

**PLANNING COMMISSION**

**Meeting Agenda**

**Monday – February 9, 2015**

**7:00 PM**

**City Council Chambers – 155 NW 2<sup>nd</sup> Avenue**

**Commissioner Tyler Smith (Chair)**

**Commissioner John Savory (Vice Chair)**

**Commissioner Shawn Hensley**

**Commissioner John Serlet**

**Commissioner Larry Boatright**

**Commissioner (Vacant)**

**Commissioner (Vacant)**

1. **CALL TO ORDER**
  - a. *Pledge of Allegiance and Invocation*
2. **CITIZEN INPUT ON NON-AGENDA ITEMS**
3. **MINUTES**
  - a. *Planning Commission Minutes, January 13, 2015*
4. **PUBLIC HEARING**
  - a. *Consider a Minor Land Partition request from Ed Netter to partition one existing lot located at 1000 N Pine St. to create a flag lot for a single family home. (MLP 14-04 Netter)*
  - b. *Consider a Subdivision and Minor Land Partition application from Tom Kendall to partition 10.19 acres into 3 parcels and create a 30 lot subdivision. (SUB & MLP 15-01 Faist 6 Subdivision)*
5. **NEW BUSINESS**
  - a. *Northwoods Request for Extension of Development Agreement and Conceptual Development Plan*
6. **FINAL DECISIONS - None**  
*(Note: These are final, written versions of previous oral decisions. No public testimony.)*
7. **ITEMS OF INTEREST/REPORT FROM STAFF**
  - a. *Next Regular Planning Commission meeting scheduled for Monday, February 23, 2015*
8. **ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION**
9. **ADJOURNMENT**

*The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for person with disabilities should be made at least 48 hours before the meeting at 503-266-7001.*

*A copy of this agenda can be found on the City's web page at [www.ci.canby.or.us](http://www.ci.canby.or.us) City Council and Planning Commission Meetings are broadcast live and can be viewed on OCTS Channel 5. For a schedule of the playback times, please call 503-263-6287.*

**PUBLIC HEARING FORMAT**

The matter presently before the hearing body requires a public hearing. All interested persons in attendance shall be heard on the matter. If you wish to testify on this matter, please step forward to the microphone, state your name address, and interest in the matter. You may be limited by time for your statement, depending upon how many people wish to testify.

The public hearing will be conducted as follows:

- STAFF REPORT
- QUESTIONS (if any, by the hearing body or staff)
- OPEN PUBLIC HEARING FOR TESTIMONY:
  - APPLICANT (not more than 15 minutes)
  - PROponents (Not more than 5 minutes per person)
  - OPponents (Not more than 5 minutes per person)
  - REBUTTAL (By applicant, not more than 10 minutes)
- CLOSE PUBLIC HEARING
- QUESTIONS (If any by the hearing body)
- DISCUSSION (by the hearing body)

For longer presentations, proponents and opponents may “buy” time from another. In so doing, those either in favor, or opposed, may allocate their time to a spokesperson who will represent the entire group. **EVERYONE PRESENT IS ENCOURAGED TO TESTIFY, EVEN IF IT IS ONLY TO CONCUR WITH PREVIOUS TESTIMONY.** All questions must be directed through the Chair. Any evidence to be considered must be submitted to the hearing body for public access. All written testimony previously received both for and against the application shall be summarized by staff and presented briefly to the hearing body during the staff report.

Testimony and evidence must be directed toward the applicable review criteria contained in the staff report, the Comprehensive Plan, or other land use regulations which the person believes to apply to the decision.

Failure to raise an issue accompanied by statements or evidence sufficient to afford the decision-maker and interested parties an opportunity to respond to the issue, may preclude appeal to the Land Use Board of Appeals based on that issue.

Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the local government to respond to the issue may preclude an action for damages in circuit court.

**YOUR OPTION TO READ OR NOT**

Prior to the conclusion of the initial evidentiary hearing, any participant may request an opportunity to present additional evidence or testimony regarding the application. The Planning Commission shall grant such requests by continuing the public hearing or leaving the record open for additional written evidence or testimony. Any such continuance of extension shall be subject to the limitations of the so-called 120-day rule, unless the continuance or extension is requested or agreed to by the applicant.

If additional documents or evidence are provided by any party, the Planning Commission may, if requested, allow a continuance or leave the record open to allow the parties a reasonable opportunity to respond. Any such continuance or extension of the record requested by an applicant shall result in a corresponding extension of the so-called 120-day time period.

**MINUTES**  
**SPECIAL CANBY PLANNING COMMISSION**  
**7:00 pm – January 13, 2015**  
**City Council Chambers – 155 NW 2<sup>nd</sup> Avenue**

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**PRESENT:** Commissioners Tyler Smith (Chair), John Savory (Vice Chair), Shawn Hensley, John Serlet, and Larry Boatright

**STAFF:** Bryan Brown, Planning Director, Laney Fouse, Planning Staff

**OTHERS:**

**1. CALL TO ORDER**

Chair Smith called the meeting to order at 7 pm.

**2. CITIZEN INPUT ON NON-AGENDA ITEMS – None.**

**3. MINUTES**

- a. *Planning Commission Minutes, December 8, 2014*

**Motion:** *A motion was made by Commissioner Savory and seconded by Commissioner Serlet to approve the December 8, 2014 minutes as written. Motion passed 5/0.*

**4. PUBLIC HEARING**

**5. NEW BUSINESS – None**

**6. FINAL DECISIONS** *(Note: These are final, written versions of previous oral decisions. No public testimony.*

- a. *The Final Written Findings for DR 14-04 Canby Square were approved by a vote of 5/0.*

**7. ITEMS OF INTEREST/REPORT FROM STAFF**

- a. *Mr. Brown said the Bi-Monthly Report to the Council is posted to the City website. He said unless the Commissioners wanted to do a work session to view the video on the on Oregon Land use system, the next meeting date, the meeting would be cancelled.*
- b. *Mr. Brown talked about the applications which would be up for consideration during the month of February.*
- c. *Mr. Brown said he had been in discussion with someone looking for several acres to build senior housing.*

**8. ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION – None.**

**9. ADJOURNMENT**

Chair Smith adjourned the meeting at 7:19 pm.





# City of Canby

**MINOR PARTITION STAFF REPORT**

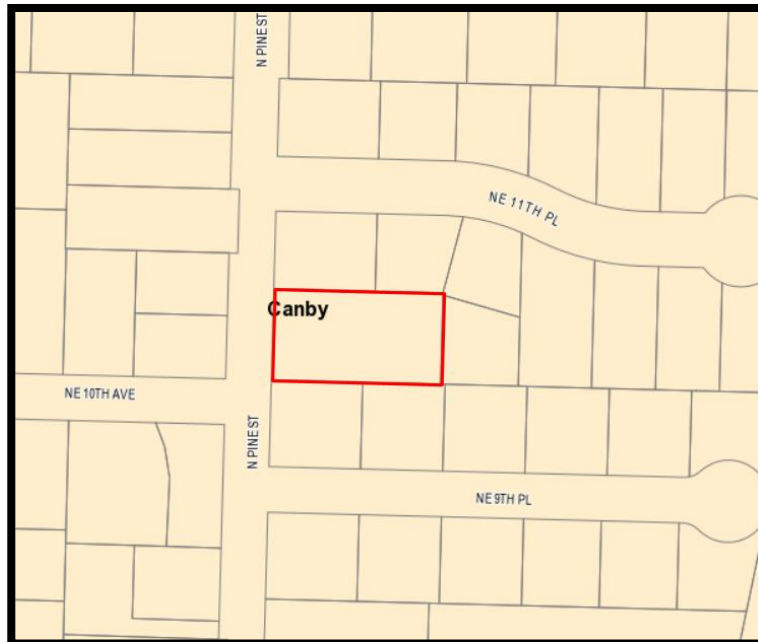
**FILE #: MLP 14-04**

**Prepared for the February 9, 2015 Planning Commission Meeting**

**LOCATION:** 1000 N. Pine Street

**ZONING:** R-1 Low Density Residential

**Tax lots:** 31E34BB01500 (Bordered Property in Map Below)



**LOT SIZES:** 0.42 ACRES, 18,295 SF

**OWNERS:** JaDee, LLC

**APPLICANT:** Ed Netter

**APPLICATION TYPE:** Minor Partition (Type III)

**CITY FILE NUMBER:** MLP 14-04

**I. PROJECT OVERVIEW & EXISTING CONDITIONS**

The applicant proposes to partition an existing 18,295 square foot lot into two parcels containing approximately 9,197 square foot and 8,098 square foot each. An existing home is to remain on proposed 9,197 square foot parcel 1, and proposed parcel 2 will contain a new single-family dwelling. The north boundary of Parcel 1 will contain a 15 foot wide access and utility easement that will have a 12 foot paved surface and extend to Parcel 2 at the rear of

the property.

**ATTACHMENTS:**

Partition Tentative Site Plan

**AGENCY COMMENTS:**

Review comments were solicited from City departments and applicable reviewing agencies. Summary of comments are included in the staff report, and complete agency comments are part of the file.

Hassan Ibrahim, City Engineer's Office indicated that all public improvements along the site frontage with N. Pine Street should be completed including half-street improvements such as 20 foot paved surface, curbs, sidewalk, driveway, sewer hookup, erosion control permit for on-sit disturbance.

**II.**

**APPLICABLE CRITERIA & STAFF FINDINGS**

Applicable criteria used in evaluating this application are found in Chapter 16 of the *City of Canby's Land Development and Planning Ordinance (Zoning Code)* as follows:

- 16.08 General Provisions
- 16.10 Off-street Parking and Loading
- 16.16 R-1 Zone
- 16.21 Residential Design Standards
- 16.43 Outdoor Lighting Standards
- 16.46 Access Limitations on Project Density
- 16.56 Land Division General Provisions
- 16.60 Major or Minor Partitions
- 16.64 Subdivisions-Design Standards
- 16.86 Street Alignments
- 16.89 Application and Review Procedures
- 16.120 Parks, Open Space, and Recreation Land General Provisions

***Chapter 16.08 General Provisions***

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**16.08.090 Sidewalks required.**

- B. The Planning Commission may impose appropriate sidewalk and curbing requirements as a condition of approving any discretionary application it reviews.

**Findings:** Although sidewalks have been constructed across the street on the west side of N. Pine Street, sidewalks are not in place on the east side of N. Pine Street along its extent or at the subject property's frontage. Additionally, funding is being sought through CDBG Grants for future street improvements to N. Pine Street for the length of the street. As a condition of approval, the Planning Commission may impose a curb and sidewalk along the property frontage or waive the provision at the time of the Public Hearing.

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

This section contains standards pertaining to traffic studies including purpose, scoping, determination, submittal requirements, content, methodology, neighborhood and through-trip studies, mitigation, conditions of approval, and rough proportionality determination.

**Findings: A Traffic Impact study is not required for the proposal because the project did not meet TIS requirements listed in Chapter 16.08.150. However, a 10 foot ROW Dedication is required along the subject property frontage in order to meet TIS standards for a collector street. The City Engineer has confirmed this provision.**

**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 will meet the standards listed in A-E of this section.

**Findings: The standards listed in the section are addressed in various criteria discussed in this staff report.**

## ***Chapter 16.10 Off Street Parking & Loading***

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### Table 16.10.050 Off-street Parking Provisions

**Findings: Two Parking spaces are required for each single-family dwelling, and adequate parking will be reviewed during the building permit process.**

**16.10.070 Parking lots and access****B. Access**

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...

**Findings: The City standard for collector streets requires a six foot wide sidewalk. However, at this particular location no sidewalks are constructed along the street side that fronts the subject property. Because other properties on the east of N. Pine Street do not have sidewalks, the Commission could waive this provision if considered appropriate and not require the applicant to construct the sidewalks as a result of this proposal.**

**16.10.070(B)(8):** 16.10.070(B)(8): Criteria in this section states that minimum access requirements for residential uses (ingress and egress) for residential uses shall not be less than indicated in the section (except that in the case of flag lots, section 16.64.040 shall apply).

**Findings: The applicant originally proposed a 15 foot wide" flag lot," that must be reviewed under section 16.64.040. However, the applicant revised the site plan to include a 15 foot driveway and utility easement instead. The easement will meet the 15 foot wide 12 foot paved surface standard**

listed in the section that requires a minimum for 1 or 2 dwelling units of 1 access of 12 feet minimum paved surface.

**16.10.070(10)(f)**: Distance between Driveways and Intersections for Single-family Residential Houses...:

**Findings:** It appears by the submitted site plan that the existing driveway is to be included inside the proposed access for the newly created lot home and would be considered a shared access. The access shall comply with the 30 foot separation from the nearest intersection and the 10 foot separation from adjacent driveways.

**Table 16.10.070:** Minimum dimensional Standard for Parking:

**Findings:** Parking standards will be verified during the building permit process. The proposed driveway shall not exceed 24 feet at the property line.

### ***16.16 R-1 Low Density Residential Zone***

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**16.16.010 Uses permitted outright:** Uses permitted outright in the R-1 zone shall be as follows:  
B. Single family dwelling; one single-family dwelling per lot.

**Findings:** The proposed and existing single-family homes are permitted outright.

**16.16.030 Development standards:** The required development standards of the R-1 zone are listed in this section.

**Findings:** The proposed two lots each meet the 7,000 square foot minimum and 10,000 maximum lot sizes. The existing dwelling will meet minimum setbacks, other standards such as minimum lot width, setbacks, building height, and maximum impervious area will be verified during the building permit process for new dwelling construction on Parcel 2.

### ***16.21 Residential Design Standards***

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**16.21.020 Applicability and review procedure for single family and two family dwellings.**

The standards in sections 16.21.030 through 16.21.050 apply to single family dwellings, manufactured homes, and two family dwellings (duplexes)...

**16.21.030 Single family and two-family dwelling design menu.**

**16.21.040 Main entrances for single family and two family dwellings.**

**Findings:** The residential design standards of Section 16.21.020-040 are applicable to new homes that will have a street facing façade. In this case, construction of the new home will occur on proposed Parcel 2 that does not front on Pine Street but is accessed by a private easement that extends past the existing dwelling. The above standards do not apply.

**16.21.050 Infill Homes**

B. Applicability. These standards apply to all new infill homes as defined by 16.04.255.



**Findings:** Infill homes are defined in 16.04.255 as “existing and new single family dwellings, manufactured homes, two-family dwellings, duplexes and triplexes on lots that are located in an R-1 or R-1.5 zoning district, and that have existing homes on two adjacent sides. Each adjacent home must be within 25 feet of the common lot line with the infill homes and have pre-existed for at least 5 years (dated from the existing homes final building permit approval).”

Based on available information, parcels surrounding proposed Parcel 2 have existing dwellings that will be within 25 feet of a common lot line. A condition of approval to alert the home builder to the possible infill home evaluation criteria shall be placed to assure code compliance at the time of submittal of a building permit.

### ***16.43 Outdoor Lighting Standards***

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#### **16.43.030 Applicability**

The outdoor lighting standards in this section apply to the following:

- A.** New uses, buildings, and major additions or modifications:
  - 1.** For all proposed new land uses, developments, buildings, and structures that require a building permit, all outdoor lighting fixtures shall meet the requirements of this Code.

#### **16.43.060 Prohibited Light and Lighting.**

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

**Findings:** The Planning Commission has determined with previous applications that lighting standards are not applicable to street lights. Lighting standards for new single-family homes in 16.43 are applicable. No change to street lighting is proposed or needed with this request.

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

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**Findings:** The one additional lot will not impact the suitability of the existing access to lots within the neighborhood. No new roads are proposed to trigger minimum access standards. The majority of the remaining access standards of this section do not apply to residential driveways.

### ***16.56 Land Division Regulation***

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**Findings:** Chapter 16.56 contains general language regarding land divisions and has no specific evaluation criteria.

### ***16.60 Major or Minor Partitions***

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**16.60.020 Standards and criteria**

The same improvements shall be installed to serve each building site of a partition as is required of a subdivision, and the same basic design standards shall apply. If the improvements are not constructed or installed prior to the filing of the signed partition plat with the county, they shall be guaranteed in a manner approved by the City Attorney. However, if the commission finds that the nature of development in the vicinity of the partition makes installation of some improvements unreasonable, the commission shall except those improvements. In lieu of excepting an improvement, the commission may recommend to the council that the improvement be installed in the area under special assessment financing or other facility extension policies of the city.

**Findings: As indicated above, the standards of Chapter 16.64, Subdivision Design Standards, are applicable to this proposal. The above section also gives the Planning Commission the authority to be flexible with public improvement requirements, such as installation of a sidewalk or widening of the street, that are unique to this case.**

**16.60.040 Minor partitions.**

Application for a minor partition shall be evaluated based upon the following standards and criteria:

- A. Conformance with the text and applicable maps of the Comprehensive Plan;
- B. Conformance with all other applicable requirements of the Land Development and Planning Ordinance;
- C. The overall design and arrangement of parcels shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the subject property without unduly hindering the use or development of adjacent properties;
- E. 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 land division.

**Findings: The application meets the definition of a partitioning stated in Section 16.04.470. The applicant intends to divide a single parcel into two separate lots and does not propose any new streets or roadway. Public facilities and services are presently available to serve the proposed lot by extending individual service laterals within the new access and utility easement from the main utilities services located in the existing adjacent public streets. Access to the newly created parcel would occur over a shared private access easement. A condition of approval shall be placed to establish that all utility and ingress and egress easements are made part of the recorded partition plat.**

**16.60.060 Final procedures and recordation.**

- A. Following the action of the city in approving or conditionally approving a tentative plat for a partition, the applicant shall be responsible for the completion of all required improvements, or the posting of adequate assurances in lieu thereof, to the satisfaction of the city engineer prior to the transfer of title of any of the parcels involved.

**Findings: The above criteria shall be listed as a condition of approval.**

- B. Recordation of an accurate survey map, prepared by a registered engineer or licensed surveyor, must be completed within one year of the approval of the tentative map. One copy of the recorded survey map shall be filed with the City Planner for appropriate record keeping.

- C. The applicant shall bear full responsibility for compliance with applicable state and city regulations regarding the recordation of documents and subsequent transfer of ownership.
- D. The Planning Director may approve a single one-year extension to the original one-year 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.

**Findings: A condition of approval shall state that a surveyed partition plat, prepared by a licensed surveyor or engineer, shall be prepared and recorded at Clackamas County after City review. The proposed final plat must be submitted to the city for review within one year of Planning Commission approval, or the applicant must request that the Planning Director approve a one-year extension for submittal. The applicant or county shall provide the city with a copy of the final plat in a timely manner after it is recorded at Clackamas County.**

### ***16.64 Subdivisions-Design Standards***

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#### **16.64.010 Streets**

- M. Planting Easements. The Planning Commission may require additional easements for planting street trees or shrubs.

#### **16.64.070**

- C.(3) Street Trees. Street trees shall be provided consistent with the provisions of Chapter 12.32.
- K. Street tree planting is required of the subdivider and shall be according to city requirements. (Ord. 899 section 4, 1993)

**Findings: As a condition of approval, the applicant shall submit a Street Tree Plan that illustrates the requirement of one street tree every 30 feet along the street frontage or give reasons for exceptions to meeting required separations. The plan shall indicate removal of any dead existing trees and how the plan meets other provisions of Chapter 12.32. The applicant shall pay the required street tree fees prior to recording the partition plat.**

#### **16.64.030 Easements**

- A. Utility Lines. Easements for electric lines or other public utilities are required, subject to the recommendations of the utility providing agency. Utility easements twelve feet in width shall be required along all street lot lines unless specifically waived. The commission may also require utility easements alongside on rear lot lines when required for utility provision. The construction of buildings or other improvements on such easements shall not be permitted unless specifically allowed by the affected utility providing agency.

**Findings: A condition of approval shall require that all provisions of applicable utility agencies are met prior to the recordation of the partition plat.**

- C. Pedestrian Ways. In any block over six hundred feet in length, a pedestrian way or combination pedestrian way and utility easement shall be provided through the middle of the block. If unusual conditions require blocks longer than one thousand two hundred feet, two pedestrian ways may be required. When essential for public convenience, such ways may be required to connect to cul-

de-sacs, or between streets and other public or semipublic lands or through green way systems. Sidewalks to city standards may be required in easements where insufficient right-of-way exists for the full street surface and the sidewalk.

**Findings: The existing block is not over 600 feet therefore the pedestrian way standard is met.**

**16.64.040 Lots**

A. Size and Shape. The lot size, width, shape and orientation shall be appropriate for the location of the subdivision and for the type of development and use contemplated. To provide for proper site design and prevent the creation of irregularly shaped parcels, the depth of any lot or parcel shall not exceed three times its width (or four times its width in rural areas) unless there is a topographical or environmental constraint or an existing man-made feature such as a railroad line.

**Findings: The lots meet the above criteria.**

B. Minimum Lot Sizes:

1. Lot sizes shall conform with requirements of Division III...

C. Lot Frontage. All lots shall meet the requirements specified in Division III...

E. Lot Side Lines. The side lines of lots shall run at right angles to the street upon which the lots face...

**Findings: The proposal meets the above criteria.**

J. Designation of Lots as 'Infill Home' Sites. The Planning Commission may require that homes built on one or more lots adjacent to existing development be subject to any or all of the requirements of 16.21.050 - Infill Homes. Furthermore, for subdivisions where the parent parcel(s) is less than two acres in size, the Planning Commission may require that all homes built on lots in the subdivision be subject to any or all of the requirements of 16.21.050. These requirements are to be shown on the subdivision plat or included in the deed restrictions.

**Findings: Proposed Parcel 2 meets the definition of an infill lot. As a condition of approval, the applicant must address criteria in 16.21.050 during the building permit site plan review process.**

**16.64.060 Grading of building sites.**

The commission may impose bonding requirements, similar to those described in section 16.64.070, for the purpose of ensuring that grading work will create no public hazard nor endanger public facilities where either steep slopes or unstable soil conditions are known to exist.

**Findings: The subject parcel is situated on level property without any indication of hazard to public facilities. Staff does not recommend a bonding requirement.**

**16.64.070 Improvements**

A. Improvement Procedures. In addition to other requirements, improvements installed by a land divider either as a requirement of these regulations, or at his own option, shall conform to the requirements of these regulations and improvement standards and specifications followed by the city, and shall be installed in accordance with the following procedure:

1. Improvement work shall not be commenced until plans have been checked for adequacy and approved by the city. To the extent necessary for evaluation of the proposal, the plans may be

required before approval of the tentative plat of a subdivision or partition. No work shall commence until the developer has signed the necessary certificates and paid the subdivision development fees specified elsewhere in this division.

2. Improvement work shall not commence until after the city is notified, and if work is discontinued for any reason it shall not be resumed until after the city is notified.
3. Improvements shall be constructed under the inspection and to the satisfaction of the City. The city may require changes in typical sections and details in the public interest if unusual conditions arise during construction which warrant the change.

**Findings: Public Works cited relevant standards for street improvements that included 20 foot half-street paved surface, curb, and six foot concrete sidewalk along the property frontage. However, staff recommends that street and sidewalk improvements should be waived due to existing conditions at the property location such as recognition that the property is already developed and that standard improvements applied to a new subdivision would not be proportional with this request.**

5. A map showing public improvements "as built" shall be filed with the city engineer within sixty days of the completion of the improvements.

**Findings: No public improvements are likely to accompany this request, so as-built plans would not be needed for the project. As-built plans are not sought for just sidewalk installation.**

**B.** The following improvements shall be installed at the expense of the subdivider unless specifically exempted by the Planning Commission:

1. Streets, including drainage and street trees;
2. Complete sanitary sewer system;
3. Water distribution lines and fire hydrants;
4. Sidewalks and any special pedestrian ways;
5. Street name and traffic-control signs;
6. Streetlights;
7. Lot, street and perimeter monumentation;
8. Underground power lines and related facilities;
9. Underground telephone lines, CATV lines, natural gas lines, and related facilities;

**Findings: As previously discussed, staff recommends that improvement be limited to paved driveway approach to city standards, sewer, and erosion control standards.**

**C.** Streets

2. ...monuments shall be reestablished and protected in monument boxes at every street intersection and all points of curvature and points of tangency of street centerlines as required by Oregon Revised Statutes Chapter 92.

**Findings: A condition of approval addresses monumentation requirements.**

4. Prior to city approval of the partition plat, all perimeter and back lot line monumentation shall be installed and the installation of the front lot monumentation (along and within street rights-of-way) shall be guaranteed. Any monuments destroyed during improvement installation shall be replaced at the developer's expense.

**Findings: A condition of approval addresses monumentation requirements.**

9. Improvements such as paving, curbing, installation or contribution to traffic signals, construction of sidewalks, bikeways, access ways, paths, or streets that serve the proposed use where the existing transportation system may be burdened by the proposed use.

**Findings: There is no evidence that the existing transportation system may be burdened by the proposal.**

**D. Surface Drainage and Storm Sewer System.**

3. All new subdivisions in Canby are required to treat stormwater on site. Stormwater management using LID practices is required where feasible, pursuant to requirements of this chapter and other applicable sections of this code. LID facilities shall be constructed in accordance with Canby Public Works Design Standards.

**Findings: All residential stormwater must be retained onsite per Chapter 4 of the Canby Public Works Design Standards.**

- G. Sidewalks.** Sidewalks shall be required on both sides of a public street and in any special pedestrian way within the subdivision, except that in the case of identified arterials, or industrial districts, the commission may approve a subdivision without sidewalks if alternative pedestrian routes are available. Sidewalk construction may be postponed until the actual construction of buildings on the lots, provided that adequate assurance is given that such sidewalks will be installed.

**Findings: Construction of curbs and sidewalks has yet to occur on the east side of N. Pine Street. However, an existing curb extends south from NE 11th Place to the subject parcel's southern property line. Because of the existing continuity along the Pine Street frontage, staff does not recommend construction of sidewalks along the property frontage as a result of this project. Requiring improvements at this single location is not in continuity with the street frontage for the remainder of the street. Additionally, funding is being sought through CDBG Grants for future street improvements to N. Pine Street for the length of the street. However, other improvements, prior to construction, such as driveway, sewer, and erosion control standards shall be a condition of approval.**

- J. Street Lighting System.** Streetlights shall be required to the satisfaction of the manager of the Canby Utility Board.

**Findings: No new streetlights are proposed.**

**K. Other Improvements.**

1. Curb cuts and driveway installation are not required of the subdivider but, if installed, shall be according to city standards.
2. Street tree planting is required of the subdivider and shall be according to city requirements.
3. The developer shall make necessary arrangements with utility companies or other persons or corporations affected, for the installation of underground lines and facilities....

**Findings: A condition of approval states that a city Street Opening Permit is required when curb cuts are proposed prior to home construction. Otherwise access spacing requirements will be reviewed during the building permit process. A condition of approval addresses street trees. The existing overhead utility lines are not proposed to be placed underground.**

**M. Survey Accuracy and Requirements.** In addition to meeting the requirements as set forth in Oregon Revised Statutes relative to required lot, street and perimeter monumentation, the criteria listed in **Section 16.64.070** shall be required.

**Findings: A condition of approval states that the City Engineer or County surveyor shall verify that the above standards are met prior to the recordation of the partition plat.**

**N. Agreement for Improvements.** Before commission approval of a subdivision plat or partition map, the land divider shall either install required improvements and repair existing streets and other public facilities damaged in the development of the property, or execute and file with the city engineer, an agreement specifying the period within which required improvements and repairs shall be completed and provided that, if the work is not completed within the period specified, the city may complete the work and recover the full cost and expense, together with court costs and reasonable attorney fees necessary to collect the amounts from the land divider. The agreement shall also provide for reimbursement to the city for the cost of inspection by the city which shall not exceed ten percent of the improvements to be installed.

**O. Bond.**

**1.** The land divider shall file with the agreement, to assure his full and faithful performance thereof, one of the financial choices listed in this section and meet stated provisions of the section.

**P. Guarantee.** All improvements installed by the subdivider shall be guaranteed as to workmanship and materials for a period of one year following written notice of acceptance by the city to the developer.

**Findings: Any public improvements required by the Commission shall meet the above criteria.**

## ***16.86 Street Alignments***

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### **16.86.020 General provisions.**

**F.** Bikeways and bike lanes shall be provided consistent with the Bicycle Plan element of the Transportation System Plan.

**G.** Pedestrian facilities shall be provided consistent with the Pedestrian Plan element of the Transportation System Plan.

**Findings: The TSP does not identify and future bike lane adjacent to this portion of N. Pine Street, and construction of the six foot wide curb tight sidewalk is a Planning Commission decision.**

### **16.86.040 Recommended Roadway Standards**

Specific standards for roadway design are located in the Transportation System Plan and Canby Public Works Design Standards.

**Findings:** No new streets are proposed or recommended by staff. However, it required by the Commission, the above standard must be met.

### ***16.89 Application and Review Procedures***

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**Findings:** This application is being processed in accordance with Chapter 16.89. Notice of the public hearing was mailed to owners and residents of lots within 200 feet of the subject development and to applicable agencies. Notice of the meeting was posted at the Development Services Building, City Hall, and Library and published in the Canby Herald. This chapter requires a Type III process for minor partitions. A neighborhood meeting is not required for minor partitions and a pre-application conference was not required for this application.

### ***16.120 Parks, Open Space, and Recreation Land-General Provision***

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#### **16.120.020 Minimum standard for park, open space and recreation land**

A. Parkland Dedication: All new residential, commercial and industrial developments shall be required to provide park, open space and recreation sites to serve existing and future residents and employees of those developments.

**Findings:** Criteria in this section requires that System Development Charges (SDCs) be collected at the time of construction of any new homes.

### **III. PUBLIC TESTIMONY**

Notice of this application and opportunity to provide comment was mailed to owners and residents of lots within 200 feet of the subject properties and to all applicable public agencies. All citizen and agency comments/written testimony will be presented to the Planning Commission.

### **IV. Decision**

Based on the application submitted and the facts, findings, and conclusions of this report, staff recommends that the Planning Commission **approve** Minor Land Partition File #MLP 14-04 subject to the following conditions of approval:

### **V. CONDITIONS OF APPROVAL**

Minor Partition Conditions Unique to This Request:

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1. A sewer and water service plan for the new parcels and impact on service to the existing house shall be submitted and approved by City prior to filing the partition plat of record.
2. The applicant shall construct a 15 foot access and utility easement with a 12 foot paved surface for Parcel 2. A Street Opening Permit may be required during construction.
3. A cross access and maintenance agreement shall be filed of record for the shared



- access easement and single driveway.
4. The applicant/developer shall be required to provide a minimum 36" wide clear path behind any mailboxes to accommodate ADA requirements prior to filing the partition plat.
  5. All work associated with the required paved driveway or utility installations shall secure a street construction permit and comply with City current Public Works Design Standards.
  6. The access and utility easement to serve Parcel 2 shall be shown on the recorded partition plat and a shared access and maintenance agreement recorded with the plat.
  7. The applicant is responsible to either relocate all necessary utility services within the proposed 15 foot wide access and utility easements to serve both Parcel 1 and Parcel 2 or provide a private easement across Parcel 1 protecting and assuring continued use of those private service lines where they exist for home retained on the property.
  8. The applicant shall pay the current city fee and provide a street tree plan per the Tree Regulation standards in Chapter 12.32. The plan is applicable to Parcel 1 and shall illustrate the requirement of one street tree every 30 feet along the street frontage or give reasons for possible exceptions. The plan shall indicate removal of any dead existing trees and how the plan meets other provisions of Chapter 12.32. The street tree fee shall be paid prior to the recordation of the partition plat.
  9. A street tree easement 12 feet wide measured from the front property line shall be provided along the frontage of Parcel 1 to allow street tree(s) on private property to be planted. This easement shall be designated on the Partition Plat.

Final Partition Plat Conditions:

10. A final surveyed partition plat shall be prepared by a licensed surveyor for recording the partition plat of record. Prior to recordation with Clackamas County, the plat shall be submitted to the city along with applicable fees for review by the city and other appropriate agencies. The final plat must be submitted to the city within one year of Planning Commission approval or the applicant must request, in writing, a one year extension from the Planning Commission. The applicant or county shall provide the city with a recorded copy of the plat in a timely manner.

Monumentation/Survey Accuracy Conditions

11. The county surveyor shall verify that the survey accuracy and monumentation requirements set forth in Oregon Revised Statutes and CMC 16.64.070(M) are met prior to the recordation of the final plat. Installation of the front lot monumentation (along and within street rights-of-way) and the replacement of any existing monuments destroyed during improvement installation shall be confirmed by the city engineer or county surveyor prior to the recordation of the partition plat.
12. Monuments shall be reestablished and protected in monument boxes at every street intersection and all points of curvature and points of tangency of street centerlines as required by Oregon Revised Statutes Chapter 92. The city engineer or county surveyor shall verify compliance with this condition prior to the recordation of the final plat.

