"



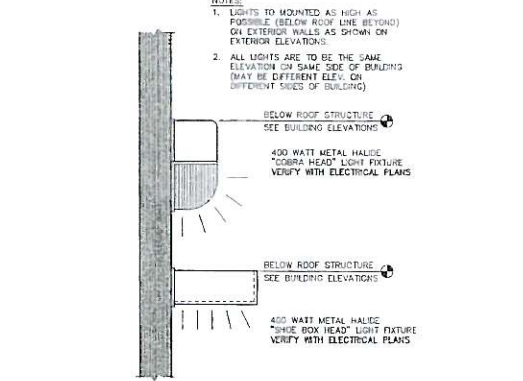
NOTES:
1. ALL SIDEWALKS (5/10) AND RAMPS TO MEET CURRENT A.B.A.A.G. REQUIREMENTS.
2. SEE FLOOR PLANS FOR ALL DIMENSIONS OF SIDEWALKS AROUND BUILDING TYP.
3. FOR ALL A.D.A. RAMP LOCATIONS AND TYP. SEE SITE PLAN TYP.

4 SIDEWALK RAMP PLAN (STRAIGHT) 1/4" = 1'-0"

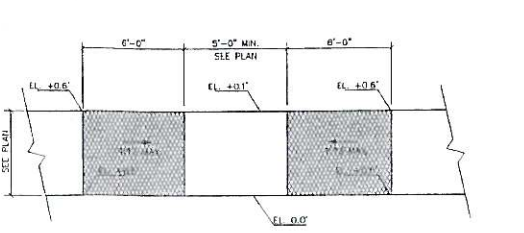


KEYNOTES THIS DETAIL:
1) 1 1/2" x 1/8" BENT FLAT BAR WITH 1/2" ROD BENT INTO HOOK AND WELDED TO TOP AS SHOWN. SHOP PRIME WITH ZINC SNAKE PRIMER. PAINT AFTER INSTALLATION WITH OIL BASED ENAMEL. COLOR PER OWNER.
2) STANDARD 4" CONCRETE SIDEWALK.
3) 1/4" x 6" x 8" STEEL BASE PLATE WELDED TO PIPE ENDS.
4) SET PIPE ENDS IN 12" SQUARE x 12" DEEP CONCRETE FOOTING.
5) EXTEND RACK TO ACCOMMODATE REQUIRED NUMBER OF SPACES. EACH ADDITIONAL LOOP ADDS 2 SPACES.

7 REINFORCED TRUCK CURB - TYPE "B" 1" = 1'-0"

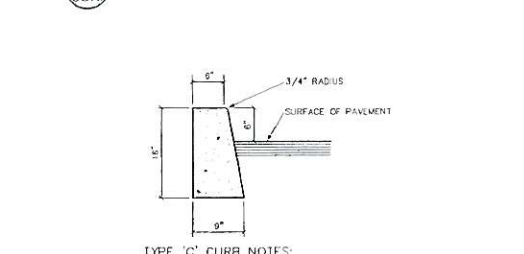


11 INDOOR BIKE RACK 1/2" = 1'-0"



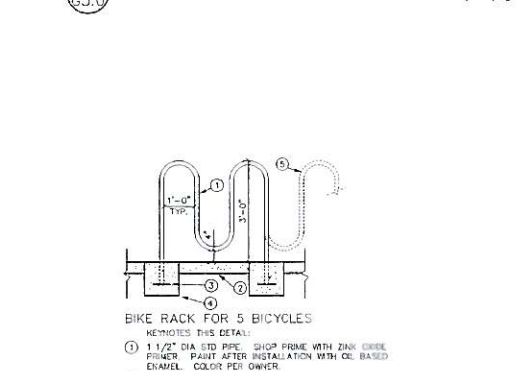
NOTES:
1. ALL SIDEWALKS (5/10) AND RAMPS TO MEET CURRENT A.B.A.A.G. REQUIREMENTS.
2. SEE FLOOR PLANS FOR ALL DIMENSIONS OF SIDEWALKS AROUND BUILDING TYP.
3. FOR ALL A.D.A. RAMP LOCATIONS AND TYP. SEE SITE PLAN TYP.

8 CAST IN PLACE CURB - TYPE "C" 1" = 1'-0"



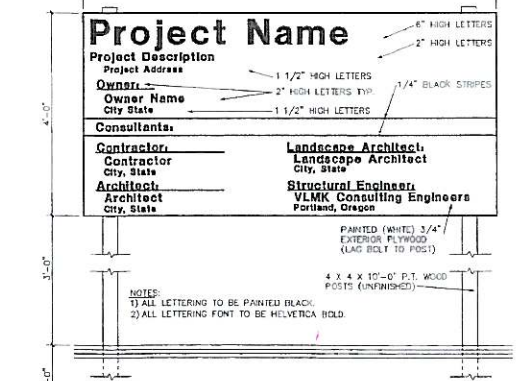
KEYNOTES THIS DETAIL:
1) 1 1/2" DIA. STD. PIPE. SHOP PRIME WITH ZINC SNAKE PRIMER. PAINT AFTER INSTALLATION WITH OIL BASED ENAMEL. COLOR PER OWNER.
2) STANDARD 4" CONCRETE SIDEWALK.
3) 1/4" x 6" x 8" STEEL BASE PLATE WELDED TO PIPE ENDS.
4) SET PIPE ENDS IN 12" SQUARE x 12" DEEP CONCRETE FOOTING.
5) EXTEND RACK TO ACCOMMODATE REQUIRED NUMBER OF SPACES. EACH ADDITIONAL LOOP ADDS 2 SPACES.

12 BIKE RACK DETAIL 1/2" = 1'-0"



NOTES:
1. LIGHTS TO BE MOUNTED AS HIGH AS POSSIBLE (BELOW ROOF LINE BEYOND) ON EXTERIOR WALLS AS SHOWN ON EXTERIOR ELEVATIONS.
2. ALL LIGHTS ARE TO BE THE SAME ELEVATION ON SAME SIDE OF BUILDING (MAY BE DIFFERENT ELEV. ON DIFFERENT SIDES OF BUILDING).

15 WALL PACK LIGHT DETAIL 1" = 1'-0"



16 PROJECT SIGN 3/4" = 1'-0"

NO.	DATE	REVISIONS

VLMK CONSULTING ENGINEERS
 3935 SW Kelly Avenue • Portland • Oregon 97239-4393
 503.222.4433
 503.246.5763
 vlmk@vlmk.com
 www.vlmk.com

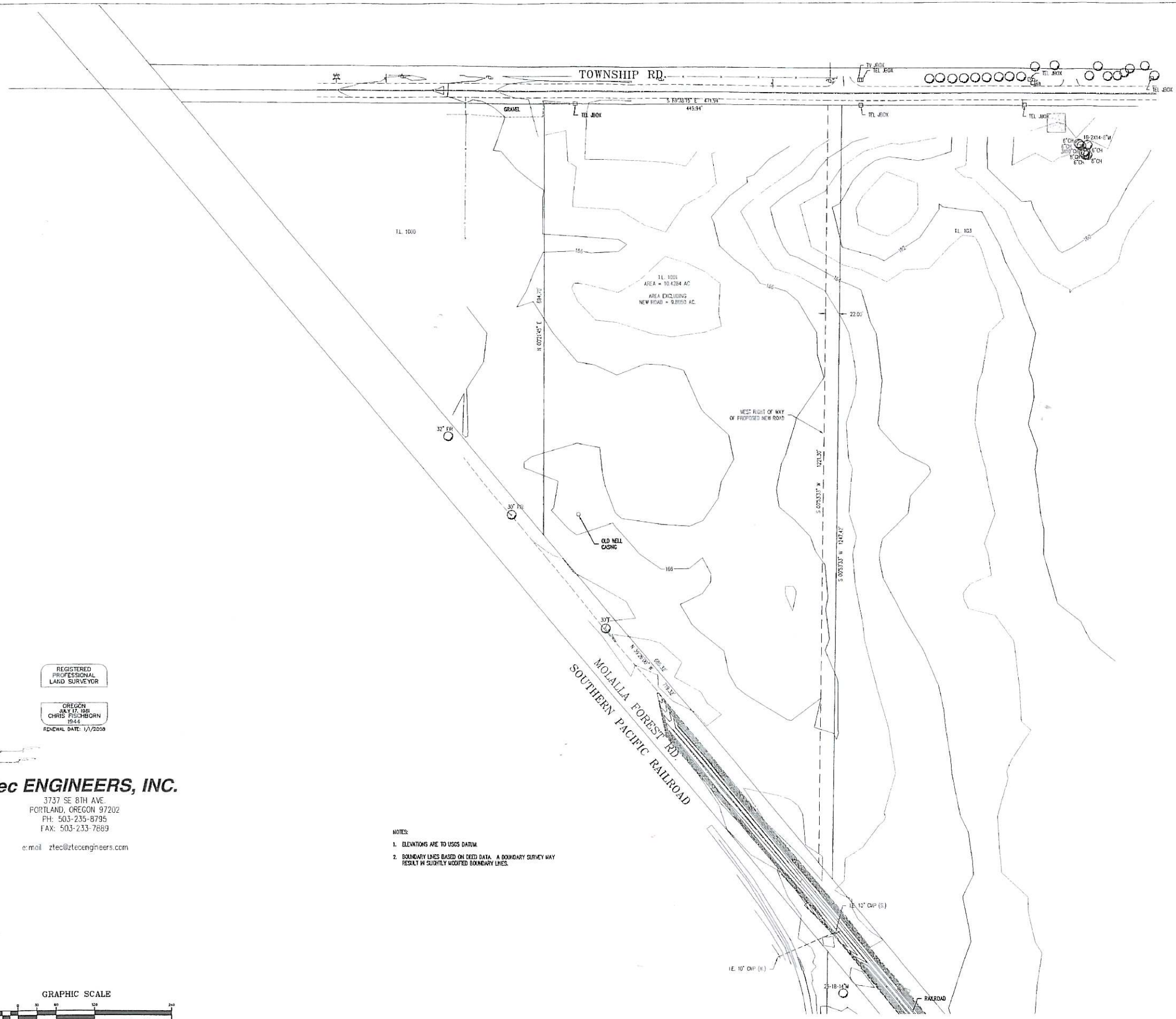
AMERICAN STEEL STEEL L.L.C.
 NEW PRODUCTION FACILITY
 TOWNSHIP ROAD AT WALNUT STREET
 CANBY, OREGON 97013

SITE DETAILS

DATE: MARCH 2007
 SCALE: PROJ. NO.
 AS-DRAWN: 2003/95
 DRAWN: CHECKED:
 SHEET NO: G5.0

DESIGN REVIEW 5/17/07

32



REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JAN 17, 1988
CHRIS FISCHBORN
1944
RENEWAL DATE: 1/1/2009

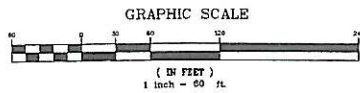
ZTec ENGINEERS, INC.

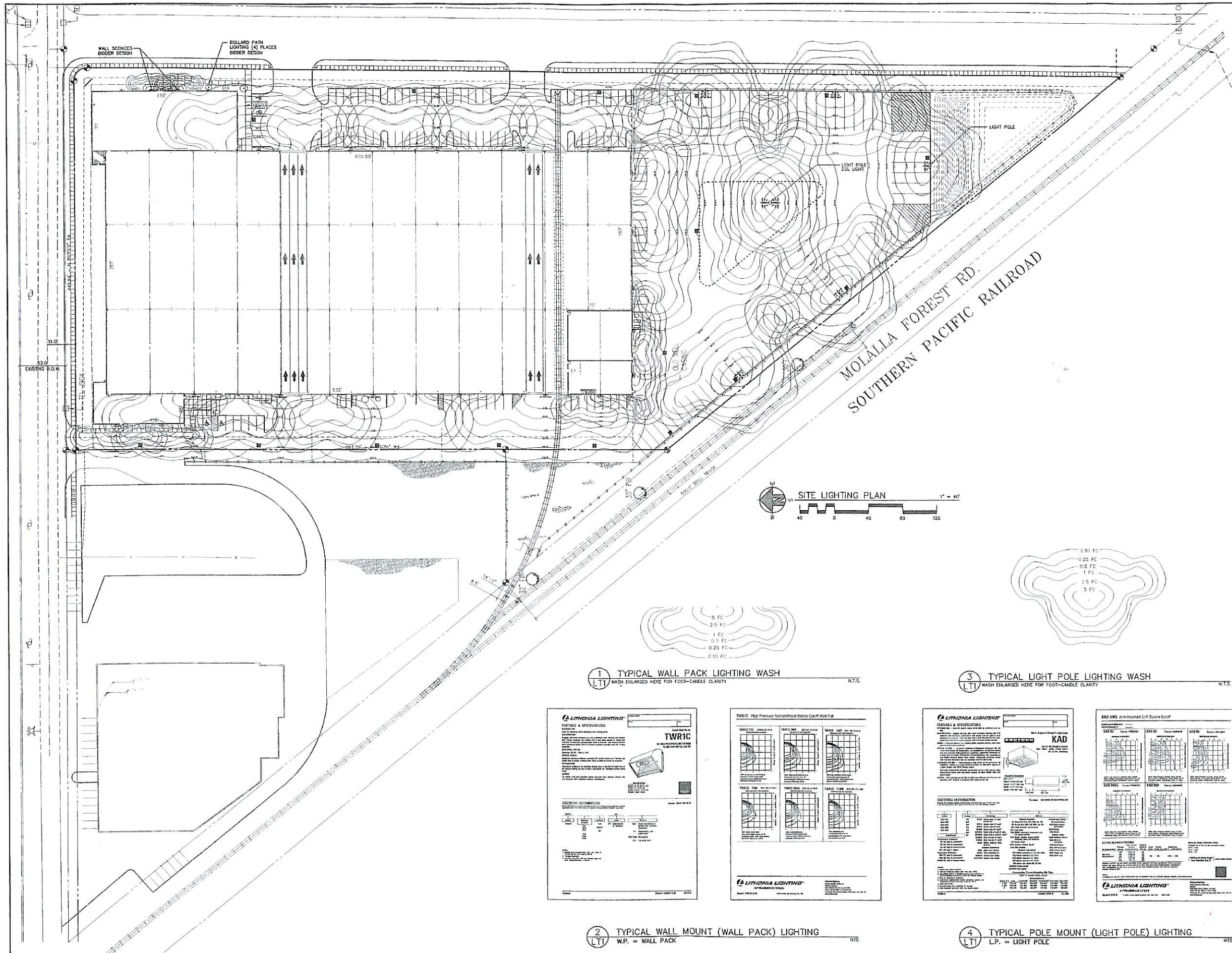
3737 SE 8TH AVE.
PORTLAND, OREGON 97202
PH: 503-235-8795
FAX: 503-233-7889

e-mail: ztec@ztecengineers.com

NOTES:

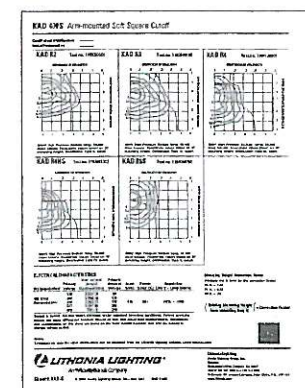
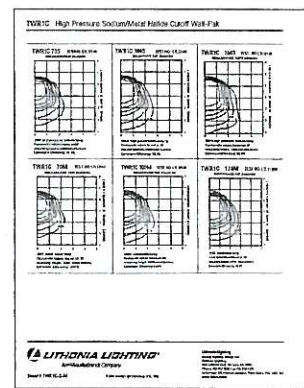
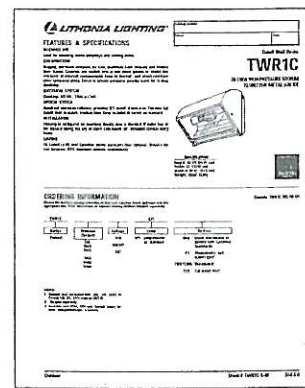
1. ELEVATIONS ARE TO USGS DATUM.
2. BOUNDARY LINES BASED ON DEED DATA. A BOUNDARY SURVEY MAY RESULT IN SLIGHTLY MODIFIED BOUNDARY LINES.





1 TYPICAL WALL PACK LIGHTING WASH
 WASH ENLARGED HERE FOR FOOT-CANDLE CLARITY

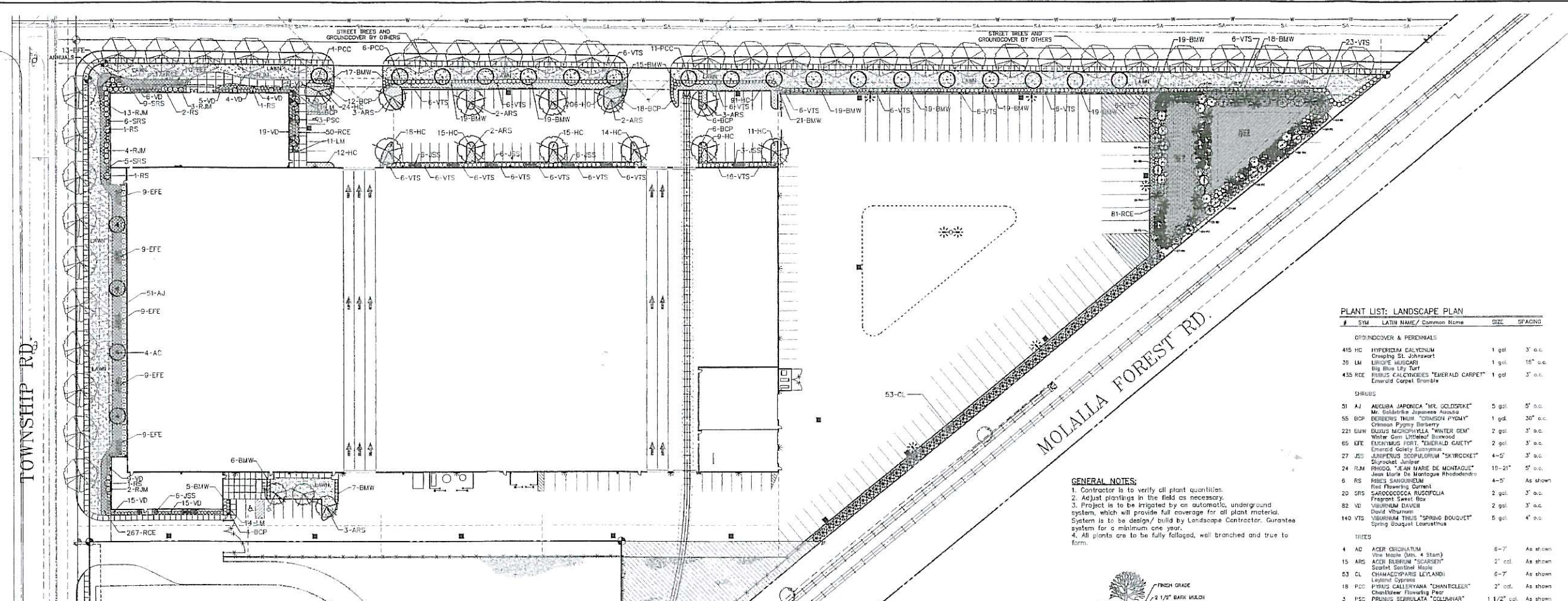
3 TYPICAL LIGHT POLE LIGHTING WASH
 WASH ENLARGED HERE FOR FOOT-CANDLE CLARITY



2 TYPICAL WALL MOUNT (WALL PACK) LIGHTING
 W.P. = WALL PACK

4 TYPICAL POLE MOUNT (LIGHT POLE) LIGHTING
 L.P. = LIGHT POLE

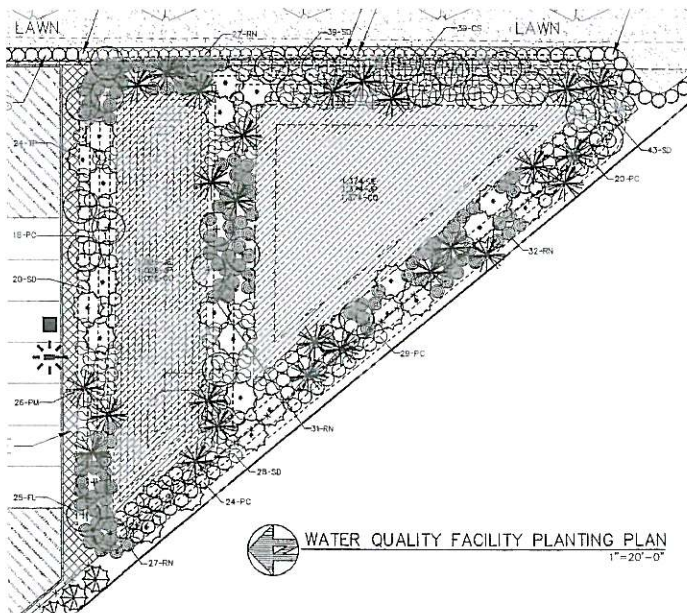
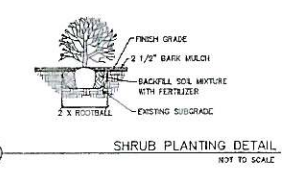
NO. DATE		REVISIONS	
 3933 SW Kelly Avenue • Portland • Oregon 97239-4393 503.227.4433 503.246.5943 www.vlmk.com			
AMERICAN STEEL L.L.C. NEW PRODUCTION FACILITY TOWNSHIP ROAD AT WALNUT STREET CANYON, OREGON 97013			
SITE LIGHTING PLAN			
DATE	MARCH 2007		
SCALE	PROJ. NO.		
ASSEMBLER	206395		
DRAWN	CHEKED		
FSH	CJB		
SHEET NO.			
LT 1			



PLANT LIST: LANDSCAPE PLAN

#	SYM	LATIN NAME / Common Name	SIZE	SPACING
GROUND COVER & PERENNIALS				
415	HC	HYPERICUM CALYCEUM Oregano St. Johnswort	1 gal	3' o.c.
36	LM	LIQUIDUM MARISCARI Big Blue Lily Turf	1 gal	16" o.c.
435	RCE	RIBES CALYNDGEEI "EMERALD CARPET" Emerald Carpet Bramble	1 gal	3' o.c.
SHRUBS				
51	AJ	AUGURIA JAPONICA "MR. GOLDENWAVE" Mr. Goldwave Japanese Aucuba	5 gal	5' o.c.
55	BP	BESSEYIA TRICHOCARPA "WINTER PROM" Chimon Pygmy Barkley	1 gal	30" o.c.
22	EM	EUODIA MICHONIA "WINTER GEM" Winter Gem Littleleaf Baywood	2 gal	3' o.c.
65	EFE	ELAEAGNUS FORTE "EMERALD GEM" Emerald Gem Eucalyptus	2 gal	3' o.c.
27	JSS	JUNIPERUS SCOPULORUM "SKYROCKET" Skyrocket Juniper	4"-5"	3' o.c.
24	RM	RHODO "JEAN MARIE DE MONTAGUE" Jean Marie De Montague Rhododendron	10"-21"	5' o.c.
6	RS	RIBES SANQUEREM Red Flowering Currant	4"-5"	As shown
20	SRS	SAROCODON RUSSICOLA Fragrant Sweet Box	2 gal	3' o.c.
82	VB	VIORNIUM DAVIDE David Viburnum	2 gal	3' o.c.
140	VTS	VIORNIUM TRIS "SPRING BOUQUET" Spring Bouquet Viburnum	5 gal	4' o.c.
TREES				
4	AC	ACER ORIGINARIUM Vine Maple (Min. 4 Stem)	6"-7"	As shown
15	ARS	ACER RUBRUM "SCARLET" Scarlet Red Maple	2" cal.	As shown
53	CL	CHAMAECYPARIS LEYLANDII Leyland Cypress	6"-7"	As shown
18	POC	PRUNUS CALLERYANA "DANIELLE" Chantrelle Flowering Pear	2" cal.	As shown
3	PSC	PRUNUS SEROTINA "COLUMBIAR" Columbian Flowering Cherry	1 1/2" cal.	As shown

GENERAL NOTES:
 1. Contractor to verify all plant quantities.
 2. Adjust plantings in the field as necessary.
 3. Project to be irrigated by an automatic, underground system, which will provide full coverage for all plant material.
 System is to be design/build by Landscape Contractor. Guarantee system for a minimum one year.
 4. All plants are to be fully foliated, well branched and true to form.



