

A G E N D A

CANBY PLANNING COMMISSION

REGULAR MEETING

*City Council Chambers
Monday, May 9, 1994
7:30 p.m.*

I. ROLL CALL

II. MINUTES

April 11, 1994
April 25, 1994

III. CITIZEN INPUT ON NON-AGENDA ITEMS

IV. COMMUNICATIONS

V. FINDINGS

SUB 94-01 - Anselmo and Judy Pizzuti (Pizzuti Estates)

VI. COMMISSION DISCUSSION OF PLANNING ISSUES

NEED LIST FOR COMMISSION

VII. NEW BUSINESS

VIII. PUBLIC HEARINGS

SUB 94-02, an application by Zarosinski-Tatone Engineers, Inc. for approval to develop a 7.25 acre parcel into a 26-lot single-family subdivision. The site is located north of N.E. 34th Place, on N. Maple Street (Tax Lot 2602 of Tax Map 3-1E-21). *Continued from April 11, 1994 and April 25, 1994.*

SUB 94-03, an application by Regan Enterprises for approval to develop Phase VI of Township Village. The applicant is proposing to develop 12-single family residential lots. The site is located south of Township Road, west of S. Pine, at S.E. 10th (Tax Lot 4500 [part] of Tax Map 4-1E-3BC and Tax Lot 4800 [part] of Tax Map 4-1E-4AA). *Continued from April 11, 1994 and April 25, 1994.*

DR 94-04, an application by Jim Hefflinger and Wayne Askew [PUMPCO DISTRIBUTORS] for design review approval to build an industrial [steel] building. The site is located on the south side of N.E. 3rd Avenue, east of N. Juniper Street (Tax Lot 2102 of Tax Map 3-1E-33BD)

VIII. DIRECTOR'S REPORT

IX. ADJOURNMENT

The City of Canby Planning Commission welcomes your interest in these agenda items. Please feel free to come and go as you please.

Kurt Schrader, Chair
Stan Elliot
Wade Wiegand

Linda Mihata, Vice-Chair
Dan Ewert

Bob Gustafson
Tamara Maher



MEETING TIMELINES AND PROCEDURES

- *In order not to restrict any person from testifying but, rather, to encourage everyone to do so, the Canby Planning Commission shall try to adhere as closely as possible to the following timelines:*

*Applicant (or representative(s)) - not more than 15 minutes
Proponents - not more than 5 minutes
Opponents - not more than 5 minutes
Rebuttal - not more than 10 minutes*

- *Everyone present is encouraged to testify, even if it is only to concur with previous testimony. For more complete presentations, Proponents and Opponents may "buy" time from one another. In so doing, those either in favor, or opposed, may allocate their time to a spokesperson who can represent the entire group.*
- *All questions must be directed through the Chair.*
- *Any evidence to be considered must be submitted to the hearing body for public access.*
- *All written testimony received, both for and against, shall be summarized by staff and presented briefly to the hearing body at the beginning of the hearing.*

Unless there is a continuance, if a participant so requests before the conclusion of the initial evidentiary hearing, the record shall remain open for at least seven (7) days after the hearing.



DRAFT

BEFORE THE PLANNING COMMISSION OF THE CITY OF CANBY

*Commissioners,
If you have any
concerns or want
changes in this, Kurt S.
has suggested you
call us by Tuesday
May 3 so we can get
a better draft by the
meeting. RSH*

A REQUEST FOR APPROVAL) FINDINGS, CONCLUSION & FINAL ORDER
OF AN 8-LOT SUB-) SUB 94-01
DIVISION) (Pizzuti Estates)

NATURE OF APPLICATION

The applicant is requesting approval for an eight (8) lot subdivision. The parcel is located on the east side of N. Maple Street, between N.E. 20th Avenue and N.E. 21st Place (Tax Lot 600 of Tax Map 3-1E-28DB).

HEARINGS

The Planning Commission held a public hearing and considered this application at its meetings of April 11, 1994, and April 25, 1994.

CRITERIA AND STANDARDS

This is a quasi-judicial land use application. Applications for a subdivision shall be evaluated based upon the following standards and criteria pursuant to Canby Municipal Code 16.62.020.

- A. Conformance with the text and applicable maps of the Comprehensive Plan.
- B. Conformance with other applicable requirements of the land development and planning ordinance.
- C. The overall design and arrangement of lots shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the subject property without unduly hindering the use or development of adjacent properties.

- D. It must be demonstrated that all required public facilities and services are available, or will become available through the development, to adequately meet the needs of the proposed land division.

FINDINGS AND REASONS

The Planning Commission deliberated on all testimony presented at the April 11, 1994 and April 25, 1994 public hearings, and incorporates the April 1, 1994 staff report and Commission deliberations as support for its decision. The Planning Commission accepts the findings in the April 1, 1994 staff report, insofar as they do not conflict with the following supplemental findings:

1. School Districts are considered to be one of the "required public facility and service" providers for any development within the City per Comprehensive Plan (Public Facilities Element page 101) and Canby Municipal Code 16.62.020.D.
2. "Adequate" level of service is interpreted to mean "reasonably sufficient". In terms of school services it is interpreted to mean qualitative services such as teaching positions and textbooks and supplies, as well as physical capacity such as classrooms and building space.
3. The School District's response to the City's "Request for Comments" stated that adequate public services for [the School Districts] are available. Further clarification by a School District representative, Bob Christiansen, at the public hearing of April 25, 1994, indicated that the response given by the School District pertained only to facilities, not services.
4. No other evidence has been submitted into the record by the applicant indicating that an adequate level of public school service is available to this development.

5. The School District provided the following regarding the insufficiency of ability to continue to serve in a "reasonably sufficient" capacity a growing school population:

"The implications of Measure 5 are affecting the financing of education. the consolidated budget for the year 1993-94 was \$22,607,671. The expected budget for 1994-95 is estimated to be \$22,212,101. The best guess estimate for 1995-96 is \$21,664,194 and the best guess estimate for 1996-97 is \$21,688,190.

The district anticipates a reduction of revenue and will be responding to project growth and inflation by continuing to reduce or eliminate certain expenses, as well as reduce staff, services, and cash reserves. Further reductions are expected. We anticipate the funds available per student to continue to decline."

6. The response by the School District representative, Mr. Christiansen, at the public hearing of April 25, 1994, to the question posed by someone in the public:

".... What I'm hearing is that we've got the classrooms coming for the kids to come and sit in, but you don't have the money to teach them. So that, to me, says that we don't have the adequate facilities."

was as follows:

"I'm guess that's it ... at this stage and time in terms of where our school board is, they're bringing that back to the Planning Commission. In other words, we're providing that information, what the general operating funds are, which means that those classrooms could continue to stay open."

CONCLUSION

The Planning Commission of the City of Canby concludes that, based on the findings and conclusions contained in the staff report, from testimony at the public hearing, and on Commission deliberations, specifically the lack of evidence and assurances from the school district that the adequate level of services, in terms of ability to teach as well as house additional students, public school services are not "reasonably sufficient" to service this development. The applicant has failed to submit substantial evidence establishing that Criteria D of the Canby Municipal Code 16.62.020 has been satisfied.

ORDER

IT IS ORDERED BY THE PLANNING COMMISSION of the City of Canby that application for SUB 94-01 is denied.

I CERTIFY THAT THIS ORDER denying SUB 94-01 was presented to and approved by the Planning Commission of the City of Canby.

DATED this 9th day of May, 1994.

*Kurt Schrader, Chairman
Canby Planning Commission*

*Joyce A. Faltus
Secretary*

ATTEST:

ORAL DECISION - April 25, 1994

AYES: *Schrader, Mihata, Wiegand, Ewert*

NOES: *None*

ABSTAIN: *Maher*

ABSENT: *Gustafson, Elliot*

WRITTEN FINDINGS - May 9, 1994

AYES:

NOES:

ABSTAIN:

ABSENT:



ZAROSINSKI-TATONE ENGINEERS, INC.

STRUCTURAL—CIVIL—WATER AND SEWERAGE SYSTEMS

RONALD J. ZAROSINSKI, P. E.

PHONE (503) 235-8795
FAX (503) 233-7889
3737 S.E. EIGHTH AVENUE
PORTLAND, OREGON 97202

RONALD G. TATONE, P. E.

April 28, 1994

RECEIVED

APR 28 1994

CITY OF CANBY

Mr. Robert G. Hoffman, AICP
Planning Director
City of Canby
182 N. Holly, P.O. Box 930
Canby, Oregon 97013

Re: SUB-94-02

Attn: Mr. Jim Wheeler

This is in response to your request by telephone to document the information reported at the April 25, 1994 regular Planning Commission meeting regarding the above referenced site.

Enclosed are the following for your file:

1. Traffic Analysis Report by Frank Charbonneau
2. Narrative response to concerns of Planning Commission hearing of April 11, 1994.
3. Site tree inventory map marked to show trees within improvement and proposed fill area to be removed for construction.
4. Topography map with site tree inventory marked with area affected by fill to elev. 84.5.
5. Topography map with site tree inventory marked with area affected by fill to elev. 86.0.
6. Cross section drawings at 100 ft. intervals showing relation of fill to existing ground line for fill to elev. 84.5 and 86.0.

As a response to the request by attorney, Ed Sullivan, as stated at the April 25, Planning Commission continued hearing I met with Montecucco's Engineer, Martin Boatwright, at the subject site on Wednesday, April 27.



