

A G E N D A
CANBY PLANNING COMMISSION

REGULAR MEETING

City Council Chambers

Monday, August 28, 1995

7:30 p.m.

I. ROLL CALL

II. MINUTES

June 26, 1995

July 10, 1995

July 24, 1995

III. CITIZEN INPUT ON NON-AGENDA ITEMS

IV. COMMUNICATIONS

V. NEW BUSINESS

VI. FINDINGS

PUD Overlay 95-03/DR 95-10 - Walt West Construction

VII. PUBLIC HEARINGS

PUD Overlay 95-03/DR 95-10, revised PUD Overlay 95-03/DR 95-10, applications (and replat) by Walt West Construction for approval of a Planned Unit Development Overlay and Site and Design Review application proposed to be named "Willamette Commons." The purpose of the applications is to ultimately allow development of a "40-attached single family residential homes on individual lots". Total area involved is approximately 4.6 acres. The site is located just northwest of the intersection of N.E. Territorial Road and the "Logging Road." [Tax Lots 100-1100 plus Common Area, Tax Map 3-1E-C - Willamette Green Phase II, 2991]. Continued from August 14, 1995.

SUB 95-04, an application by Regan Enterprises for approval to develop Phase 8 of Township Village, a 97-lot subdivision. The site is located south of S.E. 7th Avenue, west of the western ends of S.E. 8th, 9th, and 10th Avenues, and north of the Philander Lee and Ackerman Junior High campuses [Tax Lots 4800 of Tax Map 4-1E-4AA and Tax Lot 700 of Tax Map 4-1E-4A]. Continued from June 26, 1995.

7/24

DR 95-14, an application by Sharpcor, Inc. [applicant] and George and Patsy Miller [owners] for design review approval to construct a 48 unit, 2-bed/1-bath apartment complex on a 2.5 acre parcel located on the east side of S. Pine, north of S.E. Township Road [Tax Lot 900 of Tax Map 3-1E-34C].

DR 95-15, an application by Daniel R. Chandler for Pro-Construct, Inc. [applicant] and Equity Advantage, Inc. [owner] for design review approval of 40 two-bedroom/2-bath apartment flat at 925 square feet per unit. The complex is proposed to have an attached recreation room. The 2.97 acre parcel is located on the east side of N. Pine, between Highway 99-E and N.E. 9th Avenue [Tax Lot 201 of Tax Map 3-1E-34BC].

VIII. DIRECTOR'S REPORT

IX. ADJOURNMENT

The City of Canby Planning Commission welcomes your interest in these agenda items. Please feel free to come and go as you please.

Kurt Schrader, Chair
Dan Ewert

Linda Mihata, Vice-Chair
Carlin Jackson
James Larson

Bob Gustafson
Brad Gerber



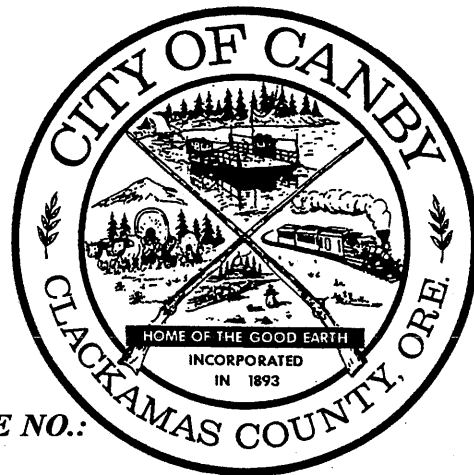
MEETING TIMELINES AND PROCEDURES

- In order not to restrict any person from testifying but, rather, to encourage everyone to do so, the Canby Planning Commission shall try to adhere as closely as possible to the following timelines:
 - Applicant (or representative[s]) - not more than 15 minutes
 - Proponents - not more than 5 minutes
 - Opponents - not more than 5 minutes
 - Rebuttal - not more than 10 minutes
- Everyone present is encouraged to testify, even if it is only to concur with previous testimony. For more complete presentations, Proponents and Opponents may "buy" time from one another. In so doing, those either in favor, or opposed, may allocate their time to a spokesperson who can represent the entire group.
- All questions must be directed through the Chair.
- Any evidence to be considered must be submitted to the hearing body for public access.
- All written testimony received, both for and against, shall be summarized by staff and presented briefly to the hearing body during presentation of the Staff Report.

The applicable substantive criteria for evaluating the application are displayed on the walls. Please direct your testimony to these criteria or other criteria in the Plan or land use regulations which you believe apply to the decision. Failure to raise an issue at this hearing with sufficient specificity to afford the Commission or Council and the parties an opportunity to respond to the issue precludes appeal to LUBA on that issue. A decision shall be made by the hearing body at the close of the hearing or the matter will be continued to a date certain in the future. This will be the only notice of that date that you will receive.



- STAFF REPORT -



APPLICANT:

Sharpcor, Inc.
3387 Winola Ave. S
Salem, OR 97302

FILE NO.:

DR 95-14
(Canby Apartments Phase II)

OWNER:

George & Patty Miller
420 S. Pine St.
Canby, OR 97013

Anthony & Betty Crawford
460 S. Pine St.
Canby, OR 97013

STAFF:

James S. Wheeler
Assistant City Planner

LEGAL DESCRIPTION:

Tax Lots 900 and 1100 of
Tax Map 3-1E-34C

DATE OF REPORT:

August 18, 1995

LOCATION:

East side of S. Pine Street, between
S.E. 3rd Avenue and S.E. Township Road

DATE OF HEARING:

August 28, 1995

COMP. PLAN DESIGNATION:

High Density Residential

ZONING DESIGNATION:

R-2 (High Density Residential)

I. APPLICANT'S REQUEST:

The applicant is requesting site and design approval to construct a 48 unit, 2 bedroom/ 1 bath apartment complex. The development is a continuation of the approved 28-unit apartment complex accessing S.E. Township Road. The development is proposed to occur on an 2.85 acre parcel.

II. APPLICABLE REGULATIONS

- **City of Canby General Ordinances:**
 - 16.10 Off-Street Parking and Loading
 - 16.20 R-2 - High Density Residential Zone
 - 16.49 Site and Design Review
 - 16.88 General Standards

III. MAJOR APPROVAL CRITERIA

Site and Design Review

The Planning Commission, sitting as the Design Review Board, shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the following:

- A. The proposed site development, including the site plan, architecture, landscaping and graphic design, is in conformance with the standards of this and other applicable City ordinances insofar as the location, height and appearance of the proposed development are involved; and
- B. The proposed design of the development is compatible with the design of other developments in the same general vicinity; and
- C. The location, design, size, color and materials of the exterior of all structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity.

The Design Review Board shall, in making its determination of compliance with the requirements set forth, consider the effect of its action on the availability and cost of needed housing.

IV. FINDINGS:

A. Background and Relationships:

The applicant is requesting approval to construct a 48-unit apartment complex. The use is permitted outright in the R-2 zone. The proposed apartment complex is named Phase 2, with Phase 1 being the approved, and

under construction, Canby Apartments (28 units). This proposal was not in existence at the time that Phase 1 was reviewed. The development is proposed to be located on a portion of Tax Lot 900 and all of Tax Lot 1100 of Tax Map 3-1E-34C. The portion of Tax Lot 900 that will be developed was partitioned 6/12/95 [MLP 95-03]. That partition has yet to be filed with the County.

The property is located on the east side of S. Pine Street, between S.E. 3rd Avenue and S.E. Township Road. The property benefits from the Logging Road Industrial Park Project. The reimbursement charge for the advanced financed public improvement (sewer, water, and S. Pine Street improvement) will need to be paid.

B. Evaluation Regarding Site and Design Review Approval Criteria

1. Part IV - Section 2, No. 2

"Minimum area for landscaping is 15% of the total area to be developed."

The minimum amount of landscaping required for the 124,213 square foot parcel is 37,263 square feet (30%). The total amount of landscaping proposed is approximately 39,986 square feet (32.2%).

2. Parking.

The number of parking spaces required for a 48-unit apartment complex is 106. There are 113 parking spaces being proposed, including 5 ADA (American Disabilities Act) parking spaces (5 required). All ADA parking spaces are "van accessible" (1 required).

Wheel stops are required for all the parking spaces as all parking spaces front either a walkway or landscaping.

3. Access

Two access drives to the proposed development will be provided from S. Pine Street. The access drives will be looped together and will be twenty-four (24) feet wide. Under Section 16.46.010.A.4. and 16.46.010.B. the maximum number of units permitted based on the two, twenty-four (24) foot wide access points, is 48 units (36 units plus 50% for looped access drive).

S. Pine Street is not a full-width street from S.E. Township Road to S.E. 3rd Avenue. Along the frontage of the Pine Crossing Manufactured Home Park (on the west side of the road, to the north of the proposed development), twenty-five (25) feet of frontage has been dedicated and

a half-street road has been built. Immediately south of the half-street improvement, on the west side of S. Pine Street, thirty-five (35) feet of right-of-way (15 feet plus the existing 20 feet) has been dedicated with the development of Marlon South Apartments. A continuation of the west side half-street improvement from the north is under construction with the development of Phase 2 of Marlon South Apartments. This improvement will bring the west side half-street improvements from S.E. 3rd Avenue, south to a point across from approximately fifty (50) feet south of the northern access drive of the proposed development. Dedication of an additional twenty (20) feet of right-of-way has been approved as a part of MLP 95-03, for the northern parcel of the proposed development. Dedication of an additional twenty (20) feet of right-of-way for the southern parcel has been proposed, but will need to be accepted by City Council. The dedication must also be recorded with Clackamas County prior to construction.

The alignment of S. Pine Street follows a straight line south from S.E. 3rd Avenue to the southern end of the Pine Crossing Manufactured Home Park. At that point, the alignment is adjusted to the west by ten (10) feet. This has been done to provide the least amount of encroachment of the street into the front yard of the home on the east side of S. Pine Street, at 420 S. Pine Street, to the immediate northwest of the proposed development. This alignment will continue south to a point approximately equal to the southern end of the Canby Apartments phase 1 frontage along S. Pine Street. At this point the alignment will be adjusted back east by ten (10) feet in order to avoid as much encroachment into the yard of the home located along the west side of S. Pine Street. Prior to the connection to S.E. Township Road, the alignment will need to be adjusted once more, so that it intersects with Township Road in alignment with the portion of S. Pine Street that is south of Township Road.

S. Pine Street will be built to a full width for the 150 foot portion of the road that is shared by Marlon South Apartments and the proposed development. The road improvements that will be required of this development include the portion that is in front of the existing home, at 420 S. Pine Street. South of the full road improvement, S. Pine Street will be built to a half-street standard (as the right-of-way that is available will not permit a full road standard) for the frontage of both Canby Apartments Phases 1 and 2. This portion of the half-street improvement will be located on the east side of S. Pine Street (where the previous half-street improvements to the north are along the west side of S. Pine Street). The applicant has proposed to improve the remainder of the existing S. Pine Street, south of the Canby Apartments Phase 1 to Township Road, from a gravel road to a twenty (20) foot asphalt road. The improvement would not meet the current standards for City roads, and would need to be reconstructed when

the adjoining properties are developed. The proposal is to provide six (6) inches of a gravel base with two (2) inches of asphalt on top. This has been discussed and approved by the Public Works Supervisor as a temporary solution to provide a hard-surfaced road connection to Township Road.

The applicant hired Lancaster Engineering to conduct a traffic analysis impact of the project on the surrounding road system (Exhibit 3). This is the same firm that produced the traffic report for the Deininger Farms subdivision proposal. A supplemental report (Exhibit 4) was submitted to account for the intersection of Township and Ivy and the use of half-street portions of S. Pine Street. The reports provide a different "Reserve Capacity" for the existing condition of the intersection of Township and Redwood. The explanation for the increased "Reserve Capacity" was that a lower speed limit was used for Township Road at the intersection with Redwood. Reserve Capacity is the number of additional vehicles per hour that the intersection can handle before the intersection fails, according to the traffic engineering standards. An intersection that fails has a "level of service" classification of "F". Level of Service "F" means

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

All intersections, with the exception of Township at Ivy, are at Level of Service "A" and will remain so with the approved and proposed developments in the area.

The intersection of Township at Ivy has a reserve capacity of 228, under current conditions (this reserve capacity figure is the same as the Deininger Farms study figure), which is Level of Service "C." The current conditions plus the additional traffic from approved projects in the area, will decrease the reserve capacity to 160, which is Level of Service "D". There are two other projects which are proposed that will impact this intersection if approved. The first is the Deininger Farms subdivision proposal for 209 lots and the second is the Township Village Phase 8 subdivision proposal for 97 lots. With Deininger Farms, the reserve capacity will be reduced to 112, which is Level of Service "D." With Township Village Phase 8, the reserve capacity will be reduced to approximately 138, which is Level of Service "D" (it is approximate because there is no traffic study for Township Village Phase 8). If both projects are approved, reserve capacity will be

reduced to 90, which is Level of Service "E." The proposed development, Canby Apartments Phase 2, independent of the other developments not yet approved, will reduce the reserve capacity of Township at Ivy to 150, which is Level of Service "D". If the two other proposed developments and this development is approved, the reserve capacity will be reduced to 80, which is Level of Service "E." Essentially, a reserve of 80 means that approximately 350 more units could be approved along Township before the intersection of Township at Ivy fails, according to traffic engineering standards.

The supplemental traffic report states that the twenty (20) feet of width at either end of S. Pine Street will not create a traffic hazard or problem in the near term.

