

PLANNING COMMISSION

Meeting Agenda (**Revised**)

Monday – June 23, 2014

7:00 PM

City Council Chambers – 155 NW 2nd Avenue

Commissioner Tyler Smith (Chair)

Commissioner John Savory

Commissioner John Serlet

Commissioner (Vacant)

Commissioner Shawn Hensley

Commissioner Larry Boatright

Commissioner (Vacant)

1. CALL TO ORDER
2. CITIZEN INPUT ON NON-AGENDA ITEMS
3. MINUTES - None
4. PUBLIC HEARING

The applicant is requesting approval of Eli Estates, a 1.65 acre subdivision for 10 lots, located at 1550 S. Ivy Street, on the east side of S. Ivy Street, just north of SE 16th Avenue, and zoned R-1.5 Medium Density Residential. (SUB 14-03)

5. FINAL DECISIONS

- a. ANN 14-01/ZC 14-01 North Pine Street Annexation
- b. ANN 14-02/ZC 14-02 SE 13th Avenue Annexation

6. NEW BUSINESS

- a. Applicant is requesting a Minor Modification for the sidewalk location along NW 10th Avenue for Northwood Estates, Phase II (MOD 14-01)

7. ITEMS OF INTEREST/REPORT FROM STAFF

- a. Next Planning Commission meeting Monday, July 14, 2014

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

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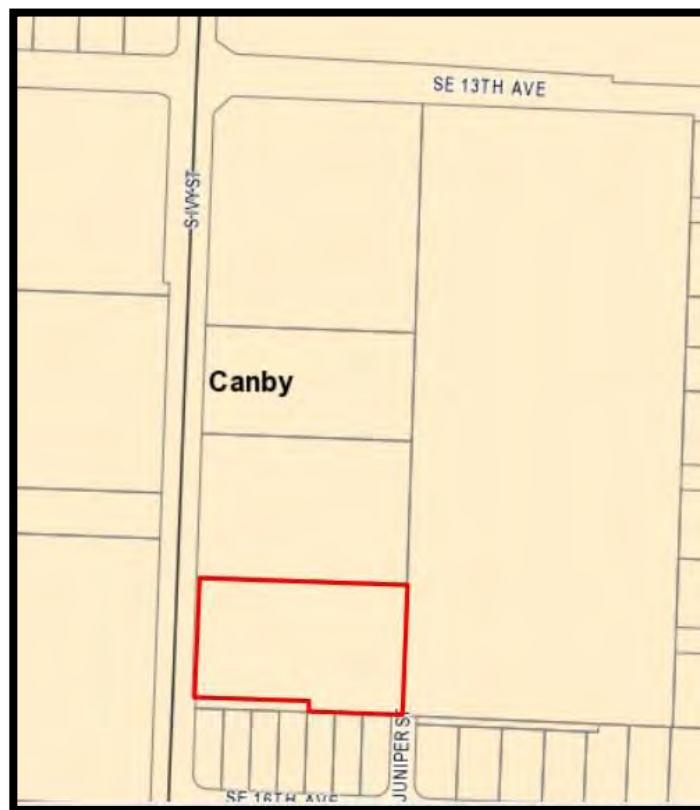
City of Canby

SUBDIVISION STAFF REPORT
FILE #: SUB 14-03, ELI ESTATES
Prepared for the June 23, 2014 Planning Commission Meeting

LOCATION: 1550 S. Ivy Street, on the east side of S. Ivy Street, just north of SE 16th Avenue

ZONING: R-1.5 Medium Density Residential

TAX LOTS: T4S, R1E, SECTION 4DA, TAX LOT 5100 (Bordered property in map below)



LOT SIZE: 1.65 acres

OWNER: Travis and Katie McRobbie, 1550 S. Ivy Street

APPLICANT: Ed Netter, Netter Construction

APPLICANT'S Representative: Pat Sisul, Sisul Engineering

APPLICATION TYPE: Subdivision (Type III)

CITY FILE NUMBER: SUB 14-03

I. PROJECT OVERVIEW

The applicant's narrative states the following:

A 10 lot subdivision is proposed with all lots intended to be suitable for detached single family residences. The site area is 1.65 acres. Dedications for public streets and a private access way will account for 0.39 acres, leaving 1.26 acres available for development. The net density for the overall site is one dwelling for each 5,488 square feet or 7.94 dwellings per net acre.

An extension of S Juniper Street, which is currently terminated at the SE corner of the site, will connect to an extension of SE 15th Place proposed in the Dinsmore Estates 2 development to provide access into the site. In the future this street will provide access for properties located farther north, as access to S Ivy Street will be limited or prohibited in between SE 13th and SE 16th Avenues. The S Juniper Street extension will be partially located on the site and partially located on the Dinsmore Estates 2 property. The owners of the two properties have agreed to dedicate the right-of-way for the full width of S Juniper Street when either of the two developments is ready to proceed.

The new street is proposed to continue with the City's old standard right of way width of 40 feet while providing the new standard pavement width of 34 feet, although much of the public street in this subdivision will be constructed as a knuckle where SE 15th Place turns into S Larch Street. Sidewalk widths will be per the new City standard of 6 feet, with the sidewalk and part of the planter strip being located within an easement on the lots. A portion of the sidewalk along Lot 1 will be curb-tight in order to provide adequate room for vehicle parking in front of the garage on the existing home. A private access way with a public access easement will provide pedestrian connectivity from the knuckle to S Ivy Street. Half street improvements are proposed for the eastern side of S Ivy Street.

Public sanitary sewer is available from the S Ivy Street to the west. Domestic water is available in S Juniper Street in the SE corner of the site. Storm water will be collected and directed to a new drywell to be installed in S Juniper Street.

A pre-application conference with the City occurred on December 17, 2013. The applicant has paid for a traffic impact study for the development to be commissioned with DKS & Associates by the City of Canby.

NOTE: In excerpted portions of the application narrative that are included in various portions of the Staff Report the applicant makes reference to S. Larch Street and S. Lupine Street. These references are incorrect, as the only two streets in this subdivision are SE 15th Place and S Juniper Street.

II. SITE DESCRIPTION

THE APPLICANT'S NARRATIVE STATES THE FOLLOWING:

The subdivision is located adjacent to and east of S Ivy Street and south of SE 13th Avenue. The site has approximately 212 feet of frontage on S Ivy Street across from the Hope Village Campus. One street, S Juniper Street, which was constructed with the

Dinsmore Estates development to the south, is temporarily terminated at the site's southern boundary in the SE corner of the site. The site is currently accessed by two gravel driveways onto S Ivy Street.

This parcel was annexed into the City Canby in 2008 together with the 3 other properties to the north and east. The parcel is zoned R-1.5, as are adjacent properties to the north, south and west (across S Ivy Street). One parcel, located in the SE quadrant of the SE 13th Avenue/S Ivy Street intersection is zoned C-R, Residential Commercial . The property to the east of this site is zoned R-1, Low Density Residential and is proposed to become developed as the second phase of Dinsmore Estates, a 41-lot residential subdivision.

The site is currently occupied by a new home constructed in 2007, an older home, and a few out buildings. The older home and the out buildings will be removed with development of the site. The new home will remain on Lot 1. Several trees are located onsite, most in the vicinity of S Ivy Street. The site appears flat to the eye, but it has a slight hump in the middle and a slight fall to the east and west. The high point of the site is near the old home in the center of the site and is at 179 feet. The NW and NE corners of the site are at 175 feet, the SE corner is at 176 feet and the SW corner is at 177. The site has no identified constraints.

New homes are located east of the site in the Tofte Farms neighborhood and south of the site in phase 1 of Dinsmore Estates. Homes on larger parcels are located north of the site on lots adjacent to S Ivy Street. Hope Village is located west across SE 13th Avenue. The property immediately east of the site is proposed to be developed as Dinsmore Estates Phase 2.

III. ATTACHMENTS

- A.** Pre-application meeting minutes, 12-17-13
- B.** Application form
- C.** Application narrative
- D.** Neighborhood meeting notice (04-11-14), mailing list and notes (04-30-14)
- E.** Storm Drainage Report, 05-12-14
- F.** Traffic Impact Study Memorandum from DKS Associates, 05-21-14
- G.** Letter of Completeness, 05-23-14
- H.** Assessor's Map
- I.** Vicinity Map
- J.** Sheet 1 Tentative Site Plan
- K.** Sheet 2 Utility Plan
- L.** Sheet 3 Street Profile and Sections
- M.** Sheet 4 Fence and Wall Plan
- N.** Sheet 5 Existing Conditions
- O.** Other items submitted for SUB 14-03 application
- P.** Comments received from Hassan Ibrahim, P.E. of Curran-McLeod, Inc., 06-04-14
- Q.** Comments received from Candy Telcom, 06-05-14
- R.** Written comments submitted prior to printing of the Planning Commission packet

IV. MAJOR TOPICS FOR PLANNING COMMISSION CONSIDERATION

The following is a list of staff interpretations and potential conditions of approval that the Planning Commission may want to discuss/comment on and/or use as a basis to apply additional conditions of approval:

- a. Review proposed wall along S. Ivy Street. See 16.08.110 on page 5;
- b. Since no Homeowner's Association (HOA) is proposed, a Maintenance Agreement for this wall should be required of property owners of Lots 3-8;
- c. Review TIS findings made by DKS. See 16.08.150 on page 6;
- d. Review purpose, standards, and proposed uses of Tract A. See 16.10.070.B.3 on page 7, and 16.46.020 on page 11;
- e. There will be no planting strips along S Ivy Street (between the curb tight sidewalk and the property line);
- f. Review the minimum distance between driveways and intersections for Lot 10, and perhaps other lots as well. See 16.10.070.B.10 on page 8;
- g. Review the size of Lot 1 and, if approvable, the Planning Commission need not impose a condition requiring a deed restriction for Lot 1 prohibiting its further re-division in the future because Lot 1 cannot be partitioned to create two lots of minimum size for the R-1.5 zoning district. See 16.18.030.A.1 and 16.18.030.B on page 8;
- h. Review the required minimum frontage of 40 feet in accordance with 16.18.030.C. See page 9. Lots 6 and 7 have no frontage on a public street, but instead, depend on Tract A for frontage and access;
- i. Review the requirements for "infill homes". See 16.21.050 on page 9;
- j. No street lighting plan has been proposed by the applicant, based on the recent interpretation by the Planning Commission that Chapter 16.43 does not apply to subdivisions. This issue should be reviewed by the Planning Commission;
- k. A street lighting plan should be required and coordinated between the applicant and CUB. See 16.43.030 on page 9;
- l. Review driveway-to-driveway and intersection-to-driveway findings; see 16.10.070(B)(9-10).
- m. Review street cross sections and proposed transition from adjacent streets; see 16.64.010(A)(3).
- n. Give input on trees/landscaping along Tract A, the frontage of S Ivy Street; see 16.64.010(M).
- o. Review proposed stormwater infrastructure; see 16.64.070(D), particularly for Tract A.

V. APPLICABLE CRITERIA & FINDINGS

Major approval criteria used in evaluating this application are the following chapters from the *City of Canby's Land Development and Planning Ordinance* (Zoning Code):

- 16.08 General Provisions
- 16.10 Off-street Parking and Loading
- 16.18 R-1.5 Medium Density Residential Zone
- 16.21 Residential Design Standards

- 16.42 Signs
- 16.43 Outdoor Lighting Standards
- 16.46 Access Limitations on Project Density
- 16.49 Site and Design Review
- 16.56 Land Division General Provisions
- 16.62 Subdivisions-Applications
- 16.64 Subdivisions-Design Standards
- 16.68 Subdivisions Final Procedures and Recordation
- 16.86 Street Alignments
- 16.88 General Standards and Procedures
- 16.89 Application and Review Procedures
- 16.120 Parks, Open Space, and Recreation Land General Provisions

Applicable code criteria are highlighted in **bold** below, with findings and discussion after the citations; most full code citations are omitted for brevity. If not discussed below, other standards from the code are either met fully, not applicable, and/or do not warrant discussion. Most met provisions have no discussion for brevity. Many standards for driveways, parking, fences, setbacks, height, etc. will be verified for compliance when the homebuilder applies for building permits.

Chapter 16.08 General Provisions

16.08.020 Zoning Map

Finding: The site is zoned R-1.5, as it has been since annexation in 2008. The proposed subdivision complies with this existing zoning.

16.08.090 Sidewalks Required

Finding: Sidewalks are proposed on all streets that will be dedicated to the public. No sidewalks are proposed on Tract A, with the exception of the westerly end of the tract where it will extend to and connect with the proposed new sidewalk on S Ivy through a 6 to 8 foot “break” in the masonry wall. At that location a section of city standard sidewalk approximately 10 feet in length will connect the vehicle portion of Tract A to the sidewalk on S Ivy Street. This sidewalk extension will be private, a part of Tract A, and will be maintained by the property owners of Lots 3-8 as part of their obligation to maintain all of Tract A. This maintenance requirement will be a deed restriction for each of Lots 3-8, as no HOA is proposed for this project.

16.08.110 A, B, E, and G Fences

Finding: A masonry wall is proposed along Ivy Street, to reduce impacts of vehicles traveling on Ivy Street. Based on the design of the existing walls along S Ivy Street to the north and south, this wall will be consistent with those existing walls. This wall will be 66 inches in height at the columns, and 60 inches tall between columns. Because the proposed wall will not be built at any intersection points, vision clearance will not be impacted. This wall will be built along the property line, but will be on private property on Lots 4 and 5, and will be broken by the private sidewalk connecting the terminus of the vehicular portion of Tract A to the sidewalk on Ivy Street. Maintenance of the wall on Lots 4 and 5 will be the responsibility of the property owners of Lots 4 and 5.

Other fences throughout the interior of the site may be proposed, but these interior fences will meet all of the city's requirements. See Sheet 4, Fence and Wall Plan.

16.08.110 H Fences

Finding: No fences are proposed along any public pedestrian walkway. However, interior fences may be erected behind the front wall of each home on any lot.

16.08.150 Traffic Impact Study (TIS)

Finding: The applicant paid for a TIS to be prepared for the City of Canby by DKS, the city's traffic consultant. The TIS for this project is required to take into account subsections A, B, C, D, E, F, G, and J. The following findings were made as part of the TIS and are contained in a memo dated 05-21-14:

1. *Based on the 10 units contained in this project, there will be 95 Total Daily Trips generated;*
2. *There will be a total of 8 AM Peak Hour Trips generated;*
3. *There will be a total of 10 PM Peak Hour Trips generated;*
4. *S Ivy Street is under the jurisdiction of Clackamas County, and is classified as an arterial roadway. However, both sides of S Ivy Street are within the City of Canby;*
5. *Findings from the second phase of the Dinsmore Estates Development indicate that increased traffic associated with the proposed project is not expected to influence safety at any of the surrounding intersections. Additionally, surrounding intersections would have additional capacity to accommodate traffic loadings associated with the proposed project;*
6. *Adequate sight distance should be provided at all site accesses. Within the development, sight distance triangles should be kept clear of permanent objects (large signs, landscaping, fences, retaining walls, etc.) that could potentially restrict intersection sight distance;*
7. *The proposed internal public local roadways would be constructed to city standards as indicated in the site plan. Proper signage and traffic control devices should be provided at intersections;*
8. *The proposed half street improvements along S Ivy Street should be constructed to the City's arterial roadway standards. The 60 feet of right of way would meet the minimum cross section standards for arterial streets.*

16.08.160 Safety and Functionality Standards

Finding: This section contains general infrastructure, vision clearance, street improvement and transportation/TSP compliance standards. These topics are discussed under 16.10, 16.46, 16.62, and 16.64. Vision clearance standards will be applicable at the time of home construction and will be verified residential building permits, although there appear to be no vision clearance issues based on review of the Site Plan.

Chapter 16.10 Off Street Parking and Loading

16.10.030 General Requirements

Finding: In accordance with subsection D., off-street parking spaces for dwellings must be located on the same lot, or adjacent lot, as the dwelling. Based on review of

the Site Plan, all lots are large enough such that any and all off-street spaces can be located on the same lot as the dwelling. Location of all off-street parking spaces shall be determined and verified at the time of building permit issuance. Otherwise, all other General Requirements listed in this section have or will be satisfied.

16.10.040 Prohibited Near Intersections

Finding: Based on review of the Site Plan, the only true intersection of public streets is at SE 15th Place and S. Juniper Street. In addition, although not an intersection, the area of the “knuckle” adjacent to Lot 1 has an identified vision triangle within which there shall be no vehicle parking, either within the existing driveway or the existing RV pad portions of the vision triangle for Lot 1.

16.10.050 Parking Standards Designated

Finding: Based on the parking standards contained in Table 16.10.050, single family dwellings are required to have two (2) spaces per dwelling unit. Based on review of the Site Plan, all lots are large enough such that any and all off-street spaces can be located on the same lot as the dwelling. Location of all off-street parking spaces shall be determined and verified at the time of building permit issuance.

16.10.070 Parking Lots and Access

B. Access

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

Finding: While Lots 1, 2, 3, 8, 9, and 10 have both frontage on and direct access to public streets, Lots 4 and 5, will have frontage on a public street (S Ivy Street), but will not have direct access to the public street. Lots 6 and 7 have no frontage or direct access to any public streets. It is proposed by the applicant that Tract A, as illustrated on the Site Plan, shall provide both public and private vehicular access and utility access via easement for Lots 3 through 8. The applicant is also proposing that no sidewalks will be provided along the frontage of any of Lots 3-8 on this proposed tract. However, Lots 1, 2, 3, 8, 9, and 10 will all have sidewalks along at least a portion of the frontage. While Lots 4 and 5 will have sidewalk frontage on S. Ivy Street, the access to this sidewalk will be inhibited by the proposed masonry wall identified and discussed in 16.08.110, on page 5 above.

6. . . . a sidewalk shall be constructed along all street frontages

Finding: Tract A is not proposed with any sidewalks, but instead, pedestrians will use the travel portion of the public and private easement. Tract A will connect with the sidewalk on S Ivy Street through a 6 to 8 foot wide “break” in the masonry wall. Bollards will be installed in the connecting sidewalk section to prevent vehicles from using the sidewalk, and to reduce the speed of bicyclists making the connection to S Ivy Street. Lots 6 and 7 will have no direct access to sidewalks as required by this subsection. See discussion for 16.10.070.B.3, above. Otherwise, Lots 1, 2, 3, 4, 5, 8, 9, and 10 all are proposed with sidewalks along the public street frontage. As discussed previously, Lots 4 and 5 will be separated from the curb tight sidewalk along the S Ivy Street frontage but the proposed masonry wall to be built on Lots 4 and 5 rather than in the public right of way.

10. Distance between driveways and intersections.

Finding: In subsection f., this standard requires that distance between driveways for single family dwellings and intersections be a minimum of 30 feet. It may be questionable whether Lot 10 has the width to allow such minimum distance from the intersection of S. Juniper and SE 15th Place. All other lots appear to have adequate dimensions to meet this standard.

Chapter 16.18 R-1.5 Medium Density Residential Zone

16.18.010 Uses Permitted Outright

Finding: In the R-1.5 zone, uses permitted outright are those permitted outright in the R-1 zone. This includes one single family dwelling per lot, as proposed by this subdivision project.

16.18.030 Development Standards

The following sections indicate the required development standards of the R-1.5 zone.

A. Minimum and maximum lot area:

1. For single family dwellings: 5,000 square feet minimum and 6,500 square feet maximum.

Finding: Proposed lot sizes range from a minimum of 5,002 sf (Lot 9) to a maximum of 8,578 square feet (Lot 1). Lot 1 is oversized to accommodate the existing home and it is the only one of the 10 lots that is proposed to be over 6,500 square feet. Under subsection 3. of this section, *“The Planning Commission may approve smaller or larger lots in accordance with subsection B below.”* The average area of all lots is 5,496.5 square feet, which is within the allowable range for the average lot area of all lots in the proposed subdivision.

B. Lot Area Exceptions

1. The Planning Commission may approve an exception to the minimum and maximum lot area standards in subsection 16.18.030.A as part of a subdivision or partition application when all of the following standards are met:

- a. average lot size between 5,000 and 6,500 square feet;**
- b. no lot less than 4,000 square feet;**
- c. as a condition of exception, require a deed restriction that prevents further re-division . . . ;**

Finding: Average lot area for the 10 lots in this subdivision is 5,496.5 square feet, with the smallest lot size being 5,002 square feet. Subject to Planning Commission approval, a deed restriction for Lot 1 is not necessary because Lot 1 cannot be re-divided to create lots that would meet the development standards of this zone. Because Lot 1 is the only lot that is in excess of 6,500 square feet, the allowed maximum lot size, no public benefit must be demonstrated as this is just 10% (and not over 10%) of the lots in the project. Further, subsection B.5 states, *“The maximum lot area standard does not apply to dwellings existing prior to subdivision or partition plan approval”* Since this is the case for the dwelling on Lot 1 (built in 2007), the maximum lot area standard does not apply to Lot 1, and the lot area of 8,578 square feet falls under this particular standard.

C. Minimum width and frontage: forty feet

Finding: All 10 lots have a minimum of 40 feet of width and frontage, with the exception of Lots 6 and 7 which have no frontage on a public street. Instead, these two lots have the required minimum frontage on the public and private access easement identified as Tract A.

Chapter 16.21 Residential Design Standards

16.21.050 Infill Homes

Finding: 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 R-1 and R-1.5 zoning districts, and that have existing homes on two adjacent sides. Each adjacent home must be within 25 feet of the common property line with the infill homes and have pre-existed for at least 5 years (dated from the existing home’s final building permit approval).”

Finding: There are existing platted lots adjacent to the east and south of the project site, and an existing large single family dwelling on the lot adjacent to the north (Tax Lot 5000). However, not all of the platted lots to the east and south have been developed with single family dwellings at this time, and those that have been built are likely less than 5 years since building permit issuance. Technically, this project does not meet the requirement for “infill homes”. Nevertheless, this project, by virtue of the nature of recent development in the immediate vicinity, may be considered an “infill project”.

Chapter 16.42 Signs

Finding: The applicant proposes no monument entry sign(s) or any other signs than the temporary project identification sign(s) during development and construction, or temporary “For Sale” signs on the lots or built homes. Any other signs proposed for the project must be approved through application for a sign permit.

Chapter 16.43 Outdoor Lighting Standards

16.43.030 Applicability

Finding: The Planning Commission has recently interpreted that this chapter (16.43) is not applicable to subdivisions. Since the Canby Utility Board (CUB) makes plans for street lighting after subdivision approval, there is no requirement that there be a lighting plan prepared by the applicant as part of the application process. The lighting plan, prepared either by CUB or in cooperation between the CUB and the applicant, should be required prior to final plat review and approval. At that time, standards contained in Chapter 16.43 should be reviewed and determined by city staff which standards are to be applicable to this subdivision.

Chapter 16.46 Access Limitations on Project Density

16.46.010 Number of residential units in residential development

- A. **Single family residential access, public and private roads:**
 - 1. **Roads shall be a minimum of 28 feet in width with parking restricted to one side only, or a minimum of 36 feet in width with no parking restrictions.**

2. The number of units permitted are as follows:

One access: 30 units

Two accesses: 132 units

Three accesses: 207 units

For more than three accesses, use the following formula: # of units permitted = $(60 \times (1 + (.05 \times \# \text{ of access points}))) \times (\# \text{ of access points})$

Finding: The following is taken directly from the applicant's submittal:

The development proposes to create detached single family residences on individual lots, therefore Sec. 16.46.010A is the appropriate standard. One street will enter the proposed subdivision. An extension of SE 15th Place will provide access into the subdivision beyond its intersection with S Juniper Street. Using the City's formula in Section 16.46.010.A.2, up to 30 units are allowed from one point of access. The 10 residential units being proposed by this development are below the maximum number of lots allowed and are in conformance with this standard.

Assuming that this subdivision were to proceed prior to development of Dinsmore Estates Phase 2, there would be two points of access to serve this subdivision, the SE 16th Avenue intersection with S Ivy Street and S Maple Street to its intersection with SE 14th Place. A total of 45 lots would utilize these two points of access without the development of Dinsmore Estates 2. Per the City's formula, with 2 points of access, up to 132 residential units could be created. Therefore the number of access points will be in conformance with the standard if Dinsmore Estates 2 is not developed prior to this subdivision.

Assuming that Dinsmore Estates 2 is developed first, the number of street connections between the Tofte Farms and Dinsmore Estates neighborhoods to SE 13th Avenue and S Ivy Street will be five. These connections include the SE 16th Avenue connection to S Ivy Street in Dinsmore Estates, the S Lupine St, S Pine St & S Ponderosa St connections to SE 13th Avenue from the Tofte Farms neighborhood and a newly approved intersection in the Dinsmore Estates 2 subdivision, the connection of S Larch Street to SE 13th Avenue. Using the City's formula in 16.46.010.A.2, five street connections would permit up to 375 residential units. Currently, 213 platted lots utilize the 4 existing points of access (192 in Tofte Farms, 21 lots in Dinsmore Estates/Dinsmore Estates West). Forty-one additional lots are planned in Dinsmore Estates 2. This would allow for up to 162 additional lots under the City's standard, which could include the 10 lots in this subdivision and up to 152 others on neighboring properties farther north.

The new interior street is proposed as a public street. A 40 foot wide right of way and 34 feet of pavement is planned, although the new street is partially in a wider knuckle arrangement through much of this development where the right of way is 48 feet. The right-of-way width proposed to match what has been dedicated in neighboring developments and what is planned for Dinsmore Estates 2, in order for the finished developments to have a similar appearance in their setbacks. The street section from curb to curb will be slightly narrower than with Dinsmore Estates (from old standard of 36 feet to new standard of 34 feet) and the sidewalk will be one foot wider on each side (to comply with the new 6-foot standard). A 1 foot narrower street and a one foot wider sidewalk will lead to a consistent planter strip width between old and new

developments. The proposed measures are sufficient to satisfy the requirements in Sec. 16.46.010.A for roadway and pavement width, number of access points, and number of dwelling units.

Based on staff review of the appropriate formulae, and the applicant's application of the project to the appropriate formula, staff agrees with the applicant's assessment and analysis of the access situation. With only 10 units in this proposed subdivision, no maximum limit of units/number of accesses is exceeded. Further, it will not make a difference whether Dinsmore Estates 2, or this project (Eli Estates) develops first. Nothing will change the numbers as part of the applied formula.

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

Finding: The proposed public private access and utility easement, identified as Tract A, is designed to provide for motorists accessing Lots 3-8, as well as pedestrians and bicyclists. Based on design information provided on Sheet 3, *Street Profiles and Street Sections*, the "private shared driveway" will be 24 feet of paved width with no parking designated on the north side. To facilitate drainage, the street will be sloped 1.5% northward toward a city standard curb on the north side only. The south side will be a finished edge without curb. This private shared driveway will be constructed such that there will be no visual impediments, nor will there be any characteristics that would inhibit use by motorists, pedestrians, and/or bicyclists alike, either individually or in cooperation with one another. Traffic volume will be low enough, approximately 60 vehicle trips per day, that cooperative use should be possible.

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

Finding: South Juniper Street, serving the proposed subdivision from the south, and SE 15th Place, serving the site from the east, are both part of the Dinsmore Estates development projects. SE 15th Place will be extended into the subject site from the east to the knuckle. The street will then turn north, becoming S Juniper Street, and stub into Tax Lot 5000. S Juniper Street will intersect SE 15th Place at a point adjacent to Lots 1 and 10, providing two access combined routes into and out of the proposed subdivision.

The extension of S Juniper Street will be built as a 34 foot two lane street within a 40 foot right of way. The northerly extension of the local street beyond the "knuckle" (stubbing into Tax Lot 5000) will also be a 34 foot street section in a 40 foot right of way. Sidewalks on both streets will be 6 feet in width and curb tight, and built partially within the street right of way and partially on the individual lots. All sidewalks will be constructed as part of the construction of the individual home development. There will be planter strips on all street sections except where the existing house is.

The “knuckle” where SE 15th Place turns northward is built to special standards, with sidewalks and planter strips. This knuckle will have a 48 foot outside curb radius. See Sheet 3 for additional details.

Both street sections, including the “knuckle” will be two lane streets.

The half street improvement of S Ivy Street will be within the 30 foot half street portion for the S Ivy Street right of way. The improvement will include 23 feet of paved street, plus a 6 foot sidewalk. The half street improvement will be bounded by the proposed masonry wall (see 16.08.110 on page 5). There will be a 6 inch wide area for a planting strip, between the curb tight sidewalk and the masonry wall.

For more details on street sections and profiles, see Sheet 3 of the applicant’s submittal package.

16.46.020 Ingress and Egress

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

Finding: As stated previously several times, Lots 3-8 depend on Tract A, the public/private access and utility easement for access. While Tract A is not a public street as specified in this subsection, the Planning Commission may approve other circumstances depending on justification by the applicant. Based on the size of the subject site, the orientation to adjacent properties, access to internal local streets, and a desire to avoid direct access to S Ivy Street, the proposed development and use of Tract A may be the best alternative for consideration by the Planning Commission. Without the creation and use of Tract A for internal access, it is possible that the subject site could not be developed to meet the minimum density required.

16.46.030 Access Connections

A. Spacing of accesses on City streets. The number and spacing of accesses on City streets shall be as specified in Table 16.46.030. Proposed developments or land use actions that do not comply with these standards will be required to obtain an access spacing exception and address the joint and cross access requirements of this Chapter.

Finding: The following is taken directly from the applicant’s submittal. Please note that where reference in the applicant’s narrative is to S Lupine Street, this is incorrect. Correct reference should be to S Juniper Street.

Both S Lupine Street and SE 15th Place are local streets. New north-south streets in this development will be S Lupine Street while the new east-west street section will be considered as SE 15th Place. SE 15th Place is separated from SE 16th Avenue by 275 feet, more than the 150 feet standard. The existing leg of S Lupine Street will be separated from the new leg by 128 feet, which is below the street spacing standard of 150 feet, however, being as though the street north of the knuckle is a continuation of SE 15th Place, it is not believed that the access spacing requirement would apply in this location.

The applicant requests that the traffic impact study consider whether the access spacing standard applies to this location and if so, consider this exception to the access spacing standards.

The proposed subdivision contains only local streets, but abuts S Ivy Street on the west and makes use of S Ivy Street only for pedestrian/bicycle connection.

Where the applicant states (above) “. . . . *being as though the street north of the knuckle is a continuation of SE 15th Place, it is not believed that the access spacing requirement would apply in this location.*”. This will be correct if the northward connection is considered to be an extension of S Juniper Street and not SE 15th Place. Based on staff review, and consultation with DKS Associates, the street north of the knuckle is a continuation of S Juniper Street not a new street. As such, although the separation from the existing alignment of S Juniper Street through Dinsmore Estates from SE 16th Avenue to the south to the extended portion of S Juniper Street north of the knuckle is only 128 feet, no exception will be required. If this street section were considered to be a continuation of SE 15th Place, then the spacing of 128 feet would be inadequate and an exception would be required.

Beyond this issue, because the project contains only Local Streets, it would appear that drive-to-driveway distances can be met. However, this will be verified at the time of building permit issuance.

16.46.070 Exception Standards

Finding: Because the spacing requirement of 150 feet is not required because S Juniper Street is a continuing route, no exception is required.

