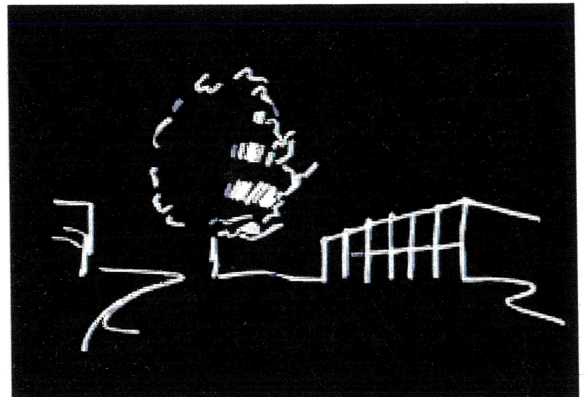




Industrial Area Master Plan

City of Canby



October 1998

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Industrial Area Master Plan

Project Summary

This Master Plan encompasses the preparation of land use, site design, circulation, and infrastructure recommendations for approximately 400 acres of potential industrial land within the urban growth boundary of the City of Canby.

History

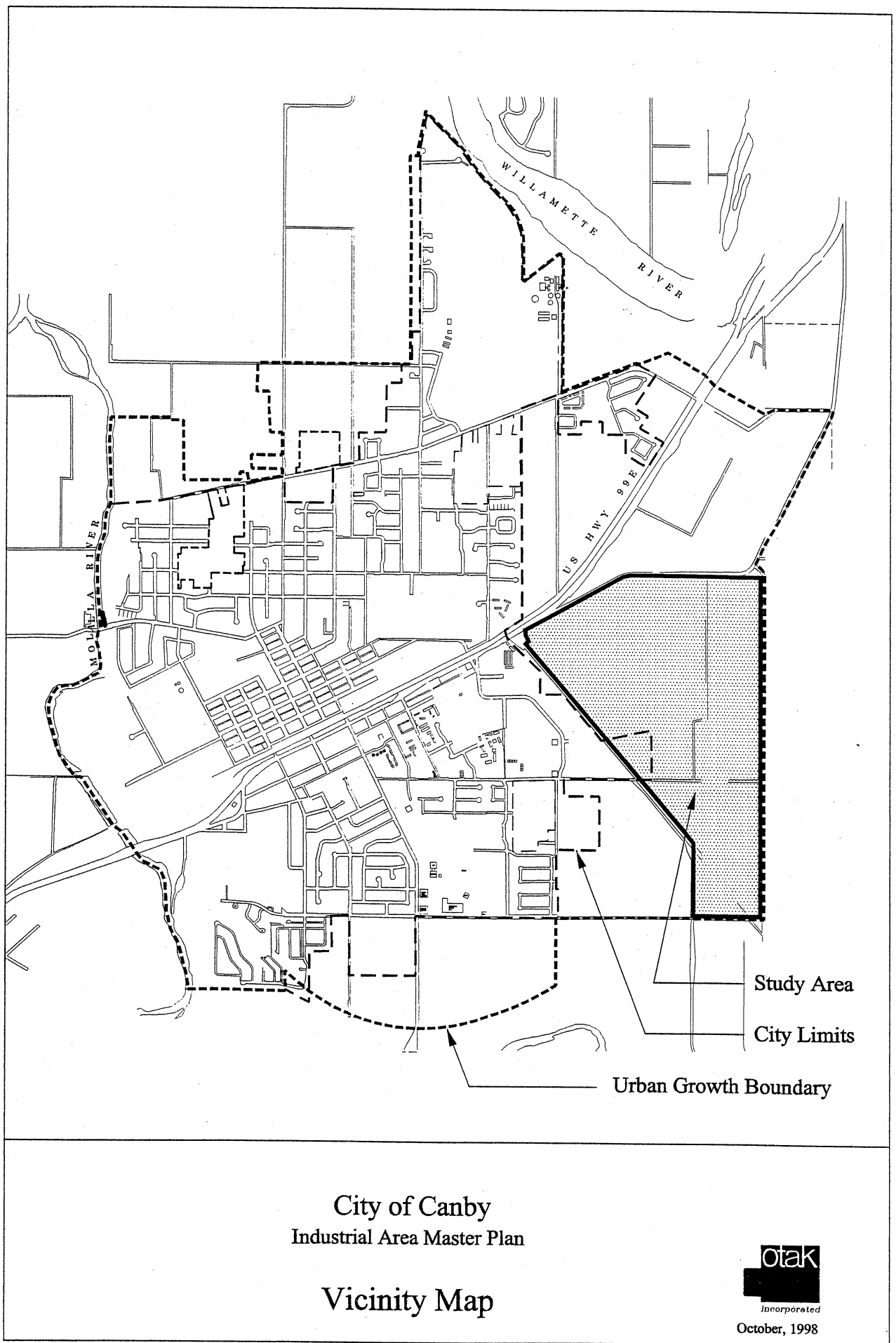
In 1987, an Industrial Attraction Plan was prepared for this land by Clackamas County in an effort to create a vision for the future development of the area. Since that time a number of improvements have been put in place that give shape to that vision. These include the improvements to SE 4th Street, with the extension of an overpass across the Molalla Western Railroad and the Pine/Redwood Avenue extension. These improvements were part of Phase One of the Logging Road Industrial Park, as the area is known and provided the needed infrastructure to attract new development. Several private developments including JV Northwest, Shimadzu USA, and the Canby Business Center have since been constructed in this phase and in a portion of Phase Two. Recently, an annexation of a portion of Phase Two has been proposed with the intent of developing a combination of retail and light industrial/office. This annexation and development proposal serves to underscore the immediate need for an infrastructure plan for this area.

Purpose

The purpose of this project is to provide an attractive, efficiently organized industrial employment center within the City of Canby. The Master Plan capitalizes on the proximity of the study area to the city and its residential neighborhoods by providing a well connected road system, opportunities for the use of alternative transportation modes, and well-conceived flexible building sites that can provide significant employment opportunities for the citizens of Canby.

The Master Plan offers a degree of certainty to prospective developers and policy group members by recommending future roadway alignments, utility requirements, and site design guidelines that will encourage quality, efficiency, and flexibility in the design of public infrastructure and private development. These recommendations were created through a process of technical and stakeholder input and consensus-building that addressed the following aspects of the Master Plan:

- Existing and future circulation needs and right-of-way requirements
- Public and private utilities capacity and service requirements
- Site development character and quality



Industrial Area Master Plan

Continued

Data Collection/Existing Conditions

As part of this project, mapped data on existing site conditions was collected, site visits conducted, and technical and policy documents reviewed to determine a land use and design context that would provide direction for this Master Plan.

Information sources reviewed include the following:

- Aerial photography from 1994.
- GIS/AutoCAD mapping of the study area provided by the City of Canby and Curran-McLeod Consulting Engineers.
- Transportation System Plan and Access Management Study prepared by Kittelson Associates for the City of Canby.
- City of Canby Comprehensive Plan.
- City of Canby Land Development and Planning Ordinance.
- Storm Drainage Master Plan (Curran-McLeod).
- Sanitary Sewer Master Plan — in progress (Curran-McLeod).
- Water Master Plan — in progress (Curran-McLeod).
- Private utility information — Northwest Natural Gas, Canby Telephone, and Canby Utility Board.

The industrial area is composed of approximately 400 acres within the Urban Growth Boundary of the City of Canby. The majority of this land is currently zoned EFU-20 within Clackamas County and is designated either Light Industrial, Heavy Industrial, or Commercial/Manufacturing in the City of Canby Comprehensive Plan.

The industrial area is divided into three phases as proposed in the Industrial Attraction Plan. Phase One is located south of highway 99E and west of the Molalla Forest Road and is largely developed. Phase Two (approximately 312 acres) is located south of SE 1st Avenue, north of Township Road and west of Mulino Road and has one developed 15-acre parcel (Shimadzu U.S.A.). Approximately 58 acres within this phase have been annexed into the city, with the developed portion being zoned Heavy Industrial and the remaining portion retaining an agricultural land use designation. The proposed Phase Three (87 acres ±) lies south of Township Road and includes a large triangle of land between the Molalla Forest Road and Mulino Road and a smaller triangle west of the Molalla Forest Road and north of SE 13th Avenue.

The land slopes gently to the north and the west over the majority of the site. It is currently in agricultural and horticultural use with much of the area devoted to nursery stock. A pond and small drainage are located at the north end of the study area, on both sides of SE 1st Avenue. There are two locations on the site that

Industrial Area Master Plan

Continued

contain stands of mature Douglas Fir trees; one location is in the northwest portion of the site near the Molalla Forest Road and railroad, the other is near the Zion Memorial Cemetery. There are two cemeteries in Phase Two of the study area; Zion Memorial Cemetery (18.5± acres) and Zoar Lutheran Cemetery (.5± acres.)

A wetland area encompassing an existing pond and drainage is located on the north side of SE 1st Avenue. This area has been mapped on the national wetland inventory and is identified in the city's Comprehensive Plan. This wetland area is outside of the study area but is linked to the site by the drainage across SE 1st Avenue. At the south end of the study area there is a small potential wetland associated with a drainage in the vicinity of the railroad overpass and the intersection of Mulino Road and SE 13th Avenue.