The summary of the initial study is as follows:

1. The proposed project is not expected to have an adverse impact on any of the study area intersections. (This did not change with the supplemental report.)
2. For existing plus other planned development plus site-generated traffic, no improvements are required to any of the study area intersections, with the exception of roadway improvements to the north leg of Pine Street. (The supplemental report stated that the twenty (20) feet at either end of S. Pine Street is sufficient for the near term.)
3. The development frontage along Township should be improved to complete the full-width to meet the Canby Collector street design criteria, providing sidewalks and bike lanes. (Referring to Phase 1 of Canby Apartments.)
4. Pine Street, as it is completed between Township and the south terminus of the existing paved roadway, should be paved to a minimum of 19.5 feet on the existing 20 foot right-of-way. Additional right-of-way on the east side of Pine along the project frontage should be dedicated to the City for a half-width section of 30 feet (one-half of the 60 foot right-of-way for a Collector street). South of Redwood Street [S.E. 3rd Avenue], Pine Street has been improved to a half-width section on the west side with a 20 foot pavement width, curbs and sidewalks for approximately 615 feet. When the roadway is completed, there should be a smooth transition between the existing paved portion on the west half of the right-of-way to the new portion on the east half of the right-of-way.

5. Left-turn lane warrants are not satisfied at the intersection of Township road at Redwood street or Township at Pine Street for the background plus site-generated traffic volumes. (This did not change in the supplemental report.)
6. Sight distance was visually observed on Township in both directions from the proposed driveway location and found to be satisfactory. When Pine Street is completed, there will be no sight distance restrictions at either of the driveway locations because of the satisfactory roadway alignment. (Referring to Phase 1 of Canby Apartments.)

One further note, the City Administrator commented the need for coordination with the County regarding construction and ownership of S. Pine Street. Bill Spears, the County Transportation Planner, was contacted and it is the County's position that S. Pine Street is a public road, but not County maintained. Therefore, the County did not want to review the application in regards to construction of S. Pine Street. The ownership issue of the original twenty (20) feet of right-of-way is still unresolved. The City Administrator stated that he will take the issue up with the County regarding transition of ownership of the right-of-way.

The construction of the road and the additional right-of-way dedications will not be affected by the transition of the original right-of-way ownership between the County and the City.

The internal access is adequate for emergency vehicle access and service, and for the residential use of the development. Pedestrian access will be enhanced if the internal sidewalks are connected to the S. Pine Street sidewalks on both sides of the access drives.

4. Architecture

Cream colored vinyl siding with green trim and a black composition roof will be the appearance of the six (6), two-story buildings.

A metal building, concrete foundation, and all fencing except along the northern and eastern property lines are proposed to be removed. While not specifically proposed on the site plan, the existing garage will need to be removed as well. This is also a requirement of the Minor Land Partition approval.

There will be two signs for the apartments, one at each entrance. The signs will need to be a minimum of ten (10) feet from the street property line. The signs will be one-sided and will cover approximately fourteen (14) square feet each, for a total of twenty-

eight (28) square feet. The applicant has stated on the site plans that the facing of the signs are not to exceed thirty (30) square feet each. This does comply with the Code requirements, and suggest that the applicant may wish to enlarge the signs at time of construction or at some future date. The signs will be made of either sandblasted wood or high density foam, and will be indirectly illuminated. There are no colors specified for the signs at this time.

5. Other Aspects

a. Utilities

Service providers have not indicated that there would be any problem in servicing this proposal. To coordinate efforts for construction activity with the utility providers, developers, and City departments, a pre-construction conference will be necessary. All utilities are available in S. Pine Street.

The fire district is requesting that two (2) additional fire hydrants be provided, one on each end of the center parking landscaping island. Additionally, the addressing for the apartments will need to meet the Uniform Fire Code requirements.

According to the Canby School District enrollment figures for September of 1994, the school district had capacity for an additional 1213 students. This breaks down to a capacity for 692 students in the K-5 grades, and 521 students in the 6-12 grades.

The figures for the number of children per dwelling unit (broken into the two grade categories) provided by the school district are: K-5 = .36 children per dwelling unit, and 6-12 = .27 children per dwelling unit. There have been a total of 294 units constructed (or under construction) between 3/1/94 and 8/15/95. There are an additional 281 units that have been approved and no building permits have been issued as of 8/15/95. An additional 306 lots are under review, and an additional 88 apartment units (including this one).

The capacity of the schools, taking into account approved vacant lots and units constructed no more than six months prior to the start of the 1994-5 school year, and then the two additional proposals, is as follows:

REMAINING CAPACITY OF SCHOOLS (June 1995)

	<u>9/94</u>	<u>Approved</u>	<u>Approved + Proposed</u>
K-5	692	485	343
6-12	521	365	259

b. Landscaping

The landscaping can be divided up into the parking lot landscaping, the building perimeter landscaping, and the open area landscaping. The parking lot landscaping will be detailed in the following subsection.

The landscaping around the perimeter of each of the buildings will be similar, with some small variations. The landscaping will consist of Vine Maples (a multi-stemmed, small tree), Armstrong Maples (columnar trees), cypress, juniper, nandina, azaleas, euonymus, rhododendron, and viburnum shrubs. A couple of the buildings will also have Oregon Grape and pontentilla. Along the southern property line, between Phase 1 and 2, there are seven (7) existing trees that will be retained. There are another four (4) existing trees that will be retained along the eastern property line. The open area landscaping will consist of primarily lawn, and a few red maples and Crimson King Norway Maples.

There are also existing trees along S. Pine Street, three (3) immediately south of the northern entrance, and one (1) at the southern property line. These trees are proposed to be retained, and while they are not street trees, staff finds that retention of these trees is appropriate, in that retaining healthy, non-hazardous, mature trees is appropriate wherever possible. There are proposed to be six (6) additional trees along S. Pine Street, between the existing trees. The street trees that are proposed are red maples and Crimson King Norway Maples. Across S. Pine Street, Marlon South Apartments were approved with Queen Emerald Norway Maples as the street trees. In order to provide consistent street tree planting along this portion of S. Pine Street, the same will need to be planted for this development. The trees will need to be planted approximately forty-five (45) on center, which means that six (6) trees will be planted between the existing trees to remain along S. Pine Street, and two (2) more trees should be planted in front of the existing home. The trees are to be planted twelve (12) feet behind the curb.

There is a row of shrubs that extend into the drive just east of the northern entrance. Staff believes this is merely a drafting error. The plant type list includes many more plants than are proposed on the actual landscape site plan. The site plan indicates the number of plants to be planted in an area. The plant spacing that is proposed is approximately 1/2 to 1/3 as dense as the planting standards that the City is using (Oregon Department of Transportation) for areas that will not have groundcover. The plant standards for the plants that will be used in the landscaping is as follows:

Azalea, evergreen	3' O.C.
Chamaecyparia obtusa nana (Dwarf Cypress)	2' O.C.
Eunonymus alata (Dwarf Burning Bush)	4' O.C.
Juniperus squamata, Blue Star (Juniper)	3' O.C.
Mahonia aquifolium compacta (Oregon Grape)	2' O.C.
Nandina domestica nana (Dwarf Nandina)	3' O.C.
Pieris japonica (Japanese Andromeda)	4' O.C.
Potentilla Gold Drop	2' O.C.
Rhododendron, medium size	4' O.C.
Rhododendron, large size	5' O.C.
Viburnum davidii	3' O.C.

c. Parking Lot Landscaping

The amount of paved area for parking and vehicle maneuvering area is 31,183 square feet. The amount of landscaping required for that amount of area is 4,678 square feet (15%), and is to be within ten feet of the parking/maneuvering area. A rough calculation of the amount of landscaping provided within ten feet of the parking/maneuvering area is approximately 6,938 square feet (22.2%). At the formula of one tree per 8 parking spaces, a total of 14 trees are required. There are 17 trees within or adjacent to the paved vehicle parking/ maneuvering area, not including street trees or the columnar Armstrong Red Maples in front of the apartment buildings.

The landscaping consists of lawn area and the two different types of Red Maples. The strip of land running north-south, between the center parking rows does not have landscaping proposed. Some form of vegetative landscaping should be provided.

d. **Density and yards and height**

The setbacks and the height requirements for the R-2 zone have been met by this development proposal. The development proposal will also comply with the Solar Ordinance.

A total of 4800 square feet of recreation/open space is required with the development. As a part of the Planning Commission's action permitting a greater separation between two of the buildings in Phase 1 of Canby Apartments, an additional 324 square feet of recreation/open space is required, bringing the total required recreation/open space to 5124 square feet. In four larger open areas, there is 21,500 square feet of open space. The size of the area that is immediately adjacent to the recreation/open space in Phase 1 of Canby Apartments is approximately 4,000 square feet. There are no play facilities proposed at this time.

V. CONCLUSION

The staff hereby concludes that, with appropriate conditions, the proposed development as described in the application, site plan, and this report, is in conformance with the standards of this and other applicable ordinances; the design is compatible with the design of other developments in the vicinity; and, the location, design, size, and materials of the exterior of the structure will be compatible with the proposed development and appropriate to the design character of other structures in the same vicinity.

Further, staff concludes that, with approval conditions:

1. the proposed development of the site is consistent with the applicable standards and requirements of the Canby Municipal Code and other applicable City ordinances insofar as the location, height and appearance of the proposed development are involved; and
2. the proposed design for the development is compatible with the design of other developments in the same general vicinity; and
3. the location, design, size, color and materials of the exterior of all structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity; and
4. the conditions listed are the minimum necessary to achieve the purposes of the Site and Design Review Ordinance, and do not unduly increase the cost of housing.

VI. RECOMMENDATION:

Based upon the application, elevations, the site plan received by the City, the facts, findings and conclusions of this report, and without the benefit of a public hearing, staff recommends that should the Planning Commission approve DR 95-14, the following conditions apply:

Prior to the issuance of the Building Permit:

1. A preconstruction conference shall be held prior to the issuance of the building permit. The conference shall be coordinated through the Planning Office. The specific road alignment for S. Pine Street within the dedicated right-of-way shall be determined prior to the preconstruction conference.
2. The Minor Land Partition (MLP 95-03) shall be completed and filed with the County.
3. Acceptance of the dedication of the additional S. Pine Street right-of-way shall be obtained from the City Council. The dedication shall be recorded with Clackamas County prior to construction.
4. The existing garage for 420 S. Pine Street shall be removed.

For the Building Permit Application:

5. A detailed landscape construction plan shall be submitted with the building permit. The detailed landscape plan shall show: the number of plants, plant spacing/location of planting, the type of plants, the size of plants, the schedule of planting, and irrigation plans.
6. The landscaping shall be planted at such a density so as to provide a minimum of 95% coverage of the landscape areas with vegetation, within a 3-year time period. Bark mulch and similar material shall consist of not more than 5% of the total landscape area after the 3-year period. The plant spacing and starting plant sizes shall meet the ODOT plant spacing/starting size standards. The spacing requirements for the plants to be used in the landscaping are as follows:

Azalea, evergreen	3' O.C.
Chamaecyparia obtusa nana (Dwarf Cypress)	2' O.C.
Eunonymus alata (Dwarf Burning Bush)	4' O.C.
Juniperus squamata, Blue Star (Juniper)	3' O.C.

Mahonia aquifolium compacta (Oregon Grape)	2' O.C.
Nandina domestica nana (Dwarf Nandina)	3' O.C.
Pieris japonica (Japanese Andromeda)	4' O.C.
Potentilla Gold Drop	2' O.C.
Rhododendron, medium size	4' O.C.
Rhododendron, large size	5' O.C.
Viburnum davidii	3' O.C.

7. The five (5) foot wide strip of land in the center of the two center parking rows shall be landscaped with vegetation.
8. Four (4) 'Emerald Queen' Norway Maples shall be planted along S. Pine Street, between the existing trees to be retained near the northern entrance and the southern entrance. Another two (2) 'Emerald Queen' Norway Maples shall be planted along S. Pine Street between the southern entrance and the existing tree to be retained at the southern property line. Additional 'Emerald Queen' Norway Maples shall be planted in front of the existing home at 420 S. Pine Street, and along the S. Pine Street frontage of Canby Apartments Phase 1. These additional trees shall be planted approximately 50 feet on center. All street trees shall be planted twelve (12) feet behind the curb, and shall be at least 2" caliper trees when planted.
9. The road improvements for S. Pine Street shall include a minimum of twenty (20) feet of paving, curbs, sidewalks, street lights, utility trenching, and street trees. The improvements shall be for the eastern frontage of S. Pine Street from the northern property line of the house at 420 S. Pine Street to the southern property line of Canby Apartments Phase 1.
10. The existing twenty (20) foot wide right-of-way from the southern property line of Canby Apartments phase 1 to S.E. Township Road shall be paved with 6" gravel and 2" asphalt. S. Pine Street from S.E. Township Road to the northern property line of the home at 420 S. Pine Street shall have a minimum of twenty (20) feet of paving.
11. Two additional fire hydrants shall be provided. One fire hydrant shall be provided at each end of the center parking landscape area.
12. The signs shall be a minimum of ten (10) feet from the S. Pine Street right-of-way.
13. The sidewalks on both sides of the internal drives shall connect to the public sidewalks.
14. Wheel stops shall be provided for all parking spaces.

Other Notes:

15. The address identification shall meet the Uniform Fire Code 901.4.4.
16. The advanced financing reimbursement charge will be due upon issuance of the building permit. The principle amount owed is \$8,051.52. Interest accrues at \$1.342 per day. The amount owed as of September 15, 1995, is \$8,561.45. The principle plus interest can be paid at any time up to the issuance of the building permit.

If the home at 420 S. Pine Street is connected to the City sewer system, as a part of this project, the advanced financing reimbursement charge will be upon issuance of the sewer connection permit. The principle amount owed for 420 S. Pine Street is \$312.00. Interest accrues at \$0.052 per day. The amount owed as of September 15, 1995, is \$331.76.

