PLANNING COMMISSION PACKET
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Monday, June 28, 2021

PUBLIC HEARING 2:

CANBY SOUTH (CITY FILE DR 21-01/VAR 21-01)

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Note: The geotechnical report (Attachment H) is password-protected and therefore cannot be combined with other documents in a composite PDF. This document is available on request from the Planning Department.

Attachment A Land Use Applications

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 S Kelly Ave Email: 503-222-4453
City/State: Portland, OR Zip: 97239

☐ Representative Name: Phone:
Address: Email:
City/State: Zip:

■ Property Owner Name: Trammell Crow Portland Development Inc. Steve Sieber, Vice President Phone: 503-449-3687
Signature:
Address: 1300 SW 5th Avenue Suite 3350 Email: SSieber@trammellcrow.com
City/State: Portland, OR Zip: 97201

☒ Property Owner Name: Weygandt LLC Phone: 503-927-1910
Signature: Lisa Weygandt , manager
Address: 24401 S Mulino Rd Email: wey1013@mac.com
City/State: Canby, OR Zip: 97013

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

❶ 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.
❷ 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.
❸ 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:

S. Township between S. Mulino & S. Sequoia Parkway	47.86	41E03 00100/00103
Street Address or Location of Subject Property	Total Size of Property	Assessor Tax Lot Numbers
Farmland	M-1/I0 Light Ind/Ind Overlay	
Existing Use, Structures, Other Improvements on Site	Zoning	Comp Plan Designation

Proposed development of 47.86 acres for the construction of approximately 683,240 sf warehouse building with ancillary office space and 107,880 sf of future expansion. The development will also include a property line adjustment.

Describe the Proposed Development or Use of Subject Property

STAFF USE ONLY				
FILE #	DATE RECEIVED	RECEIVED BY	RECEIPT #	DATE APP COMPLETE

SITE AND DESIGN REVIEW APPLICATION – TYPE III–INSTRUCTIONS

All required application submittals detailed below must also be submitted in electronic format on a CD, flash drive or via email. Required application submittals include the following:

Applicant Check	City Check	
☒	☐	One (1) copy of this application packet. The City may request further information at any time before deeming the application complete.
☒	☐	Payment of appropriate fees – cash or check only. Refer to the city's Master Fee Schedule for current fees. Checks should be made out to the *City of Canby*.
☒	☐	**Please submit one (1) electronic copy of mailing addresses in either an EXCEL SPREADSHEET or WORD DOCUMENT** for all property owners and all residents within 500 feet of the subject property. **If the address of a property owner is different from the address of a site, an address for each unit on the site must also be included and addressed to "Occupant."** A list of property owners may be obtained from a title insurance company or from the County Assessor's office.
☒	☐	One (1) copy of a written, narrative statement describing the proposed development and detailing how it conforms with the Municipal Code and to the approval criteria, including the applicable Design Review Matrix, and availability and adequacy of public facilities and services. ***Ask staff for applicable Municipal Code chapters and approval criteria.*** Applicable Code Criteria for this application includes: _____ _____ _____ _____
To be Submitted ☐	☐	Three (3) copies of a Traffic Impact Study (TIS), conducted or reviewed by a traffic engineer that is contracted by the City and paid for by the applicant (payment must be received by the City *before the traffic engineer will conduct or review a traffic impact study.* Ask staff to determine if a TIS is required.
☒	☐	One (1) copy in written format of the minutes of the neighborhood meeting as required by Municipal Code 16.89.020 and 16.89.070. The minutes shall include the date of the meeting and a list of attendees.
☒	☐	One (1) copy in written format of the minutes of the pre-application meeting
To be Submitted ☐	☐	One copy of either the recorded plat or the recorded deeds or land sales contracts that demonstrates how and when legal property lines were established and where the boundaries of the legal lot(s) of record are located. If the property is a lot or parcel created by plat, a copy of the recorded plat may be obtained from the Clackamas County Surveyor's office. If the property is a legal lot of record created by recorded deed or land sales contract at a time when it was legal to configure property lines by deed or contract, then those recorded deeds may be obtained from the Clackamas County Office of the Clerk, or a Title Company can also assist you in researching and obtaining deeds.
N/A ☐	☐	If the development is located in a Hazard ("H") Overlay Zone, submit one (1) copy of an affidavit signed by a licensed professional engineer that the proposed development will not result in

significant impacts to fish, wildlife and open space resources of the community. If major site grading is proposed, or removal of any trees having trunks greater than six inches in diameter is proposed, then submit one (1) copy of a grading plan and/or tree-cutting plan.

Applicant Check	City Check	
☒	☐	Two (2) 11" x 17" paper copies of the proposed plans, printed to scale no smaller than 1"=50'. The plans shall include the following information:

- ☐ Vicinity Map. Vicinity map at a scale of 1"=400' showing the relationship of the project site to the existing street or road pattern.
- ☐ Site Plan-the following general information shall be included on the site plan:
  - ☐ Date, north arrow, and scale of drawing;
  - ☐ Name and address of the developer, engineer, architect, or other individual(s) who prepared the site plan;
  - ☐ Property lines (legal lot of record boundaries);
  - ☐ Location, width, and names of all existing or planned streets, other public ways, and easements within or adjacent to the property, and other important features;
  - ☐ Location of all jurisdictional wetlands or watercourses on or abutting the property;
  - ☐ Finished grading contour lines of site and abutting public ways;
  - ☐ Location of all existing structures, and whether or not they are to be retained with the proposed development;
  - ☐ Layout of all proposed structures, such as buildings, fences, signs, solid waste collection containers, mailboxes, exterior storage areas, and exterior mechanical and utility equipment;
  - ☐ Location of all proposed hardscape, including driveways, parking lots, compact cars and handicapped spaces, loading areas, bicycle paths, bicycle parking, sidewalks, and pedestrian ways;
  - ☐ Callouts to identify dimensions and distances between structures and other significant features, including property lines, yards and setbacks, building area, building height, lot area, impervious surface area, lot densities and parking areas;
  - ☐ Location of vision clearance areas at all proposed driveways and streets.
- ☐ Landscape Plan, with the following general information:
  - ☐ Layout and dimensions of all proposed areas of landscaping;
  - ☐ Proposed irrigation system;
  - ☐ Types, sizes, and location of all plants to be used in the landscaping (can be a "palette" of possible plants to be used in specific areas for landscaping);
  - ☐ Identification of any non-vegetative ground cover proposed, and dimensions of non-vegetative landscaped areas;
  - ☐ Location and description of all existing trees on-site, and identification of each tree proposed for preservation and each tree proposed for removal;
  - ☐ Location and description of all existing street trees in the street right-of-way abutting the property, and identification of each street tree proposed for preservation and each tree proposed for removal.
  - ☐ Elevations Plan

    The following general information shall be included on the elevations plan:
  - ☐ Profile elevations of all buildings and other proposed structures;
  - ☐ Profile of proposed screening for garbage containers and exterior storage areas;
  - ☐ Profile of proposed fencing.

- ☐ Sign Plan.
  - ☐ Location and profile drawings of all proposed exterior signage.
- ☐ Color and Materials Plan.
  - ☐ Colors and materials proposed for all buildings and other significant structures.

☒ ☐ One (1) copy of a completed landscaping calculation form (see page 5)

☒ ☐ One (1) copy of a completed Design Review Matrix (see page 6)

SITE AND DESIGN REVIEW APPLICATION: LANDSCAPING CALCULATION FORM

Site Areas

1. Building area	683,240	***- Square footage of building footprints***
2. Parking/hardscape	839,577	***- Square footage of all sidewalks, parking, & maneuvering areas***
3. Landscaped area	515,355	***- Square footage of all landscaped areas***
4. Total developed area	2,038,172	***- Add lines 1, 2 and 3***
5. Undeveloped area	0	***- Square footage of any part of the site to be left undeveloped.***
6. Total site area	2,038,172	***- Total square footage of site***

Required Site Landscaping (Code 16.49.080)

7. Percent of landscaping required in Zoning District	15%	***- Fill in the Appropriate Percentage:*** *R-1, R-1.5, R-2 Zones: 30%; C-2, C-M, C-R, M-1, M-2 Zones: 15%; C-1 Zone: 7.5%*
8. Required minimum square footage of landscaping	305,726	***- Multiply line 4 and line 7***
9. Proposed square footage of landscaping	515,355	***- Fill in value from line 3***

Required Landscaping within a Parking Lot (Code 16.49.120(4))

Note: This section and the next apply only to projects with more than 10 parking spaces or 3,500 square feet of parking area

10. Zone	M-1 with I-O Overlay	***- Fill in the Appropriate Zone and Percentage:*** *C-1 Zone: 5%; Core Commercial sub-area of the Downtown Canby Overlay: 10%, except for parking lots with 10 or more spaces and two or more drive aisles: 50 square feet per parking space; All other zones: 15%.*
11. Percent of required landscaping	15%	
12. Area of parking lot & hardscape	285,484	*- Fill in area of parking and maneuvering areas plus all paved surface within ten (10) feet of those areas.*
13. Number of vehicle parking spaces	637	*- For Core Commercial sub-area in the Downtown Canby Overlay only, fill in the total # of parking spaces on-site.*
14. Required square footage of landscaping within 10 feet of parking lot	42,822	*- Multiply area of parking lot (line 12) by percent of required landscaping (line 11) -OR- for the CC sub-area in the Downtown Canby Overlay multiply line 13 by 50 square feet.*
15. Proposed square footage of Landscaping within 10 feet of parking lot	49,645	*- Calculate the amount of landscaping proposed within 10 feet of all parking and maneuvering areas.*

Parking Lot Tree Calculation

16. Number of parking spaces	637	*- Total number of vehicle parking spaces*
17. Area of parking lot & hardscape	285,484	*- Area from line 12*
18. Number of parking spaces (line 16) divided by 8	80	*- Round **up** to the nearest whole number*
19. Area of parking lot area (line 17) divided by 2,800	102	*- Round **up** to the nearest whole number*
20. Number of required trees in parking lot	102	*- Fill in the **larger** of row 18 and row 19*
21. Number of trees provided within 10 feet of parking lot	157	*- Fill in the number of proposed trees within 10 feet of parking and maneuvering areas.*

SITE AND DESIGN REVIEW APPLICATION: DESIGN REVIEW MATRIX

Applicants: Please circle the applicable point column to your project and compute the total and percentages at the end of the table.

Table 16.49.040 Site Design Review Menu - Please see Narrative for Design Matrix

As part of Site and Design Review, the following menu shall be used as part of the review. In order to "pass" this table 60% of total possible points shall be earned, 10% of the total possible points must be from LID elements

Design Criteria	**Possible Points**				
Parking	**0**	**1**	**2**	**3**	**4**
Screening of parking and/or loading facilities from public right-of-way	Not screened	Partially screened	Fully screened	-	-
Parking lot lighting provided	No	Yes	-	-	-
Parking location (behind building is best)	Front	Side	Behind	-	-
Number of parking spaces provided (% of minimum required)	>120%	101-120%	100%	-	-
Screening of Storage Areas and Utility Boxes	**0**	**1**	**2**	**3**	**4**
Trash storage is screened from view by solid wood fence, masonry wall or landscaping.	No	Yes	-	-	-
Trash storage is located away from adjacent property lines.	0 - 10 feet from adjacent property	11 - 25 feet from adjacent property	>25 feet from adjacent property	-	-
Utility equipment, including rooftop equipment, is screened from view.	Not screened	Partially screened	Fully screened	-	-
Access	**0**	**1**	**2**	**3**	**4**
Distance of access to nearest intersection.	≤70 feet	71 - 100 feet	>100 feet	-	-
Pedestrian walkways from public street/sidewalks to building entrances.	One entrance connected.	-	Walkways connecting all public streets/ sidewalks to building entrances.	-	-
Pedestrian walkways from parking lot to building entrance.	No walkways	Walkway next to building only	Walkways connecting all parking areas to building entrances		.

Tree Retention	**0**	**1**	**2**	**3**	**4**
Design Criteria	**Possible Points**				
Percentage of trees retained	<10%	10-50%	51-75%	>75%	-
Replacement of trees removed	<50%	≥50%	-	-	-
Signs	**0**	**1**	**2**	**3**	**4**
Dimensional size of sign (% of maximum permitted)	>75%	50-75%	<50%	-	-
Similarity of sign color to building color	Not similar	Somewhat similar	Similar	-	-
Pole sign used	Yes	No	-	-	-
Building Appearance	**0**	**1**	**2**	**3**	**4**
Style (similar to surroundings)	Not similar	Somewhat similar (1 or 2 points possible depending on level of similarity)		-	-
Color (subdued and similar to surroundings is better)	Neither	Similar or subdued	Both	-	-
Material (concrete, wood and brick are best)	Either 1 or 2 points may assigned at the discretion of the Site and Design Review Board				
Size of building (smaller is better)	>20,000 square feet	≤20,000 square feet	-	-	-
Provision of public art (i.e. murals, statues, fountains, decorative bike racks, etc.)	No	-	-	-	Yes
Landscaping	**0**	**1**	**2**	**3**	**4**
Number of non-required trees provided	-	At least one tree per 500 square feet of landscaping.	-	-	-
Amount of grass (less grass is better) (% of total landscaped area)	>50%	25-50%	<25%	-	-
Low Impact Development (LID)	**0**	**1**	**2**	**3**	**4**
Use of pervious paving materials (% of total paved area)	<10%	-	10-50%	51-75%	>75%
Provision of park or open space area	None	-	Open space (Generally not for public use)	-	Park (public or privately owned for public use)

Design Criteria	Possible Points				
Use of drought tolerant species in landscaping (% of total plants)	<25% drought tolerant	-	25-50% drought tolerant	51-75% drought tolerant	>75% drought tolerant
Provision of additional interior parking lot landscaping (% of minimum required)	100%	101-110%	111-120%	>120%	-
Provision of an eco-roof or rooftop garden (% of total roof area)	<10%	-	-	10-50%	>50%
Parking integrated within building footprint (below-grade, structured parking, or tuck-under parking) (% of total on-site parking)	<10%	-	-	10-50%	>50%
Disconnecting downspouts from city stormwater facilities	None	Some downspouts disconnected	All downspouts disconnected	-	-
Shared parking with adjacent uses or public parking structure (% of total required parking spaces)	None	<50%	≥50%	-	-
Provision of rain gardens/bioretention areas for stormwater runoff (% of total landscaped area)	None	-	10-50%	51-75%	>75%
	Total Possible Points = 71, 60%=42.6 points, 10%=7.1 points				

Total Points Earned: _____ (42.6 points required for 60%)

Total LID Points Earned: _____(7.1 required for 10%)

SITE AND DESIGN REVIEW – TYPE III: APPLICATION PROCESS

1. Prior to submitting an application, all applicants are encouraged to request a pre-application meeting with the City -or- the Planning Director may determine that a pre-application meeting is required prior to submitting an application. To schedule a pre-application meeting, an applicant must submit a completed pre-application form and set of preliminary plans to the City Planner, and after receiving the Planner's initials, must then make and take (3) copies of the pre-application materials to the Canby Public Works Department to schedule the pre-application meeting. The amount of the fee for a pre-application meeting is based on whether the application involves a public hearing or not.

2. Prior to submitting an application, applicants may be required to hold a neighborhood meeting with surrounding property owners and any recognized neighborhood association representative, pursuant to the procedures described in Canby Municipal Code Section 16.89.070. In certain situations, the Planning Director may waive the neighborhood meeting requirement.

3. At the time an application is submitted to the City, payment of all required application processing fees is required. An application will not be accepted without payment of fees. City Staff can provide you with information concerning application fees.

4. Staff will check the application, making sure that it is complete and all fees are paid. Copies of the application materials are routed to various City/State/County departments, as applicable, for their comments. The application is reviewed for completeness; the City Planner will accept or return the application with a written list of omissions within thirty (30) calendar days of the submittal.

5. Staff investigates the application, writes a staff report, issues public notice, notifies surrounding property owners, and makes all facts relating to the request available to the Planning Commission and all interested parties.

6. Prior to the public hearing, the City will prepare notice materials for posting on the subject property. Staff will post this material at least ten (10) days before the public hearing.

7. The staff report will be available to all interested parties seven (7) days prior to the hearing.

8. The Planning Commission holds a public hearing. The staff report is presented to the Commission. Testimony is presented by the applicant, proponents and opponents, followed by rebuttal from the applicant.

9. The Commission then issues findings of fact which support approval, modification, or denial of the application. A decision may be appealed to the City Council.

10. If an approval or a denial is appealed, City Council holds a public hearing. The staff report is presented and testimony taken, as at the original hearing(s). Unless the City Council decides to hear the appeal de novo, only testimony regarding items already in the record is permitted, and no new information may be entered. In the case of an appeal, the Council may affirm, revise or reverse the action of the Planning Commission in all or in part. The Council may also remand the matter back to the hearing body for further consideration.

11. Prior to construction of the project, a preconstruction meeting is held with the City and all applicable utility and service providers. If required, this meeting must be held and approval of Plan set by all agencies, and payment of Canby System Development Charge (SDC) and construction excise tax to the City before issuance of any building permits for the project(s) by Clackamas County.

SITE AND DESIGN REVIEW – TYPE III: REVIEW CRITERIA *(Code 16.49.040)*

1. The Planning Commission shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the following A through D, and with Criteria 4, 5, and 6 below:

   A. The proposed site development, including the site plan, architecture, landscaping and graphic design, is in conformance with the standards of this and other applicable City ordinances insofar as the location, height and appearance of the proposed development are involved; and

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

   C. The location, design, size, color and materials of the exterior of all structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity; and

   D. The Planning Commission shall, in making its determination of compliance with subsections B and C above, use the applicable matrix *[pages 8-12]* to determine "compatibility".

2. The Planning Commission shall, in making its determination of compliance with the above requirements, be guided by the objectives and standards set forth in this section. It must be demonstrated that all required public facilities and services are available, or will become available through the development, to adequately meet the needs of the proposed development. If the site and design review plan includes utility facilities or public utility facility, then the City Planner shall determine whether those aspects of the proposed plan comply with applicable standards.

3. The Planning Commission shall, in making its determination of compliance with the requirements set forth, consider the effect of its action on the availability and cost of needed housing. The Planning Commission shall not use the requirements of this section to exclude needed housing types. However, consideration of these factors shall not prevent the Planning Commission from imposing conditions of approval necessary to meet the requirements of this section. The costs of such conditions shall not unduly increase the cost of housing beyond the minimum necessary to achieve the purposes of this ordinance.

4. As part of the site and design review, the property owner may apply for approval to cut trees in addition to those allowed in Chapter 12.32, the City Tree Ordinance. The granting or denial of said application will be based on the criteria in Chapter 12.32. The cutting of trees does not in and of itself constitute change in the appearance of the property which would necessitate application for site and design review.

City of Canby
Planning Department
222 NE 2nd Avenue
P.O. Box 930
Canby, OR 97013
Ph: 503-266-7001
Fax: 503-266-1574

LAND USE APPLIACTION

MAJOR VARIANCE
Process 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 S Kelly Ave Email: jenniferk@vlmk.com
City/State: Portland, Oregon Zip: 97239

☐ Representative Name: Phone:
Address: Email:
City/State: Zip:

☐ Property Owner Name: Trammell Crow Portland Development Inc. Steve Sieber, Vice President Phone: 503.449.3687
Signature: On File
Address: 1300 SW 5th Avenue Suite 3350 Email: SSieber@trammellcrow.com
City/State: Portland, Oregon Zip: 97201

☐ Property Owner Name: Weygandt LLC Phone: 503-927-1910
Signature: On File
Address: 24401 S Mulino Rd Email:
City/State: Canby, OR Zip: 97013

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❸ 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.

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Farmland	M1/IO	
Existing Use, Structures, Other Improvements on Site	Zoning	Comp Plan Designation

Describe the Proposed Development or Use of Subject Property

STAFF USE ONLY				
FILE #	DATE RECEIVED	RECEIVED BY	RECEIPT #	DATE APP COMPLETE

Attachment B Application Narrative and Criteria Response

VLMK
ENGINEERING + DESIGN

PROJECT NARRATIVE

Project Name:	Canby South – Ecommerce Whse	*Applicant:*	VLMK Engineering + Design
Project Address:	S Township – Mulino to Sequoia Parkway to UP R/R Canby, OR 97013		503.222.4453
		Contact:	Greg Blefgen, VLMK
		Developer:	Steve Sieber, Trammell Crow Co.

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3. Certifications: Ownership
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5. Drawing Set
6. Preliminary Storm Report
7. Preliminary Geotech Report
8. Lighting Fixture Data Sheets – See Drawing Set
9. Traffic Impact Study (DKS) – In Process
10. Colors & Materials Board – See Drawing Set

PROJECT SUMMARY

Applicant:	Trammell Crow Portland Development, Inc. c/o Trammell Crow Company 1300 SW Fifth Ave, Suite 3350 Portland, OR 97201 Telephone: 503-946-4971
Owner:	Weygandt LLC c/o Applicant
Site Address:	S Township Rd between Sequoia Parkway and S Mulino
Tax Map/Lot:	TL 41E03 00100 & 00103
Accessor Site Acreage:	47.86 acres
Comprehensive Plan Designation:	LI – Light Industrial
Current Zoning:	M-1 Light Industrial with I-O Industrial Overlay
Adjacent Zoning:	M-1 & EFU
Existing Structures:	N/A
Request:	Land use approval for the phased construction of an approximate 791,120sf warehouse with ancillary office space and the associated property line adjustment
Project Contact:	VLMK Engineering + Design, Attn: Jennifer Kimura 3933 S Kelly Ave Portland, OR 97239 jenniferk@vlmk.com

INTRODUCTION / NARRATIVE

Description of Request

This request includes applications for the following land use approvals in a consolidated/concurrent process:

- Site and Design Review – General Type III
- Lot Line Adjustment – Type II Process

Existing Site and Surrounding Land Use

The subject properties (TL 100 & 103) have been used for agricultural use for the past 100+ years with crop rotations ranging from wheat to hazelnuts. The property is currently in seed and there are no existing structures on site. A small grove of wild cherry and maple trees occurs at the north central portion of the property adjacent to Township Rd. Topography is relatively flat with a gentle slope to the SE.

The site contains street frontage along Sequoia Parkway to the west, S Township Rd. to the north and S Mulino Rd. to the east. The SW corner of the property abuts the Union Pacific Railroad. Additional ROW and half street improvements will be required along the Township and Mulino frontages.

The property abuts the east boundary of Canby's City limits. Neighboring properties on the east side of Mulino are within Clackamas County and zoned EFU (Exclusive Farm Use). The City's comprehensive plan is light industrial for the properties to the north and west of the site. American Steel (steel fabrication/processing) occupies the parcel to the west whereas the properties to the north and south are single family dwellings, some of which are currently being utilized for agricultural use. Construction for Stanton Furniture's new production plant is currently underway on Parcel 3100 adjacent to the NE corner of the site.

A low-mid density residential subdivision (Timberpark) is located to the south and west of the proposed development. Lots within this subdivision are currently being developed. The subdivision is buffered from the subject site by the Sequoia Parkway railroad overpass, Union Pacific Railroad right-of-way, a small park located at the NE corner of the subdivision and the hazel nut orchard to the east.

Description of Proposed Development

The Canby South 800k development is a proposed warehouse/distribution facility that will include ancillary office space and large truck courts, suitable to accommodate an e-commerce center use. The 47.86acre site is within the City of Canby's Pioneer Industrial Park which contains an industrial overlay (I-O) zone with design guidelines and standards specific to the City's Industrial Area Master Plan.

Although the final user/occupant for the warehouse has not been determined, the developer has provided proposals to a handful of prospective users. The names of these potential users are confidential, however the specific operations for these groups include an Ecommerce Fulfillment Center, Distribution & Manufacturing Warehouse. To expedite the entitling and ultimately development of the property, this application is based upon the specific requirements for an Ecommerce Warehouse as summarized below;

Ecommerce Warehouse Development Assumptions

- Phase 1 Building: Aprox. 683,240sf
- Phase 2 Expansion: Aprox. 107,880sf
- Interior Office needs: Aprox. 30,000sf within building footprint
- Number of Employees: Aprox. 500 increasing to upwards of 700 at peak
- Hours of Operations: 24/7 with two shifts during normal operations
- Auto Parking: Aprox. 635 spaces
- Trailer Parking: Aprox. 100 spaces (12'x60')
- Dock Positions: Aprox. 65 doors (9'x10')
- Auto & Truck Traffic: See breakdown below;

Autos			
	Inbound Employees	Outbound Employees	Total
00:00	1	1	2
01:00	1	1	2
02:00	1	1	2
03:00	1	1	2
04:00	10	135	145
05:00	20	135	155
06:00	175	8	183
07:00	175	2	177
08:00	5	5	10
09:00	5	5	10
10:00	5	5	10
11:00	5	5	10
12:00	11	11	22
13:00	5	5	10
14:00	5	5	10
15:00	5	5	10
16:00	5	5	10
17:00	130	180	310
18:00	130	180	310
19:00	1	1	2
20:00	1	1	2
21:00	1	1	2
22:00	1	1	2
23:00	1	1	2
	700	700	1,400

Trucks			
	In	Out	Total
00:00	4	2	6
01:00	1	3	4
02:00	1	1	2
03:00	1	1	2
04:00	1	1	2
05:00	1	1	2
06:00	1	1	2
07:00	9	8	17
08:00	6	5	11
09:00	6	8	14
10:00	6	6	12
11:00	5	6	11
12:00	5	6	11
13:00	6	0	6
14:00	12	10	22
15:00	6	8	14
16:00	6	8	14
17:00	3	5	8
18:00	5	4	9
19:00	4	3	7
20:00	5	4	9
21:00	3	4	7
22:00	2	3	5
23:00	1	2	3
	100	100	200

Total			
	In	Out	Total
00:00	5	3	8
01:00	2	4	6
02:00	2	2	4
03:00	2	2	4
04:00	11	136	147
05:00	21	136	157
06:00	176	9	185
07:00	184	10	194
08:00	11	10	21
09:00	11	13	24
10:00	11	11	22
11:00	10	11	21
12:00	16	17	33
13:00	11	5	16
14:00	17	15	32
15:00	11	13	24
16:00	11	13	24
17:00	133	185	318
18:00	135	184	319
19:00	5	4	9
20:00	6	5	11
21:00	4	5	9
22:00	3	4	7
23:00	2	3	5
	800	800	1,600

The office needs within the warehouse will include spaces for the main administrative office, training, recruiting, secured associate entrance/locker area and 2-3 separate breakroom and bathroom core areas. Supplemental operations areas within the warehouse will include shipping/receiving, battery charging, maintenance and associated support areas. The warehouse space will include material handling systems and a significant amount of high-piled storage racking.

The proposed site plan orients the building, access and circulation to best accommodate the desired optimum warehouse depth and truck courts with the existing property dimensions, topography and surrounding infrastructure. The main façade of the building is setback from Township to separate the employee parking and circulation areas from the secured truck entrances and courtyard.

Four access driveways are proposed along Township Rd. with two driveways at Mulino. Due to the security requirements for the e-commerce distribution center use, the primary truck entrance will occur via the westernmost drive at Township. The driveway and access aisles will be designed to accommodate safe ingress/egress maneuvering and queuing for the anticipated truck traffic. Three

employee auto drives are provided at Township with two providing full 3-lane access and one being limited to a 2-lane (right-in / right-out) drive. Secondary truck circulation and emergency vehicle access to the truck courts will be provided by the two drives at Mulino and the eastern most drive at Township.

Pedestrian access to the site will be provided with public sidewalks extending along the street frontages with connections extending to the primary building entrances at Township and Mulino. Additional pedestrian circulation sidewalks will be provided within the auto parking lot to provide safe pathways to the building.

The truck courts will be secured with a monitored guard shack at the primary truck entrance, cyclone fencing with screening slats around the perimeter and gates at the drives. Tractor trailer parking is provided opposite the loading docks which occur on each side of the building and along the truck circulation drive at the west side of the site.

The site plan includes an initial phase of development with a 683,240sf warehouse, 637 auto parking spaces, 223 trailer parking spaces, 124 dock doors and 4 grade doors. The second phase of development includes a 107,880sf expansion of the warehouse with accommodations for additional auto parking, loading docks and grade doors. The plan also allows for the development to be demised into separate tenant spaces with additional auto parking planned south of the building should future needs necessitate.

The building will be designed to accommodate high-cube warehouse storage with a clear height of up to 40ft. Construction will consist of concrete tilt-up perimeter walls with a low slope roof supported on a conventional foundation system. Wall height along the loading sides of the building will be approximately 44ft whereas the wall heights at the main façade (north wall) will be stepped between 44 – 48ft to provide articulation. Additional relief in the panels will be provided with storefront fenestration at the primary entrance and office area with complimenting reveals and paint around the perimeter walls. The south wall of the phase 1 building will be sloped to accommodate the future expansion.

Tabulation of Site Plan Features

Total Site Area:	2,084,782sf	(47.86 acres)	
Less: Right-of-Way Dedication:	46,609sf	(1.07 acres)	
Net Buildable Site Area:	2,038,172sf	(46.79 acres)	100.0%
Building Area:	683,240sf	(15.59 acres)	33.5%
Parking & Paving Coverage:	839,557sf	(19.27 acres)	100.0%
Landscape (LS) Area:	515,355sf	(11.83 acres)	25.3%
Minimum Landscape (LS) Area Requirement:	305,726sf	(7.02 acres)	15.0%
• Parking Areas:	285,484sf	(6.55 acres)	14.0%
• Parking Area Landscaping:	49,645sf	(1.14 acres)	17.4%
• Minimum Parking Area LS Required:	42,822sf	(0.98 acres)	15.0%

Auto Parking:

- Required:

▪ Warehouse (1/T):	[653,240sf/1000sf]	=	653 spaces
▪ Office (2/T):	[30,000sf/500sf]	=	60 spaces
	TOTAL REQUIRED	=	713 spaces

- Provided: 637 spaces *

* NOTE: Although the number of auto parking spaces provided does not meet the parking standards outlined in Table 16.10.050, the parking demand necessitated by the Ecommerce Warehouse Use does not need the additional spaces. The actual parking demand is apparent by reviewing the auto/truck parking traffic counts summarized in the table on the preceding page of the narrative. The table illustrates a majority of the day shift employees arriving between the hours of 6-8am and departing from 5-6pm whereas the night shift employee arrival/departure times are between 5-6pm/4-5am. As the shifts will be staggered, we anticipate a peak parking demand with full buildout to be well below the 637 spaces being provided.

In addition, the auto industry average parking standards for large distribution warehouse facilities ranges from 0.3 spaces/1000sf – 0.5 spaces/1000sf. Although the site can accommodate the parking standard, it is apparent that the current City standard grossly over estimates the parking demand for large scale warehouse developments and as such, we are respectfully requesting an exception to this standard based upon the specific use/needs.

Public Improvements and Transportation

As discussed in the pre-application meeting, public and infrastructure improvement requirements along the property frontages are summarized below;

- *Sequoia Parkway (City of Canby Jurisdiction)* – No additional ROW dedication or utility infrastructure improvements will be required, however a new sidewalk and street trees will be installed extending from Township Rd. to connect to the existing sidewalk at the railroad overpass.

- *Township Rd. (City of Canby Jurisdiction)* – Additional ROW dedication will be required to expand the existing half street ROW to 37ft with a 12ft PUE extending along the property frontage. Half street improvements will include reconstructing the roadway to provide 25ft paved width, curb & gutter, 6ft planter strip, 5ft sidewalk, street trees and street lights. Utility improvements will include the extension of a 12" waterline with fire hydrants, storm water treatment / retention via sediment man holes / drywells with Natural Gas, Primary electrical and telephone/cable within the PUE.

- *Mulino Rd. (Clackamas County Jurisdiction)* – Additional ROW dedication will be required to expand the existing half street ROW to 37ft with an 8ft PUE extending along the property frontage. Half street improvements will include reconstructing the roadway to provide 25ft paved width, curb & gutter, 6ft planter strip, 5ft sidewalk, street trees and street lights. Utility improvements will include storm water treatment / retention via sediment man holes / drywells with Natural Gas, Primary electrical and telephone/cable within the PUE.

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)

16.08.20 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)

16.08.040 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 and adequate parking will be provided on-site.*

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 Requirements. The development will occur on two lots that have been properly recorded in accordance with the statues of governing jurisdictions. The proposed lots to be created via the property line adjustment will be established in accordance with jurisdictional requirements.*

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 to reduce the required yard depth with the two proposed parcels meeting this requirement.*

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 to reduce the required yard depth and the two proposed parcels will comply with this requirement.*

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 with the two proposed parcels will comply with this requirement.*

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 existing and proposed lots are not substandard and are conforming zoned lots.*

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 development includes construction of approximately 3,850lf of City standard sidewalks and curbs with accessible ramps at the drives and street intersections.*

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 and curbs with ADA 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 and fences are not proposed within the required street setback.*

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. Fences are not proposed within the street setback.*

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

Findings: *The proposed development is not proposing to have a fence installed within the required street yard setback.*

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 will be achieved with landscape buffers. The truck courts are screened with dense evergreen plantings, a site obscuring cyclone fence with PVC slats and supplemental landscape plantings atop a contoured berm at the secured entrance into the truck court.*

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: *Fencing meeting the requirements of the development code will be provided around the perimeter of the truck court and at the south property line. The secured truck court will be screened with a 6ft chain link fence with site obscuring PVC slats. The property owner to the south requested the fence be increased to 8ft along the common property line.*

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.

Findings: *The proposed fencing around the truck court will be set back approximately 25ft from the public sidewalks at Mulino & Sequoia Parkway and buffered with landscape screening to provide security and visibility for pedestrians utilizing the sidewalk and/or bike lane within the street.*

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. 4The 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.

A. The purpose of this section is to provide standards and review process for wireless telecommunications systems facilities locating within the City of Canby. This purpose shall be realized by implementing new provisions of the Canby Land Development and Planning Ordinance that will:

1. Regulate the placement, appearance and number of wireless telecommunications systems facilities;

2. Ensure that the citizens of Canby will have access to a variety of wireless telecommunications systems and providers;

3. Reduce the visual impact of certain wireless telecommunications systems facilities by encouraging co-location;

4. Establish a graduated system of review that will expedite facilities placement in preferred locations; and

5. Implement the applicable provision of the Federal Telecommunications Act of 1996.

B. The siting and review process for WTS facilities is based on the type of facility (lattice, monopole, attached, stealth design or collocation) and its proposed location in a Preferred Site (M-1 or M-2 zoning districts), Acceptable Site (C-2 or C- M zoning districts), or Conditionally Suitable Site (C-R, C-C or C-1 zoning districts).

C. The development review process for wireless telecommunications systems (WTS) facilities shall be as follows:

1. Building and Electrical Permits only:

a. An attached WTS facility (existing structure, including collocation on cell tower), including equipment shelters, buildings and cabinets housing WTS land line

switching/connection equipment, on a Preferred Site or Acceptable Site, where the height of the attached WTS facility is no more than 10 feet higher than the existing structure.

b. A detached WTS facility (monopole), including equipment shelters, buildings and cabinets housing WTS land line switching/connection equipment, on a Preferred Site, set back at least 660 feet from Highway 99E or land either planned or zoned for residential use, and less than 150 feet in height, including antennas.

c. A detached, stealth design WTS facility (monopole), including equipment shelters, buildings and cabinets housing WTS land line switching/connection equipment, on an Acceptable Site, set back from all property lines a distance equal to or greater than the height of the tower, and less than 60 feet high.

2. Building and Electrical Permits, and Site and Design Review (16.49):
   a. An attached WTS facility (existing structure, including collocation on cell tower), including equipment shelters, buildings and cabinets housing WTS land line switching/connection equipment, on a Preferred Site or Acceptable Site, where the height of the attached WTS facility is more than 10 feet higher than the existing structure.

   b. A detached WTS facility (monopole), including equipment shelters, buildings and cabinets housing WTS land line switching/connection equipment, on a Preferred Site, set back at least 660 feet from Highway 99E or land either planned or zoned for residential use, and equal to or over 150 feet in height, including antennas.

   c. A detached WTS facility (monopole), including equipment shelters, buildings and cabinets housing WTS land line switching/connection equipment, on a Preferred Site, within 660 feet from Highway 99E or land either planned or zoned for residential use, and under 100 feet in height, including antennas.

   d. A detached WTS facility (lattice tower), including equipment shelters, buildings and cabinets housing WTS land line switching/connection equipment, on a Preferred Site, set back at least 660 feet from Highway 99E or land either planned or zoned for residential use, and under 150 feet in height, including antennas.

   e. A detached, stealth design WTS facility (monopole), including equipment shelters, buildings and cabinets housing WTS land line switching/connection equipment, on an Acceptable Site, set back from all property lines a distance equal to or greater than the height of the tower, and less than 100 feet high, including antennas.

3. Building and Electrical Permits, Site and Design Review (16.49), and Conditional Use Permit (16.50):

a. A detached WTS facility (monopole), including equipment shelters, buildings and cabinets housing WTS land line switching/connection equipment, on a Preferred Site, within 660 feet from Highway 99E or land either planned or zoned for residential use, and equal to or over 100 feet in height, including antennas.

b. A detached WTS facility (lattice tower), including equipment shelters, buildings and cabinets housing WTS land line switching/connection equipment, on a Preferred Site, set back at least 660 feet from Highway 99E or land either planned or zoned for residential use, and equal to or over 150 feet in height, including antennas.

c. A detached, stealth design WTS facility (monopole), including equipment shelters, buildings and cabinets housing WTS land line switching/connection equipment, on an Acceptable Site, set back from all property lines a distance equal to or greater than the height of the tower, including, unless it is demonstrated that locating the proposed facility within the required setback area will take advantage of an existing natural or artificial feature to conceal the facility or minimize its visual impacts, and equal to or over 100 feet high, with a maximum height of 130 feet.

d. An attached WTS facility (existing structure, including collocation on cell tower) on a Conditionally Suitable Site, including equipment shelters, buildings and cabinets housing WTS land line switching/connection equipment, where the height of the attached WTS facility is no more than 10 feet higher than the existing structure.

D. Standards for siting WTS facilities shall be as follows:

1. Site and Design Review standards and criteria (section 16.49.040) shall apply to all WTS facilities requiring Site and Design approval.

2. Conditional Use Permit standards and criteria (section 16.50.010) shall apply to all WTS facilities requiring Conditional Use Permit approval.

3. All WTS facilities shall observe minimum lot size, lot coverage, building height and building setback requirements of the underlying zoning district unless specifically exempted or otherwise regulated by this section. Underground facilities may encroach upon required yards or may be placed in appropriate easements.

4. All detached WTS facilities shall be landscaped at the base of the towers/poles, and completely around the equipment shelters. The landscaping shall conform to the ODOT standards for plant size and spacing.

5. Lighting for all WTS facilities shall be as required by the FAA or recommended by ODOT Aeronautics Division. All other lighting must be deflected away from adjoining property.

6. All detached WTS facilities shall be screened from the public right-of-way and abutting property by a security fence or wall at least 6 feet in height consisting of chain link fencing with vinyl slats, solid wood fencing, concrete masonry unit block, or brick.

7. Attached WTS facilities shall be painted to match the color of the mechanical screen wall or building to which it is attached.

8. Equipment shelters, buildings and cabinets housing radio electronics equipment shall be concealed, camouflaged or placed underground.

9. Any WTS facility sited on or designed with any of the following attributes shall first receive FCC approval, as specified in FCC Rules 1.1301 - 1.1319, as a condition of city approval prior to construction; Wilderness Area; Wildlife Preserve; Endangered Species; Historical Site; Indian Religious Site; Flood Plain; Wetlands; High Intensity White lights in residential neighborhoods; Excessive radio frequency radiation exposure.

E. Application requirements for WTS facilities shall be as follows:

1. WTS providers whose proposals conforms with the provisions of subsection (C)(1) of this section (16.08.120) shall submit the following information with the application for permits:

   a. A copy of that portion of the lease agreement (or lease memo) with the property owner, facility removal within 90 days of the abandonment and a bond to guarantee removal shall be submitted for review prior to development permit approval.

   b. A map of the city showing the approximate geographic limits of the cell to be created by the facility. This map shall include the same information for all other facilities owned or operated by the applicant within the city, or extending within the city from a distant location, and any existing detached WTS facilities of another provider within 1,000 feet of the proposed site.

   c. A plot plan showing:

      i. The lease area;

      ii. Antenna structure;

      iii. Height above grade and setback from property lines;

iv. Equipment shelters and setback from property lines;

v. Access;

vi. Connection point with land line system; and

vii. All landscape areas associated with the WTS facility.

d. Anticipated capacity of the WTS facility (including number and types of antennas which can be accommodated).

e. The method(s) of stealth design (where applicable).

f. An engineer's statement that the radio frequency emissions at grade, or at the nearest habitable space when attached to an existing structure comply with FCC rules for such emissions; the cumulative radio frequency emissions if collocated.

g. The radio frequency range in megahertz and the wattage output of the equipment.

h. A description of the type of service offered (voice, data, video, etc.) and the consumer receiving equipment.

i. Identification of the provider and backhaul provider, if different.

j. A facilities maintenance regimen.

k. The zoning and comprehensive plan designation of the proposed site.

l. The FAA determination.

m. The distance from the nearest WTS facility.

2. WTS providers whose proposals conforms with the provisions of subsection (C)(2) and (C)(3) of this section (16.08.120) shall submit, in addition to the requirements of 16.49.035 and/or 16.50.020 of the Land Development and Planning Ordinance, the following additional information:

n. Items in section (E) above.

o. Alternatives for locating/relocating support structures within 250 feet of the proposed site.

p. Photo simulations of the proposed WTS facility from the four cardinal compass points and/or abutting right-of-way, whichever provides the most accurate representation of the proposed facility from a variety of vantage points.

q. An engineer's statement demonstrating the reasons why the WTS facility must be located at the proposed site (service demands, topography, dropped coverage, etc.).

a. An engineer's statement demonstrating the reasons why the WTS facility must be constructed at the proposed height.

b. Verification of good faith efforts made to locate or design the proposed WTS facility to qualify for a less rigorous approval process (building permit and/or building permit and site and design review approval).

F. Private amateur radio (HAM) antennas, their support structures, and direct to home satellite receiving antennas are exempt from this section (16.08.120), but shall otherwise comply with the applicable provisions of the underlying zoning district in which they are located to the extent that such provisions comply with Federal Communications Commission policy. (Ord. 981 section 19, 1997)

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.

1. Except where otherwise specifically regulated by this ordinance, the following improvements are permitted outright:

a. Normal operation, maintenance, repair, and preservation of existing transportation facilities.

b. Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way.

c. Projects specifically identified in the Transportation System Plan as not requiring further land use regulation.

d. Landscaping as part of a transportation facility.

e. Emergency measures necessary for safety and the protection of property.

f. Acquisition of right-of-way for public roads, highways, and other transportation improvements designated in the Transportation System Plan, except for those that are located in exclusive farm use or forest zones.

g. Construction of a local street or road as part of subdivision or land partition approved consistent with this Ordinance.

2. Except where otherwise specifically regulated by this ordinance, the following improvements are permitted as a conditional use:

a. Construction, reconstruction, or widening, and other projects authorized by the Transportation System Plan but not included in the list of projects in the Transportation System Plan. These projects shall comply with the Transportation System Plan and applicable standards, and shall address the following criteria. For State projects that require an Environmental Impact Statement (EIS) or Environmental Assessment (EA), the draft EIS or EA shall be reviewed and used as the basis for findings to comply with the following criteria:

i. The project is designed to be compatible with existing land use and social patterns, including noise generation, safety, and zoning.

ii. The project is designed to minimize avoidable environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities.

iii. The project preserves or improves the safety and function of the facility through access management, traffic calming, or other design features.

iv. The project includes provision for bicycle and pedestrian circulation as consistent with the Comprehensive Plan and other requirements of this ordinance.

b. If review under this section indicates that the use or activity is not clearly authorized by the Transportation System Plan or this ordinance, a plan amendment shall be undertaken prior to or in conjunction with the conditional use permit review. (Ord. 1043 Section 3, 2000)

Findings: *The proposed development meets or exceeds these requirements. Sequoia Parkway, S Township and S Mulino Rd. will be improved along the property frontages in compliance with the City & County development / design standards.*

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.

A. Exemptions. The following temporary activities do not require a Temporary Vendor permit, and are exempt from the standards in this section:

1. Any person engaged in the mere delivery of any goods or services to a site, which were purchased from a regular place of business inside or outside the city;

2. Any person engaged in delivery, exhibition, sale or offering of food on a site for a period of time not to exceed 2 hours during any 24 hour period;

3. Any contractor who is engaged in constructing, maintaining, or repairing a structure, utility, equipment, or landscaping on a site; or

4. Any person conducting a garage sale per Section 5.04.020.

B. Permit process.

1. A request for a Temporary Vendor permit shall be processed as a Type I decision pursuant to the procedures set forth in Chapter 16.89. A Temporary Vendor permit applicant shall demonstrate that the proposed activity meets all fire and life safety codes, and is in compliance with this section and with all other applicable sections of the Canby Municipal Code.

2. An application for a Temporary Vendor permit shall include a site plan drawn to scale, which includes all existing lot lines, setbacks, structures, landscaped areas, paved areas, and parking and loading spaces; and illustrates the proposed location and layout of all the Temporary Vendor's structures, equipment, furnishings, signage, and inventory.

3. The Temporary Vendor activity (e.g., retail, restaurant, etc) shall be an outright permitted use in the zoning district in which it is located; Or if the use is conditionally permitted in the zoning district, a Conditional Use Permit approval shall be required prior to issuance of a Temporary Vendor permit.

4. A "Site and Design Review" permit is not required for a permitted Temporary Vendor.

5. Any signage displayed by the Temporary Vendor must be in compliance with Chapter 16.42 sign standards, and all required Sign permits must be obtained.

6. A Temporary Vendor must obtain a City of Canby business license.

C. Duration. A Temporary Vendor permit may be granted for a site for up to 90 consecutive calendar days, and then may be renewed twice upon request for an additional 90 days, provided that the temporary vendor activity has been conducted in compliance with all

applicable codes, and no public safety incidents have occurred on the site related to the temporary vendor activity. In no case shall a site be permitted to host Temporary Vendor activity for more than 270 days in any 12 month period.

D. A Temporary Vendor shall be located on a paved surface with adequate vehicular and pedestrian ingress and egress, in compliance with Section 16.10.070. Inventory and equipment shall not be displayed or stored in any landscaped areas.

E. A Temporary Vendor shall comply with all required development standards, such as height limitations, setbacks, vision clearance areas, and applicable conditions of any previous land use decisions for the site.

F. Equipment such as trash cans, fuel tanks, or generators shall be screened such that it is not visible from any abutting public right-of-way.

G. A Temporary Vendor shall not displace any vehicle parking spaces that are required to meet the minimum off-street parking requirements of another use on site or on a nearby site. A Temporary Vendor shall not encroach into required loading space areas, driveways, or vehicle maneuvering areas.

H. A Temporary Vendor that displaces one or more vehicle parking spaces is prohibited for any site that:

1. Is non-conforming in terms of meeting minimum required vehicle parking or loading space requirements; or

2. Has been granted a vehicle parking exception, and currently has less than the required minimum number of off-street vehicle parking spaces.

I. The property owner and the temporary vendor permit holder shall be jointly and separately responsible for any violation of this section or other applicable sections of the Canby Municipal Code. Any such violation may result in the immediate revocation or non-renewal of a temporary vendor permit, and may result in the denial of any future temporary vendor permit for the site upon which the violation occurred. (Ord 1315, 2009; Ord. 1520, 2019)

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).

A. Purpose. The purpose of this section of the code is to implement Section 660-012- 0045(2)(b) of the State Transportation Planning Rule, which requires the city to adopt a process to apply conditions to development proposals in order to minimize adverse impacts to and protect transportation facilities. This section establishes the standards to determine when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Study must be submitted with a development application in order to determine whether conditions are needed to

minimize impacts to and protect transportation facilities: what information must be included in a Traffic Impact Study; and who is qualified to prepare the Study.

B. Initial scoping. During the pre-application conference, the city will review existing transportation data to determine whether a proposed development will have impacts on the transportation system. It is the responsibility of the applicant to provide enough detailed information for the city to make a determination. If the city cannot properly evaluate a proposed development's impacts without a more detailed study, a transportation impact study (TIS) will be required to evaluate the adequacy of the transportation system to serve the proposed development and determine proportionate mitigation of impacts. If a TIS is required, the city will provide the applicant with a "scoping checklist" to be used when preparing the TIS.

C. Determination. Based on information provided by the applicant about the proposed development, the city will determine when a TIS is required and will consider the following when making that determination.

1. Changes in land use designation, zoning designation, or development standard.

2. Changes in use or intensity of use.

3. Projected increase in trip generation.

4. Potential impacts to residential areas and local streets.

5. Potential impacts to priority pedestrian and bicycle routes, including, but not limited to school routes and multimodal street improvements identified in the TSP.

6. Potential impacts to intersection level of service (LOS).

D. TIS General Provisions

1. All transportation impact studies, including neighborhood through-trip and access studies, shall be prepared and certified by a registered Traffic or Civil Engineer in the State of Oregon.

2. Prior to TIS scope preparation and review, the applicant shall pay to the city the fees and deposits associated with TIS scope preparation and review in accordance with the adopted fee schedule. The city's costs associated with TIS scope preparation and review will be charged against the respective deposits. Additional funds may be required if actual costs exceed deposit amounts. Any unused deposit funds will be refunded to the applicant upon final billing.

3. For preparation of the TIS, the applicant may choose one of the following:

a. The applicant may hire a registered Oregon Traffic or Civil Engineer to prepare the TIS for submittal to the city. The city Traffic Engineer will then review the TIS

and the applicant will be required to pay to the city any fees associated with the TIS review; or

b. The applicant may request that the city Traffic Engineer prepare the TIS. The applicant will pay to the city any fees associated with preparation of the TIS by the city Traffic Engineer.

4. The TIS shall be submitted with a concurrent land use application and associated with application materials. The city will not accept a land use application for process if it does not include the required TIS.

5. The city may require a TIS review conference with the applicant to discuss the information provided in the TIS once it is complete. This conference would be in addition to any required pre-application conference. If such a conference is required, the city will not accept the land use application for processing until the conference has taken place. The applicant shall pay the TIS review conference fee at the time of conference scheduling, in accordance with the adopted fee schedule.

6. A TIS determination is not a land use action and may not be appealed.

E. TIS Scope. The city shall determine the study area, study intersections, trip rates, traffic distribution, and required content of the TIS based on information provided by the applicant about the proposed development.

1. The study area will generally comprise an area within a ½-mile radius of the development site. If the city determines that development impacts may extend more than ½ mile from the development site, a larger study area may be required. Required study intersections will generally include (in addition to the primary access points) collector/collector and above intersections with an anticipated peak hour traffic increase of five-percent from the proposed project.

2. If notice to ODOT or other agency is required pursuant to noticing requirements in Chapter 16.89, the city will coordinate with those agencies to provide a comprehensive TIS scope. ODOT may also require a TIS directly to support an OR 99E approach permit application.

F. TIS Content. A project-specific TIS checklist will be provided to the applicant by the city once the city has determined the TIS scope. A TIS shall include all of the following elements, unless waived by the city.

1. Introduction and Summary. This section shall include existing and projected trip generation including vehicular trips and mitigation of approved development not built to date; existing level and proposed level of service standard for city and county streets and volume to capacity for state roads; project build year and average growth in traffic between traffic count year and build year; summary of transportation

operations; traffic queuing and delays at study area intersections; and proposed mitigation(s).

2. Existing Conditions. This section shall include a study area description, including information about existing study intersection level of service.

3. Impacts. This section should include the proposed site plan, evaluation of the proposed site plan, and a project-related trip analysis. A figure showing the assumed future year roadway network (number and type of lanes at each intersection) also shall be provided. For subdivision and other developments, the future analysis shall be for the year of proposed site build-out. For proposed comprehensive plan and/or zoning map amendments, the future analysis year shall be 20 years from the date of the City's adopted TSP, or 15 years, whichever is greater.

4. Mitigation. This section shall include proposed site and area-wide specific mitigation measures. Mitigation measures shall be roughly proportional to potential impacts. See Subsection K below for rough proportionality determination.

5. Appendix. This section shall include traffic counts, capacity calculations, warrant analysis, and any other information necessary to convey a complete understanding of the technical adequacy of the TIS.

G. TIS Methodology. The City will include the required TIS methodology with the TIS scope.

H. Neighborhood Through-Trip Study. Any development projected to add more than 30 through-vehicles in a peak hour or 300 through-vehicle per day to an adjacent residential local street or neighborhood route will be require assessment and mitigation of residential street impacts. Through-trips are defined as those to and from a proposed development that have neither an origin nor a destination in the neighborhood. The through-trip study may be required as a component of the TIS or may be a stand-alone study, depending on the level of study required in the scoping checklist. The through-trip study shall include all of the following:

1. Existing number of through-trips per day on adjacent residential local streets or neighborhood routes.

2. Projected number of through-trips per day on adjacent residential local streets or neighborhood routes that will be added by the proposed development.

