



Planning & Community Dev.
117 N Molalla Avenue
PO Box 248
Molalla, Oregon 97038
Phone: (503) 759-0219
communityplanner@cityofmolalla.com

AGENDA

Molalla Planning Commission
6:30 PM, September 7, 2016

Meeting Location: Molalla Adult Center
315 Kennel Avenue
Molalla, OR 97038

The Planning Commission Meeting will begin at 6:30pm. The Planning Commission has adopted Public Participation Rules. Copies of these rules and public comment cards are available at the entry desk. Public comment cards must be turned in prior to the start of the Commission meeting. The City will endeavor to provide a qualified bilingual interpreter, at no cost, if requested at least 48 hours prior to the meeting. To obtain services call the City Recorder at (503) 829-6855.

-
- I. CALL TO ORDER
 - II. Flag salute and roll call
 - III. Public Comment – Limited to 3 minutes per person
 - IV. PUBLIC HEARING:
 - A. P45-2016: Shirley Bank Subdivision
Decision:_____
 - V. DISCUSSION ITEM:
 - A. Urban Growth – Winterbrook Planning
 - VI. REPORTS AND ANNOUNCEMENTS
 - VII. ADJOURNMENT



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Staff Report – Proposed Subdivision

File No.: P45-2016

Legal Description: Township 5 South, Range 2 East, Section 09 DA, Tax Lot 0200

Address: 14999 S HWY 211

Applicant: STAFFORD HOMES & LAND LLC

Owner: STAFFORD HOMES & LAND LLC

Proposal: 7-lot Subdivision

Current Use: One single-family residence, accessory structures

1. Overview & Background

Planning & Land Use Application P45-2016 proposes to construct 7 residential lots on a parcel lying between State Highway 211 and Coho St. in Northeast Molalla. The subject parcel is 1.52 acres in size, and adequate infrastructure exists nearby to facilitate the expansion of the existing subdivision to the west, Molalla River Estates. The new development would be accessed via an extension of Coho St., which would connect to HWY 211 but restrict access to only bike and pedestrian transit modes.

2. Public Notice

Notice was sent August 4th, 2016 to all landowners within 500 feet of the parcel.

Notice was placed on the City of Molalla Website on August 8th, 2016, and under the general news feed.

3. Attachments & Exhibits

Exhibit 1. Copy of Notice sent to local landowners, interested parties and posted on the City website.

Exhibit A. Public Works review and conditions of Approval.

4. Findings & Conclusions

This application is reviewed using a type III procedure pursuant to section 19.04.040 of the Molalla Municipal Code. Approval criteria for Preliminary Plat approval (in italics), and Staff findings, are as follows:

19.12.080 Approval criteria.

1. **General Approval Criteria.** *The City may approve, approve with conditions or deny a preliminary plat based on the following approval criteria:*
 - a. *The proposed preliminary plat complies with the applicable Development Code sections and all other applicable ordinances and regulations. At a minimum, the provisions of this title, and the applicable chapters of Title 17 (Land Use Districts) and Title 18 (Design Standards) apply. Where a variance, annexation, or zone change is necessary to receive preliminary plat approval, the application shall also comply with the relevant sections of Title 20;*

Staff Findings: Title 17 - The proposal includes 7 lots which all exceed the 7,000 ft² minimum size (and after excluding the area reserved for flag poles of flag lots), and meet the dimensional requirements for depth and width (80 and 60 ft respectively). Density standards in the R1 zone are between 4 and 8 units per net buildable acre. Net buildable acres were found to be at 1.23 acres (1.52 – gross area for flag poles, public right of ways = 1.23 acres), requiring between 5 and 10 dwellings to be developed on this parcel. Setback standards are not reviewed at this time as only the lots are being created, and do not include on-site development. The remaining standards provided by Title 17 are only enforced at the time these lots are developed.

Title 18 – Chapter 18.04 ACCESS AND CIRCULATION. Each lot has been provided legal access to a public right of way, either thru an adjacent extended right of way or a flag lot driveway extension. These two lots (lots 2 and 3 on the preliminary plat) have a designated shared access way at a width of 20' (10' on each side of the access way). A joint maintenance agreement will need to be created for shared ownership of the flag pole access.

At the time of development, the applicant will be required to obtain access permits for each lot development, and construct a driveway apron to City standards. As a result of this development, the existing access point for the subject parcel shall be discontinued (the access off of 211).

Comments from the local Fire authority are forthcoming, however, based on staff's understanding of Oregon Fire Code standards the proposal meets the minimum requirements. Lots 2 and 3 are the only lots of concern for fire code compliance as they are recessed from the ROW on a flag pole, yet the length of the access way is under the 150' standard, and provides a hammerhead turnaround easement for firetruck access. Parking will be prohibited along this access way in perpetuity.

Chapter 18.08 LANDSCAPING, STREET TREES, FENCES AND WALLS. A site survey revealed no significant protected water features, such as wetlands or drainage areas. Vegetation removal on-site is mostly non-native blackberry, with several significant trees (as defined by our code) that shall be replaced when development occurs. Street trees, although required by our street section for local streets, were discussed at the pre-application meeting held on March 2, 2016. At the meeting, staff and the applicant discussed the merits of adding street trees, or planter strips, to the extension of Coho. It was decided, however, that it was best to simply match the existing street section from the original Molalla River Estates subdivision which does not have any street trees. However, trees shall be incorporated into the development after the lots are created. City staff shall work with the developer at the time to determine the best position to place the trees, which will be difficult due to the 10' PUE, but a solution will be found.

Chapter 18.12 PARKING AND LOADING. Adequate access has been provided by the preliminary plat proposal to facilitate parking and loading standards to be met when development occurs on the property.

Chapter 18.16 PUBLIC FACILITIES. All lots have been provided adequate access to a public right of way, either through extension of right of way or through easements that meet dimensional requirements. The indicated extension of Coho street meets dimensional standards for a local street per the Molalla Transportation System Plan (50' width). The applicant also indicates the dedication of adequate right of way to the Oregon Department of Transportation to meet arterial street section standards along the frontage of Highway 211. No intersection has been proposed with Highway 211 due to intersection spacing standards. No traffic study was required of the proposal as the anticipated low traffic volume doesn't warrant additional research into potential public improvements. All engineered specifications shall be required to meet the City of Molalla Public Works Design Standards. When development occurs, there is adequate width of parcels 1,2 and 7 to allow 15' setbacks (either interior/side or rear depending on home orientation on lot 2) to create a buffer between the residences and Highway 211. A vegetative buffer of some kind will likely be required, along with the standard 15' setback, at the time of development. An access way for pedestrians and bicycles is proposed to provide and multi-modal connection to 211 that doesn't violate any intersection spacing standards. This connection includes a 5' sidewalk that shall be lit and landscaped pursuant to City standards.

The applicant is proposing a fee-in-lieu for improvements to the State Highway 211. This is due to safety concerns of a partially-improved right of way encouraging use of substandard facilities. Planning staff understands this and shall defer authority for determining fee-in-lieu procedures to Public Works staff and ODOT staff.

Parks requirements set the need for 1.25 acres of park land for every 100 estimated residents. It is assumed that each residence contains 2.84 individuals.

$(7 \text{ dwellings} \times 2.84) = 19.88 \text{ estimated residents}$

$(19.88/100) \times 1.25 = .25 \text{ acres}$

Staff recognizes that dedicating park land at this rate with the subject parcel isn't feasible, and purchasing a small portion of a property elsewhere doesn't align with our goals for parks development. As such, Parks SDC's shall be paid at the time of development that will recoup the cost of the City to mitigate impacts of additional residents.

Adequate assurances shall be required for all public improvements.

All other standards in this section are met, or do not apply.

Chapter 18.20 SURFACE WATER MANAGEMENT. Future homeowners within the subdivision will be required to maintain all non-public storm drainage facilities in accordance with this section. Lots 4 and 5 contain detention pipes that shall connect to the existing storm system in Coho St.

Chapter 18.28 SENSITIVE LANDS. No water resources overlay zone has been impacted by this proposal, and no historic sites are within or adjacent to the site.

* Stormwater and sewer infrastructure improvements shall be reviewed by Public Works and Engineering Staff. Please see *Exhibit A* for a detailed review.

- b. *The proposed plat name is not already recorded for another subdivision, and satisfies the provisions of ORS Chapter 92;*

Staff Findings: The name is unique, however, this criterion will be reviewed by the recording body at Clackamas County.

- c. The proposed streets, roads, sidewalks, bicycle lanes, pathways, utilities, and surface water management facilities are laid out so as to conform or transition to the plats of subdivisions and maps of major partitions already approved for adjoining property as to width, general direction and in all other respects. All proposed public improvements and dedications are identified on the preliminary plat;*

Staff Findings: The proposal meets this criterion. See above, and reference *Exhibit A*, for a more detailed review.

- d. All proposed private common areas and improvements (e.g., homeowner association property) are identified on the preliminary plat;*

Staff Findings: There are no proposed private common areas.

- e. Evidence that any required state and federal permits have been obtained, or shall be obtained before approval of the final plat;*

Staff Findings: This shall be a criterion for approval.

- f. Meet the requirements of Section [19.04.260](#), Traffic Studies;*

Staff Findings: No traffic study was required as a result of this proposal.

- g. Evidence that improvements or conditions required by the City, road authority, Clackamas County, special districts, utilities, and/or other service providers, as applicable to the project, have been or can be met; and*

Staff Findings: It is anticipated that all conditions of approval can be met by the applicant within reason.

- h. If any part of the site is located within a Specific Area Plan District, Overlay Zone, or previously approved Master Planned Development, it shall conform to the applicable regulations and/or conditions.*

Staff Findings: No overlay zones exist within or adjacent to the subject site.

- 2. *Layout and Design of Streets, Blocks and Lots.*** All proposed blocks (i.e., 1 or more lots bound by public streets), lots and parcels conform to the specific requirements below:
 - a. All lots shall comply with the lot area, setback, and dimensional requirements of the applicable land use district (Title 17), and the standards of Section [18.04.020](#), Street Connectivity and Formation of Blocks.*

Staff Findings: All proposed lots meet City standards as illustrated above.

- b. Setbacks shall be as required by the applicable land use district (Title 17).*

Staff Findings: Setbacks pursuant to section 17.08.020 shall be administered at the time of development.

- c. *Each lot shall conform to the standards of Chapter 18.04, Access and Circulation.*

Staff Findings: All lots meet City standards. Please see above for a more detailed review.

- d. *Landscape or other screening may be required to maintain privacy for abutting uses. See Title 17, Land Use Districts, and Chapter 18.08, Landscaping.*

Staff Findings: At the time of development, houses shall be screened properly in accordance with the code.

- e. *In conformance with the Uniform Fire Code, a 20-foot width fire apparatus access drive shall be provided to serve all portions of a building that are located more than 150 feet from a public right-of-way or approved access drive. See Chapter 18.04, Access and Circulation.*

Staff Findings: Comments from the local fire authority are forthcoming, however, the proposal includes a 20' access for the two flag lots that lie recessed from the public right of way. It is anticipated that the proposal will meet uniform fire code standards.

- f. *Where a common drive is to be provided to serve more than 1 lot, a reciprocal easement which will ensure access and maintenance rights shall be recorded with the approved subdivision or partition plat.*

Staff Findings: This shall be included as a condition of approval.

- g. *All applicable engineering design standards for streets, utilities, surface water management, and easements shall be met.*

Staff Findings: Prior to Final Plat approval, all public infrastructure shall be implemented in accordance with City standards and approved by the City.

Conditions of Approval. *The City may attach such conditions as are necessary to carry out provisions of this Code, and other applicable ordinances and regulations, to offset any impacts of the development, and may require reserve strips be granted to the City for the purpose of controlling access to adjoining undeveloped properties. See Chapter 18.16 (Public Facilities). (Ord. 2010-15 §1; Ord. 2010-04 §1)*

Staff Findings: Staff shall uphold any and all relevant criterion from the Transportation System Plan, Public Works Design Standards and the Molalla Municipal Code as necessary.

5. Recommendation

Based upon the submitted materials and the findings of this report, the City Planning Staff recommends the Planning Commission take the following actions:

- i. Approve planning permit P45-2016 subject to conditions. The following are a sample of potential conditions that may be placed on the development approval:
 - a. The applicant acquire any necessary permits from Clackamas County. These are including, but not limited to: building, electrical, structural and plumbing permits.
 - b. The applicant pay the current rate of all applicable system development charges to the City of Molalla prior to the issuance of building permits.
 - c. The applicant acquire a grading permit from the City of Molalla prior to building permit issuance, and abide by the conditions of the permit.
 - d. Lots 2 and 3 as shown on the preliminary plat shall be required to record a joint maintenance agreement for the shared ownership of the driveway (flag pole) access. (area of access = 101.82' x 20').
 - e. The applicant shall acquire written approval from the local fire marshal regarding compliance with Oregon Fire Code prior to Final Plat approval.
 - f. The applicant shall ensure that, recorded with the deeds to all parcels created, is the requirement to match the existing number of trees on the property averaged across all 7 new lots.
 - g. **The applicant shall abide by the conditions provided by Public Works staff, attached in Exhibit A.**
 - h. The applicant shall ensure that the sidewalk connection between Coho St. and Highway 211 shall be landscaped and lit pursuant to City standards.
 - i. The developer shall pay current-rate SDC's for parks at the time of development on each individual lot.
 - j. The applicant shall provide adequate performance guarantees pursuant to *18.16.140 Construction plan approval and assurances.*
 - k. The applicant shall be required to acquire any State or Federal permits prior to the approval of the Final Plat.



Public Works Department
117 N Molalla Avenue
PO Box 248
Molalla, Oregon 97038
Phone: (503) 829-6855
Fax: (503) 829-3676

August 23, 2016

TO: Planning Department

FROM: Gerald Fisher, Public Works Director

RE: Shirley Bank Subdivision

Based on a review of the materials submitted, Staff has prepared the following comments. These comments are applicable to the subject application; any subsequent modifications may require amendments and/or additions.

CONDITIONS

1. Specific Requirements To This Site:

A. Street:

1. The 7 lot subdivision proposal will not require a traffic impact analysis update. The proposed development will add a total of 67 trips and the threshold for a traffic impact analysis is 300 trips.
2. State Hwy 211: State Hwy 211 Street is an arterial street under Oregon Department of Transportation (ODOT) jurisdiction. Current right-of-way width is 60 feet and approximate pavement width is 30 feet. Arterial streets (w/travel lanes, w/median, w/bike lanes, w/sidewalks, w/o parking) require 64 feet of right-of-way and 50 feet of pavement for areas with 6' wide curb tight sidewalk. Applicant will be required to dedicate 2.5 feet of right-of-way and construct road improvements to State standards for 25 feet of pavement (CL to face of curb), curb and gutter, and 6 foot curb tight sidewalk. If required during design review by ODOT, additional striping and pavement tapers may be necessary to allow for pavement transitions and striping.
3. Proposed Extension of Coho Street: Applicant proposes to dedicate 50 feet of right-of-way and construct a street improvements in accordance with the TSP. Improvements consist of two 12 foot travel lanes, two 8 foot parking stalls, and 5.5 feet of curb and sidewalk. Roadway ends with a fire department turn around area. Dimensions will be required to meet fire department requirements and parking will be prohibited within the areas designated for fire access and turn around. Street shall be signed no parking in these areas and applicant will be required to post a "No Outlet" sign per City standards at the southeast corner of Coho and Chinook. A landscaped treatment to prohibit traffic from accessing the state highway will be required along with a bollard at each end of the pedestrian connection to Hwy 211.
4. Access to public streets shall be limited to the locations shown on the proposed plan Sheet P-5. The proposed width of accesses shall meet the Public Works Standards.
5. Transportation SDC's – In accordance with MMC 13.14 this design review does increase the impacts to the public improvement facility and is therefore not exempt from

transportation SDC charges. SDC's shall be calculated based on single family dwelling unit in accordance with the SDC methodology.

B. Storm:

1. Coho Street: A 12-inch storm main exists approximately at the end of Coho Street. The development will be required to connect into the storm system and detain on site utilizing an underground facility within the public right of way or a surface facility on one of the proposed parcels.
2. HWY 211: Storm improvements shall meet ODOT requirements.
3. Stormwater SDC's – In accordance with MMC 13.14 this design review does increase the impacts to the public improvement facility and is therefore not exempt from stormwater SDC charges. SDC's shall be calculated based on single family dwelling unit in accordance with the SDC methodology.

C. Sanitary:

1. Coho Street: An 8-inch sanitary main exists on Coho Street. The development will be required to connect into the sanitary sewer system.
2. Sanitary SDC's – In accordance with MMC 13.14 this design review does increase the impacts to the public improvement facility and is therefore not exempt from sanitary SDC charges. SDC's shall be calculated based on the water meter size in accordance with the SDC methodology.

D. Water:

1. Coho Street: An 8-inch water main exists on Coho Street. The development will be required to connect into the water system.
2. Should Fire Department regulations require additional fire flow that results in looping the water line through the site, then applicants engineer shall coordinate with Public Works for the extension of a public water line, and dedication of easements. Fire hydrant placement shall be per City Public Works Standards and Fire Department approvals.
3. Water SDC's – In accordance with MMC 13.14 this design review does increase the impacts to the public improvement facility and is therefore not exempt from water SDC charges. SDC's shall be calculated based on the water meter size in accordance with the SDC methodology.

E. Parks:

1. Parks SDC's – In accordance with SMC 13.14 this residential development is not exempt from parks SDC charges. SDC's shall be calculated based on single family dwelling unit in accordance with the SDC methodology.

F. Franchise Utility Services:

1. All utilities to the project shall be served underground services. No overhead crossings of public right of way shall be approved by the city.

DESIGN REQUIREMENTS & POLICIES

a. General Requirements:

- A. From the materials submitted, it appears that the storm drain, domestic water and sanitary sewer facilities will be obtained from main line connections and/or extensions. Separate engineering drawings reflecting the installation of these public utilities will be required.
- B. No construction of, or connection to, any existing or proposed public utility/improvements will be permitted until all plans are approved by Staff, all fees have been paid, all necessary permits,

bonding, right-of-way and easements have been obtained and approved by staff, and Staff is notified a minimum of 24 hours in advance.

- C. Staff reserves the right to require revisions/modifications to the public improvement construction plans and completed street improvements, if additional modifications or expansion of the sight distance onto adjacent streets is required.
- D. All public utility/improvement plans submitted for review shall be based upon a 22"x 34" format and shall be prepared in accordance with the City of Molalla Public Work's Standards.
- E. All survey monuments on the subject site or that may be subject to disturbance within the construction area, or the construction of any off-site improvements shall be adequately referenced and protected prior to commencement of any construction activity. If the survey monuments are disturbed, moved, relocated or destroyed as a result of any construction, the project shall, at its cost, retain the services of a registered professional land surveyor in the State of Oregon to restore the monument to its original condition and file the necessary surveys as required by Oregon State law. A copy of any recorded survey shall be submitted to Staff.
- F. Plans submitted for review shall meet the requirements described in Section 1 of the Public Works Standards.
- G. The applicant shall contact the Oregon Water Resources Department and inform them of any existing wells located on the subject site. All wells shall be properly abandoned in conformance with State standards. A copy of the well abandonment form shall be provided to the City.
- H. Waterline designs require review by Oregon Drinking Water Program and sanitary sewer designs require review by Oregon Department of Environmental Quality. Applicant shall be responsible for submission of plans to state agencies and all associated fees.
- I. All public improvement designs shall meet the requirements of the Public Works Standards as amended by the Public Works Director.
- J. General Easements – A 10-foot wide public utility easement shall be dedicated to the City adjacent to all public right-of-way and no structures are allowed to encroach into the easement. Applicant shall be required to submit subdivision plat or a legal description and exhibit map for review and sign City easements. Once completed, applicant will be required to record easements with the County Recorder's Office and return a copy to the City of the recorded document prior to final occupancy.
- K. General Erosion Control – The applicant shall install, operate and maintain adequate erosion control measures in conformance with the standards adopted by the City of Molalla and DEQ during the construction of any public/private utility and building improvements until such time as approved permanent vegetative materials have been installed.



Oregon

Kate Brown, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

8/31/16

ODOT #6972

ODOT Response

Project Name: 14999 S Highway 211-Shirley Bank Subdivision	Applicant: STAFFORD HOMES & LAND LLC
Jurisdiction: City of Molalla	Jurisdiction Case #: P45-2016
Site Address: 14999 S Highway 211, Molalla, OR	Legal Description: 05S 02E 09DA Tax Lot(s): 00200
State Highway: OR 211	Mileposts: 13.70 to 13.79

The site of this proposed land use action is adjacent to OR 211. ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation. **Please direct the applicant to the District Contact indicated below to determine permit requirements and obtain application information.**

COMMENTS/FINDINGS

All improvements (access, frontage, roadway etc.) within the State highway right of way are subject to the ODOT Highway Design Manual (HDM) standards; otherwise, a Design Exception by a licensed engineer is required to be submitted for review, and approval must be obtained or an alternative design that meets Highway Design Manual standards must be used. Until more detailed plans have been reviewed, ODOT cannot make a determination whether design elements will require a Design Exception.

Note: If a Design Exception is required, it may take up to 3 months to process.

All ODOT permits and approvals must reach 100% plans before the District Contact will sign-off on a local jurisdiction building permit, or other necessary requirement prior to construction.

ODOT RECOMMENDED LOCAL CONDITIONS OF APPROVAL

Frontage Improvements and Right of Way

- Curb, sidewalk, cross walk ramp(s) bikeways and road widening shall be constructed as necessary to be consistent with local, ODOT and ADA standards.
- Right of way deeded to ODOT as necessary to accommodate the planned cross section shall be provided. The deed must be to the State of Oregon, Oregon Department of Transportation. The ODOT District contact will assist in coordinating the transfer. ODOT should provide verification to the local jurisdiction that this requirement has been fulfilled. The property owner must be the signatory for the deed and will be responsible for a certified environmental assessment of the site prior to transfer of property to the Department.

Note: It may take up to **3 months** to transfer ownership of property to ODOT.

Permits and Agreements to Work in State Right of Way

- An ODOT Miscellaneous Permit must be obtained for all work in the highway right of way. When the total value of improvements within the ODOT right of way is estimated to be \$100,000 or more, an agreement with ODOT is required to address the transfer of ownership of the improvement to ODOT. An Intergovernmental Agreement (IGA) is required for agreements involving local governments and a Cooperative Improvement Agreement (CIA) is required for private sector agreements. The agreement shall address the work standards that must be followed, maintenance responsibilities, and compliance with ORS 276.071, which includes State of Oregon prevailing wage requirements.

Note: If a CIA is required, it may take up to **6 months** to process.

- An ODOT Miscellaneous Permit is required for connection to state highway drainage facilities. Connection will only be considered if the site's drainage naturally enters ODOT right of way. The applicant must provide ODOT District with a preliminary drainage plan showing impacts to the highway right of way.

A drainage study prepared by an Oregon Registered Professional Engineer is usually required by ODOT if:

1. Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; or
2. The improvements create an increase of the impervious surface area greater than 10,758 square feet.

ADVISORY INFORMATION

Noise

- The applicant is advised that a residential development on the proposed site adjacent to the highway may be exposed to traffic noise levels that exceed federal noise guidelines. Builders should take appropriate measures to mitigate this impact. It is generally not the State's responsibility to provide mitigation for receptors that are built after the noise source is in place.

Please send a copy of the Notice of Decision including conditions of approval to:

ODOT Region 1 Planning
Development Review
123 NW Flanders St
Portland, OR 97209

Region1_DEVREV_Applications@odot.state.or.us

Development Review Planner: Seth Brumley	503.731.8234, Seth.A.Brumley@odot.state.or.us
Traffic Contact: Andy Jeffrey	503.731.8435
District Contact: Mike Keyes	503-665-4514

Dan Huff

From: ROB <robandrobin828@msn.com>
Sent: Wednesday, August 31, 2016 7:14 AM
To: Dan Huff
Subject: Re: Proposed Development File No: P45-2016 Address: 14999 S HWY 11

Thank you

Sent from my iPad

> On Aug 29, 2016, at 4:18 PM, Dan Huff <dhuff@cityofmolalla.com> wrote:

>

> Yes, that is correct. It is a little hard to see.

>

> -----Original Message-----

> From: ROB [mailto:robandrobin828@msn.com]

> Sent: Monday, August 29, 2016 3:46 PM

> To: Dan Huff <dhuff@cityofmolalla.com>

> Subject: Re: Proposed Development File No: P45-2016 Address: 14999 S

> HWY

> 11

>

> Hi

> Thank you for your quick response and clarification. Rob and I

> misunderstood the letter and the map. The map was hard to understand

> as far as the street intent. After looking at it again Rob thinks they

> intend to block off the 211 access and make getting in and out of the

> new proposed plan from coho street. Is this correct?

> That was our only concern.

> Thank you

> Rob and Robin

>

> Sent from my iPad

>

>> On Aug 29, 2016, at 8:15 AM, Dan Huff <dhuff@cityofmolalla.com> wrote:

>>

>> Thank you for your comments. Just as a clarification, the applicant

>> is not proposing to create vehicle access to Highway 211.

>>

>> -----Original Message-----

>> From: ROB [mailto:robandrobin828@msn.com]

>> Sent: Sunday, August 28, 2016 10:11 AM

>> To: communityplanner@cityofmolalla.com

>> Subject: Proposed Development File No: P45-2016 Address: 14999 S HWY

>> 11

>>

>> Robin Eastlick

>> 1011 Coho St

>> Molalla, Orc

>>
>>
>> Hello Nicolas,
>> My husband Rob and I strongly oppose the proposal to open up Coho
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>> Sent: Sunday, August 28, 2016 10:11 AM
>> To: communityplanner@cityofmolalla.com
>> Subject: Proposed Development File No: P45-2016 Address: 14999 S HWY
>> 11
>>
>> Robin Eastlick
>> 1011 Coho St
>> Molalla, Orc
>>
>>
>> Hello Nicolas,
>> My husband Rob and I strongly oppose the proposal to open up Coho
>> street to highway 211.
>> Reasons why are
>>
>> 1. There are children in this quiet neighborhood that play in the
> streets.
>> Opening the street up to the highway would create a constant flow of
>> traffic through the neighborhood with people using the neighborhood

>> to cut through to the fairgrounds or getting around slower moving
>> vehicles
> on highway 211.
>> This will make it unsafe for the children in the neighborhood.
>> Drivers today seem to be in a hurry constantly and will enter into
>> our neighborhood off of the highway too fast and endanger the
>> children in
> this neighborhood.
>>
>> 2. Any time there is an event at the fairgrounds people coming off of
>> highway 211 will use Coho street into our neighborhood to cut through
>> to try to avoid waiting at the turn on Shirley street. Which will
>> create a backup of cars all through our neighborhood once they get up
>> to Shirley street and no-one will let them cut into the already long
>> line. We won't be able to get out of our own driveways.
>>
>> 3. When Rob and I and I am sure others who have bought a home in this
>> neighborhood knew this to be a finished enclosed quiet neighborhood.
>> Something people consider when deciding to purchase a home,
>> especially when you have children or even grandchildren who visit
>> often. We realize that there most likely would eventually be
>> development around
> us.
>> But not into our neighborhood. Opening Coho street up to the new
>> development makes it a part of our neighborhood.
>>
>> 4. Opening Coho up will allow highway noise into the neighborhood.
>> The way the neighborhood is built now it is secluded from the highway
>> and very quiet.
>>
>>
>>
>> Please take this into consideration and deny opening up Coho street.
>> It really isn't fair to the current residents here. The builder can
>> put his homes on his property in a manner to accommodate entering and
>> exiting without intruding into our neighborhood.
>>
>> Thank you so much
>> Robin and Rob Eastlick



PO Box 1920, Silverton, OR 97381
www.cascadiapd.com / 503-804-1089

CITY OF MOLALLA
APPLICATION FOR
LAND USE REVIEW

SHIRLEY BANK
SUBDIVISION

Location: 14999 S. Hwy. 211
Tax Lot 200, Tax Map 52E09DA
Clackamas County, Oregon

Prepared by: Steve Kay, AICP

Prepared for: Stafford Development Company, LLC
485 South State Street
Lake Oswego, OR 97034

July 18, 2016

APPLICANT'S STATEMENT

PROJECT NAME: Shirley Bank Subdivision

REQUEST: Preliminary Plat Approval for a 7-Lot Subdivision in the R-1 Zoning District

LEGAL DESCRIPTION: Tax Lot 200 of Tax Map 52E09DA
Clackamas County, Oregon

APPLICANT'S REPRESENTATIVE: Steve Kay, AICP
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APPLICANT/OWNER: Stafford Development Company, LLC
485 South State Street
Lake Oswego, OR 97034

PROPERTY SIZE: 1.52 acres +/-

LOCATION: 14999 S. Hwy. 211
Molalla, OR 97038

I. APPLICABLE REGULATIONS

A. Molalla Comprehensive Plan

B. Molalla Development Code:

Title 17: Land Use Districts

Chapter 17.08: Residential Districts

Title 18: Community Design Standards

Chapter 18.02: Design Standards Administration

Chapter 18.04: Access and Circulation

Chapter 18.08: Landscaping, Street Trees, Fences and Walls

Chapter 18.12: Parking and Loading

Chapter 18.16: Public Facilities

Chapter 18.20: Surface Water Management

Chapter 18.28: Sensitive Lands

Title 19: Administration of Land Use and Development

Chapter 19.04: Types of Review Procedures

Chapter 19.08: Land Use Review and Site Design Review

Chapter 19.12: Land Divisions and Property Line Adjustments

II. AFFECTED JURISDICTIONS

Domestic Water:	City of Molalla
Fire Protection:	Molalla Rural Fire Protection District #73
Electric:	Portland General Electric
Police Protection:	City of Molalla
Schools:	Molalla River School District
Sewer:	City of Molalla
Streets:	City of Molalla / Oregon Department of Transportation

III. BACKGROUND:

The applicant/owner, Stafford Development Company LLC, is requesting preliminary plat approval for a 7-lot subdivision in the R-1 zoning district. The subject property is approximately 1.52 acres and is identified by the Clackamas County Assessor as Tax Lot 200 of Tax Map 52E09DA. To facilitate the development, the applicant is proposing to remove an existing single-family dwelling and several accessory structures in the central area of the site. A review of City of Molalla files indicates that no previous land use approvals were issued for the property.

The attached Existing Conditions Plan indicates that the subject property is located adjacent and to the southeast of the Molalla River Estates subdivision (see Exhibit 4). Access into the site is proposed through the extension of the Coho Street into the site. To match the existing Coho Street improvements, the applicant is proposing to improve the 50-ft. wide right-of-way with 35-ft. of pavement, 6-in. curbs, and 5-ft. curbtight sidewalks. Southeast of the subject site, the property fronts S. Hwy 211, an ODOT highway. The attached Preliminary Site Plan indicates that a 5-ft. sidewalk is proposed to provide pedestrian connectivity from the terminus of Coho Street to the highway (see Exhibit 4).

Per the City's Transportation System Plan (TSP) and the attached comments from ODOT, street frontage improvements along S. Hwy. 211 are required to meet 'Arterial Street – Option A' standards, including a 14-ft. center lane, 12-ft. travel lane, 6-ft. bike lane, 6-in. curb, and 6-ft. sidewalk. To meet arterial street width standards, the applicant is proposing to dedicate an additional 2.5-ft. of right-of-way along the site's frontage. Due to safety concerns and limited benefits associated with a partial street frontage improvement, the applicant is proposing a fee in-lieu of installing street improvements along S. Hwy. 211.

The attached Preliminary Development Plans indicate that the proposed 7-lot subdivision meets the dimensional standards of the R-1 district (see Exhibit 4). After dedicating areas for flag poles, and right-of-ways, the site's net buildable area is 1.23 acres. Subdivision of the site requires the development of a minimum of 5 dwelling units (4 du./ac. x 1.23 ac.= 4.92, or 5 units) and a maximum of 10 dwelling units (8 du./ac. x 1.23 ac.= 9.84, or 10 units). The applicant's Preliminary Plat demonstrates that the proposed lots meet the 7,000 sq. ft. minimum lot area, 60-ft. minimum lot width, and 80-ft. minimum lot depth standards. The attached Preliminary Site Plan demonstrates that the proposed development meets all setback standards of the R-1 district.