Circulation

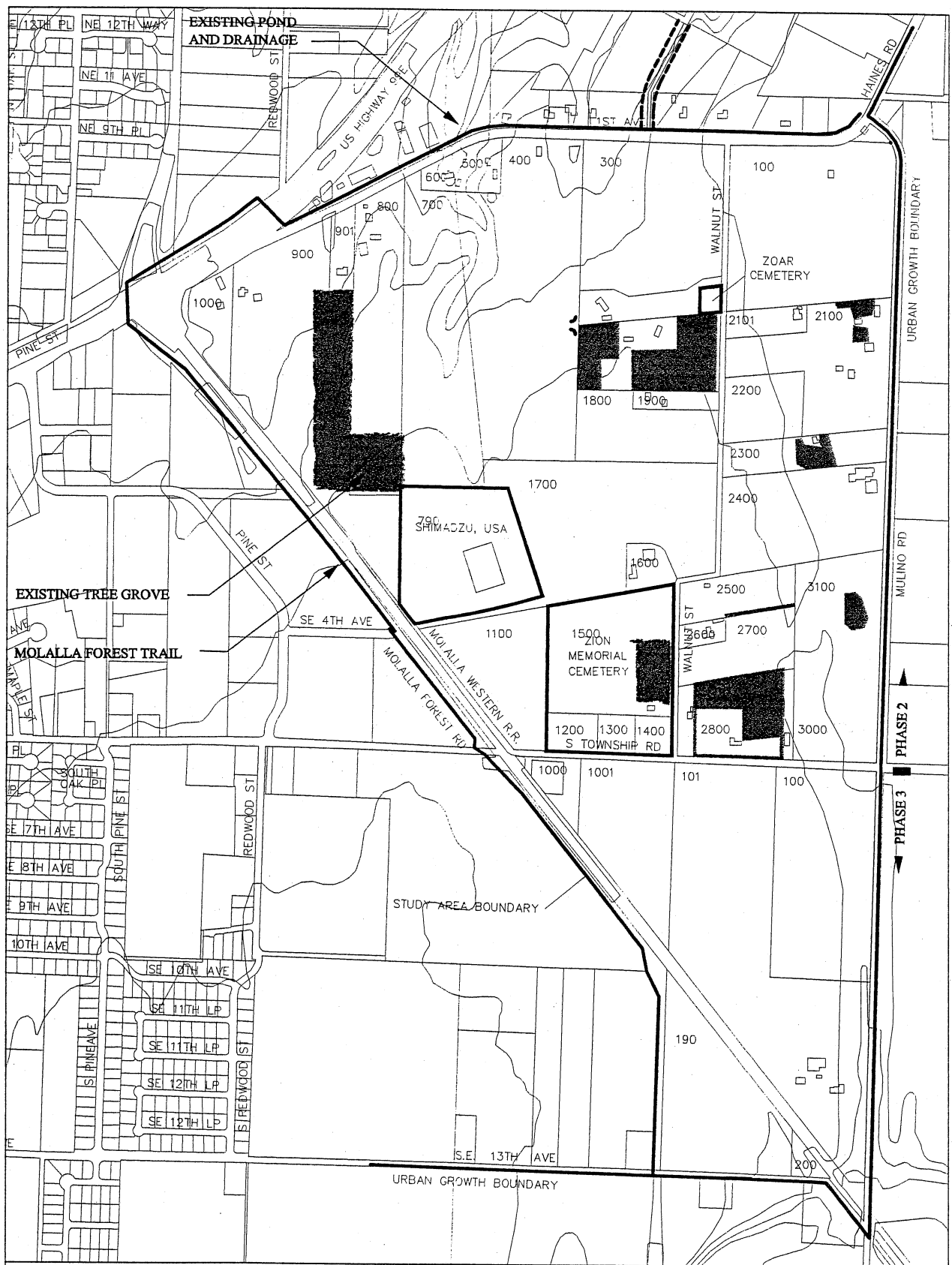
The study area is bounded by existing roads on all sides; Mulino Road to the east, SE 13th to the south and SE 1st Avenue to the north. Township Road bisects the study area in an east/west direction, connecting Mulino Road and Pine/Redwood. The Molalla Forest Road and the Molalla Western Railroad form the western edge of the study area, separating Phases One and Two as they run southeast from Highway 99E to the intersection of Mulino Road and SE 13th Avenue. The Molalla Forest Road is a designated regional bike trail and has the potential to be an important link to the site for alternative transportation modes.

Utilities

System-wide master plans for utilities including storm drainage, sanitary sewer, and water have been or are being prepared by the city of Canby. These plans anticipate industrial development within the study area in their long-term recommendations for system improvements.

Transportation System Plan

The existing Transportation System Plan for the City of Canby shows a north/south three lane collector road through the study area linking Highway 99E with existing roads south and east of the city. SE 13th Avenue is designated as an arterial that would eventually link up with Highway 99E west of the city, creating a bypass route for traffic to and from I-5 that avoids the downtown area.



312 ACRES PHASE TWO
 87 ACRES PHASE THREE
 399 ACRES STUDY AREA

City of Canby
 Industrial Area Master Plan
Existing Conditions

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 Incorporated
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 October, 1998

Industrial Area Master Plan

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Comprehensive Plan / Land Development and Planning Ordinance

With the exception of the parcels previously annexed into the city, the land in the study area lies in Clackamas County and is zoned EFU-20. The City's Comprehensive Plan designates three land use types for these lands in the County; Heavy Industrial (HI), Light Industrial (LI), and Commercial/Manufacturing (MC). The corresponding zones within the city are Heavy Industrial (M-2), Light Industrial (M-1), and Heavy Commercial/ Manufacturing (C-M). Permitted uses in the C-M zone include general retail, office, highway commercial, storage, and equipment sales and service as well as light industrial(as a conditional use). Within the M-1 zone, light manufacturing, fabrication, and the assembly of finished materials are representative permitted uses. Conditional uses include hotel/motel and selected heavy commercial and light industrial uses. The M-2 zone accommodates all uses permitted outright in the M-1 zone. All other uses in this zone are conditional and are subject to Planning Commission evaluation through a point system.

Development Standards

Existing development standards, as described in the City's Land Development and Planning Ordinance, address the physical characteristics of site design (see Appendix 2). These include:

- Minimum lot size and dimensions
- Minimum yard (setback) standards
- Maximum building height
- Maximum lot coverage
- Vision clearance at driveways
- Outside storage screening

Industrial Area Master Plan

Continued

Proposed Plan

The proposed plan has three parts. These are the Master Plan, Circulation Plan, and the Infrastructure Plan. The Infrastructure Plan in turn is divided into three components: Water, Sanitary Sewer, and Storm Drainage.

Master Plan

Parcelization

The proposed Master Plan contains recommendations for circulation, infrastructure, and open space that provide a framework for future development in the study area. The plan shows a range of potential parcel sizes and configurations from 2.5 acres up to 20 acres. This potential parcelization is illustrative only and is not a proposal to divide existing ownerships. The intent of this plan is to show the feasibility of developing parcels in a range of sizes that work efficiently with the proposed circulation system and existing ownerships to create efficient building sites. The range of parcel sizes shown serves as a test of the proposed circulation plan to ensure that all existing parcels will have adequate access under the proposed Plan. This parcelization size range also responds to proposed utility plans to allow for efficient alignments and adequate services to all parcels. A broad range of parcel sizes should accommodate the uses allowed in the respective zones while providing for flexibility in the location of those uses.

Costs/Impacts

The Master Plan seeks to distribute as equitably as possible the impacts and benefits of new infrastructure in the industrial area.

The varied configuration of existing property ownerships, however, creates in some cases disproportionate impacts on some parcels.

This should be addressed as a parallel process prior to the implementation of the Master Plan. Issues to be addressed include the methods of calculating improvement costs, the equitable distribution of the costs among property owners and the city, and the legal mechanisms available to address these issues.

Land Use

In some cases the alignment requirements of the proposed circulation system create "split-zoned" parcels. These parcels are shown on the Master Plan, which reflects current Comprehensive Plan land use designations. At the time annexation of these parcels occurs, adjustments to zoning designations should be made to respond to the proposed circulation system and parcelization.

Industrial Area Master Plan

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Open Space

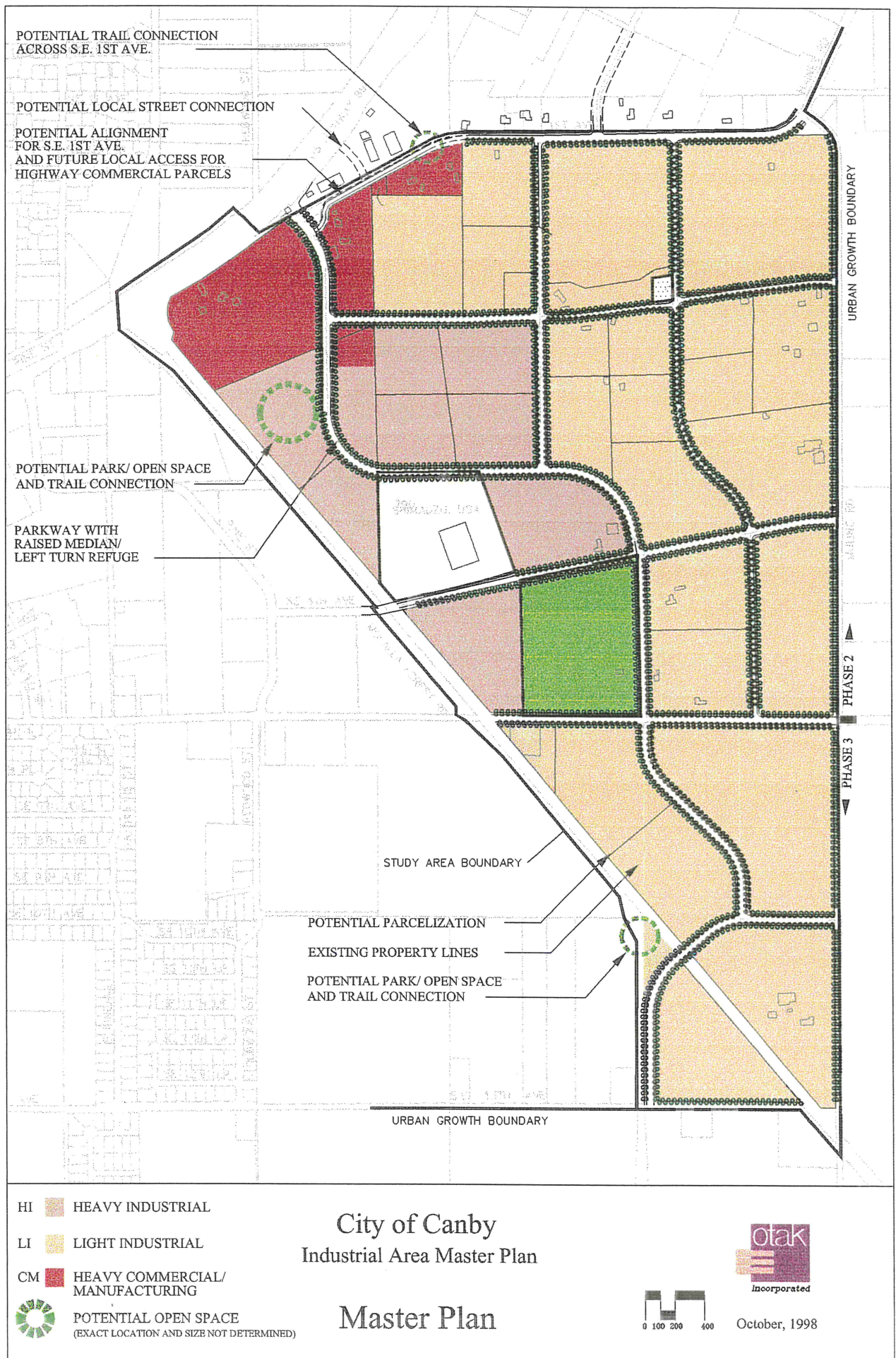
Three open space areas are shown on the plan. The location and sizes shown are conceptual and serve only to identify relative locations for potential dedication or acquisition. There are certain open space and recreation objectives associated with each location that guide the ultimate size and configuration of each:

- Provide trail connections from the city to the industrial area.
- Retain significant existing trees in viable groups where possible.
- Preserve significant cultural resources where possible.
- Provide accessible areas for passive recreation within the industrial area.

The first open space area is located along the northern edge of the study area, south of and adjacent to SE 1st Avenue. This area is associated with the drainage and a small pond located on the south side of 1st Avenue and could serve as an opportunity for passive recreation, limited habitat enhancement, and as a portion of a 1st Avenue pathway link to the area designated as Commercial/Manufacturing in the city's Comprehensive Plan.

The second area is located between the proposed north/south parkway and the Molalla Forest Road. The resources in this area are the existing stand of fir trees and the ornamental garden created by Mr. Arneson on his property. The preservation of the garden area as a cultural resource, visible from the proposed parkway, could add a significant public open space to the area as a whole while providing opportunities for passive recreation. The retention of existing trees in the area would provide an opportunity to preserve an important visual element in the form of the tree canopy while offering additional opportunities for passive recreation. The location of the open space area near to the Molalla Forest Road and its connection to Pine Street to the west would provide a strong pedestrian/bicycle connection between the industrial area and the business and residential areas to the west.