Exhibits:

1. Application for Design Review
2. Vicinity Map
3. Traffic Engineering Report
4. Supplemental Traffic Engineering Report
5. Site Plan/Elevations/Landscape Plan (*too large to reproduce*)
6. Department Responses to "Request for Comments"

SITING AND DESIGN REVIEW APPLICATION

Fee: \$750

OWNER

APPLICANT

NAME George & Patsy Miller

NAME Sharpcor, OInc.

ADDRESS ⁴²⁰~~510~~ S Pine

ADDRESS 3387 Winola Ave S

CITY Canby STATE OR ZIP 97210

CITY Salem STATE OR ZIP 97302

SIGNATURE [Signature]

PHONE: 581-1799

DESCRIPTION OF PROPERTY:

TAX MAP 31E34C TAX LOT(S) 900 LOT SIZE 2.5 Acres
(Acres/Sq. Ft.)

OR

LEGAL DESCRIPTION, METES AND BOUNDS (ATTACH COPY)

PLAT NAME _____ LOT _____ BLOCK _____ (attached)

PROPERTY OWNERSHIP LIST

ATTACH A LIST OF THE NAMES AND ADDRESSES OF THE OWNERS OF PROPERTIES LOCATED WITHIN 200 FEET OF THE SUBJECT PROPERTY (IF THE ADDRESS OF THE PROPERTY OWNER IS DIFFERENT FROM THE SITUS, A LABEL FOR THE SITUS MUST ALSO BE PREPARED AND ADDRESSED TO "OCCUPANT"). LISTS OF PROPERTY OWNERS MAY BE OBTAINED FROM ANY TITLE INSURANCE COMPANY OR FROM THE COUNTY ASSESSOR. IF THE PROPERTY OWNERSHIP LIST IS INCOMPLETE, THIS MAY BE CAUSE FOR POSTPONING THE HEARING. THE NAMES AND ADDRESSES ARE TO BE *typed onto an 8-1/2 x 11 sheet of labels*, JUST AS YOU WOULD ADDRESS AN ENVELOPE.

USE

EXISTING Barren Land

PROPOSED Apartment Complex

EXISTING STRUCTURES metal shed (to be removed)

SURROUNDING USES residential/industrial

PROJECT DESCRIPTION New construction of 48 2bed/1bath apartment units.

ZONING R-2

COMPREHENSIVE PLAN DESIGNATION _____

PREVIOUS ACTION (IF ANY) _____

FILE NO. DR 95-14

RECEIPT NO. 9511

RECEIVED BY [Signature]

DATE RECEIVED 6-27-95

COMPLETENESS DATE _____

PRE-AP MEETING _____

HEARING DATE 8-14-95

IF THE APPLICANT IS NOT THE PROPERTY OWNER, HE MUST ATTACH DOCUMENTARY EVIDENCE OF TO ACT AS AGENT IN MAKING APPLICATION.

EXHIBIT

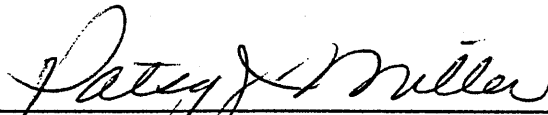
TABLER
1
5 pages

SHARPCOR, INC.

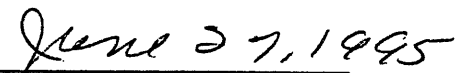
3387 Winola Ave. S.
Salem, OR 97302
(503) 581-1799
Fax: 581-1683

AUTHORIZATION

I, AS THE LEGAL PROPERTY OWNER, DO HEREBY AUTHORIZE AND
ACKNOWLEDGE SHARPCOR, INC. OF SALEM, OREGON TO ACT AS AGENT WITH
REGARDS TO A 48-UNIT APARTMENT PROJECT LOCATED IN CANBY, OREGON.
THIS INCLUDES ANY AND ALL PROCEDURES NECESSARY TO COMPLETE THE
APPLICATION PROCESS.



PATSY MILLER



DATE

SHARPCOR, INC.

3387 Winola Ave. S.
Salem, OR 97302
(503) 581-1799
Fax: 581-1683

AUTHORIZATION

I, AS THE LEGAL PROPERTY OWNER, DO HEREBY AUTHORIZE AND ACKNOWLEDGE SHARPCOR, INC. OF SALEM, OREGON TO ACT AS AGENT WITH REGARDS TO A 48-UNIT APARTMENT PROJECT LOCATED IN CANBY, OREGON. THIS INCLUDES ANY AND ALL PROCEDURES NECESSARY TO COMPLETE THE APPLICATION PROCESS.

Betty L. Crawford
ANTHONY & BETTY CRAWFORD

8-2-95
DATE

PROJECT NARRATIVE

Date: 6/28/95

To: Robert Hoffman: City of Canby, Planning Director

From: Scott Beck, Architect

Re: PROPOSED CANBY APARTMENTS PHASE II
S. PINE STREET, NORTH OF S.E. TOWNSHIP ROAD
PROJECT DESIGN REVIEW

The proposed apartment complex consists of 48, two bedroom apartment units located on an 124,078 square foot site. The site is currently zoned R-2 therefore multifamily housing is an allowable use. The project will have six - two story buildings, and on site laundry facilities and manager's office. The total proposed building area = 40,446 square feet. The building architecture including materials and colors will be consistent with Phase I of this project which is directly abutting to the south.

Special attention has been paid to design a parking lot which is visually divided by interior lot landscaping. In addition care has been taken to maintain the majority of all existing mature trees and to create open outdoor spaces which allow for recreation. Finally, the project perimeter landscaping has been designed to provide an aesthetic "buffer" between this project and each of its neighbors.

In closing, I will state that to the best of my knowledge this project design is in full conformity with the City of Canby - Land Development and Planning Ordinance "Design Criteria" .

Please refer to the Design Review Drawings dated 6/28/95 for further explanation of this project.

EXTERIOR MATERIAL SPECIFICATIONS

ROOFING:

Pabco GG20 - 20yr roof
3 tab composition

COLOR:

Gray Frost

SIDING:

Georgia Pacific Vinyl Siding
Double 5 pattern

COLOR:

Cream

SHARPCOR, INC.

3387 Winola Ave. S.
Salem, OR 97302
(503) 581-1799
Fax: 581-1683

August 10, 1995

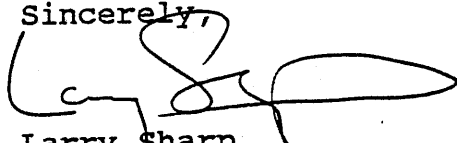
Mr. Jim Wheeler
City of Canby
182 N Holly
PO Box 930
Canby, OR 97013

RE: Design Review

Dear Mr. Wheeler:

Sharpcor, Inc. is proposing to include in our scope of development of Phase II, a 20 foot paved road. This paved road will run from the end of the half street improvement as required in our development of Phase I, to Township Road. The road will be constructed to City standards. This will allow 2 ingress/egress' from Canby II on paved roadways. Please call me if you have any questions. Thank you.

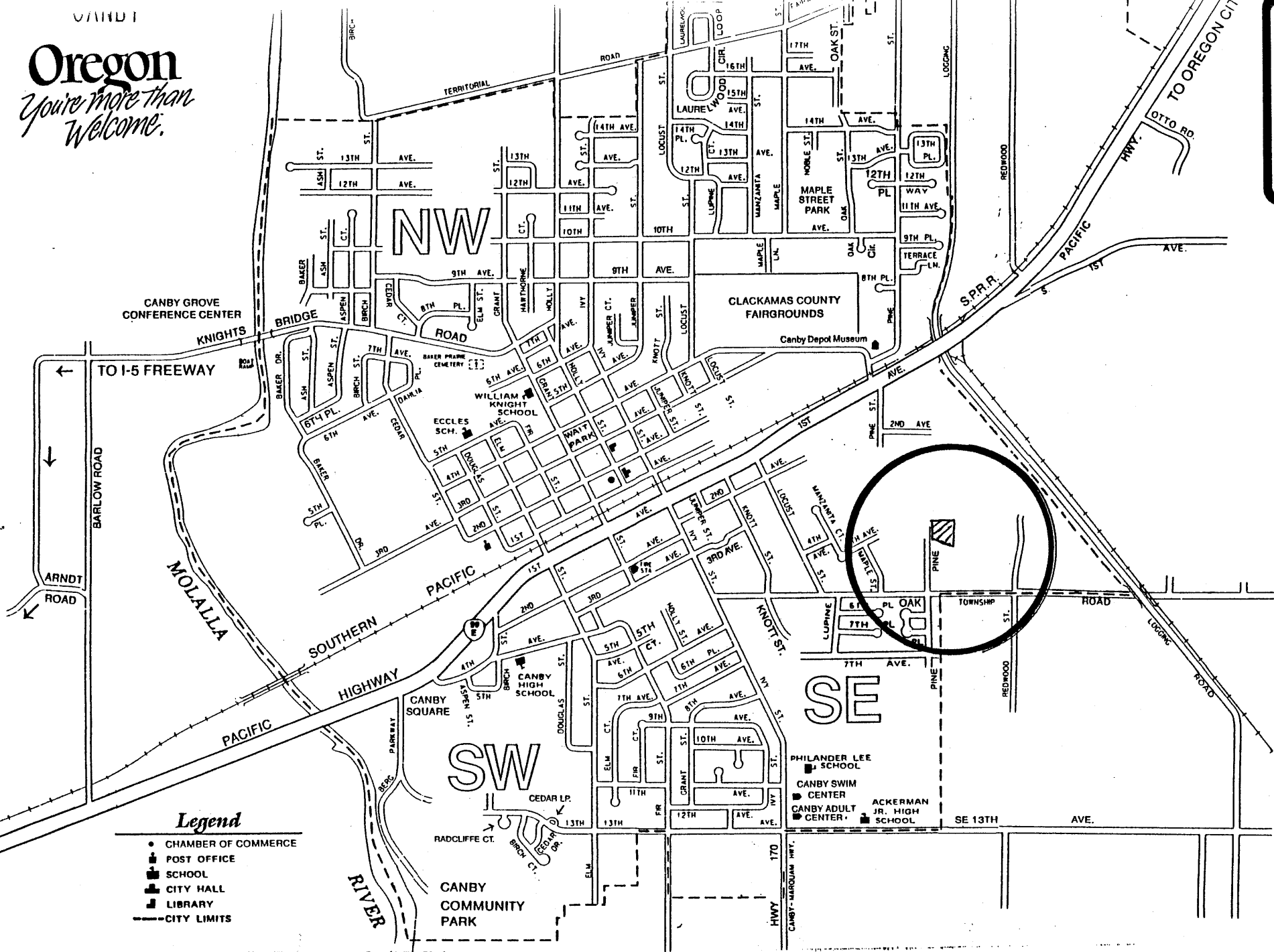
Sincerely,



Larry Sharp
Vice President

cc: Justin Barton

VARDI
Oregon
*You're more than
 Welcome.*



Legend

- CHAMBER OF COMMERCE
- ☐ POST OFFICE
- ☐ SCHOOL
- ☐ CITY HALL
- ☐ LIBRARY
- CITY LIMITS

EXHIBIT
 2
 TABS

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INTRODUCTION

A 76-unit apartment development has been proposed for a location on the east side of Pine Street in Canby, Oregon. The development will consist two phases, with 28 units in the first phase and 48 units in the second phase.

The purpose of this study is to assess the traffic impact of the proposed development on the nearby street system and to recommend any required mitigative measures. The analysis will include traffic signal warrants, left-turn lane warrants and level of service calculations.

Detailed information on level of service, traffic counts, trip generation calculations, traffic signal warrants, left-turn lane warrants, and level of service calculations is included in the appendix to this report.



LOCATION DESCRIPTION

The project site is located east of Pine Street and north of Township Road. Phase one of the project will have an access to Township via a driveway on the east side of an existing single-family dwelling unit. An emergency access to Phase one will be provided on the west side of the same single-family dwelling unit. Phase Two of the project will have two accesses to Pine Street. There is no interior vehicle circulation between Phase One and Phase Two. An area map showing the location is on page six, and a vicinity map covering the study area is shown on page seven.

The development plan for the project consists of two adjacent apartment developments, with 28 units to be constructed in Phase One and 48 units to be constructed in Phase Two.

The study area consists of the intersections of Township Road at Redwood Street, Township Road at Pine Street, and Pine Street at Highway 99E.

Township Road is a two-lane facility of approximately 38 foot width in the vicinity of the project site. Township is designated by the City of Canby as a Collector. West of Redwood Street, Township is improved to include curb, sidewalk and a bicycle lane on the south side of the street. The Canby Transportation System Plan calls for Township to be a three-lane facility west of Redwood and a two-lane facility east of Redwood. The posted speed zone is 35 mph in the vicinity of the site.

Redwood Street is a two-lane facility of approximately 40 foot width with curbs and sidewalks on both sides of the street. Redwood is designated by the City of Canby as a Collector. Redwood forms a four-legged intersection with Township, with STOP signs on Redwood. Redwood extends northward to join Pine Street, forming a four-legged intersection with Highway 99E, with the entrance to the Clackamas County fairgrounds forming the fourth leg. Traffic is currently controlled by STOP signs on Pine Street. A traffic signal is scheduled for installation at this intersection in the summer of 1995.