Chapter 16.49 Site and Design Review

Finding: In accordance with 16.49.030.B.8, no site and design review is required of “*Single family or two-family dwellings and their accessory structures, and any alterations or remodeling thereof.*” Therefore, this Chapter does not apply to this subdivision.

Division IV – LAND DIVISION REGULATION

Chapter 16.56 General Provisions

16.56.030 Conformance

Finding: The proposed subdivision complies with both the Comprehensive Plan and the R-1.5 zoning of the site, as no changes in designations are requested. The proposed subdivision also conforms to applicable state, county and city regulations regarding health, safety and sanitation. When constructed, all public improvements will meet local standards, as required, with the exception of planting strips along the public streets. Private improvements (specifically Tract A) will meet the requirements as determined by the City and any participating agencies such as the Canby Fire Department. All new structures on the various lots of this subdivision shall comply with all building regulations and codes. With regard to streets and roads, extensions of SE

15th Place and S Juniper Street shall meet City requirements as specified and determined by the City.

16.56.050 Application Required

Finding: In accordance with subsection C., subdivisions require the appropriate application. The applicant has submitted the proper application, with supporting information and associated materials, thus complying this standard.

Chapter 16.62 Subdivisions – Applications

16.62.020 Standards and Criteria

Finding: As required by subsections A. and B. of this section, the proposed subdivision complies with the text and supplemental maps of the Comprehensive Plan, and the various requirements of the Land Development and Planning Ordinance, as identified and referenced in this Staff Report. In accordance with subsection C., the design of the proposed subdivision provides building sites, utility easements, and access facilities that are necessary and required to allow development of the various lots within the subdivision. Finally, all required public facilities and services are currently available, or will be made available by the overall development of the subject site through the subdivision process, as required by subsection D.

Local schools that school age students living in the homes built on lots of this subdivision are generally less than one mile from the local schools that they will attend. With the development of the various phases of Dinsmore Estates around the subject site on three sides, plus the development of sidewalks on the public streets in the proposed subdivision, pedestrian and bicycle connections will be enhanced to allow better connections to local schools and other local public facilities.

It should be noted that the proposed subdivision of the subject site will not hinder existing or future use and/or development of any adjacent properties. In fact, the development of the subject site through the subdivision process may actually facilitate future re-development of Tax Lot 5000 to the north.

Chapter 16.64 Subdivisions – Design Standards

16.64.010 Streets

A. Generally

Finding: The proposed streets in this subdivision, SE 15th Place and S Juniper Street, are both extensions of existing or proposed streets through other developments. SE 15th Place terminates at the knuckle, not continuing through to connect with S Ivy Street to the west. This termination of SE 15th Place is considered appropriate to avoid a connection with S Ivy Street, thus reducing traffic conflicts between local traffic and more regional traffic. The extension northward of S Juniper Street from the knuckle to Tax Lot 5000 indicates that a future continuing extension of S Juniper to serve other properties to the north of the subject site is also appropriate.

- 1.** *Provide for the continuation or appropriate projection of existing principal streets in surrounding areas;*

Finding: Both SE 15th Place and S Juniper Street are proposed for varying degree of extension as appropriate for each street. The pattern for each street was established

through previously approved developments adjacent to the subject site. Even Tract A provides the opportunity for pedestrian and bicycle connection from SE 15th Place to S Ivy Street.

3. *Minimum right of way and roadway width shall follow the requirements of the Canby Public Works Design Standards.*

Finding: Both streets in this subdivision are Local Streets, and the design of both SE 15th Place and S Juniper Street generally reflect the required standards. Each street is developed within a 40 foot right of way with a 34 foot paved street section. See Sheet 3 *Street Profiles and Street Sections*.

4. *Consider opportunities to incrementally extend and connect local streets to provide for safe and convenient bike and pedestrian circulation.*

Finding: As discussed previously, the proposed local streets within the subdivision will be extensions of streets previously extended through prior approved development projects adjacent to the subject site. In order to avoid conflicts between local and regional traffic, SE 15th Place is not extended through westerly to intersect with S Ivy Street, except via Tract A for pedestrians and bicyclists only.

B. Permeable Surfaces

Finding: This section encourages the use of permeable surfaces; however, no permeable surfaces are proposed as part of either SE 15th Place or S Juniper Street in the subdivision.

C. Reserve Strips

Finding: No reserve strip at the westerly terminus of Tract A is proposed or required.

D. Alignment

Finding: Alignments of both SE 15th Place and S Juniper Street are done with existing and proposed sections of those streets through previously approved developments on adjacent properties.

E. Future Extension of Streets

Finding: While SE 15th Place will not be extended any further west to intersect with S Ivy Street for vehicular connection, it is extended for pedestrian and bicycle use only. This connectivity promotes internal circulation and convenience. S Juniper Street is extended northerly to Tax Lot 5000 to provide the opportunity for connection and circulation at some time in the future. At such time as Tax Lot 5000 might re-develop, and the properties beyond might do the same, a determination can be made as to the extent of extension of S Juniper Street.

F. Intersection Angles

Finding: This section requires intersection angles to be at or near 90 degrees. Intersection angles for the extension of SE 15th Place and S Juniper Street are at 90 degrees, thus meeting this standard.

G. Existing Streets

Finding: The extension of SE 15th Place and S Juniper Street serve to extend these existing streets in accordance with appropriate plans. These extended streets will be

built to acceptable standards, and shall be done in accordance with Sheet 3, *Street Profiles and Street Sections*.

H. Half Streets

I. Cul-de-sacs

J. Marginal Access Streets

K. Alleys

Finding: Since there are no half streets, cul-de-sacs, marginal access streets, or alleys proposed as part of this subdivision, these four sections do not apply.

L. Street Names

Finding: The proposed streets in this subdivision will be named SE 15th Place and S Juniper Street, as reflections of previously established streets in other prior approved developments and these names are consistent with local street names in this southeasterly portion of the city. It is possible that Tract A might be named due to postal requirements.

M. Planting Easements

Finding: There are no planting strips as part of the streets in this subdivision, due primarily to limited size of the subject site. However, street trees are proposed to be planted at the front of individual lots along both streets. As part of this section, “[T]he Planning Commission may require additional easements for planting of trees and shrubs”. In this case, the Planning Commission should determine that no planting strips are required, but instead, street trees will be planted at the front of individual lots along the streets in this subdivision.

N. Grades and Curbs

Finding: Street grades for the two proposed streets in this subdivision will meet the requirements of this section, as illustrated on Sheet 3, *Street Profiles and Street Sections*. In addition, As part of the standard street sections, curbs are provided.

M. Streets Adjacent to Highway 99E or Railroad Right of Way

Finding: Because this project site is not near Highway 99E or Railroad Avenue, this section does not apply.

16.64.015 Access

A. access to the State Highway System

Findings: This site is not close to any state highway, nor is access to any state highway necessary. As such, this subsection does not apply.

B. follow the natural topography and preserve natural features

Findings: The proposed streets basically follow the natural topography, and since there are no special natural features involved on this site, the proposed design of this subdivision fulfills this requirement.

C. Access shall be properly placed

Findings: The extension of SE 15th Place and S Juniper Street fulfills the requirement for appropriate sight distance, and driveway spacing for the lots that have access to either of those public streets. No joint or cross access will exist.

D. The road system shall provide adequate access

Finding: Final driveway location will be determined when building permits are applied for on the individual lots. However, it appears that adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection will be suitable.

E. Streets shall have sidewalks on both sides.

Finding: As proposed, the extensions of both SE 15th Place and S Juniper Street have 6 foot wide sidewalks on both sides, thus satisfying this requirement. With the inclusion of Tract A as a pedestrian and bicycle connection to S Ivy Street, pedestrian linkages are adequate.

F. Access shall be consistent with the access management standards adopted in the Transportation System Plan.

Finding: Since there are no issues with proposed access, this standard can be satisfied.

16.64.020 Blocks

Finding: The proposed lotting pattern in this subdivision does not involve specific blocks. However, Lots 5-10 are part of a block configuration when considered together with 23-29 of Dinsmore Estates West, directly adjacent to the south. Similarly, when Tax Lot 5000 re-develops in the future, it is possible that Lots 1, 2 and 4 could be part of a block structure. At least, the opportunity for a block structure will exist.

16.64.030 Easements

Finding: Tract A, owned by Lots 3-8, a public and private easement, will be used for access and utilities. With frontage on this easement, Lots 3 -8 may make use of the easement for utilities as well as vehicular, pedestrian, and bicycle use. Utilities are already in place for Lot 1, and Lots 2, 9, and 10 will obtain utilities directly from their location in the public streets.

16.64.040 Lots

A. Size and Shape

B. Minimum Lot Sizes

Finding: Lots in this subdivision are similar in size and shape of lots in the developments that are adjacent to the east and south. Each lot meets the minimum lot size for the R-1.5 zone.

C. Lot Frontage

Finding: Lots 1, 2, 3, 8, 9, and 10 will have at least 40 feet of frontage on a public street, either SE 15th Place or S Juniper Street. Lots 4 and 5 will have frontage on S Ivy Street. Lots 6 and 7 will have frontage only on Tract A, which will be a public and private access easement, but not a public street. It should be noted that while Lots 4 and 5 have frontage on S Ivy Street, these two lots will not have direct access, either vehicular or pedestrian, on S. Ivy Street because of the wall that is proposed along the frontage

with S Ivy Street. The wall will be on Lots 4 and 5 and will be maintained by those property owners, not the city or an HOA as there will not be an HOA for this subdivision.

There are no true double frontage lots in this subdivision 16.64.040.D), although Lots 3 and 8 will have frontage on both a public street and Tract A. However, it may be likely that Lots 3 and 8 will take access from the knuckle of SE 15th Place and S Juniper Street. Likewise, Lots 4 and 5 will have frontage on both S Ivy Street and Tract A, but both will take access from Tract A. A deed restriction should be imposed that does not allow vehicular access to S Ivy Street.

All side lot lines generally run at 90 degrees to public streets and/or Tract A (16.64.040.E). The only large lot in this subdivision is Lot 1, but given the use of Lot 1 it is unlikely that any future re-division will be possible (16.64.040.F). There are no potentially hazardous lots or parcels (16.64.040.H), and there are no flag lots in this subdivision (16.64.040.I).

With regard to “infill home sites” (16.64.040.J), only Lot 1 may be considered an infill site because it has an existing home adjacent to the north on Tax Lot 5000, and could have a home on the adjacent lot to the east in the proposed Dinsmore Estates 2 project site. However, because this situation does not technically meet the requirements of an infill lot, there is really no reason for the Planning Commission to consider this an infill lot subject to the requirements of 16.21.050.

16.64.050 Parks and Recreation

Finding: No area is proposed for dedication as public open space on this site. The applicant indicates that a fee-in-lieu will be provided at the time of building permit issuance.

16.64.060 Grading of Building Sites

Finding: While the site is relatively flat, some grading will be necessary to create suitable building sites, and to create Tract A and the extensions of SE 15th Place and S Juniper Street. It is presumed that all site grading will be done simultaneously.

16.64.070 Improvements

A. Improvement Procedures

Finding: The following excerpt is taken from the applicant’s narrative:

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 review. At the same time the detailed construction plans are submitted to the City, the plans will also be submitted to private utility service providers such as the gas and communications companies so that they may design their system improvements to serve the subdivision.

Streets within the development and the eastern half of S Ivy Street will be constructed

to the City's standard structural section. S Ivy Street will be widened and curb and sidewalk will be installed on the east side of the street. Street lighting and street signage will be installed with the street improvements. Driveway approaches, sidewalks, and street trees will be installed as homes are constructed in the development.

Stormwater will be managed through a underground injection control well. Approaches such as green roofs, pervious pavements and roadside swales are often not good fits for residential subdivisions. Green roofs tend to work best on flatter 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 tends 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 more impervious and functions much 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 during the wetter months of the year.

LID approaches proposed in this subdivision include infiltration chambers installed for roof runoff throughout the development. Each home in the subdivision will have its roof runoff directed to an infiltration chamber system buried beneath the yard of the lot. This will spread out the infiltration of roof runoff across the site.

Runoff from the street will be collected in catch basins and piped to a new pollution control water quality manhole. After the roadway runoff is treated by this facility it will be conveyed through a pipe to a drywell in S Lupine Street for underground injection.

A new sanitary sewer main will be constructed with this development that will drain west to the S Ivy Street trunk sewer line. A new public water main will be extended into the project from its current point of termination in S Juniper Street and will connect with a main at the SE 15th Place intersection, if Dinsmore Estates 2 is constructed prior to this subdivision. A fire hydrant is planned at the intersection of SE 15th Place and S Lupine Street, either in Dinsmore Estates 2 or in this subdivision. The new public water main will be constructed to the northern termination of S Lupine Street along the northern property line.

All of the applicable requirements of this section must be satisfied by the applicant. All work shall be done by the applicant or property owner. The City shall review and approve all improvement work. The applicant or property owner shall pay all appropriate fees. The City may require changes to address issues that arise during construction. All underground utilities shall be installed and completed prior to final street surfacing. Utility stubs shall be placed to eliminate the need to disturb street surfacing when connections are made.

Installation of sidewalks is customarily not required until homes are built on their respective lots and is permitted by 16.64.070.G. All curbing shall be installed by the developer.

Prior to the start of any construction work, the applicant must schedule and conduct a pre-construction conference with the city and obtain sign-off from the City Engineer and applicable CUB personnel, Canby Planning, and other applicable agencies including Clackamas County.

Sanitary system and storm drainage plans must be approved by DEQ prior to the construction of public improvements. All existing subsurface septic systems and wells, whether domestic or irrigation, must be decommissioned to the satisfaction of DEQ.

All public improvements shall be constructed prior to recordation of the final plat. Alternatively, the applicant may choose to pay a bond in accordance with 16.64.070, N-P to the city as an assurance.

A separate final plat application is required for review and approval prior to execution and filing of record. Prior to the recordation of the final plat, the city will route the plat to applicable agencies for review and comment. The city will not approve the final plat until the requirements of all city department and agencies, as well as county and state agencies have been satisfied.

5. *A map showing public improvements “as built” shall be filed with the city engineer within sixty (60) days of the completion of the improvements.*

Finding: As built plans showing all public improvements including curbing and sidewalks, any planting strips, streets, street lighting, street signage, street striping, storm, sanitary sewer, water (including fire hydrants), cable, street and perimeter monumentation, underground utilities including but not limited to telephone, CATV, natural gas, etc. shall be filed with Canby Public Works and Canby Planning within sixty (60) days after the completion of improvements and prior to the recordation of the final plat unless bonded.

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 any 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.** *Street lighting;*
- 7.** *Lot, street, and perimeter monumentation;*
- 8.** *Underground power lines and related facilities;*
- 9.** *Underground telephone, CATV, natural gas lines, and related facilities.*

Finding: See discussion in A. above. This particular requirement shall apply to Tract A also, since it will be a public/private easement and will be for vehicular, pedestrian and bicycle circulation, and will have public and private utilities within it.

13. *If fencing is proposed as part of the subdivision development*

Finding: See discussion under 16.08.110 on page 5.

C. Streets

1. *All streets, including alleys, within the subdivision and streets adjoining, but only partially within the subdivision shall be improved.*

Finding: S Ivy Street will require a half street improvement in accordance with Clackamas County and city requirements, while SE 15th Place and S Juniper Street within the development area will be improved to full width, as proposed. Tract A, although not a public street to be dedicated to the public, shall be constructed to standards required by the Planning Commission.

3. Street Trees.

Finding: Street trees on S Ivy Street, SE 15th Place and S Juniper Street within the development area shall be provided in accordance with the Tree Ordinance.

4. *Prior to city approval of the final subdivision 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.*

Finding: Monumentation requirements are discussed above.

5. *If any lot abuts a street right of way that does not conform to the design specifications of this ordinance, the owner may be required to dedicate up to one-half of the total right of way width required by this ordinance.*

Finding: This requirement applies to S Ivy Street adjacent to proposed Lots 4 and 5. Other streets in the development (i.e., SE 15th Place and S Juniper Street) will be new streets and subject to standards of this ordinance.

6. *The proposed use shall not impose an undue burden on the transportation system.*

Finding: See discussion of the TIS completed by DKS Associates under 16.08.150 on page 6.

8. Dedication of land for streets, etc.

9. Improvements such as paving, curbing, etc.

Finding: See discussion in this section regarding specific issues related to these requirements.

D. Surface Drainage and Storm Sewer System

Finding: The above sections require sewer and storm drainage facilities and encourages LID stormwater management with methods such as pervious pavement, green roofs, bioswales, etc. All storm drainage must be contained on-site and may not be connected into any existing city storm drainage infrastructure. Sanitary sewer plans shall be submitted at the pre-construction conference and approved by DEQ and the city prior to installation (**Conditions #2, 3, & 19**). This section also requires submittal of a stormwater management report, which was submitted by the applicant and is part of the Planning Commission packet. The applicant's narrative states the following pertaining to stormwater management:

Storm water from new roofs will be injected into the ground using infiltration chambers, as is common with most single family housing in Canby. Stormwater from the streets will be directed to a water quality treatment facility located at the southern end of the site as shown on the plans and maps included with the application. Storm water will be conveyed from the water quality treatment facility into existing drywells that were installed during Phase 1 of Dinsmore Estates and intended to accommodate the street runoff from Phases 1 and 2. The water quality treatment facility is private and will be owned and maintained by the Dinsmore Estates HOA. The drywells in Phase 1 of Dinsmore Estates are owned and maintained by the City of Canby.

Storm water will be managed through a combination of public and private facilities. LID approaches such as green roofs, pervious pavements and roadside swale often are not good fits for residential subdivisions.

See applicant’s statement above for discussion of storm runoff, which will meet the requirements of the city.

E. Sanitary sewer

Finding: The new sanitary sewer line that will be constructed within this development will drain westerly to the trunk sewer line in S Ivy Street. Proposed plans for sanitary sewer appear to meet the city’s requirements.

F. Water Systems

Finding: A new public water main will be required for this development, and is discussed in the applicant’s statement above. The proposed water main has been reviewed by the city engineer and is found to meet the requirements of the city.

G. Sidewalks

Finding: In accordance with city requirements, sidewalks shall be provided on both sides of the public streets, namely, SE 15th Place and S Juniper Street. Sidewalks will be 6 feet in width. For Tract A, the Planning Commission should review whether the applicant’s proposal for a multi-use paved area will suffice for a pedestrian walkway.

H. Bicycle Routes

I. Street Name Signs

J. Street Lighting Systems

Finding: There will be no bicycle routes within this development, and none are required. All street name signs shall be provided by the developer to the satisfaction of the city. Street lighting shall be designed and approved in conjunction with CUB.

K. Other Improvements

- 1. *Curb cuts and driveways*
- 2. *Street trees*

Finding: Curb cuts and driveway installation are not required of the developer, but, if installed, shall be according to city standards. Street trees are required and shall be planted in accordance with city standards. The applicant proposes street trees in accordance with city standards.

3. *The developer shall make necessary arrangements with utility companies*

Finding: The applicant has proposed that all utilities will be underground. As such, it is the developer's responsibility to coordinate with all utility providers to accomplish this task.

M. Survey Accuracy and Requirements

Finding: Monumentation requirements are a part of the city standards, and the city engineer and county surveyor shall verify that the standards of this section are satisfied prior to the recordation of the subdivision plat.

N. Agreement for Improvements

O. Bond

P. Guarantee

Finding: The above sections state that the applicant shall install all public improvements prior to final plat approval or obtain assurance/bond to cover the amount of required improvements should the city have to make or complete the improvements.

The applicant shall be responsible for installing all public improvements prior to the recordation of the final plat. No public improvement work shall be commenced until it is approved by all applicable departments of the city, or any other agencies or parties. If the applicant wishes to forgo construction of public improvements until after the recordation of the final plat, then the applicant shall file an agreement for improvements, pay a bond, and guarantee the improvement work in accordance with 16.64.070. N-P.

The applicant must guarantee all public improvement work with a maintenance bond in accordance with 16.64.070.P.

- R. *No fence/wall shall be constructed throughout the subdivision where the effect or purpose is to wall said project off from the rest of the community unless reviewed and approved by the Planning Commission.***

Finding: The proposed solid masonry wall on Lots 4 and 5 along the right of way of S Ivy Street is designed to reduce vision impacts and noise impacts of higher speed traffic along S Ivy Street. This issue is discussed in 16.08.110 on page 5 and merits further discussion by the applicant and review by the Planning Commission.

16.64.080 Low Impact Development Incentives

Finding: According to the applicant's statement in the narrative, there are no plans to increase density or increase building heights through the use of incentives contained in this section.

***Chapter 16.66 Subdivisions – Planning Commission
Action***

Finding: In accordance with section 16.66.010, the tentative plat that has been submitted as part of this application, and a public hearing before the Canby Planning

Commission has been set. All other appropriate and applicable portions of this Chapter have or will be satisfied.

Chapter 16.68 Subdivisions Final Procedures and Recordation

Finding: The various provisions of this Chapter set forth the responsibilities and requirements for final plat submission, review and recording in accordance with procedures that will complete the platting process. It is the responsibility of the applicant to create the proper final plat with the required information and technical data, and it is the responsibility of the city to complete a timely review. Required signatures shall precede filing of the final plat with Clackamas County for recording.

Chapter 16.86 Street Alignments

16.86.020 General Provisions

- A. The Transportation System Plan shall be used***
- B. Right-of-way widths and cross section standards for new streets***
- C. The Public Works Director shall be responsible for***

Finding: In accordance with the Canby Transportation System Plan (TSP), the streets in this subdivision will be Local Streets. Each street extension (i.e., SE 15th Place and S Juniper Street) will be 34 feet in paved with, as required and will include 6 foot sidewalks and with a planting strip. This standard has been reviewed and approved by the city engineer. Alignment of the extension of SE 15th Place is appropriate for how SE 15th Place has been established by previously approved developments adjacent to the east. Alignment of the S Juniper Street extension to the north beyond the knuckle is appropriately located given the existence of the dwelling on Lot 1 of this subdivision, as well as the conditions on Tax Lot 5000 to the north, and undeveloped properties beyond Tax Lot 5000. With input from DKS Associates, it has been determined that no alternative alignment for S Juniper Street is practical or feasible. As such, proposed alignments of both local streets are the best possible alignments and follow the provisions of the TSP.

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 Ivy Street is proposed to be constructed to its full and final width along the frontage of this development. The width of the street will measure 46 feet curb to curb and a six foot wide sidewalk will be provided along the east side of the street. The street width will be slightly wider than the street width along Dinsmore Estates West, thereby necessitating a jog in the curb line.

The extension of S Juniper Street along the east side of the project and the new roadway/knuckle through the development will both comply with City standards, as modified, as discussed earlier, in order to blend in with surrounding developments. The proposed street through this development will temporarily end at the northern property boundary, but it is anticipated that the street will extend north in the future and may connect to a stub of SE 14th Place being provided in the Dinsmore Estates 2

development. The street alignment is designed to provide a gridded alignment of continuous streets, rather than an arrangement of cul-de-sacs.

F. Bikeways and bike lanes

G. Sidewalks shall be required

Finding: There will be no bike lanes on either of the streets in this subdivision, primarily because these streets are Local Streets and will carry a relatively small amount of traffic, thus allowing an integration of vehicular traffic and bicycles in the same street section. Therefore, it has been determined by city staff that bicycle lanes are not necessary.

Sidewalks, on the other hand, will be provided as required on both SE 15th Place and S Juniper Street. Sidewalks will also be provided as part of the knuckle, insuring that continuous pedestrian movement will be possible. Sidewalks will be 6 feet in width and will be curb tight.

16.86.030 Street Widening.

Finding: This section does not apply because the proposed streets, SE 15th Place and S Juniper Street, are extensions of existing streets already built to standard. As such, these two street extensions will meet the same street standards and no widening is required.

16.86.060 Street Connectivity

Finding: As proposed, the two streets for this subdivision provide for connectivity with existing and/or planned streets, thus fulfilling this requirement.

Chapter 16.89 Application and Review Procedures

Finding: This application is being processed in accordance with Chapter 16.89. Notice of the public hearing has or will be mailed to owners and residents of lots within 500 feet of the subject development and to applicable agencies. Notice of the public hearing has been or will be posted at the Development Services Building and at City Hall, and was published in the *Canby Herald*. This Chapter requires a Type III process for subdivisions. A neighborhood meeting is required and was held, minutes and a sign in sheet for which are part of the applicant's submission and the Planning Commission's packet. In addition, a pre-application meeting was held and minutes of that meeting are also part of the applicant's submission and are included in the Planning Commission's packet.

Chapter 16.120 Parks, Open Space, and Recreation Land – General Provisions

16.120.020 Minimum Standard for Park, Open Space, and Recreation Land

Finding: Residential construction, which is the case with this subdivision, is subject to being charged for park SDCs in lieu of dedicating and providing park land within the development. The applicant indicates that a fee-in-lieu of providing park land will be acceptable.

VI. Public Testimony

Notice of this application was mailed to property owners and residents within 500 feet in all directions of the subject site, as well as all appropriate and applicable agencies. Opportunity to provide public testimony and evidence to the Canby Planning Commission will be provided at the public hearing. All communications received by the city prior to the public hearing will be provided to the Planning Commission at the public hearing.

VII. Conditions of Approval

Staff concludes, with conditions, that the application will meet the requirements for approval. Staff has concluded the following conditions of approval:

1. Approval of this application is based on submitted application materials and public testimony. Approval is strictly limited to the submitted proposal and is not extended to any other development of the property. Any modification of development plans not in conformance with the approval of application file #SUB 14-03, including all conditions of approval, shall first require an approved modification in conformance with the relevant sections of this *Canby Land Development and Planning Ordinance*. Approval of this application is based on the following:
 - a. Application form
 - b. Application narrative
 - c. Neighborhood meeting notice (04-11-14), mailing list and notes (04-30-14)
 - d. Traffic Impact Study by DKS Associates dated 05-21-14
 - e. Storm drainage report dated 05-22-14
 - f. Letter of Completeness 05-23-14
 - g. Sheet 1 Site Plan dated May 2014
 - h. Sheet 2 Utility Plan dated May 2014
 - i. Sheet 3 Street Profile and Street Sections dated May 2014
 - j. Sheet 4 Fence and Wall Plan May 2014
 - k. Sheet 5 Existing Conditions dated May 2014
 - l. Comments received from Hassan Ibrahim of Curran-McLeod, Inc. dated 06-04-14
 - m. Comments received from Canby Telcom dated 06-05-14
 - n. Other comments received from service providers prior to the Planning Commission meeting.

Public Improvement Conditions:

General Public Improvement Conditions:

2. 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:
 - a. City of Canby Planning
 - b. City of Canby City Engineer
 - c. Canby Public Works
 - d. Canby Fire District
 - e. Canby Utility

- f. Clackamas County
 - g. Northwest Natural Gas
 - h. Canby Telcom
 - i. Wave Broadband
 - j. Oregon Department of Environmental Quality (DEQ)
3. The applicant shall submit engineered plans of all applicable public improvements for review at the pre-construction conference.
 4. The applicant shall address all comments made in the City Engineer's memorandum dated 06-04-14.
 5. The development shall comply with all applicable City of Canby Public Works Design Standards.
 6. The applicant must obtain from the City a Street Opening Permit if the applicant wishes to install curb cuts and driveways during the construction of public improvements so that the city may verify compliance with city access spacing standards.

Fees/Assurances:

7. All public improvements must be installed prior to the recordation of the final plat. If the applicant wishes to forgo construction of public improvements until after the recordation of the final plat, then the applicant shall pay a bond in accordance with 16.64.070(N-P) to the city as assurance for later installation.
8. If the applicant chooses to pay a bond for some or all of the required public improvements, then 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 first approved by the city engineer.
9. The applicant must guarantee all public improvement work with a 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.

Streets in general

11. Per the City Engineer's memorandum dated 06-05-14 all interior streets shall be designed to City local street standards with 34-foot paved width, curbs, planters, 6' sidewalks, street lights and utilities. Sidewalks and PUE shall be wide enough to encompass both facilities.
12. S. Ivy Street is a County arterial street, the existing right of way width of 60 feet is adequate for completing the half street improvements to the east side of S Ivy Street. The half street improvements shall be built to City standards with a total 46 foot paved street width and 6 foot curb tight concrete sidewalk. An asphalt taper at a rate of 10:1 shall be constructed to match existing asphalt surface at

both ends of the street. The improvements shall also include curbs, sidewalks, street lights (per CUB requirements), and utilities in conformance with section 2.207 of the City of Canby Public Works Design Standards dated June 2012. Clackamas County approval will be needed for those improvements. Details in accordance with the applicant's Sheet 3 Street Profiles and Street Sections shall be adhered to.

13. Tract A shall be constructed as shown on the applicant's Sheet 3 Street Profiles and Street Sections,
14. The common driveway (Tract A) shall have a commercial driveway approach using 6" minimum concrete thickness with reinforcements over 4" minimum of crushed rock base.

Streets, Signage & Striping:

15. 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.
16. 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.
17. The roadway signage and/or striping plan shall show no parking signs and/or painted curbs within 20-feet of intersections, including within Tract A.
18. The roadway signage plan shall show signage/reflectors, similar to adjacent developments, at the termination of dead end streets (on S Juniper Street where it terminates at the property line of Tax Lot 5000).
19. Per the City Engineer's memorandum dated 06-05-14, all street names and traffic signs shall be installed by the developer as part of this development.
20. The City Engineer shall verify that street curves shall meet the requirements of 16.64.101(N), including the knuckle portion where SE 15th Place and S Juniper Street converge.

Sewer:

21. The applicant shall submit documentation of DEQ approval of sewer plans prior to the construction of public improvements.
22. Sewer plans shall address any comments made in the City Engineer's memorandum dated 06-05-14.

Stormwater:

23. Stormwater systems shall be designed in compliance with the Canby Public Works Design Standards.
24. Stormwater plans shall address the comments made in the City Engineer's memorandum dated 06-05-14.
25. Plans for stormwater management for Tract A shall be completed to the satisfaction of the City Engineer.
26. The applicant shall submit documentation of DEQ approval of storm drainage plans prior to the construction of public improvements.

Landscaping

27. Street trees shall be installed by the City in accordance with the street tree ordinance, with payment of the street tree fee prior to final plat approval.
28. Landscaping between the curb tight sidewalk and the solid masonry wall along the frontage of Lots 4 and 5 shall be clearly defined to the Planning Commission's satisfaction. A deed restriction for Lots 4 and 5 shall be included that spells out the responsibilities of the property owners of those two lots to maintain such landscaping.
29. Any landscaping within Tract A that is determined by the Planning Commission shall be installed prior to final plat approval. Responsibilities for maintenance of said landscaping shall be assigned to the property owners of Lots 3-8 and shall be reflected in deed restrictions for each lot.

Grading/Erosion Control:

30. The applicant shall submit grading and erosion control plans for approval by Canby Public Works prior to the construction of public improvements. Grading shall follow the guidelines in 16.64.015.