The third proposed open space is located south of Township Road, adjacent to and west of the Molalla Forest Road. This area is near the proposed crossing of the Forest Road by the collector road connection to SE 13th Avenue. It is also near the point where the Forest Road diverges from the Molalla Western Railroad, heading south to Molalla. This area presents an opportunity to provide passive recreation activities, an open space gateway to the industrial area, and an important link in the pathway system connecting the industrial area to the southern portions of the City.



Industrial Area Master Plan

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The Circulation Plan

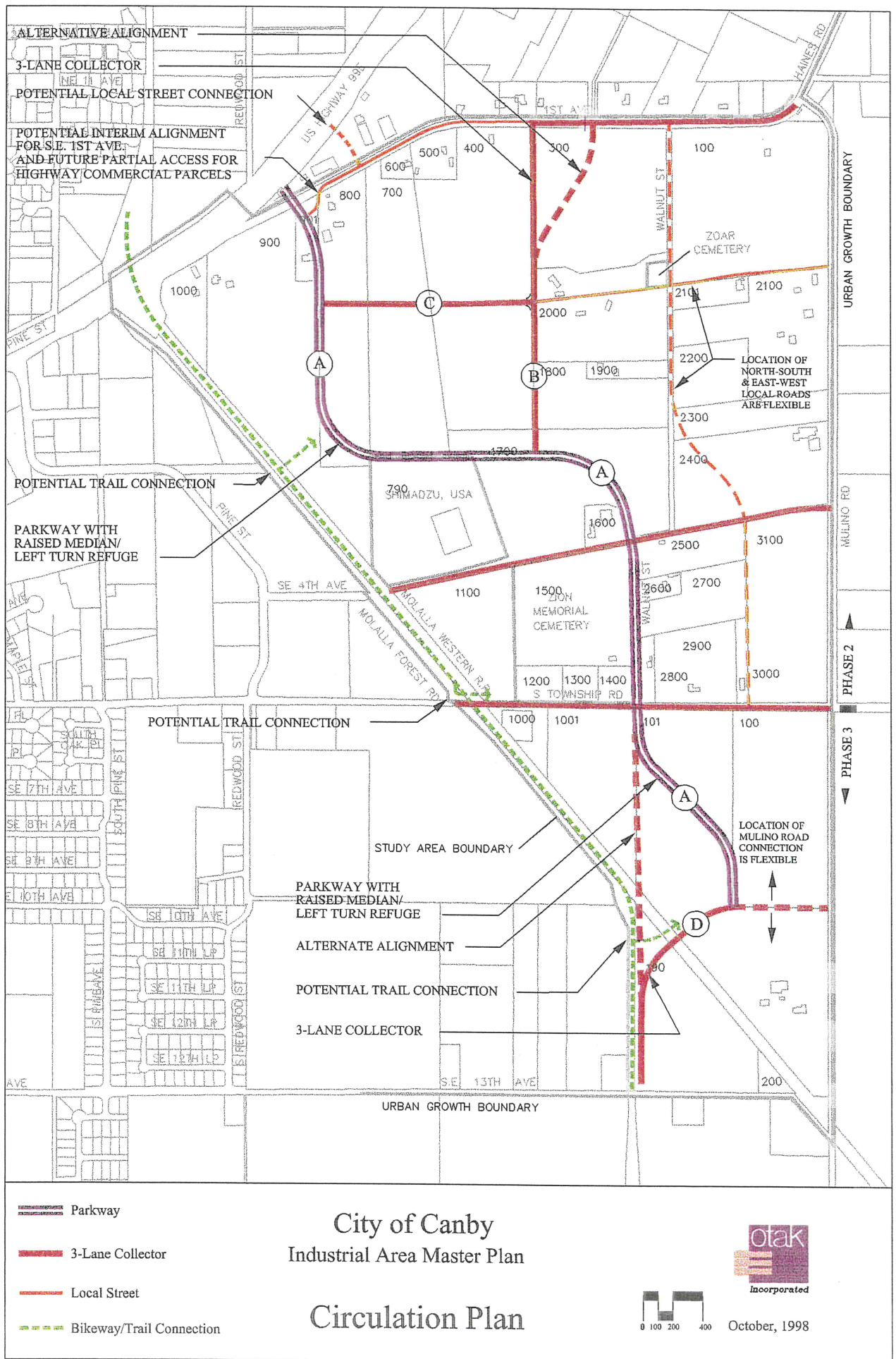
The Circulation Plan addresses four major objectives set forth at the beginning of the project:

- Provide efficient internal circulation as well as access from the southeast through the proposed Industrial Area to Highway 99E.
- Provide for a connection from the proposed industrial area to SE 13th Avenue.
- Provide for possible future connections through the proposed industrial area to the east and north.
- Follow existing property lines as much as possible to avoid creating undevelopable or awkward remainder parcels.

As the master plan is implemented, priority should be given to maintaining the street connectivity as recommended in the plan, while allowing for flexibility in street alignments.

The proposed access at Highway 99E is intended to align the proposed north/south parkway (Road "A" on the Circulation Plan) with the existing Redwood Street on the north side of the highway. Some realignment of existing Redwood would be required to achieve a roughly perpendicular intersection. In addition, some transition grading would be required to cross the existing Union Pacific Railroad that parallels Highway 99E and to accommodate the "super-elevation" of the curved highway alignment in this area.

A realignment of SE 1st Avenue, beginning at a point approximately 600 feet east of the present intersection of 1st and Highway 99E, will be necessary to provide for sufficient queuing distance at the revised and realigned Highway 99E intersection. This realignment is intended to be an interim solution to maintain an east-west connection to Highway 99E until such time as an alternative route (Road "C") is developed through the middle or southern portions of Tax Lots 700 and 800. While the alignment of Road "C" is flexible, this new route should align with a proposed entry point into the commercial site west of the proposed parkway, to create a four-way intersection. At the time that this new route is developed, SE 1st Avenue could continue to serve the abutting parcels to the north in lieu of unrestricted highway access. SE 1st Avenue could in time be limited to "right-in/right-out only" turning movements at the intersection with the proposed parkway. This could be partially mitigated by a potential new road connection from SE 1st Avenue to Highway 99E, approximately 500-600 feet east of the proposed parkway/99E intersection. This connection would be subject to ODOT approval. At some point in the future, a connection to a new intersection with Highway 99E north of SE 1st Avenue may be constructed. This would serve to further mitigate SE 1st Avenue access issues.



Industrial Area Master Plan

Continued

The proposed parkway would continue south from Highway 99E, straddling the boundary between Tax Lots 800 and 900 until it turns east, paralleling and straddling the boundary between the Shimadzu U.S.A. site and Tax Lot 700. The radius of the curve required to make this change is determined by the anticipated design speed of vehicles on this road. This road is intended to function as a collector and would have a landscaped median interrupted periodically to accommodate a turning lane for movements onto local streets and driveways. Depending upon future development and parcelization, intersection spacing of local roads with this collector would be between 500 feet and 1,000 feet. Coupled with a minimum driveway spacing on the collector of 200 feet, a variable number of interruptions in the median could occur. To allow for flexibility in parcel development and based on the assumption that portions of the north/south parkway could be constructed prior to development on some adjacent parcels, it is recommended that the median be constructed as parcels develop along the collector road.

The north/south parkway continues west, curving south to create a four-way intersection with the extension of SE 4th Avenue at the northeast corner of the Zion Memorial Cemetery. The alignment immediately north of this intersection straddles Tax Lots 1600 and 1700. South of this intersection the collector road parallels the east boundary of the Zion Memorial Cemetery, following the present alignment of SE Walnut Street. The existing right-of-way in this area of SE Walnut is 20 feet. Approximately 52 feet of additional right-of-way will be required to accommodate the full improvement through this area. The desire to minimize impacts to the cemetery edge may require an off-set of the new right-of-way towards the east.

The proposed parkway forms an intersection with S Township Road at the location of the existing intersection of SE Walnut and Township. When the parkway is extended south of Township Road and the intersection becomes four-way, additional improvements would be required on S Township Road to accommodate increased traffic flow and turning movements. South of Township Road the proposed collector straddles Tax Lots 1001 and 101. To provide a connection to SE 13th Avenue, it will be necessary to develop a crossing of the Molalla Western Railroad track (Road "D"). The two options considered are:

- Construct an at-grade crossing of the tracks.
- Construct an elevated crossing of the tracks.

The alternative of using Mulino Road along the east boundary of the study area as the primary connection from the industrial area to SE 13th Avenue would require substantial costs to improve the existing intersection of those two roads. Issues of

Industrial Area Master Plan

Continued

horizontal and vertical road alignments, as well as the under-crossing of the railroad, and the presence of a small drainage and wetland create constraints on this approach. In addition to the connection with SE 13th Avenue, a proposed three lane collector road will link with Mulino Road near the middle of the east boundary of Phase Three. The exact alignment of this connection remains flexible in order to accommodate future parcelization. A constraint on the location of this connection with Mulino will be the functional requirements of the intersection itself, including such issues as lane width and sight distance.

Transit

To accommodate transit access, bus stops could be located along the proposed parkway. A suggested distance between stops would be between one-quarter and one-half mile. This would provide three stops on the proposed parkway north of Township Road.

Bus stop shelters could be accommodated within the six-foot planter strip between sidewalk and curb. It is anticipated that buses would stop in the travel lane, with no pull-out lanes.

The Infrastructure Plan

Water

Water line information was gathered from Curran-Mcleod Consulting Engineers. Curran-McLeod is currently developing a water system master Plan for the City of Canby. Mapping was received from Curran-McLeod which identified existing water lines within and adjacent to the study area.

A preliminary Plan showing proposed water system improvements was developed based on discussion with Curran-McLeod regarding the city's Master Plan. The Master Plan proposes new main lines in Highway 99E, 1st Avenue, 13th Avenue and Mulino Road. In addition, the Plan proposes a future reservoir east of Mulino Road adjacent to Township Road.

Sanitary Sewer

Sanitary sewer information was gathered from Curran-McLeod Consulting Engineers. Curran-McLeod is currently developing a Sanitary Sewer Master Plan for the City of Canby. Mapping was received from Curran-McLeod which identified existing and proposed sanitary sewers within and adjacent to the study area.

Industrial Area Master Plan

Continued

The proposed system as developed by Curran-Macleod is composed of four basins:

- Redwood pump station at north end.
- Redwood interceptor at the north end
- South Fourth Avenue trunk toward the middle of the site.
- Mulino pump station at the south end of the study area.

Storm Drainage

Proposed storm drainage improvements were developed from information in the Storm Drainage Master Plan along with input from Curran-McLeod Consulting Engineers. The general criteria, as confirmed by Curran-McLeod, is that storm drainage in Canby would continue to operate on drywells for the foreseeable future.