3. Traffic management strategies to mitigate for the impacts of projected through- trip consistent.

If a residential street is significantly impacted, mitigation shall be required. Thresholds used to determine if residential streets are significantly impacted are:

1. Local residential street volumes should not increase above 1,200 average daily trips

2. Local residential street speeds should not exceed 28 miles per hour (85th percentile speed).

I. Mitigation. Transportation impacts shall be mitigated at the time of development when the TIS identifies an increase in demand for vehicular, pedestrian, bicycle, or transit transportation facilities within the study area. Mitigation measures may be suggested by the applicant or recommended by ODOT or Clackamas County in circumstances where a state or county facility will be impacted by a proposed development. The city shall determine if the proposed mitigation measures are adequate and feasible. ODOT must be consulted to determine if improvements proposed for OR 99E comply with ODOT standards and are supported by ODOT. The following measures may be used to meet mitigation requirements:

1. On-and off-site improvements beyond required standard frontage improvements.

2. Development of a transportation demand management program.

3. Payment of a fee in lieu of construction, if construction is not feasible.

4. Correction of off-site transportation deficiencies within the study area that are substantially exacerbated by development impacts.

5. Construction of on-site facilities or facilities located within the right-of-way adjoining the development site that exceed minimum required standards and that have a transportation benefit to the public.

J. Conditions of Approval. The city may deny, approve, or approve with appropriate conditions a development proposal in order to minimize impacts and protect transportation facilities.

1. Where the existing transportation system will be impacted by the proposed development, dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or accessways may be required to ensure that the transportation system is adequate to handle the additional burden caused by the proposed use.

2. Where the existing transportation system is shown to be burdened by the proposed use, improvements such as paving, curbing, installation or contribution to traffic signals, traffic channelization, construction of sidewalks, bikeways, accessways, paths, or street that serve the proposed use may be required.

3. The city may require the development to grant a cross-over access easement(s) to adjacent parcel(s) to address access spacing standards on arterials and collector roadways or site-specific safety concerns. Construction of shared access may be required at the time of development if feasible, given existing adjacent land use. The access easement must be established by deed.

K. Rough Proportionality Determination. Improvements to mitigate impacts identified in the TIS shall be provided in rough proportion to the transportation impacts of the proposed development.

1. The TIS shall include information regarding how the proportional share of improvements was calculated, using the ratio of development trips to growth trips and the anticipated cost of the full Canby Transportation System Plan. The calculation is provided below:

   Proportionate Share Contribution = [Net New Trips/(Planning Period Trips- Existing Trips)] X Estimated Construction Cost.

   a. Net new trips means the estimated number of new trips that will be created by the proposed development within the study area.

   b. Planning period trips means the estimated number of total trips within the study area within the planning period identified in the TSP.

   c. Existing trips means the estimated number of existing trips within the study area at the time of TIS preparation.

   d. Estimated construction cost means the estimated total cost of construction of identified improvements in the TSP. (Ord 1340, 2011)

Findings: *The proposed development will satisfy the requirements of this code section and incorporate recommendations outlined in the traffic impact study. The City's traffic consultant, DKS provided the traffic scoping letter and is in the process of completing the Traffic Impact Study. The completed Traffic Impact Study will be submitted upon completion.*

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 Requirements. The development includes design for adequate street drainage with sediment manholes and drywells as requested by the City of Canby operations group.*

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

Findings: *The proposed development meets or exceeds these Requirements. The development includes site distance reviews with landscape and site design features located to provide 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 Requirements. The development includes the design and extension of public utilities that will adequately serve the subject project and provide services for future neighboring developments.*

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 Requirements. The development includes design of half street improvements to meet the City & County 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: *The frontage streets surrounding the development are classified as 'collector' streets and these half streets will be improved in accordance with City Design Standards.*

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

Findings: *The proposed development will include half street improvements along Sequoia Parkway, S Township and S Mulino Rd. to provide 25ft half street roadway widths. The overall roadway widths along Sequoia Parkway will be 50ft and a minimum of 37ft at Township and Mulino.*

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 Requirements and includes half street improvements and dedications to provide 37ft of ROW at the surrounding streets.*

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 Requirements. Sidewalks with ADA ramps will be provided with the proposed street improvements to mitigate existing mobility deficiencies along the frontage of the development.*

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 has been designed to meet the specific requirements of an e-commerce center use and includes 637 auto parking spaces and 223 trailer parking spaces with accommodations for an additional 108 auto spaces with the subsequent expansion. Although the auto parking count provided would be slightly less than 1-2/1000sf requirements for the proposed warehouse/office areas as outlined in table 16.10.050, the development is being designed with pedestrian-oriented accommodations (ie; construction of over 3,850ft of public sidewalks, interior & exterior bike parking, drop off zones in parking lot….etc), the site location is in close proximity to a local transit stop and the parking requirements do not reflect the typical industry standards for large warehouse developments.*

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 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. Sufficient parking is provided to accommodate the anticipated e-commerce use being considered with this development. 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 parking and loading proposed with the development meets and/or exceeds the requirements for the proposed e-commerce center use. For high-cube warehouse developments, the industry standard for auto parking count ranges between 0.3 – 0.5 spaces per 1000sf of warehouse. The parking and loading requirements for warehouse use is noted on the site plan.*

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 will meet the parking requirements for the associated e-commerce use. The required parking minimums for the industrial zoned property will be outlined on the plans with assumptions for apportioning the parking requirements between warehouse and ancillary office. As noted above, the auto parking count provided is specific to an e-commerce center use with the pedestrian-oriented amenities accommodating a supplemental parking demand. Should modifications to the auto parking count be required with the final user (reduction or addition), the site plan will be amended to incorporate the specific parking demand.*

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 development does not contain any 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 Requirements. The development will ensure that the auto parking spaces will remain available for the parking of operable passenger autos 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 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 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: *The proposed development will meet the parking requirements for the associated e-commerce use. The required parking minimums for the industrial zoned property will be outlined on the plans with assumptions for apportioning the parking requirements between warehouse and ancillary office. As noted above, the auto parking count provided is specific to an e-commerce center use with pedestrian-oriented amenities being provided to accommodate supplemental parking demand. Should additional auto parking be required for the final user, the site plan will be amended to incorporate the specific parking needs.*

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 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
Residential Uses:	
a. Single-family dwellings	2.00 spaces per dwelling unit for new construction. (Existing single- family dwellings having only a single parking space shall not be considered to be nonconforming.)
b. Two-family dwellings	2.00 spaces per dwelling unit.
c. Multi-family dwellings in complexes with private internal driveways	One space per studio or 1-bedrrom unit. 2.00 spaces per 2-bedroom or larger unit. One additional guest parking space shall be provided for every five units for each development

	often or more units.
d. Retirement/assisted living	1.0 spaces per unit
e. Residential day care facility and	1.00 space per employee
Institutions:	
a. Convalescent home, nursing home or sanitarium	1.00 spaces per two beds for patients or residents, plus 1.00 space per employee
b. Hospital	4.00 spaces per two beds
Places of Public Assembly:	
a. Library, reading room	1.00 space per 400 square feet of public area
b. Nursery, primary/elementary, or junior high school	2.00 spaces per employee
c. Senior high school	1.00 space per classroom, plus 1.00 space per six students
d. Other places of public assembly, including churches	1.00 space per four seats or eight feet of bench length
Commercial Amusement:	
a. Theater	1.00 per six seats
b. Bowling alley	3.0 spaces per 1,000 square feet of floor area
c. Dance hall, skating rink	3.0 spaces per 1,000 square feet of floor area
d. Racquet courts, health clubs	3.0 spaces per 1,000 square feet of floor area
Commercial	
a. Retail shops (under 100,000 sq. ft.	2.00 spaces per 1,000 square feet of floor area
b. Retail store handling exclusively bulky merchandise such as furniture, automobile and service repair shops	1.00 space per 1,000 square feet of sales floor area
c. Shopping center (over 100,000 square feet of gross leasable area)	3.00 spaces per 1,000 square feet of gross leasable area
d. Banks/savings and loans	2.00 spaces per 1,000 gross square feet of floor area
e. Medical/dental offices	3.00 spaces per 1,000 gross square feet of floor area
f. General offices	2.00 spaces per 1,000 gross square feet of floor area
g. Real estate offices	2.00 spaces per 1,000 gross square feet of floor area
h. Government offices	3.50 spaces per 1,000 gross square feet of floor area
i. Restaurant	8.00 spaces per 1,000 gross square feet of floor area
j. Take-out restaurant	8.00 spaces per 1,000 gross square feet of floor area
k. Motel	0.75 spaces per rentable room
l. Residential hotel, rooming house,	0.75 spaces per rentable room
m. Hotel	0.75 spaces per rentable room
n. Club or lodge	1.00 space per 200 square feet of floor area

o. Day care , adult or child care; does not include Family Daycare (12 or fewer children) under ORS 657A.250	1.00 space per 500 square feet of floor area
p. All others	1.00 space per 550 square feet
q. Wireless telecommunication systems	1.00 space per site
r. Self-Storage (Mini) Warehouse	2.00 spaces per 1,000 gross square feet of office space
Industrial:	
a. Manufacturing	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 manufacturing space. Minimum of 5 parking spaces overall.
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.
c. Wholesale establishments	2.00 spaces per 1,000 gross square feet of office space, plus 1.50 spaces per 1,000 gross square feet of non-office wholesale space. Minimum of 5 parking spaces overall.

(Ord 1296, 2008, Ord. 1338, 2010; Ord. 1514, 2019)

Findings: *The proposed development will meet the parking requirements for the associated e-commerce use. The required parking minimums for the industrial zoned property will be outlined on the plans with assumptions for apportioning the parking requirements between warehouse and ancillary office. As noted in prior responses, the auto parking count provided is specific to an e-commerce center use with pedestrian-oriented amenities being provided to accommodate supplemental parking demand. Industry standard for parking requirements with 'high-cube' and 'large distribution warehouse' use is between 0.3 – 0.5 spaces per 1000sf which is more than met with the proposed parking count. Should adjustments to the auto parking spaces be required for the final user, the site plan will be amended to incorporate the specific parking needs.*

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
Less than 5,000	0
5000 – 25,000	1
25,000 – 60,000	2
60,000 and over	3

Findings: *The proposed development exceeds these Required Conditions and includes a total of 126 loading berths (122 dock height and 4 at grade) with the initial phase of development.*

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

1. Commercial uses – 13′ x 35′

2. Industrial uses – 12′ x 60′

3. Berths shall have an unobstructed minimum height of 14′.

Findings: *The proposed development exceeds these Requirements.*

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 these Requirements. The landscape setbacks along the Sequoia Parkway and S Mulino Rd. frontage will be planted with dense evergreen plantings and the truck court will be enclosed with a sight obscuring fence consisting of 6ft chain link fence with PVC slats to obscure the truck court from the street and surrounding properties. Additional landscape buffer plantings have been added in the street setbacks in proximity of the truck courts.*

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 Requirements. 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 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 Requirements. 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 development exceeds the 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 Requirements. The parking lot has been designed in compliance with the dimensional standards outlined in figure 1 and Table 16.10.070 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: *The proposed development meets or exceeds these Requirements. The compact parking spaces illustrated on the site plan is in compliance with the required dimensions.*

3. Areas used for staging 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 Requirements. The vehicle parking and maneuvering areas will be paved with asphalt throughout the auto parking/drives and within the truck courts with concrete aprons provided at the loading docks.*

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 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 near surface soils on the site have negligible infiltration capabilities which would render any proposed permeable surfacing unfeasible. All surface water will be collected and filtered through an approved storm water quality system prior to being retained on-site. Storm water retention will include a combination of dry wells and storm chamber systems installed at the depth of the dense gravel which occurs 15-30ft below grade.*

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 development has designed the driveways to be paved with concrete and asphalt to the full width and depth exceeding 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 development is not adjacent to a residential planning district or use. The parking areas have been located throughout the site to*

provide safe and convenient access to the proposed office areas and to minimize maneuvering conflicts with truck traffic. As required by the applicable design standards, evergreen landscape screening is being provided in front of the parking stalls to minimize headlight glare onto the neighboring properties. The parking areas will be illuminated with a combination of pole mounted lights within the parking areas, the street lighting required with the ROW improvements and wall mounted lighting on the buildings.

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 Requirements. The 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 Requirements. To the extent possible, the access drives, pedestrian connections, auto parking and truck staging/loading areas have been located to provide safe ingress/egress throughout the development. The truck driveways have been widened to 50-60ft to provide safe and efficient maneuvering into/out of the truck courts and to minimize turning/staging conflicts. Directional signage will be provided at the driveways denoting 'truck' or 'auto' entrances.*

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 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 proposed 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.

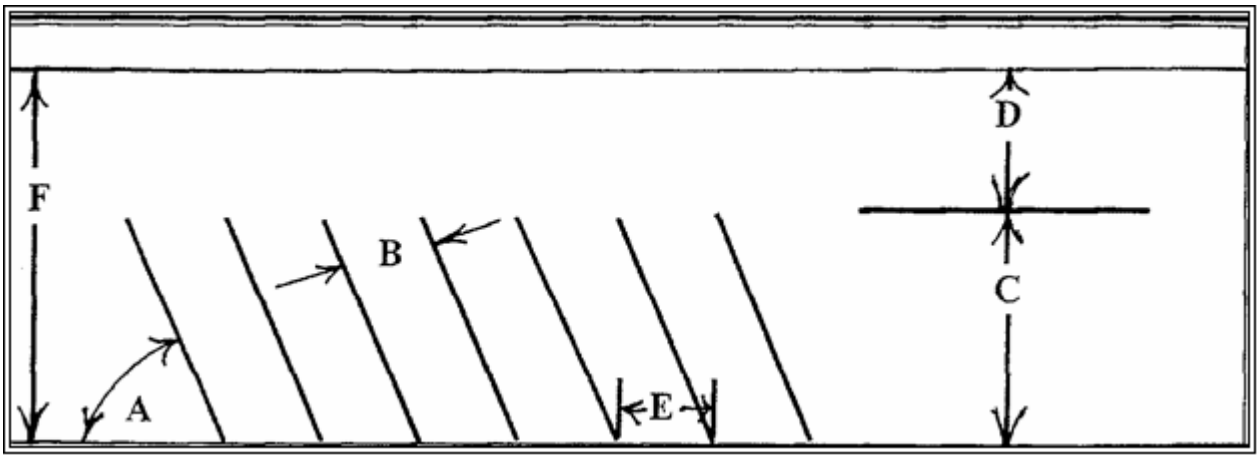
Findings: *The proposed development meets or exceeds these Requirements. The development has designed the accessible parking to meet the requirements of ORS 447.233 and all Oregon Structural Specialty Code requirements.*

TABLE 16.10.070
Minimum dimensional Standard for Parking

This table and Figure 16.10.070 provide the minimum dimensional standards for parking areas and spaces.

A = Parking angle in degrees
B = Minimum stall width
C = Minimum stall depth
D = Minimum clear aisle width
E = Minimum clear stall distance at bay side
F = Minimum clear bay width

A	B	C	D	E	F
0 (parallel)	8'0"	-	12'0"	22'0"	20'0"
30	8'6"	16'4"	12'0"	17'0"	28'4"
45	8'6"	18'9"	12'6"	12'0"	31'3"
60	8'6"	19'10"	18'0"	9'10"	37'10"
90	8'6"	18'0"	24'0"	8'6"	42'0"



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 Requirements. Design drawings will be submitted 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: *Joint/shared access with the parcel to the south is not proposed for the southernmost truck driveway at Mulino. The proposed drive location exceeds the County's drive spacing standards to the existing driveway serving the neighboring parcel and due to the secured nature of the proposed truck egress drive, a shared drive is not desirable.*

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

Findings: *The proposed development meets or exceeds these Required Conditions. The development proposes six (6) ingress/egress driveways connecting the development 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 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. A total of 2 pedestrian connections are proposed along the street frontages to provide connections to the internal sidewalks and allow for efficient ingress/egress to the primary building entrances. The drive aisle crossings are located at the ends of the parking runs and delineated with striping on the asphalt 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 development has designed the City sidewalks within the right-of-way to be constructed to meet the City design standards. Per City Comments provided at the Pre-Application Conference, the development will be required to construct public sidewalks along the full frontage of the property at Sequoia Parkway, S. Township and S. Mulino Rd. The sidewalk at Sequoia Parkway will transition to the existing sidewalk at the Rail overpass whereas the sidewalk at Mulino will terminate at the end of the drive radius with the sidewalk to be extended with future development of the neighboring parcel (by others).*

7. 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)(8): Minimum access requirements for residential uses - ingress and egress for residential uses shall not be less than the following (except that in the case of flag lots, section 16.64.0400) shall apply):

Dwelling units	*Minimum number of accesses required*	*Minimum access width*	*Sidewalks & Curbs (in addition to driveways)*
1 or 2	1	12 feet	none required
3-19	1	20 feet	Minimum of one sidewalk connection to residences and parking areas; curb required if sidewalk adjacent to driveway.
20-49	Option A: 1 access OR Option B: 2 accesses	20 feet 12 feet	Minimum of one sidewalk connection to residences and parking areas; curb required if sidewalk adjacent to driveway.
50-499	Option A: 1 access OR Option B: 2 accesses	30 feet 20 feet	Curbs required; Minimum of one sidewalk connection to residences and parking areas
Over 500	As required by Site and Design Review Board		As required by Public Works Director

16.10.070(B)(9): Minimum access requirements for commercial or institutional uses - ingress and egress for commercial uses shall not be less than the following:

Parking spaces required	*Minimum number of accesses required*	*Minimum access width*	*Sidewalks & curbs (in addition to driveways)*
1-4	1	12 feet	*None required*

5-99	1	20 feet	Curbs required; sidewalk on one side minimum
100-249	2	20 feet	Curbs required; sidewalk on one side minimum
Over 250	As required by Site and Design Review Board	As required by Public Works Director	
16.10.070(B)(10): Minimum access requirements for industrial uses - ingress and egress for industrial uses shall not be less than the following:			
Parking spaces required	*Minimum number of accesses required*	*Minimum access width*	*Sidewalks & curbs (in addition to driveways)*
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 Requirements. The proposed development includes six (6) access drives with widths greater than 24ft.*

8. One-Way Ingress or Egress – The hard surfaced pavement of one-way drives shall not be less than twelve (12) feet for multi-family residential, commercial or industrial uses. (Ord. 1514, 2019)

Findings: *The second auto drive into the car parking lot at Township is designed as a right-in / right-out drive and will have a minimum of 12ft traffic lanes.*

9. **Driveways:**

   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 driveway locations have been designed and located to comply with the City of Canby design standards to include intersection/drive spacing, site distance and width. The driveway widths are 60ft, 36ft, 30ft & 50ft respectively for the drives at S. Township and 50ft for the two drives at S. Mulino Rd. with the wider drives designed to provide safe turning movements for the associated industrial truck traffic without crossing lanes of traffic. ADA approved ramps are included on each 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 Requirements. The proposed development includes six (6) driveway access points along the 3,850ft of surface street frontage. As previously noted, these access drives have been designed and located to accommodate the +employee and truck traffic anticipated with the e-commerce use and to provide safe and efficient maneuvering ingress/egress for the truck, auto, emergency and pedestrian 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: *As previously noted, the proposed drives have been designed and located to provide safe and efficient maneuvering ingress/egress for the truck, auto, emergency and pedestrian traffic associated with the development. All surrounding frontage streets are classified as Collectors. The westernmost drive at S Township will provide the primary truck access into the secured truck court. This drive will be designed to allow for the queuing of several trucks entering & exiting this drive. The easternmost drive at S. Township and the two drives at S. Mulino have also been designed to accommodate safe truck ingress/egress should the future use of the development necessitate.*

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 Requirements. The driveways have been designed in accordance with the City design standards, with the approval of the City's planning staff and recommendations outlined in the accompanying Traffic Impact Study. Furthermore, the study demonstrates that traffic hazards will not be created by the proposed drive locations.*

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: *All frontage streets surrounding the property are classified as Collector Streets. Joint/shared access is not proposed for the southernmost driveway at Mulino due to the security requirements for the truck drive and the spacing to the existing drive on the neighboring parcel is in compliance with the County's drive spacing standard. The 4 access drives at S. Township have been provided for the safe and efficient truck and auto ingress/egress with the traffic anticipated with the proposed use.*

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 for the proposed truck drives at Township and Mulino. Previous developments in the area, located along similar collector streets have been approved to increase the driveway widths up to the proposed width of 60ft at the primary truck entrance and 50 feet at secondary truck entrances. This will significantly improve the safety of these drives by reducing truck turning conflicts with vehicles maneuvering into and out of these drives.*

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

Minimum Driveway Spacing

Street Classification	Intersection	Driveway
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 Requirements and the requirements outlined in Section 16.35.050.F. The driveways at S. Township are spaced approximately 372ft and 216ft respectively with the western drive located 227ft from the Sequoia Parkway intersection and the eastern drive located 202ft from S. Mulino Rd. The driveways at S. Mulino Rd. are spaced approximately 1268ft apart with the north drive located 447ft from the S. Township intersection and the south drive is located 276ft from the neighbors drive to the south.*

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 Requirements. The south edge of the access drive throat at the southernmost truck drive at S. Mulino Rd. is located approximately 40ft from the property line.*

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 Requirements. The proposed driveways are located beyond the required queue length for traffic movements at the intersections of Sequoia Parkway & S. Mulino Rd. and S. Township Rd..*

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 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 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 development does not propose a driveway closer than fifty (50) feet from an intersection.*

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 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 Requirements. The landscaping design submitted with the application includes the planting of street trees in compliance with this requirement.*

16.10.90 DRIVE-UP USES.

A. Drive-up uses shall provide a minimum stacking area clear of the public right-of- way or parking lot aisle from the window service to the vehicles as follows:

1. All drive-up uses. – Each lane shall provide a minimum capacity for two (2) to eight (8) automobiles, as determined by the Site and Design Review Board.

2. For purposes of this section, an automobile shall be considered no less than twenty (20) feet in length. The width and turning radius of drive-up aisles shall be approved by the City Public Works Director.

B. The stacking area shall not interfere with safe and efficient access to other parking areas on the property. Traffic aisles shall be wide enough to accommodate backing movements where adjacent to parking stalls. Parking maneuvers shall not occur in the stacking area. (Ord. 848, Part VII, section 16.10.090, 1990)

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 Requirements. The development includes bicycle racks to be constructed to meet the standards 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 Requirements. The development includes bicycle racks to be constructed near the main entrances to meet the requirements of this section with additional racks to be provided at the interior of the building.*

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**
Residential	
Multi-family residential, general	1 space per unit
Multi-family residential, seniors or with physical disabilities	4, or 1 space per 5 units, whichever is greater
Institutional	
Schools – Elementary	To be determined through design review
Schools - Jr. High/Middle School	To be determined through design review
Schools - St. High	To be determined through design review
College	To be determined through design review
Transit Centers/Park & Ride Lots	5% of auto spaces *(or 100% of demand, depending on accessibility to bicyclists)*
Religious Institutions	1 space per 40 seat capacity
Hospitals	1 space per 5 beds
Doctor, Dentist Offices	2, or 1 space per 1000 ft^2, whichever is greater
Libraries, Museums, etc.	2, or 1 space per 1000 ft^2, whichever is greater
Commercial	
Retail Sales	0.33 space per 1000 ft^2, whichever is greater
Auto-oriented Services	2, or 0.33 space per 1000 ft^2, whichever is greater
Groceries/Supermarkets	0.33 space per 1000 ft^2
Offices	2, or I space per 1000 ft^2, whichever is greater
Restaurants	1 space per 1000 ft^2
Drive-in Restaurants	1 space per 1000 ft^2
Shopping Centers	0.33 space per I000 ft^2
Financial Institutions	2, or 0.33 space per 1000^2 ,whichever is greater
Theaters, Auditoriums, etc.	1 space per 30 seats
Downtown Commercial Zone	4 spaces per block
Industrial	
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 I, 1999; Ord. 1043 section 3, 2000; Ord. 1076, 2001)

Findings: *The proposed development meets or exceeds the requirement. Exterior bike racks will be provided at the primary employee entrances to the building with additional bike parking provided at the interior of the building.*

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 could include a manufacturing or processing use and it is understood that the operations of such use will need to comply with these requirements and that Prohibited uses as noted will not be allowed in the industrial park.*

B. Automobile body shop, or heavy repair shop;

C. Contractor's equipment or storage yard;

D. Dwelling for watchman or caretaker working on the property;

E. Food processing plant;

F. Fuel distribution, wholesale or retail;

G. Ice or cold storage plant;

H. Laundry or dry-cleaning plant;

I. Lumber yard;

J. Machinery, farm equipment or implement sales, service or rent;

K. Motor or rail freight terminal;

L. Railroad tracks and related facilities;

M. Restaurant, when related and incidental to primary industrial uses of the area;

N. Service station, when related and incidental to primary industrial uses of the area;

O. Stone, marble, or granite cutting;

P. Tire retreading or recapping;

Q. Transfer and storage company;

R. Utility storage or service yard;

S. Veterinarian's office or animal hospital;

T. Warehouse;

Findings: *The proposed e-commerce development is likely to consist primarily of high-cube warehousing and distribution as the predominant use which is and outright allowed use.*

U. Wholesale distribution, including warehousing and storage;

Findings: *The proposed e-commerce development is likely to consist primarily of high-cube warehousing and distribution as the predominant use which is and outright allowed use.*

V. Wireless or cellular communications facility/tower;

W. Other light industrial uses as determined by the Planning Commission;

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

Findings: *The proposed e-commerce development is likely to consist primarily of high-cube warehousing as the predominant use which is and outright allowed use and will include accommodations for an accessory office incidental to the primary industrial use.*

Y. Public building or uses such as fire station, or park or playground.

Z. Attached WTS facilities (see 16.08.120).

AA. Detached WTS facilities (monopole or lattice tower), under 150 feet in height and at least 660 feet from the nearest land zoned or planned for residential use or Highway 99E (see 16.08.120).

BB. Detached WTS facilities (monopole), under 100 feet in height and less than 660 feet from the nearest land zoned or planned for residential use or Highway 99E (see 16.08.120).

CC. Detached WTS facilities (monopole), equal to or over 150 feet in height and at least 660 feet from the nearest land zoned or planned for residential use or Highway 99E (see 16.08.120).

DD. Minor public facility.

EE. Brewery: General manufacturing of products included in SIC 208: Beverages. (Ord. 890 section 31, 1993; Ord. 749 section 1(A), 1984, Ord. 740 section 10.3.31(A), 1984; Ord. 995 section 10 & 11, 1996; Ord. 981 section 30 & 31,

16.32.20 CONDITIONAL USES.

Conditional uses in the M-1 zone shall be as follows:

A. Commercial recreation uses;

B. Motels, hotels and similar accommodations;

C. Other heavy commercial or light industrial uses as determined by the Planning Commission;

D. Waste and/or recycling transfer operations.

E. Detached WTS facilities (monopole), equal to or over 100 feet in height and less than 660 feet from the nearest land zoned or planned for residential use or Highway 99E (see 16.08.120).

F. Detached WTS facilities (lattice tower), equal to or over 150 feet in height and at least 660 feet from the nearest land zoned or planned for residential use or Highway 99E (see 16.08.120).

G. Major public facility, except as modified by Section 16.32.010. (Ord. 960, section 2, 12/18/96; Ord. 890, section 32, 1993; Ord. 740 section 10.3.31(B), 1984; Ord. 981 section 32, 1997; Ord. 1237, 2007)

Findings: *This criterion does not apply to this project. The 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 far exceeds the minimum lot area standard of five thousand square feet.*

B. Minimum width and frontage: fifty feet;

Findings: *The proposed development far exceeds the minimum frontage width of fifty feet.*

C. Minimum yard requirements:

1. Street yard: twenty feet where abutting Highway 99E and S. Ivy Street. Gas station canopies shall be exempted from the twenty foot setback requirements. Properties not fronting on Highway 99E or S. Ivy Street shall maintain a 10 foot street yard setback. 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 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 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 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 development does not include the design of any free-standing signs.*

2. All other structures: forty-five feet.

Findings: *To accommodate the 40ft clear height requirement for the anticipated e-commerce center use, portions of the building roof and some wall elements will exceed the forty-five foot maximum height limitation. However, the intent of the design will be to limit the overall 'average' height of the structure to 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 Requirements. 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 Requirements. The building setback will be maintained as measured from the foundation line of the building.*

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).

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. (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; Ord. 1514, 2019)

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

CHAPTER 16.35 CANBY INDUSTRIAL OVERLAY (I-O) 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 Requirements. The proposed development lies within the boundary of the Canby Pioneer Industrial Park and will comply with pertinent sections of the I/O Overlay district standards.*

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 November 19th, 2020*

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 the anticipated e-commerce 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 Requirements. The proposed e-commerce development will comply with 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 e-commerce development will meet or exceeds these Requirements. The development area is approx. 46.78 acres which would require a total of 141 employees.*

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 Requirements. The proposed e-commerce 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 e-commerce development will meet these Requirement. The 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 e-commerce development will meet these Requirements. It is understood that any H occupancy uses considered for occupying space within the industrial park will require supplemental conditional use approval.*

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 Requirements. 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 e-commerce development will meet these Requirements. It is understood that any retail or commercial use not related to the primary industrial use of the park will require supplemental conditional use approval.*

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 e-commerce development will meet these Requirements. It is understood that any proposed use with retail areas occupying more than 15% of the building footprint will require supplemental conditional use approval.*

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; Ord. 1514, 2019).

Findings: *This criterion does not apply to this project. The proposed e-commerce 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 e-commerce development meets or exceeds these Requirements. The 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 Requirements. No Restriction.*

B. Minimum lot width and frontage: none.

Findings: *The proposed development meets or exceeds these Requirements. 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 Requirements. The development contains a building with perimeter wall heights between 43 feet and 48 feet and as designed, has minimum setbacks of more than 240 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 Requirements. The side yard setbacks exceed the minimum 10-foot requirement.*

3. Rear 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 Requirements. The rear yard setbacks exceed the minimum 10-foot requirement.*

D. Maximum building height: 45 feet.

Findings: *To accommodate the 40ft clear height requirement for the anticipated e-commerce center use, portions of the building roof and some wall elements will exceed the forty-five foot maximum height limitation. However, the intent of the design will be to limit the overall 'average' height of the structure to forty-five 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 Requirements. There is No Restriction to lot coverage 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 Requirements and the requirements outlined in Section 16.35.050.F. The driveways at S. Township are spaced approximately 372ft and 216ft respectively with the western drive located 227ft from the Sequoia Parkway intersection and the eastern drive located 202ft from S. Mulino Rd. The driveways at S. Mulino Rd. are spaced approximately 1268ft apart with the north drive located 447ft from the S. Township intersection and the south drive is located 276ft from the neighbors drive to the south.*

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 designed to include half street improvements to Sequoia Parkway, S. Township and S. Mulino Rd. all of which are designated as collector streets. ROW improvements will be completed in accordance with the requirements as outlined by the City during the Pre-Application Conference.*

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 Requirements. The development is designed to have the main entrances of the building facing the streets with pedestrian connections to the street and interior circulation sidewalks. Pedestrian access is provided via a striped pedestrian path across the drive aisles with onsite sidewalks connected to the City sidewalk at or near the main entrances.*

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 Requirements. The proposed development is designed to include street trees and ground cover within the ROW plantings which shall be approved by the City.*

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 Requirements. The development is designed to be constructed of concrete tilt-up perimeter walls. The building elevation has been designed to define the office entrances with a combination of panel articulation, storefront glazing, cornice elements, recessed entries and a complimentary paint scheme which is further enhanced by vertical and horizontal reveals extending around the perimeter of the building. 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 Requirements. The proposed development includes the addition of street lighting, building lighting and site pole lighting to effectively illuminate the pedestrian pathways, parking, drive aisles and loading areas. A photometrics plan has been included with 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: *Joint/shared access with the parcel to the south is not proposed for the southernmost truck driveway at Mulino. The proposed drive location exceeds the County's drive spacing standards to the existing driveway serving the neighboring parcel and due to the secured nature of the proposed truck egress drive, a shared drive is not desirable.*

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 Requirements. The 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.

Findings: *The proposed development meets or exceeds these Requirements. The development will meet the requirements of other applicable regulations as referenced above.*

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 Requirements. The e-commerce use being proposed with this development includes a secured truck court which will include the parking/staging of truck trailers. The yard will be screened on all sides with a six foot chainlink fence with site obscuring PVC slats. In addition to the site obscuring fence, the yard/fence will be buffered/screened with landscape plantings consisting of a combination of evergreen and deciduous trees/shrubs.*

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.

Industrial Overlay Design Review Matrix
Table 16.35.040

CRITERIA	Possible Scores
Parking	
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**

Transportation/Circulation	
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 = 1	**0 1 2**
Minimum Acceptable Score (some provisions may not apply) 2points	**Total 3**

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. Although the site plans include accommodations for monument signs, we are not requesting approval of these signs with the development 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 1	Low	Rural areas, low-density urban neighbor- hoods and districts, residential historic dist- ricts. This zone is intended to be the default for residential areas.
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- dustrial districts in urban areas.

16.43.60 PROHIBITED LIGHT AND LIGHTING.

A. All outdoor light sources, except streetlights, 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 Requirements. The development does not include "aerial lasers".*

2. "Searchlight" style lights.

Findings: *The proposed development meets or exceeds these Requirements. The 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 Requirements. The 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 Requirements. The 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 Requirements. The proposed development will include a photometrics plan during the site review process that includes the*

lighting fixture specifications and cut sheets outlining the luminaires used to 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 Requirements. The development will include a photometrics plan during the site review process that includes the lighting fixture specification and cut sheets outlining the luminaires used to 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 Requirements. The development will include a photometrics plan during the site review process that includes the lighting fixture specification and cut sheets outlining the luminaires used to 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 Requirements. The 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 Requirements. The development does not propose façade lighting at this time. Building wall pack lights and down lights at the canopy with pole lights in the parking/maneuvering areas are the types of on-site lighting proposed with this development. Street lighting in accordance with the City Standards will also be provided.*

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 Requirements. Site Lighting is supplied solely for the illumination of pedestrian pathways, auto parking and truck loading/maneuvering and will meet the requirements of this section. The luminaires on the pole lights in proximity to the south, east and west property lines will include side shields to mitigate light trespass.*

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, nor 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 Requirements. The development includes 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

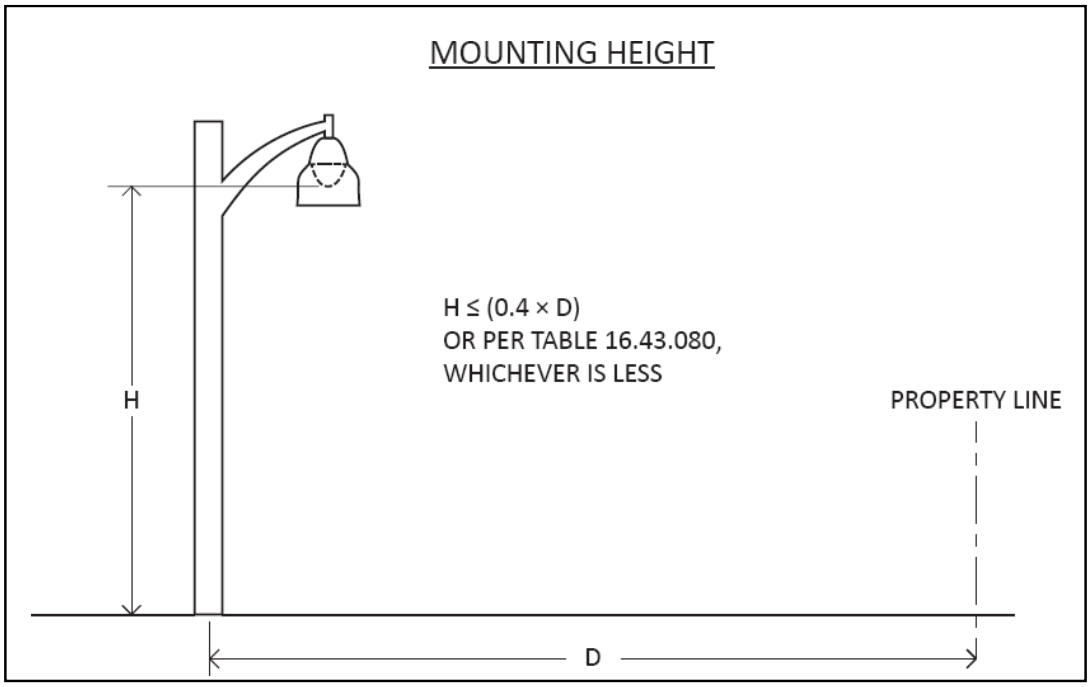


FIGURE 16.43.2: MOUNTING HEIGHT

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.

A. Exceptions to the lighting standards in this section may be approved by the Planning Director. Lighting systems not complying with the technical requirements of this ordinance but consistent with the intent of the ordinance may be approved for the following:

1. Sport fields.

2. Construction lighting.

3. Industrial lighting for hazardous areas where the heat of the lighting fixture may cause a dangerous situation.

4. National and State Flag lighting with spotlights greater than 450 lumens.

B. To obtain such approval of an exception, applicants shall demonstrate that the proposed lighting installation:

1. Has received every reasonable effort to mitigate obtrusive light and artificial sky glow, supported by a signed statement from a registered engineer or by a lighting certified professional describing the mitigation measures.

2. The Planning Director shall review each such application. Approval may be granted if, upon review, the Planning Director believes that the proposed lighting will not create unwarranted glare, sky glow, or light trespass.

Findings: *This criterion does not apply to this project. The 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:

A. A site plan showing the location of all buildings and building heights, parking, and pedestrian areas.

B. The location and height (above grade) of all proposed and existing luminaires on the subject property.

C. Luminaire details including type and lumens of each lamp, shielding and cutoff information, and a copy of the manufacturer's specification sheet for each luminaire.

D. Control descriptions including type of control (time, motion sensor, etc.), the luminaire to be controlled by each control type, and the control schedule when applicable.

E. Any additional information necessary to demonstrate compliance with the standards in this section. (Ord.1338, 2010)

Findings: *The proposed development meets or exceeds these Requirements. The 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.

A major factor in determining the appropriate density of residential development, particularly in higher density areas, is vehicular access. In order to assure that sufficient access is provided for emergency response as well as the convenience of residents, the following special limitations shall be placed on the allowable number of units in a residential development:

A. Single-family residential access, public and private roads:

1. Roads shall be a minimum of 28 feet in width with parking restricted to one side only, or a minimum of 34 feet in width with no parking restriction.

2. The number of units permitted are as follows:

One access: 30 units
Two accesses: 132 units
Three accesses: 207 units

For more than three accesses, use the following formula: # of units permitted = (60x (1 + (.05 x # of access points))) x (# of access points)

B. Single ownership developments (condominiums, townhouses, manufactured homes, multi-family developments, etc.).

1. Two lane access roads/drives shall be a minimum width of 20 feet with no parking permitted, or 28 feet with parking restricted to one side only, or 34 feet with no parking restrictions. Three lane access roads/drives shall be a minimum width of 32 feet with no parking permitted, or 40 feet with parking restricted to one side.

2. The number of units permitted are as follows:

Two lane access road/drive	Three lane access road/drive
One access: 30 units	One access: 30 units
Two accesses: 165 units	Two accesses: 220 units
Three accesses: 258 units	Three accesses: 345 units

For more than three accesses on a two lane access road/drive, use the following formula: # of units permitted = (75 x (1 + (.05 x # of access points))) x (# of access points) (round down to the nearest whole number)

For more than three accesses on a three lane access road/drive, use the following formula: # of units permitted = (100 x (1 + (.05 x # of access points))) x(# of access points)

C. The Planning Commission may allow increases beyond the maximum number of units listed in subsections A and B. Such increases shall be based upon findings that no unwarranted problems for the public street system or emergency service provision will result.

D. All turnaround systems shall meet or exceed the requirements of the parking provisions of Chapter 16.10.

E. All on-site private roads and drives shall be designed and constructed to provide safe intersections and travel surfaces which will not result in hazards for motorists, bicyclists or pedestrians.

F. N. Maple Street, north of NE 23rd Avenue, and S. Elm Street, south of SW 13th Avenue, shall be exempt from the residential unit restrictions for single access roads, provided that legally binding alternative emergency vehicle access is available. Road width requirements for these roads shall remain in effect.

G. Public roads accessing any development shall be a minimum of two travel lanes (twenty-four (24) feet of paved width) to the nearest improved collector or arterial street, provided that any required improvement to provide additional pavement width to access a development meets both of the following conditions:

1. An essential nexus is proven, whereby the required improvement is directly related to the proposed development; and

2. Rough proportionality is proven, whereby the cost of the required improvement is roughly proportional to the impact that the development will have on the infrastructure. Specific findings are required for each of the conditions listed above. If either of the two conditions are not met, the infrastructure is considered to be inadequate, and conditioning approval of a development on the widening of the access to the development is considered to be inappropriate. (Ord. 955 section 22, 1996; Ord. 1019 section 21, 1999; Ord. 1237, 2007; Ord. 1514, 2019)

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

16.46.20 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.

A. Vision Clearance:

Vision clearance distance shall be ten feet from a street to an alley or a street to a driveway and thirty feet from a street to any other street.

B. Where an existing alley is 20 feet or less in width, the 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. 740 section 10.3.62, 1984; Ord. 1514, 2019)

Findings: *The proposed development meets or exceeds these Requirements. Access driveways serving the development occur at the property street frontages.*

16.46.30 ACCESS CONNECTION.

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***
Arterial	1,000 feet	660 feet	330 feet	330 feet or combine
Collector	600 feet	250 feet	100 feet	100 feet or combine
Neighborhood/Local	600 feet	150 feet	50 feet****	10 feet

* 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 Requirements and the requirements outlined in Section 16.35.050.F. The driveways at S. Township are spaced approximately 372ft and 216ft respectively with the western drive located 227ft from the Sequoia Parkway intersection and the eastern drive located 202ft from S. Mulino Rd. The driveways at S. Mulino Rd. are spaced approximately 1268ft apart with the north drive located 447ft from the S. Township intersection and the south drive is located 276ft from the neighbors drive to the south.*

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.

A. Adjacent commercial or office properties classified as major traffic generators (e.g. shopping plazas, office parks), shall provide a cross access drive and pedestrian access to allow circulation between sites.

B. A system of joint use driveways and cross access easements shall be established wherever feasible and shall incorporate the following:

1. A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards;

2. A design speed of 10 mph and a minimum width of 20 feet to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles;

3. Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive;

4. A unified access and circulation system plan for coordinated or shared parking areas is encouraged.

C. Shared parking areas may be permitted a reduction in required parking spaces if peak demands do not occur at the same time periods.

D. Pursuant to this section, property owners shall:

1. Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;

2. Record an easement with the deed that remaining access rights along the roadway will be dedicated to the city and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;

3. Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.

E. The City may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:

1. Joint access driveways and cross access easements are provided in accordance with this section.

2. The site plan incorporates a unified access and circulation system in accordance with this section.

3. The property owner enters into a written agreement with the city, recorded with the deed, that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway.

F. The Planning Department may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make a development of a unified or shared access and circulation system impractical. (Ord. 1043 section 3, 2000)

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:

A. When new access connection permits are requested; or

B. Change in use or enlargements or improvements that will significantly increase trip generation. (Ord. 1043 section 3, 2000)

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 six (6) strategically located access points to effectively and safely serve the development.*

16.46.70 EXCEPTION STANDARDS.

A. An exception may be allowed from the access spacing standards if the applicant can provide proof of unique or special conditions that make strict application of the provisions impractical. Applicants shall include proof that:

1. Indirect or restricted access cannot be obtained;

2. No engineering or construction solutions can be reasonably applied to mitigate the condition; and

3. No alternative access is available from a street with a lower functional classification than the primary roadway.

B. Access Management Plan Required. An applicant requesting an access exception may be required to submit an access management plan. The access management plan shall explain

the need for the modification and demonstrate that the modification maintains the classified function and integrity of the facility. An access management plan shall be prepared and certified by a traffic or civil engineer registered in the State of Oregon. An access management plan shall at minimum contain the following:

1. The minimum study area shall include the length of the site's frontage plus the distance of the applicable access spacing standard, measured from each property line or access point(s), whichever is greater. For example, a property with 500 feet of frontage on an arterial (required 660 foot access spacing standard) shall have a minimum study area which is 1,820 feet in length.

2. The potential safety and operational problems associated with the proposed access point. The access management plan shall review both existing and future access for all properties within the study area as defined above.

3. A comparison of all alternatives examined. At a minimum, the access management plan shall evaluate the proposed modification to the access spacing standard and the impacts of a plan utilizing the City standard for access spacing. Specifically, the access management plan shall identify any impacts on the operations and/or safety of the various alternatives.

4. A list of improvements and recommendations necessary to implement the proposed access modification, specifically addressing all safety and operational concerns identified.

5. References to standards or publications used to prepare the access management plan.

C. The granting of the exception shall be in harmony with the purpose and intent of these regulations and shall not be considered until every feasible option for meeting access standards is explored.

D. No exception shall be granted where such hardship is self-created.

E. Reasons for denying access spacing exception applications include, but are not limited to, traffic safety concerns, expected or planned traffic increases due to development or road construction, and emergency service provision issues. (Ord. 1043 section 3, 2000; Ord 1237, 2007; Ord. 1340, 2011)

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

A. Subdivisions with frontage on the state highway system shall be designed into shared access points to and from the highway. Normally, a maximum of two accesses shall be allowed regardless of the number of lots or businesses served. If access off of a secondary street is possible, then access should not be allowed onto the state highway. If access off of a secondary street becomes available, then conversion to that access is encouraged, along with closing the state highway access.

B. New direct accesses to individual one- and two-family dwellings shall be prohibited on all state highways, unless doing so would deny reasonable access to an existing legal lot of record. (Ord 1043 section 3, 2000)

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

16.49.40 CRITERIA & STANDARDS

A. In review of a Type II Site and Design Review Application described in Section 16.49.035.A.1, the Planning Director shall, in exercising his powers, duties or functions, determine whether there is compliance with the DCO site and design review standards.

B. 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.

Findings: *The proposed development meets or exceeds these Requirements. The site plan, building architecture and landscaping are in substantial conformance with the development standards and is compatible with the designs for other similar developments in the same vicinity.*

16.49.065 BICYCLE & PEDESTRIAN FACILITIES

Developments coming under design review shall meet the following standards:

A. The internal walkway system shall be extended to the boundaries of the property to adjoining properties developed or zoned for commercial, public, or multi-family uses. The walkway shall connect to an existing walkway system on adjoining property or be located so as to provide for development of a logical connection in the future when the adjoining property is developed or redeveloped.

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

C. For new office parks and commercial development:
   1. At least one sidewalk connection between the proposed development and each abutting commercial or office property shall be provided. One connection shall also be provided to each neighborhood.
   2. Walkways shall be provided to the street for every 300 feet of developed frontage.
   3. Walkways shall be direct with minimal driveway crossings.
   4. Walkways shall be linked to the internal circulation of the building.
   5. Walkways shall be at least five feet wide and shall be raised, or have different paving materials when crossing driveways or other vehicle maneuvering areas.

D. Use of permeable surfacing materials for walkways is encouraged whenever site and soil conditions make it feasible. Permeable surfacing includes, but is not limited to, paving blocks, turf blocks, and porous asphalt. All permeable surfacing shall be designed, constructed, and maintained in accordance with the Canby Public Works Design Standards.

F. Developments that abut the Molalla Forest Road multi-use path shall provide a pedestrian/bicycle access to the path. The city may determine the development to be exempt from this standard if there is an existing or planned access to the path within 300 feet of the development. (Ord. 1043 section 3, 2000; Ord. 1339, 2010; Ord. 1340, 2011; Ord. 1514, 2019)

Findings: *The proposed development meets or exceeds these Requirements. The site plan includes construction of over 3850lf of public sidewalk along the abutting street frontages with direct connections to the primary entrances to the building. Sidewalks are provided within the parking areas to facilitate safe pedestrian and bicycle access. Bicycle parking is provided at the two primary entrances with secured and covered access provided within the building. Permeable surfacing materials is not feasible for this project due to the minimal infiltration characteristics of the near surface soils and maintenance/longevity concerns associated with the traffic anticipated with the development.*

16.49.080 GENERAL PROVISIONS FOR LANDSCAPING

A. The standards set forth in this section are minimum standards for landscaping.

B. The purpose of these landscaping standards is to provide uniform standards for the development and maintenance of the landscaping of private property and public rights-of-way. The purpose of landscaping is to improve the livability of residential neighborhoods, enhance the customer attraction of commercial areas, increase property values, improve the compatibility of adjacent uses, provide visual separation and physical buffers between incompatible adjacent land uses, provide visual relief from the expanse of parking lots, screen undesirable views, contribute to the image and appeal of the overall community, and mitigate air and noise pollution. These standards are also intended to facilitate Low Impact Development (LID) techniques through the retention of existing native vegetation and mature, healthy trees, to the extent feasible. Additional LID related goals of this chapter are to: reduce erosion and storm water runoff; preserve and promote urban wildlife habitats; reduce the amount of carbon dioxide in the air; shade and reduce the temperature of adjacent waterways; and enhance the streetscapes along the city's public rights-of-way with an emphasis on trees and LID stormwater facilities.

C. The minimum area requirement for landscaping for developments coming under design review shall be the percentage of the total land area to be developed as follows. Parking lot landscaping area is included in calculating the following landscape areas:
   1. Fifteen (15) percent for all industrial and commercial zones (except the Downtown-Commercial zone, but including the Commercial-Residential zone).
   2. Seven and one-half (7.5) percent for the Downtown-Commercial zone.
   3. Thirty (30) percent for all residential zones.

D. LID stormwater management facilities, such as rain gardens and bioretention areas, may be counted toward the minimum landscaping requirement when they are located on private property. LID facilities in the public right-of-way cannot be counted toward the minimum landscaping requirement. The integration of LID stormwater management facilities within required landscaping must be approved by the city and shall comply with the design and construction standards set forth in the Canby Public Works Design Standards.

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

F. During the construction process:
   1. The owner or the owner's agent shall provide above and below ground protection for existing trees and plant materials identified to remain.

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

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

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

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

   6. Tree root ends shall not remain exposed.

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

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

I. Any required landscaped area shall be designed, constructed, installed and maintained so that within three (3) years, the ground shall be covered by living grass or other plant material. (The foliage crown of trees shall not be used to meet this requirement.) A maximum of five percent of the landscaped area may be covered with bark chips, mulch, or other similar materials. A maximum of five percent of the landscaped area may be covered with rock, stones, walkways, or other similar material acceptable to the Board. Required sidewalks shall not be used to meet the landscaping requirements.

J. All trees and plant materials shall be healthy, disease-free, damage-free, wellbranched stock, characteristic of the species. The use of tree and plant species native to the Pacific Northwest is encouraged. Any new street tree planted must be included on the city's list of approved tree species.

K. Landscaping methods should be guided by the provisions of the most recent edition of the Sunset Western Garden Book or similar publication.

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

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

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

O. All planting areas shall be graded to provide positive drainage.

P. Neither soil, water, plant materials nor mulching materials shall be allowed to wash across roadways or walkways. (Ord.. 890 section 49, 1993; Ord.. 854 section 1,1991; Ord.. 848, Part IV, section 2, 1990; Ord.. 955 section 26, 1996; Ord. 1237, 2007; Ord.. 1338, 2010)

Findings: *The proposed development meets or exceeds these Requirements. The landscaping plan has been designed to both enhance and screen the building, auto parking and truck courts. Street trees compatible with neighboring developments will be planted within the planter strips along all street frontages. The primary truck entrance at the NW corner of the site will be screened with an approximate 1.5acre landscape area with 4-6ft contoured berms. The truck court will be screened and buffered from the right-of-way with a combination of evergreen and deciduous plantings with complimenting ground cover planted in the 25ft plus setback to the security fence line. The small grove of juvenile trees at the north end of the site will be removed. Shade trees will be provided throughout the parking and maneuvering areas to reduce heat build-up and mitigate noise / air pollution.*

CHAPTER 16.58 LOT LINE ADJUSTMENT

16.58.030 REVIEW BY PLANNER AND ENGINEER

The City Planner and City Engineer shall review the proposed lot line adjustment and shall determine whether the following criteria have been met:

A. Each of the remaining parcels and any structures located thereon shall be in full compliance with all regulations of this title, including the setback requirements of Division III. Except, however, that lot line adjustments are permitted on nonconforming lots and lots with

nonconforming structures provided that the nonconforming lots and structures will be no less in conformity as a result of the lot line adjustment.

B. No new lots or parcels will be created as a result of the lot line adjustment without receiving approval as a partition or subdivision.

C. If the City Planner or city engineer deems it necessary to assure the accuracy of recorded information, a survey may be required of the applicant. Such a survey will be at the applicant's cost.

D. Lot line adjustments shall not be permitted where the result will be the creation of additional building sites in known hazardous locations or where the appropriate development or extension of public facilities will be impaired as a result. (Ord. 740 section 10.4.20(B), 1984)

Findings: *The proposed development meets or exceeds these Requirements. The lots created by the adjusted property lines meet the lot dimension standards and will not impair extension of public facilities.*

16.58.040 APPROVAL PROCEDURE – CITY PLANNER RESPONSIBILITY

The City Planner is authorized to approve lot line adjustments in compliance with the requirements of section 16.58.030. In any case where the City Planner determines that the requirements of section 16.58.030 cannot or may not be met, the application shall be scheduled for the consideration of the commission, with a recommendation from staff. In any case where the City Planner determines that a lot line adjustment will significantly alter the design and appropriate development of a subdivision or partition which has previously been approved by the city or other nearby property, the City Planner shall schedule the application for consideration by the commission. (Ord. 740 section 10.4.20(C), 1984)

16.58.050 APPROVAL PROCEDURE – COMMISSION RESPONSIBILITY

The commission shall review the information submitted and shall make a decision approving, modifying or denying the proposal so as to assure compliance with the requirements of the Land Development and Planning Ordinance. The applicant shall be notified in writing of the decision of the commission and the reasons therefore. One copy of the proposed plan shall be returned to the applicant labeled "approved," "denied," or "modified." An additional copy shall be kept on file for future reference. (Ord. 740 section 10.4.20(D), 1984)

16.58.060 CITY LIABILITY - COMPLIANCE

In acting on an application for lot line adjustment, the city assumes no liability for the applicant's actions. Applicants for lot line adjustments shall bear full responsibility for compliance with all applicable state and local regulations and for the following:

A. Any public or private easements to be altered as a result of the lot line adjustment shall require the prior approval of the agency or individual having right to such easements.

