

PLANNING COMMISSION

Meeting Agenda

Monday, January 13, 2020

7:00 PM

City Council Chambers – 222 NE 2nd Avenue

Commissioner John Savory (Chair)

Commissioner Larry Boatright (Vice Chair)

Commissioner Derrick Mottern

Commissioner Jeff Mills

Commissioner Jennifer Trundy

Commissioner Jason Taylor

Commissioner Michael Hutchinson

1. CALL TO ORDER –

- a. Invocation and Pledge of Allegiance
- b. Introduction of new Commissioners
- c. Chair & Vice-Chair Nominations

2. CITIZEN INPUT ON NON-AGENDA ITEMS –*This is an opportunity for audience members to address the Planning Commission on items not on the agenda. Each person will be given 3 minutes to speak. You are first required to fill out a testimony/comment card prior to speaking and hand it to the Recording Secretary. These forms are available by the sign-in podium. Staff and the Planning Commission will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter.*

3. MINUTES –

- a. Approval of Planning Commission Minutes for October 28, 2019, and December 9, 2019

4. NEW BUSINESS –

- a. Northwood Estates Subdivision, Phase 4 Extension Request (MISC 20-01).

5. PUBLIC HEARING –*To testify, please fill out a testimony/comment card and give to the Recording Secretary.*

- a. A request from Caruso Produce for a Site and Design Review to construct a 90,000-square-foot produce distribution facility on a 9.59-acre lot located on the north side of the future extension of SE 4th Ave, just east of S Sequoia Parkway. (DR 19-02).

6. FINAL DECISIONS –*These are the final, written versions of previous oral decisions. No public testimony is taken.*

- a. Caruso Produce Final Findings (DR 19-02)

7. ITEMS OF INTEREST/REPORT FROM PLANNING STAFF–

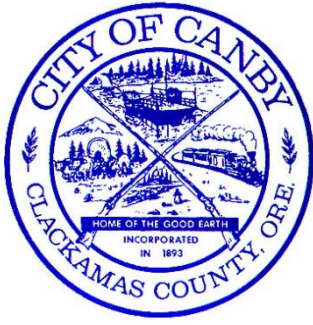
- a. Next regularly scheduled Planning Commission meeting – Monday, January 27, 2020
 - Stanton Furniture – Site and Design Review
 - Planning Commissioner Training, Land Use Decision-making, Wednesday, January 29, 2020,

8. ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION

9. ADJOURNMENT

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for person with disabilities should be made at least 48 hours before the meeting at 503-266-7001. A copy of this agenda can be found on the City's web page at www.canbyoregon.gov. City Council and Planning Commission Meetings are broadcast live and can be viewed on OCTS Channel 5. For a schedule of the playback times, please call 503-263-6287.

THIS PAGE INTENTIONALLY LEFT BLANK



City of Canby

MEMORANDUM

TO: *Planning Commission*

FROM: *Bryan Brown, Planning Director*

DATE: *Prepared for the January 13, 2020 Planning Commission Meeting*

RE: *MISC 20-01 Northwood Investment Partnership One-Year Extension of Northwood Estates Subdivision (SUB 05-12) Phase 4*

The partners of the Northwood Investment Partnership have requested a one-year extension of the approval of the following documents:

- Northwood Estates Development Agreement, dated January 11, 2007
- “Northwood Estates, Canby OR. Conceptual Development Plan”, dated December 29, 2005

The approved development agreement allows the developer to request an unlimited number of extension requests not to exceed one-year apiece. The extension should be judged on whether there have been any substantial code or other applicable regulatory changes that might impact the previous conceptual design of the subdivision. The most relevant city codes that are adopted today and that were not in place at the time of original approval are:

- The 2010 edition of the Transportation System Plan
- Various Chapter 16 code amendments and the addition of LID stormwater management language
- The 2012 version of the Public Works Design Standards

None of the above code or plan amendments would impact design of the subdivision except for new sidewalk and planter strip requirements, and the possible use of rain gardens is an option as a storm water runoff solution.

The previous one-year extension granted included a condition of approval to incorporate the current adopted local street and sidewalk cross-sections utilizing a planter strip and 6’ wide sidewalks.

Recommendation: Staff recommends that the Planning Commission **approve** the extension request with the same conditions of approval.

Recommended Motion: *I move that the Planning Commission approve to extend approval of the following documents for an additional year with the condition that the new subdivision application for Phase 4 incorporate the currently adopted local street and sidewalk cross-sections utilizing a planter strip and 6' wide sidewalks:*

- Northwood Estates Development Agreement, dated January 11, 2007
- “Northwood Estates, Canby OR. Conceptual Development Plan”, dated December 29, 2005

This one year extension will expire on February 24, 2021.

December 23, 2019

Mr. Bryan Brown
City of Canby, Planning Director
222 NE 2nd Ave
Canby, OR 97013

**RE: CITY OF CANBY
NORTHWOOD ESTATES (SUB 05-12), PHASE 4**

Dear Bryan:

On February 11, 2019, the City of Canby Planning Commission has granted the developers a period of one-year to develop the remaining phase 4 of this development. It also permits an unlimited number of extensions not to exceed one-year apiece.

“Northwood’s Estates Development Agreement”, dated January 11, 2007 recorded between the City of Canby and Northwood Investment Partnership (Clackamas County Record # 2007-007387) and “Northwood Estates Conceptual Plan”, dated December 29, 2005 were extended until January 27, 2021 by the Canby Planning Commission at their regular meeting on February 11, 2019 (copy attached).

On behalf of the developers (Northwood Investment Partnership), we are requesting the approval of the Planning Commission for a one (1) year extension to this agreement until January 27, 2021.

Should you have any questions, please feel free to contact our office.

Very truly yours,

CURRAN-McLEOD, INC.



Hassan A. Ibrahim, P.E.

cc: Northwood Investment Partnership

THIS PAGE INTENTIONALLY LEFT BLANK



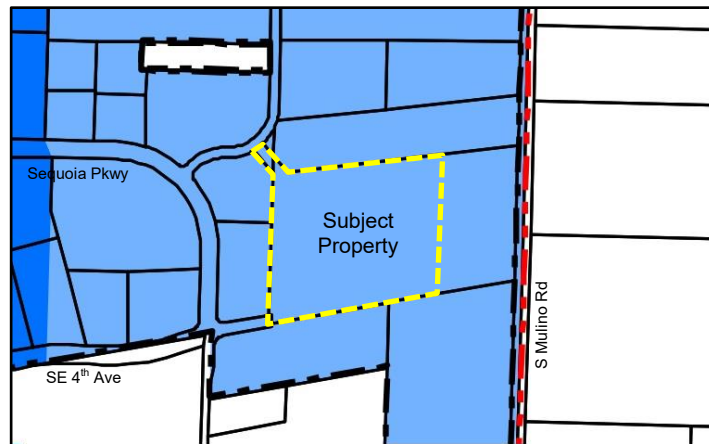
City of Canby

Staff Report File #: DR 19-02 – Caruso Produce

HEARING DATE: January 13, 2020
STAFF REPORT DATE: January 3, 2020
TO: Planning Commission
STAFF: Ryan Potter, AICP, Associate Planner

Applicant Request

The applicant is seeking approval to construct a 91,319-square-foot produce distribution facility that would include cooler storage; conditioned warehouse staging and loading areas; and accessory office space. The proposed facility is designed to allow Caruso Produce to relocate the entirety of its operations to the project site. The facility would be constructed on a 9.59-acre portion of an existing 14.2-acre property for which a partition is currently being processed.



Property/Owner Information

Location: 23625 S Mulino Road
Tax Lots: 31E34 02400 and 31E34 02490
Property Size: 9.59 acres
Comprehensive Plan: LI – Light Industrial
Current Zoning: M-1 – Light Industrial; I-O – Canby Industrial Area Overlay Zone
Owner: Parsons Family Trust
Applicant: Robert Evans Company
Application Type: Site and Design Review (Type III)
City File Number: DR 19-02

Staff Recommendation

Based on the application submitted and the facts, findings, and conclusions of this report, staff recommends **Approval** of DR 19-02 pursuant to the Conditions of Approval identified in Section V of this staff report.

Attachments

- A.** Land Use Application – Site and Design Review, Type III
- B.** Application Narrative and Criteria Response
- C.** Proposed Site Plan
- D.** Combined Plan Set
- E.** Pre-Application Conference Minutes
- F.** Neighborhood Meeting Minutes
- G.** Draft Transportation Impact Analysis (TIA)
- H.** Public and Agency Comments

Existing Conditions

The project site is located southeast of S Walnut Road, north of the future alignment of SE 4th Avenue, and between—but not adjacent to—Sequoia Parkway to the west and S Mulino Road to the east. The property is currently used for agricultural purposes as a part of a plant nursery (Willamette Seedling) but is currently vacant and devoid of buildings or structures. The property is zoned M-1, Light Industrial, is within the Canby Industrial Park Area Overlay (I-O) zone, and is designated for Light Industrial (LI) uses in the City of Canby Comprehensive Plan.

Surrounding parcels are similarly zoned M-1 but feature a mix of vacant land and industrial, residential, and agricultural uses. Across S Mulino Road to the east are agricultural uses outside the City; to the immediate east is a future parcel of land currently in the process of being partitioned from the project site (as Parcel 2). The project site is bordered to the immediate north by Canby Excavating. The two parcels to the immediate west between the project site and Sequoia Parkway are vacant. To the south across the future alignment of SE 4th Avenue are parcels primarily used for cultivated agriculture. However industrial uses consistent with the M-1 zone are currently proposed for one of these properties. Elsewhere in the nearby vicinity are large industrial uses that have been recently completed or are under construction (e.g., a 530,000-square-foot beverage distribution facility [Columbia Distributing]).

Project Overview

The proposed project would involve the construction and operation of a 91,319-square-foot produce distribution facility that would include cooler storage; conditioned warehouse staging and loading areas; and accessory office space. The proposed facility is designed to allow Caruso Produce to relocate the entirety of its operations to the project site. It would be a concrete “tilt-up” building intended to operate 24 hours a day and employ approximately 70 employees divided among three shifts. The facility would provide 30 loading berths, 96 parking spaces and three access points from public streets: one on S Walnut Street and two on the future alignment of SE 4th Avenue.

Analysis and Findings

I. Applicable Criteria

Applicable criteria used in evaluating this application are listed in the following sections of the City of Canby's *Land Development and Planning Ordinance*:

- 16.08: General Provisions
- 16.10: Off-street Parking and Loading
- 16.32: M-1 – Light Industrial Zone
- 16.35: Canby Industrial Area Overlay (I-O) Zone
- 16.42: Signs
- 16.43: Outdoor Lighting Standards
- 16.46: Access Limitations on Project Density
- 16.49: Site and Design Review
- 16.86: Street Alignments
- 16.89: Application and Review Procedures
- 16.120: Parks, Open Space, and Recreational Land

II. Facts and Findings

The following analysis evaluates the proposed project's conformance with applicable approval criteria and other municipal code sections, as listed above in Section I.

A. Site and Design Review Criteria (Municipal Code Section 16.49)

Section 16.49 of the Zoning Code provides review criteria to be used in the design review process. Note that some portions of this section are superseded by provisions of the Municipal Code tailored specifically to the Canby Pioneer Industrial Park (as noted in this Staff Report).

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

1. The proposed site development, including the site plan, architecture, landscaping and graphic design, is in conformance with the standards of this and other applicable city ordinances insofar as the location, height and appearance of the proposed development are involved; and
2. The proposed design of the development is compatible with the design of other developments in the same general vicinity; and
3. The location, design, size, color and materials of the exterior of all structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity.
4. The proposed development incorporates the use of LID best management practices whenever feasible based on site and soil conditions. LID best management practices include, but are not limited to, minimizing impervious surfaces, designing on-site LID stormwater management facilities, and retaining native vegetation.
5. The Board shall, in making its determination of compliance with this Ordinances, shall use the matrix in Table 16.49.040 to determine compatibility unless this matrix is superseded by another matrix applicable to a specific zone or zones

under this title. An application is considered to be compatible with the standards of Table 16.49.040 if the following conditions are met: a. The development accumulates a minimum of 60 percent of the total possible number of points from the list of design criteria in Table 16.49.040; and b. At least 10 percent of the points used to comply with (a) above must be from the list of LID Elements in Table 16.49.040.

6. Street lights installation may be required on any public street or roadway as part of the Design Review Application.

City Staff finds that the proposed project, including its site plan, architecture, and landscaping, is compatible with the surrounding context of the project site, which is an industrial park intended for light industrial uses such as warehousing and light manufacturing uses. Accordingly, the area is planned to accommodate large buildings and businesses with large numbers of employees. While the size, height, and bulk of the proposed building would represent a substantial change from the existing visual character on the project site, this change is anticipated by the Canby Comprehensive Plan and applicable Concept Plan.

The proposed project features an onsite storm water facility. Most of the LID best management practices listed above (e.g., minimizing impervious surfaces and retaining native vegetation) are not feasible due to the nature of the proposed project (a distribution facility requiring large maneuvering areas for delivery trucks) and the site's existing conditions (lacking native vegetation). However, impervious surfaces have been minimized to the extent feasible.

Finding: For the above reasons, Planning Staff finds this request is consistent with applicable provisions of the Canby Municipal Code.

Other subsections of Section 16.49:

- **Site Design Review Matrix.** The site and design review matrix provided in Subsection 16.49.040 applies to most locations in the City but is superseded by a more specific matrix for projects in the I-O Overlay Zone (Canby Pioneer Industrial Park). For an analysis of the proposed project's achievement of criteria in this matrix, see "Section 16.35: Canby Industrial Area Overlay (I-O) Zone", below.
- **Bicycle and Pedestrian Facilities.** The submitted materials generally demonstrate compliance with standards related to bicycle and pedestrian facilities. To the extent feasible, the proposed internal walkway system facilitates potential future connections to adjacent developments. A sidewalk connection is proposed to the new SE 4th Avenue half-street improvements with a request to waive such a connection to Walnut Street due to the narrowness of the access that is available in that location. The full width of access from Walnut Street would be paved for vehicular access.
- **Landscaping.** The submitted materials demonstrate general compliance with landscaping standards. For example, the project provides landscape islands between each grouping of eight contiguous parking spaces. However, the proposed site plan identifies a large expanse of land at the eastern edge of the project site that would remain vacant. Subsection 16.49.130 requires areas not planned for development or landscaping to be vegetated with plant materials that will prevent erosion. Section V of this Staff Report includes a condition requiring vegetation of this area. As identified in the code, landscaping and

exterior improvements shall be completed prior to issuance of certificates of occupancy.

Finding: For the above reasons, Planning Staff finds this request is consistent with applicable provisions of the Canby Municipal Code.

B. Other Applicable Code Sections

Below are additional sections of the Canby Municipal Code that apply to the proposed project.

Section 16.08.150: *Traffic Impact Study*

A Transportation Impact Analysis (TIA) was prepared for the proposed project by DKS Associates in December 2019. Using existing traffic data and projections for the generation of new vehicle trips by the proposed project, the TIA analyzes impacts of the proposed project on the area's circulation network, including roadways and intersections. The report's methodology and assumptions are identified in the TIA, which is attached to this Staff Report as an attachment.

The TIA projects that the proposed project would generate 19 AM peak hour trips, 20 PM peak hour trips, and 185 overall daily vehicle trips. Based on data for Caruso Produce's existing operations, approximately 31 percent of these 185 daily trips (58 trips) would be truck trips. As shown in Tables 6 and 7 in the TIA, under the 2020 Horizon Year With Project scenario (without a 4th Avenue extension westward to Sequoia Parkway), the vehicle trips generated by the proposed project and surrounding development are not anticipated to trigger unacceptable levels of service or volume/capacity ratios at any of the studied intersections. Levels of service would remain at either A or B; these indicate conditions where traffic moves without significant delays over periods of peak hours travel demand.

Finding: For the above reasons, Planning Staff finds this request is consistent with applicable provisions of the Canby Municipal Code.

Section 16.08.160: *Safety and Functionality Standards*

The City will not issue any development permits unless the proposed development complies with the City's basic transportation safety and functionality standards, the purpose of which is to ensure that development does not occur in areas where the surrounding public facilities are inadequate. At the time of development permit application submittal, the applicant shall demonstrate that the property has or will have the following:

- A. Adequate street drainage;
- B. Provides safe access and clear vision at intersections;
- C. Public utilities are available and adequate to serve the project;
- D. Access onto a public street with the minimum paved widths as stated in Subsection E below.
- E. Adequate frontage improvements as follows:
 - b. For collector and arterial streets, a minimum paved width of 20 feet along the site's frontage.
- F. Compliance with mobility standards identified in the TSP. If a mobility deficiency already exists, the development shall not create further deficiencies.

(Ord 1340, 2011)

The adequacy of public utilities and future public improvements to serve the proposed project was discussed at the pre-application conference held on June 26, 2019. While electrical, water, and sewer service are capable of serving the project site, street improvements and extensions of infrastructure would be required. All utilities to serve the proposed project would extend from S Walnut Road. However, because the project site fronts the future alignment of SE 4th Avenue, the project would also be responsible for construction of a water line extension in this right-of-way along the frontage of the project site, extending from the point it is currently stubbed to the west.

Required improvements to SE 4th Avenue would include construction of half-street improvements on 37 feet of right-of-way. Consistent with the conditions of approval identified for the proposed project (see Section V of this Staff Report) and for the partition of the project site's parent tax lot (see City File MLP-03), the proposed project is responsible for half-street improvements in front of both the project site and the parcel to the immediate east (Note: a final partition plat has not yet been filed and recorded for the approved partition). These improvements are necessary to allow truck traffic to access the project site from Mulino Road to the east and better distribute employee traffic to and from the site.

Staff notes that access from the project site to Sequoia Parkway (to the west) via the future cross-section of SE 4th Avenue is not possible either under existing conditions or under buildout of the project site due to a lack of necessary public right-of-way to the west of the site. Full construction and operation of SE 4th Avenue would require additional properties abutting the future roadway to dedicate right-of-way. For this reason, circulation to, from, and in the general vicinity of the project site consistent with the City's TSP is not possible at this time. This lack of full direct traffic circulation to Sequoia Parkway from SE 4th Avenue was demonstrated in the traffic study to not have any adverse impact on area roads and intersections.

Finding: For the above reasons, Planning Staff finds this request is consistent with applicable provisions of the Canby Municipal Code.

Section 16.10: Off-Street Parking and Loading

As identified in Section 16.10.050 of the Municipal Code, warehousing uses are required to provide the following off-street parking spaces: 2 spaces per 1,000 gross square feet of office space, plus 1 space per 1,000 gross square feet of non-office warehousing space. The table below demonstrates that the 96 proposed parking spaces meet the requirement for 95 total spaces. The project narrative submitted by the applicant indicates that this number of spaces is substantially above those needed by the business's existing operations.

| | Proposed Square Feet | Development Standard | Required Spaces | Provided Spaces |
|--------------------|-----------------------------|-----------------------------|------------------------|------------------------|
| Office | 4,500 | 2 spaces/1,000 square feet | 9 | 96 |
| Warehousing | 86,060 | 1 space/1,000 square feet | 86 | |
| Total | 90,560 | N/A | 95 | 96 |

In addition to parking spaces, the facility's proposed number of loading berths (30) is well above that required for industrial uses of 60,000 or more square feet (minimum 3). As required by Subsection 16.10.060, the loading facilities facing SE 4th Avenue would be screened from public view with a berm and landscaping.

Although the proposed project provides the approximate required number of bicycling parking spaces (13), these are not located "...within fifty (50) feet of the main entrance to a building." Section V of this Staff Report includes a condition of approval requiring that the provided bicycle parking be moved adjacent to the proposed building entrance.

Finding: For the above reasons, Planning Staff finds this request, as conditioned, is consistent with applicable provisions of the Canby Municipal Code.

Section 16.32: M-1 Light Industrial Zone

Uses permitted outright in the M-1 Zone include "manufacturing, fabricating, processing, compounding, assembling or packing of products made from previously prepared materials;" food processing plants; ice and cold storage plants; transfer and storage companies; and wholesale distribution uses including warehousing and storage. The proposed land use—a produce distribution facility—is consistent with this list of allowed uses.

Furthermore, the proposed project is consistent with the development standards required of land uses in the M-1 Zone. Its lot area is well above 5,000 square feet (9.62 acres after ROW dedication) and its maximum height is below 45 feet tall (37 feet). The M-1 Zone has no maximum lot coverage requirement and no interior or rear yard requirement when the parcel is not adjacent to a residential zone.

Finding: For the above reasons, Planning Staff finds this request is consistent with applicable provisions of the Canby Municipal Code.

Section 16.35: Canby Industrial Area Overlay (I-O) Zone

The Industrial Area Overlay allows land uses which are permitted by the underlying zone districts. As indicated above, the proposed partition is consistent with the range of land uses permitted in the M-1 Zone. The I-O Zone has no minimum lot area or minimum lot width/frontage requirements. However, street access spacing is required to be a minimum of 200 feet on designated parkway or collector streets; the future alignment of 4th Avenue is designated a collector street in the Canby Transportation System Plan (TSP). The preliminary driveway spacing shown by the project applicant likely does not conflict with this minimum spacing. However, a condition of approval requiring code-consistent driveway spacing is identified in Section V, *Conditions of Approval*, of this staff report.

The proposed building is shorter than the maximum height of 45 feet, as identified in Section 16.35. As required, the building also provides "one public entrance facing the street" (toward the future alignment of SE 4th Avenue). To the extent feasible, the proposed project provides a "direct pedestrian connection" between the primary building entrance and the public sidewalk (the proposed pedestrian route is L-shaped to avoid onsite circulation of truck traffic). The proposed building would be of concrete tilt-up construction, which is consistent with the overlay zone's prohibition of metal building exteriors.

Section 16.35 provides a design review matrix specific to the I-0 Zone that substitutes for the matrix used for projects elsewhere in the City. Projects must meet the minimum

acceptable score unless Planning Staff determines that certain provisions do not apply. The proposed project meets the minimum scores by category except the “Transportation/Circulation” category, which addresses pedestrian pathways and connections. The applicant requests an exception to the requirements for a second pedestrian access and a raised concrete pedestrian connection across the drive aisle. City Staff concurs that site constraints make a second pedestrian connection between the street and building infeasible (due to circulation of truck traffic to and from SE 4th Avenue and the site’s narrow connection to S Walnut. Although it is assumed the employee parking area’s drive aisle would generally not be used for truck circulation, Staff also concurs that an enhanced pedestrian connection across this drive aisle is not compatible with any amount of heavy truck circulation. Therefore, a striped pedestrian path across the western drive aisle is appropriate.

Finding: For the above reasons, Planning Staff finds this request is consistent with applicable provisions of the Canby Municipal Code.

Section 16.42: Signs

Although the proposed facility would have signage, no signs are proposed at this time and approval of the proposed land use does not extend to signs conceptually shown on the applicant’s submitted materials. Chapter 16.42, *Signage*, of the Municipal Code identifies requirements that will apply to signs proposed for the project at a future date.

Finding: For the above reasons, Planning Staff finds this request is consistent with applicable provisions of the Canby Municipal Code.

Section 16.43: Outdoor Lighting Standards

Because of its location in the Pioneer Industrial Park and its M-1 zoning, the project site is designated Lighting Zone 2 (LZ 2) by the Municipal Code. The code identifies requirements related to the placement, shielding, height, and intensity of light of outdoor light fixtures. As shown in the applicant’s site plan, the proposed project would include outdoor lighting affixed to the proposed building, four pole-mounted lighting fixtures illuminating the employee parking area (along the site’s western and northwestern edges), and three pole-mounted street lights. As currently proposed, Staff does not anticipate a lack of compliance with City lighting standards. However, prior to site plan approval, the project applicant will be required to submit a lighting plan to the City of Canby consistent with Section 16.43.110 of the Municipal Code.

Finding: For the above reasons, Planning Staff finds this request is consistent with applicable provisions of the Canby Municipal Code.

Section 16.46: Access Limitations on Project Density

Section 16.46.040 of the Municipal Code addresses the spacing of accesses onto public streets. For collector streets such as the future alignment of SE 4th Avenue, the minimum required spacing between roadways and driveways is 100 feet (measured centerline to centerline; see Table 16.46.030). The minimum spacing between driveways is also 100 feet. The spacing between the driveways proposed for SE 4th Avenue are well above these minimums and the eastern driveway is aligned with the driveway across SE 4th Avenue proposed by Stanton Furniture (see pending application DR 19-03). Note that the I-O Overlay Zone, applicable to the project site, identifies a more restrictive standard of 200-foot spacing for collector roadways.

The proposed access onto S Walnut Road is less than 100 feet from the curb cut providing access to Canby Excavating to the north; however this is unavoidable due to

the curvature of the roadway and the limited lot frontage of the project site and neighboring properties. Consistent with Section 16.46.035, a condition of approval has been identified (see Section V of this Staff Report) that requires the project applicant to evaluate the ability of trucks to perform turning movements to and from the applicable roadways, including S Walnut Road.

Finding: For the above reasons, Planning Staff finds this request, as conditioned, is consistent with applicable provisions of the Canby Municipal Code.

Section 16.86: Street Alignments

This section of the zoning code requires that adequate space be provided for the planned expansion, extension, or realignment of public streets consistent with Canby's TSP. The proposed project accommodates construction of SE 4th Avenue as a 74-foot-wide collector street with 50 feet of paved street width, including 37 feet of right-of-way dedication. Conditions of approval identified for the project site's partition from land to the immediate east (City File MLP 19-03) require that development of either parcel is the trigger for construction of improvements to SE 4th Avenue for both parcels. Therefore, the proposed project is required to improve SE 4th Avenue from the project site east to S Mulino Road as the first of the Partition parcels proposed for development.

While development of the proposed project would include construction of public improvements to SE 4th Avenue consistent with the TSP, Planning Staff note that full expansion/extension of the roadway west to Sequoia Parkway is not feasible at this time due to the need for additional right-of-way dedication from other parcels.

Finding: For the above reasons, Planning Staff finds this request is consistent with applicable provisions of the Canby Municipal Code.

III. Public and Agency Comments

Notice of this application and the opportunity to provide comment was forwarded to property owners and residents within a 500-foot radius and to applicable public agencies. At the time of this writing, three public comments and one agency comment were received:

A. Public Comments

1. Expresses general support for the proposed project. Feels that the industrial park has already destroyed valuable farmland but that the business is appropriate for the location.
2. Expresses general support for the proposed project and attests that Caruso Produce is a reputable business.
3. Feels that the proposed project would be an asset to the industrial park but expresses concern regarding the circulation of truck traffic westward past the commenter's property along the future alignment of SE 4th Avenue. City Staff corresponded with the commenter clarifying that use of this route is infeasible at this time due to a lack of right-of-way dedication.

B. Agency Comments

1. Canby Fire commented regarding the need for water supply and access to fire hydrants prior to storage of flammable materials onsite. The Division Chief provided a "pre-plan list" for construction and other materials related to

permitting for fire protection services.

IV. Conclusion

Staff has reviewed the applicant's narrative and submitted application materials and finds that this Site and Design Review application conforms to the applicable review criteria and standards, subject to the conditions of approval noted in Section V of this report.

V. Conditions of Approval

Public Improvements:

1. Public improvements shall comply with all applicable City of Canby Public Works Design Standards.
2. Identified street improvements and right-of-way dedications must be designed and constructed (or bonded) to the satisfaction of the City Engineer.
3. The applicant shall provide a truck turning template analysis demonstrating that trucks can adequately perform necessary turning movements from the S Walnut Street driveway approach.
4. The project applicant shall install half-street improvements extending along the full frontage of the project site and the property to the immediate east extending to S Mulino Road, consistent with the partition approval for these two parcels (see City File MLP-03). The partition approval included a condition requiring the property owner to enter into an agreement establishing that the first parcel to develop would be responsible for street improvements to SE 4th Avenue along the frontage of both parcels.
5. Required half-street improvements to SE 4th Avenue shall include a single pavement "lift." The project applicant shall bond the cost of a final pavement lift with the City in conjunction with approval of civil construction plans.
6. In addition to water and sanitary utility service line extensions from S Walnut Road to serve the proposed project, the project applicant shall also construct an extension of the water main in the future alignment of SE 4th Avenue (that is current stubbed west of the project site) across the full frontage of the Caruso project site.
7. The applicant shall work with Canby Utility and Canby Public Works Department in order to provide the appropriate connections to all required utilities as well as demonstrate final utility easement placement in design and City approval of the civil construction plans.

Site Access:

8. Due to the subject property's unique lack of access to Sequoia Parkway from the future alignment of SE 4th Avenue (i.e., additional right-of-way dedication is required from other undeveloped parcels to the west and southwest), vehicular use of SE 4th Avenue west of the subject property shall be limited to emergency access until the full cross-section of the roadway is constructed in that location.

Use of SE 4th Avenue adjacent to and east of the project site toward S Mulino Road (and the project site's driveways onto that street segment) shall also be limited to emergency access until a final pavement lift is installed (as required to be bonded by the project applicant) or the City Engineer otherwise determines that the roadway can accommodate safe vehicular movement.

Upon the ultimate buildout of SE 4th Avenue in both directions (east and west), truck traffic shall be directed westward to the interior of the industrial park.

9. Circulation of truck traffic northward to Haines Road shall be generally limited to extraordinary or emergency use until either (1) the alternative industrial access road to 99E from Walnut Street is completed and either a suitable roundabout or improvements at the intersection of SE 1st Avenue/Haines Road/Mulino Road/Bremer Road is completed; or (2) S Haines Road has been brought up to current collector standards up to 99E.