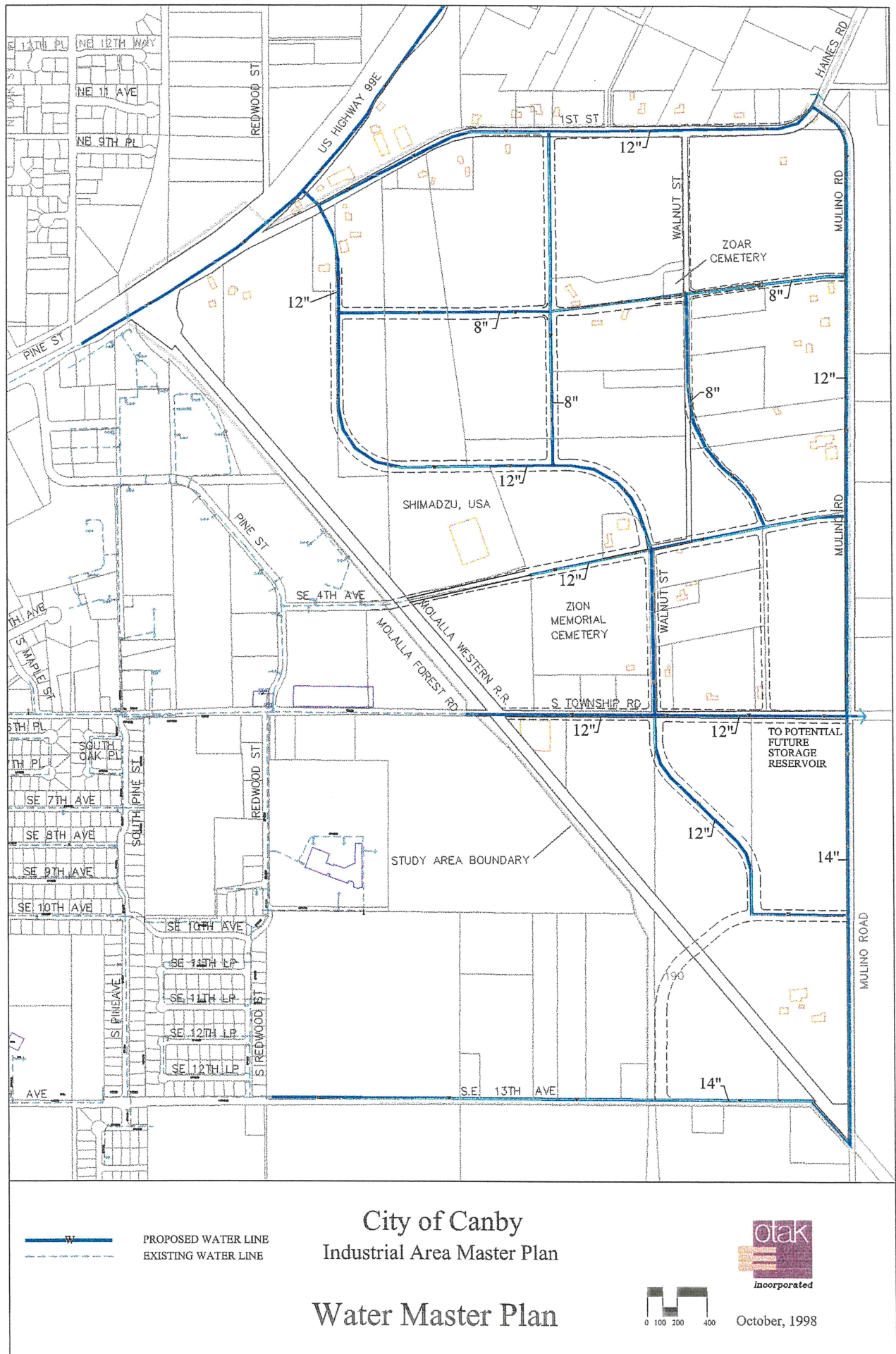
The proposed storm drainage system within public rights-of-way would be composed of a series of catch basins at the curb face connected with pipe to drywells in the middle of the street (see Storm Drainage Plan). The spacing for the drywells is 400 feet along 50-foot wide streets and 500 feet for 28-foot wide streets. The spacing is based on similar facilities within Canby as developed by Curran-McLeod.

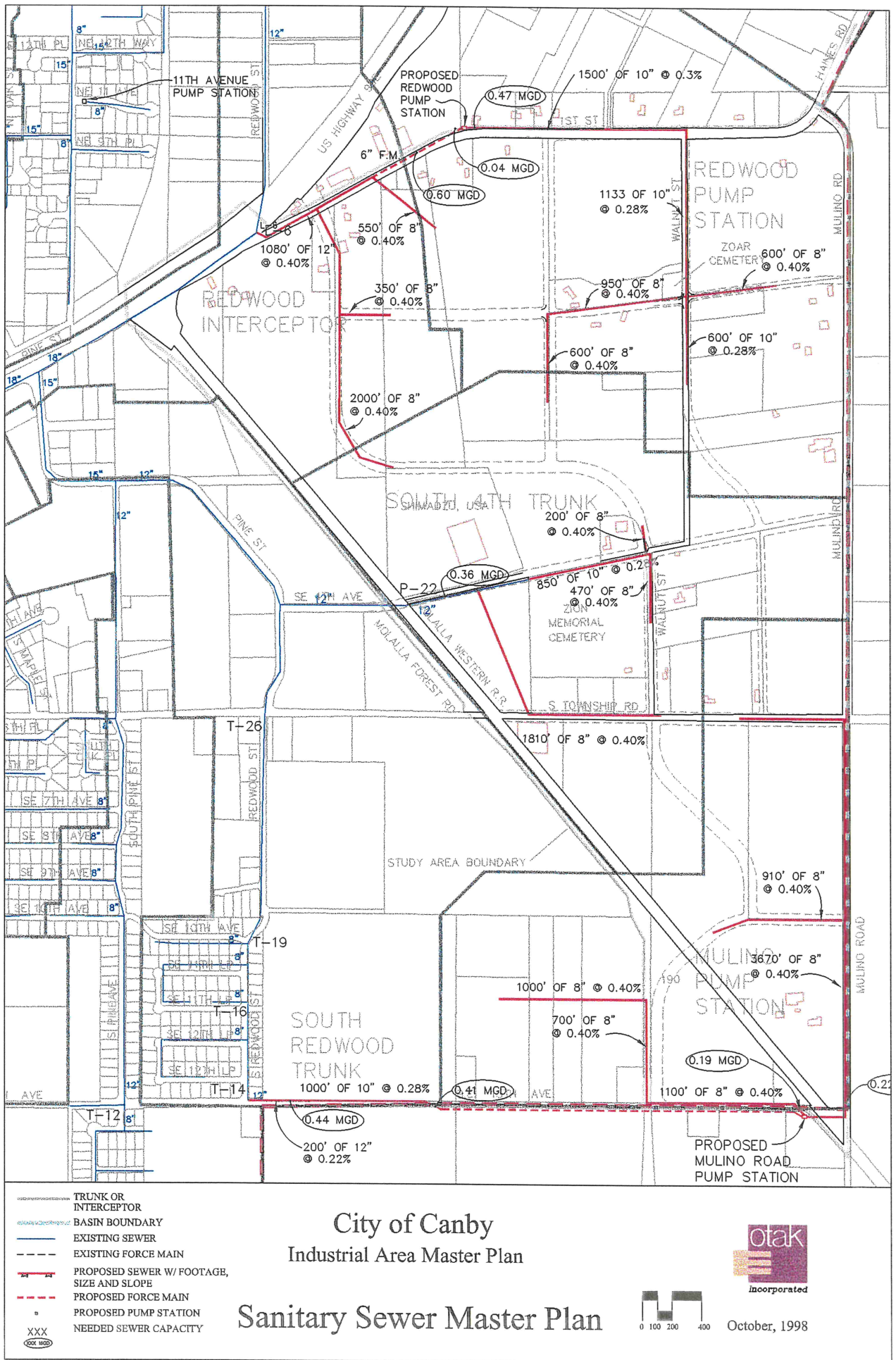
Private Utilities

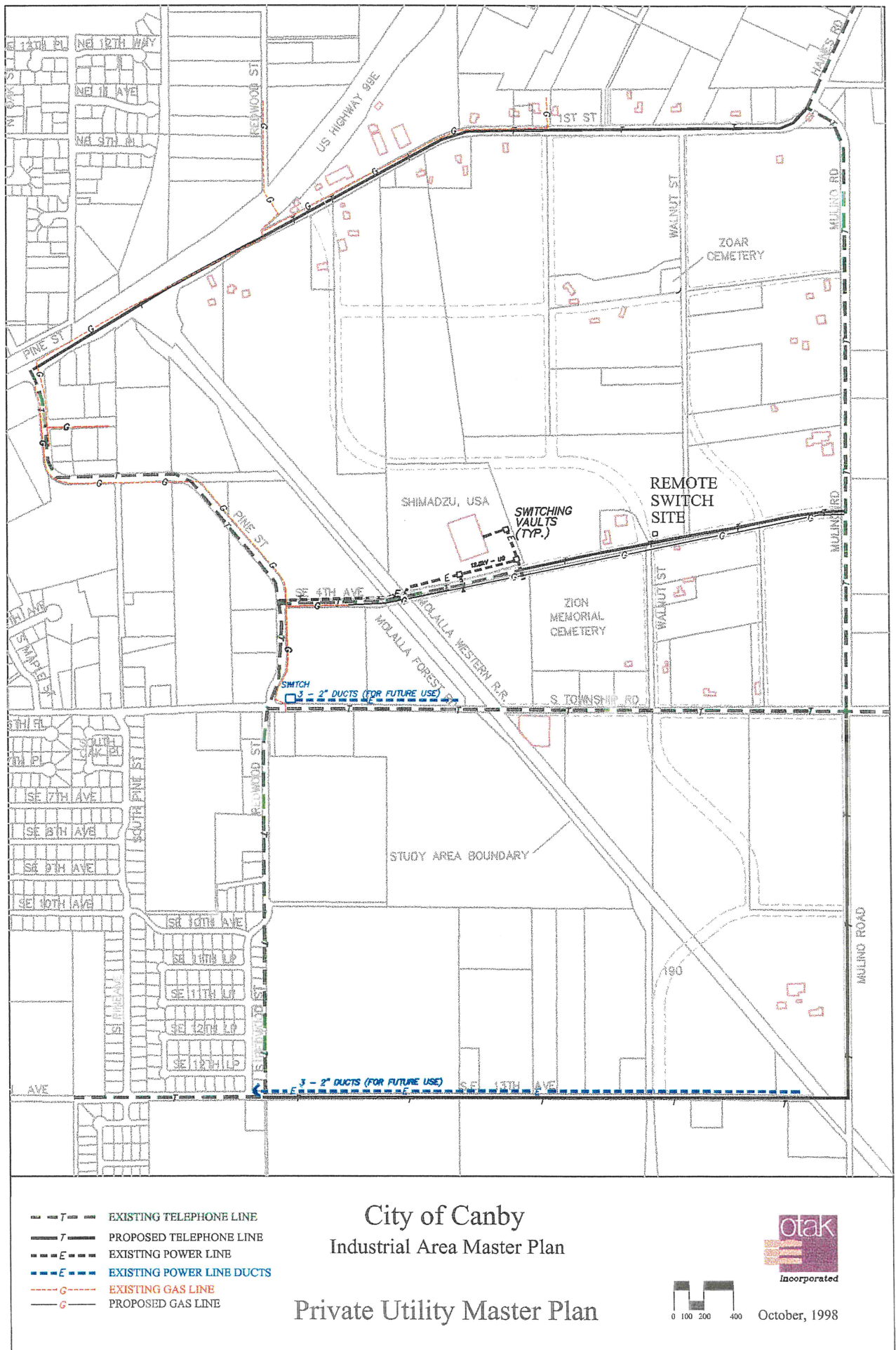
Existing private utilities, including natural gas, telecommunications, and power were mapped based on information received from providers. Existing Northwest Natural Gas lines were mapped adjacent to the study area. In general these lines should be able to be extended as development occurs in the study area. Canby telephone provided maps showing their existing and proposed lines in the vicinity of the study area. In addition to telephone service, fiber optic lines could be provided to new development, although there are no plans to extend fiber optic lines in the area at present. A map of existing and proposed lines was provided by the Canby Utility Board. In general these service lines can be extended into the study area as development occurs.