Miscellaneous Conditions Prior to Final Platting

32. In accordance with the City Engineer's memorandum dated 06-05-14, any existing domestic and/or irrigation wells shall be abandoned in conformance with OAR 690-220-0030. A copy of WRD abandonment shall be submitted to the City.
33. In accordance with the City Engineer's memorandum dated 06-05-14, any existing on-site sewage disposal system shall be abandoned in conformance with Clackamas County WES regulations. A copy of the septic tank removal certificate, and/or any other applicable documentation, shall be submitted to the City.
34. The sidewalk connecting the westerly terminus end of Tract A with the sidewalk on S Ivy Street shall be constructed to city standards. This sidewalk section shall be maintained by the property owners of Lots 4 and 5, but will be monitored by the City for compliance. A deed restriction assigning maintenance responsibilities shall be included for Lots 4 and 5.

Final plat conditions:

General Final Plat Conditions:

35. The applicant shall apply for a final plat 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.
36. All public improvements or assurances shall be made prior to the approval of the final plat.
37. The final plat must contain the information required in 16.68.030, 16.68.040(B), and 16.68.050. The City Engineer and/or County Surveyor shall verify that these standards are met prior to the recordation of the subdivision plat.

38. All “as built” of public improvements shall be filed at the Canby Public Works within sixty days of the completion of improvements.
39. Clackamas County Surveying reviews pending subdivision plat documents for Oregon Statutes and county requirements. The subdivision plat must be recorded at Clackamas County within one year of approval of the tentative plat or the applicant must request that the Planning Director approve a six-month extension for recordation of the approved final plat.
40. The applicant shall record the final plat at Clackamas County within 6 months after the final plat is approved by the city.
41. The applicant or county shall provide the city with a copy of the final plat in a timely manner after is recorded at Clackamas County, including any CC&Rs recorded in conjunction with the final plat.

Dedications

42. The portions of SE 15th Place and S Juniper Street shall be dedicated to the City and all associated documentation shall be submitted to the City prior to recordation of the final plat.

Fences/Walls:

43. The solid masonry wall along the frontage of S Ivy Street of Lots 4 and 5 shall be constructed as shown on Sheet 4 Fence and Wall Plan, or as modified by the Planning Commission. Because there will be no HOA for Eli Estates, deed restrictions shall be filed for Lots 4 and 5 to insure maintenance.
44. Any other fences and/or walls constructed on lots with the Eli Estates subdivision shall meet all City requirements and regulations.

Easements

45. 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.
46. Any areas where sidewalks and planters are partially located on private property shall be noted with a sidewalk easement on the final plat. This easement may be combined with other easements and shall be measured from the property boundary.
47. The final plat shall indicate that “Tract A” shall provide for vehicular, pedestrian and bicycle access, as well as for any and all public and private utilities that will serve Lots 3 through 8. It shall also be indicated that Tract A will be owned jointly by Lots 3-8, and shall be maintained by the property owners of Lots 3-8. The City shall monitor Tract A for maintenance.

Street Trees

48. The applicant shall pay the city fee for city establishment of street trees per the Tree Regulation standards in Chapter 12.32 of the Canby Municipal Code. All street tree fees shall be paid prior to the recordation of the final plat.

Monumentation/Survey Accuracy Conditions

49. Lot and perimeter monumentation shall be approved by the County Surveyor and/or the City Engineer.

50. The County Surveyor and/or the City Engineer shall verify that the standards of 16.64.070(M) are met prior to the recordation of the final plat.
51. 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.
52. 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. The City Engineer or County Surveyor shall confirm required monuments prior to the recordation of the subdivision plat.

Residential Building Permits Conditions:

53. Construction of all required public improvements and recordation of the final subdivision plat must be completed prior to the construction of any homes.
54. The homebuilder shall apply for a City of Canby Site Plan Permit and County Building Permit for each home.
55. The homebuilder shall apply for a City of Canby Erosion Control Permit.
56. All residential construction shall be in accordance with applicable Public Works Design Standards,
57. On-site stormwater management shall be designed in compliance with the Canby Public Works Design Standards.
58. Prior to the issuance of a City Site Plan Review permit, final construction plans must be approved by the city.
59. 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.
60. 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.
All driveway spacings shall meet the requirements of the appropriate and applicable sections of the Canby Land Development and Planning Ordinance, or as approved by the City.
61. Sidewalks and planters shall be constructed by the homebuilder as shown on the approved site plans.

III. Pre-application Meeting Minutes



Pre-Application Meeting

**S Ivy Subdivision
December 17, 2013
10:30 am**

Attended by:

Pat Sisul, Sisul Engineering, 503-657-0188

Jerry Nelzen, Public Works, 503-266-0798

Doug Quan, Canby Utility, Water Department, 971-563-6314

Ed Netter, Ed Netter Construction, 503-314-8381

Dan Mickelsen, Erosion Control, 503-266-0698

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

Dave Michaud, Wave Broadband, 971-338-3270

Bryan Brown, Planning Department, 503-266-0702

Jay Hinrietts, 503-789-2451

Travis McRobbie, Owner, 503-804-3843

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SISUL ENGINEERING, Pat Sisul

- This is a proposed development for the McRobbie property, which is just north of Dinsmore Estates and just west of Dinsmore Estates II and we had a pre-application meeting about 1-1/2 months ago. The proposal would be to extend S Juniper Street north to the proposed SE 15th Place and extend SE 15th Place west to a knuckle and allow for an extension north in the future. All the lots would come off the local street, a tract would be created to get access to four of the parcels lot 4, 5, 6, 7 and extend the sidewalk out to S Ivy Street.
- The existing house which was built 2007 will remain and the other homes will be removed.
- Sanitary sewer would come in from S Ivy Street and/or S Juniper Street.
- Water would loop through S Juniper back out to S Ivy Street.
- Storm drainage would be handled one of two ways. Disposing of it into the existing system that was created in Dinsmore Estates phase I or by using lot 10 as storm retention facility.
- As we talked about Dinsmore Estates phase II for S Juniper Street, Ed and Tom Scott will have to come to an agreement to have half the right-of-way dedicated, whoever goes first and at this point we do not know if Dinsmore Estates phase II will go first or if they will go at the same time.

ED NETTER CONSTRUCTION, Ed Netter

- I talked to Tom Scott about it and let him know we were going ahead and we will work together on S Juniper Street.

CURRAN-MCLEOD ENGINEERING, Hassan Ibrahim

- Hassan asked the footage of the radius for the knuckle and Pat said the right-of-way is 50 feet and the curve is 48 feet and Hassan said 48 feet meets the requirements.
- Will the private driveway have access to S Ivy Street or be blocked off. Pat said it will be blocked. We knew from Dinsmore Estates we would not be able to get access out to S Ivy Street. Hassan said Clackamas County requires 250 foot access spacing between roadway

entrances. Bryan said he talked to Pat about the fire departments 150 foot distance requirements for private roads without a turn-around. They may have to shorten it slightly away from S Ivy Street to meet the requirements.

- The existing house is on septic, correct? The answer was yes. Hassan said it will have to be converted and SDC's apply. Dan stated the septic will need to be taken out for the other house as well. Pat said they will have to pay a sewer and water SDC is there any other? Hassan asked about Transportation SDC's and Bryan said he did not think so because it is not new construction.
- Do you need this catch basin on S Ivy Street and Pat said yes because it looks like it drains north and from the topography it is a slight fall back to the north, if Clackamas County would let us get away without it we would. Hassan asked if there was a ditch along this section of S Ivy Street and Pat said it is a shoulder. Travis said it collects water, but the water sit in it. If Ed and Tom could work it out, this site could drain to Dinsmore Estates rather than piping it all the way back to the catch basin and Hassan said why not go to that catch basin. Pat said it drains through a private facility and the tract is in Dinsmore Estates and maintained by their HOA. Hassan stated you have obviously touched upon this subject of storm drainage and there maybe something different at this connection depending on which development goes first. Pat said we showed it on the utility plan, sheet 2 and we would probably come out of the catch basin on the SW side of the intersection and drop the water back into lot 10. Hassan asked how is it different at not being able to drain this catch basin because what I see is going into that facility. Pat said we would eliminate the pipe that runs south out of the catch basin at the NE corner of lot 10 dumping it into lot 10 and this plan shows both scenarios. If it can drain through Dinsmore Estates we eliminate the piping, it comes back up through the private tract and we would go south and tie into the catch basin and pick up the water at the intersection and go south. Hassan said this depends on the agreement between Dinsmore and S Ivy Subdivisions. Pat said they need each other because of the right-of-way for S Juniper Street. We are trying to show we can stand alone on storm drainage if we have to.
- I was looking at the ADA ramp on lot number 1, do we really need it? Discussion ensued. Hassan said he looked at all the intersections around the area and how are people going to get from S Juniper and SE 15th Place intersection. I would say just do away with it off of lot 1. Consensus was to remove the ADA ramp from lot 1.
- Bryan brought up the change from planter strip sidewalks to curb tight around lot 1 and wanted to know why you are going away with the planter strip sidewalk. Hassan said the intent of this curb tight sidewalk around lot 1 was to meet the setback requirements from their garage and they are asking if there is a process to go through to be granted. Bryan said I do not think there is a process other than us agreeing to it and recommending to the Planning Commission it is okay. Hassan said he did not think there was any way around it to say yes because it is an existing house. Bryan said he agreed and did not think it should be problem. Utilizing curb tight sidewalks reduces the concrete and the driveway, here we did not have an option and we are trying make sure Travis can park in front of his house.
- We had an internal discussion about the sanitary sewer. A couple of ideas has been exchanged and we need to look at the city's master plan, which is for us (City of Canby) to decide. We may ultimately and that is a big maybe with two underlines, ask you to do

something to intercept this sanitary sewer and you will get SDC credits. Dan said the location is just north of Lee School and south of Canby Sign and Graphics. There is an easement which goes through there and we placed a sewer stub out into the easement from Township Village subdivision and it would relieve running the full pipe down S Ivy Street. Bryan asked if they would tie into the sewer main line in S Ivy Street and Dan said yes. We talked about this same option with the proposed Dinsmore Estates II and now we have 9 more lots going into this over taxed sewer main line. We planned this scenario years ago when development was happening on this side of Canby to relieve S Ivy Street. Hassan said it is not a final decision, we need to look at what the master plan has to say about this particular subject. Looking at it physically it does not look like we have a big problem right now with the sewer it is under capacity from what I was told, but adding all of this may exacerbate the system. If there is a capacity issue and it is in the master plan it will become the city's problem and we will have to upsize that line or go the route Dan mentioned through the easement towards Township Village subdivision. We should have this resolved before either development starts or we will let you know our decision in the next couple of weeks or so.

- The septic tanks needs to be decommissioned in accordance to DEQ.
- The existing well needs to be decommissioned in accordance with Oregon Health Authority. Doug stated there is a process you need to go through to decommission a well, if you decide you want the well for irrigation you will need to put in a RP device. It would probably be cheaper to decommission the wells. To decommission the well you need a licensed well driller and they will pour bentonite down the hole and send a report to Oregon Health Authorities on how and what they did it.

CANBY UTILITY, WATER DEPARTMENT, Doug Quan

- The utility is not interested in going into the project easement you have through there and it is not necessary for the loop. Instead we decided for these new subdivisions since we do not know the length of time before one is complete and the other starts, we will start requiring automatic blow off stations at these dead ends. This will affect Dinsmore and N Pine the other two projects you have, the tradeoff will be a whole lot cheaper to put in the automatic blow off then putting in a chunk of pipe. Doug handed Pat a brand and model of the automatic blow off device. Those either dump to sanitary or storm lines through an air gape with de-chlorinate units depending on which one you choose. Hassan asked what the cost is and Doug stated approximately \$4,000. It will go in the public right-of-way at the edge and Dan asked if they could pull it out and reuse it and the answer was yes. Pat asked where this will be discharged to and how much water are we talking about. Doug said you can make them discharge up to 150 gallons a minute. We would do 50 to 70 gallons per minute over a longer period of time because you can set them up for time and amount. Pat said we did not have a need to extend sewer north on S Juniper Street but it looks like we might. Do you want it to discharge to the surface of the road? Jerry said no because we would be getting lots of calls saying there are water leaks. Doug said in the winter time it would be shut down, but I agree with Jerry we would be getting lots of calls on leaks. That is why they are plumbed to sanitary or storm lines. Pat said it would be less expensive to put a sewer line extension. Jerry asked if it could be plumbed into the planter strip and Doug said if it was

designed to take it. Jerry said approximately 4,000 gallons and Doug said yes. Pat said we would set a manhole in the knuckle and run it north and pick up lot 2 and alleviate going across the back of lot 3 for their sewer lateral. The manhole in front of Travis's house become a cleanout and it will cost only a cleanout and pipe, which would be cheaper than running a storm system. Jerry said right into the manhole and Pat said yes. Pat asked if we needed a manhole and Hassan stated we would need to run a main line north on S Juniper Street in the future. Pat said we would have two new cleanouts and the extension of the sewer main and Dan said in the future the sewer main would be extended and the answer yes. Who installs the automatic blow off and Doug said you install it and we will program and maintain it. Hassan asked who will own it and Doug said we would own it. You will be able to move it up from project to project. Jerry asked where the automatic blow off would be located and Doug stated in the planter strip. Hassan inquired how big this device would be and Pat said the above grade dimensions are 19" x 17" x 31-1/2". Doug said they have different enclosures you can place them in and they can also look like fake rocks. Jerry asked if you need to cut the street when you move it and Doug said it has a cam locks off at the bottom and just pick it up, plug the cam lock off and abandon the connection to the sewer and move it up the street and connect it again. Pat asked what do you want, the standard low profile enclosure or the optional rock. Doug said it is someone else's choice, the rock would looks better it has a 3 foot bury. Jerry asked if they could cut this section of the roadway off by 5 feet and place the end of road markers and barricades in and put all this equipment at the end and not in pavement, because it will have to be disconnected in the future and it would be nice not to dig up the new roadway. Hassan said that is a good idea and would save the developer money.

- The two lots 4 and 5 will be tapped straight off of S Ivy Street. We will just bore across S Ivy for these two services. Pat asked about lots 6 and 7 having the longer laterals off of the knuckle would that work for you and Doug said yes. You could shift them to the south side of the driveway and run them all on the south side rather than crossing the private driveway, it would be easier on them in the long run if they get a leak later, rather than trying to cross the asphalt driveway. Pat said we could do that. The "T" was right there close to the curb line and I did not know for sure if we could get them off and lot 8 is going to take it's driveway off the knuckle. It will be pretty tight in there between the two driveways with the "T" but we can make it work. Can we shift the water line toward center line heading north and Doug said it was fine. Hassan asked if they could get lots 4 through 7 in the private drive, it would be longer laterals instead of boring across S Ivy Street. Doug said they could if they want to bring them down the private driveway from the knuckle. Pat said we will have to tear out half of S Ivy Street for the County and Hassan said it was just a thought. Doug said you are not going to tear out the west side and the water main is on that side. Pat said we will price this out and then if you do not have a problem with running the longer services. Doug said as long as the water meters are out in the knuckle we are okay with it.

WAVE BROADBAND, Dave Michaud

- All we request is having the power trench design for us to design our utilities with it.

CITY OF CANBY, PUBLIC WORKS DEPARTMENT, Jerry Nelzen

- As far as this private driveway goes is there going to be a gate at the end for the fire department. Pat said there will be a curb and landscaping between the sidewalk and the end of the driveway. There would be fencing along this section (S Ivy Street) and Ed said there will be matching fence on both sides. Dan mention about having pedestrian pathway and Jerry wanted to make sure we did not have to come back and do something to prevent any problems in the future and Pat said they were thinking 6 to 8 foot wide opening for the sidewalk to go through and no need for anything else. Jerry said that would work.
- I want to make sure we are only responsible for the 8" sewer main going through the private driveway and not do any locating except for the 8" main. The answer was yes. Jerry would like to have all the cleanouts in the sidewalk area with 6" clean out and have it air tested and capped. Pat asked if lot 4 could have the clean out in the sidewalk and Jerry said yes. Pat stated for lots 5, 6 and 7 put a cleanout right behind the curb line. Hassan said it would be best to have them encased in concrete. Jerry said he did not want them to be lost in the landscape and Dan said put it in a Brooks box with a metal lid is easier to locate. Jerry said my responsibility is everything in the public right-of-way I will maintain, fix and locate. I want it clear we do not want our vector truck in there or any of our big rigs on this private driveway. Pat said we will do what is shown on the plans and place a cleanouts in the sidewalk and it will be all private laterals and Jerry said if it is really obviously we will locate it. If we see the Brooks box we will paint it green and we are good to go. Pat asked what the size of the Brooks box is. Jerry printed out the schematics and gave it to Pat.

CITY OF CANBY, EROSION CONTROL, Dan Mickelsen

- You will need to get a demolition permit to take down the existing house.
- You will need to cap the water well and have it decommissioned.
- The septic system will need to be decommissioned and I would highly recommend you removing the tanks completely, rather than filling them.
- I have a note about the stop sign on the knuckle and I believe we have worked the issue out.
- The private access way needs to have a commercial approach.
- The storm water issues will need to be worked out if possible with Tom Scott and have the storm water run into Dinsmore's tract B. Has it been designed for additional storm water, once these additional subdivision are created? Pat said we will have to do some calculations to see if it will work. South Ivy subdivision will not create that much water because it is such a small street.
- Dan said he will have to think your storm system and these lots are not big enough to support RV pads and the answer was no. Dan said he likes the idea of using lot 10 for the storm water retention and Pat said the way the tract is designed is the water comes in on two sides and then flows to the middle. Dan asked who owns the drywells in Dinsmore Estates I and the answer was the city. Pat said since the drywells belong to the city can we bypass the tract and pipe down S Juniper Street to SE 16th Avenue to the drywells. Hassan said if they have enough capacity and you can demonstrate it. Pat said we would have to do our own water quality facility. Jerry asked if SE 16th Avenue has been paved with a second lift and the answer was no. Dan said you would have to have a sedimentation manhole around here

before they started down. Pat said we would have to look at it and is there any issue on the city's part if it is done. Hassan stated no as long as it has enough capacity and the water is treated before it gets into the drywells. Dan said can lot 10 be used for half the water quality and the other half be used as a batting cage or something of the like.

- You will need to get an Erosion Control permit when constructions starts.

CITY OF CANBY, PLANNING DEPARTMENT, Bryan Brown

- I had a question about the homeowners association (HOA) because with a private road you will need to have an HOA to manage the long term maintenance responsibility. If you ended up using lot 10 you will need to include that in the provisions for the HOA as well as for drainage purposes. I do not have it in my memo I handed to you.
- One of the application fees I want you to be aware of has changed from when you did subdivisions in the past. When you submit your subdivision application we will collect a fee of 0.4% of the total estimated cost of construction of all public improvements. Our thought right now is to collect it at the point where we approve your construction plans, I did not want you to be blindsided by the fee. It has been a regulation for quite some time and no one in the city has been collecting it.
- You will need a traffic study, I have had some thought processes on it and had discussions with Tom Scott and DKS Traffic Engineers. In the balance it has all come out that Dinsmore phase II is already moving forward and the study is already in progress and it is not going to be a shared study. It is not a good idea because of the difference in the size of the two developments. One of reasons is there is always some potential of mitigation with the traffic study and the requirements could be different and trying to make those divisions would make it very difficult. It is unlikely to have any with your development and it will be better to keep it separate from the larger development. You will probably need a traffic generation letter and there may be a task of analyzing the SE 16th Avenue and S Ivy Street intersection, but depending on your timing it is part of the scope of work already started by Dinsmore Estates. It would be just an update of the study if it is completed and becomes public before you need your study. It is all timing at this point, technically in order not slow your application down you need a complete traffic study by the time you make application. It means you will need to give us a \$500 deposit to get the scoping of your traffic study done and that will probably be enough to pay for the study.
- A neighborhood meeting is required. You need to send a letter to the neighbors with in a 500 foot radius of your development and it is the same list of owners and occupants of homes you will turn in for your application and the city will do the notice for your public hearing. You will do the notice for your neighborhood hearing. They will need to get the letter two weeks before the scheduled meeting. Pat asked Bryan is it 500 feet for the units in Hope Village and Bryan said it would be sufficient. Most jurisdictions have you notify the property owner, but we have an extra provision for you to notify the occupant as well.
- We would rather have park SDC's instead of park land dedication. The city has by the code a choice of determination and I think we are both in agreement here in everybody's best interest you pay the SDC's for parks.
- We discussed the existing lot around the house collapsing the sidewalk to curb tight.

- The name of the street north of the knuckle would seem logical to continue with S Juniper Street.
- The sidewalk along S Ivy Street is the jurisdiction of Clackamas County and it is in the city limits and is based upon our adopted transportation system plan (TSP). We would argue it should meet our TSP, which says it should be a 6 foot wide sidewalk and certainly if it is equal to or greater than whatever the county is going to require, follow the city's standard. Pat said Ken Kent, Clackamas County Roads Division and sent a letter to Ronda and forwarded to me and they want a 6 foot wide curb tight sidewalk or if a landscaped strip is provided a sidewalk could be reduced to 5 feet. Bryan said our TSP states ideally we would have planter strip along S Ivy Street and if we were to contemplate it, it looks like it would mean dedicating 10 feet of right-of-way. Dinsmore Estate phase I has curb tight sidewalks and you would branch out to a wider street all the way up to the intersection eventually and have a planter strip lined with trees on S Ivy Street. It is an arterial street showing a sidewalk separated with a planter strip and the only way I can see this happening is with a 10 foot additional right-of-way. Actually our TSP does not say you can narrow a sidewalk to 5 feet, it states do a 6 foot sidewalk and up to an 8 foot wide planter strip. Dan said what about the 18 inch brick wall, which is in front of Dinsmore Estates. Bryan said you have a jog of 75 feet in the right-of-way and only 60 feet here and Hassan said except right here in this stretch. Bryan said what does the TSP say and what is the practical issue and in the future, we would be missing only this section of having a tree lined planter strip. In reality the majority of the street is already curb tight without planter strips. If we want to agree to push forward for a recommendation to the Planning Commission, I think it would be fine to ignore the planter strip, but we always have to have a basis to discuss this issue with the TSP and letting the Planning Commission know our findings. If there are no more right-of-way issues then the county and city agree with a curb tight 6 foot sidewalk. Pat said although this letter from Ken Kent states it is a major arterial roadway a 5 foot wide dedication would be required to provide a 35 foot half street. The problem is the entire west side of S Ivy Street is already built with curb tight sidewalks and Dinsmore Estates has set the standard for the east side. Jerry said the county needs to come out and make up their minds because we went through this on SE 13th Avenue. Ronda will forward the email from Ken Kent to Bryan. Bryan will talk to with Ken.
- Bryan stated within the city limits our TSP standards are guided by it, but when we are dealing with Clackamas County in our Urban Growth boundary and it is less than the county's we will abide by their requirements. Hassan said he looked it up and the city is requiring 60 to 80 foot right-of-way and 34 to 50 foot paved section while the county requires 50 foot paved and 80 foot right-of-way minimum and it could go up past a 100. Pat said they are saying a 25 foot half street width and Dinsmore was designed to a 22 foot width, which makes it a 44 foot wide street. Does that make the city's standard? Hassan said 34 to 50 foot is the city's standard. Discussion ensued. Hassan said it would be 11 foot lanes, 12 foot center and 5 foot bike lanes. We have a plan for S Ivy Street all the way down to 99E. Bryan said the TSP states 6 foot bike lanes and Hassan said that is the problem with master plans, in theory they are perfect but implementing can be a headache. Bryan asked what type of impact would 5 to 10 foot of right-of-way dedication have on your subdivision and Pat said it is a 1,000 square feet and reduces all of these lots down to 5,000 square feet.

In the development there was 1,000 square feet to spare and Bryan said the minimum is 5,000 square feet and you are just over that. It seems to me the only reason we needed the right-of-way was for a planter strip and we can meet the cross section in the TSP with everything except the planter strip. That is an argument we can talk to the county about and Pat said it is a conversation for you to have with the county and Bryan agreed. Hassan said I would like to have their structural section on the road being 7-1/2 inches of asphalt over 14 inches of rock. Pat said there is a problem with that because we found the old concrete roadway underneath when we did Dinsmore Estates and the concrete is probably 1-1/2 feet down.

- I have another question on the private drive lots. Since you are putting a sidewalk in, it becomes a pedestrian easement on private property and there are sections of the code that deal with it. One of the things which becomes a question is anticipating if you are not doing it as a developer what are these homeowners going to do in terms of fencing their property. It may be wise for you to think as a developer how you want this fence to look and partly because the city's code talks about pedestrian easements needing to be fenced a certain way and you need to check that section of the code. The code stipulates a pedestrian walkway needs to have eyes on the pedestrian easement and it limits what types of fences you can do. If you set them back 3 feet from the pedestrian easement you can do what you want but if you put them on the property boundary, they have to be seen through or shorter. Ed said I can see lot 3 having to do something and Bryan said lots 5, 6 and 7 would probably not be putting a fence across the front of their property. Ed said lot 4's driveway could be an issue for them to see to back out. Bryan said you need to think about it and have a fencing plan and we will know what will be required. Pat asked if it is a part of the Land Use application and Bryan said yes and you will have to put a deed restriction or the like on lot 3 if necessary. Pat said we can do two tracts, one over the sidewalk and the other over the private driveway. Bryan said there has always been issues with the long term maintenance and it goes back to the homeowners association. We have had numerous calls on who maintains these walkways. On the north side of town at the Postlewait Estates they were dedicated as public tracts and I do not know if that is right to do it here, but either way they will have to have maintenance of the public easement. It has to be covered somehow in the tract or the CC&R's for potential subdivision maintenance. Dan asked if they needed a sidewalk there and Bryan said you still need a pedestrian easement and the width of the driveway would take care of most of the concerns in the code. The road could be a dual usage as a utility easement and public walkway easement. Everyone agree it would work better to have no sidewalks and use the driveway.

I. Application Form



City of Canby
 Planning Department
 111 NW 2nd 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: Ed Netter, Ed Netter Construction Phone: (503) 314-8381
 Address: 1847 S Fir Street Email: netterhomes@hotmail.com
 City/State: Canby, OR Zip: 97013

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

Property Owner Name: Travis & Katie McRobbie Phone: (503) 804-3843
 Signature: [Handwritten Signature] Email: tmcrobbie@live.com
 Address: 1550 S. Ivy Street
 City/State: Canby, OR Zip: 97013

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

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

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

PROPERTY & PROJECT INFORMATION:

| | | |
|---|------------------------|---|
| <u>1550 S. Ivy Street</u> | <u>1.65 Acres</u> | <u>T4S, R1E, Sect 4DA, Tax Lot 5100</u> |
| Street Address or Location of Subject Property | Total Size of Property | Assessor Tax Lot Numbers |
| <u>Large residential lot with two homes and several out buildings</u> | <u>R-1.5</u> | <u>MDR – Medium Density Residential</u> |
| Existing Use, Structures, Other Improvements on Site | Zoning | Comp Plan Designation |

To develop a 10-lot subdivision consistent with R-1.5 zoning. The newer existing home would remain on Lot 1.
 Describe the Proposed Development or Use of Subject Property

| STAFF USE ONLY | | | |
|----------------|---------------|-------------|-----------|
| FILE # | DATE RECEIVED | RECEIVED BY | RECEIPT # |
| | | | |

II. Written Narrative

Application for Subdivision

| | |
|--------------------|--|
| Applicant: | Ed Netter Netter Construction 334 SE 10 th Avenue Canby, Oregon 97013 503-314-8381 Contact: Ed Netter |
| Owners: | Travis & Katie McRobbie 1550 S Ivy Street Canby, OR 97013 |
| Representative | Sisul Engineering 375 Portland Avenue Gladstone, OR 97027 (503) 657-0188 Contact: Pat Sisul |
| Location | 1550 S Ivy Street. East of S Ivy Street, North of the Dinsmore Estates West subdivision & South of SE 13 th Avenue. West of the proposed Dinsmore Estates 2 subdivision and the Tofte Farms neighborhood. |
| Legal Description | Tax Lot 5100, T4S R1E Section 4DA, WM |
| Comprehensive Plan | MDR – Medium Density Residential |
| Zoning | R-1.5 (Medium Density Residential Zone) |
| Site Size | 1.65 Acres |
| Proposal | To develop a 10 lot subdivision, with all lots consistent with the standards of the R-1.5 zone. A new home constructed in 2007 would remain on Lot 1. |

SITE DESCRIPTION

The subdivision is located adjacent to and east of S Ivy Street and south of SE 13th Avenue. The site has approximately 212 feet of frontage on S Ivy Street across from the Hope Village Campus. One street, S Juniper Street, which was constructed with the Dinsmore Estes development to the south, is temporarily terminated at the site's southern boundary in the SE corner of the site. The site is currently accessed by two gravel driveways onto S Ivy Street.

This parcel was annexed into the City Canby in 2008 together with the 3 other properties to the north and east. The parcel is zoned R-1.5, as are adjacent properties to the north, south and west (across S Ivy Street). One parcel, located in the SE quadrant of the SE 13th Avenue/S Ivy Street intersection is zoned C-R, Residential Commercial. The property to the east of this site is zoned R-1, Low Density Residential and is proposed to become developed as the second phase of Dinsmore Estates, a 41-lot residential subdivision.

The site is currently occupied by a new home constructed in 2007, an older home, and a few out buildings. The older home and the out buildings will be removed with development of the site. The new home will remain on Lot 1. Several trees are located onsite, most in the vicinity of S Ivy Street. The site appears flat to the eye, but it has a slight hump in the middle and a slight fall to the east and west. The high point of the site is near the old home in the center of the site and is at 179 feet. The NW and NE corners of the site are at 175 feet, the SE corner is at 176 feet and the SW corner is at 177. The site has no identified constraints.

New homes are located east of the site in the Tofte Farms neighborhood and south of the site in phase 1 of Dinsmore Estates. Homes on larger parcels are located north of the site on lots adjacent to S Ivy Street. Hope Village is located west across SE 13th Avenue. The property immediately east of the site is proposed to be developed as Dinsmore Estates Phase 2.

PROPOSAL

A 10 lot subdivision is proposed with all lots intended to be suitable for detached single family residences. The site area is 1.65 acres. Dedications for public streets and a private accessway will account for 0.39 acres, leaving 1.26 acres available for development. The net density for the overall site is one dwelling for each 5,488 square feet or 7.94 dwellings per net acre.

An extension of S Juniper Street, which is currently terminated at the SE corner of the site, will connect to an extension of SE 15th Place proposed in the Dinsmore Estates 2 development to provide access into the site. In the future this street will provide access for properties located farther north, as access to S Ivy Street will be limited or prohibited in between SE 13th and SE 16th Avenues. The S Juniper Street extension will be partially located on the site and partially located on the Dinsmore Estates 2 property. The owners

of the two properties have agreed to dedicate the right-of-way for the full width of S Juniper Street when either of the two developments is ready to proceed.

The new street is proposed to continue with the City's old standard right of way width of 40 feet while providing the new standard pavement width of 34 feet, although much of the public street in this subdivision will be constructed as a knuckle where SE 15th Place turns into S Larch Street. Sidewalk widths will be per the new City standard of 6 feet, with the sidewalk and part of the planter strip being located within an easement on the lots. A portion of the sidewalk along Lot 1 will be curb-tight in order to provide adequate room for vehicle parking in front of the garage on the existing home. A private accessway with a public access easement will provide pedestrian connectivity from the knuckle to S Ivy Street. Half street improvements are proposed for the eastern side of S Ivy Street.

Public sanitary sewer is available from the S Ivy Street to the west. Domestic water is available in S Juniper Street in the SE corner of the site. Storm water will be collected and directed to a new drywell to be installed in S Juniper Street.