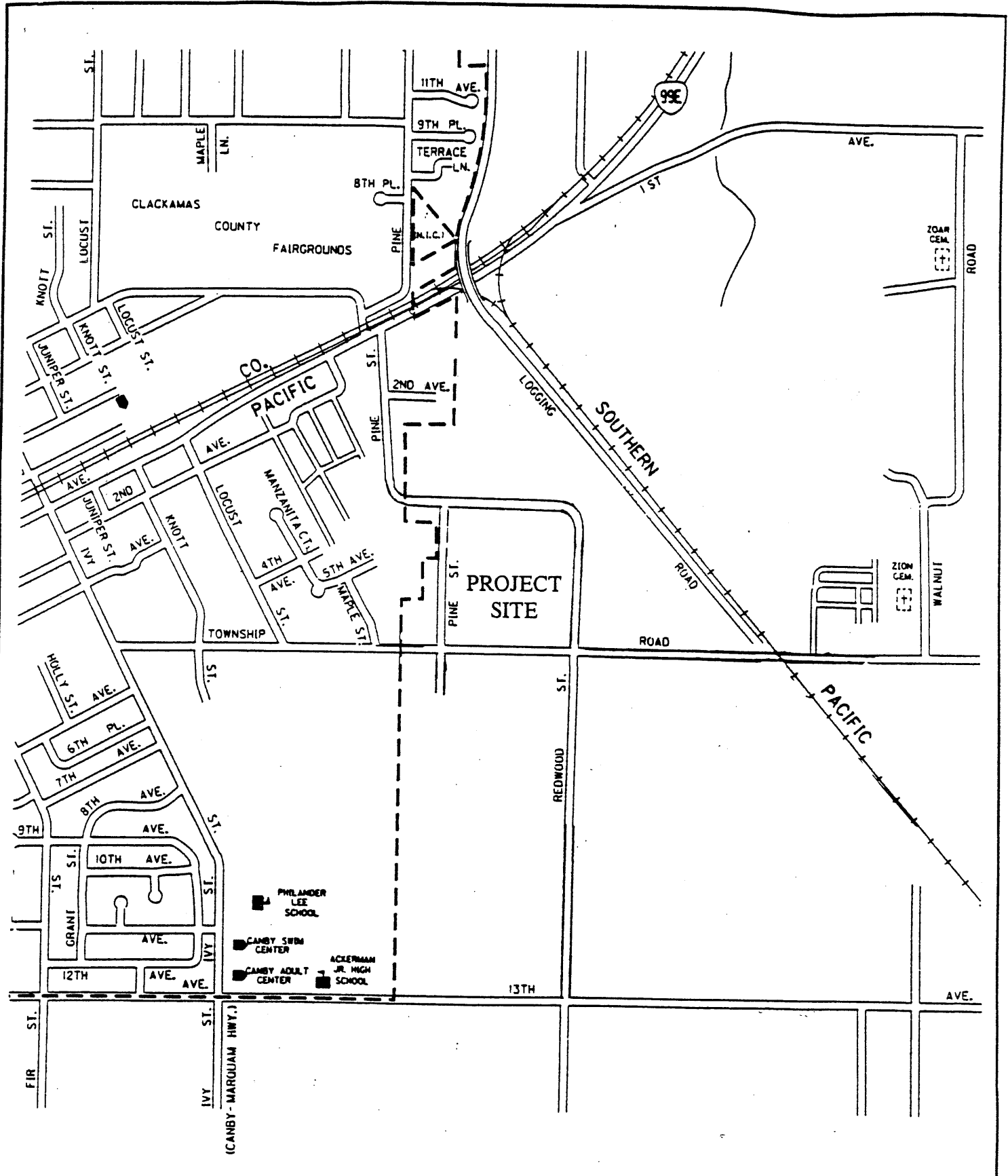
Pine Street is a two-lane facility of approximately 43 foot width south of Township Road. North of Township Road, Pine Street exists as an unpaved roadway of approximately 15 foot width in the vicinity of the site. South of Redwood Street, Pine Street has been improved to a half-width section on the west side with a 20 foot

pavement width, curbs and sidewalks for approximately 615 feet. There is a barricade between the paved and unpaved portions of Pine Street between Redwood and Township. Pine is designated by the City of Canby as a Collector. The Canby Transportation System Plan calls for a Collector to have a 60 foot right-of-way, with 46 feet of pavement, including three 12-foot lanes and two 5-foot bicycle lanes. Pine Street forms a T-shaped intersection with Redwood Street, with a STOP sign on Pine. Pine Street forms a four-legged intersection with Township, with STOP signs on Pine. Pine Street will be paved between Township and the existing northern portion as a part of this development.

Land uses adjacent to the project site are mostly residential and vacant land for residential development.

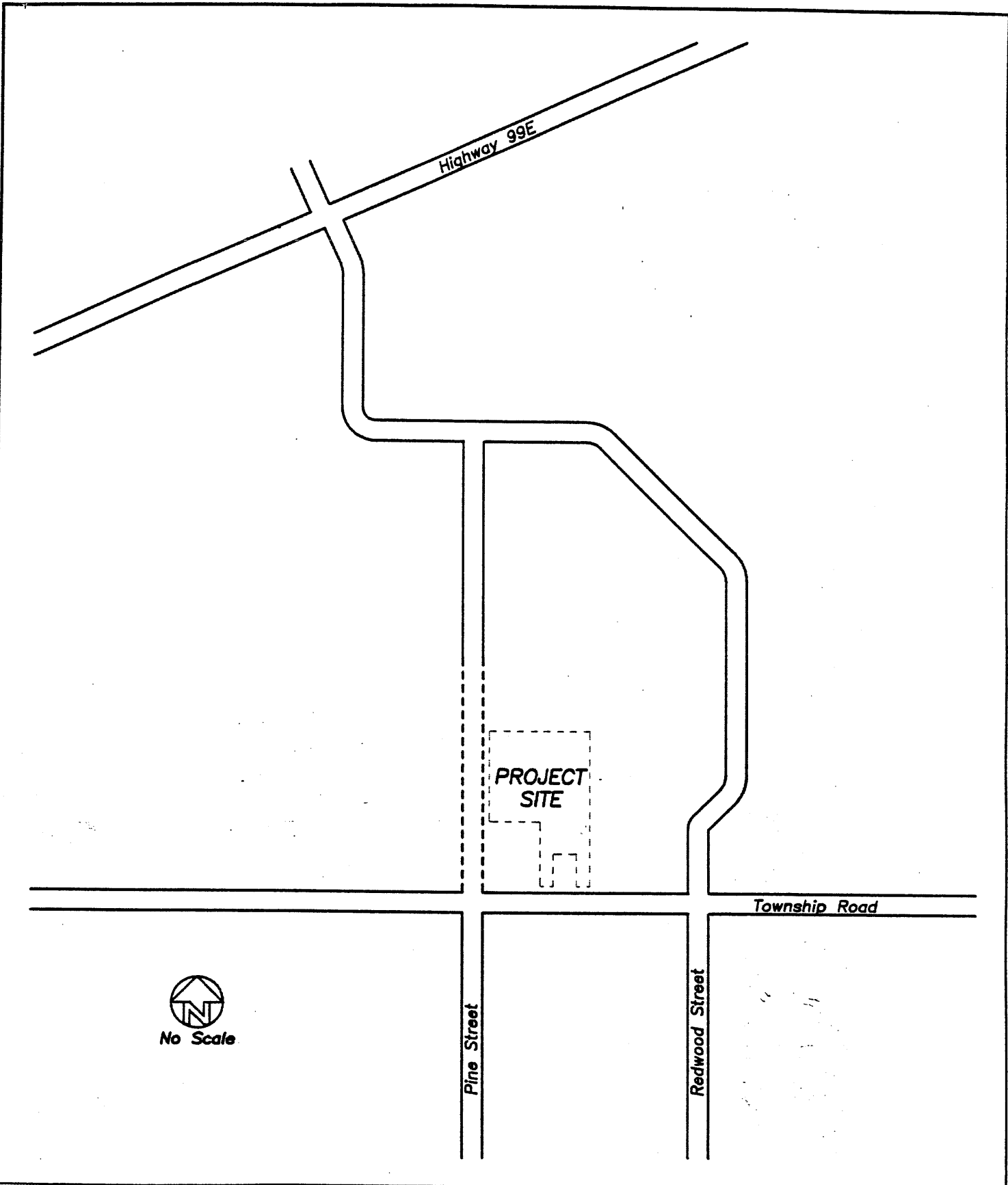
The development site is not served directly by any bus routes.

Manual turning movement counts were made at the study area intersections in March, 1995, and in June, 1995 from 6:45 to 8:45 AM and from 4 to 6 PM. It was found that the morning peak hour for the intersections is typically from 7:05 to 8:05 AM and the evening peak hour is from 4:45 to 5:45 PM. The peak hour volumes are shown in the traffic flow diagrams on pages eight and nine.



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AREA MAP



LE
LANCASTER ENGINEERING

VICINITY MAP

TRIP GENERATION

To estimate the number of trips that would be generated by the proposed development, trip rates from *TRIP GENERATION*, Fifth Edition, published by the Institute of Transportation Engineers, were used. The trip rates used were for land-use code 221, *Low-Rise Apartment*. This trip generation rate is based on the number of occupied dwelling units.

Since the site is not served by any bus routes, it was assumed that none of the site trips generated by the development would be made by transit.

The calculations indicate that Phase One will generate an estimated total of 184 daily trips, with half entering and half exiting the site. The morning peak hour is expected to result in 14 total trips, with 3 entering and 11 exiting. The evening peak hour is expected to result in 17 total trips, with 11 entering and 6 exiting. Phase Two will generate an estimated total of 158 daily trips, with half entering and half exiting the site. The morning peak hour is expected to result in 23 total trips, with 5 entering and 18 exiting. The evening peak hour is expected to result in 27 total trips, with 18 entering and 9 exiting. Although the site will be developed in two phases, the total trip generation of both phases was examined in this analysis.

A summary of the trip generation calculations is shown in the following table. The trip generation calculations are included in the appendix to this report.

**TRIP GENERATION SUMMARY
Canby Apartment Development**

	<u>ENTERING TRIPS</u>	<u>EXITING TRIPS</u>	<u>TOTAL TRIPS</u>
<i>Phase One</i>			
AM PEAK HOUR	3	11	14
PM PEAK HOUR	11	6	17
DAILY	92	92	184
<i>Phase Two</i>			
AM PEAK HOUR	5	18	23
PM PEAK HOUR	18	9	27
DAILY	158	158	316
<i>Total</i>			
AM PEAK HOUR	8	29	37
PM PEAK HOUR	29	15	44
DAILY	250	250	500

TRIP DISTRIBUTION

To estimate the directional distribution of the trips generated by the proposed development, the existing traffic volumes on the nearby streets were used, particularly at the intersection of Township at Redwood. It was assumed that the trips generated by the site would be distributed approximately in proportion to the existing traffic volumes at the study area intersections.

The traffic flow diagrams on pages 13 and 14 show the distribution of the projected site-generated trips for the proposed development for the morning and evening peak hours.

The traffic flow diagrams on pages 15 through 18 contain the project site-generated trips for the morning and evening peak hours for Phases One and Two.

With the completion of Pine Street, some trips which are currently using Redwood to reach Highway 99E are expected to utilize Pine Street instead. The traffic flow diagrams on pages 19 and 20 show the total of existing traffic volumes plus the trips generated by both phases of the development site during the morning and evening peak hours. These volumes reflect the estimated traffic diverted from Redwood Street to Pine Street after Pine Street is completed.

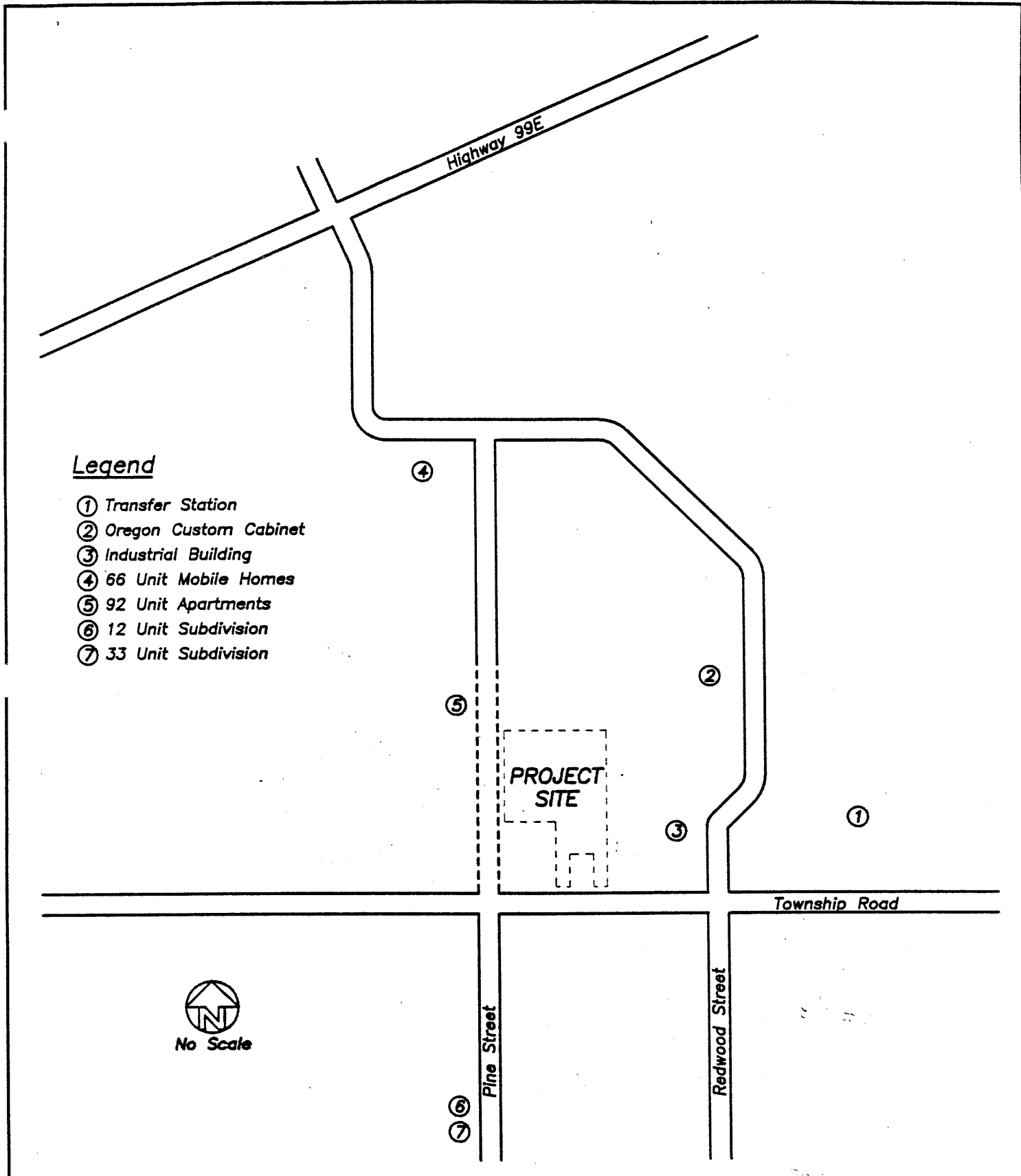
OPERATIONAL ANALYSIS

Background Traffic

Background traffic consists of existing traffic plus traffic generated by other planned but unbuilt developments impacting the study area. There are seven developments in the vicinity of the project site which were examined as part of the background traffic:

