



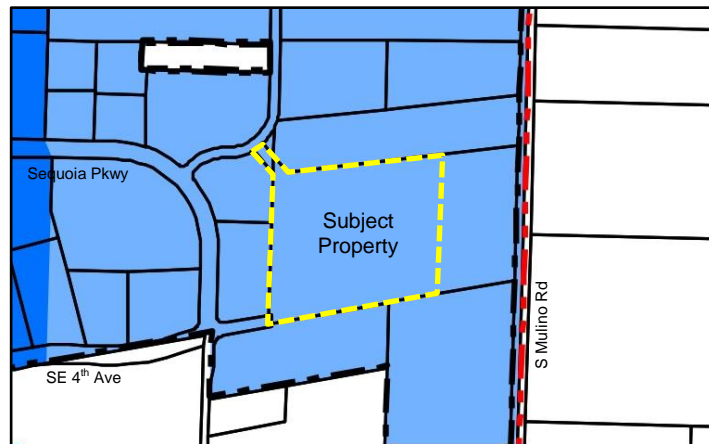
# City of Canby

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

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

### Applicant Request

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



### Property/Owner Information

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

### **Staff Recommendation**

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

### **Attachments**

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

### **Existing Conditions**

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

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

### **Project Overview**

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

## **Analysis and Findings**

### **I. Applicable Criteria**

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

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

### **II. Facts and Findings**

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

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

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

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

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

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

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

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

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

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

Other subsections of Section 16.49:

- **Site Design Review Matrix.** The site and design review matrix provided in Subsection 16.49.040 applies to most locations in the City but is superseded by a more specific matrix for projects in the I-0 Overlay Zone (Canby Pioneer Industrial Park). For an analysis of the proposed project's achievement of criteria in this matrix, see "Section 16.35: Canby Industrial Area Overlay (I-O) Zone", below.
- **Bicycle and Pedestrian Facilities.** The submitted materials generally demonstrate compliance with standards related to bicycle and pedestrian facilities. To the extent feasible, the proposed internal walkway system facilitates potential future connections to adjacent developments. A sidewalk connection is proposed to the new SE 4th Avenue half-street improvements with a request to waive such a connection to Walnut Street due to the narrowness of the access that is available in that location. The full width of access from Walnut Street would be paved for vehicular access.
- **Landscaping.** The submitted materials demonstrate general compliance with landscaping standards. For example, the project provides landscape islands between each grouping of eight contiguous parking spaces. However, the proposed site plan identifies a large expanse of land at the eastern edge of the project site that would remain vacant. Subsection 16.49.130 requires areas not planned for development or landscaping to be vegetated with plant materials that will prevent erosion. Section V of this Staff Report includes a condition requiring vegetation of this area. As identified in the code, landscaping and

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

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

## **B. Other Applicable Code Sections**

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

### **Section 16.08.150: *Traffic Impact Study***

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

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

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

### **Section 16.08.160: *Safety and Functionality Standards***

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

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

(Ord 1340, 2011)

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

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

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

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

**Section 16.10: Off-Street Parking and Loading**

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

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

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

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

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

### **Section 16.32: M-1 Light Industrial Zone**

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

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

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

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

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

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

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

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

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

#### **Section 16.42: Signs**

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

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

#### **Section 16.43: Outdoor Lighting Standards**

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

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

#### **Section 16.46: Access Limitations on Project Density**

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

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



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

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

### **Section 16.86: Street Alignments**

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

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

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

## **III. Public and Agency Comments**

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

### **A. Public Comments**

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

### **B. Agency Comments**

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

permitting for fire protection services.

**IV. Conclusion**

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

**V. Conditions of Approval**

**Public Improvements:**

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

**Site Access:**

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

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

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

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

**Project Design/Site Plan Approval:**

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

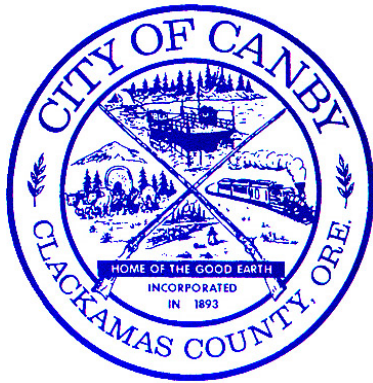
**Building Permits:**

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

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

**Prior to Occupancy:**

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



# City of Canby

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## Development Services Department

TO: Chair Savory and Planning Commission  
FROM: Bryan Brown, Planning Director; and  
Ryan Potter, AICP, Associate Planner  
DATE: January 10, 2019

**RE: Revised Conditions of Approval for DR 19-02, Caruso Produce**

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Following the preparation and distribution of the Staff Report for Site and Design Review application DR 19-02 (Caruso Produce), Planning Staff received additional comments and recommended conditions of approval from the City Engineer and Clackamas County Department of Transportation and Development.