As indicated by the attached Preliminary Sanitary Sewer, Water, and Stormwater Plans, public utilities are currently stubbed to the property within Coho Street and can be extended to serve the proposed development (see Exhibit 4). The plans indicate that the applicant is proposing to install individual water lateral lines and meters, as well as sewer lateral lines, to serve the 7-lot subdivision. The applicant's Preliminary Stormwater Plan indicates that stormwater within the Coho Street extension will be directed to a detention pipe within the right-of-way before it is released into a new manhole and the existing public storm system. The plan also indicates that stormwater from Lots 5-7, and Lots 1-4, will be directed to additional detention pipes located on Lots 4 and 5 before it is released into the existing storm system (see Exhibit 4).

The Existing Conditions Plan indicates that the site generally slopes down from the southeast to northwest at a 5% grade, with steeper banks along the northeast and southeast property lines. A survey of the site and a review of City maps did not identify the presence of drainageways, wetlands, or other significant natural resources on the property. The applicant's Preliminary Grading Plan indicates that site disturbance is limited to street and utility improvements and rough grading for future home construction.

The subject site is located at the northeast corner of the urban growth boundary and city limits of Molalla. Adjacent properties to the northwest and southwest are located within the Molalla River Estates subdivision and are fully developed as single-family lots in the R-1 district. To the northeast, and to the southeast across Hwy. 211, are large EFU zoned parcels that are located in Clackamas County.

A copy of the Preliminary Development Plans, Preliminary Stormwater Report, Sewer Lift Station Assessment, Geotechnical Investigation Report, ODOT Response Form, Property Deed, and signed Application Form are included with this application packet. The applicant's exhibits and narrative demonstrate that the proposed land use request meets the criteria outlined by the Molalla Development Code.

IV. FINDINGS

A. MOLALLA COMPREHENSIVE PLAN

COMMENT:

Except where required by the Molalla Development Code, this application is not required to address the City's goals and policies related to the development of land, since the Molalla Comprehensive Plan is implemented by the Code.

B. MOLALLA DEVELOPMENT CODE

TITLE 17: LAND USE DISTRICTS

CHAPTER 17.08: RESIDENTIAL DISTRICTS

Section 17.08.020: Land Uses and Development Standards.

Table 17.08.1 identifies the land uses that are allowed in the Residential Districts. The specific land use categories are described and uses are defined in Title 16.

COMMENT:

The attached Preliminary Plat indicates that the applicant is proposing to subdivide the site to permit the development of 7 single-family detached dwelling units in the R-1 zoning district. Under Table 17.08.1, single-family dwelling units are a permitted use in the R-1 district.

Section 17.08.030: Residential districts—Setback Yards and Build-to Line—Exceptions, Frontage Lots, Flag Lots, and Color Palettes.

- C. **Setback Yards—Flag Lots.** The front yard of a flag lot shall conform to 1 of the following:
 - 1. **Parallel to the street from which access is taken; or**
 - 2. **Parallel to the flag pole from which access is taken.**

COMMENT:

The applicant's Preliminary Site Plan indicates that proposed Lots 2 and 3 take access through flag poles which connect to Coho Street. The plan indicates that each lot will maintain a 15-ft. front yard parallel to Coho Street.

Section 17.08.040: Residential districts—Infill standards.

The purpose of this section is to ensure compatibility of new development and redevelopment of existing subdivisions. The setback and building height standards in this section supersede those in Table 17.08.2 when a building or partition is proposed on a subdivision lot in a Residential District that was platted prior to the effective date of this Development Code. The approval body shall use the criteria and standards in subsections A through C below, in determining applicable setbacks and building heights.

- A. **Compatibility with Yards of Adjacent Residence(s).** Except as provided in subsection C of this section, when an existing single-family residence is located within 40 feet of the subject site on the same side of the street, and said residence has a front yard setback that is greater than the minimum setback in Table 17.08.2, a front yard setback similar to that of the nearest single-family residence(s) shall be used. "Similar" means the setback is equal to or within 10% of the setback provided by the nearest single-family residence on the same side of the street. (Figure 17.08.040.A) For example, if the existing single-family residence has a front yard setback of 30 feet, then the new building shall have a front yard setback between 27 feet and 33 feet. If the new building is to be located between 2 existing residences, then the setback for the new building shall be the average setback of both adjacent residences, plus or minus 10%.

COMMENT:

The attached Aerial Photograph demonstrates that existing dwellings along Coho Street maintain a 15 to 20-ft. front yard setback along the right-of-way. At this time, the applicant has not determined specific building plans for proposed lots which front the right-of-way. Compliance with the front yard setback standard will be verified by the City when building permits are issued for the single-family dwellings.

Section 17.08.050: Residential districts—Housing density.

B. Residential Density Calculation.

1. Minimum and maximum housing densities are calculated using the applicable density standard.
2. Areas reserved for flag lot access (flag poles) are not counted for the purpose of calculating minimum densities.

COMMENT:

Per Table 17.08.2, the R-1 district's minimum density standard is 4 units/acre, and the maximum density standard is 8 units/acre. The gross area of the site is 1.52 acres, and after dedicating areas for lot flag poles and public right-of-ways, the net buildable area is 1.23 acres. Subdivision of the site requires the development of a minimum of 5 dwelling units (4 du./ac. x 1.23 ac.= 4.92, or 5 units) and a maximum of 10 dwelling units (8 du./ac. x 1.23 ac.= 9.84, or 10 units).

Section 17.08.060: Residential districts—Lot coverage.

Lot Coverage Calculation. The maximum allowable lot coverage shall be as provided in Table 17.08.2. Lot coverage is calculated as the percentage of a lot or parcel covered by buildings or structures (as defined by the foundation plan area) and other structures with surfaces greater than 42 inches above the finished grade. It does not include paved surface-level developments such as driveways, parking pads, and patios.

COMMENT:

At this time, the applicant has not determined specific building plans for the proposed single-family lots. Compliance with the lot coverage standard will be verified by the City when building permits are issued for the single-family dwellings.

Section 17.08.070: Residential districts—Building height—Measurement, exceptions, step-down requirement.

Building heights shall conform to the standards in Table 17.08.2, and subsections A through C of this section:

- A. **Building Height Measurement.** Building height is measured as the vertical distance above a reference datum measured to the highest point of the coping of a flat roof, or to the deck line of a

mansard roof, or to the ridgeline or highest gable of a pitched or hipped roof. The height of a stepped or terraced building is the maximum height of any segment of the building. The reference datum shall be determined by using the criteria in 1 or 2 below, whichever yields a greater height:

1. The elevation of the highest adjoining sidewalk or ground surface within a 5-foot horizontal distance of an exterior wall of the building when such sidewalk or ground surface is not more than 10 feet above the lowest grade;
2. An elevation 10 feet higher than the lowest grade when the sidewalk or ground surface described in subsection 1 is more than 10 feet above the lowest grade.

B. Exclusions from Maximum Building Height Standards. Radio and television antennas, utility power poles, and public safety facilities are exempt from the height limit. Chimneys, bell towers, steeples, roof equipment, flag poles, and similar features not for human occupancy and with a width, depth, or diameter of 5 feet or less may exceed the maximum building height standards by 10 feet, or 5 feet above the highest point of the roof, whichever is greater provided that all applicable fire and building codes are met. Those projections that exceed 5 feet in width, depth or diameter are subject to the height limitations of the underlying zoning district.

C. Height Step-Down—District Transition. To provide compatible scale and relationships between new multi-story buildings and existing single-story dwellings in the R-1 District, multi-story buildings and structures in R-3, HDR, R-5, CPA, C-1, C-2, C-3, M-1, M-2, CM districts shall “step-down” to create a building height transition to adjacent single-story building(s) in the R-1 District, as provided in subsections 1 through 3, below:

1. This standard applies to new and vertically expanded buildings and structures in any district that are within 40 feet (as measured horizontally) of an existing single-story building in the R-1 District with a height of 20 feet or less, as shown in Figure 17.08.070(C).
2. The transition standard is met when the height of the taller structure (“x”) does not exceed 1 foot of height for every 1 foot separating the two structures (“y”), as shown in Figure 17.08.070(C).

COMMENT:

At this time, the applicant has not determined specific building plans for the proposed single-family lots. Compliance with the height standards will be verified by the City when building permits are issued for the single-family dwellings.

Section 17.08.080: Residential districts—Building Orientation.

- B. Applicability. Section 17.08.080 applies to all developments that are subject to Site Design Review, including developments that are reviewed as part of a Master Planned Development or Conditional Use application.**

COMMENT:

At the time, the applicant is requesting preliminary plat approval for the subdivision application. As mentioned above, compliance with site design standards will be verified by the City when building permits are issued for the single-family dwellings.

Section 17.08.090: Residential districts—Architectural Design Standards.

- B. Applicability. This section applies to all new buildings, except accessory structures. It is applied through the Land Use Review or Site Design Review procedure, as applicable, prior to building permit review and approval.**

COMMENT:

Since the applicant is only requesting preliminary plat approval at this time, compliance with these standards will be verified by the City when building permits are issued for the single-family dwellings.

7. Pedestrian Circulation and Access.

- a. Wherever practicable, the entry points of required access ways shall align with pedestrian crossing points along adjacent streets and with adjacent street intersections;**
- b. Shall be included where practicable and shall provide reasonably direct access to the development;**
- c. Pedestrian/bicycle access ways shall be provided to other adjacent development and to adjacent undeveloped property likely to be subdivided or otherwise developed in the future;**

COMMENT:

The attached Preliminary Site Plan indicates that a 5-ft. sidewalk is proposed to provide pedestrian connectivity from the terminus of Coho Street to S. Highway 211 (see Exhibit 4). The plan demonstrates that the sidewalk provides direct access between the two transportation facilities and will not cross a street. Due to the existing development pattern to the northwest and southwest of the site, as well as presence of EFU zoned land to the northeast, the applicant is not proposing to provide pedestrian connections to those adjacent properties.

- d. **Accessways shall be included to:**
 - i. **Connect with existing or approved accessways which abut the site, or to provide future connection(s) to abutting underdeveloped and undeveloped properties.**
 - ii. **Provide reasonably direct access to nearby neighborhood activity centers, transit trunk routes and other transit facilities.**
 - iii. **Provide reasonably direct connections from cul-de-sacs to the nearest available street or neighborhood activity center.**

COMMENT:

As demonstrated by the Preliminary Site Plan, the proposed sidewalk provides a direct pedestrian connection from Coho Street to S. Hwy. 211 (see Exhibit 4). The attached plan demonstrates that there are no existing or approved accessways in the vicinity of the site.

- e. **The length of pedestrian / bicycle accessways between public streets shall not exceed 1,000 feet.**

COMMENT:

The length of the proposed sidewalk connection between Coho Street and S. Hwy. 211 pedestrian accessway is 10.50'. Therefore, this standard has been met.

- f. **Such accessways shall be free of horizontal obstruction and shall have a 9½ foot vertical clearance measured from the highest point on the ground at placement.**
 - i. **To safely accommodate both pedestrians and bicycles, the right-of-way widths of such accessways shall be as follows:**
 - (A) **The accessways shall have a minimum 15-foot-wide right-of-way with a minimum 10-foot-wide paved surface.**

- (B) If an accessway also provides secondary fire access or a public utility corridor, the right-of-way width shall be at least 20 feet with a minimum 15-foot-wide paved surface.

COMMENT:

Due to the short length of the pedestrian connection between Coho Street and S. Hwy. 211, the applicant is proposing to install a 5-ft.wide concrete sidewalk. As proposed, the pedestrian connection will adequately address the connectivity requirements and the vertical clearance requirement of this section. As demonstrated by the attached Preliminary Development Plans, the accessway is not required for fire access or a public utility corridor (see Exhibit 4).

- g. When the pedestrian circulation system is parallel and adjacent to an auto travel lane it shall be improved by raising the walkway or separating it from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier enhancing pedestrian safety. If a raised walkway is used, the ends of the raised portions shall be equipped with curb ramps as approved in the public works design standards.

COMMENT:

The attached Preliminary Site Plan indicates that the proposed sidewalks will be separated by a curb from vehicle travel lanes. In addition, the proposed sidewalk connection from Coho Street to S. Hwy. 211 is not located adjacent to vehicle travel lanes.

- h. Wherever practicable, accessways shall have a maximum slope of 5% and shall avoid the use of stairways as part of the accessway.

COMMENT:

The attached Preliminary Grading Plan demonstrates that the proposed sidewalks do not slope more than 5%.

Section 17.08.100: Residential districts—Special use standards.

This section provides standards for specific land uses and building types, as identified in Table 17.08.1, that control the scale and compatibility of those uses within the Residential District. The standards in this section supplement (are in addition to and do not replace) the standards in Sections 17.08.010 through 17.08.090. This section applies to the following uses and building types, as specified in subsections A through L:

- Attached single-family (townhouses or row houses) and duplexes
- Bed and breakfast inns
- Group living (residential care homes and facilities)
- Home occupations
- Manufactured homes
- Manufactured/mobile home parks
- Multiple family housing
- Zero-lot line housing (not common wall)
- R-5, Historic Residential Zone
- Equestrian residential
- Golf courses
- Community planning area

COMMENT:

The applicant is requesting preliminary plat approval of a 7-lot subdivision to permit the development of detached single-family dwelling units. Since none of the above uses are proposed, this section does not apply.

TITLE 18: COMMUNITY DESIGN STANDARDS

CHAPTER 18.02: DESIGN STANDARDS ADMINISTRATION

Section 18.02.020: Applicability.

The standards in Title 18 are applied based on whether a project is classified as a Major Project or a Minor Project. In addition, each chapter of Title 18 contains “applicability directions.”

A. Major Project. Major projects also include remodels with 50% or greater in tax assessed value as shown on the most recent tax assessor’s rolls. Major projects, including developments that require Site Design Review (Chapter 19.08), Land Division approval (Chapter 19.12), Master Planned Development (Chapter 19.20), Conditional Use and amendments to the Comprehensive Plan or Zoning Map (Chapter 19.28), must conform to the applicable sections of:

1. Access and Circulation (Chapter 18.04).
2. Landscaping, Street Trees, Fences and Walls (Chapter 18.08).
3. Parking and Loading (Chapter 18.12).
4. Public Facilities (Chapter 18.16).
5. Surface Water Management (Chapter 18.20).

6. Signs (Chapter 18.32).
7. Telecommunication Facilities (Chapter 18.24).
8. Sensitive Lands (Chapter 18.28).

COMMENT:

The applicant is requesting preliminary plat approval of a 7-lot subdivision. As required, this narrative addresses all of the applicable standards listed above.

CHAPTER 18.04: ACCESS AND CIRCULATION

Section 18.04.020: Vehicular access and circulation.

- C. **Access Permit Required.** Access to a public street (e.g., a new curb cut or driveway approach) requires an access permit. An access permit may be in the form of a letter to the applicant, or it may be attached to a land use decision notice as a condition of approval. In either case, approval of an access permit shall follow the procedures and requirements of the applicable road authority, as determined through the review procedures in Title 19 (Type I). Highway 211 and Highway 213 access within the City of Molalla is regulated by the Oregon Department of Transportation through OAR 734.51. ODOT may require specific improvements consistent with state standards, as conditions of approval for a highway approach.

COMMENT:

As required, the applicant will obtain a City access permit for new curb cuts proposed with this application. The attached Preliminary Site Plan indicates that the applicant is not proposing site access from S. Hwy. 211 (see Exhibit 4).

- D. **Traffic Study Requirements.** The City may require a traffic study prepared by a qualified professional to determine access, circulation, and other transportation requirements in conformance with Section 19.04.260, Traffic Impact Study.

COMMENT:

The applicant attended a Pre-Application Conference with the City of Molalla on March 2, 2016. Due to the small scale of the proposed development, the City indicated that a Traffic Study will not be required for this application.

- E. **Conditions of Approval.** The City may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared

driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street and highway system.

COMMENT:

The attached Existing Conditions Plan indicates that the site's existing dwelling is currently served by a driveway which connects to S. Hwy 211. The Preliminary Site Plan illustrates that the applicant is proposing to provide all site access from Coho Street. Therefore, with redevelopment of the site, the existing access point on Hwy. 211 can be closed.

F. Corner and Intersection Separation—Backing onto Public Streets. New and modified accesses shall conform to the following standards:

1. Except as provided under subsection (F)(4) below, the distance from a street intersection to a driveway or other street access shall meet the minimum spacing requirements for the street's classification in the City's Transportation Systems Plan; except as otherwise stated below.
2. New property access shall not be permitted within 50 feet of an intersection unless no other reasonable access to the property is available. Where no other alternatives exist, the City may allow construction of an access connection at a point less than 50 feet from an intersection, provided the access is as far away from the intersection as possible. In such cases, the City may impose turning restrictions (i.e., right in/out, right in only, or right out only).
3. Access to and from off-street parking areas shall not permit backing onto a public street, except for single-family dwellings.

COMMENT:

The attached Preliminary Site Plan demonstrates that the nearest proposed lot is 100-ft. from the Coho Street and Chinook Street intersection (see Exhibit 4). As permitted for single-family dwellings, vehicles parked on the proposed lots may exit garages and driveways by backing into Coho Street. Due to the length of the flag poles, the attached site plan indicates that Lots 2 and 3 will be provided with a shared driveway and turnaround area to facilitate vehicle exiting in a forward manner.

G. Site Circulation. New developments shall be required to provide a circulation system that accommodates expected traffic on the site. Pedestrian connections on the site, including connections through large sites, and connections between sites (as applicable) and adjacent sidewalks, must conform to the provisions in Section 18.04.030.

COMMENT:

The attached Preliminary Site Plan demonstrates that the proposed circulation system will accommodate expected vehicle and pedestrian traffic on the site. As required, this Applicant's Statement addresses how the proposed improvements conform to the provisions of Section 18.04.030.

H. Joint and Cross Access.

- 1. Requirement. The number of driveway and private street intersections with public streets should be minimized by the use of shared driveways for adjoining lots where feasible. When necessary for traffic safety and access management purposes, or to access flag lots, the City may require joint access and/or shared driveways in the following situations as follows:**
 - a. For shared parking areas.**
 - b. For adjacent developments, where access onto an arterial is limited; except as otherwise required in Section 18.04.020(L).**
 - c. For multi-tenant development, and developments on multiple lots or parcels. Such joint accesses and shared driveways shall incorporate all of the following:**
 - i. A continuous service drive or cross-access corridor that provides for driveway separation consistent with the applicable transportation authority's access management classification system and standards;**
 - ii. A design speed of 10 miles per hour, in addition to any parking alongside the driveway; additional driveway width or fire lanes may be approved when necessary to accommodate specific types of service vehicles, loading vehicles, or emergency service provider vehicles;**
 - iii. Driveway stubs to property lines (for future extension) and other design features to make it easy to see that the abutting properties may be required with future development to connect to the cross-access driveway.**

COMMENT:

Due to the low volume of traffic generated by the development, shared driveways are not proposed for Lots 1, 4, and 5-7. As mentioned above, the applicant is proposing to provide a shared driveway for two flag lots, Lots 2 and 3. The attached Preliminary Plat indicates that the shared driveway will be improved with a 16-ft. asphalt surface to meet fire and emergency service vehicle standards (see Exhibit 4). To provide cross-access, the shared driveway will be placed in a reciprocal access easement which benefits Lots 2 and 3.

2. **Reduction in Required Parking Allowed.** When a shared driveway is provided or required as a condition of approval, the land uses adjacent to the shared driveway may have their minimum parking standards reduced in accordance with the shared parking provision of Section 18.12.030(C).

COMMENT:

The applicant is not proposing a modification from the City's parking standards.

3. **Easement, Use and Maintenance Agreement.** Pursuant to this section, property owners shall:
 - a. Record an easement with the deed allowing cross-access to and from other properties served by the joint-use driveways and cross-access or service drive;
 - b. Record an agreement with the deed that remaining access rights along the roadway for the subject property shall be dedicated to the City and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;
 - c. Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.

COMMENT:

As required, a reciprocal access easement and joint maintenance agreement for the shared driveway will be recorded with the deeds for Lots 2 and 3.

- K. **Access Connections and Driveway Design.** All driveway connections to a public right-of-way (access) and driveways shall conform to all of the following design standards:
 1. **Driveway Width.** Driveways shall meet the following standards: Accessway widths shall meet the requirements of Chapter 21.04 except one-way driveways (one way in or out) shall have a minimum driveway width of 10 feet, and

a maximum width of 15 feet, and shall have appropriate signage designating the driveway as a one-way connection.

2. **Driveway Approaches.** Driveway approaches shall be designed and located to provide exiting vehicles with an unobstructed view of other vehicles and pedestrians, and to prevent vehicles from backing into the flow of traffic on the public street or causing conflicts with on-site circulation. Construction of driveway accesses along acceleration or deceleration lanes or tapers should be avoided due to the potential for vehicular conflicts. Driveways should be located to allow for safe maneuvering in and around loading areas. See also Section 18.12.050, Loading.
3. **Driveway Construction.** Driveway aprons (when required) shall be constructed of concrete and shall be installed between the street right-of-way and the private drive, as shown in Figures 18.04.020.K.1 and 18.04.020.K.2. Driveway aprons shall conform to ADA requirements for sidewalks and walkways, which generally require a continuous unobstructed route of travel that is not less than 3 feet in width, with a cross slope not exceeding 2%, and providing for landing areas and ramps at intersections.

COMMENT:

The proposed driveways for Lots 1-7 are for two-way travel and will serve 2 car garages. The attached Preliminary Site Plan demonstrates that the proposed driveways will meet Chapter 21.02 standards and will not exceed the maximum 24-ft. width. In addition, all driveway approaches will be constructed with unobstructed views to meet safety needs. As required, driveway aprons for the proposed development will be constructed to meet City standards and will conform to ADA requirements.

- L. **Cross Over Easements.** As a condition of development on commercial and industrial developments shared access shall be required as follows:

COMMENT:

The applicant is not proposing commercial or industrial development, therefore these standards do not apply.

- M. **Fire Access and Turnarounds.** When required under the Uniform Fire Code, fire access lanes with turnarounds shall be provided. Except as waived in writing by the Fire Marshal, a fire equipment access drive shall be provided for any portion of an exterior wall of the first story of a building that is located more than 150 feet from an existing public street or approved fire equipment access drive. The drive shall contain unobstructed adequate aisle width (16 to 20 feet) and turn-around area for emergency vehicles. The

Fire Marshal may require that fire lanes be marked as “No Stopping/No Parking.” For requirements related to cul-de-sacs or dead-end streets, refer to Section 18.16.020(J) and (Y).

COMMENT:

Fire access for Lot 1, 2, and 5-7 is provided directly from Coho Street since the distance from the proposed street to all areas around the single-family homes is less than 150 feet from the street. The 16-ft. wide shared driveway serving Lots 2-3 also meets Fire Code standards since the length of the driveway is less than 150 feet. To meet Fire Code turnaround standards, the attached Preliminary Site Plan identifies the location of a 65-ft. x 65-ft. x 20-ft. wide hammerhead area at the end of Coho Street. As required, both sides of the shared driveway, and the northeast side of Coho Street within the hammerhead area, will be signed as fire lanes.

- N. Vertical Clearances. Driveways, private streets, aisles, turnaround areas and ramps shall have a minimum vertical clearance of 13 feet 6 inches for their entire length and width.**

COMMENT:

All utilities will be undergrounded and any trees will be located where required vertical clearance can be provided over the proposed driveways and turnaround areas.

- O. Vision Clearance. The minimum distance of a vision clearance area shall be 20 feet. Where the angle of intersection between streets is less than 30 degrees, the distance shall be increased to 30 feet. No visual obstruction (e.g., sign, structure, solid fence, or shrub vegetation) over 42 inches in height shall be placed in “vision clearance areas” on streets, driveways, alleys, or mid-block lanes where no traffic control stop sign or signal is provided. The minimum vision clearance area may be modified by the Public Works Director/City Engineer upon finding that more or less sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.). This standard does not apply to light standards, utility poles, trees trunks and similar objects.**

COMMENT:

As required, vision clearance meeting these standards will be maintained at the intersection of the proposed driveways with Coho Street.

- P. Construction. The following development and maintenance standards shall apply to all driveways and private streets, except that the standards do not apply to driveways serving 1 single-family detached dwelling:**
 - 1. Surface Options. Driveways, parking areas, aisles, and turnarounds may be paved with asphalt, concrete, or comparable surfacing, or a durable non-paving or porous paving material may be used to reduce surface water**

runoff and protect water quality. Driveway and street materials shall be subject to review and approval by the Public Works Director/City Engineer.

2. **Surface Water Management.** When non-porous paving is used, all driveways, parking areas, aisles, and turnarounds shall have on-site collection of surface waters to eliminate sheet flow of such waters onto public rights-of-way and abutting property. Surface water facilities shall be constructed in conformance with Chapter 18.20 and applicable engineering standards.
3. **Driveway Aprons.** When driveway approaches or “aprons” are required to connect driveways to the public right-of-way, they shall be paved with concrete surfacing and conform to the City’s engineering design criteria and standard specifications.

COMMENT:

The applicant is proposing to provide a concrete surface for all driveway aprons, meeting the standards of this section. The attached Preliminary Stormwater Plan indicates how surface water will be managed to conform with Chapter 18.20 standards.

Section 18.04.030: Pedestrian access and circulation.

- A. **Site Layout and Design.** To ensure safe, direct, and convenient pedestrian circulation, all developments, except single-family detached housing (i.e., on individual lots), shall provide a continuous pedestrian system. The pedestrian system shall be based on the standards in subsections (A)(1) through (3), below:

COMMENT:

The applicant is proposing single-family detached housing on individual lots, therefore these standards do not apply.

- B. **Walkway Design and Construction.** Walkways, including those provided with pedestrian accessways, shall conform to all of the standards in subsections (B)(1) through (12).
 1. **Vehicle/Walkway Separation.** Except for crosswalks (subsection (B)(2)), where a walkway abuts a driveway or street, it shall be raised 6 inches and curbed along the edge of the driveway/street. Alternatively, the decision body may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is protected from all vehicle maneuvering areas. An example of such protection is a row of decorative metal or concrete bollards designed to withstand a vehicle’s impact, with adequate minimum

spacing between them to protect pedestrians.

COMMENT:

The attached Preliminary Site Plan indicates that the proposed sidewalks will be separated from vehicle travel lanes by 6-in. curbs.

2. **Crosswalks.** Where walkways cross a parking area, driveway, or street ("crosswalk"), they shall be clearly marked with contrasting paving materials (e.g., light-color concrete inlay between asphalt), which may be part of a raised/hump crossing area. Painted or thermo-plastic striping and similar types of non-permanent applications may be approved for crosswalks not exceeding 24 feet in length.

COMMENT:

There are no street intersections or crosswalks associated with the proposed development, therefore these standards do not apply.

3. **Walkway Width and Surface.** Walkway and accessway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, as approved by the Public Works Director/City Engineer, at least 5 feet wide. Multi-use paths (i.e., for bicycles and pedestrians) shall be concrete or asphalt, at least 10 feet wide. Additional requirements based on specific trail plans may exist in separate parks and/or trail plans. (See also Section 18.16.020, Transportation standards for public, multi-use pathway standard.)
 - a. When crossing driveways and parking areas, pedestrian crossings and walkways may be built at the same elevation as the driveways if they are constructed of permanent materials, including paving or markings in a manner which contrasts and clearly delineates the crossing or walkway at any time of the day or night.
 - b. When the pedestrian circulation system is parallel and adjacent to an auto travel lane it shall be improved by raising the walkway or separating it from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier enhancing pedestrian safety. If a raised walkway is used, the ends of the raised portions shall be equipped with curb ramps as approved in the public works design standards.

COMMENT:

The proposed sidewalks along Coho Street are 5-ft. wide and will be paved with a concrete surface. The attached Preliminary Site Plan also indicates that the applicant is proposing to provide a 5-ft. wide concrete sidewalk connection between the terminus of Coho Street and S. Hwy 211. As required, this narrative has addressed the accessway standards of Section 18.16.020.

4. **Accessible Routes.** Walkways shall comply with applicable Americans with Disabilities Act (ADA) requirements. The ends of all raised walkways, where the walkway intersects a driveway or street shall provide ramps that are ADA accessible, and walkways shall provide direct routes to primary building entrances.
5. **Lighting.** Access ways shall be lit to enhance pedestrian and bicycle safety. Lighting shall be provided by the developer to standards established by the City Engineer and shall maintain consistency with Chapter 21.80 (Dark Skies). Lighting shall be provided at both entrances and may also be required at intermediate points along the access way as appropriate for safety, as determined by the Public Works Director/City Engineer.

COMMENT:

As demonstrated by the attached Preliminary Site Plan and Preliminary Grading Plan, all proposed sidewalks comply with ADA standards (see Exhibit 4). The applicant will install required lighting as determined by the City Public Works Director/Engineer.

6. **On-site pedestrian walkways shall be well drained, hard surfaced and meet the unobstructed width requirements of the Transportation Systems Plan.**
7. **Slope.** Walkways without stairs shall have a maximum slope of 5% and a maximum cross slope of 2%. Walkways shall be protected by bollards when bordering parking spaces. Bollards shall contrast visually with adjoining surfaces.

COMMENT:

All proposed sidewalks will be constructed to meet maximum slope requirements and applicable standards of the Transportation System Plan.

8. **Internal Pedestrian.** The internal pedestrian and bicycle circulation system in proposed developments must connect to other areas of the site.

COMMENT:

The applicant is not proposing an internal pedestrian system, therefore this standard do not apply.

9. **Motorized Traffic. Pedestrian ways shall be designed to prohibit motorized traffic, except motorized wheelchairs for disabled pedestrians, curbs, removable lockable posts and bollards are suggested mechanisms to achieve this.**

COMMENT:

Due to the width of the proposed sidewalk connection between Coho Street and S. Hwy 211, lockable posts and bollards are not proposed.

10. **Accessways.**

- a. **Pedestrian / bicycle accessways shall be provided in the following situations:**
 - i. **In all residential districts, accessways shall be included where practicable and shall provide reasonably direct access to the development;**
 - ii. **Access to other adjacent developments and to adjacent undeveloped property likely to be subdivided or otherwise developed in the future.**

COMMENT:

The attached Preliminary Site Plan indicates that the applicant proposes to provide a sidewalk connection from the terminus of Coho Street to S. Hwy. 211. The applicant is not proposing to extend accessways to the northwest and southwest of the site since those adjacent properties are fully developed. The applicant is also not proposing to extend an accessway to the northeast since the adjacent property is located outside the City's UGB and is zoned EFU.

- b. **In residential, commercial and industrial districts accessways shall be included to:**
 - i. **Connect with existing or approved accessways which abut the site, or to provide future connection(s) to abutting underdeveloped and undeveloped properties;**
 - ii. **Provide reasonably direct access to nearby neighborhood activity centers, transit trunk routes and other transit facilities;**
 - iii. **Provide reasonably direct connections from cul-de-sacs to the nearest available street or**

neighborhood activity center.

COMMENT:

The proposed sidewalk connection from the terminus of Coho Street provides a direct pedestrian connection to S. Hwy. 211. The attached Aerial Photograph illustrates that there are no existing or proposed accessways, activity centers, or transit facilities in the vicinity of the subject site.

- c. **Entry points shall align wherever practicable with pedestrian crossing points along adjacent streets and with adjacent street intersections.**

COMMENT:

The attached Preliminary Site Plan demonstrates that the proposed sidewalk between Coho Street and S. Hwy 211 is located where a pedestrian connection is most practicable.

- d. **The length of pedestrian / bicycle accessways between public streets shall not exceed 1,000 feet.**
 - i. **Such accessways shall be free of horizontal obstruction and shall have a 9½ foot vertical clearance measured from the highest point on the ground at placement;**
 - ii. **To safely accommodate both pedestrians and bicycles, the right-of-way widths of such accessways shall be as follows:**
 - (A) **The accessways shall have a minimum 15-foot-wide right-of-way with a minimum 10-foot-wide paved surface;**
 - (B) **If an accessway also provides a secondary fire access or a public utility corridor, the right-of-way width shall be at least 20 feet with a minimum 15-foot-wide paved surface.**

COMMENT:

The length of the proposed pedestrian connection between Coho Street and S. Hwy 211 is 10.50 feet. Due to this short length, the applicant is proposing to install a 5-ft.wide concrete sidewalk. As required, the pedestrian connection will be free of horizontal and vertical obstructions in accordance with this section. The proposed sidewalk connection is not required for secondary fire access or a public utility corridor.