Project Design/Site Plan Approval:

10. Consistent with Subsection 16.10.100, *Bicycle Parking*, of the Municipal Code, the proposed bicycle parking shall be moved to within 50 feet of the main entrance of the building. Prior to site plan approval, the project applicant shall submit a final site plan demonstrating that the location and design of proposed bicycle parking conforms to the aforementioned code section.
11. Consistent with Chapter 16.43, *Outdoor Lighting Standards*, of the Municipal Code, outdoor lighting shall not produce light overspill/trespass onto surrounding properties. Special consideration shall be given to the minimization of light and glare impacts on existing residential and agricultural land uses.
12. All driveways intended for truck movements shall be constructed to industrial standards, including 8 inches of concrete with welded wire fabric or similar reinforcements. Prior to site plan approval, the project applicant shall provide Canby Public Works with construction drawings showing these details to the satisfaction of the City Engineer.
13. The project applicant shall plant vegetation on the portion of the subject property that is proposed to be vacant (on the eastern edge of the project site) with plant materials that will prevent erosion of exposed soils. Prior to site plan approval, the project applicant shall provide the City with an updated landscape plan showing these improvements.

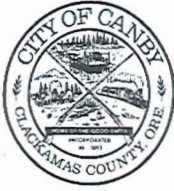
Building Permits:

14. Prior to the pre-construction meeting and issuance of grading permits, the applicant shall comply with all applicable Canby Fire District (CFD) requirements as identified in the memo received from CFD and attached herein. Please contact the CFD Division Chief at 503-266-5851 for further information.
15. The project applicant shall secure a Street Opening and/or Driveway Construction permit for all paved driveway or utility installations associated with the proposed development or offsite improvements. Said permits shall comply with the City's Public Works Design Standards.
16. The design engineer shall submit to the City of Canby for review and approval at the time of final construction plan approval a storm drainage analysis and report applicable to the defined development area detailing how storm water disposal from both the building and the parking areas is being handled. Any drainage plan shall conform to an acceptable methodology for meeting adopted storm drainage design standards as indicated in the Public Works design standards.
17. Construction plans shall be designed and stamped by a Professional Engineer registered in the State of Oregon.

18. Prior to occupancy, sight distance at all access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.
19. The project applicant shall apply for a City of Canby Site Plan Permit, Clackamas County Building permits, and a City of Canby Erosion Control Permit from the Canby Public Works Department.
20. Clackamas County Building Codes Division will provide structural, electrical, plumbing, and mechanical plan review and inspection services for construction of the project.
21. The applicant shall file a sign permit for any future signs that shall be limited to the size and height standards applicable to the I-O (Canby Industrial Area Overlay Zone) as indicated in Section 16.42.050, Table 7, of the sign ordinance. Proposed signs, after been found to conform to the sign ordinance, must secure a building permit from Clackamas County Building Inspection prior to their installation.

Prior to Occupancy:

22. Prior to occupancy of the facility, all landscaping plant material indicated on the submitted landscape plan shall either be installed and irrigated with a fully automatic design/build irrigation system as proposed, or with sufficient security (bonding, escrow, etc.) pursuant to the provisions of CMC 16.49.100 (B). The applicant should be aware that the City street tree fee is now \$250 per tree if planted by the City, and the City recommends submittal of a separate Street Tree Plan to assist in the location, species, and total tree count.



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

LAND USE APPLICATION

SITE AND DESIGN REVIEW

General Type III

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

Applicant Name: VLMK Engineering + Design - Jennifer Kimura Phone: 503.222.4453
 Address: 3933 SW Kelly Avenue Email: jenniferk@vlmk.com
 City/State: Portland, Oregon Zip: 97239

Representative Name: Robert Evans Company - Ben Wiley Phone: 503.648.7805
 Address: 1505 NW 19th Avenue Email: _____
 City/State: Portland, Oregon Zip: 97209

Property Owner Name: Clifford Parsons, Trustee Phone: 503.209.3429
Signature: *Clifford Parsons Trustee*
 Address: PO Box 128 Email: cparsons@canby.com
 City/State: Canby, Oregon Zip: 97045

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

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

- ① All property owners represent they have full legal capacity to and hereby do authorize the filing of this application and certify that the information and exhibits herewith submitted are true and correct.
- ② All property owners understand that they must meet all applicable Canby Municipal Code (CMC) regulations, including but not limited to CMC Chapter 16.49 Site and Design Review standards.
- ③ All property owners hereby grant consent to the City of Canby and its officers, agents, employees, and/or independent contractors to enter the property identified herein to conduct any and all inspections that are considered appropriate by the City to process this application.

PROPERTY & PROJECT INFORMATION:

| | | |
|--|------------------------|--------------------------|
| <u>23625 S Mulino Road Canby, Oregon 97013</u> | <u>10.24</u> | <u>31E34 02400</u> |
| Street Address or Location of Subject Property | Total Size of Property | Assessor Tax Lot Numbers |
| <u>Farmland</u> | <u>M-1</u> | |
| Existing Use, Structures, Other Improvements on Site | Zoning | Comp Plan Designation |

Proposed construction of a 95,037 sf building and associated site work.
 Describe the Proposed Development or Use of Subject Property

| STAFF USE ONLY | | | | |
|-----------------|-----------------|-------------|-------------|-------------------|
| <u>DR 19-02</u> | <u>11-13-19</u> | <u>If</u> | <u>2106</u> | |
| FILE # | DATE RECEIVED | RECEIVED BY | RECEIPT # | DATE APP COMPLETE |



PROJECT NARRATIVE

| | | | |
|-------------------------|--|-------------------|------------------------------------|
| <i>Project Name:</i> | Caruso Produce | <i>Applicant:</i> | VLMK Engineering + Design |
| <i>Project Address:</i> | SE 4 th Avenue Canby, OR 97013 | <i>Contact:</i> | 503.222.4453 Jason Sahlin, VLMK |
| | | <i>Developer:</i> | Ben Wiley, Robert Evans Company |

OVERVIEW:

Caruso Produce is a distributor of fresh produce to local stores and vendors. Caruso will be relocating from Tualatin to Canby after outgrowing their current facility. This new state-of-the-art produce distribution facility will be approximately 90,000sf containing a combination of cooler storage, conditioned warehouse staging and loading areas along with an accessory office space to house 100% of the Caruso operations.

The development site is located within the Sequoia Industrial Park, bordered by SE 4th Ave. to the South and access to S. Walnut to the Northwest. Frontage along SE 4th Avenue will be dedicated to the City for Right-of-Way. City street improvements will include half street improvements to SE 4th Ave with an emergency access to Sequoia Parkway and connection to S. Mulino Road.

Building construction will include a concrete tilt-up building with panel relief and articulation along the street frontage as illustrated in the Building Elevations. Landscaping has been designed with a combination of trees, shrubs and groundcover to buffer the loading dock and yard area, as well as compliment and accentuate the building features.

Operations will occur over three shifts, operating 24 hours per day. 70 Employees are expected to be divided among the three shifts with minimal visitor traffic. Parking counts are more than twice what the facility demands but has been included to meet the City standards for parking.

VEHICLE ACCESS

The primary access will be two (2) 50ft wide driveway accesses from SE 4th Avenue. Existing access to S. Walnut Rd. will be maintained for pedestrian auto access as the current driveway is too narrow to accommodate truck traffic.

PARKING

The onsite parking is designed to accommodate the future needs of Caruso Produce. The current design includes the required minimum for onsite parking and loading as well as bicycle parking. The proposed design also includes a small seating area available for use by the public.

SITE UTILITIES

Water and sanitary service requirements for the new building will be limited to the fixtures serving the office and providing the required fire service for the new development. All utilities will be fed from S. Walnut Rd.

DESIGN CRITERIA REVIEW

The proposed use and building design meets or exceeds most all of the guidelines as outlined in the city development code for the land use Zone and the Overlay Zone.

An exception to the requirement for a second pedestrian access is requested due to the location of the office and pedestrian facilities. A second access from the SE corner of the building onto SE 4th Ave. is not feasible due to the long distance to travel to cross the truck aisle. A pedestrian access onto S. Walnut to the North is not feasible due to the limited width of the street frontage. The single pedestrian access is proposed to extend to SE 4th Avenue. A raised concrete pedestrian connection crossing the drive aisle will not hold up to heavy truck traffic and will create an unsafe maintenance issue. A single access via a striped pedestrian path is proposed.

An Exception to the maximum driveway width is proposed. As previously approved with adjacent developments, a 50ft wide driveway access is proposed in two (2) location along SE 4th Ave. The driveway is designed to City standards and will conform to all required ADA and sight distance requirements.



DESIGN CRITERIA RESPONSE

| | | | |
|-------------------------|--|-------------------|------------------------------------|
| <i>Project Name:</i> | Caruso Produce | <i>Applicant:</i> | VLMK Engineering + Design |
| <i>Project Address:</i> | SE 4 th Avenue Canby, OR 97013 | <i>Contact:</i> | 503.222.4453 Jason Sahlin, VLMK |
| | | <i>Developer:</i> | Ben Wiley, Robert Evans Company |

TABLE OF CONTENTS

Chapter 16.08 General Provisions4

 16.08.010 Compliance with title.....4

 16.08.010 Zoning map.....4

 16.08.040 Zoning of annexed areas.....5

 16.08.050 Prohibited parking.....5

 16.08.070 Illegally created lots.....5

 16.08.80 Area and yard reductions.....5

 16.08.90 Sidewalks required.....6

 16.08.100 Height allowances.....7

 16.08.110 Fences.....7

 16.08.115 Arbors.....9

 16.08.120 Siting and review process for Wireless Telecommunications Systems Facilities.....9

 16.08.130 Standard transportation improvements.....9

 16.08.140 Temporary vendor.....10

 16.08.150 Traffic Impact Study (TIS).....10

 16.08.160 Safety and Functionality Standards.....10

Chapter 16.10 Off-Street Parking and Loading.....12

 16.10.10 Off-street parking required – exceptions.....12

 16.10.20 Definitions.....12

 16.10.30 General requirements.....13

 16.10.040 Prohibited near intersections.....15

 16.10.050 Parking standards designated.....15

TABLE 16.10.050 15

16.10.60 Off-street loading facilities..... 16

16.10.70 Parking lots and access..... 17

16.10.080 Street tree plan. 26

16.10.90 Drive-up uses. 27

16.10.100 Bicycle Parking. 27

Chapter 16.32 M-1 Light Industrial Zone 28

16.32.10 Uses permitted outright. 28

16.32.20 Conditional uses. 29

16.32.30 Development standards..... 29

Chapter 16.35 I-O Canby Industrial Overlay Zone 31

16.35.010 Purpose. 31

16.35.20 Applicability..... 31

16.35.25 Pre-application review and conditions of approval..... 32

16.35.030 Uses permitted outright. 33

16.35.40 Conditional uses. 33

16.35.45 Prohibited uses. 35

16.35.50 Development standards..... 36

16.35.60 Design guidelines..... 39

16.35.70 I-O Design review matrix. 40

Chapter 16.42 SIGNS..... 41

Chapter 16.43 Outdoor Lighting Standards 41

16.43.40 Lighting Zones. 41

Table 16.43.040 Lighting Zone descriptions..... 42

16.43.60 Prohibited Light and Lighting. 42

16.43.70 Luminaire Lamp Lumens, Shielding, and Installation Requirements. 43

Table 16.43.070 – Luminaire Maximum Lumens and Required Shielding 44

16.43.80 Height Limits..... 44

Table 16.43.080 – Maximum Lighting Mounting Height in Feet 46

Figure 16.43.2: Mounting Height 46

16.43.090 Lighting Controls 46

16.43.100 Exceptions to Standards.....47

16.43.110 Lighting Plan Required47

Chapter 16.46 Access Limitations47

16.46.10 Number of units in residential development.....47

16.46.020 Ingress and egress.47

16.46.30 Access connection.....47

TABLE 16.46.30 Access Management Guidelines for City Streets*47

16.46.035 Restricted access.48

16.46.40 Joint and cross access.48

16.46.50 Nonconforming access features.....48

16.46.060 Amount of access points.49

16.46.70 Exception standards.49

16.46.80 State highway standards.....49

16.46.90 Shared access onto state highway.49

Chapter 16.49 Site and Design Review49

Chapter 16.50 Conditional Uses.....50

Chapter 16.89 Application and Review Procedures50

Chapter 16.120 Parks, Open Space, and Recreational Land50

16.120.010 Purpose50

16.120.20 Minimum standard for park, open space and recreation land50

16.120.30 Dedication procedures.....51

16.120.40 Cash in lieu of dedication of land51

16.120.050 Review procedure53

16.120.60 Partial credit for private park, open space and recreational facilities/areas:.....53

DESIGN CRITERIA RESPONSE

CHAPTER 16.08 GENERAL PROVISIONS

16.08.010 COMPLIANCE WITH TITLE.

No building, structure, or land shall hereafter be used or occupied, and no building, structure or part thereof shall hereafter be erected, constructed, reconstructed, moved or structurally altered contrary to the provisions of this title. No lot area, yard, or required off-street parking or loading area existing on or after the effective date of the ordinance codified in this title shall be reduced in area, dimension, or size below the minimums required by this title, nor shall any lot area, yard, or required off-street parking or loading area that is required by this title for one use be used to satisfy the lot area, yard, off-street parking or loading area requirement for any other use, except as may be provided in this title. (Ord. 740 section 10.3.05(A), 1984)

16.08.010 ZONING MAP.

- A. The location and boundaries of the zones designated in this division are established as shown on the map entitled "Zoning Map of the City of Canby" dated with the effective date of the ordinance codified in this title and signed by the Mayor and the city recorder and hereafter referred to as the zoning map.

***Findings:** The property is situated in the I-O Canby Industrial Area Overlay zone (Pioneer Industrial Park) which permits uses in the underlying M-1 zone. The M-1 Zone states in 16.32.010 that uses permitted outright in the M-1 Zone includes (A) "Manufacturing," (T) "Warehouse," and (X) "Business or Professional Office, When Related and Incidental to the Primary Industrial Uses of the Area."*

- B. The signed copy of the zoning map shall be maintained on file in the office of the city recorder and is made a part of this title. (Ord. 740 section 10.3.05(B), 1984)

16.08.030 ZONE BOUNDARIES.

Unless otherwise specified, zone boundaries are lot lines or the centerline of streets, railroad rights-of-way, or such lines extended. Where a zone boundary divides a lot into two or more zones, the entire lot shall be considered to be in the zone containing the greater lot area, provided the boundary adjustment is a distance of less than twenty feet. (Ord. 740 section 10.3.05(C), (1984)

***Findings:** This criterion does not apply to this project. The development property is not divided by a zone boundary.*

16.08.040 ZONING OF ANNEXED AREAS.

Zoning of newly annexed areas shall be considered by the Planning Commission in its review and by the Council in conducting its public hearing for the annexation. (Ord. 740 section 10.3.05(D), 1984)(Ord. 1294, 2008)

***Findings:** This criterion does not apply to this project. The proposed development has previously been annexed.*

16.08.050 PROHIBITED PARKING.

In addition to the provisions of the motor vehicle laws of Oregon regulating parking, no person shall park any vehicle, except an automobile, motorcycle, van or pickup truck rated no larger than one ton, on any public street or alley within any residential zone, except for an emergency or for the purpose of loading or unloading. (Ord. 740 section 10.3.05(E), 1984)

***Findings:** This criterion does not apply to this project. The proposed development is not located within a residential zone.*

16.08.070 ILLEGALLY CREATED LOTS.

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

***Findings:** The proposed development meets or exceeds these Required Conditions. The proposed development will occur on a lot that has been properly recorded in accordance with the statutes of governing jurisdictions.*

16.08.80 AREA AND YARD REDUCTIONS.

- A. When there are existing dwellings on the lots situated immediately to each side of a given lot and each of those neighboring lots has less than the required street yard depth, the street yard of the subject property may be reduced to the average street yard of those two abutting lots.

***Findings:** This criterion does not apply to this project. The proposed development does not propose the reduce the required yard depth.*

- B. When there is an existing dwelling situated on a lot immediately to either side of a given lot which fronts on the same street, and such existing dwelling has a street yard which is less than half of that required in the zone, the street yard of the subject property may be reduced to a depth which is halfway between that normally required in the zone and that of the existing dwelling on the neighboring lot.

***Findings:** This criterion does not apply to this project. The proposed development does not propose the reduce the required yard depth.*

- C. If, on the effective date of the ordinance codified in this title, a lot or the aggregate of contiguous lots held in a single ownership has less than the required area or width, the lot or lots may be occupied by a permitted use subject to the other requirements of the zone; provided that if the deficiency is one of area, residential uses shall be limited to single-family dwellings; and further provided that if the deficiency is one of width, each required interior yard may be reduced by one foot for each four feet of deficient width. In no case, however, shall such reduction result in an interior yard of less than five feet.

Findings: *This criterion does not apply to this project. The proposed development does not propose to reduce the required yard area.*

- D. Where two or more contiguous substandard recorded lots are in common ownership and are of such size to constitute at least one conforming zoning lot, such lots or portions thereof shall be so joined, developed, and used for the purpose of forming an effective and conforming lot or lots. Such contiguous substandard lots in common ownership shall be considered as being maintained in common ownership after the effective date of the ordinance codified in this title for zoning purposes. (Ord. 740 section 10.3.05(H), 1984; Ord. 1237, 2007)

Findings: *This criterion does not apply to this project. The proposed development does not include multiple contiguous lots with the same owner. The development site lies completely within a conforming zone lot.*

16.08.90 SIDEWALKS REQUIRED.

- A. In all commercially zoned areas, the construction of sidewalks and curbs (with appropriate ramps for the handicapped on each corner lot) shall be required as a condition of the issuance of a building permit for new construction or substantial remodeling, where such work is estimated to exceed a valuation of twenty thousand dollars, as determined by the building code. Where multiple permits are issued for construction on the same site, this requirement shall be imposed when the total valuation exceeds twenty thousand dollars in any calendar year.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes City standard sidewalks, curbs and ramps.*

- B. The Planning Commission may impose appropriate sidewalk and curbing requirements as a condition of approving any discretionary application it reviews. (Ord. 740 section 10.3.05(I), 1984)

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes City standard sidewalks, curbs and ramps.*

16.08.100 HEIGHT ALLOWANCES.

The following types of structures or structural posts are not subject to the building height limitations: chimneys, cupolas, tanks, church spires, belfries, derricks, fire and hose towers, flagpoles, water tanks, elevators, windmills, utility poles and other similar projections. The height of wireless telecommunications systems facilities shall be in accordance with section 16.08.120. (Ord. 740 section 10.3.05(J), 1984; Ord. 981 section 18, 1997)

Findings: *This criterion does not apply to this project. The proposed development does not include any of the above listed exceptions to the height limitations. If such an item is desired by the owner, it is understood that as part of this section it will be allowed.*

16.08.110 FENCES.

- A. Fences not more than three and one-half feet in height may be constructed within the street setbacks of any R-1, R-1.5, R-2 or C-1 zone. Fences not more than six feet in height may be constructed in any interior yard, rear yard, or street yard along an alley; provided, however, that in no case shall a fence be constructed in violation of the requirements of a vision clearance area.

Findings: *This criterion does not apply to this project. The proposed development does not lie within the above listed zones.*

- B. On corner lots, the 3.5-foot height limit will apply within the required setback along both street-facing yards.

Findings: *This criterion does not apply to this project. The proposed development does not lie on a corner lot.*

- C. No more than one row of fencing is allowed within a required street yard setback.

Findings: *The proposed development meets or exceeds these Required Conditions. A single row of fencing is proposed.*

- D. The Planning Commission may require sight-blocking or noise mitigating fences for any development it reviews.

Findings: *The proposed development meets or exceeds these Required Conditions. Screening of parking and loading areas shall be achieved with landscape buffers as required. It is understood that the Planning Commission may require a fence.*

- E. Fences of up to eight feet in height are permitted for any development in C-2, C-M, M-1 or M-2, or Planned Unit Development zones

Findings: *This criterion does not apply to this project. The proposed development does not lie within one of the listed zones.*

- F. No fence/wall shall be constructed throughout a subdivision, planned unit development or be part of a project that is/was subject to site and design review approval where the effect or purpose is to wall said project off from the rest of the community unless reviewed and approved by the Planning Commission. (Ord. 890 section 8, 1993; Ord. 740 section 10.3.05(K), 1984; Ord. 955 section 2, 1996; Ord. 981 section 43, 1997)

Findings: *This criterion does not apply to this project. The proposed development does not propose to construct any wall or fence for the purpose of 'walling' off the development from the rest of the City.*

- G. In all zones, private fences along a public pedestrian/bicycle pathway shall comply with the following in order to provide security and visibility for pathway users while maintaining privacy for the residence.
1. Fencing installed as part of a new subdivision shall comply with either (a) or (b) below.
 2. Fencing installed by a property owner on an individual lot shall comply with either (a), (b), or (c) below.
 - a. Solid fencing shall be no greater than four (4) feet in height; or
 - b. Fencing shall be constructed with black open wire material, wooden slats, or some other material that allows visual access between the pathway and adjacent uses; or
 - c. Solid fencing shall be set back at least three (3) feet from the property line that abuts the pathway. (Ord 1338, 2010)

Findings: *This criterion does not apply to this project. The proposed development does not include any fencing along the public pedestrian/bicycle pathway.*

- H. Use of hazardous materials.
Fences and walls shall not be constructed of or contain any material which will do bodily harm, such as electric or barbed wire, razor wire, broken glass, spikes, or any other hazardous or dangerous material, except as follows:
- a. Barbed wire or electrified fences enclosing livestock are permitted in any zone permitting farm use. Electrified fences shall be posted or flagged at not less than 25-foot intervals with clearly visible warnings of the hazard when adjacent to developed areas.

- b. In commercial and industrial zones barbed wire is permitted attached to the top of a fence that is at least six foot in height above grade; provided, that barbed wire shall not extend over a street, sidewalk, alley or roadway. The attached barbed wire shall be placed at least six inches above the top of the fence. (Ord. 890 section 8, 1993; Ord. 740 section 10.3.05(K), 1984; Ord. 955 section 2, 1996; Ord. 981 section 43, 1997; Ord. 1338, 2010; Ord. 1514, 2019)

Findings: *The proposed development meets or exceeds these Required Conditions. Proposed fencing will be a chain link type with the possibility of barbed wire at the top as permitted in this section.*

16.08.115 ARBORS

- A. Arbors that are constructed of proper design (height and setbacks) and in accordance with, the design standards of the particular zone where it is located are allowed with the following limitations:
 1. Arbors shall be stand-alone structures and shall not be attached to a fence.
 2. The arbor shall not exceed eight feet in height and shall maintain a five foot setback from the property line.
 3. If the vegetation becomes too full or too high, the owner is financially responsible to rectify the situation, and to maintain the vegetation, and arbor;
 4. The primary purpose of the arbor is to support and sustain foliage/vegetation, provide shade, recreational space, and ascetic amenity. (Ord. 1514, 2019)

Findings: *This criterion does not apply to this project. The proposed development does not include any proposed Arbors.*

16.08.120 SITING AND REVIEW PROCESS FOR WIRELESS TELECOMMUNICATIONS SYSTEMS FACILITIES.

Findings: *This criterion does not apply to this project. The proposed development does not include any proposed wireless telecommunications facilities.*

16.08.130 STANDARD TRANSPORTATION IMPROVEMENTS.

- A. Pursuant to the Transportation Planning Rule, projects that are specifically identified in the Canby Transportation System Plan, for which the City has made all the required land use and

goal compliance findings, are permitted outright and subject only to the standards established by the Transportation System Plan. This section pertains to additional transportation projects that may not be identified in the Canby Transportation System Plan, and whether the use is permitted outright or permitted subject to the issuance of a conditional use permit.

Findings: *The proposed development meets or exceeds these Required Conditions. SE 4th Avenue will be extended East to connect with S Mulino Rd. Emergency fire access will be maintained West onto Sequoia Parkway with no through traffic allowed.*

16.08.140 TEMPORARY VENDOR.

Any person who exhibits goods or services for sale or for offer in a temporary manner on private property, from a vehicle, trailer, tent, canopy, shipping container, or other temporary structure, or from one's person or displayed on the ground or off the ground, shall first obtain permit approval in compliance with the following standards, and shall operate in compliance with this section and with all other applicable sections of the Canby Municipal Code.

Findings: *This criterion does not apply to this project. The proposed development does not include any proposed Temporary Vendors as identified by this section.*

16.08.150 TRAFFIC IMPACT STUDY (TIS).

Findings: *The proposed development meets or exceeds these Required Conditions. The completed Traffic Impact Study is included with this submittal.*

16.08.160 SAFETY AND FUNCTIONALITY STANDARDS.

The City will not issue any development permits unless the proposed development complies with the city's basic transportation safety and functionality standards, the purpose of which is to ensure that development does not occur in areas where the surrounding public facilities are inadequate. Upon submission of a development permit application, an applicant shall demonstrate that the development property has or will have the following:

- A. Adequate street drainage, as determined by the city.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes design for adequate street drainage.*

- B. Safe access and clear vision at intersections, as determined by the city.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes design for safe and clear vision at entrances and exits.*

- C. Adequate public utilities, as determined by the city.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes design adequate public utilities.*

- D. Access onto a public street with the minimum paved widths as stated in Subsection E below.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes design of half street improvements to the City Design Standards.*

- E. Adequate frontage improvements as follows:

1. For local streets and neighborhood connectors, a minimum paved width of 16 feet along the site's frontage.

Findings: *This criterion does not apply to this project. The proposed development does not front a local or neighborhood connector street.*

2. For collector and arterial streets, a minimum paved width of 20 feet along the site's frontage.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes design of half street improvements to the City Design Standards.*

3. For all streets, a minimum horizontal right-of-way clearance of 20 feet along the site's frontage.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes design of half street improvements to the City Design Standards.*

- F. Compliance with mobility standards identified in the TSP. If a mobility deficiency already exists, the development shall not create further deficiencies. (Ord 1340, 2011)

Findings: *The proposed development meets or exceeds these Required Conditions. A mobility deficiency has not been created.*

CHAPTER 16.10 OFF-STREET PARKING AND LOADING

16.10.10 OFF-STREET PARKING REQUIRED – EXCEPTIONS.

- A. At the time of establishment of a new structure or use, change in use, or change in use of an existing structure, within any planning district of the city, off-street parking spaces and off-street loading berths shall be as provided in this and following sections, unless greater requirements are otherwise established by the conditional use permit or the site and design review process, based upon clear and objective findings that a greater number of spaces are necessary at that location for protection of public health, safety and welfare. A lesser number of spaces may be permitted by the Planning Commission based on clear and objective findings that a lesser number of parking spaces will be sufficient to carry out the objective of this section.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development will meet or exceed the parking requirements of this section.*

- B. No off-street parking shall be required for any use permitted outright within the C-1 zone in the rectangular area bounded by N. Ivy Street on the east, NW First Avenue on the south, N. Elm Street on the west, and NW Third Avenue on the north.

Findings: *This exception does not apply to this project. The proposed development does not lie within the C-1 zone.*

- C. At the time of enlargement of an existing structure or use, the provisions of this section shall apply to the enlarged structure or use only. (Ord. 1304, 2009; Ord. 1237, 2007; Ord. 890 section 9, 1993; Ord. 872, 1992; Ord. 854 section 2, 1991; Ord. 848, Part V, section 1, 16.10.010(A)(B), 1990)

Findings: *This exception does not apply to this project. The proposed development does not contain any existing structures.*

16.10.20 DEFINITIONS.

- A. **Floor Area.** Except where otherwise specified, the floor area measured shall be the gross floor area of the building primary to the function of the particular use of the property other than space devoted to off-street parking or loading.
- B. **Employees.** Where employees are specified, the term shall apply to all persons, including proprietors, working on the premises during the peak shift. (Ord. 854 section 2, 1991; Ord. 848, Part V, section 1, 16.10.020(A)(B), 1990)

16.10.30 GENERAL REQUIREMENTS.

- A. Should the owner or occupant of a structure change the use to which the building is put, thereby increasing parking or loading requirements, the increased parking/loading area shall be provided prior to commencement of the new use.

Findings: *This criterion does not apply to this project. There is no existing use identified. All minimum parking will be determined by this use. Any future change in use will conform to the requirements of this section.*

- B. Parking and loading requirements for structures not specifically listed herein shall be determined by the City Planner, based upon requirements of comparable uses listed.

Findings: *The proposed development meets or exceeds these Required Conditions. Parking and loading requirements are listed for the proposed use.*

- C. In the event several uses occupy a single structure, the total requirements for off- street parking shall be the sum of the requirements of the several uses computed separately. If the applicant can demonstrate that the uses do not have overlapping parking needs (based on days and hours of operation) and can share parking, the total requirement for combined uses may be reduced by up to 60 percent.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development will calculate parking using separated uses including Office and Warehouse/Storage. Adequate parking has been supplied for the overlap during shift change and additional spaces are not necessary.*

- D. Off-street parking spaces for dwellings shall be located on the same lot, or adjacent lot, with the dwelling. Parking spaces located within an on-site garage shall count toward the minimum parking requirement for residential uses. Other required parking spaces may be located on a separate parcel, provided the parcel is not greater than five hundred (500) feet from the entrance to the building to be served, measured along the shortest pedestrian route to the building. The applicant must prove that the parking located on another parcel is functionally located and that there is safe vehicular and pedestrian access to and from the site.

Findings: *This criterion does not apply to this project. The proposed development does not contain and proposed dwellings.*

- E. Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development will ensure that required parking spaces will remain available for the parking of operable passenger automobiles customers and that required spaces for patrons and employees and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business.*

- F. Institution of on-street parking shall not be allowed for off-street parking, where none is previously provided, and shall not be done solely for the purpose of relieving crowded parking lots in commercial or industrial planning districts.

