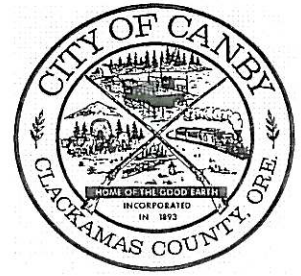


# PLANNING COMMISSION AGENDA

Monday – October 22, 2007

7:00 PM - Regular Meeting

City Council Chambers - 155 NW 2<sup>nd</sup> Avenue



Chairman Jim Brown, Vice Chair Dan Ewert

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

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## I. CITIZEN INPUT ON NON-AGENDA ITEMS

## II. PUBLIC HEARINGS

**DR 07-08 – Wilco –** The proposed development is Phase I of a multiple phase development located on 8 acres of land. The first phase includes construction of a Wilco Farm Store, a shell building to be leased to multiple tenants, and construction of site utilities this and all future phases. The Wilco Store will be a total of 35,000 SF, with Greenhouse structure of 5,000 SF and outside storage yard of 34,850 SF. The lease building will be a 7,200 SF shell.

**DR 07-09 – Kendal Floral –** Site and Design Review for a 132,600 SF flex manufacturing warehouse distribution project. 92,040 SF portion of the proposed building is intended to serve Kendal Floral's business and the remaining for a future tenant.

## III. NEW BUSINESS

## IV. FINDINGS

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

DR 07-06 – Rite Aid

DR 07-07 – Panda Express Restaurant

## V. MINUTES

October 8, 2007

## VI. DIRECTOR'S REPORT

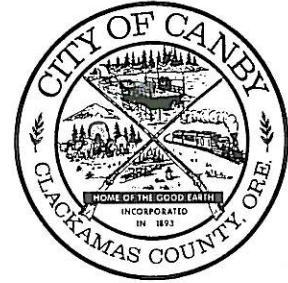
## VII. ADJOURNMENT

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

*A copy of this agenda can be found on the City's web page at [www.ci.canby.or.us](http://www.ci.canby.or.us)*

*City Council and Planning Commission Meetings are broadcast live and can be viewed on OCTS Channel 5.*

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



## - STAFF REPORT -

**APPLICANT:**

Wells Development Company, LLC  
15780 Upper Boones Ferry Rd.  
Lake Oswego, OR 97035

**FILE NO.:**

DR 07-08  
(Wilco Farm Store)

**OWNER:**

Zimmer Ventures, LLC  
3416 NE 62<sup>nd</sup> Ave.  
Portland, OR 97213

**STAFF:**

Matilda Deas, AICP  
Project Planner

**LEGAL DESCRIPTION:**

Tax Lot 800 of Tax Map 3-1E-34

**DATE OF REPORT:**

October 10, 2007

**LOCATION:**

Southeast corner of Sequoia Parkway  
And Hazel Dell Way

**DATE OF HEARING:**

October 22, 2007

**COMP. PLAN DESIGNATION:**

C-M (Commercial/Manufacturing-2.6 acres)  
M-2 (Heavy Industrial -5.5 acres)  
I-O (Industrial Area Overlay)

**ZONING DESIGNATION:**

C-M (Heavy Commercial/Mfg.)  
M-2 (Heavy Industrial)  
I-O (Industrial Area Overlay Zone)

***I. APPLICANT'S REQUEST:***

The applicant requests approval to construct Phase I of a multi-phase development. Phase I includes 32,200 square feet of retail space, 15,000 square feet of warehouse space, plus 34,850 square feet of storage yard space. The current request is for approval of Phase I, which includes approval of the overall access plan. Future phases will require separate Design Review approval for the particular buildings in each phase. The overall site is 8.1 acres and Phase I covers approximately 5 acres. Two 36' wide full access drives are proposed for the entire site; one off Hazel Dell Way and one off Sequoia Parkway at the southern end of the site.

Storm water will be managed on site with one storm water collection area adjacent to Sequoia Parkway directly north of the southern access drive and a larger storm water collection area in the northwest corner of the site adjacent to Hazel Dell Way.

## **II. APPLICABLE REGULATIONS**

### **City of Canby Municipal Code (CMC):**

- 16.30 CM Heavy Commercial/Manufacturing Zone
- 16.34 M-2 Heavy 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 percent of the total possible number of points (not including bonuses) are accumulated for the whole development.  
**[Note: The Design Review Matrix for the Industrial Overlay Zone relies on minimum acceptable points for each category rather than an overall percentage per Section 16.35.070 of the CMC.]**
- 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.

*\* See Criteria Matrix below and Scoring in Section V.(B)(6)*

<b>Parking</b>	
<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.	<b>0 1 2</b>
Increase minimum interior parking lot landscape over the base 15%: 15%-18%=0; 18%-22%=1; >22%=2.	<b>0 1 2</b>
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.	<b>0 1 2</b>
Number of parking spaces (% of required minimum): >110%=0; 110%-105%=1; 105%-100%=2.	<b>0 1 2</b>
<b>Minimum Acceptable Score</b>	<b>4 points</b>

<b>Transportation/Circulation</b>	
<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.	<b>0 1 2</b>
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.	<b>0 1 2</b>
Number of pedestrian connections between the street sidewalk and internal circulation system: one connection=0; two connections=1.	<b>0 1</b>
<b>Minimum Acceptable Score (some provisions may not apply)</b>	<b>3 points</b>

<b>Landscaping</b>	
<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
<b>Minimum Acceptable Score</b>	<b>3 points</b>

<b>Tree Retention, Open Space Conservation, and Trail Connections</b>	
<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
<b>Minimum Acceptable Score (some provisions may not apply)</b>	<b>3 points</b>

<b>Building Appearance and Orientation</b>	
<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
<b>Minimum Acceptable Score</b>	<b>4 points</b>

**V. FINDINGS:**

**A. Background and Relationships:**

The subject parcel is vacant. The site is located within the Pioneer Industrial Park across Sequoia Parkway from the Canby Marketplace (Fred Meyer) development. The new Willamette Falls Hospital is located due north of the site, directly across Hazel Dell Way. The proposed development is in keeping with the city's economic development goals and is in compliance with the Industrial Overlay (I-O) Zone.

**B. Evaluation Regarding Site and Design Review Approval Criteria**

**1. Parking**

Section 16.10.050 of the CMC requires 4 spaces per 1000 square feet for retail shops, and 1 space per 1000 square feet for warehouse buildings. The total parking requirement for this development is 144 spaces. The applicant proposes 152; 6 of which are ADA spaces. Fourteen bicycle parking spaces are required, and 14 are proposed. Eleven spaces are proposed to be located in front of the 20,000 square foot Wilco building, and 3 spaces are located in front of the smaller retail building.

**2. Transportation / Circulation**

Two 36 foot full access drives are proposed. One access is off Hazel Dell Way approximately 200' from the Sequoia Parkway/Hazel Dell Way intersection. The other access is off Sequoia Parkway at the southern end of the site approximately 240 feet from the site's eastern property line. Section 16.10.070(B)(9) specifies that any commercial or institutional use requiring between 100 and 249 parking spaces shall have a minimum of two accesses with a minimum pavement width of 20 feet; the proposed site meets this threshold.

Pedestrian access is proposed by means of interior brick colored and patterned sidewalks and walkways. One colored brick patterned concrete walkway to Hazel Dell Way is proposed.

**3. Tree Retention, Open Space Conservation and Trail Connections**

Street trees are the only trees on site. No trail connections nor open spaces have been required or are proposed.

**4. Landscaping**

The proposed landscape plan meets the required site landscape requirement of 15%, and the applicant has proposed to plant 60 trees in the parking area, which is 130% more than required.

**5. Building Appearance and Orientation**

The proposed buildings will be Concrete Masonry Units (CMU), except for the green house, which will be constructed of pre-fabricated galvanized steel and fiberglass panels. A decorative wrought iron fence is proposed for the green house area. Metal roofing and awnings are proposed. The colors are primarily subdued earth tones with deep blue accents.

A chain link fence is proposed for the storage yard. The front portion of the fence will have privacy slats.

A small pedestrian plaza with seating is proposed adjacent to the north west corner of the smaller retail building.

The site plan shows parking lot lighting, pathway lighting, exterior building lights, and continuous fluorescent under canopy lighting. Lighting is required to project downward (see Condition 24).

A monument sign for the site is shown to be located behind the storm retention pond at the northwest corner of the site. One monument sign is allowed for the total site. Monument signs in the Heavy Commercial Manufacturing zone may not exceed 30 feet in height and are allowed 150 square feet per sign face, or 300 square feet total. Total signage allowed for the Wilco operation is 960 square feet; the total for the 7,200 square foot other retail is 400square feet. Total signage allowance will include the square footage of the monument sign. The applicant will apply for a sign permit.

**6. Compatibility**

The proposed development is compatible with the Site and Design Review requirements for development in the Heavy Commercial/Manufacturing zone (CM), the Heavy Industrial Zone (M-2), and with the Industrial Overlay (I-O) zone.

*\* See Design Review Matrix above and scoring below.*

<b>CRITERIA</b>	<b>PTS/ POSS</b>	<b>NOTES</b>
<b>Parking</b>		
Location of parking	0/2	parking in front of building.
Parking lot landscaping	0/2	15% landscaping.
Parking lot trees	2/2	130% of required number of trees
Number of parking spaces	2/2	Provides 105% of required.
<b>Minimum Score = 4 points</b>	<b>4</b>	<b>Minimum score met</b>
<b>Transportation/Circulation</b>		
Local street alignment	0/0	N/A.
Pedestrian access ways	2/2	Applicant is being required to utilize pavers and raised crosswalks in order to meet the minimum number of points in this category (see Condition X).
Number of pedestrian connections	0/1	One connection
<b>Minimum Score = 3 points*</b>	<b>2</b>	<b>Recommend approval*</b>

\*only when all scores apply. The requirement is 3 out of 5 which is 60%. Only a total of 3 possible points apply to this application. The applicant receives a score of 2 out of 3 applicable points which is 66%.

**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

**Landscaping**

Tree installed at 3" caliper	0/2	Applicant proposes <25% 3" caliper
Usable outdoor amenity	1/2	Outdoor plaza with seating proposed.
Lawn/Groundcover Area	2/2	> 90% of the landscaping.
<b>Minimum Score = 3 points</b>	<b>3</b>	<b>Minimum score met</b>

**Building Appearance and Orientation**

Orientation to street	0/2	Building is at setback line.
Building entrances visible from the street	1/1	Entrances visible from the street.
Material	1/2	Concrete masonry.
Articulation & detailing	2/2	Windows and building relief.
<b>Minimum Score = 4 points</b>	<b>4</b>	<b>Minimum score met</b>

**7. Public Facilities and Services**

All required public facilities and services exist in Sequoia Parkway and/or Hazel Dell Way. Service provider comments are included in Exhibit #3.

The traffic study submitted by Lancaster Engineering estimates that the site would generate 64 new trips in the morning peak hour and 124 trips during the evening peak hour. A total of 1220 new weekday trips are expected, with half entering and half exiting the site.

The City anticipates the future need for a traffic signal at the intersection of Hazel Dell Way and Sequoia Parkway. Traffic warrants must be met in order to require a signalized intersection. The traffic study noted that warrants are not met at this time, and no signal will be required.

The transportation analyst discussed the southern access onto Sequoia, and recommended that in order to maintain a safe sight distance at that access the vegetation in the proposed stormwater collection area adjacent to the access be limited to no more than 3 feet in height ( see condition #11).

Alternately access could be aligned with the Fred Meyer truck access across Sequoia Parkway. However, Arneson Garden Park has two driveways directly south of this access less than 100 feet from the truck access. This alternative is also problematic. Subsequent discussions with the transportation analyst concluded that limiting vegetation height in the storm collection pond would be the preferred alternative.



A pre-construction meeting will be required prior to issuance of a building permit. The applicant will have to meet all requirements of local utility providers prior to receiving approval to begin construction. In addition, the applicant will have to receive an erosion control permit and a stormwater disposal permit from DEQ prior to construction.

This site is subject to charges related to an Advanced Financing District; a Local Improvement District; and an Economic Improvement District. Condition # 27 notifies the applicant of all of these liabilities.

## V. CONCLUSION

Staff concludes that the application meets the requirements for Site and Design Review approval with the additional recommended conditions. In direct response to the criteria for Site and Design Review, staff concludes the following:

- A. The proposed 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;  
*With the recommended conditions of approval, the proposed development is in conformance with City ordinances.*
- 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 C-M and I-O zones have their own design standards, as shown in the matrices for those zones;
- E. 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.  
*In the I-O zone, the 65% requirement is replaced by a separate matrix, as analyzed above. The proposed application, with recommended conditions of approval, meets or exceeds minimum requirements.*
- F. 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.  
*With the recommended conditions of approval, all public facilities and services are available or will become available to service the development.*

- G. 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.  
*With the recommended conditions of approval, all utilities exist or can be modified to adequately serve the site.*
- H. 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.  
*This proposal will not impact needed housing cost or availability.*
- I. 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.  
*The street trees will remain, and no other trees exist on site..*

## **VI. RECOMMENDATION:**

Based upon the application and visual inspection, along with 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 07-08 with the following conditions:

### **Prior to construction:**

1. This approval is for proposed Phase I and for the overall access plan. Subsequent building design in future phases will be subject to additional Design Review application(s) to be reviewed and approved by the City.
2. A pre-construction conference shall be held prior to the issuance of building permits. Seventeen copies of the pre-construction plans shall be given to the City to be reviewed and approved by the required utility providers *prior* to the pre-construction conference. No building permit will be issued without signed approval from all affected service providers and City staff.
3. A revised, full-sized set of **all** submitted development plans (including site plan, utility plan, etc.) shall be provided, depicting each of the written conditions to the satisfaction of the City Planning Department. The approval of this application requires all elements drawn or proposed by the applicant to be constructed unless otherwise approved by the

City.

4. The design, location and planned installation of all utilities, including but not limited to water, electric, sanitary sewer, natural gas, telephone, and cable television shall be approved by the appropriate utility provider. Any relocation of existing utilities shall be performed at the expense of the applicant. All utility services shall be provided through existing service laterals without requiring cutting Sequoia Parkway, unless otherwise approved by the Public Works Supervisor.
5. If necessary, recorded easements on the property shall be approved for vacation by appropriate utility providers and new easements recorded to utility providers' specifications.

**For the Building Permit Application:**

6. 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 and location of planting, the type and size of plant materials, a planting schedule and irrigation plans. The final landscape plan shall reflect the approved landscape plan submitted with the Site and Design Review application and any modifications conditioned.
7. Landscape materials shall be planted 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 said 3-year period. At least 25% of all trees planted must be a minimum 3" caliper in order to meet the Design Review standards. Remaining trees are to be a minimum of 2" caliper. Any street trees that are currently dead or that must be removed for construction must be replaced with a new tree, minimum 2" caliper, of a compatible species as approved by the Planning Department. Street trees shall be located as shown on the site plan unless otherwise approved by the Planning Department.
8. Parking shall be provided as shown on the site plan. Wheel stops shall be required in areas where abutting sidewalks are less than 8 feet in width and in areas where landscaping within 2 feet of the curb is not limited to lawn and groundcover or could be damaged by vehicle overhangs. For parking spaces that do not meet the above criteria, wheel stops shall be placed two (2) feet in front of the end of the space.
9. A total of 14 "staple-type" bicycle parking racks shall be provided for Phase I per the requirements of CMC 16.10.100. At least 50% of the bicycle spaces shall be covered. Bicycle parking shall be located in a well-lit, secure location within 50 feet of the main entrance per CMC 16.10.100.
10. The applicant shall landscape and irrigate the planter strip between the sidewalk and street.

**Prior to Issuance of a Building Permit**

11. All storm water shall be disposed of through the proposed treatment system. The design of stormwater facilities shall be approved by the City Engineer and Public Works

Supervisor. The applicant is responsible for obtaining approval from DEQ, if necessary, for stormwater management permit approval.

12. An Erosion Control permit is required. Approved erosion control measures shall be in place during construction and shall conform to the City of Canby's Erosion Control Ordinance.
13. Applicant shall complete a Non-Residential Wastewater survey for review by the Waste Water Treatment Department.
14. Any existing septic system shall be decommissioned prior to the issuance of a demolition permit. Removal and/or decommissioning of septic systems shall be coordinated with and approved by the Public Works Department.
15. Any decommissioned wells shall be capped in accordance with State and City requirements.

#### **During Construction**

16. If future plans call for commercial food service, a grease interceptor will be required by the Waste Water Treatment Department.
17. If stored chemicals and/or oils are kept on-site the applicant may be required to submit an Accidental Spill Prevention Plan (ASPP) prior to occupancy.
18. Fire hydrants shall be fitted with 4" storz fitting as per Deputy Fire Marshall comments.
19. All roof drainage generated from the site must be routed to the onsite stormwater treatment system.
20. Parking lot and entry drive area drainage shall be routed through swales prior to entering catch basins and flowing to the onsite detention system.
21. Discharge from the detention pond shall have a valve or other mechanism to isolate the discharge in the event of a spill reaching the detention pond.
22. All grading and fill on the site shall comply with State, City and County regulations.
23. Any relocation of existing utilities required due to construction of the development shall be performed at the expense of the applicant.
24. All site lighting shall be "hooded" to project light downward.
25. The applicant is responsible for frontage improvements which shall be constructed as required by the Public Works Supervisor, including but not limited to, sidewalks, curbs, ADA ramps, lighting, and required access controls.
26. Any exterior trash receptacles (dumpsters) shall be screened from the public street. Trash receptacle areas shall not have drains located beneath them.

**Notes**

27. This property is subject to Advanced Financing District (AFD) charges, Local Improvement District charges (LID) which are payable upon issuance of a building permit per property. Finally, the property is subject to Economic Improvement District (EID) charges which will commence upon issuance of a certificate of occupancy.
  
28. 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.

**Exhibits:**

1. Applicant's packet
2. Traffic study
3. Service provider comments

**SITE AND DESIGN REVIEW APPLICATION**

FEE \*See Fee Schedule Below  
Process Type III

**OWNERS**

**APPLICANT\*\***

Name Zimmer Ventures, LLC

Name Mike Wells, Wells Development Company, LLC

Address 3416 NE 62<sup>nd</sup> Ave

Address 15780 Upper Boones Ferry Rd

City Portland State OR Zip 97213

City Lake Oswego State OR Zip 97035

Phone (503) 329-8823 Fax (503) 493-8861

Phone (503) 720-0036 Fax (503) 296-2872

E-mail panhdbobz@msn.com

E-mail mike@wellsdevelopment.com

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

- |   |   |                                    |                              |
|---|---|------------------------------------|------------------------------|
| <input checked="" type="checkbox"/> Owner     | <input checked="" 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 type="checkbox"/> Fax |

OWNER'S SIGNATURE

*Robert H. Zimmer*

**DESCRIPTION OF PROPERTY**

Address SE corner of Hazel Dell Way and Sequoia Parkway, Canby

Tax Map 31E34

Tax Lot(s) 800

Lot Size 8.1  
(Acres/Sq.Ft.)

Existing Use Undeveloped

Proposed Use This first phase application = 20,000 sf Wilco farm store, 15,000 sf Wilco warehouse, 34,000 sf Wilco yard plus 7,200 sf retail building. Future phase(s) on parcels labeled "Future Development."

Existing Structures None

Zoning northerly 2.6 ac CM + southerly 5.5 ac HI  
Designation commercial and industrial

Comprehensive Plan

Previous Land Use Action (If any) None

**Total Fee = Size Component (based on acreage) Public Improvement Component**

**Size Component**  
 \$1,500 first 0.5 acres  
 \$100 for each additional 0.1 acres from 0.5 acres up to 2.5 acres  
 \$100 for each additional 0.5 acres from 2.5 acres up to 8.0 acres  
 \$100 for each additional 1.0 acres from 8.0 acres up to 13 acres  
 \$5,000 Maximum for 13 acres and above

**Public Improvements Component**  
 0.3% of total estimated public improvement cost (to be submitted with design review application). No Cap on cost

**FOR CITY USE ONLY**

File # \_\_\_\_\_

Date Received \_\_\_\_\_ By \_\_\_\_\_

Completeness \_\_\_\_\_

Pre-App Meeting \_\_\_\_\_

Hearing Date \_\_\_\_\_



# SITE AND DESIGN REVIEW APPLICATION: LANDSCAPING CALCULATIONS

## Site Areas

1. Building area	47,810	<input type="checkbox"/> Square footage of building footprint
2. Parking/hardscape	134,378	<input type="checkbox"/> Square footage of all sidewalks, parking, & maneuvering areas
3. Landscaped area	334,42	<input type="checkbox"/> Square footage of all landscaped area
4. Total developed area	215,630	<input type="checkbox"/> Add lines 1, 2 and 3
5. Undeveloped area	134,128	<input type="checkbox"/> Square footage of any part of the site to be left undeveloped.
6. Total site area	349,758	<input type="checkbox"/> Total square footage of site

## Required Site Landscaping (Code 16.49.080)

7. Zone		<input type="checkbox"/> 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	CM & M2	
9. Total developed area	215,630	<input type="checkbox"/> Fill in value from line 4
10. Required square footage of landscaping	32,345	<input type="checkbox"/> Multiply developed area by % of required landscaping
11. Proposed square footage of landscaping	33,442	<input type="checkbox"/> 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	CM	<input type="checkbox"/> 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	72,991	<input type="checkbox"/> 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	10,949	<input type="checkbox"/> 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	11,049	<input type="checkbox"/> 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	152	<input type="checkbox"/> Total number of parking spaces
18. Area of parking lot & hardscape	72,991	<input type="checkbox"/> Area from line 14
19. Number of parking spaces (line 17) divided by 8	20	<input type="checkbox"/> Round <b>up</b> to the nearest whole number
20. Area of parking lot (line 18) divided by 2,800	26	<input type="checkbox"/> Round <b>up</b> to the nearest whole number
21. Number of required trees in parking lot	26	<input type="checkbox"/> Take the <b>larger</b> of the previous two rows
22. Number of trees provided within 10 feet of parking lot	60	<input type="checkbox"/> Count the number of proposed trees within 10 feet of parking and maneuvering areas.

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

**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.

**TABLE 16.35.040**

CRITERIA	POSSIBLE SCORES		
<b>Parking</b>			
Parking areas located to the side or rear of buildings as viewed from public right-of-way: <50% or parking spaces = 0; 50%-75% = 1; 100% = 2	<del>0</del>	1	2
Increase minimum interior parking lot landscape over the base 15%: 15%-18% = 0; 18%-22% = 1; >22% = 2	<del>0</del>	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	<del>2</del>
Number of parking spaces (% of required minimum): >110% = 0; 110%-105% = 1; 105-100% = 2	0	1	<del>2</del>
<b>Minimum Acceptable Score</b>	<b>4 Points</b>		
<b>Transportation/Circulation</b>			
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
	<b>N/A</b>		
Design of all pedestrian ways (private, on-site pathways): six feet wide, raised concrete with painted crosswalks ("standard") = 0; standard with brick or similar pavers for pathways and crosswalks = 1; greater than 6 feet wide (inclusive of curb) and use of brick or similar pavers for pathways and crosswalks = 2.	0	1	<del>2</del>
Number of pedestrian connections between the street sidewalk and internal circulation system: one connection = 0; two connections = 1	<del>0</del>	1	
<b>Minimum Acceptable Score (some provisions may not apply)</b>	<b>3 Points</b>		
<b>Tree Retention, Open Space conservation and Trail Connections</b>			
Preserves trees as recommended by arborist or City Planning Department: <50% of recommended trees preserved = 0; 50%-75% = 1; 75%-100% = 2	0	<b>N/A</b>	2
Replaces trees that were recommended for retention: No = 0; Yes = 1. Mitigation based on reasonable tree replacement	0	<b>N/A</b>	
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
	<b>N/A</b>		
<b>Minimum Acceptable Score (some provisions may not apply)</b>	<b>3 Points</b>		



<b>Landscaping</b>			
Trees installed at 3 inch caliper: <25% of trees = 0; 25%-50% = 1; 50%-100% = 2.	<del>0</del>	1	2
<b>CRITERIA</b>			
Usable outdoor amenity provided with development (e.g., water features, plazas, seating areas and similar features): No = 0; Y = 1; Yes and public access provided (i.e., through an easement) = 2	0	<del>1</del>	2
Amount of grass or other planting used for ground cover treatment: <75% = 0; 75%-90% = 1; 90%-100% = 2	0	1	<del>2</del>
<b>Minimum Acceptable Score</b>	<b>3 Points</b>		
<b>Building Appearance and Orientation</b>			
Building orientation at or near 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 a minimum setback = 2	<del>0</del>	1	2
Building entrances visible from the street: No = 0; Yes = 1	0	<del>1</del>	2
Buildings use quality materials: concrete, wood, or wood siding = 0; concrete masonry, stucco, or similar material = 1; brick or similar appearance = 2	0	<del>1</del>	2
Articulation and/or detailing to break up large building surfaces and accentuate the building entrance(s): No = 0; Yes = 2	0		<del>2</del>
<b>Minimum Acceptable Score</b>	<b>4 Points</b>		

SITE AND DESIGN REVIEW APPLICATION NARRATIVE

TYPE III REVIEW

July 23, 2007

Zimmer Ventures, LLC: PHASE I  
Hazel Del Way and Sequoia Parkway

Page 1 of 4

1. A Pre-application conference was requested by the applicant. See attached copy of pre-application meeting minutes listed as **Exhibit "A."**
2. A **Neighborhood meeting was not** held as directed by the City of Canby Planning Department at the pre-development meeting. No attachment.
3. List of Property Owners within 500 feet of the site. See attached **Exhibit "B."**
4. Description of Proposed Development:
  - A. **Overview:** The proposed development is Phase I of a multiple phase development located on +8 acres of land owned by Zimmer Ventures, LLC. The first phase includes construction of a "Wilco" Farm Store, a shell building to be leased to multiple tenants, and construction of site utilities this and all future phases. The Wilco Store will be a total of 35,000 S. F, with Greenhouse structure of 5,000 S.F, and outside storage yard of 34,850 S.F. The lease building will be a 7,200 S.F. shell. Leasing will begin at the time construction begins.
  - B. **Site utilities** will be constructed with this phase of work. Streets and utilities are recently constructed as part of the larger Canby Pioneer Estates development. Schematic phase civil engineering design indicates that the utilities are adequate for the proposed development. No storm sewer system was constructed or is available at the subject property. Therefore, storm water will be detained on site with infiltration based on percolation testing preformed by Geo Engineers.
  - C. **Access** to the entire 8 acre site is limited to two full access driveways. One driveway is located on each Street adjoining the property. Traffic data is supplied as a part of the this submittal and labeled **Exhibit "C."** (10 copies)
  - D. The proposed development will be in conformance with the Canby **Comprehensive Plan**. The property is designated both "Heavy Commercial" (CM) and "Heavy Industrial" (M2) as indicated on the submitted site plan. Current Comprehensive Plan maps have not been updated to reflect comprehensive plan designation of the subject property.
  - E. The proposed development will meet the requirements of the City of Canby **Municipal Code**. See accompanying schematic architectural site plan and civil engineering plans.

F. **Design Review Matrix:**

I. **PARKING:**

- Primary **loading facilities** are screened from the public right of way by landscaping. In the case of large trucks, the loading area is also screened by fencing. Additionally, these loading areas are setback a minimum of 230'-0" from the Street curb. Deliveries at the small Retail building are expected to be made by small vans or utility vehicles. (Matrix points: 2)
- Landscaping within and throughout the parking lot breaks up the larger areas of asphalt (Matrix points: 1)
- Parking lot areas will be lite with pole mounted fixtures. See attached proposed parking lot fixtures. (Matrix points: 1)
- Location of Parking. See site plan included with this application. Parking is located conveniently for customers. The shape of the site does not lend itself to placement of the parking behind or the side of the building. (Matrix points: 0)
- Number of Parking spaces. See summary table on site plan. Total parking provided is 113 % of the required amount. (Matrix points: 1)

Matrix points available for this section: 8. Points assigned: 5.

II. **TRAFFIC:**

- Distance to intersection: Both driveway access locations exceed 100'-0" from an intersection. See site plan. (Matrix points: 2)
- Access drive width: Driveway access widths are 36'-0." This width is determined by the need for full motion access. 3 - 12'-0" lanes will be provided to equal the thirty six foot width: left and right-in, right-out, and left-out. The phase I driveways are being constructed for the full development of the 8 acre site. Phase I will provide 157 spaces, but the total development will exceed 250 spaces. Good design practice will dictate 36'-0" driveways. (Matrix points: 1 )
- Public access to from sidewalk to building entrance(s). A public sidewalk will connect from Hazel Del Way to the smaller lease building and on to the main Wilco building. All buildings are accessible from a public sidewalk. (Matrix points: 2)
- Pedestrian access to parking from buildings. The proposed development consists of a verity of pedestrian access arrangements to parking: A number of parking spaces are available from the building(s) without crossing any access way. All parking spaces for the small retail building are separated from the main driveway access. All parking is available without crossing more than one undesignated access drive. (Matrix points: 1)

Matrix points available: 7. Points assigned: 6.

III. **TREE RETENTION:**

- The proposed site does not contain any trees. Therefore, this section is not applicable.

IV. BONUS POINTS:

- 2 or more trees at least 3" in caliper. The proposed landscaping will contain at least 4 - 3" caliper trees. (Matrix points: 2)
- Trash receptacle screening. Both proposed buildings will screen trash receptacles. See proposed site plan for locations. (Matrix points: 2)

Matrix points available: 5      Matrix points assigned: 3.

V. SIGNS:

- Dimensional size: A single monument sign is proposed for the development. See included sign drawings for details. (Matrix points: 2)
- Similarity of sign color to building color. See included sign drawings. The proposed sign will be compatible with the proposed development and colors. (Matrix points: 2).
- Pole sign: The proposed sign is a monument sign. (Matrix points: 1)
- Location of sign. The proposed project sign is more than 25 feet from the proposed driveway. (Matrix points: 0).

Matrix points available: 6      Matrix points assigned: 5.

VI. BUILDING APPEARANCE:

- Style. The proposed development is not located near other buildings. Therefore, architectural style to surrounding development is not applicable in a direct sense. The proposed buildings are of similar scale to other buildings either under construction or recently completed in the larger development vicinity. (Matrix points: 2 )
- Color. Colors of the proposed development are subdued on all "field" color. The field color of the building comprises the majority of the building color. Accent colors are stronger in depth. See color samples included in this design review submittal. (Matrix points: 1)
- Material. The primary building material is Concrete Masonry Units (CMU). Accent material includes pre-finished metal roofing over canopy framing. Greenhouses are constructed of pre-fabricated galvanized steel and fiberglass panels. (Matrix points: 1 )
- Size. The proposed buildings are composed of different sizes and materials. The lease building and greenhouses are small, the warehouse is 15,000 S.F, and the Retail building is 20,000 S.F. The articulated arrangement of the buildings and the addition of canopies allows the development to maintain a human scale. (Matrix points: 1)

Matrix Points available: 6.      Matrix points assigned: 5

VII. LANDSCAPING:

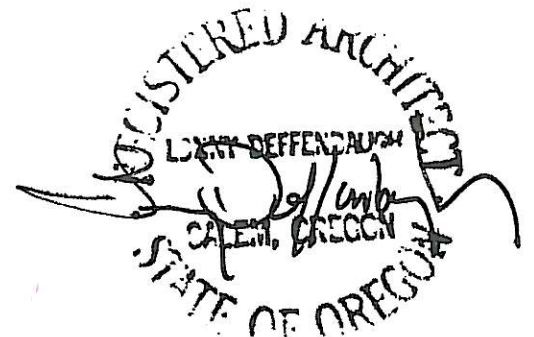
- Trees. The proposed number of trees exceeds 1 per 500 S.F. (Matrix points: 1 )

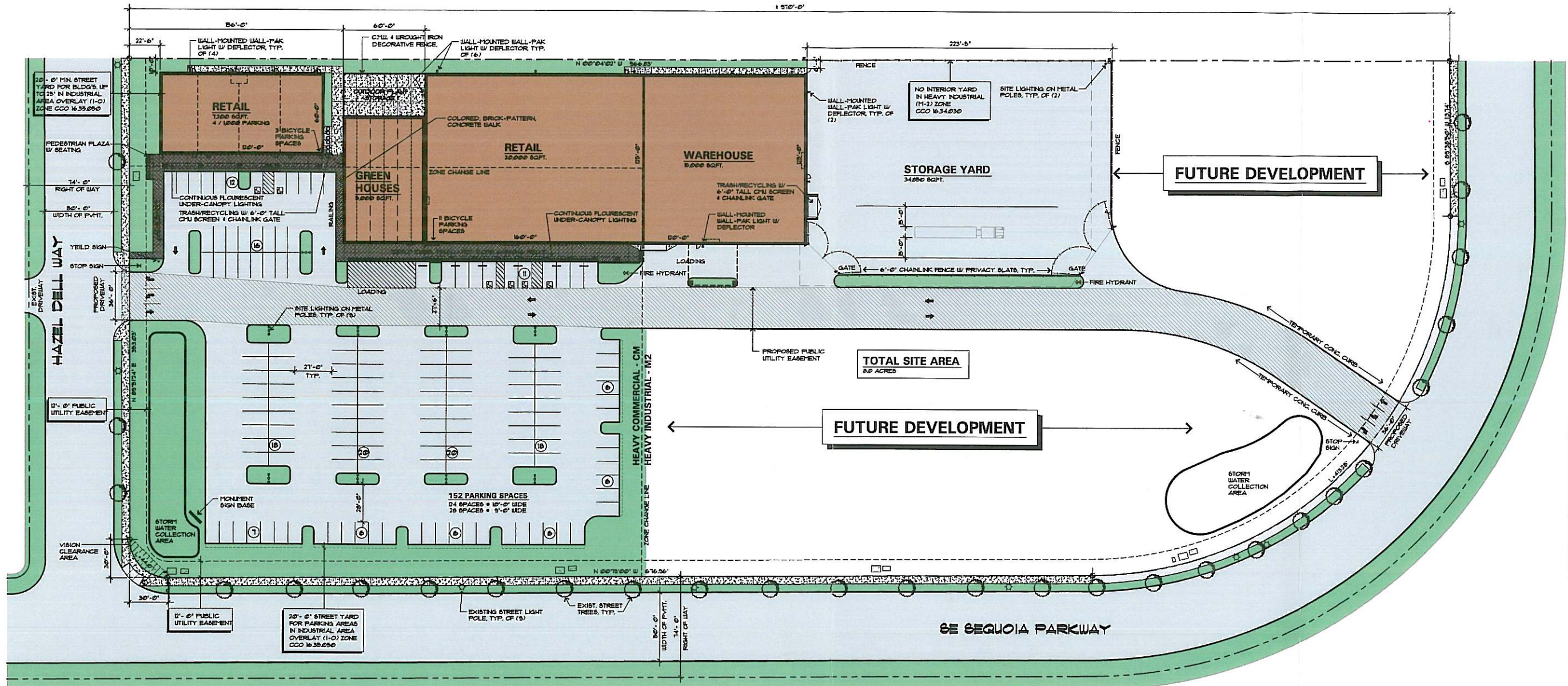
- Grass. Grass is used only in the storm water detention areas. Ground cover, shrubs, and trees are the primary landscape materials.  
(Matrix points: 0)
- Shrubs. Large shrubs are not located in the foreground of the site.  
(Matrix points: 1)
- Irrigation: Irrigation is used throughout all landscape areas.  
(Matrix points: 4)

Matrix points available: 8. Matrix points assigned: 6.

5. The proposed development is not located in an area designated as a Hazard "H" Overlay Zone.
6. 20 copies of an Architectural Site Plan and 20 Copies of Civil Engineering drawings are included in the application. ALL ITEMS REQUESTED ON APPLICATION PAGES 4 AND 5 ARE INCLUDED ON THE DRAWINGS.

Respectfully Submitted,  
Deffenbaugh & Associates PC, Architecture and Planning  
388 State Street, Suite 840  
Salem, Oregon 97304  
ph. 503.585.0222





T 503.585.0222  
 F 503.585.3131  
 388 State St  
 Capitol Center  
 Salem, OR 97301

**DEFFENBAUGH & ASSOCIATES, PC**  
 ARCHITECTURE & PLANNING

PRELIMINARY  
 NOT FOR CONSTRUCTION

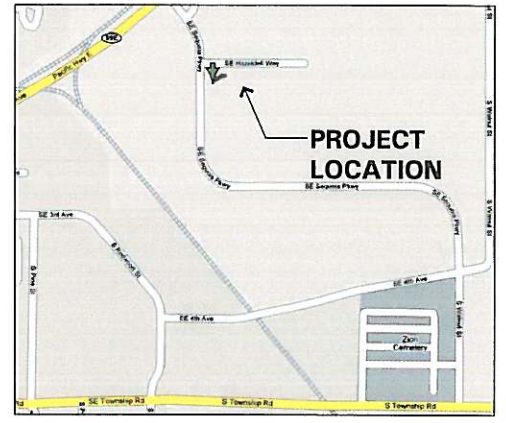
CANBY, OR

A NEW SITE DEVELOPMENT FOR  
**WILCO FARM STORES**  
 S.E. HAZEL DELL WAY

DESIGN LRD  
 DRAWN THJ/PLS/MP  
 JOB NO. 07118  
 DATE 07.23.07

**A1**

**SCHEMATIC PHASE ARCHITECTURAL SITE PLAN**  
 SCALE: 1" = 20'



**VICINITY MAP**  
 SCALE: NOT TO SCALE

**PROJECT TEAM:**

**OWNER:**  
 ZIMMER VENTURES, LLC  
 3416 62ND AVE  
 PORTLAND, OR 97213  
 PH: 503.329.8823  
 FAX: 503.493.8861  
 email: panhdoboz@msn.com

**DEVELOPER:**  
 WELLS DEVELOPMENT CO., LLC  
 15780 UPPER BOONES FERRY RD  
 LAKE OSWEGO, OR 97035  
 PH: 503.720.0036  
 FAX: 503.296.2872  
**CONTACT: MIKE WELLS**  
 email: mike@wellsdevelopment.com

**ARCHITECT:**  
 DEFFENBAUGH & ASSOCIATES, PC  
 ARCHITECTURE & PLANNING  
 388 STATE ST, STE 840  
 SALEM, OR 97301  
 PH: 503.585.0222  
 FAX: 503.585.3131  
**PROJECT ARCHITECT:**  
 LONNY DEFFENBAUGH  
 email: lonny@da-arch.com,  
 pater@da-arch.com

**CIVIL ENGINEER:**  
 AAI ENGINEERING  
 4875 SW GRIFFITH DR, STE. 300  
 BEAVERTON, OR 97005  
 PH: 503.620.3030  
 FAX: 503.620.5539  
**PROJECT ENGINEER:**  
 CRAIG HARRIS, PE  
 email: craigh@aaleng.com

**LANDSCAPE ARCHITECT:**  
 CHARLES MANGUM & ASSOCIATES  
 5144 38TH AVE SE  
 SALEM, OR 97301  
 PH: 503.364.1240  
 FAX: 503.364.3248  
**PROJECT ARCHITECT:**  
 CHUCK MANGUM  
 email: cmcousin@msn.com

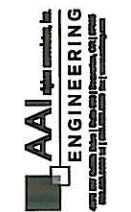
**SITE DEVELOPMENT INFORMATION:**

- SITE ADDRESS: HAZEL DELL WAY, CANBY, OR
- MAP & TAX LOT #: MAP 31E34B, TAX LOT 800
- ZONING MAP DESIGNATION: CM - HEAVY COMMERCIAL
- OVERLAY DISTRICT: INDUSTRIAL AREA OVERLAY (I-O)
- PERMITTED USE: DEPT. STORE, GREENHOUSE, WAREHOUSE, STORAGE YARD
- TOTAL SITE AREA: 349,768 SQ. FT. (8.0 ACRES)
- BUILDING AREA: 47,810 SQ. FT.
- SITE LANDSCAPING REQUIRED: 15% OF DEVELOPED AREA  
 0.15 x 215,830 SQ.FT. = 32,345 SQ.FT.
- SITE LANDSCAPING PROVIDED: 33,442 SQ.FT.
- PARKING LANDSCAPING REQUIRED: 16% OF PAVED AREA  
 0.16 x 72,991 SQ.FT. = 10,949 SQ.FT.
- PARKING LANDSCAPING PROVIDED: 11,049 SQ.FT.

**DESIGN REVIEW CHECKLIST ITEMS:**

ITEM # FROM FORM	ITEM DESCRIPTION:	
1.	NAME OF DEVELOPMENT:	WILCO FARM STORES
9.	NATURAL FEATURES:	EXISTING SITE IS CLEAR FARMLAND WITH NO EXISTING NATURAL VEGETATION.
11.	EXISTING STRUCTURES:	NONE
14.	BICYCLE PARKING:	RETAIL BLDG: .33/1000 @ 7,200 S.F. = 3 BICYCLE SPACES REQUIRED WILCO - RETAIL: .33/1000 @ 25,000 S.F. = 9 BICYCLE SPACES REQUIRED WILCO - WAREHOUSE: .11/1000 @ 15,000 S.F. = 2 BICYCLE SPACES REQUIRED
18.	OFF-STREET PARKING: (PER CDD TABLE 18.10.050):	
	MIN. REQUIRED:	
A.	RETAIL:	4 PER 1000 SQ. FT. 32,200 SQ.FT X 4 SPACES / 1000 SQ. FT. = 129 SPACES
B.	WAREHOUSE:	1 PER 1,000 SQ. FT. 15,000 SQ.FT X 1 SPACES/ 1000 SQ. FT. = 15 SPACES
	TOTAL RETAIL PARKING REQ'D:	144 SPACES REQUIRED
	PROPOSED PARKING:	152 SPACES PROPOSED - 148 FULL-SIZE SPACES 4 ACCESSIBLE SPACES
27.	LOCATION OF MAILBOXES:	NO MAILBOXES

**PRELIMINARY**  
 NOT TO BE USED FOR CONSTRUCTION  
 7/11/07



**WILCO FARMS**  
SE HAZEL DELL WAY  
CANY, OREGON

**GRADING AND EROSION CONTROL PLAN**

DATE: 05/24/07  
DRAWN: NWS  
CHECKED: CNH  
FILE: 7094C10

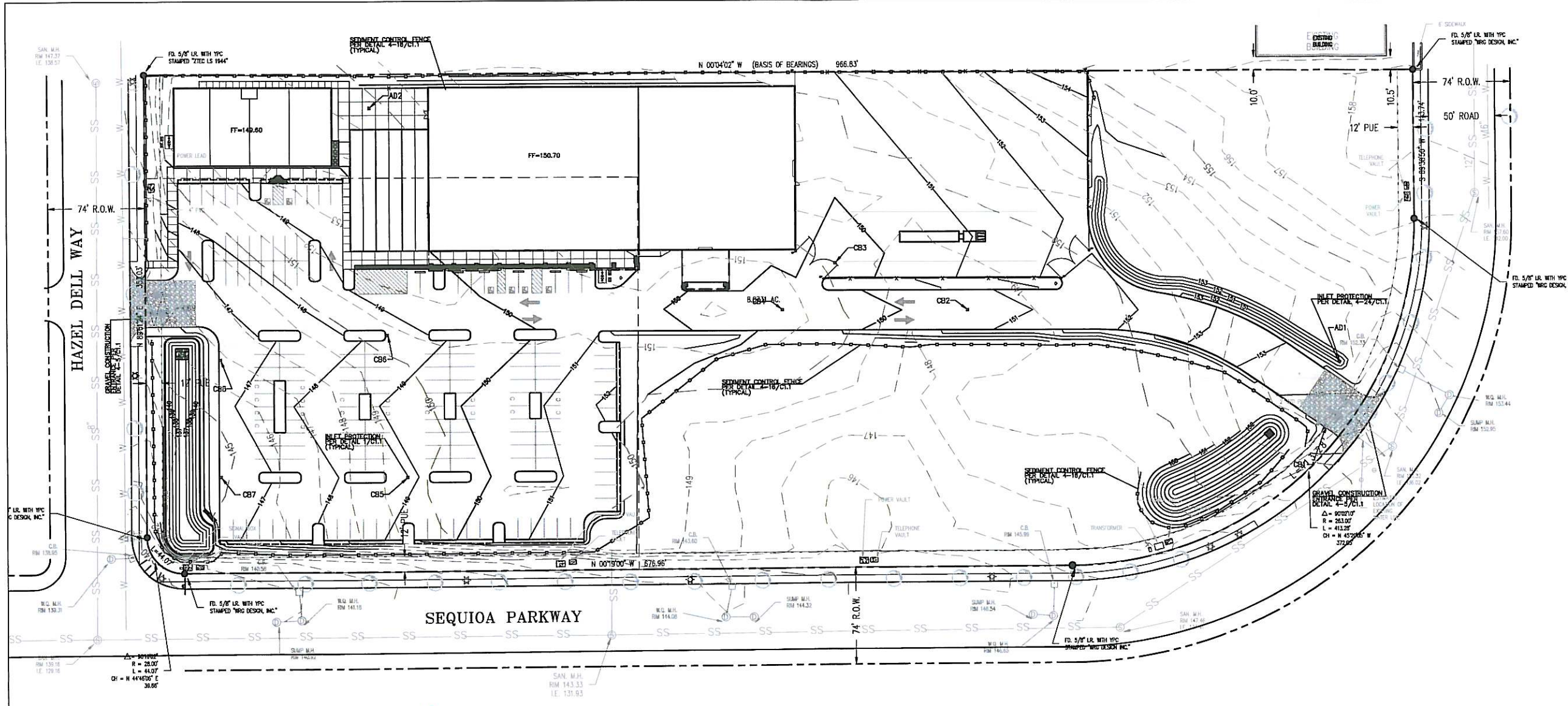
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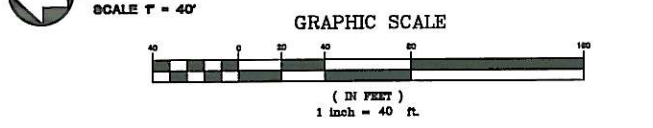
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**C1.0**

JOB NUMBER:  
A07094.11



**GRADING AND EROSION CONTROL PLAN**



**CATCH BASIN DATA**

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CB2 RIM= 150.50	CB7 RIM= 146.22
CB3 RIM= 149.75	CB8 RIM= 147.45
CB4 RIM= 149.25	CB9 RIM= 146.90
CB5 RIM= 148.65	
AD1 RIM= 151.00	AD2 RIM= 149.50

**LEGEND**

EXISTING CONTOUR--1 TO 4 FOOT INTERVALS	---
EXISTING CONTOUR--5 FOOT INTERVALS	---
NEW CONTOUR--1 TO 4 FOOT INTERVALS	---
NEW CONTOUR--5 FOOT INTERVALS	---
CATCH BASIN RIM ELEVATION	CATCH BASIN RIM=100.00
SPOT ELEVATION	100.00
TOP FACE OF CURB ELEVATION	TC
ASPHALT ELEVATION	AC
GRADE	G
DOOR JAMB	DJ
EXISTING	(E)
CATCH BASIN	■

**GENERAL NOTES**

- ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE JURISDICTION, THE GEOTECHNICAL INVESTIGATION FOR THIS PROJECT, AND THE PROJECT SPECIFICATIONS.
- THE CONTRACTOR SHALL HAVE A FULL SET OF THE CURRENT APPROVED CONSTRUCTION DOCUMENTS INCLUDING ADDENDA ON THE PROJECT SITE AT ALL TIMES.
- THE CONTRACTOR SHALL COMPLY WITH ORS 757.541 TO 757.571 REQUIRING NOTIFICATION OF INTENDED EXCAVATION TO UTILITY PROVIDERS.
- THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF PRIVATE UTILITIES SUCH AS GAS, TELEPHONE, POWER, CABLE TELEVISION, ETC. CONFIRM VAULT LOCATIONS WITH ENGINEER.
- THE CONTRACTOR SHALL KEEP THE ENGINEER AND JURISDICTION INFORMED OF CONSTRUCTION PROGRESS TO FACILITATE SITE OBSERVATIONS AT REQUIRED INTERVALS. 24-HOUR NOTICE IS REQUIRED.
- EXISTING CONDITIONS BASED ON TOPOGRAPHIC BOUNDARY AND UTILITY SURVEY PREPARED BY ZTECH ENGINEERS DATED MARCH 28, 2007.
- FINISH GRADES ARE TO BE BROUGHT TO WITHIN 0.08 FT IN 10 FT OF THE GRADES SHOWN AT SUBGRADE AND TO WITHIN 0.03 FT IN 10 FT AT FINISH GRADE. CONTRACTOR TO ALLOW FOR PLACEMENT OF REQUIRED TOPSOIL IN ROUGH GRADING.
- GRADING ELEVATIONS AS SHOWN ON SITE AND LANDSCAPE PLANS ARE FINISHED GRADE WHICH INCLUDES SUBGRADE SOIL, TOPSOIL, SOIL AMENDMENTS, ROCKERY AND RUNOFF PROTECTION CONTRACTOR IS RESPONSIBLE TO COORDINATE GRADING WITH BOTH EXCAVATOR AND LANDSCAPE CONTRACTOR.