- e. **Accessways shall be direct with both end points of the accessway visible from any point along the accessway except as otherwise approved by the**

Planning Director and/or Public Works Director/City Engineer.

COMMENT:

As required, the proposed sidewalk connection will be visible from Coho Street and S. Hwy. 211.

- 11. **Walkways in Parking Areas.** Provide well defined pedestrian walkways through parking areas and from public sidewalks into the site. Well defined walkways use pavers, changes in color, texture, and composition of paving materials and vertical plantings such as trees and shrubs.

COMMENT:

There are no common parking areas proposed with this development.

- 12. **Include, as appropriate, a bikeway, pedestrian walkway or jogging trail.**

COMMENT:

Due to the short distance from the terminus of Coho Street to S. Hwy 211, the applicant is not proposing develop facilities which are listed above.

CHAPTER 18.08: LANDSCAPING, STREET TREES, FENCES AND WALLS

Section 18.08.020: Landscape conservation.

This section prevents the indiscriminate removal of significant trees and other vegetation, including vegetation associated with streams, wetlands, and other protected natural resource areas. This section cross-references with Chapter 18.28, which regulates development of sensitive lands.

- A. **Applicability.** All development sites containing significant vegetation, as defined below, shall comply with the standards of this section. The purpose of this section is to incorporate significant native vegetation into the landscapes of development and protect vegetation that is subject to requirements for Sensitive Lands (Chapter 18.28). The use of mature, native vegetation within developments is a preferred alternative to removal of vegetation and re-planting. Mature landscaping provides summer shade and wind breaks, controls erosion, and allows for water conservation due to larger plants having established root systems.

COMMENT:

A survey of the site and a review of City maps did not identify the presence of drainageways, wetlands, or other significant natural resources on the property. The extension of the adjacent public right-of-way and development of Coho Street will require the removal of existing non-significant vegetation. The attached Preliminary Grading Plan indicates the extent of grading that is required for the development.

Section 18.08.030: Landscaping.

This section sets standards for and requires landscaping of all development sites that require Site Design Review. This section also requires buffering for parking and maneuvering areas, and between different land use districts. Note that other relevant standards are provided in Title 17, Land Use Districts, for specific types of development.

- A. **Applicability.** This section shall apply to all new developments requiring Site Design Review.

COMMENT:

At this time, the applicant is only requesting preliminary plat approval for the proposed subdivision. Compliance with applicable standards, including flag lot screening, will be verified by the City when Site Design Review is completed for the proposed development.

Section 18.08.040: Street trees.

COMMENT:

The attached Existing Conditions Plan demonstrates that the adjacent 50-ft. Coho Street right-of-way is currently improved with 35-ft. of pavement, 6-in. curbs, and 5-ft. curbtight sidewalks. The Preliminary Site Plan indicates that the applicant is proposing to match these existing roadway improvements when extending Coho Street for the proposed development (see Exhibit 4). The current design for Coho Street does not include planting strips or street trees, and provides a 10' P.U.E. along the right-of-way. Since street trees may not be planted within the P.U.E. area, the remaining front yard areas do not have adequate space to accommodate the trees. Due to these conditions, the applicant is not proposing to install street trees with the proposed extension of Coho Street.

Section 18.08.050: Fences and walls.

Sets standards for new fences and walls, including maximum allowable height and materials, to promote security, personal safety, privacy, and aesthetics.

Construction of fences and walls shall conform to all of the following requirements:

COMMENT:

The attached Preliminary Grading Plan indicates that no retaining walls are required for development of the site. The Preliminary Site Plan also indicates that no fences are currently proposed with this subdivision development. Compliance with the fence standards will be verified by the City when building permits are issued for the single-family dwellings.

CHAPTER 18.12: PARKING AND LOADING

Section 18.12.030: Automobile parking standards.

- A. Vehicle Parking—Minimum Standards by Use.** The number of required off-street vehicle parking spaces shall be determined in accordance with the standards in Table 18.12.030.A, or alternatively, through a separate parking demand analysis prepared by the applicant and subject to a Type II Land Use Review. Where a use is not specifically listed in this table, parking requirements are determined by finding a use that is similar to one of those listed in terms of parking needs, or by estimating parking needs individually using the demand analysis option described above. Parking that counts toward the minimum requirement is parking in garages, carports, parking lots, bays along driveways, shared parking, and designated on-street parking.

COMMENT:

Following final plat approval, the applicant will develop 7 detached single-family dwellings on the site. Per Table 18.12.030(A), single-family dwellings require a minimum of two parking spaces, with a minimum of one covered spaces. The applicant is planning to develop 2-car garages on each of the proposed lots. Compliance with the minimum parking standard will be verified by the City when building permits are issued for the single-family dwellings.

- G. General Parking Standards.**
 - 1. Location.** Parking is allowed only on streets, within garages, carports, and other structures, or on driveways or parking lots that have been developed in conformance with this Code. Title 17, Land Use Districts, prescribes parking location for some land uses (e.g., the requirement that parking for some multiple family and commercial developments be located to side or rear of buildings), and Chapter 18.04, Access and Circulation, provides design standards for driveways. Street parking spaces shall not include space in a vehicle travel lane (including emergency or fire access lanes), public right-of-way, pedestrian accessway, landscape, or other undesignated area.

COMMENT:

As required, parking for the proposed development will occur only in the permitted locations listed above.

Section 18.12.040: Bicycle parking requirements.

- B. Exemptions. The following are exempt from bicycle parking requirements:**
 - 1. Single-family and two-family housing (attached, detached, or manufactured housing)**

COMMENT:

The applicant is requesting approval of a 7-lot subdivision to permit the development of single-family housing, therefore bicycle parking standards do not apply.

Section 18.12.050: Loading areas.

- B. Applicability. This section does not apply to residential properties nor does it apply in the C-1 district, except when the floor area is greater than 20,000 square feet in size.**

COMMENT:

The applicant is requesting approval of a residential use, therefore this section does not apply.

CHAPTER 18.16: PUBLIC FACILITIES

Section 18.16.020: Transportation standards.

- A. Development Standards. The following standards shall be met for all new uses and developments:**
 - 1. All new lots created, consolidated, or modified through a land division, partition, lot line adjustment, lot consolidation, or street vacation must have frontage or approved access to a public street.**
 - 2. Streets within or adjacent to a development shall be improved in accordance with the Transportation System Plan and the provisions of this chapter.**
 - 3. Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this section, and public streets shall be dedicated to the applicable road authority.**

4. **New streets and drives shall be paved with an all-weather surface as approved by the Public Works Director.**
5. **Through street connections between neighborhoods shall occur unless applicants can demonstrate that they are not feasible.**

COMMENT:

As indicated by the attached Preliminary Plat and Preliminary Site Plan, the applicant is proposing to dedicate right-of-way to the City for the extension of Coho Street. The attached plans indicate that the applicant is also proposing to dedicate additional right-of-way to ODOT to meet arterial street width standards along S. Hwy 211. To meet arterial street intersection spacing standards, the applicant is not proposing to connect Coho Street roadway improvements with S. Hwy 211. The applicant's Preliminary Site Plan demonstrates that all of the proposed lots have direct frontage on Coho Street, which is classified as a local street.

6. Conditions to be considered during review include:

- a. **Relation to existing and planned streets;**
- b. **Topographical conditions and natural resource corridors;**
- c. **Public convenience and safety for all modes of travel;**
- d. **Existing and identified future transit routes and pedestrian/bicycle accessways;**
- e. **Proposed use of land to be served by the streets; and**
- f. **The street system shall assure adequate traffic circulation with angles of intersection, grades, tangents and curves appropriate for both the type and volume of traffic to be carried and the terrain upon which that traffic will be carried. Streets shall connect to existing or approved stub streets that abut the development.**

COMMENT:

The attached Preliminary Site Plan and Preliminary Grading Plan demonstrate that all of the conditions listed above were considered during the design of the proposed transportation facilities (see Exhibit 4). Due to access restrictions on S. Hwy 211, the applicant is providing access to the single-family lots through the extension of Coho Street, a Local Street right-of-way. The applicant's exhibits demonstrate that the proposed street improvements will accommodate vehicle, bicycle, and pedestrian modes of travel. The attached plans indicate that the proposed grading for Coho Street is minimal, and significant natural resources will not be impacted by the development. As proposed, the street's design meets all City standards and is appropriate for the subdivision's low traffic volume.

- B. Improvements.** All street improvements, including sub-base, base, pavement, curbs, sidewalks, and surface drainage shall conform to the provisions of this Code and the specifications and standards on file in the office of the Director of Public Works.

COMMENT:

As required, all street improvements will conform to City Public Works standards and specifications.

C. Streets Access.

1. Any street or accessway that serves 25 or more dwelling units shall be designed with at least 2 means of access to collector streets. Access to collector streets shall be by permanent dedicated public roadways built to City standards.

COMMENT:

As proposed, Coho Street will serve the transportation needs of the development's 7 dwelling units. Therefore, the proposed transportation facilities are designed meet Local Street standards.

2. Where a subdivision abuts or contains an existing or proposed arterial street, the Planning Director may require marginal access streets, reverse frontage lots with suitable depth, screen plantings contained in a non-access reservation along the rear or side property line, or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

COMMENT:

The attached Preliminary Site Plan indicates that adequate width has been for Lots 1, 2, and 7 to provide a buffer between the single-family dwellings and S. Hwy 211.

- D. Creation of Rights-of-Way for Streets and Related Purposes.** Streets shall be created through the approval and recording of a final subdivision or partition plat; except the City may approve the creation of a street by acceptance of a deed, provided that the street is deemed in the public interest by the City Council for the purpose of implementing the Transportation System Plan, and the deeded right-of-way conforms to the standards of this Code.

A private access easement to be established by deed without full compliance with these regulations shall be approved by the Planning Director, provided it is the only reasonable method by which the rear portion of an unusually deep lot, large enough to allow partitioning into 2 parcels may be provided with an

accessway.

COMMENT:

As required, the final plat will be recorded to create right-of-way for the extension of Coho Street, dedicate additional right-of-way for S. Hwy. 211, and provide a reciprocal access easement for Lots 2 and 3.

- E. Creation of Access Easements.** The City may approve an access easement when the easement is necessary to provide for access and circulation in conformance with Chapter 18.04, Access and Circulation. Access easements shall be created and maintained in accordance with the Uniform Fire Code.

COMMENT:

The applicant is proposing to establish a reciprocal access easement for the shared driveway which serves Lots 2 and 3. If the access easement is approved by the City, it will be recorded on the final plat and applicable property deeds.

- F. Streets, Existing.** Whenever existing streets adjacent to or within a tract are of inadequate right-of-way shall be provided at the time of subdivision/partition/development.

COMMENT:

The attached Preliminary Plat indicates that the applicant is proposing to dedicate an additional 2.50-ft. of right-of-way along S. Hwy. 211. With this right-of-way dedication to ODOT, the half-street width will meet Transportation System Plan (TSP) standards.

- G. Street Location, Width, and Grade.** Except as noted below, the location, width and grade of all streets shall conform to the Transportation System Plan and an approved street plan or subdivision plat. Street location, width, and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets:
 - 1.** Street grades shall be approved by the Public Works Director/City Engineer in accordance with the design standards listed in this chapter; and
 - 2.** Where the location of a street is not shown in an existing street plan, the location of streets in a development shall either:
 - a.** Provide for the continuation and connection of existing streets in the surrounding areas, conforming to the street standards of this chapter; or

- b. **Conform to a street plan adopted by the City if it is impractical to connect with existing street patterns because of particular topographical or other existing conditions of the land. Such a plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets, and the need for public convenience and safety.**

COMMENT:

The attached Preliminary Site Plan and Preliminary Grading Plan indicate that the proposed Coho Street improvements meet the City's street grade standards. Due to access restrictions on S. Hwy 211, the applicant is not proposing to connect the Coho Street roadway improvements to the highway. However, to permit pedestrian connectivity, the attached plans indicate that the applicant is proposing to provide a short sidewalk connection from the terminus of Coho Street to S. Hwy. 211.

- I. **Minimum Rights-of-Way and Street Sections. Street rights-of-way and improvements shall be the widths in Table 18.16.1. A variance shall be required to vary the standards in Table 18.16.1.**
 - 1. **Except as otherwise required in this chapter, the street rights-of-way in or along the boundary of a subdivision, partition, or parcel for which a building permit is being requested under this Code shall have up to one-half the following minimum widths, as determined by the Planning Director:**
 - a. **Arterial. Arterials are roadways that are primarily intended to serve traffic entering and leaving the urban area. While arterials may provide access to adjacent land, that function is subordinate to the travel service provided to major traffic movements. Arterials are the longest-distance, highest-volume roadways within the urban growth boundary. Although the streets focus on serving longer distance trips, pedestrian and/or bicycle activities often are also associated with the arterial streetscape.**

COMMENT:

The attached Preliminary Plat indicates that the proposed right-of-way dedication will provide a 32.50-ft. half-width along the site's S. Hwy. 211 frontage. The proposed right-of-way width meets arterial street standards under Table 18.16.1.

- c. **Local Streets. Local streets are primarily intended to provide access between abutting land uses. Local street facilities offer the lowest level of mobility and consequently tend to be short, low-speed facilities. As such, local streets should primarily serve**

passenger cars, pedestrians, and bicyclists; heavy traffic should be discouraged. On-street parking is common and sidewalks are typically present.

COMMENT:

The attached Preliminary Plat indicates that the applicant is proposing to dedicate 50.00-ft. of right-of-way for Coho Street, meeting the width requirement for a Local Street.

2. **Where a range of width is indicated, the width shall be the narrower in the range unless unique and specific conditions exist as determined by the decision-making authority based upon the following factors:**
 - a. **Street classification in the Transportation System Plan;**
 - b. **Anticipated traffic generation;**
 - c. **On-street parking needs;**
 - d. **Sidewalk and bikeway requirements based on anticipated level of use;**
 - e. **Requirements for placement of utilities;**
 - f. **Street lighting;**
 - g. **Minimize drainage, slope, and sensitive lands impacts, as identified by Chapter 18.28;**
 - h. **Street tree location, as provided for in Chapter 18.08;**
 - i. **Protection of significant vegetation, as provided for in Chapter 18.08;**
 - j. **Safety and comfort for motorists, bicyclists, and pedestrians;**
 - k. **Street furnishings (e.g., benches, lighting, bus shelters, etc.), when provided;**
 - l. **Access needs for emergency vehicles; and**
 - m. **Transition between different street widths (i.e., existing streets and new streets).**

COMMENT:

The applicant, City, and ODOT staff discussed applicable factors at the March 2, 2016 Pre-Application Conference. The applicant is proposing street right-of-way widths based on agency feedback at the meeting and the attached ODOT Response Form (see Exhibit 3).

- J. Connectivity.** Applicants submitting preliminary development plans shall provide for local streets oriented to, or connecting with, existing or planned streets, existing or planned schools, parks, shopping areas, transit stops provide for the extension of local streets to adjoin major undeveloped properties and for the eventual connection to the existing street system. Connections to existing or planned streets and undeveloped properties along the border of the parcel shall be provided at no greater than 1000-foot intervals, unless the Planning Director determines that 1 or more of the following conditions exist:
- 1. Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided.**
 - 2. Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment.**
 - 3. Streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of February 1, 2007 which preclude a required street or accessway connection.**

COMMENT:

The attached Preliminary Site Plan demonstrates that street connectivity is provided where feasible. The proposed development of Coho Street provides an extension of the stubbed right-of-way into the site. Due to access restrictions on S. Hwy 211, an arterial street, the applicant is not proposing to connect the Coho Street roadway improvements to the highway. However, to provide pedestrian connectivity, the attached plans indicate that the applicant is proposing to provide a short sidewalk connection between Coho Street and S. Hwy. 211. Adjacent lots to the northwest and southwest of the site are currently developed with single-family dwellings, therefore street connections to those properties are not proposed. The applicant is also not proposing a connection to the northeast since that property is located outside of the City's Urban Growth Boundary (UGB).

- K. Dead-End Streets.** When it appears necessary to continue a street or public accessway into a future subdivision or adjacent property, streets or public accessways shall be platted to the boundary of the subdivision or partition. The street may be platted without a turnaround unless the Planning Director finds that a turnaround is necessary. In all other cases, cul-de-sacs

shall have a turnaround with a property line radius of not less than 45 feet to the property line.

COMMENT:

As mentioned above, S. Hwy 211 is classified as an arterial street. Therefore, due to access restrictions, the applicant is not proposing to connect the Coho Street roadway improvements to the highway. As permitted under Section 18.16.020(AA), the applicant is proposing to terminate Coho Street with a hammerhead turnaround that meets Fire Code standards. The attached Preliminary Site Plan identifies the location and dimensions of the proposed turnaround (see Exhibit 4).

N. Subdivision Street Connectivity. All subdivisions shall conform to all the following access and circulation design standards, as applicable:

1. **Connectivity to Abutting Lands.** The street system of proposed subdivisions shall be designed to connect with existing, proposed, and planned streets outside of the subdivision as provided in this section. Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided to allow access to future abutting subdivisions and to logically extend the street system into the surrounding area. All street stubs shall be provided with a temporary turn-around unless specifically exempted by the Fire Marshal, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.

COMMENT:

Since adjacent lots to the northwest and southwest of the site are currently developed with single-family dwellings, street connections are not proposed to those properties. The applicant is also not proposing a connection to the northeast since that property is located outside of the City's UGB.

2. **When Abutting an Arterial Street.** Property access to abutting arterials shall be minimized. Where such access is necessary, shared driveways may be required in conformance with Chapter 18.04. If vehicle access off a secondary street is possible, then the road authority may prohibit access to the arterial.

COMMENT:

The attached Existing Conditions Plan demonstrates that access to the site is possible from Coho Street, a designated local street (see Exhibit 4). For this reason, the applicant is not proposing access to the site from S. Hwy 211, an abutting arterial street.

3. **Continuation of Streets.** Planned streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods and to facilitate emergency access and evacuation. Connections shall be designed to meet or exceed the standards in subsection (N)(4) below, and to avoid or minimize through traffic on local streets. Appropriate design and traffic control and traffic calming measures, as provided in subsection H, are the preferred means of discouraging through traffic.

COMMENT:

The Preliminary Site Plan indicates that the applicant is proposing to extend Coho Street into the site, meeting the standards of this section.

4. **Street Connectivity and Formation of Blocks.** In order to promote efficient vehicular and pedestrian circulation throughout the City, subdivisions and site developments of more than 2 acres shall be served by a connecting network of public streets and/or accessways, in accordance with the following standards (minimum and maximum distances between 2 streets or a street and its nearest accessway).
 - a. **Residential Districts.**
 - i. **Minimum of 100 foot block length.**
 - ii. **Maximum of 600 foot block length.** When blocks are created, due to unusual conditions, that exceed 600 feet in length, a pedestrian way with a minimum width of 10 feet shall be provided through the middle of the block when desirable for public convenience. When desirable for public convenience, pedestrian ways may be required to connect to cul-de-sacs or to pass through unusually shaped blocks.

COMMENT:

With the extension of Coho Street, the block length from Chinook Street is approximately 250-ft., meeting the standards of this section.

5. **Accessway Standards.** Where a street connection in conformance with the maximum block length standards in subsection (N)(4) is impracticable, an accessway shall be provided at or near the middle of a block in lieu of the street connection, as generally shown in Figure

18.16.020.G. The City may also require developers to provide an accessway where a cul-de-sac or other street is planned and the accessway would connect the streets or provide a connection to other developments. Such access ways shall conform to all of the following standards:

- a. Accessways shall be no less than 10 feet wide and located within a right-of-way or easement allowing public access and, as applicable, emergency vehicle access;**
- b. All accessways in the subdivision shall be lit. Accessway illumination shall provide at least 2 foot-candles;**
- c. A right-of-way or public access easement provided in accordance with subsection (N)(5)(b) that is less than 20 feet wide may be allowed on steep slopes where the decision body finds that stairs, ramps, or switch-back paths are required;**
- d. All accessways shall conform to applicable ADA requirements;**
- e. The City may require landscaping as part of the required accessway improvement to buffer pedestrians from adjacent vehicles, provided that landscaping or fencing adjacent to the accessway does not exceed 4 feet in height;**
- f. Which may be modified by the decision body without a variance when the modification affords greater convenience or comfort for, and does not compromise the safety of, pedestrians or bicyclists; and**
- g. Subdivisions shall be in conformity with any development plans and shall take into consideration any preliminary plans made in anticipation thereof. Subdivisions shall conform to the requirements of state law and the standards established by this title.**

COMMENT:

As discussed above, the Coho Street roadway improvements cannot be connected with S. Hwy. 211 due to access restrictions on the highway. The attached plans demonstrate that the distance between Coho Street terminus and S. Hwy 211 is 10.50 feet. Due to this short length, the applicant is proposing to install a 5-ft.wide concrete sidewalk connection from the Coho Street terminus to the highway. Since the sidewalk connection is located within the Coho Street right-of-way, the proposed sidewalk connection meets the applicable standards of this section. As demonstrated by the attached Preliminary Grading Plan, the proposed sidewalk connection will meet ADA standards and will not compromise safety. Required lighting and landscaping for the proposed sidewalk connection will be installed in accordance with City standards.

O. Boundary Street Requirements for Subdivisions.

- 1. For boundary streets in subdivisions, the Planning Director may require the construction and dedication of half-street improvements. If the Planning Director determines that a required dedication and improvement is insufficient to provide, at minimum, 1 travel lane in each direction or proper street grade, the Planning Director may require a 3/4 street improvement.**
- 2. Notwithstanding subsection (O)(1) of this section, properties that have received tentative subdivision approval and in which 1 or more phases have been built, the Planning Director may require as a condition of partition approval any necessary street improvements and rights-of-way dedication, up to, but not exceeding, the street improvement identified in the subdivision tentative approval. The applicant may request deferral of said improvement until the street improvements are deemed required by City Council. An applicant seeking deferral shall sign an agreement that specifies the terms of the deferral. A deferral agreement shall be in a form approved by the City Attorney and shall be filed in the deed records with Clackamas County. Street improvement deferral shall be noted on the final plat approved by the Planning Director.**
- 3. When an area within a subdivision is set aside for commercial or industrial use, or where probable future conditions warrant, the Planning Director may require dedication and improvement of streets to greater widths as explained throughout this Code.**
- 4. Where topographical requirements necessitate either cut or fill for proper grading of streets, additional right-of-way width or slope easements may be required to allow for all cut and fill slopes.**

5. **Deferral—City Required.** Where future street improvements are anticipated, the Director of Public Works may require all or a portion of the improvement to be deferred.
6. **Deferral Agreement.** When a deferral is required, the applicant shall sign a street improvement deferral agreement and pay the fees set by City Council resolution. The agreement shall be in a form approved by the City Attorney, shall be filed in the deed records of Clackamas County, and shall provide that required street improvements be constructed at such time as the City Council directs or at such other time as may be specified.

COMMENT:

The attached Existing Conditions Plan illustrates that S. Hwy 211 is an existing boundary street which fronts the subject site. This street is currently improved with 1 travel lane in both directions. Per the City's TSP and the attached comments from ODOT, street frontage improvements along S. Hwy. 211 are required to meet 'Arterial Street – Option A' standards, including a 14-ft. center lane, 12-ft. travel lane, 6-ft. bike lane, 6-in. curb, and 6-ft. sidewalk. To meet arterial street standards, the applicant is proposing to dedicate an additional 2.5-ft. of right-of-way along the highway.

Since there are safety concerns associated with installing partial street frontage improvements, a more comprehensive approach to the highway widening project is in the public interest. Haphazard road widening on arterial roadways with higher speeds creates confusion for drivers. Intermittent street improvements also encourage pedestrians to walk along dangerous road shoulders when navigating their way between sidewalk segments. Therefore, since the City is currently planning to construct improvements to S. Hwy. 211 in the vicinity of the subject site, the applicant is proposing to defer the required street frontage improvements. In accordance with the above standards, the applicant is proposing to pay a fee in-lieu of installing the partial street improvements.

Q. Flag Lots in a Subdivision. Within subdivisions, the Planning Director may waive or relax any of the lot development standards set forth in the Molalla Municipal Code to not less than the minimums specified in this section for up to 5% of the lots in the subdivision, any fraction of a lot of ½ or more counting as a full allowable lot in such computation. Any lesser fraction shall not be counted as allowable lot.

1. **Width.** As prescribed in this Code, not including the accessway.
2. **Depth.** As prescribed in the underlying zoning district, not including the accessway.
3. **Area.** As prescribed in the underlying zoning district, not including the accessway.
4. **Yards and Setbacks.** As prescribed in the underlying zoning

district.

- 5. Accessways. The portion of the lot or easement providing access to a street shall be created and developed to not more or less than the standards in the underlying zoning district. Reciprocal and irrevocable access rights for all parcels using the accessway shall be included on the final map and deeds for the individual parcels. The property address shall be posted at the intersection of the accessway and the street as provided in Title 20.**

COMMENT:

The applicant's Preliminary Plat indicates that Lots 2 and 3 are proposed as flag lots with a 20-ft. wide reciprocal access easement over the shared driveway. The attached Preliminary Site Plan demonstrates that proposed lot areas, dimensions, and setbacks meet the standards of the R-1 zoning district.

- S. Flag Lots, General. Flag lots, capable of serving 3 or more homes, shall not be created unless no other alternative exists. All attempts shall be made to create a street with adjoining properties over time in order to fully develop parcels of land. Adequate turnaround for fire apparatus as required by the Molalla Fire Department shall be made. Flag lots shall be subject to the following standards:**
 - 1. The creation of a flag lot shall not conflict with a proposed street extension.**
 - 2. Flag lots created on adjoining properties shall have adjoining accessways, but in no case shall more than 2 adjoining accessways be created.**
 - 3. The location of flag lot accessways shall be subject to approval by the Planning Director. The Planning Director may disapprove the location of any flag lot accessway which is not consistent with the requirements of the Comprehensive Plan, City ordinances and standards, or which could create a traffic hazard.**
 - 4. No more than 8 dwelling units may be located on a flag lot.**

COMMENT:

The attached Preliminary Site Plan indicates that two flag lots with adjoining shared access is proposed. The shared driveway is 16-ft. wide to provide fire access. However, since the driveway is less than 150-ft. in length, a fire turnaround is not required.

- 5. Accessways shall meet the following requirements:**
 - a. Accessways shall be paved with a minimum of 2-inch**

asphalt surfacing and 4 inches of crushed rock base;

- b. Accessways shall be contoured to meet the existing ground level;
- c. The accessway shall be for access to a lot(s) and shall not be included as part of the minimum area required for the lot;
- d. Accessways shall not be extended more than 150 feet unless written approval for a longer accessway is obtained from the Molalla Fire Department; and
- e. Pavement width and buffering:
 - i. Paved areas shall not be less than 16 feet wide;
 - ii. A 2 foot buffer on either side of the paved surface shall exist.

When an adjoining accessway occurs, the buffer between the 2 accesses shall be paved leaving a 2-foot buffer on each side of the total width of the paved flag lot.

COMMENT:

The proposed shared driveway for Lots 2 and 3 is proposed to be paved with a 16-ft. wide asphalt surface and will be contoured to meet the proposed grade. As required, the attached Preliminary Plat excludes the flag pole portions when determining lot areas. Since the proposed shared driveway is less than 150-ft. in length, a turnaround meeting Fire Code standards is not required.

Under Section 18.04.020(K) and Chapter 21.02, a minimum paved driveway width of 14-ft. is required for driveways serving 3 or more car garages. To meet Fire Code standards, the shared driveway is required to provide a minimum paved surface of 12-ft. and a minimum clearance width of 20 feet. Therefore, the applicant's proposal to install a 16-ft. wide paved shared driveway within a 20-ft. wide reciprocal easement meets the required pavement width and buffering standards.

U. Future Street Plan and Extension of Streets.

- 1. A future street plan shall be filed by the applicant in conjunction with an application for a subdivision in order to facilitate orderly development of the street system. The plan shall show the pattern of existing and proposed future streets from the boundaries of the proposed land division and shall include other divisible parcels within 600 feet surrounding and adjacent to the proposed land division. The street plan is not binding; rather it is intended to show potential future street extensions with future development.

COMMENT:

The attached Aerial Photograph/Future Street Plan shows how the proposed subdivision will facilitate orderly development of the street system. The plans include all divisible parcels within 600 feet of the subject site (see Exhibit 4).

2. **Streets shall be extended to the boundary lines of the parcel or tract to be developed when the City determines that the extension is necessary to give street access to, or permit a satisfactory future division of, adjoining land. The point where the streets temporarily end shall conform to subsections (U)(2)(a) through (c) below:**

COMMENT:

As mentioned previously, the applicant is not proposing to extend roadway improvements to the boundary of the subdivision due access restrictions on Hwy. 211, the surrounding development pattern, and the location of the City's UGB.

V. Street Alignment, Radii, and Connections.

1. **Street Alignment. All streets other than minor streets or cul-de-sacs, as far as practical, shall be in alignment with existing streets by continuations of the centerlines. Staggered street alignment which results in "T" intersections shall leave a minimum distance of 200 feet between the centerlines (300 feet for major collectors and arterials) of streets having approximately the same direction.**

COMMENT:

The attached Preliminary Site Plan indicates that the applicant is proposing to slightly angle the centerline alignment of Coho Street as it enters the subject site (see Exhibit 4). The proposed alignment is due to the angle of S. Hwy. 211 relative to the existing Coho Street alignment, as well as need to provide access to the southwest portion of the site.

2. **Street Spacing. The following details the spacing standards for streets when proposed near the distance specific below for another street.**
 - a. **Local streets – 150 feet from centerline to centerline.**
 - b. **Neighborhood collector – 300 feet from centerline to centerline.**
 - c. **Major collector/arterial – 600 feet from centerline to centerline.***

- d. Molalla Forest Road – 800 feet from centerline to centerline.

COMMENT:

The applicant is not proposing to connect the Coho Street roadway improvements to S. Hwy 211, since the resulting street spacing is less than the minimum requirement for arterial roadways.

3. All local and collector streets that stub into a development site shall be extended within the site to provide through circulation unless prevented by environmental or topographical constraints, existing development patterns, or compliance with other standards in this Code. This exception applies when it is not possible to redesign or reconfigure the street pattern to provide required extensions. Land is considered topographically constrained if the slope is greater than 15% for a distance of 250 feet or more. In the case of environmental or topographical constraints, the mere presence of a constraint is not sufficient to show that a street connection is not possible. The applicant must show why the environmental or topographic constraint precludes some reasonable street connection.
4. Proposed streets or street extensions shall be located to allow continuity in street alignments and to facilitate future development of vacant or redevelopable lands.
5. Corner curb radii shall be at least 20 feet, except where smaller radii are approved by the Public Works Director/City Engineer.

COMMENT:

The attached Existing Conditions Plan indicates that Coho Street currently stubs to the subject site. The attached Preliminary Site Plan indicates that the applicant is proposing to extend Coho Street into the site. Due to access restrictions, the applicant is not proposing to connect the Coho Street roadway improvements to S. Hwy 211. The attached plans demonstrate that there are no required corner radii within the proposed subdivision.

- W. Sidewalks, Planter Strips, Bicycle Lanes. Sidewalks, planter strips, and bicycle lanes shall be installed in conformance with the standards in Table 18.16.1, applicable provisions of the Transportation System Plan, the Comprehensive Plan, and adopted street plans. Maintenance of sidewalks and planter strips in the right-of-way is the continuing obligation of the adjacent property owner.

COMMENT:

The applicant is proposing to extend Coho Street into the site. Local Street standards require minimum of 12-ft. travel lanes, 8-ft. parking lane on one side, 6-in. curbs, and 5-ft. sidewalks within a 50-ft. right-of-way. The applicant is proposing to match Coho Street's existing improvements (see Exhibit 4). As required, on-going maintenance of the sidewalks will be the responsibility of future property owners within the development.

- X. Intersection Angles.** Streets shall be laid out so as to intersect at an angle as near to a right angle as practicable, except where topography requires a lesser angle or where a reduced angle is necessary to provide an open space, pocket park, common area or similar neighborhood amenity. In addition, the following standards shall apply:
 - 1. Streets shall have at least 25 feet of tangent adjacent to the right-of-way intersection unless topography requires a lesser distance;
 - 2. Intersections which are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines of the acute angle; and
 - 3. Right-of-way lines at intersection with arterial streets shall have a corner radius of not less than 20 feet.