Residential Building Permits Conditions:

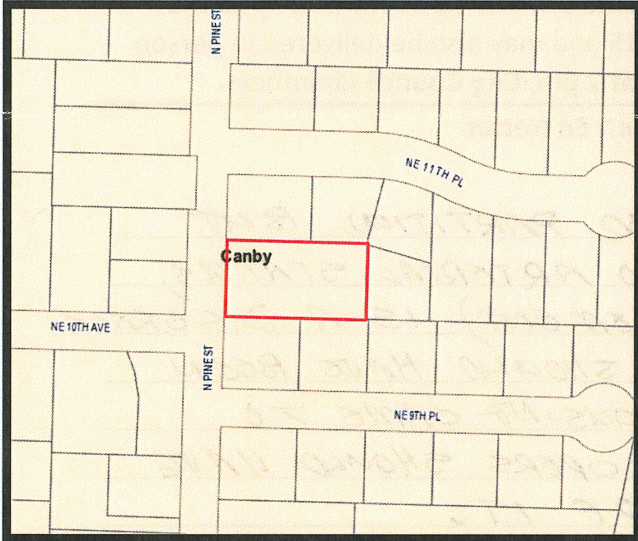
- 13.** Construction of all required public improvements, except the public sidewalk, and the recordation of the partition plat must be completed prior to the issuance of building permits.
- 14.** Unless the Planning Commission waives the requirement for a six foot wide sidewalk, it shall be constructed by the developer to city standards.
- 15.** The new home on Parcel 2 shall comply with the residential design standards of CMC 16.21 and both Parcel 1 and 2 must be evaluated to determine if the “infill home” standards are applicable at the time of a building permit.
- 16.** The homebuilder shall apply for a City of Canby Site Plan Permit and County Building Permit for any proposed home.
- 17.** The homebuilder for Parcel 2 shall apply for a City of Canby Erosion Control Permit.
- 18.** On-site stormwater management shall be designed in compliance with the Canby Public Works Design Standards.
- 19.** Construction shall comply with all applicable City of Canby Public Works Design Standards.
- 20.** Clackamas County Building Codes Division will provide structural, electrical, plumbing, and mechanical plan review and inspection services for home construction. The applicable county building permits are required prior to construction of each home.
- 21.** Per the Canby Public Works Design Standards, minimum residential driveway widths at the inside edge of the sidewalk shall be 12 feet and the maximum residential driveway widths shall be 24 feet with an allowed exception for 28 feet for a home with 3 or more garages.



# City of Canby

## PUBLIC NOTICE & REQUEST FOR COMMENTS

The purpose of this Notice is to invite you to a Public Hearing at a **Planning Commission meeting on Monday, February 9, 2015 at 7 pm in the City Council Chambers, 155 NW 2<sup>nd</sup> Avenue** and to comment on a proposed Minor Land Partition application (City File# MLP 14-04) from Ed Netter requesting to divide Tax Lot 31E34BB01500 - 1000 N Pine Street to create a flag lot in the rear of the existing lot for a new single family residence. The property is zoned R-1 Low Density Residential. The property is located near the intersection of N Pine St and NE 10<sup>th</sup> St.



**Comments due**– If you would like your comments to be incorporated into the City’s Staff Report, please return the Request for Comments form by **Wednesday, January 28, 2015**  
**Location:** 1000 N Pine Street (Bordered in red on map)

**Tax Lot:** 31E34BB01500

**Lot Size and Zoning:** 18,250 sq. ft., zoned R-1 Low Density Residential

**Owners:** Jadee, LLC

**Applicant:** Ed Netter

**Application Type:** Minor Land Partition

**City File Number:** MLP 14-04

**Contact:** Dave Epling, Associate Planner, 503-266-0686

**What is the Decision Process?** The Planning Commission will make a decision after the Public Hearing. The Planning Commission’s decision may be appealed to the City Council.

**Where can I send my comments?** Written comments can be submitted up to the time of the Public Hearing and may also be delivered in person to the Planning Commission during the Public Hearing. (Please see *Comment Form*). Comments can be mailed to the Canby Planning Department, P O Box 930, Canby, OR 97013; delivered in person at 111 NW Second Avenue; or emailed to [eplingd@ci.canby.or.us](mailto:eplingd@ci.canby.or.us).

**How can I review the documents and staff report?** Weekdays from 8 AM to 5 PM at the Canby Planning Department. The staff report to the Planning Commission will be available for inspection starting Friday, January 30, 2015 and can be viewed on the City’s website: <http://www.ci.canby.or.us> Copies are available at \$0.25 per page or can be emailed to you upon request.

**Applicable Criteria:** Canby Municipal Code Chapters:

- 16.08 General Provisions
- 16.10 Off-street Parking and Loading
- 16.16 R-1 Low Density Residential Zone
- 16.21 Residential Design Standards
- 16.43 Outdoor Lighting Standards
- 16.46 Access Standards
- 16.56 Land Division General Provisions
- 16.60 Major or Minor Partitions
- 16.64 Subdivisions-Design Standards
- 16.86 Street Alignments
- 16.89 Application and Review Procedures
- 16.120 Parks, Open Space, and Recreation Land General Provisions

*Note: Failure of an issue to be raised in a hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue precludes appeal to the board based on that issue.*

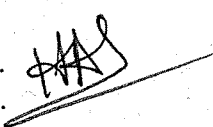


CURRAN-McLEOD, INC.  
CONSULTING ENGINEERS  
6655 S.W. HAMPTON STREET, SUITE 210  
PORTLAND, OREGON 97223

January 15, 2015

## MEMORANDUM

**TO:** Ms. Ronda Rozzell  
City of Canby

**FROM:** Hassan Ibrahim, P.E.   
Curran-McLeod, Inc.

**RE:** **CITY OF CANBY**  
**1000 N. PINE STREET MLP 14-04**

We have reviewed the submitted materials and plan on the above mentioned project and have the following comments:

1. N Pine Street is a County road and classified in the City Transportation System Plan as a collector road, the total existing right-of-way (ROW) width is 40', the required ROW ranges between 50-foot and 80-foot. The developer needs to dedicate an additional 10-foot of ROW along the site frontage. The half street improvements shall be built to City Standards with a 20-foot paved street width measured from the centerline ROW and matching the existing street width to the north. An asphalt tapers at the rate of 10:1 shall be constructed to match existing asphalt surface at the south end of the street. The improvements shall also include curbs, 6-foot curb tight concrete sidewalks and utilities in conformance with section 2.207 of the City of Canby Public Works Design Standards dated June 2012. Clackamas County approval is needed for those improvements.
2. The driveway to new lot as shown on the submitted sketch doesn't meet the current ADA requirements. The driveway wings shall have 12:1 slopes.
3. Sanitary sewer service to the new lot can connect to the existing main line in NE 10<sup>th</sup> Avenue.
4. An erosion control permit will be required from the City of Canby prior to any on-site disturbance.

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

January 27, 2015

RE: Public Notice and Request for Comments  
1000 N. Pine St., Lot 31E34BB01500  
Regarding the Minor Land Partition of the above

People:

I am unavailable at the meeting time , and since it is just a *per forma* thing to give them what they want, it generally appears that people being there is ineffective anyway. Even voting did not help the Library project. Hence, I would just like to add my little bit.

Regarding the above "Minor" partition....it is really not "minor" if city government requires so much effort and expense to achieve the wanted changes. There must have been reasons the original "planning" made this such a process.

While high density planning is very good, "planning" implies thinking for times ahead, not transgressing on what is already there. Planning can by nature foster "improvements," ie: sidewalks, bridges, fixing roads, support industries like garbage and sewer services, maintenance etc. ... True planning is a good thing.

I would like to say that Canby is not Portland, nor New York. People often moved away from populated areas for the space such moves offered. In fact, the kind of people who moved Westward may well have left many of us with some of that DNA requiring space. Hence people were very proud of Canby, Aurora, and many of the smaller towns in the valley. Go to a city where there are homes with land around them like Silverton. They are lovely. Why, Beaverton was such a town once, as was Tigard....we are on our way to becoming a total suburb just like them. Vera Katz and her friends have done Oregonians a great disservice, in my opinion. Planning does not mean CLUMPING or SQUEEZING as an after thought. Think about what happens to mice where the population just keeps growing.

Why not concentrate, or "plan, " about the Fair Grounds inside the city limits? Partition it all, go flag-lot- crazy and build high rises there. The Fair Grounds appears to have outgrown its quarters' effectiveness. You could plan for a bigger fire department, with pricy professionals because fires will spread so much easier with all these little additions we throw in. And then we will need more and better trained police with the crime they will encounter. (Refer to the over populated mouse example above).... and when the light rail, which will be pushed through, easily brings inner city folk out here you will really need more police....think about Hillsboro's issues. Planning, and not just reacting, is quite a skill and sadly Canby just keeps "kicking the can down the road."

All of the flag lots being added to this town is merely turning Canby into a 1-2 level apartment building with driveways instead of stairs and elevators. And It is indeed sad knowing that moving away is an option for many folk, but not all.

Have an enjoyable meeting, developers and their lawyers love you,



I. Johnson, one of the mice  
1030 NE 10th Ave.

**CITY OF CANBY –COMMENT FORM**

If you are unable to attend the Public Hearing, you may submit written comments on this form or in a letter addressing the Planning Commission. Please send comments to the City of Canby Planning Department:

- By mail: Planning Department, PO Box 930, Canby, OR 97013
- In person: Planning Department at 111 NW Second Street
- E-mail: [eplingd@ci.canby.or.us](mailto:eplingd@ci.canby.or.us)

Written comments to be included in the Planning Commission’s meeting packet are due by noon on Wednesday, January 28, 2015. Written comments can also be submitted up to the time of the **Public Hearing on Monday, February 9, 2015** and may also be delivered in person to the Planning Commission during the **Public Hearing at 7 pm, City Council Chambers.**

**Application: Minor Land Partition: MLP 14-04/Applicant: Ed Netter**

**COMMENTS:**

NO OBJECTION TO PROPOSED PARTITION, BUT  
 CONDITION OF N. PINE (NO ARTERIAL STATUS,  
 NO CURBS OR DECENT PAVEMENT) IS A DISGRACE  
 TO CANBY. IMPROVEMENTS SHOULD HAVE BEEN  
 DONE WHEN HIGH-DENSITY HOUSING CAME TO  
 N. PINE AND THOSE DEVELOPERS SHOULD HAVE  
 PAID ~~FOR~~ THEIR SHARE. OF IT.  
 GOVERNMENT FAILED TO DO THEIR ~~THE~~ JOB:

YOUR NAME: JOHN L. PETERSON  
 EMAIL: \_\_\_\_\_  
 ORGANIZATION or BUSINESS (if any): RETIRED USPS  
 ADDRESS: 1261 NE 12th way  
 PHONE # (optional): 503-266-7191  
 DATE: 1/24/15

Thank you!







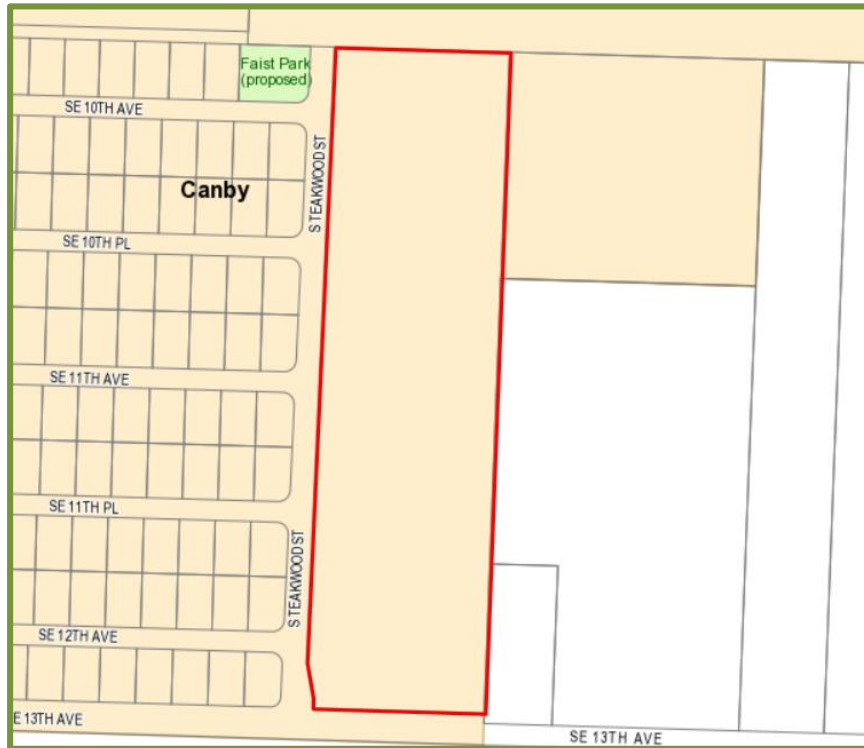
# City of Canby

**FAIST ADDITION PHASE 6 SUBDIVISION STAFF REPORT**

**FILE #: SUB/MLP 15-01**

**Prepared for the February 9, 2015 Planning Commission Meeting**

**LOCATION:** 1866 SE 13th Avenue  
**ZONING:** R-1 Low Density Residential  
**TAX LOTS:** 41E03BD 02900 (Red-bordered property in map below)



**LOT SIZE:** 10.19 acres

**OWNER:** Larry & Betty Faist

**APPLICANT:** Oregon Development West – Tom Kendall

**APPLICATION TYPE:** Minor Land Partition/Subdivision (Type III)

**CITY FILE NUMBER:** SUB/MLP 15-01 – Faist Addition Phase 6 Subdivision

**I. PROJECT OVERVIEW & EXISTING CONDITIONS**

The applicant proposes to partition an existing 10.19 acre lot into three parcels containing 2.42 acres, 1.54 acres, and 6.23 acres and to divide the newly created 6.23 acre parcel into a 30 lot subdivision. The subdivision will include the northern portion of the existing property and extend north to border the Canby School District bike trail. Existing single-family homes will remain on the 2.42 acre and 1.54 acre parcels identified as Parcel 1 and Parcel 2 of the partitioning. The configuration of Parcel 1 results in an “L” shaped parcel fronting on S. Teakwood Street and SE 13<sup>th</sup> Avenue, Parcel 2 and the subdivision will front on entirely on S. Teakwood Street. The subdivision is the 6<sup>th</sup> phase of existing adjacent developed subdivisions to the west of the subject property.

**II. ATTACHMENTS**

- A. Application form
- B. Application narrative
- C. Traffic Study (by Lancaster Engineering – Sept. 18, 2014)
- D. Pre-application meeting minutes
- E. Neighborhood meeting notice, notes, and attendance sheet
- F. Record of Survey
- G. Storm Drainage Report
- H. Vicinity Map
- I. Assessor Map
- J. Sheet 1 – Site Plan (Tentative Plat)
- K. Sheet 2 – Topo Survey
- L. Sheet 3 – Streets
- M. Sheet 4 – Street Profiles and Typical Sections
- N. Sheet 5 – Storm Drain Plan
- O. Sheet 6 – Sanitary Sewer Plan
- P. Sheet 7 – Waterline Plan
- Q. Sheet 8 – Grading Plan and Erosion Control
- R. Agency Comments
- S. Citizen Comments

**III. APPLICABLE CRITERIA & FINDINGS**

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
- 16.16 R-1 Low Density Residential Zone
- 16.43 Outdoor Lighting Standards
- 16.46 Access Limitations on Project Density
- 16.56 Land Division General Provisions
- 16.60 Major and Minor Partitions
- 16.62 Subdivisions-Applications
- 16.64 Subdivisions-Design Standards
- 16.86 Street Alignments

- 16.88 General Standards & Procedures
- 16.89 Application and Review Procedures
- 16.120 Parks, Open Space, and Recreation Land General Provisions

**Findings:**

The Traffic Study for the 30 lot subdivision determined that a total of 286 weekday trips will occur after development. The impacted intersection of SE 13<sup>th</sup> Avenue and S. Teakwood Street is projected as continuing to function at County standards, with no resulting safety issues such as vision clearance and stopping distance. The Study stated that no operational mitigations are needed to support the transportation network near the development. Student pickup at Baker Prairie Middle School between 2:00pm and 3:00pm has minimal impact on S. Teakwood. A Traffic Management Plan for Baker Middle School is in affect this year. It includes a temporary closing of the northern portion of S. Teakwood Street at the school property from 2:15pm to 2:45pm. Parents are directed to arrive and exist on S. Teakwood from 13<sup>th</sup> Avenue. Written comments from a resident on SE 11<sup>th</sup> Avenue indicated that most parents are using her street to get to Teakwood since the Traffic Management Plan went into effect.

It should be noted fire truck turnarounds are to be located on lots 7, 17, and 24 with optional turnarounds located off the development parcel on adjacent Canby School District and Netter property at the end of each of the newly created streets. As a condition of approval, easements for the optional turnarounds on adjacent property shall be recorded prior to any development on lots 7, 17, and 24.

The right-of-way width for S. Teakwood Street is 50 feet, and the existing improved roadway width varies along the length of the subject property at this time. The west side of S. Teakwood is developed with curbs and sidewalks as a result of previous subdivision development. As a condition of approval, the applicant shall show on the final subdivision and partition plats the appropriate R.O.W. width dedication of 4 feet to assure a 50 foot R.O.W. width on S. Teakwood Street for the full length of the subject property to SE 13<sup>th</sup> Avenue. The R.O.W. dedication shall include Parcels 1 and 2 of the partition application, however, sidewalk construction can be waived for these parcels until further subdivision occurs.

The submitted street plan indicates the installation of a 36 foot driveway approach to proposed Parcel 2. The standard required driveway approach is 24 feet and 28 feet for a three car garage. If the applicant can establish that the 36 foot driveway approach is currently open to an existing driveway at this width, the Commission may waive this standard.

Sidewalk easements are required along the frontage of the newly created private lots.

The applicant shall construct DEQ approved drywells at the end of each street within the subdivision.

A condition of approval shall be placed stating minimum floor elevations must be shown for certain designated lots to assure the sanitary sewer connection and flow meets minimum standards.

The Planning Commission shall make a finding in order to allow an increase in the number of lots to be accessed by only two from the maximum of 130 to 161. The finding must determine that no unwarranted problems to the public street system or emergency services will result. This situation is considered temporary, and the submitted Traffic Study indicated additional traffic at the intersection of S. Teakwood and SE 13<sup>th</sup> Avenue will not become a problem as a result of the project.

As a condition of approval, a Street Tree Plan shall be submitted with the final plat, and street tree fees must be paid prior to release of the final plat.

As a condition of approval, DKS shall submit written verification that the Traffic Study performed the tasks of the Traffic Scope and the study reached the appropriate conclusions.

The City prefers a fee in lieu of Park SDC payments rather than designation of open park space.

The applicant's shall pay 0.4% of the contract cost of all public improvements at the time of the construction plan approval.

Staff has reviewed the applicant's narrative and submitted material and finds that this partition/subdivision application conforms to the applicable review criteria and standards, subject to the conditions of approval noted in *Section V* of the staff report.

#### **IV.**

##### **PUBLIC TESTIMONY/AGENCY COMMENTS**

Notice of this application and opportunity to provide comment was mailed to owners and residents of lots within 500 feet of the subject properties and to all applicable public agencies. All citizen and agency comments/written testimony received to date are attached and will be presented to the Planning Commission.

#### **V.**

##### **CONCLUSION AND CONDITIONS OF APPROVAL**

Staff concludes that the application conforms to the applicable standards and criteria subject to the following conditions of approval:

##### **General Public Improvement Conditions:**

1. Prior to the start of any public improvement work, the applicant must schedule a pre-construction conference with the city and obtain construction plan sign-off from applicable agencies.
2. The development shall comply with all applicable City of Canby Public Works Design Standards.
3. Easements for the optional turnarounds on adjacent property shall be recorded prior to any development on lots 7, 17, and 24.
4. Minimum floor elevations must be shown for certain designated lots as indicated on Sheet 6, Sanitary Sewer, and reflected on the building permit plot plan.

5. The City shall receive written verification from DKS Associates that the Traffic Study satisfactorily performed the tasks of the approved Traffic Scope and the study reached the appropriate conclusions.
6. The final construction design plans shall conform to the comments provided by the City Engineer in his memorandum dated January 28, 2015.

**Fees/Assurances:**

7. All public improvements are normally installed prior to the recordation of the final plat. If the applicant wishes to forgo construction of any portion of the public improvements until after the recordation of the final plat, then the applicant shall provide the City with appropriate performance security (subdivision performance bond or cash escrow) in the amount of 110% of the cost of the remaining public improvements to be installed.
8. If the applicant chooses to provide a subdivision performance bond for some or all of the required public improvements, the applicant shall obtain a certificate from the city engineer that states:
  - a. The applicant has complied with the requirements for bonding or otherwise assured completion of required public improvements.
  - b. The total cost or estimate of the total cost for the development of the subdivision. This is to be accompanied by a final bid estimate of the subdivider's contractor, if there is a contractor engaged to perform the work, and the certificate of the total cost estimate must be approved by the city engineer.
9. The applicant must guarantee or warranty all public improvement work with a 1 year subdivision maintenance bond in accordance with 16.64.070(P).
10. The applicant must pay the city Master Fee authorized engineering plan review fee equal to 0.4% of public improvement costs prior to the construction of public improvements ( approval of construction plans)

**Streets, Signage & Striping:**

11. The street improvement plans for S. Teakwood Street frontage and the interior streets shall conform to the TSP and Public Works standards as indicated by the city engineer.
12. A roadway striping plan shall be submitted by the applicant and shall be approved by city engineer and by the Public Works street department prior to the construction of public improvements.
13. A roadway signage plan shall be submitted by the applicant and shall be approved by the city engineer and by the Public Works street department prior to the construction of public improvements.
14. The applicant shall be responsible for installing all required street signage and striping at the time of construction of public improvements, unless other arrangements are agreed to by the City.

**Sewer:**

15. The applicant shall submit documentation of DEQ approval of the sewer plans to the City Engineer prior to the construction of this public improvement.

**Stormwater:**

16. Stormwater systems shall be designed in compliance with the Canby Public Works

Design Standards as determined by the City Engineer.

17. The applicant shall construct DEQ approved drywells at the end of each street within of subdivision.

**Grading/Erosion Control:**

18. The applicant shall submit grading and erosion control plans for approval by Canby Public Works in conjunction with construction plan approval prior to the installation of public improvements and start of grading.
19. The applicant shall grade all areas of the site, including the proposed lots, to minimize the amount of soil to be removed or brought in for home construction.

**Final plat conditions:**

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**General Final Plat Conditions:**

20. The applicant shall apply for final plat approval at the city and pay any applicable city fees to gain approval of the final subdivision plat. Prior to the recordation of the final plat at Clackamas County, it must be approved by the city and all other applicable agencies. The city will distribute the final plat to applicable agencies for comment prior to signing off on the final plat if deemed necessary.
21. All public improvements or submittal of necessary performance security assurance shall be made prior to the signing and release of the final plat for filing of record.
22. The final plat shall conform to the necessary information requirements of CMC 16.68.030, 16.68.040(B), and 16.68.050. The city engineer or county surveyor shall verify that these standards are met prior to the recordation of the subdivision plat.
23. All "as-builts" of public improvements, including: curbing and sidewalks; planter strips; streets; street lighting; street signage; street striping; storm; sewer; electric; water/fire hydrants; cable; underground telephone lines; CATV lines; and natural gas lines, shall be filed at the Canby Public Works and the Canby Planning Department within sixty days of the completion of improvements and prior to the recordation of the final plat.
24. Clackamas County Surveying reviews pending subdivision plat documents for Oregon Statutes and county requirements. A subdivision final plat prepared in substantial conformance with the approved tentative plat must be submitted to the City for approval within one year of approval of the tentative plat or formally request an extension of up to 6-months with a finding of good cause.
25. The applicant shall record the final plat at Clackamas County within 6 months of the date of the signature of the Planning Director.
26. The applicant shall assure that the city is provided with a copy of the final plat in a timely manner after it is recorded at Clackamas County, including any CC&Rs recorded in conjunction with the final plat.
27. The City shall assign addresses for each newly created subdivision lot and distribute that to the developer, and other agencies that have an interest.

**Dedications**

28. The applicant shall show on the final plat the appropriate R.O.W. width dedication of 4 feet to assure a 50 foot R.O.W. width on S. Teakwood Street for the full length of the subject property to SE 13<sup>th</sup> Avenue. The R.O.W. dedication shall include Parcels 1 and 2 of the partition application, however, sidewalk construction can be waived for these parcels until further subdivision occurs.

**Easements**

29. A 12 foot utility easement along all of the lot's street frontages shall be noted on the final plat. This easement may be combined with other easements and shall be measured from the property boundary.
30. Sidewalk easements are required along the frontage of the newly created private lots.

**Street Trees**

31. A Street Tree Plan shall be submitted with the final plat, and street tree fees must be paid prior to release of the final plat. The plan will allow the city to establish street trees per the Tree Regulation standards in Chapter 12.32 of the Canby Municipal Code. The total per tree fee amount is calculated at one tree per 30 linear feet of total street frontage on both sides of all internal streets and the adjacent side of external streets.

**Monumentation/Survey Accuracy Conditions**

32. The county surveyor and/or city engineer shall verify that the lot, street, and perimeter monumentation shall meet the requirements set forth in Oregon Revised Statutes and conform with the additional survey and monumentation standards of 16.64.070(M)(1-3) prior to recordation of the final plat.

**Residential Building Permits Conditions:**

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33. Construction of all required public improvements and recordation of the final subdivision plat must be completed prior to the construction of any homes.
34. The homebuilder shall apply for a City of Canby Site Plan Permit and County Building Permit for each home.
35. The homebuilder shall apply for a City of Canby Erosion Control Permit.
36. All residential construction shall be in accordance with applicable Public Works Design Standards.
37. On-site stormwater management shall be designed in compliance with the Canby Public Works Design Standards.
38. Clackamas County Building Codes Division will provide structural, electrical, plumbing, and mechanical plan review and inspection services for home construction per contract with the City. The applicable county building permits are required prior to construction of each home.
39. Per the Canby Public Works Design Standards, minimum residential driveway widths at the inside edge of the sidewalk shall be 12 feet and the maximum residential driveways widths shall be 24 feet with an allowed exception for 28 feet for a home with 3 or more garages.
40. Sidewalks and planter strips shall be constructed by the homebuilder as shown on the approved tentative plat.
41. All usual system development fees shall be collected with each home within this development.

**III. Decision**

Based on the application submitted and the facts, findings, and conclusions of this report, staff recommends that the Planning Commission **approve** Subdivision/MLP SUB & MLP 15-01 pursuant to the Conditions of Approval presented in Section V.

**Application for 3 lot Minor Partition  
and Subdivision**

**Faist Addition Phase 6**

**Applicant:  
Oregon Development West, LLC**

**Owner:  
Larry & Betty Faist**

**January, 2015**



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  - III. Traffic Impact Study
  - IV. Neighborhood Meeting Notes
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  - VI. Record of Survey
  - VII. Maps
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    - b. Assessor Map
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    - g. Storm Drain
    - h. Sanitary Sewer
    - i. Waterline
    - j. Grading & Erosion Control
- Loose Mailing Labels



City of Canby  
 Planning Department  
 111 NW 2<sup>nd</sup> Avenue  
 PO Box 930  
 Canby, OR 97013  
 (503) 266-7001

# LAND USE APPLICATION

## SUBDIVISION Process Type III

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

Applicant Name: Oregon Development West - Tom Kendall Phone: 503-557-1012  
 Address: P.O. Box 151 Email: oredev@yahoo.com  
 City/State: Canby, OR Zip: 97013

Representative Name: Sisul Engineering - Pat Sisul Phone: 503-657-0188  
 Address: 375 Portland Avenue Email: patsisul@sisulengineering.com  
 City/State: Gladstone, OR Zip: 97027

Property Owner Name: Larry Faist Phone: 503-266-9608  
 Signature: *Larry Faist*  
 Address: 1866 SE 13th Avenue Email: \_\_\_\_\_  
 City/State: Canby, OR Zip: 97013

Property Owner Name: Betty Faist Phone: 503-266-9608  
 Signature: *Betty Faist*  
 Address: 1866 SE 13th Avenue Email: \_\_\_\_\_  
 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

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

**PROPERTY & PROJECT INFORMATION:**

<u>1866 SE 13th Avenue</u>	<u>10.19 Acres</u>	<u>Tax Lot 2900, Map 4 1E 03BD</u>
Street Address or Location of Subject Property	Total Size of Property	Assessor Tax Lot Numbers
<u>Two houses and several agricultural related buildings</u>	<u>R-1</u>	<u>LDR - Low Density Residential</u>
Existing Use, Structures, Other Improvements on Site	Zoning	Comp Plan Designation

To divide a parcel, being created through a concurrent Minor Partition application, into a 30 lot subdivision.  
 Describe the Proposed Development or Use of Subject Property

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



City of Canby  
 Planning Department  
 170 N. 2<sup>nd</sup> Avenue  
 P.O. Box 930  
 Canby, OR 97013  
 Ph: 503-266-7001  
 Fax: 503-266-1574

# LAND USE APPLICATION

## MINOR/MAJOR PARTITION Process Type II/III

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

Applicant Name: Oregon Development West - Tom Kendall Phone: 503-557-1012  
 Address: P.O. Box 151 Email: oredev@yahoo.com  
 City/State: Canby, OR Zip: 97013

Representative Name: Sisul Engineering - Pat Sisul Phone: 503-657-0188  
 Address: 375 Portland Avenue Email: \_\_\_\_\_  
 City/State: Gladstone, OR Zip: 97027

Property Owner Name: Larry Faist Phone: 503-266-9608  
 Signature: *Larry Faist*  
 Address: 1866 SE 13th Avenue Email: \_\_\_\_\_  
 City/State: Canby, OR Zip: 97013

Property Owner Name: Betty Faist Phone: 503-266-9608  
 Signature: *Betty Faist*  
 Address: 1866 SE 13th Avenue Email: \_\_\_\_\_  
 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

- ① All property owners represent they have full legal capacity to and hereby do authorize the filing of this application and certify that the information and exhibits herewith submitted are true and correct.
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Street Address or Location of Subject Property	Total Size of Property	Assessor Tax Lot Numbers
<u>Two houses and several agricultural related buildings</u>	<u>R-1</u>	<u>LDR - Low Density Residential</u>
Existing Use, Structures, Other Improvements on Site	Zoning	Comp Plan Designation

Minor Partition of the property into 3 parcels, with one parcel being subdivided into a 30 lot subdivision  
 Describe the Proposed Development or Use of Subject Property

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

## II. Written Narrative

**Application for Subdivision**

Property Owner: Larry & Betty Faist  
1866 SE 13<sup>th</sup> Avenue  
Canby, OR 97013  
(503) 266-9608

Applicant: Oregon Development West  
P.O. Box 151  
Canby, OR 97013  
Tom Kendall  
Telephone: (503) 557-1012

Representative Sisul Engineering  
375 Portland Avenue  
Gladstone, OR 97027  
Pat Sisul, Project Manager  
Telephone: (503) 657-0188

Location 1866 SE 13<sup>th</sup> Avenue  
North of SE 13<sup>th</sup> Avenue, east of N Teakwood Street

Legal Description Tax Lot 2900, Sec. 03, T4S R1E WM  
(Assessor Map 4 1E 03BD)

Zoning R-1 (Low Density Residential Zone)

Site Size 10.19 Acres

Proposal To partition the 10.19 Acres into 3 parcels, with the two existing homes to remain on Parcels 1 and 2. A subdivision of Parcel 3 is proposed to create a 30 lot subdivision, with all lots suitable for detached single family dwellings, consistent with R-1 zoning standards.

## SITE DESCRIPTION

The site is north of SE 13<sup>th</sup> Avenue and east of S Teakwood Street. It is the remaining undeveloped portion of 40 acres of land that was annexed into the City of Canby by the Faist family in the late 1990's. Thirty of the 40 acres were developed between 1998-2002 with the City of Canby's approval of the Faist Addition 1 through Faist Addition 5 subdivisions. Now further subdivision of the remaining 10 acres is proposed.

The site has frontage on SE 13<sup>th</sup> Avenue and S Teakwood Street. North of the site is Baker Prairie Middle School. West of the site is S Teakwood Street and the Faist Addition neighborhood, a neighborhood consisting of R-1 zoned lots, most of which are between 7,000 & 7,100 sf in size. East of the site is undeveloped land recently annexed into the City of Canby in the SE 13<sup>th</sup> Avenue Development Concept Plan area. The newly annexed land immediately east of the site will receive City R-1 zoning, while newly annexed land farther east will receive City R-1.5 zoning. SE 13<sup>th</sup> Avenue, a City collector roadway, is located south of the property. Farther south, across SE 13<sup>th</sup> Avenue, are large parcels of land located outside of the City limits that remain in agricultural use. The Canby Road and Gun Club is also located south of SE 13<sup>th</sup> Avenue to the southeast. The new Sequoia Parkway extension is located approximately 1/3 of a mile east of S Teakwood Street. Three nearby schools include Baker Prairie Middle School, Trost Elementary School on Redwood Street to the northeast, and the Ackerman Center on SE 13<sup>th</sup> Avenue to the west.