**WILCO FARMS**  
SE HAZEL DELL WAY  
CANBY, OREGON

UTILITY PLAN

DATE: 05/24/07  
DRAWN: NWS  
CHECKED: CNH  
FILE: 7094C10

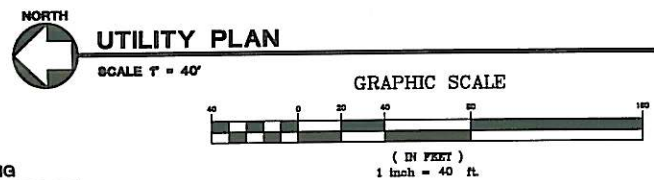
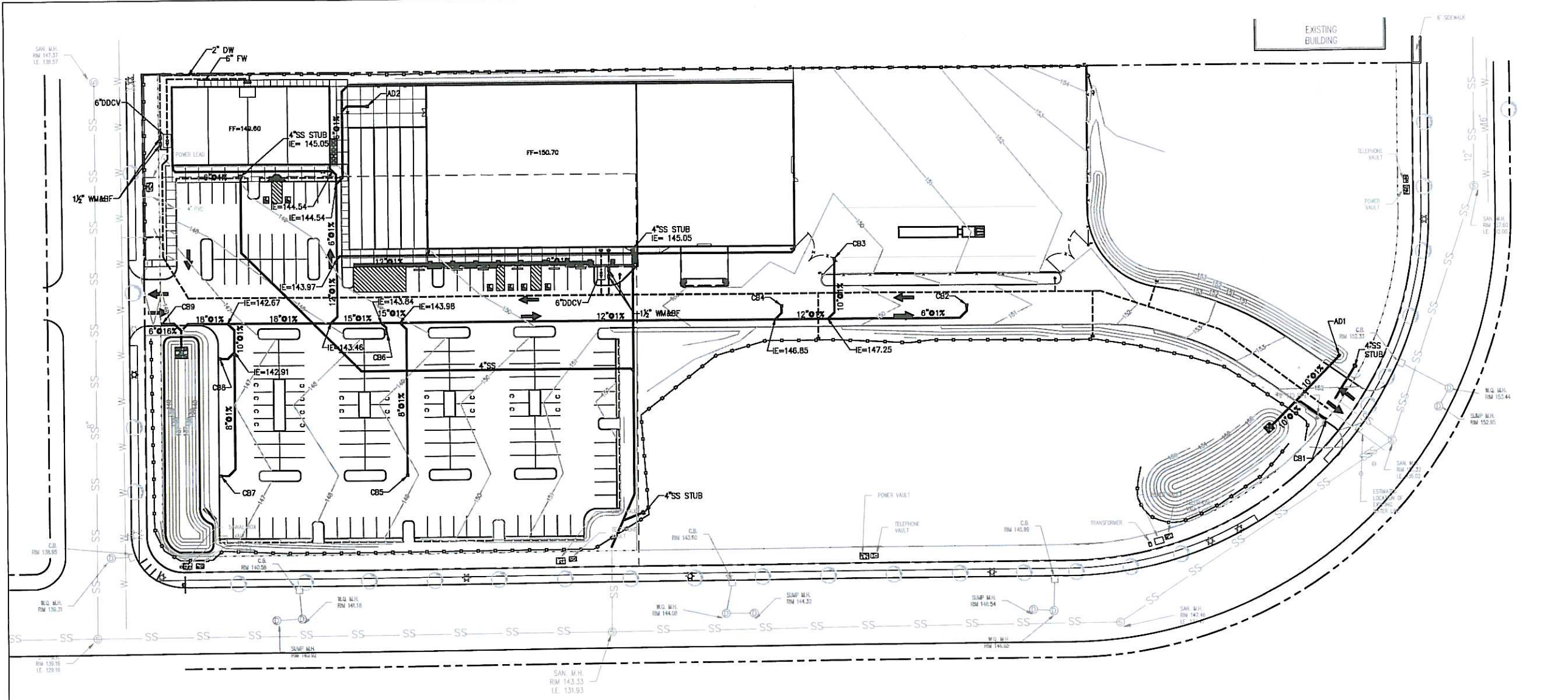
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SHEET

**C2.0**

JOB NUMBER:  
A07094.11



LEGEND	PROPOSED	EXISTING
SANITARY SEWER LINE	---	SS
STORM SEWER LINE	---	SD
FIRE WATER LINE	---	FW
DOMESTIC WATER LINE	---	W
TELEPHONE LINE	T	T
ELECTRIC LINE	E	E
NATURAL GAS LINE	G	G
CATCH BASIN RIM ELEVATION	CATCH BASIN RIM=100.00	
INVERT ELEVATION	IE=100.00	
EXISTING	(E)	
DOWN SPOUT	DS	
CLEAN OUT	CO	
FIRE HYDRANT	■	
CATCH BASIN	■	
WATER METER	■	
BACK FLOW PREVENTER	■	
WATER VALVE	○	

CATCH BASIN DATA	
CB1 RIM= 151.24 IE= 149.24	CB6 RIM= 148.30 IE= 145.30
CB2 RIM= 150.50 IE= 148.36	CB7 RIM= 146.22 IE= 143.93
CB3 RIM= 149.75 IE= 147.73	CB8 RIM= 147.45 IE= 144.22
CB4 RIM= 149.25 IE= 147.25	CB9 RIM= 148.90 IE= 144.90
CB5 RIM= 148.65 IE= 143.98	
AD1 RIM= 151.00 IE= 149.00	AD2 RIM= 149.50 IE= 147.50

**GENERAL NOTES**

- ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT EDITION OF THE UNIFORM PLUMBING CODE, INTERNATIONAL BUILDING CODE, AND THE UNIFORM FIRE CODE. WORK SHALL ALSO CONFORM TO THE STANDARDS OF THE JURISDICTION AND TO THE PROJECT SPECIFICATIONS.
- THE CONTRACTOR SHALL HAVE A FULL SET OF THE CURRENT APPROVED CONSTRUCTION DOCUMENTS INCLUDING ADDENDA ON THE PROJECT SITE AT ALL TIMES.
- THE CONTRACTOR SHALL COMPLY WITH ORS 757.541 TO 757.571 REQUIRING NOTIFICATION OF INTENDED EXCAVATION TO UTILITY PROVIDERS.
- THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF PRIVATE UTILITIES SUCH AS GAS, TELEPHONE, POWER, CABLE TELEVISION, ETC. CONFIRM VAULT LOCATIONS WITH ENGINEER.
- THE CONTRACTOR SHALL KEEP THE ENGINEER AND JURISDICTION INFORMED OF CONSTRUCTION PROGRESS TO FACILITATE SITE OBSERVATIONS AT REQUIRED INTERVALS. 24-HOUR NOTICE IS REQUIRED.
- THIS PLAN IS GENERALLY DIAGRAMMATIC. IT DOES NOT SHOW EVERY JOINT, BEND, FITTING, OR ACCESSORY REQUIRED FOR CONSTRUCTION.
- CLEAN OUTS SHALL BE INSTALLED IN CONFORMANCE WITH UPC CHAPTER SEVEN, SECTION 707 AND SECTION 719. NOT ALL REQUIRED CLEAN OUTS ARE SHOWN.
- EXISTING CONDITIONS BASED ON TOPOGRAPHIC BOUNDARY AND UTILITY SURVEY PREPARED BY ZTECH ENGINEERS DATED MARCH 28, 2007.
- THE CONTRACTOR SHALL VERIFY AND CONFIRM EXISTING CONDITIONS. NOTIFY ENGINEER OF VARIATIONS IN CONDITIONS SHOWN ON THE PLANS. POINTS OF CONNECTION TO EXISTING UTILITIES AND LOCATIONS WHERE NEW UTILITIES WILL CROSS EXISTING UTILITIES SHALL BE VERIFIED BY POT-HOLLING PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. IT IS THE CONTRACTORS RESPONSIBILITY TO SCHEDULE POT-HOLLING SUCH THAT IF CONFLICTS ARE ENCOUNTERED, SUFFICIENT TIME EXISTS TO PREPARE MODIFIED DESIGNS AND HAVE THE MODIFICATIONS APPROVED BY THE JURISDICTION WITHOUT IMPACTING THE PROJECT SCHEDULE.

**GENERAL NOTES(CONT.)**

- STORM DRAIN FITTINGS ARE TO BE ECCENTRIC.
- SITE RUNOFF HAS BEEN QUANTIFIED USING RATIONAL METHOD ANALYSIS. PIPE SIZING IS BASED ON MANNING'S FORMULA WITH N=0.013. IF THE CONTRACTOR DESIRES TO SUBSTITUTE MATERIAL WITH A DIFFERENT N-VALUE, REVISION OF CALCULATIONS WILL BE NECESSARY. THE CONTRACTOR MAY CONTACT THE ENGINEER FOR THE REVISIONS.
- PROVIDE DRAINAGE FROM WATER METER AND CHECK VALVE VAULTS AS REQUIRED BY THE JURISDICTION.
- DOMESTIC WATER LINES AND ACCESSORIES BETWEEN THE WATER METER AND THE BUILDING SHALL BE INSTALLED BY A LICENSED PLUMBER EMPLOYED BY A LICENSED PLUMBING CONTRACTOR.
- UTILITIES WITHIN FIVE FEET OF A BUILDING SHALL BE CONSTRUCTED OF MATERIALS APPROVED FOR INTERIOR USE AS DESCRIBED IN THE CURRENT EDITION OF THE UPC
- CHANGED IN DIRECTION OF DRAINAGE PIPING SHALL BE MADE BY THE APPROPRIATE USE OF APPROVED FITTINGS AND SHALL BE OF THE ANGLES PRESENTED BY ONE-SIXTEENTH BEND, ONE-EIGHTH BEND, ONE-SIXTH BEND OR OTHER APPROVED FITTINGS OF EQUIVALENT SWEEP.
- INLETS AND OUTLETS TO ON-SITE MANHOLES SHALL HAVE FLEXIBLE CONNECTION NO CLOSER THAN 12" AND NO FARTHER THAN 36" FROM THE MANHOLE.
- PROVIDE 4" PERFORATED FOUNDATION DRAIN WITH SILT PROTECTION SOCK. PROVIDE BACKFLOW DEVICES AT CONNECTION TO STORM SYSTEM
- CONTRACTOR TO LOCATE AND CONNECT TO EXISTING SANITARY SEWER THAT SERVES EXISTING BUILDING.

07/18/07-DESIGN REVIEW



T 503.585.0222  
 F 503.585.3131  
 280 State St.  
 Suite 200  
 Salem, OR 97301

**DEFFENBAUGH & ASSOCIATES, PC**  
 ARCHITECTURE & PLANNING

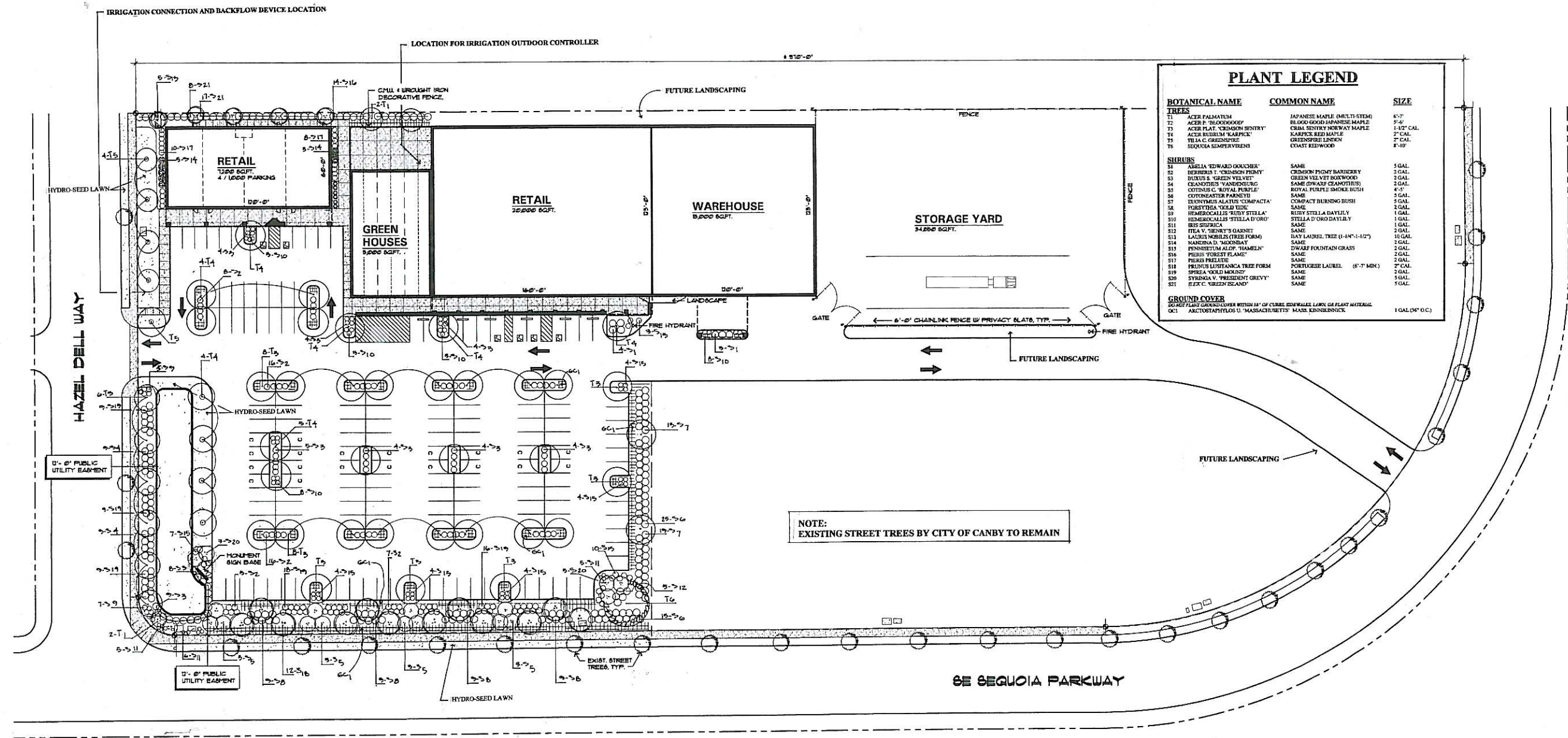
PRELIMINARY  
 NOT FOR CONSTRUCTION

A NEW SITE DEVELOPMENT FOR  
**WILCO FARM STORES**  
 CANBY, OR  
 S.E. HAZEL DELL WAY

DESIGN LRD  
 DRAWN THU/PLS/MP  
 JOB NO. 07116  
 DATE 08.10.07

**L1.1**

DESIGN: CEM  
 DRAWN: SAT  
 DATE: 7-16-2007



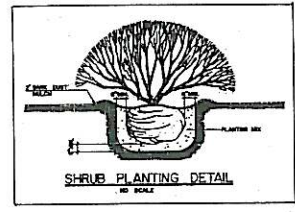
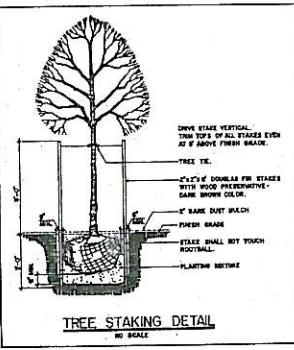
PLANT LEGEND		
BOTANICAL NAME	COMMON NAME	SIZE
<b>TREES</b>		
T1 ACER PALMATUM	JAPANESE MAPLE (MULTI-STEM)	6'-7'
T2 ACER P. 'BLOODGOOD'	BLOOD GOOD JAPANESE MAPLE	5'-6'
T3 ACER PLAT. 'CRIMSON SENTINEL'	CRIM. SENTINEL NORWAY MAPLE	12" CAL.
T4 ACER RUBRUM 'KARPECK'	KARPECK RED MAPLE	2" CAL.
T5 TILIA C. GREENSUFRE	GREENSUFRE LINDEN	2" CAL.
T6 SORBUS SORBEA	COAST REDWOOD	8'-10'
<b>SHRUBS</b>		
S1 ARBUTUS 'EDWARD GOUCHER'	SAME	5 GAL.
S2 BERBERIS T. 'CRIMSON PRIMO'	CRIMSON PRIMO BARBERRY	2 GAL.
S3 BUXUS S. 'GREEN VELVET'	GREEN VELVET BOXWOOD	2 GAL.
S4 Ceanothus 'VANDENBURG'	SAME DWARF CEANOTHUS	2 GAL.
S5 COTONNE C. 'ROYAL PURPLE'	ROYAL PURPLE SMOKE BUSH	4" J
S6 COTYNEASTER PARSIFEL	SAME	2 GAL.
S7 EUPHYMIS ALATUS 'COMPACTA'	COMPACT BURNING BUSH	5 GAL.
S8 FORTYSEA 'SOLDY TINE'	SAME	2 GAL.
S9 HEMEROCALLIS 'RUBY STELLA'	RUBY STELLA DAYLILY	1 GAL.
S10 HEMEROCALLIS 'STELLA D'ORO'	STELLA D'ORO DAYLILY	1 GAL.
S11 IRES GIBBERNA	SAME	1 GAL.
S12 ILEX V. 'HENRY'S GARNET'	SAME	2 GAL.
S13 LARIX NOBILIS (TREE FORM)	DAVE LAUREL TREE (1-1/4" x 1-1/2")	10 GAL.
S14 NANNARIA D. 'MCKONNAY'	SAME	2 GAL.
S15 PENNISTEMUM ALPIS 'HAMELEN'	SAME	2 GAL.
S16 PIRIS 'FOREST FLAME'	SAME	2 GAL.
S17 PIRIS PRAECOX	SAME	2 GAL.
S18 PRUNUS LUSTRANICA TREE FORM	PORTULCAUSE LAUREL (6-7" MIN.)	2 GAL.
S19 SPREA 'OLD MOUNTAIN'	SAME	2 GAL.
S20 SYRINGA V. 'PRESIDENT GREY'	SAME	5 GAL.
S21 ILEX C. 'GREEN ISLAND'	SAME	5 GAL.
<b>GROUND COVER</b>		
GC1 SELECT PLANT GROUNDCOVER WITHIN 18" OF CURBS, SIDEWALKS, LAWN, OR PLANT MATERIAL		1 GAL (96" O.C.)
GC2 ARCTOSTAPHYLOS U. 'MASSACHUSETTS' MASS. KINKERBRICK		

NOTE:  
 EXISTING STREET TREES BY CITY OF CANBY TO REMAIN

NOTE:  
 HYDRO-SEEDED LAWN TO BE I.B. SIGNATURE BLEND OR APPROVED EQUAL.



**Charles Mangum & Associates**  
 Landscape Architecture  
 5144 36th Av. S.E. Salem, Oregon 97301 (503) 364-1240



- LANDSCAPE NOTES**
- PLANT QUANTITIES SHOWN ARE FOR CONTRACTOR'S CONFORMANCE.
  - SOIL AMENDMENTS SHALL BE APPLIED TO ALL LAWN AREAS AT FOLLOWING RATES: 1/2 LB. / 1,000 SQ. FT. 16-16-16 FERTILIZER AT A RATE OF 12 LBS. / 1,000 SQ. FT.
  - OTHER TRAFFIC SHALL NOT TRAMP ANY FERTILIZER OR SOIL INTO ADJACENT DRIVEWAYS OR DRIVEWAYS.
  - MATERIALS OR ANY OTHER STOCK MATERIALS BY LANDSCAPE ARCHITECT.
  - LANDSCAPE CONTRACTOR SHALL NOTIFY, FURNISH, AND PLACE ON SITE ALL LANDSCAPE AREAS.
  - NO SUBSTITUTIONS SHALL BE MADE WITHOUT THE WRITTEN CONSENT OF OWNER OR LANDSCAPE ARCHITECT.
  - VERIFICATION OF UNDEVELOPED UTILITIES IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.
  - THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMEDIATION OF ANY DAMAGE CAUSED BY HIS WORK.
  - THE OWNER OR LANDSCAPE ARCHITECT SHALL HAVE THE RIGHT TO REQUEST ANY WORK OR MATERIALS AT ANY STAGE OF THE OPERATION THAT IN HIS OPINION DO NOT MEET THE REQUIREMENTS OF THESE PLANS AND SPECIFICATIONS.
  - ALL PLANT MATERIAL SHALL BE TOP DRESSED WITH 1" OF BARE MOIST.
  - ALL PLANT MATERIAL SHALL BE CONTAINER GROWN OR BALLED AND BURLAPPED. BARE ROOT STOCK IS NOT ACCEPTABLE.
  - ALL TREES, SHRUBS AND GROUND COVER SHALL BE GUARANTEED FOR A PERIOD OF 12 MONTHS BEGINNING ON THE DATE OF ACCEPTANCE OF PROJECT. ANY SICK OR DEAD PLANTS SHALL BE REPLACED IMMEDIATELY.
  - ALL GRASS, SOIL AMENDMENTS AND FERTILIZERS SHALL BE VERIFIED BY THE LANDSCAPE CONTRACTOR BEFORE CONSTRUCTION BEGINS. ANY UNACCEPTABLES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT OR OWNER.
  - EVERY POSSIBLE SAFEGUARD SHALL BE TAKEN TO PROTECT BUILDING SURFACES, PAVING, IMPROVEMENT, AND FURNISHINGS. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OR INJURY TO PEDESTAL OR PROPERTY THAT MAY OCCUR AS A RESULT OF HIS NEGLIGENCE IN THE EXECUTION OF HIS WORK.
  - THE LANDSCAPE CONTRACTOR SHALL PROVIDE AND PLACE 1" OF APPROVED COMPOST ALL LANDSCAPE AREAS, AND SHALL REVEAL THE COMPOST INTO THE TOP 4" CHANGING DIRECTIONS UNTIL WELL MIXED.
  - THE LANDSCAPE CONTRACTOR SHALL APPLY AN APPROVED PRE-EMERGENT HERBICIDE FOLLOWING MANUFACTURER'S RECOMMENDED APPLICATION RATES AND PROCEDURES FOLLOWING COMPLETION OF PLANTING AND BARE MOIST.
  - THE LANDSCAPE CONTRACTOR SHALL COORDINATE HIS WORK WITH ALL OTHER RELATED TRADES SUCH AS ELECTRICAL, MECHANICAL, PLUMBING, AND PAVING.
  - THE LANDSCAPE CONTRACTOR SHALL INSURE PROTECTIVE DRAPES IN ALL PLANT BEDS AND LAWN AREAS.
  - FERTILIZER SHALL BE APPLIED TO ALL LANDSCAPE AREAS. APPLYING FERTILIZER TARGETS: 1.000 EACH 1/2 LB. PER EACH TREE SHALL BE EVENLY SPACED AROUND THE ROOTBALL. BROADCAST GRANULAR FERTILIZER AT A RATE OF 12 LBS. / 1,000 SQ. FT. OVER ALL GROUND COVER AREAS.

**RETENTION AREA SEED MIX**  
 The retention area shall be hydro-seeded with the following grass seed mix at a rate of 80 pounds per acre. Follow soil preparation specifications prior to any seeding. Temporary irrigation system shall be installed and operational prior to any seeding. Percentages are by weight.

Mix #1  
 75-80% Tall or Meadow Fescue  
 10-15% Seaside Creeping Bent or Colonial Bentgrass  
 5-10% Redtop

**TOPSOIL NOTE:**

- Prior to placing topsoil, verify that sub-grade is of the proper depth to allow placement of topsoil and compost to meet finished grade.
- Provide and place 12" of imported topsoil in all planting areas.
- Imported topsoil shall be from supplier approved by Landscape Architect prior to bringing to site. It shall be free of noxious weeds, rocks, stones over 1", and any other extraneous materials harmful to plant growth. Topsoil shall be well drained sand/silt/loam mix with less than 10% clay particles by volume. On site soil is not considered topsoil and shall be used as sub-grade material only.

**NOTE:**  
 Landscape contractor shall call for meeting on site with Landscape Architect after irrigation installation is complete to test system and operation. This shall be prior to any landscape work. A final inspection of landscape and irrigation system shall be completed with Landscape Architect prior to final billing.

**NOTE:**  
 CHARLES MANGUM AND ASSOCIATES WILL DESIGN A FULLY AUTOMATED IRRIGATION SYSTEM FOR THIS PROJECT BASED ON CITY ACCEPTANCE OF LANDSCAPE PLAN.

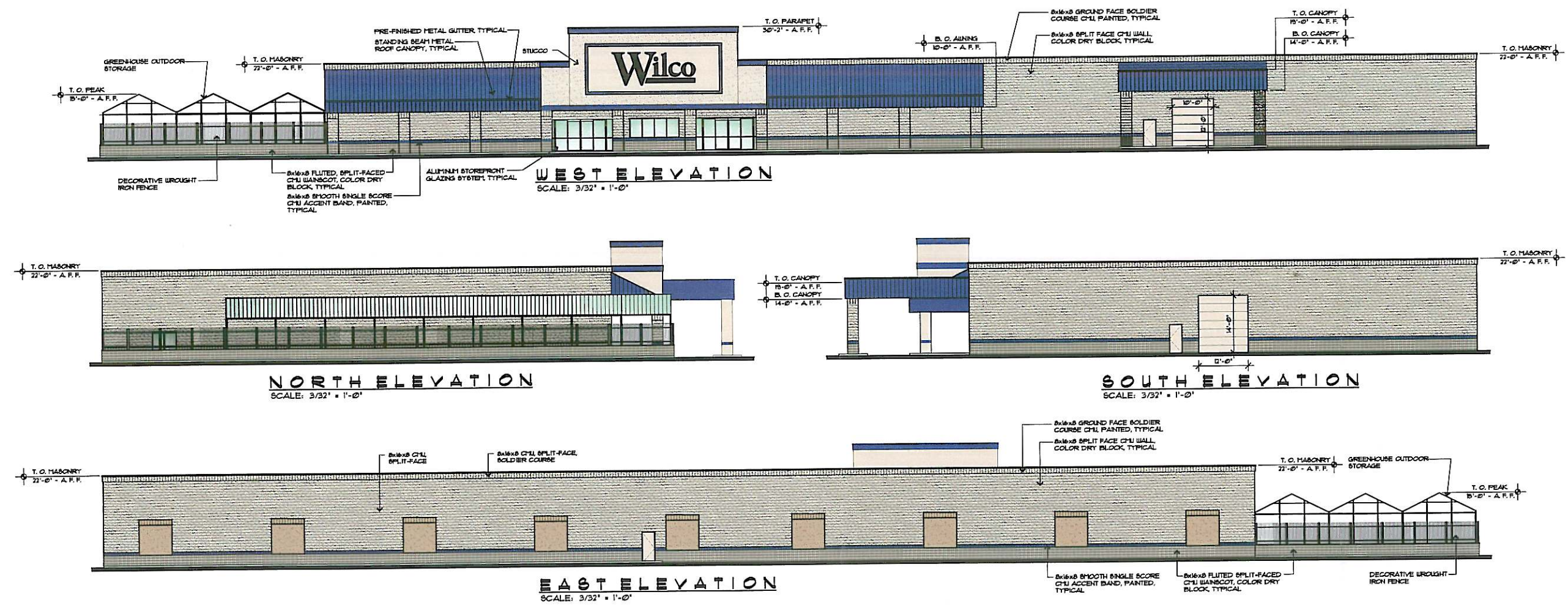


PRELIMINARY  
 NOT FOR CONSTRUCTION

A NEW SITE DEVELOPMENT FOR  
**WILCO FARM STORES**  
 CANBY, OR  
 S.E. HAZEL DELL WAY

DESIGN	LRD
DRAWN	TH/PL/EMP
JOB NO.	07118
DATE	07.23.07

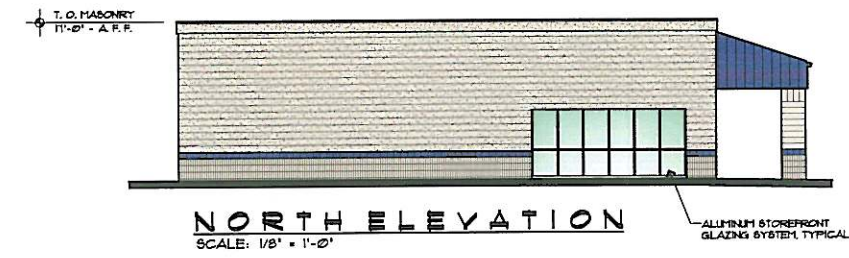
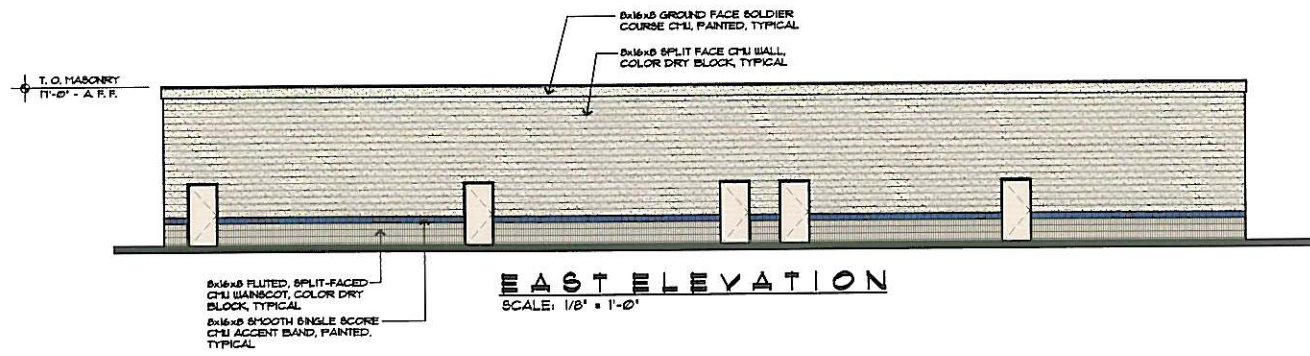
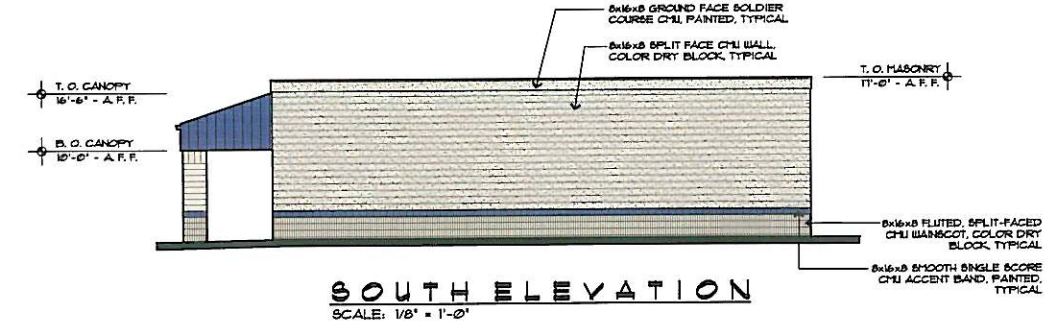
**A2**



**EXTERIOR BUILDING COLORS**

- SPLIT FACE CMU WALL, WAINCOT, 4 SOLDIER COURSE, AND STUCCO
- SINGLE SCORED SMOOTH CMU ACCENT BAND
- BACK WALL CMU 'WINDOW' ACCENTS
- STANDING SEAM METAL ROOF CANOPY AND PARAPET METAL CAP FLASHING
- ALUMINUM STOREFRONT FRAME
- DECORATIVE WROUGHT IRON FENCE

**PRELIMINARY**  
 NOT TO BE USED FOR CONSTRUCTION  
 07.23.07



**EXTERIOR BUILDING COLORS**

- SPLIT FACE CMU WALL, WAINCOT, AND SOLDIER COURSE
- SINGLE SCORED SMOOTH CMU ACCENT BAND
- STANDING SEAM METAL ROOF CANOPY AND PARAPET METAL CAP FLASHING
- ALUMINUM STOREFRONT FRAME

T 503.585.0222  
F 503.585.3131  
288 State St.  
Portland Center  
Suite 840  
Salem, OR 97301

**DEFFENBAUGH & ASSOCIATES, PC**  
ARCHITECTURE & PLANNING

PRELIMINARY  
NOT FOR CONSTRUCTION

A NEW SITE DEVELOPMENT FOR  
**WILCO FARM STORES**  
CANBY, OR  
S.E. HAZEL DELL WAY

DESIGN LRD  
DRAWN THJ/PLS/MP  
JOB NO. 07123  
DATE 07.23.07

**PRELIMINARY**  
NOT TO BE USED FOR CONSTRUCTION  
7/11/07

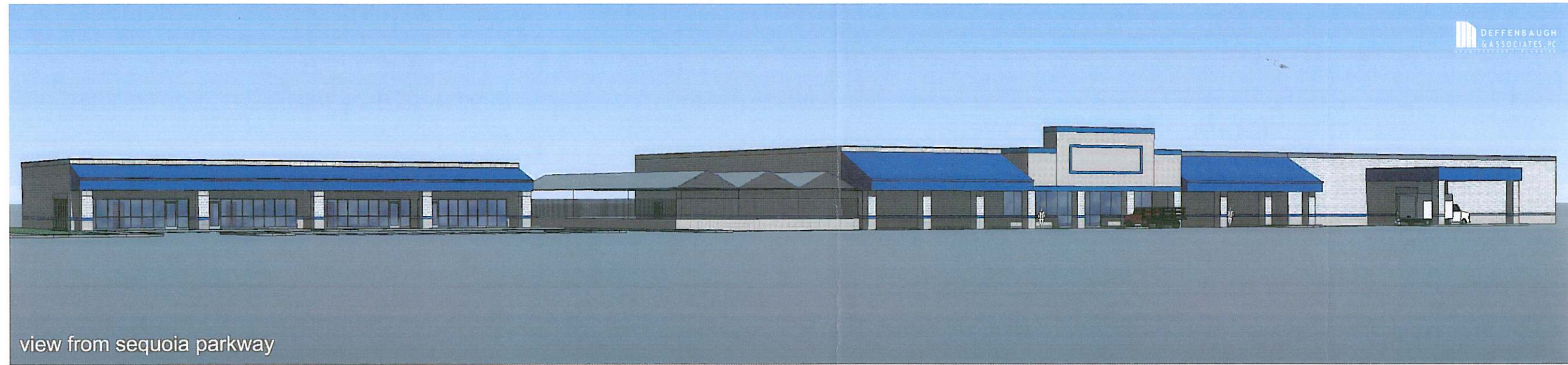
**A3**



view south from parking lot



view from hazel dell way



view from sequoia parkway



view from entrance driveway



view from parking lot



view from north parking lot

**SCHEMATIC PHASE  
PERSPECTIVE DRAWINGS**

**PRELIMINARY**  
NOT TO BE USED FOR CONSTRUCTION  
07.23.07

T 503.585.0222  
F 503.585.3131  
388 State St.  
Capital Center  
Suite 840  
Salem, OR 97301

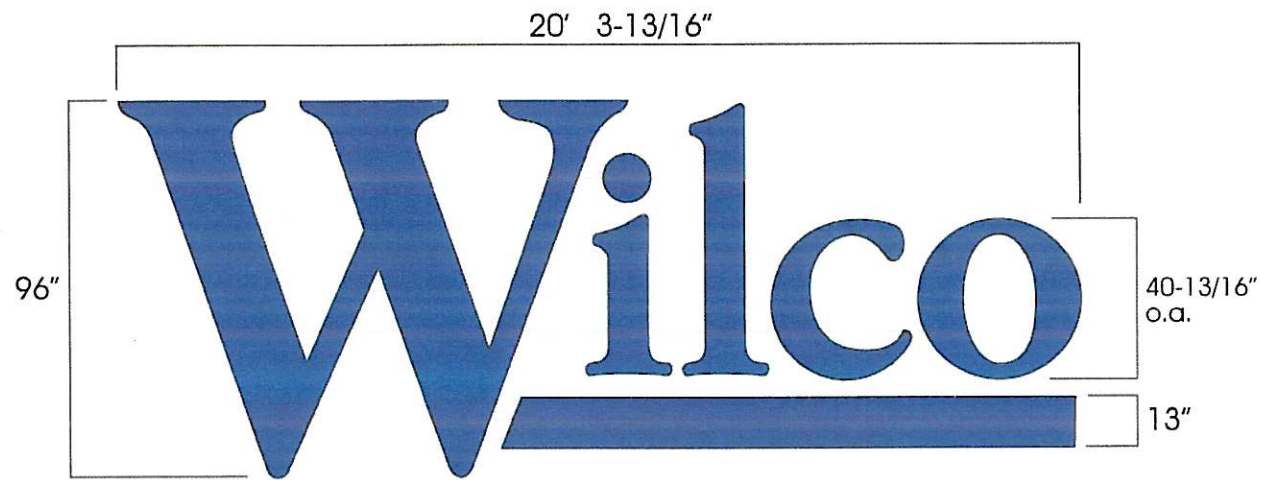
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& ASSOCIATES, PC**  
ARCHITECTURE & PLANNING

PRELIMINARY  
NOT FOR  
CONSTRUCTION

A NEW SITE DEVELOPMENT FOR  
**WILCO FARM STORES**  
S.E. HAZEL DELL WAY  
CANBY, OR

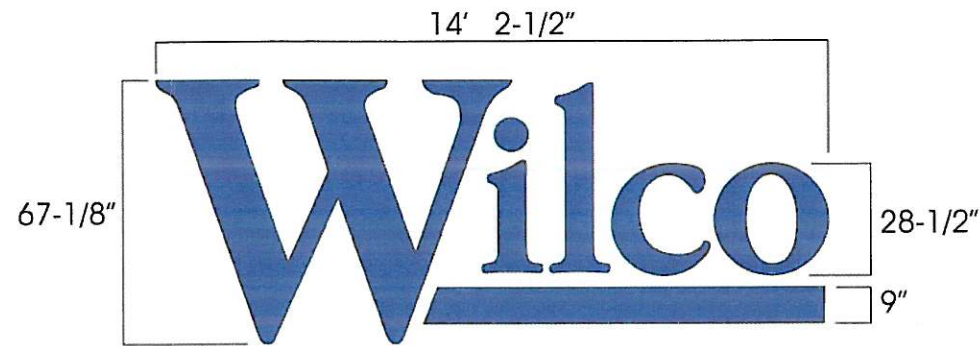
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DATE 07.23.07

**A4**



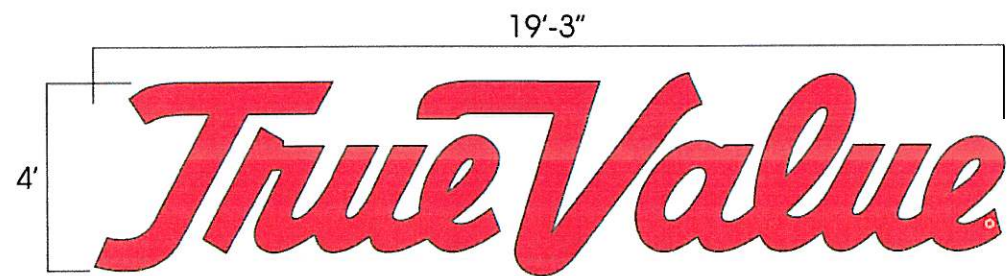
**SINGLE FACE ILLUMINATED DISPLAY - WEST ELEVATION**

- 1 **LETTERS:** .040" ALUMINUM RETURNS PAINTED SATIN BLACK
- 2 **FACES:** WHITE ACRYLIC FACES WITH SCOTCHCAL #230-157 COBALT BLUE VINYL
- 3 **FACE:** PAINTED PMS 295c "PENGUIN BLUE" AND PMS 1675c "RUST"
- 4 **TRIMCAP:** 1" BLACK JEWELITE TRIMCAP
- 5 **ILLUMINATION:** INTERNALLY ILLUMINATED WITH 6500 DESIGNER WHITE NEON



**SINGLE FACE ILLUMINATED DISPLAY - SOUTH ELEVATION**

- 1 **LETTERS:** .040" ALUMINUM RETURNS PAINTED SATIN BLACK
- 2 **FACES:** WHITE ACRYLIC FACES WITH SCOTCHCAL #230-157 COBALT BLUE VINYL
- 3 **FACE:** PAINTED PMS 295c "PENGUIN BLUE" AND PMS 1675c "RUST"
- 4 **TRIMCAP:** 1" BLACK JEWELITE TRIMCAP
- 5 **ILLUMINATION:** INTERNALLY ILLUMINATED WITH 6500 DESIGNER WHITE NEON



**SINGLE FACE ILLUMINATED DISPLAY**

- 1 **ILLUMINATED CHANNEL LETTERS:** INSTALL SHIPPED IN LETTERS



**SINGLE FACE NON-ILLUMINATED DISPLAY**

- 1 **LETTERS:** FLAT CUT OUT .125" ALUMINUM LETTERS
  - PAINT TO MATCH PMS 288c COBALT BLUE
  - FLUSH MOUNT ABOVE GARAGE DOOR ON WEST ELEVATION



Proposed West Elevation



Proposed South Elevation



WWW.VANSIGNCO.COM 360.693.4773  
6615 HIGHWAY 99, VANCOUVER, WA 98665

**AFFILIATIONS:**



**CLIENT:**



**JOB INFO**

DESIGN: 07-462	SCALE: 1/4" = 1'
FILE: WILCOCANBY1.AI - WILCO.PLT	LOCATION: CANBY
DATE: 7.20.07	DESIGNER: HONEYWELL
SALES: GREG STUART	SHOP ORDER:

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**APPROVALS:**

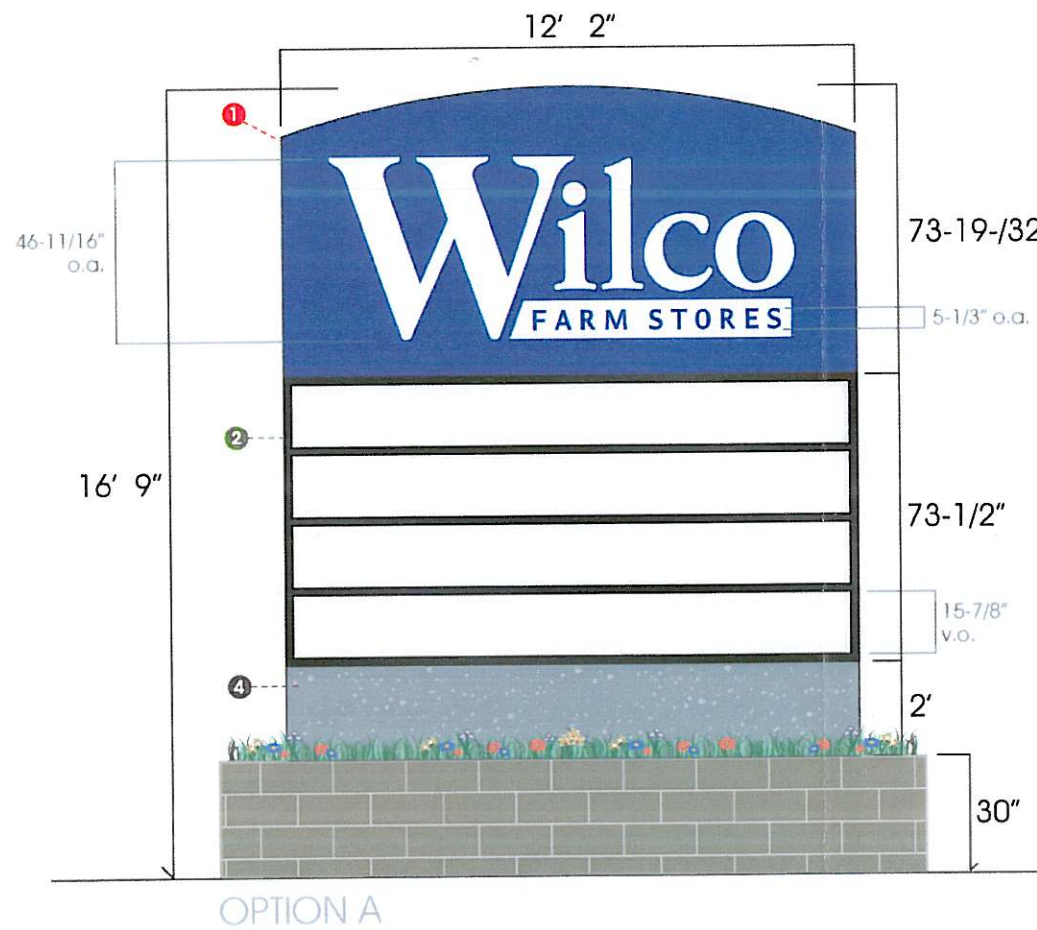
CUSTOMER:
LANDLORD
SALES
LYNN

**REVISIONS**

NO.	DESCRIPTION	DATE

**DOUBLE FACE ILLUMINATED DISPLAY**

- 1 **CABINET 1:** FLAT STOCK CABINET WITH SIGN COMP BLEED FACE RETAINER  
- WHITE FLEX FACE - SCOTCHCAL #230-157 COBALT BLUE VINYL GRAPHICS
- 2 **CABINET 2:** FLATSTOCK CABINET WITH 2" RETAINERS AND DIVIDER BARS PAINTED SATIN BLACK  
- WHITE LEXAN FACES
- 3 **ILLUMINATION:** INTERNALLY ILLUMINATED USING FLUORESCENT LAMPING
- 4 **POLE COVER:** STEEL PIPE WITH POLE COVERS PAINTED COOL GREY 6c WITH HEAVY TEXT COAT



**Vancouver Sign Group**

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6615 HIGHWAY 99, VANCOUVER, WA 98665

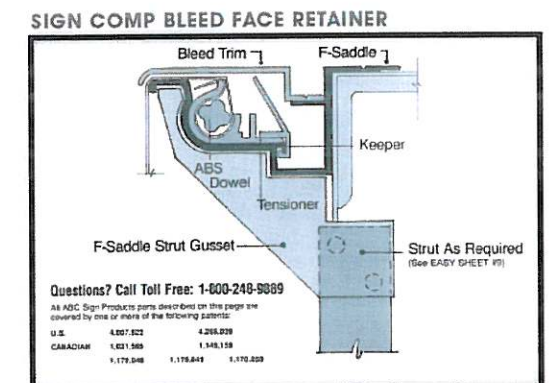
**AFFILIATIONS:**



**CLIENT:**



**EXTRUSION DETAIL:**



**JOB INFO**

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<b>FILE:</b> WILCOCANBY2.AI - WILCO.PLT	<b>LOCATION:</b> CANBY
<b>DATE:</b> 7.20.07	<b>DESIGNER:</b> HONEYWELL
<b>SALES:</b> GREG STUART	<b>SHOP ORDER:</b>

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**APPROVALS:**

<b>CUSTOMER:</b>
<b>LANDLORD</b>
<b>SALES</b>
<b>LYNN</b>

**REVISIONS**

NO.	DESCRIPTION	DATE
1	REVISE HEIGHT OF POLE COVER - OPT 1 - DELETE OPTION B	7.27.07



October 1, 2007

Matilda Deas  
City of Canby Planning  
170 NW 2<sup>nd</sup> Avenue  
Canby, OR 97013

*RE: Wilco Development - Traffic Report/Traffic Signal Warrant Analysis*

Dear Matilda:

We have reviewed the proposed Wilco Farm Store development at Hazel Dell Avenue and Sequoia Parkway.

There is an existing Wilco Farm Store on S Ivy Street near SW 8<sup>th</sup> Avenue. The store is proposed to be relocated to the southeast quadrant of the Hazel Dell Avenue/Sequoia Parkway intersection. There will be further development on the site (a 7,200-square-foot lease building), although the use of the lease building is unknown at this time.

Only the northern portion of the site is proposed for development at this time. Future development could occur on the southern portion.

Sequoia Parkway is a five-lane facility in the vicinity of the site, narrowing to three lanes south of Hazel Dell Avenue. The roadway is under the jurisdiction of the City of Canby and is classified as a *Collector*. The posted speed is 35 mph and the road is about 50 feet wide, widening to about 80 feet near Highway 99E. There are curbs, gutters, sidewalks, and bike lanes on both sides of the road near the site.

Hazel Dell Avenue is under the jurisdiction of the City of Canby, which classifies the roadway as a *Collector*. The road is three lanes wide and has a pavement width of about 48 feet. The posted speed is 25 mph. There are curbs and gutters on both sides of the road. There are sidewalks, but only in areas that have been developed. There is sufficient width for bike lanes, which will eventually be added to the roadway.

The intersection of Hazel Dell Avenue and Sequoia Parkway is a four-legged intersection with the Canby Marketplace driveway as the fourth leg of the intersection.





Matilda Deas  
October 1, 2007  
Page 2 of 6

tion is controlled by STOP signs on Hazel Dell Avenue and the shopping center driveway. There are left-turn lanes on all approaches and right turns are shared with through traffic lanes on all approaches, except for the southbound approach. There is a channelized right-turn lane at the southbound approach.

A recent traffic report for the intersection of SE 1<sup>st</sup> Avenue and Sequoia Parkway also examined the intersection of Hazel Dell Avenue and Sequoia Parkway. The intersection was investigated for existing conditions and full build out of the industrial area. The results of that analysis showed that the Hazel Dell Avenue/Sequoia Parkway intersection was currently operating at level of service C during the evening peak hour, but with full development of the industrial area surrounding the site, would degrade to level of service F.