Findings: *This criterion does not apply to this project. The proposed development does not propose the use of on-street parking.*

- G. Parking facilities may be shared by users on adjacent parcels if all of the following standards are met, or the Planning Commission determines a lesser combination meets the intent of the ordinance:

1. One of the parcels has excess parking spaces, considering the present use of the property; and the other parcel lacks sufficient area for required parking spaces. Excess parking spaces can be determined by considering when the uses need the parking spaces, such as time of day or day of week.
2. The total number of parking spaces meets the standards for the sum of the number of spaces that would be separately required for each use. If the applicant can demonstrate that the uses do not have overlapping parking needs (based on days and hours of operation) and can share parking, the total requirement for combined uses may be reduced by up to 60 percent.
3. Legal documentation, to the satisfaction of the City Attorney, shall be submitted verifying present use of the excess parking area on one lot by patrons of the uses deficient in required parking areas.
4. Physical access between adjoining lots shall be such that functional and reasonable access is provided to uses on the parcel deficient in parking spaces.
5. Adequate directional signs shall be installed specifying the joint parking arrangement.

Findings: *This criterion does not apply to this project. The proposed development does not propose to share parking facilities with the adjacent parcels.*

H. The number of vehicular spaces required in Table 16.10.050 may be reduced by up to 10% if one of the following is demonstrated to the satisfaction of the Planning Director or Planning Commission:

1. Residential densities greater than nine units per gross acre (limit parking to no less than one space per unit for multi-family structures); or
2. The proposed development is pedestrian-oriented by virtue of a location which is within convenient walking distance of existing or planned neighborhood activities (such as schools, parks, shopping, etc.) and the development provides additional pedestrian amenities not required by the code which, when taken together, significantly contribute to making walking convenient (e.g., wider sidewalks, pedestrian plazas, pedestrian scale lighting, benches, etc.). (Ord. 890 section 10, 1993; Ord. 854 section 2 [part], 1991; Ord. 848, Part V, section 16.10.030, 1990; Ord. 1043 section 3, 2000; Ord. 1338, 2010)

Findings: *This criterion does not apply to this project. The proposed development does not propose any reductions to the minimum required number of parking spaces.*

16.10.040 PROHIBITED NEAR INTERSECTIONS.

In no case will off-street parking be allowed within a vision clearance area of an intersection. (Ord. 740 section 10.3.10(D), 1984)

Findings: *This criterion does not apply to this project. The proposed development does not propose the use of on-street parking.*

16.10.050 PARKING STANDARDS DESIGNATED.

The parking standards set out in Table 16.10.050 shall be observed. (Ord. 854 section 2, [part], 1991; Ord. 848 section 1, 16.10.050, 1990; Ord. 740 section 10.3.10(E), 1984; Ord. 981 section 20, 1997)

TABLE 16.10.050

Off-street Parking Provisions - The following are the minimum standards for off-street vehicle parking:

| USE | PARKING REQUIREMENT |
|----------------|--|
| Industrial: | |
| b. Warehousing | 2.00 spaces per 1,000 gross square feet of office space, plus 1.00 space per 1,000 gross square feet of non-office warehousing space. Minimum of 5 parking spaces overall. |

(Ord 1296, 2008, Ord. 1338, 2010)

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development will calculate parking using warehouse as the primary use with accessory office as listed in the above table.*

16.10.60 OFF-STREET LOADING FACILITIES

- A. The minimum number of off-street loading berths for commercial and industrial uses is as follows:

| SQUARE FEET OF FLOOR AREA | NUMBER OF BERTHS |
|----------------------------------|-------------------------|
| 60,000 and over | 3 |

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes 30 loading berths that will all meet the requirements of this section.*

- B. Loading berths shall conform to the following minimum size specifications:

- 2. Industrial uses – 12’ x 60’
- 3. Berths shall have an unobstructed minimum height of 14’.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes 30 loading berths that will all meet the requirements of this section.*

- C. Required loading areas shall be screened from public view, from public streets, and adjacent properties by means of sight-site obscuring landscaping, walls or other means, as approved through the site and design review process.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed loading berths located along SE 4th Avenue will be screened from public view with the use of berms and dense landscaping via a combination of trees and shrubs.*

- D. Required loading facilities shall be installed prior to final building inspection and shall be permanently maintained as a condition of use.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed loading facilities will be installed prior to final building inspection and will be permanently maintained.*

- E. A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children shall be located on the site of a school or day care center having a capacity greater than twenty-five (25) students.

Findings: *This criterion does not apply to this project. The proposed development does not propose any schools or daycare centers.*

- F. The off-street loading facilities shall, in all cases, be on the same lot or parcel as the structure they are intended to serve. In no case shall the required off-street loading spaces be part of the area used to satisfy the off-street parking requirement.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed loading facilities are designed to be located adjacent to the building on the site and clear of the on-site parking lot.*

- G. The Planning Commission may exempt a building from the loading berth requirement, or delay the requirement, based on findings that loading berths are not needed for a particular building or business. (Ord. 854 section 2[part], 1991; Ord. 848, Part V, section 1, 16.10.060, 1990; Ord. 1237, 2007)

Findings: *This exception is not needed. The proposed development meets or exceeds the required loading berth requirements.*

16.10.70 PARKING LOTS AND ACCESS.

- A. **Parking Lots.** A parking lot, whether as accessory or principal use, intended for the parking of automobiles or trucks, shall comply with the following:

- 1. Parking lot design shall comply with the dimensional standards set forth in Figure 1 of this section.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development has designed the parking lot to comply with the dimensional standards per figure 1 of this section.*

- 2. Parking stalls of eight (8) feet in width and sixteen (16) feet in length for compact vehicles may comprise up to a maximum of thirty (30) percent of the total number of parking stalls. Such parking stalls shall be marked "Compact Parking only" either on the parking surface or on a sign in front of the parking stalls.

Findings: *This criterion does not apply to this project. The proposed development does not propose any compact parking spaces.*

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

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development has designed the parking lot to be fully paved with asphalt throughout.*

- a. The Planning Director or Planning Commission may approve the use of an engineered aggregate system for outdoor storage and/or non-required parking areas provided that the applicant can demonstrate that City Standards related to:
 - i. minimizing dust generation,
 - ii. minimizing transportation of aggregate to city streets, and
 - iii. minimizing infiltration of environmental contaminants including, but not limited to, motor oils, fuels, volatile organic compounds (e.g. benzene, toluene, ethylbenzene, xylene), and ethylene glycol are met.

The decision maker may impose conditions as necessary to meet City Standards.

Findings: *This criterion does not apply to this project. The proposed development does not propose any engineered aggregate systems.*

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

Findings: *The proposed development has increased onsite water infiltration that will keep a majority of surface water onsite. Landscape minimums have been met and a large undeveloped area will exist to the East of the proposed development area. No permeable asphalt is proposed due to the costs of ongoing maintenance.*

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

- a. For a minimum of 20 feet from the right-of-way line back into the private property to prevent debris from entering public streets, and
- b. To within 150 feet of all portions of the exterior wall of the first story of any structure(s) served by the driveway to ensure fire and emergency service provision.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development has designed the driveways to be paved with concrete and asphalt to the full width and depth to meet the requirements outlined in this section.*

5. Except for parking to serve residential uses, parking areas adjacent to or within residential planning districts or adjacent to residential uses shall be designed to minimize disturbance of residents. Artificial lighting, which may be provided, shall be so deflected as not to shine or create glare in any residential planning district or on any adjacent dwelling, or any street right-of-way in such a manner as to impair the use of such way.

Findings: *This criterion does not apply to this project. The proposed development is not adjacent to a residential planning district or use.*

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

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development has designed the parking lot as to not require backing movements within a street right-of-way.*

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

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development has designed the parking area to have one-way flow around the building in a counter clock-wise direction. The drive aisle has been enlarged to accommodate vehicle traffic as required with an industrial use. Vehicle and pedestrian traffic has been designed to be separate from the flow of the industrial truck traffic to maximize safety concerns.*

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

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development has designed the parking facilities to include the use of parking bumpers to prevent cars from encroaching on the adjacent landscaped areas or adjacent pedestrian walkways. No parking is located along the right-of-way that would require such provisions.*

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

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development has designed the accessible parking to meet the requirements of ORS 447.233 and all Oregon Structural Specialty Code requirements.*

B. Access.

1. The provision and maintenance of vehicular and pedestrian ingress and egress from private property to the public streets as stipulated in this ordinance are continuing requirements for the use of any structure or parcel of real property in the City of Canby. No building permit or other permits shall be issued until scale plans are presented that show how the ingress and egress requirement is to be fulfilled. Should the owner or occupant of a lot or building change the use to which the lot or building is put, thereby increasing ingress and egress requirements, it shall be unlawful and a violation of this ordinance to begin or maintain such altered use until the required increase in ingress and egress is provided.

Findings: *The proposed development meets or exceeds these Required Conditions. With the proposed development, the Engineer will submit design drawings to the City that demonstrate how the requirements of this section will be met. In the event that any modifications are to be made with future development, it is understood that revised drawings would need to be re-submitted and approved as required.*

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

Findings: This criterion does not apply to this project. The proposed development is not adjacent to another development that would agree to utilize a shared access. Discussions regarding shared access at S. Walnut will continue with future development of adjacent parcels.

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

Findings: The proposed development meets or exceeds these Required Conditions. The proposed development proposes three (3) ingress/egress driveways accesses connecting directly with public streets.

4. Vehicular access for residential uses shall be brought to within fifty (50) feet of the ground floor entrances or the ground floor landing of a stairway, ramp or elevator leading to dwelling units.

Findings: This criterion does not apply to this project. The proposed development does not contain any residential uses.

5. Required sidewalks shall extend from the ground floor entrances or the ground floor landing of a stairs, ramps or elevators to the sidewalk or curb of the public street or streets that provide the required access and egress.

Findings: The proposed development meets or exceeds these Required Conditions. The proposed development has designed the City sidewalk within the right-of-way to be connected to the front entrances via concrete sidewalk and a single stripped pedestrian access path across the drive aisle adjacent to the parking lot to provide safe access to the building.

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

Findings: The proposed development meets or exceeds these Required Conditions. The proposed development has designed the City sidewalk within the right-of-way to be

constructed to meet the City design standards. Per City Comments during the Pre-Application Conference, City sidewalk is to be constructed for the full frontage of the property along SE 4th Avenue. Curb and gutter will join the sidewalk at both ends, with the sidewalk to be extended with future development of the neighboring parcels (by others).

- The standards set forth in this ordinance are minimum standards for access and egress, and may be increased through the site and design review process in any particular instance where the standards provided herein are deemed insufficient to protect the public health, safety and general welfare. (Ord. 890 section 12, 1993; Ord. 1237, 2007; Ord. 1338, 2010)

| Minimum Access Requirements | | | |
|---|--|-----------------------------|---|
| 16.10.070(B)(10): Minimum access requirements for industrial uses - ingress and egress for industrial uses shall not be less than the following: | | | |
| <i>Parking spaces required</i> | <i>Minimum number of accesses required</i> | <i>Minimum access width</i> | <i>Sidewalks & curbs (in addition to driveways)</i> |
| 1-250 | 1 | 24 feet | Curbs required; sidewalks on one side minimum |
| Over 250 | As required by Public Works Director | | |

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes three (3) accesses with widths greater than 24ft.*

- One-Way Ingress or Egress – Way Ingress or Egress – When approved through the site and design review process, one-way ingress or egress may be used to satisfy the requirements of subsection (H), (I) and (J). However, the hard surfaced pavement of one-way drives shall not be less than twelve (12) feet for multi-family residential, commercial or industrial uses.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes two (2) one-way accesses, both will be larger than the minimum of twelve (12) feet as required.*

- Maximum driveway widths and other requirements except for single-family dwellings [see subsection (d) below]:

- a. Access to private property shall be permitted with the use of driveway curb cuts. The access points with the street shall be the minimum necessary to provide access while not inhibiting the safe circulation and carrying capacity of the street. Driveways shall meet all applicable guidelines of the Americans with Disabilities Act (ADA). Driveway distance shall be measured from the curb intersection point [as measured for vision clearance area (16.04.670)]. Distances to an intersection shall be measured from the stop bar at the intersection.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development driveway has been designed for industrial truck traffic to be 50 feet wide to provide safe turning movements without crossing lanes of traffic. ADA approved ramps are included on either side of all driveways.*

- b. Driveways shall be limited to one per property except for certain uses which include large commercial uses such as large box stores, large public uses such as schools and parks, drive through facilities, property with a frontage of over 250-feet and similar uses.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development has provided (2) driveway accesses off SE 4th Avenue. One driveway will be used primarily for pedestrian traffic, but will also provide full circulation of the site allowing trucks to safely enter and exit the site without a back-up of traffic.*

- c. Double frontage lots and corner lots may be limited to access from a single street, usually the lower classification street. Single family residential shall not have access onto arterials, and shall have access onto collectors only if there is no other option.

Findings: *In addition to the (2) driveways onto SE4th Avenue an additional existing access will be maintained to the North onto S. Walnut. This access will be primarily used for pedestrian traffic and smaller delivery vehicles due to the limited width of 24 feet.*

- d. If additional driveways are approved by the City Administrator or designee, a finding shall be made that no eminent traffic hazard would result and impacts on through traffic would be minimal. Restrictions may be imposed on additional driveways, such as limited turn movements, shared access between uses, closure of existing driveways, or other access management actions.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed driveways have been designed in accordance with the approval of the City Staff.*

An accompanying Traffic Impact Study will demonstrate that no traffic hazards will be created.

- e. Within commercial, industrial, and multi-family areas, shared driveways and internal access between similar uses are encouraged to reduce the access points to the higher classified roadways, to improve internal site circulation, and to reduce local trips or movements on the street system. Shared driveways or internal access between uses will be established by means of common access easements at the time of development.

Findings: *The proposed development does not include any shared driveways at this time. There are no adjacent developments or existing easements to which a shared access could be agreed upon or utilized.*

- f. Driveway widths shall be as shown on the following table.

Driveway Widths (Minimum/Maximum, Ft.)

| Street Classification | Res. | Comm. | Ind. |
|------------------------------|-------------|--------------|-------------|
| Arterial: | NA (1) | 12/36 | 12/36 |
| Industrial: | NA (1) | 12/36 | 12/36 |
| Collector: | 12/24 (2) | 12/36 | 12/36 |
| Neighborhood Route: | 12/24 (2) | 12/36 | 12/36 |
| Local: | 12/24 (2) | 12/36 | 12/36 |
| Cul-de-sac: | 12/24 (2) | 12/36 | 12/36 |
| Public Alley | 12/24 (2) | NA | NA |

Res. = Residential
 Zone Comm. =
 Commercial Zone
 Ind. = Industrial Zone

- Notes:** **(1) Special conditions may warrant access.**
 (2) 28' maximum width for 3-car garage.

Findings: *The proposed development proposes to apply for an exception to the minimum driveway width of 36ft along SE 4th Avenue. Previous developments in the area, located along similar collector streets have been approved to increase the driveway widths up to the proposed width of 50 feet.*

- g. Driveway spacing shall be as shown in the following table.

Minimum Driveway Spacing

| <u>Street Classification</u> | <u>Intersection</u> | <u>Driveway</u> |
|-------------------------------------|----------------------------|------------------------|
| Arterial (2) | 330' (1) | 330' (1) |
| Industrial Streets (2) | 100' (1) | 100' (1) |
| Collector (2) | 100' (1) | 100' (1) |
| Neighborhood Route | 50' (1)(3) | 10' |
| Local (all) | 50' (1)(3) | 10' |
| Cul-de-sac | 50' (1)(3) | 10' |
| Public Alley | 50' (1)(3) | |

- Notes:
- (1) Minimum distance or no closer than 60% of parcel frontage unless this prohibits access to the site, in which case City Administrator or designee may approve a deviation.
 - (2) Direct access to this street will not be allowed if an alternative exists or is planned.
 - (3) For single-family residential houses, the minimum distance between driveways and an intersection shall be thirty (30) feet.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed driveways are spaced more than 500 feet apart and more than 300 feet from an intersection.*

- h. Curb cuts shall be a minimum of five feet from the property line, unless a shared driveway is installed. Single driveways may be paved up to an adjacent property line but shall maintain a five (5) foot separation from the side property line where the driveway enters the property. Driveways shall not be constructed within the curb return of a street intersection. Deviations may be approved by the City Administrator or designee.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed driveways are spaced more than 75 feet from the adjacent property lines.*

- i. For roads with a classification of Collector and above, driveways adjacent to street intersections shall be located beyond the required queue length for traffic movements at the intersection. If this requirement prohibits access to the site, a driveway with restricted turn movements may be permitted.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed driveways are located beyond the required queue length for traffic movements at the intersections at S Mulino Road and Sequoia Parkway.*

- j. Multi-family access driveways will be required to meet the same access

requirements as commercial driveways if the multi-family site generated 100 or more trips per day.

Findings: *This criterion does not apply to this project. The proposed development does not contain any multi-family driveways.*

- k. For circular type driveways, the minimum distance between the two driveway curb cuts on one single-family residential lot shall be thirty (30) feet. (Ord. 1514, 2019)

Findings: *This criterion does not apply to this project. The proposed development does not contain any residential type circular driveways.*

- 10. When considering a public facilities plan that has been submitted as part of site and design review plan in accordance with this ordinance, the city Public Works Supervisor may approve the location of a driveway closer than fifty (50) feet from the intersection of collector or arterial streets, based on written findings of fact in support of the decision. Said written approval shall be incorporated into the recommended decision of the City Planner for the site and design review plan under the process set forth.

Findings: *This criterion does not apply to this project. The proposed development does not contain any facilities with this application.*

- 11. Where an existing alley is 20 feet or less in width, the property line setback abutting the alley shall increase to provide a minimum of 24 feet for maneuvering and backing movements from, garages, carports, or parking areas. (Ord. 890 section 12, 1993; Ord. 872, 1991; Ord. 854 section 2 [part], 1991; Ord 848, Part V, section 16.10.070 (A)(B) 1990; Ord. 955 section 3 & 4 1996; Ord. 981 section 44, 1997; Ord. 1019 section 5, 1999; Ord 1237, 2007; Ord. 1514, 2019)

Findings: *This criterion does not apply to this project. The proposed development does not contain an alley.*

16.10.080 STREET TREE PLAN.

A Street Tree Plan can be provided in lieu of meeting the requirement of planting a tree every 30 lineal feet of street frontage as stated in Ordinance 1385 Exhibit B. The Street Tree Plan can compensate for driveways, utilities, or other obstructions that inhibit the 30 foot spacing requirement. The requirement for the planting of street trees is required under Chapter 12.32 CMC. (Ord. 854, 1991; Ord. 848, Part VI, section 1, 1990; Ord. 1514, 2019)

Findings: *The proposed development meets or exceeds these Required Conditions. The landscaping design submitted with application includes the planting of street trees as required.*

16.10.90 DRIVE-UP USES.

Findings: *This criterion does not apply to this project. The proposed development does not contain any drive-up uses.*

16.10.100 BICYCLE PARKING.

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

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

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes bicycle racks to be constructed to meet the requirements of this section.*

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

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes bicycle racks to be constructed near the main entrance to meet the requirements of this section.*

- C. Number of spaces: The bicycle parking standards set out in Table 16.10.100 shall be observed. (Ord. 1019 section 1, 1999; Ord. 1076, 2001)

TABLE 16.10.100 BICYCLE PARKING STANDARD

| LAND USE CATEGORY | MINIMUM REQUIRED BICYCLE PARKING SPACES |
|---------------------|---|
| Offices | 2, or 1 space per 1000 ft ² , whichever is greater |
| Industrial Park | 2, or .1 space per 1000 ft ² , whichever is greater |
| Warehouse | 2, or .1 space per 1000 ft ² , whichever is greater |
| Manufacturing, etc. | 2, or .15 space per 1000 ft ² , whichever is greater |

NOTES:

Each individual use needs to be evaluated for bicycle parking – e.g., a commercial accessory use in an industrial district may have different requirements than the industrial uses around it. Similarly, in mixed-use developments, the amount of each use and required bicycle parking needs" evaluation. Finally, within each use category one needs to consider the different user categories - residents, employees, customers, etc. - and parking requirements for each.

(Ord. 1019 section 1, 1999; Ord. 1043 section 3, 2000; Ord. 1076, 2001)

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development has identified seven (13) bicycle parking spaces are required. This minimum may be expanded in order substitute for the on-site vehicle parking requirement at the discretion of the Planning Commission or Staff.*

CHAPTER 16.32 M-1 LIGHT INDUSTRIAL ZONE

16.32.10 USES PERMITTED OUTRIGHT.

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

- A. Manufacturing, fabricating, processing, compounding, assembling or packaging of products made from previously prepared materials such as cloth, plastic, paper, metal, wood (but not including sawmills or lumber mills), the operation of which will not result in
 - 1. The dissemination of dusts, gas, smoke, fumes, odors, atmospheric pollutants or noise which exceed Oregon Department of Environmental Quality standards
 - 2. Danger by reason of fire, explosion or other physical hazard;
 - 3. Unusual traffic hazards;

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes uses as outlined in this section. BBC Steel processes steel for various uses including, fabrication of custom steel elements, laser, burning, cutting, shearing, rolling and other fabricating methods*

- T. Warehouse

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes uses as outlined in this section. Caruso Produce is a wholesale produce distributor.*

- U. Wholesale distribution, including warehousing and storage;

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes uses as outlined in this section. Caruso Produce is a wholesale produce distributor.*

- X. Business or professional office, when related and incidental to primary industrial uses of the area;

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes the design of an accessory office to serve the primary use of warehouse storage and manufacturing.*

16.32.20 CONDITIONAL USES.

Findings: *This criterion does not apply to this project. The proposed development does not propose any conditional uses as outlined in the City of Canby Development Code.*

16.32.30 DEVELOPMENT STANDARDS.

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

- A. Minimum lot area: five thousand square feet;

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development area is greater than the minimum of five thousand square feet.*

- B. Minimum width and frontage: fifty feet;

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development area has frontage greater than the minimum of fifty feet.*

- C. Minimum yard requirements:

1. Street yard: twenty feet where abutting Highway 99-E and S. Ivy Street. Gas station canopies shall be exempted from the twenty foot setback requirements. Remaining property none, except ten feet where abutting a residential zone. Sign setbacks along Highway 99-E and S. Ivy Street are to be measured from the face of the curb rather than the lot line. Where no curb exists, the setback shall be measured from the property line.

Other than signs which are nonconforming structures and street banners which have been approved per the requirements of the Uniform Sign Code, no signs will be allowed to be located within, or to project over, a street right-of-way.

Findings: *This criterion does not apply to this project. The proposed development is not located along HWY 99-E or S. Ivy Street*

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

Findings: *This criterion does not apply to this project. The proposed development is not adjacent to a residential zone.*

3. Rear yard: none, except ten feet where abutting a residential zone.

Findings: *This criterion does not apply to this project. The proposed development is not adjacent to a residential zone.*

D. Maximum building height:

1. Freestanding signs: thirty feet;

Findings: *This criterion does not apply to this project. The proposed development does not include the design of any free-standing signs.*

2. All other structures: forty-five feet.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed building height is below the maximum height of forty-five feet.*

E. Maximum lot coverage: no limit.

F. Other regulations:

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

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development will maintain vision clearances as outlined in this section.*

2. All setbacks to be measured from the foundation line of the building. Overhangs shall not exceed two feet.

Findings: *The proposed development meets or exceeds these Required Conditions. The building setback will be maintained and correctly calculated.*

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

Findings: *This criterion does not apply to this project. The proposed development does not contain any proposed wireless/cellular towers.*

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

Findings: *This criterion does not apply to this project. The proposed development is not adjacent to a residential zone.*

CHAPTER 16.35 I-O CANBY INDUSTRIAL OVERLAY ZONE

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.

The zone is intended to ensure high-quality industrial development with a mix of employment types and uses. (Ord. 1008 section 1 [part], 1998; Ord. 1057 section 2 [part], 2000)

16.35.20 APPLICABILITY.

It is the policy of the City of Canby to apply the I-O zone to all lands within the Canby Pioneer Industrial Park Master Plan area and other areas determined by the City, as defined in the Industrial Area Master Plan. 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 the Molalla Forest Logging Road Trail 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 Master Plans 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), with some exceptions.
- C. Replaces 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. Utilizes the City's processes for development review, including land divisions, conditional uses, and design reviews. Provides a design review matrix (i.e., replacing the table in Chapter 16.49) which is tailored to the Master Plan area.
- E. Provides additional conditional use standards to ensure development compatibility.
- F. Lists uses that are prohibited outright due to incompatibility with the goals for the area. (Ord. 1008 section 1 [part], 1998; Ord. 1057 section 2 [part], 2000)

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development lies within the boundary of the Canby Pioneer Industrial Park and is Covered under the I/O Overlay district.*

16.35.25 PRE-APPLICATION REVIEW AND CONDITIONS OF APPROVAL

- A. A pre-application meeting with utility and service providers is required prior to any land use application, building permit application, or business license application in the I-O zone, unless this requirement is waived by the City Planner. The City Planner shall provide application forms for this purpose indicating all required information. The pre-application meeting shall allow utility and service providers to make a detailed assessment of the proposed use prior to forming a recommendation on approval. In addition, this meeting will allow the City to evaluate whether a Conditional Use Permit will be required.

Findings: *The Pre-Application conference was held on June 26, 2019*

- B. At the pre-application meeting, the City shall determine the need for a Hazardous Materials Management Plan. If required by the City, the applicant shall prepare a plan meeting the relevant sections of the Oregon Fire Code as determined by the City. The Plan shall allow utility and service providers to review the health and safety impacts of any proposed use and

ensure an adequate plan will be in place to address those impacts prior to forming a recommendation on approval.

Findings: *At the Pre-Application Conference, It was determined that this development would not require a Hazardous Material Management Plan.*

- C. The Planning Commission or City Council may impose conditions to protect public health and safety on any discretionary land use application. (Ord. 1057 section 2 [part], 2000; Ord. 1237, 2007)

16.35.030 USES PERMITTED OUTRIGHT.

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

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development meets the outright allowed uses allowed in the M-1 zone.*

16.35.40 CONDITIONAL USES.

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

- A. Any proposed site development, change in use, land division, or other action that results in any of the following requires conditional use approval in the I-O zone:
1. Less than 3 employees per developed acre. For the purposes of this section only, "developed" means all areas used for buildings, landscaping, vehicle maneuvering and parking areas, outdoor storage, and other areas occupied by the use. For the purposes of this section only, employees means full-time equivalents unless the City specifically allows other interpretations;

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development area is approx. 7.9 acres, totaling a required 24 employees. Caruso Produce will employ approx.. 20-30 employees per shift at 3 shifts per day operating 24hrs.*

2. More than 60 acres total in I-O zoning that is occupied by a single use or business. For the purposes of this section, businesses classified in the same NAICS industry group (four-digit code) are considered to be in the same use. This section is intended to apply cumulatively to all properties in the zone;

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development does not contain a development area greater than 60 acres.*

3. Utilization of any public service or utility to such an extent that the utility would not be able to supply all other uses projected in its current long-range plans;

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development will utilize City utilities but will not adversely impact the supply for future developments.*

4. Uses requiring an H occupancy under the Oregon Structural Specialty Code;

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development does not propose an H occupancy.*

5. In any C-M zoning overlain by I-O zoning, any retail or commercial use with a building footprint exceeding 50,000 square feet;

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development does not lie within a C-M zone.*

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

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development does not propose any retail or commercial use not directly supportive of the primary industrial use.*

7. In any M-1 or M-2 zoning overlain by I-O zoning, retail areas occupying more than 15% of the building footprint.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development does not propose any retail sales spaces.*

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

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

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

3. The proposed use is beneficial to the overall economic diversity and vitality of the City.

These criteria are in addition to those provided in Section 16.50.010. In all other aspects, the conditional use process shall be as specified in Chapter 16.50. (Ord 1008 section 1 [part], 1998, Ord. 1057 section 2 [part], 2000; Ord. 1237, 2007).

Findings: *This criterion does not apply to this project. The proposed development does not include the application for any Conditional Uses.*

16.35.45 PROHIBITED USES.

The following uses are prohibited in the I-O zone:

- A. Slaughter house;
- B. Rendering, reduction, or distillation of, or manufacturing from, animals, fish and their by-products;
- C. Auto, truck or motorcycle race track;
- D. Auto, truck, or motorcycle wrecking or salvage yard;
- E. Scrap metal storage and sales;
- F. Reclamation or manufacturing of steel barrels or drums;
- G. Dump or landfill, including rubbish, slag, organic materials, offal, or garbage in general;
- H. Livestock feeding pen, other than those associated with existing agricultural uses;
- I. Fireworks manufacturing or the manufacturing of ammunition or explosives;
- J. Nuclear power plant or similar use;
- K. Curing and storage of hides;
- L. Incinerator, smelter, blast furnace, or coke oven;
- M. Manufacture of oils, gasoline, or products made directly from petroleum, other oils, or tar products;
- N. Fertilizer production;
- O. Creosote production;

- P. Insecticide production;
- Q. Tire manufacturing;
- R. Saw, shingle, or lumber mill; and
- S. In any M-1 or M-2 zoning overlain by I-O zoning, commercial or retail uses over 50,000 square feet are prohibited.

This list should not be used to imply that any other use is permitted. (Ord. 1057 section 2 [part], 2000)

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development does not contain any of the uses outlined in this section.*

16.35.50 DEVELOPMENT STANDARDS.

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

- A. Minimum lot area: none.

Findings: *The proposed development meets or exceeds these Required Conditions. No Restriction.*

- B. Minimum lot width and frontage: none.

