

PLANNING COMMISSION

Meeting Agenda

Monday, December 9, 2019

7:00 PM

City Council Chambers – 222 NE 2nd Avenue

Commissioner John Savory (Chair)

Commissioner Larry Boatright (Vice Chair)

Commissioner Jeff Mills

Commissioner Derrick Mottern

Commissioner Ryan Adams

Commissioner Andrey Chernishov

Commissioner Jennifer Trundy

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1. **CALL TO ORDER**
 - a. Invocation and Pledge of Allegiance

 2. **CITIZEN INPUT ON NON-AGENDA ITEMS**

(This is an opportunity for audience members to address the Planning Commission on items not on the agenda. Each person will be given 3 minutes to speak. You are first required to fill out a testimony/comment card prior to speaking and hand it to the Recording Secretary. These forms are available by the sign-in podium. Staff and the Planning Commission will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter.)

 3. **MINUTES**
 - a. **Approval of Planning Commission Minutes for October 28, 2019.**

 4. **NEW BUSINESS –None**

 5. **PUBLIC HEARING**

(To testify, please fill out a testimony/comment card and give to the Recording Secretary.)

 - a. **Tofte Farms 6 Subdivision – Applicant requests approval to subdivide a ±4.06 acre parcel into 16 single-family residential tax lots with associated public infrastructure. This is the final phase of the Tofte Farms Subdivision Master Plan (SUB 19-02).**

 6. **FINAL DECISIONS -**

(Note: These are final, written versions of previous oral decisions. No public testimony.)

 - a. **Tofte Farms 6 Subdivision (SUB 19-02).**

 7. **ITEMS OF INTEREST/REPORT FROM PLANNING STAFF**
 - a. Next regularly scheduled Planning Commission meeting – Monday, December 23, 2019.

 8. **ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION**

 9. **ADJOURNMENT**

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for person with disabilities should be made at least 48 hours before the meeting at 503-266-7001. A copy of this agenda can be found on the City's web page at www.canbyoregon.gov. City Council and Planning Commission Meetings are broadcast live and can be viewed on OCTS Channel 5.

For a schedule of the playback times, please call 503-263-6287.



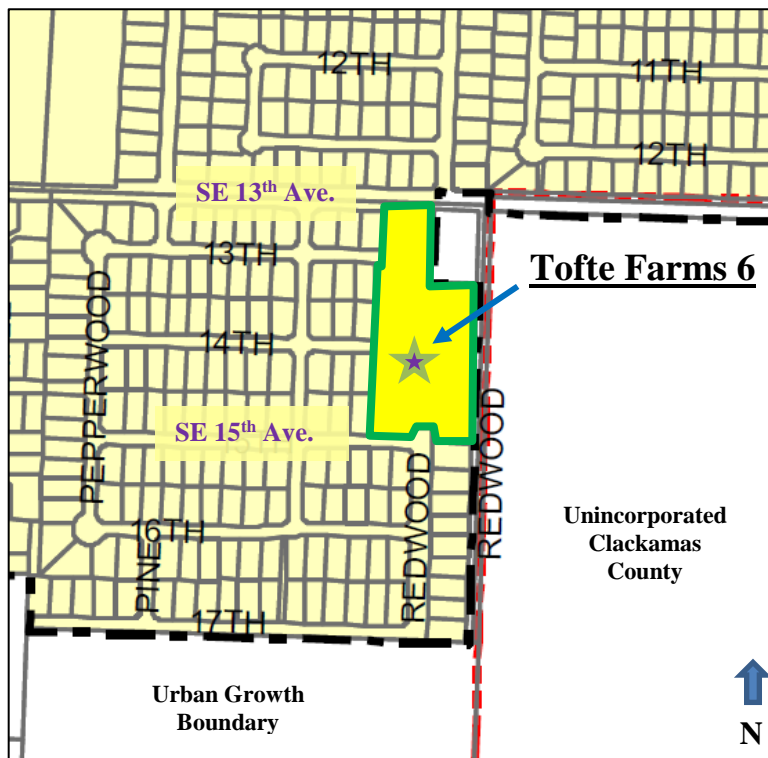
City of Canby

File #: SUB 19-02 – Tofte Farms No. 6

HEARING DATE: December 9, 2019
STAFF REPORT DATE: November 27, 2019
TO: Planning Commission
STAFF: Sandy Freund, AICP, Senior Planner

Applicant Request

The applicant requests approval to subdivide a ±4.06-acre parcel into 16 single-family residential tax lots with associated public infrastructure. This is the final phase of the Tofte Farms Subdivision Master Plan.



Staff Recommendation

Based on the application submitted and the facts, findings, and conclusions of this report, staff recommends that the Planning Commission **Approve** SUB 19-02 pursuant to the Conditions of Approval presented in *Section VI* at the end of this report.

Property/Owner Information

Location	Generally located on the south side of SE 13 th Avenue, east of S. Ivy Street, immediately west of S. Redwood Street, and north of SE 15 th Ave.
Tax Lot(s)	41E03CB 05846
Property Size	±4.06 acre
Comprehensive Plan	LDR – Low Density Residential
Zoning	R-1 Low Density Residential
Owner / Applicant	Tofte Farms, LLC., Attn: Timothy A. Tofte
Applicant’s Representative	Tony Weller, CESNW, Inc.
Application Type	Subdivision - Type III Quasi-Judicial/Legislative
City File Number	SUB 19-02

Attachments

- A. Land Use Application – Subdivision Type III
- B. Application Narrative
- C. Proposed Preliminary Subdivision Plat
- D. Preliminary Storm Drainage Report
- E. Traffic Generation Memorandum
- F. Pre-Application Conference Minutes
- G. Neighborhood Meeting Notes

Findings

I. Project Overview & Existing Conditions:

The subject property is generally located on the south side of SE 13th Avenue, east of S. Ivy Street, immediately west of S. Redwood Street, and north of SE 15th Avenue. The ±4.06-acre site is mostly rectangular in shape, relatively flat, with site drainage currently flowing from east to west. The majority of the site is undeveloped, except for several agricultural structures along the eastern side of the site which will be removed at the time of site development.

The subject site is zoned R-1, Low Density Residential (LDR), with a Comprehensive Plan designation of Low Density Residential (LDR). Minimum and maximum lot sizes for single-family residential development in the R-1 zone are 7,000 square feet and 10,000 square feet, respectively. The applicant is proposing to divide the 4.06 acre parcel into 16 lots, ranging in size from 7,018 to 9,966 square feet in size. The average lot size is approximately 8,184 square feet or 6.22 gross dwelling units per acre (du/ac), 4.98 du/ac net. (6.22 x 80% = 4.98 du/ac when taken into account area for street right-of-way and public park/open space areas). Typically 4.06 acres of land within the R-1 zoning district would yield a maximum of 25 lots, or 20 lots (net) when roads and open space are accounted for. The applicant has proposed only 16 residential lots for the proposed project, thereby not maximizing the full development potential of said subdivision.

A portion of the subject site to the north abuts up to SE 13th Avenue, with single-family residential development across SE 13th Avenue; the site also abuts immediately to the east with one developed parcel containing an existing single-family residence which is outside of the city limits but within the urban growth boundary. Land to the west and south are fully developed prior phases of Tofte Farms Subdivision. Land to the south, west, and north abutting or adjacent to the project site is zoned R-1 Low Density Residential. Undeveloped land to the east (across S. Redwood Ln.) is currently outside of the urban growth boundary and zoned EFU within unincorporated Clackamas County. SE 13th Place, SE 14th Avenue and S. Redwood Street all stub to the subject site in anticipation of future access.

Utilities/Sewer/Disposal/Fire/Police:

- Water and electric service will be provided by Canby Utility.
- Wastewater, storm drainage, and streets are managed by the City of Canby Public Works.
- Disposal services are provided by Canby Disposal.
- Fire services are provided by Canby Fire District.
- Police services are provided by Canby Police Department.

Staff has provided conditions of approval at the end of this staff report (Section VI), written to ensure the necessary public infrastructure is constructed and installed in accordance with all applicable city, county, state, and federal requirements.

II. Applicable Criteria & Findings

In addition to components of the City of Canby Comprehensive Plan, applicable criteria used in evaluating this application are listed in the following sections of the *City of Canby's Land Development and Planning Ordinance*:

- 16.08 General Provisions
- 16.10 Off-street Parking and Loading
- 16.16 R-1 Low Density Residential Zone
- 16.21 Residential Design Standards
- 16.46 Access Limitations on Project Density
- 16.62 Subdivisions-Applications
- 16.64 Subdivisions – Design Standards
- 16.86 Street Alignments
- 16.88 General Standards and Procedures
- 16.89 Application and Review Procedures
- 16.120 Parks, Open Space, and Recreation Land General Provisions

III. Summary of Findings

Consistent with Section 16.04.600 of the *Canby Land Development and Planning Ordinance* (the *Ordinance*), Chapter 16 of the Municipal Code, the proposed application qualifies as a Subdivision, as it would divide the subject property into “four or more lots in a given calendar year for the purpose of transfer of ownership.”

Section 16.56 of the *Ordinance* identifies the purpose and scope of land divisions and sets forth regulations for dividing land within the City. Section 16.62.020 *Subdivisions*, sets forth the standards and approval criteria for subdivisions which the applicant must respond to in their narrative within their submitted application materials. Staff incorporates the applicant's written response as findings in support of the criteria. Additional facts and findings are provided herein.

Section 16.62.020 Standards and criteria.

Applications for a subdivision shall be evaluated based upon the following standards and criteria:

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

Facts and Findings:

The applicant has indicated in the narrative consistency with all applicable standards of the *Canby Land Development and Planning Ordinance* as addressed within the submitted application materials and plan set. Staff finds this request is consistent with the applicable standards of the *Ordinance*. Therefore, staff finds this criterion has been met.

B. The overall design and arrangement of lots shall be functional and adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the property without unduly hindering the use or development of adjacent properties.

Facts and Findings:

According to the applicant the proposed lots are consistent with the Tofte Farms Master plan, and meet the minimum and maximum lot standards as set forth within the *Ordinance*. The applicant has indicated that portions of S. Redwood Street and SE 13th Place will be stubbed for future development to the north, and east once Tax Lot 5900 develops), and SE 14th Avenue to the adjacent vacant property across S. Redwood Lane. Staff has proposed conditions of approval requiring the extension and construction of all streets as identified on Sheet 3 of the plan set. Therefore, staff finds, as conditioned, this criterion has been met.

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

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

Facts and Findings:

According to the applicant the above criteria have been considered as part of the original review and layout of the Tofte Farms Master Plan, and this final phase of said Master Plan will complete the implementation of these criteria. Proposed stormwater management will occur as in prior phases through drywells and on-site infiltration. These methods, as stated by the applicant, are compatible with Low Impact Development. A preliminary Storm Water Drainage Report has been submitted for review by Canby Public Works and the City Engineer. Staff has provided conditions

of approval requiring all stormwater management and other public improvements be constructed in compliance with all applicable Department of Environmental Quality (DEQ) requirements, Canby Public Works Design Standards, Clackamas County Water Environmental Services requirements, and State of Oregon requirements. Therefore, staff finds, as conditioned, this criterion has been met.

- D. It must be demonstrated that all required public facilities and services are available, or will become available through the development, to adequately meet the needs of the proposed land division.**

Facts and Findings:

The applicant has stated that all necessary public facilities are available to serve the proposed residential development, as illustrated on Sheet 5, *Utility Plan*, of the submitted plan set. Staff has reviewed the plan set, and has provided conditions of approval requiring that the necessary public facilities be constructed to adequately meet the needs of the proposed land division. Therefore, staff finds, as conditioned, this criterion has been met.

- E. The layout of subdivision streets, and pedestrian ways supports the objects of the Safe Routes to School Program by providing safe and efficient walking and bicycling routes within the subdivision...and all schools within a one-mile radius.**

Facts and Findings:

The applicant states the proposed street pattern will connect to the existing adjacent residential development, as well as construct sidewalks throughout. Staff concur that the proposed street layout and sidewalks will provide for connectivity in support of the Safe Routes to School Program. Staff has provided conditions of approval requiring all necessary street and sidewalk construction, including planter strips, and street trees, to be in compliance with the applicable Public Works Design Standards, and the *Ordinance*. Therefore, staff finds, as conditioned, this criterion has been met.

- F. A Traffic Impact Study (TIS) may be required in accordance with Section 16.08.150.**

Facts and Findings:

The proposed development did not require an extensive Traffic Impact Study (TIS), but rather a scope of work, resulting in a trip generation letter in the form of a Memorandum. The attached DKS Memorandum addresses all traffic impacts associated with the proposed development. The applicant has included a Memorandum prepared by the City's traffic consultant, DKS, as part of the application packet. The projected trip generation estimates were based on information published in the Trip Generation Manual, Institute of Transportation Engineers, 10th Edition.

The Memorandum indicates the current vehicular volume along SE 13th Avenue is 5,179 daily trips. It is estimated the new residential development will generate a total of 151 daily trips with 12 AM Peak Hour trips and 16 PM Peak Hour trips. The current AM and PM Peak Hour trips, prior to development are 407 and 528 trips, respectively. Staff has provided conditions of approval regarding necessary street and sidewalk construction to accommodate the new residential project, in addition to the necessary funding for the costs associated with future half-street improvements of S. Redwood Street between SE 13th Place and SE 13th Avenue. Therefore, staff finds, as conditioned, this criterion has been met.

Other applicable requirements of the Land Development and Planning Ordinance:

**Section 16.46 Access Limitations on Project Density
Section 16.64.015 and 16.86 Street Alignment**

Access Limitations/Street Alignment

The subject site will be accessed from existing local streets which have been stubbed in anticipation of future extensions to the project site. Per Sheet 3 of the submitted plan set, the applicant has provided three access points to the 16-lot subdivision, thereby complying with Section 16.46 Access of the *Ordinance* which requires a minimum of one access point for up to 30 residential lots. The existing streets to be extended to the east from S. Ponderosa Street include: SE 14th Avenue, and SE 13th Place. Both streets will continue with the extension of five-foot wide sidewalks on both sides. S. Redwood Street will be extended to the north to SE 13th Avenue, and include five foot wide sidewalks, and 4.5-foot wide planter strips.

SE 13th Avenue, along the northern property frontage, is identified as an Arterial roadway on Figure 7-1 *Functional Classification* of the City's Transportation System Plan, with a portion of this road owned by Clackamas County, from S. Redwood Street eastward. The existing half-street right of way (ROW) width on the south side of SE 13 Avenue is 30 feet, and per the city engineer, considered adequate to construct a 22 foot wide half-street paved width, with curbs and a 6-foot wide sidewalk along the entire site frontage. As part of the half-street improvements, the applicant will be required to continue the existing sidewalk (curb-tight) for the length of the project frontage.

Additionally, the future extension and alignment of S. Redwood Street to SE 13th Avenue northward currently extends into Tax Lot 5900, private property, and not a part of this proposal. As a result, construction of the half-street improvements, including sidewalks and street trees, will be delayed until such time that Tax Lot 5900 develops at some point in the future. The applicant shall provide financial assurances for the estimated costs necessary to construct the future half-street improvements, including sidewalks and street trees, and other necessary public infrastructure, that would have been completed with this project had the private property not encumbered that portion of the S. Redwood Street extension. The applicant will also be required to provide a land appraisal for the area of land that would be the future right-of-way, not to exceed 30 feet in width.

Staff has provided condition(s) of approval to ensure all new streets are constructed in compliance with the roadway design standards provided in Chapter 7 of the Transportation System Plan (TSP), and in accordance with the requirements of the Public Works Design Standards in consultation with the City Traffic Engineer and Clackamas County Transportation.

Section 16.64 Subdivisions – Design Standards

16.64.020 Blocks

The applicant has stated the proposed development will achieve completeness of street blocks on SE 13th Place, SE 14th Avenue, and SE 15th Avenue. The blocks will all be less than the specified maximum length of 400 feet stated in the *Ordinance*.

16.64.030 Easements

The *Ordinance* states all public utility easements shall be twelve-feet in width and be required along all street lot lines adjacent to the public right-of-way, unless specifically waived. The applicant has indicated there will be twelve-foot wide public utility easements along all street frontages of the newly created residential lots. On S. Redwood Street, sidewalks will be continued within the public right-of-way, behind the planter strip, for the continuation of the street to its end point, at Tax Lot

5900. Sidewalks will be continued to SE 13th Avenue at some future date when half-street improvements are constructed with the development of Tax Lot 5900.

A dual 12-foot wide public utility easement (P.U.E.) and sidewalk easement (S.W.E.) will be required for the subdivision frontages for the street extensions of SE 13th Place and SE 14th Avenue because the existing five foot wide sidewalk is currently located half in the right-of-way (R.O.W.) and half on private property. In order to maintain consistency with existing street design and width, these dual easements will continue in the same fashion. Staff has provided conditions of approval to ensure all sidewalks and planter strips (where applicable) will be constructed in accordance with the *Ordinance*.

16.64.040 Lots

The R-1 Low Density Residential zoning district requires minimum lot sizes of 7,000 square feet, and maximum lot sizes of 10,000 square feet. The applicant has proposed similar lot sizes and shape as the other phases of the Tofte Farms Subdivision Master Plan. The proposed lots are consistent with the standards of the zone, including area, dimensions, and street frontages. The two proposed lots along SE 13th Avenue, lots 203 and 204, will each have double frontages with SE 13th Place and SE 13 Avenue. Access for these two lots will be taken from SE 13th Place with access prohibited from SE 13th Avenue. Access must be from a lower classification of street.