COMMENT:

The attached plans indicate that a street intersection is not proposed with the development. Therefore, these standards do not apply.

- Y. Existing Rights-of-Way.** Whenever existing rights-of-way adjacent to a proposed development are less than standard width, additional rights-of-way shall be provided at the time of subdivision or development, subject to the provision of this chapter.

COMMENT:

The attached Preliminary Plat indicates that the applicant is proposing to dedicate an additional 2.50-ft. of right-of-way along S. Hwy 211 to meet the arterial street width standard.

- Z. Streets—Half Streets.** While generally not acceptable, half-streets may be approved where essential to the reasonable development of the subdivision, when in conformity with the other requirements of these regulations, and when it is practical to require dedication of the opposing half-street during subdivision of the adjoining property. Whenever a half-street is adjacent to a tract to be subdivided, the opposing half-street shall be platted within such tract. Reserve strips and street plugs

may be required to maintain the objectives of half-streets.

COMMENT:

Per the City's TSP, half street improvements along S. Hwy. 211 include a 14-ft. center lane, 12-ft. travel lane, 6-ft. bike lane, 6-in. curb, and 6-ft. sidewalk. Since the City is planning on making street improvements along S. Hwy. 211 in the vicinity of the subject site, and due to safety concerns associated with a partial street frontage improvement, the applicant is proposing to defer the installation of street frontage improvements along the highway. As required under Section 19.04.210, the applicant will pay a fee in-lieu of installing the required street frontage improvements.

AA. Cul-De-Sacs. A cul-de-sac street shall only be used when environmental or topographical constraints, existing development patterns, or compliance with other standards in this Code preclude street extension and through circulation. When cul-de-sacs are provided, all of the following shall be met:

- 1. A cul-de-sac shall not exceed a length of 800 feet; the length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac.**

Approval of cul-de-sacs with a length greater than 400 feet shall be approved by the Molalla Fire Department.

COMMENT:

With the extension of Coho Street, the block length from Chinook Street is approximately 265-ft., meeting the standards of this section.

- 2. The cul-de-sac shall terminate with a circular or hammerhead turnaround meeting the Uniform Fire Code. Circular turnarounds shall have a radius of no less than 50 feet. Turnarounds shall be larger when they contain a landscaped island or parking bay at their center. When an island or parking bay is provided, there shall be a fire apparatus land of 20 feet in width.**

COMMENT:

The attached Preliminary Site Plan identifies the location of a 65-ft. x 65-ft. x 20-ft. wide hammerhead area at the end of Coho Street, meeting Fire Code turnaround standards (see Exhibit 4).

- 3. Parking in the cul-de-sac is prohibited unless otherwise approved by the hearing body.**

COMMENT:

As required, both sides of the shared driveway, and the northeast side of Coho Street within the hammerhead area, will be signed as fire lanes.

AB. Streets, Reserve Strips. Reserve strips or street plugs controlling access to streets will not be approved unless necessary for the protection of the public welfare or of substantial property rights in which case they may be required. The control and disposal of land containing reserve strips shall be placed within the jurisdiction of the City under conditions approved by the City Council.

COMMENT:

The applicant is not proposing reserve strips or street plugs with this development.

AC. Improvements. All street improvements, including sub base, pavement, curbs, sidewalks, and surface drainage shall conform to the provisions of this Code and the specifications and standards on file in the office of the Public Works Director.

COMMENT:

As required, all street improvements will conform to City Public Works specifications and standards.

AD. Grades and Curves. Grades shall not exceed 10% on arterials, 12% on collector streets, or 12% on any other street (except that local or residential access streets may have segments with grades up to 15% for distances of no greater than 250 feet), and:

1. Centerline curve radii shall not be less than 700 feet on arterials, 500 feet on major collectors, 350 feet on minor collectors, or 100 feet on other streets; and
2. Streets intersecting with a minor collector or greater functional classification street, or streets intended to be posted with a stop sign or signalization, shall provide a landing averaging 5% or less. Landings are that portion of the street within 20 feet of the edge of the intersecting street at full improvement.

COMMENT:

The attached Preliminary Grading Plan and Preliminary Plat demonstrate that street grades and curves will not exceed the standards of this section. No street intersections are proposed with this development.

AE. Curbs, Curb Cuts, Ramps, and Driveway Approaches. Concrete curbs, curb cuts, wheelchair ramps, bicycle ramps, and driveway approaches shall be constructed in accordance with standards specified in Chapter 18.04, Access and Circulation.

COMMENT:

This narrative has addressed how all curbs, curb cuts, and driveway approaches meet the standards of Chapter 18.04.

AG. Development Adjoining Arterial Streets. Where a development adjoins or is crossed by an existing or proposed arterial street, the development design shall separate residential access from through traffic and minimize traffic conflicts. (See also the access requirements under Section 18.04.020.) The development design shall include 1 or more of the following:

1. A parallel access street (frontage road) along the arterial with a landscape median (raised curbs) of not less than 10 feet in width separating the two streets;
2. Deep lots (120 feet or greater) abutting the arterial or major collector to provide adequate buffering with frontage along another street;
3. Screen planting within a non-access reservation (e.g., public easement or tract) of not less than 10 feet in width at the rear or side property line along the arterial; or
4. Other treatment approved by the City that is consistent with the purpose of this section.

COMMENT:

The attached Preliminary Site Plan indicates that adequate width has been proposed for Lots 1, 2, and 7 to provide a buffer between single-family dwellings and S. Hwy 211.

AJ. Street Names. No new street name shall be used which will duplicate or be confused with the names of existing streets in Clackamas County. Street names, signs, and numbers shall conform to the established pattern in the surrounding area, except as requested by emergency service providers.

1. Street names shall not be offensive in nature.
2. Street names shall be as concise as possible.

COMMENT:

The applicant is proposing to extend Coho Street into the site. There are no new streets proposed with this application.

AK. Street Signs. Prior to final acceptance of the street construction by the City or when a building permit is issued for the construction of any building in a subdivision or partition, the

developer shall install street signs for all paved blocks of street within the subdivision or partition. The signs shall meet the standards as set forth by the Public Works Director/Engineer. All elements of such installations shall be at the developer's expense.

COMMENT:

As required, the applicant will install all necessary street signs during construction of the proposed street.

AL. Streets.

1. Before issuance of a preliminary plat approval, the subdivision or partition must comply with the following:
 - a. The development within a subdivision shall have frontage on a public street.
 - b. The development will not generate traffic at volumes beyond the design capacity of the street. Pavement width and signalization are other factors that will be taken into consideration when determining level of service calculations.
 - c. The development will not create dangerous or hazardous traffic conditions.

COMMENT:

The attached Preliminary Plat demonstrates that all proposed lots have frontage on Coho Street. The proposed street extension will be improved to Local Street standards, therefore the transportation facility will not create dangerous or hazardous conditions. Since only 7 single-family lots will access the proposed street, the transportation facility has capacity to serve the development.

2. All streets, including alleys within a subdivision, streets abutting or only partially within a subdivision, and the extension of subdivision streets to the intercepting paving line of existing streets within which subdivision streets intersect, shall be improved to the following minimum standards:
 - a. The roadway shall be improved in accordance with the standards adopted by the City for acceptance and for maintenance of the street.
 - b. The entire right-of-way shall be brought to proper grade, and paved per City standards.
 - c. Concrete curbs shall be constructed along all street

frontages and shall be designed and located as established in standards adopted by the Public Works Director.

- d. Other street improvements installed at the developer's discretion, such as street trees, shall be in accordance with City standards.

COMMENT:

As demonstrated by the attached Preliminary Site Plan, the applicant is proposing to improve the Coho Street extension to Local Street standards. For the reasons mentioned above, the applicant is proposing to pay a fee in-lieu of installing the street improvements along S. Hwy 211.

Section 18.16.030: Pedestrian/bicycle/equestrian and public accessways.

A. Pedestrian/Bicycle/Equestrian Accessways.

2. Pedestrian/bicycle/equestrian accessways shall be provided in the following situations:

- a. In areas where full street connections are not possible, bicycle and pedestrian connections on public easements or rights-of-way should attempt to provide spacing of no more than 400 feet between connections except where barriers such as topography, railroads, highways, or pre-existing development exists.
- b. Accessways are required between discontinuous street rights-of-way, through mid-block locations where blocks are longer than 1,000 feet, or where the lack of street continuity creates inconvenient or out of direction travel patterns for local pedestrian or bicycle trips.

COMMENT:

The attached Preliminary Site Plan indicates that the applicant is proposing to extend a sidewalk from the terminus of Coho Street to S. Hwy. 211. The proposed pedestrian connection will provide an intersection spacing of approximately 260-ft. between the sidewalk connection and Shirley Street, meeting the requirements of this section.

c. Accessways shall be included as follows in all residential districts:

- i. To provide reasonably direct access to nearby neighborhood activity centers, transit trunk routes and other transit facilities;

- ii. Where practicable, to provide reasonably direct access to other adjacent developments and to adjacent undeveloped property likely to be subdivided, partitioned, or otherwise developed in the future;
- iii. To provide reasonably direct connections from cul-de-sacs and internal private drives to the nearest available street or neighborhood activity center;
- iv. To provide reasonably direct connections from cul-de-sacs or local streets to arterial or collector streets;
- v. To provide reasonably direct connections from designated or proposed paths to streets within the subdivision.

COMMENT:

The applicant is not proposing to connect accessways to the northwest and southwest of the site since those adjacent properties are fully developed. The applicant is also not proposing to provide an accessway to the northeast since the adjacent property is located outside of the City's UGB. As demonstrated by the attached Aerial Photograph, there are no activity centers in the vicinity of the site. Therefore, the proposed pedestrian connection from the terminus of Coho Street to Hwy. 211 provides the only reasonable connection to adjacent properties and transportation facilities.

3. Development Standards.

- a. Entry points shall align wherever practicable with pedestrian crossing points along adjacent streets and with adjacent street intersections.
- b. Accessways shall be free of horizontal obstructions and have a 9-foot, 6-inch high vertical clearance. To safely accommodate both pedestrians and bicycles, accessway rights-of-way widths shall be as follows:
 - i. Accessways shall provide a minimum 15-foot-wide right-of-way with a minimum 10-foot-wide paved surface.
 - ii. If an accessway provides secondary fire access or a public utility corridor, the right-of-way shall be at least 20 feet wide with a 15-foot-wide paved surface.

COMMENT:

Due to the short 10.50-ft. distance between the terminus of Coho Street and Hwy. 211, the applicant is proposing to install a 5-ft.wide concrete sidewalk connection (see Exhibit 4). As proposed, the pedestrian connection will adequately address the connectivity requirements of this section and will meet the required clearance standards. As demonstrated by the attached plans, the sidewalk connection is not required for fire access or for a public utility corridor.

- c. **Accessways shall be lit to enhance pedestrian and bicycle safety. Accessway lighting shall be provided by the developer to standards established by the City Engineer and shall maintain consistency with the City's Dark Skies Ordinance in Chapter 21.80, Lighting, shall be provided at both entrances and may also be required at intermediate points along the accessway, as appropriate for safety, as determined by the City Engineer.**
- d. **Accessways shall be fenced and screened along adjacent property by:**
 - i. **A thick vegetation screen at least 42 inches high.**
 - ii. **A minimum 5-foot-high fence with a row of 3- to 4-foot high evergreen shrubs or climbers planted along the fence. The fence shall be constructed with pressure treated structural members including a pressure treated cap.**
 - iii. **An evergreen vegetative screen must be erected if there is an existing fence on private property adjacent to the accessway. This vegetative screen shall be 4 feet high.**
 - iv. **In satisfying the requirements of this section, evergreen plant materials that grow over 4 feet in height shall be avoided. All plant materials shall be of a low maintenance variety and shall be reviewed and approved by the Planning Director.**

COMMENT:

As required, the applicant will provide necessary lighting and landscaping for the proposed sidewalk connection between Coho Street and S. Hwy. 211.

- e. **Accessways shall be designed to prohibit motorized traffic, except motorized wheelchairs for disabled pedestrians. Curbs, removable lockable posts and**

bollards are suggested mechanisms to achieve.

COMMENT:

Due to the narrow width of the proposed pedestrian connection between Coho Street and Hwy. 211, posts and bollards are not proposed.

- f. **Accessway surfaces shall be paved with all-weather hard-surfaced materials and designed to drain stormwater runoff to the side or sides of the accessway. Paving, storm drainage, shoulder treatment, and landscaping for accessways shall be as approved by the Director of Public Works and Planning Director.**

COMMENT:

The attached Preliminary Site Plan indicates that the proposed pedestrian connection will consist of a 5-ft. concrete sidewalk which meets City standards.

- 5. **Ownership, Liability and Maintenance of Accessways. To avoid non-maintenance of pedestrian/bicycle/equestrian accessways over time, the Planning Director shall require 1 of the following:**
 - a. **That accessways be dedicated to the public as public rights-of-way prior to the final approval of the development.**
 - b. **That the developer incorporates the accessway into a recorded easement or tract which specifically requires the property owner and future property owners to provide for the ownership, liability and maintenance of the accessway.**

COMMENT:

The attached Preliminary Plat indicates that the proposed sidewalk connection to Hwy. 211 will be located with the Coho Street right-of-way (see Exhibit 4). Therefore, an easement or tract is not required for maintenance purposes.

B. Public Accessways.

- 1. **When necessary for public convenience or safety, the Planning Director may require the developer to improve and dedicate public accessways that connect to cul-de-sacs, pass through oddly shaped or unusually long blocks, and/or provide for networks of public paths creating access to schools, parks, shopping centers, transit stops, or other community services.**

2. The accessway shall be designed and located to best accommodate public use and shall be constructed in accordance with the specifications and standards of the Director of Public Works. In addition, dedications may also accommodate utility easements and facilities.

COMMENT:

As mentioned above, the proposed sidewalk connection to S. Hwy. 211 is located in the Coho Street right-of-way. Therefore, dedication of a public accessway tract or easement for the sidewalk connection is not required.

Section 18.16.040: Block standards.

- A. **Blocks, Generally.** The length, width and shape of blocks shall be designed with due regard to providing adequate building sites for the use contemplated, consideration of needs for convenient access, circulation, control and safety of street traffic, and recognition of limitations and opportunities of topography.
- B. **Blocks, Sizes.** Blocks shall not exceed 1,000 feet in length between street lines, except blocks adjacent to arterial streets unless the previous adjacent layout or topographical conditions justify a variation.

COMMENT:

The attached plans demonstrate that the proposed development meets the City's block standards.

- C. **Blocks, Easements for Utility Lines.** Easements for sewers, drainage, water mains, electric lines, or other public utilities shall be dedicated wherever necessary. The easements shall be a minimum of 10 feet in width and centered on interior property lines except for guy wire tie-back easements, which shall be 6 feet wide by 20 feet long along property lines at change of direction points of easements.

COMMENT:

The attached Preliminary Plat indicates that no public easements are required or proposed with the 7-lot subdivision (see Exhibit 4).

Section 18.16.050: Lot standards.

- A. **Designated Frontage.**
 1. For corner lots the front lot line shall be that with the narrowest street frontage.

2. For double frontage lots the front lot line shall be that having frontage on a street designated by the applicant, approved by the Planning Director and clearly noted on the final plat.
3. For flag lots the line separating the building site of the lot from the lot between it and the street from which access is provided to the flag lot shall be deemed the front lot line for building setback purposes unless the Planning Director otherwise directs, in which case the building setback line so designated shall be clearly noted on the final plat.

COMMENT:

The attached Preliminary Site Plan indicates that all of the proposed lots have front setbacks oriented towards Coho Street, including the proposed flag lots (see Exhibit 4).

- B. **Side Lot Lines.** As far as practicable, side lot lines shall run at right angles to the street upon which the lot faces, except that on curved streets they shall be radial to the curve.
- C. **Rear Lot Line.** In the case of a triangular shaped lot, diamond shaped lot, or a trapezoidal lot which is narrowest at the rear and has a distance between the side lot lines at the rear of less than 10 feet, the rear line for building setback purposes shall be assumed to be a line 10 feet in length within the lot, parallel to and at the maximum distance from the front lot line. In the case of lots to which this provision applies, or others where the rear of the lot is narrower than 10 feet, the Planning Director shall require that the rear lot line be clearly noted on the final plat.
- D. **Curved Front Lines.** When front lines are on a curve, the front line distance shall be indicated on the final plat or map by bearing and chord distance.
- E. **Suitability for Intended Use.** All lots and parcels shall be suitable for the general purpose for which they are intended to be used. No lot or parcel shall be of such size or design as to be detrimental to the health, safety, or sanitary needs of the residents of the subdivision or partition of such lot.
- F. **Building Setback Lines.** Where topography, vegetation, or lot configuration dictate a different building envelope than that set by the Molalla Zoning Code and in order to properly develop the lot or parcel and site a building thereon, where accessways without street frontage are allowed, or where needed rights-of-way exceed that required to be dedicated, the Planning Director may require building setback lines to be shown on the plat or map without regard to the minimum setbacks specified in the Molalla Zoning Code. Such setback lines shall be observed to the

same extent as if required in the Molalla Zoning Code. If special building setback lines are to be established in the subdivision they shall be shown on the subdivision plan and included in the deed restrictions.

COMMENT:

The attached Preliminary Plat demonstrates that the proposed lots are suitable for residential development and have side lot lines perpendicular to Coho Street. As indicated on the attached Preliminary Site Plan, setbacks have been proposed to meet R-1 district requirements (see Exhibit 4). Proposed lot line dimensions, including curved property lines, have been provided on the attached plan.

- G. Lots, Size and Shape. Lot size, width, shape and orientation shall be appropriate for the location of the subdivision or partition and for the type of development and use contemplated, and shall meet the following conditions:**
 - 1. The minimum dimension of a lot or parcel shall conform to that required in the subject zoning district.**
 - 2. The square footage of a lot or parcel shall not be less than that allowed in the subject zoning district, with the following exceptions:**

COMMENT:

The attached Preliminary Plat demonstrates that all proposed lots meet area and dimensional standards of the R-1 district (see Exhibit 4).

- H. Lots, Access.**
 - 1. Every lot or parcel shall abut upon a public street.**
 - 2. The City may require the establishment of reciprocal cross-over easements on existing lots at the time of development in cases where the lot frontage on arterial roadways does not meet the minimum City or ODOT access management spacing standard.**
 - 3. Newly created lots on arterial roadways must be designed to access local or collector streets, rather than arterial roads, where feasible. All lots located along Highway 211 and Highway 213 that take access onto the Highway shall be required to provide cross-over easements to allow for reduced access points along the highway. Such cross-over requirements shall include each adjacent property where access could be gained to the highway.**

COMMENT:

The attached Preliminary Site Plan indicates that all proposed lots will take access from Coho Street, a local street.

- I. **Lots, Accessways.**
 - 1. All lots serviced by an accessway shall provide a continuous traffic flow pattern as approved by the Planning Director.
 - 2. Single-family lots containing a single-family residence are exempt from this requirement.
 - 3. No parking shall be allowed within an accessway.

COMMENT:

The attached plans indicate that a 16-ft. wide shared driveway is proposed for Lots 2 and 3. As required, no parking will be allowed within the accessway.

- J. **Lots, Through.** Through lots shall be avoided except where essential to provide separation of residential development from major traffic arteries or adjacent nonresidential activities, or to overcome specific disadvantages of topography and orientation. A planting screen easement of at least 10 feet, through which there shall be no right of access, may be required along the line of lots abutting such a traffic artery or other non-complementary use. Through lots with planting screens shall have a minimum average depth of 110 feet. The City may impose conditions regarding maintenance of the planting screen. This section shall not apply to through lots created for the purpose of condominium or row house developments.

COMMENT:

All of the proposed lots are oriented with front yards towards Coho Street. Through lots with access to S. Hwy 211 are not proposed.

- K. **Lots, Side Lines.** The sidelines of lots, as far as practicable, shall run at right angles to the street upon which the lots face.

COMMENT:

As required, proposed side lot lines are perpendicular to Coho Street.

Section 18.16.060: Street light standards.

All subdivisions shall include underground electric service for street light standards, wiring, and lamps according to the specifications and

standards of the Director of Public Works/Engineer. The applicant shall install such facilities and make necessary arrangements with the servicing electric utility for a City owned and operated street lighting system that can be provided at the lowest possible rate available to the City. Upon the City's acceptance of subdivision improvements, the street lighting system, exclusive of utility-owned service lines, shall become the property of the City of Molalla. In some situations, the City may require the homeowners association to take responsibility for street lighting. (Ord. 2010-15 §1; Ord. 2010-04 §1)

COMMENT:

As required, the subdivision will provide underground electrical service and street lighting which meets City standards.

Section 18.16.070: Trees and entrances.

A. Trees.

1. All developments shall be designed in such a manner as to preserve as many trees as possible with particular attention paid to preservation during construction.

a. Each lot shall contain a minimum of 1 tree which is at least 8 feet tall at the time of planting.

Trees which are required to meet this land use approval shall be maintained as represented by the approved plans and/or subsequent plans which amend the original application. Replanting shall be required as a result of dead and/or removal of any tree.

b. A credit of 2 trees as outlined in subsection A of this section will be given for each existing tree that is preserved.

COMMENT:

To the extent possible, existing trees will be retained with the proposed development. Compliance with the minimum tree planting standards will be verified during Site Design Review when building permits are issued for the single-family dwellings.

B. Entrances. Subdivisions with 25 or more lots shall have at least 1 clearly defined entrance which shall conform to the following:

COMMENT:

The submitted application is for a 7-lot subdivision, therefore these standards do not apply.

Section 18.16.080: Other standards.

- A. Survey Monuments.** Upon completion of a street improvement and prior to acceptance by the City, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the City that all boundary and interior monuments shall be reestablished and protected.

COMMENT:

As required, survey monuments will be established in accordance with City standards.

- B. Mail Boxes.** Plans for mail boxes shall be approved by the United States Postal Service and the Public Works Director. Mail boxes may not be placed within ODOT right-of-way.

COMMENT:

As required, mail boxes within the development will be installed after approval of the U.S. Postal Service and City Public Works Director.

- C. Cut and Fill Slopes.** The fill slope shall begin no closer than 2 feet to the edge of the curb. Cut and fill slopes shall not exceed a ratio of 2 horizontal to 1 vertical. The Public Works Director may approve slopes not to exceed a 1 to 1 ratio upon certification by a qualified engineer or geologist stating that the slope will remain stable under all foreseeable conditions.

COMMENT:

The attached Preliminary Grading Plan demonstrates that proposed cut and fill slopes meet the above standards.

- D. Large Lot Subdivision.** In subdividing tracts into large lots which at some future time are likely to be re-subdivided, the Planning Director may require that the blocks shall be of a size and shape that can be divided into lots and contain building side restrictions to provide for extension and opening of streets at intervals which will permit a subsequent division of any parcel into lots of smaller size.

COMMENT:

The submitted Preliminary Plat demonstrates that no large lots with potential for re-division are proposed.

- E. Guarantee.** All improvements installed by the developer shall be guaranteed as to workmanship and material for a period of 2 years following acceptance by the City. The developer shall provide the City with a guarantee bond for 10% of the total costs of improvements in the development.

COMMENT:

As required, the applicant will provide a guarantee bond which meets the above standards.

Section 18.16.090: Parks.

- A. New development shall be required to provide space for parks in the ratio of 1.25 acres to every 100 estimated residents. For purposes of this calculation each dwelling contains 2.84 individuals.**
 - 1. Parks shall be required as designated in the Molalla Parks and Recreation Master Plan.**

COMMENT:

Using the above methodology, the proposed 7-lot subdivision requires the provision of 0.20 acres of park land (100 residents per acre park land / 2.84 residents/dwelling = 35.21, or 35 dwellings per acre park land) (7 dwellings / 35 dwellings per acre park land = 0.20 acres park land).

- 2. Fee in Lieu of Parks.**
 - a. The hearings body may require a fee in lieu of a park for the entire amount or a portion not provided in a development of required park space when no park space is identified to be required (per the Parks and Recreation Master Plan). If no park space is indicated in the Parks and Recreation Master Plan, the hearings body, shall determine whether park space or a fee in lieu of is required for a particular development.**
 - b. Such fee shall be paid for any undeveloped portion of required park spaced dedication.**
 - c. Such fee shall be set by City Council resolution.**
 - d. The fee in lieu of shall be paid as follows:**
 - i. One-third of the park fee is to be paid prior to signing off on the final plat.**
 - ii. The remainder of the park fee is to be paid at time of building permit issuance.**

COMMENT:

Since a small amount of park land is required for the proposed development, the applicant is proposing to pay a fee in-lieu of dedicating the required park land.

Section 18.16.100: Sanitary sewer and water service improvements.

- A. Sewers and Water Mains Required.** Sanitary sewers and water mains shall be installed to serve each new development and to connect developments to existing mains in accordance with the City's Sanitary Sewer Master Plan, Water System Master Plan, and the applicable construction specifications.

When streets are required to be stubbed to the edge of the subdivision, sewer and water system improvements shall also be stubbed with the streets, except as may be waived by the Public Works Director/City Engineer.

COMMENT:

The attached Preliminary Sanitary Sewer and Water Plan indicates that public water mains within Coho Street will be extended to serve the proposed development.

Section 18.16.110: Storm drainage improvements.

- A. General Provisions.** The City shall issue a development permit only where adequate provisions for stormwater and flood water runoff have been made in conformance with the Public Works Design Standards and other documents held with the Public Works Department.
- B. Accommodation of Upstream Drainage.** Culverts and other drainage facilities shall be large enough to accommodate existing and potential future runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the Public Works Director/City Engineer.
- C. Effect on Downstream Drainage.** Where it is anticipated by the Public Works Director/City Engineer that the additional runoff resulting from the development will overload an existing drainage facility, the City shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with City standards.
- D. Over-Sizing.** The City may require as a condition of development approval that sewer, water, and/or storm drainage systems serving new development be sized to accommodate future development within the area as projected by the applicable Water, Sewer, and/or Storm Drainage Master Plan, provided that the City may grant the developer credit or establish a "payback" agreement toward any required system development

charge for the same.

COMMENT:

The applicant's Preliminary Stormwater Plan indicates that stormwater within the Coho Street extension will be directed to a detention pipe within the right-of-way before it is released into a new manhole and the existing public storm system. The plan also indicates that stormwater from Lots 5-7, and Lots 1-4, will be directed to additional detention pipes located on Lots 4 and 5 before it is released into the existing storm system (see Exhibit 4). The attached Preliminary Stormwater Report indicates that the proposed facilities have been designed to discharge stormwater into the existing public storm system at the pre-development rate (see Exhibit 5). Therefore, there will be no adverse effect on upstream or downstream drainage facilities with the proposed development.

Section 18.16.120: Utilities.

A. Underground Utilities.

1. **Generally. All new utility lines including, but not limited to, those required for electric, communication, lighting, and cable television services and related facilities shall be placed underground, except for surface-mounted transformers, surface-mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, and high capacity electric lines operating at 50,000 volts or above.**
2. **Subdivisions. The following additional standards apply to all new subdivisions, in order to facilitate underground placement of utilities:**
 - a. **The developer shall make all necessary arrangements with the serving utility to provide the underground services. Vision clearance areas shall not be obstructed (Chapter 18.1);**
 - b. **The City reserves the right to approve the location of all surface-mounted facilities;**
 - c. **All underground utilities, including sanitary sewers and storm drains installed in streets by the developer, shall be constructed prior to the surfacing of the streets; and**
 - d. **Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.**

COMMENT:

As required, all private and public utility lines will be undergrounded with the proposed development. The attached plans indicate the location of stubbed utility lines within the subdivision.

Section 18.16.130: Easements.

- C. Public Easements for a Subdivision and Partition.** The Planning Director may require public easements for the construction and maintenance of all utilities and public facilities dedicated along lot or parcel lines. Easements must be of sufficient width to provide and maintain adequate utility service to each lot or parcel. Typically this width shall be a minimum of 10 feet unless otherwise required by the Planning Director or the Public Works Director. Where possible, easements shall be centered on or bordering a lot or parcel line. In the case of zero lot line development, the Planning Director may require easements along each side of the lot line.
- 1. Water Supply.** All lots and parcels shall be served by the public water system of the City of Molalla unless approved to remain on septic systems and wells by the Public Works Director. Any common water system serving more than 1 lot or parcel shall be provided by the applicant and dedicated to the City. Such water supply systems shall be designed and constructed according to the provisions of this Code as well as to the standards and specifications required of the Public Works Director.
 - 2. Sewage Disposal.** Each lot or parcel shall be served by its own sanitary sewer service line and constructed in accordance with the design standards of this Code and the specifications maintained by the Director of Public Works for these facilities. Upon completion of installation, the City will require dedication of all sewage disposal facilities.
 - 3. Storm Drainage.** Adequate storm drainage shall be provided to each lot or parcel and connected to the City's storm drainage system where storm drainage facilities exist at the lot or parcel line. Where a public street is to be dedicated or improved by the applicant as a condition of tentative plan approval, the applicant shall also install and dedicate to the City, a storm drainage system in said street. Storm drainage facilities shall include suitable on-site detention facilities as required by the Director of Public Works. These facilities shall be of a size sufficient to safely transport the anticipated volume of water generated both onsite and upstream, through the subdivision or partition as approved by the Director of Public Works. Storm drainage shall be provided in

accordance with all applicable provisions of this Code and the standards and specifications on file in the office of the Director of Public Works. Easements shall be dedicated as determined by the Director of Public Works.

COMMENT:

The applicant's Preliminary Stormwater Plan indicates that stormwater that is collected from the Coho Street extension will be directed to a detention pipe within the right-of-way. In addition, the attached Sanitary Sewer and Water Plan indicates that there are no proposed public easements for water supply or sewer disposal.

- D. **Sidewalk, Bike Path, Easements, Turnarounds and Public Utility Requirements.** All streets shall be improved with sidewalks, public utility easements, turnarounds, construction strips, landscape strips and parking lanes as specified in Title 18.

COMMENT:

This narrative addresses how the proposed development meets the street standards of Title 18.

- E. **Easements.** Slope easements shall be provided on both sides of the right-of-way. Where necessary, the Planning Director may require additional width for slope easements.

COMMENT:

The attached Preliminary Grading Plan demonstrates that slope easements are not required for the proposed development.

Section 18.16.140: Construction plan approval and assurances.

- A. **Plan Approval and Permit.** No public improvements, including sanitary sewers, storm sewers, streets, sidewalks, curbs, lighting, parks, or other requirements shall be undertaken except after the plans have been approved by the City, permit fee paid, and permit issued. The permit fee is required to defray the cost and expenses incurred by the City for construction and other services in connection with the improvement. The permit fee shall be set by City Council.
- B. **Performance Guarantee.** The City may require the developer or subdivider to provide bonding or other performance guarantees to ensure completion of required public improvements. See Chapter 19.08, Site Design Review, and Chapter 19.12, Land Divisions.

COMMENT:

As required, no public improvements will be installed without first obtaining required City permits. If required by the City, the applicant will provide performance guarantees to ensure completion of the public improvements.

Section 18.16.150: Installation.

- A. Conformance Required.** Improvements installed by the developer either as a requirement of these regulations or at his/her own option, shall conform to the requirements of this chapter, approved construction plans, and to improvement standards and specifications adopted by the City.
- B. Adopted Installation Standards.** The Public Works Design Standards which follow the Standard Specifications for Public Works Construction, Oregon Chapter A.P.W.A., shall be a part of the City's adopted installation standard(s); other standards may also be required upon recommendation of the Public Works Director/City Engineer.
- C. Commencement.** Work shall not begin until the City has been notified in advance in writing.
- D. Resumption.** If work is discontinued for more than 1 month, it shall not be resumed until the City is notified in writing.
- E. City Inspection.** Improvements shall be constructed under the inspection and to the satisfaction of the City. The City may require minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest. Modifications to the approved design requested by the developer may be subject to review under Chapter 19.24, Modifications to Approved Plans and Conditions of Approval. Any monuments that are disturbed before all improvements are completed by the subdivider shall be replaced prior to final acceptance of the improvements.
- F. Engineer's Certification and As-Built Plans.** A registered engineer shall provide written certification in a form required by the City that all improvements, workmanship, and materials are in accord with current and standard engineering and construction practices, conform to approved plans and conditions of approval, and are of high grade, prior to City acceptance of the public improvements, or any portion thereof, for operation and maintenance. The developer's engineer shall also provide 2 sets of "as-built" plans, in conformance with the Public Works Director/City Engineer's specifications, for permanent filing with the City.