Both sets of submitted comments and conditions clarify requirements for public improvements in rights-of-way adjacent to or near the project site. The roadways involved consist of the planned alignment of SE 4th Avenue, which is a future City street that traverses the southern frontage of the project site, and S Mulino Road, which is a County road forming the City's (and industrial park's) eastern border.

Staff recommends the following additional Conditions of Approval for consideration by the Planning Commission (with modification as deemed reasonable):

### City of Canby Engineer

23. The project applicant shall implement the recommended measures listed in the City Engineer's memorandum dated January 7, 2020.

### Clackamas County Department of Transportation and Development

24. The project applicant, to the satisfaction of the City Engineer and Clackamas County Department of Transportation and Development; shall construct or bond public improvements to S Mulino Road equal to the City's industrial collector roadway standards identified in the 2010 Canby Transportation System Plan which exceed those recommended in the memorandum from Jonny Gish, Clackamas County Traffic Development Engineering, dated January 6, 2020.

The conditions identified by Clackamas County involve construction of improvements to S Mulino Road, which is not immediately adjacent to the proposed project site currently under discussion. There may be the potential that a portion of future vehicle trips generated from the proposed project will use SE 4th Avenue to access S Mulino Road, hence the condition for half-street improvements on SE 4th Avenue along the Caruso parcel frontage (and the adjacent property not a part of this development) out to S Mulino Road. In the event that the Planning Commission finds there is not a sufficient nexus or proportionality between the identified offsite improvements and the proposed project, the following condition has been crafted to address some of the County's concerns regarding traffic circulation which may result in the general vicinity of this project:

25. Upon installation of a final asphalt "lift" on SE 4th Avenue and the pavement of the south half of SE 4th Avenue, allowing non-emergency (normal operational) vehicle trips to access S Mulino Road from SE 4th Avenue (per Condition #8 in the Staff Report for application DR 19-02) and as an interim condition prior to SE 4th Avenue connecting westward to Sequoia Parkway, the project applicant shall install signage prohibiting left turns onto S Mulino Road from SE 4th Avenue by trucks. Note that this is not anticipated to occur until the parcel to the southeast of the project site develops its half-street improvements to SE 4th Avenue; until then, the project applicant (Caruso Produce) will direct all vehicle trips (except emergency access) to use S Walnut Road for access to the project site.

Under the same circumstances described above, the project applicant shall also distribute information on a regular basis to their drivers, partner businesses, and regular customers/vendors identifying a requirement that truck trips travel south on S Mulino Road to S Township Road rather than northward on S Mulino Road.

Attachments:

1. City Engineer Memorandum, dated January 7, 2020.
2. Clackamas County Department of Transportation and Development Memorandum, dated January 6, 2020.

January 7, 2020

**MEMORANDUM**

**TO:** Public Comments  
City of Canby

**FROM:** Hassan Ibrahim, PE  
Curran-Mcleod, Inc.

**RE:** **CITY OF CANBY  
CARUSO PRODUCE DEVELOPMENT  
PRELIMINARY REVIEW**



We have reviewed the submitted application and plans for the above noted project and have the following comments which should be addressed in the final design:

SE 4<sup>th</sup> Avenue:

1. This roadway segment is under the jurisdiction of City of Canby. The City of Canby, Industrial Area Master Plan prepared by OTAK Engineering, dated October 1998 and the City Transportation System Plan refer to this roadway as a collector street section. We recommend this roadway be constructed to collector street standards as per the Public Works design Standards, chapter 2, section 2.207. As part of this development, the developer shall be required to dedicate 37 feet of right of way along the entire site and the remainder frontage of this parcel extending to S Mulino Road with an ultimate right of way of 74 feet. The centerline shall be located at the common property line with the adjoining properties. Half street improvements will also be required to be constructed along the entire site frontage and extend to S Mulino Road where the curb and gutter is placed at 25 feet from the right of way centerline with the appropriate 10:1 asphalt taper, 5-foot planter strip and 6-foot wide concrete sidewalk. Streets lights and street trees will also be required. We recommend the City require a minimum of 12-foot wide PUE.
2. Waterlines shall be extended and constructed along the entire site frontage the terminus of SE 4<sup>th</sup> Avenue to the easterly site boundary line.
3. The curb return radii at intersection with Mulino Rd and driveways wings or radii on Walnut Street and SE 4<sup>th</sup> Ave should be large enough to allow for AASHTO WB-67 vehicle turning movements. The property line should be concentric with this return. The applicant engineer shall submit to the City truck turning movements templates demonstrating that the turning movement requirements are met.
4. All driveways shall have an industrial driveway approach consisting of 8" minimum concrete thickness with reinforcements or mesh welded wire fabric.