B. The county assessor shall be notified that the lot line adjustment is not to result in the creation of an additional tax lot. If a separate tax lot is created as a result, the city shall

indicate that it is not considered to be a separately saleable or developable building site and may record a statement to that effect with the county recorder.

C. Approval of all lienholders having an interest in properties affected by a lot line adjustment shall be obtained.

D. Approval of the Lot Line adjustment shall be null and void if the new deed descriptions for the properties involved is not recorded with Clackamas County within one (1) year of the final approval. E. The Planning Director may approve a single one-year extension to the original oneyear period. Applicants must file a request for such extension in writing, stating the reasons the request is needed. The Planning Director shall review such requests and may issue the extension after reviewing any changes that may have been made to the text of this title and any other pertinent factors, including public comment on the original application. (Ord. 740 section 10.4.20(E), 1984; Ord. 955 section 27, 1996; Ord. 1080, 2001)

Findings: *The proposed development meets or exceeds these Requirements. The lots created by the adjusted property lines will not require alterations of existing easements and the new deed descriptions will be recorded with the County following reviews by the City and County.*

6

CHAPTER 16.89 APPLICATION AND REVIEW PROCEDURES

Findings: *The proposed development meets or exceeds these Requirements. This application is for a Type III Decision. Pre-Application Conference, Neighborhood Meeting, and Public Notice requirements have all been met with associated 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

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.

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

    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: *These criterion do not apply to this development. The Proposal includes a property line adjustment and in lieu of Parkland Dedication, the development will pay the SDC as noted below.*

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: *The proposed development does include a partition and will meet the criterion by paying the system development charge in lieu of land dedication.*

The following factors shall be utilized in the City's choice of whether to accept land or cash in lieu:

1. The topography, geology, public streets access to, parcel size, shape, and location of land in the development available for dedication;

2. Relationship of site to surrounding land uses and the surrounding transportation system;

3. Potential adverse/beneficial effects on environmentally sensitive areas;

4. Compatibility with the Park and Recreation Master Plan and Park and Open Space Acquisition Plan, Public Facilities element of the Comprehensive Plan, Transportation System Plan and the City of Canby Parks Capital Improvement Plan in effect at the time of dedication;

5. Opportunity for preservation of natural and historical features, scenic viewpoints, watershed environments, and sections of land for wildlife habitat.

6. Connections with, and continuity of, open space links, trails, and other major components of the open space system for parks.

7. Availability of previously acquired property;

8. Opportunity for shared use with other community facilities;

9. Opportunity for future expansion of the site; and

10. The feasibility of dedication.

3. Calculation of a Land Required: The total requirement of park, open space and recreational land shall be 0.01 of an acre per person based on the City standard of 10 acres of land per 1,000 residents. This standard represents the land-to- population ratio the City of Canby requires for city parks and may be adjusted periodically through amendments to the Parks and Recreation Master Plan.

   a. Population Formula: The following table of persons per unit shall be used in calculating the required dedication of acres of land:

Table 1
Persons per Dwelling Unit

Type of Unit	Total Persons Per Unit
Single Family Residential	**2.7**
Standard Multi-family Unit	**2.0**
Manufactured dwelling park	**2.0**
Congregate multi-family unit	**1.5**

Persons per unit, age distribution, and local conditions change with time. The specific formula for the dedication of land will, therefore, be subject to periodic review and amendment.

   b. Determination of Resident Population: The projected resident population of the land to be subdivided or developed is determined by multiplying the maximum number of units allowed by the plat or the site plan by the appropriate number of standard of persons per unit set forth in Table 1 above. This figure is then to be multiplied by 0.01 to determine the total acreage that must be dedicated or deeded to the City for park, open space or recreation

   (Maximum units) x (persons/unit) x 0.01 (acreage to be dedicated)

16.120.30 DEDICATION PROCEDURES

When the final plat or site plan is approved, the developer shall dedicate the land as previously determined by the City in conjunction with approval of the tentative plat or site plan. Dedication of land in conjunction with multi-family development shall be required prior to issuance of permits and commencement of construction.

Dedication of land or covenants approved as part of a preliminary plat or site plan approval may be given or provided when the final plat is presented for approval. The developer must clear, or fill and grade all parkland to be dedicated to the satisfaction of the City and shall cause a Level I Environmental Assessment, as referenced by Section 16.120.020 Minimum standards for park, open space, and recreation land of this Code, to be performed on all lands to be dedicated as part of the City's construction plan approval for the plat.

A. In addition to a formal dedication on the plat or site plan to be recorded, the subdivider shall convey the required lands to the City by general warranty deed. The developer of a multi-family development or manufactured home park shall deed the lands required to be dedicated by a general warranty deed. In any of the above situations, the land so dedicated and deeded shall not be subject to any reservations of record, encumbrances of any kind or easement which, in the opinion of the Planning Director, will interfere with the use of the land for park, open space or recreational purposes.

   If any questions exits as the presence of any reservation, encumbrances or easements, the subdivider or developer may be required to present to the City a title insurance policy on the subject property ensuring the marketable state of the title.

B. Where any reservation, encumbrances or easements exist, the City shall require payment in lieu of the dedication of lands (see Section 16.120.040 Cash in lieu of dedication below) unless the City chooses to accept the land subject to encumbrances.

C. If the developer does not own the property held subject to the land dedication the Planning Commission may, at its discretion, approve the grant of a long-term lease of land, which will satisfy the intent of the parkland dedication provisions set forth within this Code.

D. Trails that are to be dedicated that are within the floodway of a 100-year floodplain shall be credited no more than 25% of land dedication requirements. Trails that are to be dedicated that are not within the floodway, but are within the 100-year floodplain, or which are part of irrigation ditches or stormwater detention areas shall be credited no more than 50% of land dedication requirement. No other land dedicated in a floodplain shall receive any credit.

   Findings: *This criterion does not apply to this development as the development will be paying the system development charge in lieu of coordinating the dedication of parkland property.*

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 conveyor 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 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:

CRITERIA LIST	**ACRES**
Children's play apparatus area	.50 - .75
Landscaped park-like and quiet areas	.50 - 1.00
Family picnic area	.25 - .75
Game court area	.25 - .50
Turf play field	1.00 - 3.00
Recreation center building	.15 - .25
Swimming pool (42' x 75') w/adjacent deck and lawn area	.25 - .50
Recreation and community gardening	.15 - .25

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

Findings: *The proposed development will pay the SDC for Parks, Open Space and Recreation Land if found to be required by the City.*

February 25, 2021

DON HARDY

City of Canby - Planning Dept.
222 NE Second Ave. – PO Box 930
Canby, OR 97013

Re: **Response to Completeness Review**
Project: **Canby South E-Commerce Warehouse DR 21-01/LLA 21-01**

Dear Don and Ryan:

This letter and accompanying documents will provide responses to the completeness notice dated February 19, 2021 for the referenced project. As outlined in your review letter, the following bullets reflect the associated completeness items as referenced by page numbers of the Narrative & DR Criteria Response submitted with the Site Design Review and Lot Line Adjustment application;

- Pg. 4 – Number of Employees per Shift:
  - As can be seen in the auto & truck traffic breakdown provided with the narrative, the day to night shift turn over occurs between the hours of 4-7am with 380 'in-bound' (day-shift) employees and 280 'out-bound (night-shift) employees. With the majority of the outbound (night-shift) employees (270) departing the site between 4-6am and the inbound (day-shift) employees (350) arriving between 6-7am, the 637 parking spaces proposed will more than accommodate the staggered overlap between shifts. In response to the completeness question, the maximum number of employees per shift as based upon this specific E-Commerce use is 400.

- Pg. 5 – Parking/Hardscape Tabulation:
  - Clarification has been added to the area summary on the front page of the drawings to sum the tabulation of the 41.2% of Parking/Hardscape with the 25.3% of landscaping and 33.5% building coverage equating to 100%.

- Pg. 6 – Parking Standards for Large Warehouses:
  - As discussed with you and Ryan during our Teams Meeting on January 18th with subsequent follow up correspondence provided Jan 19-20th, the industry standard parking requirements for large warehouse uses typically ranges from 0.3 - 0.5 parking spaces per thousand square feet of warehouse. I've attached the following references for your review/consideration;

- *Project EMERALD RFI dated January 7, 2021:* The request for this interested party included 200 employee parking spaces with a 750,000sf building which reflects a parking ratio of 0.27/T (T=Thousand square feet).
- *Project APOFIKI RFI dated January 8, 2020:* The request for this interested party included 650 employee parking spaces with a 799,000sf building which reflects a parking ratio of 0.81/T (T=Thousand square feet).
- *Project STEEL DISTRIBUTION WAREHOUSE dated January 20, 2021:* Although this request required a site size of around 17acres, the auto parking requirement was 50stalls for a 162,000sf Phase 1 warehouse/office expandable to 312,000sf which reflects a parking ration of 0.31/T reducing to 0.16/T.
- *Clackamas County Development Code Sect. 1015.01* which outlines minimum and maximum parking requirements for warehouse buildings over 50,000sf to be 0.2/T – 0.5/T.
- *City of Wilsonville Development Code Sect. 4.1555* which outlines minimum and maximum parking requirements for warehouse buildings to be 0.3/T – 0.5/T.
- *City of Tualatin Development Code Sect. 73.C.100* which outlines minimum and maximum parking requirements for warehousing to be 0.3/T – 0.5/T.

- Pg. 25 – TIA:
  - We understand that DKS is targeting March 5th for completion of the DRAFT TIA.

- Pg. 26 – Site Distance Triangles:
  - Site distance triangles have been added to the amended site and landscape plans.

- Pg. 36 – Truck Turning Templates:
  - Truck turning templates have been added to the site plan with separate enlarged exhibits provided at the primary and secondary truck entrances to reflect the traffic safety needs for the 50-60ft driveway widths.

- Pg. 42 – Truck Driveway Widths:
  - As noted above, enlarged exhibits have been provided to illustrate the need for 50-60ft driveway widths at the primary and secondary truck entrances. With the significant truck traffic anticipated with the proposed development, it is paramount that the driveway widths be widened to accommodate the safe maneuvering of trucks entering and exiting these drives. This is further compounded by the paved width on the unimproved side of the street. The recently completed Columbia Distributing development (2525 SE 1st Ave.) is the example referenced in the narrative with supplemental information for the increased drive width provided with the associated plan review.

- Pg. 46 – Bike Parking:
  - The bike parking count is noted on the site plan to include 38 exterior and 48 interior spaces reflecting the requirement of 86 spaces. This has been further clarified with an additional note on the bike parking summary contained on the cover page.

- Pg. 52 – Hazardous Material Storage:
  - Hazardous Material Storage within the warehouse is not anticipated with the E-commerce center use.

- Pg. 56 – Building Height Major Variance:
  - Please find attached a completed application for a Major Variance respectfully requesting the City's approval to exceed the maximum building height limitation of 45ft.

- Pg. 60 – Landscaping legend, outdoor Amenity & Future Expansion Areas:
  - The usable outdoor amenity provided with the development includes a 'seating area' located within the expanded landscape planter at the secondary (right-in | right-out) employee parking entrance drive. The two 6ft benches will be set on an approximate 7x15ft concrete pad and surrounded by enhanced landscaping to provide a sitting area for employees. These benches are NOT intended for public use.
  - The cropping of the landscape legend has been fixed with the revised plan. The landscaping at the future expansion area will be planted with a 'rough seed' grass mix with the initial phase of development. This has been further clarified on the landscape plans with the revised legend.

- Pg. 63 – Site lighting lumens and pole setbacks/height:
  - Site lighting will meet the LZ 2 standards outlined in Table 16.43.070. A spec sheet for the proposed site (pole and building) lighting is included on the site lighting plan (Sht. G-2). The site lighting plan has been revised to meet the height and setback requirements outlined section 16.43.080.

- Pg. 79 – Proposed LLA and Setback Requirements:
  - The proposed lot line location has been shifted slightly to meet the 10ft rear/side yard setback. These lots will be consolidated in conjunction with the future expansion.

- Legal Lot History:
  - We reached out to Kevin Clarke, Clackamas County Cartographer to confirm the history of the subject properties. Kevin's confirmation on the creation of these lots was forwarded to your team on the 25th of January and summarized below;
    - TL 100 was initially mapped by deed 683-340. At the time, it was 58ac.
    - TL 101 came out of TL 100 via deed 79-48455

        - TL 103 was created by deed 99-98726
        - Current configuration of TL 100 came about in 1979 via deed 79-484456
    - Please refer to attached correspondence for further clarity.

- <u>Full Size Plan Set:</u>
    - A full size plan set with referenced amendments will be delivered to your office.

Attachments: Parking Count Info., Major Variance Application, Legal Lot Info, Revised Plan Set

Sincerely,
VLMK Engineering + Design

GREG BLEFGEN, PE|SE
Sr. Principal

April 14, 2021

DON HARDY

City of Canby - Planning Dept.
222 NE Second Ave. – PO Box 930
Canby, OR 97013

Re: **Supplemental Completeness Response**
Project: **Canby South E-Commerce Warehouse DR 21-01/LLA 21-01**

Dear Don and Ryan:

This letter and accompanying documents will provide responses to the supplemental completeness items outlined in Don's email (April 1, 10:04am) and as discussed in detail via our teams meeting conference call on April 2nd, 2021.

The following bullets reflect the associated completeness items outlined in the February 19, 2021 completeness review as referenced by page numbers of the Narrative & DR Criteria Response submitted with the Site Design Review and Lot Line Adjustment application;

- Pg. 6 – Parking Standards for Large Warehouses:
  - As summarized in the Narrative and DR Criteria Response we provided with the initial submittal, we have noted that an additional 108 parking spaces could be provided with the subsequent expansion. These spaces are illustrated on the site plan (Sht. G1- at the south end and NE/NW corners of the building).). We have added notes to the OFF-STREET PARKING CALCULATIONS on the cover sheet to provide more clarity on the overall parking that could be provided with the expansion.
  - Please reference additional information provided with the February 25 completeness response.

- Pg. 25 – TIA:
  - Pursuant to the recommendations outlined in the TIA and our April 2nd discussion with Kevin Chewuk, we authorized DKS to complete the supplemental TIA. We understand that DKS will have this supplemental study completed and resubmitted to the City on April 19th.

- Pg. 56 – Building Height Major Variance:
  - Please replace the narrative submitted with the initial completeness response with the revised Narrative dated April 14th.

- Legal Lot History:
  - Pursuant to Don's correspondence with the County Surveyor, we understand that the property division created by deed in 1999 did NOT include a plat approval and that the PLA proposed would not be permitted. In lieu of requesting partition approval to allow for the legal creation of the 2nd lot, TCC has decided to remove the PLA request. The SDR submittal drawings have been revised accordingly.

- Full Size Plan Set:
  - A full size plan set with referenced amendments will be delivered to your office.

Attachments: Revised Narrative for Major Variance dated April 14, 2021 & Revised Plan Set

Sincerely,
VLMK Engineering + Design

GREG BLEFGEN, PE|SE
Sr. Principal

Attachment C Drawing Set

CANBY SOUTH

E-COMMERCE WAREHOUSE

S. TOWNSHIP ROAD
CANBY, OR

OFF-STREET PARKING CALCULATIONS_Canby

USE	AREA	SPACES PER SF	TOTAL REQUIRED
OFFICE	20,000	2 1,000	40
WAREHOUSE/MANUFACTURING	771,120	1 1,000	771
TOTAL	791,120		811
CODE SECTION	MINIMUM REQUIREMENT		COMPLIANCE
TABLE 16.10.050	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 manufacturing space. Minimum of 5 parking spaces overall.		637

LOADING BERTHS

USE	AREA	SF OF FLOOR AREA	TOTAL REQUIRED
INDUSTRIAL	771,120	25,000 - 60,000	2

BICYCLE PARKING CALCULATIONS

USE	AREA	SPACES	PER SF	MINIMUM	TOTAL REQUIRED
OFFICE	20,000	1	1,000	2	20
WAREHOUSE	771,120	0.1	1,000	2	77
	791,120			4	97
CODE SECTION	REQUIRES				
TABLE 16.10.100	OFFICE: 2, or I space per 1000 ft2, whichever is greater WAREHOUSE: 2, or .1 space per 1000 ft2, whichever is greater MANUFACTURING: 2, or .15 space per 1000 ft2, whichever is greater				

VICINITY MAP

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:	41E03 00103 & 41E03 00100
TAX ACOUNT/PARCEL NUMBER:	5001504 & 996195
STREET ADDRESS AND CROSS STREETS:	S. Township between S. Sequoia and S. Mulino
SITE AREA:	47.86 Acres
WETLANDS:	N/A
FLOODPLAIN:	N/A
OTHER:	

AREA SUMMARY:

Description	Provided			Required			
Overall Site	2,084,782	sqft	47.86 Acres				
ROW Dedication	46,609	sqft	1.07 Acres				
Site After Dedication	2,038,172	sqft	46.79 Acres	100.00%			
Development Area	2,038,172	sqft	46.79 Acres	100.00%			
Building Roofline (Phase I)	683,240	sqft	15.69 Acres	33.52%			
1 Building Roofline (Phase II)	107,880	sqft	2.48 Acres	5.29%			
Total Building Area	791,120	sqft	18.16 Acres	38.82%			
Landscaping (Total)	364,548	sqft	8.37 Acres	17.89%	15%	305,726 sqft	7.02 Acres
Parking/Hardscapes (Total)	882,504	sqft	20.26 Acres	43.30%			
Total Impervious (Onsite)	1,673,624	sqft	38.42 Acres	82.11%			
Parking Lot Landscaping							
Parking Lot Area	285,484	sqft	6.55 Acres	100.00%			
1 Landscaping (Parking Lot)	49,645	sqft	1.14 Acres	17.39%	15%	42,823 sqft	0.98 Acres
Parking Spaces (Phase I)	637	SP	0.93 /Thousand		(See Calculations This sheet)		
Parking Spaces (Phase II)	108	SP	1.00 /Thousand				
Total Parking Spaces	745	SP	0.94 /Thousand				
Trailer Parking Spaces	223	SP	0.33 /Thousand				
Loading Dock Doors	124	SP	0.18 /Thousand				

USE/OCCUPANCY SUMMARY:

Name	Area		Zoning Use	Occupancy Classification	
Warehouse	771,120	sqft	Warehouse/Industrial	S-1	Moderate-hazard storage
Accessory Office	20,000	sqft	Office	B	Business
Total Ground Floor Area	791,120	sqft			
Canopies	376	sqft			
Trash Enclosure	-	sqft			
Total Fire Area	791,496	sqft			

Owner:
Trammell Crow
1300 SW 5th Ave – Suite 3050
Portland, OR 97201
Contact: Steve Sieber
Phone: 503.449.3687
Email: ssieber@trammellcrow.com

Jurisdiction:
City of Canby - Planning
Phone: 503.266.7001

Clackamas County - Building
Phone: 503.742.4400

Site Surveyor:
Northwest Surveying, Inc.
1815 NW 169th Place
Beaverton, OR 97006
Phone: 503.848.2172
Email: nwsurveying@nwsrvy.com

Engineer:
VLMK Engineering + Design
3933 SW Kelley Ave.
Portland, Oregon 97239
Contact: Greg Blefgen
Phone: 503.222.4453
Email: gregb@vlmk.com

Geo Engineer:
GeoDesign Inc.
9450 SW Commerce Cirle, Ste 300
Wilsonville, OR 97070
Contact: George Saunders, PE, GE
Phone: 503.968.8787
Email: gsaunders@geodesigninc.com

Landscape Architect:
Otten Landscape Architects
3933 SW Kelley Ave.
Portland, Oregon 97239
Contact: Erin Holsenbeck
Phone: 503.972.0311
Email: erin@ottenla.com

PROJECT NARRATIVE

The Canby South development is a speculative warehouse/distribution facility that will include ancillary office space and large truck courts, suitable to accommodate an e-commerce center use. The site plan includes an initial phase of development with a 683,240sf warehouse, 637 auto parking spaces, 223 trailer parking spaces, 124 dock doors and 4 grade doors.

The second phase of development includes a 107,880sf expansion of the warehouse with accommodations for additional auto parking, loading docks and grade doors. The plan also allows for the development to be demised into separate tenant spaces with additional auto parking planned south of the building should future needs necessitate.

PERMITS

DESCRIPTION	PERMIT/APP. NO.	SUBMITED	RE-SUBMIT	APPROVED

DEFERRED SUBMITAL (BIDDER DESIGN)

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

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 — 2019 Oregon Structural Specialty Code (OSSC)
2) MECHANICAL — 2019 Oregon Mechanical Specialty Code (OMSC)
3) ELECTRICAL — 2017 Oregon Electrical Specialty Code (OESC)
4) PLUMBING — 2017 Oregon Plumbing Specialty Code (OPSC)
5) FIRE — 2019 Oregon Fire Code (OFC)
6) ENERGY — 2019 Oregon Zero Energy Ready Commercial Code (OZERCC)
7) ADA — 2010 Standards for Accessible Design
8) N.F.P.A. (NATIONAL FIRE PROTECTION AGENCY)

SCHEDULE OF DRAWINGS

SHEET	DRAWING NAME	DESIGN REVIEW DRAFT 15-Jan-2021	SDR SUBMITTAL 22-Jan-2021	COMPLETENESS RESPONSE 2-Mar-2021	COMPLETENESS RESPONSE 19-Apr-2021
DESCRIPTION OF SET					
CURRENT REVISION					
COVER					
G0.0	COVER SHEET	N	R	R	R
GENERAL					
G1.0	SITE PLAN	N	R	R	R
G2.0	SITE LIGHTING PLAN		N	R	C
G3.0	PLA EXHIBIT		N	R	D
G3.1	BUILDING HEIGHT EXHIBIT				N
CIVIL					
C1.0	SITE GRADING PLAN	N	R		C
C2.0	SITE UTILITY PLAN	N	R		C
SURVEY					
2 of 7	SURVEY		N		C
3 of 7	SURVEY		N		C
4 of 7	SURVEY		N		C
5 of 7	SURVEY		N		C
6 of 7	SURVEY		N		C
7 of 7	SURVEY		N		C
LANDSCAPING					
L1.0	OVERALL LANDSCAPE PLAN	N	R	R	C
L1.1	LANDSCAPE PLAN	N	R	R	C
L1.2	LANDSCAPE PLAN	N	R	R	C
L1.3	LANDSCAPE PLAN	N	R	R	C
L1.4	LANDSCAPE PLAN	N	R	R	C
L2.0	PLANTING LEGEND, DETAILS AND SPECS	N	R	R	C
ARCHITECTURAL					
A2.0	BUILDING ELEVATIONS - NORTH	N	R	R	C
A2.1	BUILDING ELEVATIONS - WEST	N	R	R	C
A2.2	BUILDING ELEVATIONS - SOUTH	N	R	R	C
A2.3	BUILDING ELEVATIONS - EAST	N	R	R	C
	TOTAL	14	22	14	22

LEGEND

N	FIRST RELEASE DRAWING
	NOT ISSUED WITH SET
C	RE-ISSUED WITH NO CHANGES
R	REVISED DRAWING
D	DELETED DRAWING (NOT SHOWN)

PROGRESS SET	X			
PRICING SET				
DESIGN REVIEW INTAKE SET		X	X	X
PERMIT INTAKE SET				
CONSTRUCTION SET				

SDR COMPLETENESS RESPONSE 04.19.21

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Portland, Oregon 97239
503.222.4453
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Trammell Crow Company

PROJECT NAME
CANBY SOUTH

E-COMMERCE WAREHOUSE

S. TOWNSHIP ROAD
CANBY, OR

REVISIONS

	DATE	DESCRIPTION
1	04.19.21	SDR COMPLETENESS

FOR REFERENCE ONLY
NOT FOR CONSTRUCTION

DATE JANUARY, 2021

SCALE	PROJ. NO.
AS NOTED	20190045
DRAWN BWH	CHECKED GJB

COVER SHEET

G0.0

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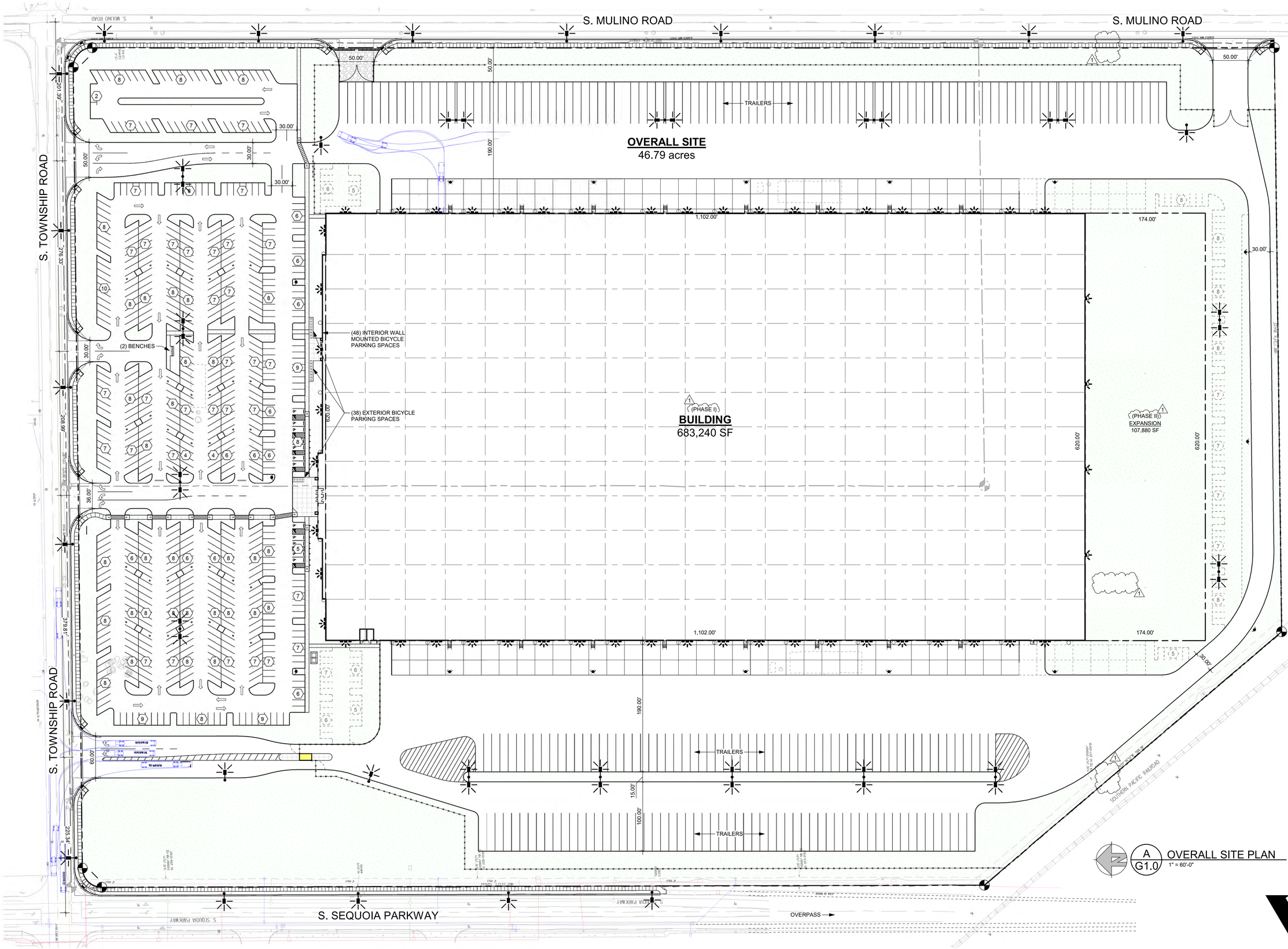

A G1.0 OVERALL SITE PLAN
1" = 60'-0"

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TrammellCrowCompany

PROJECT NAME
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DRAWN BWH	CHECKED GJB

SITE PLAN

G1.0

SDR COMPLETENESS RESPONSE 04.19.21

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D-Series Size 1
LED Area Luminaire

d-series

Catalog Number

Notes

Type

Specifications

EPA: 1.01 ft² (0.09 m²)

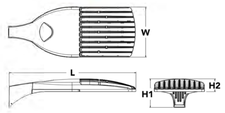
Length: 33" (83.8 cm)

Width: 13" (33.0 cm)

Height H1: 7-1/2" (19.0 cm)

Height H2: 3-1/2"

Weight (max): 27 lbs (12.2 kg)



Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment. The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 750W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSX1 LED P7 40K T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

Series	LEDs	Color temperature	Distribution	Voltage	Mounting
DSX1 LED	**Forward optics** P1 P4 P7 P2 P5 P8 P3 P6 P9 **Rotated optics** P10¹ P12¹ P11¹ P13¹	30K 3000 K 40K 4000 K 50K 5000 K	T1S Type I short T2S Type II short T2M Type II medium T3S Type III short T3M Type III medium T4M Type IV medium TFTM Forward throw medium T5VS Type V very short T5S Type V short T5M Type V medium T5W Type V wide BLC Backlight control [2] LCCO Left corner cutoff [2] RCCO Right corner cutoff [2]	MVOLT [3] 120 [4] 208 [4] 240 [4] 277 [4] 347 [4,5] 480 [4,5]	**Shipped included** SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole universal mounting adaptor [6] RPUMBA Round pole universal mounting adaptor [6] **Shipped separately** KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) [7]

Control options	Other options	Finish
Shipped installed NLTAIR2 nLight AIR generation 2 enabled [8] PIRHN Network, high/low motion/ambient sensor [9] PER NEMA twist-lock receptacle only (controls ordered separately) [10] PER5 Five-pin receptacle only (controls ordered separately) [10,11] PER7 Seven-pin receptacle only (controls ordered separately) [10,11] DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately) [12] DS Dual switching [12,13,14] PIR High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc [15,16] PIRH High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc [15,16] PIR1FC3V High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc [15,16] PIRH1FC3V Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc [15,16] FAO Field adjustable output [16]	**Shipped installed** HS House-side shield [17] SF Single fuse (120, 277, 347V) [4] DF Double fuse (208, 240, 480V) [4] L90 Left rotated optics [1] R90 Right rotated optics [1] **Shipped separately** BS Bird spikes [18] EGS External glare shield [18]	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

LITHONIA LIGHTING

One Lithonia Way • Conyers, Georgia 30012 • Phone: 800.279.8041 • www.lithonia.acuity.com

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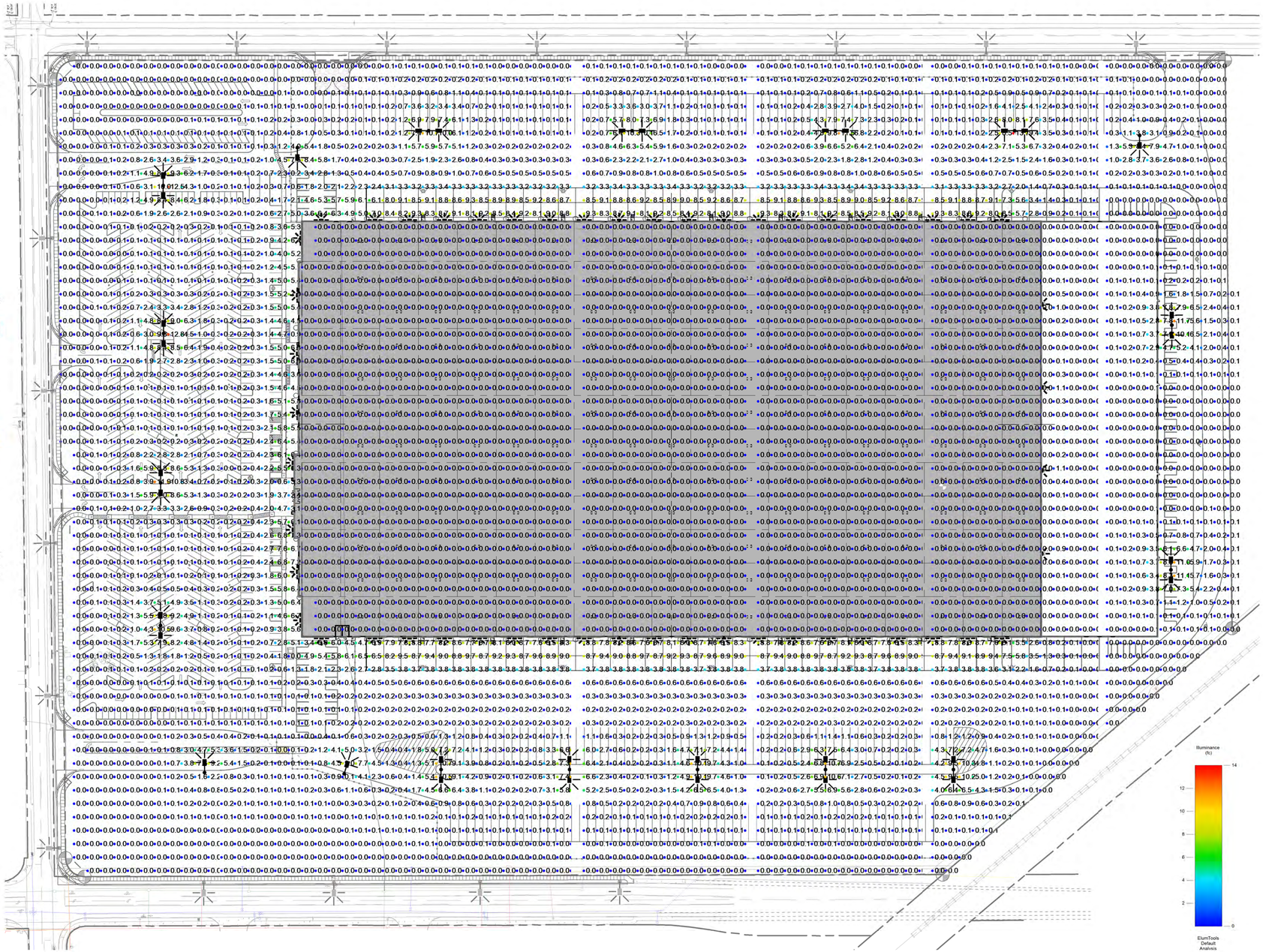
DSX1-LED
Rev. 12/18/18
Page 1 of 8

LIGHTING CALCULATIONS

Calculation Points Name	Average	Maximum	Minimum	Avg/Min	Max/Min
OVERALL SITE 1	1.0 fc	13.7 fc	0.0 fc	613473259.8	8755362928.6



1 G2.0 PHOTOMETRIC PLAN

1" = 80'-0"

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Trammell Crow Company

PROJECT NAME

CANBY SOUTH

E-COMMERCE WAREHOUSE

S. TOWNSHIP ROAD
CANBY, OR

REVISIONS

	DATE	DESCRIPTION

FOR REFERENCE ONLY
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DATE JANUARY, 2021

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AS NOTED	20190045
DRAWN BWH	CHECKED GJB

SITE LIGHTING PLAN

G2.0

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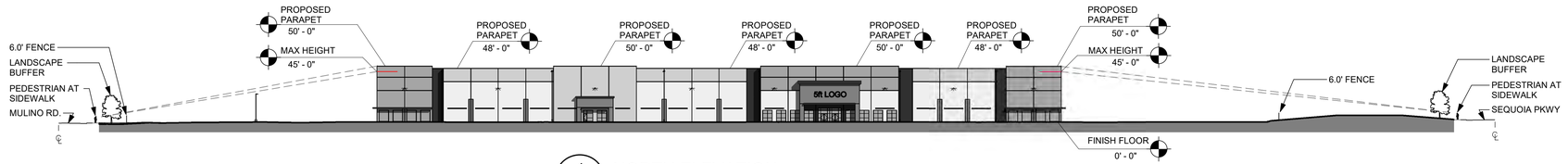
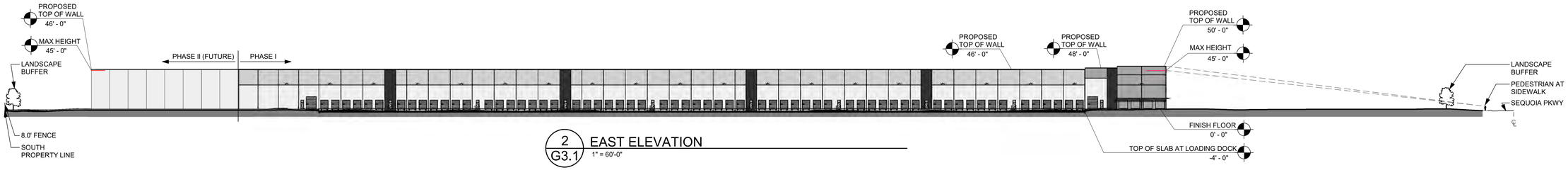
SDR COMPLETENESS RESPONSE 04.19.21

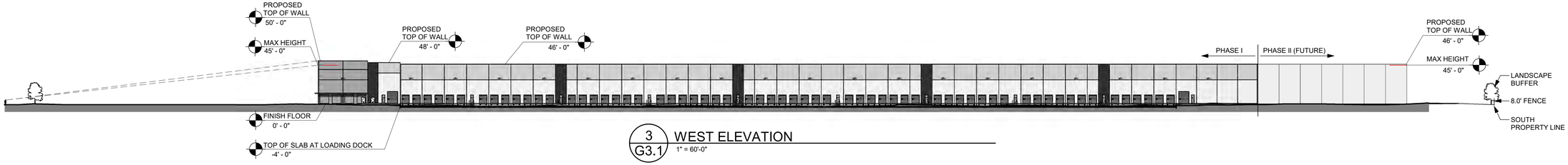
NOTES:
1. SEE SITE GRADING PLAN FOR SITE ELEVATION CONTOUR INFORMATION
2. SEE LANDSCAPE PLAN FOR PLANTING INFORMATION. LANDSCAPING SHOWNIN ELEVATIONS IS FOR REPRESENTATION ONLY.



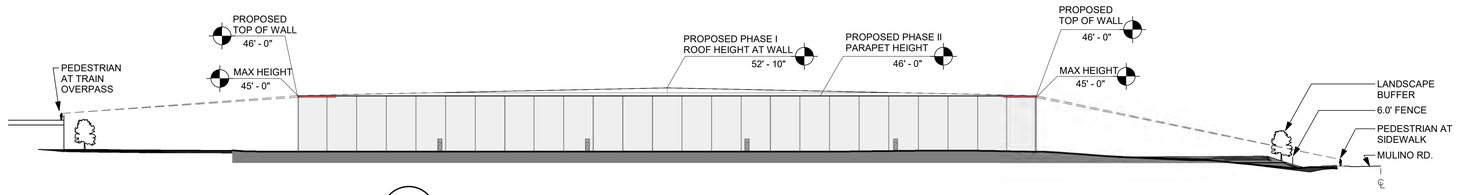
1 G3.1 NORTH ELEVATION
1" = 60'-0"



2 G3.1 EAST ELEVATION
1" = 60'-0"



3 G3.1 WEST ELEVATION
1" = 60'-0"



4 G3.1 SOUTH ELEVATION
1" = 60'-0"

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Trammell Crow Company

PROJECT NAME
CANBY SOUTH

E-COMMERCE WAREHOUSE

S. TOWNSHIP ROAD
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DATE JANUARY, 2021

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AS NOTED	20190045
DRAWN BWH	CHECKED GJB

BUILDING HEIGHT EXHIBIT

G3.1

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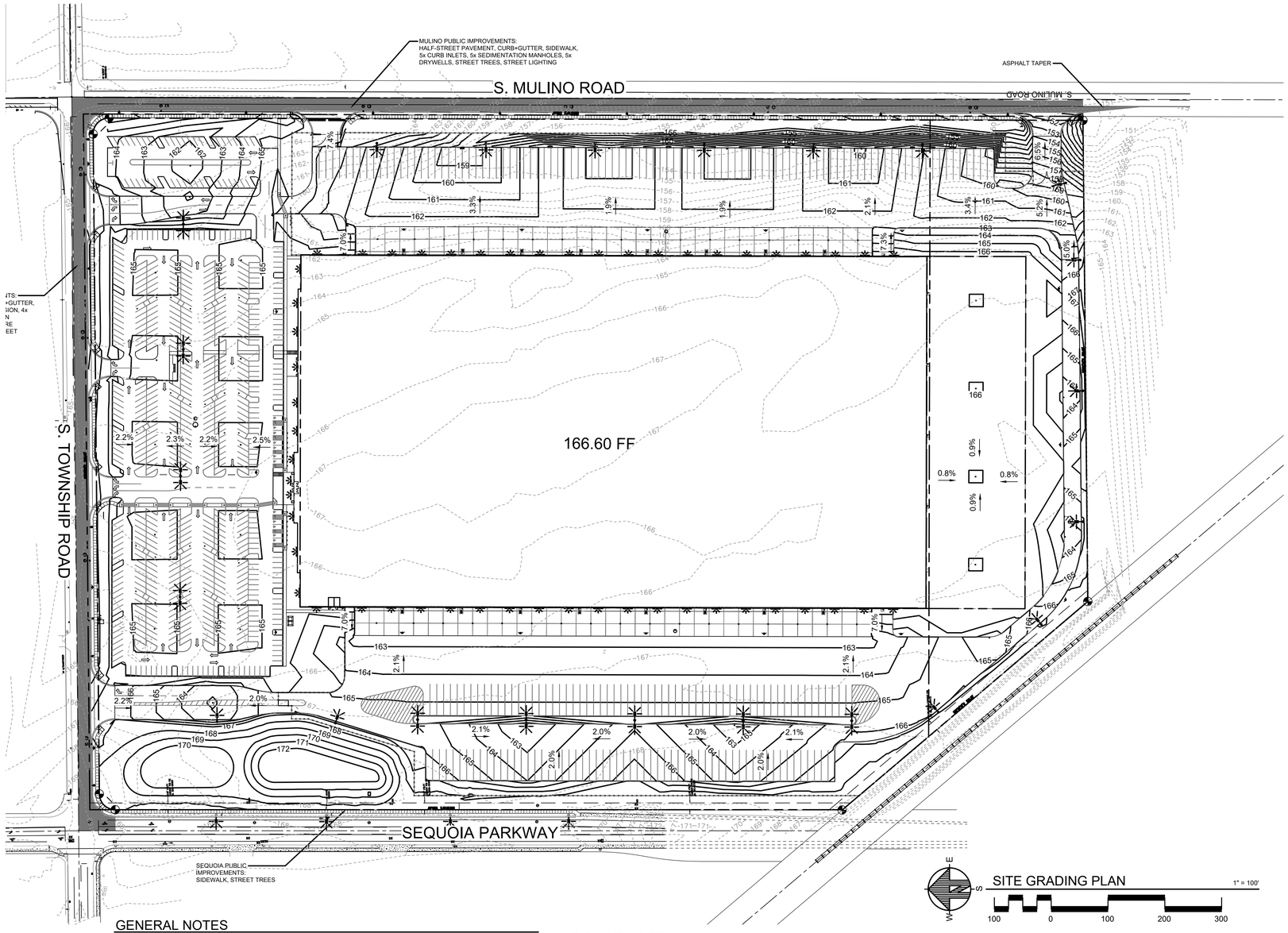
SDR COMPLETENESS RESPONSE 04.19.21



SITE GRADING PLAN 1" = 100'

100 0 100 200 300

GENERAL NOTES

1. PRIOR TO ANY CONSTRUCTION, CONTRACTOR SHALL VERIFY EXISTING UTILITIES AND TOPOGRAPHY ARE AS SHOWN ON PLANS. WHEN ACTUAL CONDITIONS DIFFER FROM THOSE SHOWN ON THE PLANS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION.
2. CONTRACTOR TO LEAVE ALL AREAS OF PROJECT FREE OF DEBRIS AND UNUSED CONSTRUCTION MATERIAL.
3. CONTRACTOR SHALL PROVIDE ALL MATERIALS, EQUIPMENT, SURVEYING, TESTING, PERSONNEL, TRAFFIC SAFETY CONTROL AND AS-BUILTS FOR ALL PHASES OF CONSTRUCTION.
4. CONTRACTOR SHALL COORDINATE PUBLIC IMPROVEMENTS AND INSPECTIONS WITH THE CITY OF CANBY AND CLACKAMAS COUNTY.
5. 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.
6. PROPERTY CORNER SURVEY MONUMENTS, WHICH ARE IN DANGER OF BEING DISTURBED OR DESTROYED BY THE WORK OF THIS PROJECT, SHALL BE TIED-OUT BY A REGISTERED PROFESSIONAL SURVEYOR PRIOR TO THE BEGINNING OF ANY CONSTRUCTION, AND SHALL BE RE-SET IN ACCORDANCE WITH STATE LAW, IMMEDIATELY FOLLOWING THE COMPLETION OF ALL CONSTRUCTION.

GRADING NOTES

1. ATTENTION EXCAVATORS: 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 THESE RULES FROM THE CENTER BY CALLING 811 OR 1-800-332-2344. IF YOU HAVE ANY QUESTIONS ABOUT THE RULES, YOU MAY CONTACT THE CALL CENTER. YOU MUST NOTIFY THE CENTER AT LEAST 2 BUSINESS DAYS, BUT NOT MORE THAN 10 BUSINESS DAYS, BEFORE COMMENCING AN EXCAVATION. CALL 811 OR 1-800-332-2344.
2. ALL NEW CONTOURS SHOWN ARE FINISH GRADES, UNLESS OTHERWISE NOTED.
3. ORGANIC AND UNDESIRABLE MATERIAL SHALL BE REMOVED FROM THE CONSTRUCTION AREA AS DIRECTED BY THE ENGINEER.
4. ALL DISTURBED AREAS NOT LANDSCAPED ARE TO BE HYDROSEEDED OR BEDDED IN STRAW TO PREVENT EROSION. SEE EROSION CONTROL PLAN, C3 SHEET SERIES.
5. ALL FILL AREAS SHALL BE STRIPPED OF ORGANIC MATERIAL. FILL SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT. COMPACTION TESTS MAY BE REQUIRED BY THE CITY OR THE ENGINEER OF RECORD, IF POOR COMPACTION EFFORTS ARE OBSERVED DURING CONSTRUCTION. COMPACTION REPORTS FROM A REPUTABLE TESTING LAB WILL BE SUPPLIED TO THE ENGINEER.

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.

GENERAL SYMBOLS

EXISTING	NEW	
	■	CATCH BASIN (CB) -OR- AREA DRAIN (AD)
	●	MANHOLE (MH)
	●—	UTILITY POLE
		FIRE HYDRANT (FH)
M	M	METER
V	V	UTILITY VAULT
T	T	TRANSFORMER AND PAD
TRAN	TRAN	TRANSFORMER
	⊗	VALVE BOX COVER
	⊠	POST INDICATOR VALVE
		LIGHT POLE
		WALL MOUNTED LIGHT
		FIRE DEPARTMENT CONNECTION (FDC)
		GATE VALVE
		CHECK VALVE
C.O.	C.O.	CLEAN OUT (CO)

SITE INFORMATION

SURVEY INFORMATION FROM BOUNDARY & TOPOGRAPHIC SURVEY FROM TOPOGRAPHIC SURVEY OF LOT 100 AND 103. LOCATED IN NE 1/4 SEC. 3, T.4S., R.1E., W.M, CITY OF CANBY, CLACKAMAS COUNTY, OREGON. PROVIDED BY: NORTHWEST SURVEYING INC.(ADDRESS: 1815 NW 169TH PL. BEAVERTON, OR 97006, PHONE: 503-848-2179)

BENCHMARK:
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

GRADING SYMBOLS

140	EXISTING CONTOUR LINE
144	NEW CONTOUR LINE
144	NEW CONTOUR LINE IN ROW (SEPARATE PERMIT)
	ASPHALT CONCRETE PAVING SEE SITE PLAN, G1.0
142.84 EG	EXISTING SPOT ELEVATION
143.40 FG	NEW SPOT ELEVATION PROVIDE STAKE.