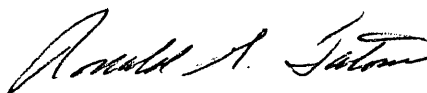
Mr. Robert G. Hoffman, AICP
April 28, 1994
Page -2-

A report in letter form is to be expected from Engineer Boatwright as to his analysis of the subject site regarding the proposed fill and resulting affect in the Willamette River Basin.

Please advise us in ample time to respond should you require additional information prior to the May 7 meeting.

Sincerely,

Zarosinski-Tatone Engineers, Inc.



Ronald G. Tatone, P.E.

RGT/mjb

Encl.

cc: Doug Sprague
Elroy Knutson

April 21, 1994

GIVEN: Concerns of Planning Commission from April 11, 1994 Meeting

REQUIRED: Respond to the following:

1. Impact to sewage lift station
2. Report on existing and projected vehicular traffic
3. Review tree inventory for retaining trees
4. Wetland
5. Drainage
6. Maple Street R/W

1. FIND VOLUME OF SEWAGE FLOW Assume 2.7 persons/Lot
Assume Ave. Q = 100 gpppd

Population = (26) (2.7) = 70.2 Say 70 persons
Ave. Q = (70) (100) = 7000 gal/day = 4.86 gpm

Assume Peak Flow at 3.5 ave. flow then max. Q = 17 gpm

Note: A 2" discharge line must flow 30 gpm to maintain 3 ft/sec. vol.

2. FIND IMPACT OF TRAFFIC GENERATED BY SUB-DIVISION

Authorized Frank Charbonneau to conduct study. Refer to traffic study report and resultant impact.

3. TREE CONSERVATION

Significant trees outside street right-of-way and utility easements will remain by developer. Final retention will be by lot owner dependent on building envelope.

4. WETLAND

(a) Project design avoids wetland. Corps of Engineer letter dated February 2, 1993 the proposed activity is not regulated by the Corps.

(b) The Division of State Lands by letter dated May 8, 1990 confirms that site does not meet the criteria for jurisdictional wetlands and therefor does not require a permit for fill and removal activities.

5. DRAINAGE

Storm water surface run-off is proposed to be collected by a below surface drainage system. The collected flow will be directed by gravity to a pollution control manhole structure prior to crossing under the logging road and discharging in designated easement area granted by Caffal Bros.

The designated wetland area located within Tract "A" will be provided with surface water control to allow a positive discharge to the storm water collection system.

Roof drainage may be directed to street curb outlets to allow discharge to the public storm drainage system.

6. MAPLE STREET R/W

The plat of "PRUNELAND" recorded in February 1891 provided for 20 foot dedicated right-of-way along the East boundary of Pruneland. This right-of-way terminated at the Northeast corner of Lot 43 Pruneland which point is 396 feet North of the South line of Section 21 T.3S., R.1E., W.M.

The plat of "COUNTRY CLUB ESTATES NO. 3" provided an additional 10 feet of right-of-way from the South line of said Section 21 to the North boundary of Pruneland to allow a total 30 foot right-of-way.

From the North boundary of Pruneland North on North Maple Street the plat of Country Club Estates No. 3 provided for a 30 foot dedication for public right-of-way.

The curb constructed on North Maple Street is 5.0 feet West of the West property line of Country Club Estates No. 3. This allows 25 ft. of right-of-way for vehicular traffic. The asphaltic concrete surface is presently 20 feet in width.

Widening of the existing A.C. surface is limited in order to maintain existing drainage needs and cut and fill slopes to remain in existing right-of-way.

RESPONSE TO MONTECUCCO CONCERNS REGARDING FILL

The U. S. Army Corps of Engineers Flood Plain Management Services as directed by Ken McGown, P.E. reported the site to be in Zone B and the 100 year flood plain elevation to be 84 ft.

Zone B is defined as areas between limits of the 100 year flood and 500 year flood, or certain areas subject to 100 year flooding with average depths of less than one foot.

The proposed development requires filling certain areas of the site to provide ingress and egress including utility construction to conform with requirements to serve single family residential standard.

The existing street grade on North Maple Street at the South property line of the subject site is at elevation 88⁺. The elevation of the Logging Road at the proposed emergency access is at elevation 88⁺.

The northerly extension of North Maple Street will require street elevation to meet existing grades. It is proposed that a major portion of final street grade will be at or below elevation 86.

The volume of fill required to conform with elevation 84.5 has been calculated to be 4200 cu.yd. The volume of fill required to conform with elevation 86.0 has been calculated to be 10,300 cubic yards. Relating the volume of either fill to out of river bank flow during flood stage would be insignificant and have no increase to flooding either upstream or downstream of the project site.

TRAFFIC ANALYSIS REPORT

FOR

COUNTRY CLUB ESTATES ANNEX NO. 4

MAPLE STREET

CITY OF CANBY

Prepared By



April, 1994

Project 94-15

TRAFFIC ANALYSIS REPORT

FOR

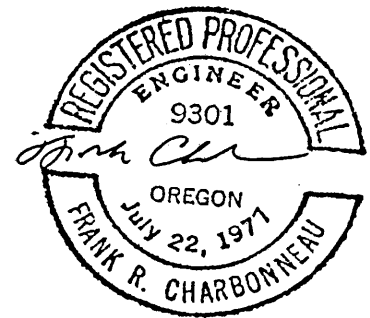
COUNTRY CLUB ESTATES ANNEX NO. 4

MAPLE STREET

CITY OF CANBY

Prepared By

CHARBONNEAU Engineering



12-31-95
(Expire Date)

April, 1994

Project 94-15



April 22, 1994

Mr. Ron Tatone, P.E.
Zarosinski-Tatone Engineers, Inc.
3737 SE Eighth Avenue
Portland, OR 97202

Subject: **Country Club Estates Annex No. 4**
Traffic Analysis
Maple Street, Canby

FL9452

Dear Mr. Tatone, P.E.:

This letter will serve as the traffic analysis report for the proposed 26 lot (single family) residential site located at the northerly end of Maple Street in Canby. The report looks at the impacts to Maple Street and the nearest main intersection at Maple Street and Territorial Road, including the following elements.

- o Traffic impacts associated with the development of 26 single family housing units as shown on the attached site plan.
- o Analyzing traffic access to Maple Street and the corresponding traffic operations and circulation patterns. Evaluation of street width requirements, traffic safety, and sight distance along Maple Street.
- o Analysis of the traffic impacts to Territorial Road at Maple Street.
- o Consideration that the old Molalla Forest Road (private road) will be available as an emergency access route.

Based on this analysis, the intersection studied at Maple Street and Territorial Road will continue to operate at excellent levels of service (LOS "A") and there will be no delays (or very minimal delays). The analyses include existing conditions and total site traffic conditions.

Attached to this report at a series of traffic flow maps depicting the peak hour volumes for the various conditions analyzed in the study. These maps detail the turning movements for existing traffic and total site traffic (including generated traffic). The volumes were used in performing the capacity analyses for the AM and PM peak hour conditions.

Also attached in this report are the capacity analysis worksheets for the non-signalized intersection analyses of Maple Street at Territorial Road. All traffic movements and the resulting LOS for the capacity analyses are included in the printouts. Listed below are the figure numbers for each of the traffic flow maps used in the analysis.

- o Figures No. 1 & 2 Existing Peak Hour Traffic
- o Figures No. 3 & 4 Site Generated Traffic
- o Figures No. 5 & 6 Total Site Traffic

The proposed development of 26 single family units will generate a total of 250 trip ends per weekday upon full occupancy. During the AM peak hour a total of 20 trips will occur (5 inbound trips and 15 outbound trips). During the PM peak hour a total of 25 trips will occur (15 inbound trips and 10 outbound trips).

It is expected that the site's generated traffic will use Maple Street and pass through the intersection of Maple and Territorial Road. However, 22nd Avenue and Locust Street are also available for traffic circulation purposes. Molalla Forest Road will be available only for emergency use.

Maple Street presently is a two way street of variable width between Territorial Road and the existing cul-de-sac at the northerly end. Northerly of Country Club Place, Maple Street is approximately 20 feet wide. Southerly of Country Club Place the width is approximately 30 feet. There is curbing along the easterly side of Maple Street. However, there are no sidewalks. Housing occurs on the easterly side and farm fields exist on the westerly side of Maple Street. The posted travel speed on Maple Street is 25 miles per hour. Sight distance is excellent along the street and at the intersection corners with Territorial Road.

Maple Street is commonly used by pedestrians so traffic and pedestrian safety is a critical concern. It is projected that the new development will generate only 250 additional trips on Maple Street per day (125 inbound and 125 outbound). During the PM peak hour (highest traffic hour of the day) there will be only 15 additional trips inbound and 10 additional trips outbound due to the development. The site generated traffic will add only one vehicle every 2.5 minutes on Maple Street. The existing

width on Maple Street (about 20 feet wide northerly of Country Club Place) tends to control and maintain safe and desirable travel speeds. If improvements or widening of Maple Street is considered, the travel speeds would likely increase.

Based on the traffic analysis and level of service results, there will be no significant traffic or safety impacts associated with the project. For traffic operational and safety reasons, the following elements should be implemented in conjunction with the project.