Phasing

The balance of existing utilities lie to the west of the study area in Phase One of the industrial area and in Highway 99E. This suggests that the most efficient phasing of development would occur in two areas; eastward along a continuation of SE 4th Avenue, and southward from Highway 99E. Both of these areas are in Phase Two of the study area (Refer to Appendix 1 for additional description and cost summary).







Industrial Area Master Plan

Continued

Proposed Design Guidelines

In addition to the plans described above, design standards and guidelines have been prepared to establish the functional and aesthetic character of future development in the proposed Industrial Area. The overall objectives of these standards and guidelines are to:

- Provide efficient circulation and access to development parcels.
- Allow flexibility in the siting and development of facilities on individual parcels.
- Provide important elements of visual continuity in the right-of-way and the front yard setback of development parcels.
- Encourage the use of building materials and architectural details that reflect durability and quality of design and construction.

These guidelines fall into two main categories:

- Right-of-way design standards.
- Site development guidelines and standards.

Right-of-way design standards address the following issues:

- Roadway Design Standards (parkway, collector, and local).
- Right-of-way improvements (street trees, lighting, and sidewalks).
- Improvements to Mulino Road and SE 1st Ave.

Site development guidelines and standards address the following:

- Building setbacks and heights.
- Building orientation.
- Building materials and architectural design.
- Monument Signage.

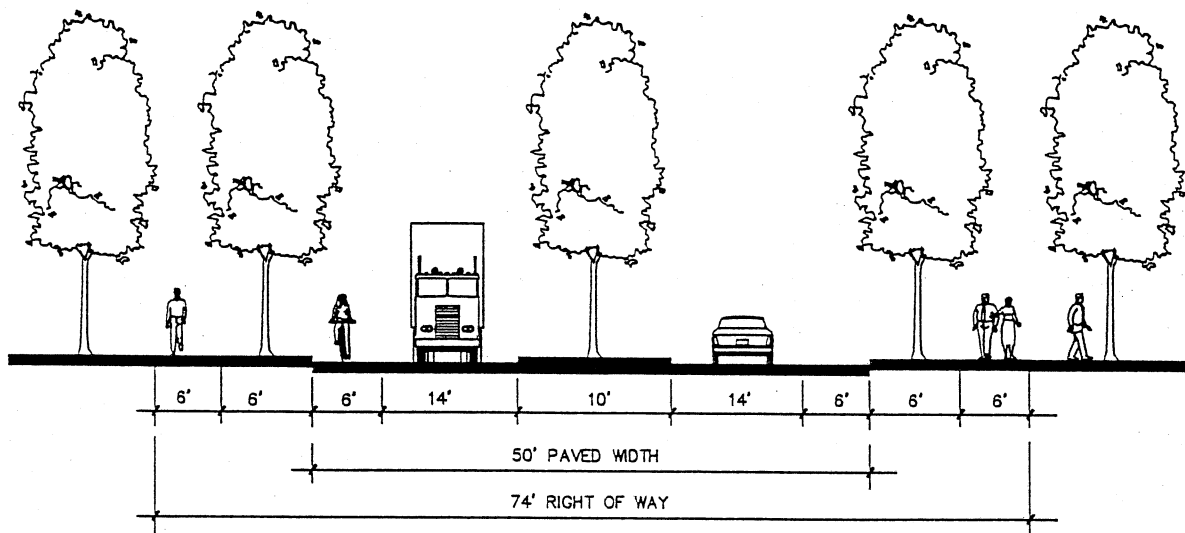
Industrial Area Master Plan

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Parkway

Objectives:

- To provide a hierarchy of streets, with one major north/south spine road that terminates at the major entry point to the site and the major retail focus of the industrial area.
- To provide elements of continuity within the streetscape that help to tie individually developed sites together.
- To provide a pedestrian landscape that suggests a “residential” scale, with plantings strips, street trees, and front yard setbacks.
- To provide ease of movement for industrial and pass through traffic.



PARKWAY WITH RAISED MEDIAN/ LEFT TURN REFUGE

Characteristics:

- 50' paved width curb-to-curb with 10' left turn refuge/landscaped median. Median to be installed after development is completed. 74' right-of-way.
- 6' planting strip with 6' wide sidewalk and 20' front yard setbacks.
- Curb cuts restricted to 200' spacing.
- Shared driveway access encouraged as part of Site and Design Review Matrix

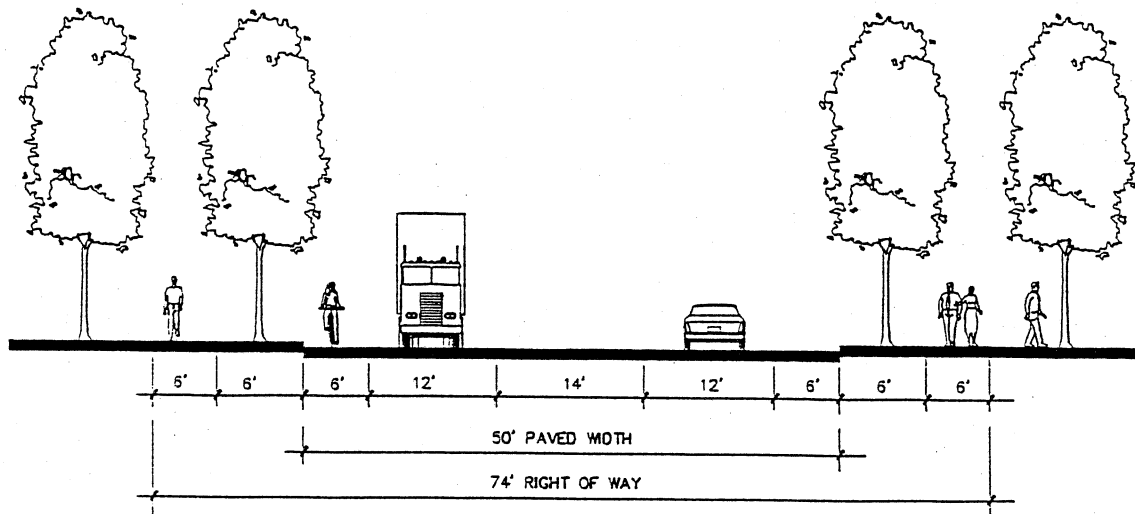
Industrial Area Master Plan

Continued

Collector

Objectives:

- Within the hierarchy of streets, serves a function similar to the parkway.
- Intended to meet similar design objectives.



COLLECTOR WITH CONTINUOUS LEFT TURN REFUGE

Characteristics

- 50' paved width curb-to-curb with continuous 14' left turn refuge and no planted median. 74' right-of-way.
- 6' Planting strip with 6' wide sidewalk and 20' front yard setback.
- Curb cuts restricted to 200' spacing.
- Shared driveway access encouraged as part of Site and Design Review Matrix.

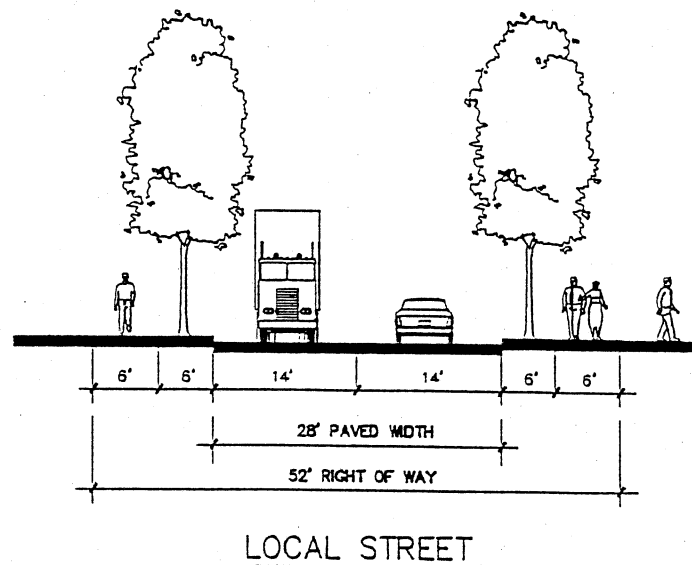
Industrial Area Master Plan

Continued

Local Street

Objectives:

- To provide local access to development sites from parkway and collector roads.
- To provide vehicular and pedestrian connectivity throughout the site.



Characteristics:

- 28' paved width curb-to-curb in 52' right-of-way.
- 6' planting strip with 6' wide sidewalk and 20' front yard setbacks.
- Alignments are flexible based on future parcelization and development.

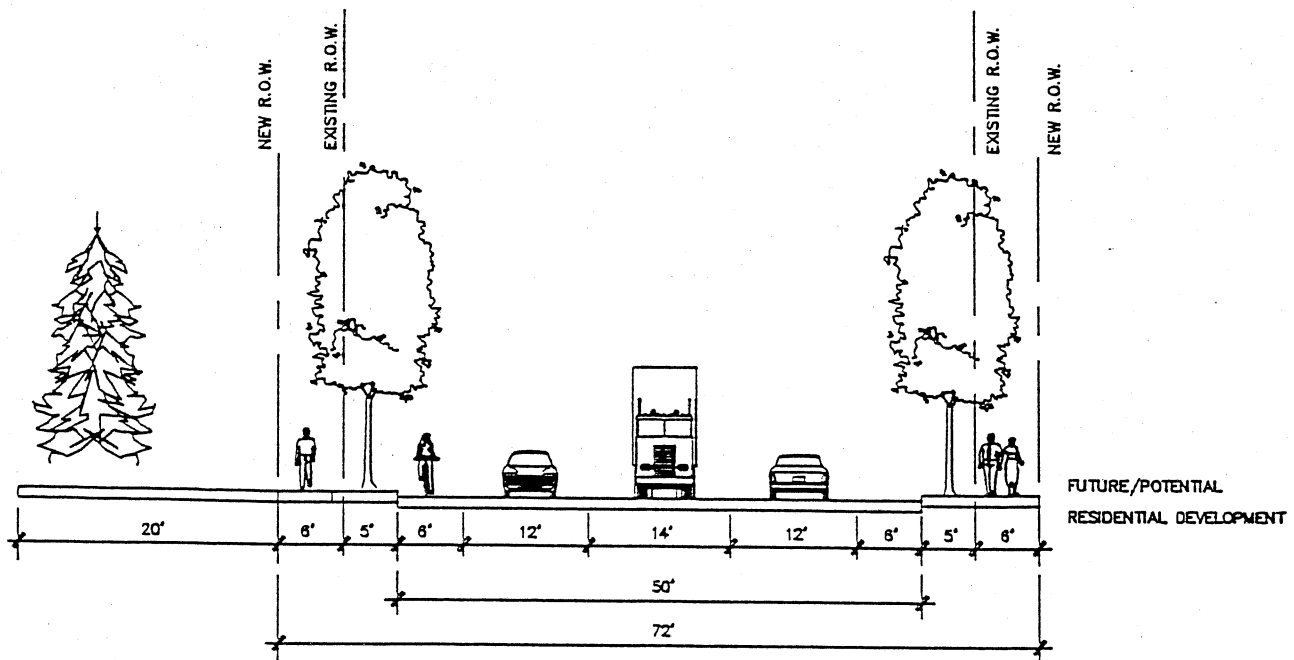
Industrial Area Master Plan

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Mulino Road/1st Avenue

Objectives:

- To provide for future long-term traffic facilities upgrade for both roads within the overall context of the Transportation System Plan for the city.
- To provide buffer areas between proposed industrial uses and existing/future residential land uses to the north and east..
- To provide an attractive perimeter element that screens industrial service and loading facilities.