The previous analysis also showed that the traffic signal warrants would be met for the Hazel Dell Avenue/Sequoia Parkway intersection with full build out of the industrial area. A traffic signal would mitigate the level of service F that is forecast after build out. It was not determined in the previous report when the traffic signal warrants would be met. Therefore, the signal warrants were examined as part of this traffic analysis to determine if the warrants were met as a result of the proposed Wilco development.

### *Trip Generation*

To determine the number of trips that would be generated by the proposed development, trip rates from *TRIP GENERATION*, Seventh Edition, were used. There are no trip rates for the specific type of store that is representative of a Wilco store. Trip rates for land-use code 812, *Building Materials and Lumber Store*, were used as the closest approximation.

The proposed Wilco store is a retail use; therefore, it will generate pass-by trips. Pass-by trips are trips that leave an adjacent roadway to patronize a land use and then continue in their original direction of travel. Stopping by a store on the way home from work is an example of a pass-by trip. Although there are no pass-by percentages given in the ITE *TRIP GENERATION HANDBOOK* for land-use code 812, there is a pass-by rate given for land-use code 816, *Hardware/Paint Store*. The pass-by rate for a hardware store is 26-percent and this was the rate used to calculate the number of pass-by trips for the proposed Wilco store.





Matilda Deas  
October 1, 2007  
Page 4 of 6

lished in 2004 by the American Association of State Highway and Transportation Officials (AASHTO), sight distance was measured from a point 15 feet from the edge of the traveled way from a driver's eye height of 3.5 feet to an oncoming driver's eye height of 3.5 feet.

The posted speed on Hazel Dell Avenue is 25 mph, which requires a minimum of 280 feet of sight distance in either direction. Sight distance was measured at the proposed site access on Hazel Dell Avenue and was found to be about 245 feet to the northwest, about 200 feet to the southwest and in excess of 300 feet to the east. Currently, the Hazel Dell Avenue intersection is stop-controlled on the Fred Meyer and Hazel Dell Avenue approaches. Vehicles approaching the site from this direction will either be traveling around a turn or starting from a stop. In either case, the vehicles will be traveling less than the posted speed at the limits of the sight distance.

When the Hazel Dell Avenue/Sequoia Parkway intersection becomes signalized, it will be possible for the vehicles traveling from Canby Marketplace to travel through the intersection on a green signal indication and therefore at speed. Sight distance from this direction was found to be in excess of 300 feet.

Therefore, sight distance is adequate for the actual travel speeds at the proposed driveway location on Hazel Dell Avenue.

The posted speed on Sequoia Parkway is 35 mph, which requires a minimum sight distance of 390 feet. The proposed access location is at the approximate midpoint of the curve on Sequoia Parkway. To meet the AASHTO 390-foot minimum sight distance would require all potential obstructions on the site to be removed within 35 feet (at its widest point) of Sequoia Parkway along the length of the curve. Figure 9 in the appendix shows the area that would need to be clear of obstructions. These potential obstructions include landscaping and parked vehicles. The site plan shows this area as part of the stormwater facilities. Provided there is no vegetation within the stormwater area that grows higher than three feet, sight distance could be achieved at the proposed access location. If there will be taller vegetation within the stormwater facilities, sight distance will become restricted by the vegetation.

If the vegetation within the stormwater area cannot be limited to less than three feet high, the site access should be relocated. If the site access is moved to a location opposite the existing Fred Meyer truck driveway, approximately 270 feet south of Hazel Dell Avenue, sight distance can be achieved without the need to remove or relocate parking or landscaping. Sight



Matilda Deas  
October 1, 2007  
Page 3 of 6

The trip generation for the lease building was calculated from the trip rates for land-use code 110, *Light Industrial*. The trip rates are based on the square footage and were calculated for a 7,200-square-foot building.

The results of the trip generation showed that the site would generate 64 new trips during the morning peak hour. Of these trips, 55 would be entering the site and 19 would be exiting the site. During the evening peak hour, there are 124 new trips expected, with 55 entering and 69 exiting the site. A total of 1,220 new weekday trips are estimated, with half entering and half exiting.

Wilco Store											
Proposed Use LAND USE	SIZE	VAR	AM PEAK HOUR			PM PEAK HOUR			WEEKDAY		
			In	Out	Total	In	Out	Total	In	Out	Total
Bldg Materials	35.0 ksf		61	30	91	74	83	157	790	790	1,580
Pass-By Trips at 26%			(12)	(12)	(24)	(20)	(20)	(40)	(205)	(205)	(410)
Lt. Industrial	7.2 ksf		6	1	7	1	6	7	25	25	50
TOTAL			55	19	74	55	69	124	610	610	1,220

### *Traffic Signal Warrants*

The traffic signal warrants were examined for traffic conditions after the development of the proposed Wilco Farm Store. Both conditions of the *Eight-Hour Vehicular Volume* warrant, from the *2000 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES*, published by the U.S. Department of Transportation, were examined for the eighth highest hour. The eighth highest hour was estimated from the evening peak hour traffic volumes based on the assumption that the average daily volume is ten times the evening peak hour and the eighth highest hour is 5.65-percent of the average daily volume. The warrants were evaluated for background plus site trips conditions.

The warrants were not met for a traffic signal at the intersection of Hazel Dell Avenue and Sequoia Parkway. A traffic signal is not required as a result of this development.

### *Sight Distance*

Sight distance was examined at the proposed site access driveways. In accordance with guidelines in *A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS*, pub-



Matilda Deas  
October 1, 2007  
Page 5 of 6

distance at this location was measured to be in excess of 500 feet to the north and about 495 feet to the south. Sight distance is adequate at this access location.

### *Access Management*

Because Sequoia Parkway has been designed to carry high volumes of traffic, particularly truck traffic, access management principles should be employed to preserve the operation of the roadway. Access management principles limit the location and number of access points onto major facilities.

The site plan shows a single access point onto Sequoia Parkway, approximately at the midpoint of the curve in the road. This location does not meet the City's access spacing requirements. There is no location along the site frontage that would meet the City's access spacing standards.

Only a portion of the site is proposed for the Wilco store. The southern parcel will likely be developed in the future. To preserve the operation of Sequoia Parkway as much as possible, access to the future development on the southern parcel should be restricted to one driveway or shared with the proposed site access.

### *Queue Analysis*

Excessive queuing can cause safety and operational issues. Queue length is generally measured by 95<sup>th</sup>-percentile queues, which calculates how far a queue will reach 95-percent of the time. The 95<sup>th</sup>-percentile queue is exceeded less than five percent of the time. Queues longer than the 95<sup>th</sup>-percentile queue do not occur with enough regularity to cause significant operational issues.

The westbound queues at the Hazel Dell Avenue/Sequoia Parkway intersection were calculated to determine if the queues would block the operation of the proposed site driveway. The Gard method, published in the November 2001 ITE Journal, was used to calculate the eastbound queue length. The Gard method calculates the maximum queue length rather than the 95<sup>th</sup>-percentile queue length.

The results of the Gard method showed that the westbound queues would extend for two vehicles or 50 feet. The proposed site access will be located approximately 160 feet from



Matilda Deas  
October 1, 2007  
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the intersection. Therefore, the westbound queues will not block the operation of the site driveway.

*Conclusions and Recommendations*

In summary, the intersection of Hazel Dell Avenue and Sequoia Parkway was identified as operating at level of service F with build out of the industrial area. The traffic signal that was previously identified as a potential mitigation will not be warranted with the proposed Wilco development in place. Therefore, a traffic signal is not recommended at the intersection at this time.

The proposed access location on Sequoia Parkway would meet the minimum sight distance standards only if there were no obstructions within the sight distance triangle along the curve. If the vegetation within the stormwater facilities can be limited to a height of three feet or less, sight distance will be available at the proposed access location. If the vegetation within the stormwater area cannot be restricted in height, site access should be relocated to align with the Fred Meyer truck access, approximately 270 feet south of Hazel Dell Avenue. This access location would need to serve both tax lots: the subject property and the adjacent parcel to the south.

In order to preserve the operation of the roadway, future development on the parcel to the south should be limited to one driveway or shared with the proposed site access.

Yours truly,

Catriona Sumrain, TOPS  
Transportation Analyst

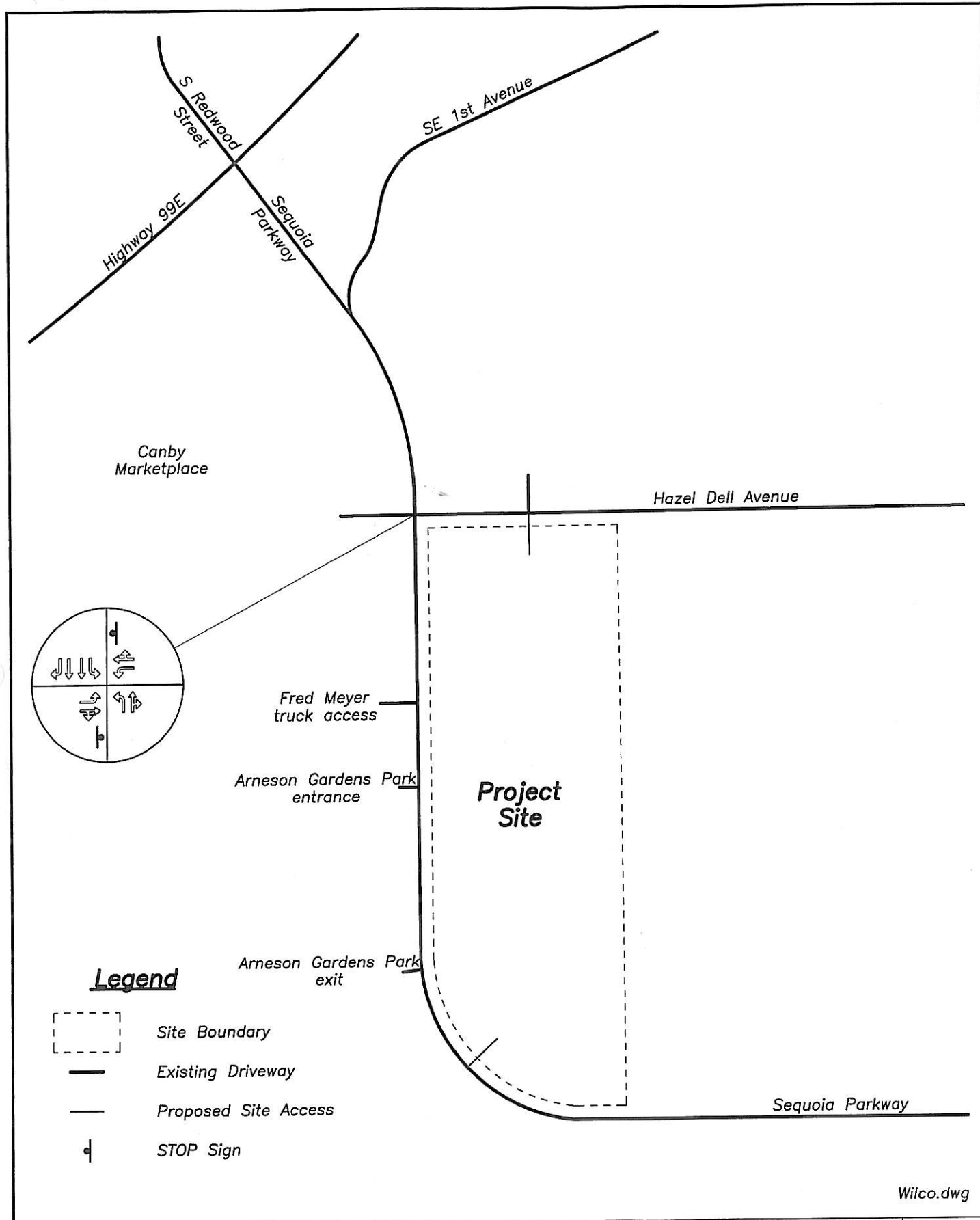
attachment: Technical Appendix



12-08



*TECHNICAL APPENDIX*



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VICINITY MAP  
Existing Lane Configurations  
& Traffic Control Devices

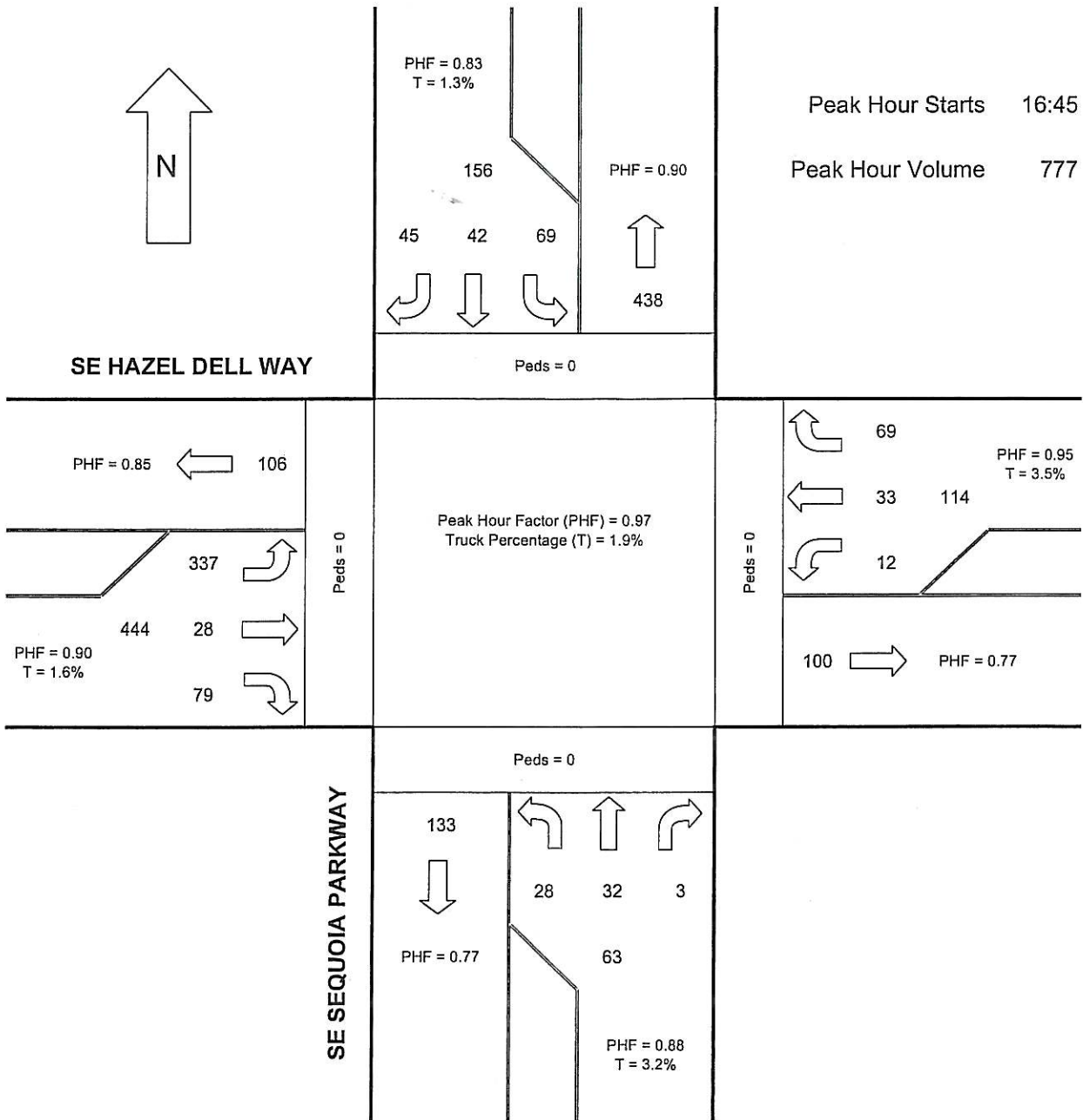


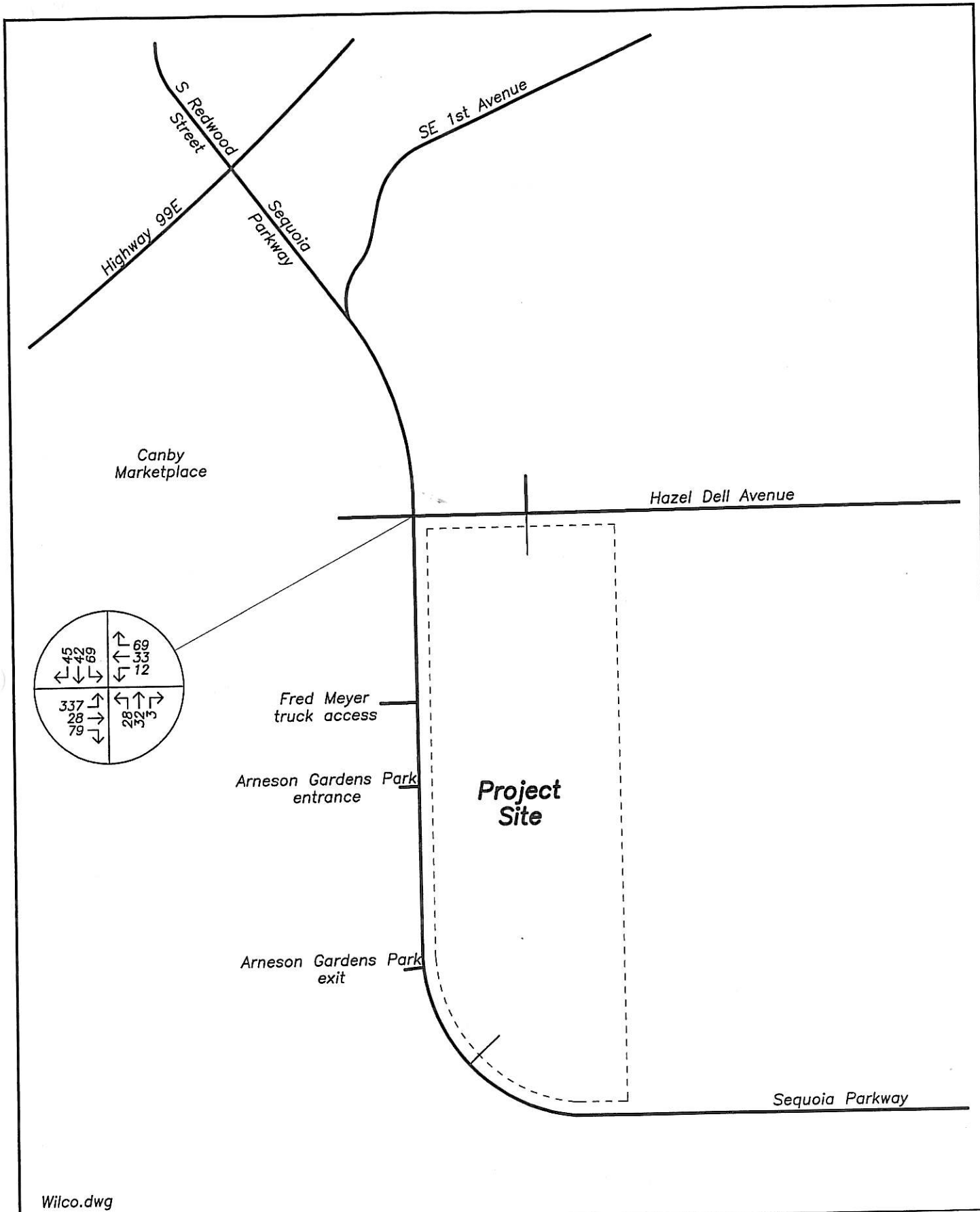
FIGURE  
1  
APPENDIX



## Intersection Turning Movement Peak Hour Diagram

**Location** SE HAZEL DELL WAY AT SE SEQUOIA PARKWAY  
**Date** 8/22/2007  
**Day of Week** Wednesday  
**Time Begin** 16:00  
**Reviewed By:** DE





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**TRAFFIC VOLUMES**  
Existing Conditions  
PM Peak Hour



**FIGURE**  
**2**

**APPENDIX**





## TRIP GENERATION CALCULATIONS

*Land Use:* Building Materials and Lumber Store  
*Land Use Code:* 812  
*Variable:* 1000 Sq Ft Gross Floor Area  
*Variable Value:* 35

### AM PEAK HOUR

*Trip Rate:* 2.60

	Enter	Exit	Total
Directional Distribution	67%	33%	
Trip Ends	61	30	91

### PM PEAK HOUR

*Trip Rate:* 4.49

	Enter	Exit	Total
Directional Distribution	47%	53%	
Trip Ends	74	83	157

### WEEKDAY

*Trip Rate:* 45.16

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	790	790	1580

### SATURDAY

*Trip Rate:* 51.6

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	903	903	1806



## TRIP GENERATION CALCULATIONS

*Land Use:* General Light Industrial  
*Land Use Code:* 110  
*Variable:* 1,000 Square Feet  
*Variable Quantity:* 7.2

### AM PEAK HOUR

*Trip Rate:* 0.92

	Enter	Exit	Total
Directional Distribution	88%	12%	
Trip Ends	6	1	7

### PM PEAK HOUR

*Trip Rate:* 0.98

	Enter	Exit	Total
Directional Distribution	12%	88%	
Trip Ends	1	6	7

### WEEKDAY

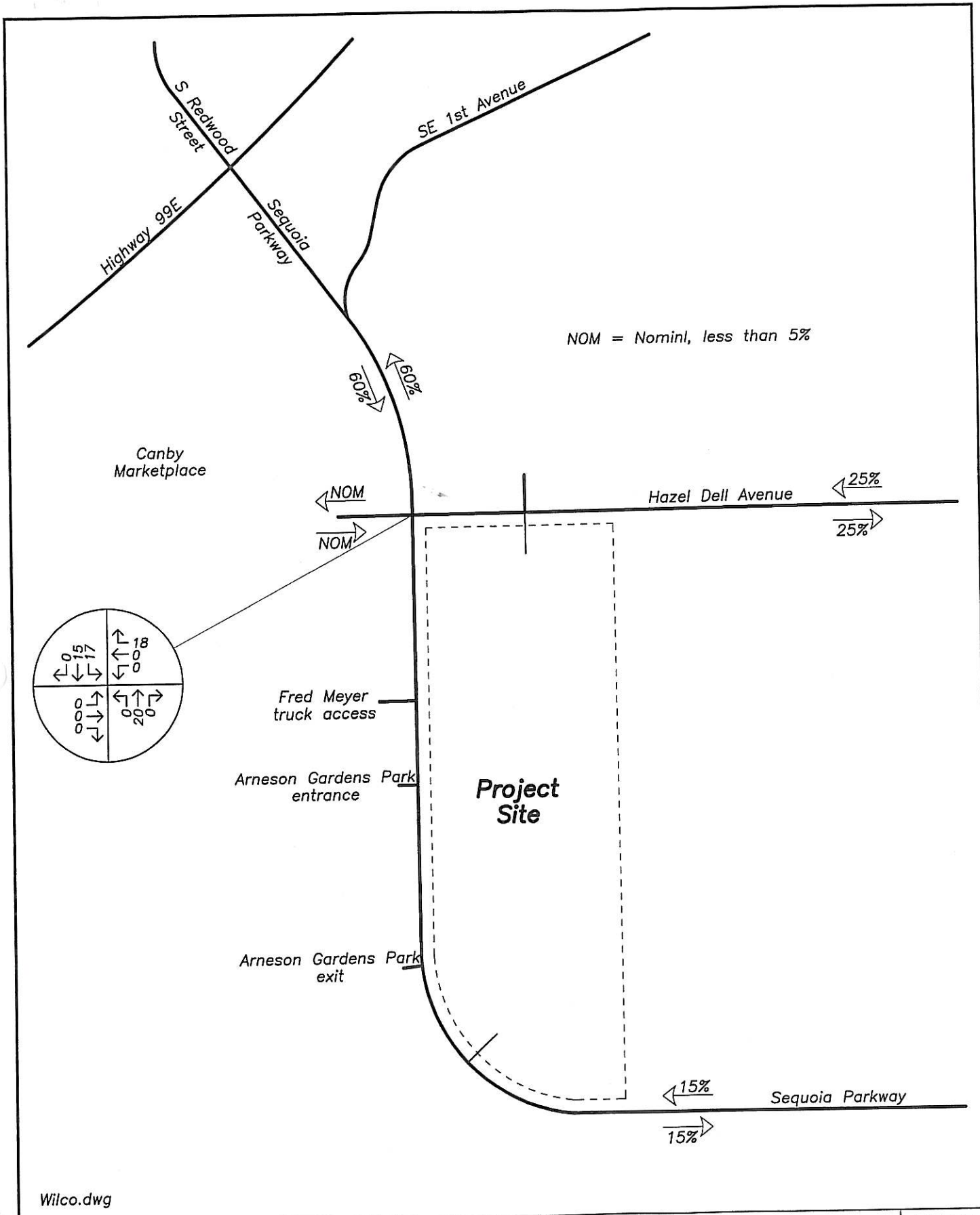
*Trip Rate:* 6.97

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	25	25	50

### SATURDAY

*Trip Rate:* 1.32

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	5	5	10



**SITE-GENERATED TRAFFIC**  
 Primary Trips  
 PM Peak Hour



**FIGURE 3**  
**APPENDIX**

### AM PEAK HOUR

			0	0	0	
			8%	8%	8%	
			1	1	1	
0	8%	1			1	8% 0
0	8%	1		0	1	8% 0
0	8%	1			1	8% 0
			1	1	1	
			8%	8%	8%	
			0	0	0	

TEV = 12  
Pass-By Trips

---

In: 0  
Out: 0  
Total: 0

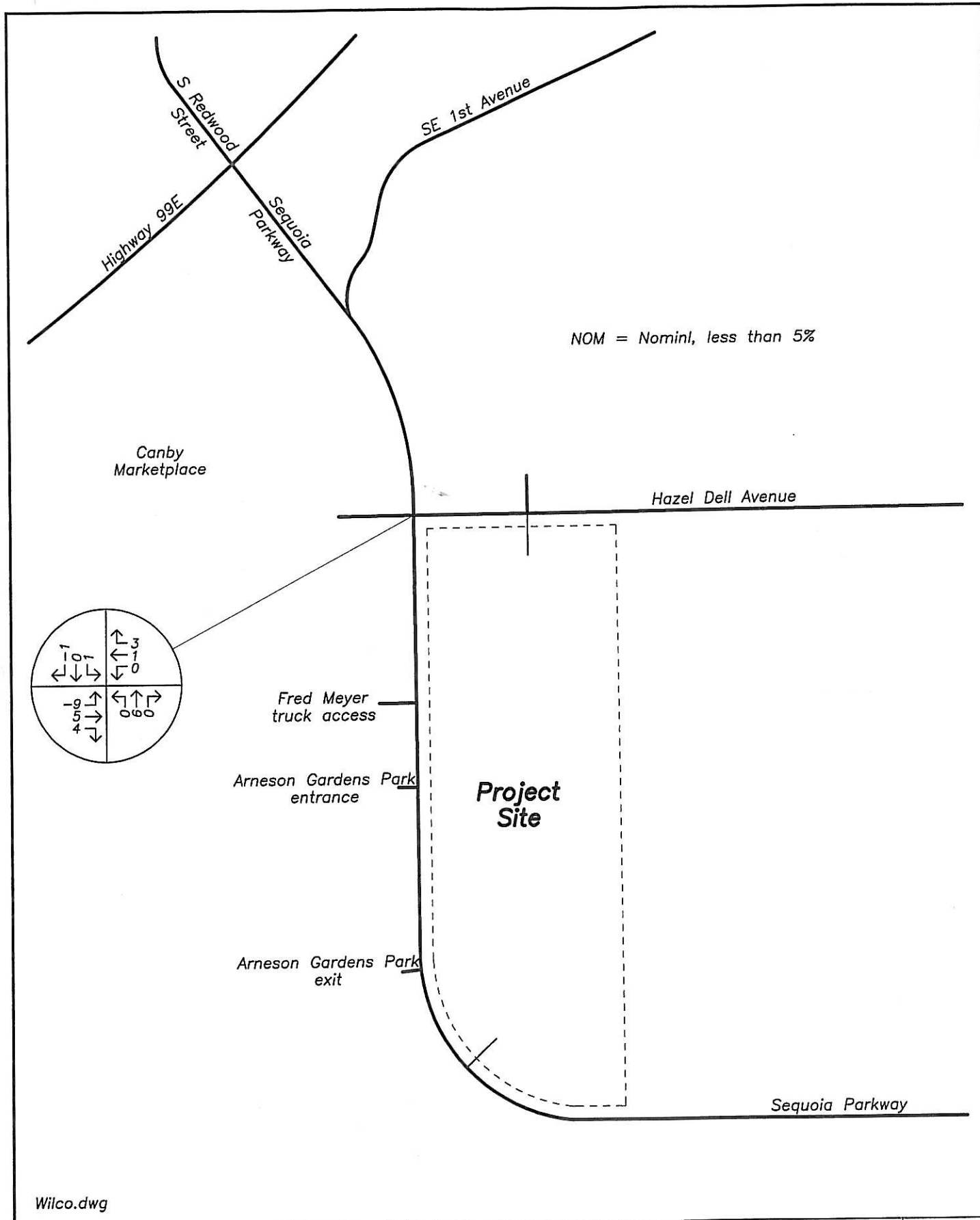
### PM PEAK HOUR

			1	1	2	
			6%	5%	9%	
			45	42	69	
9	43%	337			69	9% 2
0	4%	28		20	33	4% 1
2	10%	79			12	2% 0
			28	32	3	
			4%	4%	0%	
			1	1	0	

TEV = 777  
Pass-By Trips

---

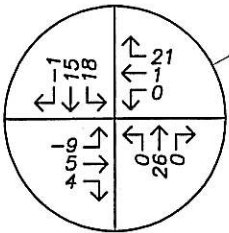
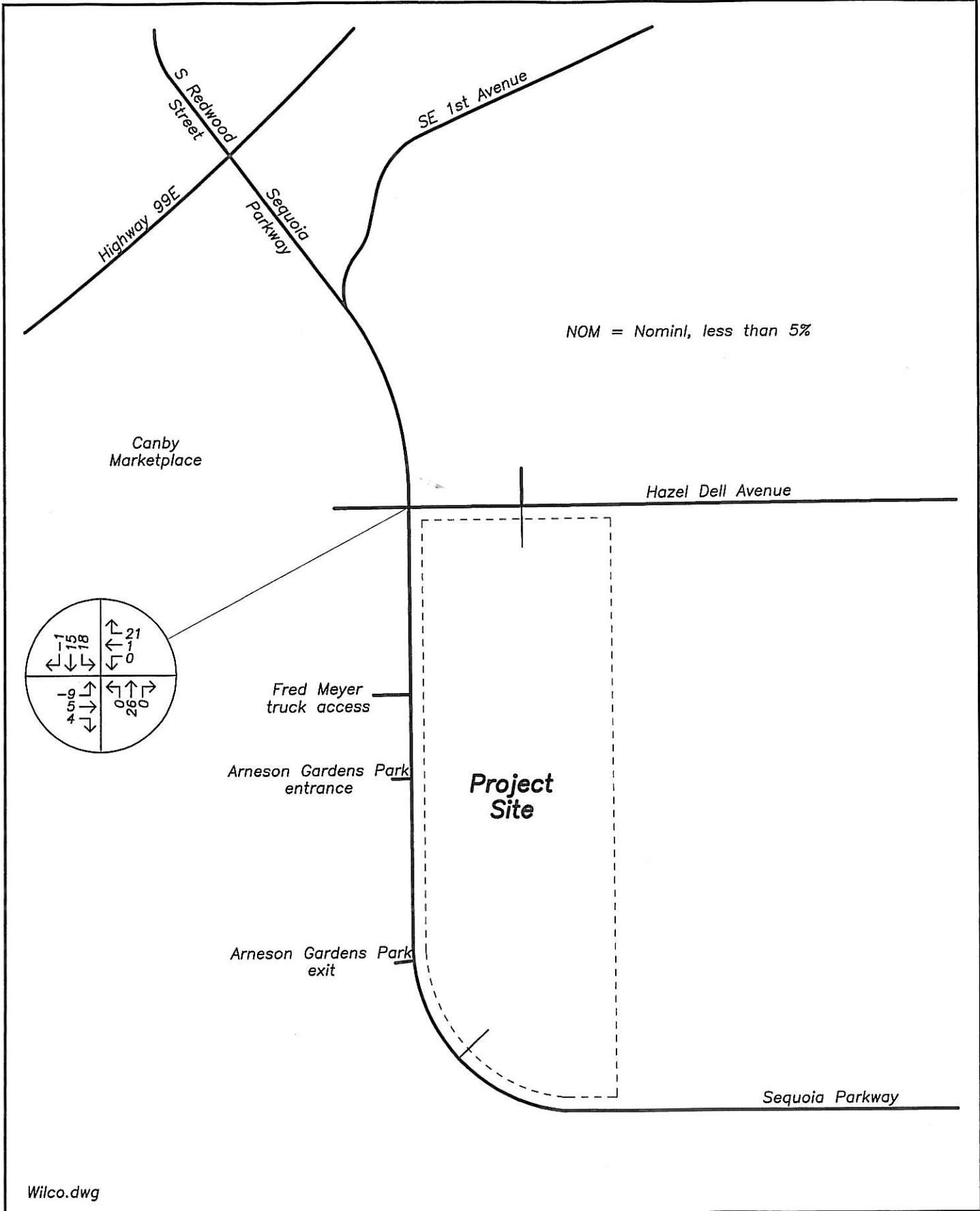
In: 20  
Out: 20  
Total: 40



TRAFFIC VOLUMES  
 Pass-By Trips  
 PM Peak Hour



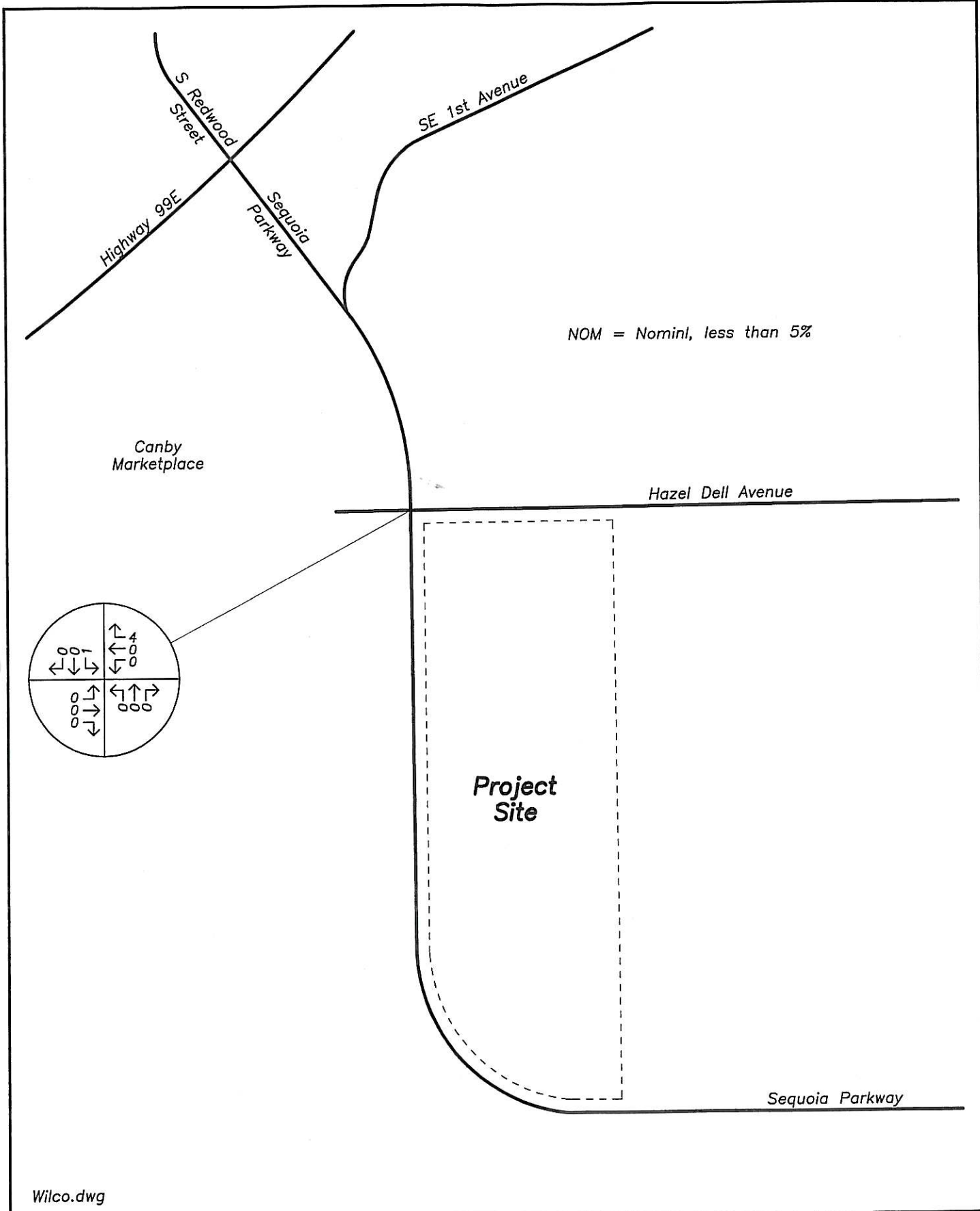
FIGURE  
 4  
 APPENDIX



SITE-GENERATED TRAFFIC (WILCO)  
 Proposed Development Plan  
 PM Peak Hour



FIGURE  
 5  
 APPENDIX



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**SITE-GENERATED TRAFFIC (LEASE BUILDING)**  
 Proposed Development Plan  
 PM Peak Hour

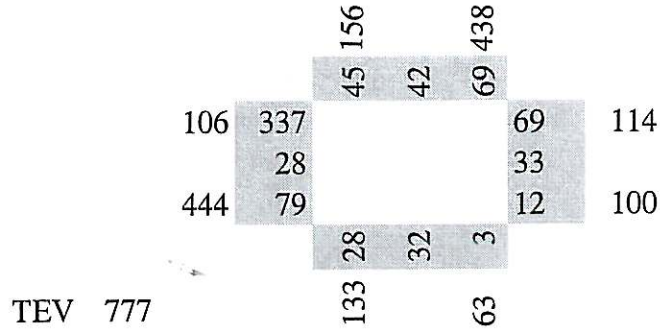


**FIGURE**  
 6  
**APPENDIX**

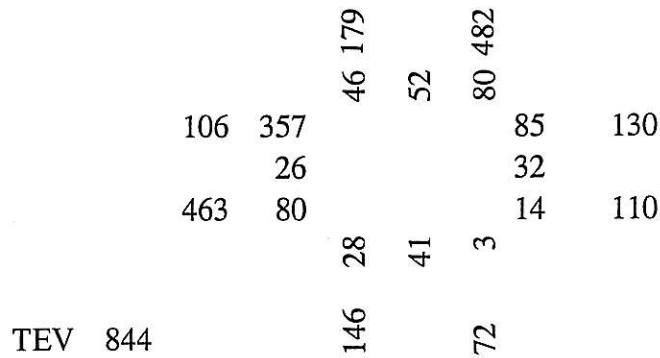
## Projected Future Traffic Volumes

Analyst: C Sumrain  
 Intersection: Hazel Dell Avenue  
 Project: Wilco Farm Store  
 Time Period: PM Peak Hour  
 Scenario: Background  
 Date: 8/29/2007

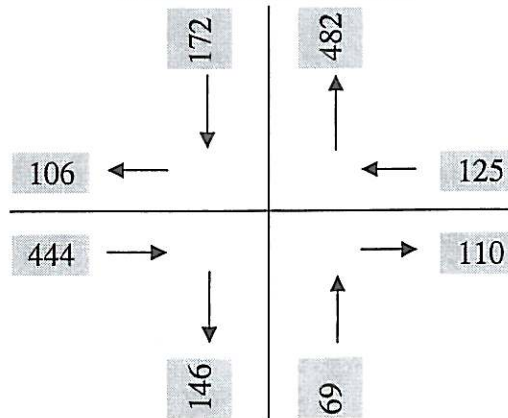
### Base traffic counts



### Future traffic counts

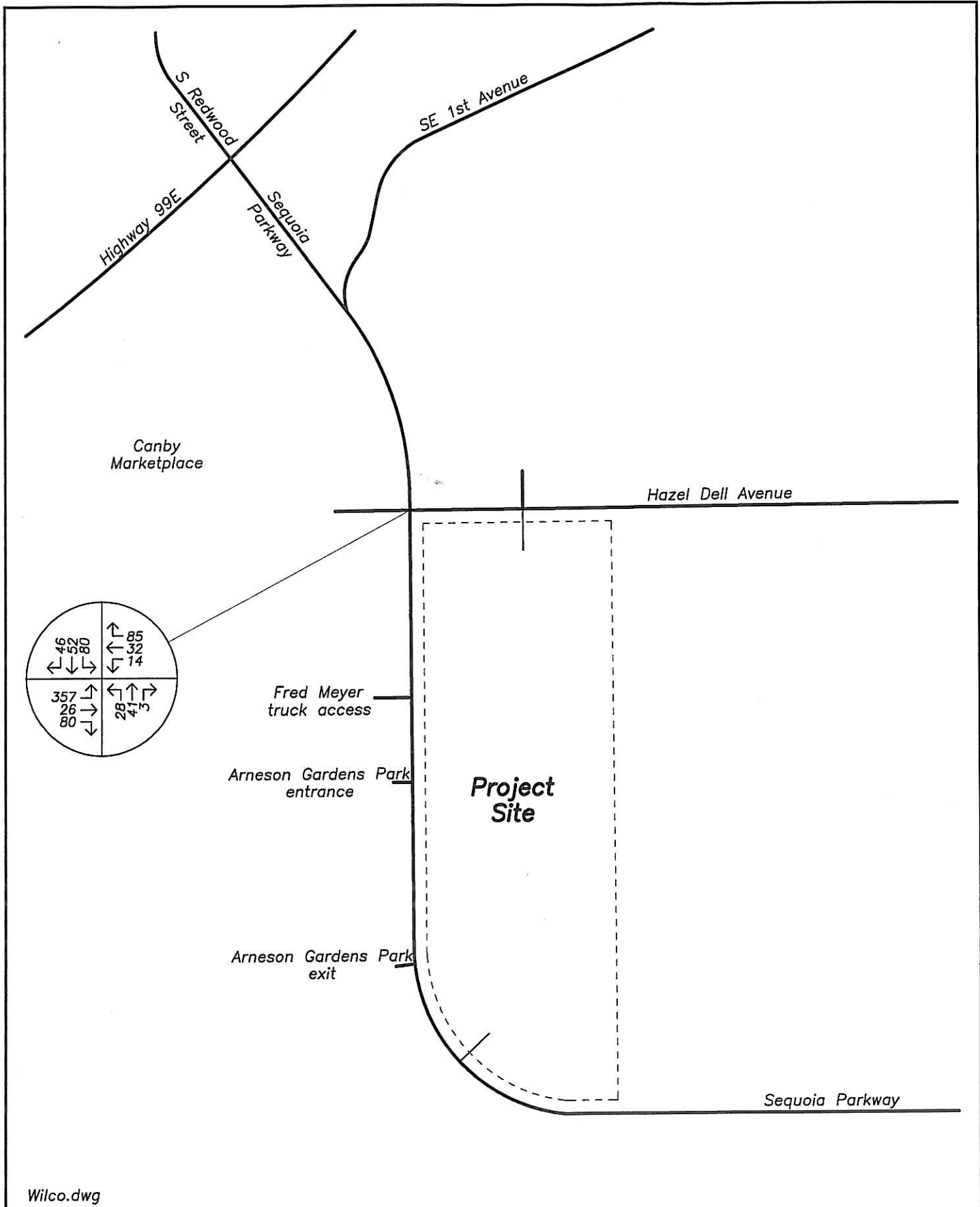


### Future Link Volumes



Total Entering Volume: 810  
 Total Exiting Volume: 844





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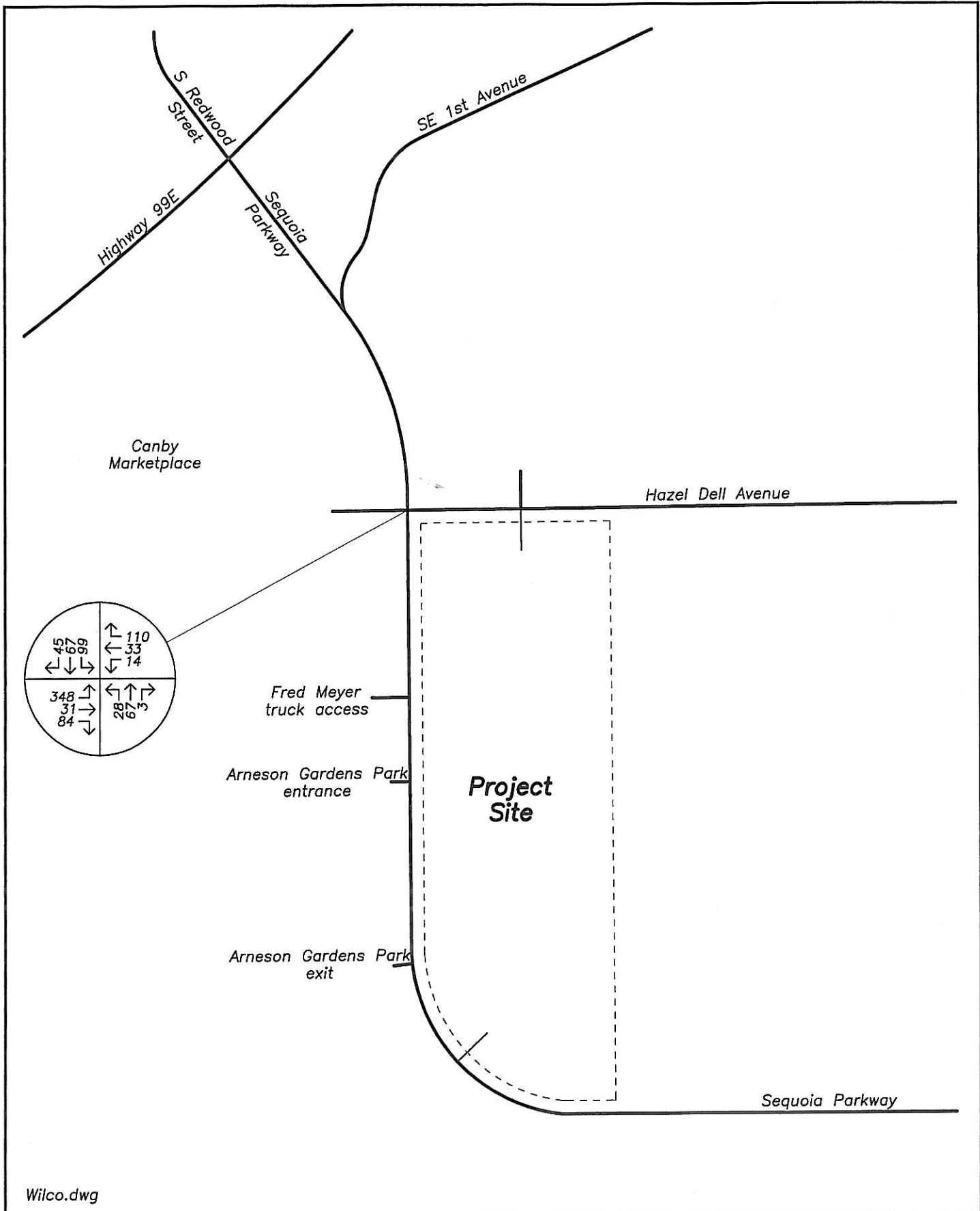


**TRAFFIC VOLUMES**  
 Year 2008 Background Conditions  
 PM Peak Hour



**FIGURE**  
 7

**APPENDIX**



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**TRAFFIC VOLUMES**  
 Year 2008 Background plus Site Trips Conditions  
 PM Peak Hour



**FIGURE**  
**8**  
**APPENDIX**

# TRAFFIC SIGNAL WARRANT CALCULATIONS

Major Street: Sequoia Parkway

Minor Street: Hazel Dell Avenue

## Existing Conditions

Number of Lanes for Moving  
Traffic on Each Approach:

ADT on Major St.  
(total of both approaches)

ADT on Minor St.  
(higher-volume approach)

### WARRANT 1

#### CONDITION A

Major St.	Minor St.	100% Warrants	70% Warrants	100% Warrants	70% Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500

#### CONDITION B

1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

### Warrant Used

<u>    X    </u>	100 percent of standard warrants used
<u>          </u>	70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>				
<i>Condition A: Minimum Vehicular Volume</i>				
Major Street	1	5,580	8,850	
Minor Street*	1	1,335	2,650	No
<i>Condition B: Interruption of Continuous Traffic</i>				
Major Street	1	5,580	13,300	
Minor Street*	1	1,335	1,350	No
<i>Warrant 3: Peak Hour Warrant - AM Peak Hour</i>				
Major Street	1			
Minor Street*	1		180	No
<i>Warrant 3: Peak Hour Warrant - PM Peak Hour</i>				
Major Street	1	558		
Minor Street*	1	134	390	No

\* Minor street right-turning traffic volumes reduced by 50%

## TRAFFIC SIGNAL WARRANT CALCULATIONS

Major Street: Sequoia Parkway

Minor Street: Hazel Dell Avenue

### Background Conditions

Number of Lanes for Moving  
Traffic on Each Approach:

ADT on Major St.  
(total of both approaches)

ADT on Minor St.  
(higher-volume approach)

#### WARRANT 1

##### CONDITION A

Major St.	Minor St.	100% Warrants	70% Warrants	100% Warrants	70% Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500

##### CONDITION B

1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

#### Warrant Used

    X     100 percent of standard warrants used  
           70 percent of standard warrants used due to 85th percentile speed in excess  
                  of 40 mph or isolated community with population less than 10,000.