Street Trees

As a condition of approval, a Street Tree Plan shall be submitted with the Final Subdivision Plat. All street trees shall be paid for prior to the recordation of the Final Subdivision Plat. The applicant has proposed construction of the continuation of the brick fence and tree wells along SE 13th Avenue from the west, along the project frontage from the adjacent Tofte Farms subdivision. The applicant shall be responsible for providing a long-term maintenance agreement for the brick fence and/or evidence of other acceptable mechanism for responsibility of said fence, such as a Homeowners Association or similar. Staff has provided conditions of approval to ensure compliance with all fencing requirements as stated in Section 16.08.110 of the *Ordinance*.

16.64.050 & 16.120.020 Parks, Open Space and Recreation Land

These two sections of the *Ordinance* set forth regulations for the creation of parks, open space and recreation in the city. For example, parkland dedication is required for all new residential subdivision project approvals. The dedication of park land, or payment of system development charges (SDC) in lieu of land dedication, are the two options available to applicants seeking compliance with said requirements. The applicant has calculated, based on the formula provided in Section 16.120.020 (A)(3)(a) *Population Formula*, Table 1, of the *Ordinance*, the number of acres of land necessary for park dedication. Based on 2.7 persons per unit per single family residence (16 lots), a total of 0.432 acres of park land would be required for dedication for this project. The applicant has elected to pay the SDC in lieu of land dedication. Section 16.120.040 (B)(b) of the *Ordinance* states the SDC “may be paid ...on a per lot basis for platted single family subdivisions.” Staff has provided conditions of approval to ensure that all SDCs, including Park SDC fees, are collected at the time of building permit review and approval for each of the 16 residential lots.

16.64.060 Grading of building sites

The subject site is relatively flat (1% slope) and mostly undeveloped. There are several agricultural buildings that will be removed at the time of development. The applicant has provided a preliminary grading plan, Sheet C4, with the plan set. The applicant has stated the proposed site grading will

not create a public hazard, and anticipates the submittal of a final grading plan to be reviewed and approved by the city Engineer. Proposed lot grading will be designed to provide adequate drainage, per city Engineer requirements. Staff has provided conditions of approval to ensure all site grading meets the requirements of the city Engineer in conjunction with the Public Works Design Standards.

16.64.070 Improvements

The applicant states that all necessary infrastructure to serve the residential lots will be installed in conjunction with the development of the subdivision, to include: sanitary sewer and storm water lines, water lines, fire hydrants, sidewalks, streets and streetlights, and all underground utilities in accordance with the requirements of the applicable regulations found within the *Ordinance*, the Public Works Design Standards, and other applicable regulations as deemed necessary by the city Engineer. Construction plans shall be reviewed and approved by the City prior to the installation of all required infrastructure. All proposed streets and utilities have been illustrated on the submitted plan set. Staff has provided conditions of approval to ensure all infrastructure is provided and installed in accordance with all applicable city and state regulations, to include those of the city Engineer, Canby Utility, Canby Fire District, and Public Works.

IV. Public/Agency Comments

Notice of this application and opportunity to provide comment was mailed to owners and residents of lots within 500 feet of the subject property and to all applicable public agencies. Staff has received conditions of approval from the City Engineer, which are provided herein. Other agency comments and/or conditions of approval received after staff report publication will be provided at the public hearing. Citizen comments that were received to date are provided herein and available in the file. Comments received after staff report publication will be provided at the time of the public hearing.

V. Conclusion

Staff has reviewed the applicant's narrative and submitted application materials and finds that this Subdivision application conforms to the applicable review criteria and standards, subject to the conditions of approval noted in Section VI of this report.

VI. Conditions of Approval

A. Public Improvements:

1. Prior to the start of any public improvements work, the applicant shall schedule a pre-construction conference with the City Of Canby and obtain construction plans sign-off from all applicable reviewing agencies. (Canby Planning – SF)
2. All site development shall comply with all applicable City of Canby Public Works Design Standards. (City Engineer – HB/Public Works - JN)

Fees/Assurances:

3. All public improvements are typically installed prior to the recordation of the final plat. If the applicant wishes to forgo construction of any portion of the public improvements until after the recordation of the final plat, then the applicant shall provide the City with appropriate performance security (subdivision performance bond or cash escrow) in the amount of 110% of the cost of the remaining public improvements to be installed. (City Engineer – HB/Public Works – JN/Canby Planning - SF)

4. If the applicant chooses to provide a subdivision performance bond for some or all of the required public improvements, the applicant shall obtain a certificate from the city engineer that states:
 - a. The applicant has complied with the requirements for bonding or otherwise assured completion of required public improvements.
 - b. The total cost or estimate of the total cost for the development of the subdivision is to accompany a final bid estimate of the subdivider's contractor if a contractor has been engaged to perform the work. The certificate of the total cost estimate shall be approved by the city engineer. (City Engineer – HB)
5. The applicant shall guarantee or warranty all public improvement work with a one (1) year Subdivision Maintenance Bond following written notice of acceptance by the city to the developer in accordance with Section 16.64.070(P) of the *Ordinance*. (Canby Planning – SF)
6. The applicant shall pay the city of Canby Master Fee authorized engineering plan review fee equal to 2% of public improvement costs prior to the construction of public improvements (approval of construction plans) as each phase of development occurs. The applicant shall also pay the city of Canby Master Fee authorized Site Plan Development Engineering Plan Review Fee equal to \$1,500 based on the area of the subdivision being between 2 and up to 5 acres in size. (Canby Planning – SF)

B. Streets, Easements, Signage & Striping:

7. The applicant shall be required to construct a 22-foot wide half-street improvements along the south side of SE 13th Avenue. Said improvements shall be comprised of a 22-foot wide right-of-way with curbs, and a 6-foot wide sidewalk along the entire site frontage. An asphalt taper at the rate of 10:1 shall be constructed to match existing asphalt surface to the west end of the street. The improvements shall include curbs, 6-foot curb-tight concrete sidewalks, street lights, and utilities, as well as a 12-foot wide public utility easement (P.U.E.). The aforementioned improvements shall be in compliance with Section 2.207 of the City of Canby Public Works Design Standards dated June 2012. Clackamas County approval will also be needed for said improvements. (City Engineer – HB)
8. All interior streets within the subdivision, S. Redwood Street, SE 13th Place, and SE 14th Avenue, shall be designed to City local street standards matching the existing street paved width, curbs, 4.5-foot wide planter with street trees (S. Redwood Street only), 5-foot wide concrete sidewalks to match existing, street lights and utilities in conformance with Chapter 2 of the City of Canby Public Works Design Standards, dated June 2012. A 12-foot wide public utility easement (P.U.E.) and S.W.E (sidewalk easement) abutting the right-of-way shall be required for the extended east/west streets. (City Engineer – HB)
9. The half-street improvements can be deferred until the property to the east is developed. A financial guarantee by the developer shall be paid to the City to assure such improvements will be constructed at a later date. The design engineer shall submit a detailed construction cost estimate to the City for review and approval. The amount of the financial guarantee will be based on 125% of the agreed construction estimate. The applicant shall also provide a land appraisal for the area of land that would be the future, approximate 30-foot wide right-of-way. (City Engineer – HB)

10. All centerline radii shown on the plans shall meet or exceed the minimum radius of 165 feet as per Chapter 2 of the City of Canby Public Works Design Standards, dated June 2012. (City Engineer – HB)
11. All ADA ramps shall be designed and inspected to meet the current Public Right of Way Accessibility Guidelines (PROWAG). (City Engineer – HB)
12. All interior street names and traffic signs shall be installed by the developer as part of this development. The developer's design engineer will be required to submit as part of the construction plans, a *signing and striping* plan. The City may supply the required traffic and street name signs based on a mutually agreed cost. (City Engineer – HB)
13. As part of the final design, the developer's design engineer shall provide past the plat boundary, a minimum of 200-foot future centerline street profile extension on SE 14th Avenue to assure future grades can be met. (City Engineer – HB)
14. Based on the submitted Traffic Generation Letter, a sight distance evaluation shall be required at the future extension of SE 14th Avenue and S. Redwood Street. The sight distance of 280 feet based on 25-mph must be verified and certified, documented and stamped by a registered professional civil or traffic licensed engineer in the State of Oregon. (City Engineer – HB)
15. The applicant shall provide, and have approved, a truck haul route, with flaggers as necessary, for all construction activity at said development site. The haul route shall be approved at the time of the pre-construction meeting by the Public Works Department. (Public Works – JN)

C. Grading and Erosion Control/Demolition:

16. The applicant shall obtain an Erosion Control permit from the City of Canby prior to any on-site disturbance. (City Engineer/Canby Public Works – HB)
17. The applicant shall obtain a demolition permit from Clackamas County, (as well as Canby Planning) prior to demolition of on-site existing structures. (City Engineer – HB/Canby Public Works/Canby Planning – SF)
18. The applicant shall obtain a grading permit from Clackamas County prior to any on-site disturbance. (City Engineer – HB)

D. Street Trees:

19. The applicant shall be responsible for selecting street trees from the City approved tree list. The developer shall pay the City \$250 per street tree installation, which includes the two (2) year maintenance period, prior to final plat recordation. Property owners shall take over all responsibility of said street trees after the two (2) year period lapses. (Public Works - JN / Canby Planning - SF)
20. The applicant shall be responsible for the construction of and continuation of the brick fence and tree wells along SE 13th Avenue from the west, along the project frontage from the adjacent Tofte Farms subdivision. The applicant shall also be responsible for providing a long-term maintenance agreement for the fence and/or evidence of other acceptable mechanism for responsibility of said fence, such as a Homeowners Association or similar. All fencing shall be in compliance with Section 16.08.110 of the *Ordinance*. (Planning – SF / Public Works - JN)

E. Sewer and Storm Drainage:

21. The applicant shall be required to extend and install a minimum 8-inch public sanitary sewer line to serve the development. (City Engineer – HB/Public Works - JN)

22. The applicant will be required to submit an updated Storm Drainage Report that provides detailed analysis as part of the storm report. Capacity analysis shall be required in order to verify that additional runoff will not impede or impound the existing system. The proposed drywell (UIC) must meet the following criteria” The UIC structures location shall meet at least one of the two following conditions: (1) the vertical separation distance between the UIC and seasonal high groundwater is more than 2.5 feet, or (2) the horizontal separation distance between the UIC and any water well is a minimum of 267 feet in accordance with the City of Canby Stormwater Master Plan, Appendix “C”, Groundwater Protectiveness Demonstration and Risk Prioritization for Underground Injection Control (UIC) Devices. The storm drainage report shall be in conformance with the requirements as stated in Chapter 4 of the City of Canby Public Works Design Standards, dated June 2012. Additionally, the drywells must connect via a conveyance system as required by the City of Canby Public Works Department. (City Engineer – HB/Public Works JN)
23. Because the submitted plans do not show an existing on-site sewage disposal system, the applicant shall be responsible for the abandonment of all existing on-site domestic or irrigation wells in conformance with OAR 690—220-0030. A copy of the Oregon Water Rights Department (OWRD) Certificate shall be submitted to the City. (City Engineer – HB/Public Works - JN)
24. Because the plans do not show an existing an on-site sewage disposal system, the applicant shall be responsible for the abandonment of any existing on-site sewage disposal system, in conformance with DEQ and Clackamas County Water Environmental Services (WES) regulations. A copy of the septic tank removal certificate shall be submitted to the City. (City Engineer – HB/Public Works - JN)
25. All on-site storm water management shall be designed in compliance with the Canby Public Works Design Standards. (City Engineer – HB/Public Works - JN)

F. Water Services / Fire Protection

26. Water services shall be constructed in conformance with Canby Utility. (City Engineer – HB/Canby Utility)
27. All fire protection apparatus’s such as fire hydrants, etc., shall be placed in accordance with the requirements of the Canby Fire District codes and regulation. (Canby Fire District – ME)

G. Final Plat:

28. All public improvements or submittal of necessary performance security assurances shall be made prior to the signing and release of the final plat for filing of record. (Canby Planning – SF)
29. The applicant shall apply for final plat approval at the City, and pay any applicable city fees associated with final plat review. Prior to the recordation of the final plat at Clackamas County, the plat must be approved by the City and all other applicable reviewing agencies. If deemed necessary, the City will distribute the final plat to the applicable reviewing agencies for comment prior to signing off on the final plat. (Canby Planning – SF)
30. The final plat shall conform to the necessary information and requirements of CMC 16.68.030, 16.68.040(B), and 16.68.050. The City Engineer or County Surveyor shall verify that these standards are met prior to the recordation of the subdivision plat. (Canby Planning – SF/City Engineer - HB)
31. All “as-builts” of City public improvements installed shall be filed with Canby Public Works within sixty (60) days of completion of the improvements. (City Engineer – HB/Public Works - JN)

32. Clackamas County Surveying reviews pending subdivision plat documents for Oregon Revised Statutes and county requirements. A subdivision final plat prepared in substantial conformance with the approved tentative plat must be submitted to the City for approval within two years of approval of the tentative plat, or formally request an extension of up to 6-months with a finding of good cause. (Canby Planning – SF)
33. The applicant shall record the final plat at Clackamas County within 6-months of the date of the signature of the Planning Director. (Canby Planning – SF)
34. The applicant shall assure that the City is provided with a copy of the final plat in a timely manner after it is recorded at Clackamas County, including any CC&Rs recorded in conjunction with the final plat. (Canby Planning – SF)
35. The City shall assign addresses for each newly created subdivision lot and distribute those addresses to the developer, and other applicable agencies accordingly. (Canby Planning – SF)

H. Easements

36. All public utility easements traversing the newly created residential lots related to water, sewer, electric, and gas service shall be noted on the final plat. (Canby Planning – SF)
37. A dual 12 foot public utility easement (P.U.E.) and sidewalk easement along SE 13th Place and SE 14th Avenue shall be noted on the final plat. (Canby Planning – SF/City Engineer – HB)

I. Residential Building Permit(s):

38. Construction of all required public improvements and the recordation of the Final Plat shall be completed prior to the issuance of building permits and comply with all applicable City's Public Works Design Standards.
39. The homebuilder shall apply for a City of Canby Site Plan Permit and Clackamas County Building permit for each home and satisfy the residential design standards of CMC 16.21. (Canby Planning – SF)
40. All residential construction shall be in accordance with applicable Public Works Design Standards. (Public Works – JN)
41. Clackamas County Building Codes division will provide structural, electrical, plumbing, and mechanical plan review and inspection services for all new home construction. The applicable county building permits are required prior to the construction of a new single-family residence. (Canby Planning – SF)
42. Per the Canby Public Works Design Standards, minimum residential driveway widths at the inside edge of the sidewalk shall be 12-feet and the maximum width shall be 24 feet, with an allowed exception of 28 feet for a home with 3 or more garages. (Canby Planning – SF)
43. All usual System Development Charges (SDC) shall be collected with each new home within this development. (Canby Planning – SF)



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

LAND USE APPLICATION

SUBDIVISION

Process Type III

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

Applicant Name: Tofte Farms, LLC, Attn: Tim Tofte Phone: (503)329-1713
 Address: PO Box 97 Email: ttofte@vmgusa.com
 City/State: Aurora, OR Zip: 97002

Representative Name: Tony Weller - CESNW, Inc. Phone: 503-968-6655
 Address: 13190 SW 68th Parkway, Ste 150 Email: tweller@cesnw.com
 City/State: Tigard, OR Zip: 97223

Property Owner Name: Tofte Farms, LLC. Phone: (503)329-1713
 Signature:
 Address: PO Box 97 Email: ttofte@vmgusa.com
 City/State: Aurora, OR Zip: 97002

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

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

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

PROPERTY & PROJECT INFORMATION:

<u>South side of SE 13th Ave., east of Ivy</u>	<u>+/- 4.06</u>	<u>41E03CB05846</u>
Street Address or Location of Subject Property	Total Size of Property	Assessor Tax Lot Numbers
<u>Farmland, w/several outbuildings</u>	<u>R-1</u>	<u>Low Density Residential</u>
Existing Use, Structures, Other Improvements on Site	Zoning	Comp Plan Designation

16-Lot subdivision - Phase 6 of Tofte Farms
 Describe the Proposed Development or Use of Subject Property

STAFF USE ONLY				
FILE #	DATE RECEIVED	RECEIVED BY	RECEIPT #	DATE APP COMPLETE
SUB 19-02	10/30/19	If		

**Application and Findings
for
16-Lot Subdivision
Tofte Farms No. 6
for
Tofte Farms LLC**

Owner/Applicant:	Tofte Farms, LLC Timothy A. Tofte PO Box 97 Aurora, OR 97002
Applicant's Representative:	Tony Weller CESNW, Inc. 13190 SW 68 th Parkway, Suite 150 Tigard, OR 97223 503-968-6655 / 503-968-2595-FAX tweller@cesnw.com
Location:	41E03CB05846 South side of SE 13th Avenue, east of Ivy +/-4.06 Acres
Comprehensive Plan Designation	Low Density Residential
Zoning:	R-1 Low Density Residential
Requested Land Use Reviews:	16-Lot Subdivision

Proposal: The application requests a subdivision approval for 16 single family lots and associated public infrastructure.

Site and Vicinity: The project site is approximately 4.06 acres south of SE 13th Avenue that is Phase 6 of the Tofte Farms master plan in southeast Canby. SE 13th Place, SE 14th Avenue and S. Redwood Street all stub to the site. Land to the east is vacant, to the west and south are fully developed prior phases of Tofte Farms subdivision. Across 13th Avenue to the north is fully developed residential land.