A pre-application conference with the City occurred on December 17, 2013. No issues of concern were identified, beyond usual and expected considerations of Code compliance. The applicant has paid for a traffic impact study for the development to be commissioned with DKS & Associates by the City of Canby.

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
- 16.18 R-1.5 Medium Density Residential Zone
- 16.46 Access Limitations on Project Density
- 16.56 Land Division General Provisions
- 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

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 16.18 R-1.5 Medium Density Residential Zone

The proposed subdivision will create 10 lots for nine new single family dwellings and one existing home. The proposed residential use is allowed outright in the zone, as single family dwellings are permitted in the R-1 zone (16.16.010.A) and uses permitted in the R-1 zone are permitted in the R-1.5 zone. New lots in the R-1.5 zone are required to meet the development standards specified in Sec. 16.18.030. The following development standards are applicable in the R-1.5 zone:

Section 16.18.030 Development Standards

16.18.030.A.1 Minimum and maximum lot area for single family dwellings is five thousand (5,000) square feet minimum and six thousand five hundred (6,500) square feet maximum.

Proposed lot sizes range from a minimum of 5,002 sf (Lot 9) to a maximum of 8,578 (Lot 1). Lot 1 is oversized to accommodate the existing home and it is the only one of the 10 lots that is proposed to be over 6,500 square feet.

16.18.030.B Lot area exceptions:

1. The Planning Commission may approve an exception to the minimum and maximum lot area standards in subsection 16.18.030.A as part of a subdivision or partition application when all of the following standards are met:

a. The average area of all lots and open space tracts created through the subject land division, excluding required public park land dedications, surface water management facilities and similar public use areas, shall be no less than five thousand square feet and no greater than six thousand five hundred square feet. Non-required significant natural resource areas shall be included in the average lot size calculation to enable a transfer of density onto buildable portions of the site. Required areas include identified parks, wetland areas, riparian corridors, and other areas in which building is not permitted under local, state, or federal laws or regulations;

Ten lots and no open space tracts are proposed with the subdivision. The average lot size of the 10 lots is 5,497 square feet, within the permitted range.

b. No lot shall be created that contains less than four thousand square feet;

No lots less than 5,000 square feet are proposed.

c. As a condition of granting the exception, the city will require the owner to record a deed restriction with the final plat that prevents the re-division of oversized lots (six thousand five hundred square feet and larger), when such re-division would violate the average lot size provision in subsection 16.18.030.B.1.a. All lots approved for use by more than one dwelling shall be so designated on the final plat.

Lot 1 will retain the existing home. Given the location and size of the existing home, Lot 1 will exceed the maximum lot area standard with its proposed size of 8,578 square feet. The home on Lot 1 was constructed in 2007, so it is unlikely that the home would be removed any time in the near future in order to create another lot. If Lot 1 were to be divided, the average lot area for the eleven lots would be 4,997 square feet, slightly below the permitted average. Therefore, a deed restriction preventing the re-division of Lot 1 will be necessary.

No lots in the development are proposed for use by more than one dwelling.

2. A public benefit must be demonstrated in order to allow more than ten percent of the lots to be outside of the minimum and maximum lot areas in subsection 16.18.030.B.1.a.

One of the ten lots, or 10%, is proposed to be outside of the standard range.

3. The Planning Commission may modify the maximum lot area requirements in subsection 16.18.030.B if these cannot be met due to existing lot dimensions, road patterns, or other site characteristics.

A modification of the maximum lot area requirements by the Planning Commission is not necessary.

4. Lots of three thousand square feet each may be permitted by the Planning Commission for single family dwellings having common wall construction.

This section does not apply to the lot area exception, single family dwellings with common wall construction are not proposed.

5. The maximum lot area standard does not apply to dwellings existing prior to subdivision or partition plan approval or to lots designated for open space.

The existing dwelling, constructed in 2007 will remain on Lot 1. Due to the location and size of the home, Lot 1 will exceed the maximum lot area standard. All other lots will meet the standard. Per this section, the maximum lot area standard does not apply to Lot 1.

16.18.030.C Minimum width and frontage: forty feet, except that the Planning Commission may approve lots having less frontage subject to special conditions to assure adequate access.

All lots are proposed to have a width of 44 feet or more. Lots will either front a public street or a shared private accessway.

D. Minimum yard requirements:

1. Street yard: twenty feet on side with driveway; fifteen feet for all other street sides; except that street yards may be reduced to ten feet for covered porches only.

2. Rear yard: all corner lots, ten feet single story or fifteen feet two-story; all other lots: fifteen feet single story or twenty feet two-story. One story building components must meet the single story setback requirements; two story building components must meet the two-story setback requirements;

3. Interior yard: seven feet, except as otherwise provided for zero-lot line housing.

4. Interior and rear yards may be reduced to three feet, or the width of any existing utility easement, whichever is greater, for detached accessory structures, except accessory dwellings, erected sixty feet or more from any street other than an alley. The height limitations noted in subsection E.2 below apply. Utility easements may only be reduced with the approval of all utility providers.

5. *Infill standards may also apply. See CMC 16.21.050.*

The home on Lot 1 already exists and it will be located in the extreme northeast corner of the development. The existing north and east yards are proposed to remain unchanged. On the north side of the home, the existing rear yard is 16.50 feet and the east side yard is 30.5 feet. On the west side of the home, the new street side yard will measure 23.0 feet and on the south side of the home the proposed front yard will be 22 feet (19 feet from the garage to the sidewalk). The yard requirements for Lots 2-10 will be satisfied when building plans are submitted for homes on lots in the subdivision.

E. Maximum building height:

1. Principal building: thirty-five feet.

The requirements for Lots 2-10 will be satisfied when building plans are submitted for homes on each lot in the subdivision.

F. The maximum amount of impervious surface allowed the R-1.5 zone shall be 70 percent of the lot area.

The existing and new anticipated impervious surfacing for Lot 1 is estimated at 3,600 square feet, or 42 percent of the proposed lot area. Lot 1 complies with this standard. The impervious area percentage for Lots 2-10 will be satisfied when building plans are submitted for new homes.

G. Other regulations:

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

A vision clearance triangle of 30 feet across the southwestern corner of Lot 1 has been indicated on the Site Plan. Vision clearance across the corner of Lot 10 can be verified when a building plan is submitted.

Chapter 16.46 Access Limitations on Project Density

16.46.010 Number of Units in Residential Development

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

One street will enter the proposed subdivision. An extension of SE 15th Place will provide access into the subdivision beyond its intersection with S Juniper Street. Using the City's formula in Section 16.46.010.A.2, up to 30 units are allowed from one point of

access. The 10 residential units being proposed by this development are below the maximum number of lots allowed and are in conformance with this standard.

Assuming that this subdivision were to proceed prior to development of Dinsmore Estates Phase 2, there would be two points of access to serve this subdivision, the SE 16th Avenue intersection with S Ivy Street and S Maple Street to its intersection with SE 14th Place. A total of 45 lots would utilize these two points of access without the development of Dinsmore Estates 2. Per the City's formula, with 2 points of access, up to 132 residential units could be created. Therefore the number of access points will be in conformance with the standard if Dinsmore Estates 2 is not developed prior to this subdivision.

Assuming that Dinsmore Estates 2 is developed first, the number of street connections between the Tofte Farms and Dinsmore Estates neighborhoods to SE 13th Avenue and S Ivy Street will be five. These connections include the SE 16th Avenue connection to S Ivy Street in Dinsmore Estates, the S Lupine St, S Pine St & S Ponderosa St connections to SE 13th Avenue from the Tofte Farms neighborhood and a newly approved intersection in the Dinsmore Estates 2 subdivision, the connection of S Larch Street to SE 13th Avenue. Using the City's formula in 16.46.010.A.2, five street connections would permit up to 375 residential units. Currently, 213 platted lots utilize the 4 existing points of access (192 in Tofte Farms, 21 lots in Dinsmore Estates/Dinsmore Estates West). Forty-one additional lots are planned in Dinsmore Estates 2. This would allow for up to 162 additional lots under the City's standard, which could include the 10 lots in this subdivision and up to 152 others on neighboring properties farther north.

The new interior street is proposed as a public street. A 40 foot wide right of way and 34 feet of pavement is planned, although the new street is mostly in a wider knuckle arrangement through much of this development. The right-of-way width proposed to match what has been dedicated in neighboring developments and what is planned for Dinsmore Estates 2, in order for the finished developments to have a similar appearance in their setbacks. The street section from curb to curb will be slightly narrower than with Dinsmore Estates (from old standard of 36 feet to new standard of 34 feet) and the sidewalk will be one foot wider on each side (to comply with the new 6-foot standard). A 1 foot narrower street and a one foot wider sidewalk will lead to a consistent planter strip width between old and new developments. The proposed measures are sufficient to satisfy the requirements in Sec. 16.46.010.A for roadway and pavement width, number of access points, and number of dwelling units.

16.46.030 Access Connection

Both S Lupine Street and SE 15th Place are local streets. New north-south streets in this development will be S Lupine Street while the new east-west street section will be considered as SE 15th Place. SE 15th Place is separated from SE 16th Avenue by 275 feet, more than the 150 feet standard. The existing leg of S Lupine Street will be separated from the new leg by 128 feet, which is below the street spacing standard of 150 feet, however, being as though the street north of the knuckle is a continuation of SE 15th Place, it is not believed that the access spacing requirement would apply in this location.

The applicant requests that the traffic impact study consider whether the access spacing standard applies to this location and if so, consider this exception to the access spacing standards.

16.46.070 Exception Standards

With the applicant's current submittal, northern and southern legs of S Lupine Street will be separated by 128 feet, which if the access spacing standards apply, would be below the standard street spacing requirement of 150 feet for two local streets. It's not clear whether the spacing standards apply however since the northern leg of S Lupine Street is not a new street, but is simply a continuation of the SE 15th Place centerline.

The new street has been designed to provide adequate access to developed properties within the constraints of having to tie into existing and planned roadways and having to work around the existing home on this parcel and the existing home on the next parcel to the north. Given the location of the home on the parcel to the north, moving the northern leg of S Lupine Street farther west and closer to S Ivy Street was not an acceptable option for the property owner to the north of this parcel. The applicant requests that the City's traffic engineer consider this when reviewing access spacing and exception standards. As possible mitigation, the applicant suggests that the southern S Lupine Street/SE 15th Place intersection be signed as an all-way stop intersection.

Chapter 16.49 Site & Design Review

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 16.62 Subdivisions-Applications

An application that satisfies 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;

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;

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.*

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.

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)

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

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.

The overall design and layout of the site is functional and provides adequate building sites, as all lots exceed the minimum lot area and dimensional standards for the R-1.5 zone. Each lot has access to a public street or a shared private accessway that connects to

a public street and the development has easy and quick connectivity to S. Ivy Street, a nearby arterial by way of S Lupine Street and SE 16th Avenue. The proposed subdivision will connect to and extend a stubbed street (S Lupine St) and will provide a stub street that can be extended north in the future to provide development potential on the rear of the lots that front S Ivy Street. The proposed layout provides connectivity within the neighborhood and provides a pedestrian/bicycle walkway connection to S Ivy Street that will provide direct and efficient access between S Ivy Street and the interior of this neighborhood.

Low Impact Design techniques utilized include minimizing impervious surfacing through creation of little new street surfacing. Street widths are proposed to meet the minimum City standard width of 34 feet from curb to curb, which will allow for parking on both sides of the street, similar to other nearby developments and will be slightly wider at the knuckle to allow for adequate turning movements, however, little new street is being created to serve the 10 new lots in this development. Several trees are located on the site, most in the vicinity of S Ivy Street and some of these trees are anticipated to be able to remain on the rear of lots 2 through 7. Other low impact development techniques include spreading out the infiltration of stormwater across the site through the use of underground infiltration chambers for roof drain runoff in the yard of each lot, as is commonly done in Canby, and injection of street runoff through a drywell to eliminate the need for any offsite storm water runoff.

The design creates a development consistent with R-1.5 development standards, including minimum lot sizes of 5,000 square feet. This large minimum lot size precludes the clustering of homes as a way to reduce impervious surfaces, however, new public roadways were designed to the minimum amount necessary in order to conserve land and resources dedicated to new roadways and to reduce impervious new impervious area to the extent practicable.

All necessary public facilities and services are available to the site, as discussed in other sections of this narrative and as shown on the plans and maps included with the application. A traffic study has been commissioned by the applicant, through the City of Canby, in order to investigate the effect of the proposed development on nearby streets and intersections. A copy of this study is included with the application.

Based on this discussion of approval standards and criteria, the proposed subdivision has been shown to comply with all relevant requirements.

Chapter 16.64 Subdivisions Design Standards

Section 16.64.010 Streets

S Lupine Street, which has been temporarily dead ended at the SE corner of the site will be extended into the site to connect to an extension of SE 15th Place, which will then extend west into the development. Both S Lupine St. & SE 15th Place will be designed and constructed to the City's local street standard.

Interior streets are proposed to match Dinsmore Estates 2 and will incorporate a combination of old and new street standards. So as not to push the homes back farther onto the lots than on neighboring developed lots, the right-of-way width for new local streets is proposed to match the old standard of 40 feet, similar to neighboring projects. Street pavement widths are proposed to meet the City's new narrower 34-foot standard instead of the old 36-foot standard and sidewalks will be constructed to the new standard of 6 feet, instead of the old standard of 5 feet. The combination of a narrower street standard and a wider sidewalk will keep the back of the sidewalk on a consistent line and will result in a consistent planter strip width between old and new developments. Sidewalks and a portion of the planter strip will be constructed within an easement on the lots in order to minimize the amount of land taken for public use along the street frontage and to permit a more efficient use of the site. A portion of Lot 1 will have the planter strip eliminated in order to provide adequate room to park vehicles in the driveway without blocking the sidewalk.

S Ivy Street will be widened and new curb and sidewalk will be installed on the east side. S Ivy Street is a designated arterial with 60 feet of right-of-way. Arterials are required to have a right-of-way width of 60-80 feet. Clackamas County Road Department and the City of Canby Planning Department have discussed the right-of-way along S Ivy Street and have agreed that the existing 60 feet is adequate for the City and that no right-of-way dedication is needed.

The eastern ½ street width on S Ivy Street is proposed to be 23 feet from the center of the right-of-way, and 46 feet from the curb on the west side of Ivy Street, consistent with the City's arterial street standard of 34-50 feet paved. A six-foot wide curb-tight sidewalk will be provided on the east side of the street to more or less align with the sidewalk provided along the Dinsmore Estates West subdivision to the south. Six inches of planter strip will remain between the back of the sidewalk and the masonry wall proposed on S. Ivy Street.

No new street names are proposed. Existing streets to be extended include "S Lupine Street" and "SE 15th Place".

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.

Horizontal street alignments are proposed to continue existing streets and vertical alignments will be created that will provide for adequate drainage. The site is nearly flat and is devoid of vegetation, therefore onsite grading for streets will be minimal. New streets are designed with sidewalks to be located on both sides, although some of the sidewalks will be located offsite in Dinsmore Estates 2. Sidewalks located along building lots will be constructed at the time that the homes are constructed. Lot access and driveway locations will be reviewed at the time of building permits.

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

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. This project builds upon the proposed block widths and grid pattern proposed by Dinsmore Estates 2 and it forms the basis for future blocks to the north with a proposed extension S Lupine Street.

Section 16.64.030 Easements

Easements will be provided as necessary to satisfy requirements of the City. No block lengths over 600 feet in length are being created. One pedestrian walkway is proposed to connect the SE 15th Place/S Lupine Street knuckle to S Ivy Street.

Section 16.64.040 Lots

(16.64.040.A & B) Lot sizes and shapes comply with dimensional requirements for the R-1.5 Zone, as previously discussed in this narrative and as shown on the proposed site plan. Lots are generally rectangular; however, front and side yards do curve where street right-of-ways are non-tangent.

(16.64.040.C) Lots 1-3 and 8-10 have frontage on a public street while Lots 4-8 will have frontage on a private accessway. Lots 1-3, 9 & 10 clearly conform to the standard. Lots 4-7 will take access from a shared private accessway having a width of 24 feet, an arrangement similar to other private driveways constructed throughout the City. Lot 8 has frontage on both the private accessway and the public street and it is anticipated that Lot 8 will take access via its public street frontage. The unique street and driveway arrangement is proposed due to access limitations to S Ivy Street and because the new interior street had to be placed in a position where it could avoid the existing home on Lot 1 and the existing home on the neighboring lot to the north when the roadway is extended north in the future. The Planning Commission may allow unique designs upon finding that access is adequate.

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

(16.64.040.E) Lot side lines all generally at right angles to the fronting streets except where the public street right of way curves.

(16.64.040.F) No lots in the subdivision can be re-divided.

(16.64.040.H) No hazardous situation related to flooding or soil instability has been identified on the site.

(16.64.040.I) No flag or pan handle lots are proposed. Lots 4-7 will take access via a shared private accessway, an arrangement that is necessary due to the access limitations onto S Ivy Street and the need to position the new public street in between the existing home on this lot and the existing home on the lot to the north.

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

Section 16.64.050 Parks and Recreation.

No area is proposed for dedication as public open space on this site. The City has indicated that they would prefer the fee in lieu payment to be provided with building permits.

Section 16.64.060 Grading of Building Sites

Minor grading will be accomplished on the site to create suitable building sites.

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 review. At the same time the detailed construction plans are submitted to the City, the plans will also be submitted to private utility service providers such as the gas and communications companies so that they may design their system improvements to serve the subdivision.

Streets within the development and the eastern half of S Ivy Street will be constructed to the City’s standard structural section. S Ivy Street will be widened and curb and sidewalk will be installed on the east side of the street. Street lighting and street signage will be installed with the street improvements. Driveway approaches, sidewalks, and street trees will be installed as homes are constructed in the development.

Stormwater will be managed through a treatment train of public facilities. LID Approaches such as green roofs, pervious pavements and roadside swales are often not good fits for residential subdivisions. Green roofs tend to work best on flatter 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 tends 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 more impervious and functions much 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 curblin, as the planter strip is often soggy or under a few inches of water during the wetter months of the year.

LID approaches proposed in this subdivision include infiltration chambers installed for roof runoff throughout the development. Each home in the subdivision will have its roof runoff directed to an infiltration chamber system buried beneath the yard of the lot. This will spread out the infiltration of roof runoff across the site.

Runoff from the street will be collected in catch basins and piped to a new pollution control water quality manhole. After the roadway runoff is treated by this facility it will be conveyed through a pipe to a drywell in S Lupine Street for underground injection.

A new sanitary sewer main will be constructed with this development that will drain west to the S Ivy Street trunk sewer line. A new public water main will be extended into the project from its current point of termination in S Juniper Street and will connect with a main at the SE 15th Place intersection, if Dinsmore Estates 2 is constructed prior to this subdivision. A fire hydrant is planned at the intersection of SE 15th Place and S Lupine Street, either in Dinsmore Estates 2 or in this subdivision. The new public water main will be constructed to the northern termination of S Lupine Street along the northern property line.

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 Ivy Street is proposed to be constructed to its full and final width along the frontage of this development. The width of the street will measure 46 feet curb to curb and a six-foot wide sidewalk will be provided along the east side of the street. The street width will be slightly wider than the street width along Dinsmore Estates West, thereby necessitating a jog in the curb line.

The extension of S Juniper Street along the east side of the project and the new roadway/knuckle through the development will both comply with City standards, as modified, as discussed earlier, in order to blend in with surrounding developments. The proposed street through this development will temporarily end at the northern property boundary, but it is anticipated that the street will extend north in the future and connect to a stub of SE 14th Place being provided in the Dinsmore Estates 2 development. The street alignment is designed to provide a gridded alignment of continuous streets, rather than an arrangement of cul-de-sacs.

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 the applicant and the appropriate fees have been 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 December 17, 2013. No issues of concern were identified, beyond usual and expected considerations of Code compliance. A Neighborhood meeting was held on April 30, 2014 at the Canby Adult Center. Neighbors and representatives of the Southeast Canby Neighborhood Association were invited to attend the meeting. One neighbor not associated with the project attended and no negative feedback was received.

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 subdivision generally conforms 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.

IV. Neighborhood Meeting Notes

Ed Netter Construction

1847 S Fir Street

Canby, Oregon 97013

April 11, 2014

RE: Neighborhood Meeting for proposed subdivision
1550 South Ivy Street, Assessor Map 41E04DA Tax Lot 05100

Dear Neighborhood Property Owner or Resident,

You are invited to attend a neighborhood meeting to discuss a proposed 10-lot subdivision of the parcel located at 1550 S Ivy Street in Canby. The site is located east of S Ivy Street and north of SE 16th Avenue.

The meeting will be held at 7:00pm on Wednesday, April 30, 2014 at the Canby Adult Center, 1250 S. Ivy St. At the meeting we will provide a Site Plan of the proposed subdivision and 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 netterhomes@hotmail.com.

Thank you,

Ed Netter

1550 S Ivy Street subdivision - Neighborhood Meeting
April 30, 2014, 7:00 pm
Canby Adult Center

The attendees at the meeting included the following:

Ed Netter – applicant, Travis McRobbie – property owner, Pat Sisul – project engineer
Scott Sasse – a neighbor and friend of the owner and applicant who resides at 1440 S Ivy Street

The meeting was set to begin at 7:00 PM.

Large maps were available that showed the proposed development and existing and proposed lots in the vicinity of the site. The Dinsmore Estates 2 development that was approved by the Planning Commission on Monday, April 28, 2014 was included on the proposed development map so that neighbors could see how the two projects fit together. A zoning map for the entire City of Canby was also provided as was a blow up of the zoning in the nearby vicinity.

The meeting attendees included 3 people who are involved with the project and a friend/neighbor who is also familiar with what is being proposed. Because the meeting involved four people who were all very familiar with the site and the proposed project, there was no formal presentation. The subject property was discussed, but also the Dinsmore Estates 2 property, the Tofte CR zoned property at the corner of 13th Avenue and Ivy Street and other properties in the area and around the City.

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

- What is the width of Ivy Street, will the right-of-way match that to the north and south? *The City and County agreed that the City of Canby TSP will set the standard for Ivy Street. The street will be 23 feet from centerline, 1-foot wider than in Dinsmore Estates 1. The sidewalk will be 6 feet wide, 1-foot wider than in Dinsmore Estates 1. The back of sidewalk will be 2 feet behind the back of sidewalk in Dinsmore Estates 1.*
 - Can duplexes be developed on corner lots, like before? *Duplexes are permitted in the R-1.5 District, but there are no different rules for corner lots vs. non-corner lots.*
 - What are permitted uses on the CR zoned land at the corner of 13th & Ivy? *The CR Zone permits a lot of residential and commercial uses. Uses permitted outright include use permitted in the R-1.5 zone, parking lots or parking structures, bakery, barber or beauty shop, bike service, church, arts, crafts, or hobby shop, day care center, locksmith, magazine or newspaper distribution, sales, rental or repair of small recreational, radio, television, business or household equipment, studio, upholstery shop, watch or clock repair; business or professional offices, rooming or boarding houses, shoe repair, dwelling units attached to any use allowed above.*
 - When will this project go to Planning Commission? *Likely in June or July.*
-

The meeting was ended at 7:30 PM after no additional people showed up.

Notes prepared by Pat Sisul, Sisul Engineering

Eli Estates

J.O. SGL 13-056

May 12, 2014

STORM DRAINAGE REPORT FOR SUBDIVISION APPLICATION

SISUL ENGINEERING

A Division of Sisul Enterprises, Inc.

375 PORTLAND AVE.

Gladstone, OR 97027

phone: (503) 657-0188

fax: (503) 657-5779



EXPIRES: 6/30/14

DATED: 5/13/14

Eli Estates:

THE SITE: Eli Estates is located in southeast Canby, east of S. Ivy Street and south of SE 13th Avenue. Dinsmore Estates 2 is located to the east, Dinsmore Estates and Dinsmore Estates West are located to the south. Hope Village is located across S Ivy Street to the west.

To the north there are three oversized parcels that contain single family homes. The southern of the four parcels is owned by the Scott family, the middle parcel is owned by the Sasse family and the northern parcel is owned by Tim Tofte.

The streets within the local subdivisions are owned by the City of Canby. S Ivy Street is owned by Clackamas County and maintained jointly by Clackamas County and the City of Canby.

The subdivision is located approximately at elevation 180, approximately 65 feet higher than the Molalla River, which is located approximately 1,500 south. The general contour of the terrain is a slight fall to the south toward the Molalla River. Street grades are very nearly flat in most cases, with all surrounding streets having a grade of less than 5 percent.

The site is currently developed as a single family home with several other buildings, including a second home located on the property.

STORM DRAINAGE SYSTEMS: This area of Canby is not served by a conveyance pipe storm drain system that will carry runoff to a stream or river. Canby has very few storm drain pipe networks and has typically relied on drywell infiltration as the preferred method of stormwater disposal. Prior to development of the surrounding subdivisions, this area had no improved storm drain system. Storm water runoff would typically pond in the low points of the agricultural fields until it dissipated through a combination of infiltration and evaporation.

The storm drain system for Eli Estates is designed to collect and accommodate storm water runoff through two separate and distinct systems. Collection and disposal of rainwater from private property are privately maintained storm drain systems that are maintained by individual homeowners. It is the responsibility of each homeowner to operate and maintain an underground storm drain disposal system on their lot that can accommodate the anticipated runoff from the lot. These systems are separate from the public storm drain system designed to dispose of the street runoff.

A drywell to be installed in S Juniper Street, near the SE corner of the property, will be used for the purpose of underground stormwater disposal. Sumped catch basins and a pollution control manhole will be used to pre-treat the storm water runoff prior to conveyance to the drywells for disposal.

The drywell in Eli Estates will have to be registered with the Oregon DEQ. Because this will be a public drywell, it will be included in the City of Canby's public drywell inventory.

DESIGN STORM: The table in Section 4.301.a of the City of Canby Public Works Design Standards (June 2012) identifies that UIC facilities shall be designed using a design storm having a minimum recurrence interval of 10 years. The table also identifies that the following facilities shall be designed using a design storm having the following recurrence intervals:

| | |
|--|----------|
| Minor: Streets, curbs, gutters, inlets, catch basin & connector drains | 10 years |
| Major: Laterals (collectors) <250 tributary acres | 10 years |

1973 NOAA Atlas 2, Volume X and U.S. Department of Agriculture Isolpluvials for 24 hour storms in Oregon identify the 10 year, 24 hour storm event for Canby as having less than 3.5 inches of precipitation. The Regional Precipitation-Frequency Analysis and Spatial Mapping of 24-Hour Precipitation for Oregon performed for the Oregon Department of Transportation Research Unit (Final Report dated January, 2008) identifies a 10 year storm for this area as having 24-hour precipitation totaling 3.0-3.5 inches. We will use a 10 year storm with total rainfall of 3.5 inches for our analysis.

The Master Plan also states that, "The disposal capacity of dry wells must be based upon the percolation rate of the native soils at the disposal levels. Typically this capacity is adequate for disposal of as much as one to two acres of impermeable area with the typical design used in the Canby area, although this varies greatly with the materials encountered.

CALCULATING STORMWATER FLOWS: Stormwater flows will be calculated using the Santa Barbara Urban Hydrograph (SBUH) method using a Type 1A SCS storm.

SOIL: Per the Soil Survey of Clackamas County Area, Oregon, prepared by the USDA, the soils underlying the surrounding area are, 53A Latourell loam, hydrologic group "B".

CONTRIBUTING AREA:

The area assumed to drain to the new drywell includes the public street areas of SE 15th Place, the new portion of S Juniper Street and the eastern 1/2 of S Ivy Street along the Eli Estates frontage. Contributing street areas on the McRobbie property are assumed to extend to the back of the public sidewalk. We also assume that a shared private driveway from S Juniper Street to S Ivy Street would drain to the public system. Runoff from all other privately owned areas is anticipated to drain to private infiltration chamber storage systems or to infiltrate onsite.

| | |
|-------------------------------------|---------------------|
| Paved streets (to back of curb) | 13,377 sf |
| Sidewalks | 5,113 sf |
| Driveways (between curb & sidewalk) | 4,420 sf |
| <hr/> | |
| Total impervious area = | 22,910 sf = 0.53 Ac |
| | |
| Planter strip | 2,106 sf |
| <hr/> | |
| Total pervious area = | 2,106 sf = 0.05 Ac |

RUNOFF CURVE NUMBERS: Paved streets, Sidewalks, Driveway CN = 98
 Planter strips, Tract B (lawn, good condition) CN = 80

TIME OF CONCENTRATION:

The majority of the area in the drainage basin is impervious surface. We will assume no sheet flow will occur. The time of concentration will be a combination of gutter flow and pipe flow. The hydraulically-most-distant point in the subdivision will occur in the NW corner of the site in S Ivy Street.

Gutter fall to the north will be approximately 105 feet at an avg. slope of 0.0077.

| | | |
|-----------------------------|---|-----------------|
| $V = k(\text{slope})^{0.5}$ | V = velocity, s = 0.0077, k = 27 (pavement) | V = 2.4 ft/sec |
| T = L / V | T = travel time, L = length = 105, V = velocity | T = 0.7 minutes |

Pipe flow from S Ivy Street to the drywell will be approximately 845 feet, at an assumed slope of 0.008 (0.8 percent).

| | | |
|-----------------------------|---|-----------------|
| $V = k(\text{slope})^{0.5}$ | V = velocity, s = 0.008, k = 42 (concrete pipe) | V = 3.8 ft/sec |
| T = L / V | T = travel time, L = length = 845, V = velocity | T = 3.7 minutes |

Time of Concentration = Sum of Travel times = (0.7 + 3.7) minutes = 4.4 minutes. Use 5 minute minimum.

KING COUNTY HYDROGRAPH PROGRAMS INPUT VALUES:

Required data: Area (perv), CN (perv), Area (imperv), CN (imperv), time of concentration

Total Pervious Areas, Area (perv) = 0.05 Acres, CN (perv) = 80

Total Impervious Areas, Area (imperv) = 0.53, CN (perv) = 98

Time of concentration = 5.0 minutes

KING COUNTY SBUH COMPUTATIONS FOR 10 YEAR, 24-HOUR STORM:

Surface Water Management Division

HYDROGRAPH PROGRAMS
Version 4.20

- 1 - INFO ON THIS PROGRAM
- 2 - SBUHYD
- 3 - ROUTE
- 4 - ROUTE2
- 5 - ADDHYD
- 6 - BASEFLOW
- 7 - PLOTHYD
- 8 - DATA
- 9 - RDFAC
- 10 - RETURN TO DOS

ENTER OPTION:
2

SBUH/SCS METHOD FOR COMPUTING RUNOFF HYDROGRAPH

STORM OPTIONS:

- 1 - S.C.S. TYPE-1A
- 2 - 7-DAY DESIGN STORM
- 3 - STORM DATA FILE

SPECIFY STORM OPTION:
1

S.C.S. TYPE-1A RAINFALL DISTRIBUTION
ENTER: FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)
10,24,3.5

***** S.C.S. TYPE-1A DISTRIBUTION *****
***** 10-YEAR 24-HOUR STORM **** 3.50" TOTAL PRECIP. *****

ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO. 1
0.05,80,0.53,98,5.0

DATA PRINT-OUT:

| AREA (ACRES) | PERVIOUS | | IMPERVIOUS | | TC (MINUTES) |
|--------------|--------------|------|-------------|------|--------------|
| | A | CN | A | CN | |
| .6 | .1 | 80.0 | .5 | 98.0 | 5.0 |
| | | | | | |
| PEAK-Q (CFS) | T-PEAK (HRS) | | VOL (CU-FT) | | |
| .50 | 7.67 | | 6581 | | |

← 10 YR PEAK FLOW

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
13-056-10.hyd

SPECIFY: C - CONTINUE, N - NEWSTORM, P - PRINT, S - STOP

DRYWELL SYSTEM CAPACITY:

GeoPacific Engineering, Inc. performed onsite drywell performance testing of the Dinsmore Estates Phase 1 drywells on October 21, 2013. The November 5, 2013 Report from GeoPacific states that "Drywells one through four may be assumed to infiltrate at a maximum estimated rate of 2,500 gpm."