Findings: *The proposed development meets or exceeds these Required Conditions. No Restriction.*

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

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

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development contains a building with a height between 25 feet and 45 feet and as designed a setback of more than 150 feet from the right-of-way. The Parking setback is equal to or greater than the minimum of 20 feet.*

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

Findings: The proposed development meets or exceeds these Required Conditions. The proposed development exceeds the minimum 10-foot interior yard setback all interior yards are located at the rear of the site, outside the proposed development zone.

- D. Maximum building height: 45 feet.

Findings: The proposed development meets or exceeds these Required Conditions. The proposed development contains a building with a height below the maximum height of 45 feet. The approximate building height is 35 feet.

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

Findings: The proposed development meets or exceeds these Required Conditions. No Restriction, as the proposed development lies within the M-1 Zone.

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

Findings: The proposed development meets or exceeds these Required Conditions. The Proposed street accesses have a separation of more than 500 feet from centerline to centerline.

- G. Street right-of-way improvements shall be made in accordance with the Canby Transportation System Plan (TSP).

Findings: The proposed development meets or exceeds these Required Conditions. The proposed development is design to include half street improvements to SE 4th Avenue as directed by the City during the Pre-Application Conference and resent correspondence.

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

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

Findings: The proposed development meets or exceeds these Required Conditions. The proposed development is designed to have the main entrance to the building on the South Face of the building facing SW 4th Avenue. Pedestrian access is provided via a striped pedestrian path across the drive aisle via an onsite sidewalk connected to the City sidewalk at the main entrance.

2. Developments within the C-M zone shall provide continuous, straight-line pedestrian connections between the street(s), buildings, and parking areas.

Findings: *This criterion does not apply to this project. The proposed development does not lie within the C-M zone.*

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

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development is designed to include street trees and ground cover to be approved by the City. The use of shrubs within the right-of-way will not be included in the design.*

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

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development is designed to be constructed of concrete tilt-up materials. Accents including a steel canopy at the main entrance will be used. Refer to Architectural elevations included in this submittal for reference.*

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

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes the addition of street lighting, building lighting and lighting of pedestrian pathways. A photometrics plan will be included in the site plan review submittal.*

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

Findings: *This criterion does not apply to this project. The land division proposed with this development was not identified at the Pre-Application Conference to include a shared access with the parcel to the East.*

- M. All landscaped areas shall be irrigated unless drought tolerant plants are installed and watered until well established and replaced in event of failure.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes landscape irrigation for all landscaped areas.*

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

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development will meet the requirements of other applicable regulations in regards to vision clearance and outside storage.*

- O. Open storage or “laydown yards” shall be screened by a six foot site-obscuring fence or hedge-type vegetation that would become a solid site obscuring barrier within three years of planting. (Ord. 1008 section 1 [part], 1998; Ord. 1237, 2007; Ord. 1299, 2008; Ord. 1514, 2019)

Findings: *The proposed development meets or exceeds these Required Conditions. All outside laydown yards and storage areas are screened with sight obscuring landscaping or fencing.*

16.35.60 DESIGN GUIDELINES.

The Industrial Area Master Plan provides design guidelines for reviewing development applications. The guidelines, which are incorporated into Table 16.35.040, 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; and

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

16.35.70 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.

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

| | |
|--|----------------------------|
| <u>Transportation/Circulation</u> | |
| Design private, on-site pedestrian pathways: 6' painted ways=0; 6' brick/paver ways=1; 6' brick/paver & raised concrete ways=2 | 0 1 2 |
| Number of pedestrian connections between the street sidewalk and internal circulation system: One connection = 0 Two or more connections | 0 1 2 |

| | |
|---|----------------|
| = 1 | |
| Minimum Acceptable Score (some provisions may not apply) 2points | Total 0 |

| | |
|---|-------------------------|
| 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 for public use =2. | 0 1 2 |
| Amount of grass (less grass is better) (% of total landscaped area)>50%=0; 25%- 50%=1; <25%=2 | 0 1 2 |
| Minimum Acceptable Score | 3 points Total 3 |

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

CHAPTER 16.42 SIGNS

***Findings:** This criterion does not apply to this project. The proposed development does not include any signage with this application.*

CHAPTER 16.43 OUTDOOR LIGHTING STANDARDS

16.43.40 LIGHTING ZONES.

- A. Zoning districts designated for residential uses (R-1, R-1.5 and R-2) are designated Lighting Zone One (LZ 1). All other zoning districts are designated Lighting Zone Two (LZ 2).

Findings: *The proposed development will follow the Zone Two (LZ 2) requirements.*

- B. The designated Lighting Zone of a parcel or project shall determine the limitations for lighting as specified in this ordinance.

Findings: *The proposed development will follow the Zone Two (LZ 2) requirements.*

TABLE 16.43.040 LIGHTING ZONE DESCRIPTIONS

| Zone | Ambient Illumination | Representative Locations |
|-------------|-----------------------------|--|
| LZ 2 | Medium | High-density urban neighborhoods, shopping and commercial districts, industrial parks and districts. This zone is intended to be the default condition for commercial and in- industrial districts in urban areas. |

16.43.60 PROHIBITED LIGHT AND LIGHTING.

- A. All outdoor light sources, except street lights, shall be shielded or installed so that there is no direct line of sight between the light source or its reflection at a point 3 feet or higher above the ground at the property line of the source. Light that does not meet this requirement constitutes light trespass. Streetlights shall be fully shielded. However, the applicant is permitted to have some unshielded lighting if lumens are within the limits of Table 16.43.070 below.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes a lighting design that is sensitive to the light trespass requirements outlined in this section. Street lighting design is present and also meets the requirements of this section.*

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

- 1. Aerial Lasers.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development does not include aerial lasers.*

- 2. "Searchlight" style lights.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development does not include "searchlight" style lights.*

3. Other very intense lighting, defined as having a light source exceeding 5200 lumens.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development does not include lighting having a light source that exceeds 5200 lumens.*

16.43.70 LUMINAIRE LAMP LUMENS, SHIELDING, AND INSTALLATION REQUIREMENTS.

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

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development will include lighting fixtures that comply with the requirements of this section. 'Good lighting' design applications will be utilized where possible.*

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

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development will include a photometrics plan during the site review process that includes the lighting fixture specification showing that the luminaires used meet the requirements of this section.*

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

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development will include a photometrics plan during the site review process that includes the lighting fixture specification showing that the luminaires used meet the requirements of this section.*

- D. All canopy lighting must be fully shielded. However, indirect upward light is permitted under an opaque canopy provided that no lamp or vertical element of a lens or diffuser is visible

from beyond the canopy and such that no direct upward light is emitted beyond the opaque canopy.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development will include a photometrics plan during the site review process that includes the lighting fixture specification showing that the luminaires used meet the requirements of this section.*

- E. Landscape features shall be used to block vehicle headlight trespass while vehicles are at an external point of service (i.e. drive-thru aisle).

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes a landscape design that screens the parking spaces with regards to light trespass from vehicle head lights. Drive-thru aisles are not included in this development.*

- F. All facade lighting must be restricted to the facade surface. The margins of the facade shall not be illuminated. Light trespass is prohibited.

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development does not propose façade lighting at this time. Building wall pack lights and down lights at the canopy are the two types of on-site lighting that is designed. Street lighting is also included with this development.*

TABLE 16.43.070 – LUMINAIRE MAXIMUM LUMENS AND REQUIRED SHIELDING

| Lighting Zone | Fully Shielded | Shielded | Partly Shielded | Unshielded (Shielding is highly encouraged. Light trespass is prohibited.) |
|----------------------|-----------------------|---------------------|------------------------|---|
| LZ 1 | 2600 lumens or less | 800 lumens or less | None Permitted | Low voltage landscape lighting and temporary holiday lighting. |
| LZ 2 | 7800 lumens or less | 1600 lumens or less | 800 lumens or less | Landscape and facade lighting 1600 lumens or less; ornamental lights of 800 lumens or less. |

16.43.80 HEIGHT LIMITS.

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

- A. Lighting mounted onto poles or any structures intended primarily for mounting of lighting shall not exceed a mounting height of 40% of the horizontal distance of the light pole from the

property line, nor a maximum height according to Table 16.43.080, whichever is lower. The following exceptions apply:

1. Lighting for residential sports courts and pools shall not exceed 15 feet above court or pool deck surface.
2. Lights specifically for driveways, and then only at the intersection of the road providing access to the site, may be mounted at any distance relative to the property line, but may not exceed the mounting height listed in Table 16.43.080.
3. Mounting heights greater than 40% of the horizontal distance to the property line but no greater than permitted by Table 16.43.080 may be used provided that the luminaire is side-shielded toward the property line.
4. Landscape lighting installed in a tree. See the Definitions section.
5. Street and bicycle path lights.

Findings: *The proposed development meets or exceeds these Required Conditions. Site Lighting is supplied solely for the illumination of pedestrian pathways will meet the requirements of this section. There is no other proposed site lighting.*

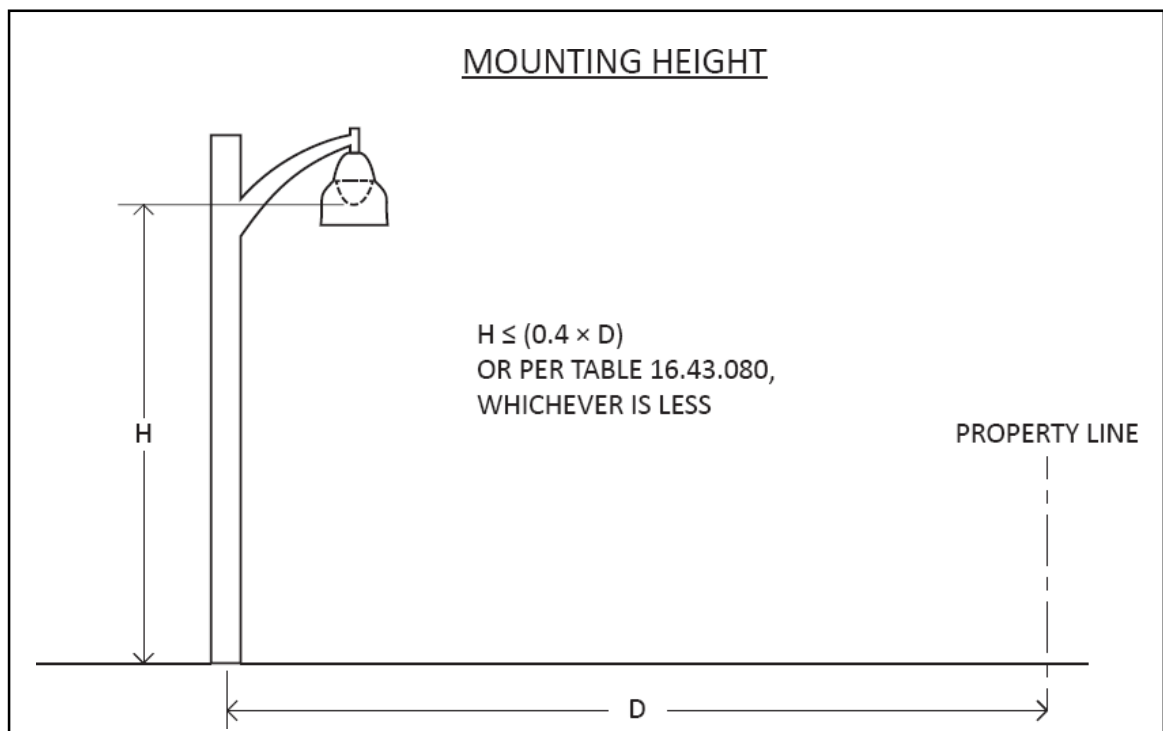
- B. Lighting mounted onto buildings or other structures shall not exceed a mounting height greater than 4 feet higher than the tallest part of the building or structure at the place where the lighting is installed, no higher than 40% of the horizontal distance of the light from the property line, whichever is less. The following exceptions apply:
1. Lighting attached to single family residences shall not exceed the height of the eave. Lighting for driveways shall conform to Table 16.43.080.
 2. Lighting for facades may be mounted at any height equal to or less than the total height of the structure being illuminated regardless of horizontal distance to property line.
 3. For buildings less than 40 feet to the property line, including canopies or overhangs onto the sidewalk or public right of way, luminaires may be mounted to the vertical facade or the underside of canopies at 16 feet or less.
 4. The top exterior deck of parking garages should be treated as normal pole mounted lighting rather than as lights mounted to buildings. The lights on the outside edges of such a deck must be side shielded to the property line.

Findings: The proposed development meets or exceeds these Required Conditions. The proposed development has design wall mounted light fixtures to be below the top of the wall of the building.

TABLE 16.43.080 – MAXIMUM LIGHTING MOUNTING HEIGHT IN FEET

| Lighting Zone | Lighting for Driveways, Parking and Transit | Lighting for Walkways, Plazas and other Pedestrian Areas | All Other Lighting |
|---------------|---|--|--------------------|
| LZ 1 | 35.0 | 18.0 | 8.0 |
| LZ 2 | 37.5 | 18.0 | 15.0 |

FIGURE 16.43.2: MOUNTING HEIGHT



16.43.090 LIGHTING CONTROLS

The city strongly recommends the use of timers and/or motion detectors on outdoor lighting, and that motion detectors be set to minimize unnecessary activation. For example, motion detectors for entryway or driveway lights should not activate for off-site pedestrians or cars.

16.43.100 EXCEPTIONS TO STANDARDS.

***Findings:** This criterion does not apply to this project. The proposed development does not include exceptions to the standard requirements.*

16.43.110 LIGHTING PLAN REQUIRED

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

***Findings:** The proposed development meets or exceeds these Required Conditions. The proposed development will include a photometrics plan during the site review process that includes the lighting fixture specification showing that the luminaires used meet the requirements of this section.*

CHAPTER 16.46 ACCESS LIMITATIONS

16.46.10 NUMBER OF UNITS IN RESIDENTIAL DEVELOPMENT.

***Findings:** This criterion does not apply to this project. The proposed development does not include and residential development.*

16.46.020 INGRESS AND EGRESS.

Ingress and egress to any lot or parcel, the creation of which has been approved by the Planning Commission, shall be taken along that portion fronting on a public street unless otherwise approved by the Planning Commission. (Ord. 740 section 10.3.62, 1984)

***Findings:** The proposed development meets or exceeds these Required Conditions. Existing access to S Walnut to North will be maintained. With the construction of improvements along SE 4th Avenue two new driveway accesses are proposed.*

16.46.30 ACCESS CONNECTION.

- A. Spacing of accesses on City streets. The number and spacing of accesses on City streets shall be as specified in Table 16.46.030. Proposed developments or land use actions that do not comply with these standards will be required to obtain an access spacing exception and address the joint and cross access requirements of this Chapter. (Ord. 1043 section 3, 2000; Ord. 1076, 2001; Ord. 1237, 2007)

TABLE 16.46.30 ACCESS MANAGEMENT GUIDELINES FOR CITY STREETS*

| Street Facility | Maximum spacing** of roadways | Minimum spacing** of roadways | Minimum spacing** of roadway to driveway*** | Minimum Spacing** driveway to driveway*** |
|-----------------|-------------------------------|-------------------------------|---|---|
|-----------------|-------------------------------|-------------------------------|---|---|

| | | | | |
|-----------|----------|----------|----------|---------------------|
| Collector | 600 feet | 250 feet | 100 feet | 100 feet or combine |
|-----------|----------|----------|----------|---------------------|

- * Exceptions may be made in the downtown commercial district, if approved by the City Engineering or Public Works Department, where alleys and historic street grids do not conform to access spacing standards.
- ** Measured centerline on both sides of the street
- *** Private access to arterial roadways shall only be granted through a requested variance of access spacing policies when access to a lower classification facility is not feasible (which shall include an access management plan evaluation).
- **** Not applicable for single-family residential driveways; refer to section 16.10.070(B)(10) for single-family residential access standards

Note: Spacing shall be measured between access points on both sides of the street. (Ord. 1340, 2011)

***Findings:** The proposed development meets or exceeds these Required Conditions. The Proposed street accesses have a separation of more than 500 feet from centerline to centerline and is not located near an intersection.*

16.46.035 RESTRICTED ACCESS.

The City may allow an access to a City street that does not meet the spacing requirements of Table 16.46.030 if the proposed access is restricted (prevents certain turning movements). The City may require an applicant to provide an engineered traffic study, access management plan, or other information as needed to demonstrate that the roadway will operate within the acceptable standards with the restricted access in place. (Ord. 1237, 2007). Access to OR 99E shall be regulated by ODOT through OAR 734.51. (Ord. 1340, 2011)

16.46.40 JOINT AND CROSS ACCESS.

Any developments requiring site plan review that do not meet access spacing requirements are subject to these requirements. In these cases, the following information shall be shown on the site plan.

***Findings:** This criterion does not apply to this development. The Proposed street accesses have met the access separation requirements.*

16.46.50 NONCONFORMING ACCESS FEATURES.

Legal access connections in place as of April 19, 2000 that do not conform with the standards herein are considered nonconforming features and shall be brought into compliance with applicable standards under the following conditions:

Findings: *This criterion does not apply to this development. The Proposed street accesses have met the access separation requirements.*

16.46.060 AMOUNT OF ACCESS POINTS.

In the interest of promoting unified access and circulation systems, the number of access points permitted shall be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage. All necessary easements, agreements, and stipulations shall be met. This shall also apply to phased development plans. The owner and all lessees within the affected area are responsible for compliance with the requirements of this ordinance and both shall be cited for any violation. (Ord 1043 section 3, 2000)

Findings: *The proposed development meets or exceeds these Required Conditions. The proposed development includes three (3) accesses.*

16.46.70 EXCEPTION STANDARDS.

Findings: *This criterion does not apply to this development. The Proposed development does not propose any exceptions to the standards*

16.46.80 STATE HIGHWAY STANDARDS.

- A. Refer to the Motor Vehicle Chapter of the Transportation System Plan. ODOT regulates access to OR 99E. ODOT shall review and process applications for approaches to OR 99E consistent with *Oregon Highway Plan* standards and OAR 734.51 procedures. An ODOT permit to operate and maintain a State Highway Approach must be approved prior to site occupancy.

Findings: *This criterion does not apply to this development. The Proposed development is not located along a state highway.*

16.46.90 SHARED ACCESS ONTO STATE HIGHWAY.

Findings: *This criterion does not apply to this development. The Proposed development is not located along a state highway.*

CHAPTER 16.49 SITE AND DESIGN REVIEW

Findings: *This criterion does not apply to this development. The Proposed development lies within the I-O Overlay zone. All of the requirements of the I-O Overlay zone superseded the requirements of this section.*

CHAPTER 16.50 CONDITIONAL USES

Findings: *This criterion does not apply to this development. The Proposed development is an outright allowed use in the M-1 zone and the I-O overlay district. No Conditional Use applications are to be submitted with this development.*

CHAPTER 16.89 APPLICATION AND REVIEW PROCEDURES

Findings: *The proposed development meets or exceeds these Required Conditions. This application is for a Type III Decision. Pre-Application Conference, Neighborhood Meeting, and Public Notice requirements have all been met and correspondence included with this application as required.*

CHAPTER 16.120 PARKS, OPEN SPACE, AND RECREATIONAL LAND

16.120.010 PURPOSE

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

16.120.20 MINIMUM STANDARD FOR PARK, OPEN SPACE AND RECREATION LAND

- A. Parkland Dedication: All new residential, commercial and industrial developments shall be required to provide park, open space and recreation sites to serve existing and future residents and employees of those developments. Multi-family developments which provide some "congregate" services and/or facilities, such as group transportation, dining halls, emergency monitoring systems, etc., but which have individual dwelling units rather than sleeping quarters only, are considered to be multi-family developments for the purpose of parkland dedication. Licensed adult congregate living facilities, nursing homes, and all other similar facilities which provide their clients with individual beds and sleeping quarters, but in which all other care and service are communal and provided by facility employees, are specifically exempt from park land dedication and system development fee requirements.
1. The required parkland shall be dedicated as a condition of approval for:
 - a. Approval of a tentative plat of a subdivision or partition.

Findings: *This criterion does not apply to this development. The Proposed development does not include a tentative plat of a subdivision or partition.*

- b. Approval of site and design review for all development but single-family and duplex development.

Findings: *The proposed development includes the implementation of a public plaza, but will pay the SDC for Parks, Open Space and Recreation Land if found to be required by the City.*

- c. The replat or amendment of any site plan for multi-family development or manufactured home park where dedication has not previously been made or where the density of the development involved will be increased.

Findings: *This criterion does not apply to this development. The Proposed development does not include any multi-family or manufactured developments.*

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

Findings: *This criterion does not apply to this development. The Proposed development does require any parkland dedication as part of the I-O overlay zone.*

16.120.30 DEDICATION PROCEDURES

Findings: *This criterion does not apply to this development. The Proposed development does require any parkland dedication as part of the I-O overlay zone.*

16.120.40 CASH IN LIEU OF DEDICATION OF LAND

In no case shall land dedication requirements be in excess of 15 percent of the gross land area of the development without the agreement of the developer. The decision of whether land is acceptable for use by the public for park and recreation purposes is to be made by the City Planning Commission based on the findings and planning set forth in the Canby Park and Recreation Master Plan and Acquisition Plan. Formal acceptance of parks and recreation lands required to be dedicated shall be by the City Council following any land use hearing and recommendation by the City Planning Commission. In all cases, except for PUD's, actual dedication of land shall occur prior to final plat

sign-off. Dedication of land in the case of a PUD shall occur, by separate instrument, prior to commencement of construction of the project.

If land proposed for dedication to the public does not meet the criteria set forth in the Canby Park and Open Space Acquisition Plan, then at the option of the city, a park system development charge shall be required. Once calculated, the dedication of land shall remain the same, and not change, unless the original plans are altered.

- A. Procedures for Land Dedication. Development applications shall include a scaled plan which identifies the sites proposed to be dedicated as park land. Parkland and recreational sites shall be clearly and accurately depicted on the final plat map and documented in the tax lot files. All phased residential subdivisions and planned unit developments shall show any proposed parkland for dedication on the overall master plan plat for the proposed development in addition to other anticipated public facilities. Such master plan as finally approved and accepted by the Planning Commission is considered binding on all future phases. Any requests by the developer to change parkland dedication for future phases must be brought back to the Commission for approval. In case of phased development where separate plats are recorded, land dedication shall occur prior to final platting of forty percent of the gross land area.

Tentative approval of parkland boundaries shall be made by the hearing body at the time of the public hearing on the development proposal. All sites shall be dedicated in a condition ready for full service including electrical, water, sewer and streets as is applicable to the location of the site or as necessary infrastructure and/or improvements to adjacent sites can be made at the discretion of the city. In case of phased development, sites may be improved as each phased is developed rather than at the time of original dedication. An environmental audit sufficient to meet DEQ requirements shall be required on all parkland proposed to be dedicated to the city prior to acceptance. The cost of such an audit shall be split equally between the city and the developer.

All lands dedicated to the city for parkland and recreational space shall be conveyed to the city either by warranty deed or be depicted on the final recorded plat as so dedicated. The conveyer shall be responsible for payment of all title searches, real estate taxes, and recording fees at the time of conveyance.

- B. Options for Meeting System Development Charge Requirements. Any land proposed or required for parkland dedication, including improvements thereon, shall be appraised at its fair market value at the time it is dedicated to the city. The cost of the appraisal shall be divided equally between the developer and the city. This value of the property shall be credited toward the system development charge calculated for the development with the difference being the cash owed the System Development Improvement Fund. In no case may the city require more land of the developer than would be required if the entire amount of the

system development charge was paid in cash. Similarly, no developer may dedicate parkland above the valuation required by the system development charge so that the city would be required to refund money to the developer unless mutually agreed upon by the city and developer.

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

- a. Cash charged in lieu of land dedication shall be based on the City's System Development Charge for parkland, as provided by the Systems Development Charge ordinance.
- b. Cash in lieu of parkland dedication may be paid in installments on a per building basis for multi-family development or a per lot basis for platted single family or duplex subdivisions. Payment must be made in full for each building or lot in conjunction with construction permits.

***Findings:** The proposed development includes the implementation of a public plaza, but will pay the SDC for Parks, Open Space and Recreation Land if found to be required by the City.*

16.120.050 REVIEW PROCEDURE

Decisions made for section 16.120.020 *Minimum standards for park, open space and recreation land* and Section 16.120.030 *Dedication procedures* shall be made by the Planning Director for Type I and Type II decisions and by the Planning Commission for Type III decisions. The applicant shall have full rights of appeal to the Planning Commission or City Council according to procedures set forth in *Division VIII General Standards and Procedures*.

16.120.60 PARTIAL CREDIT FOR PRIVATE PARK, OPEN SPACE AND RECREATIONAL FACILITIES/AREAS:

Where a substantial private park and recreational area is provided in a proposed residential development and such space is to be privately owned and maintained by the future residents of the development, partial credit, not to exceed 50% may be given against the dedication if the Planning Commission finds that it is in the public interest to do so and that all the following standards are met:

1. That yards, court areas, and setbacks required to be maintained by the zoning and building ordinances and regulations shall not be included in the computation of such private parkland.
2. That the private ownership and maintenance of the parkland is adequately provided for by recorded written agreement, conveyance or restrictions.

3. That the use of the private parkland is restricted for park and recreational purposes by recorded covenant, which runs with the land in favor of the future owners of property and which cannot be defeated or eliminated without the consent of the City or its successor.
4. That the proposed private parkland is reasonably adaptable for use for park and recreational purposes, taking into consideration such factors as size, shape, topography, geology, access and location.
5. That facilities proposed for the parkland are in substantial accordance with the provision of the Canby Park and Recreation Master Plan and Canby Park and Open Space Acquisition Plan and,
6. That the parkland for which credit is given is a minimum of two acres and provides a minimum of three of the basic local park elements listed below, or a combination of such and other recreational improvements that will meet the specific recreation park needs of the future residents of the area:

| <u>CRITERIA LIST</u> | <u>ACRES</u> |
|--------------------------------------|--------------|
| Landscaped park-like and quiet areas | .50 - 1.00 |

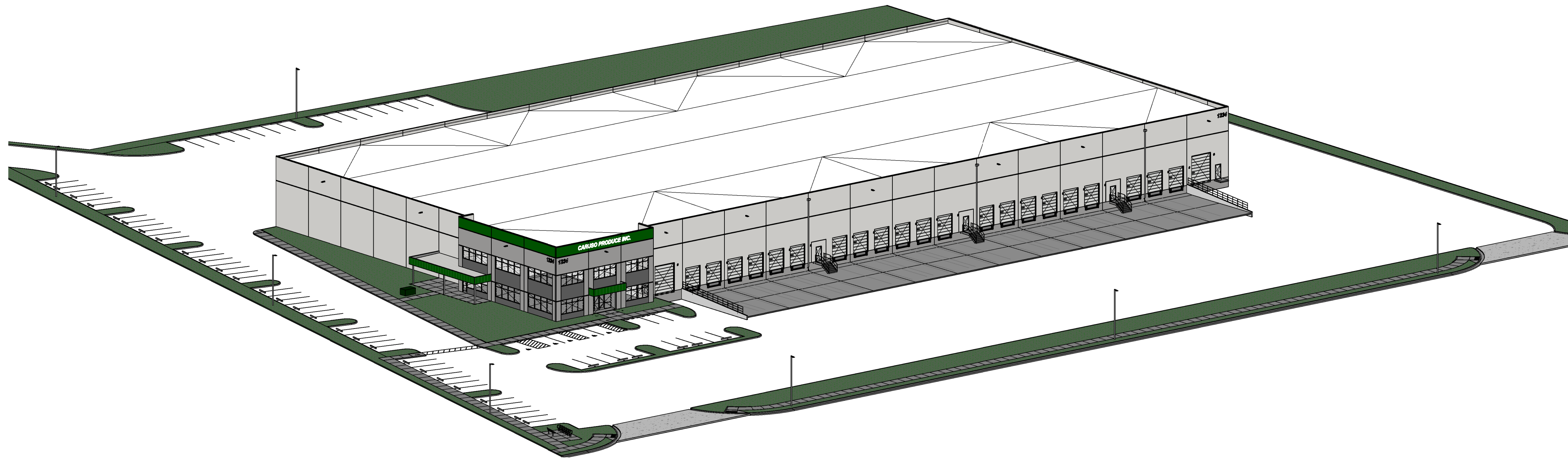
Before credit is given, the Planning Commission shall make written findings that the above standards are met.

Findings: *The proposed development includes the implementation of a public plaza, but will pay the SDC for Parks, Open Space and Recreation Land if found to be required by the City.*

CARUSO PRODUCE

DISTRIBUTION WAREHOUSE

SE 4TH AVENUE
CANBY, OR



PROJECT AERIAL ISOMETRIC

PROJECT NARRATIVE

Caruso Produce is a distributor of fresh produce to local stores and vendors. Caruso will be relocating from Tualatin to Canby after outgrowing their current facility. This new state-of-the-art produce distribution facility will be approximately 90,000sf containing a combination of cooler storage, conditioned warehouse staging and loading areas and accessory office space to house 100% of the Caruso operations.

The development site is located within the Sequoia Industrial Park, bordered by SE 4th Ave. to the south and access to S. Walnut to the Northwest. Frontage along SE 4th Avenue will be dedicated to the City for Right-of-Way and street improvements will include emergency access to Sequoia Parkway and connection to S. Mulino Road.

Building construction will include a concrete tilt-up building with panel relief and articulation along the street frontage as illustrated in the Building Elevations. Landscaping has been designed with a combination of trees, shrubs and groundcover to buffer the loading dock and yard area, as well as compliment and accentuate the building features.