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

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PROJECT NAME
CANBY SOUTH

TOWNSHIP ROAD &
MULINO ROAD
CANBY, OREGON

REVISIONS

	DATE	DESCRIPTION

01/21/21
REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 9, 2014
BRIAN M. DUBAL
EXPIRES: 12/31/20 21

DATE
JANUARY 2021

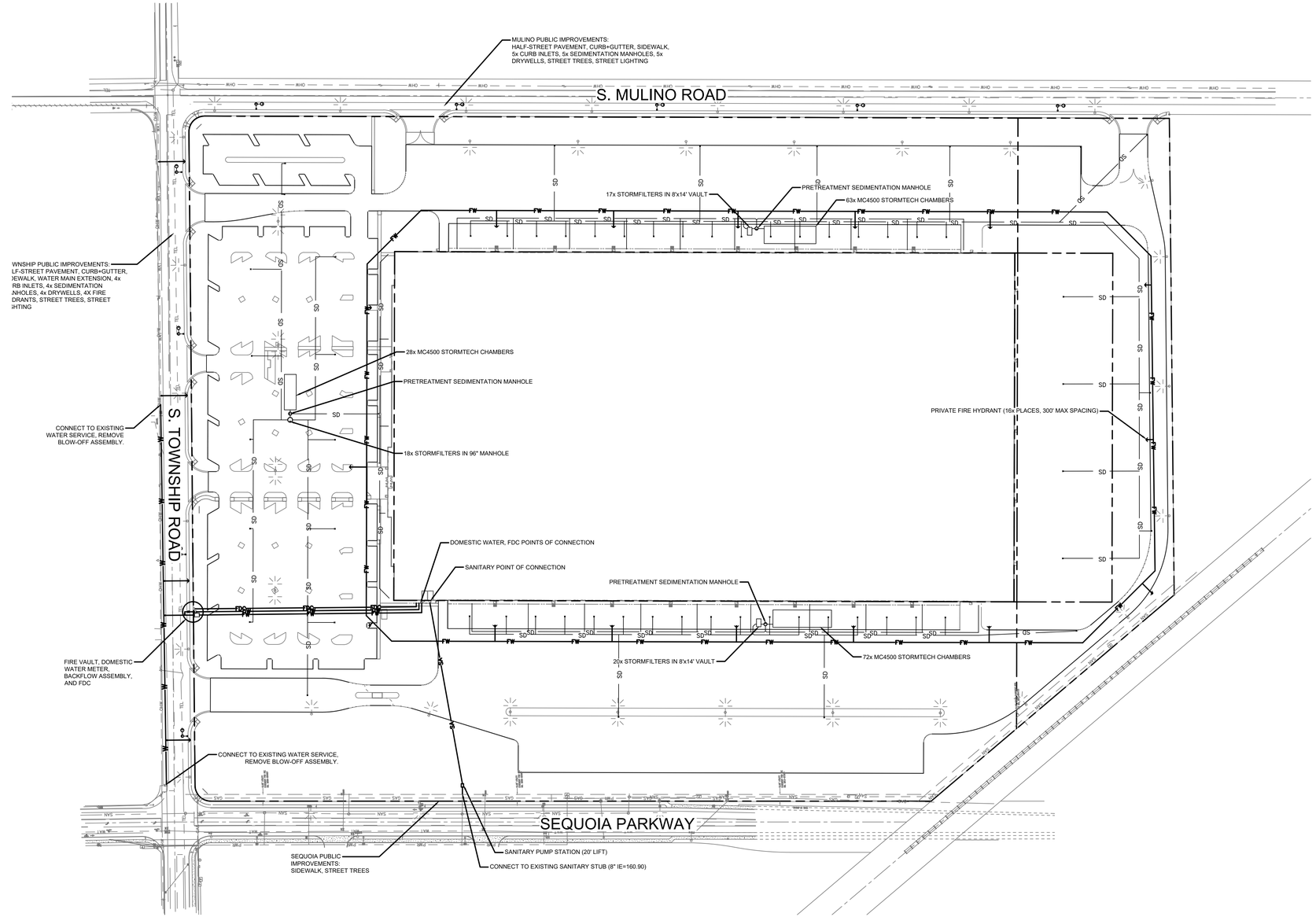
SCALE	PROJ. NO.
AS NOTED	20190045
DRAWN	CHECKED
JAB	BMD

SITE GRADING PLAN

C1.0

SDR COMPLETENESS RESPONSE 04.19.21

NOT FOR CONSTRUCTION



GENERAL SYMBOLS

EXISTING	NEW	
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		MANHOLE (MH)
		UTILITY POLE
		FIRE HYDRANT (FH)
M	M	METER
V	V	UTILITY VAULT
T	T	TRANSFORMER AND PAD
TRAN	TRAN	TRANSFORMER
		VALVE BOX COVER
		POST INDICATOR VALVE
		LIGHT POLE
		WALL MOUNTED LIGHT
		FIRE DEPARTMENT CONNECTION (FDC)
		GATE VALVE
		CHECK VALVE
C.O.	C.O.	CLEAN OUT (CO)

SITE UTILITY PLAN

1" = 100'

100 0 100 200 300

AS-BUILT NOTE:

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SURVEY INFORMATION FROM BOUNDARY & TOPOGRAPHIC SURVEY FROM TOPOGRAPHIC SURVEY OF LOT 100 AND 103, LOCATED IN NE 1/4 SEC. 3, T.4S., R.1E., W.M, CITY OF CANBY, CLACKAMAS COUNTY, OREGON. PROVIDED BY: NORTHWEST SURVEYING INC.(ADDRESS: 1815 NW 169TH PL. BEAVERTON, OR 97006, PHONE: 503-848-2179)

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SDR COMPLETENESS RESPONSE 04.19.21

NOT FOR CONSTRUCTION

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PROJECT NAME
CANBY SOUTH

TOWNSHIP ROAD &
MULINO ROAD
CANBY, OREGON

REVISIONS

	DATE	DESCRIPTION

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 9, 2013
BRIAN M. DUBAL
01/21/21
EXPIRES: 12/31/21

DATE	
JANUARY 2021	
SCALE: AS NOTED	PROJ. NO.: 20190045
DRAWN: JAB	CHECKED: BMD

SITE UTILITY PLAN

C2.0

STORM & SANITARY SEWER INFORMATION

SAN-1 MANHOLE
RIM 169.02'
8" IN (E) 159.2'
10" IN (S) 159.1'
12" OUT (N) 159.0'

SAN-2 MANHOLE
RIM 167.14'
8" IN (W) 159.7'
10" IN (S) 159.5'
10" OUT (N) 159.4'

SAN-3 MANHOLE
RIM 168.17'
8" IN (E) 160.2'
10" IN (S) 160.1'
10" OUT (N) 160.0'

SAN-4 MANHOLE
RIM 168.30'
8" IN (E) 160.9'
8" IN (W) 160.9'
10" IN (S) 160.7'
10" OUT (N) 160.6'

STM-1 CATCH BASIN
RIM 169.26'
10" IN (NW) 167.1'
NO OUTLET PIPE

STM-2 CATCH BASIN
RIM 169.51'
10" OUT (SE) 167.5'

LEGEND

- DECIDUOUS TREE W/SIZE NOTED
- FIRE HYDRANT
- WATER BLOWOFF
- WATER VALVE
- SANITARY SEWER MANHOLE
- STORM SEWER CATCH BASIN
- GAS VALVE
- GUY WIRE ANCHOR
- UTILITY POLE
- POWER VAULT
- POWER JUNCTION BOX
- STREET LIGHT
- TELEPHONE/TELEVISION VAULT
- TELEPHONE/TELEVISION MANHOLE
- TELEPHONE/TELEVISION JUNCTION BOX
- TELEPHONE/TELEVISION RISER
- UTILITY VAULT
- SIGN
- BOLLARD
- MAILBOX
- FOUND SURVEY MONUMENT

- RIGHT-OF-WAY LINE
- PROPERTY LINE
- CENTERLINE
- CURB
- EDGE OF PAVEMENT
- EASEMENT
- FENCE LINE
- GRAVEL EDGE
- POWER LINE
- OVERHEAD WIRE
- TELEPHONE LINE
- GAS LINE
- STORM SEWER LINE
- SANITARY SEWER LINE
- WATER LINE

UTILITY STATEMENT

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

NORTHWEST SURVEYING, Inc.
1815 NW 169th PLACE SUITE 2090
BEAVERTON, OR 97006
PHONE:503-848-2127 FAX:503-848-2179
EMAIL: nwsurveying@nwsrvy.com

LOCATED IN THE NORTHEAST ONE-QUARTER OF SECTION 3, TOWNSHIP 4 SOUTH, RANGE 1 EAST, W.M., CITY OF CANBY, CLACKAMAS COUNTY, OREGON

TOPOGRAPHIC SURVEY

CANBY, OREGON

DRAWING NO:	1840 TOPO
SCALE:	AS NOTED
DRAWING GENERATED BY LD2004	
DRAWN BY:	SFF
CHECKED BY:	CHS

PREPARED FOR:
TRAMMELL CROW COMPANY
1300 SW FIFTH AVE., SUITE 3050
PORTLAND, OR 97201

REVISIONS:
PRELIM. RELEASE: JAN. 4, 2019

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JUNE 30, 1997
SCOTT F. FIELD
2844
RENEWAL 12/31/2019

JOB NUMBER
1840

SHEET
2 OF 7

SDR COMPLETENESS RESPONSE 04.19.21

UTILITY STATEMENT

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GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

LEGEND

DECIDUOUS TREE W/SIZE NOTED	
FIRE HYDRANT	
WATER BLOWOFF	WBO
WATER VALVE	WAT
SANITARY SEWER MANHOLE	
STORM SEWER CATCH BASIN	
GAS VALVE	
GUY WIRE ANCHOR	
UTILITY POLE	
POWER VAULT	P
POWER JUNCTION BOX	PB
STREET LIGHT	
TELEPHONE/TELEVISION VAULT	T
TELEPHONE/TELEVISION MANHOLE	
TELEPHONE/TELEVISION JUNCTION BOX	
TELEPHONE/TELEVISION RISER	TR
UTILITY VAULT	U
SIGN	
BOLLARD	
MAILBOX	MB
FOUND SURVEY MONUMENT	
RIGHT-OF-WAY LINE	
PROPERTY LINE	
CENTERLINE	
CURB	
EDGE OF PAVEMENT	
EASEMENT	
FENCE LINE	
GRAVEL EDGE	
POWER LINE	PWR
OVERHEAD WIRE	OHW
TELEPHONE LINE	TEL
GAS LINE	GAS
STORM SEWER LINE	STM
SANITARY SEWER LINE	SAN
WATER LINE	WAT

NORTHWEST SURVEYING, Inc.
1815 NW 169th PLACE, SUITE 2090
BEAVERTON, OR 97006
PHONE:503-848-2127 FAX:503-848-2179
EMAIL: nwsurveying@nwsrvy.com

LOCATED IN THE NORTHEAST ONE-QUARTER OF SECTION 3, TOWNSHIP 4 SOUTH, RANGE 1 EAST, W.M., CITY OF CANBY, CLACKAMAS COUNTY, OREGON

TOPOGRAPHIC SURVEY

CANBY, OREGON

DRAWING NO:	1840 TOPO
SCALE:	AS NOTED
DRAWING GENERATED BY LDD004	
DRAWN BY:	SFF
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SCOTT F. FIELD
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RENEWAL 12/31/2019

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SHEET
3 OF 7

SDR COMPLETENESS RESPONSE 04.19.21

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

SANITARY SEWER INFORMATION

SAN-4 MANHOLE
RIM 168.30'
8" IN (E) 160.9'
8" IN (W) 160.8'
10" IN (S) 160.7'
10" OUT (N) 160.6'

SAN-5 MANHOLE
RIM 168.52'
8" IN (E) 161.8'
10" OUT (N) 161.7'

SAN-6 MANHOLE
RIM 168.70'
8" IN (E) 162.0'
8" IN (S) 162.0'
8" OUT (W) 161.9'

LEGEND

DECIDUOUS TREE W/SIZE NOTED	
FIRE HYDRANT	
WATER BLOWOFF	WBO
WATER VALVE	WV
SANITARY SEWER MANHOLE	S
STORM SEWER CATCH BASIN	
GAS VALVE	GV
GUY WIRE ANCHOR	
UTILITY POLE	
POWER VAULT	P
POWER JUNCTION BOX	PB
STREET LIGHT	
TELEPHONE/TELEVISION VAULT	T
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TELEPHONE/TELEVISION JUNCTION BOX	
TELEPHONE/TELEVISION RISER	TR
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POWER LINE	PWR
OVERHEAD WIRE	OHW
TELEPHONE LINE	TEL
GAS LINE	GAS
STORM SEWER LINE	STM
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TOPOGRAPHIC SURVEY

CANBY, OREGON

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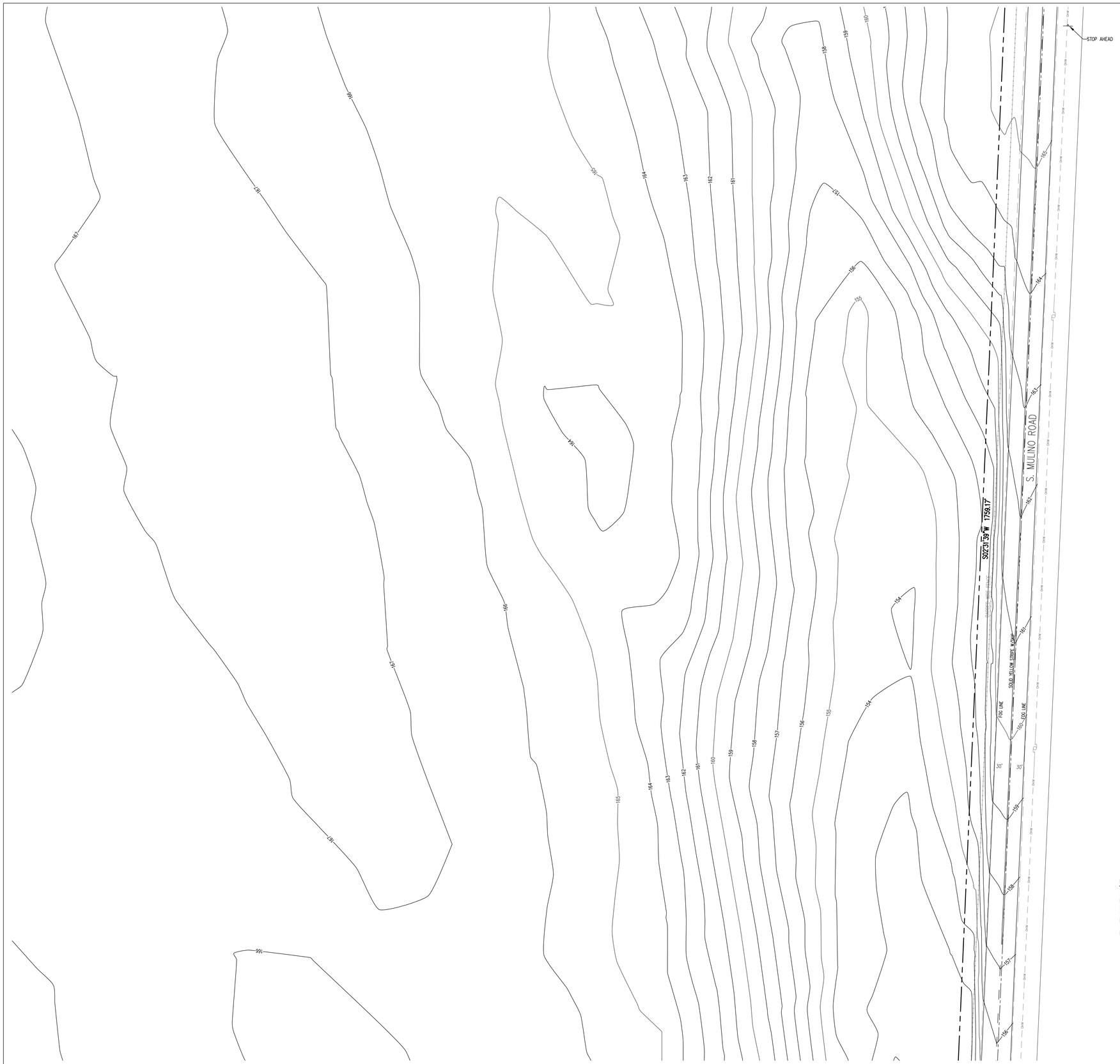
SHEET
4 OF 7

SDR COMPLETENESS RESPONSE 04.19.21



GRAPHIC SCALE

30 0 15 30 60 120

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- FIRE HYDRANT
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- TELEPHONE/TELEVISION RISER
- UTILITY VAULT
- SIGN
- BOLLARD
- MAILBOX
- FOUND SURVEY MONUMENT

- RIGHT-OF-WAY LINE
- PROPERTY LINE
- CENTERLINE
- CURB
- EDGE OF PAVEMENT
- EASEMENT
- FENCE LINE
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- POWER LINE (PWR)
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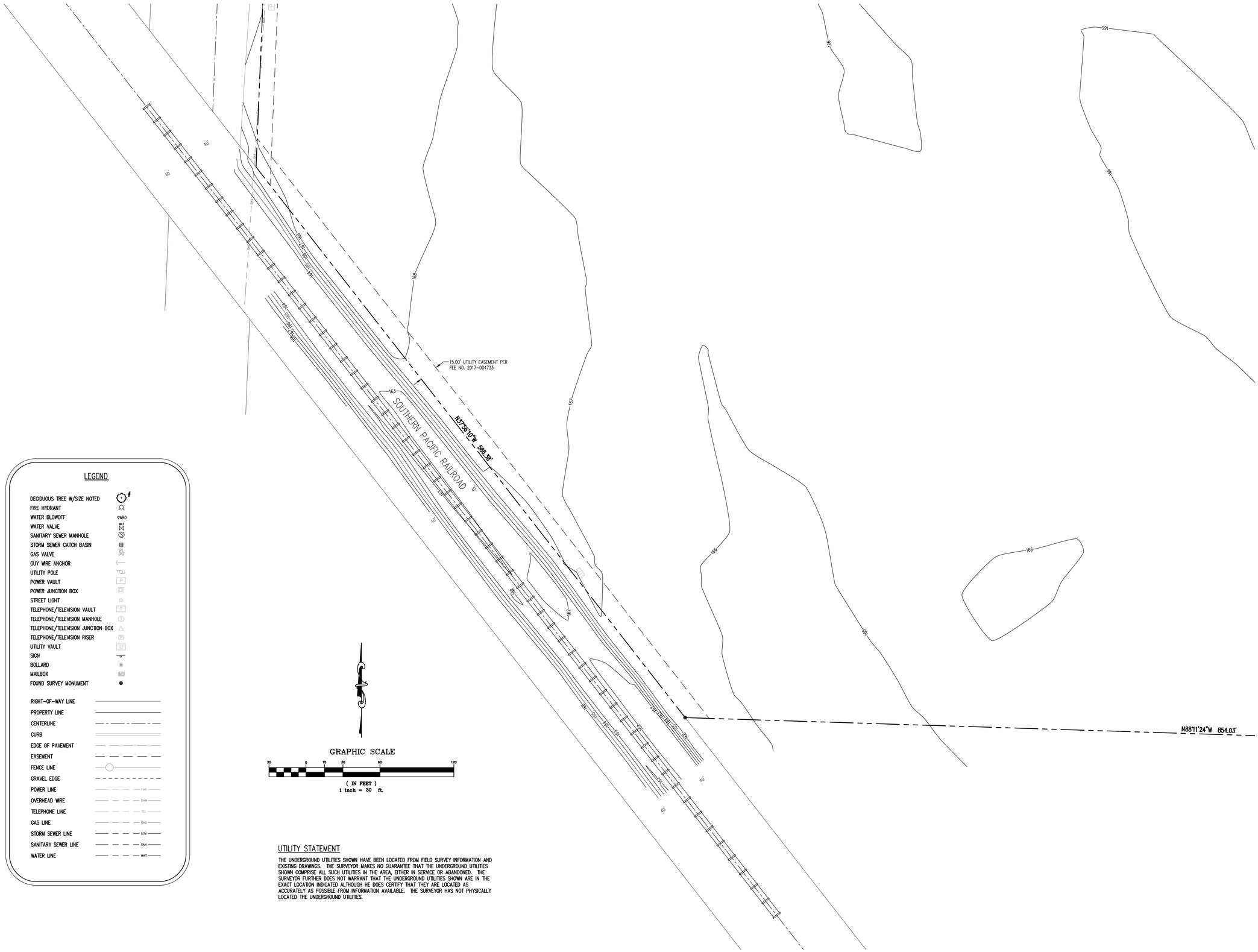
SHEET
5 OF 7

SDR COMPLETENESS RESPONSE 04.19.21



LEGEND

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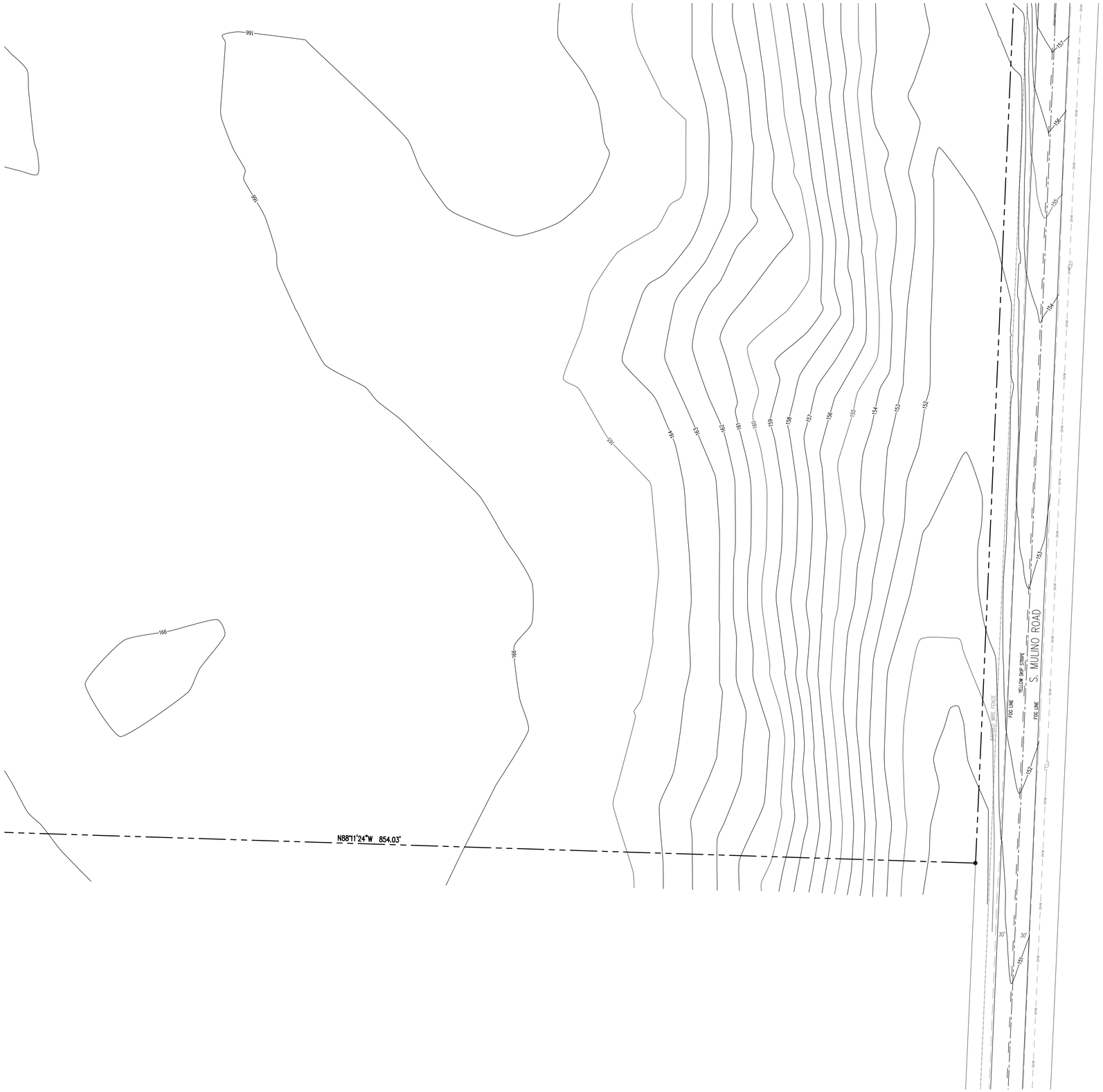

LEGEND

DECIDUOUS TREE W/SIZE NOTED	
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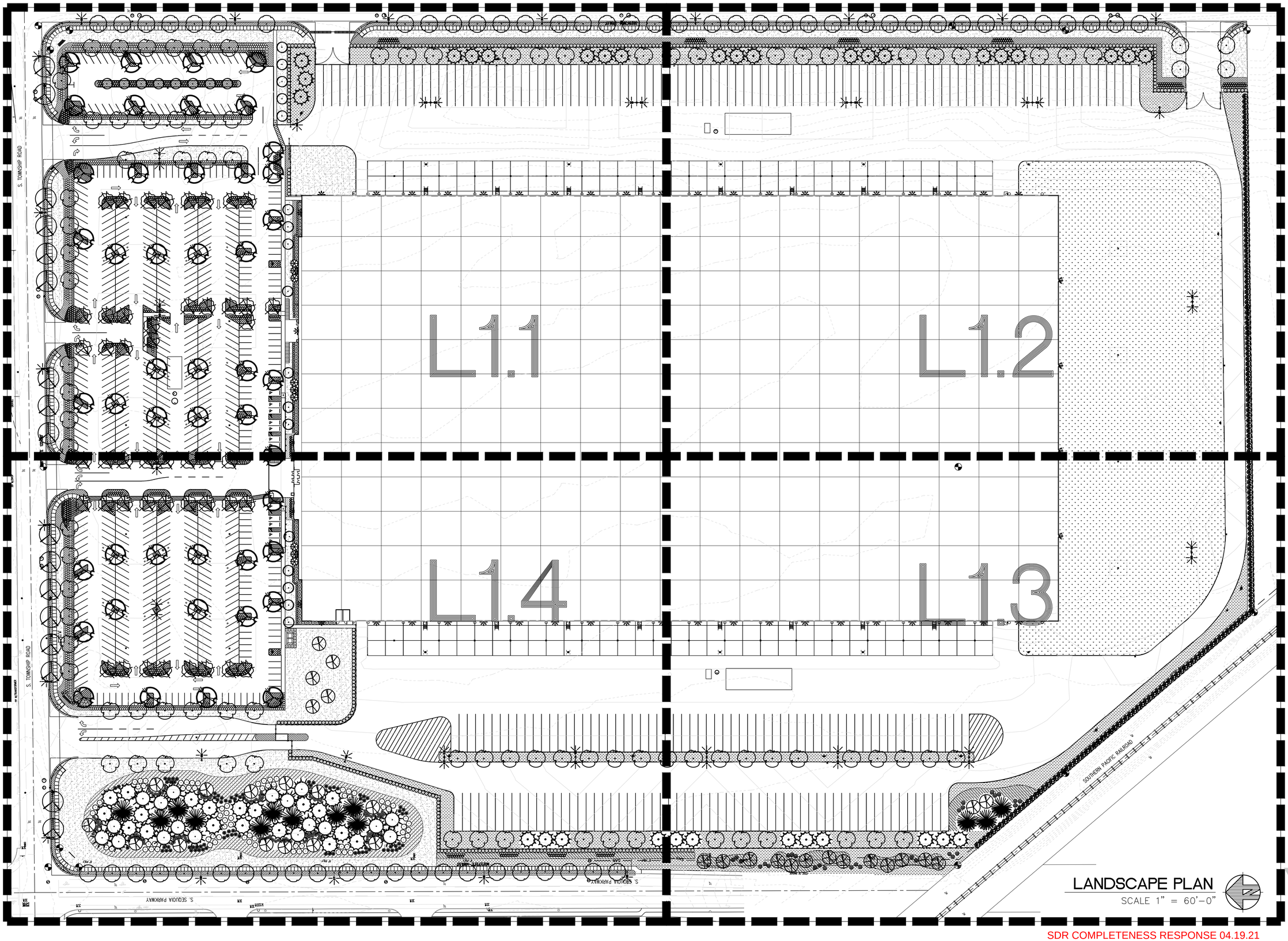

LANDSCAPE PLAN

SCALE 1" = 60'-0"

SDR COMPLETENESS RESPONSE 04.19.21

VLMK
ENGINEERING + DESIGN

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Portland, Oregon 97239
503.222.4453
VLMK.COM

OTTEN + ASSOCIATES
LANDSCAPE ARCHITECTURE

3933 South Kelly Avenue, Suite B
Portland, OR, 97239
(503) 972-0311
www.ottenla.com

PROJECT NAME
CANBY SOUTH

SPECULATIVE
WAREHOUSE

S. TOWNSHIP ROAD
CANBY, OR

REVISIONS

	DATE	DESCRIPTION

FOR REFERENCE ONLY
NOT FOR CONSTRUCTION

DATE JANUARY, 2021

SCALE	PROJ. NO.
AS NOTED	20190045
DRAWN MPL	CHECKED EH

OVERALL
LANDSCAPE
PLAN

L1.0

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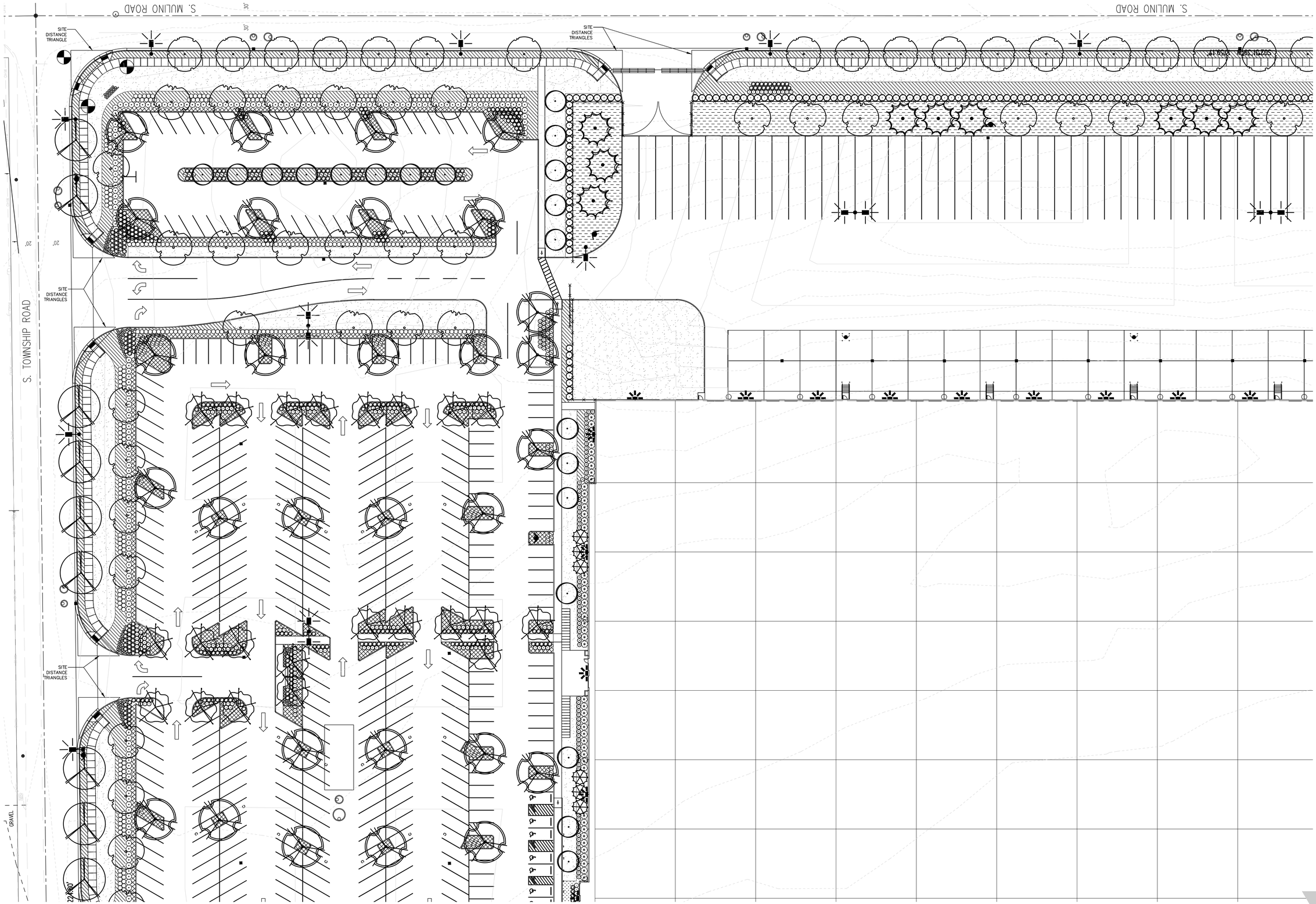

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MPL	EH

LANDSCAPE
PLAN

LANDSCAPE PLAN
SCALE 1" = 30'-0"

L1.1

SDR COMPLETENESS RESPONSE 04.19.21

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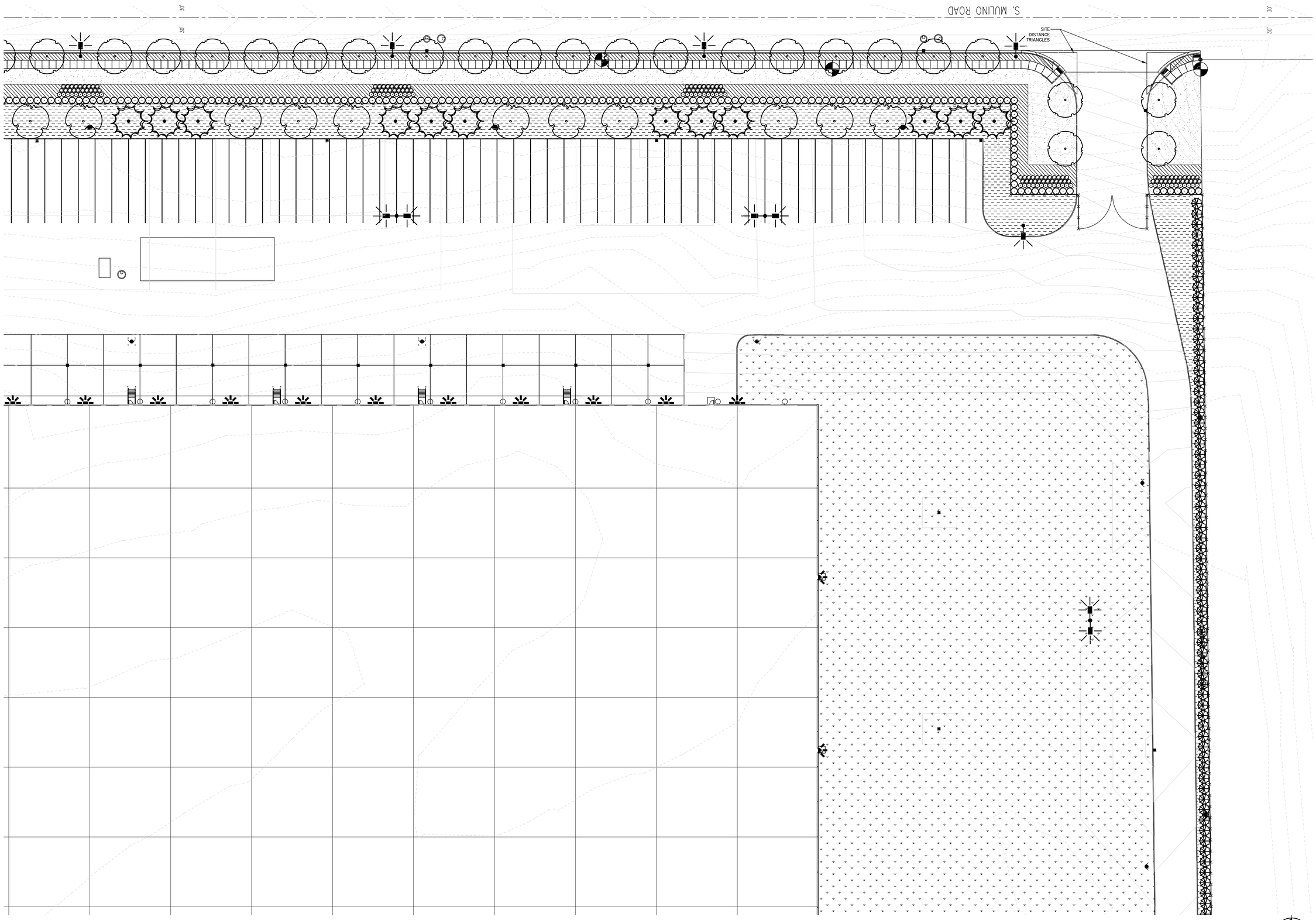
121



LANDSCAPE PLAN

SCALE 1" = 30'-0"

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Landscape
Plan

L1.2

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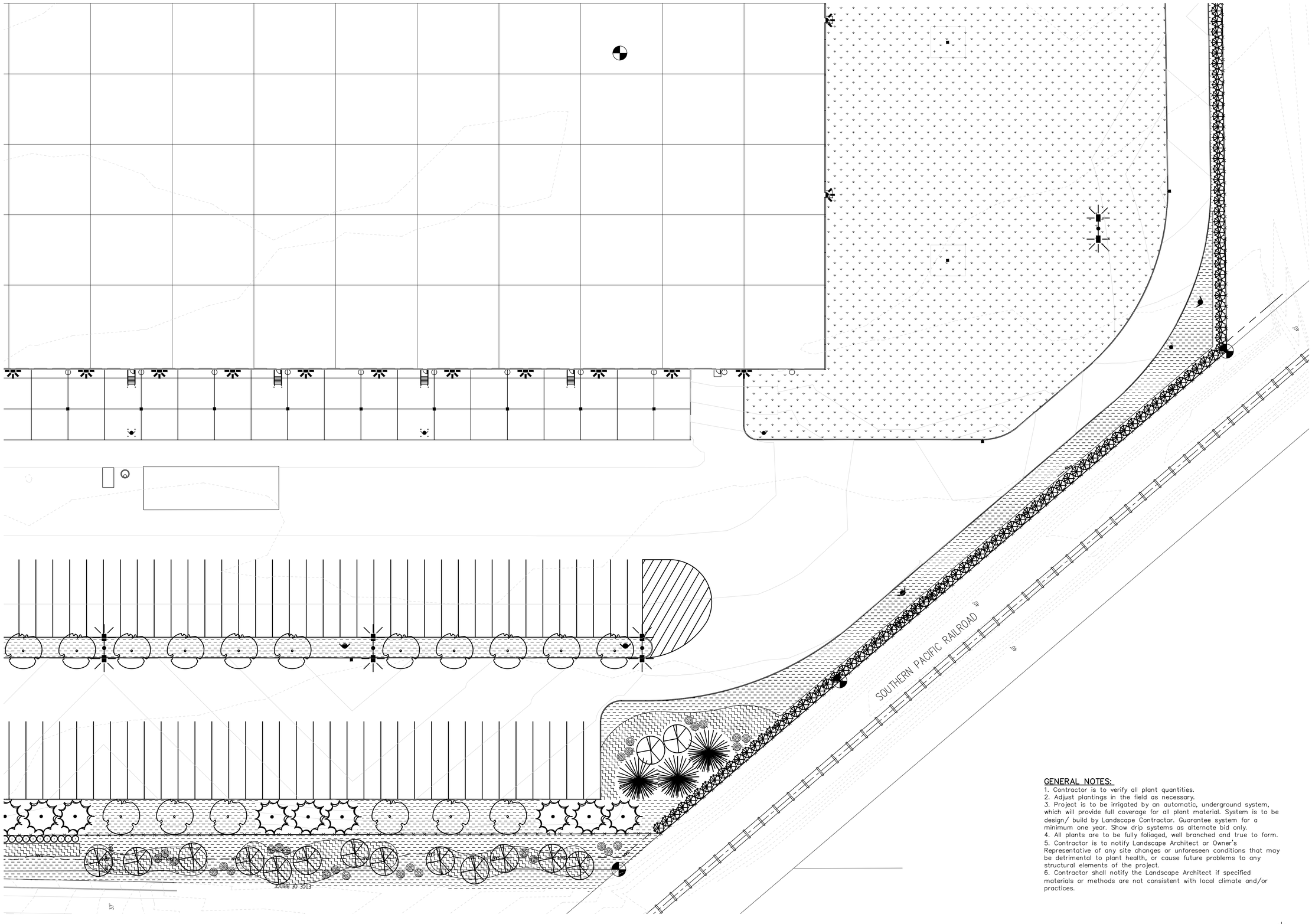

LANDSCAPE PLAN

SCALE 1" = 30'-0"

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 foliaged, 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.

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Landscape
Plan

L1.3

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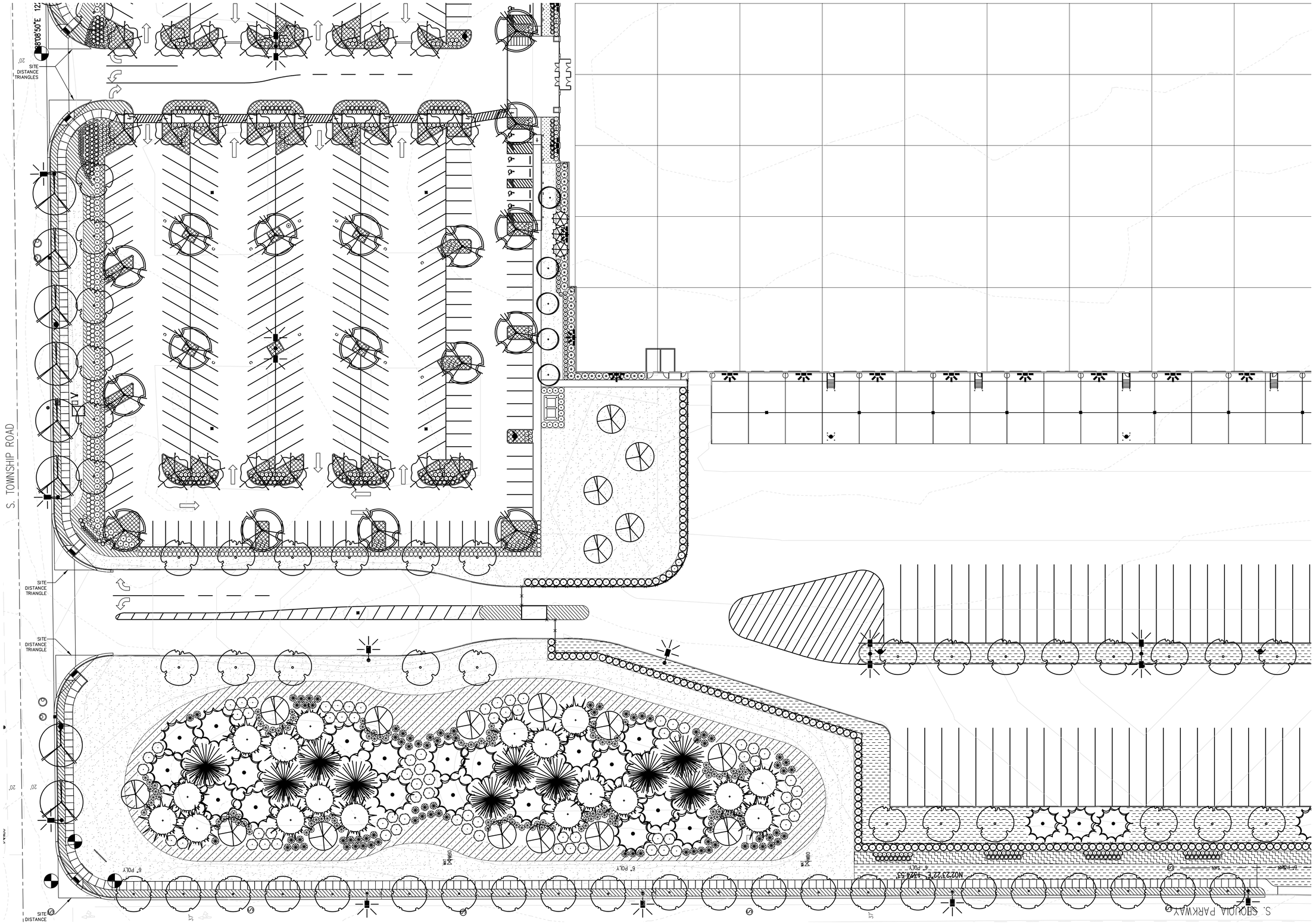

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Landscape
Plan

L1.4

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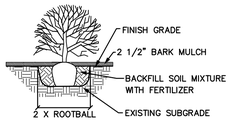
PLANT LIST: GENERAL LANDSCAPING

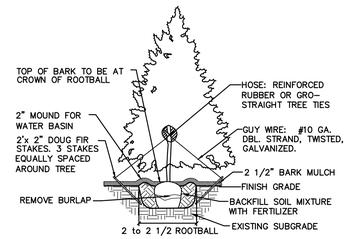
SYMBOL	QTY.	LATIN NAME/ Common Name	SIZE	SPACING
		TREES		
	25	ACER PLATANOIDES 'CRIMSON SENTRY' Crimson Sentry Norway Maple	2" cal.	As Shown
	41	ACER TRUNCATUM 'WARRENRED' Pacific Sunset Maple	3" cal.	As Shown
	91	CARPINUS BETULUS 'FASTIGIATA' Pyramidal European Hornbeam	2" cal.	As Shown
	171	CHAMAECYPARIS LEYLANDII Leyland Cypress	6'–7' ht.	As Shown
	18	CEDRUS DEODORA Deodar Cedar	10'–12' ht.	As Shown
	25	CORNUS FLORIDA Flowering Dogwood	2" cal.	As Shown
	17	FRAXINUS PENN. "MARSHALL" Marshall Seedless Ash	2" cal.	As Shown
	52	PICEA ABIES Norway Spruce	8'–10' ht.	As Shown
	47	PRUNUS YEDOENSIS 'YOSHINO' Yoshino Flowering Cherry	2" cal.	As Shown
	13	THUJA PLICATA WESTERN RED CEDAR	8'–10' ht.	As Shown
	9	THUJA PLICATA 'FASTIGIATA' Hogan Cedar	6' ht.	As Shown
	46	ZELKOVA SERRATA 'VILLAGE GREEN' Village Green Zelkova	3" cal.	As Shown

SYMBOL	QTY.	LATIN NAME/ Common Name	SIZE	SPACING
		SHRUBS		
	390	ABELIA X 'ROSE CREEK' Variegated Boxwood	5 gal.	3' o.c.
	548	BUXUS MICROPHYLLA "WINTER GEM" Microphylla "Winter Gem"	5 gal.	3' o.c.
	17	BUXUS SEMERVIRENS 'VARIEGATA' Variegated Boxwood	5 gal.	3' o.c.
	82	CISTUS LADANIFER Crimson Spot Rockrose	5 gal.	5' o.c.
	23	CORNUS ALBA 'BAILHALO' Ivory Halo Dogwood		
	132	MAHONIA AQUIFOLIUM 'COMPACTA' Compact Oregon grape	2 gal.	3' o.c.
	1056	MAHONIA REPENS Creeping Mahonia	2 gal.	30" o.c.
	139	NANDINA DOMESTICA 'MOON BAY' Moon Bay Nandina	5 gal.	3' o.c.
	111	NANDINA DOMESTICA "GULF STREAM" Gulf Stream Nandina	2 gal.	3' o.c.
	19	PIERIS JAPONICA 'LITTLE HEATH' Little Heath Lily Of The Valley	5 gal.	3 o.c.
	85	PIERIS JAPONICA 'MOUNTAIN FIRE' Mountain Fire Pieris	5 gal.	5' o.c.
	485	PRUNUS LAUROCERASUS 'NANA' English Laurel	4'–5' ht.	5' o.c.
	574	SPIRAEA JAPONICA 'GOLMOUND' Goldmound Spirea	2 gal.	3' o.c.
	4	TAXUS x MEDIA 'HICKSII' Hick's Yew	5 gal.	4' o.c.
	306	VIBURNUM DAVIDII David Viburnum	5 gal.	3' o.c.
	74	VIBURNUM PLIC. TOM. 'MARIESII' Mariesii Doublefile Viburnum	5 gal.	4' o.c.
	273	VIBURNUM TINUS 'SPRING BOUQUET' Spring Bouquet Viburnum	5 gal.	4' o.c.

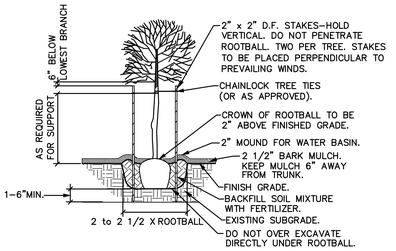
SYMBOL	QTY.	LATIN NAME/ Common Name	SIZE	SPACING
		GROUNDCOVER AND PERENNIALS		
	2491	ARCTOSTAPHYLOS UVA–URSI "MASS." Massachusetts Kinnikinnick	1 gal.	3' o.c.
	4016	COTONEASTER DAMMERI 'MONER' Canadian Creeper Cotoneaster	1 gal.	5' o.c.
	3743	EUONYMUS FORTUNEI 'COLORATUS' Purple Wintercreeper	1 gal.	3' o.c.
	215	HELICTOTRICHON SEMPERVIRENS Blue Oat Grass	1 gal.	2' o.c.
	125	LIRIOPE MUSCARI 'BIG BLUE' Big Blue Lilyturf	1 gal.	2' o.c.
	791	LONICERA PILEATA Privet Honeysuckle	1 gal.	4' o.c.
		SEEDED AREAS		
	105,005 SF	FINE LAWN See Specifications		
	16,881 SF	ROUGH SEED See Specifications		



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

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 foliaged, 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.

Landscaping 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 1½" 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 2½" 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 1½" 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.

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PROJECT NAME
CANBY SOUTH

SPECULATIVE WAREHOUSE

S. TOWNSHIP ROAD
CANBY, OR

REVISIONS

⚠	DATE	DESCRIPTION

FOR REFERENCE ONLY
NOT FOR CONSTRUCTION

DATE JANUARY, 2021

SCALE	PROJ. NO.
AS NOTED	20190045
DRAWN	CHECKED
MPL	EH

Planting Legend, Details & Specs

L2.0

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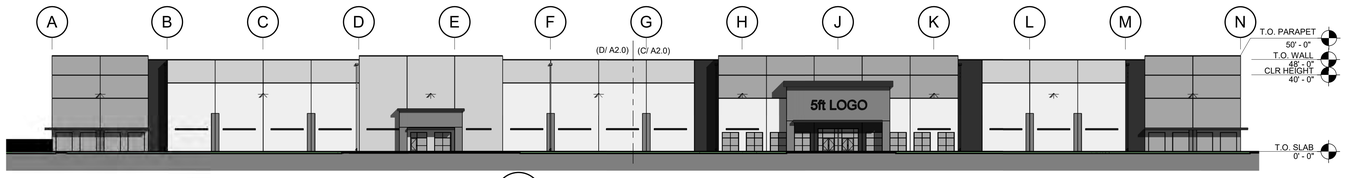

A A2.0 NORTH ELEVATION - OVERALL
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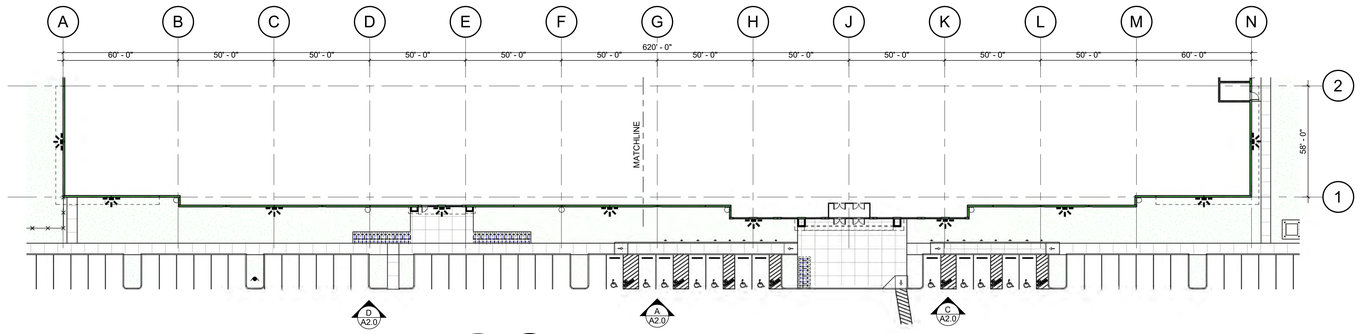

B A2.0 FLOOR PLAN - NORTH
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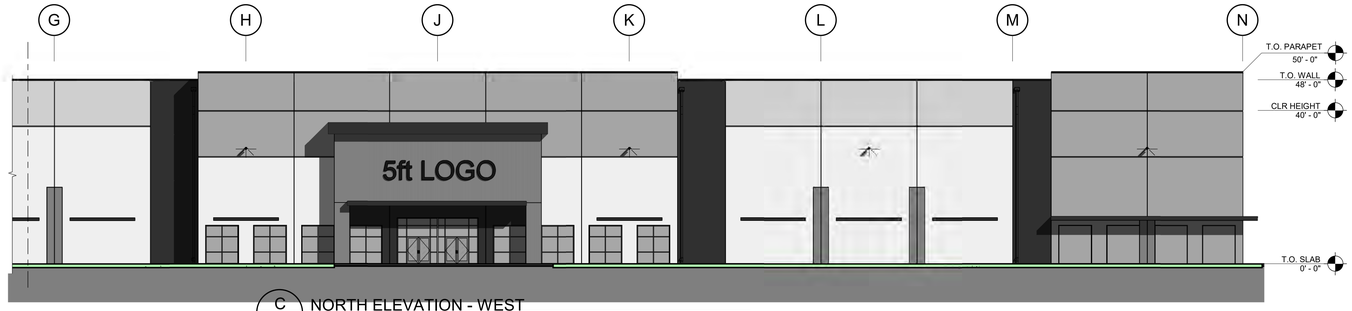

C A2.0 NORTH ELEVATION - WEST
1/16" = 1'-0"

MATCHLINE

MATCHLINE

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

MULLIONS	GLAZING	BODY COLOR LIGHT GRAY	ACCENT 2 MEDIUM GRAY	ACCENT 3 DARK GRAY	ACCENT 4 DARK GRAY
DARK BRONZE ALUMINUM	SOLAR GRAY	SHWERWIN WILLIAMS NAME: TBD NUMBER: TBD	SHWERWIN WILLIAMS NAME: TBD NUMBER: TBD	SHWERWIN WILLIAMS NAME: TBD NUMBER: TBD	SHWERWIN WILLIAMS NAME: TBD NUMBER: TBD

SDR COMPLETENESS RESPONSE 04.19.21

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Trammell Crow Company

PROJECT NAME
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E-COMMERCE
WAREHOUSE

S. TOWNSHIP ROAD
CANBY, OR

REVISIONS

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SCALE	PROJ. NO.
AS NOTED	20190045
DRAWN	CHECKED
BWH	GJB

NORTH
ELEVATIONS

A2.0

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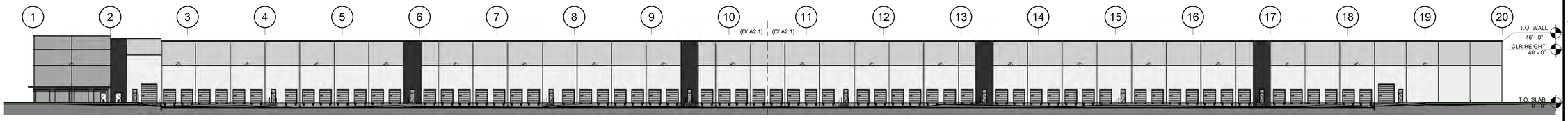

A A2.1 WEST ELEVATION - OVERALL
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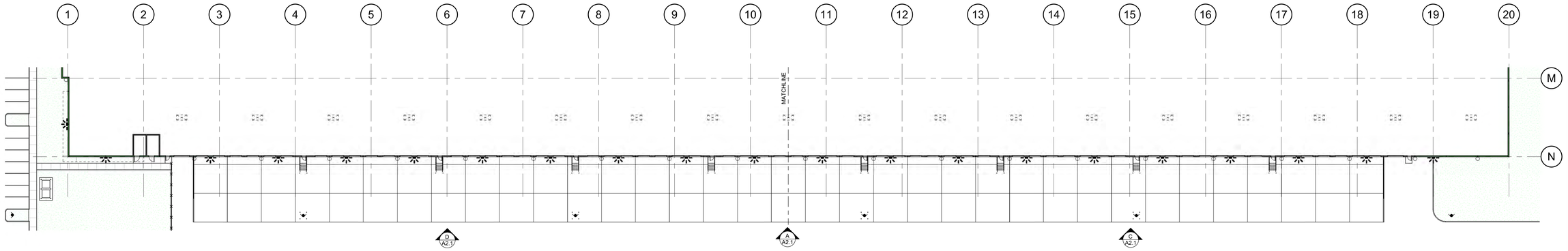

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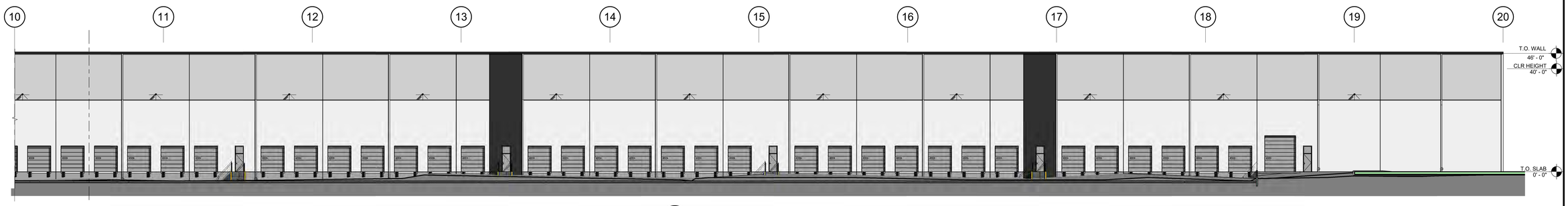

C A2.1 WEST ELEVATION - SOUTH
1/16" = 1'-0"