COMMENT:

As required, the applicant/developer will follow utility the installation standards listed above when constructing the public improvements.

Chapter 18.20: Surface Water Management**Section 18.20.040: Private responsibilities.**

- A. Storm drainage facilities to be managed by the person responsible include but are not limited to:**
- 1. A storm drainage facility not located on City-owned property, City right-of-way, or City easement;**
 - 2. A private parking lot storm drain;**
 - 3. Any roof, footing, or area drain;**
 - 4. A storm drainage facility not designed and constructed for use by the general public;**
 - 5. An open drainage way;**
 - 6. Access drive culverts in the public right of way or on private property;**
 - 7. A detention, retention or treatment system, in the construction of which the City did not financially participate.**

COMMENT:

The attached Preliminary Stormwater Plan indicates that stormwater from Lots 5-7, and Lots 1-4, will be directed to detention pipes located on Lots 4 and 5 before it is released into the existing storm system within Coho Street (see Exhibit 4). As required, all private drainage facilities will be maintained by individual lots owners.

- B. Any person responsible shall keep open drainage ways on property which they possess or control cleared of debris and vegetation as required by the Molalla Municipal Code.**
- C. Any person responsible shall maintain non-public storm drainage facilities on property which they possess or control so as to prevent flooding or damage to other property not possessed or controlled by the person responsible and to prevent injury to any person or property not owned or controlled by the person responsible.**

The City may require a maintenance agreement to be

established for any new and/or existing storm drainage facility as determined necessary by the City Engineer.

The maintenance agreement shall be recorded by the City in the Deed Records of Clackamas County, Oregon.

- D. Any person responsible shall not alter a detention, retention or treatment system from its original properly functioning condition or intended design, without prior approval of the City Engineer.

COMMENT:

As required, future homeowners within the subdivision will maintain non-public storm drainage facilities on their property in accordance with the above-mentioned standards.

CHAPTER 18.28: SENSITIVE LANDS

Section 18.28.010: Purpose.

The Water Resources (WR) Overlay District is intended to protect and enhance significant wetlands, stream corridors and floodplains identified on the Molalla Natural Features Inventory by:

COMMENT:

A survey of the site and a review of City maps did not identify the presence of drainageways, wetlands, or other significant natural resources on the property. Therefore, these standards do not apply.

TITLE 19: ADMINISTRATION OF LAND USE AND DEVELOPMENT

CHAPTER 19.04: TYPES OF REVIEW PROCEDURES

Section 19.04.040: Type III procedure (quasi-judicial).

- A. **Pre-application Conference.** A pre-application conference is required for all Type III applications. The requirements and procedures for a pre-application conference are described in Section 19.04.070.

COMMENT:

The submitted subdivision application requires a Type III Procedure. As required, the applicant attended a Pre-Application Conference with City staff on March 2, 2016.

- B. **Application Requirements.**
 - 1. **Application Forms.** Type III applications shall be made on

forms provided by the City. If a Type II application is referred to a Type III hearing, either voluntarily by the applicant or staff, or upon appeal, a new application is not required.

2. **Submittal Information. Type III application shall:**
 - a. **Include the information requested on the application form.**
 - i. **An application may be submitted only by the record property owner, contract purchaser (or a representative of the owner or purchaser), or the City Manager.**
 - ii. **Where there is more than 1 record owner, the City will not accept an application without signed authorization from all record owners.**
 - b. **Be filed with 1 copy of a narrative statement that explains how the application satisfies each and all of the relevant criteria and standards in sufficient detail for review and decision-making. Note: additional information may be required under the specific application requirements for each approval; e.g., Chapters 19.08 (Land Use Review), 19.12 (Land Divisions), 19.24 (Modifications), 19.32 (Code Interpretations), and 19.36 (Miscellaneous Permits).**
 - c. **Address the criteria in sufficient detail for review and action.**
 - d. **Include 1 set of pre-stamped and pre-addressed envelopes for all real property owners of record who will receive a notice of the application as required in this section. The records of the Clackamas County Assessor's Office are the official records for determining ownership. The applicant shall produce the notice list. At the applicant's request, and upon payment of a fee noted on the City's fee list, the City shall prepare the public notice mailing list. The City or the applicant shall use the most current County real property assessment records to produce the notice list. The City shall mail the notice of application; and**
 - e. **Include the appropriate application fee.**
3. **The applicant has the burden of demonstrating, with evidence, that all applicable approval criteria are or can be**

met.

COMMENT:

The applicant's submittal packet includes a signed application form, required application fees, and a narrative to address applicable approval criteria. The applicant has also submitted a fee for the City to prepare envelopes for the public noticing requirements.

D. Posting of Property. The applicant is responsible for posting the property in the following manner:

1. City Guidance and the Applicant's Responsibility.

- a. The City shall supply all notices that an applicant is required to post on the subject property, and shall specify the dates the notices are to be posted as well as the earliest date on which they may be removed;
- b. The City shall also provide a statement, to be signed and returned by the applicant, certifying that the notice(s) were posted at the correct time. If there is any delay in the City's land use process caused by the applicant's failure to correctly post the subject property for the required period of time and in the correct location, the applicant shall extend the 120-day period by that amount of time expired since the notice was sent or the problem was found and notification sent to the applicant.

2. Number and Location of Postings.

- a. The applicant must place the notices on each frontage of the subject property;
- b. If a property's frontage exceeds 600 feet, the applicant shall post 1 copy of the notice for each 600 feet or fraction thereof;
- c. In the case a property's size and dimension does not meet the requirements above, the Planning Director may require additional notices to be posted;
- d. The applicant shall remove the signs within 10 days following the event announced in the notice.

COMMENT:

As required, the applicant will post the subject site in accordance with the above-mentioned standards.

E. Public Hearing on a Type III Application.

1. A public hearing before the Planning Commission is required for all Type III applications.

COMMENT:

As required, the applicant will attend the required public hearing before the Planning Commission.

Section 19.04.210: Performance guarantees.

When required by the provisions of the Molalla Municipal Code or a land use decision, the applicant shall file a performance guarantee and a maintenance bond to ensure the full and faithful performance of the applicant's obligations under the code and land use decision, including the construction of any public improvements. The applicant shall ensure completion of all work for which permits are required according to the following:

- A. The applicant shall provide a surety bond executed by a surety company authorized to transact business in the State of Oregon, irrevocable letter of credit or other surety in a form approved by the City Attorney.
- B. If the applicant fails to complete any improvements required under the code or land use decision, the City shall estimate the cost of completing any required improvement, call on the bond or other surety as necessary to complete the improvement. If the amount obtained from the bond or deposit is insufficient to complete the improvement, the City may hold either the collected funds until additional funds are authorized for the improvement or expend the collected funds on a revised improvement or on a portion of the improvement as determined reasonable by the City.
- C. Notwithstanding subsections A and B of this section, the City, in its sole discretion, may allow the applicant to submit a financial payment in lieu of actual construction of the improvement.

COMMENT:

If required, the applicant will file a performance guarantee and a maintenance bond for public improvements associated with the development.

CHAPTER 19.08: LAND USE REVIEW AND SITE DESIGN REVIEW

Section 19.08.020: Applicability.

Land Use Review or Site Design Review is required for all new developments and modifications of existing developments as

further described below. Regular maintenance, repair and replacement of materials (e.g., roof, siding, awnings, etc.), parking resurfacing and similar maintenance are exempt from review unless a change in material or design will occur.

A. **Land Use Review.** Land Use Review is a review conducted by the Planning Director or designee without a public hearing (Type I or II). (See Chapter 19.04 for review procedure.) It is intended for changes in land use and developments that do not require a conditional use permit or Site Design Review. Land Use Review ensures compliance with the basic land use and development standards of the land use district, such as lot area, building setbacks and orientation, lot coverage, maximum building height, and other provisions of Title 17. Land Use Review is required for all of the types of land uses and development listed below. Land uses and developments exceeding the thresholds below require Site Design Review.

2. **Single-family detached dwelling (including manufactured home on its own lot).**

COMMENT:

The applicant is requesting Land Use Review for the proposed 7-lot subdivision to permit the development of single-family detached dwellings. Following final plat approval, the applicant will request Site Design Review to obtain building permits for the dwellings.

CHAPTER 19.12: LAND DIVISIONS AND PROPERTY LINE ADJUSTMENTS

Section 19.12.020: General requirements.

A. For purposes of this Title 19:

1. **Subdivisions are the creation of 4 or more lots from 1 lot or parcel within 1 calendar year.**

COMMENT:

The applicant is proposing to create 7 lots on the subject site within a calendar year. As required, this narrative has addressed applicable subdivision criteria.

B. Subdivision and Partition Approval Through Two-Step Process. Applications for subdivision or partition approval shall be processed by means of a preliminary plat evaluation and a final plat evaluation, according to the following 2 steps:

1. **The preliminary plat must be approved before the final**

plat can be submitted for approval consideration; and

2. The final plat must demonstrate compliance with all conditions of approval of the preliminary plat.
- C. Compliance with ORS Chapter 92. All subdivision and partition proposals shall conform to Oregon Revised Statute (ORS) Chapter 92, Subdivisions and Partitions.

COMMENT:

As required, the applicant will follow the two-step subdivision approval process outlined above.

- D. **Future Re-division Plan.** When subdividing or partitioning tracts into large lots (i.e., greater than 2 times or 200% the minimum lot size allowed by the underlying land use district), the City shall require that the lots be of such size, shape, and orientation as to facilitate future re-division in accordance with the requirements of the land use district and this Code. A re-division plan shall be submitted for large lots identifying:

COMMENT:

The applicant is not proposing to subdivide the site into large lots, therefore these standards do not apply.

- E. **Temporary Sales Office.** A temporary sales office in conjunction with a subdivision may be approved as set forth in Section 19.36.010, Temporary Uses.

COMMENT:

The applicant is not proposing to establish a temporary sales office with this subdivision application.

- F. **Minimize Flood Damage.** All subdivisions and partitions shall be designed based on the need to minimize the risk of flood damage. No new building lots shall be created entirely within a floodway. All new lots shall be buildable without requiring development within the floodway and, where possible, allow building outside of the flood fringe. Development in a 100-year flood plain shall comply with the National Flood Insurance Program (NFIP) and state building code requirements, including elevating structures above the base flood elevation. The applicant shall be responsible for obtaining floodplain development permit from the NFIP and local jurisdiction.
- G. **Determination of Base Flood Elevation.** Where a development site consists of 5 or more acres or 50 or more lots, and is located in or near areas prone to inundation for which the base flood elevation has not been mapped, the applicant shall have the

base flood elevation mapped and it shall be prepared by a qualified professional as part of the land division application.

COMMENT:

There are no drainageways or floodplains on the subject site, therefore these standards do not apply.

- H. **Need for Adequate Utilities.** All lots and parcels created through land division shall have adequate public utilities and facilities such as sewer, gas, electrical, and water systems. These systems shall be located and constructed to prevent or minimize flood damage, and to avoid impairment of the system and contamination from them during flooding.
- I. **Need for Adequate Drainage.** All subdivision and partition proposals shall have adequate surface water drainage facilities that reduce exposure to flood damage and improve water quality. Water quality or quantity control improvements may be required as a condition of approval.

COMMENT:

The attached plans demonstrate that existing utilities are in the vicinity of the site, and the proposed utilities and drainage facility improvements will be able to accommodate the proposed subdivision. As mentioned above, there are no drainageways or floodplains on the subject site.

- J. **Floodplain, Park, and Open Space Dedications.** Where land filling and/or development is allowed within or adjacent to identified flood plain and the Comprehensive Plan designates the subject flood plain for park, open space, or trail use, the City may require the dedication of sufficient open land area for a greenway and/or trail adjoining or within the flood plain for transportation, storm drainage/water quality, or park purposes in the public interest. When practicable, this area shall include portions at a suitable elevation for the construction of a multi-use pathway in accordance with the City's adopted trails plan or pedestrian and bikeway plans, as applicable. The City shall evaluate individual development proposals and determine whether the dedication of land is justified based on the development's impact to the park and/or trail system, or stormwater management requirements, consistent with Sections 18.16.040 and 18.16.090, and assist in obtaining any floodplain permit that may be required.

COMMENT:

The City's Comprehensive Plan does not designate the subject site for a park, open space, or trail use. Therefore, these standards do not apply.

Section 19.12.030: Pre-planning for large sites.

- B. **Applicability.** This section applies to parcels, and development sites with more than 1 parcel in Residential District(s) that are 40 acres or larger.

COMMENT:

The subject site is approximately 1.52 acres, therefore these standards do not apply.

Section 19.12.040: Flexible lot size—Flag lots—Lots accessed by mid-block lanes.

- C. **Flag Lots.** Flag lots may be created only when a through street or mid-block lanes cannot be extended to serve abutting uses or future development. A flag lot driveway (“flag pole”) may serve no more than 2 dwelling units, including accessory dwellings and dwellings on individual lots, unless Uniform Fire Code (UFC) standards are met for more units. When UFC standards are met, the maximum number of dwellings shall be 4. A drive serving more than 1 lot shall have a reciprocal access and maintenance easement recorded for all lots. No fence, structure or other obstacle shall be placed within the drive area. The Fire Marshal may require an emergency turn-around. Fire sprinklers may also be required for buildings that cannot be fully served by fire hydrants (i.e., due to distance from hydrant or insufficient fire flow).
- D. **Driveway and Lane Width.** Driveway widths shall meet the standards of Chapter 21.02.
- E. **Easement and Improvement of Drive Lane.** The property owner shall record a 20-foot easement benefiting all properties that are to receive vehicle access. The drive lane shall be improved with an all-weather surface approved by the City. Dedication or recording, as applicable, shall be so indicated on the face of the subdivision or partition plat.
- F. **Maximum Drive Lane Length.** The maximum drive lane length is subject to requirements of the Uniform Fire Code, but shall not exceed 150 feet for a shared side drive, unless approved by the Molalla Fire Department at which time access can be extended up to 400 feet for a shared rear lane.

COMMENT:

As mentioned previously, due to access restrictions on S. Hwy 211, Coho Street cannot connect to the highway. To meet access needs, the applicant is proposing extend Coho Street into the site with a hammerhead turnaround meeting fire access standards. Due to the configuration of the site, the applicant is providing direct access to Coho Street for Lots 1, 4, and 5-7. Two flag lots are proposed, Lots 2 and 3, each with 10-ft. wide flag poles that connect to Coho Street. As required, a reciprocal easement is proposed for the shared 16-ft. wide asphalt driveway. Since the shared driveway is less than 150-ft. in

length, a turnaround for fire apparatus is not proposed.

- G. **Future Street Plans.** Building placement and alignment of shared drives shall be designed so that future street connections can be made as surrounding properties develop (i.e., as shown in Figure 19.12.040.B).

COMMENT:

The applicant has attached an Aerial Photograph/Future Street Plan which demonstrates that the proposed development will not impact future street placement on adjacent properties (see Exhibit 4).

Section 19.12.050: Preliminary plat approval process.

- A. **Review of Preliminary Plat.** Review of a partition plat shall be processed using the Type III procedure under Section 19.04.040. All preliminary plats shall be reviewed using approval criteria in this section. An application for subdivision may be reviewed concurrently with an application for a Master Planned Development under Chapter 19.20.

COMMENT:

The applicant's preliminary plat will be processed using the City's Type III procedure. As required, the applicant's narrative and exhibits address applicable approval criteria.

Section 19.12.060: Preliminary plat submission requirements.

- A. **General Submission Requirements.** A subdivision application shall contain all of the information required for a Type III procedure under Section 19.04.040, and the information in subsections (A)(1) through (3), below:
 - 1. **Public Facilities and Services Impact Study.** The impact study shall quantify and assess the effect of the development on public facilities and services. The City shall advise as to the scope of the study during the required pre-application conference (Section 19.04.070). The study shall address, at a minimum, the transportation system, including pedestrian ways and bikeways, the drainage system, the parks system, the water system, and the sewer system. For each public facility system and type of impact, the study shall propose improvements necessary to meet City standards and to minimize the impact of the development on the public at large, public facilities systems, and affected private property users;

COMMENT:

The applicant is requesting preliminary plat approval of a subdivision to permit the development of 7 new single-family dwellings on the subject site. Since the existing dwelling is being replaced with one of the new dwellings, the net development for the property is 6 additional dwellings. The attached plans and this narrative demonstrate that public services and facilities are available to serve the development and no off-site improvements are necessary as a result of this proposal. Impacts to public services and facilities are described as follows:

Public Streets: Coho Street – Local Street

- Extension of street requires 50-ft. right-of-way dedication.
- Improvements for proposed street extension requires two 12-ft. travel lanes, 8-ft. parking on one side, 6-in. curbs, and 5-ft. sidewalks.
- Less than 60 additional ADT's generated onto transportation system.
- No significant noise generated on-site.

Public Streets: S. Hwy 211 – Arterial Street

- Additional 2.5-ft. right-of-way dedication is required for 32.50-ft. half-street width.
- Proposed fee in-lieu of installing improvements -- a partial frontage improvements will negatively impact safety and will not provide a significant benefit for street capacity.

Pedestrian/Bicycle: Coho Street

- 5-ft. sidewalks to be provided.
- Shared 12-ft. bike and vehicle lanes provided.
- 5-ft. sidewalk extended to S. Hwy. 211.

Public Sanitary Sewer: Coho Street

- Extension from stubbed right-of-way will be provided.
- No negative impact to the public system.

Public Storm Drainage: Coho Street

- Extension from stubbed right-of-way will be provided.
- Storm detention is proposed with detention pipe within right-of-way.
- No negative impact to the public system.

Public Water: Coho Street

- Extension from stubbed right-of-way will be provided.
- Individual water meters will serve proposed dwelling units.
- Proposed hydrant will serve development.
- No negative impact to the public system.

Fire Protection: Molalla Fire District

- Service is available to the site.
- Proposed hammerhead turnaround meets access standards.

Parks: City of Molalla

- Service is available for the proposed use.
- Proposed fee in-lieu of park land dedication.

Schools: Molalla River School District

- Service is available for the proposed use.

2. **Traffic Impact Study, if required by the road authority. Traffic Impact Studies shall conform to the standards and procedures in Section 19.04.260;**

COMMENT:

Due to the small scale of the proposed development, a Traffic Impact Study is not required for this application.

3. **Plans shall be drawn to a scale of not less than 1 inch equals 50 feet nor greater than 1 inch equals 200 feet; and**
4. **All plans shall be submitted in electronic (PDF) format. The City may charge a fee to transfer from paper to electronic format as set by City Council resolution.**

COMMENT:

As required, the applicant has prepared Preliminary Development Plans at 1"=50'-0" scale and all plans have been submitted in PDF format.

- B. **Preliminary Plat Information. In addition to the general information described in subsection A above, the preliminary plat application shall consist of drawings and supplementary written material (i.e., on forms and/or in a written narrative) adequate to provide the following information:**

1. **General Information.**
 - a. **Proposed Name of the Subdivision. This name must not duplicate nor resemble the name of another subdivision in Clackamas County and shall be approved by the Clackamas County Surveyor;**
 - b. **Date, north arrow, and scale of drawing;**
 - c. **Appropriate identification clearly stating the map is a Preliminary Plat;**
 - d. **Location of the development sufficient to define its location in the City, boundaries, and a legal description of the site;**
 - e. **A title block including the names, addresses and telephone numbers of the owners of the subject property and, as applicable, the designer, and**

engineer and surveyor if any, and the date of the survey if submitted;

- f. Total acreage of proposed development; and
- g. Description of the particular page.

COMMENT:

The attached Cover Page, Preliminary Plat, and Preliminary Site Plan include all of the general information required by this section (see Exhibit 4).

2. Site Analysis.

- a. **Streets.** Location, name, present width of all streets, alleys and rights-of-way on and abutting the site;
- b. **Easements.** Width, location and purpose of all existing easements of record on and abutting the site;
- c. **Utilities.** Location and identity of all utilities on and abutting the site. If water mains and sewers are not on or abutting the site, indicate the direction and distance to the nearest one and show how utilities will be brought to standards;
- d. **Ground elevations shown by contour lines at 5-foot vertical intervals for ground slopes exceeding 10% and at 2-foot intervals for ground slopes of less than 10% or as required by the City. Such ground elevations shall be related to some established benchmark or other datum approved by the County Surveyor. This requirement may be waived for partitions when grades, on average, are less than 6%;**
- e. **The location and elevation of the closest benchmark(s) within or adjacent to the site (i.e., for surveying purposes);**
- f. **Potential natural hazard areas, including any flood plains, areas subject to high water table, landslide areas, and areas having a high erosion potential;**
- g. **Sensitive lands, including wetland areas, streams, wildlife habitat, and other areas identified by the City or natural resource regulatory agencies as requiring protection (See also Chapter 18.28 and relevant portions of the Comprehensive Plan.);**

- h. Site features, including existing structures, pavement, large rock outcroppings, areas having unique views, and drainage ways, canals and ditches;
- i. Designated historic and cultural resources on the site and adjacent parcels or lots;
- j. The location, size and species of trees having a caliper (diameter) of 6 inches or greater at 4 feet above grade in conformance with Chapter 18.08;
- k. Existing zoning of the property;
- l. Scaled location and use of all existing buildings within the proposed subdivision, indicating which buildings are to remain and which are to be removed including the dimension between the buildings on site and proposed property lines along with the approximate location of buildings;
- m. The location and disposition of any wells, creeks, drainage courses, which may be found on the most recently published U.S. Geological Survey maps. Wetlands identified on the State Wetland Inventory, detention facilities, drainage ways, septic tanks, drain fields, and easements in or adjacent to the proposed subdivision;
- n. The location of the Urban Growth Boundary, if within 1,000 feet;
- o. Adjacent property boundaries and abutting land uses; and
- p. Other information, as deemed appropriate by the Planning Director. The City may require studies or exhibits prepared by qualified professionals to address specific site features and code requirements.

COMMENT:

The required site analysis is included on the attached Existing Conditions and Aerial Photograph/Future Street Plan (see Exhibit 4).

3. Proposed Improvements.

- a. Public and private streets, tracts, driveways, open space and park land; location, names, right-of-way dimensions, approximate radius of street curves; and approximate finished street center line grades. All

streets and tracts that are being held for private use and all reservations and restrictions relating to such private tracts shall be identified;

- b. Easements. Location, width and purpose of all proposed easements;
- c. Lots and Private Tracts (e.g., Private Open Space, Common Area, or Street). Approximate dimensions, area calculation (e.g., in square feet), and identification numbers for all proposed lots and tracts;
- d. Proposed uses of the property, including all areas proposed to be dedicated to the public or reserved as open space for the purpose of surface water management, recreation, or other use; potential location of future buildings;
- e. Proposed improvements, as required by Title 18 (Design Standards), and timing of improvements (e.g., in the case of streets, sidewalks, street trees, utilities, etc.);
- f. Preliminary location of development showing those future buildings can meet siting and dimensional standards of the district.
- g. The proposed source of domestic water;
- h. The proposed method of sewage disposal;
- i. Proposed method of surface water drainage and treatment if required;
- j. The approximate location and identity of other utilities, including the locations of street lighting fixtures;
- k. Proposed railroad crossing or modifications to an existing crossing, if any, and evidence of contact with the affected railroad and the Oregon Department of Transportation Rail Division regarding proposed railroad crossing(s). If the rail line is inactive then no contact is necessary unless the development is adjacent to the rail line;
- l. Changes to navigable streams, or other watercourses. Status of public access to these areas shall be shown on the preliminary plat, as applicable;

- m. Identification of the base flood elevation for development of more than 3 lots or 1 acre, whichever is less. Written evidence of initiation of a Federal Emergency Management Agency (FEMA) flood plain map amendment shall be required when development is proposed to modify a designated 100-year flood plain. FEMA approval of the amendment shall be a condition of City land use approval;
- n. A detailed plan or map of the proposed subdivision, drawn to scale. For subdivisions of 50 acres or more, the Planning Director may authorize a smaller scale where an entire subdivision cannot be shown on a single sheet. The detailed plan shall clearly show the following information:
 - i. North arrow,
 - ii. Lot layout with approximate dimensions and square footage contained in each lot,
 - iii. Topography maps certified by the engineer or surveyor within the proposed subdivision related to some established benchmark or other datum as approved by the Planning Director,
 - iv. A geotechnical investigation report which shows the following:
 - Slope stability studies
 - On-site grading, cutting, and filling
 - Structural foundation requirements
 - Surface and subsurface drainage recommendations
 - Erosion vulnerability
 - Building or grading limitations, including top of slope offsets and areas restricted for site grading;
- o. Projects meeting all of the following criteria are exempt from the requirement of subsection (B)(3)(n) above.
 - i. Construction value of the project is \$150,000.00 or less,
 - ii. The project will not involve the import, export, and/or on-site movement of more than 50 cubic yards of earth,

- iii. There is no evidence of any previous fill on the site to a depth exceeding 1 foot,
 - iv. The project does not include proposed fill on the site to a depth exceeding 1 foot, and
 - v. No portion of the site has a slope in excess of 10%;
- p. Street profile within 100 feet of any point where the street grade is proposed to be greater than 6% or the overall topography of the land is greater than 10%;
- q. Obtain certification from the Director of Public Works, on forms provided by the City, that the following are available to the site:
- i. Municipal water with sufficient volume and pressure to serve the proposed development,
 - ii. Sanitary sewer with sufficient treatment plant capacity and line capacity to serve the proposed development,
 - iii. Storm sewer with sufficient line capacity to adequately provide necessary drainage,
 - iv. Preliminary storm detention plan,
 - v. If any of these certifications cannot be made because the utilities cannot be provided at the property boundary, the Director of Public Works shall state on the form whether the utilities could be provided by extension or replacement of existing lines or construction of pumping stations and will provide an estimate of the cost of the extension, replacement, or the pump station costs. A signed statement by the developer that it is his/her intent to advance the funds necessary for the required extension, replacement or pump station will be acceptable in conjunction with the Director of Public Works statements to serve in lieu of a full certification. If certification or statement in lieu of certification cannot be given due to lack of utilities, further processing of the proposed subdivision may proceed only when the developer furnishes a statement acknowledging his/her full realization that no

development of the tract may proceed until utilities are available and that no time schedule for their availability currently exists;

- r. A statement from the property owner that no underground storage facilities exist and no known past or present DEQ issues exist on the properties;
- s. Evidence of contact with the road authority for any development requiring access to its facility(ies); and
- t. Evidence of written notice to the applicable natural resource regulatory agency(ies) for any development within or adjacent to jurisdictional wetlands and other sensitive lands, as identified in Chapter 18.28.

COMMENT:

The attached Preliminary Development Plans provide all of the applicable plan information listed above (see Exhibit 4). A Geotechnical Investigation Report has been attached as Exhibit 7 and a Preliminary Stormwater Report has been attached as Exhibit 5. A letter affirming that the existing sewer lift station has additional capacity to support the proposed development is attached as Exhibit 6.

The applicant discussed the proposed development with City and ODOT road authority staff during the March 2nd Pre-Application Conference. The ODOT Response Form regarding this discussion has been attached as Exhibit 3. Finally, the applicant understands that any underground storage facilities on the site will need to be decommissioned in accordance with City and DEQ standards.

4. Explanatory Information Required.

- a. Proposed deed restrictions in outline form;
- b. Improvements to be requested of the City and the approximate time such request will be made along with the approximate costs and date of completion of such improvements;
- c. Improvements to be made by the developer and the approximate time such improvements are to be completed;
 - i. Sufficient detail regarding proposed improvements shall be submitted for review of compliance with the objectives of City ordinances as well as state and federal laws,
 - ii. If the nature of the improvements are such that it is impractical to prepare necessary details prior to approval of the preliminary plat then additional detail shall be submitted at

least 30 days prior to the request for approval of the final plat,

- iii. Agreements on any recommended changes shall be obtained prior to approval of the final plat;
- d. An analysis of existing traffic flows projected as a result of the subdivision;
- e. The location and method of operation of required stormwater detention facilities;
- f. The location of required parks and recreation facilities consistent with the underlying zoning district;
- g. An analysis of the effects of the subdivision on the provision of other services, including, but not limited to, police, fire, water, sewer, and storm drainage;
- h. Other public ways, sidewalks, bicycle routes, bikeways, pedestrian/bicycle/equestrian accessways and other pedestrian and bicycle connections;
- i. Transit streets, facilities and stops, if any;
- j. Neighborhood activity centers;
- k. Any other information deemed necessary by the Planning Director and/or the Director of Public Works.

COMMENT:

This Applicant's Statement addresses all of the applicable criteria listed above.

Section 19.12.070: Building plan layout throughout subdivisions.

There shall be a minimum change of 5% in all wall structures (size, shape, and special arrangement) within 4 houses in any direction of a subdivision. This shall be in place throughout the subdivision and not just in phases of the subdivision.

- A. The builder shall supply staff with a series of plan types and numbers to be used throughout the subdivision. This requirement allows the Planning Department the ability to review plan types ahead of time. New building types shall be allowed as long as they meet the requirements of this Code.

- B. Where such plans as mentioned above do not exist, the developer shall reference each lot by number. This reference number should relate to a specific plan that will become available at the time materials are submitted with a building permit application and shall adhere to the minimum variability requirements of this Code.

COMMENT:

At this time, the applicant has not selected building plans for proposed lots within the subdivision. The attached plans reference each lot by number in accordance with the above requirements.

Section 19.12.080: Approval criteria.

- A. **General Approval Criteria.** The City may approve, approve with conditions or deny a preliminary plat based on the following approval criteria:
 - 1. The proposed preliminary plat complies with the applicable Development Code sections and all other applicable ordinances and regulations. At a minimum, the provisions of this title, and the applicable chapters of Title 17 (Land Use Districts) and Title 18 (Design Standards) apply. Where a variance, annexation, or zone change is necessary to receive preliminary plat approval, the application shall also comply with the relevant sections of Title 20;

COMMENT:

The applicant's submitted narrative addresses how the proposal meets all applicable Development Code sections. The applicant's request does not include a variance, annexation or zone change request.

- 2. The proposed plat name is not already recorded for another subdivision, and satisfies the provisions of ORS Chapter 92;

COMMENT:

The applicant's proposed plat name, Shirley Bank, has been reserved with the Clackamas County Surveyor Office.

- 3. The proposed streets, roads, sidewalks, bicycle lanes, pathways, utilities, and surface water management facilities are laid out so as to conform or transition to the plats of subdivisions and maps of major partitions already approved for adjoining property as to width, general direction and in all other respects. All proposed public improvements and dedications are identified on the preliminary plat;

COMMENT:

The attached plans demonstrate that the proposed transportation and utility facilities transition from the Molalla River Estates subdivision, located directly northwest of the site.

4. **All proposed private common areas and improvements (e.g., homeowner association property) are identified on the preliminary plat;**

COMMENT:

There are no proposed private common areas or improvements proposed with this development.

5. **Evidence that any required state and federal permits have been obtained, or shall be obtained before approval of the final plat;**

COMMENT:

As required, the applicant will obtain any required state or federal permits prior to approval of the final plat.

6. **Meet the requirements of Section 19.04.260, Traffic Studies;**
7. **Evidence that improvements or conditions required by the City, road authority, Clackamas County, special districts, utilities, and/or other service providers, as applicable to the project, have been or can be met; and**

COMMENT:

Due to the scale of the development, a traffic study is not required. As required, the applicant/developer will meet all conditions required of the development prior to final plat approval.

8. **If any part of the site is located within a Specific Area Plan District, Overlay Zone, or previously approved Master Planned Development, it shall conform to the applicable regulations and/or conditions.**

COMMENT:

The subject site is not located within a Specific Area Plan District, Overlay Zone, or previously approved Master Planned Development area. Therefore, this standard does not apply.

- B. **Layout and Design of Streets, Blocks and Lots. All proposed blocks (i.e., 1 or more lots bound by public streets), lots and parcels conform to the specific requirements below:**

1. All lots shall comply with the lot area, setback, and dimensional requirements of the applicable land use district (Title 17), and the standards of Section 18.04.020, Street Connectivity and Formation of Blocks.
2. Setbacks shall be as required by the applicable land use district (Title 17).
3. Each lot shall conform to the standards of Chapter 18.04, Access and Circulation.
4. Landscape or other screening may be required to maintain privacy for abutting uses. See Title 17, Land Use Districts, and Chapter 18.08, Landscaping.
5. In conformance with the Uniform Fire Code, a 20-foot width fire apparatus access drive shall be provided to serve all portions of a building that are located more than 150 feet from a public right-of-way or approved access drive. See Chapter 18.04, Access and Circulation.
6. Where a common drive is to be provided to serve more than 1 lot, a reciprocal easement which will ensure access and maintenance rights shall be recorded with the approved subdivision or partition plat.
7. All applicable engineering design standards for streets, utilities, surface water management, and easements shall be met.