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>				
<i>Condition A: Minimum Vehicular Volume</i>				
Major Street	1	5,940	8,850	
Minor Street*	1	1,550	2,650	No
<i>Condition B: Interruption of Continuous Traffic</i>				
Major Street	1	5,940	13,300	
Minor Street*	1	1,550	1,350	No
<i>Warrant 3: Peak Hour Warrant - AM Peak Hour</i>				
Major Street	1			
Minor Street*	1		180	No
<i>Warrant 3: Peak Hour Warrant - PM Peak Hour</i>				
Major Street	1	594		
Minor Street*	1	155	370	No

\* Minor street right-turning traffic volumes reduced by 50%

## TRAFFIC SIGNAL WARRANT CALCULATIONS

Major Street: Sequoia Parkway

Minor Street: Hazel Dell Avenue

### *Background + Site Trips Conditions*

Number of Lanes for Moving  
Traffic on Each Approach:

ADT on Major St.  
(total of both approaches)

ADT on Minor St.  
(higher-volume approach)

#### WARRANT 1

##### CONDITION A

Major St.	Minor St.	100% Warrants	70% Warrants	100% Warrants	70% Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500

##### CONDITION B

1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

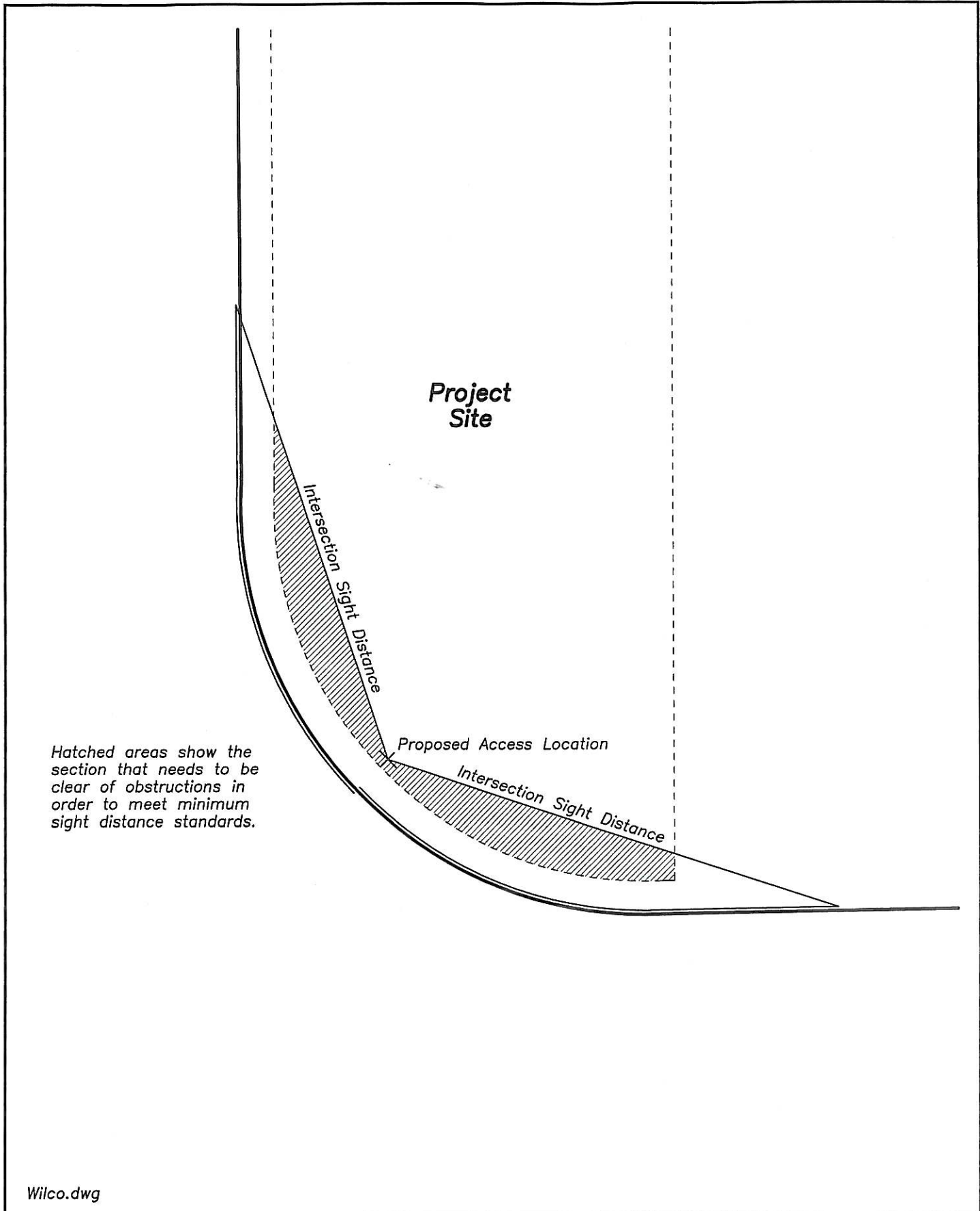
Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

#### Warrant Used

    X     100 percent of standard warrants used  
           70 percent of standard warrants used due to 85th percentile speed in excess  
                  of 40 mph or isolated community with population less than 10,000.

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>				
<i>Condition A: Minimum Vehicular Volume</i>				
Major Street	1	6,290	8,850	
Minor Street*	1	1,885	2,650	No
<i>Condition B: Interruption of Continuous Traffic</i>				
Major Street	1	6,290	13,300	
Minor Street*	1	1,885	1,350	No
<i>Warrant 3: Peak Hour Warrant - AM Peak Hour</i>				
Major Street	1			
Minor Street*	1		180	No
<i>Warrant 3: Peak Hour Warrant - PM Peak Hour</i>				
Major Street	1	629		
Minor Street*	1	189	350	No

\* Minor street right-turning traffic volumes reduced by 50%



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*Le*

SIGHT DISTANCE



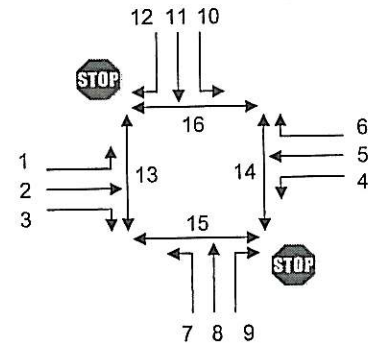
FIGURE 9

APPENDIX

# Maximum Queue Lengths at Unsignalized Intersections

Major St: Sequoia Parkway  
 Minor St: Hazel Dell Avenue  
 Scenario: 2008 Back + Site  
 PM Peak

	Moves	Inputs			Results		Validation
		Lanes	Va	Vc	Max Queue		
Major St	1	1	28	69	2.82	3	
	2	1	69				
	3	0	3				
	4	1	102	72	2.85	3	
	5	2	69				
	6	1	46				
Minor St	7	1	14	447	1.32	2	
	8	1	34	400	x	x	
	9	0	113	71	x	x	
	10	1	358	496	10.66	11	
	11	1	31	424	x	x	
	12	0	86	58	x	x	
Pedestrian	13	0	0				
	14	0	0				
	15	0	0				
	16	0	0				
Speed (mph)	25						
PHF	0.97						
TS	1	There is/are signal(s) within 1/4 mi of the intersection on Major St.					



"Study" indicates that the calculated queue length is out of the field observed data ranges.

Maximum Queue Length Estimation based on John T. Gard's article  
 "Estimation of Maximum Queue Lengths at Unsignalized Intersections", ITE Journal / Nov. 2001

### CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

DATE: September 18, 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 - 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 07-08, an application from Zimmer Ventures, LLC requesting a site and design review to build a Wilco Farm Store. The northerly 2.6 acres is CM (Heavy Commercial/Manufacturing) and the southerly 5.5 acres is M2 (Heavy Industrial). The property is located at the southeast corner of Hazel Dell Way and Sequoia Parkway.

Please review the enclosed application and return comments to Matilda Deas by **Friday, October 5, 2007**. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

**Comments or Proposed Conditions:**

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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: [Handwritten Signature] Date: 10-3-07

Title: ASSOCIATE ENGR. Agency: CANBY TELCO







*faster higher farther*

Comments from Canby Telcom for Wilco Farm store:

- 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

**RECEIVED**

**DATE: September 18, 2007**

SEP 24 2007

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

The City has received DR 07-08, an application from Zimmer Ventures, LLC requesting a site and design review to build a Wilco Farm Store. The northerly 2.6 acres is CM (Heavy Commercial/Manufacturing) and the southerly 5.5 acres is M2 (Heavy Industrial). The property is located at the southeast corner of Hazel Dell Way and Sequoia Parkway.

Please review the enclosed application and return comments to Matilda Deas by **Friday, October 5, 2007**. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

**Comments or Proposed Conditions:**

The 11 bicycle parking spaces indicated on the plan don't appear to have adequate space (as per plans only) are they on the sidewalk? or where the planter barrier is?  
Place storm drain grates perpendicular to small tire traffic.

**Please check one box and sign below:**

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

**Signature:** Ed B. J. J. J. J. **Date:** 24 Sept. 2007

**Title:** committee member **Agency:** Bike & Ped. Adv. Com.

### CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

(503) 266-7001

FAX 266-1574

DATE: September 18, 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 - 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 07-08, an application from Zimmer Ventures, LLC requesting a site and design review to build a Wilco Farm Store. The northerly 2.6 acres is CM (Heavy Commercial/Manufacturing) and the southerly 5.5 acres is M2 (Heavy Industrial). The property is located at the southeast corner of Hazel Dell Way and Sequoia Parkway.

Please review the enclosed application and return comments to Matilda Deas by Friday, October 5, 2007. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

**Comments or Proposed Conditions:**

REALIGNMENT OF PROPOSED WATERLINE MAY BE  
NECESSARY.

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Signature: Patrick Johnson Date: 9/25/07

Title: W. Dept. Foreman Agency: Canby Utility

**CANBY PLANNING DEPARTMENT  
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

**DATE:** September 18, 2007

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**Comments or Proposed Conditions:**

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**Signature:**  **Date:** 09-20-07

**Title:** POLICE CHIEF **Agency:** CANBY POLICE

PAUL KROPLIN

**CANBY PLANNING DEPARTMENT  
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-7001

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**Comments or Proposed Conditions:**

The intersection at Hazel Dell Way and Sequoia Parkway will be quite busy. Recommend a traffic study & the possibility of a light or 4-way stop.

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**Signature:** Maureen Elmer **Date:** 10-4-07

**Title:** Chairman **Agency:** Traffic Safety Comm

**CANBY PLANNING DEPARTMENT  
REQUEST FOR COMMENTS**

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[503] 266-7001

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**Comments or Proposed Conditions:**

*Please refer to attached comment sheet.*

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**Signature:** Darvin Trammel **Date:** 10/8/07

**Title:** Wastewater Supervisor **Agency:** WWTP

Wilco Farm Store  
Zimmer Ventures, LLC  
Phase I, Hazel Dell Way and Sequoia Parkway  
Canby Oregon  
10-08-07

COMMENTS  
STORM AND WASTEWATER

Pretreatment Comments:

- Tenant or Applicant must complete a Non-Residential Wastewater Survey for review by Staff prior to occupancy.
- If food service is to be included an exterior grease interceptor may be required.
- Drains to sanitary sewer from warehouse or retail flooring will not be allowed.

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.
- Stormwater flow to sanitary is not allowed at any time. The only exceptions are for impervious areas with the potential to have accidental spills of hazardous or toxic pollutants into the stormwater. Two examples are: Gas station filling islands and commercial or industrial loading docks that would otherwise drain to a UIC. The following is a list of requirements and conditions for these specific examples:
  1. The impervious area with proposed runoff to sanitary sewer will be covered, and a minimum of a two foot overhang to prevent rain shear.
  2. Stormwater from the impervious area will be routed to an approved oil water and grease interceptor prior to the sanitary connection.
  3. An emergency shut valve will be installed on the discharge side of the interceptor, prior to the sanitary sewer connection.
  4. Within visible site and as close as possible to the emergency valve, applicant will provide an emergency shut off valve wrench and sign or an electric emergency shut off switch and sign.
  5. Tenants or Owners will be responsible for developing an Accidental Spill and Prevention Plan, which will include an Emergency Response Spill Kit and training to staff members on what to do in case of an accidental spill or emergency in the loading dock or gas island area.

- 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 will be assessed for any stormwater flow to sanitary.
- Roof drains should be routed to infiltration planters, bioswales, or other approved stormwater disposal facility.
- Proposed bioswales must be protected from compaction during construction phase.
- If drywells (UIC'S) are proposed for onsite parking lot storm flow. They must meet DEQ criteria and be registered and Rule Authorized. A copy of the DEQ Rule Authorization and registration must be provided to the City.
- Any existing on site UIC's must be registered with Oregon DEQ. A copy of the DEQ registration must be provided to the City.
- Existing underground storage tanks and associated piping must be removed in accordance with Oregon DEQ, UST rules.



**Matilda Deas**

---

**From:** Todd Gary [tgary@canbyfire.org]  
**Sent:** Friday, October 05, 2007 11:25 AM  
**To:** Matilda Deas  
**Cc:** Troy Buzalsky  
**Subject:** Wilco project

The plans have been changed since the preapplication process. I am sure there will be more changes as this project moves forward. The comments below are only for access and fire flow review of the plans supplied.

1. Where are the locations of the fire department connection(FDC) all FDC' s must be within 40' of a Fire Hydrant and approved by the Fire Marshal
2. Are all the buildings fire sprinklered?
3. How is the access requirements of being able to reach with in 150' of any exterior portion of the building from a fire dept access rd (OFC 503.1.1) going to be met?
- 4.Landscape plan must assure min. 13' 6" vertical clearance and min.of 20' clear width unless building height exceeds 30' then it must be 26' min width
5. All turning radius must be 28' inside and 48' outside
6. Gates securing fire department access must comply to OFC D103.4
7. Fire Dept. key box will be required information is available from the fire marshal
8. All Fire hydrants will be required to have a  $\frac{1}{2}$ "<sup>1/2</sup> storz fitting
9. Flow data will need to be made available for all fire hydrants
10. Make sure design of fire sprinkler systems and storage racking are compatible
11. What is construction type? I cannot figure hydrant spacing until I have that info.

**Todd Gary**

Deputy Fire Marshal  
 Canby Fire District  
 tgary@canbyfire.org  
 Office: 503-266-5851  
 Cell: 971-563-7359  
 Pager: 503-938-1405

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### CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

DATE: September 18, 2007

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- FIRE
  - POLICE
  - PUBLIC WORKS
  - CANBY ELECTRIC
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  - WWTP - Darvin Trammel
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**Comments or Proposed Conditions:**

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Signature: [Handwritten Signature] Date: 10-3-07

Title: ASSOCIATE ENGR. Agency: CANBY TELCO



**CANBY PLANNING DEPARTMENT  
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

ATE: September 18, 2007

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SEP 24 2007

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Signature: Ed B. J. Jurelman Date: 24 Sept. 2007

Title: committee member Agency: Bike & Ped. Adv. Com.

CANBY PLANNING DEPARTMENT  
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Signature: [Handwritten Signature] Date: 09-20-07

Title: POLICE CHIEF Agency: CANBY POLICE  
ARLO KROFFLIN

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*Please refer to attached comment sheet.*

**Please check one box and sign below:**

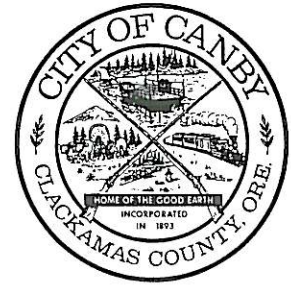
- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature: Darvin Trammel Date: 10/8/07

Title: Wastewater Supervisor Agency: WWTP

- 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 will be assessed for any stormwater flow to sanitary.
- Roof drains should be routed to infiltration planters, bioswales, or other approved stormwater disposal facility.
- Proposed bioswales must be protected from compaction during construction phase.
- If drywells (UIC'S) are proposed for onsite parking lot storm flow. They must meet DEQ criteria and be registered and Rule Authorized. A copy of the DEQ Rule Authorization and registration must be provided to the City.
- Any existing on site UIC's must be registered with Oregon DEQ. A copy of the DEQ registration must be provided to the City.
- Existing underground storage tanks and associated piping must be removed in accordance with Oregon DEQ, UST rules.





## - STAFF REPORT -

**APPLICANT:**

Group MacKenzie  
1515 SE Water Ave. Ste 100  
Portland, OR 97214  
(Representing Kendal Floral)

**FILE NO.:**

DR 07-09  
(Kendal Floral)

**OWNER:**

David Briggs  
Aurora, OR 97002

**STAFF:**

Matilda Deas, AICP

**LEGAL DESCRIPTION:**

Tax Lot 4400 of map 31E034

**DATE OF REPORT:**

October 10, 2007

**LOCATION:**

South side of Hazel Dell Way

**DATE OF HEARING:**

October 22, 2007

**COMP. PLAN DESIGNATION:**

Light Industrial (M-1)  
Heavy Industrial (M-2)  
Industrial Overlay Zone (I-0)

**ZONING DESIGNATION:**

Light Industrial (M-1)  
Heavy Industrial (M-2)  
Industrial Overlay Zone (I-0)

***I. APPLICANT'S REQUEST:***

The applicant is proposing to construct a 132,600 square foot tilt-up construction flex warehouse and distribution development on 7.56 acres. Kendal Floral will occupy 92,040 square feet of the development. The remaining space will be occupied by a future tenant. Kendal Floral imports fresh flowers from overseas and assembles arrangements that are then distributed to various grocery outlets such as Fred Meyer, Safeway, and Costco. Kendal Floral currently operates their business in Aurora, but have outgrown that facility.

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

16.10 Off-Street Parking and Loading  
16.32 M-1 Light Industrial Zone  
16.34 M-2 Heavy Industrial

- 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. The Industrial Overlay design matrix relies on minimum acceptable points for each category rather than an overall percentage.
  - 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**

<b>Table 16.35.040 I-O Design review matrix.</b>	
<b>Parking</b>	
<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
<b>Minimum Acceptable Score</b>	<b>4 points</b>
<b>Transportation/Circulation</b>	
<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
<b>Minimum Acceptable Score (some provisions may not apply)</b>	<b>3 points</b>

<b>Tree Retention, Open Space Conservation, and Trail Connections</b>	
<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
<b>Minimum Acceptable Score (some provisions may not apply)</b>	<b>3 points</b>
<b>Landscaping</b>	
<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
<b>Minimum Acceptable Score</b>	<b>3 points</b>
<b>Building Appearance and Orientation</b>	
<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
<b>Minimum Acceptable Score</b>	<b>4 points</b>

**IV. FINDINGS:**

**A. Background and Relationships:**

The applicant proposes to develop a 132,600 square foot concrete tilt-up flex warehouse and distribution building on a 7.56 acre site in the Canby Pioneer Industrial Park. The site is located on

the south side of Hazel Dell Way. Kendal Floral will occupy 92,040 square feet of the development, and the remaining 40,560 square foot area will house a future tenant.

Kendal Floral is currently located in Aurora, but they have outgrown that facility and will relocate to Canby. Their operations include importing flowers and assembling and distributing floral arrangements to grocery stores such as Fred Meyer, Safeway, and Costco (more information available on-line at <http://www.kendalflorall.com>.)

The proposed use is permitted outright in the M-1, M-2 and I/O zone. Kendal Floral expects to employ 170 people, far exceeding the 12 employees per acre requirement for the I-0 zone.

## **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 222 spaces, 155 to serve Kendal Floral, and 67 to serve the future tenant (assuming the future tenant use is a warehouse/office mix). The applicant is providing 238 spaces. Six spaces are ADA compliant and 30% are for compact vehicles. If the future tenant is a different use than what is expected, staff will conduct a parking review to ensure adequate parking.

Twenty spaces are required and proposed for bicycle parking. Ten of those spaces will be located inside the building to address the 50% covered parking requirement.

#### **2. Traffic/Access**

Two full-access driveways are proposed along the frontage on Hazel Dell Way. The 40 foot access on the western end of the site will accommodate delivery vehicles. There is a smaller 32 foot access drive located at the 90 degree bend in Hazel Dell Way.

The applicant is providing a scored concrete ADA access ramp adjacent to the smaller access drive. Due to the grade issues, the access must be a switch back access. This was discussed at the pre-application meeting and the City's contract engineer agreed that there was no better alternative.

Kendal Floral will be required to install sidewalks, planter strips, and street trees along the full frontage of Hazel Dell way (conditions 8). The proposed site plan includes sidewalks along the front and sides of the building adjacent to the parking areas.

The City's contract Traffic Analyst reviewed the traffic study submitted by the applicant, and approved the analysis. Warrants were not met to require a traffic signal at the intersection of Sequoia Parkway and Hazel Dell Way, and none will be required. The City is aware that a signal at this intersection will be required when the required number of traffic warrants are met.

#### **3. Signs**

The applicant is proposing one monument sign for this development to be located near the central access drive. Monument signs in the M-1/M-2 Industrial Overlay zone may not exceed 32 square feet per sign face and shall not exceed 6 feet in height. Total signage allowed for this development, including the monument sign is 300square feet. The applicant shall apply for a sign permit.

#### 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.. In addition, 58 of the 112 trees to be planted will be 3” caliper. All landscaped areas will have automatic irrigation.

Storm water will be treated and infiltrated on site. The area east and north of the building will be routed to an infiltration planter at the northeast corner of the site. The north half of the roof will be treated and released through planters adjacent to the building, with an overflow to an adjacent drywell/trench system. The west side of the site will drain to an infiltration pond with overflow to drywells.

#### 5. Building Appearance

The building is oriented towards Hazel Dell Way. Building articulation includes scoring and glazing along the street facing wall. Two story glass and canopies help orient the building towards Hazel Dell Way. The building is concrete tilt up similar to buildings in the area. A two tone paint scheme which includes an accent band match Kendal Floral’s corporate color.

#### 6. 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.

<b>CRITERIA</b>	<b>PTS/ POSS</b>	<b>NOTES</b>
<b>Parking</b>		
Location of parking	1/2	Front and sides..
Parking lot landscaping	0/2	16% interior landscape.
Parking lot trees	2/2	4 extra trees proposed.
Number of parking spaces	1/2	107% provided
<b>Minimum Score = 4 points</b>	<b>4</b>	<b>Minimum score met</b>
<b>Transportation/Circulation</b>		
Local street alignment	0/0	N/A.
Pedestrian access ways	0/2	standard sidewalks
Number of pedestrian connections	1/1	one connections to building.
<b>Minimum Score = 3 points if all apply</b>	<b>3</b>	<b>1/3 Not all apply</b>
<b>Tree Retention, Open Space Conservation and Trail Connections</b>		
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
<b>Minimum Score = 3 points</b>	<b>0</b>	<b>Not applicable</b>
<b>Landscaping</b>		
Tree installed at 3” caliper	2/2	More than 50% 3” caliper.
Usable outdoor amenity	0/2	None proposed.
Lawn/Groundcover Area	2/2	Majority groundcover is grass.

**Minimum Score = 3 points**

**4 Minimum score exceeded**

**Building Appearance and Orientation**

Orientation to street  
Building entrances visible from the street  
Material  
Articulation & detailing

0/2 Parking separates building from street  
1/1 Main entrance faces Hazel Dell Way.  
1/2 Concrete tilt up.  
2/2 Entrances articulated.

**Minimum Score = 4 points**

**4 Minimum score met.**

**7. Availability of Adequate Public Facilities and Services**

Service provider comments are shown in exhibit 2. Their comments have been incorporated into the conditions of approval where applicable. The applicant must have a pre construction conference with all service providers to ensure that the development will comply with service provider requirements.

**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 07-09 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 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.
5. Construction plans shall be designed and stamped by a Professional Engineer registered in the State of Oregon.
6. 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.
7. 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.
8. The applicant is responsible for half street improvements meeting City standards and must be constructed on the site's entire Hazel Dell Way frontage including street trees, grass, automatic irrigation, street lighting, driveway, sidewalks, and ADA ramps. Improvements shall be completed prior to final building occupancy is approved.
9. 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.
10. 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.



11. A total of 20 staple type bicycle parking racks shall be provided, of which 50% shall be covered. All bicycle parking shall meet the installation requirements of CMC 16.10.100.
12. The applicant shall install fire hydrants as required by the Canby Fire District.
13. Access improvements shall be inspected and approved by the Canby Public Works Department prior to installation.
14. Any relocation of existing utilities required due to construction of the development shall be done at the expense of the applicant.
15. 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.
16. All site lighting shall be "hooded" or "cutoff" so as not to direct light skyward.
17. 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.
18. Trash and recycling receptacles/dumpsters shall be screened from public streets and shall not have a direct connection to the storm drain or sanitary sewer systems if uncovered.
19. This property is subject to charges from an Advance Financing District and a Local Improvement District which are payable upon issuance of a building permit. In addition the property is subject to Economic Improvement District (EID) charges which will commence upon issuance of a certificate of occupancy.
20. 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.
21. 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.
22. A non-residential wastewater survey must be submitted for review and approval prior to final building occupancy.

23. 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.
24. 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.
25. 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.
26. Discharge from the detention pond shall have a valve or other mechanism to isolate the discharge in the event of a spill reaching the detention pond.

**Exhibits:**

1. Application, narrative, landscaping calculations.
2. Responses to request for comments
3. Traffic study and Lancaster Engineering review memo

**1. PROJECT SUMMARY**

**Applicant:** Kendal Floral Supply Inc  
4000 14071 Arndt Road  
Aurora, OR 97002  
Contact: David Briggs  
503-678-5600

**Applicant Representative:** Group Mackenzie  
PO Box 69039  
Portland, OR 97239-0039  
Contact: Rhys Konrad  
503-224-9560

**Site:** Industrial Area Master Plan, adjacent to Hazel Dell Way

**Tax Lot:** 3S1E34 # 4400

**Acreage:** 7.56 Acres

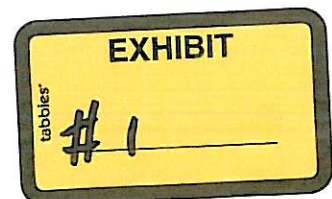
**Zoning:** M1/M2 – Light Industrial/Heavy Industrial Zone

**Overlay:** I-O – Canby Industrial Area Overlay

**Project Description:** Construct a 132,600 SF tilt-up construction flex warehouse and distribution development, 92,040 SF intended for Kendal Floral

**Request:** Site and Design Review

**Code Sections Addressed:** 16.35 Canby Industrial Area Overlay  
16.49 Site and Design Review Approval Criteria



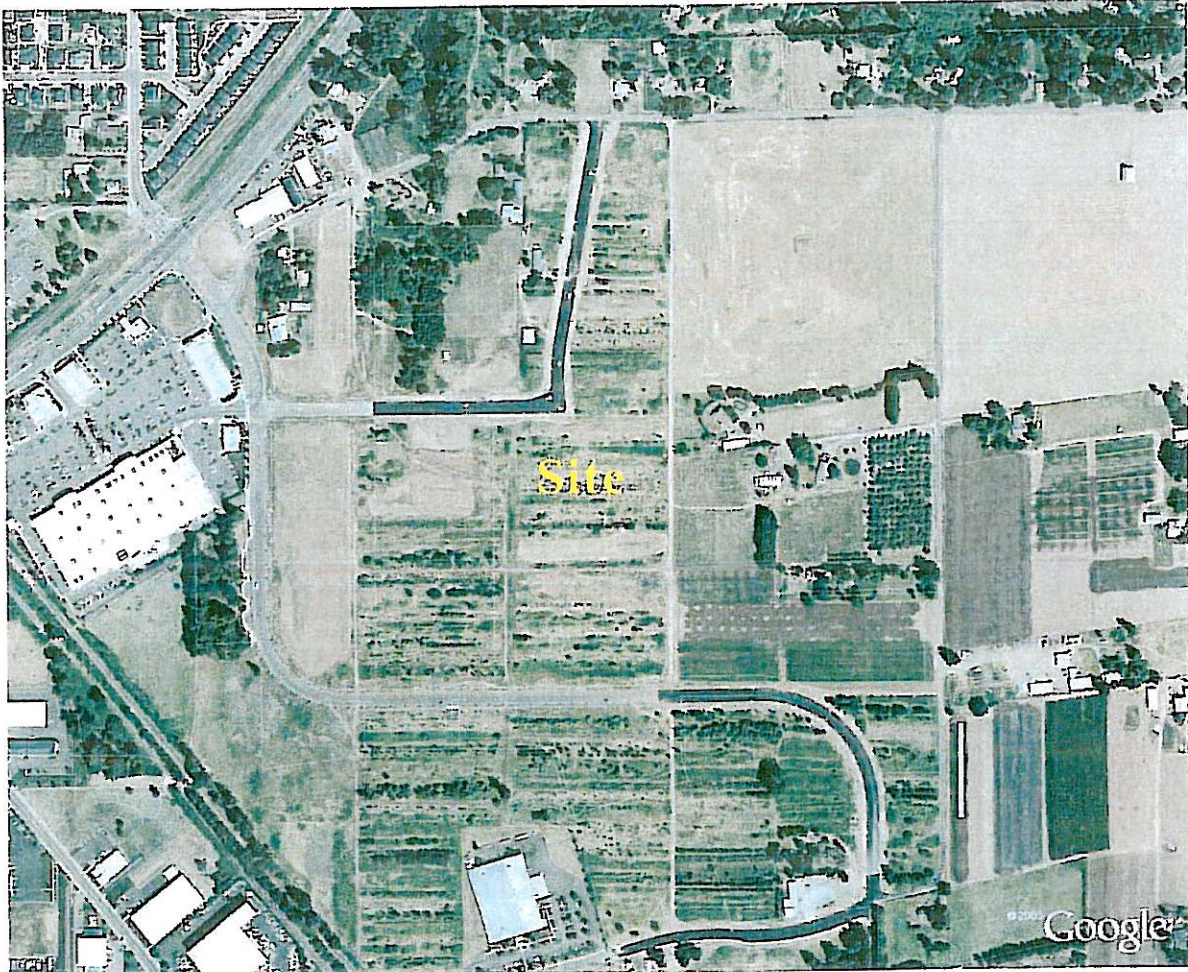
## 2. INTRODUCTION

Kendal Floral is in the process of purchasing 7.56 acres of industrial land within the City of Canby's Industrial Area Master Plan to relocate their existing operations from Aurora, Oregon. This Site and Design Review application is for Lot 9 of Burden No. 2 or tax lot 4400 of map 3S1E34 as is shown on the attached tax map (attachment 2).

The purpose of this application is to request Site and Design Review approval for a 132,600 SF flex manufacturing/warehouse/distribution project. A 92,040 SF portion of the proposed building is intended to serve Kendal Floral's business and the remaining square footage for a future tenant. The future space is intended for a warehouse/distribution flex use with future dock doors along the southern façade of the building. Both tenants in the proposed building will include supportive office and possibly display areas, depending upon individual business needs.

Kendal Floral currently operates its business in an Aurora facility, and has outgrown the current facility. The primary function of Kendal's business includes importing fresh flowers from overseas and assembling arrangements which are then distributed for retail at various grocery stores such as Fred Meyer, Safeway, Costco. The proposed space will include a cooler storage area for the flowers, an assembling/packaging area, distribution at the rear of the building, and supportive office located in an upper mezzanine. Kendal's business typically employs 170 people on average, working in two shifts approximately 7:00 a.m. - 3:30 p.m. and 6:00 p.m. - 2:00 a.m. The time in between the two shifts is typically used for general cleanup and organization. There is a high season during which the number of employees may increase to between 400 and 450 employees. A majority of Kendal's employees currently carpool to their site with anywhere from 2 to 5 people per car.

As is shown below, the subject site is located adjacent to Hazel Dell Way on the corner where Hazel Dell turns approximately 90 degrees to the north. The subject site is split zoned between M1/M2 - Light Industrial/Heavy Industrial Zone and contains an I-O - Canby Industrial Area Overlay as is shown on the attached zoning map (Attachment 3). The site is currently vacant and undeveloped with several small trees which are assumed to be previous nursery stock. All surrounding parcels are similarly zoned for industrial purposes, and contain additional vacant on all sides, except to the north and south, which are currently developed.



Aerial Photo of Site

### 3. PROPOSED DEVELOPMENT

This application requests approval of a Site and Design Review for a new 132,640 SF flex warehouse and distribution development. A pre-application conference with City staff was held on September 11, 2007; City staff will provide a copy of the notes once available. A 92,040 SF portion of the proposed building is intended to serve Kendal Floral's business and the remaining square footage for a future tenant. The future space is intended for a warehouse/distribution flex use with future dock doors along the southern façade of the building. Both tenants in the proposed building will include supportive office and possibly display areas, depending upon individual business needs.

The proposed building is oriented toward Hazel Dell Way and will include loading bays and waste receptacles on the south side, fully screened from public view. The site will have 238 off-street parking spaces, and be improved to include landscaping and utilities to serve the development.

#### ON-SITE DEVELOPMENT

##### *Building*

The proposed building will utilize concrete tilt-up construction with open-web steel joists and girders with a plywood roof diaphragm. The exterior will include storefront window systems and two-story glass entrance features with curved steel canopies to emphasize the main entrances. In addition, scored reliefs in the panels and additional windows on the northern elevation will be provided to break up the scale and articulate the façade toward NE Hazel Dell, similar to the existing building to the north. A two-tone paint scheme has been chosen with an accent band near the top of the panels, which is intended to match Kendal Floral's corporate color. The rear of the building has been articulated with several loading and waste collection areas, all covered by a canopy to protect these areas from the elements.

##### *Landscaping*

The landscape design for the proposed development meets or exceeds all City of Canby Landscape standards. Right-of-way planting is proposed along NE Hazel Dell in combination with the new public sidewalk. The proposed development complies with the minimum percentages for both site and parking lot landscaping. Special emphasis on parking lot screening and planting is achieved by providing 34 trees, planted 30 feet on center, within the parking area. On total 112 new trees are being planted, of which 58 (52%) are 3" caliper, as well as a mixture of ground cover plant materials. All planting areas will be irrigated with current irrigation technology to conserve water resources. The planting design is also coordinated with pedestrian circulation and site utilities.

##### *Utilities*

##### Storm:

The stormwater will all be treated and infiltrated on site. The area east and north of the building will be routed to an infiltration planter at the northeast corner of the site. The north half of the roof will be treated and released through planters adjacent to the building, with an overflow to an adjacent drywell/trench system. The west side of the site will drain to an infiltration pond with overflow to drywells.

The truck docks/truck maneuvering area, and southern portion of the roof will drain through water quality manholes to a drywell/infiltration trench system south of the building. Emergency shut-off valves in this line will be used in case of spills in the dock area.

Sanitary:

DEQ requires sanitary catch basins at the truck docks. Pipe will be routed around the west side of the building to connect these to the main sanitary at the north side. Floor drain sanitary and restroom sanitary within the building will be kept separate. The floor drain sanitary will need to be passed through an oil/water separator prior to connecting to the existing sanitary stub under the proposed east driveway.

Water:

Water service will come off an existing 12" line for the site. A 10" DDCV vault will be installed, as well as a 2" meter with backflow and 2" stub for irrigation. An FDC will be located at the DDCV vault. A 10" water line will be routed all round the building with 6" lines branching off to every hydrant location. An 8" fire line and 2" domestic line will be connected to the building at the utility room at the southwest corner of the building.

OFF-SITE IMPROVEMENTS

Frontage improvements including a 6-foot-wide public sidewalk, planter strips with street trees, and two new driveways will be provided along the site's frontage with Hazel Dell Way during development of the site. No transportation improvements are required as is demonstrated in the attached transportation impact analysis.

**4. CANBY INDUSTRIAL AREA OVERLAY ZONE (I-O)**

As is stated in 16.49.030 all new buildings require site and design review approval by the Site and Design review Board established by the City of Canby. This application addresses all applicable approval criteria and development standards as stated in the following sections.

**CHAPTER 16.35 CANBY INDUSTRIAL AREA OVERLAY (I-O) ZONE**

**16.35.030 Uses Permitted Outright.**

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

**Response:** The proposed building is intended for two separate tenants with similar uses. Kendal Floral's use most closely relates to "wholesale distribution, including warehousing and storage" as well as "business or professional office, when related and incidental to primary industrial uses of the area," as described in 16.32.010 for the M-1 zone. The future tenant space is assumed to fall under warehouse and distribution use, which is allowed outright under the M-1 zone.

**16.35.040 Conditional Uses**

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

1. *Less than 12 employees per developed acre.*

**Response:** The proposed space for Kendal Floral will generate on average 170 employees for the site. The total site area is 7.56 acres and the total number of employees per acre is approximately 22. This standard is met, and therefore a conditional use is not required.

**16.35.050 Development Standards**

**Response:** The proposed development satisfies the development standards of the I-O zone as shown in Table 1 below. The attached site plan demonstrates several of the requirements listed below.

TABLE 1 – Development Standards Summary		
Standard	IO Zone	Proposed
Minimum Building Setbacks	Street Yard: 35' for buildings 25' to 45' tall Interior Yard: 10'	Front Street: 35.5' North Interior: 17.5' West Interior: 10' East Interior: 13.13' South Interior: 12.3'
Maximum Height	45'	38' (top of parapet)
Maximum Lot Coverage	None	83% Impervious area
Site Landscaping	15%	15.67%
Parking Lot Landscaping	15% of combined area of all parking spaces and maneuvering areas	11,380 SF (16.1%)



TABLE 1 – Development Standards Summary		
Standard	IO Zone	Proposed
Minimum Automobile Parking	<p style="text-align: center;"><b>Kendal Floral:</b></p> Wholesale (83,540 SF): 1.5/1000=125 Office (8,500 SF): 3.5/1000=30  <p style="text-align: center;"><b>Future Tenant:</b></p> Wholesale(35,560 SF): 1.5/1000 = 53 Office (4,000 SF): 3.5/1000 = 14  <p style="text-align: center;"><b>222 spaces required</b></p>	160 standard spaces 72 compact (30%) 6 handicap spaces Total: 238 spaces
Bicycle Parking	2, or 1 space per 1000 SF (office) 2, or .1 space per 1000 SF (manufacturing)	20

**Chapter 16.10 Off-Street Parking and Loading**

Table 1 above demonstrates the assumed break out and associated use for calculating off-street parking and bicycle spaces. As it is still unknown what the future tenant’s use will be, we have assumed a worst case scenario at the Wholesale Establishments rate to ensure future compliance with the minimum parking ratios. The proposed plan provides 238 off-street parking spaces, which is adequate for a higher demand for the future tenant space to still meet the minimum requirements. As is shown on the table above, we are required to provide 20 bicycle parking spaces and cover at least 10 (50%) of them. To meet this requirement we are proposing to provide 10 bicycle parking spaces total as noted on the attached floor plan within the interior of the building. The remaining spaces will be provided near the exterior building entrances as shown on the attached site plan. As is shown on the elevations, we are proposing 14 “active” loading spaces, satisfying the minimum code requirement of 3.

- I. *Building orientation standards. The following standards are intended to ensure direct, clear, and convenient pedestrian access:*
  - 1. *Development in the M-1 zone and M-2 zone shall provide at least one public entrance facing the street. A direct pedestrian connection shall be provided between the primary building entrance and public sidewalk.*

**Response:** As is shown on the attached site plan, the proposed development provides a direct connection from Hazel Dell Way to the front of the building. Due to ADA requirements and the grade change from the front of the building to the property line, a meandering switchback path has been provided. The connection crosses the access drive and parking area and is proposed to be constructed of scored concrete to ensure safe and direct access to the proposed building for pedestrians. This standard is met.

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

**Response:** As is shown on the attached landscape plan, proposed street trees will be included with the frontage improvements along Hazel Dell Way. This standard is met.

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

**Response:** The proposed building will be tilt-up construction and will contain no exterior metal building components. Please see the attached elevations for more detail. This standard is met.

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

**Response:** Lighting has been provided for the proposed development as is shown on the attached lighting plan and cut sheets. This standard is met.

M. *Shared access: The City may require the provision of shared access drives through the land division review process.*

**Response:** This application does not propose any land division; therefore, this standard does not apply.

N. *All landscaped areas shall be irrigated.*

**Response:** All proposed landscape areas will be irrigated by an automatic system. This standard is met.

#### **16.35.060 Design Guidelines**

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

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

**Response:** Please see the following discussion regarding the Design Review Matrix, as the guidelines have been incorporated into those criteria.

#### **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.*

**Response:** As noted in the Design Review Matrix, some provisions may not apply to every project. For the Kendal Floral project, proposed local street alignments, tree retention, open space conservation and trail connections do not apply. Therefore the maximum number of points applicable to the proposed project is 24 points, of which 11 points are met. However, as the proposed project is a large industrial manufacturing use, it does meet the intent of the guidelines listed in 16.35.060.

- **Parking:** We are proposing a total of 238 parking spaces to serve the proposed development. A total of 157 (66%) parking stalls are located to the side or rear of buildings as viewed from public right-of-way. A total of 70,700 SF of parking area exists of which 11,380 SF (15.67%) is proposed to be landscaped. The total number of trees required for this project, based upon the higher amount between the parking stall or parking area method, is 30. We are proposing 34 parking lot trees which are all planted within 10 feet of the parking lot area. In addition we are proposing trees to be planted at 1 per 30 feet on average within the parking lot area. The minimum required

parking for the proposed development is 222 stalls. We are proposing 238 stalls which is 107% of the minimum. Therefore, the subject project earns 4 points.

- Transportation/Circulation: The proposed development does not required new streets or modifications to adopted master plans. Due to the grades associated with this site and the limited amount of frontage along Hazel Dell Way, pedestrian connections to the right-of-way are difficult. In addition, the grades of the site require that required stormwater detention/quality facility be placed between the right-of-way and the building. One ADA pedestrian connection is proposed constructed of scored concrete. It should be noted that since no street alignment modifications are needed this point does not apply and should be removed from the matrix for this project.
- Tree Retention, Open Space Conservation and Trail Connections: All existing vegetation and nursery stock has not been recommended by the City to be retained, and as such no mitigation is necessary. In addition, no existing trail system exists surrounding the property nor has one been identified by the City. However, the proposed development proposes 112 new trees, of which 58 (52%) are 3" caliper. In addition we are proposing to plant trees in along parking areas at an average distance of 1 per 30 feet. Based upon the description above, none of these points apply and should be removed from the matrix for this project.
- Landscaping: We are proposing 112 new trees, of which 58 (52%) are 3" caliper. As the proposed project is industrial by use and the site lies within the City of Canby's Industrial Area Master Plan, outdoor amenities are not appropriate for this project. The project does propose landscaping in excess of the minimum requirements, as well as a large water quality/detention pond in the front setback area abutting Hazel Dell Way which provides public benefit at the street level. Based upon the description above, the project earns 4 points. It should be noted that points for outdoor amenity do not apply to this type of project of this scale and should be removed from the matrix.
- Building Appearance and Orientation: The proposed project orients the main entrances toward Hazel Dell Way, and have provided scored sections and glazing along the street facing façade. Additional articulation of two-story glass and canopy systems further orient the building's northern elevation to the abutting street. The proposed building will be constructed of tilt-up concrete which is similar to the existing building to the north of the site. Based on the description above, the project earns 3 points.

## 5. SITE AND DESIGN REVIEW

### APPROVAL CRITERIA

#### *16.49.040 Criteria and Standards*

*I. 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*

**Response:** As is shown on Table 1 (see Section 4 of this narrative), the proposed development is in conformance with the development standards of the I-O overlay zone. The proposed development conforms with all applicable standards as is demonstrated in this application and on the attached plans. This standard is met.

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

**Response:** The proposed design, as is shown on the attached elevations, is compatible with the design and character of existing developments (mainly the existing buildings to the north). The proposed development will be constructed of tilt-up concrete and contain several windows along the north façade as these areas are intended to be office areas. In addition, a two tone paint scheme and several scored sections in the panel help to articulate the building toward Hazel Dell Way. This standard is met.

*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.*

**Response:** The proposed development is oriented toward Hazel Dell Way, which effectively screens all loading and waste receptacles from public view. The design, size, color, and materials are all compatible to existing developments (mainly the existing buildings to the north). This standard is met.

*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, C, and D above, if a minimum of 65 percent of the total possible number of points (not including bonuses) are accumulated for the whole development.*

**Response:** As this site contains the I-O overlay, the proposed development was designed in accordance with the I-O matrix to ensure compliance with the I-O zoning. Please see the discussion above.

*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.*

**Response:** Adequate public facilities and services are available for the proposed development. This standard is met.

4. *As part of the site and design review, the property owner may apply for approval to cut trees in addition to those allowed in Chapter 12.32, the city Tree Ordinance. The granting or denial of said application will be based on the criteria in Chapter 12.32. The cutting of trees does not in and of itself constitute change in the appearance of the property which would necessitate application for site and design review. (Ord. 848, Part III, section 2, 1991; Ord. 955 section 24 & 25, 1996; Ord 1237, 2007)*

**Response:** The subject site contains several small trees which are assumed to be former nursery stock. The proposed development requires the removal of all existing trees on the site, however as is shown on the attached landscape plan 112 trees will be planted in association with this development, of which 58 (52%) are 3" or greater. This standard is met.

**16.49.065 Bicycle and Pedestrian Facilities**

1. *Developments coming under design review shall meet the following standards:*

- A. *The internal walkway system shall be extended to the boundaries of the property to adjoining properties developed or zoned for commercial, public, or multi-family uses . . .*

**Response:** The internal walkways included with the proposed development are intended to provide safe pedestrian access through the site. A direct connection from Hazel Dell Way to the front of the building is proposed. Due to ADA requirements and the grade change from the front of the building to the property line, a meandering switchback path has been provided. The connection crosses the access drive and parking area and is proposed to be constructed of scored concrete to ensure safe and direct access to the proposed building for pedestrians. This standard is met.

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

**Response:** The proposed development is an industrial project, and therefore this standard does not apply.

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

1. *At least one sidewalk connection between the proposed development and each abutting commercial or office property shall be provided. One connection shall also be provided to each neighborhood.*
2. *Walkways shall be provided to the street for every 300 feet of developed frontage.*
3. *Walkways shall be direct with minimal driveway crossings.*
4. *Walkways shall be linked to the internal circulation of the building.*
5. *Walkways shall be at least five feet wide and shall be raised, have curbing, or have different paving materials when crossing driveways. (Ord. 1043 section 3, 2000)*

**Response:** The proposed development is an industrial project; therefore, this standard does not apply.

**Section 16.49.080 General Provisions for Landscaping**

1. *The standards set forth in this section are minimum standards for landscaping.*
2. *The minimum area requirement for landscaping for developments coming under design review shall be the percentage of the total land area to be developed as follows:*
  - A. *Fifteen (15) percent for all industrial and commercial zones (except the Downtown-Commercial zone, but including the Commercial-Residential zone).*

B. *Seven and one-half (7.5) percent for the Downtown-Commercial zone.*

C. *Thirty (30) percent for all residential zones.*

**Response:** This site is in an industrial zone and therefore is subject to 15% of the total land area to be landscaped. As shown on the site plan the proposed project has 51,520 SF or 15.67% of the total site area landscaped, which meets the requirement.

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

**Response:** The existing nursery stock trees and vegetation will be removed to accommodate the proposed development. However as mentioned above, 51,520 SF or 15.67% of the total site area landscaped. This standard is met.

4. *During the construction process:*

A. *The owner or the owner's agent shall provide above and below ground protection for existing trees and plant materials identified to remain.*

B. *Trees and plant materials identified for preservation shall be protected by chain link fencing placed around the tree, at the drip line.*

C. *If it is necessary to fence within the drip line, such fencing shall be specified by a qualified arborists, nurseryman or landscape architect.*

D. *Neither top soil storage nor construction material storage shall be located within the drip line of trees designated to be preserved.*

E. *Where site conditions make necessary grading, building, paving, trenching, boring, digging, or other similar encroachment upon a preserved tree's drip line area, such grading, building, paving, trenching, boring, digging, or other similar encroachment shall only be permitted under the direction of a qualified arborist, nurseryman or landscape architect. Such direction must assure that the health needs of trees within the preserved area can be met.*

F. *Tree root ends shall not remain exposed.*

**Response:** The existing nursery stock trees and vegetation will be removed to accommodate the proposed development. This standard does not apply.

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

**Response:** No existing nursery stock trees will be preserved and therefore this standard does not apply.

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

**Response:** No existing nursery stock trees will be preserved and therefore this standard does not apply.

7. *Any required landscaped area shall be designed, constructed, installed and maintained so that within three (3) years, the ground shall be covered by living grass or other plant material. . .*

**Response:** All required and proposed landscaping will be in place within the maximum timeframe of three years. As shown on the landscape plan, various materials are proposed for the landscaping of this development to ensure that maximum percentages are not exceeded for materials used in the development. This standard is met.