MATCHLINE

MATCHLINE

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

MULLIONS	GLAZING	BODY COLOR LIGHT GRAY	ACCENT 2 MEDIUM GRAY	ACCENT 3 DARK GRAY	ACCENT 4 DARK GRAY
DARK BRONZE ALUMINUM	SOLAR GRAY	SHWERWIN WILLIAMS NAME: TBD NUMBER: TBD	SHWERWIN WILLIAMS NAME: TBD NUMBER: TBD	SHWERWIN WILLIAMS NAME: TBD NUMBER: TBD	SHWERWIN WILLIAMS NAME: TBD NUMBER: TBD

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E-COMMERCE WAREHOUSE

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BWH	GJB

WEST ELEVATION

A2.1

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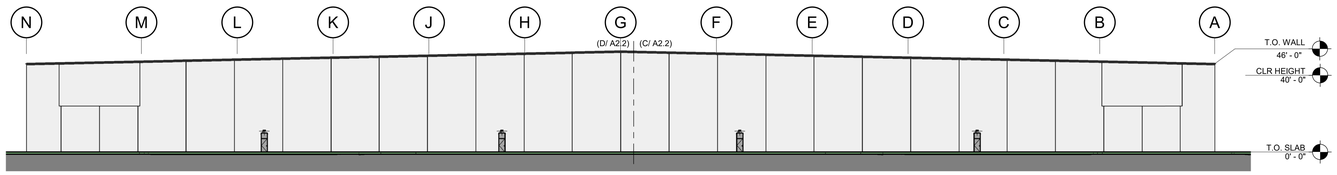

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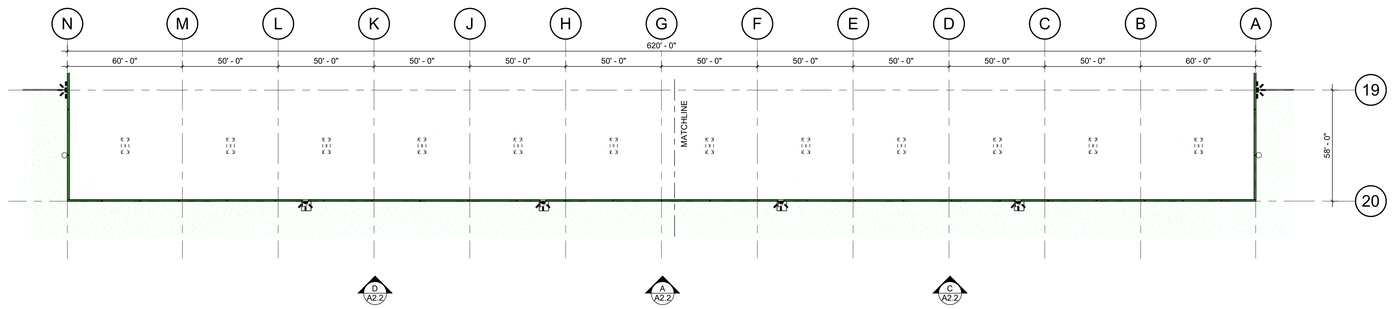

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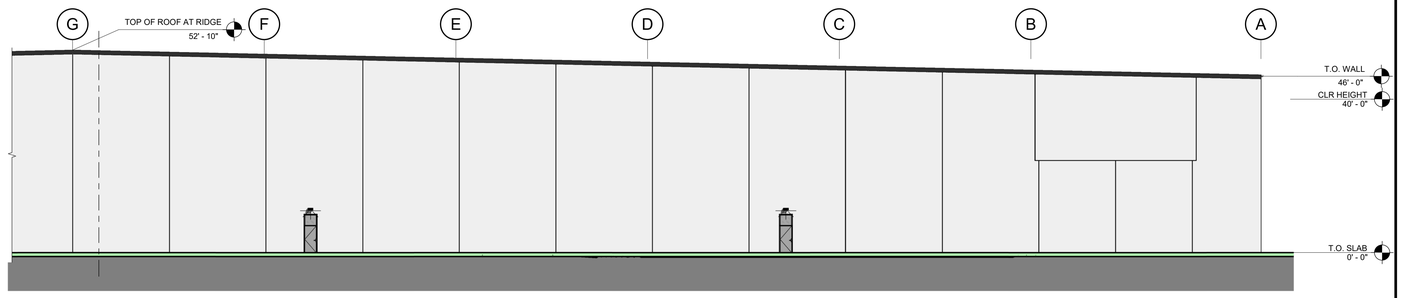

MATCHLINE

C A2.2 SOUTH ELEVATION - EAST
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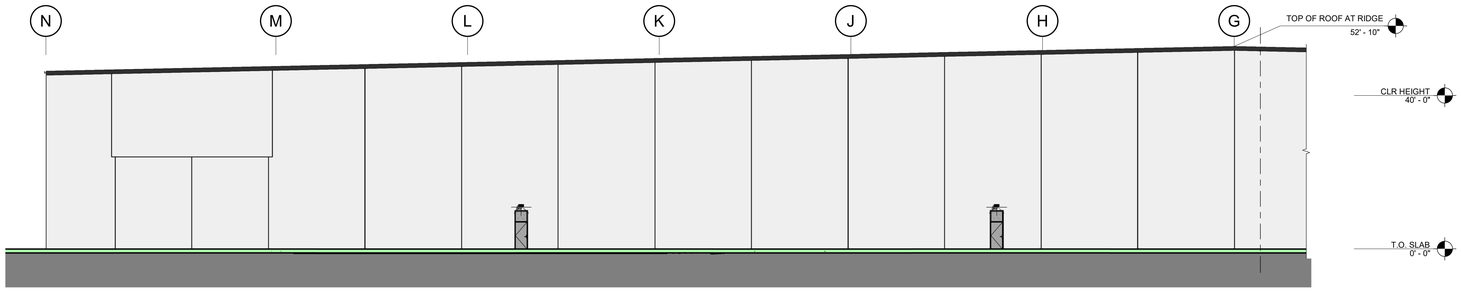

D A2.2 SOUTH ELEVATION - WEST
1/16" = 1'-0"

MULLIONS	GLAZING	BODY COLOR LIGHT GRAY	ACCENT 2 MEDIUM GRAY	ACCENT 3 DARK GRAY	ACCENT 4 DARK GRAY
DARK BRONZE ALUMINUM	SOLAR GRAY	SHWERWIN WILLIAMS NAME: TBD NUMBER: TBD	SHWERWIN WILLIAMS NAME: TBD NUMBER: TBD	SHWERWIN WILLIAMS NAME: TBD NUMBER: TBD	SHWERWIN WILLIAMS NAME: TBD NUMBER: TBD

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PROJECT NAME
CANBY SOUTH

E-COMMERCE
WAREHOUSE

S. TOWNSHIP ROAD
CANBY, OR

REVISIONS

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SCALE	PROJ. NO.
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DRAWN	CHECKED
BWH	GJB

SOUTH
ELEVATIONS

A2.2

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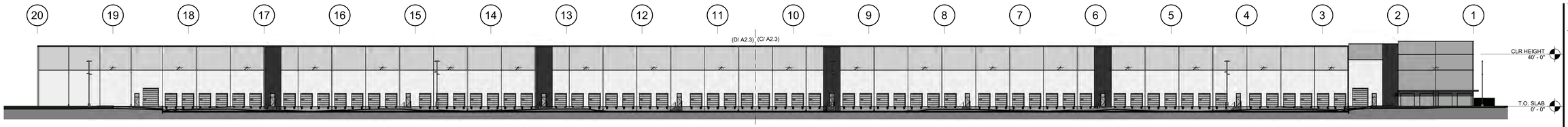

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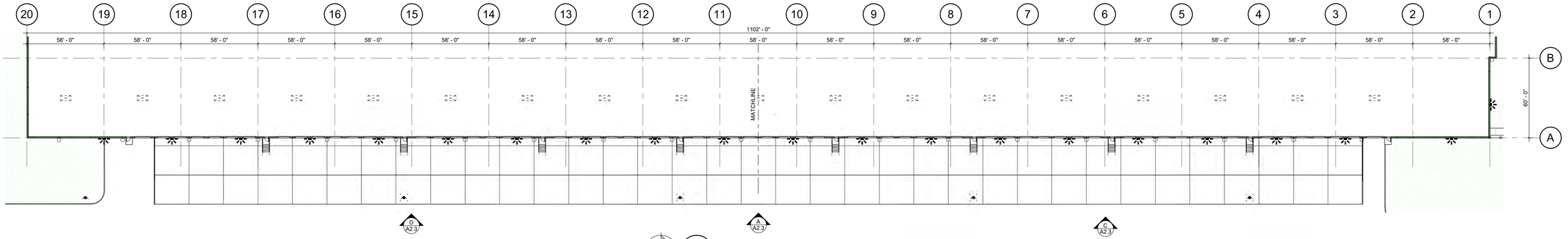
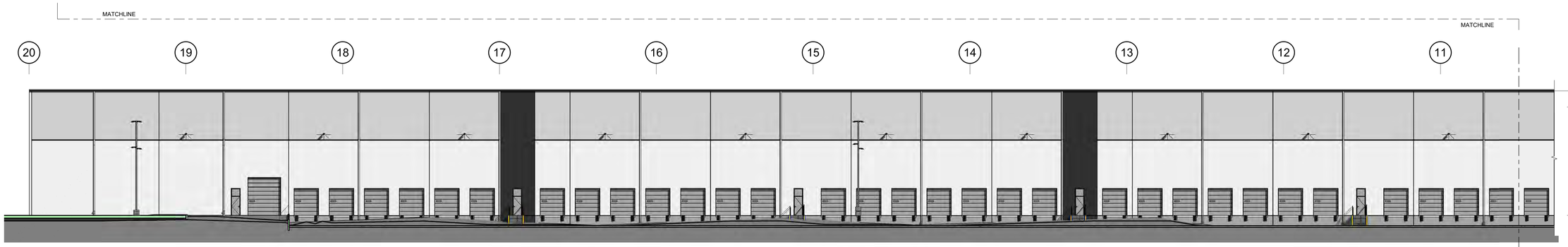


B A2.3 OVERALL FLOOR PLAN
1/32" = 1'-0"

C A2.3 EAST ELEVATION - NORTH
1/16" = 1'-0"



D A2.3 EAST ELEVATION - SOUTH
1/16" = 1'-0"

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DARK BRONZE ALUMINUM	SOLAR GRAY	SHWERWIN WILLIAMS NAME: TBD NUMBER: TBD	SHWERWIN WILLIAMS NAME: TBD NUMBER: TBD	SHWERWIN WILLIAMS NAME: TBD NUMBER: TBD	SHWERWIN WILLIAMS NAME: TBD NUMBER: TBD

SDR COMPLETENESS RESPONSE 04.19.21

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BWH	GJB

EAST ELEVATIONS

A2.3

Attachment D Perspective Renderings

LOOKING SOUTH FROM S. TOWNSHIP AT S. SEQUOIA

LOOKING NORTHWEST FROM S. MULINO

LOOKING NORTHEAST FROM RAILROAD OVERPASS ON S. SEQUOIA

LOOKING WEST FROM S. TOWNSHIP AT S. MULINO

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Trammell Crow Company

CANBY SOUTH

E-COMMERCE WAREHOUSE

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Attachment E Pre-Application Conference Minutes

Pre-Application Conference

Pre-Application Conference Notes – PRA 20-09, Canby South – November 19, 2020 (via Zoom)
Prepared by Ryan Potter, AICP, Senior Planner

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

PARTICIPANTS

City of Canby:

- Jerry Nelzen, Interim Public Works Director; nelzenj@canbyoregon.gov
- Jamie Stickel, Economic Development Director; StickelJ@canbyoregon.gov
- Hassan Ibrahim, PE, Consulting Engineer, Curran-McLeod; hai@curran-mcleod.com
- Ryan Potter, AICP, Senior Planner; PotterR@canbyoregon.gov
- Erik Forsell, Associate Planner; ForsellE@canbyoregon.gov
- Brianna Addotta, Associate Planner; AddottaB@canbyoregon.gov

Other Speaking Participants:

- Steve Sieber, Trammell Crow ; SSieber@trammellcrow.com
- Greg Blefgen, PE, SE, Principal, VLMK Engineering + Design; gregb@vlmk.com
- Jennifer Kimura, Associate, VLMK Engineering + Design; jenniferk@vlmk.com
- Doug Erkson, Operations Manager, Canby Utility; Derkson@canbyutility.org
- Darrell Hammond, NW Natural Gas, d5h@nwnatural.com

DISCUSSION

Steve Sieber, Trammell Crow

- Steve provided an introduction to the project from Trammell Crow. They are currently talking to three potential users (tenants) that would take up over half of the potential development.
- There is a strong need for this type of development in the region.
- The project team is looking to better understand the constraints to developing the site.
- The current site plan uses one of the building footprints provided by one of their potential users, but there is not a final established group of prospective tenants at this time.
- Greg and Jennifer from VLMK are anticipated to submit in December/January for design review.

Hassan Ibrahim, Curran-McLeod

- The City has done a lot of work with VLMK, so they are largely familiar with the City's standards and requirements for the industrial park.
- On Township Road and Mulino Road, we need half-street improvements to make the street ROW 37 feet. He believes we have 20 feet on Township and need 17 feet dedicated. On Mulino he believes there is 30 feet and we need 7 feet dedicated (but don't quote him on those numbers). The ultimate half-street ROW needs to be 37 feet. There will need to be half-street improvements on both streets. The curb line will be 25 feet from the centerline of the ROW.

- There will need to be half-street improvements on Sequoia Parkway; he believes there are curbs in place and it's fully improved except for sidewalks.
- There are four access points proposed for the property; the spacing needs to be 200 feet minimum apart. He's not sure if they meet that requirement or not, but there is nothing to indicate otherwise. All those access points will need to be commercial driveway approaches, including 8-inch-thick concrete with reinforcements or mesh wire.
- Coming from Township Road on Mulino, we need templates for truck turning movements. That will be needed at the design stage.
- With sanitary sewer, it looks like the project is pumping over to Sequoia Parkway. The good news is sanitary sewer doesn't need extended from any direction.
- Storm drainage will remain on-site. Anything in the public ROW, you can drain to dry wells.

Jerry Nelzen, City of Canby

- Along the railroad, what will be happening? Will there be a connection there? Our sewer pressure line is there for the Willamette pump station. Hassan: We'll have to locate it out in the field, and where the proposed building is relation to it. Greg: We will not be proposing a connection into that force main along the property; they're going to keep all the development out of that corridor. Hassan: It should still be shown on the final drawing for informational purposes.
- Steve: One of the potential users they're looking at would require a rail connection; is there any concern about the rail spur serving this site or the force main being discussed? Greg: They'd have to coordinate on that transition/crossover-point and look at the grades. General discussion re: the depth of the sewer line (possibly buried 3-4 feet). Jerry: the sewer is in the trench with the power back there; Hassan has drawings/plans, which he can share.
- Discussion re: pressure lines and manholes. The project team will need to work with the City on this issue.
- Hassan: We'll need a traffic study to determine if turn lanes, etc. are needed. Steve: The design review submittal will include the study. Greg: Some of the first steps will be coordinating the traffic scoping memo with DKS.

Greg Blefgen, VLMK

- Has there be any planning updates on traffic circulation plans? We're wondering what kind of off-site mitigation will be required. Hassan: That is what the traffic study will reveal. Ryan: Because this project, unlike the past few from VLMK, has a more direct path to Sequoia (linking to 99E), the circulation is hopefully less problematic. Ryan: We're still moving forward with the TSP Amendment for the industrial connector road; it goes back to Planning Commission in December and to Council in January. The amendment will show the updated road alignment and will allow the City to fund its development.
- All these traffic studies have flagged the Haines Road route as problematic, are there any updates from Clackamas County re: improvements there? He is concerned that this project could trigger needed improvements on Haines or its intersection with 99E. Hassan: It's possible, we'll have to see what the traffic study for this project says.
- Additional discussion about manholes and the force main. Greg: They've shown a sampling manhole before Jerry's manhole.

Doug Erkson, Canby Utility

- Electric service is available on the Sequoia side of the property. It runs to the lift station that Jerry was discussing. It's along the railroad tracks. He doesn't know what the project's electrical load will be yet; they can help determine that.
- When the project constructs half-street improvements, utility upgrades will be need. Stanton is putting in infrastructure toward the site. The township side will probably be the best side to bring water service in from, toward the new building.
- Greg: For water coming down Mulino, is that an absolute requirement? Doug: Yes, during half-street improvements, but he's not sure at this time if it will need upsized from 8 inches (per the water master plan). Separately, the 12-inch water line needs to go down Township to Sequoia.
- Steve: Could we pay in-lieu fees instead of extending the line down Mulino? They're open to that. Doug will look into it. It will need to be flushed.
- Greg: Street lighting will be along all three streets? How will power go down Mulino? Doug: As Stanton goes in, it will hopefully bring it down toward this site. A smaller transformer can serve the street lights.

Darrell Hammond, NW Natural Gas

- Our maps indicate there's a 12-foot PUE along the south side of Township Road on that frontage, is that accurate? Hassan: Maybe, but either way there will be one required of the project. Darrell: They'll want to get 6-inch poly in the trench along that frontage.
- Do we know what the load will be for this project? We may need additional infrastructure to supply enough gas to that side of town. Greg: At this point, we don't have a load demand calculated. More likely than not, it will be a warehouse facility; whether or not they heat the space is to be determined. Darrell: If it's anything like Columbia Distributing's load, we may be in trouble.
- Jerry: Worst case scenario, where would you be coming from? Darrell: They have 6-inch coming down 13th Avenue, but then there's a 2-inch bottleneck just past Elm. Jerry: We need to talk because they're going to be paving Elm; if NW needs upgrades, it will affect Public Works too. Darrell will keep Jerry in the loop. Greg: So they'll probably need a 6-inch extension down Township. On Mulino, extensions are going in because of Stanton. But the flow comes from the west (not from the north).

Ryan Potter, City of Canby

- The use is an allowed use; no problems there.
- Just a reminder that no metal buildings are allowed; we're assuming this will be a concrete tilt-up building. Steve: Yes, concrete tilt-up.
- It looks like the project may be under-parked. The office uses will require 2 spaces per 1,000 square feet. With the office component and the future expansion area, we'll need to make sure it's meeting our parking standards. Greg: If we don't have a need for all that parking, do we need a variance, how do we address that? Well, it doesn't look like it's very deficient; it's close to meeting standards. However, our code requires a maximum run of 8 spots in a row, with landscape islands in between; so that's going to blow out some of those currently shown.
- There's a hatched area that looks like it will be the entrance, is that accurate? We have a requirement that the main entrance be facing the public realm (Township Road). Greg: Yes, the main façade for this conceptual project faces north toward Township.

- There's a question about screening. We do have a requirement that the loading areas and trailer parking be screened. Obviously, Sequoia Parkway is elevated on that side, so there's only so much screening you can do, but we'll looking for an attempt to soften that edge with a screen/buffer. If the drainage basin stays there in the NW corner, there's some opportunity for landscaping there. Greg: We're planning a looped internal circulation that separates the truck movements from everything else; we can look at adding some evergreens, etc. to help screen that area. We're thinking about fencing with slats, along with the planting and trees.
- No issues with maximum height.
- The lot consolidation/lot line adjustment will require an application so you process that concurrently with the design review. Erik: We'll need the applicant team to submit the recorded deed paperwork for the consolidation prior to the County executing a building permit. So you would want you PLA/consolidation to come in with the design review, or even before. This is needed because the building would presumably span over the existing lot lines, which wouldn't meet our setback requirements. Steve: We did a similar LLA for Columbia Distributing. Greg: We still had it in process when we were pulling building permits. Erik: There's some inherent risk for the City and the applicant in doing that. Also, if you consolidate lots, you're going to lose that other lot forever. It might be better to just move the lot line in case you want to repurpose it later on. Greg: That's likely what we'll do. Erik: It makes it cleaner if it's being moved outside the building footprint/development area; that would increase our comfort level. Ultimately, we'll still want to see the deed paperwork once it's recorded.
- You had a question about overall timing. The last five major nonresidential projects have averaged 3 months between submittal and the hearing, if that helps.

Erik Forsell, City of Canby

- The sooner the applicant engages DKS the better because the traffic study results are going to have a big impact on street and utility improvements. Steve: They'll be involved as we prepared our submittal.
- Are there other project variations in play? Steve: Yes, but this is the plan that's moving forward for now.

Greg Blefgen, VLMK

- What is timing for VLMK scoping and their analysis? There are definitely concerns from prospective tenants on in-progress road projects.Has there been any conversations with decision-makers on traffic and circulation? Ryan: We're tentatively planning a work session with PC and CC on traffic thresholds, buildout of the TSP, and traffic issues in town. PC has expressed some concerns with the overall volume of industrial projects being developed and the vehicle trips they generate in town. However, concerns with other projects were slightly different in that they didn't have such direct access to Sequoia Parkway and needed indirect routes to 99E.

Steve Sieber, Trammell Crow

- Summarizing comments; they're excited about the project.

Attachment F Neighborhood Meeting Minutes

VLMK
ENGINEERING + DESIGN

MEETING NOTES

Project:	Canby South Neighborhood Meeting	*Date:*	January 7, 2021
Project Number:	20190045	*Meeting Name:*	Neighborhood Meeting
Address:	S. Township/S. Mulino/S. Sequoia Parkway, Assessors Tax Lot Numbers – 41E03 00100/00103	*Client:*	Trammell Crow Company
Location:	Virtual (Microsoft Teams)		
File Path:	G:\Acad2019\20190045\Permits\03 Neighborhood Meeting\01 NHM Info		

These minutes reflect our understanding of the topics discussed during the Canby South Neighborhood Meeting held at 5:00 pm via Microsoft Teams on Thursday, January 7, 2021.

ATTENDEES AT MEETING

Please see attached Attendee Sheet.

SUMMARY OF MEETING

Steve Sieber/Trammell Crow Company (TCC) welcomed attendees and introduced himself and VLMK.

Colby Anderson/VLMK Engineering + Design took roll call of Attendees and provided general rules of the Teams Meeting.

Steve Sieber/Trammell Crow Company (TCC) provided background info on himself and TCC and stressed the importance of feedback/comments/concerns from with Community regarding the Canby South Development. Steve stated that TCC and VLMK have engaged in the Land Use process with entitling an industrial building of approximately 790,000 square feet to include trailer and auto parking. Steve pointed out that these types of industrial projects do generate traffic, create jobs and are subject to property taxes that support such entities as the schools, fire depts, etc. Steve indicated that 53' trailers will likely be an important component to this building and that TCC has engaged with (4) different groups that have interest in this site, however made it clear that the proposal is not yet committed to one user.

Greg Blefgen/VLMK Engineering + Design discussed the City of Canby Land Use processes. The Canby South Pre-application meeting was held on November 19th, 2020. The next step was to host this Neighborhood Meeting. VLMK/TCC are working towards submitting the Type 3 Site and Design

Review and Property Line Adjustment towards the end of the month. Greg made all attendees aware that during the Land Use process, Public Notice will be sent out, and there will be another opportunity for public comment prior to issuance of a Final Decision, and that Land Use will be subject to a two week appeal period. Clackamas County will be involved in reviewing of all Building and Trade Permits. Greg described the proposed development as high cube/distribution center for e-commerce use. Development will occur in 2 phases, phase 1 will include construction of a 653ksf building, phase 2 will include a future building of about 100ksf. The existing site is zoned M1 with an industrial overlay like the rest of the Industrial Park. There are (4) proposed access points off of Township Road, and (2) proposed access points off Mulino Road. Truck Entrance with a Guard Shack will be off of Township. The proposal will include approximately 630 ± auto parking stalls. The site will include pedestrian amenities, such as bike parking and will be close to local transit stops. Road improvements will be required on Sequoia, Township and Mulino. A waterline extension will be required along the Township Rd. Frontage. Franchise utilities will be extended within the PUE along the Township frontage with street lighting at Mulino. The existing topography slopes to the East and South, with an existing ravine that parallels Mulino. The site is fairly flat. The proposed building will be concrete tilt with a flat roof, 40' clear height with a wall height of 45' ±. The building will include articulation and fenestration to include reveals, stepped panels, complimenting paint and reveals. The truck court will be screened with landscape planting and slatted fencing. Stormwater will be captured and retained on-site. The proposed future expansion will be similar.

ATTENDEE QUESTIONS

Q: Lisa Weygandt – inquired about detail on fencing and proposed landscape plantings for the Project?

A: Greg Blefgen stated that the development will place fencing on the south property line and rail property line. Additional screening to include Evergreens and Deciduous Trees will be planted within the landscape setbacks. Mulino, Sequoia and Township will include street tress within 6' planter strips spaced at approximately 30' on center and will include ground cover. The fencing will be 6'.

Q: Lisa Weygandt – requested 8' fence.

Q: Lisa Weygandt – asked about the access driveway to the South and how it would affect her property.

A: Greg Blefgen stated that the minimum driveway spacing along Mulino is 200' on center, and that Mulino is Clackamas County jurisdiction. Shared access is encouraged where feasible, but not proposed due to the secured requirements for the truck court.

Q: Dan and Cindy Haider – Worried about traffic and road widening effects on their residence.

A: Greg Blefgen – The south half of Township Road will be constructed to City requirements. The roadway widening will occur on the development's side. No additional property will be

required to be dedicated from owners on the opposing side should improvements to the roadway be required. TCC has partnered with the City to coordinate off-site improvements above and beyond frontage improvements on other projects.

Q: Dan and Cindy Haider – When was the property zoned Industrial?
A: Greg Blefgen – The Pioneer Industrial Park has been zoned Industrial since the late 1990's.
Q: Cindy Haider – Traffic, lighting and truck concerns?
A: Steve Sieber – Traffic concerns are valid. There will be significant auto and truck traffic associated with the development, this in the nature of these type of Industrial users. I would encourage you to drive up to Walnut and 1st to get a feel for the truck/auto traffic. Regarding the lighting, security and safety are a concern for these developments. Street and site lighting will be accomplished with wall and pole mounted LED lights and the good news is that their cutoffs and lighting technology in general have improved. Lights and traffic are going to be a dramatic change.
A: Greg Blefgen – Street lights will be similar to what was recently installed along S 1st Avenue and are required by the City. We will be required to screen/shield the lighting per the code. Traffic study and the results of the study are underway and will indicate what intersections, etc will need to be improved.
A: Steve Sieber – We will follow City and County guidelines for traffic improvements.

Q: Tyler Francke/Canby Current – Please clarify the (4) users?
A: Steve Sieber – There are currently (4) prospects and likely (1) user will operate from the site. This site will likely be a single user site.

Q: Tyler Francke – Will there be 600 new employees? 637 parking stalls
A: Greg Blefgen – We will be requesting an exception to allow for less than code required parking, which requires a minimum count of 1 space / 1000SF for warehouse and 2 spaces / 1000SF of office.
Q: Tyler Francke – What is the employee estimated count?
A: Steve Sieber – This will depend on who TCC engages with, but the prospective user currently illustrated might have (2) shifts – with (300) employees per shift. Auto stall counts dont always reflect employee count.
Q: Tyler Francke – Why is Canby attractive to Industrial users?
A: Steve Sieber – E-commerce types may like the idea of 205 and 99 nearby. Columbia Distributing is a distributor of beer and wine. They moved/combined (3) facilities into their Canby location. Canby is a cross-over. You can site land in Woodburn or Donald, however due to the pool of employees, Canby's location is much more desirable. Additionally, Utility costs are very good in Canby. Food businesses are attracted to Canby due to pseudo agricultural area/rural area for access into this labor pool.

Q: Tyler Francke – Will you apply for the Strategic Investment Zone?
A: Steve Sieber – It is highly likely that the user will apply. It's a nice incentive and benefit of being a part of the Canby Industrial Park.

Q: Lisa Weygandt – What about sewer and water?
A: Greg Blefgen – Public sanitary extensions will not be required with the development. Service to the site will connect into the system within Sequoia Parkway via private lift station connection to the man hole across from American Steel. Natural Gas will be extended down Township and Mulino as well as street lighting, cable and phone.

Q: Dan and Cindy Haider – Construction timeframe?
A: Steve Sieber – Depends on the needs of the occupant, we would likely be in construction in the fall, however this is based on the function of approvals from Canby/Clackamas County Permits. The users that TCC have engaged with have occupancy in 2023. Typically, you can expect a 15 month construction schedule.
Q: Dan and Cindy Haider – Construction will create lots of traffic.
A: Steve Sieber – Yes.

Steve Sieber/TCC closed by thanking all for their participation.

CANBY SOUTH - NEIGHBORHOOD MEETING ATTENDEE LIST

Name	Company	E-mail	Phone Number
Steve Sieber	Trammell Crow Company	SSieber@trammellcrow.com	503.946.4972
Greg Blefgen	VLMK	gregb@vlmk.com	503.222.4453
Colby Anderson	VLMK	colbya@vlmk.com	503.222.4453
Ben Hagerman	VLMK	benh@vlmk.com	503.222.4453
Allen Patterson	Capacity Commercial Group	Allen@capacitycommercial.com	503.781.4015
Terry Tolls	T.N. Tolls Company	Terry@Tolls.com	503.295.0188
Jamie Stickle	City of Canby	StickelJ@canbyoregon.gov	503.961.0353
Lisa Weygandt	Weygandt LLC	wey1013@icloud.com	
Lynn Weygandt		lynn@windrosecenter.com	503.701.7273
Buzz and Pat Weygandt		gardenhome@canby.com	
Lorie Weygandt Dodds		ldodds@nethop.net	250.295.6325
Suzanne Webber	Willamette-Lands Farms	Sueh20@msn.com	503.266.1590
Julie Stiers			503.804.3774
Ryan Gary	American Steel		503.476.2920
Patricia Perkins			971.401.1667
Jean Rover			503.999.8097
Dan and Cindy Haider			971.230.8635
Tyler Francke	Canby Current		503.953.5893

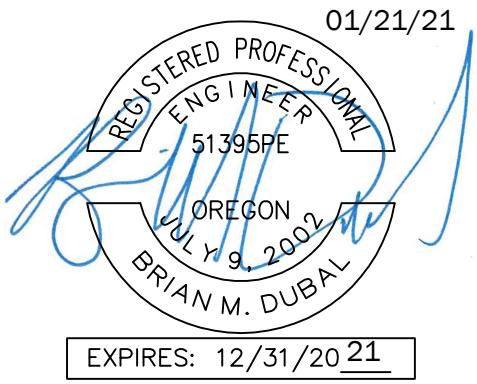
Attachment G Preliminary Stormwater Report

CANBY SOUTH

PRELIMINARY STORMWATER REPORT

VLMK Project Number: 20190045

Trammell Crow Company
1300 SW 5th Avenue, Suite 3050
Portland, OR 97201



Prepared By: Jenna Bruntz, EIT
January 2021

VLMK
ENGINEERING + DESIGN

Project: Canby South *Project Number:* 20190045
Project Address:

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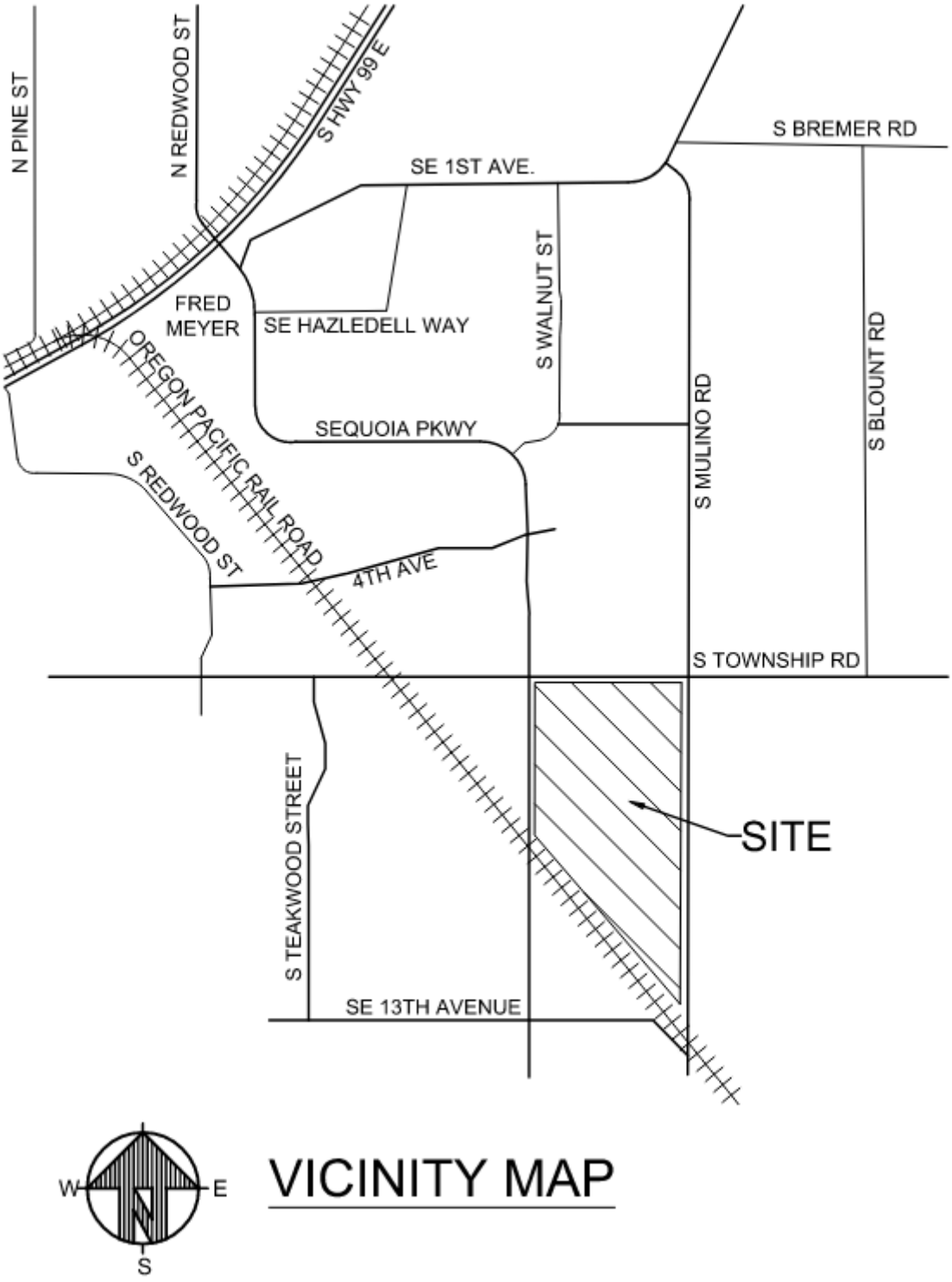
I. SECTION ONE

A. Site Vicinity Map



B. Project Information

The Canby South project proposes the construction of a 680,000 SF concrete tilt-up warehouse building, but the proposed stormwater management will allow for the developers plan of a future expansion to the building, resulting in a total building footprint of 800,000 SF. Proposed site work includes new passenger and trailer parking areas, truck loading docks, vehicle maneuvering areas, stormwater management facilities, and related infrastructure. This report analyzes the network of new stormwater management facilities designed to provide water quality treatment and water quantity control for on-site stormwater runoff.

The property has been utilized for agricultural purposes. The terrain is generally flat with a slight draw in the southeast corner of the site that drains to the south.

Topographic information for the site is based on survey provided by: Northwest Surveying Inc. (1815 NW 169th Place, Suite 2090. Beaverton, OR 97006 Phone: (503)848-2127).

All stormwater facilities and conveyance systems for this development have been designed per the City of Canby Public Works Design Standards and the Clean Water Services R&O 19-22.

Software used in design:

- HydroCAD Stormwater Modeling Software
- Microsoft Excel 2016
- AutoCAD Civil 3D 2020

C. Stormwater Narrative

Onsite stormwater runoff will be collected at various catch basins and roof drains located throughout the property. All stormwater runoff from pollution-generating surfaces (i.e. asphalt) will be conveyed to water quality treatment facilities. Runoff from roof areas will bypass water quality treatment as authorized by DEQ rule for Underground Injection Control (UIC). All runoff will be routed to a sedimentation manhole for pretreatment prior to conveyance to one of three underground infiltration facilities that consist of StormTech Chambers where all stormwater runoff will infiltrate into native soils. The infiltration systems will comply and be registered with DEQ UIC Rule Authorization requirements.

Water Quality Treatment

Due to limitations from site layout, grading, landscape and conveyance criteria, 1,093,200 SF of impervious area will be treated using a proprietary filtration system, BayFilter units by ADS. The CWS water quality event that was used to size these facilities is 0.36" over 4 hours.

Storm Quantity Control (Complete Infiltration)

The stormwater quantity requirements will be achieved by infiltrating all runoff from storm events up to and including the 100-yr event in one of three infiltration systems consisting of MC-4500 StormTech Chambers each. The infiltration rate used in this design (100 in/hr) is typical for the region, but additional infiltration testing will need to be performed to validate this design prior to issuance of Site Development Permit. Chambers will be proposed at depths that engage native infiltrating soil layers. To further guarantee adequate infiltration, construction documents include notes that require the contractor to test actual infiltration rates in the presence of the geotechnical engineer to verify systems will perform as designed. These infiltration systems were modeled using HydroCAD software. All facilities are adequately sized to retain the entire 100-year event without surface ponding. See detailed calculations and data included within the Appendix of this report.

Conveyance

The proposed storm conveyance pipes will be sized to convey the 100-year event flowrate (3.36") as calculated using the Santa Barbara Unit Hydrograph (SBUH). A conservative Manning's coefficient (η) of 0.013 will be used to size conveyance pipes.

II. APPENDIX

A. HydroCAD Calculations (3x Infiltration Systems)

Time span=0.00-24.00 hrs, dt=0.03 hrs, 801 points
Runoff by SBUH method, Split Pervious/Imperv.
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1S: North-Pavement Runoff Area=351,461 sf 100.00% Impervious Runoff Depth>4.56"
Tc=5.0 min CN=74/98 Runoff=9.15 cfs 3.063 af

Subcatchment7S: West-Roof Runoff Area=341,620 sf 100.00% Impervious Runoff Depth>4.56"
Tc=0.0 min CN=0/98 Runoff=9.06 cfs 2.982 af

Subcatchment14S: East-Pavement Runoff Area=340,120 sf 100.00% Impervious Runoff Depth>4.56"
Tc=0.0 min CN=0/98 Runoff=9.02 cfs 2.969 af

Subcatchment18S: West-Pavement Runoff Area=401,640 sf 100.00% Impervious Runoff Depth>4.56"
Tc=0.0 min CN=0/98 Runoff=10.65 cfs 3.506 af

Subcatchment19S: East-Roof Runoff Area=341,620 sf 100.00% Impervious Runoff Depth>4.56"
Tc=0.0 min CN=0/98 Runoff=9.06 cfs 2.982 af

Pond 17P: Infiltration-West Peak Elev=8.28' Storage=0.353 af Inflow=19.72 cfs 6.489 af
Outflow=12.60 cfs 6.488 af

Pond 20P: Infiltration-North Peak Elev=8.96' Storage=0.151 af Inflow=9.15 cfs 3.063 af
Outflow=6.52 cfs 3.063 af

Pond 21P: Infiltration-East Peak Elev=8.98' Storage=0.330 af Inflow=18.08 cfs 5.952 af
Outflow=11.67 cfs 5.951 af

Total Runoff Area = 40.782 ac Runoff Volume = 15.504 af Average Runoff Depth = 4.56"
0.00% Pervious = 0.000 ac 100.00% Impervious = 40.782 ac

Summary for Subcatchment 1S: North-Pavement

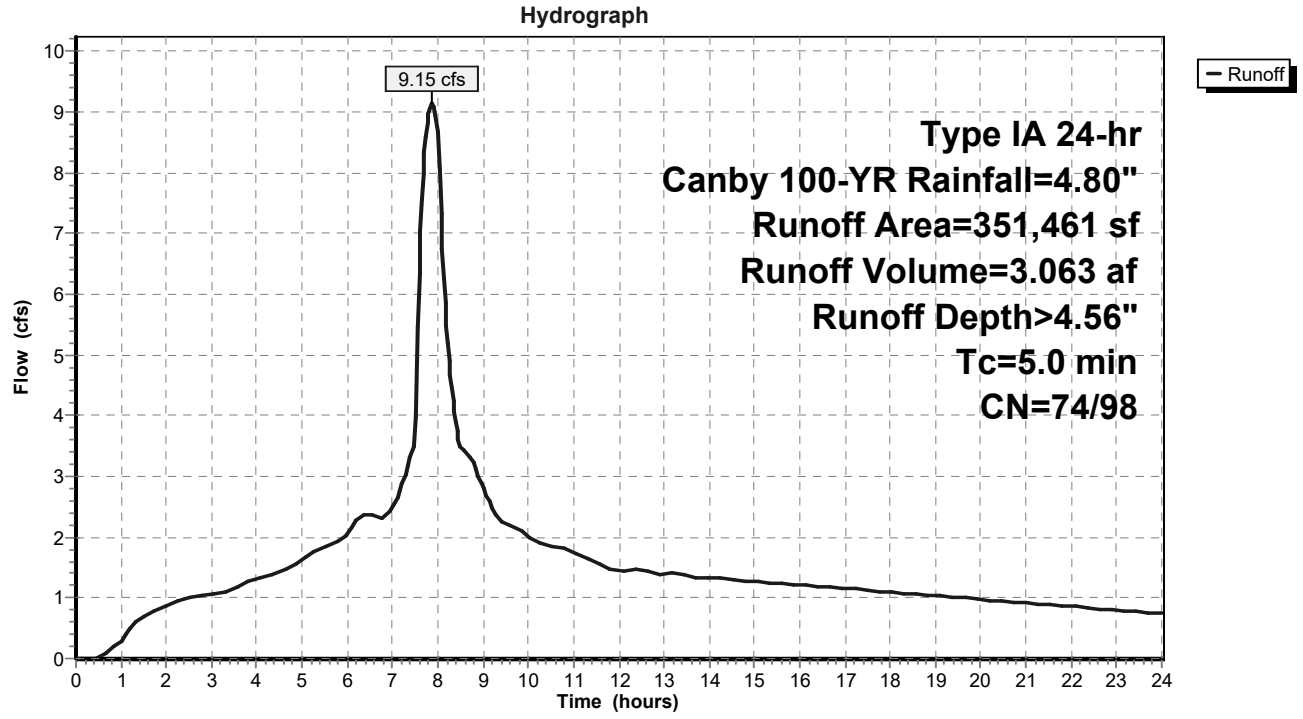
Runoff = 9.15 cfs @ 7.89 hrs, Volume= 3.063 af, Depth> 4.56"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
Type IA 24-hr Canby 100-YR Rainfall=4.80"

Area (sf)	CN	Description
351,460	98	Paved parking, HSG D
1	74	>75% Grass cover, Good, HSG C
351,461	98	Weighted Average
1	74	0.00% Pervious Area
351,460	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment 1S: North-Pavement



Summary for Subcatchment 7S: West-Roof

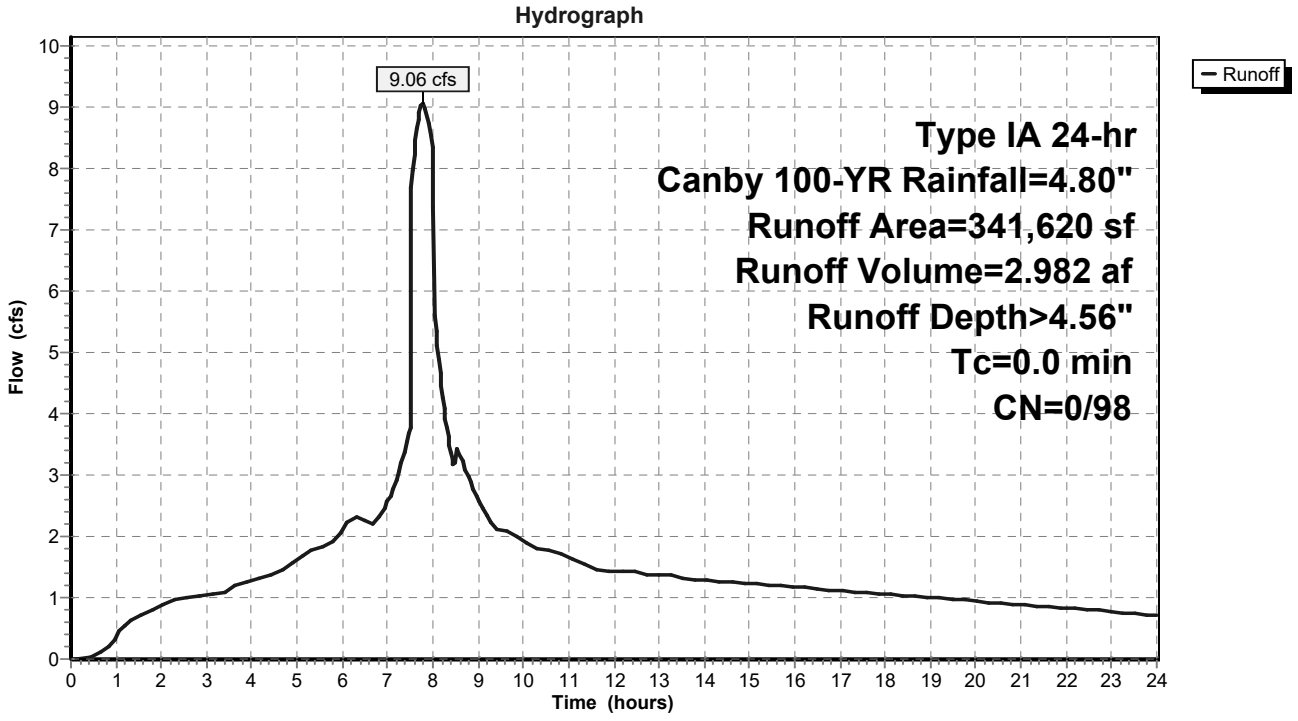
[46] Hint: Tc=0 (Instant runoff peak depends on dt)

Runoff = 9.06 cfs @ 7.79 hrs, Volume= 2.982 af, Depth> 4.56"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
Type IA 24-hr Canby 100-YR Rainfall=4.80"

Area (sf)	CN	Description
341,620	98	Roofs, HSG D
341,620	98	100.00% Impervious Area

Subcatchment 7S: West-Roof



Summary for Subcatchment 14S: East-Pavement

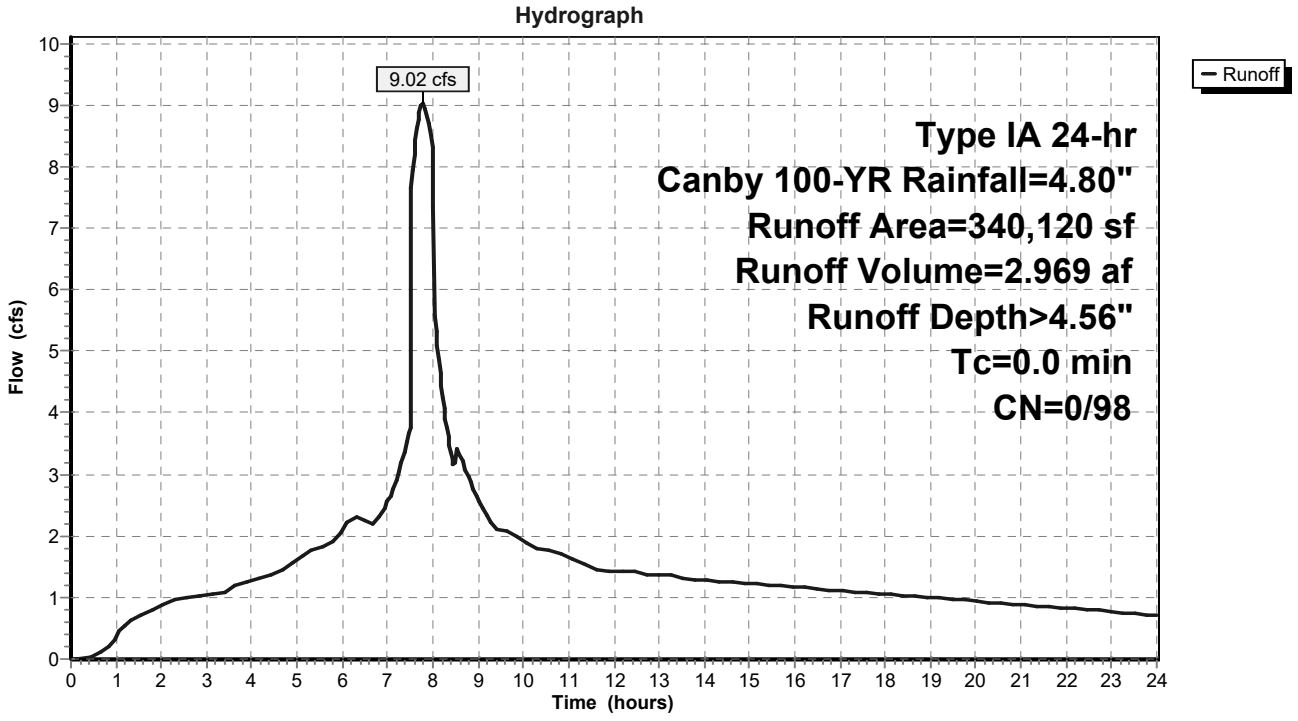
[46] Hint: Tc=0 (Instant runoff peak depends on dt)

Runoff = 9.02 cfs @ 7.79 hrs, Volume= 2.969 af, Depth> 4.56"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
Type IA 24-hr Canby 100-YR Rainfall=4.80"

Area (sf)	CN	Description
340,120	98	Paved parking, HSG D
340,120	98	100.00% Impervious Area

Subcatchment 14S: East-Pavement



Summary for Subcatchment 18S: West-Pavement

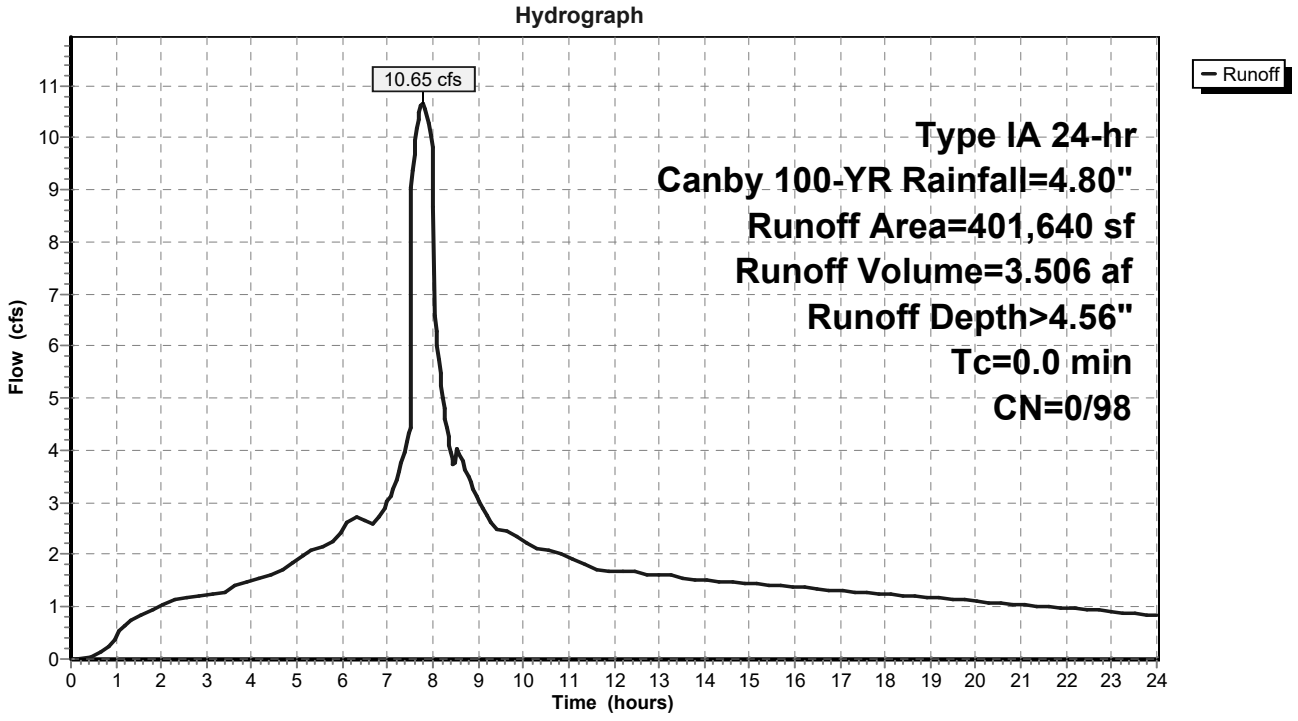
[46] Hint: Tc=0 (Instant runoff peak depends on dt)

Runoff = 10.65 cfs @ 7.79 hrs, Volume= 3.506 af, Depth> 4.56"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
Type IA 24-hr Canby 100-YR Rainfall=4.80"

Area (sf)	CN	Description
401,640	98	Paved parking, HSG D
401,640	98	100.00% Impervious Area