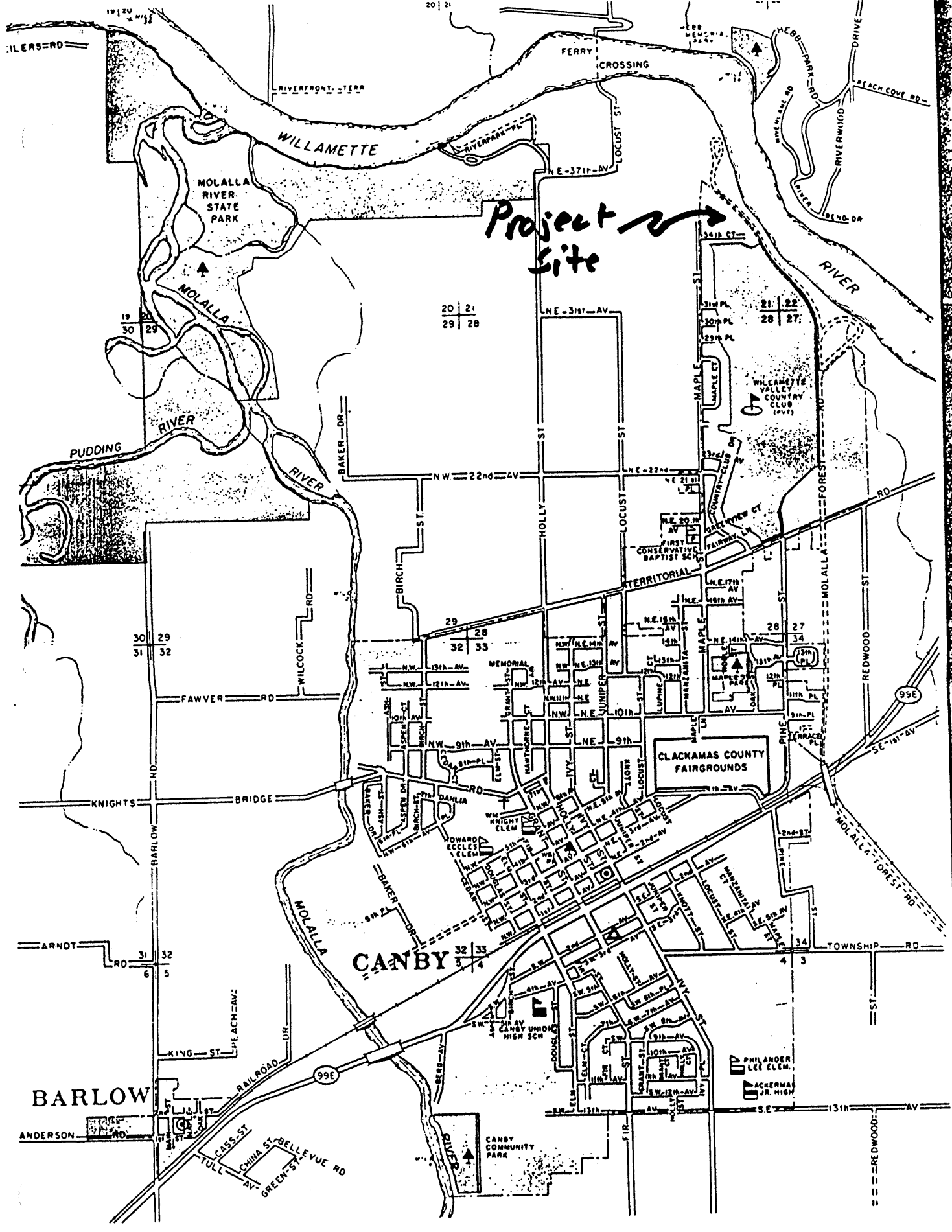
- o Sight distance at the proposed extension of Maple Street into the development will need to meet the City's standards (AASHTO) based on the street approach speeds. Obstruction by landscaping, parking, buildings, signs, or other objects would be unsafe.
- o It will be necessary to implement standard traffic control devices, including pavement markings and signing according to City standards and the Manual On Uniform Traffic Control Devices.

If there should be any questions concerning this report, please give us a call.

Sincerely,



Frank Charbonneau, P.E.
Traffic Engineer



Project Site →

20 21
29 28

21 22
26 27

30 29
31 32

29 28
32 33

28 27
34 33

CANBY

BARLOW

CANBY COMMUNITY PARK

CLACKAMAS COUNTY FAIRGROUNDS

MOLALLA RIVER STATE PARK

WILLAMETTE VALLEY COUNTRY CLUB (PVT)

PHILANDER LEE ELEM. SACKERMAN JR. HIGH

CANBY UNION HIGH SCH

OWARD ECCLES ELEM.

FIRST CONSERVATIVE BAPTIST SCH

NE 31st AV

NE 37th AV

NW 22nd AV

NW 13th AV

NW 9th AV

NW 9th PL

NW 13th AV

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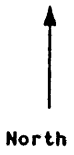
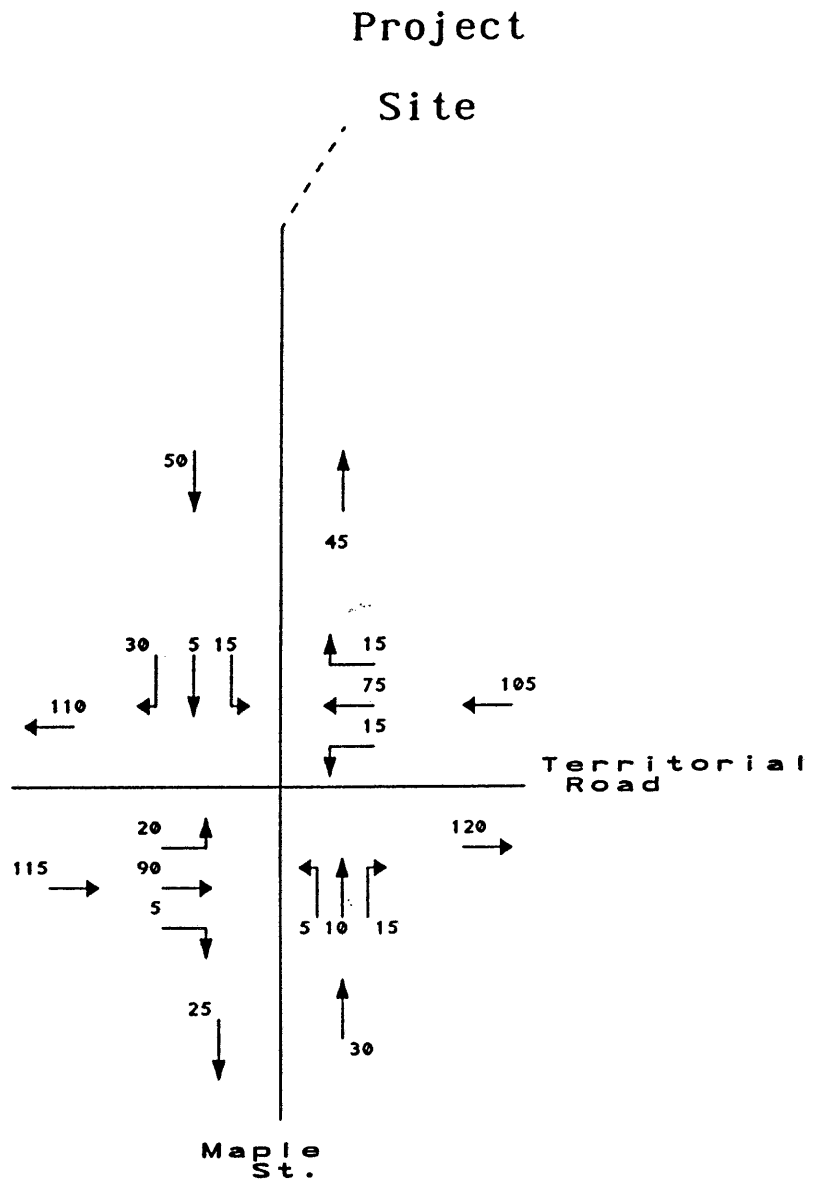