5. The minimum access spacing between driveways along SE 4<sup>th</sup> Avenue is 200 feet as required by Industrial Area Master Plan prepared by OTAK, dated October 1998. The provided sketch appears to meet this requirement but doesn't make any reference to the distance from the intersection with Sequoia Pkwy or S Mulino Road.

Mulino Road:

6. This road is under the jurisdiction of Clackamas County and all the design and construction are deferred to the comments and requirements of Clackamas County Department of Transportation and Development.
7. The City of Canby, Industrial Area Master Plan prepared by OTAK Engineering, dated October 1998 refers to Mulino Road as a 3-lane collector with continuous turn lane having a street width of 50 feet and required right-of-way width of 72 feet as opposed to 60 feet as proposed. The TSP requires the ultimate right of way width to range between 50 to 80 feet. Half street improvements along the entire site frontage can be deferred until the remainder of the property is developed where the curb and gutter are placed at 25 feet from the right of way centerline with the appropriate 10:1 asphalt taper, a 5-foot planter strip and 6-foot wide concrete sidewalk. Streets lights and street trees will also be required. We recommend the City require a minimum of 12-foot wide PUE.
8. Prior to occupancy, a demonstration of sight distance shall be verified, documented and stamped by a registered professional civil of traffic engineer licensed in the state of Oregon. The minimum sight distance in each direction on S Mulino Road and SE 4<sup>th</sup> Avenue shall be 335 feet based on 30-mph posted speed and 280 feet based on assumed posted speed of 25-mph.
9. SE 4<sup>th</sup> Avenue and Mulino Road intersection should be constructed to accommodate the curb return radii and allow for AASHTO WB-67 vehicle turning movements. The right of way dedication should be concentric with this curb return alignment. The applicant engineer shall submit to the City truck turning movements templates demonstrating that the turning movement requirements are met.

Miscellaneous:

10. All private storm drainage discharge shall be disposed on-site, the design methodology shall be in conformance with the City of Canby, Public Works Design Standards revised in December 2019.
11. A final storm drainage analysis shall be submitted with the final design. The developer's engineer will be required to demonstrate how the storm runoff generated from the new impervious surfaces will be disposed. If drywells (UIC) are used as a means to discharge storm runoff from the private streets, they must meet the following criteria: The UIC structures location shall meet at least one of the two conditions: (1) the vertical separation distance between the UIC and seasonal high groundwater is more than 2.5 feet or (2) the



horizontal separation distance between the UIC and any water well is a minimum of 267 feet in accordance of the City of Canby Stormwater Master Plan, Appendix "C", Groundwater Protectiveness Demonstration and Risk Prioritization for Underground Injection Control (UIC) Devices. The storm drainage report shall be in conformance with the requirements as stated in Chapter 4 of the City of Canby Public Works Design Standards as revised in December 2019.

12. Any existing domestic or irrigation wells shall be abandoned in conformance with OAR 690-220-0030. A copy of Oregon water Rights Department (OWRD) abandonment certificate shall be submitted to the City.
13. Any existing on-site sewage disposal system shall be abandoned in conformance with DEQ and Clackamas County Water Environmental Services (WES) regulations. A copy of the septic tank removal certificate shall be submitted to the City.
14. Water Services/ Fire Protection shall also be constructed in conformance with Canby Utility and Canby Fire Department requirements.

Should you have any questions or need additional information, please let me know.

## MEMORANDUM

**TO:** Bryan Brown City of Canby

**FROM:** Jonny Gish Traffic Development Engineering

**DATE:** 1/6/2020

**RE:** Caruso Produce  
31E34 02400

Development Engineering staff has visited the site and reviewed this application with the attached site plan. We have the following comments:

### **Facts and Findings:**

Right-of-Way dedication and improvements shall be required of all new developments, including partition, subdivisions, multifamily dwellings, two- and three-family dwellings, condominiums, single-family dwellings, and commercial, industrial, and institutional uses as deemed necessary by the Department of Transportation and Development and consistent with Section 1007, chapters 5 and 10 of the Comprehensive Plan and the Clackamas County Roadway Standards.