Canby Municipal Code

Division III - Zoning

Chapter 16.16

R-1 Low Density Residential Zone

16.16.030 Development Standards

Response:

Standard	Required	Proposed
Minimum and Maximum Lot Size	Minimum: 7,000 sf Maximum: 10,000 sf	Minimum: 7,018 sf Maximum: 9,995 sf
Minimum width and frontage:	60'	
Minimum Yard Requirements:		
Street Yard		
• Driveway Side	20'	20'
• All other street sides	15'	15'
• To Covered Porch	10'	10'
Rear Yard		
• Corner Lot	10' 1-story; 15' 2-story	15'
• All Other Lots	15' 1-story; 20' 2-story	20'
Interior Yard	7'	7'
Maximum Height	35'	Maximum 35'
Maximum Impervious Area	60%	Max 60%

Chapter 16.21

Residential Design Standards

16.21.030 Single Family and Two-Family Dwelling Design Menu.

Response: The specific design of the new homes has not yet been determined, they are expected to be similar in style and quality as prior phases of Tofte Farms. The lots meet or exceed all specified standards for the zone and, as such, will accommodate homes that are consistent with the design standards of this Chapter. Verification of compliance will be demonstrated at the time of building permit application.

Division IV - Land Division Regulations

Chapter 16.62

Subdivisions - Applications

16.62.020 Standards and Criteria.

Applications for a subdivision shall be evaluated based upon the following standards and criteria:

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

Response: The proposed subdivision is consistent with the applicable standards of the LD&PO, as addressed in this document and illustrated in the plan set.

B. The overall design and arrangement of lots shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the subject property without unduly hindering the use or development of adjacent properties;

Response: Arrangement of the proposed lots is consistent with the original Tofte Farms master plan. All lots meet or exceed the minimum standards of the Canby municipal code for the R-1 zoning district and should be presumed appropriate for residential development. Streets are proposed to be stubbed to adjacent vacant property for future extension.

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

Response: The specified concepts were considered in the original layout of the Tofte Farms master plan. The proposed development is the final phase to fully implement that plan. Stormwater will be managed the same as prior phases through drywells and infiltration. These methods are compatible with Low Impact Development techniques.

- D. *It must be demonstrated that all required public facilities and services are available, or will become available through the development, to adequately meet the needs of the proposed land division.*

Response: All necessary public facilities are available to serve the project, as illustrated throughout the plan set, particularly Sheet 5, Utility Plan.

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

Response: The layout of streets is determined by existing development. Proposed public street improvements include construction of sidewalk to connect to existing sidewalks at several points throughout the development.

- F. *A Traffic Impact Study (TIS) may be required in accordance with Section [16.08.150](#).*

Response: Traffic impacts are addressed in a Memorandum prepared by the City's traffic consultant and is included with the application package.

16.64.010 Streets.

Response: Existing development of prior phases of the Tofte Farms plan determine street layout. Extension of SE 13th Place, SE 14th Avenue and S. Redwood Street is proposed to serve the new lots. Improvements to SE 13th Avenue will include right-of-way dedication and construction of sidewalk along the site frontage. Construction plans for street improvements will be reviewed and approved by the City prior to commencement of construction activities. Proposed street improvements and street sections are shown on the Site Plan, Sheet 3.

The extension of S. Redwood is designed to align with the intersection of SE 13th Ave however this alignment extends outside of the proposed project into Tax Lot 5900. This will not allow construction of S Redwood from just south of SE 13th Place to SE 13th Avenue until Tax Lot 5900 is ready to develop. Based on input from the pre-application conference, this project will be required to provide funding for the missing half street improvements right of way necessary for the construction of this portion of S Redwood.

16.64.015 Access.

Response: All proposed lots will have access and frontage onto a public street, as illustrated on the Site Plan, Sheet 3 of the plan set.

16.64.020 Blocks.

Response: The proposed development completes blocks on SE 13th Place, SE 14th Avenue and SE 15th Avenue, all less than the specified maximum length of 400'.

16.64.030 Easements.

Response: Twelve-foot-wide public utility easements are proposed for street frontages on the lots, and are shown on the plans.

16.64.040 Lots.

Response: The proposed lots are similar in size and shape to lots in other phases of the Tofte Farms Subdivision. All lots are consistent with the standards of the zone, including area, dimensions and street frontage. Like all the existing lots on the north side of SE 13th Place, the two proposed new lots on that street will have double frontage.

16.64.050 Parks and Recreation.

Subdivisions shall meet the requirements for park, open space and recreation as specified in Division VI.

Response: Division VI pertains to annexations. Division XI contains standards relative to Park, Open space and Recreation Land, including a minimum standard of .01 acres per person, and a designation for each SFR unit as 2.7 persons. The proposal is for 16 single family residential units.

$$16 \times 2.7 = 43.2 \text{ persons}$$
$$43.2 \times .01 = .432 \text{ Acres}$$

Therefore, .432 acres of park, open space and recreational land is required to be dedicated, or the developer will pay a SDC in lieu of land dedication.

16.64.060 Grading of building sites.

Response: The site does not contain steep slopes, and as demonstrated by the preliminary grading plan, proposed site grading will not create a public hazard. A final Grading Plan will be reviewed and approved by the City prior to site grading activities. Proposed lot grading is designed to provide adequate drainage from the proposed and existing lot development.

16.64.070 Improvements.

Response: All necessary infrastructure to serve the lots will be installed in conjunction with the development of the subdivision, including sanitary and storm sewer, water lines and fire hydrants, sidewalks, streets and streetlights, underground power, phone and cable TV. Construction plans will be reviewed and approved by the City prior to commencement of installation activities. Proposed streets and utilities are illustrated in the plan set.

Chapter 16.89 Application and Review Procedures

16.89.020 Description and Summary of Process

C. *Type III Procedure (Quasi-Judicial/Legislative).* Type III decisions are made by the Planning Commission after a public hearing, with appeals reviewed by the City Council. Type III procedures generally use discretionary approval criteria.

Response: According to Table 16.89.020, a Subdivision is a Type III process.

16.89.050 Type III Decision

A. *Pre-application conference.* A pre-application conference may be required by the Planning Director for Type III applications.

Response: A pre-application conference was held January 10, 2019.

B. *Neighborhood meetings.* As directed in Table 16.89.020, the applicant may be required to present their development proposal at a neighborhood meeting before the City accepts the application as complete. See Section 16.89.070.

Response: A neighborhood meeting was held June 20, 2019. The required documentation is included with the application package.

Division XI - Parks, Open Space and Recreation Land

Chapter 16.120 - General Provisions

16.120.020 Minimum Standard for Park, Open space and Recreation Land

Response: As previously addressed, the specified minimum standard is .01 acres per person, and a designation for each SFR unit as 2.7 persons. The proposal is for 16 single family residential units.

$$16 \times 2.7 = 43.2 \text{ persons}$$
$$43.2 \times .01 = .432 \text{ Acres}$$

Therefore, .432 acres of park, open space and recreational land is required to be dedicated, or the developer will pay a SDC in lieu of land dedication. A prior phase of Tofte Farms included a neighborhood swimming pool, to which residents of this final phase will have access.

Conclusion: The proposal meets the statutory requirements and can be approved.

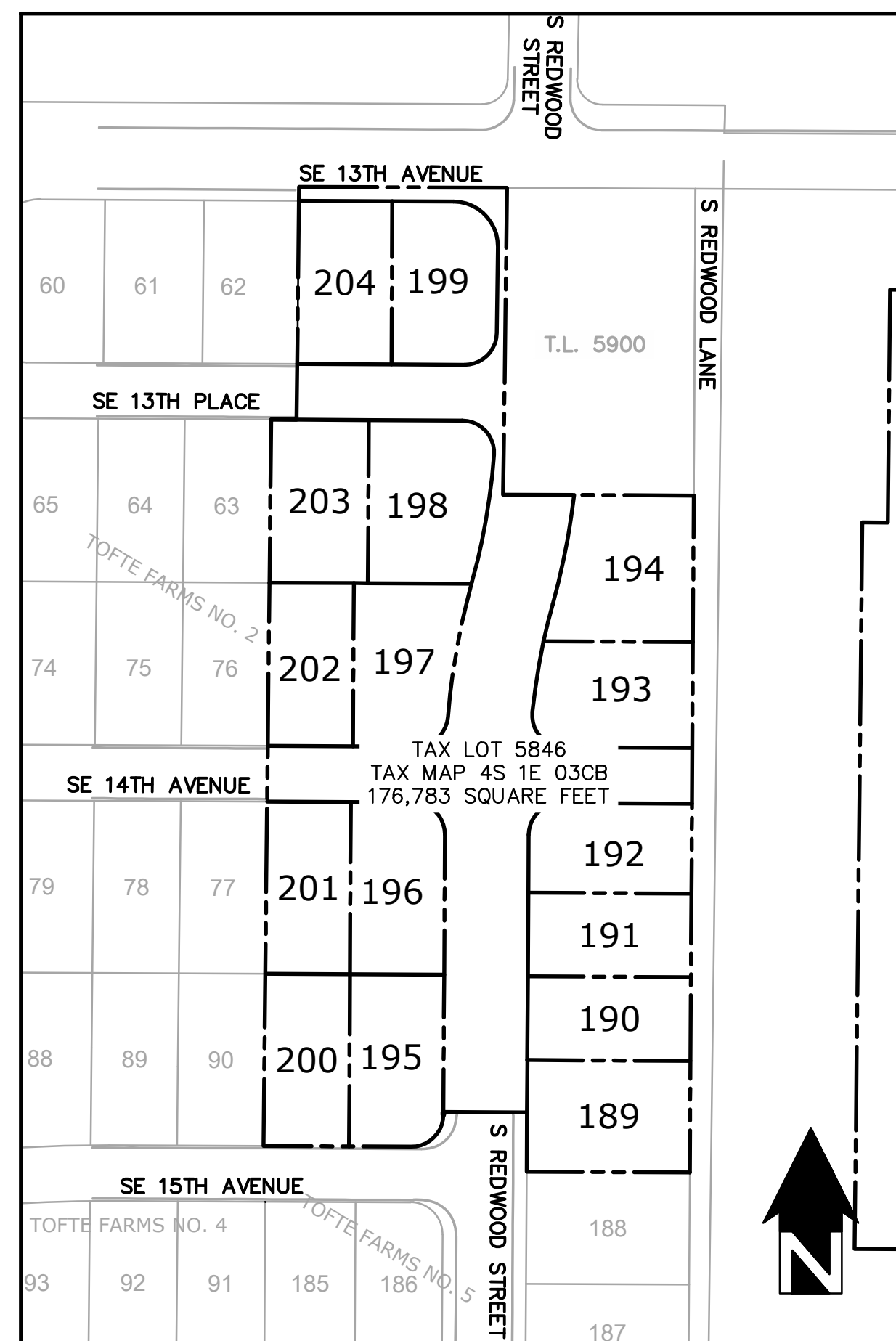
PRELIMINARY PLANS FOR TOFTE FARMS NO. 6

CANBY, OREGON

MAP 4S1E03CB TAX LOT 05846

OWNER / DEVELOPER
TOFTE FARMS, LLC
PO BOX 97
AURORA, OR 97002
503.329.1713

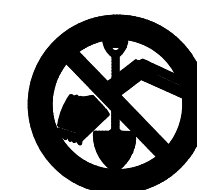
CIVIL ENGINEER / SURVEYOR / PLANNER
CES|NW, INC.
13190 SW 68TH PKWY, SUITE 150
TIGARD, OR 97223
503.968.6655



SITE PLAN

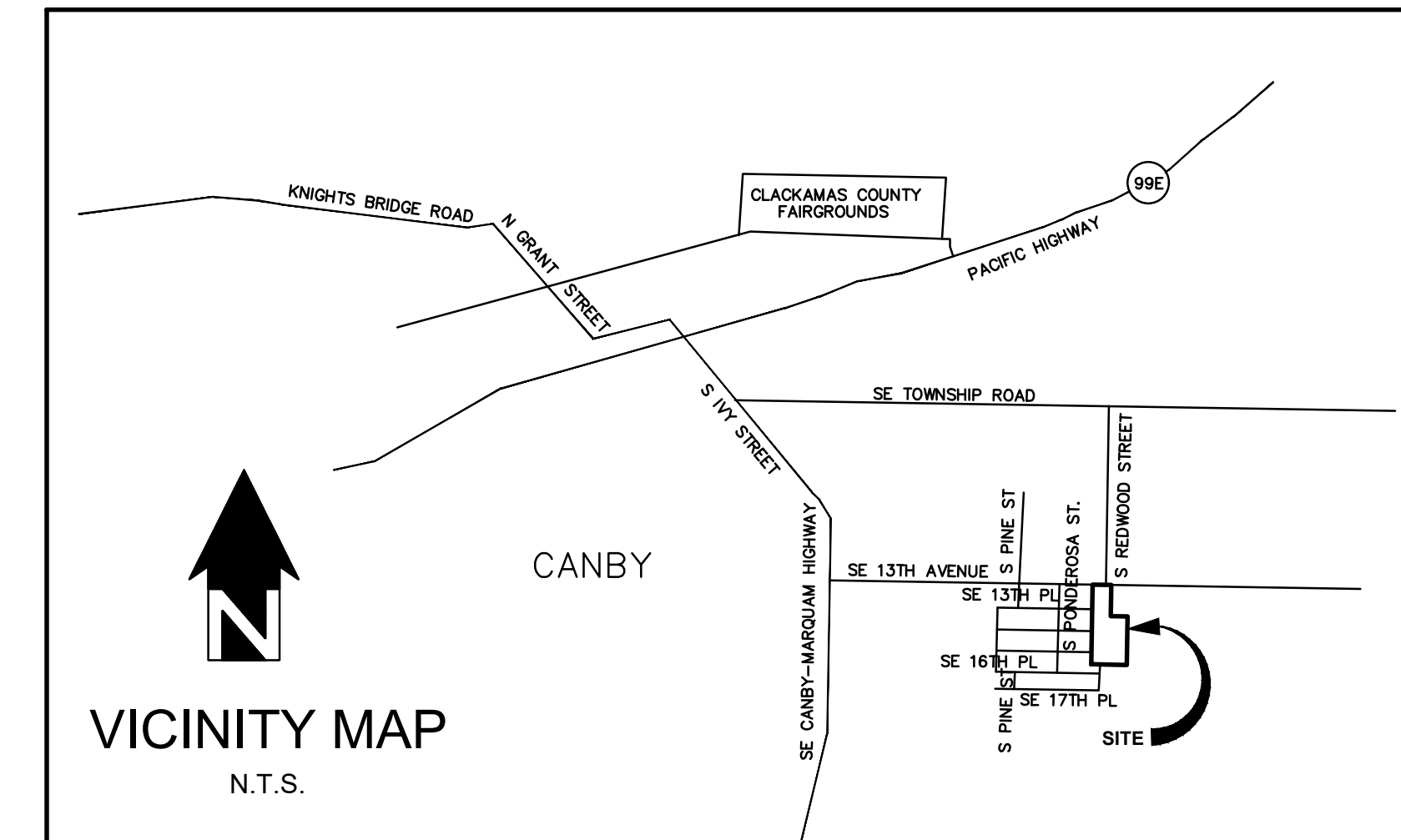
SCALE: 1"=100'

THIS DESIGN COMPLIES WITH ORS 92.044 (7) IN THAT NO UTILITY INFRASTRUCTURE IS DESIGNED TO BE WITHIN ONE (1) FOOT OF A SURVEY MONUMENT LOCATION SHOWN ON A SUBDIVISION OR PARTITION PLAT. NO DESIGN EXCEPTIONS NOR FINAL FIELD LOCATION CHANGES SHALL BE PERMITTED IF THAT CHANGE WOULD CAUSE ANY UTILITY INFRASTRUCTURE TO BE PLACED WITHIN THE PROHIBITED AREA.



ATTENTION:
Oregon law requires you to follow rules adopted by the Oregon Utility Notification Center. Those rules are set forth in OAR 952-001-0010 through 952-001-0090. You may obtain copies of the rules by calling the center. (Note: The telephone number for the Oregon Utility Notification Center is (503) 232-1987).

SURVEY MONUMENTS OF RECORD (IN THE OFFICE OF THE COUNTY SURVEYOR OR THE COUNTY CLERK) THAT ARE REMOVED, DESTROYED, OR DISTURBED DURING CONSTRUCTION MUST BE RESTORED PER ORS 209.150 AND/OR ORS 209.155, AS APPLICABLE.