Operations will occur over three shifts, operating 24 hours per day. 70 Employees are expected to be divided among the three shifts with little visitor traffic. Parking counts are more than twice what the facility demands but has been included in an attempt to meet the City standards for parking. Future parking areas and street improvements will include emergency access to Sequoia Parkway and connection to S. Mulino Road.

AREA SUMMARY:

| Description | Area | 10.24 Acres |
|---------------------------|--------------|-----------------------------------|
| Overall Site | 446,190 sqft | 10.24 Acres |
| ROW Dedication | 27,185 sqft | 0.62 Acres |
| Site After Dedication | 419,005 sqft | 9.62 Acres |
| Development Area | 344,327 sqft | 7.90 Acres |
| Building Roofline | 91,319 sqft | 26.52% |
| Total Landscaping | 52,415 sqft | 15.22% |
| Sidewalks | 7,500 sqft | 2.18% |
| Concrete Aprons | 23,691 sqft | 6.88% |
| AC Paving | 174,058 sqft | 50.55% |
| (Onsite) Total Impervious | 291,912 sqft | 84.78% |
| Parking Spaces | 96 SP | |
| Parking Area | 15,990 sqft | |
| Parking Lot Landscaping | 3,712 sqft | 18.8% (% Parking Lot Landscaping) |

USE/OCCUPANCY SUMMARY:

| Name | Area | Zoning Use | Occupancy Classification |
|-------------------------|-------------|-------------------------------------|-----------------------------|
| Warehouse | 86,060 sqft | S-1 | Moderate Hazard Storage |
| Ground-Floor Office | 4,500 sqft | Office | B Business |
| Total Ground Floor Area | 90,560 sqft | | |
| Second-Floor Storage | 4,500 sqft | Storage | S-1 Moderate Hazard Storage |
| Total Building Area | 95,060 sqft | | |
| Canopies | 759 sqft | | |
| Trash Enclosure | 968 sqft | 0.02 (Covered Trash Compactor Area) | |
| Total Fire Area | 96,787 sqft | 2.22 | |

Note: All areas are speculative, Actual uses will be addressed during the T1 submittal.

PLANNING AND ZONING SUMMARY

| | |
|-----------------------------------|--------------------------------------|
| JURISDICTION: | CITY OF CANBY, OREGON |
| LAND USE ZONE: | M-1 (LIGHT INDUSTRIAL) (I O) OVERLAY |
| CONSTRUCTION TYPE: | III-B |
| NEIGHBORHOOD: | SEQUOIA INDUSTRIAL PARK |
| LEGAL DESCRIPTION: | |
| TAX ACCOUNT/PARCEL NUMBER: | 31E34 02400 |
| STREET ADDRESS AND CROSS STREETS: | 4th & Sequoia |
| SITE AREA: | 9.50 Acres |
| WETLANDS: | N/A |
| FLOODPLAIN: | N/A |
| OTHER: | |

BUILDING CODE SUMMARY:

| CODE SECTION | REQUIREMENT: | COMPLIANCE: |
|--------------|---|--|
| 100 | Building Code: | 2014 OSSC (Oregon Structural Specialty Code) Based on the 2012 IBC (International Building Code) |
| 100 | Fire Code: | 2014 OFC (Oregon Fire Code) |
| 302 | Occupancy Group: | S-1: Moderate-hazard Storage - PRIMARY USE B: Business Group (Office) SECONDARY USE |
| 507 | Building area limitations and modifications | With four 60 foot sideyards and automatic sprinkler system the building area is unlimited. |
| 508 | Occupancy Separation: | Non-separated-use S-1 area used as most restrictive use for calculating allowable area and height. |
| 602 | Construction Type: | TYPE III-B: Exterior walls non-combustible construction. Two hour fire rating for exterior bearing walls. Otherwise no limits on construction materials. |
| 901 | Fire Sprinklers: | Yes |

PERMITS

| DESCRIPTION | PERMIT/APP. NO. | SUBMITTED | RE-SUBMIT | APPROVED |
|---------------|-----------------|-----------|-----------|----------|
| DESIGN REVIEW | | 11/13/19 | | |

DEFERRED SUBMITTAL (BIDDER DESIGN)

| | |
|-----------------------------------|--|
| MECHANICAL | |
| ELECTRICAL | |
| PLUMBING | |
| STOREFRONT SYSTEMS | |
| LANDSCAPE IRRIGATION | |
| FIRE PROTECTION SYSTEMS | |
| OPEN WEB STEEL JOISTS AND GIRDERS | |
| COOLER SYSTEMS | |

NOTES:

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

CURRENT CODES

| | |
|---|--|
| 1) BUILDING | 2014 Oregon Structural Specialty Code (OSSC) |
| 2) MECHANICAL | 2014 Oregon Mechanical Specialty Code (OMSC) |
| 3) ELECTRICAL | 2017 Oregon Electrical Specialty Code (OESC) |
| 4) PLUMBING | 2017 Oregon Plumbing Specialty Code (OPSC) |
| 5) FIRE | 2014 Oregon Fire Code (OFC) |
| 6) ENERGY | 2014 Oregon Energy Efficiency Specialty Code (OEESC) |
| 7) ADA | 2010 Standards for Accessible Design |
| 8) N.F.P.A. (NATIONAL FIRE PROTECTION AGENCY) | |

SCHEDULE OF DRAWINGS

| SHEET | DRAWING NAME | DATE | 13-Nov-2019 | DESIGN REVIEW SUBMITTAL |
|-------------------------------|--------------------------------------|-------|-------------|-------------------------|
| GENERAL | | | | |
| G0.0 | COVER SHEET | | | N |
| G0.1 | NOTES AND INFORMATION | | | N |
| G1.0 | SITE PLAN | | | N |
| G1.1 | SITE CODE REVIEW | | | N |
| G2.0 | SITE DETAILS | | | N |
| G2.1 | TRASH ENCLOSURE PLANS AND DETAILS | | | N |
| CIVIL | | | | |
| C1.0 | SITE GRADING OVERALL PLAN | | | N |
| C1.1 | SITE GRADING NW ENLARGEMENT | | | N |
| C1.2 | SITE GRADING NE ENLARGEMENT | | | N |
| C1.3 | SITE GRADING SE ENLARGEMENT | | | N |
| C1.4 | SITE GRADING SW ENLARGEMENT | | | N |
| C1.5 | GRADING DETAILS | | | N |
| C2.0 | SITE UTILITY OVERALL PLAN | | | N |
| C2.1 | SITE UTILITY NW ENLARGEMENT | | | N |
| C2.2 | SITE UTILITY NE ENLARGEMENT | | | N |
| C2.3 | SITE UTILITY SE ENLARGEMENT | | | N |
| C2.4 | SITE UTILITY SW ENLARGEMENT | | | N |
| C2.5 | UTILITY DETAILS | | | N |
| C2.6 | UTILITY DETAILS | | | N |
| C3.0 | EROSION AND SEDIMENT CONTROL COVER | | | N |
| C3.1 | EXISTING CONDITIONS DEMO PLAN | | | N |
| C3.2 | EROSION AND SEDIMENT CONTROL PLAN | | | N |
| C3.3 | EROSION AND SEDIMENT CONTROL DETAILS | | | N |
| SURVEY | | | | |
| 1 OF 1 | TOPOGRAPHIC SURVEY | | | N |
| LANDSCAPING | | | | |
| L1.0 | LANDSCAPE PLAN | | | N |
| L2.0 | DETAILS AND SPECS | | | N |
| ARCHITECTURAL | | | | |
| A1.0 | FLOOR PLAN | | | N |
| A1.1 | ENLARGED PLANS AND ELEVATIONS | | | N |
| A1.2 | MEZZANINE PLANS AND STAIR DETAILS | | | N |
| A2.0 | BUILDING ELEVATIONS | | | N |
| A3.0 | ROOF PLAN | | | N |
| A4.0 | BUILDING SECTION | | | N |
| A4.1 | WALL SECTIONS | | | N |
| A4.2 | WALL SECTIONS | | | N |
| A5.0 | DOOR AND WINDOW DETAILS | | | N |
| A5.1 | ARCHITECTURAL DETAILS | | | N |
| A6.0 | SPECIFICATIONS | | | N |
| A6.1 | SPECIFICATIONS | | | N |
| A6.2 | SPECIFICATIONS | | | N |
| STRUCTURAL | | | | |
| S1.0 | FOUNDATION PLAN | | | N |
| S2.0 | FOUNDATION DETAILS | | | N |
| S2.1 | FOUNDATION DETAILS | | | N |
| S3.0 | MEZZANINE FRAMING PLAN AND DETAILS | | | N |
| S4.0 | ROOF FRAMING PLAN | | | N |
| S5.0 | ROOF FRAMING DETAILS | | | N |
| S5.1 | ROOF FRAMING DETAILS | | | N |
| S5.2 | CANOPY FRAMING PLANS AND DETAILS | | | N |
| S6.0 | TILT WALL PANEL ELEVATIONS | | | N |
| S6.1 | TILT WALL PANEL TYPES | | | N |
| S6.2 | TILT WALL PANEL TYPES | | | N |
| S7.0 | TILT WALL PANEL DETAILS | | | N |
| | | TOTAL | 7 | 0 |
| LEGEND | | | | |
| N FIRST RELEASE DRAWING | | | | |
| NOT ISSUED WITH SET | | | | |
| X RE-ISSUED WITH NO CHANGES | | | | |
| R REVISED DRAWING | | | | |
| D DELETED DRAWING (NOT SHOWN) | | | | |
| PROGRESS SET | | | | |
| PRICING SET | | | | |
| DESIGN REVIEW INTAKE SET | | | | |
| PERMIT INTAKE SET | | | | |
| CONSTRUCTION SET | | | | |

Owner:
Caruso Produce
19150 SW 125th Ct.
Tualatin, OR 97062
Contact: Sam Caruso, Matt Weber
Phone: 503.691.2626
Email: sam@carusoproduce.com
Email: matt@carusoproduce.com

Engineer:
VLMK Engineering + Design
3933 SW Kelley Ave.
Portland, Oregon 97239
Contact: Colby Anderson
Phone: 503.222.4453
Email: colbya@vlmk.com

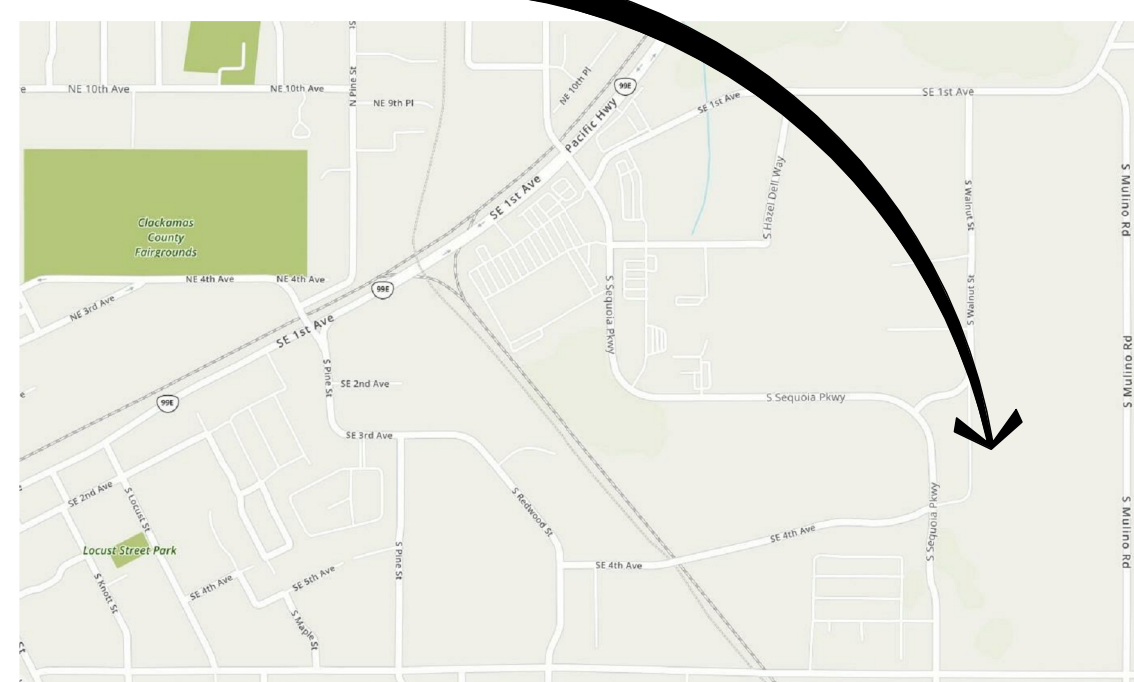
Jurisdiction:
Canby, Oregon
222 Northeast 2nd Ave.
Canby, Oregon 97013
Phone: 503.266.7001
Contact: Bryan Brown
Email: BrownB@canbyoregon.gov

Site Surveyor:
Northwest Surveying, Inc.
1815 NW 189th Place
Beaverton, OR 97006
Contact: Clint Stubbs
Phone: 503.848.2127
Email: nwsurveying@nwsrwy.com

Geo Engineer:
Geotech Solutions, Inc.
1112 7th Street
Oregon City, OR 97045
Contact: Don Rondema, MS, PE...
Phone: 503.657.3487

Landscape Architect:
Otten Landscape Architects
3833 SW Kelley Ave.
Portland, Oregon 97239
Contact: Erin Holsenbeck
Phone: 503.972.0311
Email: erin@ottenla.com

PROJECT SITE



VICINITY MAP

PROJECT NAME
CARUSO PRODUCE DISTRIBUTION WAREHOUSE

SE 4TH AVENUE
CANBY, OR

DESIGN REVIEW

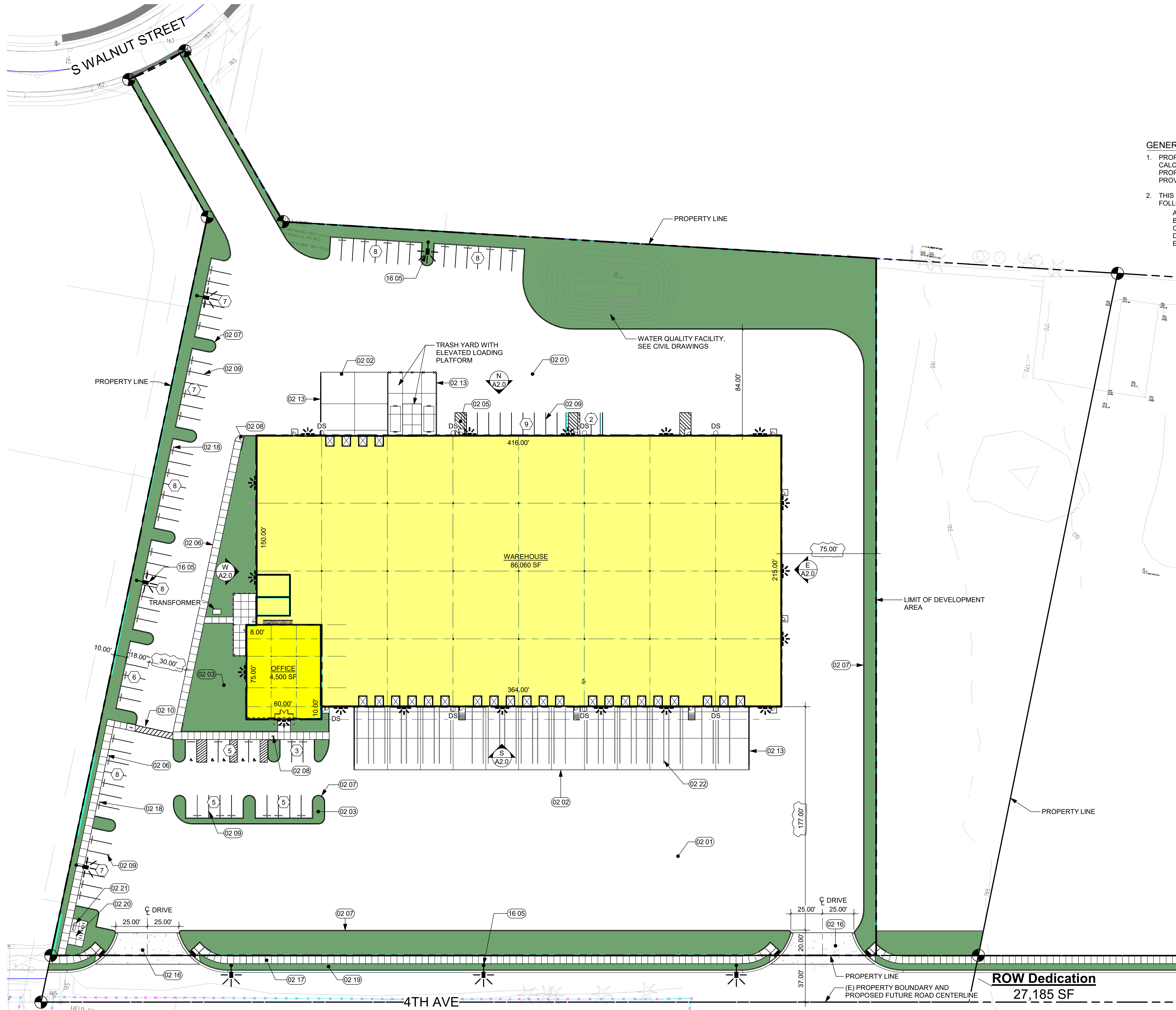
| REVISIONS | DATE | DESCRIPTION |
|-----------|------|-------------|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |
| 7 | | |
| 8 | | |
| 9 | | |
| 10 | | |

FOR REFERENCE ONLY
NOT FOR CONSTRUCTION

| | |
|-----------|-------------------|
| DATE | NOVEMBER 13, 2019 |
| SCALE | AS NOTED |
| PROJ. NO. | 20190302 |
| DRAWN | CGA |
| CHECKED | JCS |

COVER SHEET

G0.0



GENERAL NOTES

- PROPERTY LINE BEARINGS AND DISTANCES AS WELL AS SITE AREA CALCULATIONS ARE PROVIDED FOR ZONING AND PERMIT REVIEW ONLY. REAL PROPERTY LEGAL DESCRIPTIONS AND AREA CALCULATIONS ARE TO BE PROVIDED BY A REGISTERED PROFESSIONAL SURVEYOR.
- THIS PROJECT IS DESIGNED AS A "SHELL" BUILDING AND WILL ADDRESS THE FOLLOWING ITEMS WITH THE TENANT IMPROVEMENT PERMIT SUBMITTAL:
 - INTERIOR BIKE RACKS (IF REQUIRED).
 - CURTAIN BOARDS (IF REQUIRED) DUE TO THE USE OF DEMISING WALLS.
 - ENERGY CODE COMPLIANCE FORMS PER EACH TENANT.
 - EGRESS PATH AND LIGHTING PER EACH TENANT.
 - RACK PERMITS AND HIGH PILE STORAGE REQUIREMENTS PER EACH TENANT.

SITE PLANNING SYMBOLS

- ASPHALT PAVING AS NOTED THIS SHEET
- LANDSCAPED AREA - SEE SHEET L1.0
- CONTROL DIMENSION
- 6.0' HIGH CHAIN LINK FENCE WITH GATES AS SHOWN (SEE SPECIFICATIONS)
- DISABLED PARKING STALL. 9.0' STALL WITH 6.0' STRIPED SIDE ACCESS. PROVIDE CODE APPROVED SIGN AT EACH STALL SEE STANDARD DETAIL AT SITE DETAIL SHEET.
- DISABLED VAN PARKING STALL. 9.0' STALL WITH 8.0' STRIPED SIDE ACCESS. PROVIDE CODE APPROVED SIGN AT EACH STALL SEE STANDARD DETAIL AT SITE DETAIL SHEET.
- NUMBER OF STANDARD PARKING STALLS 9.0' X 18.0'
- LIGHT POLE
- WALL MOUNTED LIGHT

KEYNOTE LEGEND

- 02 01 A.C. PAVING. SEE SITE PLAN FOR SECTIONS, SEE CIVIL FOR GRADES.
- 02 02 LOADING DOCK CONCRETE SLAB. 7" THICK UNREINFORCED CONCRETE OVER 6 INCHES COMPACTED CRUSHED ROCK OVER COMPACTED SUBGRADE.
- 02 03 LANDSCAPE PLANTER. SEE LANDSCAPING PLANS.
- 02 05 PAINT STRIPING (3" WIDE AT 2.0' O.C.) DENOTING PEDESTRIAN ACCESS WALKWAY OR NO PARKING. SEE SPECIFICATIONS.
- 02 06 NEW CONCRETE SIDEWALK. SEE SITE DETAIL SHEET.
- 02 07 EXTRUDED CONCRETE CURB. LOCATE AROUND ALL LANDSCAPE AREAS AS SHOWN (U.N.O.). 5.0' TYPICAL CURB RADIUS AT CORNERS (U.N.O.). SEE SITE DETAIL SHEET.
- 02 08 SIDEWALK RAMP. 1:12 MAXIMUM SLOPE. PROVIDE CODE APPROVED DETECTABLE WARNING. SEE SITE DETAIL SHEET.
- 02 09 3" WIDE PAINT STRIPE. SEE SPECIFICATIONS.
- 02 10 PEDESTRIAN EGRESS PATHWAY. 6" RAISED CONCRETE. VERIFY COLOR WITH OWNER AND JURISDICTION.
- 02 13 LOADING DOCK RETAINING WALL WITH GUARDRAIL - SEE SITE DETAIL SHEET.
- 02 16 NEW CONCRETE DRIVEWAY - PUBLIC RIGHT-OF-WAY STANDARD SEE PUBLIC WORKS DRAWINGS.
- 02 17 NEW PUBLIC SIDEWALK - PUBLIC STANDARD PER PUBLIC WORKS DRAWINGS.
- 02 18 6" CONCRETE WHEEL STOP - SEE SITE DETAIL SHEET
- 02 19 NEW PUBLIC LANDSCAPING STRIP - SEE PUBLIC WORKS DRAWINGS
- 02 20 BIKE PARKING. SEE DETAIL SHEET.
- 02 21 BENCH SEATING. ACCESSIBLE TO PUBLIC
- 02 22 TRUCK DOCK LINE-UP STRIPING. SEE SITE STRIPING PLANS
- 16 05 POLE MOUNTED SITE LIGHTING. BIDDER DESIGN, DEFERRED SUBMITTAL

PROJECT NAME

**CARUSO
PRODUCE
DISTRIBUTION
WAREHOUSE**

SE 4TH AVENUE
CANBY, OR

DESIGN REVIEW

REVISIONS

| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

FOR REFERENCE ONLY
NOT FOR CONSTRUCTION

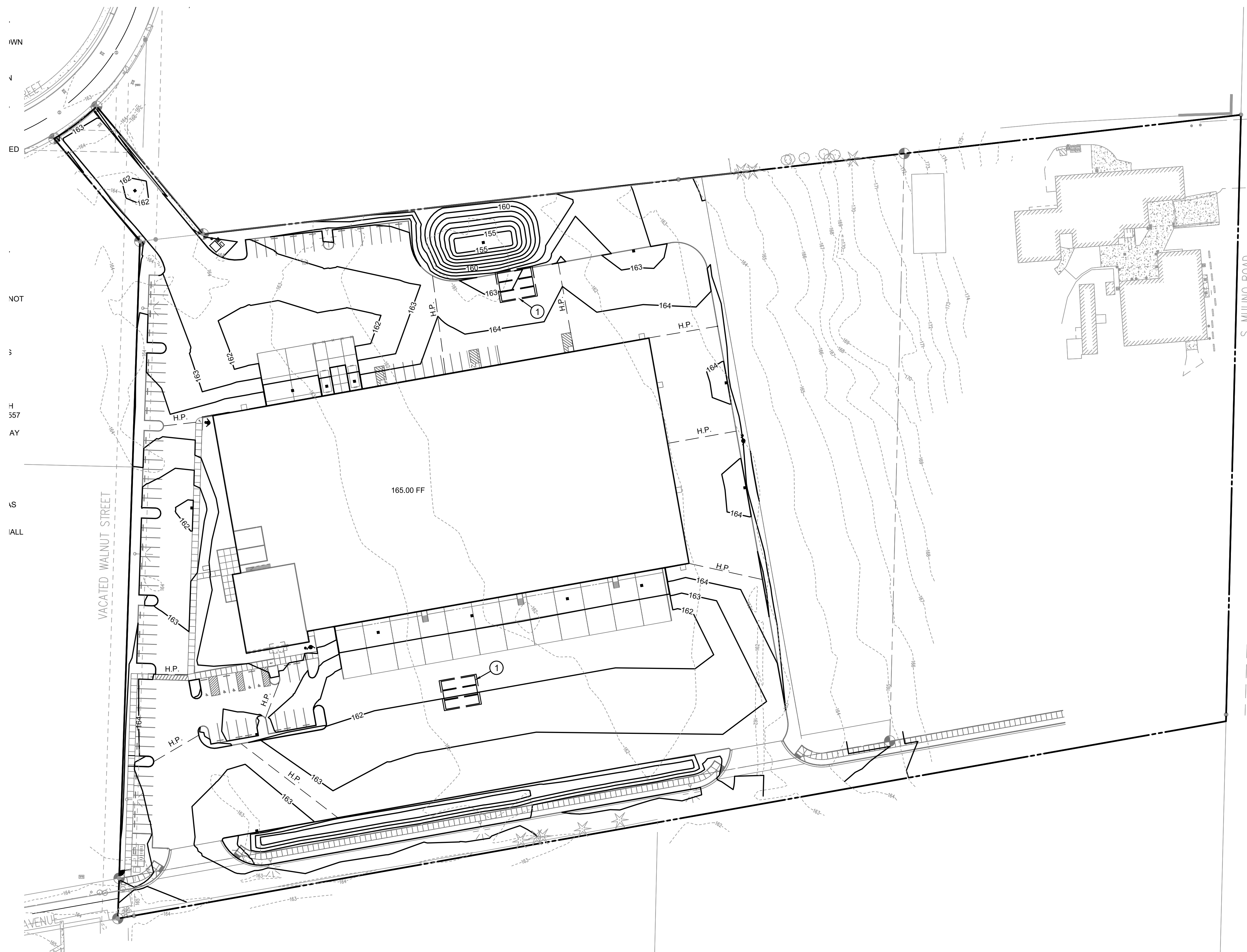
DATE NOVEMBER 13, 2019

SCALE AS NOTED PROJ. NO. 20190302

DRAWN CGA CHECKED JCS

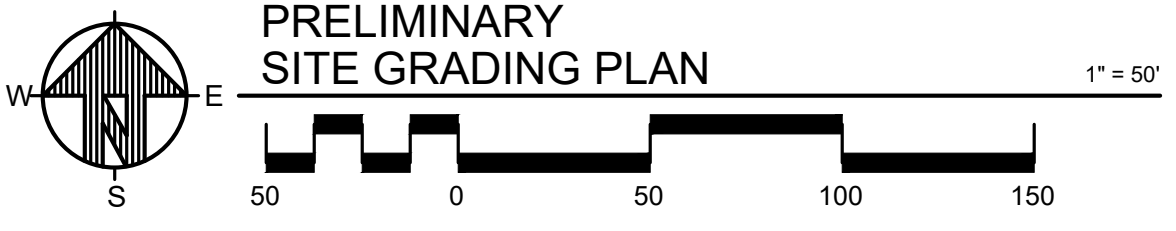
SITE PLAN

A
G1.0
SITE PLAN
1" = 40'-0"



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

| ABBREVIATIONS | |
|---------------|------------------|
| EL | ELEVATION |
| B.M. | BENCH MARK |
| TC | TOP OF CURB |
| BC | BOTTOM OF CURB |
| MH | MANHOLE |
| CB | CATCH BASIN |
| AC | ASPHALT CONCRETE |
| AD | AREA DRAIN |
| H.P. | HIGH POINT |
| GB | GRADE BREAK |
| T.O.W. | TOP OF WALL |
| T.O.E. | TOE OF WALL |
| EXTG | EXISTING |
| CE | CURB EXPOSURE |
| SF | STORMFILTER |
| CONC | CONCRETE |
| TYP. | TYPICAL |
| FG | FINISHED GRADE |
| EG | EXISTING GRADE |



| GRADING SYMBOLS | |
|-----------------|--|
| | NEW ASPHALT PAVING AS NOTED SEE SHEET G1.0 FOR PAVEMENT SECTIONS |
| | EXISTING CONTOUR LINE |
| | NEW CONTOUR LINE |
| | EXISTING SPOT ELEVATION |
| | NEW SPOT ELEVATION PROVIDE STAKE. |

SITE INFORMATION

SURVEY INFORMATION FROM BOUNDARY & TOPOGRAPHIC SURVEY FROM TOPOGRAPHIC SURVEY OF LOT 2400 & 2490, LOCATED IN SE1/4 SEC. 34, T.3S., R.1E, W.M. CITY OF CANBY, CLACKAMAS COUNTY, OREGON. PROVIDED BY: NORTHWEST SURVEYING, INC. (ADDRESS: 1815 NW 169TH PLACE SUITE 2090 BEAVERTON, OR 97006, PHONE: (503) 848-2127, JOB #: 1975)

THE HORIZONTAL BASIS OF BEARINGS IS THE OREGON STATE PLANE COORDINATE SYSTEM (NORTH ZONE) NAD 83/91. ELEVATIONS ARE GPS DERIVED ON THE NAVD 1988 VERTICAL DATUM.

AS-BUILT NOTE:

CONTRACTOR SHALL PROVIDE A TOPOGRAPHIC AS-BUILT SURVEY TO INCLUDE ALL INFILTRATION PONDS AT FINISH GRADE, AND ALL UTILITY RIMS, AND ALL CATCH BASIN/FIELD INLET INVERT ELEVATIONS ON THE SITE.