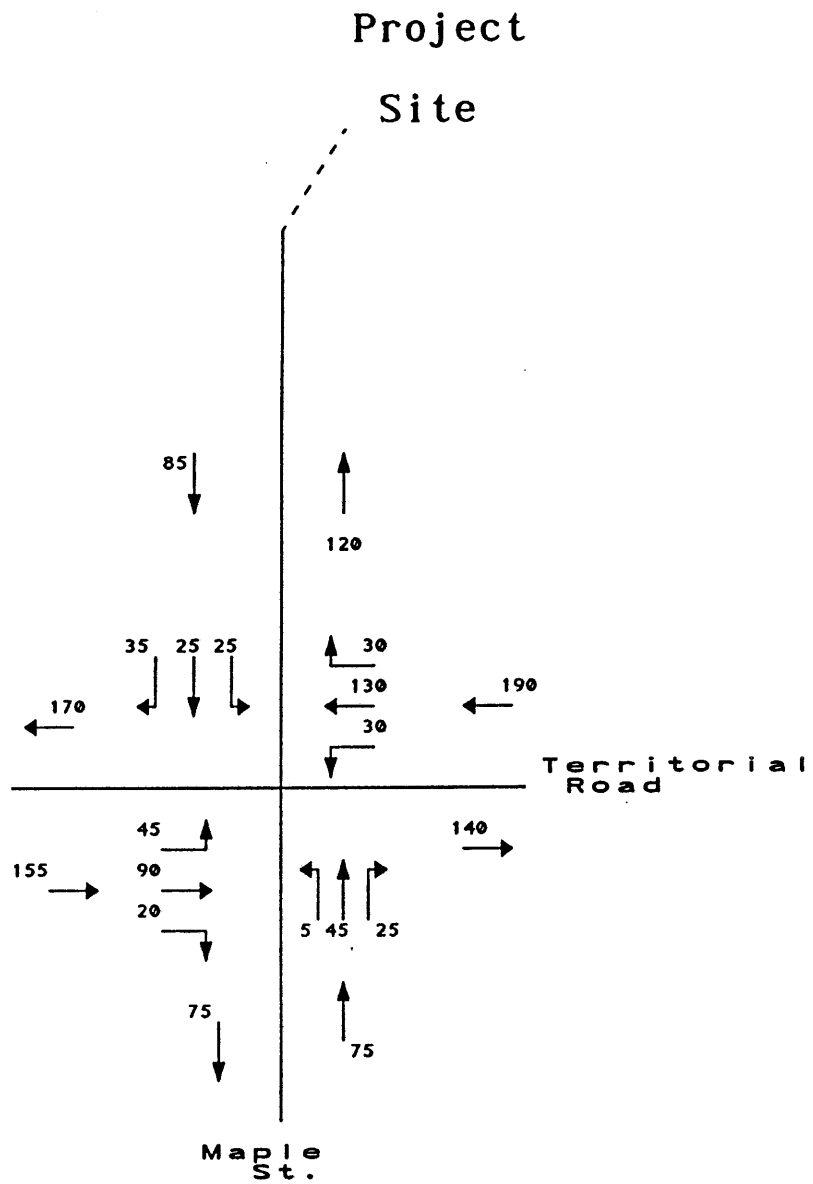
Figure No. 1
Existing Traffic
AM Peak Hour



GF223



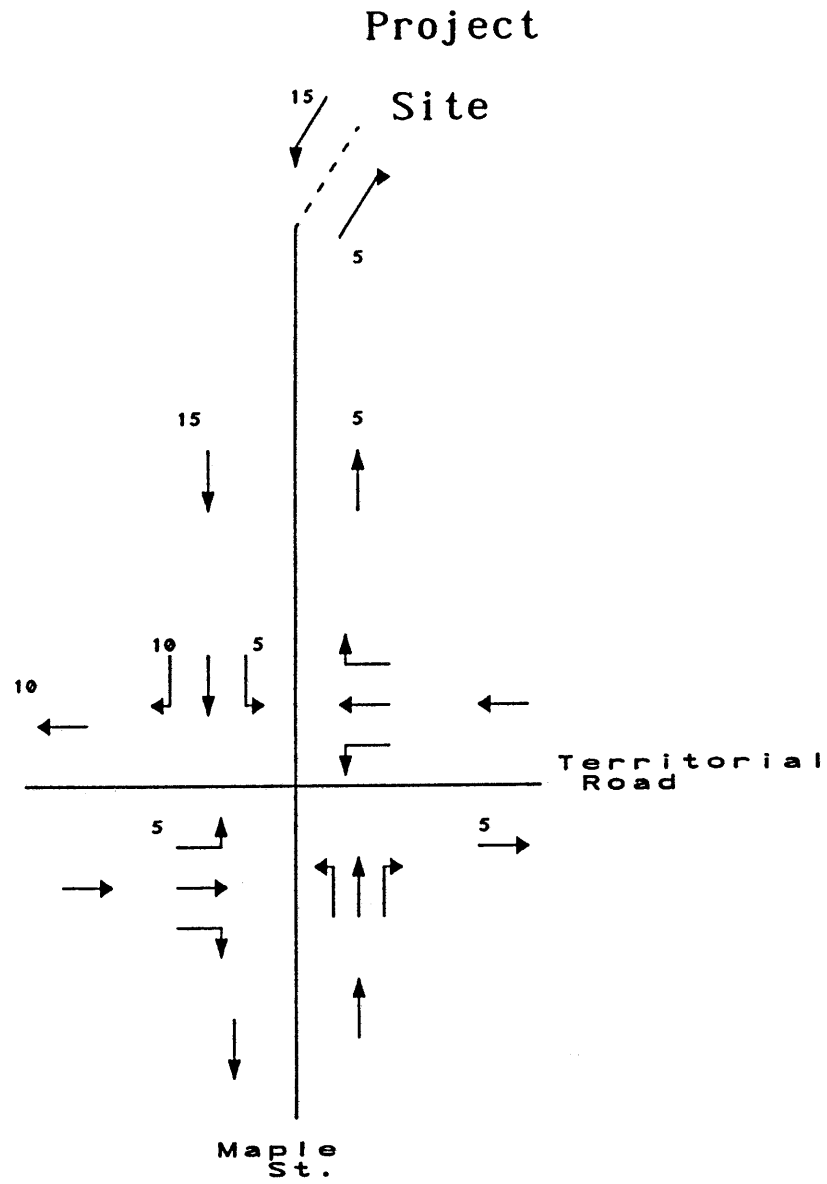
Figure No. 2
Existing Traffic
PM Peak Hour



GF224



Figure No. 3
Site Generated Traffic
AM Peak Hour



GF225

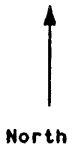
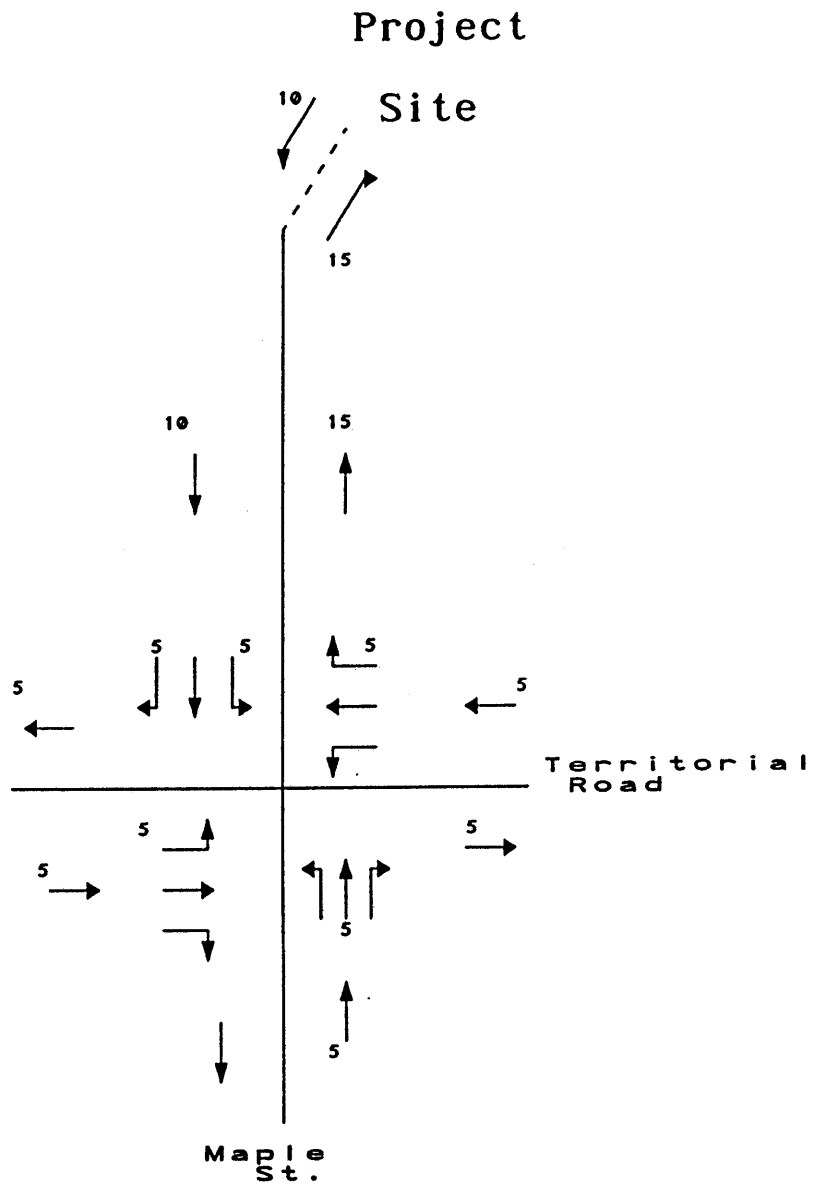