WATER QUALITY FACILITY PLANT LIST:

#	SYM	LATIN NAME / Common Name	SIZE	SPACING
GROUND COVER AND TREATMENT PLANTS				
2,399	CO	CAREX OXYMERIS Slough Sedge	3/8" gal (MIN 6" HT)	1 per sf
2,400	JE	JUNCUS EFFUSUS Common Rush	1 gal (MIN 6" HT)	1 per sf
2,400	JP	JUNCUS PATEUS Sporadic Rush	1 gal (MIN 6" HT)	1 per sf
SHRUBS				
39	CS	CORNUS SERICEA Reddog Dogwood	1 gal	4'-5' o.c.
81	PC	PERNOCARPUS CAPITATUS Western Honeysuckle	1 gal	4'-5' o.c.
107	PH	ROSA NUTKANENSIS Nutkan Rose	1 gal	4'-5' o.c.
130	SD	SPIRALA DOUGLASSII Douglas Spiraea	1 gal	4'-5' o.c.
TREES				
15	FL	FRAXINUS LATEFOLIA Oregon Ash	2 gal	10' o.c.
25	PM	PSUDOTSUGA MENZIESII Douglas Fir	2 gal	10' o.c.
24	TP	THUJA PLICATA Western Red Cedar	2 gal	10' o.c.

WATER QUALITY FACILITY PLANT CALCULATIONS:

TOTAL SWALE AREA = 14723.6 S.F.
 TREATMENT AREA = 7199.5 S.F.
 PLANTS REQUIRED (7199.5 S.F. x 1) = 7,199
 FILLER PLANTS REQUIRED = 7,199
 FREEBOARD AREA = 7,523.1
 SHRUBS REQUIRED (7,523.1 x .05) = 377
 TREES REQUIRED (7,523.1 x .01) = 75
 TREES PROVIDED = 75

LANDSCAPE PLAN
 1"=40'-0"

OUTLINE SPECIFICATIONS PLANTING AND SEEDING

GENERAL: All plants shall conform to all applicable standards of the latest edition of the "American Association of Nurserymen Standards", A.N.S.I. 200.1 - 1973. Meet or exceed the regulations and laws of Federal, State, and County regulations, regarding the inspection of plant materials, certified as free from hazardous insects, diseases, and noxious weeds, and certified fit for sale in Oregon.

The apparent absence of the Specifications and Plans as to any detail, or the apparent omission from them of a detailed description concerning any point, shall be regarded as meaning that only the best material available is to be used and that the contractor shall be responsible for the selection of the best material available.

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

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

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

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

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

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

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

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

Container grown stock: Small container-grown plants, furnished in removable containers, shall be well rooted to ensure healthy growth. Grow container plants in containers a minimum of 6" prior to delivery, with roots filling container but not root bound. Bare root stock: Roots well-branched and fibrous. Balled and burlapped (B&B). Ball shall be of natural size to ensure healthy growth. Ball shall be firm and the burlap sound. No loose or matted ball will be acceptable.

TOPSOIL AND FINAL GRADES: Landscape Contractor is to verify that the topsoil is or is not conducive to proper plant growth.

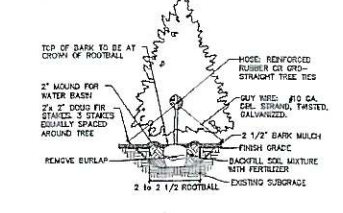
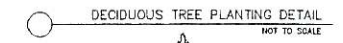
Landscape Contractor is to supply and place 12" of topsoil in planting beds and 6" in lawn areas. If topsoil stockpiled on site is not conducive to proper plant growth, the Landscape Contractor shall import the required amount. Landscape Contractor is to submit samples of the imported soil and/or soil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

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

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

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

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



WATER QUALITY SWALE PLANTING SPECIFICATIONS:

SOIL PREPARATION: Water Quality Swale area shall be over-excavated and filled to final grade with 12 inches of amended topsoil. Topsoil amendments shall be garden compost, not conventional fertilizer. Removal of invasive, non-native species is required by hand for the entire wetland buffer area. DO NOT apply fertilizer or herbicides to the Water Quality Facility.

TIMING: Plantings should be installed between February 1 and May 1 or between October 1 and November 15. When plantings must be installed outside these times, additional measures may be needed to assure survival.

EROSION CONTROL: A biodegradable Erosion Control Matting shall be placed over the topsoil throughout the swale cross section, fabric shall be tied in place in accordance with the manufacturer's installation requirements. Use high density Jute matting in the treatment area (Genjute Plus or approved equal). In all other areas use low density Jute matting (Ecojute or approved equal).

MULCHING: Trees, shrubs, and groundcovers planted in upland areas shall be mulched a minimum of three inches in depth and 18 inches in diameter. Mulch should be made from composted bark or leaves that have not been chemically treated. The use of mulch in frequently inundated areas shall be limited to avoid any possible water quality impacts, including the leaching of toxins and nutrients and the migration of mulch into waterways.

MAINTENANCE: The permittee is responsible for the maintenance of this facility. Owner shall remove the undesirable vegetation and re-install of deficient planting at the next appropriate time. Water Quality Facility is to be kept free of debris and maintained to insure water flow.

AMERICAN STEEL NEW PRODUCTION FACILITY
 TOWNSHIP ROAD AT WALNUT STREET
 CARNEY, OREGON 97013

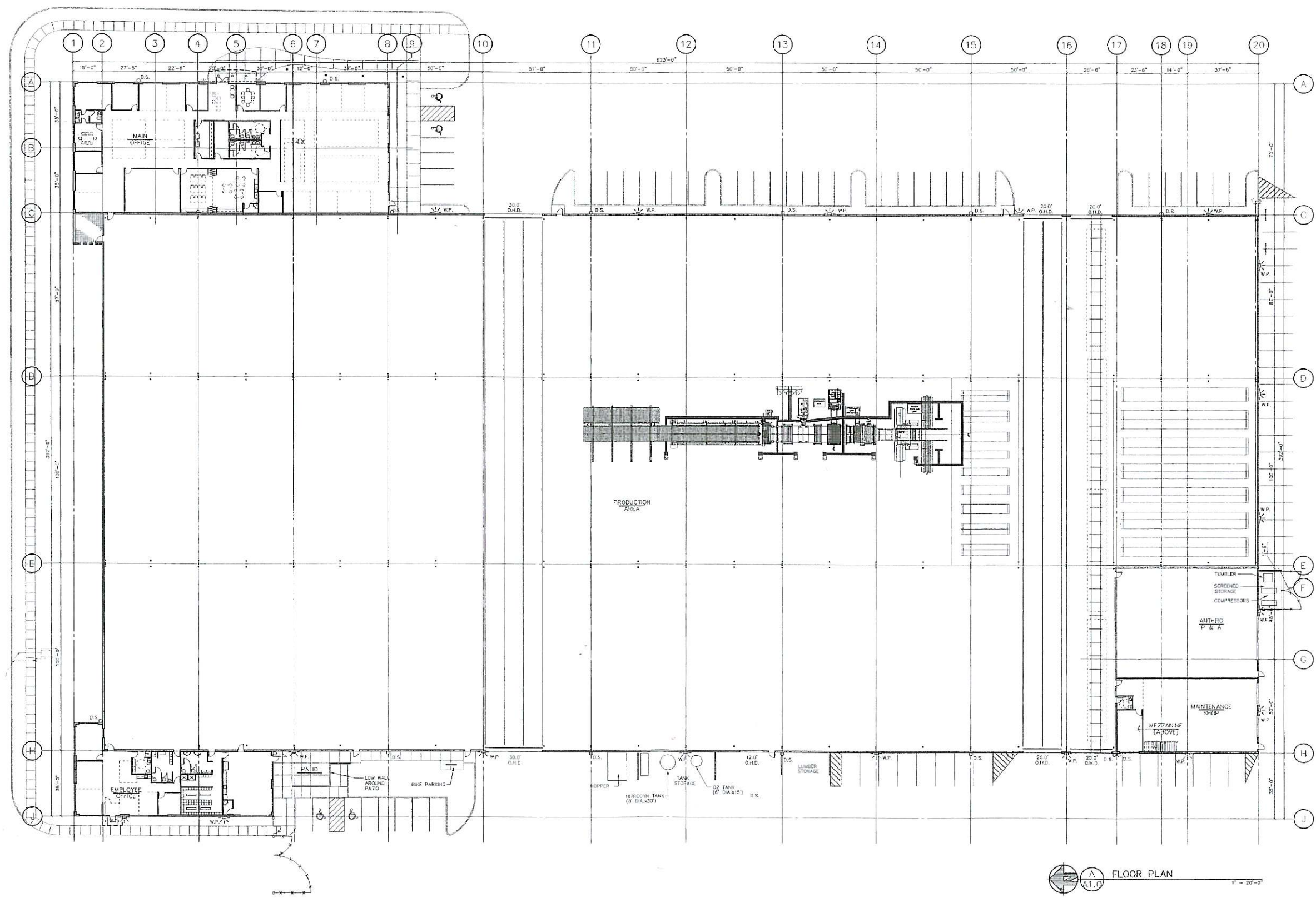
OTTEK LANDSCAPE ARCHITECTS Inc. OIO
 3933 SW Kelly Avenue • Suite B • Portland, Oregon 97239-4593
 Phone: (503) 972-0311 • Fax: (503) 972-0314 • www.ottek.com

VLMK CONSULTING ENGINEERS
 3933 SW Kelly Avenue • Portland • Oregon 97239-4593
 Phone: (503) 222-4433
 Fax: (503) 248-9263
 www.vlme.com

REVISIONS

NO.	DATE

DATE: MAY 2007
SCALE: (SHEET) 206395
NOTED: (SHEET) 206395
DRWN: (SHEET) JLO
CHKD: (SHEET) JLO
SHEET NO.: L 1
 1 OF 2



FLOOR PLAN
 1" = 20'-0"

NO.	DATE	REVISIONS

VLMK CONSULTING ENGINEERS
 3933 SW Kelly Avenue • Portland • Oregon 97239-4393
 503.272.4453
 503.246.9763
 vlmk@vlmk.com
 www.vlmk.com

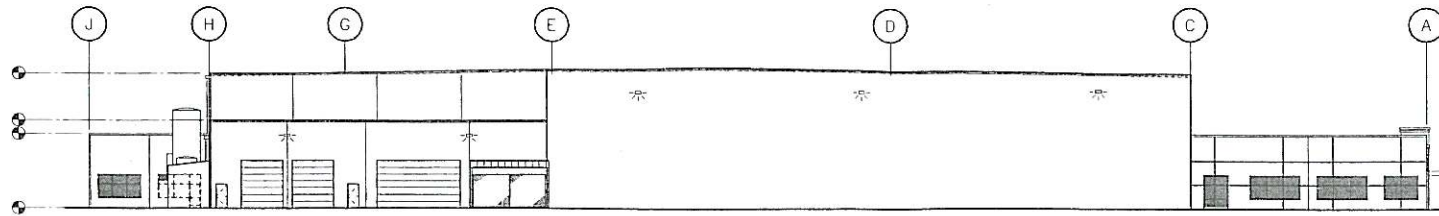
AMERICAN STEEL L.L.C.
 NEW PRODUCTION FACILITY
 TOWNSHIP ROAD AT WALNUT STREET
 CANBY, OREGON 97013

FLOOR PLAN

DATE	MARCH 2007
SCALE	PROJ. NO.
NOTED	206395
DRAWN	CHECKED
PSH	GLB
SHEET NO.	

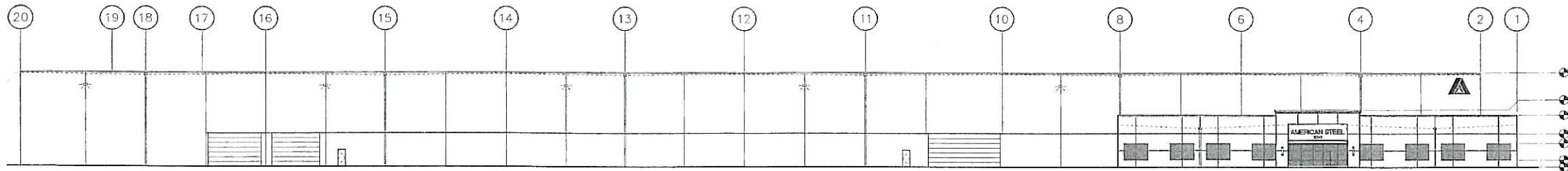
A1.0

DESIGN REVIEW 5/17/07



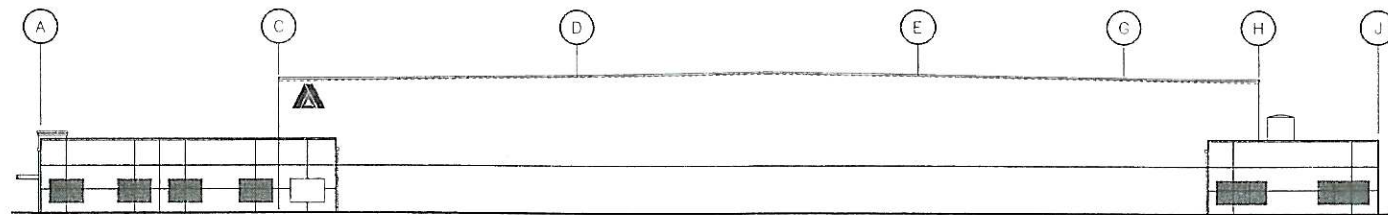
SOUTH ELEVATION

1" = 20' - 0"



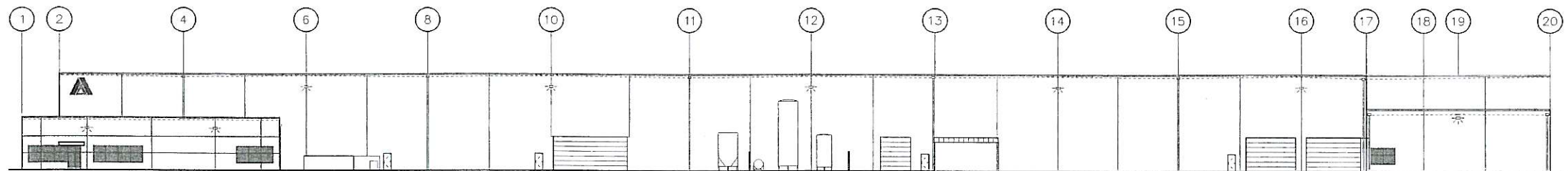
EAST ELEVATION

1" = 20' - 0"



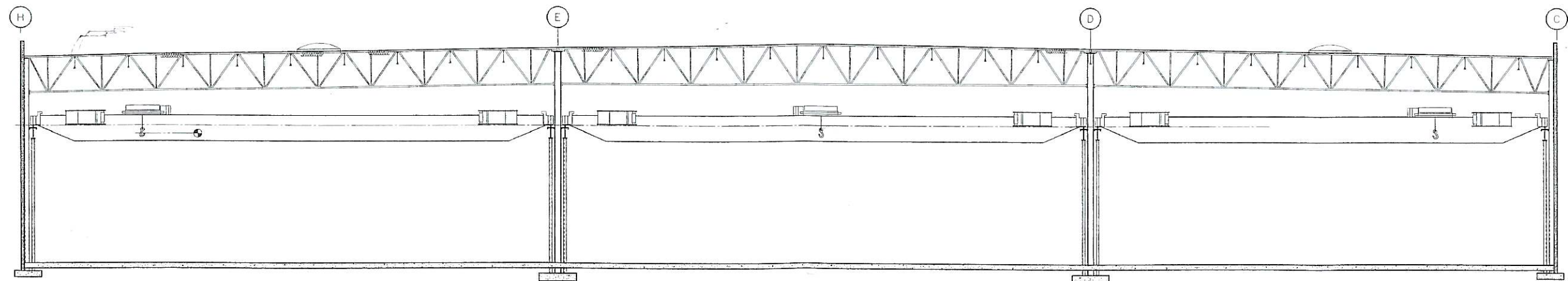
NORTH ELEVATION

1" = 20' - 0"



WEST ELEVATION

1" = 20' - 0"



BUILDING SECTION

1/8" = 1' - 0"

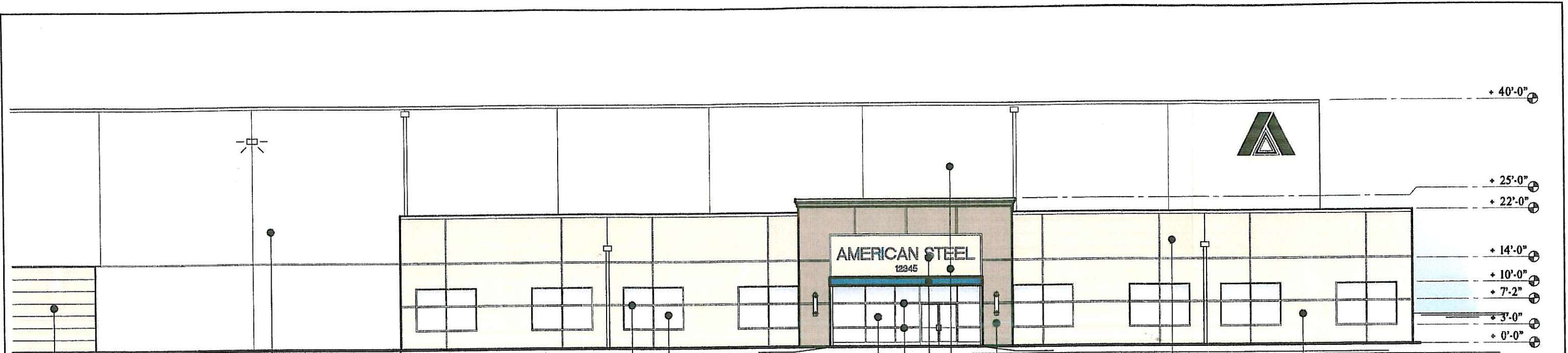
NO.	DATE	REVISIONS

VLMK CONSULTING ENGINEERS
 3933 SW Kelly Avenue • Portland • Oregon 97239-4393
 P: 503.271.4455
 F: 503.248.9293
 vlmk@vlmk.com
 www.vlmk.com

AMERICAN STEEL L.L.C.
 NEW PRODUCTION FACILITY
 TONGUE POINT ROAD AT WALNUT STREET
 CANBY, OREGON 97013

BUILDING ELEVATIONS

DATE	MARCH 2007
SCALE	PROJ. NO.
NOTED	206325
DRAWN	CHECKED
PSH	CJD
SHEET NO.	A2.0



'ALPACA WOOL'
TYP MAIN BODY

'PRACTICAL TAN'
TYP AT OVERHEAD
& MANDOORS

STOREFRONT GLAZING
1/4 "GRAY" GLAZING

STOREFRONT FRAMES
CLEAR ANODIZED

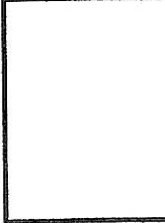


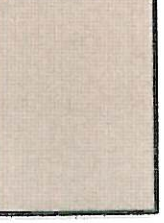

'DOVER PLAINS'

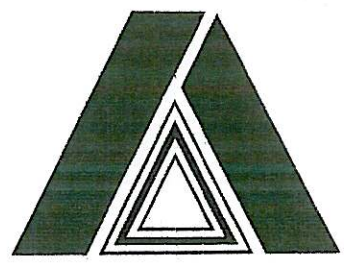
'ALPACA WOOL'

'PRACTICAL TAN'

'DRY DUNE'

'DEEP SAPPHIRE'

				
Dunn-Edwards "ALPACA WOOL" DE 6113 (VLMK 56-9)	Dunn-Edwards "DRY DUNE" DE 6114 (VLMK 32-9)	Dunn-Edwards "PRACTICAL TAN" DE 6115 (VLMK 19-9)	Dunn-Edwards "DOVER PLAINS" DE 6116 (VLMK 35-B)	Dunn-Edwards "DEEP SAPPHIRE" DE 137 (VLMK 208-1)



American Steel L.L.C.
Partial East Elevation

MAY, 2007

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

14

P.O. Box 930, Canby, OR 97013

(503) 266-7001

FAX 266-1574

DATE: June 15, 2007

JUN 18 2007

- TO:
- | | |
|---|---|
| <input type="checkbox"/> FIRE
<input type="checkbox"/> POLICE
<input type="checkbox"/> PUBLIC WORKS
<input type="checkbox"/> CANBY ELECTRIC
<input type="checkbox"/> CANBY WATER
<input type="checkbox"/> WWTP - Darwin Trammel
<input type="checkbox"/> WWTP - Jeff Crowther
<input checked="" type="checkbox"/> CITY ENGINEER
<input type="checkbox"/> CTA
<input type="checkbox"/> NW NATURAL
<input type="checkbox"/> WILLAMETTE BROADBAND
<input type="checkbox"/> CANBY DISPOSAL
<input type="checkbox"/> CITY ATTORNEY
<input type="checkbox"/> BIKE AND PEDESTRIAN COMM
<input type="checkbox"/> PGE
<input type="checkbox"/> CANBY AREA TRANSIT | <input type="checkbox"/> CANBY POST OFFICE
<input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR
<input type="checkbox"/> CLACKAMAS COUNTY 911
<input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION
<input type="checkbox"/> TRAFFIC SAFETY COMMITTEE
<input type="checkbox"/> CLACKAMAS COUNTY
<input type="checkbox"/> CANBY SCHOOL DISTRICT
<input type="checkbox"/> OREGON DEPT. TRANSPORTATION
<input type="checkbox"/> ODOT/REGION 1/DIST 2B
<input type="checkbox"/> STATE OF OREGON/REVENUE
<input type="checkbox"/> CANBY BUSINESS REVITALIZATION
<input type="checkbox"/> PARKS AND RECREATION
<input type="checkbox"/> CITY TRANSPORTATION ENGINEER
<input type="checkbox"/> BUILDING OFFICIAL
<input type="checkbox"/> OTHER _____
<input type="checkbox"/> OTHER _____ |
|---|---|

The City has received DR 07-04, an application from VLMK Consulting Engineers requesting a site and design review to build a 190,585 sq ft building with a screened yard for American Steel. The property is zoned M-1 (Light Industrial). The property is located on a 10.34 acre site known as tax lot 1001 on Township Road.