Applying a Factor of Safety of two to allow for slowing of the flow rate over time due to debris, the allowable maximum flow rate would be reduced to 1,250 gpm.

The conversion from GPM to CFS is made by the equation 448.8 GPM = 1 CFS

$$1,250 \text{ GPM} * (1 \text{ CFS} / 448.8 \text{ GPM}) = 2.78 \text{ CFS}$$

The drywell should be more than 5x the 10 year peak flow produced from this development.

The system is adequate. ✓

WATER QUALITY TREATMENT:

Water Quality treatment will be provided through the City of Canby's preferred method of catch basins with sumps and pollution control manholes. Because Canby does not have a Pollution Control Manhole detail, sump requirements will be sized based on Clean Water Services standards. Per CWS Drawing No. 240, 20 cu. ft. of sump volume is required per 1.0 cfs flow. The 0.50 peak flow would require a sump volume of 10 cu. ft.

Typical minimum sump depths are 3 feet. A 48-inch diameter manhole having a sump depth of 3 feet would provide a sump volume of 37.5 cu. ft.

A 3-foot deep sump is adequate. ✓

CONVEYANCE PIPING CALCULATIONS:

Conveyance piping shall be able to carry the 10 year storm event without surcharge. Per Section 4.206 of the City of Canby Public Works Design Standards, the Santa Barbara Urban Hydrograph (SBUH) method will be acceptable for estimating the peak runoff rates to be used in sizing storm drainage conveyance improvements. As determined earlier, using the SBUH method, the peak 10-year flow is 0.50 cfs.

According to Section 4.301(b) of the City of Canby Public Works Design Standards: all storm drains shall be on a grade which produces a mean velocity, when flowing full, of at least three (3') feet per second.

Haestad Methods FlowMaster I version 3.13

Circular Channel: Manning's Equation - Eli Estates

| | | | |
|----------------------------------|--------------|----------------|--------------|
| Comment: 12" Pipe capacity | | | |
| Solve For.....Full Flow Capacity | | | |
| Diameter..... | 1.00 ft | Velocity..... | 3.01 fps |
| Slope..... | 0.0044 ft/ft | Flow Area..... | 0.79 sf |
| Manning's n.... | 0.013 | Critical Slope | 0.0074 ft/ft |
| Discharge..... | 2.36 cfs | Critical Depth | 0.66 ft |
| Depth..... | 1.00 ft | Percent Full.. | 100.00 % |
| | | Froude Number. | FULL |
| | | Full Capacity. | 2.36 cfs |
| | | QMAX @.94D.... | 2.54 cfs |

A 12" pipe laid at 0.44 percent would produce a velocity of 3.0 fps when flowing full. The same pipe would produce a velocity of 2.39 fps with the peak 10 year flow of 0.50 cfs.

Circular Channel: Manning's Equation - Eli Estates

| | | | |
|--|--------------|----------------|--------------|
| Comment: 12" Pipe at 0.0044 with peak 10 year flow | | | |
| Solve For.....Actual Depth | | | |
| Diameter..... | 1.00 ft | Velocity..... | 2.39 fps |
| Slope..... | 0.0044 ft/ft | Flow Area..... | 0.21 sf |
| Manning's n.... | 0.013 | Critical Slope | 0.0056 ft/ft |
| Discharge..... | 0.50 cfs | Critical Depth | 0.29 ft |
| Depth..... | 0.31 ft | Percent Full.. | 31.23 % |
| | | Froude Number. | 0.88 |
| | | Full Capacity. | 2.36 cfs |
| | | QMAX @.94D.... | 2.54 cfs |

A 12" pipe laid at 0.83 percent would produce a velocity of 3.00 fps under the peak 10 year flow of 0.50 cfs.

Haestad Methods FlowMaster I version 3.13

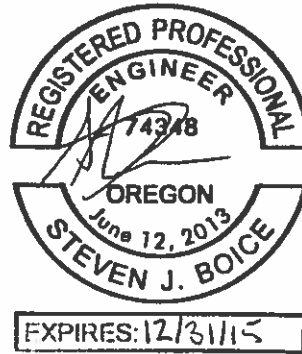
Circular Channel: Manning's Equation - Eli Estates

Comment: 12" Pipe with 10 year peak flow

Solve For.....Actual Depth

| | | | |
|-----------------|--------------|----------------|--------------|
| Diameter..... | 1.00 ft | Velocity..... | 3.00 fps |
| Slope..... | 0.0083 ft/ft | Flow Area..... | 0.17 sf |
| Manning's n.... | 0.013 | Critical Slope | 0.0056 ft/ft |
| Discharge..... | 0.50 cfs | Critical Depth | 0.29 ft |
| Depth..... | 0.27 ft | Percent Full.. | 26.53 % |
| | | Froude Number. | 1.21 |
| | | Full Capacity. | 3.25 cfs |
| | | QMAX @.94D.... | 3.49 cfs |

MEMORANDUM



720 SW Washington St.
Suite 500
Portland, OR 97205
503.243.3500
www.dksassociates.com

DATE: May 21, 2014

TO: Bryan Brown, City of Canby

FROM: Chris Maciejewski, PE, PTOE
Steve Boice, PE, PTOE
Aaron Berger, EIT

SUBJECT: Canby Eli Estates Subdivision Traffic Impact Study (TIS) P#11010-036

This memorandum summarizes the potential transportation impacts associated with the proposed Eli Estates Subdivision in the City of Canby. The 1.65 acre project site (tax lot 5100) is located on the east side of S Ivy Street just north SE 16th Avenue (see attached site plan). The site currently features a single family home and is zoned R-1.5 (Medium Density Residential). The proposed subdivision would develop the site into a 10-lot subdivision for single family housing. Single family housing is an outright permitted development based on the City's Comprehensive Plan zoning of the site (Medium Density Residential).¹

This site is located adjacent to the Dinsmore Estates development, a planned residential subdivision of 40 single family homes and 23 condominiums/townhouses.² As part of the recent application for the second phase of the Dinsmore Estates subdivision (39 lots for single family homes), a new street connection, S Larch Street, is proposed to "T" into the south side of SE 13th Avenue between S Ivy Street and S Lupine Street across from Ackerman Middle School. Additionally, SE 13th Place, SE 14th Place, and SE 15th Place would be extended west from S Lupine Street to the proposed extension of S Juniper Street from SE 16th Avenue (to be completed as part of this application). This local street network is reflected in the proposed site plan attached for this application.

An existing and future conditions analysis for the surrounding transportation system including operations and safety at the intersections of S Ivy Street/SE 13th Avenue, S Ivy Street/SE 16th Avenue and SE 13th Avenue/S Larch Street was completed for the second phase of the Dinsmore Estates development. Because this study was recently conducted, the developments are in the same general area, and the sites would utilize the same local street access locations, this application will utilize findings from the previous study regarding safety and operations at nearby intersections. This study found that these intersections all have available capacity for future growth during the peak hours and no immediate safety concerns at this time. Therefore; this study

¹ Uses permitted outright in R-1 Low Density Residential are permitted outright in R-1.5 Medium Density Residential zoning.

² Canby Dinsmore Estates Development Phase II Traffic Impact Study, DKS Associates, March 2014.



provides a summary of estimated project trip generation and review of site access and circulation for the proposed project.

Project Trip Generation

The amount of new vehicle trips generated by the proposed subdivision was estimated using trip generation estimates published in the ITE Trip Generation Manual for Single-Family Detached Housing³. The project site is currently undeveloped; therefore all trips generated by the site would be new trips to the existing surrounding roadway network. The proposed site is expected to generate 8 (2 in, 6 out) a.m. peak hour trips, 10 (6 in, 4 out) p.m. peak hour trips, and 95 daily trips. Table 1 summarizes the trip generation estimates.

Table 1: Peak Hour Trip Generation Summary

| Land Use (ITE Code) | Units | Total Daily Trips | Time | Trip Generation Rate | Peak Hour Trips | | |
|---------------------------------|-------|-------------------------|-----------------|-------------------------|-----------------|-----|-------|
| | | | Period | | In | Out | Total |
| Single Family Detached (210) | 10 | 95 | AM Peak Hour | 0.75 trips/unit | 2 | 6 | 8 |
| | | | PM Peak Hour | 1.0 trips/unit | 6 | 4 | 10 |

Site Access

With this application, S Juniper Street would be extended to the north from SE 16th Avenue and SE 15th Street would be extended to the west to connect with the proposed future extension of S Juniper Street to the north as shown in the area concept plan. The proposed future extension of S Juniper Street would not intersect with SE 13th Avenue, instead a cul-de-sac would be provided. Per the application, this extension would require the developer to reach an agreement with Scott Investments to obtain right-of-way for the eastern half of the roadway.

Additionally, a 24 foot wide private access is proposed opposite of SE 15th Place to the west of S Juniper Street to provide access to several of the lots. This private access road will not have sidewalks, but will provide pedestrian access to S Ivy Street within the access roadway. This private driveway would not provide a vehicle connection to S Ivy Street. S Ivy Street is under the jurisdiction of Clackamas County and is classified as an arterial roadway. Due to City and Clackamas County access spacing standards along arterial roadways, a full public street connection of SE 15th Place at S Ivy Street was determined to not be suitable due to the proximity of SE 16th Avenue (approximately 275 feet).

³ Trip Generation Manual, Institute of Transportation Engineers, 9th Edition.



Sight Distance

Previous intersection sight distance evaluation at the intersections of S Ivy Street/SE 16th Street and SE 13th Avenue/S Larch Street conducted as part of the second phase of Dinsmore Estates found that adequate sight distance could be provided at both intersections. The placement of future buildings, fences, signs, trees, walls, etc., should meet city code standards for proper setbacks to ensure that intersection sight triangles are kept clear from any obstructions.

Circulation Review

All new street facilities would conform to the City's requirements for low volume local streets (40 foot right of way and 34 foot paved width). Overall, the internal roadway configuration proposed would provide full connectivity within the site and access to each tax lot. The street network associated with the Dinsmore Estates development provides further circulation and access to the site.

The site plans proposes sidewalks along the development frontages of S Ivy Street and all internal local streets. Internally, the street system would meet the City's local street standard, featuring sidewalks, planter strip, and parking on both sides.

The site plan indicates half street improvements along the east side of S Ivy Street along the project frontage. Clackamas County has agreed to use the City's Transportation System Plan arterial street section for this portion of S Ivy Street which is entirely within the city limits of Canby.⁴ The proposed 23 foot paved cross section would be in compliance with the City's design standards for a two-way arterial with a 12 foot center turn lane (striped in the future), 11 foot travel lanes, and a 6' bike lane. The existing 60' of right-of way would provide the minimum required for an arterial street including sidewalks. The sidewalk will transition to the required minimum 6 foot width from the abutting 5 foot curb tight sidewalk to the south. No planter strip is to be provided within the proposed 23-foot half street improvements.

FINDINGS

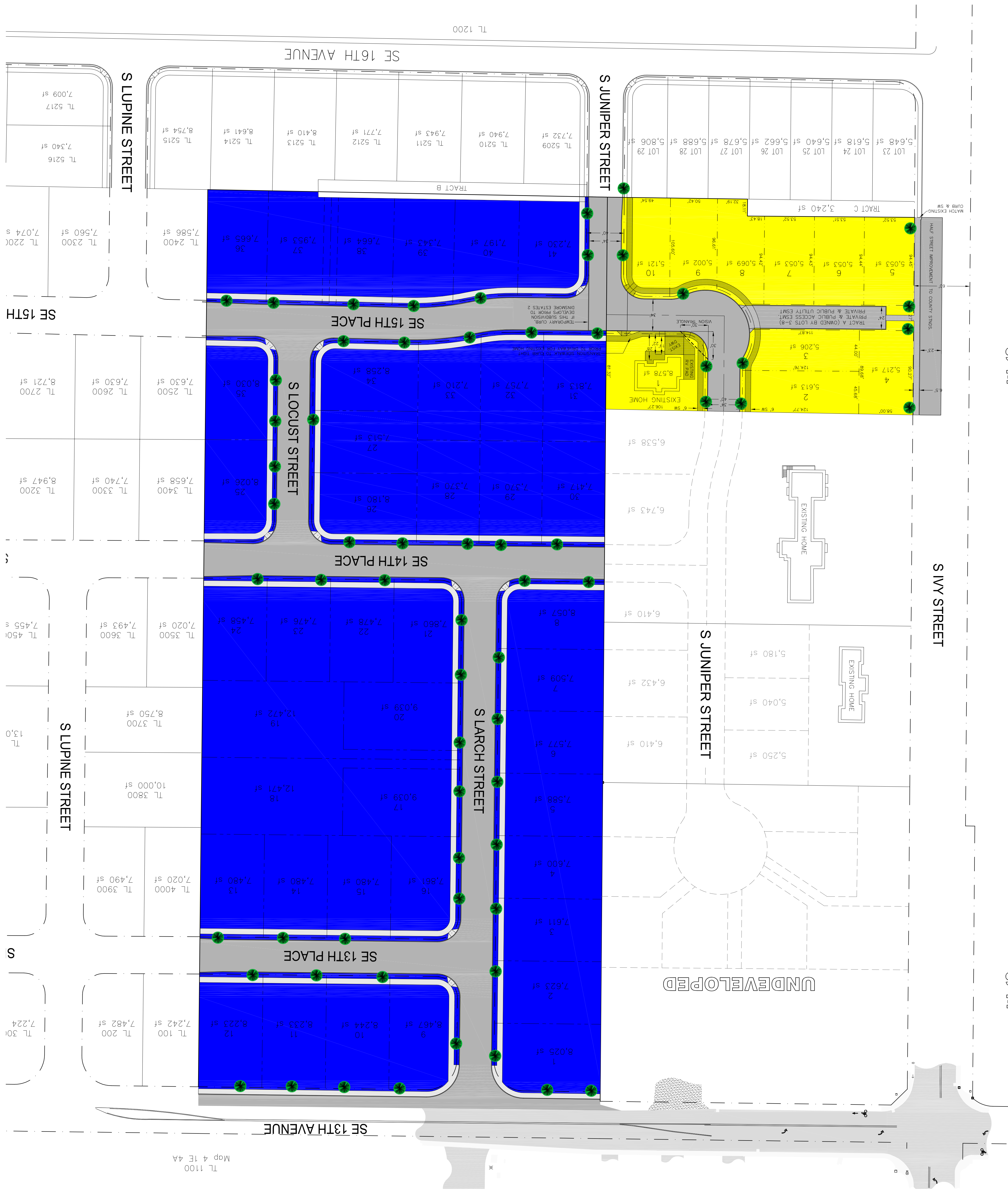
- The proposed development would generate an additional 8 net new trips in the a.m. peak hour and 10 net new trips in the p.m. peak hour.
- Findings from the second phase of the Dinsmore Estates Development indicate that increased traffic associated with the proposed project is not expected to influence safety at any of the surrounding intersections. Additionally, surrounding intersections would have additional capacity to accommodate traffic loadings associated with the proposed project.

⁴ Email from Bryan Brown, City of Canby, May 21, 2014.



- Adequate sight distance should be provided at all site accesses. Within the development, sight distance triangles should be kept clear of permanent objects (large signs, landscaping, fences, retaining walls, etc.) that could potentially restrict intersection sight distance.
- The proposed internal public local roadways would be constructed to city standards as indicated in the site plan. Proper signage and traffic control devices should be provided at intersections.
- The proposed half street improvements along S Ivy Street should be constructed to the City's arterial roadway standards. The 60 feet of right of way would meet the minimum cross section standards for arterial streets.

If you have any questions, please feel free to call or email.



HOPE VILLAGE CAMPUS

HOPE VILLAGE CAMPUS

TL 1100
Map 4 1E 4A



City of Canby

Planning and Building Department

May 23, 2014

Sent Via Email

netterhomes@hotmail.com

Ed Netter
Ed Netter Construction
1847 S. Fir St.
Canby, OR 97013

RE: Completeness Determination for Eli Estates – 10 lot Subdivision Application (SUB 14-03)

Mr. Netter:

Your application requesting review and approval for a 10-lot Subdivision for the Eli Estates has been determined to be complete. A completeness determination means that the planning staff has the necessary information to finalize our review of the application and schedule and hold a public hearing.

The applications have been assigned city file numbers SUB 14-03. The application is reviewed through a Type III Quasi-Judicial procedure with a decision made by the Planning Commission. If appealed, the decision is heard by the City Council. The Public Hearing before the Planning Commission is scheduled for Monday, June 23, 2014 at 7pm, City Council Chambers, 155 NW 2nd Avenue.

The City will mail Public Hearing notices to surrounding property owners and notify applicable agencies for comments on your project submittal. The Staff Report will be ready by Friday, June 13, 2014. The City will be contacting you shortly so that you may post the Notice of Public Hearing sign which we prepare at the site as required by city code. If you have questions, please contact me at (503) 266-0702 or email at brownb@ci.canby.or.us.

Sincerely,

Bryan Brown
Planning Director
City of Canby

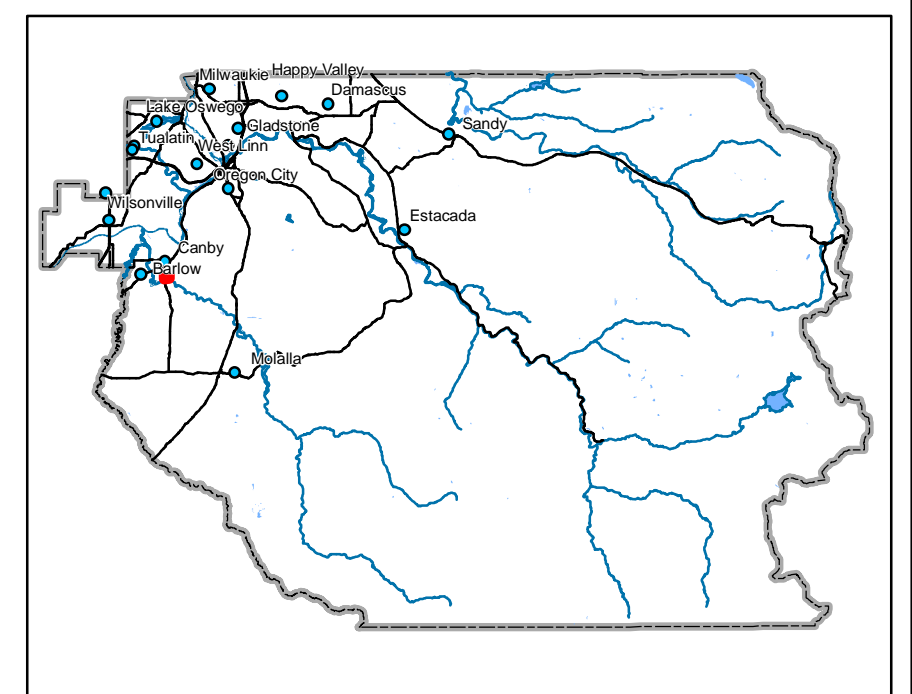
Cc: Pat Sisul via e-mail to patsisul@sisulengineering.com
Travis & Katie McRobbie via e-mail to tmcribbie@live.com

Cancelled Taxlots

- 5202
- 5207
- 5204
- 5223
- 5201
- 5206
- 5203
- 5208
- 5205
- 4701
- 5200



- 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'



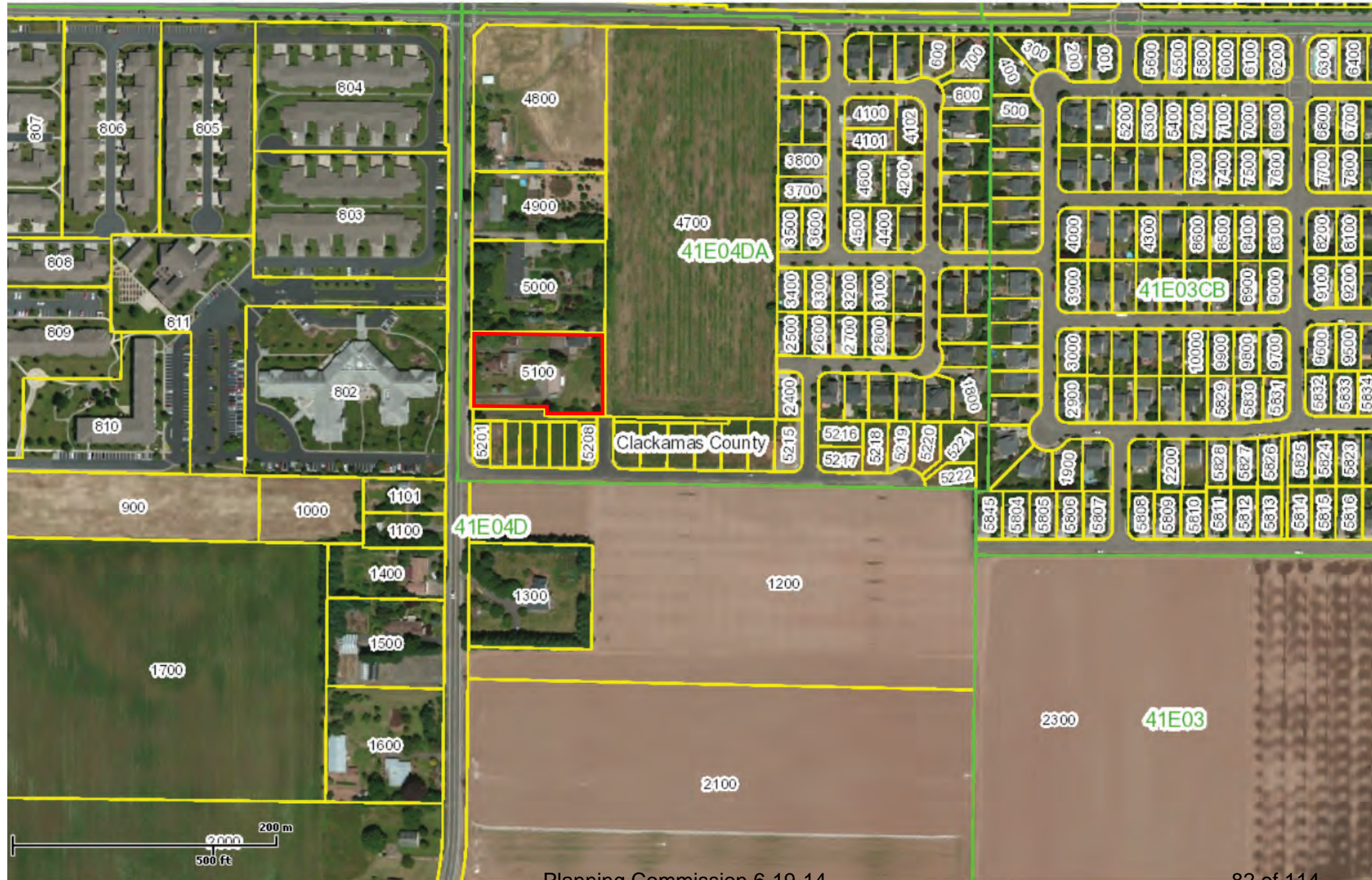
THIS MAP IS FOR ASSESSMENT
PURPOSES ONLY

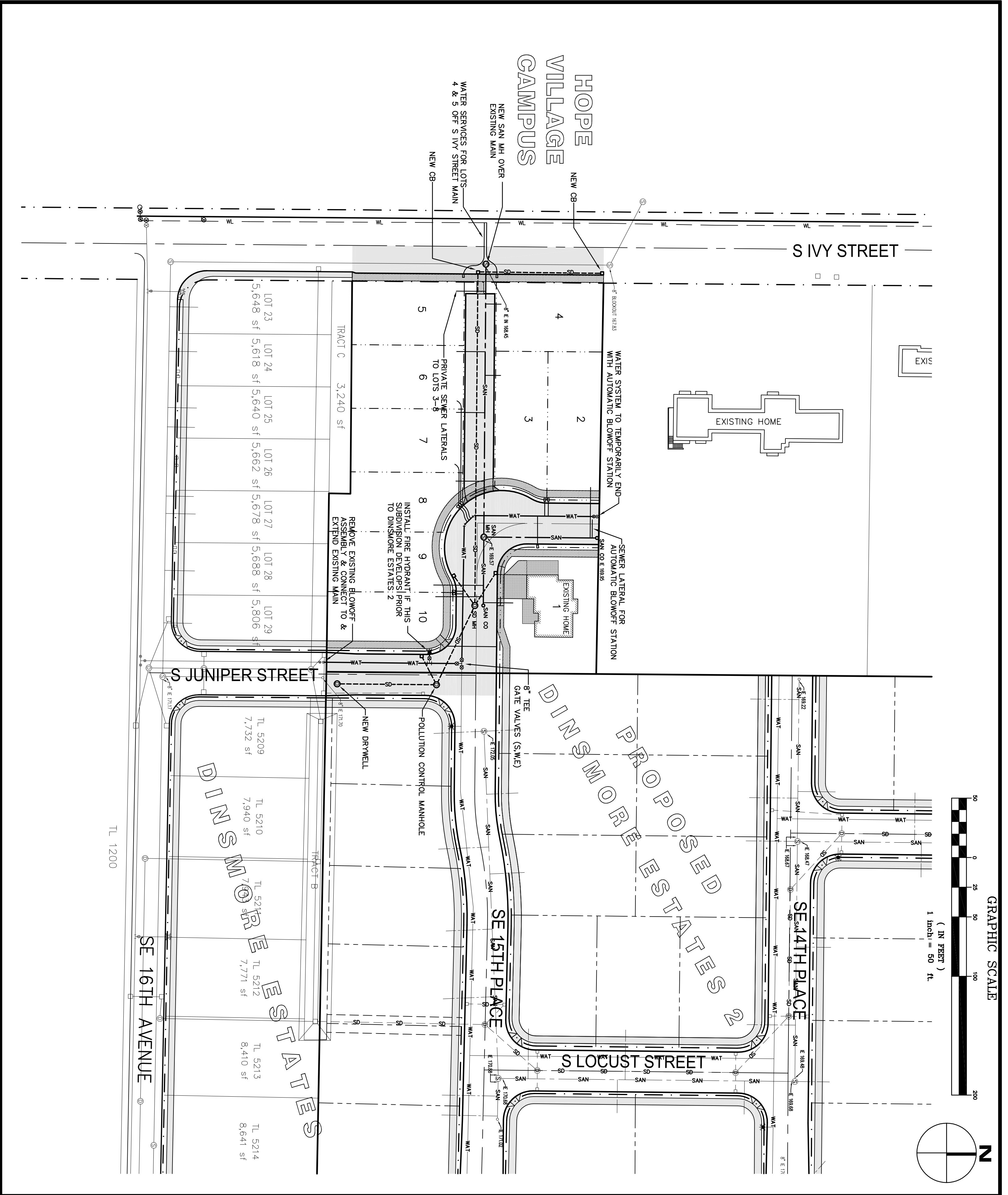


2/26/2014

Eli Estates Vicinity Map

Map 4 1E 4DA Tax Lot 5100





| REVISONS | BY | |
|----------|----|--|
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| | | |