The proposed land use application is for an 85,000 square foot warehouse facility located within the City of Canby. The existing use of the tax lot primarily farming produce and previously undeveloped farmland. This development includes frontage on the west side of S Mulino Rd, which is under the jurisdiction of Clackamas County. While no access to S Mulino Rd is proposed, the applicant is proposing one access to S Walnut Rd and two accesses to the extension of SE 4<sup>th</sup> Ave, both of which have City Jurisdiction.

If the extension of SE 4<sup>th</sup> Ave to S Mulino Rd is not fully constructed with this development, Clackamas County will restrict all access to SE 4<sup>th</sup> Ave less and will allow emergency access only and will be require to be gated and locked.

The applicant's proposal for SE 4<sup>th</sup> Ave shall be shown on County Approved Plans.

The onsite and extension of SE 4<sup>th</sup> Ave will be subject to City of Canby standards and permitting. Access and frontage improvements along S Mulino Rd and intersection improvements to SE Mulino Rd and SE 4<sup>th</sup> Ave shall be permitted through Clackamas County DTD.

Adequate intersection sight distance is required for all new access onto a county roadway, per Section 240 of the Clackamas County Roadway Standards. S Mulino Rd does not have a posted speed and is subject to a basic rule speed of 55 MPH. Based on the basic rule method minimum, the applicant will be require to provide an exhibit demonstrating a sight distance of 610 feet to the south and north.

S Mulino Road is classified as a collector roadway by Clackamas County DTD Comprehensive Plan. Clackamas County has adopted roadway standards that pertain to the structural section,

construction characteristics, minimum required right-of-way widths and access standards for collector roads. The right-of-way width of S Mulino Road appears to be 60 feet along the project site frontage, according to the Clackamas County Assessor's Map, which meets the minimum standards.

Consistent with Clackamas County Comprehensive Plan, the minimum improvements on S Mulino Road frontages will be required to be designed and constructed to Figure 5-1c. These improvements shall include, but are not necessarily limited to, up to a one half-street improvement, with a pavement width of 18 feet from the centerline of the right-of-way, standard 6-inch wide curb, 5-foot wide landscape strip with street trees and an ADA compliant 5-foot wide sidewalk with ADA ramps at SW 4<sup>th</sup> Ave and S Mulino Rd. If the sidewalk does not connect to sidewalk on adjacent property, the end of the sidewalk shall require the construction of a fully ADA compliant concrete ramp, adjacent to the end of the sidewalk, providing a transition from the new sidewalk to the edge of pavement.

The applicant will be required to provide an 8-foot wide public easement for sign, slope and public utilities along the entire frontage of S Mulino Road.

The applicant will be required to design and construct stormwater drainage facilities congruent with Water Environment Services and Clackamas County Roadway Standards Chapter 4 requirements. Clackamas County only allows water quality within the planter strip without local jurisdictional maintenance agreements and no detention within the County right-of-way is permitted.

The applicant will be required to show and design how these improvements and drainage patterns work in conjunction with existing improvements to the north along S Mulino Rd and future improvements to the south to the intersection of S Mulino Rd and S Township Rd.

Section 190 of the Clackamas County Roadway Standards allows developers to provide a surety for incomplete improvements while allowing final plat recording and Certificate of Occupancy. A cash Acknowledgement is required for work permitted in existing roadway prior to issuance of the Development Permit. The guarantee shall be in the amount of 125% of the required improvements.

**Conclusion:**

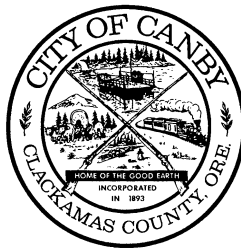
The preface language in the three paragraphs which follow this paragraph shall not be interpreted as a condition of approval or included by Planning staff as a condition of approval.

The following items are project requirements from the Department of Transportation and Development's Development Engineering Division. These conditions of approval are not intended to include every engineering requirement necessary for the successful completion of this project, but are provided to illustrate to the applicant specific details regarding the required improvements that may prove helpful in determining the cost and scope of the project. These conditions are based on upon the requirements detailed in the County's Comprehensive Plan (Comp Plan), the County's Zoning and Development Ordinance (ZDO) and the County's roadway Standards. Additional requirements beyond those stated in the conditions of approval may be required.

### **Recommended Conditions of Approval:**

1. **Prior to site improvements:** a Development Permit is required from the Engineering Department for review and approval of frontage improvements, erosion control Best Management Practices implemented, sight distances and the driveway improvements. The permit shall be obtained prior to commencement of site work and Certificate of Occupancy. To obtain the permit, the applicant shall submit construction plans prepared and stamped by an Engineer registered in the State of Oregon, or plans acceptable to the Engineering Division, provide a performance guarantee equal to 125% of the estimated cost of the construction and pay a plan review and inspection fee. The fee will be calculated as a percentage of the construction costs if it exceeds the minimum permit fee. The minimum fee and the percentage will be determined by the current fee structure at the time of the Development Permit Application.
  