NOTICE TO EXCAVATORS:

ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS 503-232-1987).

POTENTIAL UNDERGROUND FACILITY OWNERS

Dig Safely.
Call the Oregon One-Call Center
DIAL 811 or 1-800-332-2344

PROJECT NAME

**CARUSO
PRODUCE**

ADDRESS

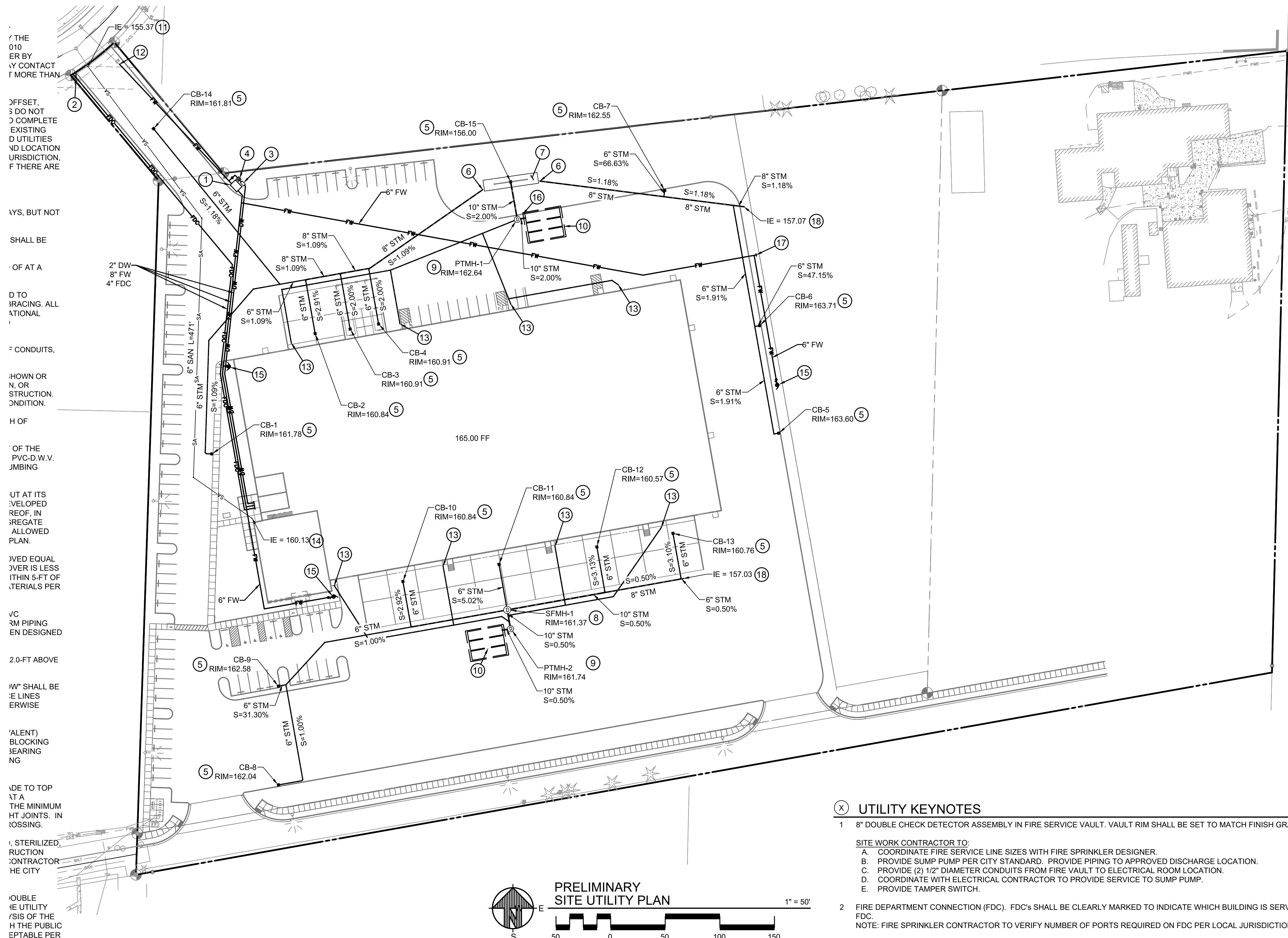
DESIGN REVIEW

| REVISIONS | |
|-----------|-------------|
| DATE | DESCRIPTION |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

| | | |
|-------|-------------------|--------------------|
| DATE | NOVEMBER 12, 2019 | |
| SCALE | AS NOTED | PROJ. NO. 20190302 |
| DRAWN | JG | CHECKED BMD |

PRELIMINARY SITE GRADING PLAN





IF THE
010
ER BY
Y CONTACT
IF MORE THAN

OFFSET,
3 DO NOT
O COMPLETE
D UTILITIES
ND LOCATION
URISDICTION,
F THERE ARE

YS, BUT NOT
SHALL BE

OF AT A

D TO
RACING. ALL
TIONAL

CONDUITS,
HOWN OR
N, OR
STRUCTION,
NDITION.

H OF

OF THE
PVC-D.W.V.
JMBING

UT AT ITS
VELOPED
ROOF, IN
REGATE
ALLOWED
PLAN.

VED EQUAL
VER IS LESS
ITHIN 5-FT OF
TERIALS PER

VC
RM PIPING
EN DESIGNED

2.0-FT ABOVE

W" SHALL BE
E LINES
ERWISE

'ALENT)
BLOCKING
BEARING
NG

ODE TO TOP
AT A
THE MINIMUM
HT JOINTS. IN
OSSING.

I, STERILIZED,
RUCTION
ONTRACTOR
HE CITY

DOUBLE
HE UTILITY
/SIS OF THE
H THE PUBLIC
EPTABLE PER

PROJECT NAME
**CARUSO
PRODUCE**

ADDRESS

DESIGN REVIEW

REVISIONS

| Δ | DATE | DESCRIPTION |
|---|------|-------------|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

(X) UTILITY KEYNOTES

1 8" DOUBLE CHECK DETECTOR ASSEMBLY IN FIRE SERVICE VAULT. VAULT RIM SHALL BE SET TO MATCH FINISH GRADE.

SITE WORK CONTRACTOR TO:

A. COORDINATE FIRE SERVICE LINE SIZES WITH FIRE SPRINKLER DESIGNER.

B. PROVIDE SUMP PUMP PER CITY STANDARD. PROVIDE PIPING TO APPROVED DISCHARGE LOCATION.

C. PROVIDE (2) 1/2" DIAMETER CONDUITS FROM FIRE VAULT TO ELECTRICAL ROOM LOCATION.

D. COORDINATE WITH ELECTRICAL CONTRACTOR TO PROVIDE SERVICE TO SUMP PUMP.

E. PROVIDE TAMPER SWITCH.

2 FIRE DEPARTMENT CONNECTION (FDC). FDC's SHALL BE CLEARLY MARKED TO INDICATE WHICH BUILDING IS SERVED BY FDC.
NOTE: FIRE SPRINKLER CONTRACTOR TO VERIFY NUMBER OF PORTS REQUIRED ON FDC PER LOCAL JURISDICTION.

3 2" DOMESTIC BACKFLOW ASSEMBLY.

4 2" DOMESTIC WATER METER.

5 STANDARD CATCH BASIN.

6 RIP RAP AT PIPE OUTFALL.

7 10' x 50' CWS FLOW-THROUGH PLANTER WITH PERFORATED PIPE THROUGH ROCK SECTION.

8 6-CARTRIDGE 72" STORMFILTER MANHOLE.

9 60" PRETREATMENT MANHOLE WITH 3' SEDIMENTATION SUMP.

10 21x MC4500 CHAMBER INFILTRATION GALLERY.

11 CONNECT TO EXISTING 6" SANITARY LATERAL. CONTRACTOR TO POTHOLE TO VERIFY DEPTH, LOCATION AND SIZE OF EXISTING LATERAL BEFORE BEGINNING CONSTRUCTION AND NOTIFY ENGINEER OF RECORD IF DISCREPANCIES OCCUR.

12 CONNECT TO EXISTING 8" WATER LATERAL. CONTRACTOR TO POTHOLE TO VERIFY DEPTH, LOCATION AND SIZE OF EXISTING LATERAL BEFORE BEGINNING CONSTRUCTION AND NOTIFY ENGINEER OF RECORD IF DISCREPANCIES OCCUR.

13 ROOF DRAIN POINT OF CONNECTION. COORDINATE LOCATION AND INVERT WITH APPROVED PLUMBING PLANS.

14 SANITARY POINT OF CONNECTION. COORDINATE LOCATION AND INVERT WITH APPROVED PLUMBING PLANS.

15 6" FIRE HYDRANT ASSEMBLY.

16 CURB CUT.

17 6" FIRE STUB.

18 STORM STUB.

GENERAL SYMBOLS

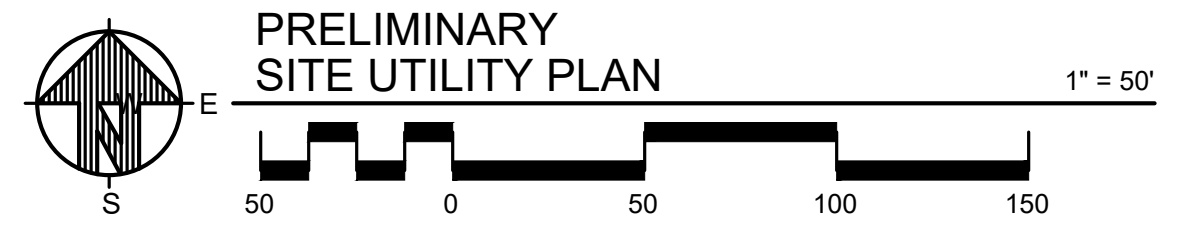
| | |
|-----|---------------------------------------|
| NEW | |
| ● | CATCH BASIN (CB) -OR- AREA DRAIN (AD) |
| ○ | MANHOLE (MH) |
| ⊙ | UTILITY POLE |
| ⊙ | FIRE HYDRANT (FH) |
| ⊙ | METER |
| ⊙ | UTILITY VAULT |
| ⊙ | TRANSFORMER AND PAD |
| ⊙ | TRANSFORMER |
| ⊙ | VALVE BOX COVER |
| ⊙ | POST INDICATOR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

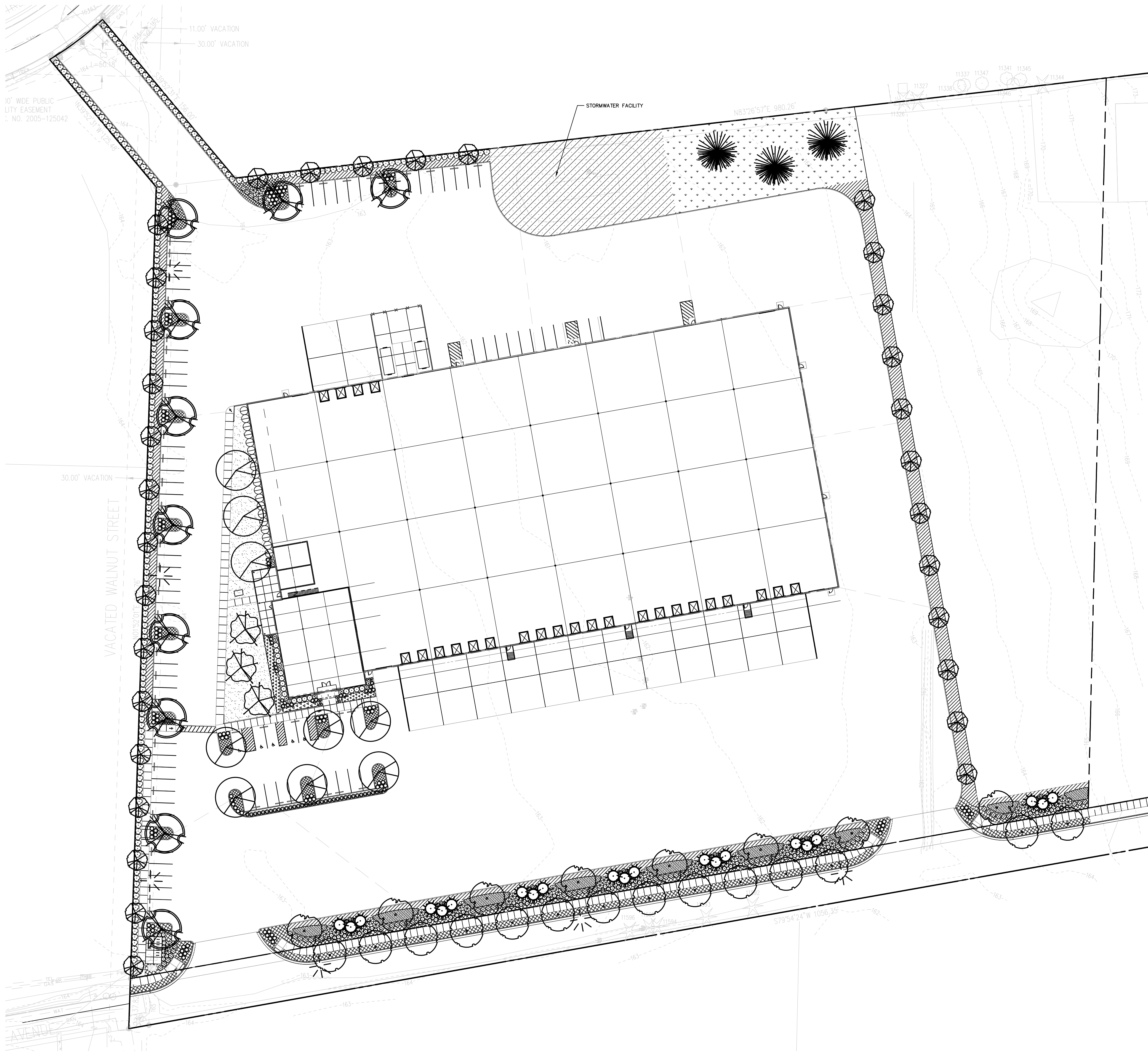
UTILITY SYMBOLS

| | |
|-------|------------------------|
| —SA— | SANITARY - EXISTING |
| —SA— | SANITARY - NEW |
| —ST— | STORM - EXIST |
| —ST— | STORM - NEW |
| —G— | GAS - EXISTING |
| —G— | GAS - NEW |
| —T— | TELEPHONE - EXISTING |
| —T— | TELEPHONE - NEW |
| —E— | ELECTRICAL - EXISTING |
| —E— | ELECTRICAL - NEW |
| —W— | WATER - EXISTING |
| —W— | WATER - NEW |
| —DW— | DOMESTIC WATER - NEW |
| —FW— | FIRE WATER - NEW |
| —FDC— | FDC SERVICE LINE - NEW |

ABBREVIATIONS

| | |
|----------|-----------------------------|
| DC | DOUBLE CHECK VALVE |
| DCDA | DOUBLE CHECK DETECTOR ASSY. |
| FDC | FIRE DEPARTMENT CONNECTION |
| DW | DOMESTIC WATER |
| FW | FIRE WATER |
| SAN | SANITARY |
| STM | STORM |
| PVC | POLYVINYL CHLORIDE |
| HDPE | HIGH-DENSITY POLYETHYLENE |
| CONC | CONCRETE |
| RCP | REINFORCED CONCRETE PIPE |
| DIP | DUCTILE IRON PIPE |
| CIP | CORRUGATED IRON PIPE |
| PVC C900 | HIGH PRESSURE RATED PVC |
| IE | INVERT ELEVATION |
| C.O. | CLEAN OUT |
| MH | MANHOLE |
| CB | CATCH BASIN |
| AD | AREA DRAIN |
| EXTG | EXISTING |

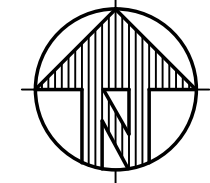




- GENERAL NOTES:**
1. Contractor is to verify all plant quantities.
 2. Adjust plantings in the field as necessary.
 3. Project is to be irrigated by an automatic, underground system, which will provide full coverage for all plant material. System is to be design/build by Landscape Contractor. Guarantee system for a minimum one year. Show drip systems as alternate bid only.
 4. All plants are to be fully foliated, well branched and true to form.
 5. Contractor is to notify Landscape Architect or Owner's Representative of any site changes or unforeseen conditions that may be detrimental to plant health, or cause future problems to any structural elements of the project.
 6. Contractor shall notify the Landscape Architect if specified materials or methods are not consistent with local climate and/or practices.

LANDSCAPE PLAN

SCALE 1" = 40'-0"



PLANT LIST: GENERAL LANDSCAPING

| SYMBOL | # | LATIN/Common NAME TREES | SIZE | SPACING |
|--------------------|----------|---|----------|----------|
| TREES | | | | |
| | 14 | ACER TRUNCATUM 'WARRENRED' Pacific Sunset Maple | 2" cal. | As shown |
| | 21 | CALOCEDRUS DECURRENS' Incense Cedar | 6-7' ht. | As shown |
| | 31 | CARPINUS BETULUS 'FRANS FONTAINE' Frans Fontaine Hornbeam | 2" cal. | As shown |
| | 3 | CORNUS FLORIDA Flowering Dogwood | 2" cal. | As shown |
| | 9 | GLEDITSIA TRIACANTHOS 'SUNCOLE' Sunburst Honeylocust | 2" cal. | As shown |
| | 8 | PRUNUS YEDOENSIS "AKEBONO" Akebono Flowering Cherry | 2" cal. | As shown |
| | 3 | THUJA PLICATA Western Red Cedar | 8' high | As shown |
| | 10 | ZELKOVA SERRATA 'GREEN VASE' Green Vase Zelkova | 3" cal. | As shown |
| SHRUBS | | | | |
| | 124 | ABELIA X GRANDIFLORA "KALEIDOSCOPE" Kaleidoscope Abelia | 2 gal. | 3' o.c. |
| | 131 | ABELIA X 'ROSE CREEK' Rose Creek Abelia | 1 gal. | 3' o.c. |
| | 47 | CORNUS ALBA 'ELEGANTISSIMA' Variegated Redtwig Dogwood | 5 gal. | 5' o.c. |
| | 36 | ILEX CRENATA "COMPACTA" Compact Japanese Holly | 2 gal. | 3' o.c. |
| | 227 | LIGUSTRUM JAPONICUM "TEXANUM" Waxleaf Privet | 5 gal. | 4' o.c. |
| | 237 | MAHONIA REPENS Creeping Oregon Grape | 1 gal. | 3' o.c. |
| | 21 | NANDINA DOMESTICA "GULF STREAM" Gulf Stream Nandina | 2 gal. | 3' o.c. |
| | 13 | RHAMNUS FRANGULA 'FINE LINE' Fine Line Buckthorn | 5 gal. | 3' o.c. |
| | 53 | ROSA 'FLOWER CARPET AMBER' Flower Carpet Amber Rose | 2 gal. | 3' o.c. |
| | 96 | SPIRAEA BUM. 'ANTHONY WATERER' Anthony Waterer Spirea | 2 gal. | 4' o.c. |
| | 19 | VIBURNUM TINUS 'ROBUSTUM' Roundleaf Laurustinus | 5 gal. | 6' o.c. |
| PERENNIALS | | | | |
| | 32 | CAREX OSHIMENSIS 'EVERGOLD' Evergold Sedge | 1 gal. | 18" o.c. |
| GROUNDCOVER | | | | |
| | 717 | COTONEASTER DAM. 'CORAL BEAUTY' Bearberry Cotoneaster | 1 gal. | 4' o.c. |
| | 943 | ARCTOSTAPHYLOS UVA-URSI "MASS." Massachusetts Kinnikinnick | 1 gal. | 3' o.c. |
| | 5,228 SF | FINE LAWN SEED MIX See Specifications | | |
| | 8,774 SF | ROUGH SEED MIX See Specifications | | |
| | | STORMWATER FACILITY PLANTING To Meet City of Canby Standards | | |

PROJECT NAME
CARUSO PRODUCE

ADDRESS

DESIGN REVIEW

REVISIONS

| DATE | DESCRIPTION |
|------|-------------|
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |



| | | |
|-------|-------------------|--------------------|
| DATE | NOVEMBER 12, 2019 | |
| SCALE | AS NOTED | PROJ. NO. 20190302 |
| DRAWN | MPL | CHECKED E.H. |

LANDSCAPE PLAN

F:\Projects\PLANTING\VL\MK\Caruso-LS.dwg 11/12/2019 4:14 PM

OUTLINE SPECIFICATIONS PLANTING AND SEEDING:

GENERAL: All plants shall conform to all applicable standards of the latest edition of the "American Association of Nurserymen Standards", A.N.S.I. Z60.1 – 1973. Meet or exceed the regulations and laws of Federal, State, and County regulations, regarding the inspection of plant materials, certified as free from hazardous insects, disease, and noxious weeds, and certified fit for sale in Oregon.

The apparent silence of the Specifications and Plans as to any detail, or the apparent omission from them of a detailed description concerning any point, shall be regarded as meaning that only the best general practice is to prevail and that only material and workmanship of first quality are to be used. All interpretations of these Specifications shall be made upon the basis above stated.

Landscape contractor shall perform a site visit prior to bidding to view existing conditions.

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

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

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

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

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

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

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

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

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

TOPSOIL AND FINAL GRADES: Landscape Contractor is to supply and place 12" of topsoil in planting beds and 6" in lawn areas. Landscape Contractor is to verify with the General Contractor if the on-site topsoil is or is not conducive to proper plant growth. The topsoil shall be a sandy loam, free of all weeds and debris inimical to lawn or plant growth. Furnish soil analysis by a qualified soil testing laboratory stating percentages of organic matter; gradation of sand, silt and clay content; cation exchange capacity; deleterious material; pH; and plant nutrient content of the topsoil. Report suitability of topsoil for plant growth and recommended quantities of nitrogen, phosphorus and potash nutrients and soil amendments (including compost) to be added to produce satisfactory topsoil. If stockpiled topsoil on site is not conducive to proper plant growth, the Landscape Contractor shall import the required amount.

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

PLANTING SPECIFICATIONS:

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

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

In groundcover areas add 2" of compost (or as approved) and till in to the top 6" of soil.

PLANTING HOLE: Lay out all plant locations and excavate all soils from planting holes to 2 1/2 times the root ball or root system width. Loosen soil inside bottom of plant hole. Dispose of any "subsoil" or debris from excavation. Check drainage of planting hole with water, and adjust any area showing drainage problems.

SOIL MIX: Prepare soil mix in each planting hole by mixing:
2 part native topsoil (no subsoil)
1 part compost (as approved)

Thoroughly mix in planting hole and add fertilizers at the following rates:

Small shrubs – 1/8 lb./ plant
Shrubs – 1/3 to 1/2 lb./ plant
Trees – 1/3 to 1 lb./ plant

FERTILIZER: For trees and shrubs use Commercial Fertilizer "A" Inorganic (5-4-3) with micro-nutrients and 50% slow releasing nitrogen. For initial application in fine seed lawn areas use Commercial Fertilizer "B" (8-16-8) with micro-nutrients and 50% slow-releasing nitrogen. For lawn maintenance use Commercial Fertilizer "C" (22-16-8) with micro-nutrients and 50% slow-releasing nitrogen. **DO NOT** apply fertilizer to Water Quality Swale.

PLANTING TREES AND SHRUBS: Plant upright and face to give best appearance or relationship to adjacent plants and structures. Place 6" minimum, lightly compacted layer of prepared planting soil under root system. Loosen and remove twine binding and burlap from top 1/2 of root balls. Cut off cleanly all broken or frayed roots, and spread roots out. Stagger Plants in rows. Backfill planting hole with soil mix while working each layer to eliminate voids.

When approximately 2/3 full, water thoroughly, then allow water to soak away. Place remaining backfill and dish surface around plant to hold water. Final grade should keep root ball slightly above surrounding grade, not to exceed 1". Water again until no more water is absorbed. Initial watering by irrigation system is not allowed.

STAKING OF TREES: Stake or guy all trees. Stakes shall be 2" X 2" (nom.) quality tree stakes with point. They shall be of Douglas Fir, clear and sturdy. Stake to be minimum 2/3 the height of the tree, not to exceed 8'-0". Drive stake firmly 1'-6" below the planting hole. Tree ties for deciduous trees shall be "Chainlock" (or better). For Evergreen trees use "Gro-Strait" Tree Ties (or a reinforced rubber hose and guy wires) with guy wires of a minimum 2 strand twisted 12 ga. wire. Staking and guying shall be loose enough to allow movement of tree while holding tree upright.

MULCHING OF PLANTINGS: Mulch planting areas with dark, aged, medium grind fir or hemlock bark (aged at least 6 months) to a depth of 2" in ground cover areas and 2 1/2" in shrub beds. Apply evenly, not higher than grade of plant as it came from the nursery, and rake to a smooth finish. Water thoroughly, then hose down planting area with fine spray to wash leaves of plants.

FINE LAWN AREAS: In fine lawn area apply Commercial Fertilizer Mix "B" at 4.5 lbs. Per 1,000 sq.ft. and rake into soil surface. Establish an even, fine textured seedbed meeting grades, surfaces and texture. Sow seed with a mechanical spreader at the uniform rates as noted below. Rake seed lightly to provide cover.

ROUGH SEED AREA: In rough seeded area, establish an evenly graded seedbed. Sow seed with a mechanical spreader at the uniform rates as noted below. Rake seed lightly to provide cover.

SEED: Bluetag grass seed conforming to applicable State laws. No noxious weed seeds. Submit Guaranteed analysis.

Fine Lawn Seed Mix: To contain 50% Top Hat Perennial Ryegrass, 30% Derby Supreme Ryegrass, 20% Longfellow Chewings Fescue (Hobbs and Hopkins Pro-Time 303 Lawn Mix or as approved) Sow Seed at 5 lbs. / 1000 sq. ft.

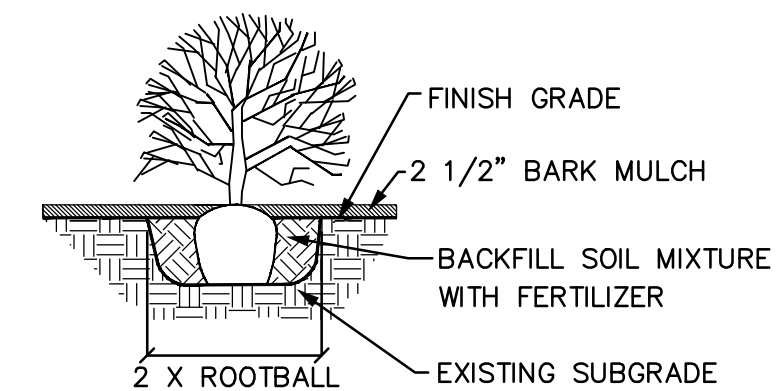
Rough Seed Mix: To Contain: 60% Perennial Ryegrass, 15% Eureka Hard Fescue, and 20% Herbaceous Plants and Clover (Hobbs and Hopkins Pro-Time 705 PDX, or approved equal). Sow at 2 lbs. Per 1,000 sq.ft.

MAINTENANCE OF SEEDED AREAS:

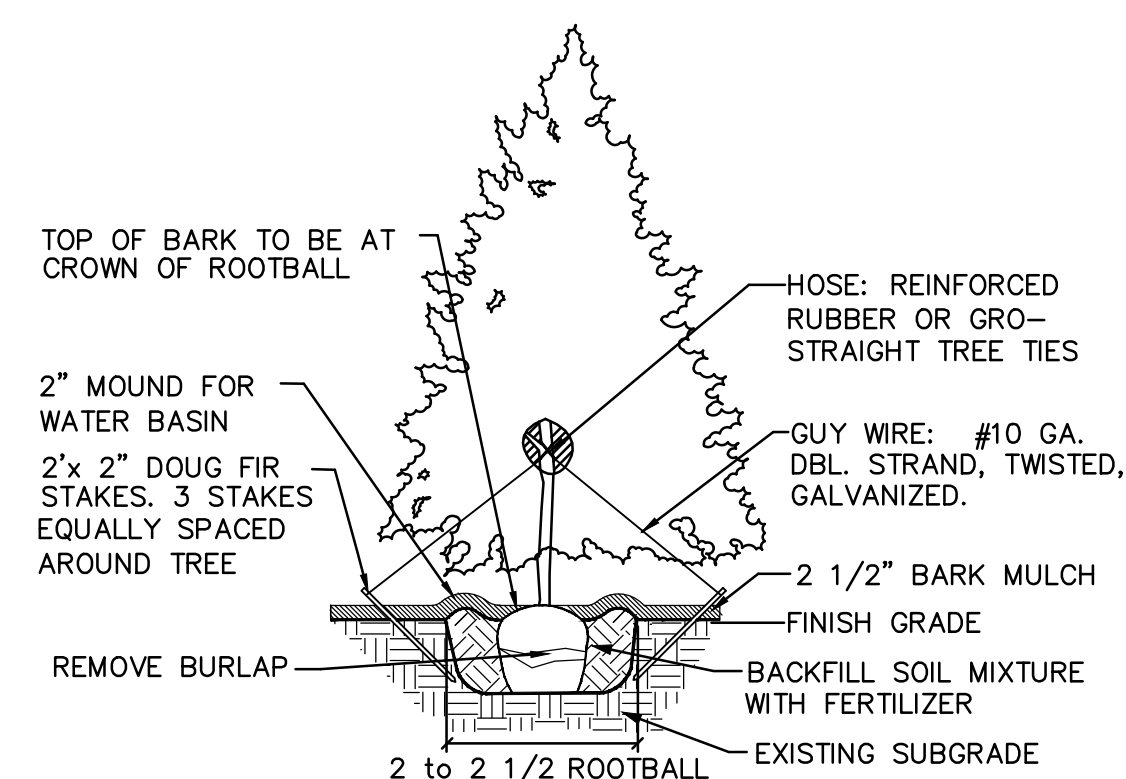
Fine Lawn Areas: The lawn areas shall be maintained by watering, mowing, reseeding, and weeding for a minimum of 60 days after seeding. After 30 days, or after the second mowing, apply Commercial Fertilizer Mix "C" at 5 lbs. per 1,000 sq. ft. Mow and keep at 1 1/2" to 2" in height. Remove clippings and dispose of off site.