Please review the enclosed application and return comments to **Kevin Cook** by **Friday, June 22, 2007**. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

SEE ATTACHED MEMO DATED JUNE 18, 2007

Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature:  Date: June 18, 2007

Title: PROJECT Engineer Agency: Curran-McLes

EXHIBIT

#4 39

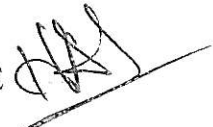
CURRAN-McLEOD, INC.
CONSULTING ENGINEERS

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

June 18, 2007

MEMORANDUM

TO: Mr. Kevin Cook

FROM: Hassan Ibrahim, PE 

RE: **CITY OF CANBY
AMERICAN STEEL
APPLICATION REVIEW (DR 07-04)**

We have reviewed the submitted application and plans for the above noted project and have the following comments which need to be addressed prior to start of construction:

1. The City will extend Sequoia Parkway in the south direction from the current terminus at SE 4th Ave to approximately 400 feet north of the existing Oregon Pacific Railroad Company tracks and meet this development schedule.
2. The City engineer and the developer's design engineer will coordinate the impacts of the elevated railroad crossing on this property and make the necessary provisions to alleviate any future conflicts with this development.
3. Sequoia Parkway alignment south of S. Township Rd needs to be adjusted to match the northerly portion. The northerly alignment is defined so that the face of the westerly curb line is located at the centerline of the existing 30-foot right-of-way of Walnut Street.
4. The developer will be required to construct 6-foot concrete sidewalks along the entire site frontage with Sequoia Parkway (south of S. Township Rd).
5. S. Township Road is classified as a minor arterial by the County with 40-foot existing right-of-way. The developer will be required to comply with Clackamas County requirements for roadway construction including dedication of additional 17-foot of right-of-way and constructing ½ street improvements along the entire site frontage with curbs located at 25 feet from the existing centerline, landscaping, street lighting, sidewalks and access spacing.
6. Sequoia Parkway/ S. Township Rd curb radii should be 40-foot to allow for WB 40 vehicle turning movements.

C:\HA\Projects\Canby\1009 Gen Eng\American Steel Application Review .wpd

7. The City is considering completing the northerly ½ street improvements on S. Township Rd as part of Sequoia parkway extension.
8. This development should comply with the Traffic Impact Study findings prepared by Lancaster Engineering dated May 2007.
9. All public storm drainage should comply with DEQ requirements. A letter of conformance should be submitted to the City.

CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

DATE: June 15, 2007

- TO:
- | | |
|---|--|
| <input type="checkbox"/> FIRE | <input type="checkbox"/> CANBY POST OFFICE |
| <input type="checkbox"/> POLICE | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR |
| <input type="checkbox"/> PUBLIC WORKS | <input type="checkbox"/> CLACKAMAS COUNTY 911 |
| <input type="checkbox"/> CANBY ELECTRIC | <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION |
| <input type="checkbox"/> CANBY WATER | <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE |
| <input checked="" type="checkbox"/> WWTP - Darvin Trammel | <input type="checkbox"/> CLACKAMAS COUNTY |
| <input type="checkbox"/> WWTP - Jeff Crowther | <input type="checkbox"/> CANBY SCHOOL DISTRICT |
| <input type="checkbox"/> CITY ENGINEER | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION |
| <input type="checkbox"/> CTA | <input type="checkbox"/> ODOT/REGION 1/DIST 2B |
| <input type="checkbox"/> NW NATURAL | <input type="checkbox"/> STATE OF OREGON/REVENUE |
| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION |
| <input type="checkbox"/> CANBY DISPOSAL | <input type="checkbox"/> PARKS AND RECREATION |
| <input type="checkbox"/> CITY ATTORNEY | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER |
| <input type="checkbox"/> BIKE AND PEDESTRIAN COMM | <input type="checkbox"/> BUILDING OFFICIAL |
| <input type="checkbox"/> PGE | <input type="checkbox"/> OTHER _____ |
| <input type="checkbox"/> CANBY AREA TRANSIT | <input type="checkbox"/> OTHER _____ |

The City has received DR 07-04, an application from VLMK Consulting Engineers requesting a site and design review to build a 190,585 sq ft building with a screened yard for American Steel. The property is zoned M-1 (Light Industrial). The property is located on a 10.34 acre site known as tax lot 1001 on Township Road.

Please review the enclosed application and return comments to Kevin Cook by Friday, June 22, 2007. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

Please see attached comment sheet

Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature: Darvin Trammel Date: 6/26/07

Title: Supervisor Agency: WWTP

Pre-Application
 American Steel
 19022 80th Ave South
 Kent, Washington 98302
 425-251-8222
 06-26-07

Pretreatment Comments:

- Applicant must complete a Non-Residential Wastewater Survey for review by Staff prior to occupancy.
- If applicant proposes to wash trucks on site, then an approved covered wash rack and pretreatment system will need to be installed prior to discharge into the City sanitary system. The truck washing facility will need to have an oil water separator/ interceptor installed prior to the pretreatment system.
- Any proposed discharge of manufacturing areas with oily wastes or metal sediment will be required to pass through an oil water separator or sediment trap of sufficient size to capture pollutants prior to discharge into sanitary system.
- If floor drains are to be installed in the building they should be routed to the oil water separator or sedimentation trap, with the exception of floor drains located in restrooms.
- The batch discharge from the 125 x 19 x 2.5 foot cutting tables with the sequencing baths will need to have a minimum of an oil water separator to remove oil and sediment. The discharge from the oil water separator will be required to meet the City of Canby local limits, Resolution 765. The following table represents the local limits for the discharge of heavy metals.

<i>POLLUTANT</i>	<i>Uniform Concentration Limit Mg/L</i>	<i>POLLUTANT</i>	<i>Uniform Concentration Limit Mg/L</i>
<i>pH</i>	<i>6.0-10.0 su</i>	<i>LEAD (Pb)</i>	<i>2.35</i>
<i>ARSENIC (As)</i>	<i>2.04</i>	<i>MERCURY (Hg)</i>	<i>0.005</i>
<i>CADMIUM (Cd)</i>	<i>0.56</i>	<i>NICKEL (Ni)</i>	<i>9.44</i>
<i>CHROMIUM (Total)</i>	<i>11.64</i>	<i>SILVER (Ag)</i>	<i>0.07</i>
<i>COPPER (Cu)</i>	<i>3.04</i>	<i>ZINC (Zn)</i>	<i>3.92</i>
<i>CYANIDE (Cn)</i>	<i>2.08</i>		

NOTE: Violations of these discharge limits are subject to enforcement actions and other penalties defined in Canby Ordinance No. 1153

If the discharges from the cutting table baths are found to have a discharge that exceeds the City of Canby Local Limits, then American Steele would be required to provide a pretreatment system capable of reducing the pollutants of concern below the City's Local Limits.

It would be advantageous for American Steel to look at the possibility of installing a pretreatment system, similar to the one they currently have for truck washing that would be capable of handling both the truck wash and the occasional batch discharge from the cutting tables. Piping both the truck wash area and the table discharge to a common oil & water separator and then to a pretreatment system would not only save money, but eliminate any environmental concerns from the facility.

Stormwater Comments:

- All City Erosion and Sediment Control permits must be obtained from Public Works prior to disturbing soil at the site.
- Trash and/or dumpster enclosures that are exposed to rainfall may not have a direct connection to the storm drain system.
- Any proposed connection of stormwater flow to the sanitary sewer requires a written authorization by the Wastewater Treatment Plant. Additional SDC's and monthly rate fees may be assessed.
- It is encouraged that stormwater generated from impervious areas be routed to onsite bio swales and/or infiltration basins. The use of onsite drywells (UIC's) is discouraged.
- If drywells (UIC'S) are proposed for onsite parking lot storm flow. They must meet DEQ criteria and be registered. Documentation of DEQ approval of UIC's and DEQ registration must be provided to the City.

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

DATE: June 15, 2007

- TO:
- | | |
|--|--|
| <input type="checkbox"/> FIRE | <input type="checkbox"/> CANBY POST OFFICE |
| <input type="checkbox"/> POLICE | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR |
| <input type="checkbox"/> PUBLIC WORKS | <input type="checkbox"/> CLACKAMAS COUNTY 911 |
| <input checked="" type="checkbox"/> CANBY ELECTRIC | <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION |
| <input type="checkbox"/> CANBY WATER | <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE |
| <input type="checkbox"/> WWTP - Darvin Trammel | <input type="checkbox"/> CLACKAMAS COUNTY |
| <input type="checkbox"/> WWTP - Jeff Crowther | <input type="checkbox"/> CANBY SCHOOL DISTRICT |
| <input type="checkbox"/> CITY ENGINEER | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION |
| <input type="checkbox"/> CTA | <input type="checkbox"/> ODOT/REGION 1/DIST 2B |
| <input type="checkbox"/> NW NATURAL | <input type="checkbox"/> STATE OF OREGON/REVENUE |
| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION |
| <input type="checkbox"/> CANBY DISPOSAL | <input type="checkbox"/> PARKS AND RECREATION |
| <input type="checkbox"/> CITY ATTORNEY | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER |
| <input type="checkbox"/> BIKE AND PEDESTRIAN COMM | <input type="checkbox"/> BUILDING OFFICIAL |
| <input type="checkbox"/> PGE | <input type="checkbox"/> OTHER _____ |
| <input type="checkbox"/> CANBY AREA TRANSIT | <input type="checkbox"/> OTHER _____ |

The City has received DR 07-04, an application from VLMK Consulting Engineers requesting a site and design review to build a 190,585 sq ft building with a screened yard for American Steel. The property is zoned M-1 (Light Industrial). The property is located on a 10.34 acre site known as tax lot 1001 on Township Road.

Please review the enclosed application and return comments to Kevin Cook by Friday, June 22, 2007. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

Canby Utility is prepared to serve this project, with some off-site work. For specific comments see minutes of meeting dated 6-13-07.

Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

nature: *Shy* Date: 6-18-07

Title: Line Foreman Agency: Canby Utility Elect.

45

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

DATE: June 15, 2007

- TO:
- | | |
|--|--|
| <input type="checkbox"/> FIRE | <input type="checkbox"/> CANBY POST OFFICE |
| <input type="checkbox"/> POLICE | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR |
| <input type="checkbox"/> PUBLIC WORKS | <input type="checkbox"/> CLACKAMAS COUNTY 911 |
| <input type="checkbox"/> CANBY ELECTRIC | <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION |
| <input checked="" type="checkbox"/> CANBY WATER | <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE |
| <input type="checkbox"/> WWTP - Darvin Trammel | <input type="checkbox"/> CLACKAMAS COUNTY |
| <input type="checkbox"/> WWTP - Jeff Crowther | <input type="checkbox"/> CANBY SCHOOL DISTRICT |
| <input type="checkbox"/> CITY ENGINEER | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION |
| <input type="checkbox"/> CTA | <input type="checkbox"/> ODOT/REGION 1/DIST 2B |
| <input type="checkbox"/> NW NATURAL | <input type="checkbox"/> STATE OF OREGON/REVENUE |
| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION |
| <input type="checkbox"/> CANBY DISPOSAL | <input type="checkbox"/> PARKS AND RECREATION |
| <input type="checkbox"/> CITY ATTORNEY | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER |
| <input type="checkbox"/> BIKE AND PEDESTRIAN COMM. | <input type="checkbox"/> BUILDING OFFICIAL |
| <input type="checkbox"/> PGE | <input type="checkbox"/> OTHER _____ |
| <input type="checkbox"/> CANBY AREA TRANSIT | <input type="checkbox"/> OTHER _____ |

The City has received DR 07-04, an application from VLMK Consulting Engineers requesting a site and design review to build a 190,585 sq ft building with a screened yard for American Steel. The property is zoned M-1 (Light Industrial). The property is located on a 10.34 acre site known as tax lot 1001 on Township Road.

Please review the enclosed application and return comments to Kevin Cook by Friday, June 22, 2007. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

IS AN 8" FIRE PROTECTION SYSTEM ADEQUATE FOR THE PROPOSED SIZE OF CONSTRUCTION?

Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature: *Patrick [Signature]* Date: 6/20/07

Title: Water Dept. Foreman Agency: Canby Utility

46

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

DATE: June 15, 2007

- | | |
|--|---|
| <p>TO:</p> <ul style="list-style-type: none"> <input type="checkbox"/> FIRE <input type="checkbox"/> POLICE <input type="checkbox"/> PUBLIC WORKS <input type="checkbox"/> CANBY ELECTRIC <input type="checkbox"/> CANBY WATER <input type="checkbox"/> WWTP - Darvin Trammel <input type="checkbox"/> WWTP - Jeff Crowther <input type="checkbox"/> CITY ENGINEER <input checked="" type="checkbox"/> CTA <input type="checkbox"/> NW NATURAL <input type="checkbox"/> WILLAMETTE BROADBAND <input type="checkbox"/> CANBY DISPOSAL <input type="checkbox"/> CITY ATTORNEY <input type="checkbox"/> BIKE AND PEDESTRIAN COMM <input type="checkbox"/> PGE <input type="checkbox"/> CANBY AREA TRANSIT | <ul style="list-style-type: none"> <input type="checkbox"/> CANBY POST OFFICE <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR <input type="checkbox"/> CLACKAMAS COUNTY 911 <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE <input type="checkbox"/> CLACKAMAS COUNTY <input type="checkbox"/> CANBY SCHOOL DISTRICT <input type="checkbox"/> OREGON DEPT. TRANSPORTATION <input type="checkbox"/> ODOT/REGION 1/DIST 2B <input type="checkbox"/> STATE OF OREGON/REVENUE <input type="checkbox"/> CANBY BUSINESS REVITALIZATION <input type="checkbox"/> PARKS AND RECREATION <input type="checkbox"/> CITY TRANSPORTATION ENGINEER <input type="checkbox"/> BUILDING OFFICIAL <input type="checkbox"/> OTHER _____ <input type="checkbox"/> OTHER _____ |
|--|---|

The City has received DR 07-04, an application from VLMK Consulting Engineers requesting a site and design review to build a 190,585 sq ft building with a screened yard for American Steel. The property is zoned M-1 (Light Industrial). The property is located on a 10.34 acre site known as tax lot 1001 on Township Road.

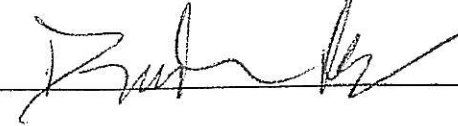
Please review the enclosed application and return comments to Kevin Cook by Friday, June 22, 2007. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

PLEASE SEE ATTACHMENT

Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature:  Date: 6-17-07

Title: ASSOCIATE ENGR. Agency: CANBY TELCOM

47



faster higher farther

Comments from Canby Telcom for American Steel:

- The Developer/Owner is required to provide all trenches for placing telephone service facilities to new building. Canby Telcom will provide all necessary materials to bring services to building.
- CT will follow the power design as much as possible to minimize trenching. ; however, additional trenches may be required for communication services.
- If the D-marc is required to be placed in a communication / power room, the requirements are :
 - 1- 4" schedule 40 PVC from the telephone connection point outside, into the communication / power room with a 36" sweep (minimum).
 - 2- Minimum of 4'x4' 3/4" plywood backboard.
 - 3- #6 stranded ground (MGN) provided at the backboard.
 - 4- One 15 Amp electrical outlet located next to / or on backboard.
- There is no development fee.
- Fees for relocating existing facilities are billed at our hourly rate of \$65.00 per hour for labor, plus the cost of materials. The requestor is required to complete and sign a Request to Relocate Facilities form.
- For temporary service (job shack), contact our Customer Care Center to place an order.

Contact Information:

Engineering Manager	Dave Hill	503-266-8204
Associate Engineer	Dinh Vu	503-266-8201
Construction Inspector	Ron Stenger	503-266-8290
Customer care center		503-266-8111

CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

ATE: June 15, 2007

- TO:
- | | |
|---|--|
| <input type="checkbox"/> FIRE | <input type="checkbox"/> CANBY POST OFFICE |
| <input type="checkbox"/> POLICE | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR |
| <input type="checkbox"/> PUBLIC WORKS | <input type="checkbox"/> CLACKAMAS COUNTY 911 |
| <input type="checkbox"/> CANBY ELECTRIC | <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION |
| <input type="checkbox"/> CANBY WATER | <input checked="" type="checkbox"/> TRAFFIC SAFETY COMMITTEE |
| <input type="checkbox"/> WWTP - Darwin Trammel | <input type="checkbox"/> CLACKAMAS COUNTY |
| <input type="checkbox"/> WWTP - Jeff Crowther | <input type="checkbox"/> CANBY SCHOOL DISTRICT |
| <input type="checkbox"/> CITY ENGINEER | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION |
| <input type="checkbox"/> CTA | <input type="checkbox"/> ODOT/REGION 1/DIST 2B |
| <input type="checkbox"/> NW NATURAL | <input type="checkbox"/> STATE OF OREGON/REVENUE |
| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION |
| <input type="checkbox"/> CANBY DISPOSAL | <input type="checkbox"/> PARKS AND RECREATION |
| <input type="checkbox"/> CITY ATTORNEY | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER |
| <input type="checkbox"/> BIKE AND PEDESTRIAN COMM | <input type="checkbox"/> BUILDING OFFICIAL |
| <input type="checkbox"/> PGE | <input type="checkbox"/> OTHER _____ |
| <input type="checkbox"/> CANBY AREA TRANSIT | <input type="checkbox"/> OTHER _____ |

The City has received DR 07-04, an application from VLMK Consulting Engineers requesting a site and design review to build a 190,585 sq ft building with a screened yard for American Steel. The property is zoned M-1 (Light Industrial). The property is located on a 10.34 acre site known as tax lot 1001 on Township Road.

Please review the enclosed application and return comments to Kevin Cook by Friday, June 22, 2007. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

With the possibility of increased traffic on S. Township Rd. This Committee recommends a traffic study to be done at S. Redwood and S. Township Rd if a current study hasn't been completed.

Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature: Maureen Elmore Date: 6-23-07

Title: Chairman Agency: Traffic Safety Comm.

CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

DATE: June 15, 2007

- TO:
- | | |
|--|--|
| <input type="checkbox"/> FIRE | <input type="checkbox"/> CANBY POST OFFICE |
| <input type="checkbox"/> POLICE | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR |
| <input type="checkbox"/> PUBLIC WORKS | <input type="checkbox"/> CLACKAMAS COUNTY 911 |
| <input type="checkbox"/> CANBY ELECTRIC | <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION |
| <input type="checkbox"/> CANBY WATER | <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE |
| <input type="checkbox"/> WWTP - Darwin Trammel | <input type="checkbox"/> CLACKAMAS COUNTY |
| <input type="checkbox"/> WWTP - Jeff Crowther | <input type="checkbox"/> CANBY SCHOOL DISTRICT |
| <input type="checkbox"/> CITY ENGINEER | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION |
| <input type="checkbox"/> CTA | <input type="checkbox"/> ODOT/REGION 1/DIST 2B |
| <input type="checkbox"/> NW NATURAL | <input type="checkbox"/> STATE OF OREGON/REVENUE |
| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION |
| <input type="checkbox"/> CANBY DISPOSAL | <input type="checkbox"/> PARKS AND RECREATION |
| <input type="checkbox"/> CITY ATTORNEY | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER |
| <input type="checkbox"/> BIKE AND PEDESTRIAN COMM | <input type="checkbox"/> BUILDING OFFICIAL |
| <input type="checkbox"/> PGE | <input type="checkbox"/> OTHER _____ |
| <input checked="" type="checkbox"/> CANBY AREA TRANSIT | <input type="checkbox"/> OTHER _____ |

The City has received DR 07-04, an application from VLMK Consulting Engineers requesting a site and design review to build a 190,585 sq ft building with a screened yard for American Steel. The property is zoned M-1 (Light Industrial). The property is located on a 10.34 acre site known as tax lot 1001 on Township Road.