The site is occupied by two residences and several agricultural use outbuildings. The southern portion of the property, in the vicinity of the two homes, is maintained yard with a small amount of agricultural use near the intersection of SE 13<sup>th</sup> Avenue and S Teakwood St. The northern portion of the property has remained in agricultural use since the property was annexed into the City. A vegetative screen of trees was planted along the east side of S Teakwood Street when the property was annexed and these trees block the view of the property from S Teakwood. Other than the trees located adjacent to S Teakwood St., several other large and medium sized deciduous and coniferous trees are located on the property, most in the vicinity of the two homes on the southern portion of the property.

Other than the existing trees, the site has no identified natural resources and there are no identified physical hazards. The site generally falls from west to east, away from SE 13<sup>th</sup> Avenue and S Teakwood St. The high point of the property is located at elevation 184 feet MSL near the intersection of SE 13<sup>th</sup> Avenue and S Teakwood. The low point is located near the NE corner of the property at elevation 174 feet MSL. The change in grade occurs over approximately 1,270 feet, for an average grade of 0.8 percent.

Public water, sewer, power gas and communications are located in S Teakwood St. and can be extended into the property to serve the proposed development. Public storm drainage can be made available through connections to existing drywells or construction of new drywells.

## PROPOSAL

Two land use actions are proposed. A three lot minor partition would divide the 10.19 acre site into three parcels. Parcel 1 would be 2.42 acres and would include land located in the south and southeast corners of the property. Parcel 2 would be 1.54 acres, would be located along the southwestern side of the property, and would contain an existing manufactured home. All other existing structures would be located on Parcel 1. Parcel 3 would include the northern 6.23 acres of the property. Following the recording of the partition plat, Parcel 3 would be subdivided into a 30 lot subdivision, with all lots intended to be suitable for R-1 zoned, detached single family residences.

The total site area is 10.19 acres, with Parcel 3 being 6.23 acres. Dedications for S Teakwood Street and interior streets will account for 1.27 acres, leaving 4.96 acres available for subdivision development. The net density for the subdivision is one dwelling for each 7,202 square feet or 6.05 dwellings per net acre.

When it was constructed during the first 5 phases of the Faist Addition subdivision in 1998-2002, S Teakwood Street was constructed as a  $\frac{3}{4}$  street improvement with a paved width of 30 feet inside a 46-foot wide right-of-way. At that time, the City anticipated S Teakwood St. to be the Collector between SE Township Road and SE 13<sup>th</sup> Avenue in the SE corner of Canby. However, when the City of Canby approved Baker Prairie Middle School to be constructed at the northern termination of S Teakwood Street, it effectively ended the ability of S Teakwood Street to function as a collector. S Teakwood Street is now identified as a local street in the City of Canby Transportation System Plan (TSP). The proposal with this subdivision is to furnish adequate street and right of way width to meet the current local street standards identified in the TSP.

Local Street standards require 34 feet of paved street inside a 50 foot wide right-of-way. The proposal is to construct an additional 4 feet of pavement and a curb on the east side of S Teakwood Street adjacent to both the subdivision and the partition. This will complete the street on the east side of Teakwood from SE 13<sup>th</sup> Avenue to the entrance to Baker Prairie Middle School. Along the subdivision, but not along the partition, an additional 4 feet of right-of-way of right-of-way will be dedicated for S Teakwood St. and a sidewalk will be constructed. The additional right-of-way and sidewalk along the partition will be dedicated and constructed when those parcels are subdivided in the future.

The other streets that will run east & west in the subdivision, SE 10<sup>th</sup> Avenue, SE 10<sup>th</sup> Place and SE 11<sup>th</sup> Avenue, will all be local streets. These streets will be constructed in accordance with Local Street standards of the TSP.

Public sanitary sewer and public water are available in S Teakwood Street. The project will install a new public sanitary and water mains in the eastern extensions of SE 10<sup>th</sup> Avenue, SE 10<sup>th</sup> Place and SE 11<sup>th</sup> Avenue to serve the proposed lots. Storm water will be collected in catch basins and disposed of in drywells, as has been done in the adjacent roadways.

A pre application conference with the City occurred on April 22, 2014. No issues of concern were identified, beyond usual and expected considerations of Code compliance. A Neighborhood meeting was conducted at the Canby Adult Center on June 4, 2014. A traffic impact study for the development was completed by Lancaster Engineering for the applicant and is submitted with the application.



**APPLICABLE CRITERIA AND STANDARDS**

**Identification of Applicable Criteria and Standards**

The following sections of the City of Canby Land Development and Planning Ordinance apply to this application:

- 16.10 Off-Street Parking and Loading
- 16.16 R-1 Low Density Residential Zone
- 16.46 Access Limitations on Project Density
- 16.56 Land Division General Provisions
- 16.60 Major or Minor Partitions
- 16.64 Subdivisions – Design Standards
- 16.86 Street Alignments
- 16.88 General Standards & Procedures
- 16.89 Application and Review Procedures
- 16.120 Park, Open Space and Recreation Land General Provisions

**LAND USE AND DEVELOPMENT ORDINANCE**

*Chapter 16.10 Off-Street Parking and Loading*

Response: The parking requirement for single family dwellings is two spaces per dwelling unit (Table 16.10.050). This requirement can be satisfied when building plans are submitted for each lot.

*Chapter 16.16 R-1 Low Density Residential Zone*

Response: The proposed subdivision will create 30 new lots for detached single family dwellings. The proposed residential use is allowed outright in the zone (16.16.010.A). New lots in the R-1 Zone are required to meet the development standards specified in Sec. 16.16.030. Development standards for structures can be verified when plans for building permits are submitted. The following table lists requirements and how the application proposes to satisfy each standard:

*Section 16.16.030 R-1 Zone Dimensional Standards*

Requirement	Proposed
16.16.030.A Minimum and maximum lot area: 7,000 sq. ft. and 10,000 sq. ft.	Lots proposed = 30 Min. lot area = 7,000 sq. ft. Max. lot area = 8,605 sq. ft. Average lot area = 7,197 sq. ft.
16.16.030.C Minimum width and frontage: 60 feet	All lots are at least 60 feet wide and have at least 60 feet of frontage.

<p>16.18.030.D Minimum yard requirements:                  Street yard, 20 feet for side w/dwy                  Other street yards, 15 feet                  Rear yard, 20 feet for two story building, 15 feet for one story                  Interior yard: 7 feet, or zero lot line</p>	<p>These requirements will be satisfied when building plans are submitted for structures on each proposed lot.</p>
<p>16.16.030.E Maximum building height: 35 feet</p>	<p>This requirement will be satisfied when building plans are submitted for structures on each proposed lot.</p>
<p>16.16.030.F Maximum amount of impervious surface: 60 percent</p>	<p>This requirement will be satisfied when building plans are submitted for structures on each proposed lot.</p>
<p>16.16.30.G Other regulations.</p>	<p>These requirements will be satisfied when building plans are submitted for structures on each proposed lot.</p>

*16.46.010 Number of Units in Residential Development*

Response: The development proposes to create detached single family residences on individual lots, therefore Sec. 16.46.010A is the appropriate standard.

The Faist Addition neighborhood is currently accessed by two public streets, the S Teakwood Street connection to SE 13<sup>th</sup> Avenue and the SE 11<sup>th</sup> Avenue connection to S Redwood Street. A third point of access that can be used in emergency situations is the access through Baker Prairie Middle School to SE Township Road. This access is signed as a “Private Drive, No Thru Traffic” at both ends, however, it is not gated and is appears to be used by neighborhood residents as a short cut access to SE Township Road. The access roadway is 26 feet wide and the curbs on the west side of the access road are painted red with stencils stating, “No Parking Fire Lane”.

Until future development occurs farther east, only the two public streets enter the Faist Addition neighborhood. Using the City’s formula in 16.46.010.A.2, two street connections permit up to 132 residential units. Currently, 130 lots located within Faist Addition Phases 1-5 and the one manufactured home on proposed Parcel 2 are served by the two public streets. The proposed subdivision would extend three local streets east. These three roadways will eventually intersect with a new north-south roadway that will intersect with SE 13<sup>th</sup> Avenue when land east of the site is developed. A Development Concept Plan, has been approved for the proposed east of the site and that plan outlines the future configuration of roadways.

Development of the proposed subdivision would add 30 lots to the neighborhood and would increase the number of lots being served by the two points of access to 161, 29 more than permitted by the formula in 16.46.010.A.2 for two points of access. Section 16.46.010.C permits the Planning Commission to allow increases beyond the maximum number of units calculated by Section 16.46.010.A and such increases shall be based

upon findings that no unwarranted problems for the public street system or emergency service provision will result.

The Executive Summary in the traffic study conducted for the applicant by Lancaster Engineering, submitted with the application, stated that *“Capacity analyses shows that the nearby intersection of S Teakwood and SE 13<sup>th</sup> Avenue currently operates within the City of Canby and Clackamas County operational standards, and is projected to do so following the addition of background trips and the trips generated by the proposed development.”*<sup>1</sup>

The study also states:

*“For a worst-case analysis of the study area intersection of S Teakwood Street and SE 13<sup>th</sup> Avenue, it was assumed that 100 percent of the project traffic would travel in this direction. From the intersection, it is estimated that 75% of all site trips will arrive from and depart toward the west and the remaining 25% will travel east towards S Molalla Forest Road.*

*The distribution model for new trips is based on the Canby Travel Demand Model and traffic counts conducted at the studied intersection. Most site trips are expected to travel to and from the south on S Teakwood Street to access the intersection of SE 13<sup>th</sup> Avenue at S Teakwood Road. A smaller percentage of trips will likely travel to and from the west via SE 11<sup>th</sup> Avenue to reach S Redwood Street. S Teakwood Road is a private roadway facility north of the development site, therefore no trips are expected to depart or arrive from the north approach of S Teakwood Avenue.*

*Clackamas County’s operational standards required unsignalized in rural areas to operate at LOS E or better. In order to gauge the amount of capacity remaining at the intersection, the volume-to capacity ratio (v/c) is also calculated and reported. A ratio of less than 1.0 indicates the intersection is operating within capacity. The County’s operational standards require unsignalized intersections in rural areas to operate with a v/c ratio of 0.75 or lower.*

*The results of the capacity analysis show that the intersection of SE 13<sup>th</sup> Avenue and S Teakwood Avenue is currently operating at LOS A and a v/c ratio of 0.08 during the evening peak hour. Following the background growth and the addition of new trips from adjacent annexation development, the intersection is projected to continue to operate at LOS A with a v/c ratio of 0.11. This is within the Clackamas County’s operational standards. Following the full build-out of the site as planned, the intersection of SE 13<sup>th</sup> Avenue and S Teakwood Avenue is projected to remain at LOS A with a v/c ratio of 0.12.*

Based upon the applicant’s traffic impact study, no unwarranted problems are anticipated to occur at the intersection of SE 13<sup>th</sup> Avenue and S Teakwood Street with the development of the proposed subdivision. Although the number of units will be over the

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<sup>1</sup> Canby Faist Phase 6, Transportation Impact Study, Canby, Oregon, Max Scheiderman & Todd Mobely PE, PTOE, Lancaster Engineering, September 18, 2014

number permitted by formula 16.046.010.A.2 for two point of access, the situation is temporary, as land east of the proposed subdivision was recently annexed into the City of Canby. It is expected that this land will be developed within the next few years that will provide a third public connection out of the neighborhood. In addition to the public street connections, a private fire lane exists on the Baker Prairie Middle School site that can provide emergency service access to the neighborhood.

All roadways within and adjacent to the development are proposed to be two-lane public roadways having 34 feet or more pavement.

#### *16.46.030 Access Connection*

Response: The applicant proposes no new streets, but three extensions of existing streets. SE 10<sup>th</sup> Avenue, SE 10<sup>th</sup> Place and SE 11<sup>th</sup> Avenue will all be extended east across S Teakwood Street consistent with the recently approved Development Concept Plan approved by the City Council for the 32 acre SE 13<sup>th</sup> Avenue Annexation. The spacing in between SE 10<sup>th</sup> Avenue and SE 10<sup>th</sup> Place and SE 10<sup>th</sup> Place and SE 11<sup>th</sup> Avenue will be 261.6 feet apart at S Teakwood Avenue. These spacing in between these roadway are within the permitted range of 150 feet and 600 feet.

#### *16.46.070 Exception Standards*

Response: All intersections conform to the Access Management Guidelines for City Streets, Table 16.46.30. No exceptions are necessary.

#### *Chapter 16.49 Site & Design Review*

Response: Site and Design Review is required for all new development, except for single family and two-family dwellings (16.49.030).

Dwellings in the proposed subdivision will not require site and design review.

*Division IV Land Division Regulations**Chapter 16.60 Major or Minor Partitions*

Response: A three lot minor partition dividing the 10.19 acre site into three parcels is proposed. An application satisfying the filing procedures and information required in Sec. 16.60.010 has been submitted.

*Section 16.60.020 Standards and criteria*

Response: A three-lot minor partition is proposed. Parcel 1 would be 2.42 acres and would include land located in the south and southeast corners of the property. Parcel 2 would be 1.54 acres and would be located along the southwestern side of the property. An existing manufactured home would be located on Parcel 2 while all of other existing structures would be located on Parcel 1. Parcel 3 would include the northern 6.23 acres of the property and would be subdivided with the concurrent subdivision application.

Parcels 1 and 2 are located east of S Teakwood Street and north of SE 13<sup>th</sup> Avenue. SE 13<sup>th</sup> Avenue was fully constructed, with curb on the north side of the street in 2001 with construction of Phase 3 of Faist Addition. At the same time the roadway was constructed, drainage improvements and all City utilities including, water, sewer, power, communications, and natural gas were installed to the eastern property line of the Faist property. The only public improvement not completed for 13<sup>th</sup> Avenue was sidewalk, as the sidewalk along that large of a parcel would be a major expense and there was no destination east of the subdivision that the sidewalk was needed to serve.

S Teakwood Street was constructed during multiple phases of Faist Addition. When S Teakwood Street was constructed, drainage improvements and all City utilities including water, sewer, power, communications and natural gas were installed to serve the new lots on the western side of Teakwood Street and utility stubs and crossings were installed underneath Teakwood Street to serve future development on the eastern side of the roadway. S Teakwood Street was constructed to a paved width of 30 feet with a curb on the west side of the roadway. With the proposed partition, the roadway will be widened by 4 feet, to 34 feet, and a curb will be installed on the eastern side of the road.

With the current application for partition, proposal is to complete the curb on the eastern side of S Teakwood Street from the curb return at SE 13<sup>th</sup> Avenue to the entrance to Baker Prairie Middle School. The sidewalk along SE 13<sup>th</sup> Avenue and along S Teakwood Street is not proposed to be constructed at this time, as there is still no destination to the east that a sidewalk is needed to serve. Sidewalks along these portions of SE 13<sup>th</sup> Avenue and S Teakwood Street would be constructed when Parcels 1 and/or 2 develop as subdivisions. A driveway approach to Parcel 2 from S Teakwood Street will be constructed with the new curb construction.

*Section 16.60.040 Minor Partitions*

Response: As no right-of-way dedication is necessary for the partition, a minor partition is proposed. The partition would create three parcels measuring 1.54 acres, 2.42 acres, and 6.23 acres in size. All three parcels would meet the minimum dimensional requirements of the R-1 Zone. Access to Parcel 1 would remain on SE 13<sup>th</sup> Avenue and access to Parcel 2 would remain on S Teakwood Street. Parcel 3 will have nearly 800 feet of frontage on S Teakwood Street and could take access from S Teakwood Street, except that Parcel 3 will be divided into a 30 lot subdivision with a concurrent application. Access to the lots in the subdivision will occur from newly created east-west streets.

As discussed above, all utilities are available due to improvements installed with the first 5 phases of the Faist Addition subdivision in 1998-2002. Parcels 1 and 2 are already served with power and communications service, are on septic systems and have wells for domestic water and irrigation. Both parcels intend to remain on well water and septic disposal for the foreseeable future.

No new buildings are proposed to be created with the minor partition. An existing manufactured home will remain on Parcel 2 while all other existing structures will remain on Parcel 1. Existing structures include a home, a 60-foot wide by 150-foot long barn, and several other buildings related to the sites' prior agricultural use. No buildings are proposed to be constructed on Parcel 3 until after the property has been subdivided by the concurrent subdivision application.

#### *Section 16.60.040 Major Partitions*

Response: A Major Partition is not proposed, the provisions of this subsection do not apply to the submitted application.

#### *Chapter 16.62 Subdivisions-Applications*

Response: An application satisfying the filing procedures and information required in Sec. 16.62.010 has been submitted.

Standards and criteria for approval of a subdivision are set forth in Sec. 16.62.020, as follows:

#### *A. Conformance with other applicable requirements of the Land Development and Planning Ordinance;*

Response: Applicable requirements of other sections of the Land Development and Planning Ordinance are discussed in other sections of this narrative and on the maps included with the application, demonstrating that the proposed land division conforms to applicable criteria.

#### *B. The overall design and arrangement of lots shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed*

*necessary for the development of the subject property without unduly hindering the use or development of adjacent properties;*

Response: The design and layout of the site provides for functional and desirable building sites. All lots meet or exceed the minimum lot area standards for the R-1 Zone. Each lot has access to a local public street and has easy connectivity to a nearby collector street (SE 13<sup>th</sup> Avenue). The proposed subdivision layout provides connections for future developments to the east and provides for pedestrian and bicycle connectivity with new sidewalks to the east and a new sidewalk on the east side of S Teakwood Street along the subdivision. Public utilities, including sewer, water, communications, and power will be extended through the development site so that these services can be used by undeveloped neighboring properties to the east. Development of the site will not hinder the use or development of any adjacent properties.

*C. Subdivision design and layout shall incorporate Low Impact Development techniques where possible to achieve the following:*

- 1. Manage stormwater through a land development strategy that emphasizes conservation and use of onsite natural features integrated with engineered stormwater controls to more closely mimic predevelopment hydrologic conditions.*
- 2. Encourage creative and coordinated site planning, the conservation of natural conditions and features, the use of appropriate new technologies and techniques, and the efficient layout of open space, streets, utility networks and other public improvements.*
- 3. Minimize impervious surfaces.*
- 4. Encourage the creation or preservation of native vegetation and permanent open space.*
- 5. Clustering of residential dwellings where appropriate to achieve (1-4) above. The arrangement of clustered dwellings shall be designed to avoid linear development patterns.*

Response: Although the Code encourages Low Impact Development techniques, other provisions of the Code, such as minimum width requirements for public streets, minimum lot size requirements, and the requirement for 6-foot wide sidewalks and planter strips along both sides of local streets, make it difficult to achieve Low Impact Development within a low density residential subdivision. Stormwater runoff from the subdivision will be injected back into the ground through the use of drywells. Subsurface injection of stormwater and the installation of street trees that reduce impervious surfaces and heat would be considered to be two Low Impact Development techniques utilized by this subdivision.

The street system is double loaded, which provides for a more economical design and less impervious surfacing than single loaded streets. Several trees are located on the 10 acre property. The proposal is to partition the property and to subdivide the northern 6 acres. Trees located on the southern 4 acres of the property will all remain, while more than likely, all trees located on the northern 6 acres will be removed in order to allow for street widening, sidewalks, and franchise utilities along S Teakwood Street. The proposed layout will provide lots that will allow adequate space to create vegetation after the homes are constructed as has been done in other neighboring developments.

*D. 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 land division.*

Response: Necessary facilities and services are available for the proposed development at the proposed R-1 zoning designation. Public water and sewer are located in S Teakwood Street and are available to the site. Public storm drainage is available through connections to existing storm drain drywells or the construction of new drywells. Power, gas and communications facilities are available in S Teakwood Street and garbage and recycling collection are available in the neighborhood.

Fire protection is provided by Canby Fire District, which serves all of the City of Canby and the surrounding area. Service to this site would come from existing fire facilities within the City. Canby Fire has indicated that it can serve the property if it is developed consistent with adopted standards. Police protection is provided by Canby Police Department. All public services are available or will become available for the subdivision at the time of development. Emergency vehicle hammerhead turnarounds will be temporarily located at the eastern terminations of SE 10<sup>th</sup> Avenue, SE 10<sup>th</sup> Place and SE 11<sup>th</sup> Avenue. These turnarounds will be removed with future development to the east.

*E. The layout of subdivision streets, sidewalks, and pedestrian ways supports the objectives of the Safe Routes to Schools Program by providing safe and efficient walking and bicycling routes within the subdivision and between the subdivision and all schools within a one-mile radius. During review of a subdivision application, city staff will coordinate with the appropriate school district representative to ensure safe routes to schools are incorporated into the subdivision design to the greatest extent possible.  
(Ord. 890 section 53, 1993; Ord. 740 section 10.4.40(B), 1984; Ord. 1338, 2010)*

Response: Three schools are located in the vicinity of the proposed development. Sidewalks in the new subdivision will be constructed along with the new homes. New sidewalks will be constructed along all streets in the subdivision, including along the subdivision on the east side of S Teakwood Street. No sidewalks are proposed south of the subdivision as there is no destination on the east side of Teakwood Street needing a sidewalk at this time. The current sidewalk on the west side of S Teakwood Street and the future sidewalk on the east side of S Teakwood Street intersect with sidewalks and pathways located on the Canby School District property at the northern termination of S



Teakwood Street. These sidewalks will provide safe connections that support the objectives of the Safe Routes to Schools Program.

*F. A Traffic Impact Study (TIS) may be required in accordance with Section 16.08.150. (Ord. 1340, 2011)*

Response: A Traffic Impact Study was commissioned by the applicant and a copy of that study has been submitted with the application. The Traffic Impact Study was performed by Lancaster Engineering.

#### *Chapter 16.64 Subdivisions Design Standards*

##### *Section 16.64.010 Streets*

Response: New roadways extended east from S Teakwood Street will have pavement widths of 34 feet from curb to curb, while street right-of-ways will be 50 feet. Planter strips separating the curb from the sidewalk will measure 4.5 feet while sidewalks will be constructed to the City standard width of 6 feet. All of these dimensions are current local street standards.

As mentioned earlier, when S Teakwood Street was originally constructed, the intent was that S Teakwood would be a collector street between SE Township Road and SE 13<sup>th</sup> Avenue. That is why no lots in the subdivision front S Teakwood Street. However, when the City of Canby approved development of Baker Prairie Middle School north of the Faist Addition Phase 5, S Teakwood Street became downgraded to a local street. Teakwood Street is currently constructed to a paved width of 30 feet, with a curb located on the west side only. The proposal is to widen the pavement width to the local street standard of 34 feet and to install a curb on the east side of the street. The widening and curb improvement will be constructed not only adjacent to the subdivision, but along the entire east side of Teakwood Street south the SE 13<sup>th</sup> Avenue.

The current right-of-way width on S Teakwood Street is 46 feet. The proposal is to dedicate an additional 4 feet of right-of-way in Faist Addition Phase 6 to bring to right-of-way width to 50 feet. A 4.5 foot wide planter strip and a 6-foot wide sidewalk will be constructed along the east side of S Teakwood Drive in Faist Addition Phase 6. The back of the sidewalk will extend 5 feet beyond the right-of-way, requiring a significant portion of the sidewalk to be located within a public sidewalk easement.

Proposed street names include “SE 10<sup>th</sup> Avenue”, “SE 10<sup>th</sup> Place” and “SE 11<sup>th</sup> Avenue” which are all extensions of existing streets.

##### *Section 16.64.015 Access*

No connection to a State Highway is proposed, therefore the project does not have to be reviewed for conformance with state access management standards.

The public road system is designed to continue extensions of existing streets through the site and to provide logical connections to neighboring properties for future development. The proposed road network allows for convenient access for residents, visitors, deliveries, emergency vehicles, and garbage collection.

New horizontal street alignments are proposed continue the gridded street pattern developed to the west and the street pattern approved in the SE 13<sup>th</sup> Avenue Development Concept Plan approved by the City Council for the recently-annexed property to the east. Eastward extensions of SE 10<sup>th</sup> Avenue, SE 10<sup>th</sup> Place, and SE 11<sup>th</sup> Avenue are expected to gradually fall to the east, consistent with the natural terrain.

All local streets will have sidewalks on both sides, constructed when homes and driveway aprons are constructed. Lot access and driveway locations will be reviewed by the City at the time of building permits.

#### *Section 16.64.020 Blocks*

The City requires subdivisions to be designed to accommodate blocks that provide lots of suitable size and access in multiple directions. Generally, block lengths in residential zones are limited to 400 feet. This project builds upon the north/south block widths and grid pattern established by previous phases of the Faist Addition subdivision located west of S Teakwood Street. In Faist Addition Phase 6, the block distance between SE 10<sup>th</sup> Avenue, SE 10<sup>th</sup> Place and SE 11<sup>th</sup> Avenue will measure 261.6 feet from centerline to centerline. South of Faist Addition Phase 6, Parcels 1 and 2 can be divided into block lengths in the future that also conform with the residential block length standard.

In the east-west direction, the distance from the centerline of S Teakwood Street to the east property line of the subdivision will measure nearly 364 feet, less than the 400 foot block length permitted. It is expected that future block lengths to the east will follow the adopted Development Concept Plan for the SE 13<sup>th</sup> Avenue Annexation, which has block lengths closer to 600 feet in order to match the approved future intersection spacing along SE 13<sup>th</sup> Avenue.

#### *Section 16.64.030 Easements*

Easements for utility lines and pedestrian ways will be provided as necessary to satisfy requirements of the City. The applicant is pursuing offsite easements to allow for fire truck turnarounds on neighboring parcels. If the applicant is unsuccessful in acquiring the offsite easements, then temporary onsite fire truck turnarounds will be created. No easements are anticipated to be needed on Parcels 1 or 2.

#### *Section 16.64.040 Lots*

(16.64.040.A & B) Lot sizes and shapes comply with dimensional requirements for the R-1 Zone, as previously discussed in this narrative and as shown on the proposed site plan.

(16.64.040.C) All R-1 lots have at least 60 feet of frontage.

(16.64.040.D) No double frontage lots are being created by this development.

(16.64.040.E) Lot side lines all generally at or near to right angles to the fronting streets. Right angles are not necessarily preferable on streets curvilinear streets such as SE 10<sup>th</sup> Place and SE 11<sup>th</sup> Avenue.

(16.64.040.F) No lots in the subdivision can be redivided. Parcels 1 and 2 are expected to be divided in time. It is expected that the layout will be similar to that proposed for Faist Addition Phase 6 and developed west of SE Teakwood Street in Faist Addition Phases 1 through 5. Subdivision of Parcels 1 and 2 should be able to occur in the manner described above without violating any requirements of the Development Ordinance.

(16.64.040.H) No hazardous situation related to flooding or soil instability has been identified on the site. The site will dispose of storm drain runoff through injection of storm water into drywells as was done in the neighboring subdivisions and in other nearby subdivisions.

(16.64.040.I) No flag lots or pan-handle shaped lots are proposed.

(16.64.040.J) The proposed development does not meet the “Infill” standards.

#### *Section 16.64.050 Parks and Recreation.*

A small park site of approximately 15,000 sf, was dedicated to the City of Canby in 2002 as a part of Faist Addition Phase 5. The site remains vacant and no park improvements have been constructed by the City of Canby. In 2014, the City Council approved a Development Concept Plan submitted for the 32-acre SE 13<sup>th</sup> Avenue Annexation to the east of the proposed subdivision. That plan includes provisions for a park 1,160 feet east from the NE corner of the site, where the Baker Prairie Middle School bicycle trail meets the Logging Road Trail. Due to there being other existing and planned parks in this neighborhood, the City Development Services Department has indicated that they would prefer that fee in lieu payments be provided at the time of building permit submittals. Therefore, no area is proposed for dedication as public open space.

#### *Section 16.64.060 Grading of Building Sites*

Minor grading will be accomplished on the site to create suitable building sites. Most of this grading will occur along the frontage of the lots as is needed to construct the public street improvements.

*Section 16.64.070 Improvements*

Improvements for the subdivision will be accomplished as required by this section. Plans have been submitted as part of this application to show the arrangement of streets and sidewalks, public utilities, and other improvements necessary to provide for the convenience, health, and safety of future residents of this community and of the City. Please refer to specific plans for details. Following approval of the preliminary plan, more detailed construction plans will be submitted to the City for plan review and approval prior to construction. These construction plans will also be submitted to the private utility service providers, such as gas and communications companies, so that they may design their system improvements needed to serve the subdivision.

Streets within the development and the east side of S Teakwood Street will be constructed to the City's standard structural section. S Teakwood Street will be widened and curb and sidewalk will be installed on the east side of the street along Faist Addition Phase 6. South of the new subdivision, S Teakwood Street will be widened and a curb will be installed on the east side of the roadway. Street lighting, street signage, the sidewalk along S Teakwood Street and the emergency turnarounds will be installed with the street improvements. Driveway approaches, sidewalks, and street trees will be installed as homes are constructed in the subdivision.

Stormwater will be managed through collection of stormwater in new and existing catch basins and underground injection into drywells. Drywells were used throughout the first five phases of the Faist Addition subdivision.

LID stormwater approaches such as green roofs, pervious pavements and roadside swale often are not good fits for residential subdivisions. Green roofs tend to work best on flat roofs and are not as good of a fit for the pitched roof architecture seen in residential subdivisions today. Pervious pavements tend to function better in mature subdivisions where there isn't a lot of ground disturbing activity taking place. The home building, landscaping, and fence building activities common in new subdivisions tend to deposit soil and other landscaping material onto the surface of the roadway, often clogging it, and preventing it from functioning as intended. Once material works its way down into the pores of the porous pavement, it becomes nearly sealed and it functions like standard pavement. Roadside swales can be problematic in residential subdivisions as the swales make it difficult to get out of cars parked against the curblines, as the planter strip is often soggy or under a few inches of water.

Sanitary sewer will be provided through extensions of the existing sanitary sewer mains located in SE 10<sup>th</sup> Avenue, SE 10<sup>th</sup> Place & SE 11<sup>th</sup> Avenue. Each east-west roadway in the Faist Addition subdivision contains a main line sewer which will be extended east through Faist Addition Phase 6. The existing homes located on Parcels 1 and 2 will remain on septic.

New public water mains and fire hydrants will be constructed in all new streets and will connect to the existing water main located in S Teakwood Street. These water mains

will be extended further east in time creating additional looping and better fire flows in the public water system. The existing homes on Parcels 1 and 2 will continue to use well water.

#### *Section 16.64.080 Low Impact Development Incentives*

The project does not plan to increase density or building heights allowed through the incentives offered in this section.

#### *Chapter 16.86 Street Alignments*

This chapter is intended to insure that adequate space is provided in appropriate locations for the planned expansion, extension, or realignment of public streets and it is further intended to allow for the safe utilization of streets once developed.

S. Teakwood Street is proposed to be constructed to its full and final width on the east side of the street. S Teakwood Street was at one designated as a collector, but is currently designated as a local street by the Transportation System Plan. The proposed subdivision will dedicate an additional 4 feet on the east side of S Teakwood Street to bring the right-of-way width to 50 feet, in line with current standards. Sidewalks on S Teakwood Street will be located in an easement behind the right-of-way, as has been done with the other roadways in the Faist Addition neighborhood. To the south of the subdivision, no additional right-of-way is proposed to be dedicated for S Teakwood Street. The right-of-way in this area will remain at 46 feet until such time that Parcels 1 and/or 2 are proposed for subdivision. The curb on the east side of S Teakwood Street will be constructed along the entire length of the street from the curb return at SE 13<sup>th</sup> Avenue all the way to the entrance to Baker Prairie Middle School.

SE 10<sup>th</sup> Avenue, SE 10<sup>th</sup> Place and SE 11<sup>th</sup> Avenue will be extended across S Teakwood Street to the eastern property line of Faist Addition Phase 6. The street alignments proposed for these 3 streets with this application align with the street alignments shown in the Development Concept Plan approved by the City Council for the SE 13<sup>th</sup> Avenue Annexation. In the future, when Parcels 1 and 2 are redeveloped as a subdivision, SE 11<sup>th</sup> Place and SE 12<sup>th</sup> Avenue could also be extended across S Teakwood Street to the east, consistent with the SE 13<sup>th</sup> Avenue Annexation Development Concept Plan.

Horizontal curves in the new streets are consistent with the City of Canby Street Standards. Street pavement and right-of-way widths will also conform to current City standards.

#### *Chapter 16.88 General Standards and Procedures*

The general standards and procedures set out in this chapter apply to the regulations of all sections of this title, except as may be specifically noted. The application has been

submitted to the City by applicant, with the land use application signed by the property owner, and the appropriate fees paid (Sec. 16.88.030).

