



## Pre-Application Conference

### **Pre-Application Conference Notes – PRA 20-09, Canby South – November 19, 2020 (via Zoom)**

Prepared by Ryan Potter, AICP, Senior Planner

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### **PARTICIPANTS**

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Other Speaking Participants:

- Steve Sieber, Trammell Crow ; [SSieber@trammellcrow.com](mailto:SSieber@trammellcrow.com)
- Greg Blefgen, PE, SE, Principal, VLMK Engineering + Design; [gregb@vlmk.com](mailto:gregb@vlmk.com)
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- Doug Erkson, Operations Manager, Canby Utility; [Derkson@canbyutility.org](mailto:Derkson@canbyutility.org)
- Darrell Hammond, NW Natural Gas, [d5h@nwnatural.com](mailto: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 needed. 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 13<sup>th</sup> 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.