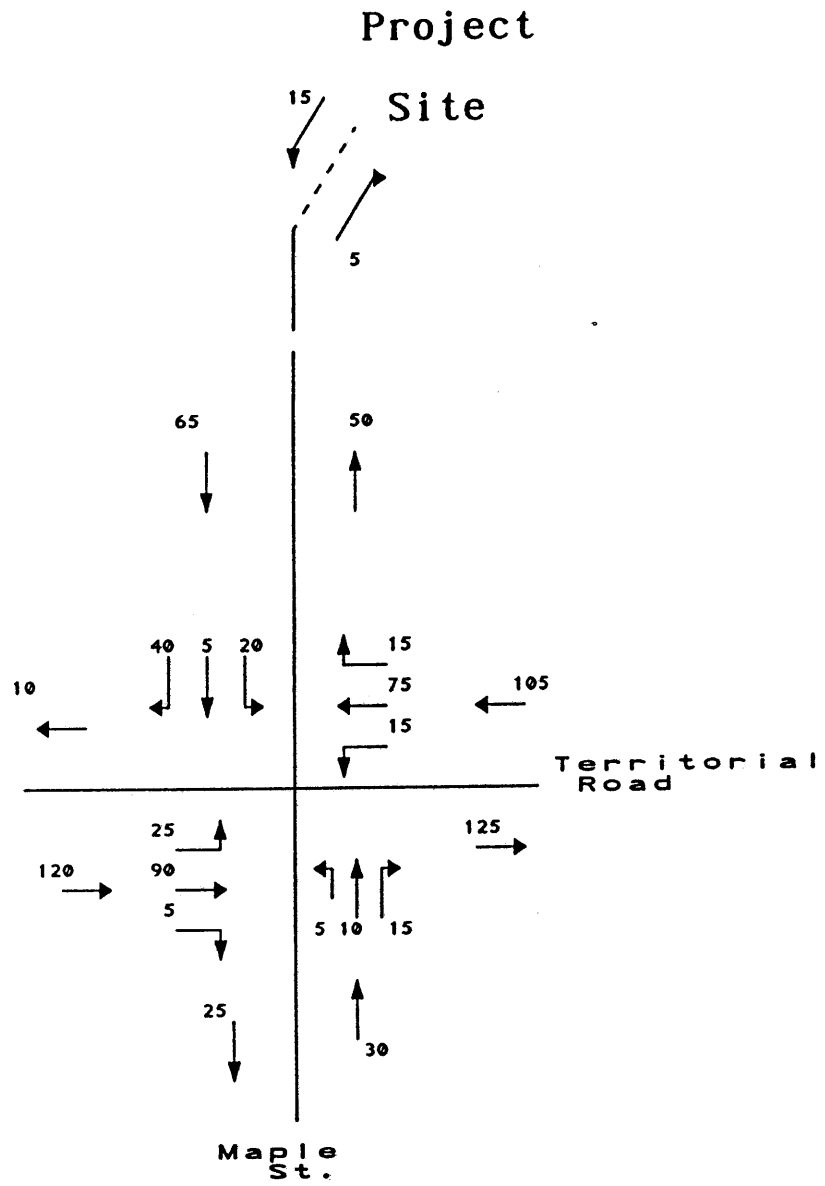
Figure No. 4
Site Generated Traffic
PM Peak Hour



GF226



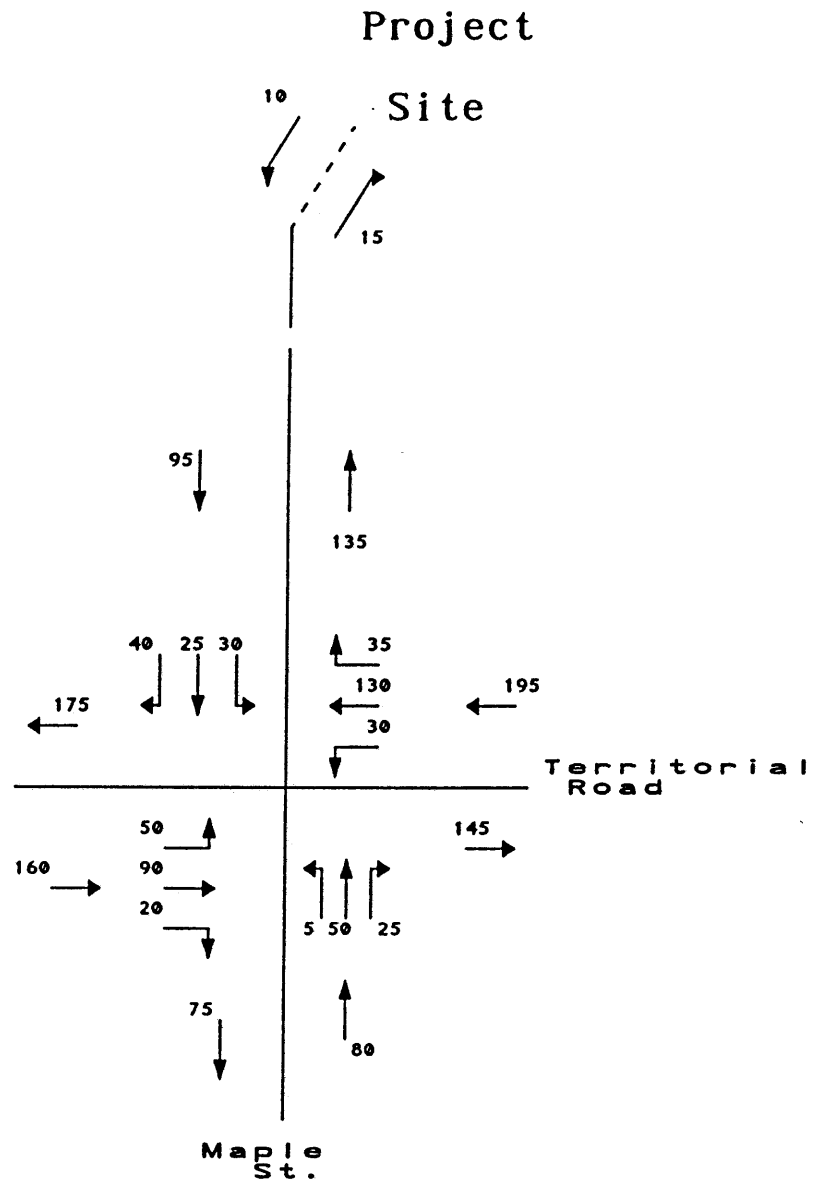
Figure No. 5
Total Site Traffic
AM Peak Hour



GF227



Figure No. 6
Total Site Traffic
PM Peak Hour



UNSIGNALIZED INTERSECTION CAPACITY CALCULATION FORM

4-WAY INTERSECTION

4/20/1994 13:48: 1

FILE NAME:

CITY: Canby

ANALYST: FC

INTERSECTION: Territorial Rd. at Maple St.

ALTERNATE: Total Site Traffic

METRO SIZE: LESS THAN 20,000

COUNT: AM Peak Hour

TYPE OF CONTROL: STOP

LOCATION PLAN:

APPROACH CODES ARE

LANE	1	2	3	4	GRADE=	.0%
A	1	6				
B	1	6				
C	5					
D	5					

D

GRADE= .0%

A

GRADE= .0%

GRADE= .0%

C

B

SPEED: 35 MPH

RESTRICTED SIGHT CODE IS 1

MINOR STREET ADJUSTMENTS -

ACCELERATION LANE? NO

CURB RADIUS OR TURN ANGLE? NO

APPR	A			B			C			D		
MOVE	AL	AT	AR	BL	BT	BR	CL	CT	CR	DL	DT	DR
VOL	25	90	5	15	75	15	5	10	15	20	5	40
PCH	28			17			6	11	17	22	6	44
LANES			2			2			1			1

STEP 1	RIGHT TURN FROM C/D	CR	DR
	CONFLICTING FLOWS = MH =	90.	75. VPH
	CRITICAL GAP = TG =	5.5	5.5 SECS
	POTENTIAL CAPACITY = M1 =	999.	1016. PCH
	DEMAND =	17	44 PCH
	CAPACITY USED =	1.702	4.331 %
	IMPEDANCE FACTOR =	.989	.971

SHARED LANE - SEE STEP 3

NO SHARED LANE - RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

STEP 2 -	LEFT TURNS FROM B/A	BL	AL
	CONFLICTING FLOWS = MH =	95.	90. VPH
	CRITICAL GAP = TG =	5.5	5.5 SECS
	POTENTIAL CAPACITY = M2 =	993.	999. PCH
	DEMAND =	17	28 PCH
	CAPACITY USED =	1.71	2.80 %
	IMPEDANCE FACTOR =	.989	.982
	AVAILABLE RESERVE =	976.	971. PCH
	DELAY & LOS =	A	A

STEP 3	THRU MOVEMENT FROM C/D	CT	DT
	CONFLICTING FLOWS = MT =	220.	210. VPH
	CRITICAL GAP = TG =	6.5	6.5 SECS
	POTENTIAL CAPACITY = MN3 =	704.	713. PCH
	IMPEDANCE ADJUSTMENT = M3 =	684.	693. PCH
	DEMAND =	11	6 PCH
	CAPACITY USED =	1.56	.84 %
	IMPEDANCE FACTOR = P3 =	.990	.995

NO SHARED LANE		
AVAILABLE RESERVE=	0.	0. PCH
DELAY & LOS =	N/A	N/A

SHARED LANE WITH LEFT TURN - SEE STEP 4

SHARED LANE DEMAND =	0	0 PCH
POTENTIAL CAPACITY = M13 =	0.	0. PCH
AVAILABLE RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

STEP 4 - LEFT TURN FROM C/D	CL	DL
CONFLICTING FLOWS = MH =	265.	235. VPH
CRITICAL GAP = TG =	6.5	6.5 SECS
POTENTIAL CAPACITY = MN =	664.	690. PCH
ADJUST FOR IMPEDANCE:	623.	657. PCH

NO SHARED LANE DEMAND =	0	0 PCH
AVAILABLE RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

WITH LEFT & THRU		
SHARED LANE DEMAND =	0	0 PCH
CAPACITY OF SHARED LANE =	0.	0. PCH
AVAILABLE RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

WITH LEFT, THRU, & RIGHT		
SHARED LANE DEMAND =	34	72 PCH
CAPACITY OF SHARED LANE =	796.	842. PCH
AVAILABLE RESERVE =	762.	770. PCH
DELAY & LOS =	A	A

LOS C VOLUMES:
VEHICLES PER HOUR

FOR LEG C
205.