GENERAL MAINTENANCE: Protect and maintain work described in these specifications against all defects of materials and workmanship, through final acceptance. Replace plants not in normal healthy condition at the end of this period. Water, weed, cultivate, mulch, reset plants to proper grade or upright position, remove dead wood and do necessary standard maintenance operations. Irrigate when necessary to avoid drying out of plant materials, and to promote healthy growth.

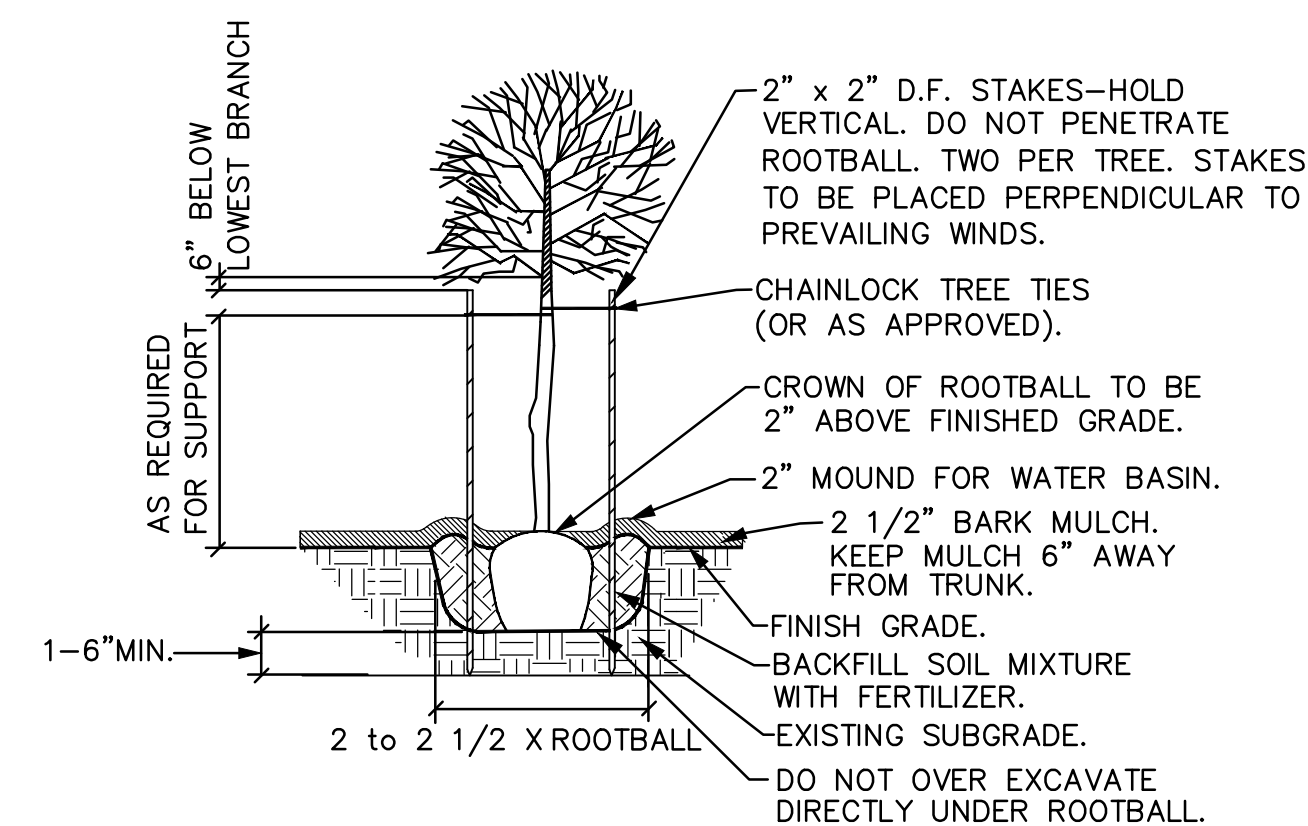
CLEAN-UP: At completion of each division of work all extra material, supplies, equipment, etc., shall be removed from the site. All walks, paving, or other surfaces shall be swept clean, mulch areas shall have debris removed and any soil cleared from surface. All areas of the project shall be kept clean, orderly and complete.



SHRUB PLANTING DETAIL
NOT TO SCALE



EVERGREEN TREE STAKING DETAIL
NOT TO SCALE



NOTE: ANY PROPOSED CHANGES TO OUR SPECIFICATION OR DETAIL SHOULD BE APPROVED BY THE LANDSCAPE ARCHITECT. LIKEWISE, IN ACCORDANCE WITH BEST PRACTICES OF LOCAL LANDSCAPE INSTALLATION, SHOULD THE LANDSCAPE CONTRACTOR FIND A PREFERRED ALTERNATE METHOD, THE LANDSCAPE ARCHITECT MAY BE SO ADVISED.

GENERAL DECIDUOUS TREE PLANTING DETAIL
NOT TO SCALE

PROJECT NAME

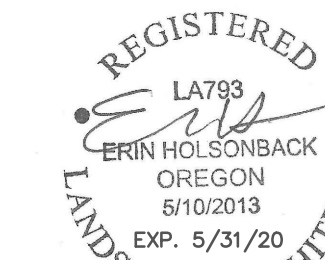
CARUSO PRODUCE

ADDRESS

DESIGN REVIEW

REVISIONS

| Δ | DATE | DESCRIPTION |
|---|------|-------------|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |



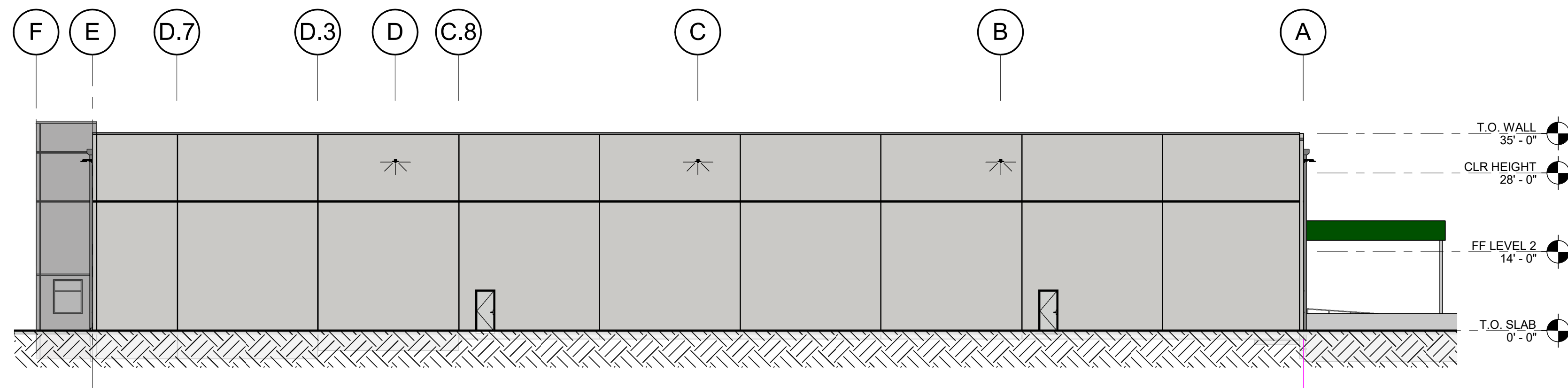
| | | |
|-------|-------------------|--------------------|
| DATE | NOVEMBER 12, 2019 | |
| SCALE | AS NOTED | PROJ. NO. 20190302 |
| DRAWN | MPL | CHECKED E.H. |

DETAILS & SPECS

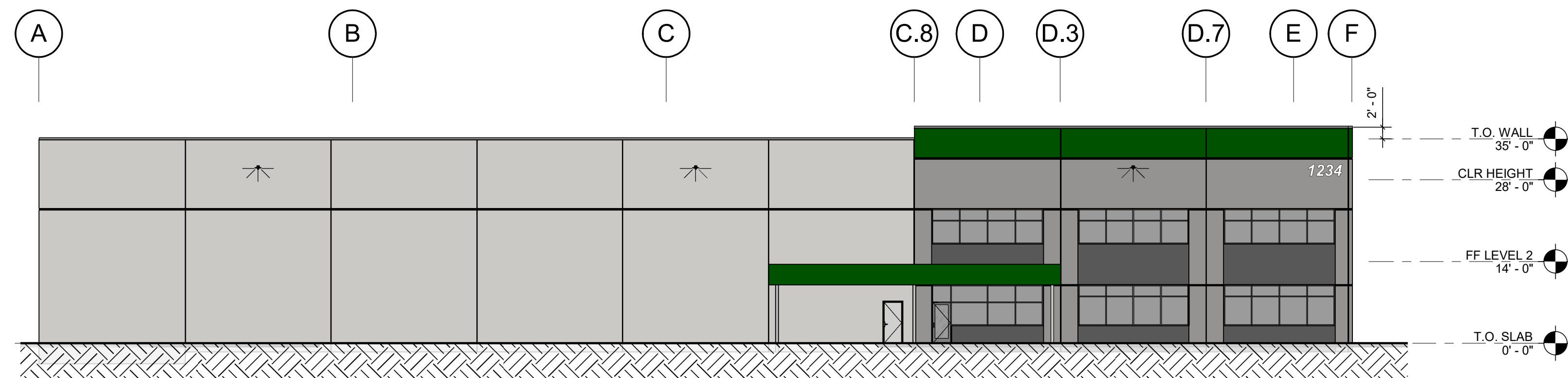
F:\Projects\PLANTING\LMK\Caruso-LS.dwg 11/12/2019 4:14 PM

ELEVATION NOTES

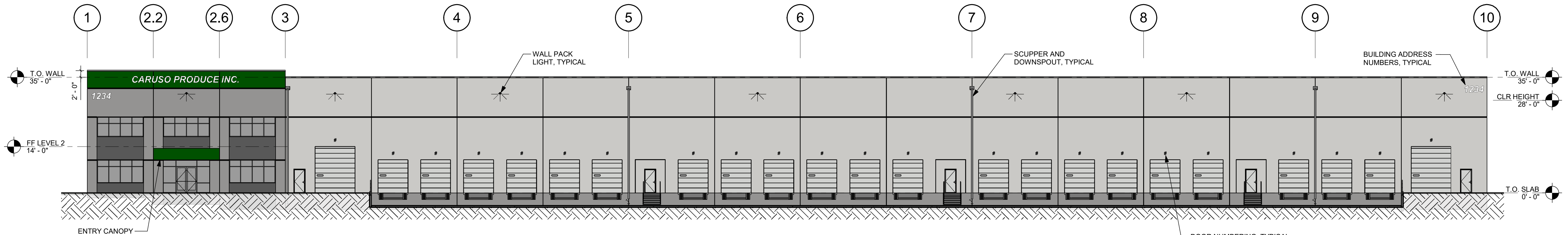
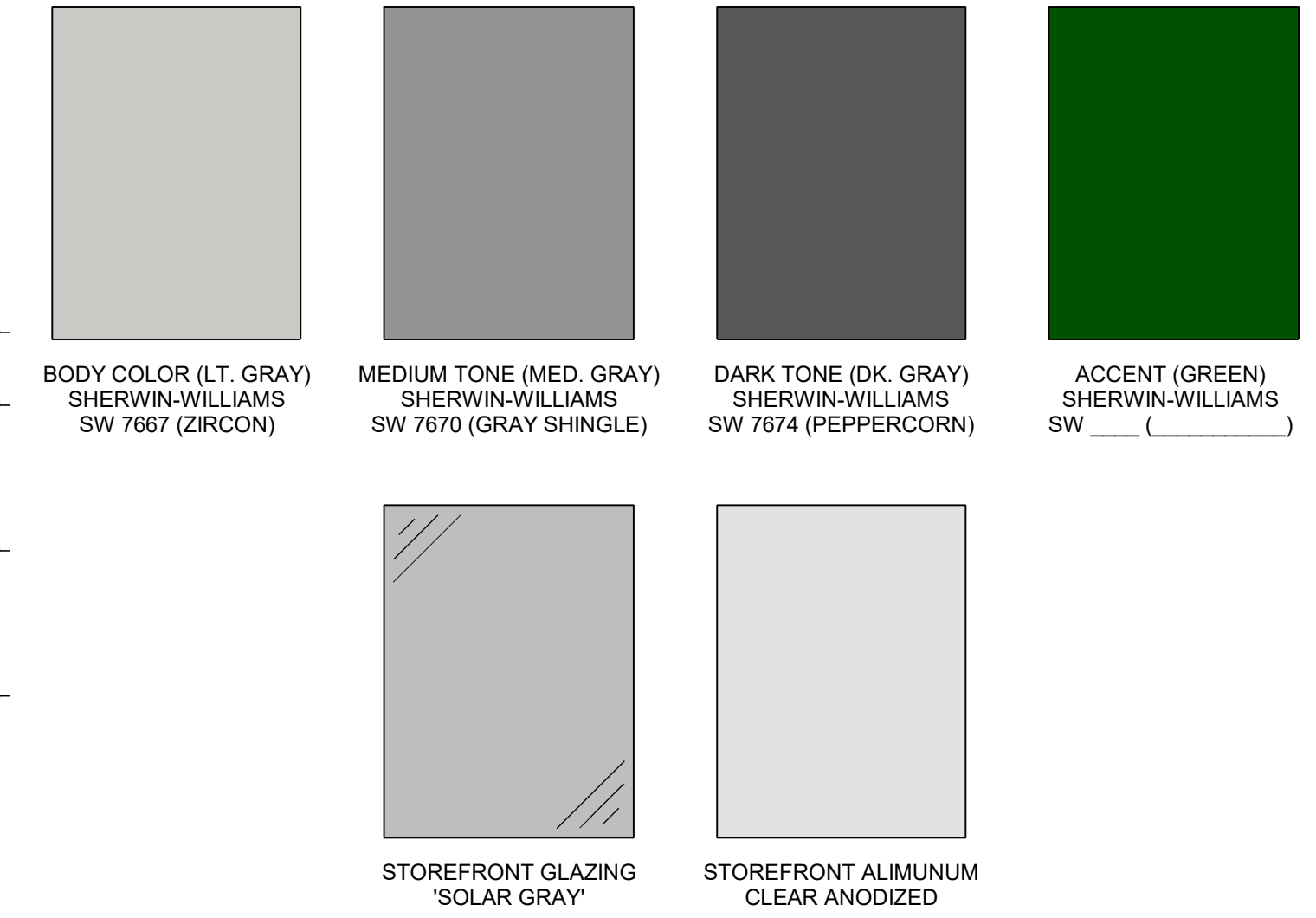
1. FOR ADDITIONAL INFORMATION SEE STRUCTURAL PANEL ELEVATIONS.
2. FOR PANEL REINFORCING, EMBED, AND CONNECTION INFORMATION, SEE STRUCTURAL PANEL ELEVATIONS.
3. ALL PANEL THICKNESS TO BE AS INDICATED ON THE STRUCTURAL ELEVATIONS.
4. ALL BUILDING ELEVATIONS ARE DRAWN FROM THE EXTERIOR FACE, U.O.N.
5. VERTICAL BARS IN REINFORCEMENT CAGES ARE FULL HEIGHT AND PLACED EACH FACE, SEE DETAIL.
6. SEE FOUNDATION PLAN AND ARCHITECTURAL SHEETS TO DETERMINE PANEL DIMENSIONS AND ELEVATIONS.
7. DO NOT LOCATE TIES AT REVEALS. CONTRACTOR TO CONFIRM ALL CLEARANCE REQUIREMENTS ARE MAINTAINED AT REVEAL LOCATIONS.
8. PROVIDE CHAIRS FOR TOP BARS WHERE WIDTH OF CAGE EXCEEDS 4'-0".
9. SEE SPECIFICATIONS FOR PANEL CONCRETE MIX REQUIREMENTS.



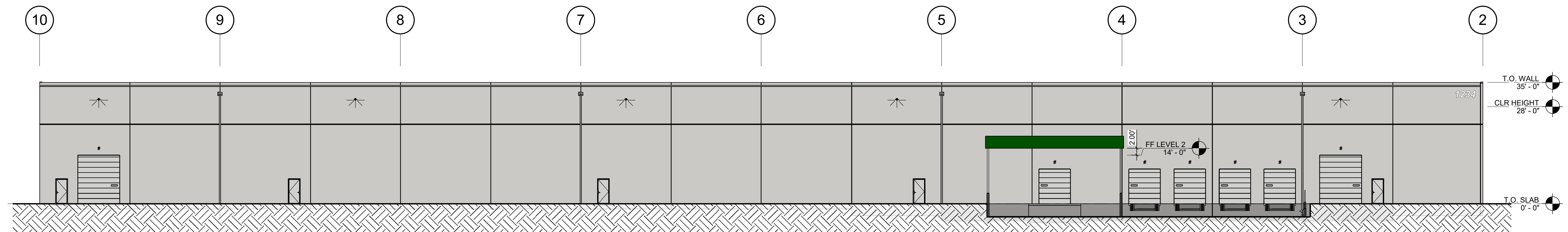
E EAST ELEVATION
A2.0 1/16" = 1'-0" EAST ELEVATION



W WEST ELEVATION
A2.0 1/16" = 1'-0" WEST ELEVATION



S SOUTH ELEVATION
A2.0 1/16" = 1'-0" SOUTH ELEVATION



N NORTH ELEVATION
A2.0 1/16" = 1'-0" NORTH ELEVATION

PROJECT NAME
CARUSO PRODUCE DISTRIBUTION WAREHOUSE

SE 4TH AVENUE CANBY, OR

DESIGN REVIEW

REVISIONS

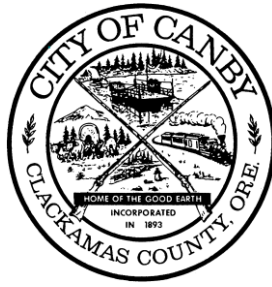
| DATE | DESCRIPTION |
|------|-------------|
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

FOR REFERENCE ONLY
NOT FOR CONSTRUCTION

| | |
|-----------|-------------------|
| DATE | NOVEMBER 13, 2019 |
| SCALE | AS NOTED |
| PROJ. NO. | 20190302 |
| DRAWN | CGA |
| CHECKED | JCS |

BUILDING ELEVATIONS

A2.0



Pre-Application Meeting

**Caruso Produce
June 26, 2019**

Attended by:

Hassan Ibrahim, Curran-McLeod Engineering, 503-684-3478
Ryan Potter, Planning Department, 503-266-0712
Matt Weber, Caruso Produce, 503-816-8799
Gary Stockwell, Canby Utility, Electric, 503-263-4307
Jonny Gish, Clackamas County DTD, 503-742-4707
Terry N Tolls, TN Tolls Company, 503-295-0188
Daryll Hughes, Wastewater Treatment Plant, 503-266-0647
Jim Stuart, Canby Utility, 503-263-4322
Matt English, Canby Fire, 503-878-0187
Ben Hagerman, VLMK, 971-254-8272

Bryan Brown, Planning Department, 503-266-0702
Sam Caruso, Caruso Produce, 503-784-0238
Jason Sahlin, VLMK Engineers, 503-310-4335
Ben Wiley, Robert Evans Company, 503-939-7974
Allen Patterson, Capacity Commercial, 503-781-4015
Jered Niemek, Robert Evens Company, 503-939-0918
Jamie Stickel, Economic Development, 503-266-0701
Matt Downs, DirectLink, 503-266-8252
Doug Erkson, Canby Utility, 503-263-4331

This document is for preliminary use only and is not a contractual document.

VLMK ENGINEERING, Jason Sahlin

- Caruso Produce is interested in a parcel located off of Sequoia Parkway and looking into constructing approximately 77,000 sq ft warehouse facility for produce distribution and having an additional expansion of roughly 62,000 sq ft in the future. Their intent is to nail down what the requirements will be to move into Canby and what incentives might be to have them be a part of the community. They are currently in Tualatin and looking to relocate.
- One of our questions for today is the development or partition going to require improvements to Mulino Road if it is not a part of the project. Jim stated Canby Utility's policy states you must build out along the entire frontage of your property, it does not state you to go past. Jason asked Terry if we have not partitioned the property and delineated the property line correct and Terry said part of the discussion is going to be with owners and how they want to handle the extension and the line. Jim said our only requirement is to fulfill your obligation to the end of your property line unless it requires a tie in and currently we do not have any line outside of the urban growth boundary on S Mulino Road. Ben asked if that was a condition of permit for construction for the tie-ins or is it the instant they own the property that they have to put the water line in and Jim said they can do it in conjunction with of the construction project.

CANBY UTILITY, ELECTRIC DEPARTMENT, Gary Stockwell

- You had questions on utility and line extensions availability to the property and I overlaid your project onto our system maps and we have a conduit and vault system in place along the west side. The vaults are located on the NW and SW corners and as SE 4th Avenue is being

improved out to Mulino Road, I believe it would be the city's wishes to have street lighting and have everything extended through there. This would also include Mulino Road whenever it is to be improved and it would be like the Shakespeare project with the street lighting on Mulino Road just north of you.

- Power is available and hopefully, with your surveys, the existing vaults, which are small switching vaults will be incorporated in the landscaping and not require movement.
- Jason said they have not done a power demand yet and this project will have lots of coolers in the facility, will there be any concerns relative to those demands and Gary said there should not be. Ben asked on the overlay was it your location of conduits and Gary said it is an underground primary feeder line with junction vaults. Ben asked how this service request works with Canby Utility in terms of demand on the utility for a possible 2,000 amp service and Gary said we are relatively informal, what we ask is when we reach the construction stage of the project, we get a construction schedule from you to have our personnel available to accommodate your wishes and I will need connected load and site information to properly size the transformer. Even though you go with a 2,000 amp service, we will probably do the substructures to accommodate it and the transformer would be sized to that load on what you provide.

CANBY UTILITY, Jim Stuart

- I placed a few handouts concerning Canby Utility and Gary does all of our engineering and for scheduling, Doug Erkson does both for the water and electric departments.
- The water department we will need to be able to see your design and we do have a 12 inch water stubbed and you will need to extend the water main the entire length of your site frontage.
- You will be able to find all of our requirements, standards and specifications on our website and if you have any problems finding them let us know. Ben said was looking for your water master plan and from what I saw it was adopted in 2009 and Jim said he would send the information to him.

CANBY UTILITY, Doug Erkson

- I think Jim touched on everything, the 12 inch water main stub is off of SE 4th Avenue and needs to be extended out towards the east to the end of their property frontage going to Mulino Road, which is parcel C. The water main will continue as a 12 inch main.
- When your project goes to construction phase all water main installation needs to be inspected by us, all materials need to be American made i.e. gaskets, fittings, etc. needs to be domestic made.

CURRAN-MCLEOD ENGINEERING, Hassan Ibrahim

- SE 4th Avenue is depicted as a collector street and it requires 74 ft ultimate right-of-way (ROW) or 37 ft on your half of the street. The road ultimately has to be 50 ft curb to curb, 6 ft sidewalk on your side, 5 ft planter between the curb and sidewalk because SE 4th Avenue and Sequoia Parkway had a restriction on the adjoining property and was only built at 18 ft wide otherwise if we were to build that half at the time we would be right at the doorsteps of the existing house. Bryan and I were talking about the substandard connection here to Sequoia Parkway and we were debating whether to have it extended to S Mulino Road to get

the traffic moving because you will not have a convenient access to Sequoia Parkway. Ben asked if it was adopted in the transportation plan and Hassan said it was in the industrial park master plan done in 1998 and it is also in the transportation plans. Jon asked if the partitions for parcels A, B, C and D are going to be one big land use or are they going to partition it and then develop it and Hassan said those parcels are owned by separate owners. The representative said partition and then develop and Sam said it was the condition of the sale of the property. Jon said the current owner is going to partition it off (C & D) and then you will buy C and the representative said yes, the current owner desires to retain it. Hassan said as part of the partition we will require that additional ROW dedication, which is 60 ft now, but we will need an additional 7 ft along S Mulino Road. Terry asked what the road dimensions were and Hassan said it is 60 ft as far as I know for the existing ROW so they need to dedicate 7 ft more. Terry said did you say 74 ft for SE 4th Avenue and Hassan said correct. Jon asked if the City Of Canby did a jurisdictional transfer on S Mulino Road and Hassan said no. Jon said it is under the county's jurisdiction and Hassan said yes, but we are following the same process as we did with the Shakespeare project along S Mulino Road. Jon said he looked at the comments for Shakespeare and it stated 60 ft ROW with an 8 ft public utility easement (PUE) backside and I do not know if the sidewalk got put in, I was not able to look at the plans and I did not write the land use for Shakespeare, but what I was looking for in the comments were the ROW and it is still 60 ft. Hassan said I will have to go back and look unless we have a wider PUE to entertain the sidewalk and Gary said with the minimal utilities on S Mulino road we let them reduce the PUE to 8 ft and Jon said it is the county standard and Gary said our standard is 12 ft. Hassan said in our transportation plan all collector roads have to be 50 ft curb to curb, similar to SE 4th Avenue. Jason said 74 ft for SE 4th Avenue and Hassan stated ultimately 74 ft ROW and for your parcel, you have to dedicate 37 ft half minimum of the 74 ft. and Ben asked if parcel B has already dedicated ROW and the answer was yes. Hassan said this part used to be S Walnut Street before we did the realignment and it used to be 20 ft wide, so they did the dedication from the east ROW to the west. Terry said it was his understanding there is documentation between the city, the Burden Family and Jean Roper (to the south) and she had requested some of this stuff not be improved yet and she will have a future obligation on it and Hassan said correct. Terry said to the best of his knowledge Kathy Polly (sp) who now owns it, is done with all the dedications and I was not aware of any other obligations to those parcels and Hassan said I was talking about the other side. Hassan said S Mulino Road is a county road and Jon said it was our assumption we would follow the same process with Shakespeare when we did that project. Hassan said we will need to look into that and see where we are on it.

- You have shown access to S Walnut Street and just for your information it is 32 ft wide and we need to make sure if your trucks are going to exit to S Walnut Street you do a presentation of the truck movement to see if they can make that turn.
- You have shown some driveways 30 ft wide and I presume it is for employees only, the easterly entrance off of SE 4th Avenue looks to be 50 ft wide and our standard is 40 ft wide and we have been making exceptions if there is heavy truck uses. All the driveways with the truck movements need to be industrial, which is 8 inches of concrete with welded wire fabric or reinforcements of sorts.
- A traffic study will certainly be required and Ben asked what triggers the traffic study and Bryan said there is no set trigger we have a general requirement to any new industrial

development in this park to do a traffic study. You give us a deposit and the city works with our traffic engineers to create a scope of work and then you have the option to actually produce the traffic study either using our traffic engineer or choosing your own, but we do set the scope of work on what is going to be done.

- We have a 12 inch sanitary main line stubbed to the property line as well and I can give you the as-builts on what we have and it looks like at the end it is 7 ft deep and I know there is a little belly in there and you might be a little shallow before you climb back up to Mulino Road. There is also sanitary sewer across S Walnut Road, but that was done before this partition took place and there could be an 8 inch stub along with the water.
- Storm drainage has to stay on site and if it is a UIC it has to be rule authorized by DEQ and any drywells must be at a radius of 267 ft away from any water wells. Terry said there is a major well on the site and you can see the pump house. Gary said it is in the NW corner. It was asked if the water wells would be abandoned and Terry said it is my assumption there would be no future use of them. It was also asked if anyone would claim or transfer the water rights on all of them and Terry said the owners have two other wells and I do not think they will do it.

DIRECTLINK, Matt Downs

- By the transformer, Gary discussed we have a duct system bank that runs through what used to be S Walnut Street, which runs from S Walnut Street to SE 4th Avenue. If you want our service it is where we will provide service and Gary said our conduit line is in the same common trench as Matt is discussing. Ben asked if it was in an easement and the answer was yes and Hassan said it was the old S Walnut Street that was vacated and half went to each property and the easement is still maintained.

CLACKAMAS COUNTY DTD, Jonathon Gish

- Jonny handed out his notes and said it is mostly informational and essentially our part in this is Mulino Road itself. Our requirements will be taken from the Shakespeare project and leap frog over to this project and we will just look like their project. Did you guys do the plan for Shakespeare and the answer was yes. Jason said we are talking to Canby Excavating about the opportunity to have S Mulino Road done in one fall swoop. Jonny said the land use will be very similar and a lot of this is changing road names and it depends upon how the land use goes through and if SE 4th Avenue goes to S Mulino Road we will want this section of Parcel D improved. If it does not go through and stops at the property line then we will not require you to improve S Mulino Road and I am not 100 percent on this, but it depends upon how the land use comes through for this whole partition, since there is frontage here with the partitions as one lot we may require it, but it just depends on how the land use goes.
- If Mulino Road does go through we will stick with Canby on the concurrency, traffic impact statement/study and we would like to see it also and if you can provide it to us. You may want to contact for scoping work, Christian Snuffin he might want to be involved with it, and he is our traffic engineer.
- There will be a development permit required and it will be the same as Shakespeare, 8.83% of the public road improvements plus 5% of the onsite transportation improvements project cost estimate with a minimum \$1,600.