MULINO/1ST AVENUE
3 LANE COLLECTOR WITH CONTINUOUS TURN LANE

Characteristics:

- Additional right-of-way dedication would be required for three-lane collector, 6' planting strip, and 6' sidewalk.
- 20' setback beyond right-of-way for buffer and tree planting.

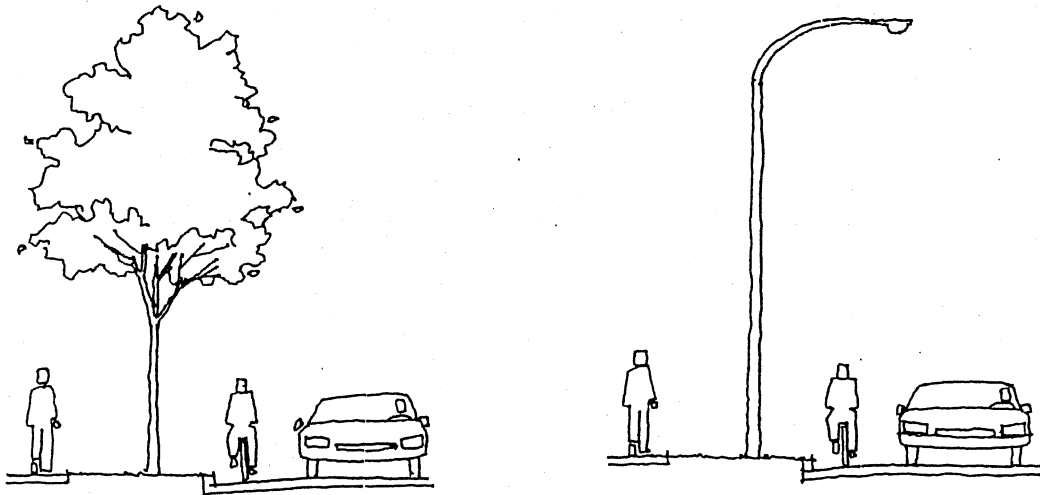
Industrial Area Master Plan

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Right-of-Way Improvements

Objectives:

- Provide elements of continuity within the public realm that help to create a character and overall sense of place for individual development within the industrial area.
- Provide for public safety and the efficient movement of goods and people within the industrial area.



Characteristics:

- These elements include street trees, light standards, landscaping, and signage.
- Street trees: Encourage the use of 3" caliper street trees, planted 40' on center.
- Light standards: Mounting height 25' to 30'. Spacing as required to provide sufficient light on roadway, bike lanes, and sidewalks. Luminaire should have "cut-off" to avoid light spillage.
- Landscaping: Encourage use of lawn/ground cover planting in front yard setback. No shrub plantings within right-of-way.

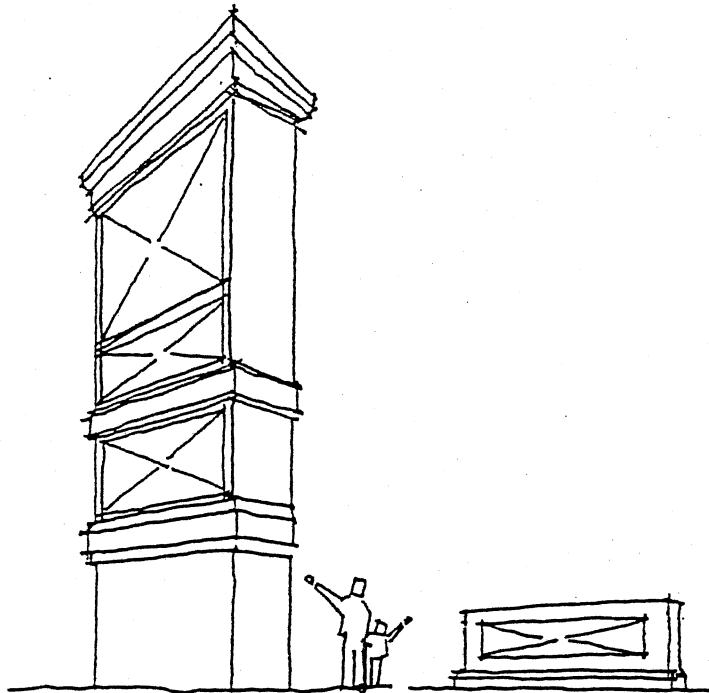
Industrial Area Master Plan

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Signage

Objectives:

- Provide for elements of continuity within individual developments.
- Provide adequate opportunities for business identification.



Characteristics:

- | | | |
|-----------------------|-----------|---|
| • Industrial signage: | Monument | 32 sq. ft. per face
64 sq. ft. total
6' maximum height |
| | Wall sign | Per Code |
| • Retail: | Monument | 150 sq. ft. per face
30' maximum height
(enclosed base) |

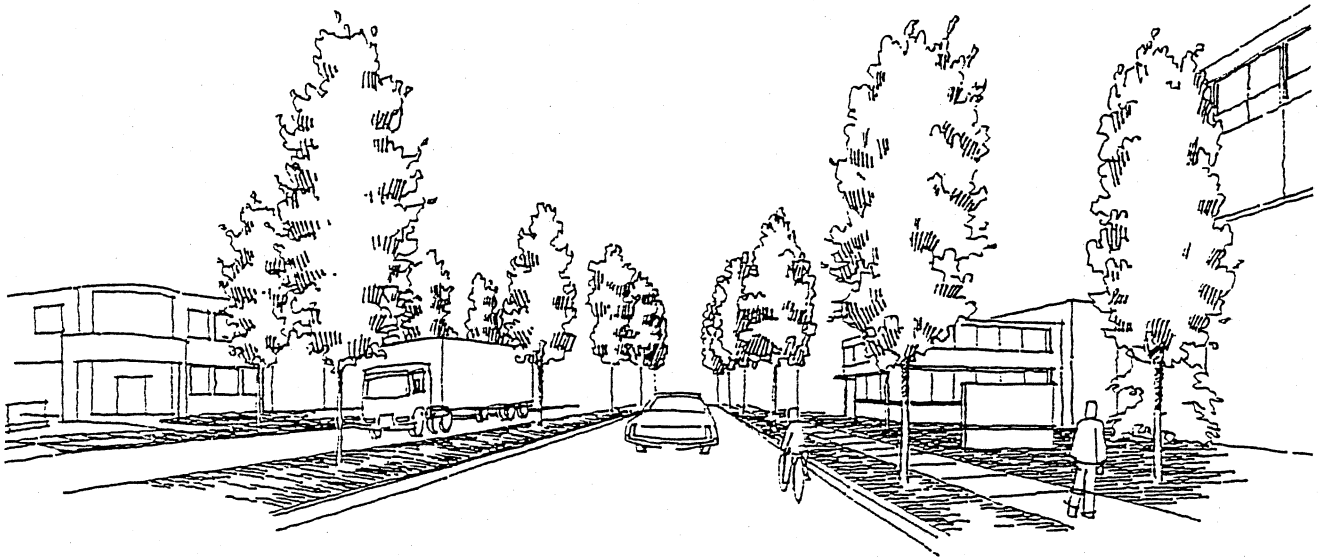
Industrial Area Master Plan

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Setbacks

Objectives:

- To create a pedestrian-friendly “green edge” to the street.
- To provide a consistent edge to the streetscape, that serves as a foreground for development.



Characteristics:

- 20' front yard setback for buildings up to 25' in height. 20' on all street frontages on corner of lots.
- 35' setback for buildings or portions of buildings between 25' and 45' in height.
- 10' side yard setbacks, with provision for attached facilities (zero lot line) and shared parking/circulation.

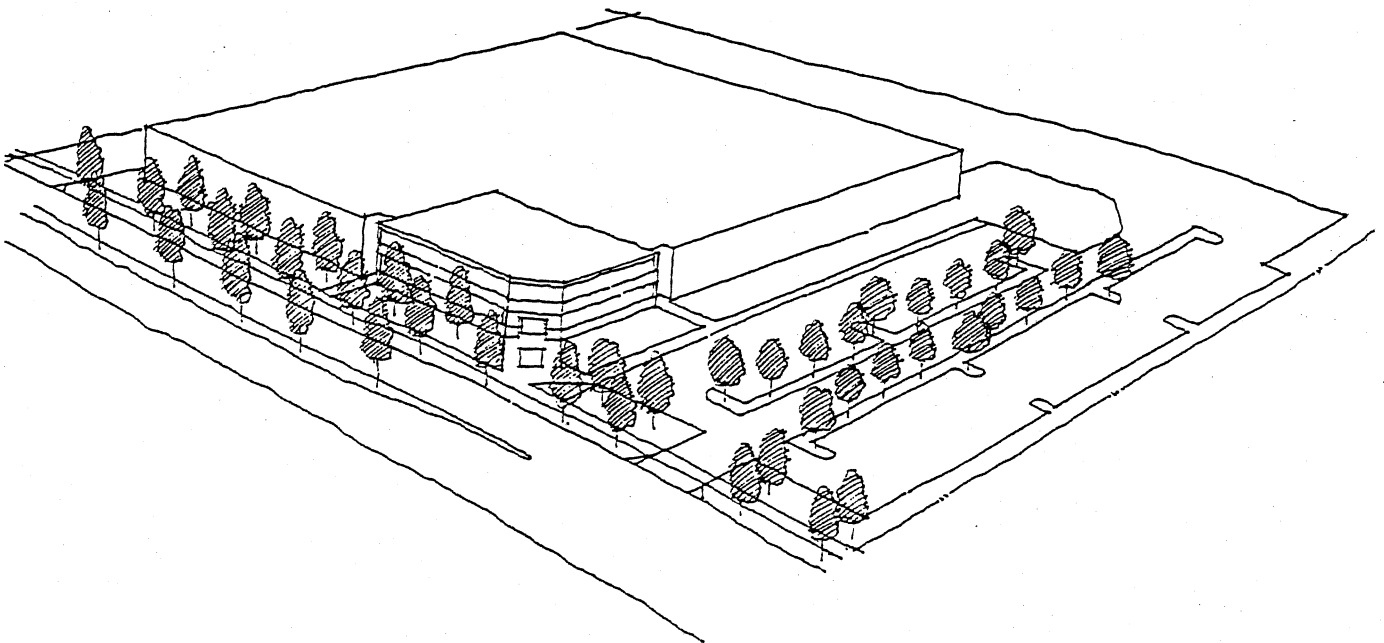
Industrial Area Master Plan

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Building Orientation — Light/Heavy Industrial

Objectives:

- To reinforce pedestrian accessibility to places of employment.
- To strengthen the streetscape by providing a built “edge” closer to the right-of-way.
- To reduce the visual impact of parking as the dominant feature of development on sites.