FOR LEG D
187.

UNSIGNALIZED INTERSECTION CAPACITY CALCULATION FORM

4-WAY INTERSECTION

4/20/1994 13:50:32

FILE NAME:

CITY: Canby

ANALYST: FC

INTERSECTION: Territorial Rd. at Maple St.

ALTERNATE: Total Site Traffic

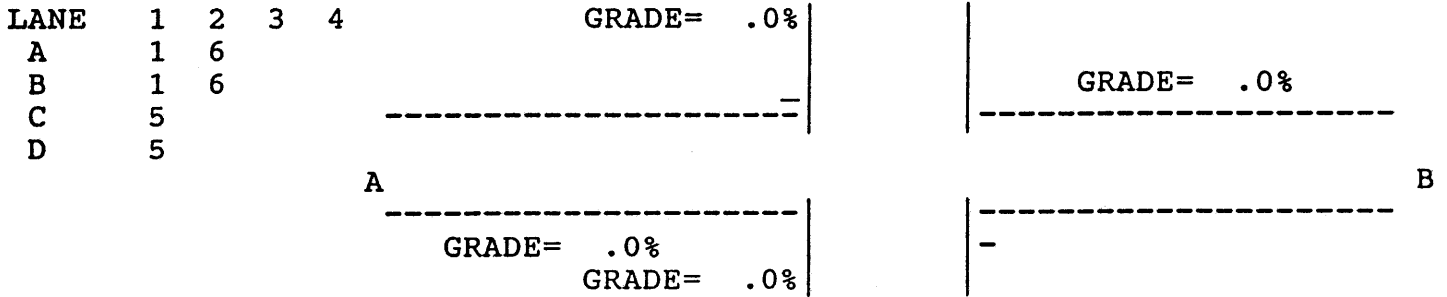
METRO SIZE: LESS THAN 20,000

COUNT: PM Peak Hour

TYPE OF CONTROL: STOP

LOCATION PLAN:

APPROACH CODES ARE



SPEED: 35 MPH

RESTRICTED SIGHT CODE IS 1

MINOR STREET ADJUSTMENTS -

ACCELERATION LANE? NO

CURB RADIUS OR TURN ANGLE? NO

APPR	A			B			C			D		
MOVE	AL	AT	AR	BL	BT	BR	CL	CT	CR	DL	DT	DR
VOL	50	90	20	30	130	35	5	50	25	30	25	40
PCH	55			33			6	55	28	33	28	44
LANES	2			2			1			1		

STEP 1 RIGHT TURN FROM C/D

CONFLICTING FLOWS = MH =	CR	DR
CRITICAL GAP = TG =	90.	130. VPH
POTENTIAL CAPACITY = M1 =	5.5	5.5 SECS
DEMAND =	999.	955. PCH
CAPACITY USED =	28	44 PCH
IMPEDANCE FACTOR =	2.803	4.609 %
	.982	.969

SHARED LANE - SEE STEP 3

NO SHARED LANE - RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

STEP 2 - LEFT TURNS FROM B/A

CONFLICTING FLOWS = MH =	BL	AL
CRITICAL GAP = TG =	110.	165. VPH
POTENTIAL CAPACITY = M2 =	5.5	5.5 SECS
DEMAND =	977.	917. PCH
CAPACITY USED =	33	55 PCH
IMPEDANCE FACTOR =	3.38	6.00 %
AVAILABLE RESERVE =	.978	.960
DELAY & LOS =	944.	862. PCH
	A	A

STEP 3	THRU MOVEMENT FROM C/D	CT	DT
	CONFLICTING FLOWS = MT =	335.	320. VPH
	CRITICAL GAP = TG =	6.5	6.5 SECS
	POTENTIAL CAPACITY = MN3 =	605.	617. PCH
	IMPEDANCE ADJUSTMENT = M3 =	568.	579. PCH
	DEMAND =	55	28 PCH
	CAPACITY USED =	9.09	4.54 %
	IMPEDANCE FACTOR = P3 =	.938	.970

NO SHARED LANE		
AVAILABLE RESERVE=	0.	0. PCH
DELAY & LOS =	N/A	N/A

SHARED LANE WITH LEFT TURN - SEE STEP 4

SHARED LANE DEMAND =	0	0 PCH
POTENTIAL CAPACITY = M13 =	0.	0. PCH
AVAILABLE RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

STEP 4 - LEFT TURN FROM C/D	CL	DL
CONFLICTING FLOWS = MH =	400.	395. VPH
CRITICAL GAP = TG =	6.5	6.5 SECS
POTENTIAL CAPACITY = MN =	554.	558. PCH
ADJUST FOR IMPEDANCE:	489.	482. PCH

NO SHARED LANE DEMAND =	0	0 PCH
AVAILABLE RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

WITH LEFT & THRU		
SHARED LANE DEMAND =	0	0 PCH
CAPACITY OF SHARED LANE =	0.	0. PCH
AVAILABLE RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

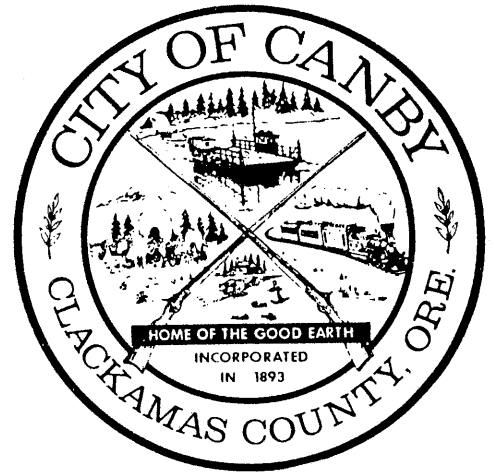
WITH LEFT, THRU, & RIGHT		
SHARED LANE DEMAND =	89	105 PCH
CAPACITY OF SHARED LANE =	649.	645. PCH
AVAILABLE RESERVE =	560.	540. PCH
DELAY & LOS =	A	A

LOS C VOLUMES:
VEHICLES PER HOUR

FOR LEG C
313.

FOR LEG D
285.

- STAFF REPORT -



APPLICANT:

Jim Hefflinger & Wayne Askew
16334 SW 72nd Avenue
Portland, OR 97080

FILE NO.:

DR 94-04

OWNER:

Lyle G. Niedert
461 NE 3rd Avenue
Canby, OR 97013

STAFF:

James S. Wheeler
Assistant Planner

LEGAL DESCRIPTION:

Tax Lot 2102 of Tax Map 3-1E-33DB

DATE OF REPORT:

April 29, 1994

LOCATION:

The south side of N.E. 3rd Avenue,
between N. Locust Street and N.E.
4th Avenue. Behind 399 N.E. 3rd Ave.

DATE OF HEARING:

May 9, 1994

COMP. PLAN DESIGNATION:

Light Industrial

ZONING DESIGNATION:

M-1 (Light Industrial)

I. APPLICANT'S REQUEST:

The applicant is requesting site and design approval to construct an industrial wholesale warehouse building. The size of the wholesale warehouse building will be 7,680 square feet, with the size of the office being 1,200 square feet.

II. APPLICABLE REGULATIONS

- **City of Canby General Ordinances:**

16.10	Off-Street Parking and Loading
16.32	M-1 - Light Industrial Zone
16.49	Site and Design Review
16.88	General Standards

III. MAJOR APPROVAL CRITERIA

Site and Design Review

The Planning Commission, sitting as the Design Review 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.

The Design Review 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.

IV. FINDINGS:

A. Background and Relationships:

The property was partitioned in June of 1988. A twelve foot utility easement was required along the new property line (the east property line of the subject property) and along the street frontage. A sidewalk was required for the street frontage of the property, which has not been completed. An electric line and vault is located within the utility easement along the east property line of the subject property.

B. Evaluation Regarding Site and Design Review Approval Criteria

1. Part IV - Section 2, No. 2

"Minimum area for landscaping is 15% of the total area to be developed."

The landscaping requirement for a light-industrial property is 15% of the area being developed. The amount of landscaping required for the 41,818 square foot parcel is 6,273 square feet. The applicant is proposing approximately 6,470 square feet of landscaping (15.5%).

2. Parking.

The parking requirement for the 7,680 square foot warehouse is 7.7 spaces. The parking requirement for the 1,200 square foot office is 4.2 spaces. The total number of parking spaces required for the proposed use is 12. On the site plan, 15 parking spaces are proposed. Three of those parking spaces, located at the southeastern corner of the paved area, will impede the traffic flow and access to the spaces located along the southern side of the office. Those three parking spaces are not needed to meet the minimum requirements, and the applicant, in discussion with staff, has mentioned that they do not anticipate the need for additional parking. Therefore, those three parking spaces can be eliminated.

No handicapped parking space has been specifically designated. The width of the parking spaces on the site plan are approximately ten (10) to eleven (11) feet. A six (6) foot aisle has been provided between two parking spaces on the southeast corner of the office. There is room to widen this aisle to eight (8) feet to provide adequate handicap parking access, without impeding traffic circulation.

One loading facility has been proposed, which meets the requirements for a warehouse facility of this size. The loading facility is located at the northeastern corner of the warehouse building.