- What I can see from the comments we submitted existing ROW is 60 ft, 18 ft of pavement, 5 ft walk and 5 ft landscape strip, curb and gutter on S Mulino Road. If the final decision or the plans differ than the pre-app notes the plan will trump anything else, obviously these are not final. We will require a full core on S Mulino Road and if there is any additional trenching or anything on the south bound lane we might require additional paving over there, but I would not imagine so.
- There will be a 25 ft curb radius coming from S Mulino Road to SE 4th Avenue, transition tapers (inbound/outbound), if you come to SE 4th Avenue to here obviously then you should be okay with the taper here and maybe a taper on the north side, I think Shakespeare is still one more lot up.
- We would like to see a drainage report and we do not allow any UIC's in our ROW, however, we do partner with Canby just like we did with Shakespeare. The city maintains the UIC's if they want them, but all stormwater detention will stay on site.
- The sight distance is obviously an important thing and you are pretty flat on the curvature of the earth, so there are not vertical or horizontal curves. You should not have any issues with sight distance coming out onto SE 4th Avenue.
- No plantings on S Mulino Road along here over 30 inches.
- Your plans need to show striping both north and south bound with an additional 200 ft.
- We will need as-builts on everything that is done, we like to have everything in auto-cad if we can, but striping as-builts are a requirement. The plans need to be signed stamped signs.
- You will need a Utility Placement permit for S Mulino Road, no cost, it is a way we know who is out there putting utilities in the ground. If Canby is requesting street lighting along S Mulino Road we are not opposed to it.
- You will need to supply us with a cost estimate after land use for the plans on S Mulino Road, so we can determine cost improvements and inspections.
- You will need to supply us with a traffic control plan.
- You will need to supply us with a certificate of liability, naming the county as the insured, utility placement permit all have to be done prior to issuance or development permit.
- You were asking about having the possibility of having access to S Mulino Road and it has to be 155 ft away from the centerline of SE 4th Avenue and 25 ft away from the property line.
- We will probably go through the same thing on S Mulino Road by closing it like you are doing on the Shakespeare.

CARUSO PRODUCE, Sam Caruso

- Sam wanted to make sure they could have truck access for SE 4th Avenue and the answer was yes. Ben asked what the maximum width of the driveway approach and Hassan said you are over the standard, which is 40 ft wide, but we have been making exceptions.

WASTEWATER TREATMENT PLANT, Darvll Hughes

- I supposed you will have condensate lines for your refrigerators and is there any other wastewater you will be generating and Sam said no, very low water usage.
- The city requires a sampling manhole on site because this is such a large building and in the future, if you sell we would not know who or what would go into there and that is the reason we need the sampling manhole installed.

- How many floor drains and what types and Jason said we have not finished that part of the plan yet? Daryll asked if they would be for cleanup and the Sam said we have produce that comes in iced and it melts and that is why we need the floor drains to take care of that water. Daryll asked about the location and Sam said it will be one cooler that will have a line to a drain and in a 10,000 sq ft cooler there will be four to six points. Daryll said as long as there are no chemicals and Sam said it is all organic.
- I have a form for you to fill out and I can email it to you and a representative said you can email it to me.
- Do you have any drains at the loading dock areas and the answer was yes and they will go to the storm drains.
- When you get online I will come over and do an inspection and make sure we are in regulation.

CANBY FIRE DEPARTMENT, Matt English

- Ben asked if Canby Fire has requirements for checking the building for radio signals and Matt said yes we do have a radio repeater program depending on the size of the building and the RSSI inside, but right now I do not know the size of your building. Jason said we are doing Columbia Distributing next door so I will get together with Craig and figure out what requirements may have been discussed. Matt said if it is the same person I have been in contact with and they already have the application for it, how big is the building and Jason said 77,000 sq ft to start with and it will grow another 66,000 sq ft to approximately 143,000 sq ft.
- Will the building have rack sprinklers, fully sprinkled and Jason said with the coolers it will have individual drop heads into those spaces, we have not delineated the full plan yet. Matt asked if the rack systems will be on the initial design plan and installed when the building gets going and Jason said we will have a rack layout at least for application, showing cooler locations, etc.
- Hydrants survey will be every 400 ft and the answer was yes. I would like one at the front door's front entrance.
- It was asked if there were any water flow concerns and Matt said after that water main goes down there it should not be.

ROBERT EVANS COMPANY, Ben Wiley

- It looks like we can potentially get utility accesses off of S Walnut Street and does the city have any preference on where we get access and Hassan said we prefer to come off of SE 4th Avenue and we would rather not cut S Walnut Street unless it is absolutely necessary, but you will still need to extend the sewer main on SE 4th Avenue to the end of the property line. Ben asked if the city has any deferral or reimbursement agreements and Hassan said in the past when there is a development and we have taken upon in lieu of the improvements, but it has to be 125% value of that cost. Ben said other jurisdictions have reimbursement connecting fees, like if Parcel D connects into the 12 inch sewer main and the other property owner adjacent. Hassan said in that case if you form an Advanced Finance District (AFD) or LID. Bryan said if you try to do an AFD it has to through the city council and they have to agree to go ahead and do it and as other properties develop and connect to the line we will charge them appropriately and then reimburse you. Hassan said there is a time limit on them

and if I remember right it goes for 5 years with another 5 year extension and after that you are out of luck. Ben asked how does this type of process work and Bryan said we have not done any for a while because our current administrator does not like to do them and he will be leaving shortly and we do not know what the next administrator will be thinking about on those. If you put in a sewer main and it is greater than what is needed there is a possibility of SDC credits for oversizing and Ben said we demonstrate that through engineered analysis and Hassan said the minimum size is 8 inch and keep that in mind. Ben asked if he could get the code section sent to him, but it sounds like the SDC credits may be the way to go. Bryan said he did not know what Canby Utility will do for the water main line extension, you would need to contact them.

CITY OF CANBY, PLANNING DEPARTMENT, Bryan Brown

- I wanted to address your question on the deferral on Tract D, we would make absolutely certain how all utilities, services and road improvements are going to serve both parcels in the partition application. In the Conditions of Approval, we would indicate we will defer those improvements, but we want to make absolutely certain on how it is going to serve and in what standards, like the county just saying that Mulino Road would be improved also, so this is all outlined with the approval of the partition. This means we could defer it for Parcel D and in an ideal world we would like a note on the partition plat and I do not know if the county would accept it or maybe we could do a quick agreement that gets filed with that parcel so when a title search is done people realize we approved a partition and it does not mean the services are there to Parcel D and it has been a problem in the past because our regulations imply that all necessary utilities and improvements will be to all lots of a partition. We have done this in the past and it has gotten us in trouble and that is why I think we need to do the partition in a way that outlines what those improvements would be. Terry said that is an awful lot of transactions if you can imagine and it has been our single biggest problems dealing with the Weygandt's property and from what I understand from Bryan is they want assurances it will be done and not have it done within some period of time, but it will be done. Jason asked if the partition agreement could have a non-remonstrance agreement with it that says all improvements to incur upon the development of the property and Terry said it would be logical to me. Bryan said with that in mind we could potentially be stopping the extension to SE 4th Avenue at the edge of Parcel C and not making the improvements at this time until the development occurs here on Parcel D. Jason said with Shakespeare being done and we are talking to Canby Excavating and we are not sure what their plan is and to have it hop-scotch can create problems with alignment and making sure all surveys are correct. Obviously, the benefit to us is to not to do improvements to Mulino Road and Terry said I would encourage you to have a dialogue and they will most likely have Craig Harris, AAI to work with you to make sure it is a balance. Bryan said I am somewhat concerned that the large development does less improvements than what the remaining lot could potentially do in terms of its amount of frontage improvements and Sam said if we buy this property and what we are doing right now is looking at this one versus another one and if we buy this property it is contingent on us getting this option right here and if we get this option we will do it all at one time, if that solves everyone's problem. It makes sense to me to have it done all at the same time and we want an option on Parcel D for our deal to go through. Discussion to follow with property owners.

CITY OF CANBY, PLANNING DEPARTMENT, Ryan Potter

- We are looking at the parking and I did a rough calculation based on our code and for both phases, you will need close to double what you are showing for the actual employee parking. It would help if you had some data from other properties showing you needed dramatically less than what would be required. The parking provided for the first phase is just about right and I calculated you would need about 81 or so parking spaces and you have 71, it is close, but with the expansion, it would be way under based on our code. Jason said we will talk to Sam and find out what his needs are and approach you on an alternative to the site plan. It would also benefit us to keep the vehicular traffic away from the truck traffic and we can show parking on that north property line pretty easily.
- We do have requirements that the front entrance is visible and oriented to the public realm and the public street. There is a connection to S Walnut Street, but the larger frontage is on SE 4th Avenue and we wanted to hear what you are thinking was for the sort of the public face of the building and how it is oriented. Jason said we showed it on the assumption for Walnut, but we can have the conversation on having the entrance on SE 4th Avenue versus S Walnut Street.
- We were also looking at having a wider buffer strip along the street because you are storing all these rows of trucks and it would be nice for you to do a slight berm or landscaping on that berm to shield that view of the trucks if you are going to have those. We were assuming you needed this many loading docks to be on both sides of the building and most of our development in the park has the truck parking in the rear and you are putting them out front. So, if you can attempt to hide them and Jason said we could move them to the back side of the property line and Bryan said we were hoping for that.
- One of your questions on use and we did not see any problem with the use with the zone it is in. You asked if a Conditional Use permit would be needed because you would not hit the 12 employees per developed acre and Bryan said it should not be a problem for the use in the park.
- The applications involved would be a Site and Design Review, Conditional Use permit and the Minor Lot Partition. We talked about it being a 2 to 3 month process, which includes the opportunity for it to be appealed. Ben asked how long does the Minor Land Partition application take and Bryan said it is almost a 2 month process. If you separated them and did not do it at the same time it would be a 4 month process.
- The Pioneer Industrial Park requirement will not allow any metal building and the representatives said they were planning on concrete tilt.



MEETING NOTES

| | | | |
|-------------------------|--|----------------------|--------------------------------|
| <i>Project:</i> | Caruso Produce | <i>Date:</i> | October 2 nd , 2019 |
| <i>Project Number:</i> | 20190302 | <i>Meeting Name:</i> | Neighborhood Meeting |
| <i>Project Address:</i> | 23625 S Mulino Rd. Canby, OR | <i>Client:</i> | Caruso Produce |
| <i>Location:</i> | Canby Adult Center 1250 S. Ivy Street, Canby, OR | | |
| <i>File Path:</i> | G:\Acad2019\20190302\PERMITS\05 Neighbrohood Meeting\01 Meeting Minutes 10-02-2019\Caruso Neighborhood Meeting Minutes 10-02-19.docx | | |

These minutes reflect our understanding of the topics discussed during the meeting.

PRESENT AT MEETING

Approximately (10) neighbors were represented at the meeting. Jason Sahlin, Colby Anderson, and Ben Hagerman from VLMK were present at the meeting, along with a representative from Caruso Produce.

THE FOLLOWING WAS DISCUSSED

The meeting opened with a brief summary of the proposed development. One clarification was provided to the group to update the group that the current proposed square footage for the building is approximately 85,250 square feet (the neighborhood meeting letter had previously listed the proposed size as 77,000 square feet).

The following questions and answers were discussed at the meeting:

Q: What will the expected impact to traffic along Haines Road?

A: A traffic study will be conducted as a part of the due diligence for this proposed development. Our understanding is that the City's preferred route for truck traffic travelling North on Mulino would be to route down First Avenue into the industrial park and out through Sequoia Parkway.

Q: Is 4th Avenue going to be fully developed between Sequoia Parkway and Mulino?

A: VLMK's current understanding is that the city will only require a half-street improvement (paving, curb, gutter, sidewalk, and landscape strip) along the frontage of this development. Other nearby proposed developments may result in further development of 4th Avenue, but those discussions are still underway.

Q: How many employees will Caruso Produce have on site?

A: Caruso produce anticipates a typical shift to include approximately 30 employees. Over the (3) daily shifts, there are approximately 75 employees in total.

Q: What is the anticipated truck traffic from this facility?

A: Our understanding is that this facility will likely have approximately 60-70 trucks per week coming and going from the facility. Given the nature of produce delivery, the vast majority of this traffic will occur very early in the morning, so very few trips to/from this facility are anticipated during peak traffic hours.

Q: Do your trucks/trailers have refrigeration generators that run continuously?

A: Caruso's trucks do have refrigeration systems. These systems cycle on and off as the trailers reach the desired temperature, so they do not generally run continuously. The fleet of trucks is relatively young (most newer than 10 years old), so they should generally have a quieter operating volume than would be expected from older vehicles.

Q: How will the site stormwater be handled? Will there be swales on site?

A: The design of the stormwater system is still underway, but all stormwater will be infiltrated on site. Likely an underground stormwater infiltration system will be used, but above grade swales may be considered.

Submitted by,
VLMK Engineering + Design



MEETING SIGN IN SHEET

Project: Caruso Produce

Project Number: 20190302

Address: 23625 S Mulino Rd
Canby, OR 97013

Location: Canby Adult Center

Date: October 2nd, 2019

Meeting Name: Neighborhood Meeting

Client: Caruso Produce

| Name | Company | Phone | E-mail |
|------------------------|---------------------------|-------|--------|
| Allen Patterson | Capacity Commercial | | |
| Terry N. Tollis | T. N. Tollis Company | | |
| BEN HANSENMAN | VL MK EMBLEMERS | | |
| Judy PERKINS | Private Residence | | |
| Pat PERKINS | ↓ | | |
| Buzz Weygardt | PROPERTY OWNERS | | |
| JOHN SAULSI | VL MK | | |
| Ed Montecucco | Property owner | | |
| Cliff Parsons | Property owner | | |
| Arvin Foley | Property owner | | |
| Arvin Foley | Property owner | | |
| Tara Montecucco | Montecucco Farms | | |
| JAMIE SUTTER | city of canby | | |
| Samuel CARUSO | Caruso Produce | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

CITY OF CANBY - COMMENT FORM

If you are unable to attend the Public Hearings, you may submit written comments on this form or in a letter. Please send comments to the City of Canby Development Services:

By mail: Development Services, PO Box 930, Canby, OR 97013
In person: Development Services at 222 NE Second Street, Canby, OR 97013
E-mail: PublicComments@canbyoregon.gov

Written comments to be included in Planning Commission packet are due by Thursday, January 2, 2020
Written and oral comments may be submitted up to the time of the Public Hearing, and may also be delivered in person during the Public Hearing.

Application: DR 19-02 Site and Design Review, Caruso Produce →

COMMENTS:

WANT THIS TYPE OF BUSINESS COMING TO CANBY, IT GOES ALONG WITH A FARMING AREA, CLEAN BUSINESS, THE LAND IS AVAILABLE, NOT A HEAVY PUBLIC UTILITY USER OF POWER, WILL NOT BE A BIG OVER SIZE BUILDING AND CREATE EMPLOYMENT FOR LOCAL PEOPLE. I OWN LAND ON BREMER ROAD AND HOPE MAKING ROAD TO THE EAST, THIS LAND WILL BE ZONED FOR RESIDENTIAL FOR FUTURE DEVELOPMENT AND NOT INDUSTRIAL SINCE HIGH END HOMES HAVE ALREADY BEEN BUILT, THIS WOULD ONLY BE PAID TO THOSE WHO HAVE ALREADY INVESTED. THE INDUSTRIAL PARK HAS ALREADY DESTROYED SOME OF THE BEST LAND IN OREGON. THANK YOU FOR ALLOWING US TO EXPRESS OUR VIEW POINT.

NAME: OLIVER KORSNESS
EMAIL: grandpa7gk@icloud.com
ORGANIZATION/BUSINESS/AGENCY: _____
ADDRESS: 747 NASH ST, CANBY OR 97013
PHONE # (optional): _____
DATE: 12-23-2019

PLEASE EMAIL COMMENTS TO
PublicComments@canbyoregon.gov

Thank You!

AGENCIES: Please check one box and fill in your Name/Agency/Date below:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available
- No Comments

NAME: _____
AGENCY: _____
DATE: _____

Laney Fouse

From: Jean Rover <jearov@msn.com>
Sent: Wednesday, December 25, 2019 8:31 PM
To: Ryan Potter
Subject: Application: DR 19-02 Site and Design Review, Caruso Produce

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

December 26, 2019

RE: Application: DR 19-02 Site and Design Review, Caruso Produce

I am the owner of Tax Lot 2500 (a property we have owned since 1941) adjacent to the proposed Caruso Produce distribution facility. I have no problem with the Caruso Produce location and indeed feel the company will be an asset to the industrial park.

My main concern is the traffic flow on the proposed SE Fourth Avenue where no public road is or has ever been located. I'd like to know if and exactly how this proposed road will impact my property (alignment, cost, etc.). It is impossible to tell from the diagram in your notice. According to a recent news article, "Primary access will be two 50-foot driveways on SE Fourth Avenue . . ." If more specific information is available, we would like to have it. If you don't have this information, please direct us to the person who does.

You should also be aware that there is a residence on my property located in the first 200 feet from the Sequoia/Fourth Avenue intersection. I would like your assurances that if and when this project is underway, that the safety and well-being of the residents will be a priority.

Finally, Tax Lot 2500 is located in an area designated urban renewal.

Thank you for the opportunity to provide input. Please respond to this e-mail, so that I know you received it.

Sincerely,
Jean Rover
jearov@msn.com
195 Idylwood Dr. SE
Salem Oregon 97302
December 26, 2019

CITY OF CANBY – COMMENT FORM

If you are unable to attend the Public Hearings, you may submit written comments on this form or in a letter. Please send comments to the City of Canby Development Services:

DEC 30 2019

By mail: Development Services, PO Box 930, Canby, OR 97013
In person: Development Services at 222 NE Second Street, Canby, OR 97013
E-mail: PublicComments@canbyoregon.gov

Written comments to be included in Planning Commission packet are due by Thursday, January 2, 2020
Written and oral comments may be submitted up to the time of the Public Hearing, and may also be delivered in person during the Public Hearing.

Application: DR 19-02 Site and Design Review, Caruso Produce

COMMENTS:

I have no problem with Caruso Produce building a new warehouse at this location. A ~~new~~ long standing business from the Portland area. They have been in business for atleast 45yrs. Very reliable firm and they do what they say they will do. This firm is what Canby should have as a new business in the Industrial Park.

NAME: Ed Montecucco
EMAIL: ecucumber11@juno.com
ORGANIZATION/BUSINESS/AGENCY: Molino Property LLC
ADDRESS: 3468 N. Holly Canby
PHONE # (optional): 503-266-4216
DATE: 12-25-19

PLEASE EMAIL COMMENTS TO
PublicComments@canbyoregon.gov

Thank You!

AGENCIES: Please check one box and fill in your Name/Agency/Date below:


- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available
- No Comments

NAME: _____
AGENCY: _____
DATE: _____

Laney Fouse

From: Matt English <menglish@canbyfire.org>
Sent: Tuesday, December 31, 2019 1:27 PM
To: Laney Fouse
Cc: Jim Davis
Subject: Re: Caruso Produce Request for Comments
Attachments: Chapter 33 - Fire Safety During Construction.pdf; CFD MERRC Permit Application (3).docx

Matt English has shared a OneDrive for Business file with you. To view it, click the link below.

 Pre Plan list for construction.docx

Hello Laney -

Chapter 33 of the fire code for construction -

We need to ensure that a water supply is on the site prior to flammable materials being stored. (Hydrants tied into the municipal water supply)

This is a requirement that has not been well known to this area in the past - just want to make sure we all have the concept =)

Attached:

Pre Plan List I have made for construction.

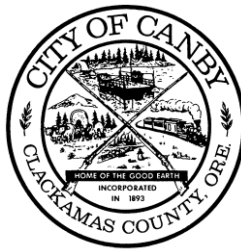
MERRC permit application

Oregon Fire Code Chapter 33 for fire protection on new construction projects

Matt English
Division Chief / Paramedic
Canby Fire District

Work Cell - 503 878 0187
Office 503 266 5851
Fax 503 266 1320

From: Laney Fouse <FouseL@canbyoregon.gov>
Sent: Monday, December 30, 2019 8:02 AM
To: 'Hassan Ibrahim' <hai@curran-mcleod.com>; Amanda Zeiber <ZeiberA@canbyoregon.gov>; Andy Kahut <akahut@kahutwasteservices.com>; Benton, David <David.Benton@nwnatural.com>; Bret Smith (PD)



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

A REQUEST FOR SITE AND DESIGN) FINDINGS, CONCLUSION & FINAL ORDER
REVIEW FOR A PRODUCE) DR 19-02
DISTRIBUTION FACILITY AT) CARUSO PRODUCE
23625 S MULINO ROAD)

NATURE OF THE APPLICATION

The Applicant has sought approval for Site and Design Review (**DR 19-02**) to construct a 91,319-square-foot produce distribution facility that would include cooler storage; conditioned warehouse staging and loading areas; and accessory office space. The proposed facility is designed to allow Caruso Produce to relocate the entirety of its operations to the project site. The facility would be constructed on a 9.59-acre portion of an existing 14.2-acre property for which a partition is currently being processed.

The project site is located at 23625 S Mulino Road and is described as Tax Map/Lots 31E34 02400 and 31E34 02490, Clackamas County, Oregon. The property is zoned M-1, Light Industrial, under the Canby Municipal Code (CMC) and is also within the Canby Industrial Area (I-O) Overlay Zone.

HEARINGS

The Planning Commission considered application **DR 19-02** after the duly noticed hearing on January 13, 2020 during which the Planning Commission approved by a ___ vote **Caruso Produce (City File DR 19-02)**. These Findings are entered to document the approval.

CRITERIA AND STANDARDS

In judging whether or not the aforementioned application shall be approved, the Planning Commission determines whether criteria from the City of Canby Land Development and Planning Ordinance are met, or can be met by observance of conditions. Applicable code criteria and standards were reviewed in the Staff Report dated January 3, 2020 and presented at the January 13, 2020 meeting of the Canby Planning Commission.

FINDINGS AND REASONS

The Staff Report was presented, and written and oral testimony was received at the public hearing. Staff recommended approval of the Site and Design Review application and applied Conditions of Approval in order to ensure that the proposed project will meet all required City of Canby Land Development and Planning Ordinance approval criteria.

CONCLUSION

In summary, the Planning Commission adopted the findings contained in the Staff Report along with the additional findings concluded at the public hearing and noted herein, concluding that the application met all applicable approval criteria to the extent feasible, and recommending that **Caruso Produce (City File DR 19-02)** be approved with the Conditions of Approval reflected in the written Order below.

ORDER

The Planning Commission concludes that, with the following conditions, the application meets the requirements for Subdivision approval. Therefore, IT IS ORDERED BY THE PLANNING COMMISSION of the City of Canby that **Caruso Produce (City File DR 19-02)** is approved, subject to the following conditions:

CONDITIONS OF APPROVAL

Public Improvements:

1. Public improvements shall comply with all applicable City of Canby Public Works Design Standards.
2. Identified street improvements and right-of-way dedications must be designed and constructed (or bonded) to the satisfaction of the City Engineer.
3. The applicant shall provide a truck turning template analysis demonstrating that trucks can adequately perform necessary turning movements from the S Walnut Street driveway approach.
4. The project applicant shall install half-street improvements extending along the full frontage of the project site and the property to the immediate east extending to S Mulino Road, consistent with the partition approval for these two parcels (see City File MLP-03). The partition approval included a condition requiring the property owner to enter into an agreement establishing that the first parcel to develop would be responsible for street improvements to SE 4th Avenue along the frontage of both parcels.
5. Required half-street improvements to SE 4th Avenue shall include a single pavement "lift." The project applicant shall bond the cost of a final pavement lift with the City in conjunction with approval of civil construction plans.
6. In addition to water and sanitary utility service line extensions from S Walnut Road to serve the proposed project, the project applicant shall also construct an extension of the water main in the future alignment of SE 4th Avenue (that is current stubbed west of the project site) across the full frontage of the Caruso project site.
7. The applicant shall work with Canby Utility and Canby Public Works Department in order to provide the appropriate connections to all required utilities as well as demonstrate final utility easement placement in design and City approval of the civil construction plans.

Site Access:

8. Due to the subject property's unique lack of access to Sequoia Parkway from the future alignment of SE 4th Avenue (i.e., additional right-of-way dedication is required from other undeveloped parcels to the west and southwest), vehicular use of SE 4th Avenue west of the subject property shall be limited to emergency access until the full cross-section of the

roadway is constructed in that location.

Use of SE 4th Avenue adjacent to and east of the project site toward S Mulino Road (and the project site's driveways onto that street segment) shall also be limited to emergency access until a final pavement lift is installed (as required to be bonded by the project applicant) or the City Engineer otherwise determines that the roadway can accommodate safe vehicular movement.

Upon the ultimate buildout of SE 4th Avenue in both directions (east and west), truck traffic shall be directed westward to the interior of the industrial park.

9. Circulation of truck traffic northward to Haines Roads shall be generally limited to extraordinary or emergency use until either (1) the alternative industrial access road to 99E from Walnut Street is completed and either a suitable roundabout or improvements at the intersection of SE 1st Avenue/Haines Road/Mulino Road/Bremer Road is completed; or (2) S Haines Road has been brought up to current collector standards up to 99E.

Project Design/Site Plan Approval:

10. Consistent with Subsection 16.10.100, *Bicycle Parking*, of the Municipal Code, the proposed bicycle parking shall be moved to within 50 feet of the main entrance of the building. Prior to site plan approval, the project applicant shall submit a final site plan demonstrating that the location and design of proposed bicycle parking conforms to the aforementioned code section.
11. Consistent with Chapter 16.43, *Outdoor Lighting Standards*, of the Municipal Code, outdoor lighting shall not produce light over spill/trespass onto surrounding properties. Special considerations shall be given to the minimization of light and glare impacts on existing residential and agricultural land uses.
12. All driveways intended for truck movements shall be constructed to industrial standards, including 8 inches of concrete with welded wire fabric or similar reinforcements. Prior to site plan approval, the project applicant shall provide Canby Public Works with construction drawings showing these details to the satisfaction of the City Engineer.
13. The project applicant shall plant vegetation on the portion of the subject property that is proposed to be vacant (on the eastern edge of the project site) with plant materials that will prevent erosion of exposed soils. Prior to site plan approval, the project applicant shall provide the City with an updated landscape plan showing these improvements.

Building Permits:

14. Prior to the pre-construction meeting and issuance of grading permits, the applicant shall comply with all applicable Canby Fire District (CFD) requirements as identified in the memo received from CFD and attached herein. Please contact the CFD Division Chief at 503-266-5851 for further information.
15. The project applicant shall secure a Street Opening and/or Driveway Construction permit for all paved driveway or utility installations associated with the proposed development or offsite improvements. Said permits shall comply with the City's Public Works Design Standards.
16. The design engineer shall submit to the City of Canby for review and approval at the time of final construction plan approval a storm drainage analysis and report applicable to the defined development area detailing how storm water disposal from both the building and the parking areas is being handled. Any drainage plan shall conform to an acceptable methodology for meeting adopted storm drainage design standards as indicated in the

Public Works design standards.

17. Construction plans shall be designed and stamped by a Professional Engineer registered in the State of Oregon.
18. Prior to occupancy, sight distance at all access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.
19. The project applicant shall apply for a City of Canby Site Plan Permit, Clackamas County Building permits, and a City of Canby Erosion Control Permit from the Canby Public Works Department.
20. Clackamas County Building Codes Division will provide structural, electrical, plumbing, and mechanical plan review and inspection services for construction of the project.
21. The applicant shall file a sign permit for any future signs that shall be limited to the size and height standards applicable to the I-O (Canby Industrial Area Overlay Zone) as indicated in Section 16.42.050, Table 7, of the sign ordinance. Proposed signs, after been found to conform to the sign ordinance, must secure a building permit from Clackamas County Building Inspection prior to their installation.

Prior to Occupancy:

22. Prior to occupancy of the facility, all landscaping plant material indicated on the submitted landscape plan shall either be installed and irrigated with a fully automatic design/build irrigation system as proposed, or with sufficient security (bonding, escrow, etc.) pursuant to the provisions of CMC 16.49.100 (B). The applicant should be aware that the City street tree fee is now \$250 per tree if planted by the City, and the City recommends submittal of a separate Street Tree Plan to assist in the location, species, and total tree count.

I CERTIFY THAT THIS ORDER approving DR 19-02 CARUSO PRODUCE, was presented to and **APPROVED** by the Planning Commission of the City of Canby.
DATED this 13th day of January, 2020.

 John Savory
 Planning Commission Chair

 Bryan Brown
 Planning Director

 Laney Fouse, Attest
 Recording Secretary

ORAL DECISION: January 13, 2020

| <i>Name</i> | <i>Aye</i> | <i>No</i> | <i>Abstain</i> | <i>Absent</i> |
|---------------------------|------------|-----------|----------------|---------------|
| <i>John Savory</i> | | | | |
| <i>Larry Boatright</i> | | | | |
| <i>Derrick Mottern</i> | | | | |
| <i>Jennifer Trundy</i> | | | | |
| <i>Jeff Mills</i> | | | | |
| <i>Jason Taylor</i> | | | | |
| <i>Michael Hutchinson</i> | | | | |

WRITTEN DECISION: January 13, 2020

| <i>Name</i> | <i>Aye</i> | <i>No</i> | <i>Abstain</i> | <i>Absent</i> |
|---------------------------|------------|-----------|----------------|---------------|
| <i>John Savory</i> | | | | |
| <i>Larry Boatright</i> | | | | |
| <i>Derrick Mottern</i> | | | | |
| <i>Jennifer Trundy</i> | | | | |
| <i>Jeff Mills</i> | | | | |
| <i>Jason Taylor</i> | | | | |
| <i>Michael Hutchinson</i> | | | | |