Subcatchment 18S: West-Pavement



Summary for Subcatchment 19S: East-Roof

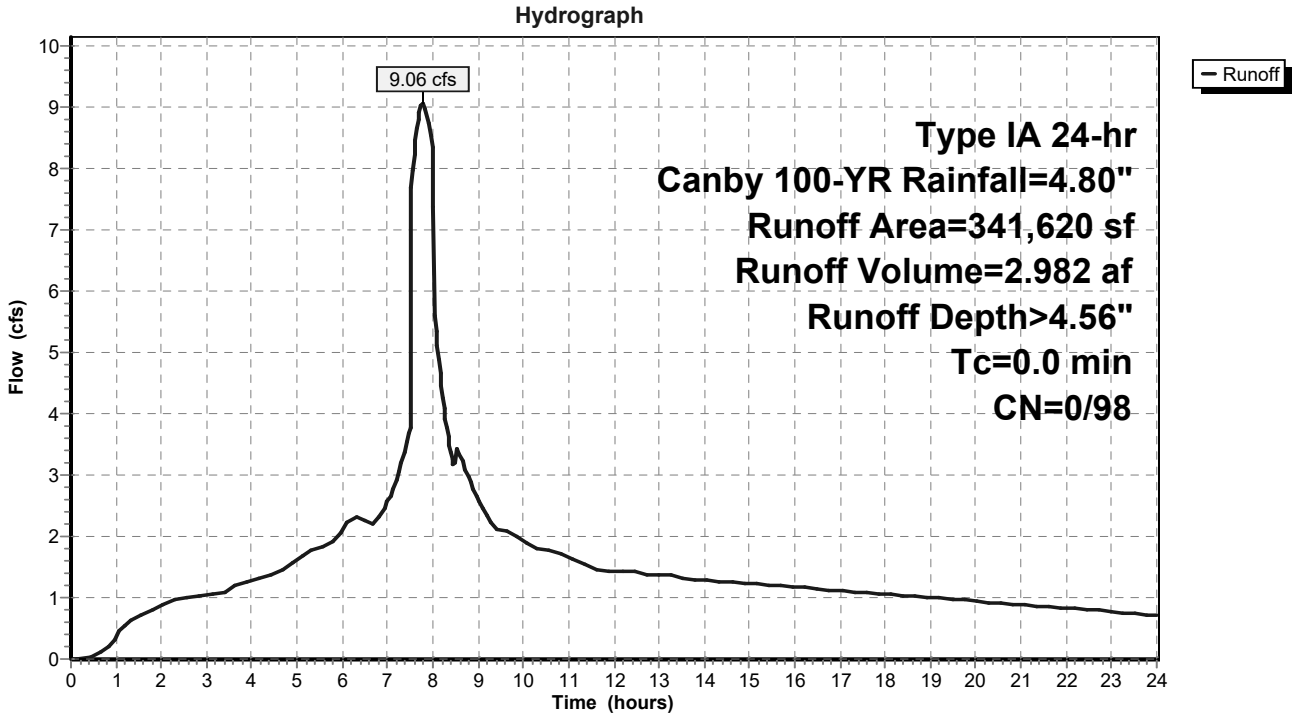
[46] Hint: Tc=0 (Instant runoff peak depends on dt)

Runoff = 9.06 cfs @ 7.79 hrs, Volume= 2.982 af, Depth> 4.56"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
Type IA 24-hr Canby 100-YR Rainfall=4.80"

Area (sf)	CN	Description
341,620	98	Roofs, HSG D
341,620	98	100.00% Impervious Area

Subcatchment 19S: East-Roof



Summary for Pond 17P: Infiltration-West

Inflow Area = 17.063 ac,100.00% Impervious, Inflow Depth > 4.56" for Canby 100-YR event
Inflow = 19.72 cfs @ 7.79 hrs, Volume= 6.489 af
Outflow = 12.60 cfs @ 8.05 hrs, Volume= 6.488 af, Atten= 36%, Lag= 15.2 min
Discarded = 12.60 cfs @ 8.05 hrs, Volume= 6.488 af

Routing by Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
Peak Elev= 8.28' @ 8.05 hrs Surf.Area= 0.074 ac Storage= 0.353 af

Plug-Flow detention time= 3.4 min calculated for 6.480 af (100% of inflow)
Center-of-Mass det. time= 3.3 min (654.5 - 651.1)

Volume	Invert	Avail.Storage	Storage Description
#1A	0.00'	0.193 af	**31.00'W x 103.72'L x 9.00'H Field A** 0.664 af Overall - 0.181 af Embedded = 0.483 af x 40.0% Voids
#2A	3.00'	0.181 af	**ADS_StormTech MC-4500 +Cap** x 72 Inside #1 Effective Size= 90.4"W x 60.0"H => 26.46 sf x 4.03'L = 106.5 cf Overall Size= 100.0"W x 60.0"H x 4.33'L with 0.31' Overlap 72 Chambers in 3 Rows Cap Storage= +35.7 cf x 2 x 3 rows = 214.2 cf
		0.374 af	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Discarded	0.00'	**100.000 in/hr Exfiltration over Wetted area**

Discarded OutFlow Max=12.60 cfs @ 8.05 hrs HW=8.26' (Free Discharge)
↑**1=Exfiltration** (Exfiltration Controls 12.60 cfs)

Pond 17P: Infiltration-West - Chamber Wizard Field A

Chamber Model = ADS_StormTechMC-4500 +Cap (ADS StormTech®MC-4500 with cap volume)
Effective Size= 90.4"W x 60.0"H => 26.46 sf x 4.03'L = 106.5 cf
Overall Size= 100.0"W x 60.0"H x 4.33'L with 0.31' Overlap
Cap Storage= +35.7 cf x 2 x 3 rows = 214.2 cf

100.0" Wide + 24.0" Spacing = 124.0" C-C Row Spacing

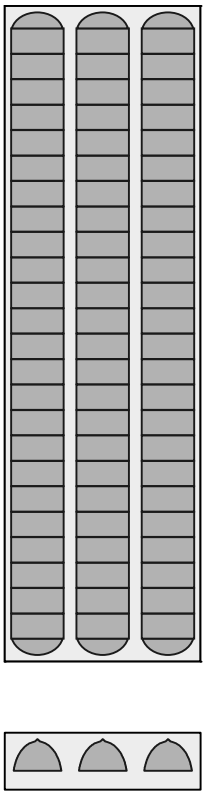
24 Chambers/Row x 4.02' Long +2.56' Cap Length x 2 = 101.72' Row Length +12.0" End Stone x 2 = 103.72' Base Length
3 Rows x 100.0" Wide + 24.0" Spacing x 2 + 12.0" Side Stone x 2 = 31.00' Base Width
36.0" Base + 60.0" Chamber Height + 12.0" Cover = 9.00' Field Height

72 Chambers x 106.5 cf + 35.7 cf Cap Volume x 2 x 3 Rows = 7,881.5 cf Chamber Storage

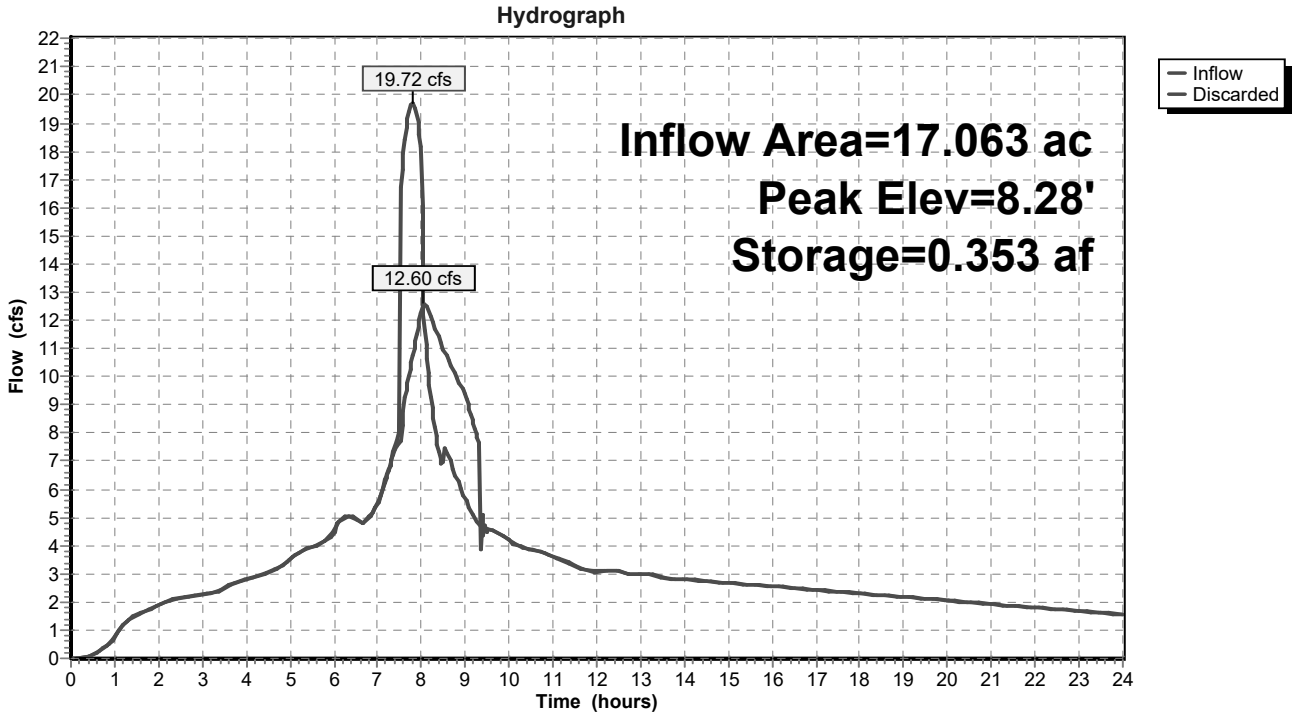
28,937.0 cf Field - 7,881.5 cf Chambers = 21,055.4 cf Stone x 40.0% Voids = 8,422.2 cf Stone Storage

Chamber Storage + Stone Storage = 16,303.7 cf = 0.374 af
Overall Storage Efficiency = 56.3%
Overall System Size = 103.72' x 31.00' x 9.00'

72 Chambers
1,071.7 cy Field
779.8 cy Stone



Pond 17P: Infiltration-West



Summary for Pond 20P: Infiltration-North

[85] Warning: Oscillations may require smaller dt or Finer Routing (severity=2)

Inflow Area = 8.068 ac,100.00% Impervious, Inflow Depth > 4.56" for Canby 100-YR event
Inflow = 9.15 cfs @ 7.89 hrs, Volume= 3.063 af
Outflow = 6.52 cfs @ 8.11 hrs, Volume= 3.063 af, Atten= 29%, Lag= 13.7 min
Discarded = 6.52 cfs @ 8.11 hrs, Volume= 3.063 af

Routing by Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
Peak Elev= 8.96' @ 8.11 hrs Surf.Area= 0.030 ac Storage= 0.151 af

Plug-Flow detention time= 3.1 min calculated for 3.059 af (100% of inflow)
Center-of-Mass det. time= 3.0 min (657.8 - 654.8)

Volume	Invert	Avail.Storage	Storage Description
#1A	0.00'	0.080 af	**20.67'W x 63.47'L x 9.00'H Field A** 0.271 af Overall - 0.072 af Embedded = 0.199 af x 40.0% Voids
#2A	3.00'	0.072 af	**ADS_StormTech MC-4500 +Cap** x 28 Inside #1 Effective Size= 90.4"W x 60.0"H => 26.46 sf x 4.03'L = 106.5 cf Overall Size= 100.0"W x 60.0"H x 4.33'L with 0.31' Overlap 28 Chambers in 2 Rows Cap Storage= +35.7 cf x 2 x 2 rows = 142.8 cf
		0.151 af	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Discarded	0.00'	**100.000 in/hr Exfiltration over Wetted area**

Discarded OutFlow Max=6.52 cfs @ 8.11 hrs HW=8.94' (Free Discharge)
↑—**1=Exfiltration** (Exfiltration Controls 6.52 cfs)

Pond 20P: Infiltration-North - Chamber Wizard Field A

Chamber Model = ADS_StormTechMC-4500 +Cap (ADS StormTech®MC-4500 with cap volume)
Effective Size= 90.4"W x 60.0"H => 26.46 sf x 4.03'L = 106.5 cf
Overall Size= 100.0"W x 60.0"H x 4.33'L with 0.31' Overlap
Cap Storage= +35.7 cf x 2 x 2 rows = 142.8 cf

100.0" Wide + 24.0" Spacing = 124.0" C-C Row Spacing

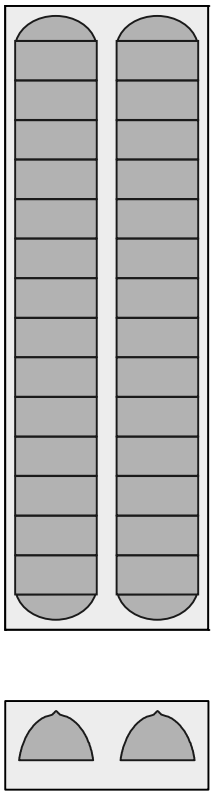
14 Chambers/Row x 4.02' Long +2.56' Cap Length x 2 = 61.47' Row Length +12.0" End Stone x 2 = 63.47' Base Length
2 Rows x 100.0" Wide + 24.0" Spacing x 1 + 12.0" Side Stone x 2 = 20.67' Base Width
36.0" Base + 60.0" Chamber Height + 12.0" Cover = 9.00' Field Height

28 Chambers x 106.5 cf + 35.7 cf Cap Volume x 2 x 2 Rows = 3,124.5 cf Chamber Storage

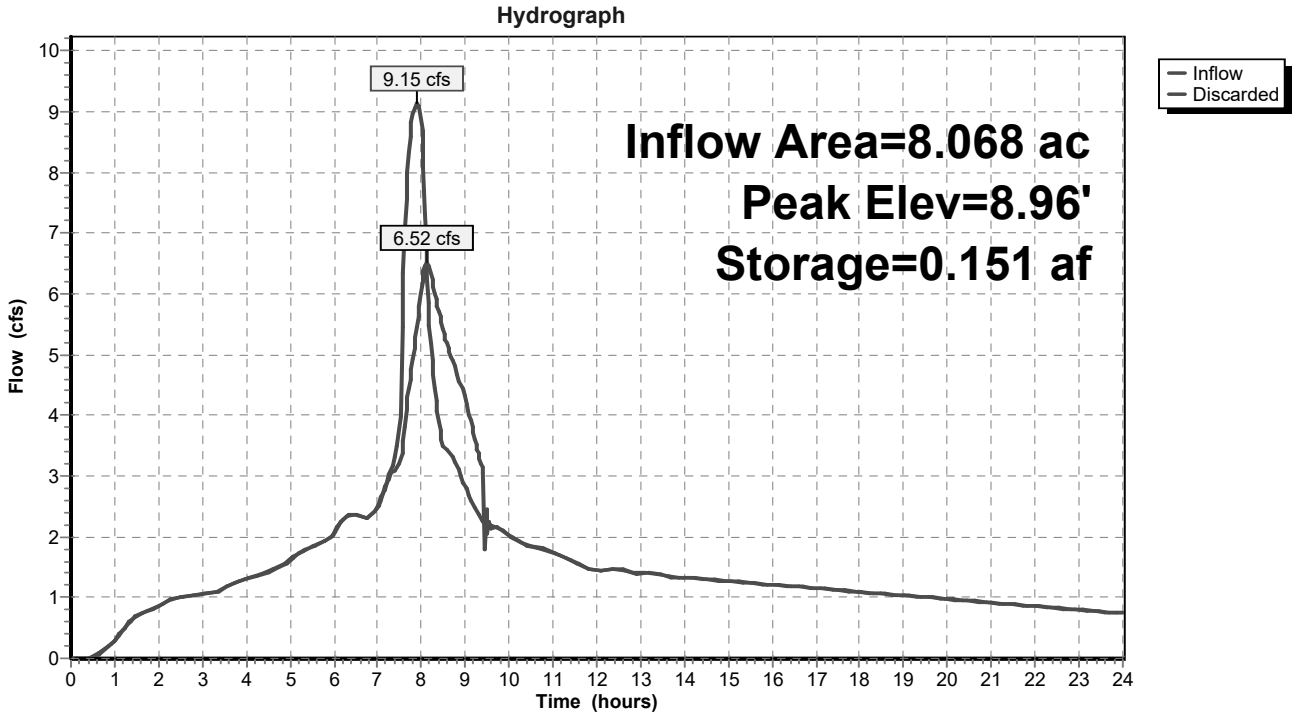
11,804.8 cf Field - 3,124.5 cf Chambers = 8,680.3 cf Stone x 40.0% Voids = 3,472.1 cf Stone Storage

Chamber Storage + Stone Storage = 6,596.6 cf = 0.151 af
Overall Storage Efficiency = 55.9%
Overall System Size = 63.47' x 20.67' x 9.00'

28 Chambers
437.2 cy Field
321.5 cy Stone



Pond 20P: Infiltration-North



Summary for Pond 21P: Infiltration-East

Inflow Area = 15.651 ac,100.00% Impervious, Inflow Depth > 4.56" for Canby 100-YR event
Inflow = 18.08 cfs @ 7.79 hrs, Volume= 5.952 af
Outflow = 11.67 cfs @ 8.04 hrs, Volume= 5.951 af, Atten= 35%, Lag= 15.1 min
Discarded = 11.67 cfs @ 8.04 hrs, Volume= 5.951 af

Routing by Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.03 hrs
Peak Elev= 8.98' @ 8.04 hrs Surf.Area= 0.065 ac Storage= 0.330 af

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 3.5 min (654.6 - 651.1)

Volume	Invert	Avail.Storage	Storage Description
#1A	0.00'	0.171 af	**31.00'W x 91.64'L x 9.00'H Field A** 0.587 af Overall - 0.159 af Embedded = 0.428 af x 40.0% Voids
#2A	3.00'	0.159 af	**ADS_StormTech MC-4500 +Cap** x 63 Inside #1 Effective Size= 90.4"W x 60.0"H => 26.46 sf x 4.03'L = 106.5 cf Overall Size= 100.0"W x 60.0"H x 4.33'L with 0.31' Overlap 63 Chambers in 3 Rows Cap Storage= +35.7 cf x 2 x 3 rows = 214.2 cf
		0.330 af	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Discarded	0.00'	**100.000 in/hr Exfiltration over Wetted area**

Discarded OutFlow Max=11.67 cfs @ 8.04 hrs HW=8.97' (Free Discharge)
↑**1=Exfiltration** (Exfiltration Controls 11.67 cfs)

Pond 21P: Infiltration-East - Chamber Wizard Field A

Chamber Model = ADS_StormTechMC-4500 +Cap (ADS StormTech®MC-4500 with cap volume)
Effective Size= 90.4"W x 60.0"H => 26.46 sf x 4.03'L = 106.5 cf
Overall Size= 100.0"W x 60.0"H x 4.33'L with 0.31' Overlap
Cap Storage= +35.7 cf x 2 x 3 rows = 214.2 cf

100.0" Wide + 24.0" Spacing = 124.0" C-C Row Spacing

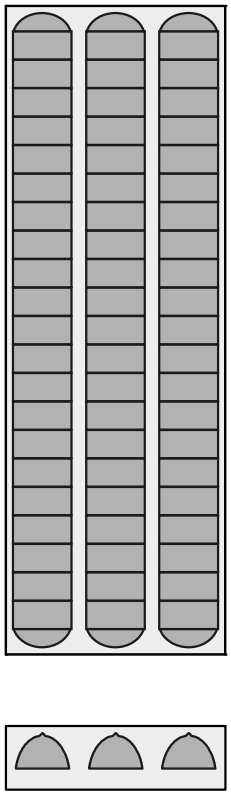
21 Chambers/Row x 4.02' Long +2.56' Cap Length x 2 = 89.64' Row Length +12.0" End Stone x 2 = 91.64' Base Length
3 Rows x 100.0" Wide + 24.0" Spacing x 2 + 12.0" Side Stone x 2 = 31.00' Base Width
36.0" Base + 60.0" Chamber Height + 12.0" Cover = 9.00' Field Height

63 Chambers x 106.5 cf + 35.7 cf Cap Volume x 2 x 3 Rows = 6,923.1 cf Chamber Storage

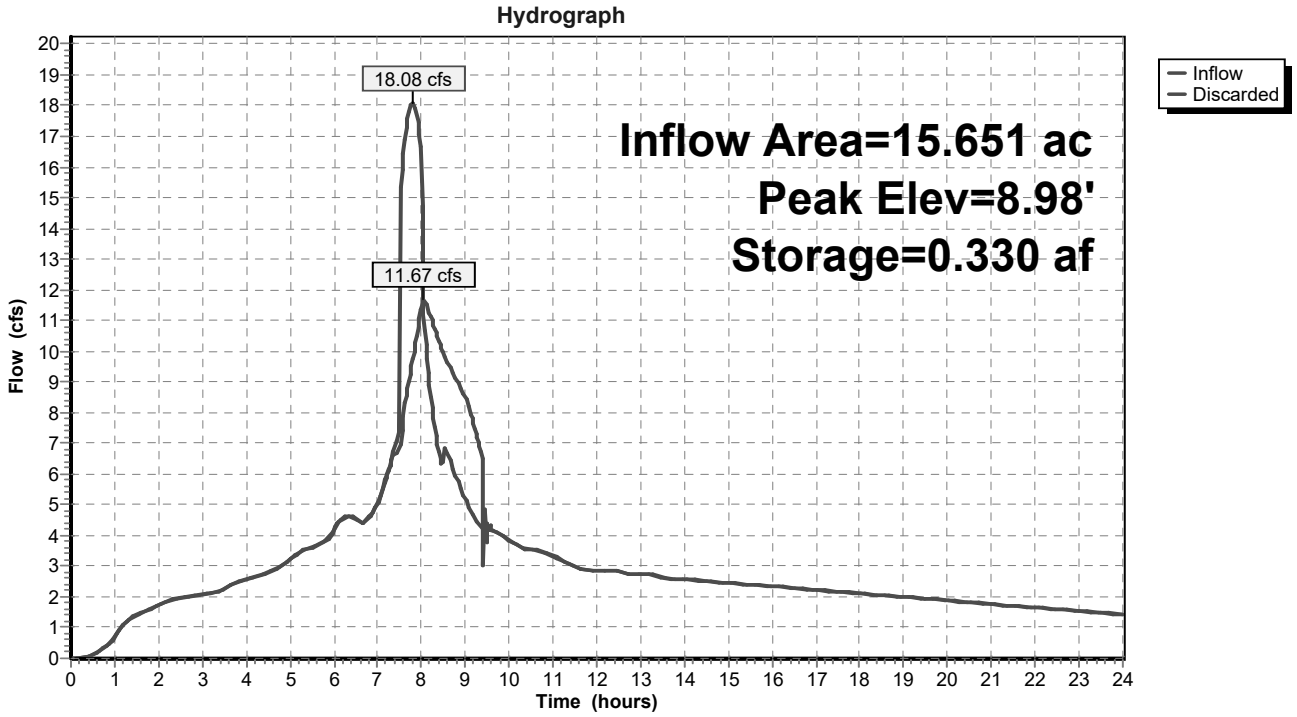
25,568.0 cf Field - 6,923.1 cf Chambers = 18,644.9 cf Stone x 40.0% Voids = 7,458.0 cf Stone Storage

Chamber Storage + Stone Storage = 14,381.1 cf = 0.330 af
Overall Storage Efficiency = 56.2%
Overall System Size = 91.64' x 31.00' x 9.00'

63 Chambers
947.0 cy Field
690.6 cy Stone



Pond 21P: Infiltration-East



Attachment H Geotechnical Report

GeoDesign Inc

August 2, 2018

Trammell Crow Company
1300 SW 5th Avenue, Suite 3050
Portland, OR 97201

Attention: Steve Sieber

FULL STUDY NOT AVAILABLE AS COMBINED PDF TO VIEW, PLEASE REQUEST FROM PLANNING DEPARTMENT

Preliminary Geotechnical Engineering Services
Lewelling Property
Zimmer/Borg Property
Weygandt Property
Pioneer Industrial Park
Canby, Oregon
GeoDesign Projects: TrammellCr-77-01
TrammellCr-78-01
TrammellCr-79-01

INTRODUCTION

GeoDesign, Inc. is pleased to submit this report providing preliminary geotechnical engineering services associated with three parcels at the Pioneer Industrial Park (PIP). The approximate locations of the three parcels are shown on Figure 1and include the following:

- Lewelling Property (TrammellCr-77-01): We understand the project site encompasses 31.5 undeveloped acres and includes Tax Lots 300, 301, 2000, and 4000 on Clackamas County Assessor Map 3-1E-34. Figure 2 identifies the tax lots comprising the property.
- Zimmer/Borg Property (TrammellCr-78-01): We understand the project site encompasses 42.8 undeveloped acres and includes Tax Lots 100, 2100, 2101, and 02200 of Clackamas County Assessor Map 3-1E-34. Figure 3 identifies the tax lots comprising the property.
- Weygandt Property (TrammellCr-79-01): We understand the project site encompasses 47.5 undeveloped acres and includes Tax Lots 100 and 103 on Clackamas County Assessor Map 4-1E-03. Figure 4 identifies the tax lots comprising the property.

PROJECT UNDERSTANDING

Plans are conceptual at the time of this report. The current plans include multiple buildings at each site, with the aggregate footprint of all three sites exceeding approximately

Attachment I Traffic Study & Fee In-Lieu Analysis Memorandum

CANBY SOUTH DEVELOPMENT

TRANSPORTATION IMPACT ANALYSIS

MARCH 2021

PREPARED FOR:

CITY OF CANBY

PREPARED BY DKS ASSOCIATES

720 SW WASHINGTON STREET, SUITE 500, PORTLAND, OR 97205 • 503.243.3500 • DKSASSOCIATES.COM

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EXECUTIVE SUMMARY

A summary of key findings from the Canby South Development Transportation Impact Analysis is provided below:

- Two land use rates were reviewed:
  - An "as proposed" use representative of the current proposal. This rate is based on ITE land use code 155 – High-Cube Fulfillment Center Warehouse.
  - A "High Intensity" use to represent a larger scale distribution site. This rate was derived based on similar facilities in the region.
- Trips generated from the proposed site (Phases 1 and 2):
  - Approximately 118 a.m. peak hour trips, 126 p.m. peak hour trips, and 1,432 daily trips for the "as proposed" ITE land use.
  - Approximately 194 a.m. peak hour trips, 324 p.m. peak hour trips, and 1,600 daily trips for the high intensity land use.
- Trips from approved but not fully occupied developments were added to area roadways
- A one percent annual growth rate was applied to account for other background regional trip growth not related to citywide development
- No safety issues were identified.
  - Crash rates at study intersections indicate the frequency of collisions is typical for the volume of traffic served.
- The OR 99E/Ivy Street intersection is expected to operate with a v/c ratio above the mobility standard by 2026 without and with the proposed project.
  - This intersection exceeds the mobility standard under 2022 background conditions in the p.m. peak hour.
  - The proposed project contributes 2 to 4 percent of the total trips at the intersection under year 2026 p.m. build out conditions. The project increases the v/c ratio from background conditions by 0.01 to 0.03 and it adds more than 400 daily trips to the intersection, so it is considered to further degrade the intersection beyond the background conditions scenario (Oregon Highway Plan Action 1F.5).
  - The Canby Transportation System Plan (TSP) does not include mitigation for this intersection that would mitigate the substandard condition. A sensitivity test was performed but further study and coordination is needed to determine the preferred mitigation strategy.
- The OR 99E/Pine Street intersection is expected to operate with a v/c ratio above the mobility standard by 2026 without and with the proposed project.
  - This intersection exceeds the mobility standard under existing conditions in the p.m. peak hour.
  - The proposed project contributes 1 to 3 percent of the total trips at the intersection under year 2026 p.m. build out conditions. The project does not increase the v/c ratio from background conditions, so it is not considered to further degrade the intersection beyond the background conditions scenario.
  - The Canby TSP includes a financially constrained improvement project for this intersection that would mitigate the substandard condition.

- This project is already included on the City's Transportation System Development Charge list. The City should continue to work with ODOT to further evaluate and advance planned improvements at this intersection from the TSP.

- The OR 99E/Haines Street intersection is expected to operate with a v/c ratio above the mobility standard by 2026 without and with the proposed project.
  - This intersection exceeds the mobility standard under existing conditions in the a.m. and p.m. peak hour.
  - The proposed project contributes 1 to 3 percent of the total trips at the intersection under year 2026 p.m. build out conditions. The project increases the v/c ratio from background conditions and adds more than 400 daily trips to the intersection, so it is considered to further degrade beyond the background conditions scenario.
  - The Canby TSP does not include an improvement project for this intersection that would mitigate the substandard condition. The intersection is expected to meet signal warrants under 2022 background conditions. A signal would mitigate the substandard condition.

SECTION 1. INTRODUCTION

The purpose of this transportation impact analysis is to identify potential transportation system needs triggered by the proposed Canby South Development located along S Township Road between Sequoia Parkway and S Mulino Road in Canby, Oregon. The proposed site will consist of an approximately 791,120 square foot building for warehouse and associated office uses, constructed in two phases[1]. Access to the site is proposed via S Township Road and S Mulino Road.

Included in the following sections is a documentation of existing transportation conditions, a summary of the assumptions and methodologies used to analyze future transportation conditions, a detail of traffic operating conditions and a summary of recommendations related to the proposed project.

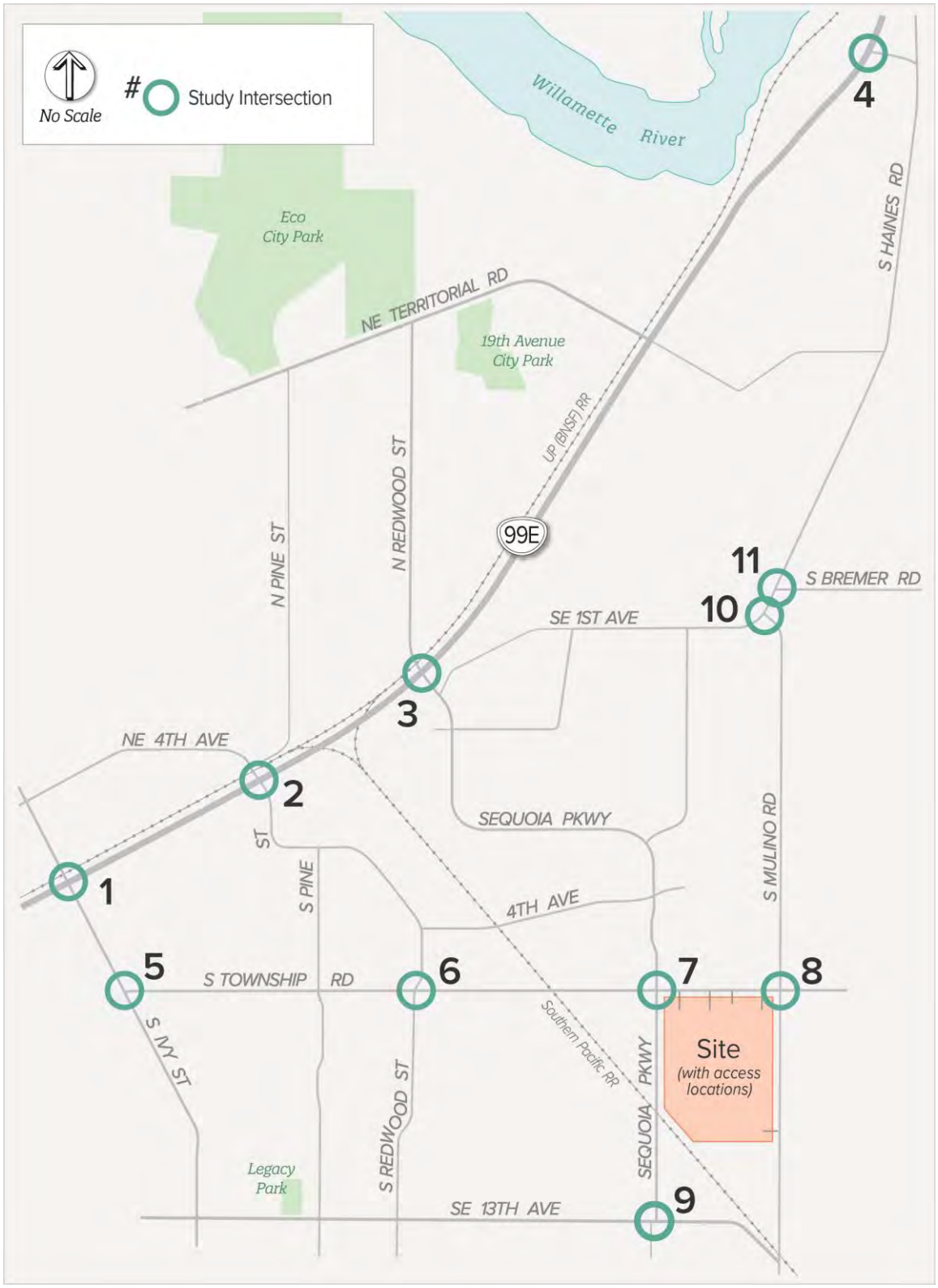
PROJECT AREA

The project site is generally bounded by S Township to the north, SE 13th Avenue to the south, S Mulino Road to the east, and Sequoia Parkway to the west. The following intersections were evaluated as study intersections (see Figure 1), with their intersection control listed:

- OR 99E/ S Ivy Street (signalized intersection)
- OR 99E/ S Pine Street/ NE 4th Avenue (signalized intersection)
- OR 99E/ N Redwood Street/ Sequoia Parkway (signalized intersection)
- OR 99E/ Haines Road (stop-control on side street)
- S Township Road/ S Ivy Street (stop-control on side street)
- S Township Road/ S Redwood Street (all-way stop control)
- S Township Road/ Sequoia Parkway (all-way stop control)
- S Township Road/ S Mulino Road (all-way stop control)
- SE 13th Avenue/ Sequoia Parkway (all-way stop control)
- SE 1st Avenue/ S Mulino Road (stop-control on side street)
- SE 1st Avenue/ Haines Road/ Bremer Road (stop-control on side street)

[1] Canby South site plan, January 2021.

FIGURE 1: STUDY AREA



SECTION 2. EXISTING CONDITIONS

This section provides documentation of existing transportation conditions in the project area, including an inventory of the existing transportation network, and an operational analysis and safety evaluation of the study intersections. Supporting details are provided in the appendix.

PEDESTRIAN AND BICYCLE FACILITIES

An inventory of the existing pedestrian and bicycle facilities was conducted to determine the current location of sidewalks and bicycle lanes within the project area. A sidewalk is available on the west side of Sequoia Parkway near the proposed site. There are no other pedestrian facilities within the study area.

There are currently striped bike lanes on Sequoia Parkway adjacent to proposed development. There are no other bike facilities within the study area.

Pedestrian and bicycle count data during the morning and evening peak periods was also collected at the study intersections. The count data shows that most of the pedestrian activity observed occurred at the OR 99E / S Ivy Street intersection (52 crossings in the p.m. peak period). Bicycle activity within the study area is minimal. The bicycle count data indicates that one movement occurred at the S Township Road/ Sequoia Parkway intersection during both the a.m. and p.m. peak periods and one movement occurred at both the OR 99E/ Haines Road and OR 99E/ S Ivy Street intersections during the p.m. peak period.

TRANSIT

Transit service is provided in the vicinity of the project area by Canby Area Transit (CAT) via Route 99X to Oregon City and Woodburn. This route connects Canby to the Oregon City Transit Center where riders can transfer to several additional TriMet bus lines. The nearest bus stop to the project site is located approximately 0.38 miles to the northwest, near the OR 99E / N Redwood Street intersection.

CAT also provides general public Dial-A-Ride service for anyone traveling to or from destinations within the Canby Urban Growth Boundary (UGB). Service is provided between 8 a.m. and 6 p.m., Monday through Friday.

MOTOR VEHICLE FACILITIES

Characteristics of the key roadways in the study area are summarized in Table 1. Township Road provides for higher capacity east-to-west motor vehicle movement through the study area. It maintains a continuous two-lane cross-section (i.e., one through lane in each direction) and connects to OR 99E via Ivy Street, Pine Street, and Sequoia Parkway. The study area can also be accessed on S Mulino Road, which is a County collector facility and provides access to eastern Canby and OR 99E.

TABLE 1: PROJECT AREA ROADWAY CHARACTERISTICS

ROADWAY	JURISDICTION	CLASSIFICATION*	NO. OF LANES	POSTED SPEED	SIDEWALKS	BIKE LANES
S TOWNSHIP ROAD	Canby	Collector	2	45 mph	No	No
SEQUOIA PARKWAY	Canby	Collector	2	25 mph	One side	Yes
S MULINO ROAD	Clackamas County	Collector	2	55 mph*	No	No

Source: Canby Transportation System Plan. Adopted December 2010.

* Speed limit is not posted, so the 55-mph basic rule applies

EXISTING TRAVEL CONDITIONS

To determine intersection operations, historical turn movement counts were obtained for the study intersections during the weekday morning peak period (7 to 9 a.m.) and evening peak period (4 to 6 p.m.) and adjusted to current conditions using a growth rate of one percent per year. This rate is consistent with previous transportation studies in Canby. In some cases, historical data at intersections adjacent to the study intersections were used to balance to the existing year volumes where historical data was limited. Volumes from the 2010 Canby TSP were also used to help determine existing year volumes. The existing peak period traffic volumes developed for the study intersections are displayed in Figure 2.

INTERSECTION OPERATIONS

This section discusses the existing conditions for motor vehicles at the study intersections, including an analysis of traffic operations.

Intersection Performance Measures

Level of service (LOS) ratings and volume-to-capacity (v/c) ratios are two commonly used performance measures that provide a good picture of intersection operations. Agencies often incorporate these performance measures into their mobility standards. Descriptions are given below:

- Level of service (LOS): A "report card" rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hours travel demand. LOS D and E are progressively worse operation conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity.
- Volume-to-capacity (v/c) ratio: A decimal representation (typically between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases, and performance is reduced. If the ratio is

greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

Jurisdictional Mobility Standards

The mobility standards for the study intersections vary according to the agency of jurisdiction for each roadway. Two of the study intersections are under City jurisdiction, five study intersections are under Clackamas County jurisdiction, and the remaining four study intersections are under ODOT jurisdiction.

ODOT requires a volume to capacity ratio of 0.90 or less for intersections along OR 99E with two exceptions: v/c ratio of 0.80 for OR99E/Haines Road since it is outside the UGB, and a v/c ratio of 0.95 for OR99E/Ivy Street which is in a Special Transportation Area (STA)[2]. The City of Canby operating standards require a level of service "D" or better and a v/c ratio of 0.85 or less be maintained for intersections with all-way stop control and LOS "E" or better and v/c ratio of 0.90 or less for intersections with stop control on the minor approach[3]. Clackamas County requires a v/c ratio of 0.95 or better[4].

Existing Operating Conditions

Motor vehicle conditions were evaluated during the peak hours at the study intersections (see Table 2) using the *Highway Capacity Manual, 6th Edition* (HCM)[5] methodologies. As can be seen in the table below, two study intersections fail meet the mobility standards under existing conditions. These intersections include OR 99E/S Pine Street/NE 4th Avenue and OR 99E/Haines Road. The analysis indicates that the v/c is greater than 1.0 at Haines Road in the p.m. peak. However, since existing volumes were measured in the field conditions, the actual volume cannot exceed capacity and the conditions are overstated. Potential causes for this phenomenon may include that stopped vehicles are accepting shorter gaps, or the arrival patterns of traffic on OR 99E (due to the traffic signal at Territorial Road or the single approach lane on OR 99E to the north) are metered or platooned.

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[2] Oregon Highway Plan, Policy 1F, Table 6. Updated May 2015.

[3] Canby Transportation System Plan, Goal 7, Policy d, December 2010.

[4] Clackamas County Comprehensive Plan, Table 5-2b, Updated March 2014.

[5] *2016 Highway Capacity Manual*, Transportation Research Board, Washington, D.C., 2016.

FIGURE 2: EXISTING YEAR VOLUMES

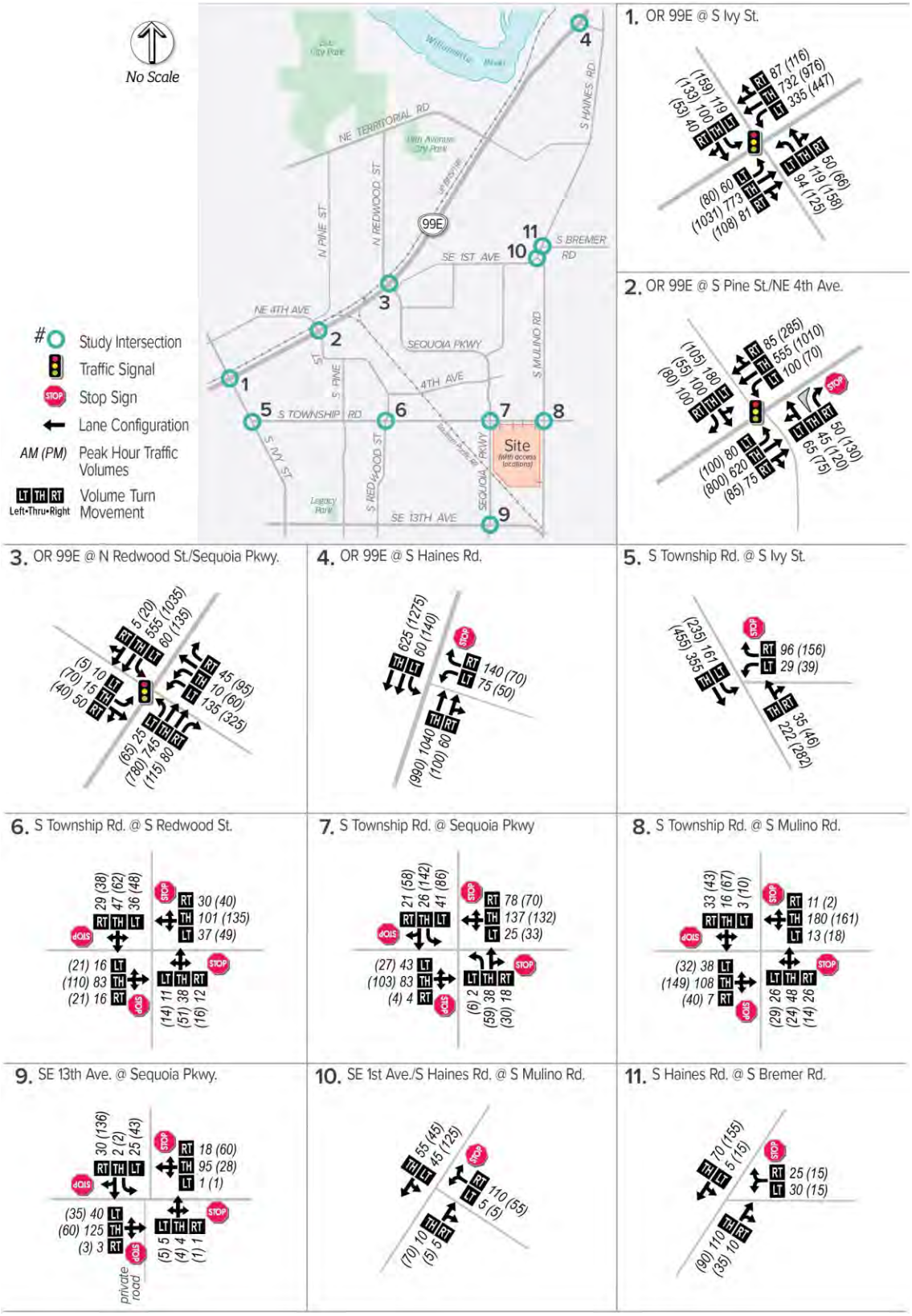

TABLE 2: EXISTING 2020 STUDY INTERSECTION OPERATIONS

INTERSECTION	TRAFFIC CONTROL	JURISDICTION	MOBILITY STANDARD	AM PEAK			PM PEAK		
				DELAY	LOS	V/C	DELAY	LOS	V/C
IVY ST/OR 99E	Signal	ODOT	0.95 V/C	62.4	E	0.77	62.4	F	0.95
PINE ST/NE 4TH AVE & OR 99E	Signal	ODOT	0.90 V/C	19.7	B	0.66	19.7	C	0.93
OR 99E/ REDWOOD ST SEQUOIA PKWY	Signal	ODOT	0.90 V/C	14.1	B	0.45	14.1	C	0.65
OR 99E/HAINES RD	TWSC	ODOT	0.80 V/C	13/356	B/F	0.85	13/356	B/F	0.39/1.41
IVY ST/TOWNSHIP RD	TWSC	County	0.95 V/C	9/29	A/D	0.2	9/29	A/E	0.29/0.32
REDWOOD ST/TOWNSHIP RD	AWSC	City	LOS D, 0.85 V/C	9.4	A	0.27	9.4	A	0.32
SEQUOIA PKWY/S TOWNSHIP RD	AWSC	City	LOS D, 0.85 V/C	10.1	B	0.37	10.1	B	0.36
S MULINO RD/S TOWNSHIP RD	AWSC	County	0.95 V/C	9.8	A	0.31	9.8	A	0.30
SEQUOIA PKWY/13TH AVE	AWSC	County	0.95 V/C	9.2	A	0.24	9.2	A	0.18
MULINO RD/SE 1ST AVE	TWSC	County	0.95 V/C	7/9	A/A	0.13	7/9	A/A	0.10/0.08
SE 1ST AVE/S BREMER RD	TWSC	County	0.95 V/C	8/10	A/A	0.08	8/10	A/B	0.11/0.05

SAFETY ANALYSIS

The most recent five years of available collision data (2014 – 2018) for the study area was obtained from Oregon Department of Transportation (ODOT) and used to evaluate the collision history[6]. There were 91 crashes recorded at the study intersections over the five-year period, with the most crashes occurring at the OR 99E/S Ivy Street intersection.

Crash rates at study intersections were calculated to identify problem areas in need of mitigation. The total number of crashes experienced at an intersection is typically proportional to the number

[6] ODOT reported collisions for January 1, 2014 through December 31, 2018.

of vehicles entering it, therefore, a crash rate describing the frequency of crashes per million entering vehicles (MEV) is used to determine if the number of crashes should be considered high. Using this technique, a collision rate of 1.0 MEV or greater is commonly used to identify when collision occurrences are higher than average and should be further evaluated. As shown in Table 3, crash rates calculated at all study intersections are well below this threshold, indicating the frequency of collisions is typical for the volume of traffic served.

TABLE 3: CRASH DATA SUMMARY (2014 - 2018)

INTERSECTION	TOTAL CRASHES	CRASH TYPE			CRASH SEVERITY			COLLISION RATE
		ANGLE OR TURN	REAR END	OTHER **	PDO*	MINOR INJURY	MAJOR INJURY	
OR 99E / S IVY STREET	25	20	3	2	8	16	1	0.55
OR 99E / S PINE STREET / NE 4TH AVENUE	19	12	7	0	6	13	0	0.42
OR 99E / N REDWOOD STREET / SEQUOIA PARKWAY	13	6	6	1	4	8	1	0.48
OR 99E / HAINES ROAD	17	15	1	1	3	14	0	0.62
S TOWNSHIP ROAD / S IVY STREET	3	1	2	0	2	1	0	0.55
S TOWNSHIP ROAD / S REDWOOD STREET	4	1	2	1	1	3	0	0.73
S TOWNSHIP ROAD / SEQUOIA PARKWAY	6	6	0	0	4	2	0	0.66
S TOWNSHIP ROAD / S MULINO ROAD	3	2	1	0	2	1	0	0.33
SE 13TH AVENUE / SEQUOIA PARKWAY	1	0	0	1	0	1	0	0.14
SE 1ST AVENUE / S MULINO ROAD	0	0	0	0	0	0	0	0.00
SE 1ST AVENUE / HAINES ROAD / BREMER ROAD	0	0	0	0	0	0	0	0.00

*PDO = Property Damage Only

**Other crashes include fixed and head-on collisions

SECTION 3. ASSUMPTIONS AND METHODOLOGIES

This section outlines key assumptions and methodologies that were used to analyze future conditions and identify any potential impacts at study intersections. Areas of interest covered in this section are trip generation, trip distribution and background traffic growth.

PROJECT DESCRIPTION

The proposed project will consist of an approximately 791,120 square foot building. The proposed site is located along S Township Road between Sequoia parkway and S Mulino Road. The site plan can be seen in Figure 3.

SITE ACCESS

Access to the site is proposed via four access points along S Township Road and one access point on S Mulino Road. Note there is also a gated emergency access on S Mulino Road just south of Township Road. S Township Road is classified as a collector and is under City jurisdiction. According to City roadway standards, the minimum spacing between accesses on a collector is 150 feet[7]. The eastern most proposed connection to S Township Road would be approximately 200 feet west of S Mulino Road and the western most proposed connection to S Township road would be approximately 220 feet east of Sequoia Parkway, complying with the spacing standard for a collector roadway. S Mulino Road is a collector under County jurisdiction. The driveway on S Mulino Road would be approximately 270 feet north of the nearest access, complying with spacing standards. The emergency access also complies with spacing standards as it is approximately 450 feet south of Township Road. There are currently two existing driveways on the north side of Township Road, these driveways are offset from the nearest proposed site accesses by about 100 feet. It is recommended the site plan accesses be coordinated with existing and future planned accesses on the north side of Township Road to prevent turning conflicts.

SIGHT DISTANCE REVIEW

The sight triangle at intersections should be clear of objects (large signs, landscaping, parked cars, etc.) that could potentially limit vehicle sight distance. In addition, all proposed accesses should meet AASHTO sight distance requirements as measured from 15 feet back from the edge of pavement[8].

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[7] Canby Transportation System Plan, December 2010.

[8] *AASHTO – Geometric Design of Highways and Streets, 7th edition, 2018.*

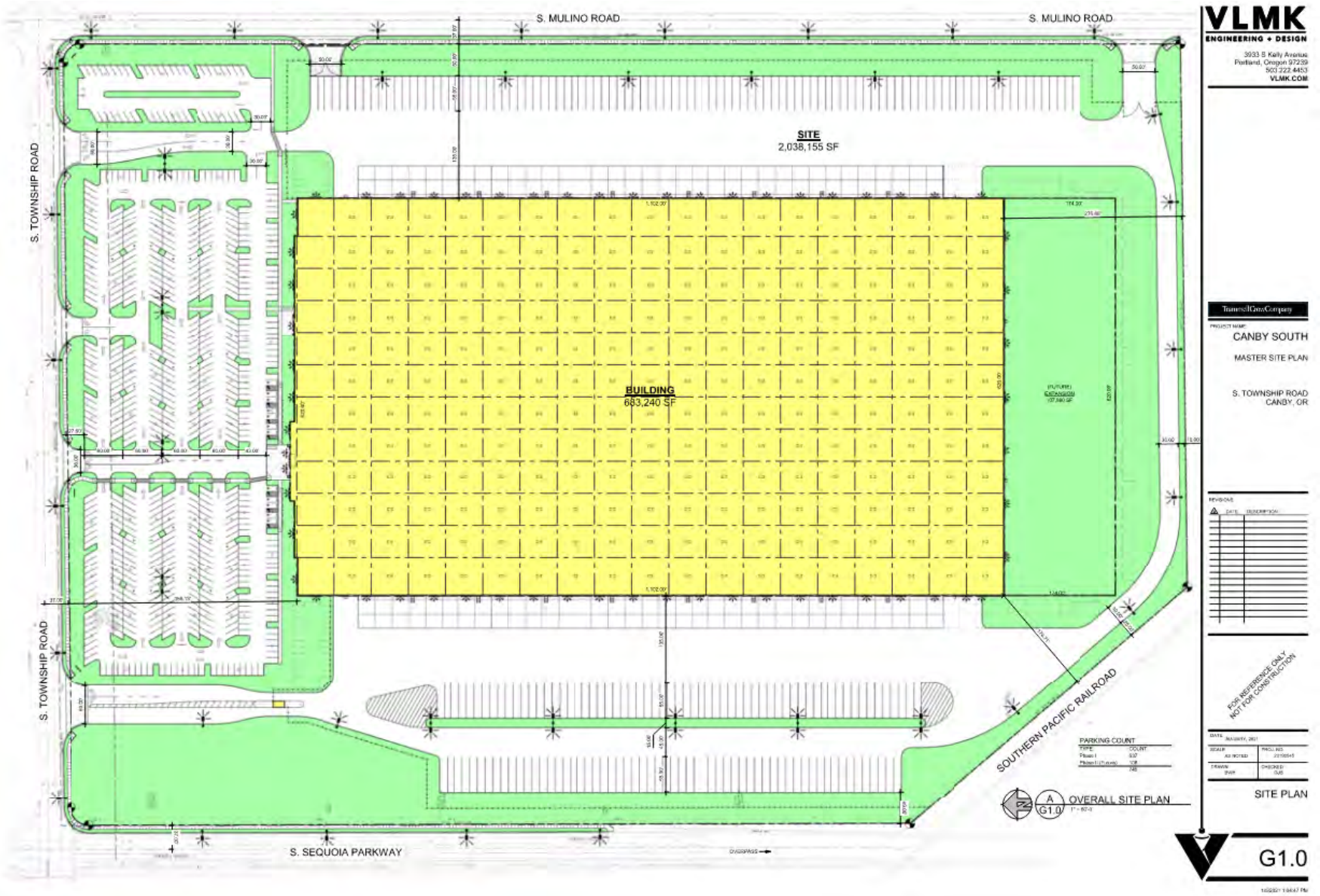


FIGURE 3: SITE PLAN

The proposed accesses to Township Road would require a minimum of 500 feet of sight distance based on a 45-mph posted speed. Preliminary sight distance evaluation from the accesses indicated that the proposed connections would be expected to provide adequate sight distance looking to the east and west. The proposed access on Mulino Road would require a minimum of 610 feet of sight distance based on the assumed speed of 55 mph. Preliminary sight distance evaluation from the access indicated that the proposed driveway would provide adequate sight distance looking to the north and south. 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.