8. *All trees and plant materials shall be healthy, disease-free, damage-free, well-branched stock, characteristic of the species.*

**Response:** All trees chosen for the landscaping are specified to comply with this section's requirements. This standard is met.

9. *Landscaping shall be installed in accordance with the provisions of Sunset New Western Garden Book, 1979 edition, Lane Publishing Company, Menlo Park, California.*

**Response:** All landscaping to be installed will follow the provisions of the Sunset New Western Garden Book. This standard is met.

10. *The following guidelines are suggested to insure the longevity and continued vigor of plant materials:*
- A. *Select and site permanent landscape materials in such a manner as to produce a hardy and drought-resistant landscaped area.*
  - B. *Consider soil type and depth, spacing, exposure to sun and wind, slope and contours of the site, building walls and overhangs, and compatibility with existing native vegetation preserved on the site or in the vicinity.*

**Response:** The existing site conditions, including soil types and exposure to natural elements, were taken into consideration when deciding which species to include to ensure a long-lasting landscape. This standard is met.

11. *All plant growth in landscaped areas of developments shall be controlled by pruning, trimming or otherwise, so that:*
- A. *It will not interfere with designated pedestrian or vehicular access; and*
  - B. *It will not constitute a traffic hazard because of reduced visibility.*
  - C. *It will not hinder solar access considerations.*

**Response:** The landscaped elements were selected to be compatible with commercial uses. Maintenance will occur in a manner that will not negatively affect pedestrian or vehicular access. This standard is met.

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

**Response:** The grading associated with the site preparation for the proposed development will replace top soil in the identified landscaped areas on the site. Any additional top soil will be adequately replaced to provide the landscaping with a suitable base. This standard is met.

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

**Response:** As shown on the grading plan, the proposed planting areas are graded in order to provide positive drainage. This standard is met.

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

**Response:** Maintenance of the property will ensure the spread of the above elements are not foreseen to be a problem with the proposed development. This standard is met.

#### **16.49.100 Landscaping Installation and Maintenance**

**Response:** Please see the attached landscape plan for specifications of proposed landscape materials.

#### **16.49.100 Landscaping Installation and Maintenance**

- 1. *Except as allowed by subsection (2), all landscaping and exterior improvements required as part of the site and design review approval shall be completed prior to the issuance of any certificate of occupancy.*

**Response:** All landscaping and other elements associated with the site and design review will be in place before the occupancy of the buildings. This standard is met.

2. *A temporary certificate of occupancy may be issued prior to the complete installation of all required landscaping and exterior improvements if security equal to 110 percent of the cost of the landscaping and exterior improvements . . .*

**Response:** It is not anticipated that a temporary occupancy permit will be required. However, if necessary, the requirements of this section will be met.

3. *All landscaping approved through the site and design review process shall be continually maintained, including necessary watering, weeding, pruning and replacement, in a manner substantially similar to that originally approved by the Site and Design Review Board, unless later altered with Board approval.*

**Response:** The landscaping that is approved with this application will continue to be maintained. Parking lot landscaping is designed to enhance the visual environment of the parking area by breaking up large areas of asphalt, and providing shade and relief from large heat islands. This standard is met.

#### **16.49.120 Parking Lot Landscaping Standards**

1. *General Provisions. In addition to the objectives stated in section 2 of this ordinance, goals of parking lot standards are to create shaded areas in parking lots to reduce glare and to enhance the visual environment. The design of the parking area shall be the responsibility of the developer and should consider visibility of signage, traffic circulation, comfortable pedestrian access, and aesthetics. Trees shall not be cited as a reason for applying for or granting a variance on placements of signs.*

**Response:** Larger trees are proposed to be located at various locations throughout the site, which will provide shaded areas for the automobile parking. Smaller shrubs and landscaping materials are specified in order to make signage visible and pedestrian access safe within the site.

2. *Application. Parking lot landscaping standards shall apply to any surface passenger vehicle parking area of ten (10) spaces or more, or to any paved vehicular use area 3,500 square feet or larger on the same tax lot or on contiguous tax lots under common ownership. Any paved vehicular area which is used specifically as a utility storage lot or a truck loading area shall be exempt from landscaping requirements within a parking lot.*
3. *Landscaping Within a Parking Lot. Area within a parking lot shall include the paved parking and maneuvering area, as well as any paved area within ten (10) feet of any exterior face of curb surrounding the paved parking and maneuvering area.*
4. *Computing Minimum Area Required to be Landscaped Within a Parking Lot.*
- A. *Fifteen (15) percent for all residential, industrial, and commercial zones (except the Downtown-Commercial Zone, but including the Commercial-Residential Zone).*

**Response:** Parking lot landscaping standards apply to this site as there are 235 parking spaces proposed. 70,700 SF of parking lot area is associated with the proposed site. As shown on the site plan a total of 11,380 SF (16.1%) of landscaping is provided, which exceeds the requirement.



5. *Trees Required Within Parking Lots. Deciduous, evergreen and/or shade trees shall be planted within all parking lots and shall be distributed on the basis of one (1) tree for each eight (8) parking spaces or 2,800 square feet of paved vehicular-use area, whichever is greater. The Site and Design Review Board explicitly encourages the use of planter islands with trees for landscaping parking lots.*

**Response:** As shown on the landscape plan, a mixture of deciduous and evergreen tree species were chosen that will provide shade on the parking areas, as well as keep the landscaping looking natural all year long. In addition trees are provided along the boundaries of the site to buffer parking areas from adjacent development. The design of the site plan includes the use of planter islands in the parking areas. This standard is met.

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

**Response:** All trees included with the proposed development comply with the standards in this subsection.

7. *Size of Landscape Planter Islands:*

- A. *Landscape planter islands containing trees shall have a minimum planting area or twenty-five (25) square feet; shall have a minimum width of forty-eight (48) inches measured from back of curb; and shall be designed so as to prevent vehicular damage to trees. (Curb height to be six (6) inches minimum.)*

- B. *Sidewalks shall not encroach upon the minimum planting width.*

**Response:** While the size of the landscape planter islands that contain trees as shown on the site plan vary, all planter islands meet the minimum standards listed above.

8. *Perimeter of Parking and Loading Areas:*

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

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

**Response:** The use of trees and other landscaping is proposed to screen all parking areas on the site. There is a landscape tree located every forty (30) feet along vehicle areas.

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

**Response:** An automatic irrigation system is proposed to be installed with the landscaping to encourage the longevity and health of all landscape materials areas.

#### **16.49.150 Parking Lots or Paving Projects**

*All new paving or parking lot projects which create over 2,500 square feet of impervious surface and any new paving added to existing paving areas which creates a total of more than 2,500 square feet of impervious surface must meet City storm drainage requirements, parking lot landscaping standards and the drainage and access standards of the Oregon Department of Transportation (if applicable).*

**Response:** The proposed project develops a vacant and undeveloped site. As shown on the enclosed plans, the drainage system has been designed to meet City storm drainage requirements and parking lot landscaping standards.

## CHAPTER 16.42 SIGNS

This application proposes a monument sign for Kendal's business, the location of which is shown on the attached site plan. The sign will sit on a concrete base, and be approximately 3 feet tall and 6 feet wide. Photographs of Kendal's existing sign have been included with this application for more detail. Future tenant signage will be required to apply for a separate sign permit.

## 6. CONCLUSION

The proposed project, as described in the narrative above and on the attached plans, meets all applicable criteria. The proposed facility and associated exterior improvements will have no negative impact on the existing site and surrounding uses and the design of the structure is compatible with existing surrounding development. This application has addressed all applicable approval criteria, and therefore merits approval.

**7. EXHIBITS**

- A. Land Use Application Form & Checklist
- B. Tax Map
- C. Zoning Map
- D. Color Elevation
- E. Lighting Cut Sheet
- F. Sign Example

**ATTACHMENTS**

- 1. Plan Set
- 2. Transportation Impact Analysis
- 3. Materials Board

EXHIBIT A

**SITE AND DESIGN REVIEW APPLICATION**

FEE \*See Fee Schedule Below  
Process Type III

**OWNERS**

**APPLICANT\*\***

Name David Briggs  
Address 14071 Arndt Rd  
City Aurora State OR Zip 97002  
Phone 503 678 5600 Fax \_\_\_\_\_  
E-mail DBriggs@kendalfloral.com

Name Rhys Konrad - Group Mackenzie  
Address 1515 SE Water Ave Ste 100  
City Portland State OR Zip 97214  
Phone 503 224 9560 Fax 503 223 1285  
E-mail RK@GRPMACK.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 type="checkbox"/> Fax |

OWNER'S SIGNATURE \_\_\_\_\_

**DESCRIPTION OF PROPERTY**

Address No Site  
Tax Map 3 IE 34 Tax Lot(s) 4400 Lot Size 7.56  
(Acres/Sq.Ft.)  
Existing Use Vacant  
Proposed Use Manufacturing  
Existing Structures None  
Zoning M-1/M-2/I-O Comprehensive Plan Designation IND  
Previous Land Use Action (If any) N/A

<p><b>Total Fee =</b> Size Component (based on acreage) Public Improvement Component</p> <p><b>Size Component</b></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><b>Public Improvements Component</b> \$18,074</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: INSTRUCTIONS TO APPLICANTS

**All materials must be submitted in .pdf format on CD**

1. The applicant may request a pre-application conference, or the City Planner may determine that a pre-application conference is necessary after the application has been discussed or upon receipt of the application by the City. If a pre-application conference is necessary, the applicant completes and returns a completed pre-application form to the City and a conference is scheduled.
2. The applicant will be required to hold a neighborhood meeting with adjacent property owners and neighborhood representatives prior to submitting their application, unless this requirement is waived by the City.
3. Afterwards, the applicant files a complete application with the City, which includes the following information:

Applicant City  
Check Check

- One (1) copy of pages 1, 2, 3, and 4 of this application. Pages 2 and 3 include a checklist; this checklist should be included in the application with all relevant items checked by the applicant in the "applicant" column. If any items are considered to be not applicable, the omissions should be explained on a separate sheet. The City may request further information at any time before deeming the application complete.
- Payment of appropriate fees, cash or checks only. Checks should be made out to the City of Canby.
- A list of property owners within 500 feet of the subject property, on mailing labels (1" x 2-5/8") and in electronic form. **If the address of a property owner is different from the address of a site, a label for each unit on the site must also be prepared and addressed to "occupant."** A list of property owners may be obtained from a title insurance company or from the County Assessor. A list of property owners may be obtained from a title insurance company or from the County Assessor.
- Twenty (20) copies of a written statement, on 8-1/2" x 11" paper and electronically in MS Word format, describing the proposed development and including supportive documentation regarding the particular design in terms of its conformance with the Comprehensive Plan, Municipal Code, and Design Review Matrix (page 7), and availability and adequacy of public facilities and services.
- Ten (10) copies of a traffic impact analysis and a copy in .pdf or MS Word format, conducted or reviewed by a traffic engineer that is contracted by the City and paid for by the applicant (payment must be received by the City before the application is considered complete), including an accident report for the adjacent roads and nearby intersections, for any project that results in any one of the following:
  - A. More than one access onto any collector or arterial street (such streets being designated by the City of Canby Transportation System Plan);
  - B. More than six (6) residential units that enter onto any collector or arterial street;
  - C. Any multiple family dwellings (apartments, condominiums, townhouses, etc.) with more than six (6) units; or
  - D. Industrial or commercial enterprises which generate more than one hundred (100) vehicles per day.

# SITE AND DESIGN REVIEW: INSTRUCTIONS TO APPLICANTS

**All materials must be submitted in .pdf format on CD**

- One (1) copy in written format and .pdf format of the minutes of the neighborhood meeting as required by Municipal Code 16.89.020 and 16,89,070. The minutes to include the date of the meeting and a list of attendees.
- One (1) copy in written format and .pdf format of the minutes of the pre-application meeting.
- If the development is located in an area designed by the Hazard ("H") Overlay Zone, one (1) copy of an affidavit signed by a licensed professional engineer that the development will not result in any undue hazard for the occupants or users of the development, nor in any unusual public expense in the event of flooding, landslide, or other natural disaster.

- Twenty (20) copies of the site plan and in .pdf format. The site plan shall include the following information:
  - A. Vicinity Map. Vicinity map at a scale of 1"=400' showing the relationship of the plat to the existing street or road pattern.
  - B. Detailed Site Plan. The site plan and landscape plan shall be drawn at a scale no smaller than 1"=50'.
  - C. General Information. The following general information shall be shown on the site plan and/or landscape plan:

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/> | <input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/> | 1. Name of the development;<br>2. Date, north arrow, and scale of drawing;<br>3. Appropriate identification of the drawing as a site plan and/or landscape plan;<br>4. Property lines in relation to the development;<br>5. Names and addresses of the owner or owners, and developer, engineer, architect, or other individual(s) who prepared the site plan and/or landscape plan;   |
| <input checked="" type="checkbox"/><br><input checked="" type="checkbox"/>  | <input type="checkbox"/><br><input type="checkbox"/>   | 6. The location, widths, and names of all existing or planned streets, other public ways and easements within or adjacent to the lot, and other important features;<br>7. Contour lines having the following minimum intervals: <ul style="list-style-type: none"> <li>a. One-foot contour intervals for areas containing wetlands, or areas located within a 500-year flood plain;</li> <li>b. Two-foot contour intervals for ground slopes between five and ten percent;</li> <li>c. Five-foot contour intervals for ground slopes exceeding ten percent;</li> </ul> |
| <input checked="" type="checkbox"/>   | <input type="checkbox"/>   | 8. Location and direction of all watercourses on and abutting the tract. Approximate location of areas subject to inundation, stormwater overflow or standing water. Base flood data showing elevations of all property subject to inundation in the event of a one-hundred-year flood shall be shown;   |
| <input checked="" type="checkbox"/>   | <input type="checkbox"/>   | 9. Natural features, such as rock outcroppings, marshes or wetlands (as delineated by the State Division of Lands), wooded areas, isolated preservable trees (trees with trunks over 6" in diameter as measured 4 feet above the ground), and significant areas of vegetation;   |
| <input checked="" type="checkbox"/>   | <input type="checkbox"/>   | 10. A plan for grading in areas that have wetlands, natural drainage areas or areas that are located within a 500-year flood plain;  |
| <input checked="" type="checkbox"/>   | <input type="checkbox"/>   | 11. Location of all existing structures, and whether or not any of them are to be retained with the development;   |
| <input checked="" type="checkbox"/><br><input checked="" type="checkbox"/>  | <input type="checkbox"/><br><input type="checkbox"/>   | 12. Location of all proposed structures, showing exterior doors;<br>13. Profile elevations of the buildings, including color and material.   |



- 14. Bicycle paths, bicycle parking areas, sidewalks and other pedestrian ways;
- 15. Landscaping areas and water systems for landscaped areas;

### SITE AND DESIGN REVIEW: INSTRUCTIONS TO APPLICANTS

**All materials must be submitted in .pdf format on CD**

- 16. Types, sizes, and location of plants to be used in the landscaping (can be a "palette" of possible plants to be used in specific areas for landscaping);

- 17. Completed landscaping calculation form (see page 4);
- 18. Parking layout, including specially designated areas for compact cars and handicapped spaces. The patterns of vehicular traffic shall be shown, including ingress and egress points onto adjacent streets;

- 19. Locations and types of traffic control signs;
- 20. Distances between structures and other significant features, including property lines;

- 21. Planned exterior lighting arrangement;

- 22. Method of screening garbage cans and exterior storage areas from view;

- 23. Locations, sizes and types of fences to be used;

- 24. Vision clearance areas;

- 25. Storm drainage plans;

- 26. Locations and general size and nature of utility lines, pipelines, standpipes, hydrants, etc.;

- 27. Arrangement and location of mailboxes; and

- 28. Size, color, profile, and location of all signage proposed for the development.

## SITE AND DESIGN REVIEW APPLICATION: LANDSCAPING CALCULATIONS

### Site Areas

1. Building area	132,600	7 Square footage of building footprint
2. Parking/hardscape	70,700	7 Square footage of all sidewalks, parking, & maneuvering areas
3. Landscaped area	51,520	7 Square footage of all landscaped area
4. Total developed area	254,820	7 Add lines 1, 2 and 3
5. Undeveloped area	—	7 Square footage of any part of the site to be left undeveloped.
6. Total site area	329,313	7 Total square footage of site

### Required Site Landscaping (Code 16.49.080)

7. Zone	M-1/M-2/I-O	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	254,820	7 Fill in value from line 4
10. Required square footage of landscaping		7 Multiply developed area by % of required landscaping
11. Proposed square footage of landscaping		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	M-1/M-2/I-O	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	70,700	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	10,605	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	11,330	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	238	7 Total number of parking spaces
18. Area of parking lot & hardscape	70,700	7 Area from line 14
19. Number of parking spaces (line 17) divided by 8	30	7 Round up to the nearest whole number
20. Area of parking lot (line 18) divided by 2,800	25	7 Round up to the nearest whole number
21. Number of required trees in parking lot	30	7 Take the larger of the previous two rows
22. Number of trees provided within 10 feet of parking lot	34	7 Count the number of proposed trees within 10 feet of parking and maneuvering areas.

**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.

**TABLE 16.35.040**

CRITERIA	POSSIBLE SCORES		
<b>Parking</b>			
Parking areas located to the side or rear of buildings as viewed from public right-of-way: <50% or 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	①	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
<b>Minimum Acceptable Score Points</b>	<b>4</b>		
<b>Transportation/Circulation</b>			
N/A 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.	<del>0</del>	<del>1</del>	<del>2</del>
Design of all pedestrian ways (private, on-site pathways): six feet wide, raised concrete with painted crosswalks ("standard") = 0; standard with brick or similar pavers for pathways and crosswalks = 1; greater than 6 feet wide (inclusive of curb) and use of brick or similar pavers for pathways and crosswalks = 2.	①	1	2
Number of pedestrian connections between the street sidewalk and internal circulation system: one connection = 0; two connections = 1	①	1	
<b>Minimum Acceptable Score (some provisions may not apply) Points</b>	<b>3</b>		
<b>Tree Retention, Open Space conservation and Trail Connections</b>			
N/A Preserves trees as recommended by arborist or City Planning Department: <50% of recommended trees preserved = 0; 50%-75% = 1; 75%-100% = 2	<del>0</del>	<del>1</del>	<del>2</del>
N/A Replaces trees that were recommended for retention: No = 0; Yes	<del>0</del>	<del>1</del>	

= 1. Mitigation based on reasonable tree replacement

N/A When site includes designated open space, park or trail connection; ~~0~~ ~~1~~ ~~2~~  
 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

Minimum Acceptable Score (some provisions may not apply) 3 Points

**Landscaping**

Trees installed at 3 inch caliper: <25% of trees = 0; 25%-50% = 1; 50%-100% = 2. 0 1 (2)

**CRITERIA**

Usable outdoor amenity provided with development (e.g., water (0) 1 2  
 features, plazas, seating areas and similar features): No = 0; Y = 1;  
 Yes and public access provided (i.e., through an easement) = 2

Amount of grass or other planting used for ground cover treatment: 0 1 (2)  
 <75% = 0; 75%-90% = 1; 90%-100% = 2

Minimum Acceptable Score 3  
 Points

**Building Appearance and Orientation**

Building orientation at or near street; parking or drive separates building from (0) 1 2  
 street = 0; at least 20% of elevation within 5 feet of minimum setback = 1; at  
 least 20% of elevation is at a minimum setback = 2

Building entrances visible from the street: No = 0; Yes = 1 0 (1)

Buildings use quality materials: concrete, wood, or wood siding = (0) 1 2  
 0; concrete masonry, stucco, or similar material = 1; brick or  
 similar appearance = 2

Articulation and/or detailing to break up large building surfaces 0 (2)  
 and accentuate the building entrance(s): No = 0; Yes = 2

Minimum Acceptable Score 4  
 Points

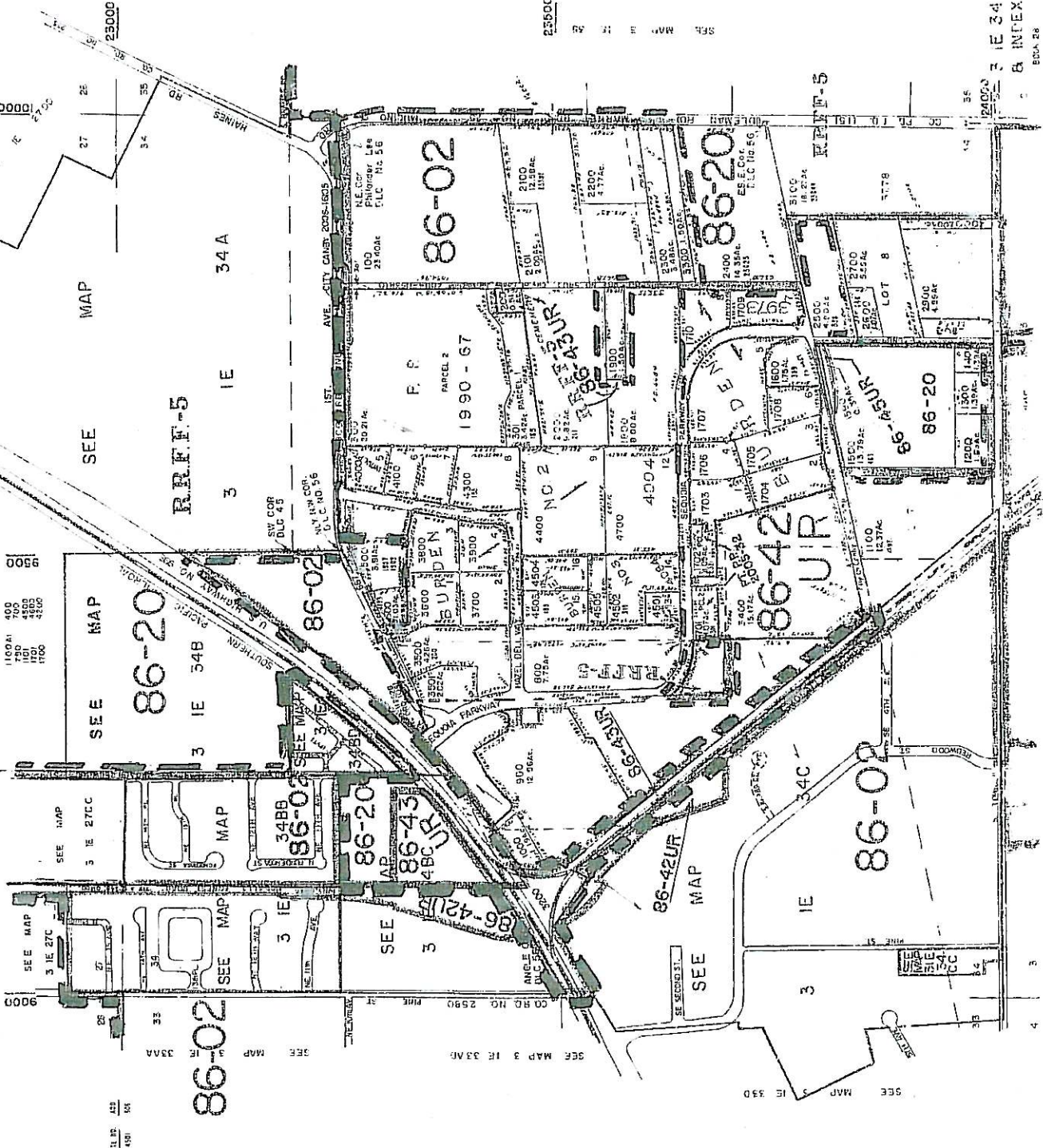
EXHIBIT B

SECTION 34 T3S.R.1E.W.M.  
 CLACKAMAS COUNTY  
 D.L.C.  
 PHILANDER LEE NO. 56  
 WALTER FISH NO. 45

This map was prepared for  
 assessment purposes only.

CANCELLED

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 750 700  
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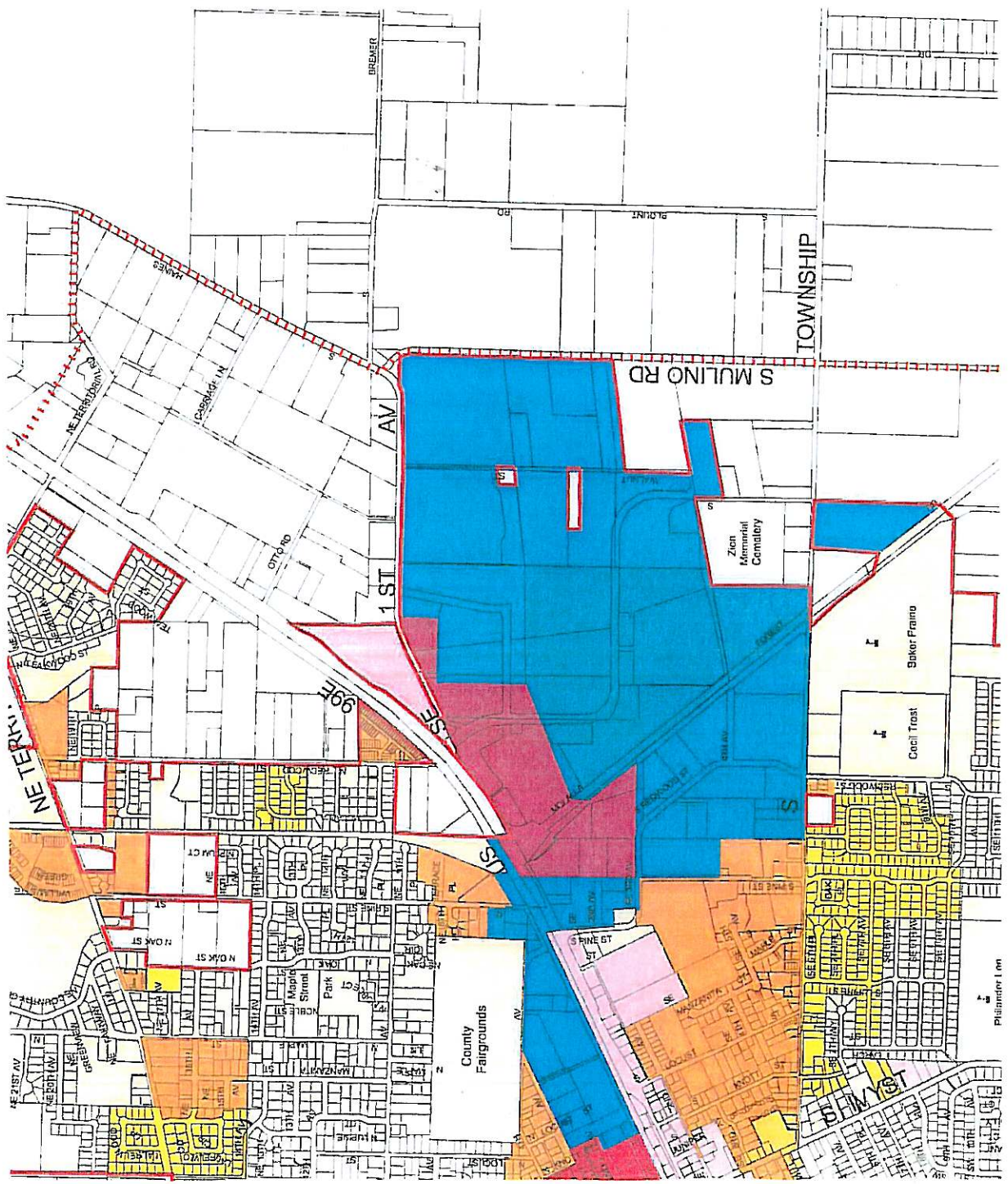
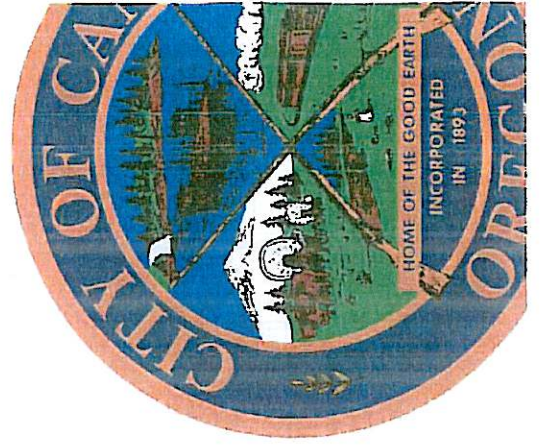
SEE MAP  
 3 IE 34A

EXHIBIT C

- High Density Residential - R1
- Downtown Commercial - C
- Highway Commercial - C2
- Heavy Commercial/Manufac
- Residential Commercial - C
- Light Industrial - M1
- Heavy Industrial - M2
- Agricultural - A

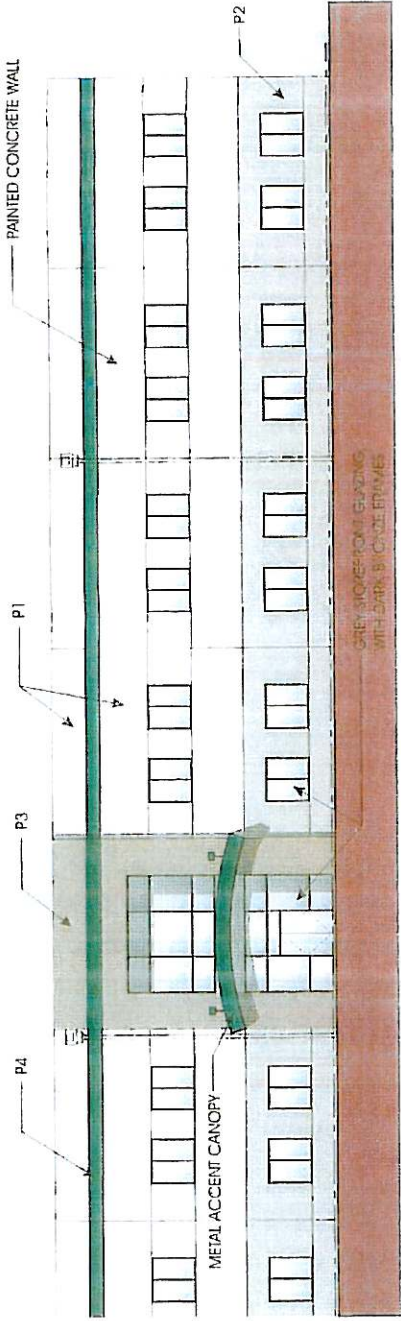


# City Limits Urban Growth E

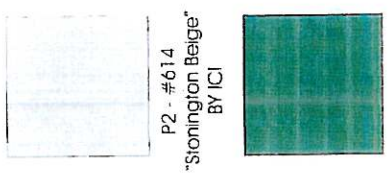








OFFICE



P2 - #614  
"Stonington Beige"  
BY ICI



P4 - #1080  
"GREEN BANK"  
BY ICI

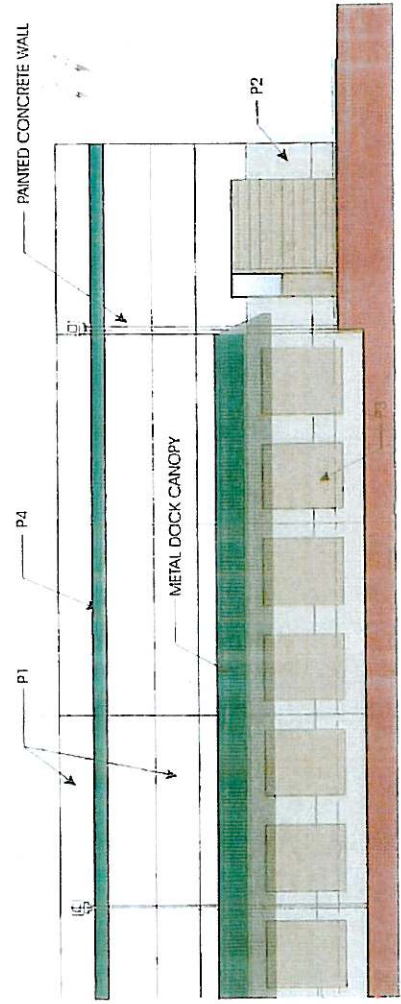


P1 - #673  
"Barrister White"  
BY ICI



P3 - #458  
"Canvasback"  
BY ICI

PAINT COLORS



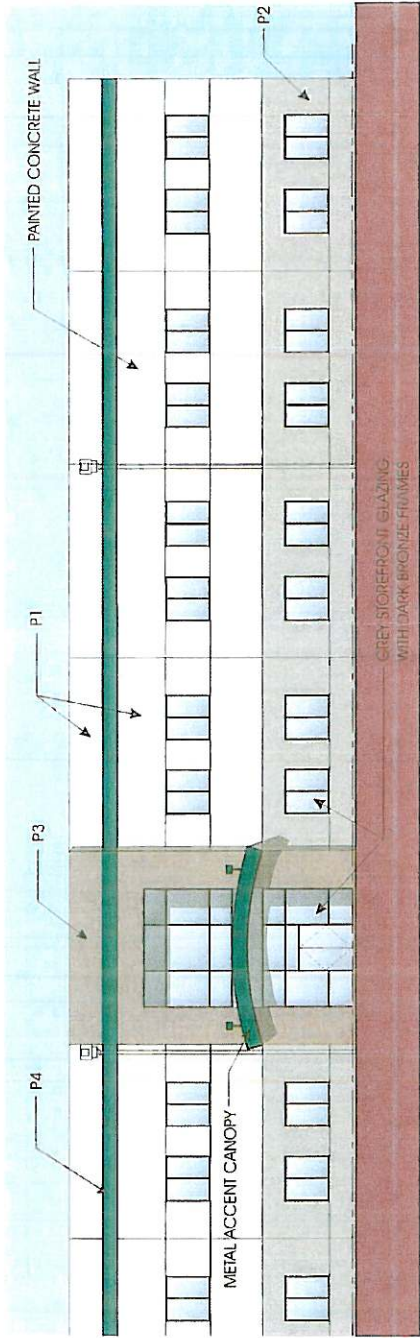
TRUCK DOCK

# KENDAL FLORAL - MATERIAL BOARD

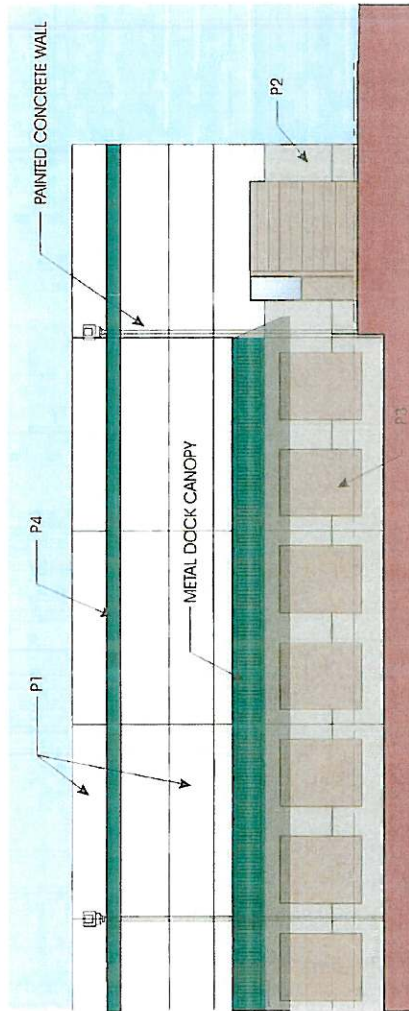
2070305.00

SEPTEMBER 14, 2007





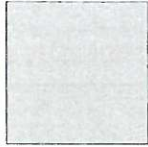
OFFICE



TRUCK DOCK



P1 - #673  
"Barrister White"  
BY ICI



P2 - #614  
"Stonington Beige"  
BY ICI



P3 - #458  
"Carvasback"  
BY ICI



P4 - #1080  
"GREEN BANK"  
BY ICI

PAINT COLORS

**KENDAL FLORAL - MATERIAL BOARD**

SEPTEMBER 14, 2007

2070305.00

GRDLP

**MACKENZIE**

EXHIBIT E



## FEATURES & SPECIFICATIONS

### INTENDED USE

Ideal for parking areas, street lighting, walkways and car lots.

### CONSTRUCTION

Rugged, die-cast, soft corner aluminum housing with 0.12" nominal wall thickness. Die-cast door frame has impact-resistant, tempered, glass lens that is fully gasketed with one-piece tubular silicone.

### FINISH

Standard finish is dark bronze (DOB) polyester powder finish, with other architectural colors available.

### OPTICAL SYSTEM

Anodized, aluminum hydroformed reflectors: IES full cutoff distributions R2 (asymmetric), R3 (asymmetric), R4 (forward throw) and R5S (square) are interchangeable. High-performance anodized, segmented aluminum reflectors IES full cutoff distributions SR2 (asymmetric), SR3 (asymmetric) and SR4SC (forward throw, sharp cutoff). Segmented reflectors attach with tool-less fasteners and are rotatable and interchangeable.

### ELECTRICAL SYSTEM

Ballast: High reactance, high power factor for 70-150W. Constant wattage autotransformer for 175-400W. Metal halide 150W and below are standard with pulse-start ignitor technology; super CWA pulse-start ballast required for 200W, 320W and 350W (SCWA option). Ballast is copper-wound and 100% factory-tested.

Socket: Porcelain, horizontally oriented medium base socket for 70-150W and mogul base socket for 175W and above, with copper alloy, nickel-plated screw shell and center contact. UL listed 1500W, 600V.

### LISTING

UL Listed (standard). CSA Certified (see Options). UL listed for 25°C ambient and wet locations. IP65 rated in accordance with standard IEC 529.

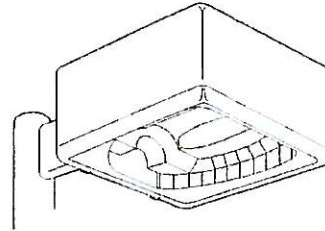
Specifications subject to change without notice.

Catalog Number	
Notes	Type



Soft Square Cutoff Lighting

# KAD



METAL HALIDE

70W-400W

HIGH PRESSURE SODIUM

70W-400W

20' to 35' Mounting

### Specifications

EPA: 1.2 ft.<sup>2</sup>

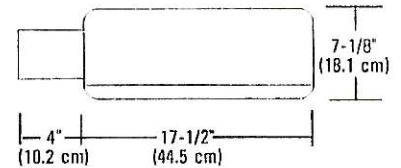
\*Weight: 35.9 lbs (16.28 kg)

Length: 17-1/2" (44.5 cm)

Width: 17-1/2" (44.5 cm)

Depth: 7-1/8" (18.1 cm)

\*Weight as configured in example below.



## ORDERING INFORMATION

For shortest lead times, configure product using **standard options (shown in bold)**.

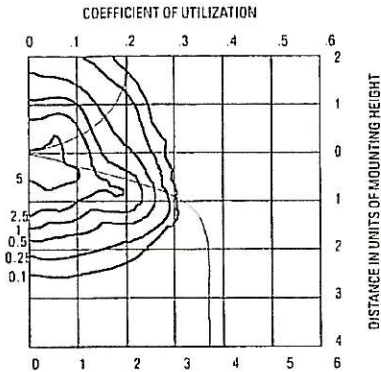
Example: KAD 400M R3 TB SPD04 LPI

KAD		Voltage	Mounting		Ballast	Options	Lamp <sup>15</sup>
Series	Wattage		Type	Length <sup>11</sup>			
KAD	Metal halide	120	SPD	Square pole	(blank) Magnetic ballast	<b>Shipped installed in fixture</b>	LPI Lamp included
	High pressure sodium <sup>1</sup>	208 <sup>7</sup>	RPD	Round pole	CWI Constant wattage isolated	SF Single fuse 120, 277, 347V <sup>14</sup>	L/LP Less lamp
	70M <sup>1,2,3</sup>	240 <sup>7</sup>	WBD	Wall bracket	<b>Pulse Start</b> SCWA Super pulse start ballast	DF Double fuse 208, 240, 480V <sup>14</sup>	Finish <sup>18</sup>
	100M <sup>1</sup>	277	TB <sup>8</sup>	Wood pole or wall		PD Power tray <sup>15</sup>	(blank) Dark bronze
	150M <sup>3</sup>	347	TBV <sup>9</sup>			PER NEMA twist-lock receptacle only (no photocontrol)	DWH White
	175M <sup>1</sup>	480 <sup>7</sup>	DAD12P	Degree arm (pole) <sup>12</sup>		QRS Quartz restrike system <sup>16</sup>	DBL Black
	100S		DAD12WB	Degree arm (wall) <sup>12</sup>		QRSTD QRS time delay <sup>10,16</sup>	DMB Medium bronze
	150S <sup>2</sup>		WBA	Decorative wall bracket <sup>12,13</sup>		WTB Terminal wiring block <sup>15</sup>	DNA Natural aluminum
	250S		KMA	Mast arm external fitter		HS House-side shield	
	200M <sup>4</sup>		KTMB	Twin mounting bar		CSA CSA Certified	
250M					<b>Shipped separately<sup>17</sup></b>		
320M <sup>4</sup>					PE1 NEMA twist-lock PE (120, 208, 240V)		
350M <sup>4</sup>					PE3 NEMA twist-lock PE (347V)		
400M <sup>5</sup>					PE4 NEMA twist-lock PE (480V)		
					PE7 NEMA twist-lock PE (277V)		
					SC Shortening cap for PER option		
					VG Vandal guard		
					WG Wire guard		
Distribution							
Hydroformed reflectors							
R2 IES type II asymmetric <sup>6</sup>							
R3 IES type III asymmetric <sup>6</sup>							
R4 IES type IV forward throw <sup>5</sup>							
R5S IES type V square							
Segmented reflectors							
SR2 IES type II asymmetric <sup>6</sup>							
SR3 IES type III asymmetric <sup>6</sup>							
SR4SC IES type IV forward throw							
NOTES:							
1 Not available with SCWA.							
2 Not available with 480V.							
3 Not available with TBV.							
4 Must be ordered with SCWA.							
5 Reduced jacket E028 required for SR2, SR3 and SR4SC optics.							
6 House-side shield available.							
7 Must specify CWI for use in Canada.							
8 Optional multi-tap ballast (120, 208, 240, 277V; in Canada: 120, 277, 347V).							
9 Optional five-tap ballast (120, 208, 240, 277, 480V).							
10 Consult factory for available wattages.							
11 9" arm is required when two or more luminaires are oriented on a 90° drilling pattern.							
12 Ships separately.							
13 Available with SPD04 and SPD09.							
14 Must specify voltage. N/A with TB.							
15 Only available with SR2, SR3, & SR4SC optics.							
16 Max allowable wattage lamp included.							
17 May be ordered as an accessory.							
18 See www.lithonia.com/archolors for additional color options.							
19 Must be specified.							
20 Must use RPD09							
						<b>Accessories</b>	
						Order as separate catalog number.	
						Number of fixtures	
						Tenon Mounting Slipfitter	
						One	
						Two@180°	
						Two@90°	
						Three@120°	
						Three@90°	
						Four@90°	
						2-3/8" T20-190 T20-280 T20-290 <sup>20</sup> T20-320 <sup>20</sup> T20-390 <sup>20</sup> T20-490 <sup>20</sup>	
						2-7/8" T25-190 T25-280 T25-290 <sup>20</sup> T25-320 T25-390 <sup>20</sup> T25-490 <sup>20</sup>	
						4" T35-190 T35-280 T35-290 <sup>20</sup> T35-320 T35-390 <sup>20</sup> T35-490 <sup>20</sup>	
						KADVG Vandal guard	
						KADWG Wire guard	

# KAD 400M Arm-mounted Soft Square Cutoff

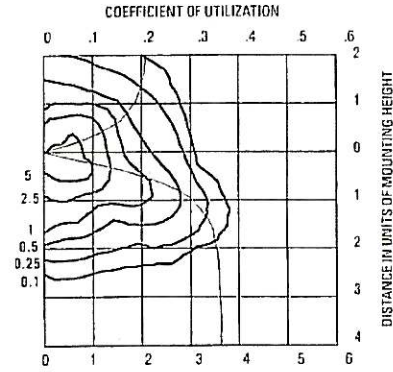
Coefficient of Utilization   
 Initial Footcandles

**KAD R2** Test no. 1193D83101



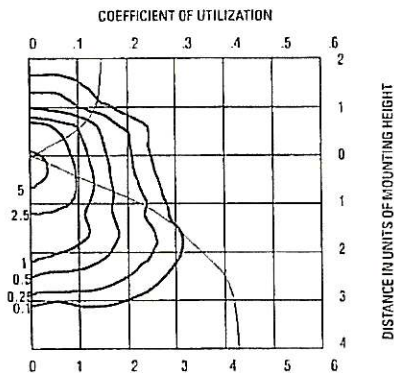
400W Metal Halide lamp, 32,000 rated lumens, Footcandle values based on 30' mounting height, Distribution Type II, cutoff.

**KAD R3** Test no. 1192040902



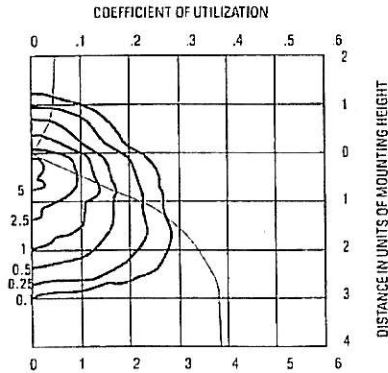
400W Metal Halide lamp, 32,000 rated lumens, Footcandle values based on 30' mounting height, Distribution Type III, cutoff.

**KAD R4** Test no. 1191110101



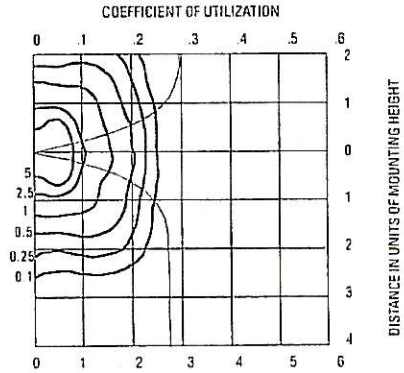
400W Metal Halide lamp, 32,000 rated lumens, Footcandle values based on 30' mounting height, Distribution Type IV, cutoff.

**KAD R4HS** Test no. 1192061101



400W Metal Halide lamp, 32,000 rated lumens, Footcandle values based on 30' mounting height, Distribution Type IV, cutoff.

**KAD R5S** Test no. 1193111901



400W Metal Halide lamp, 32,000 rated lumens, Footcandle values based on 30' mounting height, Distribution Type V, cutoff.

## Electrical Characteristics

	Primary voltage	Line current (Amps) Start/Operating	Primary dropout voltage	Input watts	Power factor (%)	Regulation Line V = Lamp lumens
400CWA	120	2.50/4.00	55			
Peak-lead	208	1.45/2.30	95	455	90+	±10% = ±10%
Autotransformer	277	1.10/1.75	125			
	480	.73/1.00	225			

Tested to current IES and NEMA standards under stabilized laboratory conditions. Various operating factors can cause differences between laboratory data and actual field measurements. Dimensions and specifications on this sheet are based on the most current available data and are subject to change without notice.

