

A G E N D A

CANBY PLANNING COMMISSION

REGULAR MEETING City Council Chambers

September 9, 1991 - 7:30 p.m.

I. ROLL CALL

II. MINUTES

August 12, 1991
August 26, 1991

III. CITIZEN INPUT ON NON-AGENDA ITEMS

IV. COMMUNICATIONS

V. FINDINGS

MLP 91-07 - Patrick S. Harmon
MLP 91-08/VAR 91-01 - Mike Patterson
CUP 91-06 - Canby Medical Clinic, Inc.

VI. NEW BUSINESS

Annexation of Logging Road, from Territorial to 99E

VII. DIRECTOR'S REPORT

VIII. 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
Linda Mihata, Vice-Chair
John Zieg
Tamara Maher

Wade Wiegand
Robert Westcott
Henry Fenske



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 30 minutes

Proponents - not more than 10 minutes

Opponents - not more than 10 minutes

Rebuttal - not more than 20 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 at the beginning of the hearing.*

Unless there is a continuance, if a participant so requests before the conclusion of the initial evidentiary hearing, the record shall remain open for at least seven (7) days after the hearing.



- M E M O -

TO: Planning Commission
FROM: Robert G. Hoffman, Planning Director *RGH*
RE: Annexation of Logging Road, between Territorial and 99E
DATE: August 30, 1991

The City Administration has requested that I initiate the process to annex the Logging Road to the City of Canby. Since our agenda for the meeting of September 9, 1991 is not too full, I felt this was a good opportunity to bring this application before the Commission. The City Council will be holding the required public hearing if the Commission recommends the annexation.

The Logging Road south of Territorial is owned by the City. There are no residential occupants. The road right-of-way is the location of the sewer interceptor for the east side and other utility facilities. The Parks Plan proposes it as a bike path/jogging trail. Pine and Redwood are proposed in the Comprehensive Plan as collector streets and the Logging Road is not proposed as a collector street, a major arterial, or part of the street circulation pattern. The general area adjacent to the Logging Road is low density residential, for the most part. The entire area is well within the Urban Growth Boundary and is within "Priority A," or the first stage of development.

The purpose of the annexation is to provide for utility service for the area and pedestrian bike access, and to encourage urban development of the area. Rather than require future annexations from the north or south, they would be able to be encouraged anywhere between Territorial, Redwood, 99E, and Pine, since the Logging Road would provide for meeting the contiguity requirements of the City policy. The utilities, and other service providers, have indicated they can service the area with urban level of service. One existing dry well in the area has indicated the water table is at about 16 feet below the surface, so special care may be needed in the area for solutions to storm water runoff needs.

Planning Commission
Memo re Annexation of Logging Road
August 30, 1991

RECOMMENDATION

Staff recommends that the Planning Commission recommend annexation of the Logging Road to the City Council, with the understanding that it is not to be a continuous thoroughfare, but analyzed on a site-specific basis for role in the future street pattern.