Please review the enclosed application and return comments to Kevin Cook by Friday, June 22, 2007. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

See attached notes

Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature: *Kevin Cook* Date: 6/21/07

Title: *Transit Director* Agency: *CAAT*

3

Kevin,

American Steel

Currently CAT doesn't serve Sequoia Parkway although we are working on our Transit Master Plan and will identify transit streets and Sequoia Parkway could become a transit street.

A few transit goals are to:

To promote an effective transit system that is a viable alternative to the single occupant vehicle; responds to the mobility needs of residents, employers, and employees; permits easy shifts from one mode to another; offers choice and convenience and connects to other regional transportation systems.

Promote land use patterns and development standards that support transit as an alternative to the single occupant vehicle. In all land use decisions, especially as they affect density or intensity of development, impacts on transit should be considered.

Require that new development on major transit streets be designed to support transit use through site planning and pedestrian accessibility.

We need to amend the City's Comp plan to encourage transit oriented development along major transit routes.

I'll share what would be ideal but I realize currently there aren't any codes requiring transit improvements but if you have the ability to ask them and they are willing to do something. I would recommend the following;

- 1.) If there is a location near the front door for a bus stop and if they plan to have more than 100 employees at some point we may want to place a shelter there. I can provide specs for a shelter pad that is ADA accessible. If they are willing to identify a location for a bus stop and while constructing the sidewalk they could plan for a shelter at a future date. If they are actually willing to purchase a shelter to be placed at a later date that would be ideal.
- 2.) Require a % of their parking spaces to be for carpooling and/or vanpools – depends on # of spaces and # of employees.
- 3.) Look at pedestrian access from the building to the bus shelter –
- 4.) Look at access between this development and others that will follow- Is there easy access to the main streets so pedestrians can walk to a bus stop?
- 5.) Require bike lockers or bike racks
- 6.) Will their facility have shower facilities for potential bike/walk commuters.
- 7.) Employee Commuter Program- CAT could work with their human resources department to establish an employee commute program as part of their benefit package

- 8.) If they have a location where they post information for employees it would be good to provide space for CAT schedules and if possible space for other providers as well such as - Tri-Met, SMART, Woodburn, Mollala, and Salem Area transit Schedules or at least phone numbers.

Franko
Cynthia

CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

ATE: June 15, 2007

- TO:
- | | |
|---|--|
| <input type="checkbox"/> FIRE | <input type="checkbox"/> CANBY POST OFFICE |
| <input checked="" type="checkbox"/> POLICE | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR |
| <input type="checkbox"/> PUBLIC WORKS | <input type="checkbox"/> CLACKAMAS COUNTY 911 |
| <input type="checkbox"/> CANBY ELECTRIC | <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION |
| <input type="checkbox"/> CANBY WATER | <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE |
| <input type="checkbox"/> WWTP - Darvin Trammel | <input type="checkbox"/> CLACKAMAS COUNTY |
| <input type="checkbox"/> WWTP - Jeff Crowther | <input type="checkbox"/> CANBY SCHOOL DISTRICT |
| <input type="checkbox"/> CITY ENGINEER | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION |
| <input type="checkbox"/> CTA | <input type="checkbox"/> ODOT/REGION 1/DIST 2B |
| <input type="checkbox"/> NW NATURAL | <input type="checkbox"/> STATE OF OREGON/REVENUE |
| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION |
| <input type="checkbox"/> CANBY DISPOSAL | <input type="checkbox"/> PARKS AND RECREATION |
| <input type="checkbox"/> CITY ATTORNEY | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER |
| <input type="checkbox"/> BIKE AND PEDESTRIAN COMM | <input type="checkbox"/> BUILDING OFFICIAL |
| <input type="checkbox"/> PGE | <input type="checkbox"/> OTHER _____ |
| <input type="checkbox"/> CANBY AREA TRANSIT | <input type="checkbox"/> OTHER _____ |


The City has received DR 07-04, an application from VLMK Consulting Engineers requesting a site and design review to build a 190,585 sq ft building with a screened yard for American Steel. The property is zoned M-1 (Light Industrial). The property is located on a 10.34 acre site known as tax lot 1001 on Township Road.

Please review the enclosed application and return comments to Kevin Cook by Friday, June 22, 2007. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

Please check one box and sign below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature:  Date: 06/20/07

Title: POLICE CHIEF Agency: CANBY POLICE

MEG KROEPFEN

53

COUNTY PREAPPLICATION COMMENTS

PRE-APPLICATION INFORMATION FROM CLACKAMAS COUNTY TRAFFIC ENGINEERING AND DEVELOPMENT REVIEW

All information is considered informal, based on current Zoning and Development Ordinance requirements, current Roadway Standards requirements, and current Comprehensive Plan requirements. The information presented here is subject to change as revisions are made to the aforementioned documents and in the formal Land Use Review Process. Prior to the submittal of a Land Use application, the applicant is encouraged to contact staff to insure that these preapplication comments reflect the current standards.

PROJECT: American Steel (Township Road)

LEGAL: T4S., R 1E., Section 3, Tax Lot 1001

DATE: August 8, 2006

Engineering staff: Robert Hixson 503-353-4708
roberth@co.clackamas.or.us

Deana Mulder 503-353-4710
deanam@co.clackamas.or.us

- 1) This proposed project, while under the jurisdiction of the City of Canby, is located on Township Road, which is under the jurisdiction of Clackamas County. Therefore, Clackamas County has an interest in proposed development along Township Road.
- 2) The development of a project has several phases requiring Engineering staff review. The first phase is a preapplication meeting where preliminary information is provided allowing applicants to better understand the Engineering requirements and applicant's expenses associated with a proposed project.

Prior to a submittal of a Land Use application, Engineering staff is available to assist the applicant in the development of the plans to help insure that the application is complete and note concerns that may affect the application.

The next phase is Engineering staff's review of a project. This is typically performed after a formal Land Use application is submitted by an applicant and Engineering staff is provided notice of the proposed project. At this phase, Engineering staff provides written comments and often recommends conditions of approval for incorporation into a Land Use decision.

Following a Land Use approval of a proposal by Planning staff or a Hearings Officer, typically with conditions, Engineering staff offers an opportunity to applicants to meet with Engineering staff to review conditions of approval during the appeal period. This allows applicants a clearer understanding of the conditions of approval, how those conditions financially impact the applicant's proposal and also allows the applicant to better understand the appropriate level of detail for the engineering that will be necessary in the next phase of a project. Furthermore, the sequencing of requirements to obtain building permits, record plats or obtain a certificate of occupancy may be discussed.

Engineering is then involved in the next phase of the project. In this phase, applicants typically submit detailed engineered construction plans for review and approval. Once the plans are approved, a permit for construction activities may be issued. The detailed construction plans typically include all required street and frontage improvements, access improvements, parking improvements, and site circulation improvements for vehicles, bicycles and pedestrians. These plans are typically provided for all commercial, industrial, multifamily and conditional use applications.

During construction, an Engineering inspector will visit the site to monitor the work to help insure that the construction is in accordance with the conditions of approval. When the applicant believes all necessary work has been completed, the applicant would request a final inspection and Engineering staff would then review the file and inspect the site to determine if all conditions of approval had been met or if additional work was still needed to achieve compliance with all of the Engineering related conditions of approval.

- 3) For the Land Use application, the applicant shall provide revised, more detailed street, site, grading and drainage plans in conformance with the requirements for preliminary development plans. This shall

include, but is not limited to, right-of-way lines verified by a professional survey, edges of pavements, curbs, adjacent driveways and driveways on both sides of the roads, outlines of existing structures on adjacent lots and outlines of existing structures on lots on the opposite sides of the roadways. All illustrated features shall be dimensioned. Submitted Plans shall be stamped "PRELIMINARY" or "NOT FOR CONSTRUCTION".

- 4) Applicant shall obtain a Street Construction & Encroachment Permit (SC&E) from the County Engineering Section prior to the issuance of a Building Permit. The SC&E Permit fee is a minimum of \$400.00 or \$50.00 per new or reconstructed parking space provided, which ever is greater. Issuance of a Street Construction and Encroachment Permit is dependent upon the formal approval, by Engineering staff, of a set of plans in compliance with Roadway Standards section 130. These plans shall also illustrate road or street frontage features, including any existing and proposed pavement striping for a distance of 200 feet beyond the limits of the property lines, and the plans shall be signed and stamped by a Professional Engineer registered in the State of Oregon.

THE FOLLOWING IS BASED ON CLACKAMAS COUNTY STANDARDS. HOWEVER, SINCE THIS PROPERTY IS LOCATED WITHIN THE CITY LIMITS OF THE CITY OF CANBY, CLACKAMAS COUNTY WILL DEFER TO CITY STANDARDS IN REGARDS TO ISSUES RELATED TO RIGHT-OF-WAY, PUBLIC EASEMENTS, AND FRONTAGE IMPROVEMENTS. CLACKAMAS COUNTY WILL NOT DEFER SAFETY AND ACCESS RELATED CONCERNS RELATED TO TOWNSHIP ROAD, WHICH IS UNDER THE JURISDICTION OF CLACKAMAS COUNTY.

- 5) Applicant shall dedicate right-of-way as necessary to provide for a 35-foot wide ½ right-of-way width on Township Road.
- 6) Applicant shall grant an eight-foot wide public easement for signs, slopes, sidewalks and public utilities along the entire Township Road frontage.
- 7) The County has adopted access control standards to provide positive impact on traffic safety and efficiency for county and state roads. These standards promote shared access points to comply with access control and spacing standards. Applicable references include ZDO section 1007, *Clackamas County Comprehensive Plan* Table V-2 and *Clackamas County Roadway Standards* Section 230. The owner of Tax Lot 1001 shall grant and record a 30-foot wide reciprocal crossover easement with Tax Lot 1000 to the west, at a location determined by the applicant and approved by this office. Neither the grading plan for this site, nor the construction of any structures shall preclude the future use of the crossover easement. While the crossover easement needs to be recorded now for future use, the applicant may utilize the easement as desired until the adjacent lot redevelops and the easement becomes necessary for vehicular traffic. The crossover easement shall be recorded prior to issuance of either a temporary or final certificate of occupancy. In the future when the crossover easement becomes necessary to provide circulation between properties, the applicant shall be responsible to construct that portion of the crossover easement that would be on the applicant's property.
- 8) Access is proposed to the future Sequoia Parkway extension and Township Road. The proposed access to Township Road is not in compliance with the County's Comprehensive Plan or Roadway Standards. Access spacing of the proposed Township Road access from Walnut Street, the future Sequoia Parkway, is less than the minimum of 600 feet required by the Roadway Standards. In addition, the proposed direct access to Township Road, a minor arterial, is also not in compliance with the Comprehensive Plan or Roadway Standards.

However, since Sequoia Parkway, south of Township Road, is not constructed and does not appear feasible for the applicant to construct to an adequate width to serve the site, Clackamas County will grant temporary access to Township Road at the proposed location. Once Sequoia Parkway, south of Township Road is constructed to at least a three-quarter street width, the Township Road access shall be permanently closed, and the applicant shall remove and replace the Township Road driveway with matching curb, landscape strip, and sidewalk.

-) Applicant shall design and construct improvements along the entire site frontage of Township Road. These improvements shall consist of up to a half-street improvement, standard curb or curb and gutter, drainage facilities in conformance with City of Canby requirements, ZDO section 1008, and Clackamas

County Roadway Standards Chapter 3. Also required is a five-foot wide unobstructed sidewalk behind a minimum five-foot wide landscape strip. If mailboxes, fire hydrants, utility poles, etc, are located within the limits of the sidewalk, the obstructions shall be relocated. Additional easement, as necessary, shall be granted to provide for any sidewalk eyebrows. Sidewalks at transit stops shall be a minimum of 8 feet in width. Since the sidewalk would not connect to sidewalk on adjacent property, the ends of the sidewalk shall require the construction of temporary asphalt ramps, adjacent to the ends of the sidewalk, providing transitions from the new sidewalk to the edge of pavement. The ramps shall meet ADA guidelines and shall be a minimum of two (2) inches in thickness. Also required will be pavement widening with the face of the new curb located 25 feet from the centerline of the Township Road right-of-way and appropriate pavement tapers. More specifically, the tapers shall be in accordance with Roadway Standards Section 240.7. Structural section for Township Road improvements shall consist of four inches of Level 3 Hot Mix Asphalt Concrete (HMAC), Performance Grade (PG) 64-22, ¾" dense or ½" dense placed in two two inch lifts, over four inches of ¾"-0 aggregate leveling course, over 10 inches of 1-1/2"-0 aggregate base course, over geotextile fabric.

- 10) Improvements to Sequoia Parkway adjacent to the east side of the property shall be in accordance with City of Canby standards.
- 11) The applicant shall design and construct one curb/sidewalk ramp at the southwest corner of Township Road and Sequoia Parkway.
- 12) Applicant shall design and construct drainage facilities to serve the building, parking and maneuvering areas, adjacent streets and the remainder of the site in conformance with City of Canby requirements, ZDO section 1008, and Roadway Standards Chapter 3.
- 13) When the Department of Transportation and Development is the surface water authority for the proposed project and detention facilities are a requirement of development, the applicant shall provide a copy of an approved grading permit to DTD Engineering, Deana Mulder, prior to the issuance of a SC&E permit.
- 14) Applicant shall design and construct a five-foot wide (minimum) unobstructed concrete walkway from the new sidewalk to the public entrance of the building.
- 15) Applicant shall provide adequate on site circulation for the parking and maneuvering of all vehicles anticipated to use the parking and maneuvering areas, including a minimum of 24 feet of back up maneuvering room for all 90-degree parking spaces. Loading spaces shall also be afforded adequate maneuvering room. The applicant shall show the paths traced by the extremities of the anticipated large vehicles, including off-tracking, on the site plan to insure adequate turning radii are provided for the large vehicles maneuvering on site, at driveways, and at intersections within the influence area of the proposal. The applicant shall label all compact, carpool, handicap, and loading berth spaces on the plans.
- 16) Applicant shall provide and maintain adequate intersection sight distance at the driveway intersection with Township Road. In addition, no plantings at maturity, retaining walls, embankments, fences or any other objects shall be allowed to obstruct vehicular sight distance. Minimum intersection sight distance shall be 500 feet both easterly and westerly along Township Road measured 15 feet back from the edge of the travel lane at the driveway intersection with Township Road.

Intersection sight distance is measured from an observation driver's eye height of 3.5 feet above the driveway surface to an object height of 3.5 feet, located in the center of the oncoming travel lane, and typically made from an observation point located 15 feet back from the edge of the travel lane for drivers preparing to exit the site and enter onto a road. The top of the 3.5-foot tall object shall be visible for the entire required intersection sight distance from the observation point out to the minimum required intersection sight distance.

Sight distance requirements are based on the *Clackamas County Roadway Standards* and the American Association of State Highway and Transportation Officials (AASHTO) 2004 publication, "A Policy on Geometric Design of Highways and Streets."

Sight distance requirements, for single unit trucks and combination trucks, require longer distances than 500 feet. However, due to the alignment of Township Road, no horizontal curves and a minor sag vertical

curve to the ease, and the greater eye height of truck drivers, intersection sight distance for trucks is considered adequate.

- 17) Applicant shall provide adequate corner vision in accordance with the Zoning and Development Ordinance corner vision requirement. No sight-obscuring structures or plantings exceeding 30 inches in height, measured from the roadway surface, shall be located within a 20-foot radius of the lot corner nearest the intersection of two public, County, or State roads, or from the intersection of a private driveway, access drive, or private road and a public, County, or State road. Trees located within a 20-foot radius of such an intersection shall be maintained to allow eight feet of visual clearance below the lowest-hanging branches. The limits of a public, County or State road are defined by the entire right-of-way width.
- 18) All curbs shall typically be type "C", or curb and gutter if curb line slope is less than one percent, if they carry, direct or channel surface water. Alternative curbs will be considered when it is determined by the Clackamas County Department of Transportation and Development that type "C" curbs or curb and gutter are not appropriate. Extruded curbs for carrying, directing or channeling surface water, or used as a vehicle wheel stop, shall not be allowed.
- 19) Applicant shall provide and implement a signing and pavement-marking plan for on site parking and circulation. This plan shall be reviewed and approved by the City of Canby and the local Fire Marshal prior to the applicant being issued a Street Construction and Encroachment permit.
- 20) Applicant shall install and maintain a 30-inch "STOP" sign, behind the sidewalk, at the driveway exit. The bottom of the "STOP" sign shall be positioned seven feet above the surface of the new sidewalk.
- 21) All traffic control devices on private property, located where private driveways intersect County facilities shall be installed and maintained by the applicant, and shall meet standards set forth in the *Manual on Uniform Traffic Control Devices* and relevant Oregon supplements.
- 22) Prior to the issuance of a building permit the applicant shall submit to Clackamas County Engineering Office:
 - a) Written approval from the local Fire District for the planned access, circulation and water source supply.
 - b) Written approval from City of Canby for surface water detention facilities and erosion control measures.
 - c) A copy of the City of Canby approved Engineer's hydrology study, analyzing the difference between pre and post development discharge rates and mitigation of downstream impacts, along with the detention calculations.
- 23) Following Land Use approval, but prior to final acceptance of the project and release of performance surety, applicant shall submit, at time of initial paving, reproducible Drawings of Record plans for all improvements showing all construction changes, added and deleted items, location of utilities, etc. A professional engineer, registered in the state of Oregon, shall stamp and sign Drawing of Record plans. In addition, the applicant shall provide one set of AutoCAD Drawings of Record files on a floppy disk or in DXF format to be translated into AutoCAD format.
- 24) Following Land Use approval, plans shall be designed and stamped by a Professional Engineer registered in the State of Oregon.
- 25) Following Land Use approval, plans shall note the City File Number.
- 26) Following Land Use approval, applicant shall provide an Engineer's cost estimate to Clackamas County Engineering, to be reviewed and approved, for the asphalt concrete, aggregates, curbs, sidewalks and any other required public improvement. A performance bond for an amount determined from the cost estimate is typically required to insure the construction of required public improvements.
- 27) Plans shall note that "Separate Utility Placement Permits" are required from Clackamas County Engineering when utility connections within the right-of-way of Township Road are proposed.
- 28) Prior to Building Permit approval, the right-of-way dedication, crossover easement and the sign, slope, sidewalk and public utility easement shall be provided to Clackamas County DTD, Engineering, for review and recording.

- 29) Prior to commencement of any work, including grading, and prior to issuance of Building and Street Construction permits, the contractor shall:
- a) Provide a traffic control plan for review and approval from Clackamas County's Engineering Office.
 - b) Provide a certificate of liability insurance, naming the County as additionally insured.
 - c) Obtain separate "Utility Placement Permits" for utility installations within the County right-of-way. The applicant shall obtain these permits from the Engineering office prior to the issuance of a Building Permit or the Street Construction and Encroachment Permit.
- 30) Plans should list the utilities serving this site and their phone numbers.
- 31) Prior to certificate of occupancy, applicant shall provide a performance guarantee in the form of a performance bond for the Street Construction and Encroachment permit in the amount of 125% of the approved Engineer's cost estimate for the incomplete improvements.
- 32) The use of public rights-of-way for construction vehicle staging is not authorized by the Roadway Standards and poses a potentially deleterious effect of the proposed use, because it contributes to congestion, reduces sight distance, and occupies shoulders intended for emergencies and other purposes. To protect the public from such effects, the applicant shall be required to submit a construction vehicle management plan for review and approval by the County DTD, Construction and Development Section, before the County issues a Street Construction and Encroachment Permit. The plan shall show that the construction vehicles will not be staged or queued-up on improved public streets and shoulders without specific authority from DTD for that purpose.

From: "Hixson, Robert" <roberth@co.clackamas.or.us>
To: <rozzellr@ci.canby.or.us>
Date: 6/12/2007 9:51 AM
Subject: American Steel preapplication meeting
CC: <hai@curran-mcleod.com>, "John Williams" <WilliamsJ@ci.canby.or.us>

Dear Ms. Rozzell,

As I will be unable to attend the preapplication meeting, I am providing some written materials to be shared with the applicant.

I have attached a copy of Engineering's preliminary comments regarding the August 8, 2006, preapplication meeting for American Steel as reference material.

The following is supplemental information regarding the proposal:

Item 4, from the August 8, 2006, preapplication comments indicated that Clackamas County will not defer safety and access related concerns related to Township Road. The applicant proposes to use a shared access to Township Road as the primary access. A shared access is acceptable to Clackamas County. However, Clackamas County requires additional information regarding the proposed shared access to insure its safe operation. With anticipated truck turning maneuvers at the Township Road driveway, Clackamas County requires evidence, consisting of illustrations of turning maneuvers which trace the paths of turning trucks at the driveway, including off tracking of trailers and the sweep of bumpers. The turning trucks shall not encroach into oncoming travel lanes to initiate of complete turning maneuvers. It may be necessary to widen Township Road to provide three lanes, including a center turn lane, and appropriate tapers, to accommodate anticipated truck turning maneuvers. Township Road widening and associated tapers would undoubtedly require offsite improvements both to the east and west of the property frontage, and possibly to the north of centerline of Township Road.

Since turning maneuvers would also occur at the intersection of Township Road and Sequoia Parkway, it is important to provide adequate curb radii at the intersection to accommodate turning trucks. It appears that the proposed radius at the southwesterly corner of the intersection is approximately 25 feet. Engineering staff recommends a 35-foot radius to accommodate large trucks. In addition, the preliminary plans do not illustrate a curb/sidewalk ramp(s) at the southwesterly corner of the intersection. Engineering staff recommends the design and construction of a ramp or ramps to accommodate pedestrians and potentially disabled persons in wheelchairs.

If you have any questions or require further clarification, please reply to this e-mail or call me at 503-353-4708.