INTERNAL SITE CIRCULATION

Access to the site is proposed via four access points along S Township Road and one access along S Mulino Road. Based on the site plan it is assumed that some of the accesses with be solely for trucks and some will be shared with passenger cars to serve both the employee parking lot, trailer parking, and the warehouse. The proposed roadway will provide adequate circulation to the surrounding existing roadway network, and internally within the site.

The proposed site will also provide frontage improvements along Township and Mulino Roads. This will include sidewalks along the frontage. Internal circulation will include sidewalks connecting the external roadways and parking lots to the building. The proposed internal pedestrian facilities are consistent with the City of Canby collector street standards and are adequate for the site. No bicycle facilities are shown as part of the site plan. Bicycle lanes are included in the City of Canby collector cross section and should be included in frontage improvements. The applicant should also provide bike parking consistent with City standards.

TRIP GENERATION

Trip generation is the method used to estimate the number of vehicles that are added to the surrounding roadway network from the proposed project. Two different methods were used for trip generation for this study:

- High-Cube Fulfillment Center Warehouse as reported by the Institute of Transportation Engineers (ITE Code 155)[9]
- a high intensity use case provided by the applicant which was observed at a similar site

In addition, trip generation is split by truck (heavy vehicle) and passenger car (light vehicle) trips. Both methods of trip generation were conducted for the a.m. and p.m. peak hours. The full trip profile used for the high intensity land use ("high intensity") is provided in the appendix. The proposed project is split into two phases, with the initial warehouse being built in Phase 1 and potential for an expansion in Phase 2.

[9] *Trip Generation Manual,* Institute of Transportation Engineers, 10th Edition.

Table 4 and Table 5 summarize the expected trip generation for the proposed project using the ITE rate. As shown, the proposed site is expected to generate approximately 118 (96 in, 22 out) a.m. peak hour trips, 126 (48 in, 78 out) p.m. peak hour trips, and 1,432 daily trips for the ITE land use. Table x presents the same information for the high intensity rate which generates 31 (8 in, 23 out) a.m. peak hour trips, 42 (26 in, 16 out) p.m. peak hour trips, and 396 daily trips. In general, the high intensity profile has relatively higher peak hour trips than the ITE rate, with similar daily trips overall.

TABLE 4: TRIP GENERATION USING THE ITE RATE

LAND USE	UNITS (KSF GFA)	VEHICLE TYPE	DAILY TRIPS	AM PEAK			PM PEAK		
				IN	OUT	TOTAL	IN	OUT	TOTAL
High-Cube Fulfillment Center Warehouse - ITE Code 155	683.24	passenger car	1,080	76	12	88	39	63	102
		truck	157	7	7	14	3	4	7
Phase 1 Total			1,237	83	19	102	42	67	109
High-Cube Fulfillment Center Warehouse - ITE Code 155	107.88	passenger car	170	12	2	14	6	10	16
		truck	25	1	1	2	0	1	1
Phase 2 Total			195	13	3	16	6	11	17
High-Cube Fulfillment Center Warehouse - ITE Code 155	791.12	passenger car	1,250	88	14	102	45	73	118
		truck	182	8	8	16	3	5	8
Buildout Total			1,432	96	22	118	48	78	126

TABLE 5: TRIP GENERATION USING THE HIGH INTENSITY RATE

LAND USE	UNITS (KSF GFA)	VEHICLE TYPE	DAILY TRIPS	AM PEAK			PM PEAK		
				IN	OUT	TOTAL	IN	OUT	TOTAL
High Intensity Fulfillment Center	683.24	passenger car	1,209	151	2	153	112	155	268
		truck	173	8	7	15	5	7	12
Phase 1 Total			1,382	159	9	168	117	162	280
High Intensity Fulfillment Center	107.88	passenger car	191	24	0	24	18	25	42
		truck	27	1	1	2	1	1	2
Phase 2 Total			218	25	1	26	19	26	44
High Intensity Fulfillment Center	791.12	passenger car	1,400	175	2	177	130	180	310
		truck	200	9	8	17	6	8	14
Buildout Total			1,600	184	10	194	136	188	324

TRIP DISTRIBUTION

Trip distribution involves estimating how project generated motor vehicle traffic will leave and arrive at the proposed site. The trip distribution for the proposed project was estimated based on the City of Canby travel demand model[10] and previous transportation impact studies (TIAs) in the area. Note that due to the industrial land use nature of the proposed project, trucks and passenger cars and distributed differently. For passenger cars, it is estimated that 55 percent of the trips will start or end from the southwest via OR 99E, 25 percent from the northeast on OR 99E, 10 percent to the north on Redwood Street, and 10 percent from the east on SW 13th Avenue. For trucks, 75 percent of trips are assumed to start or end from the southwest on OR 99E via the Pine Street truck route, and the remaining 25 percent from the northeast on OR 99E via the Sequoia Parkway truck route. No trucks are assumed to be using 13th Avenue or Ivy Road to access OR 99E. The assumed trip distribution for the proposed project can be seen in Figure 4.

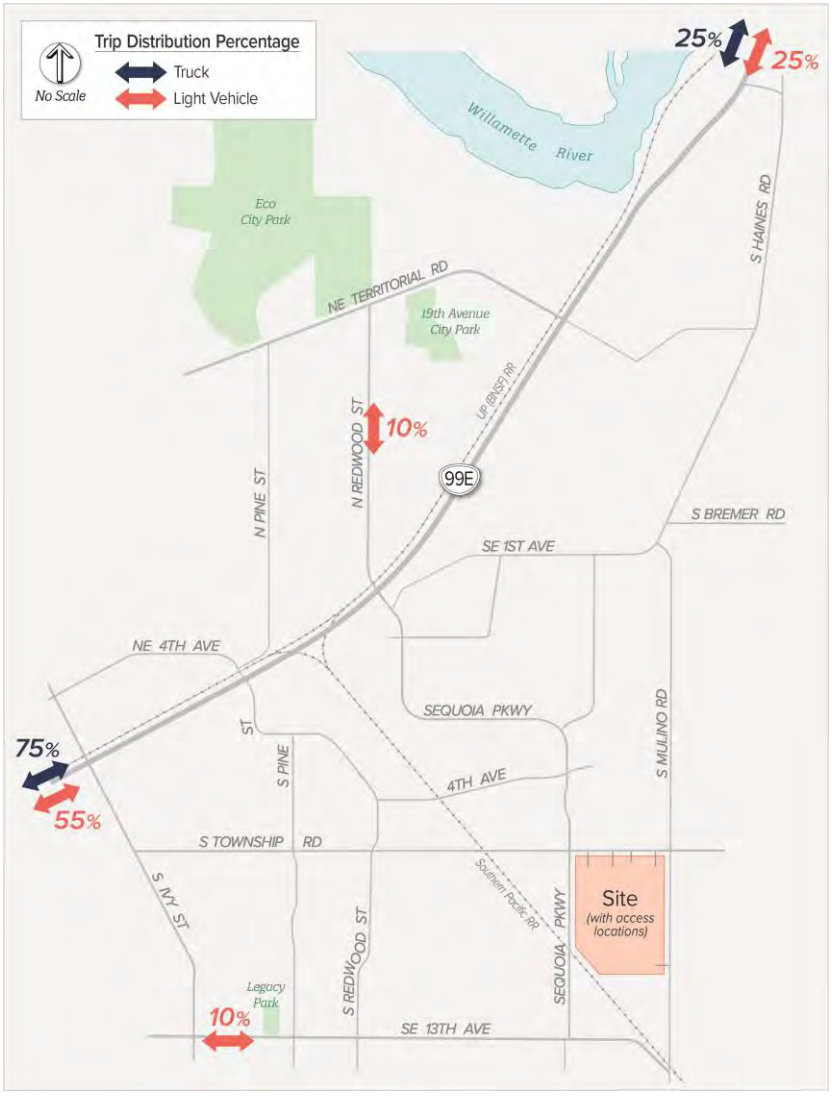


FIGURE 4: DISTRIBUTION OF SITE GENERATED TRIPS

[10] *City of Canby Travel Forecast Tool,* select zone model run for Traffic Analysis Zone 162.

IN-PROCESS DEVELOPMENTS

In addition to the trips generated from the proposed project, trips from approved but not fully occupied developments in Canby were added to study intersections (see Table 6). These represent trips that were not counted in the original traffic count data but will be added to area roadways as the individual developments build out. These trips were distributed throughout the city based on each traffic study and added to the applicable study intersections.

TABLE 6: IN-PROCESS DEVELOPMENT TRIPS

DEVELOPMENT NAME	% OCCUPIED *	APPROVED TRIPS REMAINING						
		AM PEAK			PM PEAK			DAILY TRIPS
		IN	OUT	TOTAL	IN	OUT	TOTAL	
ALPHA SCENTS	0%	20	6	26	8	21	29	57
ACTIVE WATER SPORTS	0%	10	2	12	6	13	19	125
BBC STEEL	0%	15	4	19	5	16	21	122
BE GROUP	100%	24	7	31	15	26	41	262
CLARK WAREHOUSE	100%	13	2	15	3	13	16	141
REIMERS INDUSTRIAL	80%	40	11	51	9	25	34	231
N PINE STREET SUBDIVISION	0%	8	25	33	26	16	42	75
TOFTE FARMS PHASE 6	0%	3	9	12	10	6	16	151
SHAKESPEARE	0%	45	36	81	31	58	89	1,569
STANTON FURNITURE	0%	49	15	64	20	49	69	460
S HOPE VILLAGE EXPANSION	0%	12	21	33	24	19	43	606
CARUSO PRODUCE DISTRIBUTION FACILITY	0%	15	4	19	5	15	20	185
WEST LIGHT INDUSTRIAL	0%	101	31	132	44	100	144	949
REDWOOD LANDING 2	0%	5	16	21	18	11	29	274
	Total	360	189	549	224	388	612	5,207

BACKGROUND TRAFFIC

In addition to the trips from approved citywide developments, a 1 percent compound annual growth rate was applied to all movements at study intersections to capture other background regional trip growth not related to citywide development. This growth rate will be applied between 2020 and the build years of 2022 and 2026 to represent regional background traffic growth for the horizon years at study intersections.

PLANNING HORIZONS

The planning horizon years selected for analysis are 2022 and 2026, which represents the expected years of build out (phases 1 and 2) and occupancy for the proposed project. Both planned horizon years will be evaluated with high intensity land use and ITE land use. Six scenarios were evaluated to allow for the identification of capacity constraints associated with proposed project, including:

- 2022 Background Conditions – Existing traffic volumes plus background traffic growth.
- 2022 Project Conditions (Phase 1 with high intensity land use)– Existing traffic volumes plus background traffic growth, with the added traffic associated with the proposed Canby South Development (Phase 1).
- 2022 Project Conditions (Phase 1 with ITE land use)– Existing traffic volumes plus background traffic growth, with the added traffic associated with the proposed Canby South Development (Phase 1).
- 2026 Background Conditions (with Phase 1 high intensity land use) – Traffic volumes associated with the 2022 high use project conditions plus background traffic growth through 2026.
- 2026 Background Conditions (with Phase 1 ITE land use) – Traffic volumes associated with the 2022 ITE land use project conditions plus background traffic growth through 2026.
- 2026 Project Conditions (with Phase 2 with high intensity land use) - Traffic volumes associated with background traffic growth through 2026, with the added traffic associated with the proposed Canby South Development (phases 1 and 2).
- 2026 Project Conditions (with Phase 2 with ITE land use) - Traffic volumes associated with background traffic growth through 2026, with the added traffic associated with the proposed Canby South Development (phases 1 and 2).

SECTION 4. FUTURE CONDITIONS

The following section summarizes the peak hour transportation operating conditions for the planning horizon years of 2022 and 2026. Future traffic operating conditions were analyzed at the study intersections to determine if the transportation network can support traffic generated by the proposed project. If intersection mobility standards are not met, then mitigations may be necessary to improve network performance.

2022 INTERSECTION OPERATIONS

Figure 5-9 show 2022 volumes for background conditions and the two Phase 1 build conditions. The build conditions include volumes at the five site accesses Table 6 and 7 show the future 2022 intersection operations at study intersections for a.m. and p.m. peaks, without and with Phase 1 of the proposed project. As shown, two intersections continue to fail the mobility standard under 2022 background conditions: OR 99E/Haines Rd and OR 99E/Pine Street. In addition, OR 99E/Ivy Street fails to meet the mobility standard in the p.m. peak hour. The rest of the intersections function within their standards, including the five site accesses in the build scenarios.

The OR 99E/Haines Street continues to fail mobility standards due to increased delay on the stop-controlled side street. The project increases the v/c ratio as up to 72 more trips are added to the approach in the p.m. peak. More discussion on potential mitigations at this location are discussed in the recommendations section. Under Phase 1, the project (under either land use) will add less than 400 daily trips to the intersection, which does contribute to further degradation of the intersection per the Oregon Highway Plan[11].

The project (whether high intensity or ITE land use) does not increase the v/c ratio at OR 99E/Pine Street during the p.m. peak. Therefore, the project does not contribute to further degradation at this intersection.

For OR 99E/Ivy Street during the p.m. peak the v/c ratio is expected to change by 0.01-0.03 depending on the project land use. For the high intensity land use, 73 and 154 total p.m. peak trips are added to the intersections at Pine Street and Ivy Street, respectively. It is expected that the project will add more than 400 daily trips to the OR 99E/Ivy Street intersection, which contributes to further degradation per the Oregon Highway Plan.

[11] Oregon Highway Plan, Action 1F.5, Updated 2015.

FIGURE 5: 2022 BACKGROUND VOLUMES

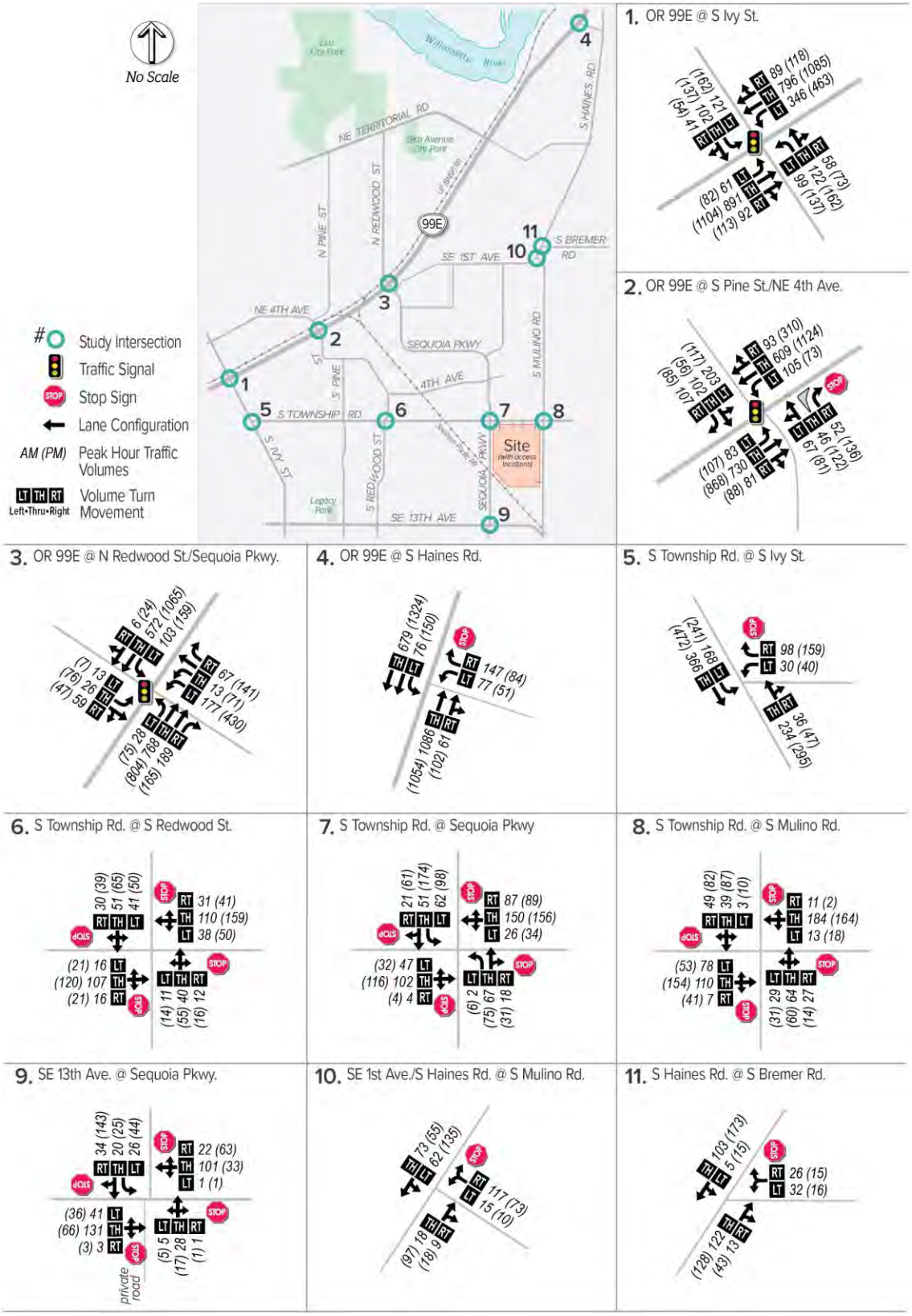


FIGURE 6: 2022 PROJECT BUILD VOLUMES - HIGH INTENSITY LAND USE

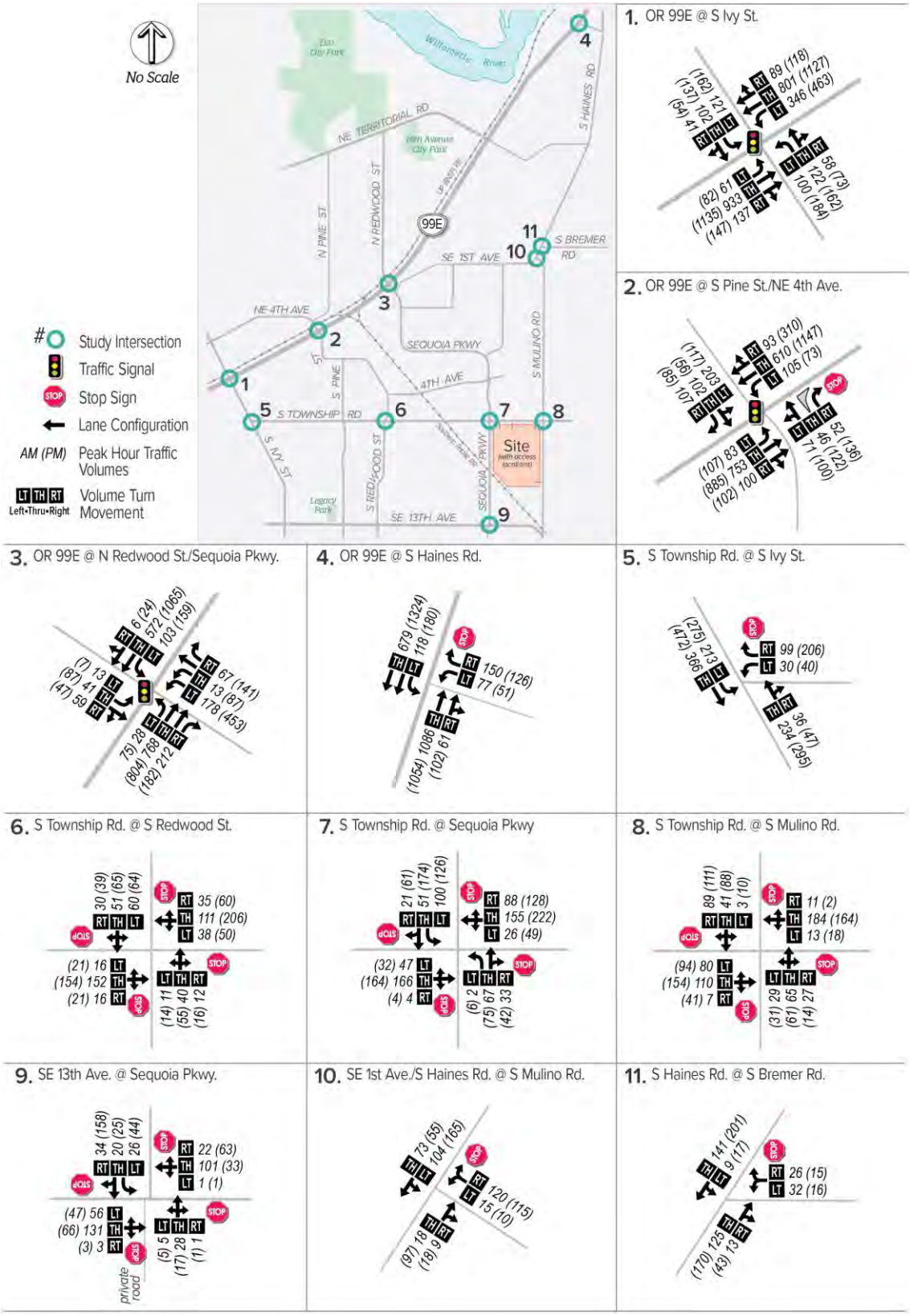


FIGURE 7: 2022 PROJECT BUILD VOLUMES AT SITE ACCESSES – HIGH INTENSITY LAND USE

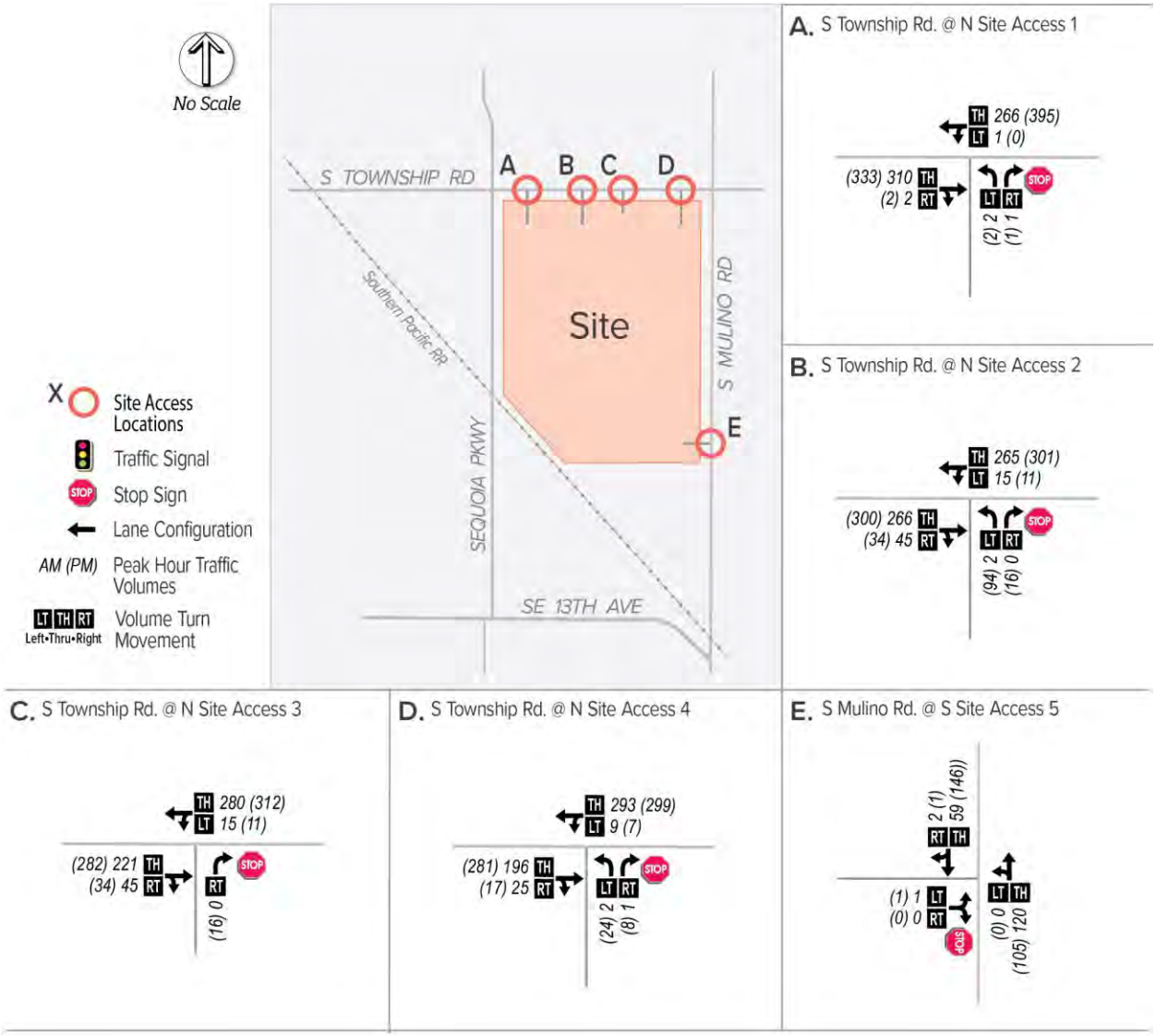


FIGURE 8: 2022 PROJECT BUILD VOLUMES - ITE LAND USE

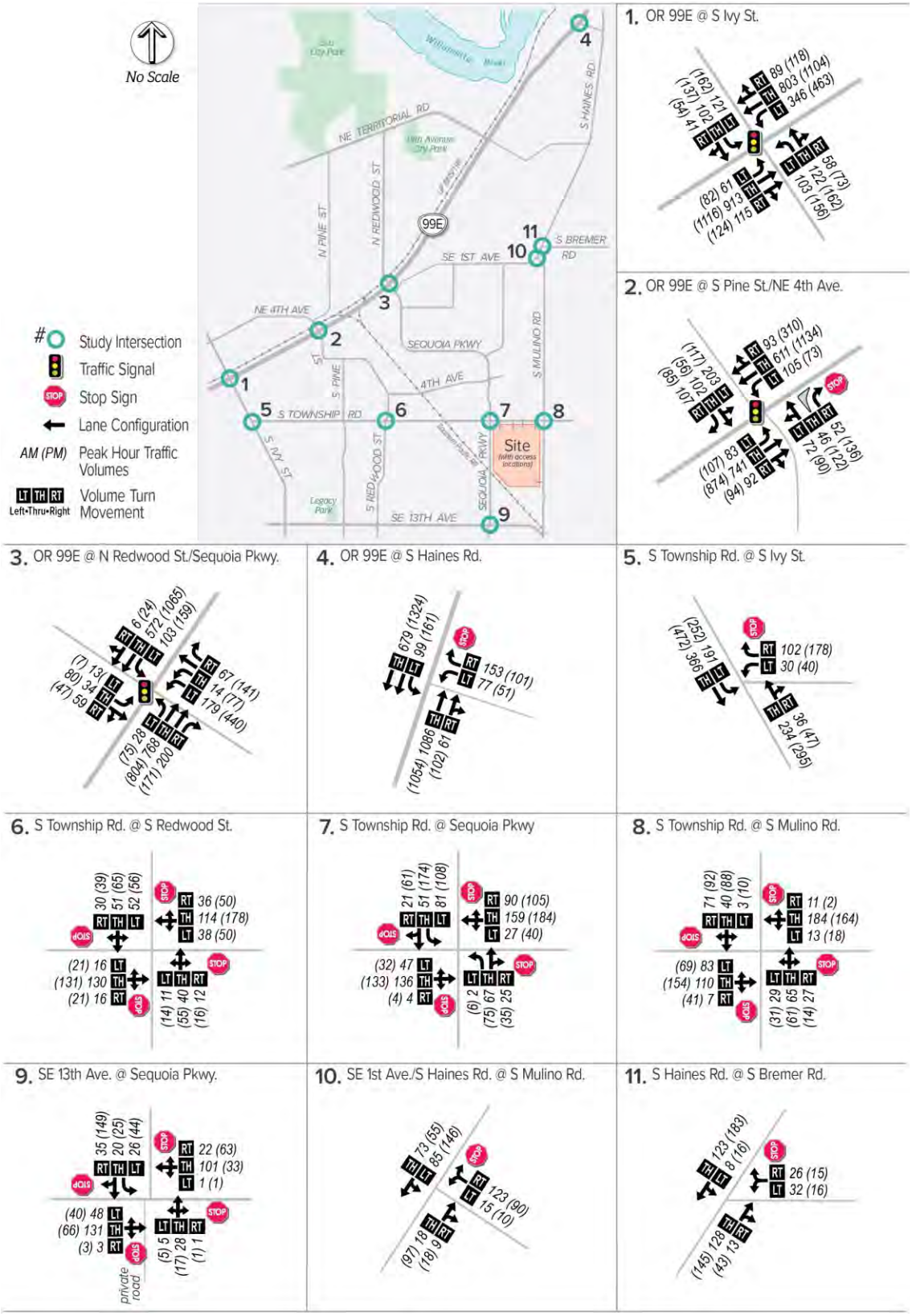


FIGURE 9: 2022 PROJECT BUILD VOLUMES AT SITE ACCESSES – ITE LAND USE

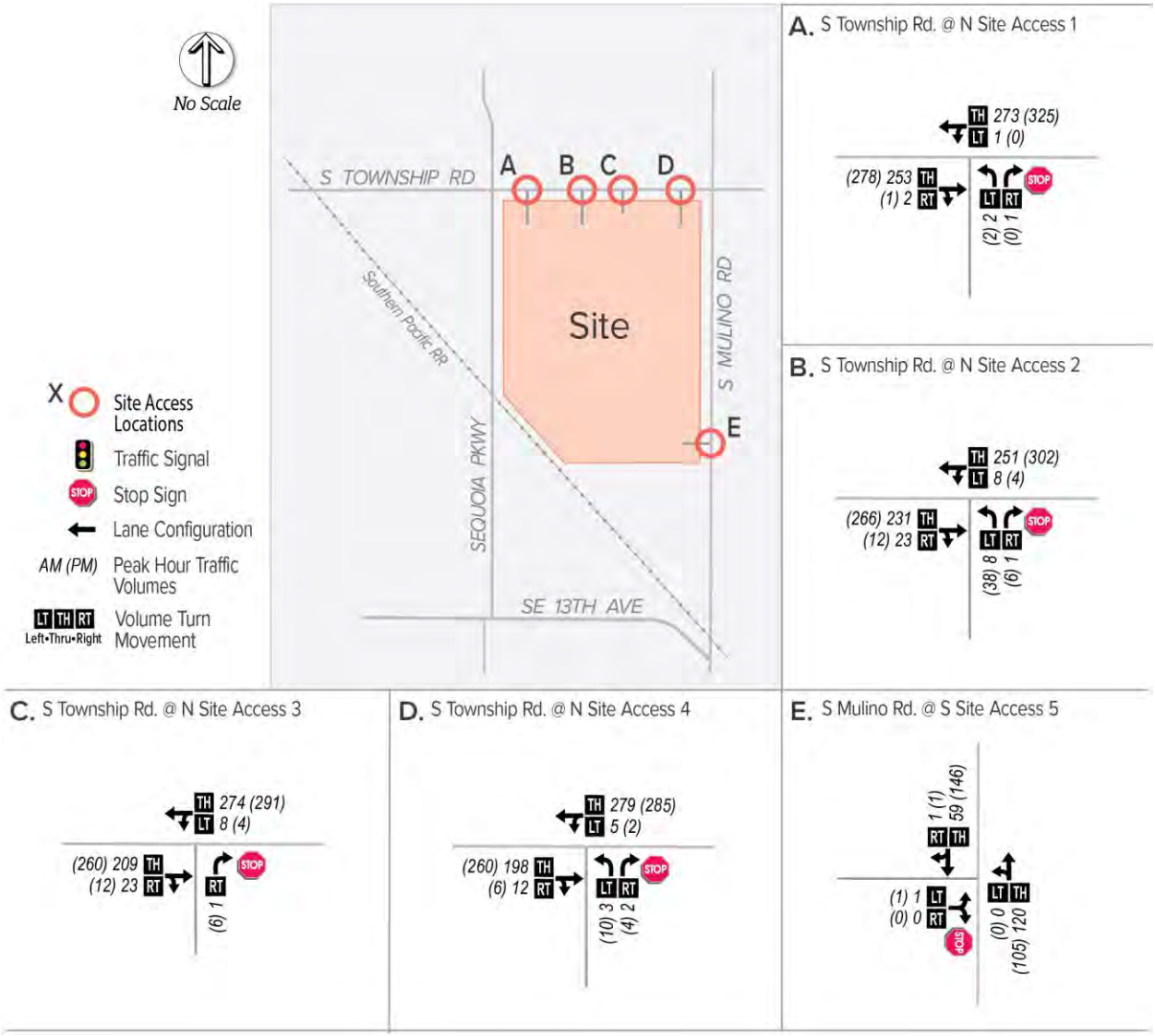


TABLE 2: 2022 INTERSECTION OPERATIONS – AM PEAK

INTERSECTION	MOBILITY STANDARD	2022 BACKGROUND CONDITIONS			2022 PROJECT PHASE 1 CONDITIONS (HIGH LAND USE)			2022 PROJECT PHASE 1 CONDITIONS (ITE LAND USE)		
		DELAY	LOS	V/C	DELAY	LOS	V/C	DELAY	LOS	V/C
IVY ST/OR 99E**	0.95 V/C	82.5	F	0.85	92.8	F	0.88	87.6	F	0.86
PINE ST/NE 4TH AVE /OR 99E**	0.90 V/C	21.5	C	0.78	21.6	C	0.79	21.5	C	0.78
OR 99E/REDWOOD ST /SEQUOIA PKWY**	0.90 V/C	17.1	B	0.53	17.9	B	0.54	17.5	B	0.54
OR 99E/HAINES RD*	0.80 V/C	13/ 403	B/F	0.38/ 1.48	14/641	B/F	0.38/ 1.94	14/522	B/F	0.38/ 1.71
IVY ST/TOWNSHIP RD*	0.95 V/C	9/26	A/D	0.24/ 0.16	9/31	A/D	0.24/ 0.2	9/28	A/D	0.24/ 0.18
REDWOOD ST/TOWNSHIP RD*	LOS D, 0.85 V/C	9.3	A	0.26	10	A	0.28	9.6	A	0.28
SEQUOIA PKWY/S TOWNSHIP RD*	LOS D, 0.85 V/C	10.7	B	0.38	12.7	B	0.42	11.7	B	0.42
S MULINO RD/S TOWNSHIP RD*	0.95 V/C	10.1	B	0.31	10.4	B	0.32	10.3	B	0.32
SEQUOIA PKWY/13TH AVE*	0.95 V/C	9.2	A	0.24	9.3	A	0.26	9.3	A	0.25
MULINO RD/SE 1ST AVE*	0.95 V/C	7/9	A/A	0.08/ 0.13	7/9	A/A	0.08/ 0.13	7/9	A/A	0.08/ 0.13
SE 1ST AVE/S BREMER RD*	0.95 V/C	8/10	A/B	0.09/ 0.08	8/10	A/B	0.1/ 0.09	8/10	A/B	0.09/ 0.09
S TOWNSHIP RD/ ACCESS 1*	LOS E, 0.90 V/C		n/a		9/16	A/C	0.2/ 0.01	9/15	A/C	0.18/ 0.01
S TOWNSHIP RD/ ACCESS 2*	LOS E, 0.90 V/C		n/a		8/13	A/B	0.2/ 0.0	8/13	A/B	0.18/ 0.01
S TOWNSHIP RD/ ACCESS 3*	LOS E, 0.90 V/C		n/a		8/13	A/B	0.19/ 0.0	8/12	A/B	0.18/ 0.01
S TOWNSHIP RD/ ACCESS 4*	LOS E, 0.90 V/C		n/a		8/13	A/B	0.2/ 0.01	8/13	A/B	0.18/ 0.01
S MULINO RD/ ACCESS 5*	0.95 V/C		n/a		0/10	A/A	0.08/ 0.0	0/10	A/A	0.08/ 0.0

Notes: * Stop-controlled intersection; ** Signalized intersection

TABLE 6: 2022 INTERSECTION OPERATIONS – PM PEAK

INTERSECTION	MOBILITY STANDARD	2022 BACKGROUND CONDITIONS			2022 PROJECT PHASE 1 CONDITIONS (HIGH LAND USE)			2022 PROJECT PHASE 1 CONDITIONS (ITE LAND USE)		
		DELAY	LOS	V/C	DELAY	LOS	V/C	DELAY	LOS	V/C
IVY ST/OR 99E**	0.95 V/C	115.1	F	0.99	123.3	F	1.02	118.1	F	1.00
PINE ST/NE 4TH AVE /OR 99E**	0.90 V/C	25.4	C	1.01	27	C	1.01	26	C	1.01
OR 99E/REDWOOD ST /SEQUOIA PKWY**	0.90 V/C	31.4	C	0.72	33.4	C	0.74	32.1	C	0.73
OR 99E/HAINES RD*	0.80 V/C	13/653	B/F	0.41/ 1.77	14/851	B/F	0.41/ 2.13	14/724	B/F	0.41/ 1.9
IVY ST/TOWNSHIP RD*	0.95 V/C	9/50	A/E	0.3/ 0.35	9/60	A/F	0.3/ 0.41	9/52	A/F	0.3/ 0.37
REDWOOD ST/TOWNSHIP RD*	LOS D, 0.85 V/C	10.5	B	0.36	12.4	B	0.47	11.1	B	0.41
SEQUOIA PKWY/S TOWNSHIP RD*	LOS D, 0.85 V/C	12.9	B	0.45	21.8	C	0.70	15.1	C	0.55
S MULINO RD/S TOWNSHIP RD*	0.95 V/C	10.8	B	0.36	12.2	B	0.44	11.3	B	0.39
SEQUOIA PKWY/13TH AVE*	0.95 V/C	8.8	A	0.23	8.8	A	0.25	8.8	A	0.24
MULINO RD/SE 1ST AVE*	0.95 V/C	8/9	A/A	0.13/ 0.09	8/9	A/A	0.13/ 0.09	8/9	A/A	0.13/ 0.09
SE 1ST AVE/S BREMER RD*	0.95 V/C	8/11	A/B	0.12/ 0.05	8/11	A/B	0.15/ 0.06	8/11	A/B	0.13/ 0.05
S TOWNSHIP RD/ ACCESS 1*	LOS E, 0.90 V/C		n/a		0/20	A/C	0.25/ 0.01	0/17	A/C	0.21/ 0.01
S TOWNSHIP RD/ ACCESS 2*	LOS E, 0.90 V/C		n/a		8/16	A/C	0.23/ 0.14	8/14	A/B	0.2/ 0.05
S TOWNSHIP RD/ ACCESS 3*	LOS E, 0.90 V/C		n/a		8/14	A/B	0.21/ 0.15	8/13	A/B	0.19/ 0.05
S TOWNSHIP RD/ ACCESS 4*	LOS E, 0.90 V/C		n/a		8/15	A/B	0.2/ 0.07	8/14	A/B	0.18/ 0.03
S MULINO RD/ ACCESS 5*	0.95 V/C		n/a		0/10	A/B	0.09/ 0.0	0/10	A/B	0.09/ 0.0

Notes: * Stop-controlled intersection; ** Signalized intersection

2026 INTERSECTION OPERATIONS

In 2026, it is expected that the project expansion will be completed. Since the background volume for year 2026 will be dependent on which land use is assumed, two different background volumes are shown. Figure 10-17 present the background and build conditions volume sets. The following tables show the future 2026 intersection operations with and without the Phase 1 expansion. As shown, there are no significant additional intersection impacts. The same intersections are still failing to meet mobility standards.

The OR 99E/Haines Street continues to fail mobility standards due to increased delay on the stop-controlled side street. Phase 2 of the project increases this delay as up to 11 more trips are added to the approach in the p.m. peak. More discussion on potential mitigations at this location are discussed in the recommendations section. Under the ITE land use scenario, the v/c ratio increases due to the project, but the total daily added trips are less than the 400-trip OHP threshold to determine whether the intersection is further degraded. Under the high intensity land use scenario, the v/c ratio doesn't increase and thus the intersection is not further degraded.

The project (whether high intensity or ITE land use) does not increase the v/c ratio at OR 99E/Pine Street or OR 99E/Ivy Street during the p.m. peak. Thus, the intersections are not further degraded. There is a relatively small increase in trips between Phase 1 and Phase 1. For the high intensity land use, 12 and 25 total p.m. peak trips are added to the intersections at Pine Street and Ivy Street, respectively.