## NOTES:

1 Photometric data for other distributions can be accessed from [www.lithonia.com](http://www.lithonia.com).

## Mounting Height Correction Factor

(Multiply the fc level by the correction factor)

25 ft. = 1.44

35 ft. = 0.73

40 ft. = .56

$$\left( \frac{\text{Existing Mounting Height}}{\text{New Mounting Height}} \right)^2 = \text{Correction Factor}$$



**NIGHTTIME FRIENDLY**

Consistent with LEED® goals & Green Globes® criteria for light pollution reduction



An Acuity Brands Company

Sheet #: KAD-M-S

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Lithonia Lighting

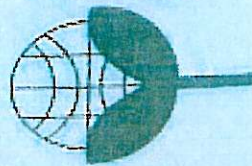
Outdoor

One Lithonia Way, Conyers, GA 30012

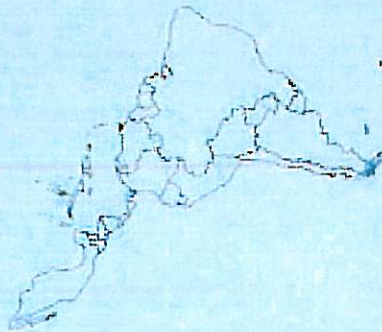
Phone: 770-922-9000 Fax: 770-918-1209

[www.lithonia.com](http://www.lithonia.com)





**KENDAL**  
FLORAL SUPPLY INC.

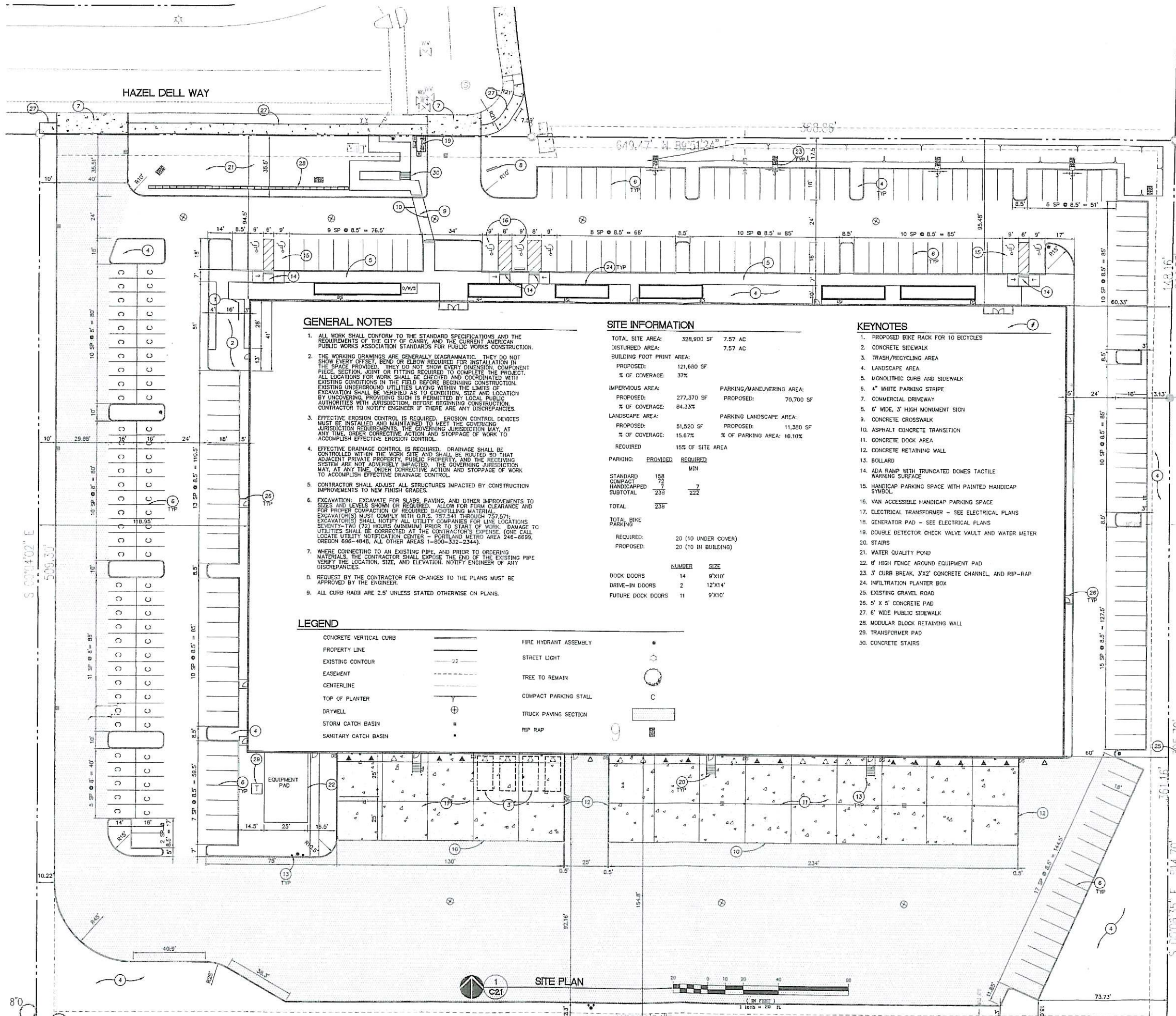


*14071 N.E. Arricht Road*

**FLOREXPO, LLC**







**GENERAL NOTES**

1. ALL WORK SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND THE REQUIREMENTS OF THE CITY OF CANBY, AND THE CURRENT AMERICAN PUBLIC WORKS ASSOCIATION STANDARDS FOR PUBLIC WORKS CONSTRUCTION.
2. THE WORKING DRAWINGS ARE GENERALLY DIAGRAMMATIC. THEY DO NOT SHOW EVERY OFFSET, BEND OR ELBOW REQUIRED FOR INSTALLATION IN THE SPACE PROVIDED. THEY DO NOT SHOW EVERY DIMENSION, COMPONENT PIECE, SECTION, JOINT OR FITTING REQUIRED TO COMPLETE THE PROJECT. ALL LOCATIONS FOR WORK SHALL BE CHECKED AND COORDINATED WITH EXISTING UNDERGROUND UTILITIES LAYING WITHIN THE LIMITS OF EXCAVATION SHALL BE VERIFIED AS TO CONDITION, SIZE AND LOCATION BY UNCOVERING, PROVIDING SUCH IS PERMITTED BY LOCAL PUBLIC AUTHORITIES WITH JURISDICTION, BEFORE BEGINNING CONSTRUCTION. CONTRACTOR TO NOTIFY ENGINEER IF THERE ARE ANY DISCREPANCIES.
3. EFFECTIVE EROSION CONTROL IS REQUIRED. EROSION CONTROL DEVICES MUST BE INSTALLED AND MAINTAINED TO MEET THE GOVERNING JURISDICTION REQUIREMENTS. THE GOVERNING JURISDICTION MAY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE EROSION CONTROL.
4. EFFECTIVE DRAINAGE CONTROL IS REQUIRED. DRAINAGE SHALL BE CONTROLLED WITHIN THE WORK SITE AND SHALL BE ROUTED SO THAT ADJACENT PRIVATE PROPERTY, PUBLIC PROPERTY, AND THE RECEIVING SYSTEM ARE NOT ADVERSELY IMPACTED. THE GOVERNING JURISDICTION MAY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE DRAINAGE CONTROL.
5. CONTRACTOR SHALL ADJUST ALL STRUCTURES IMPACTED BY CONSTRUCTION IMPROVEMENTS TO NEW FINISH GRADES.
6. EXCAVATION: EXCAVATE FOR SLABS, PAVING, AND OTHER IMPROVEMENTS TO SIZES AND LEVELS SHOWN OR REQUIRED. ALLOW FOR FORM CLEARANCE AND FOR PROTECTIVE COMPACTING OF REQUIRED BACKFILL MATERIAL. EXCAVATOR(S) MUST COMPLY WITH O.R.S. 757.541 THROUGH 757.571; EXCAVATOR(S) SHALL NOTIFY ALL UTILITY COMPANIES FOR LINE LOCATIONS SEVENTY-TWO (72) HOURS (MINIMUM) PRIOR TO START OF WORK. DAMAGE TO UTILITIES SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE (ONE CALL LOCAL UTILITY NOTIFICATION CENTER - PORTLAND METRO AREA 248-6699, OREGON 888-4848, ALL OTHER AREAS 1-800-332-2344).
7. WHERE CONNECTING TO AN EXISTING PIPE, AND PRIOR TO ORDERING MATERIALS, THE CONTRACTOR SHALL EXPOSE THE END OF THE EXISTING PIPE VERIFY THE LOCATION, SIZE, AND ELEVATION. NOTIFY ENGINEER OF ANY DISCREPANCIES.
8. REQUEST BY THE CONTRACTOR FOR CHANGES TO THE PLANS MUST BE APPROVED BY THE ENGINEER.
9. ALL CURB RADII ARE 2.5' UNLESS STATED OTHERWISE ON PLANS.

**SITE INFORMATION**

TOTAL SITE AREA:	328,900 SF	7.57 AC
DISTURBED AREA:		7.57 AC
BUILDING FOOT PRINT AREA:		
PROPOSED:	121,650 SF	
% OF COVERAGE:	37%	
IMPERVIOUS AREA:		
PROPOSED:	277,370 SF	PARKING/MANEUVRING AREA: 70,700 SF
% OF COVERAGE:	84.33%	
LANDSCAPE AREA:		
PROPOSED:	51,520 SF	PARKING LANDSCAPE AREA: 11,380 SF
% OF COVERAGE:	15.67%	% OF PARKING AREA: 16.10%
REQUIRED:	15% OF SITE AREA	
PARKING:	PROVIDED	REQUIRED
STANDARD	158	MR
COMPACT	72	
HANDICAPPED	7	
SUBTOTAL	238	222
TOTAL	238	
TOTAL BIKE PARKING:		
REQUIRED:	20 (10 UNDER COVER)	
PROPOSED:	20 (10 IN BUILDING)	
	NUMBER	SIZE
DOCK DOORS	14	9'X10'
DRIVE-IN DOORS	2	12'X14'
FUTURE DOCK DOORS	11	9'X10'

**KEYNOTES**

1. PROPOSED BIKE RACK FOR 10 BICYCLES
2. CONCRETE SIDEWALK
3. TRASH/RECYCLING AREA
4. LANDSCAPE AREA
5. MONOLITHIC CURB AND SIDEWALK
6. 4" WHITE PARKING STRIPE
7. COMMERCIAL DRIVEWAY
8. 6" WIDE, 3" HIGH MONUMENT SIGN
9. CONCRETE CROSSWALK
10. ASPHALT CONCRETE TRANSITION
11. CONCRETE DOCK AREA
12. CONCRETE RETAINING WALL
13. BOLLARD
14. ADA RAMP WITH TRUNCATED DOME TACTILE WARNING SURFACE
15. HANDICAP PARKING SPACE WITH PAINTED HANDICAP SYMBOL
16. VAN ACCESSIBLE HANDICAP PARKING SPACE
17. ELECTRICAL TRANSFORMER - SEE ELECTRICAL PLANS
18. GENERATOR PAD - SEE ELECTRICAL PLANS
19. DOUBLE DETECTOR CHECK VALVE VAULT AND WATER METER
20. STAIRS
21. WATER QUALITY POND
22. 6" HIGH FENCE AROUND EQUIPMENT PAD
23. 3' CURB BREAK, 3'X2' CONCRETE CHANNEL, AND RIP-RAP
24. INFILTRATION PLANTER BOX
25. EXISTING GRAVEL ROAD
26. 5' X 5' CONCRETE PAD
27. 6' WIDE PUBLIC SIDEWALK
28. MODULAR BLOCK RETAINING WALL
29. TRANSFORMER PAD
30. CONCRETE STAIRS

**LEGEND**

CONCRETE VERTICAL CURB	=====	FIRE HYDRANT ASSEMBLY	●
PROPERTY LINE	-----	STREET LIGHT	○
EXISTING CONTOUR	- - - - -	TREE TO REMAIN	⊙
EASEMENT	-----	COMPACT PARKING STALL	C
CENTERLINE	-----	TRUCK PAVING SECTION	▭
TOP OF PLANTER	⊕	TRUCK PAVING SECTION	▭
DRYWELL	⊕	TRUCK PAVING SECTION	▭
STORM CATCH BASIN	■	TRUCK PAVING SECTION	▭
SANITARY CATCH BASIN	■	TRUCK PAVING SECTION	▭

**GRUPP MACKENZIE**  
 Architecture  
 Interior Design  
 Land Use Planning  
 Civil Engineering  
 Structural Engineering  
 Transportation Planning  
 Landscape Architecture  
 Vancouver, WA  
 Portland, OR  
 Seattle, WA  
 360.966.7979  
 360.227.0660

Client  
**KENDAL FLORAL**  
 14071 NE ARMIST ROAD  
 AURORA, OR 97002  
 PHONE: (503) 678.5600

Project  
**KENDAL FLORAL**

**HAZELDELL WAY  
 CANBY**

Contractor  
**FERLO MOORMACK PACIFIC**  
 7190 SW SANDBURG ST  
 PORTLAND, OR 97223  
 Phone: (503) 624-2090  
 FAX: (503) 639-4134

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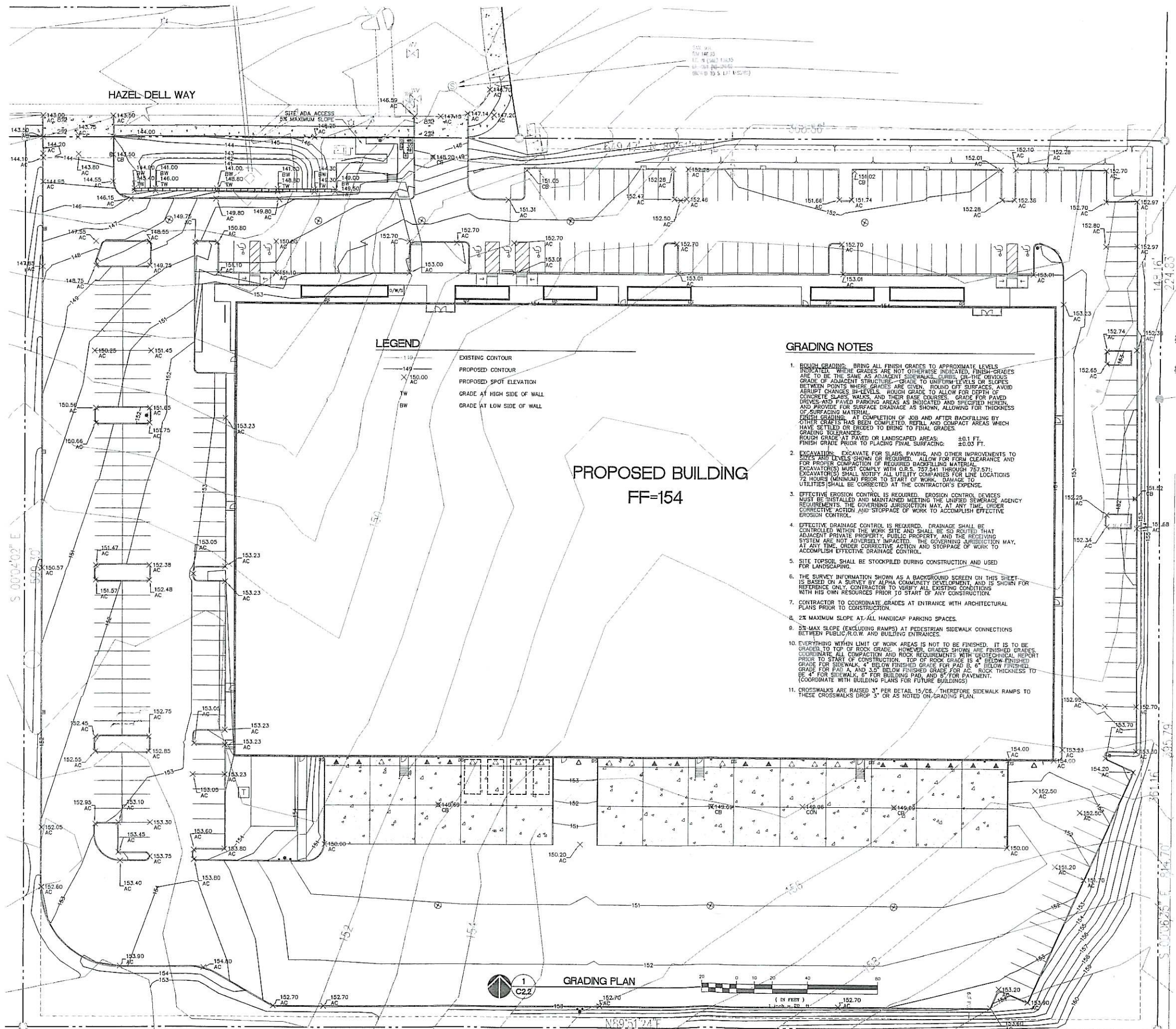
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SHEET TITLE:  
**SITE PLAN**

DRAWN BY: MAZ  
 CHECKED BY: RHJ  
 SHEET

**C21**

JOB NO. 2070305.00



**GROUP MACKENZIE**  
 Architecture  
 Interior Design  
 Land Use Planning  
 Structural Engineering  
 Transportation Planning  
 Landscape Architecture  
 Vancouver, WA 360.686.7070  
 Portland, OR 503.226.1880  
 Seattle, WA 206.748.9893

Client  
**KENDAL FLORAL**  
 14071 NE ARNOT ROAD  
 AURORA, OR 97002  
 PHONE: (503) 676.5600

Project  
**KENDAL FLORAL**

**HAZELDELL WAY CANBY**

Contractor  
**PELO MCCORMACK PACIFIC**  
 7150 SW SANDSBURG ST  
 PORTLAND, OR 97223  
 Phone: (503)624-2090  
 Fax: (503)639-4134

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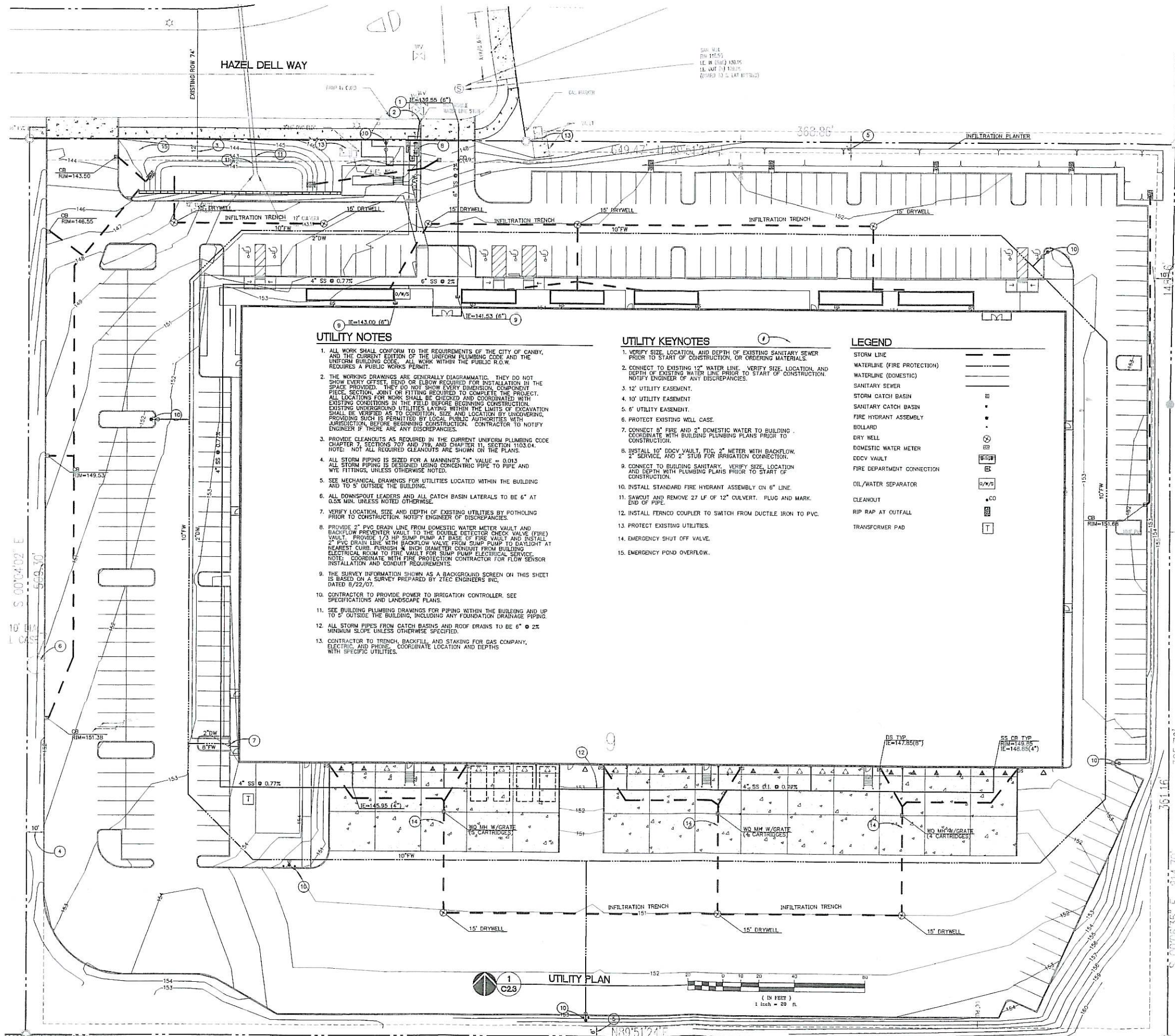
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**GRADING PLAN**

DRAWN BY: MAZ  
 CHECKED BY: R.J.H  
 SHEET

**C2.2**

JOB NO. 2070305.00



**UTILITY NOTES**

1. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF CANBY, AND THE CURRENT EDITION OF THE UNIFORM PLUMBING CODE AND THE UNIFORM BUILDING CODE. ALL WORK WITHIN THE PUBLIC R.O.W. REQUIRES A PUBLIC WORKS PERMIT.
2. THE WORKING DRAWINGS ARE GENERALLY DIAGRAMMATIC. THEY DO NOT SHOW EVERY OFFSET, BEND OR ELBOW REQUIRED FOR INSTALLATION IN THE SPACE PROVIDED. THEY DO NOT SHOW EVERY DIMENSION, COMPONENT, PIECE, SECTION, JOINT OR FITTING REQUIRED TO COMPLETE THE PROJECT. ALL LOCATIONS FOR WORK SHALL BE CHECKED AND COORDINATED WITH EXISTING CONDITIONS IN THE FIELD BEFORE BEGINNING CONSTRUCTION. EXISTING UNDERGROUND UTILITIES LAYING WITHIN THE LIMITS OF EXCAVATION SHALL BE VERIFIED AS TO CONDITION, SIZE AND LOCATION BY UNCOVERING, PROVIDING SUCH IS PERMITTED BY LOCAL PUBLIC AUTHORITIES WITH JURISDICTION, BEFORE BEGINNING CONSTRUCTION. CONTRACTOR TO NOTIFY ENGINEER IF THERE ARE ANY DISCREPANCIES.
3. PROVIDE CLEANOUTS AS REQUIRED IN THE CURRENT UNIFORM PLUMBING CODE CHAPTER 7, SECTIONS 707 AND 719, AND CHAPTER 11, SECTION 1103.04. NOTE: NOT ALL REQUIRED CLEANOUTS ARE SHOWN ON THE PLANS.
4. ALL STORM PIPING IS SIZED FOR A MANNING'S "N" VALUE = 0.013. ALL STORM PIPING IS DESIGNED USING CONCENTRIC PIPE TO PIPE AND WYE FITTINGS, UNLESS OTHERWISE NOTED.
5. SEE MECHANICAL DRAWINGS FOR UTILITIES LOCATED WITHIN THE BUILDING AND TO 5' OUTSIDE THE BUILDING.
6. ALL DOWNSPOUT LEADERS AND ALL CATCH BASIN LATERALS TO BE 6" AT 0.5% MIN. UNLESS NOTED OTHERWISE.
7. VERIFY LOCATION, SIZE AND DEPTH OF EXISTING UTILITIES BY POT-HOLING PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF DISCREPANCIES.
8. PROVIDE 2" PVC DRAIN LINE FROM DOMESTIC WATER METER VAULT AND BACKFLOW PREVENTER VAULT TO THE DOUBLE DETECTOR CHECK VALVE (FIRE) VAULT. PROVIDE 1/3 HP SUMP PUMP AT BASE OF FIRE VAULT AND INSTALL 2" PVC DRAIN LINE WITH BACKFLOW VALVE FROM SUMP PUMP TO DAYLIGHT AT NEAREST CURB. FURNISH 3/4" INCH DIAMETER CONDUIT FROM BUILDING ELECTRICAL ROOM TO FIRE VAULT FOR SUMP PUMP ELECTRICAL SERVICE. NOTE: COORDINATE WITH FIRE PROTECTION CONTRACTOR FOR FLOW SENSOR INSTALLATION AND CONDUIT REQUIREMENTS.
9. THE SURVEY INFORMATION SHOWN AS A BACKGROUND SCREEN ON THIS SHEET IS BASED ON A SURVEY PREPARED BY ZTEC ENGINEERS INC, DATED 8/22/07.
10. CONTRACTOR TO PROVIDE POWER TO IRRIGATION CONTROLLER. SEE SPECIFICATIONS AND LANDSCAPE PLANS.
11. SEE BUILDING PLUMBING DRAWINGS FOR PIPING WITHIN THE BUILDING AND UP TO 5' OUTSIDE THE BUILDING, INCLUDING ANY FOUNDATION DRAINAGE PIPING.
12. ALL STORM PIPES FROM CATCH BASINS AND ROOF DRAINS TO BE 6" @ 2% MINIMUM SLOPE UNLESS OTHERWISE SPECIFIED.
13. CONTRACTOR TO TRENCH, BACKFILL AND STAKING FOR GAS COMPANY, ELECTRIC, AND PHONE. COORDINATE LOCATION AND DEPTHS WITH SPECIFIC UTILITIES.

**UTILITY KEYNOTES**

1. VERIFY SIZE, LOCATION, AND DEPTH OF EXISTING SANITARY SEWER PRIOR TO START OF CONSTRUCTION, OR ORDERING MATERIALS.
2. CONNECT TO EXISTING 12" WATER LINE. VERIFY SIZE, LOCATION, AND DEPTH OF EXISTING WATER LINE PRIOR TO START OF CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES.
3. 12" UTILITY EASEMENT.
4. 10' UTILITY EASEMENT.
5. 6" UTILITY EASEMENT.
6. PROTECT EXISTING WELL CASE.
7. CONNECT 8" FIRE AND 2" DOMESTIC WATER TO BUILDING. COORDINATE WITH BUILDING PLUMBING PLANS PRIOR TO CONSTRUCTION.
8. INSTALL 10" DDCV VAULT, 10' METER WITH BACKFLOW 2" SERVICE, AND 2" STUB FOR IRRIGATION CONNECTION.
9. CONNECT TO BUILDING SANITARY. VERIFY SIZE, LOCATION AND DEPTH WITH PLUMBING PLANS PRIOR TO START OF CONSTRUCTION.
10. INSTALL STANDARD FIRE HYDRANT ASSEMBLY ON 6" LINE.
11. SAWCUT AND REMOVE 27 LF OF 12" CULVERT. PLUG AND MARK. END OF PIPE.
12. INSTALL FERRICO COUPLER TO SWITCH FROM DUCTILE IRON TO PVC.
13. PROTECT EXISTING UTILITIES.
14. EMERGENCY SHUT OFF VALVE.
15. EMERGENCY POND OVERFLOW.

**LEGEND**

STORM LINE	---
WATERLINE (FIRE PROTECTION)	----
WATERLINE (DOMESTIC)	.....
SANITARY SEWER	- - - - -
STORM CATCH BASIN	■
SANITARY CATCH BASIN	□
FIRE HYDRANT ASSEMBLY	●
BOLLARD	○
DRY WELL	⊗
DOMESTIC WATER METER	⊕
DDCV VAULT	⊞
FIRE DEPARTMENT CONNECTION	⊟
OIL/WATER SEPARATOR	⊠
CLEANOUT	⊡
RIP RAP AT OUTFALL	⊢
TRANSFORMER PAD	⊣

**GROUP MACKENZIE**  
 Architecture  
 Interior Design  
 Land Use Planning  
 Landscape Architecture  
 Seattle, WA  
 Vancouver, WA  
 Portland, OR  
 206.746.0808  
 360.686.7076  
 503.224.8860

Client:  
**KENDAL FLORAL**  
 14071 NE ARNOT ROAD  
 AURORA, OR 97002  
 PHONE: (503) 678.5600

Project:  
**KENDAL FLORAL**

**HAZELDELL WAY CANBY**

Contractor:  
**FELCO MCCORMACK PACIFIC**  
 7190 SW SANDBURG ST  
 PORTLAND, OR 97223  
 Phone: (503) 624-2050  
 FAX: (503) 639-4134

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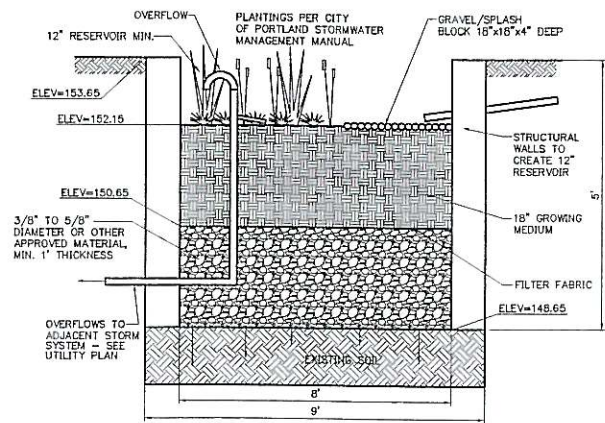
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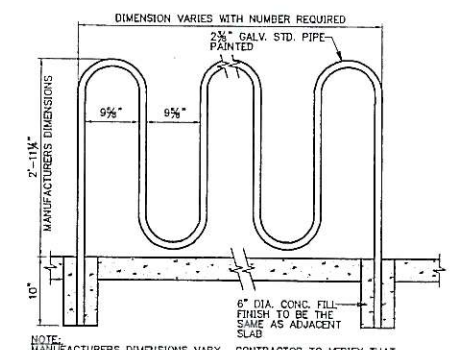
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**C23**

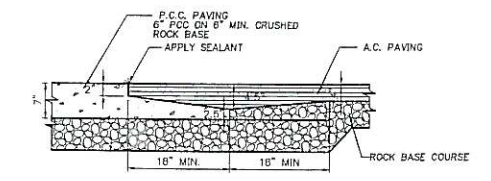
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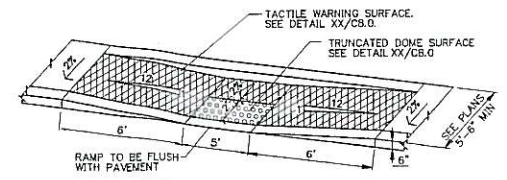
**1 INFILTRATION PLANTER**  
C8.0 N.T.S.



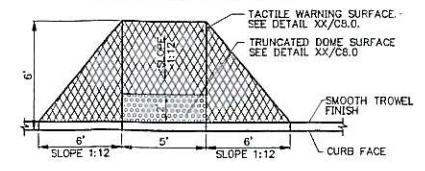
**2 RIBBON BIKE RACK**  
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**3 A.C.-CONCRETE TRANSITION**  
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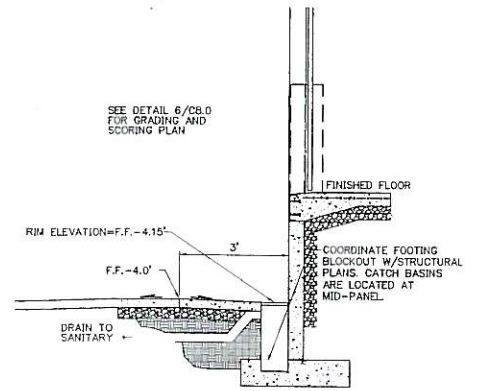


**SQUARE WING CURB RAMP**

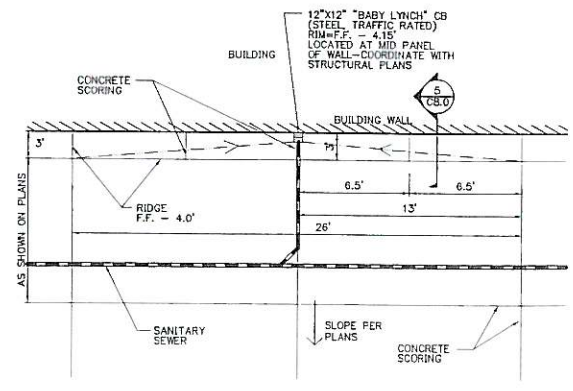


**STANDARD WING CURB RAMP**

**4 HANDICAP CURB RAMP**  
C8.0 N.T.S.



**5 LOADING DOCK SECTION**  
C8.0 N.T.S.



**6 GRADING/SCORING DETAIL AT DOCK**  
C8.0 N.T.S.

**GROUP MACKENZIE**  
Architecture  
Interior Design  
Landscape Architecture  
Portland, OR  
603.224.1600  
Manassas, VA  
800.886.7878  
Seattle, WA  
206.748.8833

Client  
**KENDAL FLORAL**  
14071 NE ARNOT ROAD  
AURORA, OR 97002  
PHONE: (503) 676.6000

Project  
**KENDAL FLORAL**

**HAZELDELL WAY CANBY**

Contractor  
**PELO MCCORMACK PACIFIC**  
7190 SW SANDBURG ST  
PORTLAND, OR 97223  
Phone: (503) 624-2000  
FAX: (503) 638-4134

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NO.	REVISIONS	REVISION DATE	BY

SHEET TITLE:  
**DETAIL SHEET**

DRAWN BY: MAZ  
CHECKED BY: RJM  
SHEET

**C8.0**

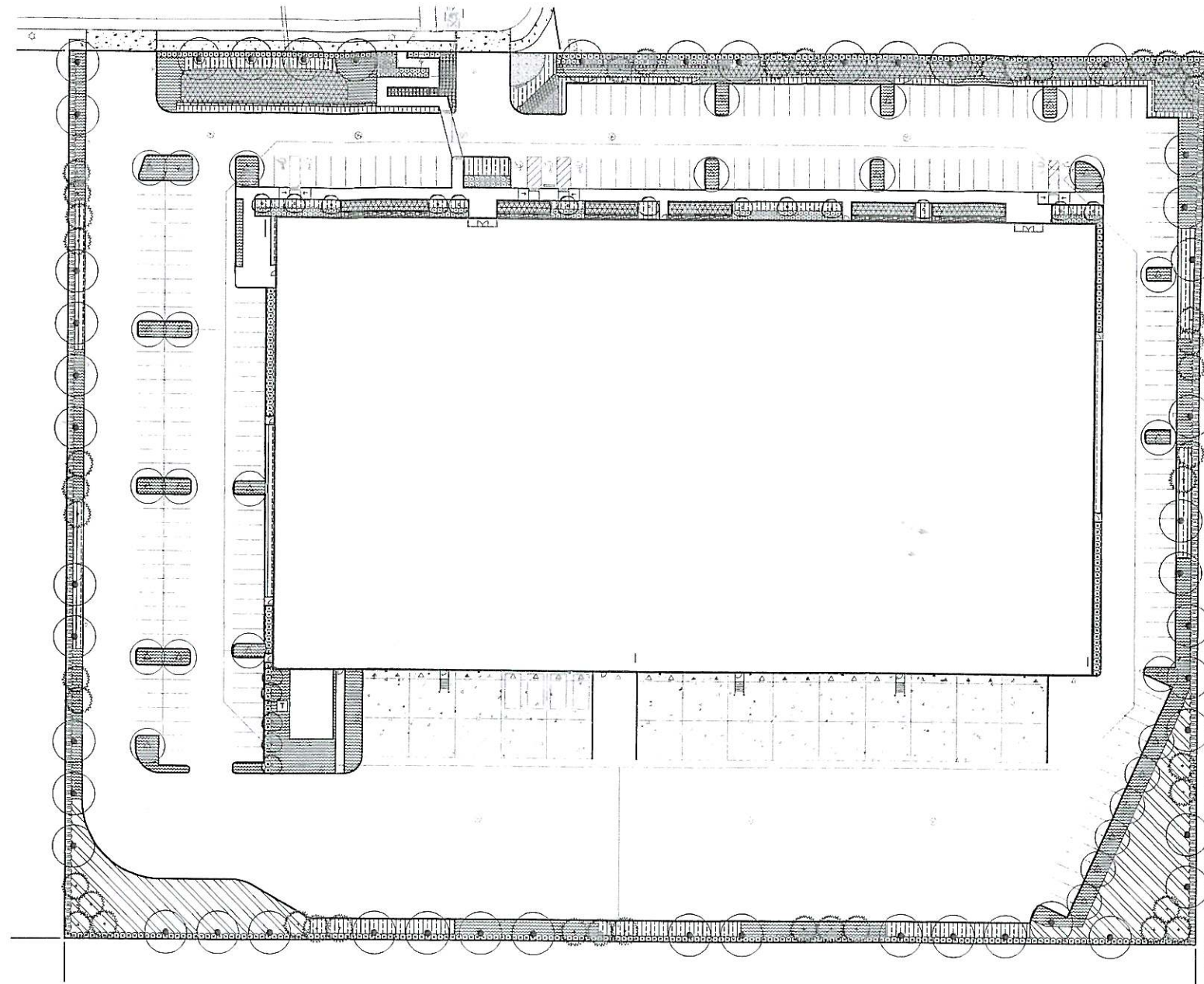
JOB NO. **2070305.00**

**PLANT MATERIAL SCHEDULE**

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE/SPACING	COMMENTS
<b>TREES</b>				
⊙	TILIA CORDATA	LITTLE-LEAF LINDEN	3" CAL./AS SHOWN	
⊙	FRAXINUS PENNSYLVANICA 'MARSHALL'	MARSHALL ASH	3" CAL./AS SHOWN	
⊙	ZELKOVA SERRATA	SAWLEAF ZELKOVA	2" CAL./AS SHOWN	
⊙	CALOCEDRUS DECURRENS	INCENSE CEDAR	6" B.B./AS SHOWN	
⊙	ACER RUBERUM 'FREMANTII'	ARMSTRONG MAPLE	3" CAL./AS SHOWN	
<b>SHRUBS</b>				
⊙	LIGUSTRUM JAPONICUM 'TEXANUM'	JAPANESE PRIVET	1 GAL/48" OC	
⊙	EUONYMUS ALATUS 'COMPACTA'	COMPACT WINGED EUONYMUS	1 GAL/42" OC	
⊙	FRUNUS LAUROCERASUS 'OTTO LUYKEN'	OTTO LUYKEN ENGLISH LAUREL	1 GAL/36" OC	
⊙	BERBERIS THUNBERGII 'ATROPURPUREA'	JAPANESE BARBERRY	1 GAL/24" OC	
⊙	VIBURNUM DAVIDII	DAVIDII VIBURNUM	1 GAL/36" OC	
<b>GROUND COVER</b>				
[Pattern]	LAWN		SEED	
[Pattern]	PENNISETUM ALOPECUROIDES 'HAMELIN'	HAMELIN FOUNTAIN GRASS	1 GAL/30" OC	
[Pattern]	MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE	1 GAL/24" OC	
[Pattern]	COTONEASTER HORIZONTALIS	ROCK COTONEASTER	1 GAL/42" OC	
[Pattern]	CRUSHED BASALT			
<b>STORM WATER PLANTINGS</b>				
[Pattern]	25% MAHONIA AQUIFOLIUM 'COMPACTA' 20% CORNUS STOLONIFERA 'KELSEY' 20% SALIX PURPUREA 'NANA' 20% JUNCUS PATENS 15% IRIS TENAX	COMPACT OREGON GRAPE KELSEY REDTWIG DOGWOOD DWARF ARCTIC WILLOW CALIFORNIA GRAY RUSH OREGON IRIS	1 GAL/24" OC 1 GAL/24" OC 1 GAL/30" OC 1 GAL/24" OC 1 GAL/24" OC	FOR EACH PLANT IN STORMWATER MIX PLANT IN GROUPS OF 7-9 PLANTS

**NOTES:**

- ALL NEW LANDSCAPE AREAS TO BE IRRIGATED WITH A FULLY AUTOMATIC WATER EFFICIENT UNDERGROUND IRRIGATION SYSTEM THAT PROVIDES 100% COVERAGE.
- ALL PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH CITY OF CANBY REVISED CODE.



**GROUP MACKENZIE**  
 Architecture  
 Interior Design  
 Land Use Planning  
 Civil Engineering  
 Structural Engineering  
 Transportation Planning  
 Landscape Architecture  
 Portland OR 503.224.6900  
 Vancouver WA 360.885.7979  
 Seattle WA 206.749.6963

Client  
**KENDAL FLORAL**  
 14071 NE ARIOT ROAD  
 AURORA, OR 97002  
 PHONE: (503) 678.5600

Project  
**KENDAL FLORAL**

**HAZELDELL WAY**  
 CANBY

Contractor  
**PERLO MCCORMACK PACIFIC**  
 7190 SW SANBURG ST  
 PORTLAND, OR 97223  
 Phone: (503) 624-2090  
 FAX: (503) 639-4134

REGISTERED  
 DANIEL BENKINS  
 10/06/03  
 OREGON  
 LANDSCAPE ARCHITECT

GROUP MACKENZIE 2007  
 ALL RIGHTS RESERVED  
 THESE DRAWINGS ARE THE PROPERTY OF  
 GROUP MACKENZIE AND ARE NOT TO BE  
 USED OR REPRODUCED IN ANY MANNER  
 WITHOUT PRIOR WRITTEN PERMISSION

REVISIONS:

NO.	REVISION	DATE

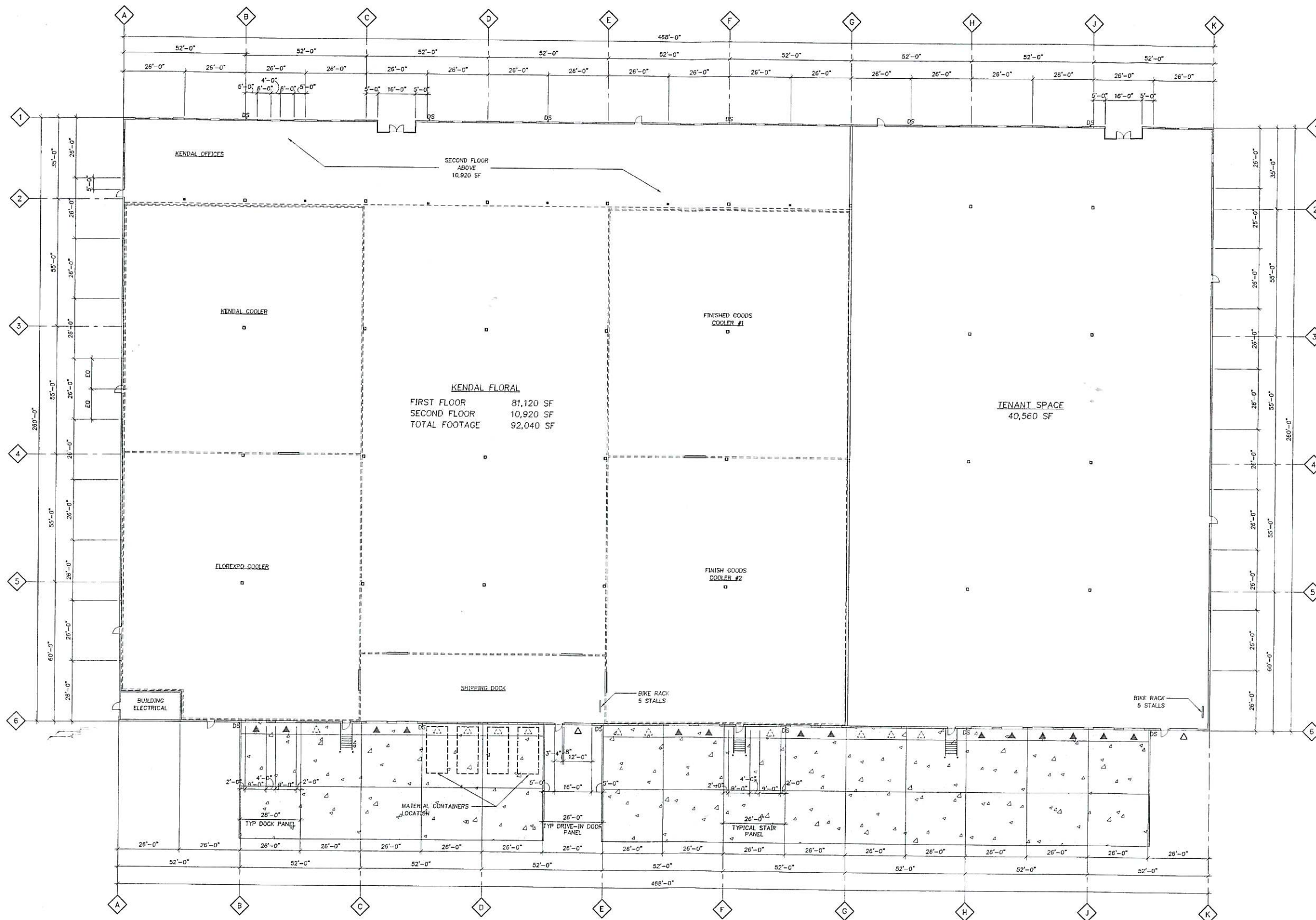
SHEET TITLE:  
**LANDSCAPE  
 PLANTING  
 PLAN**

DRAWN BY: JM  
 CHECKED BY: DKJ  
 SHEET

**L2.1**

JOB NO. **2070305.00**

THE SURVEY INFORMATION SHOWN AS A MODERATE SOURCE ON THIS SHEET IS SHOWN FOR REFERENCE ONLY AND IS BASED ON A SURVEY BY TILL BONDING INC. DATE 8/11/07



**KENDAL FLORAL**  
 FIRST FLOOR 81,120 SF  
 SECOND FLOOR 10,920 SF  
 TOTAL FOOTAGE 92,040 SF

**TENANT SPACE**  
 40,560 SF

**FLOOR PLAN**  
 1/16"=1'-0"

FOOTPRINT		KENDAL SPACE	
FOOTPRINT	121,680 SF	KENDAL SPACE	92,040 SF
SECOND FLOOR	10,920 SF	LEASE SPACE	40,560 SF
TOTAL FOOTAGE	132,600 SF	TOTAL FOOTAGE	132,600 SF

**GROUP MACKENZIE**  
 Architecture  
 Planning  
 Land Use Planning

**GROUP**  
 Civil Engineering  
 Surveying  
 Transportation Planning  
 Landscape Architecture

Seattle, WA 206.746.6663  
 Vancouver, WA 360.866.7578  
 Portland, OR 503.224.6580

Client  
**KENDAL FLORAL**  
 14071 NE ARNOT ROAD  
 AURORA, OR 97002  
 PHONE: (503) 678.5600

Project  
**KENDAL FLORAL**

**HAZELDELL WAY CANEY**

Contractor  
**PERLO MCCORMACK PACIFIC**  
 7100 SW SANDBURG ST  
 PORTLAND, OR 97223  
 Phone: (503) 624-2080  
 FAX: (503) 639-4134

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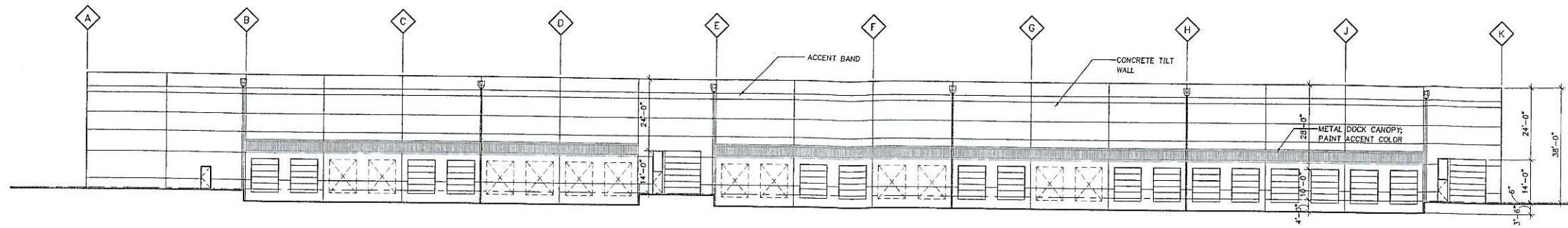
NO.	REVISION	DATE

SHEET TITLE:  
**BUILDING FLOOR PLAN**

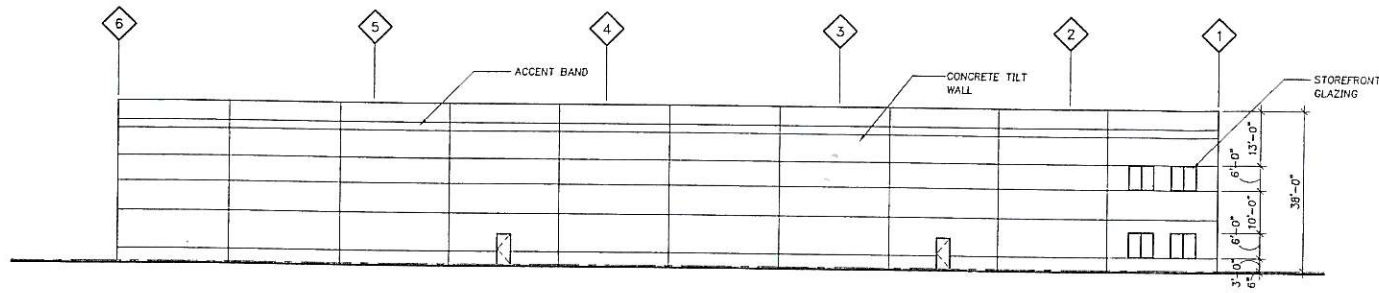
DRAWN BY:  
 CHECKED BY:  
 SHEET

**A2.0**

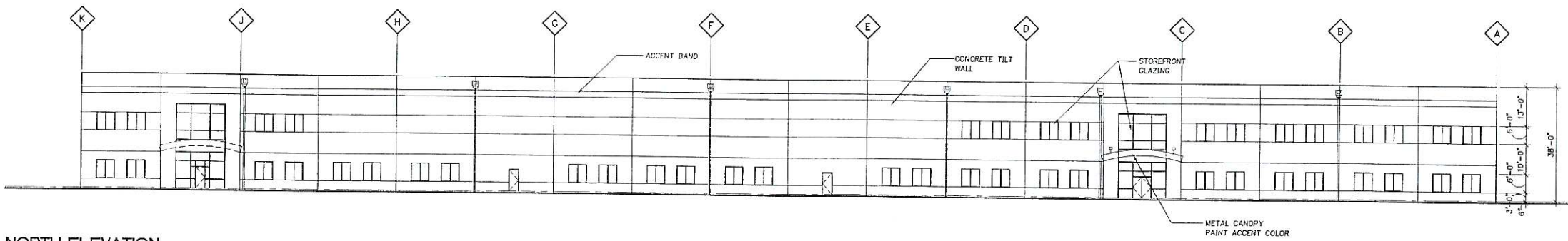
JOB NO. 2070305.00



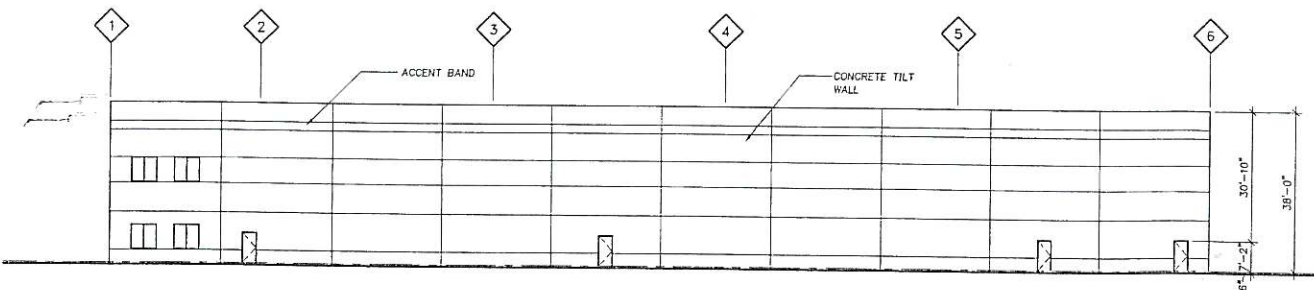
1 SOUTH ELEVATION  
A3.1 1/16"=1'-0"