Characteristics:

- Encourage building placement at or near the setback line.
- Require a public building entry facing the street, with a lighted, direct pedestrian connection to the public sidewalk.
- Encourage placement of parking areas on the side or to the rear of buildings.
- Encourage pedestrian connections to transit stops where appropriate.

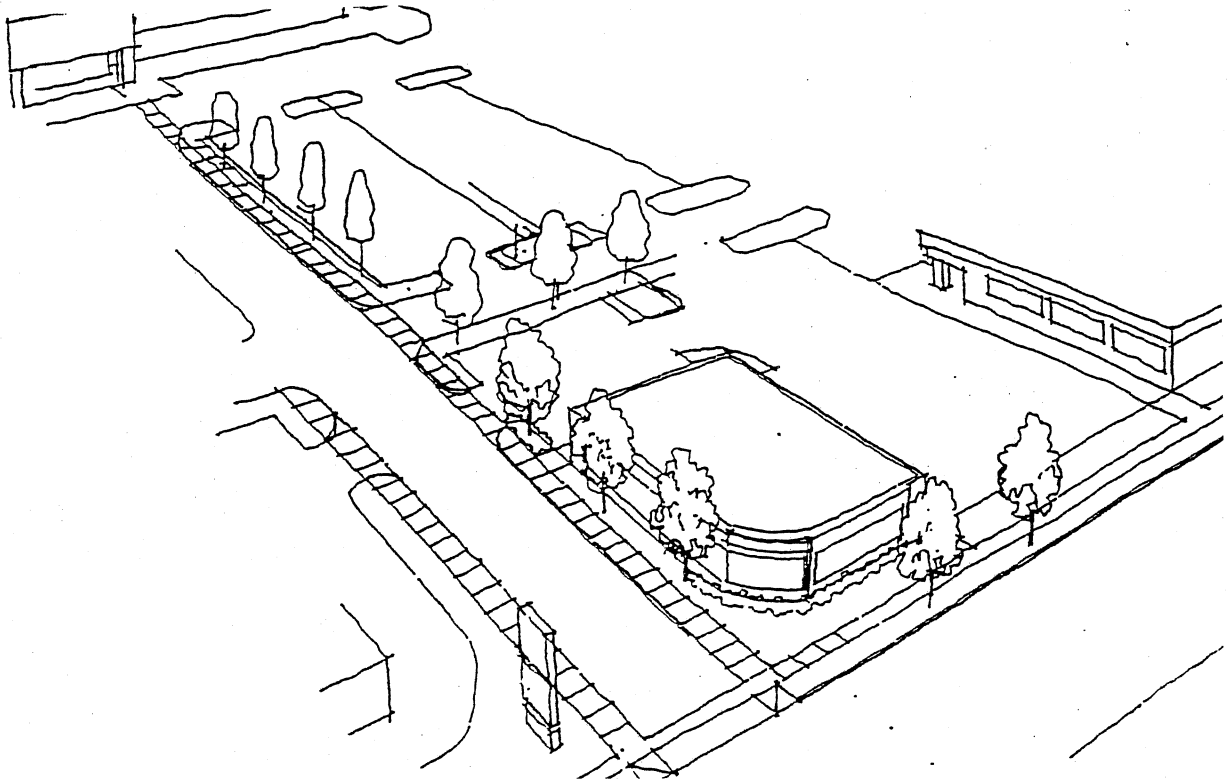
Industrial Area Master Plan

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Building Orientation — Commercial/Retail

Objectives:

- To reinforce pedestrian accessibility to services and employment.
- To strengthen the streetscape by providing a built “edge” closer to the right-of-way.
- To reduce the visual impact of parking as the dominant feature of development on the site.
- To strengthen the physical connection between street and “storefront” for pedestrians.



Characteristics:

- Encourage the placement of smaller buildings at or near the street.
- Require continuous straight-line pedestrian connections between street, building, and parking areas.
- Require building entry locations that are visible from street.
- Provide clear lighted, pedestrian access to and from the street and transit stops.

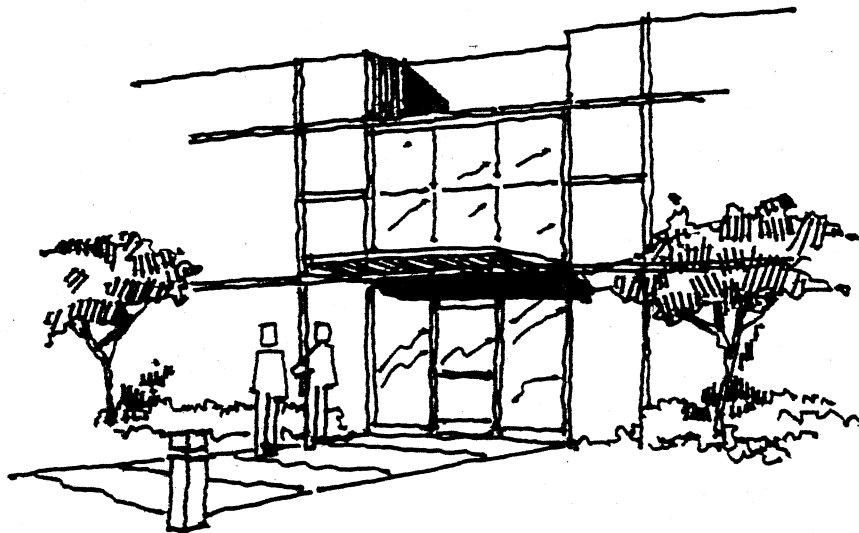
Industrial Area Master Plan

Continued

Architectural

Objectives:

- To promote a high level of quality in design and materials for new development.



Characteristics:

- Encourage the use of concrete tilt up, concrete masonry unit, and brick as exterior materials for new development.
- Encourage the use of detail to break up and articulate large building surfaces and volumes.
- Encourage additional pedestrian scale detail at the entries to buildings.

Industrial Area Master Plan

Continued

Proposed Land Development and Planning Ordinance

The following is a draft Industrial-Overlay (I-O) zone district for Canby's Industrial Area Master Plan. The draft is based on the review of existing ordinances from other jurisdictions (see Appendix 3), and on the work of the Technical Advisory Committee. It would have the following affect once it is adopted:

- Require rezoning of land to "I-O" upon annexation, or prior to approval of development permits. The underlying zones (C-M, M-1, M-2) would continue to apply.
- Continue to permit land uses which are permitted by the current zone districts (C-M, M-1, M-2).
- Establish design guidelines and standards for new development. "Standards" require certain design elements, while "guidelines" encourage quality design through a new design review matrix (for the industrial area only).
- Replace selected development standards contained in the C-M, M-1, and M-2 zones, for continuity and quality of site design.
- Maintain the existing development review process, including land divisions, conditional uses, and design reviews. The I-O zone provides a new design review matrix for the industrial area (i.e., replacing the table in Chapter 16.49).

The ordinance should be adopted when the City Council adopts the Industrial Area Master Plan. At that time, the industrial area lands within the study area which are already inside the city should be rezoned to I-O.

Industrial Area Master Plan

Continued

Chapter 16.35 Canby Industrial Area Overlay (I-O) Zone

Sections:

- 16.35.010 Purpose.**
- 16.35.020 Applicability.**
- 16.35.030 Uses permitted outright.**
- 16.35.040 Conditional uses.**
- 16.35.050 Development standards.**
- 16.35.060 Design guidelines.**
- 16.35.070 I-O Design review matrix.**

16.35.010 Purpose.

The purpose of the Canby Industrial Area Overlay (I-O) zone is to implement the design guidelines and standards of the Canby Industrial Area Master Plan (Master Plan):

- A. Provide efficient circulation and access;
- B. Allow flexibility in siting development, including a range of industrial and commercial/industrial land uses;
- C. Provide visual continuity for streetscapes and developments;
- D. Encourage durable, high-quality building materials.

16.35.020 Applicability.

It is the policy of the City of Canby to apply the I-O zone to all lands within the Master Plan area and other areas determined by the City, upon annexation or prior to application for a development permit. The Master Plan area generally includes the area bound by Highway 99E and 1st Avenue to the north, Mulino Road to the east, SE 13th Avenue to the south, and

Molalla Western Railroad to the west. The I-O zone has the following affect with regard to other chapters of this ordinance:

A. Incorporates the Canby Industrial Area Master Plan into Title 16. The plan's design guidelines, standards, and plan maps are hereby incorporated by reference.

B. Permits land uses which are permitted by the underlying zone districts (C-M, M-1, M-2).

C. Replace selected development standards contained in the C-M, M-1, and M-2 zones, for continuity and quality of site design within the Master Plan area.

D. Utilize the City's processes for development review, including land divisions, conditional uses, and design reviews. Provide a design review matrix (i.e., replacing the table in Chapter 16.49) which is tailored to the Master Plan area.

16.35.030 Uses permitted outright.

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.

16.35.040 Conditional uses.

Conditional uses permitted in the C-M zone, M-1 zone, and M-2 zone are permitted as conditional uses in the I-O zone, subject to the respective zone district boundaries.

16.35.050 Development standards

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

Industrial Area Master Plan

Continued

- A. Minimum lot area: none
- B. Minimum lot width and frontage: none
- C. Minimum yard requirements (measured from building foundation to right-of-way line):
 - 1. Street yard(s): 20 feet for buildings up to 25 feet in height; 35 feet for buildings between 25 feet and 45 feet in height. Parking and internal drives (except curb cuts and entrance drives) are prohibited within the required 20 foot street yard.
 - 2. Interior yard: 10 feet, except 20 feet where abutting a residential zone. Common-wall lot lines (attached buildings), and developments which provide shared parking and circulation with abutting developments, are exempt from interior yard standards.
- D. Maximum building height: 45 feet.
- E. Maximum lot coverage: 60 percent in the C-M zone; none in the M-1 and M-2 zones.
- F. Street access (curb cuts) spacing shall be a minimum of 200 feet on designated parkway and collector streets.
- G. Street right-of-way improvements shall be made in accordance with the circulation plan, and streetscape/street section standards of the Industrial Area Master Plan.
- H. Signs: The following types of signs are prohibited: billboards, pole signs, can signs, painted wall signs [note: definitions should be added to Chapter 16.04 consistent with the Planning Commission's intent]. In addition to

the provisions of Chapter 16.42 Signs, the following standards apply within the I-O zone:

- 1. Monument signs within the M-1 zone and M-2 zone may not exceed 32 square feet per sign face, or 64 square feet total. Monument signs in the M-1 zone and M-2 zone may not exceed 6 feet in height.
- 2. Monument signs within the C-M zone may not exceed 150 square feet per sign face, or 300 square feet total. One monument sign is allowed for developments up to 10 acres in size. Developments over 10 acres in size may be permitted a maximum of 2 monument signs. Only 1 monument sign per street frontage is allowed. Monument signs in the C-M zone shall have an enclosed base and may not exceed 30 feet in height.
- 3. Wall signs shall be permitted in conformance with Chapter 16.42.
- 4. Monument and wall signs in the M-1 and M-2 zones shall provide street address(es) when street address(es) are not otherwise visible from the street.
- I. Building orientation standards. The following standards are intended to ensure direct, clear and convenient pedestrian access:
 - 1. Developments 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.
 - 2. Developments within the C-M zone shall provide continuous, straight-line

Industrial Area Master Plan

Continued

pedestrian connections between the street(s), buildings, and parking areas.