BENCH MARK

RD 1506 (DESIGNATION E 724):

BRASS DISK SET IN CONCRETE
SE CORNER BRIDGE ABUTMENT
HWY 99E AT MOLALLA RIVER

ELEV: 131.01 FEET (VERTICAL DATUM: NAVD 88)

LEGEND

	PROPOSED	EXISTING
SILT FENCING		
CONTOUR (10')		
CONTOUR (2')		
R-O-W		
STREET CENTERLINE		
PROPERTY LINE		
SANITARY SEWER		
STORM SEWER		
WATER MAIN		
SANITARY LATERAL		
STORM LATERAL		
SANITARY MANHOLE		
STORM MANHOLE		
WATER VALVE		
FIRE HYDRANT		
WATER METER BOX		
CATCH BASIN		
STREET LIGHT		
BLOW OFF ASSEMBLY		
POWER POLE		
DRAINAGE FLOW		

SHEET LEGEND

NUMBER

- C1** TITLE SHEET
- C2** EXISTING CONDITIONS PLAN
- C3** SITE PLAN
- C4** GRADING & EROSION CONTROL PLAN
- C5** UTILITY PLAN
- C6** AERIAL SITE PLAN



TOFTE FARMS NO. 6

CASE FILE NO. SUB XX-XX

TOFTE FARMS, LLC
PO BOX 97
AURORA, OR 97002

CES|NW

13190 SW 68th Parkway, Suite 150
Tigard, Oregon 97223
503.968.6655 www.cesnw.com

REVISIONS

05/29/19

DATE

3483

PROJECT NO.:

SHEET

OF

TITLE SHEET

1

6



RENEWS: 6/30/20

TOFTE FARMS NO. 6
CASE FILE NO. SUB XX-XX

TOFTE FARMS, LLC
PO BOX 97
AURORA, OR 97002

CES NW

13190 SW 66th Parkway, Suite 150
Tigard, Oregon 97223
503.968.6655 www.cesnw.com

REVISIONS

05/29/19

DATE: RST

DESIGNED BY: RST

DRAWN BY:

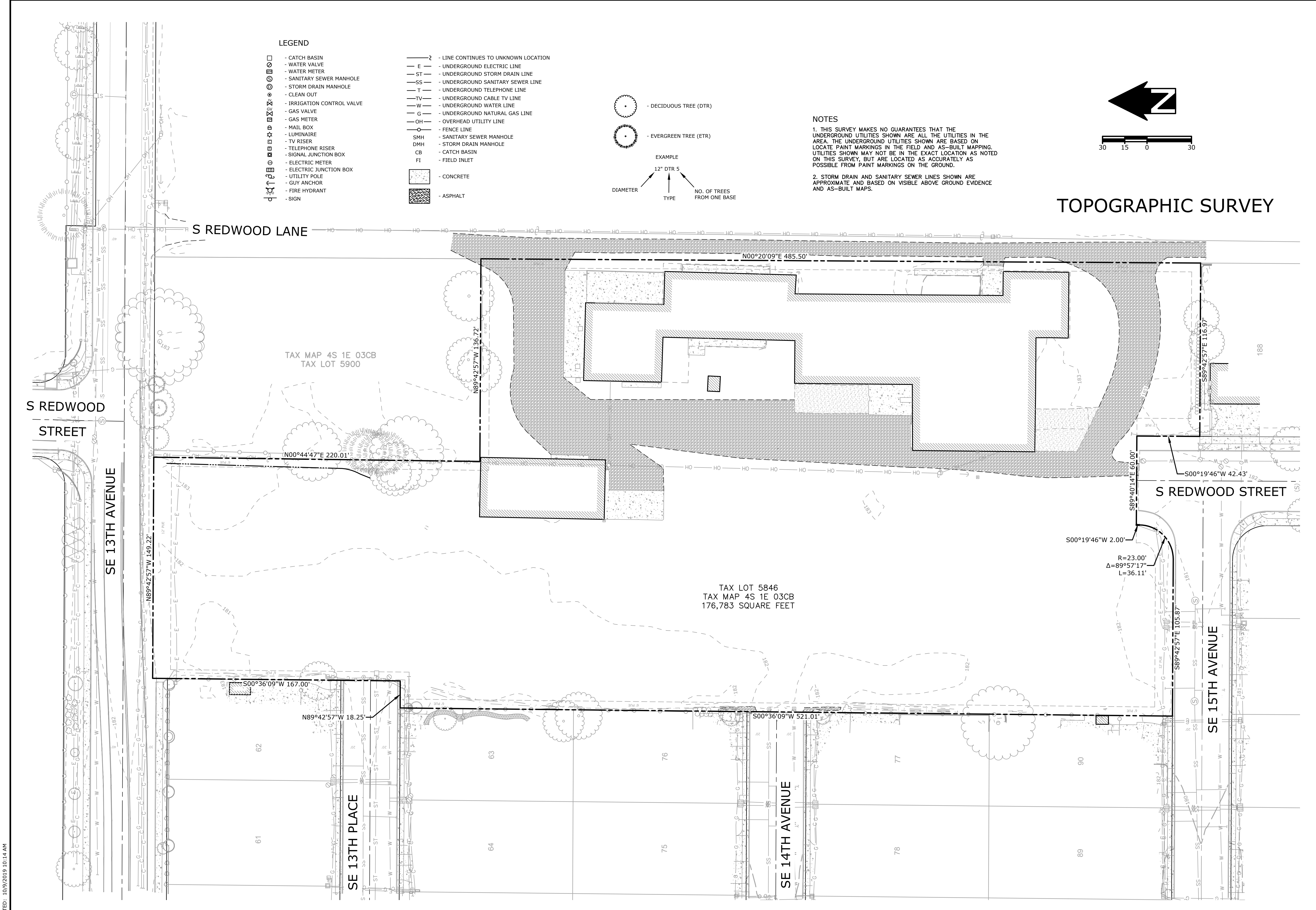
SHEET

OF

EXISTING CONDITIONS
PLAN

2

6

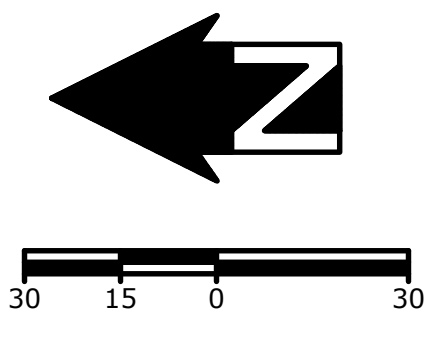


- LEGEND**
- - CATCH BASIN
 - - WATER VALVE
 - - WATER METER
 - - SANITARY SEWER MANHOLE
 - - STORM DRAIN MANHOLE
 - - CLEAN OUT
 - - IRRIGATION CONTROL VALVE
 - - GAS VALVE
 - - GAS METER
 - - MAIL BOX
 - - LUMINAIRE
 - - TV RISER
 - - TELEPHONE RISER
 - - SIGNAL JUNCTION BOX
 - - ELECTRIC METER
 - - ELECTRIC JUNCTION BOX
 - - UTILITY POLE
 - - GLY ANCHOR
 - - FIRE HYDRANT
 - - SIGN
- - LINE CONTINUES TO UNKNOWN LOCATION
 - E - UNDERGROUND ELECTRIC LINE
 - ST - UNDERGROUND STORM DRAIN LINE
 - SS - UNDERGROUND SANITARY SEWER LINE
 - T - UNDERGROUND TELEPHONE LINE
 - TV - UNDERGROUND CABLE TV LINE
 - W - UNDERGROUND WATER LINE
 - G - UNDERGROUND NATURAL GAS LINE
 - OH - OVERHEAD UTILITY LINE
 - - FENCE LINE
 - SMH - SANITARY SEWER MANHOLE
 - DMH - STORM DRAIN MANHOLE
 - CB - CATCH BASIN
 - FI - FIELD INLET
- - DECIDUOUS TREE (DTR)
 - - EVERGREEN TREE (ETR)
- EXAMPLE**
- 12" DTR 5
- DIAMETER TYPE NO. OF TREES FROM ONE BASE
- - CONCRETE
 - - ASPHALT

NOTES

1. THIS SURVEY MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN ARE ALL THE UTILITIES IN THE AREA. THE UNDERGROUND UTILITIES SHOWN ARE BASED ON LOCATE PAINT MARKINGS IN THE FIELD AND AS-BUILT MAPPING. UTILITIES SHOWN MAY NOT BE IN THE EXACT LOCATION AS NOTED ON THIS SURVEY, BUT ARE LOCATED AS ACCURATELY AS POSSIBLE FROM PAINT MARKINGS ON THE GROUND.

2. STORM DRAIN AND SANITARY SEWER LINES SHOWN ARE APPROXIMATE AND BASED ON VISIBLE ABOVE GROUND EVIDENCE AND AS-BUILT MAPS.



TOPOGRAPHIC SURVEY

PLOTTED: 10/9/2019 10:14 AM



TOFTE FARMS NO. 6
CASE FILE NO. SUB XX-XX

TOFTE FARMS, LLC
PO BOX 97
AURORA, OR 97002

CES NW

13190 SW 66th Parkway, Suite 150
Tigard, Oregon 97223
503.968.6655 www.cesnw.com

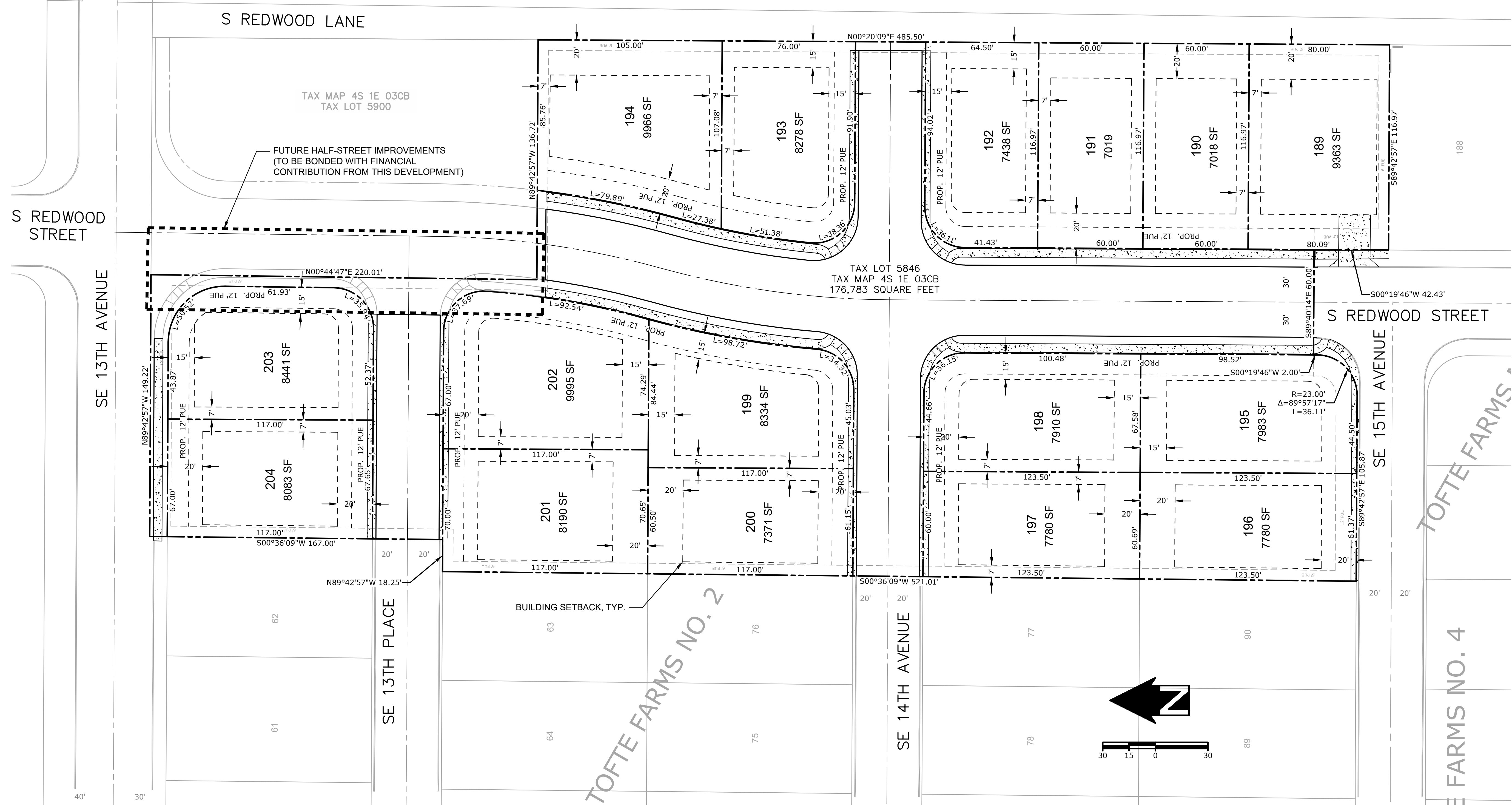
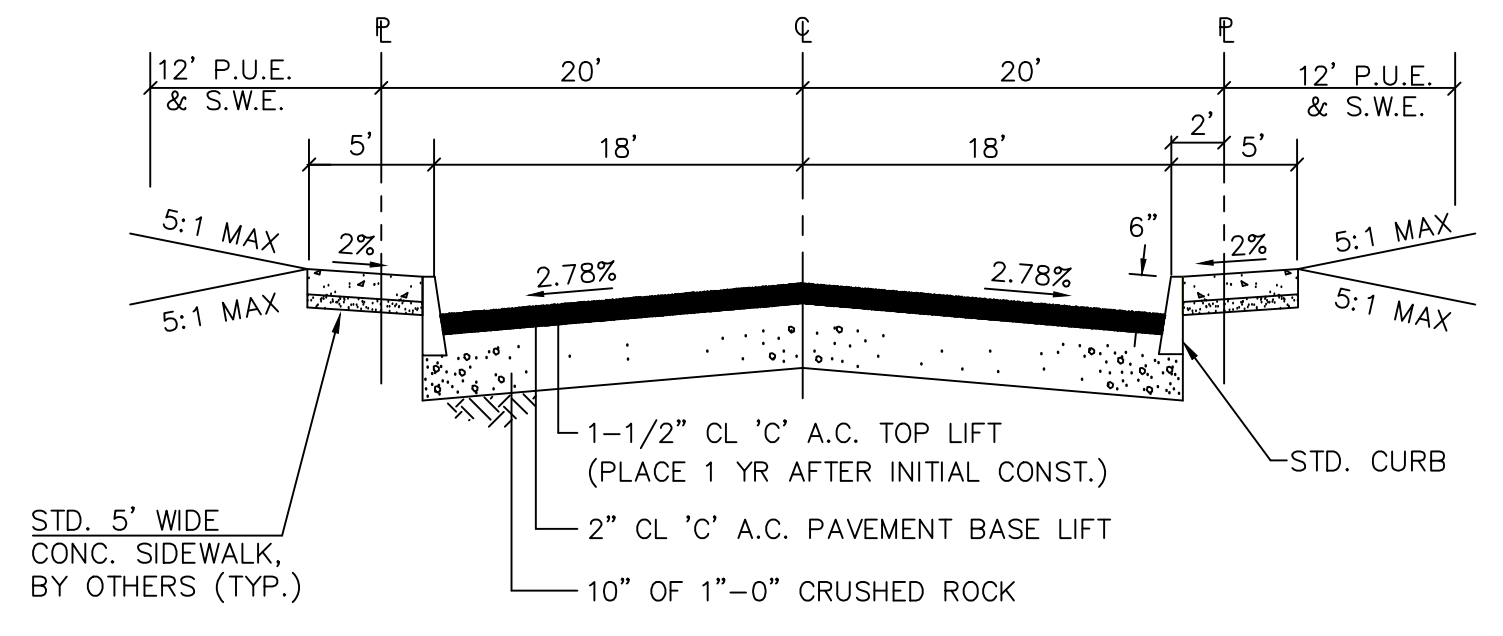
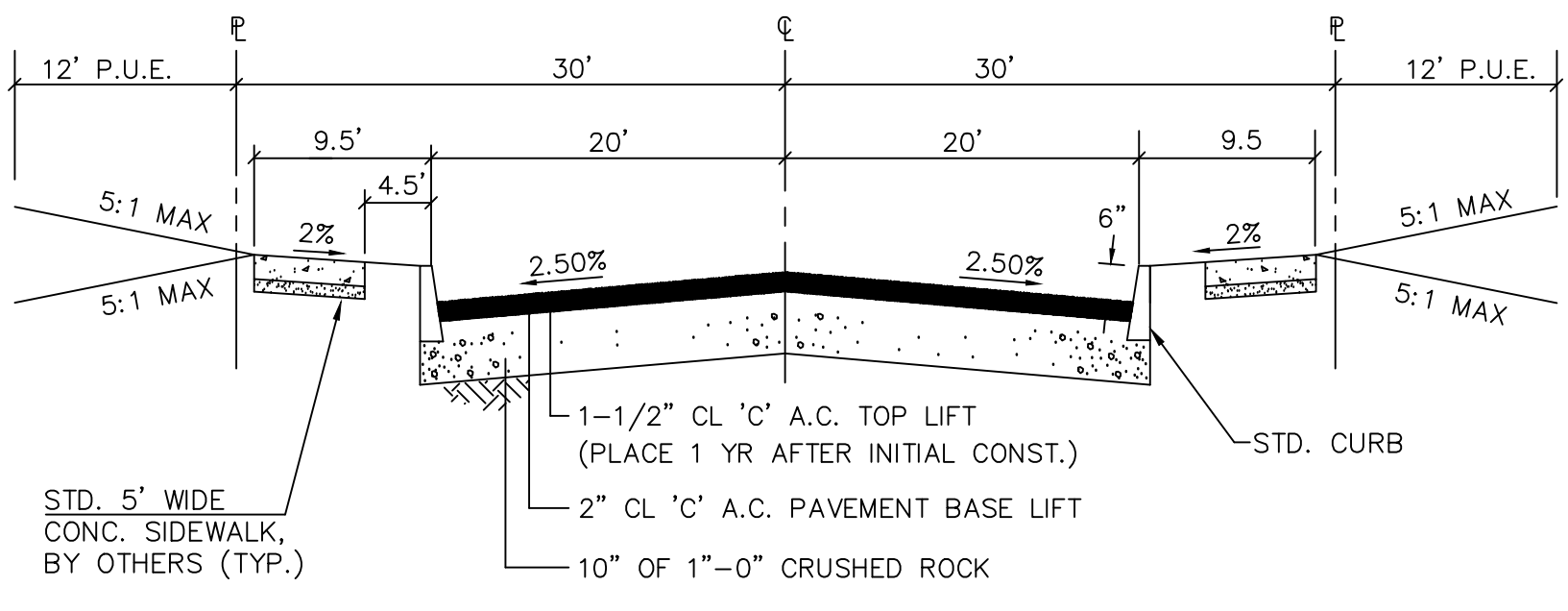
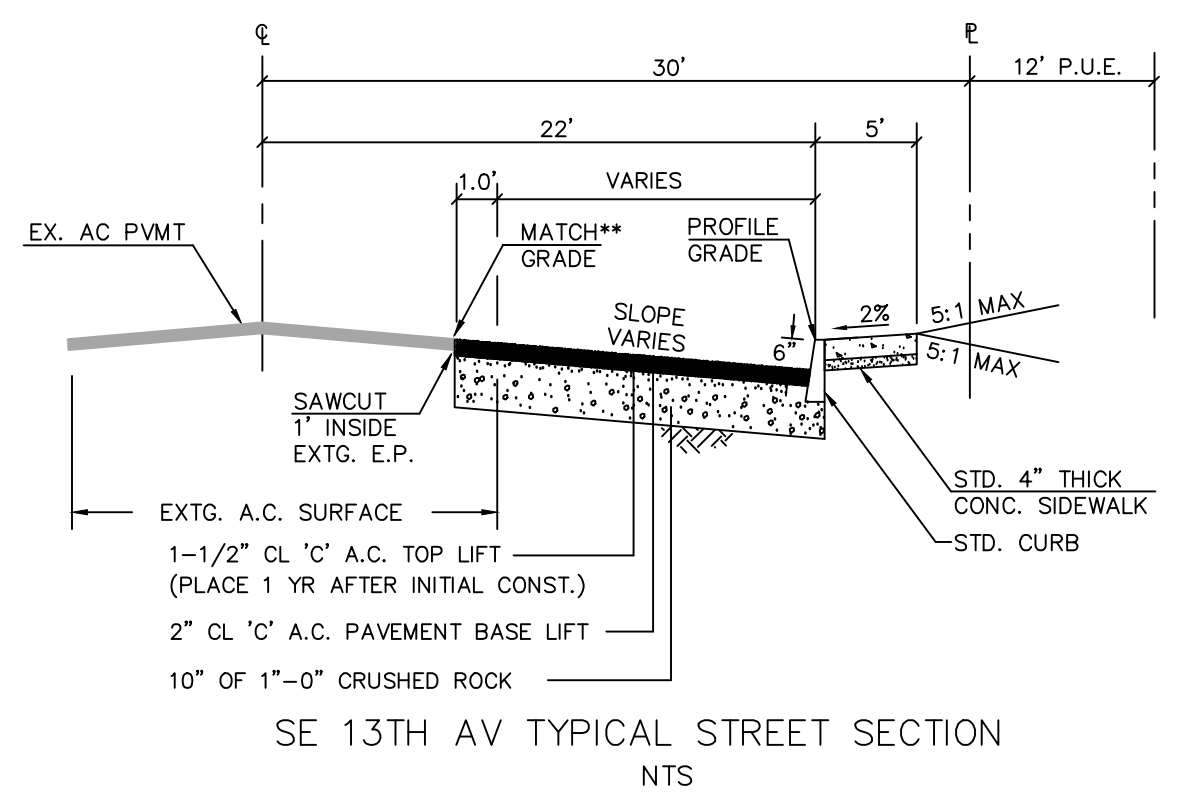
REVISIONS