Sincerely,

Robert Hixson

From: "Hixson, Robert" <roberth@co.clackamas.or.us>
To: "Greg Blefgen" <gregb@vlmk.com>
Date: 6/12/07 4:34PM
Subject: RE: Comments from Clackamas County Roads Department for American Steel

Dear Mr. Blefgen,

The previous preapplication review comments from last year were provided as reference material. If your concern is that the County would only grant temporary access and require closure once access could be provided to Sequoia Parkway, please set that concern aside.

If your concern is in regards to something else, please let me know.

My comments, prepared today, clearly indicate that a shared access to Township Road is acceptable to Clackamas County. With a permanent shared access, the County's concern is that the access functions safely and adequately.

Sincerely,

Robert Hixson

----- Original Message-----

From: Greg Blefgen [mailto:gregb@vlmk.com]
Sent: Tuesday, June 12, 2007 4:11 PM
To: John Williams; Hixson, Robert
Cc: Kevin Cook; hai@curran-mcleod.com; tomkraus@american-steel.com; craigschwartz@american-steel.com
Subject: RE: Comments from Clacakmas County Roads Department for American Steel

John/Robert,

I thought we had resolved Item 8 of Mr. Hixsons review during our last correspondence on the matter in September of last year?? This project is hinged upon the main access occurring off of Township?? As we discussed, the city will take jurisdiction over the road if necessary. Maybe that needs to be done sooner than later??

Please provide us with a formal assurance that this condition will be revised accordingly.

Thank You

Greg Blefgen, P.E.
VLMK Consulting Engineers
3933 SW Kelly Avenue, Portland, OR 97239-4393
503.222.4453 Ph. / 503.248.9263 Fax / 503.539.0451 Mob
gregb@vlmk.com <mailto:gregb@vlmk.com> / <http://www.vlmk.com>
<<http://www.vlmk.com/>>

60



AMERICAN STEEL

Traffic Impact Study

Canby, Oregon



EXPIRES: 12/31/07
5/25/07

Prepared By
CATRIONA SUMRAIN
MICHAEL T. ARD, P.E.

May, 2007

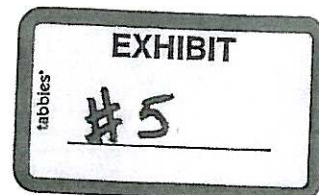




TABLE OF CONTENTS

Executive Summary 3

Introduction 5

Location Description 6

Trip Generation 10

Trip Distribution 11

Operational Analysis 14

Safety Analysis 21

Improvements Analysis 23

Appendix 26



EXECUTIVE SUMMARY

1. A parcel in the industrial area of Canby is proposed for development. The parcel is located in the southwest quadrant of the S Walnut Street/S Township Road intersection. The site is proposed to be developed with a 190,585 square-foot manufacturing facility. Access to the site will be provided via a driveway to S Township Road and driveways a southern extension of S Walnut Street/Sequoia Parkway.
2. The site is expected to generate 75 morning peak hour trips, 85 evening peak hour trips, and 394 weekday trips.
3. The study intersections of S Walnut Street/Sequoia Parkway at S Township Road, the site access onto S Township Road and the access driveways onto Sequoia Parkway are expected to operate with acceptable delays through development of the site. No mitigation is recommended.
4. The left-turn lane warrants were examined for a westbound left-turn lane on S Township Road at the proposed site access. The warrants were not met. A left-turn lane is not recommended.
5. The proposed site access onto S Township Road is proposed to be constructed as a shared driveway between the site and the adjacent lot to the west. A shared driveway is preferred over separate access points for each parcel. If both driveways are to remain, the turning movements at both driveways should be restricted to right-in, right-out movements in order to minimize conflicts between the two driveways. However, the driveway is under the jurisdiction of Clackamas County. County staff would issue the final approval or denial of the driveway's location and configuration.
6. Sight distance was measured at the proposed site access driveway onto S Township Road. Sight distance will be adequate in both directions provided parking on S Township Road is prohibited within 200 feet of the proposed site access.
7. Phases 4 and 5 of the Sequoia Parkway project will construct the roadway both north of and along the site frontage. Sequoia Parkway should be designed to provide adequate intersection sight distance for the proposed site access driveways.



8. The site and school schedules differ enough that high volumes of site trucks and school buses are unlikely to be on S Township Road during the same period. Conflicts between trucks and schools buses should be minor. If conflicts are to be avoided, the site trucks could be prohibited from traveling on S Township Road during the hours of 7:30 to 9:00 a.m. and 2:15 to 4:00 p.m. when the school buses are expected to use S Township Road.



INTRODUCTION

An industrial parcel in Canby is proposed for development with a 190,585 square-foot manufacturing facility. The site is located in the southwest quadrant of S Township Road and S Walnut Street. The site would be accessed by a southern extension of S Walnut Street/Sequoia Parkway as well as a driveway onto S Township Road, which is proposed to be shared with the adjacent development.

The purpose of this study is to assess the traffic impact of the proposed development on the nearby street system and to recommend any required mitigative measures. The analysis will include trip generation and level of service calculations, and evaluations of site access, safety, and left-turn lane warrants.

Detailed information on traffic counts, trip generation calculations, and level of service calculations is included in the appendix to this report.



LOCATION DESCRIPTION

The subject site is located on the south side of S Township Road west of S Walnut Street. It is proposed to be developed with a 190,585 square-foot manufacturing use. The site is bordered by the Oregon Pacific Railroad right-of-way to the south.

American Steel currently operates in Portland, Oregon. The facility will transfer the operations from the Portland location to Canby.

Tax lot maps of the site and surrounding area show the alignment of Sequoia Parkway following the site frontage, then extending southeast through the adjacent property and then following that property line south and west, crossing the railroad tracks, continuing south and eventually connecting to SE 13th Avenue near Molalla Forest Road. It is our understanding that after discussion with City staff, the alignment of Sequoia Parkway was changed to follow the eastern site boundary. It appears the new alignment of the roadway would still connect to SE 13th Avenue at the same location as the previous alignment; the difference is Sequoia Parkway will not provide direct access to tax lot 100, which has alternative access to Mulino Road. Figure 1 on page eight shows the study intersections with existing lane configurations and traffic control devices.

The intersection of S Township Road and S Walnut Street/Sequoia Parkway was examined in addition to the site access points onto S Township Road and the future Sequoia Parkway.

S Walnut Street is under the jurisdiction of the City of Canby, which classifies the roadway as a *Collector*. It is currently a two-lane facility with shoulders on both sides of the road. Phase 4 of the Sequoia Parkway extension will follow the alignment for Walnut Street. Phase 5 of the Sequoia Parkway extension will follow the site frontage to the south. The road width is currently 16 to 18 feet wide, but will be widened to 50 feet with the Sequoia Parkway project.

S Township Road is under the jurisdiction of the City of Canby from S Ivy Street to Molalla Forest Road. East of Molalla Forest Road, the facility is under the jurisdiction of Clackamas County, although jurisdiction may be transferred to the City of Canby in the future. Clackamas County classifies the facility as a *Minor Arterial* and a *Proposed Bikeway*. The City classifies the roadway as a *Collector*. It is a two-lane roadway in the vicinity of the site, al-

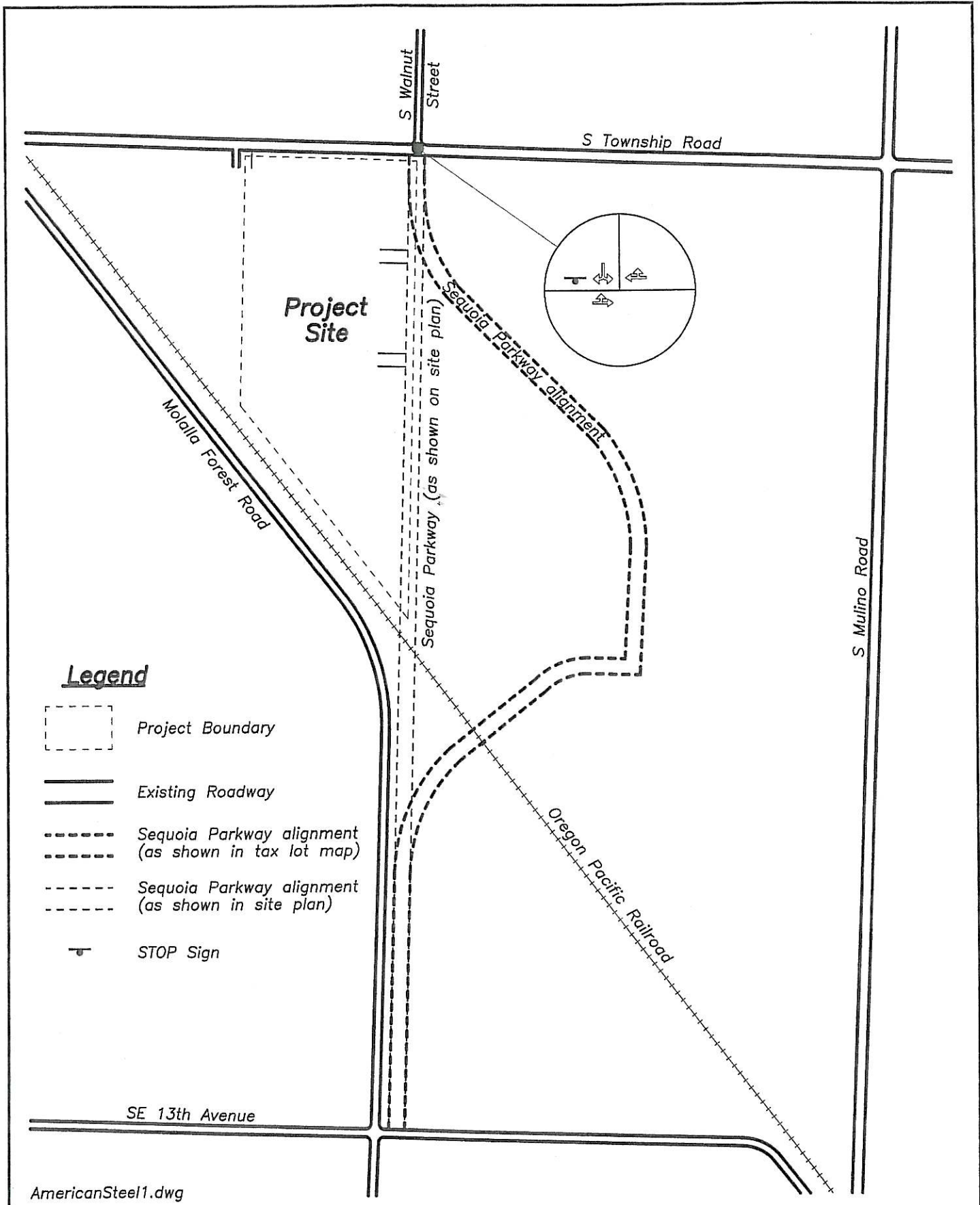


though the roadway will likely be widened to three lanes at Walnut Street/Sequoia Parkway as Phase 5 of the Sequoia Parkway project is completed. There are shoulders on both sides of the road. There was no posted speed sign noted during the field visit, although the speed zone at the site is 45 mph, according to ODOT records. The pavement is about 26 feet wide.

The intersection of S Walnut Street and S Township Road is presently a three-legged intersection that is controlled by a STOP sign on the southbound Walnut Street approach. With Phase 5 of the Sequoia Parkway extension, a fourth leg will be added to the intersection. Although the intersection will continue to be stop-controlled, it is unclear at this time which approach will be stop-controlled.

The nearest transit service is more than one mile from the site.

Manual turning movement counts were made at the study intersections during May 2007 from 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. The peak hours occurred from 7:00 to 8:00 a.m. and from about 4:45 to 5:45 p.m. The volumes for the morning and evening peak hours are shown in Figure 2 on page nine.



AmericanSteel1.dwg



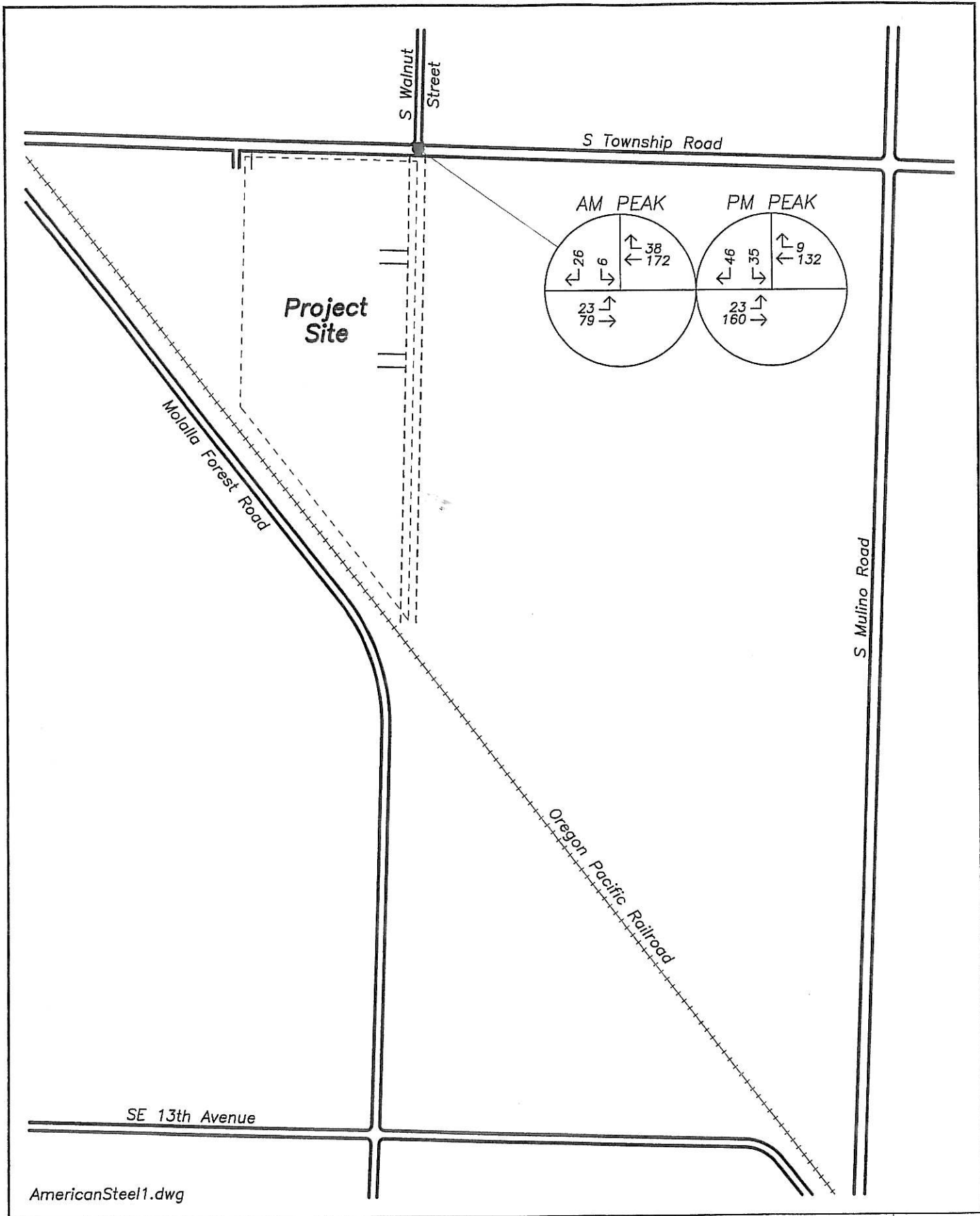
AREA MAP
Existing Lane Configuration
and Traffic Control Devices



FIGURE
1

PAGE
8

68



AmericanSteel1.dwg

Le

TRAFFIC VOLUMES
Existing Conditions
AM & PM Peak Hours

no scale

FIGURE
2

PAGE
9

69



TRIP GENERATION

To estimate the number of trips that will be generated by the proposed manufacturing development, trip rates from *TRIP GENERATION*, Seventh Edition, published by the Institute of Transportation Engineers (ITE), were used. The trip rates used were for land-use code 140, *Manufacturing*. The trip generation rates are based on the number of acres and were calculated for a total site size of 10.13 acres.

The trip generation calculations indicate that there will be an estimated total of 75 trips generated by the proposed manufacturing development during the morning peak hour. Of these, 70 will be entering and 5 will be exiting the site. During the evening peak hour, there are a total of 85 trips expected, with 45 entering and 40 exiting the site. A total of 394 week-day trips are expected, with half entering and half exiting.

Because a industrial development is typically an origin or destination for trips, no reduction was taken for pass-by trips. Also, because the closest transit services are greater than one-mile from the site, no reduction was made for transit use.

A summary of the trip generation calculations for the industrial development is shown in the following table. Detailed trip generation calculations are included in the appendix to this report.

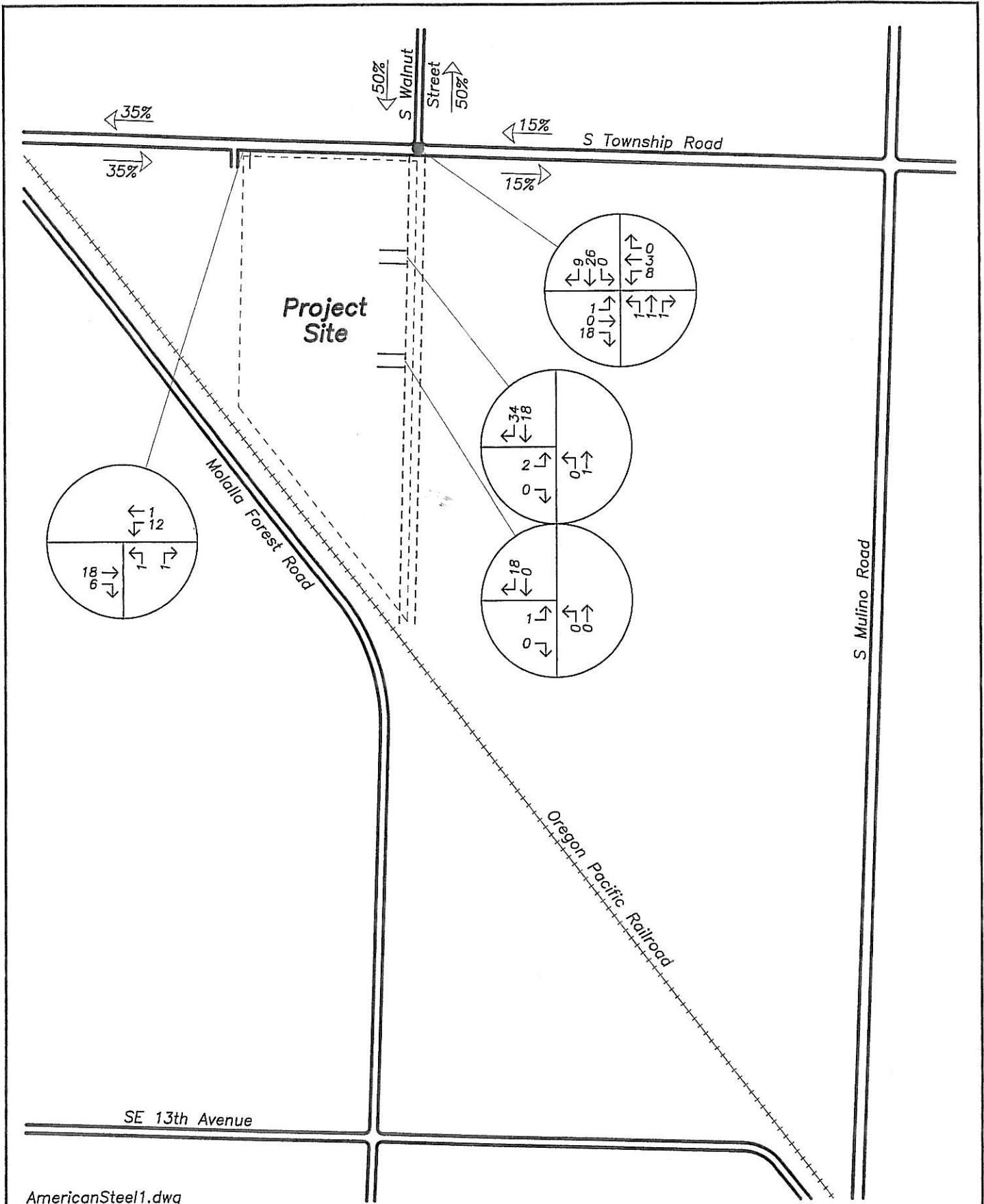
LAND USE	SIZE	VAR	TRIP GENERATION SUMMARY								
			AM PEAK HOUR			PM PEAK HOUR			WEEKDAY		
			In	Out	Total	In	Out	Total	In	Out	Total
Manufacturing	10.1 acres		70	5	75	45	40	85	197	197	394



TRIP DISTRIBUTION

Since the proposed land use is industrial and is located amongst other industrial land uses, it is expected that the trip distribution patterns will be similar to the existing patterns. For this reason, the turning movement volumes at the study intersections were used to determine the distributional patterns of the proposed development.

Figures 3 and 4 on pages 12 and 13 show the distribution and assignment of the site trips from the industrial development during the morning and evening peak hours.