*Chapter 16.89 Application and Review Procedures*

The purpose of this chapter is to establish standard decision-making procedures that will enable the City, the applicant, and the public to review applications and participate in the decision-making process in a timely and effective way.

This application is a Type III procedure. A Pre-application meeting was held with City and utility company representatives on April 22, 2014. No issues of concern were identified, beyond usual and expected considerations of Code compliance. A Neighborhood meeting was held at the Canby Adult Center on June 4, 2014. The neighborhood generally liked the proposed layout and concerns were minimal.

*Chapter 16.120 Parks Open Space and Recreation Land*

The City of Canby shall require park land dedication or a fee in lieu of park land dedication in the form of a system development charge. The City has indicated that it would prefer that lots in this subdivision pay a system development charge rather than dedicate park land.

**CONCLUSION**

The foregoing narrative and accompanying plans and documents, together demonstrate that the proposed minor partition and subdivision generally conform with the applicable criteria and standards of the City's Land Development and Planning Ordinance. Therefore, the applicant requests that the Planning Commission approve the application for the minor partition and the subdivision.

### III. Traffic Impact Study

# Canby Faist Phase 6

Transportation Impact Study  
Canby, OR

**DATE:**

September 18, 2014

**PREPARED FOR:**

Oregon Development West, Inc.

**PREPARED BY:**

Max Scheideman  
Todd Mobley, PE, PTOE



EXPIRES: 12/31/2014







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## Executive Summary

1. Oregon Development West has proposed the construction a 30-unit single-family detached home subdivision, named Canby Faist Phase 6, located at 1866 SE 13<sup>th</sup> Avenue in Canby, Oregon.
2. Trip generation estimates show that approximately 30 trips are expected to be generated during the evening peak hour. A weekday total of 286 trips are expected to be generated from the site.
3. Capacity analyses shows that the nearby intersection of S Teakwood and SE 13<sup>th</sup> Avenue currently operate within the City of Canby and Clackamas County operational standards, and is projected to do so following the addition of background trips and the trips generated by the proposed development.
4. No crashes were reported at the studied intersection of S Teakwood Avenue and SE 13<sup>th</sup> Avenue, which shows there is no trend indicative of a safety issue. No safety mitigations are recommended.
5. The available sight distance at S Teakwood Avenue and SE 13<sup>th</sup> Avenue was measured to be in excess of the minimum required intersection sight distance and required stopping sight distance. No visibility mitigations are recommended.
6. No operational mitigations are needed or recommended to support the transportation network near the development. The impacted intersection will operate acceptably through the full occupancy of the development in 2017.
7. The temporary road closure and subsequent afternoon student pick-up activity from the adjacent Baker Prairie Middle School were observed to have minimal impact to S Teakwood Road near the project site. Student pick-up activity began after 2:00pm and dissipated by 3:00pm.



## Project Description

### *Introduction*

A 30-unit single-family detached home subdivision is proposed for a site located on the east side of S Teakwood Street and north of SE 13<sup>th</sup> Avenue in Canby, Oregon. The project site, Canby Faist Phase 6, is on the northern 6.23 acres of the 10.219 acre tax lot zoned R1 located at 1866 SE 13<sup>th</sup> Avenue. The site is currently used for agricultural farming purposes. The proposed development will take access by aligning the proposed internal streets with the existing SE 10<sup>th</sup> Avenue, SE 10<sup>th</sup> Place, and SE 11<sup>th</sup> Avenue at the respective junctions with S Teakwood Avenue. The development is expected to be completed by 2016.

This report addresses the impacts of the proposed facility on the traffic and transportation conditions on the nearby street system. The report includes safety and capacity analyses at the nearby public intersection of S Teakwood Avenue at SE 13<sup>th</sup> Avenue.

This purpose of the study is to determine whether the transportation system in the vicinity of the site is capable of safely and efficiently supporting the existing and proposed uses, and to determine any mitigation that might be necessary to do so.

Detailed information on traffic counts, trip generation calculations, and level of service calculations is provided in the appendix to this report.

### *Site Location*

The subject project has frontage along S Teakwood Street and will be served by internal two-way streets, connecting to existing east-west streets SE 10<sup>th</sup> Avenue, SE 10<sup>th</sup> Place, and SE 11<sup>th</sup> Avenue at respective junctions with S Teakwood Street. The internal streets of the proposed development are aligned to connect to the planned SE 13<sup>th</sup> Avenue Annexation Concept Plan<sup>1</sup>, immediately east of the project site. A ten foot wide paved multi-use path borders the northern edge of the proposed development.

The subject property is bordered to the west by existing single-family housing, to the north by Baker Prairie Middle School, and to the south and east by farming land. S Teakwood Street intersects with SE 13<sup>th</sup> Avenue approximately 400 feet south of the proposed development.

**SE 13<sup>th</sup> Avenue** is a two-lane facility aligned in the east-west direction and is classified in the City of Canby Transportation Plan as an Arterial Street. There is a posted speed zone of 25 mph that begins

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<sup>1</sup> Canby SE 13th Avenue Annexation TIA, DKS Associates, March 2014



at S Teakwood Street and continues west. The 85<sup>th</sup> percentile speed east of S Teakwood Street was measured to be 45mph<sup>2</sup>. Curbs and sidewalks are in place along the north side of the road. The roadway also has marked bicycle lanes on both sides of the roadway.

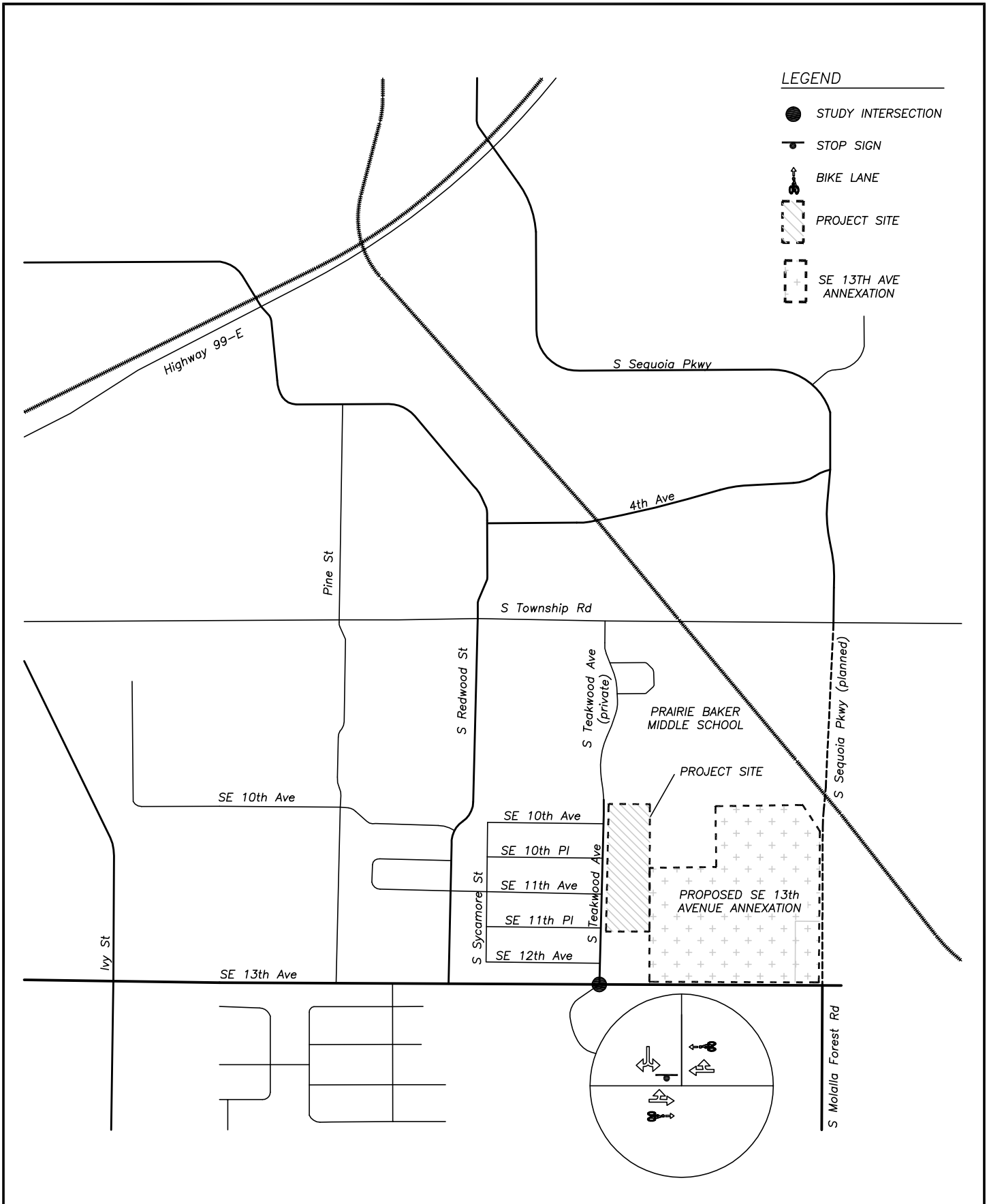
**S Teakwood Street** is a two-lane facility that travels in a north-south direction from SE 13<sup>th</sup> Avenue to S Township Road. S Teakwood Street is classified in the City of Canby Transportation Plan as a Local Street between SE 13<sup>th</sup> Avenue and SE 10<sup>th</sup> Avenue. North of SE 10<sup>th</sup> Avenue, S Teakwood Street is a private access drive for Baker Prairie Middle School. Curbs and sidewalks are in place adjacent to existing development on the west side of the roadway between SE 13<sup>th</sup> Avenue and SE 10<sup>th</sup> Avenue. The statutory residential speed is 25 mph.

The intersection of **SE 13<sup>th</sup> Avenue at S Teakwood Street** is a three-legged intersection with stop control on the southbound approach along S Teakwood Street. Traffic on SE 13<sup>th</sup> Avenue is free flowing. Each approach to the intersection consists of a single travel lane.

A vicinity map showing the project site and the study area intersections is shown in Figure 1 on page six.

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<sup>2</sup> Canby SE 13<sup>th</sup> Avenue Pedestrian Study, DKS Associates, June 2013



VICINITY MAP  
 Site Access and Study Intersection  
 Existing Lane Configurations and Traffic Control Devices



FIGURE 1

PAGE 6



## Trip Generation & Distribution

### Trip Generation

To estimate the number of trips that will be generated by the proposed residential subdivision, trip rates from *Trip Generation Manual*<sup>3</sup> Ninth Edition, published by the Institute of Transportation Engineers (ITE), were referenced. New project trips from Faist Addition Phase 6 were determined using ITE trip rates for land use code 210, Single-Family Detached Housing and are based on the number of dwelling units. Trip generation rates were calculated for the proposed increase of thirty units.

The proposed Faist Addition Phase 6 development is projected to result in 32 trips during the morning peak hour, with six entering and 17 exiting the site. During the evening peak hour, 30 trips are projected, with 19 entering and 11 exiting the site. A weekday total of 286 trips are projected, with half entering and half exiting the site.

The table below summarizes the trip generation data. Detailed trip generation worksheets are also included in the technical appendix.

**Table 1:** Trip generation calculations for the proposed development

TRIP GENERATION SUMMARY									
Development	ITE Code	Size	AM Peak Hour			PM Peak Hour			Weekday
			Enter	Exit	Total	Enter	Exit	Total	Total
<i>Faist Addition Phase 6</i>									
Single-Family Detached Housing	210	30 units	6	17	23	19	11	30	286

### Trip Distribution & Assignment

The distribution model for new trips is based on the Canby Travel Demand Model<sup>4</sup> and traffic counts conducted at the studied intersection. Most site trips are expected to travel to and from the south on S Teakwood Street to access the intersection of SE 13<sup>th</sup> Avenue at S Teakwood Road. A smaller percentage of trips will likely travel to and from the west via SE 11<sup>th</sup> Avenue to reach S Redwood

<sup>3</sup> Institute of Transportation Engineers (ITE), *Trip Generation Manual, 9th Edition*, 2012.

<sup>4</sup> Canby TSP, 2009 Base Year Model , DKS Associates, 2014







Street. S Teakwood Road is a private roadway facility north of the development site, therefore no trips are expected to depart or arrive from the north approach of S Teakwood Avenue.

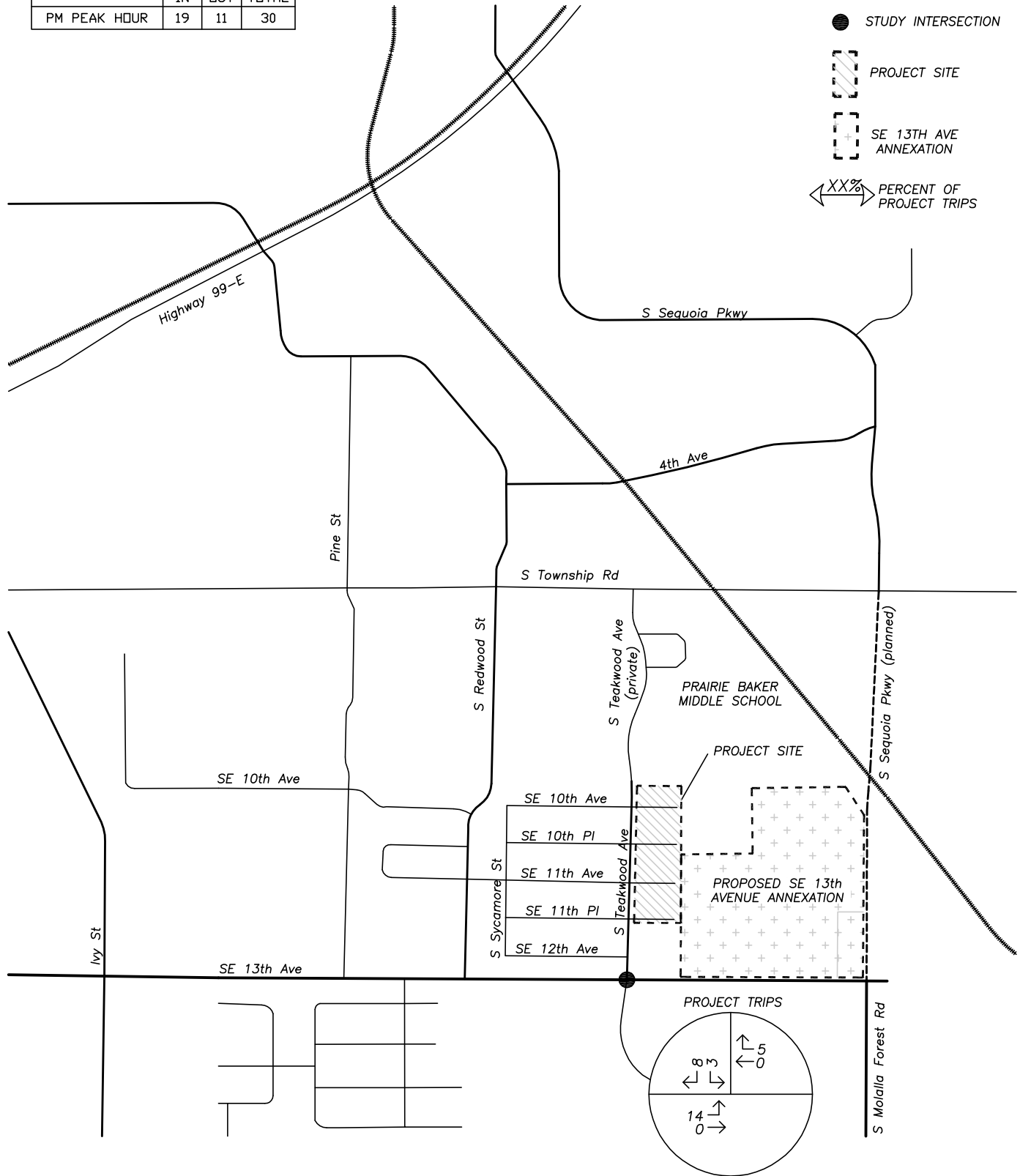
For a worst-case analysis of the study area intersection of S Teakwood Street and SE 13<sup>th</sup> Avenue, it was assumed that 100 percent of the project traffic would travel in this direction. From the intersection, it is estimated that 75% of all site trips will arrive from and depart toward the west and the remaining 25% will travel east towards S Molalla Forest Road.

Figure 2 on page nine shows the trips generated from the proposed development along with the trip distribution model used for the analysis. In the interest of providing the most cautious possible analysis, no deductions were taken for transit use or other non-automotive trips, though it is certainly possible that some of the new site trips will take place on alternative modes.

TRIP GENERATION			
	IN	OUT	TOTAL
PM PEAK HOUR	19	11	30

LEGEND

-  STUDY INTERSECTION
-  PROJECT SITE
-  SE 13TH AVE ANNEXATION
-  PERCENT OF PROJECT TRIPS



**SITE TRIP DISTRIBUTION AND ASSIGNMENT**  
 Entering and Exiting Trips  
 PM Peak Hour







## Operational Analysis

### ***Existing and Background Traffic Volumes***

To determine existing traffic volumes at the impacted intersections, traffic counts were conducted at the intersection of SE 13<sup>th</sup> Avenue at S Teakwood Street. Traffic counts took place on Tuesday, June 24<sup>th</sup>, 2014 from 4:00 PM to 6:00 PM to obtain data for the weekday evening peak hour: From the traffic count, the peak hour was determined to be 4:55 PM to 5:55 PM.

Existing traffic volumes are shown in Figure 3 on page 12.




To gauge the effect on the proposed development relative to a *no-build* scenario, background volumes were calculated assuming a two year and six months build-out period and two percent year-over-year organic growth in traffic volumes. Furthermore, the adjacent development of 86 single family detached housing units as part of the SE 13<sup>th</sup> Avenue Annexation (tax lots 400, 500, 600, 700, and 800) is expected to generate 156 evening peak hour trips with 86 entering and 70 exiting. In order to gauge a worse-case scenario of traffic impacts, it is assumed 75 percent of the evening peak hour trips from the SE 13<sup>th</sup> Avenue Annexation development will travel through the studied intersection of SE 13<sup>th</sup> Avenue and S Teakwood Street. The trips from the adjacent development are expected for the background year 2017.

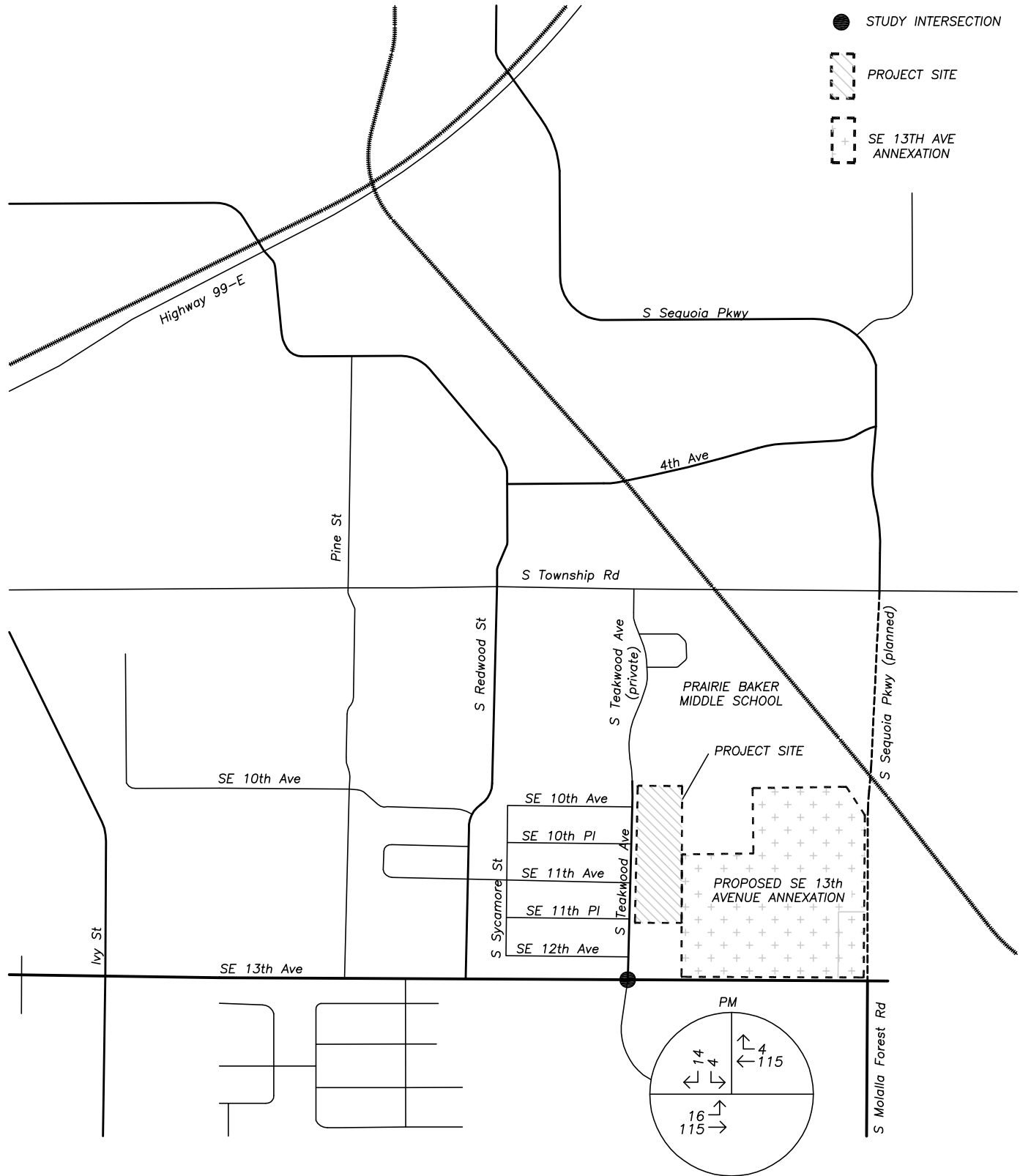
The extension of the Sequoia Parkway immediately east of the SE 13<sup>th</sup> Avenue Annexation project is expected to be completed with the annexation development. To maintain a worse-case scenario of traffic impacts, it is assumed that the Sequoia Parkway extension will not reduce trips from the studied intersection of SE 13<sup>th</sup> Avenue and S Teakwood Avenue.

Existing traffic volumes are summarized in Figure 3 on page 11. Background volumes are displayed in Figure 4 on page 12. Project trips are added to these background volumes and summarized in Figure 5 on page 13.

Raw count data and details regarding trips from the SE 13<sup>th</sup> Avenue Annexation are provided in the technical appendix.

LEGEND

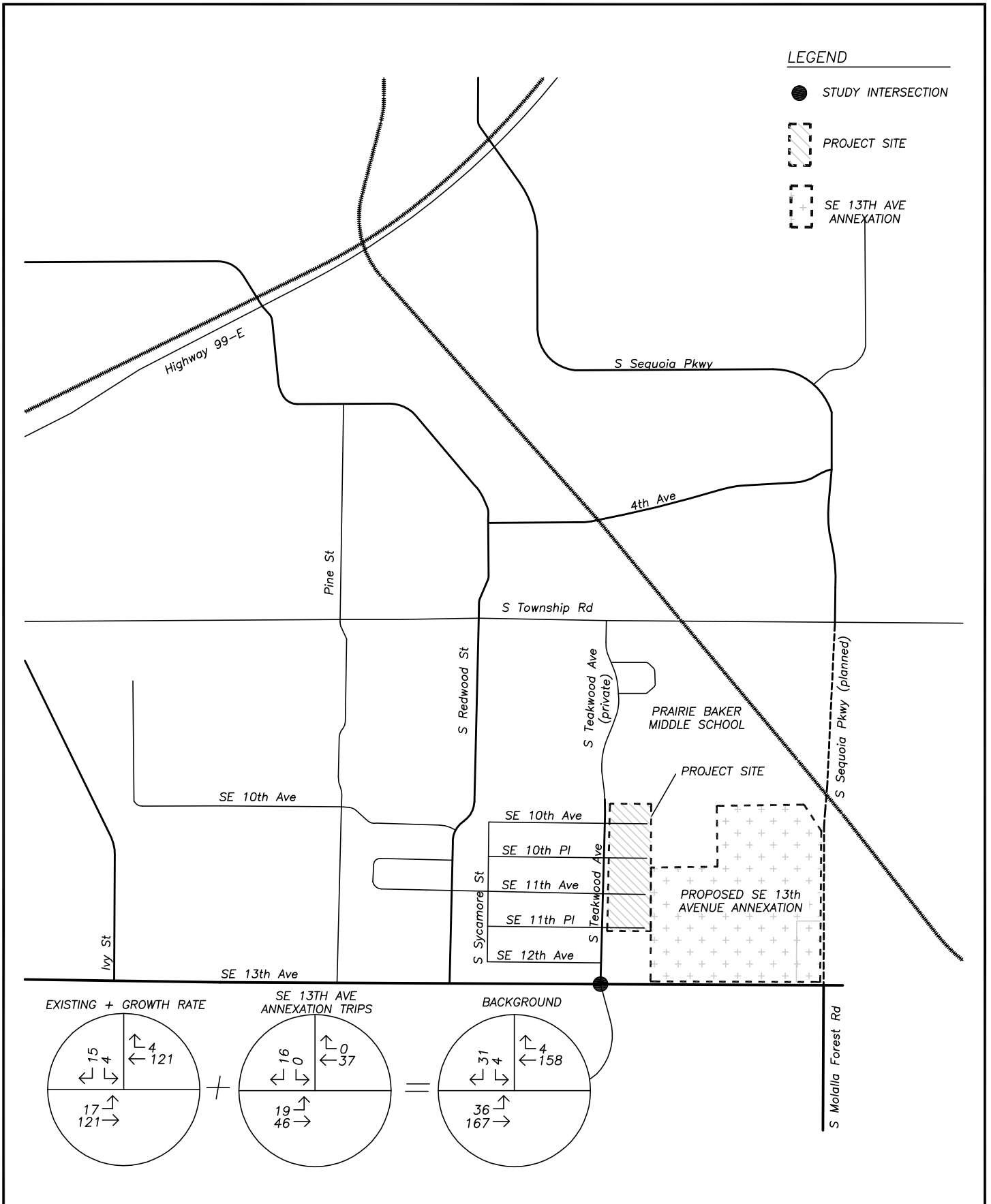
-  STUDY INTERSECTION
-  PROJECT SITE
-  SE 13TH AVE ANNEXATION



TRAFFIC VOLUMES  
 2014 Existing Conditions  
 PM Peak Hour

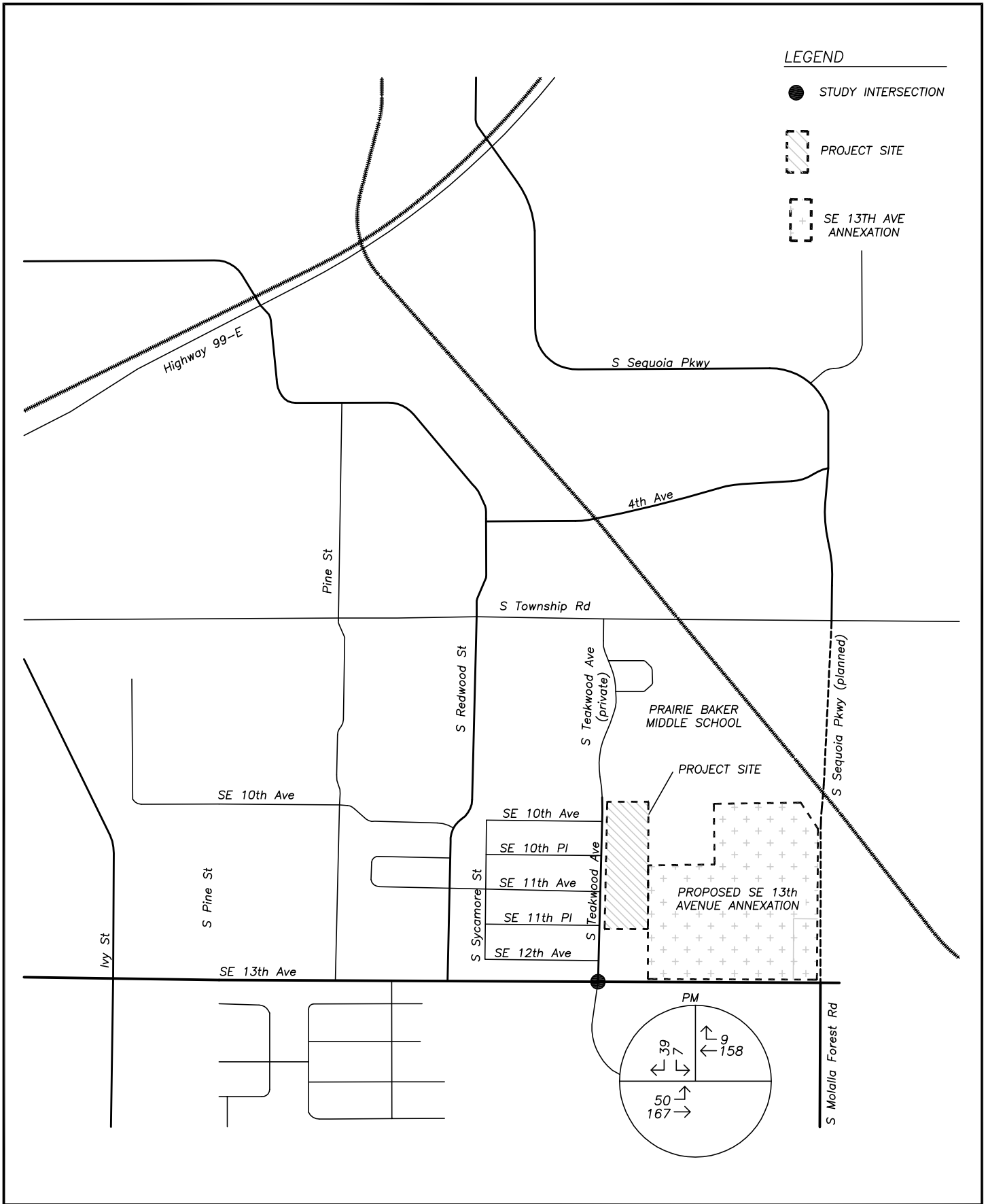


FIGURE  
 3  
 PAGE  
 11



**TRAFFIC VOLUMES**  
 Year 2016 Background Conditions  
 PM Peak Hours





TRAFFIC VOLUMES  
 Year 2016 Plus Site Background Conditions  
 PM Peak Hours





**Capacity Analysis**

To determine the capacity and level-of-service at the study intersections, a capacity analysis was conducted. The analysis was conducted using the signalized and unsignalized intersection analysis methodologies in the *Highway Capacity Manual (HCM)*<sup>5</sup> published by the Transportation Research Board.

Clackamas County’s operational standards required unsignalized in rural areas to operate at LOS E or better. In order to gauge the amount of capacity remaining at the intersection, the volume-to-capacity ratio (v/c) is also calculated and reported. A ratio of less than 1.0 indicates the intersection is operating within capacity. The County’s operational standards require unsignalized intersections in rural areas to operate with a v/c ratio of 0.75 or lower.

The results of the capacity analysis show that the intersection of SE 13th Avenue and S Teakwood Avenue is currently operating at LOS A and a v/c ratio of 0.08 during the evening peak hour. Following the background growth and the addition of new trips from adjacent annexation development, the intersection is projected to continue to operate at LOS A with a v/c ratio of 0.11. This is within the Clackamas County’s operational standards. Following the full build-out of the site as planned, the intersection of SE 13th Avenue and S Teakwood Avenue is projected to remain at LOS A with a v/c ratio of 0.12.

Table 2 shows a summary of the v/c and level-of-service metrics at the study intersections before and after new trips resulting from the proposed project. Detailed capacity analysis results are included in the appendix to this report.

**Table 2:** Intersection capacity and level-of-service summary

	Evening Peak Hour		
	LOS	Delay (s)	V/C Ratio
<b>SE 13<sup>th</sup> Ave at S Teakwood Ave</b>			
<i>Existing</i>	A	9	0.08
<i>2016 Background</i>	A	10	0.11
<i>2106 Background + Site</i>	A	10	0.12

<sup>5</sup> Transportation Research Board, *Highway Capacity Manual*, 5th Edition, 2010.



## Safety Analysis

### ***Left-Turn Lane Warrants***

Left turn lane warrants were examined at the intersection of S Teakwood Road and SE 13<sup>th</sup> Avenue to determine whether a left-turn lane is currently necessary or will be necessary following the planned development of the site. The warrant analysis was conducted during the weekday evening peak hour using the methodology outlined by NCHRP Report #457<sup>6</sup>.

It was found that a left-turn is not presently warranted and will not be warranted following development of the site as planned. Accordingly, a left-turn lane is not recommended. Detailed calculations for the left turn lane warrant evaluation are provided in the appendix to this report.