PROJECT NO.: 3483
DATE: 05/29/19
DESIGNED BY: RST
DRAWN BY: RST

SHEET

3

OF 6





4 OF 6
SHEET

PROJECT NO.:	3483	DATE:	05/29/19
DESIGNED BY:	RST	DRAWN BY:	RST

NO.	REVISIONS

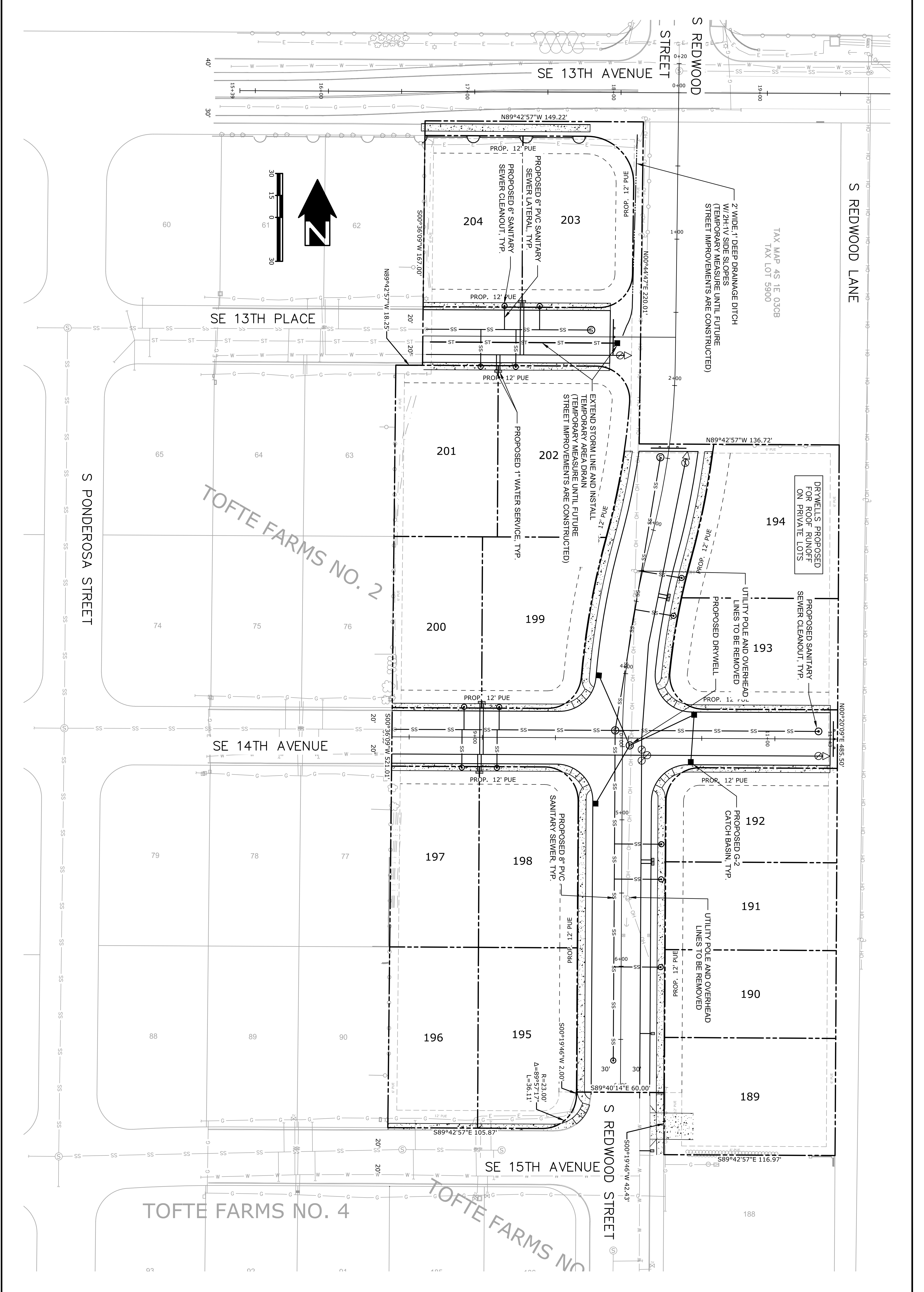
CES | NW

13190 SW 68th Parkway, Suite 150
Tigard, Oregon 97223
503.968.6655 www.cesnw.com

TOFTE FARMS NO. 6
CASE FILE NO. SUB XX-XX

TOFTE FARMS, LLC
PO BOX 97
AURORA, OR 97002

REGISTERED PROFESSIONAL ENGINEER
58479
OREGON
JAN. 11. 2017
NANCY L. WILLIAMS
PRELIMINARY
REVISIONS: 6/30/20



S REDWOOD LANE

TAX MAP 4S 1E 03CB
TAX LOT 5900

2" WIDE, 1' DEEP DRAINAGE DITCH
W/24:1V SIDE SLOPES
(TEMPORARY MEASURE UNTIL FUTURE
STREET IMPROVEMENTS ARE CONSTRUCTED)

DRYWELLS PROPOSED
FOR ROOF RUNOFF
ON PRIVATE LOTS

PROPOSED SANITARY
SEWER CLEANOUT, TYP.

UTILITY POLE AND OVERHEAD
LINES TO BE REMOVED

PROPOSED DRYWELL

PROPOSED G-2
CATCH BASIN, TYP.

UTILITY POLE AND OVERHEAD
LINES TO BE REMOVED

PROPOSED 8" PVC
SANITARY SEWER, TYP.

PROPOSED 6" PVC SANITARY
SEWER LATERAL, TYP.
PROPOSED 6" SANITARY
SEWER CLEANOUT, TYP.

EXTEND STORM LINE AND INSTALL
TEMPORARY AREA DRAIN
(TEMPORARY MEASURE UNTIL FUTURE
STREET IMPROVEMENTS ARE CONSTRUCTED)

PROPOSED 1" WATER SERVICE, TYP.

S PONDEROSA STREET

TOFTE FARMS NO. 2

TOFTE FARMS NO. 6

TOFTE FARMS NO. 4

PROJECT NO.:	3483	DATE:	05/29/19
DESIGNED BY:	RST	DRAWN BY:	RST
REVISIONS			
3483-SHT05.DWG			

CES | NW

13190 SW 68th Parkway, Suite 150
Tigard, Oregon 97223
503.968.6655 www.cesnw.com

TOFTE FARMS NO. 6

CASE FILE NO. SUB XX-XX

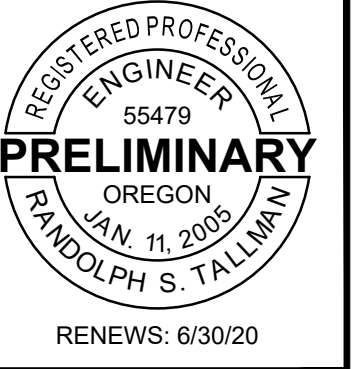
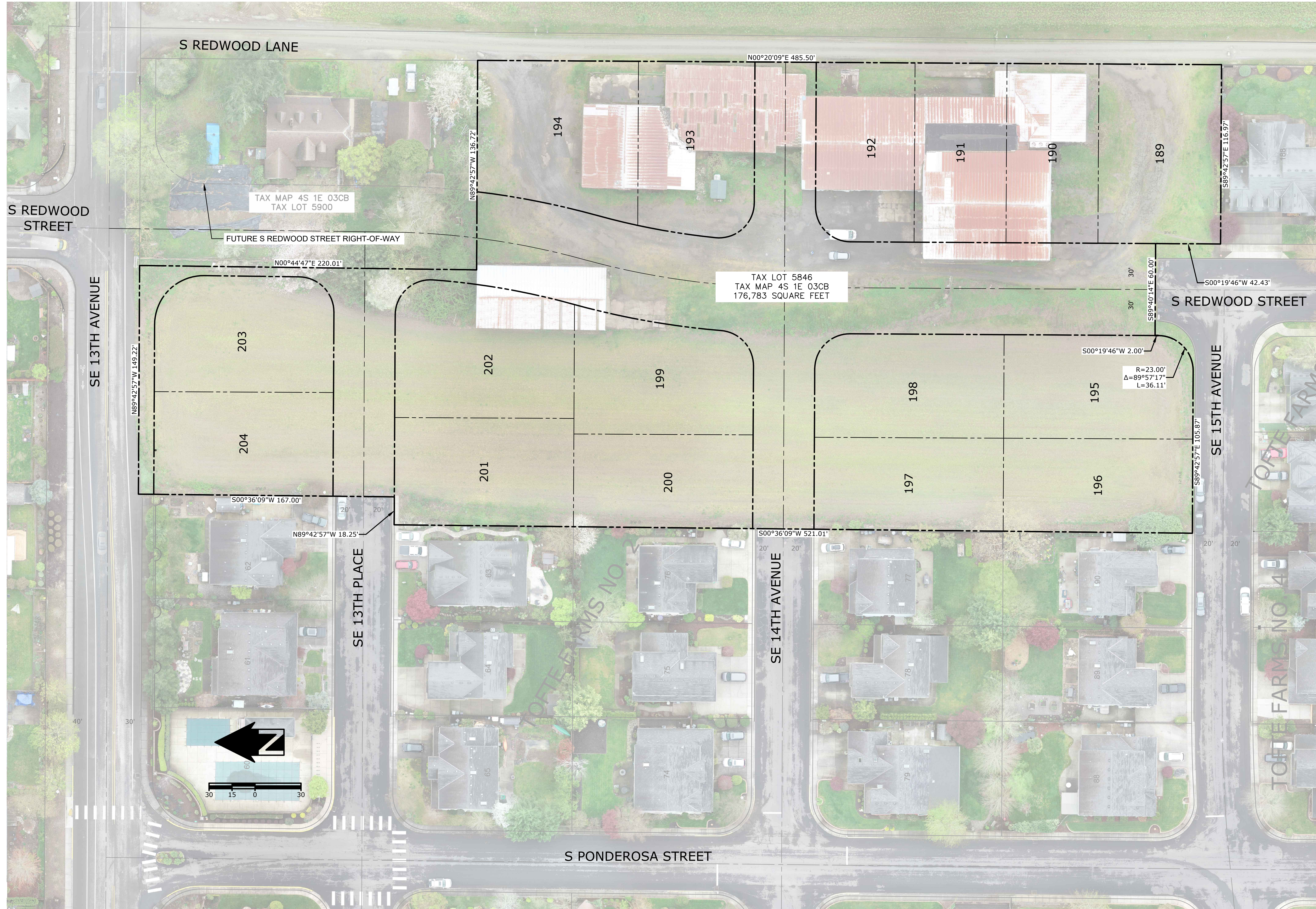
TOFTE FARMS, LLC
PO BOX 97
AURORA, OR 97002

REGISTERED PROFESSIONAL ENGINEER
59479
OREGON
1/14/11 AT 2:00 PM
NANETTE S. TALLEMA
RENEWALS: 6/30/20

5 OF 6 SHEETS

UTILITY PLAN

6



TOFTE FARMS NO. 6

CASE FILE NO. SUB XX-XX

TOFTE FARMS, LLC
PO BOX 97
AURORA, OR 97002

CES | NW

13190 SW 66th Parkway, Suite 150
Tigard, Oregon 97223
503.968.6655 www.cesnw.com

REVISIONS

05/29/19

DATE: RST

3483

DESIGNED BY: RST

PROJECT NO.:

SHEET

AERIAL SITE PLAN

6

6

2483-SP1106.DWG

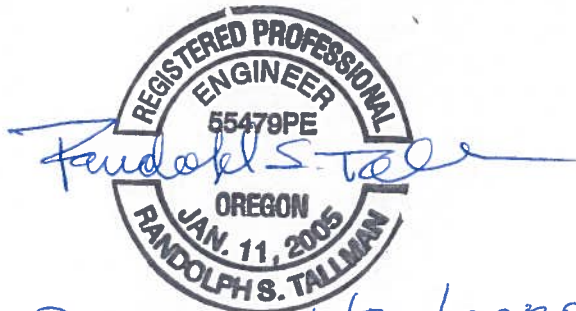


TOFTE FARMS NO. 6

Storm Drainage Report
Case File No. #####-#####

Developer/Applicant:
TOFTE FARMS, LLC
PO BOX 97
AURORA, OR 97002
503.329.1713

Engineer:
Randolph S. Tallman, P.E.
CESNW, Inc.
13190 SW 68th Parkway, Suite 150
Tigard, OR 97223
503.968.6655



Reviews 6/30/2020

November 18, 2019

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Vicinity Map3

Project Description3

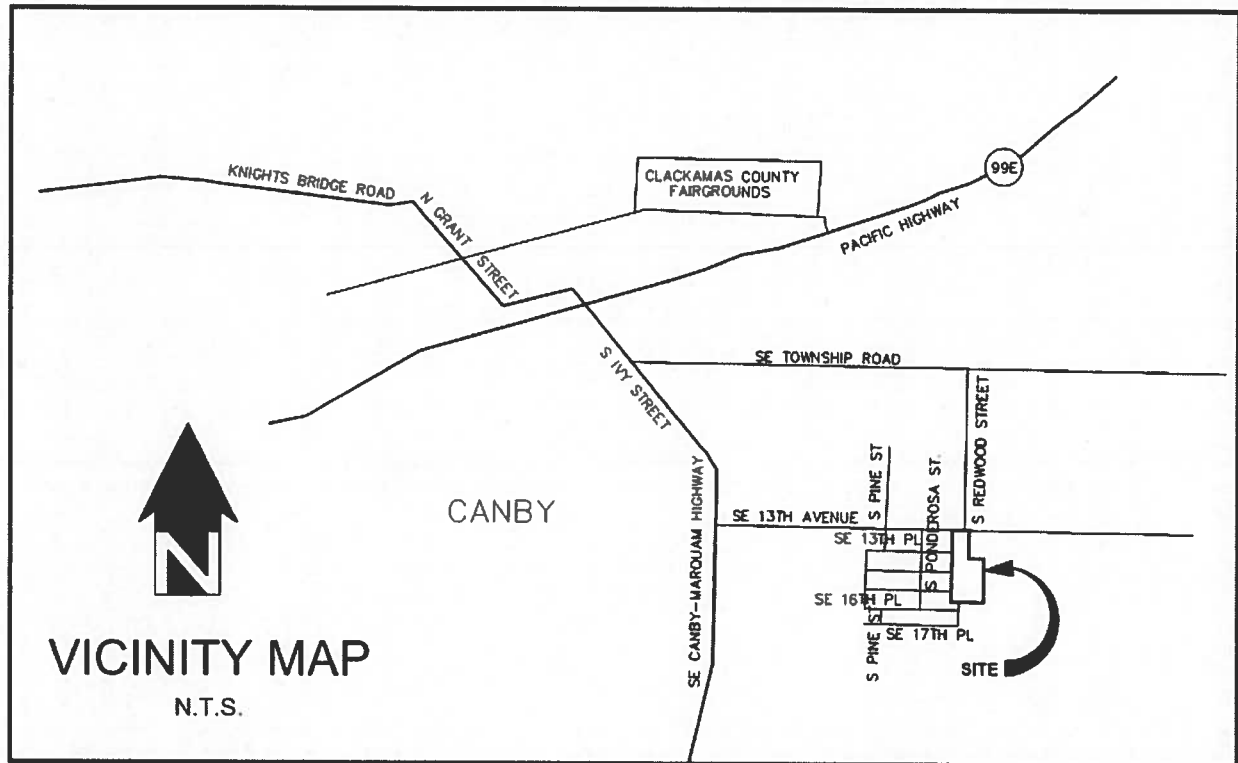
Existing Conditions.....3

Developed Conditions.....4

Conclusion.....4

Web Soil Survey Appendix A

Drainage Basin Map..... Appendix B



Vicinity Map

Project Description

The project consists of a proposed 16-lot subdivision located south of SE 13th Avenue and north of SE 15th Avenue between S Redwood Lane and S Ponderosa Street – excluding tax lot 05900 – on tax lot 4S103CB 05846. The site is zoned R-1, low density residential.