2 WEST ELEVATION  
A3.1 1/16"=1'-0"



3 NORTH ELEVATION  
A3.1 1/16"=1'-0"



4 EAST ELEVATION  
A3.1 1/16"=1'-0"

NOTE:  
SEE MATERIAL BOARD  
FOR PAINT SCHEME AND  
COLOR INFORMATION

**G R O U P M A C K E N Z I E**  
Civil Engineering  
Structural Engineering  
Interior Design  
Landscape Architecture  
Portland, OR 503.224.8590  
Vancouver, WA 360.665.7576  
Seattle, WA 206.748.9393

Client  
**KENDAL FLORAL**  
14071 NE ARNOT ROAD  
AURORA, OR 97002  
PHONE: (503) 678.5500

Project  
**KENDAL FLORAL**

**HAZELDELL WAY  
CANOPY**

Contractor  
**PERLO MCCORMACK PACIFIC**  
7190 SW SANDBURG ST  
PORTLAND, OR 97223  
Phone: (503)824-2090  
FAX: (503)639-4134

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NO.	REVISIONS	REVISION Delta	CLOSING DATE

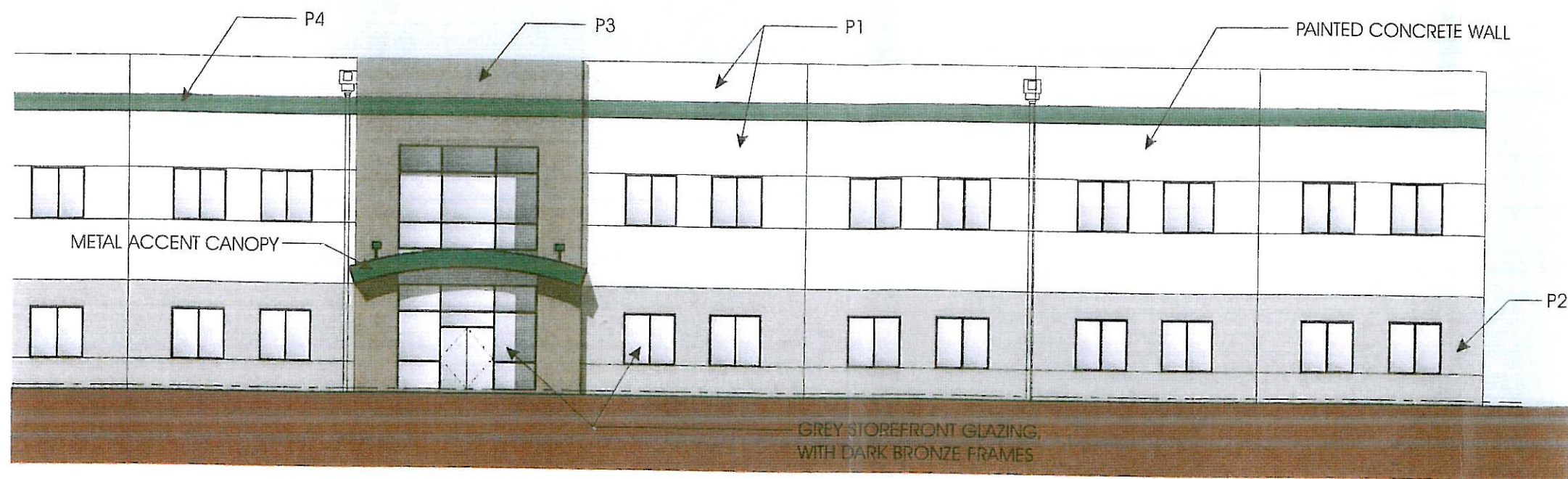
SHEET TITLE:  
**BUILDING  
ELEVATIONS**

DRAWN BY:  
CHECKED BY:  
SHEET

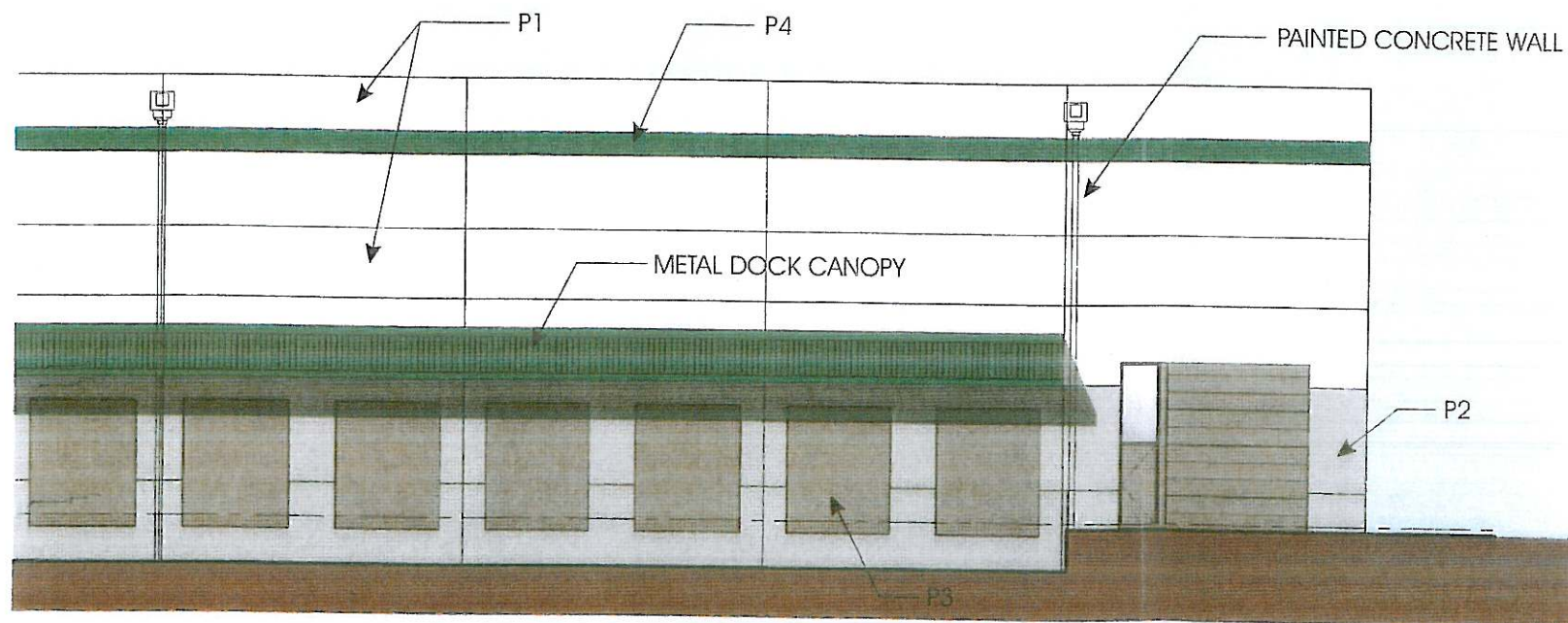
**A3.1**

JOB NO. **2070305.00**





OFFICE



TRUCK DOCK

PAINT COLORS

<p>P1 - #673 "Barrister White" BY ICI</p>	<p>P2 - #614 "Stonington Beige" BY ICI</p>
<p>P3 - #458 "Canvasback" BY ICI</p>	<p>P4 - #1080 "GREEN BANK" BY ICI</p>

# KENDAL FLORAL - MATERIAL BOARD

2070305.00

SEPTEMBER 14, 2007

**CANBY PLANNING DEPARTMENT  
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

(503) 266-7001

FAX 266-1574

**DATE:** September 18, 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 - 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 07-09, an application from Kendal Floral Supply, Inc. requesting a site and design review to build a 132,600 sq ft warehouse and distribution development. The property is zoned I-O (Industrial Overlay Zone). The property is located adjacent to Hazel Dell Way. It is lot 9 of Burden 2 and is 7.56 acres.

Please review the enclosed application and return comments to Matilda Deas by **Friday, October 5, 2007**. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

**Comments or Proposed Conditions:**

*No traffic concerns at this time except this committee would encourage a traffic light at Hazel Dell Way and Sequoia Parkway*

**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 Elmer **Date:** 10-4-07

**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: September 18, 2007

- TO:
- |   |  |
|---|--|
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Please review the enclosed application and return comments to Matilda Deas by Friday, October 5, 2007. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

**Comments or Proposed Conditions:**

NO PROBLEMS OR CONCERNS @ this time

**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 Johnson* Date: 9/27/07

Title: Wtr Dept. Foreman Agency: Canby Utility Board

CANBY PLANNING DEPARTMENT  
REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

DATE: September 18, 2007

- TO:
- FIRE
  - POLICE
  - PUBLIC WORKS
  - CANBY ELECTRIC
  - CANBY WATER
  - WWTP - Darvin Trammel
  - WWTP - Jeff Crowther
  - CITY ENGINEER
  - CTA
  - NW NATURAL
  - WILLAMETTE BROADBAND
  - CANBY DISPOSAL
  - CITY ATTORNEY
  - BIKE AND PEDESTRIAN COMM
  - PGE
  - CANBY AREA TRANSIT
  - CANBY POST OFFICE
  - CLACKAMAS COUNTY ASSESSOR
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  - CLACKAMAS COUNTY
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  - OREGON DEPT. TRANSPORTATION
  - ODOT/REGION 1/DIST 2B
  - STATE OF OREGON/REVENUE
  - CANBY BUSINESS REVITALIZATION
  - PARKS AND RECREATION
  - CITY TRANSPORTATION ENGINEER
  - BUILDING OFFICIAL
  - OTHER \_\_\_\_\_
  - OTHER \_\_\_\_\_

RECEIVED

SEP 24 2007

CITY OF CANBY

RECEIVED  
CITY OF CANBY  
2007

The City has received DR 07-09, an application from Kendal Floral Supply, Inc. requesting a site and design review to build a 132,600 sq ft warehouse and distribution development. The property is zoned I-O (Industrial Overlay Zone). The property is located adjacent to Hazel Dell Way. It is lot 9 of Burden 2 and is 7.56 acres.

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**Comments or Proposed Conditions:**

Bicycle parking needs adequate signage because it is located around the corner from the entrance of the parking lot.  
Ensure that storm drains are placed perpendicular to skinny tire traffic.

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: EJ Bej-Timpler Date: 24 Sept 2007

Title: committee member Agency: Bike & Ped. Advisory Com.

**CANBY PLANNING DEPARTMENT  
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

**DATE:** September 18, 2007

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|---|--|
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**Comments or Proposed Conditions:**

*Are there any proposed connections from the coolers or warehouse floors to sanitary sewer?*

*Please refer to attached comment sheet.*

**Please check one box and sign below:**

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- Conditions are needed, as indicated
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**Signature:** Darvin Trammel **Date:** 10/08/07

**Title:** Wastewater Supervisor **Agency:** WWTP

Kendal Floral Supply  
Hazel Dell Way Burden 2 Lot 9  
Canby Oregon  
10-08-07

COMMENTS  
STORM AND WASTEWATER

Pretreatment Comments:

- Tenant or Applicant must complete a Non-Residential Wastewater Survey for review by Staff prior to a business license or occupancy.
- If food service is to be included an exterior grease interceptor may be required.
- Drains to sanitary sewer from warehouse or retail flooring will not be allowed.
- If there are proposed discharges of refrigerants, process waters or warehouse floor drains, then we would like to have the Non Residential Wastewater Survey completed ASAP. The completion of this form will provide the industrial pretreatment staff an opportunity to assess the possible impact of pollutants. This will also speed up the permitting process, if an Industrial Wastewater Discharge permit is required.

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.
- Stormwater flow to sanitary is not allowed at any time. The only exceptions are for impervious areas with the potential to have accidental spills of hazardous or toxic pollutants into the stormwater. Two examples are: Gas station filling islands and commercial or industrial loading docks that would otherwise drain to a UIC. The following is a list of requirements and conditions for these specific examples:
  1. The impervious area with proposed runoff to sanitary sewer will be covered, and a minimum of a two foot overhang to prevent rain shear.
  2. Stormwater from the impervious area will be routed to an approved oil water and grease interceptor prior to the sanitary connection.
  3. An emergency shut valve will be installed on the discharge side of the interceptor, prior to the sanitary sewer connection.
  4. Within visible site and as close as possible to the emergency valve, applicant will provide an emergency shut off valve wrench and sign or an electric emergency shut off switch and sign.
  5. Tenants or Owners will be responsible for developing an Accidental Spill and Prevention Plan, which will include an Emergency Response Spill Kit and training to staff members on what to do in case of an accidental spill or emergency in the loading dock or gas island area.

- 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 will be assessed for any stormwater flow to sanitary.
- Roof drains should be routed to infiltration planters, bioswales, or other approved stormwater disposal facility.
- Proposed bioswales must be protected from compaction during construction phase.
- If drywells (UIC'S) are proposed for onsite parking lot storm flow. They must meet DEQ criteria and be registered and Rule Authorized. A copy of the DEQ Rule Authorization and registration must be provided to the City.
- Any existing on site UIC's must be registered with Oregon DEQ. A copy of the DEQ registration must be provided to the City.
- Existing underground storage tanks and associated piping must be removed in accordance with Oregon DEQ, UST rules.

### CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-7001

FAX 266-1574

DATE: September 18, 2007

- TO:
- |   |  |
|---|--|
| <input type="checkbox"/> FIRE                     | <input type="checkbox"/> CANBY POST OFFICE               |
| <input type="checkbox"/> POLICE                   | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR       |
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| <input type="checkbox"/> CANBY DISPOSAL           | <input type="checkbox"/> PARKS AND RECREATION            |
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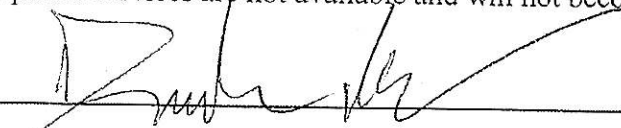
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**Comments or Proposed Conditions:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature:  Date: 10-3-07

Title: ASSOCIATE ENG. Agency: CANBY TELCOM





*faster higher farther*

Comments from Canby Telcom for Kendal Floral :

- The Developer/Owner is required to provide all trenches for placing underground telephone facilities, within the subdivision, up to the existing telephone connection point.
- 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.
- 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

GROUP  
MACKENZIE

October 10, 2007

City of Canby  
Attention: Matilda Deas  
182 North Holly Street  
Canby, OR 97013

Re: **Kendal Floral**  
*Access Analysis*  
Project Number 2070305.00

Dear Ms. Deas:

Group Mackenzie has analyzed the access for the proposed Kendal Floral development in response to a request from Lancaster Engineering. The proposed site is located in Canby, Oregon on the south side of SE Hazel Dell Way, approximately 650 feet east of SE Sequoia Parkway. This letter presents an access safety analysis, including an evaluation of sight distance, potential conflicts with nearby driveways, and potential queuing issues.

***Sight Distance***

Sight distance was evaluated at the proposed SE Hazel Dell Way driveways. American Association of State and Highway Transportation Officials (AASHTO) has recommended intersection sight distance of 280 feet for a left turn from stop on a road with a speed limit of 25 MPH according to exhibit 9-55 of the AASHTO *Geometric Design of Highways and Streets*. Based on review of the preliminary site plan, the recommended sight distances are met. See the attached Figure 1 for AASHTO recommended sight distance triangles.

***Driveway Conflict Evaluation/Queuing***

The proposed Kendal Floral development has two driveways. The primary driveway is located at the 90-degree turn of Hazel Dell Way, creating a 4-leg intersection with the adjacent development. The secondary driveway is located approximately 170 feet west of the primary driveway and is anticipated to serve truck traffic. There are no driveways located across Hazel Dell Way from the proposed Kendal Floral development. There are no potential conflicts with nearby driveways.

Based on the proposed location of the two driveways and the lack of turning movement conflicts, no potential queuing issues are identified with the Kendal Floral development.

Sincerely,



Sean Morrison, P.E.  
Transportation Engineer

Enclosures: Figure 1 -- Site Plan with Sight Distance Triangles

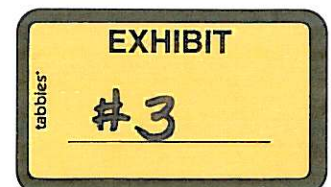
c: Catriona Summrain -- Lancaster Engineering

RiverEast Center | PO Box 14310 | Portland, OR 97293  
1515 SE Water Ave, Suite 100 | Portland, OR 97214  
Tel: 503.224.9560 Web: www.grpmack.com Fax: 503.228.1285

Group  
Mackenzie,  
Incorporated

Architecture  
Interiors  
Structural  
Engineering  
Civil Engineering  
Land Use Planning  
Transportation  
Planning  
Landscape  
Architecture

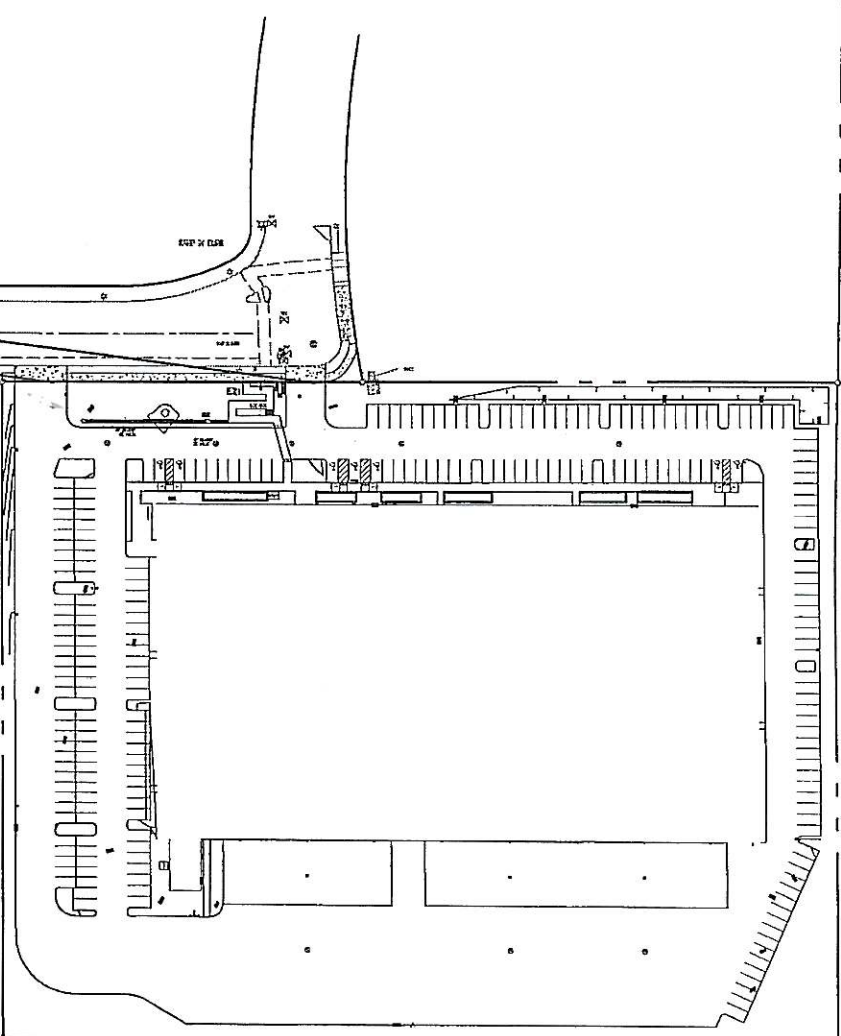
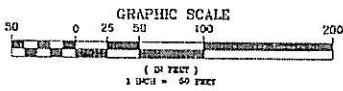
Locations:  
Portland, Oregon  
Seattle, Washington  
Vancouver, Washington





280 FT

280 FT



GROUP

**MACKENZIE**

Portland OR Vancouver WA Seattle WA  
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DATE: 10.9.07

DRAWN BY: WSB

CHECKED BY: SM

JOB NO:  
2070305.00

SITE PLAN WITH SIGHT  
DISTANCE TRIANGLES

KENDAL FLORAL  
CANBY, OREGON

FIGURE

1



## MEMORANDUM

To: Matilda Deas  
From: Catriona Sumrain, TOPS *CS*  
Date: October 3, 2007  
Subject: Kendal Floral – Traffic Study Review

---

Matilda:

We have reviewed the traffic study for the proposed Kendal Floral and have the following comments.

The traffic study followed acceptable engineering procedures and practices. We agree with the results and conclusions of the study regarding the trip generation and traffic signal warrant analysis of the Kendal Floral site. However, the scoping letter requested an analysis of the proposed site driveway(s), which was not provided in the applicant's traffic study. A safety analysis of the driveways will be necessary before we can provide a complete review of the project.

In addition, there is another applicant that has submitted a development application to the City for a Wilco store in the vicinity of the proposed Kendal Floral site. Both projects will impact the intersection of Hazel Dell Avenue and Sequoia Parkway and the traffic studies for both project examined traffic signal warrants at the intersection. Since neither project has been approved, neither project could be considered in-process at this time.

Individually, neither project will trigger the need for the traffic signal. Both projects combined would have a greater effect on the traffic signal warrants, which are based on traffic volumes at the intersection. It is possible that the signal warrants would be met if both developments are approved. Since the Wilco store project is not yet in-process, the applicant cannot be required to include the Wilco project in their examination of the traffic signal warrants. Therefore, it is suggested the City undertake the traffic signal warrant analysis using the results of both traffic studies.

CS

# GROUP MACKENZIE

September 14, 2007

City of Canby  
Attention: Matilda Deas  
182 N. Holly Street  
Canby, OR 97013

Re: **Kendal Floral**  
*Traffic Analysis Letter*  
Project Number 2070305.00

Dear Ms. Deas:

The purpose of this letter is to present our trip generation and distribution assumptions along with signal warrant review of the SE Sequoia Parkway/SE Hazel Dell Way intersection for the proposed Kendal Floral development. The proposed use is a 92,000 SF floral distribution center and a 40,500 SF general warehouse for a future tenant. The proposed site is located in Canby, Oregon on the south side of SE Hazel Dell Way, approximately 650 feet east of SE Sequoia Parkway. The scope of this traffic analysis letter is based on the Lancaster Engineering scope letter dated August 31, 2007, which is attached.

## EXISTING TRAFFIC COUNTS

Existing traffic turning movement counts were conducted by Group Mackenzie staff on Wednesday, September 12, 2007 between 4:00 – 6:00 p.m. The existing traffic volumes at the SE Sequoia Parkway/SE Hazel Dell Way intersection are presented in Figure 1 for the weekday PM peak hour. The turning movement count sheets are attached.

## TRIP GENERATION

### *Existing Facility*

As stated in the August 31, 2007 Lancaster Engineering letter, the proposed use does not conform with any ITE Land Use code. ITE Land Use code 140, Manufacturing was stated as an acceptable substitute. Group Mackenzie also had Kendal Floral's existing 45,000 SF facility surveyed. The trip generation comparison between the Manufacturing rate for the proposed 92,000 SF facility and the existing Kendal Floral operation are presented in Tables 1 and 2.

TABLE 1 – ITE TRIP GENERATION					
ITE Land Use	SF	AM		PM	
		Enter	Exit	Enter	Exit
Manufacturing (140)	92,000	52	15	25	44

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1515 SE Water Ave, Suite 100 | Portland, OR 97214  
Tel: 503.224.9560 Web: www.grpmack.com Fax: 503.228.1285

Group  
Mackenzie,  
Incorporated

Architecture  
Interiors  
Structural  
Engineering  
Civil Engineering  
Land Use Planning  
Transportation  
Planning  
Landscape  
Architecture

Locations:

Portland, Oregon  
Seattle, Washington  
Vancouver, Washington

	AM		PM	
	Enter	Exit	Enter	Exit
Autos	90	7	8	83
Trucks	5	2	0	2
<b>Total Volume</b>	<b>95</b>	<b>9</b>	<b>8</b>	<b>85</b>
Rate/KSF	2.31		2.11	
Distribution	91%	9%	9%	91%

Trip rates from the survey were calculated based on building square footage and trip generation for both the AM and PM peak hours. As shown in Tables 1 and 2, the existing Kendal Floral facility trip generation (93 PM peak hour trips) is greater than the calculated ITE trip generation using the Manufacturing rate (69 PM peak hour trips) for the proposed larger facility.

***Proposed Facility***

The proposed trip generation estimate for the Kendal Floral development is based on the survey conducted September 6, 2007. The remaining 40,500 SF of warehouse space trip generation is calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 7<sup>th</sup> Edition. Table 3 presents the proposed trip generation estimates.

Proposed Use	KSF	AM			PM		
		Enter	Exit	Total	Enter	Exit	Total
Kendall Floral	92	193	19		17	176	
Warehouse (150)	40.5	15	3		5	14	
<b>Total Vehicles</b>		<b>208</b>	<b>22</b>	<b>230</b>	<b>22</b>	<b>190</b>	<b>212</b>

It is anticipated that the expanded Kendal Floral development will generate fewer than the calculated number of trips. However, for the most conservative analysis the Kendal Floral development along with the leased warehouse are assumed to generate 212 weekday PM peak hour trips.

**TRIP DISTRIBUTION**

The distribution of new trips to and from the Kendal Floral site was based on survey data and a review of existing traffic volumes. Approximately 70% of the of the site traffic will enter and exit the site from the north on SE Sequoia Parkway, 10% from the south on SE Sequoia Parkway, 15% will access the site from the east on SE Hazel Dell Way, and 5% from the west using Fred Meyer access. Figure 2 illustrates the trip assignment for the weekday PM peak hour.

City of Canby  
Kendal Floral  
Project Number 2070305.00  
September 14, 2007  
Page 3

## TOTAL TRAFFIC

Total traffic is the summation of existing traffic volumes plus site traffic. Figure 3 illustrates total traffic volumes during the weekday PM peak hour.

## SIGNAL WARRANT ANALYSIS

Guidelines for installation of traffic signals are presented in the 2003 Edition of the *Manual on Uniform Traffic Control Devices* (MUTCD). These guidelines are referred to as signal warrants. The MUTCD identifies eight signal warrants that present criteria for consideration of a traffic signal. Typically, an intersection will first meet MUTCD Warrant 3 (Peak Hour Vehicular Volume). For this reason, it is the first warrant reviewed. However, meeting this warrant alone is generally not considered sufficient for installation of a traffic signal. If the peak hour warrant is met, then other warrants may be reviewed.

Peak hour warrants were reviewed for the SE Sequoia Parkway/SE Hazel Dell Way intersection. The anticipated volumes will not meet the minimum peak hour volume thresholds for a signal. Based on the character of the area, it is unlikely that traffic volumes at other times of the day would be high enough to meet Warrant 1 (Eight Hour Vehicular Volume) or Warrant 2 (Four Hour Vehicular Volumes).

A copy of the signal warrant worksheet is attached.

Based on our analysis of the proposed Kendal Floral development, no additional signal warrant analysis is recommended and no transportation improvements are necessary.

Sincerely,



Sean Morrison, P.E.  
Transportation Engineer



Enclosures: August 31, 2007 Lancaster Engineering Scope Letter  
Figure 1 – Existing Traffic Volumes  
Figure 2 – Kendal Floral Trip Distribution and Assignment  
Figure 3 – Total PM Peak Hour Traffic Volume  
Traffic Count Data  
Kendal Floral Trip Survey Data  
Signal Warrant Analysis

EXPIRES: 12-31-2008

c: Catriona Summrain – Lancaster Engineering



## MEMORANDUM

**To:** Matilda Deas  
**From:** Catriona Sumrain  
**Date:** August 31, 2007  
**Subject:** Kendal Floral – Traffic Study Scope of Work

---

Matilda:

We have reviewed the applicant's proposal for the development of tax lot 4400 in the NE Industrial area.

In order to determine an appropriate scope of work for the project, the trip generation was estimated based on the applicant's proposal. There are no ITE trip rates for Kendal Floral's specific use. Of the available ITE land-use codes, *Wholesale Market* best describes the proposed use. However, there is only one data point for that land use. If *Wholesale Market* will be used to determine the trip generation for the traffic study, we will require the applicant to derive trip generation rates from local data. The derived trip generation should follow ITE *TRIP GENERATION HANDBOOK* procedures and methods.

ITE land use code 140, *Manufacturing*, while not as descriptive of Kendal Floral, will be considered an acceptable substitute if the applicant does not desire to calculate trip rates from local data.

Since the tenant and therefore the specific use for the unoccupied portion of the building is not known at this time, General Light Industrial is appropriate considering the zoning of the parcel and the nature of the surrounding developments. Based on these two land uses, the site would generate approximately 100 PM trips.

The intersection of Hazel Dell Avenue and Sequoia Parkway has been previously analyzed, with the result that the intersection would be operating at level of service F after full build-out of the intersection area in the future. A traffic signal was recommended to mitigate the level of service. With this in mind, we do not see the need for further analysis of the intersection. Instead, the traffic signal warrants should be examined to determine if the traffic signal becomes warranted at the Hazel Dell Avenue/Sequoia Parkway intersection as a result of this development.



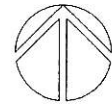


Matilda Deas  
August 31, 2007  
Page 2 of 2

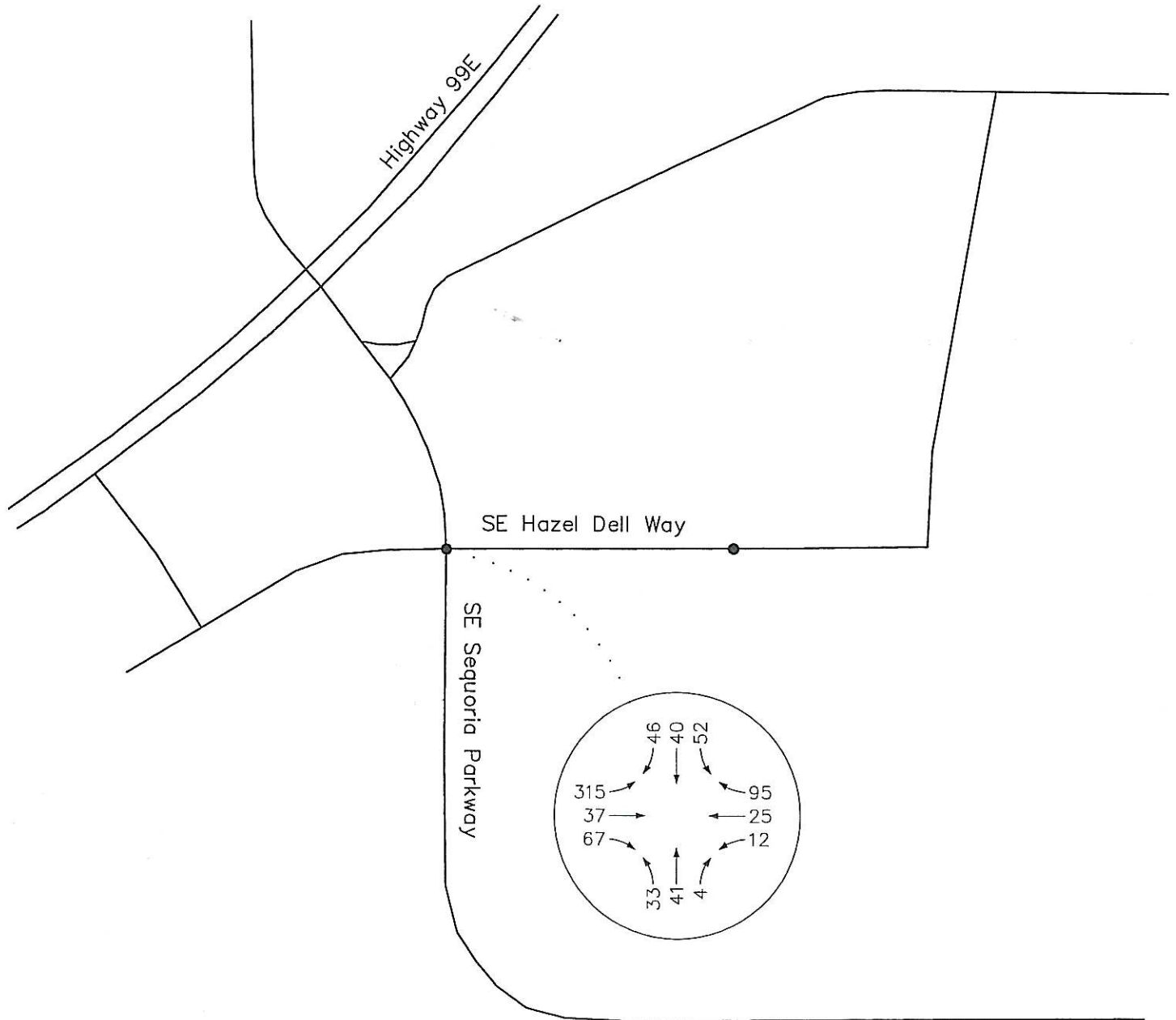
The site access should be analyzed for safety. This includes sight distance, conflicts with nearby driveways, and potential queue blockages.

We expect that reviewing the traffic study would not require a significant amount of time and the cost is estimated to be \$750 for the review. Preparation for and attendance at any hearings or meetings will be additional and will be billed at our standard hourly rates. The fee will be due 30 days after the billing date.

CS



NOT TO SCALE



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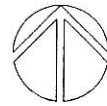
JOB NO:  
2070305.00

2007 EXISTING TRAFFIC  
WEEKDAY PM PEAK HOUR

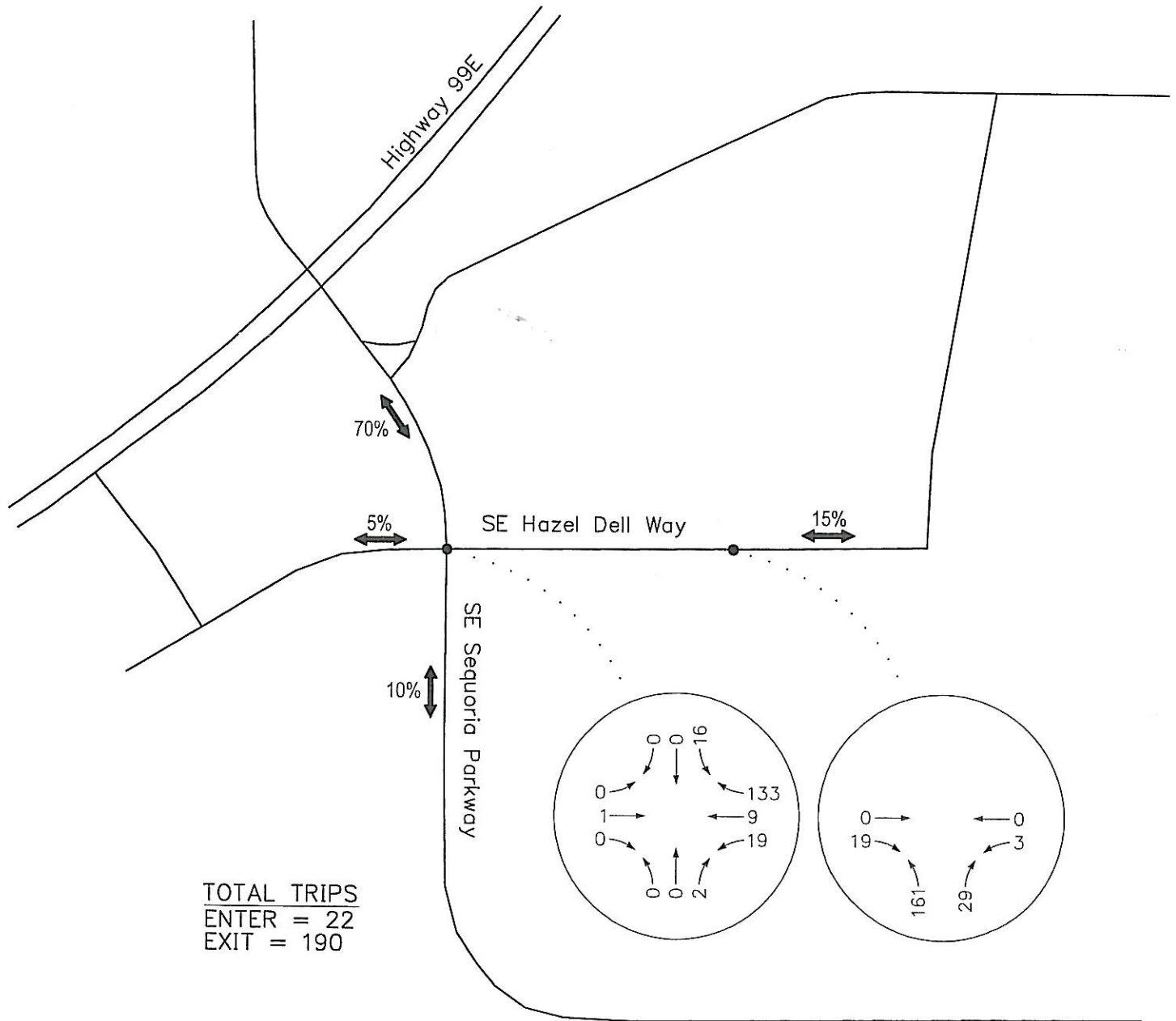
KENDAL FRORAL  
CANBY, OR

FIGURE

1



NOT TO SCALE



TOTAL TRIPS  
 ENTER = 22  
 EXIT = 190

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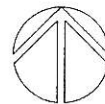
JOB NO:  
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SITE TRIP DISTRIBUTION  
 AND TRAFFIC ASSIGNMENT

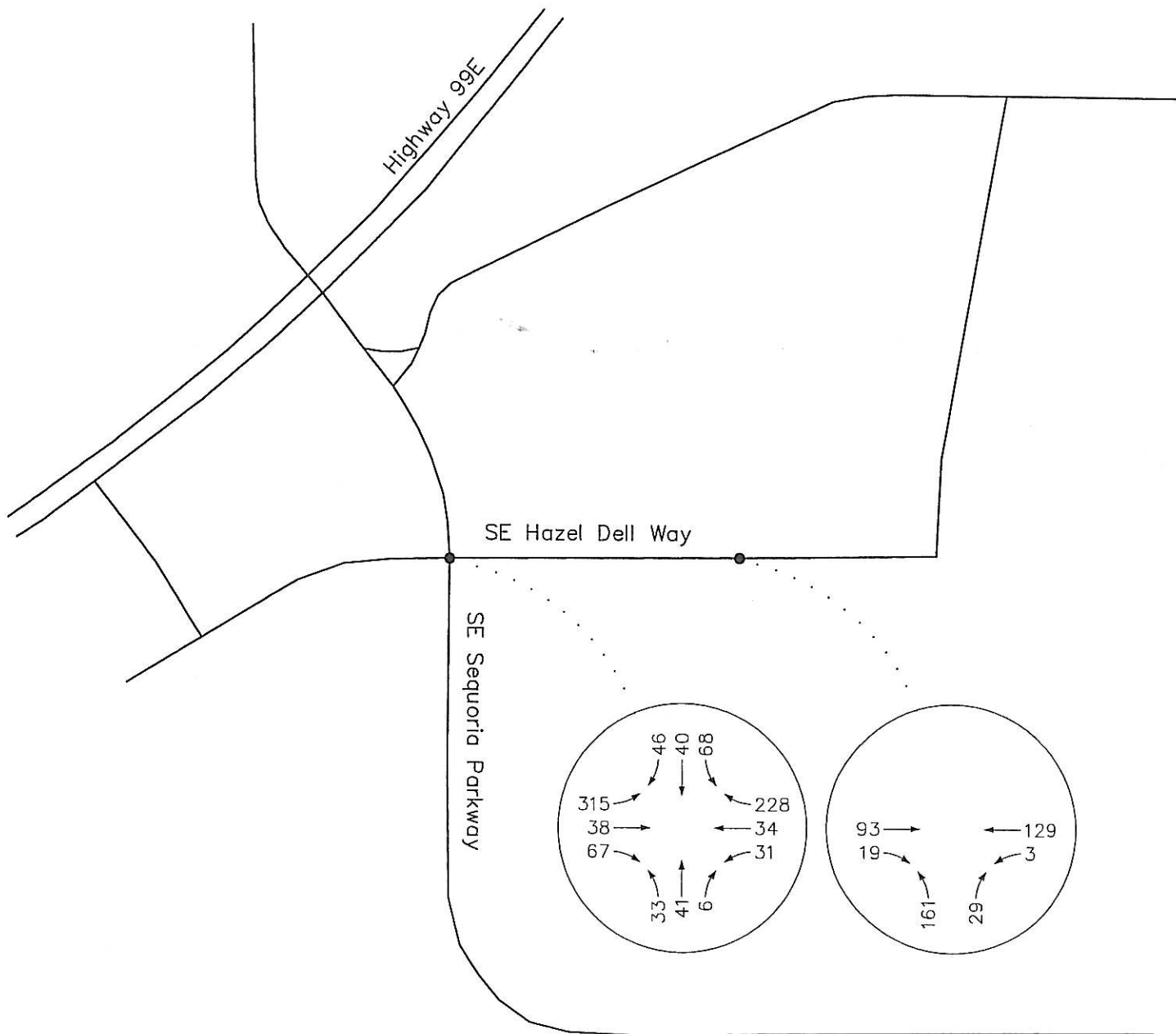
KENDAL FRORAL  
 CANBY, OR

FIGURE

2



NOT TO SCALE



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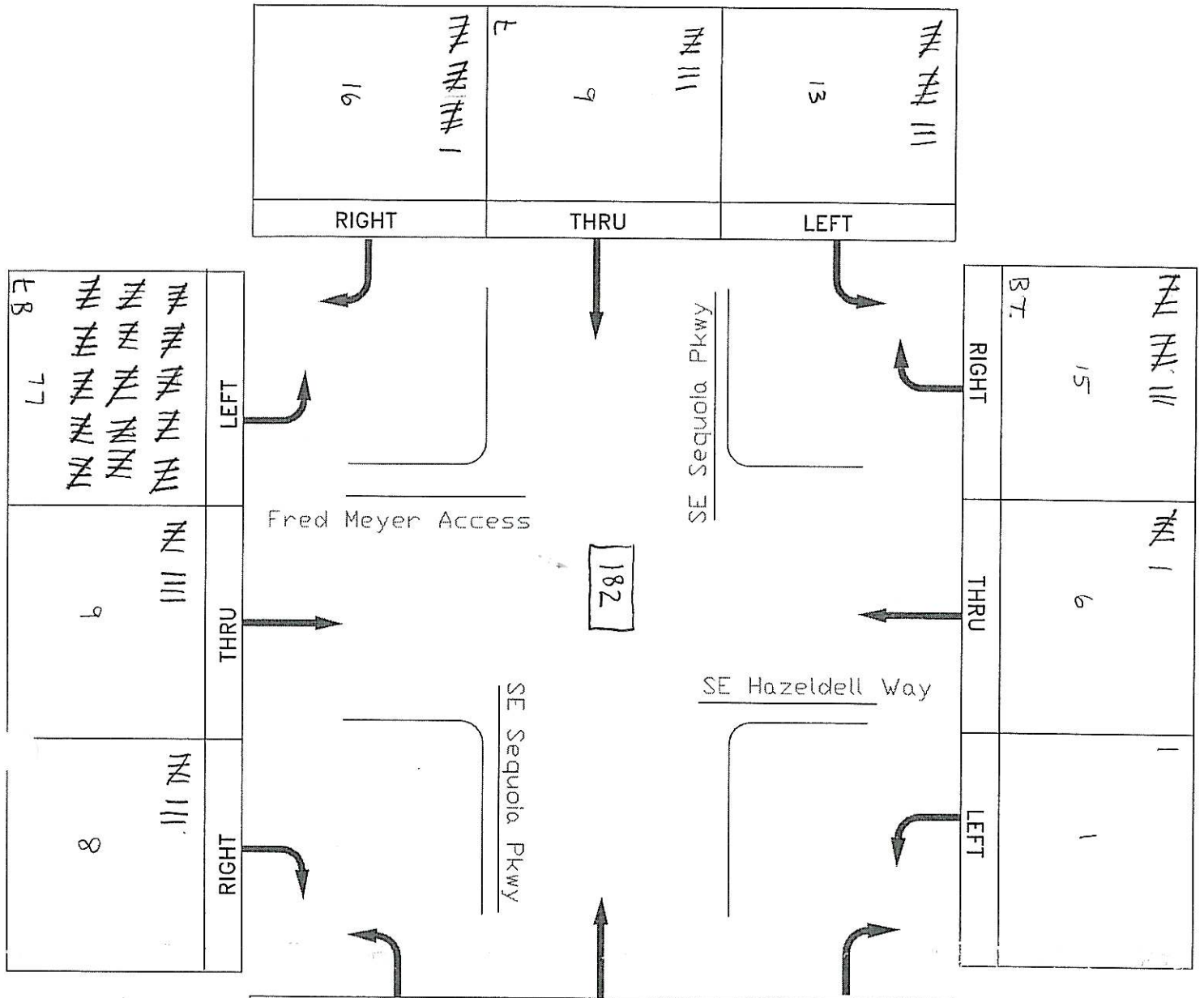
JOB NO:  
2070305.00

**TOTAL TRAFFIC VOLUMES  
WEEKDAY PM PEAK HOUR**

**KENDAL FRORAL  
CANBY, OR**

FIGURE

**3**



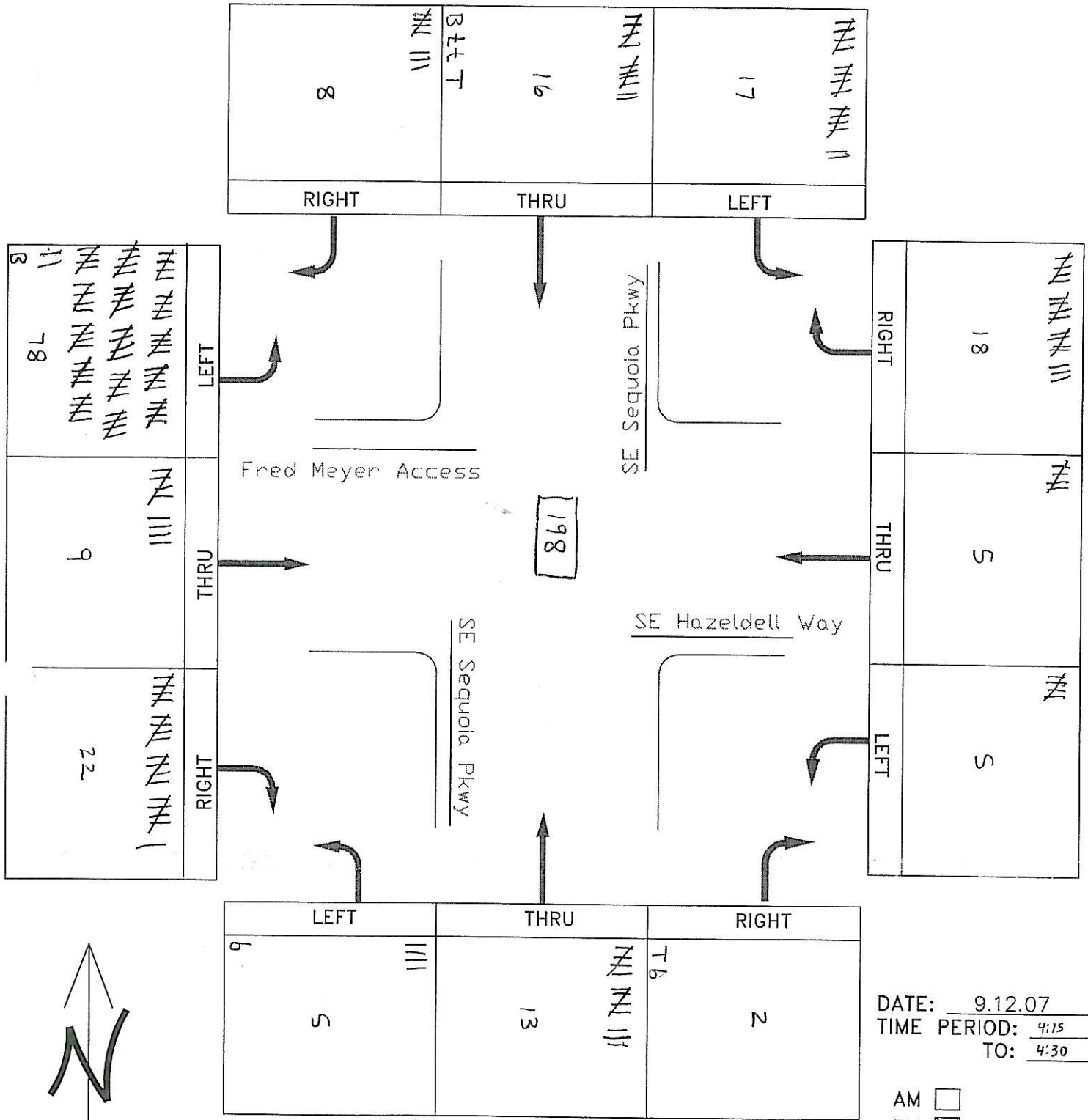
DATE: 9.12.07  
 TIME PERIOD: 4:00  
 TO: 4:15