### ***Sight Distance***

The available intersection sight distance at S Teakwood Avenue and SE 13<sup>th</sup> Avenue was measured in the field based upon specifications in *Clackamas County Roadway Standards* and *A Policy on Geometric Design of Highways and Streets*<sup>7</sup>.

Intersection sight distance (ISD) for traffic entering the intersection from the S Teakwood Road was measured in accordance with Section 240.4 of the Clackamas County Roadway Standards, with the driver's eye height and object height of 3.5 feet above the road surface. The ISD necessary is 280 feet for the west approach of SE 13<sup>th</sup> Avenue based on the posted residential speed limit of 25 mph on SE 13<sup>th</sup> Avenue. 280 feet represents the sight distance needed such that traffic would not have to slow down excessively on SE 13<sup>th</sup> Avenue to accommodate vehicles entering the roadway.

Although there is no posted speed limit on SE 13<sup>th</sup> Avenue east of S Teakwood Avenue, the 85<sup>th</sup> percentile speed was measured to be 45mph on this segment<sup>8</sup>. Based on design speed, 500 feet of ISD is needed.

To the west, clear lines of sight are available in excess of 280 feet, and lines of sight continue to S Redwood Street. Likewise, clear lines of sight are available to the east in excess of 500 feet, and lines of sight continue to S Molalla Forest Road.

### ***Intersection Sight Distance for Left-Turning Vehicles***

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<sup>6</sup> Transportation Research Board, *NCHRP Report #457: Engineering Study Guide for Evaluating Intersection Improvements, 2001*.

<sup>7</sup> American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 6th Edition, 2011

<sup>8</sup> Canby SE 13th Avenue Pedestrian Study, DKS Associates, June 2013



The County also specifies that an ISD of 205 feet is necessary for vehicles turning left into S Teakwood Avenue. The sight distance was measured with the driver's eye height and object height 3.5 feet above the road surface. The measurement uses a driver's eye just to the west of S Teakwood Avenue and the object in the center of the oncoming travel lane. Again, clear lines of sight to the east are available beyond 205 feet along SE 13<sup>th</sup> avenue.

### ***Stopping Sight Distance***

The available stopping sight distance (SSD) was also measured in accordance with Section 240.5 of the Clackamas County Roadway Standards, with the driver's eye height 3.5 feet above the and object height 2 feet above the road surface in the middle of each travel lane. The SSD necessary at the driveways is also based on the speed of traffic on SE 13<sup>th</sup> Avenue, and represents the sight distance needed such that traffic would be able to safely stop for vehicles stopped in the roadway preparing to turn onto S Teakwood Road.

The County specifies that necessary stopping sight distance (SSD) along SE 13<sup>th</sup> Avenue is 155 feet and 360 feet in the east and west direction, respectively. Stopping sight distance was measured to be in excess of 360 feet in both directions.

### ***Crash History***

Using data obtained from ODOT's Crash Analysis and Reporting Unit, an investigation of the most recent available five years of crash history (2008-2012) at the study intersection of SE 13<sup>th</sup> Avenue and S Teakwood Street was performed.

The intersection of SE 13<sup>th</sup> Avenue and S Teakwood Street had no reported crashes during the analysis period, which was verified with ODOT's Crash Analysis staff. Based on the review of the crash data, no safety mitigations are recommended.

The crash data request correspondence for the study intersection is included in the appendix to this report, in lieu of a crash data report.



Parents picking up students were observed to queue on the private roadway portion of S Teakwood Street prior to student release. As expected, congestion from afternoon student pick-up activity was minimal and few parents were parked in neighborhood adjacent to the proposed development. Furthermore, the northern portion of S Teakwood Road that was temporarily closed for bus access only opened promptly at 2:45pm, further alleviating the pick-up congestion. Student pick-up activity dissipated by 3:00pm, where the traffic volumes near the proposed project site returned to normal volume.

Further details and an exhibit of the Baker Prairie Middle School traffic management plan are available in the appendix of this report.





## Neighborhood Traffic Management

A neighborhood traffic management (NTM) plan was considered to assess potential impacts to the transportation facility. The City of Canby requires that local residential street volumes should not increase above 1,200 average daily trips and speeds should not exceed 28 mph.

S Teakwood is classified as a local residential street and provides direct access to the proposed development. Based on projected future year volume and additional project trips, the expected volume along S Teakwood Avenue near the development is projected to be 700 average daily trips (ADT). In order for traffic volumes along S Teakwood Avenue to increase above 1,200 ADT, 500 additional daily trips would need to be made – the equivalent trips from 52 or more new single-family detached homes. Furthermore, the proposed development has multiple route options for local and regional access, including utilizing S Sycamore via SE 11<sup>th</sup> Place, and traveling along future connections made to the east via the SE 13<sup>th</sup> Avenue Annexation Concept Plan and planned the Sequoia Parkway extension.

The transportation network near the proposed development also has adequate pedestrian and bicycle facilities. S Teakwood Avenue and the adjacent residential development to the west have sidewalks with landscaping strips. SE 13<sup>th</sup> Avenue and S Redwood Street have marked bicycle lanes on both sides of the roadway, coupled with nearby low-volume and low-speed residential streets ideal for bicycle riding conditions. A ten foot wide multi-use path traverses the northern edge of the development from S Redwood Street to Logging County Road.

### *Baker Prairie Middle School Traffic Management Plan*

A new traffic management plan (TMP) for Baker Prairie Middle School is effective for the 2014-2015 school year. Baker Prairie Middle School is located immediately north of the proposed project site, border by S Township Road to the north, S Teakwood Road to the west, Logging County Road to the east. Afternoon student pick-up activity is expected to impact the transportation network near the proposed project site.

The Baker Prairie Middle School TMP details a temporary partial closure of the northern access of S Teakwood Road to all vehicles except school buses from 2:15pm to 2:45pm. The temporary closure extends from S Township Road to the bus loop located north of the Baker Prairie parking lot loop. The advised route for parent pick-up is to travel along SE 13<sup>th</sup> Avenue, then northbound on S Teakwood Avenue to proceed to the student pick-up area located in the parking lot loop. From the pick-up area, parents are advised to exit the middle school by traveling southbound on S Teakwood Avenue back to SE 13<sup>th</sup> Avenue.

Field observations were conducted on September 5, 2014 from 2:00pm to 3:00pm at the southern entrance to the Baker Prairie Middle to assess transportation impacts near the proposed project.



## Conclusion

The proposed development at 1866 SE 13<sup>th</sup> Avenue in the City of Canby, Oregon is expected to generate up to 30 new trips during the weekday evening peak hour. The transportation system in the vicinity of the site has ample capacity to support these new trips during the build-out year, and proposed development meets the transportation impact requirements of the City of Canby and Clackamas County.

No safety issues currently exist at the study intersections or along segments in the vicinity of the site. Accordingly no mitigations or needed or recommended to support the development.



**Appendix**

ft.	12400	12300	12200	12100	13400
-----	-------	-------	-------	-------	-------

SE 10TH AVENUE

11500	11600	11700	11800	11900	12000
10300	10200	10100	10000	9900	9800

SE 10TH PLACE

9200	9300	9400	9500	9600	9700
2000	1900	1800	1700	1600	1500

SE 11TH AVENUE

900	1000	1100	1200	1300	1400
5300	5200	5100	5000	4900	4800

SE 11TH PLACE

4200	4300	4400	4500	4600	4700
6400	6300	6200	6100	6000	5900

SE 12TH AVENUE

7800	7900	8000	8100	8200	8300
------	------	------	------	------	------

SE 13TH AVENUE

FAIST 1 7,464 SF	FAIST 2 7,077 SF	FAIST 3 7,078 SF	FAIST 4 7,079 SF	FAIST 5 7,049 SF
---------------------	---------------------	---------------------	---------------------	---------------------

900

SE 10TH AVENUE

FAIST 10 8,373 SF	FAIST 9 7,069 SF	FAIST 8 7,105 SF	FAIST 7 7,072 SF	FAIST 6 7,352 SF
FAIST 11 8,605 SF	FAIST 12 7,105 SF	FAIST 13 7,156 SF	FAIST 14 7,368 SF	FAIST 15 7,864 SF

SE 10TH PLACE

FAIST 20 7,000 SF	FAIST 19 7,000 SF	FAIST 18 7,000 SF	FAIST 17 7,011 SF	FAIST 16 7,015 SF
FAIST 21 7,000 SF	FAIST 22 7,000 SF	FAIST 23 7,000 SF	FAIST 24 7,011 SF	FAIST 25 7,020 SF

700

SE 11TH AVENUE

FAIST 30 7,000 SF	FAIST 29 7,000 SF	FAIST 28 7,031 SF	FAIST 27 7,007 SF	FAIST 26 7,009 SF
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S TEAKWOOD STREET

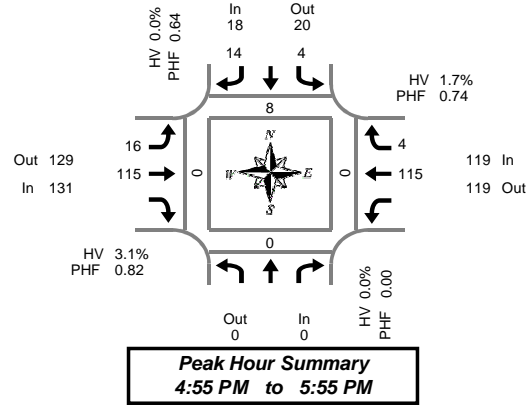
2900

800

PROPERTY TO REMAIN WITH FAIST FAMILY

3.96 Ac.

**Total Vehicle Summary**



**S Teakwood St & SE 13th Ave**

Tuesday, June 24, 2014  
4:00 PM to 6:00 PM

**5-Minute Interval Summary**  
4:00 PM to 6:00 PM

Interval Start Time	Northbound S Teakwood St				Southbound S Teakwood St				Eastbound SE 13th Ave			Westbound SE 13th Ave			Interval Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	L	R	Total	Bikes	L	T	Bikes	T	R	Bikes		North	South	East	West
4:00 PM				0	0	2	0	1	6	0	6	1	0	16	0	0	0	0	
4:05 PM				0	0	0	0	3	3	0	11	0	0	17	0	0	0	0	
4:10 PM				0	0	0	0	1	11	0	11	1	0	24	0	0	0	0	
4:15 PM				0	0	1	0	1	8	0	8	1	0	19	0	0	0	0	
4:20 PM				0	2	0	1	3	10	0	17	0	0	32	0	0	0	0	
4:25 PM				0	0	2	0	2	9	0	6	0	1	19	0	0	0	0	
4:30 PM				0	0	1	0	1	12	1	6	1	1	21	0	0	0	0	
4:35 PM				0	1	0	0	0	10	0	5	1	2	17	0	0	1	0	
4:40 PM				0	0	1	0	1	7	0	9	1	0	19	0	0	0	0	
4:45 PM				0	0	0	0	3	7	0	11	1	0	22	1	0	0	0	
4:50 PM				0	0	0	0	1	8	1	6	1	0	16	0	0	0	0	
4:55 PM				0	1	1	2	5	8	0	11	1	0	27	0	0	0	0	
5:00 PM				0	1	1	0	1	9	0	9	0	0	21	0	0	0	0	
5:05 PM				0	0	0	0	0	8	0	3	0	1	11	0	0	0	0	
5:10 PM				0	1	3	0	1	4	1	3	1	0	13	2	0	0	0	
5:15 PM				0	0	2	0	2	9	0	10	0	0	23	1	0	0	0	
5:20 PM				0	1	0	0	0	13	0	11	0	0	25	1	0	0	0	
5:25 PM				0	0	1	0	3	13	0	8	0	0	25	0	0	0	0	
5:30 PM				0	0	1	0	0	9	0	11	0	0	21	2	0	0	0	
5:35 PM				0	0	1	0	1	10	0	11	0	0	23	0	0	0	0	
5:40 PM				0	0	0	0	1	13	0	13	0	0	27	0	0	0	0	
5:45 PM				0	0	2	1	1	7	1	11	0	0	21	1	0	0	0	
5:50 PM				0	0	2	0	1	12	0	14	2	0	31	1	0	0	0	
5:55 PM				0	0	1	0	4	6	1	6	0	0	17	0	0	0	0	
Total Survey				0	7	22	4	37	212	5	217	12	5	507	9	0	1	0	

**15-Minute Interval Summary**  
4:00 PM to 6:00 PM

Interval Start Time	Northbound S Teakwood St				Southbound S Teakwood St				Eastbound SE 13th Ave			Westbound SE 13th Ave			Interval Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	L	R	Total	Bikes	L	T	Bikes	T	R	Bikes		North	South	East	West
4:00 PM				0	0	2	0	5	20	0	28	2	0	57	0	0	0	0	
4:15 PM				0	2	3	1	6	27	0	31	1	1	70	0	0	0	0	
4:30 PM				0	1	2	0	2	29	1	20	3	3	57	0	0	1	0	
4:45 PM				0	1	1	2	9	23	1	28	3	0	65	1	0	0	0	
5:00 PM				0	2	4	0	2	21	1	15	1	1	45	2	0	0	0	
5:15 PM				0	1	3	0	5	35	0	29	0	0	73	2	0	0	0	
5:30 PM				0	0	2	0	2	32	0	35	0	0	71	2	0	0	0	
5:45 PM				0	0	5	1	6	25	2	31	2	0	69	2	0	0	0	
Total Survey				0	7	22	4	37	212	5	217	12	5	507	9	0	1	0	

**Peak Hour Summary**  
4:55 PM to 5:55 PM

By Approach	Northbound S Teakwood St				Southbound S Teakwood St				Eastbound SE 13th Ave			Westbound SE 13th Ave			Total	Pedestrians Crosswalk					
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out		Total	Bikes	North	South	East	West
Volume	0	0	0	0	18	20	38	3	131	129	260	2	119	119	238	1	268	8	0	0	0
%HV	0.0%				0.0%				3.1%			1.7%			2.2%						
PHF	0.00				0.64				0.82			0.74			0.85						

By Movement	Northbound S Teakwood St				Southbound S Teakwood St				Eastbound SE 13th Ave			Westbound SE 13th Ave			Total		
	Total	L	R	Total	L	T	Total	T	R	Total	T	R	Total				
Volume	0	4	14	18	3	22	99	16	115	131	107	9	4	249			
%HV	NA	NA	NA	0.0%	0.0%	NA	0.0%	0.0%	6.3%	2.6%	NA	3.1%	NA	1.7%	0.0%	1.7%	2.2%
PHF		0.00	0.50	0.70	0.64	0.67	0.82	0.82	0.76	0.50	0.74	0.85					

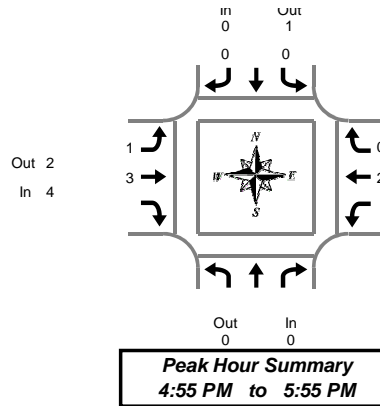
**Rolling Hour Summary**  
4:00 PM to 6:00 PM

Interval Start Time	Northbound S Teakwood St				Southbound S Teakwood St				Eastbound SE 13th Ave			Westbound SE 13th Ave			Interval Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	L	R	Total	Bikes	L	T	Bikes	T	R	Bikes		North	South	East	West
4:00 PM				0	4	8	3	22	99	2	107	9	4	249	1	0	1	0	
4:15 PM				0	6	10	3	19	100	3	94	8	5	237	3	0	1	0	
4:30 PM				0	5	10	2	18	108	3	92	7	4	240	5	0	1	0	
4:45 PM				0	4	10	2	18	111	2	107	4	1	254	7	0	0	0	
5:00 PM				0	3	14	1	15	113	3	110	3	1	258	8	0	0	0	

### Heavy Vehicle Summary



Clay Carney  
(503) 833-2740



### S Teakwood St & SE 13th Ave

Tuesday, June 24, 2014

4:00 PM to 6:00 PM

#### Heavy Vehicle 5-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound S Teakwood St			Southbound S Teakwood St			Eastbound SE 13th Ave			Westbound SE 13th Ave			Interval Total
	In	Out	Total	L	R	Total	L	T	Total	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
4:10 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	1	0	1	1	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
5:25 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:35 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
Total Survey			0	0	0	0	1	6	7	3	0	3	10

#### Heavy Vehicle 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound S Teakwood St			Southbound S Teakwood St			Eastbound SE 13th Ave			Westbound SE 13th Ave			Interval Total
	In	Out	Total	L	R	Total	L	T	Total	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	2	2	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	1	1	1	0	1	2
5:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	1	1	1	0	1	2
5:30 PM	0	0	0	0	0	0	0	1	1	1	0	1	2
5:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
Total Survey			0	0	0	0	1	6	7	3	0	3	10

#### Heavy Vehicle Peak Hour Summary 4:55 PM to 5:55 PM

By Approach	Northbound S Teakwood St			Southbound S Teakwood St			Eastbound SE 13th Ave			Westbound SE 13th Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	1	1	4	2	6	2	3	5	6
PHF	0.00			0.00			0.50			0.25			0.50

By Movement	Northbound S Teakwood St			Southbound S Teakwood St			Eastbound SE 13th Ave			Westbound SE 13th Ave			Total
	In	Out	Total	L	R	Total	L	T	Total	T	R	Total	
Volume		0	0	0	0	0	1	3	4	2	0	2	6
PHF		0.00		0.00			0.25	0.75	0.50	0.25	0.00	0.25	0.50

#### Heavy Vehicle Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound S Teakwood St			Southbound S Teakwood St			Eastbound SE 13th Ave			Westbound SE 13th Ave			Interval Total
	In	Out	Total	L	R	Total	L	T	Total	T	R	Total	
4:00 PM	0	0	0	0	0	0	1	2	3	1	0	1	4
4:15 PM	0	0	0	0	0	0	1	1	2	1	0	1	3
4:30 PM	0	0	0	0	0	1	2	3	3	2	0	2	5
4:45 PM	0	0	0	0	0	1	3	4	4	3	0	3	7
5:00 PM	0	0	0	0	0	0	4	4	4	2	0	2	6

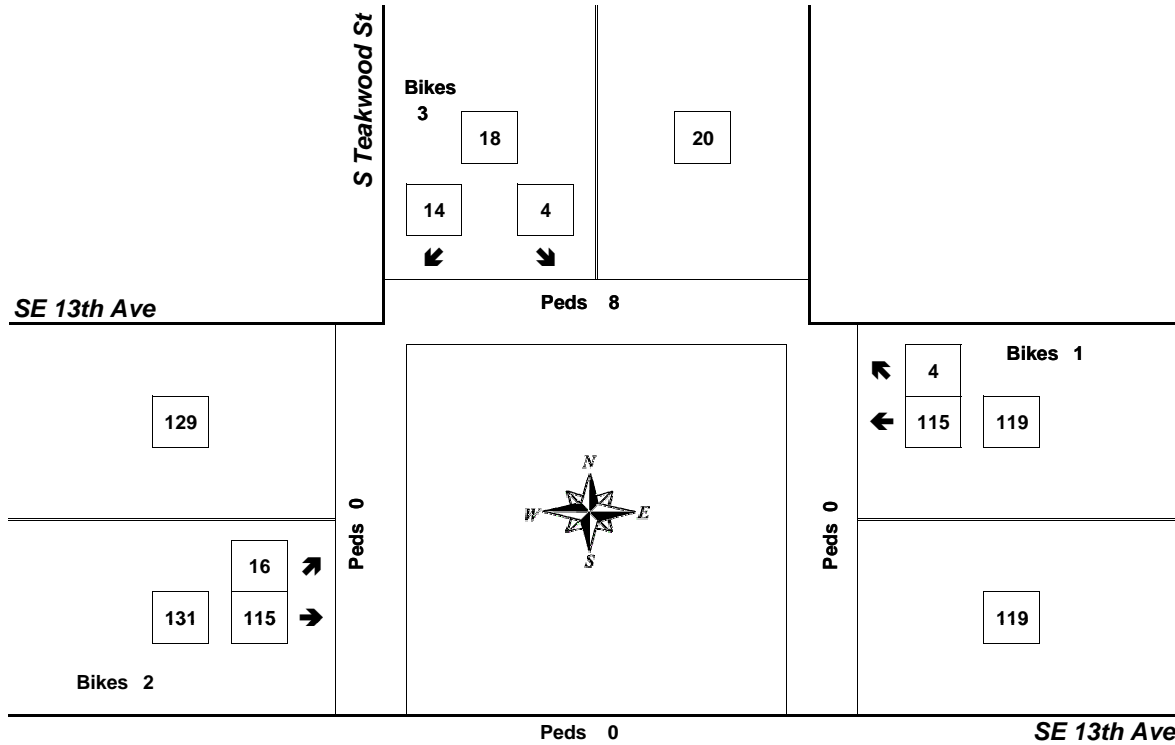
**Peak Hour Summary**



Clay Carney  
(503) 833-2740

**S Teakwood St & SE 13th Ave**

4:55 PM to 5:55 PM  
Tuesday, June 24, 2014



Bikes  
0

Approach	PHF	HV%	Volume
EB	0.82	3.1%	131
WB	0.74	1.7%	119
NB	0.00	0.0%	0
SB	0.64	0.0%	18
<b>Intersection</b>	<b>0.85</b>	<b>2.2%</b>	<b>268</b>

Count Period: 4:00 PM to 6:00 PM



**TRIP GENERATION CALCULATIONS**

*Land Use:* Single-Family Detached Housing  
*Land Use Code:* 210  
*Variable:* Dwelling Units  
*Variable Value:* 30

**AM PEAK HOUR**

*Trip Rate:* 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	<b>6</b>	<b>17</b>	<b>23</b>

**PM PEAK HOUR**

*Trip Rate:* 1.00

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	<b>19</b>	<b>11</b>	<b>30</b>

**WEEKDAY**

*Trip Rate:* 9.52

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	<b>143</b>	<b>143</b>	<b>286</b>

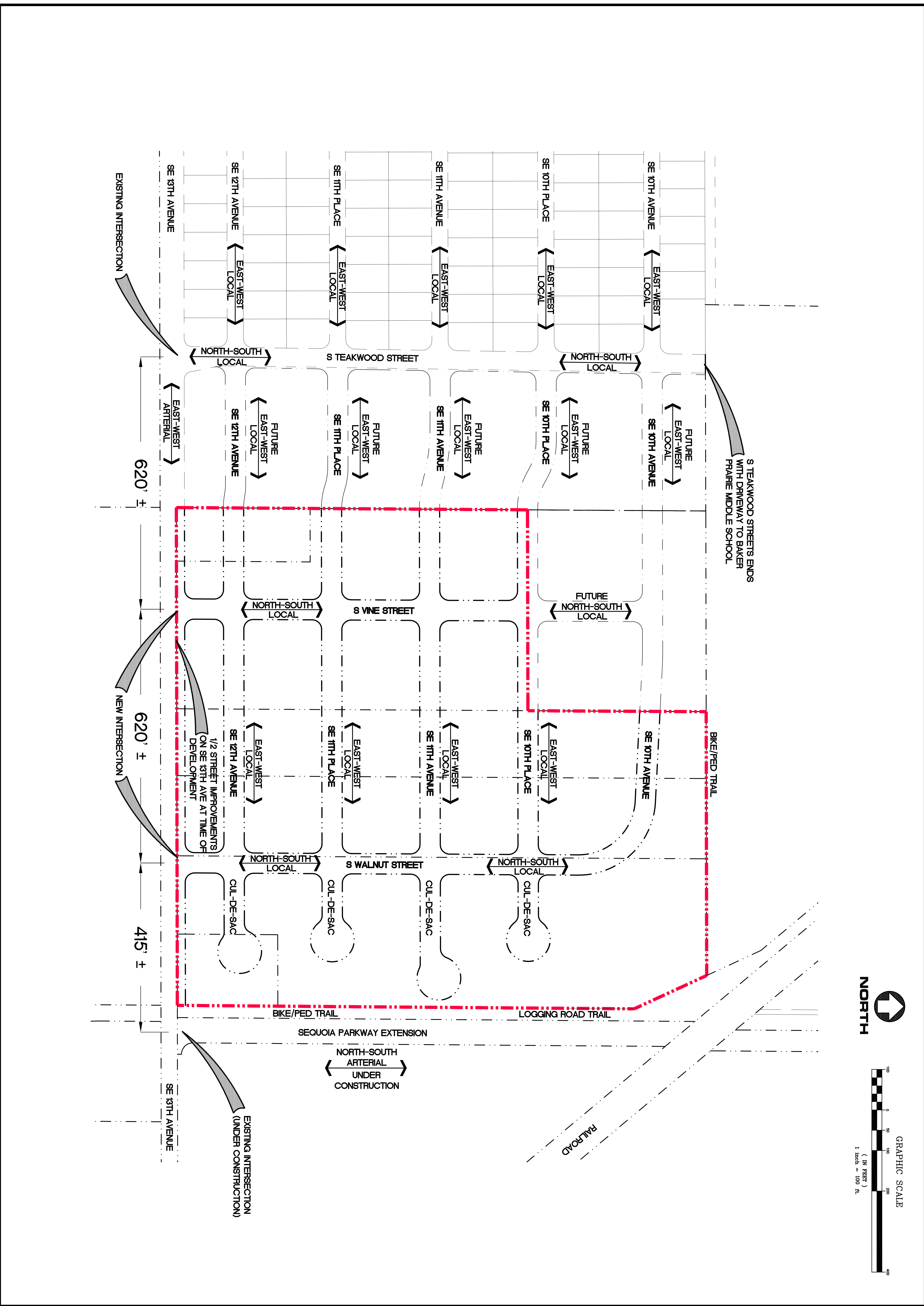
**SATURDAY**

*Trip Rate:* 9.91

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	<b>149</b>	<b>149</b>	<b>298</b>

Source: TRIP GENERATION, Ninth Edition





DATE: FEB., 2014  
 SCALE: 1" = 100'  
 DRAWN: PS  
 JOB: SGL05-032A  
 SHEET: 4  
 OF 9 SHEETS

**SISUL ENGINEERING**  
 375 PORTLAND AVENUE  
 GLADSTONE, OREGON 97027  
 (503) 657-0188  
 DRAWING

**Street Plan**

**SE 13th Avenue Concept Plan**  
**SE 13th Avenue Property Owners**  
 BOYLE, MARCUM, NETTER, RICE & STOLLER

REVISIONS	BY



## LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

*Level of service A:* Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

*Level of service B:* Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

*Level of service C:* Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

*Level of service D:* Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

*Level of service E:* Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

*Level of service F:* Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.



*LEVEL OF SERVICE CRITERIA  
FOR SIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

*LEVEL OF SERVICE CRITERIA  
FOR UNSIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

HCM Unsignalized Intersection Capacity Analysis  
 1: SE 13th Avenue & S Teakwood Street

1866 SE 13th Avenue  
 Existing PM Peak Hour



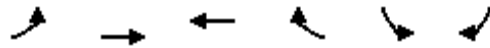
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	16	115	115	4	4	14
Peak Hour Factor	0.85	1.00	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	19	115	135	5	5	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	140				290	138
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	140				290	138
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	98
cM capacity (veh/h)	1443				691	911

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	134	140	21
Volume Left	19	0	5
Volume Right	0	5	16
cSH	1443	1700	851
Volume to Capacity	0.01	0.08	0.02
Queue Length 95th (ft)	1	0	2
Control Delay (s)	1.1	0.0	9.3
Lane LOS	A		A
Approach Delay (s)	1.1	0.0	9.3
Approach LOS			A

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization	23.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis  
 1: SE 13th Avenue & S Teakwood Street

1866 SE 13th Avenue  
 2017 Background PM Peak Hour



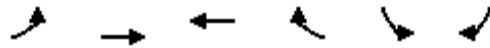
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	36	167	158	4	4	31
Peak Hour Factor	0.85	1.00	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	42	167	186	5	5	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	191				440	188
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	191				440	188
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				99	96
cM capacity (veh/h)	1383				557	854

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	209	191	41
Volume Left	42	0	5
Volume Right	0	5	36
cSH	1383	1700	805
Volume to Capacity	0.03	0.11	0.05
Queue Length 95th (ft)	2	0	4
Control Delay (s)	1.8	0.0	9.7
Lane LOS	A		A
Approach Delay (s)	1.8	0.0	9.7
Approach LOS			A

Intersection Summary			
Average Delay		1.7	
Intersection Capacity Utilization	32.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis  
 1: SE 13th Avenue & S Teakwood Street

1866 SE 13th Avenue  
 2016 Background plus Site PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	50	167	158	9	7	39
Peak Hour Factor	0.85	1.00	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	59	167	186	11	8	46
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	196				476	191
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	196				476	191
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				98	95
cM capacity (veh/h)	1376				524	850

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	226	196	54
Volume Left	59	0	8
Volume Right	0	11	46
cSH	1376	1700	777
Volume to Capacity	0.04	0.12	0.07
Queue Length 95th (ft)	3	0	6
Control Delay (s)	2.3	0.0	10.0
Lane LOS	A		A
Approach Delay (s)	2.3	0.0	10.0
Approach LOS			A

Intersection Summary			
Average Delay		2.2	
Intersection Capacity Utilization	33.7%	ICU Level of Service	A
Analysis Period (min)	15		

### Left-Turn Lane Warrant Analysis

Project: 1866 SE 13th Avenue  
 Intersection: S Teakwood Road and SE 13th Avenue  
 Date: 9/18/2014  
 Scenario: 2017 total volume

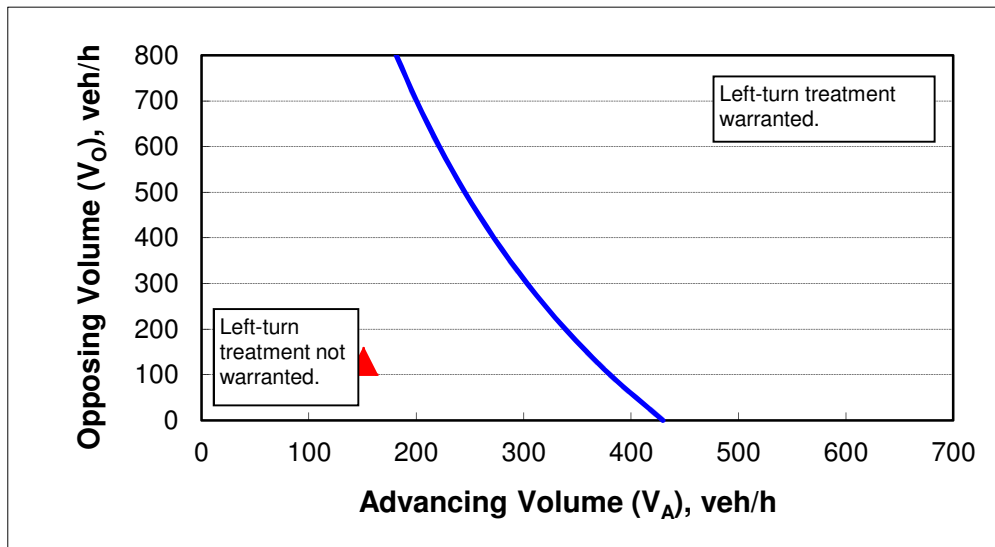
#### 2-lane roadway (English)

##### INPUT

Variable	Value
85 <sup>th</sup> percentile speed, mph:	25
Percent of left-turns in advancing volume ( $V_A$ ), %:	34%
Advancing volume ( $V_A$ ), veh/h:	151
Opposing volume ( $V_O$ ), veh/h:	129

##### OUTPUT

Variable	Value
Limiting advancing volume ( $V_A$ ), veh/h:	368
<b>Guidance for determining the need for a major-road left-turn bay:</b>	
<b>Left-turn treatment NOT warranted.</b>	



##### CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9



Max Scheideman &lt;max@lancasterengineering.com&gt;

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## Crash Data Request - SE 13th Ave in Canby, OR

4 messages

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**Max Scheideman** <max@lancasterengineering.com>

Thu, Jun 19, 2014 at 11:24 AM

To: Kimberlee.S.WARD@odot.state.or.us

Hello Kim,

I received your name from my colleague, Kirk Paulsen. I'm working on a project in Canby, OR in the vicinity of SE 13th Avenue and would like you to verify no reported crashes occurred at the specified intersection for the date ranges listed below.

**The intersection that I am interested in obtaining crash data for is SE 13th Avenue at S Teakwood St in Canby, OR . The range of dates I am interested in is between 1/1/08 - 12/31/12.**

I searched for crashes on ODOT's Online Crash Data System, using both the 'Local Roads' tab and (by chance) the 'Highways' tab, with no crashes for both search results. I suspect that the low volumes on SE 13th Avenue might be why no crashes occurred for the time window that I used. I would like the double-check my inquiry before moving forward with my analysis.