- Canby Transfer Station
- 11,000 Square Foot Industrial Building (Oregon Custom Cabinet)
- 10,000 Square Foot Industrial Building
- A 66 Unit Mobile Home Subdivision
- A 92 Unit Apartment Complex
- A 12 Unit Residential Subdivision
- A 33 Unit Residential Subdivision

Information regarding the above developments was provided by the City of Canby. The approximate locations of these developments are shown on page 22. Site trips from the seven developments were estimated from trip generation rates taken from *TRIP GENERATION*, Fifth Edition where specific information was not available. Trip distributions from each site were based on existing traffic count data and on trip profiles such as home-to-work, shopping and home-to-school. The sum of the site trips from the seven separate planned developments is contained on pages 23 and 24 for the morning and evening peak hours. Pages 25 and 26 show the existing volumes plus site trips from the other planned development for the morning and evening peak hours. Pages 27 and 28 contain the total of existing volumes, other development site trips and site-generated trips from the proposed project.



Legend

- ① Transfer Station
- ② Oregon Custom Cabinet
- ③ Industrial Building
- ④ 66 Unit Mobile Homes
- ⑤ 92 Unit Apartments
- ⑥ 12 Unit Subdivision
- ⑦ 33 Unit Subdivision



No Scale

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LOCATION OF OTHER DEVELOPMENTS

Traffic Signal Warrants

A traffic signal warrant comparison was made to determine if a traffic signal is or will be warranted at the unsignalized intersections of Township Road at Redwood Street and Township Road at Ivy Street. The *Minimum Vehicular Volume Warrant*, the *Interruption of Continuous Traffic Warrant*, and the *Peak Hour Warrant* from the *MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES*, published by the Federal Highway Administration, were examined. 70 percent of standard warrants were used because Canby is an isolated community with population less than 10,000.

The existing traffic volumes plus other development trips plus site-generated trips from the proposed project do not satisfy any of the warrants at the intersection of Township at Redwood or at the intersection of Township at Pine Street.

Left-Turn Lane Warrants

A left-turn lane warrant analysis was made to determine whether a left-turn lane will be warranted on eastbound Township Road at Pine Street and Township at Redwood. The warrants used were those developed in *HIGHWAY RESEARCH RECORD NO. 211*, published by the Transportation Research Board, as adapted by the Oregon Department of Transportation. The warrants consider through volumes, left-turning volumes, and speeds.

Left-turn lane warrant comparisons were made at Township and Redwood and at Township and Pine for existing plus other development plus site-generated traffic conditions. The left-turn lane warrants were not satisfied.

Capacity Analysis

To determine the level of service at the study area intersections, a capacity analysis was conducted. The level of service can range from A, which indicates very little or no delay, to level F, which indicates a high degree of congestion and delay. Level D is generally considered to be the minimum acceptable level of service for signalized intersections in urban areas, and level E is the minimum acceptable level for unsignalized intersections.

The capacity analysis was made for four scenarios:

- Existing conditions.
- Existing plus project site-generated trips.
- Existing plus other planned development site trips.
- Existing plus other planned development plus the proposed project site trips.

The unsignalized intersections of Township Road at Redwood Street and Township Road at Pine Street were analyzed using the unsignalized intersection methods in the *HIGHWAY CAPACITY MANUAL*. The future signalized intersection of Highway 99E at Pine Street was analyzed using the planning method for signalized intersections in *TRANSPORTATION RESEARCH CIRCULAR 212*, published by the Transportation Research Board.

The unsignalized intersection of Township at Redwood is currently operating at level of service A during the morning and evening peak hours. This level of service describes the movement(s) with the poorest level of service, i.e. left turning movements from Redwood onto Township Road. With the addition of traffic generated from the proposed development, the level of service remains unchanged. The background (existing plus other planned development) traffic volumes will result in level of service A in the morning and evening peak hours. The background plus site-generated volumes result in level of service A in the morning and evening peak hours.

The unsignalized intersection of Township at Pine is currently operating at level of service A during the morning and evening peak hours. With the addition of traffic generated from the proposed development, the level of service remains unchanged. The background (existing plus other planned development) traffic volumes will result in level of service A in the morning and evening peak hours. The background plus project site-generated volumes result in level of service A in the morning and evening peak hours.

When the planned traffic signal is installed, the intersection of Highway 99E at Pine Street is expected to operate at level of service A for the morning and evening peak hours with the existing traffic volumes. Addition of traffic from other planned developments plus the site-generated trips from the proposed project will also result in level of service A in the morning and evening peak hours.

The results of the capacity analysis, along with the Levels Of Service (LOS), the Volume-To-Capacity (V/C) ratios for the future signalized intersection of Highway 99E at Pine Street, and the Reserve Capacities (RC) for the unsignalized intersections, are shown in the following tables. The level of service for the signalized intersections



is based on the V/C ratio. The level of service for the unsignalized intersections is based on the Reserve Capacity, which is a measure of available capacity remaining at the intersection. Tables showing the relationships between V/C ratios, reserve capacity, and level of service are included in the appendix to this report.

LEVEL OF SERVICE SUMMARY

	AM Peak Hour		PM Peak Hour	
	LOS	RC	LOS	RC
<i>Township at Redwood</i>				
Existing Conditions	A	703	A	659
Existing + Site	A	711	A	661
Existing + Other Developments	A	692	A	620
Existing + Other Developments + Site	A	686	A	607
<i>Township at Pine</i>				
Existing Conditions	A	748	A	671
Existing + Site	A	714	A	617
Existing + Other Developments	A	692	A	620
Existing + Other Developments + Site	A	659	A	561
	LOS	V/C	LOS	V/C
<i>Highway 99E at Pine *</i>				
Existing Conditions	A	0.25	A	0.36
Existing + Site	A	0.26	A	0.39
Existing + Other Developments	A	0.27	A	0.41
Existing + Other Developments + Site	A	0.27	A	0.41

* Assumes a traffic signal is installed

LOS = Level of Service

RC = Reserve Capacity

V/C = Volume to Capacity Ratio

Site Access

The Phase One site access will be from one driveway intersecting Township Road. An emergency access will also be provided on Township. Phase Two will have access via two driveways onto Pine Street. There will be no internal vehicle circulation between Phases One and Two.

Sight Distance

Sight distances at all the study area intersections were observed visually in the field. Township is tangent and level in both directions from the proposed driveway locations. Pine Street, when completed, will be tangent and level between Redwood and Township. There are no sight distance restrictions anticipated at any of the three driveway intersections.

Roadway Improvements

Township Road currently has striped bike lanes on the south side of the roadway west of Redwood. The development frontage along Township should be improved to complete the full street width to provide for bike lanes and sidewalks and the ultimate three-lane width as a part of the development. Pine Street, as it is completed between Township and the south terminus of the existing paved roadway, should be paved to a minimum of 19.5 feet on the existing 20 foot right-of-way. Additional right-of-way on the east side of Pine along the project frontage should be dedicated to the City for a half-width section of 30 feet (one-half of the 60 foot right-of-way for a Collector street). South of Redwood Street, Pine Street has been improved to a half-width section on the west side with a 20 foot pavement width, curbs and sidewalks for approximately 615 feet. When the roadway is completed, there should be a smooth transition between the existing paved portion on the west half of the right-of-way north of the site to the new portion on the east half of the right-of-way along the site frontage.



SUMMARY

1. The proposed project is not expected to have an adverse impact on any of the study area intersections.
2. For existing plus other planned development plus site-generated traffic, no improvements are required to any of the study area intersections, with the exception of roadway improvements to the north leg of Pine Street.
3. The development frontage along Township should be improved to complete the full-width to meet the Canby Collector street design criteria, providing sidewalks and bike lanes.
4. Pine Street, as it is completed between Township and the south terminus of the existing paved roadway, should be paved to a minimum of 19.5 feet on the existing 20 foot right-of-way. Additional right-of-way on the east side of Pine along the project frontage should be dedicated to the City for a half-width section of 30 feet (one-half of the 60 foot right-of-way for a Collector street). South of Redwood Street, Pine Street has been improved to a half-width section on the west side with a 20 foot pavement width, curbs and sidewalks for approximately 615 feet. When the roadway is completed, there should be a smooth transition between the existing paved portion on the west half of the right-of-way to the new portion on the east half of the right-of-way.
5. Left-turn lane warrants are not satisfied at the intersection of Township Road at Redwood Street or Township at Pine Street for the background plus site-generated traffic volumes.
6. Sight distance was visually observed on Township in both directions from the proposed driveway location and found to be satisfactory. When Pine Street is completed, there will be no sight distance restrictions at either of the driveway locations because of the satisfactory roadway alignment.

August 1, 1995

Mr. Jim Wheeler
City of Canby Public Works
PO Box 930
Canby, OR 97013

Dear Mr. Wheeler:

The following is an addendum to the *Canby Apartments Traffic Impact Report* originally submitted to you on July 20, 1995. Since the City has changed the scope of work of the original study, this document will address the following issues:

- The impact from the proposed Deininger Farms residential development. This 209 single-family dwelling unit subdivision, located west of Redwood Street on Township Road, is not an approved development and was originally excluded from the list of other developments to be included in the Canby Apartments study.
- The impact of the proposed development upon the intersection of Township Road at Ivy Street. This intersection was deleted from the original scope of work as set out by Staff at City of Canby Public Works.
- The carrying capacity and safety of travel on the twenty (20) foot wide portions of Pine Street.

Deininger Farms

Deininger Farms, a 209 unit residential subdivision located on Township Road, is expected to generate approximately 154 total trips during the morning peak hour, with 40 entering and 114 exiting the site. The evening peak hour is expected to result in 211 total trips, with 135 entering and 76 exiting. There will be an estimated total of 1,996 daily trips generated by the project site, with half entering and half exiting the



in 211 total trips, with 135 entering and 76 exiting. There will be an estimated total of 1,996 daily trips generated by the project site, with half entering and half exiting the site. Traffic flow diagrams containing the morning and evening peak hour site trips from Deininger Farms are attached to this letter as an appendix.

Traffic flow diagrams containing the total of existing traffic and site trips from other approved and proposed developments (including Deininger Farms) plus site trips from the proposed Canby apartment development are contained in the appendix.

Township Road at Ivy Street

Ivy Street is a two-lane facility of approximately 49 foot width in the vicinity of Township Road. Ivy is designated by the City of Canby as an Arterial. The Canby Transportation System Plan calls for Ivy to be a three-lane facility between Highway 99E and 13th Avenue. Township forms a T-shaped intersection with Ivy Street, with a STOP sign on Township. Township is approximately 23 feet wide at this intersection, with one lane serving left and right turning vehicles. There is a left-turn lane of 75 foot length on southbound Ivy at the intersection.

A traffic signal warrant comparison was made to determine if a traffic signal is or will be warranted at the unsignalized intersections of Township Road at Redwood Street and Township Road at Ivy Street. The *Minimum Vehicular Volume Warrant*, the *Interruption of Continuous Traffic Warrant*, and the *Peak Hour Warrant* from the *MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES*, published by the Federal Highway Administration, were examined. 70 percent of standard warrants are used in isolated communities with population less than 10,000, or where the 85th percentile speed is in excess of 40 mph.

It was found that the existing evening peak traffic volumes at Township Road and Ivy Street satisfy 70 percent of the standard warrants for the Peak Hour Warrant. If it is assumed that the evening peak hour represents 10 percent of the daily volumes, then 70 percent of the Minimum Vehicular Warrant and Interruption of Continuous Traffic Warrant are also satisfied. The traffic signal warrant worksheets are contained in the appendix to this letter.

A traffic flow diagram showing the site trips from the Canby Apartments development at the intersection of Township Road at Ivy Street is contained in the appendix.



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Capacity Analysis

A capacity analysis of the original study area intersections plus the intersection of Township Road at Ivy Street was conducted to determine the level of service of these intersections. The capacity analysis examined existing conditions, existing plus site trips from Canby Apartments, existing plus other developments (including Deininger Farms) traffic, and the total traffic. The results of the capacity analysis are contained in the following table. The worksheets for the capacity analysis are contained in the appendix to this letter.