AmericanSteel1.dwg



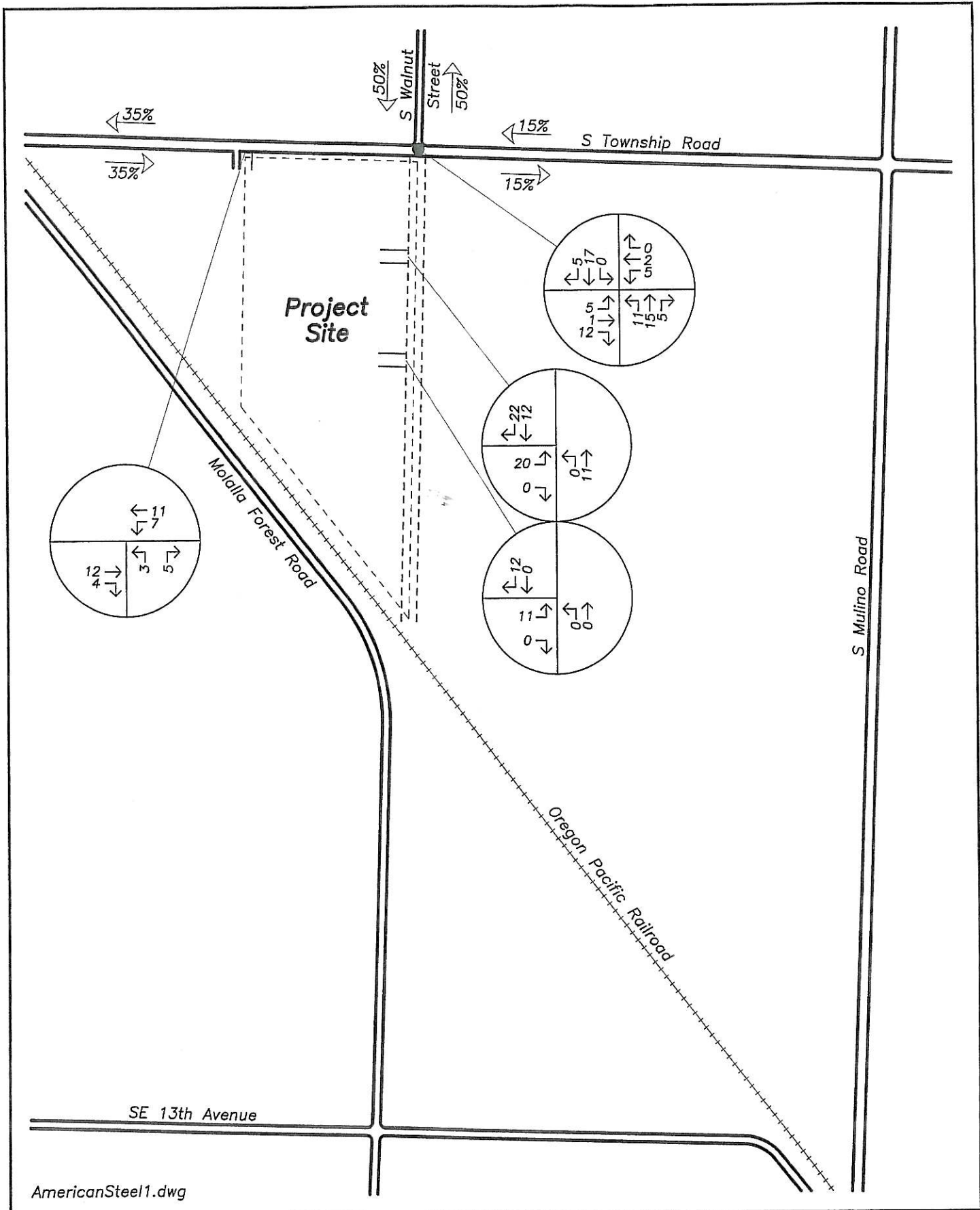
SITE-GENERATED TRAFFIC
 Proposed Development Plan
 AM Peak Hour



FIGURE
 3

PAGE
 12

72



AmericanSteel1.dwg



SITE-GENERATED TRAFFIC
 Proposed Development Plan
 PM Peak Hour



FIGURE
 4
 PAGE
 13

73



OPERATIONAL ANALYSIS

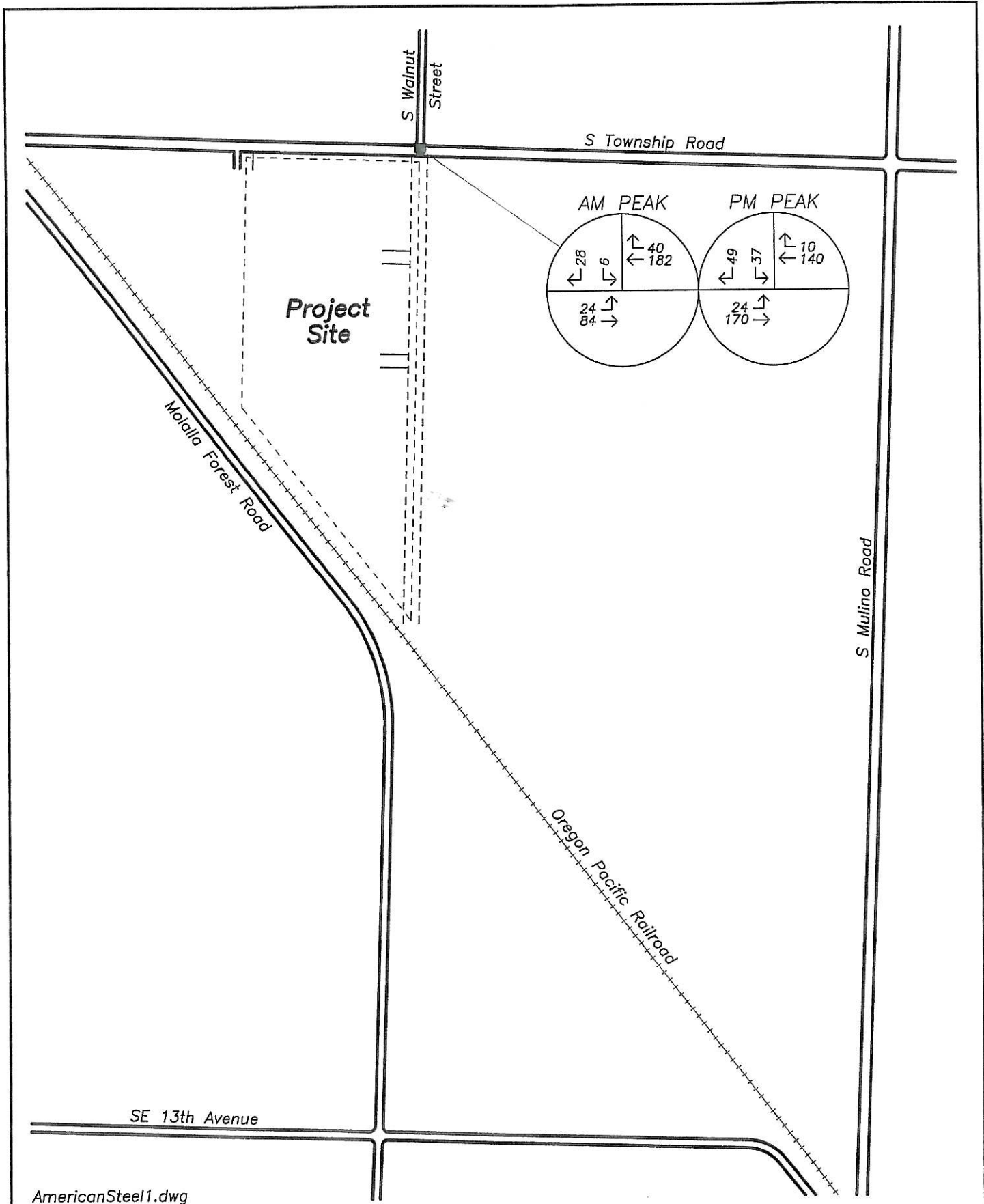
Background Traffic

There has been considerable development in the industrial areas north of the site, although all of these developments have been completed at this time. There were no developments identified that have been approved, but are not built. There are still several lots available for future development in the industrial area. A 5.2-percent growth rate was applied to the volumes on S Township Road and S Walnut Street. The growth rate was calculated from historical counts obtained from Clackamas County for roadways in the vicinity of the site.

The growth rate accounts for developments that are not in the immediate vicinity of the site, but still may add through traffic on the streets near the site. Because of the size of the development, it is expected that this development could be completed within two years.

The background traffic volumes comprise the existing traffic volumes with the growth rate applied. Figure 5 on page 15 shows the background traffic volumes during the morning and evening peak hours. Figures 6 and 7 on pages 16 and 17 show the background traffic with the site trips added.

Because the site access onto S Township Road is proposed to be shared with the adjacent development, the trips from the adjacent development were added to the site traffic volumes. Figure 8 on page 18 shows the volumes at the proposed site access if it is shared with the adjacent development.



AmericanSteel1.dwg

Le

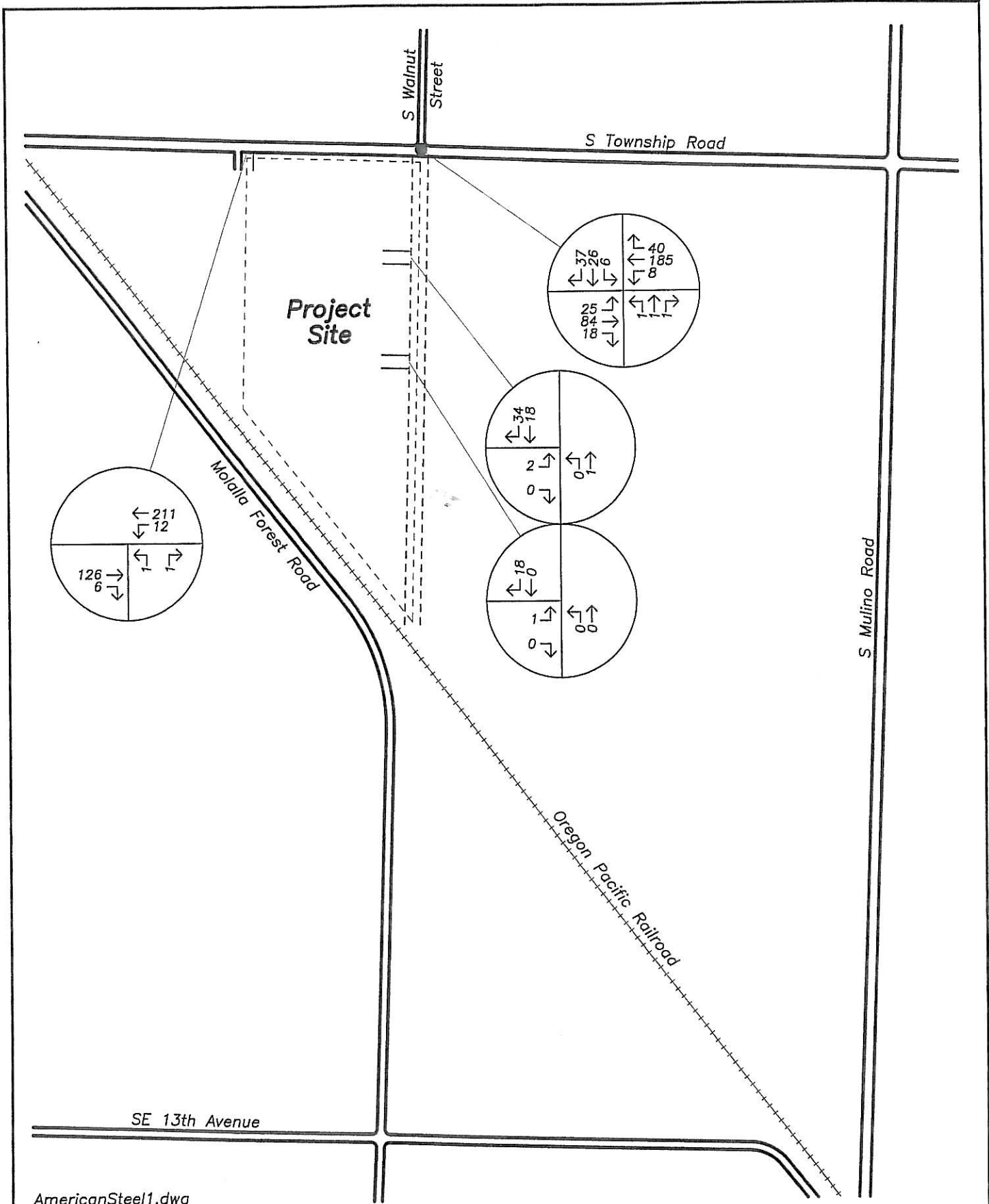
TRAFFIC VOLUMES
 Year 2009 Background Conditions
 AM & PM Peak Hours


 no scale

FIGURE
5

PAGE
15

75



AmericanSteel1.dwg



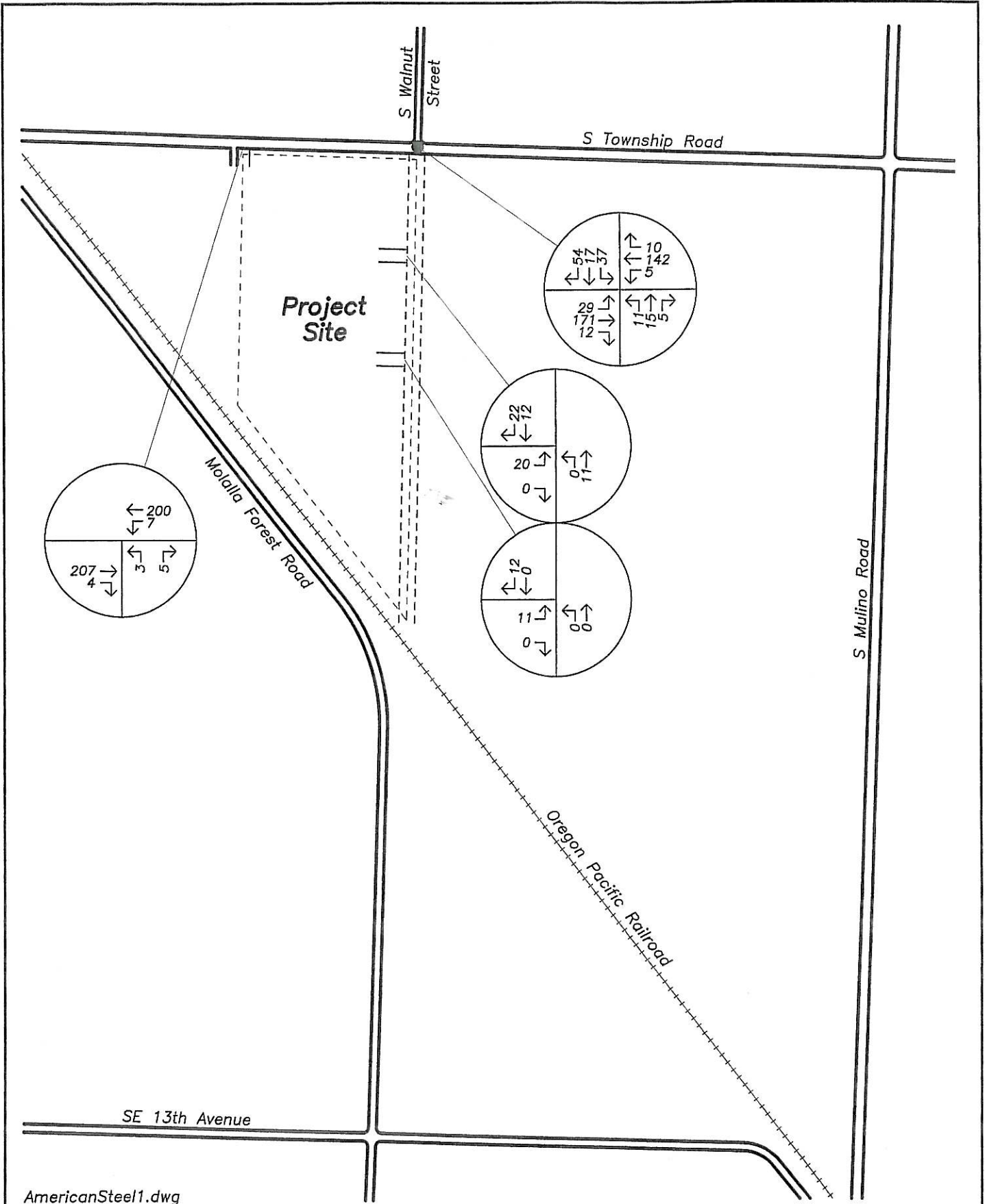
TRAFFIC VOLUMES
 Year 2009 Background plus Site Trips Conditions
 AM Peak Hour



FIGURE
6

PAGE
16

76



AmericanSteel1.dwg



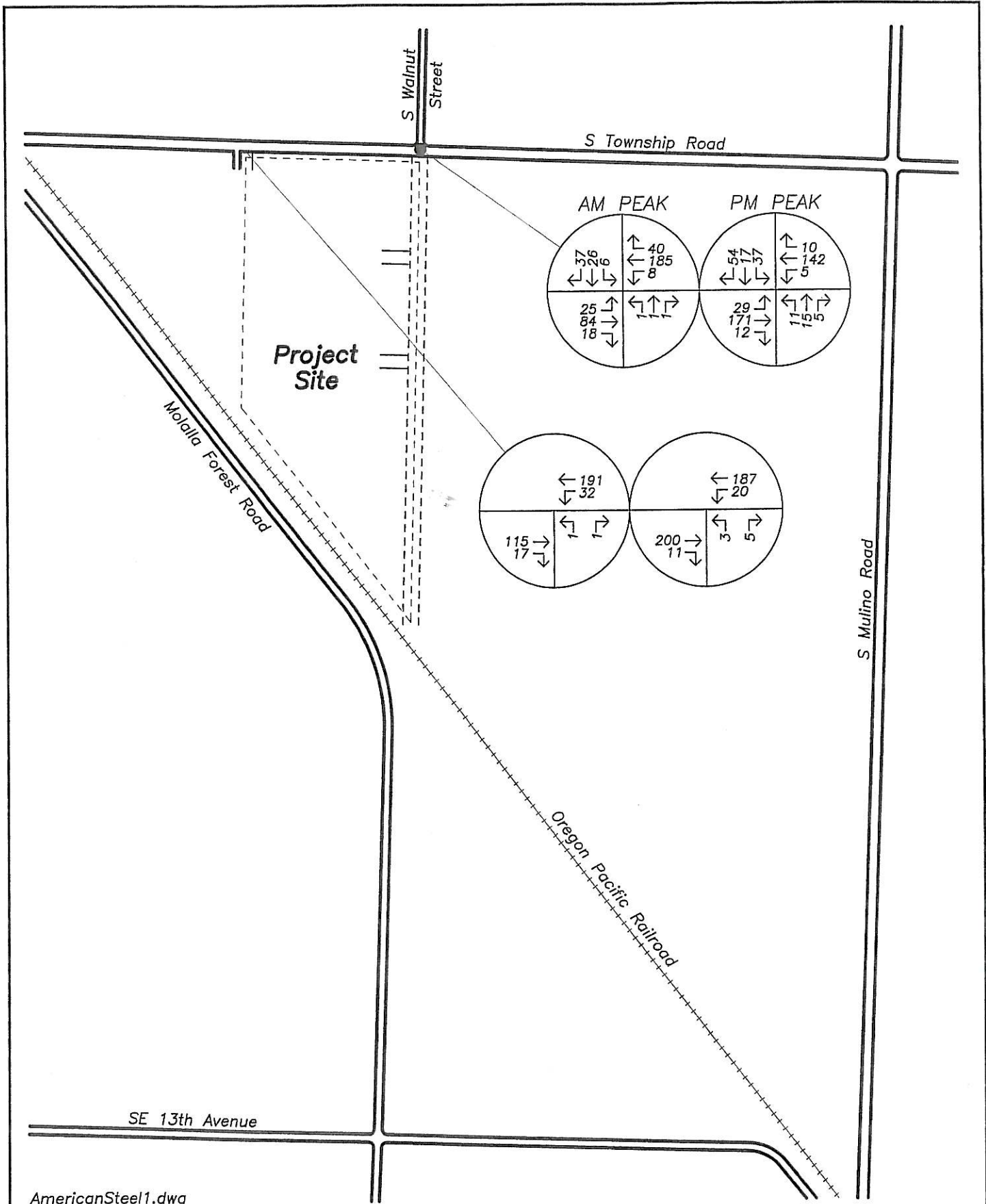
TRAFFIC VOLUMES
 Year 2009 Background plus Site Trips Conditions
 PM Peak Hour



FIGURE
7

PAGE
17

77



AmericanSteel1.dwg



TRAFFIC VOLUMES
 Year 2009 Shared Driveway Conditions
 AM & PM Peak Hours



FIGURE
 8
 PAGE
 18

76



Capacity Analysis

To determine the level of service at the study intersections, a capacity analysis was conducted. The study intersections were analyzed using the unsignalized intersection analysis method in the *2000 HIGHWAY CAPACITY MANUAL (HCM2000)*, published by the Transportation Research Board. The level of service can range from A, which indicates very little or no delay, to level F, which indicates a high degree of congestion and delay.

The analysis was made for the existing, background, and background plus site conditions during the morning and evening peak hours. Clackamas County will accept level of service E or better in industrial districts. The City of Canby has no formally adopted standards; however level of service E or better is generally considered acceptable operation for unsignalized intersections.

The unsignalized intersection of S Walnut Street and S Township Road is currently operating at level of service B during both the morning and evening peak hours. The level of service describes the delay for the southbound traffic on S Walnut Street. Sequoia Parkway will be extended south to connect to S Township Road, following the S Walnut Street alignment. S Walnut Street will become Sequoia Parkway. The intersection will remain a three-legged intersection with no substantial changes during that time. The level of service for background conditions will remain the same. With development of the site, Sequoia Parkway will be extended south along the site frontage. Since there is no connection to SE 13th Avenue shown for this phase of the Sequoia Parkway project, it was assumed that the only traffic to use the facility would be site traffic. In the future, when Sequoia Parkway connects to SE 13th Avenue, there will be additional traffic at the site access driveways, but for the conditions of the development, Sequoia Parkway will carry minimal traffic.

The site plan shows two driveway connections to Sequoia Parkway. Since the northern driveway will have the higher traffic volumes, the northern driveway was analyzed as the critical driveway. The unsignalized intersection of Sequoia Parkway at the site driveway is forecast to operate at level of service A during both the morning and evening peak hours. The level of service refers to the delay experienced by the eastbound traffic exiting the site.

The unsignalized intersection of S Township Road at the site access is expected to operate at level of service B during both the morning and evening peak hours. The level of service refers to the delay experienced by the northbound traffic exiting the site. The level of service also remains the same if the driveway is shared with the adjacent parcel.



The results of the capacity analysis, along with the Levels of Service (LOS) and delay are shown in the following table. Tables showing the relationships between delay and level of service are included in the appendix to this report.