3. Access

Access to the proposed development will be from N.E. 3rd Avenue. A roll curb is currently existing and was permitted for the property to the east and in the Minor Land Partition approval (1988-03). A sidewalk is

proposed from N.E. 3rd Avenue to the office, although no "drop-in" business is projected, or desired (according to the applicant). A sidewalk along N.E. 3rd Avenue has not been proposed. In the partition approval, a sidewalk was required, either asphalt or concrete. To the east, an asphalt sidewalk exists. A concrete sidewalk along N.E. 3rd Avenue, with a roll curb is recommended. Specific construction plans will be necessary for the Public Works Department to review and approve.

4. Architecture

The proposed building is a steel sided and roofed building. A brick facing along the lower half of the sides of the building is proposed. An office of the same design and construction is proposed in front of the warehouse. The proposed colors are a "Surf White" siding with a "Denali Green" roof and trim.

The industrial buildings in the immediate vicinity of the subject property are also steel sided and roofed. There is a small house on the property immediately to the north. The house, as a residence, is considered to be a nonconforming use, as it is not currently permitted in the Light Industrial Zone. There is proposed a photinia hedge between the house and the proposed warehouse which will provide a visual buffer between the two uses.

No signs are proposed or desired other than the name of the company and the address on a mailbox.

5. Other Aspects

a. Utilities

The service providers have not indicated that there would be any problem in servicing this proposal. Specific construction designs for the storm water drainage system will be necessary for review and approval by the Department of Public Works.

b. Landscaping

The applicant is proposing a perimeter landscaping plan. There are four planting areas. The first is a twelve foot planting strip between this property and the property to the east, the eastern six feet of which is also a utility easement. The second is a fifteen foot planting strip on the west side of the drive. The third is a

ten foot planting strip between this property and the property immediately adjacent to the north. The fourth is a small area in front of the office.

The first and second landscape areas will be planted with a columnar hornbeam tree and a spirea shrub. The trees will grow to approximately 35' - 40' in height and will be 20' to 30' in width. The spirea will be approximately 3' - 4' in height.

The third landscape area will be planted solely with photinia, an evergreen shrub that is effectively used as a hedge and can grow to a significant height (upwards of twenty feet).

The fourth landscape area will be planted with a low growing juniper shrub. This area will be altered to comply with the parking lot landscaping requirements as specified below.

The planting spacing for the shrubs will need to be enough to cover 95% of the landscape areas within three years, as there is no groundcover proposed. For spirea, the State Department of Transportation standards call for plantings approximately three foot on center. For Photinia, the State DOT standards call for plantings approximately seven foot on center. The juniper should be planted approximately four foot on center.

c. Parking Lot Landscaping

The amount of paved area for parking and vehicle maneuvering area is 14,925 square feet. The amount of landscaping required for that amount of area is 2,239 square feet, and is to be within ten feet of the parking/maneuvering area. The amount of landscaping provided within ten feet of the parking/maneuvering area is 3,970 square feet. Two trees are required for the number of parking spaces proposed. Four trees are proposed to be planted adjacent to the parking area on the east side. The Planning Commission has expressed concern that "parking lot trees" are not being planted in close enough proximity to the actual parking spaces. A four-foot wide planting area is proposed in front of the office, immediately adjacent to three parking spaces. If two trees were to be planted there, this would conform to the Planning Commission's expectations for parking lot tree location. The proposed hornbeam trees should be a suitable selection for this site.

The photinia planting will obscure sight of the loading facility from view along a public way.

d. Density and yards and height

M-1 zoning permits a warehouse/office building with no minimum lot size. A 10-foot setback from residentially zoned land is required, which is located on the opposite side of N.E. 3rd Avenue. The height of the building is well within the maximum height requirement of 45 feet.

V. CONCLUSION

The staff hereby determines that, with appropriate conditions, the proposed changes to the existing building as described in the application, site plan, and this report, is in conformance with the standards of this and other applicable ordinances; the design is compatible with the design of other developments in the vicinity; and, the location, design, size, and materials of the exterior of the structure will be compatible with the proposed development and appropriate to the design character of other structures in the same vicinity.

Further, staff concludes that, with approval conditions:

1. the proposed use 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
2. the proposed design for the development is compatible with the design of other developments in the same general vicinity; and
3. the location, design, size, color and materials of the exterior of all structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity; and
4. the conditions listed are the minimum necessary to achieve the purposes of the Site and Design Review Ordinance, and do not unduly increase the cost of housing.

V. 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, with conditions, DR 94-04 for the construction of a warehouse with an office. Furthermore, staff recommends approval of DR 94-04 with the following conditions:

1. Storm water design and construction of the paved area of the property shall be approved by the Canby Public Works Department.
2. The curb and sidewalk design and construction shall be approved by the Canby Public Works Department.
3. A sidewalk shall be constructed along the property's N.E. 3rd Avenue frontage. Other walkways shall be constructed as proposed on the site plan.
4. No parking spaces shall be provided in the southeastern part of the paved area, as proposed on the site plan.
5. The parking spaces shall be striped such that the handicapped space (nine feet wide) shall be adjacent to a designated eight (8) foot wide access aisle.
6. Wheel stops shall be placed between the head of any parking space and a walkway. The front of the wheel stops shall be at two (2) feet from the end of the parking space and walkway.
7. Two hornbeam trees shall be planted in the planting area in front of the office. All shrub plantings shall be spaces such that within three years, 95% of the landscaped area will be covered.

Exhibits:

1. Application for Design Review
2. Vicinity Map
3. Site Plan/Landscape Plan
4. Department Responses to "Request for Comments"

STATE AND DESIGN REVIEW APPLICATION

Fee: \$500

OWNER

APPLICANT

Name LYLE G Niedert
Address 461 NE 3rd
City Canby State OR Zip 97013
SIGNATURE Lyle G Niedert

Name Jim Hefflinger Wayne Askew
Address 16334 SW 72nd Ave
City Portland State Ore Zip 97080
Phone: 503-639-6494

DESCRIPTION OF PROPERTY:

Tax Map 31E33DB Tax Lot(s) 2102 Lot Size .96 Acres
(Acres/Sq. Ft.)

or

Legal Description, Metes and Bounds (Attach Copy)

Plat Name ATTACHED Lot Block

PROPERTY OWNERSHIP LIST

Attach a list of the names and addresses of the owners of properties located within 200 feet of the subject property (if the address of the property owner is different from the situs, a label for the situs must also be prepared and addressed to "Occupant"). Lists of property owners may be obtained from any title insurance company or from the County Assessor. If the property ownership list is incomplete, this may be cause for postponing the hearing. The names and addresses are to be typed onto an 8-1/2 x 11 sheet of labels, just as you would address an envelope.

USE

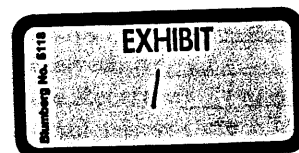
Existing VACANT LAND
Proposed LIGHT INDUSTRIAL

Existing Structures NONE

Surrounding Uses
PROJECT DESCRIPTION

ZONING COMPREHENSIVE PLAN DESIGNATION
PREVIOUS ACTION (if any)

File No. DR 94-04
Receipt No. 2883
Received by
Date Received 4-13-94
Completeness Date 4/13/94
Pre-App Meeting
Hearing Date 5/19/94



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

- SE 13th Ave. M-8
- SW Birch Ct. M-5
- SW Cedar Dr. M-5
- SW Cedar Loop. M-5
- SW Radcliff Ct. M-5
- SW 1st Ave. (99E) K-5
- SW 2nd Ave. K-5
- SW 3rd Ave. L-5
- SW 4th Ave. L-4
- SW 5th Ave. L-5
- SW 5th Ct. L-6
- SW 6th Ave. L-5
- SW 6th Pl. L-6
- SW 7th Ave. L-6
- SW 8th Ave. L-6
- SW 9th Ave. L-6
- SW 10th Ave. M-6
- SW 11th Ave. M-6
- SW 13th Ave. M-5