**LEVEL OF SERVICE SUMMARY
Canby Apartment Development**

	AM Peak Hour		PM Peak Hour	
	LOS	V/C-RC	LOS	V/C-RC
<i>Township at Redwood</i>				
Existing Conditions	A	703	A	659
Existing + Site	A	711	A	661
Existing + Other Developments	A	609	A	458
Existing + Other Developments + Site	A	603	A	459
<i>Township at Ivy</i>				
Existing Conditions	C	290	C	228
Existing + Site	C	277	C	218
Existing + Other Developments	D	156	D	112
Existing + Other Developments + Site	D	141	E	98
<i>Township at Pine</i>				
Existing Conditions	A	748	A	671
Existing + Site	A	714	A	617
Existing + Other Developments	A	627	A	532
Existing + Other Developments + Site	A	603	A	511
<i>Highway 99E at Pine *</i>				
Existing Conditions	A	0.25	A	0.36
Existing + Site	A	0.26	A	0.39
Existing + Other Developments	A	0.27	A	0.41
Existing + Other Developments + Site	A	0.28	A	0.43

* Assumes a traffic signal is installed

LOS = Level of Service

V/C = Volume to Capacity Ratio

RC = Reserve Capacity



The results indicate that the addition of site trips from the Deininger Farms proposed development do not have a significant effect upon the levels of service from the previous results in the *Canby Apartments Development Traffic Impact Study*. The only significant change in level of service occurs at the intersection of Township at Ivy during the evening peak hour, where the level of service changes from D to E, for background plus site trips.

It should be noted that a lower speed was assumed on Township Road (35 mph versus 45 mph) in the capacity calculations for the unsignalized intersection with Redwood Street. Since the exact speeds were not known, it was felt that an analysis of Redwood and Pine Streets at Township should have the same speeds. Since the posted speed zone on Township changes near Redwood Street from 45 to 35 mph and near Pine Street from 35 to 25 mph, 35 mph was used in the capacity analysis of both intersections as an average speed. This ultimately results in higher reserve capacities for the intersection of Township at Redwood than were reported in the Deininger Farms study.

At the intersection of Highway 99E at Pine Street, there are minor differences in the existing plus other developments capacity analysis results between the Deininger Farms study and the Canby Apartment study. These minor differences are due to rounding errors resulting in a net change of one vehicle difference on one or more approaches.

Pine Street Improvements

The Width of Roadway section under Local Roads and Streets (pages 436-437) in *AASHTO - Geometric Design of Highways and Streets* makes the following recommendations for roadway widths:

Street lanes for moving traffic preferably should be at least 10 ft wide. Where feasible they should be 11 ft wide... Where available or attainable width of right-of-way imposes severe limitations, 9-ft lanes can be used in residential areas...

Since the improvements on Pine Street are for a short distance and experience generally low speeds, the roadway width of 19.5 feet, as suggested by City of Canby Public Works Staff, appears to be adequate for the near term. As other development along Pine Street occurs, Pine Street should be fully improved to City standards as a Collector street.



LANCASTER ENGINEERING

We hope that this addresses all your concerns as set forth in your July 26 letter to Mr. Larry Sharp of Sharpcor. If you have any questions or comments, please feel free to contact us.

Yours truly,

Tom R. Lancaster
Principal



1296

PLEASE RETURN ATTACHMENTS!!!

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-4021

DATE: August 2, 1995

TO: ~~FIRE~~ POLICE, CUB, TOM PIERSON/TODD SCHMIDT, NW NATURAL GAS, MIKE JORDAN, JOHN KELLEY, ROY, STEVE, CANBY SCHOOL DISTRICT

The City has received DR 95-14 an application by Sharpcor, Inc. [applicant] and George & Patsy Miller and Anthony and Betty Crawford [owners] for design review approval to construct a 48 unit, 2-bed/1-bath apartment complex on a 2.5 acre parcel, located on the east side of S. Pine, north of SE Township Road [Tax Lots 900 and 1100 of Tax Map 3-1E-34C].

We would appreciate your reviewing the enclosed application and returning your comments by August 14, 1995 PLEASE. The Planning Commission plans to consider this application on August 28, 1995. Please indicate any conditions of approval you may wish the Commission to consider if they approve the application. Thank you.

Comments or Proposed Conditions:

Must comply with UFC 901.4.4 (addressing), also, supply 2 (3) port
fire hydrants, one each side of the parking island in the center of the
complex.

Please check one box:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature: Ron Yarbrough Date: 8-8-95
Title: Fire Marshal Agency: Canby Fire District #62

EXHIBIT

TABLER
6
9 pages

PLEASE RETURN ATTACHMENTS!!!

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-4021

DATE: August 2, 1995

TO: FIRE, POLICE CHIEF, TOM PIERSON/TODD SCHMIDT, NW NATURAL GAS, MIKE JORDAN, JOHN KELLEY, ROY, STEVE, CANBY SCHOOL DISTRICT

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Comments or Proposed Conditions:

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Signature: Jerry Nijer Date: 8/14/95
Title: Police Chief Agency: Canby Police

PLEASE RETURN ATTACHMENTS!!!

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-4021

DATE: August 2, 1995

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- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature: Stephen Miller Date: 8/14/95
Title: Superintendent Agency: Canby School District

PLEASE RETURN ATTACHMENTS!!!

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

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(503) 266-4021

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Comments or Proposed Conditions:

No Comments

Please check one box:

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature: Roy Hester Date: 8-14-95

Title: Public Works Super. Agency: City of Canby

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DATE: August 2, 1995

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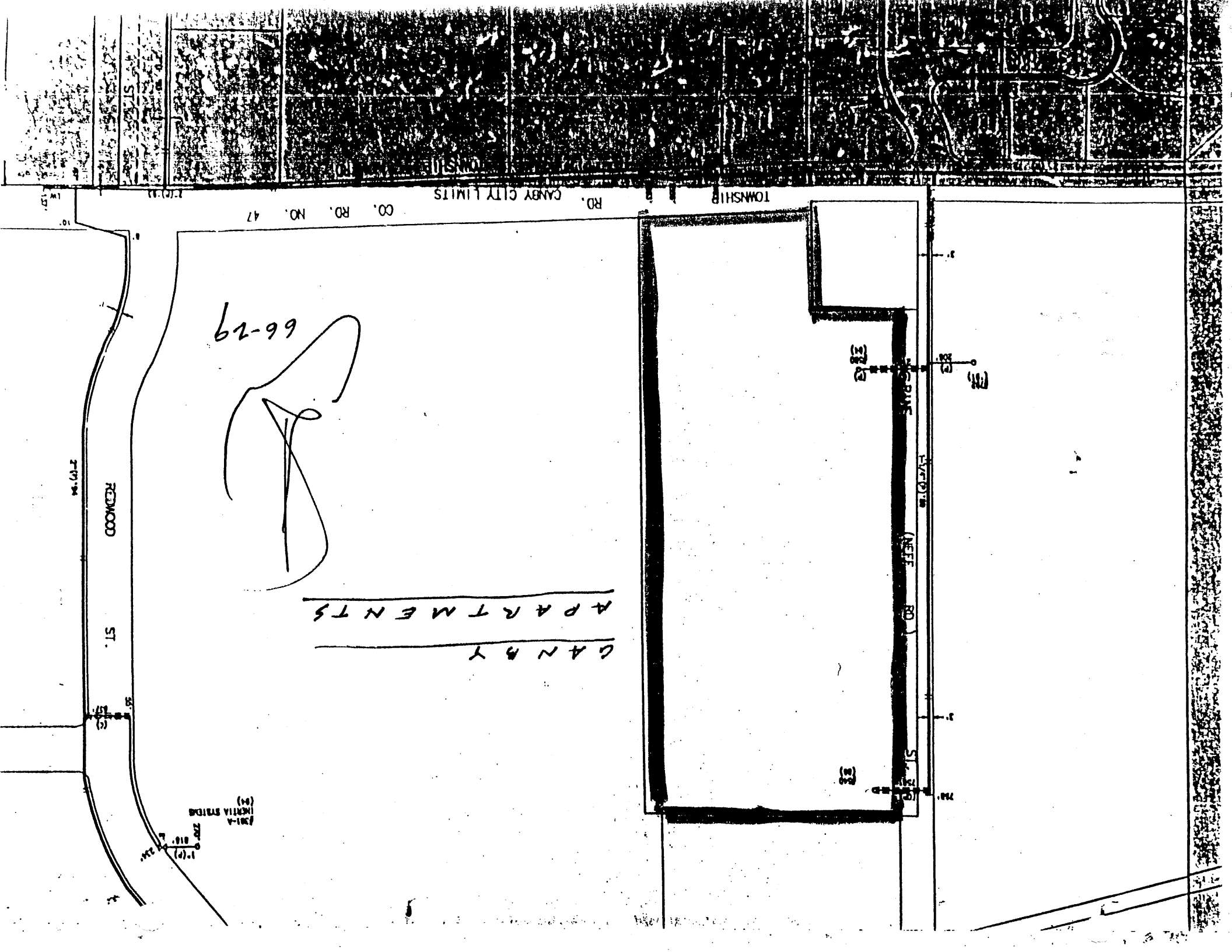
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Signature: Gary Hyatt Date: 8/8/95
Title: Field Engineering Supervisor Agency: NW Nat Gas



66-29

APARTMENTS
CANBY

REDWOOD ST.

NEFF RD

TOWNSHIP

RD. CANBY CITY LIMITS

CO. RD. NO. 47

201-A
INERTIA STATION
(94)

PLEASE RETURN ATTACHMENTS!!!

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-4021

DATE: August 2, 1995

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Comments or Proposed Conditions:

None

Please check one box:

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- Conditions are needed, as indicated
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Signature: Steve Hansen

Date: 8-5-95

Title: POTW Supervisor

Agency: City of Canby

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[503] 266-4021

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Comments or Proposed Conditions:

- Road Improvements on S. Pine should be coordinated w/ city & County

Please check one box:

- Adequate Public Services (of your agency) are available
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Signature: *Michael Jordan* Date: 8/7/95

Title: _____ Agency: _____

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Comments or Proposed Conditions:

Please check one box:

Adequate Public Services (of your agency) are available

Adequate Public Services will become available through the development

Conditions are needed, as indicated DITCHES & PIPE

Adequate public services are not available and will not become available

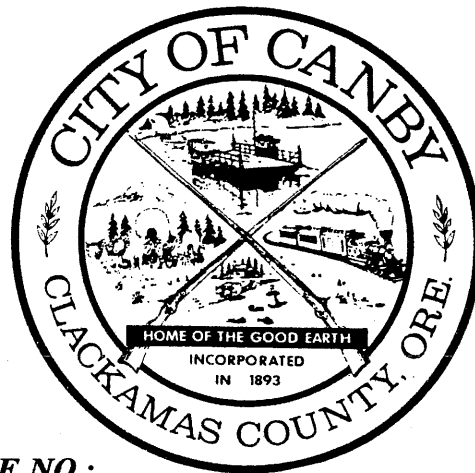
Signature: Tom Pearson

Date: 8/2/95

Title: Eng Dept

Agency: NWT & CANBY TEL

- STAFF REPORT -



APPLICANT:

Pro-Construct, Inc.
340 Vista Ave. S.E.
Salem, OR 97302

FILE NO.:

DR 95-15
(Pine Terrace Apartments)

OWNER:

Equity Advantage, Inc.
3040 Commercial St. #280
Salem, OR 97302

STAFF:

James S. Wheeler
Assistant City Planner

LEGAL DESCRIPTION:

Tax Lot 201 of Tax Map 3-1E-34BC

DATE OF REPORT:

August 18, 1995

LOCATION:

East side of N. Pine Street, north of
N.E. 4th Avenue

DATE OF HEARING:

August 28, 1995

COMP. PLAN DESIGNATION:

High Density Residential

ZONING DESIGNATION:

R-2 *(High Density Residential)*

I. APPLICANT'S REQUEST:

The applicant is requesting site and design approval to construct a 40 unit, 2 bedroom/ 2 bath apartment complex. The development is proposed to occur on an 2.97 acre parcel.

II. APPLICABLE REGULATIONS

- **City of Canby General Ordinances:**

16.10	Off-Street Parking and Loading
16.20	R-2 - High Density Residential Zone
16.49	Site and Design Review
16.88	General Standards

III. MAJOR APPROVAL CRITERIA

Site and Design Review

The Planning Commission, sitting as the Design Review Board, shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the following:

- A. The proposed site development, including the site plan, architecture, landscaping and graphic design, is in conformance with the standards of this and other applicable City ordinances insofar as the location, height and appearance of the proposed development are involved; and
- B. The proposed design of the development is compatible with the design of other developments in the same general vicinity; and
- C. The location, design, size, color and materials of the exterior of all structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity.

The Design Review Board shall, in making its determination of compliance with the requirements set forth, consider the effect of its action on the availability and cost of needed housing.

IV. FINDINGS:

A. Background and Relationships:

The applicant is requesting approval to construct a 40 unit apartment complex. The use is permitted outright in the R-2 zone. The development is proposed to be located on a portion of Tax Lot 201 of Tax Map 3-1E-34BC.

The property is located on the east side of N. Pine Street, across from N.E. 8th Way. A deck that is located on the house that is a part of the apartment complex immediately to the north, encroaches on this property. The portion that is encroaching upon this property will be removed for the construction of a perimeter fence.

B. Evaluation Regarding Site and Design Review Approval Criteria

1. Part IV - Section 2, No. 2

"Minimum area for landscaping is 15% of the total area to be developed."

The minimum amount of landscaping required for the 127,134 square foot parcel is 38,140 square feet (30%). The total amount of landscaping proposed is approximately 51,546 square feet (40.5%). A sizable portion of the southern tip of the property, approximately 12,500 square feet in size, may be developed in the future when a second access drive to N. Pine Street is provided through the adjoining property. Even if all of this 12,500 square feet of area were developed (a very unlikely scenario - for the full amount to be developed), 30.6% of the total site will still be landscaped.

2. Parking.

The number of parking spaces required for a 40-unit apartment complex is 88. There are 89 parking spaces being proposed, including 6 ADA (American Disabilities Act) parking spaces (4 required). All ADA parking spaces are "van accessible" (1 required). There are ten (10) compact parking spaces shown on the site plan. The maximum number of compact parking spaces permitted is 26. The compact parking spaces scale out at a depth of fifteen (15) feet. A minimum depth of sixteen (16) feet is required.