Existing Conditions

The site slopes gently downhill (less than 1% slope) from east to west with elevations ranging from approximately 180 feet to 183 feet. The existing improvements consist of a few outbuildings and a gravel access driveway on the eastern portion of the property. Site vegetation consists primarily of grass covering the westerly side of the lot and some trees located intermittently along the perimeter of the lot. Site drainage generally flows from east to west. The total site area is 4.06 acres.

The adjacent lots to the west are developed as single family residences.

According to the Soils Survey of Clackamas County there is predominantly Latourell loam covering the site. Latourell loam is classified as hydrologic soil group 'B'. (See Appendix A for the Web Soil Survey report.)

Developed Conditions

The proposed project consists of street improvements to SE 13th Avenue including widening and new sidewalk. The following streets will be extended to the practical site limits to provide access to the proposed 16 new home sites: SE 13th Place, SE 14th Avenue, and S Redwood Street.

Drainage Basin 'A' – SE 13th Avenue street improvements – is 4,480 square feet in area and will drain to the existing catch basin located at the intersection of SE 13th Avenue and S Ponderosa Street. (See Appendix B for the Drainage Basin Map.)

Drainage Basin 'B' – SE 13th Place street improvements – is 8,279 square feet in area will drain to the existing catch basin located at intersection of SE 13th Place and S Ponderosa Street. A temporary drainage ditch is proposed along the easterly side of proposed lot 199 to divert stormwater runoff to a proposed temporary area drain off the easterly end of the proposed SE 13th Place street extension. The future extension of SE 13th Place and S Redwood Street – with associated public storm drain improvements – will eliminate the need for the temporary drainage ditch and area drain. (See Appendix B for the Drainage Basin Map.)

Drainage Basin 'C' – SE Redwood Street and SE 14th Avenue street improvements – is 29,087 square feet in area and will drain to a proposed catch basin located at the intersection of SE 14th Avenue and S Redwood Street. A new drywell is proposed at the intersection as a point of discharge for stormwater runoff from the proposed pavement and sidewalk improvements within the drainage basin. (See Appendix B for the Drainage Basin Map.)

Drainage Basin 'D' – SE 14th Avenue (west of Drainage Basin 'C') street improvements – is 6,877 square feet in area and will drain to an existing catch basin located at the intersection of SE 14th Avenue and S Ponderosa Street. (See Appendix B for the Drainage Basin Map.)

Drainage Basin 'E' – S Redwood Street (south of Drainage Basin 'C') street improvements – is 2,402 square feet in area and will drain to existing catch basins located in S Redwood Street and SE 15th Avenue. (See Appendix B for the Drainage Basin Map.)

Roof runoff will be managed on site on each individual lot.

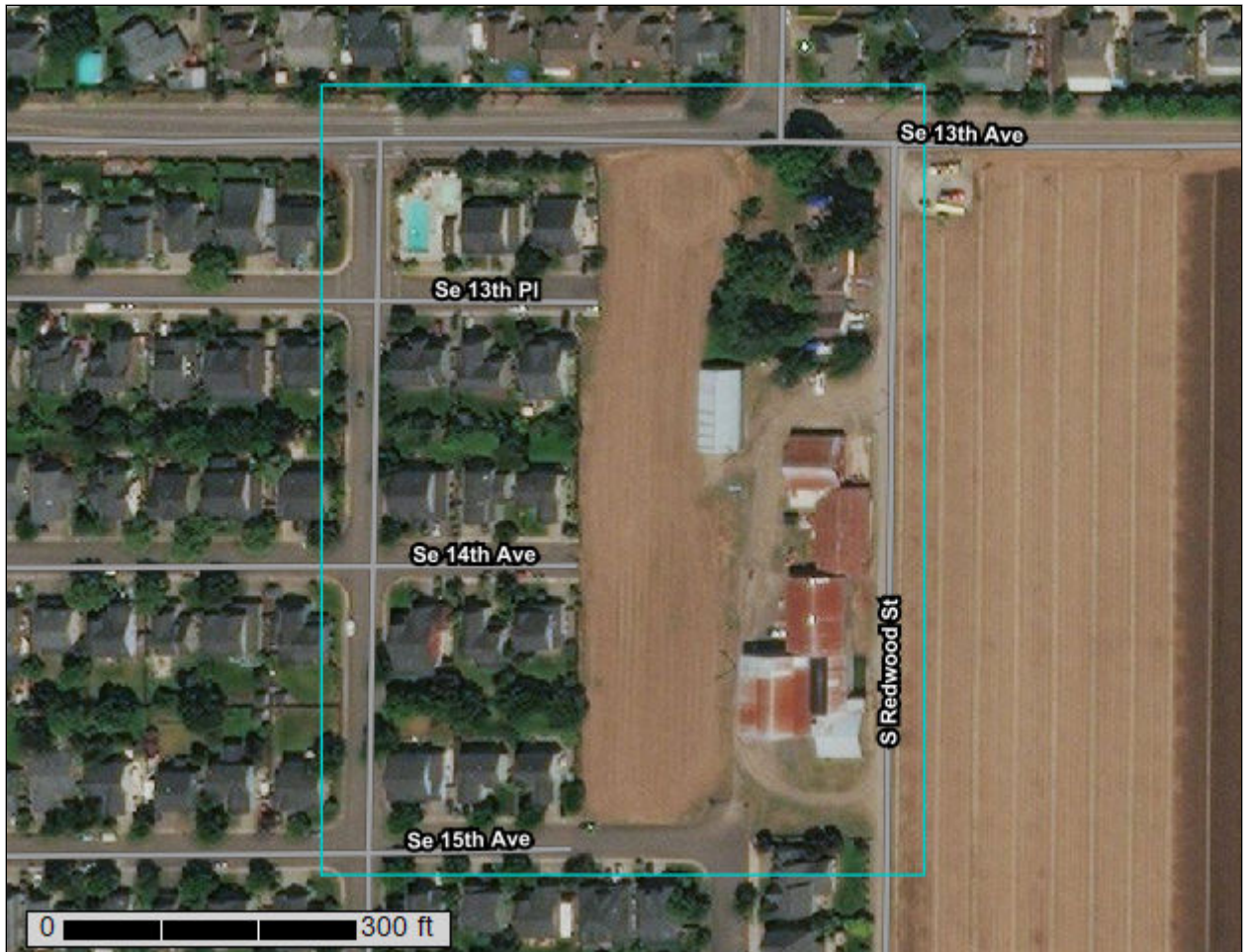
Conclusion

The use of drywells for stormwater disposal as described herein is consistent with the stormwater disposal method currently employed throughout the Tofte Farms development and this has proved to be an effective stormwater disposal approach.

APENDIX A

Web Soil Survey

Custom Soil Resource Report for Clackamas County Area, Oregon



Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD). To file a complaint of discrimination, write to USDA, Director, Office of Civil Rights, 1400 Independence Avenue, S.W., Washington, D.C. 20250-9410 or call (800) 795-3272 (voice) or (202) 720-6382 (TDD). USDA is an equal opportunity provider and employer.

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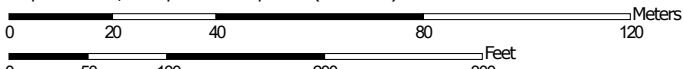
Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report Soil Map




Map Scale: 1:1,460 if printed on A portrait (8.5" x 11") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)




















Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines


 Soil Map Unit Points

Special Point Features






-  Blowout
-  Borrow Pit
-  Clay Spot
-  Closed Depression
-  Gravel Pit
-  Gravelly Spot
-  Landfill
-  Lava Flow
-  Marsh or swamp
-  Mine or Quarry
-  Miscellaneous Water
-  Perennial Water
-  Rock Outcrop
-  Saline Spot
-  Sandy Spot
-  Severely Eroded Spot
-  Sinkhole
-  Slide or Slip
-  Sodic Spot

-  Spoil Area
-  Stony Spot
-  Very Stony Spot
-  Wet Spot
-  Other
-  Special Line Features


Water Features

 Streams and Canals

Transportation

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Clackamas County Area, Oregon
 Survey Area Data: Version 15, Sep 10, 2019

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 19, 2015—Sep 13, 2016

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
53A	Latourell loam, 0 to 3 percent slopes	11.6	100.0%
Totals for Area of Interest		11.6	100.0%

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Custom Soil Resource Report

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Clackamas County Area, Oregon

53A—Latourell loam, 0 to 3 percent slopes

Map Unit Setting

National map unit symbol: 225j
Elevation: 50 to 400 feet
Mean annual precipitation: 40 to 60 inches
Mean annual air temperature: 52 to 54 degrees F
Frost-free period: 165 to 210 days
Farmland classification: All areas are prime farmland

Map Unit Composition

Latourell and similar soils: 90 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Latourell

Setting

Landform: Terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Stratified glaciolacustrine deposits

Typical profile

H1 - 0 to 15 inches: loam
H2 - 15 to 48 inches: loam
H3 - 48 to 60 inches: gravelly sandy loam

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: High (about 9.5 inches)

Interpretive groups

Land capability classification (irrigated): 1
Land capability classification (nonirrigated): 1
Hydrologic Soil Group: B
Hydric soil rating: No

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Custom Soil Resource Report

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APENDIX B
Drainage Basin Map



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



MEMORANDUM

DATE: September 25, 2019

TO: Bryan Brown, City of Canby

FROM: Chris Maciejewski, Kevin Chewuk, and Ash Rao (DKS Associates)

SUBJECT: Canby Tofte Farms Phase 6 Traffic Study P#11010-107

This memorandum describes the evaluation of the transportation impacts associated with the proposed Canby Tofte Farms Phase 6 development located north of the S. Redwood intersection with SE 15th Avenue in Canby, Oregon. The proposed site contains several farm structures which will be removed during the construction process and will consist of 16 single-family homes¹.

The proposed development was determined during study scoping to not likely generate enough traffic to warrant an off-site transportation impact analysis. Therefore, the following sections describe the limited transportation impact analysis focused on documenting estimated project trip generation and traffic volumes along SE 13th Avenue and reviewing the proposed site access and circulation.

Project Trip Generation

The amount of new vehicle trips generated by the proposed land use was estimated using trip generation estimates published in the ITE Trip Generation Manual for the proposed 16 single-family homes². Trip generation estimates for the proposed development are summarized in Table 1. The estimated trip generation of the proposed project would not result in an increase in vehicle trips significant enough to warrant an on off-site impact evaluation.

¹ Canby Tofte Farms Phase 6 site plan, CES|NW, November 1, 2018.

² Trip Generation Manual, Institute of Transportation Engineers, 10th Edition.



Table 1: Vehicle Trip Generation Estimate

Land Use (ITE Code)	Dwelling Units	Total Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Single-Family Detached Housing (210)	16	151	3	9	12	10	6	16

Site Access and Circulation

Access to the site will be provided by extensions of three local streets, SE 13th Place, SE 14th Avenue and S Redwood Street. These streets will connect to existing intersections at S. Ponderosa Street and SE 15th Avenue, which are both classified as local streets and improved to City standard. These roadways should safely accommodate additional vehicle, pedestrian and bicycle traffic.

S Redwood Street will ultimately be extended north to SE 13th Avenue, however a portion of this future alignment between SE 13th Avenue and SE 13th Place, adjacent to lots 198 and 199 is not owned by the current development. Therefore, S Redwood Street will only be extended with this development from SE 15th Avenue to just south of SE 13th Place, and SE 13th Place and S Redwood Street will terminate with stubs near their future intersection, a block to the south of SE 13th Avenue. The City will collect the necessary funds for the half-street improvement to the future extension of S Redwood Street to SE 13th Avenue from the current development and it will be constructed upon redevelopment of the unowned adjacent parcel.

Sight Distance Evaluation

The sight triangle at the site driveways should be clear of objects (large signs, landscaping, parked cars, etc.) that could potentially limit vehicle sight distance. In addition, all proposed site driveways and access points should meet AASHTO sight distance requirements as measured from 15 feet back from the edge of pavement³.

The proposed SE 15th Avenue and SE 14th Avenue connections to S Redwood Street require a minimum of 280 feet of sight distance based on a 25-mph posted speed. Preliminary sight distance evaluation

³ AASHTO – *Geometric Design of Highways and Streets*, 6th edition, 2011. Table 9-6. Design Intersection Sight Distance – Case B1 – Left Turn from Stop, and Table 9-8. Design Intersection Sight Distance – Case B2 – Right Turn from Stop and Case B3 – Crossing Maneuver.



from the SE 15th Avenue intersection indicates that the proposed connection would be expected to provide adequate sight distance looking to the north and south. Sight distance could not be verified at the future intersection of the SE 14th Avenue and S Redwood Street extensions. Prior to occupancy, sight distance will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.

Access Spacing

SE 13th Place, SE 14th Avenue and SE 15th Avenue will connect to S Redwood Street (SE 13th Place will connect in the future). All of these are classified as local streets. According to the City of Canby TSP, the minimum spacing between roadways on a local street is 150 feet⁴. The proposed SE 15th Avenue will connect to S Redwood Street approximately 250 feet north of SE 16th Avenue, 280 feet south of SE 14th Avenue and 370 feet east of S Ponderosa Street, complying with the City standard for roadway spacing. The proposed SE 14th Avenue will connect to S Redwood Street approximately 280 feet north of SE 15th Avenue, 270 feet south of SE 13th Place and 370 feet east of S Ponderosa Street, complying with the City standard for roadway spacing. The proposed SE 13th Place will connect to S Redwood Street approximately 270 feet north of SE 14th Avenue, 170 feet south of SE 13th Avenue and 370 feet east of S Ponderosa Street, complying with the City standard for roadway spacing.

Single-family residential driveways along local streets must be located 30 feet from intersections⁵, and must have spacing between individual driveways of 10 feet. The location of individual driveways are not shown on the current site plan and could not be verified.

Transportation System Context

The traffic volumes resulting from the proposed project on SE 13th Avenue were compared to existing traffic volumes, as well as the projected volumes from the City's Transportation System Plan (TSP) to provide an evaluation of growth on the roadway compared to planned conditions. A 24-hour weekday traffic volume and vehicle classification count was collected on SE 13th Avenue between S Ponderosa Street and S Redwood Street near the proposed site⁶. A comparison of the traffic volumes along this segment can be seen in Table 2. As shown, the annual growth that has occurred on SE 13th Avenue

⁴ Canby Municipal Code 16.46.030. Retrieved September 2019.

⁵ Canby Municipal Code 16.10.070.B.10. Retrieved September 2019.

⁶ Count data collected on September 24, 2019 along SE 13th Avenue, between S Ponderosa Street and S Redwood Street near the proposed site.



between 2009 and 2019 is lower than the annual growth that was projected in the City’s TSP through 2030 (2 percent versus 6 percent).

Table 2: Volume Comparison along SE 13th Avenue

Period	Estimated Site Trips	Current Volume (2019)	TSP Volume (2009) ^a	TSP Estimated Future Volume (2030) ^a	TSP Forecasted Annual Growth Rate (2030-2009)	Realized Annual Growth Rate (2019-2009)
Daily	151	5,179	--	--	--	--
AM Peak Hour	12	407	--	--	--	--
PM Peak Hour	16	528	448	1,030	6%	2%

^a Year 2009 and 2030 volumes are from the Canby Transportation System Plan, east of the S Ivy Street intersection with SE 13th Avenue

SE 13th Avenue currently meets the City’s cross-section requirements for standard arterial streets and should safely accommodate additional vehicle traffic consistent with the TSP forecast. Planned projects along key corridors in the area will also help serve growth. These projects include:

- Extending Walnut Road between SE 1st Avenue and OR 99E
- Extending SE 4th Avenue between S. Sequoia Parkway and S Mulino Road
- Constructing a roundabout at the S Redwood Street/SE Township Road intersection

Findings

The proposed Canby Tofte Farms Phase 6 development is estimated to generate an additional 12 net new trips in the morning peak period, 16 net new trips in the evening peak period and 151 daily trips.