SISUL ENGINEERING
 375 PORTLAND AVENUE
 GLADSTONE, OREGON 97027
 (503) 657-0188
 07-134-Layout.dwg

Utility
Plan

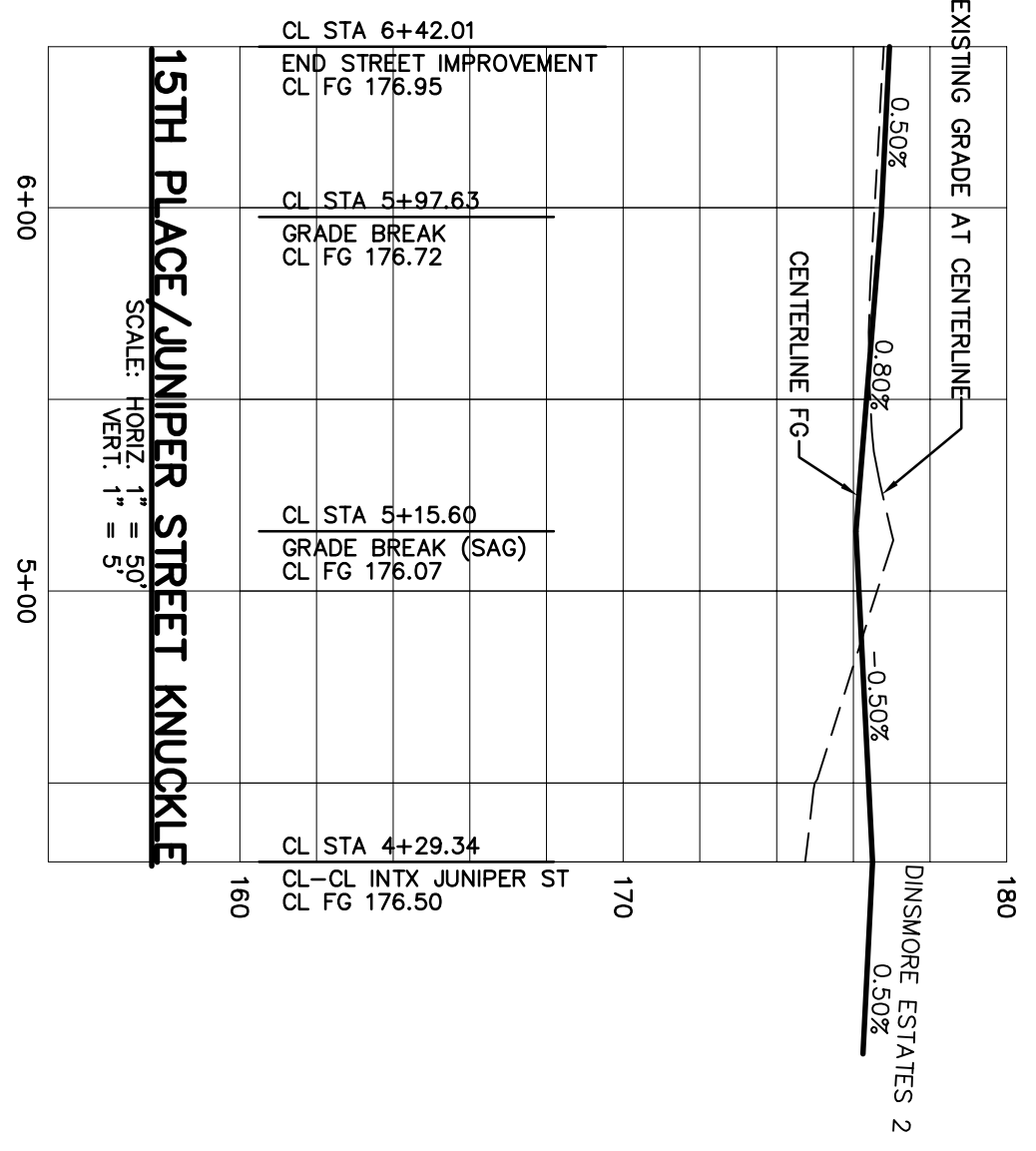
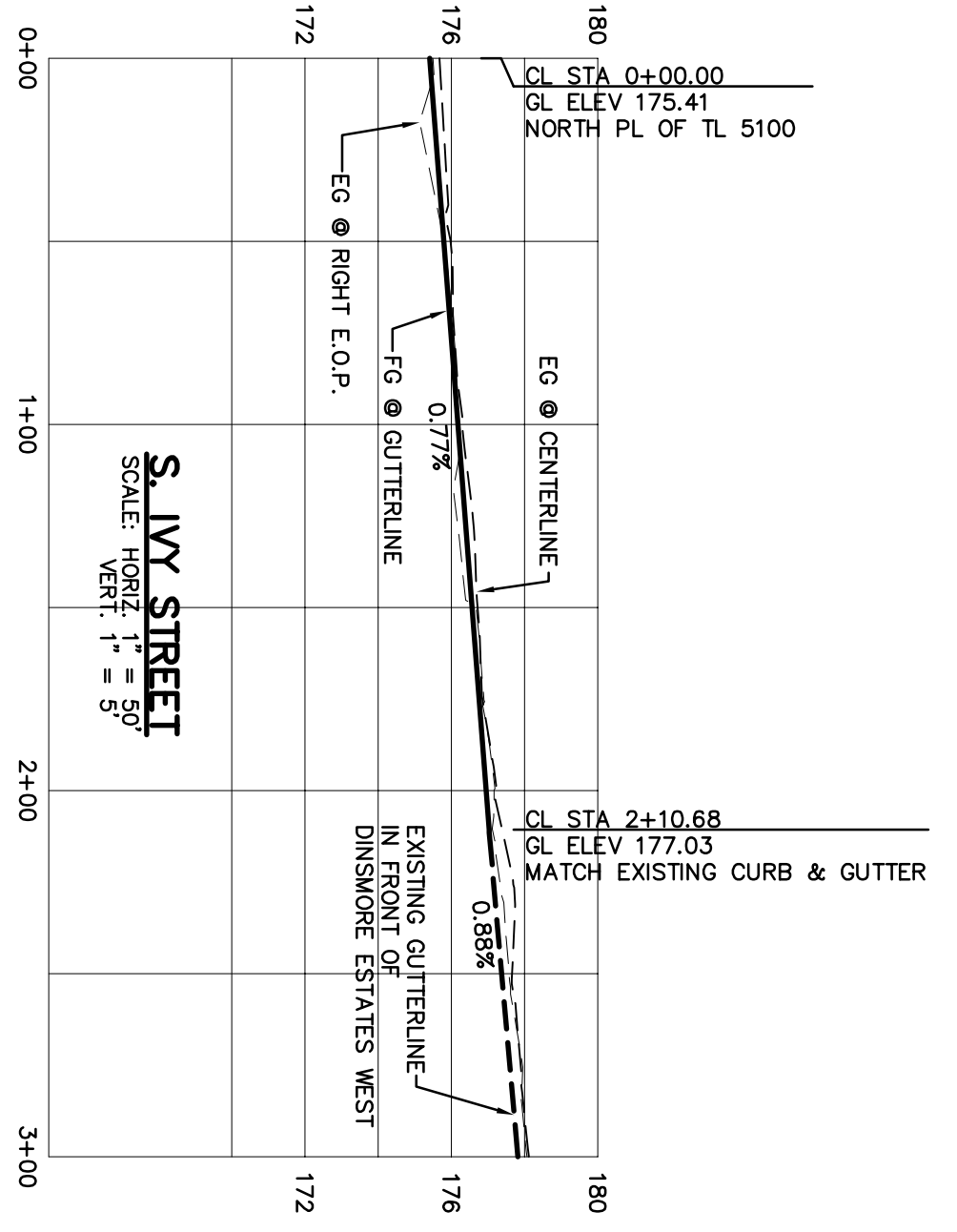
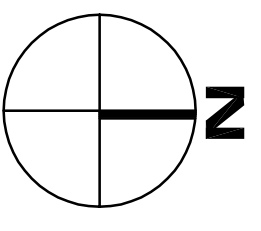
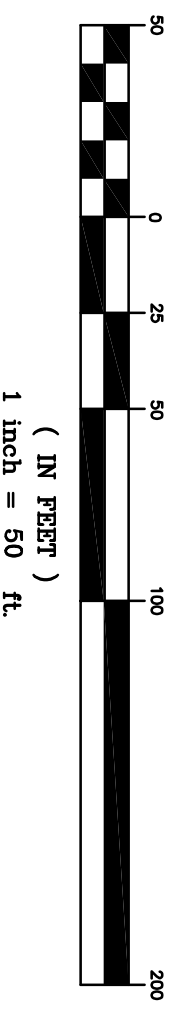
ELI ESTATES
ED NETTER CONSTRUCTION

DATE: MAY, 2014
 SCALE: H: 1" = 50'
 DRAWN: PS

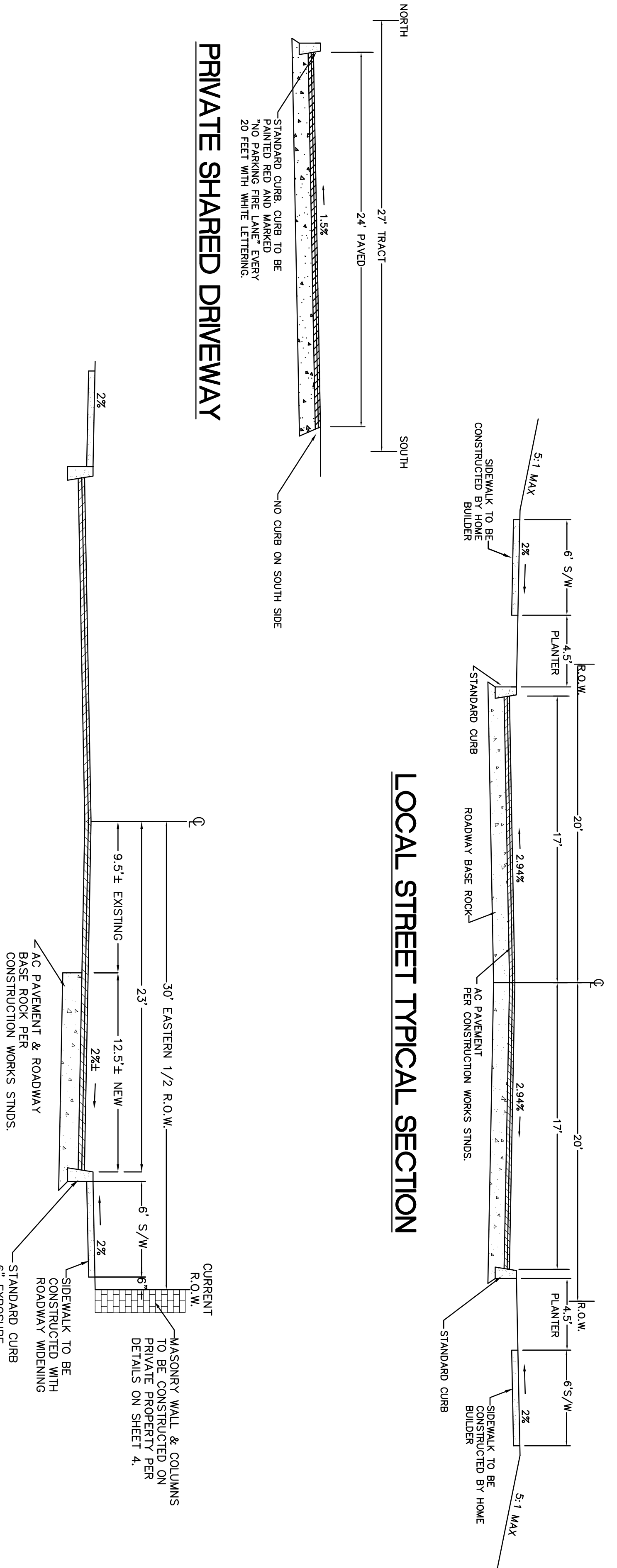
SHEET
2

JOB: SGL 13-056
 OF 5 SHEETS

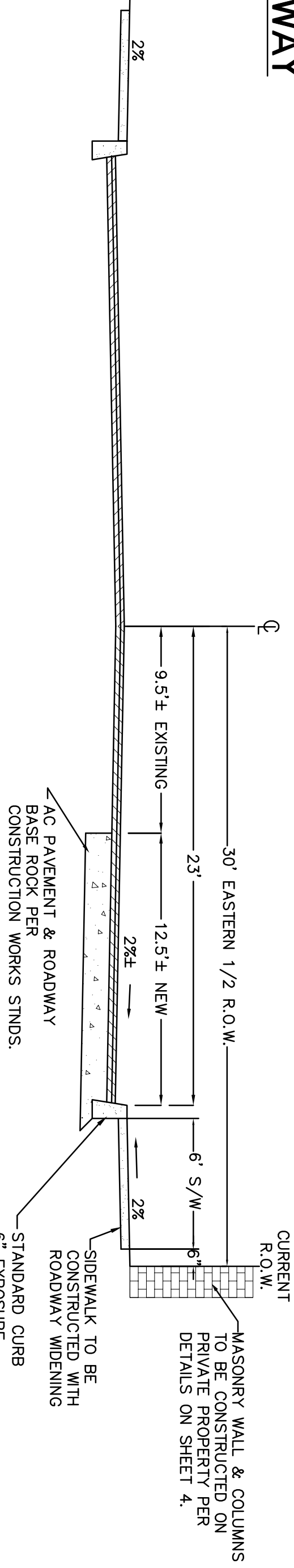
GRAPHIC SCALE



LOCAL STREET TYPICAL SECTION



PRIVATE SHARED DRIVEWAY

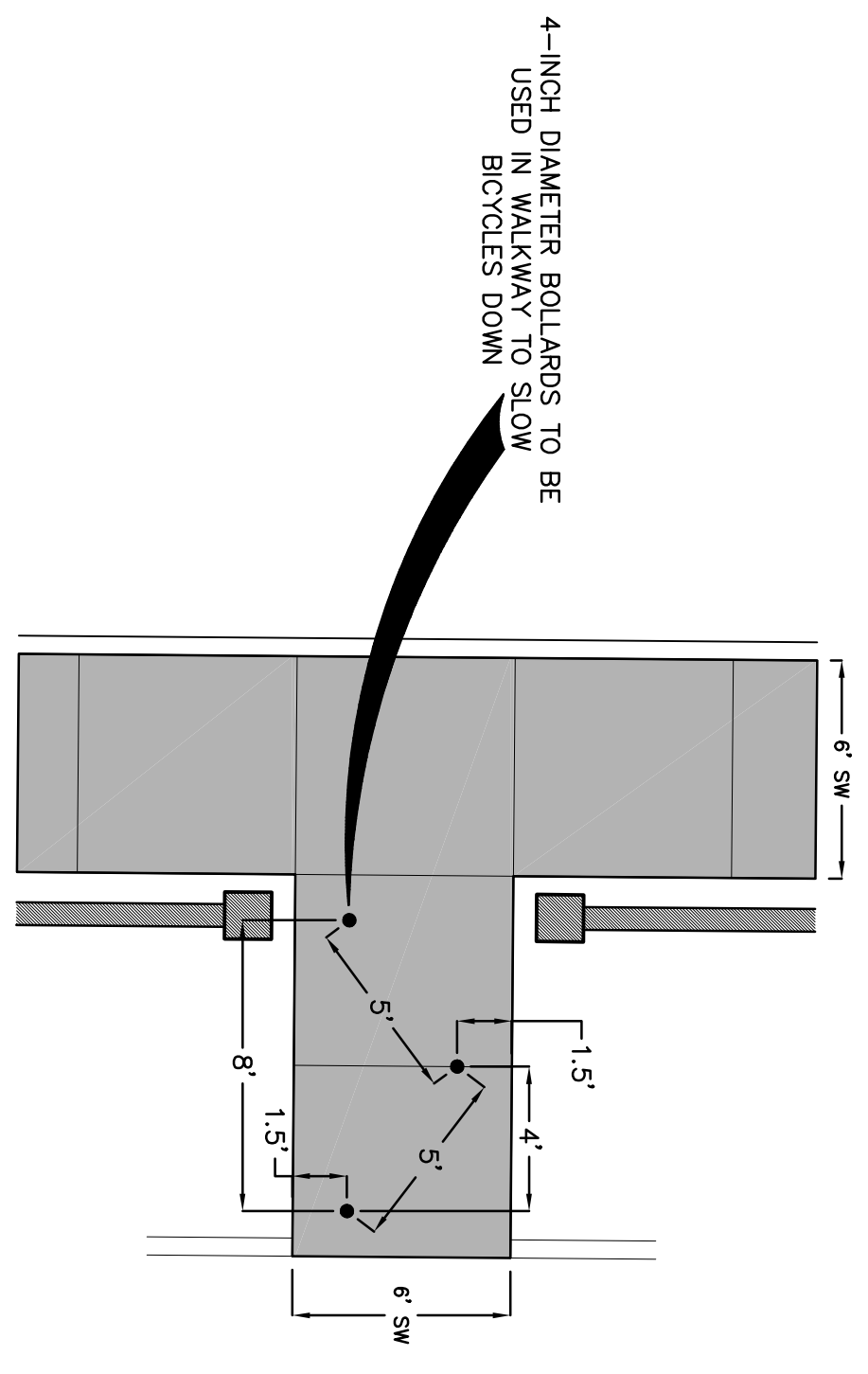
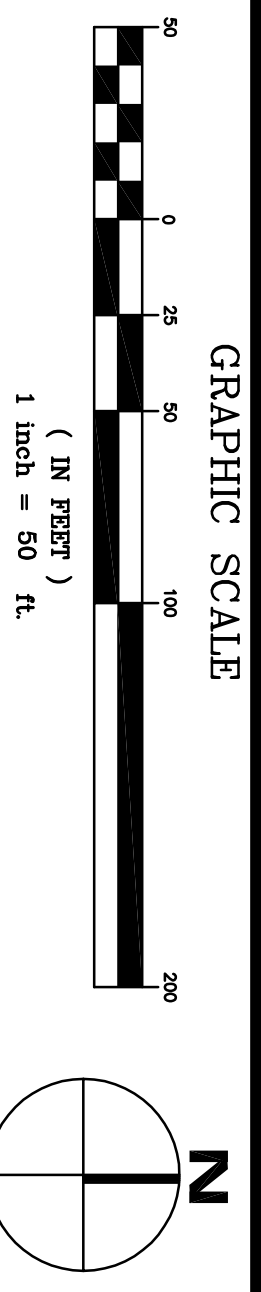


S IVY STREET TYPICAL SECTION

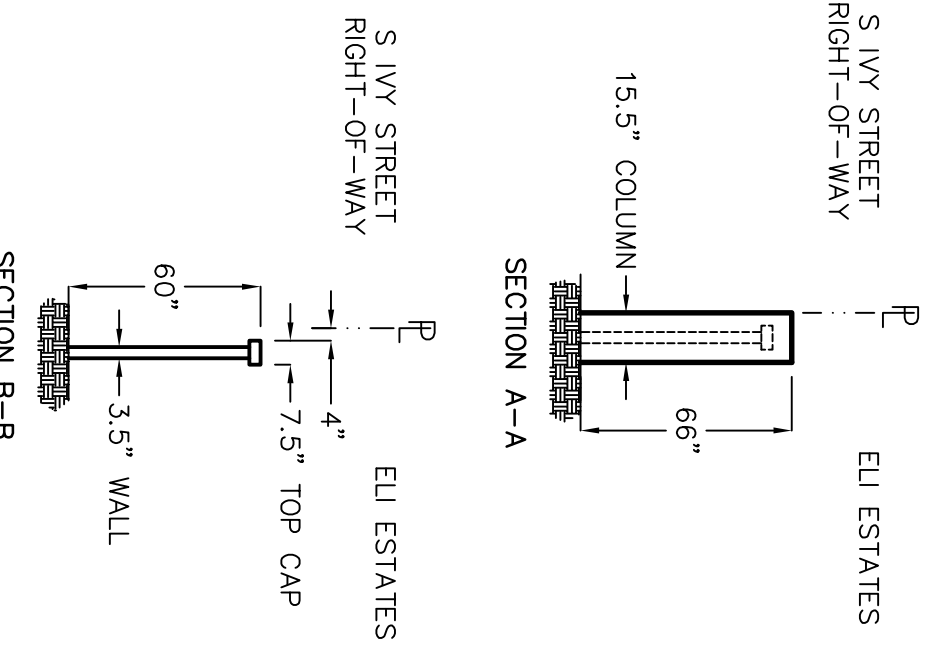
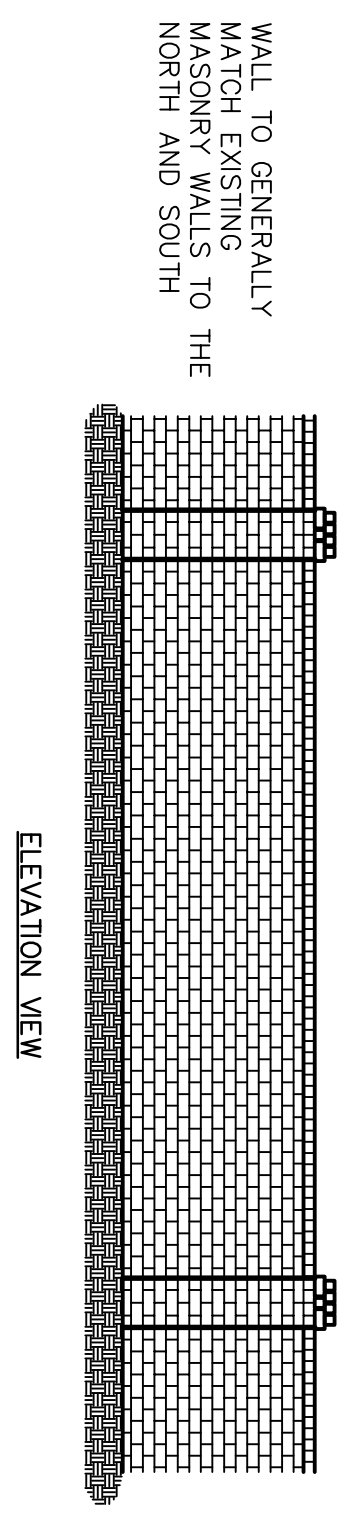
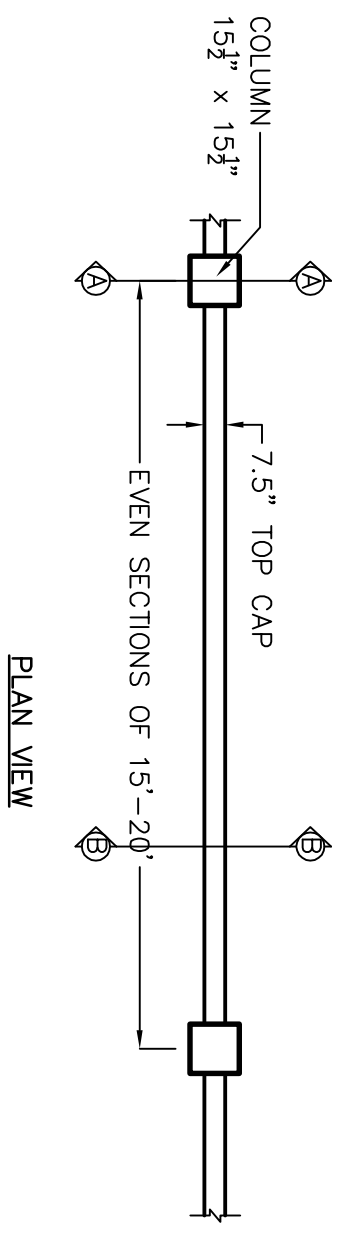
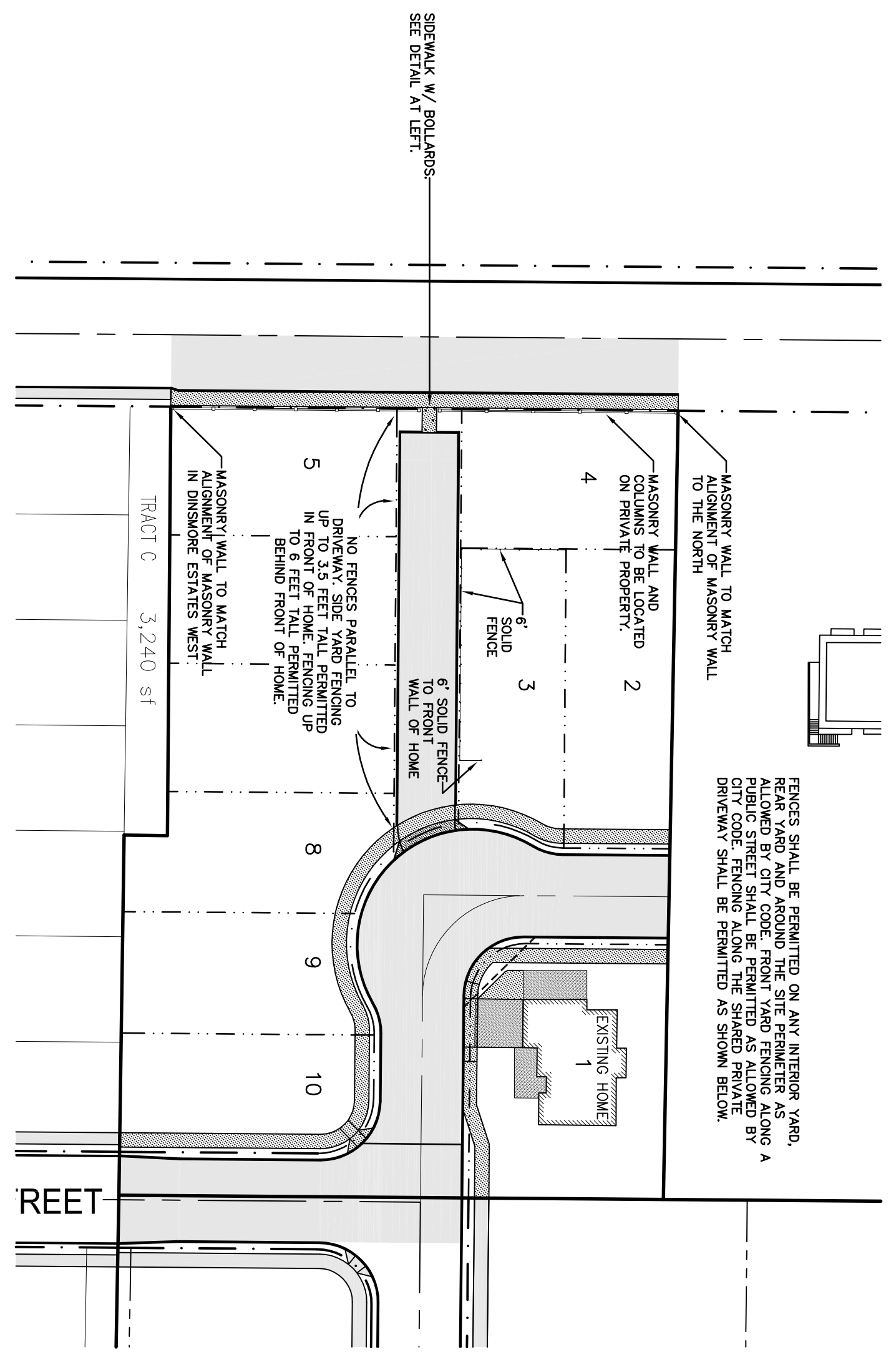
| REVISIONS | BY |
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| MODIFY TYPICAL LOCAL STREET SECTION TO SHOW PLANTER STRIP | PS 8/12/14 |
| | |
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| | |
| | |

ISUL ENGINEERING Street Profiles *ELI ESTATES*
 Street Sections *ED NETTER CONSTRUCTION*
 375 PORTLAND AVENUE
 GLADSTONE, OREGON 97027
 (503) 657-0188
 07-134-Layout.dwg

DATE: MAY, 2014
 SCALE: H: 1" = 50'
 V: 1" = 5'
 DRAWN: PS
 JOB: SGL 13-056
 SHEET: 3 OF 5 SHEETS



SIDEWALK/BOLLARD DETAIL



WALL TO GENERALLY MATCH EXISTING MASONRY WALLS TO THE NORTH AND SOUTH

S IVY STREET MASONRY WALL

| REVISIONS | BY |
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ELI ESTATES
ED NETTER CONSTRUCTION

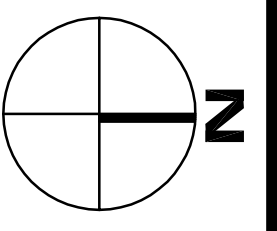
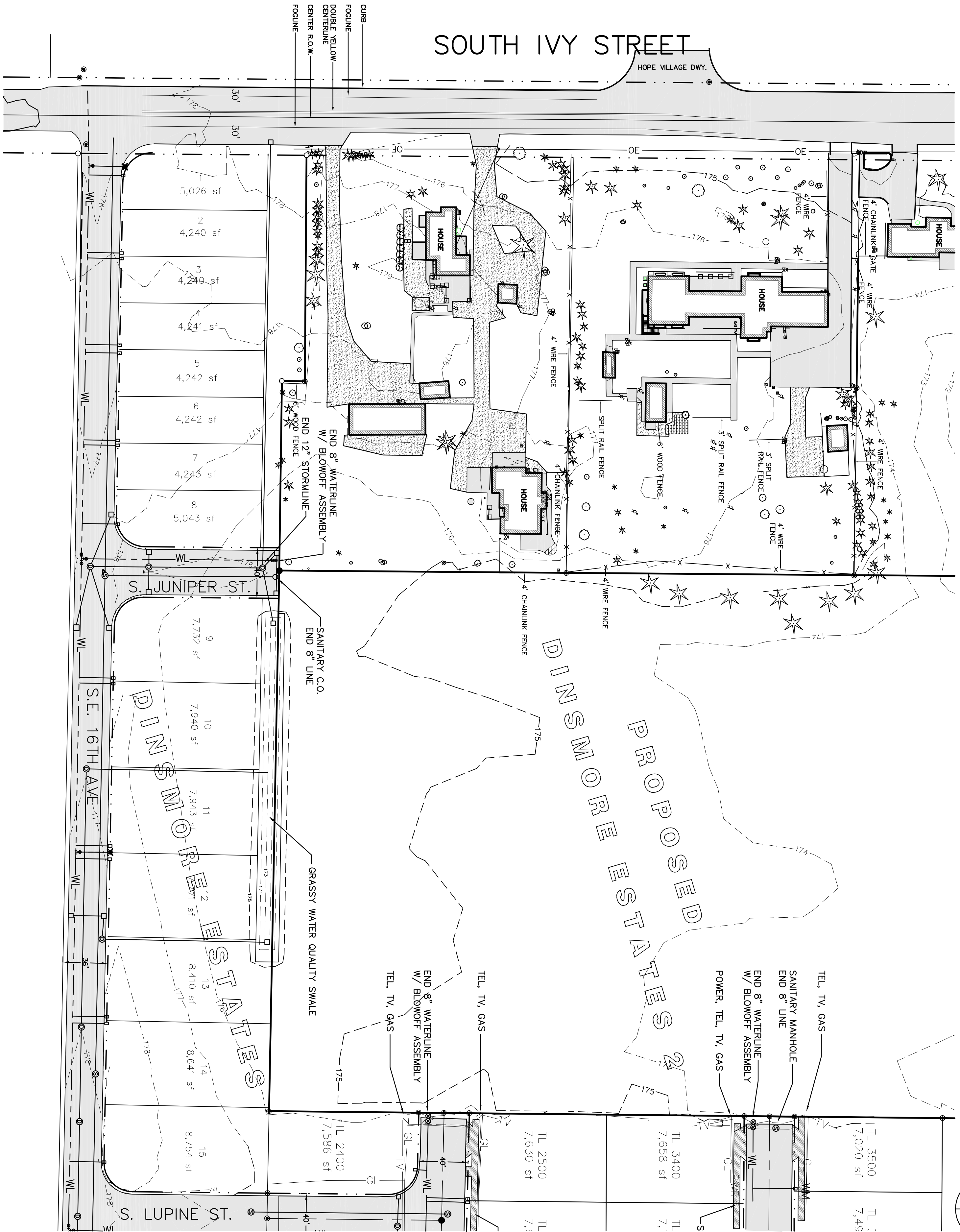
Fence and Wall Plan

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(503) 657-0188
07-134-Layout.dwg

DATE MAY, 2014
SCALE H: 1" = 50'
DRAWN PS
JOB SGL 13-056
SHEET 4
OF 5 SHEETS

SOUTH IVY STREET

HOPE VILLAGE DWY.