Wheel stops are required for all the parking spaces as all parking spaces front either a walkway or landscaping. All curbs that are along the interior drive, and not immediately adjacent to parking spaces, will need to be painted red to prohibit parking along the drive.

3. Access

One access drive to the proposed development will be provided from N. Pine Street. The access drive will be a minimum of thirty-five (35) feet wide at the entry, and then reduce down to thirty-one (31) feet wide upon entering the interior drive and parking area.

The original proposal called for a thirty-one (31) foot wide entry at the street, but with the reverse curves used to align the entry with N.E. 8th Way across N. Pine Street, the County and the Fire

District determined that a minimum of a thirty-five (35) foot entry with no less than a thirty-five (35) foot inside radius is required for adequate emergency vehicle access.

Under Section 16.46.010.A.4., the maximum number of units permitted based on the one, thirty-one (31) foot wide drive, is 40 units.

Ten (10) feet of right-of-way dedication will be needed along N. Pine Street. This dedication will align the east side of the N. Pine Street right-of-way with what has been required of the property immediately to the south and the properties most recently developed to the north, at 14th Place and 15th Avenue. The dedication must be accepted by the City Council and recorded with Clackamas County prior to construction. Half-street improvements for N. Pine Street will need to be constructed to both the City's and the County's standards. These improvements will include half-street paving, curbs, sidewalks, street lights, and street trees.

The Fire District is requesting that two (2) emergency access crash gates be provided. The first one is at the northeastern end of the interior drive. This emergency access will allow the emergency vehicles to access the property from the Molalla Logging Road. The Logging Road begins its rise to the Highway 99-E overpass near the northeastern corner of the property, and direct access from the Logging Road to this emergency access crash gate is unlikely. However, there does appear to be sufficient room for vehicles between the base of the slope and the access point. The second access is to be located at the southern end of the interior drive. The purpose of this second access is to allow a more orderly evacuation of the development should a natural disaster occur that necessitates evacuation. Either the drives will need to be extended to the fence that is to be constructed, or a crash barrier will need to be provided at the end of the drives. In either case gates that emergency vehicles will have access through will need to be provided.

Pedestrian access is provided on both sides of the access drive and will be connected with the N. Pine Street public sidewalks. A six (6) foot chain link fence is proposed to be constructed around the full interior perimeter of the property.

4. Architecture

The color of the buildings will be "putty", an off-white color, with white trim and "driftwood" colored 25-year architectural roof. The buildings will have LP siding and composition roofs, and will be two-stories high.

There will be one sign for the apartments, on the south side of the entrance. There are no drawings indicating the size, dimensions or appearance of the sign. A total of sixty (60) square feet of signage is permitted for the development.

5. Other Aspects

a. Utilities

Service providers have not indicated that there would be any problem in servicing this proposal. To coordinate efforts for construction activity with the utility providers, developers, and City departments, a pre-construction conference will be necessary. All utilities are available in N. Pine Street.

The fire district is requesting that the fire hydrant proposed for the eastern end of the entrance drive be relocated to the parking lot landscape island at the northeastern end of Building 2. The water line that services the fire hydrant will need to be eight (8) inches in diameter and will need to be looped, in order to meet the Fire District standards. Additionally, the addressing for the apartments will need to meet the Uniform Fire Code requirements.

The Public Works Supervisor is requesting that the main sewer line along the southwestern property line (behind buildings 2 and 3) proposed to be six (6) inches in diameter, be constructed at a diameter width of eight (8) inches.

The Public Works Supervisor is also requesting that rise in N. Pine Street, at the location of the entrance, be removed. This rise is an old rail bed for an abandoned rail line. The County has not requested the excavation of this rise. It would help with sight distances if the rise were removed, however, it is questionable whether or not this developer should be responsible for the excavation. At this time,

staff is not proposing a requirement that the developer remove the rise in N. Pine Street.

The on-site storm water drainage ability of this area is questionable. At N.E. 10th Avenue, the water table is approximately eighteen (18) feet deep. The normal on-site storm water drainage system that is used throughout the City places the drywells at approximately twenty-six (26) feet deep. Storm-water drainage, including the street drainage for the portion of N. Pine Street that is in front of this development, will need to be handled on site. Clackamas County is the permitting agency, through the Plumbing Department and Plumbing Permit, for on-site drainage.

According to the Canby School District enrollment figures for September of 1994, the school district had capacity for an additional 1213 students. This breaks down to a capacity for 692 students in the K-5 grades, and 521 students in the 6-12 grades.

The figures for the number of children per dwelling unit (broken into the two grade categories) provided by the school district are: K-5 = .36 children per dwelling unit, and 6-12 = .27 children per dwelling unit. There have been a total of 294 units constructed (or under construction) between 3/1/94 and 8/15/95. There are an additional 281 units that have been approved and no building permits have been issued as of 8/15/95. An additional 306 lots are under review, and an additional 88 apartment units (including this one). The capacity of the schools, taking into account approved vacant lots and units constructed no more than six months prior to the start of the 1994-5 school year, and then the two additional proposals, is as follows:

REMAINING CAPACITY OF SCHOOLS (June 1995)

	<u>9/94</u>	<u>Approved</u>	<u>Approved + Proposed</u>
K-5	692	485	343
6-12	521	365	259

b. **Landscaping**

The landscaping can be divided up into the parking lot landscaping, the building perimeter landscaping, and the open area landscaping. The parking lot landscaping will be detailed in the following subsection.

There are approximately 150 existing trees on the property. Forty-five (45) of those trees are proposed to be retained. The vast majority of the trees that are proposed to be removed are located within the parking/drive areas. The trees that will be retained include: firs, cottonwoods, maples, oak, and cedars.

The landscaping around the perimeter of each of the buildings will vary from building to building in the specific types of shrubs. The building perimeter landscaping will consist of either Sargent Flowering Cherry, Amanagawa Flowering Cherry, or Chanticleer Flowering Pear trees, and a combination of at least nine of the following shrubs: Edward Goucher Abelia, Warty Barberry, Red Leaf Japanese Barberry, Compact Oregon Grape, Mt. Fire Japanese Andromeda, Frazeri Photinia, Katherine Dykes Potentilla, Otto Luykens Laurel, Ballerina India Hawthorn, Daphnoides/PJM/Unique/Jean Marie DeMontagu Rhododendrons, Apple Blossom Escallonia, David Viburnum, and Compact Winged Euonymus. The trash container areas will be surrounded by arborvitae.

There are two Scanlon Red Maples proposed for street trees. The Scanlon Red Maple is a narrow tree, growing to a mature crown width of twenty (20) feet. There is sufficient room to plant two (2) street trees on either side of the entrance. The trees should be planted at least ten (10) feet from the entrance drive and a minimum of twenty (20) feet from each other. On the south side of the entrance, one (1) tree can be planted on either side of the walkway that will connect the apartment development walkways on the south side with the N. Pine Street sidewalks. The trees are to be planted twelve (12) feet behind the N. Pine Street curb.

The open area landscaping consists of mostly lawn and the following trees: Grand Fir, Emerald Queen Norway

Maple, Royal Red Norway Maple, and Douglas Fir. The open area immediately west of Building 4 will contain the majority of the existing fir trees that are to remain.

While it appears that the plant spacing shown on the site plan meets the planting standards that the City is using (Oregon Department of Transportation) for areas that will not have groundcover, it will help to avoid confusion later on during the final stages of construction if the specific planting standards for the plants proposed to be used are given in the conditions of approval (if the application is approved).

The overall landscaping provides a greater variety of shrubs and trees than what is found in most of the landscape plans brought before the City. The plan includes a large number of trees that are placed such as to not completely overcrowd the open areas, and yet provide what should be a very pleasant environment.

c. Parking Lot Landscaping

The amount of paved area for parking and vehicle maneuvering area is approximately 39,410 square feet. The amount of landscaping required for that amount of area is 5,911 square feet (15%), and is to be within ten feet of the parking/maneuvering area. A rough calculation of the amount of landscaping provided within ten feet of the parking/maneuvering area is approximately 11,618 square feet (29.5%). At the formula of one tree per 2800 square feet of parking/maneuvering area, a total of 14 trees are required. There are approximately 36 trees within or adjacent to the paved vehicle parking/maneuvering area, not including street trees or the flowering trees in front of the apartment buildings.

The landscaping consists of lawn area and one of the following trees: Armstrong Red Maple, Emerald Queen Norway Maple, Royal Red Norway Maple, Douglas Fir, and a couple of existing fir trees.

d. **Density and yards and height**

The setbacks and the height requirements for the R-2 zone have been met by this development proposal. The development proposal will also comply with the Solar Ordinance.

A total of 4000 square feet of recreation/open space is required with the development. In four larger open areas, there is 22,800 square feet of open space. The size of the area that is adjacent to Building 4, and is consider to be the "play area", is approximately 3,200 square feet. There are no play facilities proposed at this time.

V. CONCLUSION

The staff hereby concludes that, with appropriate conditions, the proposed development as described in the application, site plan, and this report, is in conformance with the standards of this and other applicable ordinances; the design is compatible with the design of other developments in the vicinity; and, the location, design, size, and materials of the exterior of the structure will be compatible with the proposed development and appropriate to the design character of other structures in the same vicinity.

Further, staff concludes that, with approval conditions:

1. the proposed development of the site is consistent with the applicable standards and requirements of the Canby Municipal Code and other applicable City ordinances insofar as the location, height and appearance of the proposed development are involved; and
2. the proposed design for the development is compatible with the design of other developments in the same general vicinity; and
3. the location, design, size, color and materials of the exterior of all structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity; and
4. the conditions listed are the minimum necessary to achieve the purposes of the Site and Design Review Ordinance, and do not unduly increase the cost of housing.

VI. RECOMMENDATION:

Based upon the application, elevations, the site plan received by the City, the facts, findings and conclusions of this report, and without the benefit of a public hearing, staff recommends that should the Planning Commission approve DR 95-15, the following conditions apply:

Prior to the issuance of the Building Permit:

1. A preconstruction conference shall be held prior to the issuance of the building permit. The conference shall be coordinated through the Planning Office.
2. Acceptance of the dedication of the additional N. Pine Street right-of-way shall be obtained from the City Council. The dedication shall be recorded with Clackamas County prior to construction.

For the Building Permit Application:

3. A detailed landscape construction plan shall be submitted with the building permit. The detailed landscape plan shall show: the number of plants, plant spacing/location of planting, the type of plants, the size of plants, the schedule of planting, and irrigation plans.
4. The landscaping shall be planted at such a density so as to provide a minimum of 95% coverage of the landscape areas with vegetation, within a 3-year time period. Bark mulch and similar material shall consist of not more than 5% of the total landscape area after the 3-year period. The plant spacing and starting plant sizes shall meet the ODOT plant spacing/starting size standards. The spacing requirements for the plants to be used in the landscaping are as follows:

Abelia grandiflora 'Ed Goucher (Ed Goucher Abelia)	4' O.C.
Berberis verruculosa (Warty Barberry)	3' O.C.
Berberis thunbergii 'Atropurpurea' (Japanese Barberry)	3-4' O.C.
Escallonia 'Apple Blossom' (Apple Blossom Escallonia)	4' O.C.
Euonymus alata (Dwarf Burning Bush)	4-5' O.C.
Mahonia aquifolium compacta (Oregon Grape)	2-3' O.C.
Pieris japonica (Japanese Andromeda)	4-5' O.C.
Photinia frazeri (Frazer Photinia)	8' O.C.
Potentilla fruticosa 'Katherine Dykes'	4' O.C.
Prunus laurocerasus 'Otto Luykens' (Otto Luyken Laurel)	6' O.C.
Raphiolepis indica 'Ballerina' (Ballerina India Hawthorn)	3' O.C.
Rhododendrons	5' O.C.
Viburnum davidii (David Viburnum)	3' O.C.

5. Four (4) 'Scanlon' Red Maples shall be planted along N. Pine Street. Two (2) shall be planted on either side of the entrance. The two (2) that will be planted on the south side of the entrance, shall be planted on either side of the walkway that connects the apartments with the N. Pine Street sidewalk. The street trees shall be planted no closer than ten (10) feet from the entrance drive and no closer than twenty (20) feet from each other. The street trees shall be planted twelve (12) feet behind the N. Pine Street curb, and shall be at least 2" caliper trees when planted.
6. The road improvements for N. Pine Street shall include paving, curbs, sidewalks, street lights, utility trenching, and street trees. The improvements shall meet City and County specifications for construction.
7. The entrance to the apartments shall be at least thirty-five (35) feet in width, and no wider than forty (40) feet. The inside radius of the reverse curves in the entrance drive shall be no less than thirty-five (35) feet.
8. Two emergency vehicle entrances shall be provided. They shall be located at the northeastern and southern ends of the interior drive. The interior drive shall be either extended to the fence or provided with emergency vehicle crash barricades. Gates that are accessible to emergency vehicles shall be provided in the perimeter fence for both emergency entrances.
9. The fire hydrant shall be provided in the parking lot landscape island that is located northeast of Building 2. The water line that services the fire hydrant shall be eight (8) inches in diameter and shall be looped.
10. The southwestern sewer line, servicing Buildings 2 and 3, shall be eight (8) inches in diameter.
11. All drainage is to be handled on site, as per Clackamas County standards.
12. The compact spaces shall be a minimum of sixteen (16) feet in depth and shall be designated as "Compact" parking spaces.
13. Wheel stops shall be provided for all parking spaces.
14. The curbs of the interior drive, where not immediately abutting a parking space, shall be painted red.

15. The signs shall be a minimum of ten (10) feet from the N. Pine Street right-of-way. The maximum amount of signage permitted is sixty (60) feet.