Many thanks in advance and please let me know if you have any questions.

Cheers,  
-Max

--

**Max Scheideman**  
*Transportation Analyst*  
Lancaster Engineering  
(503) 248-0313 phone  
(503) 248-9251 fax

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**WARD Kimberlee S** <Kimberlee.S.WARD@odot.state.or.us>

Thu, Jun 19, 2014 at 11:27 AM

To: Max Scheideman &lt;max@lancasterengineering.com&gt;

Hello Max,

I will have the results of my query, at the intersection sited below, for you by this afternoon.

Thank you,

Kim

**Kim Ward**  
Crash Reporting Technician



February 9, 2015

Crash Analysis and Reporting Unit  
Transportation Data Section  
555 13th Street NE, Suite 2  
Salem, Oregon 97301-4178  
ph: (503) 986-4237  
fax: (503) 986-4249  
mailto: [kimberlee.s.ward@odot.state.or.us](mailto:kimberlee.s.ward@odot.state.or.us)

**From:** Max Scheideman [mailto:[max@lancasterengineering.com](mailto:max@lancasterengineering.com)]  
**Sent:** Thursday, June 19, 2014 11:25 AM  
**To:** WARD Kimberlee S  
**Subject:** Crash Data Request - SE 13th Ave in Canby, OR

[Quoted text hidden]

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**WARD Kimberlee S** <[Kimberlee.S.WARD@odot.state.or.us](mailto:Kimberlee.S.WARD@odot.state.or.us)>  
To: Max Scheideman <[max@lancasterengineering.com](mailto:max@lancasterengineering.com)>

Thu, Jun 19, 2014 at 2:15 PM

Hello Max,

I researched the intersection of SE 13<sup>th</sup> Ave & S Teakwood St in the city of Canby/Clackamas County. There have been *no crashes reported* for this intersection.

Have a nice afternoon,

Kim

***Kim Ward***

Crash Reporting Technician  
Crash Analysis and Reporting Unit  
Transportation Data Section  
555 13th Street NE, Suite 2  
Salem, Oregon 97301-4178  
ph: (503) 986-4237  
fax: (503) 986-4249  
mailto: [kimberlee.s.ward@odot.state.or.us](mailto:kimberlee.s.ward@odot.state.or.us)

**From:** Max Scheideman [mailto:[max@lancasterengineering.com](mailto:max@lancasterengineering.com)]  
**Sent:** Thursday, June 19, 2014 11:25 AM  
**To:** WARD Kimberlee S  
**Subject:** Crash Data Request - SE 13th Ave in Canby, OR

Hello Kim,

[Quoted text hidden]

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**Max Scheideman** <[max@lancasterengineering.com](mailto:max@lancasterengineering.com)>

Thu, Jun 19, 2014 at 2:53 PM

Planning Commission Packet February 9, 2015

To: WARD Kimberlee S &lt;Kimberlee.S.WARD@odot.state.or.us&gt;

Thank you Kim. I appreciate the quick response! Good to know this intersection is a safe one.

Cheers,  
Max

--

**Max Scheideman**  
*Transportation Analyst*  
Lancaster Engineering  
(503) 248-0313 phone  
(503) 248-9251 fax

[Quoted text hidden]

# 2014-15 Student Pick Up Traffic Flow Map

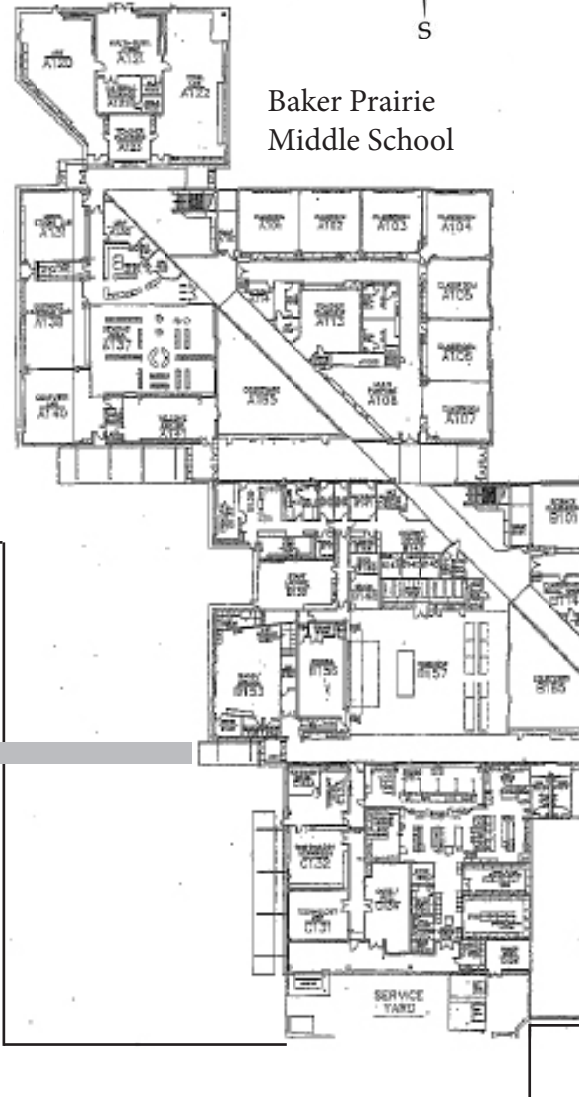
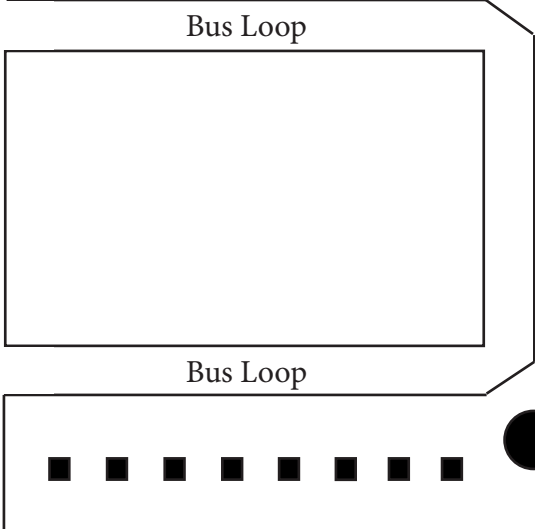
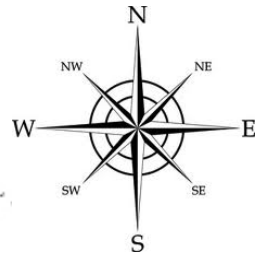
Township Road



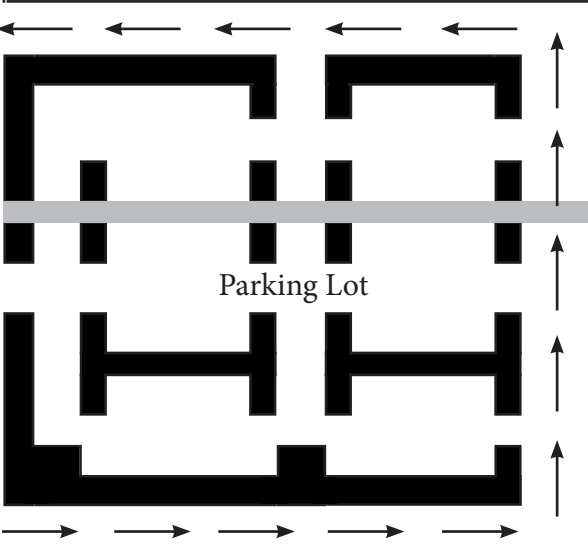
This Portion closed to all but busses from 2:15-2:45

No turns from Township on to South Teakwood from 2:15-2:45.

# New!!!



South Teakwood Street



Follow arrows for After School Parent Pick up Route

# New!!!

For the 2014-2015 school year, we are asking parents to use 13th Ave. to access South Teakwood Street when picking up their student after school between 2:15 and 2:45. This should help alleviate congestion and provide a safe way for our students to be transported from school.

13th Avenue

## IV. Neighborhood Meeting Notes

**Oregon Development West, Inc.**  
**PO Box 151**  
**Canby, Oregon 97013**

May 19, 2014

RE: Neighborhood Meeting for proposed subdivision  
1866 SE 13<sup>th</sup> Avenue, Assessor Map 41E03BD Tax Lot 02900

Dear Neighborhood Property Owner or Resident,

You are invited to attend a neighborhood meeting to discuss a proposed 30-lot low density subdivision on the northern portion of the Faist parcel located at 1866 SE 13<sup>th</sup> Avenue in Canby. The site is located east of S Teakwood Street and north of SE 13<sup>th</sup> Avenue.

The meeting will be held at 7:00pm on Wednesday, June 4th, 2014 at the Canby Adult Center, 1250 S. Ivy St. Attached is the Site Plan that we will discuss at the meeting. We will be available to answer questions or discuss concerns or thoughts that you may have. We look forward to seeing you there.

If you are unable to attend but would like to discuss the development with me, please send me an email at [oredev@yahoo.com](mailto:oredev@yahoo.com).

Thank you,

Tom Kendall

ft.	12400	12300	12200	12100	13400
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SE 10TH AVENUE

11500	11600	11700	11800	11900	12000
10300	10200	10100	10000	9900	9800

SE 10TH PLACE

9200	9300	9400	9500	9600	9700
2000	1900	1800	1700	1600	1500

SE 11TH AVENUE

900	1000	1100	1200	1300	1400
5300	5200	5100	5000	4900	4800

SE 11TH PLACE

4200	4300	4400	4500	4600	4700
6400	6300	6200	6100	6000	5900

SE 12TH AVENUE

7800	7900	8000	8100	8200	8300
------	------	------	------	------	------

SE 13TH AVENUE

FAIST 1 7,464 SF	FAIST 2 7,077 SF	FAIST 3 7,078 SF	FAIST 4 7,079 SF	FAIST 5 7,049 SF
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SE 10TH AVENUE

FAIST 10 8,373 SF	FAIST 9 7,069 SF	FAIST 8 7,105 SF	FAIST 7 7,072 SF	FAIST 6 7,352 SF
FAIST 11 8,605 SF	FAIST 12 7,105 SF	FAIST 13 7,156 SF	FAIST 14 7,368 SF	FAIST 15 7,864 SF

SE 10TH PLACE

FAIST 20 7,000 SF	FAIST 19 7,000 SF	FAIST 18 7,000 SF	FAIST 17 7,011 SF	FAIST 16 7,015 SF
FAIST 21 7,000 SF	FAIST 22 7,000 SF	FAIST 23 7,000 SF	FAIST 24 7,011 SF	FAIST 25 7,020 SF

SE 11TH AVENUE

FAIST 30 7,000 SF	FAIST 29 7,000 SF	FAIST 28 7,031 SF	FAIST 27 7,007 SF	FAIST 26 7,009 SF
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S TEAKWOOD STREET

2900

PROPERTY TO REMAIN WITH FAIST FAMILY

3.96 Ac.

900

700

800

Neighborhood Meeting Attendance Sheet June 4, 2014

	Name	Address
1.	PAT SISUL	375 PORTLAND AVE. GLADSTONE
2.	Loren Hartman	1738 SE 11th Pl Canby
3.	<del>Tom Kendall</del> / 25588 Cheryl West Linn	
4.	Ralph Netter	536 N.W. 14 <sup>th</sup> Ave. Canby
5.	Hilda & Jim Foughty	1642 SE 10 <sup>th</sup> Pl Canby
6.	Betty & Larry Faust	1866 S.E. 13 <sup>th</sup> Canby
7.	KARL KELLER	1704 SE 10 <sup>TH</sup> R. CANBY
8.	Eliot Lepidus	1674 SE 12 <sup>th</sup> Ave Canby
9.	TIM & CONNIE FAUST	1866 SE 13 <sup>th</sup> AVE CANBY
10.		
11.		
12.		
13.		
14.		
15.		
16.		
17.		
18.		
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22.		
23.		
24.		
25.		
26.		
27.		
28.		
29.		
30.		

Faist Addition Phase 6 - Neighborhood Meeting  
June 4, 2014, 7:00 pm @ Canby Adult Center

Twelve people attended the meeting including the applicant & his representative. A sign in sheet is attached.

---

The meeting began at 7:00 PM.

Large maps were provided that showed the proposed development together with existing lots in the vicinity of the property. The proposed SE 13<sup>th</sup> Avenue Annexation area was also highlighted on the maps so neighbors could see how the proposed land division fit with the properties and proposed roadways in the Development Concept Plan Area. A zoning map for the entire City of Canby was also provided.

Pat Sisul began the meeting by discussing how the process works and that the Neighborhood meeting is the first opportunity for neighbors of the development site to have input on a project. Other opportunities for input would be after application is made and the City Staff requests comments from neighbors and if they chose to testify at the public hearing. After explaining the proposed development plan, the meeting was opened up for questions.

---

Below is a summary of topics that were discussed concerning the project and the general area:

- What is proposed for the 2 large parcels not being divided? *Those lots will remain in their current use with the current buildings. There is no plan to further divide the property in the near future. Larry & Betty Faist (the property owners) mentioned that they plan on living there for a long time to come.*
- What types of homes can be constructed? *Detached single family.*
- Can the builders build more 1 story homes and fewer 2 story homes? *Single story and 2 story homes are both permitted. The size and style of home that is constructed will be up to the home builders. There is a market for both single story and 2 story homes, but being that this development will be close to 2 schools it is more likely that families will be looking to by these homes and that more of the homes will be 2 story. Impervious lot coverage in the R-1 zone is limited to 60 percent, which could restrict the footprint for a large single story home.*
- Will Teakwood Street be improved? *It will be made 4 feet wider to 34 feet of pavement, in conformance with the local street standard. Curbs will be installed all the way to 13<sup>th</sup> Avenue & sidewalks will be installed along the subdivision only, not along the minor partition.*
- What about the trees along Teakwood, can they stay? *Some might be able to remain, it depends upon how severely their root systems are impacted by the franchise utility construction going in on the east side of Teakwood. There are clear vision clearances that have to be met at all of the intersections so many of the trees would have to be removed for visions clearance and many of the trees will be impacted by construction of the new homes. Some may be able to remain, but street trees will be planted along Teakwood between the curb and sidewalk.*
- Will there be water quality swales? *No, storm water will drain to catch basins, pollution control manholes and drywells.*

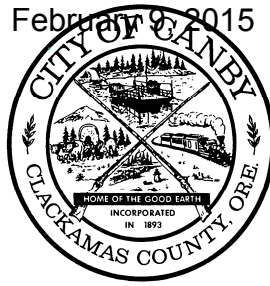


- Is the sewer deep enough in 10<sup>th</sup> Avenue to serve the school property that is in the City? *No, it can only serve this property, the school property will have to drain to the south or east.*
  - Is there a school district representative here? *No, the school district was notified, but there is nobody from the school district in attendance.*
  - Who received notice regarding this meeting? *Everyone living or owning property within 500 feet of the site. The neighborhood association representatives were also notified.*
  - The people at the far west ends of the block will be affected by this development too, shouldn't they have been notified or a sign be placed onsite? *The requirement for the neighborhood meeting is that everyone within 500 feet, neighborhood association representatives and active members of the neighborhood association be notified of the meeting. A sign will be located on the property after an application has been submitted that gives information on the proposal and tells neighbors who to contact to obtain additional information. As mentioned earlier, this meeting is the first of three opportunities to comment on the proposal.*
  - What about traffic, it seems like Teakwood and 13<sup>th</sup> Avenue will be very busy? *A traffic study will be done and submitted with the subdivision application. Neighbors will be able to review it prior to the Planning Commission hearing.*
  - What about turns down by the train trestle on Mulino Road, that left turn is dangerous? *I don't know if the traffic study will investigate that particular intersection. Likely that trestle will be improved when the Weygandt property is proposed for Industrial development.*
  - Can access be taken from Sequoia Parkway when the annexation area develops? *No roadway can connect to Sequoia Parkway from the west in the area south of the railroad tracks. We don't know if direct access to Sequoia Parkway is permitted north of the railroad tracks. Access from the south will be via 13<sup>th</sup> Avenue, and possible from the industrial property to the east of Sequoia Parkway.*
  - Teakwood is really congested at the end of the school day. Can the school limit bus traffic on Teakwood Street? *Betty Faist noted that before the Baker Prairie Middle School was constructed, there was a condition that busses were not supposed to be permitted on Teakwood. They initially didn't use Teakwood, but then they changed their routes.*
  - When will this project go to Planning Commission? *The applicant is not in a big hurry. It may be two or three months before you hear anything else concerning this project. Likely the project will go to the Planning Commission in the fall.*
  - When will the project be constructed? *Not before 2015.*
- 

The meeting ended at 8:00 PM.

Notes prepared by Pat Sisul, Sisul Engineering

## V. Pre-application Meeting Minutes



## **Pre-Application Meeting**

### **Faist Addition Phase VI**

**April 22, 2014**

**10:30 am**

#### **Attended by:**

Tom Kendall, Oregon Development West, 503-747-8756

Gary Stockwell, CU Electric, 503-263-4307

Hassan Ibrahim, Curran-McLeod Engineering, 503-684-3478

Jerry Nelzen, Public Works, 503-266-0759

Pat Sisul, Sisul Engineering, 503-657-0188

Dan Mickelsen, Erosion Control, 503-266-0698

Bryan Brown, Planning Department, 503-266-0702

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

#### **SISUL ENGINEERING, Pat Sisul**

- Tom is looking at developing the northern 6.2 acres of the Faist property, it is east of Faist Addition phases I, IV and V. We have planned for this phase in the master plan for Faist Addition and it was also seen with the plans for the proposed annexation to the east showing the continuation of SE 10<sup>th</sup> Avenue, SE 10<sup>th</sup> Place and SE 11<sup>th</sup> Avenue. The Faist family will retain the southern 3 acres keeping their house, barns and well.
- I have a planning question in regards to Faist Addition phase I, there was not a minor land partition done, but was shown on the plat as "Tract A". The plat noted Tract A is to be retained by the declarant for their benefit under its current use. Can this be treated in the same manner or do we need to partition off the property. Bryan asked if it was the only wording on the plat and Pat said it refers to a note on this other page which states about Tract A. Bryan said he called Carl Clinton today and asked him about this and he said usually he has found it is a benefit to do a minor partition and separate the tract when they are trying to retain it for their own purposes. He did not say we absolutely needed to do it, if you want the partition the idea would be do the partition prior to the subdivision, but you can do them simultaneously. You just have to record the minor partition first and the advantage of doing it is always good to have a boundary survey of the entire 10 acre tract, to make sure there are not any issues. Platting it could be a potential option and if you do not anticipate any problems being part of the plat and what they are retaining. Pat said it was surveyed as part of this plat and you can see this whole area has been called out on the original Faist Addition plat. Bryan said what would happen is there would be a condition with approval of this plat that Tract A, which would be the remaining 3.86 acres is not to be developed or could not be further developed without a subdivision that meets lot sizes or something like that. I would say we make a call to Carl and say this is what you want to propose because I do not have any problems doing it this way and that is why I called him. I see this as a good solution and I do not know if there are any issues down the road in the ownership, but this works for me and you can also do the minor partition route. If the Faist's do not have a problem with their lot being a Tract A, does this mean the name of the plat will have some re-plat name. Pat said it would say Faist Addition phase VI a replat of Tract A for Faist Addition and Bryan

Pre-application Meeting  
Faist Addition Phase VI  
April 22, 2014  
Page 2

said he did not suppose it would be a problem. Bryan stated his conversation with Carl was he has had experience with this method and sometimes resulting in disagreements between the developer that is subdividing and the remaining owner of the other tract. Carl said it is best to completely sever and separate the two tracts and the partition will do it better. Tom said it is already separated and in a contract and Pat said we are looking at a legal separation and the city would be okay with it. Bryan said in this case you would be making this left over area to the south a Tract A and I do not have a problem with it. Pat said I will follow up with Carl.

- On the west side of S Teakwood Street there is a 4-1/2 foot planter strip with a 5 foot sidewalk and if we go with a 50 foot right-of-way, because 30 feet of it is on one side and we only have 20 feet on the other, the road way would be shifted a little bit out of the center of the right-of-way. The sidewalk on the west side is currently at 5 feet and is in the right-of-way, the sidewalk on the east side would be 6 feet, but it will be back in an easement, which is pretty much standard for your old subdivisions and I wanted to make sure everyone is okay with this. To clarify we would have a 14 foot improvement to curb from center line, a 4-1/2 foot wide planter strip to match the other side of the street and a 6 foot sidewalk. Bryan asked how much would be out of the right of way and Pat stated 1 foot. The consensus was they were okay with it.

#### **CITY OF CANBY, PLANNING DEPARTMENT, Bryan Brown**

- Bryan handed out his Memorandum PRA-14-04 Pre-Application Conference for Faist Addition Phase 6. This gives you the sections of the code which the subdivision application has to show performance with and certainly Pat knows about that.
- A traffic study will be required and there may be some advantage because there has been some recent traffic studies done in the area. You will still have to do your own separate traffic study and we always encourage you to think ahead and get the scoping for the study started well in advance of when you want to submit your application. It takes a couple of months to get the traffic study completed and is supposed to be done when you hand in your application. To get this started it will require a \$500 deposit to the city. The city guides the scoping work and you have a choice once we determined what has to be studied, whether you hire the city's engineer or have your own traffic engineer.
- We did agree you should pay system development charges (SDC), we do not need any park land for this subdivision and if you were to dedicate land, I calculated it at 0.18 acres. Pat said if he decided to do it, he would end up losing 4 to 5 lots to make room for the park. Tom was okay with paying the SDC's.
- I calculated your application fee as \$4,870 based upon 30 lots.
- I always remind people of the 0.4% of the estimated total cost of all public improvements at the time of the construction plan approval.

#### **CANBY UTILITY, ELECTRIC DEPARTMENT, Gary Stockwell**

- There is conduit stubbed at each street and it will be a simple extension.
- When it gets closer to the time of construction I will put a plan and a cost together. The cost is only good for 30 days.
- If you are planning constructing next year this will give you an idea of the costs and we will revisit it at the time of construction.

Pre-application Meeting  
Faist Addition Phase VI  
April 22, 2014  
Page 3

- I will wait to do a design until all the lots are set and will not change.

### **CITY OF CANBY, EROSION CONTROL, Dan Mickelsen**

- How close are we to their well and Pat said it is outside the 267 foot horizontal separation. Dan thought it was 500 feet and Hassan said it is documented in the Stormwater Master Plan as an attachment. Pat said if it is a city drywell under the city's permit it is 267 feet and if it is somebody doing their own drywell and rule authorized it is 500 feet.
- Dan asked what the square footage of the area we are draining. Pat gave him an approximation of 1,000 square feet. Dan said if drywells were put in on the proposed S Vine Street and had permission from Ralph Netter, would you want less or more drywells. Hassan said less would be better if the capacity is there. Dan said he would bet Ralph would let you and Hassan said it would not be a good idea because then you have to enter into an easement and have access to them. Dan said Ralph met with me and Jerry and he is struggling with making the proposed utilities like the sewer and storm and Hassan stated take the sewer to Sequoia Parkway. Pat said he was researching this for Ralph and it is not clear to me if you can run urban utilities across exclusive farm use land, but once it is annexed there would be a possibility. We just have to wait it out and Tom is not planning on developing this year.
- When you build the east side of S Teakwood are you planning on going the full length with curb and sidewalk and Pat said it was not the plan. Pat stated it was widened at SE 13<sup>th</sup> Avenue and our intention would be to build curb and sidewalk to this point and Hassan said you are not going to build curb or sidewalk along this section of S Teakwood and Pat said yes. Hassan said this is a part of the whole development and I would say it will have to be and Dan said you will not be losing any ground and Pat said the reasoning is some of the curb line will have to come out obviously where the road will get extended or crossed in the future. The sidewalks would be built typically with the homes. Dan said how about just a curb and Pat said that makes more sense. Jerry and Hassan stated a curb would be fine.

### **CURRAN-MCLEOD ENGINEERING, Hassan Ibrahim**

- Discussion ensued on S Teakwood half street improvements. Pat said it looks like it would fit because we have 16 feet of right-of-way on the east side of the street. We talked about widening the curb out to 14 feet to get us the 34 feet. Dan asked if S Teakwood was designated at a neighborhood connector and Hassan said yes. Dan asked how wide the connectors are and Hassan said the neighborhood connector was 44 feet wide. Pat said this was 40 feet and on the west side it is 20 feet to the curb and was designed for a 40 foot inside a 60 foot right-of-way. Hassan said under the new Transportation System Plan, S Teakwood is a local street and is to be 34 foot paved. If what you are saying as far as a 30 foot paved surface we need to add 4 more feet to it.
- I agree with Dan, we need to get at least a curb line the full length of S Teakwood Street to SE 13<sup>th</sup> Avenue.
- Pat asked what is needed for the Faist's driveway accesses off of S Teakwood Street, do a curb drop or a full driveway approach. Pat showed where the driveways were located and Hassan stated if you want to line them up where the proposed streets will be going in, would be ideal. Put a 3 to 5 feet of asphalt apron behind the curb so they will not drag any rock from their property.

Pre-application Meeting  
Faist Addition Phase VI  
April 22, 2014  
Page 4

- Hassan said SE 13<sup>th</sup> Avenue was built to 44 feet wide and now it is down to a 23 foot half street, so we are exceeding what is needed right now. We are not involved with Clackamas County for this section of the SE 13<sup>th</sup> Avenue since it is already improved. When we did the master plan for this area, we talked about getting a profile all the way down on SE 13<sup>th</sup> Avenue and since we are not doing anything to SE 13<sup>th</sup> Avenue we will leave it alone till the new phases come in and then require a design on SE 13<sup>th</sup> Avenue to Sequoia Parkway. Pat said we would start our profile from where it was left off and Hassan agreed.
- We talked about the sewer and it looks like we end up at 4 feet at SE 10<sup>th</sup> and SE 11<sup>th</sup> Avenues. This is at minimum slope and we will have to live with it and Jerry said it would be okay. Hassan said we have a problem with SE 10<sup>th</sup> Place, we are at only 2-1/2 feet and what Pat and I talked about is we will allow pumping, but they will have to build a dry line to pick them up in the future. Jerry asked which lots and Hassan stated lots 14, 15, 16 and 17. Jerry said they need to put in grinder pumps and pressure lines and go into a manhole and Hassan said yes, into manhole E-3. Pat said do you want it to go into the manhole or into a short stub of pipe and Jerry said a manhole and each lot will have a 2 inch line with a tracer wire taped to the pipe. Pat said we do the dry line and the individual laterals back behind the sidewalk and Jerry said place the clean out in the middle of the sidewalk with a brooks box and stub a pipe past the utilities and glue a fittings on both ends to prevent them from popping off during an air test. The clean out needs to be a 6 inch, 3034 "Y", one-way sweep towards the main line and place a reducer to a 4 inch from there towards the lot. Pat said we want to make sure it is easy for the homeowner once it goes to gravity feed. Dan said they will need to get rid of the grinder and make the switch from there and Jerry said this will be the home owner's decision on how to get connected to the cleanout. Pat stated if the home builder runs the 4 inch all the way to the hole where the grinder pump is and yank the pump out and connect the pipe.
- Hassan said you will need to talk to Todd Gary, Canby Fire Department on whether he needs a turn around and Pat said he does. Note: a discussion was held and the consensus was to make one of the lots a temporary turn around on each street (SE 10<sup>th</sup> Avenue, SE 10<sup>th</sup> Place and SE 11<sup>th</sup> Avenue) for the Fire Department.

## VI. Record of Survey

**FAIST ADDITION**  
**IN THE SE 1/4 OF NW 1/4 OF SEC. 3, T4S R1E, W.M.**  
**CITY OF CANBY, CLACKAMAS COUNTY, OREGON**

CITY OF CANBY PLANNING COMMISSION FILE NO. SUB 98-03

APRIL 3, 1999

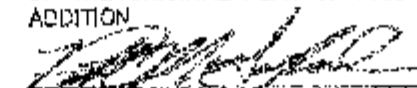
GAYLORD LAND SURVEYING, INC.  
 15000 S.E. LINDEN LANE  
 MILWAUKIE, OREGON 97267  
 (503) 654-1492

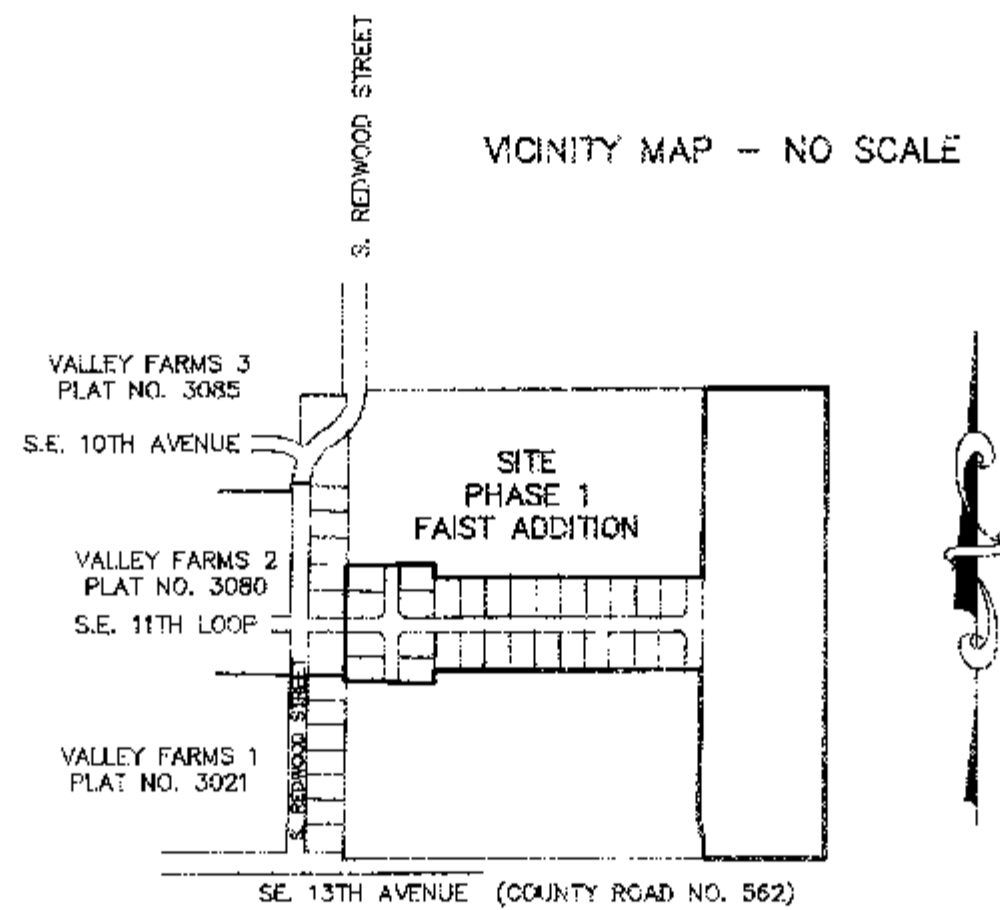
REGISTERED  
 PROFESSIONAL  
 LAND SURVEYOR



OREGON  
 JULY 10, 1996  
 PATRICK M. GAYLORD  
 2767  
 RENEWED THRU 06/30/99

BOOK 110 PAGE 02  
 PAGE 1 OF 4

I HEREBY CERTIFY AND SAY THAT  
 THIS IS A TRUE AND EXACT COPY  
 OF THE ORIGINAL PLAT OF FAIST  
 ADDITION.  
  