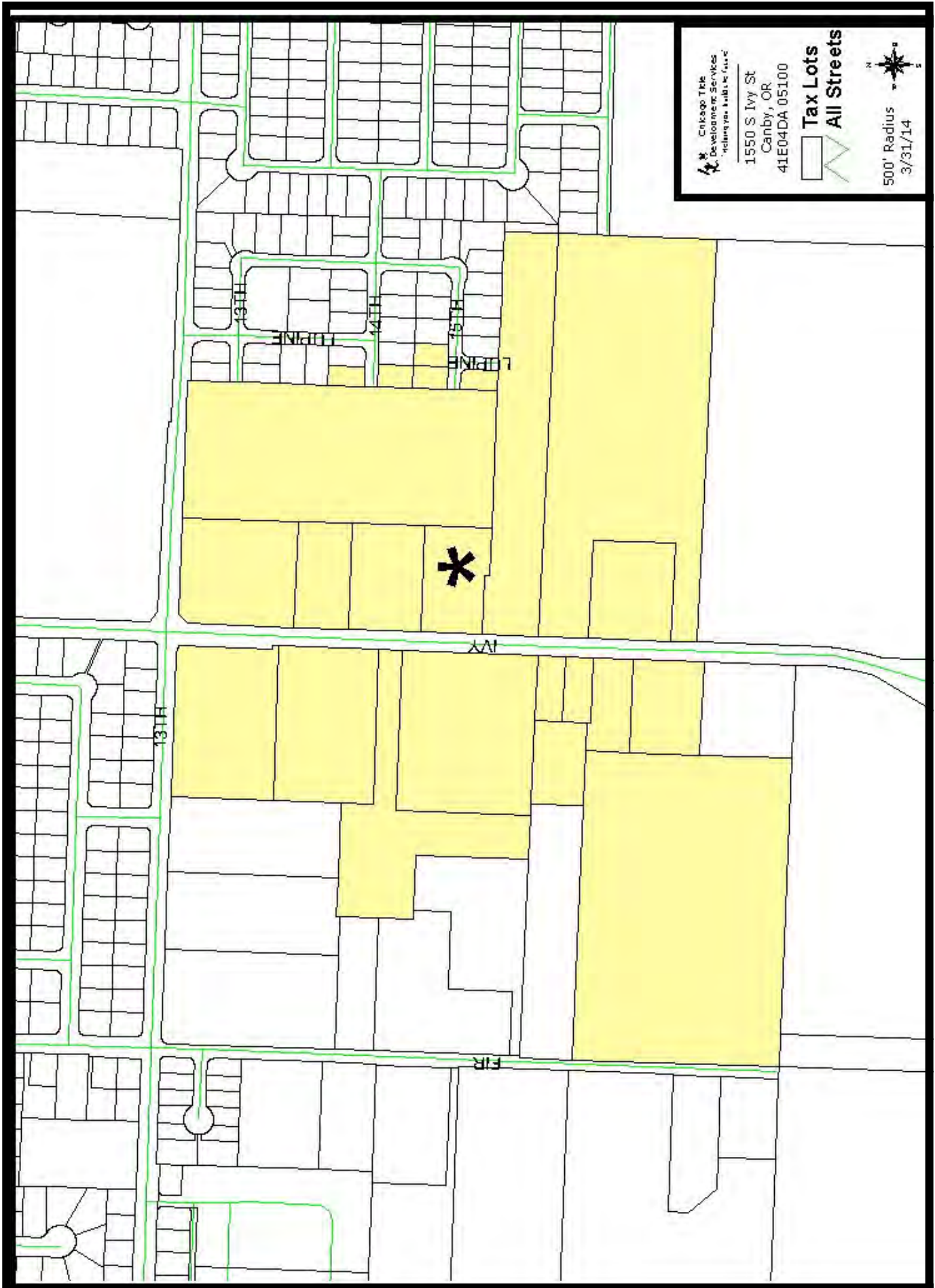


DATE MAY, 2014
 SCALE 1/4" = 1'-0"
 DRAWN PS
 JOB SGL 13-056
 SHEET 5
 OF 5 SHEETS

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 375 PORTLAND AVENUE
 GLADSTONE, OREGON 97027
 (503) 657-0188
 07-134-Layout.dwg

Existing Conditions
 ELI ESTATES
 ED NETTER CONSTRUCTION

| REVISIONS | BY |
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| | |
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| | |
| | |



V. Record of Survey

VI. Storm Drainage Report

Eli Estates

J.O. SGL 13-056

May 12, 2014

STORM DRAINAGE REPORT FOR SUBDIVISION APPLICATION

SISUL ENGINEERING

A Division of Sisul Enterprises, Inc.

375 PORTLAND AVE.

Gladstone, OR 97027

phone: (503) 657-0188

fax: (503) 657-5779



EXPIRES: 6/30/14

DATED: 5/13/14

Eli Estates:

THE SITE: Eli Estates is located in southeast Canby, east of S. Ivy Street and south of SE 13th Avenue. Dinsmore Estates 2 is located to the east, Dinsmore Estates and Dinsmore Estates West are located to the south. Hope Village is located across S Ivy Street to the west.

To the north there are three oversized parcels that contain single family homes. The southern of the four parcels is owned by the Scott family, the middle parcel is owned by the Sasse family and the northern parcel is owned by Tim Tofte.

The streets within the local subdivisions are owned by the City of Canby. S Ivy Street is owned by Clackamas County and maintained jointly by Clackamas County and the City of Canby.

The subdivision is located approximately at elevation 180, approximately 65 feet higher than the Molalla River, which is located approximately 1,500 south. The general contour of the terrain is a slight fall to the south toward the Molalla River. Street grades are very nearly flat in most cases, with all surrounding streets having a grade of less than 5 percent.

The site is currently developed as a single family home with several other buildings, including a second home located on the property.

STORM DRAINAGE SYSTEMS: This area of Canby is not served by a conveyance pipe storm drain system that will carry runoff to a stream or river. Canby has very few storm drain pipe networks and has typically relied on drywell infiltration as the preferred method of stormwater disposal. Prior to development of the surrounding subdivisions, this area had no improved storm drain system. Storm water runoff would typically pond in the low points of the agricultural fields until it dissipated through a combination of infiltration and evaporation.

The storm drain system for Eli Estates is designed to collect and accommodate storm water runoff through two separate and distinct systems. Collection and disposal of rainwater from private property are privately maintained storm drain systems that are maintained by individual homeowners. It is the responsibility of each homeowner to operate and maintain and underground storm drain disposal system on their lot that can accommodate the anticipated runoff from the lot. These systems are separate from the public storm drain system designed to dispose of the street runoff.

A drywell to be installed in S Juniper Street, near the SE corner of the property, will be used to for the purpose of underground stormwater disposal. Sumped catch basins and a pollution control manhole will be used to pre-treat the storm water runoff prior to conveyance to the drywells for disposal.

The drywell in Eli Estates will have to be registered with the Oregon DEQ. Because this will be a public drywell, it will be included in the City of Canby's public drywell inventory.

DESIGN STORM: The table in Section 4.301.a of the City of Canby Public Works Design Standards (June 2012) identifies that UIC facilities shall be designed using a design storm having a minimum recurrence interval of 10 years. The table also identifies that the following facilities shall be designed using a design storm having the following recurrence intervals:

| | |
|--|----------|
| Minor: Streets, curbs, gutters, inlets, catch basin & connector drains | 10 years |
| Major: Laterals (collectors) <250 tributary acres | 10 years |

1973 NOAA Atlas 2, Volume X and U.S. Department of Agriculture Isolpluvials for 24 hour storms in Oregon identify the 10 year, 24 hour storm event for Canby as having less than 3.5 inches of precipitation. The Regional Precipitation-Frequency Analysis and Spatial Mapping of 24-Hour Precipitation for Oregon performed for the Oregon Department of Transportation Research Unit (Final Report dated January, 2008) identifies a 10 year storm for this area as having 24-hour precipitation totaling 3.0-3.5 inches. We will use a 10 year storm with total rainfall of 3.5 inches for our analysis.

The Master Plan also states that, "The disposal capacity of dry wells must be based upon the percolation rate of the native soils at the disposal levels. Typically this capacity is adequate for disposal of as much as one to two acres of impermeable area with the typical design used in the Canby area, although this varies greatly with the materials encountered.

CALCULATING STORMWATER FLOWS: Stormwater flows will be calculated using the Santa Barbara Urban Hydrograph (SBUH) method using a Type 1A SCS storm.

SOIL: Per the Soil Survey of Clackamas County Area, Oregon, prepared by the USDA, the soils underlying the surrounding area are, 53A Latourell loam, hydrologic group "B".

CONTRIBUTING AREA:

The area assumed to drain to the new drywell includes the public street areas of SE 15th Place, the new portion of S Juniper Street and the eastern 1/2 of S Ivy Street along the Eli Estates frontage. Contributing street areas on the McRobbie property are assumed to extend to the back of the public sidewalk. We also assume that a shared private driveway from S Juniper Street to S Ivy Street would drain to the public system. Runoff from all other privately owned areas is anticipated to drain to private infiltration chamber storage systems or to infiltrate onsite.

| | |
|-------------------------------------|---------------------|
| Paved streets (to back of curb) | 13,377 sf |
| Sidewalks | 5,113 sf |
| Driveways (between curb & sidewalk) | 4,420 sf |
| <hr/> | |
| Total impervious area = | 22,910 sf = 0.53 Ac |
| | |
| Planter strip | 2,106 sf |
| <hr/> | |
| Total pervious area = | 2,106 sf = 0.05 Ac |

RUNOFF CURVE NUMBERS: Paved streets, Sidewalks, Driveway CN = 98
 Planter strips, Tract B (lawn, good condition) CN = 80

TIME OF CONCENTRATION:

The majority of the area in the drainage basin is impervious surface. We will assume no sheet flow will occur. The time of concentration will be a combination of gutter flow and pipe flow. The hydraulically-most-distant point in the subdivision will occur in the NW corner of the site in S Ivy Street.

Gutter fall to the north will be approximately 105 feet at an avg. slope of 0.0077.

| | | |
|-----------------------------|---|-----------------|
| $V = k(\text{slope})^{0.5}$ | V = velocity, s = 0.0077, k = 27 (pavement) | V = 2.4 ft/sec |
| T = L / V | T = travel time, L = length = 105, V = velocity | T = 0.7 minutes |

Pipe flow from S Ivy Street to the drywell will be approximately 845 feet, at an assumed slope of 0.008 (0.8 percent).

| | | |
|-----------------------------|---|-----------------|
| $V = k(\text{slope})^{0.5}$ | V = velocity, s = 0.008, k = 42 (concrete pipe) | V = 3.8 ft/sec |
| T = L / V | T = travel time, L = length = 845, V = velocity | T = 3.7 minutes |

Time of Concentration = Sum of Travel times = (0.7 + 3.7) minutes = 4.4 minutes. Use 5 minute minimum.

KING COUNTY HYDROGRAPH PROGRAMS INPUT VALUES:

Required data: Area (perv), CN (perv), Area (imperv), CN (imperv), time of concentration

Total Pervious Areas, Area (perv) = 0.05 Acres, CN (perv) = 80

Total Impervious Areas, Area (imperv) = 0.53, CN (perv) = 98

Time of concentration = 5.0 minutes

KING COUNTY SBUH COMPUTATIONS FOR 10 YEAR, 24-HOUR STORM:

Surface Water Management Division

HYDROGRAPH PROGRAMS
Version 4.20

- 1 - INFO ON THIS PROGRAM
- 2 - SBUHYD
- 3 - ROUTE
- 4 - ROUTE2
- 5 - ADDHYD
- 6 - BASEFLOW
- 7 - PLOTHYD
- 8 - DATA
- 9 - RDFAC
- 10 - RETURN TO DOS

ENTER OPTION:

2

SBUH/SCS METHOD FOR COMPUTING RUNOFF HYDROGRAPH

STORM OPTIONS:

- 1 - S.C.S. TYPE-1A
- 2 - 7-DAY DESIGN STORM
- 3 - STORM DATA FILE

SPECIFY STORM OPTION:
1

S.C.S. TYPE-1A RAINFALL DISTRIBUTION
ENTER: FREQ(YEAR), DURATION(HOUR), PRECIP(INCHES)
10,24,3.5

***** S.C.S. TYPE-1A DISTRIBUTION *****
***** 10-YEAR 24-HOUR STORM **** 3.50" TOTAL PRECIP. *****

ENTER: A(PERV), CN(PERV), A(IMPERV), CN(IMPERV), TC FOR BASIN NO. 1
0.05,80,0.53,98,5.0

DATA PRINT-OUT:

| | | | |
|-------------|-------------|------------|-------------|
| AREA(ACRES) | PERVIOUS | IMPERVIOUS | TC(MINUTES) |
| | A CN | A CN | |
| .6 | .1 80.0 | .5 98.0 | 5.0 |
| PEAK-Q(CFS) | T-PEAK(HRS) | VOL(CU-FT) | |
| .50 | 7.67 | 6581 | |

← 10 YR PEAK FLOW

ENTER [d:][path]filename[.ext] FOR STORAGE OF COMPUTED HYDROGRAPH:
13-056-10.hyd

SPECIFY: C - CONTINUE, N - NEWSTORM, P - PRINT, S - STOP

DRYWELL SYSTEM CAPACITY:

GeoPacific Engineering, Inc. performed onsite drywell performance testing of the Dinsmore Estates Phase 1 drywells on October 21, 2013. The November 5, 2013 Report from GeoPacific states that "Drywells one through four may be assumed to infiltrate at a maximum estimated rate of 2,500 gpm."

Applying a Factor of Safety of two to allow for slowing of the flow rate over time due to debris, the allowable maximum flow rate would be reduced to 1,250 gpm.

The conversion from GPM to CFS is made by the equation 448.8 GPM = 1 CFS

1,250 GPM * (1 CFS / 448.8 GPM) = 2.78 CFS

The drywell should be more than 5x the 10 year peak flow produced from this development.

The system is adequate. ✓

WATER QUALITY TREATMENT:

Water Quality treatment will be provided through the City of Canby's preferred method of catch basins with sumps and pollution control manholes. Because Canby does not have a Pollution Control Manhole detail, sump requirements will be sized based on Clean Water Services standards. Per CWS Drawing No. 240, 20 cu. ft. of sump volume is required per 1.0 cfs flow. The 0.50 peak flow would require a sump volume of 10 cu. ft.

Typical minimum sump depths are 3 feet. A 48-inch diameter manhole having a sump depth of 3 feet would provide a sump volume of 37.5 cu. ft.

A 3-foot deep sump is adequate. ✓

CONVEYANCE PIPING CALCULATIONS:

Conveyance piping shall be able to carry the 10 year storm event without surcharge. Per Section 4.206 of the City of Canby Public Works Design Standards, the Santa Barbara Urban Hydrograph (SBUH) method will be acceptable for estimating the peak runoff rates to be used in sizing storm drainage conveyance improvements. As determined earlier, using the SBUH method, the peak 10-year flow is 0.50 cfs.

According to Section 4.301(b) of the City of Canby Public Works Design Standards: all storm drains shall be on a grade which produces a mean velocity, when flowing full, of at least three (3') feet per second.

Haestad Methods FlowMaster I version 3.13

Circular Channel: Manning's Equation - Eli Estates

| | | | |
|----------------------------------|--------------|----------------|--------------|
| Comment: 12" Pipe capacity | | | |
| Solve For.....Full Flow Capacity | | | |
| Diameter..... | 1.00 ft | Velocity..... | 3.01 fps |
| Slope..... | 0.0044 ft/ft | Flow Area..... | 0.79 sf |
| Manning's n.... | 0.013 | Critical Slope | 0.0074 ft/ft |
| Discharge..... | 2.36 cfs | Critical Depth | 0.66 ft |
| Depth..... | 1.00 ft | Percent Full.. | 100.00 % |
| | | Froude Number. | FULL |
| | | Full Capacity. | 2.36 cfs |
| | | QMAX @.94D.... | 2.54 cfs |

A 12" pipe laid at 0.44 percent would produce a velocity of 3.0 fps when flowing full. The same pipe would produce a velocity of 2.39 fps with the peak 10 year flow of 0.50 cfs.

Circular Channel: Manning's Equation - Eli Estates

| | | | |
|--|--------------|----------------|--------------|
| Comment: 12" Pipe at 0.0044 with peak 10 year flow | | | |
| Solve For.....Actual Depth | | | |
| Diameter..... | 1.00 ft | Velocity..... | 2.39 fps |
| Slope..... | 0.0044 ft/ft | Flow Area..... | 0.21 sf |
| Manning's n.... | 0.013 | Critical Slope | 0.0056 ft/ft |
| Discharge..... | 0.50 cfs | Critical Depth | 0.29 ft |
| Depth..... | 0.31 ft | Percent Full.. | 31.23 % |
| | | Froude Number. | 0.88 |
| | | Full Capacity. | 2.36 cfs |
| | | QMAX @.94D.... | 2.54 cfs |

A 12" pipe laid at 0.83 percent would produce a velocity of 3.00 fps under the peak 10 year flow of 0.50 cfs.

Haestad Methods FlowMaster I version 3.13

Circular Channel: Manning's Equation - Eli Estates

Comment: 12" Pipe with 10 year peak flow

Solve For.....Actual Depth

| | | | |
|-----------------|--------------|----------------|--------------|
| Diameter..... | 1.00 ft | Velocity..... | 3.00 fps |
| Slope..... | 0.0083 ft/ft | Flow Area..... | 0.17 sf |
| Manning's n.... | 0.013 | Critical Slope | 0.0056 ft/ft |
| Discharge..... | 0.50 cfs | Critical Depth | 0.29 ft |
| Depth..... | 0.27 ft | Percent Full.. | 26.53 % |
| | | Froude Number. | 1.21 |
| | | Full Capacity. | 3.25 cfs |
| | | QMAX @.94D.... | 3.49 cfs |



City of Canby

NOTICE OF PUBLIC HEARING & REQUEST FOR COMMENTS

The purpose of this Notice is to invite you to a Public Hearing at a Planning Commission meeting on Monday, June 23, 2014 at 7 pm in the City Council Chambers, 155 NW 2nd Avenue and to comment on a proposed 10-lot residential subdivision located east of South Ivy Street, south of the SE 13th Avenue.



Comments due– If you would like your comments to be incorporated into the City’s Staff Report, please return the Comment Form by Wednesday, June 11, 2014

Location: 1550 S Ivy Street

Tax Lot: 41E04DA05100

Lot Size and Zoning: 1.65 acres, Medium Density Residential

Owner: Travis & Katie McRobbie

Applicant: Ed Netter

Application Type: Subdivision

City File Number: SUB 14-03

Contact: Bryan Brown, Planning Director 503-266-0702.

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

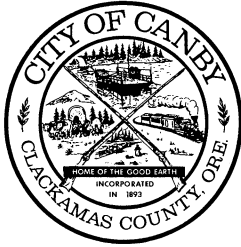
to the Planning Commission during the Public Hearing. (Please see *Comment Form*). Comments can be mailed to the Canby Planning Department, PO Box 930, Canby, OR 97013; provided in person at 111 NW Second Avenue; or emailed to brownb@ci.canby.or.us

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, June 13, 2014 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
- 16.18 R-1.5 Medium Density Residential Zone
- 16.21 Residential Design Standards
- 16.43 Outdoor Lighting Standards
- 16.46 Access Standards
- 16.56 Land Division General Provisions
- 16.62 Subdivisions Applications
- 16.64 Subdivisions-Design Standards
- 16.86 Street Alignment Regulations
- 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.



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

| | | |
|------------------------|---|--------------------------------------|
| A REQUEST FOR |) | FINDINGS, CONCLUSION |
| AN ANNEXATION |) | & FINAL ORDER |
| AND ZONE CHANGE |) | ANN/ZC 14-01 |
| AT 1546 N. PINE |) | RAY FRANZ & CONNIE VICKER |

NATURE OF THE APPLICATION

The Applicant has sought an approval for an annexation/zone change application #ANN/ZC 14-01 of a 4.47 acre taxlot + 0.15 acres of North Pine St. right-of- way on property described as Tax Lot 31E27C02600, Clackamas County, Oregon. The property is zoned County RRF-5 (Rural Residential Farm Forest); the property is proposed to be zoned city R-1 Low Density Residential.

HEARINGS

The Planning Commission considered applications ANN/ZC 14-01 after the duly noticed hearing on June 9, 2014 during which the Planning Commission recommended by a 5-0 vote that City Council approve ANN/ZC 14-01. These findings are entered to document the recommendation.

CRITERIA AND STANDARDS

In judging whether or not an annexation and zone change application shall be recommend for City Council approval, the Planning Commission determines whether criteria from the *City of Canby Land Development and Planning Ordinance* are met, or can be met by observance of conditions. Other applicable code criteria and standards were reviewed in the Staff Report dated June 9, 2014 and presented at the June 9, 2014 meeting of the Canby Planning Commission.

FINDINGS AND REASONS

The Planning Commission considered applications ANN/ZC 14-01 after the duly noticed hearing on June 9, 2014 during which the Planning Commission recommended by a 5-0 vote that City Council approve ANN/ZC 14-01. These findings are entered to document the recommendation.

The Staff Report was presented, and written and oral testimony was received at the Planning Commission public hearing. Staff recommended that the Planning Commission recommend Council approval of the annexation/zone change applications.

After hearing public testimony, and closing the public hearing, the Planning Commission made the following additional findings beyond those contained in the staff report to arrive at their decision and support their recommendation and the exact wording thereof:

No additional findings made.

CONCLUSION

In summary, the Planning Commission adopted the findings contained in the Staff Report, concluded that the annexation/zone change applications meet all applicable approval criteria, and recommended Council approval of File #ANN/ZC 14-01 as stated below. The Planning Commission's recommendation and is reflected below.

RECOMMENDATION

Based on the application submitted and the facts, findings and conclusions of the staff report, it is recommended by the Planning Commission of the City of Canby that City Council **APPROVE** annexation and zone change applications **ANN/ZC 14-01** as follows:

1. Annexation/Zone Change 14-01 should be approved; and
2. Approvals of these applications should be based on submitted application materials and public testimony. Approval should be strictly limited to the submitted proposals and not extended to any other development of the property. Any modification not in conformance with the approval of application file #ANN/ZC 14-01, including all conditions of approval, should first require an approved modification in conformance with the relevant sections of the *Canby Land Development and Planning Ordinance*; and
3. The Development Agreement should be approved, executed, and recorded; and
4. The zoning of the property upon annexation should be designated as R-1 Low Density Residential; and
5. Annexation/Zone Change 14-01 should be approved for submission to the electorate for a vote of the people; and
6. The applicant shall have seven (7) calendar days from the date the Council approves the Development Agreement, annexation, and zone change, to record the Development Agreement at Clackamas County. The Development Agreement shall be recorded as a covenant running with the land, binding on the landowner's successors in interest. Failure to record the Development Agreement within the time specified will result in removal of the annexation application from the ballot for consideration by the electors.

I CERTIFY THAT THIS ORDER recommending **APPROVAL** of **ANN/ZC 14-01** was presented to and **APPROVED** by the Planning Commission of the City of Canby.

DATED this 23rd day of June, 2014

 Tyler Smith
 Planning Commission Chair

 Bryan Brown
 Planning Director

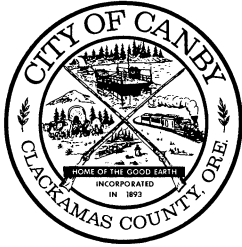
 Attest

ORAL DECISION: June 9, 2014

| <i>Name</i> | <i>Aye</i> | <i>No</i> | <i>Abstain</i> | <i>Absent</i> |
|------------------------|------------|-----------|----------------|---------------|
| <i>Tyler Smith</i> | ✓ | | | |
| <i>John Savory</i> | ✓ | | | |
| <i>Shawn Hensley</i> | ✓ | | | |
| <i>John Serlet</i> | ✓ | | | |
| <i>Larry Boatright</i> | ✓ | | | |
| <i>Vacant</i> | | | | |
| <i>Vacant</i> | | | | |

WRITTEN DECISION: June 23, 2014

| <i>Name</i> | <i>Aye</i> | <i>No</i> | <i>Abstain</i> | <i>Absent</i> |
|------------------------|------------|-----------|----------------|---------------|
| <i>Tyler Smith</i> | | | | |
| <i>John Savory</i> | | | | |
| <i>Shawn Hensley</i> | | | | |
| <i>John Serlet</i> | | | | |
| <i>Larry Boatright</i> | | | | |
| <i>Vacant</i> | | | | |
| <i>Vacant</i> | | | | |



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

**A REQUEST FOR APPROVAL OF)
ANNEXATION, ZONE CHANGE,)
AND DEVELOPMENT CONCEPT)
PLAN FOR PROPERTY)
NORTH OF SE 13TH AVENUE)
WEST OF LOGGING ROAD TRAIL)**

**FINDINGS, CONCLUSION & FINAL ORDER
ANN/ZC 14-02
HUGH & ROBERTA BOYLE
DANIEL & MARY STOLLER
GERALDINE K MARCUM
JERRY & CYNTHIA RICE
RALPH A NETTER**

NATURE OF THE APPLICATION

The Applicant's sought approval for an annexation/zone change application and adoption of a development concept plan #ANN/ZC 14-02 of 31.60 acres of real property described as Tax Lots 400, 500, 600, 700, & 800, Section 3, T4S, R1E, WM (Assessor Map 4 1E 03) and 0.50 acres consisting of one-half of the adjacent street right-of-way of SE 13th Avenue, Clackamas County, Oregon. The property is zoned County EFU (Exclusive Farm Use) and is requested to be zoned city R-1 (Low Density Residential) and R 1.5 (Medium Density Residential).

HEARINGS

The Planning Commission considered applications ANN/ZC 14-02 after the duly noticed hearing on June 9, 2014 during which the Planning Commission recommended by a 5-0 vote that the City Council approve ANN/ZC 14-02 per the recommendation contained in the staff report.

CRITERIA AND STANDARDS

In judging whether or not an annexation and zone change application shall be approved, the Planning Commission determines whether criteria from the *City of Canby Land Development and Planning Ordinance* are met, or can be met by observance of conditions. Applicable criteria and standards were reviewed in the Planning Commission staff report dated June 9, 2014 and presented at the June 9, 2014 public hearing of the Planning Commission.

FINDINGS AND REASONS

The Planning Commission considered applications ANN/ZC 14-02 at a public hearing held on June 9, 2014 during which the staff report was presented, including all attachments, and a power point presentation from both staff and subsequently by the applicant's engineering representative were entered into the record. Staff recommended that the Planning Commission forward a recommendation of approval to the City Council for the proposed annexation, new zoning designations, and adoption of the development concept plan submitted by the applicants.

After hearing public testimony, and closing the public hearing, the Planning Commission made the following additional findings beyond those contained in the staff report to arrive at their decision and support their recommendation:

- Testimony from applicant's engineer indicated that more than 10 years back, Canby was issuing over 100 single family permits per year. The more recent history provided by staff indicated an

approximate 45 lot per year average consumption rate with a high of 201 in 2006 and only 4 permits in both 2008 and 2009. Based on the information Sisul collected about the number of platted residential lots remaining from City records he concluded the current available platted lot supply was well less than one-year and clearly fell under the 3-year buildable supply considered by City policy to be adequate when considering annexation applications.

- The applicants engineer indicated the proposed 3.4 acre park was sized to provide approximately 127 lots which would receive an equivalent Park SDC credit in lieu of the value of the park dedication.
- The applicants engineer indicated that the Concept Plan was designed so development could move forward by individual tax lots or as a whole, with each of the north/south main access streets located on a single tax lot so a single property owner could develop without the neighboring owner should the properties not be all annexed or developed together.
- It was understood that land owners would pay for a temporary sanitary sewer pump station to serve their development if an industrial development has not yet triggered the City's installation of a permanent lift station near the intersection of Mulino Road and SE 13th Avenue in accordance with the Sewer Master Plan if and when service is needed for their development.
- The Commission accepted proponent testimony from Gordon Root with Stafford Land Development Company who indicated that the annexation is necessary to help promote a better jobs and housing balance which is key to filling up the Pioneer Industrial Park.
- Applicant owners, Dan and Mary Stoller's comments indicating that annexation and eventual development of this area would help to provide improved safety for those utilizing the logging road trail as they circle down along SE 13th Avenue without needed improvements today was acknowledged.
- The Commission reviewed an alternative smaller park plan noted by applicant owner Ralph Netter and presented by engineering representative Pat Sisul in case there was concern about the City's ability to maintain additional parks. The Commission noted that it was rare to come to agreement about where a park should be located between the City and property owners and that we should take advantage of this mutual agreement and extensive planning that has been done in accepting the proposed 3.4 acre park design.

CONCLUSION

In summary, the Planning Commission adopted the findings contained in the staff report, concluded that the annexation/zone change/and development concept plan meet all applicable approval criteria, and approved Files #ANN/ZC 14-02 as stated below. The Planning Commission's order is reflected below.

ORDER

Based on the application submitted and the facts, findings and conclusions of the staff report, and the supplemental findings from the public hearing, the Planning Commission recommended to the City Council **APPROVAL** of annexation and zone change applications **ANN/ZC 14-02** as follows:

1. ANN/ZC 14-02 be approved for submission to the electorate for a vote of the people;
2. That the accompanying Development Concept Plan be adopted by the City Council prior to granting a change in zoning classification; and,
3. Upon annexation, the zoning of the subject property be designated as R-1 and R 1.5 as indicated by the Zoning Designation Concept Plan map.

I CERTIFY THAT THIS ORDER recommending **APPROVAL** of **ANN/ZC 14-02** was presented to and **APPROVED** by the Planning Commission of the City of Canby.

DATED this 9th day of June, 2014

 Tyler Smith
 Planning Commission Chair

 Bryan Brown
 Planning Director

 Attest

ORAL DECISION: June 9, 2014

| <i>Name</i> | <i>Aye</i> | <i>No</i> | <i>Abstain</i> | <i>Absent</i> |
|------------------------|------------|-----------|----------------|---------------|
| <i>Tyler Smith</i> | ✓ | | | |
| <i>John Savory</i> | ✓ | | | |
| <i>Shawn Hensley</i> | ✓ | | | |
| <i>John Serlet</i> | ✓ | | | |
| <i>Larry Boatright</i> | ✓ | | | |
| <i>Vacant</i> | | | | |
| <i>Vacant</i> | | | | |

WRITTEN DECISION: June 23, 2014

| <i>Name</i> | <i>Aye</i> | <i>No</i> | <i>Abstain</i> | <i>Absent</i> |
|------------------------|------------|-----------|----------------|---------------|
| <i>Tyler Smith</i> | | | | |
| <i>John Savory</i> | | | | |
| <i>Shawn Hensley</i> | | | | |
| <i>John Serlet</i> | | | | |
| <i>Larry Boatright</i> | | | | |
| <i>Vacant</i> | | | | |
| <i>Vacant</i> | | | | |



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

LAND USE APPLICATION

MODIFICATION

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

Applicant Name: NORTHWOOD INVESTMENTS Phone: 503-475-0431
 Address: 1127 NW 12TH AVE Email: CJM@CURRAN-MCLEOD.COM
 City/State: CANBY, OR Zip: 97013

Representative Name: CURT MCLEOD Phone: 503-475-0431
 Address: 6655 SW HAMPTON, STE 210 Email: CJM@CURRAN-MCLEOD.COM
 City/State: PORTLAND, OR Zip: 97223

Property Owner Name: NORTHWOOD INVESTMENTS Phone: 503-475-0431
 Signature: [Signature] PARTNER
 Address: 6655 SW HAMPTON, STE 210 Email: CJM@CURRAN-MCLEOD.COM
 City/State: PORTLAND, OR Zip: 97223

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

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

- 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.
- 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.
- 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>NW 10TH AVE - GRANT TO BIRCH</u> | <u>10.3 AC</u> | <u>31E32AD 100, 200 & 1700</u> <u>31E33BB 501</u> |
| Street Address or Location of Subject Property | Total Size of Property | Assessor Tax Lot Numbers |
| <u>VACANT</u> | <u>R1</u> | <u>LDR</u> |
| Existing Use, Structures, Other Improvements on Site | Zoning | Comp Plan Designation |

LOW DENSITY SUBDIVISION DEVELOPMENT
 Describe the Proposed Development or Use of Subject Property

| STAFF USE ONLY | | | | |
|----------------|---------------|-------------|-----------|-------------------|
| MOD 14-01 | 6-12-14 | BCB | 342 | |
| FILE # | DATE RECEIVED | RECEIVED BY | RECEIPT # | DATE APP COMPLETE |

Northwood Estates

June 12, 2014

Mr. Bryan Brown, Planning Director
City of Canby
111 NW 2nd Avenue
Canby, OR 97013

**RE: NORTHWOOD ESTATES PHASE II
SUB 13-01 MINOR MODIFICATION REQUEST**

Dear Bryan:

We are submitting for your consideration and approval a minor modification request for the sidewalk location along NW 10th Avenue within the Northwood Estates Phase II development. The conceptual plans submitted to the Planning Commission with our original SUB 05-12 application in 2005, which became the basis of the Northwood Development Agreement, indicated the proposed sidewalk along NW 10th Avenue would be separated from the curb with a 4.5' planter strip.