Other Notes:

16. The address identification shall meet the Uniform Fire Code 901.4.4.

Exhibits:

1. Application for Design Review
2. Vicinity Map
3. Site Plan/Elevations/Landscape Plan *(too large to reproduce)*
4. Department Responses to "Request for Comments"

OWNER

APPLICANT

NAME EQUITY ADVANTAGE, Inc.
 ADDRESS 3040 Commercial St. #280
 CITY Salem STATE OR ZIP 97302
 SIGNATURE [Signature]

NAME Pro-Construct, Inc.
 NAME Daniel R. Chandler, President
 ADDRESS 340 Vista Ave. S.E.
 CITY Salem STATE OR ZIP 97302
 PHONE: (503) 371-3013

DESCRIPTION OF PROPERTY:

TAX MAP 3-1E-348C TAX LOT(S) 201 LOT SIZE 2.97 Acres
 (Acres/Sq. Ft.)

LEGAL DESCRIPTION, METES AND BOUNDS (ATTACH COPY)
 PLAT NAME Canby Gardens LOT 69 BLOCK 2

PROPERTY OWNERSHIP LIST

ATTACH A LIST OF THE NAMES AND ADDRESSES OF THE OWNERS OF PROPERTIES LOCATED WITHIN 200 FEET OF THE SUBJECT PROPERTY (IF THE ADDRESS OF THE PROPERTY OWNER IS DIFFERENT FROM THE SITUS, A LABEL FOR THE SITUS MUST ALSO BE PREPARED AND ADDRESSED TO "OCCUPANT"). LISTS OF PROPERTY OWNERS MAY BE OBTAINED FROM ANY TITLE INSURANCE COMPANY OR FROM THE COUNTY ASSESSOR. IF THE PROPERTY OWNERSHIP LIST IS INCOMPLETE, THIS MAY BE CAUSE FOR POSTPONING THE HEARING. THE NAMES AND ADDRESSES ARE TO BE *typed onto an 8-1/2 x 11 sheet of labels*, JUST AS YOU WOULD ADDRESS AN ENVELOPE.

USE

EXISTING R-2
 PROPOSED R-2

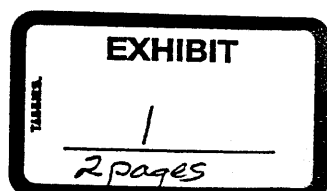
EXISTING STRUCTURES None

SURROUNDING USES _____
 PROJECT DESCRIPTION Construct 40-2 bedroom/2 bathroom apartment flats at 925 square feet per unit. Complex will have attached recreation room.

ZONING R-2 COMPREHENSIVE PLAN DESIGNATION H-D-R
 PREVIOUS ACTION (IF ANY) _____

FILE NO. DR 95-15
 RECEIPT NO. 9567
 RECEIVED BY ASL
 DATE RECEIVED 8/1/95
 COMPLETENESS DATE _____
 PRE-AP MEETING _____
 HEARING DATE 8/28/95

IF THE APPLICANT IS NOT THE PROPERTY OWNER, HE MUST ATTACH DOCUMENTARY EVIDENCE OF HIS AUTHORITY TO ACT AS AGENT IN MAKING APPLICATION.

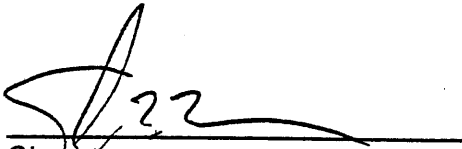


PRO-CONSTRUCT, INC.

Letter of Authorization

August 1, 1995

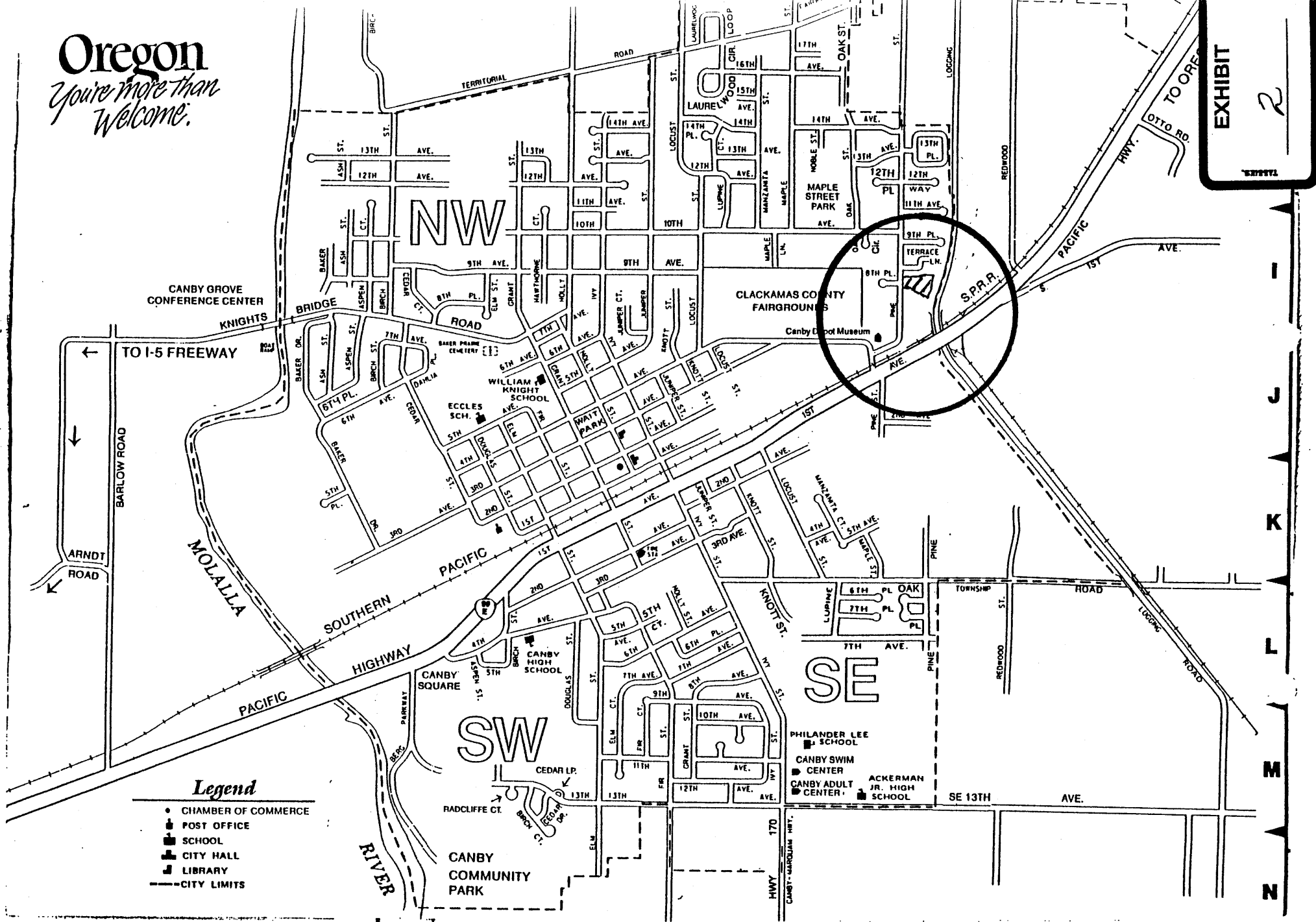
Equity Advantage authorizes Pro-Construct, Inc. to act as an agent for the application of Pine Terrace Apartments.

A handwritten signature in black ink, appearing to read 'Tom Moore', written over a horizontal line.

Signature

Tom Moore, President

Oregon
*You're more than
 Welcome.*



- Legend**
- CHAMBER OF COMMERCE
 - ☐ POST OFFICE
 - ☐ SCHOOL
 - ☐ CITY HALL
 - ☐ LIBRARY
 - CITY LIMITS

EXHIBIT
 2

PLEASE RETURN ATTACHMENTS!!!

CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-4021

DATE: August 2, 1995

TO: FIRE, POLICE, CUB, TOM PIERSON/TODD SCHMIDT, NW NATURAL GAS, MIKE JORDAN, JOHN KELLEY, ROY STEVE, CANBY SCHOOL DISTRICT, CLACKAMAS COUNTY PLANNING/BILL SPEARS

The City has received DR 95-15 an application by Daniel R. Chandler for Pro-Construct, Inc. [applicant] and Equity Advantage, Inc. [owner] for design review approval of 40 two-bedroom/2 bath apartment flats at 925 square feet per unit. The complex is proposed to have an attached recreation room. The 2.97 acre parcel is located on the east side of N. Pine, between Highway 99-E and N.E. 9th Avenue [Tax Lot 201 of Tax Map 3-1E-34BC].

We would appreciate your reviewing the enclosed application and returning your comments by August 14, 1995 PLEASE. The Planning Commission plans to consider this application on August 28, 1995. Please indicate any conditions of approval you may wish the Commission to consider if they approve the application. Thank you.

Comments or Proposed Conditions:

On Site Storm System needs County Approval.

The Main Sanitary Sewer Along South Side of Apartments should be All Pinch.

The Ingress - Egress Line's up with N.E. 8th place.

This Area of N. Pine should be Excavated to Remove the Rise at This Area, so Curb & Sidewalk could be built

Please check one box: ON WEST Side OF N. Pine

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available

Signature: Roy L. Kester Date: 8-14-95

Title: Public Works Super. Agency: City of Canby

EXHIBIT

4

10 pages

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Comments or Proposed Conditions:

Must comply with UFC 901.4.4 (addressing) & UFC 902.2.2.2 (Access)

Also, supply one (3) port fire hydrant at the Northeast parking island of building #2 and extend the driveway in front of building #5 to the Mollala Forest road and supply a crash gate for emergency exiting.

Please check one box:

- Adequate Public Services (of your agency) are available
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Signature: Ron Yarbrough

Date: 8-8-95

Title: Fire Marshal

Agency: Canby Fire District #62

CANBY FIRE DISTRICT NO. 62

P.O. BOX 909 CANBY, OREGON 97013
(503) 266-5851 FAX 266-1320

DATE: August 16, 1995
TO: Jim Wheeler
Canby Planning Dept.
Canby, Oregon 97013
RE: Pine Terrace Apartments

Dear Planner;

In retrospect to my previous comments on this project, I must comment again;

- * The road width must be maintained at 35' inside face of curb at the entrance.
- * The radius at the entrance must be 35'.
- * ~~All road widths within the complex must be maintain at 30' inside face of curb.~~ *J*
- * An addition of another crash gate at the South end of the Southeast parking lot.
- * The water line supplying the fire hydrant must be a minimum of 8" dia. and loop the supply.
- * All curbing in the drive ways must be painted red and indicating that no parking is allowed.

If I, can be of any further service, please phone 266-5851.

Respectfully;



Ronald M. Yarbrough
Fire Marshal

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Signature: Jerry Nizer

Date: 8-14-95

Title: Police Chief

Agency: Canby Police Dept.

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Signature: Stephen Miller Date: 8/14/95
Title: Superintendent Agency: Canby School District

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Signature: Tom Pierson Date: 8/4/95

Title: ENG. DEPT Agency: NWT & CTA

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Comments or Proposed Conditions:

- Save as many existing trees as possible
- Fine street will require substantial grade modification at this location. It may be prudent to coordinate improvements accordingly with City/County

Please check one box:

- Adequate Public Services (of your agency) are available
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Signature: Michael Ford Date: 8/4/95
Title: _____ Agency: _____

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Comments or Proposed Conditions:

None

Please check one box:

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Signature: Steve Hans

Date: 8-4-95

Title: POTW Supervisor

Agency: City of Canby



CLACKAMAS COUNTY

Department of Transportation & Development

THOMAS J. VANDERZANDEN
DIRECTOR

MEMORANDUM

TO: City of Canby

FROM: Clackamas County, DTD, Construction and Development *WRL*

DATE: August 11, 1995

SUBJECT: DR9515 / CHANDLER / EQUITY ADVANTAGE (PINE TERRACE APARTMENTS)

This office has the following comments pertaining to this proposal:

1. The access to Pine Street must be redesigned. This office will require a $\frac{1}{2}$ street improvements along the entire frontage to include curb, surfacing, provisions for storm water, sidewalk and pavement tapers. The sidewalk width shall be consistent with city standards. However, the sidewalk shall be located, designed and constructed to have a minimum of 5 feet of unobstructed width and meet ADA requirements. Utility pedestals, poles, mail boxes, signs, fire hydrants, etc. cannot obstruct the sidewalk. The driveway shall have a concrete approach to separate it from the public roadway.
2. The reverse curve does not appear to have a sufficient radius for fire apparatus, utility vehicles, moving vans, etc. to negotiate. The driveway approach may be widened to 35 feet if that helps. The inside radius at Pine Street will probably have to be modified to 35 feet. A letter from the fire department accepting the entry design and circulation on the side is required.
3. Street frontage improvements must align with the curb line, etc. established for development to the north.

CHANDLER

August 11, 1995

Page 2

4. Surface water management plans must include water on Pine Street and within the site. Water cannot outfall to the County road system either directly or in an overflow without detention being provided and provisions being made for erosion and pollution control. Satisfactory outfalls must be identified. If an outfall is not available for street drainage, water may be accommodated on site within a drywell provided that:
 - a. The system is engineered and soil conditions must be satisfactory.
 - b. The drywell must be located outside of the County right-of-way and will have to be maintained by the property owner or city.
 - c. Off site storm drainage improvements may be necessary.
 - d. The area of surface contribution must be identified to enable calculations, etc. to be made.
5. Engineered plans, a Street Construction and Encroachment Permit, performance guarantee, inspection fee and utility cut permits are required for work in the County right-of-way.
6. Sufficient right-of-way shall be dedicated from the property frontage to permit construction of the required improvements and provide a 60 foot right-of-way.

<zone> bs/canby/chandler