AM   
 PM

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**Hazeldell Way/Sequoia Pkwy**  
**Kendall Floaral**  
 DATE:  
 COUNTED BY:  
 JOB NO: 2070305.00

LEGEND	
#	Passenger Vehicles, Trucks
t	Delivery Trucks (ie. UPS, Florist)
B	Transit or School Bus
T	Heavy Truck (ie. Semi, Dump)
b	Bicycle
p	Pedestrian
M	Motorcycle



DATE: 9.12.07  
 TIME PERIOD: 4:15  
 TO: 4:30

AM   
 PM



C D U P  
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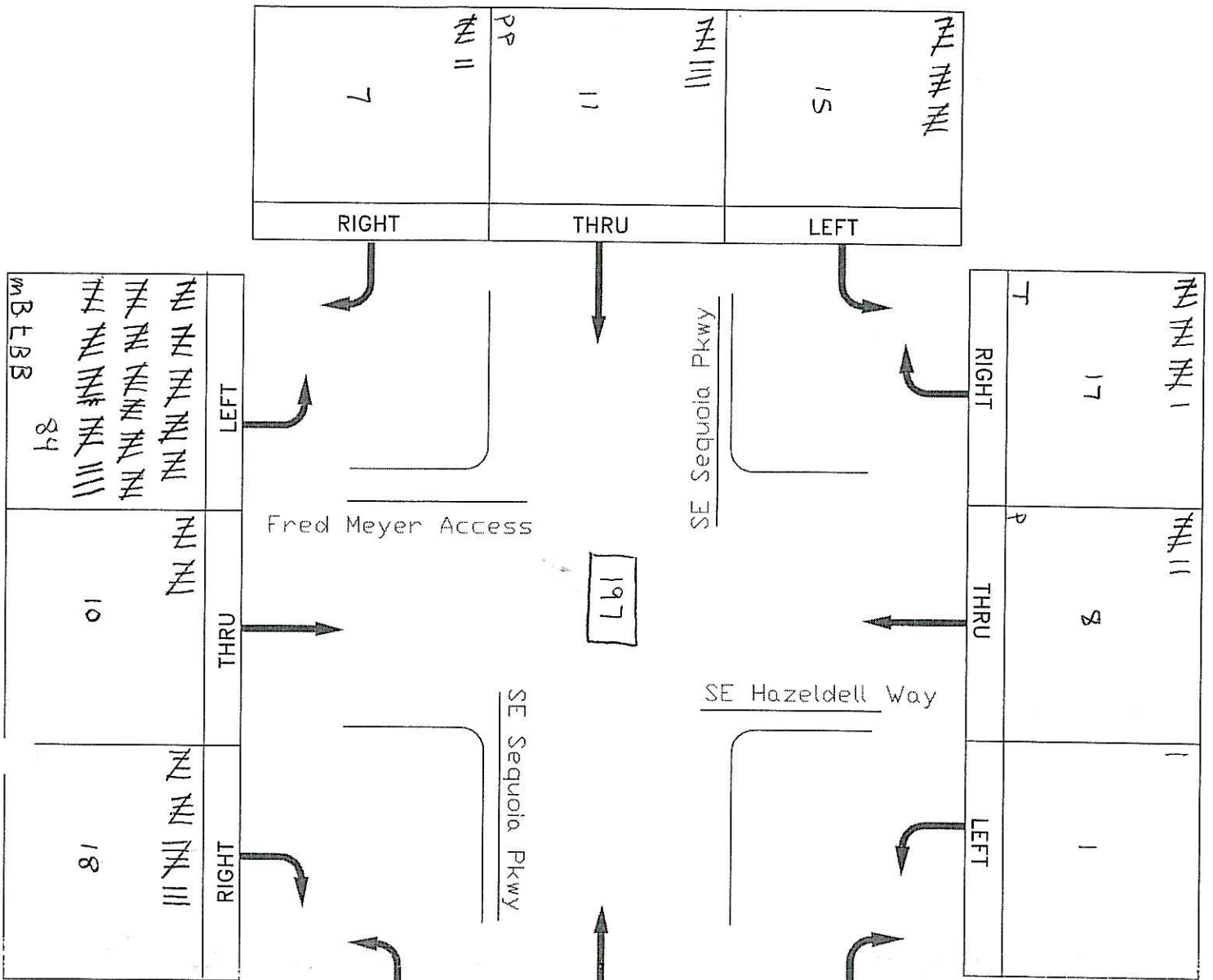
**Hazeldell Way/Sequoia Pkwy  
 Kendall Floaral**

DATE:  
 COUNTED BY:  
 JOB NO: 2070305.00

**LEGEND**

- # Passenger Vehicles, Trucks
- t Delivery Trucks (ie. UPS, Florist)
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- T Heavy Truck (ie. Semi, Dump)
- b Bicycle
- p Pedestrian
- M Motorcycle

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MBFB 84	LEFT	10
	THRU	18
	RIGHT	

LEFT	THRU	RIGHT
7	10	1

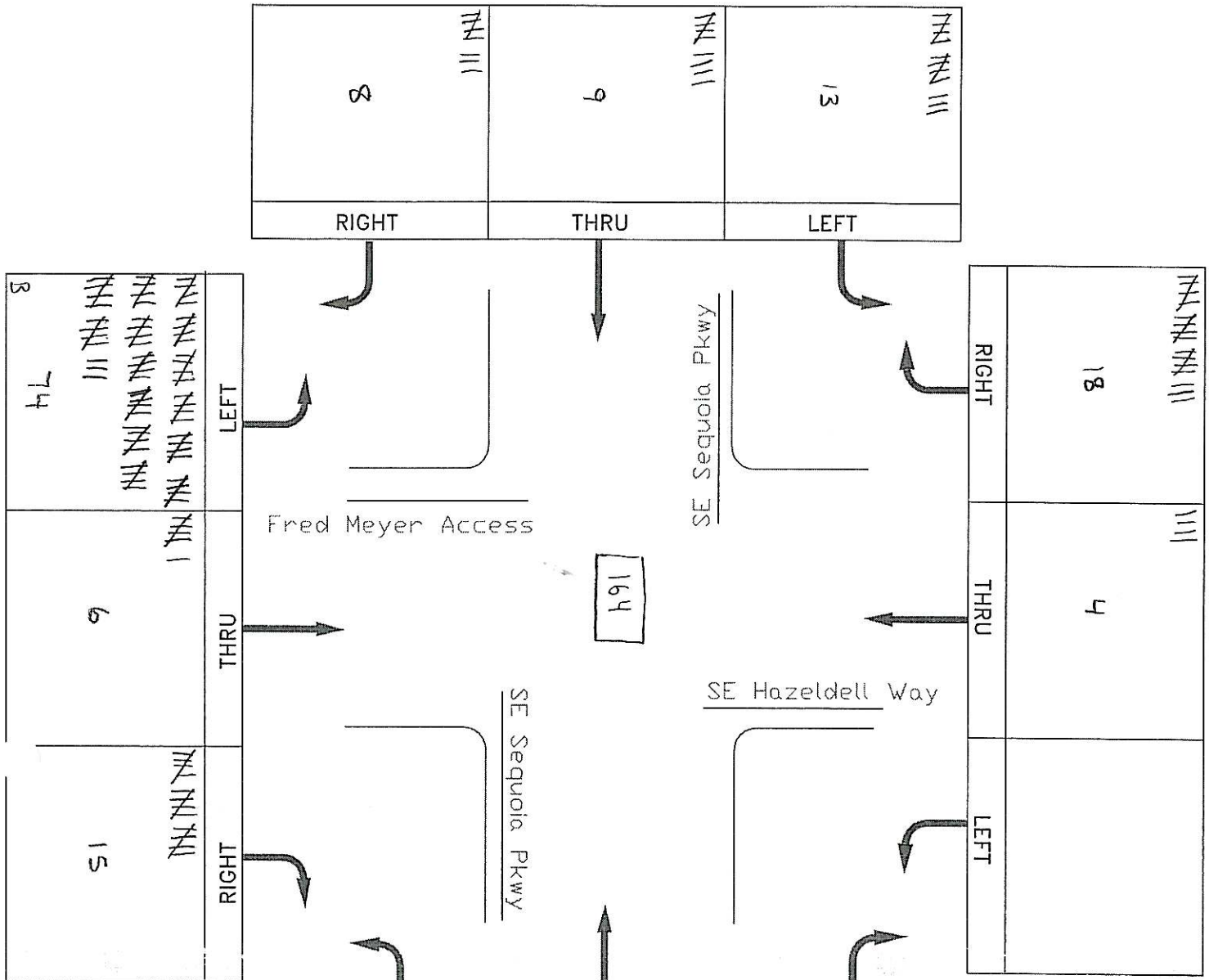
RIGHT	THRU	LEFT
17	2	1



DATE: 9.12.07  
 TIME PERIOD: 4:30  
 TO: 4:45

AM   
 PM

LEGEND	
###	Passenger Vehicles, Trucks
t	Delivery Trucks (ie. UPS, Florist)
B	Transit or School Bus
T	Heavy Truck (ie. Semi, Dump)
b	Bicycle
p	Pedestrian
M	Motorcycle

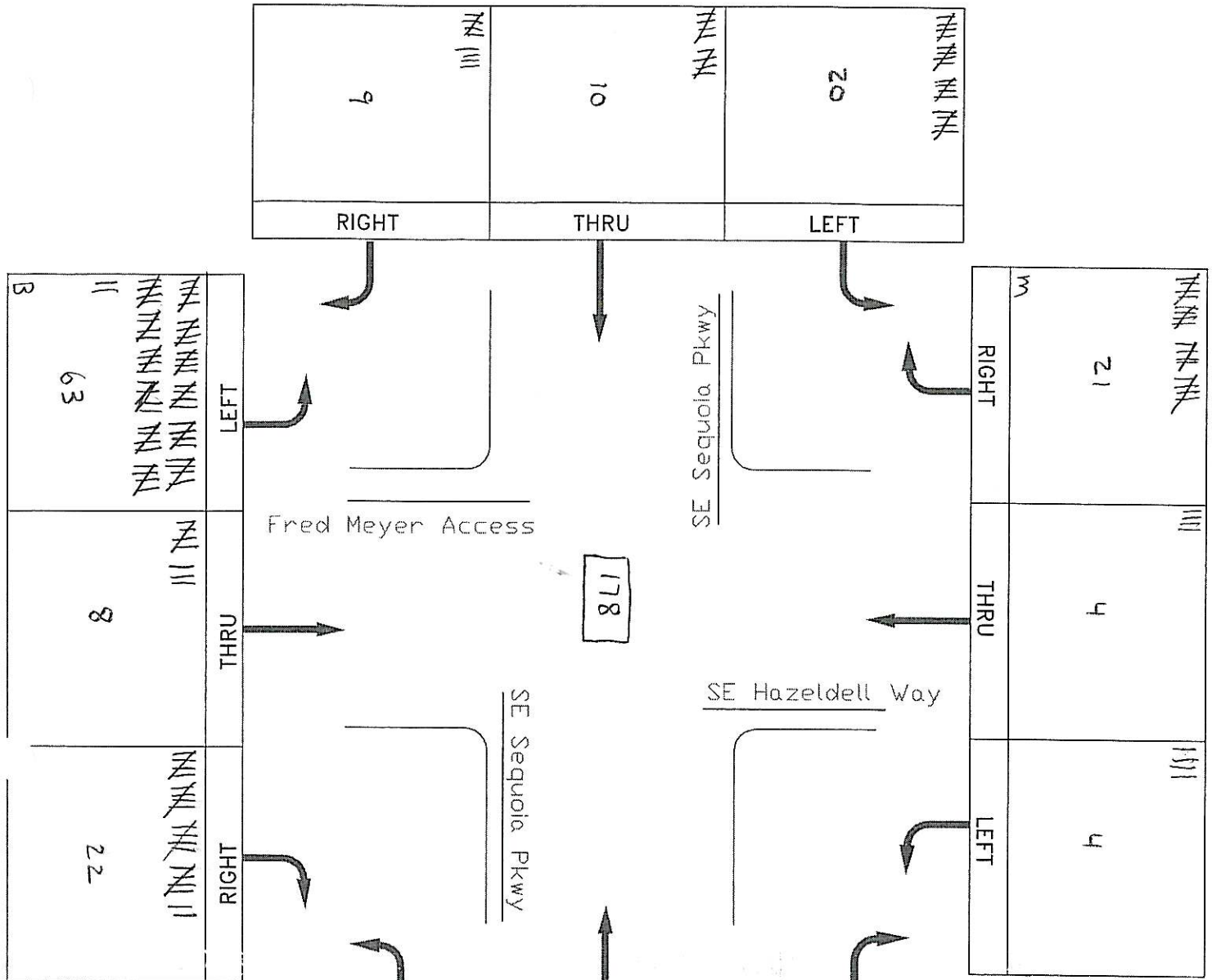


DATE: 9.12.07  
 TIME PERIOD: 4:45  
 TO: 5:00

AM   
 PM

LEGEND	
##T	Passenger Vehicles, Trucks
t	Delivery Trucks (ie. UPS, Florist)
B	Transit or School Bus
T	Heavy Truck (ie. Semi, Dump)
b	Bicycle
p	Pedestrian
M	Motorcycle





DATE: 9.12.07  
 TIME PERIOD: 5:00  
 TO: 5:15

AM   
 PM

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**Hazeldell Way/Sequoia Pkwy  
 Kendall Floral**

DATE:  
 COUNTED BY:  
 JOB NO: 2070305.00

LEGEND	
#	Passenger Vehicles, Trucks
t	Delivery Trucks (ie. UPS, Florist)
B	Transit or School Bus
T	Heavy Truck (ie. Semi, Dump)
b	Bicycle
p	Pedestrian
M	Motorcycle

7 5	9	15
RIGHT	THRU	LEFT

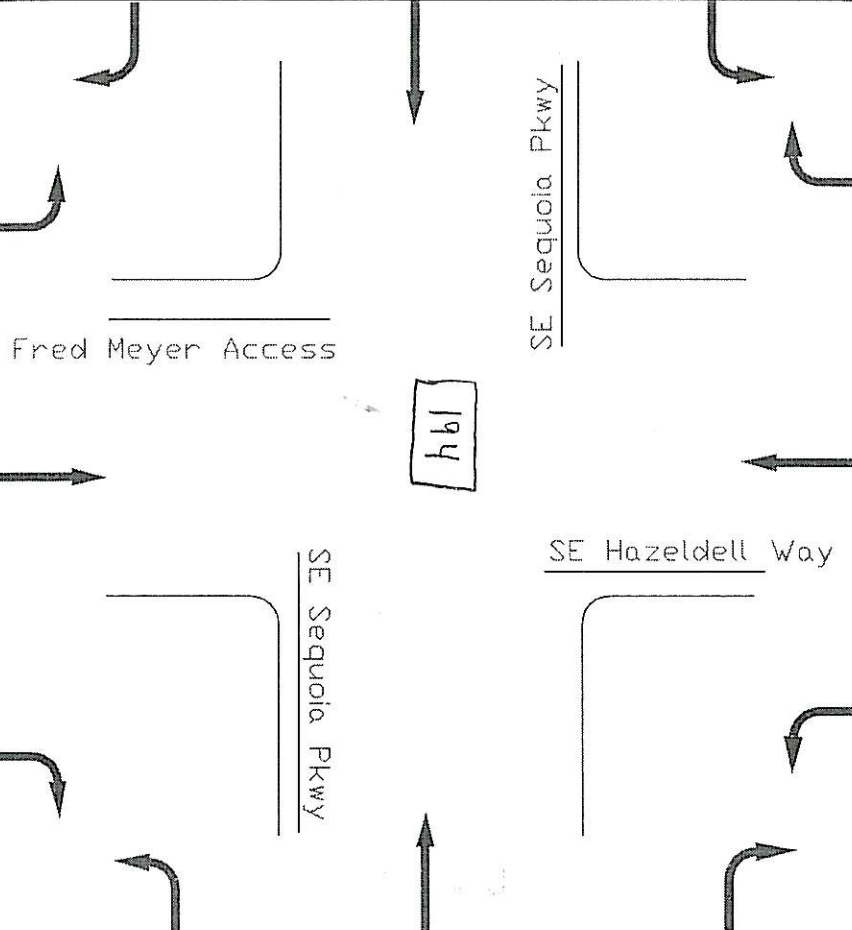
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10	THRU
12	RIGHT

3	RIGHT
6	THRU
6	LEFT

6	THRU	1
LEFT	THRU	RIGHT



NORTH



DATE: 9.12.07  
 TIME PERIOD: 5:15  
 TO: 5:30

AM   
 PM



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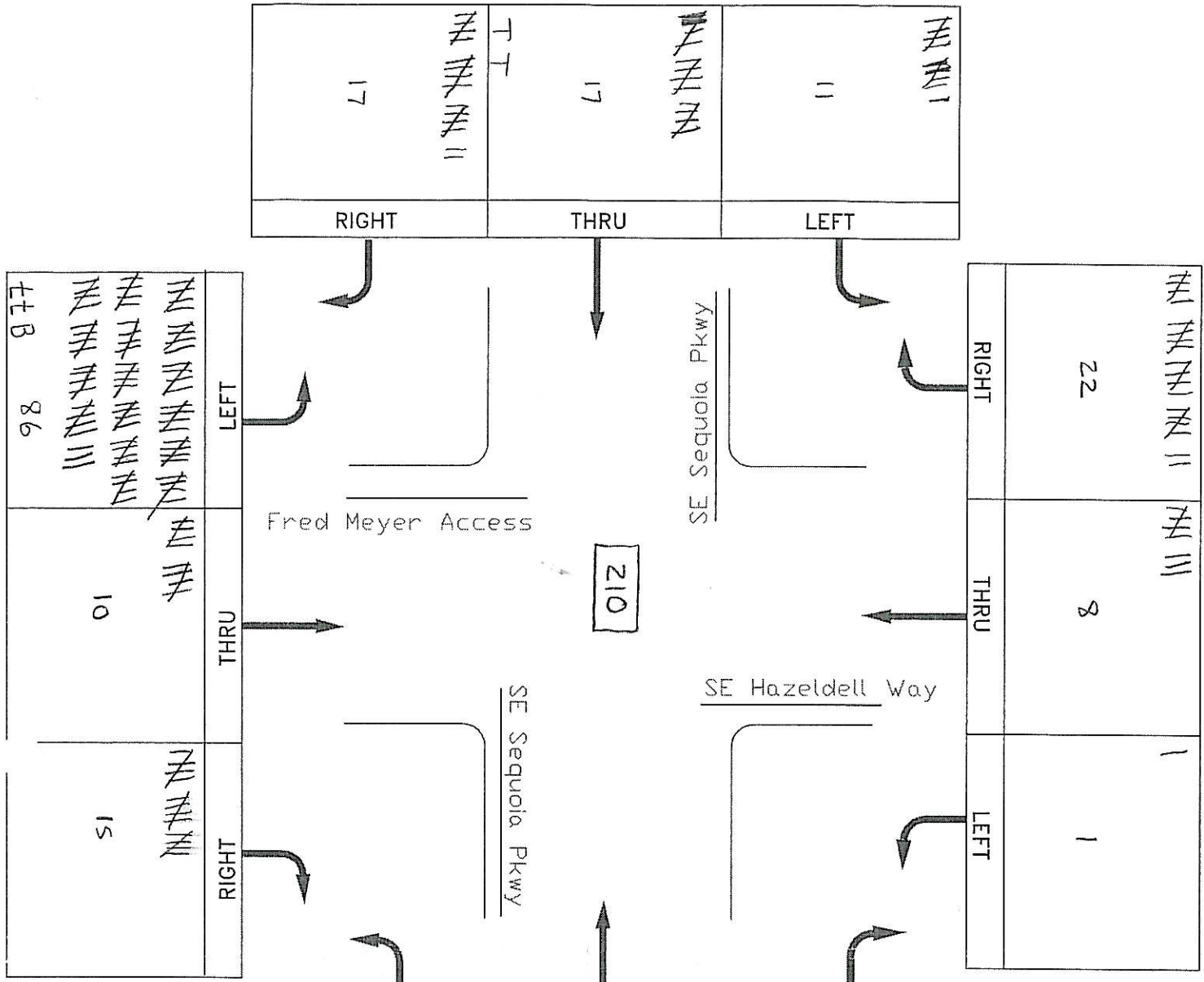
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**Hazeldell Way/Sequoia Pkwy**  
**Kendall Floaral**

DATE:  
 COUNTED BY:  
 JOB NO: 2070305.00

**LEGEND**

- ## Passenger Vehicles, Trucks
- t Delivery Trucks (ie. UPS, Florist)
- B Transit or School Bus
- T Heavy Truck (ie. Semi, Dump)
- b Bicycle
- p Pedestrian
- M Motorcycle



DATE: 9.12.07  
 TIME PERIOD: 5:30  
 TO: 5:45

AM   
 PM

G LUP  
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**Hazeldell Way/Sequoia Pkwy**  
**Kendall Floaral**  
 DATE:  
 COUNTED BY:  
 JOB NO: 2070305.00

LEGEND	
#t	Passenger Vehicles, Trucks
t	Delivery Trucks (ie. UPS, Florist)
B	Transit or School Bus
T	Heavy Truck (ie. Semi, Dump)
b	Bicycle
p	Pedestrian
M	Motorcycle

15 	4 T 	9 
RIGHT	THRU	LEFT

87 	6 	18 
LEFT	THRU	RIGHT

18 	7 	1 
RIGHT	THRU	LEFT

6 	14 M 	0
LEFT	THRU	RIGHT

Fred Meyer Access

SE Sequoia Pkwy

SE Sequoia Pkwy

SE Hazeldell Way

185



DATE: 9.12.07  
 TIME PERIOD: 5:45  
 TO: 6:00

AM   
 PM

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**Hazeldell Way/Sequoia Pkwy  
 Kendall Floaral**

DATE:  
 COUNTED BY:  
 JOB NO: 2070305.00

**LEGEND**

- |||| Passenger Vehicles, Trucks
- t Delivery Trucks (ie. UPS, Florist)
- B Transit or School Bus
- T Heavy Truck (ie. Semi, Dump)
- b Bicycle
- p Pedestrian
- M Motorcycle



Surveyor:  
 Date: 9/5/2007-9/6/2007  
 Location: Kendall Floral Distribution Center  
 14071 NE Arndt Road  
 Aurora, OR

16285 SW 85th Ave, Ste 301  
 Tigard, OR 97224

Destination Study - Floral Distribution Center (FDC)

Day 1	In	Out	FDC
7:00			
7:05	1		1
7:10	3		3
7:15		1	1
7:20	1		1
7:25	2		2
7:30		1	1
7:35	1		1
7:40			
7:45	3		3
7:50	1		1
7:55	2		2
8:00	1		1
8:05	3		3
8:10	2	1	3
8:15			
8:20		1	1
8:25			
8:30			
8:35	1		1
8:40		1	1
8:45			
8:50	1		1
8:55	1		1
Total	23	5	28

Day 1	In	Out	FDC
4:00	1	1	2
4:05			
4:10	1	1	2
4:15			
4:20		1	1
4:25	1	1	2
4:30		3	3
4:35			
4:40			
4:45			
4:50			
4:55		2	2
5:00			
5:05		1	1
5:10		1	1
5:15		3	3
5:20		3	3
5:25		2	2
5:30			
5:35			
5:40		1	1
5:45			
5:50			
5:55			
Total	3	20	23

Day 2	In	Out	FDC
7:00	2		2
7:05	4		4
7:10	1		1
7:15	3	1	3
7:20	4	1	4
7:25	1		1
7:30	5		5
7:35	5		5
7:40	10		10
7:45	9	1	9
7:50	11		11
7:55	12	1	12
8:00	9		9
8:05	5		5
8:10	3		3
8:15	2	3	2
8:20		1	
8:25			
8:30	2		2
8:35	1		1
8:40	1		1
8:45	2		2
8:50	3	1	3
8:55			
Total	95	9	95

Day 2	In	Out	FDC
4:00	1	7	8
4:05	1	7	6
4:10	2	13	15
4:15	1	3	4
4:20		3	3
4:25		9	9
4:30		6	6
4:35		4	4
4:40	1	5	6
4:45		5	5
4:50		1	1
4:55		7	7
5:00		3	3
5:05		4	4
5:10		2	2
5:15		1	1
5:20		2	2
5:25	1		1
5:30		2	2
5:35	1		1
5:40			
5:45			
5:50			
5:55		1	1
Total:	8	85	91





16285 SW 85th Ave, Ste 301  
Tigard, OR 97224

Surveyor:  
Date: 9/5/2007-9/6/2007  
Location: Kendall Floral Distribution Center  
14071 NE Arndt Road  
Aurora, OR

Count Period: 4-6 pm  
Date: 9/5/2007

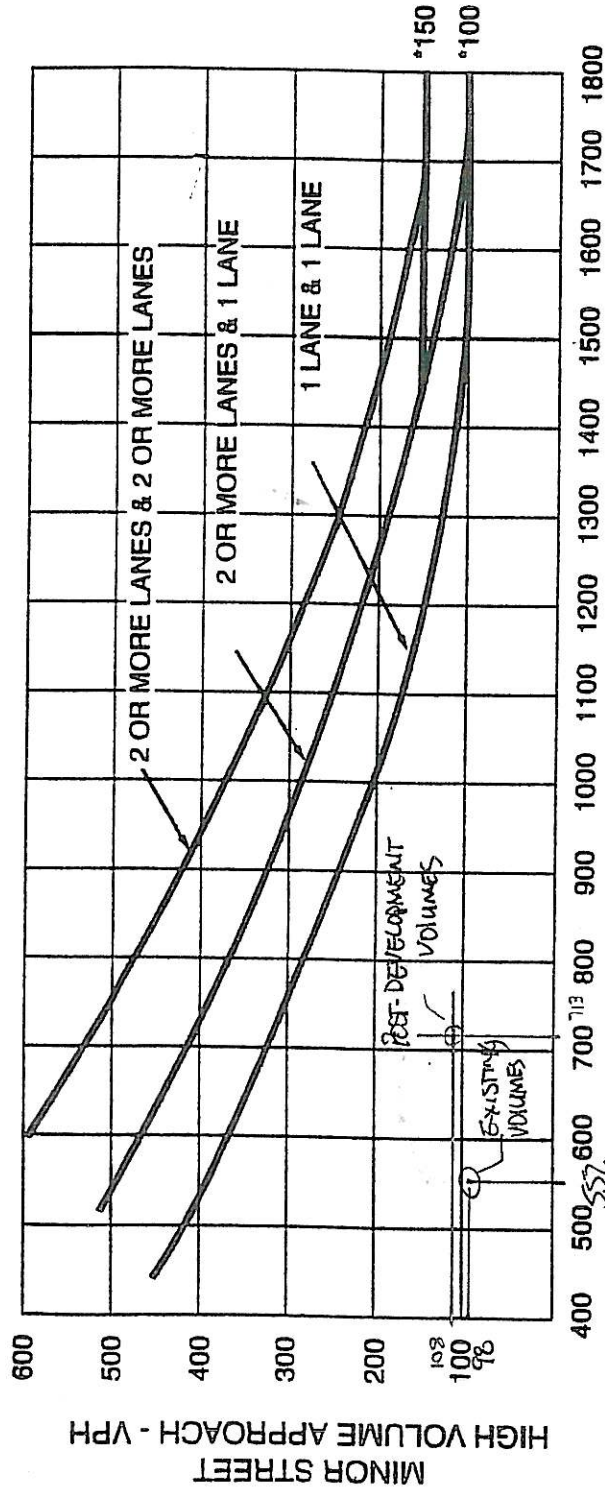
Time	Vehicle Occupancy	Vehicle Class	In	Out	
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4:01	1	2		x	FALSE
4:12	2	3		x	FALSE
4:12	4	2	x		FALSE
4:24	1	3		x	FALSE
4:29	1	2		x	FALSE
4:29	1	2	x		FALSE
4:32	1	2		x	FALSE
4:33	1	3		x	FALSE
4:33	1	3		x	FALSE
4:37	1	3		x	FALSE
4:59	1	2		x	FALSE
5:06	1	3		x	FALSE
5:12	1	3		x	FALSE
5:15	1	2		x	FALSE
5:18	1	3		x	FALSE
5:19	1	2		x	FALSE
5:20	1	2		x	FALSE
5:20	1	3		x	FALSE
5:23	1	3		x	FALSE
5:27	1	2		x	FALSE
5:29	4	2		x	FALSE
5:41	1	2		x	FALSE







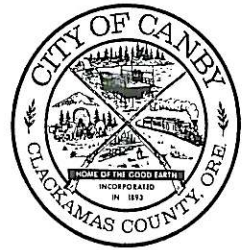
SE Sequoia Pkwy / SE Hazel Dell Way  
**Figure 4C-3. Warrant 3, Peak Hour**



**MAJOR STREET—TOTAL OF BOTH APPROACHES—  
 VEHICLES PER HOUR (VPH)**

\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

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



**A REQUEST FOR SITE AND DESIGN ) FINDINGS, CONCLUSION & FINAL ORDER**  
**REVIEW APPROVAL FOR A 2,380 )**  
**Sq Ft Panda Express ) DR 07-07**  
**) (Panda Express)**

**NATURE OF APPLICATION**

The City has received DR 07-07, an application by Carter and Burgess, Inc to construct a 2,380 sq. ft. Panda Express restaurant on a 38,761 sq. ft. lot located on the northeast corner of Berg Parkway and Highway 99E adjacent to Walgreen's. The property is zoned CM (Heavy Commercial/Manufacturing).

**CRITERIA AND STANDARDS**

In judging whether or not a Site and Design Review application shall be approved, the Planning Commission shall weigh the proposal's positive and negative features that would result from authorizing the particular development at the proposed location and, to approve such use, shall find that the following criteria are either met, can be met by the application of conditions, or are not applicable:

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 Design Review matrix outlined in Section 16.35 to determine "compatibility". An application is considered to be "compatible", regarding subsections B and C above, if the minimum score in each category is met for the entire 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

**Conclusion and Final Order**

**DR 07-07**

**Page 1 of 5**

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.

## **FINDINGS AND REASONS**

The Planning Commission, after holding a public hearing on October 8, 2007 and considering the September 26, 2007 staff report deliberated and reached a decision approving the applicant's request for design review. The Commission discussed the layout and design of the site. The Commission adopted the findings and conclusions contained in the September 26, 2007 staff report, written in the Order below.

## **CONCLUSION**

The Planning Commission concludes that, with the application of certain conditions:

- 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, 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 staff allocated a percentage of 77% on the design review matrix when 65% is considered compatible; 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.

## **ORDER**

**IT IS ORDERED BY THE PLANNING COMMISSION** of the City of Canby that **DR 07-07** is approved, subject to the following conditions:

### **Prior to the issuance of a Building Permit:**

1. The design, location, and planned installation of all utilities, including but not limited to water, electric, sanitary sewer, natural gas, telephone, and cable television shall be approved by the appropriate utility provider.
2. A pre-construction conference shall be held prior to construction and issuance of any building permit. Seventeen copies of the pre-construction plans shall be given to the City for review and approval by Canby Utility, Canby Telephone, Willamette Broadband, the City, and other required utility providers prior to the pre-construction conference. The construction plans shall include, as appropriate, the plans for street design, storm water, sewer, water, fire hydrants, electric, cable, telephone, natural gas, street lights, and mail boxes.
3. A revised set of **all** full size development plans (including site plan, landscape plan, elevation, etc.) shall be submitted which depicts each of the written conditions to the satisfaction of the City Planning Department.

### **For the Building Permit Application:**

4. The site is allowed a total of 150 square feet of signage including building signs, pylon signs, and monument signs. A sign permit application shall be submitted for all proposed signs.
5. Exterior lighting is required to provide a minimum of 0.5 footcandles with a 4:1 uniformity ratio on the pavement in the parking and sidewalk areas. All site lighting shall be "hooded" or "cutoff" so as not to direct light skyward.
6. 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.
7. The 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. The plant spacing and starting plant sizes shall meet the ODOT plant spacing/starting size standards. Trees are to be a minimum of 2" caliper.
8. 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 space.

9. All interior sidewalks and access-ways shall be a minimum of five (5) feet in width.
10. Bicycle parking shall be provided per the requirements of CMC 16.10.100.

#### **Prior to Issuance of a Building Permit**

11. Applicant must obtain ODOT's approval of the proposed access driveways.
12. An ODOT Miscellaneous Permit is required for all work in the highway right of way.
13. An ODOT Drainage Permit is required for connection to state highway drainage facilities. Connection will only be considered if the site's drainage naturally enters ODOT right of way. The applicant must provide ODOT District with a preliminary drainage plan showing impacts to the highway right of way. A drainage study prepared by an Oregon Registered Professional Engineer may be required by ODOT if:
  - A. Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; **OR**
  - B. The improvements create an increase of the impervious surface area greater than 10,758 square feet.

#### **During Construction**

14. An erosion control permit is required. All City erosion control regulations shall be followed during construction as specified by the Canby Municipal Code
15. Any relocation of existing utilities required due to construction of the development shall be done at the expense of the applicant.
16. All storm water shall be disposed of on-site unless ODOT imposes additional drainage requirements. 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 drywells.
17. ADA Ramps shall be provided as required by the Public Works Supervisor.
18. "Staple" type bicycle racks shall be provided at the front of the proposed building. The racks shall accommodate a minimum of 2 bicycles. Bicycle parking shall be located in a well-lit, secure location within 50 feet of the main entrance per CMC 16.10.100. Bicycle parking shall meet all other applicable criteria.

**I CERTIFY THAT THIS ORDER** approving **DR 07-07** was presented to and **APPROVED** by the Planning Commission of the City of Canby.

**DATED** this **22<sup>nd</sup>** day of October, 2007.

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James Brown  
Chairman, Canby Planning Commission

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Matilda Deas, AICP  
Project Planner

**ATTEST:**

**ORAL DECISION –                      October 8, 2007**

**AYES:**                      Brown, Ewert, Milne, Molamphy, Slagle, Taylor

**NOES:**                      None

**ABSTAIN:**                      None

**ABSENT:**                      Holte

**WRITTEN DECISION –                      October 22, 2007**

**AYES:**

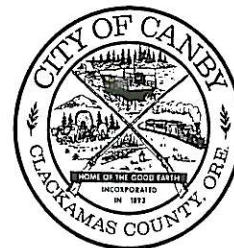
**NOES:**

**ABSTAIN:**

**ABSENT:**



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



**A REQUEST FOR SITE AND DESIGN ) FINDINGS, CONCLUSION & FINAL ORDER**  
**REVIEW APPROVAL FOR A 17,340 )**  
**SQ FT Rite-Aid Drug Store ) DR 07-06**  
**(Rite-Aid)**

**NATURE OF APPLICATION**

The City has received DR 07-06, an application by Richard Duge to construct a 17,340 sq. ft. Rite-Aid Drug Store on 1.74 acres located at Highway 99E and S Pine Street. The property is zoned C-2 (Highway Commercial).

**CRITERIA AND STANDARDS**

In judging whether or not a Site and Design Review application shall be approved, the Planning Commission shall weigh the proposal's positive and negative features that would result from authorizing the particular development at the proposed location and, to approve such use, shall find that the following criteria are either met, can be met by the application of conditions, or are not applicable:

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 Design Review matrix outlined in Section 16.35 to determine "compatibility". An application is considered to be "compatible", regarding subsections B and C above, if the minimum score in each category is met for the entire 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.

## **FINDINGS AND REASONS**

The Planning Commission, after holding a public hearing on October 8, 2007 and considering the September 26, 2007 staff report deliberated and reached a decision approving the applicant's request for design review. The Commission discussed the layout and design of the site. The Commission adopted the findings and conclusions contained in the September 26, 2007 staff report, written in the Order below.

## **CONCLUSION**

The Planning Commission concludes that, with the application of certain conditions:

- 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, 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 staff allocated a percentage of 86% on the design review matrix when 65% is considered compatible; 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.

## **ORDER**

**IT IS ORDERED BY THE PLANNING COMMISSION** of the City of Canby that **DR 07-06** is approved, subject to the following conditions:

### **Prior to the issuance of a Building Permit:**

1. The design, location, and planned installation of all utilities, including but not limited to water, electric, sanitary sewer, natural gas, telephone, and cable television shall be approved by the appropriate utility provider.
2. A pre-construction conference shall be held prior to construction and issuance of any building permit. Seventeen copies of the pre-construction plans shall be given to the City for review and approval by Canby Utility, Canby Telephone, Willamette Broadband, the City, and other required utility providers prior to the pre-construction conference. The construction plans shall include, as appropriate, the plans for street design, storm water, sewer, water, fire hydrants, electric, cable, telephone, natural gas, street lights, bus shelter and landing area, and mail boxes.
3. The applicant will enter into an agreement to sell approximately 1010 square feet of property (200 feet long by 8 feet wide) along S. Pine to the City of Canby for right-of-way for future intersection improvements.
4. A revised set of **all** full size development plans (including site plan, landscape plan, elevation, etc.) shall be submitted which depicts each of the written conditions to the satisfaction of the City Planning Department.
5. The applicant will obtain ODOT approval for a 99E access.

### **For the Building Permit Application:**

6. The site is allowed a total of 816 square feet of signage including building signs, pylon signs, and monument signs. A sign permit application shall be submitted for all proposed signs.
7. Exterior lighting is required to provide a minimum of 0.5 footcandles with a 4:1 uniformity ratio on the pavement in the parking and sidewalk areas. All site lighting shall be "hooded" or "cutoff" so as not to direct light skyward.
8. 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.
9. The 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.

The plant spacing and starting plant sizes shall meet the ODOT plant spacing/starting size standards. Trees are to be a minimum of 2" caliper.

10. 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 space.
11. All interior sidewalks and access-ways shall be a minimum of five (5) feet in width.
12. "Staple" type bicycle racks shall be provided at the northeast face of the proposed building. The racks shall accommodate a minimum of six bicycles. Bicycle parking shall be located in a well-lit, secure location within 50 feet of the main entrance per CMC 16.10.100. Bicycle parking shall meet all other applicable criteria.
13. An ODOT Miscellaneous Permit is required for all work in the highway right of way.
14. An ODOT Drainage Permit is required for connection to state highway drainage facilities. Connection will only be considered if the site's drainage naturally enters ODOT right of way. The applicant must provide ODOT District with a preliminary drainage plan showing impacts to the highway right of way. A drainage study prepared by an Oregon Registered Professional Engineer may be required by ODOT if:
  - A. Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; **OR**
  - B. The improvements create an increase of the impervious surface area greater than 10,758 square feet.

### **During Construction**

15. An erosion control permit is required. All City erosion control regulations shall be followed during construction as specified by the Canby Municipal Code.
16. Any relocation of existing utilities required due to construction of the development shall be done at the expense of the applicant.
17. All storm water shall be disposed of on-site unless ODOT imposes additional drainage requirements. 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 drywells.
18. ADA Ramps shall be provided as required by the Public Works Supervisor.
19. The applicant shall remove the buried gas tanks as per DEQ/EPA requirements.

**I CERTIFY THAT THIS ORDER** approving **DR 07-06** was presented to and **APPROVED** by the Planning Commission of the City of Canby.

**DATED** this **22<sup>nd</sup>** day of October, 2007.

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James Brown  
Chairman, Canby Planning Commission

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Matilda Deas, AICP  
Project Planner

**ATTEST:**

**ORAL DECISION – October 8, 2007**

**AYES:** Brown, Ewert, Milne, Molamphy, Slagle, Taylor

**NOES:** None

**ABSTAIN:** None

**ABSENT:** Holte

**WRITTEN DECISION – October 22, 2007**

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

**MINUTES**  
**CANBY PLANNING COMMISSION**  
7:00 PM – October 8, 2007  
City Council Chambers – 155 NW 2<sup>nd</sup> Avenue

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

**ABSENT:** Bruce Holte

**STAFF:** John Williams, Community Development and Planning Director; Matilda Deas, Project Planner; Melissa Hardy, Associate Planner; and Jill Thorn, Planning Staff

**OTHERS PRESENT:** Dane Ridenour, Jim Beamer, Jon Hummelt, Brent Ahrend, Richard Dugie and Debbie McKee

**I. CITIZEN INPUT** None

**II. INTRODUCTION OF NEW CITY STAFF** John Williams introduced Melissa Hardy who is the new Associate Planner.

**III. PUBLIC HEARINGS**

**DR 07-06 – Rite Aid – Hwy 99E and Pine Street** – A request to construct a 17,340 sq. ft. Rite-Aid Drug Store with a drive through pharmacy on a 1.74 acre parcel zoned C-2.

Chair Brown read the public hearing format. When asked if any Commissioner had a conflict of interest, none was expressed. When asked if any Commissioner had ex-parte contact, none was stated. No questions were asked of the Commissioners.

Matilda Deas presented the staff report. The applicant is requesting to construct a 17,340 sq. ft. Rite-Aid Drug Store with a drive through pharmacy on a 1.74 acre parcel zoned C-2. There are two proposed accesses to the site: a right in right out access on Hwy 99E and a full access on S. Pine. The proposed access on Hwy 99E is located approximately 210 feet from the intersection, and the S. Pine access is located 30 feet south of Canby Builder's driveway and 90 feet north of Second Avenue and the Fire Department's driveway.

The site is currently occupied by a gas station with a mini market and a residence with a separate garage and shed. All will be removed with this development. The in ground gas tanks will be removed and the applicant will conduct any soil remediation required by DEQ and/or EPA. The alignment of the Hwy 99E and S. Pine intersection is problematic. As part of this development, the applicant has agreed to sell the City of Canby the additional right-of-way along S. Pine needed to implement the future improvements planned for this intersection. The intersections improvements are identified in the City of Canby's Transportation System Capital Improvement Plan, and are scheduled to occur within the next five years.

The building will utilize 63 parking spaces, which is the minimum required for developments that will provide a pedestrian connection. The applicant is providing a pedestrian connection to the Canby Transit bust stop located at this site.

A traffic Study was conducted by Group Mackenzie and reviewed by ODOT and Lancaster Engineering (the City's transportation contract engineering firm). Lancaster Engineering requested the applicant address possible future conflicts at the proposed S. Pine access assuming a future three lane section on S. Pine.

The applicant and the Oregon Department of Transportation (ODOT) had not resolved the traffic issues for the site, but the applicant was willing to work with ODOT to resolve.

The Fire Department had no problems unless there was to be no access from Highway 99E.

The applicant was willing to work with Canby Area Transit (CAT) for a transit pad and shelter.

Commissioner Taylor inquired about the drainage issues. Ms Deas responded that it was an issue to be dealt with ODOT.

**Applicant:** Richard Dugie, consultant for the applicant, said they were in agreement with the staff report. The applicant has allowed for extra landscaping and was in agreement with CAT on the transit pad.

Jon Hummelt, applicant, stated it had been a pleasure to work with Matilda Deas and that ODOT had been a struggle. The site is unique and there was a deeded access with ODOT. He was hoping to hear from ODOT this week. There had been unsuccessful discussion with the owner of Canby Manor for a shared access.

Commissioner Ewert asked what the response from ODOT had been about the median. Mr. Hummelt said that the only response received from ODOT had been no because ODOT wants all access off of Highway 99E.

Commissioner Taylor inquired about the trash enclosure. Mr. Dugie said it would have a metal gate.

**Proponents:** Debbie McKee spoke on behalf of the owner of the Canby Manor and said that the owner did not want to share access.

**Opponents:** None

**Rebuttal:** None

Chair Brown closed the public hearing.

Chair Brown asked about the process if the Commission approves the application, but solutions with ODOT could not be found.

Mr. Williams stated that the applicant could request a modification. If it was minor, it would be a staff decision, or if it was intermediate it would come back to the Commission for approval.

Chair Brown felt this was an opportunity to fix existing problems and have a nice entry to the community with this application.

Commissioner Ewert expressed a desire for a monument sign as opposed to the lollipop sign that was proposed but understood that was a separate application process.

Commissioner Taylor felt it was nice to see that the applicant was being so cooperative with all agencies.

It was moved by Commissioner Ewert to approve DR 07-06 as presented. It was seconded by Commissioner Taylor. Motion carried 6-0.

**DR 07-07 – Panda Express Restaurant – Hwy 99E and Berg Parkway adjacent to Walgreens** - An application request to develop a 38,761 sq. ft. CM zoned parcel with a 2,380 sq. ft. Panda Express restaurant with a drive through.

Chair Brown read the public hearing format. When asked if any Commissioner had a conflict of interest, none was expressed. When asked if any Commissioner had ex-parte contact, none was stated. No questions were asked of the Commissioners.

Matilda Deas presented the staff report. The applicant is requesting to develop a 38,761 sq. ft. CM zoned parcel with a 2,380 sq. ft. Panda Express restaurant with a drive through. Access to the site will be off of Berg Parkway and directly onto Highway 99E. Both access drives will be shared with Walgreen's.

The property is located at the eastern parcel of the two parcel retail development that includes Walgreen's, located at the northeast corner of Berg Parkway and Hwy 99E. The application is for a Panda Express restaurant with a drive-through. The site is 38,762 square feet. Although a traffic study was done for the Walgreen's development in 2003, the study assumed the remaining parcel would be developed as general retail. Thus, an additional study was required to assure compliance with ODOT standards.

The 2,380 square foot building will utilize 29 parking spaces, two of which will be ADA accessible. The minimum required for this development is 23. A minimum of two bicycle parking spaces are required.

Chair Brown asked if the joint access aligned with the access of Safeway.

Ms Deas said that ODOT and the traffic engineer were okay with the access and it was approved as part of the Walgreen's application.

Commissioner Ewert asked about the connections between Walgreen's and Panda Express and whether this would cause problems with people using the access instead of going to the traffic signal at Berg Parkway.

John Williams stated this had been negotiated with the Walgreen's application and all agencies had agreed.

**Applicant:** Dane Ridenour, architect for the project, stated he had been at the site earlier in the day around 5 PM and most people leaving Walgreen's were using the traffic signal exit. He stated they would be putting in a monument sign.

Commissioner Ewert asked about the fencing along the rear of the property. Would it be the same as what Walgreen's had been required to put on the site.

Commissioner Milne said the fence had been requested by Walgreen's as a safety issue.



Chair Brown polled the Commissioners about the fence and the majority felt it was not necessary.

**Proponents:** None

**Opponents:** None

**Rebuttal:** None

Chair Brown closed the public hearing.

It was moved by Commissioner Milne to approve DR 07-07 as presented. It was seconded by Commissioner Taylor. Motion carried 6-0.

**IV. NEW BUSINESS** None

**V. FINDINGS** None

**VI. MINUTES**

**September 10, 2007** - Commissioner Milne moved to approve minutes of September 10, 2007 as presented. Motion seconded by Commissioner Taylor and passed 5-0-1 with Commissioner Ewert abstaining.

#### **VII. DIRECTOR'S REPORT**

John Williams thanked Matilda Deas for the great job of picking up work since there had been a vacancy in the Associate Planner's position.

Mr. Williams announced there would be a meeting on Thursday, October 11 from 6 to 8 PM at the Canby Adult Center for business property owners to discuss the new standards for downtown and Highway 99E buildings.

Mr. Williams said that the first meeting in November would be on Tuesday, November 13 instead of Monday, November 12 because of Veteran's Day. He said the Commission would be having a work session on the Design Standards and asked the Commission if the session should be in Council Chambers with the television or in the Conference Room. The Commission agreed to meet in the Conference Room.

Mr. Williams announced that the Street Maintenance Funding would soon be discussed at several community meetings.

Mr. Williams reported that the consultant who was working on the Design Standards was preparing a scope of work for the sign code.

Commissioner Ewert requested a list of code changes that would be coming to the Commission in the future.

Commissioner Molamphy asked for an update on the traffic study that 1<sup>st</sup> Student was to complete and report back to the Commission.

Matilda Deas announced there would be a facilitated meeting of Parks and Recreation stakeholders to discuss future needs for the community.

**VIII. ADJOURNMENT**