LEVEL OF SERVICE SUMMARY				
American Steel				
	AM Peak Hour		PM Peak Hour	
	<u>LOS</u>	<u>Delay</u>	<u>LOS</u>	<u>Delay</u>
<i>S Walnut Street & S Township Road</i>				
Existing Conditions	B	10	B	10
Background Conditions	B	10	B	10
Background + Site	B	14	B	13
<i>Sequoia Parkway & Site Access</i>				
Background + Site	A	9	A	9
<i>S Township Road & Site Access</i>				
Background + Site	B	11	B	10
Background + Site ¹	B	11	B	10

LOS = Level of Service
Delay = Average Delay per Vehicle in Seconds
¹ as a shared driveway



SAFETY ANALYSIS

Sight Distance

Required intersection sight distance was calculated from the equations given in *A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS*, published in 2004 by the American Association of State Highway and Transportation Officials (AASHTO). The measurements are based on an eye height of 3.5 feet and an oncoming driver's eye height of 3.5 feet above the road, with the driver's eye 15 feet behind the edge of the near-side travel lane.

It is not possible to measure the sight distance for the future site access driveways onto Sequoia Parkway since the roadway has not been constructed. It is recommended that Sequoia Parkway be designed to provide adequate sight distance for the proposed site driveways.

Based upon a speed of 45 mph on S Township Road, the intersection sight distance required for the proposed access is 500 feet in either direction. The measured sight distance is about 595 feet to the west and in excess of 1,000 feet to the east.

There is parking along the frontage of the adjacent BBC Steel property. While there were no vehicles that interfered with the sight distance during the measurements, it is possible that vehicles parked along the BBC Steel frontage could restrict the available sight distance to the west. If the vehicles do not park on S Township Road within 200 feet of the proposed site access, sight distance will be available to the west.

Heavy Vehicles

Industrial sites generate high volumes of heavy vehicle traffic. Since there are two schools in the vicinity of the site, an analysis of conflicts between trucks and school buses was conducted.

The site-generated trucks generally depart the site at approximately 4:30 a.m. and arrive back at the site around 5:00 p.m. There are will-call and freight trucks that arrive and depart the site throughout the workday. There are generally no site trucks on the roadways between 5:00 p.m. and 4:30 a.m.



The school buses leave the bus yard between 6:30 a.m. and 7:25 a.m. and arrive back at the yard between 8:45 a.m. and 9:10 a.m. The buses drop off students at Trost Elementary School and Baker Prairie School between 8:00 and 9:00 a.m. During the afternoon, the school buses leave the yard between 2:15 p.m. and 2:30 p.m. and arrive back at the yard between 4:00 p.m. and 4:45 p.m. The buses pick up students from the nearby schools between 2:30 and 3:30 p.m.

The schedules differ enough that high volumes of trucks and buses will not generally be on S Township Road during the same period. In addition, the extension of Sequoia Parkway will provide a more convenient route for the site trucks than S Township Road. Therefore, conflicts between trucks and schools buses should be minor. If conflicts are to be avoided, the site trucks could be prohibited from traveling on S Township Road during the hours of 7:30 to 9:00 a.m. and 2:15 to 4:00 p.m. when school buses are expected to use the road.



IMPROVEMENTS ANALYSIS

Bicycle and Pedestrian Facilities

Sidewalks will be constructed along the site frontages. As future parcels in the area develop, the sidewalks will be continued and pedestrian facilities will become adequate.

There are no bike lanes on either side of S Township Road. The County designates the roadway as a *Proposed Bikeway*. The City's Transportation System Plan designates S Township Road as part of the Bicycle Plan. Bike lanes should be installed when there is sufficient width for continuous bike lanes.

Turn Lane Warrants

Left-turn lane warrants were evaluated for a westbound left-turn lane on S Township Road at the proposed site access. The left-turn lane warrants used were based on the Harmelink method from *Transportation Research Record 211*, published by the Transportation Research Board (TRB). This methodology determines the need for a left-turn lane based upon a plot of the Opposing Volume versus the Advancing Volume relative to the percentage of left-turns and the travel speeds. A speed of 50 mph was used to determine the need for left-turn lanes since the methodology uses intervals of 10 mph.

The left-turn lane warrants were not met at this intersection with the proposed development in place. A westbound left-turn lane is not recommended.

Access Spacing

Sequoia Parkway is classified as a *Collector*. The City's access spacing standards require a minimum of 150 feet between access points on a *Collector*. The northern driveway will be located about 245 feet south of S Township Road. The access spacing between the driveways will be about 235 feet. The proposed site driveways onto Sequoia Parkway will meet the City's access spacing standards.



The section of S Township Road at the site frontage is under County jurisdiction. County standards require at least 300 feet between intersections on *Minor Arterials*. There is about 200 feet between the proposed site access and one of the access driveways to the adjacent lot. This does not meet the County's spacing standards. However, the site access is proposed to be shared with the adjacent lot. The existing entrance driveway is expected to be closed when the site access is constructed. The proposed site access would not add access points to S Township Road and would increase the distance between the existing access points.

Site Access

The site plan shows a driveway to S Township Road that is expected to be shared with the adjacent property. There is a driveway to the adjacent parcel that intersects S Township Road approximately 15 feet from the edge of the property line. There is some indication that this driveway would be removed in favor of the shared access, although its removal is not certain.

If the shared access is constructed and both driveways remain, both driveways would abut. This would not meet the County's access spacing standards of 300 feet for driveways to *Minor Arterials*.

Both driveways—the proposed site driveway and the existing adjacent driveway—will generate conflicts due to their proximity. Because the proposed site driveway has greater sight distance, it would be preferable to have the shared access replace the adjacent driveway. The final approval for the location and configuration of the site driveway will be the decision of County staff, but it would be our recommendation that if both driveways are to remain, the turning movements at both driveways should be restricted to right-in, right-out movements in order to minimize conflicts.



Conclusions and Recommendations

All of the study intersections will function within acceptable standards through development of the site.

Clackamas County staff will have final approval of the location and configuration of the proposed site driveway onto S Township Road. There would be potential conflicts between the proposed site driveway and the existing driveway to the adjacent lot. Shared access is preferable to separate driveways. The existing driveway should be closed since the proposed site driveway would provide better sight distance.

Phases 4 and 5 of the Sequoia Parkway project will construct the roadway both north of and along the site frontage. Sequoia Parkway should be designed to provide adequate intersection sight distance for the proposed site access driveways.



APPENDIX



LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.



*LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	< 10
B	10-20
C	20-35
D	35-55
E	55-80
F	> 80

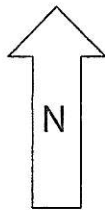
*LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	< 10
B	10-15
C	15-25
D	25-35
E	35-50
F	> 50



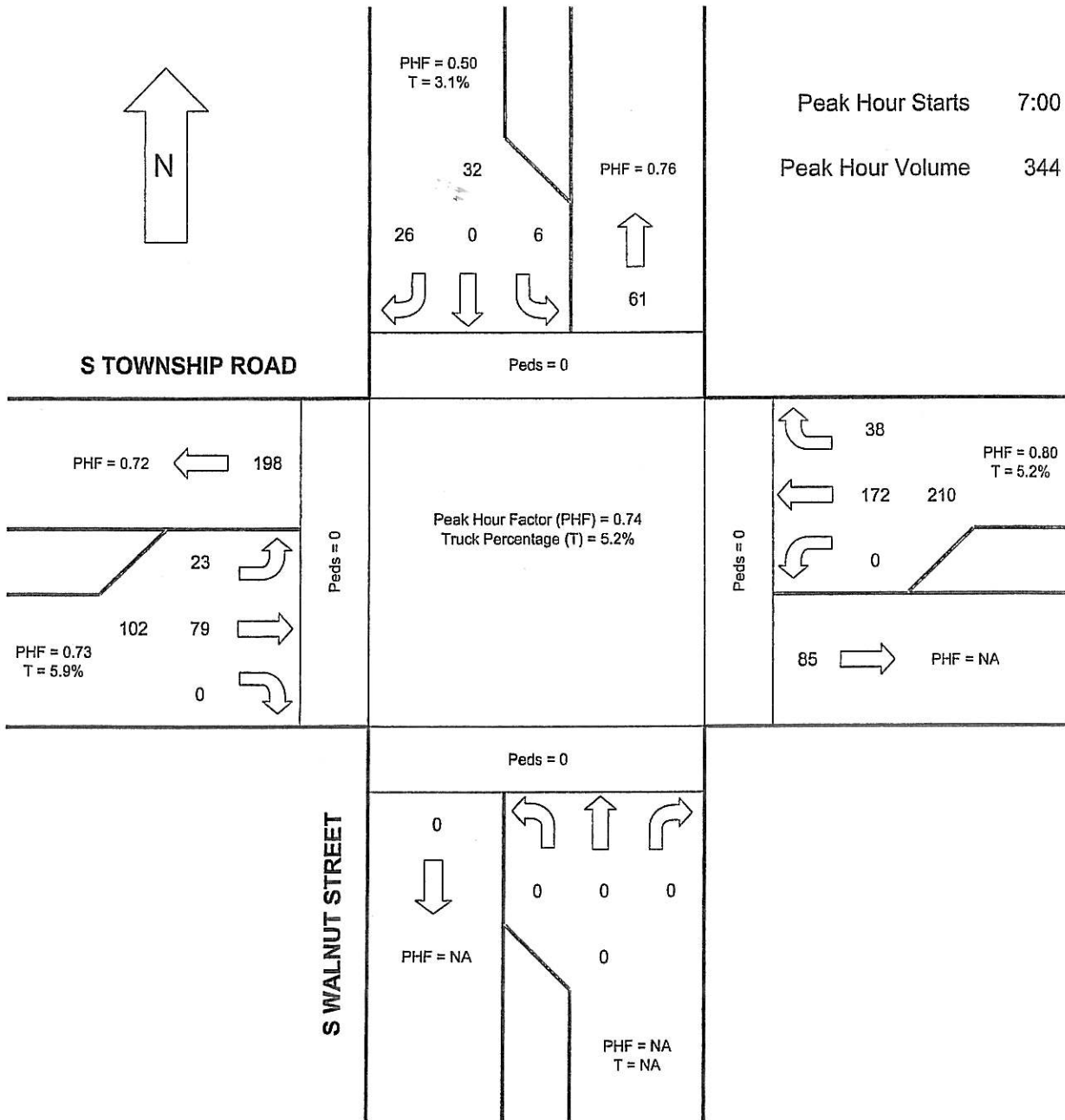
Intersection Turning Movement Peak Hour Diagram

Location S TOWNSHIP ROAD AT S WALNUT STREET
Date 5/8/2007
Day of Week Tuesday
Time Begin 7:00
Reviewed By: RES



Peak Hour Starts 7:00

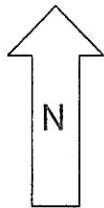
Peak Hour Volume 344



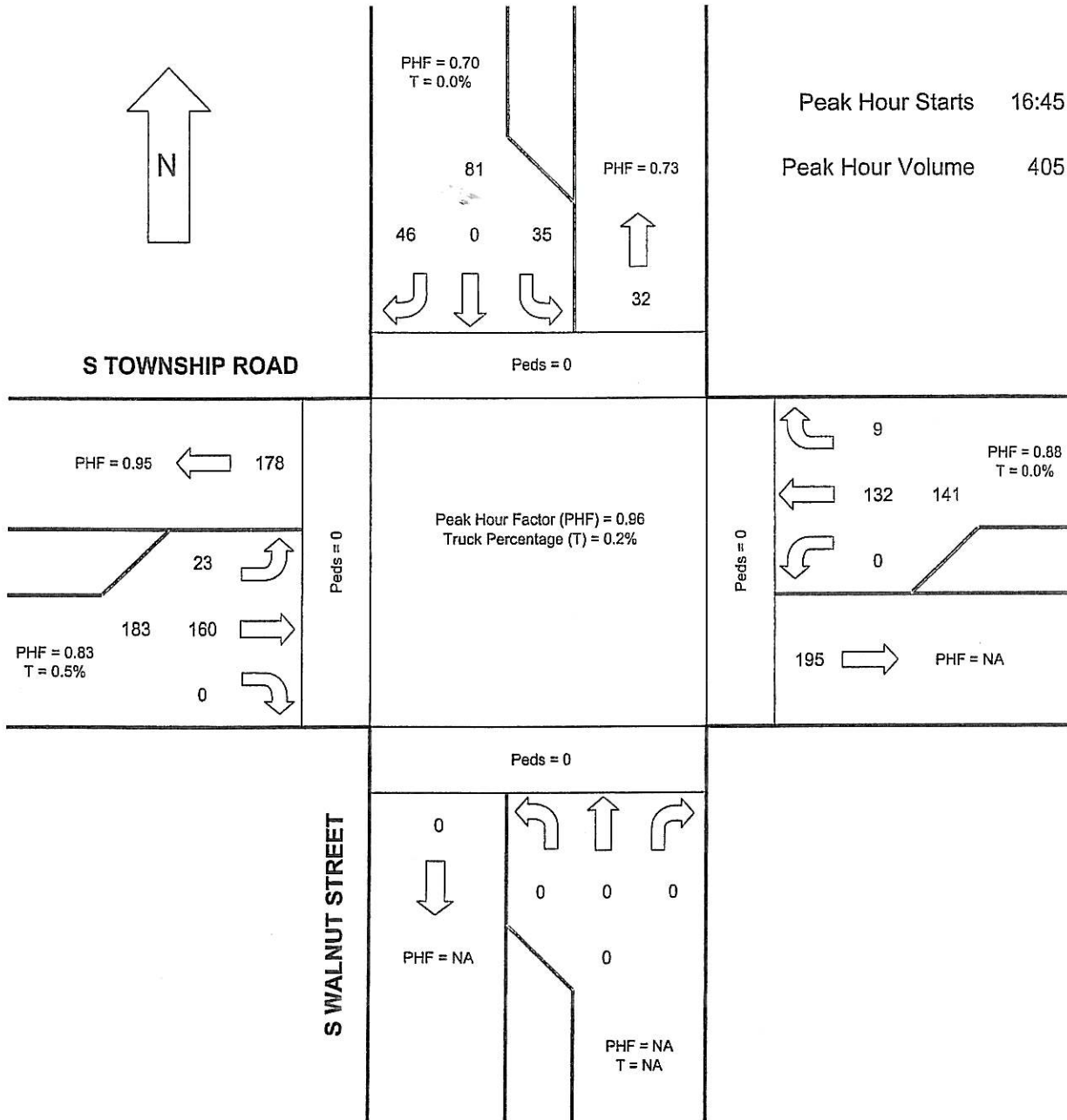


Intersection Turning Movement Peak Hour Diagram

Location S TOWNSHIP ROAD AT S WALNUT STREET
Date 5/8/2007
Day of Week Tuesday
Time Begin 16:00
Reviewed By: RES



Peak Hour Starts 16:45
 Peak Hour Volume 405





TRIP GENERATION CALCULATIONS

Land Use: Manufacturing
Land Use Code: 140
Variable: Acres
Variable Value: 10.1

AM PEAK HOUR

Trip Rate: 7.44

	Enter	Exit	Total
Directional Distribution	93%	7%	
Trip Ends	70	5	75

PM PEAK HOUR

Trip Rate: 8.37

	Enter	Exit	Total
Directional Distribution	53%	47%	
Trip Ends	45	40	85

WEEKDAY

Trip Rate: 38.88

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	197	197	394

SATURDAY

Trip Rate: 33.40

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	169	169	338

Source: TRIP GENERATION, Seventh Edition

Road	Cross Street	2005 ADT	2002 ADT	2000 ADT
MULINO	South of TOWNSHIP	2000	1750	1550
TOWNSHIP	West of CENTRAL POINT	1700	2000	2000

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>C Sumrain</i>	Intersection	<i>Township/Sequoia</i>
Agency/Co.	<i>Lancaster</i>	Jurisdiction	<i>Clackamas</i>
Date Performed	<i>5/10/2007</i>	Analysis Year	<i>Existing (2007)</i>
Analysis Time Period	<i>AM Peak</i>		
Project Description <i>American Steel - #07108</i>			
East/West Street: <i>S Township Road</i>		North/South Street: <i>S Walnut Street</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	23	79			172	38
Peak-Hour Factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74
Hourly Flow Rate, HFR (veh/h)	31	106	0	0	232	51
Percent Heavy Vehicles	4	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				6		26
Peak-Hour Factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74
Hourly Flow Rate, HFR (veh/h)	0	0	0	8	0	35
Percent Heavy Vehicles	0	0	0	0	0	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	31						43	
C (m) (veh/h)	1268						729	
v/c	0.02						0.06	
95% queue length	0.08						0.19	
Control Delay (s/veh)	7.9						10.2	
LOS	A						B	
Approach Delay (s/veh)	--	--					10.2	
Approach LOS	--	--					B	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>C Sumrain</i>	Intersection	<i>Township/Sequoia</i>
Agency/Co.	<i>Lancaster</i>	Jurisdiction	<i>Clackamas</i>
Date Performed	<i>5/10/2007</i>	Analysis Year	<i>Existing (2007)</i>
Analysis Time Period	<i>PM Peak</i>		
Project Description <i>American Steel - #07108</i>			
East/West Street: <i>S Township Road</i>		North/South Street: <i>S Walnut Street</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	23	160			132	9
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	23	166	0	0	137	9
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LT</i>					<i>TR</i>
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				35		46
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	0	0	36	0	47
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					<i>LR</i>	

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LT</i>						<i>LR</i>	
v (veh/h)	23						83	
C (m) (veh/h)	1448						768	
v/c	0.02						0.11	
95% queue length	0.05						0.36	
Control Delay (s/veh)	7.5						10.3	
LOS	<i>A</i>						<i>B</i>	
Approach Delay (s/veh)	--	--					10.3	
Approach LOS	--	--					<i>B</i>	

94

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>C Sumrain</i>	Intersection	<i>Township/Sequoia</i>
Agency/Co.	<i>Lancaster</i>	Jurisdiction	<i>Clackamas</i>
Date Performed	<i>5/10/2007</i>	Analysis Year	<i>Background (2009)</i>
Analysis Time Period	<i>AM Peak</i>		
Project Description <i>American Steel - #07108</i>			
East/West Street: <i>S Township Road</i>		North/South Street: <i>S Walnut Street</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	24	84			182	40
Peak-Hour Factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74
Hourly Flow Rate, HFR (veh/h)	32	113	0	0	245	54
Percent Heavy Vehicles	4	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LT</i>					<i>TR</i>
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				6		28
Peak-Hour Factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74
Hourly Flow Rate, HFR (veh/h)	0	0	0	8	0	37
Percent Heavy Vehicles	0	0	0	0	0	4
Percent Grade (%)		0			0	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					<i>LR</i>	

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LT</i>						<i>LR</i>	
v (veh/h)	32						45	
C (m) (veh/h)	1251						715	
v/c	0.03						0.06	
95% queue length	0.08						0.20	
Control Delay (s/veh)	8.0						10.4	
LOS	<i>A</i>						<i>B</i>	
Approach Delay (s/veh)	--	--					10.4	
Approach LOS	--	--					<i>B</i>	

95

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information						
Analyst	<i>C Sumrain</i>	Intersection	<i>Township/Sequoia</i>					
Agency/Co.	<i>Lancaster</i>	Jurisdiction	<i>Clackamas</i>					
Date Performed	<i>5/10/2007</i>	Analysis Year	<i>Background (2009)</i>					
Analysis Time Period	<i>PM Peak</i>							
Project Description <i>American Steel - #07108</i>								
East/West Street: <i>S Township Road</i>			North/South Street: <i>S Walnut Street</i>					
Intersection Orientation: <i>East-West</i>			Study Period (hrs): <i>0.25</i>					
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	<i>24</i>	<i>170</i>			<i>140</i>	<i>10</i>		
Peak-Hour Factor, PHF	<i>0.96</i>	<i>0.96</i>	<i>0.96</i>	<i>0.96</i>	<i>0.96</i>	<i>0.96</i>		
Hourly Flow Rate, HFR (veh/h)	<i>25</i>	<i>177</i>	<i>0</i>	<i>0</i>	<i>145</i>	<i>10</i>		
Percent Heavy Vehicles	<i>0</i>	--	--	<i>0</i>	--	--		
Median Type	<i>Undivided</i>							
RT Channelized			<i>0</i>			<i>0</i>		
Lanes	<i>0</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>1</i>	<i>0</i>		
Configuration	<i>LT</i>					<i>TR</i>		
Upstream Signal		<i>0</i>			<i>0</i>			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				<i>37</i>		<i>49</i>		
Peak-Hour Factor, PHF	<i>0.96</i>	<i>0.96</i>	<i>0.96</i>	<i>0.96</i>	<i>0.96</i>	<i>0.96</i>		
Hourly Flow Rate, HFR (veh/h)	<i>0</i>	<i>0</i>	<i>0</i>	<i>38</i>	<i>0</i>	<i>51</i>		
Percent Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>		
Percent Grade (%)	<i>0</i>			<i>0</i>				
Flared Approach		<i>N</i>			<i>N</i>			
Storage		<i>0</i>			<i>0</i>			
RT Channelized			<i>0</i>			<i>0</i>		
Lanes	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>		
Configuration					<i>LR</i>			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LT</i>						<i>LR</i>	
v (veh/h)	<i>25</i>						<i>89</i>	
C (m) (veh/h)	<i>1438</i>						<i>754</i>	
v/c	<i>0.02</i>						<i>0.12</i>	
95% queue length	<i>0.05</i>						<i>0.40</i>	
Control Delay (s/veh)	<i>7.5</i>						<i>10.4</i>	
LOS	<i>A</i>						<i>B</i>	
Approach Delay (s/veh)	--	--					<i>10.4</i>	
Approach LOS	--	--					<i>B</i>	