 PATRICK M. GAYLORD, PLS 2767



**INDEX**

- PAGE 1 -- VICINITY MAP AND INDEX
- PAGE 2 -- LOTS 1 THRU 28 OUTLINE, TRACT A DETAIL, NARRATIVE AND REFERENCES
- PAGE 3 -- DETAIL OF LOTS 1 THRU 28 WITH CURVE TABLE AND NOTES & LEGEND
- PAGE 4 -- SURVEYORS CERTIFICATE, DECLARATION, ACKNOWLEDGEMENT, SIGNATURE BLOCKS, EASEMENTS AND PLAT CONDITIONS, INTERIOR CORNER MONUMENTATION STATEMENT

PLAT NO. 3510  
 (sheet 1 of 4)



BOOK 115 PAGE 02  
PAGE 2 OF 4

I HEREBY CERTIFY AND SAY THAT THIS IS A TRUE AND EXACT COPY OF THE ORIGINAL PLAT OF FAIST ADDITION.  
*Patrick M. Gaylord*  
PATRICK M. GAYLORD, PLS 2767

# FAIST ADDITION

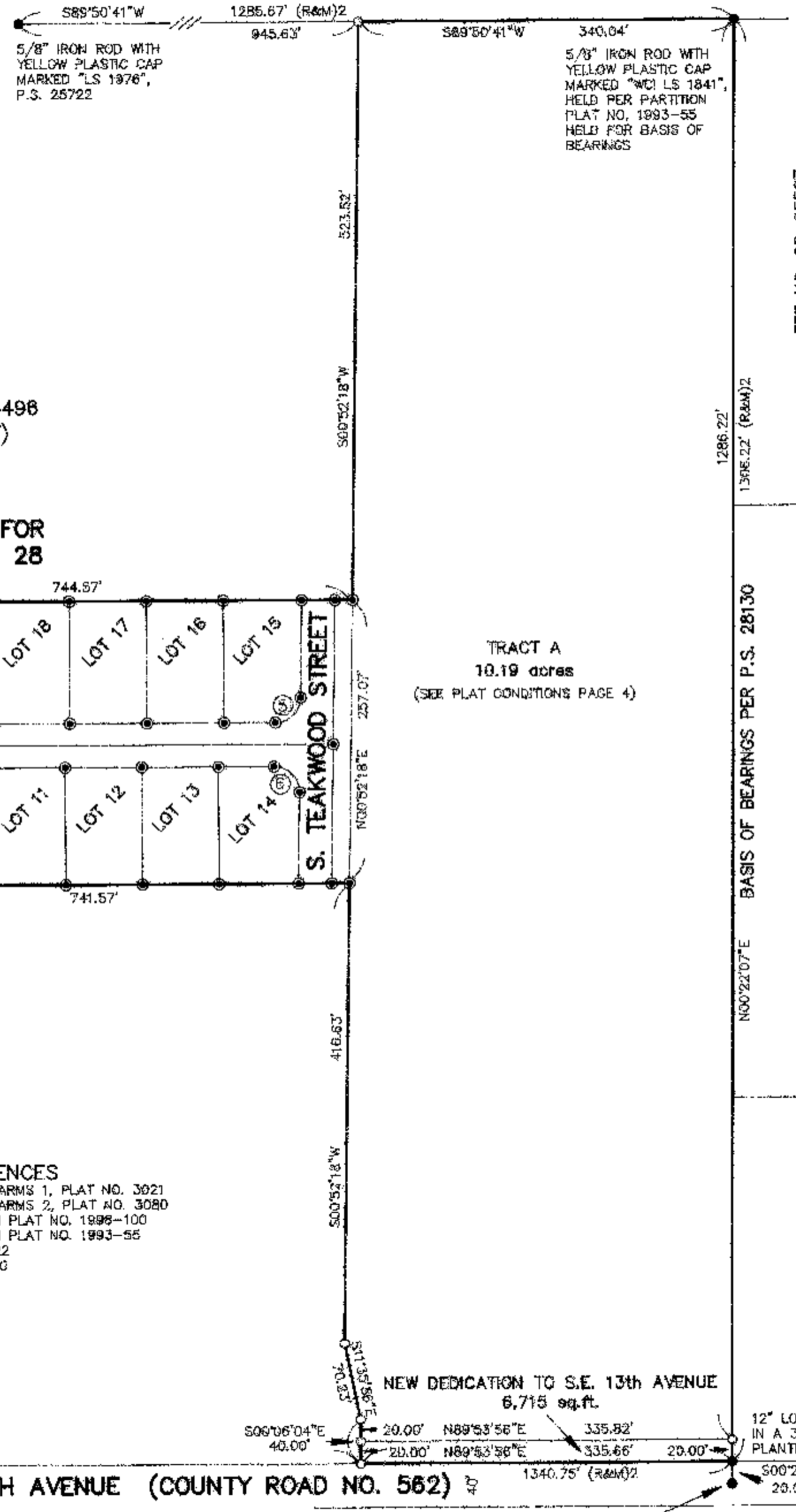
IN THE SE 1/4 OF NW 1/4 OF SEC. 3, T4S R1E, W.M.  
CITY OF CANBY, CLACKAMAS COUNTY, OREGON

CITY OF CANBY PLANNING COMMISSION FILE NO. SUB 98-03  
SCALE 1" = 100' APRIL 3, 1999

GAYLORD LAND SURVEYING, INC.  
15000 S.E. LINDEN LANE  
MILWAUKIE, OREGON 97267  
(503) 654-1492



PARCEL 1  
PARTITION PLAT NO. 1993-55



VALLEY FARMS 2  
PLAT NO. 3080

S.E. 11TH LOOP

S. REDWOOD STREET

VALLEY FARMS 1  
PLAT NO. 3021

FEE NO. 95-014498  
(NOT A PART)

SEE PAGE 3 FOR  
LOTS 1 THRU 28

TRACT A  
10.19 acres  
(SEE PLAT CONDITIONS PAGE 4)

FEE NO. 95-014498  
(NOT A PART)

**NARRATIVE**  
THE PURPOSE OF THIS SURVEY IS TO SUBDIVIDE INTO LOTS, TRACTS AND EASEMENTS PART OF THAT TRACT OF LAND AS DESCRIBED BY DEED RECORDED AS FEE NO. 95-014498, CLACKAMAS COUNTY DEED RECORDS. THE WEST BOUNDARY IS THE EAST LINE OF VALLEY FARMS NO. 1, PLAT NO. 3021, AND VALLEY FARMS NO. 2, PLAT NO. 3080, AS DETERMINED BY P.S. 28130. THE EAST LINE OF THE PROPERTY IS SHOWN AS DEFINED BY PS 28130. THE BOUNDARY OF THE REMAINDER OF THE PLAT IS AS SHOWN ON THIS PLAT AND THE PROPERTY TO THE NORTH AND SOUTH OF LOTS 1 THROUGH 28 IS A COMMON OWNERSHIP. THIS IS THE FIRST PHASE OF A PROPOSED 5 PHASES.

**REFERENCES**  
VALLEY FARMS 1, PLAT NO. 3021  
VALLEY FARMS 2, PLAT NO. 3080  
PARTITION PLAT NO. 1998-100  
PARTITION PLAT NO. 1993-55  
P.S. 25722  
P.S. 28130

5/8" IRON ROD WITH YELLOW PLASTIC CAP MARKED "GAYLORD LAND SURVEYING INC." P.S. 28130

5/8" IRON ROD HELD FOR CENTER OF SEC. 3 PER PARTITION PLAT NO. 1998-100, HELD FOR BASIS OF BEARINGS

PLAT NO. 3510  
(sheet 2 of 4)

FEE NO. 96-95507

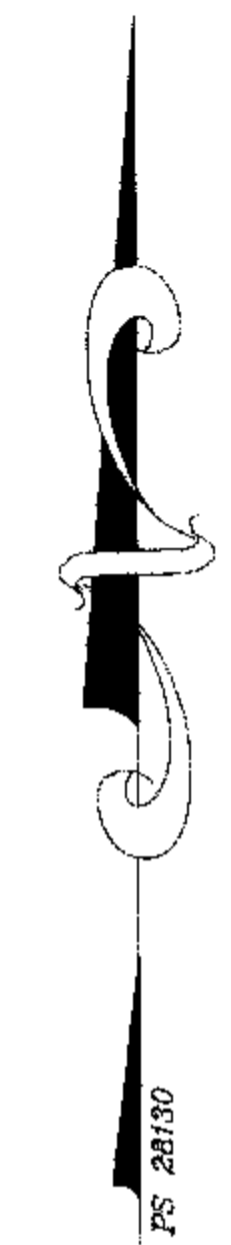
1286.22'  
1396.22' (RAM)2

1286.22'  
1396.22' (RAM)2

1286.22'  
1396.22' (RAM)2

DEED BOOK 517 PAGE 634

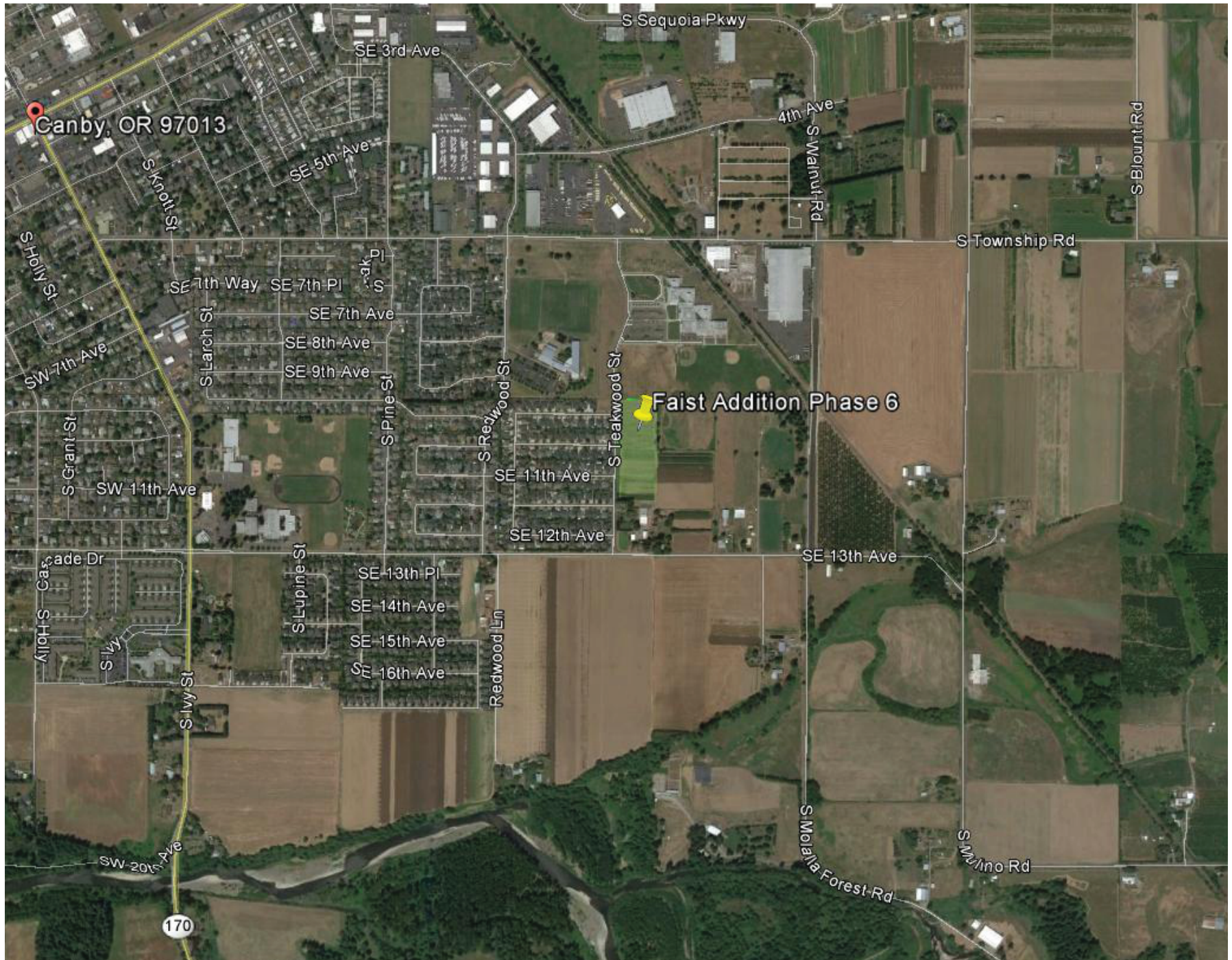
FEE NO. 76-18224



SCALE 1" = 100'  
J.O. 98113

## VII. Maps

- a. Vicinity Map
- b. Assessor Map
- c. Tentative Site Plan
- d. Existing Conditions
- e. Street Plan
- f. Street Profiles
- g. Storm Drain Plan
- h. Sanitary Sewer Plan
- i. Waterline Plan
- j. Grading & Erosion Control Plan

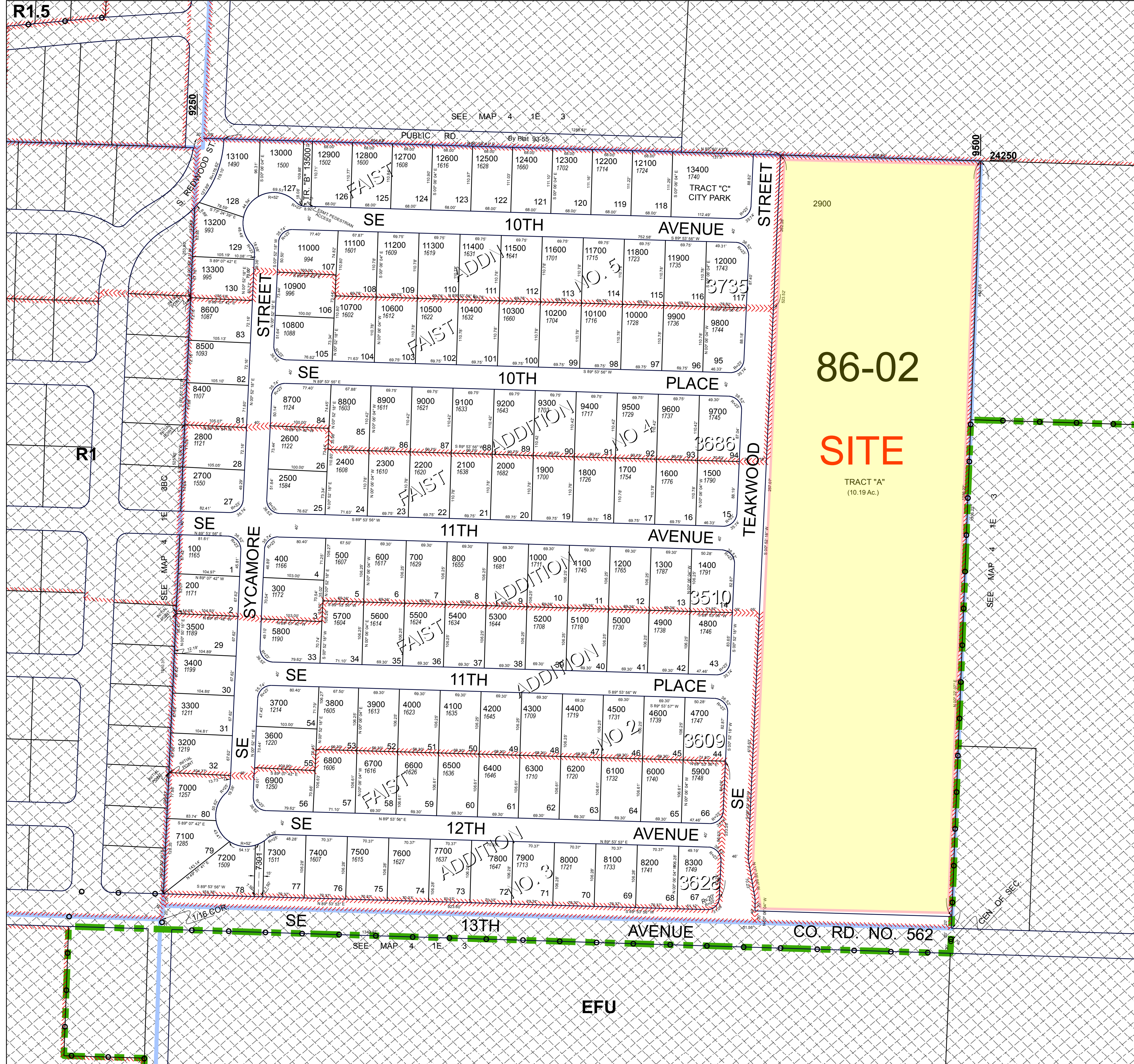


4 1 E 03BD  
CANBY

S.E. 1/4 N.W. 1/4 SEC. 3 T.4S. R.1E. W.M.  
CLACKAMAS COUNTY  
1" = 100'

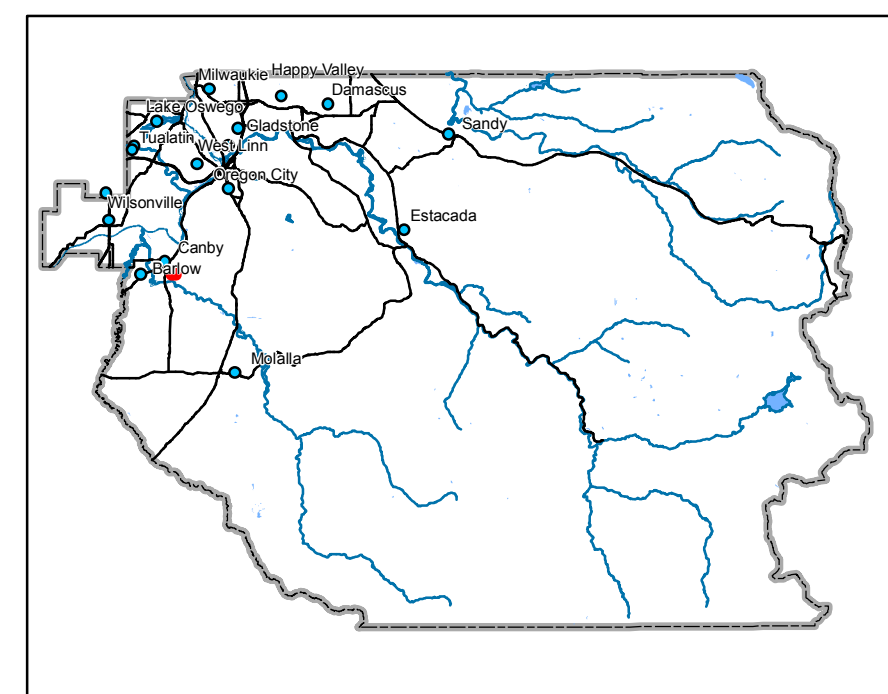
Cancelled Taxlots

3000  
3100



86-02  
SITE

- Parcel Boundary
- - - Private Road ROW
- - - Historical Boundary
- +— Railroad Centerline
- TaxCodeLines
- Map Index
- WaterLines
- Land Use Zoning
- ▨ Plats
- Water
- Corner
- Section Corner
- 1/16th Line
- Govt Lot Line
- DLC Line
- Meander Line
- PLSS Section Line
- ⊗ Historic Corridor 40'
- ⊗ Historic Corridor 20'



THIS MAP IS FOR ASSESSMENT  
PURPOSES ONLY



4 1 E 03BD  
CANBY

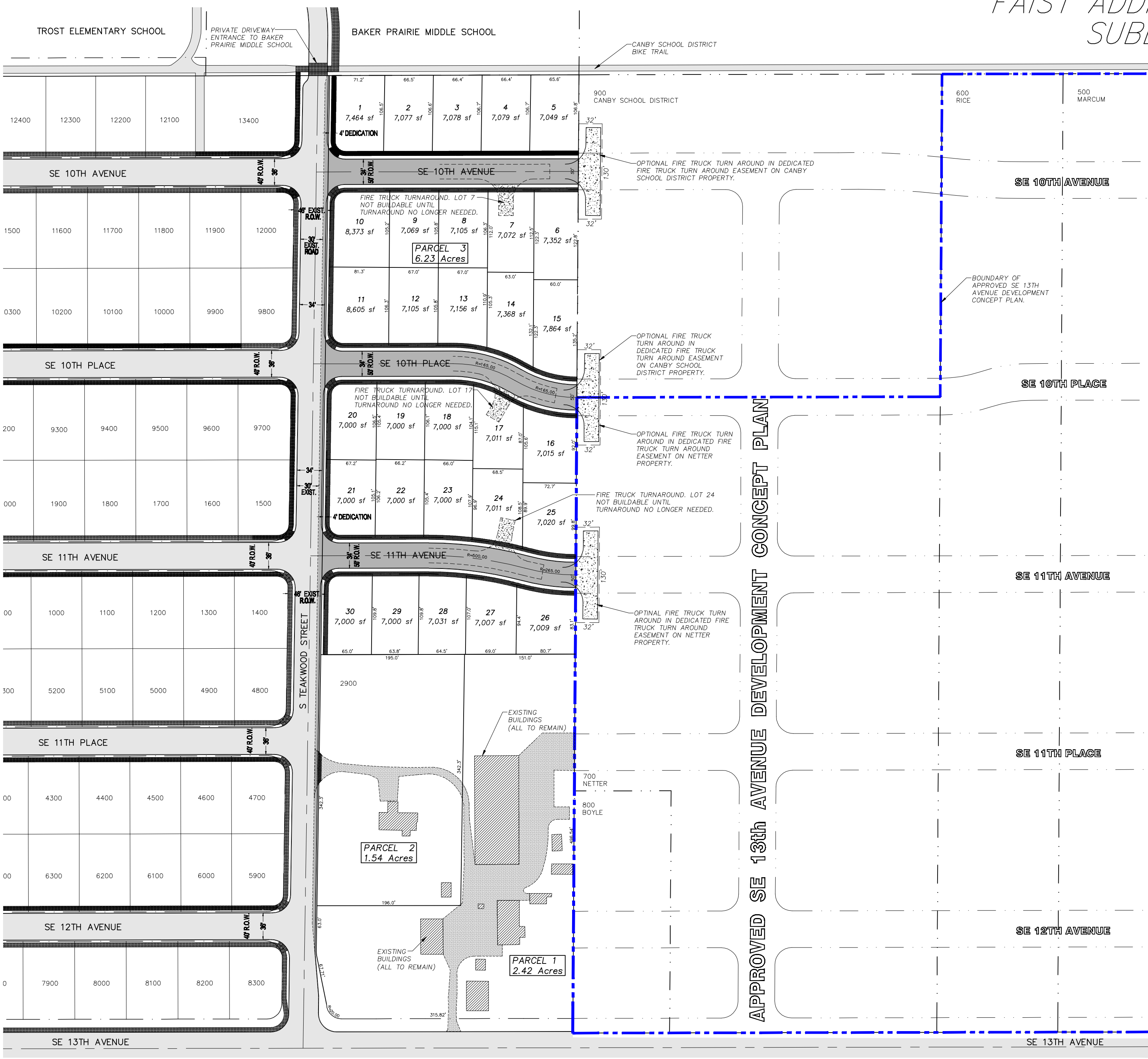
9/30/2014

GRAPHIC SCALE



( IN FEET )  
1 inch = 100 ft.

# TENTATIVE PLAN of 3-LOT MINOR PARTITION & FAIST ADDITION PHASE 6 SUBDIVISION



**OWNER:**  
LARRY & BETTY FAIST  
1866 SE 13TH AVENUE  
CANBY, OR 97013

**APPLICANT:**  
OREGON DEVELOPMENT WEST  
PO BOX 151  
CANBY, OR 97013  
CONTACT: TOM KENDALL  
PHONE: (503) 557-1012

**ENGINEER:**  
SISUL ENGINEERING  
375 PORTLAND AVENUE  
GLADSTONE, OR 97027  
CONTACT: PAT SISUL  
PHONE: (503) 657-0188

**SURVEYOR:**  
HHPR  
205 SE SPOKANE STREET  
SUITE 200  
PORTLAND, OR 97202  
CONTACT: PAT GAYLORD  
PHONE (503) 221-1131

**SITE ADDRESS:**  
1866 SE 13TH AVENUE  
CANBY, OR 97013

**LEGAL DESCRIPTION:**  
TAX LOT 2900  
SEC. 03, T4S, R1E, W.M.  
(MAP 4 1E 03BD)

**SITE ZONING:**  
R-1 LOW DENSITY RESIDENTIAL

**SITE AREA:**  
10.19 ACRES

**PROPOSALS:**  
1) 3 LOT MINOR PARTITION  
2) TO SUBDIVIDE PARCEL 3  
INTO 30 LOTS CONFORMING  
TO R-1 STANDARDS.

APPROVED SE 13th AVENUE DEVELOPMENT CONCEPT PLAN

Faist Addition Phase 6  
Oregon Development West, LLC

Site Plan

**SISUL ENGINEERING**  
375 PORTLAND AVENUE  
GLADSTONE, OREGON 97027  
(503) 657-0188

DATE	JAN, 2015
SCALE	1" = 100'
DRAWN	PS
JOB	SGL10-006
SHEET	1
OF 8 SHEETS	

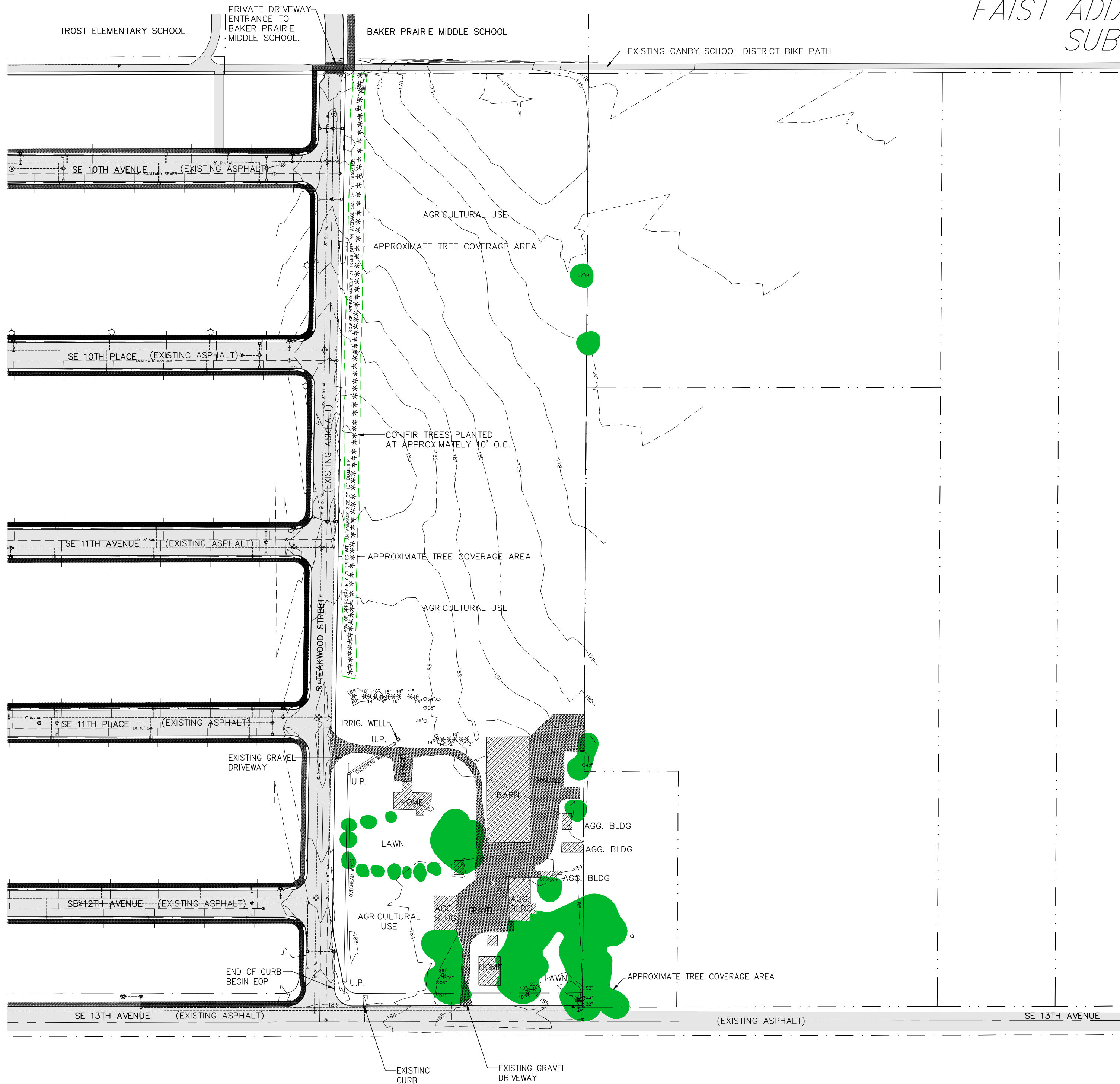


( IN FEET )  
1 inch = 100 ft.



TENTATIVE PLAN  
of  
3-LOT MINOR PARTITION &  
FAIST ADDITION PHASE 6  
SUBDIVISION

REVISIONS	BY



Faist Addition Phase 6  
Oregon Development West, LLC

Topo Survey

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GLADSTONE, OREGON 97027  
(503) 657-0188

DATE JAN, 2015  
SCALE 1" = 100'  
DRAWN PS  
JOB SGL10-006

SHEET  
**2**  
OF 3 SHEETS



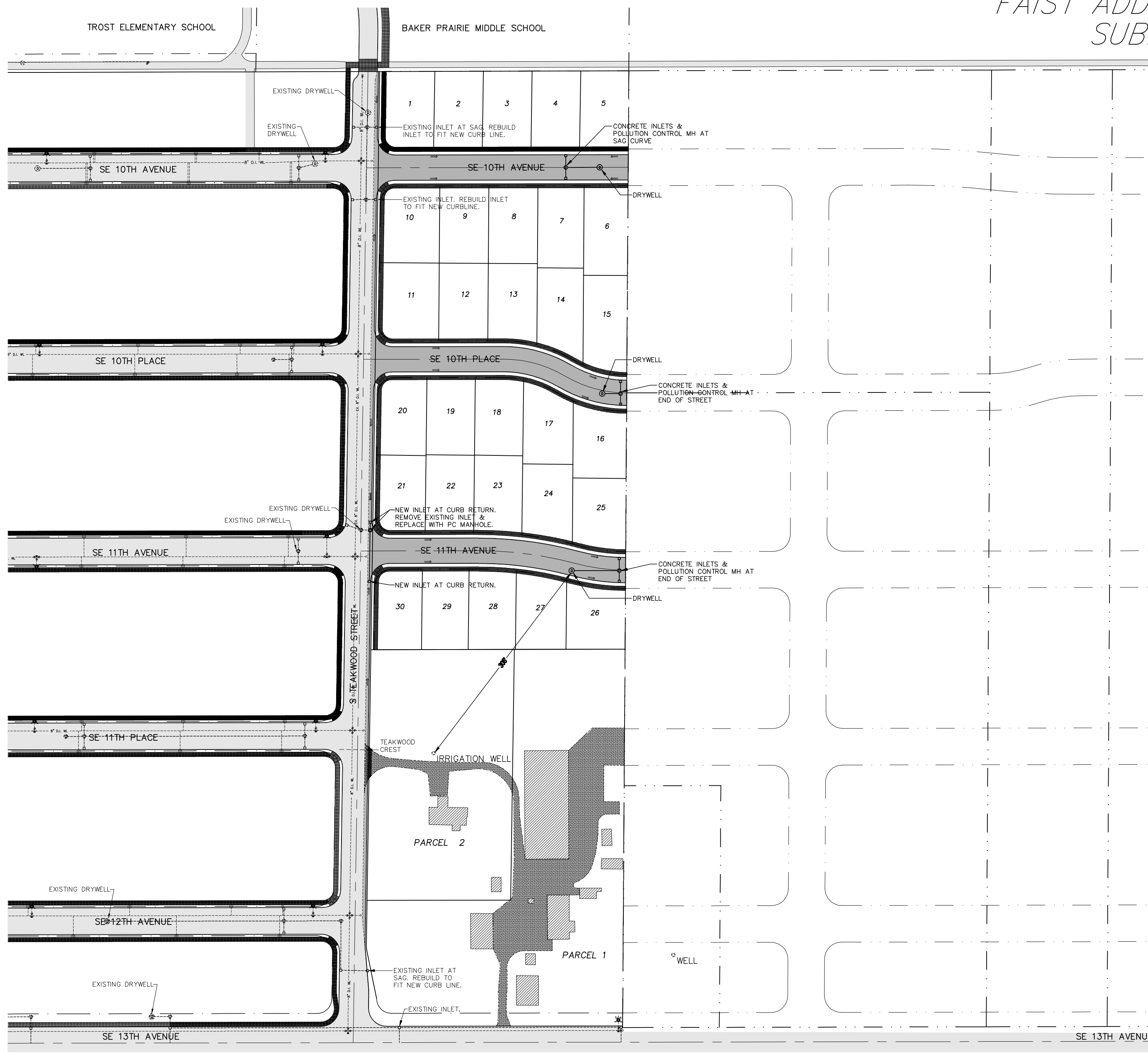






( IN FEET )  
1 inch = 100 ft.