This application is requesting the Planning Department's approval to construct 5' curb-tight sidewalks on NE 10th Avenue. The sidewalks will be 5' wide and routed around the existing power poles as required to maintain the 5' accessible route.

We are requesting this approval for the following reasons:

1. There is an approximate 12" to 18" grade difference between the St. Patrick's Catholic Church and the new curb along NW 10th Avenue improvements. With the planter strip requirement, an easement is required from the Church to provide for this grade difference. With a curb-tight sidewalk, the transition can be accommodated with a landscaped slope within the right-of-way.
2. Of the 92 lots along NW 10th Avenue from Ash to Pine Streets, there are currently only 13 lots that have curb-tight sidewalks and two lots have planter strips. Future retrofit of sidewalks along NE and NW 10th Avenue will be curb-tight to minimize the right-of-way acquisition needs and minimize the impact on existing established landscaping.

As a note of interest, the Public Works Department has requested, and we have incorporated into our work scope, the construction of curb-tight sidewalks on the two properties fronting onto NW 10th Avenue between the Northwood development and North Birch Street.

*ZKRMT, Inc. • 1127 NW 12th Avenue • Canby, Oregon 97013 • (503) 266-9542
Lyle Read, President • Ronald G. Tatone • Dr. Lynn Kadwell • Fred Kahut • Curt McLeod*

3. The Northwood Project is an infill project and was approved with curb-tight sidewalks throughout the four-phased 110 lot development, excepting on NW 10th Avenue. The Transportation System Plan in 2011 adopted street cross sections that allow curb-tight sidewalk. The Public Works Design Standards call out the sidewalk widths but do not mandate planter strips.

In 2005, the only method of disposing of storm water in areas where drywells could not be approved, was through the use of bioswales and percolation trenches. NW 10th Avenue did not have adequate separation from existing domestic wells to permit drywell construction, so bioswales and percolation trenches were incorporated on each side of the roadway in a proposed planter strip. This was the only reason a planter strip was proposed along NW 10th Avenue.

In 2013, DEQ approved Canby's Stormwater Master Plan that approved the use of new drywells for stormwater disposal throughout town, including on NW 10th Avenue. Drywells are the first choice of the Public Works Department due to their reliability, capacity and low maintenance. At an additional expense for development, drywells have been constructed on NW 10th Avenue and have eliminated the need for the bioswales and planter strips.

With the current mandate to provide the maximum density for residential development, lot sizes are relatively small in all new developments. The required separation from the back of sidewalks to the garage is often very restrictive. The use of curb-tight sidewalks makes it easier to meet these separation standards.

We have reviewed the previous planning actions to identify previous discussions on planter strips. The following is a brief summary of previous comments:

SUB 13-01: There are some peripheral references to planter strips in the SUB 13-01 staff report and conditions of approval. In the adopted conditions of approval in item 24 there is a requirement to provide stamped concrete in the bump out areas, which would be eliminated with curb-tight walks. In item 49 there is a reference to providing as-builts for planter strips, and then in item 58 there is a requirement to plant the street trees in the planter strip. We would not interpret these to require the planter strips, but rather, due to the presence of planter strips, as-builts and street trees are impacted.

NORTHWOOD DEVELOPMENT AGREEMENT: The 2007 executed Development Agreement makes reference to the Northwood Estates Master Plan which included some planter strips, but does not discuss planter strips specifically.

Mr. Bryan Brown
June 12, 2014
Page 2

SUB 05-12: In the 2006 SUB 05-12 Findings, Conclusions & Final Order, other than a requirement in condition 8 to provide a planting plan there are no specific requirements for a planter strip. However, SUB 05-12 makes reference to the subdivision application and conceptual plan that included planter strips.

SUBDIVISION APPLICATION: In the original development Master Plan submitted in 2005 there are several casual references to planter strips. At that time planter strips were included in the conceptual plan for various reasons. One item of interest was that planter strips were discussed at the neighborhood meeting in a positive context of providing traffic calming, and later with as a negative concern about who would maintain any planter strips.

There is essentially no construction cost difference between the two options, but in the interests of consistency and function, we are requesting approval of this modification. We have also been working closely with Sara Creel at the St Patrick's Church, and they would also prefer the curb tight walks to minimize the slope impact to their property.

We have enclosed a Modification Application with its associated fee and two preliminary plan sheets showing the proposed curb-tight sidewalks along NW 10th Avenue. Please let me know if you need anything additional for review.

Very truly yours,

NORTHWOOD INVESTMENTS

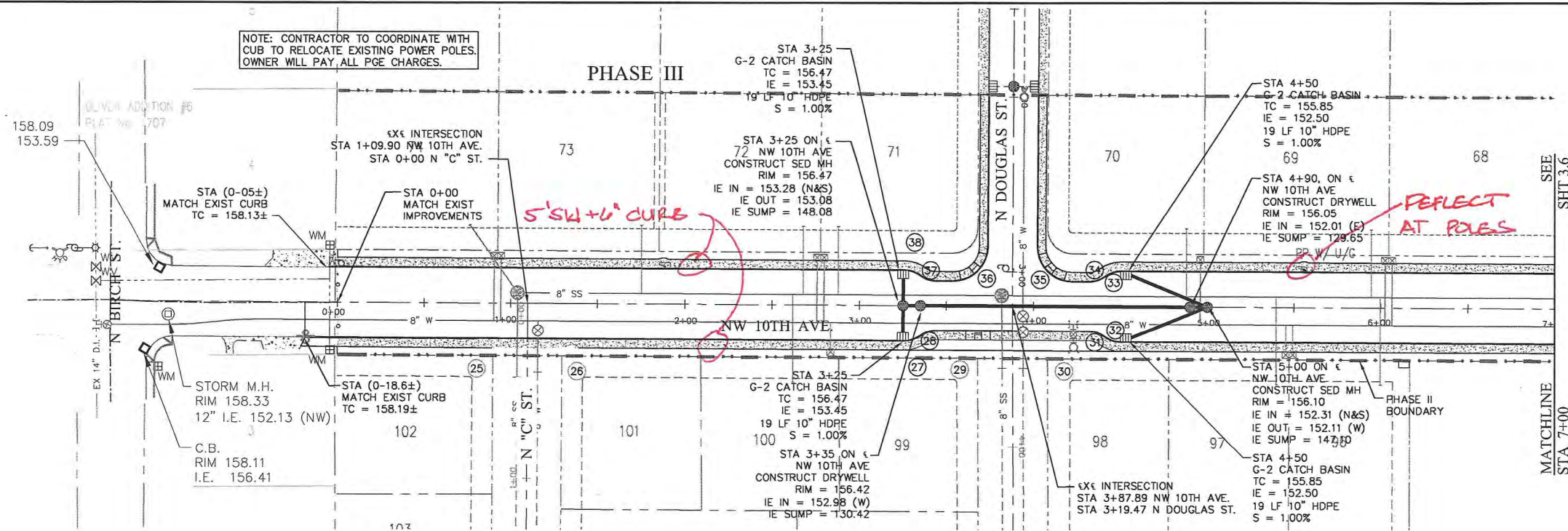


Curt J. McLeod, Partner

Enclosures: Modification Application Form
Minor Modification Fee
Preliminary Plan Sheets

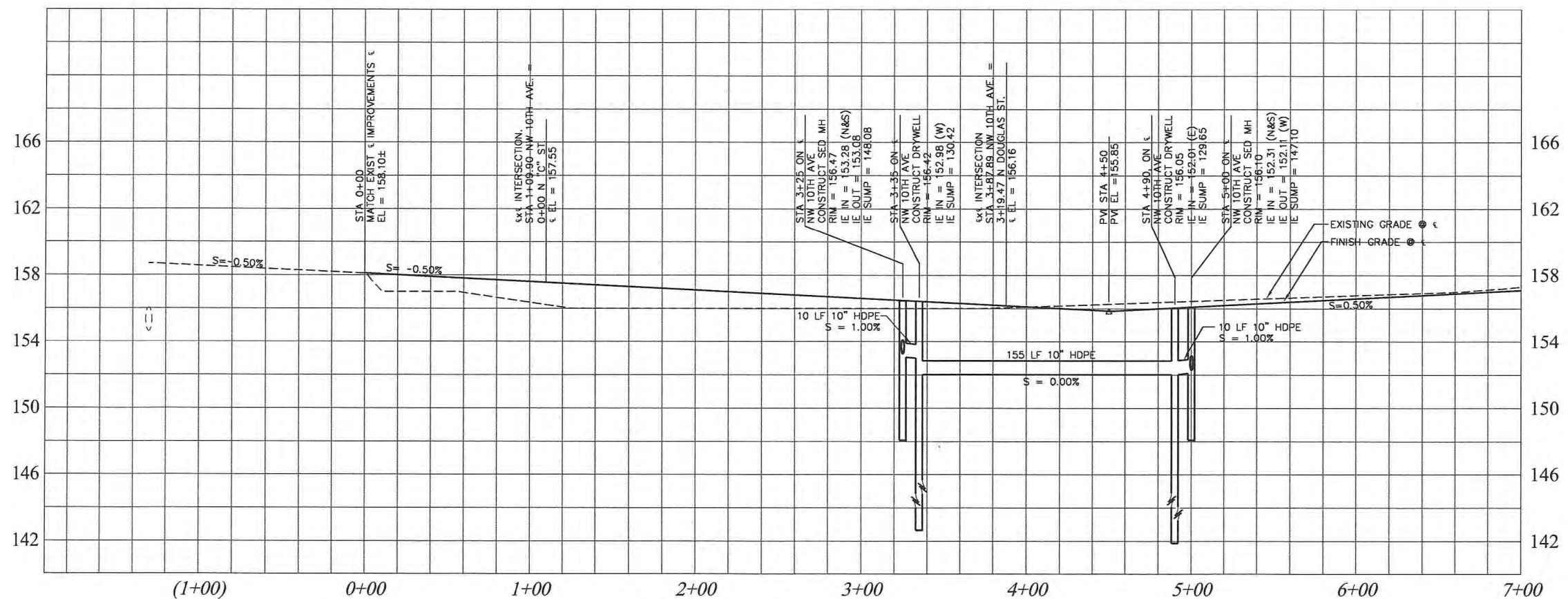
cc: Mr. Gordon Munro

NOTE: CONTRACTOR TO COORDINATE WITH CUB TO RELOCATE EXISTING POWER POLES. OWNER WILL PAY ALL PGE CHARGES.



1 NW. 10TH AVE - STREET & STORM PLAN
SCALE: 1" = 40'

2 NW. 10TH AVE - STREET & STORM PROFILE
SCALE: HORIZ. 1" = 40'
VERT. 1" = 4'



| No. | RADIUS | Δ | LENGTH | CL |
|-----|------------------------|-----------|--------|-----------|
| 28 | 20.00' | 90°01'57" | 31.43' | 28.29' |
| No. | STATION | OFFSET | T.C. | ELEVATION |
| 28 | 0+75.88 PC NW 10TH AVE | 20.00' | | 157.72 |
| | 1/4Δ | | | 157.55 |
| | 1/2Δ | | | 157.21 |
| | | | | 156.84 |
| | 14+00 PT NW 10TH AVE | 14.00 RT | | 156.55 |

--- FUTURE CURVE TO BE INSTALLED UNDER PHASE IV

| No. | RADIUS | Δ | LENGTH | CL |
|-----|----------------------|-----------|--------|-----------|
| 29 | 20.00' | 89°58'03" | 31.41' | 28.28' |
| No. | STATION | OFFSET | T.C. | ELEVATION |
| 29 | 0+39.98 PC N 10th St | 1' | | 156.55 |
| | 1/4Δ | | | 156.80 |
| | | | | 157.08 |
| | | | | 157.31 |
| | 14+00 PT NW 10TH AVE | 20.00 RT | | 157.38 |

--- FUTURE CURVE TO BE INSTALLED UNDER PHASE IV

| No. | RADIUS | Δ | LENGTH | CL |
|-----|-------------------------|-----------|--------|-----------|
| 29 | 20.00' | 89°29'37" | 31' | 28.16' |
| No. | STATION | OFFSET | T.C. | ELEVATION |
| 29 | 3+54.19 PC NW 10TH AVE | 14' | | 156.48 |
| | 1/4Δ | | | 156.34 |
| | | | | 156.07 |
| | | | | 155.76 |
| | 3+53.17 PT N DOUGLAS ST | 14.00 RT | | 155.51 |

--- FUTURE CURVE TO BE INSTALLED UNDER PHASE IV

| No. | RADIUS | Δ | LENGTH | CL |
|-----|-------------------------|-----------|--------|-----------|
| 30 | 20.00' | 90°30'23" | 31.60' | 28.41' |
| No. | STATION | OFFSET | T.C. | ELEVATION |
| 30 | 3+53.77 PC N DOUGLAS ST | 14' | | 155.50 |
| | 1/4Δ | | | 155.70 |
| | | | | 155.90 |
| | | | | 156.05 |
| | 4+00 PT NW 10TH AVE | 14.00 RT | | 156.14 |

--- FUTURE CURVE TO BE INSTALLED UNDER PHASE IV

| No. | RADIUS | Δ | LENGTH | CL |
|-----|-------------|-----------|--------|-----------|
| 27 | 15.00' | 36°52'12" | 9.65' | 9.49' |
| No. | STATION | OFFSET | T.C. | ELEVATION |
| 27 | 3+25.91 PC | 20.00 RT | | 156.47 |
| 28 | 3+34.91 PRC | 17.00 RT | | 156.50 |
| 29 | 3+43.91 PT | 14.00 RT | | 156.53 |

--- FUTURE CURVE TO BE INSTALLED UNDER PHASE IV

| No. | RADIUS | Δ | LENGTH | CL |
|-----|-------------|-----------|--------|-----------|
| 31 | 15.00' | 36°52'12" | 9.65' | 9.49' |
| No. | STATION | OFFSET | T.C. | ELEVATION |
| 31 | 4+32.20 PC | 14.00 RT | | 156.00 |
| 32 | 4+41.20 PRC | 17.00 RT | | 155.93 |
| 33 | 4+50.20 PT | 20.00 RT | | 155.85 |

--- FUTURE CURVE TO BE INSTALLED UNDER PHASE IV

| No. | RADIUS | Δ | LENGTH | CL |
|-----|-------------|-----------|--------|-----------|
| 33 | 15.00' | 36°52'12" | 9.65' | 9.49' |
| No. | STATION | OFFSET | T.C. | ELEVATION |
| 33 | 4+31.91 PC | 14.00 LT | | 156.00 |
| 34 | 4+40.91 PRC | 17.00 LT | | 155.93 |
| 35 | 4+49.91 PT | 20.00 LT | | 155.85 |

--- FUTURE CURVE TO BE INSTALLED UNDER PHASE IV

| No. | RADIUS | Δ | LENGTH | CL |
|-----|-------------------------|-----------|--------|-----------|
| 35 | 20.00' | 90°01'57" | 31.43' | 28.29' |
| No. | STATION | OFFSET | T.C. | ELEVATION |
| 35 | 4+21.91 PT NW 10TH AVE | 14.00 LT | | 156.14 |
| | 1/4Δ | | | 156.17 |
| | 1/2Δ | | | 156.16 |
| | 3/4Δ | | | 156.09 |
| | 2+85.45 PC N DOUGLAS ST | 14.00 RT | | 155.94 |

--- FUTURE CURVE TO BE INSTALLED UNDER PHASE IV

| No. | RADIUS | Δ | LENGTH | CL |
|-----|-------------------------|-----------|--------|-----------|
| 36 | 20.00' | 89°58'03" | 31.40' | 28.28' |
| No. | STATION | OFFSET | T.C. | ELEVATION |
| 36 | 2+85.49 PT N DOUGLAS ST | 14.00 RT | | 155.94 |
| | 1/4Δ | | | 156.14 |
| | 1/2Δ | | | 156.33 |
| | 3/4Δ | | | 156.45 |
| | 3+53.91 PC NW 10TH AVE | 14.00 LT | | 156.48 |

--- FUTURE CURVE TO BE INSTALLED UNDER PHASE IV

| No. | RADIUS | Δ | LENGTH | CL |
|-----|-------------|-----------|--------|-----------|
| 37 | 15.00' | 36°52'12" | 9.65' | 9.49' |
| 38 | 15.00' | 36°52'12" | 9.65' | 9.49' |
| No. | STATION | OFFSET | T.C. | ELEVATION |
| 37 | 3+25.91 PC | 20.00 LT | | 156.47 |
| 38 | 3+34.91 PRC | 17.00 LT | | 156.50 |
| 39 | 3+43.91 PT | 14.00 LT | | 156.53 |

PRELIMINARY

RECORD DRAWING
INFORMATION TO CREATE THIS RECORD DRAWING WAS BASED ON INFORMATION OBTAINED FROM THE CONTRACTOR AND/OR ON-SITE OBSERVATIONS.
6/30/2014

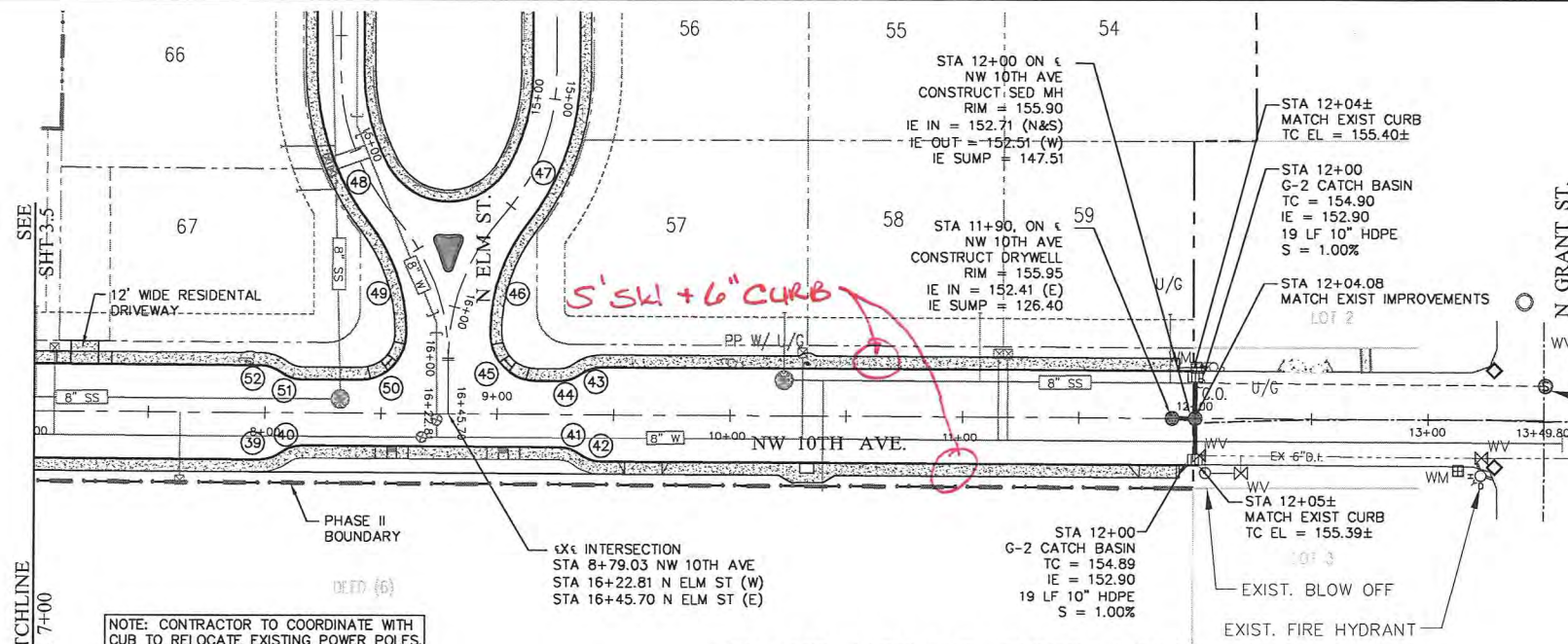
BAR IS ONE INCH ON ORIGINAL DRAWING.
ADJUST SCALE AS SHOWN ACCORDINGLY.



CURRAN-McLEOD, INC.
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NORTHWOOD ESTATES, PHASE II
NW 10TH AVENUE
STREET & STORM PLAN & PROFILE
CITY OF CANBY
CLACKAMAS COUNTY, OREGON

DATE: MAR 2014
P/N: 1391 Phase II
D/S: CJM
D/S: RCO
C-291-SHEET 3-5
3.5 OF 22
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NOTE: CONTRACTOR TO COORDINATE WITH CUB TO RELOCATE EXISTING POWER POLES. OWNER WILL PAY ALL PGE CHARGES.

DRIVEWAY NOTE:
CENTER THE 12' WIDE DRIVEWAY IN THE MIDDLE OF 20' WIDE ACCESS EASEMENT WITH 6' WINGS



1 NW. 10TH AVE - STREET & STORM PLAN
SCALE: 1" = 40'

2 NW. 10TH AVE - STREET & STORM PROFILE
SCALE: HORIZ. 1" = 40'
VERT. 1" = 4'

| No. | RADIUS | Δ | LENGTH | CL | |
|-------|---------|-----------|----------------|-------|--------|
| 39 | 15.00' | 36°52'12" | 9.65' | 9.49' | |
| 41 | 15.00' | 36°52'12" | 9.65' | 9.49' | |
| No. | STATION | OFFSET | T.C. ELEVATION | | |
| 39 | 7+95.82 | PC | 20.00 | RT | 157.58 |
| 39/40 | 8+06.82 | PRC | 17.00 | RT | 157.78 |
| 40 | 8+15.82 | PT | 14.00 | RT | 157.83 |

| No. | RADIUS | Δ | LENGTH | CL | |
|-------|---------|-----------|----------------|-------|--------|
| 41 | 15.00' | 36°52'12" | 9.65' | 9.49' | |
| 42 | 15.00' | 36°52'12" | 9.65' | 9.49' | |
| No. | STATION | OFFSET | T.C. ELEVATION | | |
| 41 | 9+26.83 | PC | 14.00 | RT | 157.92 |
| 41/42 | 9+35.83 | PRC | 17.00 | RT | 157.80 |
| 42 | 9+44.83 | PT | 20.00 | RT | 157.68 |

| No. | RADIUS | Δ | LENGTH | CL | |
|-------|---------|-----------|----------------|-------|--------|
| 43 | 15.00' | 36°52'12" | 9.65' | 9.49' | |
| 44 | 15.00' | 36°52'12" | 9.65' | 9.49' | |
| No. | STATION | OFFSET | T.C. ELEVATION | | |
| 43 | 9+26.83 | PC | 14.00 | LT | 157.92 |
| 43/44 | 9+35.83 | PRC | 17.00 | LT | 157.80 |
| 44 | 9+44.83 | PT | 20.00 | LT | 157.68 |

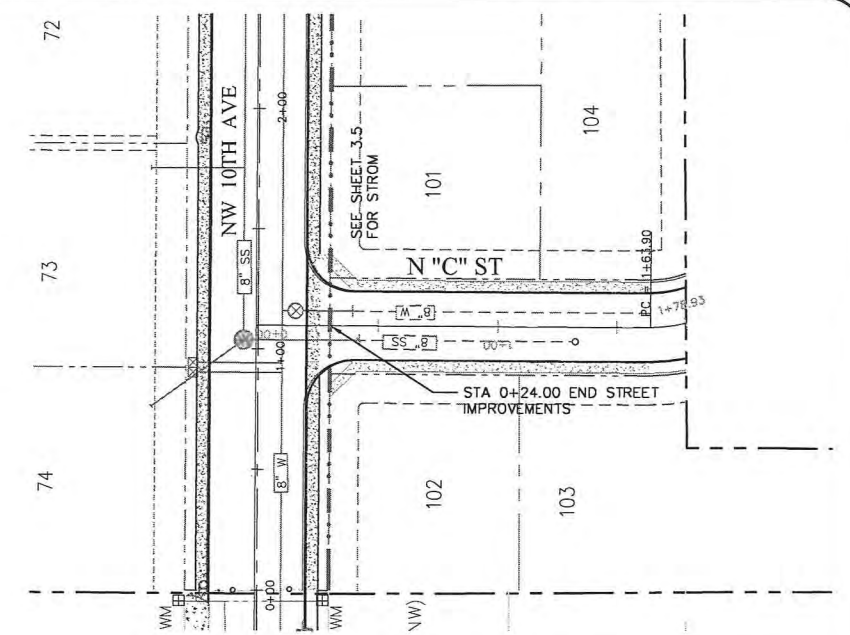
| No. | RADIUS | Δ | LENGTH | CL | |
|-----|----------|-----------|----------------|--------|--------|
| 45 | 20.00' | 89°39'17" | 31.30' | 28.20' | |
| No. | STATION | OFFSET | T.C. ELEVATION | | |
| 45 | 9+16.83 | PC | 14.00 | RT | 157.97 |
| | 1/4Δ | - | - | - | 157.94 |
| | 1/2Δ | - | - | - | 157.81 |
| | 3/4Δ | - | - | - | 157.66 |
| | 16+09.50 | PT | 17.30 | LT | 157.55 |

| No. | RADIUS | Δ | LENGTH | CL | |
|-----|----------|----------|----------------|--------|--------|
| 46 | 75.00' | 38°9'54" | 50.12' | 49.19' | |
| No. | STATION | OFFSET | T.C. ELEVATION | | |
| 46 | 16+07.84 | PT | 17.11 | LT | 157.52 |
| | 1/4Δ | - | - | - | 157.46 |
| | 1/2Δ | - | - | - | 157.39 |
| | 3/4Δ | - | - | - | 157.32 |
| | 15+51.06 | PRC | 10.00 | LT | 157.25 |

| No. | RADIUS | Δ | LENGTH | CL | |
|-----|----------|-----------|----------------|--------|--------|
| 47 | 104.00' | 38°17'13" | 69.50' | 68.21' | |
| No. | STATION | OFFSET | T.C. ELEVATION | | |
| 47 | 15+51.06 | PRC | 10.00 | LT | 157.25 |
| | 1/4Δ | - | - | - | 158.13 |
| | 1/2Δ | - | - | - | 157.00 |
| | 3/4Δ | - | - | - | 156.90 |
| | 14+88.24 | PC | 10.00 | LT | 156.82 |

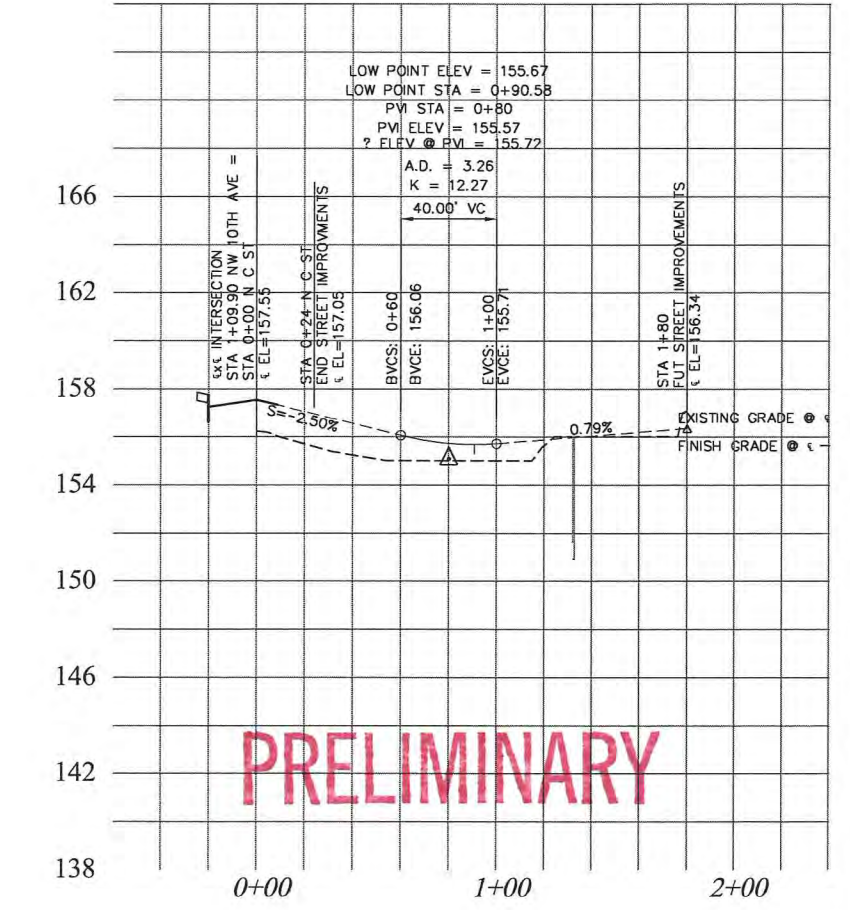
| No. | RADIUS | Δ | LENGTH | CL | |
|-----|----------|-----------|----------------|--------|--------|
| 48 | 104.00' | 38°17'13" | 69.50' | 68.21' | |
| No. | STATION | OFFSET | T.C. ELEVATION | | |
| 48 | 14+65.35 | PC | 10.00 | RT | 156.78 |
| | 1/4Δ | - | - | - | 156.91 |
| | 1/2Δ | - | - | - | 158.05 |
| | 3/4Δ | - | - | - | 157.15 |
| | 15+28.16 | PRC | 10.00 | RT | 157.28 |

| No. | RADIUS | Δ | LENGTH | CL | |
|-----|----------|-----------|----------------|--------|--------|
| 49 | 75.00' | 38°17'13" | 50.12' | 49.19' | |
| No. | STATION | OFFSET | T.C. ELEVATION | | |
| 49 | 15+28.16 | PRC | 10.00 | RT | 157.28 |
| | 1/4Δ | - | - | - | 157.33 |
| | 1/2Δ | - | - | - | 157.41 |
| | 3/4Δ | - | - | - | 157.49 |
| | 15+85.00 | PT | 17.11 | RT | 157.56 |



3 N C ST - STREET & STORM PLAN
SCALE: 1" = 40'

4 N C ST - STREET & STORM PROFILE
SCALE: HORIZ. 1" = 40'
VERT. 1" = 4'

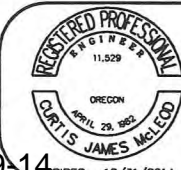


PRELIMINARY

| No. | RADIUS | Δ | LENGTH | CL | |
|-----|----------|-----------|----------------|--------|--------|
| 50 | 20.00' | 90°20'43" | 31.53' | 28.37' | |
| No. | STATION | OFFSET | T.C. ELEVATION | | |
| 50 | 15+86.04 | PT | 17.24 | RT | 157.57 |
| | 1/4Δ | - | - | - | 157.67 |
| | 1/2Δ | - | - | - | 157.82 |
| | 3/4Δ | - | - | - | 157.93 |
| | 8+40.82 | PC | 14.00 | LT | 157.96 |

| No. | RADIUS | Δ | LENGTH | CL | |
|-------|---------|-----------|----------------|-------|--------|
| 51 | 15.00' | 36°52'12" | 9.65' | 9.49' | |
| 52 | 15.00' | 36°52'12" | 9.65' | 9.49' | |
| No. | STATION | OFFSET | T.C. ELEVATION | | |
| 52 | 7+97.82 | PC | 20.00 | LT | 157.58 |
| 52/53 | 8+06.82 | PRC | 17.00 | LT | 157.78 |
| 53 | 8+15.82 | PT | 14.00 | LT | 157.83 |

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