96

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>C Sumrain</i>	Intersection	<i>Township/Sequoia</i>
Agency/Co.	<i>Lancaster</i>	Jurisdiction	<i>Clackamas</i>
Date Performed	<i>5/10/2007</i>	Analysis Year	<i>Back + Site (2009)</i>
Analysis Time Period	<i>AM Peak</i>		
Project Description <i>American Steel - #07108</i>			
East/West Street: <i>S Township Road</i>		North/South Street: <i>S Walnut Street</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
	1	2	3	4	5	6
Movement	L	T	R	L	T	R
Volume (veh/h)	25	84	18	8	185	40
Peak-Hour Factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74
Hourly Flow Rate, HFR (veh/h)	33	113	24	10	249	54
Percent Heavy Vehicles	4	--	--	5	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
	7	8	9	10	11	12
Movement	L	T	R	L	T	R
Volume (veh/h)	1	1	1	6	26	37
Peak-Hour Factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74
Hourly Flow Rate, HFR (veh/h)	1	1	1	8	35	49
Percent Heavy Vehicles	5	5	2	0	5	4
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
			7	8	9	10	11	12
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	L		TR
v (veh/h)	33	10	1		2	8		84
C (m) (veh/h)	1247	1429	391		601	479		592
v/c	0.03	0.01	0.00		0.00	0.02		0.14
95% queue length	0.08	0.02	0.01		0.01	0.05		0.49
Control Delay (s/veh)	8.0	7.5	14.2		11.0	12.6		12.1
LOS	A	A	B		B	B		B
Approach Delay (s/veh)	--	--	12.1			12.1		
Approach LOS	--	--	B			B		

97

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>C Sumrain</i>	Intersection	<i>Township/Sequoia</i>
Agency/Co.	<i>Lancaster</i>	Jurisdiction	<i>Clackamas</i>
Date Performed	<i>5/10/2007</i>	Analysis Year	<i>Back + Site (2009)</i>
Analysis Time Period	<i>PM Peak</i>		
Project Description <i>American Steel - #07108</i>			
East/West Street: <i>S Township Road</i>		North/South Street: <i>S Walnut Street</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	29	171	12	5	142	10
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	30	178	12	5	147	10
Percent Heavy Vehicles	0	--	--	2	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	11	15	5	37	17	54
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	11	15	5	38	17	56
Percent Heavy Vehicles	2	2	0	0	2	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	L		TR
v (veh/h)	30	5	11		20	38		73
C (m) (veh/h)	1435	1384	472		576	526		768
v/c	0.02	0.00	0.02		0.03	0.07		0.10
95% queue length	0.06	0.01	0.07		0.11	0.23		0.31
Control Delay (s/veh)	7.6	7.6	12.8		11.5	12.4		10.2
LOS	A	A	B		B	B		B
Approach Delay (s/veh)	--	--	11.9			10.9		
Approach LOS	--	--	B			B		

98

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>C Sumrain</i>	Intersection	<i>Sequoia/Access</i>
Agency/Co.	<i>Lancaster</i>	Jurisdiction	<i>Canby</i>
Date Performed	<i>5/11/2007</i>	Analysis Year	<i>Back + Site (2009)</i>
Analysis Time Period	<i>AM Peak</i>		
Project Description <i>American Steel - #07108</i>			
East/West Street: <i>Site Access</i>		North/South Street: <i>Sequoia Parkway</i>	
Intersection Orientation: <i>North-South</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	1			18	34
Peak-Hour Factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74
Hourly Flow Rate, HFR (veh/h)	0	1	0	0	24	45
Percent Heavy Vehicles	25	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LT</i>					<i>TR</i>
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	2		0			
Peak-Hour Factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74
Hourly Flow Rate, HFR (veh/h)	2	0	0	0	0	0
Percent Heavy Vehicles	25	0	25	0	0	0
Percent Grade (%)		0			0	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LT</i>						<i>LR</i>	
v (veh/h)	0						2	
C (m) (veh/h)	1398						908	
v/c	0.00						0.00	
95% queue length	0.00						0.01	
Control Delay (s/veh)	7.6						9.0	
LOS	<i>A</i>						<i>A</i>	
Approach Delay (s/veh)	--	--					9.0	
Approach LOS	--	--					<i>A</i>	

99

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	C Sumrain	Intersection	Sequoia/Access
Agency/Co.	Lancaster	Jurisdiction	Canby
Date Performed	5/11/2007	Analysis Year	Back + Site (2009)
Analysis Time Period	PM Peak		
Project Description <i>American Steel - #07108</i>			
East/West Street: <i>Site Access</i>		North/South Street: <i>Sequoia Parkway</i>	
Intersection Orientation: <i>North-South</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
	1	2	3	4	5	6
Movement	L	T	R	L	T	R
Volume (veh/h)	0	11			12	22
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	11	0	0	12	22
Percent Heavy Vehicles	5	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
	7	8	9	10	11	12
Movement	L	T	R	L	T	R
Volume (veh/h)	20		0			
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	20	0	0	0	0	0
Percent Heavy Vehicles	5	0	5	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Movement							LR	
Lane Configuration	LT							
v (veh/h)	0						20	
C (m) (veh/h)	1558						972	
v/c	0.00						0.02	
95% queue length	0.00						0.06	
Control Delay (s/veh)	7.3						8.8	
LOS	A						A	
Approach Delay (s/veh)	--	--					8.8	
Approach LOS	--	--					A	

100

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	C Sumrain	Intersection	Township/Access
Agency/Co.	Lancaster	Jurisdiction	Clackamas
Date Performed	5/11/2007	Analysis Year	Back + Site (2009)
Analysis Time Period	AM Peak		
Project Description <i>American Steel - #07108</i>			
East/West Street: <i>S Township Road</i>		North/South Street: <i>Site Access</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		126	6	12	211	
Peak-Hour Factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74
Hourly Flow Rate, HFR (veh/h)	0	170	8	16	285	0
Percent Heavy Vehicles	0	--	--	25	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1		1			
Peak-Hour Factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74
Hourly Flow Rate, HFR (veh/h)	1	0	1	0	0	0
Percent Heavy Vehicles	25	0	25	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		16		2				
C (m) (veh/h)		1270		613				
v/c		0.01		0.00				
95% queue length		0.04		0.01				
Control Delay (s/veh)		7.9		10.9				
LOS		A		B				
Approach Delay (s/veh)	--	--		10.9				
Approach LOS	--	--		B				

101

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	C Sumrain		Intersection	Township/Access				
Agency/Co.	Lancaster		Jurisdiction	Clackamas				
Date Performed	5/11/2007		Analysis Year	Back + Site (2009)				
Analysis Time Period	PM Peak							
Project Description American Steel - #07108								
East/West Street: S Township Road			North/South Street: Site Access					
Intersection Orientation: East-West			Study Period (hrs): 0.25					
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		207	4	7	200			
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96		
Hourly Flow Rate, HFR (veh/h)	0	215	4	7	208	0		
Percent Heavy Vehicles	0	--	--	10	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	3		5					
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96		
Hourly Flow Rate, HFR (veh/h)	3	0	5	0	0	0		
Percent Heavy Vehicles	10	0	10	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		7		8				
C (m) (veh/h)		1304		689				
v/c		0.01		0.01				
95% queue length		0.02		0.04				
Control Delay (s/veh)		7.8		10.3				
LOS		A		B				
Approach Delay (s/veh)	--	--	10.3					
Approach LOS	--	--	B					

102

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	C Sumrain	Intersection	Township/Access
Agency/Co.	Lancaster	Jurisdiction	Clackamas
Date Performed	5/11/2007	Analysis Year	Back + Site (2009)
Analysis Time Period	AM Peak		
Project Description <i>American Steel - #07108 (w/ BBC Steel traffic)</i>			
East/West Street: <i>S Township Road</i>		North/South Street: <i>Site Access</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		115	17	32	191	
Peak-Hour Factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74
Hourly Flow Rate, HFR (veh/h)	0	155	22	43	258	0
Percent Heavy Vehicles	0	--	--	25	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1		1			
Peak-Hour Factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74
Hourly Flow Rate, HFR (veh/h)	1	0	1	0	0	0
Percent Heavy Vehicles	25	0	25	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		43		2				
C (m) (veh/h)		1272		597				
v/c		0.03		0.00				
95% queue length		0.10		0.01				
Control Delay (s/veh)		7.9		11.1				
LOS		A		B				
Approach Delay (s/veh)	--	--		11.1				
Approach LOS	--	--		B				

103

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>C Sumrain</i>	Intersection	<i>Township/Access</i>
Agency/Co.	<i>Lancaster</i>	Jurisdiction	<i>Clackamas</i>
Date Performed	<i>5/11/2007</i>	Analysis Year	<i>Back + Site (2009)</i>
Analysis Time Period	<i>PM Peak</i>		
Project Description <i>American Steel - #07108 (w/ BBC Steel traffic)</i>			
East/West Street: <i>S Township Road</i>		North/South Street: <i>Site Access</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

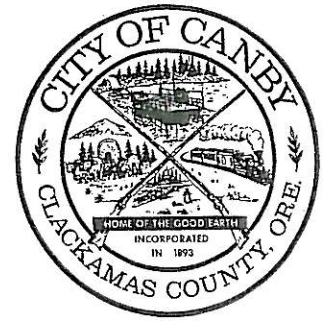
Vehicle Volumes and Adjustments						
Major Street Movement	Eastbound			Westbound		
	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		200	11	20	187	
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	208	11	20	194	0
Percent Heavy Vehicles	0	--	--	10	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		
Upstream Signal		0			0	

Minor Street Movement	Northbound			Southbound		
	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	3		5			
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	3	0	5	0	0	0
Percent Heavy Vehicles	10	0	10	0	0	0
Percent Grade (%)		0			0	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach Movement	Eastbound	Westbound	Northbound			Southbound		
	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>		<i>LR</i>				
v (veh/h)		20		8				
C (m) (veh/h)		1304		684				
v/c		0.02		0.01				
95% queue length		0.05		0.04				
Control Delay (s/veh)		7.8		10.3				
LOS		<i>A</i>		<i>B</i>				
Approach Delay (s/veh)	--	--	10.3					
Approach LOS	--	--	<i>B</i>					

104

MEMORANDUM



TO: *Planning Commission*
FROM: *Carla Ahl, Planning Technician*
DATE: *June 29, 2007*

We have received a request to allow a manufacturing use in the Heavy Commercial Manufacturing zone, which requires Planning Commission approval. Following are the details and code requirements. This request can be dealt with by the Commission as a new business item.

Subject Property

The subject property is the former Modcom/3M site at 555 SW 2nd Avenue, located west of Elm Street near Whitman's towing and Pacific Pride fueling. This area was originally zoned light industrial but was changed to C-M in the 1984 code to facilitate some commercial uses near the highway. However, the subject property contains too much value and utility infrastructure to be used for commercial retail uses and should be allowed to continue as a manufacturing operation, so long as that use does not conflict with nearby businesses, the school, and residences.

Code requirements

Although the zone is titled "Heavy Commercial Manufacturing," it is primarily a commercial zone with limited allowances for manufacturing. Such heavy uses as "rail freight terminal," "tire retreading," and "lumber yard" are allowed outright but manufacturing is limited to 16.30.010(L):

- *Similar heavy commercial, storage, or light manufacturing uses as determined by the Planning Commission.*

Alternatively, applicants may obtain a conditional use permit to allow any use permitted in the M-1 (Light Industrial) zone.

Proposal

At this time, a business called EELCO Manufacturing is looking to locate their business in a portion of the existing building. EELCO manufactures engine parts for vintage automobiles. They use a small van to transport the cleaned castings to their premise to do the finish machining. They stated they have very little face to face customers as most of their business is done through distributors or by phone, and shipping is normally done with UPS, so traffic to the site would be minimal.

As noted in their proposal, their use is very similar to that which occupied the building for almost 30 years, has minimal traffic, is contained indoors, and produces very limited noise.

105

The Planning Commission approved a similar use in 2005 for Bowco Industries, with the condition that the business had minor truck traffic, minimal or no odors and noise, and limited outdoor storage.

Recommendation

Staff recommends that the Planning Commission approve the applicant's request to have this use considered "similar" to those existing in the zone and area. This recommendation is based on the following:

- Light industrial uses have been performed in this building for over 30 years with no known complaints.
- The applicant's use will be contained indoors with very little impact to the surrounding area.
- The applicant generates very limited truck traffic.
- Although the site is not far from the High School, immediately adjacent uses are quite heavy and include a towing operation, and a commercial fueling distribution station (Pacific Pride).
- The building is very specialized with significant power capacity and economically will only make sense for a similar user.

Options

The Planning Commission could deny the request and require the applicant to obtain a Conditional Use Permit for the use. Staff did not recommend this option because of the similarity of the proposal to previous uses, the Planning Commission has approved a similar use in the past, the very limited impact of the use on the surrounding heavy uses, and the desire to facilitate a new business coming to Canby.

Please contact me if you have any questions before the meeting.

June 20th, 2007

To: City of Canby Planning Commission
Re: Use of building at 555 SW 2nd Avenue

Planning Commission Members,

We would like to take the opportunity to introduce ourselves and to tell you a little about our business. We are Eelco Manufacturing Company Inc. We now occupy the building at 555 SW 2nd Avenue. We do not occupy the entire building, and you will find attached a blueprint showing the actual footage used.

We manufacture performance engine parts for vintage automobiles. Our products are cast in a foundry in Dayton and we machine and ship them from our shop. Nearly all of our sales are to distributors in other states, or are retail sales to customers by phone. We experience very little face to face sales, so the amount of customer traffic we would add to the community is none. We use a small van to transport our castings from the foundry to our shop, so there is no heavy truck traffic associated with our business. The largest vehicle moving in and out of our facility is the UPS truck.

Because the parts are cast and cleaned off the premises, the actual machining done here in this facility is quite clean and no noise can be heard from the building at all. We are sensitive to the neighborhood around us and feel we are a good match for this industrial building. We are well suited to the building design and floorplan, but are also not such a heavy industry as to cause discomfort to the surrounding homes and families. There are nearly 60 parking spaces on this property and we are only a 5 person crew, so employee parking is of no concern.

In closing, we ask that you approve our use of this building. A building that is occupied benefits the community more than an empty one, and this building has been without a permanent tenant for quite some time. We feel we can be good stewards of this space, and hope you will feel the same.

MATCH UP POINT

EELCO MANUFACTURING

MANUFACTURING FACILITY

8'

10'-0"

5616 1/4
x .40
2,246.40

54 x 24

2967

8 x 24

1920 1/2

EXISTING 10" x 10" CONC. PILASTERS

MATCH UP POINT

54 x 24

1296 1/2

24

24

24

EXISTING 10" x 10" CONC. PILASTERS

50'-0"

EXISTING 2 1/2" SQUARE W/ CONC. PIPES IN 50' FOOT

108

MINUTES
CANBY PLANNING COMMISSION
7:00 PM – June 25, 2007
City Council Chambers – 155 NW 2nd Avenue

PRESENT: Chair Jim Brown, Vice Chair Dan Ewert, Commissioners John Molamphy, Janet Milne, and Jared Taylor

ABSENT: Bruce Holte

STAFF: John Williams, Community Development and Planning Director; Kevin Cook, Associate Planner; and Jill Thorn, Planning Staff

OTHERS PRESENT: Devin Deller, Jim Bailey, Ken Hostetler

- I. CITIZEN INPUT None
- II. PUBLIC HEARINGS None
- III. NEW BUSINESS

Discussion about timing of infrastructure improvements for partitions – John Williams said this was an issue raised by Ed Netter of Netter Construction, Inc.

Mr. Netter would like to have minor and major land partitions applicants be responsible for all frontage improvements and for obtaining the necessary utilities to the site. He suggested that it could be before or after the final plat has been signed or there is a bond in place to cover the expenses.

Mr. Williams stated that historically applicants have not been pleased with this method because of the cost involved.

Commissioner Ewert asked who would do the bonding.

Mr. Williams said that under Mr. Netter's proposal the developer would have to do so before the final plating.

Devin Deller of 919 N Maple Lane – Mr. Deller said he had purchased his home in December and had no idea that sidewalks would be required. Mr. Netter is constructing the house behind him on the second lot that was created in minor partition and told him that he was responsible for the sidewalks. Mr. Deller felt it was not his responsibility for the sidewalks.

Chair Brown asked Mr. Deller if he cared when the sidewalks were put in. Mr. Deller said that he had been told to wait until November so that the tree could be moved without damage to it.

Mr. Deller pointed out that there were no sidewalks in the neighborhood. Chair Brown explained that this was the method the City used to construct sidewalks in older neighborhoods.

Correspondence from Larry Hepler of Canby Utility Board was summarized supporting Mr. Netter's proposal.

Chair Brown asked Commissioner Molamphy what the rough costs would be to extend utilities. Commissioner Molamphy stated rough costs could be between \$5,000 to \$15,000 and there could be problems still that would require reinstalling at a later date.

Commissioner Molamphy asked if there was any way to put restrictions on the deed. Mr. Williams responded that he would have to research and see if it was possible.

Chair Brown stated that the language in the findings should be clear and state who is responsible for improvements – for example the person who develops the new lot. The timing issue should be when the new home is built; the builder is responsible for the improvements.

Commissioner Milne asked if there was a way to save Mr. Deller's tree. Mr. Williams said that a Temporary Occupancy could be granted until the sidewalk was completed at a later date.

The consensus of the Planning Commission was that the person who constructs the new house is responsible for the cost of all utilities. The timing would remain the same, but the language in the findings should extend to the builder of the new home.

MOD 07-11 of DR 00-09/CUP 00-06 - 390 NW 2nd Avenue – Country Side Living - Site and design review and expansion of a non-conforming use review to build a guest house.

Kevin Cook presented the staff report. Country Side Living, a residential care facility serving citizens with Alzheimer's and dementia, has filed an application with the City to build a guest house at their current location on 2nd Avenue in Canby. The proposed 1,500 sq. ft. guest house is intended to provide a place for families to stay while they are visiting their loved ones at Country Side.

In February 2001 the Planning Commission approved an application for Design Review and Conditional Use Permit (DR 00-09/CUP 00-06), which allowed the residential care facility. The current application proposes to expand the CUP to allow for the guest house as an accessory to the primary function as a care facility; and further expand on the original Design Review approval by reviewing the location and design of the proposed building.

The application is for an Intermediate Modification to the original approval. The process for an intermediate modification involves review and discussion by the Planning Commission under New Business on the Commission agenda as opposed to a public hearing. The Commission is asked to render a tentative decision on the matter at the meeting. Staff then sends out notification to neighboring property owners. Those receiving notice may request a public hearing in writing within ten days of the notice mailing date.

The guest house will face internally into the existing court yard of the facility and will also front directly onto the existing alley behind the facility. The guest house will be attached to an existing maintenance building.

Chair Brown asked about the zero lot line and the fact that glazing was on the alley side of the building.

Kevin Cook explained that the new building was an accessory structure to the existing facility.

Jim Bailey represented Country Side Living and Ken Hostetler of 853 S Redwood, contractor spoke to the proposed plan.

Mr. Bailey said the roof edge was the same as the maintenance shed currently on the property.

Chair Brown wondered about the look of a story blank wall.

Mr. Hostetler stated there was a hedge in the alley and traffic was minimal.

Commissioner Molamphy asked about the 3 or 4 parking spaces and asked if there were other parking arrangements.

Kevin Cook said that the downtown commercial zone did not require parking spaces.

Commissioner Ewert asked if the applicant had a problem with a condition that the new building be only a guest house and not used as a permanent residence for staff. Mr. Bailey had no problem.

Commissioner Ewert stated he felt it was a novel idea and commended the applicant for being willing to provide this kind of service.

Commissioner Taylor asked what happens if the ownership changes.

Mr. Cook stated that could be added to the conditions of approval.

Commissioner Taylor asked about lighting in the alley. Mr. Bailey said there were currently two lights on the alley.

Chair Brown proposed the following conditions be added:

13. The alley overhang to be eliminated.
14. The use to be for temporary stays only as an accessory unit related to the main use of the property unless otherwise approved by the Planning Commission
15. Architectural detailing on the alley side to be reviewed by the staff
16. The color to match existing approved design palette
17. Maintain alley lighting for safety

It was moved by Chair Brown to approve the modification with the addition of the five conditions. It was seconded by Commissioner Ewert and passed 5-0.

Interpretation of Planning Commission – Site and Design Review – 16.49.030 and Accessory Structure or Use – 16.04-040

John Williams presented the staff report. The owners of BCM Auto Sales (Mr. and Mrs. Miller) have requested the ability to place a modular office on the site of their used car lot located on the south side of Highway 99E, next to Marcinkiewicz Co at 593 SE 1st Avenue. Currently they are working under a "Home Occupancy" business license, so customers are taken to the owner's residence to fill out paperwork when a car is sold.

Staff's determination was that the modular office was not allowed without a Site and Design Review application and did not meet the definition of accessory structure.

Mr. and Mrs. Miller are appealing that decision to the Planning Commission.

Chair Brown stated he agreed with the staff decision on both accounts and stated that The Human Bean was a smaller structure but had to go through a site and design review process.

Commissioner Molamphy stated he agreed with the staff decision.

Commissioner Ewert stated that the Commission had in the past had very strong opinions on such buildings in the past. He also stated that he agreed with the staff decision.

Commissioner Milne felt the staff had made the correct decision and asked if the business had a license at the Hwy 99E location. Mr. Williams stated they had a license for the home address.

Commissioner Taylor stated he thought it was an accessory structure.

IV. FINDINGS

DR 07-03 – 1101 SW 1st Avenue – Kentucky Fried Chicken and A&W Restaurant – Kevin Cook reported that the applicant had found that the five-foot pedestrian path needed to have a step because of the grade and requested that the words "ADA compliant" be removed from Condition 19.

Commissioner Ewert moved to approve the findings for DR 07-03 with the modification to Condition 19. Motion seconded by Commissioner Taylor and passed 5-0.

V. MINUTES

June 11, 2007 - Commissioner Ewert moved to approve minutes of June 11, 2007 as presented. Motion seconded by Commissioner Milne and passed 5-0.

VI. DIRECTOR'S REPORT

Mr. Williams said that this was the last Commission meeting for Kevin who has taken a job with Multnomah County and thanked him for his service to the City of Canby.

American Steel is scheduled for a public hearing on July 9th Commission Agenda.

Mr. Williams reminded the Commission of the Design Standards meeting on Thursday, June 28th at 5:30 PM at the Adult Community Center.

VII. ADJOURNMENT