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.

K. Metal building exteriors are prohibited.

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.

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

N. All landscaped areas shall be irrigated.

O. Other regulations: The C-M zone, M-1 zone, and M-2 zone provide other applicable regulations related to vision clearance, Highway 99E sidewalk width, setback measurement, outside storage, and wireless/cellular tower certification.

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. Placement 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 volumes, and to accentuate building entries;

I. Open space retention and trail connections, as designated by the Master Plan.

16.35.070 I-O Design Review Matrix.

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

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

Industrial Area Master Plan

Continued

I-O Design Review Matrix

Parking	Possible scores
Parking areas located to the side or rear of buildings as viewed from the public right-of-way (<50% of parking spaces=0; 50%-75%=1; 75%-100%=2)	0 1 2
Increase minimum interior parking lot landscape (15%-18%=0; 18%-22%=1; 22%+=2)	0 1 2
*The base requirement is 15%, as measured consistent with Chapter 16.49.120.	
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)	0 1 2
*The base requirement is determined based on total parking area/number of spaces, and parking setback perimeter. See Chapter 16.49.120.	
Number of parking spaces (% of required minimum >110%=0; 110%-105%=1; 105%-100%=2)	0 1 2
Minimum Acceptable Score	4 points

Transportation/Circulation

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-site pathways). Six-foot wide, raised concrete with painted crosswalks ("standard") = 0; standard with brick or similar pavers for pathways and crosswalks = 1; greater than 6-foot 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
Minimum Acceptable Score (some provisions may not apply)	3 points

Industrial Area Master Plan

Continued

Tree Retention, Open Space Conservation, and Trail Connections

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/yes) 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 connections = 0; dedicates or establishes easement = 1; dedicates land/right-of-way and constructs improvements=2. 0 1 2

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

Building Appearance and Orientation

Building oriented 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/yes) 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 bldg surfaces and accentuate the building entrance(s). No = 0, Yes = 2 0 2

Minimum Acceptable Score 4 points

Landscaping

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

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

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

Minimum Acceptable Score 3 points

Industrial Area Master Plan

Process and Oversight

The Master Plan process has involved close coordination with City of Canby's senior staff, a series of meetings with a Technical Advisory Committee, a work session with the City Council and the Planning Commission, a workshop and review session with stakeholders, and a general public open house to review the final recommendations.

The initial Stakeholders' Workshop produced five conceptual design alternatives covering circulation and land use. A number of similar themes occurred in the plans prepared by the workshop participants:

- North/south collector road alignment.
- Multi-use trail connections to the Molalla Forest Road.
- Areas of open space preservation.
- Location of the intersection of the north/south collector road and Highway 99E.
- The realignment of SE 1st Avenue as a component of the Highway 99E intersection improvements.

These plans were subsequently reviewed with the Technical Advisory Committee and summarized in two Plan alternatives that addressed circulation, land use, parcelization, and infrastructure. These plans were further refined and a preferred alternative selected with the Technical Advisory Committee. This Plan was presented to a second stakeholders meeting on December 17, 1997 for further review and comment. On January 28, 1998 the Preferred Plan and Draft Design Guidelines were reviewed at a joint Planning Commission/City Council work session. Comments were solicited from these groups as well as Stakeholders in attendance. On March 8, 1998 the Preferred Plan and draft Design Guidelines were presented at a public open house. A brief presentation was followed by a question and answer period during which citizens could comment on the recommendations.

M e m o r a n d u m



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To: Steve Dixon
From: Dick Yano
Copies: File
Date: March 16, 1998
Subject: *Canby Industrial Area Master Plan
Public and Private Utilities*

This memo is a summary of existing and proposed systems related to storm drainage, sanitary sewer, water, natural gas, telephone and power facilities within and adjacent to the project study area. Proposed utilities plans have been schematically developed based on recommended street circulation plan and potential property parcelization. Plans showing existing and proposed facilities are attached.

Storm Drainage

Storm drainage information was gathered from the *City of Canby, Storm Drainage Master Plan*, dated December 1994. This plan was prepared by Curran-McLeod Consulting Engineers. The primary storm drainage disposal system is composed of drywells within the City of Canby. Two drainage basins are located within the project study area. The area just north of Township Road is part of the Willow Creek basin and the south area is part of the Mollala River basin.

Proposed storm drainage improvements were developed from information in the Storm Drainage Master Plan along with input from Curran-McLeod Consulting Engineers. The general criteria as confirmed by Curran-McLeod is that storm drainage in Canby would continue to operate on drywells for the foreseeable future.

The proposed storm drainage would be composed of a series of catch basins at the curb face connected with pipe to drywells in the middle of the street (see storm drainage plan). The spacing for the drywells is 400 feet along 50 foot wide streets and 500 feet for 28 foot wide streets. The spacing is based on similar facilities within Canby as developed by Curran-McLeod.

The City of Canby has a standard specification for drywell construction (section 2.11.1.7) which states "Drywells shall be a one piece asphalt dipped, corrugated metal pipe, minimum 12 gauge, 26' long, with 10' of 3/8" perforations, standard flat top with manhole frame and lid. Filter fabric and drain rock shall encase the perforated pipe section to prevent soil settlement".

The City of Canby also prefers the use of bioswales to treat the storm water prior to outfalling into the drywell.

The plan only describes the proposed system to contain the storm drainage from the public streets. Similar drywell systems and bioswales will be required for each parcel developed to contain site drainage.

The approximate cost for the public storm drainage is **\$650,000** including piping, dry wells, and catch basins along with 30% for contingencies and engineering.

One concept discussed during the development of the master plan, is to consider installation of storm drainage piping prior to street construction. This would accommodate potential discontinuation of drywells in the future if regulations require. This provision should be reviewed during the design phase of the project to determine whether or not the additional piping and cost is justifiable.

Sanitary Sewer

Sanitary sewer information was gathered from Curran-McLeod Consulting Engineers. Curran-McLeod is currently developing a sanitary sewer master plan for the City of Canby. Mapping was received from Curran-McLeod which identified existing and proposed sanitary sewers within and adjacent to the study area.

The proposed system as developed by Curran-Macleod is composed of four basins 1) Redwood pump station at north end, 2) Redwood interceptor at the north end, 3) south Fourth Avenue trunk toward the middle of the site, and 4) Mulino pump station at the south end of the study area. The proposed piping was refined within the study area based on location of proposed streets and potential parcelization.

A preliminary plan was prepared and provided to Curran-Macleod for review. The plan was then finalized based on comments from Curt McLeod (see copy of memorandum dated January 23, 1998).

The approximate cost for the sanitary sewer improvements, as proposed, is **\$2,300,000** including mobilization, traffic control, piping, manholes, pump stations and force mains at Mulino Road and Redwood along with 30% for contingencies and engineering.

*Appendix 2 — Meeting Summary- SE
1st Avenue Property Owners*

Meeting Minutes

Wednesday, June 10, 1998

Page 2

The current master plan proposal shows SE 1st Avenue terminating in a cul-de-sac with a potential private road extension serving as local access to the parcels on both sides of SE 1st Avenue. Driveway access to the future parkway was anticipated. This conceptual design anticipated future limited access to both the parkway and Highway 99E from SE 1st Avenue. A proposed realignment of SE 1st Avenue was illustrated on preliminary plans prepared by Kittelson and Associates as part of the Gramor proposal. These plans were based on trip-generation calculations for the industrial area and an analysis of turning movements in the vicinity of the proposed intersection of Highway 99E and the proposed parkway. Two aspects of these plans influence the ultimate alignment and configuration of SE 1st Avenue: the need to keep any future intersection of SE 1st and the parkway far enough away from the intersection of Highway 99E and the parkway to allow adequate distance for queuing of cars waiting at the intersection; and the realization that at some point in the future, left turns from the parkway onto a realigned 1st Avenue would have to be restricted due to the volume of traffic on the parkway near the intersection. This led to a proposal to limit turning movements from the future 1st Avenue to right turn in and right turn out only.

The proposed alignment, as shown on the Kittelson plans, misses the dwellings on the Zimmer property while still allowing for adequate intersection distance to Highway 99E. The necessity of having two left turn lanes as the ultimate build-out of the parkway at the Highway 99E intersection will require the limiting of turning movements from SE 1st onto the parkway, specifically left turns onto 1st from the southbound lanes of the parkway and left turns onto the parkway from SE 1st Avenue. It was agreed that this made for difficult access from Highway 99E to SE 1st Avenue. The addition of a new connecting road from SE 1st Avenue to Highway 99E, approximately 500-600 feet east of the proposed parkway/Highway 99E intersection was proposed as a means of providing access to the SE 1st Avenue parcels. The necessity of restricting turning movements to right turn in/right turn out only at this intersection was also discussed as a means of avoiding turning movement conflicts with northbound highway traffic. Sonya Kazen of ODOT, who was in attendance, was asked if this type of intersection at this location would work. She indicated that the intersection spacing and turning conflicts would probably not meet ODOT standards but that she would need to have ODOT engineers look at the proposal.

Resolution/Action Item:

The Master Plan will be revised to show a new alignment of SE 1st Avenue that avoids impacts to existing dwellings, meets intersection spacing requirements, allows for left turns in and out during the early phases of phase two development of the industrial area, and restricts these movements to right-in/right-out only after that time. The Master Plan will also be revised to show a potential connection from SE 1st Avenue to Highway 99E as described above. It will be noted that this connection will be subject to ODOT approval.

The impacts on existing properties of required dedications for proposed road alignments and rights-of-way, both in terms of land and the costs of future infrastructure improvements.

The Master Plan currently shows significant right-of-way dedication for the future parkway along the west edge of the Zimmer property. It is the intent of the master plan to straddle common property lines wherever possible including the existing property line between the Zimmer property and the proposed Gramor site, thereby splitting the right-of-way impact equally. The configuration of the Zimmer property however, with a narrow east/west dimension and a very long north/south dimension means that the relationship of right-of-way area to property area is higher than in most other cases. Those in attendance agreed that financing and the equitable distribution of costs associated with infrastructure improvements will be critical in addressing these kinds of issues as the industrial area develops.

Resolution/Action Item:

It was decided that the Master Plan must recognize the importance of this issue and recommend that City Council address methods of financing public infrastructure improvements as part of their consideration of the Master Plan.