COMMENT:

This narrative addresses how the applicant's proposal meets all of the criteria listed in this section.

V. SUMMARY AND CONCLUSIONS

Based upon the findings of this report and the submitted exhibits, the applicant has demonstrated compliance with the requirements of relevant sections of the Molalla Development Code. Therefore, the applicant requests that the submitted application be approved.

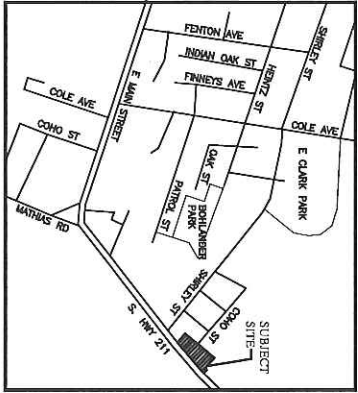
VI. EXHIBITS

- 1. Application Form**
- 2. Property Deed**
- 3. ODOT Response Form**
- 4. Preliminary Development Plans**
 - Sheet P-1: Cover Sheet**
 - Sheet P-2: Aerial Photograph / Future Street Plan**
 - Sheet P-3: Existing Conditions Plan**
 - Sheet P-4: Preliminary Plat**
 - Sheet P-5: Preliminary Site Plan**
 - Sheet P-6: Preliminary Grading Plan**
 - Sheet P-7: Preliminary Sanitary Sewer / Water Plan**
 - Sheet P-8: Preliminary Stormwater Plan**
- 5. Preliminary Stormwater Report**
- 6. Sewer Lift Station Assessment**
- 7. Geotechnical Investigation Report**

PRELIMINARY DEVELOPMENT PLANS

SHIRLEY BANK SUBDIVISION

MOLALLA, ORE.



VICINITY MAP

INDEX OF DRAWINGS

P-1	COVER SHEET
P-2	AERIAL PHOTOGRAPH / FUTURE STREET PLAN
P-3	EXISTING CONDITIONS
P-4	PRELIMINARY PLAT
P-5	PRELIMINARY SITE PLAN
P-6	PRELIMINARY GRADING PLAN
P-7	PRELIMINARY SANITARY SEWER / WATER PLAN
P-8	PRELIMINARY STORMWATER PLAN



SITE MAP

GENERAL NOTES

1. ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT STANDARDS AND SPECIFICATIONS FOR THE CITY OF MOLALLA, THE CONDITIONS OF APPROVAL FOR THE PROJECT, THE UNIFORM BUILDING CODE, APPENDIX, AND THE AGREEMENT ALLOWING THE DEVELOPER TO CONSTRUCT PUBLIC IMPROVEMENTS. SEE SPECIFICATIONS PROVIDED.
2. THE EXCAVATOR MUST COMPLY WITH ALL PROVISIONS OF ORS 757.541 TO 757.571, INCLUDING NOTIFICATION OF ALL OWNERS OF UNDERGROUND FACILITIES AT LEAST 48 HOURS, BUT NOT MORE THAN 10 BUSINESS DAYS, BEFORE COMMENCING ANY EXCAVATION.
3. THE CONTRACTOR IS RESPONSIBLE FOR CONTROLLING SEDIMENT TRANSPORT WITHIN THE PROJECT LIMITS, USING RECOGNIZED METHODS FOR EROSION CONTROL AS APPROVED BY THE CITY OF MOLALLA.
4. THE CONTRACTOR IS TO LEAVE THE PROJECT FREE OF DEBRIS AND UNUSED MATERIALS UPON COMPLETION.
5. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF THE UTILITY SYSTEMS SUCH AS POWER, TELEPHONE, GAS, CABLE TV, ETC., WITH EACH INDIVIDUAL UTILITY COMPANY, PRIOR TO FINAL INSTALLATION OF THE SYSTEMS.
6. THE CONTRACTOR SHALL MAINTAIN AND PROTECT EXISTING PUBLIC AND PRIVATE UTILITY LINES AND OTHER PUBLIC UTILITY STRUCTURES. THE CONTRACTOR SHALL RESTORE ALL PUBLIC PROPERTY TO ITS ORIGINAL CONDITION UPON COMPLETION OF WORK.
7. TEMPORARY EROSION CONTROL METHODS MUST REMAIN IN PLACE AND BE MAINTAINED UNTIL PERMANENT EROSION CONTROL METHODS ARE IN PLACE AND OPERATIONAL.
8. ALL AREAS TO RECEIVE FILL SHALL BE STRIPPED OF ALL VEGETATION AND OTHER DELETERIOUS MATERIALS. ALL SUCH MATERIALS SHALL BE REMOVED FROM SITE AT THE CONTRACTOR'S EXPENSE.
9. ALL NONMETALLIC SANITARY AND STORM SEWER SERVICE LATERAL PIPING SHALL HAVE AN ELECTRICALLY CONDUCTIVE INSULATED 12 GA. GREEN COPPER TRACER WIRE THE FULL LENGTH OF THE INSTALLED PIPE.
10. NO MATERIAL SUBSTITUTIONS OR DESIGN CHANGES SHALL BE MADE WITHOUT PRIOR PERMISSION OF THE ENGINEER AND THE CITY ENGINEER.
11. A FULL SET OF THE APPROVED PLANS WITH ALL CURRENT REVISIONS AND AMENDMENTS SHALL BE MAINTAINED ON THE SITE AT ALL TIMES DURING CONSTRUCTION.
12. ALL FILL SHALL BE PLACED IN 12" LIFTS AND SHALL BE COMPACTED TO ASHTO 95% DENSITY. THE CONTRACTOR SHALL EMPLOY A GEOTECHNICAL ENGINEER TO TEST ALL FILLED LOTS. TEST REPORTS SHALL BE SUBMITTED TO THE CITY AND TO THE ENGINEER, PER GEOTECHNICAL ENGINEERING REPORT.

APPLICANT / PROPERTY OWNER

STARFORD DEVELOPMENT COMPANY, LLC
 485 SOUTH STATE STREET
 LAKE OSWEGO, OR 97034
 CONTACT: MORGAN WILL

APPLICANT'S REPRESENTATIVE

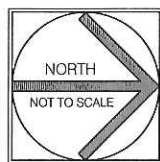
CASCADIA PLANNING + DEVELOPMENT SERVICES
 PO BOX 1920
 SILVERTON, OR 97038
 CONTACT: STEVE KAY, AICP

LAND SURVEYOR

K.L.S. SURVEYING INC.
 1224 ALDER STREET
 VERNONIA, OR 97064
 503-429-6115
 CONTACT: DONALD WALLACE, PLS

CIVIL ENGINEER

D.L. DESIGN GROUP INC.
 400 EAST EVERGREEN BLVD., SUITE 114
 VANCOUVER WA 98660
 503-644-4828
 CONTACT: GARY DARLING, PE




Cascadia
 Planning + Development Services
 PO Box 1920
 Silverton, Oregon 97081
 503-604-1089
 steve@cascadiapl.com
 www.cascadiapl.com

CITY OF MOLALLA LAND USE APPLICATION FOR
SHIRLEY BANK SUBDIVISION

14999 S. HWY. 211
 MOLALLA, OR 97038

TAX LOT 200 TAX MAP 52E09DA
 CLACKAMAS COUNTY, OREGON


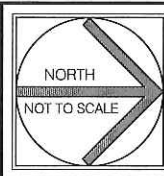


COVER
 SHEET
 JULY 18, 2016
 REVISIONS

P-1

SHEET 1 OF 8



 <p>Cascadia Planning and Development Services Portland, OR 97209 Silverton, Oregon 97381 503-804-1089 sls@cascedpld.com www.cascedpld.com</p>	 <p>NORTH NOT TO SCALE</p>	<p>CITY OF MOLALLA LAND USE APPLICATION FOR SHIRLEY BANK SUBDIVISION 14999 S. HWY. 211 MOLALLA, OR 97038</p> <p>TAX LOT 200 TAX MAP 52E09DA CLACKAMAS COUNTY, OREGON</p>	<p>▲ ▲ ▲ REVISIONS</p> <p>AERIAL PHOTO / FUTURE STREETS JULY 18, 2016</p> <p>P-2 SHEET 2 OF 8</p>
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SANITARY SEWER TABLE:

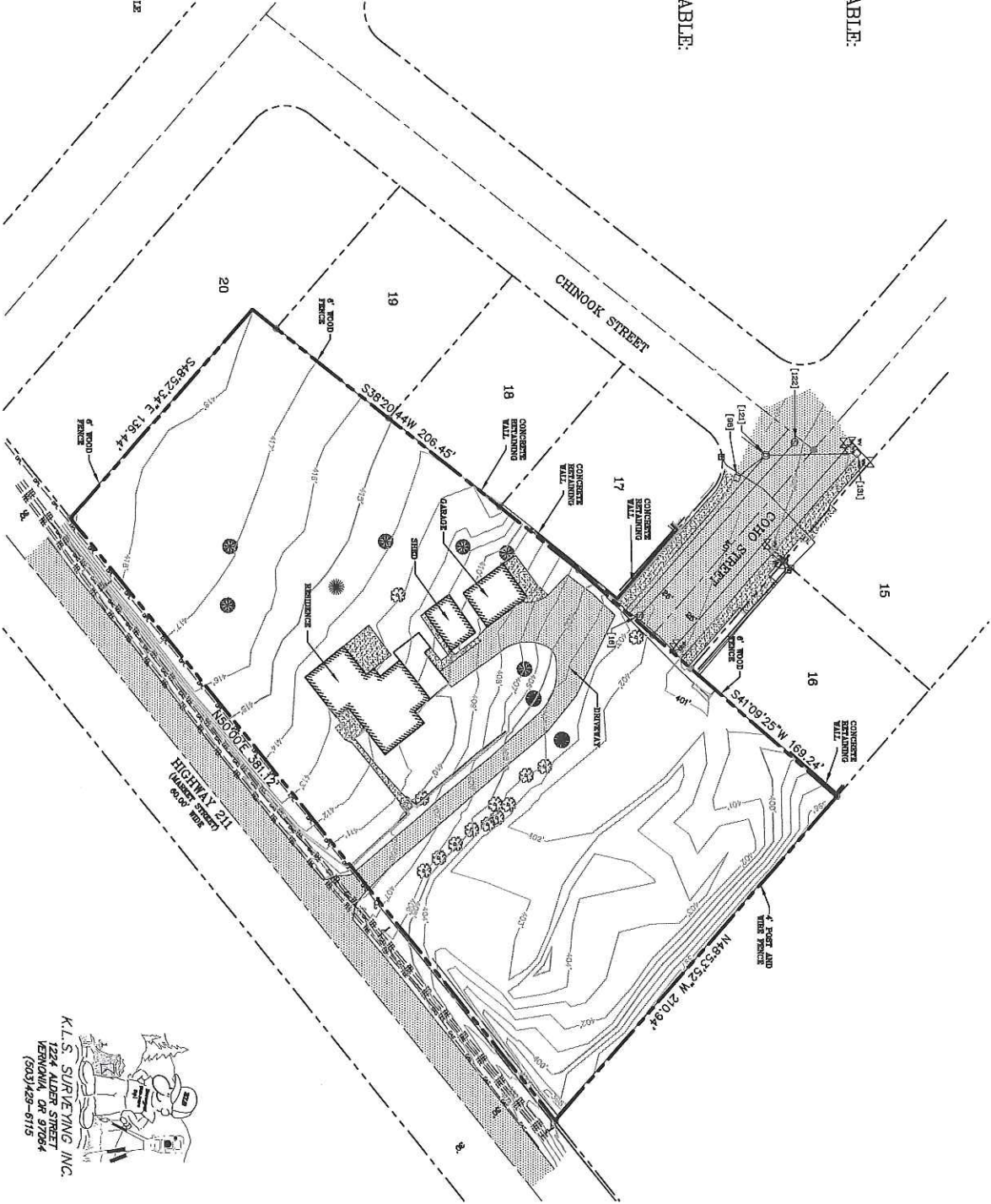
- [124] SANITARY SEWER MANHOLE
RdL = 402.10'
I.E. 8" P.V.C. (NW) = 395.65'
- [125] SANITARY SEWER MANHOLE
RdL = 400.18'
I.E. 8" P.V.C. (NW) = 394.11'
I.E. 8" P.V.C. (SE) = 394.31'
I.E. 8" P.V.C. (SW) = 394.41'

STORM DRAINAGE TABLE:

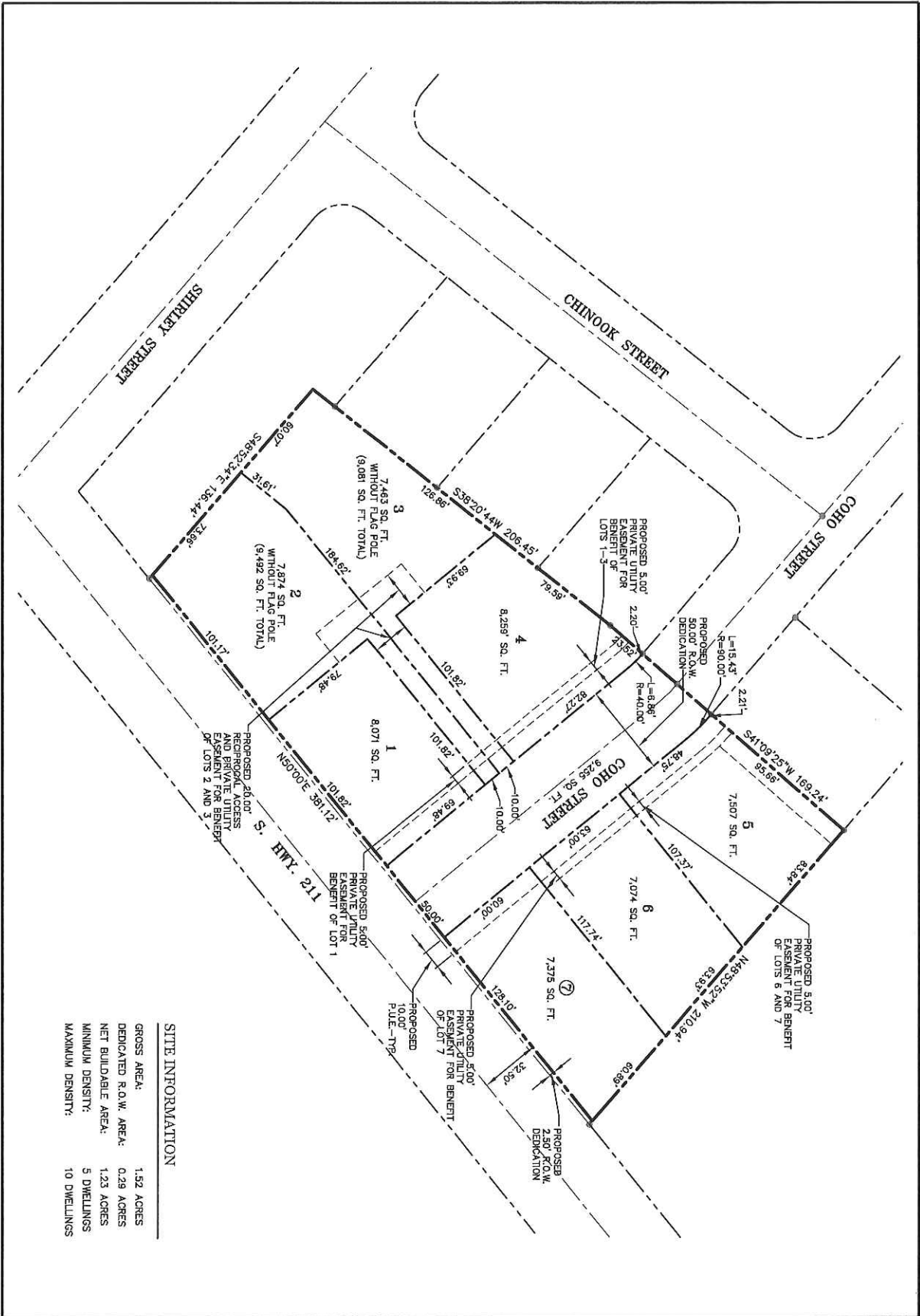
- [121] CATCH BASIN
GRATE = 408.74'
I.E. 10" P.V.C. (NW) = 398.14'
- [122] STORM MANHOLE
I.E. 10" P.V.C. (N) = 395.04'
I.E. 10" P.V.C. (SE) = 396.66'
I.E. 10" P.V.C. (S) = 396.54'
I.E. 10" P.V.C. (SW) = 396.54'
I.E. 10" P.V.C. (NW) = 396.48'
- [123] CATCH BASIN
GRATE = 399.82'
I.E. 10" P.V.C. (S) = 396.32'

LEGEND:

- = PHONE RISER
- = POWER RISER
- = POWER POLE
- = SIGN
- = FIRE HYDRANT
- = WATER METER
- = WATER VALVE
- = CEDAR TREE
- = FRUIT TREE
- = HOLLY TREE
- ⊙ = STORM MANHOLE
- = CATCH BASIN
- ⊙ = SANITARY SEWER MANHOLE
- = GAS LINE
- = BURIED POWER LINE
- = OVERHEAD POWER LINE
- = BURIED PHONE LINE
- = WATER LINE

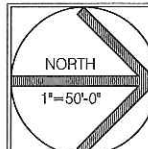



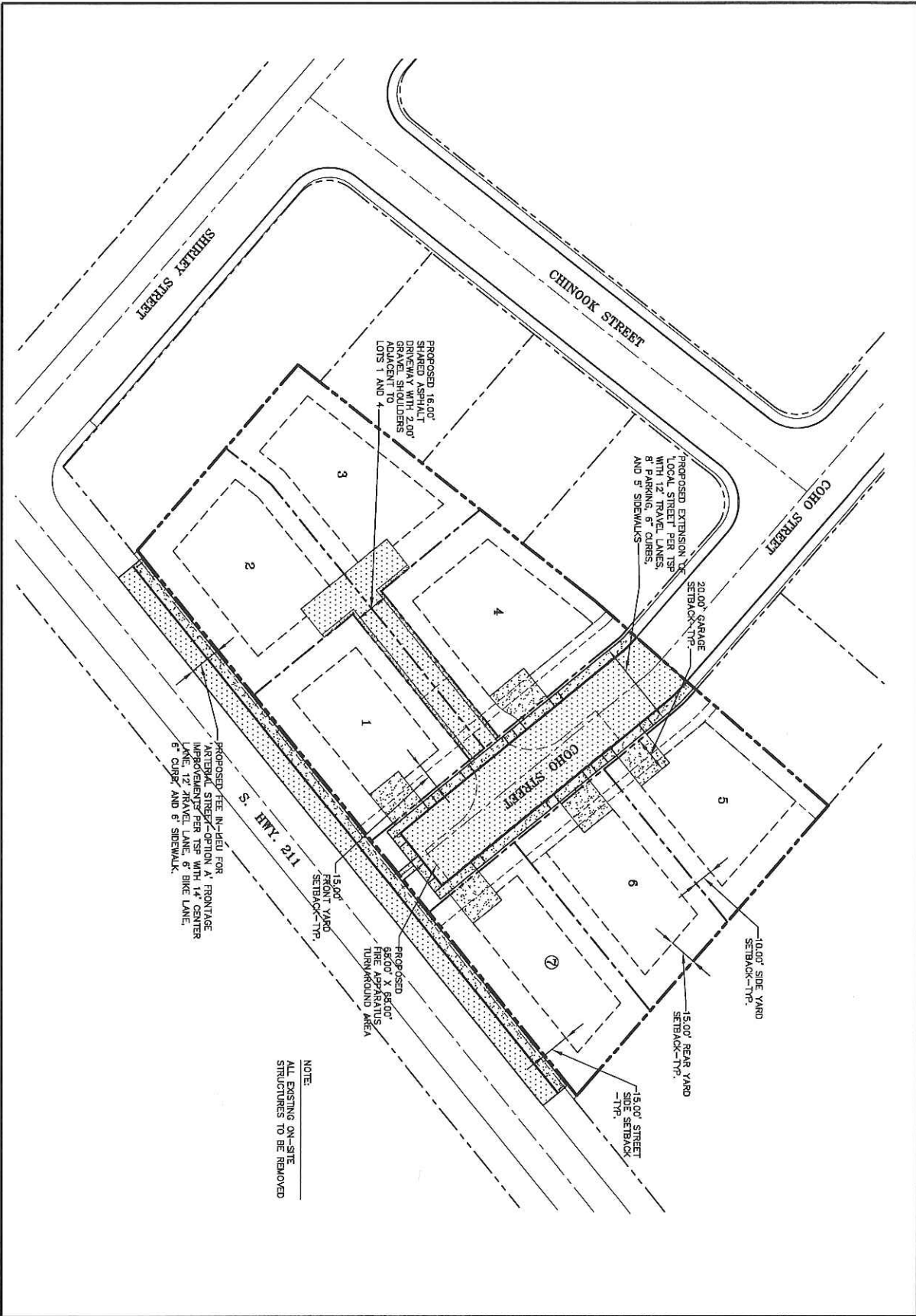
	<p>CITY OF MOLALLA LAND USE APPLICATION FOR</p> <h2 style="margin: 0;">SHIRLEY BANK SUBDIVISION</h2> <p>14999 S. HWY. 211 MOLALLA, OR 97038</p>	<p style="font-size: small;">NORTH 1" = 50'-0"</p>	<p style="font-size: small;">Planning & Development Services Silverton, OR 97138 503-804-1089 silver@cascaidpp.com www.cascaidpp.com</p>
<p>P-3</p> <p style="font-size: x-small;">SHEET 3 OF 8</p>	<p>EXISTING CONDITIONS</p> <p style="font-size: x-small;">JULY 18, 2016</p> <p style="font-size: x-small;">REVISIONS</p>	<p style="font-size: x-small;">Silverton, OR 97138 503-804-1089 silver@cascaidpp.com www.cascaidpp.com</p>	

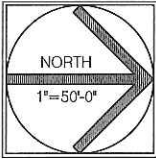



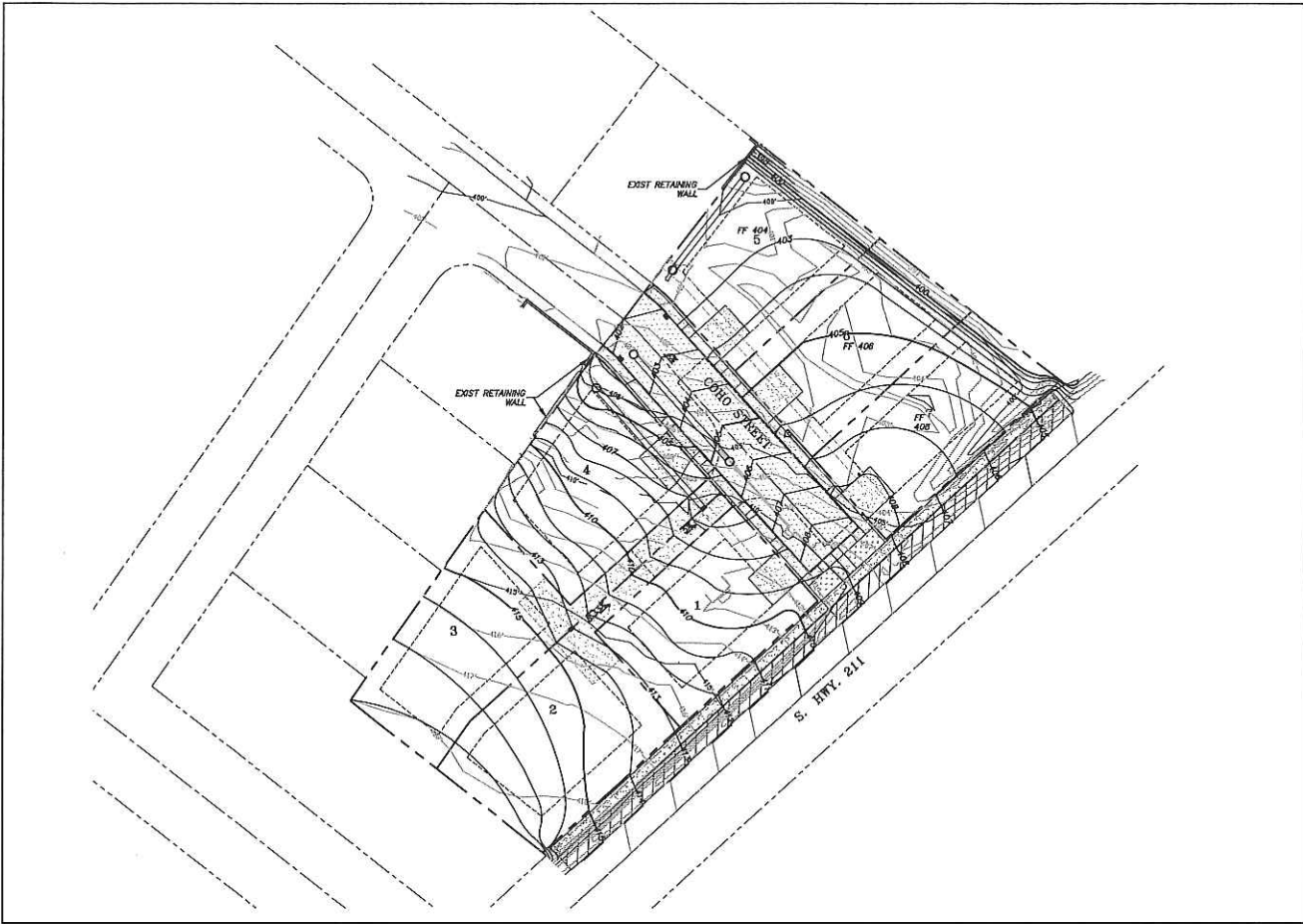
SITE INFORMATION

GROSS AREA:	1.92 ACRES
DEDICATED R.O.W. AREA:	0.29 ACRES
NET BUILDABLE AREA:	1.23 ACRES
MINIMUM DENSITY:	5 DWELLINGS
MAXIMUM DENSITY:	10 DWELLINGS

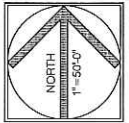
 NORTH 1"=50'-0"	<p>CITY OF MOLALLA LAND USE APPLICATION FOR</p> <h2 style="margin: 0;">SHIRLEY BANK SUBDIVISION</h2> <p>14999 S. HWY. 211 MOLALLA, OR 97038</p> <p>TAX LOT 200 TAX MAP 52E09DA CLACKAMAS COUNTY, OREGON</p>	 <p>Cascadia Planning & Development Services PO Box 1820 Silverton, Oregon 97381 503-804-1089 steve@cascadiapd.com www.cascadiapd.com</p>
<p>REVISIONS</p> <p>▲▲▲</p> <p>P-4</p> <p>SHEET 4 OF 8</p>	<p>PRELIMINARY</p> <p>PLAT</p> <p>JULY 18, 2016</p>	



	<p>CITY OF MOLALLA LAND USE APPLICATION FOR</p> <h2 style="margin: 0;">SHIRLEY BANK SUBDIVISION</h2> <p>14999 S. HWY. 211 MOLALLA, OR 97038</p> <p>TAX LOT 200 TAX MAP 52E09DA CLACKAMAS COUNTY, OREGON</p>	 <p style="font-size: small;">Cascadia Planning & Development Services PO BOX 1820 97381 Silverton, OR 97539 303-604-1089 silver@cascedpld.com www.cascedpld.com</p>
<p style="font-size: large; font-weight: bold;">P-5</p> <p style="font-size: small;">SHEET 5 OF 8</p>	<p style="font-weight: bold;">PRELIMINARY SITE PLAN</p> <p style="font-size: small;">JULY 18, 2016</p> <p style="font-size: x-small;">REVISIONS</p>	



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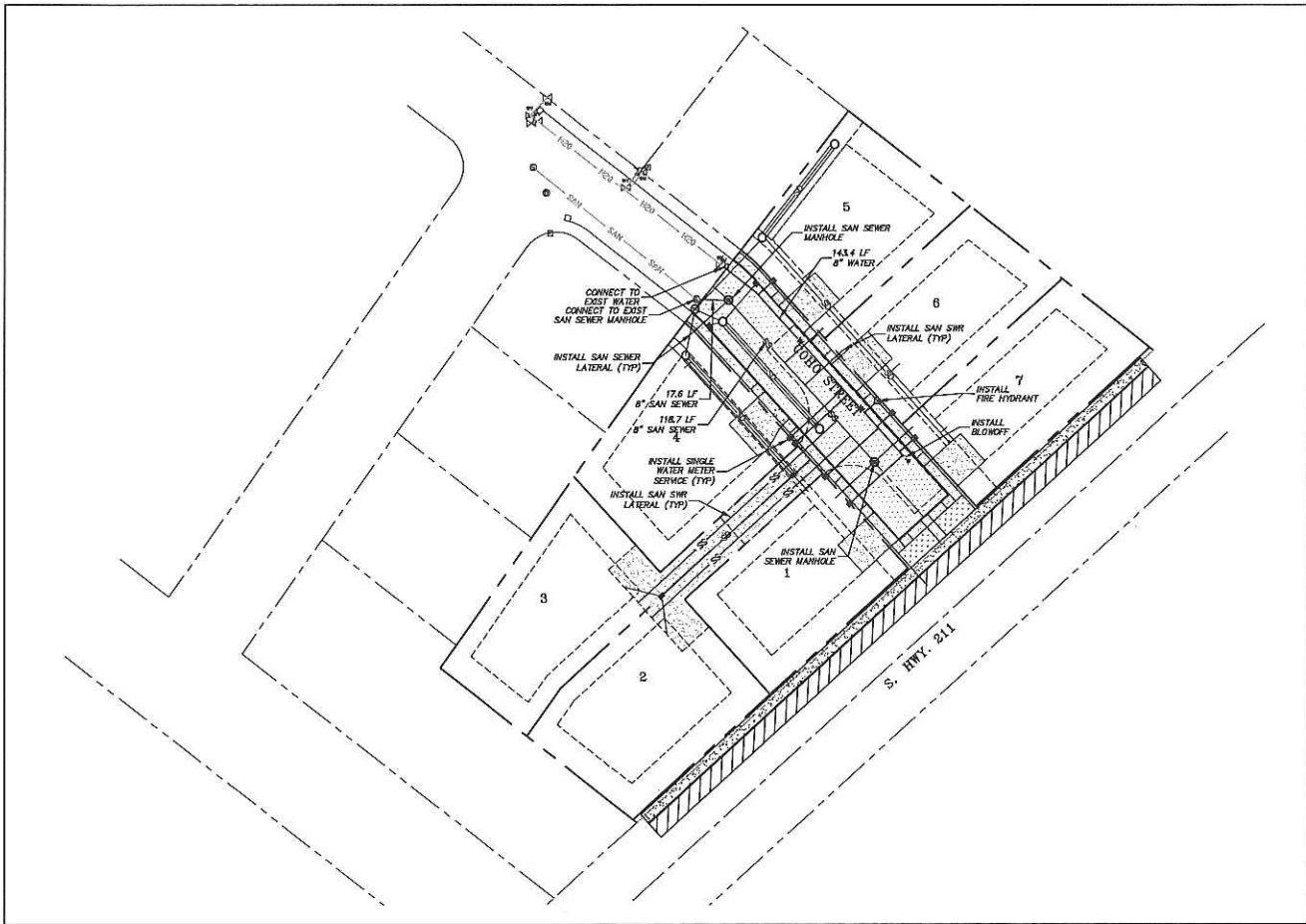


CITY OF MOLLALA LAND USE APPLICATION FOR
SHIRLEY BANK SUBDIVISION
 TAX LOT 200 TAX MAP 52600DA
 CLACKAMAS COUNTY, OREGON
 14999 S. HWY. 211
 MOLLALA, OR. 97038

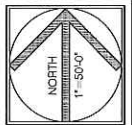
GRADING
 PLAN
 JULY 6, 2016

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P-6
 SHEET 6 OF 8



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CITY OF MOLALLA LAND USE APPLICATION FOR
SHIRLEY BANK SUBDIVISION
 TAX LOT 200 TAX MAP 52800DA
 CLATSOP COUNTY, OREGON
 14099 S. HWY. 211
 MOLALLA, OR 97108

SANITARY SEWER & WATER PLAN

JULY 6, 2016

REVISIONS

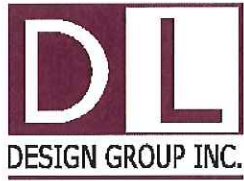


P-7

SHEET 7 OF 8

PRELIMINARY STORMWATER REPORT

EXHIBIT 5



Drainage Report

Shirley-Bank Subdivision Molalla, Oregon

Prepared for:

Stafford Development Company, LLC.
485 S. State Street
Lake Oswego, OR 97034

Prepared By:

Gary Darling

DL Design Group Inc.
400 East Evergreen Blvd. Suite 114
Vancouver, WA 98660



EXPIRES 12-31-17

July 15, 2016

Project No: SLC001

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1. Existing Conditions

The project site is located at 14999 S Highway 211 in Molalla, Oregon and is mostly undeveloped with one existing home. The site is bordered by the Mollala River Estates Subdivision on three sides, the Woodburn-Estacada HWY to the southeast, Shirley St. to the southwest, and Coho St. to the west (Figure 4, Appendix A). Other site specific parameters are as follows:

- Clackamas County Parcel Number – 01099796
- Size – 1.51 acres or 65,776 square feet (SF)
- Latitude & Longitude – 45.147703, -122.558770
- Legal Description – SE ¼ of Section 9, T5S, R2E, Willamette Meridian
- Local Jurisdiction – City of Molalla

Currently, trees and grasses cover approximately 89 percent of the total site area, with 11 percent impervious surfaces from the structures and concrete surfaces (Table 1). The proposed land use for the development is a 7 lot subdivision.