FIGURE 10: 2026 BACKGROUND VOLUMES – HIGH INTENSITY LAND USE

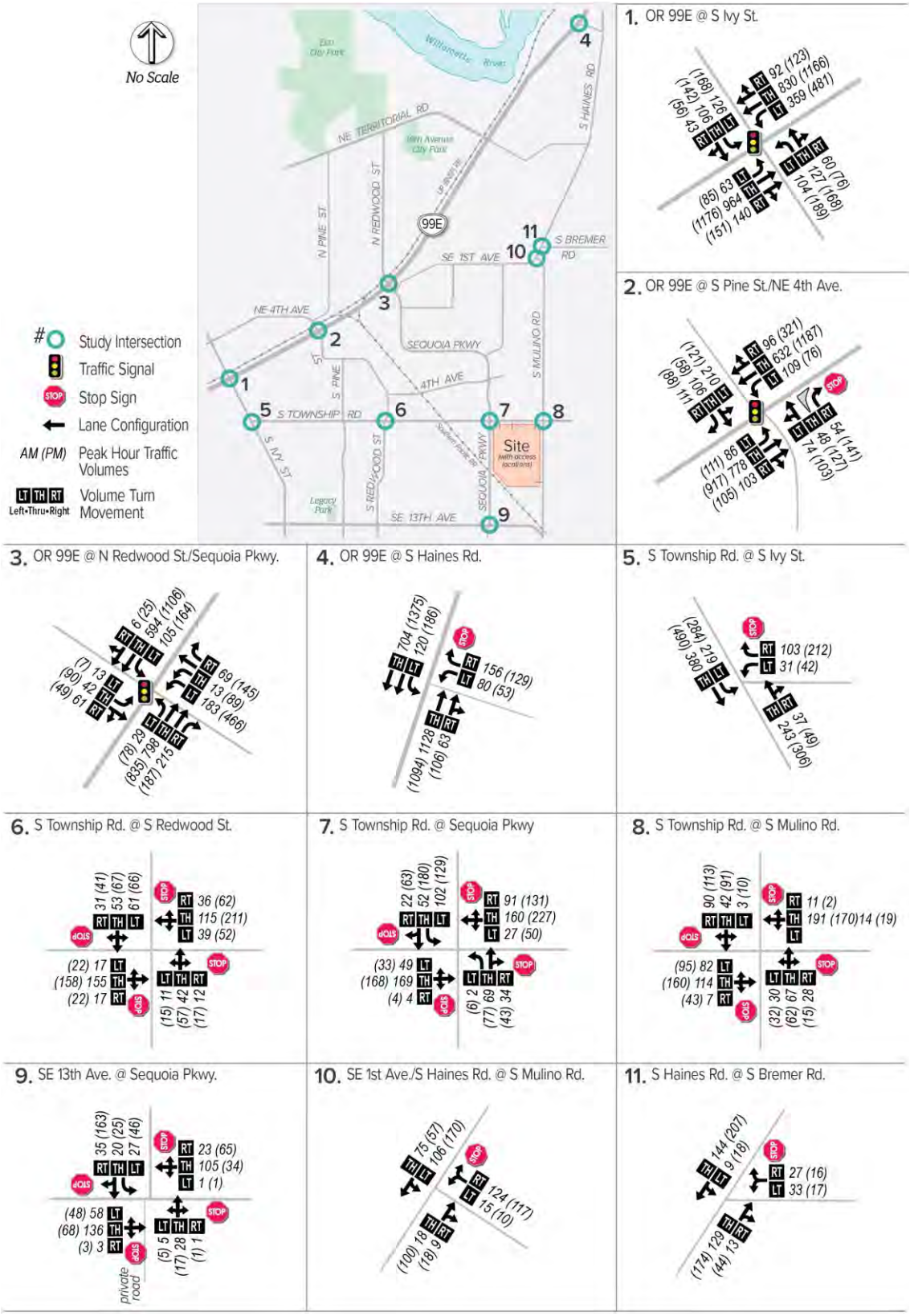


FIGURE 11: 2026 BACKGROUND VOLUMES AT SITE ACCESSES – HIGH INTENSITY LAND USE

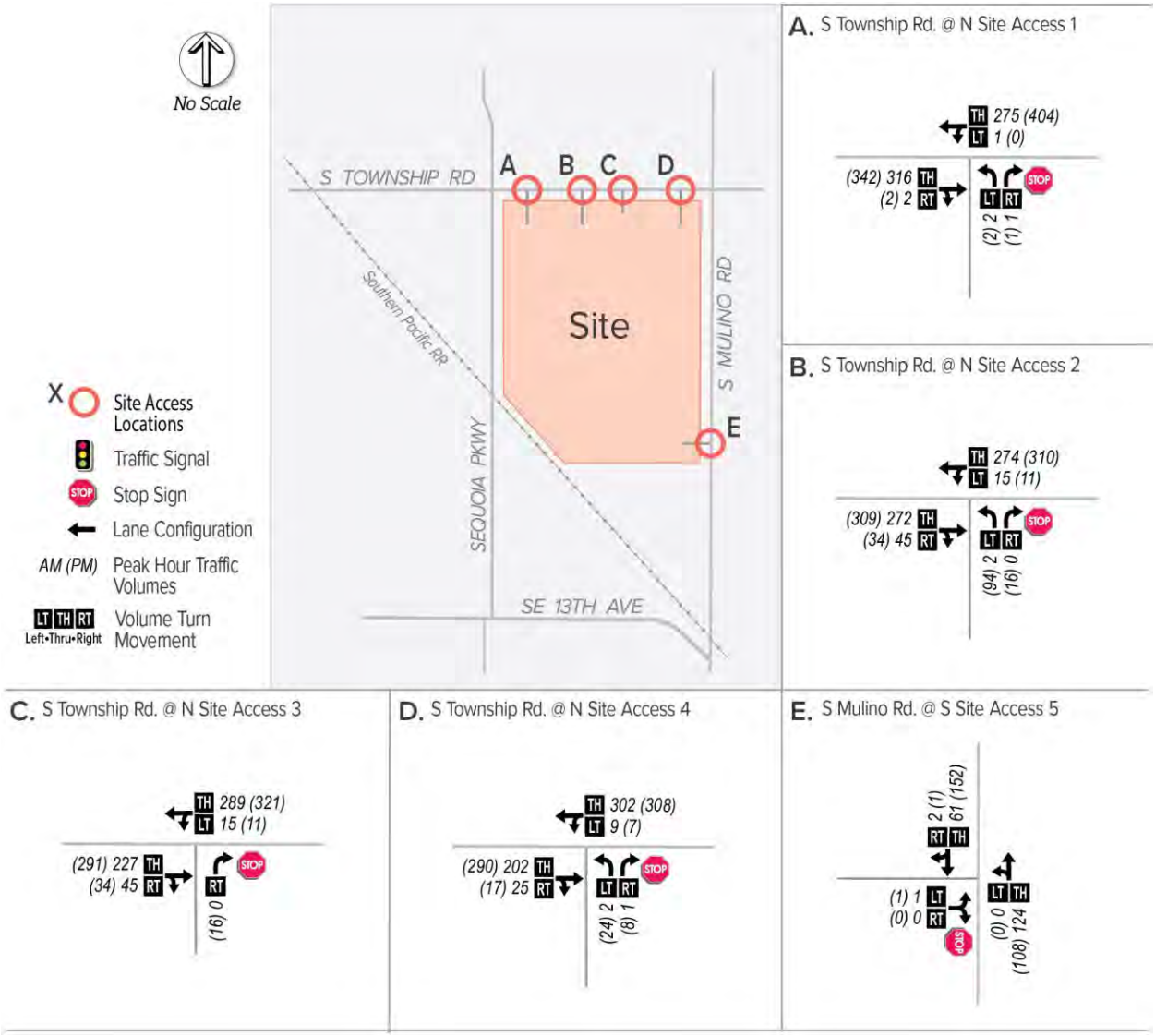


FIGURE 12: 2026 BACKGROUND VOLUMES – ITE LAND USE

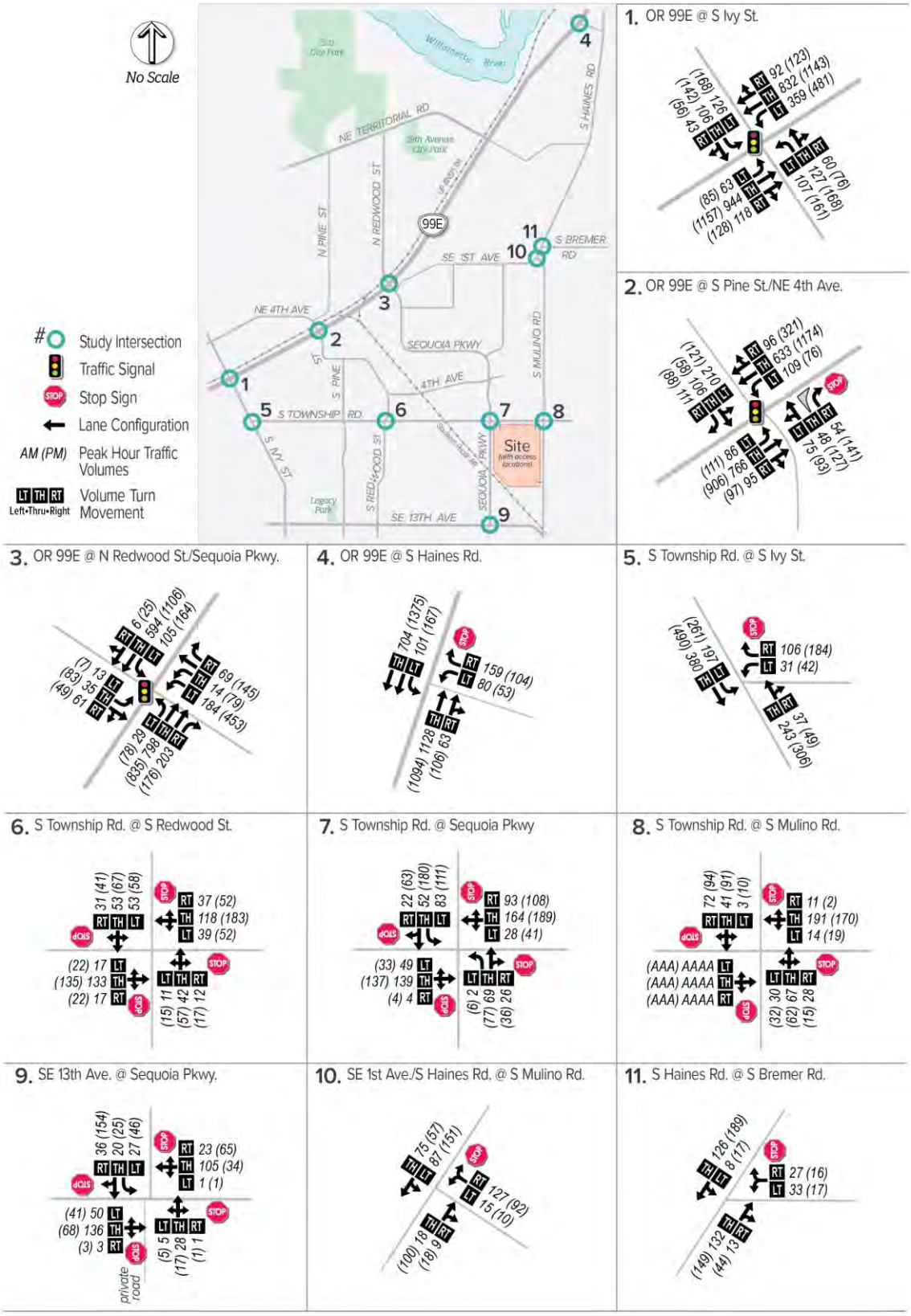


FIGURE 13: 2026 BACKGROUND VOLUMES AT SITE ACCESSES – ITE LAND USE

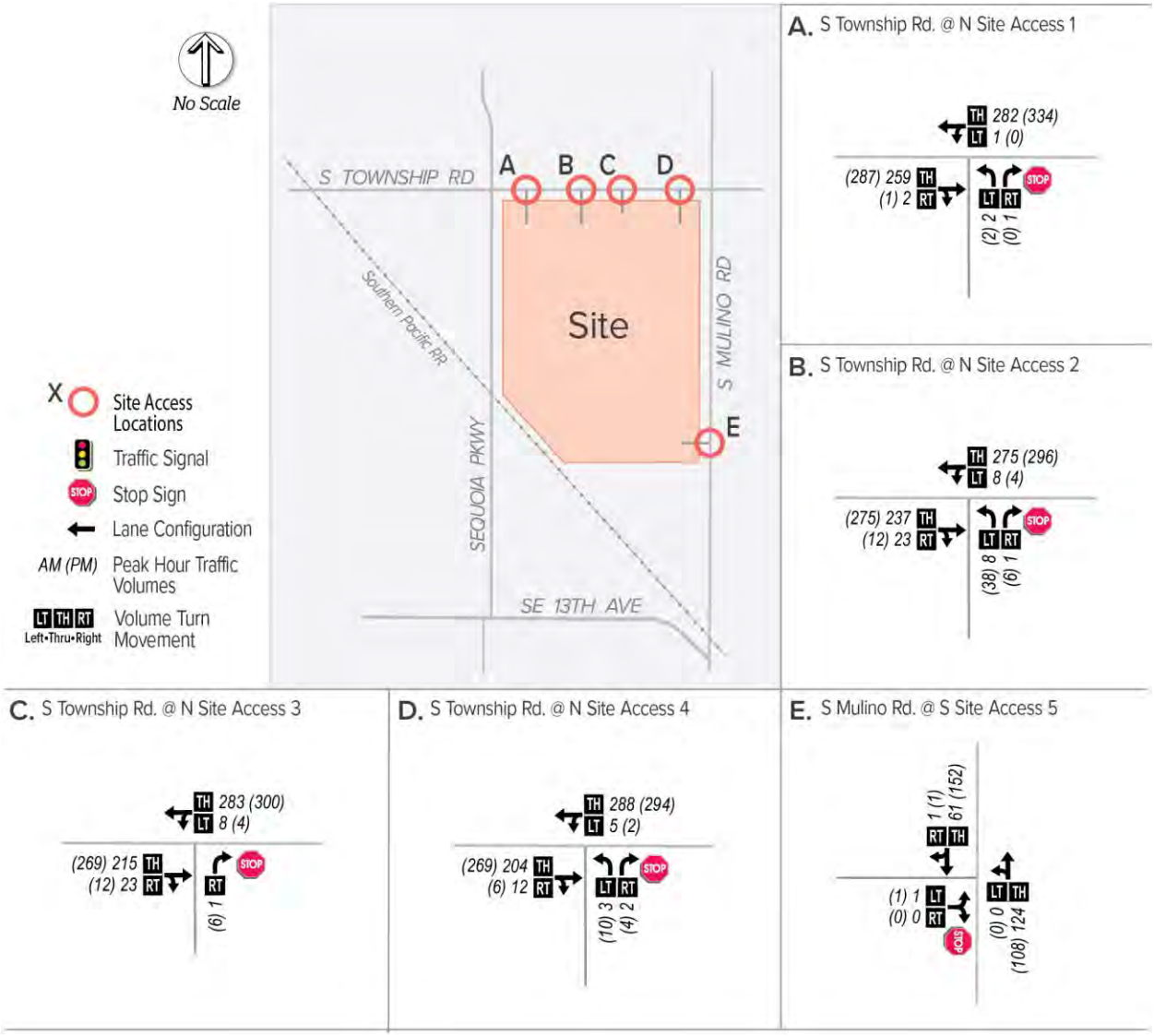


FIGURE 14: 2026 PROJECT BUILD VOLUMES - HIGH INTENSITY LAND USE

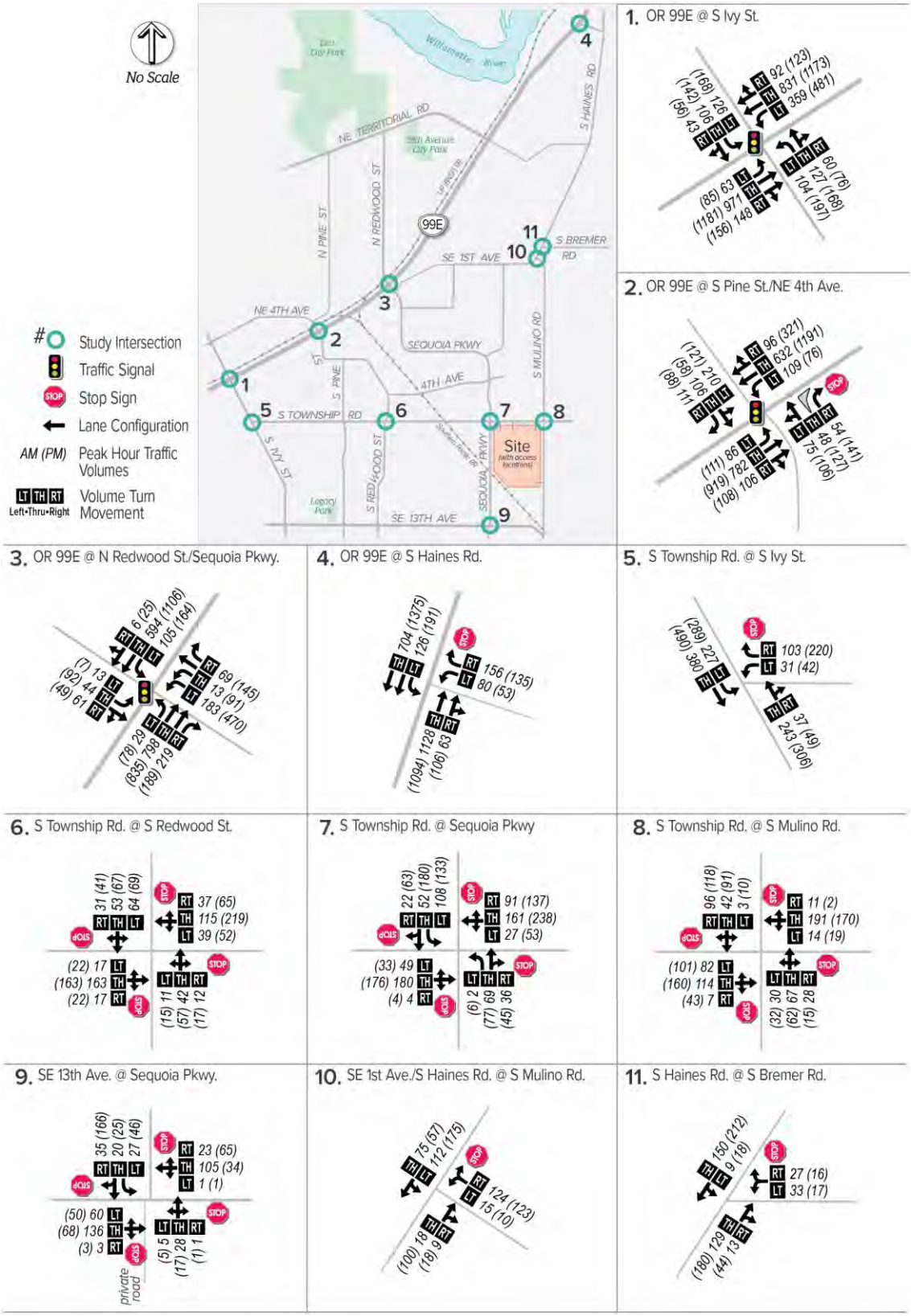


FIGURE 15: 2026 PROJECT BUILD VOLUMES AT SITE ACCESSES – HIGH INTENSITY LAND USE

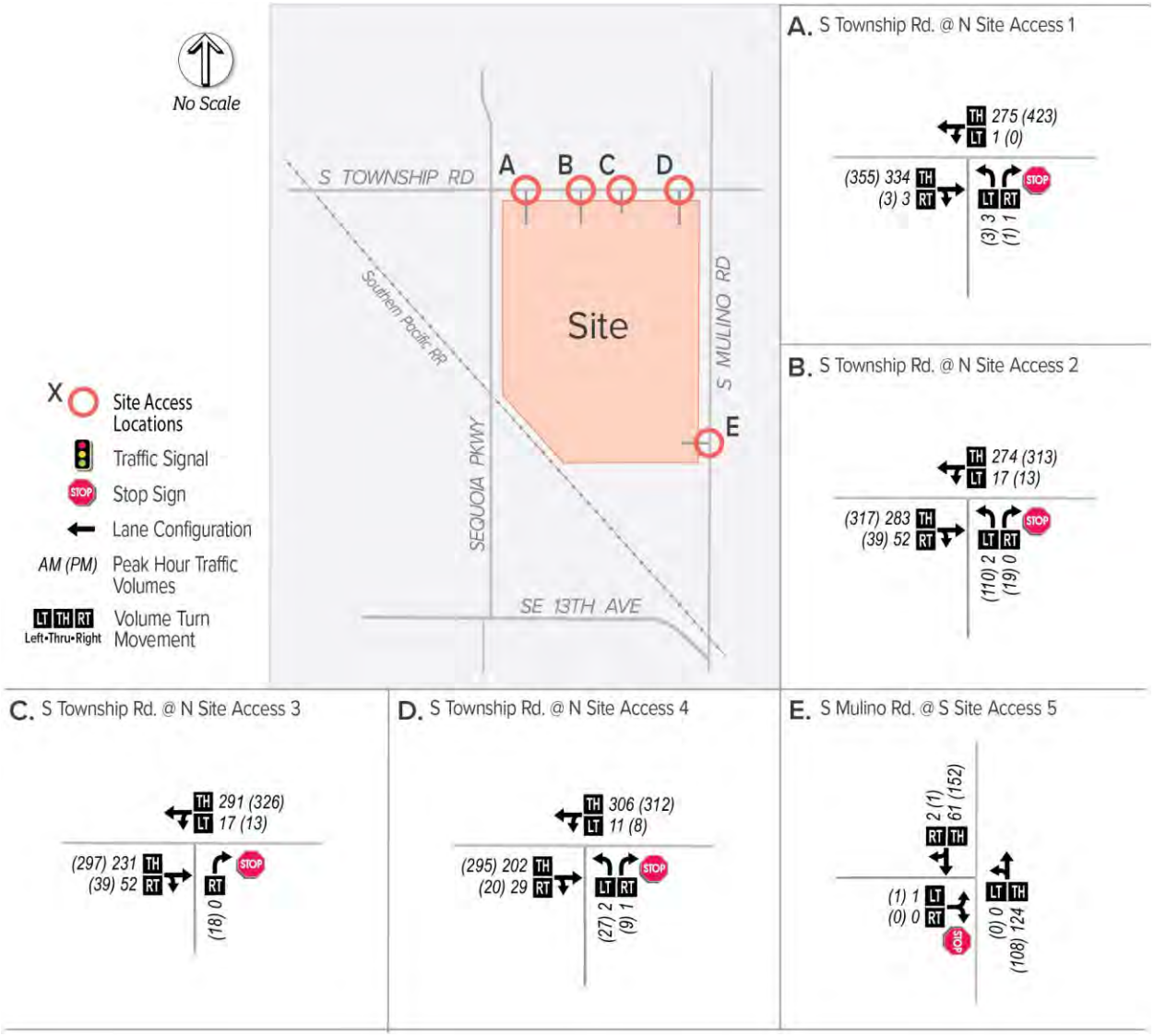


FIGURE 16: 2026 PROJECT BUILD VOLUMES - ITE LAND USE

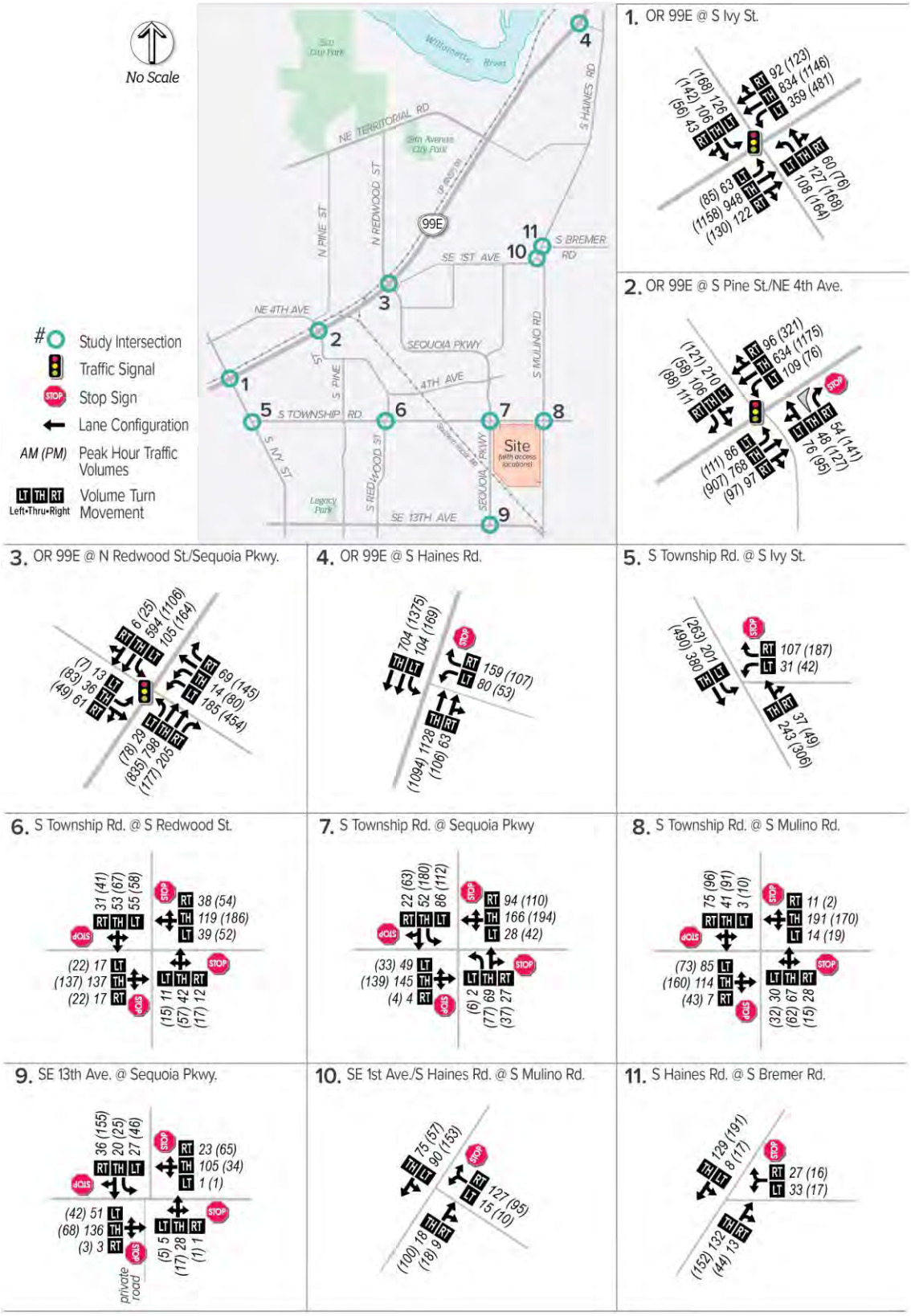


FIGURE 17: 2026 PROJECT BUILD VOLUMES AT SITE ACCESSES – ITE LAND USE

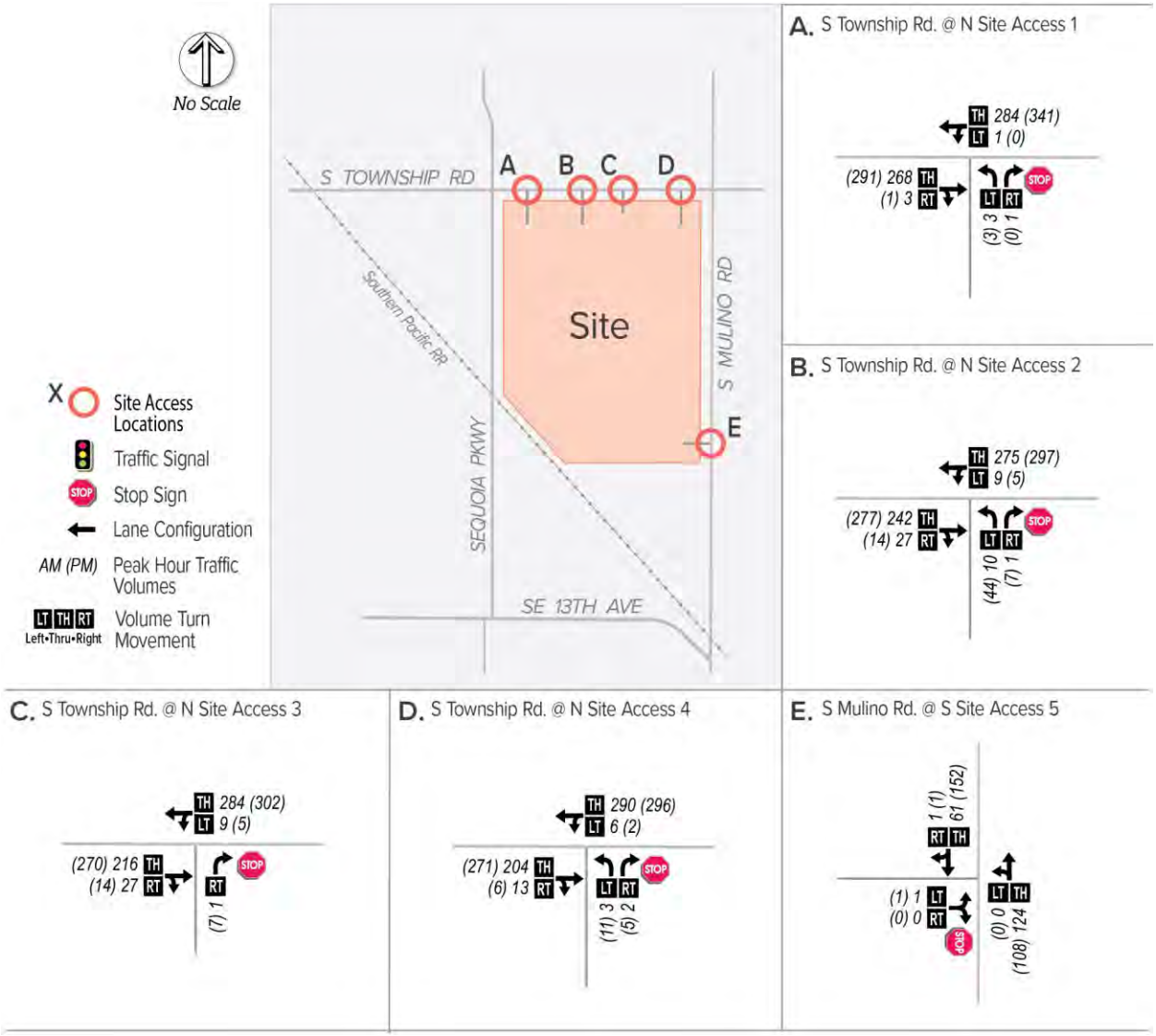


TABLE 7: 2026 INTERSECTION OPERATIONS – AM PEAK, HIGH INTENSITY LAND USE

INTERSECTION	MOBILITY STANDARD	2026 PHASE 1 (HIGH LAND USE) BACKGROUND CONDITIONS			2026 PROJECT PHASE 2 CONDITIONS (HIGH LAND USE)		
		DELAY	LOS	V/C	DELAY	LOS	V/C
IVY ST/OR 99E**	0.95 V/C	102.9	F	0.91	105.2	F	0.92
PINE ST/NE 4TH AVE /OR 99E**	0.90 V/C	22.4	C	0.84	22.5	C	0.84
OR 99E/REDWOOD ST /SEQUOIA PKWY**	0.90 V/C	18.5	B	0.56	18.6	B	0.56
OR 99E/HAINES RD*	0.80 V/C	15/777	B/F	0.39/2.22	15/870	B/F	0.39/2.4
IVY ST/TOWNSHIP RD*	0.95 V/C	9/34	A/D	0.25/0.22	9/35	A/E	0.25/0.22
REDWOOD ST/TOWNSHIP RD*	LOS D, 0.85 V/C	10.1	B	0.29	10.3	B	0.31
SEQUOIA PKWY/S TOWNSHIP RD*	LOS D, 0.85 V/C	13	B	0.44	13.5	B	0.45
S MULINO RD/S TOWNSHIP RD*	0.95 V/C	10.7	B	0.34	10.7	B	0.34
SEQUOIA PKWY/13TH AVE*	0.95 V/C	9.3	A	0.27	9.3	A	0.27
MULINO RD/SE 1ST AVE*	0.95 V/C	7/9	A/A	0.08/0.13	7/9	A/A	0.08/0.13
SE 1ST AVE/S BREMER RD*	0.95 V/C	8/10	A/B	0.1/0.09	8/10	A/B	0.11/0.09
S TOWNSHIP RD/ ACCESS 1*	LOS E, 0.90 V/C	9/17	A/C	0.2/0.01	10/17	A/C	0.22/0.01
S TOWNSHIP RD/ ACCESS 2*	LOS E, 0.90 V/C	8/13	A/B	0.2/0	8/14	A/B	0.21/0
S TOWNSHIP RD/ ACCESS 3*	LOS E, 0.90 V/C	8/13	A/B	0.2/0	8/13	A/B	0.2/0
S TOWNSHIP RD/ ACCESS 4*	LOS E, 0.90 V/C	8/13	A/B	0.2/0.01	8/14	A/B	0.21/0.01
S MULINO RD/ ACCESS 5*	0.95 V/C	0/10	A/A	0.08/0	0/10	A/A	0.08/0

Notes: * Stop-controlled intersection; ** Signalized intersection

TABLE 8: 2026 INTERSECTION OPERATIONS – AM PEAK, ITE LAND USE

INTERSECTION	MOBILITY STANDARD	2026 PHASE 1 (ITE LAND USE) BACKGROUND CONDITIONS			2026 PROJECT PHASE 2 CONDITIONS (ITE LAND USE)		
		DELAY	LOS	V/C	DELAY	LOS	V/C
IVY ST/OR 99E**	0.95 V/C	97.1	F	0.89	98.4	F	0.90
PINE ST/NE 4TH AVE /OR 99E**	0.90 V/C	22.3	C	0.83	22.4	C	0.83
OR 99E/REDWOOD ST /SEQUOIA PKWY**	0.90 V/C	18.2	B	0.55	18.3	B	0.56
OR 99E/HAINES RD*	0.80 V/C	14/673	B/F	0.39/2.02	14/673	B/F	0.39/2.02
IVY ST/TOWNSHIP RD*	0.95 V/C	9/31	A/D	0.25/0.2	9/31	A/D	0.25/0.2
REDWOOD ST/TOWNSHIP RD*	LOS D, 0.85 V/C	9.7	A	0.29	9.8	A	0.29
SEQUOIA PKWY/S TOWNSHIP RD*	LOS D, 0.85 V/C	11.9	B	0.44	12.1	B	0.44
S MULINO RD/S TOWNSHIP RD*	0.95 V/C	10.5	B	0.33	10.6	B	0.34
SEQUOIA PKWY/13TH AVE*	0.95 V/C	9.3	A	0.26	9.3	A	0.26
MULINO RD/SE 1ST AVE*	0.95 V/C	7/9	A/A	0.08/0.13	7/9	A/A	0.08/0.13
SE 1ST AVE/S BREMER RD*	0.95 V/C	8/10	A/B	0.09/0.09	8/10	A/B	0.09/0.09
S TOWNSHIP RD/ ACCESS 1*	LOS E, 0.90 V/C	9/16	A/C	0.18/0.01	9/16	A/C	0.18/0.01
S TOWNSHIP RD/ ACCESS 2*	LOS E, 0.90 V/C	8/13	A/B	0.19/0.01	8/13	A/B	0.19/0.01
S TOWNSHIP RD/ ACCESS 3*	LOS E, 0.90 V/C	8/12	A/B	0.19/0.01	8/12	A/B	0.19/0.01
S TOWNSHIP RD/ ACCESS 4*	LOS E, 0.90 V/C	8/13	A/B	0.19/0.01	8/13	A/B	0.19/0.01
S MULINO RD/ ACCESS 5*	0.95 V/C	0/10	A/A	0.08/0	0/10	A/A	0.08/0

Notes: * Stop-controlled intersection; ** Signalized intersection

TABLE 9: 2026 INTERSECTION OPERATIONS – PM PEAK, HIGH INTENSITY LAND USE

INTERSECTION	MOBILITY STANDARD	2026 PHASE 1 (HIGH LAND USE) BACKGROUND CONDITIONS			2026 PROJECT PHASE 2 CONDITIONS (HIGH LAND USE)		
		DELAY	LOS	V/C	DELAY	LOS	V/C
IVY ST/OR 99E**	0.95 V/C	136.4	F	1.06	137.9	F	1.06
PINE ST/NE 4TH AVE /OR 99E**	0.90 V/C	30.8	C	1.05	31.4	C	1.05
OR 99E/REDWOOD ST /SEQUOIA PKWY**	0.90 V/C	36.2	D	0.77	36.5	D	0.77
OR 99E/HAINES RD*	0.80 V/C	15/1124	B/F	0.42/2.63	15/1124	B/F	0.42/2.63
IVY ST/TOWNSHIP RD*	0.95 V/C	9/72	A/F	0.31/0.47	9/74	A/F	0.31/0.48
REDWOOD ST/TOWNSHIP RD*	LOS D, 0.85 V/C	12.8	B	0.49	13.2	B	0.51
SEQUOIA PKWY/S TOWNSHIP RD*	LOS D, 0.85 V/C	23.3	C	0.72	26.7	D	0.77
S MULINO RD/S TOWNSHIP RD*	0.95 V/C	12.5	B	0.46	12.8	B	0.47
SEQUOIA PKWY/13TH AVE*	0.95 V/C	8.8	A	0.26	8.9	A	0.27
MULINO RD/SE 1ST AVE*	0.95 V/C	8/9	A/A	0.13/0.09	8/9	A/A	0.13/0.09
SE 1ST AVE/S BREMER RD*	0.95 V/C	8/11	A/B	0.15/0.06	8/11	A/B	0.15/0.06
S TOWNSHIP RD/ ACCESS 1*	LOS E, 0.90 V/C	0/20	A/C	0.26/0.01	0/21	A/C	0.27/0.01
S TOWNSHIP RD/ ACCESS 2*	LOS E, 0.90 V/C	8/16	A/C	0.24/0.14	8/17	A/C	0.25/0.17
S TOWNSHIP RD/ ACCESS 3*	LOS E, 0.90 V/C	8/15	A/B	0.22/0.15	8/15	A/C	0.22/0.18
S TOWNSHIP RD/ ACCESS 4*	LOS E, 0.90 V/C	8/15	A/C	0.2/0.07	8/15	A/C	0.21/0.08
S MULINO RD/ ACCESS 5*	0.95 V/C	0/10	A/B	0.1/0	0/10	A/B	0.1/0

Notes: * Stop-controlled intersection; ** Signalized intersection

TABLE 10: 2026 INTERSECTION OPERATIONS – PM PEAK, ITE LAND USE

INTERSECTION	MOBILITY STANDARD	2026 PHASE 1 (ITE LAND USE) BACKGROUND CONDITIONS			2026 PROJECT PHASE 2 CONDITIONS (ITE LAND USE)		
		DELAY	LOS	V/C	DELAY	LOS	V/C
IVY ST/OR 99E**	0.95 V/C	130.4	F	1.04	130.9	F	1.04
PINE ST/NE 4TH AVE /OR 99E**	0.90 V/C	29.5	C	1.05	29.6	C	1.05
OR 99E/REDWOOD ST /SEQUOIA PKWY**	0.90 V/C	34.8	C	0.76	34.9	C	0.76
OR 99E/HAINES RD*	0.80 V/C	14/938	B/F	0.42/2.3	14/995	B/F	0.42/2.4
IVY ST/TOWNSHIP RD*	0.95 V/C	9/61	A/F	0.31/0.42	9/62	A/F	0.31/0.43
REDWOOD ST/TOWNSHIP RD*	LOS D, 0.85 V/C	11.6	B	0.43	11.7	B	0.43
SEQUOIA PKWY/S TOWNSHIP RD*	LOS D, 0.85 V/C	15.8	C	0.57	16.3	C	0.59
S MULINO RD/S TOWNSHIP RD*	0.95 V/C	11.6	B	0.41	11.7	B	0.42
SEQUOIA PKWY/13TH AVE*	0.95 V/C	8.8	A	0.25	8.8	A	0.25
MULINO RD/SE 1ST AVE*	0.95 V/C	8/9	A/A	0.13/0.09	8/9	A/A	0.13/0.09
SE 1ST AVE/S BREMER RD*	0.95 V/C	8/11	A/B	0.14/0.06	8/11	A/B	0.14/0.06
S TOWNSHIP RD/ ACCESS 1*	LOS E, 0.90 V/C	0/17	A/C	0.21/0.01	0/17	A/C	0.22/0.01
S TOWNSHIP RD/ ACCESS 2*	LOS E, 0.90 V/C	8/14	A/B	0.2/0.05	8/14	A/B	0.21/0.06
S TOWNSHIP RD/ ACCESS 3*	LOS E, 0.90 V/C	8/13	A/B	0.19/0.06	8/10	A/B	0.2/0.06
S TOWNSHIP RD/ ACCESS 4*	LOS E, 0.90 V/C	8/14	A/B	0.19/0.03	8/14	A/B	0.19/0.03
S MULINO RD/ ACCESS 5*	0.95 V/C	0/10	A/B	0.1/0	0/10	A/B	0.1/0

Notes: * Stop-controlled intersection; ** Signalized intersection

SECTION 5. RECOMMENDATIONS

The following section summarizes the key findings and recommendations related to the proposed project.

MOTOR VEHICLE IMPROVEMENTS

This section addressed four intersections that were identified as potentially needing mitigations in the future.

OR 99E/IVY STREET

This intersection fails to meet mobility standards in 2022 background p.m. peak conditions due to in-process developments and regional growth. While the project does not cause this intersection to fail, the v/c ratio does increase 0.01-0.03 under the Phase 1 build scenario.

No mitigations are identified for this intersection in the Canby TSP, so a sensitivity analysis was performed to test potential mitigations. The critical movement is the westbound left which sees an increase in congestion due to the project. The first test showed that adding a second westbound left turn on OR 99E and adjusting signal timing would achieve a 0.90 v/c ratio under 2026 high intensity build conditions, less than the 0.95 v/c standard. Since this dual westbound left may not be possible, another test was performed with adding a northbound right turn lane on Ivy Street and an eastbound right turn lane on OR 99E instead. This brought the v/c ratio to 0.96 for the high intensity land use build and 0.93 for the ITE land use build. Due to right-of-way and land use impact concerns with these improvements within the downtown Canby area (designated as an STA), further coordination and potential study is needed in collaboration with ODOT to determine what (if any) mitigation would be appropriate.

This project also adds more than 400 daily trips to the intersection, which in combination with a v/c ratio increase, the OHP classifies as contributing to the further degradation of the intersection. Project trips contribute 2-4 percent of the intersection total entering volume (TEV) in 2026.

OR 99E/PINE STREET

This intersection fails mobility standards in the existing 2020 p.m. peak conditions and continues to be congested for all future scenarios. The project does not cause this intersection to fail and doesn't increase the v/c ratio under Phase 1 or Phase 2.

The Canby TSP includes a financially constrained improvement project for this intersection that would add a westbound right-turn lane on OR 99E, a southbound left-turn lane on the NE 4th Avenue approach to OR 99E that would convert the approach to two left turn lanes and a shared through-right lane, and signal timing adjustments. This planned improvement mitigates the substandard condition to an intersection v/c of 0.81, and the OR 99E/Pine Street intersection will no longer be expected to exceed the adopted v/c ratio standard of 0.90 during the p.m. peak.

This project doesn't increase the intersection v/c ratio and therefore does not further degrade intersection performance from no build conditions, per the OHP. Project trips contribute 1-3 percent of the intersection TEV in 2026. This project is already included on the City's Transportation System Development Charge list. Further coordination is needed in collaboration with ODOT to determine what (if any) mitigation would be appropriate at this time vs. contribution to the planned improvement project.

OR 99E/HAINES STREET

This intersection fails to meet its mobility standard under existing conditions and will continue to get worse with growth from background development and the proposed project. There is no improvement identified at this location in the Canby TSP, though it does identify this intersection as being substandard after all planned city improvements. Turn channelization has already been provided. The intersection does meet preliminary traffic signal warrants in year 2022 under background conditions.

This project also adds more than 400 daily trips to the intersection under full buildout, which along with the intersection v/c ratio increases, the OHP classifies as further degrading intersection performance. Project trips contribute 1-3 percent of the intersection total entering volume (TEV) in 2026. Further coordination and potential study are needed in collaboration with ODOT to determine what (if any) mitigation would be appropriate.

IVY STREET/TOWNSHIP ROAD

Although this intersection does not exceed the relevant mobility standards (v/c ratio 0.95 for Clackamas County) it does operate at LOS F with substantial side street delay under Phase 1 build conditions. There is a signal planned at this location and the design work is already in progress. The intersection does not meet preliminary signal warrants in 2026 build conditions under either land use. However, it is within 30 trips, so the City should continue to monitor when this location is likely to meet warrants. The signal, if installed, would have a v/c of 0.67 and LOS of B under 2026 high intensity land use build conditions, mitigating the long side street delays.

SITE FRONTAGE RECOMMENDATIONS

The project site frontage along Township Road is under City jurisdiction while S Mulino Road is under County jurisdiction. Both roadways are designated as collector roadways in the TSP and thus should be constructed to the City collector standard. It appears that the cross-section on the site plan has omitted bike lanes from the roadway, which should be included on a collector roadway. It is assumed that the City and the developer will work together determine required frontage improvements and right-of-way dedications.

SITE ACCESS RECOMMENDATIONS

Access to the site is proposed via four driveways on Township Road and one driveway on S Mulino Road. Two of the driveways are assumed to serve trucks only, two serve passenger cars only

serving the employee parking lot, and one is shared. In addition, one gated emergency access is shown on S Mulino Drive. Although access management standards are met for these driveways, it is recommended that their final location be coordinated with any existing or planned accesses on the north side of Township Road to avoid potential turning conflicts.

SIGHT DISTANCE RECOMMENDATIONS

Preliminary sight distance evaluation from the proposed access indicates that it would be expected to provide adequate sight distance. 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.

PEDESTRIAN/BICYCLE IMPROVEMENTS

Sidewalks and bike lanes are recommended to be included along the site frontage of Township Road and S Mulino Road. The proposed internal circulation will include sidewalks connecting to the parking lots and building. Bike parking should be provided in accordance with City of Canby standards.

DRAFT MEMORANDUM

DATE: April 19, 2021

TO: Don Hardy and Ryan Potter | City of Canby

FROM: Amanda Deering, PE and Kevin Chewuk, PTP | DKS Associates

SUBJECT: Canby South Fee-in-lieu Analysis Project #11010-118

INTRODUCTION

This memorandum summarizes the methods and mitigations required to address transportation impacts associated with the proposed Canby South Industrial development located along S Township Road between Sequoia Parkway and S Mulino Road in Canby, Oregon. Specifically, the purpose is to identify a fee-in-lieu contribution for system-wide improvements benefiting the OR 99E corridor.

PROJECT BACKGROUND

The Transportation Impact Analysis for the proposed site[1] identified a project impact at the OR 99E/Ivy Street and OR 99E/Haines Road intersections, as these intersections exceed mobility standards without and with the proposed project. No transportation improvements are planned at these intersections within the planning horizon of the Canby Transportation System Plan (through the year 2030). Oregon Highway Plan Action 1F.5 requires that in this case, the mobility target is to avoid further degradation of intersection operations. However, traffic generated from the proposed site causes operations to further degrade at both intersections.

No feasible capacity increasing improvements were identified in the Transportation Impact Analysis (TIA), so other performance improving actions will be considered including enhancing system connectivity and opportunities for vehicles, pedestrians, and bicycles.

[1] Canby South Development Transportation Impact Analysis, DKS Associates, March 2021.

FEE-IN-LIEU ANALYSIS

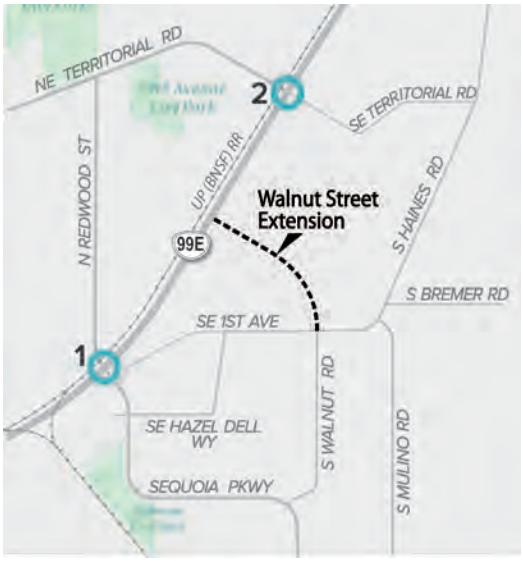
Instead of targeted intersection capacity improvements, this memorandum looks at system-wide approaches that can be used to mitigate the project impact. In this case, this includes a "fee-in-lieu" approach, where the developer pays for a share of the system improvement in lieu of paying for capacity improvements at a specific intersection. In this case, the system improvement is the S Walnut Road extension and associated improvements.

More information on the project, its benefits, and the proportional fee the developer would contribute is discussed in this section.

S WALNUT ROAD EXTENSION PROJECT

The Canby TSP includes a project to provide an additional roadway connection between OR 99E and the Canby Industrial Area in the southeast portion of the city. The original alignment has been adjusted due to development constraints. Further analysis[2] led to a recommended alignment that would extend S Walnut Road from SE 1st Avenue to OR 99E, roughly between the Otto Road and Territorial Road intersections (Figure 1).

FIGURE 1: S WALNUT ROAD EXTENSION



Benefits of this project include an additional access point to the OR 99E highway, which can distribute trips from the adjacent industrial development between more intersections, thereby spreading the load. This connection also provides opportunity for additional bicycle and pedestrian network connections.

[2] Canby S Walnut Road Extension TSP Amendment, DKS Associates, November 2019.

A sensitivity analysis[3] for the S Walnut Road extension determined that the extension is expected to be needed by 2030. S Walnut Road is recommended to include two 12-foot travel and a 14-foot center turn lane, bike lanes (50-foot paved width), and sidewalks between SE 1st Avenue and OR 99E, while S Walnut Road between SE 1st Avenue and Sequoia Parkway is recommended to include two 12-foot travel lanes and a 6-foot striped median (30-foot paved width), sharrows for bike travel, and sidewalks[4]. Intersection upgrades at nearby intersections would also be included in this package. From the S Walnut Road TSP Amendment, the estimated cost of this project is approximately $17,100,000 (Table 1).

TABLE 1: S WALNUT ROAD TRANSPORTATION IMPROVEMENTS

PROJECT	PROJECT SUMMARY	PLANNING LEVEL COST ESTIMATE
S WALNUT RD EXTENSION	Construct 3-lane collector roadway from SE 1st Ave to OR 99E	$7,100,000
S WALNUT RD UPGRADE	Upgrade to a 3-lane collector from SE 1st Ave to Sequoia Pkwy	$3,300,000
SE 1ST AVE UPGRADE	Upgrade to a 3-lane collector from Hazel Dell Way to S Mulino Rd	$3,100,000
OR 99E/S WALNUT RD EXTENSION	Install a traffic signal	$1,100,000
SE HAZEL DELL WAY/SEQUOIA PKWY	Install a traffic signal	$700,000
SE 1ST AVE/S WALNUT RD	Install a roundabout	$1,800,000
TOTAL		$17,100,000

This project has been partially funded by City Transportation System Development Charges (SDCs) and the developer's contribution would help fund some of the remaining associated improvements in place of mitigations at the impacted intersections, OR 99E/Haines Road and OR 99E/Ivy Street.

[3] Canby S Walnut Road Extension Sensitivity Analysis, DKS Associates, May 2020.

[4] Canby S Walnut Road TSP Amendment, DKS Associates, November 2019.

METHODOLOGY

Proportional share is the percentage of the improvement the developer would contribute to offset the impact of the proposed project at other study intersections in the area, in this case OR 99E/ Haines Road and OR 99E/Ivy Street. This is calculated from development trips added to the intersection compared to total volume growth over the TSP growth horizon (year 2030). In this case, the analysis assumes the ITE trip rate is chosen as most appropriate to the proposed build and full buildout assumes phase 2 will be built. The total volume growth is taken from the TSP volume data for the 20-year growth horizon that was used.

In order to estimate the appropriate developer contribution, the following method was used: estimate what the cost would be to mitigate capacity issues at the two impacted intersections, apply the proportional share, then apply the resulting fee to implementation of the desired system-wide project (S Walnut Road Extension).

FEE-IN-LIEU CALCULATION

The proportional share percentages were calculated for the development impact for each intersection as outlined in the assumptions section. The full project build adds 70 and 33 trips to the OR 99E/Ivy Street and OR 99E/Haines Road intersections, out of a total growth of 1,821 and 880 vehicles, respectively. This yields a 3.8 percent proportional share for both intersections.

Although no capacity improvements at OR 99E/Haines Road and OR 99E/Ivy Street were recommended in the TIA, two projects were assumed as mitigations for high-level cost-estimation purposes. At OR 99E/Haines Road, a dual-lane, large diameter, rural roundabout was used for mitigation cost estimates. This includes adjusting local street connections at that intersection. At OR 99E/Ivy Street, the mitigation assumed was adding a second westbound left turn lane from OR 99E to Ivy Street. This would involve widening, signal modifications, and significant right-of-way[5] costs. Table 2 summarizes these cost estimates.

[5] Due to the high-level cost estimating methodology used for this analysis, a detailed review of potential private property impacts and corresponding costs was not conducted. As a placeholder for analysis purposes, $6M was included for property impacts. This cost could vary significantly and should be considered a high-level placeholder only.

TABLE 2: IMPACTED INTERSECTION MITIGATION COSTS

LOCATION	PROJECT	PLANNING LEVEL COST ESTIMATE
OR 99E/HAINES ROAD	Dual-lane, rural roundabout	$6,000,000
OR 99E/IVY STREET	Dual westbound left turn lanes on OR 99E	$8,000,000
TOTAL		$14,000,000

When applied to the estimated cost of the impacted intersection mitigations the fee-in-lieu of intersection mitigation, to be applied to the S Walnut Road extension project, is estimated at $532,000 ($228,000 for OR 99E/Haines Road and $304,000 for OR 99E/Ivy Street).

FINDINGS

Since the TIA for the proposed Canby South development identified a project impact at the OR 99E/Ivy Street and OR 99E/Haines Road intersections but no suitable mitigations were identified, an alternate fee-in-lieu approach was used to determine developer contribution. This approach means the developer would contribute their mitigation fees to advance a beneficial system improvement (S Walnut Road extension project) in lieu of paying for capacity improvements at the two impacted intersections. Proportional share of project impact was based on motor vehicle trip growth and was calculated to be 3.8 percent. This was applied to the cost of the hypothetical intersection capacity improvements (estimated at $14,000,000), to yield a fee-in-lieu totaling $532,000.

Attachment J Public & Agency Comments

Laney Fouse

From: Judy Perkins <guarddog3@gmail.com>
Sent: Monday, June 14, 2021 5:38 PM
To: PublicComments
Subject: Project name: Canby south file#DR 21-01/bar 21-01

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern,

I don't feel the variance should be allowed .. all others have complied. You allow one to deviate then all will want to deviate ... don't start this precedent The original plans determined these guidelines in an effort to maintain an attractive industrial park where the sky line was preserved.... Any additional height will not honor the intent of the original committee members of the urban renewal industrial park development

Patricia Perkins

Laney Fouse

From: Judy <guarddog2@bctonline.com>
Sent: Monday, June 14, 2021 5:47 PM
To: PublicComments
Subject: Canby south DR-01/var 21-01

Follow Up Flag: Follow up
Flag Status: Flagged

Second part of why variance should not be allowed ... Does the city have the equipment needed to provided support for this size of a building ... ie fire trucks/ladder height etc

What are the hidden costs to the city?
Money should go to fixing our roads to benefit all of us, not catering to one business

Patricia Perkins

Laney Fouse

From: Cyndi Satterlund Haider <farmlady97140@gmail.com>
Sent: Wednesday, June 16, 2021 4:24 PM
To: PublicComments
Subject: Proposed Canby South Project

In regards to the proposed project, Canby South, we are a neighbor living directly across the Township. We would like to submit our concerns:
It would create a huge increase in traffic by allowing the parking lot access to the subject property to come in off Township Road. It is a narrow 2 lane road that already gets significant use every day. Adding a large increase in not only auto, but truck traffic (driveway was designed to be fairly close to the intersection of Township and Sequoia), it will create a nightmare for those already trying to use the road. In addition, it will necessitate widening Township to accommodate the road improvements. There was nothing in the plan about taking land from our side of the road to accommodate the necessary improvements so I want to make sure that will NOT happen. It would make more sense to put the access to the parking lot off Mulino Road, since that is the same road used by all of the other large new buildings in this area.
We are also concerned about light pollution if the truck gate and guard station access is directly across from us. Again, moving the access to Mulino Road would help with this problem.
I understand the idea is that this project will bring jobs to Canby, but from residents I have spoken to, their impression is that the majority of the people working at Columbia Distribution and other new buildings in the area, are NOT residents of Canby, hence the increased traffic flow to that area. Gaining access from Mulino Road would help keep congestion down on Sequoia and Township.
We hope you take into consideration the negative impacts on residents in this area. Please keep us informed on the hearings and any decisions made, since it impacts our property.

Dan and Cyndi Haider
farmlady97140@gmail.com

Laney Fouse

From: James Walton <james@trellisgroup.co>
Sent: Wednesday, June 16, 2021 12:41 PM
To: PublicComments
Subject: re: Canby South Public Comment

Follow Up Flag: Follow up
Flag Status: Flagged

Hello!

In regards to the Canby South major variance request and request for public comment, what steps to mitigate noise coming from and visibility of the facility will be taken? (ie. planning noise-dampening hedges around the perimeter, etc?)

I live in the Timber Park development from where this distribution facility will be built. It's less than 500 feet between my property line and theirs. I'd prefer to not have to listen to trucks and equipment 24/7

Thanks!

W

--

James Walton, MBA
Founder, Trellis Group
Read 2x/weekly business wisdom on the Trellis Group blog and subscribe
Book a meeting with me
LinkedIn

Laney Fouse

From: Curt McLeod <cjm@curran-mcleod.com>
Sent: Monday, May 24, 2021 10:30 AM
To: Ryan Potter
Cc: Jerry Nelzen
Subject: RE: Request for Comment / Conditions of Approval - Canby South

Morning Ryan,

We have reviewed the Canby South planning application and the public improvements are easily defined. As listed in the pre-app information, their developer will need to address the following:

1. Street dedications will be required along Township Road and Mulino Road. Township Road is a City jurisdiction that will need to have a 37-foot right-of-way and 25-foot paved half street. The existing right--of-way appears to be 30 feet wide so an additional 22 feet of dedication will be required. Mulino Road is under the County jurisdiction but is anticipated to have the same half street improvements. All frontage on Township and Mulino Road will require curb & gutter, sidewalks, street lighting, street trees, and stormwater improvements, as is noted on the submittal information. Sequoia Parkway has curb and half street improvements, so will require only sidewalk and street tree frontage improvements.

2. The developer has proposed to pump the sanitary sewer into the Sequoia Parkway 12" Mainline, which is acceptable to the City. The station must be a private facility, operated and maintained by the property owner. Alternatively, a gravity sewer is available in Mulino Road which would need to be extended from the adjacent pump station south of the development site.

We will reviewing the civil plans when the design is complete, and do not anticipate any special concerns.

****

Curt McLeod P.E.
CURRAN-McLEOD, INC.
6655 S.W. Hampton Street, Suite 210
Portland, Oregon 97223
T: (503) 684-3478
F: (503) 624-8247
C: (503) 475-0431
email: cjm@curran-mcleod.com

From: Ryan Potter
Sent: Friday, May 14, 2021 5:04 PM
To: 'akahut@kahutwasteservices.com'; 'customerservice@canbydisposal.com'; 'CSnuffin@co.clackamas.or.us'; 'cjm@curran-mcleod.com'; 'DMurphy@canbyutility.org'; Daryll Hughes ; 'engineering@directlink.coop'; 'derkson@canbyutility.org'; 'hai@curran-mcleod.com'; Jeff Snyder ; Jerry Nelzen ; 'jgish@co.clackamas.or.us'; Joseph Lindsay ; 'kenken@co.clackamas.or.us'; 'menglish@canbyfire.org'; Jim Walker ; 'Engineering@directlink.coop'; Clackamas County Engineering ; Kayla Carroll ; Spencer Polack ; Jorge Tro (PD) ; Don Hardy ; Scott Archer ; Darrell.Hammond@nwnatural.com; Jamie Stickel ; Andrew.Schurter@nwnatural.com; developmentengineering@clackamas.us
Cc: Erik Forsell ; Brianna Addotta ; Laney Fouse
Subject: Request for Comment / Conditions of Approval - Canby South

Good Afternoon,

I am the assigned project planner for the proposed **Canby South** project and I have included a link below to the application materials for your review and comments and/or conditions of approval. The proposed project is a 791,120-square-foot speculative e-commerce warehouse/distribution facility that would be located on S Township Road between Sequoia Parkway and S Mulino Road in the City of Canby.

https://www.dropbox.com/s/wuxsrttwj8apgez/DR%2021-01%20VAR%2021-01%20Canby%20South.zip?dl=0

This project will go before the Planning Commission on Monday **June 28, 2021**. In order to include your agency's comments and/or conditions of approval specific to the project, I will need your comments back by **June 4, 2021**. It is important that your conditions of approval are clearly stated, as well as who is responsible in ensuring the conditions are met as the project is constructed.

You may have reviewed this project at the pre-application conference held on **November 19, 2020** and provided comments at that meeting. However, it is important to remember that the pre-application conference was not the official and final design that is captured within this submitted application currently under review. Applicants often change their design as a result of the pre-application comments received in preparation of the official land use application submittal.

This is your opportunity to be sure that the applicant has met your cursory requirements provided to them at the pre-application meeting, as well as review any changes made since that meeting. Please keep in mind that your conditions of approval are the only mechanism we have in Planning to make the public, developer, and decision-makers aware of what is required for the project as submitted. Your conditions should be specific as to what, who, and when said items will need to be in place, as well as regulations/code citations supporting that condition, as applicable. It is your specific conditions of approval—when provided in writing to Planning staff—that make it into the staff report, which is then published and reviewed at the Planning Commission meeting. It is these conditions of approval that will ultimately be reviewed at the pre-construction meeting, and prior to C of O for the project.

Thank you in advance for your consideration of this request. If you have any questions regarding this letter or this project, please contact me at (503) 266-0712 or by email at potterr@canbyoregon.gov. I look forward to working with you on this project.

Sincerely,

Ryan Potter, AICP | Senior Planner
City of Canby | Development Services
222 NE 2nd Ave. | PO Box 930
Canby, OR 97013
ph: (503) 266-0712
email: potterr@canbyoregon.gov; website: www.canbyoregon.gov
Send applications to: PlanningApps@canbyoregon.gov

PUBLIC RECORDS LEGAL DISCLOSURE

This email is a public record of the City of Canby, Oregon, and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

Preliminary for the project 11.19.2020 / Division Chief Matt English

Revised 5/21/2021 with Jim Walker Fire Inspector and DC Matt English

CANBY FIRE DISTRICT

Canby South Project Conditions of Construction

Occupancy = Business, Factory, Storage

Initial Meeting for November 19th @ 10:30 am by Zoom

The builder shall comply with the following reference material and items to be addressed.

References:

Canby Fire District web site, https://canbyfire.org/

Oregon Fire Code 2019

Chapter 33 of the Oregon Fire Code for construction needs to be reviewed prior. - Hydrants installed and fire flow done prior to flammable construction materials on site.

******Oregon Fire Code Chapter 33 Section 3312.1 Underground needs to be hydro tested, flushed, Fire Sprinkler risers flushed, hydrants flushed and flow tested for Gallons Per Minute flow documentation. Clackamas County and Canby Fire will be scheduled for the process for inspection.

Chapter 22 of the Oregon Fire Code Combustible Dust Producing operation

Mobile Emergency Radio Communications plan for 50K square feet and above

https://canbyfire.org/commercial-construction/

Building Address @ 24 inch and contrasting with numbers at determined corner or corners of the building for Emergency Response clarity.

Alarm Panel enunciator at the front of building, pump room, at guard station if applicable.

Extinguisher at enunciator panel location at the front of the building location.

Knox Box at front entry or riser room doors = area determined during construction. Locate at https://www.knoxbox.com/

Hydrant at the entry or entries and locations of the other hydrants will be outside the collapse area of the structure when possible.

Hydrants at 300 feet center to center for fire operations. Blue ground reflector for all hydrants for the project as soon as they are put in service. (Replaced if second lift of road surface is done later)

Public hydrants need to be installed if the water lines are updated around the project, Hydrants need to be installed per coordination with Canby Fire for distance and fire ground operations analysis.

Fully fire sprinklered including overhangs. Dust collection system duct work will be protected with fire sprinkler heads to ensure suppression per Oregon Fire Code Chapter 22.

Combination FDC head for Storz and screwed=

Fire department connection (FDC) within 50 feet of a hydrant dedicated to the FDC, with address number on the FDC pipe, FDC pipe painted red, BRASS male plug for caps instead of plastic or pot metal caps for better security for the FDC head. FDC sign 12 x 18 also on the pipe. Five inch Storz connection incorporated in the FDC pipe or a separate riser if needed.

Landscaping should be low growing vegetation to not block visibility of the Hydrants, FDC`s, or addressing on the building or entries from the street.

PDF of approved prints for our Pre-Fire Plan program.

Building will be fully Fire Sprinklered including overhangs.

Fire sprinkler riser room door will be labeled with 8 inch label. “Fire Sprinkler Riser Room” “Alarm Panel”

Fire sprinkler dry systems will trip test showing water under 60 seconds for acceptance at the most remote area.

Fire Lanes painted red on curb with – No Parking Fire Lane in white - and signage per Oregon Fire Code

Fire Extinguishers will have 3-d signage mounted for easy visibility determined by CFD during usually at the height of the exit signage throughout. Extinguishers at 75 feet of travel, a extinguisher at the Entry way next to the alarm panel, and AED, and safety committee info for the rapid response team.

NFPA references for the application and installation of all systems.

Certificate of Occupancy will be signed off by Canby Fire after a complete walk through, inspection, and review for compliance.