2. **Prior to Site Improvements:** Submit approvable construction Plans showing all required improvements. All proposed and required improvements shall be designed, constructed, inspected and approved, or financially guaranteed, pursuant to *Clackamas County Roadway Standards*:
  - a. Design and construct S Mulino Rd to Figure 5-1c and Standard Drawing C130:
    - i. 18 feet of pavement from centerline with structural meeting C100 for industrial collector roadway
    - ii. 6” curb and gutter per S150
    - iii. 5 foot ADA compliant sidewalk per S960
    - iv. 5 foot planter strip with street trees
    - v. 8 foot Public utility easement
    - vi. Dual ADA curb ramps at NW corner of SE 4<sup>th</sup> Ave and S Mulino Rd
  - b. Design and construct stormwater drainage facilities congruent with Water Environmental Services and Clackamas County Roadway Standards Chapter 4 or provide IGA Maintenance Agreement with City of Canby for City approved stormwater facilities
  - c. Design curb drainage patterns that work with existing and proposed slopes along S Mulino Rd and show how S Mulino Rd can be constructed to provide drainage facilities for existing and future developments.
  
3. The applicant shall provide plans showing the proposed construction of SE 4<sup>th</sup> Ave extension to S Mulino Rd. Any proposal less than full improvement, will be gated, locked and restricted to emergency access only.

4. The applicant shall submit an Engineer's cost estimate to be approved by Clackamas County Engineering for the asphalt concrete, aggregates, sidewalks and any other required public improvement in the S Mulino Road right-of-way.
5. **Prior to Final Inspection:** the applicant shall provide and maintain minimum intersection sight distances at SE 4<sup>th</sup> Ave intersection with S Mulino Rd. Intersection sight distance shall restrict plantings at maturity, retaining wall, embankments, trees, fences or any other objects that obstruct vehicular sight distance. Minimum required intersection sight distance of 610 feet to the south and 610 feet to the north along S Mulino Rd
6. **Prior to Final Inspection:** the applicant shall obtain a Utility Placement Permit with the Clackamas County DTD for all utility work within the Right-of-way of S Mulino Rd



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

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

**NATURE OF THE APPLICATION**

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

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

**HEARINGS**

The Planning Commission considered application **DR 19-02** after the duly noticed hearing on January 13, 2020 during which the Planning Commission approved by a 5/1 vote **Caruso Produce (City File DR 19-02)**. These Findings are entered to document the approval.

**CRITERIA AND STANDARDS**

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

**FINDINGS AND REASONS**

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

## **CONCLUSION**

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

## **ORDER**

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

### **CONDITIONS OF APPROVAL**

#### **Public Improvements:**

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

#### **Site Access:**

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

roadway is constructed in that location.

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

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

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

**Project Design/Site Plan Approval:**

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

**Building Permits:**

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



Public Works design standards.

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

**Prior to Occupancy:**

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

**City of Canby Engineer:**

23. The project applicant shall implement the recommended measures listed in the City Engineer's memorandum dated January 7, 2020 (attached).

**Clackamas County Department of Transportation and Development:**

24. The project applicant, to the satisfaction of the City Engineer and Clackamas County Department of Transportation and Development; shall construct or bond public improvements to S Mulino Road equal to the City's industrial collector roadway standards identified in the 2010 Canby Transportation System Plan which exceed those recommended in the memorandum from Jonny Gish, Clackamas County Traffic Development Engineering, dated January 6, 2020 (attached).
25. Upon installation of a final asphalt "lift" on SE 4th Avenue and the pavement of the south half of SE 4th Avenue, allowing non-emergency (normal operational) vehicle trips to access S Mulino Road from SE 4th Avenue (per Condition #8 in the Staff Report for application DR 19-02) and as an interim condition prior to SE 4th Avenue connecting westward to Sequoia Parkway, the project applicant shall install signage prohibiting left turns onto S Mulino Road from SE 4th Avenue by trucks. Note that this is not anticipated to occur until the parcel to the southeast of the project site develops its half-street improvements to SE 4th Avenue; until then, the project applicant (Caruso Produce) will direct all vehicle trips (except emergency access) to use S Walnut Road for access to the project site.

Under the same circumstances described above, the project applicant shall also distribute information on a regular basis to their drivers, partner businesses, and regular customers/vendors identifying a requirement that truck trips travel south on S Mulino Road to S Township Road rather than northward on S Mulino Road.