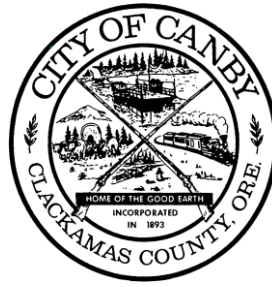
Traffic volumes along SE 13th Avenue near the proposed project have been growing at a rate lower than the TSP forecast. The annual growth that has occurred on SE 13th Avenue between 2009 and 2018 is about 4 percent below the annual growth that was projected in the City’s TSP through 2030. Planned projects along key corridors in the area will also help serve growth.

SE 13th Avenue currently meets the City’s cross-section requirements for standard arterial streets and should safely accommodate additional vehicle traffic consistent with the TSP forecast. The proposed development should include a sidewalk for pedestrian travel along the frontage SE 13th Avenue and contribute money for the cost of the future half-street improvement of S Redwood Street between SE 13th Place and SE 13th Avenue.



Access spacing standards are met for the proposed street extensions. Preliminary sight distance evaluation from the SE 15th Avenue intersection indicates that the proposed connection would be expected to provide adequate sight lines. Sight distance could not be verified at the future intersection of the SE 14th Avenue and S Redwood Street extensions. Prior to occupancy, sight distance will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.

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



Pre-Application Meeting

Tofte Farms Subdivision Phase V

January 10, 2019

Attended by:

Tim Tofte, Tofte Farms, 503-329-1713
Steve Allsup, Wilshire Construction, 503-320-2100
Jerry Nelzen, Public Works, 503-266-0759
Doug Erkson, Canby Utility, 503-263-4331
Ryan Potter, Planning Department, 503-266-0712

Tammy Tofte, Tofte Farms, 503-799-9944
Hassan Ibrahim, Curran-McLeod, 503-684-3478
Jim Stuart, Canby Utility, 503-263-4322
Tony Weller, CES|NW, Inc. 503-968-6655
Bryan Brown, Planning Department, 503-266-0702

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

CES|NW, Anthony Weller

- This is the NE corner of the original Tofte Farm development and is where the barns are located. This is the last portion in the city with the streets stubbed up to this section and I have included a shadow section for the future connection to S Redwood Street. We did not show it as a 60 ft right-of-way (ROW) on the original master plan but was increased to a 60 ft ROW and we tried to accommodate it to make the future alignment work with the S Redwood Street. The existing property on the very NE corner is not owned by the project and we are showing the shadow platting for it, the owner is not a participant and the project is outlined in heavy black line. We will be stubbing the streets out and to that property and the S Redwood connection will come at some point in the future.

CURRAN-MCLEOD ENGINEERING, Hassan Ibrahim

- These are sanitary sewer stubs to each of the streets and you will be able to extend sewer into the development and serve all the lots and they are deep enough. Jerry said the sewer main on SE 15th Avenue is very shallow, but the other stubs are deep enough. Anthony said he will see what will be the most efficient way to serve the project with sewer and Jerry said SE 13th Avenue would be a full street crossing and it would be better to serve from this direction. Hassan said if there is potential, he would like to have the sewer as deep as possible because if this landowner develops in the future we can use it.
- Do you have a plan for the storm drainage and Anthony said right now there are drywell systems in place and we would like to replicate it and there is no other system to tie into. We will make sure to meet the DEQ standards for the drywells and Hassan said you need to be at a minimum 267 ft radius away from any water well. Anthony said there is a well over by SE 13th Avenue and Tim said it is definitely farther away than the 267 ft you are speaking of, but there is a well over here and it would be a great water well for the city to think about keeping. Anthony said we can decommission it if need be and Hassan said you need to

demonstrate to us on wherever you situate the drywell at, it will be 267 ft radius away from any water wells. All stormwater created by the lots will remain on the lots, they may not go into the streets and the drywells will only take the public streets runoff only.

- The street will be our local street standards and develop them into the existing width here and I do not expect anything more or less. Hassan asked Jerry the width of the road and Jerry stated 34 ft and Anthony said they would match what is there. Jerry said it would be curb tight and Bryan said it was curb tight on the east/west streets coming in and would make sense on matching those, but there are planter strips on the north/south side. Anthony said there is additional ROW to accommodate the planter strip. Hassan said S Redwood Street will need to be similar to the width. Anthony asked if the planter width has changed and Bryan said we are trying to get 5 ft, it was 4-1/2 ft in the past. Hassan said we need to make sure the streets align together, especially S Redwood Street.
- You will need to get a demo permit from the city when you are ready to remove the out buildings.
- Any septic systems will need to be decommissioned per county and DEQ standards, we will need a copy of the decommissioning letters.
- Any water wells will need to be abandoned in accordance with the Water Resources Department standards of the state and Doug or Jim can add more information on this.
- The major challenge I see is any development is required to do frontage improvement. This entire property, adjacent to lots 198 and 199 and Anthony said what if the property is not ready to develop what do you do? Hassan said you are required to do half-street improvements and this is owned by someone else and it is not in our standards to ask this homeowner to do full street improvements and Anthony said we could contribute for the half-street improvements. Discussion ensued on doing half-street improvements for proposed S Redwood Street connection. After the meeting, Bryan met with the city administrator. *I visited with the City Administrator about the fact that a portion of the S Redwood ROW adjacent to the proposed Tofte Farms V subdivision was privately owned and therefore would not be possible to dedicate or make necessary half-street improvements. He felt the applicant could potentially still move forward with subdividing all of their property, but that we should require them to not only 1) provide the City with the estimated cost of constructing one-half of the adjacent street, sidewalk and street tree public improvements we would otherwise normally be able to obtain, but also an appraisal based cost for obtaining one-half of the needed right-of-way. This will address not overburdening the adjacent property owner should they choose to redevelop their property in the future. Inflation could still negatively impact the value of the funds we collect over time, but he thought it was as good as we could expect and still allow them to develop all of their contiguous property at one time.*
- We prefer to have the ADA ramps completed with the construction of the phase and they will need to be protected during site constructions.

PUBLIC WORKS DEPARTMENT, Jerry Nelzen

- We are doing sewer laterals a little different since the last time you built a phase in Tofte Farms. We now require a 6 inch cleanout located in the sidewalk and it works well if you extend the 4 inch lateral out of the ROW, this helps in connecting to the lateral without going

through all the utilities. Once it is glued and capped, you can air test the system and it finished the city's part of the inspection process.

- If you come up with a street tree plan in your landscape design and the city will plant them and this alleviates future problems with wrong placement of the trees and utilities. Bryan can discuss our street tree code more in depth, but basically, you purchase them and we plant them.
- Are you going to be exporting any soil and Anthony said the grade points are fixed and I have not done the grading plan yet, but I do not think there will be much of change to the connections. Jerry said the problem facing us is your construction vehicles will be going through the existing neighborhoods and Tim said we can talk to the neighbor and bring the construction traffic down S Redwood Place. Jerry said that would be great and it would make it much easier and would lessen the erosion control issues we would face in the existing neighborhoods.
- The other issue I can see is Canby Utility's Water Department is going to require the fire hydrant pads to be level with the sidewalks by making it in compliance with all the ADA requirements. We have had problems in the past where they do not get the grade correct off the sidewalk and Hassan said we do not want a lip or have any sort of tripping hazards.
- We want to have both lifts of asphalt completed for the phase construction because we have had too many problems with the driveway approaches and I cannot get any of the concrete subs to do the pour correctly for the driveways. You will need to protect the roadway once it is complete and we need to make sure there will not be any puddles because it is so flat. Anthony said we will make sure it works and Jerry asked if they visualized the lots to have small walls down to the sidewalks as they did in the older phases. Anthony said the previous contractors wanted to do it prior because the road grade was pretty committed to the lots and I do not know if it will be different and I know they put small roof drain drywells on the lots. At this point, there is not much ability to change what we are doing, but I can look at the street grades and certainly try to get enough slope and with vertical curbs, I like to be about $\frac{3}{4}$ of a percent or better because a $\frac{1}{2}$ percent you get more ponding along the gutter lines. I have not looked at the plans to verify. I realize with your comments about not doing the second lift right away and in the past has not helped with the grade and when you do back to back lifts you get better grade control. We are happy to do what you want and Jerry said with the ADA compliance requirements it is better for us now with the second lift. Steve said with us utilizing S Redwood Place it will make is much easier for us to protect the surface with both lifts and Jerry said with the lots we want to have the street tree plan in place because once the homeowner(s) move in I cannot control it and the neighborhood does not look right.
- I want to let you know the City of Canby makes the street signs and we bill you for them. It just makes it easier to ensure all the signs in the city are the same.
- Will this section of the Tofte Farms be in the homeowner's association (HOA) and Anthony said not right now, it is a decision to be made with the landowner and the HOA. Jerry said if it is they will dictate the street tree selection. Anthony said we understand and will probably be a part of it and will do whatever they require.
- The drywells percolate very well in this section and Hassan and I have been working with contractors by having a couple of drywells connected and we have eliminated a bunch of extra drywells by this connection method. If you get a drywell in early and test it and see the

perc rate you might be able to eliminate some drywells to save yourself some money. Hassan said anything in the public right-of-way you do not have to go through DEQ, but for the individual building lots, all the stormwater stays on site.

CANBY UTILITY, Jim Stuart

- Jim gave the representatives a Canby Utility Pre-application Information sheet to help them move forward to the pre-construction stage. As far as what you show on your site plan since SE 13th Avenue and S Redwood Street extension does not go through, we require automatic blow offs to be installed because there is not any way to loop the system though SE 13th Place down to SE 14th Avenue. Essentially we will be coming east on SE 14th Avenue and turning and going north and right now we do not have access to SE 13th Place and we do not have access to SE 13th Avenue along that extension. If we had the S Redwood extension it would be a lot simpler because we could loop everything, you mentioned sprinkler systems on the lots where fire trucks cannot get to and our requirement is an upsized water service for those lots. Anthony asked what the requirements are for sprinkler systems and Jim said a 1 inch line with 1 inch water meter service and is determined by the state guidelines to tell us what size meter has to be there. Again, it will be a minimum of 1 inch. Anthony asked what the standard meter for residential homes and Jim said it is 5/8 x 3/4 inch meter. Anthony asked if Canby Utility had details for the required blow-offs and Jim stated the standards are on Canby Utility's website.
- There are also issues on the electrical side because there is no S Redwood extension to loop the system. Anthony said he was looking at the other plats and he saw there was an additional public utility easement (PUE) that ran on either the edge of this existing plat or is there something to address for your needs. Jim said you can see the pole that was recently hit by a vehicle and the line coming up from the underground on S Redwood Place feeds south to the barns. The portion that runs behind the houses needs to stay and we can take out everything south of there, but the house on the corner I know was served by the pole directly behind it. This means the underground lines on S Redwood cannot be intercepted at that point, we will have to extend from the existing subdivision over to it and it creates another problem because we cannot loop for redundancy through that subdivision. We like looping our system and it benefits our customers. Once you get your final site plan developed, you will send it to Gary Stockwell and he will develop and submit the electrical plan to you.

PLANNING DEPARTMENT, Bryan Brown

- Tim asked Bryan when do they have to demolish the outbuildings and Anthony said they would normally come down with the subdivision improvement phase.
- You do need to do a traffic study, but we are anticipating for this particular one, it will not be extensive. It will probably end up being a traffic generation letter and we will have it on record what this new subdivision will actually generate. It will also demonstrate in the public hearings we did some effort towards collecting traffic information. We will still have to have a scope of work and the scope of work, I anticipate in conjunction with the city traffic engineer, I will advise them that I think we will only need a traffic generation letter. It will still cost you approximately \$1,500.00, but you will need to give us a \$500.00 deposit to do the scope of work and to say what the study needs to be done and the cost. At that point, you will pay what the study will cost whether it is a traffic generation letter and you will need to

give us another deposit for us to tell DKS to proceed to complete the study or you can have someone else to do the study. The city is in charge of scope, but you have the option to have someone else to do the actual study. We want this to be completed, if at all possible when you submit your Land Use application for us to say it is complete, otherwise, it can delay setting the public hearing.

- We were doing the same analysis of the S Redwood future connection and saw it was constructed with the stub and thought the ROW was already in place. The whole design and layout look fine to us, however, we do have a question, does Tract A have a particular purpose or is it just for future combining with the other parcel of land. Anthony said if we were successful with the neighbor, it was a potential creation of another lot, if not, we will just add it to those two lots. Bryan said you have two lots in your proposed subdivision that are either under or over the 7 to 10 thousand sq ft sizes. Anthony said it was not their intent to have it and Bryan said there is a provision in the code, which allows you to do it, but for no more than 10 percent and 10 percent of 16 is 1. You can have one lot under or over, but the overall average has to be within 7 to 10 thousand sq ft and you cannot have two. Anthony said he would change it.
- We talked about the planter strips on the north/south S Redwood Street and the other I think we can continue the curb tight sidewalks.
- You said you were going to match the existing and I think you said 34 ft and Jerry said yes. Bryan said I want to make sure because I do not want to match the existing if they are not sufficient, I want to use our current standards and widen to our standards if they are not.
- I want you to be aware of having your construction plans approved that we require a pre-construction meeting to go through the process. You will need to place a signature block on the cover page of your construction plans for all the utility providers to sign off.
- We have a new charge/fee that is an estimated cost of all your public improvements including street trees and sidewalks and it is 2 percent of the overall cost. It is called an Engineer Plan Review fee.
- Anthony asked what entails the Land Use Application process. Bryan said you will need a Subdivision application and it takes approximately two months and it is a public hearing in front of the Planning Commission and they make the final decision unless for some reason it is appealed, either by citizens or it is denied and you appeal it to the city council. The application fee is based on 16 lots and you can look at the master fee schedule and calculate it yourself.
- The typical system development charge (SDC) for a residential home if you are going to build them yourselves, is \$12,056.00. There are other applicable city fees as well, but this is the SDC.
- Anthony asked if they need to do a neighborhood meeting and Bryan said yes, you do need to do a neighborhood meeting. You will need to provide a two week notice in the letter you mail out and you use the same mailing list you provide to the city with your application. It will be all property owners within a 500 ft radius including letters going to occupants if they do not own the property, but they live there. This ensures both the renter and owner know of the meeting and you can choose where you plan on holding the neighborhood meeting. You can hire a title company or go to the county assessor's office and they will prepare you a list and charge you appropriately. Our office prefers the list to be on an excel spreadsheet.

- Everything is pretty straightforward for this project except the S Redwood extension to SE 13th Avenue. We might have to do something different for this detail. Tammy asked if this would hamper her in building her house on lot 189 and Bryan said as of now the lot does not exist. Anthony said as this time it is one tax lot and it is a partition plat that created that lot. You can build on a lot of record and it is my comment and Bryan said we have allowed developers to do what they saw as their model home and in this case, if you are not doing that and you want to do a home, you could possibly do it, but there are requirements allowing it. You would have to place it in such a manner once the plat is filed of record the setbacks are met or you will be in big trouble. You have to have a paved street and adequate fire hydrant protection to the structure while it is under construction. Anthony said he will talk to the fire department and I think it meets all of those standards. The only issue I see is if there will be a lender involved and they need to have the plat. Bryan said you need to be fully aware we will not let any occupancy of that home until absolutely everything is in place like the sewer and water is operational, etc.
- We have strongly encouraged developers on the continuation of the existing wall and Jerry said we have had a few problems with the street trees on the frontage of SE 13th Avenue, we have worked diligently with the HOA's and I think the fence/wall jogs around the trees. Bryan said the older sections of Tofte Farms and Dinsmore are a little be different from each other and the easements were different and also in order to make the situation better than it was before. You will need to look at the difference between the two and help us decide because I think we would prefer the Dinsmore frontage rather than the older Tofte Farms frontage. Jerry suggested for the representative to get in touch with Gary Stockwell soon in regards to the street lights because we are doing different lights since the Tofte Farms inception.

ATTACHMENT G

Tofte Farms Phase 6 Neighborhood Meeting Notes June20, 2019

Tony Weller of CESNW, Inc. started with an overview of the project –

- Same lot sizes, some bigger
- Same roadways
- All utilities are there from prior phases
- Will continue the same wall and landscaping along 13th to maintain the appearance.
- Overview of the landuse process (application submittal, completeness review, 120 day rule, everyone will get notice of the planning commission meeting/hearing date)
- After the landuse process, if successful, then construction plans and roadway and utility construction.
- Home construction probably wouldn't start for 10 to 12 months

Questions:

1. Who is the builder
Don't know at this time, we are working for the Tofte Family.
2. Timing for Redwood?
It will not be connected to 13th until the lot in the corner is ready to develop. The City will require this project to fund their half of the street improvements.
3. What are you going to do about drainage next to my lot (Mr. Clark)
We can't grade onto your property but we will address the drainage in our design. There was a ditch and inlet constructed in the prior phases that must not have been maintained well if you see ponding. (He said he does). Later I told him we would be even more concerned about drainage than he is.
4. Why does it need to go to planning commission
That is the process the City uses for subdivisions of this size.