FRONTIER GOLF COURSE

CANBY FERRY

PHOENIX & HOLLY MINIATURE RAILROAD

WILLAMETTE RIVER

VALLEY

COUNTRY

CLUB

NE

NW

CLACKAMAS COUNTY FAIRGROUNDS

Canby Depot Museum

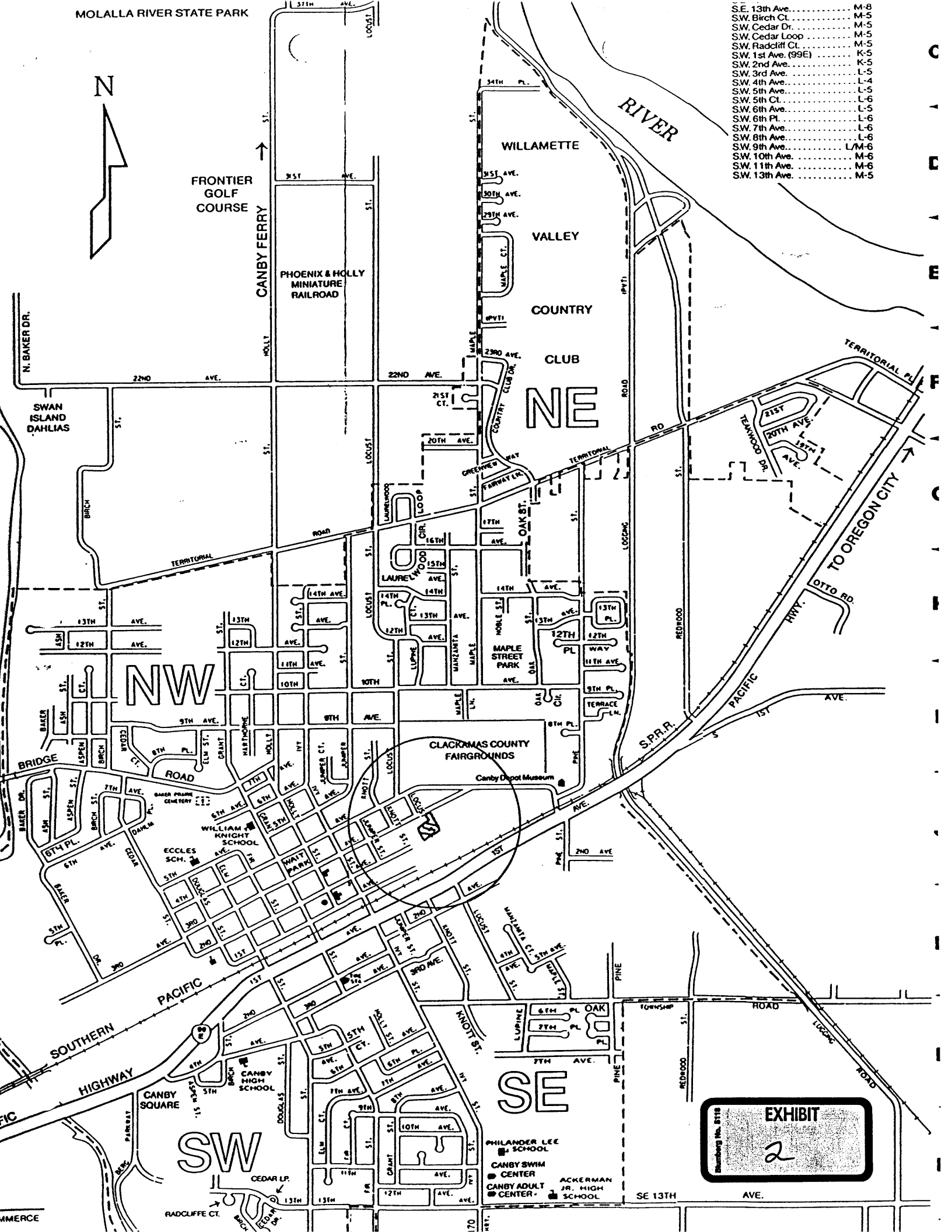
SE

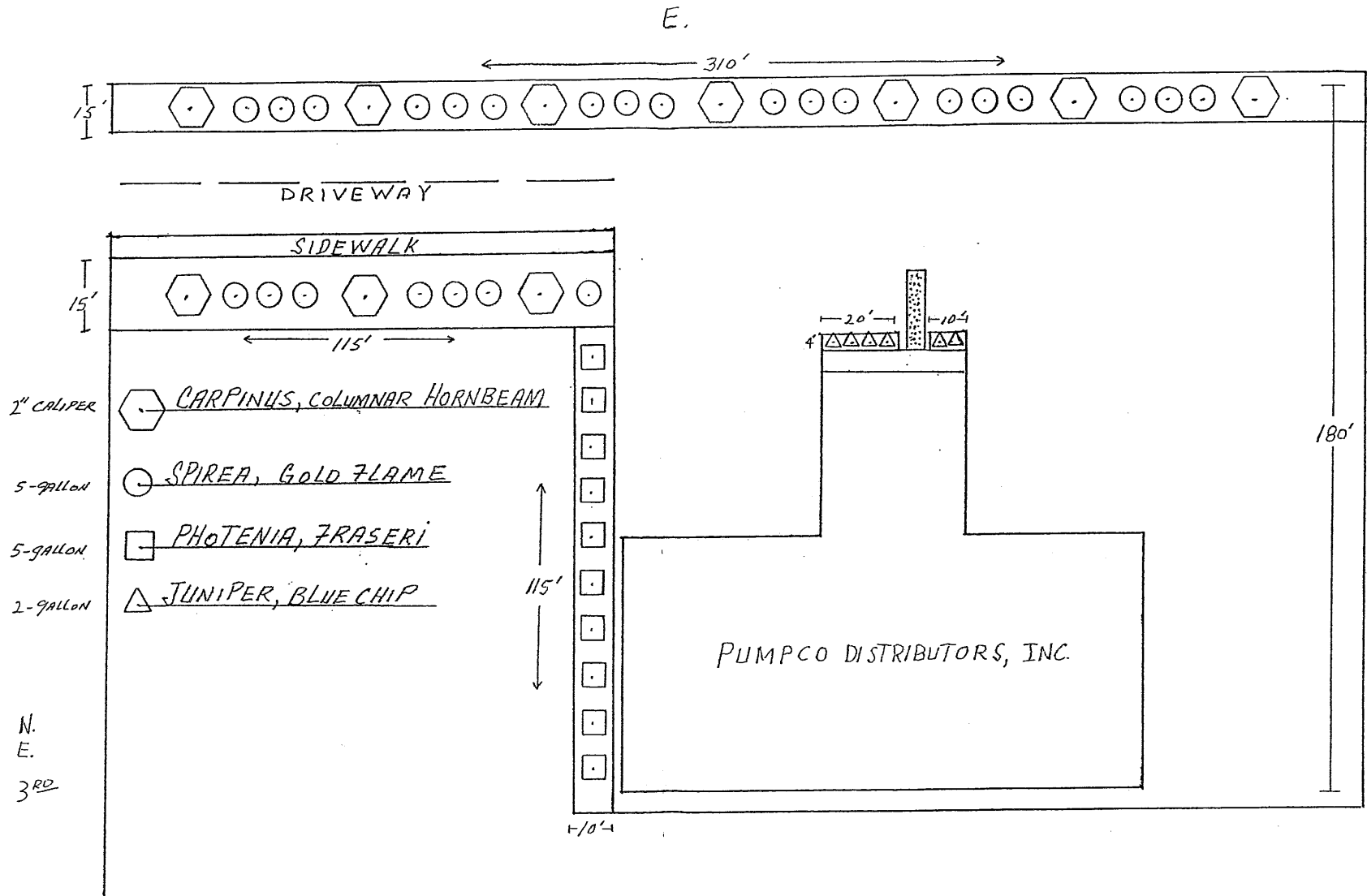
SW

EXHIBIT

2

Sealing No. 8318





1" = 25'

WAYNE GUILD LANDSCAPES
 436 N.W. TERRITORIAL RD.
 CANBY, ORE. 97013 4-94
 266-4379

PLEASE RETURN ATTACHMENTS!!! *JSW 4/20/94*

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-4021

DATE: April 15, 1994

TO: **FIRE, POLICE, CUB, TOM PIERSON, TODD SCHMIT, NW NATURAL GAS (GARY HYATT), CLACKAMAS COUNTY PLANNING, MIKE JORDAN, JOHN KELLEY, ROY HESTER, STEVE HANSON**

The City has received DR 94-04, a Design Review application by Jim Hefflinger and Wayne Askew [PUMPCO DISTRIBUTORS] for design review approval to construct an industrial [steel] building. The site is located on the south side of N.E. 3rd Avenue, east of N. Locust Street (Tax Lot 2102 of Tax Map 3-1E-33BD).

We would appreciate your reviewing the enclosed application and returning your comments by April 25, 1994 PLEASE. The Planning Commission plans to consider this application on May 9, 1994. Please indicate any conditions of approval you may wish the Commission to consider if they approve the application. Thank you.

Comments or Proposed Conditions:

NO comments

Please check one box:

- 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: *Jack Askew*

Date: *4-20-94*

PLEASE RETURN ATTACHMENTS!!!

95W
4/22/94

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-4021

DATE: April 15, 1994

TO: FIRE, POLICE, CUB, TOM PIERSON, TODD SCHMIT, NW NATURAL GAS (GARY HYATT), CLACKAMAS COUNTY PLANNING, MIKE JORDAN, JOHN KELLEY, ROY HESTER, STEVE HANSON

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Comments or Proposed Conditions:

No Comment

Please check one box:

- 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]
Assistant Planning Director

Date:

4/22/94

PLEASE RETURN ATTACHMENTS!!!

DSW
4/26/94

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-4021

DATE: April 15, 1994

TO: FIRE, POLICE, CUB, TOM PIERSON, TODD SCHMIT, NW NATURAL GAS (GARY HYATT), CLACKAMAS COUNTY PLANNING, MIKE JORDAN, JOHN KELLEY, ROY HESTER, STEVE HANSON

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Comments or Proposed Conditions:

Need Detail on Storm System and Sanitary Construction. Need Plans for Curb and Sidewalk along N.E. 3rd Ave.

Please check one box:

- 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: Roy J. Hester Date: Apr. 25, 1994

PLEASE RETURN ATTACHMENTS!!!

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-4021

DATE: April 15, 1994

TO: FIRE, POLICE, (CUB), TOM PIERSON, TODD SCHMIT, NW NATURAL GAS (GARY HYATT), CLACKAMAS COUNTY PLANNING, MIKE JORDAN, JOHN KELLEY, ROY HESTER, STEVE HANSON

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Comments or Proposed Conditions:

See Attached Sheet for Comments.

Please check one box:

- 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: Robert E. Hanson

Date: 4-28-94