# TENTATIVE PLAN of 3-LOT MINOR PARTITION & FAIST ADDITION PHASE 6 SUBDIVISION



Faist Addition Phase 6  
Oregon Development West, LLC

Storm Drain

**SISUL ENGINEERING**  
375 PORTLAND AVENUE 97027  
GLADSTONE, OREGON  
(503) 657-0188

DATE JAN, 2015

SCALE 1" = 100'

DRAWN PS

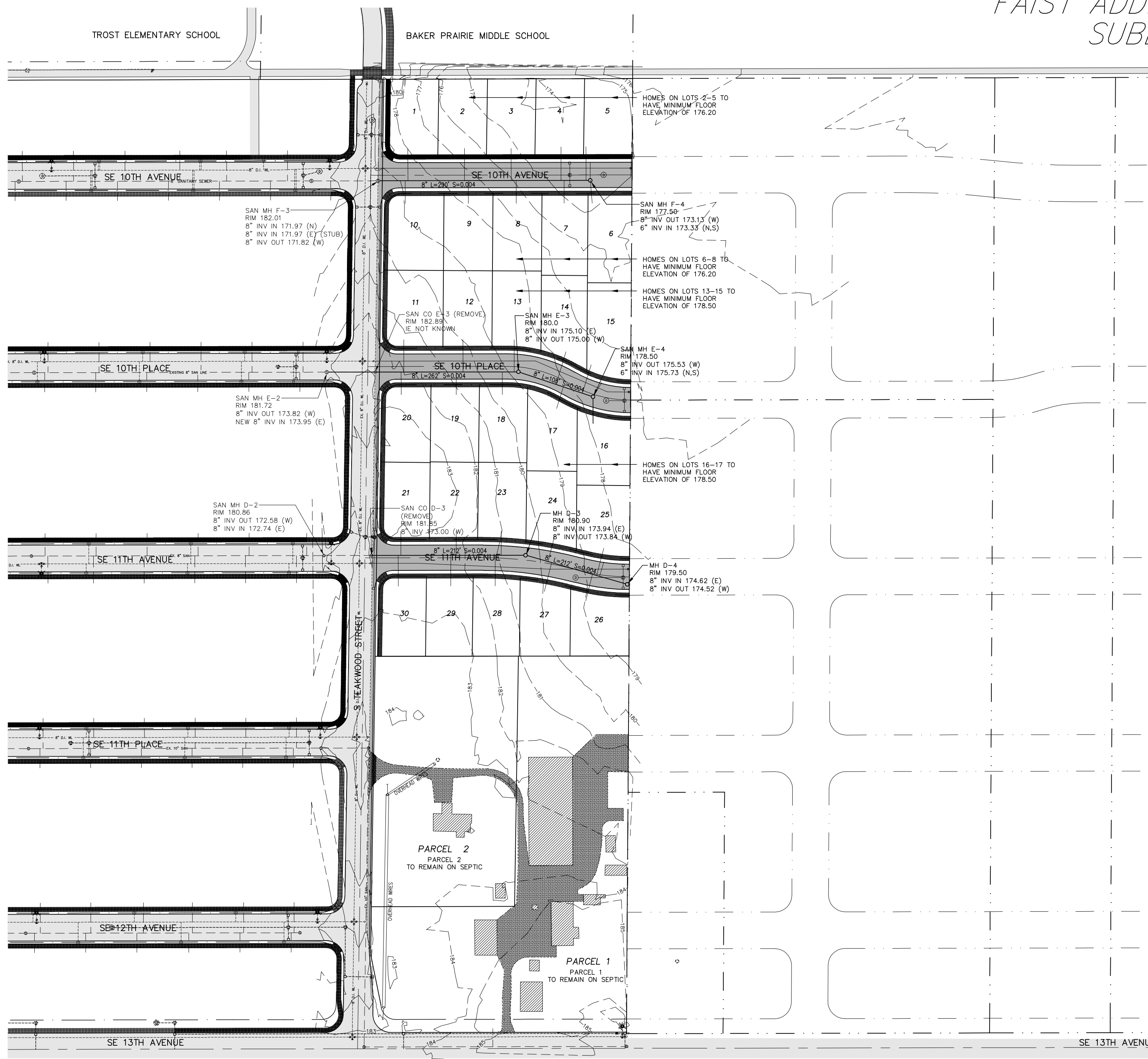
JOB SGL10-006

SHEET  
**5**  
OF 8 SHEETS



( IN FEET )  
1 inch = 100 ft.

TENTATIVE PLAN  
of  
3-LOT MINOR PARTITION &  
FAIST ADDITION PHASE 6  
SUBDIVISION



Faist Addition Phase 6  
Oregon Development West, LLC

Sanitary Sewer

**SISUL ENGINEERING**  
375 PORTLAND AVENUE  
GLADSTONE, OREGON 97027  
(503) 657-0188

DATE JAN, 2015

SCALE 1" = 100'

DRAWN PS

JOB SGL10-006

SHEET  
**6**  
OF 8 SHEETS

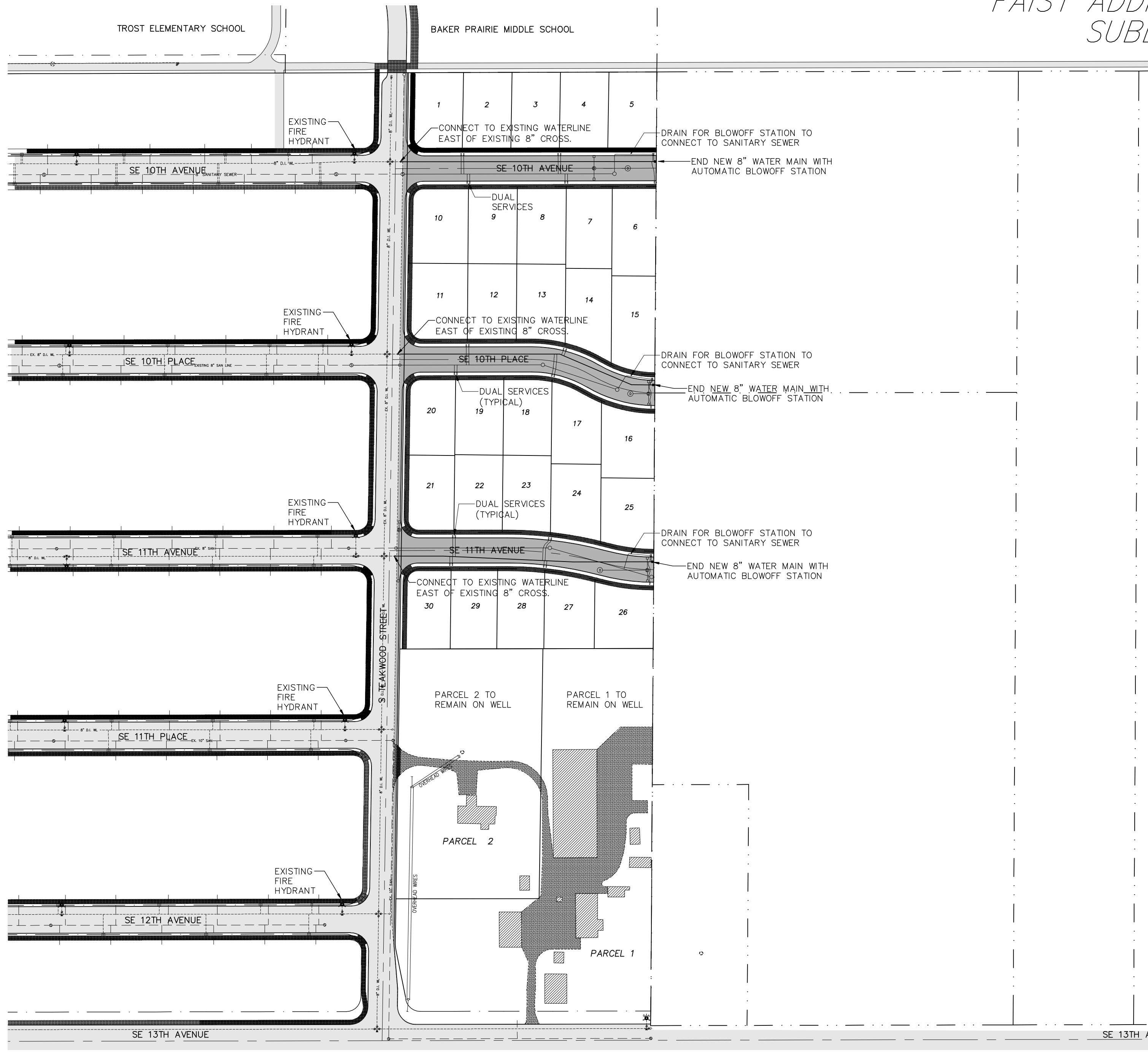
GRAPHIC SCALE



( IN FEET )  
1 inch = 100 ft.



TENTATIVE PLAN  
of  
3-LOT MINOR PARTITION &  
FAIST ADDITION PHASE 6  
SUBDIVISION



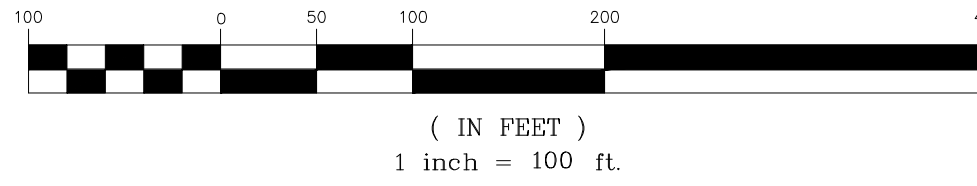
REVISIONS	BY

Faist Addition Phase 6  
Oregon Development West, LLC

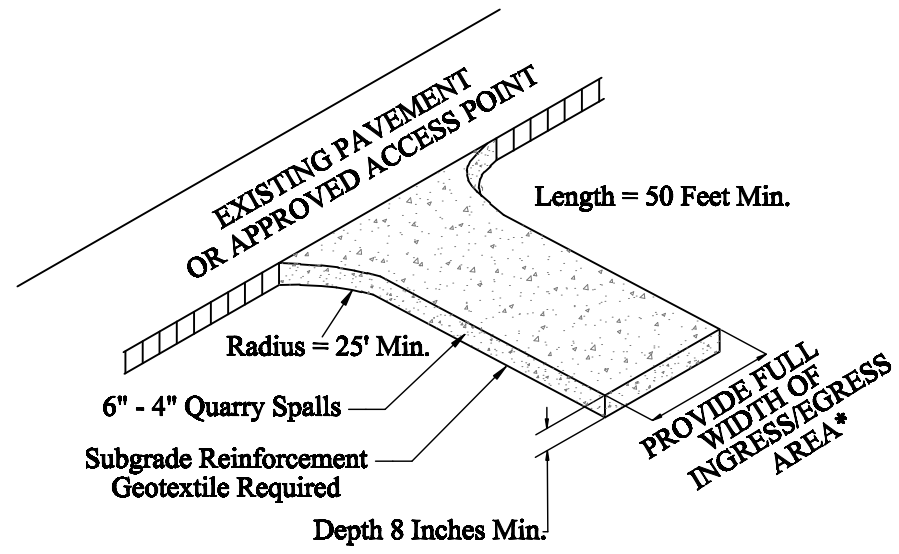
Waterline

**SISUL ENGINEERING**  
 375 PORTLAND AVENUE 97027  
 GLADSTONE, OREGON  
 (503) 657-0188

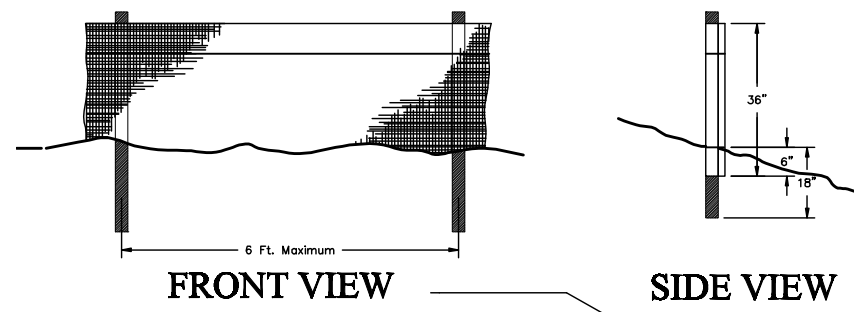
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JOB	SGL10-006
SHEET	<b>7</b>
OF 8 SHEETS	



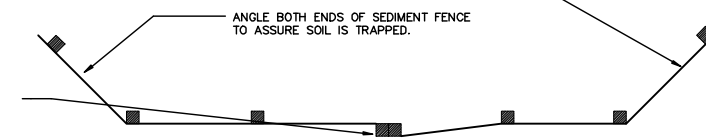
TENTATIVE PLAN  
of  
3-LOT MINOR PARTITION &  
FAIST ADDITION PHASE 6  
SUBDIVISION



**CONSTRUCTION ENTRANCE**

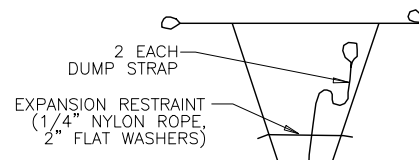


FRONT VIEW SIDE VIEW

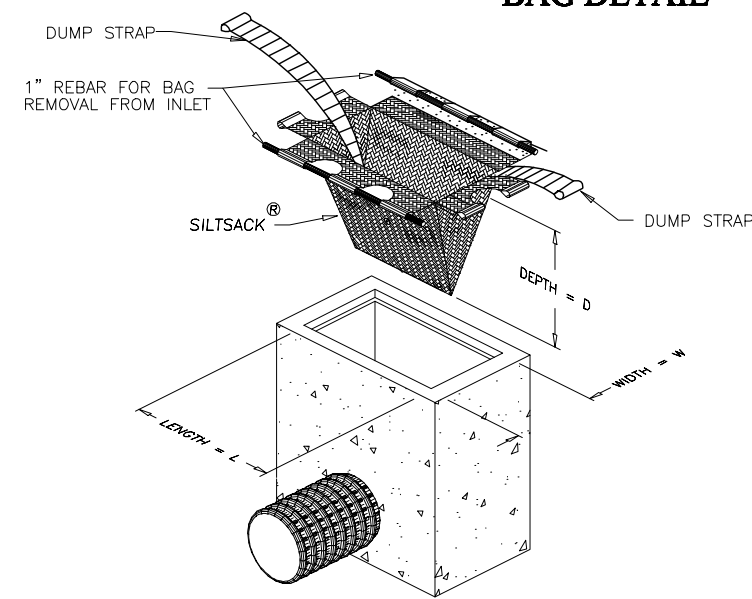


TOP VIEW  
INTERLOCKED 2" x 2" POSTS AND ATTACH.  
NOTES:  
1. BURY BOTTOM OF FILTER FABRIC 6" MINIMUM VERTICALLY BELOW GRADE.  
2. 2" x 2" 1/4" PIN OR STEEL FENCE POSTS.  
3. STITCHED LOOPS TO BE INSTALLED ON UPHILL SIDE OF SLOPE.  
4. COMPACT NATIVE FILL IN ALL AREAS OF FILTER FABRIC TRENCH.

**SEDIMENT FENCE**  
NTS

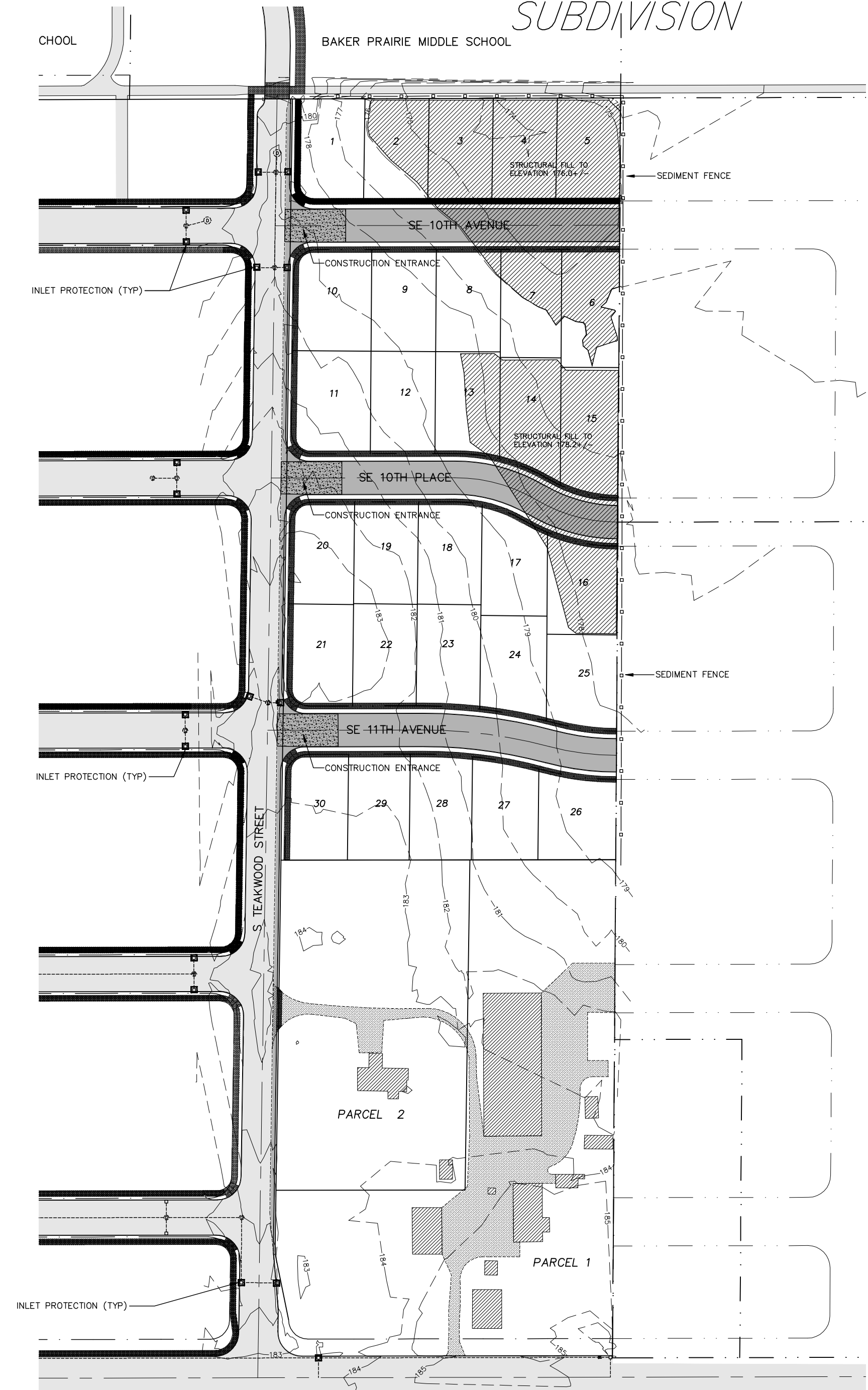


BAG DETAIL



Regular Flow Only  
Do not use High Flow Insert

**CATCH BASIN INSERT BAG**



Page 116 of 125

REVISIONS	BY

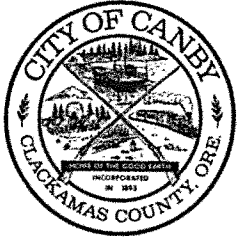
Faist Addition Phase 6  
Oregon Development West, LLC

Grading &  
Erosion Control

**ISUL ENGINEERING**  
375 PORTLAND AVENUE  
GLADSTONE, OREGON 97027  
(503) 657-0188

DATE JAN, 2015  
SCALE 1" = 100'  
DRAWN PS  
JOB SGL10-006

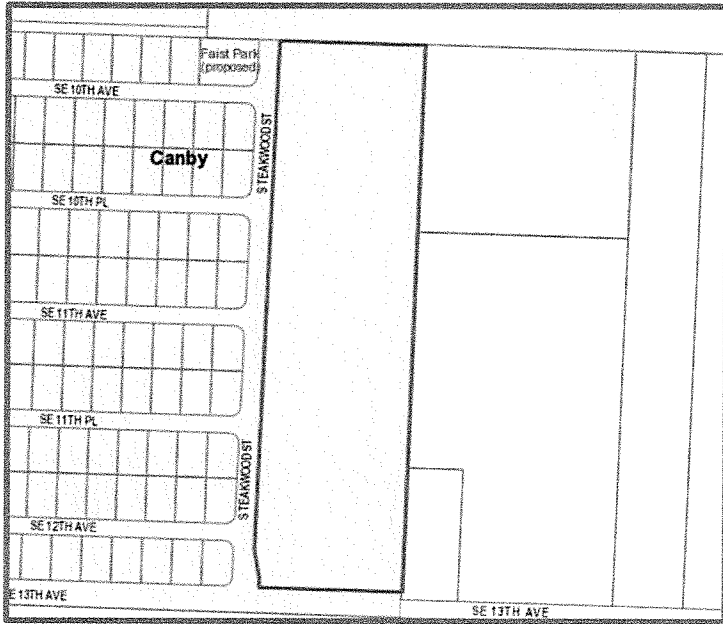
SHEET  
**8**  
OF 8 SHEETS



# City of Canby

## NOTICE OF PUBLIC HEARING & REQUEST FOR COMMENTS

The purpose of this Notice is to invite you to a **Planning Commission Public Hearing on Monday, February 9, 2015, 7 pm in the City Council Chambers, 155 NW 2<sup>nd</sup> Avenue.** Approval of a Minor Land Partition and Subdivision. The applicant is requesting approval to partition 10.19 acres into 3 parcels with the two existing homes to remain on Parcels 1 and 2 and to create a 30 lot subdivision of Parcel 3 for detached single family dwellings (SUB & MLP 15-01).



**Comments due**– If you would like your comments to be incorporated into the City’s Staff Report, please return the Comments Form by Wednesday, January 28, 2015.

**Location:** 1866 SE 13th Ave – North of SE 13th and East of North Teakwood

**Tax Lot:** 41E03BD02900 (Boarded property in map on left.)

**Lot Size and Zoning:** 10.19 acres, Zoned R-1 Low Density Residential

**Owners:** Larry & Betty Faist

**Applicant:** Tom Kendall, Oregon Development West

**Application Type:** Minor Land Partition & Subdivision

**City File Number:** SUB & MLP 15-01

**Contact:** Bryan Brown at 503-266-0701

**What is the Decision Process?** The Planning Commission will make a decision after the Public Hearing. The Planning Commission’s decision may be appealed to the City Council.

**Where can I send my comments?** Written comments can be submitted up to the time of the Public Hearing and may also be delivered in person to the Planning Commission during the Public Hearing. Prior to the Public Hearing comments may be mailed to the Canby Planning Department, P O Box 930, Canby, OR 97013; delivered in person to 111 NW Second Avenue; or emailed to [brownb@ci.canby.or.us](mailto:brownb@ci.canby.or.us).

**How can I review the documents and staff report?** Weekdays from 8 AM to 5 PM at the Canby Planning Department. The staff report to the Planning Commission will be available for inspection starting Friday, January 30, 2015 and can be viewed on the City’s website: <http://www.ci.canby.or.us> Copies are available at \$0.25 per page or can be emailed to you upon request.

**Applicable Criteria:** Canby Municipal Code Chapters:

- 16.08 General Provisions
- 16.10 Off Street Parking/Loading
- 16.16 R-1 Low Density Residential Zone
- 16.21 Residential Design Standards
- 16.46 Access Limitations on Project Density
- 16.56 Land Division General Provisions
- 16.60 Major & Minor Partitions
- 16.62 Subdivisions Applications
- 16.64 Subdivisions Design Standards
- 16.68 Subdivisions Final Procedures & Recordation
- 16.86 Street Alignments
- 16.88 General Standards & Procedures
- 16.89 Application & Review Procedures
- 16.120 Parks, Open Space, and Recreation Land General Provisions

**Please Note:** Failure of an issue to be raised in a hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue precludes appeal to the board based on that issue.

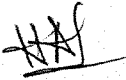


CURRAN-McLEOD, INC.  
CONSULTING ENGINEERS  
6655 S.W. HAMPTON STREET, SUITE 210  
PORTLAND, OREGON 97223

January 28, 2015

## MEMORANDUM

**TO:** Mr. Bryan Brown  
City of Canby

**FROM:** Hassan Ibrahim, P.E.   
Curran-McLeod, Inc.

**RE:** **CITY OF CANBY**  
**FAIST ADDITION PHASE 6 (SUB & MLP 15-01)**

We have reviewed the submitted plans on the above mentioned project and have the following comments:

1. SE 13<sup>th</sup> Avenue is a County road and classified in the City Transportation System Plan (TSP) and the County as an arterial road, the required ROW ranges between 60-foot and 80-foot, the existing right-of-way (ROW) width from centerline of the roadway is 30 feet and is adequate. The curb already exists along the frontage of this property, a 6-foot curb tight concrete sidewalks, ADA ramps, existing street lights need to be modified to current City standards and in conformance with Chapter 2 of the City of Canby Public Works Design Standards dated June 2012. Clackamas County approval will be needed for those improvements.
2. S Teakwood Street was constructed to Neighborhood Connector under the old City Transportation System Plan (TSP), the new TSP classifies this roadway as a local street. The existing paved section is 30 feet requiring 4 feet of additional widening including curbs, planters, 6' sidewalks, streets lights and utilities in conformance with Chapter 2.207 of the City of Canby Public Works Design Standards dated June 2012. The existing paved surface may need to be examined at the design stage to determine if any remedies are needed.
3. All interior shall be designed to City local street standards with 34-foot paved width, curbs, planters, 6' sidewalks, streets lights and utilities in conformance with Chapter 2 of the City of Canby Public Works Design Standards dated June 2012. Turnarounds will be required at the end of each street with a minimum of 200-foot future centerline profile design to assure future grades can be met.

Mr. Bryan Brown  
January 28, 2015  
Page 2

4. We recommend the existing access to the structure on parcel 2 be relocated to align with SE 11<sup>th</sup> Place extension so that the minimum impact on S Teakwood Street will occur during future extension.
5. The drywells zone of influence from any domestic well shall be constructed in accordance of the Storm Drainage Master Plan / Groundwater Protectiveness Demonstration.
6. As discussed at the pre-application meeting in April 2014, the sanitary sewer to the easterly lots can be pumped to the gravity sewer given a dry gravity line is constructed as part of this development to allow for connection in the future when gravity sewer becomes available upon development of the adjoining properties.
7. An erosion control permit will be required from the City of Canby prior to any on-site disturbance.
8. A storm drainage analysis shall be submitted to the City or review and approval during the final design phase. The analysis shall meet Chapter 4 of the City of Canby Public Works Design Standards dated June 2012.

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



Sent: Sunday, January 25, 2015 9:39 PM

To: Bryan Brown

Subject: Tax lot 41E03BD02900 land partition.

To whom it may concern,

My family lives on SE 11th Ave. Our street is the only one with direct access off of S Redwood St. The traffic has already increased a lot with the opening of the new Middle School, Baker Prairie with school busses and parents accessing the school via our street, SE11th. I am worried that additional thru traffic for 30 new homes will change the very nature of our street from part of a housing development to just houses on a busy access road. The property values will drop radically if this occurs. Can the house lots be accessed from a single street coming off of SE 13th instead of extensions of 10th, 11th, 12th etc? That would route the traffic to 13th which is already more of a thruway and maybe even around to hopefully S Sequoia Pkwy, the street with the overpass. If not, speed bumps on SE 11th are the only thing that might slow the traffic and keep the children safe on our narrow residential street. Of course I prefer no zone change or development expansion at all but if it must occur please route the street out thru 13th Ave and past the Faists who are reaping the financial benefits.

Sincerely,

Virginia Chapman

541-840-3333

Sent from my iPad

**Laney Fouse**

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**From:** Bryan Brown  
**Sent:** Monday, January 26, 2015 8:45 AM  
**To:** 'Ginny Chapman'  
**Subject:** RE: Tax lot 41E03BD02900 land partition.

Hello Ginny,

Thank you for your input on the new proposed Faist Phase 6 Subdivision. We will share it with the Planning Commission who make the decision on this request. I understand SE 11th Avenue is the only east/west street that connects to S Redwood Street. However, the entire width of S Teakwood Street which leads to SE 13th Avenue will be improved to provide and encourage the use of Teakwood to direct the majority of traffic to SE 13th Avenue. City policy requires as many interconnecting streets as possible (a grid pattern) to help provide as many traffic choices as possible to reduce the amount any single street may have and shorten the overall length of trips people have. The east/west interconnections will be even more important when the property that was recently annexed into the City further to the east develops. These connections will allow traffic to move to a new north/south street which will access SE 13th Avenue in that area as well as using S Redwood and S Teakwood. A traffic study was performed to assess the current traffic levels and project the resulting new traffic. Although there will be increased traffic on all streets, the study found those levels to remain well within normal and usual design standards for local residential streets and would not cause any undue delays or turning movements in the area. Traffic Calming is an important consideration on local residential streets and many locations within the community having growing concerns. The Traffic Safety Commission all about focusing limited City resources on helping to correct where the worst traffic impacts are happening. It is possible that SE 11th Avenue may join others in evaluation for possible future traffic calming measures.

Thank again, we appreciate knowing about and hearing of your concerns in the work we do.

Regards, Bryan

Bryan Brown | Planning Director  
City of Canby | Development Services  
111 NW 2nd Avenue | PO Box 930  
Canby, OR 97013  
ph: 503-266-0702 | fax: 503-266-1574  
email: brownb@ci.canby.or.us  
www.canbydevelopment.com | www.ci.canby.or.us \_\_\_\_\_

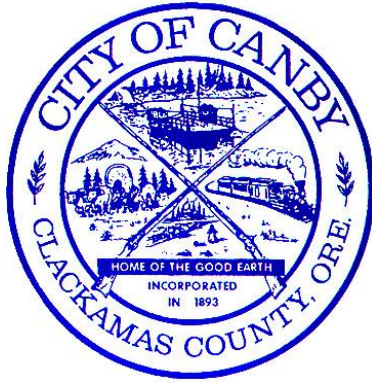
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-----Original Message-----

From: Ginny Chapman [mailto:chappmom@icloud.com]



# City of Canby

## Planning & Development

**TO:** *Chair Smith and Planning Commission*

**FROM:** *Bryan Brown, Planning Director*

**DATE:** *February 9, 2015*

**ISSUE:** *Request from Northwoods Investment Partnership to Extend Northwood Estates (SUB 05-12) Phases 3 & 4*

**Background:**

At the February 24, 2014 Planning Commission meeting, the Planning Commission extended for one year the approval of the following documents associated with the Northwood Estates Subdivision:

- Northwood's Estates Development Agreement, dated January 11, 2007 (Clackamas County Record #2007-007387)
- "Northwood Estates, Canby OR Conceptual Development Plan", dated December 29, 2005

This extension will expire on February 24, 2015. Northwoods Investment Partnership has submitted the attached written request to extend the viability of these documents associated with the future platting of Phase 3 and 4 of the Northwood Estates subdivision an additional year to February 24, 2016.

**Discussion:**

Approval of the requested one year extension will allow the remaining two phases of the Northwood Estates subdivision to occur as originally envisioned in the overall Conceptual Development Plan. New individual subdivision application(s) are necessary to proceed but the design should reflect the original Development Plan if the extension is granted.

**Review Criteria & Findings:**

The Development Agreement provided the City the option for an unlimited number of one year extensions. The primary criterion whether to honor an extension is if enough changes have occurred in City development regulations since the original design of the project to warrant revisiting the design phase to allow incorporation of new ordinance provisions, revised engineering standards, or to better meet new Comprehensive Plan policies – such as how the City

deals with storm water runoff. Staff is comfortable that the existing conceptual master development plan is still suitable. Although we do have a new Master Storm water Plan and have done some Code updates, they would not likely result in any substantial changes if the current Plan was to lapse for the 2 phases of the Northwood subdivision as currently contemplated.

**Options:**

1. Approval of a one year extension of the Northwood Estates original Development Agreement and Conceptual Development Plan to February 24, 2016.
2. Allow these documents to expire, releasing the City and developer from following original design solutions which may no longer be in the best interests of the surrounding area or City.

**Staff Recommendation:**

Staff recommends Option #1:

Attachments:

- Written letter from Curran-McLeod, Inc. on behalf of Northwood Investment Partnership requesting a one year extension for the design for Phase 3 & 4 of the Northwood Estates subdivision.

CURRAN-McLEOD, INC.  
CONSULTING ENGINEERS  
6655 S.W. HAMPTON STREET, SUITE 210  
PORTLAND, OREGON 97223

January 9, 2015

Mr. Bryan Brown  
City of Canby, Planning Director  
170 NW 2<sup>nd</sup> Ave  
Canby, OR 97013

**RE: CITY OF CANBY  
NORTWOOD ESTATES (SUB 05-12), PHASES 3 & 4**

Dear Bryan:

On February 24, 2014, the City of Canby Planning Commission has granted the developers of this development a period of one year to develop the remaining two phases of this project. It also permits an unlimited number of extensions not to exceed one-year apiece.

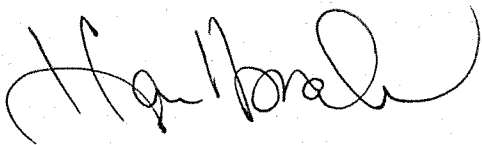
The Development Agreement recorded between the City of Canby and Northwood Investment Partnership (Clackamas County Record # 2007-007387 ) was extended until February 24, 2015 by the Canby Planning Commission at their regular meeting on February 24, 2014 (copy attached).

On behalf of the developers (Northwood Investment Partnership), we are requesting the approval of the Planning Commission for a one (1) year extension to this agreement until February 24, 2016.

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

Very truly yours,

**CURRAN-McLEOD, INC.**



Hassan A. Ibrahim, P.E.

cc: Northwood Investment Partnership