Table 1: Existing conditions at of the site, summarizing the pervious and impervious surfaces of the site.

SURFACE	IMPERVIOUS OR PERVIOUS	AREA (SF)
DRIVEWAY	Impervious	3,594
CONCRETE	Impervious	906
STRUCTURES	Impervious	2,841
LANDSCAPING AND TREES	Pervious	58,435
TOTAL		65,776

This site gently slopes ($\leq 6\%$) towards the northwest with a low and high point of 397 and 418 feet in elevation respectively. Groundwater seepage at the site was encountered at an 8 feet depth below the ground surface, with clayey silty soils belonging to hydrologic group C. Thus, infiltration is not a feasible method of stormwater management. The detention pond for the adjacent development was found to be at capacity, and will cannot be used for stomwater management.

2. Proposed Conditions

The proposed project will demolish the existing structures, remove a fill stockpile on the northern side of the property, and develop the site into a 7 lot subdivision. Coho Street will be extended into the project allowing access for the lots (Figure 5, Appendix A). Lots 1-4 will have access through the construction of a private hammerhead turnaround. The drainage improvements for the site will provide detention of the peak runoff from the 25-year storm event, thereby mitigating the runoff to the existing 10-yr levels.

The land use will consist of landscaping, impervious roads and sidewalks, and the home structures. Three detention pipes will be required for Basins A-C. It is assumed that the roofs of the new homes will be 3,500 SF each (Figure 6, Appendix A).

Table 2: Post developed land use summary.

BASIN A	AREA (SF)
COHO EXTENSION ROAD	6,107
SIDEWALK	3,116
DRIVEWAYS	1,720
TOTAL	10,943
BASIN B (LOTS 1-4)	
PRIVATE ROAD	3,236
STRUCTURES	14,000
TOTAL	17,236
BASIN C (LOTS 5-7)	
STRUCTURES	10,500
TOTAL	10,500

3. Design Criteria

The City of Molalla’s Public Works Design Standards were used to size the detention facilities for the proposed development. The minimum design criteria for detention facilities is as follows (Molalla, 1997):

- Storm Frequency - Storage volume onsite sized to the 25-year storm recurrence interval.
- Time of concentration – minimum of 10 minutes.
- Stormwater Flows – The Rational Formula shall be use for areas under 100 acres.
- The detention volume – The rate of runoff from a developed site during a 25-year recurrence interval storm shall not exceed the pre-development rate of runoff released based on a 10-year recurrence interval storm.
- Water Quality – No water quality treatment is required per direction from the City’s planner.
- Maintenance schedule or plan should be included with the design calculations.

4. Methods

The stormwater detention system was sized using the rational method and the continuity formula (Equation 1).

Equation 1

$$\text{Storage} = \text{inflow}_{\text{dev}} - \text{outflow}_{\text{nat}}$$

ODOT's guidelines were followed to size the detention tank. A graphical copy is attached per basin in the results section, showing the maximum detention volume, the size of the basin, and the length of the proposed 3-foot pipes. AutoCAD Civil 3D's Hydraflow extension was also used to calculate the natural time of concentration for the site (Figure 9, Appendix C). The developed time of concentration was conservatively chosen to be 5 minutes.

The natural and developed peak flow conditions were determined using the rational method. Two storms were investigated to comply with design standards:

- 10-year storm recurrence frequency, existing conditions (natural)
- 25-year storm recurrence frequency, proposed conditions (developed)

Rainfall Intensity Duration Frequency (IDF) curves from ODOT Zone 8 map were used to estimate intensity values. Table 3 values were used in to estimate peak pre-development and post-project peak flows.

Table 3: Rainfall Intensity Duration Frequency - parameters obtained ODOT Zone 8 Map (Figure 10, Appendix C).

Return Frequency	Rainfall Intensity (in/hr.)			
	5-min	15-min	30-min	60-min
10-year	2.30	1.50	1.05	0.65
25-year	2.60	1.75	1.20	0.75

A. The Rational Method

The rational method (RM) was used to calculate the design storm event runoff, in order to determine the hydrologic impacts of the proposed development. The size of the site area is less than 100 acres; therefore the RM can be used to estimate peak discharge rates per City of Molalla's design standards.

Equation 2

$$Q = CIA$$

Where:

Q = peak discharge, units of cubic feet per second (cfs)

C = runoff coefficient, proportion of the rainfall that runs off the surface (unit less)

I = rainfall intensity, units of inches per hour.

A = drainage area contributing to the design location, units of acres.

B. Weighted Runoff Coefficient

Equation 3 was used to determine a weighted runoff coefficient for the pre-development basin. Soil characteristics per subarea were determined; a runoff coefficient was chosen for each and multiplied by percentage of total area included in that soil class. The sum of the products is the weighted runoff coefficient. Calculations for the weighted coefficients are shown in Table 4.

Equation 3

$$\sum_0^i \frac{C_i A_i}{A}$$

Where:

C_i = runoff coefficient for the subarea specific soil group, proportion of the rainfall that runs off the surface (unit less)

A_i = area belonging to the subarea soil group, units of acres.

A = Total area in the basin

The pre-development runoff coefficients were determined using Equation 3 and Table 4. Common rational coefficients are also contained in Appendix C, Figure 11.

Table 4: Existing Conditions - Runoff coefficient for pre-existing basin, runoff coefficient based existing impervious surfaces and a type C soil group.

	Site Area (acres)
	1.51
Total Area	1.51
% impervious	11
"C"	0.31

$$C_{natural} = \frac{0.42 * 0.17 \text{ ac}}{1.51 \text{ ac}} + \frac{0.30 * 1.34 \text{ ac}}{1.51 \text{ ac}} = 0.313$$

i. Post Construction Land Use

Factoring in the proposed land use changes to the site, the runoff coefficient increases to 0.9 for Basins A-C, as their surfaces include roof, asphalt, and concrete runoff.

C. Time of Concentration

The time of concertation (T_c) is defined as "the travel time of water particle from the hydraulically most remote point in the basin to the outflow location," or a point of interest (Gupta, 2008). T_c is comprised of the initial time of concentration (T_i) and travel time (T_t). FAA Equations 4-6 below were used to determine T_c for overland flows for Basin A.

Equation 4

$$T_c = T_i + T_t$$

Equation 5

$$T_i = \frac{1.8(1.1 - C)\sqrt{D}}{\sqrt[3]{s}}$$

Where:

T_i = overland flow time, units of minutes

C = Runoff Coefficient, unit less

s = slope, units of %

D = watercourse distance, in feet

$$T_t = \left(\frac{11.9L^3}{\Delta E} \right)^{0.385}$$

Where:

T_t = time of travel, units of hours

L = watercourse distance, units of miles

ΔE = Change in elevation along the hydraulic length, units of feet

Time of concentration for the pre-developed site, using the FAA equations, was estimated to be 16.1 minutes given the following parameters (See Figure 9, Appendix C):

- Flow length – 423 ft
- Watercourse slope – 6 percent
- Runoff coefficient 0.31

Time of concentration for the post-developed Basin A-C is 5 minutes, changing the runoff coefficient from 0.31 to 0.9.

5. Results & Conclusions

The hydrologic results were tabulated ODOT's hydraulics manual to size the detention systems (Figure 6, Appendix A).

1. Basin A

The proposed detention pipe for Basin A mitigates the post-development flows to below pre-development levels. A 10-year pre-development flow, at the natural time of concentration, of 0.11 cfs was estimated to be the natural runoff from the site. A summary of the hydrologic results are itemized below and in Figure 1:

- C natural = 0.31
- C developed = 0.9
- Time of concentration natural (T_{nat})= 16.1 minutes
- Time of concentration developed (T_{dev}) = 5 minutes
- 10-yr. intensity at T_{nat} = 1.4 inches per hour
- Peak flow for natural conditions = 0.109 cfs.

- Area = 0.251 acres
- Peak flow for developed conditions at 25-yr storm intensity = 0.24 cfs (at 35 minutes)
- Minimum Required detention volume = 294 cf.
- Minimum length of 3-foot diameter pipe = 39 ft., adding a 25 % factor = 52 ft.
- Orifice diameter = 1.5 inches
- Developed outflow = 0.10 cfs.

C _{natural}	0.31	T _{nat.}	16 min	From old calculation on report/change me
C _{dev.}	0.9	T _{dev.}	5 min	Change me
I _{@t_{nat}} (in/hr)	1.4	H ₀ (ft)	3 ft	*Changing T _{nat} requires changing intensity (I _{@t_{nat}})
Q _{peak_{nat}} (cfs)	0.109	Q ₀ (cfs)	0.102	
Area (ac)	0.251	D ₀ (in)	1.5	
Max Detention Volume (cf)	294.0	Flow Check	Orifice OK	
Length of 3' pipe * Safety Factor	52	Pipe Radius (ft)	1.5	

1	2	3	4	5	6	7	8
Time Interval (Min)	CA _{developed}	Rainfall Intensity (in/hr)	Inflow volume rate (cfs)	inflow volume (cf)	outflow volume rate (cfs)	Outflow volume (cf)	Required Storage (cu. Ft)
5	0.226	2.550	0.576	172.814	0.109	32.680	140.133
10	0.226	2.100	0.474	284.634	0.109	65.360	219.274
15	0.226	1.700	0.384	345.627	0.109	98.041	247.586
20	0.226	1.500	0.339	406.620	0.109	130.721	275.899
25	0.226	1.350	0.305	457.448	0.109	163.401	294.047
30	0.226	1.200	0.271	487.944	0.109	196.081	291.863
35	0.226	1.100	0.248	521.829	0.109	228.761	293.698
40	0.226	1.000	0.226	542.160	0.109	261.442	280.718
45	0.226	0.900	0.203	548.937	0.109	294.122	254.815
50	0.226	0.850	0.192	576.045	0.109	326.802	249.243
55	0.226	0.800	0.181	596.376	0.109	359.482	236.894
60	0.226	0.750	0.169	609.930	0.109	392.162	217.768
65	0.226	0.700	0.158	616.707	0.109	424.843	191.864
70	0.226	0.650	0.147	616.707	0.109	457.523	159.184

Figure 1: Basin A - Detention sizing spreadsheet printout, follows ODOT method for estimating detention volumes.

The proposed geometry of the pipe is as follows:

- Diameter – 3 feet
- Outflow orifice diameter – 1.5 inches
- Pipe length = 79 feet (minimum pipe size is 39 feet)

Per City of Molalla, the twenty-five year peak flow was detained to the 10-year pre-development levels. The detention pipe exceeds the minimum pipe length. Thus, the detention system successfully detains the 25-year storm runoff to levels below the existing conditions.

2. Basin B

The detention system for this basin was sized following the methods described in this report. Based on the input hydrologic parameters, the required detention volume is 464 cubic feet. The 10-yr. storm peak runoff is 0.17 cfs. Factoring proposed land use changes, the peak rainfall runoff is 0.48 cfs at 25 minutes. A summary of the hydrologic results are itemized below and in Figure 2:

- C natural = 0.31
- C developed = 0.9
- Time of concentration natural (Tnat)= 16.1 minutes
- Time of concentration developed (Tdev) = 5 minutes
- 10-yr. intensity at Tnat = 1.4 inches per hour
- Peak flow for natural conditions = 0.17 cfs.
- Area = 0.396 acres
- Peak flow for developed conditions at 25-yr storm intensity = 0.48 cfs (at 25 minutes)
- Minimum Required detention volume = 464 cf.
- Minimum length of 3-foot diameter pipe = 62 ft., adding a safety factor of 25% = 82 ft.
- Orifice diameter = 1.8 inches
- Developed outflow = 0.15 cfs.

C_natural	0.31	T_nat.	16 min	From old calculation on report
C_dev.	0.9	T_dev.	5 min	
i @t_nat (in/hr)	1.4	H_0 (ft)	3 ft	* Changing T_nat requires changing intensity (i_@tnat)
Q_peak_nat (cfs)	0.172	Q_0 (cfs)	0.148	
Area (ac)	0.396	D_0 (in)	1.8	
Max Detention Volume (cf)	463.9	Flow Check	Orifice OK	
Length of 3' pipe (ft) (Includes 0.25 factor of safety)	82	Pipe Radius (ft)	1.5	

1	2	3	4	5	6	7	8
Time Interval (Min)	CA_developed	Rainfall intensity (in/hr)	inflow volume rate (cfs)	inflow volume (cf)	outflow volume rate (cfs)	Outflow volume (cf)	Required Storage(cu. Ft)
5	0.356	2.550	0.909	272.646	0.172	51.559	221.087
10	0.356	2.100	0.748	449.064	0.172	103.118	345.946
15	0.356	1.700	0.606	545.292	0.172	154.678	390.614
20	0.356	1.500	0.535	641.520	0.172	206.237	435.283
25	0.356	1.350	0.481	721.710	0.172	257.796	463.911
30	0.356	1.200	0.428	769.824	0.172	309.355	460.469
35	0.356	1.100	0.392	823.284	0.172	360.914	462.370
40	0.356	1.000	0.356	855.360	0.172	412.474	442.886
45	0.356	0.900	0.321	866.052	0.172	464.033	402.019
50	0.356	0.850	0.303	908.820	0.172	515.592	393.228
55	0.356	0.800	0.285	940.896	0.172	567.151	373.745
60	0.356	0.750	0.267	962.280	0.172	618.710	343.570
65	0.356	0.700	0.249	972.972	0.172	670.270	302.702
70	0.356	0.650	0.232	972.972	0.172	721.829	251.143

Figure 2: Basin B - Detention sizing spreadsheet printout, follows ODOT method for estimating detention volumes.

The proposed geometry of the pipe is as follows:

- Diameter – 3 feet
- Orifice diameter – 1.8 inches
- Pipe length = 87 feet (minimum pipe size is 62 feet)

Per City of Molalla, the twenty-five year peak flow was detained to the 10-year pre-development levels. The detention pipe exceeds the minimum pipe length. Thus, the detention system successfully detains the 25-year storm recurrence flow to levels below the natural conditions.

3. Basin C

The detention system was sized following the methods described in this report. Based on the input hydrologic parameters, the required detention volume is 282 cubic feet. The 10-yr. storm peak runoff is 0.11 cfs. Factoring proposed land use changes, the peak rainfall runoff is 0.29 cfs at 25 minutes. A summary of the hydrologic results are itemized below and in Figure 3:

- C natural = 0.31
- C developed = 0.9
- Time of concentration natural (Tnat)= 16.1 minutes
- Time of concentration developed (Tdev) = 5 minutes
- 10-yr. intensity at Tnat = 1.4 inches per hour
- Peak flow for natural conditions = 0.11 cfs.
- Area = 0.241 acres
- Peak flow for developed conditions at 25-yr storm intensity = 0.29 cfs. (at 25 minutes)
- Minimum Required detention volume = 282 cf.
- Minimum length of 3-foot diameter pipe = 38 ft., adding a safety factor of 25% = 50 ft.
- Orifice diameter = 1.5 inches
- Developed outflow = 0.10 cfs.

C_natural	0.31	T_nat.	16 min	From old calculation on report
C_dev.	0.9	T_dev.	5 min	Sensitivity/change me
i @t nat (in/hr)	1.4	H_0 (ft)	3 ft	Results
Q_peak_nat (cfs)	0.105	Q_0 (cfs)	0.102	
Area (ac)	0.241	D_0 (in)	1.5	*Changing T_nat requires changing intensity (i_@tnat)
Max Detention Volume (cf)	282.4	Flow Check	Orifice OK	
Length of 3' pipe (ft) ((includes 0.25 factor of safety))	50	Pipe Radius (ft)	1.5	

1	2	3	4	5	6	7	8
Time Interval (Min)	CA_developed	Rainfall intensity (in/hr)	inflow volume rate (cfs)	inflow volume (cf)	outflow volume rate (cfs)	Outflow volume (cf)	Required Storage(cu. Ft)
5	0.217	2.550	0.553	165.961	0.105	31.384	134.577
10	0.217	2.100	0.456	273.347	0.105	62.769	210.579
15	0.217	1.700	0.369	331.922	0.105	94.153	237.769
20	0.217	1.500	0.325	390.496	0.105	125.537	264.959
25	0.217	1.350	0.293	439.308	0.105	156.922	282.387
30	0.217	1.200	0.260	468.595	0.105	188.306	280.289
35	0.217	1.100	0.239	501.137	0.105	219.690	281.446
40	0.217	1.000	0.217	520.662	0.105	251.075	269.587
45	0.217	0.900	0.195	527.170	0.105	282.459	244.711
50	0.217	0.850	0.184	553.203	0.105	313.843	239.360
55	0.217	0.800	0.174	572.728	0.105	345.228	227.500
60	0.217	0.750	0.163	585.744	0.105	376.612	209.132
65	0.217	0.700	0.152	592.252	0.105	407.996	184.256
70	0.217	0.650	0.141	592.252	0.105	439.380	152.872

Figure 3: Basin C - Detention sizing spreadsheet printout, follows ODOT method for estimating detention volumes.

The proposed geometry of the pipe is as follows (calculations):

- Diameter – 3 feet
- Orifice diameter – 1.5 inches
- Pipe length = 64 feet (minimum pipe size is 39 feet)

Per City of Molalla, the twenty-five year peak flow was detained to the 10-year pre-development levels. The detention pipe exceeds the minimum pipe length. Thus, the detention system successfully detains the 25-year storm recurrence flow to levels below the natural conditions.

6. Appendix A – Site Exhibits

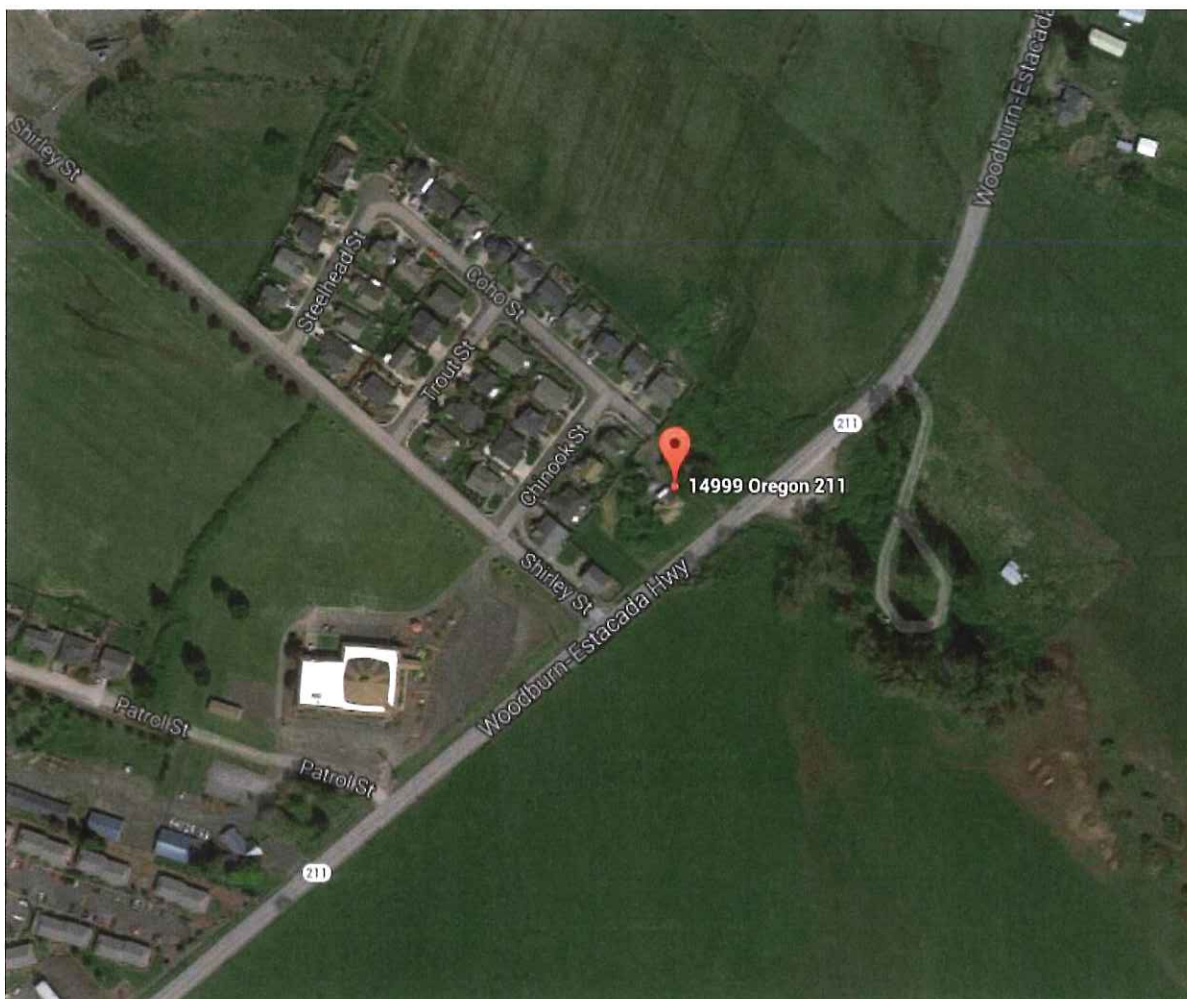
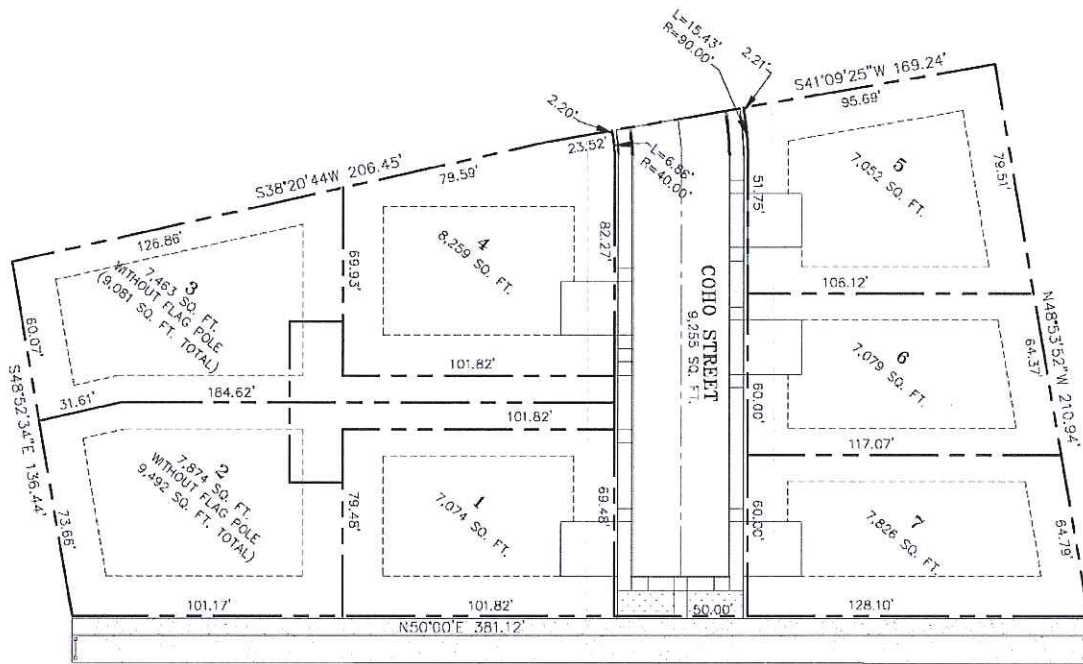


Figure 4: Site Location. Obtained from Google Maps.



S. HWY. 211

Figure 5: Proposed Site Plan Exhibit.

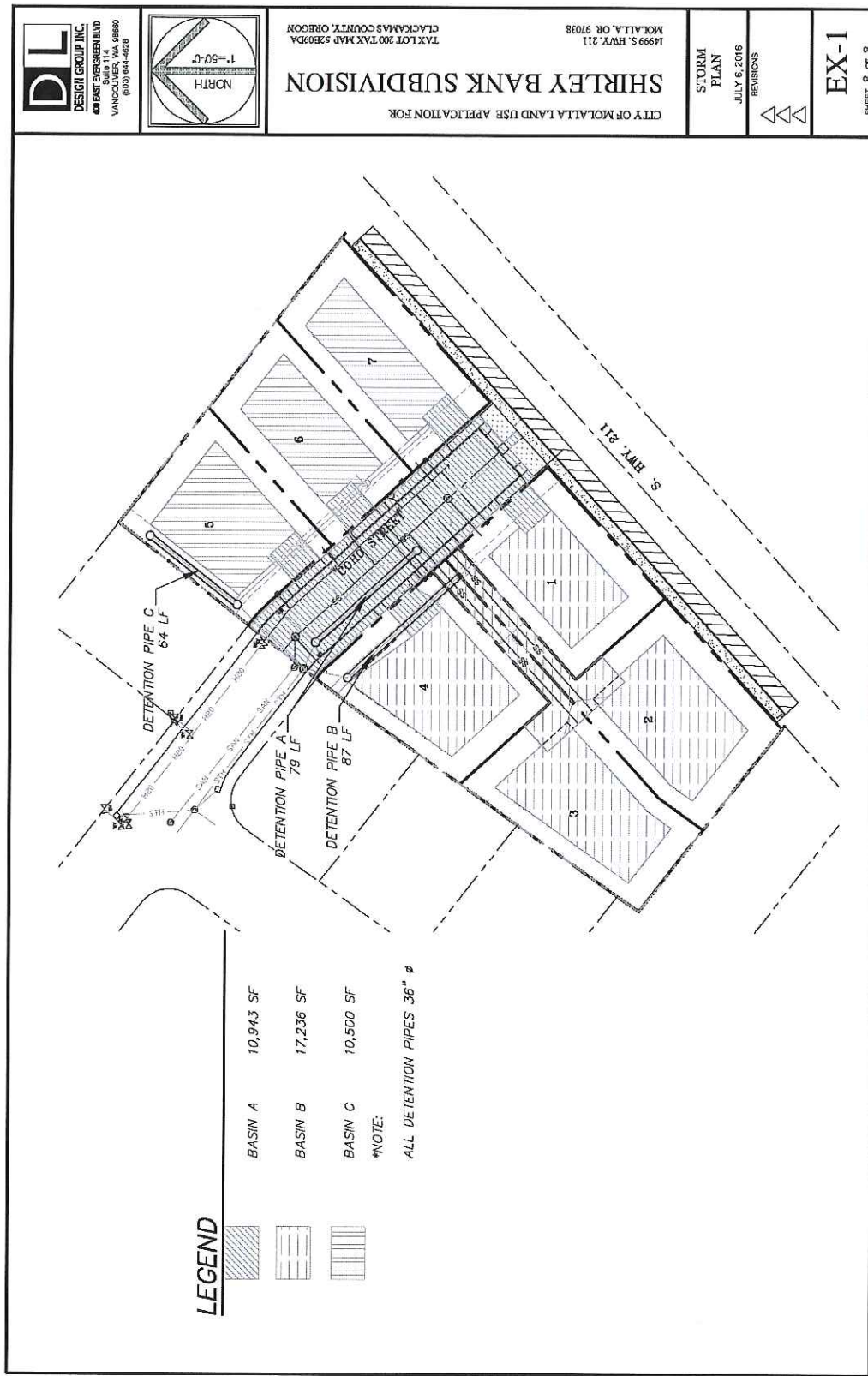


Figure 6: Proposed Storm Plan.



MEMORANDUM

To: City of Molalla
From: Jesse Winterowd
Date: August 31, 2016
Re: **2007 BLI Review; updates**

This memorandum summarizes Winterbrook’s review and update of residential lands identified in Molalla’s adopted and acknowledged 2007 Buildable Lands Inventory.

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2007 BUILDABLE LANDS INVENTORY

From 2005-2007, former City of Molalla planner Shane Potter prepared, with the assistance of the Molalla Planning Commission at that time, a detailed Buildable Lands Inventory (BLI) – an analysis of lands available for future development in Molalla. The BLI included several hundred pages of hand-annotated tax maps, reviewing every tax lot in the City, and a spreadsheet database. Winterbrook summarized the data in a 2008 memorandum, later adopted as part of the 2014 Comprehensive Plan update.

For the current process, Winterbrook re-mapped the residential portions of the 2007 BLI, to reflect changes in tax lots and incorporate a more-recent aerial photograph for review. Figure 1 provides an overview of the 2007 BLI, and Figures 2-6 zoom in to the NW, Central, NE, SE, and SW areas.