RECEIVED

By Canby Planning at 8:53 am, Nov 19, 2019

November 18, 2019

MEMORANDUM

TO: Public Comments
City of Canby

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

**RE: CITY OF CANBY
TOFTE FARMS #6 SUBDIVISION**

We have reviewed the submitted preliminary plans and materials on the above noted project and have the following comments:

1. SE 13th Avenue is classified in the City Transportation System Plan as an arterial road, the existing half street right-of-way (ROW) width on the south side of SE 13th Avenue is 30' and is considered adequate to construct 22 feet wide half street paved width with curbs and 6-foot wide sidewalk along the entire site frontage. An asphalt tapers at the rate of 10:1 shall be constructed to match existing asphalt surface to the west end of the street. The improvements shall also include curbs, 6-foot curb tight concrete sidewalks, street lights and utilities in conformance with section 2.207 of the City of Canby Public Works Design Standards dated June 2012. Clackamas County approval will be needed for those improvements. A 12-foot wide public utility easement abutting the right-of-way will also be required.
2. All interior streets within the subdivision S Redwood Street, SE 13th Avenue and SE 14th Avenue shall be designed to City local street standards matching the existing street paved width, curbs, 4.5-foot wide planter with street trees, 6-foot wide concrete sidewalks, street lights and utilities in conformance with Chapter 2 of the City of Canby Public Works Design Standards, dated June 2012. A 12-foot wide public utility easement abutting the right-of-way will also be required.
3. A 30-foot right of way dedication will be required for the continuation of S Redwood Street. The half street improvements can be deferred until the property to the east is developed. A financial guarantee by the developer will be required to be paid to the City to assure such improvements will be constructed at a later date. The design engineer will be required to submit a detailed construction cost estimate to the City for review and approval. The amount of the financial guarantee will be based on 125% of the agreed upon construction cost estimate.

4. All centerline radii shown on the plans meet or exceed the minimum radius of 165 feet as per Chapter 2 of the City of Canby Public Works Design Standards, dated June 2012.
5. All the ADA ramps shall be designed and inspected to meet the current Public Right of Way Accessibility Guidelines (PROWAG).
6. All interior street names and traffic signs shall be installed by the developer as part of this development. The developer's design engineer will be required to submit as part of the construction plans a signing and striping plan. The City may supply the required traffic and street name signs based on a mutually agreed cost.
7. As part of the final design, the developer's design engineer shall provide past the plat boundary a minimum of 200-foot future centerline street profile extension on SE 14th Avenue to assure future grades can be met.
8. Based on the submitted traffic impacted study, a sight distance evaluation is required at the future extension of SE 14th Avenue and S Redwood Street. The sight distance of 280 feet based on 25-mph must be verified and certified, documented and stamped by a registered professional civil or traffic licensed engineer in the State of Oregon.
9. Street trees shall be selected from the City approved tree list. The street tree ordinance requires the developer to pay the City \$500 per tree for installation and two (2) year period maintenance, the property owners will take over all of the responsibilities after that date.
10. An erosion control permit will be required from the City of Canby prior to any on-site disturbance.
11. A demolition permit will be required from Clackamas County prior to demoing the existing structure. Additionally, a grading permit will also be required from Clackamas County prior to any on-site disturbance.
12. A minimum of 8-inch public sanitary sewer line will be required to extend and serve this development.
13. All private storm drainage runoff generated from the lots shall be discharged on-site as per Chapter 4-4.113 of the City of Canby Public Works Design Standards dated June 2012.
14. The storm drainage analysis as submitted is inadequate as no detailed analysis are provided as part of the storm report. The developer's engineer is proposing to install a drywell and collect other basins into existing system as a means of discharging the storm runoff from the public streets. Capacity analysis will be required to verify that the additional runoff will not impede or impound the existing system. The proposed drywell (UIC) must meet the following criteria: The UIC structures location shall meet at least

one of the two conditions: (1) the vertical separation distance between the UIC and seasonal high groundwater is more than 2.5 feet or (2) the horizontal separation distance between the UIC and any water well is a minimum of 267 feet in accordance of the City of Canby Stormwater Master Plan, Appendix “C”, Groundwater Protectiveness Demonstration and Risk Prioritization for Underground Injection Control (UIC) Devices. The storm drainage report shall be in conformance with the requirements as stated in Chapter 4 of the City of Canby Public Works Design Standards dated June 2012. Additionally, the drywells must connect via a conveyance system as required by the City Public Works Department.

15. A storm drainage analysis shall be submitted to the City for review and approval during the final design phase. The analysis shall meet Chapter 4 of the City of Canby Public Works Design Standards dated June 2012.
16. The plans don't show any existing domestic or irrigation wells on-site, any existing domestic or irrigation wells shall be abandoned in conformance with OAR 690-220-0030. A copy of Oregon water Rights Department (OWRD) abandonment certificate shall be submitted to the City.
17. The plans don't show any existing on-site sewage disposal system on-site, any existing on-site sewage disposal system shall be abandoned in conformance with DEQ and Clackamas County Water Environmental Services (WES) regulations. A copy of the septic tank removal certificate shall be submitted to the City.
18. Water Services/ Fire Protection shall also be constructed in conformance with Canby Utility and Canby Fire Department requirements.

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

CONCLUSION

In summary, the Planning Commission adopted the findings contained in the Staff Report, concluding that the residential Subdivision Application met all applicable approval criteria, and recommending that **City File SUB 19-02 Tofte Farms No. 6 Subdivision** be approved with the Conditions of Approval reflected in the written Order below.

ORDER

The Planning Commission concludes that, with the following conditions, the application meets the requirements for Subdivision approval. Therefore, **IT IS ORDERED BY THE PLANNING COMMISSION** of the City of Canby that **SUB 19-02** is approved, subject to the following conditions:

A. Public Improvements:

1. Prior to the start of any public improvements work, the applicant shall schedule a pre-construction conference with the City Of Canby and obtain construction plans sign-off from all applicable reviewing agencies. (Canby Planning – SF)
2. All site development shall comply with all applicable City of Canby Public Works Design Standards. (City Engineer – HB/Public Works - JN)

Fees/Assurances:

3. All public improvements are typically installed prior to the recordation of the final plat. If the applicant wishes to forgo construction of any portion of the public improvements until after the recordation of the final plat, then the applicant shall provide the City with appropriate performance security (subdivision performance bond or cash escrow) in the amount of 110% of the cost of the remaining public improvements to be installed. (City Engineer – HB/Public Works – JN/Canby Planning - SF)
4. If the applicant chooses to provide a subdivision performance bond for some or all of the required public improvements, the applicant shall obtain a certificate from the city engineer that states:
 - a. The applicant has complied with the requirements for bonding or otherwise assured completion of required public improvements.
 - b. The total cost or estimate of the total cost for the development of the subdivision is to accompany a final bid estimate of the subdivider's contractor if a contractor has been engaged to perform the work. The certificate of the total cost estimate shall be approved by the city engineer. (City Engineer – HB)
5. The applicant shall guarantee or warranty all public improvement work with a one (1) year Subdivision Maintenance Bond following written notice of acceptance by the city to the developer in accordance with Section 16.64.070(P) of the *Ordinance*. (Canby Planning – SF)
6. The applicant shall pay the city of Canby Master Fee authorized engineering plan review fee equal to 2% of public improvement costs prior to the construction of public improvements (approval of construction plans) as each phase of development occurs. The applicant shall also pay the city of Canby Master Fee authorized Site Plan Development Engineering Plan Review Fee equal to \$1,500 based on the area of the subdivision being between 2 and up to 5 acres in size. (Canby Planning – SF)

B. Streets, Easements, Signage & Striping:

7. The applicant shall be required to construct a 22-foot wide half-street improvements along the south side of SE 13th Avenue. Said improvements shall be comprised of a 22-foot wide right-of-way with curbs, and a 6-foot wide sidewalk along the entire site frontage. An asphalt taper at the rate of 10:1 shall be constructed to match existing asphalt surface to the west end of the street. The improvements shall include curbs, 6-foot curb-tight concrete sidewalks, street lights, and utilities, as well as a 12-foot wide public utility easement (P.U.E.). The aforementioned improvements shall be in compliance with Section 2.207 of the City of Canby Public Works Design Standards dated June 2012. Clackamas County approval will also be needed for said improvements. (City Engineer – HB)
8. All interior streets within the subdivision, S. Redwood Street, SE 13th Place, and SE 14th Avenue, shall be designed to City local street standards matching the existing street paved width, curbs, 4.5-foot wide planter with street trees (S. Redwood Street only), 5-foot wide concrete sidewalks to match existing, street lights and utilities in conformance with Chapter 2 of the City of Canby Public Works Design Standards, dated June 2012. A 12-foot wide public utility easement (P.U.E.) and S.W.E (sidewalk easement) abutting the right-of-way shall be required for the extended east/west streets. (City Engineer – HB)
9. The half-street improvements can be deferred until the property to the east is developed. A financial guarantee by the developer shall be paid to the City to assure such improvements will be constructed at a later date. The design engineer shall submit a detailed construction cost estimate to the City for review and approval. The amount of the financial guarantee will be based on 125% of the agreed construction estimate. The applicant shall also provide a land appraisal for the area of land that would be the future, approximate 30-foot wide right-of-way. (City Engineer – HB)
10. All centerline radii shown on the plans shall meet or exceed the minimum radius of 165 feet as per Chapter 2 of the City of Canby Public Works Design Standards, dated June 2012. (City Engineer – HB)
11. All ADA ramps shall be designed and inspected to meet the current Public Right of Way Accessibility Guidelines (PROWAG). (City Engineer – HB)
12. All interior street names and traffic signs shall be installed by the developer as part of this development. The developer's design engineer will be required to submit as part of the construction plans, a *signing and striping* plan. The City may supply the required traffic and street name signs based on a mutually agreed cost. (City Engineer – HB)
13. As part of the final design, the developer's design engineer shall provide past the plat boundary, a minimum of 200-foot future centerline street profile extension on SE 14th Avenue to assure future grades can be met. (City Engineer – HB)
14. Based on the submitted Traffic Generation Letter, a sight distance evaluation shall be required at the future extension of SE 14th Avenue and S. Redwood Street. The sight distance of 280 feet based on 25-mph must be verified and certified, documented and stamped by a registered professional civil or traffic licensed engineer in the State of Oregon. (City Engineer – HB)
15. The applicant shall provide, and have approved, a truck haul route, with flaggers as necessary, for all construction activity at said development site. The haul route shall be approved at the time of the pre-construction meeting by the Public Works Department. (Public Works – JN)

C. Grading and Erosion Control/Demolition:

16. The applicant shall obtain an Erosion Control permit from the City of Canby prior to any on-site disturbance. (City Engineer/Canby Public Works – HB)

17. The applicant shall obtain a demolition permit from Clackamas County, (as well as Canby Planning) prior to demolition of on-site existing structures. (City Engineer – HB/Canby Public Works/Canby Planning – SF)
18. The applicant shall obtain a grading permit from Clackamas County prior to any on-site disturbance. (City Engineer – HB)

D. Street Trees:

19. The applicant shall be responsible for selecting street trees from the City approved tree list. The developer shall pay the City \$250 per street tree installation, which includes the two (2) year maintenance period, prior to final plat recordation. Property owners shall take over all responsibility of said street trees after the two (2) year period lapses. (Public Works - JN / Canby Planning - SF)
20. The applicant shall be responsible for the construction of and continuation of the brick fence and tree wells along SE 13th Avenue from the west, along the project frontage from the adjacent Tofte Farms subdivision. The applicant shall also be responsible for providing a long-term maintenance agreement for the fence and/or evidence of other acceptable mechanism for responsibility of said fence, such as a Homeowners Association or similar. All fencing shall be in compliance with Section 16.08.110 of the *Ordinance*. (Planning – SF / Public Works - JN)

E. Sewer and Storm Drainage:

21. The applicant shall be required to extend and install a minimum 8-inch public sanitary sewer line to serve the development. (City Engineer – HB/Public Works - JN)
22. The applicant will be required to submit an updated Storm Drainage Report that provides detailed analysis as part of the storm report. Capacity analysis shall be required in order to verify that additional runoff will not impede or impound the existing system. The proposed drywell (UIC) must meet the following criteria” The UIC structures location shall meet at least one of the two following conditions: (1) the vertical separation distance between the UIC and seasonal high groundwater is more than 2.5 feet, or (2) the horizontal separation distance between the UIC and any water well is a minimum of 267 feet in accordance with the City of Canby Stormwater Master Plan, Appendix “C”, Groundwater Protectiveness Demonstration and Risk Prioritization for Underground Injection Control (UIC) Devices. The storm drainage report shall be in conformance with the requirements as stated in Chapter 4 of the City of Canby Public Works Design Standards, dated June 2012. Additionally, the drywells must connect via a conveyance system as required by the City of Canby Public Works Department. (City Engineer – HB/Public Works JN)
23. Because the submitted plans do not show an existing on-site sewage disposal system, the applicant shall be responsible for the abandonment of all existing on-site domestic or irrigation wells in conformance with OAR 690—220-0030. A copy of the Oregon Water Rights Department (OWRD) Certificate shall be submitted to the City. (City Engineer – HB/Public Works - JN)
24. Because the plans do not show an existing an on-site sewage disposal system, the applicant shall be responsible for the abandonment of any existing on-site sewage disposal system, in conformance with DEQ and Clackamas County Water Environmental Services (WES) regulations. A copy of the septic tank removal certificate shall be submitted to the City. (City Engineer – HB/Public Works - JN)
25. All on-site storm water management shall be designed in compliance with the Canby Public Works Design Standards. (City Engineer – HB/Public Works - JN)

F. Water Services / Fire Protection

26. Water services shall be constructed in conformance with Canby Utility. (City Engineer – HB/Canby Utility)
27. All fire protection apparatus's such as fire hydrants, etc., shall be placed in accordance with the requirements of the Canby Fire District codes and regulation. (Canby Fire District – ME)

G. Final Plat:

28. All public improvements or submittal of necessary performance security assurances shall be made prior to the signing and release of the final plat for filing of record. (Canby Planning – SF)
29. The applicant shall apply for final plat approval at the City, and pay any applicable city fees associated with final plat review. Prior to the recordation of the final plat at Clackamas County, the plat must be approved by the City and all other applicable reviewing agencies. If deemed necessary, the City will distribute the final plat to the applicable reviewing agencies for comment prior to signing off on the final plat. (Canby Planning – SF)
30. The final plat shall conform to the necessary information and requirements of CMC 16.68.030, 16.68.040(B), and 16.68.050. The City Engineer or County Surveyor shall verify that these standards are met prior to the recordation of the subdivision plat. (Canby Planning – SF/City Engineer - HB)
31. All “as-builts” of City public improvements installed shall be filed with Canby Public Works within sixty (60) days of completion of the improvements. (City Engineer – HB/Public Works - JN)
32. Clackamas County Surveying reviews pending subdivision plat documents for Oregon Revised Statutes and county requirements. A subdivision final plat prepared in substantial conformance with the approved tentative plat must be submitted to the City for approval within two years of approval of the tentative plat, or formally request an extension of up to 6-months with a finding of good cause. (Canby Planning – SF)
33. The applicant shall record the final plat at Clackamas County within 6-months of the date of the signature of the Planning Director. (Canby Planning – SF)
34. The applicant shall assure that the City is provided with a copy of the final plat in a timely manner after it is recorded at Clackamas County, including any CC&Rs recorded in conjunction with the final plat. (Canby Planning – SF)
35. The City shall assign addresses for each newly created subdivision lot and distribute those addresses to the developer, and other applicable agencies accordingly. (Canby Planning – SF)

H. Easements

36. All public utility easements traversing the newly created residential lots related to water, sewer, electric, and gas service shall be noted on the final plat. (Canby Planning – SF)
37. A dual 12 foot public utility easement (P.U.E.) and sidewalk easement along SE 13th Place and SE 14th Avenue shall be noted on the final plat. (Canby Planning – SF/City Engineer – HB)

I. Residential Building Permit(s):

38. Construction of all required public improvements and the recordation of the Final Plat shall be completed prior to the issuance of building permits and comply with all applicable City's Public Works Design Standards.

39. The homebuilder shall apply for a City of Canby Site Plan Permit and Clackamas County Building permit for each home and satisfy the residential design standards of CMC 16.21. (Canby Planning – SF)
40. All residential construction shall be in accordance with applicable Public Works Design Standards. (Public Works – JN)
41. Clackamas County Building Codes division will provide structural, electrical, plumbing, and mechanical plan review and inspection services for all new home construction. The applicable county building permits are required prior to the construction of a new single-family residence. (Canby Planning – SF)
42. Per the Canby Public Works Design Standards, minimum residential driveway widths at the inside edge of the sidewalk shall be 12-feet and the maximum width shall be 24 feet, with an allowed exception of 28 feet for a home with 3 or more garages. (Canby Planning – SF)
43. All usual System Development Charges (SDC) shall be collected with each new home within this development. (Canby Planning – SF)

I CERTIFY THAT THIS ORDER approving **SUB 19-02 Tofte Farms 6 Subdivision**, was presented to and **APPROVED** by the Planning Commission of the City of Canby.
DATED this 9th day of December, 2019.

 John Savory
 Planning Commission Chair

 Bryan Brown
 Planning Director

 Laney Fouse, Attest
 Recording Secretary

ORAL DECISION: December 9, 2019

<i>Name</i>	<i>Aye</i>	<i>No</i>	<i>Abstain</i>	<i>Absent</i>
<i>John Savory</i>				
<i>Larry Boatright</i>				
<i>Derrick Mottern</i>				
<i>Andrey Chernishov</i>				
<i>J. Ryan Adams</i>				
<i>Jennifer Trundy</i>				
<i>Jeff Mills</i>				

WRITTEN DECISION: December 9, 2019

<i>Name</i>	<i>Aye</i>	<i>No</i>	<i>Abstain</i>	<i>Absent</i>
<i>John Savory</i>				
<i>Larry Boatright</i>				
<i>Derrick Mottern</i>				
<i>Andrey Chernishov</i>				
<i>J. Ryan Adams</i>				
<i>Jennifer Trundy</i>				
<i>Jeff Mills</i>				