Figure 1: 2007 Buildable Lands Inventory Overview

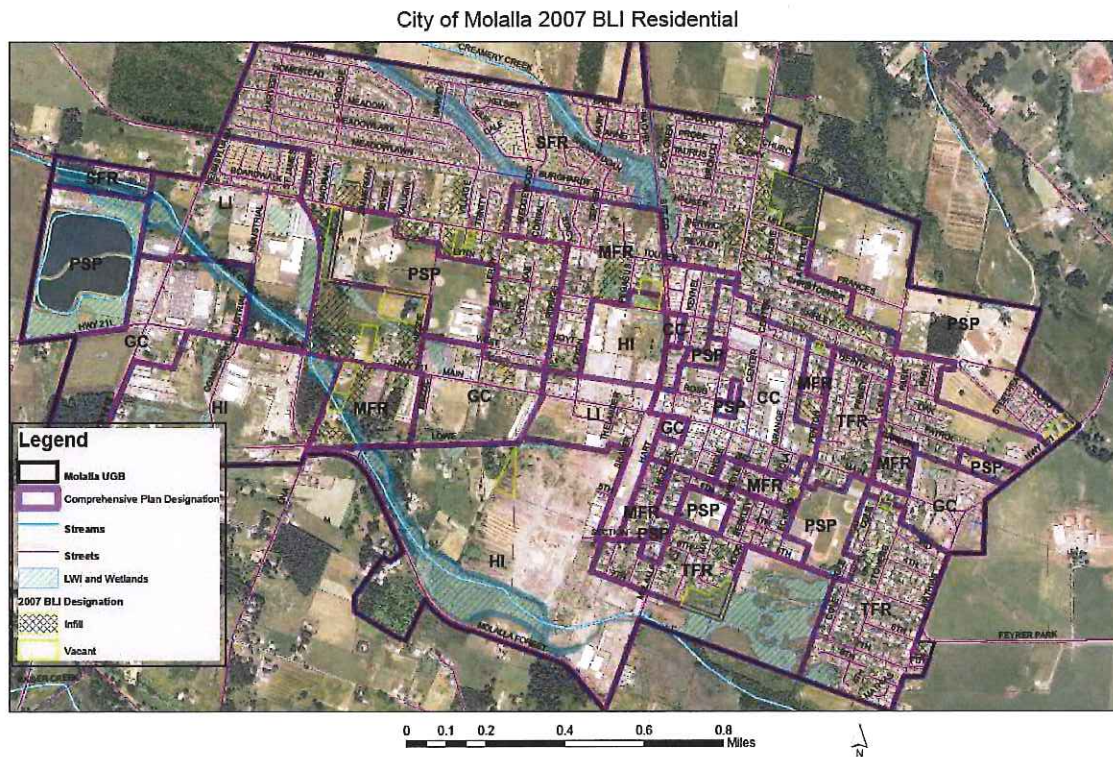


Figure 2: 2007 Buildable Lands Inventory Northwest



Figure 3: 2007 Buildable Lands Inventory Central

City of Molalla 2007 BLI Residential

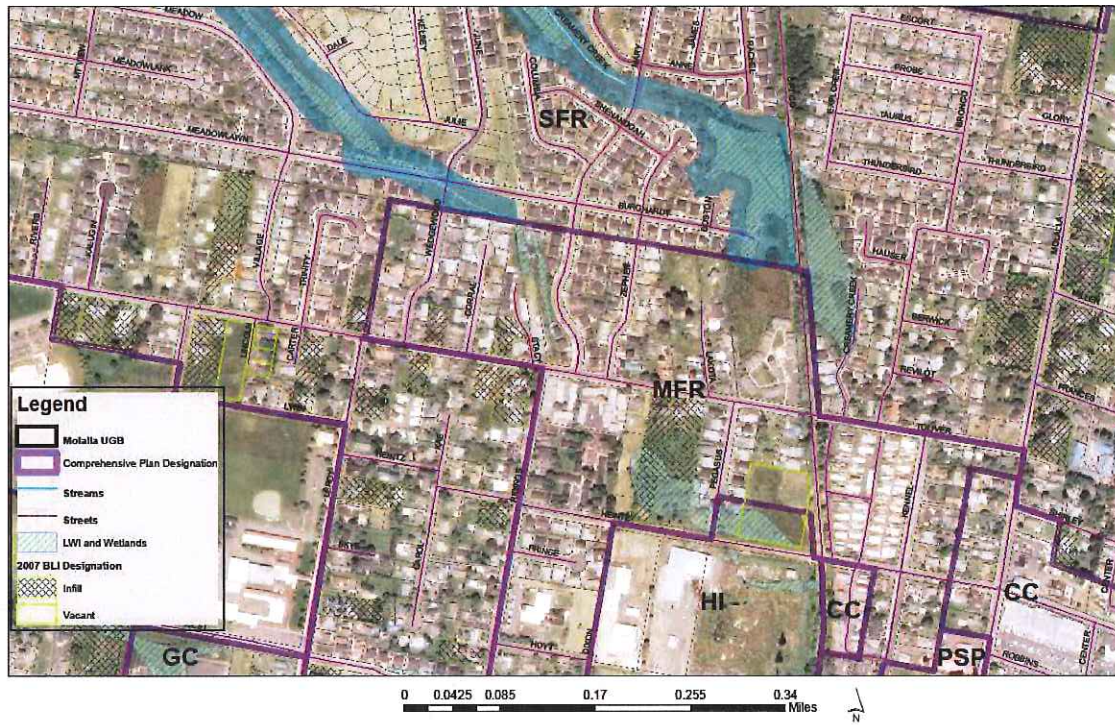


Figure 4: 2007 Buildable Lands Inventory Northeast

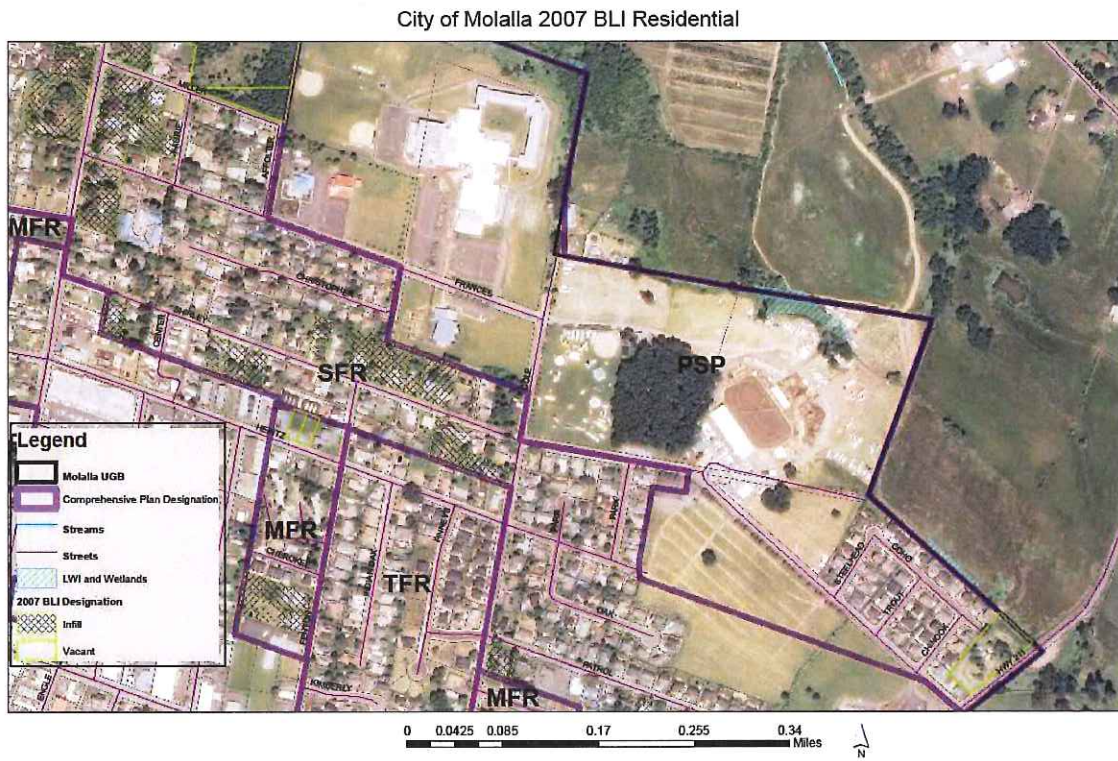


Figure 5: 2007 Buildable Lands Inventory Southeast

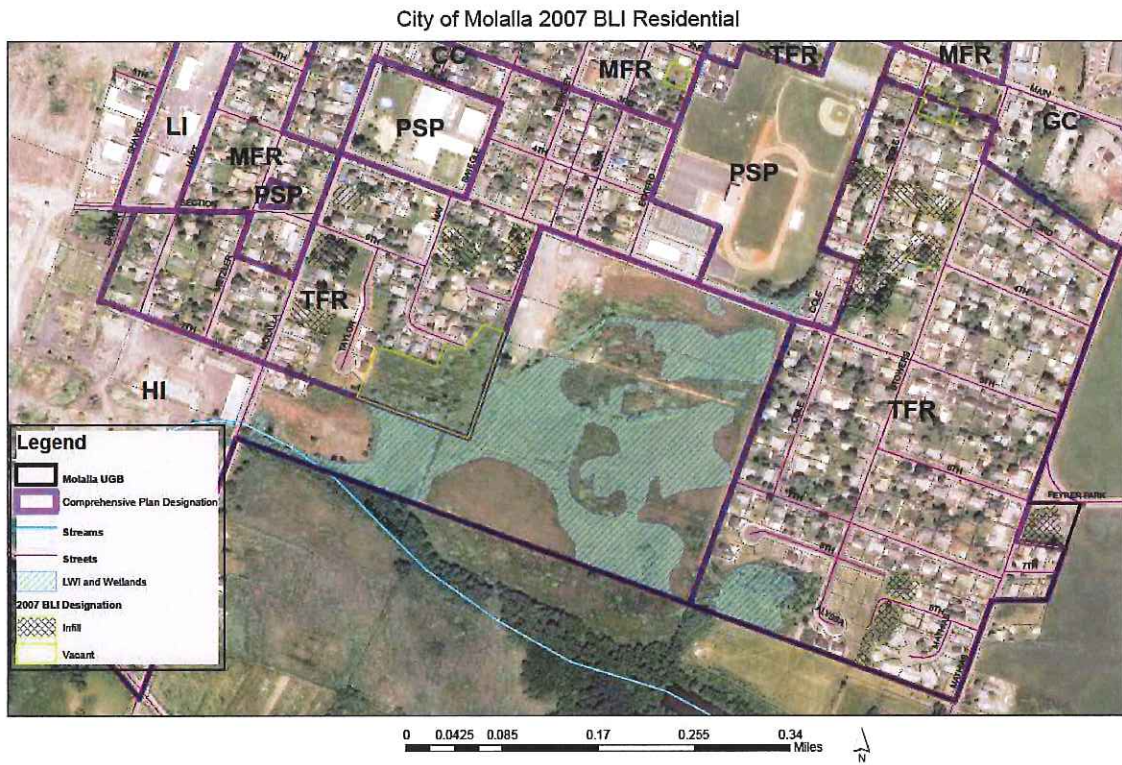
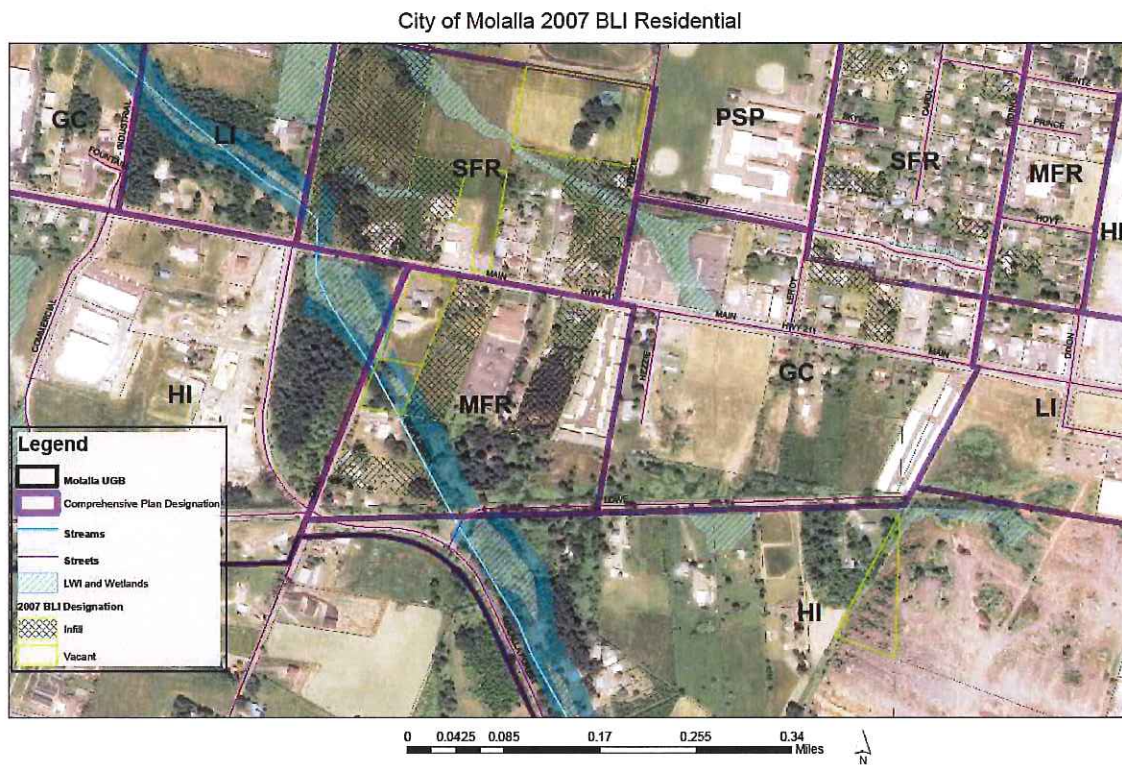


Figure 6: 2007 Buildable Lands Inventory Southwest



Recent Development

Winterbrook reviewed the 2007 BLI and identified areas that had developed since the BLI was established. These areas are shown (in red) on Figure 7. The majority of development shown in Figure 7 occurred via small scale land divisions (resulting in flag lots) on “potential infill” lots between 0.5 and 1 acre in size. Expansion of the Stoneplace Apartments south of Main Street also occurred on a parcel identified for infill potential in the 2007 BLI.

Figure 8 is an update of the 2007 BLI that removes the parcels that have recently developed.

Figure 7: Developed Parcels Identified on 2007 BLI

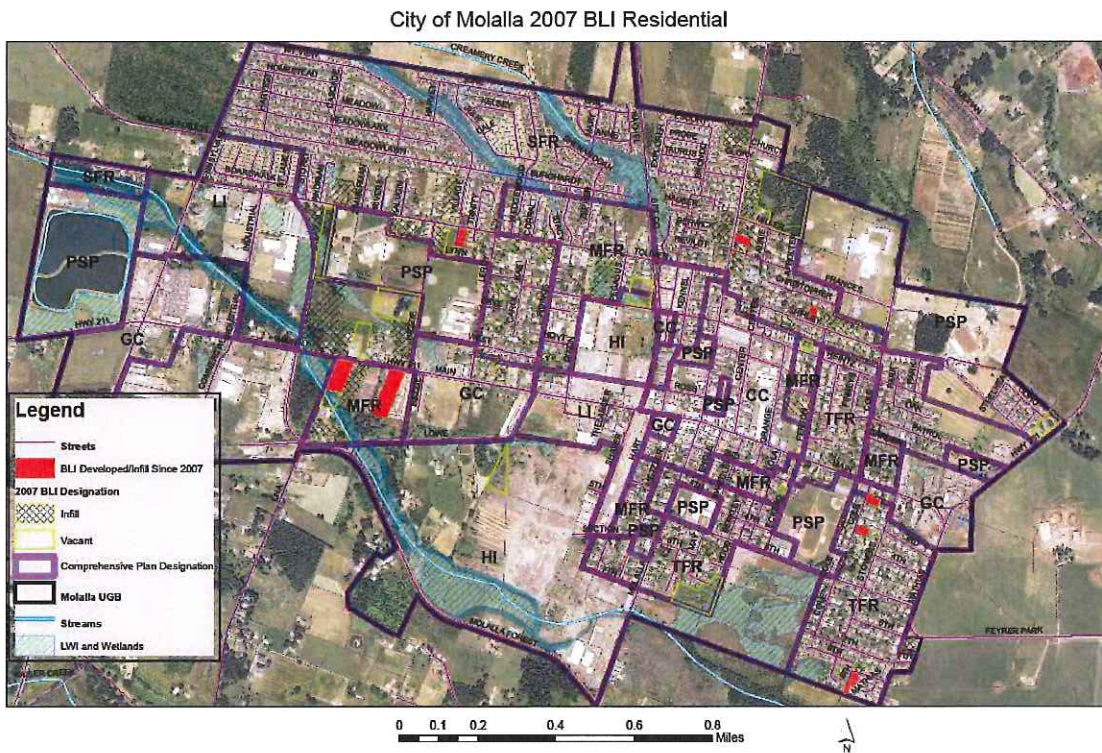
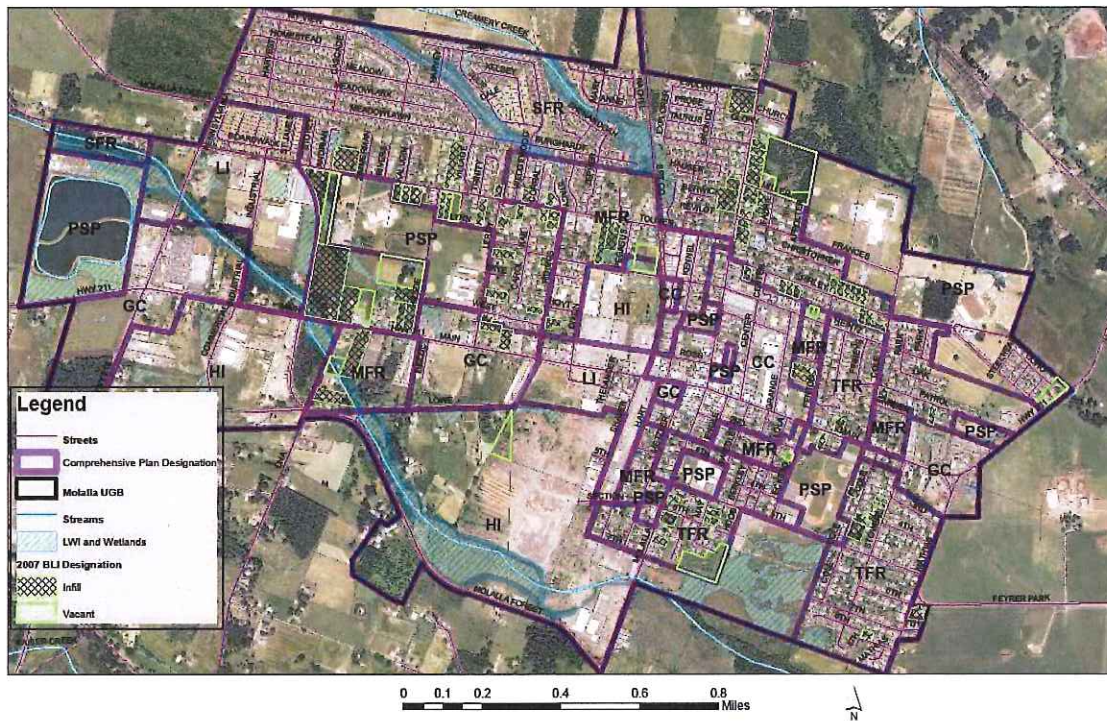


Figure 8: 2007 BLI Updated to Remove Developed Parcels

City of Molalla 2007 BLI Residential - Updated



2007 BLI – Problematic Vacant Parcels

While reviewing the residential parcels within the BLI, Winterbrook identified several vacant residential parcels that needed some additional evaluation. These parcels are shown on Figure 9.

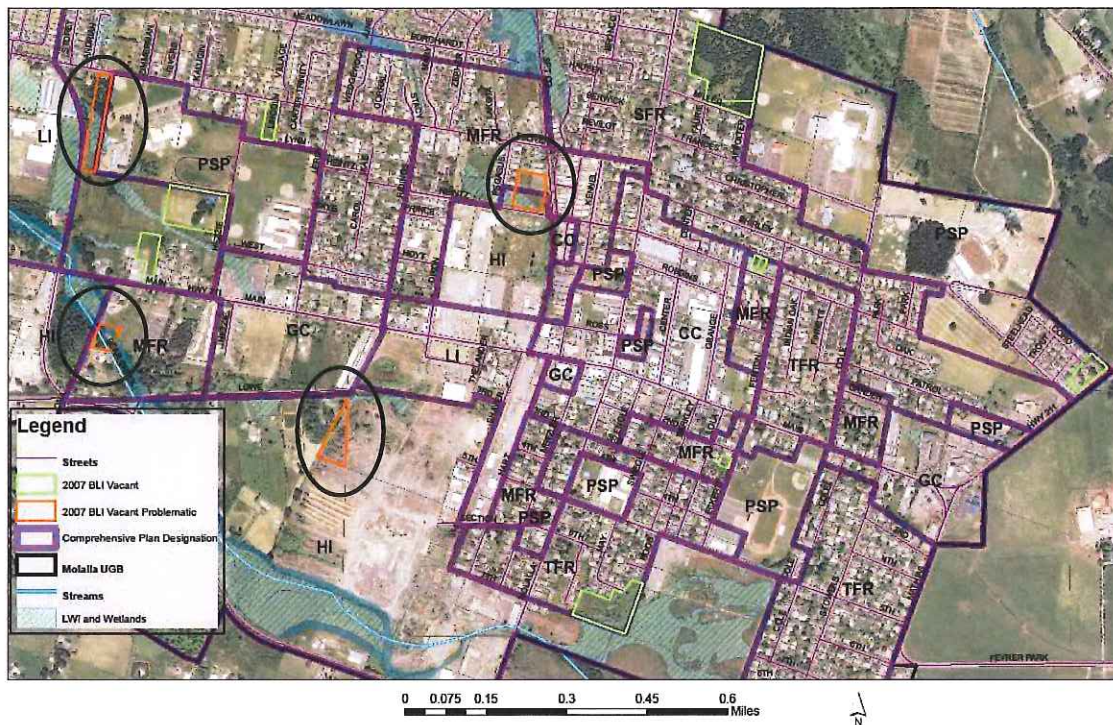
- The long, thin parcel to the northwest on Figure 9 (south of Toliver Road) is 2.9 acres and planned for Single Family Residential, but about 1.5 acres of this parcel are constrained by identified wetland areas.
- The southern half of the rectangular parcel north of West Heintz Street is within a Heavy Industrial plan designation, and mostly covered by identified wetland areas. This parcel is identified as entirely Multi-Family Residential on the BLI.
- South of Main Street, there is a 1.1-acre parcel designated for Multi-Family residential that is nearly entirely within the Bear Creek riparian area.
- South of South Lowe Road, a 2.2-acre triangular parcel is identified as vacant residential land, but is both zoned and planned for Heavy Industrial. This is not developed, but should be removed from the Residential inventory.

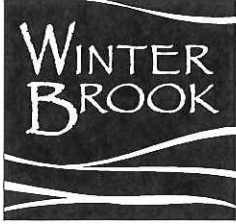
The parcels with wetland and riparian areas highlight the need for coordination with the zoning code update process – to evaluate the impact of protecting or not protecting identified resources.

The split parcel on W Heintz Street is addressed in the Plan / Zone Conflict memorandum. Resolving the conflict should clarify whether the southern half of the parcel should be counted in the Residential BLI or Industrial.

Figure 9: 2007 BLI – Problematic Vacant Residential Parcels

City of Molalla 2007 BLI Residential - Updated





MEMORANDUM

To: City of Molalla
From: Jesse Winterowd, AICP
Date: August 31, 2016
Re: **City of Molalla Plan / Zone Conflicts**

This memorandum summarizes Winterbrook review of residentially-zoned areas within the UGB that have significant plan/zone conflicts (e.g. zoned residential, planned for industrial).

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PLAN/ZONE CONFLICTS

Plan / Zone conflicts area areas where zoning (identified on the Molalla Zoning Map) is significantly inconsistent with plan designations (identified on the Molalla Comprehensive Plan Map). This situation can cause problems for planning staff and developers in scenarios where the Comprehensive Plan is a guiding document. These scenarios include localized planning/development efforts such as zone change requests, conditional uses, variances, etc., as well as larger-scale planning efforts such as determining long-term land supply and evaluating impacts of zoning code amendments.

Winterbrook recommends the following areas of conflict should be re-designated or re-zoned consistent with existing development to rectify plan-zone conflicts.

Commercial Conflicts

Figures 1 and 2 below show residentially-zoned land within areas designated Commercial on the Comprehensive Plan Map.

Figure 1 shows two areas on the east side of Molalla with R3 (Multi-Family) zoning and designated General Commercial on the Comprehensive Plan Map.

Figure 2 shows three areas near downtown with R3 zoning and designated Central Commercial on the Comprehensive Plan Map.

Figure 1: R3 Zone / General Commercial Plan

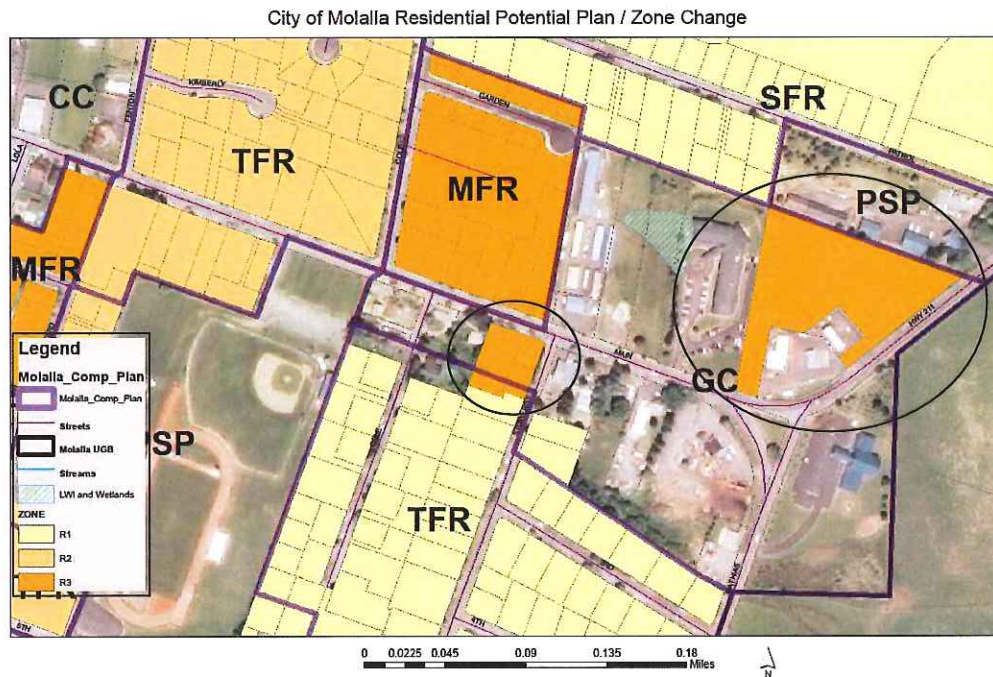
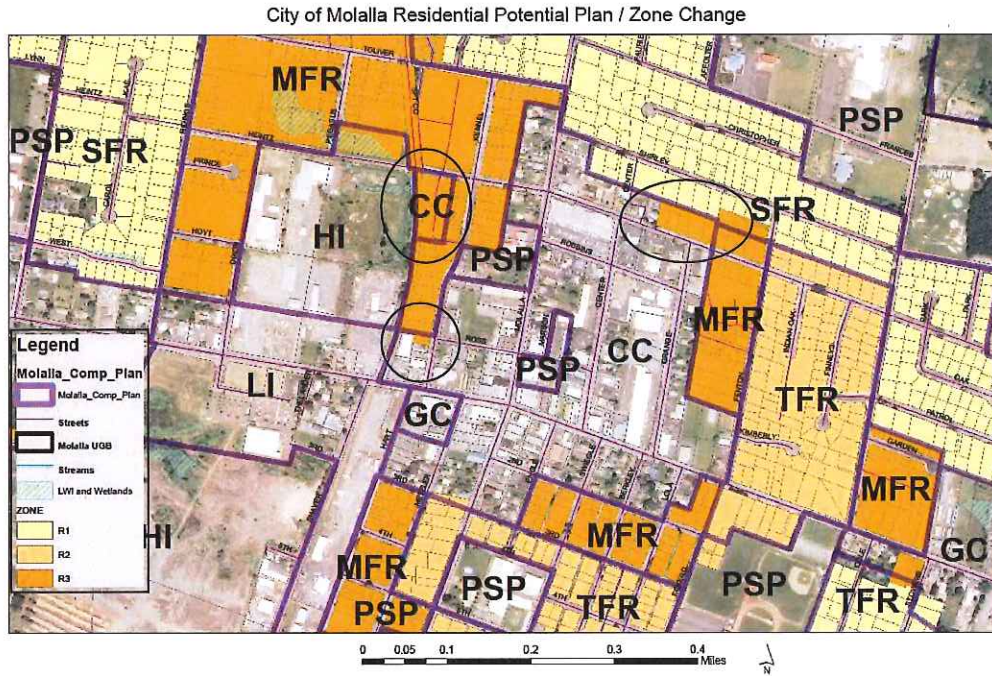


Figure 2: R3 Zone / Central Commercial Plan



Industrial Conflicts

Figures 3 and 4 show residentially-zoned land within areas designated Industrial on the Comprehensive Plan Map.

Figure 3 shows a large residential subdivision on the west side of Molalla, north of Tolliver Road that is zoned R3 and designated Light Industrial on the Comprehensive Plan Map.

Figure 4 shows an area, including a large wetland, north of Heintz Street that is zoned R3 and designated Heavy Industrial on the Comprehensive Plan Map.

Figure 3: R3 Zone / Light Industrial Plan

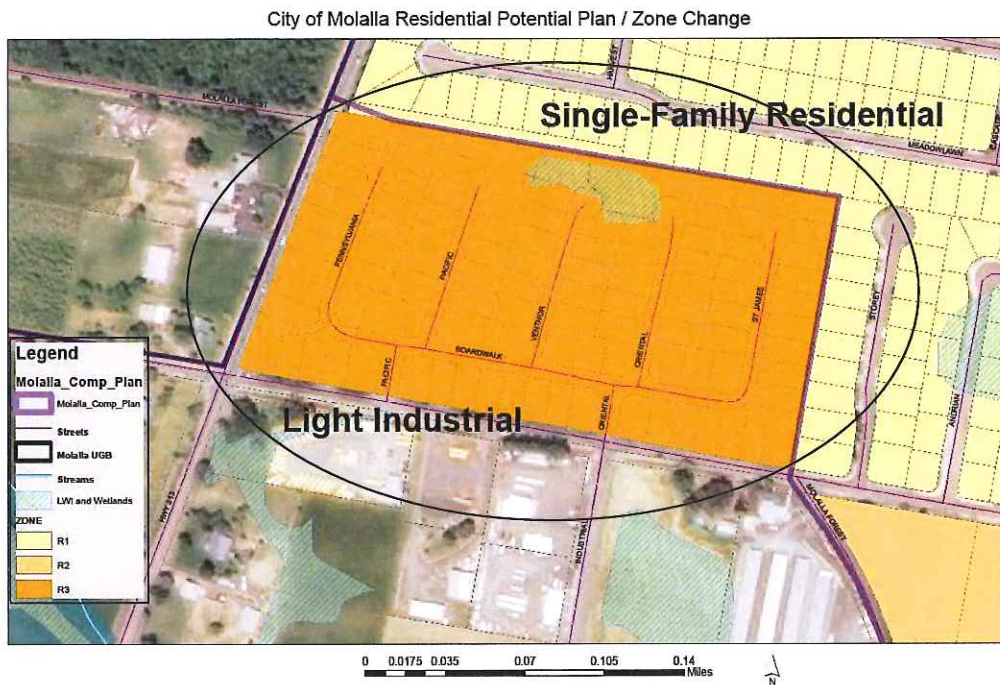


Figure 4: R3 Zone / Heavy Industrial Plan

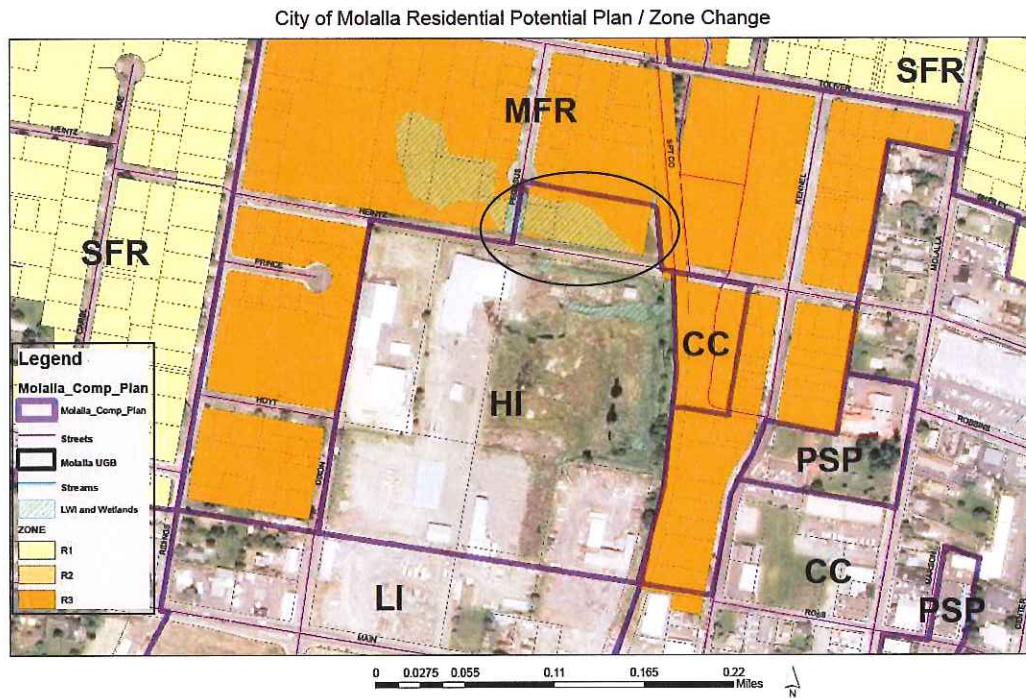


Figure 6: R1 & R2 Zone / Public-Semi-Public Plan

